



## AGENDA

**PLANNING COMMISSION  
THURSDAY, JUNE 2, 2022 6:00 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 – May 5, 2022
3. APPROVAL OF AGENDA
4. SWEARING IN OF SPEAKERS

### B. PUBLIC COMMENT

### C. NEW BUSINESS

1. App# 2022-5185; SW Corner Cedar Cliff and Broad St; Express Wash Concepts

### D. OTHER BUSINESS

1. Application 2022-5064; 6320 E Main Street; Zoning District Change; Applicant: Skilken Gold Real Estate Development Group

### E. ADJOURNMENT

# Reynoldsburg

OHIO • 1839

## MINUTES

**PLANNING COMMISSION  
THURSDAY, MAY 5, 2022 6:00 PM**

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

### A. CALL TO ORDER

PRESENT: Cullinan, Zollars, Furst, Benner, Alabi  
ABSENT:

#### 2. APPROVAL OF MINUTES

1. Planning Commission – Regular Meeting – April 7, 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. Application 2022-5119; Summit Road SW Parcel 107-018030 ; Amendment to a Development Plan; Applicant: Joe Ciminello

Ms. Ledbetter: The first application is for an amendment to a development plan for the East West development. This is the northern portion of the overall development that includes single family homes. The previous submittal was approved back in December and it did include multi-family homes, which, as you can see on the site plan shown have been taken out. So really, this is a result of issues that were identified during the engineering process. You can see that the proposed basins change. They were two large ones and now they're broken up into smaller to accommodate for those issues. Staff is supportive of the changes and I know that the applicant is here to speak tonight.

Mr. Ciminello: We were aware of the wetlands where we had the previous detention basins. At the final delineation we found they were high quality wetlands, which are very sensitive and costly to mitigate. We ended up eliminating the town homes and ended up with more open space and less units.

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Mr. Furst: Can you summarize what has changed as far as the size of lots?

Mr. Ciminello: Originally we had 40-foot lots, and now they are all 50 - 55 foot lots. There's no change for the single-family lots. Along the boulevard, to the West, were townhomes. There we added a few single-family homes to replace the townhomes. We lost over 100 units with this change.

Mr. Furst: Are the homes of the same style throughout regardless of the lot size?

Mr. Ciminello: Depending on the market, some of them may be wider.

Mr. Furst: Do you have a walking path that connects to the sidewalks?

Ms. Ledbetter: We did have conversations this week about future improvements on Summit. The thought process is that hopefully in the next two to five years Summit Road will have improvements and that's when the walking path will be implemented. We can make this approval contingent on Mr. Ciminello giving us the right-of-way that is satisfactory to staff.

Mr. Ciminello: Whatever the city requires for the path and widening of Summit is noted on the final plat that we will dedicate the necessary right-of-way.

Ms. Alabi: Is the reduction of the roadway due to the reduction of the multi-family units?

Ms. Ledbetter: Where the multi-family homes were, this is just illustrating the shifting of roadway to accommodate for everything moving.

Mr. Furst: I move that we approve this application as submitted with the condition that the right-of-way be granted at the time of final engineering.

Mr. Benner: I'll second.

Ms. Ledbetter: Mr. Cullinan. Yes. Mr. Furst. Yes. Mr. Zollars. Yes. Ms. Alabi. Yes. Mr. Benner. Yes.

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>AYES:</b>	Cullinan, Zollars, Furst, Benner, Alabi

2. Application 2022-5118; Summit Road SW Parcel 107-018030 ; Plat Modification; Applicant: Joe Ciminello

Ms. Ledbetter: This is just an amendment to the preliminary plat. It's the exact same issues with the major site plan. It's just that the plat also needs to be amended so that it can be recorded correctly with the county.

Mr. Benner: We're doing away with townhomes and adding more single-family. Are these the same builder?

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Mr. Ciminello: I don't know yet, but probably.

Mr. Benner: I'll make a motion that we approve this on the condition that the right-of-way be granted to the city when the time comes.

Mr. Furst: I second.

Ms. Ledbetter: Mr. Cullinan. Yes. Mr. Furst. Yes. Mr. Zollars. Yes. Ms. Alabi. Yes. Mr. Benner. Yes.

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>AYES:</b>	Cullinan, Zollars, Furst, Benner, Alabi

3. Application 2022-5116; 1402 Brice Road; Columbus Metropolitan Library Major Site Plan; Applicant: Columbus Metropolitan Board of Trustees

Ms. Ledbetter: This application is for the new library at 1402 Brice Road. What you're looking at is the proposed site plan, which includes around 6.2 acres. Overall, the property is in the Brice and Main Street Zoning District and the library is a permitted use in that district. The proposed development complies with section 1103.15 in terms of building height, lot coverage, and setback requirements. Staff is supportive of the proposed layout. The suggested building typology for the Institutional Flex Building encourages parking to be located to the rear and to the side of the building, which it is. This site plan does incorporate two curb cuts. One is used for enter and exit and the other is exit only. The applicant has met parking requirements, they are proposing 150 spaces. The required amount of spaces was 188, but they took advantage of the parking reduction standards that are relevant for the East and Brice Main Street District. So they are utilizing a 5% parking reduction for having designated spaces for electric cars. Another 10% reduction for having designated parking spaces for carpool vehicles, the extra 5% is for bike racks. So overall, that equals a 20% parking reduction, which gets them right to that 150 limit. They did submit a Landscape Concept plan, which meets code as far as perimeter landscaping goes, interior parking, landscaping and the materials being used on the facade meet the zoning material requirement of being natural materials. Staff is very supportive of the project and feels that it meets the intention of the Brice Main Street Zoning District.

Mr. Thompson: We are excited about this project to you on behalf of the Columbus Metropolitan Library. In addition to serving the function and vision of our client we also designed a building that would enhance and improve the site and community as a whole.

Mr. Furst: The staff report noted that you exit curb cut is 12 foot wide. I think our code requires 13 for emergency vehicles. If that needed to be widened, would you be amenable to that?

Mr. Baker: Yes, there are no issues widening that to 13 feet.

Mr. Furst: Is the book drop-off a drive-up type?

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Mr. Baker: Yes, that is a new standard for CML that they are instituting in all their branches. That is what lead to the one way exit on the north side of the project.

Mr. Furst: With the traffic flow, do you plan to have signage or paint on the asphalt for directional flow of the traffic?

Mr. Baker: Yes.

Mr. Furst: In regards to the EV charging stations, are they going to be put in right away, at a later date, or are they just there for the sake of the drawings?

Mr. Baker: The intent is to install them later, bur we'll have the infrastructure built so they can be installed.

Mr. Furst: You have a number of lots right now. Will you be doing a lot combination?

Mr. Baker: If that is required, then yes, we will do a lot combination.

Mr. Furst: Would that be required under the code?

Ms. Ledbetter: It's cleaner, but not required. It's more of a preference, but up to you if you want to make is a condition of this approval.

Mr. Benner: When it's completed, are we going to have electric or parking spots, active and usable or sometime down the road?

Mr. Baker: Sometime down the road.

Mr. Benner: And were doing the discount on parking?

Ms. Ledbetter: The way the code reads is that it doesn't necessarily have to be a charging station. It's just a designated spot for electric cars. Same thing with the carpool. So technically, the way the code reads, that is, what is enforceable.

Mr. Benner: Okay

Ms. Alabi: I move to approve the plan as is.

Mr. Benner: I'll second.

Mr. Zollars: Roll call, please.

Ms. Ledbetter: Mr. Cullinan. Abstain. Mr. Furst. Yes. Mr. Zollars. Yes. Ms. Alabi. Yes. Mr. Benner. Yes.

<b>RESULT:</b>	<b>APPROVED [4 TO 0]</b>
<b>AYES:</b>	Zollars, Furst, Benner, Alabi
<b>ABSTAIN:</b>	Cullinan

4. Application 2022-5064; 6320 E Main Street; Zoning District Change; Applicant: Skilken Gold Real Estate Development Group

Ms. Ledbetter: The next application is an application for rezoning 6320 East Main Street. This application has had one read at City Council and it's now been referred to Planning Commission. The overall summary, there was no deep dive into the zoning here because obviously a lot of things change from the time of rezoning to the time of actual site plan. So their request is to rezone from the Brice and Main Street District to the Community Commercial District. And I know that the applicant is here to speak tonight.

Mr. Petrazello: I'm the president of development for SkilkenGold. Our address is 4270 Morse Road, Columbus, Ohio. With us tonight is Drew Laurent with Carpenter Marty Transportation. We were here last September and we heard very clear that if this board was going to consider anything in the way of Sheetz on this location that is had to comply with all the objectives for this part of town. There's many objections, but largely it has to do with walk ability, entrance on the street, addressing the road, addressing the corner and making it an urban asset. A specific part of this proposal is dedicating right-a-way to the city to allow Brice Road to line up properly and make it a safe environment. We purchased the property not too long ago, so we know its worth. That little bit of land is worth about a quarter of a million dollars. We are also willing to contribute to the improvements to the intersection. However, that can be fairly apportioned, were happy to have a discussion about that. The real issue revolves around the fact that in the current zoning, fuel stations are not allowed. The word fuel station is changing and we believe Sheetz is uniquely situated to future proof that issue. You see charging stations in areas that have a place to stay, due to needing to charge for 20 minutes. Sheetz is unique because it is a restaurant and seating for 30 people. There's something to do. Other fuel stations don't have that amenity and you don't have a reason to charge for 20 minutes there. So we believe this is an opportunity to build an urban Sheetz and provide for the future for electric cars. As the transition begins to electric cars Sheetz will be designation spaces to allow for that to happen. We have outdoor seating, indoor dining and a number of places out on Main Street and the rear of the building. (Applicant referenced the renderings regarding the building directions and placement of landscaping and umbrellas.) We believe this to be an urban restaurant that happens to sell fuel.

Mr. Zollars: What is your business designated as?

Mr. Petrazello: Sheetz grew out of food, it didn't grow out of fuel. Sheetz started as food and added fuel. Our traffic consultant looked at this and provided a study to the city. The only issue seems to be the curb cut on Main St. Currently there are no restrictions on that curb cut, but we anticipate that there will be some as that evolves. That restriction ill improve the pedestrian nature of the project. We are asking for your support to re-zone the property and build the project.

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Mr. Benner: You are a restaurant that provides fuel. Do you have any locations that are just a restaurant that doesn't sell fuel?

Mr. Petrazello: We do not have any restaurants that do not have fuel.

Mr. Hensley: I'm with Sheetz. We do have I believe three left on college campuses.

Mr. Benner: But you aren't doing that anymore?

Mr. Hensley: No, we're not doing them anymore.

Mr. Furst: Can you talk about the specific aspects of the site plan that might differ from a typical Sheetz?

Mr. Petrazello: Yes, first off, this Sheetz doesn't have a drive thru. Sheetz throughout Central Ohio are building drive-thru in their establishments. That's not an urban use. Another element that everyone at Sheetz is looking for is parking all the way around. This site plan only has parking on two sides of the building so we can put the building out at the corner. The Main Street entrance is a real entrance that will serve as a pedestrian entrance to those walking on Main Street. We've also raised the height of the building to 22 feet, which is the height that is being looked for in the current zoning. We believe we comply with the requirements of both the CC and the existing zoning at the same time. Then there's a rather extensive patio on the front with stairs from Main up to the patio. It's a brick patio with brick walls. That's also not standard for Sheetz. This site also doesn't have as much parking as we normally have on a site, this is pretty much our minimum. We have eliminated the left turn in from Main Street. Also, the landscaping is more bountiful than many of the Sheetz in operation.

Mr. Hensley: I would add that we have shoved that fuel canopy probably 30 feet further north than we feel comfortable doing because that last fuel position is a pretty good hike to the store.

Mr. Furst: With past submissions I understand the visibility of the logo and signage is important. Do you anticipate having to ask for a variance for signage?

Mr. Petrazello: The renderings show a limited sign package. We would like to have a sign above our entrance, many times on the fuel canopy and then a ground monument sign.

Mr. Furst: Essentially this would not be able to meet the hardship requirement for a variance, if we were to grant this.

Mr. Petrazello: We're doing a lot of things here that Sheetz doesn't normally do because we feel strongly about this location.

Mr. Furst: There use to be a BP gas station directly south of this property. One of the reasons why we didn't include fuel stations in the Brice and Main District is because they had demonstrated a failure rate there. Do you feel the restaurant portion of your business is

enough to fund your business if the fuel was to go away and the electric charging becomes prevalent?

Mr. Petrazello: People come to Sheetz because of the food. You can get fuel anywhere. The big draw for Sheetz is the food. There is no concern about the fuel. Fuel was added as an amenity, not the reason to be.

Mr. Zollars: When you were evaluating this site what did you come up with as far as impacts on storm water, impacts on traffic? What's the yellow or red flags? What did you expect to have push back on?

Mr. Petrazello: More decoration on the building, more ins and outs, color changes, material changes, maybe more brick along Main St.

Mr. Zollars: More specifically storm, traffic, utilities?

Mr. Petrazello: For traffic we already got some responses and it seems our curb cut on Brice is fine. We're prepared as they come to adjust.

Mr. Cullinan: Further down on Main when the new Kroger and the bank were developed we tried to remove some of those curb cuts to create that alley behind. There's the existing drive easement to the east, was there any thought about trying to combine those curb cuts?

Mr. Petrazello: Yes, believe it or not in order to combine the drive and keep the rights to the other property owner we would have had to raise out site seven feet. That would have made a less inviting pedestrian environment out of the corner.

Mr. Cullinan: I figured there was a reason.

Mr. Petrazello: We are all for combining curb cuts, but after deliberation it wasn't feasible.

Mr. Cullinan: You mentioned the right in and right out. Are you amendable to that in Main Street?

Mr. Petrazello: I believe we will eventually be amendable to that. The traffic shows that the left in off Main is really the problem. The left out is less of a problem, but we're open to whatever we can work out with staff.

Ms. Ledbetter: I will add, there might be future road improvements that will make that left out impossible.

Mr. Furst: There are no contiguous properties here that are in the proposed zoning district you are proposing we rezone this to. The closest is about a quarter mile away. How is this not spot zoning?

Mr. Petrazello: My perception of spot zoning is to stick a dissimilar use into an area that's'

homogenous. It's like, I want to put a gas station at the corner of a housing area that is all residential. I ask to zone a corner that is a house today into commercial so I can put a gas station there. That is not the case here. This is a solidly a commercial corridor. The specifics of the way the zoning code is written has put us in this situation in terms of asking for this. We don't believe going from one commercial to another type of commercial is spot zoning because we don't find it to be a jarring contrast.

Mr. Furst: So you would contend that in terms of traffic and other concerned that this is relatively similar to another commercial use, given that was the primary intent of the Brice and Main Street District?

Mr. Petrazello: Correct. There are also existing fuel stations along the road.

Mr. Furst: Although they are all non-conforming.

Mr. Petrazello: Yeah, I appreciate that.

Mr. Furst: You've talked about the site plan and how you think it meets the intent of both zoning districts, but this is clearly not called for in our plan. In order for us to consider this for rezoning, it would have to be compatible to the Comprehensive Plan. Can you talk about how this is compatible with our intent for Brice and Main?

Mr. Petrazello: The Comprehensive Plan is not zoning specific.

Mr. Furst: No, but in section 1109.23G it does ask that we consider the compatibility of any rezoning to the intended use of the Comprehensive Plan.

Mr. Petrazello: I don't have it in front of me but my assumption is that it talks about commercial, it talks about pedestrian environment, and it talks about urban environment, that sort of thing. I doubt it says there should be no gas station in it. I would say, meeting all of the physical objectives that we're talking about would be consistent with the Comprehensive Plan and consistent with the objectives to the commercial corridor.

Ms. Alabi: I look at this parcel as a statement for the location and a benchmark for other properties. I don't think it meets a walkable environment, there's too many entrances and exits along Main St. I feel like the purpose of that district is to be more local. Have you thought about anything like that?

Mr. Petrazello: We are reducing the amount of traffic along Main St. by creating that right in and right out, which does help that. I don't know why it's not pedestrian as it addresses the street with an entrance, a place to sit, place to stop. You want to take a break? There's a place to do that. I guess, I'm not seeing that. I think that anything that goes here is going to want access to Main St. We also have to realize that this is a very small parcel and it's being made even smaller with the right-of-way issue and the realignment of the road. This is a very expensive piece of land and it requires a certain type of user to be able to afford that land. I don't know what uses are out there right now that could honestly afford this.

Mr. Furst: Maybe you could speak to that a little more because there's pretty extensive development plans immediately to the south of this parcel.

Mr. Petrazello: I understand that.

Mr. Furst: How is this contributing to the plan for the large mixed development across the road? That plan is meeting the intent of the Brice and Main district. How does your site not detract from what could be done by just bulldozing the existing building and building something that might be more harmonious with what's coming?

Mr. Petrazello: I don't know how it would detract. It is a place to eat, to go and purchase this or that. I believe they will want variety. We are building out to the road so it will create that street wall on both sides. In terms of another use for this property, if we wanted to put an office building that would be a different conversation. The problem is that office use is slim these days. So, there's not a need to build more office space. Also, the price of this piece of property would not support an office project. The building couldn't be very large because there has to be parking to support the office. I believe this is a singular opportunity where there's a use who can donate land, who can afford to donate land, and who can afford to build a project that meets the urban objectives of this area.

