AGENDA

PLANNING COMMISSION
THURSDAY, JULY 21, 2022 6:30 PM

PLACE: COUNCIL CHAMBERS
7232 EAST MAIN STREET, REYNOLDSBURG, OH 43068

A. CALL TO ORDER
   1. ROLL CALL
   2. APPROVAL OF MINUTES
      1. Planning Commission – Regular Meeting – July 7, 2022
   3. APPROVAL OF AGENDA
   4. SWEARING IN OF SPEAKERS

B. PUBLIC COMMENT

C. NEW BUSINESS

   1. Application #2022-5172; 8555 East Main Street; Applicant Skilken Gold; Rezoning (Sheetz)

D. OTHER BUSINESS

E. ADJOURNMENT

Reynoldsburg
OHIO · 1839

MINUTES

PLANNING COMMISSION
THURSDAY, JULY 7, 2022 6:00 PM

PLACE: COUNCIL CHAMBERS
7232 EAST MAIN STREET, REYNOLDSBURG, OH 43068

A. CALL TO ORDER

PRESENT: Zollars, Furst, Benner
ABSENT: Alabi (Excused)

2. APPROVAL OF MINUTES

1. Planning Commission – Regular Meeting – June 2, 2022

Minutes Stand Approved

3. APPROVAL OF AGENDA

Agenda Stands Approved

4. SWEARING IN OF SPEAKERS

Speakers for the evening sworn in by Mr. Zollars.

B. PUBLIC COMMENT

None

C. UNFINISHED BUSINESS

None

D. NEW BUSINESS

1. 7467 E Main St.; App# 2022-5201; Applicant Columbus Awning; Certificate of Appropriateness

Below is the staff review of the above referenced application.

1. **Project Summary**
   a. The property is located at the 7457 E. Main Street. The site is located on parcel 060-000216-00.

   b. The applicant, Columbus Awning Company, is requesting Planning Commission approval of a Certificate of Appropriateness to recover five (5) awnings of the Salite Meheret Ethiopian Orthodox Church with red fabric and a black graphic.

   c. Two of the five proposed awning recovers will feature the street address, while the remaining awnings will not include graphics.

2. **Zoning Review**

Minutes Acceptance: Minutes of Jul 7, 2022 6:00 PM (APPROVAL OF MINUTES)

a. The property is in the Old Reynoldsburg Commercial zoning district in which modifications to the exterior of any building is subject to a Certificate of Appropriateness. Per Section 1105.03, this proposal is a removal and replacement of the awning material and shall be considered a sign face change.

b. The proposed sign face change is compliant with signage regulations of Section 1105.03 in terms of materials. The proposed awning fabric is compiled of 100% solution dyed red "outdoor" acrylic fiber. The existing awnings are blue and with a white graphic depicting the street address. The proposed recover is a durable outdoor fabric that is easily maintained with periodic cleaning.

c. The proposed sign face change is compliant and in accordance with signage regulations of Section 1103.05 in terms of lettering and color. The proposed graphic is a non-illuminated black Arial text depicting the street address. The proposed graphic is minimal in design and complements the exterior façade.

d. The proposed sign face change is compliant and in accordance with signage regulations of Section 1103.05 in terms of graphic size. Awning lettering may not exceed sixteen inches in height (16"). The proposed graphic is six inches in height (6").

e. The existing awning structure maintains its integrity and can be used to support the proposed alterations.

Staff Recommendation

a. Per Section 1109.21, any modification to properties within the ORD-C are required to enhance the attractiveness and desirability of the zoning district. This alteration will replace an unappealing awning set which will support and bolster the overall character of the district. The proposed modifications are consistent with the uniformity of other properties in the Old Reynoldsburg Commercial Zoning District.

b. Staff is supportive of this motion to grant a Certificate of Appropriateness to the applicant.

c. In considering whether to grant the proposed Certificate of Appropriateness, Planning Commission shall determine whether the application is consistent with the standards contained in the City's zoning ordinance and Certificate of Appropriateness

Mr. Giangardella: To what you are saying about the structural support, they are going into the same place they were previously hung. We just took them down to re fabric them. The graphics were already on them, we are just changing the color to look better.

Mr. Furst: Are the structural supports in good shape?

Mr. Giangardella: Yes, it's brick and a wood block in there and we have all the attachments at our shop.

Minutes Acceptance: Minutes of Jul 7, 2022 6:00 PM (APPROVAL OF MINUTES)

Mr. Furst: I just ask if there is any rotting or anything that you replace that.

Mr. Giangardella: The awnings are in fine shape, they don't rust. Structurally they are fine.

Mr. Furst: I move that we submit this application as submitted.

Mr. Benner: I'll second.

Mr. Benner. Yes. Mr. Furst. Yes. Mr. Zollars. Yes.

RESULT:	**APPROVED [UNANIMOUS]**
AYES:	Zollars, Furst, Benner
EXCUSED:	Alabi

E. OTHER BUSINESS

Reminder that we will have a special Planning Commission at 6:30 PM on July 21st. Additionally, the August meeting is moved to the 11th at 6pm due to the Tomato Festival.

F. ADJOURNMENT

Chairman

Planning and Zoning Administrator

Minutes Acceptance: Minutes of Jul 7, 2022 6:00 PM (APPROVAL OF MINUTES)

Reynoldsburg

Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

APR 2 8 2022

App./Case#: 2022-5172
Date Submitted: 5/3/22
Fee Amount: $1,000.00
☒ Paid: CK

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

Property Address/Name of Plat:
8555 East Main Street, Reynoldsburg, OH 43068

FOR MAP AMENDMENT ONLY

Description of Location:
SEC Taylor Road SW & East Main Street

Proposed Zoning Dist.:
Community Commercial (CC)

Parcel ID#(s):
013-027540-00.000

Size of Area to be Rezoned:
6.4+/- AC

Number of Lots:	Present Zoning:	Present Use:	Existing Structures:
1	Innovation	Mobile Home Park	Shepard's Mobile Home Court Trailers/ Accessory Structures

Complete Where Applicable:
Engineer/Surveyor: The Mannik & Smith Group, Inc.
Builder/Developer: Skilken Gold Real Estate Development

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):	Property Owner Address:
SHEPARD JOHN A	8555 E MAIN ST REYNOLDSBURG, OH 43068

III. APPLICANT INFORMATION

Applicant Name:	Applicant Email:
Eric M. Elizondo	elizondo@skilkengold.com
Applicant Address:	**Applicant Phone Number:**
4270 Morse Road, Columbus, OH 43230	614-937-6362

☐ Property Owner ☐ Business Owner/Tenant ☑ Contractor ☐ Architect/Engineer

IV. PROJECT TYPE

☑ District Change (Rezoning)
$750 Residential
$1000 Non-Residential

☐ Amendment of Development Plan
$500

☐ Major Site Plan
$500

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: _____ Date: 4-27-22

By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

****OFFICE USE ONLY****

Additional Notes:

Zoning Information

☐ Zoning District: _____

Add'l Approvals Req'd

☐ BZBA

Planning Com. Meeting Date: _____	City Council Meeting Date: _____
☐ Approved as Submitted	☐ Approved as Submitted
☐ Approved w/ Conditions	☐ Approved w/ Conditions
☐ Tabled	☐ Tabled
☐ Denied	☐ Denied

P&Z Admin.: _____ Date: _____
Clerk of Council: _____ Date: _____

Attachment: Application 2022-5172 - 8555 E Main St (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Development Handbook
FACILITIES DEMAND WORKSHEET Sheetz

1. Water:

a) What will the total demand for water be in gallons per day (gdp) for this proposed site improvement?

APR 2 8 2022

1,650 gdp

b) How much pressure is required?

45 psi

Coordinate with the City Engineer to determine if a Water Usage/Flow Study is required.

2. Sanitary Sewer

a) What will the total anticipated flow in gallons per day for this proposed site improvements?

2,500 gdp

Coordinate with the City Engineer to determine if a Utility Study is required.

3. Traffic

a) Definitions:

i) Traffic Access Study: This type of study is to be used for small scale projects generating 50- 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. These studies are applicable to projects that do not have a significant impact on the overall transportation system, but will have impacts on site access points. Analysis is typically limited to review of access point location, type, and size. Analysis of turn lane requirements on the public road at the proposed access point may also be reviewed.

ii) Traffic Impact Study: An impact study is to be completed for uses that generate more than 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. This type of evaluation usually includes all access points and nearby intersections. The scope of the Traffic Impact Study is to be determined by affected agencies and the Applicant.

iii) Regional Traffic Analysis: This type of analysis is suited for large scale or groups of smaller projects that impact a large geographical area significant enough in the judgment of City to require an evaluation of impacts on a Comprehensive or Thoroughfare Plan Scale. Road segments, intersections, and perhaps alternative road networks shall be analyzed and long term needs identified. The scope is to be determined by affected agencies and the Applicant.

Attachment: Application 2022-5172 - 8555 E Main St (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

APR 2 8 2022

b) What are the anticipated Average Daily Traffic (ADT), Generator Peak Traffic, Adja cent Street Peak Traffic volumes, generated by the site improvement and what are the Peak Hours of operation (using ITE Trip Generation Manual).

2,766 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
256 AM	336 AM	7:00-8:00 AM
244 PM	276 PM	4:00-5:00 PM

c) **USE FOR ZONING DISTRICT CHANGES:** Is a zoning district being requested for uses that can generate 200 or more peak hour trip ends that the current zoning does not anticipate?

X Yes, Traffic Impact Study or Regional Traffic analysis is required.

_____ No, Traffc Access Study Required.

d) **USE FOR MAJOR SITE PLANS:** Check the following as applicable to the site develop ment:

_____ There are 200 or more Peak Hour trips anticpated
(Traffic Impact Study or Regional Traffic Study is required.)

_____ There are between 50-200 Peak Hour trips anticpated.
(Traffic Access Study is required.)

_____ There are less than 50 Peak Hour trips anticpated (No additional requirements)

e) The information presented in this section is to assist the applicant with the require ments for traffic analysis within the City of Reynoldsburg. The City reserves the right to change these requirements if special conditions exist. If a Traffic Impact Statement or Regional Traffic Analysis is required, the applicant and the City Engineer must schedule a scope verification meeting with the City and any other local, state, or federal agencies affected by the proposed site improvements.

I certify that the information provided with this application is correct and accurate to the best of my knowledge, in filing this application with the City of Reynoldsburg.

Eric M. Elizondo
Applicant's Signature

4/27/2022
Date

Attachment: Application 2022-5172 - 8555 E Main St (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Engineers, Surveyors, Planners, Scientists

MEMO

Date: July 12, 2022

To: Mr. Eric Meyer, Director of Development

From: Ryan Andrews, City Engineer

Subject: Staff Report for: Sheetz- East Main Street & Taylor Road

Copies: Joseph Begeny, Mayor; William Dorman, Public Service Director

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On behalf of the City of Reynoldsburg, EMH&T conducted a preliminary engineering review of the private development plan for the Sheetz at the southeast corner of the intersection of East Main Street and Taylor Road. Please note that plans for this site were previously reviewed in November, 2021. The following summarizes our findings and recommendations with respect to this development.

ROADWAY ACCESS AND SITE PARKING

1. The site is providing two access points; a right-in/right-out onto East Main Street and a full access on the east side of Taylor Road.
2. The right-in/right-out access point is shown with lane widths of 14 feet. We recommend the minimum width of the lanes be 16 feet. Please reference the City of Columbus Standard Drawing 2211 for general layout and signage.
3. Please show the existing entrance into CVS on the west side of Taylor Road. The existing drive and proposed drive on the east side of Taylor Road should be aligned. From aerial photo, it appears the existing drive and proposed drive are aligned, but this needs to be verified. Please also confirm if the existing drive approach on the east side of Taylor Road will be removed to facilitate the new entrance.
4. A lot split will be necessary from the current John Shepard parcel (013-027540).
5. The site has an existing sidewalk along the Taylor Road frontage, including curb ramps and ADA push button facilities at the intersection. A proposed 10' path is shown along the East Main Street frontage. On the PGU plan, please note that the path is to be per Reynoldsburg Standard Drawing R-20. Additionally, detectable warnings and ADA compliant ramps will be required at the proposed driveway crossings. At the Main Street entrance, the opening in the proposed median needs to have a minimum width of 10' to match the path width.
6. The consultant will need to coordinate with ODOT to determine if a permit will be required for the Main Street entrance installation as the City's boundary is adjacent to the project. Please show Reynoldsburg City Limits on future submittals where applicable.

UTILITIES

7. The project will provide water service from the existing 12-inch watermain located on the south side of East Main Street. For the proposed water service tap and meter, please review and reference the applicable Reynoldsburg Standard Drawings with the PGU submission.
8. It appears as though a proposed private sanitary sewer extension is serving this site from the south. The sewer leaves the page without showing where it connects to an existing City sewer. Please confirm this connects to the sewer to the south, which was installed for the existing mobile

Attachment: Staff Report-Sheetz Taylor and Main EMHT (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

home park. Additionally, it is not customary in Reynoldsburg for sewer extensions to be "private". This will likely need to be a public sewer with easements. Please review with the Water / Wastewater Department to verify that a "private" sewer extension is permitted.

9. With PGU submittal, provide labels and plan numbers for the existing watermain, sanitary sewer and storm sewer.
10. Although it appears to be shown, please be sure to provide details on the PGU plan for the oil/water separator which will accept the drainage under the fuel canopy.
11. For lighting, the site is utilizing various styles of lights including light poles for the drives and parking areas, lighted bollards and wall mounted lights for pedestrian areas adjacent to the building and canopy lights for the fuel canopy. Most are LED fixtures and appear to be appropriate for the use. A photometrics analysis was provided and is acceptable.

STORMWATER

12. The site is showing a regional detention basin to be utilized for required stormwater detention and water quality treatment. Further details and calculations are to be provided with the PGU submission. Calculations will need to show that the existing storm sewer network has capacity to accept the flow from the development and any future development to the east.
13. Please show further detail regarding flood routing for the site. It appears the inlets located on the southern access drive may not be able to reach the detention system via flood routing and would instead flow offsite.

DETAILS / SPECIFICATIONS

14. Please provide the details for the curb and pavement compositions so they can be reviewed against the City of Reynoldsburg standards. Additionally, the sidewalk that connects to the public walk along East Main Street should be per the Reynoldsburg Standard Drawing R-9.
15. Where applicable, refer to Reynoldsburg Standard Construction Drawings.
16. On the PGU plan, please show a temporary barricade at the southern terminus of the eastern access road.

TRAFFIC STUDY

17. Please add the 2026 site volumes from the Eastwood Traffic Impact Study to the background traffic of this study. These volumes will need to appear in the 2033 Horizon Year, AM & PM. Please maintain the horizon year analysis already in this study, and add an additional Horizon Year scenario, volumes and analysis.

Attachment: Staff Report-Sheetz Taylor and Main EMHT (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

ARCHITECTS. ENGINEERS. PLANNERS.

OHM Advancing Communities®

Attachment: OHM_2022_0711 Reynoldsburg BZBA & PC Meeting_Application Review_ Revised Sheetz Rezone (App #2022-5172, 8555 East

July 13, 2022

Mr. Eric Meyer
Development Director
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

RE: Sheetz Taylor and Main Rezoning; 8555 East Main Street; App/Case #2022-5172

Mr. Meyer:

Enclosed is our review of the application material for the above referenced plans.

1. ***Project Summary***

   a. The site being considered for rezoning from Innovation (I) to Community Commercial (CC) is located at 8555 East Main Street, in the southeast quadrant of the East Main Street and Taylor Road intersections. It consists of one 6.4 +/- acre parcel which is part of a larger 17.0 +/- acre property. The balance of the 17.0 +/- acre property, or 10.6 acres, will remain in the Innovation (I) zoning district.

   b. The entire 17.0-acre site, including other surrounding properties, was recommended in the 2018 Comprehensive Plan, Future Land Use Map as Innovation District. Innovation District "include(s) a mix of industrial and office uses intended to serve as economic centers for Reynoldsburg and surrounding communities."

   c. The site is currently being used for residential purposes as a mobile home park with several accessory structures. A mobile home park is not listed as a permitted or conditional use in the Innovation (I) district and is currently considered a non-conforming use.

   d. Adjacent zoning at the remaining quadrants of the East main Street and Taylor Road Intersection includes both Community Commercial (CC) at the southwest and northwest quadrants and Aetna Township's General Business 1 (GB I) zoning in the northeast quadrant.

2. ***Rezoning Review-CC-Community Commercial (Section 1109.23 - Zoning Map and Text Amendment***
   The following items are required to be submitted as part of the Zoning Map or Text Amendment process (Section 1109.23).

   a. *Correct legal description of the lot(s):* See "ALT/NSPS Land Title Survey"

   b. *The names and addresses of the owners of lot(s) contiguous or directly across the street from the subject lot(s):* "See Development Plan"

   c. *Existing topography at two-foot (2 ft.) contour intervals of the subject lot(s) and extending at least three hundred feet (300 ft.) outside of the proposed lot, including lot lines, easements, street rights- of-way, existing structures, trees and landscaping features thereon:* See "Existing Conditions, Alt A Survey." Topography, including lot lines, easements, street rights- of-way, existing structures, trees, and landscaping features are not shown for the required 300 feet outside the proposed lot.

   d. *The proposed vehicular and pedestrian traffic patterns;* See "Environmental /Landscape Plan." The proposed site vehicular and pedestrian traffic patterns are adequate to allow ingress and egress and manage internal site circulation. The proposed Parcel A drive thru appears to adequately provide vehicle stacking and bypass.

OHM Advisors
580 NORTH FOURTH STREET, SUITE 610
COLUMBUS, OH 43215
T 614.418.0600
F 614.418.0614
OHM-Advisors.com

e. *The location of all existing and all proposed structures;* See "Environmental /Landscape Plan"

f. *The proposed assignment of use and subdivision of land including private land and common land*: The proposed uses for the 6.4-acre site include a 6,077 square-foot retail and convenience store with gasoline facility (Parcel A, Sheetz), a 1,700 square-foot vehicular care use (Parcel B1), and two one-story office uses (Parcels B2 and B3), 7,150 and 9,350 square feet, respectively. The Sheetz facility also includes Quick Serve/Fast Food with a Drive Thru. Quick Serve/Fast Food with a Drive Thru and office uses are permitted in the CC district. The Sheetz facility as a Retail – Convenience with Gasoline use and the Vehicular Care Services use are both conditionally permitted within the CC district.

g. *Preliminary plans of all structure types;* See "Permit Review Drawings." Structural plans are provided for the primary structure only on Parcel A.

h. *Deed restrictions and protective covenants; N/A*

i. *A schedule for construction;* Not provided.

j. *Traffic impact study:* See engineering comments.

k. *Utilities impact study*: See engineering comments.

l. *Drainage impact study:* See engineering comments.

3. *Zoning Recommendation*

a. Approval of the rezoning request for 6.4 +/- acres zoned Innovation (I) to Community Commercial (CC) is supported primarily because of its proximity to other commercial zones and uses on the other four quadrants of the East Main Street and Taylor Road intersection but will require separate conditional use approval under Section 1109.15 by the Board of Zoning and Building Appeals (BZBA). The Food Service - Quick Serve/Fast Food with Drive Thru (Parcel B1) is permitted, but requires adherence to Section 1105.13, L, Drive Thru Services. Similarly, the gasoline station component will need to follow Section 1105.03, K, Gasoline Stations. Because of its size (greater than 5,000 square feet), the Sheetz facility will also require Major Site Plan Design Review, Section 1109.19 by the Planning Commission.

b. Include required items not provided listed above per Section 1109.23.

If you have any questions or comment, please feel free to contact us.
Very truly yours,

Rick Fay, RLA, LEED AP
Landscape Architecture

Attachment: OHM_2022_0711 Reynoldsburg BZBA & PC Meeting_Application Review_ Revised Sheetz Rezone (App #2022-5172, 8555 East

APR 2 8 2022

SKILKEN | GOLD

Real Estate Development

RE: Narrative for Planning Commission Submittal for Rezoning a portion of Parcel ID # 013-027540
Date: 04/27/2022

Planning Commission,

Skilken Gold Real Estate Development is in contract to purchase parcel ID# 013-027540 in Reynoldsburg, Ohio. The approximately 17-acre parcel is at the southeast corner of Main Street (State Route 40) and Taylor Road. Our plan is to develop and divide the property into 5 separate parcels. The parcels adjacent and south of Main Street are planned to be developed for uses that are as of right or will require a conditional use approval within the current Community Commercial zoning district. The south parcel, Parcel C will remain within the Innovation zoning district.

Our team is proposing a rezone from Innovation District to Community Commercial District for the front 4 parcels as indicated on the submitted site plan 1/1. Parcel A (Sheetz) will be submitted for Major Site Approval in 2021. Regarding Parcels B1, B2 and B3, the site plan submitted represents proposed uses.

Deed restrictions, covenants, cross access agreements, drainage agreements and maintenance will be formalized with all tenants. Sheetz has defined restrictive covenants in their lease.

Construction Schedule: Start November 2022 and Open May 2023 – Additional parcels B1, B2 and B3 Construction Start to be determined.

Impact Studies: Carpenter Marty Transportation has been contracted: 1. Develop a Memorandum of Understanding for the traffic impact study. 2. Perform Data Collection 3. Provide Analysis using HCS 7 software to perform capacity analysis. 3. Develop a report 4. Report Analysis and report revisions. We need a determination from Planning Commission if a traffic study will be required.

Utilities: Water and sanitary have been identified to service the area via a will serve letter provided by the city. Capacity analysis will be addressed as each site is developed, with the Facilities Demand Worksheet required at each Major Site Plan submittal. Storm water management will be addressed by each lot with detention and water quality to meet City requirements. Adequate outlet exists for the rezoning area in similar scenario as the current existing conditions reflect, with release to a 15" storm line in the Taylor Road right-of-way at the SW corner of the rezoning area. Individual lots may use a combination of underground and above ground detention basins. Sheetz Facility Demand Worksheet is provided with this submittal and will be included with the Major Site Plan application.

Thank you for your consideration.

Cordially,

Eric M. Elizondo

Eric M. Elizondo, AIA, NCARB, LEED AP BD+C
SVP of Operations

4270 Morse Road Columbus, Ohio 43230 614.418.3100

www.skilkengold.com

Attachment: Skilken Gold Narrative (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

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

LETTER OF TRANSMITTAL

APR 28 2022

To: **Planning and Zoning Administrator**
City of Reynoldsburg
Department of Dev. – Planning & Zoning Division
7232 East Main Street
Reynoldsburg, OH 43068

Project #: S6430007
Date: April 27, 2022

Re: 8555 East Main St., Reynoldsburg, OH (Taylor Rd. SEC)

Enclosed are the following:

No. of Copies	Description
14	Development Plan ½ size – Site Plans, Sheetz Elevations, Sheetz Floor Plan
1	Planning Commission Application
1	Zoning Letter dated 4/27/2022 and supporting documents
1	Plan Review Fee ($1,000)
1	Digital submittal of application

The above items are transmitted as checked below:

☒ For review and approval ☐ For review and comment ☐ Returned for corrections
☐ For your use ☐ Approved as submitted ☐ Approved as noted
☒ As requested ☐ Other: _____

Remarks:

Please find the packaged items for request of a Zoning District Change for a portion of parcel # 013-027540 at the southeast corner of Main Street and Taylor Road. Should you have any questions or require additional information, please let me know.

Copies To: File
Eric Elizondo – Skilken Gold

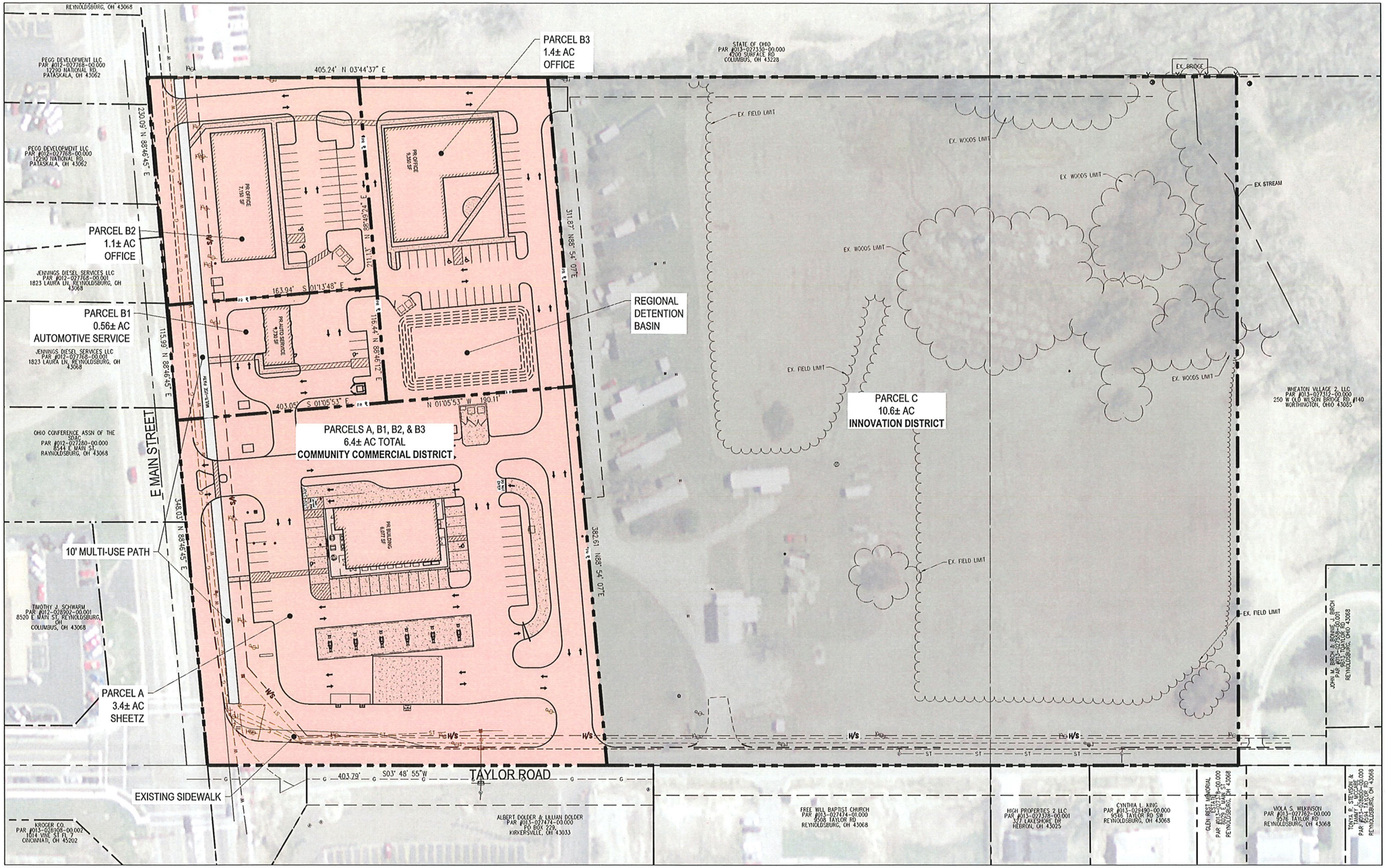
Signed: Melissa A. Miller
Printed: Melissa A. Miller
Associate

This transmittal is subject to the following conditions to which you agree by accepting these terms on a reply to this message or using the information in any manner, including but not limited to, copying or using the information for reference.

1. Any work product of The Mannik & Smith Group, Inc. may not be altered in manner, form or content without our prior express written consent.
2. If you discover any errors and/or omissions in the attached information, you will promptly notify us so that we can make any necessary revisions.
3. For any electronic file(s) attached hereto, The Mannik & Smith Group, Inc. is not responsible for any errors caused by the transmission of said files, your software, or your computer systems.

Transmittal.docx

Attachment: Skilken Gold Narrative (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



SHEET INDEX:

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ENVIRONMENTAL/LANDSCAPE CONCEPT PLAN	6/6
ARCHITECTURAL ELEVATIONS	A200–A201
ARCHITECTURAL FLOOR PLAN	A800

SITE DATA:

EXISTING ZONING:	INNOVATION DISTRICT (I)
EXISTING LOT AREA:	17.0± AC
PROPOSED REZONING:	COMMUNITY COMMERCIAL (CC)
PROPOSED REZONING AREA:	6.4± AC TO CC (10.6 AC REMAIN INNOVATION)

APR 28 2022

STATE OF OHIO
DONALD ANDERS SAMUELSON II
PE 81939
REGISTERED
PROFESSIONAL ENGINEER

0 25 50 100
SCALE: 1 IN = 50 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.461.4222
FAX: 888.488.7340

PROJECT DATE: 4/27/2022
PROJECT NO: S6430007
DRAWN BY: RLW
CHECKED BY: MAM

TERMINAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

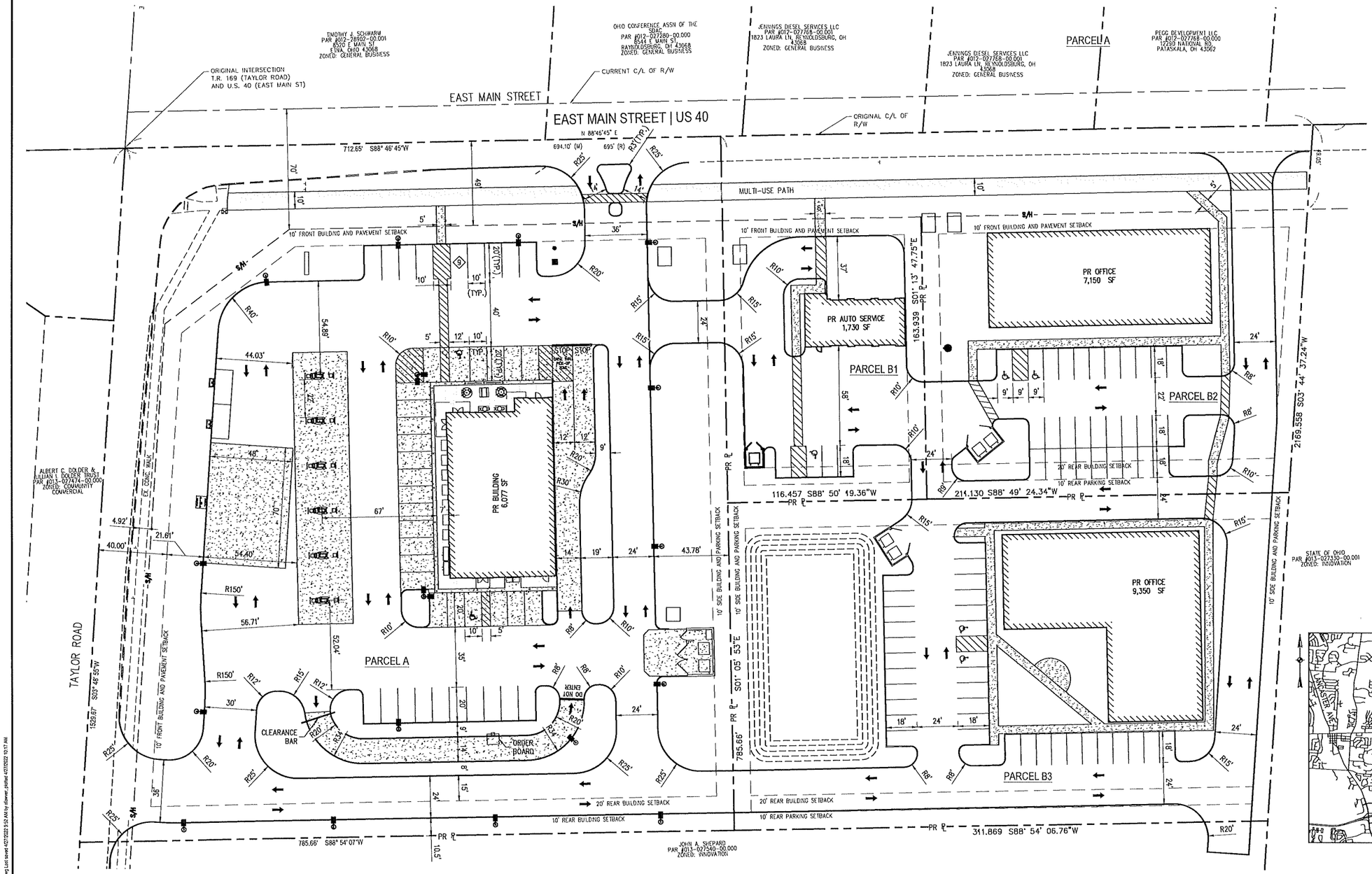
DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

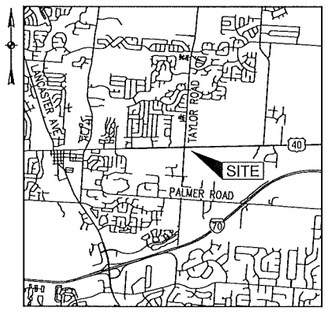
OVERALL SITE PLAN

1 / 6

W:\Projects\Projects P-T\S6430007\CAD\SHEETS\Rezoning Development Plan\S6430007 - OVERALL SITE PLAN.dwg Last saved 4/27/2022 8:42 AM by rdiener, plotted 4/27/2022 9:45 AM

Attachment: Sheetz overall site plan (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))





VICINITY MAP
NOT TO SCALE

SITE DATA:

EXISTING ZONING:	INNOVATION DISTRICT (I)
LOT AREAS:	PARCEL A: 3.4 AC PARCEL B: 0.56 AC PARCEL C: 1.08 AC APRCEL D: 1.40 AC
PROPOSED REZONING:	COMMUNITY COMMERCIAL (CC)
PROPOSED LOT USE:	SHEETZ FUEL STATION AND C-STORE (PARCEL A) – 6,077 SF AUTO SERVICE (PARCEL B1) – 1,730 SF OFFICE (PARCEL B2) – 7,150 SF OFFICE (PARCEL B3) – 9,350 SF
PARKING:	C-STORE WITH GASOLINE – 1 PER 2 FUEL DISPENSING STATIONS + 1 PER 200 SF RETAIL AREA AUTO SERVICE – 1 PER 500 SF OFFICE – 1 PER 250 SF

6,077 SF/200 SF = 31 SPACES
6 FUEL DISPENSING STATIONS/2 = 3 SPACES
34 SPACES REQUIRED ON PARCEL A
43 SPACES PROVIDED INCLUDING 2 ADA

1,730 SF AUTO SERVICE/500 SF = 4 SPACES
4 SPACES REQUIRED ON PARCEL B1
4 SPACES PROVIDED INCLUDING 1 ADA

7,150 SF OFFICE/250 = 29 SPACES
29 SPACES REQUIRED ON PARCEL B2
30 SPACES PROVIDED INCLUDING 1 ADA

9,350 SF OFFICE/250 SF = 38 SPACES
38 SPACES REQUIRED ON PARCEL B3
34 SPACES PROVIDED INCLUDING 2 ADA

FRONT SETBACK:	10'
SIDE SETBACK:	10'
REAR BUILDING SETBACK:	20'
REAR PARKING SETBACK:	10'
LANDSCAPE SETBACKS:	6' FROM PROPERTY LINES
LOT COVERAGE:	70% MAX

0 15 30 60
SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 4/27/2022
PROJECT NO: S5430007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

REZONING SITE PLAN

2 / 6

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Attachment: Sheetz overall site plan (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

ALTA/NSPS LAND TITLE SURVEY

STEWART TITLE INSURANCE COMPANY

SITUATED IN THE COUNTY OF LICKING, IN THE STATE OF OHIO, AND IN THE TOWNSHIP OF ETNA, NOW CITY OF REYNOLDSBURG, AND BEING A PART OF THE NW $\frac{1}{4}$ OF SECTION 16 AND THE SW $\frac{1}{4}$ OF SECTION 9, TOWN 16, RANGE 20, OF THE REFUGEE LANDS.

PROPERTY ADDRESS AS LISTED IN THE TITLE COMMITMENT:

8555 E. MAIN ST. REYNOLDSBURG, OH 43068

LEGAL DESCRIPTION OF SUBJECT PARCEL:

BEING A PART OF THE NORTHWEST QUARTER OF SECTION 16 AND THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 16, AND RANGE 20, REFUGEE LANDS AND BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHETHER THE CENTER LINE OF TOWNSHIP ROAD NO. 169 INTERSECTS THE CENTER LINE OF THE NATIONAL ROAD; THENCE ALONG THE CENTER LINE OF THE NATIONAL ROAD, NORTH 85° 37' EAST 695 FEET TO A POINT FOR A CORNER; THENCE SOUTH 0° 04' EAST (PASSING AN IRON PIPE AT 40.11 FEET) A DISTANCE OF 1097.3 FEET TO A POINT FOR A CORNER, MARKED BY AN IRON PIPE; THENCE SOUTH 89° 55' WEST (PASSING AN IRON PIPE AT 673.7 FEET) A DISTANCE OF 693.7 FEET TO A POINT IN THE CENTER LINE OF SAID TOWNSHIP ROAD NO. 169; THENCE ALONG THE CENTER LINE OF SAID TOWNSHIP ROAD, NORTH 1042.4 FEET TO THE POINT OF BEGINNING; CONTAINING 17.010 ACRES, MORE OR LESS, SUBJECT TO ALL LEGAL HIGHWAYS;

SUBJECT TO ALL CONDITIONS, EASEMENTS RESTRICTIONS, RIGHTS OF WAY OF RECORD, LEGAL HIGHWAYS AND APPLICABLE ZONING REGULATIONS.

STEWART TITLE INSURANCE COMPANY
FILE NO. 1256093 EFFECTIVE DATE: (MAY) 20, 2021
SCHEDULE B EXCEPTIONS:

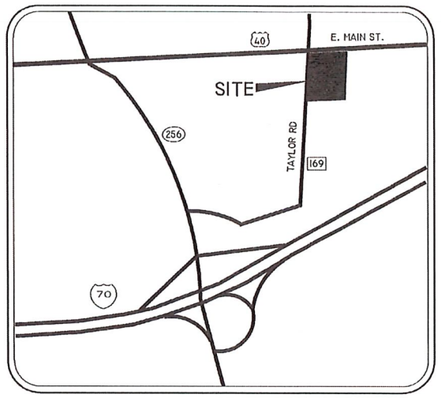
(#) REFERENCE ANNOTATION WHEN SHOWN ON THE MAP.

(9.) EASEMENT GRANTED TO THE OHIO POWER COMPANY, POWER & TELEPHONE POLES ALONG ROADWAYS, DEED BOOK 331, PAGE 263
NOT SHOWN ON THE MAP.

(10.) EASEMENT FOR HIGHWAY PURPOSES, STATE OF OHIO, DEED BOOK 444, PAGE 373
IS SHOWN ON THE MAP.

(11.) BLANKET EASEMENT GRANTED TO THE OHIO POWER COMPANY, DEED BOOK 558, PAGE 325
NOT SHOWN ON THE MAP.

(13.) EASEMENT GRANTED TO COLUMBIA GAS OF OHIO, INC. INSTRUMENT 199907270031059
IS SHOWN ON THE MAP.



LOCATION MAP
NTS

SURVEY NOTES

1. DATE(S) OF FIELD SURVEY: JUNE 7-10, 2021.
2. NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.
3. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES IF INFORMATION IS AVAILABLE FROM THE CONTROLLING
4. JURISDICTION. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
5. THERE WERE NO WETLAND AREAS DELINEATED BY APPROPRIATE AUTHORITIES OBSERVED ON THE SITE AT THE TIME OF THE FIELD SURVEY. THERE ARE NO WETLANDS DELINEATED PER RECORD. SOURCE: U.S. FISH AND WILDLIFE SERVICE. NATIONAL WETLANDS INVENTORY. LAST MODIFIED: FEBRUARY 23, 2016.
6. NO APPARENT ENCROACHMENTS OBSERVED.
7. BEARING CONTROL IS BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE AS COLLECTED BY GPS. OBSERVATIONS IN JUNE OF 2021.

FLOOD ZONE DESIGNATION:

THE SUBJECT PARCEL LIES WITHIN ZONE X: AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

SOURCE: NFIP (NATIONAL FLOOD INSURANCE PROGRAM) FIRM (FLOOD INSURANCE RATE MAP), MAP NUMBER 39089C0409J, EFFECTIVE DATE: MARCH 16, 2015.

REFERENCE DOCUMENTS:

1. BASED ON RECORDED PLATS FROM LICKING COUNTY, OHIO RECORDS.
2. BASED ON RECORDED DEED DESCRIPTIONS FROM LICKING COUNTY, OHIO RECORDS.
3. BASED ON DOCUMENTS PROVIDED BY THE CLIENT.
4. BASED ON DOCUMENTS PROVIDED IN THE COMMITMENT FOR TITLE INSURANCE BY STEWART TITLE INSURANCE COMPANY, ORDER NUMBER 1256093, EFFECTIVE DATE: MAY 20, 2021.

EXISTING UNDERGROUND UTILITIES NOTE:

THE UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH, HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

SURVEYOR'S CERTIFICATE :

TO SKILKEN GOLD REAL ESTATE DEVELOPMENT, MORSE ROAD DEVELPMENT, LLC, JOHN A. SHEPARD AND STEWART TITLE GUARANTY COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS(LIST) 1, 2, 3, 4, 5, 8, 11(A)(B), 13, 14, 16, 17, 18, OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON JUNE 10, 2021.

DATE: JUNE 25, 2021
LAST REVISED DATE: AUGUST 16, 2021

JON D BRUNER, P.S.
LICENSED PROFESSIONAL SURVEYOR
OHIO LICENSE NO. 7098
JBRUNER@MANNIKSMITHGROUP.COM

STATE OF OHIO JON D. BRUNER 7098 REGISTERED PROFESSIONAL SURVEYOR

NO.	DESCRIPTION	DATE	BY

1800 INDIANA WOOD CIRCLE
MAUMEE, OH 43537
TEL: 419.891.2222
FAX: 419.891.1585

PROJECT DATE: 09/16/2021
PROJECT NO: S4430007
DRAWN BY: JMG
CHECKED BY: JDB

TECHNICAL SKILL. CREATIVE SPIRIT.
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN/GOLD
4270 MORSE RD.
COLUMBUS, OH 43220

SHEETZ #062
8555 E. MAIN ST.
REYNOLDSBURG, OH 43068

ALTA SURVEY

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Attachment: Sheetz overall site plan (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

LEGEND OF EXISTING CONDITIONS

- W — WATER LINE
- UTL — UNDERGROUND TELECOM
- P — PROPERTY LINE
- R/W — RIGHT-OF-WAY
- C — CENTER LINE
- G — GAS LINE
- X — CHAIN-LINK FENCE
- E — UNDERGROUND ELECTRIC
- ST — STORM LINE
- SA — SANITARY LINE
- OH — OVERHEAD TELEPHONE & ELECTRIC LINES

- POWER POLE
- SATELLITE DISH
- TRAFFIC SIGNAL POLE
- ELECTRIC TRANSFORMER
- CONIFEROUS TREE
- FIRE HYDRANT
- SQUARE CATCH BASIN
- PIPE CLEAN-OUT
- WATER WELL
- FLAGPOLE
- POWER AND LIGHT POLE
- DECIDUOUS TREE
- GUY ANCHOR
- SIGN
- LIGHT POLE
- MAIL BOX
- IRON PIN FOUND
- STORM MANHOLE
- SANITARY MANHOLE
- ROCK/BOULDER
- CURB INLET
- AC UNIT
- GAS METER
- TELEPHONE PEDESTAL
- TELEPHONE POWER POLE
- GAS VALVE
- IRON PIPE FOUND
- MAGNAIL SET
- WATER VALVE

EXISTING SANITARY STRUCTURE TABLE

1. EX. SAN MH #50128 RIM 983.93 FL 963.43 ~12"PVC N FL 963.43 ~12"PVC S
2. EX. SAN MH #50131 RIM 984.24 FL 965.04 ~12"PVC N FL 965.04 ~12"PVC S
3. EX. SAN MH #50132 RIM 984.79 FL 965.19 ~12"PVC N FL 965.19 ~12"PVC S
4. EX. SAN CLEAN OUT #10005 RIM 987.55 FL 983.34 ~6"PVC N/S
5. EX. SAN CLEAN OUT #10011 RIM 985.84 FL 982.67 ~6"PVC N/S
6. EX. SAN CLEAN OUT #10014 RIM 983.71 FL 979.07 ~6"PVC N/SE
7. EX. SAN MH #10000 RIM 976.03 FL 959.53 ~6"PVC N/W FL 959.43 ~10"PVC S
8. EX. SAN MH #10016 RIM 978.06 FL 968.76 ~10"PVC N FL 968.66 ~10"PVC S FL 968.26 ~18"PVC SW FL 968.26 ~18"PVC NE

STATE OF OHIO
PAR #013-027330-00.000

EXISTING STORM STRUCTURE TABLE

1. EX. STM MH #50006 RIM 985.24 FL 981.09 ~12"RCP NE FL 981.09 ~15"RCP S
2. EX. STM MH #50032 RIM 983.60 FL 979.25 ~18"RCP E FL 979.25 ~18"RCP W FL 979.25 ~15"RCP N
3. EX. CURB INLET #50033 RIM 982.87 FL 979.12 ~18"RCP E FL 979.12 ~18"RCP W
4. EX. CATCH BASIN #50031 RIM 981.67 FL 950.27 ~15"VCP NE FL 979.32 ~18"RCP W
5. EX. STM MH #50129 RIM 983.73 FL 977.43 ~18"RCP E FL 977.43 ~24"CPP N
6. EX. CURB INLET #50130 RIM 982.84 FL 979.54 ~18"RCP E FL 979.54 ~18"RCP W
7. EX. CATCH BASIN #50022 RIM 986.97 FL 981.87 ~15"RCP SW
8. EX. CATCH BASIN #50939 RIM 986.19 FL 984.39 ~12"CPP S FL 984.39 ~10"CPP N
9. EX. CATCH BASIN #50949 RIM 985.86 FL 983.66 ~10"CPP S FL 983.91 ~10"CPP W
10. EX. CATCH BASIN #50982 RIM 987.01 FL 984.66 ~18"CPP W FL 984.61 ~18"CPP NE
11. EX. CURB INLET #10486 RIM 979.28 FL 976.23 ~12"RCP W
12. EX. STM MH #10487 RIM 979.60 FL 976.10 ~12" E FL 976.05 ~12" W FL 976.05 ~12" N
13. EX. CURB INLET #10448 RIM 980.16 FL 977.16 ~12"RCP W
14. EX. STM MH #10449 RIM 980.56 FL 977.11 ~12"RCP S FL 977.16 ~12"RCP E

CAPPED IRON PIN FOUND
49.05'
S 03°44'37" W
1102.29" (M) 1097.30" (R)
CAPPED IRON PIN FOUND
664.97'
CAPPED IRON PIN FOUND
402.28'

EAST MAIN STREET | US 40
ORIGINAL C/L OF R/W
CURRENT C/L OF R/W
N 88°46'45" E
694.10' (M) 695' (R)
49.00'

JOHN A. SHEPARD
O.R. 669, PG. 742
PAR #013-027540-00.000
17.058 AC.
8555 E. MAIN ST.

WHEATON VILLAGE 2, LLC
PAR #013-027312-00.000

SEC. 9
SEC. 16
692.80' (M) 693.70' (R)
N 86°15'55" W

ORIGINAL INTERSECTION
T.R. 169 (TAYLOR ROAD)
AND U.S. 40 (EAST MAIN ST)

IRON PIN FOUND
40.00'
55.00'
IRON PIN FOUND
N 03°47'27 E
SEC. 9
SEC. 8
50.00'
1042.40' (R) 1042.34' (M)
N 03°48'55 E
IRON PIPE FOUND
29.85'
TAYLOR ROAD
SEC. 16
SEC. 17

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NO.	DATE	BY	DESCRIPTION

1800 INDIAN WOOD CIRCLE
MAUMEE, OH 43537
TEL: 419.891.2222
FAX: 419.891.1595

PROJECT DATE: 08/16/2021
PROJECT NO.: SK43007
DRAWN BY: JMG
CHECKED BY: JDB

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN/GOLD
4270 MORSE RD.
COLUMBUS, OH 43230

SHEETZ #062
8555 E. MAIN ST.
REYNOLDSBURG, OH 43068

ALTA SURVEY

Attachment: Sheetz overall site plan (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

EAST MAIN STREET

EAST MAIN STREET | US 40

ORIGINAL INTERSECTION T.R. 169 (TAYLOR ROAD) AND U.S. 40 (EAST MAIN ST)

CURRENT C/L OF R/W

ORIGINAL C/L OF R/W

OHIO CONFERENCE ASSN OF THE SDAC
PAR #012-027280-00.000
6544 E MAIN ST
REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

JENNINGS DIESEL SERVICES LLC
PAR #012-027768-00.001
1823 LAURA LN, REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

JENNINGS DIESEL SERVICES LLC
PAR #012-027768-00.001
1823 LAURA LN, REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

FECG DEVELOPMENT LLC
PAR #012-027768-00.000
12290 NATIONAL RD
PATASKALA, OH 43062

EX. 12" WATER MAIN (PER RECORD)

EX 6" GAS DRAWN PER COLUMBIA GAS RECORD PLANS (FIELD VERIFY)

MULTI-USE PATH

2" WATER SERVICE

2" GAS SERVICE

6" SANITARY SERVICE

PR OFFICE 7,150 SF

PR AUTO SERVICE 1,730 SF

PARCEL A

PARCEL B1

PARCEL B2

PARCEL B3

PR OFFICE 9,350 SF

PR BUILDING 6,077 SF

PR GREASE INTERCEPTOR

PR OWS

UNDERGROUND DETENTION

REGIONAL DETENTION BASIN

PR STM

PR SAN SERV.

PR SAN MAIN

PR P

PR W

PR G

PR SA

PR SS

EX. CONC. WALK

EX. 15" STM

EX. 18" STM

TAYLOR ROAD

JOHN A. SHEPARD
PAR #013-027540-00.000
10852 2X01 RD
THORNVILLE, OH 43076
ZONED: INNOVATION

0 15 30 60
SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 4/27/2022
PROJECT NO: S6430007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP

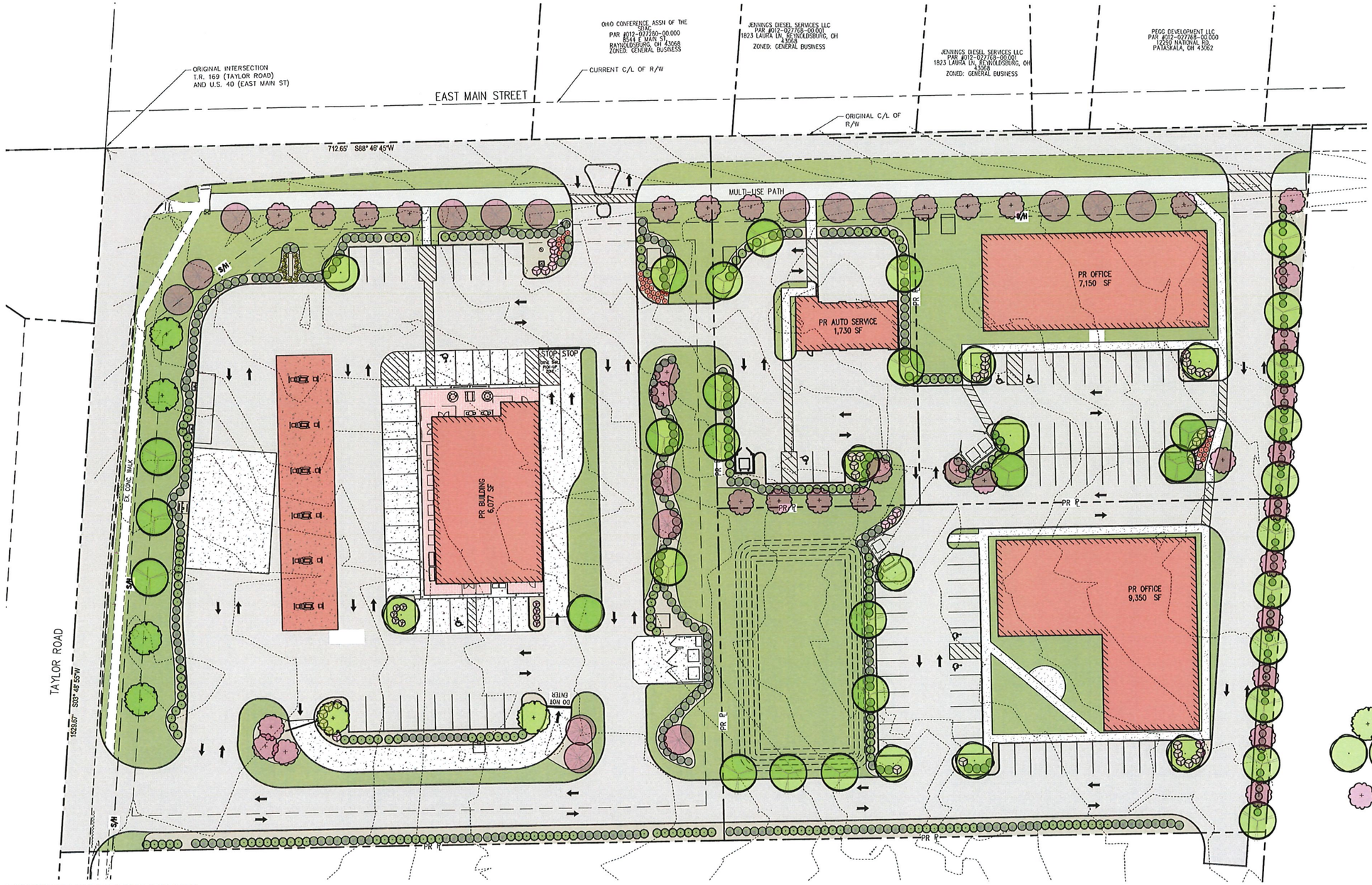
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

PRELIMINARY UTILITY PLAN

Attachment: Sheetz overall site plan (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



LANDSCAPE CODE REQUIREMENTS

REQUIRED:	PROVIDED:
SECTION 1105.07 – LANDSCAPING AND BUFFERING	
F.ix. LANDSCAPE SETBACK IS NO LESS THAN 6'	6' LANDSCAPE SETBACK PROVIDED
G.i–iii. STREET TREES ARE REQUIRED WITH A SPACING OF 35' TO 45' FOR LARGE TREES (50'+ MATURE HEIGHT), 25' TO 35' FOR MEDIUM TREES (30'–50' MATURE HEIGHT), AND 15' TO 25' FOR SMALL TREES (10'–30' MATURE HEIGHT).	STREET TREES PROVIDED ALONG E MAIN AND TAYLOR AT APPROPRIATE SPACING. TREES LOCATED BEHIND SIDEWALKS TO AVOID UTILITY CONFLICTS.
G.iii. MINIMUM PLANT SIZES ARE: 2" CALIPER FOR DECIDUOUS TREES 1.5" CALIPER FOR ORNAMENTAL TREES 6' HEIGHT FOR EVERGREEN TREES 18" HEIGHT OR 18" SPREAD FOR SHRUBS DEPENDING ON GROWTH CHARACTERISTICS	MINIMUM PLANT SIZE OR LARGER WILL BE SPECIFIED IN CONSTRUCTION PLANS
G.iv. MAXIMUM NUMBER OF THE SAME SPECIES OF TREES: 10–19 TREES ON SITE = 50% 20–39 TREES ON SITE = 33% 40–59 TREES ON SITE = 25% 60+ TREES ON SITE = 15%	103 TREES PROVIDED, NO MORE THAN 15 OF ANY TREE SPECIES WILL BE PROVIDED

G.vi. SMALL TREES ARE REQUIRED WHEN PLANTING UNDER OR WITHIN 10' OF OVERHEAD UTILITY WIRES. A MEDIUM TREE MAY BE USED WHEN PLANTING WITHIN 10'–20' LATERAL OF OVERHEAD UTILITY WIRES	SMALL TREES SPECIFIED ALONG E. MAIN ST TO AVOID OVERHEAD UTILITY CONFLICT MEDIUM TREES SPECIFIED ALONG TAYLOR ROAD, LOCATED 12' LATERAL FROM OVERHEAD UTILITIES.
H.i,2 COMMERCIAL LOT LANDSCAPING: — UP TO 20,000 SF REQUIRES 1" FOR EVERY 2,000 SF — 20,000 TO 50,000 SF REQUIRES 10" OF TRUNK DIAMETER PLUS 0.5" FOR EVERY ADDITIONAL 2,000 SF OVER 20,000 SF — OVER 50,000 SF REQUIRES A TOTAL TRUNK DIAMETER OF 20" PLUS 1" OF TRUNK FOR EVERY 4,000 SF OVER 50,000 SF CAN BE MET BY ANY COMBINATION OF EXISTING AND NEW TREES.	PARCEL A: 28" REQUIRED, 60" PROVIDED PARCEL B1: 7" REQUIRED, 20" PROVIDED PARCEL B2: 13" REQUIRED, 30" PROVIDED PARCEL B3: 14" REQUIRED, 39" PROVIDED INCHES CALCULATED FROM INTERIOR PARKING LOT TREES AND PERIMETER TREES
J.ii–iii. FOR EVERY 10 PARKING SPACES, NO LESS THAN 200 SF OF INTERIOR LANDSCAPED PARKING LOT AREA IS REQUIRED CONTAINING AT LEAST 1 TREE AND 4 SHRUBS, MUST BE MINIMUM WIDTH OF 10'.	PARCEL A: 5 TREES, 20 SHRUBS AND 1000 SF REQUIRED AND PROVIDED PARCEL B1: 1 TREE, 4 SHRUBS, AND 200 SF REQUIRED AND PROVIDED PARCEL B2: 3 TREES, 12 SHRUBS, AND 600 SF REQUIRED AND PROVIDED PARCEL B3: 4 TREES, 16 SHRUBS, AND 800 SF REQUIRED AND PROVIDED

J.v. PERIMETER LANDSCAPING SHALL BE A MINIMUM WIDTH OF 10' AND CONSIST OF EVERGREEN HEDGE, EVERGREEN TREES, MOUND, OR COMBINATION THEREOF. MUST BE A MINIMUM OF 36" IN HEIGHT AND CONTAIN 1 DECIDUOUS TREE PER 50 LF OF PARKING PERIMETER.	10' LANDSCAPE AREA PROVIDED AROUND PERIMETER WITH EVERGREEN HEDGE PARCEL A: 30 TREES REQUIRED AND PROVIDED PARCEL B1: 11 TREES REQUIRED AND PROVIDED PARCEL B2: 14 TREES REQUIRED AND PROVIDED PARCEL B3: 17 TREES REQUIRED AND PROVIDED
K. A SOLID, OPAQUE FENCE OR WALL OR BERM WITH A CONTINUOUS EVERGREEN HEDGE SHALL ENCLOSE ANY SERVICE STRUCTURE. MECHANICAL EQUIPMENT MUST BE SCREENED TO THE MAXIMUM EXTENT FEASIBLE. PLANT MATERIAL FOR SCREENING DOES NOT COUNT TOWARD ANY OTHER LANDSCAPE REQUIREMENTS.	PROPOSED TRANSFORMER, AIR STATIONS, AND HEATED ENCLOSURE SCREENED WITH HEDGE, DUMPSTER SCREENED WITH HEDGE AND WALL.

LEGEND

- PR DECIDUOUS TREE
- PR DECIDUOUS FLOWERING TREE
- PR DECIDUOUS FLOWERING SHRUB
- PR EVERGREEN SHRUB
- PR ORNAMENTAL GRASS

0 15 30 60
SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 10/28/2021
PROJECT NO: S6430007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD
REAL ESTATE
DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

ENVIRONMENTAL/ LANDSCAPE CONCEPT PLAN

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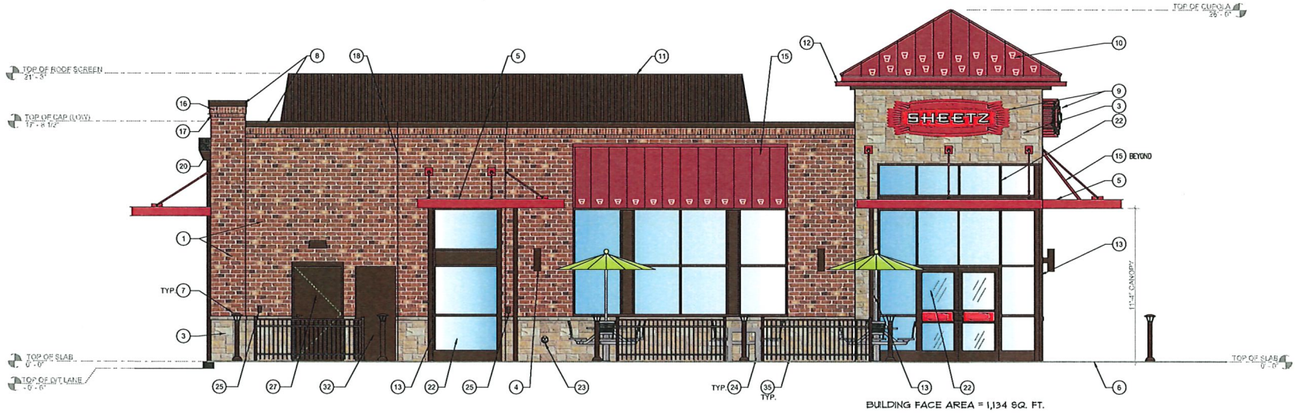
Attachment: Sheetz overall site plan (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

1 WEST ELEVATION
1/4" = 1'-0"

BUILDING FACE AREA = 1,891 SQ. FT.



2 NORTH ELEVATION
1/4" = 1'-0"

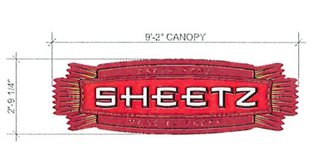
BUILDING FACE AREA = 1,134 SQ. FT.

TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.

EXTERIOR ELEVATION KEYNOTES:

1. BRICK VENEER (0/S 680 MOD BY CONTINENTAL BRICK CO.)
2. CAST STONE SILL (COLOR = CRAB ORCHARD)
3. ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
4. EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
5. ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
6. BRICK PAVER WALKWAY
7. LIGHTED BOLLARD
8. METAL COPING (COLOR = DARK BRONZE)
9. WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
10. STANDING SEAM METAL ROOF (COLOR = CARDINAL RED)
11. ROOF EQUIPMENT SCREEN (COLOR = DARK BRONZE)
12. GUTTER (COLOR = RED)
13. DOWNSPOUT (COLOR = DARK BRONZE)
14. DRIVE-THRU WINDOW
15. METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = CARDINAL RED, FRAME COLOR = DARK BRONZE)
16. BRICK SOLDIER COURSE (0/S 660 MOD BY CONTINENTAL BRICK CO.)
17. BRICK ROWLOCK COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
18. CONTROL JOINT (COLOR = RUSTIC BRICK)
19. STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
20. STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
21. OVERFLOW SCUPPER
22. ALUMINUM STOREFRONT SYSTEM
23. EXTERIOR HOSE BIB
24. OUTDOOR FURNITURE
25. ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
26. ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
27. HM DOOR AND FRAME (COLOR = DARK BRONZE)
28. EMERGENCY WATER CONNECTION
29. SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
30. PROPANE LOCKER
31. ICE MERCHANDISER
32. GREASE STORAGE TANK SHROUD (COLOR = DARK BRONZE)
33. STEEL BOLLARD (COLOR = DARK BRONZE)
34. CO2 FILLPORT
35. DECORATIVE ALUMINUM FENCE



OUTLINE AREA = 21.65 SQ.FT.
BOX AREA = 25.94 SQ.FT.
TYPICAL OF Three

A WALL MOUNTED "SHEETZ" BUILDING SIGN
1/2" = 1'-0"

OUTLINE AREA = 20.70 SQ. FT.
BOX AREA = 26.52 SQ. FT.
TYPICAL OF ONE
projects 11" off face of building

B WALL MOUNTED "M.T.O" BUILDING SIGN
1/2" = 1'-0"

BOX AREA = 13.5 SQ. FT.
TYPICAL OF ONE

C WALL MOUNTED "24/7 DRIVE THRU" BUILDING SIGN
1/2" = 1'-0"

Convenience Architecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625

phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ STORE
REYNOLDSBURG

Int. of Taylor Rd.
and E. Main St.
Licking County
OH

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION

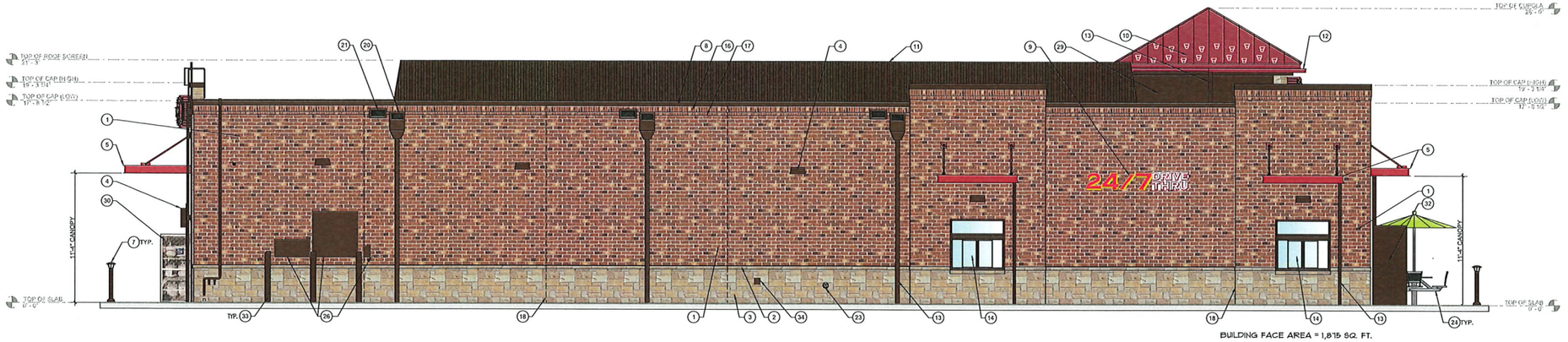
ISSUE: 06-25-21
PROJECT NO:
AUTHOR BY: XXX
REVIEW BY: BDL
SHEET TITLE

CONCEPT EXTERIOR ELEVATIONS

A200

SCHEMATIC DRAWING

Attachment: Sheetz Drawing (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



3 EAST ELEVATION
1/4" = 1'-0"

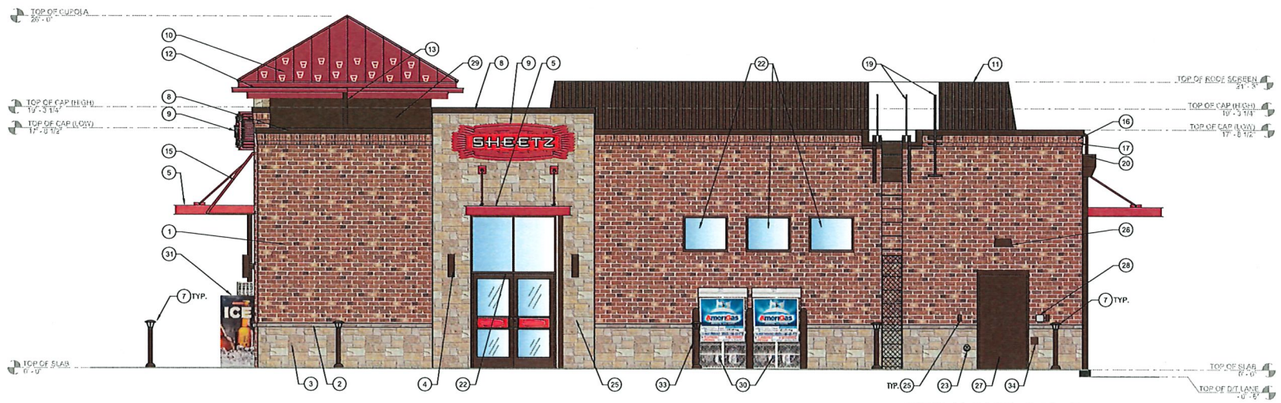
BUILDING FACE AREA = 1,815 SQ. FT.

TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.

EXTERIOR ELEVATION KEYNOTES:

1. BRICK VENEER (0/S 660 MOD BY CONTINENTAL BRICK CO.)
2. CAST STONE SILL (COLOR = CRAB ORCHARD)
3. ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
4. EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
5. ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
6. BRICK PAVER WALKWAY
7. LIGHTED BOLLARD
8. METAL COPING (COLOR = DARK BRONZE)
9. WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
10. STANDING SEAM METAL ROOF (COLOR = CARDINAL RED)
11. ROOF EQUIPMENT SCREEN (COLOR = DARK BRONZE)
12. GUTTER (COLOR = RED)
13. DOWNSPOUT (COLOR = DARK BRONZE)
14. DRIVE-THRU WINDOW
15. METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = CARDINAL RED, FRAME COLOR = DARK BRONZE)
16. BRICK SOLDIER COURSE (0/S 660 MOD BY CONTINENTAL BRICK CO.)
17. BRICK ROWLOCK COURSE (0/S 660 MOD BY CONTINENTAL BRICK CO.)
18. CONTROL JOINT (COLOR = RUSTIC BRICK)
19. STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
20. STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
21. OVERFLOW SCUPPER
22. ALUMINUM STOREFRONT SYSTEM
23. EXTERIOR HOSE B/B
24. OUTDOOR FURNITURE
25. ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
26. ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
27. HM DOOR AND FRAME (COLOR = DARK BRONZE)
28. EMERGENCY WATER CONNECTION
29. SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
30. PROPANE LOCKER
31. ICE MERCHANDISER
32. GREASE STORAGE TANK SHROUD (COLOR = DARK BRONZE)
33. STEEL BOLLARD (COLOR = DARK BRONZE)
34. CO2 FILLPORT
35. DECORATIVE ALUMINUM FENCE



4 SOUTH ELEVATION
1/4" = 1'-0"

BUILDING FACE AREA = 1,102 SQ. FT.

Convenience Architecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625
phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ STORE
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Int. of Taylor Rd.
and E. Main St.
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OWNER:
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5700 SIXTH AVE.
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CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION

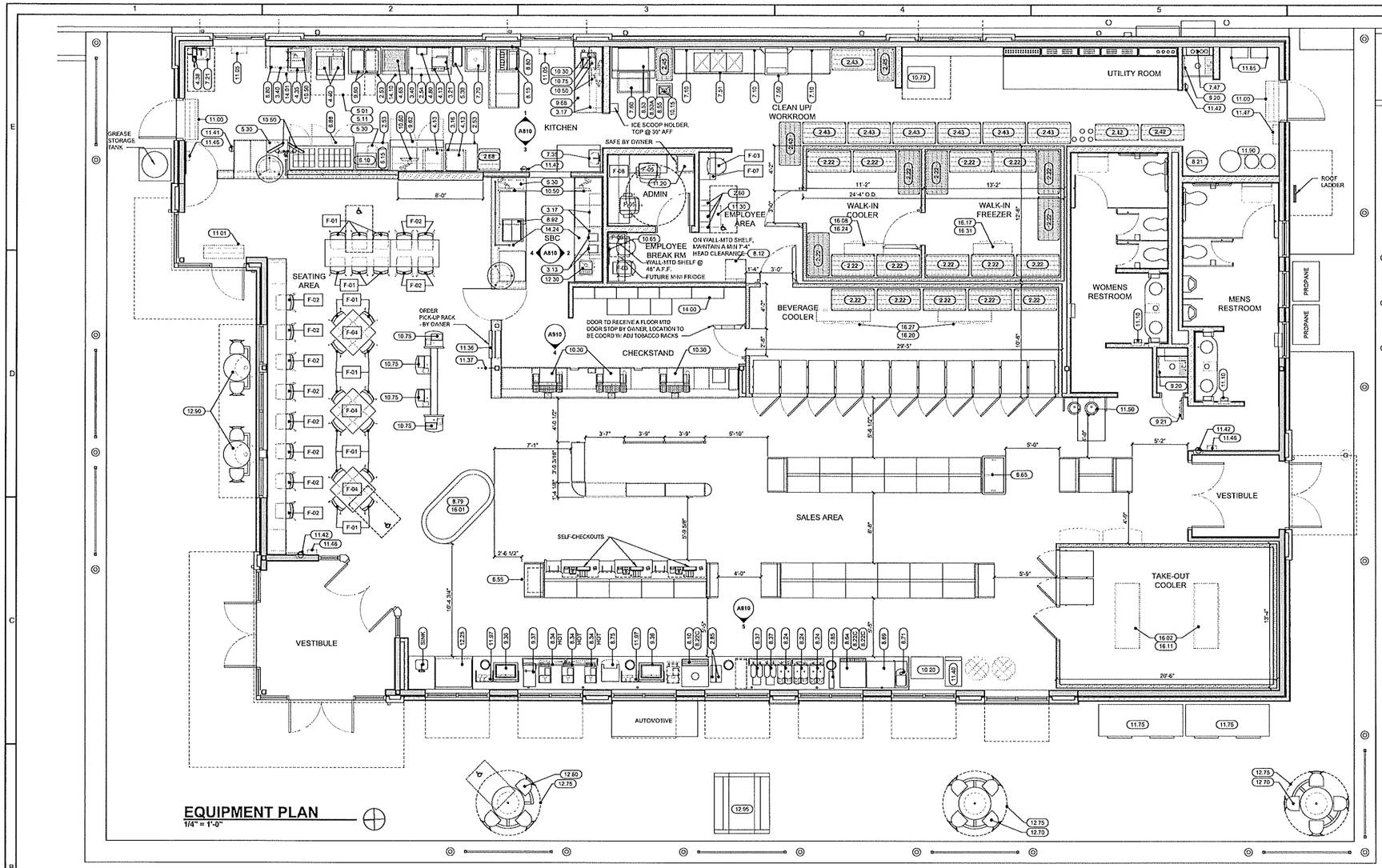
ISSUE: 06-25-21
PROJECT NO:
AUTHOR BY: XXX
REVIEW BY: BDL
SHEET TITLE

CONCEPT EXTERIOR ELEVATIONS

A201

SCHEMATIC DRAWING

Attachment: Sheetz Drawing (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



EQUIPMENT PLAN
1/4" = 1'-0"

SPECIALTY EQUIPMENT SCHEDULE

Equip No	Item Description	Count	Installed by	Connected by
1.47	TAKE-HOME COOLER DOORS (BY COOLER MANUFACTURER)	13	OWNER	
2.22	24 x 48 EPOXY SHELVING W/ CASTERS	18	OWNER	N/A
2.42	BAG-IN-BOX RACK - 3 BIN	2	OWNER	OWNER
2.43	24x48 CHROME SHELVING W/ CASTERS	8	OWNER	N/A
2.45	18 x 36 CHROME SHELVING W/ CASTERS	2	OWNER	N/A
2.53	36 x 30 SS TABLE	2	OWNER	N/A
2.54	48 x 30 SS TABLE	1	OWNER	N/A
2.68	24 X 24 MOBILE BREAD RACK	1	OWNER	N/A
2.80	STEEL LOCKER - 6-HIGH BOX 12"X12", 1 MIN ACCESSIBLE	3	OWNER	OWNER
2.85	LID & STRAW HOLDER	3	OWNER	OWNER
3.13	VITAMIX BLENDER	2	OWNER	OWNER
3.16	WALL MOUNTED SOLID SHELVING 24 X 48	1	OWNER	N/A
3.17	WALL MOUNTED SOLID SHELVING 14 X 36	3	OWNER	N/A
3.21	SCALE	1	OWNER	OWNER
3.29	36 x 30 SS TABLE - W/O UNDERSHELF	1	OWNER	N/A
3.40	WALL MOUNTED WIRE SHELVING 24 X 48	2	OWNER	N/A
4.13	MICROWAVE	3	OWNER	OWNER
4.35	FRY HOLDING STATION	1	OWNER	OWNER
4.38	HOSE REEL	1	PC	PC
4.40	ELECTRIC FRYER	1	OWNER	OWNER
4.65	ROLLER GRILL	1	OWNER	OWNER
4.80	LABEL MINDER 2	1	OWNER	OWNER
5.01	KITCHEN HOOD	1	OWNER	N/C
5.11	FIRE SUPPRESSION SYSTEM	1	OWNER	OWNER
5.30	TRASH CAN	4	OWNER	OWNER
6.10	HOT FOOD PRODUCT HOLDING UNIT	1	OWNER	OWNER
6.15	HEATED CHEESE DISPENSER	1	OWNER	OWNER
6.55	HEATED GLASS MINI-MERCHANDISER WARMER (FUTURE)	1	OWNER	OWNER
6.65	FREEZER MERCHANDISER	1	OWNER	OWNER
6.66	REFRIGERATED FOOD PREP TABLE - 72"	1	OWNER	OWNER
7.10	MODULAR WALL WIRE SHELF, MAT, AND HOOK SYSTEM	3	OWNER	OWNER
7.21	SS HAND SINK w/ WRIST BLADES	1	PC	PC
7.35	SS HAND SINK w/ WRIST BLADES AND EYEWASH	1	PC	PC
7.47	WALL MOUNTED WATER FILTRATION SYSTEM	1	PC	PC
7.50	VENTLESS DISH MACHINE	1	OWNER	EC/PC
7.51	SCULLERY DISH TABLE 102" W/ 3 BOWL SINK	1	OWNER	PC
7.60	TROUGH STYLE FLOOR DRAIN 24X36	1	PC	PC
7.70	ONE-COMPARTMENT RINSE SINK WITH COVED EDGING	1	PC	PC
8.10	BEVERAGE DISPENSER	1	OWNER	OWNER
8.12	ICE MACHINE (WITH ELEVATED SUPPORT STAND)	1	OWNER	EC
8.12A	ICE MACHINE CONDENSING UNIT (ROOF)	1	OWNER	EC
8.15	BEVERAGE DISPENSER (DRIVE-THRU)	1	OWNER	OWNER
8.21	CO2 CARBONATION SYSTEM	1	OWNER	OWNER
8.22A	CARBONATOR	1	OWNER	OWNER
8.22C	UNDER COUNTER COMPACT WATER BOOSTER	3	OWNER	OWNER
8.24	2 HEAD FUB	3	OWNER	OWNER
8.34	FRANKE COFFEE BREWER	6	OWNER	OWNER
8.37	NARROW ICED BEVERAGE DISPENSERS	2	OWNER	OWNER
8.53	REMOTE ICE CUBE MACHINE	1	OWNER	OWNER
8.53A	ICE MACHINE CONDENSING UNIT (ROOF)	1	OWNER	EC
8.85	ICE STORAGE BIN - B-STYLE	1	OWNER	OWNER
8.64	SELF CONTAINED FCB MACHINE	1	OWNER	OWNER
8.69	MILKSHAKE BLENDING BAR	1	OWNER	OWNER
8.71	MILKSHAKE BLENDER	1	OWNER	OWNER
8.75	5 HOPPER HOT BEVERAGE SYSTEM	1	OWNER	OWNER
8.79	OPEN AIR RTE CASE	1	OWNER	EC
8.80	COUNTERTOP CUP DISPENSING CABINETS	2	OWNER	OWNER
8.92	ESPRESSO MACHINE	1	OWNER	OWNER
9.20	24" MOP AND BROOM HOLDER	2	OWNER	OWNER
9.21	18" MOP AND BROOM HOLDER	1	OWNER	OWNER
9.36	REMOTE REFRIGERATED DROP-IN WELL	2	OWNER	OWNER
9.37	CREAMER DISPENSER	1	OWNER	OWNER
9.62	FOOD PREP TABLE - 60" SOLID DOOR SANDWICH UNIT	1	OWNER	OWNER
9.66	UNDERCOUNTER GLASS DOOR REFRIGERATOR	1	OWNER	OWNER
9.90	HIGH SPEED OVEN	2	OWNER	OWNER
10.15	ICE BAGGER CART	1	OWNER	OWNER
10.17	STORE CLOCK (BATTERY OPERATED)	1	OWNER	OWNER
10.20	LOTTERY MACHINE	1	OWNER	OWNER
10.25	LOTTERY COUNTERTOP TICKET DISPENSER	1	OWNER	OWNER
10.30	POS TERMINAL	4	OWNER	OWNER
10.50	ORDER MONITOR	9	OWNER	OWNER
10.65	EMPLOYEE KIOSK	1	OWNER	OWNER
10.70	STORE SERVER	1	OWNER	OWNER
10.75	TOUCH SCREEN	5	OWNER	OWNER
11.00	AIR CURTAIN	2	OWNER	EC
11.01	HEATED AIR CURTAIN	1	OWNER	EC
11.05	AIR CURTAIN - 18"	2	OWNER	EC
11.10	HAND DRYER	2	OWNER	EC
11.20	MULTI FUNCTION PAINTER	1	OWNER	OWNER
11.30	TV SECURITY WALL MOUNT ENCLOSURE	1	OWNER	OWNER
11.36	LARGE MOBILE PICKUP RACK	1	OWNER	OWNER
11.37	MOBILE PICKUP BLADE SIGN	1	OWNER	OWNER
11.40	ATM - CASH DISPENSER	1	OWNER	OWNER
11.41	FIRE EXTINGUISHER "CLASS K"	1	OWNER	OWNER
11.42	FIRE EXTINGUISHER	6	BC	BC
11.46	INSECT LIGHT TRAP - AURA MODEL	3	OWNER	OWNER
11.47	INSECT LIGHT TRAP - HALO MODEL	1	OWNER	OWNER
11.50	WATER FOUNTAIN	1	PC	PC
11.75	OUTDOOR ICE MERCHANDISER	2	OWNER	OWNER
11.85	TANKLESS WATER HEATER	2	OWNER	EC/PC
11.90	WATER SOFTENER	1	OWNER	EC/PC
11.97	SELF-SERVE COFFEE KIOSK RACK	2	OWNER	OWNER
12.25	2-DOOR LOW PROFILE PASTRY CASE	1	OWNER	OWNER
12.30	SINGLE BOWL UNDERMOUNT SS SINK	1	OWNER	PC
12.50	CYCLESAFE U-BIKE RACK	2	OWNER	OWNER
12.70	4 SEAT OUTDOOR TABLE CLUSTER	2	OWNER	OWNER
12.75	ALUMINUM UMBRELLA	3	OWNER	OWNER
12.80	3 SEAT OUTDOOR TABLE CLUSTER	1	OWNER	OWNER
12.90	2 SEAT OUTDOOR TABLE CLUSTER	2	OWNER	OWNER
12.95	ALUMINUM PICNIC TABLE	1	OWNER	OWNER
14.00	TOBACCO MERCHANDISER	1	OWNER	OWNER
14.01	UNDERCOUNTER DRAWERED FREEZER - 48"	1	OWNER	OWNER
14.24	UNDERCOUNTER SINGLE DOOR COOLER - 27"	2	OWNER	OWNER
16.01	CONDENSING UNIT (ROOF) - OPEN AIR RTE CASE	1	OWNER	EC
16.02	EVAPORATOR - WALK-IN TAKE-OUT COOLER	2	OWNER	EC
16.08	CONDENSING UNIT (ROOF) - WALK-IN COOLER	1	OWNER	EC
16.11	CONDENSING UNIT (ROOF) - WALK-IN TAKE-OUT COOLER	1	OWNER	EC
16.17	CONDENSING UNIT (ROOF) - WALK-IN FREEZER	1	OWNER	EC
16.20	CONDENSING UNIT (ROOF) - BEVERAGE COOLER	1	OWNER	EC
16.24	EVAPORATOR - WALK-IN COOLER	1	OWNER	EC
16.27	EVAPORATOR - BEVERAGE COOLER	2	OWNER	EC
16.31	EVAPORATOR - WALK-IN FREEZER	1	OWNER	EC

LEGEND:
BC = BUILDING CONTRACTOR
EC = ELECTRICAL CONTRACTOR
MC = MECHANICAL CONTRACTOR
PC = PLUMBING CONTRACTOR
SC = SPECIALTY CONTRACTOR

NOTES:
1. ALL EQUIPMENT LISTED IS SUPPLIED BY OWNER, U.N.O.
2. ALL OVERHEAD EQUIPMENT TO BE MOUNTED 80" AFF MIN. U.N.O.
3. COUNTERTOP HOLES TO BE FIELD LOCATED AND FIELD DRILLED BY GC.

INTERIOR FURNITURE SCHEDULE

MARK	DESCRIPTION	Count
F-01	CHAIR, TYPICAL TABLE SEATING	18
F-02	CHAIR, HIGH TOP SEATING	12
F-03	STOOL, EMPLOYEE HIGH TOP SEATING	3
F-04	DINING TABLE, 36" X 36"	3
F-05	CHAIR, OFFICE	2
F-06	HIGH TOP TABLE, 18" X 58"	1
F-07	HIGH TOP TABLE, 18" X 30"	1
F-08	SYSTEMS FURNITURE DESK AND SIDE RETURN	1

NOTES:
1. ALL FURNITURE LISTED IS SUPPLIED AND INSTALLED BY OWNER, U.N.O.

Convenience Architecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625
phone (814) 239-6013
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PROJECT NAME:
NEW SHEETZ STORE

OWNER:
SHEETZ, INC.
5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION

ISSUE: 02/08/21
PROJECT NO: SHZ02.30
AUTHOR BY: AJP
REVIEW BY: MJP
SHEET TITLE

EQUIPMENT PLAN

A800

PERMIT REVIEW DRAWINGS

Attachment: Sheetz drawings (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Taylor Road & E. Main Street Community Commercial Development

Traffic Impact Study

Prepared for: Skilken Gold Real Estate Development
June 6, 2022

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

6612 Singletree Drive
Columbus, OH 43229
614.656.2424
www.cmtran.com

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Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

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Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

I. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of a proposed community commercial development located in Reynoldsburg, Ohio. This traffic impact study (TIS) is required by the City of Reynoldsburg as part of the development approval process. A memorandum of understanding (MOU) was submitted to and approved by the City of Reynoldsburg. The MOU can be seen in **Appendix A**.

II. Proposed Development

A. Off-Site Developments

The study area includes the proposed site access points and the intersections of Taylor Road & E. Main Street, Oak Valley Road & E. Main Street, and Palmer Road & Taylor Road. The surrounding area is largely developed with commercial developments to the north and west and undeveloped land on all other sides. The existing site includes a mobile home development that will be demolished.

B. On-Site Development

Location

The site is located on the southeast corner of the Taylor Road & E. Main Street intersection. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

Figure 1 – Location in Central Ohio

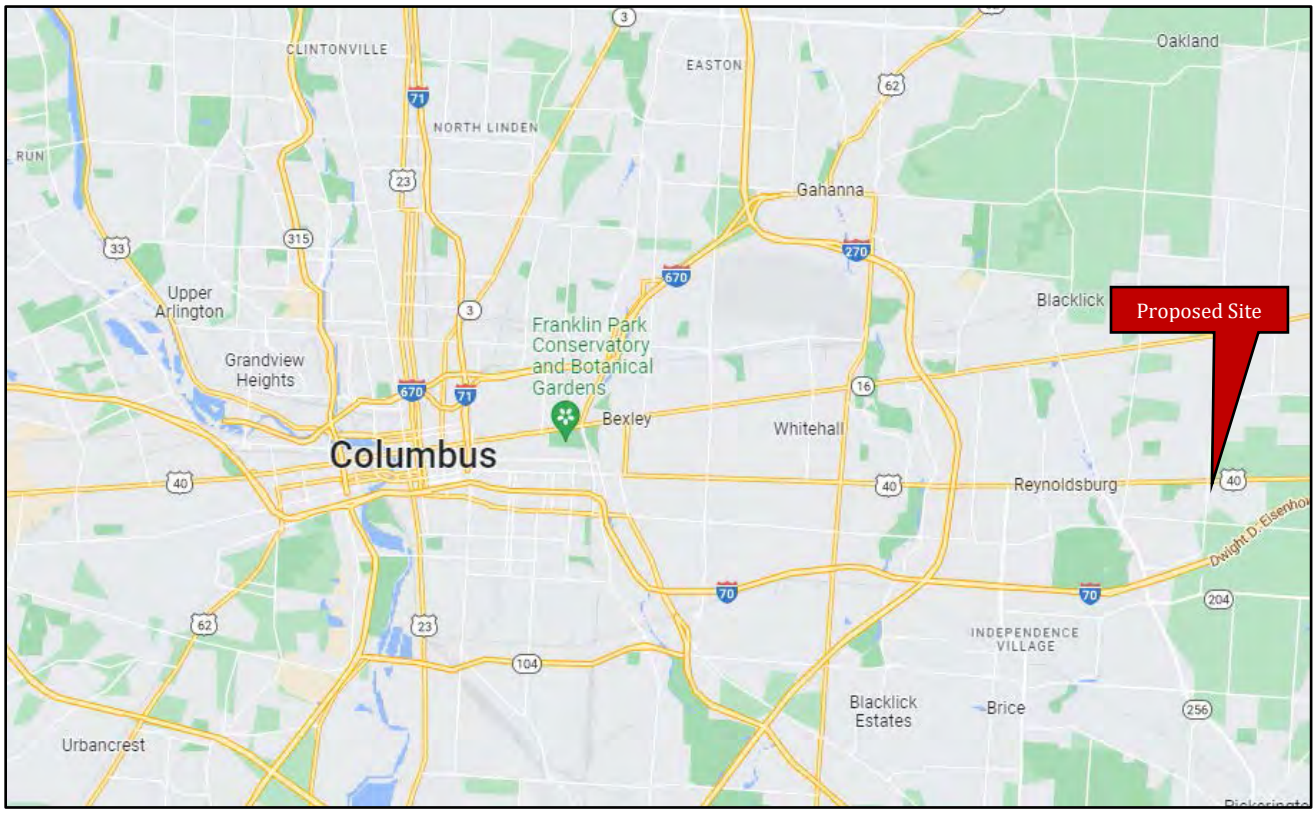


Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections

Land Use & Intensity

The site is proposed to develop as a Sheetz gas station/convenience store/restaurant with 12 passenger vehicle fueling positions, a 7,150 SF office building, a 9,350 SF office building, and a 1,730 SF quick lubrication vehicle shop. The development is proposed to have one full access and one right-in, right-out (RIRO) access along E. Main Street and one full access along Taylor Road. The site plan is provided in **Appendix A.**

III. Area Conditions

A. Area of Influence

The study intersections for the proposed development are listed below. Numbers correspond to **Figure 2**.

1. E. Main Street & Site Access 1 (full access)
2. E. Main Street & Site Access 2 (RIRO)
3. Taylor Road & Site Access 3 (full access)

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

4. Taylor Road & E. Main Street
5. Oak Valley Road & E. Main Street
6. Palmer Rod & Taylor Road

E. Main Street is a five-lane section with a posted speed limit of 35 MPH west of Taylor Road and 50 MPH east of Taylor Road. Taylor Road is a three-lane section with a posted speed limit of 35 MPH.

B. Jurisdictions

The proposed site is located in Reynoldsburg, Ohio. All study intersections are under City of Reynoldsburg jurisdiction except for Palmer Road & Taylor Road which is under Etna Township jurisdiction.

C. Traffic Volumes & Conditions

AM and PM peak turning movement counts for the three public road study intersections were collected on May 26, 2022 by Carpenter Marty Transportation (CM). A linear annual growth rate of 1% for the study area was obtained from the Ohio Department of Transportation (ODOT) Traffic Forecast Management System (TFMS). All count data and growth rates can be found in **Appendix B**.

IV. Projected Traffic

A. Background Traffic

For analysis, the Opening Year of the development is 2023 and the Design, or Horizon Year, is 2033. The previously described 1% growth rate was applied to the count data to produce No Build volumes for the Opening and Horizon Years. Growth was not applied to movements entering or exiting the north or south legs of the Oak Valley Road & E. Main Street intersection as these are local or private roads that are fully developed.

B. Site Traffic

Trip Generation

Trips for the proposed site development were generated using the Institute of Transportation Engineers (ITE) methodologies and the Trip Generation Manual, 11th Edition. Land Use Codes (LUC) *945 – Convenience Store/Gas Station (VFP 9-15), 712 – Small Office Building,* and *941 – Quick Lubrication Vehicle Shop* were used to generate trips for the proposed development. **Table 1** summarizes the trip generation for the proposed development. The full trip generation details can be found in **Appendix C**.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Table 1 – Proposed Site Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
945 – Convenience Store/Gas Station (VFP 16-24)	6,077 SF	172	172	166	166
Pass-By		108	108	110	110
Non-Pass-By		64	64	56	56
712 – Small Office Building	7,150 SF	10	2	5	10
Pass-By		0	0	0	0
Non-Pass-By		10	2	5	10
712 – Small Office Building	9,350 SF	13	3	7	13
Pass-By		0	0	0	0
Non-Pass-By		13	3	7	13
914 – Quick Lubrication Vehicle Shop	1,730 SF	8	3	6	9
Pass-By		0	0	0	0
Non-Pass-By		8	3	6	9
TOTAL		203	182	184	198
Internal		9	9	11	11
Pass-By		108	108	110	110
Non-Pass-By		86	65	63	77

Site traffic was distributed to/from the site based on count data, knowledge of the surrounding area, and engineering judgement. Site traffic was added to the No Build traffic to produce Build traffic for the Opening and Horizon Years. The full volume calculations can be found in **Appendix D.**

V. Traffic Analysis

A. Turn Lane Warrant & Length Analysis

A turn lane warrant analysis was conducted at all site access points using standard ODOT turn lane warrant graphs. If a turn lane was warranted in any particular scenario, the length was calculated using methodologies in the ODOT Location and Design (L&D) Manual and it was represented as such in the capacity analysis unless otherwise noted. E. Main Street and has a posted speed limit of 50 MPH along the site frontage, so a design speed of 55 MPH was utilized for turn lane length calculations for the E. Main Street access points. Taylor Road has a posted speed limit of 35 MPH, so a design speed of 40 MPH was utilized for turn lane length calculations for the Taylor Road access point.

B. Capacity Analysis

The Highway Capacity Manual (HCM), 6th Edition, module of Synchro 11 software was used to analyze capacity at all intersections. A minimum Level-of-Service (LOS) of D for the overall intersection and approaches, and LOS E for individual movements, during peak traffic hours was considered acceptable at each intersection. If unacceptable LOS/delay occurred in No Build or Build analysis scenarios, mitigation was determined to bring LOS/delay back to acceptable levels.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

VI. Results

A. Turn Lane Warrant & Length Analysis

Results of the turn lane warrant analysis show that a 285' westbound left turn lane is warranted at Site Access 1 in all Build scenarios. A 125' southbound left turn lane and a 125' northbound right turn lane are warranted at Site Drive 3 in all Build scenarios. No turn lanes are warranted at Site Drive 2.

All turn lane lengths are inclusive of a 50' diverging taper. The full turn lane warrant analysis can be found in **Appendix E.**

B. Capacity Analysis

Results of the capacity analysis for the study intersections can be seen in **Table 2**. Signal timing splits for the signalized study intersections were optimized for each analysis scenario. Planning-level clearance intervals recommended in the ODOT Analysis and Traffic Simulation (OATS) manual were for the Palmer Road & Taylor Road intersection. Existing cycle lengths and timings were utilized for the E. Main Street intersections as shown in **Appendix B**. All warranted turn lanes were represented as such in the capacity analysis. The full capacity analysis can be found in **Appendix F.**

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Table 2 – Capacity Analysis Summary (LOS/delay)

Intersection	Approach/ Movement	Opening Year (2023)				Horizon Year (2033)			
		AM No Build	AM Build	PM No Build	PM Build	AM No Build	AM Build	PM No Build	PM Build
Taylor Road & E. Main Street	EB	C/23.7	C/24.5	C/27.6	C/28.4	C/25.9	C/26.5	C/31.5	C/32.4
	WB	C/24.8	C/25.5	C/27.5	C/28.1	C/27.0	C/27.5	C/30.3	C/31.1
	NB	D/46.3	D/47.3	D/43.0	D/45.0	D/52.8	E/56.1	D/45.7	D/48.8
	SB	C/27.0	C/27.1	C/31.0	C/31.3	C/26.4	C/26.7	C/30.7	C/31.1
	Total	**C/30.6**	**C/31.2**	**C/32.5**	**C/33.4**	**C/33.2**	**C/34.4**	**C/34.7**	**D/36.1**
Oak Valley Road & E. Main Street	EB	A/6.4	A/6.5	A/6.6	A/6.6	A/6.5	A/6.6	A/6.8	A/6.9
	WB	A/7.4	A/7.4	A/6.4	A/6.5	A/7.6	A/7.6	A/6.6	A/6.6
	NB	D/39.7	D/39.7	D/43.7	D/43.7	D/39.7	D/39.7	D/43.7	D/43.7
	SB	D/36.7	D/36.7	D/42.5	D/42.5	D/36.7	D/36.7	D/42.5	D/42.5
	Total	**A/9.9**	**A/9.9**	**A/8.8**	**A/8.8**	**A/9.8**	**A/9.8**	**A/8.8**	**A/8.8**
Palmer Road & Taylor Road	EB	C/21.4	C/21.8	C/26.1	C/26.8	C/23.2	C/23.7	C/29.0	C/29.8
	WB	C/23.0	C/23.8	C/27.0	C/27.9	C/25.2	C/26.1	C/29.9	C/31.2
	NB	B/17.9	B/18.3	C/21.4	C/21.7	B/18.0	B/18.3	C/22.4	C/22.8
	SB	C/21.0	C/21.1	C/23.6	C/24.4	C/21.8	C/22.5	C/26.3	C/27.3
	Total	**C/20.4**	**C/20.7**	**C/23.4**	**C/24.0**	**C/21.4**	**C/21.9**	**C/25.6**	**C/26.3**
Site Access 1 & E. Main Street	WBL		A/8.9		A/8.9		A/9.1		A/9.1
	NB		C/18.0		C/18.3		C/19.9		C/20.4
Site Access 2 & E. Main Street	NBR		B/10.4		B/10.3		B/10.6		B/10.6
Site Access 3 & Taylor Road	WB		C/17.0		D/25.1		C/18.9		D/30.5
	SBL		A/8.7		A/9.2		A/8.9		A/9.5

As seen in **Table 2** above, the intersection of Taylor Road & E. Main Street has failing LOS/delay for the northbound approach in the Horizon Year AM Build scenario. However, the delay for this approach barely exceeds acceptable LOS standards and can be easily mitigated by adjusting signal timing splits. The resulting LOS/delay with signal timing split adjustments can be seen in **Appendix F**.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

VII. Recommendations and Conclusions

Based on the results of this TIS herein, it is recommended that a 285' westbound left turn lane be installed at Site Access 1. This turn lane is likely to be accommodated by the existing two-way left turn lane (TWLTL) present along E. Main Street. Additionally, it is recommended that a 125' southbound left turn lane and a 125' northbound right turn lane be installed at Site Access 3. An existing TWLTL is also present at Site Access 3, which is likely to be sufficient in lieu of a dedicated left turn lane. The right turn lane should be installed with new pavement at the expense of the developer. Note that all turn lane lengths are inclusive of a 50' diverging taper.

It is recommended that the signal timings at the Taylor Road & E. Main Street intersection be optimized to accommodate for the additional Build traffic. This improvement is not required until the Horizon Year, and signal timing adjustments are expected to be implemented by the City of Reynoldsburg prior to the Horizon Year of this TIS. Thus, no additional improvements, aside from the right turn lane at Site Access 3, are recommended for the proposed development.

VIII. Appendices

Appendix A – MOU & Site Plan
Appendix B – Count Data, Growth Rates, and Existing Signal Timings
Appendix C – Trip Generation
Appendix D – Volume Calculations
Appendix E – Turn Lane Warrant and Length Analysis
Appendix F – Capacity Analysis

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Appendix A
MOU & Site Plan

CARPENTER MARTY transportation

MOU Attachment not included

May 24, 2022

Traffic Impact Study Memorandum of Understanding

Re: Proposed Mixed-Use Development in Reynoldsburg, OH
Between: City of Reynoldsburg and Carpenter Marty Transportation

Carpenter Marty Transportation has been retained to complete a traffic impact study (TIS) for a proposed mixed-use development located in the southeast corner of the intersection of Taylor Road & E. Main Street. The site is currently developed as a residential trailer park. The purpose of this of this Memorandum of Understanding (MOU) is to establish a mutually agreeable scope for a TIS of the proposed development. The site is proposed to develop as a Sheetz gas station/convenience store/restaurant with 12 passenger vehicle fueling positions, a 7,150 SF office building, a 9,350 SF office building, and a 1,730 SF auto service building. A concept plan for the proposed development can be seen in the **Attachment**. The proposed scope, summarized below, is based on requirements provided by the City of Reynoldsburg.

Proposed TIS Scope

- Obtain peak hour, turning movement count data at the following intersections:
  - Taylor Road & E. Main Street
  - Oak Valley Road & E. Main Street
  - Palmer Road & Taylor Road
- Proposed Study Area – The study area is proposed to include the above listed public road intersections, a full-movement access on Taylor Road, a right-in, right-out (RIRO) access on E. Main Street, and a full-movement access on E. Main Street.
- Trip Generation - Generate trips for the proposed development using ITE Trip Generation standards and the OTISS program. Assign trips to the proposed site access points according to a distribution determined from counts, area knowledge/travel patterns, and engineering judgment. ITE recommended pass-by trip reductions will be included. Internal capture for the various uses on site will be calculated based on methodologies found in Chapter 6 of the *Trip Generation Handbook, 3rd Edition.* OTISS outputs and internal capture calculations are provided in the **Attachment**. **Table 1** shows trip generation summary.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Table 1 - Trip Generation Summary

Land Use	Size	AM Peak		PM Peak	
		Entry	Exit	Entry	Exit
945 – Convenience Store/Gas Station – VFP (9-15)	**6,077 SF**	172	172	166	166
Pass-By		108	108	110	110
Non-Pass-By		64	64	56	56
712 – Small Office Building	**7,150 SF**	10	2	5	10
Pass-By		0	0	0	0
Non-Pass-By		10	2	5	10
712 – Small Office Building	**9,350 SF**	13	3	7	13
Pass-By		0	0	0	0
Non-Pass-By		13	3	7	13
941 – Quick Lubrication Vehicle Shop	**1,730 SF**	8	3	6	9
Pass-By		0	0	0	0
Non-Pass-By		8	3	6	9
TOTAL		203	182	184	198
Internal		9	9	11	11
Pass-By		108	108	110	110
Non-Pass-By		86	65	63	77

- Volume Development - Develop Opening Year (2023) and Horizon Year (2033) traffic plates for Build and No Build, AM and PM Peaks based on growth rates and a traffic distribution. Growth rates are proposed to be obtained from ODOT Traffic Forecast Management System (TFMS) or calculated using historic data in lieu of MORPC growth rates in the interest of time.
- Turn Lane Warrant & Length Analysis - Perform turn lane warrant analyses at all unsignalized intersections using standard ODOT turn lane warrant graphs. Calculate lengths for any turn lanes that are warranted.
- Capacity Analysis - Perform Synchro 11 capacity analysis using the Highway Capacity Manual, 6th Edition module at the below intersections for Build and No Build, AM and PM Peaks. If acceptable Level-of-Service (LOS) is not obtained, determine what mitigation is necessary to obtain acceptable LOS. A LOS of D for the overall intersection/approaches, and LOS E for individual movements will be considered acceptable for all study intersections. The following intersections will be analyzed:
  - Taylor Road & E. Main Street
  - Oak Valley Road & E. Main Street
  - Palmer Road & Taylor Road
  - E. Main Street & RIRO Access
  - E. Main Street & Full Access
  - Taylor Road & Full Access
- Report – Develop a report that documents what is necessary to satisfy the City of Reynoldsburg which typically includes analysis, results, conclusions, and recommendations.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Please signify your concurrence with this MOU by signing below. If you have any questions or comments, please feel free to contact me at 614-656-2421 or dlaurent@cmtran.com.

Sincerely,

Drew Laurent, AICP
Transportation Planner
Carpenter Marty Transportation

City of Reynoldsburg (or their Representative)

Signature: _____ Date: _____

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

From: Andrews, Ryan
To: Drew Laurent; Eric Meyer
Cc: Miller Melissa; Eric Elizondo; Irwin, Ryan
Subject: RE: Proposed Sheetz - Taylor & Main
Date: Thursday, May 26, 2022 1:48:35 PM

Drew,

We reviewed the MOU and have no comments.

Thanks,

Ryan

From: Andrews, Ryan
Sent: Wednesday, May 18, 2022 12:25 PM
To: 'Drew Laurent' <dlaurent@cmtran.com>; Eric Meyer <EMeyer@ci.reynoldsburg.oh.us>
Cc: Miller Melissa <mamiller@manniksmithgroup.com>; Eric Elizondo <Elizondo@SkilkenGold.com>; Irwin, Ryan <rirwin@emht.com>
Subject: RE: Proposed Sheetz - Taylor & Main

All,

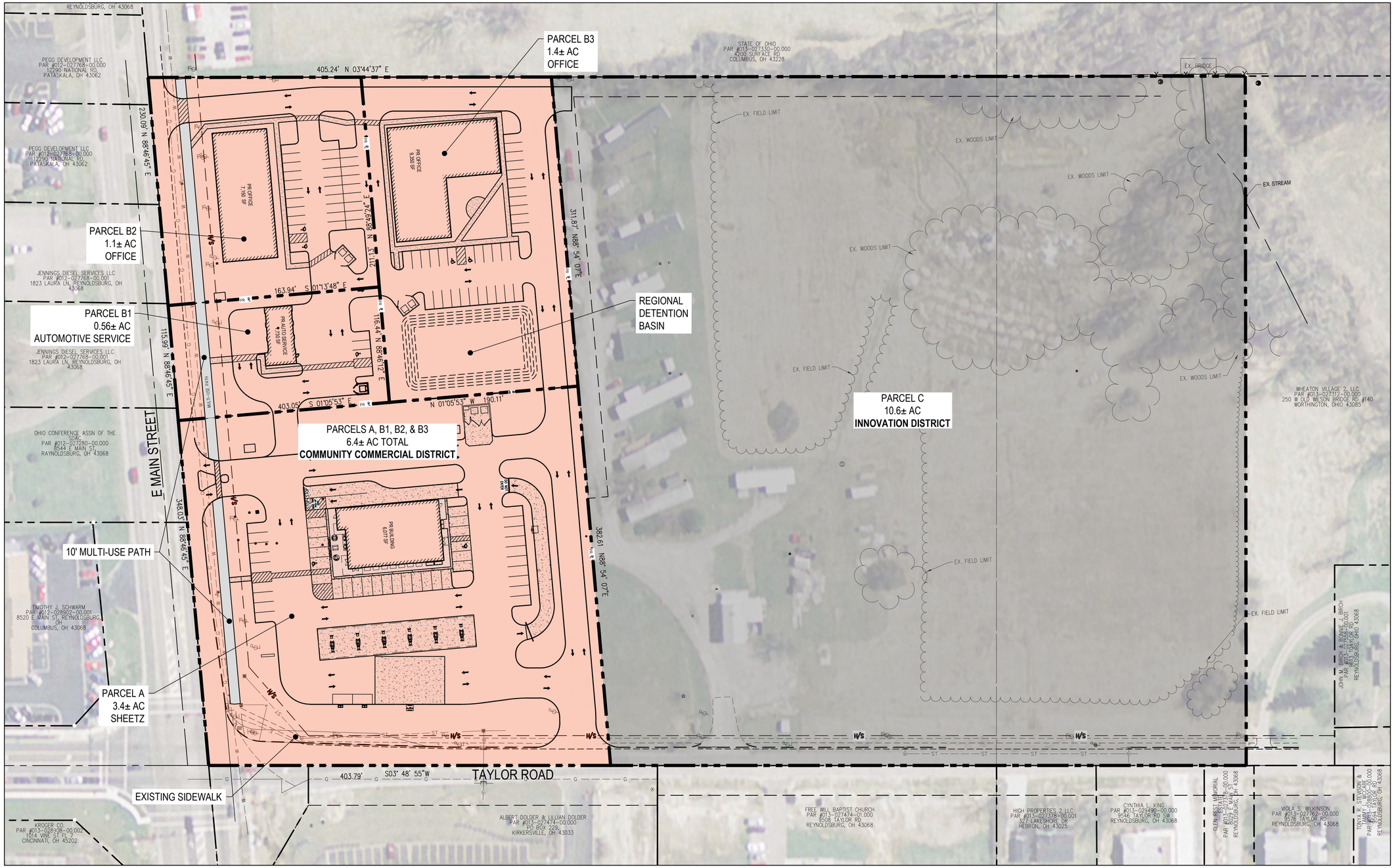
I understand there has been some confusion regarding the need for a traffic study for the proposed development at the corner of Main and Taylor. As I believe the City has mentioned it is a zoning code requirement for this project. Additionally, we believe that it is important to understand any proposed impacts to the Taylor and Main signalized intersection during the morning and afternoon peaks. We also see value in analyzing the proposed site drives to determine if right turn lane warrants are met.

We generally laid out our thoughts for a scope, which I believe Aerin had shared with the development team, a week or two ago. Please develop a draft memorandum of understanding for the TIS for our review. Let me know if you want to meet with our traffic team to sort out any details.