Mr. Benner: The city has done tremendous work in the last five years without Comprehensive Plan. We wrote a new zoning code. We've reviewed it three times now and made recommendations. The Sheetz on Broad Street that you proposed, it's a nice attractive building. It just doesn't fit here. I appreciate that you think it does with our Comprehensive Plan, but I don't believe it does. We are so close to bringing this area to what we want with that corner of Brice and Main. I have nothing against Sheetz or gas stations, but I just don't see how it fits.

Mr. Zollars: I just want to point out, standard industrial classification that might serve you well. If you can find out what that is on Sheetz, that's the official term of it.

Mr. Meyer: Based on the timing of this, we are not able to table this. You have to make a recommendation today.

There were procedural questions regarding the tabling on the application.

Mr. Petrazello: I would ask that we table the application, please.

Ms. Ledbetter: Mr. Cullinan. Yes. Mr. Furst. No. Mr. Zollars. Yes. Ms. Alabi. Yes. Mr. Benner. No.

<b>RESULT:</b>	<b>TABLED [3 TO 2]</b>	<b>Next: 7/7/2022 6:00 PM</b>
<b>AYES:</b>	Cullinan, Zollars, Alabi	
<b>NAYS:</b>	Furst, Benner	

E. OTHER BUSINESS

None.

F. ADJOURNMENT

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Planning and Zoning Administrator

Minutes Acceptance: Minutes of May 5, 2022 6:00 PM (APPROVAL OF MINUTES)

# Reynoldsburg

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

App./Case#: \_\_\_\_\_

Date Submitted: \_\_\_\_\_

Fee Amount: \_\_\_\_\_

Paid: \_\_\_\_\_

## I. PROPERTY INFORMATION

## PLANNING COMMISSION APPLICATION

Property Address/Name of Plat: <b>TBD</b>			<b>FOR MAP AMENDMENT ONLY</b>
Description of Location: <b>SW corner of Cedar Cliff and Broad St. , West of new Sheetz gas station.</b>			Proposed Zoning Dist.:
Parcel ID#(s): <b>067-00086</b>			Size of Area to be Rezoned:
Number of Lots: <b>1</b>	Present Zoning: <b>Community Commercial</b>	Present Use: <b>Empty Lot</b>	Existing Structures: _____ _____ _____
Complete Where Applicable: Engineer/Surveyor: <b>The Mannik &amp; Smith Group (Engineer)</b>			
Builder/Developer: <b>Express Wash Concepts (Developer)</b>			

## II. PROPERTY OWNER OF RECORD

Property Owner Name(s): <b>Frank Licata - FMRS Holdings 002 LLC</b>	Property Owner Address: <b>30100 Chagrin Blvd., Suite 301</b>
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## III. APPLICANT INFORMATION

Applicant Name: <b>Scott Messing</b>	Applicant Email: <b>scott.messing@expresswashconcepts.com</b>
Applicant Address: <b>13375 National Rd. SW - Suite D, Etna, OH 43068</b>	Applicant Phone Number: <b>614-206-3283</b>
<input type="checkbox"/> Property Owner	<input checked="" type="checkbox"/> Business Owner/Tenant
<input type="checkbox"/> Contractor	<input type="checkbox"/> 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: *Scott Messing* Date: 5/11/22  
\*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

<b>Planning Com. Meeting</b> Date: _____ <input type="checkbox"/> Approved as Submitted <input type="checkbox"/> Approved w/ Conditions <input type="checkbox"/> Tabled <input type="checkbox"/> Denied	<b>City Council Meeting</b> Date: _____ <input type="checkbox"/> Approved as Submitted <input type="checkbox"/> Approved w/ Conditions <input type="checkbox"/> Tabled <input type="checkbox"/> Denied
P&Z Admin.: _____	Date: _____
Clerk of Council: _____	Date: _____

Attachment: Planning Commission Application Reynoldsburg 5.11.22 (signed) (App# 2022-5185; SW Corner Cedar Cliff and Broad St;

**Overview**

The following checklist of requirements is to be used to assist in site plan preparation. An application for major site plan review shall be submitted to the Planning & Zoning Administrator and shall include the following information:

**(1) General Requirements**

- Completed application form.
- All plans shall be signed and sealed by a professional engineer, architect, or landscape architect registered with the State of Ohio.
- Each sheet shall contain a title block.
- A vicinity map showing the location of the proposed development in relationship to the surrounding area including major thoroughfares.

**(2) Site Plan. A site plan indicating the following:**

- The dimensions of property lines, parcel dimensions and adjoining rights-of-way.
- The current zoning of the parcel and all adjacent parcels.
- The location of proposed buildings and structures.
- The location of existing water bodies, streams, drainage ditches, stands of trees and other pertinent features within one hundred fifty feet (150FT) of the proposed development.
- Setbacks and building separations shall be noted in accordance with zoning requirements.
- The location of all existing structures with one hundred fifty feet (150FT) of parcel.

**(3) Environmental/Landscape Concept Plan. A Landscape Plan that indicates the following:**

- Topography with a maximum contour interval of two feet (2FT).
- The limits of all wetlands and of the one hundred (100) year flood plain. N/A
- The approximate location, dimensions, and area of all property proposed to be set aside for parks, open space, and other public or private reservation, with designation of the purpose and proposed ownership thereof.
- The location and type of all new landscape material and plantings, including street trees. Utilities shall be shown on all landscape plans (Section 1105.07).

**(4) Utility Plan. A basic utility plan that indicates the following:**

- All existing conditions, including but not limited to: ditches, culverts, waterways, utilities, sidewalks, power poles, easements, building footprint and finish grade, finish grade of adjacent buildings, wetlands and woodlands, etc.
- Preliminary proposals for connection to existing water supply and sanitary sewer systems and for the collection and discharge of surface water drainage including the location and size of existing and proposed water mains, sanitary sewers and drainage facilities.
- Complete "Facilities Demand Worksheet".  
(See attached)

**(5) Parking/Transportation Plan.  
A transportation/parking plan that indicates the following:**

- The location, width, names, and classification of existing and proposed streets, rights-of-way, and easements, and where pertinent, their designated use within one hundred fifty feet (150') of the proposed development.
- The location, typical dimensions, and number of all parking and loading spaces and the number of spaces required by Table 1105.01(A).
- The location of all proposed walkways and pedestrian accesses within or to the site.
- The location of all service areas or structures and associated screening (Section 1105.01).

**(6) Architectural Plan. An architectural plan that indicates the following:**

- Exterior building design and surface treatments shall be indicated, including building material and color. Color and material samples shall be made available for inspection upon request.
- All exterior lighting shall be shown, including parking lot, pedestrian, and building accent lighting. Lighting intensity and installation height shall be indicated. The styles and method of illumination of all heads and colors of all poles shall be indicated as well.

**(7) A completed zoning certificate application and fees as required.**

**(8) Such other information as the Planning & Zoning Administrator or Planning Commission may require so as to carry out the full intent of the Zoning Code.**

**Major Site Plan – Final Submittal Checklist**

- Seven (7) complete sets of plans satisfying the requirements items 1-8. All plans to be in 11" x 17" size.
- PDF or similar scan of completed application and submittal packet, to be submitted by CD or other electronic means in coordination with the Planning & Zoning Administrator.
- Payment for the amount noted on the application form: "Plan Review Fee Schedule – Major Site Plans."
- Traffic evaluation, as stated on the attached "Facilities Demand Worksheet".

**1. Water:**

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

49,920  
\_\_\_\_\_ gdp

b) How much pressure is required?

75  
\_\_\_\_\_ 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?

49,920  
\_\_\_\_\_ 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.

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

		_____ ADT
Generator Peak See attached Trip Generation Memo	Adjacent Street Peak	Peak Hour
_____ AM	_____ AM	_____ AM
_____ PM	_____ PM	_____ 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?

\_\_\_\_\_ Yes, Traffic Impact Study or Regional Traffic analysis is required.

\_\_\_\_\_ No, Traffic Access Study Required.

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

\_\_\_\_\_ There are 200 or more Peak Hour trips anticipated  
(Traffic Impact Study or Regional Traffic Study is required.)

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

\_\_\_\_\_ There are less than 50 Peak Hour trips anticipated (No additional requirements)

e) The information presented in this section is to assist the applicant with the requirements 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.

  
\_\_\_\_\_  
Applicant's Signature

5/11/22  
\_\_\_\_\_  
Date

Attachment: Planning Commission Application Reynoldsburg 5.11.22 (signed) (App# 2022-5185; SW Corner Cedar Cliff and Broad St;



MooMoo Express Wash, Broad Street, Reynoldsburg  
Traffic Memo for Reynoldsburg Facilities Demand Worksheet

The proposed development is intended to be an automated car wash facility that allows for the mechanical cleaning of the exterior of vehicles. While the ITE Trip Generation Manual, 11<sup>th</sup> Edition, has an applicable land use, Automated Car Wash (LU 948), the data plots for peak hour of adjacent streets and peak hour of generator are based on three or fewer studies, depending on the plot. Furthermore, while there are data plots for the weekday PM peak hour, no data or plots are provided for the weekday AM peak hour, and the Trip Generation Manual does not recommend using data plots that are based on small sample sizes such as these.

However, Express Wash Concepts has counts of vehicles passing through other MooMoo Express Wash facilities in the greater Columbus area. In looking for a comparable facility, the MooMoo Express Wash location at 1944 Hilliard Rome Road in Hilliard, Ohio, shares similarities with the proposed site in Reynoldsburg; both are on a major four-lane roadway with a center two-way left-turn lane, both are immediately adjacent to big-box retail developments, both have significant single-family and multi-family residential developments in the vicinity, and both have a single automated car wash tunnel. Data for the week of June 24, 2019 at the Hilliard MooMoo Express Wash is provided in the table below as it represents a typical seasonal peak for the facility, and the data is not impacted by the effects of the COVID-19 pandemic or inclement weather such as rain or snow.

Time Period	Mon 6/24	Tues 6/25	Wed 6/26	Thurs 6/27	Fri 6/28	Sat 6/29	Sun 6/30
6am - 7am	0	3	3	1	1	2	0
7am - 8am	19	39	21	17	21	30	0
8am - 9am	18	42	37	36	68	71	5
9am - 10am	33	67	52	59	80	89	85
10am - 11am	57	72	69	72	84	88	82
11am - 12pm	53	73	62	79	91	96	87
12pm - 1pm	59	61	71	75	81	92	86
1pm - 2pm	50	77	75	46	79	93	87
2pm - 3pm	52	83	86	19	88	87	93
3pm - 4pm	40	69	79	41	85	96	70
4pm - 5pm	35	73	71	39	91	76	79
5pm - 6pm	11	65	72	61	87	71	86
6pm - 7pm	2	68	62	77	83	78	3
7pm - 8pm	10	91	67	67	83	77	0
8pm - 9pm	0	1	0	1	4	0	0
<b>Daily Totals</b>	<b>439</b>	<b>884</b>	<b>827</b>	<b>690</b>	<b>1026</b>	<b>1046</b>	<b>763</b>

Operating at 100-percent efficiency, a MooMoo Express Wash automated car wash tunnel can exit a cleaned vehicle every 36-seconds, which is equivalent to a maximum of 100 vehicles per hour. As shown in the data above, the maximum number of vehicles washed during a weekday does not exceed 88, while the maximum number washed on a weekend does not exceed 96. For the AM peak hour on a weekday, approximately 32 vehicles on average are washed, while for the PM peak hour, approximately 61 vehicles on average are washed. Total daily vehicles washed on a weekday vary from 439 on a Monday to 1026 on a Friday, with Saturday experiencing the greatest volume of

1046 vehicles washed.

As with other land uses in the ITE Trip Generation Manual's Services grouping, such as gasoline stations, drive-through restaurants, and drive-in banks, it is anticipated that an automated car wash facility may experience a number of pass-by trips, those vehicles heading towards another destination that stop at the facility on the way as a matter of convenience. While the ITE Trip Generation Handbook does not publish pass-by data for automated car wash facilities, it is reasonable to assume the proposed development will experience a significant number of pass-by trips given that it is in the immediate proximity of big-box retail stores and other commercial/retail developments.

Based on the analysis of the representative weekly data, it is appropriate to assume that the proposed development will generate more than 50, but fewer than 200, peak hour trips during a typical AM or PM peak hour. As such, per the City of Reynoldsburg Facilities Demand Worksheet, a Traffic Access Study will be required as part of the Major Site Plan.



Engineers, Surveyors, Planners, Scientists

## MEMO

Date: May 23, 2022

To: Mr. Eric Meyer, Director of Development

From: Ryan Andrews, City Engineer

Subject: Staff Report for: Sheetz-Cedar Cliff

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 proposed Moo Moo Car Wash located on the south side of East Broad Street, west of Cedar Cliff. The following summarizes our findings and recommendations with respect to this development.

### **ROADWAY ACCESS AND SITE PARKING**

1. The site is providing three access points onto the existing private access road in the rear (south) of the property.
  - a. The eastern drive is an entrance only into the queue for the car wash. The width of 22.8-feet shown is acceptable.
  - b. The central drive is a two-way access point which provides access to the dumpster and to the vacuum stations. The width shown of 24-feet is acceptable.
  - c. The western drive is an exit only from the car wash building. The width shown of 18.6-feet does not meet the minimum width of 20-feet as shown on Reynoldsburg Standard Drawing R-12. However, given the one-way nature of this access point, the width is acceptable.
2. Signage will be needed at the access points and internally to the site to ensure the one way nature of some of the traffic flow is conveyed to the customers.
3. Please provide an exhibit showing the number of cars which can be stacked in the queue on the north and east sides of the site.
4. The sidewalk connection from the site to the existing walk along Broad Street is noted. However, please consider shifting the walk to the west of the pay stations and provide a crosswalk to allow pedestrians to have access from the walk adjacent to the building to the right-of-way.
5. Based on the provided information on the Facilities Demand Worksheet regarding traffic, it appears that between 50 and 200 trips ends are being generated during the peak hour, which requires a traffic access study. However, the City will not require a study in this case as we assume uses such as this would have been included in the master planning of the overall shopping center and that a study was completed at that time.

### **UTILITIES**

6. For the proposed water service tap and meter, please review and reference the applicable Reynoldsburg Standard Drawings with the PGU submission.
7. The site will be served with sanitary via an existing sewer tap which was installed with the mainline sewer constructed with the Shoppes at East Broad. The project will extend a lateral into the site to

accept the flow directly from the building and from the grease trap and water reclamation tanks. Details of the lateral to be shown on the PGU plan.

8. The site will be served with water via a new 2-inch tap on the existing 12-inch watermain which was constructed with the Shoppes at East Broad.
9. For lighting, the site is utilizing various styles of lights including light poles for the drives and parking areas and mounted wall lights at the car wash entrance/exit. Please adjust the descriptions provided to better align with what is being shown in the site plan. A photometrics analysis was provided and is acceptable, however, please adjust the pole locations as they do not match the site/utility plan. In addition, please provide cut sheet information to Staff for review.

### **STORMWATER**

10. As shown on the approved plans for the Shoppes at East Broad (2007), an 18-inch storm sewer is located in the center of the private access road to the south of the property. The project shows a proposed storm sewer connecting to an existing catch basin in the access drive to discharge the site's runoff.
  - a. The plan shows the existing storm sewer as 24-inch but record plans indicate 18-inch storm sewer. Please verify.
11. The stormwater master plan for the Shoppes at East Broad included the development site within its tributary boundaries so required stormwater quantity and quality is handled by the existing regional stormwater basin located at the western edge of the shopping center near Waggoner Road.
12. Please show further detail regarding flood routing for the site.
13. Although stormwater quantity and quality are provided in the existing basin, please provide a memo and tributary map with the PGU submission summarizing this as well as demonstrating that the proposed impervious area does not exceed the amount planned for in the basin master planning. If this should be exceeded, please provide information on how it will be mitigated onsite or in the existing basin.

### **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 Broad Street should be per the Reynoldsburg Standard Drawing R-9.
15. Where applicable, refer to Reynoldsburg Standard Construction Drawings.
16. Please note that the color rendering package shows a different access point configuration than the site plan. Please provide clarification on which layout is correct. While the City would prefer to limit the number of access points to two per the renderings, we do recognize the operational challenges and will allow the three access points.

# MAJOR SITE PLAN FOR MOO MOO EXPRESS CAR WASH

EAST BROAD STREET, REYNOLDSBURG, OHIO 43240

### PROJECT SCOPE OF WORK

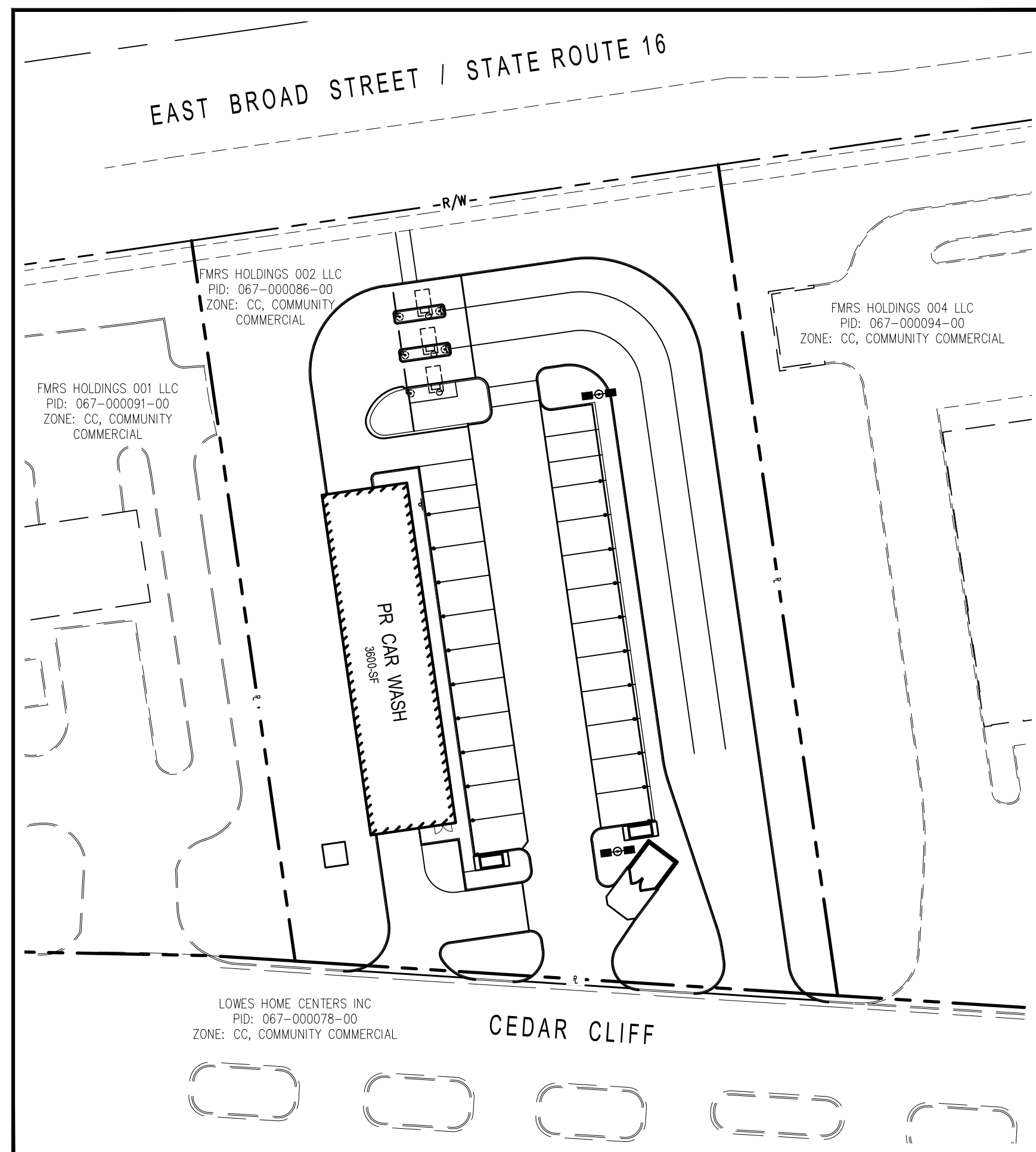
DEVELOPMENT OF AN EXISTING VACANT LOT INTO AN MOO-MOO EXPRESS CAR WASH FACILITY WITH ASSOCIATED PARKING, VACUUM AREAS, DRIVEWAYS, AND UTILITIES.

### FLOOD ZONE

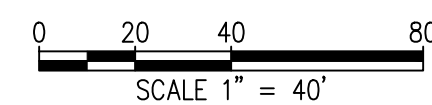
THE PROPERTY SHOWN HEREIN LIES WITHIN ZONE X. AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD HAZARD ZONE, PER NFIP FLOOD INSURANCE RATE MAP 39049C0356K, EFFECTIVE JUNE 17, 2008.

### SITE DATA

PARCEL NUMBER	067-00086
PARCEL SIZE	1.163 ACRES
ZONING:	CC - COMMUNITY COMMERCIAL
EXISTING USE	OPEN LOT
PROPOSED USE	CAR WASH (CONDITIONAL USE)
PARKING REQUIRED	TO BE COMPLETED BY ZONING DEPARTMENT (PER ZONING CODE)
PARKING PROVIDED	24 SPACES (20 VACUUM STALLS)
MAX LOT COVERAGE	70%
PR COVERAGE SHOWN	60%
MAXIMUM BUILDING HEIGHT	45 FEET
LANDSCAPING SETBACK	6 FEET



INDEX MAP



#### DESIGN CONSULTANT

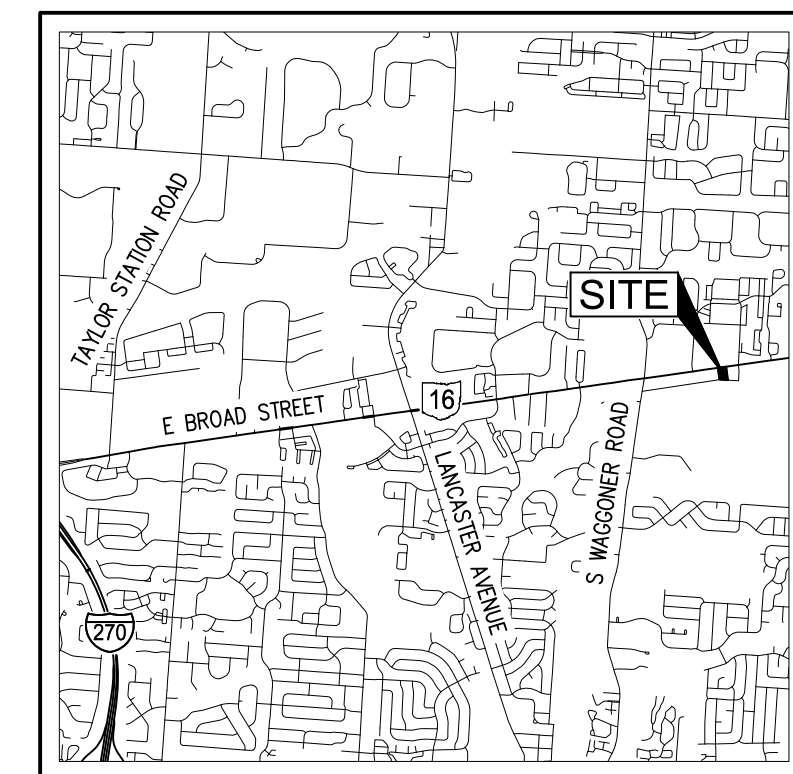
THE MANNIK & SMITH GROUP, INC.  
1160 DUBLIN ROAD, SUITE 100  
COLUMBUS, OHIO 43215  
CONTACT: KYLE WRENTMORE  
PHONE: (614) 441-4222  
EMAIL: KWRENTMORE@MANNIKSMITHGROUP.COM

#### OWNER/DEVELOPER

EXPRESS WASH CONCEPTS  
13375 NATIONAL ROAD, SUITE D  
ETNA, OHIO 43068  
CONTACT: JEFF GILGER  
PHONE: (614) 751-9274  
EMAIL: JEFF@EXPRESSWASHCONCEPTS.COM

#### INDEX OF SHEETS

COVER SHEET	C000
SITE PLAN	C100
UTILITY AND GRADING PLAN	C200
LANDSCAPE PLAN	L100



VICINITY MAP  
NOT TO SCALE

#### ENGINEER OF RECORD



CONTACT ADDRESS: MICHAEL J MCAVOY, PE  
1160 DUBLIN ROAD, SUITE 100  
COLUMBUS, OH 43215  
PHONE: (614) 441-4222  
EMAIL: MMCAVOY@MANNIKSMITHGROUP.COM



REGISTERED PROFESSIONAL ENGINEER DATE

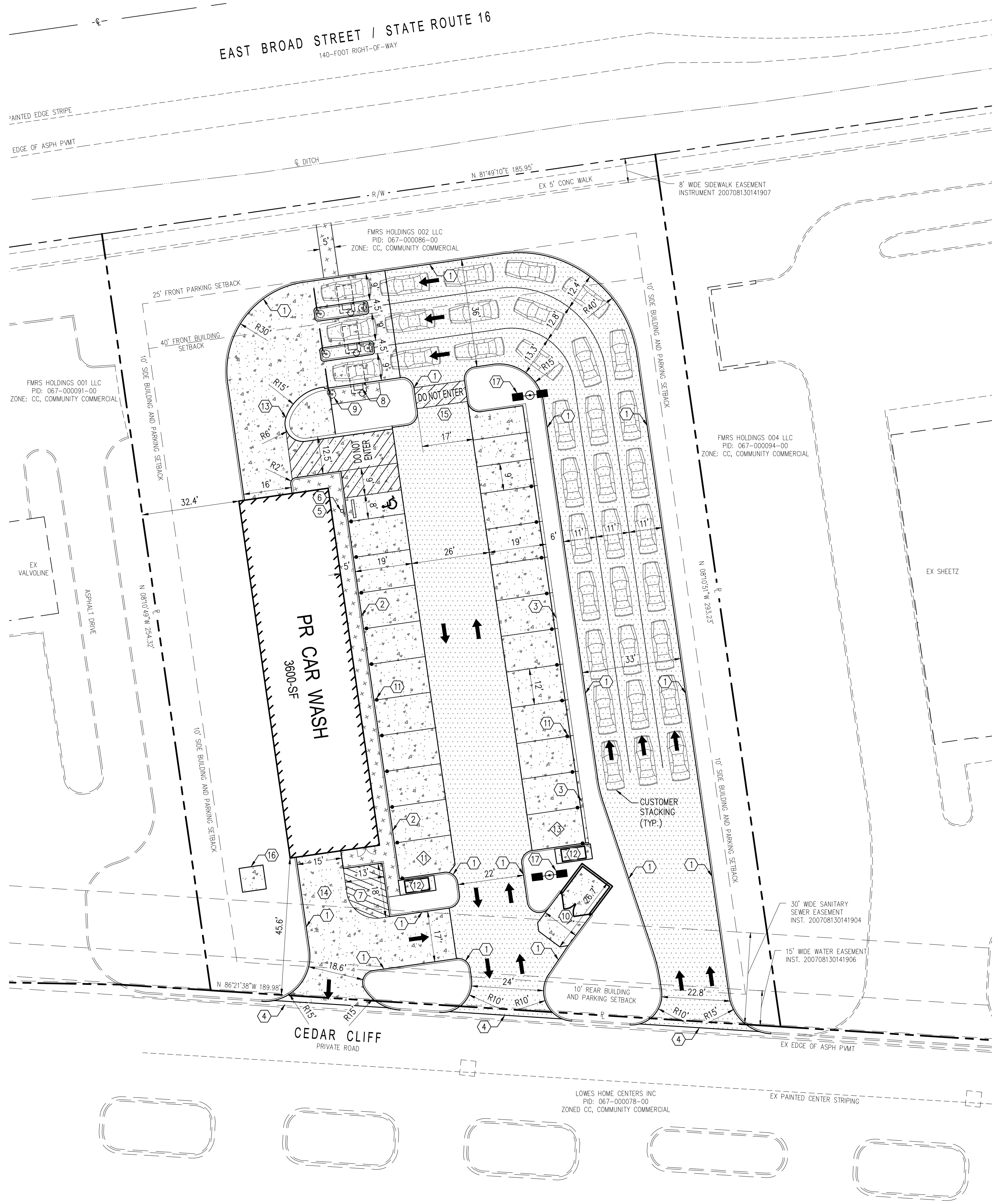
REV NO	DATE	BY	REVISION DESCRIPTION
1	05/26/2022	RAWR	ADDITION OF CAR QUEUE ILLUSTRATION PER CITY REVIEW.

PROJECT DATE	05/12/22
PROJECT NO.	M3900013

C000

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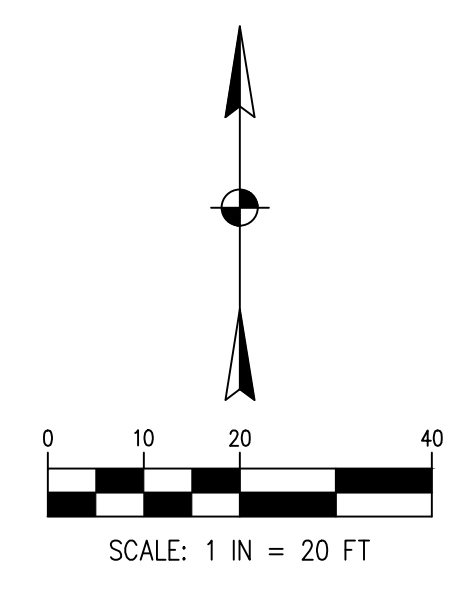


**LEGEND**

	PARKING COUNT
	CONCRETE PAVEMENT
	ASPHALT PAVEMENT
	SIDEWALK
	PAINTED DIRECTIONAL ARROW

- CODED NOTES**
- 1 CONCRETE CURB
  - 2 COMBINED CURB AND WALK
  - 3 ROLL CURB
  - 4 HORIZONTAL CURB CUT INTO EX CURB (PROTECT EX GUTTER)
  - 5 ADA ACCESSIBLE PARKING SIGN
  - 6 PARKING BLOCK
  - 7 LOADING AREA
  - 8 PAY STATION (TYP OF 3)
  - 9 CLEARANCE BAR (TYP OF 3)
  - 10 CONCRETE DUMPSTER PAD
  - 11 VACUUM STATION (TYP OF 22)
  - 12 VACUUM CORRELATOR
  - 13 MOUNTABLE CURB
  - 14 HEATED CONCRETE PAVEMENT
  - 15 ESCAPE LANE
  - 16 TRANSFORMER PAD
  - 17 LIGHT POLE

- NOTES**
1. CONTRACTOR SHALL REFER TO THE MOO MOO ARCHITECTURAL PLANS FOR EXACT LOCATIONS OF UTILITY ENTRANCES, BUILDING DIMENSIONS, ROOF LADDERS, AND EXIT DOORS AND RAMPS.
  2. ALL DIMENSIONS ARE TO BUILDING FACES, FACES OF CURB, OR EDGE OF SIDEWALK UNLESS OTHERWISE NOTED.
  3. ALL CURB RADII ARE 4' UNLESS OTHERWISE NOTED.

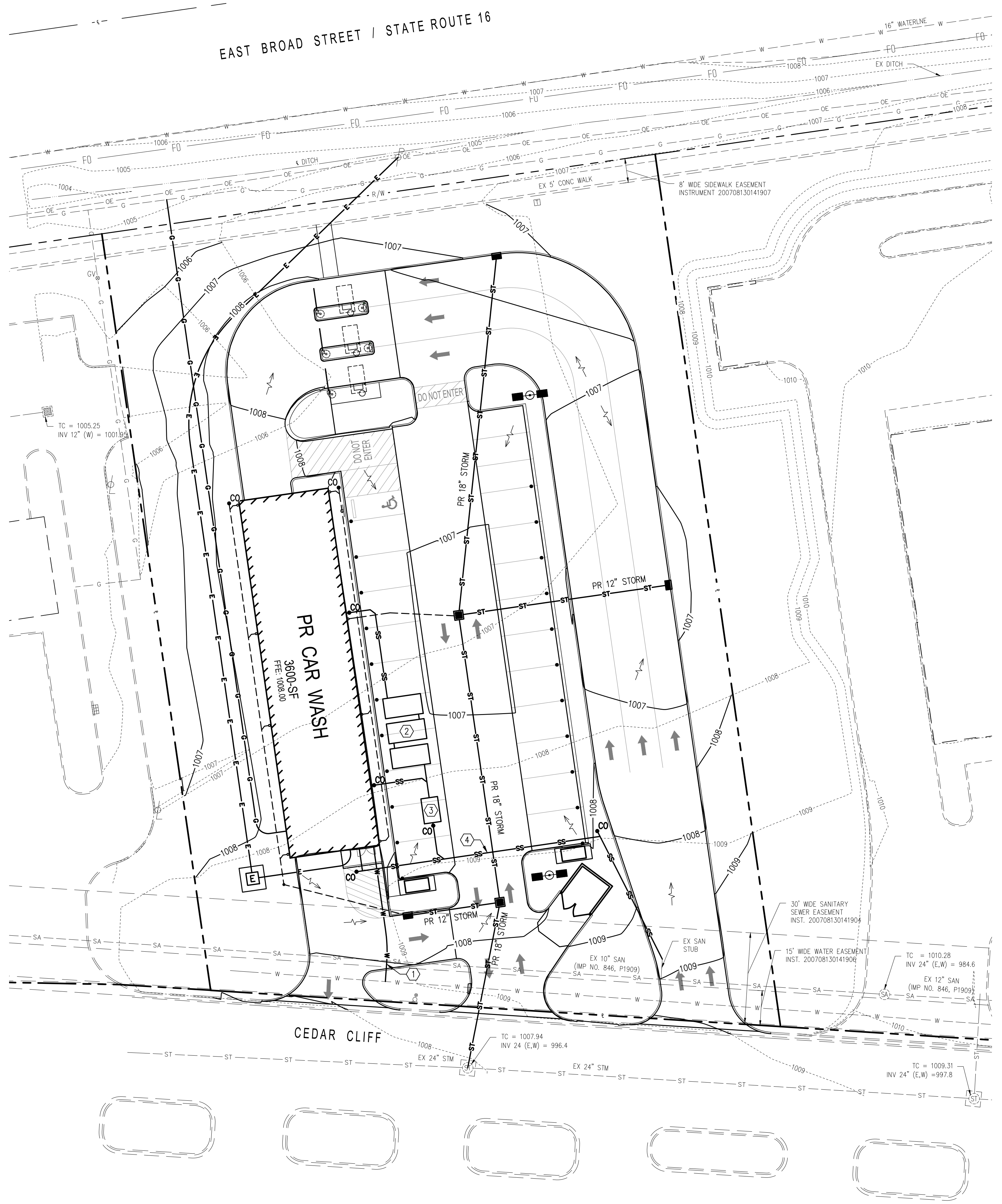


NO.	DATE	BY	DESCRIPTION
	05/26/2022	RAHR	ADDITION OF CAR WASH ILLUSTRATION SPECIFIC REVIEW
1			
1160 DUBLIN ROAD, SUITE 100, COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 614.441.4222		PROJECT NO: M3900013 DRAWN BY: RAHR CHECKED BY: MUM	
 <b>TECHNICAL SKILL: CREATIVE SPIRIT.</b> <a href="http://www.MannikSmithGroup.com">www.MannikSmithGroup.com</a>			
 <b>EXPRESS WASH CONCEPTS</b> 13375 NATIONAL ROAD SW ETNA, OHIO 43068			
MAJOR SITE PLAN <b>MOO-MOO EXPRESS CAR WASH</b> EAST BROAD ST, REYNOLDSBURG, OHIO 43240			
<b>SITE PLAN</b>			
<b>C100</b>			