Thanks,

Ryan

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



SHEET INDEX:

OVERALL SITE PLAN	1/7
REZONING EXISTING CONDITIONS	2/7
ALTA SURVEY COVER SHEET	3/7
ALTA SURVEY	4/7
REZONING SITE PLAN	5/7
PRELIMINARY UTILITY PLAN	6/7
ENVIRONMENTAL/LANDSCAPE CONCEPT PLAN	7/7
ARCHITECTURAL ELEVATIONS	A200-A201
ARCHITECTURAL FLOOR PLAN	A800

SITE DATA:

EXISTING ZONING:	INNOVATION DISTRICT (I)
EXISTING LOT AREA:	17.0± AC
PROPOSED REZONING:	COMMUNITY COMMERCIAL (CC)
PROPOSED REZONING AREA:	6.4± AC TO CC (10.6 AC REMAIN INNOVATION)

PROPOSED REZONING LEGAL DESCRIPTION

SITUATED IN THE COUNTY OF LICKING, IN THE STATE OF OHIO, AND IN THE TOWNSHIP OF ETNA NOW IN THE CITY OF REYNOLDSBURG, BEING THE NORTH 403 FEET OF LICKING COUNTY AUDITOR'S PERMANENT PARCEL #013-027540-00.000 BEING BOUNDED AND DESCRIBED AS FOLLOWS:
BEING A PART OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 16, AND RANGE 20, REFUGEE LANDS AND BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHERE THE CENTER LINE OF TOWNSHIP ROAD NO. 169 (TAYLOR RD.) INTERSECTS THE CENTER LINE OF THE EAST MAIN STREET (US 40);
THENCE ALONG THE CENTER LINE OF THE EAST MAIN STREET, NORTH 88° 46' 45" EAST A DISTANCE OF 694.10 FEET TO A POINT;
THENCE SOUTH 03° 44' 37" WEST A DISTANCE OF 404.52 FEET TO A POINT;
THENCE SOUTH 88° 46'45" WEST A DISTANCE OF 694.61 FEET TO A POINT IN THE CENTER LINE OF SAID TOWNSHIP ROAD NO. 169;
THENCE ALONG THE CENTER LINE OF SAID TOWNSHIP ROAD, NORTH 03°48' 55" EAST A DISTANCE OF 404.56 FEET TO THE POINT OF BEGINNING; CONTAINING 6.424 ACRES, MORE OR LESS, INCLUDING 1.068 ACRES WITHIN THE EXISTING RIGHT-OF-WAYS OF MAIN STREET AND TOWNSHIP ROAD 169.

SUBJECT TO ALL CONDITIONS, EASEMENTS RESTRICTIONS, RIGHTS OF WAY OF RECORDS AND LEGAL HIGHWAYS.

0 25 50 100
SCALE: 1 IN = 50 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 5/20/2022
PROJECT NO: S643/0007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD
REAL ESTATE
DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

OVERALL SITE PLAN

1 / 7

W:\Projects\Projects P-T\S643\0007\CAD\SHEETS\Rezoning Development Plan\S643\0007 - OVERALL SITE PLAN.dwg Last saved 5/16/2022 5:30 PM by rfliwerer, plotted 5/17/2022 3:32 PM

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

SCALE: 1 IN = 60 FT

0 30 60 120

2 / 7	REZONING EXISTING CONDITIONS	MAJOR SITE PLAN SHEETZ E MAIN ST. AND TAYLOR RD. REYNOLDSBURG, OHIO 43068	PREPARED FOR: SKILKEN|GOLD REAL ESTATE DEVELOPMENT 4270 MORSE ROAD COLUMBUS, OHIO 43230	Mannik Smith GROUP TECHNICAL SKILL. CREATIVE SPIRIT. www.MannikSmithGroup.com	1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 888.488.7340 PROJECT DATE: 5/20/2022 PROJECT NO: S6430007 DRAWN BY: RLW CHECKED BY: MAM	NO. / DATE / BY / DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

STEWART TITLE INSURANCE COMPANY

SITUATED IN THE COUNTY OF LICKING, IN THE STATE OF OHIO, AND IN THE TOWNSHIP OF ETNA, NOW CITY OF REYNOLDSBURG, AND BEING A PART OF THE NW $\frac{1}{4}$ OF SECTION 16 AND THE SW $\frac{1}{4}$ OF SECTION 9, TOWN 16, RANGE 20, OF THE REFUGEE LANDS.

PROPERTY ADDRESS AS LISTED IN THE TITLE COMMITMENT:

8555 E. MAIN ST. REYNOLDSBURG, OH 43068

LEGAL DESCRIPTION OF SUBJECT PARCEL:

BEING A PART OF THE NORTHWEST QUARTER OF SECTION 16 AND THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 16, AND RANGE 20, REFUGEE LANDS AND BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHETHER THE CENTER LINE OF TOWNSHIP ROAD NO. 169 INTERSECTS THE CENTER LINE OF THE NATIONAL ROAD; THENCE ALONG THE CENTER LINE OF THE NATIONAL ROAD, NORTH 85° 37' EAST 695 FEET TO A POINT FOR A CORNER; THENCE SOUTH 0° 04' EAST (PASSING AN IRON PIPE AT 40.11 FEET) A DISTANCE OF 1097.3 FEET TO A POINT FOR A CORNER, MARKED BY AN IRON PIPE; THENCE SOUTH 89° 55' WEST (PASSING AN IRON PIPE AT 673.7 FEET) A DISTANCE OF 693.7 FEET TO A POINT IN THE CENTER LINE OF SAID TOWNSHIP ROAD NO. 169; THENCE ALONG THE CENTER LINE OF SAID TOWNSHIP ROAD, NORTH 1042.4 FEET TO THE POINT OF BEGINNING; CONTAINING 17.010 ACRES, MORE OR LESS, SUBJECT TO ALL LEGAL HIGHWAYS;

SUBJECT TO ALL CONDITIONS, EASEMENTS RESTRICTIONS, RIGHTS OF WAY OF RECORD, LEGAL HIGHWAYS AND APPLICABLE ZONING REGULATIONS.

STEWART TITLE INSURANCE COMPANY
FILE NO. 1256093 EFFECTIVE DATE: (MAY) 20, 2021
SCHEDULE B EXCEPTIONS:

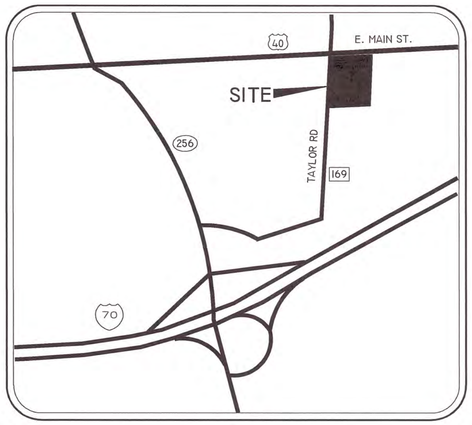
◇ # REFERENCE ANNOTATION WHEN SHOWN ON THE MAP.

◇ 9. EASEMENT GRANTED TO THE OHIO POWER COMPANY, POWER & TELEPHONE POLES ALONG ROADWAYS, DEED BOOK 331, PAGE 263
NOT SHOWN ON THE MAP.

◇ 10. EASEMENT FOR HIGHWAY PURPOSES, STATE OF OHIO, DEED BOOK 444, PAGE 373
IS SHOWN ON THE MAP.

◇ 11. BLANKET EASEMENT GRANTED TO THE OHIO POWER COMPANY, DEED BOOK 558, PAGE 325
NOT SHOWN ON THE MAP.

◇ 13. EASEMENT GRANTED TO COLUMBIA GAS OF OHIO, INC. INSTRUMENT 199907270031059
IS SHOWN ON THE MAP.



LOCATION MAP
NTS

SURVEY NOTES

1. DATE(S) OF FIELD SURVEY: JUNE 7-10, 2021.
2. NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.
3. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES IF INFORMATION IS AVAILABLE FROM THE CONTROLLING
4. JURISDICTION. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
5. THERE WERE NO WETLAND AREAS DELINEATED BY APPROPRIATE AUTHORITIES OBSERVED ON THE SITE AT THE TIME OF THE FIELD SURVEY. THERE ARE NO WETLANDS DELINEATED PER RECORD. SOURCE: U.S. FISH AND WILDLIFE SERVICE. NATIONAL WETLANDS INVENTORY. LAST MODIFIED: FEBRUARY 23, 2016.
6. NO APPARENT ENCROACHMENTS OBSERVED.
7. BEARING CONTROL IS BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE AS COLLECTED BY GPS. OBSERVATIONS IN JUNE OF 2021.

FLOOD ZONE DESIGNATION:

THE SUBJECT PARCEL LIES WITHIN ZONE X: AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

SOURCE: NFIP (NATIONAL FLOOD INSURANCE PROGRAM) FIRM (FLOOD INSURANCE RATE MAP), MAP NUMBER 39089C0409J, EFFECTIVE DATE: MARCH 16, 2015.

REFERENCE DOCUMENTS:

1. BASED ON RECORDED PLATS FROM LICKING COUNTY, OHIO RECORDS.
2. BASED ON RECORDED DEED DESCRIPTIONS FROM LICKING COUNTY, OHIO RECORDS.
3. BASED ON DOCUMENTS PROVIDED BY THE CLIENT.
4. BASED ON DOCUMENTS PROVIDED IN THE COMMITMENT FOR TITLE INSURANCE BY STEWART TITLE INSURANCE COMPANY, ORDER NUMBER 1256093, EFFECTIVE DATE: MAY 20, 2021.

EXISTING UNDERGROUND UTILITIES NOTE:

THE UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH, HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

SURVEYOR'S CERTIFICATE :

TO SKILKEN GOLD REAL ESTATE DEVELOPMENT, MORSE ROAD DEVELPMENT, LLC, JOHN A. SHEPARD AND STEWART TITLE GUARANTY COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS(LIST) 1, 2, 3, 4, 5, 8, 11(A)(B), 13, 14, 16, 17, 18, OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON JUNE 10, 2021.

DATE: JUNE 25, 2021

LAST REVISED DATE: AUGUST 16, 2021

STATE OF OHIO
JON D. BRUNER
7098
REGISTERED PROFESSIONAL SURVEYOR

JON D BRUNER, P.S.
LICENSED PROFESSIONAL SURVEYOR
OHIO LICENSE NO. 7098
JBRUNER@MANNIKSMITHGROUP.COM

NO.	DATE	BY	DESCRIPTION

1800 INDIAN WOOD CIRCLE
MAUMEE, OH 43537
TEL: 419.891.2222
FAX: 419.891.1595

PROJECT DATE: 08/16/2021
PROJECT NO.: S6430007
DRAWN BY: JMG
CHECKED BY: JDB

TECHNICAL SKILL. CREATIVE SPIRIT.
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN/GOLD
4270 MORSE RD.
COLUMBUS, OH 43230

SHEETZ #062
8555 E. MAIN ST.
REYNOLDSBURG, OH 43068

ALTA SURVEY

1 / 2

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Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

LEGEND OF EXISTING CONDITIONS

- W — WATER LINE
- UTL — UNDERGROUND TELECOM
- PROPERTY LINE
- R/W — RIGHT-OF-WAY
- CENTER LINE
- G — GAS LINE
- X — CHAIN-LINK FENCE
- E — UNDERGROUND ELECTRIC
- ST — STORM LINE
- SA — SANITARY LINE
- OH — OVERHEAD TELEPHONE & ELECTRIC LINES
- POWER POLE
- SATELLITE DISH
- TRAFFIC SIGNAL POLE
- ELECTRIC TRANSFORMER
- CONIFEROUS TREE
- FIRE HYDRANT
- SQUARE CATCH BASIN
- PIPE CLEAN-OUT
- WATER WELL
- FLAGPOLE
- POWER AND LIGHT POLE
- DECIDUOUS TREE
- GUY ANCHOR
- SIGN
- LIGHT POLE
- MAIL BOX
- IRON PIN FOUND
- STORM MANHOLE
- SANITARY MANHOLE
- ROCK/BOULDER
- CURB INLET
- AC UNIT
- GAS METER
- TELEPHONE PEDESTAL
- TELEPHONE POWER POLE
- GAS VALVE
- IRON PIPE FOUND
- MAGNAIL SET
- WATER VALVE

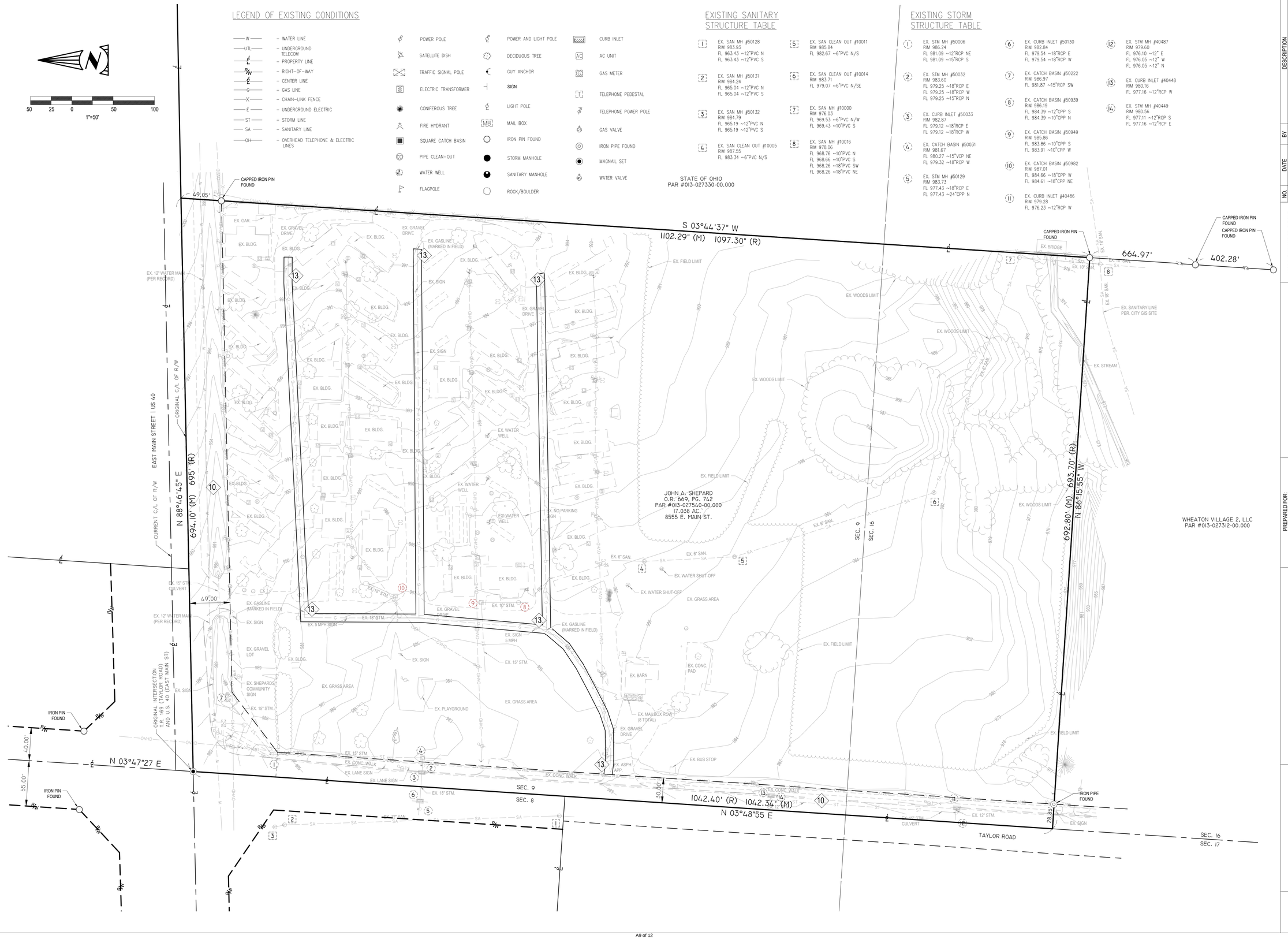
EXISTING SANITARY STRUCTURE TABLE

1. EX. SAN MH #50128
   RIM 983.93
   FL 963.43 ~12"PVC N
   FL 963.43 ~12"PVC S
2. EX. SAN MH #50131
   RIM 984.24
   FL 965.04 ~12"PVC N
   FL 965.04 ~12"PVC S
3. EX. SAN MH #50132
   RIM 984.79
   FL 965.19 ~12"PVC N
   FL 965.19 ~12"PVC S
4. EX. SAN CLEAN OUT #10005
   RIM 987.55
   FL 983.34 ~6"PVC N/S
5. EX. SAN CLEAN OUT #10011
   RIM 985.84
   FL 982.67 ~6"PVC N/S
6. EX. SAN CLEAN OUT #10014
   RIM 983.71
   FL 979.07 ~6"PVC N/SE
7. EX. SAN MH #10000
   RIM 976.03
   FL 969.53 ~6"PVC N/W
   FL 969.43 ~10"PVC S
8. EX. SAN MH #10016
   RIM 978.06
   FL 968.76 ~10"PVC N
   FL 968.66 ~10"PVC S
   FL 968.26 ~18"PVC SW
   FL 968.26 ~18"PVC NE

EXISTING STORM STRUCTURE TABLE

1. EX. STM MH #50006
   RIM 986.24
   FL 981.09 ~12"RCP NE
   FL 981.09 ~15"RCP S
2. EX. STM MH #50032
   RIM 983.60
   FL 979.25 ~18"RCP E
   FL 979.25 ~18"RCP W
   FL 979.25 ~15"RCP N
3. EX. CURB INLET #50033
   RIM 982.87
   FL 979.12 ~18"RCP E
   FL 979.12 ~18"RCP W
4. EX. CATCH BASIN #50031
   RIM 981.67
   FL 980.27 ~15"VCP NE
   FL 979.32 ~18"RCP W
5. EX. STM MH #50129
   RIM 983.73
   FL 977.43 ~18"RCP E
   FL 977.43 ~24"CPP N
6. EX. CURB INLET #50130
   RIM 982.84
   FL 979.54 ~18"RCP E
   FL 979.54 ~18"RCP W
7. EX. CATCH BASIN #50222
   RIM 986.97
   FL 981.87 ~15"RCP SW
8. EX. CATCH BASIN #50939
   RIM 986.19
   FL 984.39 ~12"CPP S
   FL 984.39 ~10"CPP N
9. EX. CATCH BASIN #50949
   RIM 985.86
   FL 983.86 ~10"CPP S
   FL 983.91 ~10"CPP W
10. EX. CATCH BASIN #50982
    RIM 987.01
    FL 984.66 ~18"CPP W
    FL 984.61 ~18"CPP NE
11. EX. CURB INLET #40486
    RIM 979.28
    FL 976.23 ~12"RCP W
12. EX. STM MH #40487
    RIM 979.60
    FL 976.10 ~12" E
    FL 976.05 ~12" W
    FL 976.05 ~12" N
13. EX. CURB INLET #40448
    RIM 980.16
    FL 977.16 ~12"RCP W
14. EX. STM MH #40449
    RIM 980.56
    FL 977.11 ~12"RCP S
    FL 977.16 ~12"RCP E

STATE OF OHIO
PAR #013-027330-00.000



1800 INDIAN WOOD CIRCLE
MAUMEE, OH 43537
TEL: 419.891.2222
FAX: 419.891.1595

NO.	DESCRIPTION	DATE	BY

PROJECT DATE: 08/16/2021
PROJECT NO.: S6430007
DRAWN BY: JMG
CHECKED BY: JDB

TECHNICAL SKILL. CREATIVE SPIRIT.
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN/GOLD
4270 MORSE RD.
COLUMBUS, OH 43230

SHEETZ #062
8555 E. MAIN ST.
REYNOLDSBURG, OH 43068

ALTA SURVEY

2 2

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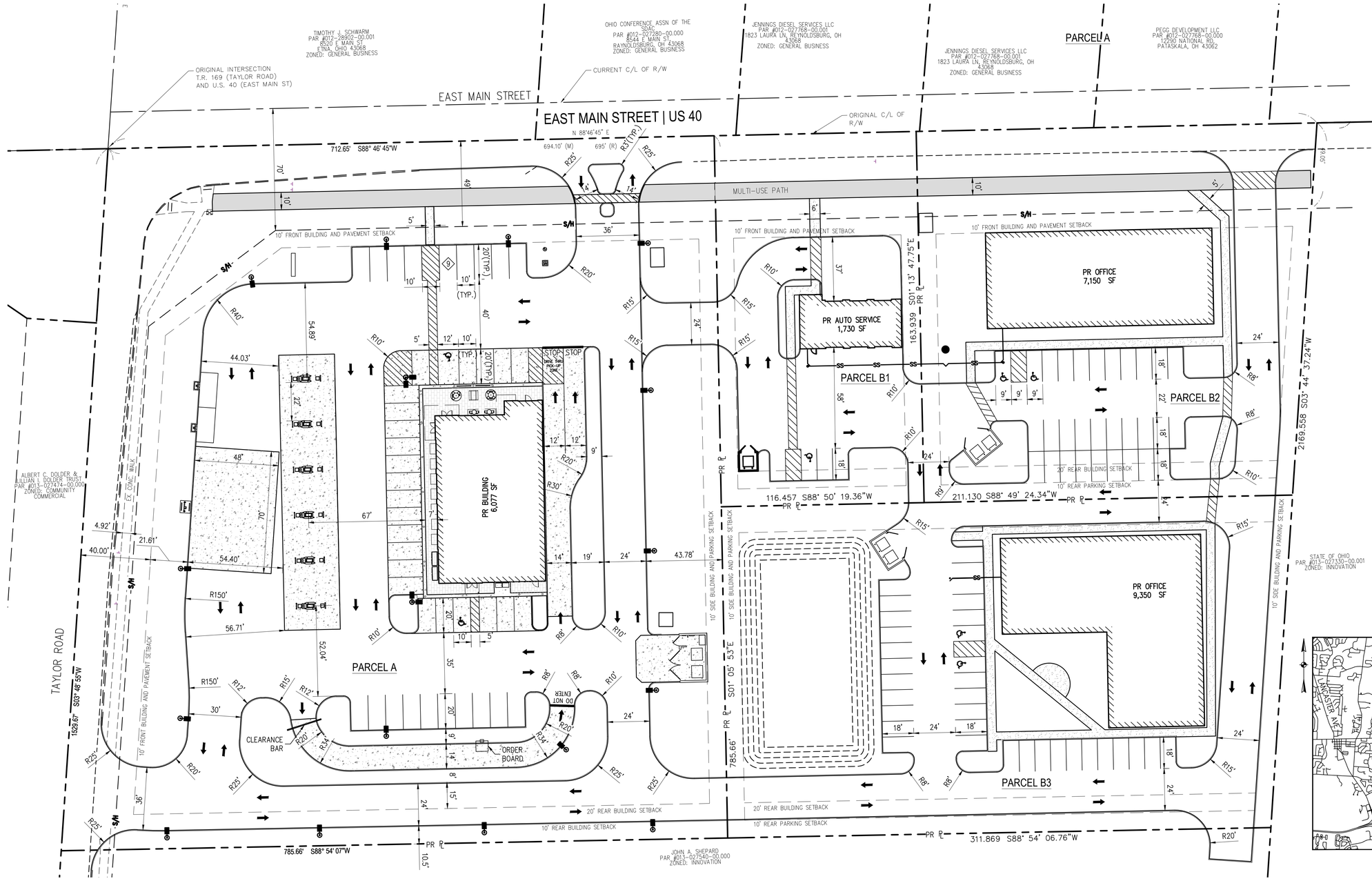
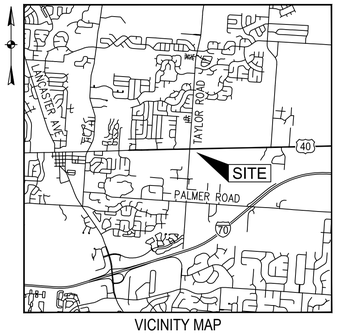
Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold)





VICINITY MAP
NOT TO SCALE

SITE DATA:

EXISTING ZONING: INNOVATION DISTRICT (I)

LOT AREAS:
PARCEL A: 3.4 AC
PARCEL B: 0.56 AC
PARCEL C: 1.08 AC
APRCEL D: 1.40 AC

PROPOSED REZONING: COMMUNITY COMMERCIAL (CC)

PROPOSED LOT USE:
SHEETZ FUEL STATION AND C-STORE (PARCEL A) – 6,077 SF
AUTO SERVICE (PARCEL B1) – 1,730 SF
OFFICE (PARCEL B2) – 7,150 SF
OFFICE (PARCEL B3) – 9,350 SF

PARKING:
C-STORE WITH GASOLINE – 1 PER 2 FUEL DISPENSING STATIONS + 1 PER 200 SF RETAIL AREA
AUTO SERVICE – 1 PER 500 SF
OFFICE – 1 PER 250 SF

6,077 SF/200 SF = 31 SPACES
6 FUEL DISPENSING STATIONS/2 = 3 SPACES
34 SPACES REQUIRED ON PARCEL A
43 SPACES PROVIDED INCLUDING 2 ADA

1,730 SF AUTO SERVICE/500 SF = 4 SPACES
4 SPACES REQUIRED ON PARCEL B1
4 SPACES PROVIDED INCLUDING 1 ADA

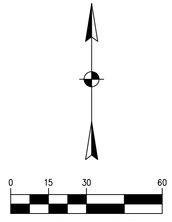
7,150 SF OFFICE/250 = 29 SPACES
29 SPACES REQUIRED ON PARCEL B2
30 SPACES PROVIDED INCLUDING 1 ADA

9,350 SF OFFICE/250 SF = 38 SPACES
38 SPACES REQUIRED ON PARCEL B3
34 SPACES PROVIDED INCLUDING 2 ADA

FRONT SETBACK: 10'
SIDE SETBACK: 10'
REAR BUILDING SETBACK: 20'
REAR PARKING SETBACK: 10'

LANDSCAPE SETBACKS: 6' FROM PROPERTY LINES

LOT COVERAGE: 70% MAX



SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 5/20/2022
PROJECT NO: S8430007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.

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PREPARED FOR:
SKILKEN|GOLD
REAL ESTATE
DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

REZONING
SITE PLAN

5 / 7

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold)

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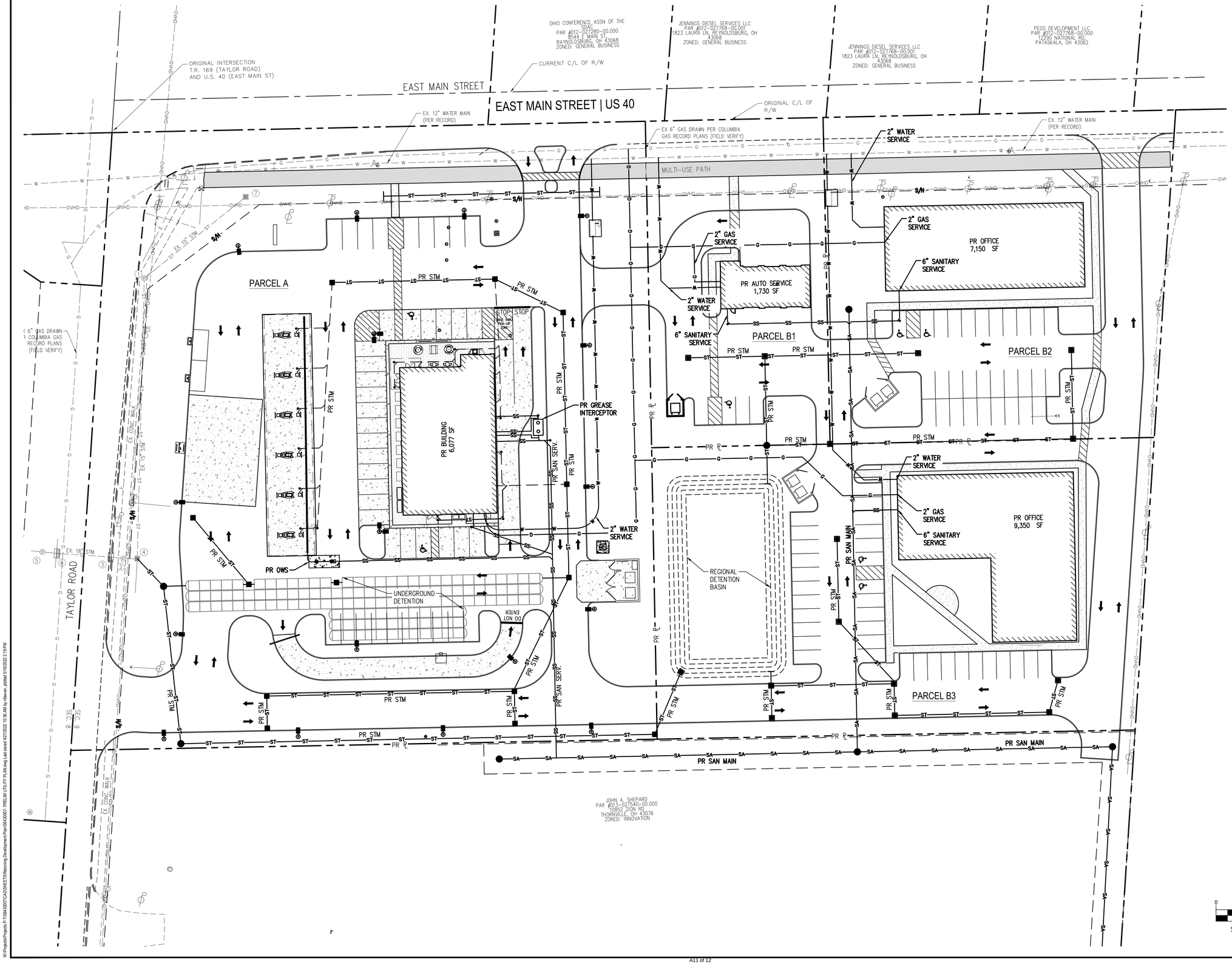

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 5/20/2022
PROJECT NO: S8430007
DRAWN BY: RLW
CHECKED BY: MAM

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Mannik Smith GROUP

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PREPARED FOR:

SKILKENGOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR

SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

PRELIMINARY UTILITY PLAN

6 / 7

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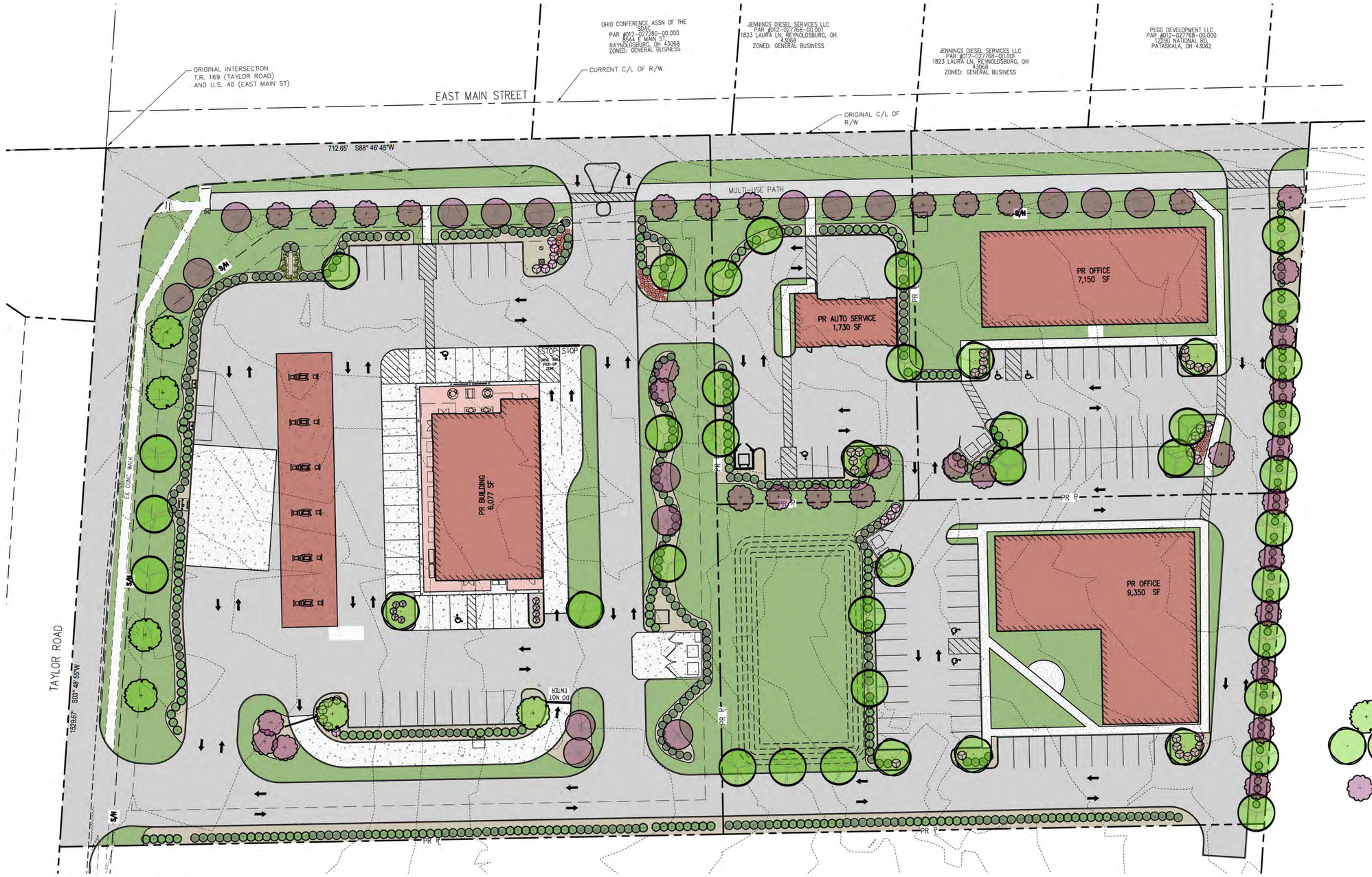
Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



LANDSCAPE CODE REQUIREMENTS

REQUIRED:	PROVIDED:
SECTION 1105.07 – LANDSCAPING AND BUFFERING	
F.ix. LANDSCAPE SETBACK IS NO LESS THAN 6'	6' LANDSCAPE SETBACK PROVIDED
G.i–iii. STREET TREES ARE REQUIRED WITH A SPACING OF 35' TO 45' FOR LARGE TREES (50'+ MATURE HEIGHT), 25' TO 35' FOR MEDIUM TREES (30'–50' MATURE HEIGHT), AND 15' TO 25' FOR SMALL TREES (10'–30' MATURE HEIGHT).	STREET TREES PROVIDED ALONG E MAIN AND TAYLOR AT APPROPRIATE SPACING. TREES LOCATED BEHIND SIDEWALKS TO AVOID UTILITY CONFLICTS.
G.iii. MINIMUM PLANT SIZES ARE: 2" CALIPER FOR DECIDUOUS TREES 1.5" CALIPER FOR ORNAMENTAL TREES 6' HEIGHT FOR EVERGREEN TREES 18" HEIGHT OR 18" SPREAD FOR SHRUBS DEPENDING ON GROWTH CHARACTERISTICS	MINIMUM PLANT SIZE OR LARGER WILL BE SPECIFIED IN CONSTRUCTION PLANS
G.iv. MAXIMUM NUMBER OF THE SAME SPECIES OF TREES: 10–19 TREES ON SITE = 50% 20–39 TREES ON SITE = 33% 40–59 TREES ON SITE = 25% 60+ TREES ON SITE = 15%	103 TREES PROVIDED, NO MORE THAN 15 OF ANY TREE SPECIES WILL BE PROVIDED

G.vi.	SMALL TREES ARE REQUIRED WHEN PLANTING UNDER OR WITHIN 10' OF OVERHEAD UTILITY WIRES. A MEDIUM TREE MAY BE USED WHEN PLANTING WITHIN 10'–20' LATERAL OF OVERHEAD UTILITY WIRES	SMALL TREES SPECIFIED ALONG E. MAIN ST TO AVOID OVERHEAD UTILITY CONFLICT MEDIUM TREES SPECIFIED ALONG TAYLOR ROAD, LOCATED 12' LATERAL FROM OVERHEAD UTILITIES.
H.1,2	COMMERCIAL LOT LANDSCAPING: — UP TO 20,000 SF REQUIRES 1" FOR EVERY 2,000 SF — 20,000 TO 50,000 SF REQUIRES 10" OF TRUNK DIAMETER PLUS 0.5" FOR EVERY ADDITIONAL 2,000 SF OVER 20,000 SF — OVER 50,000 SF REQUIRES A TOTAL TRUNK DIAMETER OF 20" PLUS 1" OF TRUNK FOR EVERY 4,000 SF OVER 50,000 SF CAN BE MET BY ANY COMBINATION OF EXISTING AND NEW TREES.	PARCEL A: 28" REQUIRED, 60" PROVIDED PARCEL B1: 7" REQUIRED, 20" PROVIDED PARCEL B2: 13" REQUIRED, 30" PROVIDED PARCEL B3: 14" REQUIRED, 39" PROVIDED INCHES CALCULATED FROM INTERIOR PARKING LOT TREES AND PERIMETER TREES
J.ii–iii.	FOR EVERY 10 PARKING SPACES, NO LESS THAN 200 SF OF INTERIOR LANDSCAPED PARKING LOT AREA IS REQUIRED CONTAINING AT LEAST 1 TREE AND 4 SHRUBS, MUST BE MINIMUM WIDTH OF 10'.	PARCEL A: 5 TREES, 20 SHRUBS AND 1000 SF REQUIRED AND PROVIDED PARCEL B1: 1 TREE, 4 SHRUBS, AND 200 SF REQUIRED AND PROVIDED PARCEL B2: 3 TREES, 12 SHRUBS, AND 600 SF REQUIRED AND PROVIDED PARCEL B3: 4 TREES, 16 SHRUBS, AND 800 SF REQUIRED AND PROVIDED

J.v.	PERIMETER LANDSCAPING SHALL BE A MINIMUM WIDTH OF 10' AND CONSIST OF EVERGREEN HEDGE, EVERGREEN TREES, MOUND, OR COMBINATION THEREOF. MUST BE A MINIMUM OF 36" IN HEIGHT AND CONTAIN 1 DECIDUOUS TREE PER 50 LF OF PARKING PERIMETER.	10' LANDSCAPE AREA PROVIDED AROUND PERIMETER WITH EVERGREEN HEDGE. PARCEL A: 30 TREES REQUIRED AND PROVIDED PARCEL B1: 11 TREES REQUIRED AND PROVIDED PARCEL B2: 14 TREES REQUIRED AND PROVIDED PARCEL B3: 17 TREES REQUIRED AND PROVIDED
K.	A SOLID, OPAQUE FENCE OR WALL OR BERM WITH A CONTINUOUS EVERGREEN HEDGE SHALL ENCLOSE ANY SERVICE STRUCTURE. MECHANICAL EQUIPMENT MUST BE SCREENED TO THE MAXIMUM EXTENT FEASIBLE. PLANT MATERIAL FOR SCREENING DOES NOT COUNT TOWARD ANY OTHER LANDSCAPE REQUIREMENTS.	PROPOSED TRANSFORMER, AIR STATIONS, AND HEATED ENCLOSURE SCREENED WITH HEDGE, DUMPSTER SCREENED WITH HEDGE AND WALL.

LEGEND

- PR DECIDUOUS TREE
- PR DECIDUOUS FLOWERING TREE
- PR DECIDUOUS FLOWERING SHRUB
- PR EVERGREEN SHRUB
- PR ORNAMENTAL GRASS

0 15 30 60

SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 5/20/2022
PROJECT NO: S8430007
DRAWN BY: RLW
CHECKED BY: MAM

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PREPARED FOR:
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4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

ENVIRONMENTAL/ LANDSCAPE CONCEPT PLAN

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Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold)

Appendix B

Count Data, Growth Rates & Existing Signal Timings

CARPENTER MARTY transportation

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC

Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

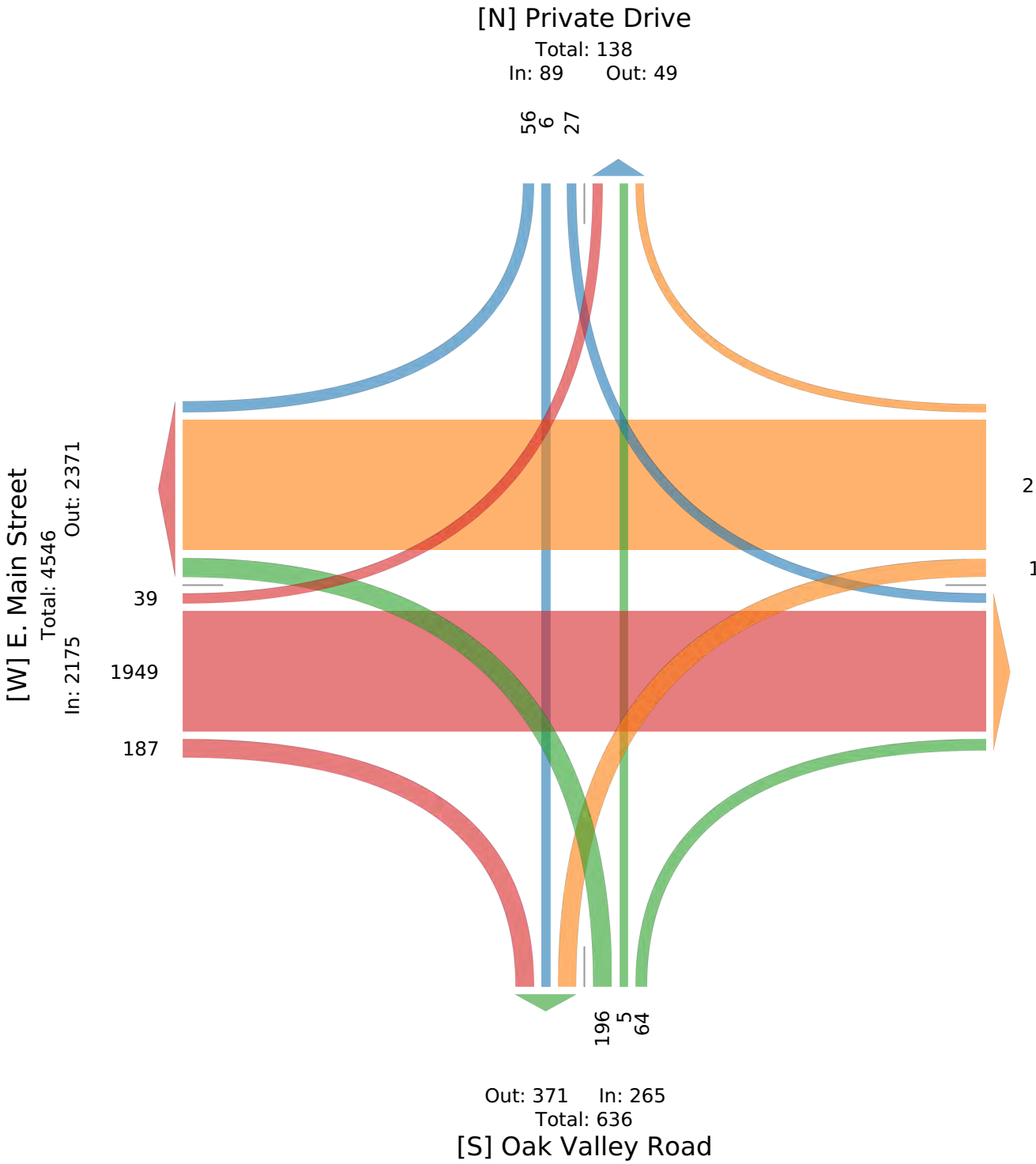
Leg	E. Main Street					E. Main Street					Oak Valley Road					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:00AM	1	114	11	0	**126**	5	137	0	0	**142**	10	0	3	0	**13**	0	0	1	0	**1**	**282**
7:15AM	0	90	11	0	**101**	11	109	0	0	**120**	14	0	3	0	**17**	2	0	3	0	**5**	**243**
7:30AM	2	108	12	0	**122**	13	163	0	0	**176**	20	0	4	0	**24**	1	1	2	0	**4**	**326**
7:45AM	4	130	7	0	**141**	12	138	0	0	**150**	10	1	5	0	**16**	0	1	4	0	**5**	**312**
Hourly Total	7	442	41	0	**490**	41	547	0	0	**588**	54	1	15	0	**70**	3	2	10	0	**15**	**1163**
8:00AM	1	93	11	0	**105**	13	153	0	0	**166**	23	0	4	0	**27**	1	1	5	0	**7**	**305**
8:15AM	3	62	5	0	**70**	13	134	0	0	**147**	21	0	4	0	**25**	0	1	1	0	**2**	**244**
8:30AM	4	81	7	0	**92**	14	119	2	0	**135**	13	0	5	0	**18**	1	0	1	0	**2**	**247**
8:45AM	3	65	7	0	**75**	11	101	2	0	**114**	10	1	2	0	**13**	2	0	3	0	**5**	**207**
Hourly Total	11	301	30	0	**342**	51	507	4	0	**562**	67	1	15	0	**83**	4	2	10	0	**16**	**1003**
4:00PM	5	148	7	0	**160**	14	120	0	0	**134**	11	1	7	0	**19**	3	0	3	0	**6**	**319**
4:15PM	1	170	12	0	**183**	11	124	0	0	**135**	10	1	2	0	**13**	2	0	4	0	**6**	**337**
4:30PM	3	165	19	0	**187**	13	137	0	0	**150**	6	0	5	0	**11**	2	1	5	0	**8**	**356**
4:45PM	5	152	10	0	**167**	13	149	0	0	**162**	12	0	4	0	**16**	2	0	8	0	**10**	**355**
Hourly Total	14	635	48	0	**697**	51	530	0	0	**581**	39	2	18	0	**59**	9	1	20	0	**30**	**1367**
5:00PM	1	147	18	0	**166**	10	123	0	0	**133**	10	0	7	0	**17**	2	1	3	0	**6**	**322**
5:15PM	5	149	21	0	**175**	11	120	1	0	**132**	13	0	3	0	**16**	2	0	6	0	**8**	**331**
5:30PM	0	151	15	0	**166**	5	147	0	0	**152**	5	1	4	0	**10**	3	0	4	0	**7**	**335**
5:45PM	1	124	14	0	**139**	9	145	0	0	**154**	8	0	2	0	**10**	4	0	3	0	**7**	**310**
Hourly Total	7	571	68	0	**646**	35	535	1	0	**571**	36	1	16	0	**53**	11	1	16	0	**28**	**1298**
Total	39	1949	187	0	**2175**	178	2119	5	0	**2302**	196	5	64	0	**265**	27	6	56	0	**89**	**4831**
% Approach	1.8%	89.6%	8.6%	0%	**-**	7.7%	92.1%	0.2%	0%	**-**	74.0%	1.9%	24.2%	0%	**-**	30.3%	6.7%	62.9%	0%	**-**	-
% Total	0.8%	40.3%	3.9%	0%	**45.0%**	3.7%	43.9%	0.1%	0%	**47.7%**	4.1%	0.1%	1.3%	0%	**5.5%**	0.6%	0.1%	1.2%	0%	**1.8%**	-
Lights	37	1829	179	0	**2045**	160	2036	3	0	**2199**	176	5	58	0	**239**	22	5	54	0	**81**	4564
% Lights	94.9%	93.8%	95.7%	0%	**94.0%**	89.9%	96.1%	60.0%	0%	**95.5%**	89.8%	100%	90.6%	0%	**90.2%**	81.5%	83.3%	96.4%	0%	**91.0%**	94.5%
Articulated Trucks	0	16	0	0	**16**	7	15	0	0	**22**	8	0	0	0	**8**	0	0	0	0	**0**	46
% Articulated Trucks	0%	0.8%	0%	0%	**0.7%**	3.9%	0.7%	0%	0%	**1.0%**	4.1%	0%	0%	0%	**3.0%**	0%	0%	0%	0%	**0%**	1.0%
Buses and Single-Unit Trucks	2	104	8	0	**114**	11	68	2	0	**81**	12	0	6	0	**18**	5	1	2	0	**8**	221
% Buses and Single-Unit Trucks	5.1%	5.3%	4.3%	0%	**5.2%**	6.2%	3.2%	40.0%	0%	**3.5%**	6.1%	0%	9.4%	0%	**6.8%**	18.5%	16.7%	3.6%	0%	**9.0%**	4.6%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC
Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC

Thu May 26, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

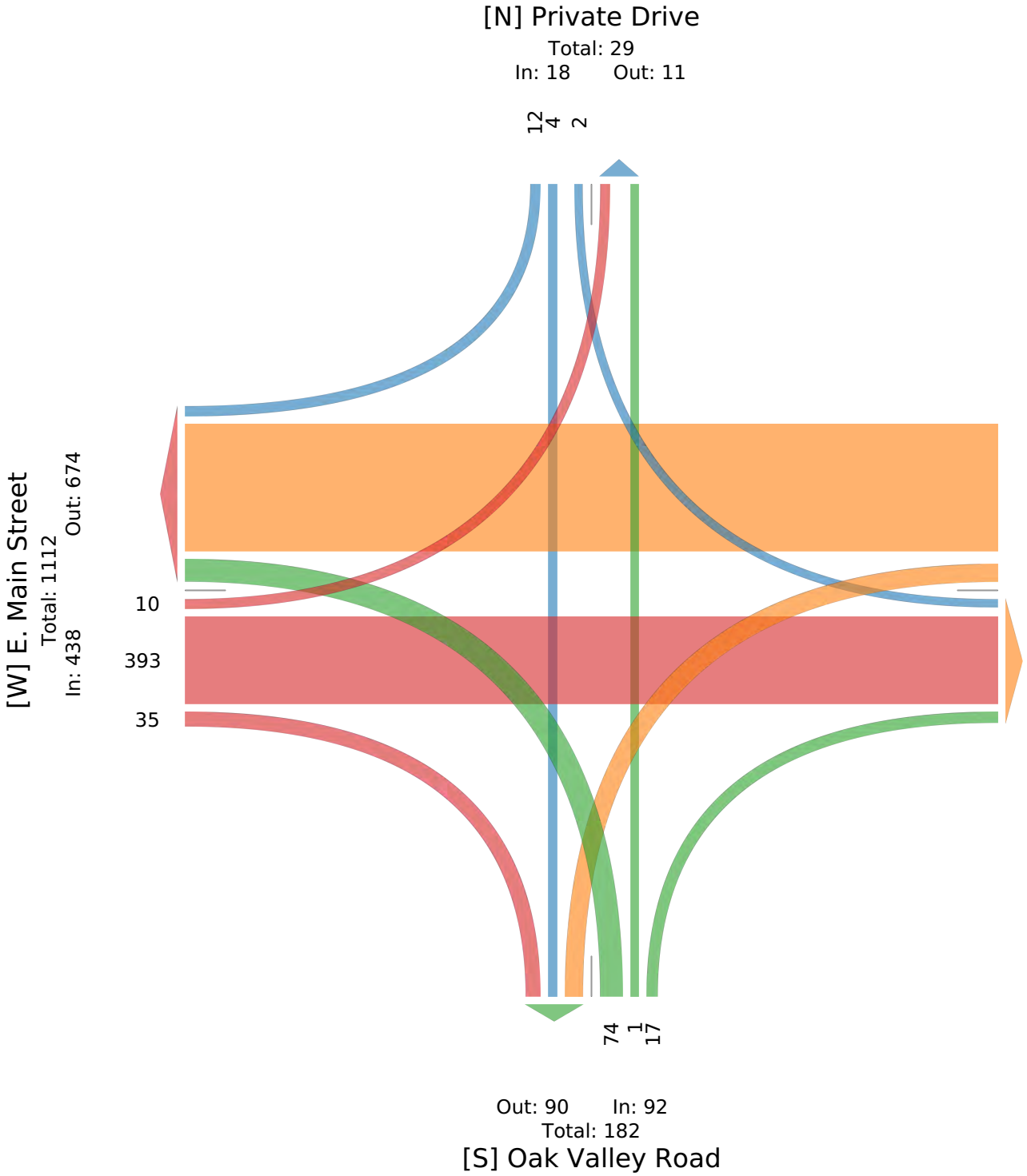
Leg	E. Main Street					E. Main Street					Oak Valley Road					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:30AM	2	108	12	0	**122**	13	163	0	0	**176**	20	0	4	0	**24**	1	1	2	0	**4**	**326**
7:45AM	4	130	7	0	**141**	12	138	0	0	**150**	10	1	5	0	**16**	0	1	4	0	**5**	**312**
8:00AM	1	93	11	0	**105**	13	153	0	0	**166**	23	0	4	0	**27**	1	1	5	0	**7**	**305**
8:15AM	3	62	5	0	**70**	13	134	0	0	**147**	21	0	4	0	**25**	0	1	1	0	**2**	**244**
Total	10	393	35	0	**438**	51	588	0	0	**639**	74	1	17	0	**92**	2	4	12	0	**18**	**1187**
% Approach	2.3%	89.7%	8.0%	0%	**-**	8.0%	92.0%	0%	0%	**-**	80.4%	1.1%	18.5%	0%	**-**	11.1%	22.2%	66.7%	0%	**-**	-
% Total	0.8%	33.1%	2.9%	0%	**36.9%**	4.3%	49.5%	0%	0%	**53.8%**	6.2%	0.1%	1.4%	0%	**7.8%**	0.2%	0.3%	1.0%	0%	**1.5%**	-
PHF	0.625	0.756	0.729	-	**0.777**	0.981	0.902	-	-	**0.908**	0.804	0.250	0.850	-	**0.852**	0.500	1.000	0.600	-	**0.643**	0.910
Lights	9	351	32	0	**392**	39	556	0	0	**595**	61	1	14	0	**76**	1	3	11	0	**15**	1078
% Lights	90.0%	89.3%	91.4%	0%	**89.5%**	76.5%	94.6%	0%	0%	**93.1%**	82.4%	100%	82.4%	0%	**82.6%**	50.0%	75.0%	91.7%	0%	**83.3%**	90.8%
Articulated Trucks	0	7	0	0	**7**	4	7	0	0	**11**	7	0	0	0	**7**	0	0	0	0	**0**	25
% Articulated Trucks	0%	1.8%	0%	0%	**1.6%**	7.8%	1.2%	0%	0%	**1.7%**	9.5%	0%	0%	0%	**7.6%**	0%	0%	0%	0%	**0%**	2.1%
Buses and Single-Unit Trucks	1	35	3	0	**39**	8	25	0	0	**33**	6	0	3	0	**9**	1	1	1	0	**3**	84
% Buses and Single-Unit Trucks	10.0%	8.9%	8.6%	0%	**8.9%**	15.7%	4.3%	0%	0%	**5.2%**	8.1%	0%	17.6%	0%	**9.8%**	50.0%	25.0%	8.3%	0%	**16.7%**	7.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC
Thu May 26, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC

Thu May 26, 2022
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

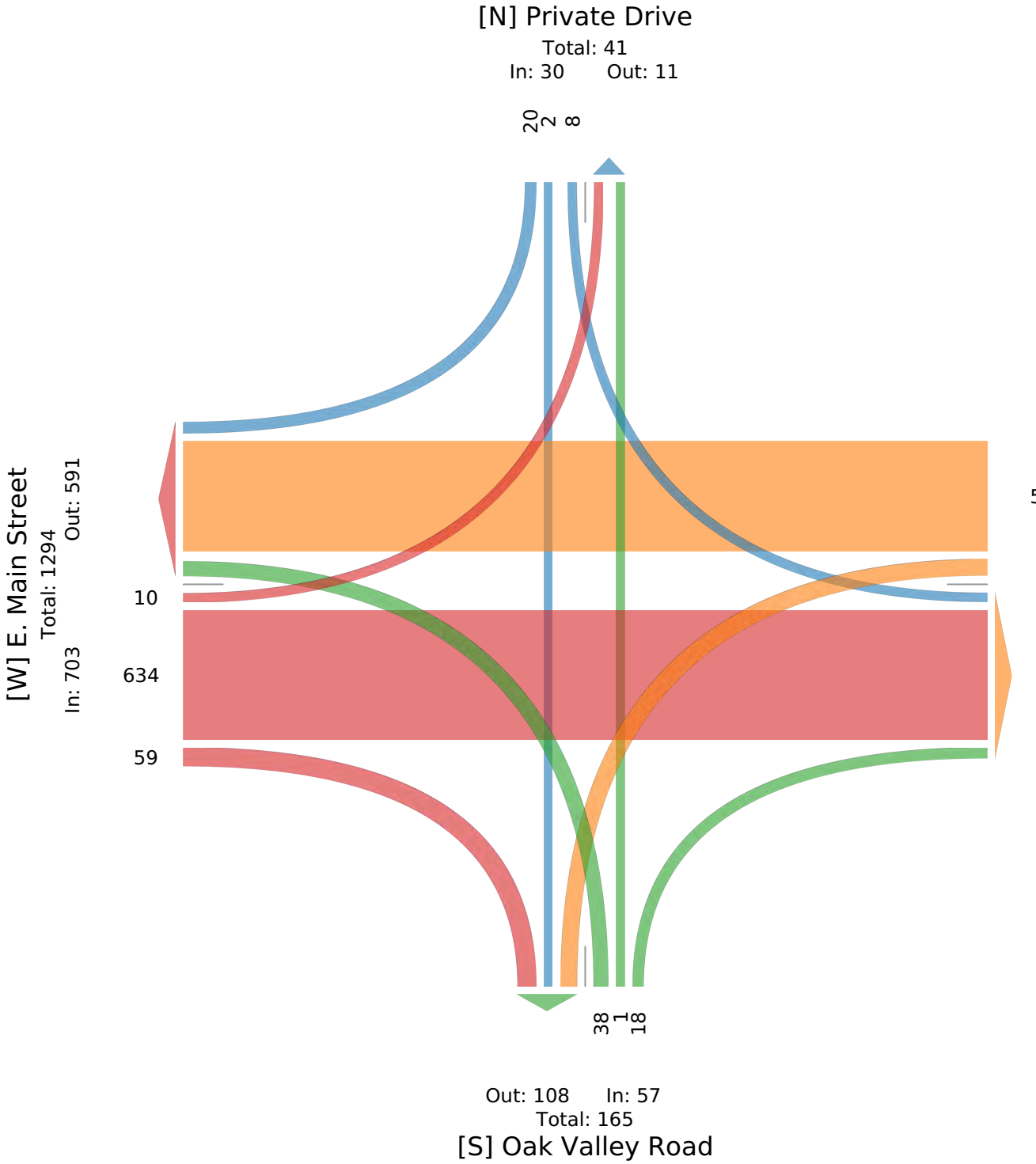
Leg	E. Main Street					E. Main Street					Oak Valley Road					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 4:15PM	1	170	12	0	**183**	11	124	0	0	**135**	10	1	2	0	**13**	2	0	4	0	**6**	**337**
4:30PM	3	165	19	0	**187**	13	137	0	0	**150**	6	0	5	0	**11**	2	1	5	0	**8**	**356**
4:45PM	5	152	10	0	**167**	13	149	0	0	**162**	12	0	4	0	**16**	2	0	8	0	**10**	**355**
5:00PM	1	147	18	0	**166**	10	123	0	0	**133**	10	0	7	0	**17**	2	1	3	0	**6**	**322**
Total	10	634	59	0	**703**	47	533	0	0	**580**	38	1	18	0	**57**	8	2	20	0	**30**	**1370**
% Approach	1.4%	90.2%	8.4%	0%	**-**	8.1%	91.9%	0%	0%	**-**	66.7%	1.8%	31.6%	0%	**-**	26.7%	6.7%	66.7%	0%	**-**	-
% Total	0.7%	46.3%	4.3%	0%	**51.3%**	3.4%	38.9%	0%	0%	**42.3%**	2.8%	0.1%	1.3%	0%	**4.2%**	0.6%	0.1%	1.5%	0%	**2.2%**	-
PHF	0.500	0.932	0.776	-	**0.940**	0.904	0.894	-	-	**0.895**	0.792	0.250	0.643	-	**0.838**	1.000	0.500	0.625	-	**0.750**	0.962
Lights	10	607	57	0	**674**	45	522	0	0	**567**	37	1	17	0	**55**	8	2	20	0	**30**	1326
% Lights	100%	95.7%	96.6%	0%	**95.9%**	95.7%	97.9%	0%	0%	**97.8%**	97.4%	100%	94.4%	0%	**96.5%**	100%	100%	100%	0%	**100%**	96.8%
Articulated Trucks	0	2	0	0	**2**	1	3	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	6
% Articulated Trucks	0%	0.3%	0%	0%	**0.3%**	2.1%	0.6%	0%	0%	**0.7%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.4%
Buses and Single-Unit Trucks	0	25	2	0	**27**	1	8	0	0	**9**	1	0	1	0	**2**	0	0	0	0	**0**	38
% Buses and Single-Unit Trucks	0%	3.9%	3.4%	0%	**3.8%**	2.1%	1.5%	0%	0%	**1.6%**	2.6%	0%	5.6%	0%	**3.5%**	0%	0%	0%	0%	**0%**	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC
Thu May 26, 2022
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC

Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

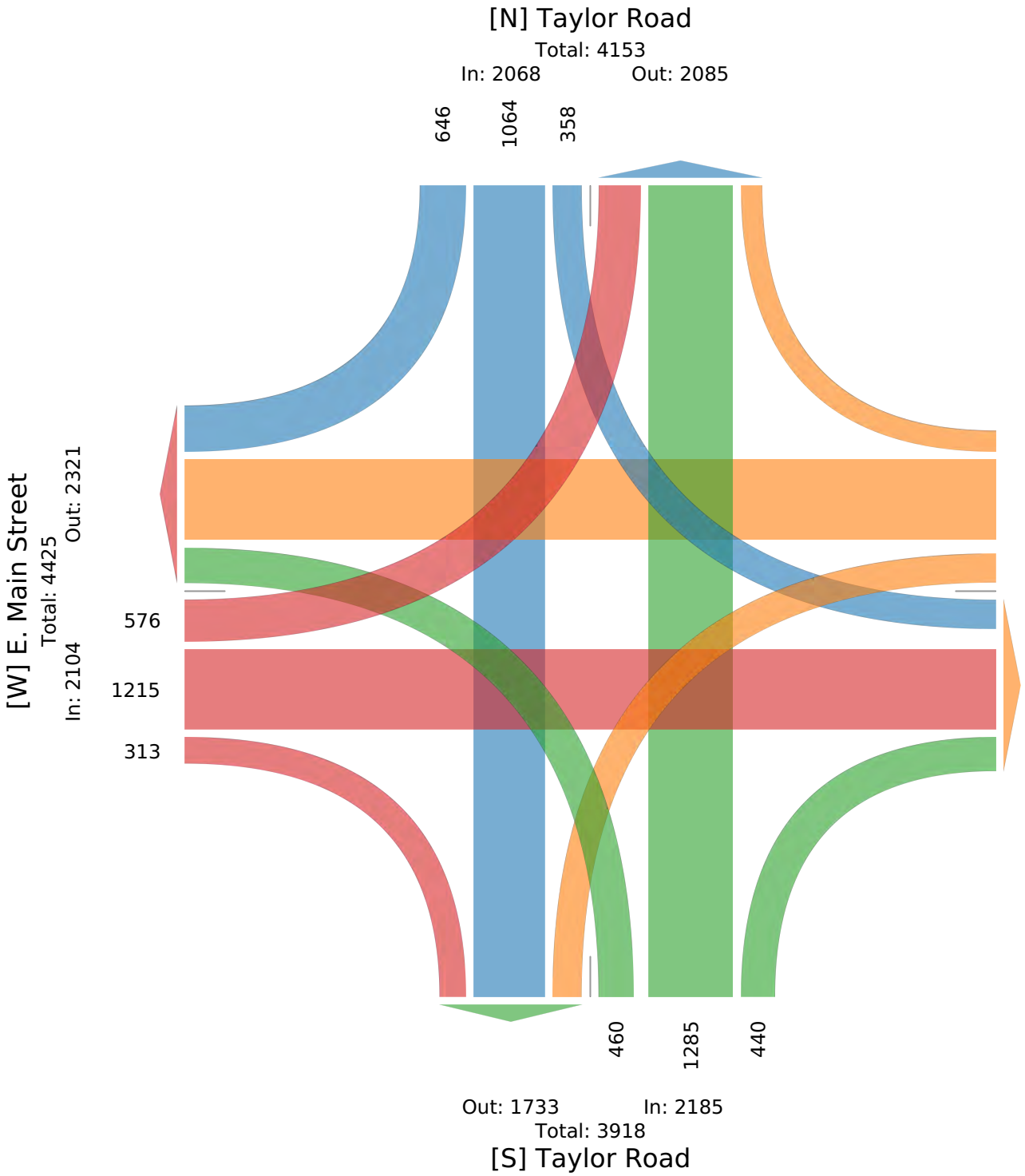
Leg	E. Main Street					E. Main Street					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:00AM	30	72	14	0	**116**	12	99	3	0	**114**	32	42	28	0	**102**	10	36	52	0	**98**	**430**
7:15AM	27	67	14	0	**108**	11	102	10	0	**123**	21	61	20	0	**102**	14	42	48	0	**104**	**437**
7:30AM	25	85	23	0	**133**	11	76	15	0	**102**	22	85	29	0	**136**	23	53	28	0	**104**	**475**
7:45AM	25	66	13	0	**104**	14	101	21	0	**136**	28	92	27	0	**147**	25	53	55	0	**133**	**520**
Hourly Total	107	290	64	0	**461**	48	378	49	0	**475**	103	280	104	0	**487**	72	184	183	0	**439**	**1862**
8:00AM	30	110	25	0	**165**	24	78	17	0	**119**	19	63	42	0	**124**	20	74	49	0	**143**	**551**
8:15AM	20	79	13	0	**112**	9	36	4	0	**49**	10	78	27	0	**115**	12	65	35	0	**112**	**388**
8:30AM	34	48	15	0	**97**	21	49	4	0	**74**	25	64	29	0	**118**	16	33	26	0	**75**	**364**
8:45AM	26	44	15	0	**85**	9	37	7	0	**53**	16	59	27	0	**102**	11	44	39	0	**94**	**334**
Hourly Total	110	281	68	0	**459**	63	200	32	0	**295**	70	264	125	0	**459**	59	216	149	0	**424**	**1637**
4:00PM	39	74	20	0	**133**	31	77	20	0	**128**	36	84	28	0	**148**	29	62	25	0	**116**	**525**
4:15PM	35	66	21	0	**122**	31	71	21	0	**123**	33	97	34	0	**164**	23	88	39	0	**150**	**559**
4:30PM	62	105	22	0	**189**	32	65	16	0	**113**	36	82	32	0	**150**	29	86	43	0	**158**	**610**
4:45PM	37	88	16	0	**141**	30	68	21	0	**119**	34	102	15	0	**151**	32	78	38	0	**148**	**559**
Hourly Total	173	333	79	0	**585**	124	281	78	0	**483**	139	365	109	0	**613**	113	314	145	0	**572**	**2253**
5:00PM	60	76	23	0	**159**	27	82	18	0	**127**	28	110	21	0	**159**	30	87	42	0	**159**	**604**
5:15PM	43	59	18	0	**120**	27	101	18	0	**146**	47	89	22	0	**158**	35	88	49	0	**172**	**596**
5:30PM	42	108	43	0	**193**	43	94	16	0	**153**	38	86	25	0	**149**	21	86	36	0	**143**	**638**
5:45PM	41	68	18	0	**127**	24	79	13	0	**116**	35	91	34	0	**160**	28	89	42	0	**159**	**562**
Hourly Total	186	311	102	0	**599**	121	356	65	0	**542**	148	376	102	0	**626**	114	350	169	0	**633**	**2400**
Total	576	1215	313	0	**2104**	356	1215	224	0	**1795**	460	1285	440	0	**2185**	358	1064	646	0	**2068**	**8152**
% Approach	27.4%	57.7%	14.9%	0%	-	19.8%	67.7%	12.5%	0%	-	21.1%	58.8%	20.1%	0%	-	17.3%	51.5%	31.2%	0%	-	-
% Total	7.1%	14.9%	3.8%	0%	**25.8%**	4.4%	14.9%	2.7%	0%	**22.0%**	5.6%	15.8%	5.4%	0%	**26.8%**	4.4%	13.1%	7.9%	0%	**25.4%**	-
Lights	553	1144	300	0	**1997**	334	1173	214	0	**1721**	452	1225	426	0	**2103**	346	997	619	0	**1962**	7783
% Lights	96.0%	94.2%	95.8%	0%	**94.9%**	93.8%	96.5%	95.5%	0%	**95.9%**	98.3%	95.3%	96.8%	0%	**96.2%**	96.6%	93.7%	95.8%	0%	**94.9%**	95.5%
Articulated Trucks	6	20	4	0	**30**	2	12	0	0	**14**	3	13	1	0	**17**	0	13	7	0	**20**	81
% Articulated Trucks	1.0%	1.6%	1.3%	0%	**1.4%**	0.6%	1.0%	0%	0%	**0.8%**	0.7%	1.0%	0.2%	0%	**0.8%**	0%	1.2%	1.1%	0%	**1.0%**	1.0%
Buses and Single-Unit Trucks	17	51	9	0	**77**	20	30	10	0	**60**	5	47	13	0	**65**	12	54	20	0	**86**	288
% Buses and Single-Unit Trucks	3.0%	4.2%	2.9%	0%	**3.7%**	5.6%	2.5%	4.5%	0%	**3.3%**	1.1%	3.7%	3.0%	0%	**3.0%**	3.4%	5.1%	3.1%	0%	**4.2%**	3.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC
Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC

Thu May 26, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

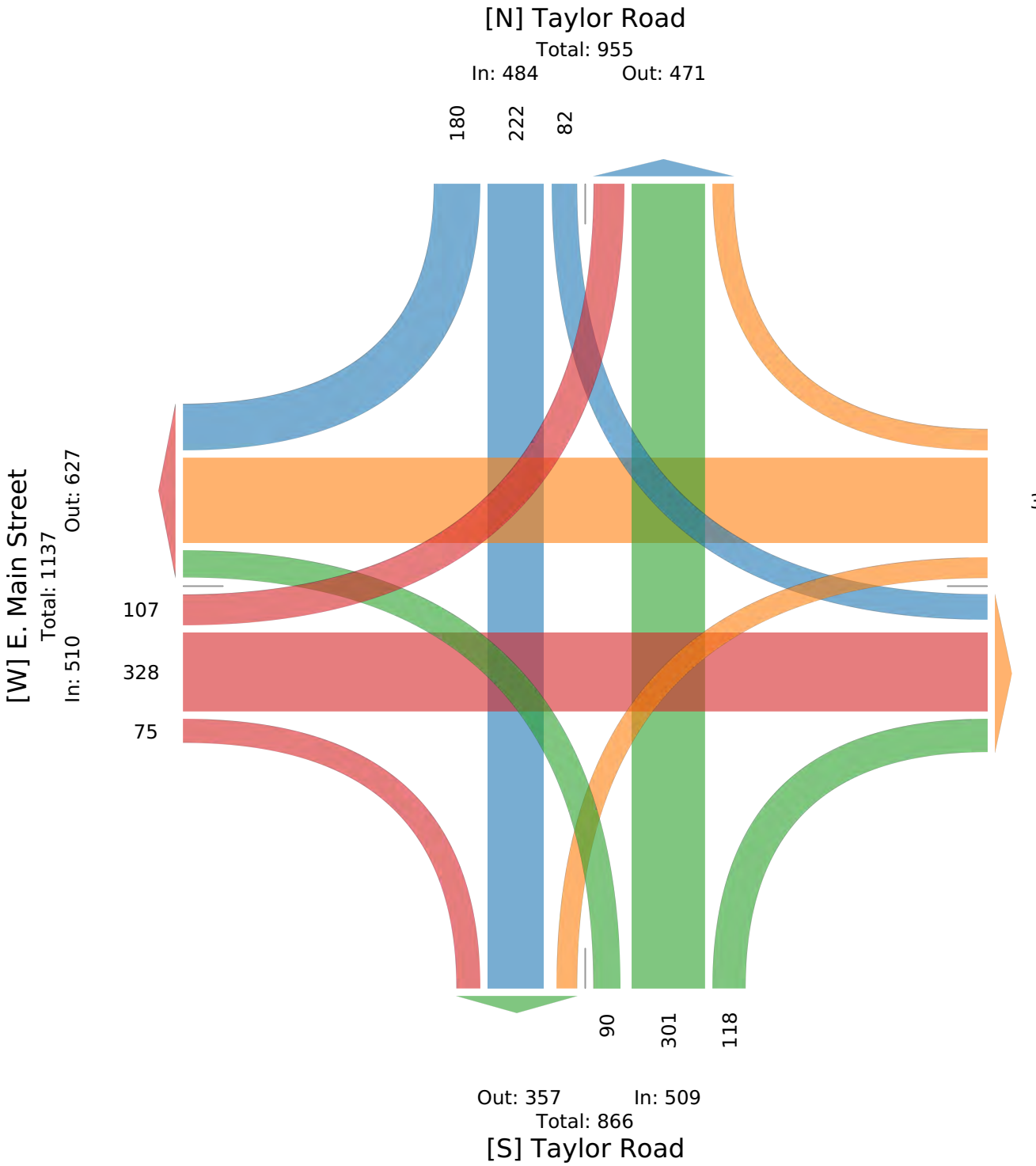
Leg	E. Main Street					E. Main Street					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:15AM	27	67	14	0	**108**	11	102	10	0	**123**	21	61	20	0	**102**	14	42	48	0	**104**	**437**
7:30AM	25	85	23	0	**133**	11	76	15	0	**102**	22	85	29	0	**136**	23	53	28	0	**104**	**475**
7:45AM	25	66	13	0	**104**	14	101	21	0	**136**	28	92	27	0	**147**	25	53	55	0	**133**	**520**
8:00AM	30	110	25	0	**165**	24	78	17	0	**119**	19	63	42	0	**124**	20	74	49	0	**143**	**551**
Total	107	328	75	0	**510**	60	357	63	0	**480**	90	301	118	0	**509**	82	222	180	0	**484**	**1983**
% Approach	21.0%	64.3%	14.7%	0%	-	12.5%	74.4%	13.1%	0%	-	17.7%	59.1%	23.2%	0%	-	16.9%	45.9%	37.2%	0%	-	-
% Total	5.4%	16.5%	3.8%	0%	**25.7%**	3.0%	18.0%	3.2%	0%	**24.2%**	4.5%	15.2%	6.0%	0%	**25.7%**	4.1%	11.2%	9.1%	0%	**24.4%**	-
PHF	0.892	0.745	0.750	-	**0.773**	0.625	0.875	0.750	-	**0.882**	0.804	0.818	0.702	-	**0.866**	0.820	0.750	0.818	-	**0.846**	0.900
Lights	100	299	68	0	**467**	48	336	54	0	**438**	87	271	113	0	**471**	76	193	174	0	**443**	1819
% Lights	93.5%	91.2%	90.7%	0%	**91.6%**	80.0%	94.1%	85.7%	0%	**91.3%**	96.7%	90.0%	95.8%	0%	**92.5%**	92.7%	86.9%	96.7%	0%	**91.5%**	91.7%
Articulated Trucks	2	12	2	0	**16**	1	5	0	0	**6**	0	5	0	0	**5**	0	4	0	0	**4**	31
% Articulated Trucks	1.9%	3.7%	2.7%	0%	**3.1%**	1.7%	1.4%	0%	0%	**1.3%**	0%	1.7%	0%	0%	**1.0%**	0%	1.8%	0%	0%	**0.8%**	1.6%
Buses and Single-Unit Trucks	5	17	5	0	**27**	11	16	9	0	**36**	3	25	5	0	**33**	6	25	6	0	**37**	133
% Buses and Single-Unit Trucks	4.7%	5.2%	6.7%	0%	**5.3%**	18.3%	4.5%	14.3%	0%	**7.5%**	3.3%	8.3%	4.2%	0%	**6.5%**	7.3%	11.3%	3.3%	0%	**7.6%**	6.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC
Thu May 26, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC

Thu May 26, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

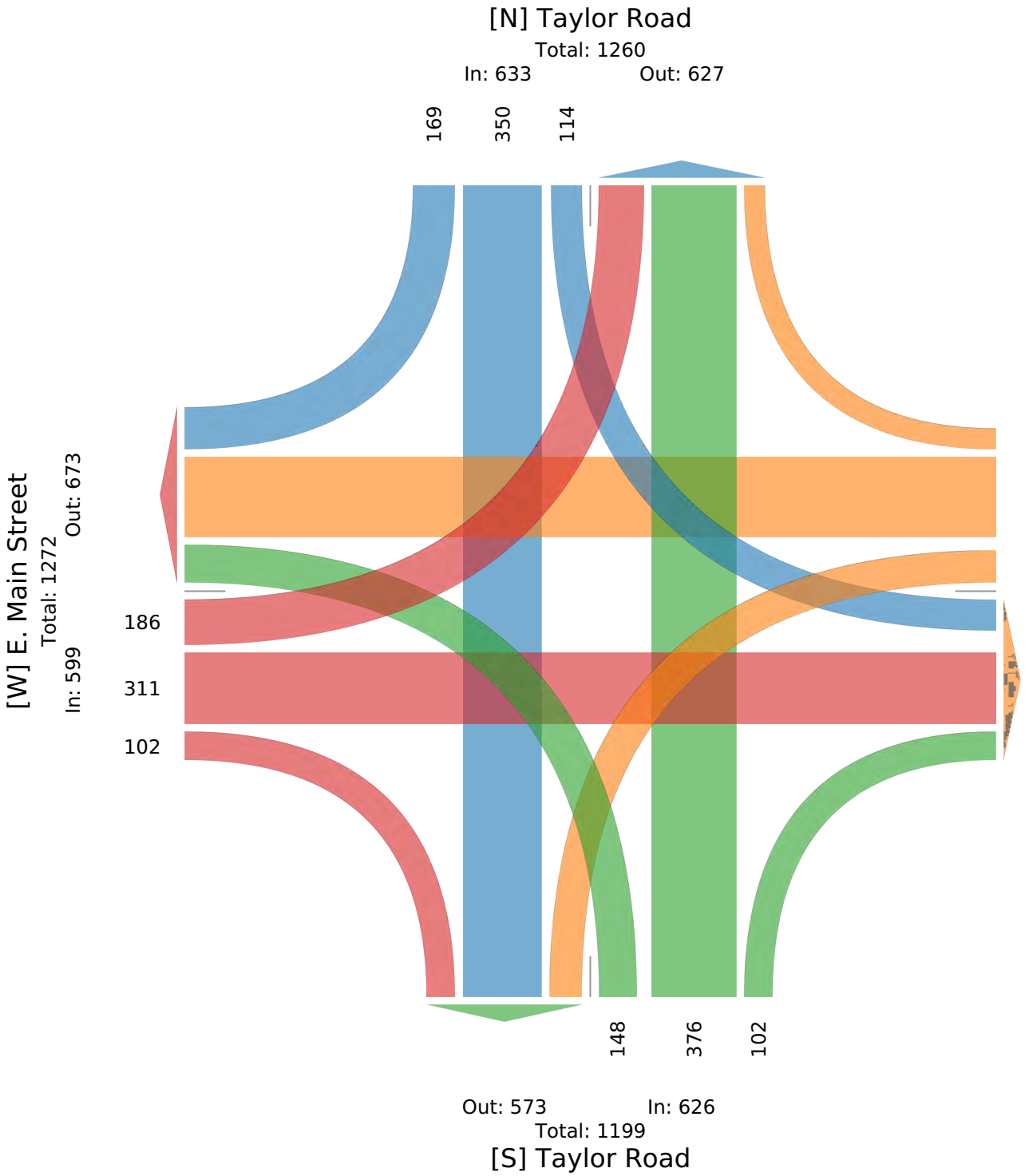
Leg	E. Main Street					E. Main Street					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 5:00PM	60	76	23	0	**159**	27	82	18	0	**127**	28	110	21	0	**159**	30	87	42	0	**159**	**604**
5:15PM	43	59	18	0	**120**	27	101	18	0	**146**	47	89	22	0	**158**	35	88	49	0	**172**	**596**
5:30PM	42	108	43	0	**193**	43	94	16	0	**153**	38	86	25	0	**149**	21	86	36	0	**143**	**638**
5:45PM	41	68	18	0	**127**	24	79	13	0	**116**	35	91	34	0	**160**	28	89	42	0	**159**	**562**
Total	186	311	102	0	**599**	121	356	65	0	**542**	148	376	102	0	**626**	114	350	169	0	**633**	**2400**
% Approach	31.1%	51.9%	17.0%	0%	-	22.3%	65.7%	12.0%	0%	-	23.6%	60.1%	16.3%	0%	-	18.0%	55.3%	26.7%	0%	-	-
% Total	7.8%	13.0%	4.3%	0%	**25.0%**	5.0%	14.8%	2.7%	0%	**22.6%**	6.2%	15.7%	4.3%	0%	**26.1%**	4.8%	14.6%	7.0%	0%	**26.4%**	-
PHF	0.775	0.720	0.593	-	**0.776**	0.703	0.881	0.903	-	**0.886**	0.787	0.855	0.750	-	**0.978**	0.814	0.983	0.862	-	**0.920**	0.940
Lights	184	307	101	0	**592**	121	352	65	0	**538**	148	374	101	0	**623**	113	346	166	0	**625**	2378
% Lights	98.9%	98.7%	99.0%	0%	**98.8%**	100%	98.9%	100%	0%	**99.3%**	100%	99.5%	99.0%	0%	**99.5%**	99.1%	98.9%	98.2%	0%	**98.7%**	99.1%
Articulated Trucks	1	1	1	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	5
% Articulated Trucks	0.5%	0.3%	1.0%	0%	**0.5%**	0%	0.3%	0%	0%	**0.2%**	0%	0%	0%	0%	**0%**	0%	0.3%	0%	0%	**0.2%**	0.2%
Buses and Single-Unit Trucks	1	3	0	0	**4**	0	3	0	0	**3**	0	2	1	0	**3**	1	3	3	0	**7**	17
% Buses and Single-Unit Trucks	0.5%	1.0%	0%	0%	**0.7%**	0%	0.8%	0%	0%	**0.6%**	0%	0.5%	1.0%	0%	**0.5%**	0.9%	0.9%	1.8%	0%	**1.1%**	0.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC
Thu May 26, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC

Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

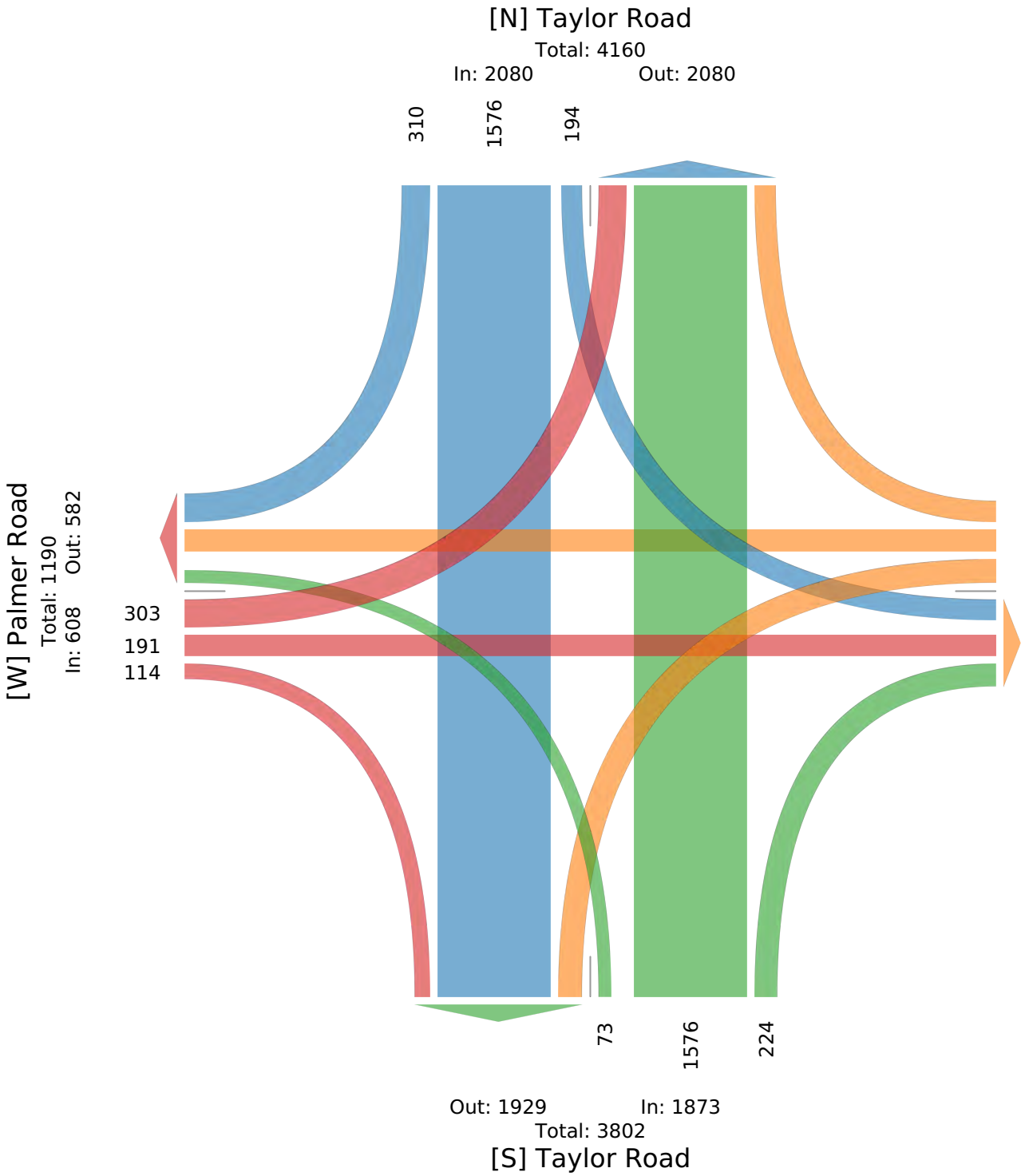
Leg	Palmer Road					Palmer Road					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:00AM	6	5	2	0	**13**	19	6	6	0	**31**	3	70	1	0	**74**	1	76	8	0	**85**	**203**
7:15AM	13	2	5	0	**20**	18	15	13	0	**46**	1	83	0	0	**84**	7	73	9	0	**89**	**239**
7:30AM	6	6	9	0	**21**	11	27	33	0	**71**	2	60	3	0	**65**	3	112	16	0	**131**	**288**
7:45AM	24	2	26	0	**52**	23	13	20	0	**56**	4	104	4	0	**112**	9	125	9	0	**143**	**363**
Hourly Total	49	15	42	0	**106**	71	61	72	0	**204**	10	317	8	0	**335**	20	386	42	0	**448**	**1093**
8:00AM	36	5	23	0	**64**	20	14	10	0	**44**	4	93	6	0	**103**	7	97	10	0	**114**	**325**
8:15AM	5	1	3	0	**9**	17	7	5	0	**29**	2	89	6	0	**97**	3	82	23	0	**108**	**243**
8:30AM	8	8	2	0	**18**	5	7	10	0	**22**	0	63	7	0	**70**	6	80	17	0	**103**	**213**
8:45AM	13	9	1	0	**23**	13	9	16	0	**38**	1	63	12	0	**76**	8	69	17	0	**94**	**231**
Hourly Total	62	23	29	0	**114**	55	37	41	0	**133**	7	308	31	0	**346**	24	328	67	0	**419**	**1012**
4:00PM	20	13	5	0	**38**	12	7	11	0	**30**	9	102	18	0	**129**	14	104	31	0	**149**	**346**
4:15PM	26	14	6	0	**46**	12	12	12	0	**36**	10	129	26	0	**165**	24	93	24	0	**141**	**388**
4:30PM	29	23	6	0	**58**	15	13	10	0	**38**	8	134	22	0	**164**	24	112	22	0	**158**	**418**
4:45PM	22	20	6	0	**48**	19	18	11	0	**48**	7	115	20	0	**142**	18	106	19	0	**143**	**381**
Hourly Total	97	70	23	0	**190**	58	50	44	0	**152**	34	480	86	0	**600**	80	415	96	0	**591**	**1533**
5:00PM	30	18	9	0	**57**	22	12	9	0	**43**	6	121	21	0	**148**	15	132	35	0	**182**	**430**
5:15PM	21	22	4	0	**47**	12	12	14	0	**38**	9	125	22	0	**156**	20	107	21	0	**148**	**389**
5:30PM	20	22	4	0	**46**	11	10	11	0	**32**	3	108	22	0	**133**	21	98	25	0	**144**	**355**
5:45PM	24	21	3	0	**48**	10	17	10	0	**37**	4	117	34	0	**155**	14	110	24	0	**148**	**388**
Hourly Total	95	83	20	0	**198**	55	51	44	0	**150**	22	471	99	0	**592**	70	447	105	0	**622**	**1562**
Total	303	191	114	0	**608**	239	199	201	0	**639**	73	1576	224	0	**1873**	194	1576	310	0	**2080**	**5200**
% Approach	49.8%	31.4%	18.8%	0%	-	37.4%	31.1%	31.5%	0%	-	3.9%	84.1%	12.0%	0%	-	9.3%	75.8%	14.9%	0%	-	-
% Total	5.8%	3.7%	2.2%	0%	**11.7%**	4.6%	3.8%	3.9%	0%	**12.3%**	1.4%	30.3%	4.3%	0%	**36.0%**	3.7%	30.3%	6.0%	0%	**40.0%**	-
Lights	296	186	110	0	**592**	234	198	196	0	**628**	70	1479	220	0	**1769**	192	1493	299	0	**1984**	4973
% Lights	97.7%	97.4%	96.5%	0%	**97.4%**	97.9%	99.5%	97.5%	0%	**98.3%**	95.9%	93.8%	98.2%	0%	**94.4%**	99.0%	94.7%	96.5%	0%	**95.4%**	95.6%
Articulated Trucks	0	0	0	0	**0**	1	0	0	0	**1**	0	20	0	0	**20**	0	13	0	0	**13**	34
% Articulated Trucks	0%	0%	0%	0%	**0%**	0.4%	0%	0%	0%	**0.2%**	0%	1.3%	0%	0%	**1.1%**	0%	0.8%	0%	0%	**0.6%**	0.7%
Buses and Single-Unit Trucks	7	5	4	0	**16**	4	1	5	0	**10**	3	77	4	0	**84**	2	70	11	0	**83**	193
% Buses and Single-Unit Trucks	2.3%	2.6%	3.5%	0%	**2.6%**	1.7%	0.5%	2.5%	0%	**1.6%**	4.1%	4.9%	1.8%	0%	**4.5%**	1.0%	4.4%	3.5%	0%	**4.0%**	3.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC
Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC

Thu May 26, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

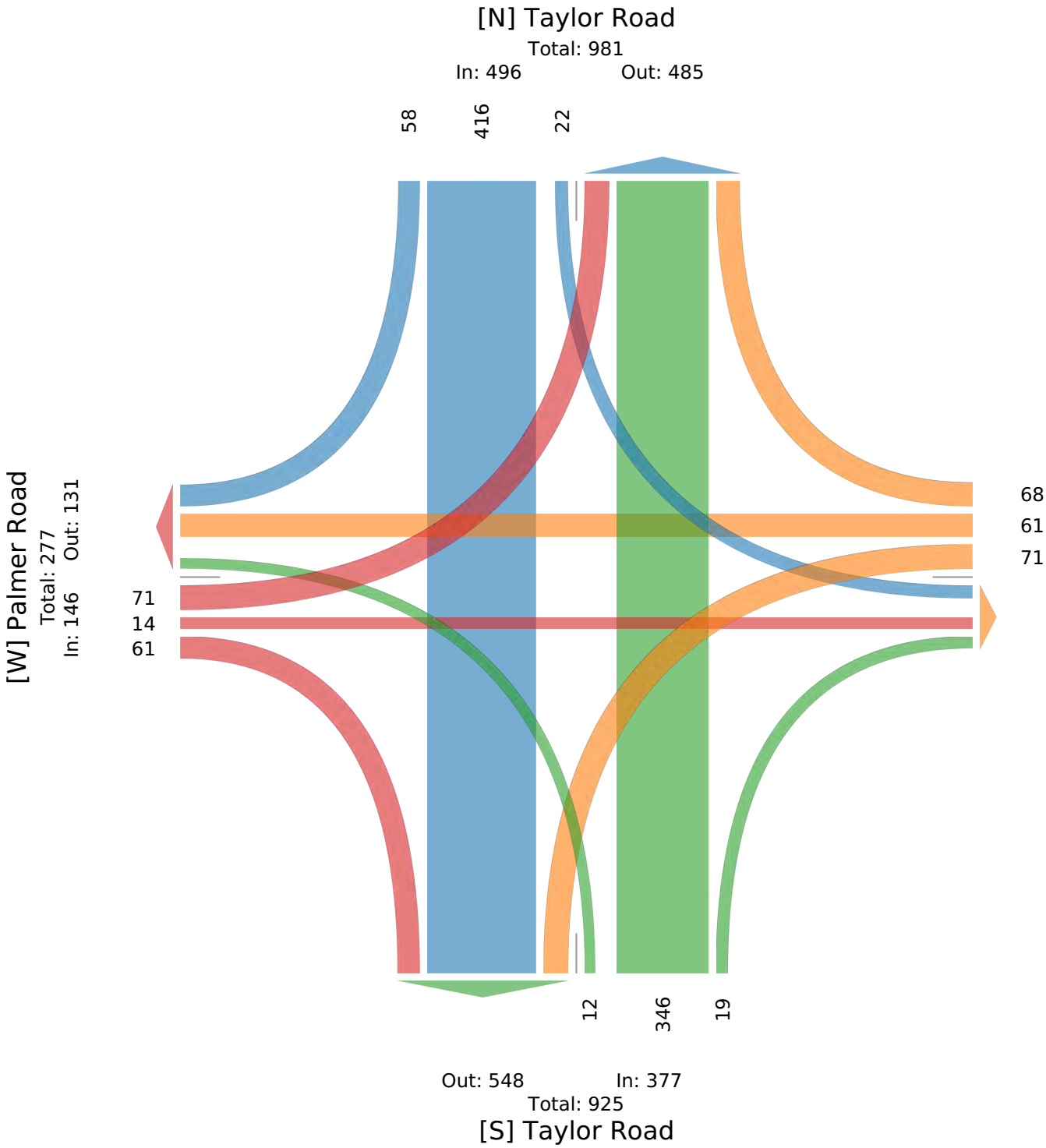
Leg	Palmer Road					Palmer Road					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:30AM	6	6	9	0	**21**	11	27	33	0	**71**	2	60	3	0	**65**	3	112	16	0	**131**	**288**
7:45AM	24	2	26	0	**52**	23	13	20	0	**56**	4	104	4	0	**112**	9	125	9	0	**143**	**363**
8:00AM	36	5	23	0	**64**	20	14	10	0	**44**	4	93	6	0	**103**	7	97	10	0	**114**	**325**
8:15AM	5	1	3	0	**9**	17	7	5	0	**29**	2	89	6	0	**97**	3	82	23	0	**108**	**243**
Total	71	14	61	0	**146**	71	61	68	0	**200**	12	346	19	0	**377**	22	416	58	0	**496**	**1219**
% Approach	48.6%	9.6%	41.8%	0%	-	35.5%	30.5%	34.0%	0%	-	3.2%	91.8%	5.0%	0%	-	4.4%	83.9%	11.7%	0%	-	-
% Total	5.8%	1.1%	5.0%	0%	**12.0%**	5.8%	5.0%	5.6%	0%	**16.4%**	1.0%	28.4%	1.6%	0%	**30.9%**	1.8%	34.1%	4.8%	0%	**40.7%**	-
PHF	0.493	0.583	0.587	-	**0.570**	0.772	0.565	0.515	-	**0.704**	0.750	0.832	0.792	-	**0.842**	0.611	0.832	0.630	-	**0.867**	0.840
Lights	70	12	59	0	**141**	66	60	65	0	**191**	10	298	15	0	**323**	21	377	53	0	**451**	1106
% Lights	98.6%	85.7%	96.7%	0%	**96.6%**	93.0%	98.4%	95.6%	0%	**95.5%**	83.3%	86.1%	78.9%	0%	**85.7%**	95.5%	90.6%	91.4%	0%	**90.9%**	90.7%
Articulated Trucks	0	0	0	0	**0**	1	0	0	0	**1**	0	6	0	0	**6**	0	5	0	0	**5**	12
% Articulated Trucks	0%	0%	0%	0%	**0%**	1.4%	0%	0%	0%	**0.5%**	0%	1.7%	0%	0%	**1.6%**	0%	1.2%	0%	0%	**1.0%**	1.0%
Buses and Single-Unit Trucks	1	2	2	0	**5**	4	1	3	0	**8**	2	42	4	0	**48**	1	34	5	0	**40**	101
% Buses and Single-Unit Trucks	1.4%	14.3%	3.3%	0%	**3.4%**	5.6%	1.6%	4.4%	0%	**4.0%**	16.7%	12.1%	21.1%	0%	**12.7%**	4.5%	8.2%	8.6%	0%	**8.1%**	8.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC
Thu May 26, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC

Thu May 26, 2022
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

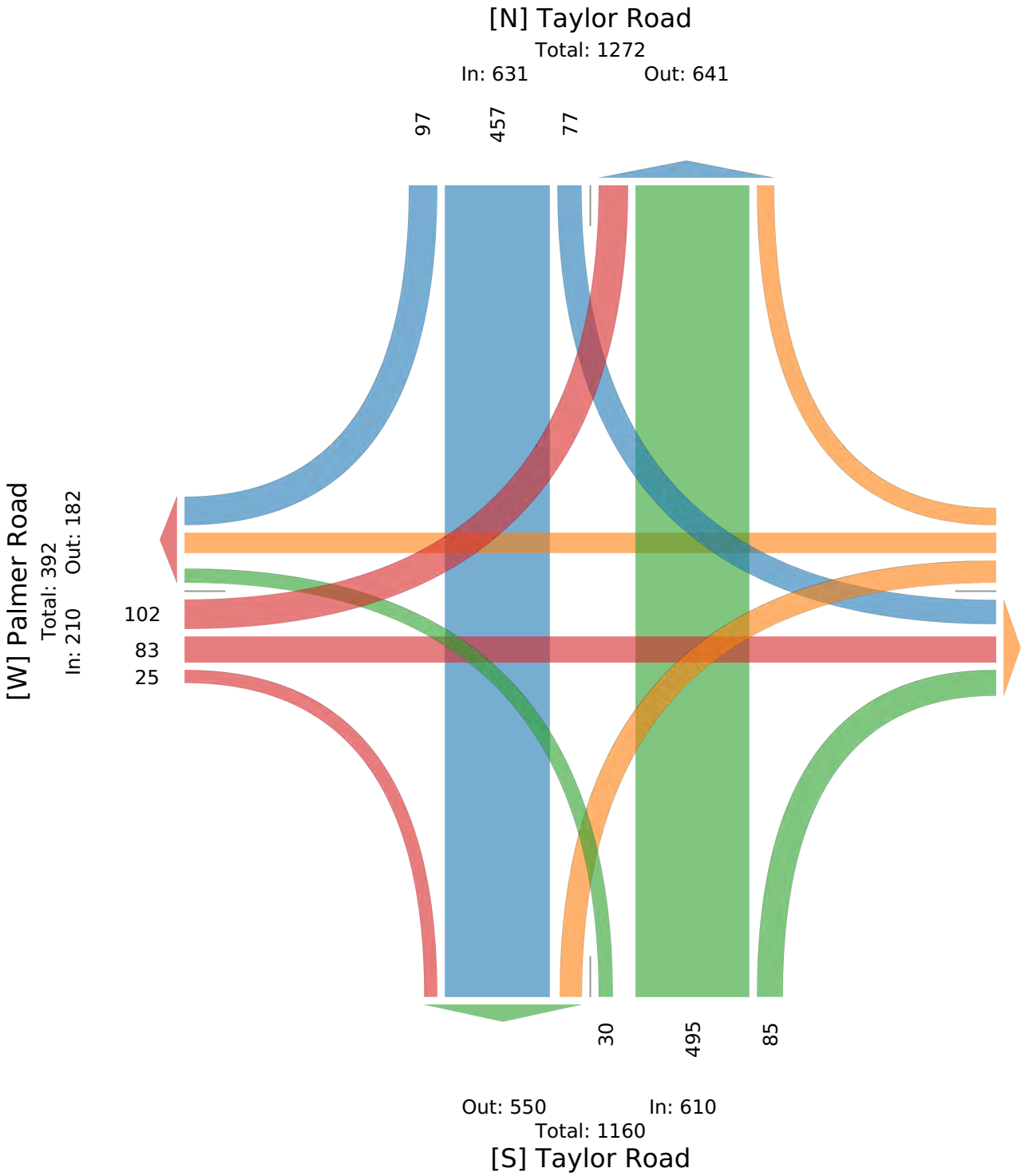
Leg	Palmer Road					Palmer Road					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 4:30PM	29	23	6	0	**58**	15	13	10	0	**38**	8	134	22	0	**164**	24	112	22	0	**158**	**418**
4:45PM	22	20	6	0	**48**	19	18	11	0	**48**	7	115	20	0	**142**	18	106	19	0	**143**	**381**
5:00PM	30	18	9	0	**57**	22	12	9	0	**43**	6	121	21	0	**148**	15	132	35	0	**182**	**430**
5:15PM	21	22	4	0	**47**	12	12	14	0	**38**	9	125	22	0	**156**	20	107	21	0	**148**	**389**
Total	102	83	25	0	**210**	68	55	44	0	**167**	30	495	85	0	**610**	77	457	97	0	**631**	**1618**
% Approach	48.6%	39.5%	11.9%	0%	-	40.7%	32.9%	26.3%	0%	-	4.9%	81.1%	13.9%	0%	-	12.2%	72.4%	15.4%	0%	-	-
% Total	6.3%	5.1%	1.5%	0%	**13.0%**	4.2%	3.4%	2.7%	0%	**10.3%**	1.9%	30.6%	5.3%	0%	**37.7%**	4.8%	28.2%	6.0%	0%	**39.0%**	-
PHF	0.850	0.902	0.694	-	**0.905**	0.773	0.764	0.786	-	**0.870**	0.833	0.924	0.966	-	**0.930**	0.802	0.866	0.693	-	**0.867**	0.941
Lights	101	83	24	0	**208**	68	55	44	0	**167**	30	487	85	0	**602**	77	452	96	0	**625**	1602
% Lights	99.0%	100%	96.0%	0%	**99.0%**	100%	100%	100%	0%	**100%**	100%	98.4%	100%	0%	**98.7%**	100%	98.9%	99.0%	0%	**99.0%**	99.0%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	1	0	0	**1**	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.4%	0%	0%	**0.3%**	0%	0.2%	0%	0%	**0.2%**	0.2%
Buses and Single-Unit Trucks	1	0	1	0	**2**	0	0	0	0	**0**	0	6	0	0	**6**	0	4	1	0	**5**	13
% Buses and Single-Unit Trucks	1.0%	0%	4.0%	0%	**1.0%**	0%	0%	0%	0%	**0%**	0%	1.2%	0%	0%	**1.0%**	0%	0.9%	1.0%	0%	**0.8%**	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC
Thu May 26, 2022
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

TFMS - Segment Forecast Report

Username	Email	Script Import Date	Script Version	Model Version
Lyates	lyates@cmtran.com	4/14/2020 5:30:19 PM	2020.001	2022.1900

Forecast Summary

Project ID	Project Name	Opening Year	Design Year
	Taylor & Main Sheetz TIS	2024	2034

Project Description

*Users of this data need to be aware that there are limitations to the forecasts generated by this product that make it suitable only for roadway design projects which are l risk.

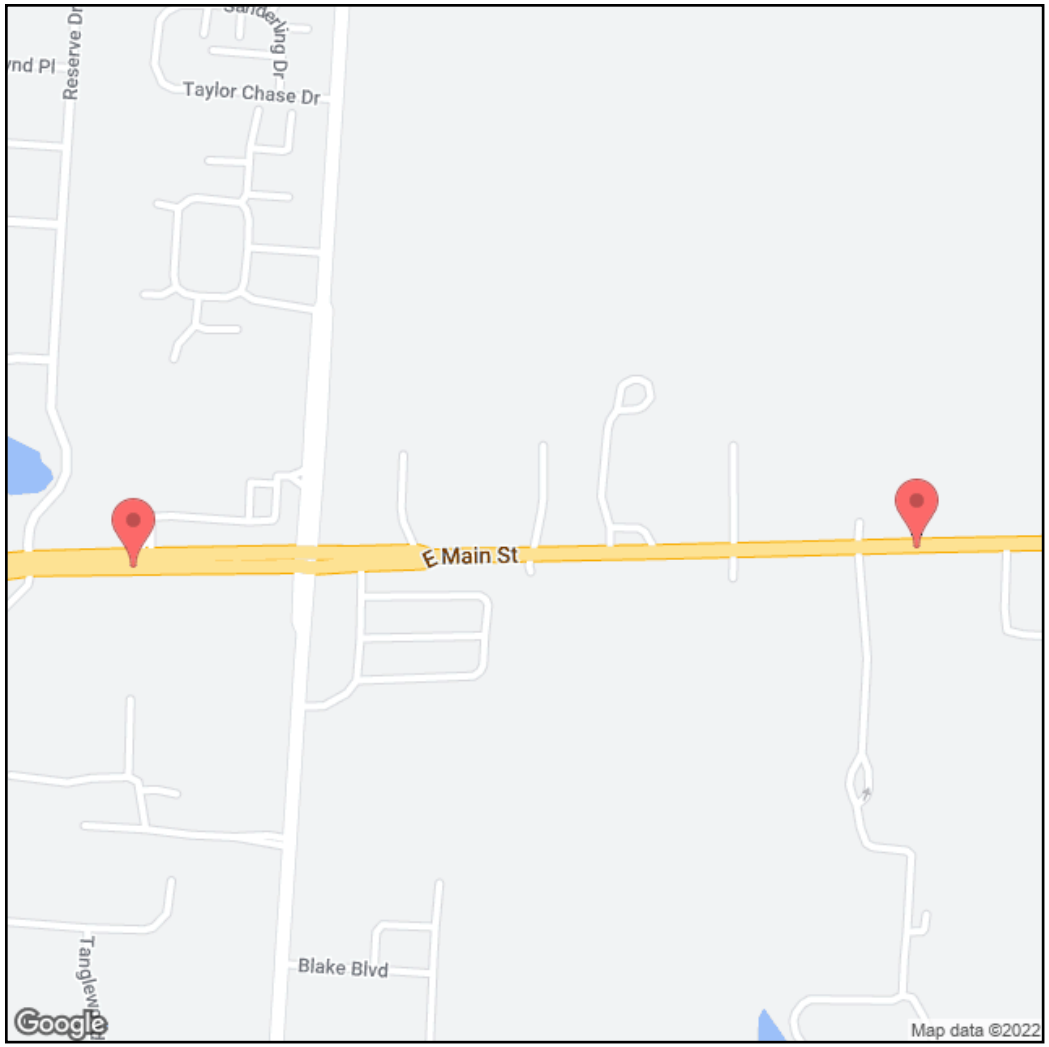
Segment Information

Segment ID	LRS ID	BMP	EMP	Length	Latitude	Longitude
1513046	SLICUS00040**C	0.280	0.530	0.250	-82.7738180760967	39.9558386286889
1513066	SLICUS00040**C	0.530	1.392	0.862	-82.7634562612245	39.9560296325854

Forecast Information

Segment ID	2024 AADT	2034 AADT	DHV-30	K%	D%	T24%	TD%
1513046	15,000	16,500	2,100	13.0	70.0	5	2
1513066	15,500	17,000	2,200	13.0	64.5	5	2

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo



Definitions:

- AADT – Annual Average Daily Traffic
- DHV30 – Design Hour Volume for 30th highest hour of the year
- DHV30 – K * AADT
- K % – Design Hour Factor
- D % – Peak Direction Factor
- T24 % – Percent Daily Trucks
- TD % – Percent Design Hour Trucks

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo

Forecast Segment ID	Route	BMP	EMP
1513046	SLICUS00040**C	0.280	0.530

Forecast

Year	K %	T24 %	PA AADT	PA Method	PA Growth Rate %	PA Calculated Ra
2050	13.0	4	18,000	Model	1.000	1.000

AADT	D %	TD %	BC AADT	BC Method	BC Growth Rate %	BC Calculated Ra
18,760	70.0	2	760	Model	-1.900	0.000

Warning: The growth rate was negative and was capped.