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811 or  
 1-800-362-2764  
 Call Before You Dig

Attachment: Broad Street MSP (Appf 2022-5185; SW Corner Cedar Cliff and Broad St; Express Wash Concepts)



**LEGEND**

----- 1008 -----	EX CONTOUR
----- OE -----	EX OH ELECTRIC LINE
----- SA -----	EX SANITARY LINE
----- W -----	EX WATER LINE
----- ST -----	EX STORM LINE
⊙	EX SANITARY MANHOLE
⊙	EX STORM MANHOLE
⊙	EX HYDRANT & VALVE
⊙	EX UTILITY POLE
⊙	EX STORM CURB INLET
----- 1008 -----	PR CONTOUR
----- ST -----	PR STORM
----- W -----	PR WATER SERVICE
----- SS -----	PR SANITARY SERVICE
----- E -----	PR UNDERGROUND ELECTRIC
----- G -----	PR GAS SERVICE
→	PR FLOW DIRECTION
■	PR CATCH BASIN
■	PR CURB AND GUTTER INLET
○	PR CLEANOUT

- CODED NOTES**
- ① PR 2" DOMESTIC WATER SERVICE
  - ② PR WATER RECLAMATION TANK (TYP OF 3)
  - ③ PR GREASE INTERCEPTOR
  - ④ PR 6" SANITARY LEAD

NO.	DATE	BY	DESCRIPTION
1	05/26/2022	BRWR	ADDITION OF CAR WASH ILLUSTRATION PER CITY REVIEW

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

PROJECT DATE: 05/12/2022  
PROJECT NO: M3900013  
DRAWN BY: RAHR  
CHECKED BY: NJM

**Mannik Smith GROUP**  
www.MannikSmithGroup.com

PREPARED FOR

**EXPRESS WASH CONCEPTS**  
13375 NATIONAL ROAD SW  
ETNA, OHIO 43068

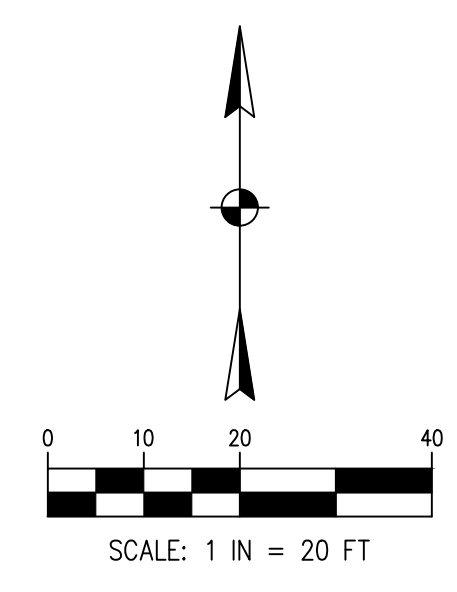
MAJOR SITE PLAN

**MOO-MOO EXPRESS CAR WASH**

EAST BROAD ST, REYNOLDSBURG, OHIO 43240

UTILITY AND GRADING PLAN

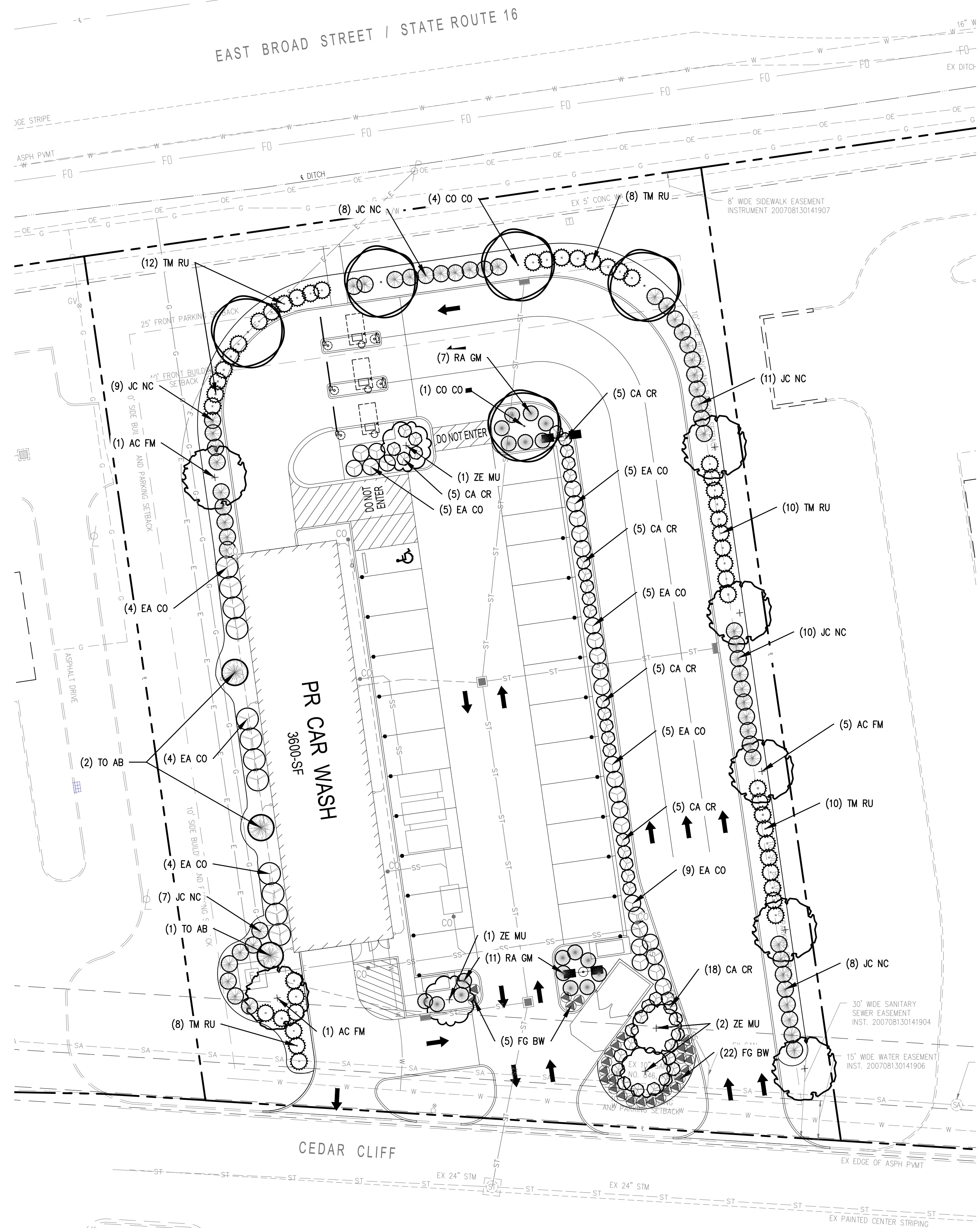
C200



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**OHIO Utilities Protection SERVICE**  
811 or 1-800-362-2764 Call Before You Dig

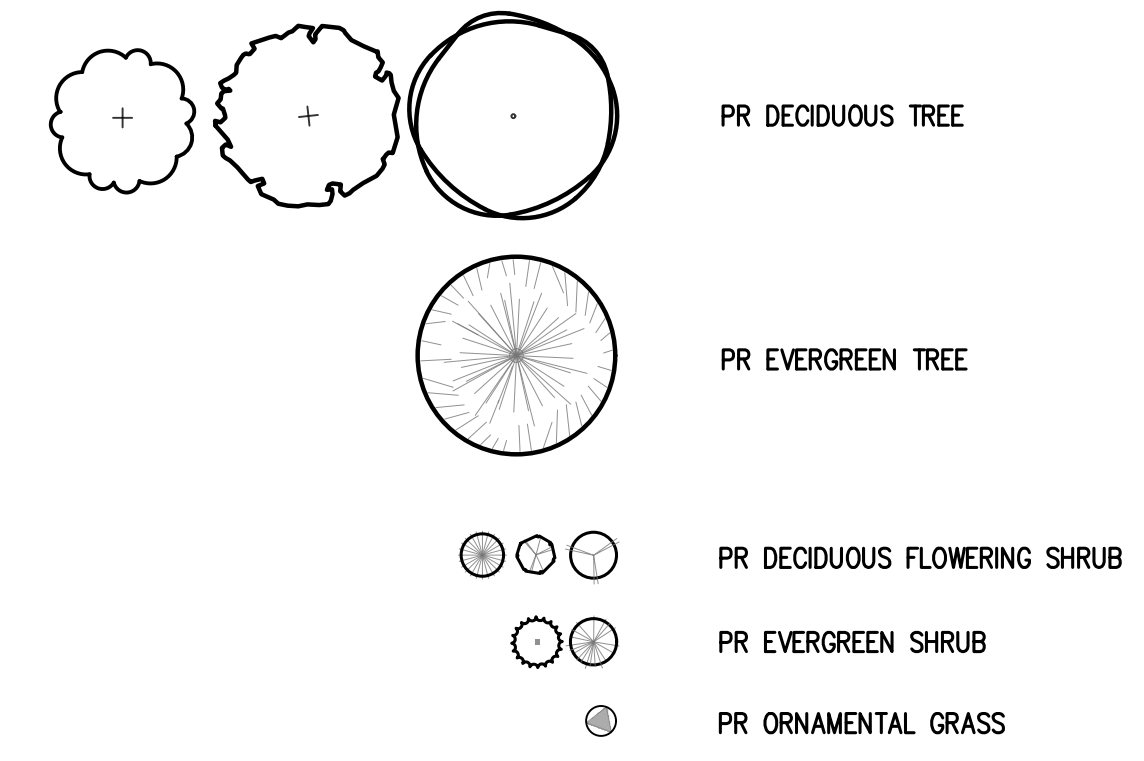
Attachment: Broad Street MSP (Appf 2022-5165; SW Corner Cedar Cliff and Broad St; Express Wash Concepts)



LANDSCAPE CODE REQUIREMENTS

REQUIRED:	PROVIDED:
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), 2" CALIPER MIN.	TREES PROVIDED ALONG FRONTAGE WITH PERIMETER SCREENING MEET SPACING REQUIREMENTS
G.iii. MINIMUM PLANT SIZES ARE: 2" CALIPER FOR DECIDUOUS TREES 1.5" CALIPER FOR ORNAMENTAL TREES 6" HEIGHT FOR EVERGREEN TREES 18" OR 18" SPREAD FOR SHRUBS DEPENDING ON GROWTH CHARACTERISTICS	MINIMUM SIZE OR LARGER WILL BE SPECIFIED IN PLANT TABLE ON LANDSCAPE PLAN
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%	18 TREES PROPOSED ON SITE 9 OF EACH SPECIES MAXIMUM NO MORE THAN 7 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	GREATER THAN 20' FROM ALL OVERHEAD UTILITIES WITH PROPOSED TREE LOCATIONS
H.i.2. COMMERCIAL LOT LANDSCAPING: AREA OF COMMERCIAL STRUCTURES, PARKING, LOADING, AND TRASH STORAGE = 31,241 SF OVER 20,000 SF BUT UNDER 50,000 REQUIRES A TOTAL TRUNK DIAMETER OF 10' PLUS 0.5" OF TRUNK FOR EVERY 2,000 SF OVER 20,000 SF 31,241 SF = 13" OF TOTAL TRUNK DIAMETER REQUIRED WITHIN PARKING AREA CAN BE MET BY ANY COMBINATION OF EXISTING AND NEW TREES.	30" PROVIDED THROUGH PERIMETER AND INTERIOR LOT TREE REQUIREMENTS
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'. 23 SPACES = 3 TREES, 12 SHRUBS, AND 600 SF	3 TREES, 16 SHRUBS, AND 680 SF PROVIDED WITHIN PARKING AREA
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. PARKING PERIMETER = 600 SF = 12 TREES REQUIRED	CONTINUOUS EVERGREEN HEDGE AND 12 PROPOSED TREES 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.	DUMPSTER SCREENED WITH WALL OTHER MECHANICAL EQUIPMENT SCREENED WITH EVERGREEN HEDGE

LEGEND

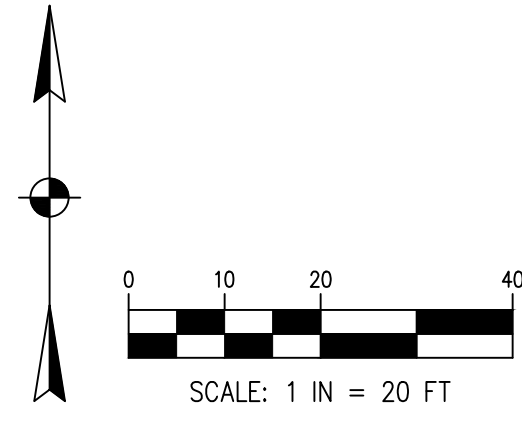


LANDSCAPE PLANT LIST

ABRV.	QUANTITY	SCIENTIFIC NAME	COMMON NAME	SIZE	REMARKS	TYPE
CO CO	5	CORYLUS COLURNA	TURKISH HAZELNUT	2" CALIPER	B&B	DECIDUOUS TREE
AC FR	7	ACER X FREEMANII 'MARMO'	FREEMAN MAPLE 'MARMO'	2" CALIPER	B&B	DECIDUOUS TREE
ZS MU	4	ZELKOVA MUSASHINO	GREEN VASE ZELKOVA	2" CALIPER	B&B	DECIDUOUS TREE
TO AB	3	THUJA OCCIDENTALIS 'ART BOE'	NORTH POLE ARBORVITAE	3 GALLON	B&B	EVERGREEN TREE
RA GM	18	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRRANT	3 GALLON	CONTAINER	DECIDUOUS SHRUB
EA CO	41	EOUNYMUS ALATUS 'COMPACTUS'	DWARF BURNING BUSH	3 GALLON	CONTAINER	DECIDUOUS SHRUB
CA CR	44	CLETHRA ALNIFOLIA 'CRYSTALINA'	SUGARTINA 'CRYSTALINA'	1 GALLON	CONTAINER	DECIDUOUS SHRUB
JC NC	55	JUNIPERUS CONFERTA 'NICKS COMPACT'	NICKS COMPACT JUNIPER	3 GALLON	CONTAINER	EVERGREEN SHRUB
TM RU	48	TAXUS X MEDIA 'RUNYAN'	RUNYAN YEW	3 GALLON	CONTAINER	EVERGREEN SHRUB
FG BW	27	FESTUCA GLAUCE 'BLUE WHISKERS'	BLUE WHISKERS FESCUE	1 GALLON	CONTAINER	ORNAMENTAL GRASS

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OHIO  
Utilities Protection  
SERVICE  
811 or  
1-800-362-2764  
Call Before You Dig



1160 DUBLIN ROAD, SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 688.688.7340 PROJECT DATE: 05/12/2022 PROJECT NO: M390013 DRAWN BY: RAHR CHECKED BY: NUM	NO. 1	DATE 05/26/2022	BY RAHR	DESCRIPTION ADDITION OF CARCUBE ILLUSTRATION PER CITY REVIEW
	PREPARED FOR EXPRESS WASH CONCEPTS 13375 NATIONAL ROAD SW ETNA, OHIO 43068			
MAJOR SITE PLAN MOO-MOO EXPRESS CAR WASH		EAST BROAD ST, REYNOLDSBURG, OHIO 43240		
LANDSCAPE PLAN		L100		