Regression

Method Number	PA AADT	BC AADT	AADT
2	18,765	1,567	20,332

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
12040	34586	-730	2903	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustr
1	1.70	2.75	0	0	21,522	1,328	20,982	1,371
2	1.16	3.63	2	5	19,158	1,620	18,765	1,567
3	2.66	2.95	0	0	25,968	1,378	24,877	1,415
4	4.15	4.01	6	5	31,918	1,716	30,940	1,650
5	1.77	1.62	0	0	21,935	1,052	21,242	1,121
6	1.41	2.75	5	5	19,906	1,405	19,807	1,371

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo

Adjustment Info

C.1.h

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-7,677	19,168	-154	257	1.19	-2.29
2	RAT	0.66	17,680	0.83	342	0.81	-1.90
3	MRAT	1.19	17,921	0.45	342	0.87	-1.90
4	RAF		18,545		300	1.03	-2.09

Adjust Method AADT	Adjust Method BC	Selected PA Growth Rate %	Selected BC Growth Rate %
Average	Ratio	1.000	-1.900

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
17338	18911	257	342	17595	19253

Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

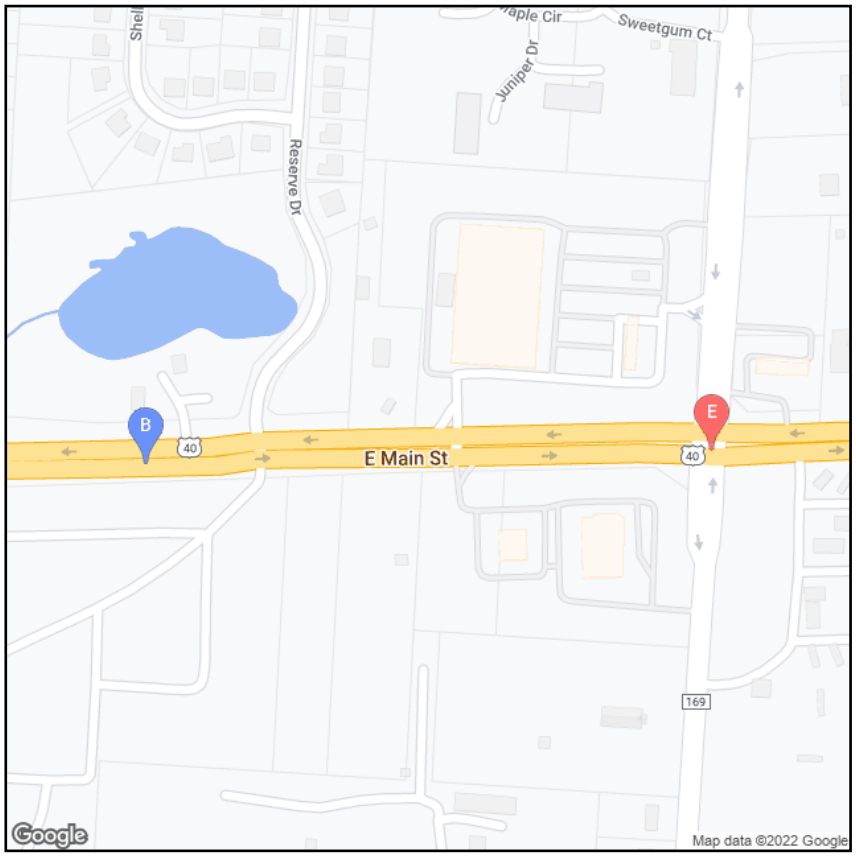
Comment: No Comment

Historical Count

Year	All	Cars	Trucks
2005	12,570	12,170	400
2008	10,000	9,620	380
2012	12,700	12,160	540
2015	14,028	13,253	774
2018	15,511	15,035	476
* 2021	14,810	14,047	763

* Pivot Point

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo



Segment ID	LRS ID	BMP	EMP	Length	Yr 2024 AADT	Yr 2034 AADT	DHV30	K %	D %	T24 %	TD
1513046	SLICUS00040**C	0.280	0.530	0.250	15,000	16,500	2100	13.0	70.0	5	

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo

Forecast Segment ID	Route	BMP	EMP
1513066	SLICUS00040**C	0.530	1.392

Forecast

Year	K %	T24 %	PA AADT	PA Method	PA Growth Rate %	PA Calculated Ra
2050	13.0	4	19,000	Model	1.100	1.100

AADT	D %	TD %	BC AADT	BC Method	BC Growth Rate %	BC Calculated Ra
19,760	64.5	2	760	Model	-2.100	0.000

Warning: The growth rate was negative and was capped.

Regression

Method Number	PA AADT	BC AADT	AADT
2	18,765	1,567	20,332

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
12040	34586	-730	2903	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustr
1	1.70	2.75	0	0	21,522	1,328	20,982	1,371
2	1.16	3.63	2	5	19,158	1,620	18,765	1,567
3	2.66	2.95	0	0	25,968	1,378	24,877	1,415
4	4.15	4.01	6	5	31,918	1,716	30,940	1,650
5	1.77	1.62	0	0	21,935	1,052	21,242	1,121
6	1.41	2.75	5	5	19,906	1,405	19,807	1,371

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo

Adjustment Info

C.1.h

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-10,616	19,831	-402	56	1.41	-3.20
2	RAT	0.58	17,735	0.66	300	0.83	-2.09
3	MRAT	1.20	18,080	0.39	300	0.92	-2.09
4	RAF		18,956		178	1.16	-2.64

Adjust Method AADT	Adjust Method BC	Selected PA Growth Rate %	Selected BC Growth Rate %
Average	Ratio	1.100	-2.100

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
17435	19775	56	300	17491	20075

Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

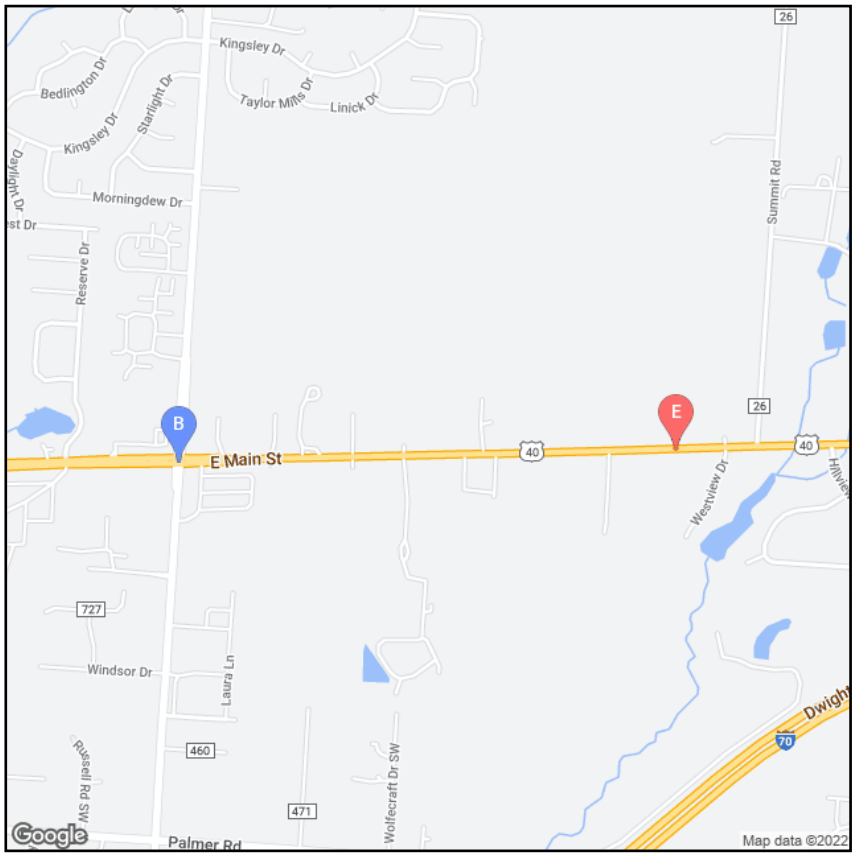
Comment: No Comment

Historical Count

Year	All	Cars	Trucks
2005	12,570	12,170	400
2008	10,000	9,620	380
2012	12,700	12,160	540
2015	14,028	13,253	774
2018	15,511	15,035	476
* 2021	14,810	14,047	763

* Pivot Point

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo



Segment ID	LRS ID	BMP	EMP	Length	Yr 2024 AADT	Yr 2034 AADT	DHV30	K %	D %	T24 %	TD
1513066	SLICUS00040**C	0.530	1.392	0.862	15,500	17,000	2200	13.0	64.5	5	

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo

1	East Main Street at Brice Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	SB	NB	WBLT	EB	-	-
MIN INITIAL	8	20	10	10	8	20	-	-
WALK	-	7	11	11	-	7	-	-
PED CHANGE	-	3	13	12	-	13	-	-
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	-	-
YELLOW	3.2	4.1	3.4	4.1	3.2	4.1	-	-
RED CLR	1.2	1.5	1.4	1.1	1.9	1.5	-	-
MAX GRN 1	15	50	30	30	15	50	-	-
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	-	-
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	-	-
MEMORY	OFF	ON	OFF	OFF	OFF	ON	-	-

2	East Main Street at Kroger Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBLT	EB	-	SB	EBLT	WB	-	NB
MIN INITIAL	8	20	-	10	8	20	-	10
WALK	-	7	-	-	-	7	-	7
PED CHANGE	-	7	-	-	-	11	-	13
PASS / EXT	3.7	3.7	-	3.7	3.7	3.7	-	3.7
YELLOW	3.2	4.1	-	3.4	3.2	4.1	-	3.4
RED CLR	1.9	1	-	1	1.3	1	-	1
MAX GRN 1	15	60	-	20	15	60	-	20
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	-	OFF	OFF	ON	-	OFF
VEH RECALL	OFF	MIN	-	OFF	OFF	MIN	-	OFF
MEMORY	OFF	ON	-	OFF	OFF	ON	-	OFF

3	East Main Street at Rosehill Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
MIN INITIAL	8	20	8	10	8	20	8	10
WALK	-	7	-	13	-	7	-	10
PED CHANGE	-	7	-	11	-	8	-	11
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
YELLOW	3.2	4.1	3	4.1	3.2	4.1	3.2	4.1
RED CLR	1.7	1	1.4	1.3	1.8	1	1.9	1.3
MAX GRN 1	15	50	15	25	15	50	15	25
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
MEMORY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

4	East Main Street at Briarcliff Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	-	SB	-	EB	-	NB
MIN INITIAL	8	20	-	10	-	20	-	10
WALK	-	8	-	9	-	9	-	9
PED CHANGE	-	6	-	13	-	4	-	14
PASS / EXT	3.7	3.7	-	3.7	-	3.7	-	3.7
YELLOW	3.2	4.1	-	3.4	-	4.1	-	3.4
RED CLR	1.4	1	-	1.4	-	1	-	1.4
MAX GRN 1	15	50	-	30	-	50	-	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	OFF	-	OFF	-	OFF	-	OFF
VEH RECALL	OFF	MIN	-	OFF	-	MIN	-	OFF
MEMORY	OFF	ON	-	OFF	-	ON	-	OFF

5	East Main Street at Aida Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	-	WB	-	SB	-	EB	-	NB
MIN INITIAL	-	20	-	10	-	20	-	10
WALK	-	10	-	8	-	7	-	8
PED CHANGE	-	6	-	13	-	5	-	14
PASS / EXT	-	3.7	-	3.7	-	3.7	-	3.7
YELLOW	-	4.1	-	3.4	-	4.1	-	3.4
RED CLR	-	1	-	1.4	-	1	-	1.4
MAX GRN 1	-	60	-	30	-	60	-	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	-	OFF	-	OFF	-	OFF	-	OFF
VEH RECALL	-	MIN	-	OFF	-	MIN	-	OFF
MEMORY	-	ON	-	OFF	-	ON	-	OFF

6	East Main Street at Haft Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	-	WB	-	SB	WBLT	EB	-	NB
MIN INITIAL	-	20	-	10	8	20	-	10
WALK	-	7	-	8	-	7	-	7
PED CHANGE	-	7	-	12	-	7	-	12
PASS / EXT	-	3.7	-	3.7	3.7	3.7	-	3.7
YELLOW	-	4.1	-	3.4	3.2	4.1	-	3.4
RED CLR	-	1.3	-	1.4	2.3	1.3	-	1.4
MAX GRN 1	-	60	-	20	20	60	-	20
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	-	ON	-	OFF	OFF	ON	-	OFF
VEH RECALL	-	MIN	-	OFF	OFF	MIN	-	OFF
MEMORY	-	ON	-	OFF	OFF	ON	-	OFF

7	East Main Street at Davidson Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
MIN INITIAL	8	20	8	10	8	20	8	10
WALK	-	7	-	8	-	7	-	7
PED CHANGE	-	6	-	13	-	7	-	13
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
YELLOW	3.2	4.1	3	3.4	3.2	4.1	3	3.4
RED CLR	1.3	1	1.4	1.3	1.3	1	1.3	1.3
MAX GRN 1	15	50	15	20	15	50	15	20
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
MEMORY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

8	East Main Street at Lancaster Avenue							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	-	SB	-	EB	-	-
MIN INITIAL	8	20	-	10	-	20	-	-
WALK	-	7	-	8	-	-	-	-
PED CHANGE	-	12	-	15	-	-	-	-
PASS / EXT	3.7	3.7	-	3.7	-	3.7	-	-
YELLOW	3.2	4.1	-	3.4	-	4.1	-	-
RED CLR	1.5	1	-	2.4	-	1	-	-
MAX GRN 1	20	50	-	30		50	-	-
MAX GRN 2	-	-	-	-		-	-	-
PED RECALL	OFF	ON	-	OFF	-	ON	-	-
VEH RECALL	OFF	MIN	-	OFF	-	MIN	-	-
MEMORY	OFF	ON	-	OFF	-	ON	-	-

9	East Main Street at Jackson Street							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	-	WB	-	-	WBLT	EB	-	NB
MIN INITIAL	-	10	-	-	5	20	-	7
WALK	-	-	-	-	-	7	-	7
PED CHANGE	-	-	-	-	-	11	-	10
PASS / EXT	-	3.7	-	-	3.7	3.7	-	3.7
YELLOW	-	3.4	-	-	3	3.4	-	3
RED CLR	-	1.3	-	-	1.8	1.3	-	1.5
MAX GRN 1	-	50	-	-	10	50	-	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	-	ON	-	-	OFF	ON	-	OFF
VEH RECALL	-	MIN	-	-	OFF	MIN	-	OFF
MEMORY	-	ON	-	-	OFF	ON	-	OFF

10	East Main Street at Waggoner Road/Graham Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
MIN INITIAL	8	23	8	10	8	21	8	10
WALK	-	7	-	7	-	7	-	7
PED CHANGE	-	16	-	17	-	14	-	17
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
YELLOW	3	4.1	3	4.1	3.2	4.1	3.2	4.1
RED CLR	2.7	1.5	1.5	1.7	3.3	1.5	1.2	1.7
MAX GRN 1	15	50	15	30	15	50	15	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
MEMORY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

11	East Main Street at Oak Valley Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WB LT	EB	-	SB	EB LT	WB	-	NB
MIN INITIAL	8	20	-	10	8	20	-	10
WALK	-	7	-	7	-	7	-	8
PED CHANGE	-	9	-	19	-	9	-	19
PASS / EXT	3.7	3.7	-	3.7	3.7	3.7	-	3.7
YELLOW	3.2	4.1	-	3.4	3.2	4.1	-	3.4
RED CLR	1.9	1	-	1.8	1.9	1	-	1.8
MAX GRN 1	15	50	-	30	15	50	-	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	-	OFF	OFF	ON	-	OFF
VEH RECALL	OFF	MIN	-	OFF	OFF	MIN	-	OFF
MEMORY	OFF	ON	-	OFF	OFF	ON	-	OFF

12	East Main Street at Taylor Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
MIN INITIAL	8	20	8	10	8	25	8	10
WALK	-	7	-	11	-	7	-	9
PED CHANGE	-	13	-	23	-	18	-	22
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
YELLOW	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
RED CLR	2	1	1.4	1.4	2.6	1	2.2	1.4
MAX GRN 1	15	40	15	30	15	40	15	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
MEMORY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

13	Taylor Road at Kroger Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	-	-	NBLT	SB	-	EB	-	NB
MIN INITIAL	-	-	8	25	-	10	-	20
WALK	-	-	-	7	-	7	-	-
PED CHANGE	-	-	-	18	-	10	-	-
PASS / EXT	-	-	3.7	3.7	-	3.7	-	3.7
YELLOW	-	-	3.2	4.1	-	3	-	4.1
RED CLR	-	-	1.1	1	-	1	-	1
MAX GRN 1	-	-	15	50	-	15	-	50
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	-	-	OFF	ON	-	OFF	-	OFF
VEH RECALL	-	-	OFF	MIN	-	OFF	-	MIN
MEMORY	-	-	OFF	ON	-	OFF	-	ON

REVISIONS

MARK	DATE	DESCRIPTION

Reynoldsburg OHIO · 1839

CITY OF REYNOLDSBURG, FRANKLIN COUNTY, OHIO
IMPROVEMENT PLAN
FOR
EAST MAIN STREET
TRAFFIC SIGNAL COORDINATION
LOCAL TRAFFIC SIGNAL TIMING CHARTS

EMH&T
Evans, Mechwart, Hambleton & Tilton, Inc.
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

DATE
February 2022

SCALE
None

JOB NO.
2021-1007

SHEET
6/15

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

K:\2021\1007\Dwg\04Sheets\Signal\20211007 Traffic Signal Timing.dwg, Last Saved By: kstaub, 3/4/2022 10:11 AM, Last Plotted By: Staub, Ben, 3/4/2022 3:28 PM, (No Xref's)

Proposed Coordination Data			1. East Main Street at Brice Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	SB	NB	WBLT	EB	-	-
AM Peak	90	54	12	42	16	20	15	39	-	-
Off Peak	90	39	12	43	15	20	17	38	-	-
PM Peak	100	54	12	53	16	19	16	49	-	-
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			2. East Main Street at Kroger Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			WBLT	EB	-	SB	EBLT	WB	-	NB
AM Peak	90	44	14	60	-	16	14	60	-	16
Off Peak	90	34	14	58	-	18	16	56	-	18
PM Peak	100	50	14	66	-	20	17	63	-	20
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			3. East Main Street at Rosehill Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
AM Peak	90	8	13	41	13	23	13	41	13	23
Off Peak	90	89	15	39	13	23	13	41	14	22
PM Peak	100	4	19	43	13	25	13	49	14	24
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			4. East Main Street at Briarcliff Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	-	SB	-	EB	-	NB
AM Peak	90	0	15	51	-	24	-	66	-	24
Off Peak	90	0	15	50	-	25	-	65	-	25
PM Peak	100	0	16	57	-	27	-	73	-	27
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			5. East Main Street at Aida Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			-	WB	-	SB	-	EB	-	NB
AM Peak	90	36	-	65	-	25	-	65	-	25
Off Peak	90	23	-	63	-	27	-	63	-	27
PM Peak	100	18	-	71	-	29	-	71	-	29
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			6. East Main Street at Haft Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			-	WB	-	SB	WBLT	EB	-	NB
AM Peak	90	12	-	68	-	22	18	50	-	22
Off Peak	90	7	-	69	-	21	17	52	-	21
PM Peak	100	96	-	80	-	20	16	64	-	20
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			7. East Main Street at Davidson Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
AM Peak	90	60	13	47	13	17	13	47	13	17
Off Peak	90	71	13	47	14	16	14	46	13	17
PM Peak	100	73	13	58	13	16	14	57	13	16
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			8. East Main Street at Lancaster Avenue							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	-	SB	-	EB	-	-
AM Peak	90	22	20	43	-	27	-	63	-	-
Off Peak	90	29	21	43	-	26	-	64	-	-
PM Peak	100	14	28	45	-	27	-	73	-	-
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			9. East Main Street at Jackson Street							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			-	WB	-	-	WBLT	EB	-	NB
AM Peak	90	42	-	55	-	-	13	42	-	35
Off Peak	90	43	-	54	-	-	12	42	-	36
PM Peak	100	32	-	64	-	-	11	53	-	36
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			10. East Main Street at Waggoner Road/Graham Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
AM Peak	90	39	14	31	12	33	15	30	12	33
Off Peak	90	45	14	30	12	34	15	29	12	34
PM Peak	100	44	19	31	12	38	16	34	12	38
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			11. East Main Street at Oak Valley Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			WB LT	EB	-	SB	EB LT	WB	-	NB
AM Peak	90	34	17	46	-	27	16	47	-	27
Off Peak	90	45	18	47	-	25	17	48	-	25
PM Peak	100	46	18	58	-	24	16	60	-	24
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			12. East Main Street at Taylor Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
AM Peak	90	68	13	31	13	33	14	30	14	32
Off Peak	90	85	13	33	12	32	14	32	13	31
PM Peak	100	88	13	33	14	40	14	32	14	40
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			13. Taylor Road at Kroger Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			-	-	NBLT	SB	-	EB	-	NB
AM Peak	90	58	-	-	14	60	-	16	-	74
Off Peak	90	73	-	-	14	60	-	16	-	74
PM Peak	100	70	-	-	14	70	-	16	-	84
Coorinated Phase: Ø4 & Ø8			Offset Reference: Beginning of Yellow (Ø4 & Ø8)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Note: **All timings and offsets are in seconds.**

Traffic Signal Coordination Timing Plan			
DAY	TIME OF DAY		TIMING PLAN
Monday - Friday	12:00 AM - 6:00 AM	0000-0600	FREE
Monday - Friday	6:00 AM - 9:00 AM	0600-0900	AM Peak
Monday - Friday	9:00 AM - 3:00 PM	0900-1500	Off Peak
Monday - Friday	3:00 PM - 7:00 PM	1500-1900	PM Peak
Monday - Friday	7:00 PM - 9:00 PM	1900-2100	Off Peak
Monday - Friday	9:00 PM - 12:00 AM	2100-0000	FREE
Saturday - Sunday	12:00 AM - 8:30 AM	0000-0830	FREE
Saturday - Sunday	8:30 AM - 8:30 PM	0830-2030	Off Peak
Saturday - Sunday	8:30 PM - 12:00 AM	2030-0000	FREE

REVISIONS

MARK	DATE	DESCRIPTION

Reynoldsburg OHIO · 1839

CITY OF REYNOLDSBURG, FRANKLIN COUNTY, OHIO
IMPROVEMENT PLAN
FOR
EAST MAIN STREET
TRAFFIC SIGNAL COORDINATION
COORDINATION DATA

EMHT
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

DATE
February 2022

SCALE
None

JOB NO.
2021-1007

SHEET
7/15

Attachment: Taylor Traffic Impact Study Report (App #2022-5172; 8555 East Main Street, Eric Elizondo (Skilken Gold))

K:\2021\1007\Dwg\04Sheet\Signal\20211007_Traffic_Signal_Coordination.dgn Last Saved By: jstraub 3/4/2022 10:11 AM Last Printed By: Straub, Ben 3/4/2022 3:28 PM (No Xref)

Appendix C
Trip Generation

CARPENTER MARTY transportation

Scenario - 1

Scenario Name: AM Peak
Dev. phase: 1
Analyst Note:
Warning:

User Group:
No. of Years to Project Traffic : 0

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
945 - Convenience Store/Gas Station - VFP (9-15)	General	1000 Sq. Ft. GFA	6.08	Weekday, Peak Hour of Adjacent Street Traffic,	Average	172	172	344
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	56.52	50%	50%	
712 - Small Office Building	General	1000 Sq. Ft. GFA	7.15	Weekday, Peak Hour of Adjacent Street Traffic,	Average	10	2	12
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	1.67	82%	18%	
712(1) - Small Office Building	General	1000 Sq. Ft. GFA	9.35	Weekday, Peak Hour of Adjacent Street Traffic,	Average	13	3	16
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	1.67	82%	18%	
941 - Quick Lubrication Vehicle Shop	General	1000 Sq. Ft. GFA	1.73	Weekday, Peak Hour of Adjacent Street Traffic,	Average	8	3	11
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 7 and 9 a.m.	5.80	75%	25%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (9-15)	100	100	1	1	50	50
712 - Small Office Building	99	100	1.1	1.1	82	18
712(1) - Small Office Building	99	100	1.1	1.1	82	18
941 - Quick Lubrication Vehicle Shop	100	100	1	1	75	25

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	172	172	0	0	172	172
	344		0		344	
712 - Small Office Building	11	2	0	0	11	2
	13		0		13	
712(1) - Small Office Building	14	3	0	0	14	3
	17		0		17	
941 - Quick Lubrication Vehicle Shop	8	3	0	0	8	3
	11		0		11	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant
712 - Small Office Building	Office
712(1) - Small Office Building	Office
941 - Quick Lubrication Vehicle Shop	Resturant

BALANCED PERSON TRIPS:

945 - Convenience Store/Gas Station-VFP (9-15) | 712 - Small Office Building

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
172	1	7.75	13	**0**	0	3.5	1	11
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
172	1	5.75	10	**0**	0	15.75	1	2

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945 - Convenience Store/Gas Station-VFP (9-15)								712(1) - Small Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
172	1	7.75	13	0	0	3.5	1	14
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
172	1	5.75	10	0	0	15.75	1	3

945 - Convenience Store/Gas Station-VFP (9-15)								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
172	1	0	0	0	0	0	1	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
172	1	0	0	0	0	0	1	3

712 - Small Office Building								712(1) - Small Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
2	1	0	0	0	0	0	1	14
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
11	1	0	0	0	0	0	1	3

712 - Small Office Building								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
2	1	15.75	0	0	0	5.75	1	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
11	1	3.5	0	0	0	7.75	1	3

712(1) - Small Office Building								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
3	1	15.75	0	0	0	5.75	1	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
14	1	3.5	0	0	0	7.75	1	3

INTERNAL PERSON TRIPS:

945 - Convenience Store/Gas Station-VFP (9-15)

Internal Person Trips From	Entry	Exit	Total
712 - Small Office Building	0	0	1
712(1) - Small Office Building	0	1	1
941 - Quick Lubrication Vehicle Shop	0	0	0
Total Internal Person Trips	**0**	**1**	**1**

712 - Small Office Building

Internal Person Trips From	Entry	Exit	Total
945 - Convenience Store/Gas Station-VFP (9-15)	0	0	1
712(1) - Small Office Building	0	0	0
941 - Quick Lubrication Vehicle Shop	0	0	1
Total Internal Person Trips	**0**	**0**	**0**

712(1) - Small Office Building

Internal Person Trips From	Entry	Exit	Total
945 - Convenience Store/Gas Station-VFP (9-15)	1	0	1
712 - Small Office Building	0	0	0
941 - Quick Lubrication Vehicle Shop	0	0	1
Total Internal Person Trips	**1**	**0**	**1**

941 - Quick Lubrication Vehicle Shop

Internal Person Trips From	Entry	Exit	Total

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945 - Convenience Store/Gas Station-VFP (9-15)	0	0	0
712 - Small Office Building	0	0	1
712(1) - Small Office Building	0	0	1
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:
945 - Convenience Store/Gas Station-VFP (9-15)

Total Internal Person Trips	0	1	1
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**1**	**1**
Total External Vehicle Trips	172	171	343
Internal Vehicle Trip Capture	**0%**	**1%**	**0%**

712 - Small Office Building

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	10	2	12
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

712(1) - Small Office Building

Total Internal Person Trips	1	0	1
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**1**	**0**	**1**
Total External Vehicle Trips	12	3	15
Internal Vehicle Trip Capture	**8%**	**0%**	**0%**

941 - Quick Lubrication Vehicle Shop

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	8	3	11
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	172	171	63.00%	63.00%	108	108
712 - Small Office Building	10	2	0.00%	0.00%	0	0
712(1) - Small Office Building	12	3	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	8	3	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	172	171	0.00%	0.00%	0	0
712 - Small Office Building	10	2	0.00%	0.00%	0	0
712(1) - Small Office Building	12	3	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	8	3	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit

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945 - Convenience Store/Gas Station - VFP (9-15)	64	63	0.00%	0.00%	0	0
712 - Small Office Building	10	2	0.00%	0.00%	0	0
712(1) - Small Office Building	12	3	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	8	3	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	64	63	127
712 - Small Office Building	10	2	12
712(1) - Small Office Building	12	3	15
941 - Quick Lubrication Vehicle Shop	8	3	11

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	203	180	383
Internal Vehicle Trips	1	1	2
External Vehicle Trips	202	179	381
Internal Vehicle Trip Capture	0%	1%	1%
Pass-by Vehicle Trips	108	108	216
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	94	71	165

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Scenario - 2

Scenario Name: PM Peak
Dev. phase: 1
Analyst Note:
Warning:

User Group:
No. of Years to Project Traffic : 0

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
945 - Convenience Store/Gas Station - VFP (9-15)	General	1000 Sq. Ft. GFA	6.08	Weekday, Peak Hour of Adjacent Street Traffic,	Average	166	166	332
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	54.52	50%	50%	
712 - Small Office Building	General	1000 Sq. Ft. GFA	7.15	Weekday, Peak Hour of Adjacent Street Traffic,	Average	5	10	15
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	2.16	34%	66%	
712(1) - Small Office Building	General	1000 Sq. Ft. GFA	9.35	Weekday, Peak Hour of Adjacent Street Traffic,	Average	7	13	20
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	2.16	34%	66%	
941 - Quick Lubrication Vehicle Shop	General	1000 Sq. Ft. GFA	1.73	Weekday, Peak Hour of Adjacent Street Traffic,	Average	6	9	15
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			One Hour Between 4 and 6 p.m.	8.70	42%	58%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (9-15)	100	100	1	1	50	50
712 - Small Office Building	100	99	1.1	1.1	34	66
712(1) - Small Office Building	100	99	1.1	1.1	34	66
941 - Quick Lubrication Vehicle Shop	100	100	1	1	42	58

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	166	166	0	0	166	166
	332		0		332	
712 - Small Office Building	6	11	0	0	6	11
	17		0		17	
712(1) - Small Office Building	8	15	0	0	8	15
	23		0		23	
941 - Quick Lubrication Vehicle Shop	6	9	0	0	6	9
	15		0		15	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant
712 - Small Office Building	Office
712(1) - Small Office Building	Office
941 - Quick Lubrication Vehicle Shop	Resturant

BALANCED PERSON TRIPS:

945 - Convenience Store/Gas Station-VFP (9-15) | 712 - Small Office Building

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
166	0	0	0	**0**	0	0	0	6
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
166	0	0	0	**0**	0	0	0	11

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945 - Convenience Store/Gas Station-VFP (9-15)								712(1) - Small Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
166	0	0	0	**0**	0	0	0	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
166	0	0	0	**0**	0	0	0	15

945 - Convenience Store/Gas Station-VFP (9-15)								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
166	0	0	0	**0**	0	0	0	6
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
166	0	0	0	**0**	0	0	0	9

712 - Small Office Building								712(1) - Small Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
11	0	0	0	**0**	0	0	0	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
6	0	0	0	**0**	0	0	0	15

712 - Small Office Building								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
11	0	0	0	**0**	0	0	0	6
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
6	0	0	0	**0**	0	0	0	9

712(1) - Small Office Building								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
15	0	0	0	**0**	0	0	0	6
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
8	0	0	0	**0**	0	0	0	9

INTERNAL PERSON TRIPS:

945 - Convenience Store/Gas Station-VFP (9-15)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

712 - Small Office Building

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

712(1) - Small Office Building

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

941 - Quick Lubrication Vehicle Shop

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

945 - Convenience Store/Gas Station-VFP (9-15)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**

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Total External Vehicle Trips	166	166	332
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

712 - Small Office Building

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	5	10	15
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

712(1) - Small Office Building

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	7	13	20
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

941 - Quick Lubrication Vehicle Shop

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	6	9	15
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	166	166	66.00%	66.00%	110	110
712 - Small Office Building	5	10	0.00%	0.00%	0	0
712(1) - Small Office Building	7	13	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	6	9	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	166	166	0.00%	0.00%	0	0
712 - Small Office Building	5	10	0.00%	0.00%	0	0
712(1) - Small Office Building	7	13	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	6	9	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	56	56	0.00%	0.00%	0	0
712 - Small Office Building	5	10	0.00%	0.00%	0	0
712(1) - Small Office Building	7	13	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	6	9	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	56	56	112
712 - Small Office Building	5	10	15
712(1) - Small Office Building	7	13	20

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941 - Quick Lubrication Vehicle Shop	6	9	15

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	184	198	382
Internal Vehicle Trips	0	0	0
External Vehicle Trips	184	198	382
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	110	110	220
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	74	88	162

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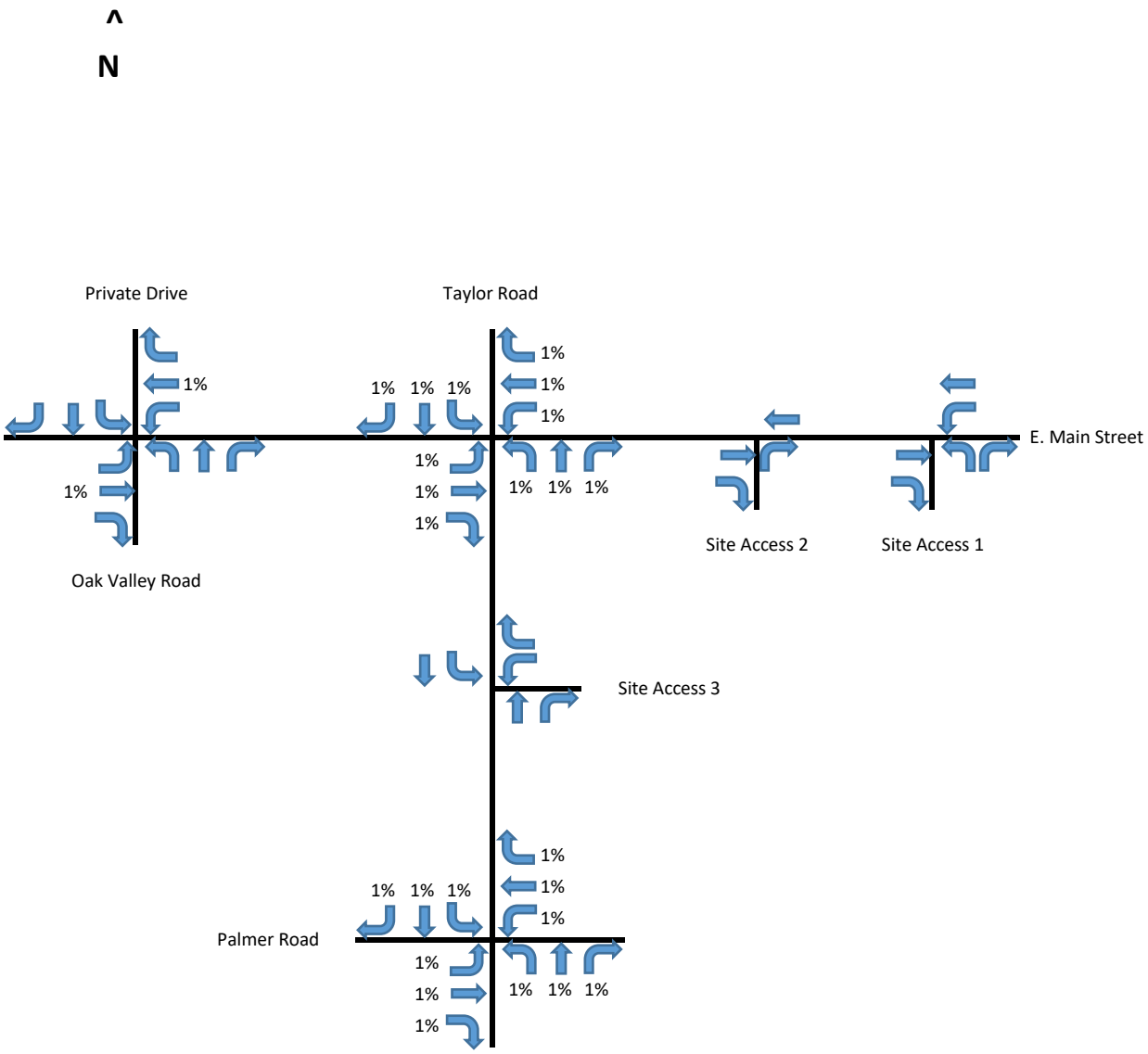
Appendix D
Volume Calculations

CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Growth Rates	



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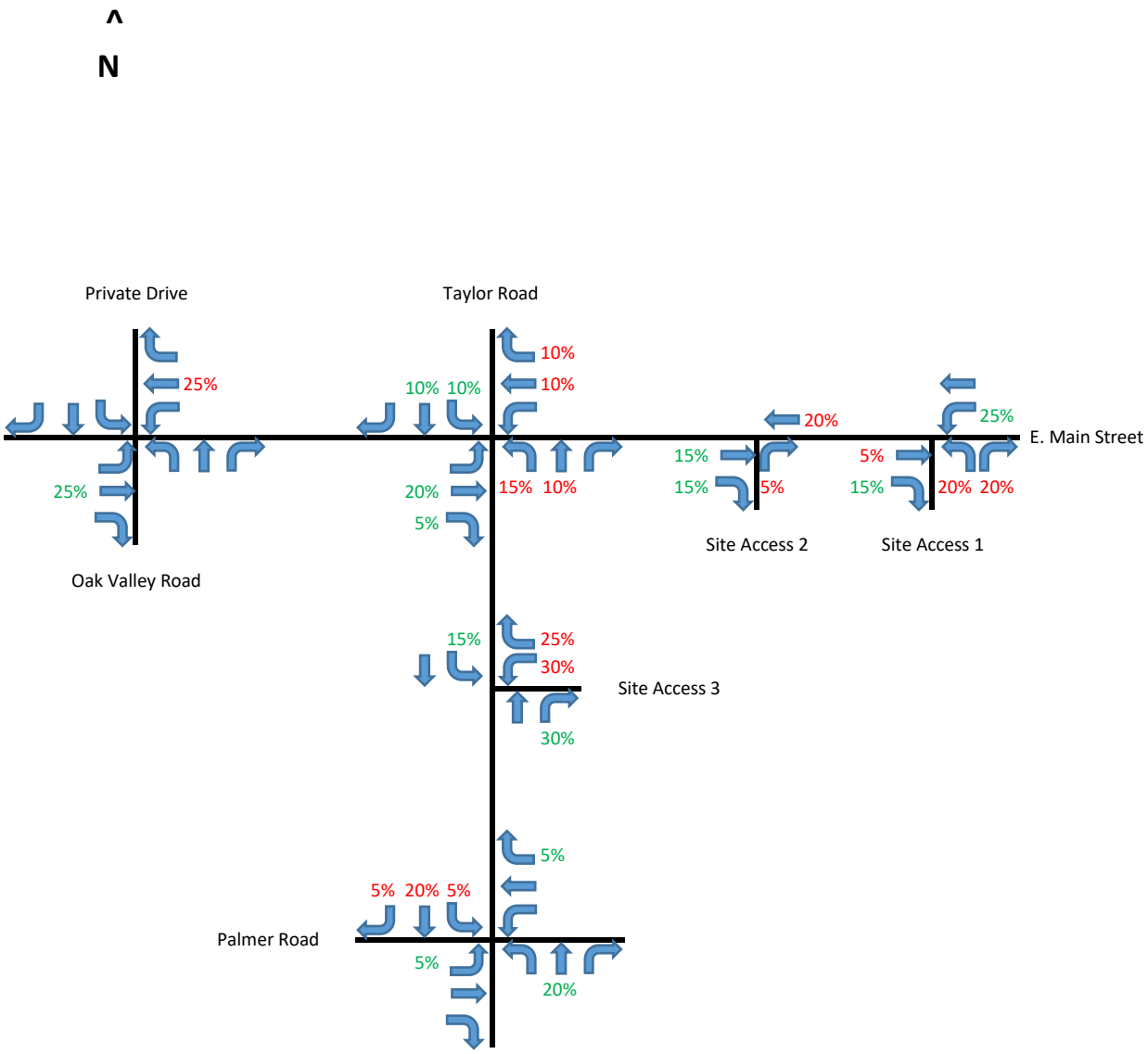
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Non-Pass-By Distribution	



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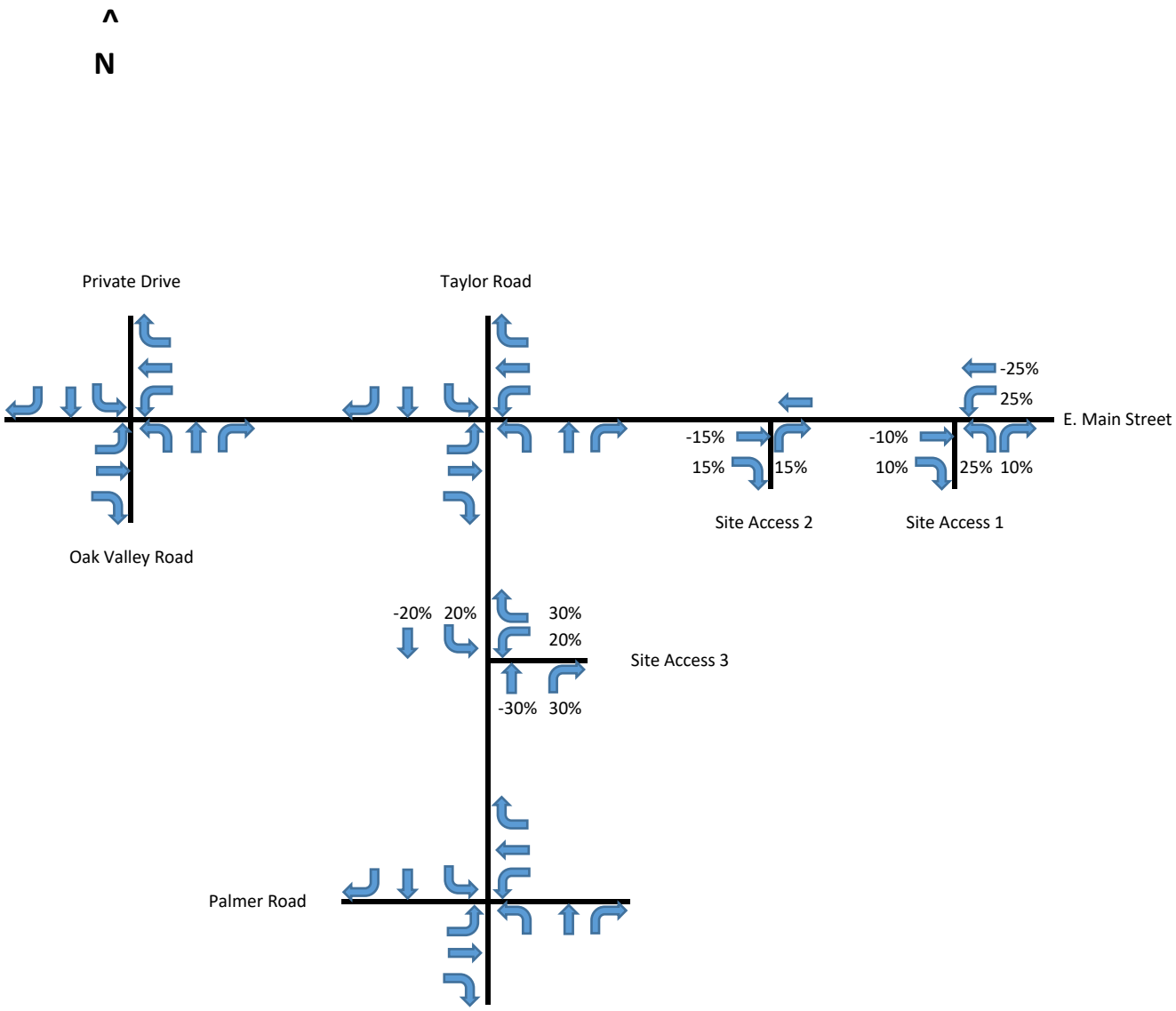
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Pass-By Distribution	



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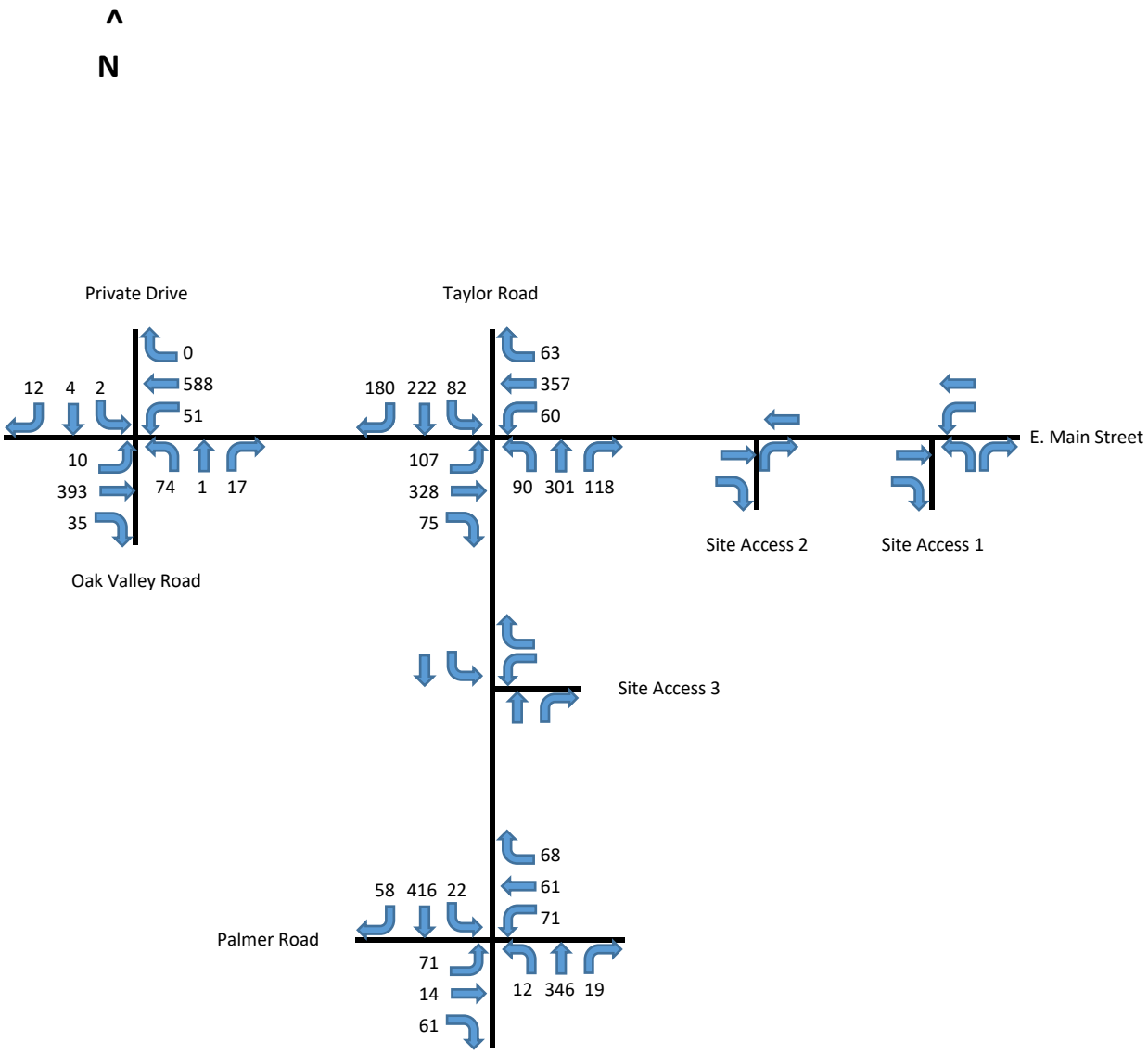
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2022	AM	Count	



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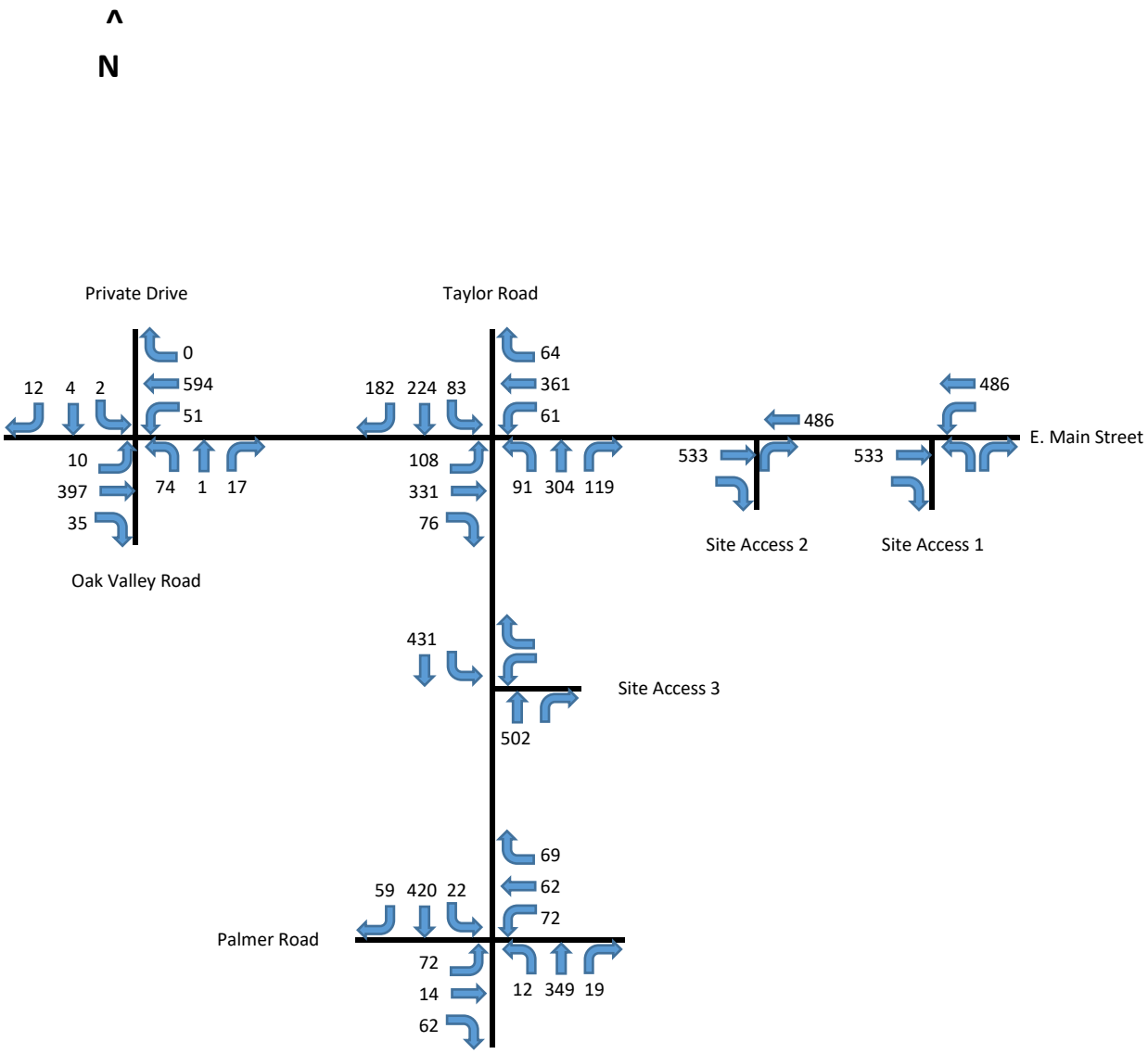
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	AM	No Build	A1



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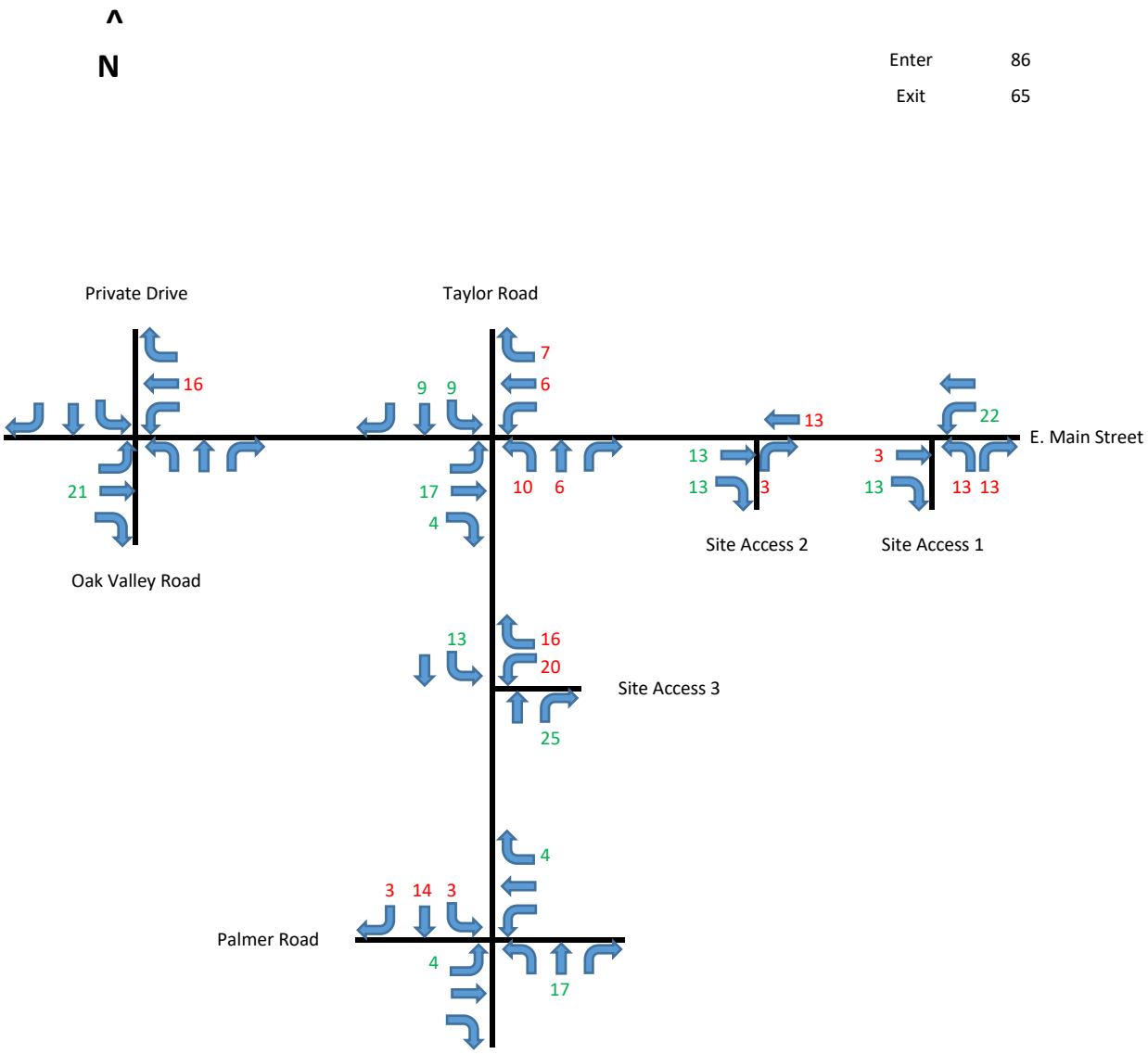
Taylor and Main Sheetz TIS
Traffic Volume Calculations

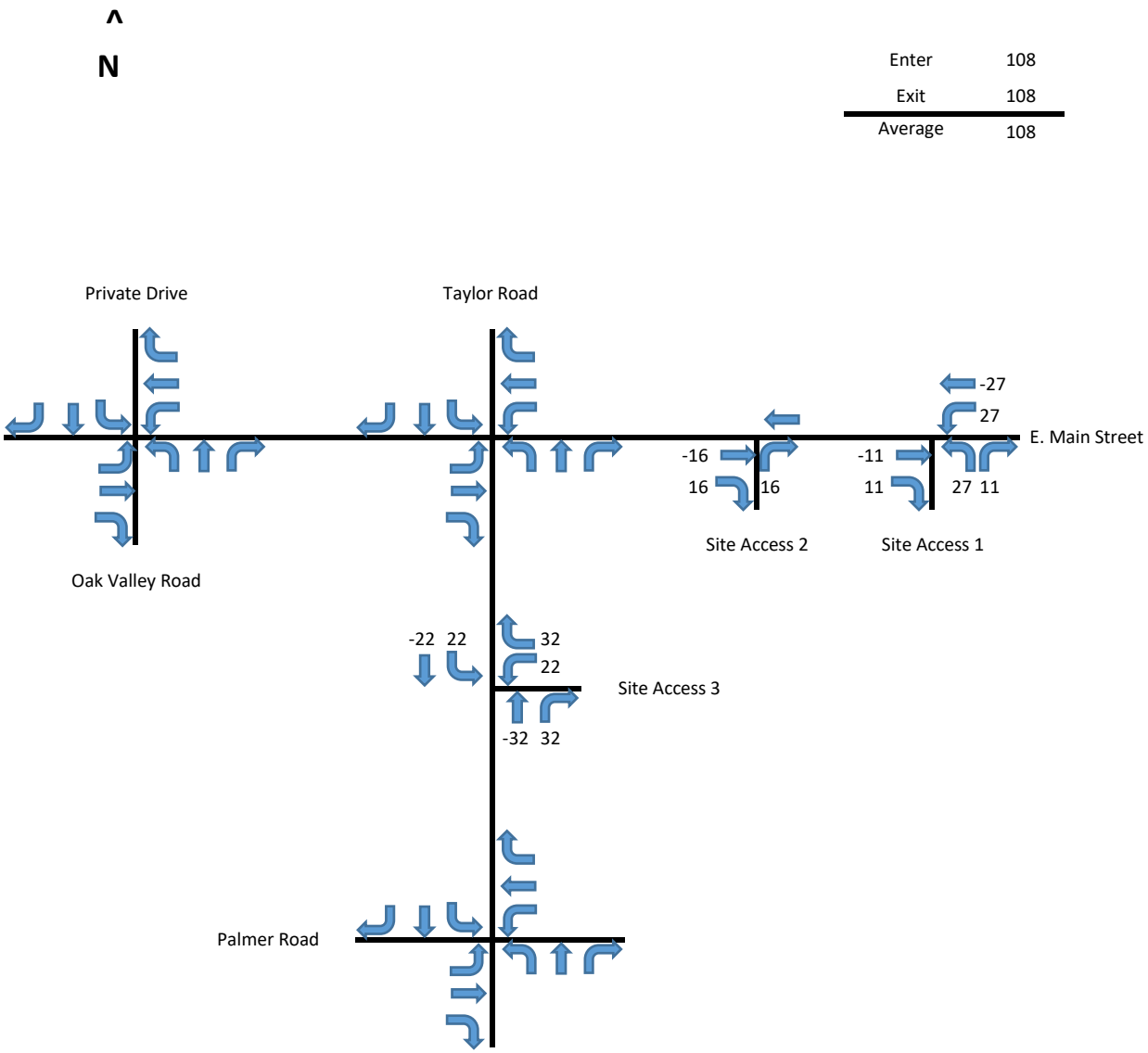
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		AM	Non-Pass-By Traffic	B1



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

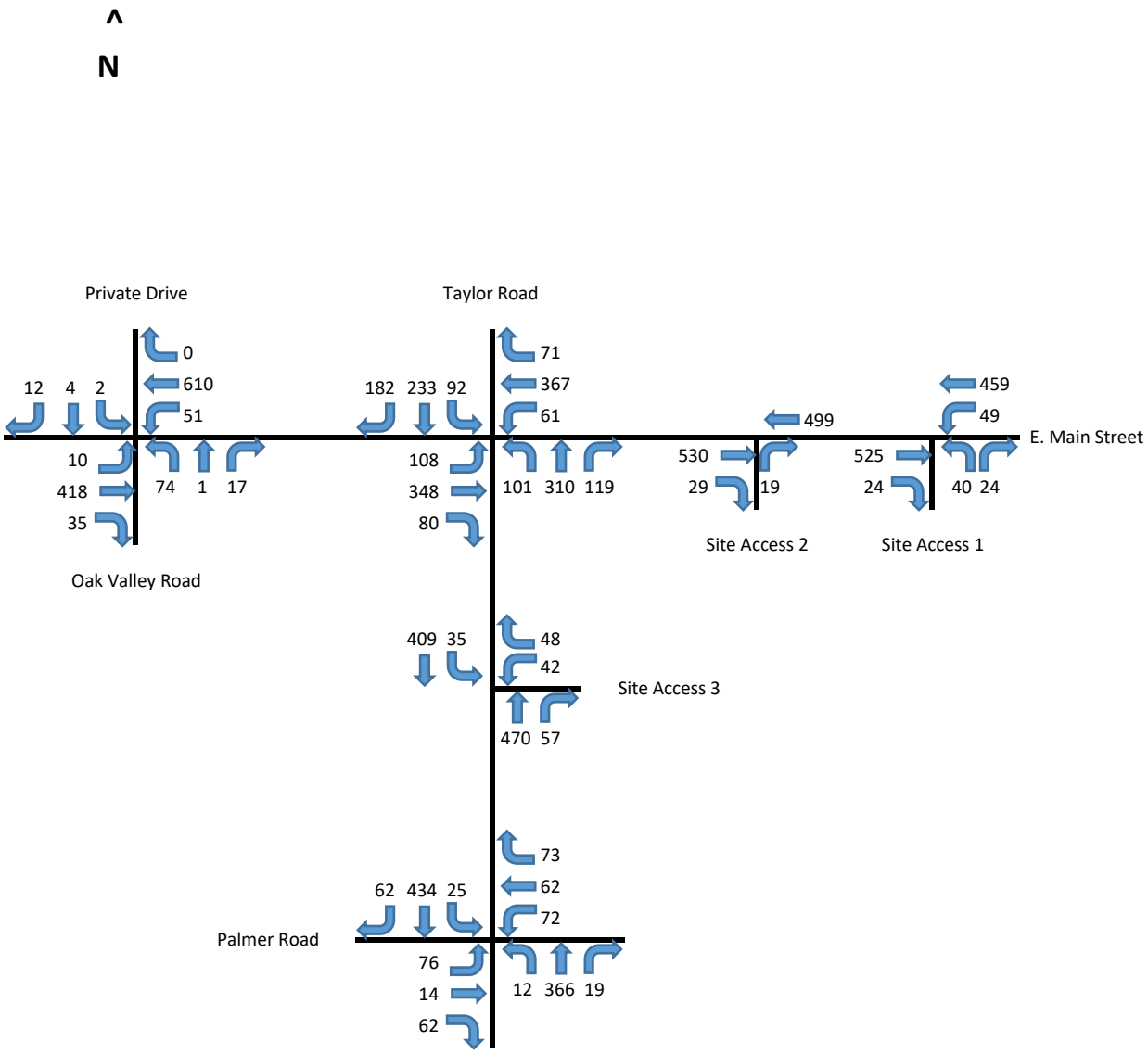
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		AM	Pass-By Traffic	C1



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	AM	Build	D1 = A1 + B1 + C1



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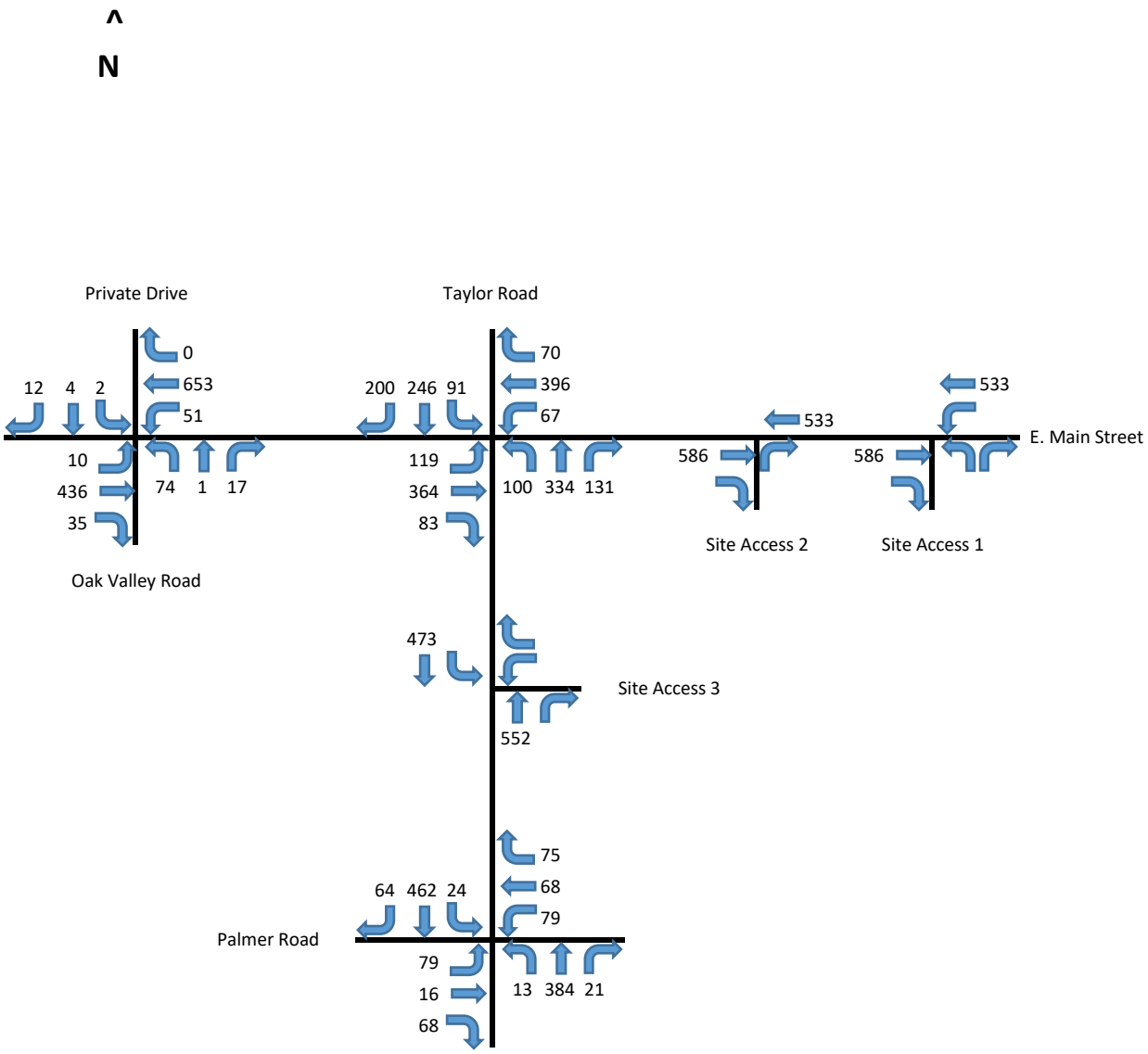
Taylor and Main Sheetz TIS
Traffic Volume Calculations

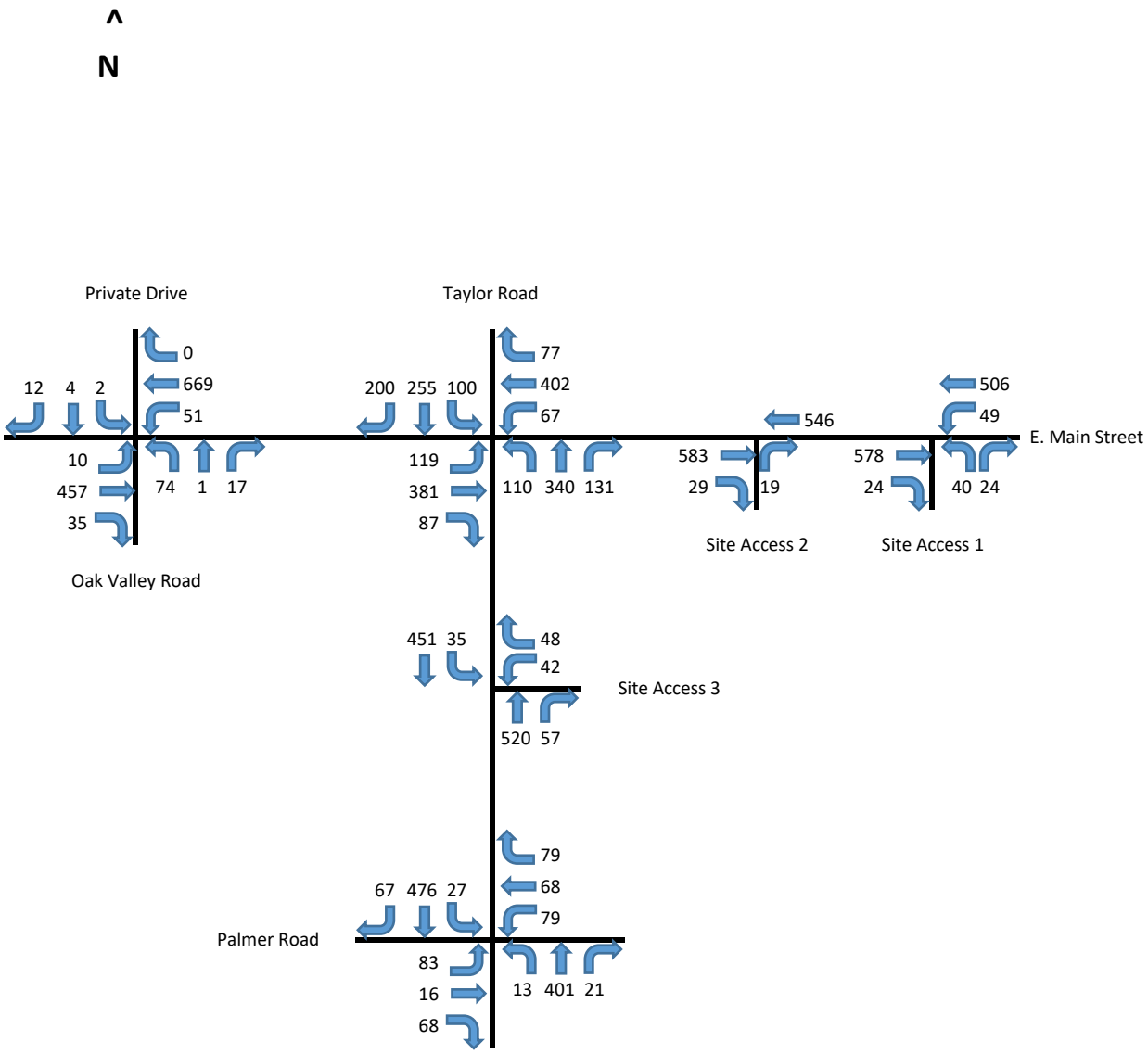
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2033	AM	No Build	E1



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

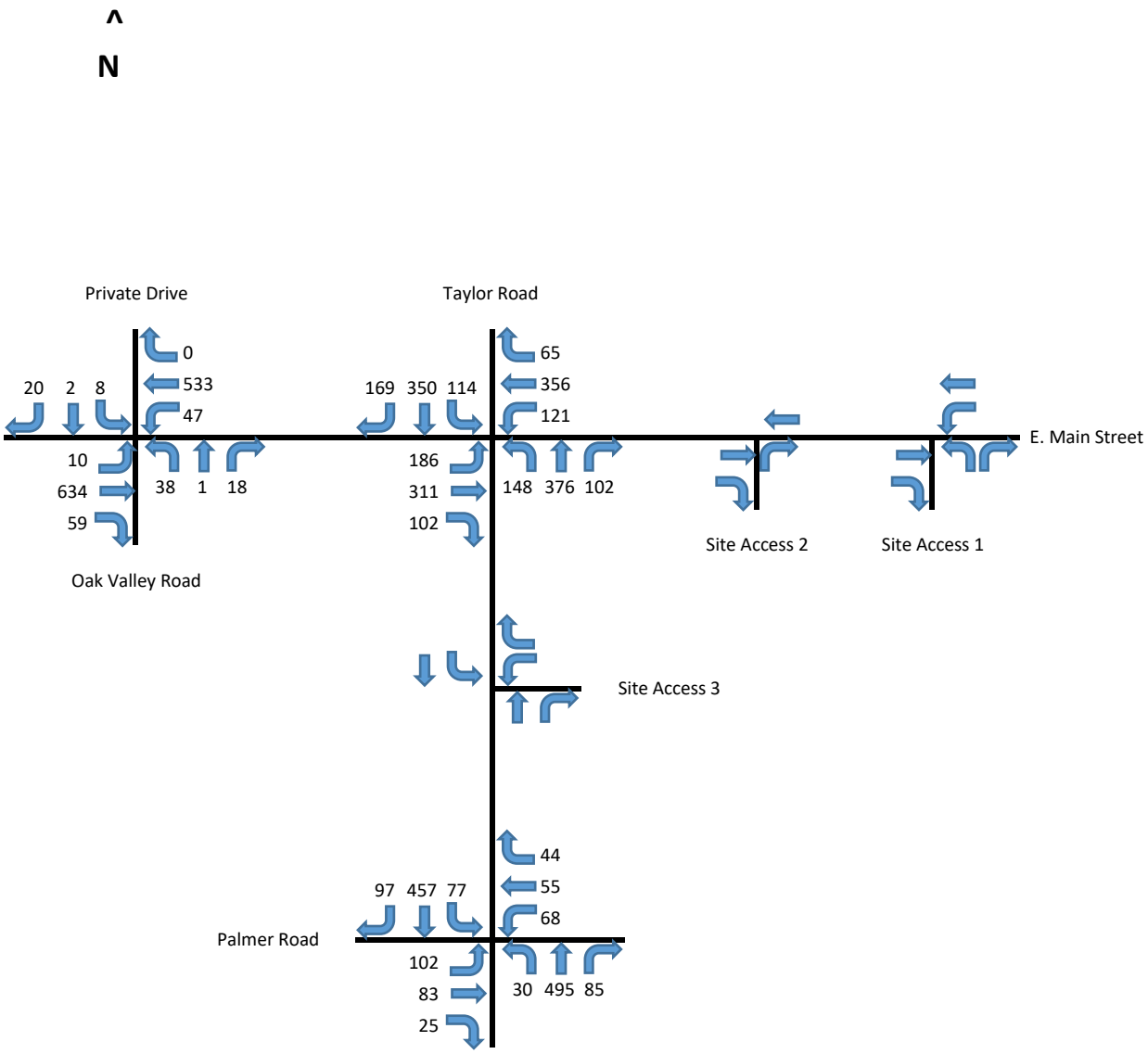
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2033	AM	Build	F1 = B1 + C1 + E1



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2022	PM	Count	



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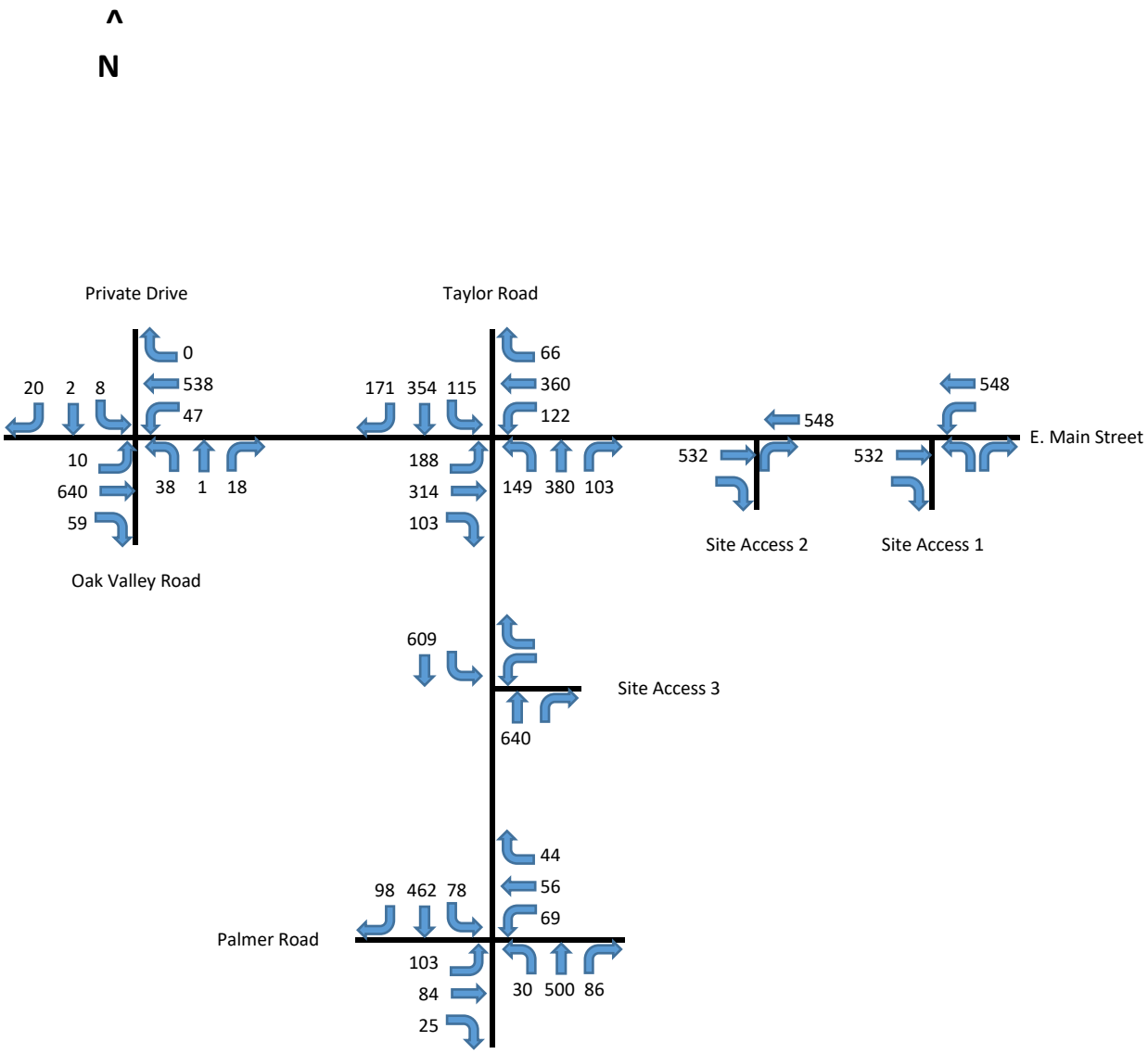
Taylor and Main Sheetz TIS
Traffic Volume Calculations

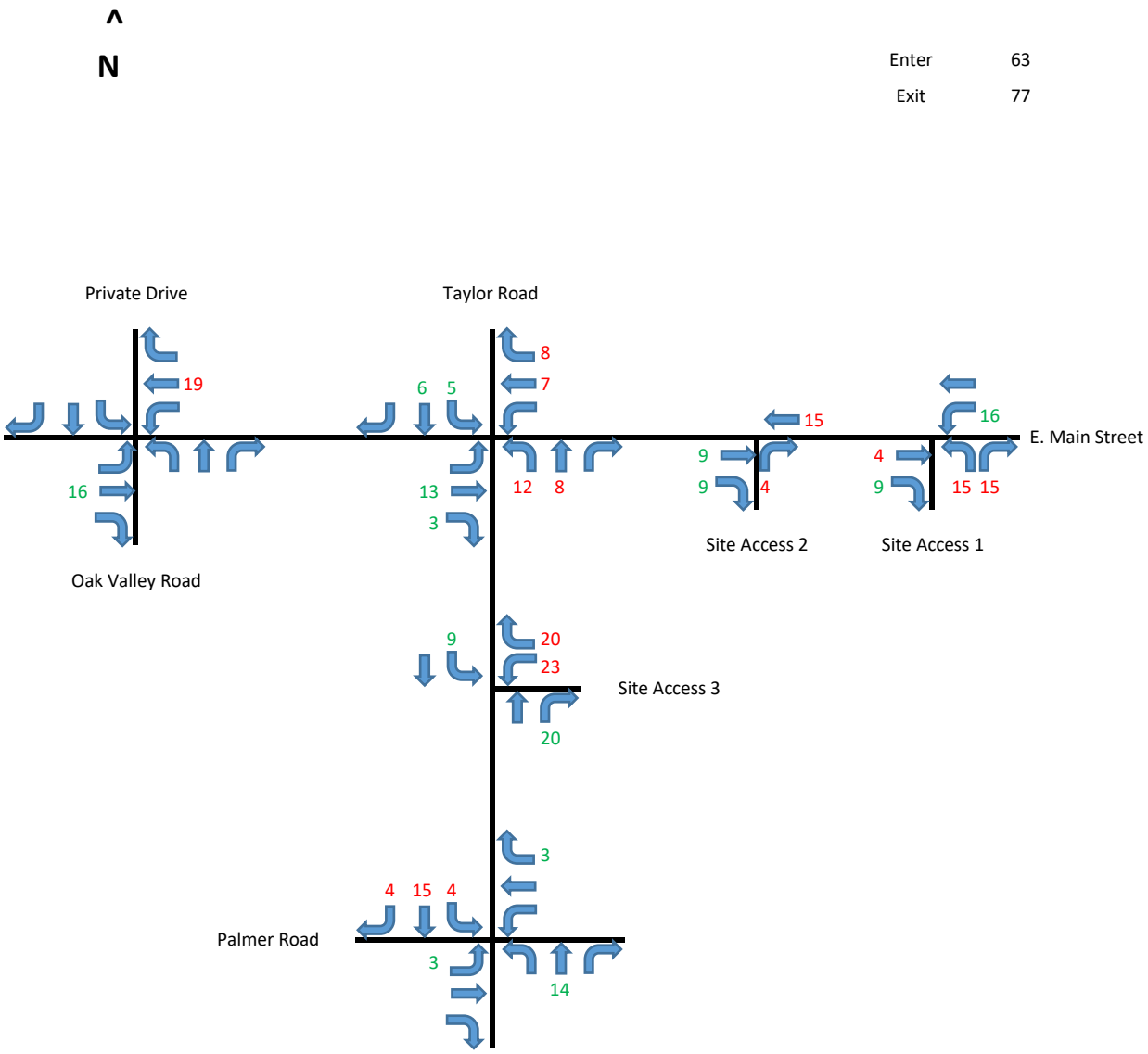
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	PM	No Build	A2



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Non-Pass-By Traffic	B2



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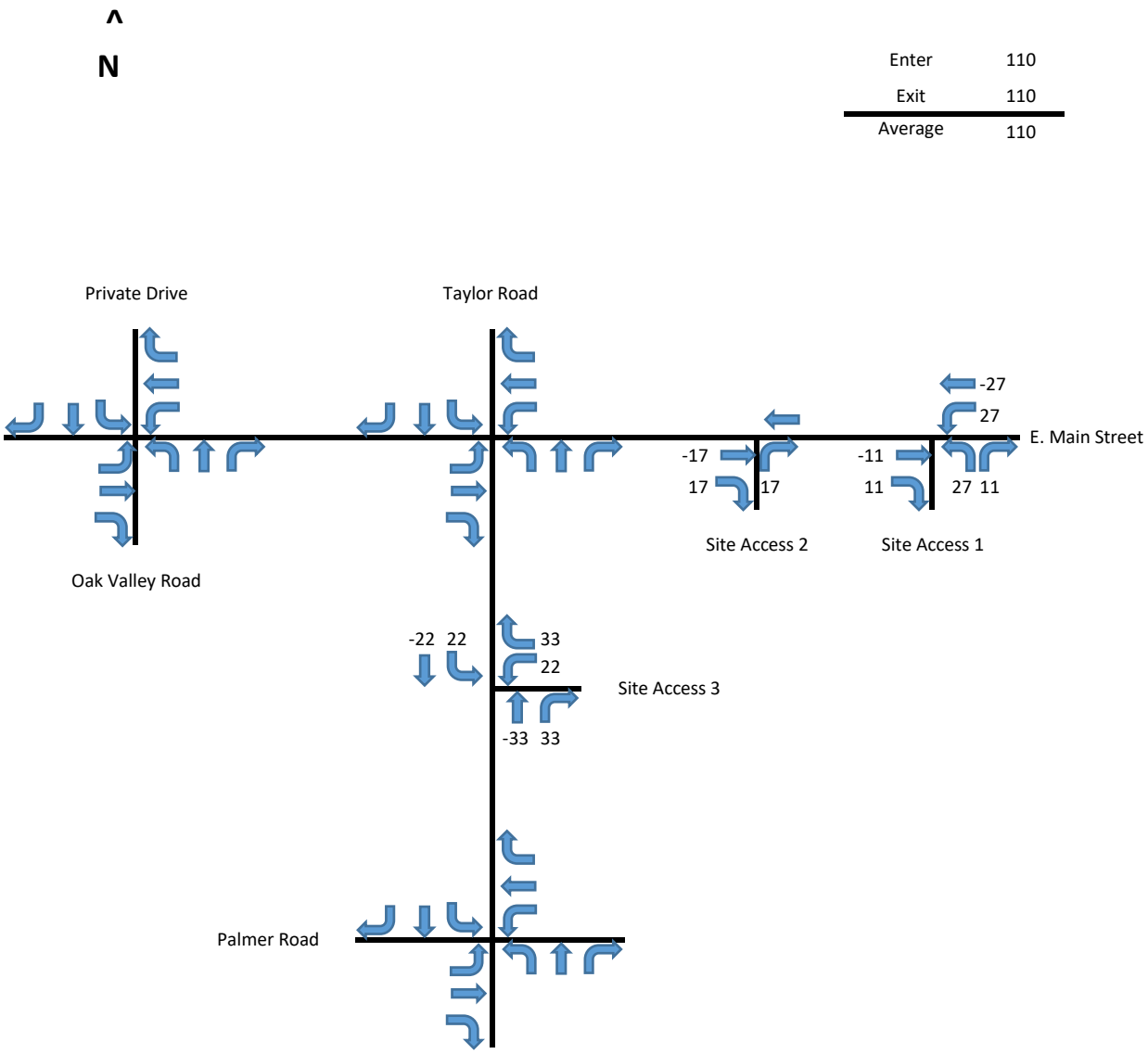
Taylor and Main Sheetz TIS
Traffic Volume Calculations

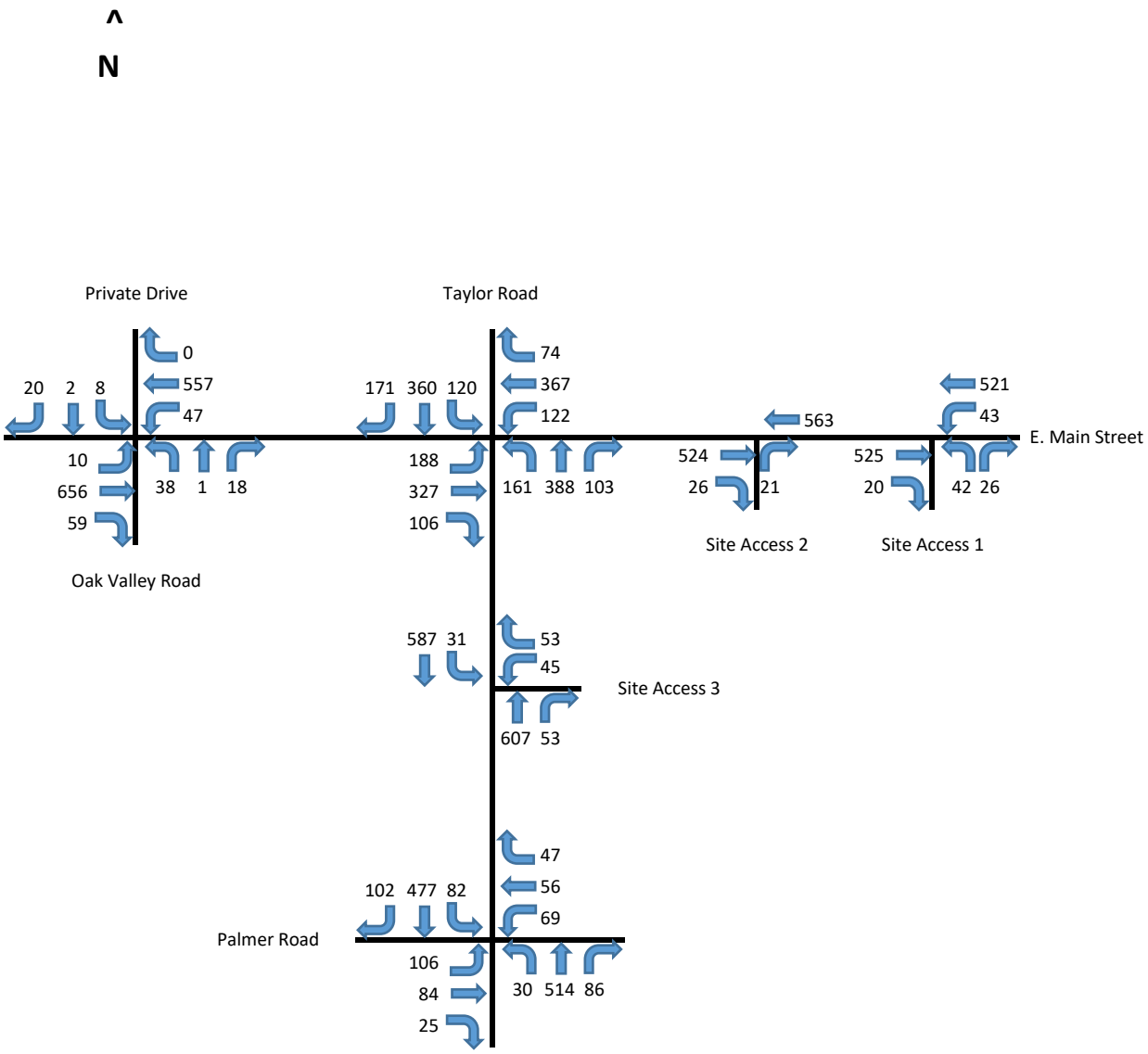
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Pass-By Traffic	C2



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

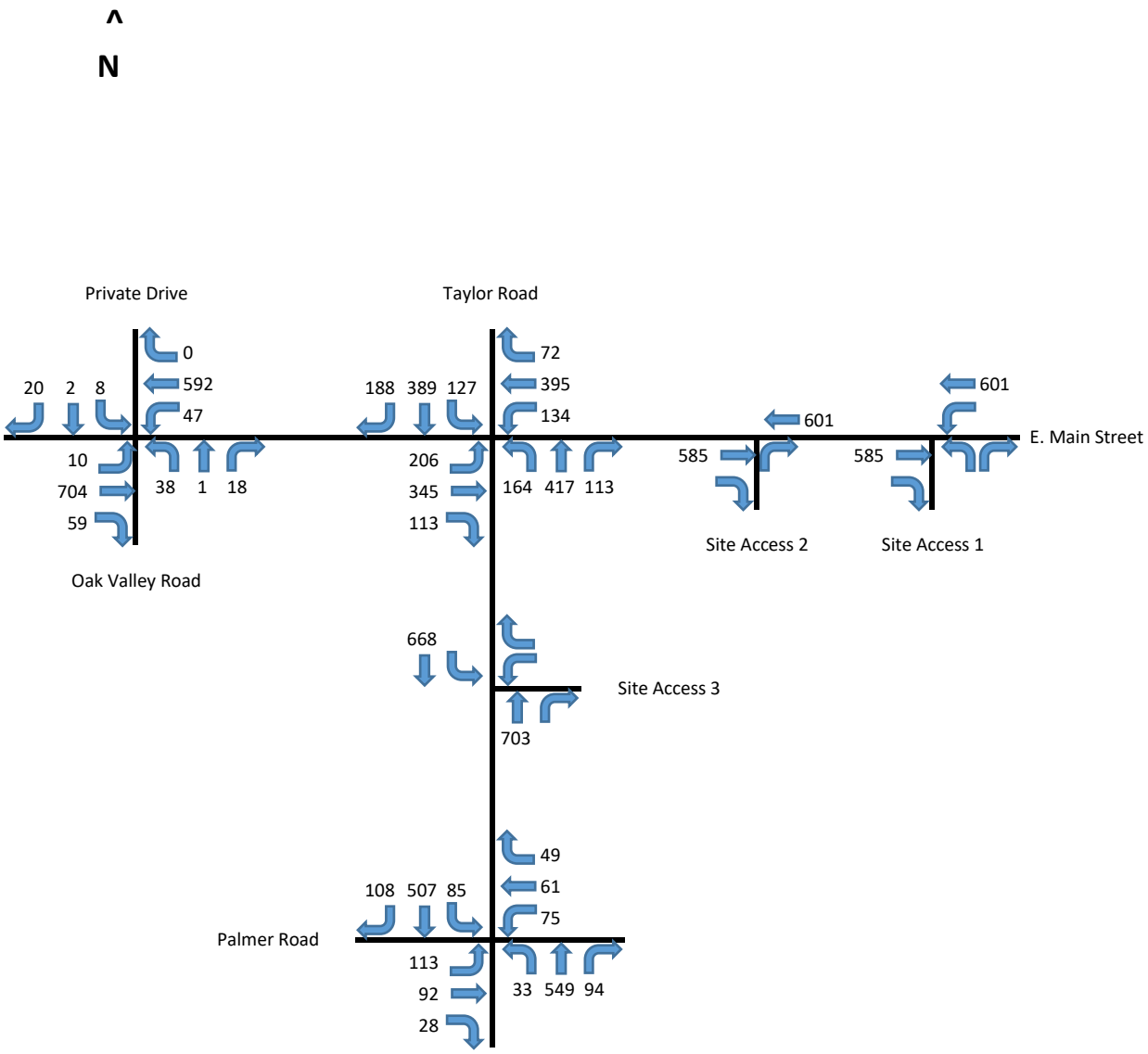
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	PM	Build	D2 = A2 + B2 + C2



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

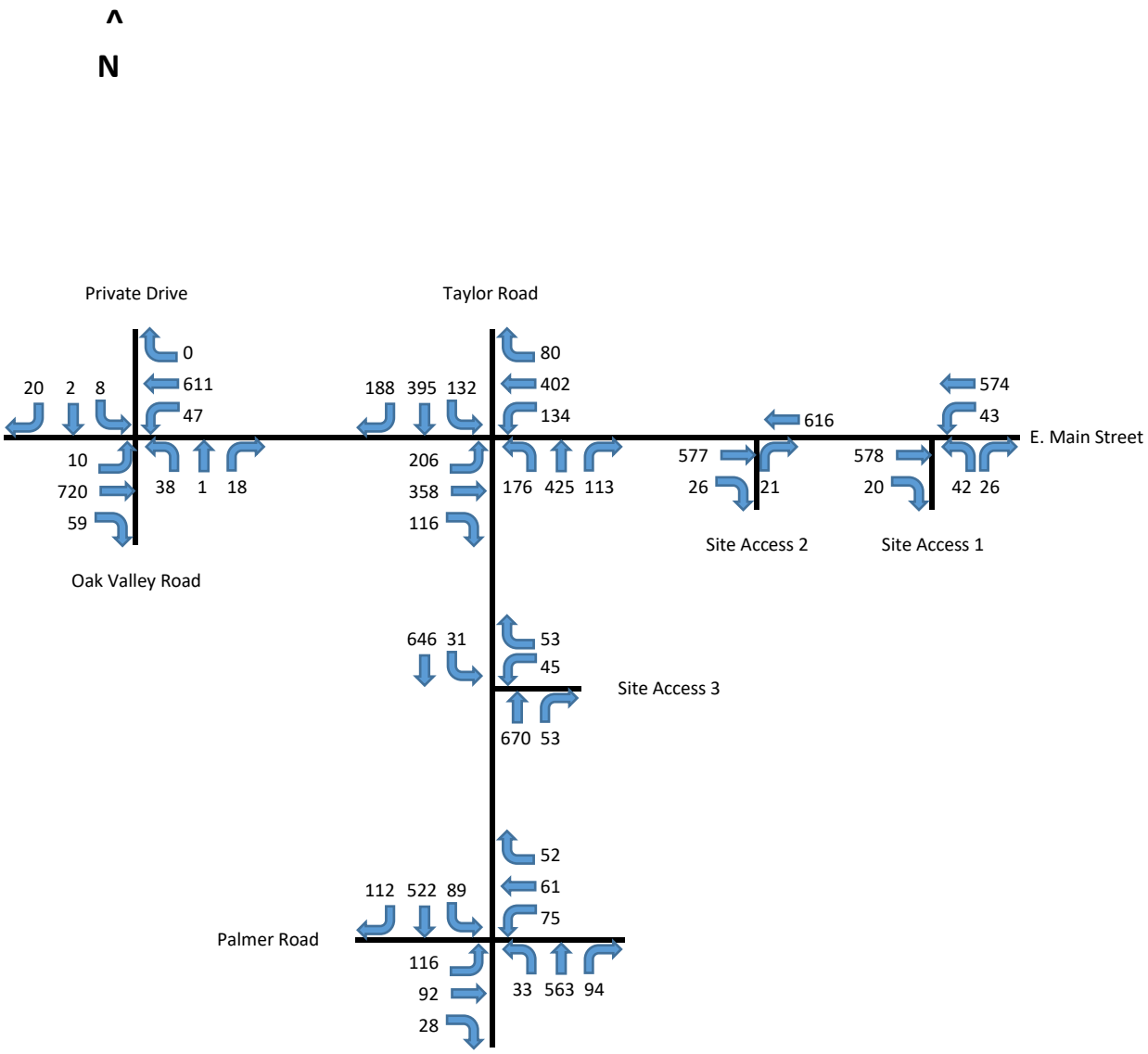
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2033	PM	No Build	E2



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2033	PM	Build	F2 = B2 + C2 + E2



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Appendix E
Turn Lane Warrant and Length Analysis

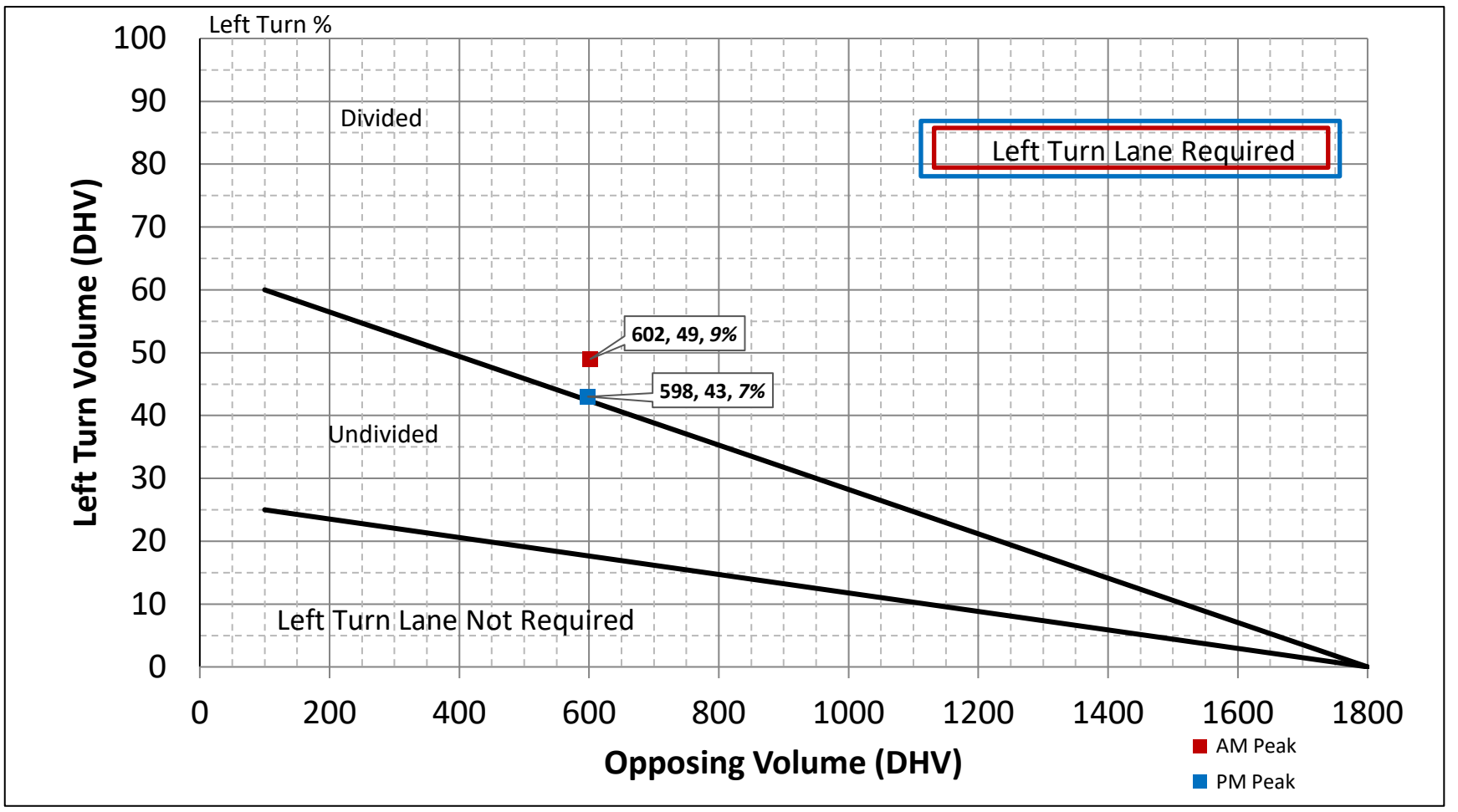
CARPENTER MARTY transportation

CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Main Street and Site Access 1
Westbound Left
2033 Build

4-Lane Highway Left Turn Lane Warrant



Turn Lane Length Calculations

AM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	49	VPH	
	Advancing Traffic	555	VPH	
	Opposing Volume	602	VPH	
	Left Turn Percentage	9%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	660		
PM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	43	VPH	
	Advancing Traffic	617	VPH	
	Opposing Volume	598	VPH	
	Left Turn Percentage	7%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	660		
Is Left Turn Warrant Met		Yes	See Above	

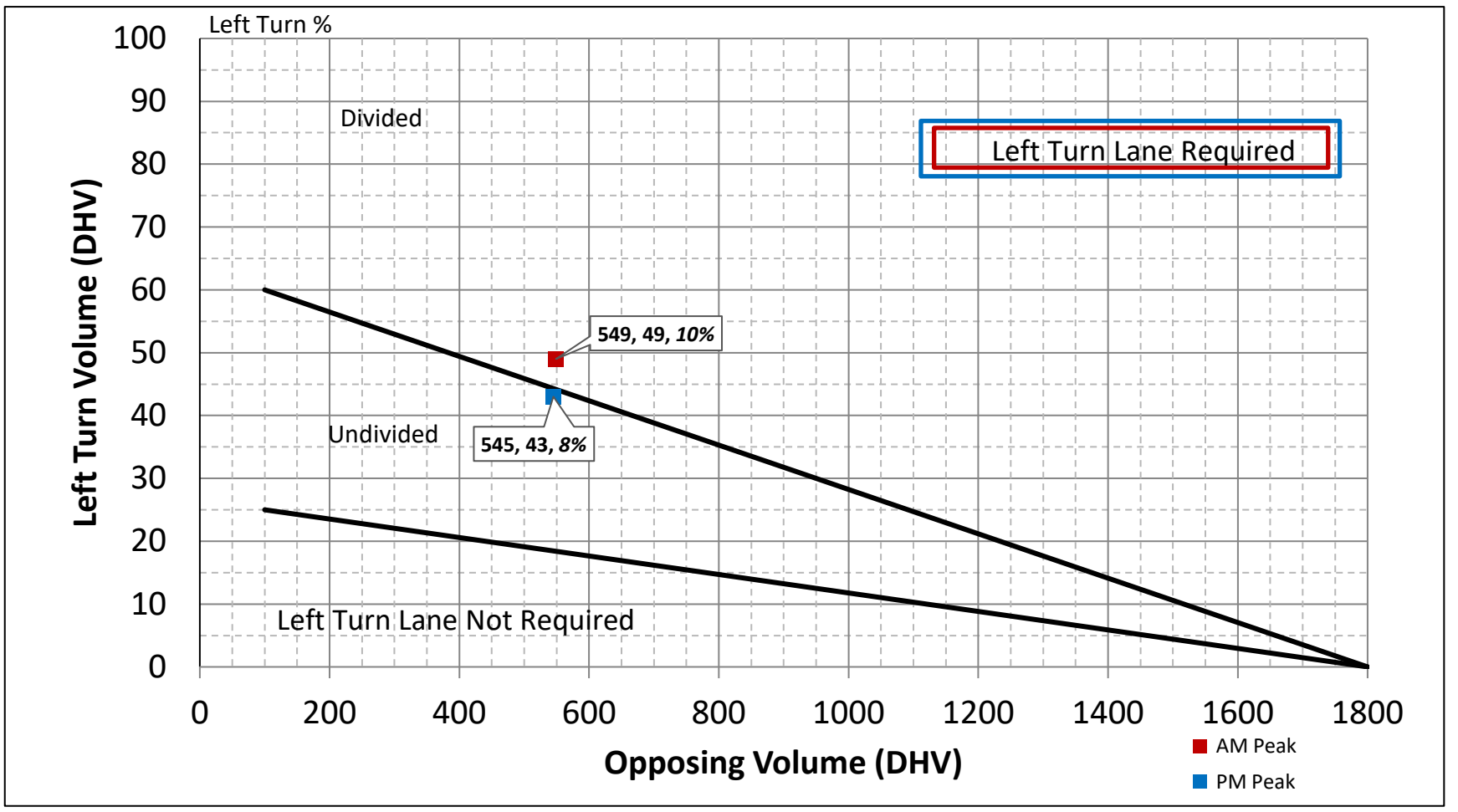
Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Main Street and Site Access 1
Westbound Left
2023 Build

4-Lane Highway Left Turn Lane Warrant



Turn Lane Length Calculations

AM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	49	VPH	
	Advancing Traffic	508	VPH	
	Opposing Volume	549	VPH	
	Left Turn Percentage	10%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	660		
PM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	43	VPH	
	Advancing Traffic	564	VPH	
	Opposing Volume	545	VPH	
	Left Turn Percentage	8%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	660		
Is Left Turn Warrant Met		Yes	See Above	

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

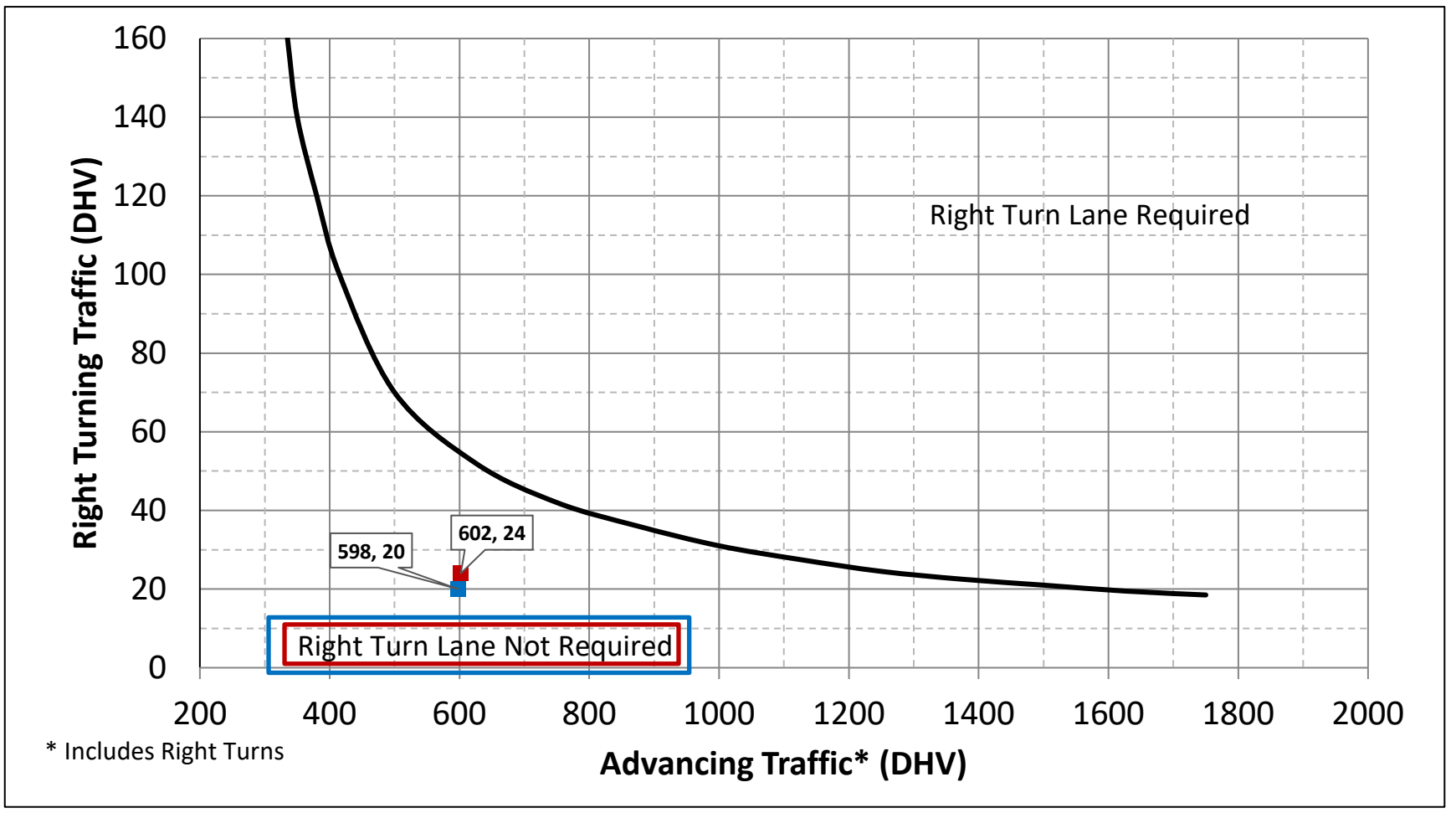
CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Main Street and Site Access 1
Eastbound Right
2033 Build

4-Lane Highway Right Turn Lane Warrant

(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	24	VPH	
	Advancing Traffic	602	VPH	
	Left Turn Percentage	4%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	20	VPH	
	Advancing Traffic	598	VPH	
	Left Turn Percentage	3%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