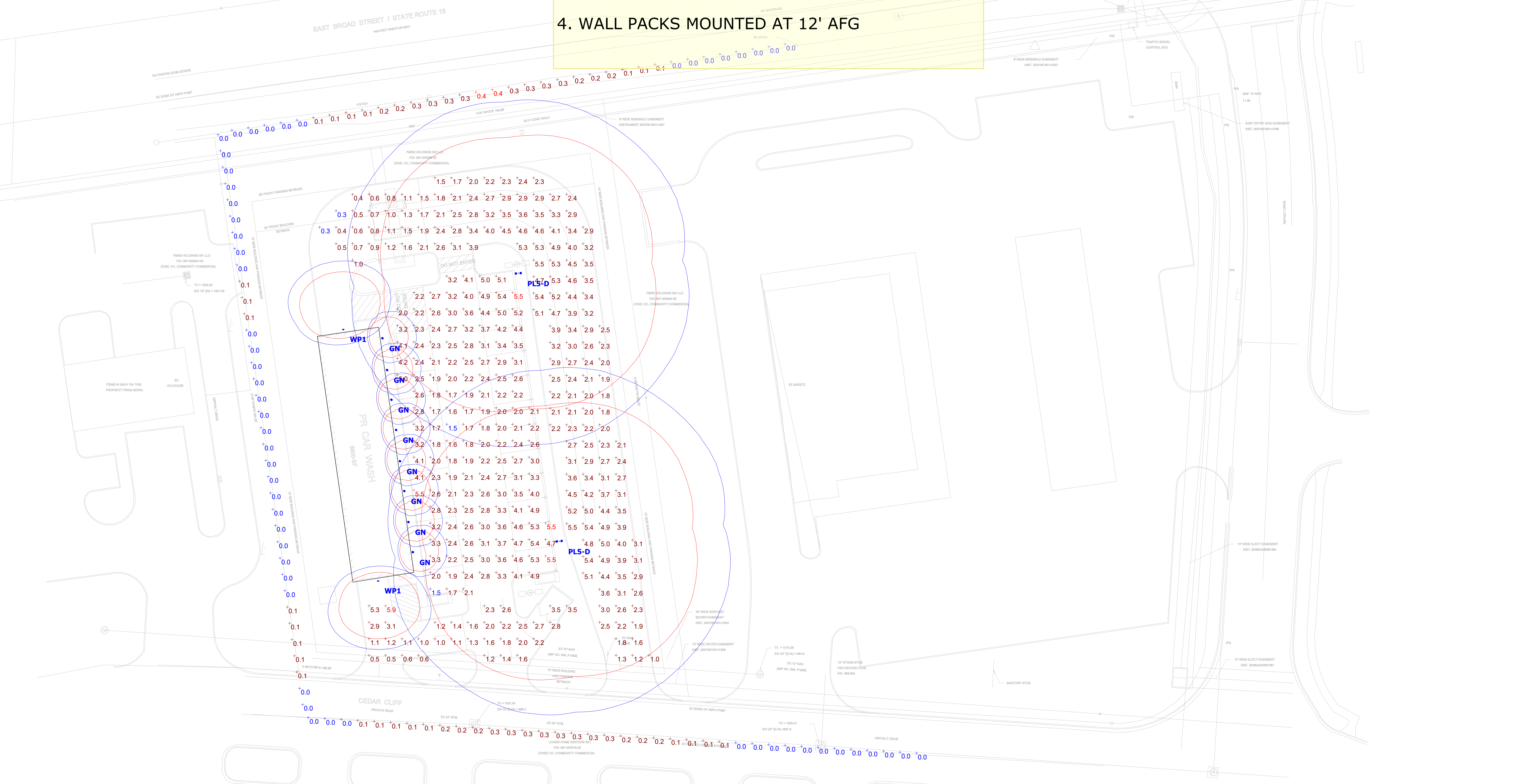
Attachment: Broad Street MSP (Appf 2022-5185; SW Corner Cedar Cliff and Broad St; Express Wash Concepts)

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
⊗	<b>PL5-D</b>	2	Lithonia Lighting	RSX2 LED P4 40K R5	RSX Area Fixture Size 2 P4 Lumen Package 4000K CCT Type R5 Distribution	1	25667	0.95	379.08
⊗	<b>WP1</b>	2	Lithonia Lighting	ARC2 LED P4 40K	ARC2 LED WITH P4 - PERFORMANCE PACKAGE, 4000K	1	4124	0.95	29.4252
⊗	<b>GN</b>	8	Bock Lighting	RLM GOOSENECK	12"L. X 11"W. X 12-5/8"H. 12"DIA. ANGLED REFLECTOR 12 WARM WHITE LEDS, LENS, WHITE REFLECTOR	1	900	1.2	17.607

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
#01 VACUUM & PARKING SPACES	+	3.0 fc	5.5 fc	1.5 fc	3.7:1	2.0:1
#02 DRIVING LANES	+	2.7 fc	5.9 fc	0.3 fc	19.7:1	9.0:1
#03 PERCEIVED PROPERTY LINE	+	0.1 fc	0.4 fc	0.0 fc	N/A	N/A

**Note**

1. AREA LIGHTS MOUNTED AT 22' AFG
2. 20' POLE ON A 2' POLE BASE
3. GOOSENECK FIXTURES MOUNTED AT 9' AFG
4. WALL PACKS MOUNTED AT 12' AFG

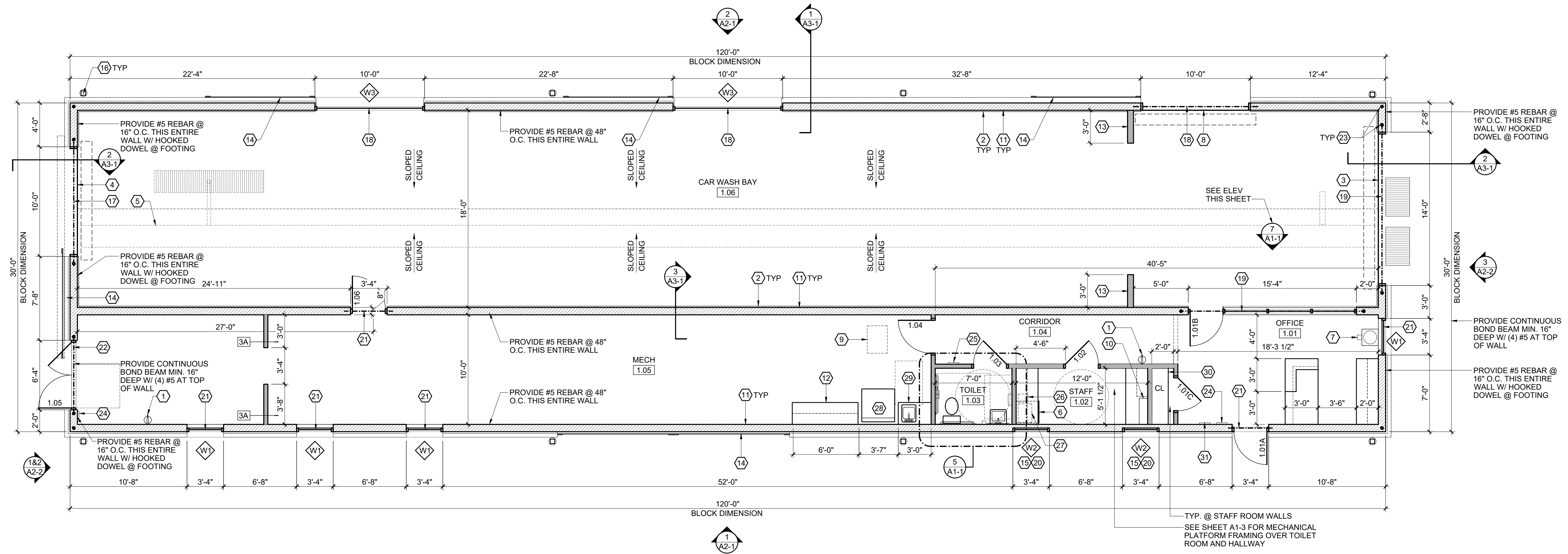


**MOO MOO CAR WASH E BROAD ST  
SITE LIGHTING LAYOUT**

Attachment: Broad Street MSP (Appr 2022-5185: SW Corner Cedar Cliff and Broad St; Express Wash Concepts)







- PROVIDE CMU CONTROL JOINTS @ 25'-0" O.C., MIN.
- PROVIDE HORIZONTAL JOINT REINFORCING AT 16" O.C. MIN. W/ #7 BAR SIZE TYP. LAP MIN. 12" TYP.
- PROVIDE (2) L4 x 3 1/2 x 5/16" LINTEL OVER 36"x24" LOUVERS

**CAR WASH GENERAL NOTES**

- CENTERLINE OF EQUIPMENT DOES NOT EQUAL CENTERLINE OF TRENCH
- CENTERLINE OF EQUIPMENT DOES NOT EQUAL CENTERLINE OF ENTRY DOOR
- CENTERLINE OF EQUIPMENT DOES EQUAL CENTERLINE OF EXIT DOOR
- CENTERLINE OF EQUIPMENT DOES EQUAL CENTERLINE OF TUNNEL BAY
- COORDINATE LOCATION OF TRENCH WITH CAR WASH MAN'S DRAWINGS

**FLOOR PLAN CODED NOTES**

- FIRE EXTINGUISHER: RED ENAMELED FINISH HEAVY DUTY STEEL CYLINDER. UL AND FM APPROVED. ABC MULTI-PURPOSE DRY CHEMICAL. 10 LB CAPACITY UL RATED 4A 60B: C. HOSE TYPE, UPRIGHT, SQUEEZE GRIP OPERATION.
- INTERIOR WALL LINER PANEL
- 14'-0" x 8'-0" OVERHEAD DOOR
- 10'-0" x 8'-0" OVERHEAD DOOR
- CAR WASH TRENCH: SEE MANUFACTURER'S DRAWINGS
- UNDER COUNTER REFRIGERATOR
- ANSI COMPLIANT BOTTLED WATER COOLER W/ CUP DISPENSER.
- 10'-0" x 10'-0" OVERHEAD DOOR
- 22"x30" ATTIC ACCESS
- SERVER RACK BY OWNER
- 8" CMU WALL
- TOOL STORAGE
- WIND WALL, P.T. 2x6 WALL W/ 7/16" OSB SHEATHING & LINER PANEL BOTH SIDES
- BARN DOOR, OPERABLE @ WASH BAY EXIT. DECORATIVE @ ALL OTHER LOCATIONS. SEE EXTERIOR ELEVATIONS
- FALSE WINDOW W/ 4" CMU BEHIND. SEE EXTERIOR ELEVATIONS
- DOWNSPOUT
- W8x18 STEEL BEAM W/ 5/16" PLATE. MIN 8" BEARING EACH END.
- W8x24 STEEL BEAM W/ 5/16" PLATE. MIN 8" BEARING EACH END.
- W8x28 STEEL BEAM W/ 5/16" PLATE. MIN 8" BEARING EACH END.
- (1) L3 1/2" x 3 1/2" x 5/16" STEEL LINTEL
- (2) L3 1/2" x 3 1/2" x 5/16" STEEL LINTEL
- (2) L6" x 4" x 5/16" STEEL LINTEL
- #5 FULL HEIGHT W/ HOOKED DOWEL @ FOOTING
- ANSI COMPLIANT EXIT SIGNAGE. SEE 1/A4-1
- ANSI COMPLIANT SIGNAGE DESIGNATING UNISEX TOILET ROOM
- COFFEE MAKER. SEE INTERIOR ELEVATION
- MICROWAVE. SEE INTERIOR ELEVATION
- STACKABLE WASHER / DRYER
- COMMERCIAL GRADE UTILITY SINK
- 18" DEEP SHELVING W/ BRACKETS AND STANDARDS
- ANSI COMPLIANT SIGNAGE DESIGNATING MAXIMUM OCCUPANCY OF 15 PERSONS

**PLAN GENERAL NOTES**

- ALL DOORS TO BE 6" FROM ADJACENT WALL U.N.O.
- ALL SIGNS THAT DESIGNATE PERMANENT ROOMS AND SPACES SHALL HAVE RAISED AND BRAILED CHARACTERS AND PICTORIAL SYMBOL SIGNS, FINISH AND CONTRAST, AND MOUNTED SUCH THAT THE BASELINE OF LETTERING IS 60" A.F.F. MAX.
- ALL INTERIOR STUD WALLS TO BE WALL TYPE "3B" U.N.O.
- PROVIDE MOISTURE RESISTANT GYPSUM BOARD AT ALL TOILET ROOMS
- ALL WOOD STUDS IN DIRECT CONTACT WITH CONCRETE OR MASONRY TO BE PRESSURE TREATED

**WINDOW TYPES SCHEDULE**

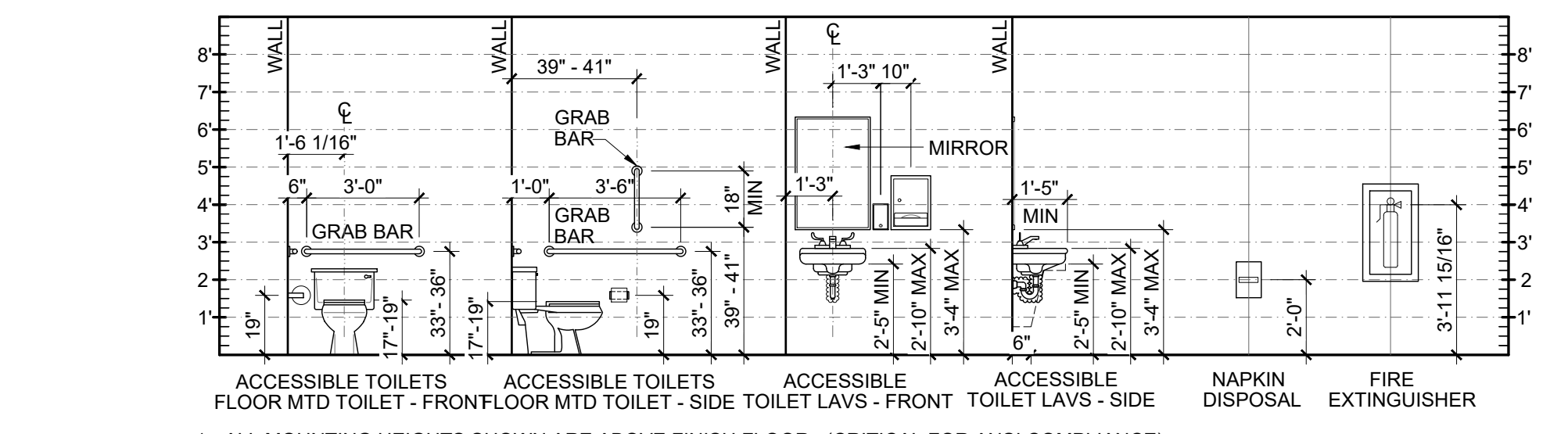
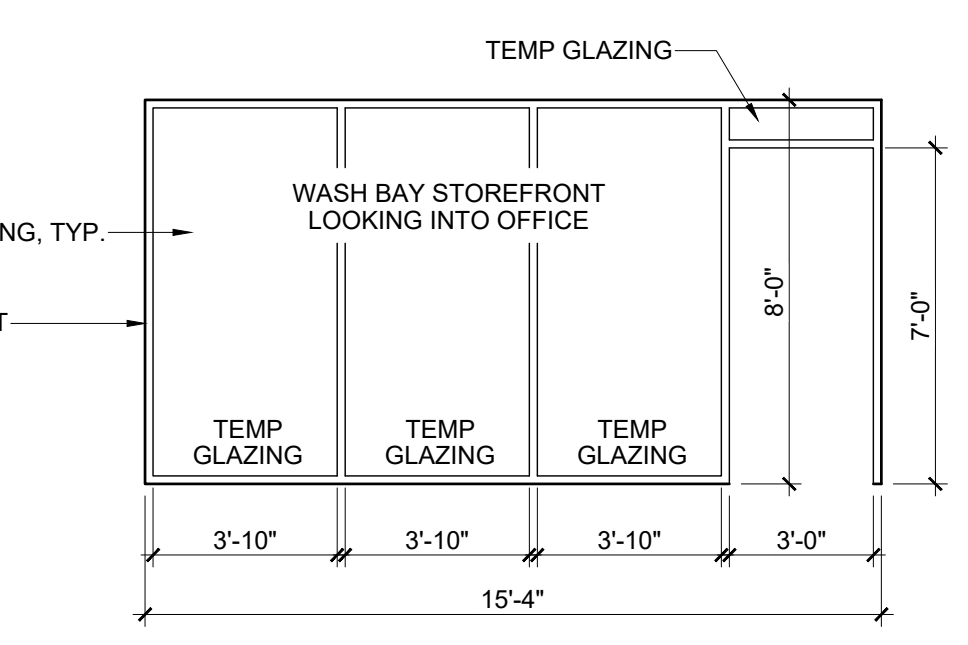
- W1 3'-4" WIDE x 3'-4" TALL VINYL WINDOW W/ INTERMEDIATE MULLIONS
  - W2 3'-4" WIDE x 3'-4" TALL FALSE VINYL WINDOW W/ INTERMEDIATE MULLIONS.
  - W3 10'-0" WIDE x 10'-0" TALL ALUMINUM WINDOW. FINISH TO BE ANODIZED ALUMINUM
- STOREFRONT WINDOW NOTE:** STOREFRONT WINDOWS SHALL HAVE A U-FACTOR OF .33 AND SHGC OF .67

**WALL TYPES SCHEDULE**

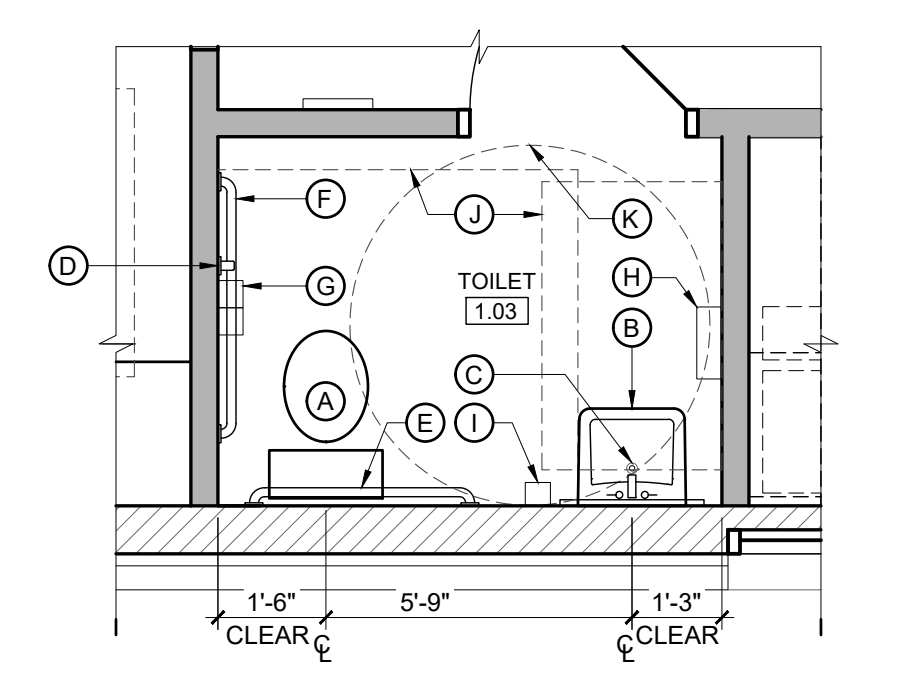
- | # | ASSEMBLY DESCRIPTION                                | HR           | NOTES  |
|---|---|--------------|--|
| A | 2x4 WOOD STUDS @ 16" O.C. 5/8" GYP BD               | RATING: 0 HR | FULL HEIGHT PARTITION TO UNDERSIDE OF TRUSSES          |
| B | 2x4 WOOD STUDS @ 16" O.C. 5/8" GYP BD 3" SOUND BATT | RATING: 0 HR | FULL HEIGHT PARTITION TO UNDERSIDE OF JOISTS / TRUSSES |

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

**8 FLOOR PLAN**



- ALL MOUNTING HEIGHTS SHOWN ARE ABOVE FINISH FLOOR. (CRITICAL FOR ANSI COMPLIANCE)
- ALL DIMENSIONS SHOWN ARE FACE OF FINISH TO FACE OF FINISH (CLEAR) (CRITICAL FOR ANSI COMPLIANCE)
- THERMOSTATS AND LIGHT SWITCHES TO BE MOUNTED NO LOWER THAN 18" A.F.F. AND NO HIGHER THAN 54" A.F.F.
- PROVIDE IN-WALL BLOCKING FOR ALL WALL HUNG ITEMS ON STUD WALL CONSTRUCTION.
- PROVIDE SOAP DISPENSER AND PAPER TOWEL DISPENSER AT ALL SINK LOCATIONS.



- A. FLOOR MOUNTED ANSI COMPLIANT TOILET
  - B. WALL MOUNTED ANSI COMPLIANT SINK
  - C. ANSI COMPLIANT PIPE INSULATION
  - D. ANSI COMPLIANT 18" VERTICAL GRAB BAR
  - E. 36" ANSI COMPLIANT GRAB BAR
  - F. 42" ANSI COMPLIANT GRAB BAR
  - G. TOILET PAPER DISPENSER
  - H. PAPER TOWEL DISPENSER
  - I. SOAP DISPENSER
  - J. ANSI FIXTURE CLEARANCE
  - K. ANSI FLOOR CLEAR SPACE
- SOAP DISPENSER, PAPER TOWEL DISPENSER, AND T.P. DISPENSER ARE TO BE PROVIDED BY OWNER

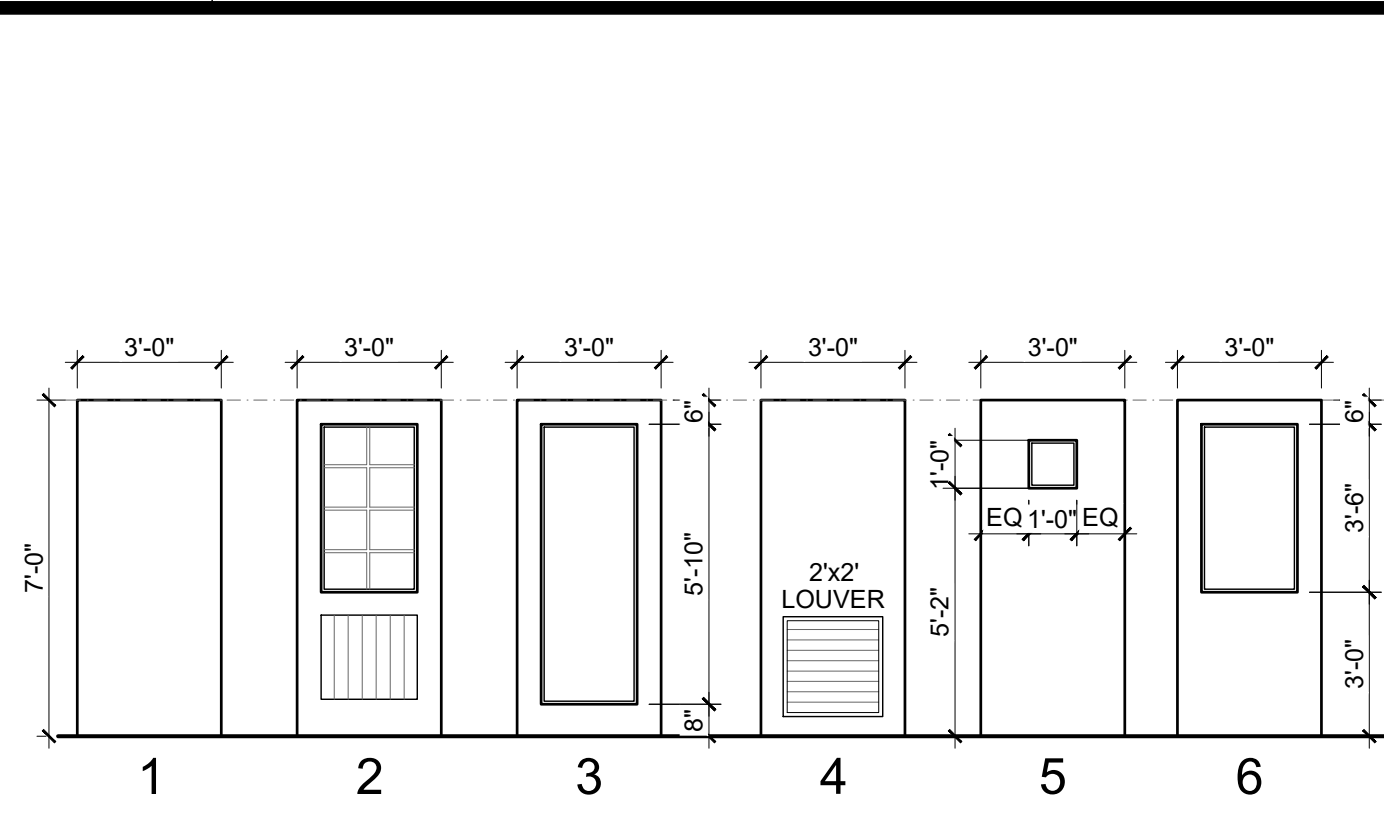
**7 INTERIOR ELEVATION** SCALE: 1/4" = 1'-0"

SPACE	FLOOR	WALLS	CLG	REMARKS
1.01 OFFICE	WD	PT-2	PT-2	B&B SIDING WALLS. CEILING = PT-1
1.02 STAFF	WD	PT-3	PT-3	CEILING = PT-3
1.03 TOILET	WD	PT-3	PT-3	B&B SIDING WALLS. CEILING = PT-3, 6" BASE
1.04 CORRIDOR	WD	PT-2	PT-2	CEILING = PT-1
1.05 MECHANICAL	EPXY	PT-3	PT-3	EPOXY FLOOR & BASE. CEILING = PT-3
1.06 WASH BAY	NO	WL	WL	SLOPED CEILING

FLOORING	BASE	WALLS	CEILING
CPT CARPET	VB VINYL BASE	PT-1 SW 6131 - CHAMOIS	ACT ACOUSTICAL CEILING TILE
VCT VINYL COMP	WD WOOD BASE	PT-2 SW 6128 - BLONDE	DW DRYWALL CEILING
CT CERAMIC TILE	CT CERAMIC TILE	PT-3 WHITE	WL WALL LINER
WD SIM WOOD FLR	EXG EXG BASE	WC WALL COVERING	NO NO CEILING
EPXY EPOXY	NO NO BASE	EXG EXG WALL FINISH	CEILING NOTES
NO NO FLOORING	NO NO BASE	WL WALL LINER PANEL	DOOR FRAMES AND ACT CEILING COLOR TO MATCH WALL COLOR IN ALL ROOMS. SEE FINISH SCHEDULE
SIM WOOD FLOOR = ALLURE 517115 CINNAMON	NO NO BASE	BB BOARD AND BATTEN	
		NO NO FINISH	

**4 ROOM FINISH SCHEDULE**

**6 ANSI MOUNTING HEIGHTS** SCALE: 1/4" = 1'-0"



**3 DOOR ELEVATIONS**

**5 ENLARGED TOILET ROOM PLAN** SCALE: 3/8" = 1'-0"

NO.	ROOM NAME	SIZE	ELEV	MAT	RATING	GLASS	HDWR	ELEV	MAT	REMARKS
1.01A	OFFICE	3070	03	AL/GS	0-HR	TEMP	SET 05	B	H.M.	CLOSER, ENTRY KEY (LABEL E8)
1.01B	OFFICE	3070	03	AL/GS	0-HR	TEMP	SET 01	X	AL	CLOSER, SEE INTERIOR ELEV FOR FRAME
1.01C	CLOSET	3070	04	LAM	0-HR	N/A	SET 04	X	LAM	CUSTOM SLAT WALL DOOR
1.02	STAFF	3070	05	H.M.	0-HR	TEMP	SET 02	A	H.M.	SPRING HINGES, CLOSET KEY (LABEL C8)
1.03	TOILET	3070	01	H.M.	0-HR	N/A	SET 03	A	H.M.	SPRING HINGES
1.04	CORRIDOR	3070	06	H.M.	0-HR	TEMP	SET 06	A	H.M.	CLOSER
1.05	MECHANICAL	(2) 3070	04	H.M.	0-HR	N/A	SET 05	B	H.M.	EXTERIOR GRADE DOOR W/ CLOSER
1.06	WASH BAY	3070	03	AL/GS	0-HR	TEMP	SET 04	B	AL	CLOSER, 24" WIDE TEMPERED SIDELITE

- DOOR GENERAL NOTES**
- ALL DOOR HARDWARE TO BE ANSI COMPLIANT LEVER STYLE
  - ALL DOOR HARDWARE TO BE MOUNTED BETWEEN 34" - 48" A.F.F.
  - ALL GLAZING IN NEW DOORS TO BE TEMPERED
  - ALL DOORS TO RECEIVE (3) HINGES
  - ALL DOORS TO RECEIVE (3) SILENCERS
  - ALL DOORS TO RECEIVE DOOR STOP
  - ALL EXTERIOR DOORS TO RECEIVE CLOSER
  - ALL EXTERIOR DOORS TO HAVE ANSI COMPLIANT THRESHOLD (1/4" MAX)
  - ALL EGRESS DOORS SHALL UNLATCH WITH ONLY ONE OPERATION OF THE DOOR HARDWARE, READY OPERABLE FROM EGRESS SIDE WITHOUT USE OF A KEY OR SPECIAL KNOWLEDGE AND SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING OR TWISTING OF THE WRIST TO OPERATE OBC 1010.1.9/1010.1.9/1010.1.9.5.
- DOOR HARDWARE SETS**
- SET 01: OFFICE LOCKSET
  - SET 02: STORAGE LOCKSET
  - SET 03: PRIVACY LOCKSET
  - SET 04: PASSAGE LOCKSET
  - SET 05: EXIT LOCKSET
  - SET 06: PUSH / PULL
- KEY ALL DOORS ALIKE

**1 DOOR SCHEDULE**

BROAD STREET  
REYNOLDSBURG, OH 43068

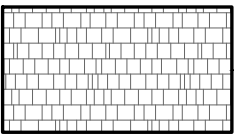
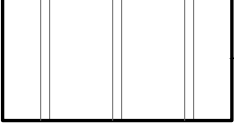
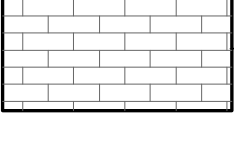
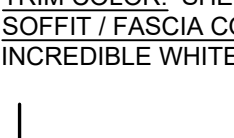


SCALE: 3/16" = 1'-0" (U.N.O.)  
SHEET # / DESCRIPTION  
**FLOOR PLAN**  
DESIGN REVIEW  
**A1-1**  
DATE: 05.26.2022  
SCOTT BAKER, LICENSE #14654  
EXPIRATION DATE 12/31/2023  
SBA STUDIOS PROJECT # 2022-297

ELEVATION CODED NOTES

1. 1x2 HARDIE-TRIM, PAINTED
2. 1x4 HARDIE-TRIM, PAINTED
3. 1x6 HARDIE-TRIM, PAINTED
4. 1x8 HARDIE-TRIM, PAINTED
5. 1x10 HARDIE-TRIM, PAINTED
6. 6" DIA. ALUMINUM DOWNSPOUT, COLOR TO BE WHITE
7. 6" ALUMINUM GUTTER, COLOR TO BE WHITE
8. DOWNSPOUT BOOT, COLOR TO BE WHITE
9. BRICK WATER TABLE
10. EXTERIOR WALL BACK LIGHT FIXTURE
11. LIGHT MONITOR, SEE DETAIL 4/A2-2
12. NOT USED
13. FUNCTIONAL SLIDING BARN DOOR HARDWARE AND TRACK
14. SIGNAGE, BY OWNER
15. EXTERIOR WALL MOUNTED LIGHT FIXTURE
16. CONTINUOUS RIDGE VENT
17. GRADE, COORDINATE W/ CIVIL DRAWINGS
18. FIXED 10'-0" WIDE x 10'-8" TALL BARN DOOR
19. FIXED 10'-8" WIDE x 10'-8" TALL BARN DOOR
20. FUNCTIONAL 10'-8" WIDE x 10'-8" TALL SLIDING BARN DOOR
21. NOT USED
22. 2'-0" x 2'-8" WINDOW, MATCH LOWER WINDOWS
23. 2'-0" WIDE x 3'-0" TALL FALSE BARN DOOR DETAIL
24. 3'-0" WIDE x 5'-0" TALL FALSE BARN DOOR DETAIL
25. 3'-0" x 3'-0" WINDOW, MATCH LOWER WINDOWS
26. CLEAR GLAZING
27. FOGGED GLAZING
28. 36"x24" LOUVER

ELEVATION MATERIAL LEGEND

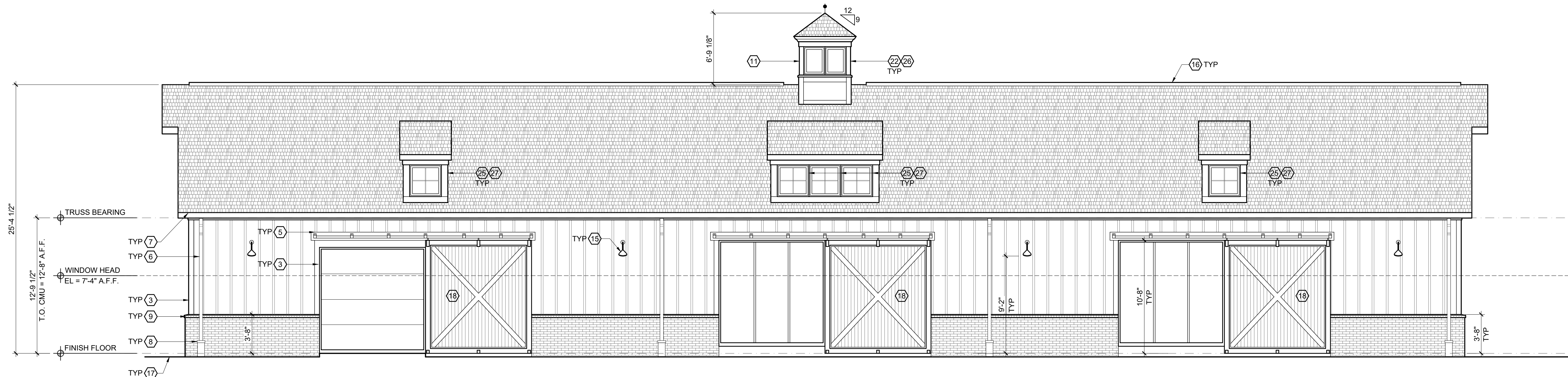
-  ASPHALT SHINGLES  
GAF - SLATELINE  
ENGLISH GREY SLATE
-  HARDIE BOARD & BATTEN SIDING  
COLOR: SHERWIN WILLIAMS  
6385 DOVER WHITE
-  CHEROKEE WINDSOR SIMULATED
- TRIM COLOR: SHERWIN WILLIAMS SW7028 - INCREDIBLE WHITE  
SOFFIT / FASCIA COLOR: SHERWIN WILLIAMS SW7028 - INCREDIBLE WHITE
-  BRICK WATER TABLE