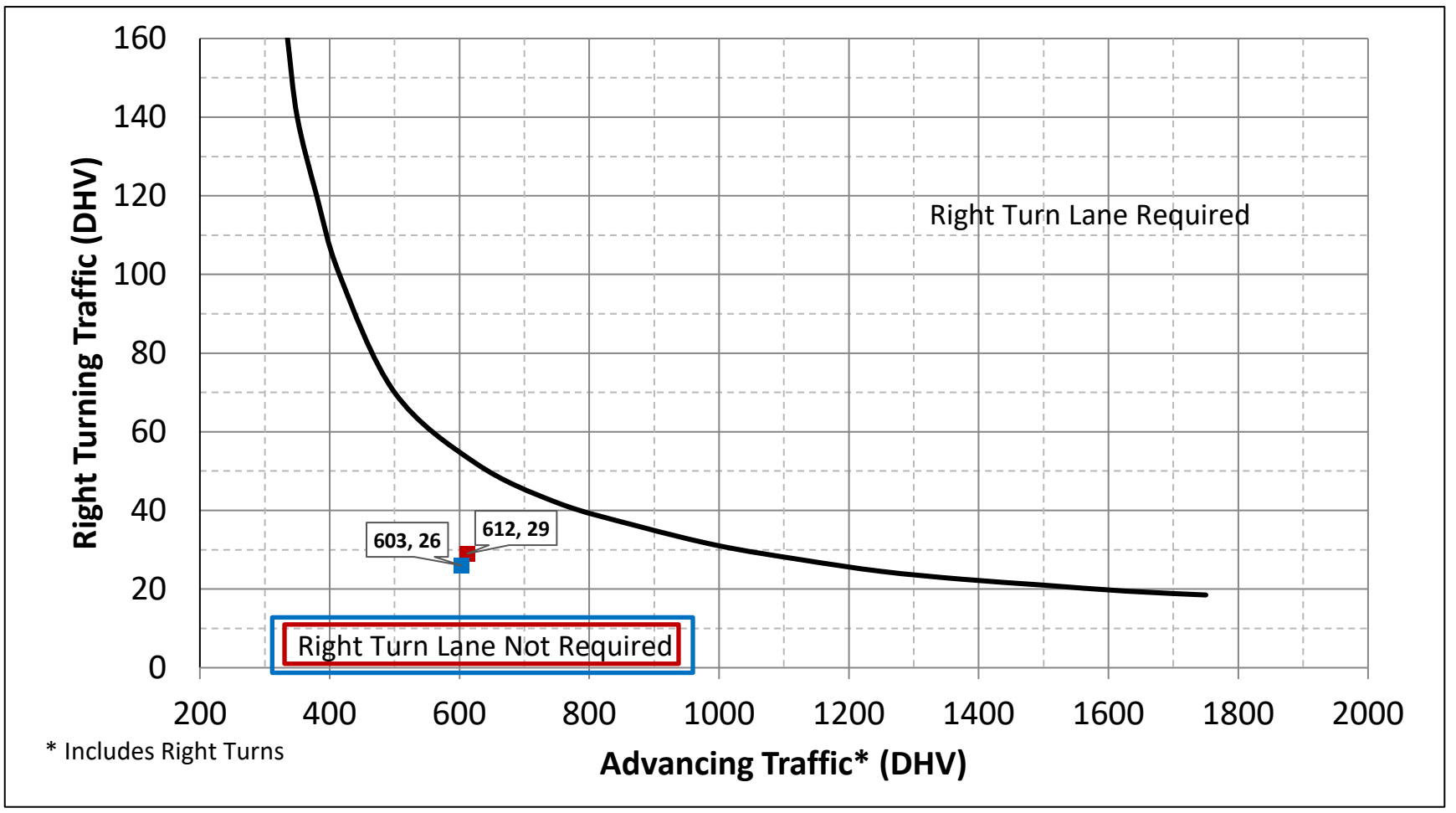
CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Main Street and Site Access 2
Eastbound Right
2033 Build

4-Lane Highway Right Turn Lane Warrant

(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	29	VPH	
	Advancing Traffic	612	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	26	VPH	
	Advancing Traffic	603	VPH	
	Left Turn Percentage	4%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

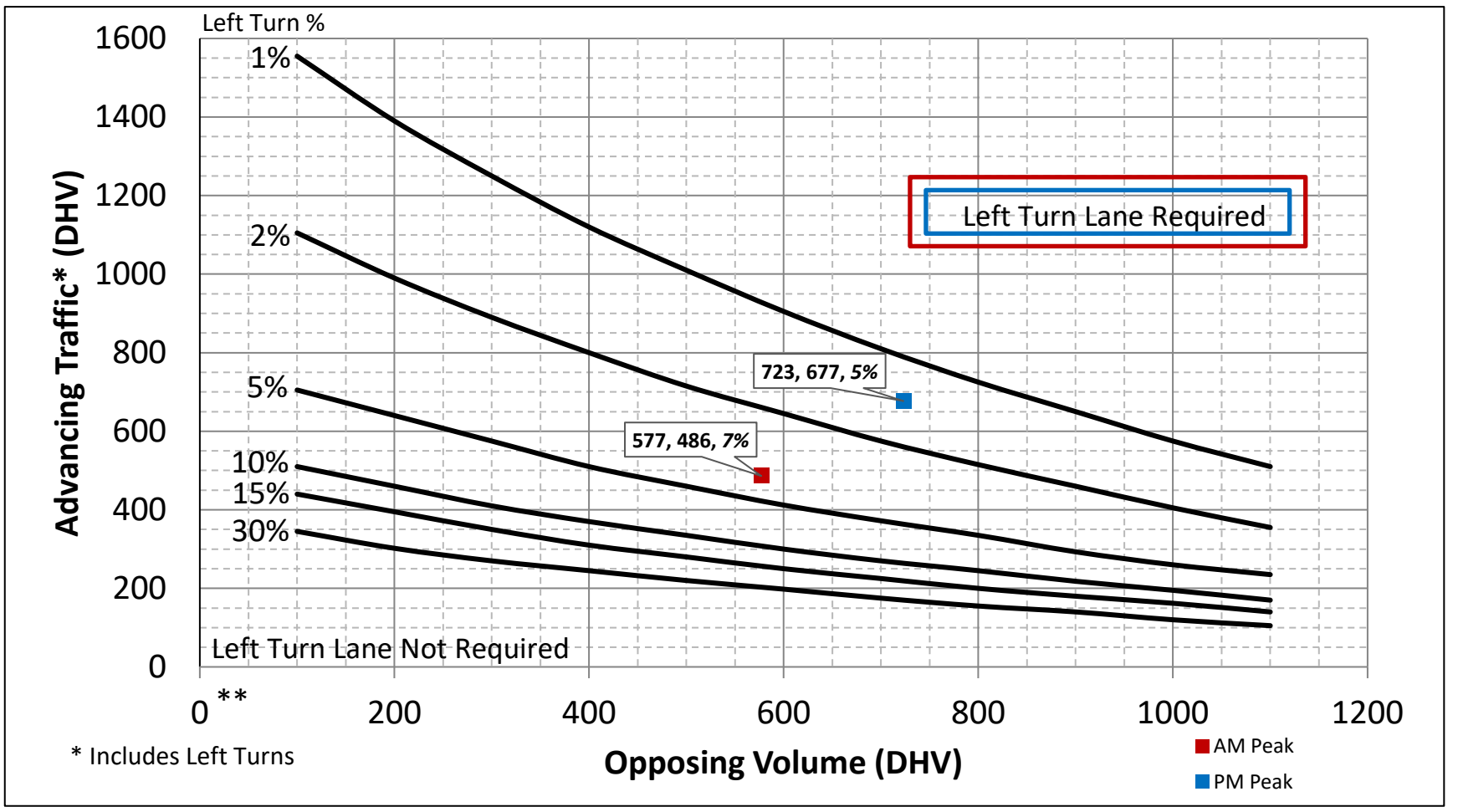
CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Taylor Road and Site Access 3
Southbound Left
2033 Build

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	40	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	30	*Assume 60*
	Turn Lane Volume	35	VPH
	Advancing Traffic	486	VPH
	Opposing Volume	577	VPH
	Left Turn Percentage	7%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	2	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	320	
PM Peak	Design Speed	40	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	31	VPH
	Advancing Traffic	677	VPH
	Opposing Volume	723	VPH
	Left Turn Percentage	5%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	320	
Is Left Turn Warrant Met		Yes	See Above

** Turn Lane Length includes 50 ft diverging taper*

** Turn Lane Length includes 50 ft diverging taper*

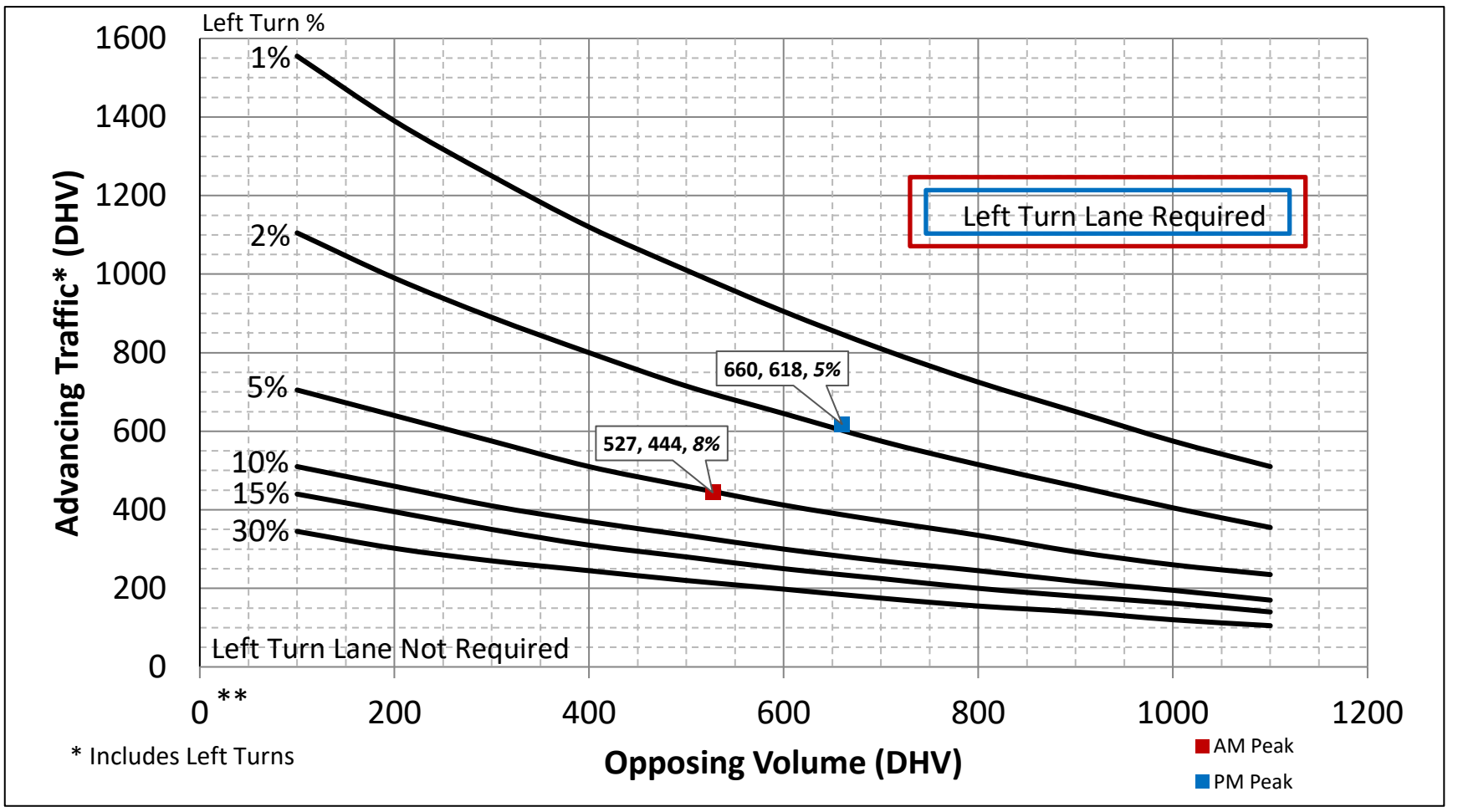
Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Taylor Road and Site Access 3
Southbound Left
2023 Build

2-Lane Highway Left Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	40	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	30	*Assume 60*
	Turn Lane Volume	35	VPH
	Advancing Traffic	444	VPH
	Opposing Volume	527	VPH
	Left Turn Percentage	8%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	2	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	320	
PM Peak	Design Speed	40	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	31	VPH
	Advancing Traffic	618	VPH
	Opposing Volume	660	VPH
	Left Turn Percentage	5%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	320	
Is Left Turn Warrant Met		Yes	See Above

** Turn Lane Length includes 50 ft diverging taper*

** Turn Lane Length includes 50 ft diverging taper*

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

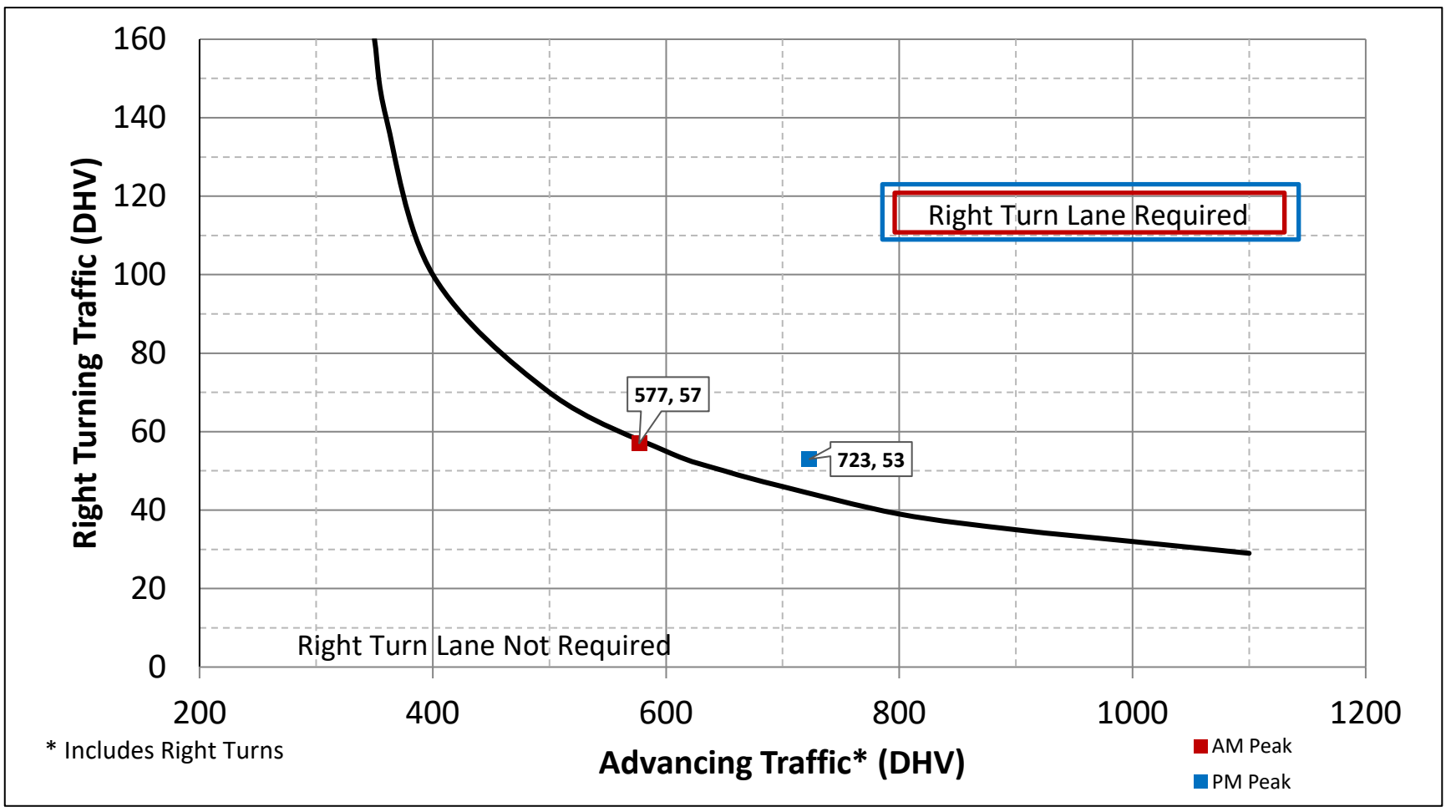
CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Taylor Road and Site Access 3
Northbound Right
2033 Build

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	57	VPH	
	Advancing Traffic	577	VPH	
	Right Turn Percentage	10%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	53	VPH	
	Advancing Traffic	723	VPH	
	Right Turn Percentage	7%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		Yes	**See Above**	

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

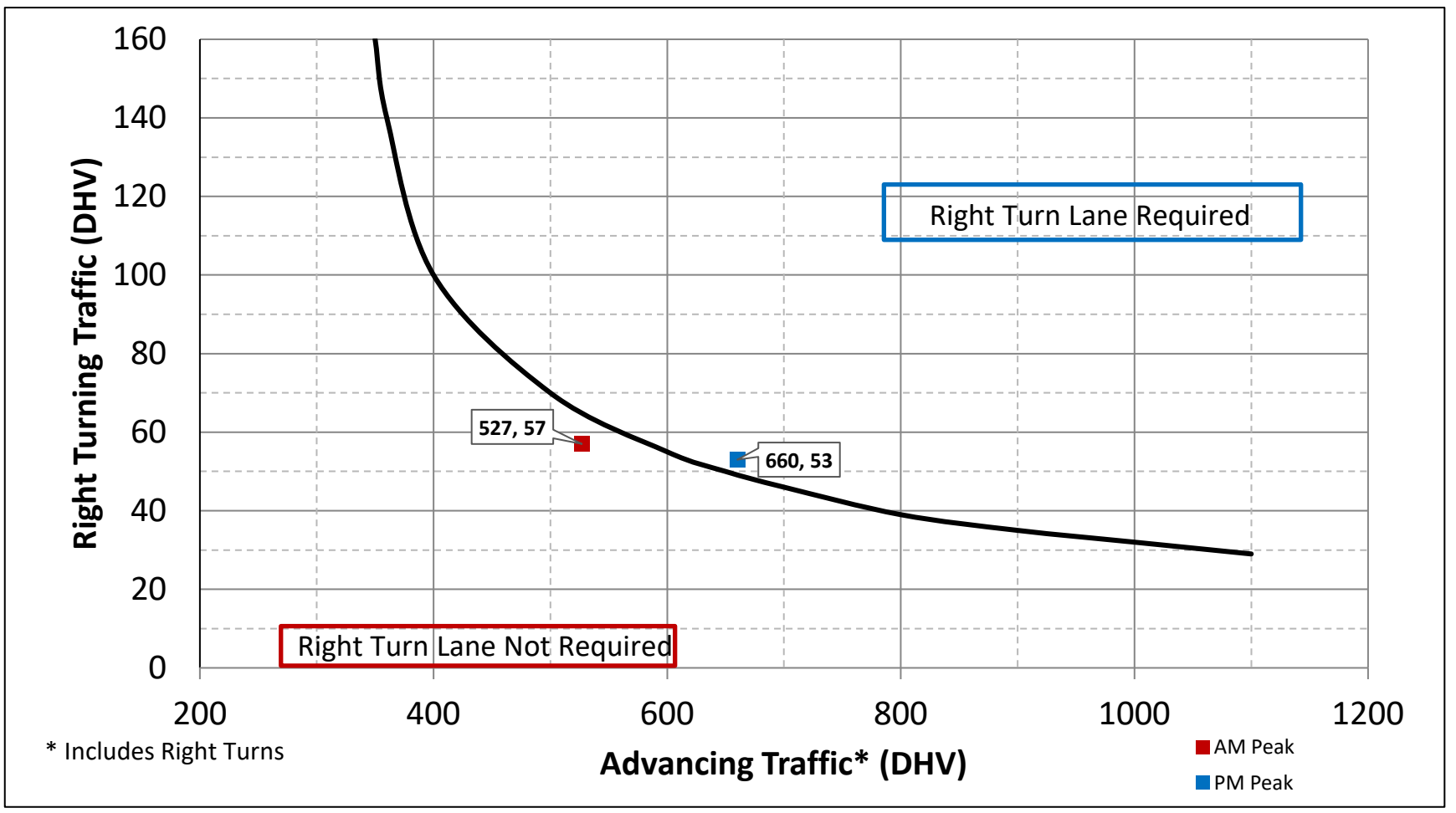
CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Taylor Road and Site Access 3
Northbound Right
2023 Build

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	57	VPH	
	Advancing Traffic	527	VPH	
	Right Turn Percentage	11%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	1		
	Turn Lane Length	165		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	53	VPH	
	Advancing Traffic	660	VPH	
	Right Turn Percentage	8%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		Yes	See Above	

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Appendix F
Capacity Analysis

CARPENTER MARTY transportation

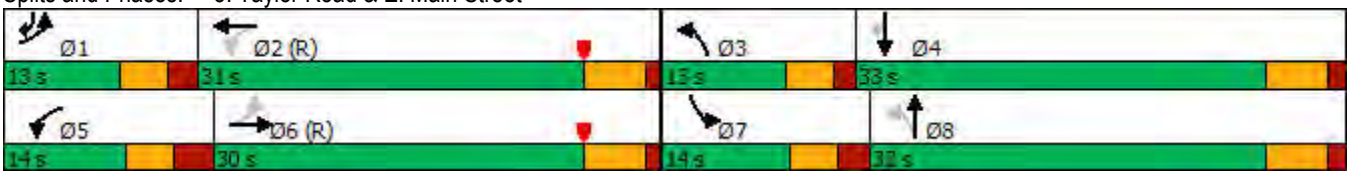
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	13	33	14	30	14	32
Maximum Split (%)	14.4%	34.4%	14.4%	36.7%	15.6%	33.3%	15.6%	35.6%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	42.1	73.1	86.1	29.1	43.1	73.1	87.1
End Time (s)	42.1	73.1	86.1	29.1	43.1	73.1	87.1	29.1
Yield/Force Off (s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Yield/Force Off 170(s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Local Start Time (s)	51.1	64.1	5.1	18.1	51.1	65.1	5.1	19.1
Local Yield (s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6
Local Yield 170(s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

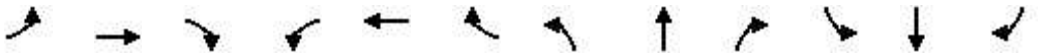
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	331	76	61	361	64	91	304	119	83	224	182
Future Volume (veh/h)	108	331	76	61	361	64	91	304	119	83	224	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	360	83	66	392	70	99	330	129	90	243	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	939	214	425	975	173	396	358	140	275	537	585
Arrive On Green	0.08	0.33	0.33	0.07	0.32	0.32	0.08	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	1781	2874	655	1781	3017	534	1781	1280	500	3456	1870	1585
Grp Volume(v), veh/h	117	221	222	66	230	232	99	0	459	90	243	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1752	1781	1777	1774	1781	0	1780	1728	1870	1585
Q Serve(g_s), s	3.8	8.6	8.8	2.1	9.0	9.2	3.4	0.0	22.5	2.2	9.6	8.1
Cycle Q Clear(g_c), s	3.8	8.6	8.8	2.1	9.0	9.2	3.4	0.0	22.5	2.2	9.6	8.1
Prop In Lane	1.00		0.37	1.00		0.30	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	432	580	572	425	574	573	396	0	498	275	537	585
V/C Ratio(X)	0.27	0.38	0.39	0.16	0.40	0.41	0.25	0.00	0.92	0.33	0.45	0.34
Avail Cap(c_a), veh/h	440	580	572	459	574	573	417	0	524	330	571	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.93	0.00	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	23.3	23.4	17.5	23.7	23.7	19.9	0.0	31.4	39.1	26.3	20.5
Incr Delay (d2), s/veh	0.4	1.9	2.0	0.2	2.1	2.1	0.4	0.0	20.4	0.9	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.8	3.8	0.8	4.0	4.0	1.4	0.0	12.0	1.0	4.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	25.2	25.3	17.8	25.8	25.9	20.3	0.0	51.9	40.0	27.1	20.9
LnGrp LOS	B	C	C	B	C	C	C	A	D	D	C	C
Approach Vol, veh/h		560			528			558			531	
Approach Delay, s/veh		23.7			24.8			46.3			27.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	34.2	11.9	31.3	12.3	34.5	12.6	30.7
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	25.9	* 8.4	* 28	* 8.2	24.9	8.6	* 27
Max Q Clear Time (g_c+I1), s	5.8	11.2	5.4	11.6	4.1	10.8	4.2	24.5
Green Ext Time (p_c), s	0.1	2.9	0.1	2.4	0.1	2.7	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	45	13	19	13	45	13	19
Maximum Split (%)	14.4%	50.0%	14.4%	21.1%	14.4%	50.0%	14.4%	21.1%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	58	71	0	13	58	71
End Time (s)	13	58	71	0	13	58	71	0
Yield/Force Off (s)	7	52	65	84	7	52	65	84
Yield/Force Off 170(s)	7	52	65	84	7	52	65	84
Local Start Time (s)	77	0	45	58	77	0	45	58
Local Yield (s)	84	39	52	71	84	39	52	71
Local Yield 170(s)	84	39	52	71	84	39	52	71

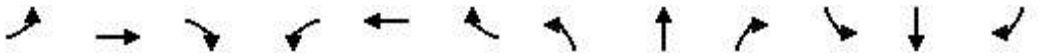
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	70

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	14	62	72	62	69	12	349	19	22	420	59
Future Volume (veh/h)	72	14	62	72	62	69	12	349	19	22	420	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	15	67	78	67	75	13	379	21	24	457	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	48	214	418	129	145	232	617	655	342	555	78
Arrive On Green	0.08	0.16	0.16	0.08	0.16	0.16	0.02	0.33	0.33	0.04	0.35	0.35
Sat Flow, veh/h	1781	298	1332	1781	806	902	1781	1870	1585	1781	1605	225
Grp Volume(v), veh/h	78	0	82	78	0	142	13	379	21	24	0	521
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1708	1781	1870	1585	1781	0	1830
Q Serve(g_s), s	2.1	0.0	2.8	2.1	0.0	4.7	0.3	10.5	0.5	0.5	0.0	16.1
Cycle Q Clear(g_c), s	2.1	0.0	2.8	2.1	0.0	4.7	0.3	10.5	0.5	0.5	0.0	16.1
Prop In Lane	1.00		0.82	1.00		0.53	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	370	0	262	418	0	274	232	617	655	342	0	632
V/C Ratio(X)	0.21	0.00	0.31	0.19	0.00	0.52	0.06	0.61	0.03	0.07	0.00	0.82
Avail Cap(c_a), veh/h	423	0	342	471	0	359	393	1178	1131	475	0	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	23.0	18.6	0.0	23.8	15.0	17.4	10.8	13.4	0.0	18.5
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2	0.0	1.5	0.1	1.0	0.0	0.1	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.0	0.8	0.0	1.8	0.1	4.2	0.1	0.2	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	0.0	23.6	18.8	0.0	25.3	15.1	18.4	10.8	13.5	0.0	21.3
LnGrp LOS	B	A	C	B	A	C	B	B	B	B	A	C
Approach Vol, veh/h		160			220			413			545	
Approach Delay, s/veh		21.4			23.0			17.9			21.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	26.4	11.2	15.9	7.4	27.4	11.2	15.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	39.0	7.0	13.0	7.0	39.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	2.5	12.5	4.1	4.8	2.3	18.1	4.1	6.7
Green Ext Time (p_c), s	0.0	2.4	0.0	0.2	0.0	3.3	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

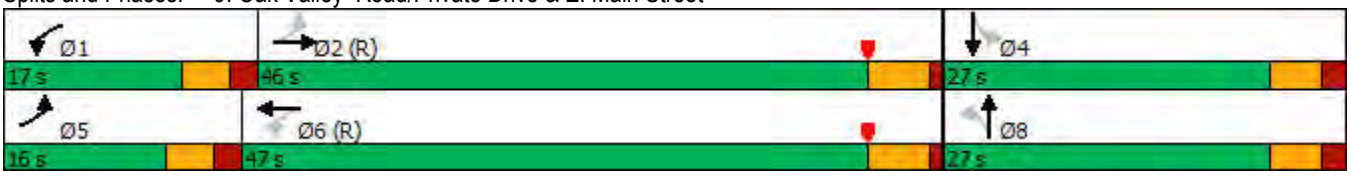
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	46	27	16	47	27
Maximum Split (%)	18.9%	51.1%	30.0%	17.8%	52.2%	30.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	66.1	83.1	39.1	66.1	82.1	39.1
End Time (s)	83.1	39.1	66.1	82.1	39.1	66.1
Yield/Force Off (s)	78	34	60.9	77	34	60.9
Yield/Force Off 170(s)	78	34	60.9	77	34	60.9
Local Start Time (s)	32.1	49.1	5.1	32.1	48.1	5.1
Local Yield (s)	44	0	26.9	43	0	26.9
Local Yield 170(s)	44	0	26.9	43	0	26.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 34 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

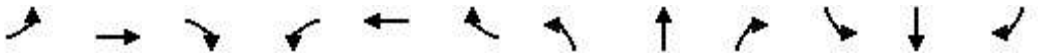
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	397	35	51	594	0	74	1	17	2	4	12
Future Volume (veh/h)	10	397	35	51	594	0	74	1	17	2	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	432	38	55	646	0	80	1	18	2	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	673	2172	190	757	2256	0	214	9	159	212	41	132
Arrive On Green	0.09	0.66	0.66	0.07	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3305	290	1781	3647	0	1396	84	1514	1393	387	1257
Grp Volume(v), veh/h	11	231	239	55	646	0	80	0	19	2	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	1781	1777	0	1396	0	1598	1393	0	1644
Q Serve(g_s), s	0.2	4.6	4.7	0.9	7.3	0.0	4.9	0.0	1.0	0.1	0.0	0.8
Cycle Q Clear(g_c), s	0.2	4.6	4.7	0.9	7.3	0.0	5.8	0.0	1.0	1.1	0.0	0.8
Prop In Lane	1.00		0.16	1.00		0.00	1.00		0.95	1.00		0.76
Lane Grp Cap(c), veh/h	673	1168	1195	757	2256	0	214	0	168	212	0	173
V/C Ratio(X)	0.02	0.20	0.20	0.07	0.29	0.00	0.37	0.00	0.11	0.01	0.00	0.10
Avail Cap(c_a), veh/h	730	1168	1195	874	2256	0	405	0	387	403	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	6.1	6.1	4.2	7.3	0.0	39.0	0.0	36.5	36.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	0.3	0.0	1.4	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.6	0.3	2.5	0.0	1.8	0.0	0.4	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	6.5	6.5	4.2	7.6	0.0	40.4	0.0	36.8	37.0	0.0	36.7
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		481			701			99			19	
Approach Delay, s/veh		6.4			7.4			39.7			36.7	
Approach LOS		A			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.2		14.7	13.1	62.2		14.7				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 12	40.9		* 22	* 11	41.9		* 22				
Max Q Clear Time (g_c+I1), s	2.9	6.7		3.1	2.2	9.3		7.8				
Green Ext Time (p_c), s	0.1	3.8		0.0	0.0	6.2		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

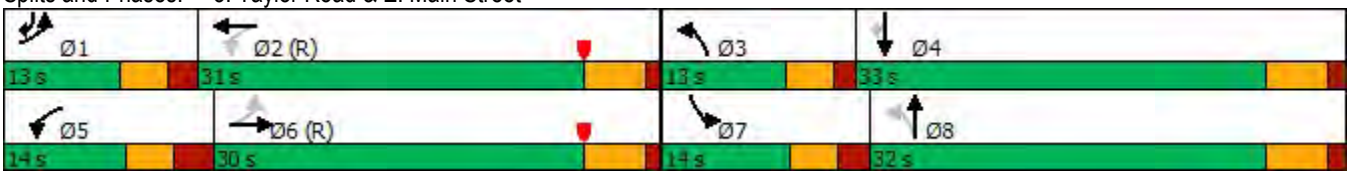
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	13	33	14	30	14	32
Maximum Split (%)	14.4%	34.4%	14.4%	36.7%	15.6%	33.3%	15.6%	35.6%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	42.1	73.1	86.1	29.1	43.1	73.1	87.1
End Time (s)	42.1	73.1	86.1	29.1	43.1	73.1	87.1	29.1
Yield/Force Off (s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Yield/Force Off 170(s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Local Start Time (s)	51.1	64.1	5.1	18.1	51.1	65.1	5.1	19.1
Local Yield (s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6
Local Yield 170(s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

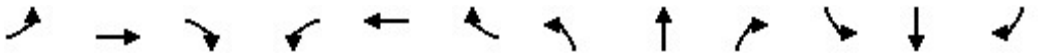
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	348	80	61	367	71	101	310	119	92	233	182
Future Volume (veh/h)	108	348	80	61	367	71	101	310	119	92	233	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	378	87	66	399	77	110	337	129	100	253	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	925	211	410	947	181	396	364	139	282	542	590
Arrive On Green	0.08	0.32	0.32	0.07	0.32	0.32	0.08	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	1781	2875	655	1781	2975	569	1781	1288	493	3456	1870	1585
Grp Volume(v), veh/h	117	232	233	66	237	239	110	0	466	100	253	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1753	1781	1777	1768	1781	0	1782	1728	1870	1585
Q Serve(g_s), s	3.8	9.2	9.4	2.1	9.4	9.6	3.8	0.0	22.9	2.5	10.0	8.1
Cycle Q Clear(g_c), s	3.8	9.2	9.4	2.1	9.4	9.6	3.8	0.0	22.9	2.5	10.0	8.1
Prop In Lane	1.00		0.37	1.00		0.32	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	420	572	564	410	565	562	396	0	504	282	542	590
V/C Ratio(X)	0.28	0.41	0.41	0.16	0.42	0.43	0.28	0.00	0.93	0.35	0.47	0.34
Avail Cap(c_a), veh/h	429	572	564	444	565	562	414	0	525	330	571	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	23.8	23.9	17.9	24.1	24.2	19.8	0.0	31.4	39.1	26.2	20.3
Incr Delay (d2), s/veh	0.5	2.1	2.2	0.2	2.3	2.3	0.5	0.0	22.3	1.0	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.0	4.1	0.9	4.2	4.2	1.5	0.0	12.5	1.1	4.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	25.9	26.1	18.1	26.4	26.5	20.3	0.0	53.7	40.1	27.0	20.7
LnGrp LOS	B	C	C	B	C	C	C	A	D	D	C	C
Approach Vol, veh/h		582			542			576			551	
Approach Delay, s/veh		24.5			25.5			47.3			27.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	33.7	12.1	31.6	12.3	34.1	12.7	30.9
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	25.9	* 8.4	* 28	* 8.2	24.9	8.6	* 27
Max Q Clear Time (g_c+I1), s	5.8	11.6	5.8	12.0	4.1	11.4	4.5	24.9
Green Ext Time (p_c), s	0.1	3.0	0.1	2.4	0.1	2.8	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	45	13	19	13	45	13	19
Maximum Split (%)	14.4%	50.0%	14.4%	21.1%	14.4%	50.0%	14.4%	21.1%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	58	71	0	13	58	71
End Time (s)	13	58	71	0	13	58	71	0
Yield/Force Off (s)	7	52	65	84	7	52	65	84
Yield/Force Off 170(s)	7	52	65	84	7	52	65	84
Local Start Time (s)	77	0	45	58	77	0	45	58
Local Yield (s)	84	39	52	71	84	39	52	71
Local Yield 170(s)	84	39	52	71	84	39	52	71

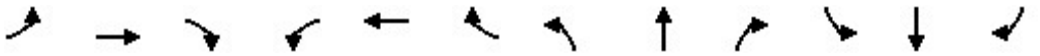
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	70

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	14	62	72	62	73	12	366	19	25	434	62
Future Volume (veh/h)	76	14	62	72	62	73	12	366	19	25	434	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	15	67	78	67	79	13	398	21	27	472	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	48	213	413	123	145	228	627	663	339	568	81
Arrive On Green	0.09	0.16	0.16	0.08	0.16	0.16	0.02	0.34	0.34	0.04	0.35	0.35
Sat Flow, veh/h	1781	298	1332	1781	782	922	1781	1870	1585	1781	1602	227
Grp Volume(v), veh/h	83	0	82	78	0	146	13	398	21	27	0	539
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1704	1781	1870	1585	1781	0	1829
Q Serve(g_s), s	2.3	0.0	2.8	2.2	0.0	5.0	0.3	11.3	0.5	0.6	0.0	17.0
Cycle Q Clear(g_c), s	2.3	0.0	2.8	2.2	0.0	5.0	0.3	11.3	0.5	0.6	0.0	17.0
Prop In Lane	1.00		0.82	1.00		0.54	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	363	0	261	413	0	269	228	627	663	339	0	649
V/C Ratio(X)	0.23	0.00	0.31	0.19	0.00	0.54	0.06	0.63	0.03	0.08	0.00	0.83
Avail Cap(c_a), veh/h	409	0	336	464	0	351	385	1155	1110	462	0	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	23.5	19.1	0.0	24.5	15.1	17.7	10.8	13.5	0.0	18.6
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2	0.0	1.7	0.1	1.1	0.0	0.1	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	0.8	0.0	1.9	0.1	4.5	0.1	0.2	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	24.1	19.3	0.0	26.2	15.2	18.8	10.9	13.6	0.0	21.5
LnGrp LOS	B	A	C	B	A	C	B	B	B	B	A	C
Approach Vol, veh/h		165			224			432			566	
Approach Delay, s/veh		21.8			23.8			18.3			21.1	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	27.2	11.2	16.1	7.4	28.4	11.4	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	39.0	7.0	13.0	7.0	39.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	2.6	13.3	4.2	4.8	2.3	19.0	4.3	7.0
Green Ext Time (p_c), s	0.0	2.5	0.0	0.2	0.0	3.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

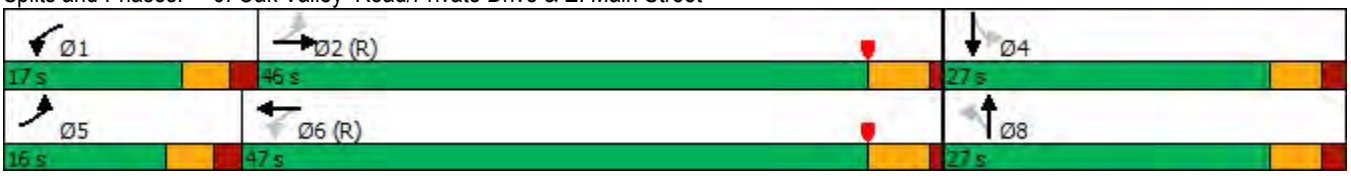
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	46	27	16	47	27
Maximum Split (%)	18.9%	51.1%	30.0%	17.8%	52.2%	30.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	17	34	80	17	33	80
End Time (s)	34	80	17	33	80	17
Yield/Force Off (s)	28.9	74.9	11.8	27.9	74.9	11.8
Yield/Force Off 170(s)	28.9	74.9	11.8	27.9	74.9	11.8
Local Start Time (s)	32.1	49.1	5.1	32.1	48.1	5.1
Local Yield (s)	44	0	26.9	43	0	26.9
Local Yield 170(s)	44	0	26.9	43	0	26.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 74.9 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

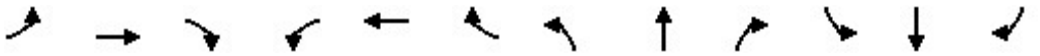
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	418	35	51	610	0	74	1	17	2	4	12
Future Volume (veh/h)	10	418	35	51	610	0	74	1	17	2	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	454	38	55	663	0	80	1	18	2	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	664	2182	182	744	2256	0	214	9	159	212	41	132
Arrive On Green	0.09	0.66	0.66	0.07	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3320	277	1781	3647	0	1396	84	1514	1393	387	1257
Grp Volume(v), veh/h	11	242	250	55	663	0	80	0	19	2	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	1781	1777	0	1396	0	1598	1393	0	1644
Q Serve(g_s), s	0.2	4.9	4.9	0.9	7.5	0.0	4.9	0.0	1.0	0.1	0.0	0.8
Cycle Q Clear(g_c), s	0.2	4.9	4.9	0.9	7.5	0.0	5.8	0.0	1.0	1.1	0.0	0.8
Prop In Lane	1.00		0.15	1.00		0.00	1.00		0.95	1.00		0.76
Lane Grp Cap(c), veh/h	664	1168	1196	744	2256	0	214	0	168	212	0	173
V/C Ratio(X)	0.02	0.21	0.21	0.07	0.29	0.00	0.37	0.00	0.11	0.01	0.00	0.10
Avail Cap(c_a), veh/h	721	1168	1196	861	2256	0	405	0	387	403	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	6.1	6.1	4.2	7.4	0.0	39.0	0.0	36.5	36.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.1	0.3	0.0	1.4	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.7	0.3	2.5	0.0	1.8	0.0	0.4	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	6.5	6.5	4.2	7.7	0.0	40.4	0.0	36.8	37.0	0.0	36.7
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		503			718			99			19	
Approach Delay, s/veh		6.5			7.4			39.7			36.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.2		14.7	13.1	62.2		14.7				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 12	40.9		* 22	* 11	41.9		* 22				
Max Q Clear Time (g_c+I1), s	2.9	6.9		3.1	2.2	9.5		7.8				
Green Ext Time (p_c), s	0.1	4.0		0.0	0.0	6.3		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	530	29	0	499	0	19
Future Vol, veh/h	530	29	0	499	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	576	32	0	542	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	304
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	692
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	692	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-
HCM Control Delay (s)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	24	49	459	40	24
Future Vol, veh/h	525	24	49	459	40	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	285	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	571	26	53	499	43	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	597	0	940	299
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	356	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	976	-	262	697
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	976	-	248	697
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	248	697	-	-	976	-
HCM Lane V/C Ratio	0.175	0.037	-	-	0.055	-
HCM Control Delay (s)	22.6	10.4	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.2	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	48	470	57	35	409
Future Vol, veh/h	42	48	470	57	35	409
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	165	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	52	511	62	38	445

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1032	511	0	0	573	0
Stage 1	511	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	258	563	-	-	1000	-
Stage 1	602	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	248	563	-	-	1000	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	248	563	1000	-
HCM Lane V/C Ratio	-	-	0.184	0.093	0.038	-
HCM Control Delay (s)	-	-	22.8	12	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.3	0.1	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

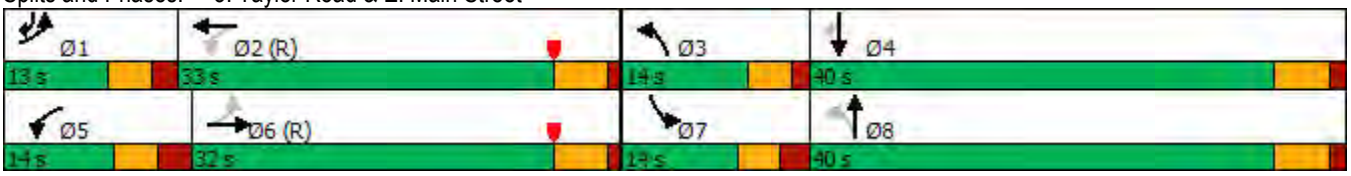
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	33	14	40	14	32	14	40
Maximum Split (%)	13.0%	33.0%	14.0%	40.0%	14.0%	32.0%	14.0%	40.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47.1	60.1	93.1	7.1	47.1	61.1	93.1	7.1
End Time (s)	60.1	93.1	7.1	47.1	61.1	93.1	7.1	47.1
Yield/Force Off (s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Yield/Force Off 170(s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Local Start Time (s)	59.1	72.1	5.1	19.1	59.1	73.1	5.1	19.1
Local Yield (s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6
Local Yield 170(s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 88 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

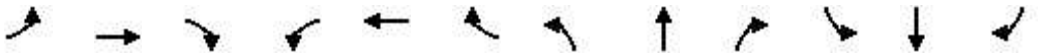
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	314	103	122	360	66	149	380	103	115	354	171
Future Volume (veh/h)	188	314	103	122	360	66	149	380	103	115	354	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	341	112	133	391	72	162	413	112	125	385	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	408	817	264	404	947	173	338	449	122	268	603	634
Arrive On Green	0.08	0.31	0.31	0.08	0.32	0.32	0.08	0.32	0.32	0.08	0.32	0.32
Sat Flow, veh/h	1781	2640	853	1781	3001	548	1781	1417	384	3456	1870	1585
Grp Volume(v), veh/h	204	228	225	133	230	233	162	0	525	125	385	186
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1781	1777	1772	1781	0	1801	1728	1870	1585
Q Serve(g_s), s	7.8	10.1	10.4	4.9	10.2	10.4	6.0	0.0	28.1	3.5	17.6	8.0
Cycle Q Clear(g_c), s	7.8	10.1	10.4	4.9	10.2	10.4	6.0	0.0	28.1	3.5	17.6	8.0
Prop In Lane	1.00		0.50	1.00		0.31	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	408	550	532	404	561	559	338	0	571	268	603	634
V/C Ratio(X)	0.50	0.41	0.42	0.33	0.41	0.42	0.48	0.00	0.92	0.47	0.64	0.29
Avail Cap(c_a), veh/h	408	550	532	411	561	559	363	0	621	297	645	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	0.84	0.00	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	27.3	27.4	20.9	26.9	27.0	21.8	0.0	32.9	44.1	28.9	20.4
Incr Delay (d2), s/veh	1.2	2.2	2.4	0.6	2.2	2.3	1.1	0.0	16.3	1.6	2.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.5	4.5	2.1	4.6	4.6	2.5	0.0	14.3	1.5	8.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	29.6	29.8	21.5	29.1	29.2	22.9	0.0	49.2	45.8	31.1	20.7
LnGrp LOS	C	C	C	C	C	C	C	A	D	D	C	C
Approach Vol, veh/h		657			596			687			696	
Approach Delay, s/veh		27.6			27.5			43.0			31.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	36.7	12.6	37.7	13.6	36.1	13.2	37.2
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	27.9	* 9.4	* 35	* 8.2	26.9	8.6	* 35
Max Q Clear Time (g_c+I1), s	9.8	12.4	8.0	19.6	6.9	12.4	5.5	30.1
Green Ext Time (p_c), s	0.0	3.0	0.1	3.3	0.1	2.8	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	48	13	16	13	48	13	16
Maximum Split (%)	14.4%	53.3%	14.4%	17.8%	14.4%	53.3%	14.4%	17.8%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	61	74	0	13	61	74
End Time (s)	13	61	74	0	13	61	74	0
Yield/Force Off (s)	7	55	68	84	7	55	68	84
Yield/Force Off 170(s)	7	55	68	84	7	55	68	84
Local Start Time (s)	77	0	48	61	77	0	48	61
Local Yield (s)	84	42	55	71	84	42	55	71
Local Yield 170(s)	84	42	55	71	84	42	55	71

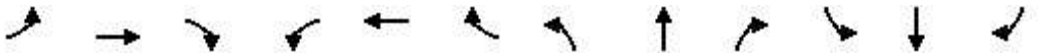
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	84	25	69	56	44	30	500	86	78	462	98
Future Volume (veh/h)	103	84	25	69	56	44	30	500	86	78	462	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	91	27	75	61	48	33	543	93	85	502	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	209	62	352	135	107	251	668	687	318	583	124
Arrive On Green	0.09	0.15	0.15	0.08	0.14	0.14	0.05	0.36	0.36	0.08	0.39	0.39
Sat Flow, veh/h	1781	1385	411	1781	970	763	1781	1870	1585	1781	1494	319
Grp Volume(v), veh/h	112	0	118	75	0	109	33	543	93	85	0	609
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1733	1781	1870	1585	1781	0	1813
Q Serve(g_s), s	3.7	0.0	4.3	2.5	0.0	4.1	0.8	18.8	2.5	2.0	0.0	22.0
Cycle Q Clear(g_c), s	3.7	0.0	4.3	2.5	0.0	4.1	0.8	18.8	2.5	2.0	0.0	22.0
Prop In Lane	1.00		0.23	1.00		0.44	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	361	0	271	352	0	242	251	668	687	318	0	707
V/C Ratio(X)	0.31	0.00	0.43	0.21	0.00	0.45	0.13	0.81	0.14	0.27	0.00	0.86
Avail Cap(c_a), veh/h	380	0	271	392	0	243	342	1099	1052	350	0	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	27.6	23.0	0.0	28.2	15.7	20.8	12.2	14.7	0.0	20.0
Incr Delay (d2), s/veh	0.5	0.0	1.1	0.3	0.0	1.3	0.2	2.4	0.1	0.4	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.8	1.0	0.0	1.7	0.3	7.8	0.8	0.8	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	28.7	23.3	0.0	29.5	16.0	23.2	12.3	15.1	0.0	24.8
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	A	C
Approach Vol, veh/h		230			184			669			694	
Approach Delay, s/veh		26.1			27.0			21.4			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	31.5	11.4	16.8	9.4	33.9	12.2	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	10.0	7.0	42.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.0	20.8	4.5	6.3	2.8	24.0	5.7	6.1
Green Ext Time (p_c), s	0.0	3.7	0.0	0.2	0.0	3.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

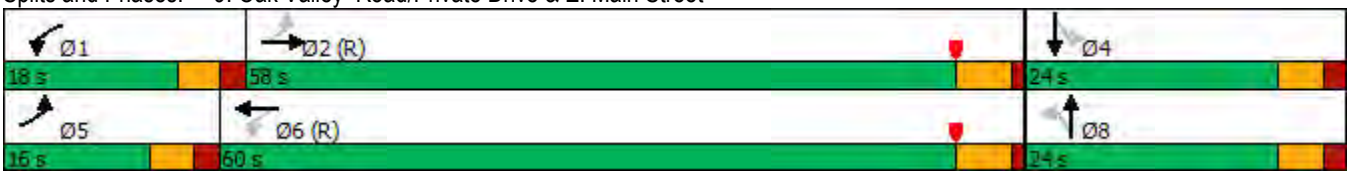
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	58	24	16	60	24
Maximum Split (%)	18.0%	58.0%	24.0%	16.0%	60.0%	24.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	75.1	93.1	51.1	75.1	91.1	51.1
End Time (s)	93.1	51.1	75.1	91.1	51.1	75.1
Yield/Force Off (s)	88	46	69.9	86	46	69.9
Yield/Force Off 170(s)	88	46	69.9	86	46	69.9
Local Start Time (s)	29.1	47.1	5.1	29.1	45.1	5.1
Local Yield (s)	42	0	23.9	40	0	23.9
Local Yield 170(s)	42	0	23.9	40	0	23.9

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 46 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

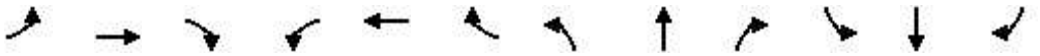
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	640	59	47	538	0	38	1	18	8	2	20
Future Volume (veh/h)	10	640	59	47	538	0	38	1	18	8	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	696	64	51	585	0	41	1	20	9	2	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	720	2279	209	610	2392	0	182	7	141	184	12	137
Arrive On Green	0.08	0.69	0.69	0.06	0.67	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3290	302	1781	3647	0	1387	76	1521	1391	134	1472
Grp Volume(v), veh/h	11	376	384	51	585	0	41	0	21	9	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1816	1781	1777	0	1387	0	1597	1391	0	1605
Q Serve(g_s), s	0.2	8.2	8.3	0.8	6.4	0.0	2.8	0.0	1.2	0.6	0.0	1.4
Cycle Q Clear(g_c), s	0.2	8.2	8.3	0.8	6.4	0.0	4.2	0.0	1.2	1.8	0.0	1.4
Prop In Lane	1.00		0.17	1.00		0.00	1.00		0.95	1.00		0.92
Lane Grp Cap(c), veh/h	720	1231	1258	610	2392	0	182	0	148	184	0	149
V/C Ratio(X)	0.02	0.31	0.31	0.08	0.24	0.00	0.23	0.00	0.14	0.05	0.00	0.16
Avail Cap(c_a), veh/h	772	1231	1258	732	2392	0	314	0	300	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.3	6.0	6.0	3.9	6.4	0.0	43.7	0.0	41.7	42.5	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.1	0.2	0.0	0.8	0.0	0.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	2.9	0.2	2.2	0.0	1.0	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	6.6	6.6	3.9	6.6	0.0	44.5	0.0	42.3	42.7	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		771			636			62			33	
Approach Delay, s/veh		6.6			6.4			43.7			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	74.4		14.5	13.1	72.4		14.5				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 13	52.9		* 19	* 11	54.9		* 19				
Max Q Clear Time (g_c+I1), s	2.8	10.3		3.8	2.2	8.4		6.2				
Green Ext Time (p_c), s	0.1	7.1		0.1	0.0	5.8		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

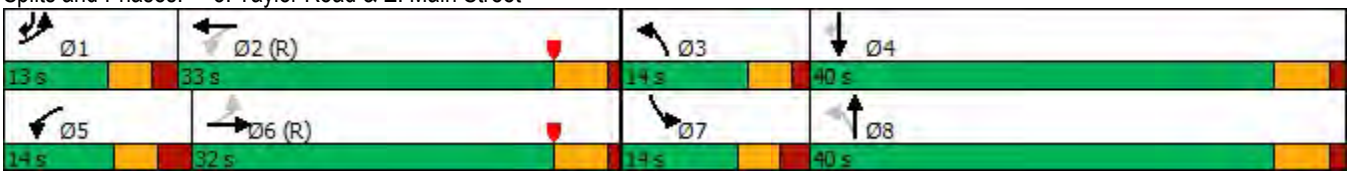
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	33	14	40	14	32	14	40
Maximum Split (%)	13.0%	33.0%	14.0%	40.0%	14.0%	32.0%	14.0%	40.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47.1	60.1	93.1	7.1	47.1	61.1	93.1	7.1
End Time (s)	60.1	93.1	7.1	47.1	61.1	93.1	7.1	47.1
Yield/Force Off (s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Yield/Force Off 170(s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Local Start Time (s)	59.1	72.1	5.1	19.1	59.1	73.1	5.1	19.1
Local Yield (s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6
Local Yield 170(s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 88 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

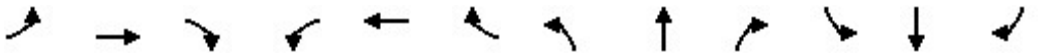
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	327	106	122	367	74	161	388	103	120	360	171
Future Volume (veh/h)	188	327	106	122	367	74	161	388	103	120	360	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	355	115	133	399	80	175	422	112	130	391	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	809	258	392	920	183	342	457	121	269	602	634
Arrive On Green	0.08	0.31	0.31	0.08	0.31	0.31	0.08	0.32	0.32	0.08	0.32	0.32
Sat Flow, veh/h	1781	2649	846	1781	2954	587	1781	1424	378	3456	1870	1585
Grp Volume(v), veh/h	204	236	234	133	239	240	175	0	534	130	391	186
Grp Sat Flow(s),veh/h/ln	1781	1777	1718	1781	1777	1765	1781	0	1802	1728	1870	1585
Q Serve(g_s), s	7.8	10.7	10.9	5.0	10.7	10.9	6.5	0.0	28.6	3.6	17.9	8.0
Cycle Q Clear(g_c), s	7.8	10.7	10.9	5.0	10.7	10.9	6.5	0.0	28.6	3.6	17.9	8.0
Prop In Lane	1.00		0.49	1.00		0.33	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	397	543	525	392	554	550	342	0	578	269	602	634
V/C Ratio(X)	0.51	0.44	0.45	0.34	0.43	0.44	0.51	0.00	0.92	0.48	0.65	0.29
Avail Cap(c_a), veh/h	397	543	525	399	554	550	359	0	622	297	645	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	27.8	27.9	21.2	27.4	27.4	21.6	0.0	32.8	44.2	29.1	20.4
Incr Delay (d2), s/veh	1.4	2.4	2.6	0.7	2.4	2.5	1.5	0.0	19.3	1.7	2.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.8	4.8	2.1	4.8	4.8	2.7	0.0	15.1	1.6	8.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	30.2	30.5	21.9	29.8	30.0	23.1	0.0	52.1	45.9	31.4	20.7
LnGrp LOS	C	C	C	C	C	C	C	A	D	D	C	C
Approach Vol, veh/h		674			612			709			707	
Approach Delay, s/veh		28.4			28.1			45.0			31.3	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	36.3	13.1	37.7	13.6	35.7	13.2	37.6
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	27.9	* 9.4	* 35	* 8.2	26.9	8.6	* 35
Max Q Clear Time (g_c+I1), s	9.8	12.9	8.5	19.9	7.0	12.9	5.6	30.6
Green Ext Time (p_c), s	0.0	3.1	0.1	3.3	0.0	2.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	48	13	16	13	48	13	16
Maximum Split (%)	14.4%	53.3%	14.4%	17.8%	14.4%	53.3%	14.4%	17.8%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	61	74	0	13	61	74
End Time (s)	13	61	74	0	13	61	74	0
Yield/Force Off (s)	7	55	68	84	7	55	68	84
Yield/Force Off 170(s)	7	55	68	84	7	55	68	84
Local Start Time (s)	77	0	48	61	77	0	48	61
Local Yield (s)	84	42	55	71	84	42	55	71
Local Yield 170(s)	84	42	55	71	84	42	55	71

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	84	25	69	56	47	30	514	86	82	477	102
Future Volume (veh/h)	106	84	25	69	56	47	30	514	86	82	477	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	91	27	75	61	51	33	559	93	89	518	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	206	61	346	129	108	247	685	700	317	597	128
Arrive On Green	0.09	0.15	0.15	0.08	0.14	0.14	0.05	0.37	0.37	0.08	0.40	0.40
Sat Flow, veh/h	1781	1385	411	1781	942	787	1781	1870	1585	1781	1493	320
Grp Volume(v), veh/h	115	0	118	75	0	112	33	559	93	89	0	629
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1729	1781	1870	1585	1781	0	1813
Q Serve(g_s), s	3.9	0.0	4.4	2.5	0.0	4.4	0.8	19.7	2.5	2.1	0.0	23.2
Cycle Q Clear(g_c), s	3.9	0.0	4.4	2.5	0.0	4.4	0.8	19.7	2.5	2.1	0.0	23.2
Prop In Lane	1.00		0.23	1.00		0.46	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	352	0	267	346	0	237	247	685	700	317	0	725
V/C Ratio(X)	0.33	0.00	0.44	0.22	0.00	0.47	0.13	0.82	0.13	0.28	0.00	0.87
Avail Cap(c_a), veh/h	369	0	267	383	0	237	335	1079	1033	345	0	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	28.2	23.7	0.0	29.0	15.9	20.8	12.1	14.7	0.0	20.1
Incr Delay (d2), s/veh	0.5	0.0	1.1	0.3	0.0	1.5	0.2	2.8	0.1	0.5	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.9	1.0	0.0	1.8	0.3	8.3	0.8	0.8	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	29.4	24.0	0.0	30.5	16.1	23.6	12.2	15.2	0.0	25.7
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	A	C
Approach Vol, veh/h		233			187			685			718	
Approach Delay, s/veh		26.8			27.9			21.7			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	32.7	11.5	16.8	9.4	35.1	12.3	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	10.0	7.0	42.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.1	21.7	4.5	6.4	2.8	25.2	5.9	6.4
Green Ext Time (p_c), s	0.0	3.8	0.0	0.1	0.0	3.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

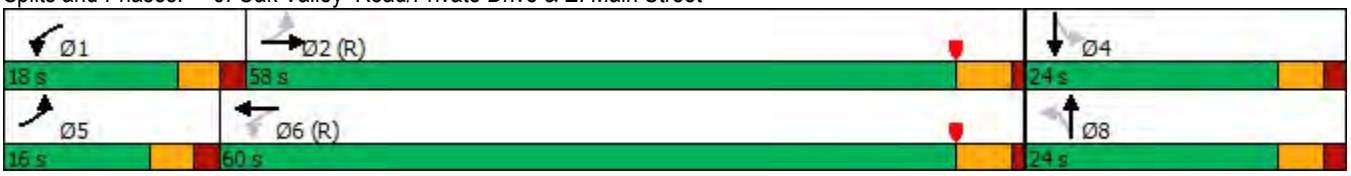
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	58	24	16	60	24
Maximum Split (%)	18.0%	58.0%	24.0%	16.0%	60.0%	24.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	28	46	4	28	44	4
End Time (s)	46	4	28	44	4	28
Yield/Force Off (s)	40.9	98.9	22.8	38.9	98.9	22.8
Yield/Force Off 170(s)	40.9	98.9	22.8	38.9	98.9	22.8
Local Start Time (s)	29.1	47.1	5.1	29.1	45.1	5.1
Local Yield (s)	42	0	23.9	40	0	23.9
Local Yield 170(s)	42	0	23.9	40	0	23.9

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 98.9 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

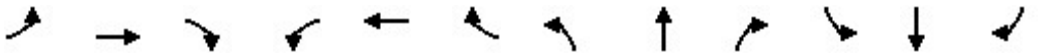
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	656	59	47	557	0	38	1	18	8	2	20
Future Volume (veh/h)	10	656	59	47	557	0	38	1	18	8	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	713	64	51	605	0	41	1	20	9	2	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	708	2284	205	602	2392	0	182	7	141	184	12	137
Arrive On Green	0.08	0.69	0.69	0.06	0.67	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3298	296	1781	3647	0	1387	76	1521	1391	134	1472
Grp Volume(v), veh/h	11	384	393	51	605	0	41	0	21	9	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	0	1387	0	1597	1391	0	1605
Q Serve(g_s), s	0.2	8.5	8.5	0.8	6.7	0.0	2.8	0.0	1.2	0.6	0.0	1.4
Cycle Q Clear(g_c), s	0.2	8.5	8.5	0.8	6.7	0.0	4.2	0.0	1.2	1.8	0.0	1.4
Prop In Lane	1.00		0.16	1.00		0.00	1.00		0.95	1.00		0.92
Lane Grp Cap(c), veh/h	708	1231	1258	602	2392	0	182	0	148	184	0	149
V/C Ratio(X)	0.02	0.31	0.31	0.08	0.25	0.00	0.23	0.00	0.14	0.05	0.00	0.16
Avail Cap(c_a), veh/h	760	1231	1258	724	2392	0	314	0	300	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.3	6.0	6.0	3.9	6.4	0.0	43.7	0.0	41.7	42.5	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.7	0.6	0.1	0.2	0.0	0.8	0.0	0.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.0	0.2	2.3	0.0	1.0	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	6.7	6.7	4.0	6.7	0.0	44.5	0.0	42.3	42.7	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		788			656			62			33	
Approach Delay, s/veh		6.6			6.5			43.7			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	74.4		14.5	13.1	72.4		14.5				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 13	52.9		* 19	* 11	54.9		* 19				
Max Q Clear Time (g_c+I1), s	2.8	10.5		3.8	2.2	8.7		6.2				
Green Ext Time (p_c), s	0.1	7.3		0.1	0.0	6.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.8
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	524	26	0	563	0	21
Future Vol, veh/h	524	26	0	563	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	570	28	0	612	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	299
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	697
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	697
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	697	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th TWSC
14: Site Access 1 & E. Main Street

06/01/2022

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	20	43	521	42	26
Future Vol, veh/h	525	20	43	521	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	285	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	571	22	47	566	46	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	593	0	959	297
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	979	-	255	699
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	979	-	243	699
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	243	699	-	-	979	-
HCM Lane V/C Ratio	0.188	0.04	-	-	0.048	-
HCM Control Delay (s)	23.2	10.4	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	53	607	53	31	587
Future Vol, veh/h	45	53	607	53	31	587
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	165	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	58	660	58	34	638

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1366	660	0	0	718	0
Stage 1	660	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	162	463	-	-	883	-
Stage 1	514	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	156	463	-	-	883	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.1	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	156	463	883	-
HCM Lane V/C Ratio	-	-	0.314	0.124	0.038	-
HCM Control Delay (s)	-	-	38.3	13.9	9.2	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.4	0.1	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

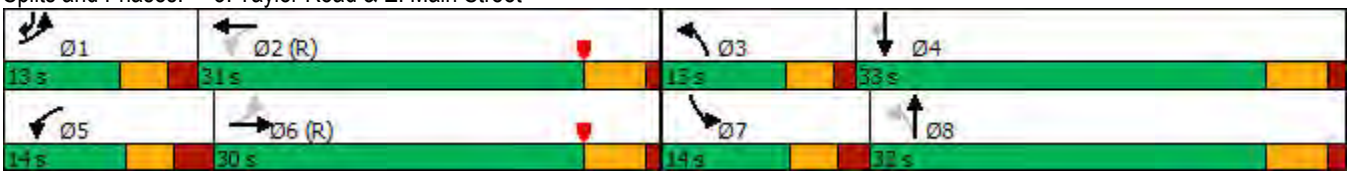
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	13	33	14	30	14	32
Maximum Split (%)	14.4%	34.4%	14.4%	36.7%	15.6%	33.3%	15.6%	35.6%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	42.1	73.1	86.1	29.1	43.1	73.1	87.1
End Time (s)	42.1	73.1	86.1	29.1	43.1	73.1	87.1	29.1
Yield/Force Off (s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Yield/Force Off 170(s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Local Start Time (s)	51.1	64.1	5.1	18.1	51.1	65.1	5.1	19.1
Local Yield (s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6
Local Yield 170(s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	364	83	67	396	70	100	334	131	91	246	200
Future Volume (veh/h)	119	364	83	67	396	70	100	334	131	91	246	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	396	90	73	430	76	109	363	142	99	267	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	886	199	391	923	162	397	377	147	281	564	610
Arrive On Green	0.08	0.31	0.31	0.07	0.31	0.31	0.08	0.29	0.29	0.08	0.30	0.30
Sat Flow, veh/h	1781	2882	649	1781	3021	530	1781	1280	501	3456	1870	1585
Grp Volume(v), veh/h	129	243	243	73	252	254	109	0	505	99	267	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1777	1775	1781	0	1780	1728	1870	1585
Q Serve(g_s), s	4.3	9.9	10.0	2.4	10.3	10.5	3.7	0.0	25.1	2.4	10.5	8.8
Cycle Q Clear(g_c), s	4.3	9.9	10.0	2.4	10.3	10.5	3.7	0.0	25.1	2.4	10.5	8.8
Prop In Lane	1.00		0.37	1.00		0.30	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	397	546	539	391	543	542	397	0	524	281	564	610
V/C Ratio(X)	0.32	0.44	0.45	0.19	0.46	0.47	0.27	0.00	0.96	0.35	0.47	0.36
Avail Cap(c_a), veh/h	403	546	539	420	543	542	415	0	524	330	571	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.92	0.00	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	25.0	25.1	18.6	25.3	25.3	19.2	0.0	31.3	39.1	25.6	19.7
Incr Delay (d2), s/veh	0.6	2.6	2.7	0.3	2.8	2.9	0.4	0.0	28.7	1.0	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.4	4.4	1.0	4.6	4.7	1.5	0.0	14.4	1.0	4.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	27.6	27.8	18.9	28.1	28.2	19.6	0.0	60.0	40.1	26.4	20.2
LnGrp LOS	B	C	C	B	C	C	B	A	E	D	C	C
Approach Vol, veh/h		615			579			614			583	
Approach Delay, s/veh		25.9			27.0			52.8			26.4	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	32.6	12.1	32.7	12.5	32.8	12.7	32.0
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	25.9	* 8.4	* 28	* 8.2	24.9	8.6	* 27
Max Q Clear Time (g_c+I1), s	6.3	12.5	5.7	12.5	4.4	12.0	4.4	27.1
Green Ext Time (p_c), s	0.1	3.1	0.1	2.6	0.1	2.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	45	13	19	13	45	13	19
Maximum Split (%)	14.4%	50.0%	14.4%	21.1%	14.4%	50.0%	14.4%	21.1%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	58	71	0	13	58	71
End Time (s)	13	58	71	0	13	58	71	0
Yield/Force Off (s)	7	52	65	84	7	52	65	84
Yield/Force Off 170(s)	7	52	65	84	7	52	65	84
Local Start Time (s)	77	0	45	58	77	0	45	58
Local Yield (s)	84	39	52	71	84	39	52	71
Local Yield 170(s)	84	39	52	71	84	39	52	71

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	70

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	16	68	79	68	75	13	384	21	24	462	64
Future Volume (veh/h)	79	16	68	79	68	75	13	384	21	24	462	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	17	74	86	74	82	14	417	23	26	502	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	47	203	395	124	137	224	663	696	343	596	83
Arrive On Green	0.08	0.15	0.15	0.08	0.15	0.15	0.02	0.35	0.35	0.04	0.37	0.37
Sat Flow, veh/h	1781	305	1327	1781	811	898	1781	1870	1585	1781	1606	224
Grp Volume(v), veh/h	86	0	91	86	0	156	14	417	23	26	0	572
Grp Sat Flow(s),veh/h/ln	1781	0	1632	1781	0	1709	1781	1870	1585	1781	0	1830
Q Serve(g_s), s	2.5	0.0	3.3	2.5	0.0	5.6	0.3	12.1	0.5	0.6	0.0	18.7
Cycle Q Clear(g_c), s	2.5	0.0	3.3	2.5	0.0	5.6	0.3	12.1	0.5	0.6	0.0	18.7
Prop In Lane	1.00		0.81	1.00		0.53	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	344	0	249	395	0	261	224	663	696	343	0	679
V/C Ratio(X)	0.25	0.00	0.36	0.22	0.00	0.60	0.06	0.63	0.03	0.08	0.00	0.84
Avail Cap(c_a), veh/h	385	0	325	435	0	340	372	1117	1081	462	0	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	24.8	20.0	0.0	25.8	15.1	17.5	10.4	13.3	0.0	18.8
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.3	0.0	2.2	0.1	1.0	0.0	0.1	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	1.0	0.0	2.2	0.1	4.8	0.2	0.2	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	25.7	20.3	0.0	28.0	15.2	18.5	10.4	13.4	0.0	22.2
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	A	C
Approach Vol, veh/h		177			242			454			598	
Approach Delay, s/veh		23.2			25.2			18.0			21.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	29.1	11.5	16.0	7.6	30.2	11.5	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	39.0	7.0	13.0	7.0	39.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	2.6	14.1	4.5	5.3	2.3	20.7	4.5	7.6
Green Ext Time (p_c), s	0.0	2.6	0.0	0.2	0.0	3.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

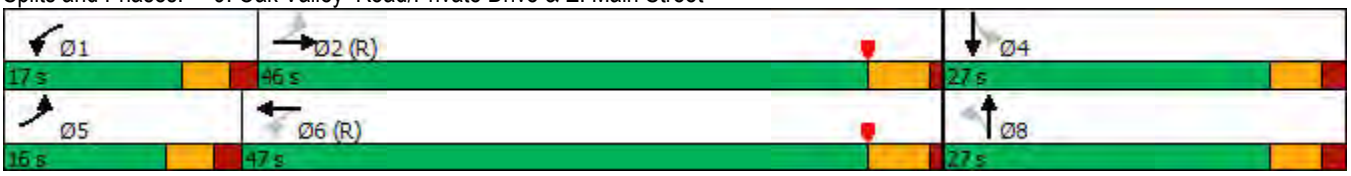
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	46	27	16	47	27
Maximum Split (%)	18.9%	51.1%	30.0%	17.8%	52.2%	30.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	66.1	83.1	39.1	66.1	82.1	39.1
End Time (s)	83.1	39.1	66.1	82.1	39.1	66.1
Yield/Force Off (s)	78	34	60.9	77	34	60.9
Yield/Force Off 170(s)	78	34	60.9	77	34	60.9
Local Start Time (s)	32.1	49.1	5.1	32.1	48.1	5.1
Local Yield (s)	44	0	26.9	43	0	26.9
Local Yield 170(s)	44	0	26.9	43	0	26.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 34 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

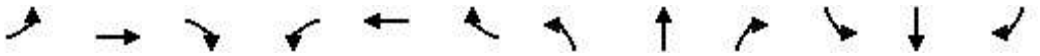
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	436	35	51	653	0	74	1	17	2	4	12
Future Volume (veh/h)	10	436	35	51	653	0	74	1	17	2	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	474	38	55	710	0	80	1	18	2	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	640	2190	175	731	2256	0	214	9	159	212	41	132
Arrive On Green	0.09	0.66	0.66	0.07	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3333	266	1781	3647	0	1396	84	1514	1393	387	1257
Grp Volume(v), veh/h	11	252	260	55	710	0	80	0	19	2	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	0	1396	0	1598	1393	0	1644
Q Serve(g_s), s	0.2	5.1	5.1	0.9	8.2	0.0	4.9	0.0	1.0	0.1	0.0	0.8
Cycle Q Clear(g_c), s	0.2	5.1	5.1	0.9	8.2	0.0	5.8	0.0	1.0	1.1	0.0	0.8
Prop In Lane	1.00		0.15	1.00		0.00	1.00		0.95	1.00		0.76
Lane Grp Cap(c), veh/h	640	1168	1198	731	2256	0	214	0	168	212	0	173
V/C Ratio(X)	0.02	0.22	0.22	0.08	0.31	0.00	0.37	0.00	0.11	0.01	0.00	0.10
Avail Cap(c_a), veh/h	697	1168	1198	849	2256	0	405	0	387	403	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	6.2	6.2	4.2	7.5	0.0	39.0	0.0	36.5	36.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.1	0.3	0.0	1.4	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.8	0.3	2.8	0.0	1.8	0.0	0.4	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	6.6	6.6	4.3	7.8	0.0	40.4	0.0	36.8	37.0	0.0	36.7
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		523			765			99			19	
Approach Delay, s/veh		6.5			7.6			39.7			36.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.2		14.7	13.1	62.2		14.7				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 12	40.9		* 22	* 11	41.9		* 22				
Max Q Clear Time (g_c+I1), s	2.9	7.1		3.1	2.2	10.2		7.8				
Green Ext Time (p_c), s	0.1	4.2		0.0	0.0	6.9		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

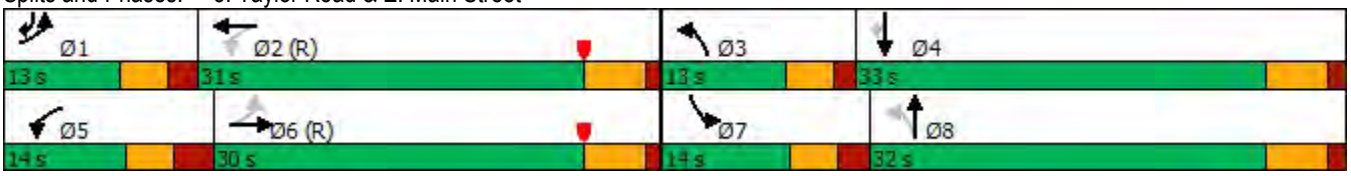
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	13	33	14	30	14	32
Maximum Split (%)	14.4%	34.4%	14.4%	36.7%	15.6%	33.3%	15.6%	35.6%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	42.1	73.1	86.1	29.1	43.1	73.1	87.1
End Time (s)	42.1	73.1	86.1	29.1	43.1	73.1	87.1	29.1
Yield/Force Off (s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Yield/Force Off 170(s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Local Start Time (s)	51.1	64.1	5.1	18.1	51.1	65.1	5.1	19.1
Local Yield (s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6
Local Yield 170(s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

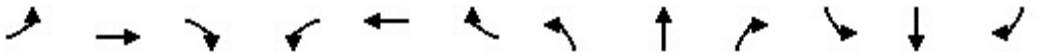
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	381	87	67	402	77	110	340	131	100	255	200
Future Volume (veh/h)	119	381	87	67	402	77	110	340	131	100	255	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	414	95	73	437	84	120	370	142	109	277	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	879	200	380	904	173	394	379	145	287	565	610
Arrive On Green	0.08	0.31	0.31	0.07	0.30	0.30	0.08	0.29	0.29	0.08	0.30	0.30
Sat Flow, veh/h	1781	2875	654	1781	2977	568	1781	1287	494	3456	1870	1585
Grp Volume(v), veh/h	129	254	255	73	260	261	120	0	512	109	277	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1753	1781	1777	1768	1781	0	1781	1728	1870	1585
Q Serve(g_s), s	4.3	10.4	10.6	2.4	10.7	10.9	4.0	0.0	25.6	2.7	10.9	8.8
Cycle Q Clear(g_c), s	4.3	10.4	10.6	2.4	10.7	10.9	4.0	0.0	25.6	2.7	10.9	8.8
Prop In Lane	1.00		0.37	1.00		0.32	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	389	543	536	380	540	537	394	0	525	287	565	610
V/C Ratio(X)	0.33	0.47	0.48	0.19	0.48	0.49	0.30	0.00	0.98	0.38	0.49	0.36
Avail Cap(c_a), veh/h	395	543	536	409	540	537	409	0	525	330	571	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	25.3	25.4	18.8	25.5	25.6	19.3	0.0	31.4	39.1	25.7	19.7
Incr Delay (d2), s/veh	0.6	2.9	3.0	0.3	3.1	3.1	0.6	0.0	33.2	1.1	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.7	4.7	1.0	4.8	4.9	1.7	0.0	15.3	1.2	4.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	28.2	28.4	19.1	28.6	28.7	19.8	0.0	64.6	40.1	26.6	20.2
LnGrp LOS	B	C	C	B	C	C	B	A	E	D	C	C
Approach Vol, veh/h		638			594			632			603	
Approach Delay, s/veh		26.5			27.5			56.1			26.7	
Approach LOS		C			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	32.4	12.2	32.7	12.5	32.6	12.9	32.0
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	25.9	* 8.4	* 28	* 8.2	24.9	8.6	* 27
Max Q Clear Time (g_c+I1), s	6.3	12.9	6.0	12.9	4.4	12.6	4.7	27.6
Green Ext Time (p_c), s	0.1	3.1	0.1	2.6	0.1	2.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	45	13	19	13	45	13	19
Maximum Split (%)	14.4%	50.0%	14.4%	21.1%	14.4%	50.0%	14.4%	21.1%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	58	71	0	13	58	71
End Time (s)	13	58	71	0	13	58	71	0
Yield/Force Off (s)	7	52	65	84	7	52	65	84
Yield/Force Off 170(s)	7	52	65	84	7	52	65	84
Local Start Time (s)	77	0	45	58	77	0	45	58
Local Yield (s)	84	39	52	71	84	39	52	71
Local Yield 170(s)	84	39	52	71	84	39	52	71

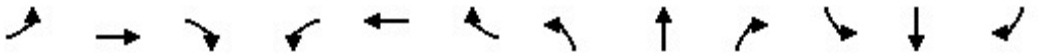
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	16	68	79	68	79	13	401	21	27	476	67
Future Volume (veh/h)	83	16	68	79	68	79	13	401	21	27	476	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	17	74	86	74	86	14	436	23	29	517	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	46	201	390	118	138	221	673	703	340	609	86
Arrive On Green	0.09	0.15	0.15	0.08	0.15	0.15	0.02	0.36	0.36	0.04	0.38	0.38
Sat Flow, veh/h	1781	305	1327	1781	789	917	1781	1870	1585	1781	1603	226
Grp Volume(v), veh/h	90	0	91	86	0	160	14	436	23	29	0	590
Grp Sat Flow(s),veh/h/ln	1781	0	1632	1781	0	1705	1781	1870	1585	1781	0	1830
Q Serve(g_s), s	2.7	0.0	3.3	2.6	0.0	5.8	0.3	12.9	0.5	0.7	0.0	19.6
Cycle Q Clear(g_c), s	2.7	0.0	3.3	2.6	0.0	5.8	0.3	12.9	0.5	0.7	0.0	19.6
Prop In Lane	1.00		0.81	1.00		0.54	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	336	0	247	390	0	256	221	673	703	340	0	694
V/C Ratio(X)	0.27	0.00	0.37	0.22	0.00	0.62	0.06	0.65	0.03	0.09	0.00	0.85
Avail Cap(c_a), veh/h	372	0	319	428	0	333	366	1097	1063	450	0	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	25.3	20.6	0.0	26.5	15.3	17.8	10.4	13.3	0.0	18.9
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.3	0.0	2.5	0.1	1.1	0.0	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	1.0	0.0	2.4	0.1	5.2	0.2	0.2	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	26.2	20.9	0.0	29.0	15.4	18.8	10.5	13.4	0.0	22.9
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	A	C
Approach Vol, veh/h		181			246			473			619	
Approach Delay, s/veh		23.7			26.1			18.3			22.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	29.9	11.6	16.1	7.6	31.2	11.7	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	39.0	7.0	13.0	7.0	39.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	2.7	14.9	4.6	5.3	2.3	21.6	4.7	7.8
Green Ext Time (p_c), s	0.0	2.7	0.0	0.2	0.0	3.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

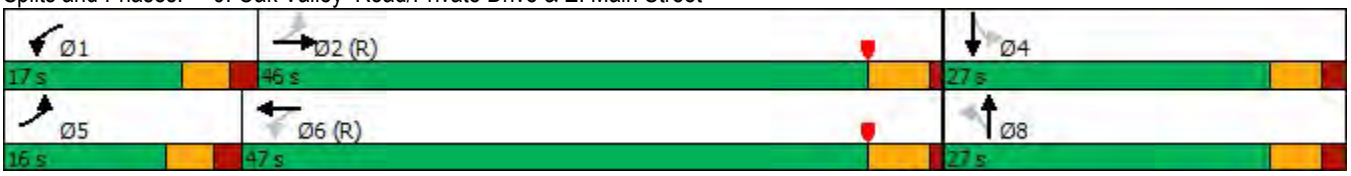
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	46	27	16	47	27
Maximum Split (%)	18.9%	51.1%	30.0%	17.8%	52.2%	30.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	17	34	80	17	33	80
End Time (s)	34	80	17	33	80	17
Yield/Force Off (s)	28.9	74.9	11.8	27.9	74.9	11.8
Yield/Force Off 170(s)	28.9	74.9	11.8	27.9	74.9	11.8
Local Start Time (s)	32.1	49.1	5.1	32.1	48.1	5.1
Local Yield (s)	44	0	26.9	43	0	26.9
Local Yield 170(s)	44	0	26.9	43	0	26.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 74.9 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

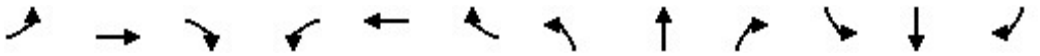
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	457	35	51	669	0	74	1	17	2	4	12
Future Volume (veh/h)	10	457	35	51	669	0	74	1	17	2	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	497	38	55	727	0	80	1	18	2	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	632	2199	168	718	2256	0	214	9	159	212	41	132
Arrive On Green	0.09	0.66	0.66	0.07	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3346	255	1781	3647	0	1396	84	1514	1393	387	1257
Grp Volume(v), veh/h	11	263	272	55	727	0	80	0	19	2	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	0	1396	0	1598	1393	0	1644
Q Serve(g_s), s	0.2	5.4	5.4	0.9	8.5	0.0	4.9	0.0	1.0	0.1	0.0	0.8
Cycle Q Clear(g_c), s	0.2	5.4	5.4	0.9	8.5	0.0	5.8	0.0	1.0	1.1	0.0	0.8
Prop In Lane	1.00		0.14	1.00		0.00	1.00		0.95	1.00		0.76
Lane Grp Cap(c), veh/h	632	1168	1199	718	2256	0	214	0	168	212	0	173
V/C Ratio(X)	0.02	0.23	0.23	0.08	0.32	0.00	0.37	0.00	0.11	0.01	0.00	0.10
Avail Cap(c_a), veh/h	689	1168	1199	835	2256	0	405	0	387	403	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	6.2	6.2	4.2	7.5	0.0	39.0	0.0	36.5	36.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.1	0.4	0.0	1.4	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.9	0.3	2.9	0.0	1.8	0.0	0.4	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	6.7	6.7	4.3	7.9	0.0	40.4	0.0	36.8	37.0	0.0	36.7
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		546			782			99			19	
Approach Delay, s/veh		6.6			7.6			39.7			36.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.2		14.7	13.1	62.2		14.7				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 12	40.9		* 22	* 11	41.9		* 22				
Max Q Clear Time (g_c+I1), s	2.9	7.4		3.1	2.2	10.5		7.8				
Green Ext Time (p_c), s	0.1	4.4		0.0	0.0	7.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	583	29	0	546	0	19
Future Vol, veh/h	583	29	0	546	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	634	32	0	593	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	333
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	663
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	663
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	663	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	578	24	49	506	40	24
Future Vol, veh/h	578	24	49	506	40	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	285	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	628	26	53	550	43	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	654	0	1022	327
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	929	-	232	669
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	929	-	219	669
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	219	669	-	-	929	-
HCM Lane V/C Ratio	0.199	0.039	-	-	0.057	-
HCM Control Delay (s)	25.5	10.6	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.2	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	48	520	57	35	451
Future Vol, veh/h	42	48	520	57	35	451
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	165	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	52	565	62	38	490

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1131	565	0	0	627	0
Stage 1	565	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	225	524	-	-	955	-
Stage 1	569	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	524	-	-	955	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	216	524	955	-
HCM Lane V/C Ratio	-	-	0.211	0.1	0.04	-
HCM Control Delay (s)	-	-	26.1	12.6	8.9	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.3	0.1	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

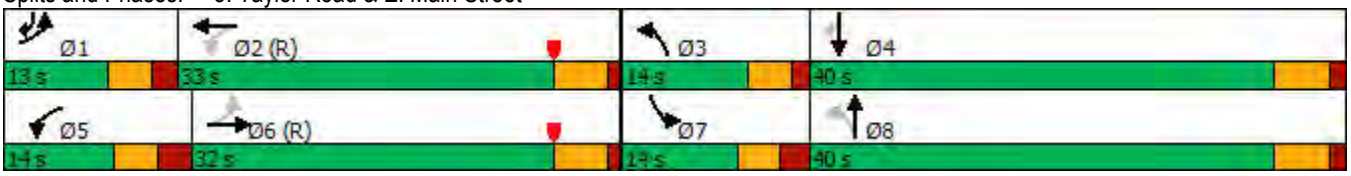
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	33	14	40	14	32	14	40
Maximum Split (%)	13.0%	33.0%	14.0%	40.0%	14.0%	32.0%	14.0%	40.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47.1	60.1	93.1	7.1	47.1	61.1	93.1	7.1
End Time (s)	60.1	93.1	7.1	47.1	61.1	93.1	7.1	47.1
Yield/Force Off (s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Yield/Force Off 170(s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Local Start Time (s)	59.1	72.1	5.1	19.1	59.1	73.1	5.1	19.1
Local Yield (s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6
Local Yield 170(s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 88 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

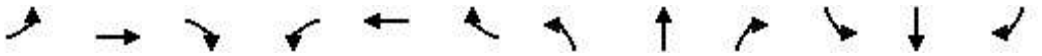
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	345	113	134	395	72	164	417	113	127	389	188
Future Volume (veh/h)	206	345	113	134	395	72	164	417	113	127	389	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	375	123	146	429	78	178	453	123	138	423	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	759	246	363	885	160	339	478	130	270	635	662
Arrive On Green	0.08	0.29	0.29	0.08	0.29	0.29	0.08	0.34	0.34	0.08	0.34	0.34
Sat Flow, veh/h	1781	2639	854	1781	3007	543	1781	1417	385	3456	1870	1585
Grp Volume(v), veh/h	224	251	247	146	252	255	178	0	576	138	423	204
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1781	1777	1773	1781	0	1801	1728	1870	1585
Q Serve(g_s), s	7.8	11.7	12.0	5.7	11.7	11.8	6.4	0.0	31.1	3.8	19.3	8.6
Cycle Q Clear(g_c), s	7.8	11.7	12.0	5.7	11.7	11.8	6.4	0.0	31.1	3.8	19.3	8.6
Prop In Lane	1.00		0.50	1.00		0.31	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	368	511	494	363	523	522	339	0	608	270	635	662
V/C Ratio(X)	0.61	0.49	0.50	0.40	0.48	0.49	0.52	0.00	0.95	0.51	0.67	0.31
Avail Cap(c_a), veh/h	368	511	494	369	523	522	356	0	621	297	645	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	0.81	0.00	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	29.5	29.6	22.7	29.0	29.1	20.9	0.0	32.3	44.2	28.2	19.5
Incr Delay (d2), s/veh	3.1	3.2	3.5	0.9	3.2	3.2	1.3	0.0	20.7	1.9	2.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.3	5.3	2.4	5.3	5.4	2.7	0.0	16.4	1.7	8.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	32.8	33.1	23.7	32.2	32.3	22.2	0.0	52.9	46.2	31.0	19.8
LnGrp LOS	C	C	C	C	C	C	C	A	D	D	C	B
Approach Vol, veh/h		722			653			754			765	
Approach Delay, s/veh		31.5			30.3			45.7			30.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	34.5	13.0	39.5	13.7	33.9	13.2	39.3
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	27.9	* 9.4	* 35	* 8.2	26.9	8.6	* 35
Max Q Clear Time (g_c+I1), s	9.8	13.8	8.4	21.3	7.7	14.0	5.8	33.1
Green Ext Time (p_c), s	0.0	3.1	0.1	3.5	0.0	3.0	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	48	13	16	13	48	13	16
Maximum Split (%)	14.4%	53.3%	14.4%	17.8%	14.4%	53.3%	14.4%	17.8%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	61	74	0	13	61	74
End Time (s)	13	61	74	0	13	61	74	0
Yield/Force Off (s)	7	55	68	84	7	55	68	84
Yield/Force Off 170(s)	7	55	68	84	7	55	68	84
Local Start Time (s)	77	0	48	61	77	0	48	61
Local Yield (s)	84	42	55	71	84	42	55	71
Local Yield 170(s)	84	42	55	71	84	42	55	71

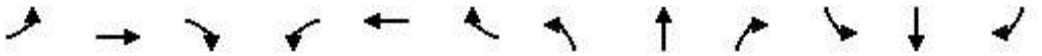
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	92	28	75	61	49	33	549	94	85	507	108
Future Volume (veh/h)	113	92	28	75	61	49	33	549	94	85	507	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	100	30	82	66	53	36	597	102	92	551	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	195	59	324	126	102	242	725	735	311	624	133
Arrive On Green	0.09	0.14	0.14	0.08	0.13	0.13	0.05	0.39	0.39	0.08	0.42	0.42
Sat Flow, veh/h	1781	1381	414	1781	960	771	1781	1870	1585	1781	1496	318
Grp Volume(v), veh/h	123	0	130	82	0	119	36	597	102	92	0	668
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1732	1781	1870	1585	1781	0	1813
Q Serve(g_s), s	4.4	0.0	5.1	2.9	0.0	4.9	0.9	21.8	2.8	2.2	0.0	25.8
Cycle Q Clear(g_c), s	4.4	0.0	5.1	2.9	0.0	4.9	0.9	21.8	2.8	2.2	0.0	25.8
Prop In Lane	1.00		0.23	1.00		0.45	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	333	0	254	324	0	228	242	725	735	311	0	757
V/C Ratio(X)	0.37	0.00	0.51	0.25	0.00	0.52	0.15	0.82	0.14	0.30	0.00	0.88
Avail Cap(c_a), veh/h	345	0	254	353	0	228	319	1035	998	334	0	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	30.2	25.1	0.0	30.7	16.1	20.9	11.7	14.9	0.0	20.4
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.4	0.0	2.1	0.3	3.7	0.1	0.5	0.0	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.2	1.2	0.0	2.0	0.3	9.3	0.9	0.8	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	31.9	25.5	0.0	32.8	16.4	24.6	11.8	15.5	0.0	27.8
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	A	C
Approach Vol, veh/h		253			201			735			760	
Approach Delay, s/veh		29.0			29.9			22.4			26.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	35.4	11.8	16.7	9.7	37.7	12.5	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	10.0	7.0	42.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.2	23.8	4.9	7.1	2.9	27.8	6.4	6.9
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.0	3.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

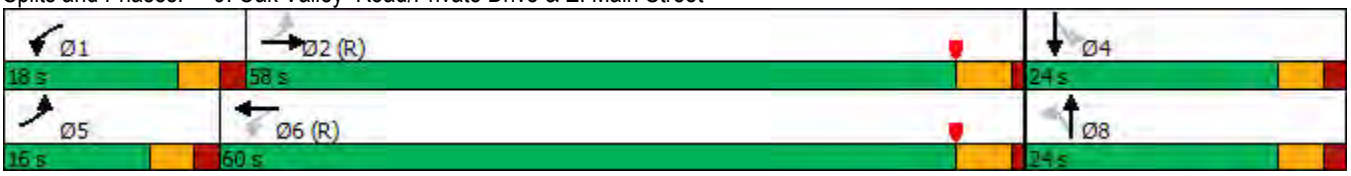
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	58	24	16	60	24
Maximum Split (%)	18.0%	58.0%	24.0%	16.0%	60.0%	24.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	75.1	93.1	51.1	75.1	91.1	51.1
End Time (s)	93.1	51.1	75.1	91.1	51.1	75.1
Yield/Force Off (s)	88	46	69.9	86	46	69.9
Yield/Force Off 170(s)	88	46	69.9	86	46	69.9
Local Start Time (s)	29.1	47.1	5.1	29.1	45.1	5.1
Local Yield (s)	42	0	23.9	40	0	23.9
Local Yield 170(s)	42	0	23.9	40	0	23.9

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 46 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

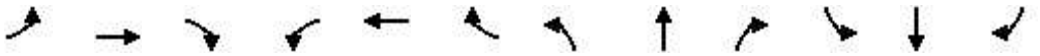
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	704	59	47	592	0	38	1	18	8	2	20
Future Volume (veh/h)	10	704	59	47	592	0	38	1	18	8	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	765	64	51	643	0	41	1	20	9	2	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	687	2299	192	577	2392	0	182	7	141	184	12	137
Arrive On Green	0.08	0.69	0.69	0.06	0.67	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3320	278	1781	3647	0	1387	76	1521	1391	134	1472
Grp Volume(v), veh/h	11	409	420	51	643	0	41	0	21	9	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	1781	1777	0	1387	0	1597	1391	0	1605
Q Serve(g_s), s	0.2	9.2	9.2	0.8	7.2	0.0	2.8	0.0	1.2	0.6	0.0	1.4
Cycle Q Clear(g_c), s	0.2	9.2	9.2	0.8	7.2	0.0	4.2	0.0	1.2	1.8	0.0	1.4
Prop In Lane	1.00		0.15	1.00		0.00	1.00		0.95	1.00		0.92
Lane Grp Cap(c), veh/h	687	1231	1261	577	2392	0	182	0	148	184	0	149
V/C Ratio(X)	0.02	0.33	0.33	0.09	0.27	0.00	0.23	0.00	0.14	0.05	0.00	0.16
Avail Cap(c_a), veh/h	739	1231	1261	699	2392	0	314	0	300	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.3	6.1	6.1	3.9	6.5	0.0	43.7	0.0	41.7	42.5	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.7	0.7	0.1	0.2	0.0	0.8	0.0	0.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	3.2	0.2	2.4	0.0	1.0	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	6.9	6.9	4.0	6.8	0.0	44.5	0.0	42.3	42.7	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		840			694			62			33	
Approach Delay, s/veh		6.8			6.6			43.7			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	74.4		14.5	13.1	72.4		14.5				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 13	52.9		* 19	* 11	54.9		* 19				
Max Q Clear Time (g_c+I1), s	2.8	11.2		3.8	2.2	9.2		6.2				
Green Ext Time (p_c), s	0.1	8.0		0.1	0.0	6.5		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

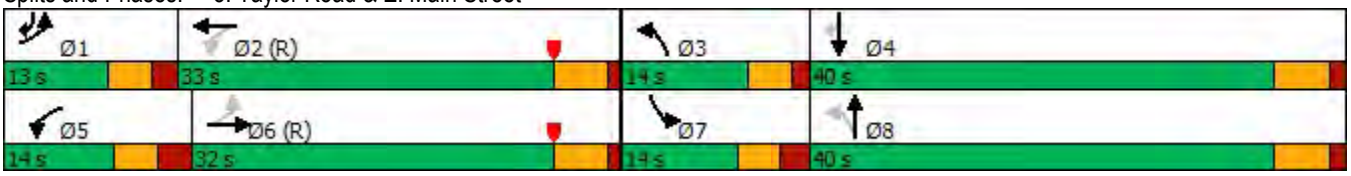
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	33	14	40	14	32	14	40
Maximum Split (%)	13.0%	33.0%	14.0%	40.0%	14.0%	32.0%	14.0%	40.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47.1	60.1	93.1	7.1	47.1	61.1	93.1	7.1
End Time (s)	60.1	93.1	7.1	47.1	61.1	93.1	7.1	47.1
Yield/Force Off (s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Yield/Force Off 170(s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Local Start Time (s)	59.1	72.1	5.1	19.1	59.1	73.1	5.1	19.1
Local Yield (s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6
Local Yield 170(s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 88 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

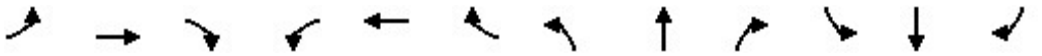
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	358	116	134	402	80	176	425	113	132	395	188
Future Volume (veh/h)	206	358	116	134	402	80	176	425	113	132	395	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	389	126	146	437	87	191	462	123	143	429	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	753	241	353	860	170	342	485	129	271	633	660
Arrive On Green	0.08	0.28	0.28	0.08	0.29	0.29	0.09	0.34	0.34	0.08	0.34	0.34
Sat Flow, veh/h	1781	2648	847	1781	2957	585	1781	1423	379	3456	1870	1585
Grp Volume(v), veh/h	224	259	256	146	261	263	191	0	585	143	429	204
Grp Sat Flow(s),veh/h/ln	1781	1777	1718	1781	1777	1765	1781	0	1802	1728	1870	1585
Q Serve(g_s), s	7.8	12.2	12.5	5.7	12.2	12.4	6.9	0.0	31.7	4.0	19.7	8.6
Cycle Q Clear(g_c), s	7.8	12.2	12.5	5.7	12.2	12.4	6.9	0.0	31.7	4.0	19.7	8.6
Prop In Lane	1.00		0.49	1.00		0.33	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	357	505	488	353	517	513	342	0	614	271	633	660
V/C Ratio(X)	0.63	0.51	0.52	0.41	0.51	0.51	0.56	0.00	0.95	0.53	0.68	0.31
Avail Cap(c_a), veh/h	357	505	488	359	517	513	352	0	622	297	645	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	30.0	30.1	23.0	29.5	29.5	20.9	0.0	32.2	44.3	28.4	19.5
Incr Delay (d2), s/veh	3.6	3.5	3.8	1.0	3.5	3.6	2.2	0.0	24.9	2.0	3.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.6	5.5	2.4	5.6	5.6	2.9	0.0	17.4	1.8	9.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	33.5	33.9	24.0	33.0	33.2	23.2	0.0	57.1	46.3	31.4	19.9
LnGrp LOS	C	C	C	C	C	C	C	A	E	D	C	B
Approach Vol, veh/h		739			670			776			776	
Approach Delay, s/veh		32.4			31.1			48.8			31.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	34.2	13.5	39.3	13.7	33.5	13.2	39.6
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	27.9	* 9.4	* 35	* 8.2	26.9	8.6	* 35
Max Q Clear Time (g_c+I1), s	9.8	14.4	8.9	21.7	7.7	14.5	6.0	33.7
Green Ext Time (p_c), s	0.0	3.2	0.0	3.5	0.0	3.0	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	48	13	16	13	48	13	16
Maximum Split (%)	14.4%	53.3%	14.4%	17.8%	14.4%	53.3%	14.4%	17.8%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	61	74	0	13	61	74
End Time (s)	13	61	74	0	13	61	74	0
Yield/Force Off (s)	7	55	68	84	7	55	68	84
Yield/Force Off 170(s)	7	55	68	84	7	55	68	84
Local Start Time (s)	77	0	48	61	77	0	48	61
Local Yield (s)	84	42	55	71	84	42	55	71
Local Yield 170(s)	84	42	55	71	84	42	55	71

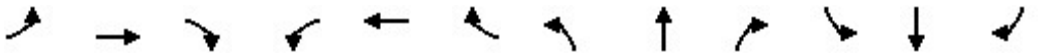
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	92	28	75	61	52	33	563	94	89	522	112
Future Volume (veh/h)	116	92	28	75	61	52	33	563	94	89	522	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	100	30	82	66	57	36	612	102	97	567	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	192	58	317	120	103	237	742	747	310	637	137
Arrive On Green	0.08	0.14	0.14	0.07	0.13	0.13	0.05	0.40	0.40	0.08	0.43	0.43
Sat Flow, veh/h	1781	1381	414	1781	926	800	1781	1870	1585	1781	1492	321
Grp Volume(v), veh/h	126	0	130	82	0	123	36	612	102	97	0	689
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1726	1781	1870	1585	1781	0	1813
Q Serve(g_s), s	4.6	0.0	5.2	3.0	0.0	5.2	0.9	22.7	2.8	2.3	0.0	27.2
Cycle Q Clear(g_c), s	4.6	0.0	5.2	3.0	0.0	5.2	0.9	22.7	2.8	2.3	0.0	27.2
Prop In Lane	1.00		0.23	1.00		0.46	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	323	0	249	317	0	223	237	742	747	310	0	774
V/C Ratio(X)	0.39	0.00	0.52	0.26	0.00	0.55	0.15	0.83	0.14	0.31	0.00	0.89
Avail Cap(c_a), veh/h	334	0	249	345	0	223	311	1016	980	330	0	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	30.9	25.8	0.0	31.6	16.3	20.9	11.5	15.1	0.0	20.5
Incr Delay (d2), s/veh	0.8	0.0	2.0	0.4	0.0	2.9	0.3	4.1	0.1	0.6	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.3	1.2	0.0	2.2	0.3	9.8	0.9	0.9	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	32.9	26.2	0.0	34.4	16.6	25.0	11.6	15.6	0.0	29.0
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	A	C
Approach Vol, veh/h		256			205			750			786	
Approach Delay, s/veh		29.8			31.2			22.8			27.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	36.7	11.8	16.7	9.8	39.0	12.5	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	10.0	7.0	42.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.3	24.7	5.0	7.2	2.9	29.2	6.6	7.2
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.0	3.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

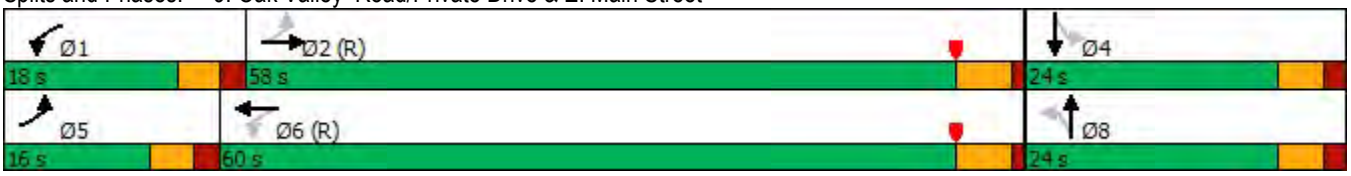
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	58	24	16	60	24
Maximum Split (%)	18.0%	58.0%	24.0%	16.0%	60.0%	24.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	28	46	4	28	44	4
End Time (s)	46	4	28	44	4	28
Yield/Force Off (s)	40.9	98.9	22.8	38.9	98.9	22.8
Yield/Force Off 170(s)	40.9	98.9	22.8	38.9	98.9	22.8
Local Start Time (s)	29.1	47.1	5.1	29.1	45.1	5.1
Local Yield (s)	42	0	23.9	40	0	23.9
Local Yield 170(s)	42	0	23.9	40	0	23.9

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 98.9 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

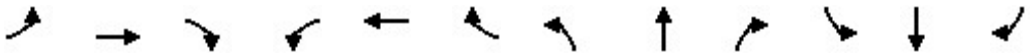
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	720	59	47	611	0	38	1	18	8	2	20
Future Volume (veh/h)	10	720	59	47	611	0	38	1	18	8	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	783	64	51	664	0	41	1	20	9	2	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	676	2304	188	569	2392	0	182	7	141	184	12	137
Arrive On Green	0.08	0.69	0.69	0.06	0.67	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3326	272	1781	3647	0	1387	76	1521	1391	134	1472
Grp Volume(v), veh/h	11	418	429	51	664	0	41	0	21	9	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	1781	1777	0	1387	0	1597	1391	0	1605
Q Serve(g_s), s	0.2	9.5	9.5	0.8	7.5	0.0	2.8	0.0	1.2	0.6	0.0	1.4
Cycle Q Clear(g_c), s	0.2	9.5	9.5	0.8	7.5	0.0	4.2	0.0	1.2	1.8	0.0	1.4
Prop In Lane	1.00		0.15	1.00		0.00	1.00		0.95	1.00		0.92
Lane Grp Cap(c), veh/h	676	1231	1261	569	2392	0	182	0	148	184	0	149
V/C Ratio(X)	0.02	0.34	0.34	0.09	0.28	0.00	0.23	0.00	0.14	0.05	0.00	0.16
Avail Cap(c_a), veh/h	728	1231	1261	691	2392	0	314	0	300	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.4	6.2	6.2	4.0	6.6	0.0	43.7	0.0	41.7	42.5	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.8	0.7	0.1	0.3	0.0	0.8	0.0	0.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	3.3	0.2	2.5	0.0	1.0	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	6.9	6.9	4.0	6.8	0.0	44.5	0.0	42.3	42.7	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		858			715			62			33	
Approach Delay, s/veh		6.9			6.6			43.7			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	74.4		14.5	13.1	72.4		14.5				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 13	52.9		* 19	* 11	54.9		* 19				
Max Q Clear Time (g_c+I1), s	2.8	11.5		3.8	2.2	9.5		6.2				
Green Ext Time (p_c), s	0.1	8.2		0.1	0.0	6.7		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	577	26	0	616	0	21
Future Vol, veh/h	577	26	0	616	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	627	28	0	670	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	328
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	668
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	668
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	668	-	-	-
HCM Lane V/C Ratio	0.034	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th TWSC
14: Site Access 1 & E. Main Street

06/01/2022

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	578	20	43	574	42	26
Future Vol, veh/h	578	20	43	574	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	285	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	628	22	47	624	46	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	650	0	1045	325
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	932	-	224	671
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	932	-	213	671
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	671	-	-	932	-
HCM Lane V/C Ratio	0.214	0.042	-	-	0.05	-
HCM Control Delay (s)	26.5	10.6	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.2	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	53	670	53	31	646
Future Vol, veh/h	45	53	670	53	31	646
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	165	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	58	728	58	34	702

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1498	728	0	0	786	0
Stage 1	728	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	135	423	-	-	833	-
Stage 1	478	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	129	423	-	-	833	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.5	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	129	423	833	-
HCM Lane V/C Ratio	-	-	0.379	0.136	0.04	-
HCM Control Delay (s)	-	-	49	14.8	9.5	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.5	0.1	-

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

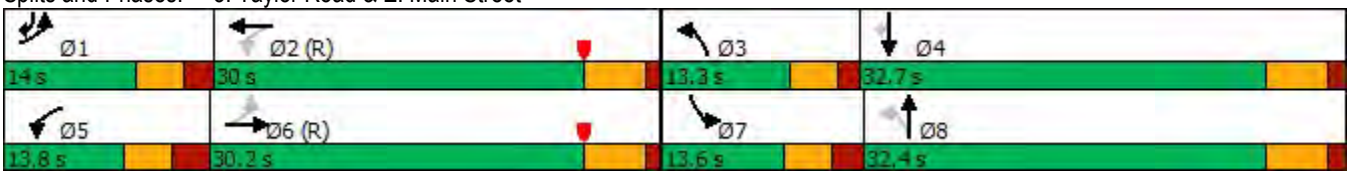
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	14	30	13.3	32.7	13.8	30.2	13.6	32.4
Maximum Split (%)	15.6%	33.3%	14.8%	36.3%	15.3%	33.6%	15.1%	36.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	20	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	43.1	73.1	86.4	29.1	42.9	73.1	86.7
End Time (s)	43.1	73.1	86.4	29.1	42.9	73.1	86.7	29.1
Yield/Force Off (s)	37.9	68	81.8	23.6	37.1	68	81.3	23.6
Yield/Force Off 170(s)	37.9	68	81.8	23.6	37.1	68	81.3	23.6
Local Start Time (s)	51.1	65.1	5.1	18.4	51.1	64.9	5.1	18.7
Local Yield (s)	59.9	0	13.8	45.6	59.1	0	13.3	45.6
Local Yield 170(s)	59.9	0	13.8	45.6	59.1	0	13.3	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

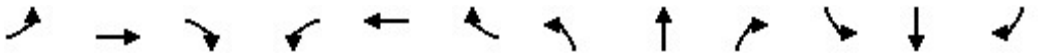
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	381	87	67	402	77	110	340	131	100	255	200
Future Volume (veh/h)	119	381	87	67	402	77	110	340	131	100	255	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	414	95	73	437	84	120	370	142	109	277	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	866	197	375	891	170	398	385	148	287	573	618
Arrive On Green	0.08	0.30	0.30	0.07	0.30	0.30	0.08	0.30	0.30	0.08	0.31	0.31
Sat Flow, veh/h	1781	2875	654	1781	2977	568	1781	1287	494	3456	1870	1585
Grp Volume(v), veh/h	129	254	255	73	260	261	120	0	512	109	277	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1753	1781	1777	1768	1781	0	1781	1728	1870	1585
Q Serve(g_s), s	4.3	10.5	10.7	2.4	10.8	10.9	4.0	0.0	25.5	2.7	10.9	8.7
Cycle Q Clear(g_c), s	4.3	10.5	10.7	2.4	10.8	10.9	4.0	0.0	25.5	2.7	10.9	8.7
Prop In Lane	1.00		0.37	1.00		0.32	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	385	535	528	375	532	529	398	0	532	287	573	618
V/C Ratio(X)	0.34	0.48	0.48	0.19	0.49	0.49	0.30	0.00	0.96	0.38	0.48	0.35
Avail Cap(c_a), veh/h	411	535	528	401	532	529	420	0	532	315	573	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	25.6	25.7	19.1	25.9	25.9	19.0	0.0	31.0	39.1	25.4	19.4
Incr Delay (d2), s/veh	0.7	3.0	3.1	0.3	3.2	3.3	0.5	0.0	29.5	1.1	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.7	4.7	1.0	4.8	4.9	1.6	0.0	14.7	1.2	4.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	28.6	28.8	19.4	29.1	29.2	19.6	0.0	60.6	40.1	26.2	19.9
LnGrp LOS	B	C	C	B	C	C	B	A	E	D	C	B
Approach Vol, veh/h		638			594			632			603	
Approach Delay, s/veh		27.0			27.9			52.8			26.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	32.0	12.2	33.1	12.5	32.2	12.9	32.4
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 8.8	24.9	* 8.7	* 27	* 8	25.1	8.2	* 27
Max Q Clear Time (g_c+I1), s	6.3	12.9	6.0	12.9	4.4	12.7	4.7	27.5
Green Ext Time (p_c), s	0.1	3.0	0.1	2.6	0.1	3.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Taylor Traffic Impact Study Report (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

ARCHITECTS. ENGINEERS. PLANNERS.