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

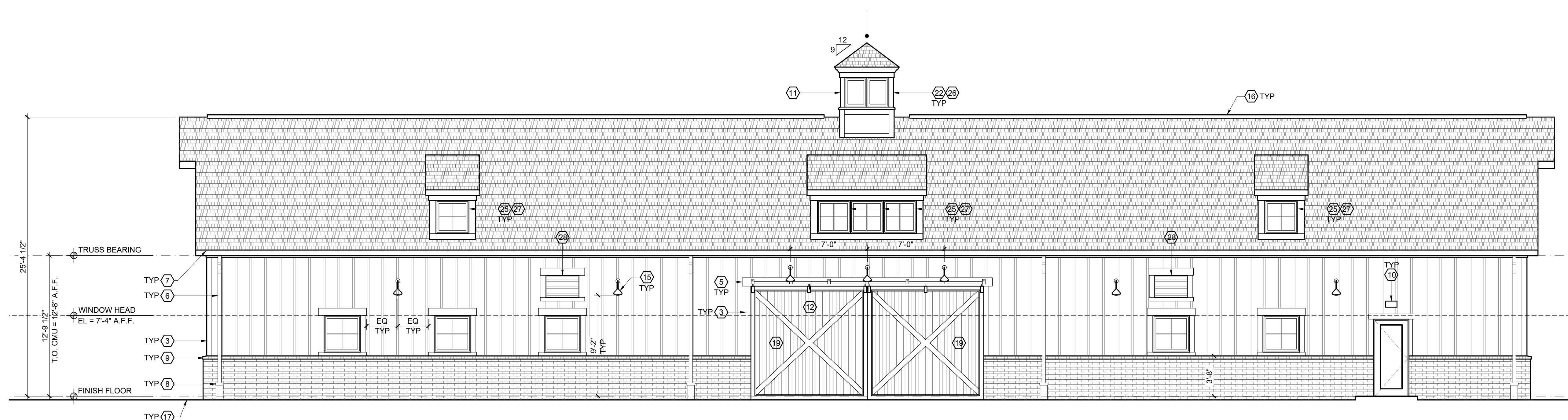
BROAD STREET  
REYNOLDSBURG, OH 43068



SCALE: 3/16" = 1'-0"  
SHEET # / DESCRIPTION  
EXTERIOR ELEVATIONS  
**A2-1**  
DATE: 05.26.2022  
DESIGN REVIEW  
SCOTT S. BAKER, LICENSE #14654  
EXPIRATION DATE 12/31/2023  
SBA STUDIOS PROJECT # 2022-297

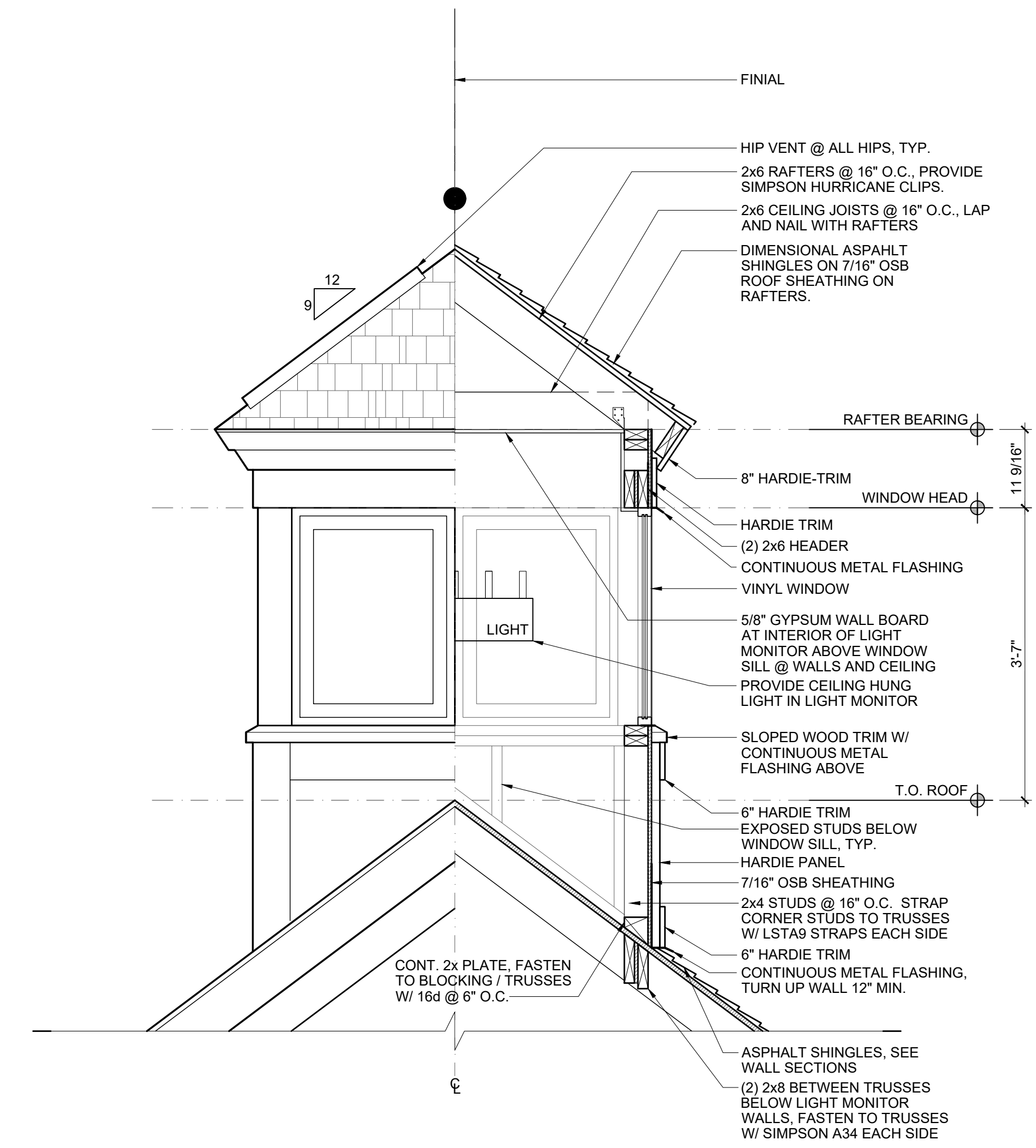
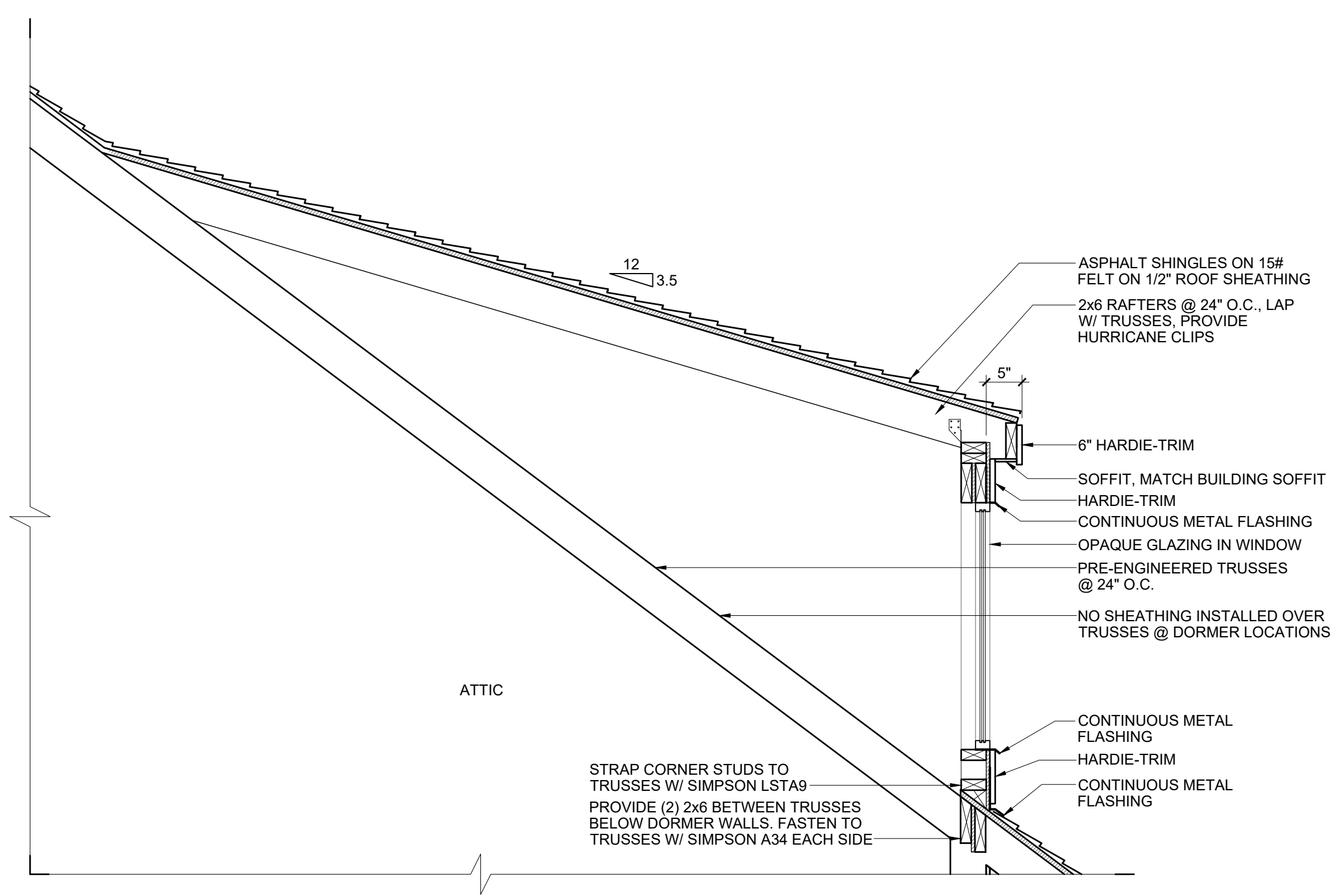


2 WEST - SIDE ELEVATION



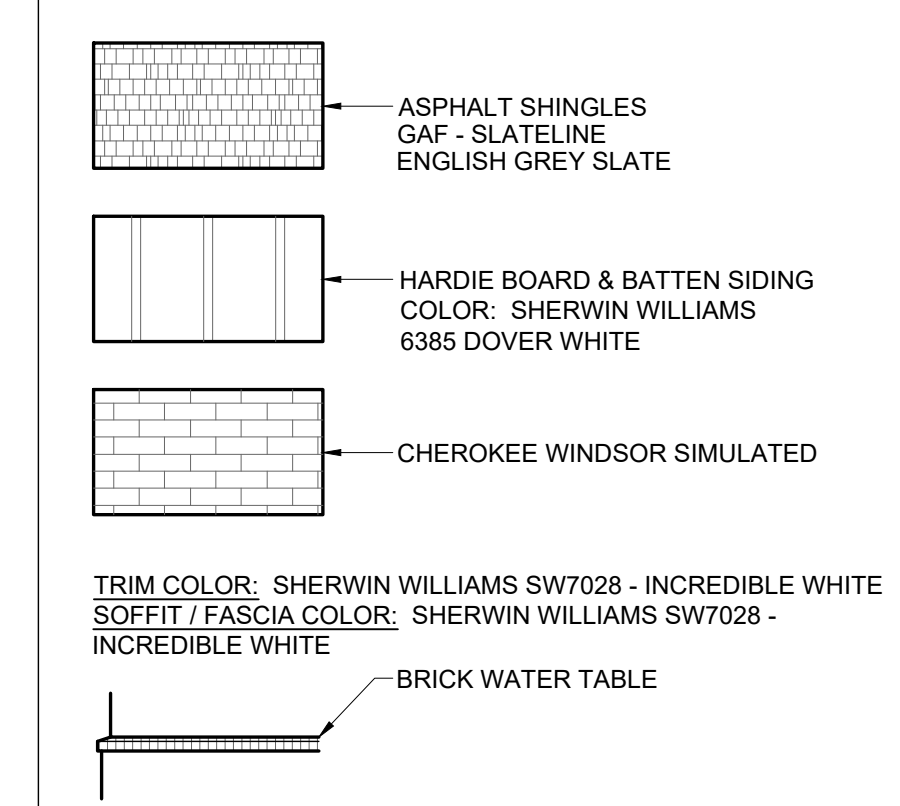
1 EAST - SIDE ELEVATION

Attachment: MM Broad Street - 05.26.2022 (Appr 2022-5185: SW Corner Cedar Cliff and Broad St; Express Wash Concepts)



1. 1x2 HARDIE-TRIM, PAINTED
2. 1x4 HARDIE-TRIM, PAINTED
3. 1x6 HARDIE-TRIM, PAINTED
4. 1x8 HARDIE-TRIM, PAINTED
5. 1x10 HARDIE-TRIM, PAINTED
6. 6" DIA. ALUMINUM DOWNSPOUT, COLOR TO BE WHITE
7. 6" ALUMINUM GUTTER, COLOR TO BE WHITE
8. DOWNSPOUT BOOT, COLOR TO BE WHITE
9. BRICK WATER TABLE
10. WALL MOUNTED LIGHT FIXTURE
11. LIGHT MONITOR, SEE DETAIL 4/A2-2
12. DECORATIVE SLIDING BARN DOOR HARDWARE AND TRACK
13. FUNCTIONAL SLIDING BARN DOOR HARDWARE AND TRACK
14. SIGNAGE, BY OWNER
15. EXTERIOR WALL MOUNTED LIGHT FIXTURE
16. CONTINUOUS RIDGE VENT
17. GRADE, COORDINATE W/ CIVIL DRAWINGS
18. FIXED 10'-0" WIDE x 10'-8" TALL BARN DOOR
19. FIXED 10'-8" WIDE x 10'-8" TALL BARN DOOR
20. FUNCTIONAL 10'-8" WIDE x 10'-8" TALL SLIDING BARN DOOR
21. NOT USED
22. 2'-0" x 2'-8" WINDOW, MATCH LOWER WINDOWS
23. 2'-0" WIDE x 3'-0" TALL FALSE BARN DOOR DETAIL
24. 3'-0" WIDE x 5'-0" TALL FALSE BARN DOOR DETAIL
25. 3'-0" x 3'-0" WINDOW, MATCH LOWER WINDOWS
26. CLEAR GLAZING
27. FOGGED GLAZING
28. 24"x36" LOUVER