OHM Advancing Communities®

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

July 13, 2022

Mr. Eric Meyer
Development Director
City of Reynoldsburg
7232 E. Main Street
Reynoldsburg, OH 43068

RE: Sheetz Taylor and Main Rezoning; 8555 East Main Street; App/Case #2022-5172

Mr. Meyer:

Enclosed is our review of the application material for the above referenced plans.

1. ***Project Summary***

   a. The site being considered for rezoning from Innovation (I) to Community Commercial (CC) is located at 8555 East Main Street, in the southeast quadrant of the East Main Street and Taylor Road intersections. It consists of one 6.4 +/- acre parcel which is part of a larger 17.0 +/- acre property. The balance of the 17.0 +/- acre property, or 10.6 acres, will remain in the Innovation (I) zoning district.

   b. The entire 17.0-acre site, including other surrounding properties, was recommended in the 2018 Comprehensive Plan, Future Land Use Map as Innovation District. Innovation District "include(s) a mix of industrial and office uses intended to serve as economic centers for Reynoldsburg and surrounding communities."

   c. The site is currently being used for residential purposes as a mobile home park with several accessory structures. A mobile home park is not listed as a permitted or conditional use in the Innovation (I) district and is currently considered a non-conforming use.

   d. Adjacent zoning at the remaining quadrants of the East main Street and Taylor Road Intersection includes both Community Commercial (CC) at the southwest and northwest quadrants and Aetna Township's General Business 1 (GB I) zoning in the northeast quadrant.

2. ***Rezoning Review-CC-Community Commercial (Section 1109.23 - Zoning Map and Text Amendment*** The following items are required to be submitted as part of the Zoning Map or Text Amendment process (Section 1109.23).

   a. *Correct legal description of the lot(s):* See "ALT/NSPS Land Title Survey"

   b. *The names and addresses of the owners of lot(s) contiguous or directly across the street from the subject lot(s):* "See Development Plan"

   c. *Existing topography at two-foot (2 ft.) contour intervals of the subject lot(s) and extending at least three hundred feet (300 ft.) outside of the proposed lot, including lot lines, easements, street rights- of-way, existing structures, trees and landscaping features thereon:* See "Existing Conditions, Alt A Survey." Topography, including lot lines, easements, street rights- of-way, existing structures, trees, and landscaping features are not shown for the required 300 feet outside the proposed lot. Development Director Note: As this project was previously heard by Planning Commission, Staff is comfortable having Skilken Gold provide this information after Planning Commission delivers its recommendation.

   d. *The proposed vehicular and pedestrian traffic patterns;* See "Environmental /Landscape Plan." The proposed site vehicular and pedestrian traffic patterns are adequate to allow ingress and egress and manage internal site circulation. The proposed Parcel A drive thru appears to adequately provide vehicle stacking and bypass.

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580 NORTH FOURTH STREET, SUITE 610
COLUMBUS, OH 43215
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OHM-Advisors.com

e. *The location of all existing and all proposed structures;* See "Environmental /Landscape Plan"

f. *The proposed assignment of use and subdivision of land including private land and common land*: The proposed uses for the 6.4-acre site include a 6,077 square-foot retail and convenience store with gasoline facility (Parcel A, Sheetz), a 1,700 square-foot vehicular care use (Parcel B1), and two one-story office uses (Parcels B2 and B3), 7,150 and 9,350 square feet, respectively. The Sheetz facility also includes Quick Serve/Fast Food with a Drive Thru. Quick Serve/Fast Food with a Drive Thru and office uses are permitted in the CC district. The Sheetz facility as a Retail – Convenience with Gasoline use and the Vehicular Care Services use are both conditionally permitted within the CC district.

g. *Preliminary plans of all structure types;* See "Permit Review Drawings." Structural plans are provided for the primary structure only on Parcel A.

h. *Deed restrictions and protective covenants; N/A*

i. *A schedule for construction;* Not provided. Development Director Note: An initial schedule was provided in the submission letter from Skilken Gold. The current schedule targets February/March 2023 for construction of the Sheetz and opening in August/ September 2023. TBD on the remaining parcels.

j. *Traffic impact study:* See engineering comments.

k. *Utilities impact study*: See engineering comments.

l. *Drainage impact study:* See engineering comments.

3. ***Zoning Recommendation***

a. Approval of the rezoning request for 6.4 +/- acres zoned Innovation (I) to Community Commercial (CC) is supported primarily because of its proximity to other commercial zones and uses on the other four quadrants of the East Main Street and Taylor Road intersection but will require separate conditional use approval under Section 1109.15 by the Board of Zoning and Building Appeals (BZBA). The Food Service - Quick Serve/Fast Food with Drive Thru (Parcel B1) is permitted, but requires adherence to Section 1105.13, L, Drive Thru Services. Similarly, the gasoline station component will need to follow Section 1105.03, K, Gasoline Stations. Because of its size (greater than 5,000 square feet), the Sheetz facility will also require Major Site Plan Design Review, Section 1109.19 by the Planning Commission.

b. Include required items not provided listed above per Section 1109.23.

If you have any questions or comment, please feel free to contact us.
Very truly yours,

Rick Fay, RLA, LEED AP
Landscape Architecture

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Engineers, Surveyors, Planners, Scientists

MEMO

Date: July 12, 2022

To: Mr. Eric Meyer, Director of Development

From: Ryan Andrews, City Engineer

Subject: Staff Report for: Sheetz- East Main Street & Taylor Road

Copies: Joseph Begeny, Mayor; William Dorman, Public Service Director

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On behalf of the City of Reynoldsburg, EMH&T conducted a preliminary engineering review of the private development plan for the Sheetz at the southeast corner of the intersection of East Main Street and Taylor Road. Please note that plans for this site were previously reviewed in November, 2021. The following summarizes our findings and recommendations with respect to this development.

ROADWAY ACCESS AND SITE PARKING

1. The site is providing two access points; a right-in/right-out onto East Main Street and a full access on the east side of Taylor Road.
2. The right-in/right-out access point is shown with lane widths of 14 feet. We recommend the minimum width of the lanes be 16 feet. Please reference the City of Columbus Standard Drawing 2211 for general layout and signage. Development Director Note: EMH&T is comfortable working through this design as part of the PGU process.
3. Please show the existing entrance into CVS on the west side of Taylor Road. The existing drive and proposed drive on the east side of Taylor Road should be aligned. From aerial photo, it appears the existing drive and proposed drive are aligned, but this needs to be verified. Please also confirm if the existing drive approach on the east side of Taylor Road will be removed to facilitate the new entrance. Development Director Note: EMH&T is comfortable working through this design as part of the PGU process.
4. A lot split will be necessary from the current John Shepard parcel (013-027540).
5. The site has an existing sidewalk along the Taylor Road frontage, including curb ramps and ADA push button facilities at the intersection. A proposed 10' path is shown along the East Main Street frontage. On the PGU plan, please note that the path is to be per Reynoldsburg Standard Drawing R-20. Additionally, detectable warnings and ADA compliant ramps will be required at the proposed driveway crossings. At the Main Street entrance, the opening in the proposed median needs to have a minimum width of 10' to match the path width.
6. The consultant will need to coordinate with ODOT to determine if a permit will be required for the Main Street entrance installation as the City's boundary is adjacent to the project. Please show Reynoldsburg City Limits on future submittals where applicable.

UTILITIES

7. The project will provide water service from the existing 12-inch watermain located on the south side of East Main Street. For the proposed water service tap and meter, please review and reference the applicable Reynoldsburg Standard Drawings with the PGU submission.
8. It appears as though a proposed private sanitary sewer extension is serving this site from the south. The sewer leaves the page without showing where it connects to an existing City sewer. Please confirm this connects to the sewer to the south, which was installed for the existing mobile

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Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

home park. Additionally, it is not customary in Reynoldsburg for sewer extensions to be "private". This will likely need to be a public sewer with easements. Please review with the Water / Wastewater Department to verify that a "private" sewer extension is permitted.

9. With PGU submittal, provide labels and plan numbers for the existing watermain, sanitary sewer and storm sewer.
10. Although it appears to be shown, please be sure to provide details on the PGU plan for the oil/water separator which will accept the drainage under the fuel canopy.
11. For lighting, the site is utilizing various styles of lights including light poles for the drives and parking areas, lighted bollards and wall mounted lights for pedestrian areas adjacent to the building and canopy lights for the fuel canopy. Most are LED fixtures and appear to be appropriate for the use. A photometrics analysis was provided and is acceptable.

STORMWATER

12. The site is showing a regional detention basin to be utilized for required stormwater detention and water quality treatment. Further details and calculations are to be provided with the PGU submission. Calculations will need to show that the existing storm sewer network has capacity to accept the flow from the development and any future development to the east.
13. Please show further detail regarding flood routing for the site. It appears the inlets located on the southern access drive may not be able to reach the detention system via flood routing and would instead flow offsite.

DETAILS / SPECIFICATIONS

14. Please provide the details for the curb and pavement compositions so they can be reviewed against the City of Reynoldsburg standards. Additionally, the sidewalk that connects to the public walk along East Main Street should be per the Reynoldsburg Standard Drawing R-9.
15. Where applicable, refer to Reynoldsburg Standard Construction Drawings.
16. On the PGU plan, please show a temporary barricade at the southern terminus of the eastern access road.

TRAFFIC STUDY

17. Please add the 2026 site volumes from the Eastwood Traffic Impact Study to the background traffic of this study. These volumes will need to appear in the 2033 Horizon Year, AM & PM. Please maintain the horizon year analysis already in this study, and add an additional Horizon Year scenario, volumes and analysis. Development Director Note: EMH&T is comfortable requiring this additional information as part of the PGU process. This data will not modify the EMH&T's assessment of the project.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

APR 2 8 2022

SKILKEN | GOLD

Real Estate Development

RE: Narrative for Planning Commission Submittal for Rezoning a portion of Parcel ID # 013-027540
Date: 04/27/2022

Planning Commission,

Skilken Gold Real Estate Development is in contract to purchase parcel ID# 013-027540 in Reynoldsburg, Ohio. The approximately 17-acre parcel is at the southeast corner of Main Street (State Route 40) and Taylor Road. Our plan is to develop and divide the property into 5 separate parcels. The parcels adjacent and south of Main Street are planned to be developed for uses that are as of right or will require a conditional use approval within the current Community Commercial zoning district. The south parcel, Parcel C will remain within the Innovation zoning district.

Our team is proposing a rezone from Innovation District to Community Commercial District for the front 4 parcels as indicated on the submitted site plan 1/1. Parcel A (Sheetz) will be submitted for Major Site Approval in 2021. Regarding Parcels B1, B2 and B3, the site plan submitted represents proposed uses.

Deed restrictions, covenants, cross access agreements, drainage agreements and maintenance will be formalized with all tenants. Sheetz has defined restrictive covenants in their lease.

Construction Schedule: Start November 2022 and Open May 2023 – Additional parcels B1, B2 and B3 Construction Start to be determined.

Impact Studies: Carpenter Marty Transportation has been contracted: 1. Develop a Memorandum of Understanding for the traffic impact study. 2. Perform Data Collection 3. Provide Analysis using HCS 7 software to perform capacity analysis. 3. Develop a report 4. Report Analysis and report revisions. We need a determination from Planning Commission if a traffic study will be required.

Utilities: Water and sanitary have been identified to service the area via a will serve letter provided by the city. Capacity analysis will be addressed as each site is developed, with the Facilities Demand Worksheet required at each Major Site Plan submittal. Storm water management will be addressed by each lot with detention and water quality to meet City requirements. Adequate outlet exists for the rezoning area in similar scenario as the current existing conditions reflect, with release to a 15" storm line in the Taylor Road right-of-way at the SW corner of the rezoning area. Individual lots may use a combination of underground and above ground detention basins. Sheetz Facility Demand Worksheet is provided with this submittal and will be included with the Major Site Plan application.

Thank you for your consideration.

Cordially,

Eric M. Elizondo

Eric M. Elizondo, AIA, NCARB, LEED AP BD+C
SVP of Operations

4270 Morse Road Columbus, Ohio 43230 614.418.3100

www.skilkengold.com

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

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

LETTER OF TRANSMITTAL

APR 28 2022

To: **Planning and Zoning Administrator**
City of Reynoldsburg
Department of Dev. – Planning & Zoning Division
7232 East Main Street
Reynoldsburg, OH 43068

Project #: S6430007
Date: April 27, 2022

Re: 8555 East Main St., Reynoldsburg, OH (Taylor Rd. SEC)

Enclosed are the following:

No. of Copies	Description
14	Development Plan ½ size – Site Plans, Sheetz Elevations, Sheetz Floor Plan
1	Planning Commission Application
1	Zoning Letter dated 4/27/2022 and supporting documents
1	Plan Review Fee ($1,000)
1	Digital submittal of application

The above items are transmitted as checked below:

☒ For review and approval ☐ For review and comment ☐ Returned for corrections
☐ For your use ☐ Approved as submitted ☐ Approved as noted
☒ As requested ☐ Other:

Remarks:

Please find the packaged items for request of a Zoning District Change for a portion of parcel # 013-027540 at the southeast corner of Main Street and Taylor Road. Should you have any questions or require additional information, please let me know.

Copies To: File
Eric Elizondo – Skilken Gold

Signed: Melissa A. Miller
Printed: Melissa A. Miller
Associate

This transmittal is subject to the following conditions to which you agree by accepting these terms on a reply to this message or using the information in any manner, including but not limited to, copying or using the information for reference.

1. Any work product of The Mannik & Smith Group, Inc. may not be altered in manner, form or content without our prior express written consent.
2. If you discover any errors and/or omissions in the attached information, you will promptly notify us so that we can make any necessary revisions.
3. For any electronic file(s) attached hereto, The Mannik & Smith Group, Inc. is not responsible for any errors caused by the transmission of said files, your software, or your computer systems.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Reynoldsburg
Department of Development
Planning & Zoning Division
7232 East Main Street
Reynoldsburg, Ohio

APR 2 8 2022

App./Case#: 2022-5172
Date Submitted: 5/3/22
Fee Amount: $1,000.00
☒ Paid: CK

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

Property Address/Name of Plat: 8555 East Main Street, Reynoldsburg, OH 43068	FOR MAP AMENDMENT ONLY
Description of Location: SEC Taylor Road SW & East Main Street	Proposed Zoning Dist.: Community Commercial (CC)
Parcel ID#(s): 013-027540-00.000	Size of Area to be Rezoned: 6.4+/- AC
Number of Lots: 1 / Present Zoning: Innovation / Present Use: Mobile Home Park	Existing Structures: Shepard's Mobile Home Court Trailers/ Accessory Structures
Complete Where Applicable: Engineer/Surveyor: The Mannik & Smith Group, Inc.	
Builder/Developer: Skilken Gold Real Estate Development	

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): SHEPARD JOHN A	Property Owner Address: 8555 E MAIN ST REYNOLDSBURG, OH 43068

III. APPLICANT INFORMATION

Applicant Name: Eric M. Elizondo	Applicant Email: elizondo@skilkengold.com
Applicant Address: 4270 Morse Road, Columbus, OH 43230	Applicant Phone Number: 614-937-6362

☐ Property Owner ☐ Business Owner/Tenant ☑ Contractor ☐ Architect/Engineer

IV. PROJECT TYPE

☑ District Change (Rezoning) $750 Residential $1000 Non Residential
☐ Amendment of Development Plan $500
☐ Major Site Plan $500

Please review the attached checklist and note the items you are responsible for submitting with this application. All required items must be submitted to the Planning & Zoning Administrator.

Applicant Signature: _____ Date: 4-27-22

By signing this application, I certify that I am the owner of the property or the owner's agent, and that the work is authorized with the full knowledge of the owner.

****OFFICE USE ONLY****

Additional Notes:

Zoning Information
☐ Zoning District: _____
Add'l Approvals Req'd
☐ BZBA

Planning Com. Meeting	City Council Meeting
Date: _____	Date: _____
☐ Approved as Submitted	☐ Approved as Submitted
☐ Approved w/ Conditions	☐ Approved w/ Conditions
☐ Tabled	☐ Tabled
☐ Denied	☐ Denied

P&Z Admin.: _____ Date: _____
Clerk of Council: _____ Date: _____

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Development Handbook
FACILITIES DEMAND WORKSHEET Sheetz

APR 2 8 2022

1. Water:

a) What will the total demand for water be in gallons per day (gdp) for this proposed site improvement?

1,650 gdp

b) How much pressure is required?

45 psi

Coordinate with the City Engineer to determine if a Water Usage/Flow Study is required.

2. Sanitary Sewer

a) What will the total anticipated flow in gallons per day for this proposed site improvements?

2,500 gdp

Coordinate with the City Engineer to determine if a Utility Study is required.

3. Traffic

a) Definitions:

i) Traffic Access Study: This type of study is to be used for small scale projects generating 50- 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. These studies are applicable to projects that do not have a significant impact on the overall transportation system, but will have impacts on site access points. Analysis is typically limited to review of access point location, type, and size. Analysis of turn lane requirements on the public road at the proposed access point may also be reviewed.

ii) Traffic Impact Study: An impact study is to be completed for uses that generate more than 200 trip ends during the peak hour of the adjacent street or during the peak hour of the generator, whichever is higher. This type of evaluation usually includes all access points and nearby intersections. The scope of the Traffic Impact Study is to be determined by affected agencies and the Applicant.

iii) Regional Traffic Analysis: This type of analysis is suited for large scale or groups of smaller projects that impact a large geographical area significant enough in the judgment of City to require an evaluation of impacts on a Comprehensive or Thoroughfare Plan Scale. Road segments, intersections, and perhaps alternative road networks shall be analyzed and long term needs identified. The scope is to be determined by affected agencies and the Applicant.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

APR 2 8 2022

b) What are the anticipated Average Daily Traffic (ADT), Generator Peak Traffic, Adja cent Street Peak Traffic volumes, generated by the site improvement and what are the Peak Hours of operation (using ITE Trip Generation Manual).

2,766 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
256 AM	336 AM	7:00-8:00 AM
244 PM	276 PM	4:00-5:00 PM

c) **USE FOR ZONING DISTRICT CHANGES:** Is a zoning district being requested for uses that can generate 200 or more peak hour trip ends that the current zoning does not anticipate?

X Yes, Traffic Impact Study or Regional Traffic analysis is required.

_____No, Traffc Access Study Required.

d) **USE FOR MAJOR SITE PLANS:** Check the following as applicable to the site develop ment:

_____There are 200 or more Peak Hour trips anticpated
(Traffic Impact Study or Regional Traffic Study is required.)

_____There are between 50-200 Peak Hour trips anticpated.
(Traffic Access Study is required.)

_____There are less than 50 Peak Hour trips anticpated (No additional requirements)

e) The information presented in this section is to assist the applicant with the require ments for traffic analysis within the City of Reynoldsburg. The City reserves the right to change these requirements if special conditions exist. If a Traffic Impact Statement or Regional Traffic Analysis is required, the applicant and the City Engineer must schedule a scope verification meeting with the City and any other local, state, or federal agencies affected by the proposed site improvements.

I certify that the information provided with this application is correct and accurate to the best of my knowledge, in filing this application with the City of Reynoldsburg.

Eric M. Elizondo
Applicant's Signature

4/27/2022
Date

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

EMH&T
Engineers, Surveyors, Planners, Scientists

APR 2 8 2022

June 15, 2021

Mr. Danny Vazquez
Civil Engineer Intern
The Mannik & Smith Group, Inc.
1600 Dublin Road, Suite 100
Columbus, Ohio 43215

Subject: Reynoldsburg Utility Availability for Southeast Corner of E. Main St. and Taylor Rd.

Dear Mr. Vazquez,

On behalf of the City of Reynoldsburg, I am providing a response to your request for a sewer and water availability letter for the parcel located on the southeast corner of the East Main Street and Taylor Road intersection. The City of Reynoldsburg owns and maintains 12-in diameter water main (record plan P00825) along the south side of East Main Street, a 16-in diameter water main (record plan P01038) along the west side of Taylor Road, and an 18-in diameter sanitary sewer (record plan P01822) located along the west side of Taylor Road.

Connections to either the public sewer or water main are subject to the review and approval of plans and capacity calculations by the City of Reynoldsburg. Additionally, sanitary sewer plans must be approved by City of Columbus because they are the wastewater treatment provider for the City of Reynoldsburg. All associated fees and permits must be acquired prior to tapping public utilities.

Should you have any questions or require additional information, please contact me at 614-775-4555.

Sincerely,

Ryan M. Andrews, PE
Reynoldsburg Consulting City Engineer

Enclosures: Record Plan P00825, P01038, and P01822

Copies: Mr. William Dorman, Director of Public Service
Mr. Paul Hellman, Water and Wastewater Superintendent

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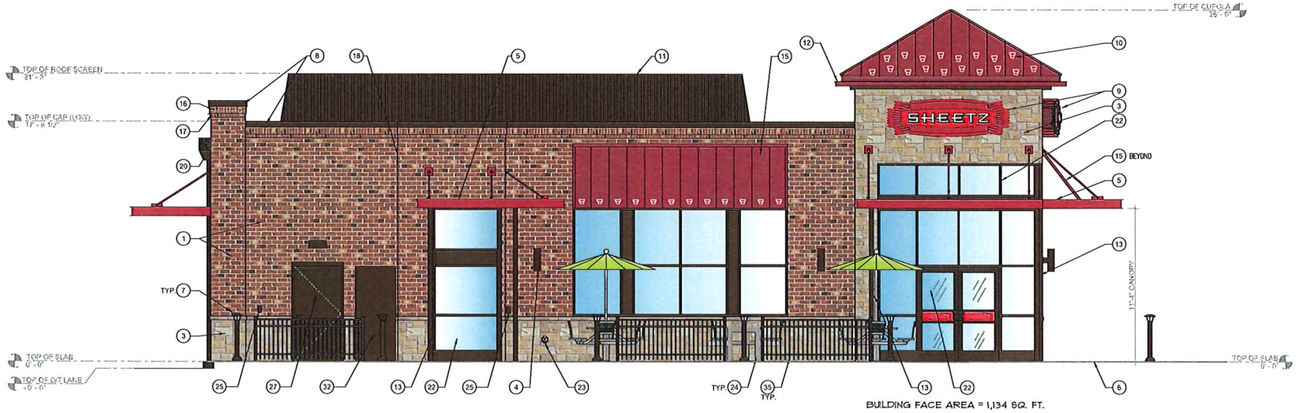
emht.com

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

BUILDING FACE AREA = 1,891 SQ. FT.

1 WEST ELEVATION
1/4" = 1'-0"



BUILDING FACE AREA = 1,134 SQ. FT.

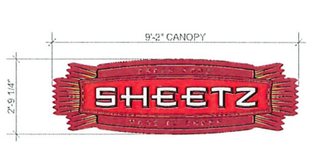
2 NORTH ELEVATION
1/4" = 1'-0"

TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.

EXTERIOR ELEVATION KEYNOTES:

1. BRICK VENEER (0/S 680 MOD BY CONTINENTAL BRICK CO.)
2. CAST STONE SILL (COLOR = CRAB ORCHARD)
3. ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
4. EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
5. ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
6. BRICK PAVER WALKWAY
7. LIGHTED BOLLARD
8. METAL COPING (COLOR = DARK BRONZE)
9. WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
10. STANDING SEAM METAL ROOF (COLOR = CARDINAL RED)
11. ROOF EQUIPMENT SCREEN (COLOR = DARK BRONZE)
12. GUTTER (COLOR = RED)
13. DOWNSPOUT (COLOR = DARK BRONZE)
14. DRIVE-THRU WINDOW
15. METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = CARDINAL RED, FRAME COLOR = DARK BRONZE)
16. BRICK SOLDIER COURSE (0/S 660 MOD BY CONTINENTAL BRICK CO.)
17. BRICK ROWLOCK COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
18. CONTROL JOINT (COLOR = RUSTIC BRICK)
19. STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
20. STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
21. OVERFLOW SCUPPER
22. ALUMINUM STOREFRONT SYSTEM
23. EXTERIOR HOSE BIB
24. OUTDOOR FURNITURE
25. ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
26. ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
27. HM DOOR AND FRAME (COLOR = DARK BRONZE)
28. EMERGENCY WATER CONNECTION
29. SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
30. PROPANE LOCKER
31. ICE MERCHANDISER
32. GREASE STORAGE TANK SHROUD (COLOR = DARK BRONZE)
33. STEEL BOLLARD (COLOR = DARK BRONZE)
34. CO2 FILLPORT
35. DECORATIVE ALUMINUM FENCE



OUTLINE AREA = 21.65 SQ.FT.
BOX AREA = 25.94 SQ.FT.
TYPICAL OF Three

A WALL MOUNTED "SHEETZ" BUILDING SIGN
1/2" = 1'-0"

OUTLINE AREA = 20.70 SQ. FT.
BOX AREA = 26.52 SQ. FT.
TYPICAL OF ONE
projects 11" off face of building

B WALL MOUNTED "M.T.O" BUILDING SIGN
1/2" = 1'-0"

BOX AREA = 13.5 SQ. FT.
TYPICAL OF ONE

C WALL MOUNTED "24/7 DRIVE THRU" BUILDING SIGN
1/2" = 1'-0"

Convenience Architecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625

phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ STORE
REYNOLDSBURG

Int. of Taylor Rd.
and E. Main St.
Licking County
OH

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION

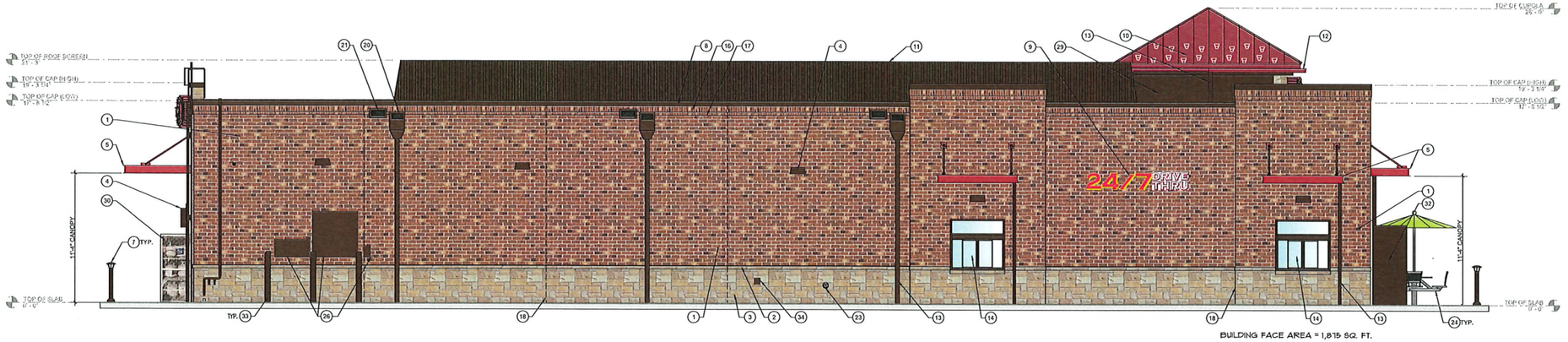
ISSUE: 06-25-21
PROJECT NO:
AUTHOR BY: XXX
REVIEW BY: BDL
SHEET TITLE

CONCEPT EXTERIOR ELEVATIONS

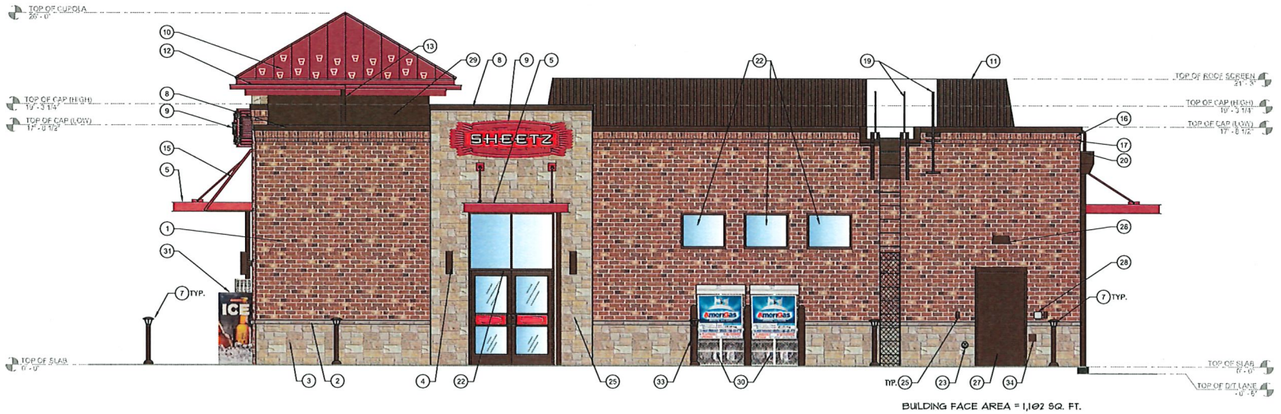
A200

SCHEMATIC DRAWING

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



3 EAST ELEVATION
1/4" = 1'-0"



4 SOUTH ELEVATION
1/4" = 1'-0"

TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE
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EXTERIOR ELEVATION KEYNOTES:

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*C*onvenience *A*rchitecture
and *D*esign P.C.
351 Sheetz Way, Claysburg, PA 16625

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PROJECT NAME:
NEW SHEETZ STORE
REYNOLDSBURG

Int. of Taylor Rd.
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Licking County
OH

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
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CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION

ISSUE: 06-25-21
PROJECT NO:
AUTHOR BY: XXX
REVIEW BY: BDL
SHEET TITLE

CONCEPT
EXTERIOR
ELEVATIONS

A201

SCHEMATIC DRAWING

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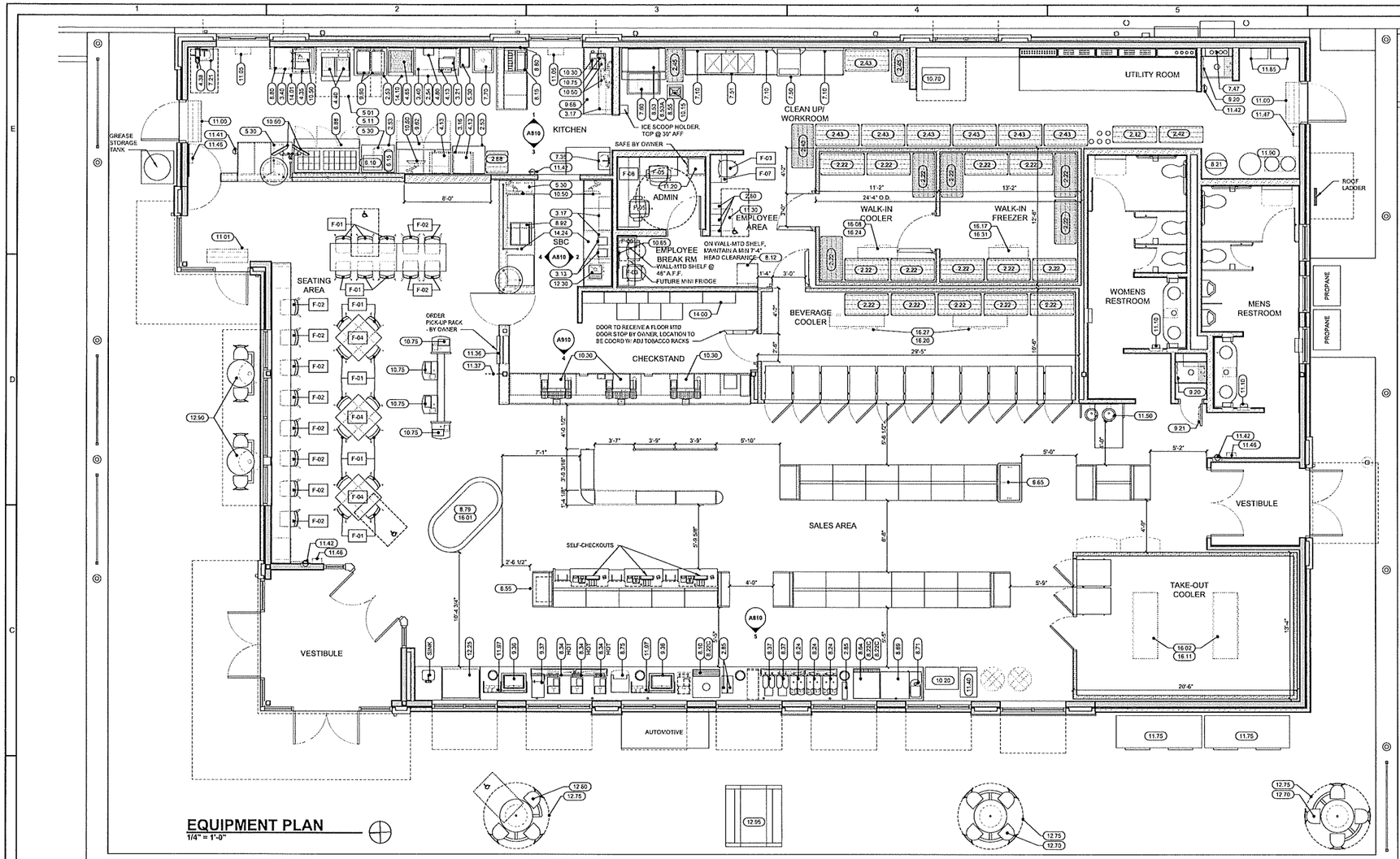


EQUIPMENT PLAN
1/4" = 1'-0"

SPECIALTY EQUIPMENT SCHEDULE

Equip No	Item Description	Count	Installed by	Connected by
1.47	TAKE-HOME COOLER DOORS (BY COOLER MANUFACTURER)	13	OWNER	
2.22	24 x 48 EPOXY SHELVING W/ CASTERS	19	OWNER	N/A
2.42	BAG-IN-BOX RACK - 3 BIN	2	OWNER	OWNER
2.43	24x48 CHROME SHELVING W/ CASTERS	8	OWNER	N/A
2.45	18 x 36 CHROME SHELVING W/ CASTERS	2	OWNER	N/A
2.53	36 x 30 SS TABLE	2	OWNER	N/A
2.54	48 x 30 SS TABLE	1	OWNER	N/A
2.68	24 X 24 MOBILE BREAD RACK	1	OWNER	N/A
2.80	STEEL LOCKER - 6-HIGH BOX 12"X12", 1 MIN ACCESSIBLE	3	OWNER	OWNER
2.85	LID & STRAW HOLDER	3	OWNER	OWNER
3.13	VITAMIX BLENDER	2	OWNER	OWNER
3.16	WALL MOUNTED SOLID SHELVING 24 X 48	1	OWNER	N/A
3.17	WALL MOUNTED SOLID SHELVING 14 X 36	3	OWNER	N/A
3.21	SCALE	1	OWNER	OWNER
3.29	36 x 30 SS TABLE - W/O UNDERSHELF	1	OWNER	N/A
3.40	WALL MOUNTED WIRE SHELVING 24 X 48	2	OWNER	N/A
4.13	MICROWAVE	3	OWNER	OWNER
4.35	FRY HOLDING STATION	1	OWNER	OWNER
4.38	HOSE REEL	1	PC	PC
4.40	ELECTRIC FRYER	1	OWNER	OWNER
4.65	ROLLER GRILL	1	OWNER	OWNER
4.80	LABEL MINDER 2	1	OWNER	OWNER
5.01	KITCHEN HOOD	1	OWNER	M/C
5.11	FIRE SUPPRESSION SYSTEM	1	OWNER	OWNER
5.30	TRASH CAN	4	OWNER	OWNER
6.10	HOT FOOD PRODUCT HOLDING UNIT	1	OWNER	OWNER
6.15	HEATED CHEESE DISPENSER	1	OWNER	OWNER
6.55	HEATED GLASS MINI-MERCHANDISER WARMER (FUTURE)	1	OWNER	OWNER
6.65	FREEZER MERCHANDISER	1	OWNER	OWNER
6.66	REFRIGERATED FOOD PREP TABLE - 72"	1	OWNER	OWNER
7.10	MODULAR WALL WIRE SHELF, MAT, AND HOOK SYSTEM	3	OWNER	OWNER
7.21	SS HAND SINK w/ WRIST BLADES	1	PC	PC
7.35	SS HAND SINK w/ WRIST BLADES AND EYEWASH	1	PC	PC
7.47	WALL MOUNTED WATER FILTRATION SYSTEM	1	PC	PC
7.50	VENTLESS DISH MACHINE	1	OWNER	EC/PC
7.51	SCULLERY DISH TABLE 102" W/ 3 BOWL SINK	1	OWNER	PC
7.60	TROUGH STYLE FLOOR DRAIN 24X36	1	PC	PC
7.70	ONE-COMPARTMENT RINSE SINK WITH COVED EDGING	1	PC	PC
8.10	BEVERAGE DISPENSER	1	OWNER	OWNER
8.12	ICE MACHINE (WITH ELEVATED SUPPORT STAND)	1	OWNER	EC
8.12A	ICE MACHINE CONDENSING UNIT (ROOF)	1	OWNER	EC
8.15	BEVERAGE DISPENSER (DRIVE-THRU)	1	OWNER	OWNER
8.21	CO2 CARBONATION SYSTEM	1	OWNER	OWNER
8.22A	CARBONATOR	1	OWNER	OWNER
8.22C	UNDER COUNTER COMPACT WATER BOOSTER	3	OWNER	OWNER
8.24	2 HEAD FUB	3	OWNER	OWNER
8.34	FRANKE COFFEE BREWER	6	OWNER	OWNER
8.37	NARROW ICED BEVERAGE DISPENSERS	2	OWNER	OWNER
8.53	REMOTE ICE CUBE MACHINE	1	OWNER	OWNER
8.53A	ICE MACHINE CONDENSING UNIT (ROOF)	1	OWNER	EC
8.85	ICE STORAGE BIN - B-STYLE	1	OWNER	OWNER
8.64	SELF CONTAINED FCB MACHINE	1	OWNER	OWNER
8.69	MILKSHAKE BLENDING BAR	1	OWNER	OWNER
8.71	MILKSHAKE BLENDER	1	OWNER	OWNER
8.75	5 HOPPER HOT BEVERAGE SYSTEM	1	OWNER	OWNER
8.79	OPEN AIR RTE CASE	1	OWNER	EC
8.80	COUNTERTOP CUP DISPENSING CABINETS	2	OWNER	OWNER
8.92	ESPRESSO MACHINE	1	OWNER	OWNER
9.20	24" MOP AND BROOM HOLDER	2	OWNER	OWNER
9.21	18" MOP AND BROOM HOLDER	1	OWNER	OWNER
9.36	REMOTE REFRIGERATED DROP-IN WELL	2	OWNER	OWNER
9.37	CREAMER DISPENSER	1	OWNER	OWNER
9.62	FOOD PREP TABLE - 60" SOLID DOOR SANDWICH UNIT	1	OWNER	OWNER
9.66	UNDERCOUNTER GLASS DOOR REFRIGERATOR	1	OWNER	OWNER
9.90	HIGH SPEED OVEN	2	OWNER	OWNER
10.15	ICE BAGGER CART	1	OWNER	OWNER
10.17	STORE CLOCK (BATTERY OPERATED)	1	OWNER	OWNER
10.20	LOTTERY MACHINE	1	OWNER	OWNER
10.25	LOTTERY COUNTERTOP TICKET DISPENSER	1	OWNER	OWNER
10.30	POS TERMINAL	4	OWNER	OWNER
10.50	ORDER MONITOR	9	OWNER	OWNER
10.65	EMPLOYEE KIOSK	1	OWNER	OWNER
10.70	STORE SERVER	1	OWNER	OWNER
10.75	TOUCH SCREEN	5	OWNER	OWNER
11.00	AIR CURTAIN	2	OWNER	EC
11.01	HEATED AIR CURTAIN	1	OWNER	EC
11.05	AIR CURTAIN - 18"	2	OWNER	EC
11.10	HAND DRYER	2	OWNER	EC
11.20	MULTI FUNCTION PAINTER	1	OWNER	OWNER
11.30	TV SECURITY WALL MOUNT ENCLOSURE	1	OWNER	OWNER
11.36	LARGE MOBILE PICKUP RACK	1	OWNER	OWNER
11.37	MOBILE PICKUP BLADE SIGN	1	OWNER	OWNER
11.40	ATM - CASH DISPENSER	1	OWNER	OWNER
11.41	FIRE EXTINGUISHER "CLASS K"	1	OWNER	OWNER
11.42	FIRE EXTINGUISHER	6	BC	BC
11.46	INSECT LIGHT TRAP - AURA MODEL	3	OWNER	OWNER
11.47	INSECT LIGHT TRAP - HALO MODEL	1	OWNER	OWNER
11.50	WATER FOUNTAIN	1	PC	PC
11.75	OUTDOOR ICE MERCHANDISER	2	OWNER	OWNER
11.85	TANKLESS WATER HEATER	2	OWNER	EC/PC
11.90	WATER SOFTENER	1	OWNER	EC/PC
11.97	SELF-SERVE COFFEE KIOSK	2	OWNER	OWNER
12.25	2-DOOR LOW PROFILE PASTRY CASE	1	OWNER	OWNER
12.30	SINGLE BOWL UNDERMOUNT SS SINK	1	OWNER	PC
12.50	CYCLESAFE U-BIKE RACK	2	OWNER	OWNER
12.70	4 SEAT OUTDOOR TABLE CLUSTER	2	OWNER	OWNER
12.75	ALUMINUM UMBRELLA	3	OWNER	OWNER
12.80	3 SEAT OUTDOOR TABLE CLUSTER	1	OWNER	OWNER
12.90	2 SEAT OUTDOOR TABLE CLUSTER	2	OWNER	OWNER
12.95	ALUMINUM PICNIC TABLE	1	OWNER	OWNER
14.00	TOBACCO MERCHANDISER	1	OWNER	OWNER
14.01	UNDERCOUNTER DRAWERED FREEZER - 48"	1	OWNER	OWNER
14.24	UNDERCOUNTER SINGLE DOOR COOLER - 27"	2	OWNER	OWNER
16.01	CONDENSING UNIT (ROOF) - OPEN AIR RTE CASE	1	OWNER	EC
16.02	EVAPORATOR - WALK-IN TAKE-OUT COOLER	2	OWNER	EC
16.08	CONDENSING UNIT (ROOF) - WALK-IN COOLER	1	OWNER	EC
16.11	CONDENSING UNIT (ROOF) - WALK-IN TAKE-OUT COOLER	1	OWNER	EC
16.17	CONDENSING UNIT (ROOF) - WALK-IN FREEZER	1	OWNER	EC
16.20	CONDENSING UNIT (ROOF) - BEVERAGE COOLER	1	OWNER	EC
16.24	EVAPORATOR - WALK-IN COOLER	1	OWNER	EC
16.27	EVAPORATOR - BEVERAGE COOLER	2	OWNER	EC
16.31	EVAPORATOR - WALK-IN FREEZER	1	OWNER	EC

LEGEND:
BC = BUILDING CONTRACTOR
EC = ELECTRICAL CONTRACTOR
MC = MECHANICAL CONTRACTOR
PC = PLUMBING CONTRACTOR
SC = SPECIALTY CONTRACTOR

NOTES:
1. ALL EQUIPMENT LISTED IS SUPPLIED BY OWNER, U.N.O.
2. ALL OVERHEAD EQUIPMENT TO BE MOUNTED 80" AFF MIN. U.N.O.
3. COUNTERTOP HOLES TO BE FIELD LOCATED AND FIELD DRILLED BY GC.

INTERIOR FURNITURE SCHEDULE

MARK	DESCRIPTION	Count
F-01	CHAIR, TYPICAL TABLE SEATING	18
F-02	CHAIR, HIGH TOP SEATING	12
F-03	STOOL, EMPLOYEE HIGH TOP SEATING	3
F-04	DINING TABLE, 36" X 36"	3
F-05	CHAIR, OFFICE	2
F-06	HIGH TOP TABLE, 18" X 58"	1
F-07	HIGH TOP TABLE, 18" X 30"	1
F-08	SYSTEMS FURNITURE DESK AND SIDE RETURN	1

NOTES:
1. ALL FURNITURE LISTED IS SUPPLIED AND INSTALLED BY OWNER, U.N.O.

Convenience Architecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625
phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ STORE

OWNER:
SHEETZ, INC.
5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION

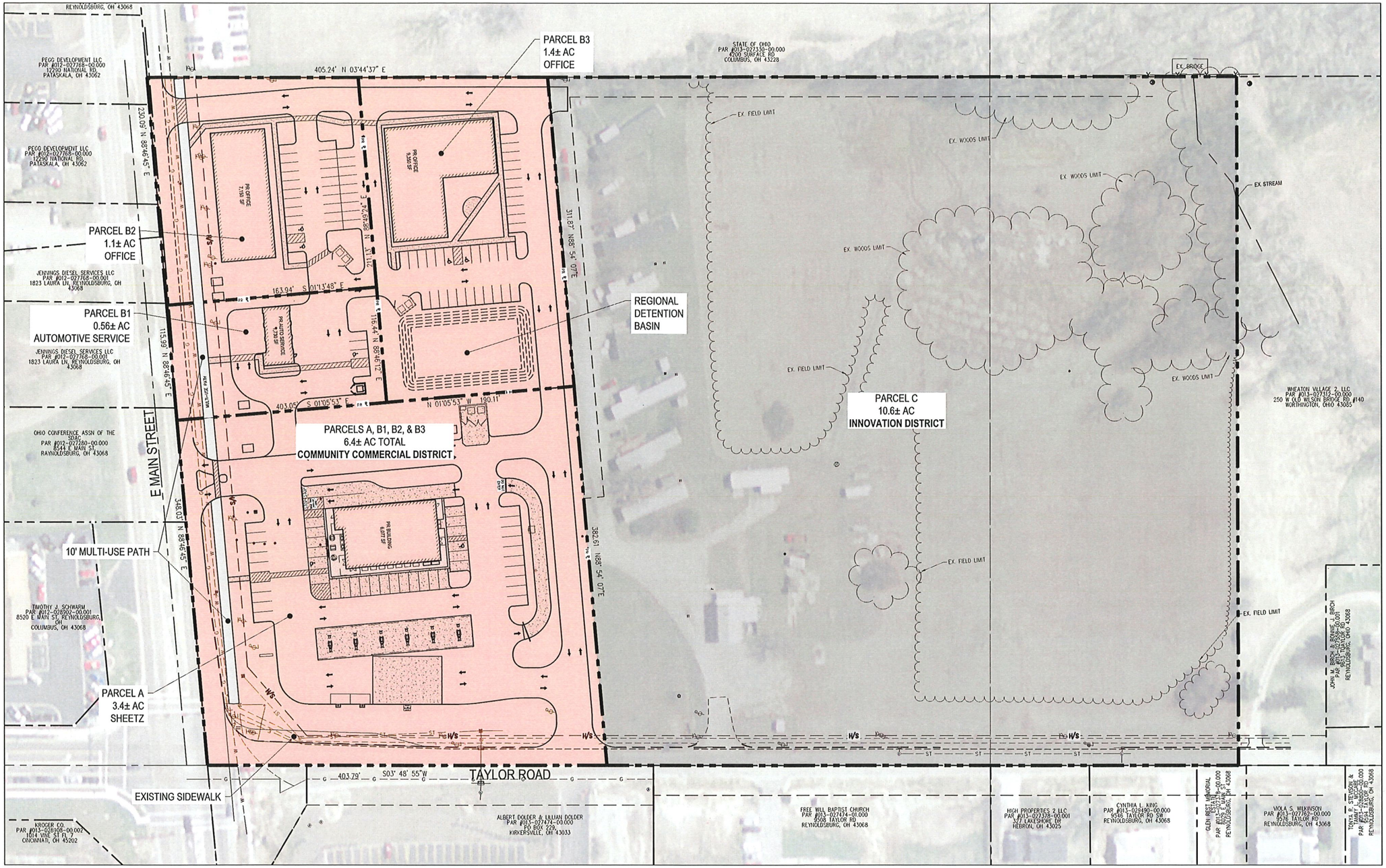
ISSUE: 02/08/21
PROJECT NO: SHZ02.30
AUTHOR BY: AJP
REVIEW BY: MJP
SHEET TITLE

EQUIPMENT PLAN

A800

PERMIT REVIEW DRAWINGS

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



SHEET INDEX:

OVERALL SITE PLAN	1/6
REZONING SITE PLAN	2/6
ALTA SURVEY COVER SHEET	3/6
ALTA SURVEY	4/6
PRELIMINARY UTILITY PLAN	5/6
ENVIRONMENTAL/LANDSCAPE CONCEPT PLAN	6/6
ARCHITECTURAL ELEVATIONS	A200–A201
ARCHITECTURAL FLOOR PLAN	A800

SITE DATA:

EXISTING ZONING:	INNOVATION DISTRICT (I)
EXISTING LOT AREA:	17.0± AC
PROPOSED REZONING:	COMMUNITY COMMERCIAL (CC)
PROPOSED REZONING AREA:	6.4± AC TO CC (10.6 AC REMAIN INNOVATION)

APR 28 2022

STATE OF OHIO
DONALD ANDERS SAMUELSON II
PE 81939
REGISTERED
PROFESSIONAL ENGINEER

0 25 50 100
SCALE: 1 IN = 50 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.461.4222
FAX: 888.488.7340

PROJECT DATE: 4/27/2022
PROJECT NO: S6430007
DRAWN BY: RLW
CHECKED BY: MAM

TERMINAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

OVERALL SITE PLAN

1 / 6

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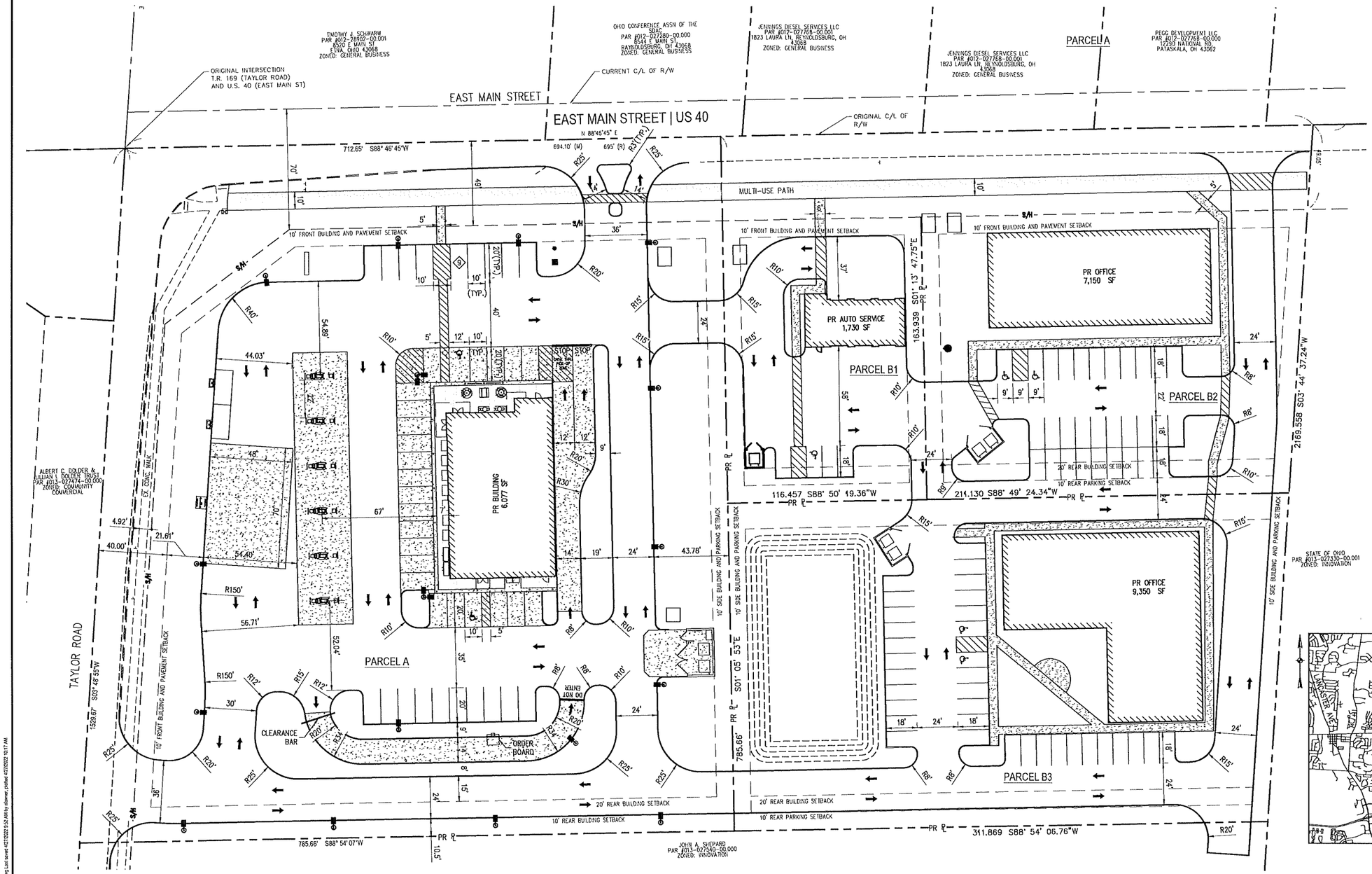
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



SITE DATA:

EXISTING ZONING:	INNOVATION DISTRICT (I)
LOT AREAS:	PARCEL A: 3.4 AC PARCEL B: 0.56 AC PARCEL C: 1.08 AC APRCEL D: 1.40 AC
PROPOSED REZONING:	COMMUNITY COMMERCIAL (CC)
PROPOSED LOT USE:	SHEETZ FUEL STATION AND C-STORE (PARCEL A) – 6,077 SF AUTO SERVICE (PARCEL B1) – 1,730 SF OFFICE (PARCEL B2) – 7,150 SF OFFICE (PARCEL B3) – 9,350 SF
PARKING:	C-STORE WITH GASOLINE – 1 PER 2 FUEL DISPENSING STATIONS + 1 PER 200 SF RETAIL AREA AUTO SERVICE – 1 PER 500 SF OFFICE – 1 PER 250 SF

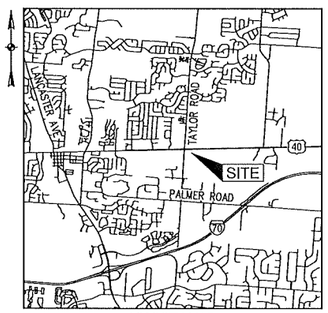
6,077 SF/200 SF = 31 SPACES
6 FUEL DISPENSING STATIONS/2 = 3 SPACES
34 SPACES REQUIRED ON PARCEL A
43 SPACES PROVIDED INCLUDING 2 ADA

1,730 SF AUTO SERVICE/500 SF = 4 SPACES
4 SPACES REQUIRED ON PARCEL B1
4 SPACES PROVIDED INCLUDING 1 ADA

7,150 SF OFFICE/250 = 29 SPACES
29 SPACES REQUIRED ON PARCEL B2
30 SPACES PROVIDED INCLUDING 1 ADA

9,350 SF OFFICE/250 SF = 38 SPACES
38 SPACES REQUIRED ON PARCEL B3
34 SPACES PROVIDED INCLUDING 2 ADA

FRONT SETBACK:	10'
SIDE SETBACK:	10'
REAR BUILDING SETBACK:	20'
REAR PARKING SETBACK:	10'
LANDSCAPE SETBACKS:	6' FROM PROPERTY LINES
LOT COVERAGE:	70% MAX



VICINITY MAP
NOT TO SCALE

0 15 30 60
SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 4/27/2022
PROJECT NO: S5430007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

REZONING SITE PLAN

2 / 6

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Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

ALTA/NSPS LAND TITLE SURVEY

STEWART TITLE INSURANCE COMPANY

SITUATED IN THE COUNTY OF LICKING, IN THE STATE OF OHIO, AND IN THE TOWNSHIP OF ETNA, NOW CITY OF REYNOLDSBURG, AND BEING A PART OF THE NW $\frac{1}{4}$ OF SECTION 16 AND THE SW $\frac{1}{4}$ OF SECTION 9, TOWN 16, RANGE 20, OF THE REFUGEE LANDS.

PROPERTY ADDRESS AS LISTED IN THE TITLE COMMITMENT:

8555 E. MAIN ST. REYNOLDSBURG, OH 43068

LEGAL DESCRIPTION OF SUBJECT PARCEL:

BEING A PART OF THE NORTHWEST QUARTER OF SECTION 16 AND THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 16, AND RANGE 20, REFUGEE LANDS AND BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHETHER THE CENTER LINE OF TOWNSHIP ROAD NO. 169 INTERSECTS THE CENTER LINE OF THE NATIONAL ROAD; THENCE ALONG THE CENTER LINE OF THE NATIONAL ROAD, NORTH 85° 37' EAST 695 FEET TO A POINT FOR A CORNER; THENCE SOUTH 0° 04' EAST (PASSING AN IRON PIPE AT 40.11 FEET) A DISTANCE OF 1097.3 FEET TO A POINT FOR A CORNER, MARKED BY AN IRON PIPE; THENCE SOUTH 89° 55' WEST (PASSING AN IRON PIPE AT 673.7 FEET) A DISTANCE OF 693.7 FEET TO A POINT IN THE CENTER LINE OF SAID TOWNSHIP ROAD NO. 169; THENCE ALONG THE CENTER LINE OF SAID TOWNSHIP ROAD, NORTH 1042.4 FEET TO THE POINT OF BEGINNING; CONTAINING 17.010 ACRES, MORE OR LESS, SUBJECT TO ALL LEGAL HIGHWAYS;

SUBJECT TO ALL CONDITIONS, EASEMENTS RESTRICTIONS, RIGHTS OF WAY OF RECORD, LEGAL HIGHWAYS AND APPLICABLE ZONING REGULATIONS.

STEWART TITLE INSURANCE COMPANY
FILE NO. 1256093 EFFECTIVE DATE: (MAY) 20, 2021
SCHEDULE B EXCEPTIONS:

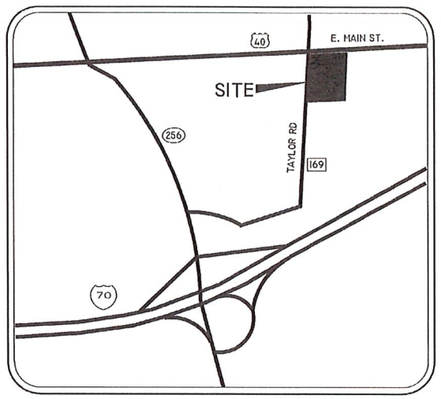
◇ # REFERENCE ANNOTATION WHEN SHOWN ON THE MAP.

◇ 9. EASEMENT GRANTED TO THE OHIO POWER COMPANY, POWER & TELEPHONE POLES ALONG ROADWAYS, DEED BOOK 331, PAGE 263
NOT SHOWN ON THE MAP.

◇ 10. EASEMENT FOR HIGHWAY PURPOSES, STATE OF OHIO, DEED BOOK 444, PAGE 373
IS SHOWN ON THE MAP.

◇ 11. BLANKET EASEMENT GRANTED TO THE OHIO POWER COMPANY, DEED BOOK 558, PAGE 325
NOT SHOWN ON THE MAP.

◇ 13. EASEMENT GRANTED TO COLUMBIA GAS OF OHIO, INC. INSTRUMENT 199907270031059
IS SHOWN ON THE MAP.



LOCATION MAP
NTS

SURVEY NOTES

1. DATE(S) OF FIELD SURVEY: JUNE 7-10, 2021.
2. NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.
3. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES IF INFORMATION IS AVAILABLE FROM THE CONTROLLING
4. JURISDICTION. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
5. THERE WERE NO WETLAND AREAS DELINEATED BY APPROPRIATE AUTHORITIES OBSERVED ON THE SITE AT THE TIME OF THE FIELD SURVEY. THERE ARE NO WETLANDS DELINEATED PER RECORD. SOURCE: U.S. FISH AND WILDLIFE SERVICE. NATIONAL WETLANDS INVENTORY. LAST MODIFIED: FEBRUARY 23, 2016.
6. NO APPARENT ENCROACHMENTS OBSERVED.
7. BEARING CONTROL IS BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE AS COLLECTED BY GPS. OBSERVATIONS IN JUNE OF 2021.

FLOOD ZONE DESIGNATION:

THE SUBJECT PARCEL LIES WITHIN ZONE X: AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

SOURCE: NFIP (NATIONAL FLOOD INSURANCE PROGRAM) FIRM (FLOOD INSURANCE RATE MAP), MAP NUMBER 39089C0409J, EFFECTIVE DATE: MARCH 16, 2015.

REFERENCE DOCUMENTS:

1. BASED ON RECORDED PLATS FROM LICKING COUNTY, OHIO RECORDS.
2. BASED ON RECORDED DEED DESCRIPTIONS FROM LICKING COUNTY, OHIO RECORDS.
3. BASED ON DOCUMENTS PROVIDED BY THE CLIENT.
4. BASED ON DOCUMENTS PROVIDED IN THE COMMITMENT FOR TITLE INSURANCE BY STEWART TITLE INSURANCE COMPANY, ORDER NUMBER 1256093, EFFECTIVE DATE: MAY 20, 2021.

EXISTING UNDERGROUND UTILITIES NOTE:

THE UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH, HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

SURVEYOR'S CERTIFICATE :

TO SKILKEN GOLD REAL ESTATE DEVELOPMENT, MORSE ROAD DEVELPMENT, LLC, JOHN A. SHEPARD AND STEWART TITLE GUARANTY COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS(LIST) 1, 2, 3, 4, 5, 8, 11(A)(B), 13, 14, 16, 17, 18, OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON JUNE 10, 2021.

DATE: JUNE 25, 2021
LAST REVISED DATE: AUGUST 16, 2021

JON D BRUNER, P.S.
LICENSED PROFESSIONAL SURVEYOR
OHIO LICENSE NO. 7098
JBRUNER@MANNIKSMITHGROUP.COM

STATE OF OHIO JON D. BRUNER 7098 REGISTERED PROFESSIONAL SURVEYOR

NO.	DATE	BY	DESCRIPTION

1800 INDIANA WOOD CIRCLE
MAUMEE, OH 43537
TEL: 419.891.2222
FAX: 419.891.1585

PROJECT DATE: 09/16/2021
PROJECT NO: S6433007
DRAWN BY: JMG
CHECKED BY: JDB

TECHNICAL SKILL. CREATIVE SPIRIT.
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN/GOLD
470 MORSE RD.
COLUMBUS, OH 43230

SHEETZ #062
8555 E. MAIN ST.
REYNOLDSBURG, OH 43068

ALTA SURVEY

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Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

LEGEND OF EXISTING CONDITIONS

- W – WATER LINE
- UTL – UNDERGROUND TELECOM
- P – PROPERTY LINE
- R/W – RIGHT-OF-WAY
- ℄ – CENTER LINE
- G – GAS LINE
- X – CHAIN-LINK FENCE
- E – UNDERGROUND ELECTRIC
- ST – STORM LINE
- SA – SANITARY LINE
- OH – OVERHEAD TELEPHONE & ELECTRIC LINES

- POWER POLE
- SATELLITE DISH
- TRAFFIC SIGNAL POLE
- ELECTRIC TRANSFORMER
- CONIFEROUS TREE
- FIRE HYDRANT
- SQUARE CATCH BASIN
- PIPE CLEAN-OUT
- WATER WELL
- FLAGPOLE
- POWER AND LIGHT POLE
- DECIDUOUS TREE
- GUY ANCHOR
- SIGN
- LIGHT POLE
- MAIL BOX
- IRON PIN FOUND
- STORM MANHOLE
- SANITARY MANHOLE
- ROCK/BOULDER
- CURB INLET
- AC UNIT
- GAS METER
- TELEPHONE PEDESTAL
- TELEPHONE POWER POLE
- GAS VALVE
- IRON PIPE FOUND
- MAGNAIL SET
- WATER VALVE

EXISTING SANITARY STRUCTURE TABLE

1. EX. SAN MH #50128 RIM 983.93 FL 963.43 ~12"PVC N FL 963.43 ~12"PVC S
2. EX. SAN MH #50131 RIM 984.24 FL 965.04 ~12"PVC N FL 965.04 ~12"PVC S
3. EX. SAN MH #50132 RIM 984.79 FL 965.19 ~12"PVC N FL 965.19 ~12"PVC S
4. EX. SAN CLEAN OUT #10005 RIM 987.55 FL 983.34 ~6"PVC N/S
5. EX. SAN CLEAN OUT #10011 RIM 985.84 FL 982.67 ~6"PVC N/S
6. EX. SAN CLEAN OUT #10014 RIM 983.71 FL 979.07 ~6"PVC N/SE
7. EX. SAN MH #10000 RIM 976.03 FL 959.53 ~6"PVC N/W FL 959.43 ~10"PVC S
8. EX. SAN MH #10016 RIM 978.06 FL 968.76 ~10"PVC N FL 968.66 ~10"PVC S FL 968.26 ~18"PVC SW FL 968.26 ~18"PVC NE

STATE OF OHIO
PAR #013-027330-00.000

EXISTING STORM STRUCTURE TABLE

1. EX. STM MH #50006 RIM 985.24 FL 981.09 ~12"RCP NE FL 981.09 ~15"RCP S
2. EX. STM MH #50032 RIM 983.60 FL 979.25 ~18"RCP E FL 979.25 ~18"RCP W FL 979.25 ~15"RCP N
3. EX. CURB INLET #50033 RIM 982.87 FL 979.12 ~18"RCP E FL 979.12 ~18"RCP W
4. EX. CATCH BASIN #50031 RIM 981.67 FL 950.27 ~15"VCP NE FL 979.32 ~18"RCP W
5. EX. STM MH #50129 RIM 983.73 FL 977.43 ~18"RCP E FL 977.43 ~24"CPP N
6. EX. CURB INLET #50130 RIM 982.84 FL 979.54 ~18"RCP E FL 979.54 ~18"RCP W
7. EX. CATCH BASIN #50022 RIM 986.97 FL 981.87 ~15"RCP SW
8. EX. CATCH BASIN #50939 RIM 986.19 FL 984.39 ~12"CPP S FL 984.39 ~10"CPP N
9. EX. CATCH BASIN #50949 RIM 985.86 FL 983.66 ~10"CPP S FL 983.91 ~10"CPP W
10. EX. CATCH BASIN #50982 RIM 987.01 FL 984.66 ~18"CPP W FL 984.61 ~18"CPP NE
11. EX. CURB INLET #40486 RIM 979.28 FL 976.23 ~12"RCP W
12. EX. STM MH #40487 RIM 979.60 FL 976.10 ~12" E FL 976.05 ~12" W FL 976.05 ~12" N
13. EX. CURB INLET #40448 RIM 980.16 FL 977.16 ~12"RCP W
14. EX. STM MH #40449 RIM 980.56 FL 977.11 ~12"RCP S FL 977.16 ~12"RCP E

CAPPED IRON PIN FOUND
49.05'
S 03°44'37" W
1102.29" (M) 1097.30" (R)
664.97'
402.28'
CAPPED IRON PIN FOUND
CAPPED IRON PIN FOUND

EAST MAIN STREET | US 40
ORIGINAL C/L OF R/W
CURRENT C/L OF R/W
N 88°46'45" E
694.10' (M) 695' (R)
19.00'
ORIGINAL INTERSECTION TR. 169 (TAYLOR ROAD) AND U.S. 40 (EAST MAIN ST)
IRON PIN FOUND
40.00'
55.00'
IRON PIN FOUND
N 03°47'27 E

JOHN A. SHEPARD
O.R. 669, PG. 742
PAR #013-027540-00.000
17.038 AC.
8555 E. MAIN ST.

SEC. 9
SEC. 8
SEC. 16
SEC. 17

692.80' (M) 693.70' (R)
N 86°15'55" W
30.00'
1042.40' (R) 1042.34' (M)
N 03°48'55 E
IRON PIPE FOUND
28.85'
TAYLOR ROAD

WHEATON VILLAGE 2, LLC
PAR #013-027312-00.000

W:\Projects\Projects P-T\SK\3007\CADD\SURVEY\SK3007_Existing.dwg - Last plotted:8/16/2021 12:55 PM

NO.	DESCRIPTION	DATE	BY

1800 INDIAN WOOD CIRCLE
MAUMEE, OH 43537
TEL: 419.891.2222
FAX: 419.891.1595

PROJECT DATE: 08/16/2021
PROJECT NO.: SK3000/7
DRAWN BY: JMG
CHECKED BY: JDB

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN/GOLD
4270 MORSE RD.
COLUMBUS, OH 43220

SHEETZ #062

8555 E. MAIN ST.
REYNOLDSBURG, OH 43068

ALTA SURVEY

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

EAST MAIN STREET

EAST MAIN STREET | US 40

CURRENT C/L OF R/W

ORIGINAL C/L OF R/W

ORIGINAL INTERSECTION T.R. 169 (TAYLOR ROAD) AND U.S. 40 (EAST MAIN ST)

OHIO CONFERENCE ASSN OF THE SDAC
PAR #012-027280-00.000
8641 E MAIN ST
REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

JENNINGS DIESEL SERVICES LLC
PAR #012-027768-00.001
1823 LAURA LN, REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

JENNINGS DIESEL SERVICES LLC
PAR #012-027768-00.001
1823 LAURA LN, REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

FECG DEVELOPMENT LLC
PAR #012-027768-00.000
12290 NATIONAL RD
PATASKALA, OH 43062

EX. 12" WATER MAIN (PER RECORD)

EX. 6" GAS DRAWN PER COLUMBIA GAS RECORD PLANS (FIELD VERIFY)

MULTI-USE PATH

PARCEL A

PARCEL B1

PARCEL B2

PARCEL B3

PR BUILDING 6,077 SF

PR AUTO SERVICE 1,730 SF

PR OFFICE 7,150 SF

PR OFFICE 9,350 SF

PR GREASE INTERCEPTOR

PR OWS

UNDERGROUND DETENTION

REGIONAL DETENTION BASIN

2" WATER SERVICE

2" GAS SERVICE

6" SANITARY SERVICE

PR STM

PR SAN SERV.

PR SAN MAIN

PR P

TAYLOR ROAD

JOHN A. SHEPARD
PAR #013-027540-00.000
10852 2X01 RD
THORNVILLE, OH 43076
ZONED: INNOVATION

0 15 30 60
SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 4/27/2022
PROJECT NO: S6430007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.

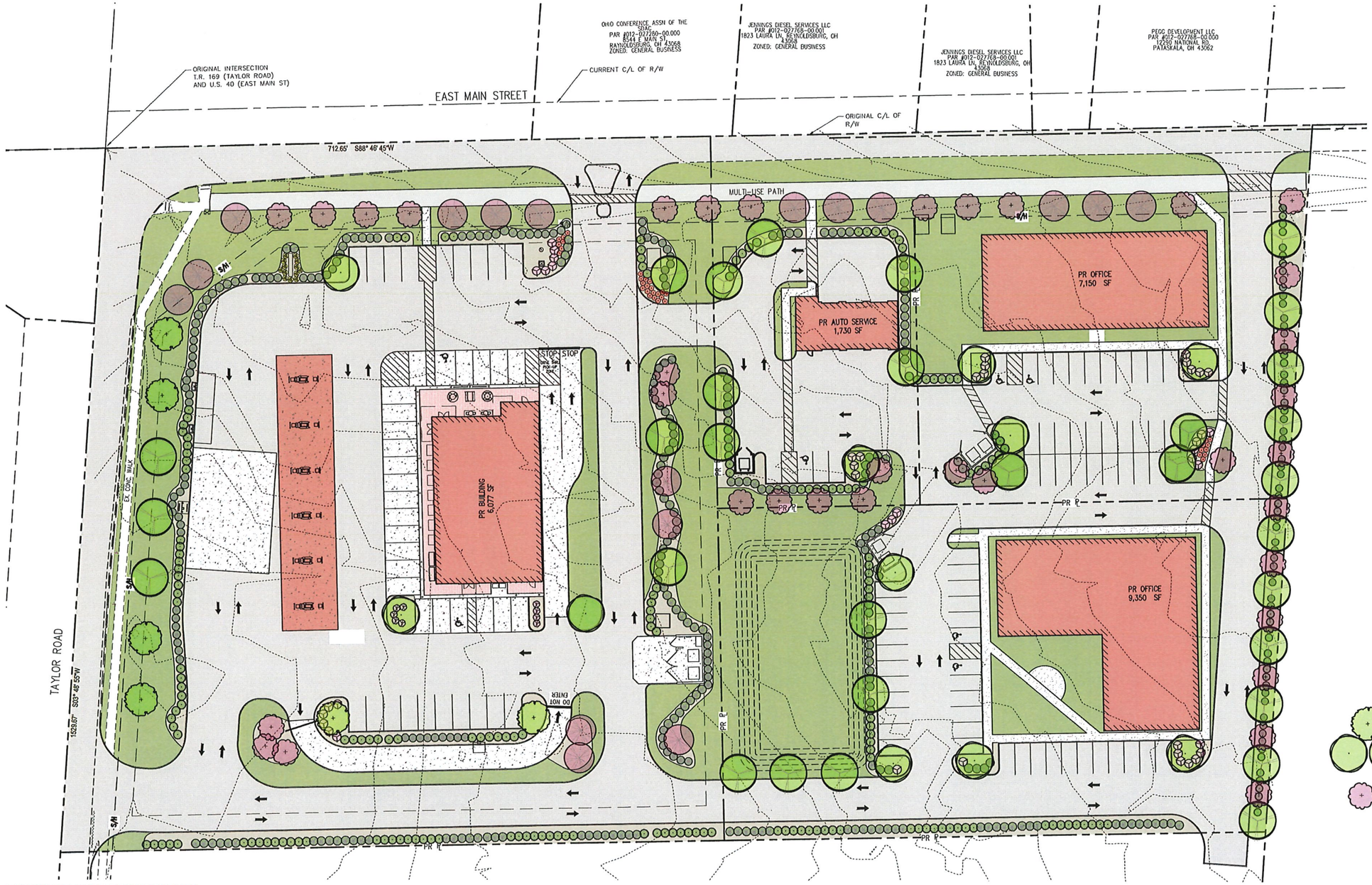
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

PRELIMINARY UTILITY PLAN

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



LANDSCAPE CODE REQUIREMENTS

REQUIRED:	PROVIDED:
SECTION 1105.07 – LANDSCAPING AND BUFFERING	
F.ix. LANDSCAPE SETBACK IS NO LESS THAN 6'	6' LANDSCAPE SETBACK PROVIDED
G.i–iii. STREET TREES ARE REQUIRED WITH A SPACING OF 35' TO 45' FOR LARGE TREES (50'+ MATURE HEIGHT), 25' TO 35' FOR MEDIUM TREES (30'–50' MATURE HEIGHT), AND 15' TO 25' FOR SMALL TREES (10'–30' MATURE HEIGHT).	STREET TREES PROVIDED ALONG E MAIN AND TAYLOR AT APPROPRIATE SPACING. TREES LOCATED BEHIND SIDEWALKS TO AVOID UTILITY CONFLICTS.
G.iii. MINIMUM PLANT SIZES ARE: 2" CALIPER FOR DECIDUOUS TREES 1.5" CALIPER FOR ORNAMENTAL TREES 6' HEIGHT FOR EVERGREEN TREES 18" HEIGHT OR 18" SPREAD FOR SHRUBS DEPENDING ON GROWTH CHARACTERISTICS	MINIMUM PLANT SIZE OR LARGER WILL BE SPECIFIED IN CONSTRUCTION PLANS
G.iv. MAXIMUM NUMBER OF THE SAME SPECIES OF TREES: 10–19 TREES ON SITE = 50% 20–39 TREES ON SITE = 33% 40–59 TREES ON SITE = 25% 60+ TREES ON SITE = 15%	103 TREES PROVIDED, NO MORE THAN 15 OF ANY TREE SPECIES WILL BE PROVIDED

G.vi. SMALL TREES ARE REQUIRED WHEN PLANTING UNDER OR WITHIN 10' OF OVERHEAD UTILITY WIRES. A MEDIUM TREE MAY BE USED WHEN PLANTING WITHIN 10'–20' LATERAL OF OVERHEAD UTILITY WIRES	SMALL TREES SPECIFIED ALONG E. MAIN ST TO AVOID OVERHEAD UTILITY CONFLICT MEDIUM TREES SPECIFIED ALONG TAYLOR ROAD, LOCATED 12' LATERAL FROM OVERHEAD UTILITIES.
H.i,2 COMMERCIAL LOT LANDSCAPING: — UP TO 20,000 SF REQUIRES 1" FOR EVERY 2,000 SF — 20,000 TO 50,000 SF REQUIRES 10" OF TRUNK DIAMETER PLUS 0.5" FOR EVERY ADDITIONAL 2,000 SF OVER 20,000 SF — OVER 50,000 SF REQUIRES A TOTAL TRUNK DIAMETER OF 20" PLUS 1" OF TRUNK FOR EVERY 4,000 SF OVER 50,000 SF CAN BE MET BY ANY COMBINATION OF EXISTING AND NEW TREES.	PARCEL A: 28" REQUIRED, 60" PROVIDED PARCEL B1: 7" REQUIRED, 20" PROVIDED PARCEL B2: 13" REQUIRED, 30" PROVIDED PARCEL B3: 14" REQUIRED, 39" PROVIDED INCHES CALCULATED FROM INTERIOR PARKING LOT TREES AND PERIMETER TREES
J.ii–iii. FOR EVERY 10 PARKING SPACES, NO LESS THAN 200 SF OF INTERIOR LANDSCAPED PARKING LOT AREA IS REQUIRED CONTAINING AT LEAST 1 TREE AND 4 SHRUBS, MUST BE MINIMUM WIDTH OF 10'.	PARCEL A: 5 TREES, 20 SHRUBS AND 1000 SF REQUIRED AND PROVIDED PARCEL B1: 1 TREE, 4 SHRUBS, AND 200 SF REQUIRED AND PROVIDED PARCEL B2: 3 TREES, 12 SHRUBS, AND 600 SF REQUIRED AND PROVIDED PARCEL B3: 4 TREES, 16 SHRUBS, AND 800 SF REQUIRED AND PROVIDED

J.v. PERIMETER LANDSCAPING SHALL BE A MINIMUM WIDTH OF 10' AND CONSIST OF EVERGREEN HEDGE, EVERGREEN TREES, MOUND, OR COMBINATION THEREOF. MUST BE A MINIMUM OF 36" IN HEIGHT AND CONTAIN 1 DECIDUOUS TREE PER 50 LF OF PARKING PERIMETER.	10' LANDSCAPE AREA PROVIDED AROUND PERIMETER WITH EVERGREEN HEDGE PARCEL A: 30 TREES REQUIRED AND PROVIDED PARCEL B1: 11 TREES REQUIRED AND PROVIDED PARCEL B2: 14 TREES REQUIRED AND PROVIDED PARCEL B3: 17 TREES REQUIRED AND PROVIDED
K. A SOLID, OPAQUE FENCE OR WALL OR BERM WITH A CONTINUOUS EVERGREEN HEDGE SHALL ENCLOSE ANY SERVICE STRUCTURE. MECHANICAL EQUIPMENT MUST BE SCREENED TO THE MAXIMUM EXTENT FEASIBLE. PLANT MATERIAL FOR SCREENING DOES NOT COUNT TOWARD ANY OTHER LANDSCAPE REQUIREMENTS.	PROPOSED TRANSFORMER, AIR STATIONS, AND HEATED ENCLOSURE SCREENED WITH HEDGE, DUMPSTER SCREENED WITH HEDGE AND WALL.

LEGEND

- PR DECIDUOUS TREE
- PR DECIDUOUS FLOWERING TREE
- PR DECIDUOUS FLOWERING SHRUB
- PR EVERGREEN SHRUB
- PR ORNAMENTAL GRASS

0 15 30 60

SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 10/28/2021
PROJECT NO: S6430007
DRAWN BY: RLW
CHECKED BY: MAM

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD
REAL ESTATE
DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

ENVIRONMENTAL/ LANDSCAPE CONCEPT PLAN

W:\Projects\Projects F-T\SKILKEN\CAD\SHEETS\Rezoning Development Plan\SK430007-LANDSCAPE PLAN.dwg Last saved 4/7/2022 9:51 AM by rfulmer, plotted 4/7/2022 9:53 AM

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Taylor Road & E. Main Street Community Commercial Development

Traffic Impact Study

Prepared for: Skilken Gold Real Estate Development
June 6, 2022

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

6612 Singletree Drive
Columbus, OH 43229
614.656.2424
www.cmtran.com

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Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

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Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

I. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of a proposed community commercial development located in Reynoldsburg, Ohio. This traffic impact study (TIS) is required by the City of Reynoldsburg as part of the development approval process. A memorandum of understanding (MOU) was submitted to and approved by the City of Reynoldsburg. The MOU can be seen in **Appendix A**.

II. Proposed Development

A. Off-Site Developments

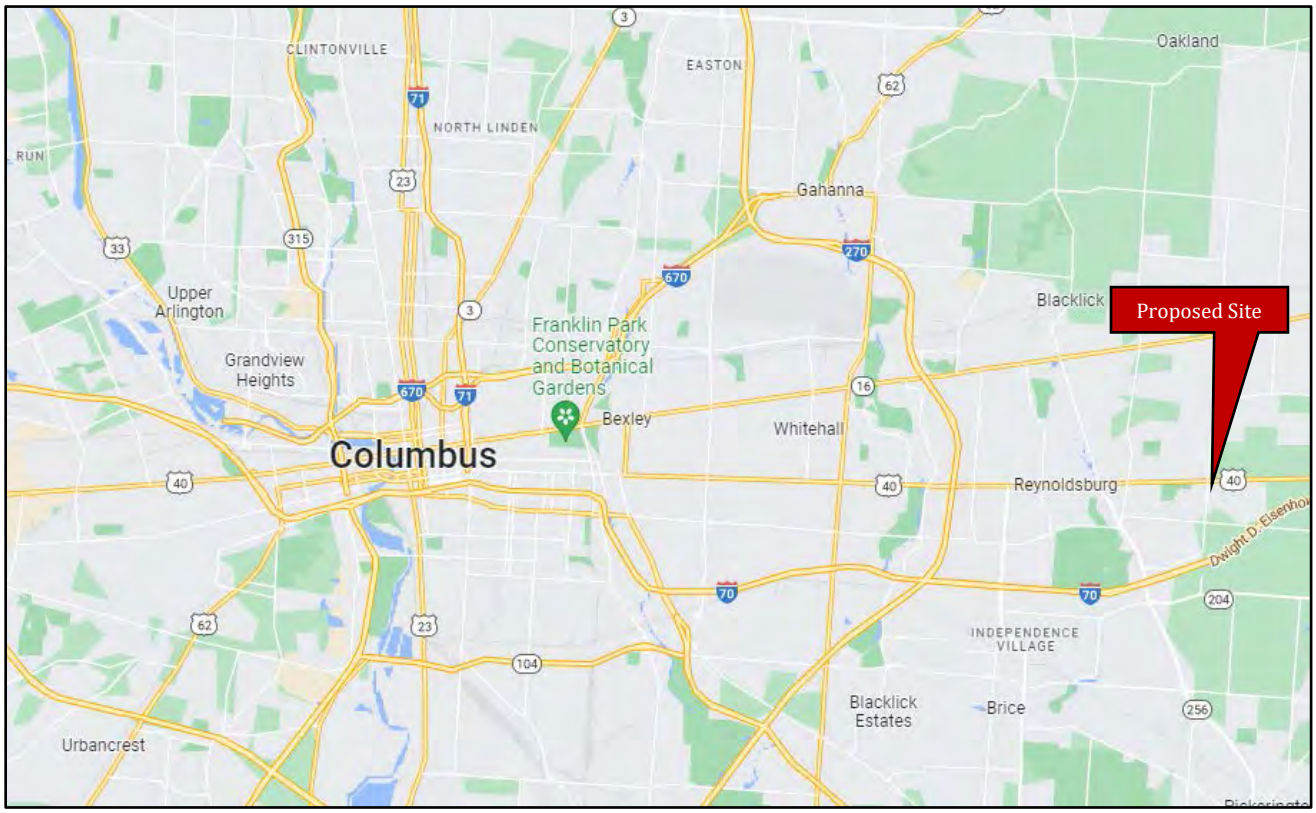
The study area includes the proposed site access points and the intersections of Taylor Road & E. Main Street, Oak Valley Road & E. Main Street, and Palmer Road & Taylor Road. The surrounding area is largely developed with commercial developments to the north and west and undeveloped land on all other sides. The existing site includes a mobile home development that will be demolished.

B. On-Site Development

Location

The site is located on the southeast corner of the Taylor Road & E. Main Street intersection. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

Figure 1 – Location in Central Ohio



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections

Land Use & Intensity

The site is proposed to develop as a Sheetz gas station/convenience store/restaurant with 12 passenger vehicle fueling positions, a 7,150 SF office building, a 9,350 SF office building, and a 1,730 SF quick lubrication vehicle shop. The development is proposed to have one full access and one right-in, right-out (RIRO) access along E. Main Street and one full access along Taylor Road. The site plan is provided in **Appendix A.**

III. Area Conditions

A. Area of Influence

The study intersections for the proposed development are listed below. Numbers correspond to **Figure 2**.

1. E. Main Street & Site Access 1 (full access)
2. E. Main Street & Site Access 2 (RIRO)
3. Taylor Road & Site Access 3 (full access)

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

4. Taylor Road & E. Main Street
5. Oak Valley Road & E. Main Street
6. Palmer Rod & Taylor Road

E. Main Street is a five-lane section with a posted speed limit of 35 MPH west of Taylor Road and 50 MPH east of Taylor Road. Taylor Road is a three-lane section with a posted speed limit of 35 MPH.

B. Jurisdictions

The proposed site is located in Reynoldsburg, Ohio. All study intersections are under City of Reynoldsburg jurisdiction except for Palmer Road & Taylor Road which is under Etna Township jurisdiction.

C. Traffic Volumes & Conditions

AM and PM peak turning movement counts for the three public road study intersections were collected on May 26, 2022 by Carpenter Marty Transportation (CM). A linear annual growth rate of 1% for the study area was obtained from the Ohio Department of Transportation (ODOT) Traffic Forecast Management System (TFMS). All count data and growth rates can be found in **Appendix B**.

IV. Projected Traffic

A. Background Traffic

For analysis, the Opening Year of the development is 2023 and the Design, or Horizon Year, is 2033. The previously described 1% growth rate was applied to the count data to produce No Build volumes for the Opening and Horizon Years. Growth was not applied to movements entering or exiting the north or south legs of the Oak Valley Road & E. Main Street intersection as these are local or private roads that are fully developed.

B. Site Traffic

Trip Generation

Trips for the proposed site development were generated using the Institute of Transportation Engineers (ITE) methodologies and the Trip Generation Manual, 11th Edition. Land Use Codes (LUC) *945 – Convenience Store/Gas Station (VFP 9-15), 712 – Small Office Building,* and *941 – Quick Lubrication Vehicle Shop* were used to generate trips for the proposed development. **Table 1** summarizes the trip generation for the proposed development. The full trip generation details can be found in **Appendix C**.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Table 1 – Proposed Site Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
945 – Convenience Store/Gas Station (VFP 16-24)	6,077 SF	172	172	166	166
Pass-By		108	108	110	110
Non-Pass-By		64	64	56	56
712 – Small Office Building	7,150 SF	10	2	5	10
Pass-By		0	0	0	0
Non-Pass-By		10	2	5	10
712 – Small Office Building	9,350 SF	13	3	7	13
Pass-By		0	0	0	0
Non-Pass-By		13	3	7	13
914 – Quick Lubrication Vehicle Shop	1,730 SF	8	3	6	9
Pass-By		0	0	0	0
Non-Pass-By		8	3	6	9
TOTAL		203	182	184	198
Internal		9	9	11	11
Pass-By		108	108	110	110
Non-Pass-By		86	65	63	77

Site traffic was distributed to/from the site based on count data, knowledge of the surrounding area, and engineering judgement. Site traffic was added to the No Build traffic to produce Build traffic for the Opening and Horizon Years. The full volume calculations can be found in **Appendix D.**

V. Traffic Analysis

A. Turn Lane Warrant & Length Analysis

A turn lane warrant analysis was conducted at all site access points using standard ODOT turn lane warrant graphs. If a turn lane was warranted in any particular scenario, the length was calculated using methodologies in the ODOT Location and Design (L&D) Manual and it was represented as such in the capacity analysis unless otherwise noted. E. Main Street and has a posted speed limit of 50 MPH along the site frontage, so a design speed of 55 MPH was utilized for turn lane length calculations for the E. Main Street access points. Taylor Road has a posted speed limit of 35 MPH, so a design speed of 40 MPH was utilized for turn lane length calculations for the Taylor Road access point.

B. Capacity Analysis

The Highway Capacity Manual (HCM), 6th Edition, module of Synchro 11 software was used to analyze capacity at all intersections. A minimum Level-of-Service (LOS) of D for the overall intersection and approaches, and LOS E for individual movements, during peak traffic hours was considered acceptable at each intersection. If unacceptable LOS/delay occurred in No Build or Build analysis scenarios, mitigation was determined to bring LOS/delay back to acceptable levels.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

VI. Results

A. Turn Lane Warrant & Length Analysis

Results of the turn lane warrant analysis show that a 285' westbound left turn lane is warranted at Site Access 1 in all Build scenarios. A 125' southbound left turn lane and a 125' northbound right turn lane are warranted at Site Drive 3 in all Build scenarios. No turn lanes are warranted at Site Drive 2.

All turn lane lengths are inclusive of a 50' diverging taper. The full turn lane warrant analysis can be found in **Appendix E.**

B. Capacity Analysis

Results of the capacity analysis for the study intersections can be seen in **Table 2**. Signal timing splits for the signalized study intersections were optimized for each analysis scenario. Planning-level clearance intervals recommended in the ODOT Analysis and Traffic Simulation (OATS) manual were for the Palmer Road & Taylor Road intersection. Existing cycle lengths and timings were utilized for the E. Main Street intersections as shown in **Appendix B**. All warranted turn lanes were represented as such in the capacity analysis. The full capacity analysis can be found in **Appendix F.**

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Table 2 – Capacity Analysis Summary (LOS/delay)

Intersection	Approach/ Movement	Opening Year (2023)				Horizon Year (2033)			
		AM No Build	AM Build	PM No Build	PM Build	AM No Build	AM Build	PM No Build	PM Build
Taylor Road & E. Main Street	EB	C/23.7	C/24.5	C/27.6	C/28.4	C/25.9	C/26.5	C/31.5	C/32.4
	WB	C/24.8	C/25.5	C/27.5	C/28.1	C/27.0	C/27.5	C/30.3	C/31.1
	NB	D/46.3	D/47.3	D/43.0	D/45.0	D/52.8	E/56.1	D/45.7	D/48.8
	SB	C/27.0	C/27.1	C/31.0	C/31.3	C/26.4	C/26.7	C/30.7	C/31.1
	Total	**C/30.6**	**C/31.2**	**C/32.5**	**C/33.4**	**C/33.2**	**C/34.4**	**C/34.7**	**D/36.1**
Oak Valley Road & E. Main Street	EB	A/6.4	A/6.5	A/6.6	A/6.6	A/6.5	A/6.6	A/6.8	A/6.9
	WB	A/7.4	A/7.4	A/6.4	A/6.5	A/7.6	A/7.6	A/6.6	A/6.6
	NB	D/39.7	D/39.7	D/43.7	D/43.7	D/39.7	D/39.7	D/43.7	D/43.7
	SB	D/36.7	D/36.7	D/42.5	D/42.5	D/36.7	D/36.7	D/42.5	D/42.5
	Total	**A/9.9**	**A/9.9**	**A/8.8**	**A/8.8**	**A/9.8**	**A/9.8**	**A/8.8**	**A/8.8**
Palmer Road & Taylor Road	EB	C/21.4	C/21.8	C/26.1	C/26.8	C/23.2	C/23.7	C/29.0	C/29.8
	WB	C/23.0	C/23.8	C/27.0	C/27.9	C/25.2	C/26.1	C/29.9	C/31.2
	NB	B/17.9	B/18.3	C/21.4	C/21.7	B/18.0	B/18.3	C/22.4	C/22.8
	SB	C/21.0	C/21.1	C/23.6	C/24.4	C/21.8	C/22.5	C/26.3	C/27.3
	Total	**C/20.4**	**C/20.7**	**C/23.4**	**C/24.0**	**C/21.4**	**C/21.9**	**C/25.6**	**C/26.3**
Site Access 1 & E. Main Street	WBL		A/8.9		A/8.9		A/9.1		A/9.1
	NB		C/18.0		C/18.3		C/19.9		C/20.4
Site Access 2 & E. Main Street	NBR		B/10.4		B/10.3		B/10.6		B/10.6
Site Access 3 & Taylor Road	WB		C/17.0		D/25.1		C/18.9		D/30.5
	SBL		A/8.7		A/9.2		A/8.9		A/9.5

As seen in **Table 2** above, the intersection of Taylor Road & E. Main Street has failing LOS/delay for the northbound approach in the Horizon Year AM Build scenario. However, the delay for this approach barely exceeds acceptable LOS standards and can be easily mitigated by adjusting signal timing splits. The resulting LOS/delay with signal timing split adjustments can be seen in **Appendix F**.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

VII. Recommendations and Conclusions

Based on the results of this TIS herein, it is recommended that a 285' westbound left turn lane be installed at Site Access 1. This turn lane is likely to be accommodated by the existing two-way left turn lane (TWLTL) present along E. Main Street. Additionally, it is recommended that a 125' southbound left turn lane and a 125' northbound right turn lane be installed at Site Access 3. An existing TWLTL is also present at Site Access 3, which is likely to be sufficient in lieu of a dedicated left turn lane. The right turn lane should be installed with new pavement at the expense of the developer. Note that all turn lane lengths are inclusive of a 50' diverging taper.

It is recommended that the signal timings at the Taylor Road & E. Main Street intersection be optimized to accommodate for the additional Build traffic. This improvement is not required until the Horizon Year, and signal timing adjustments are expected to be implemented by the City of Reynoldsburg prior to the Horizon Year of this TIS. Thus, no additional improvements, aside from the right turn lane at Site Access 3, are recommended for the proposed development.

VIII. Appendices

Appendix A – MOU & Site Plan
Appendix B – Count Data, Growth Rates, and Existing Signal Timings
Appendix C – Trip Generation
Appendix D – Volume Calculations
Appendix E – Turn Lane Warrant and Length Analysis
Appendix F – Capacity Analysis

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Appendix A
MOU & Site Plan

CARPENTER MARTY transportation

MOU Attachment not included

May 24, 2022

Traffic Impact Study Memorandum of Understanding

Re: Proposed Mixed-Use Development in Reynoldsburg, OH
Between: City of Reynoldsburg and Carpenter Marty Transportation

Carpenter Marty Transportation has been retained to complete a traffic impact study (TIS) for a proposed mixed-use development located in the southeast corner of the intersection of Taylor Road & E. Main Street. The site is currently developed as a residential trailer park. The purpose of this of this Memorandum of Understanding (MOU) is to establish a mutually agreeable scope for a TIS of the proposed development. The site is proposed to develop as a Sheetz gas station/convenience store/restaurant with 12 passenger vehicle fueling positions, a 7,150 SF office building, a 9,350 SF office building, and a 1,730 SF auto service building. A concept plan for the proposed development can be seen in the **Attachment**. The proposed scope, summarized below, is based on requirements provided by the City of Reynoldsburg.

Proposed TIS Scope

- Obtain peak hour, turning movement count data at the following intersections:
  - Taylor Road & E. Main Street
  - Oak Valley Road & E. Main Street
  - Palmer Road & Taylor Road
- Proposed Study Area – The study area is proposed to include the above listed public road intersections, a full-movement access on Taylor Road, a right-in, right-out (RIRO) access on E. Main Street, and a full-movement access on E. Main Street.
- Trip Generation - Generate trips for the proposed development using ITE Trip Generation standards and the OTISS program. Assign trips to the proposed site access points according to a distribution determined from counts, area knowledge/travel patterns, and engineering judgment. ITE recommended pass-by trip reductions will be included. Internal capture for the various uses on site will be calculated based on methodologies found in Chapter 6 of the *Trip Generation Handbook, 3rd Edition.* OTISS outputs and internal capture calculations are provided in the **Attachment**. **Table 1** shows trip generation summary.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Table 1 - Trip Generation Summary

Land Use	Size	AM Peak		PM Peak	
		Entry	Exit	Entry	Exit
945 – Convenience Store/Gas Station – VFP (9-15)	**6,077 SF**	172	172	166	166
Pass-By		108	108	110	110
Non-Pass-By		64	64	56	56
712 – Small Office Building	**7,150 SF**	10	2	5	10
Pass-By		0	0	0	0
Non-Pass-By		10	2	5	10
712 – Small Office Building	**9,350 SF**	13	3	7	13
Pass-By		0	0	0	0
Non-Pass-By		13	3	7	13
941 – Quick Lubrication Vehicle Shop	**1,730 SF**	8	3	6	9
Pass-By		0	0	0	0
Non-Pass-By		8	3	6	9
TOTAL		203	182	184	198
Internal		9	9	11	11
Pass-By		108	108	110	110
Non-Pass-By		86	65	63	77

- Volume Development - Develop Opening Year (2023) and Horizon Year (2033) traffic plates for Build and No Build, AM and PM Peaks based on growth rates and a traffic distribution. Growth rates are proposed to be obtained from ODOT Traffic Forecast Management System (TFMS) or calculated using historic data in lieu of MORPC growth rates in the interest of time.
- Turn Lane Warrant & Length Analysis - Perform turn lane warrant analyses at all unsignalized intersections using standard ODOT turn lane warrant graphs. Calculate lengths for any turn lanes that are warranted.
- Capacity Analysis - Perform Synchro 11 capacity analysis using the Highway Capacity Manual, 6th Edition module at the below intersections for Build and No Build, AM and PM Peaks. If acceptable Level-of-Service (LOS) is not obtained, determine what mitigation is necessary to obtain acceptable LOS. A LOS of D for the overall intersection/approaches, and LOS E for individual movements will be considered acceptable for all study intersections. The following intersections will be analyzed:
  - Taylor Road & E. Main Street
  - Oak Valley Road & E. Main Street
  - Palmer Road & Taylor Road
  - E. Main Street & RIRO Access
  - E. Main Street & Full Access
  - Taylor Road & Full Access
- Report – Develop a report that documents what is necessary to satisfy the City of Reynoldsburg which typically includes analysis, results, conclusions, and recommendations.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Please signify your concurrence with this MOU by signing below. If you have any questions or comments, please feel free to contact me at 614-656-2421 or dlaurent@cmtran.com.

Sincerely,

Drew Laurent, AICP
Transportation Planner
Carpenter Marty Transportation

City of Reynoldsburg (or their Representative)

Signature: _____ Date: _____

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

From: Andrews, Ryan
To: Drew Laurent; Eric Meyer
Cc: Miller Melissa; Eric Elizondo; Irwin, Ryan
Subject: RE: Proposed Sheetz - Taylor & Main
Date: Thursday, May 26, 2022 1:48:35 PM

Drew,

We reviewed the MOU and have no comments.

Thanks,

Ryan

From: Andrews, Ryan
Sent: Wednesday, May 18, 2022 12:25 PM
To: 'Drew Laurent' <dlaurent@cmtran.com>; Eric Meyer <EMeyer@ci.reynoldsburg.oh.us>
Cc: Miller Melissa <mamiller@manniksmithgroup.com>; Eric Elizondo <Elizondo@SkilkenGold.com>; Irwin, Ryan <rirwin@emht.com>
Subject: RE: Proposed Sheetz - Taylor & Main

All,

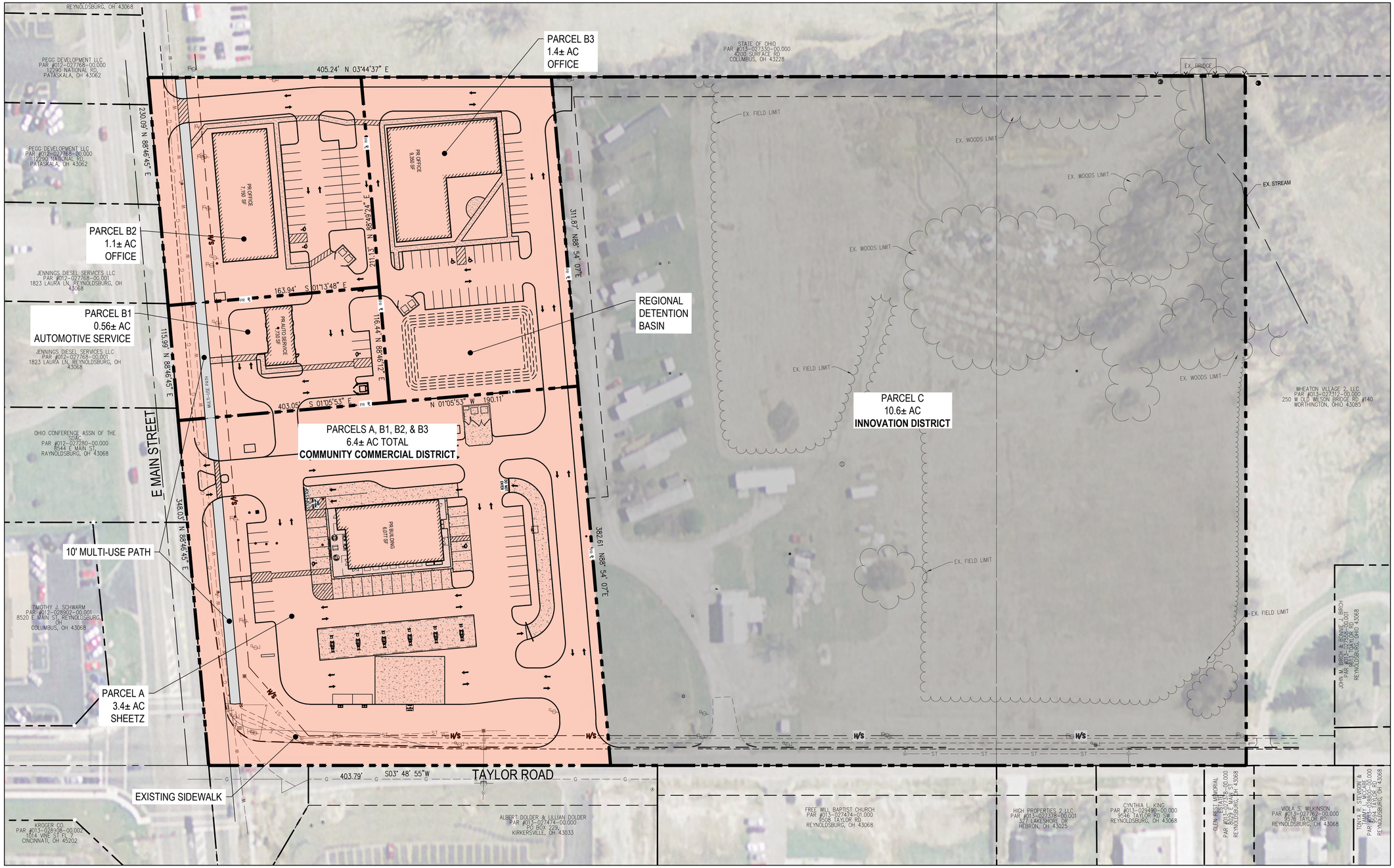
I understand there has been some confusion regarding the need for a traffic study for the proposed development at the corner of Main and Taylor. As I believe the City has mentioned it is a zoning code requirement for this project. Additionally, we believe that it is important to understand any proposed impacts to the Taylor and Main signalized intersection during the morning and afternoon peaks. We also see value in analyzing the proposed site drives to determine if right turn lane warrants are met.

We generally laid out our thoughts for a scope, which I believe Aerin had shared with the development team, a week or two ago. Please develop a draft memorandum of understanding for the TIS for our review. Let me know if you want to meet with our traffic team to sort out any details.

Thanks,

Ryan

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



SHEET INDEX:

OVERALL SITE PLAN	1/7
REZONING EXISTING CONDITIONS	2/7
ALTA SURVEY COVER SHEET	3/7
ALTA SURVEY	4/7
REZONING SITE PLAN	5/7
PRELIMINARY UTILITY PLAN	6/7
ENVIRONMENTAL/LANDSCAPE CONCEPT PLAN	7/7
ARCHITECTURAL ELEVATIONS	A200-A201
ARCHITECTURAL FLOOR PLAN	A800

SITE DATA:

EXISTING ZONING:	INNOVATION DISTRICT (I)
EXISTING LOT AREA:	17.0± AC
PROPOSED REZONING:	COMMUNITY COMMERCIAL (CC)
PROPOSED REZONING AREA:	6.4± AC TO CC (10.6 AC REMAIN INNOVATION)

PROPOSED REZONING LEGAL DESCRIPTION

SITUATED IN THE COUNTY OF LICKING, IN THE STATE OF OHIO, AND IN THE TOWNSHIP OF ETNA NOW IN THE CITY OF REYNOLDSBURG, BEING THE NORTH 403 FEET OF LICKING COUNTY AUDITOR'S PERMANENT PARCEL #013-027540-00.000 BEING BOUNDED AND DESCRIBED AS FOLLOWS:
BEING A PART OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 16, AND RANGE 20, REFUGEE LANDS AND BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHERE THE CENTER LINE OF TOWNSHIP ROAD NO. 169 (TAYLOR RD.) INTERSECTS THE CENTER LINE OF THE EAST MAIN STREET (US 40);
THENCE ALONG THE CENTER LINE OF THE EAST MAIN STREET, NORTH 88° 46' 45" EAST A DISTANCE OF 694.10 FEET TO A POINT;
THENCE SOUTH 03° 44' 37" WEST A DISTANCE OF 404.52 FEET TO A POINT;
THENCE SOUTH 88° 46'45" WEST A DISTANCE OF 694.61 FEET TO A POINT IN THE CENTER LINE OF SAID TOWNSHIP ROAD NO. 169;
THENCE ALONG THE CENTER LINE OF SAID TOWNSHIP ROAD, NORTH 03°48' 55" EAST A DISTANCE OF 404.56 FEET TO THE POINT OF BEGINNING; CONTAINING 6.424 ACRES, MORE OR LESS, INCLUDING 1.068 ACRES WITHIN THE EXISTING RIGHT-OF-WAYS OF MAIN STREET AND TOWNSHIP ROAD 169.

SUBJECT TO ALL CONDITIONS, EASEMENTS RESTRICTIONS, RIGHTS OF WAY OF RECORDS AND LEGAL HIGHWAYS.

0 25 50 100
SCALE: 1 IN = 50 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 5/20/2022
PROJECT NO: S643/007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

OVERALL SITE PLAN

1 / 7

W:\Projects\Projects P-T\S643\007\CAD\SHEETS\Rezoning Development Plan\S643007 - OVERALL SITE PLAN.dwg Last saved 5/16/2022 5:30 PM by rrifenerr, plotted 5/17/2022 3:23 PM

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

SCALE: 1 IN = 60 FT

0 30 60 120

MAJOR SITE PLAN

SHEETZ

E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

REZONING EXISTING CONDITIONS

2 / 7

PREPARED FOR:

SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE:	5/20/2022
PROJECT NO:	S6430007
DRAWN BY:	RLW
CHECKED BY:	MAM

NO.	DATE	BY	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

STEWART TITLE INSURANCE COMPANY

SITUATED IN THE COUNTY OF LICKING, IN THE STATE OF OHIO, AND IN THE TOWNSHIP OF ETNA, NOW CITY OF REYNOLDSBURG, AND BEING A PART OF THE NW $\frac{1}{4}$ OF SECTION 16 AND THE SW $\frac{1}{4}$ OF SECTION 9, TOWN 16, RANGE 20, OF THE REFUGEE LANDS.

PROPERTY ADDRESS AS LISTED IN THE TITLE COMMITMENT:

8555 E. MAIN ST. REYNOLDSBURG, OH 43068

LEGAL DESCRIPTION OF SUBJECT PARCEL:

BEING A PART OF THE NORTHWEST QUARTER OF SECTION 16 AND THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 16, AND RANGE 20, REFUGEE LANDS AND BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHETHER THE CENTER LINE OF TOWNSHIP ROAD NO. 169 INTERSECTS THE CENTER LINE OF THE NATIONAL ROAD; THENCE ALONG THE CENTER LINE OF THE NATIONAL ROAD, NORTH 85° 37' EAST 695 FEET TO A POINT FOR A CORNER; THENCE SOUTH 0° 04' EAST (PASSING AN IRON PIPE AT 40.11 FEET) A DISTANCE OF 1097.3 FEET TO A POINT FOR A CORNER, MARKED BY AN IRON PIPE; THENCE SOUTH 89° 55' WEST (PASSING AN IRON PIPE AT 673.7 FEET) A DISTANCE OF 693.7 FEET TO A POINT IN THE CENTER LINE OF SAID TOWNSHIP ROAD NO. 169; THENCE ALONG THE CENTER LINE OF SAID TOWNSHIP ROAD, NORTH 1042.4 FEET TO THE POINT OF BEGINNING; CONTAINING 17.010 ACRES, MORE OR LESS, SUBJECT TO ALL LEGAL HIGHWAYS;

SUBJECT TO ALL CONDITIONS, EASEMENTS RESTRICTIONS, RIGHTS OF WAY OF RECORD, LEGAL HIGHWAYS AND APPLICABLE ZONING REGULATIONS.

STEWART TITLE INSURANCE COMPANY
FILE NO. 1256093 EFFECTIVE DATE: (MAY) 20, 2021
SCHEDULE B EXCEPTIONS:

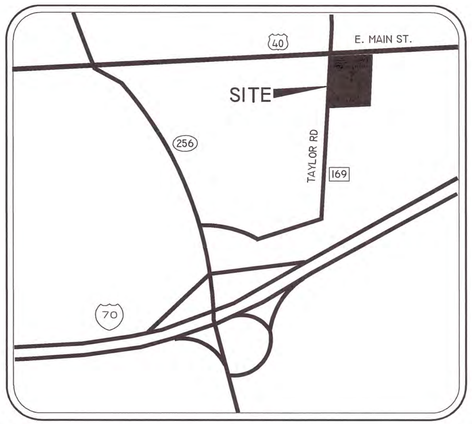
◇ # REFERENCE ANNOTATION WHEN SHOWN ON THE MAP.

◇ 9. EASEMENT GRANTED TO THE OHIO POWER COMPANY, POWER & TELEPHONE POLES ALONG ROADWAYS, DEED BOOK 331, PAGE 263
NOT SHOWN ON THE MAP.

◇ 10. EASEMENT FOR HIGHWAY PURPOSES, STATE OF OHIO, DEED BOOK 444, PAGE 373
IS SHOWN ON THE MAP.

◇ 11. BLANKET EASEMENT GRANTED TO THE OHIO POWER COMPANY, DEED BOOK 558, PAGE 325
NOT SHOWN ON THE MAP.

◇ 13. EASEMENT GRANTED TO COLUMBIA GAS OF OHIO, INC. INSTRUMENT 199907270031059
IS SHOWN ON THE MAP.



LOCATION MAP
NTS

SURVEY NOTES

1. DATE(S) OF FIELD SURVEY: JUNE 7-10, 2021.
2. NO OBSERVED EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.
3. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES IF INFORMATION IS AVAILABLE FROM THE CONTROLLING
4. JURISDICTION. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
5. THERE WERE NO WETLAND AREAS DELINEATED BY APPROPRIATE AUTHORITIES OBSERVED ON THE SITE AT THE TIME OF THE FIELD SURVEY. THERE ARE NO WETLANDS DELINEATED PER RECORD. SOURCE: U.S. FISH AND WILDLIFE SERVICE. NATIONAL WETLANDS INVENTORY. LAST MODIFIED: FEBRUARY 23, 2016.
6. NO APPARENT ENCROACHMENTS OBSERVED.
7. BEARING CONTROL IS BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE AS COLLECTED BY GPS. OBSERVATIONS IN JUNE OF 2021.

FLOOD ZONE DESIGNATION:

THE SUBJECT PARCEL LIES WITHIN ZONE X: AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

SOURCE: NFIP (NATIONAL FLOOD INSURANCE PROGRAM) FIRM (FLOOD INSURANCE RATE MAP), MAP NUMBER 39089C0409J, EFFECTIVE DATE: MARCH 16, 2015.

REFERENCE DOCUMENTS:

1. BASED ON RECORDED PLATS FROM LICKING COUNTY, OHIO RECORDS.
2. BASED ON RECORDED DEED DESCRIPTIONS FROM LICKING COUNTY, OHIO RECORDS.
3. BASED ON DOCUMENTS PROVIDED BY THE CLIENT.
4. BASED ON DOCUMENTS PROVIDED IN THE COMMITMENT FOR TITLE INSURANCE BY STEWART TITLE INSURANCE COMPANY, ORDER NUMBER 1256093, EFFECTIVE DATE: MAY 20, 2021.

EXISTING UNDERGROUND UTILITIES NOTE:

THE UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH, HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

SURVEYOR'S CERTIFICATE :

TO SKILKEN GOLD REAL ESTATE DEVELOPMENT, MORSE ROAD DEVELPMENT, LLC, JOHN A. SHEPARD AND STEWART TITLE GUARANTY COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS(LIST) 1, 2, 3, 4, 5, 8, 11(A)(B), 13, 14, 16, 17, 18, OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON JUNE 10, 2021.

DATE: JUNE 25, 2021

LAST REVISED DATE: AUGUST 16, 2021

JON D BRUNER, P.S.
LICENSED PROFESSIONAL SURVEYOR
OHIO LICENSE NO. 7098
JBRUNER@MANNIKSMITHGROUP.COM

STATE OF OHIO JON D. BRUNER 7098 REGISTERED PROFESSIONAL SURVEYOR

NO.	DATE	BY	DESCRIPTION

1800 INDIAN WOOD CIRCLE
MAUMEE, OH 43537
TEL: 419.891.2222
FAX: 419.891.1595

PROJECT DATE: 08/16/2021
PROJECT NO.: S6430007
DRAWN BY: JMG
CHECKED BY: JDB

TECHNICAL SKILL. CREATIVE SPIRIT.
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN/GOLD
4270 MORSE RD.
COLUMBUS, OH 43230

SHEETZ #062
8555 E. MAIN ST.
REYNOLDSBURG, OH 43068

ALTA SURVEY

1 / 2

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Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

LEGEND OF EXISTING CONDITIONS

- W — WATER LINE
- UTL — UNDERGROUND TELECOM
- PROPERTY LINE
- R/W — RIGHT-OF-WAY
- CENTER LINE
- G — GAS LINE
- X — CHAIN-LINK FENCE
- E — UNDERGROUND ELECTRIC
- ST — STORM LINE
- SA — SANITARY LINE
- OH — OVERHEAD TELEPHONE & ELECTRIC LINES
- POWER POLE
- SATELLITE DISH
- TRAFFIC SIGNAL POLE
- ELECTRIC TRANSFORMER
- CONIFEROUS TREE
- FIRE HYDRANT
- SQUARE CATCH BASIN
- PIPE CLEAN-OUT
- WATER WELL
- FLAGPOLE
- POWER AND LIGHT POLE
- DECIDUOUS TREE
- GUY ANCHOR
- SIGN
- LIGHT POLE
- MAIL BOX
- IRON PIN FOUND
- STORM MANHOLE
- SANITARY MANHOLE
- ROCK/BOULDER
- CURB INLET
- AC UNIT
- GAS METER
- TELEPHONE PEDESTAL
- TELEPHONE POWER POLE
- GAS VALVE
- IRON PIPE FOUND
- MAGNAIL SET
- WATER VALVE

EXISTING SANITARY STRUCTURE TABLE

1. EX. SAN MH #50128
   RIM 983.93
   FL 963.43 ~12"PVC N
   FL 963.43 ~12"PVC S
2. EX. SAN MH #50131
   RIM 984.24
   FL 965.04 ~12"PVC N
   FL 965.04 ~12"PVC S
3. EX. SAN MH #50132
   RIM 984.79
   FL 965.19 ~12"PVC N
   FL 965.19 ~12"PVC S
4. EX. SAN CLEAN OUT #10005
   RIM 987.55
   FL 983.34 ~6"PVC N/S
5. EX. SAN CLEAN OUT #10011
   RIM 985.84
   FL 982.67 ~6"PVC N/S
6. EX. SAN CLEAN OUT #10014
   RIM 983.71
   FL 979.07 ~6"PVC N/SE
7. EX. SAN MH #10000
   RIM 976.03
   FL 969.53 ~6"PVC N/W
   FL 969.43 ~10"PVC S
8. EX. SAN MH #10016
   RIM 978.06
   FL 968.76 ~10"PVC N
   FL 968.66 ~10"PVC S
   FL 968.26 ~18"PVC SW
   FL 968.26 ~18"PVC NE

EXISTING STORM STRUCTURE TABLE

1. EX. STM MH #50006
   RIM 986.24
   FL 981.09 ~12"RCP NE
   FL 981.09 ~15"RCP S
2. EX. STM MH #50032
   RIM 983.60
   FL 979.25 ~18"RCP E
   FL 979.25 ~18"RCP W
   FL 979.25 ~15"RCP N
3. EX. CURB INLET #50033
   RIM 982.87
   FL 979.12 ~18"RCP E
   FL 979.12 ~18"RCP W
4. EX. CATCH BASIN #50031
   RIM 981.67
   FL 980.27 ~15"VCP NE
   FL 979.32 ~18"RCP W
5. EX. STM MH #50129
   RIM 983.73
   FL 977.43 ~18"RCP E
   FL 977.43 ~24"CPP N
6. EX. CURB INLET #50130
   RIM 982.84
   FL 979.54 ~18"RCP E
   FL 979.54 ~18"RCP W
7. EX. CATCH BASIN #50222
   RIM 986.97
   FL 981.87 ~15"RCP SW
8. EX. CATCH BASIN #50939
   RIM 986.19
   FL 984.39 ~12"CPP S
   FL 984.39 ~10"CPP N
9. EX. CATCH BASIN #50949
   RIM 985.86
   FL 983.86 ~10"CPP S
   FL 983.91 ~10"CPP W
10. EX. CATCH BASIN #50982
    RIM 987.01
    FL 984.66 ~18"CPP W
    FL 984.61 ~18"CPP NE
11. EX. CURB INLET #40486
    RIM 979.28
    FL 976.23 ~12"RCP W
12. EX. STM MH #40487
    RIM 979.60
    FL 976.10 ~12" E
    FL 976.05 ~12" W
    FL 976.05 ~12" N
13. EX. CURB INLET #40448
    RIM 980.16
    FL 977.16 ~12"RCP W
14. EX. STM MH #40449
    RIM 980.56
    FL 977.11 ~12"RCP S
    FL 977.16 ~12"RCP E

STATE OF OHIO
PAR #013-027330-00.000

JOHN A. SHEPARD
O.R. 669, PG. 742
PAR #013-027540-00.000
17.038 AC.
8555 E. MAIN ST.

WHEATON VILLAGE 2, LLC
PAR #013-027312-00.000

CAPPED IRON PIN FOUND

49.05'

S 03°44'37" W
1102.29" (M) 1097.30" (R)

664.97'

402.28'

CAPPED IRON PIN FOUND

CAPPED IRON PIN FOUND

CAPPED IRON PIN FOUND

EX. 12" WATER MAIN (PER RECORD)

CURRENT C/L OF R/W EAST MAIN STREET | US 40

ORIGINAL C/L OF R/W

N 88°46'45" E
694.10' (M) 695' (R)

49.00'

ORIGINAL INTERSECTION T.R. 169 (TAYLOR ROAD) AND U.S. 40 (EAST MAIN ST)

IRON PIN FOUND

40.00'

55.00'

IRON PIN FOUND

N 03°47'27 E

SEC. 9

SEC. 8

30.00'

1042.40' (R) 1042.34' (M)

N 03°48'55 E

IRON PIPE FOUND

28.85'

TAYLOR ROAD

SEC. 16

SEC. 17

SEC. 9

SEC. 16

692.80' (M) 693.70' (R)

N 86°15'55" W

EX. BRIDGE

EX. SANITARY LINE PER. CITY GIS SITE

EX. STREAM

EX. WOODS LIMIT

EX. FIELD LIMIT

EX. GRAVEL DRIVE

EX. BLDG.

EX. GARAGE

EX. GASLINE (MARKED IN FIELD)

EX. SIGN

EX. 5 MPH SIGN

EX. SIGN 5 MPH

EX. 15" STM.

EX. 18" STM.

EX. 10" STM.

EX. 15" STM. CULVERT

EX. 12" STM.

EX. 18" STM. CULVERT

EX. GRAVEL LOT

EX. SHEPARDS COMMUNITY SIGN

EX. GRASS AREA

EX. PLAYGROUND

EX. BARN

EX. CONC. PAD

EX. MAILBOX ROV (8 TOTAL)

EX. BUS STOP

EX. ASPH. APP.

EX. CONC. WALK

EX. LANE SIGN

EX. WATER WELL

EX. NO PARKING SIGN

EX. 6" SAN.

EX. 8" SAN.

EX. 18" SAN.

EX. WATER SHUT-OFF

EX. GRASS AREA

EX. OHVHD

EX. W

EX. SA

EX. ST

EX. G

EX. OHD

EX. 12" WATER MAIN (PER RECORD)

EX. 15" STM. CULVERT

EX. GAR

EX. GASLINE (MARKED IN FIELD)

EX. SIGN

EX. GRAVEL LOT

EX. SHEPARDS COMMUNITY SIGN

EX. 15" STM.

EX. LANE SIGN

EX. CONC. WALK

EX. 18" STM.

EX. 12" SAN.

EX. 6" SAN.

EX. 18" SAN.

EX. 12" STM.

EX. 18" STM. CULVERT

EX. SIGN

EX. BLDG.

EX. GRAVEL DRIVE

EX. WATER WELL

EX. NO PARKING SIGN

EX. 6" SAN.

EX. WATER SHUT-OFF

EX. GRASS AREA

EX. FIELD LIMIT

EX. BARN

EX. CONC. PAD

EX. MAILBOX ROV (8 TOTAL)

EX. BUS STOP

EX. ASPH. APP.

EX. WOODS LIMIT

EX. STREAM

EX. SANITARY LINE PER. CITY GIS SITE

EX. BRIDGE

EX. 18" SAN.

EX. 8" SAN.

EX. 6" SAN.

EX. 12" SAN.

EX. 18" STM.

EX. 15" STM.

EX. 10" STM.

EX. 12" STM.

EX. 18" STM. CULVERT

EX. SIGN

EX. 5 MPH SIGN

EX. SIGN 5 MPH

EX. GRAVEL LOT

EX. SHEPARDS COMMUNITY SIGN

EX. GRASS AREA

EX. PLAYGROUND

EX. BARN

EX. CONC. PAD

EX. MAILBOX ROV (8 TOTAL)

EX. BUS STOP

EX. ASPH. APP.

EX. CONC. WALK

EX. LANE SIGN

EX. WATER WELL

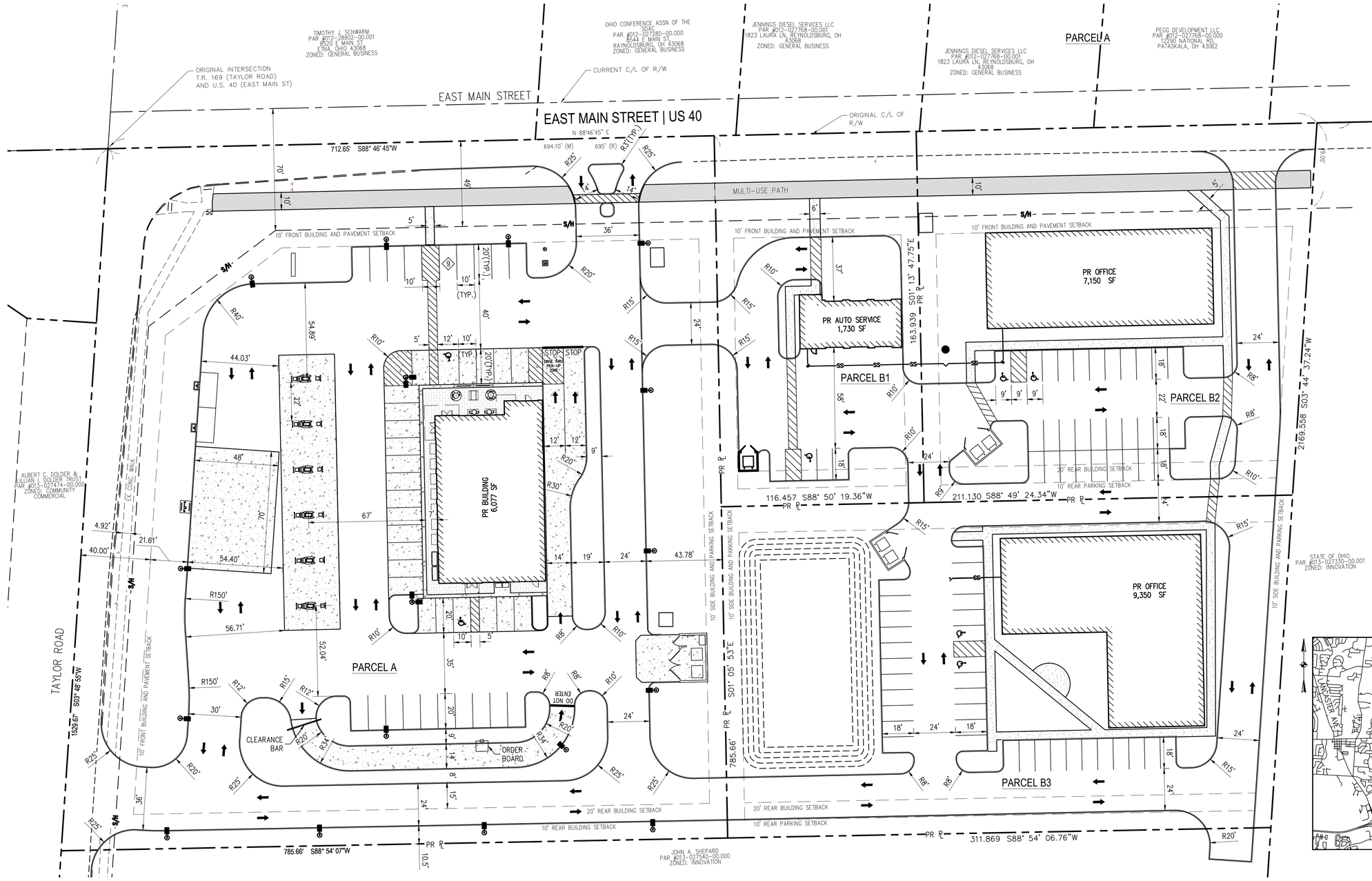
EX. NO PARKING SIGN

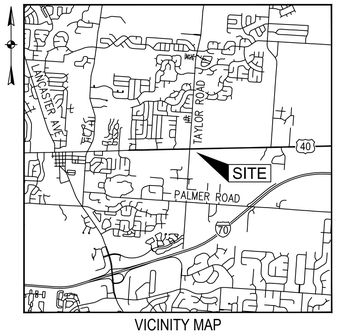
EX. 6" SAN.

EX. WATER SHUT-OFF

EX. GRASS AREA

EX. FIELD LIMIT





VICINITY MAP
NOT TO SCALE

SITE DATA:

EXISTING ZONING: INNOVATION DISTRICT (I)

LOT AREAS:
PARCEL A: 3.4 AC
PARCEL B: 0.56 AC
PARCEL C: 1.08 AC
APRCEL D: 1.40 AC

PROPOSED REZONING: COMMUNITY COMMERCIAL (CC)

PROPOSED LOT USE:
SHEETZ FUEL STATION AND C-STORE (PARCEL A) – 6,077 SF
AUTO SERVICE (PARCEL B1) – 1,730 SF
OFFICE (PARCEL B2) – 7,150 SF
OFFICE (PARCEL B3) – 9,350 SF

PARKING:
C-STORE WITH GASOLINE – 1 PER 2 FUEL DISPENSING STATIONS + 1 PER 200 SF RETAIL AREA
AUTO SERVICE – 1 PER 500 SF
OFFICE – 1 PER 250 SF

6,077 SF/200 SF = 31 SPACES
6 FUEL DISPENSING STATIONS/2 = 3 SPACES
34 SPACES REQUIRED ON PARCEL A
43 SPACES PROVIDED INCLUDING 2 ADA

1,730 SF AUTO SERVICE/500 SF = 4 SPACES
4 SPACES REQUIRED ON PARCEL B1
4 SPACES PROVIDED INCLUDING 1 ADA

7,150 SF OFFICE/250 = 29 SPACES
29 SPACES REQUIRED ON PARCEL B2
30 SPACES PROVIDED INCLUDING 1 ADA

9,350 SF OFFICE/250 SF = 38 SPACES
38 SPACES REQUIRED ON PARCEL B3
34 SPACES PROVIDED INCLUDING 2 ADA

FRONT SETBACK: 10'
SIDE SETBACK: 10'
REAR BUILDING SETBACK: 20'
REAR PARKING SETBACK: 10'

LANDSCAPE SETBACKS: 6' FROM PROPERTY LINES

LOT COVERAGE: 70% MAX

0 15 30 60
SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 5/20/2022
PROJECT NO: S8430007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.
Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

REZONING SITE PLAN

5 / 7

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

W:\Projects\Projects # 7\S8430007\CAD\SHEETS\Rezoning Development Plan\S8430007- 01_SITE PLAN.dwg Last saved 5/18/2022 2:26 PM by rdavenport Plotted 5/17/2022 2:37 PM

OHIO CONFERENCE ASSN OF THE SDAC
PAR #012-027280-00.000
8644 E MAIN ST
REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

JENNINGS DIESEL SERVICES LLC
PAR #012-027768-00.001
1823 LAURA LN, REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

JENNINGS DIESEL SERVICES LLC
PAR #012-027768-00.001
1823 LAURA LN, REYNOLDSBURG, OH 43068
ZONED: GENERAL BUSINESS

PEGG DEVELOPMENT LLC
PAR #012-027768-00.000
12290 NATIONAL RD
PATASKALA, OH 43062

ORIGINAL INTERSECTION
T.R. 169 (TAYLOR ROAD)
AND U.S. 40 (EAST MAIN ST)

CURRENT C/L OF R/W

EAST MAIN STREET

EAST MAIN STREET | US 40

ORIGINAL C/L OF R/W

EX. 12" WATER MAIN (PER RECORD)

EX 6" GAS DRAWN PER COLUMBIA GAS RECORD PLANS (FIELD VERIFY)

MULTI-USE PATH

2" WATER SERVICE

EX. 12" WATER MAIN (PER RECORD)

2" GAS SERVICE

PR OFFICE
7,150 SF

6" SANITARY SERVICE

PR AUTO SERVICE
1,730 SF

2" WATER SERVICE

6" SANITARY SERVICE

PARCEL A

PARCEL B1

PARCEL B2

PR STM

PR BUILDING
6,077 SF

PR GREASE INTERCEPTOR

PR SAN SERV.

2" WATER SERVICE

PR OWS

UNDERGROUND DETENTION

REGIONAL DETENTION BASIN

2" GAS SERVICE

6" SANITARY SERVICE

PR OFFICE
9,350 SF

PR SAN MAIN

PARCEL B3

PR SAN MAIN

TAYLOR ROAD

EX. 18" STM

EX. CONC. WALK

JOHN A. SHEPARD
PAR #013-027540-00.000
10652 ZION RD
THORNVILLE, OH 43076
ZONED: INNOVATION

0 15 30 60
SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 5/20/2022
PROJECT NO: S8430007
DRAWN BY: RLW
CHECKED BY: MAM

TECHNICAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP

www.MannikSmithGroup.com

PREPARED FOR:

SKILKENGOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR

SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

PRELIMINARY UTILITY PLAN

6 / 7

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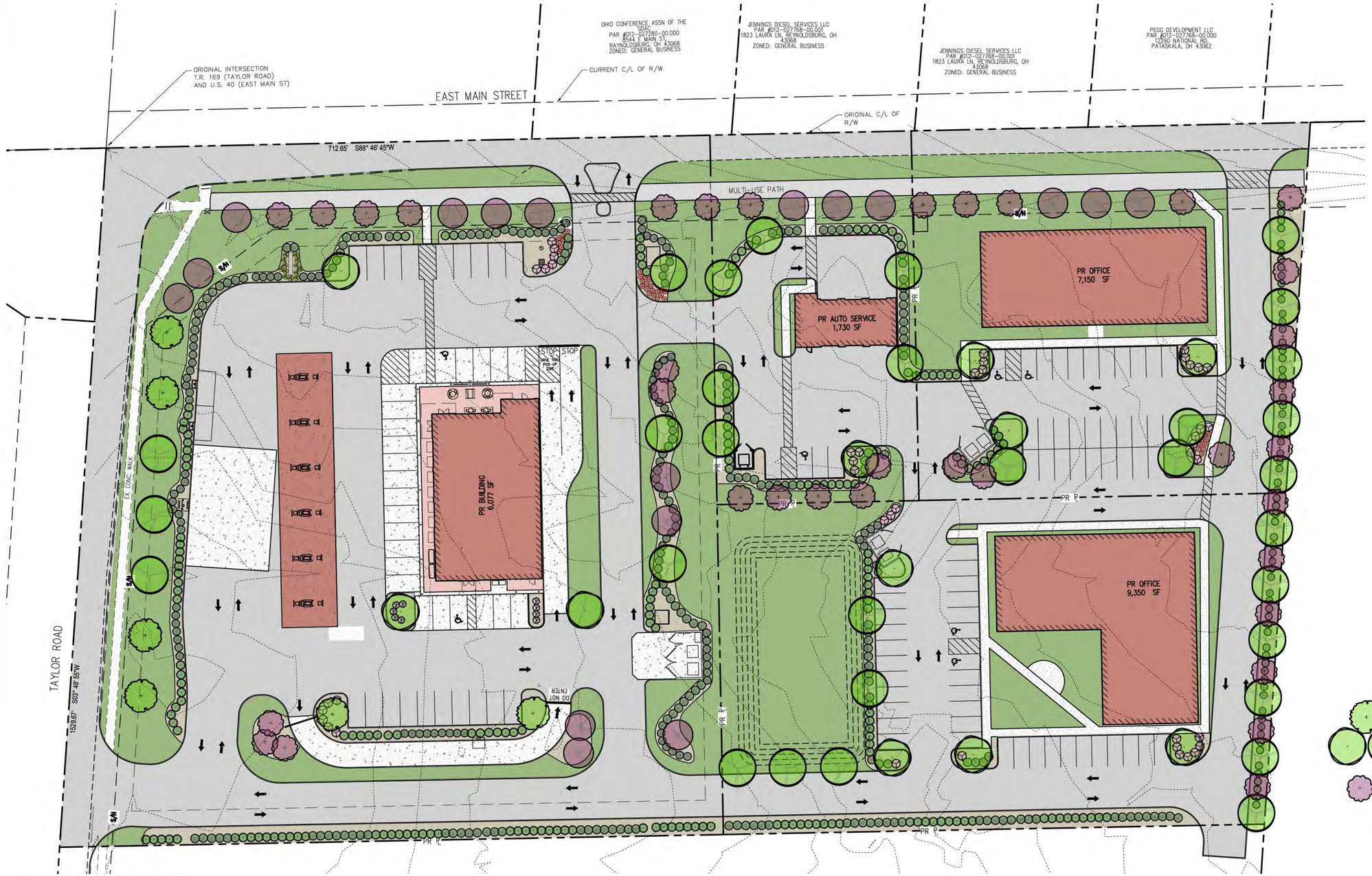
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))



LANDSCAPE CODE REQUIREMENTS

REQUIRED:	PROVIDED:
SECTION 1105.07 – LANDSCAPING AND BUFFERING	
F.ix. LANDSCAPE SETBACK IS NO LESS THAN 6'	6' LANDSCAPE SETBACK PROVIDED
G.i–iii. STREET TREES ARE REQUIRED WITH A SPACING OF 35' TO 45' FOR LARGE TREES (50'+ MATURE HEIGHT), 25' TO 35' FOR MEDIUM TREES (30'–50' MATURE HEIGHT), AND 15' TO 25' FOR SMALL TREES (10'–30' MATURE HEIGHT).	STREET TREES PROVIDED ALONG E MAIN AND TAYLOR AT APPROPRIATE SPACING. TREES LOCATED BEHIND SIDEWALKS TO AVOID UTILITY CONFLICTS.
G.iii. MINIMUM PLANT SIZES ARE: 2" CALIPER FOR DECIDUOUS TREES 1.5" CALIPER FOR ORNAMENTAL TREES 6' HEIGHT FOR EVERGREEN TREES 18" HEIGHT OR 18" SPREAD FOR SHRUBS DEPENDING ON GROWTH CHARACTERISTICS	MINIMUM PLANT SIZE OR LARGER WILL BE SPECIFIED IN CONSTRUCTION PLANS
G.iv. MAXIMUM NUMBER OF THE SAME SPECIES OF TREES: 10–19 TREES ON SITE = 50% 20–39 TREES ON SITE = 33% 40–59 TREES ON SITE = 25% 60+ TREES ON SITE = 15%	103 TREES PROVIDED, NO MORE THAN 15 OF ANY TREE SPECIES WILL BE PROVIDED

G.vi. SMALL TREES ARE REQUIRED WHEN PLANTING UNDER OR WITHIN 10' OF OVERHEAD UTILITY WIRES. A MEDIUM TREE MAY BE USED WHEN PLANTING WITHIN 10'–20' LATERAL OF OVERHEAD UTILITY WIRES	SMALL TREES SPECIFIED ALONG E. MAIN ST TO AVOID OVERHEAD UTILITY CONFLICT MEDIUM TREES SPECIFIED ALONG TAYLOR ROAD, LOCATED 12' LATERAL FROM OVERHEAD UTILITIES.
H.i,2 COMMERCIAL LOT LANDSCAPING: — UP TO 20,000 SF REQUIRES 1" FOR EVERY 2,000 SF — 20,000 TO 50,000 SF REQUIRES 10" OF TRUNK DIAMETER PLUS 0.5" FOR EVERY ADDITIONAL 2,000 SF OVER 20,000 SF — OVER 50,000 SF REQUIRES A TOTAL TRUNK DIAMETER OF 20" PLUS 1" OF TRUNK FOR EVERY 4,000 SF OVER 50,000 SF CAN BE MET BY ANY COMBINATION OF EXISTING AND NEW TREES.	PARCEL A: 28" REQUIRED, 60" PROVIDED PARCEL B1: 7" REQUIRED, 20" PROVIDED PARCEL B2: 13" REQUIRED, 30" PROVIDED PARCEL B3: 14" REQUIRED, 39" PROVIDED INCHES CALCULATED FROM INTERIOR PARKING LOT TREES AND PERIMETER TREES
J.ii–iii. FOR EVERY 10 PARKING SPACES, NO LESS THAN 200 SF OF INTERIOR LANDSCAPED PARKING LOT AREA IS REQUIRED CONTAINING AT LEAST 1 TREE AND 4 SHRUBS, MUST BE MINIMUM WIDTH OF 10'.	PARCEL A: 5 TREES, 20 SHRUBS AND 1000 SF REQUIRED AND PROVIDED PARCEL B1: 1 TREE, 4 SHRUBS, AND 200 SF REQUIRED AND PROVIDED PARCEL B2: 3 TREES, 12 SHRUBS, AND 600 SF REQUIRED AND PROVIDED PARCEL B3: 4 TREES, 16 SHRUBS, AND 800 SF REQUIRED AND PROVIDED

J.v. PERIMETER LANDSCAPING SHALL BE A MINIMUM WIDTH OF 10' AND CONSIST OF EVERGREEN HEDGE, EVERGREEN TREES, MOUND, OR COMBINATION THEREOF. MUST BE A MINIMUM OF 36" IN HEIGHT AND CONTAIN 1 DECIDUOUS TREE PER 50 LF OF PARKING PERIMETER.	10' LANDSCAPE AREA PROVIDED AROUND PERIMETER WITH EVERGREEN HEDGE PARCEL A: 30 TREES REQUIRED AND PROVIDED PARCEL B1: 11 TREES REQUIRED AND PROVIDED PARCEL B2: 14 TREES REQUIRED AND PROVIDED PARCEL B3: 17 TREES REQUIRED AND PROVIDED
K. A SOLID, OPAQUE FENCE OR WALL OR BERM WITH A CONTINUOUS EVERGREEN HEDGE SHALL ENCLOSE ANY SERVICE STRUCTURE. MECHANICAL EQUIPMENT MUST BE SCREENED TO THE MAXIMUM EXTENT FEASIBLE. PLANT MATERIAL FOR SCREENING DOES NOT COUNT TOWARD ANY OTHER LANDSCAPE REQUIREMENTS.	PROPOSED TRANSFORMER, AIR STATIONS, AND HEATED ENCLOSURE SCREENED WITH HEDGE, DUMPSTER SCREENED WITH HEDGE AND WALL.

LEGEND

- PR DECIDUOUS TREE
- PR DECIDUOUS FLOWERING TREE
- PR DECIDUOUS FLOWERING SHRUB
- PR EVERGREEN SHRUB
- PR ORNAMENTAL GRASS

SCALE: 1 IN = 30 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 5/20/2022
PROJECT NO: S8430007
DRAWN BY: RLW
CHECKED BY: MAM

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PREPARED FOR:
SKILKEN|GOLD REAL ESTATE DEVELOPMENT
4270 MORSE ROAD
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR
SHEETZ
E MAIN ST. AND TAYLOR RD.
REYNOLDSBURG, OHIO 43068

ENVIRONMENTAL/ LANDSCAPE CONCEPT PLAN

7 / 7

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Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Appendix B

Count Data, Growth Rates & Existing Signal Timings

CARPENTER MARTY transportation

Appendix B
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC

Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

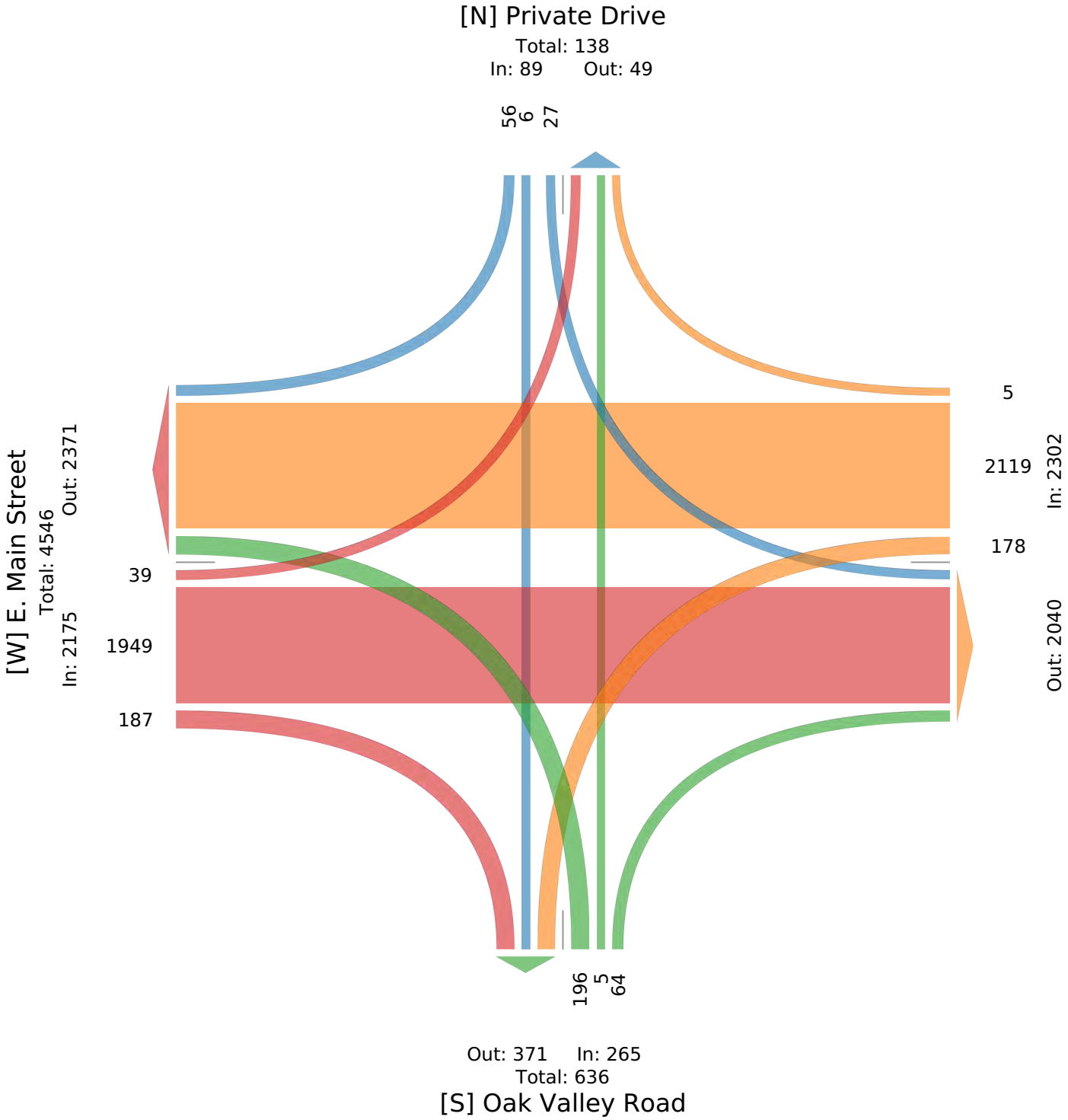
Leg	E. Main Street					E. Main Street					Oak Valley Road					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:00AM	1	114	11	0	**126**	5	137	0	0	**142**	10	0	3	0	**13**	0	0	1	0	**1**	**282**
7:15AM	0	90	11	0	**101**	11	109	0	0	**120**	14	0	3	0	**17**	2	0	3	0	**5**	**243**
7:30AM	2	108	12	0	**122**	13	163	0	0	**176**	20	0	4	0	**24**	1	1	2	0	**4**	**326**
7:45AM	4	130	7	0	**141**	12	138	0	0	**150**	10	1	5	0	**16**	0	1	4	0	**5**	**312**
Hourly Total	7	442	41	0	**490**	41	547	0	0	**588**	54	1	15	0	**70**	3	2	10	0	**15**	**1163**
8:00AM	1	93	11	0	**105**	13	153	0	0	**166**	23	0	4	0	**27**	1	1	5	0	**7**	**305**
8:15AM	3	62	5	0	**70**	13	134	0	0	**147**	21	0	4	0	**25**	0	1	1	0	**2**	**244**
8:30AM	4	81	7	0	**92**	14	119	2	0	**135**	13	0	5	0	**18**	1	0	1	0	**2**	**247**
8:45AM	3	65	7	0	**75**	11	101	2	0	**114**	10	1	2	0	**13**	2	0	3	0	**5**	**207**
Hourly Total	11	301	30	0	**342**	51	507	4	0	**562**	67	1	15	0	**83**	4	2	10	0	**16**	**1003**
4:00PM	5	148	7	0	**160**	14	120	0	0	**134**	11	1	7	0	**19**	3	0	3	0	**6**	**319**
4:15PM	1	170	12	0	**183**	11	124	0	0	**135**	10	1	2	0	**13**	2	0	4	0	**6**	**337**
4:30PM	3	165	19	0	**187**	13	137	0	0	**150**	6	0	5	0	**11**	2	1	5	0	**8**	**356**
4:45PM	5	152	10	0	**167**	13	149	0	0	**162**	12	0	4	0	**16**	2	0	8	0	**10**	**355**
Hourly Total	14	635	48	0	**697**	51	530	0	0	**581**	39	2	18	0	**59**	9	1	20	0	**30**	**1367**
5:00PM	1	147	18	0	**166**	10	123	0	0	**133**	10	0	7	0	**17**	2	1	3	0	**6**	**322**
5:15PM	5	149	21	0	**175**	11	120	1	0	**132**	13	0	3	0	**16**	2	0	6	0	**8**	**331**
5:30PM	0	151	15	0	**166**	5	147	0	0	**152**	5	1	4	0	**10**	3	0	4	0	**7**	**335**
5:45PM	1	124	14	0	**139**	9	145	0	0	**154**	8	0	2	0	**10**	4	0	3	0	**7**	**310**
Hourly Total	7	571	68	0	**646**	35	535	1	0	**571**	36	1	16	0	**53**	11	1	16	0	**28**	**1298**
Total	39	1949	187	0	**2175**	178	2119	5	0	**2302**	196	5	64	0	**265**	27	6	56	0	**89**	**4831**
% Approach	1.8%	89.6%	8.6%	0%	**-**	7.7%	92.1%	0.2%	0%	**-**	74.0%	1.9%	24.2%	0%	**-**	30.3%	6.7%	62.9%	0%	**-**	-
% Total	0.8%	40.3%	3.9%	0%	**45.0%**	3.7%	43.9%	0.1%	0%	**47.7%**	4.1%	0.1%	1.3%	0%	**5.5%**	0.6%	0.1%	1.2%	0%	**1.8%**	-
Lights	37	1829	179	0	**2045**	160	2036	3	0	**2199**	176	5	58	0	**239**	22	5	54	0	**81**	4564
% Lights	94.9%	93.8%	95.7%	0%	**94.0%**	89.9%	96.1%	60.0%	0%	**95.5%**	89.8%	100%	90.6%	0%	**90.2%**	81.5%	83.3%	96.4%	0%	**91.0%**	94.5%
Articulated Trucks	0	16	0	0	**16**	7	15	0	0	**22**	8	0	0	0	**8**	0	0	0	0	**0**	46
% Articulated Trucks	0%	0.8%	0%	0%	**0.7%**	3.9%	0.7%	0%	0%	**1.0%**	4.1%	0%	0%	0%	**3.0%**	0%	0%	0%	0%	**0%**	1.0%
Buses and Single-Unit Trucks	2	104	8	0	**114**	11	68	2	0	**81**	12	0	6	0	**18**	5	1	2	0	**8**	221
% Buses and Single-Unit Trucks	5.1%	5.3%	4.3%	0%	**5.2%**	6.2%	3.2%	40.0%	0%	**3.5%**	6.1%	0%	9.4%	0%	**6.8%**	18.5%	16.7%	3.6%	0%	**9.0%**	4.6%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC
Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC

Thu May 26, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

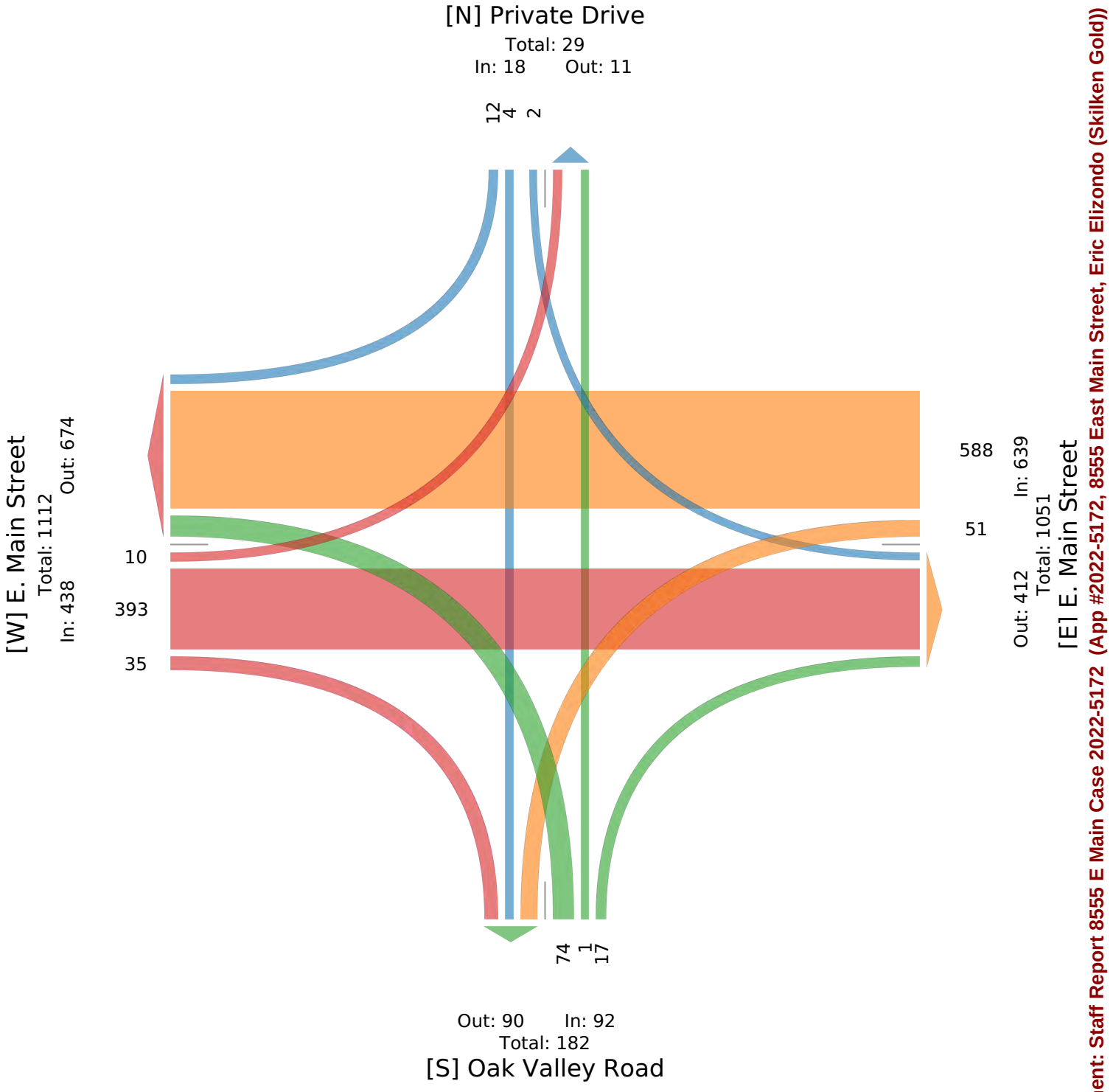
Leg	E. Main Street					E. Main Street					Oak Valley Road					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2022-05-26 7:30AM	2	108	12	0	**122**	13	163	0	0	**176**	20	0	4	0	**24**	1	1	2	0	**4**	**326**
7:45AM	4	130	7	0	**141**	12	138	0	0	**150**	10	1	5	0	**16**	0	1	4	0	**5**	**312**
8:00AM	1	93	11	0	**105**	13	153	0	0	**166**	23	0	4	0	**27**	1	1	5	0	**7**	**305**
8:15AM	3	62	5	0	**70**	13	134	0	0	**147**	21	0	4	0	**25**	0	1	1	0	**2**	**244**
Total	10	393	35	0	**438**	51	588	0	0	**639**	74	1	17	0	**92**	2	4	12	0	**18**	**1187**
% Approach	2.3%	89.7%	8.0%	0%	**-**	8.0%	92.0%	0%	0%	**-**	80.4%	1.1%	18.5%	0%	**-**	11.1%	22.2%	66.7%	0%	**-**	-
% Total	0.8%	33.1%	2.9%	0%	**36.9%**	4.3%	49.5%	0%	0%	**53.8%**	6.2%	0.1%	1.4%	0%	**7.8%**	0.2%	0.3%	1.0%	0%	**1.5%**	-
PHF	0.625	0.756	0.729	-	**0.777**	0.981	0.902	-	-	**0.908**	0.804	0.250	0.850	-	**0.852**	0.500	1.000	0.600	-	**0.643**	0.910
Lights	9	351	32	0	**392**	39	556	0	0	**595**	61	1	14	0	**76**	1	3	11	0	**15**	1078
% Lights	90.0%	89.3%	91.4%	0%	**89.5%**	76.5%	94.6%	0%	0%	**93.1%**	82.4%	100%	82.4%	0%	**82.6%**	50.0%	75.0%	91.7%	0%	**83.3%**	90.8%
Articulated Trucks	0	7	0	0	**7**	4	7	0	0	**11**	7	0	0	0	**7**	0	0	0	0	**0**	25
% Articulated Trucks	0%	1.8%	0%	0%	**1.6%**	7.8%	1.2%	0%	0%	**1.7%**	9.5%	0%	0%	0%	**7.6%**	0%	0%	0%	0%	**0%**	2.1%
Buses and Single-Unit Trucks	1	35	3	0	**39**	8	25	0	0	**33**	6	0	3	0	**9**	1	1	1	0	**3**	84
% Buses and Single-Unit Trucks	10.0%	8.9%	8.6%	0%	**8.9%**	15.7%	4.3%	0%	0%	**5.2%**	8.1%	0%	17.6%	0%	**9.8%**	50.0%	25.0%	8.3%	0%	**16.7%**	7.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC
Thu May 26, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC

Thu May 26, 2022
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

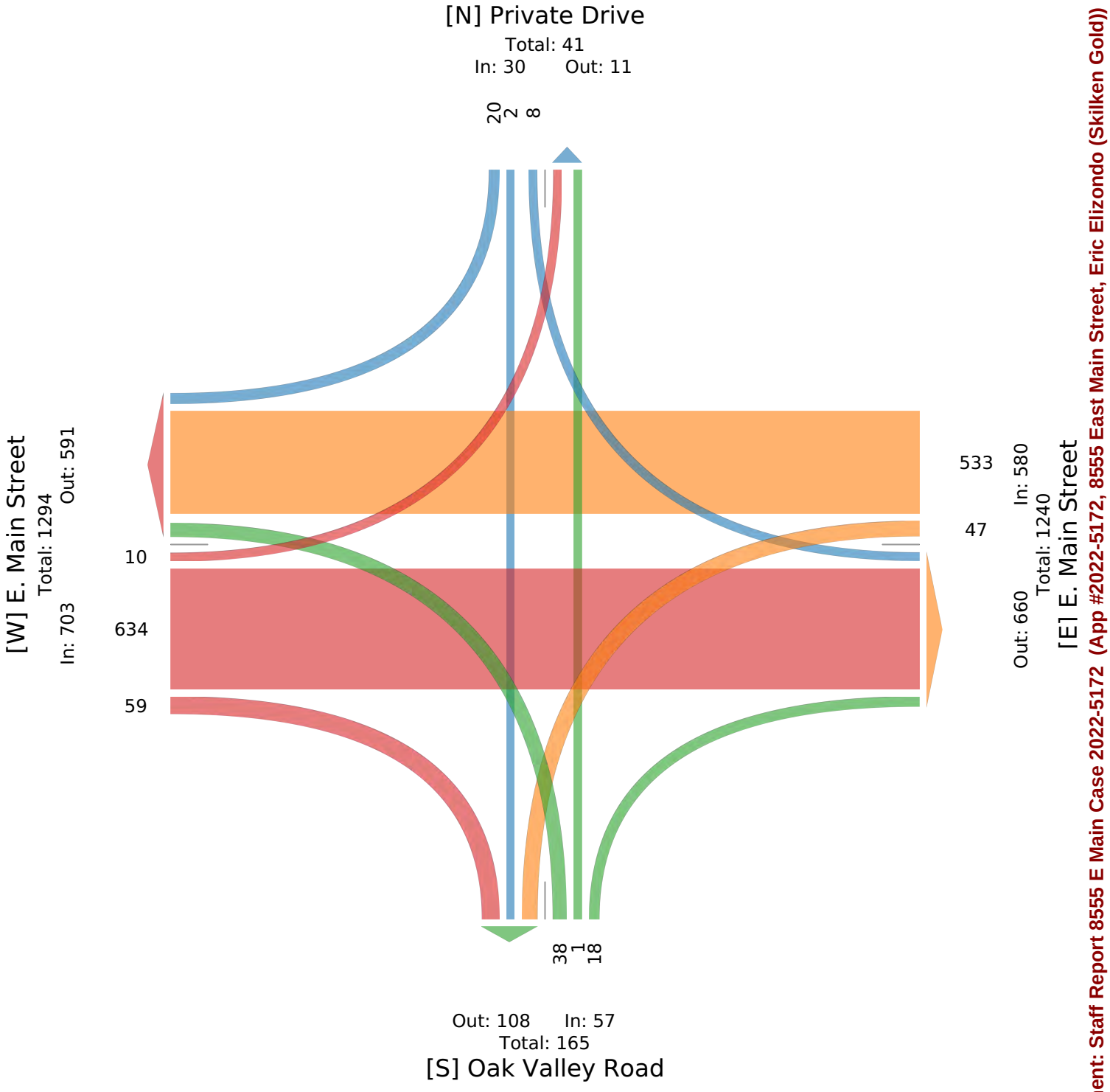
Leg	E. Main Street					E. Main Street					Oak Valley Road					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 4:15PM	1	170	12	0	**183**	11	124	0	0	**135**	10	1	2	0	**13**	2	0	4	0	**6**	**337**
4:30PM	3	165	19	0	**187**	13	137	0	0	**150**	6	0	5	0	**11**	2	1	5	0	**8**	**356**
4:45PM	5	152	10	0	**167**	13	149	0	0	**162**	12	0	4	0	**16**	2	0	8	0	**10**	**355**
5:00PM	1	147	18	0	**166**	10	123	0	0	**133**	10	0	7	0	**17**	2	1	3	0	**6**	**322**
Total	10	634	59	0	**703**	47	533	0	0	**580**	38	1	18	0	**57**	8	2	20	0	**30**	**1370**
% Approach	1.4%	90.2%	8.4%	0%	**-**	8.1%	91.9%	0%	0%	**-**	66.7%	1.8%	31.6%	0%	**-**	26.7%	6.7%	66.7%	0%	**-**	-
% Total	0.7%	46.3%	4.3%	0%	**51.3%**	3.4%	38.9%	0%	0%	**42.3%**	2.8%	0.1%	1.3%	0%	**4.2%**	0.6%	0.1%	1.5%	0%	**2.2%**	-
PHF	0.500	0.932	0.776	-	**0.940**	0.904	0.894	-	-	**0.895**	0.792	0.250	0.643	-	**0.838**	1.000	0.500	0.625	-	**0.750**	0.962
Lights	10	607	57	0	**674**	45	522	0	0	**567**	37	1	17	0	**55**	8	2	20	0	**30**	1326
% Lights	100%	95.7%	96.6%	0%	**95.9%**	95.7%	97.9%	0%	0%	**97.8%**	97.4%	100%	94.4%	0%	**96.5%**	100%	100%	100%	0%	**100%**	96.8%
Articulated Trucks	0	2	0	0	**2**	1	3	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	6
% Articulated Trucks	0%	0.3%	0%	0%	**0.3%**	2.1%	0.6%	0%	0%	**0.7%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.4%
Buses and Single-Unit Trucks	0	25	2	0	**27**	1	8	0	0	**9**	1	0	1	0	**2**	0	0	0	0	**0**	38
% Buses and Single-Unit Trucks	0%	3.9%	3.4%	0%	**3.8%**	2.1%	1.5%	0%	0%	**1.6%**	2.6%	0%	5.6%	0%	**3.5%**	0%	0%	0%	0%	**0%**	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Oak Valley Road & E. Main Street - TMC
Thu May 26, 2022
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958129, Location: 39.955605, -82.787903

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC

Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

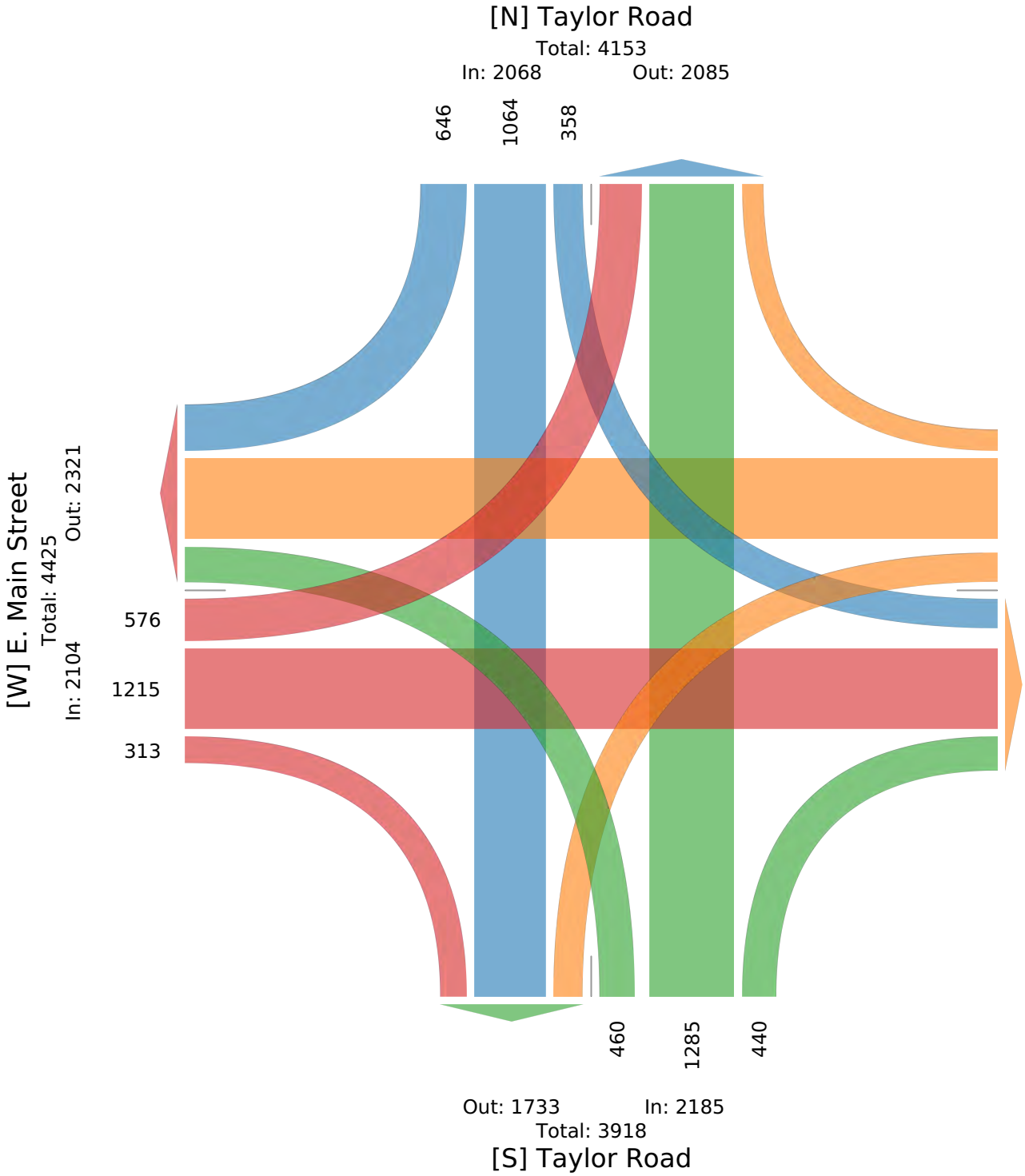
Leg	E. Main Street					E. Main Street					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:00AM	30	72	14	0	**116**	12	99	3	0	**114**	32	42	28	0	**102**	10	36	52	0	**98**	**430**
7:15AM	27	67	14	0	**108**	11	102	10	0	**123**	21	61	20	0	**102**	14	42	48	0	**104**	**437**
7:30AM	25	85	23	0	**133**	11	76	15	0	**102**	22	85	29	0	**136**	23	53	28	0	**104**	**475**
7:45AM	25	66	13	0	**104**	14	101	21	0	**136**	28	92	27	0	**147**	25	53	55	0	**133**	**520**
Hourly Total	107	290	64	0	**461**	48	378	49	0	**475**	103	280	104	0	**487**	72	184	183	0	**439**	**1862**
8:00AM	30	110	25	0	**165**	24	78	17	0	**119**	19	63	42	0	**124**	20	74	49	0	**143**	**551**
8:15AM	20	79	13	0	**112**	9	36	4	0	**49**	10	78	27	0	**115**	12	65	35	0	**112**	**388**
8:30AM	34	48	15	0	**97**	21	49	4	0	**74**	25	64	29	0	**118**	16	33	26	0	**75**	**364**
8:45AM	26	44	15	0	**85**	9	37	7	0	**53**	16	59	27	0	**102**	11	44	39	0	**94**	**334**
Hourly Total	110	281	68	0	**459**	63	200	32	0	**295**	70	264	125	0	**459**	59	216	149	0	**424**	**1637**
4:00PM	39	74	20	0	**133**	31	77	20	0	**128**	36	84	28	0	**148**	29	62	25	0	**116**	**525**
4:15PM	35	66	21	0	**122**	31	71	21	0	**123**	33	97	34	0	**164**	23	88	39	0	**150**	**559**
4:30PM	62	105	22	0	**189**	32	65	16	0	**113**	36	82	32	0	**150**	29	86	43	0	**158**	**610**
4:45PM	37	88	16	0	**141**	30	68	21	0	**119**	34	102	15	0	**151**	32	78	38	0	**148**	**559**
Hourly Total	173	333	79	0	**585**	124	281	78	0	**483**	139	365	109	0	**613**	113	314	145	0	**572**	**2253**
5:00PM	60	76	23	0	**159**	27	82	18	0	**127**	28	110	21	0	**159**	30	87	42	0	**159**	**604**
5:15PM	43	59	18	0	**120**	27	101	18	0	**146**	47	89	22	0	**158**	35	88	49	0	**172**	**596**
5:30PM	42	108	43	0	**193**	43	94	16	0	**153**	38	86	25	0	**149**	21	86	36	0	**143**	**638**
5:45PM	41	68	18	0	**127**	24	79	13	0	**116**	35	91	34	0	**160**	28	89	42	0	**159**	**562**
Hourly Total	186	311	102	0	**599**	121	356	65	0	**542**	148	376	102	0	**626**	114	350	169	0	**633**	**2400**
Total	576	1215	313	0	**2104**	356	1215	224	0	**1795**	460	1285	440	0	**2185**	358	1064	646	0	**2068**	**8152**
% Approach	27.4%	57.7%	14.9%	0%	-	19.8%	67.7%	12.5%	0%	-	21.1%	58.8%	20.1%	0%	-	17.3%	51.5%	31.2%	0%	-	-
% Total	7.1%	14.9%	3.8%	0%	**25.8%**	4.4%	14.9%	2.7%	0%	**22.0%**	5.6%	15.8%	5.4%	0%	**26.8%**	4.4%	13.1%	7.9%	0%	**25.4%**	-
Lights	553	1144	300	0	**1997**	334	1173	214	0	**1721**	452	1225	426	0	**2103**	346	997	619	0	**1962**	7783
% Lights	96.0%	94.2%	95.8%	0%	**94.9%**	93.8%	96.5%	95.5%	0%	**95.9%**	98.3%	95.3%	96.8%	0%	**96.2%**	96.6%	93.7%	95.8%	0%	**94.9%**	95.5%
Articulated Trucks	6	20	4	0	**30**	2	12	0	0	**14**	3	13	1	0	**17**	0	13	7	0	**20**	81
% Articulated Trucks	1.0%	1.6%	1.3%	0%	**1.4%**	0.6%	1.0%	0%	0%	**0.8%**	0.7%	1.0%	0.2%	0%	**0.8%**	0%	1.2%	1.1%	0%	**1.0%**	1.0%
Buses and Single-Unit Trucks	17	51	9	0	**77**	20	30	10	0	**60**	5	47	13	0	**65**	12	54	20	0	**86**	288
% Buses and Single-Unit Trucks	3.0%	4.2%	2.9%	0%	**3.7%**	5.6%	2.5%	4.5%	0%	**3.3%**	1.1%	3.7%	3.0%	0%	**3.0%**	3.4%	5.1%	3.1%	0%	**4.2%**	3.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC
Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC

Thu May 26, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

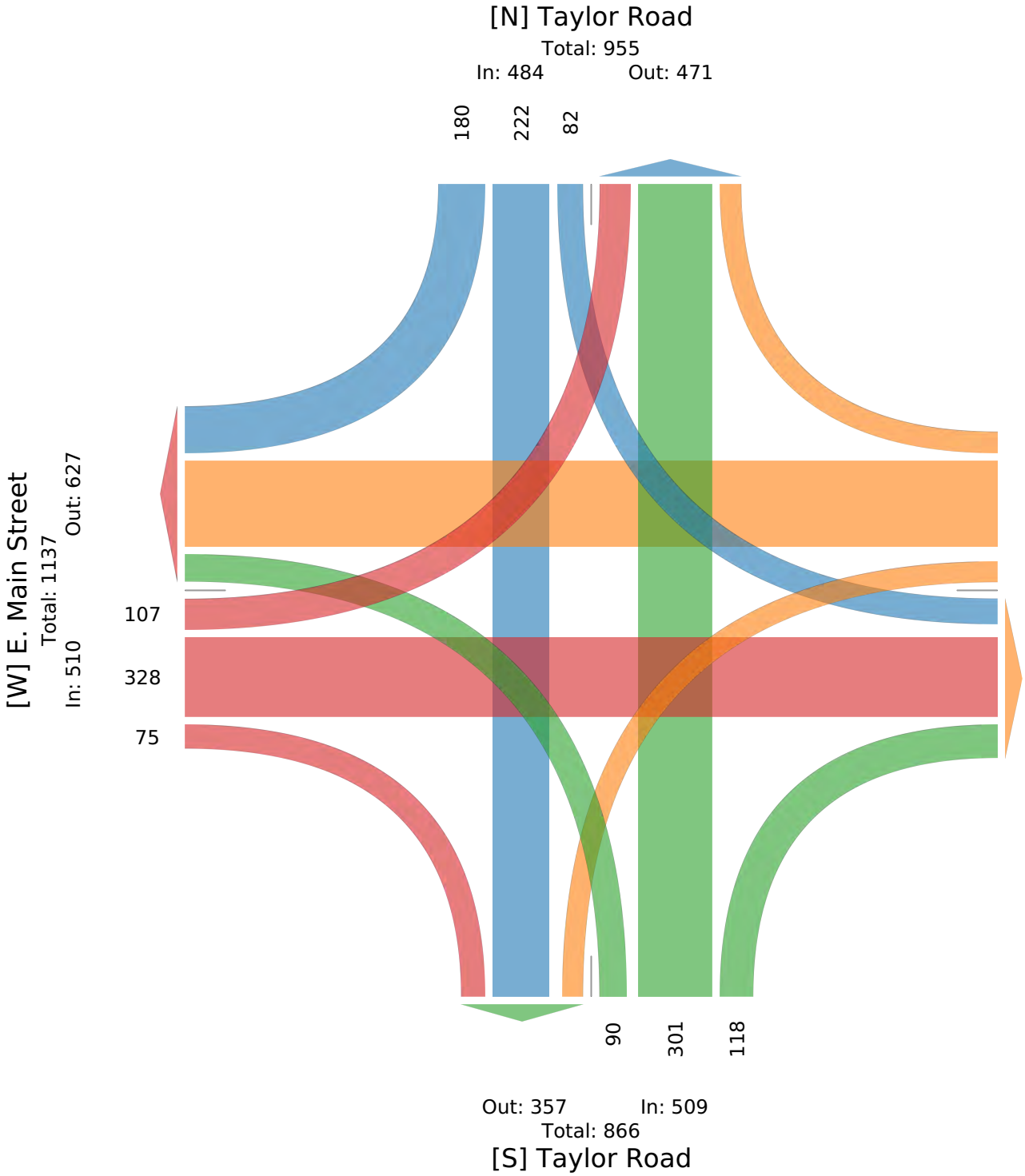
Leg	E. Main Street					E. Main Street					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:15AM	27	67	14	0	**108**	11	102	10	0	**123**	21	61	20	0	**102**	14	42	48	0	**104**	**437**
7:30AM	25	85	23	0	**133**	11	76	15	0	**102**	22	85	29	0	**136**	23	53	28	0	**104**	**475**
7:45AM	25	66	13	0	**104**	14	101	21	0	**136**	28	92	27	0	**147**	25	53	55	0	**133**	**520**
8:00AM	30	110	25	0	**165**	24	78	17	0	**119**	19	63	42	0	**124**	20	74	49	0	**143**	**551**
Total	107	328	75	0	**510**	60	357	63	0	**480**	90	301	118	0	**509**	82	222	180	0	**484**	**1983**
% Approach	21.0%	64.3%	14.7%	0%	-	12.5%	74.4%	13.1%	0%	-	17.7%	59.1%	23.2%	0%	-	16.9%	45.9%	37.2%	0%	-	-
% Total	5.4%	16.5%	3.8%	0%	**25.7%**	3.0%	18.0%	3.2%	0%	**24.2%**	4.5%	15.2%	6.0%	0%	**25.7%**	4.1%	11.2%	9.1%	0%	**24.4%**	-
PHF	0.892	0.745	0.750	-	**0.773**	0.625	0.875	0.750	-	**0.882**	0.804	0.818	0.702	-	**0.866**	0.820	0.750	0.818	-	**0.846**	0.900
Lights	100	299	68	0	**467**	48	336	54	0	**438**	87	271	113	0	**471**	76	193	174	0	**443**	1819
% Lights	93.5%	91.2%	90.7%	0%	**91.6%**	80.0%	94.1%	85.7%	0%	**91.3%**	96.7%	90.0%	95.8%	0%	**92.5%**	92.7%	86.9%	96.7%	0%	**91.5%**	91.7%
Articulated Trucks	2	12	2	0	**16**	1	5	0	0	**6**	0	5	0	0	**5**	0	4	0	0	**4**	31
% Articulated Trucks	1.9%	3.7%	2.7%	0%	**3.1%**	1.7%	1.4%	0%	0%	**1.3%**	0%	1.7%	0%	0%	**1.0%**	0%	1.8%	0%	0%	**0.8%**	1.6%
Buses and Single-Unit Trucks	5	17	5	0	**27**	11	16	9	0	**36**	3	25	5	0	**33**	6	25	6	0	**37**	133
% Buses and Single-Unit Trucks	4.7%	5.2%	6.7%	0%	**5.3%**	18.3%	4.5%	14.3%	0%	**7.5%**	3.3%	8.3%	4.2%	0%	**6.5%**	7.3%	11.3%	3.3%	0%	**7.6%**	6.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC
Thu May 26, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC

Thu May 26, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

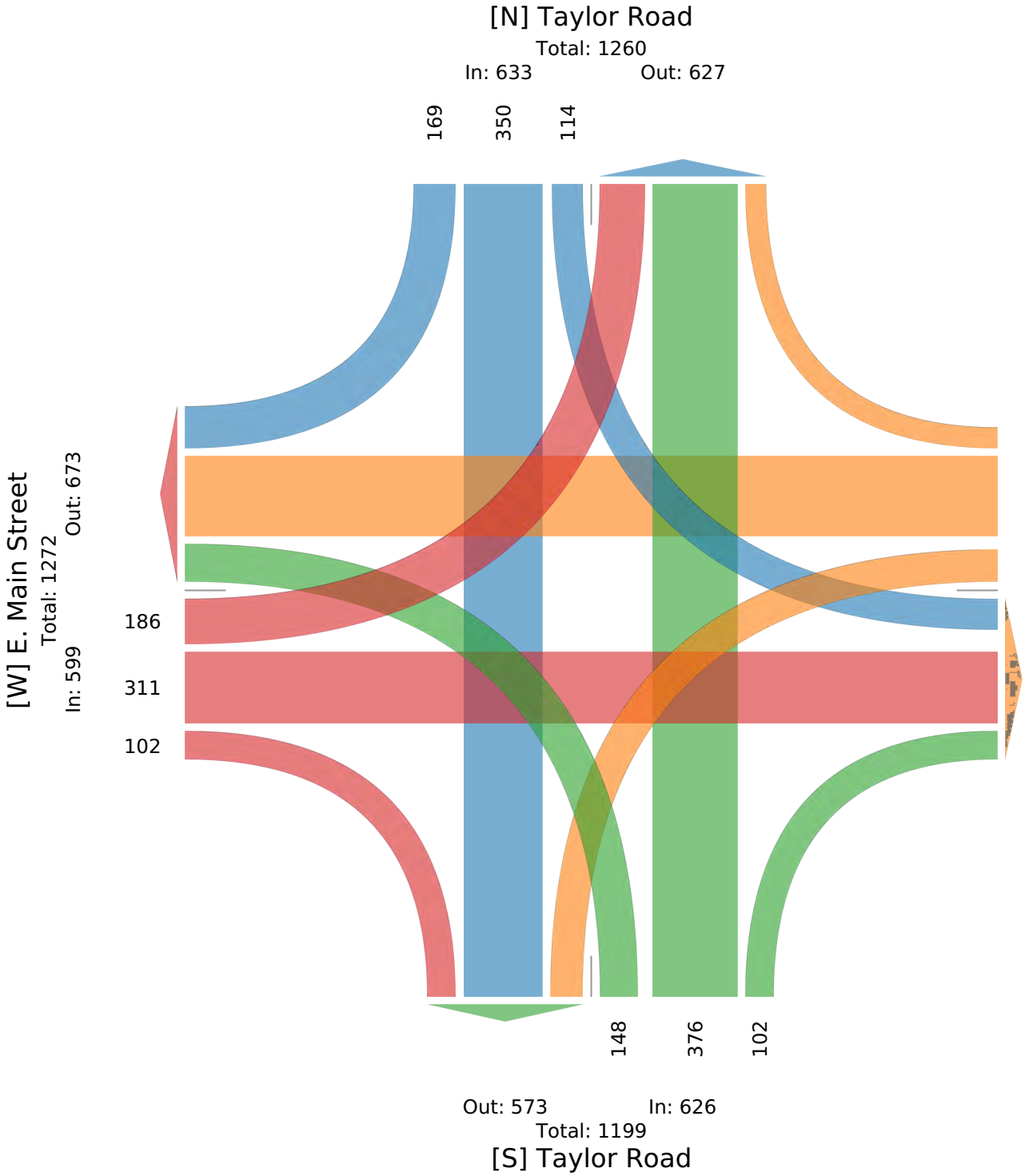
Leg	E. Main Street					E. Main Street					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 5:00PM	60	76	23	0	**159**	27	82	18	0	**127**	28	110	21	0	**159**	30	87	42	0	**159**	**604**
5:15PM	43	59	18	0	**120**	27	101	18	0	**146**	47	89	22	0	**158**	35	88	49	0	**172**	**596**
5:30PM	42	108	43	0	**193**	43	94	16	0	**153**	38	86	25	0	**149**	21	86	36	0	**143**	**638**
5:45PM	41	68	18	0	**127**	24	79	13	0	**116**	35	91	34	0	**160**	28	89	42	0	**159**	**562**
Total	186	311	102	0	**599**	121	356	65	0	**542**	148	376	102	0	**626**	114	350	169	0	**633**	**2400**
% Approach	31.1%	51.9%	17.0%	0%	-	22.3%	65.7%	12.0%	0%	-	23.6%	60.1%	16.3%	0%	-	18.0%	55.3%	26.7%	0%	-	-
% Total	7.8%	13.0%	4.3%	0%	**25.0%**	5.0%	14.8%	2.7%	0%	**22.6%**	6.2%	15.7%	4.3%	0%	**26.1%**	4.8%	14.6%	7.0%	0%	**26.4%**	-
PHF	0.775	0.720	0.593	-	**0.776**	0.703	0.881	0.903	-	**0.886**	0.787	0.855	0.750	-	**0.978**	0.814	0.983	0.862	-	**0.920**	0.940
Lights	184	307	101	0	**592**	121	352	65	0	**538**	148	374	101	0	**623**	113	346	166	0	**625**	2378
% Lights	98.9%	98.7%	99.0%	0%	**98.8%**	100%	98.9%	100%	0%	**99.3%**	100%	99.5%	99.0%	0%	**99.5%**	99.1%	98.9%	98.2%	0%	**98.7%**	99.1%
Articulated Trucks	1	1	1	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	5
% Articulated Trucks	0.5%	0.3%	1.0%	0%	**0.5%**	0%	0.3%	0%	0%	**0.2%**	0%	0%	0%	0%	**0%**	0%	0.3%	0%	0%	**0.2%**	0.2%
Buses and Single-Unit Trucks	1	3	0	0	**4**	0	3	0	0	**3**	0	2	1	0	**3**	1	3	3	0	**7**	17
% Buses and Single-Unit Trucks	0.5%	1.0%	0%	0%	**0.7%**	0%	0.8%	0%	0%	**0.6%**	0%	0.5%	1.0%	0%	**0.5%**	0.9%	0.9%	1.8%	0%	**1.1%**	0.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & E. Main Street - TMC
Thu May 26, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 958130, Location: 39.955983, -82.771507

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC

Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

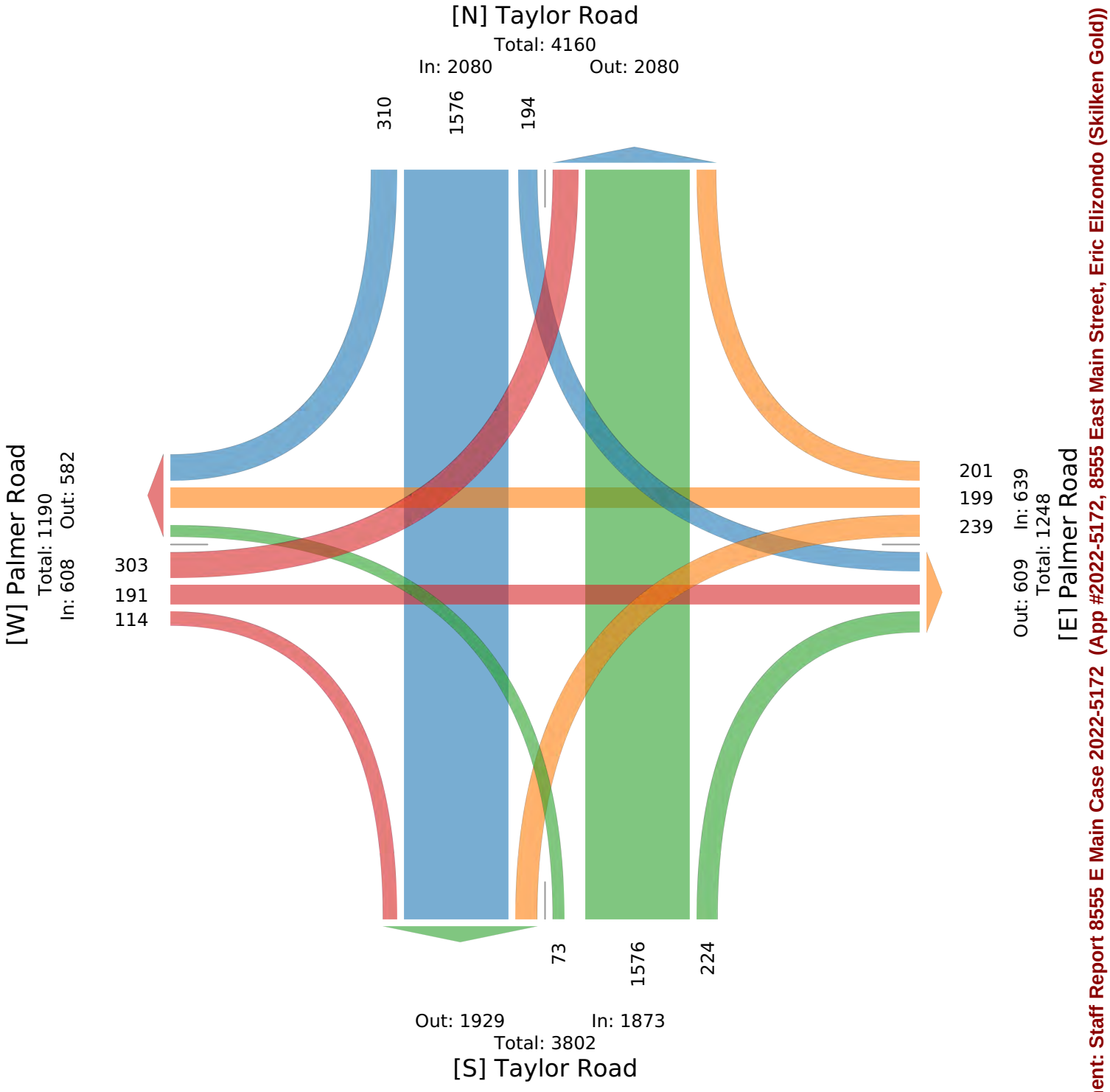
Leg	Palmer Road					Palmer Road					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:00AM	6	5	2	0	**13**	19	6	6	0	**31**	3	70	1	0	**74**	1	76	8	0	**85**	**203**
7:15AM	13	2	5	0	**20**	18	15	13	0	**46**	1	83	0	0	**84**	7	73	9	0	**89**	**239**
7:30AM	6	6	9	0	**21**	11	27	33	0	**71**	2	60	3	0	**65**	3	112	16	0	**131**	**288**
7:45AM	24	2	26	0	**52**	23	13	20	0	**56**	4	104	4	0	**112**	9	125	9	0	**143**	**363**
Hourly Total	49	15	42	0	**106**	71	61	72	0	**204**	10	317	8	0	**335**	20	386	42	0	**448**	**1093**
8:00AM	36	5	23	0	**64**	20	14	10	0	**44**	4	93	6	0	**103**	7	97	10	0	**114**	**325**
8:15AM	5	1	3	0	**9**	17	7	5	0	**29**	2	89	6	0	**97**	3	82	23	0	**108**	**243**
8:30AM	8	8	2	0	**18**	5	7	10	0	**22**	0	63	7	0	**70**	6	80	17	0	**103**	**213**
8:45AM	13	9	1	0	**23**	13	9	16	0	**38**	1	63	12	0	**76**	8	69	17	0	**94**	**231**
Hourly Total	62	23	29	0	**114**	55	37	41	0	**133**	7	308	31	0	**346**	24	328	67	0	**419**	**1012**
4:00PM	20	13	5	0	**38**	12	7	11	0	**30**	9	102	18	0	**129**	14	104	31	0	**149**	**346**
4:15PM	26	14	6	0	**46**	12	12	12	0	**36**	10	129	26	0	**165**	24	93	24	0	**141**	**388**
4:30PM	29	23	6	0	**58**	15	13	10	0	**38**	8	134	22	0	**164**	24	112	22	0	**158**	**418**
4:45PM	22	20	6	0	**48**	19	18	11	0	**48**	7	115	20	0	**142**	18	106	19	0	**143**	**381**
Hourly Total	97	70	23	0	**190**	58	50	44	0	**152**	34	480	86	0	**600**	80	415	96	0	**591**	**1533**
5:00PM	30	18	9	0	**57**	22	12	9	0	**43**	6	121	21	0	**148**	15	132	35	0	**182**	**430**
5:15PM	21	22	4	0	**47**	12	12	14	0	**38**	9	125	22	0	**156**	20	107	21	0	**148**	**389**
5:30PM	20	22	4	0	**46**	11	10	11	0	**32**	3	108	22	0	**133**	21	98	25	0	**144**	**355**
5:45PM	24	21	3	0	**48**	10	17	10	0	**37**	4	117	34	0	**155**	14	110	24	0	**148**	**388**
Hourly Total	95	83	20	0	**198**	55	51	44	0	**150**	22	471	99	0	**592**	70	447	105	0	**622**	**1562**
Total	303	191	114	0	**608**	239	199	201	0	**639**	73	1576	224	0	**1873**	194	1576	310	0	**2080**	**5200**
% Approach	49.8%	31.4%	18.8%	0%	-	37.4%	31.1%	31.5%	0%	-	3.9%	84.1%	12.0%	0%	-	9.3%	75.8%	14.9%	0%	-	-
% Total	5.8%	3.7%	2.2%	0%	**11.7%**	4.6%	3.8%	3.9%	0%	**12.3%**	1.4%	30.3%	4.3%	0%	**36.0%**	3.7%	30.3%	6.0%	0%	**40.0%**	-
Lights	296	186	110	0	**592**	234	198	196	0	**628**	70	1479	220	0	**1769**	192	1493	299	0	**1984**	4973
% Lights	97.7%	97.4%	96.5%	0%	**97.4%**	97.9%	99.5%	97.5%	0%	**98.3%**	95.9%	93.8%	98.2%	0%	**94.4%**	99.0%	94.7%	96.5%	0%	**95.4%**	95.6%
Articulated Trucks	0	0	0	0	**0**	1	0	0	0	**1**	0	20	0	0	**20**	0	13	0	0	**13**	34
% Articulated Trucks	0%	0%	0%	0%	**0%**	0.4%	0%	0%	0%	**0.2%**	0%	1.3%	0%	0%	**1.1%**	0%	0.8%	0%	0%	**0.6%**	0.7%
Buses and Single-Unit Trucks	7	5	4	0	**16**	4	1	5	0	**10**	3	77	4	0	**84**	2	70	11	0	**83**	193
% Buses and Single-Unit Trucks	2.3%	2.6%	3.5%	0%	**2.6%**	1.7%	0.5%	2.5%	0%	**1.6%**	4.1%	4.9%	1.8%	0%	**4.5%**	1.0%	4.4%	3.5%	0%	**4.0%**	3.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC
Thu May 26, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC

Thu May 26, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

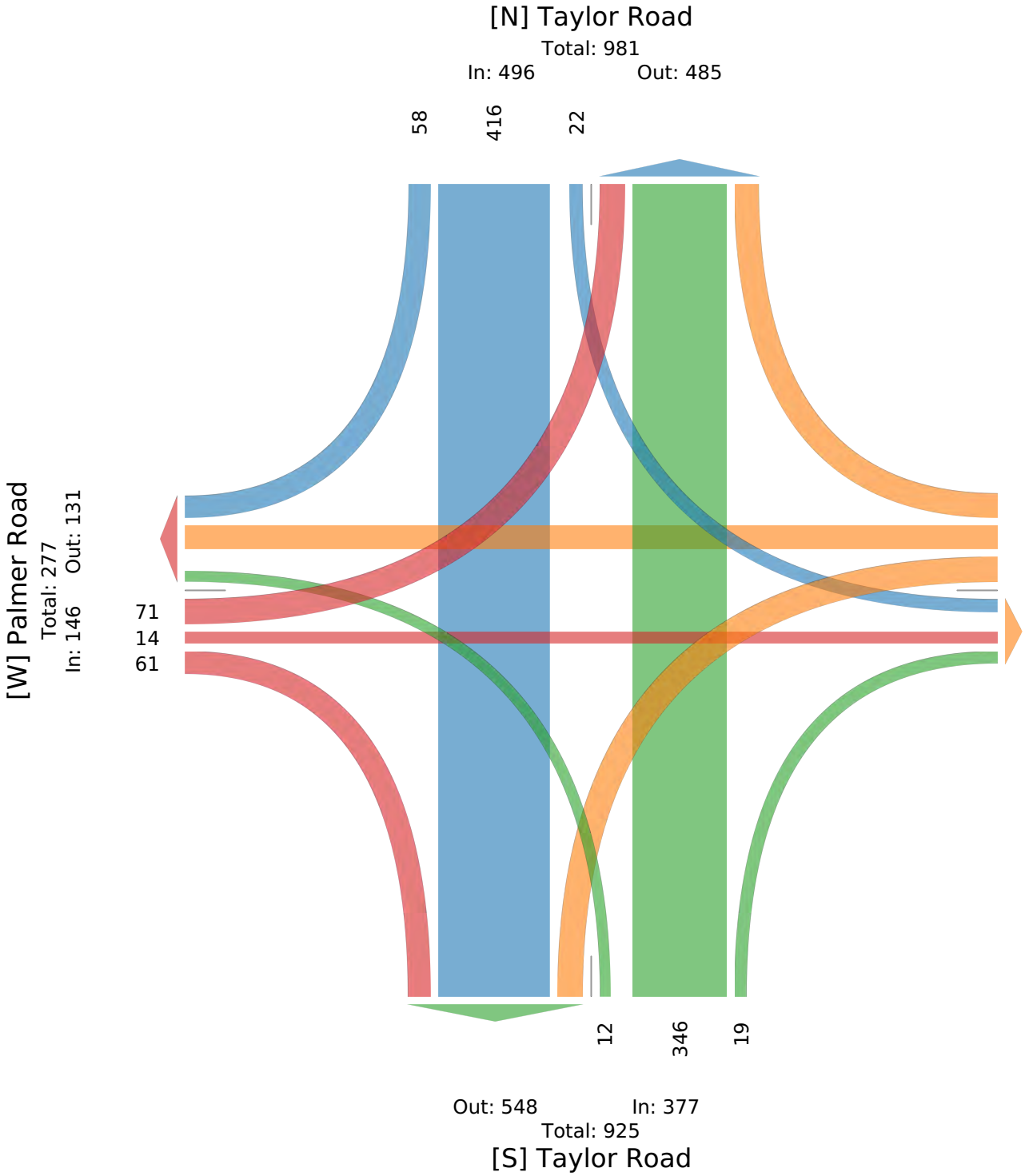
Leg	Palmer Road					Palmer Road					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 7:30AM	6	6	9	0	**21**	11	27	33	0	**71**	2	60	3	0	**65**	3	112	16	0	**131**	**288**
7:45AM	24	2	26	0	**52**	23	13	20	0	**56**	4	104	4	0	**112**	9	125	9	0	**143**	**363**
8:00AM	36	5	23	0	**64**	20	14	10	0	**44**	4	93	6	0	**103**	7	97	10	0	**114**	**325**
8:15AM	5	1	3	0	**9**	17	7	5	0	**29**	2	89	6	0	**97**	3	82	23	0	**108**	**243**
Total	71	14	61	0	**146**	71	61	68	0	**200**	12	346	19	0	**377**	22	416	58	0	**496**	**1219**
% Approach	48.6%	9.6%	41.8%	0%	-	35.5%	30.5%	34.0%	0%	-	3.2%	91.8%	5.0%	0%	-	4.4%	83.9%	11.7%	0%	-	-
% Total	5.8%	1.1%	5.0%	0%	**12.0%**	5.8%	5.0%	5.6%	0%	**16.4%**	1.0%	28.4%	1.6%	0%	**30.9%**	1.8%	34.1%	4.8%	0%	**40.7%**	-
PHF	0.493	0.583	0.587	-	**0.570**	0.772	0.565	0.515	-	**0.704**	0.750	0.832	0.792	-	**0.842**	0.611	0.832	0.630	-	**0.867**	0.840
Lights	70	12	59	0	**141**	66	60	65	0	**191**	10	298	15	0	**323**	21	377	53	0	**451**	1106
% Lights	98.6%	85.7%	96.7%	0%	**96.6%**	93.0%	98.4%	95.6%	0%	**95.5%**	83.3%	86.1%	78.9%	0%	**85.7%**	95.5%	90.6%	91.4%	0%	**90.9%**	90.7%
Articulated Trucks	0	0	0	0	**0**	1	0	0	0	**1**	0	6	0	0	**6**	0	5	0	0	**5**	12
% Articulated Trucks	0%	0%	0%	0%	**0%**	1.4%	0%	0%	0%	**0.5%**	0%	1.7%	0%	0%	**1.6%**	0%	1.2%	0%	0%	**1.0%**	1.0%
Buses and Single-Unit Trucks	1	2	2	0	**5**	4	1	3	0	**8**	2	42	4	0	**48**	1	34	5	0	**40**	101
% Buses and Single-Unit Trucks	1.4%	14.3%	3.3%	0%	**3.4%**	5.6%	1.6%	4.4%	0%	**4.0%**	16.7%	12.1%	21.1%	0%	**12.7%**	4.5%	8.2%	8.6%	0%	**8.1%**	8.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC
Thu May 26, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC

Thu May 26, 2022
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

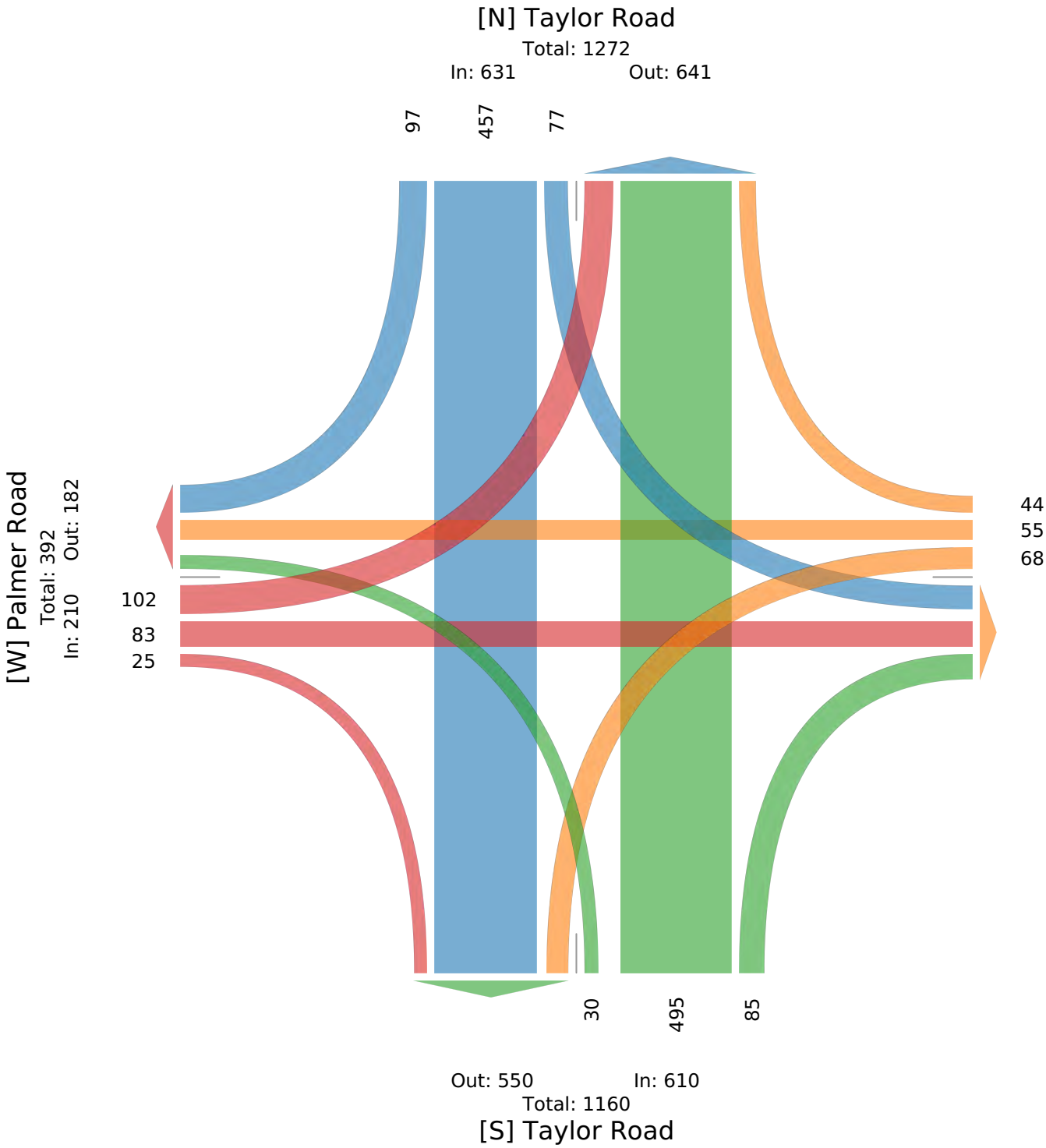
Leg	Palmer Road					Palmer Road					Taylor Road					Taylor Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-05-26 4:30PM	29	23	6	0	**58**	15	13	10	0	**38**	8	134	22	0	**164**	24	112	22	0	**158**	**418**
4:45PM	22	20	6	0	**48**	19	18	11	0	**48**	7	115	20	0	**142**	18	106	19	0	**143**	**381**
5:00PM	30	18	9	0	**57**	22	12	9	0	**43**	6	121	21	0	**148**	15	132	35	0	**182**	**430**
5:15PM	21	22	4	0	**47**	12	12	14	0	**38**	9	125	22	0	**156**	20	107	21	0	**148**	**389**
Total	102	83	25	0	**210**	68	55	44	0	**167**	30	495	85	0	**610**	77	457	97	0	**631**	**1618**
% Approach	48.6%	39.5%	11.9%	0%	-	40.7%	32.9%	26.3%	0%	-	4.9%	81.1%	13.9%	0%	-	12.2%	72.4%	15.4%	0%	-	-
% Total	6.3%	5.1%	1.5%	0%	**13.0%**	4.2%	3.4%	2.7%	0%	**10.3%**	1.9%	30.6%	5.3%	0%	**37.7%**	4.8%	28.2%	6.0%	0%	**39.0%**	-
PHF	0.850	0.902	0.694	-	**0.905**	0.773	0.764	0.786	-	**0.870**	0.833	0.924	0.966	-	**0.930**	0.802	0.866	0.693	-	**0.867**	0.941
Lights	101	83	24	0	**208**	68	55	44	0	**167**	30	487	85	0	**602**	77	452	96	0	**625**	1602
% Lights	99.0%	100%	96.0%	0%	**99.0%**	100%	100%	100%	0%	**100%**	100%	98.4%	100%	0%	**98.7%**	100%	98.9%	99.0%	0%	**99.0%**	99.0%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	1	0	0	**1**	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.4%	0%	0%	**0.3%**	0%	0.2%	0%	0%	**0.2%**	0.2%
Buses and Single-Unit Trucks	1	0	1	0	**2**	0	0	0	0	**0**	0	6	0	0	**6**	0	4	1	0	**5**	13
% Buses and Single-Unit Trucks	1.0%	0%	4.0%	0%	**1.0%**	0%	0%	0%	0%	**0%**	0%	1.2%	0%	0%	**1.0%**	0%	0.9%	1.0%	0%	**0.8%**	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor Road & Palmer Road - TMC
Thu May 26, 2022
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 956960, Location: 39.94647, -82.772246

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

TFMS - Segment Forecast Report

Username	Email	Script Import Date	Script Version	Model Version
Lyates	lyates@cmtran.com	4/14/2020 5:30:19 PM	2020.001	2022.1900

Forecast Summary

Project ID	Project Name	Opening Year	Design Year
	Taylor & Main Sheetz TIS	2024	2034

Project Description

*Users of this data need to be aware that there are limitations to the forecasts generated by this product that make it suitable only for roadway design projects which are l risk.

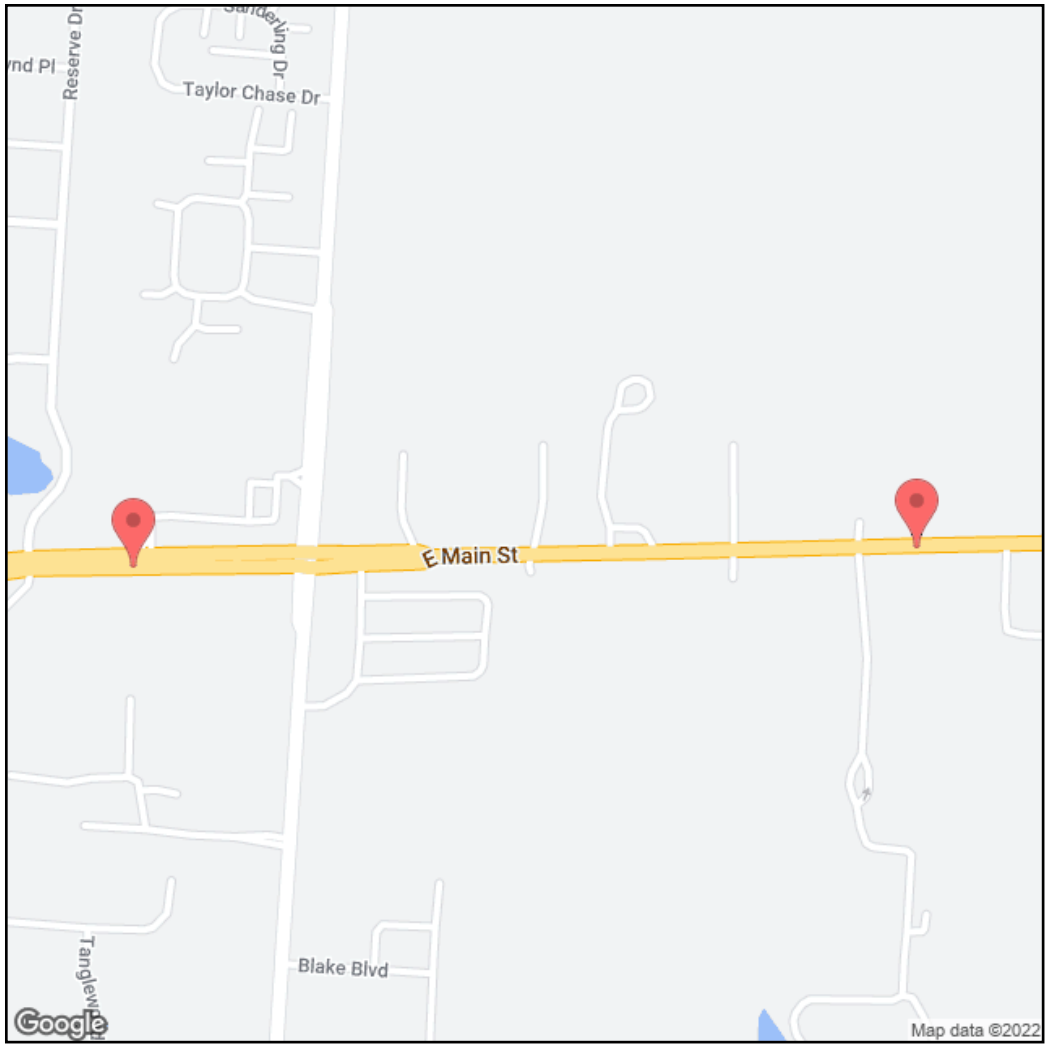
Segment Information

Segment ID	LRS ID	BMP	EMP	Length	Latitude	Longitude
1513046	SLICUS00040**C	0.280	0.530	0.250	-82.7738180760967	39.9558386286889
1513066	SLICUS00040**C	0.530	1.392	0.862	-82.7634562612245	39.9560296325854

Forecast Information

Segment ID	2024 AADT	2034 AADT	DHV-30	K%	D%	T24%	TD%
1513046	15,000	16,500	2,100	13.0	70.0	5	2
1513066	15,500	17,000	2,200	13.0	64.5	5	2

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric



Definitions:

- AADT – Annual Average Daily Traffic
- DHV30 – Design Hour Volume for 30th highest hour of the year
- DHV30 – K * AADT
- K % – Design Hour Factor
- D % – Peak Direction Factor
- T24 % – Percent Daily Trucks
- TD % – Percent Design Hour Trucks

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric

Forecast Segment ID	Route	BMP	EMP
1513046	SLICUS00040**C	0.280	0.530

Forecast

Year	K %	T24 %	PA AADT	PA Method	PA Growth Rate %	PA Calculated Ra
2050	13.0	4	18,000	Model	1.000	1.000

AADT	D %	TD %	BC AADT	BC Method	BC Growth Rate %	BC Calculated Ra
18,760	70.0	2	760	Model	-1.900	0.000

Warning: The growth rate was negative and was capped.

Regression

Method Number	PA AADT	BC AADT	AADT
2	18,765	1,567	20,332

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
12040	34586	-730	2903	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustr
1	1.70	2.75	0	0	21,522	1,328	20,982	1,371
2	1.16	3.63	2	5	19,158	1,620	18,765	1,567
3	2.66	2.95	0	0	25,968	1,378	24,877	1,415
4	4.15	4.01	6	5	31,918	1,716	30,940	1,650
5	1.77	1.62	0	0	21,935	1,052	21,242	1,121
6	1.41	2.75	5	5	19,906	1,405	19,807	1,371

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric

Adjustment Info

C.1.i

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-7,677	19,168	-154	257	1.19	-2.29
2	RAT	0.66	17,680	0.83	342	0.81	-1.90
3	MRAT	1.19	17,921	0.45	342	0.87	-1.90
4	RAF		18,545		300	1.03	-2.09

Adjust Method AADT	Adjust Method BC	Selected PA Growth Rate %	Selected BC Growth Rate %
Average	Ratio	1.000	-1.900

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
17338	18911	257	342	17595	19253

Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

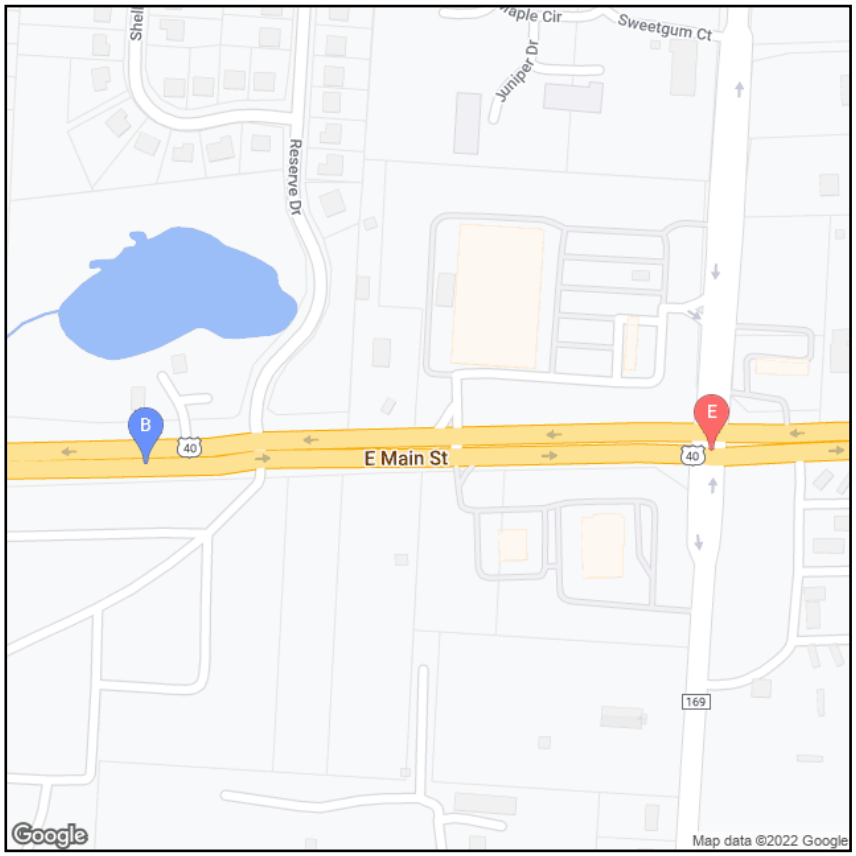
Comment: No Comment

Historical Count

Year	All	Cars	Trucks
2005	12,570	12,170	400
2008	10,000	9,620	380
2012	12,700	12,160	540
2015	14,028	13,253	774
2018	15,511	15,035	476
* 2021	14,810	14,047	763

* Pivot Point

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric



Segment ID	LRS ID	BMP	EMP	Length	Yr 2024 AADT	Yr 2034 AADT	DHV30	K %	D %	T24 %	TD
1513046	SLICUS00040**C	0.280	0.530	0.250	15,000	16,500	2100	13.0	70.0	5	

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric

Forecast Segment ID	Route	BMP	EMP
1513066	SLICUS00040**C	0.530	1.392

Forecast

Year	K %	T24 %	PA AADT	PA Method	PA Growth Rate %	PA Calculated Ra
2050	13.0	4	19,000	Model	1.100	1.100

AADT	D %	TD %	BC AADT	BC Method	BC Growth Rate %	BC Calculated Ra
19,760	64.5	2	760	Model	-2.100	0.000

Warning: The growth rate was negative and was capped.

Regression

Method Number	PA AADT	BC AADT	AADT
2	18,765	1,567	20,332

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
12040	34586	-730	2903	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustr
1	1.70	2.75	0	0	21,522	1,328	20,982	1,371
2	1.16	3.63	2	5	19,158	1,620	18,765	1,567
3	2.66	2.95	0	0	25,968	1,378	24,877	1,415
4	4.15	4.01	6	5	31,918	1,716	30,940	1,650
5	1.77	1.62	0	0	21,935	1,052	21,242	1,121
6	1.41	2.75	5	5	19,906	1,405	19,807	1,371

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric

Adjustment Info

C.1.i

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-10,616	19,831	-402	56	1.41	-3.20
2	RAT	0.58	17,735	0.66	300	0.83	-2.09
3	MRAT	1.20	18,080	0.39	300	0.92	-2.09
4	RAF		18,956		178	1.16	-2.64

Adjust Method AADT	Adjust Method BC	Selected PA Growth Rate %	Selected BC Growth Rate %
Average	Ratio	1.100	-2.100

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
17435	19775	56	300	17491	20075

Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

Comment: No Comment

Historical Count

Year	All	Cars	Trucks
2005	12,570	12,170	400
2008	10,000	9,620	380
2012	12,700	12,160	540
2015	14,028	13,253	774
2018	15,511	15,035	476
* 2021	14,810	14,047	763

* Pivot Point

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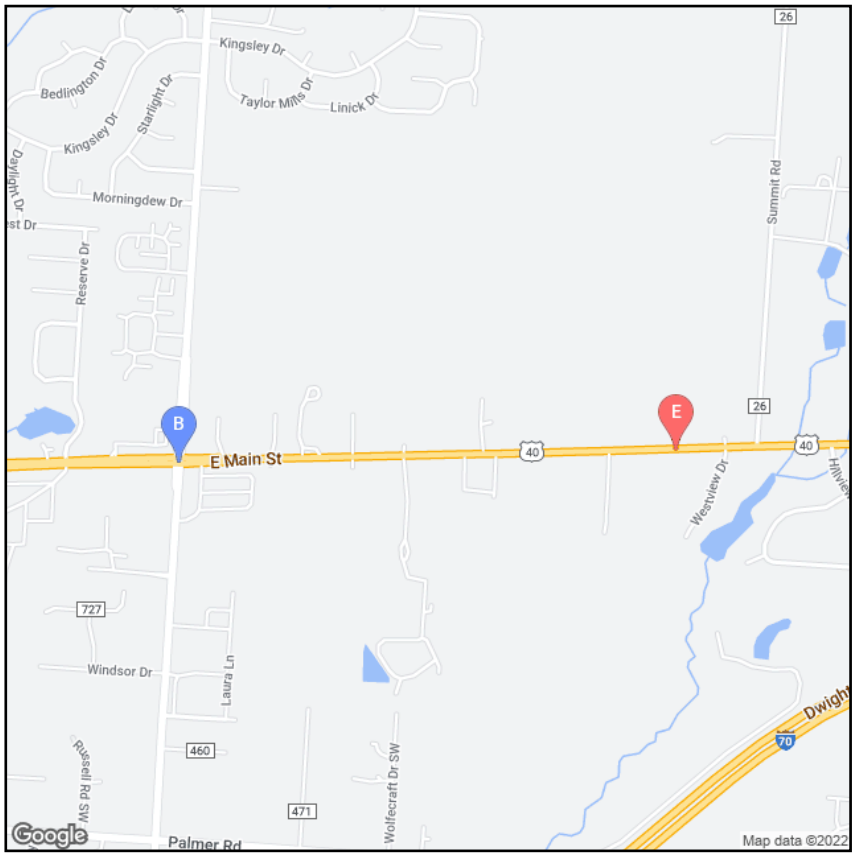

Segment ID	LRS ID	BMP	EMP	Length	Yr 2024 AADT	Yr 2034 AADT	DHV30	K %	D %	T24 %	TD
1513066	SLICUS00040**C	0.530	1.392	0.862	15,500	17,000	2200	13.0	64.5	5	

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric

1	East Main Street at Brice Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	SB	NB	WBLT	EB	-	-
MIN INITIAL	8	20	10	10	8	20	-	-
WALK	-	7	11	11	-	7	-	-
PED CHANGE	-	3	13	12	-	13	-	-
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	-	-
YELLOW	3.2	4.1	3.4	4.1	3.2	4.1	-	-
RED CLR	1.2	1.5	1.4	1.1	1.9	1.5	-	-
MAX GRN 1	15	50	30	30	15	50	-	-
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	-	-
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	-	-
MEMORY	OFF	ON	OFF	OFF	OFF	ON	-	-

2	East Main Street at Kroger Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WBLT	EB	-	SB	EBLT	WB	-	NB
MIN INITIAL	8	20	-	10	8	20	-	10
WALK	-	7	-	-	-	7	-	7
PED CHANGE	-	7	-	-	-	11	-	13
PASS / EXT	3.7	3.7	-	3.7	3.7	3.7	-	3.7
YELLOW	3.2	4.1	-	3.4	3.2	4.1	-	3.4
RED CLR	1.9	1	-	1	1.3	1	-	1
MAX GRN 1	15	60	-	20	15	60	-	20
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	-	OFF	OFF	ON	-	OFF
VEH RECALL	OFF	MIN	-	OFF	OFF	MIN	-	OFF
MEMORY	OFF	ON	-	OFF	OFF	ON	-	OFF

3	East Main Street at Rosehill Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
MIN INITIAL	8	20	8	10	8	20	8	10
WALK	-	7	-	13	-	7	-	10
PED CHANGE	-	7	-	11	-	8	-	11
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
YELLOW	3.2	4.1	3	4.1	3.2	4.1	3.2	4.1
RED CLR	1.7	1	1.4	1.3	1.8	1	1.9	1.3
MAX GRN 1	15	50	15	25	15	50	15	25
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
MEMORY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

4	East Main Street at Briarcliff Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	-	SB	-	EB	-	NB
MIN INITIAL	8	20	-	10	-	20	-	10
WALK	-	8	-	9	-	9	-	9
PED CHANGE	-	6	-	13	-	4	-	14
PASS / EXT	3.7	3.7	-	3.7	-	3.7	-	3.7
YELLOW	3.2	4.1	-	3.4	-	4.1	-	3.4
RED CLR	1.4	1	-	1.4	-	1	-	1.4
MAX GRN 1	15	50	-	30	-	50	-	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	OFF	-	OFF	-	OFF	-	OFF
VEH RECALL	OFF	MIN	-	OFF	-	MIN	-	OFF
MEMORY	OFF	ON	-	OFF	-	ON	-	OFF

5	East Main Street at Aida Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	-	WB	-	SB	-	EB	-	NB
MIN INITIAL	-	20	-	10	-	20	-	10
WALK	-	10	-	8	-	7	-	8
PED CHANGE	-	6	-	13	-	5	-	14
PASS / EXT	-	3.7	-	3.7	-	3.7	-	3.7
YELLOW	-	4.1	-	3.4	-	4.1	-	3.4
RED CLR	-	1	-	1.4	-	1	-	1.4
MAX GRN 1	-	60	-	30	-	60	-	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	-	OFF	-	OFF	-	OFF	-	OFF
VEH RECALL	-	MIN	-	OFF	-	MIN	-	OFF
MEMORY	-	ON	-	OFF	-	ON	-	OFF

6	East Main Street at Haft Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	-	WB	-	SB	WBLT	EB	-	NB
MIN INITIAL	-	20	-	10	8	20	-	10
WALK	-	7	-	8	-	7	-	7
PED CHANGE	-	7	-	12	-	7	-	12
PASS / EXT	-	3.7	-	3.7	3.7	3.7	-	3.7
YELLOW	-	4.1	-	3.4	3.2	4.1	-	3.4
RED CLR	-	1.3	-	1.4	2.3	1.3	-	1.4
MAX GRN 1	-	60	-	20	20	60	-	20
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	-	ON	-	OFF	OFF	ON	-	OFF
VEH RECALL	-	MIN	-	OFF	OFF	MIN	-	OFF
MEMORY	-	ON	-	OFF	OFF	ON	-	OFF

7	East Main Street at Davidson Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
MIN INITIAL	8	20	8	10	8	20	8	10
WALK	-	7	-	8	-	7	-	7
PED CHANGE	-	6	-	13	-	7	-	13
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
YELLOW	3.2	4.1	3	3.4	3.2	4.1	3	3.4
RED CLR	1.3	1	1.4	1.3	1.3	1	1.3	1.3
MAX GRN 1	15	50	15	20	15	50	15	20
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
MEMORY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

8	East Main Street at Lancaster Avenue							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	-	SB	-	EB	-	-
MIN INITIAL	8	20	-	10	-	20	-	-
WALK	-	7	-	8	-	-	-	-
PED CHANGE	-	12	-	15	-	-	-	-
PASS / EXT	3.7	3.7	-	3.7	-	3.7	-	-
YELLOW	3.2	4.1	-	3.4	-	4.1	-	-
RED CLR	1.5	1	-	2.4	-	1	-	-
MAX GRN 1	20	50	-	30		50	-	-
MAX GRN 2	-	-	-	-		-	-	-
PED RECALL	OFF	ON	-	OFF	-	ON	-	-
VEH RECALL	OFF	MIN	-	OFF	-	MIN	-	-
MEMORY	OFF	ON	-	OFF	-	ON	-	-

9	East Main Street at Jackson Street							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	-	WB	-	-	WBLT	EB	-	NB
MIN INITIAL	-	10	-	-	5	20	-	7
WALK	-	-	-	-	-	7	-	7
PED CHANGE	-	-	-	-	-	11	-	10
PASS / EXT	-	3.7	-	-	3.7	3.7	-	3.7
YELLOW	-	3.4	-	-	3	3.4	-	3
RED CLR	-	1.3	-	-	1.8	1.3	-	1.5
MAX GRN 1	-	50	-	-	10	50	-	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	-	ON	-	-	OFF	ON	-	OFF
VEH RECALL	-	MIN	-	-	OFF	MIN	-	OFF
MEMORY	-	ON	-	-	OFF	ON	-	OFF

10	East Main Street at Waggoner Road/Graham Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
MIN INITIAL	8	23	8	10	8	21	8	10
WALK	-	7	-	7	-	7	-	7
PED CHANGE	-	16	-	17	-	14	-	17
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
YELLOW	3	4.1	3	4.1	3.2	4.1	3.2	4.1
RED CLR	2.7	1.5	1.5	1.7	3.3	1.5	1.2	1.7
MAX GRN 1	15	50	15	30	15	50	15	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
MEMORY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

11	East Main Street at Oak Valley Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	WB LT	EB	-	SB	EB LT	WB	-	NB
MIN INITIAL	8	20	-	10	8	20	-	10
WALK	-	7	-	7	-	7	-	8
PED CHANGE	-	9	-	19	-	9	-	19
PASS / EXT	3.7	3.7	-	3.7	3.7	3.7	-	3.7
YELLOW	3.2	4.1	-	3.4	3.2	4.1	-	3.4
RED CLR	1.9	1	-	1.8	1.9	1	-	1.8
MAX GRN 1	15	50	-	30	15	50	-	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	-	OFF	OFF	ON	-	OFF
VEH RECALL	OFF	MIN	-	OFF	OFF	MIN	-	OFF
MEMORY	OFF	ON	-	OFF	OFF	ON	-	OFF

12	East Main Street at Taylor Road							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
MIN INITIAL	8	20	8	10	8	25	8	10
WALK	-	7	-	11	-	7	-	9
PED CHANGE	-	13	-	23	-	18	-	22
PASS / EXT	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
YELLOW	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
RED CLR	2	1	1.4	1.4	2.6	1	2.2	1.4
MAX GRN 1	15	40	15	30	15	40	15	30
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF
VEH RECALL	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
MEMORY	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

13	Taylor Road at Kroger Drive							
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	-	-	NBLT	SB	-	EB	-	NB
MIN INITIAL	-	-	8	25	-	10	-	20
WALK	-	-	-	7	-	7	-	-
PED CHANGE	-	-	-	18	-	10	-	-
PASS / EXT	-	-	3.7	3.7	-	3.7	-	3.7
YELLOW	-	-	3.2	4.1	-	3	-	4.1
RED CLR	-	-	1.1	1	-	1	-	1
MAX GRN 1	-	-	15	50	-	15	-	50
MAX GRN 2	-	-	-	-	-	-	-	-
PED RECALL	-	-	OFF	ON	-	OFF	-	OFF
VEH RECALL	-	-	OFF	MIN	-	OFF	-	MIN
MEMORY	-	-	OFF	ON	-	OFF	-	ON

REVISIONS

MARK	DATE	DESCRIPTION

Reynoldsburg
OHIO · 1839

CITY OF REYNOLDSBURG, FRANKLIN COUNTY, OHIO
IMPROVEMENT PLAN
FOR
EAST MAIN STREET
TRAFFIC SIGNAL COORDINATION
LOCAL TRAFFIC SIGNAL TIMING CHARTS

EMH&T
Evans, Mechwart, Hambleton & Tilton, Inc.
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

DATE
February 2022

SCALE
None

JOB NO.
2021-1007

SHEET
6/15

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

K:\2021-1007\Dwg\04Streets\Signal\20211007 Traffic Signal Timing.dwg, Last Saved By: kstaub, 3/4/2022 10:11 AM, Last Plotted By: Staub, Ben, 3/4/2022 3:28 PM, (No Xref's)

Proposed Coordination Data			1. East Main Street at Brice Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	SB	NB	WBLT	EB	-	-
AM Peak	90	54	12	42	16	20	15	39	-	-
Off Peak	90	39	12	43	15	20	17	38	-	-
PM Peak	100	54	12	53	16	19	16	49	-	-
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			2. East Main Street at Kroger Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			WBLT	EB	-	SB	EBLT	WB	-	NB
AM Peak	90	44	14	60	-	16	14	60	-	16
Off Peak	90	34	14	58	-	18	16	56	-	18
PM Peak	100	50	14	66	-	20	17	63	-	20
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			3. East Main Street at Rosehill Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
AM Peak	90	8	13	41	13	23	13	41	13	23
Off Peak	90	89	15	39	13	23	13	41	14	22
PM Peak	100	4	19	43	13	25	13	49	14	24
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			4. East Main Street at Briarcliff Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	-	SB	-	EB	-	NB
AM Peak	90	0	15	51	-	24	-	66	-	24
Off Peak	90	0	15	50	-	25	-	65	-	25
PM Peak	100	0	16	57	-	27	-	73	-	27
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			5. East Main Street at Aida Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			-	WB	-	SB	-	EB	-	NB
AM Peak	90	36	-	65	-	25	-	65	-	25
Off Peak	90	23	-	63	-	27	-	63	-	27
PM Peak	100	18	-	71	-	29	-	71	-	29
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			6. East Main Street at Haft Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			-	WB	-	SB	WBLT	EB	-	NB
AM Peak	90	12	-	68	-	22	18	50	-	22
Off Peak	90	7	-	69	-	21	17	52	-	21
PM Peak	100	96	-	80	-	20	16	64	-	20
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			7. East Main Street at Davidson Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
AM Peak	90	60	13	47	13	17	13	47	13	17
Off Peak	90	71	13	47	14	16	14	46	13	17
PM Peak	100	73	13	58	13	16	14	57	13	16
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			8. East Main Street at Lancaster Avenue							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	-	SB	-	EB	-	-
AM Peak	90	22	20	43	-	27	-	63	-	-
Off Peak	90	29	21	43	-	26	-	64	-	-
PM Peak	100	14	28	45	-	27	-	73	-	-
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			9. East Main Street at Jackson Street							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			-	WB	-	-	WBLT	EB	-	NB
AM Peak	90	42	-	55	-	-	13	42	-	35
Off Peak	90	43	-	54	-	-	12	42	-	36
PM Peak	100	32	-	64	-	-	11	53	-	36
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			10. East Main Street at Waggoner Road/Graham Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
AM Peak	90	39	14	31	12	33	15	30	12	33
Off Peak	90	45	14	30	12	34	15	29	12	34
PM Peak	100	44	19	31	12	38	16	34	12	38
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			11. East Main Street at Oak Valley Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			WB LT	EB	-	SB	EB LT	WB	-	NB
AM Peak	90	34	17	46	-	27	16	47	-	27
Off Peak	90	45	18	47	-	25	17	48	-	25
PM Peak	100	46	18	58	-	24	16	60	-	24
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			12. East Main Street at Taylor Road							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB
AM Peak	90	68	13	31	13	33	14	30	14	32
Off Peak	90	85	13	33	12	32	14	32	13	31
PM Peak	100	88	13	33	14	40	14	32	14	40
Coorinated Phase: Ø2 & Ø6			Offset Reference: Beginning of Yellow (Ø2 & Ø6)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Proposed Coordination Data			13. Taylor Road at Kroger Drive							
TIMING PLAN	CYCLE LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
			-	-	NBLT	SB	-	EB	-	NB
AM Peak	90	58	-	-	14	60	-	16	-	74
Off Peak	90	73	-	-	14	60	-	16	-	74
PM Peak	100	70	-	-	14	70	-	16	-	84
Coorinated Phase: Ø4 & Ø8			Offset Reference: Beginning of Yellow (Ø4 & Ø8)				Offsets referenced to: E. Main St. at Briarcliff Rd.			

Note: **All timings and offsets are in seconds.**

Traffic Signal Coordination Timing Plan			
DAY	TIME OF DAY		TIMING PLAN
Monday - Friday	12:00 AM - 6:00 AM	0000-0600	FREE
Monday - Friday	6:00 AM - 9:00 AM	0600-0900	AM Peak
Monday - Friday	9:00 AM - 3:00 PM	0900-1500	Off Peak
Monday - Friday	3:00 PM - 7:00 PM	1500-1900	PM Peak
Monday - Friday	7:00 PM - 9:00 PM	1900-2100	Off Peak
Monday - Friday	9:00 PM - 12:00 AM	2100-0000	FREE
Saturday - Sunday	12:00 AM - 8:30 AM	0000-0830	FREE
Saturday - Sunday	8:30 AM - 8:30 PM	0830-2030	Off Peak
Saturday - Sunday	8:30 PM - 12:00 AM	2030-0000	FREE

REVISIONS

MARK	DATE	DESCRIPTION

Reynoldsburg OHIO · 1839

CITY OF REYNOLDSBURG, FRANKLIN COUNTY, OHIO
IMPROVEMENT PLAN
FOR
EAST MAIN STREET
TRAFFIC SIGNAL COORDINATION
COORDINATION DATA

EMH&T
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, Ohio 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

DATE
February 2022

SCALE
None

JOB NO.
2021-1007

SHEET
7/15

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

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Appendix C
Trip Generation

CARPENTER MARTY transportation

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Scenario - 1

Scenario Name: AM Peak
Dev. phase: 1
Analyst Note:
Warning:
User Group:
No. of Years to Project Traffic : 0

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (9-15)	General Urban/Suburban	1000 Sq. Ft. GFA	6.08	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	172	172	344
Data Source: Trip Generation Manual, 11th Ed					56.52	50%	50%	
712 - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	7.15	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	10	2	12
Data Source: Trip Generation Manual, 11th Ed					1.67	82%	18%	
712(1) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	9.35	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	13	3	16
Data Source: Trip Generation Manual, 11th Ed					1.67	82%	18%	
941 - Quick Lubrication Vehicle Shop	General Urban/Suburban	1000 Sq. Ft. GFA	1.73	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	8	3	11
Data Source: Trip Generation Manual, 11th Ed					5.80	75%	25%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (9-15)	100	100	1	1	50	50
712 - Small Office Building	99	100	1.1	1.1	82	18
712(1) - Small Office Building	99	100	1.1	1.1	82	18
941 - Quick Lubrication Vehicle Shop	100	100	1	1	75	25

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	172	172	0	0	172	172
	344		0		344	
712 - Small Office Building	11	2	0	0	11	2
	13		0		13	
712(1) - Small Office Building	14	3	0	0	14	3
	17		0		17	
941 - Quick Lubrication Vehicle Shop	8	3	0	0	8	3
	11		0		11	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant
712 - Small Office Building	Office
712(1) - Small Office Building	Office
941 - Quick Lubrication Vehicle Shop	Resturant

BALANCED PERSON TRIPS:

945 - Convenience Store/Gas Station-VFP (9-15) | 712 - Small Office Building

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
172	1	7.75	13	**0**	0	3.5	1	11
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
172	1	5.75	10	**0**	0	15.75	1	2

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945 - Convenience Store/Gas Station-VFP (9-15)								712(1) - Small Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
172	1	7.75	13	0	0	3.5	1	14
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
172	1	5.75	10	0	0	15.75	1	3

945 - Convenience Store/Gas Station-VFP (9-15)								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
172	1	0	0	0	0	0	1	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
172	1	0	0	0	0	0	1	3

712 - Small Office Building								712(1) - Small Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
2	1	0	0	0	0	0	1	14
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
11	1	0	0	0	0	0	1	3

712 - Small Office Building								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
2	1	15.75	0	0	0	5.75	1	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
11	1	3.5	0	0	0	7.75	1	3

712(1) - Small Office Building								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
3	1	15.75	0	0	0	5.75	1	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
14	1	3.5	0	0	0	7.75	1	3

INTERNAL PERSON TRIPS:

945 - Convenience Store/Gas Station-VFP (9-15)

Internal Person Trips From	Entry	Exit	Total
712 - Small Office Building	0	0	1
712(1) - Small Office Building	0	1	1
941 - Quick Lubrication Vehicle Shop	0	0	0
Total Internal Person Trips	**0**	**1**	**1**

712 - Small Office Building

Internal Person Trips From	Entry	Exit	Total
945 - Convenience Store/Gas Station-VFP (9-15)	0	0	1
712(1) - Small Office Building	0	0	0
941 - Quick Lubrication Vehicle Shop	0	0	1
Total Internal Person Trips	**0**	**0**	**0**

712(1) - Small Office Building

Internal Person Trips From	Entry	Exit	Total
945 - Convenience Store/Gas Station-VFP (9-15)	1	0	1
712 - Small Office Building	0	0	0
941 - Quick Lubrication Vehicle Shop	0	0	1
Total Internal Person Trips	**1**	**0**	**1**

941 - Quick Lubrication Vehicle Shop

Internal Person Trips From	Entry	Exit	Total

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945 - Convenience Store/Gas Station-VFP (9-15)	0	0	0
712 - Small Office Building	0	0	1
712(1) - Small Office Building	0	0	1
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:
945 - Convenience Store/Gas Station-VFP (9-15)

Total Internal Person Trips	0	1	1
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**1**	**1**
Total External Vehicle Trips	172	171	343
Internal Vehicle Trip Capture	**0%**	**1%**	**0%**

712 - Small Office Building

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	10	2	12
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

712(1) - Small Office Building

Total Internal Person Trips	1	0	1
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**1**	**0**	**1**
Total External Vehicle Trips	12	3	15
Internal Vehicle Trip Capture	**8%**	**0%**	**0%**

941 - Quick Lubrication Vehicle Shop

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	8	3	11
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	172	171	63.00%	63.00%	108	108
712 - Small Office Building	10	2	0.00%	0.00%	0	0
712(1) - Small Office Building	12	3	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	8	3	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	172	171	0.00%	0.00%	0	0
712 - Small Office Building	10	2	0.00%	0.00%	0	0
712(1) - Small Office Building	12	3	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	8	3	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit

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945 - Convenience Store/Gas Station - VFP (9-15)	64	63	0.00%	0.00%	0	0
712 - Small Office Building	10	2	0.00%	0.00%	0	0
712(1) - Small Office Building	12	3	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	8	3	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	64	63	127
712 - Small Office Building	10	2	12
712(1) - Small Office Building	12	3	15
941 - Quick Lubrication Vehicle Shop	8	3	11

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	203	180	383
Internal Vehicle Trips	1	1	2
External Vehicle Trips	202	179	381
Internal Vehicle Trip Capture	0%	1%	1%
Pass-by Vehicle Trips	108	108	216
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	94	71	165

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Scenario - 2

Scenario Name: PM Peak
Dev. phase: 1
Analyst Note:
Warning:
User Group:
No. of Years to Project Traffic : 0

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (9-15)	General Urban/Suburban	1000 Sq. Ft. GFA	6.08	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	166	166	332
Data Source: Trip Generation Manual, 11th Ed					54.52	50%	50%	
712 - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	7.15	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	5	10	15
Data Source: Trip Generation Manual, 11th Ed					2.16	34%	66%	
712(1) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	9.35	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	7	13	20
Data Source: Trip Generation Manual, 11th Ed					2.16	34%	66%	
941 - Quick Lubrication Vehicle Shop	General Urban/Suburban	1000 Sq. Ft. GFA	1.73	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	6	9	15
Data Source: Trip Generation Manual, 11th Ed					8.70	42%	58%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (9-15)	100	100	1	1	50	50
712 - Small Office Building	100	99	1.1	1.1	34	66
712(1) - Small Office Building	100	99	1.1	1.1	34	66
941 - Quick Lubrication Vehicle Shop	100	100	1	1	42	58

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	166	166	0	0	166	166
	332		0		332	
712 - Small Office Building	6	11	0	0	6	11
	17		0		17	
712(1) - Small Office Building	8	15	0	0	8	15
	23		0		23	
941 - Quick Lubrication Vehicle Shop	6	9	0	0	6	9
	15		0		15	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant
712 - Small Office Building	Office
712(1) - Small Office Building	Office
941 - Quick Lubrication Vehicle Shop	Resturant

BALANCED PERSON TRIPS:

945 - Convenience Store/Gas Station-VFP (9-15)

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
166	0	0	0	**0**	0	0	0	6
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
166	0	0	0	**0**	0	0	0	11

712 - Small Office Building

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945 - Convenience Store/Gas Station-VFP (9-15)								712(1) - Small Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
166	0	0	0	**0**	0	0	0	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
166	0	0	0	**0**	0	0	0	15

945 - Convenience Store/Gas Station-VFP (9-15)								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
166	0	0	0	**0**	0	0	0	6
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
166	0	0	0	**0**	0	0	0	9

712 - Small Office Building								712(1) - Small Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
11	0	0	0	**0**	0	0	0	8
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
6	0	0	0	**0**	0	0	0	15

712 - Small Office Building								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
11	0	0	0	**0**	0	0	0	6
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
6	0	0	0	**0**	0	0	0	9

712(1) - Small Office Building								941 - Quick Lubrication Vehicle Shop
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
15	0	0	0	**0**	0	0	0	6
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
8	0	0	0	**0**	0	0	0	9

INTERNAL PERSON TRIPS:

945 - Convenience Store/Gas Station-VFP (9-15)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

712 - Small Office Building

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

712(1) - Small Office Building

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

941 - Quick Lubrication Vehicle Shop

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

945 - Convenience Store/Gas Station-VFP (9-15)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**

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Total External Vehicle Trips	166	166	332
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

712 - Small Office Building

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	5	10	15
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

712(1) - Small Office Building

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	7	13	20
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

941 - Quick Lubrication Vehicle Shop

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	6	9	15
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	166	166	66.00%	66.00%	110	110
712 - Small Office Building	5	10	0.00%	0.00%	0	0
712(1) - Small Office Building	7	13	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	6	9	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	166	166	0.00%	0.00%	0	0
712 - Small Office Building	5	10	0.00%	0.00%	0	0
712(1) - Small Office Building	7	13	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	6	9	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	56	56	0.00%	0.00%	0	0
712 - Small Office Building	5	10	0.00%	0.00%	0	0
712(1) - Small Office Building	7	13	0.00%	0.00%	0	0
941 - Quick Lubrication Vehicle Shop	6	9	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	56	56	112
712 - Small Office Building	5	10	15
712(1) - Small Office Building	7	13	20

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric

941 - Quick Lubrication Vehicle Shop	6	9	15

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	184	198	382
Internal Vehicle Trips	0	0	0
External Vehicle Trips	184	198	382
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	110	110	220
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	74	88	162

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric

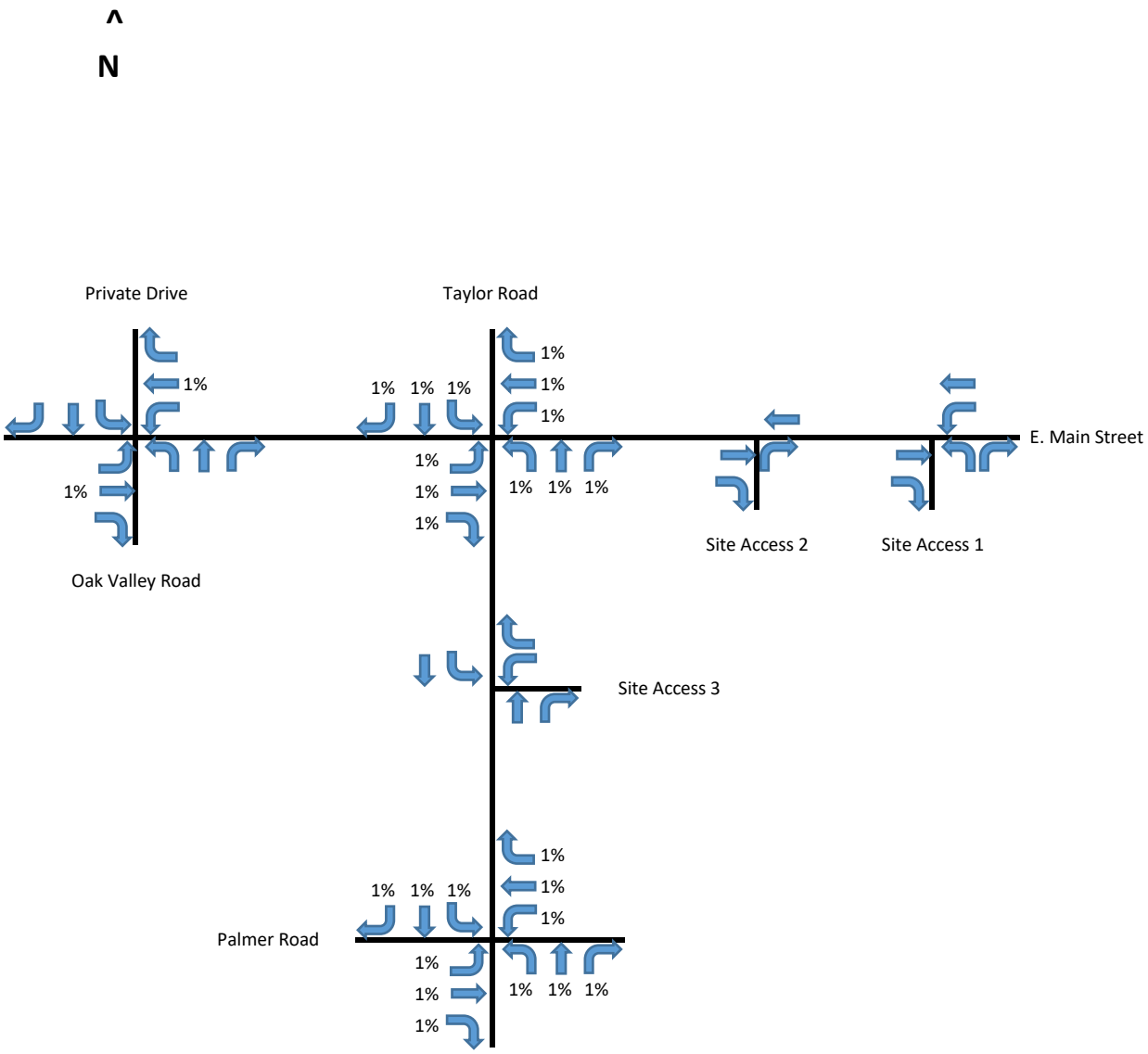
Appendix D
Volume Calculations

CARPENTER MARTY transportation

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Growth Rates	



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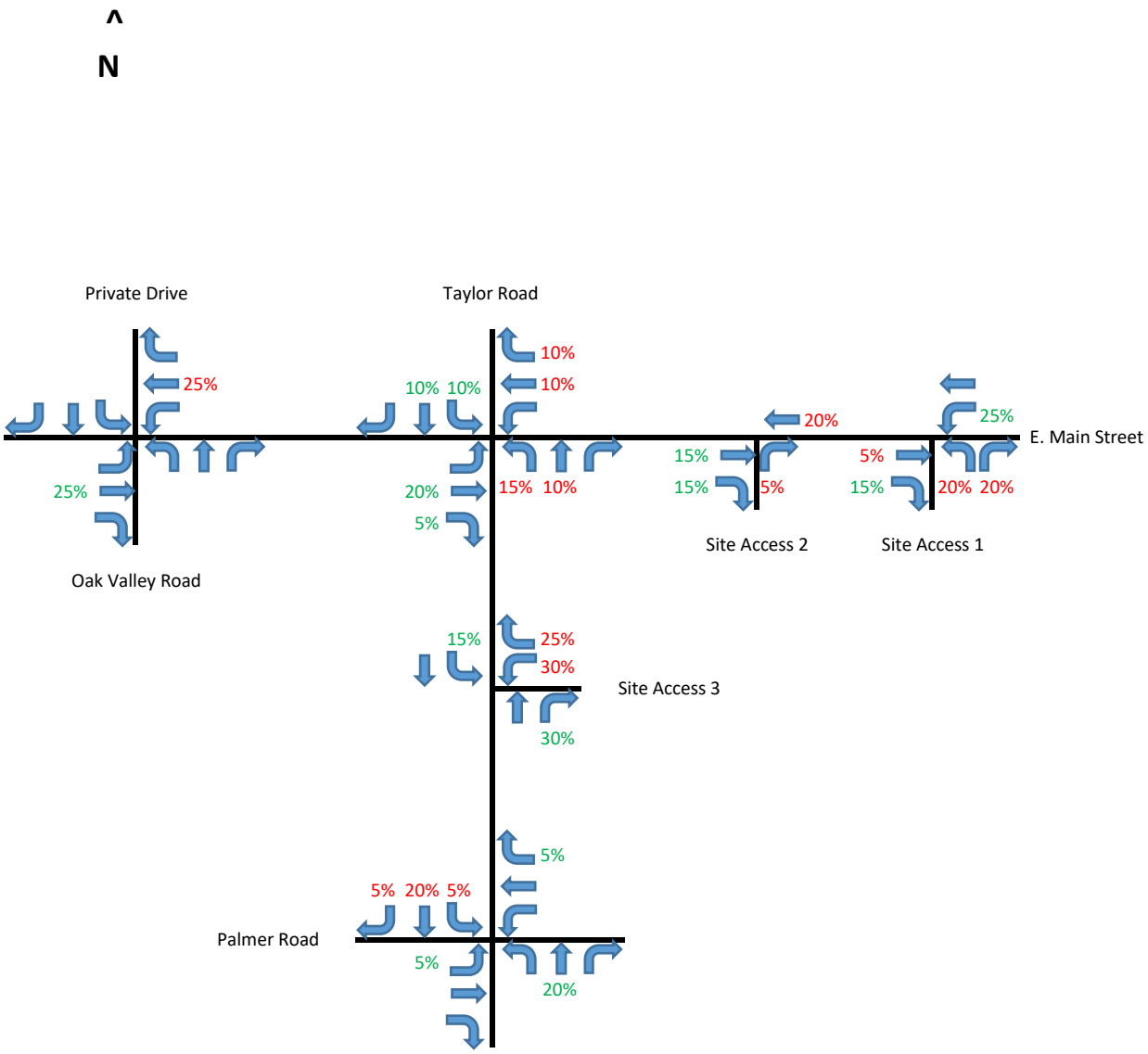
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Non-Pass-By Distribution	



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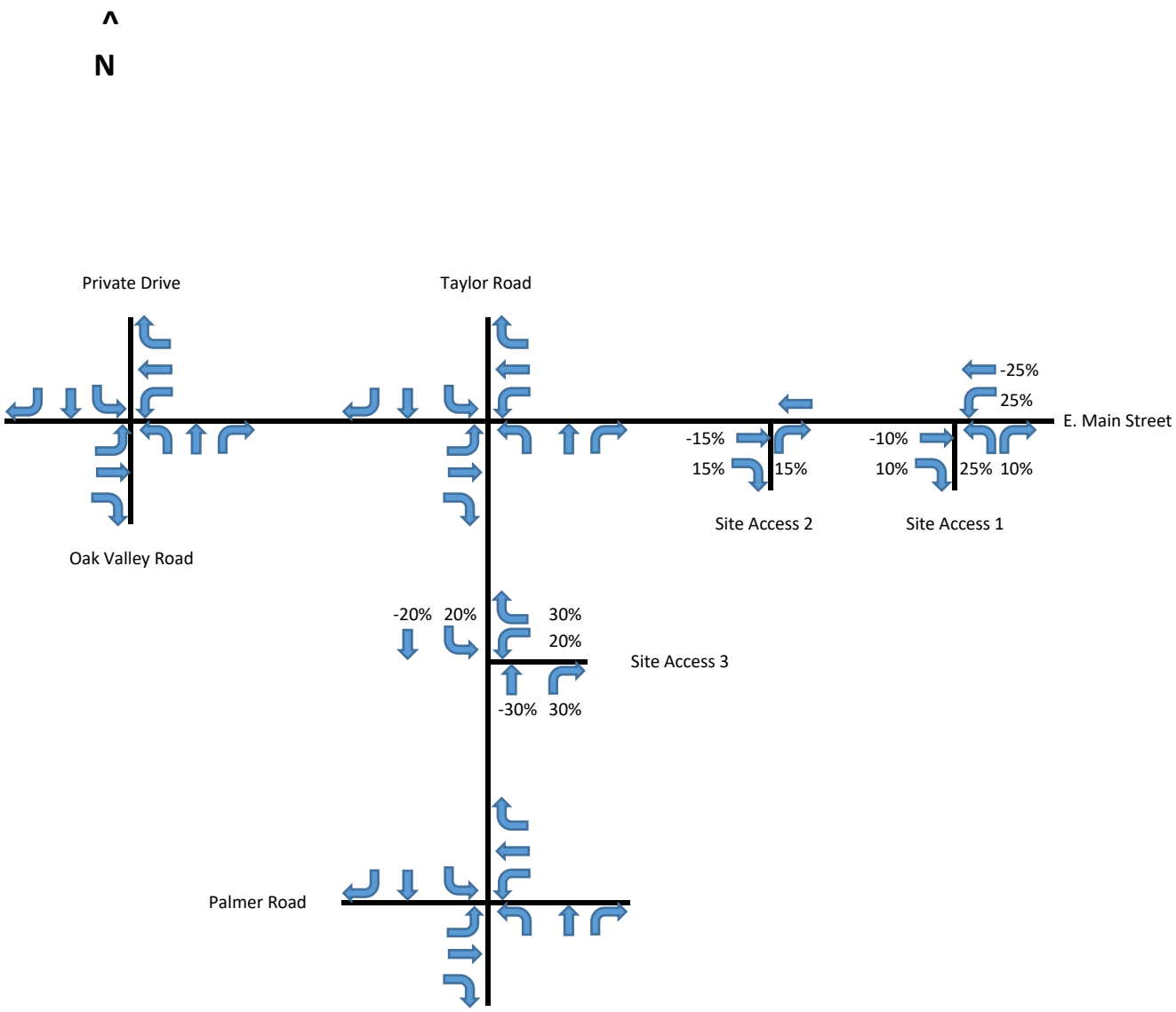
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Pass-By Distribution	



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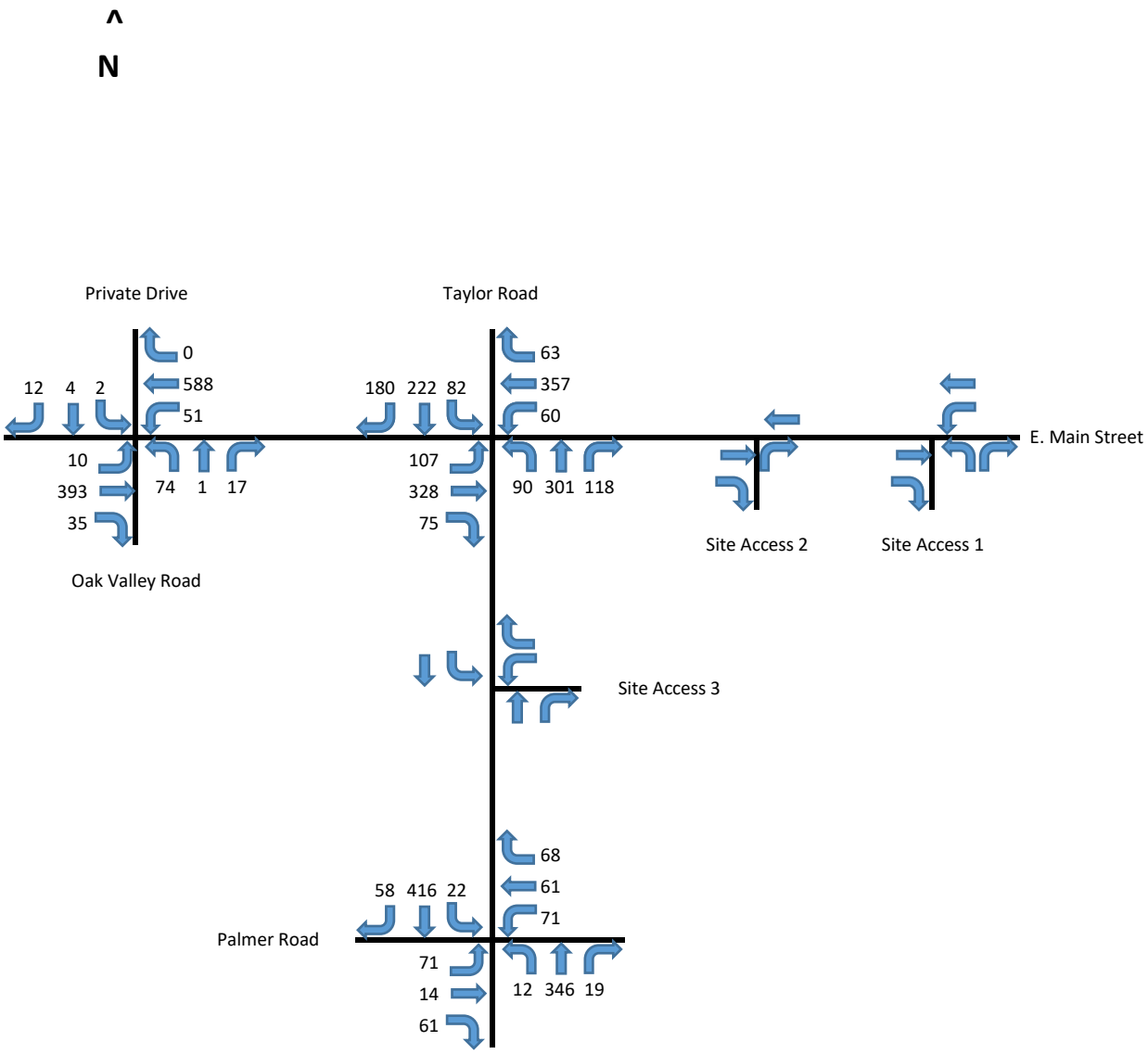
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2022	AM	Count	



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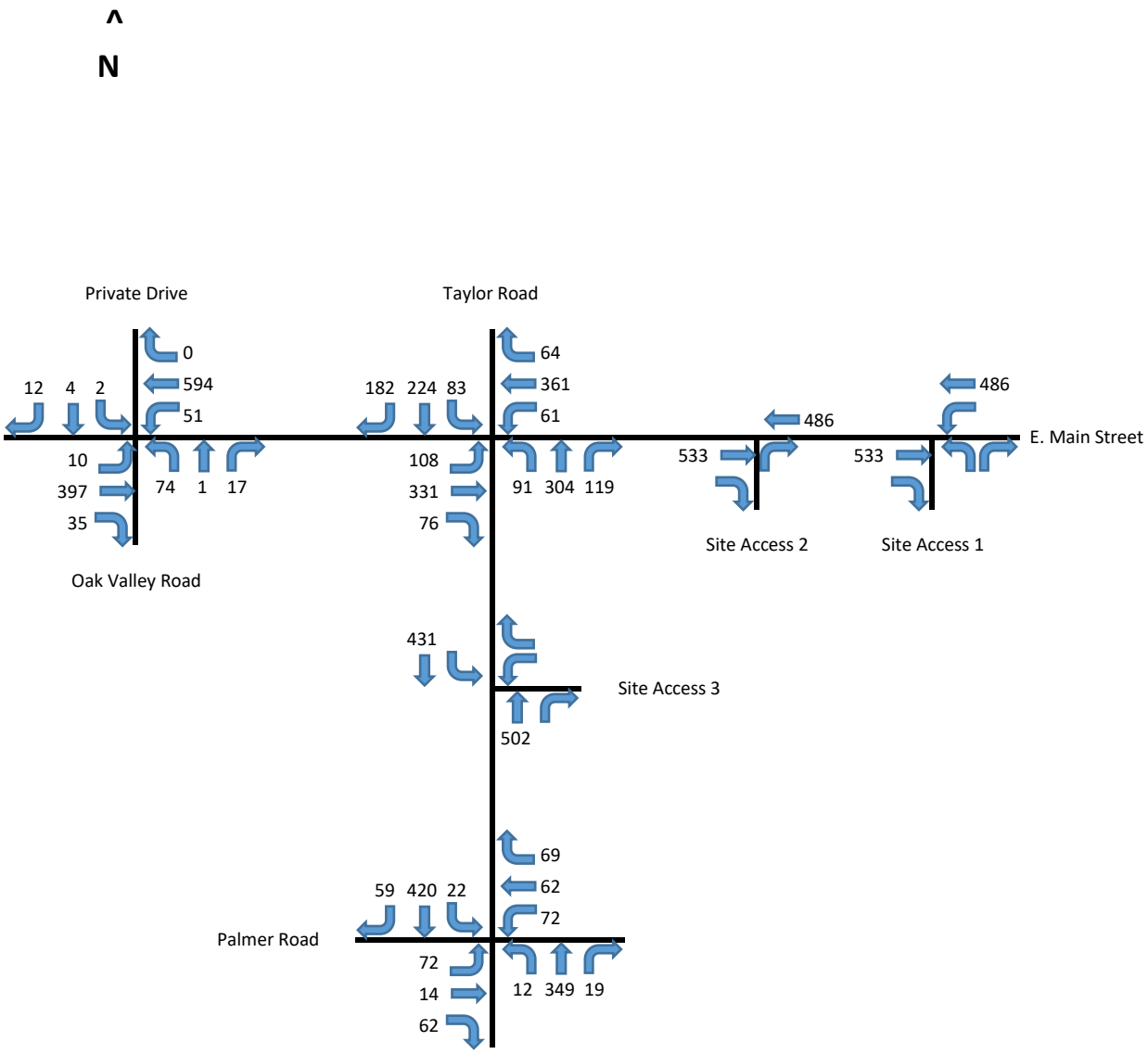
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	AM	No Build	A1



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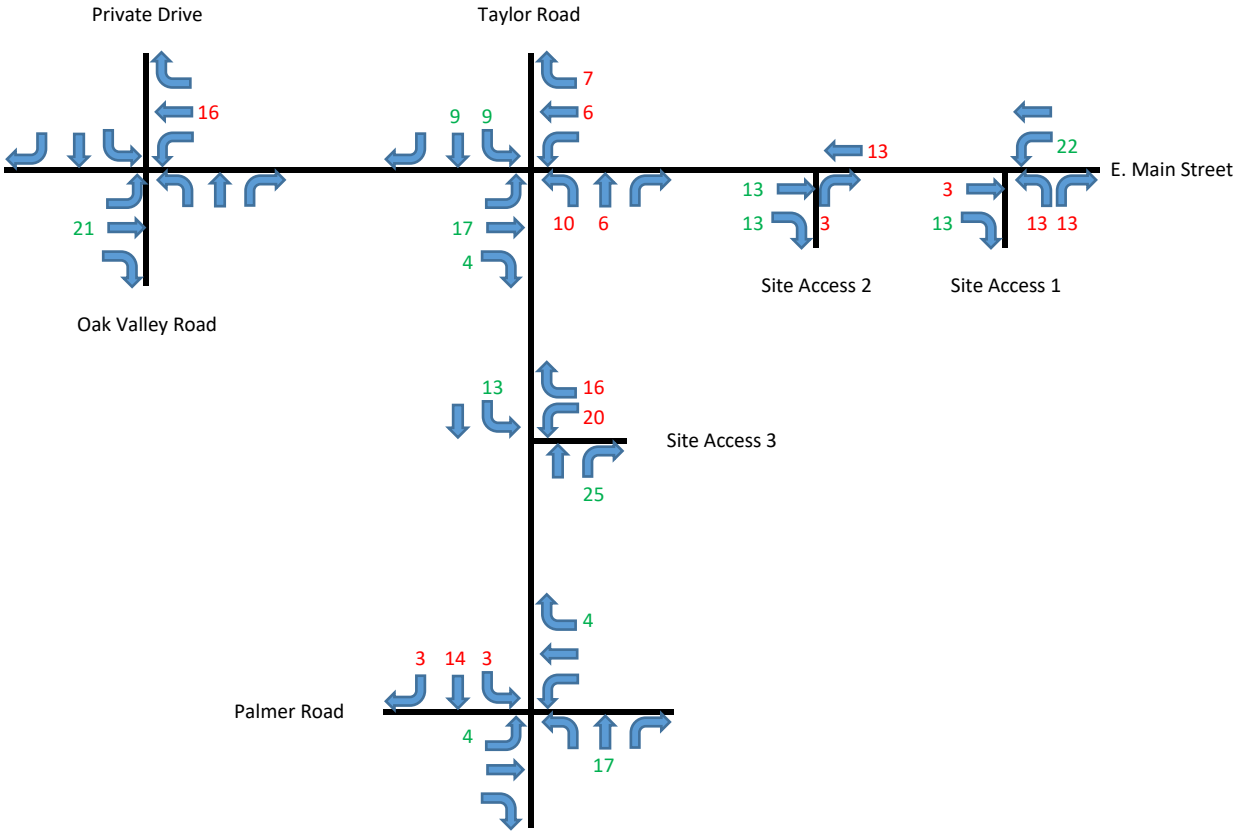
Taylor and Main Sheetz TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
CARPENTER MARTY transportation		AM	Non-Pass-By Traffic	B1

^
N

Enter 86
Exit 65



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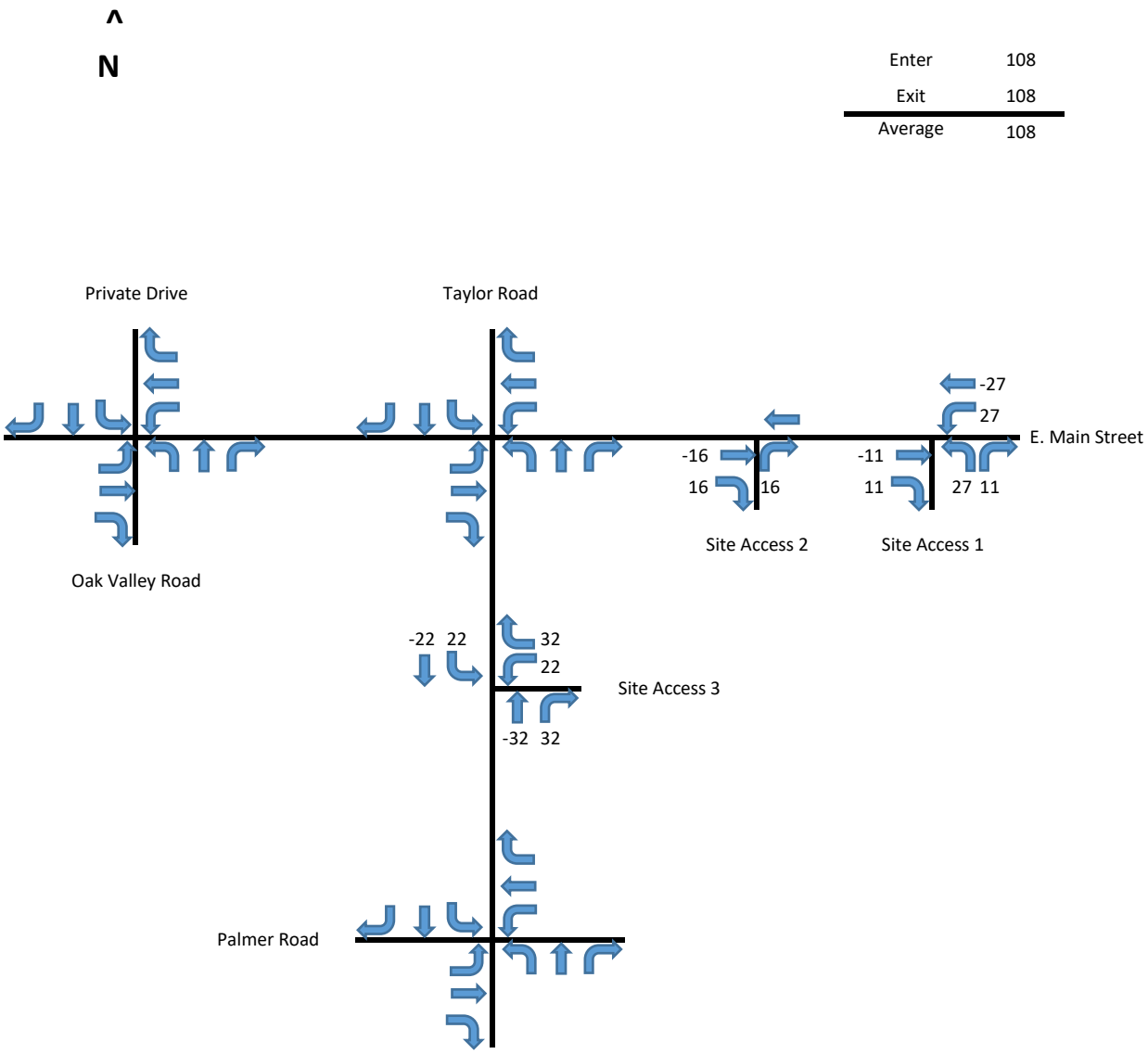
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		AM	Pass-By Traffic	C1



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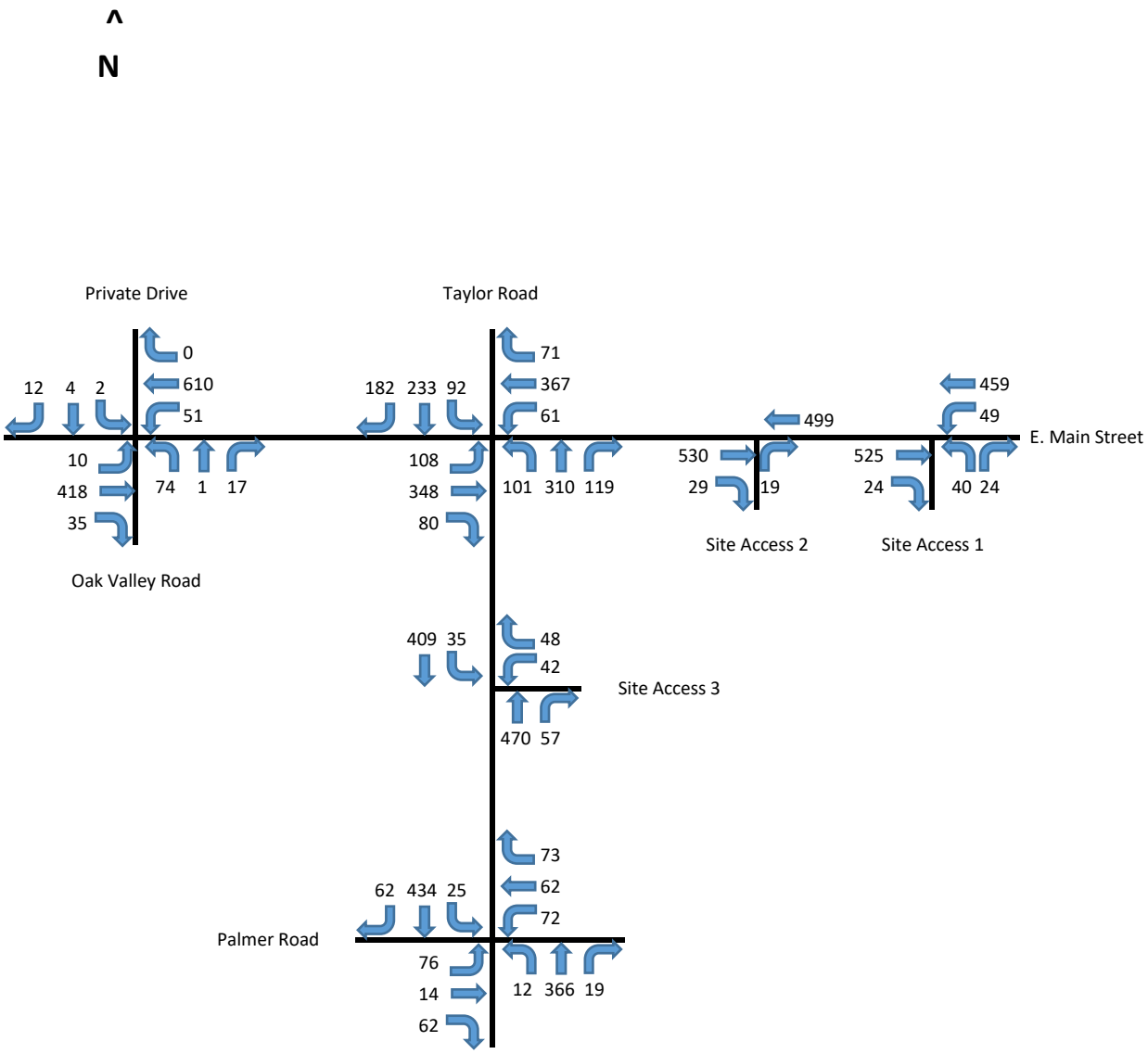
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	AM	Build	D1 = A1 + B1 + C1



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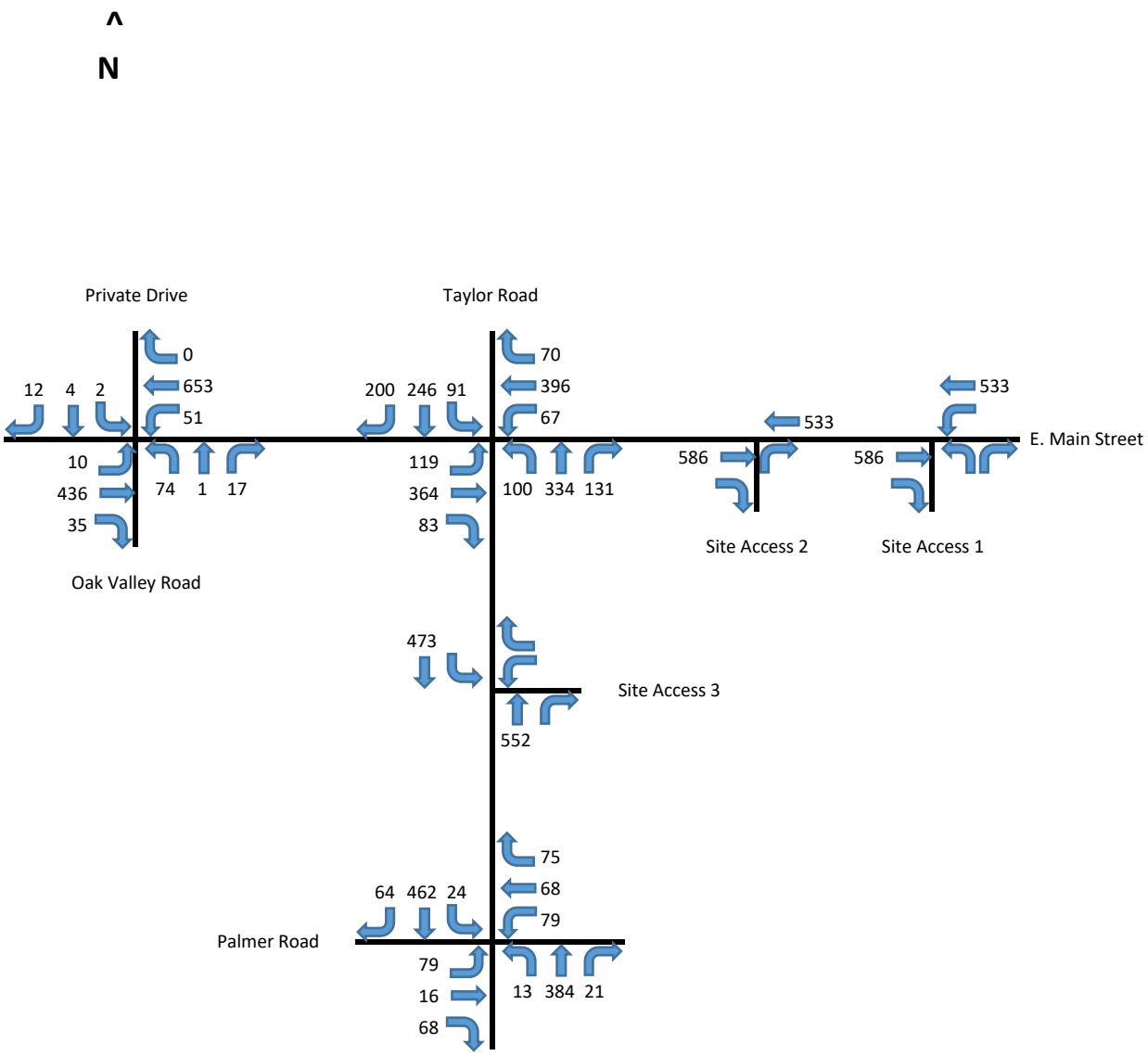
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2033	AM	No Build	E1



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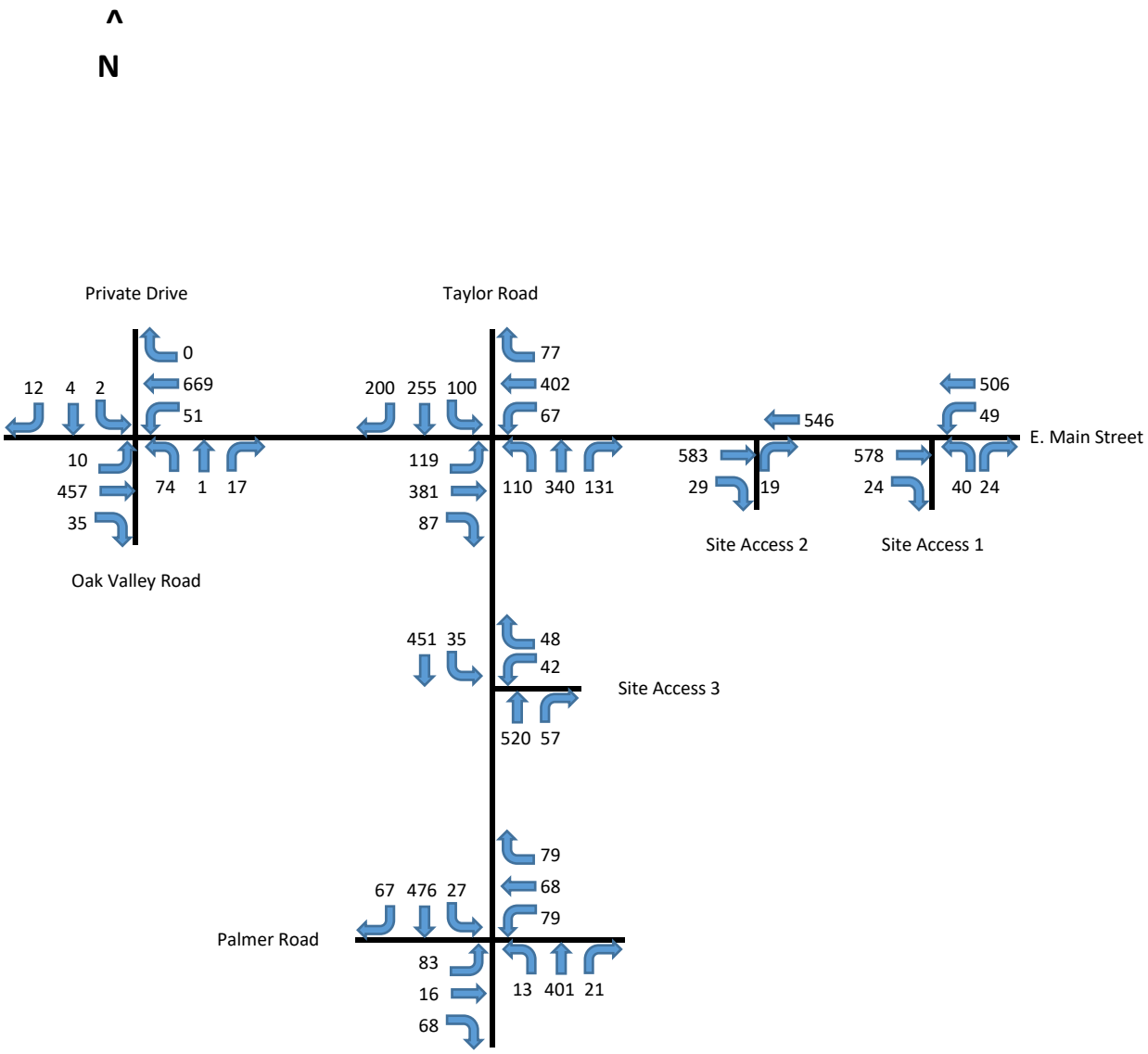
Taylor and Main Sheetz TIS
Traffic Volume Calculations

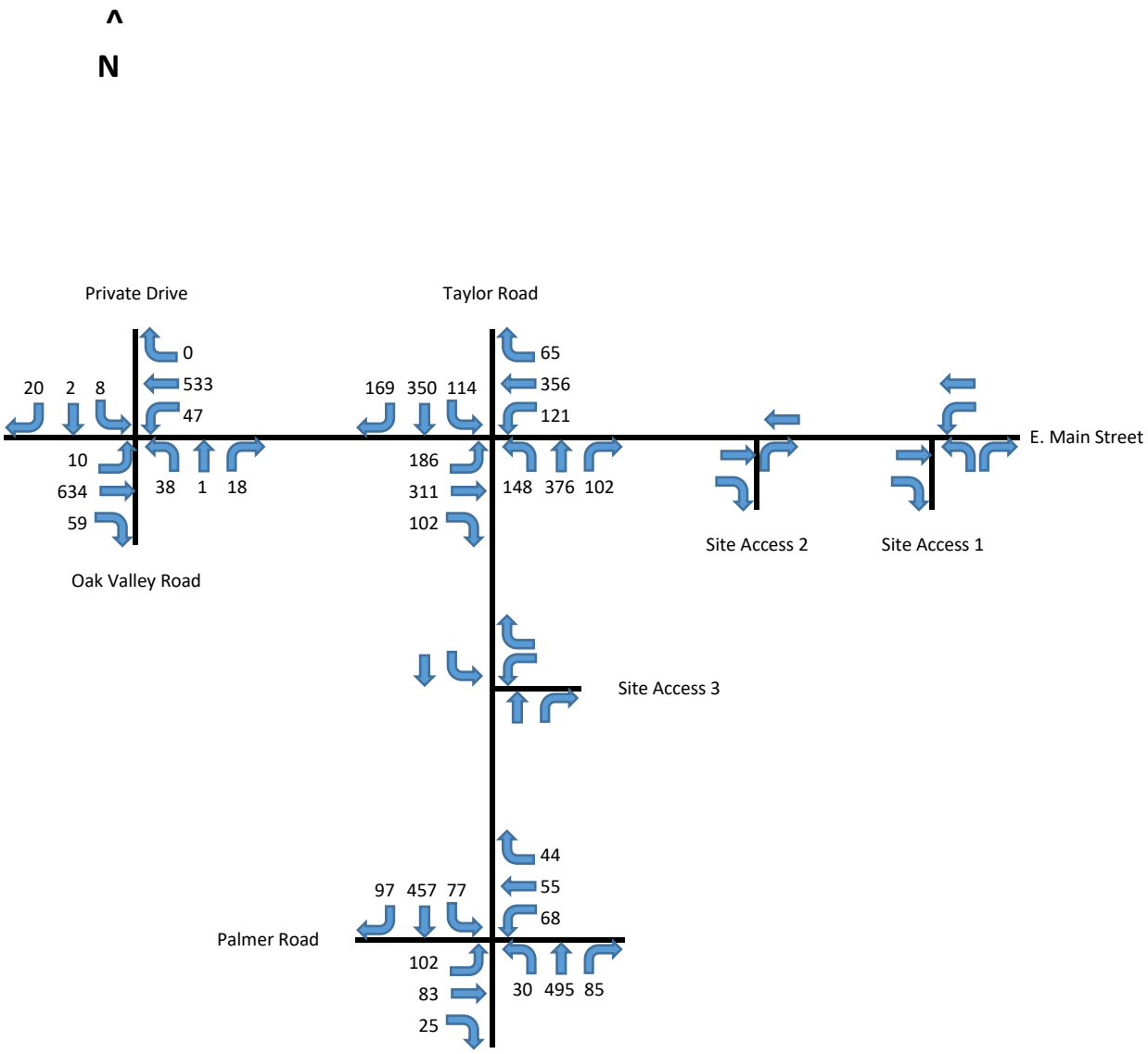
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2033	AM	Build	F1 = B1 + C1 + E1



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

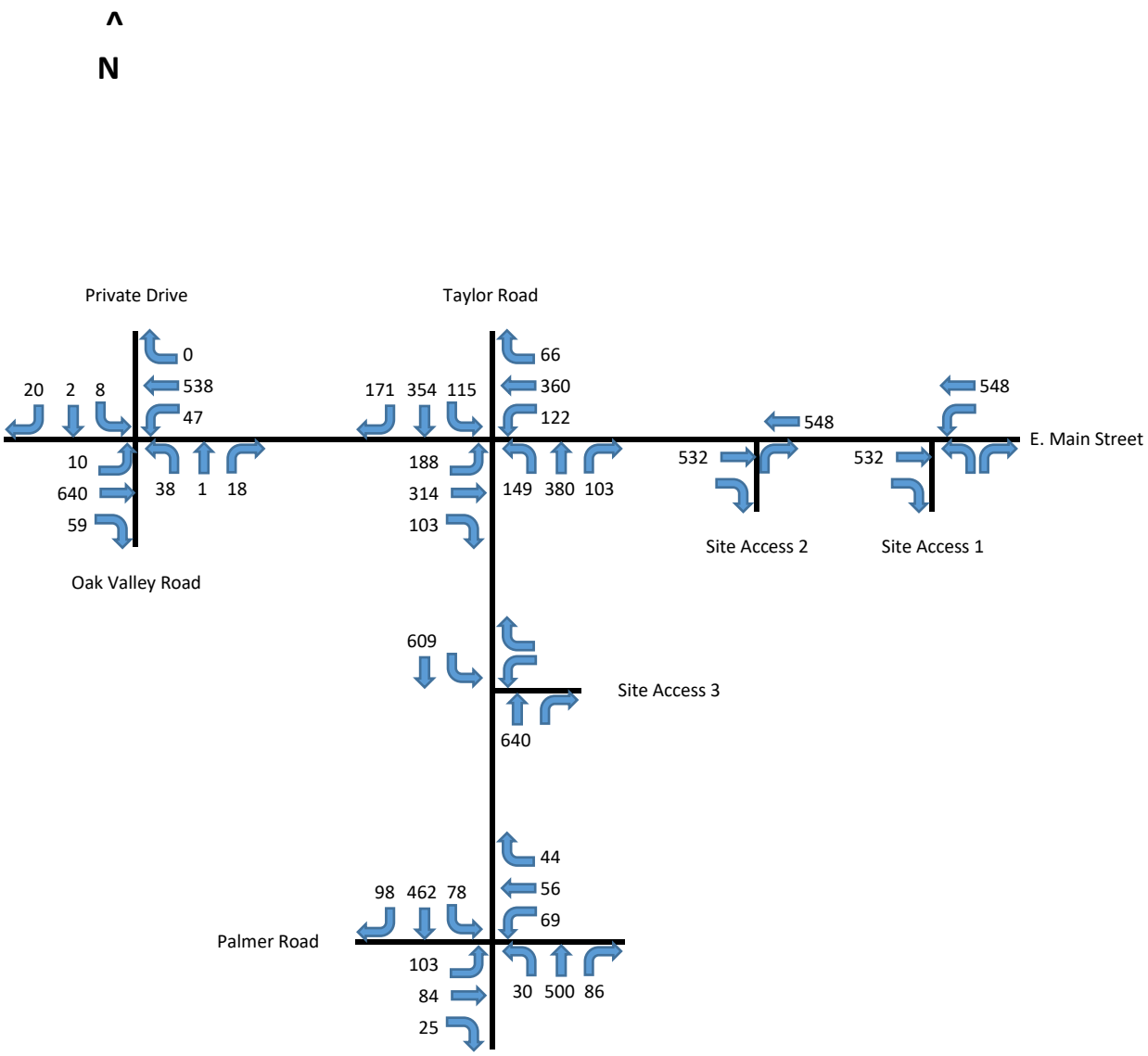
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2022	PM	Count	



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	PM	No Build	A2



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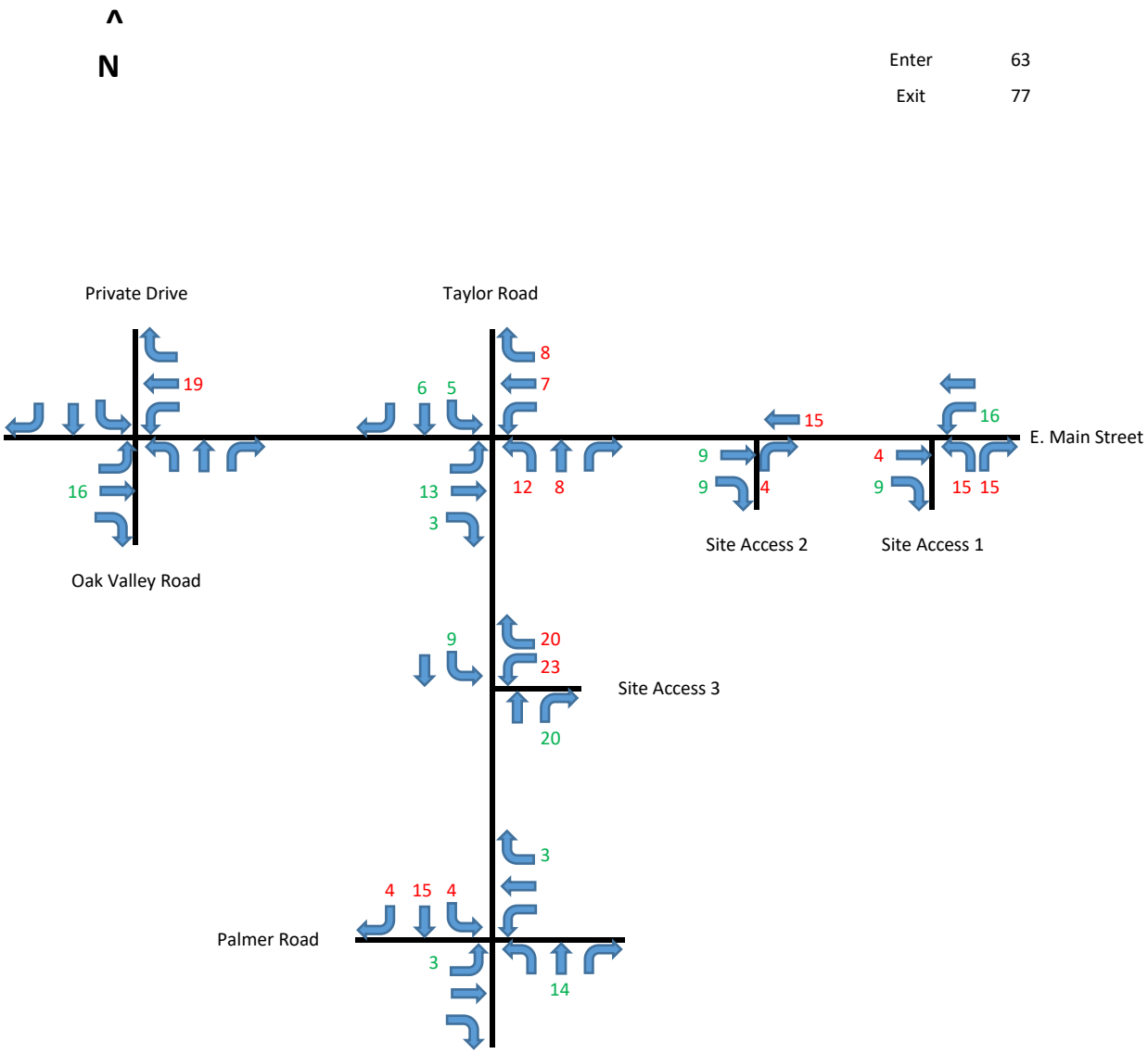
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Non-Pass-By Traffic	B2



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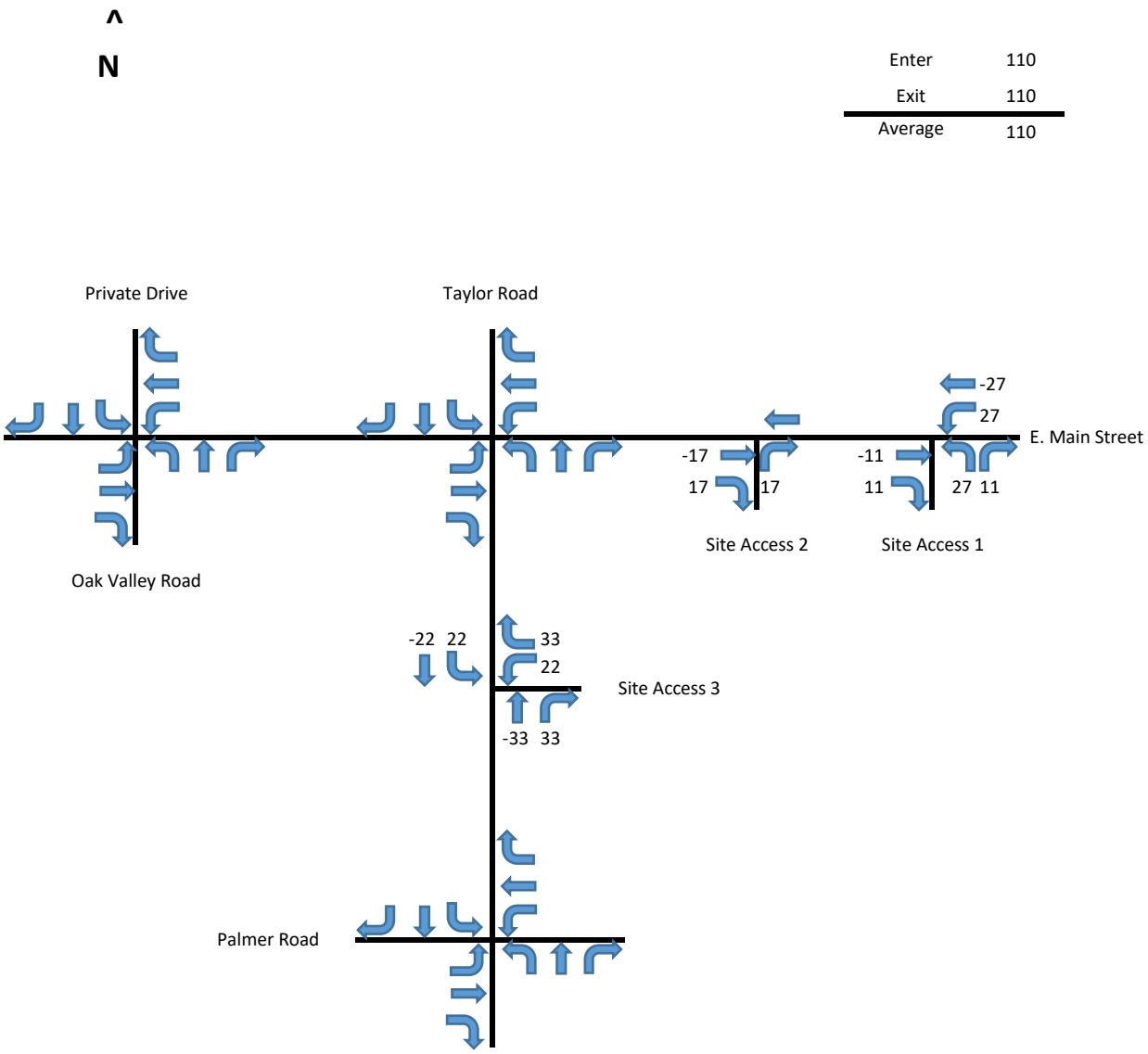
Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Pass-By Traffic	C2



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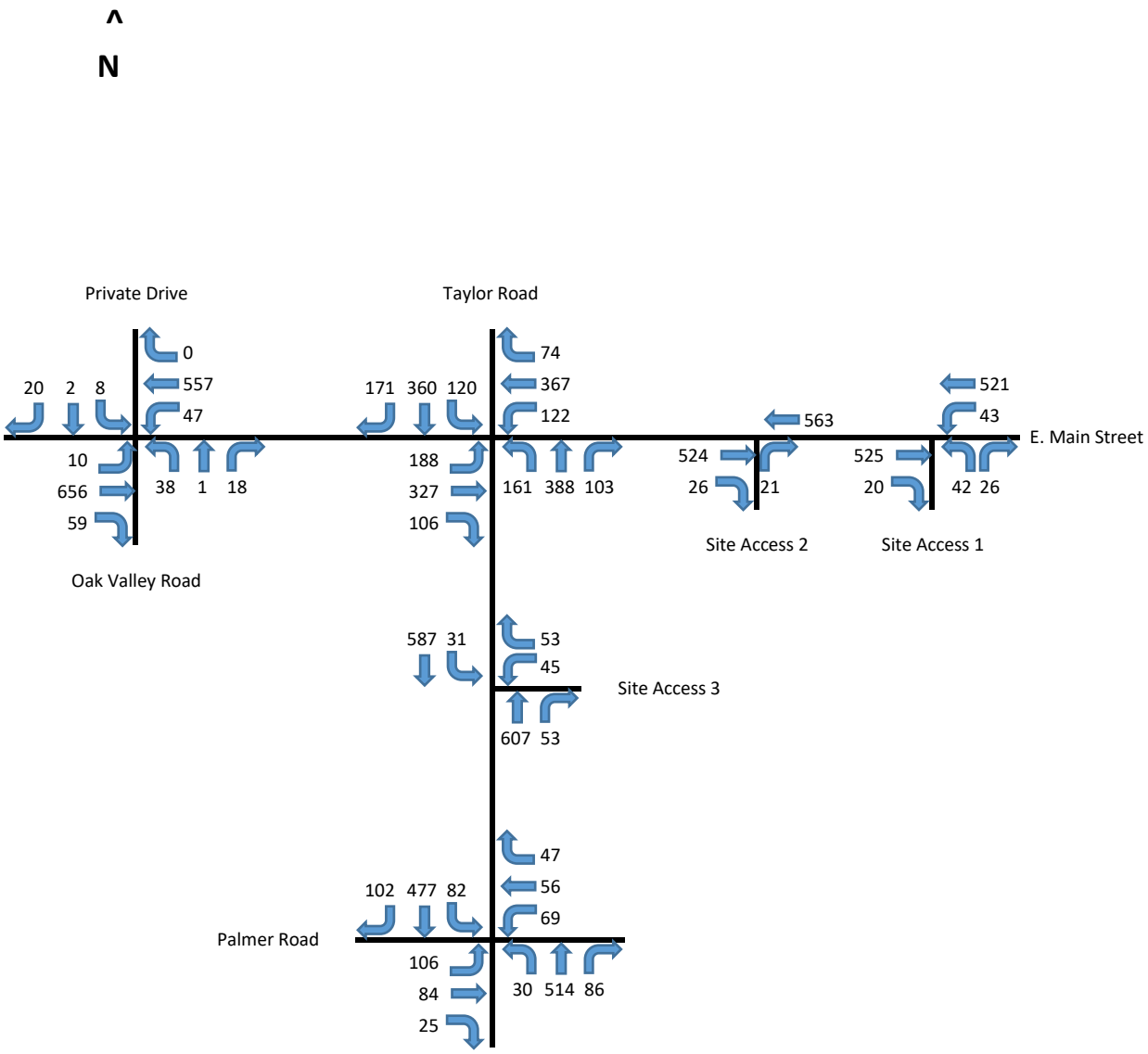
Taylor and Main Sheetz TIS
Traffic Volume Calculations

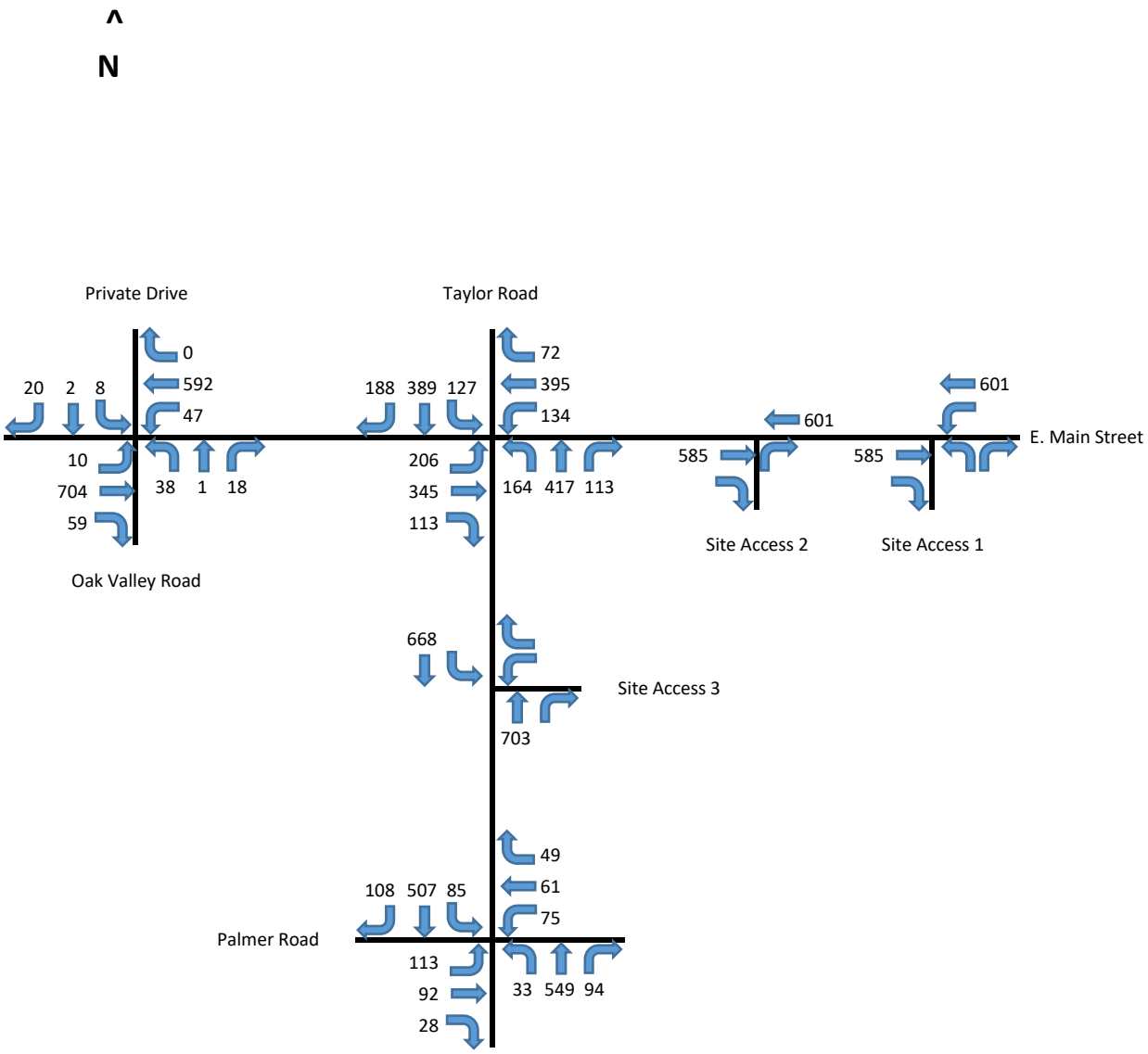
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	PM	Build	D2 = A2 + B2 + C2



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

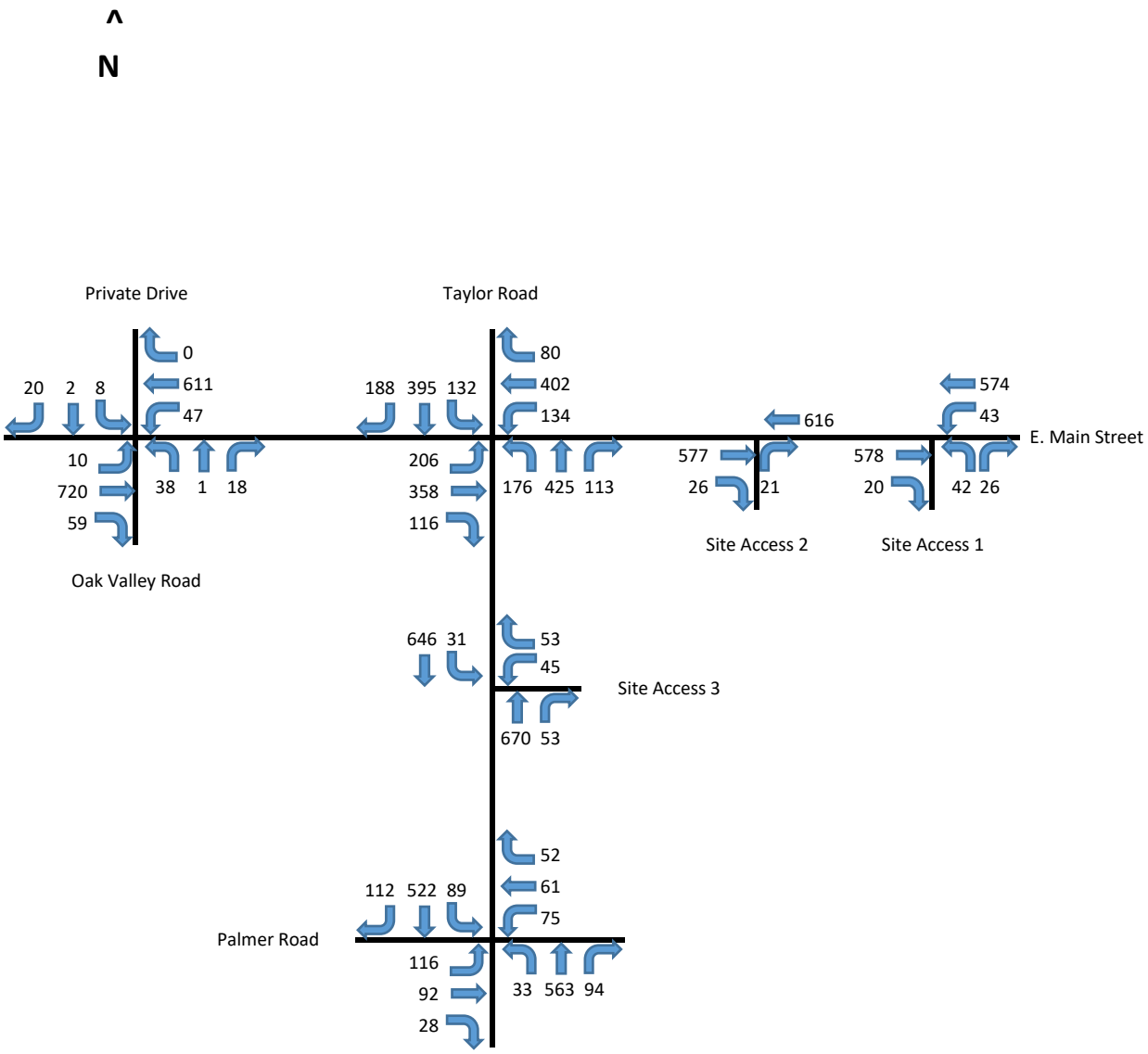
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2033	PM	No Build	E2



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2033	PM	Build	F2 = B2 + C2 + E2



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Appendix E
Turn Lane Warrant and Length Analysis

CARPENTER MARTY transportation

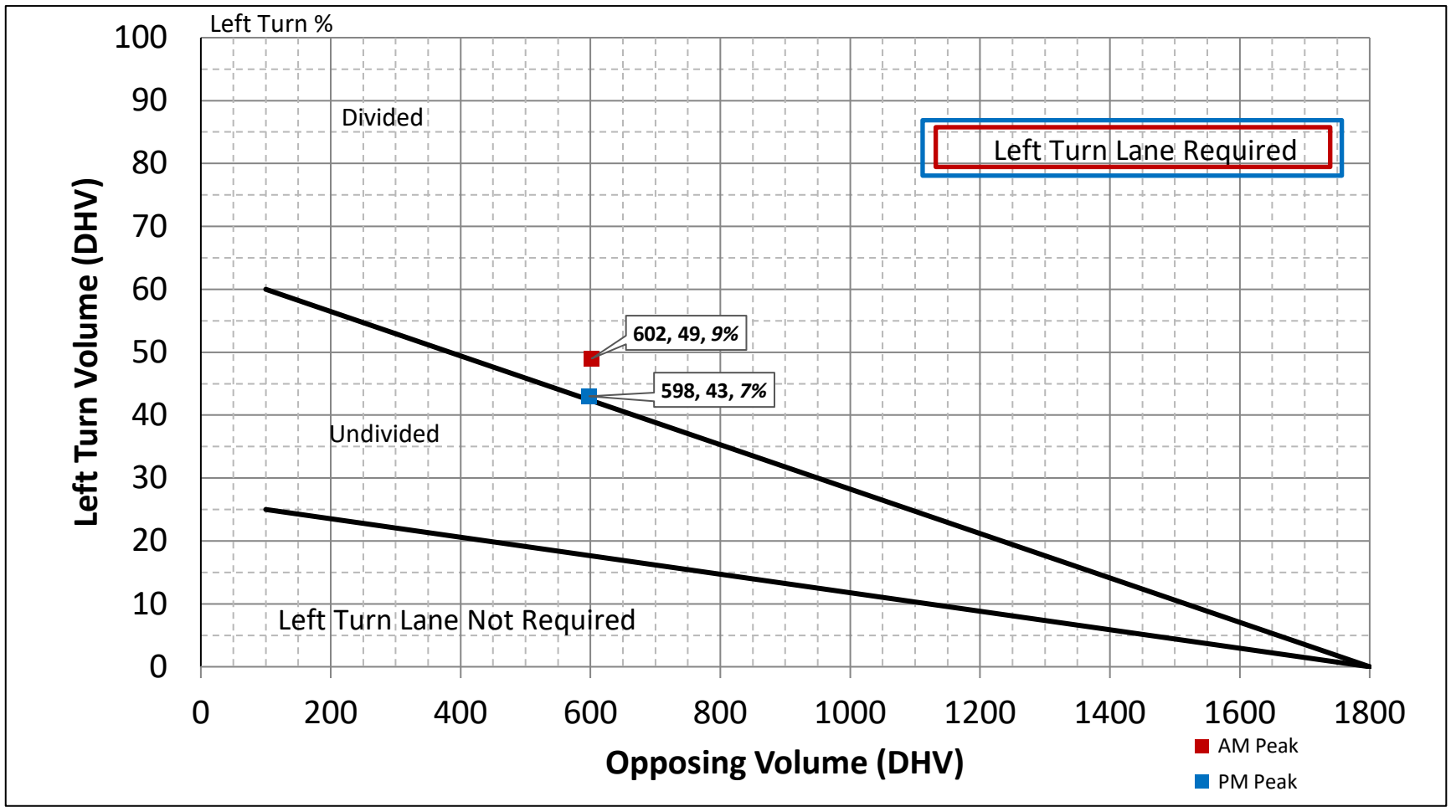
Appendix E
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Main Street and Site Access 1
Westbound Left
2033 Build

4-Lane Highway Left Turn Lane Warrant



Turn Lane Length Calculations

AM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	49	VPH	
	Advancing Traffic	555	VPH	
	Opposing Volume	602	VPH	
	Left Turn Percentage	9%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	660		
PM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	43	VPH	
	Advancing Traffic	617	VPH	
	Opposing Volume	598	VPH	
	Left Turn Percentage	7%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	660		
Is Left Turn Warrant Met		Yes	See Above	

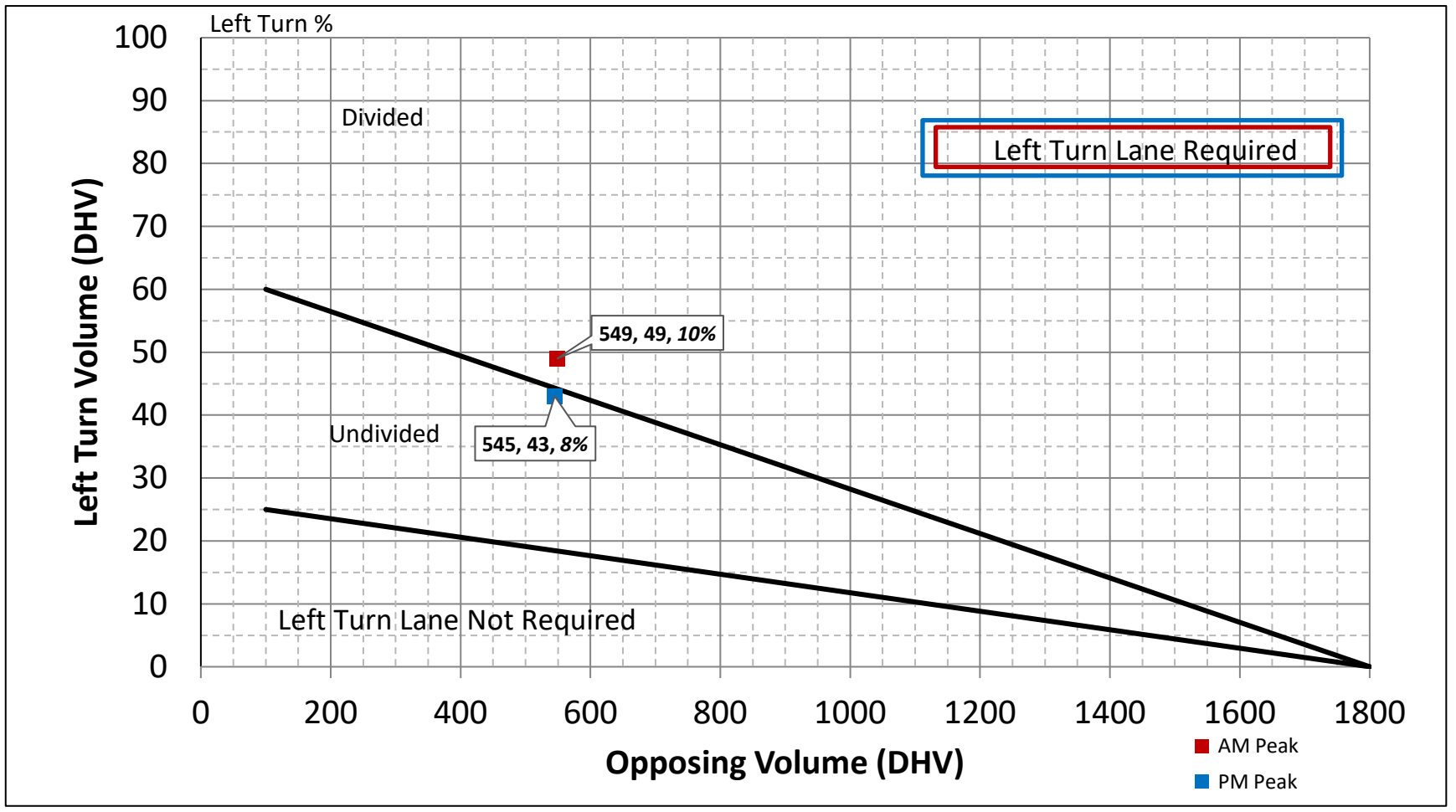
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Main Street and Site Access 1
Westbound Left
2023 Build

4-Lane Highway Left Turn Lane Warrant



Turn Lane Length Calculations

AM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	49	VPH
	Advancing Traffic	508	VPH
	Opposing Volume	549	VPH
	Left Turn Percentage	10%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	285	
	Offset Width	12	
	Approach Taper	660	
PM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	43	VPH
	Advancing Traffic	564	VPH
	Opposing Volume	545	VPH
	Left Turn Percentage	8%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	285	
	Offset Width	12	
	Approach Taper	660	
Is Left Turn Warrant Met		Yes	**See Above**

** Turn Lane Length includes 50 ft diverging taper*

** Turn Lane Length includes 50 ft diverging taper*

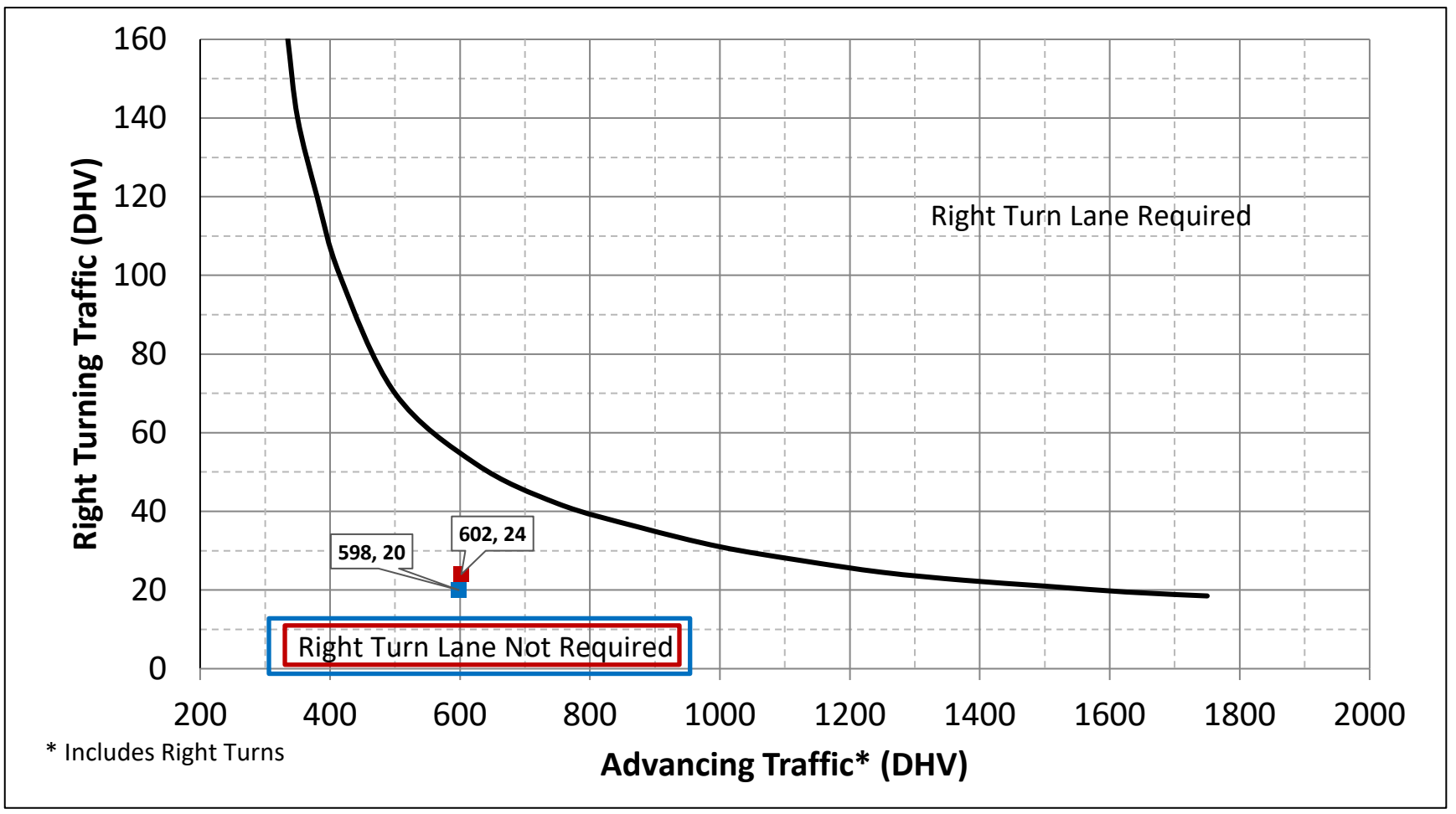
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Turn Lane Analysis

Main Street and Site Access 1
Eastbound Right
2033 Build

4-Lane Highway Right Turn Lane Warrant

(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	24	VPH	
	Advancing Traffic	602	VPH	
	Left Turn Percentage	4%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	20	VPH	
	Advancing Traffic	598	VPH	
	Left Turn Percentage	3%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

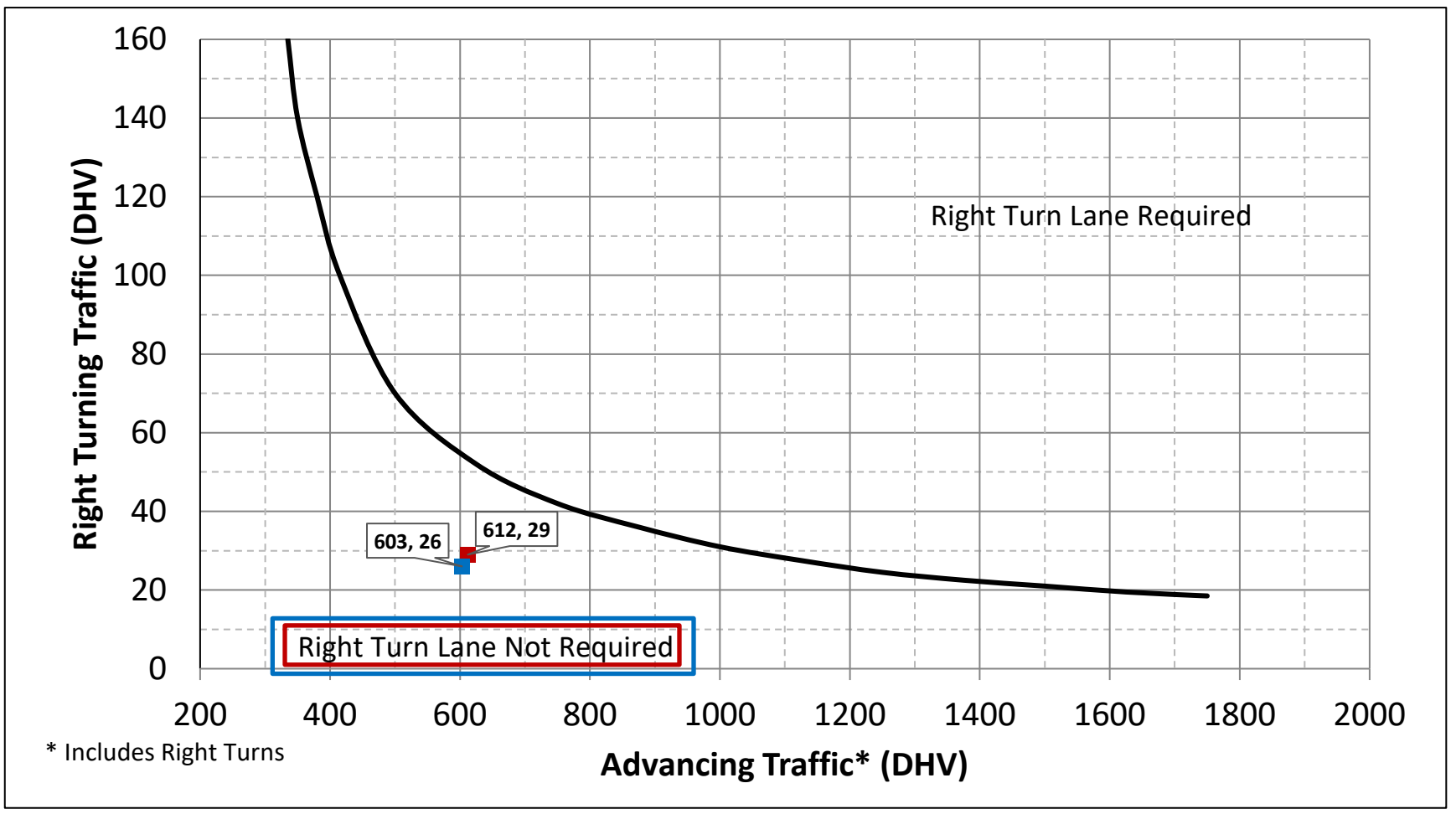
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Taylor and Main Sheetz TIS
Turn Lane Analysis

Main Street and Site Access 2
Eastbound Right
2033 Build

4-Lane Highway Right Turn Lane Warrant

(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	29	VPH	
	Advancing Traffic	612	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	55	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	26	VPH	
	Advancing Traffic	603	VPH	
	Left Turn Percentage	4%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	285		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

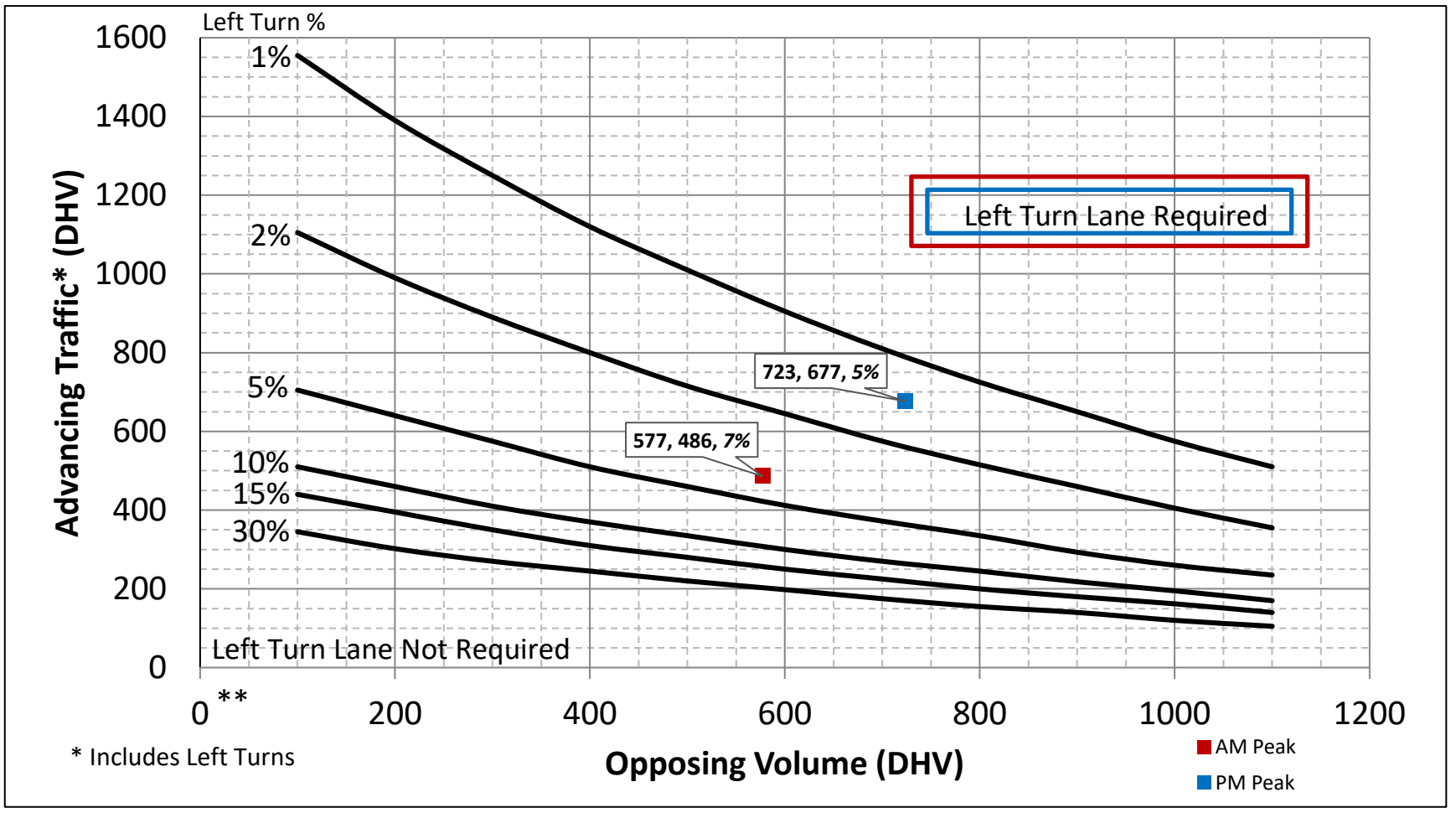
CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Taylor Road and Site Access 3
Southbound Left
2033 Build

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	30	*Assume 60*	
	Turn Lane Volume	35	VPH	
	Advancing Traffic	486	VPH	
	Opposing Volume	577	VPH	
	Left Turn Percentage	7%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	2		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	320		
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	31	VPH	
	Advancing Traffic	677	VPH	
	Opposing Volume	723	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	320		
Is Left Turn Warrant Met		Yes	See Above	

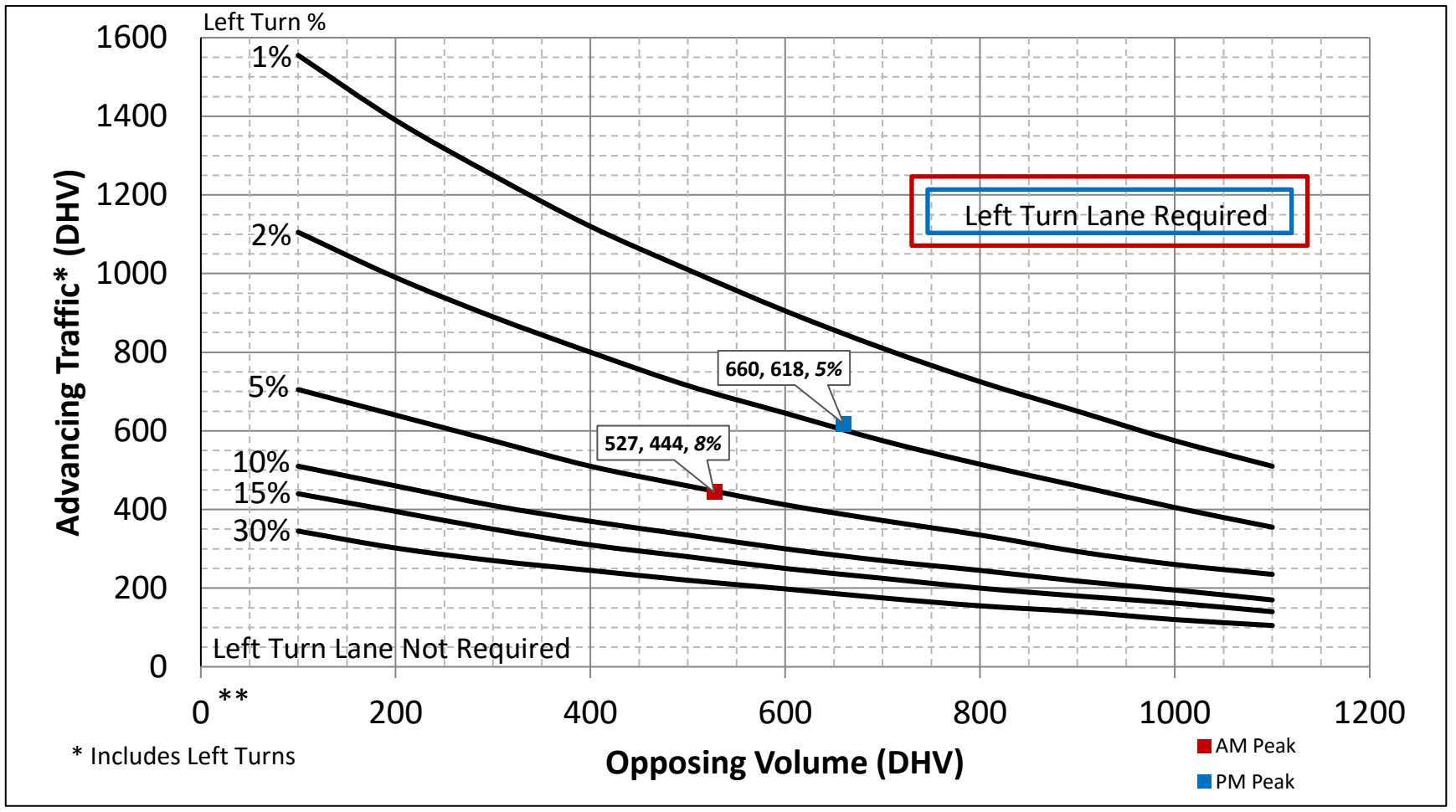
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Taylor Road and Site Access 3
Southbound Left
2023 Build

2-Lane Highway Left Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	30	*Assume 60*	
	Turn Lane Volume	35	VPH	
	Advancing Traffic	444	VPH	
	Opposing Volume	527	VPH	
	Left Turn Percentage	8%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	2		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	320		
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	31	VPH	
	Advancing Traffic	618	VPH	
	Opposing Volume	660	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	320		
Is Left Turn Warrant Met		Yes	See Above	

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

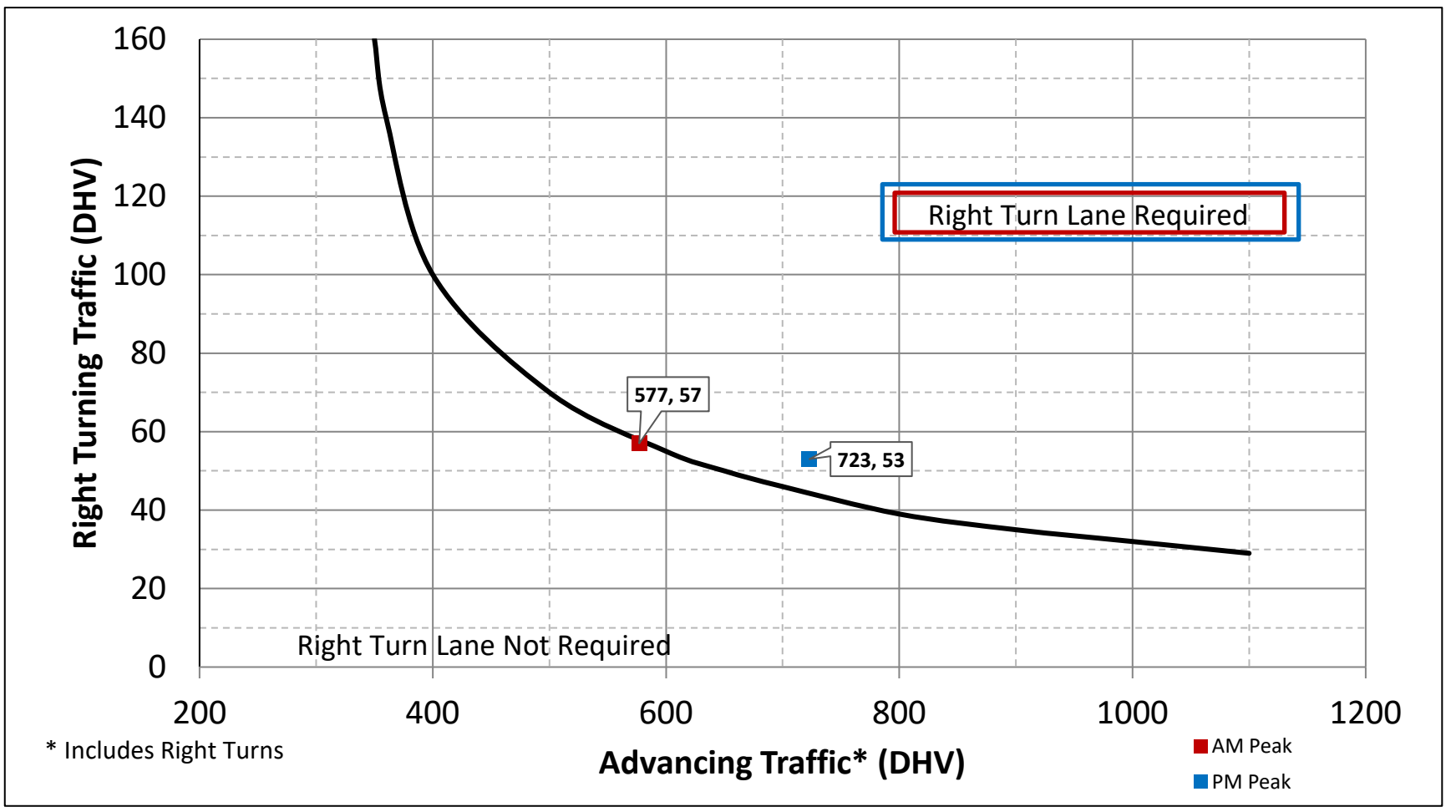
CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Taylor Road and Site Access 3
Northbound Right
2033 Build

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	57	VPH	
	Advancing Traffic	577	VPH	
	Right Turn Percentage	10%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	53	VPH	
	Advancing Traffic	723	VPH	
	Right Turn Percentage	7%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		Yes	See Above	

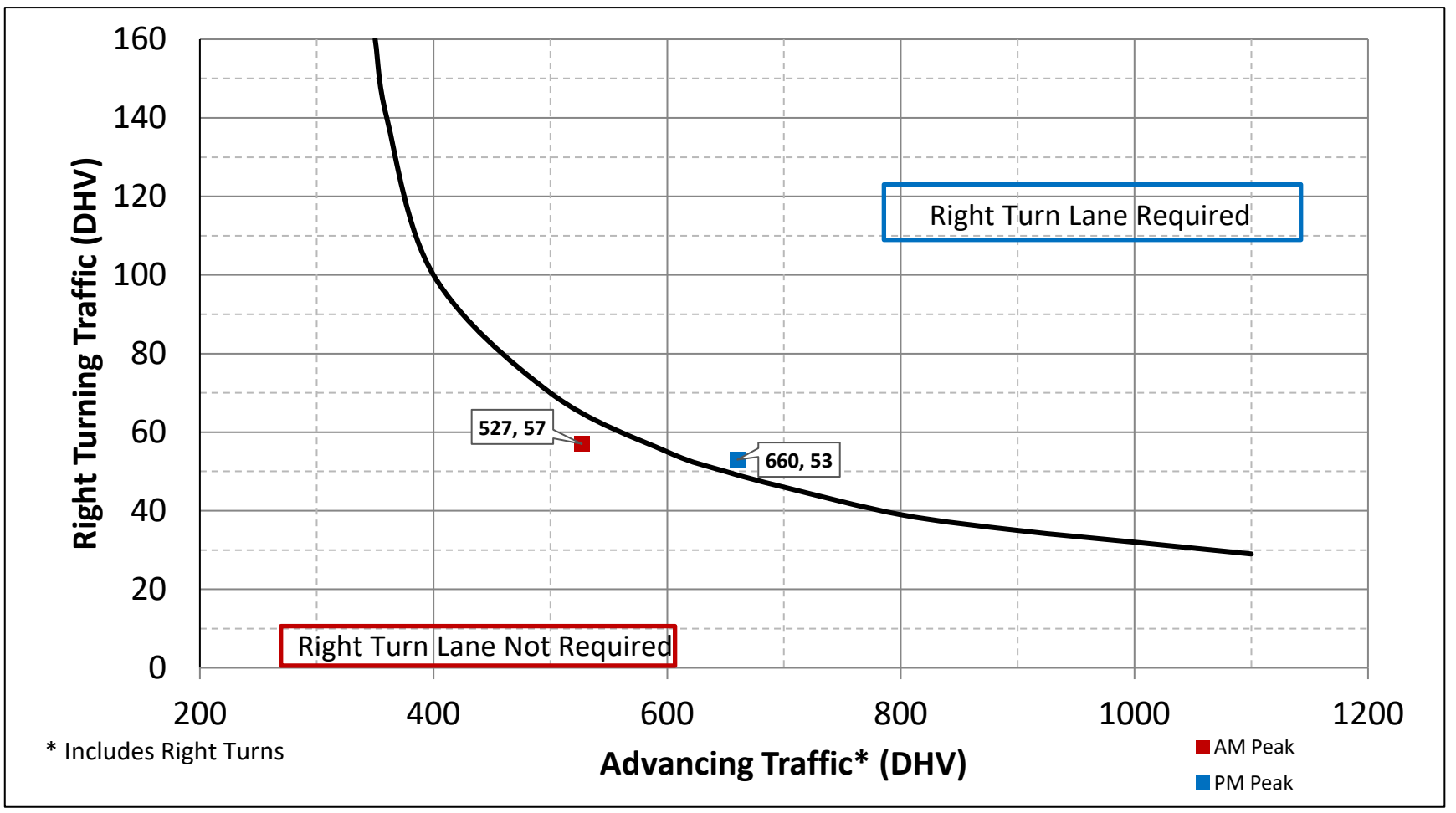
Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

CARPENTER MARTY transportation

Taylor and Main Sheetz TIS
Turn Lane Analysis

Taylor Road and Site Access 3
Northbound Right
2023 Build

2-Lane Highway Right Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	57	VPH	
	Advancing Traffic	527	VPH	
	Right Turn Percentage	11%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	1		
	Turn Lane Length	165		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	53	VPH	
	Advancing Traffic	660	VPH	
	Right Turn Percentage	8%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		Yes	See Above	

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Appendix F
Capacity Analysis

CARPENTER MARTY transportation

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

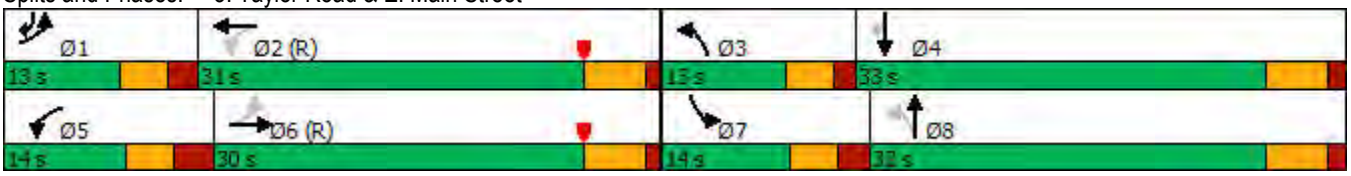
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	13	33	14	30	14	32
Maximum Split (%)	14.4%	34.4%	14.4%	36.7%	15.6%	33.3%	15.6%	35.6%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	42.1	73.1	86.1	29.1	43.1	73.1	87.1
End Time (s)	42.1	73.1	86.1	29.1	43.1	73.1	87.1	29.1
Yield/Force Off (s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Yield/Force Off 170(s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Local Start Time (s)	51.1	64.1	5.1	18.1	51.1	65.1	5.1	19.1
Local Yield (s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6
Local Yield 170(s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

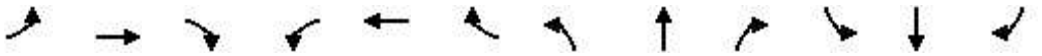
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	331	76	61	361	64	91	304	119	83	224	182
Future Volume (veh/h)	108	331	76	61	361	64	91	304	119	83	224	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	360	83	66	392	70	99	330	129	90	243	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	939	214	425	975	173	396	358	140	275	537	585
Arrive On Green	0.08	0.33	0.33	0.07	0.32	0.32	0.08	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	1781	2874	655	1781	3017	534	1781	1280	500	3456	1870	1585
Grp Volume(v), veh/h	117	221	222	66	230	232	99	0	459	90	243	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1752	1781	1777	1774	1781	0	1780	1728	1870	1585
Q Serve(g_s), s	3.8	8.6	8.8	2.1	9.0	9.2	3.4	0.0	22.5	2.2	9.6	8.1
Cycle Q Clear(g_c), s	3.8	8.6	8.8	2.1	9.0	9.2	3.4	0.0	22.5	2.2	9.6	8.1
Prop In Lane	1.00		0.37	1.00		0.30	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	432	580	572	425	574	573	396	0	498	275	537	585
V/C Ratio(X)	0.27	0.38	0.39	0.16	0.40	0.41	0.25	0.00	0.92	0.33	0.45	0.34
Avail Cap(c_a), veh/h	440	580	572	459	574	573	417	0	524	330	571	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.93	0.00	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	23.3	23.4	17.5	23.7	23.7	19.9	0.0	31.4	39.1	26.3	20.5
Incr Delay (d2), s/veh	0.4	1.9	2.0	0.2	2.1	2.1	0.4	0.0	20.4	0.9	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.8	3.8	0.8	4.0	4.0	1.4	0.0	12.0	1.0	4.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	25.2	25.3	17.8	25.8	25.9	20.3	0.0	51.9	40.0	27.1	20.9
LnGrp LOS	B	C	C	B	C	C	C	A	D	D	C	C
Approach Vol, veh/h		560			528			558			531	
Approach Delay, s/veh		23.7			24.8			46.3			27.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	34.2	11.9	31.3	12.3	34.5	12.6	30.7
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	25.9	* 8.4	* 28	* 8.2	24.9	8.6	* 27
Max Q Clear Time (g_c+I1), s	5.8	11.2	5.4	11.6	4.1	10.8	4.2	24.5
Green Ext Time (p_c), s	0.1	2.9	0.1	2.4	0.1	2.7	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	45	13	19	13	45	13	19
Maximum Split (%)	14.4%	50.0%	14.4%	21.1%	14.4%	50.0%	14.4%	21.1%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	58	71	0	13	58	71
End Time (s)	13	58	71	0	13	58	71	0
Yield/Force Off (s)	7	52	65	84	7	52	65	84
Yield/Force Off 170(s)	7	52	65	84	7	52	65	84
Local Start Time (s)	77	0	45	58	77	0	45	58
Local Yield (s)	84	39	52	71	84	39	52	71
Local Yield 170(s)	84	39	52	71	84	39	52	71

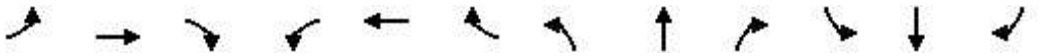
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	70

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	14	62	72	62	69	12	349	19	22	420	59
Future Volume (veh/h)	72	14	62	72	62	69	12	349	19	22	420	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	15	67	78	67	75	13	379	21	24	457	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	48	214	418	129	145	232	617	655	342	555	78
Arrive On Green	0.08	0.16	0.16	0.08	0.16	0.16	0.02	0.33	0.33	0.04	0.35	0.35
Sat Flow, veh/h	1781	298	1332	1781	806	902	1781	1870	1585	1781	1605	225
Grp Volume(v), veh/h	78	0	82	78	0	142	13	379	21	24	0	521
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1708	1781	1870	1585	1781	0	1830
Q Serve(g_s), s	2.1	0.0	2.8	2.1	0.0	4.7	0.3	10.5	0.5	0.5	0.0	16.1
Cycle Q Clear(g_c), s	2.1	0.0	2.8	2.1	0.0	4.7	0.3	10.5	0.5	0.5	0.0	16.1
Prop In Lane	1.00		0.82	1.00		0.53	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	370	0	262	418	0	274	232	617	655	342	0	632
V/C Ratio(X)	0.21	0.00	0.31	0.19	0.00	0.52	0.06	0.61	0.03	0.07	0.00	0.82
Avail Cap(c_a), veh/h	423	0	342	471	0	359	393	1178	1131	475	0	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	23.0	18.6	0.0	23.8	15.0	17.4	10.8	13.4	0.0	18.5
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2	0.0	1.5	0.1	1.0	0.0	0.1	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.0	0.8	0.0	1.8	0.1	4.2	0.1	0.2	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	0.0	23.6	18.8	0.0	25.3	15.1	18.4	10.8	13.5	0.0	21.3
LnGrp LOS	B	A	C	B	A	C	B	B	B	B	A	C
Approach Vol, veh/h		160			220			413			545	
Approach Delay, s/veh		21.4			23.0			17.9			21.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	26.4	11.2	15.9	7.4	27.4	11.2	15.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	39.0	7.0	13.0	7.0	39.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	2.5	12.5	4.1	4.8	2.3	18.1	4.1	6.7
Green Ext Time (p_c), s	0.0	2.4	0.0	0.2	0.0	3.3	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

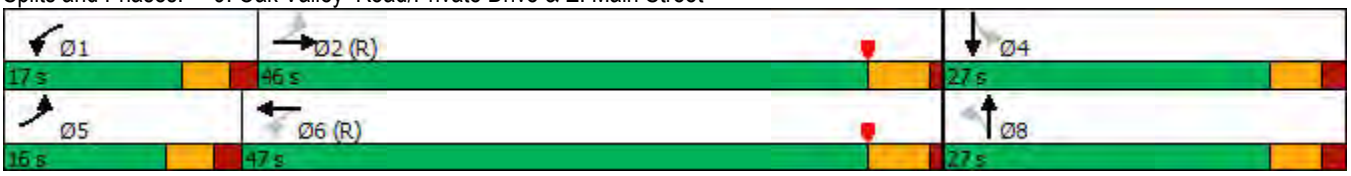
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	46	27	16	47	27
Maximum Split (%)	18.9%	51.1%	30.0%	17.8%	52.2%	30.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	66.1	83.1	39.1	66.1	82.1	39.1
End Time (s)	83.1	39.1	66.1	82.1	39.1	66.1
Yield/Force Off (s)	78	34	60.9	77	34	60.9
Yield/Force Off 170(s)	78	34	60.9	77	34	60.9
Local Start Time (s)	32.1	49.1	5.1	32.1	48.1	5.1
Local Yield (s)	44	0	26.9	43	0	26.9
Local Yield 170(s)	44	0	26.9	43	0	26.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 34 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	397	35	51	594	0	74	1	17	2	4	12
Future Volume (veh/h)	10	397	35	51	594	0	74	1	17	2	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	432	38	55	646	0	80	1	18	2	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	673	2172	190	757	2256	0	214	9	159	212	41	132
Arrive On Green	0.09	0.66	0.66	0.07	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3305	290	1781	3647	0	1396	84	1514	1393	387	1257
Grp Volume(v), veh/h	11	231	239	55	646	0	80	0	19	2	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	1781	1777	0	1396	0	1598	1393	0	1644
Q Serve(g_s), s	0.2	4.6	4.7	0.9	7.3	0.0	4.9	0.0	1.0	0.1	0.0	0.8
Cycle Q Clear(g_c), s	0.2	4.6	4.7	0.9	7.3	0.0	5.8	0.0	1.0	1.1	0.0	0.8
Prop In Lane	1.00		0.16	1.00		0.00	1.00		0.95	1.00		0.76
Lane Grp Cap(c), veh/h	673	1168	1195	757	2256	0	214	0	168	212	0	173
V/C Ratio(X)	0.02	0.20	0.20	0.07	0.29	0.00	0.37	0.00	0.11	0.01	0.00	0.10
Avail Cap(c_a), veh/h	730	1168	1195	874	2256	0	405	0	387	403	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	6.1	6.1	4.2	7.3	0.0	39.0	0.0	36.5	36.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	0.3	0.0	1.4	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.6	0.3	2.5	0.0	1.8	0.0	0.4	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	6.5	6.5	4.2	7.6	0.0	40.4	0.0	36.8	37.0	0.0	36.7
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		481			701			99			19	
Approach Delay, s/veh		6.4			7.4			39.7			36.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.2		14.7	13.1	62.2		14.7				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 12	40.9		* 22	* 11	41.9		* 22				
Max Q Clear Time (g_c+I1), s	2.9	6.7		3.1	2.2	9.3		7.8				
Green Ext Time (p_c), s	0.1	3.8		0.0	0.0	6.2		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

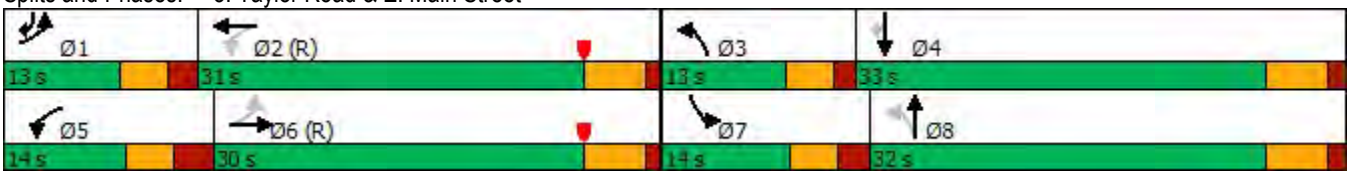
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	13	33	14	30	14	32
Maximum Split (%)	14.4%	34.4%	14.4%	36.7%	15.6%	33.3%	15.6%	35.6%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	42.1	73.1	86.1	29.1	43.1	73.1	87.1
End Time (s)	42.1	73.1	86.1	29.1	43.1	73.1	87.1	29.1
Yield/Force Off (s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Yield/Force Off 170(s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Local Start Time (s)	51.1	64.1	5.1	18.1	51.1	65.1	5.1	19.1
Local Yield (s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6
Local Yield 170(s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

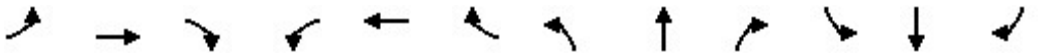
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	348	80	61	367	71	101	310	119	92	233	182
Future Volume (veh/h)	108	348	80	61	367	71	101	310	119	92	233	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	378	87	66	399	77	110	337	129	100	253	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	925	211	410	947	181	396	364	139	282	542	590
Arrive On Green	0.08	0.32	0.32	0.07	0.32	0.32	0.08	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	1781	2875	655	1781	2975	569	1781	1288	493	3456	1870	1585
Grp Volume(v), veh/h	117	232	233	66	237	239	110	0	466	100	253	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1753	1781	1777	1768	1781	0	1782	1728	1870	1585
Q Serve(g_s), s	3.8	9.2	9.4	2.1	9.4	9.6	3.8	0.0	22.9	2.5	10.0	8.1
Cycle Q Clear(g_c), s	3.8	9.2	9.4	2.1	9.4	9.6	3.8	0.0	22.9	2.5	10.0	8.1
Prop In Lane	1.00		0.37	1.00		0.32	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	420	572	564	410	565	562	396	0	504	282	542	590
V/C Ratio(X)	0.28	0.41	0.41	0.16	0.42	0.43	0.28	0.00	0.93	0.35	0.47	0.34
Avail Cap(c_a), veh/h	429	572	564	444	565	562	414	0	525	330	571	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	23.8	23.9	17.9	24.1	24.2	19.8	0.0	31.4	39.1	26.2	20.3
Incr Delay (d2), s/veh	0.5	2.1	2.2	0.2	2.3	2.3	0.5	0.0	22.3	1.0	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.0	4.1	0.9	4.2	4.2	1.5	0.0	12.5	1.1	4.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	25.9	26.1	18.1	26.4	26.5	20.3	0.0	53.7	40.1	27.0	20.7
LnGrp LOS	B	C	C	B	C	C	C	A	D	D	C	C
Approach Vol, veh/h		582			542			576			551	
Approach Delay, s/veh		24.5			25.5			47.3			27.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	33.7	12.1	31.6	12.3	34.1	12.7	30.9
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	25.9	* 8.4	* 28	* 8.2	24.9	8.6	* 27
Max Q Clear Time (g_c+I1), s	5.8	11.6	5.8	12.0	4.1	11.4	4.5	24.9
Green Ext Time (p_c), s	0.1	3.0	0.1	2.4	0.1	2.8	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

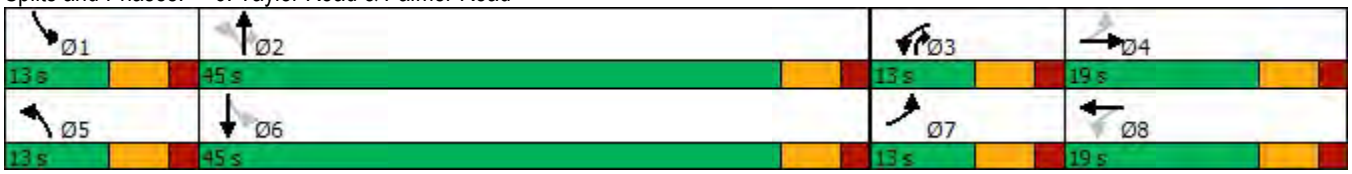
Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	45	13	19	13	45	13	19
Maximum Split (%)	14.4%	50.0%	14.4%	21.1%	14.4%	50.0%	14.4%	21.1%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	58	71	0	13	58	71
End Time (s)	13	58	71	0	13	58	71	0
Yield/Force Off (s)	7	52	65	84	7	52	65	84
Yield/Force Off 170(s)	7	52	65	84	7	52	65	84
Local Start Time (s)	77	0	45	58	77	0	45	58
Local Yield (s)	84	39	52	71	84	39	52	71
Local Yield 170(s)	84	39	52	71	84	39	52	71

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	70

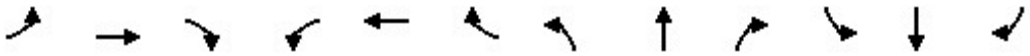
Splits and Phases: 6: Taylor Road & Palmer Road



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	14	62	72	62	73	12	366	19	25	434	62
Future Volume (veh/h)	76	14	62	72	62	73	12	366	19	25	434	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	15	67	78	67	79	13	398	21	27	472	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	48	213	413	123	145	228	627	663	339	568	81
Arrive On Green	0.09	0.16	0.16	0.08	0.16	0.16	0.02	0.34	0.34	0.04	0.35	0.35
Sat Flow, veh/h	1781	298	1332	1781	782	922	1781	1870	1585	1781	1602	227
Grp Volume(v), veh/h	83	0	82	78	0	146	13	398	21	27	0	539
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1704	1781	1870	1585	1781	0	1829
Q Serve(g_s), s	2.3	0.0	2.8	2.2	0.0	5.0	0.3	11.3	0.5	0.6	0.0	17.0
Cycle Q Clear(g_c), s	2.3	0.0	2.8	2.2	0.0	5.0	0.3	11.3	0.5	0.6	0.0	17.0
Prop In Lane	1.00		0.82	1.00		0.54	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	363	0	261	413	0	269	228	627	663	339	0	649
V/C Ratio(X)	0.23	0.00	0.31	0.19	0.00	0.54	0.06	0.63	0.03	0.08	0.00	0.83
Avail Cap(c_a), veh/h	409	0	336	464	0	351	385	1155	1110	462	0	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	23.5	19.1	0.0	24.5	15.1	17.7	10.8	13.5	0.0	18.6
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2	0.0	1.7	0.1	1.1	0.0	0.1	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	0.8	0.0	1.9	0.1	4.5	0.1	0.2	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	24.1	19.3	0.0	26.2	15.2	18.8	10.9	13.6	0.0	21.5
LnGrp LOS	B	A	C	B	A	C	B	B	B	B	A	C
Approach Vol, veh/h		165			224			432			566	
Approach Delay, s/veh		21.8			23.8			18.3			21.1	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	27.2	11.2	16.1	7.4	28.4	11.4	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	39.0	7.0	13.0	7.0	39.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	2.6	13.3	4.2	4.8	2.3	19.0	4.3	7.0
Green Ext Time (p_c), s	0.0	2.5	0.0	0.2	0.0	3.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

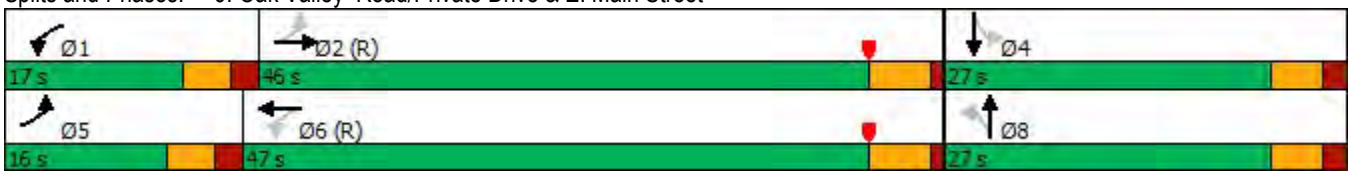
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	46	27	16	47	27
Maximum Split (%)	18.9%	51.1%	30.0%	17.8%	52.2%	30.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	17	34	80	17	33	80
End Time (s)	34	80	17	33	80	17
Yield/Force Off (s)	28.9	74.9	11.8	27.9	74.9	11.8
Yield/Force Off 170(s)	28.9	74.9	11.8	27.9	74.9	11.8
Local Start Time (s)	32.1	49.1	5.1	32.1	48.1	5.1
Local Yield (s)	44	0	26.9	43	0	26.9
Local Yield 170(s)	44	0	26.9	43	0	26.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 74.9 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

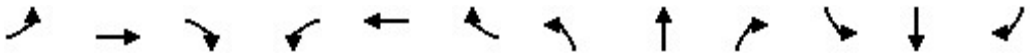
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	418	35	51	610	0	74	1	17	2	4	12
Future Volume (veh/h)	10	418	35	51	610	0	74	1	17	2	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	454	38	55	663	0	80	1	18	2	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	664	2182	182	744	2256	0	214	9	159	212	41	132
Arrive On Green	0.09	0.66	0.66	0.07	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3320	277	1781	3647	0	1396	84	1514	1393	387	1257
Grp Volume(v), veh/h	11	242	250	55	663	0	80	0	19	2	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	1781	1777	0	1396	0	1598	1393	0	1644
Q Serve(g_s), s	0.2	4.9	4.9	0.9	7.5	0.0	4.9	0.0	1.0	0.1	0.0	0.8
Cycle Q Clear(g_c), s	0.2	4.9	4.9	0.9	7.5	0.0	5.8	0.0	1.0	1.1	0.0	0.8
Prop In Lane	1.00		0.15	1.00		0.00	1.00		0.95	1.00		0.76
Lane Grp Cap(c), veh/h	664	1168	1196	744	2256	0	214	0	168	212	0	173
V/C Ratio(X)	0.02	0.21	0.21	0.07	0.29	0.00	0.37	0.00	0.11	0.01	0.00	0.10
Avail Cap(c_a), veh/h	721	1168	1196	861	2256	0	405	0	387	403	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	6.1	6.1	4.2	7.4	0.0	39.0	0.0	36.5	36.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.1	0.3	0.0	1.4	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.7	0.3	2.5	0.0	1.8	0.0	0.4	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	6.5	6.5	4.2	7.7	0.0	40.4	0.0	36.8	37.0	0.0	36.7
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		503			718			99			19	
Approach Delay, s/veh		6.5			7.4			39.7			36.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.2		14.7	13.1	62.2		14.7				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 12	40.9		* 22	* 11	41.9		* 22				
Max Q Clear Time (g_c+I1), s	2.9	6.9		3.1	2.2	9.5		7.8				
Green Ext Time (p_c), s	0.1	4.0		0.0	0.0	6.3		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	530	29	0	499	0	19
Future Vol, veh/h	530	29	0	499	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	576	32	0	542	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	304
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	692
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	692	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-
HCM Control Delay (s)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	24	49	459	40	24
Future Vol, veh/h	525	24	49	459	40	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	285	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	571	26	53	499	43	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	597	0	940	299
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	356	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	976	-	262	697
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	976	-	248	697
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	248	697	-	-	976	-
HCM Lane V/C Ratio	0.175	0.037	-	-	0.055	-
HCM Control Delay (s)	22.6	10.4	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.2	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	48	470	57	35	409
Future Vol, veh/h	42	48	470	57	35	409
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	165	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	52	511	62	38	445

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1032	511	0	0	573	0
Stage 1	511	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	258	563	-	-	1000	-
Stage 1	602	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	248	563	-	-	1000	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	248	563	1000	-
HCM Lane V/C Ratio	-	-	0.184	0.093	0.038	-
HCM Control Delay (s)	-	-	22.8	12	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.3	0.1	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

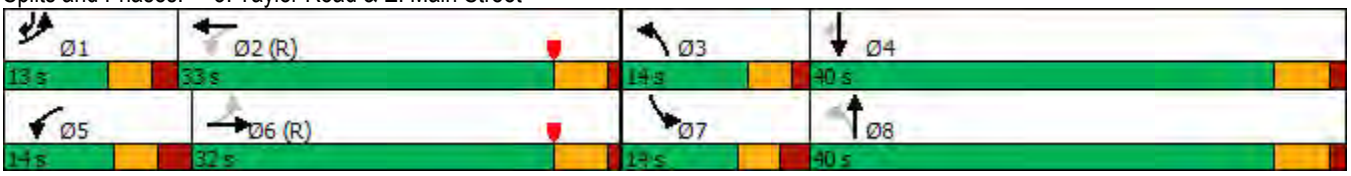
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	33	14	40	14	32	14	40
Maximum Split (%)	13.0%	33.0%	14.0%	40.0%	14.0%	32.0%	14.0%	40.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47.1	60.1	93.1	7.1	47.1	61.1	93.1	7.1
End Time (s)	60.1	93.1	7.1	47.1	61.1	93.1	7.1	47.1
Yield/Force Off (s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Yield/Force Off 170(s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Local Start Time (s)	59.1	72.1	5.1	19.1	59.1	73.1	5.1	19.1
Local Yield (s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6
Local Yield 170(s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 88 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

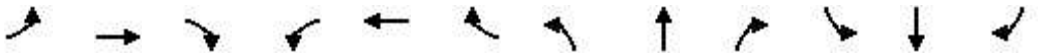
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	314	103	122	360	66	149	380	103	115	354	171
Future Volume (veh/h)	188	314	103	122	360	66	149	380	103	115	354	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	341	112	133	391	72	162	413	112	125	385	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	408	817	264	404	947	173	338	449	122	268	603	634
Arrive On Green	0.08	0.31	0.31	0.08	0.32	0.32	0.08	0.32	0.32	0.08	0.32	0.32
Sat Flow, veh/h	1781	2640	853	1781	3001	548	1781	1417	384	3456	1870	1585
Grp Volume(v), veh/h	204	228	225	133	230	233	162	0	525	125	385	186
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1781	1777	1772	1781	0	1801	1728	1870	1585
Q Serve(g_s), s	7.8	10.1	10.4	4.9	10.2	10.4	6.0	0.0	28.1	3.5	17.6	8.0
Cycle Q Clear(g_c), s	7.8	10.1	10.4	4.9	10.2	10.4	6.0	0.0	28.1	3.5	17.6	8.0
Prop In Lane	1.00		0.50	1.00		0.31	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	408	550	532	404	561	559	338	0	571	268	603	634
V/C Ratio(X)	0.50	0.41	0.42	0.33	0.41	0.42	0.48	0.00	0.92	0.47	0.64	0.29
Avail Cap(c_a), veh/h	408	550	532	411	561	559	363	0	621	297	645	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	0.84	0.00	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	27.3	27.4	20.9	26.9	27.0	21.8	0.0	32.9	44.1	28.9	20.4
Incr Delay (d2), s/veh	1.2	2.2	2.4	0.6	2.2	2.3	1.1	0.0	16.3	1.6	2.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.5	4.5	2.1	4.6	4.6	2.5	0.0	14.3	1.5	8.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	29.6	29.8	21.5	29.1	29.2	22.9	0.0	49.2	45.8	31.1	20.7
LnGrp LOS	C	C	C	C	C	C	C	A	D	D	C	C
Approach Vol, veh/h		657			596			687			696	
Approach Delay, s/veh		27.6			27.5			43.0			31.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	36.7	12.6	37.7	13.6	36.1	13.2	37.2
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	27.9	* 9.4	* 35	* 8.2	26.9	8.6	* 35
Max Q Clear Time (g_c+I1), s	9.8	12.4	8.0	19.6	6.9	12.4	5.5	30.1
Green Ext Time (p_c), s	0.0	3.0	0.1	3.3	0.1	2.8	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	48	13	16	13	48	13	16
Maximum Split (%)	14.4%	53.3%	14.4%	17.8%	14.4%	53.3%	14.4%	17.8%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	61	74	0	13	61	74
End Time (s)	13	61	74	0	13	61	74	0
Yield/Force Off (s)	7	55	68	84	7	55	68	84
Yield/Force Off 170(s)	7	55	68	84	7	55	68	84
Local Start Time (s)	77	0	48	61	77	0	48	61
Local Yield (s)	84	42	55	71	84	42	55	71
Local Yield 170(s)	84	42	55	71	84	42	55	71

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	84	25	69	56	44	30	500	86	78	462	98
Future Volume (veh/h)	103	84	25	69	56	44	30	500	86	78	462	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	91	27	75	61	48	33	543	93	85	502	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	209	62	352	135	107	251	668	687	318	583	124
Arrive On Green	0.09	0.15	0.15	0.08	0.14	0.14	0.05	0.36	0.36	0.08	0.39	0.39
Sat Flow, veh/h	1781	1385	411	1781	970	763	1781	1870	1585	1781	1494	319
Grp Volume(v), veh/h	112	0	118	75	0	109	33	543	93	85	0	609
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1733	1781	1870	1585	1781	0	1813
Q Serve(g_s), s	3.7	0.0	4.3	2.5	0.0	4.1	0.8	18.8	2.5	2.0	0.0	22.0
Cycle Q Clear(g_c), s	3.7	0.0	4.3	2.5	0.0	4.1	0.8	18.8	2.5	2.0	0.0	22.0
Prop In Lane	1.00		0.23	1.00		0.44	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	361	0	271	352	0	242	251	668	687	318	0	707
V/C Ratio(X)	0.31	0.00	0.43	0.21	0.00	0.45	0.13	0.81	0.14	0.27	0.00	0.86
Avail Cap(c_a), veh/h	380	0	271	392	0	243	342	1099	1052	350	0	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	27.6	23.0	0.0	28.2	15.7	20.8	12.2	14.7	0.0	20.0
Incr Delay (d2), s/veh	0.5	0.0	1.1	0.3	0.0	1.3	0.2	2.4	0.1	0.4	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.8	1.0	0.0	1.7	0.3	7.8	0.8	0.8	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	28.7	23.3	0.0	29.5	16.0	23.2	12.3	15.1	0.0	24.8
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	A	C
Approach Vol, veh/h		230			184			669			694	
Approach Delay, s/veh		26.1			27.0			21.4			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	31.5	11.4	16.8	9.4	33.9	12.2	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	10.0	7.0	42.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.0	20.8	4.5	6.3	2.8	24.0	5.7	6.1
Green Ext Time (p_c), s	0.0	3.7	0.0	0.2	0.0	3.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

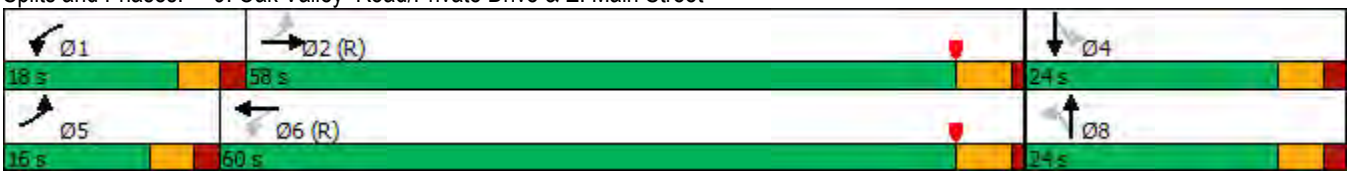
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	58	24	16	60	24
Maximum Split (%)	18.0%	58.0%	24.0%	16.0%	60.0%	24.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	75.1	93.1	51.1	75.1	91.1	51.1
End Time (s)	93.1	51.1	75.1	91.1	51.1	75.1
Yield/Force Off (s)	88	46	69.9	86	46	69.9
Yield/Force Off 170(s)	88	46	69.9	86	46	69.9
Local Start Time (s)	29.1	47.1	5.1	29.1	45.1	5.1
Local Yield (s)	42	0	23.9	40	0	23.9
Local Yield 170(s)	42	0	23.9	40	0	23.9

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 46 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

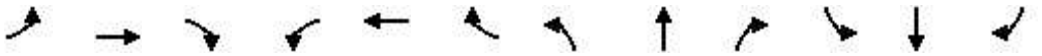
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	640	59	47	538	0	38	1	18	8	2	20
Future Volume (veh/h)	10	640	59	47	538	0	38	1	18	8	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	696	64	51	585	0	41	1	20	9	2	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	720	2279	209	610	2392	0	182	7	141	184	12	137
Arrive On Green	0.08	0.69	0.69	0.06	0.67	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3290	302	1781	3647	0	1387	76	1521	1391	134	1472
Grp Volume(v), veh/h	11	376	384	51	585	0	41	0	21	9	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1816	1781	1777	0	1387	0	1597	1391	0	1605
Q Serve(g_s), s	0.2	8.2	8.3	0.8	6.4	0.0	2.8	0.0	1.2	0.6	0.0	1.4
Cycle Q Clear(g_c), s	0.2	8.2	8.3	0.8	6.4	0.0	4.2	0.0	1.2	1.8	0.0	1.4
Prop In Lane	1.00		0.17	1.00		0.00	1.00		0.95	1.00		0.92
Lane Grp Cap(c), veh/h	720	1231	1258	610	2392	0	182	0	148	184	0	149
V/C Ratio(X)	0.02	0.31	0.31	0.08	0.24	0.00	0.23	0.00	0.14	0.05	0.00	0.16
Avail Cap(c_a), veh/h	772	1231	1258	732	2392	0	314	0	300	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.3	6.0	6.0	3.9	6.4	0.0	43.7	0.0	41.7	42.5	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.1	0.2	0.0	0.8	0.0	0.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	2.9	0.2	2.2	0.0	1.0	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	6.6	6.6	3.9	6.6	0.0	44.5	0.0	42.3	42.7	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		771			636			62			33	
Approach Delay, s/veh		6.6			6.4			43.7			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	74.4		14.5	13.1	72.4		14.5				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 13	52.9		* 19	* 11	54.9		* 19				
Max Q Clear Time (g_c+I1), s	2.8	10.3		3.8	2.2	8.4		6.2				
Green Ext Time (p_c), s	0.1	7.1		0.1	0.0	5.8		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

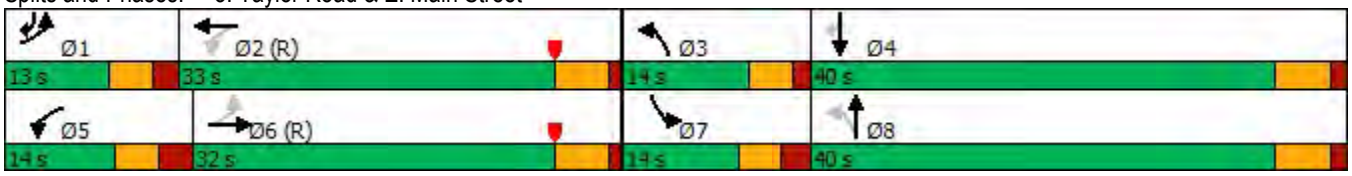
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	33	14	40	14	32	14	40
Maximum Split (%)	13.0%	33.0%	14.0%	40.0%	14.0%	32.0%	14.0%	40.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47.1	60.1	93.1	7.1	47.1	61.1	93.1	7.1
End Time (s)	60.1	93.1	7.1	47.1	61.1	93.1	7.1	47.1
Yield/Force Off (s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Yield/Force Off 170(s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Local Start Time (s)	59.1	72.1	5.1	19.1	59.1	73.1	5.1	19.1
Local Yield (s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6
Local Yield 170(s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 88 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

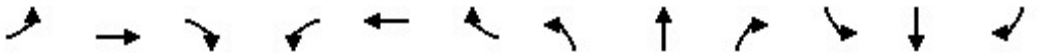
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	327	106	122	367	74	161	388	103	120	360	171
Future Volume (veh/h)	188	327	106	122	367	74	161	388	103	120	360	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	204	355	115	133	399	80	175	422	112	130	391	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	809	258	392	920	183	342	457	121	269	602	634
Arrive On Green	0.08	0.31	0.31	0.08	0.31	0.31	0.08	0.32	0.32	0.08	0.32	0.32
Sat Flow, veh/h	1781	2649	846	1781	2954	587	1781	1424	378	3456	1870	1585
Grp Volume(v), veh/h	204	236	234	133	239	240	175	0	534	130	391	186
Grp Sat Flow(s),veh/h/ln	1781	1777	1718	1781	1777	1765	1781	0	1802	1728	1870	1585
Q Serve(g_s), s	7.8	10.7	10.9	5.0	10.7	10.9	6.5	0.0	28.6	3.6	17.9	8.0
Cycle Q Clear(g_c), s	7.8	10.7	10.9	5.0	10.7	10.9	6.5	0.0	28.6	3.6	17.9	8.0
Prop In Lane	1.00		0.49	1.00		0.33	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	397	543	525	392	554	550	342	0	578	269	602	634
V/C Ratio(X)	0.51	0.44	0.45	0.34	0.43	0.44	0.51	0.00	0.92	0.48	0.65	0.29
Avail Cap(c_a), veh/h	397	543	525	399	554	550	359	0	622	297	645	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	27.8	27.9	21.2	27.4	27.4	21.6	0.0	32.8	44.2	29.1	20.4
Incr Delay (d2), s/veh	1.4	2.4	2.6	0.7	2.4	2.5	1.5	0.0	19.3	1.7	2.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.8	4.8	2.1	4.8	4.8	2.7	0.0	15.1	1.6	8.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	30.2	30.5	21.9	29.8	30.0	23.1	0.0	52.1	45.9	31.4	20.7
LnGrp LOS	C	C	C	C	C	C	C	A	D	D	C	C
Approach Vol, veh/h		674			612			709			707	
Approach Delay, s/veh		28.4			28.1			45.0			31.3	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	36.3	13.1	37.7	13.6	35.7	13.2	37.6
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	27.9	* 9.4	* 35	* 8.2	26.9	8.6	* 35
Max Q Clear Time (g_c+I1), s	9.8	12.9	8.5	19.9	7.0	12.9	5.6	30.6
Green Ext Time (p_c), s	0.0	3.1	0.1	3.3	0.0	2.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	48	13	16	13	48	13	16
Maximum Split (%)	14.4%	53.3%	14.4%	17.8%	14.4%	53.3%	14.4%	17.8%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	61	74	0	13	61	74
End Time (s)	13	61	74	0	13	61	74	0
Yield/Force Off (s)	7	55	68	84	7	55	68	84
Yield/Force Off 170(s)	7	55	68	84	7	55	68	84
Local Start Time (s)	77	0	48	61	77	0	48	61
Local Yield (s)	84	42	55	71	84	42	55	71
Local Yield 170(s)	84	42	55	71	84	42	55	71

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	84	25	69	56	47	30	514	86	82	477	102
Future Volume (veh/h)	106	84	25	69	56	47	30	514	86	82	477	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	91	27	75	61	51	33	559	93	89	518	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	206	61	346	129	108	247	685	700	317	597	128
Arrive On Green	0.09	0.15	0.15	0.08	0.14	0.14	0.05	0.37	0.37	0.08	0.40	0.40
Sat Flow, veh/h	1781	1385	411	1781	942	787	1781	1870	1585	1781	1493	320
Grp Volume(v), veh/h	115	0	118	75	0	112	33	559	93	89	0	629
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1729	1781	1870	1585	1781	0	1813
Q Serve(g_s), s	3.9	0.0	4.4	2.5	0.0	4.4	0.8	19.7	2.5	2.1	0.0	23.2
Cycle Q Clear(g_c), s	3.9	0.0	4.4	2.5	0.0	4.4	0.8	19.7	2.5	2.1	0.0	23.2
Prop In Lane	1.00		0.23	1.00		0.46	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	352	0	267	346	0	237	247	685	700	317	0	725
V/C Ratio(X)	0.33	0.00	0.44	0.22	0.00	0.47	0.13	0.82	0.13	0.28	0.00	0.87
Avail Cap(c_a), veh/h	369	0	267	383	0	237	335	1079	1033	345	0	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	28.2	23.7	0.0	29.0	15.9	20.8	12.1	14.7	0.0	20.1
Incr Delay (d2), s/veh	0.5	0.0	1.1	0.3	0.0	1.5	0.2	2.8	0.1	0.5	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.9	1.0	0.0	1.8	0.3	8.3	0.8	0.8	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	29.4	24.0	0.0	30.5	16.1	23.6	12.2	15.2	0.0	25.7
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	A	C
Approach Vol, veh/h		233			187			685			718	
Approach Delay, s/veh		26.8			27.9			21.7			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	32.7	11.5	16.8	9.4	35.1	12.3	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	10.0	7.0	42.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.1	21.7	4.5	6.4	2.8	25.2	5.9	6.4
Green Ext Time (p_c), s	0.0	3.8	0.0	0.1	0.0	3.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

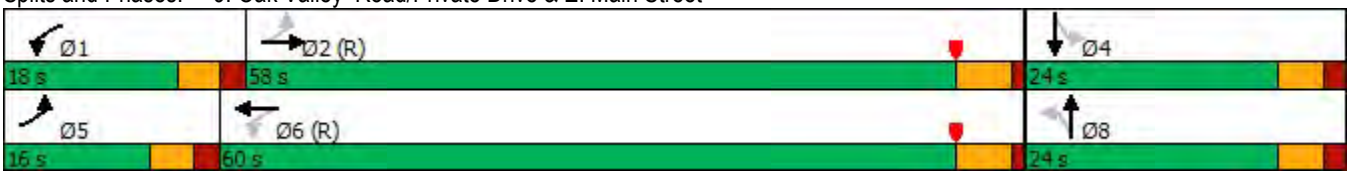
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	58	24	16	60	24
Maximum Split (%)	18.0%	58.0%	24.0%	16.0%	60.0%	24.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	28	46	4	28	44	4
End Time (s)	46	4	28	44	4	28
Yield/Force Off (s)	40.9	98.9	22.8	38.9	98.9	22.8
Yield/Force Off 170(s)	40.9	98.9	22.8	38.9	98.9	22.8
Local Start Time (s)	29.1	47.1	5.1	29.1	45.1	5.1
Local Yield (s)	42	0	23.9	40	0	23.9
Local Yield 170(s)	42	0	23.9	40	0	23.9

Intersection Summary		
Cycle Length	100	
Control Type	Actuated-Coordinated	
Natural Cycle	55	
Offset: 98.9 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow		

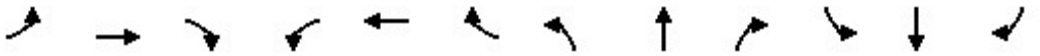
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	656	59	47	557	0	38	1	18	8	2	20
Future Volume (veh/h)	10	656	59	47	557	0	38	1	18	8	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	713	64	51	605	0	41	1	20	9	2	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	708	2284	205	602	2392	0	182	7	141	184	12	137
Arrive On Green	0.08	0.69	0.69	0.06	0.67	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3298	296	1781	3647	0	1387	76	1521	1391	134	1472
Grp Volume(v), veh/h	11	384	393	51	605	0	41	0	21	9	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	0	1387	0	1597	1391	0	1605
Q Serve(g_s), s	0.2	8.5	8.5	0.8	6.7	0.0	2.8	0.0	1.2	0.6	0.0	1.4
Cycle Q Clear(g_c), s	0.2	8.5	8.5	0.8	6.7	0.0	4.2	0.0	1.2	1.8	0.0	1.4
Prop In Lane	1.00		0.16	1.00		0.00	1.00		0.95	1.00		0.92
Lane Grp Cap(c), veh/h	708	1231	1258	602	2392	0	182	0	148	184	0	149
V/C Ratio(X)	0.02	0.31	0.31	0.08	0.25	0.00	0.23	0.00	0.14	0.05	0.00	0.16
Avail Cap(c_a), veh/h	760	1231	1258	724	2392	0	314	0	300	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.3	6.0	6.0	3.9	6.4	0.0	43.7	0.0	41.7	42.5	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.7	0.6	0.1	0.2	0.0	0.8	0.0	0.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.0	0.2	2.3	0.0	1.0	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	6.7	6.7	4.0	6.7	0.0	44.5	0.0	42.3	42.7	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		788			656			62			33	
Approach Delay, s/veh		6.6			6.5			43.7			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	74.4		14.5	13.1	72.4		14.5				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 13	52.9		* 19	* 11	54.9		* 19				
Max Q Clear Time (g_c+I1), s	2.8	10.5		3.8	2.2	8.7		6.2				
Green Ext Time (p_c), s	0.1	7.3		0.1	0.0	6.0		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	524	26	0	563	0	21
Future Vol, veh/h	524	26	0	563	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	570	28	0	612	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	299
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	697
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	697
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	697	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	20	43	521	42	26
Future Vol, veh/h	525	20	43	521	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	285	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	571	22	47	566	46	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	593	0	959	297
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	979	-	255	699
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	979	-	243	699
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	243	699	-	-	979	-
HCM Lane V/C Ratio	0.188	0.04	-	-	0.048	-
HCM Control Delay (s)	23.2	10.4	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	53	607	53	31	587
Future Vol, veh/h	45	53	607	53	31	587
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	165	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	58	660	58	34	638

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1366	660	0	0	718	0
Stage 1	660	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	162	463	-	-	883	-
Stage 1	514	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	156	463	-	-	883	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.1	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	156	463	883	-
HCM Lane V/C Ratio	-	-	0.314	0.124	0.038	-
HCM Control Delay (s)	-	-	38.3	13.9	9.2	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.4	0.1	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

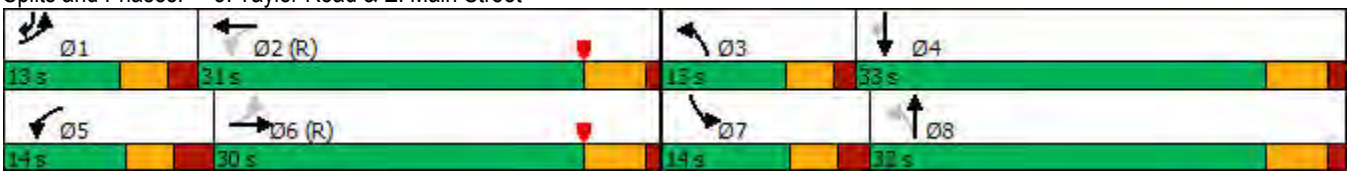
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	13	33	14	30	14	32
Maximum Split (%)	14.4%	34.4%	14.4%	36.7%	15.6%	33.3%	15.6%	35.6%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	42.1	73.1	86.1	29.1	43.1	73.1	87.1
End Time (s)	42.1	73.1	86.1	29.1	43.1	73.1	87.1	29.1
Yield/Force Off (s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Yield/Force Off 170(s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Local Start Time (s)	51.1	64.1	5.1	18.1	51.1	65.1	5.1	19.1
Local Yield (s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6
Local Yield 170(s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

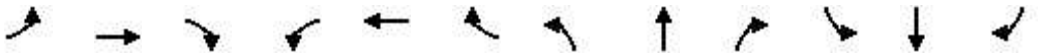
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	364	83	67	396	70	100	334	131	91	246	200
Future Volume (veh/h)	119	364	83	67	396	70	100	334	131	91	246	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	396	90	73	430	76	109	363	142	99	267	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	886	199	391	923	162	397	377	147	281	564	610
Arrive On Green	0.08	0.31	0.31	0.07	0.31	0.31	0.08	0.29	0.29	0.08	0.30	0.30
Sat Flow, veh/h	1781	2882	649	1781	3021	530	1781	1280	501	3456	1870	1585
Grp Volume(v), veh/h	129	243	243	73	252	254	109	0	505	99	267	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1777	1775	1781	0	1780	1728	1870	1585
Q Serve(g_s), s	4.3	9.9	10.0	2.4	10.3	10.5	3.7	0.0	25.1	2.4	10.5	8.8
Cycle Q Clear(g_c), s	4.3	9.9	10.0	2.4	10.3	10.5	3.7	0.0	25.1	2.4	10.5	8.8
Prop In Lane	1.00		0.37	1.00		0.30	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	397	546	539	391	543	542	397	0	524	281	564	610
V/C Ratio(X)	0.32	0.44	0.45	0.19	0.46	0.47	0.27	0.00	0.96	0.35	0.47	0.36
Avail Cap(c_a), veh/h	403	546	539	420	543	542	415	0	524	330	571	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.92	0.00	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	25.0	25.1	18.6	25.3	25.3	19.2	0.0	31.3	39.1	25.6	19.7
Incr Delay (d2), s/veh	0.6	2.6	2.7	0.3	2.8	2.9	0.4	0.0	28.7	1.0	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.4	4.4	1.0	4.6	4.7	1.5	0.0	14.4	1.0	4.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	27.6	27.8	18.9	28.1	28.2	19.6	0.0	60.0	40.1	26.4	20.2
LnGrp LOS	B	C	C	B	C	C	B	A	E	D	C	C
Approach Vol, veh/h		615			579			614			583	
Approach Delay, s/veh		25.9			27.0			52.8			26.4	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	32.6	12.1	32.7	12.5	32.8	12.7	32.0
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	25.9	* 8.4	* 28	* 8.2	24.9	8.6	* 27
Max Q Clear Time (g_c+I1), s	6.3	12.5	5.7	12.5	4.4	12.0	4.4	27.1
Green Ext Time (p_c), s	0.1	3.1	0.1	2.6	0.1	2.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	45	13	19	13	45	13	19
Maximum Split (%)	14.4%	50.0%	14.4%	21.1%	14.4%	50.0%	14.4%	21.1%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	58	71	0	13	58	71
End Time (s)	13	58	71	0	13	58	71	0
Yield/Force Off (s)	7	52	65	84	7	52	65	84
Yield/Force Off 170(s)	7	52	65	84	7	52	65	84
Local Start Time (s)	77	0	45	58	77	0	45	58
Local Yield (s)	84	39	52	71	84	39	52	71
Local Yield 170(s)	84	39	52	71	84	39	52	71

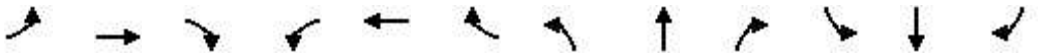
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	70

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	16	68	79	68	75	13	384	21	24	462	64
Future Volume (veh/h)	79	16	68	79	68	75	13	384	21	24	462	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	17	74	86	74	82	14	417	23	26	502	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	47	203	395	124	137	224	663	696	343	596	83
Arrive On Green	0.08	0.15	0.15	0.08	0.15	0.15	0.02	0.35	0.35	0.04	0.37	0.37
Sat Flow, veh/h	1781	305	1327	1781	811	898	1781	1870	1585	1781	1606	224
Grp Volume(v), veh/h	86	0	91	86	0	156	14	417	23	26	0	572
Grp Sat Flow(s),veh/h/ln	1781	0	1632	1781	0	1709	1781	1870	1585	1781	0	1830
Q Serve(g_s), s	2.5	0.0	3.3	2.5	0.0	5.6	0.3	12.1	0.5	0.6	0.0	18.7
Cycle Q Clear(g_c), s	2.5	0.0	3.3	2.5	0.0	5.6	0.3	12.1	0.5	0.6	0.0	18.7
Prop In Lane	1.00		0.81	1.00		0.53	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	344	0	249	395	0	261	224	663	696	343	0	679
V/C Ratio(X)	0.25	0.00	0.36	0.22	0.00	0.60	0.06	0.63	0.03	0.08	0.00	0.84
Avail Cap(c_a), veh/h	385	0	325	435	0	340	372	1117	1081	462	0	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	24.8	20.0	0.0	25.8	15.1	17.5	10.4	13.3	0.0	18.8
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.3	0.0	2.2	0.1	1.0	0.0	0.1	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	1.0	0.0	2.2	0.1	4.8	0.2	0.2	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	25.7	20.3	0.0	28.0	15.2	18.5	10.4	13.4	0.0	22.2
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	A	C
Approach Vol, veh/h		177			242			454			598	
Approach Delay, s/veh		23.2			25.2			18.0			21.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	29.1	11.5	16.0	7.6	30.2	11.5	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	39.0	7.0	13.0	7.0	39.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	2.6	14.1	4.5	5.3	2.3	20.7	4.5	7.6
Green Ext Time (p_c), s	0.0	2.6	0.0	0.2	0.0	3.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

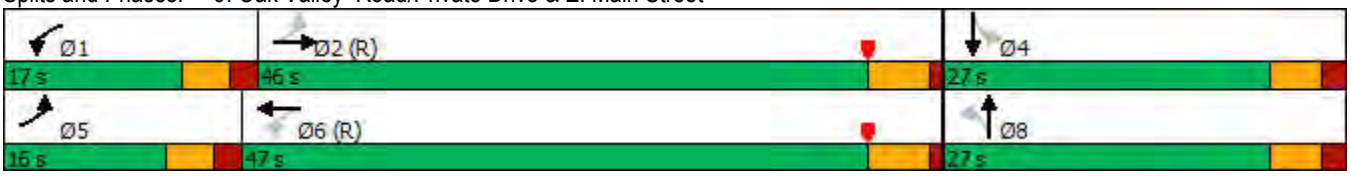
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	46	27	16	47	27
Maximum Split (%)	18.9%	51.1%	30.0%	17.8%	52.2%	30.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	66.1	83.1	39.1	66.1	82.1	39.1
End Time (s)	83.1	39.1	66.1	82.1	39.1	66.1
Yield/Force Off (s)	78	34	60.9	77	34	60.9
Yield/Force Off 170(s)	78	34	60.9	77	34	60.9
Local Start Time (s)	32.1	49.1	5.1	32.1	48.1	5.1
Local Yield (s)	44	0	26.9	43	0	26.9
Local Yield 170(s)	44	0	26.9	43	0	26.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 34 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

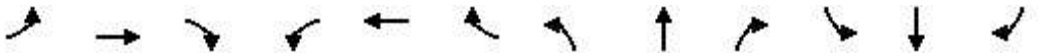
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	436	35	51	653	0	74	1	17	2	4	12
Future Volume (veh/h)	10	436	35	51	653	0	74	1	17	2	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	474	38	55	710	0	80	1	18	2	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	640	2190	175	731	2256	0	214	9	159	212	41	132
Arrive On Green	0.09	0.66	0.66	0.07	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3333	266	1781	3647	0	1396	84	1514	1393	387	1257
Grp Volume(v), veh/h	11	252	260	55	710	0	80	0	19	2	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	0	1396	0	1598	1393	0	1644
Q Serve(g_s), s	0.2	5.1	5.1	0.9	8.2	0.0	4.9	0.0	1.0	0.1	0.0	0.8
Cycle Q Clear(g_c), s	0.2	5.1	5.1	0.9	8.2	0.0	5.8	0.0	1.0	1.1	0.0	0.8
Prop In Lane	1.00		0.15	1.00		0.00	1.00		0.95	1.00		0.76
Lane Grp Cap(c), veh/h	640	1168	1198	731	2256	0	214	0	168	212	0	173
V/C Ratio(X)	0.02	0.22	0.22	0.08	0.31	0.00	0.37	0.00	0.11	0.01	0.00	0.10
Avail Cap(c_a), veh/h	697	1168	1198	849	2256	0	405	0	387	403	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	6.2	6.2	4.2	7.5	0.0	39.0	0.0	36.5	36.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.1	0.3	0.0	1.4	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.8	0.3	2.8	0.0	1.8	0.0	0.4	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	6.6	6.6	4.3	7.8	0.0	40.4	0.0	36.8	37.0	0.0	36.7
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		523			765			99			19	
Approach Delay, s/veh		6.5			7.6			39.7			36.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.2		14.7	13.1	62.2		14.7				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 12	40.9		* 22	* 11	41.9		* 22				
Max Q Clear Time (g_c+I1), s	2.9	7.1		3.1	2.2	10.2		7.8				
Green Ext Time (p_c), s	0.1	4.2		0.0	0.0	6.9		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

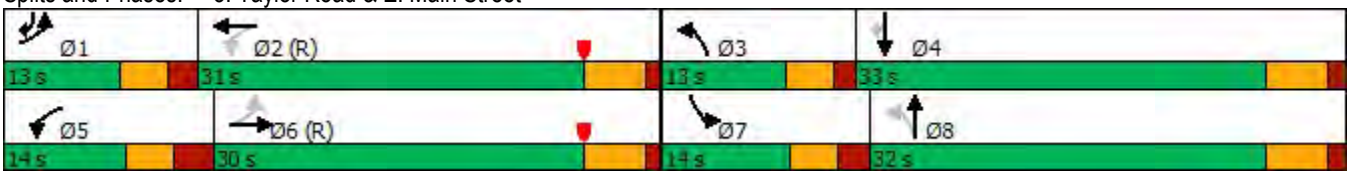
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	13	33	14	30	14	32
Maximum Split (%)	14.4%	34.4%	14.4%	36.7%	15.6%	33.3%	15.6%	35.6%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	42.1	73.1	86.1	29.1	43.1	73.1	87.1
End Time (s)	42.1	73.1	86.1	29.1	43.1	73.1	87.1	29.1
Yield/Force Off (s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Yield/Force Off 170(s)	36.9	68	81.5	23.6	37.3	68	81.7	23.6
Local Start Time (s)	51.1	64.1	5.1	18.1	51.1	65.1	5.1	19.1
Local Yield (s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6
Local Yield 170(s)	58.9	0	13.5	45.6	59.3	0	13.7	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

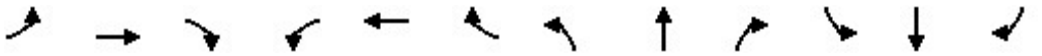
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	381	87	67	402	77	110	340	131	100	255	200
Future Volume (veh/h)	119	381	87	67	402	77	110	340	131	100	255	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	414	95	73	437	84	120	370	142	109	277	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	879	200	380	904	173	394	379	145	287	565	610
Arrive On Green	0.08	0.31	0.31	0.07	0.30	0.30	0.08	0.29	0.29	0.08	0.30	0.30
Sat Flow, veh/h	1781	2875	654	1781	2977	568	1781	1287	494	3456	1870	1585
Grp Volume(v), veh/h	129	254	255	73	260	261	120	0	512	109	277	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1753	1781	1777	1768	1781	0	1781	1728	1870	1585
Q Serve(g_s), s	4.3	10.4	10.6	2.4	10.7	10.9	4.0	0.0	25.6	2.7	10.9	8.8
Cycle Q Clear(g_c), s	4.3	10.4	10.6	2.4	10.7	10.9	4.0	0.0	25.6	2.7	10.9	8.8
Prop In Lane	1.00		0.37	1.00		0.32	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	389	543	536	380	540	537	394	0	525	287	565	610
V/C Ratio(X)	0.33	0.47	0.48	0.19	0.48	0.49	0.30	0.00	0.98	0.38	0.49	0.36
Avail Cap(c_a), veh/h	395	543	536	409	540	537	409	0	525	330	571	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	25.3	25.4	18.8	25.5	25.6	19.3	0.0	31.4	39.1	25.7	19.7
Incr Delay (d2), s/veh	0.6	2.9	3.0	0.3	3.1	3.1	0.6	0.0	33.2	1.1	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.7	4.7	1.0	4.8	4.9	1.7	0.0	15.3	1.2	4.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	28.2	28.4	19.1	28.6	28.7	19.8	0.0	64.6	40.1	26.6	20.2
LnGrp LOS	B	C	C	B	C	C	B	A	E	D	C	C
Approach Vol, veh/h		638			594			632			603	
Approach Delay, s/veh		26.5			27.5			56.1			26.7	
Approach LOS		C			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	32.4	12.2	32.7	12.5	32.6	12.9	32.0
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	25.9	* 8.4	* 28	* 8.2	24.9	8.6	* 27
Max Q Clear Time (g_c+I1), s	6.3	12.9	6.0	12.9	4.4	12.6	4.7	27.6
Green Ext Time (p_c), s	0.1	3.1	0.1	2.6	0.1	2.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

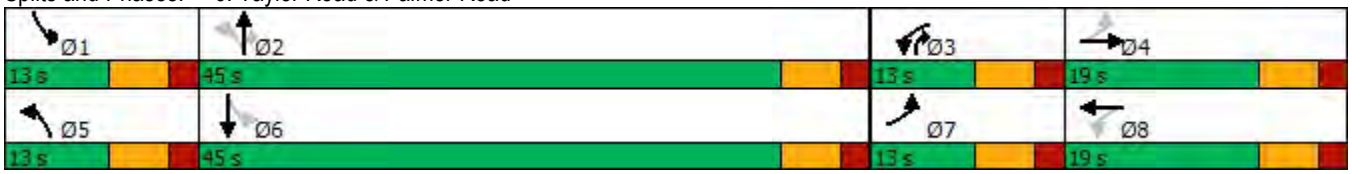
Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	45	13	19	13	45	13	19
Maximum Split (%)	14.4%	50.0%	14.4%	21.1%	14.4%	50.0%	14.4%	21.1%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	58	71	0	13	58	71
End Time (s)	13	58	71	0	13	58	71	0
Yield/Force Off (s)	7	52	65	84	7	52	65	84
Yield/Force Off 170(s)	7	52	65	84	7	52	65	84
Local Start Time (s)	77	0	45	58	77	0	45	58
Local Yield (s)	84	39	52	71	84	39	52	71
Local Yield 170(s)	84	39	52	71	84	39	52	71

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	75

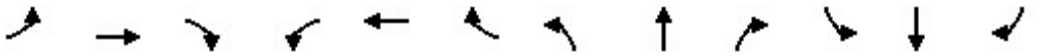
Splits and Phases: 6: Taylor Road & Palmer Road



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	16	68	79	68	79	13	401	21	27	476	67
Future Volume (veh/h)	83	16	68	79	68	79	13	401	21	27	476	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	17	74	86	74	86	14	436	23	29	517	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	46	201	390	118	138	221	673	703	340	609	86
Arrive On Green	0.09	0.15	0.15	0.08	0.15	0.15	0.02	0.36	0.36	0.04	0.38	0.38
Sat Flow, veh/h	1781	305	1327	1781	789	917	1781	1870	1585	1781	1603	226
Grp Volume(v), veh/h	90	0	91	86	0	160	14	436	23	29	0	590
Grp Sat Flow(s),veh/h/ln	1781	0	1632	1781	0	1705	1781	1870	1585	1781	0	1830
Q Serve(g_s), s	2.7	0.0	3.3	2.6	0.0	5.8	0.3	12.9	0.5	0.7	0.0	19.6
Cycle Q Clear(g_c), s	2.7	0.0	3.3	2.6	0.0	5.8	0.3	12.9	0.5	0.7	0.0	19.6
Prop In Lane	1.00		0.81	1.00		0.54	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	336	0	247	390	0	256	221	673	703	340	0	694
V/C Ratio(X)	0.27	0.00	0.37	0.22	0.00	0.62	0.06	0.65	0.03	0.09	0.00	0.85
Avail Cap(c_a), veh/h	372	0	319	428	0	333	366	1097	1063	450	0	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	25.3	20.6	0.0	26.5	15.3	17.8	10.4	13.3	0.0	18.9
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.3	0.0	2.5	0.1	1.1	0.0	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	1.0	0.0	2.4	0.1	5.2	0.2	0.2	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	26.2	20.9	0.0	29.0	15.4	18.8	10.5	13.4	0.0	22.9
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	A	C
Approach Vol, veh/h		181			246			473			619	
Approach Delay, s/veh		23.7			26.1			18.3			22.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	29.9	11.6	16.1	7.6	31.2	11.7	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	39.0	7.0	13.0	7.0	39.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	2.7	14.9	4.6	5.3	2.3	21.6	4.7	7.8
Green Ext Time (p_c), s	0.0	2.7	0.0	0.2	0.0	3.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

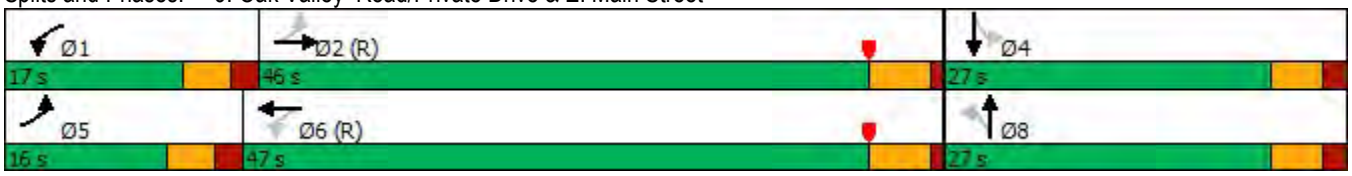
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	46	27	16	47	27
Maximum Split (%)	18.9%	51.1%	30.0%	17.8%	52.2%	30.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	17	34	80	17	33	80
End Time (s)	34	80	17	33	80	17
Yield/Force Off (s)	28.9	74.9	11.8	27.9	74.9	11.8
Yield/Force Off 170(s)	28.9	74.9	11.8	27.9	74.9	11.8
Local Start Time (s)	32.1	49.1	5.1	32.1	48.1	5.1
Local Yield (s)	44	0	26.9	43	0	26.9
Local Yield 170(s)	44	0	26.9	43	0	26.9

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 74.9 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

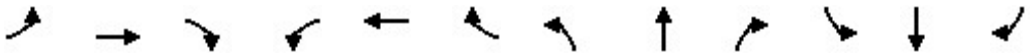
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	457	35	51	669	0	74	1	17	2	4	12
Future Volume (veh/h)	10	457	35	51	669	0	74	1	17	2	4	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	497	38	55	727	0	80	1	18	2	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	632	2199	168	718	2256	0	214	9	159	212	41	132
Arrive On Green	0.09	0.66	0.66	0.07	0.63	0.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3346	255	1781	3647	0	1396	84	1514	1393	387	1257
Grp Volume(v), veh/h	11	263	272	55	727	0	80	0	19	2	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	0	1396	0	1598	1393	0	1644
Q Serve(g_s), s	0.2	5.4	5.4	0.9	8.5	0.0	4.9	0.0	1.0	0.1	0.0	0.8
Cycle Q Clear(g_c), s	0.2	5.4	5.4	0.9	8.5	0.0	5.8	0.0	1.0	1.1	0.0	0.8
Prop In Lane	1.00		0.14	1.00		0.00	1.00		0.95	1.00		0.76
Lane Grp Cap(c), veh/h	632	1168	1199	718	2256	0	214	0	168	212	0	173
V/C Ratio(X)	0.02	0.23	0.23	0.08	0.32	0.00	0.37	0.00	0.11	0.01	0.00	0.10
Avail Cap(c_a), veh/h	689	1168	1199	835	2256	0	405	0	387	403	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	6.2	6.2	4.2	7.5	0.0	39.0	0.0	36.5	36.9	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.1	0.4	0.0	1.4	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.9	0.3	2.9	0.0	1.8	0.0	0.4	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	6.7	6.7	4.3	7.9	0.0	40.4	0.0	36.8	37.0	0.0	36.7
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		546			782			99			19	
Approach Delay, s/veh		6.6			7.6			39.7			36.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	64.2		14.7	13.1	62.2		14.7				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 12	40.9		* 22	* 11	41.9		* 22				
Max Q Clear Time (g_c+I1), s	2.9	7.4		3.1	2.2	10.5		7.8				
Green Ext Time (p_c), s	0.1	4.4		0.0	0.0	7.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	583	29	0	546	0	19
Future Vol, veh/h	583	29	0	546	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	634	32	0	593	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	333
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	663
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	663
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	663	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	578	24	49	506	40	24
Future Vol, veh/h	578	24	49	506	40	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	285	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	628	26	53	550	43	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	654	0	1022	327
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	929	-	232	669
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	929	-	219	669
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	219	669	-	-	929	-
HCM Lane V/C Ratio	0.199	0.039	-	-	0.057	-
HCM Control Delay (s)	25.5	10.6	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.2	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	42	48	520	57	35	451
Future Vol, veh/h	42	48	520	57	35	451
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	165	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	52	565	62	38	490

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1131	565	0	0	627	0
Stage 1	565	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	225	524	-	-	955	-
Stage 1	569	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	524	-	-	955	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	216	524	955	-
HCM Lane V/C Ratio	-	-	0.211	0.1	0.04	-
HCM Control Delay (s)	-	-	26.1	12.6	8.9	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.3	0.1	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

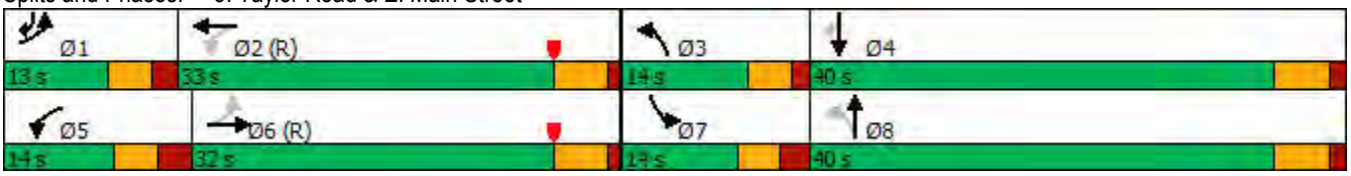
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	33	14	40	14	32	14	40
Maximum Split (%)	13.0%	33.0%	14.0%	40.0%	14.0%	32.0%	14.0%	40.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47.1	60.1	93.1	7.1	47.1	61.1	93.1	7.1
End Time (s)	60.1	93.1	7.1	47.1	61.1	93.1	7.1	47.1
Yield/Force Off (s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Yield/Force Off 170(s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Local Start Time (s)	59.1	72.1	5.1	19.1	59.1	73.1	5.1	19.1
Local Yield (s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6
Local Yield 170(s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 88 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

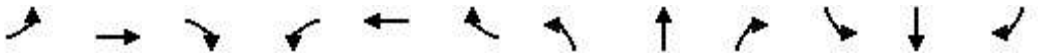
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	345	113	134	395	72	164	417	113	127	389	188
Future Volume (veh/h)	206	345	113	134	395	72	164	417	113	127	389	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	375	123	146	429	78	178	453	123	138	423	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	759	246	363	885	160	339	478	130	270	635	662
Arrive On Green	0.08	0.29	0.29	0.08	0.29	0.29	0.08	0.34	0.34	0.08	0.34	0.34
Sat Flow, veh/h	1781	2639	854	1781	3007	543	1781	1417	385	3456	1870	1585
Grp Volume(v), veh/h	224	251	247	146	252	255	178	0	576	138	423	204
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1781	1777	1773	1781	0	1801	1728	1870	1585
Q Serve(g_s), s	7.8	11.7	12.0	5.7	11.7	11.8	6.4	0.0	31.1	3.8	19.3	8.6
Cycle Q Clear(g_c), s	7.8	11.7	12.0	5.7	11.7	11.8	6.4	0.0	31.1	3.8	19.3	8.6
Prop In Lane	1.00		0.50	1.00		0.31	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	368	511	494	363	523	522	339	0	608	270	635	662
V/C Ratio(X)	0.61	0.49	0.50	0.40	0.48	0.49	0.52	0.00	0.95	0.51	0.67	0.31
Avail Cap(c_a), veh/h	368	511	494	369	523	522	356	0	621	297	645	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	0.81	0.00	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	29.5	29.6	22.7	29.0	29.1	20.9	0.0	32.3	44.2	28.2	19.5
Incr Delay (d2), s/veh	3.1	3.2	3.5	0.9	3.2	3.2	1.3	0.0	20.7	1.9	2.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.3	5.3	2.4	5.3	5.4	2.7	0.0	16.4	1.7	8.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	32.8	33.1	23.7	32.2	32.3	22.2	0.0	52.9	46.2	31.0	19.8
LnGrp LOS	C	C	C	C	C	C	C	A	D	D	C	B
Approach Vol, veh/h		722			653			754			765	
Approach Delay, s/veh		31.5			30.3			45.7			30.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	34.5	13.0	39.5	13.7	33.9	13.2	39.3
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	27.9	* 9.4	* 35	* 8.2	26.9	8.6	* 35
Max Q Clear Time (g_c+I1), s	9.8	13.8	8.4	21.3	7.7	14.0	5.8	33.1
Green Ext Time (p_c), s	0.0	3.1	0.1	3.5	0.0	3.0	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	48	13	16	13	48	13	16
Maximum Split (%)	14.4%	53.3%	14.4%	17.8%	14.4%	53.3%	14.4%	17.8%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	61	74	0	13	61	74
End Time (s)	13	61	74	0	13	61	74	0
Yield/Force Off (s)	7	55	68	84	7	55	68	84
Yield/Force Off 170(s)	7	55	68	84	7	55	68	84
Local Start Time (s)	77	0	48	61	77	0	48	61
Local Yield (s)	84	42	55	71	84	42	55	71
Local Yield 170(s)	84	42	55	71	84	42	55	71

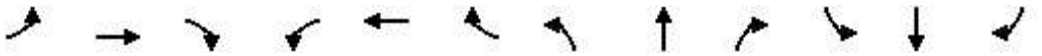
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	92	28	75	61	49	33	549	94	85	507	108
Future Volume (veh/h)	113	92	28	75	61	49	33	549	94	85	507	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	100	30	82	66	53	36	597	102	92	551	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	195	59	324	126	102	242	725	735	311	624	133
Arrive On Green	0.09	0.14	0.14	0.08	0.13	0.13	0.05	0.39	0.39	0.08	0.42	0.42
Sat Flow, veh/h	1781	1381	414	1781	960	771	1781	1870	1585	1781	1496	318
Grp Volume(v), veh/h	123	0	130	82	0	119	36	597	102	92	0	668
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1732	1781	1870	1585	1781	0	1813
Q Serve(g_s), s	4.4	0.0	5.1	2.9	0.0	4.9	0.9	21.8	2.8	2.2	0.0	25.8
Cycle Q Clear(g_c), s	4.4	0.0	5.1	2.9	0.0	4.9	0.9	21.8	2.8	2.2	0.0	25.8
Prop In Lane	1.00		0.23	1.00		0.45	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	333	0	254	324	0	228	242	725	735	311	0	757
V/C Ratio(X)	0.37	0.00	0.51	0.25	0.00	0.52	0.15	0.82	0.14	0.30	0.00	0.88
Avail Cap(c_a), veh/h	345	0	254	353	0	228	319	1035	998	334	0	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	30.2	25.1	0.0	30.7	16.1	20.9	11.7	14.9	0.0	20.4
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.4	0.0	2.1	0.3	3.7	0.1	0.5	0.0	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.2	1.2	0.0	2.0	0.3	9.3	0.9	0.8	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	31.9	25.5	0.0	32.8	16.4	24.6	11.8	15.5	0.0	27.8
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	A	C
Approach Vol, veh/h		253			201			735			760	
Approach Delay, s/veh		29.0			29.9			22.4			26.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	35.4	11.8	16.7	9.7	37.7	12.5	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	10.0	7.0	42.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.2	23.8	4.9	7.1	2.9	27.8	6.4	6.9
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.0	3.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

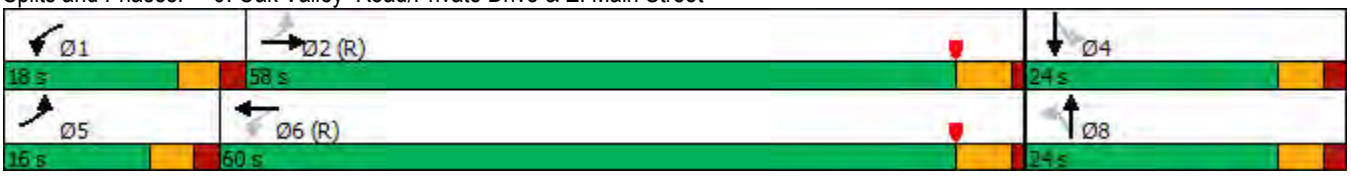
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	58	24	16	60	24
Maximum Split (%)	18.0%	58.0%	24.0%	16.0%	60.0%	24.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	75.1	93.1	51.1	75.1	91.1	51.1
End Time (s)	93.1	51.1	75.1	91.1	51.1	75.1
Yield/Force Off (s)	88	46	69.9	86	46	69.9
Yield/Force Off 170(s)	88	46	69.9	86	46	69.9
Local Start Time (s)	29.1	47.1	5.1	29.1	45.1	5.1
Local Yield (s)	42	0	23.9	40	0	23.9
Local Yield 170(s)	42	0	23.9	40	0	23.9

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 46 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

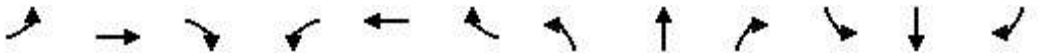
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	704	59	47	592	0	38	1	18	8	2	20
Future Volume (veh/h)	10	704	59	47	592	0	38	1	18	8	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	765	64	51	643	0	41	1	20	9	2	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	687	2299	192	577	2392	0	182	7	141	184	12	137
Arrive On Green	0.08	0.69	0.69	0.06	0.67	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3320	278	1781	3647	0	1387	76	1521	1391	134	1472
Grp Volume(v), veh/h	11	409	420	51	643	0	41	0	21	9	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	1781	1777	0	1387	0	1597	1391	0	1605
Q Serve(g_s), s	0.2	9.2	9.2	0.8	7.2	0.0	2.8	0.0	1.2	0.6	0.0	1.4
Cycle Q Clear(g_c), s	0.2	9.2	9.2	0.8	7.2	0.0	4.2	0.0	1.2	1.8	0.0	1.4
Prop In Lane	1.00		0.15	1.00		0.00	1.00		0.95	1.00		0.92
Lane Grp Cap(c), veh/h	687	1231	1261	577	2392	0	182	0	148	184	0	149
V/C Ratio(X)	0.02	0.33	0.33	0.09	0.27	0.00	0.23	0.00	0.14	0.05	0.00	0.16
Avail Cap(c_a), veh/h	739	1231	1261	699	2392	0	314	0	300	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.3	6.1	6.1	3.9	6.5	0.0	43.7	0.0	41.7	42.5	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.7	0.7	0.1	0.2	0.0	0.8	0.0	0.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	3.2	0.2	2.4	0.0	1.0	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	6.9	6.9	4.0	6.8	0.0	44.5	0.0	42.3	42.7	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		840			694			62			33	
Approach Delay, s/veh		6.8			6.6			43.7			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	74.4		14.5	13.1	72.4		14.5				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 13	52.9		* 19	* 11	54.9		* 19				
Max Q Clear Time (g_c+I1), s	2.8	11.2		3.8	2.2	9.2		6.2				
Green Ext Time (p_c), s	0.1	8.0		0.1	0.0	6.5		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.8
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

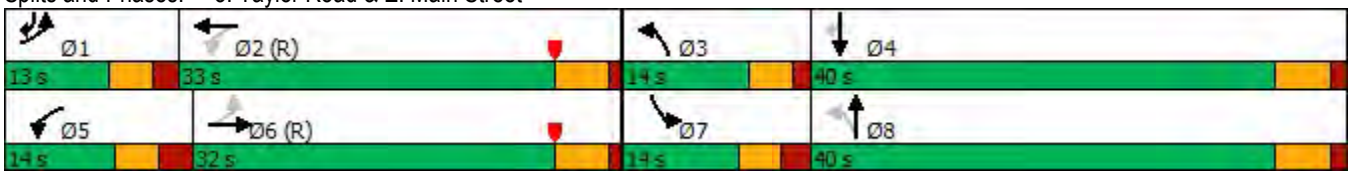
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	33	14	40	14	32	14	40
Maximum Split (%)	13.0%	33.0%	14.0%	40.0%	14.0%	32.0%	14.0%	40.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	24.9	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47.1	60.1	93.1	7.1	47.1	61.1	93.1	7.1
End Time (s)	60.1	93.1	7.1	47.1	61.1	93.1	7.1	47.1
Yield/Force Off (s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Yield/Force Off 170(s)	54.9	88	2.5	41.6	55.3	88	1.7	41.6
Local Start Time (s)	59.1	72.1	5.1	19.1	59.1	73.1	5.1	19.1
Local Yield (s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6
Local Yield 170(s)	66.9	0	14.5	53.6	67.3	0	13.7	53.6

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 88 (88%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

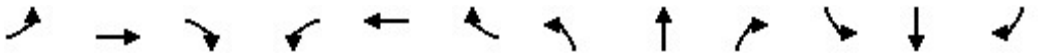
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	358	116	134	402	80	176	425	113	132	395	188
Future Volume (veh/h)	206	358	116	134	402	80	176	425	113	132	395	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	389	126	146	437	87	191	462	123	143	429	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	753	241	353	860	170	342	485	129	271	633	660
Arrive On Green	0.08	0.28	0.28	0.08	0.29	0.29	0.09	0.34	0.34	0.08	0.34	0.34
Sat Flow, veh/h	1781	2648	847	1781	2957	585	1781	1423	379	3456	1870	1585
Grp Volume(v), veh/h	224	259	256	146	261	263	191	0	585	143	429	204
Grp Sat Flow(s),veh/h/ln	1781	1777	1718	1781	1777	1765	1781	0	1802	1728	1870	1585
Q Serve(g_s), s	7.8	12.2	12.5	5.7	12.2	12.4	6.9	0.0	31.7	4.0	19.7	8.6
Cycle Q Clear(g_c), s	7.8	12.2	12.5	5.7	12.2	12.4	6.9	0.0	31.7	4.0	19.7	8.6
Prop In Lane	1.00		0.49	1.00		0.33	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	357	505	488	353	517	513	342	0	614	271	633	660
V/C Ratio(X)	0.63	0.51	0.52	0.41	0.51	0.51	0.56	0.00	0.95	0.53	0.68	0.31
Avail Cap(c_a), veh/h	357	505	488	359	517	513	352	0	622	297	645	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	30.0	30.1	23.0	29.5	29.5	20.9	0.0	32.2	44.3	28.4	19.5
Incr Delay (d2), s/veh	3.6	3.5	3.8	1.0	3.5	3.6	2.2	0.0	24.9	2.0	3.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.6	5.5	2.4	5.6	5.6	2.9	0.0	17.4	1.8	9.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	33.5	33.9	24.0	33.0	33.2	23.2	0.0	57.1	46.3	31.4	19.9
LnGrp LOS	C	C	C	C	C	C	C	A	E	D	C	B
Approach Vol, veh/h		739			670			776			776	
Approach Delay, s/veh		32.4			31.1			48.8			31.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	34.2	13.5	39.3	13.7	33.5	13.2	39.6
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 7.8	27.9	* 9.4	* 35	* 8.2	26.9	8.6	* 35
Max Q Clear Time (g_c+I1), s	9.8	14.4	8.9	21.7	7.7	14.5	6.0	33.7
Green Ext Time (p_c), s	0.0	3.2	0.0	3.5	0.0	3.0	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Timing Report, Sorted By Phase
6: Taylor Road & Palmer Road

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	13	48	13	16	13	48	13	16
Maximum Split (%)	14.4%	53.3%	14.4%	17.8%	14.4%	53.3%	14.4%	17.8%
Minimum Split (s)	13	26	13	16	13	26	13	16
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	20	7	10	7	20	7	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	13	61	74	0	13	61	74
End Time (s)	13	61	74	0	13	61	74	0
Yield/Force Off (s)	7	55	68	84	7	55	68	84
Yield/Force Off 170(s)	7	55	68	84	7	55	68	84
Local Start Time (s)	77	0	48	61	77	0	48	61
Local Yield (s)	84	42	55	71	84	42	55	71
Local Yield 170(s)	84	42	55	71	84	42	55	71

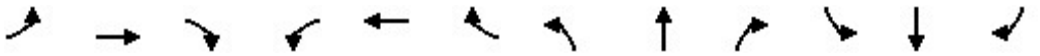
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 6: Taylor Road & Palmer Road

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
6: Taylor Road & Palmer Road

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	92	28	75	61	52	33	563	94	89	522	112
Future Volume (veh/h)	116	92	28	75	61	52	33	563	94	89	522	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	100	30	82	66	57	36	612	102	97	567	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	192	58	317	120	103	237	742	747	310	637	137
Arrive On Green	0.08	0.14	0.14	0.07	0.13	0.13	0.05	0.40	0.40	0.08	0.43	0.43
Sat Flow, veh/h	1781	1381	414	1781	926	800	1781	1870	1585	1781	1492	321
Grp Volume(v), veh/h	126	0	130	82	0	123	36	612	102	97	0	689
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1726	1781	1870	1585	1781	0	1813
Q Serve(g_s), s	4.6	0.0	5.2	3.0	0.0	5.2	0.9	22.7	2.8	2.3	0.0	27.2
Cycle Q Clear(g_c), s	4.6	0.0	5.2	3.0	0.0	5.2	0.9	22.7	2.8	2.3	0.0	27.2
Prop In Lane	1.00		0.23	1.00		0.46	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	323	0	249	317	0	223	237	742	747	310	0	774
V/C Ratio(X)	0.39	0.00	0.52	0.26	0.00	0.55	0.15	0.83	0.14	0.31	0.00	0.89
Avail Cap(c_a), veh/h	334	0	249	345	0	223	311	1016	980	330	0	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	30.9	25.8	0.0	31.6	16.3	20.9	11.5	15.1	0.0	20.5
Incr Delay (d2), s/veh	0.8	0.0	2.0	0.4	0.0	2.9	0.3	4.1	0.1	0.6	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.3	1.2	0.0	2.2	0.3	9.8	0.9	0.9	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	32.9	26.2	0.0	34.4	16.6	25.0	11.6	15.6	0.0	29.0
LnGrp LOS	C	A	C	C	A	C	B	C	B	B	A	C
Approach Vol, veh/h		256			205			750			786	
Approach Delay, s/veh		29.8			31.2			22.8			27.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	36.7	11.8	16.7	9.8	39.0	12.5	16.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	10.0	7.0	42.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.3	24.7	5.0	7.2	2.9	29.2	6.6	7.2
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.0	3.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

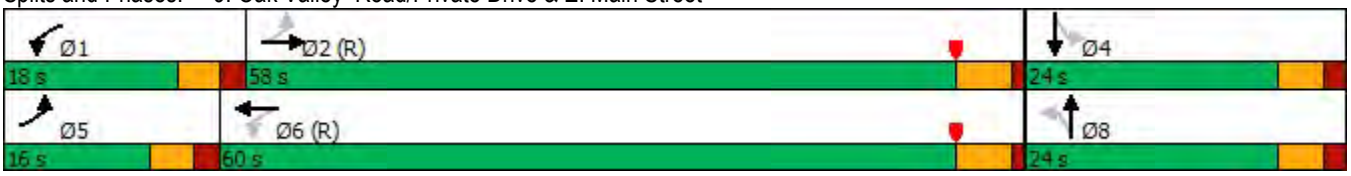
Timing Report, Sorted By Phase
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	SBTL	EBL	WBTL	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	58	24	16	60	24
Maximum Split (%)	18.0%	58.0%	24.0%	16.0%	60.0%	24.0%
Minimum Split (s)	13.1	25.1	15.2	13.1	25.1	15.2
Yellow Time (s)	3.2	4.1	3.4	3.2	4.1	3.4
All-Red Time (s)	1.9	1	1.8	1.9	1	1.8
Minimum Initial (s)	8	20	10	8	20	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	28	46	4	28	44	4
End Time (s)	46	4	28	44	4	28
Yield/Force Off (s)	40.9	98.9	22.8	38.9	98.9	22.8
Yield/Force Off 170(s)	40.9	98.9	22.8	38.9	98.9	22.8
Local Start Time (s)	29.1	47.1	5.1	29.1	45.1	5.1
Local Yield (s)	42	0	23.9	40	0	23.9
Local Yield 170(s)	42	0	23.9	40	0	23.9

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 98.9 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	

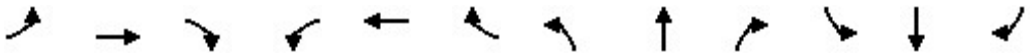
Splits and Phases: 9: Oak Valley Road/Private Drive & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
9: Oak Valley Road/Private Drive & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	720	59	47	611	0	38	1	18	8	2	20
Future Volume (veh/h)	10	720	59	47	611	0	38	1	18	8	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	783	64	51	664	0	41	1	20	9	2	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	676	2304	188	569	2392	0	182	7	141	184	12	137
Arrive On Green	0.08	0.69	0.69	0.06	0.67	0.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	3326	272	1781	3647	0	1387	76	1521	1391	134	1472
Grp Volume(v), veh/h	11	418	429	51	664	0	41	0	21	9	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	1781	1777	0	1387	0	1597	1391	0	1605
Q Serve(g_s), s	0.2	9.5	9.5	0.8	7.5	0.0	2.8	0.0	1.2	0.6	0.0	1.4
Cycle Q Clear(g_c), s	0.2	9.5	9.5	0.8	7.5	0.0	4.2	0.0	1.2	1.8	0.0	1.4
Prop In Lane	1.00		0.15	1.00		0.00	1.00		0.95	1.00		0.92
Lane Grp Cap(c), veh/h	676	1231	1261	569	2392	0	182	0	148	184	0	149
V/C Ratio(X)	0.02	0.34	0.34	0.09	0.28	0.00	0.23	0.00	0.14	0.05	0.00	0.16
Avail Cap(c_a), veh/h	728	1231	1261	691	2392	0	314	0	300	317	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.4	6.2	6.2	4.0	6.6	0.0	43.7	0.0	41.7	42.5	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.8	0.7	0.1	0.3	0.0	0.8	0.0	0.6	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	3.3	0.2	2.5	0.0	1.0	0.0	0.5	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	6.9	6.9	4.0	6.8	0.0	44.5	0.0	42.3	42.7	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		858			715			62			33	
Approach Delay, s/veh		6.9			6.6			43.7			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	74.4		14.5	13.1	72.4		14.5				
Change Period (Y+Rc), s	* 5.1	5.1		* 5.2	* 5.1	5.1		* 5.2				
Max Green Setting (Gmax), s	* 13	52.9		* 19	* 11	54.9		* 19				
Max Q Clear Time (g_c+I1), s	2.8	11.5		3.8	2.2	9.5		6.2				
Green Ext Time (p_c), s	0.1	8.2		0.1	0.0	6.7		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	577	26	0	616	0	21
Future Vol, veh/h	577	26	0	616	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	627	28	0	670	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	328
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	668
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	668
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	668	-	-	-
HCM Lane V/C Ratio	0.034	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	578	20	43	574	42	26
Future Vol, veh/h	578	20	43	574	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	285	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	628	22	47	624	46	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	650	0	1045	325
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	932	-	224	671
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	932	-	213	671
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	671	-	-	932	-
HCM Lane V/C Ratio	0.214	0.042	-	-	0.05	-
HCM Control Delay (s)	26.5	10.6	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.2	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	53	670	53	31	646
Future Vol, veh/h	45	53	670	53	31	646
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	165	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	58	728	58	34	702

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1498	728	0	0	786	0
Stage 1	728	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	135	423	-	-	833	-
Stage 1	478	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	129	423	-	-	833	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.5	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	129	423	833	-
HCM Lane V/C Ratio	-	-	0.379	0.136	0.04	-
HCM Control Delay (s)	-	-	49	14.8	9.5	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.5	0.1	-

Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

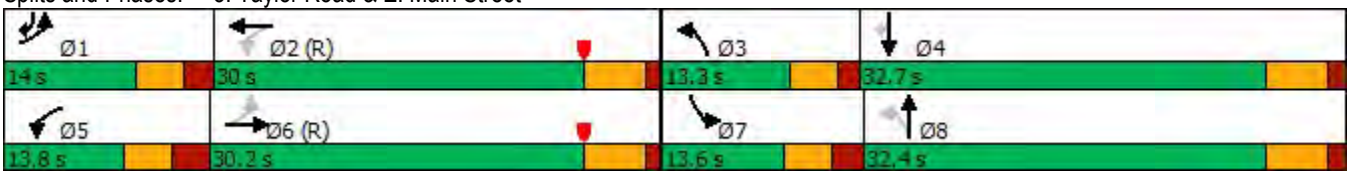
Timing Report, Sorted By Phase
3: Taylor Road & E. Main Street

06/01/2022

Phase Number	1	2	3	4	5	6	7	8
Movement	EBL	WBTL	NBL	SBT	WBL	EBTL	SBL	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	14	30	13.3	32.7	13.8	30.2	13.6	32.4
Maximum Split (%)	15.6%	33.3%	14.8%	36.3%	15.3%	33.6%	15.1%	36.0%
Minimum Split (s)	13	25.1	12.6	15.5	13.8	30	13.4	15.5
Yellow Time (s)	3.2	4.1	3.2	4.1	3.2	4.1	3.2	4.1
All-Red Time (s)	2	1	1.4	1.4	2.6	1	2.2	1.4
Minimum Initial (s)	7.8	20	8	10	8	20	8	10
Vehicle Extension (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)								
Flash Dont Walk (s)								
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	29.1	43.1	73.1	86.4	29.1	42.9	73.1	86.7
End Time (s)	43.1	73.1	86.4	29.1	42.9	73.1	86.7	29.1
Yield/Force Off (s)	37.9	68	81.8	23.6	37.1	68	81.3	23.6
Yield/Force Off 170(s)	37.9	68	81.8	23.6	37.1	68	81.3	23.6
Local Start Time (s)	51.1	65.1	5.1	18.4	51.1	64.9	5.1	18.7
Local Yield (s)	59.9	0	13.8	45.6	59.1	0	13.3	45.6
Local Yield 170(s)	59.9	0	13.8	45.6	59.1	0	13.3	45.6

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 68 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	

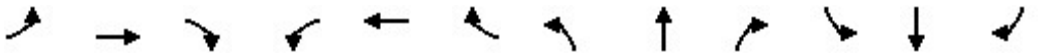
Splits and Phases: 3: Taylor Road & E. Main Street



Attachment: Staff Report 8555 E Main Case 2022-5172 (App #2022-5172, 8555 East Main Street, Eric Elizondo (Skilken Gold))

HCM 6th Signalized Intersection Summary
3: Taylor Road & E. Main Street

06/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	381	87	67	402	77	110	340	131	100	255	200
Future Volume (veh/h)	119	381	87	67	402	77	110	340	131	100	255	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	414	95	73	437	84	120	370	142	109	277	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	866	197	375	891	170	398	385	148	287	573	618
Arrive On Green	0.08	0.30	0.30	0.07	0.30	0.30	0.08	0.30	0.30	0.08	0.31	0.31
Sat Flow, veh/h	1781	2875	654	1781	2977	568	1781	1287	494	3456	1870	1585
Grp Volume(v), veh/h	129	254	255	73	260	261	120	0	512	109	277	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1753	1781	1777	1768	1781	0	1781	1728	1870	1585
Q Serve(g_s), s	4.3	10.5	10.7	2.4	10.8	10.9	4.0	0.0	25.5	2.7	10.9	8.7
Cycle Q Clear(g_c), s	4.3	10.5	10.7	2.4	10.8	10.9	4.0	0.0	25.5	2.7	10.9	8.7
Prop In Lane	1.00		0.37	1.00		0.32	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	385	535	528	375	532	529	398	0	532	287	573	618
V/C Ratio(X)	0.34	0.48	0.48	0.19	0.49	0.49	0.30	0.00	0.96	0.38	0.48	0.35
Avail Cap(c_a), veh/h	411	535	528	401	532	529	420	0	532	315	573	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	25.6	25.7	19.1	25.9	25.9	19.0	0.0	31.0	39.1	25.4	19.4
Incr Delay (d2), s/veh	0.7	3.0	3.1	0.3	3.2	3.3	0.5	0.0	29.5	1.1	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.7	4.7	1.0	4.8	4.9	1.6	0.0	14.7	1.2	4.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	28.6	28.8	19.4	29.1	29.2	19.6	0.0	60.6	40.1	26.2	19.9
LnGrp LOS	B	C	C	B	C	C	B	A	E	D	C	B
Approach Vol, veh/h		638			594			632			603	
Approach Delay, s/veh		27.0			27.9			52.8			26.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	32.0	12.2	33.1	12.5	32.2	12.9	32.4
Change Period (Y+Rc), s	* 5.2	5.1	* 4.6	* 5.5	* 5.8	5.1	5.4	* 5.5
Max Green Setting (Gmax), s	* 8.8	24.9	* 8.7	* 27	* 8	25.1	8.2	* 27
Max Q Clear Time (g_c+I1), s	6.3	12.9	6.0	12.9	4.4	12.7	4.7	27.5
Green Ext Time (p_c), s	0.1	3.0	0.1	2.6	0.1	3.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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