ELEVATION MATERIAL LEGEND



#	DATE	ISSUED WITH: CHANGE DESCRIPTION

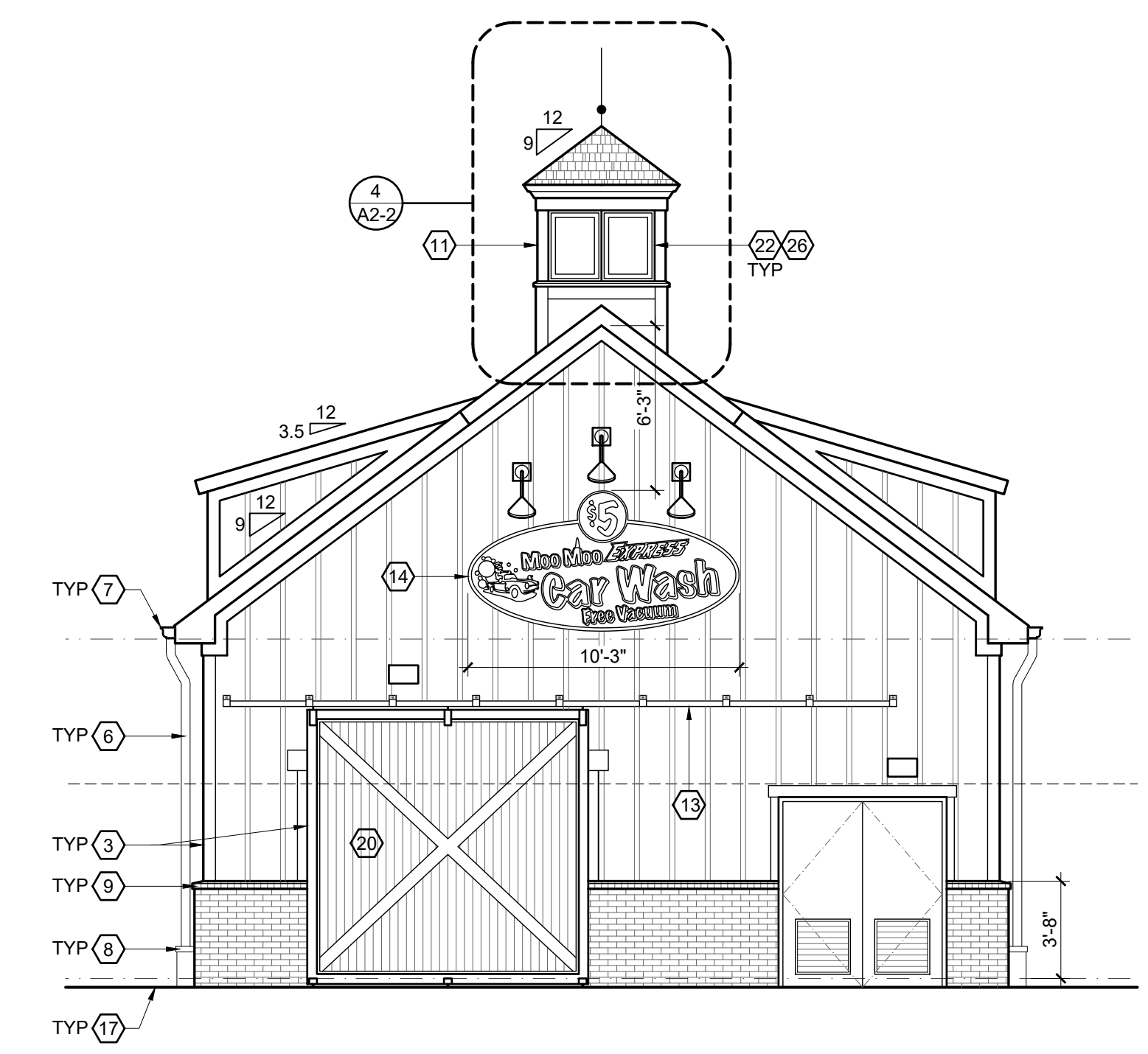
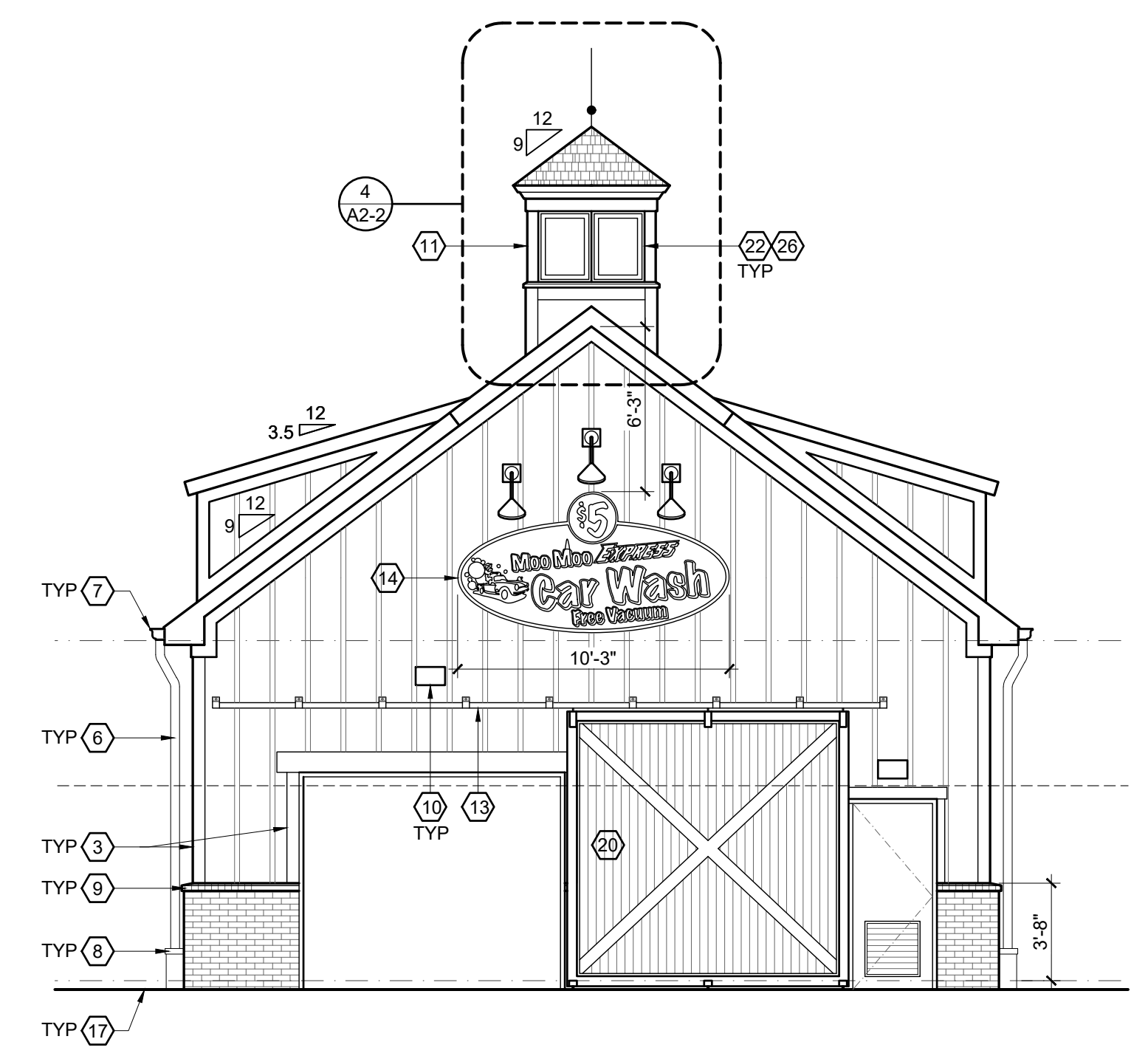
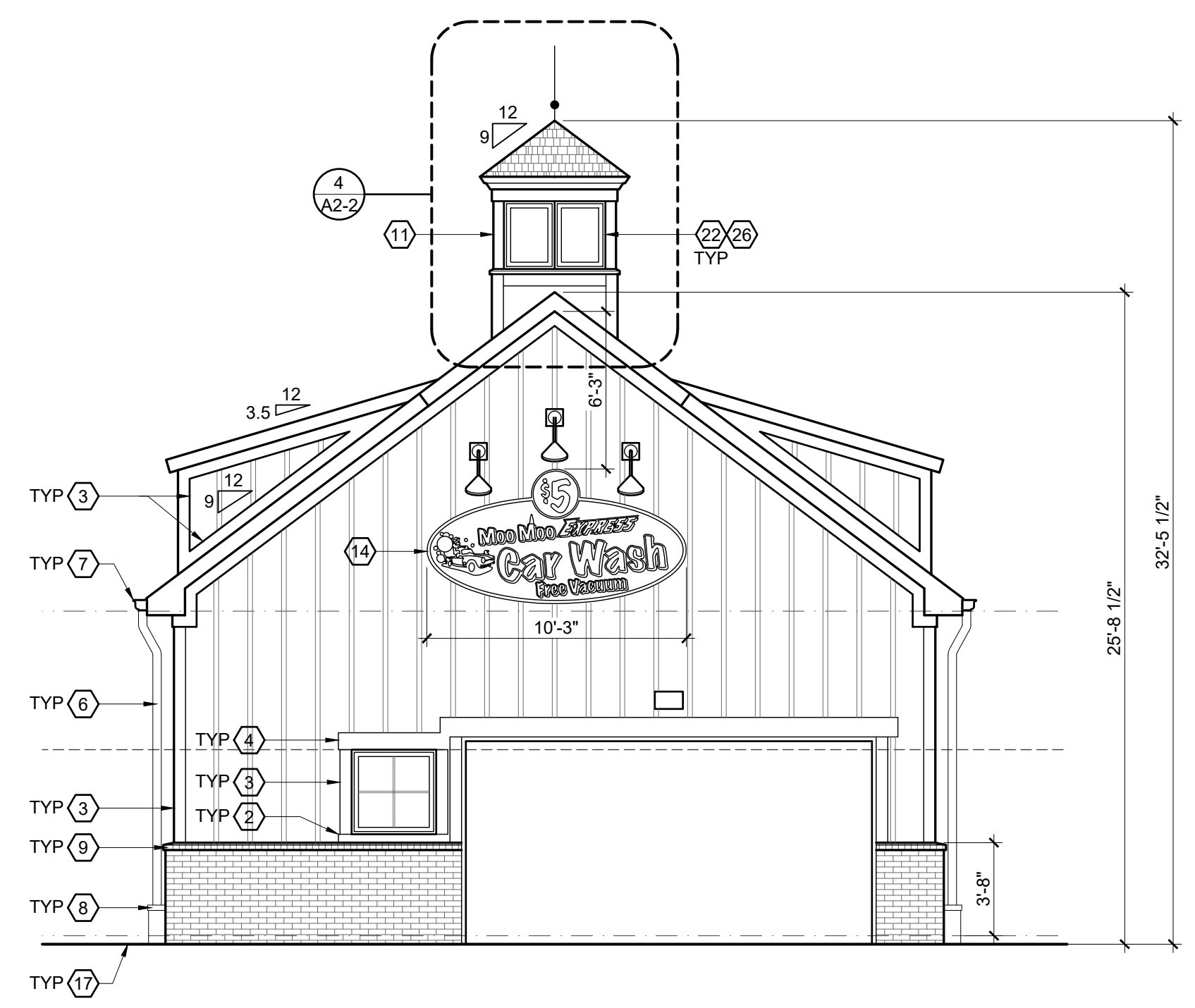
BROAD STREET  
 REYNOLDSBURG, OH 43068



SCALE: 3/16" = 1'-0"  
 SHEET # / DESCRIPTION  
 EXTERIOR ELEVATIONS  
**A2-2**  
 DATE: 05.26.2022  
 DESIGN REVIEW  
 SBA STUDIOS PROJECT # 2022-297

5 DORMER DETAIL

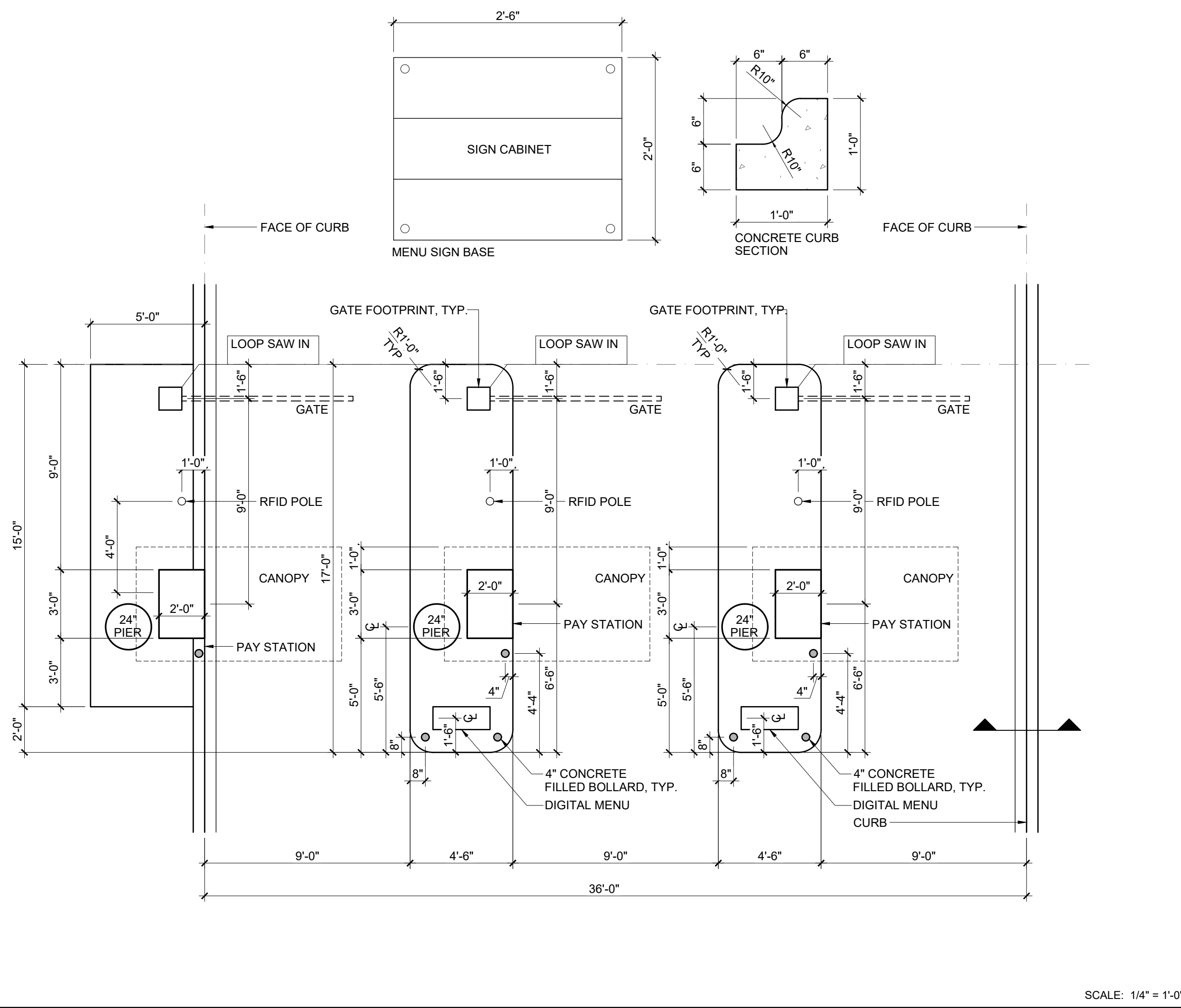
4 LIGHT MONITOR SECTION



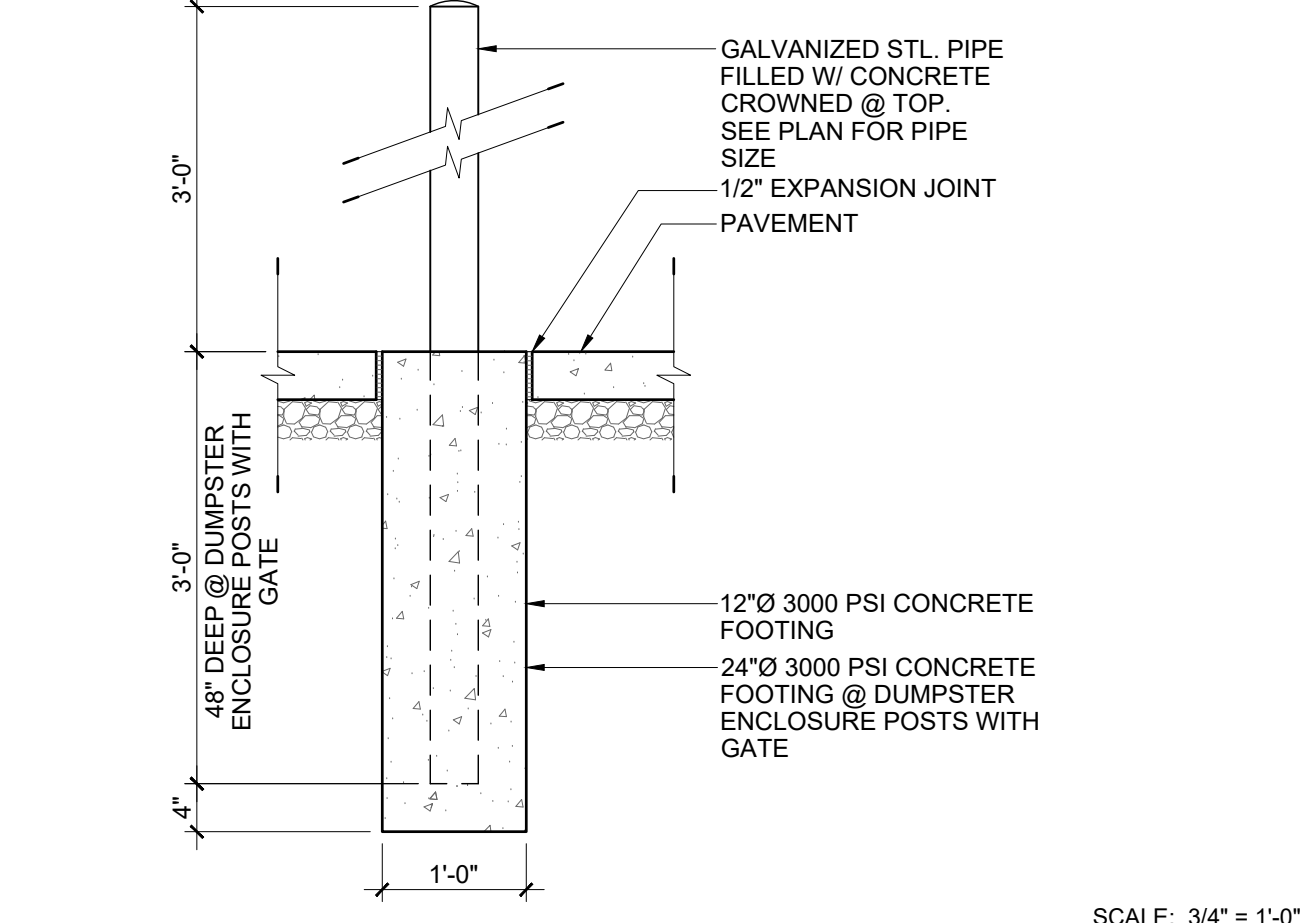
3 NORTH - ENTRANCE ELEVATION

2 SOUTH - EXIT ELEVATION (OPEN)

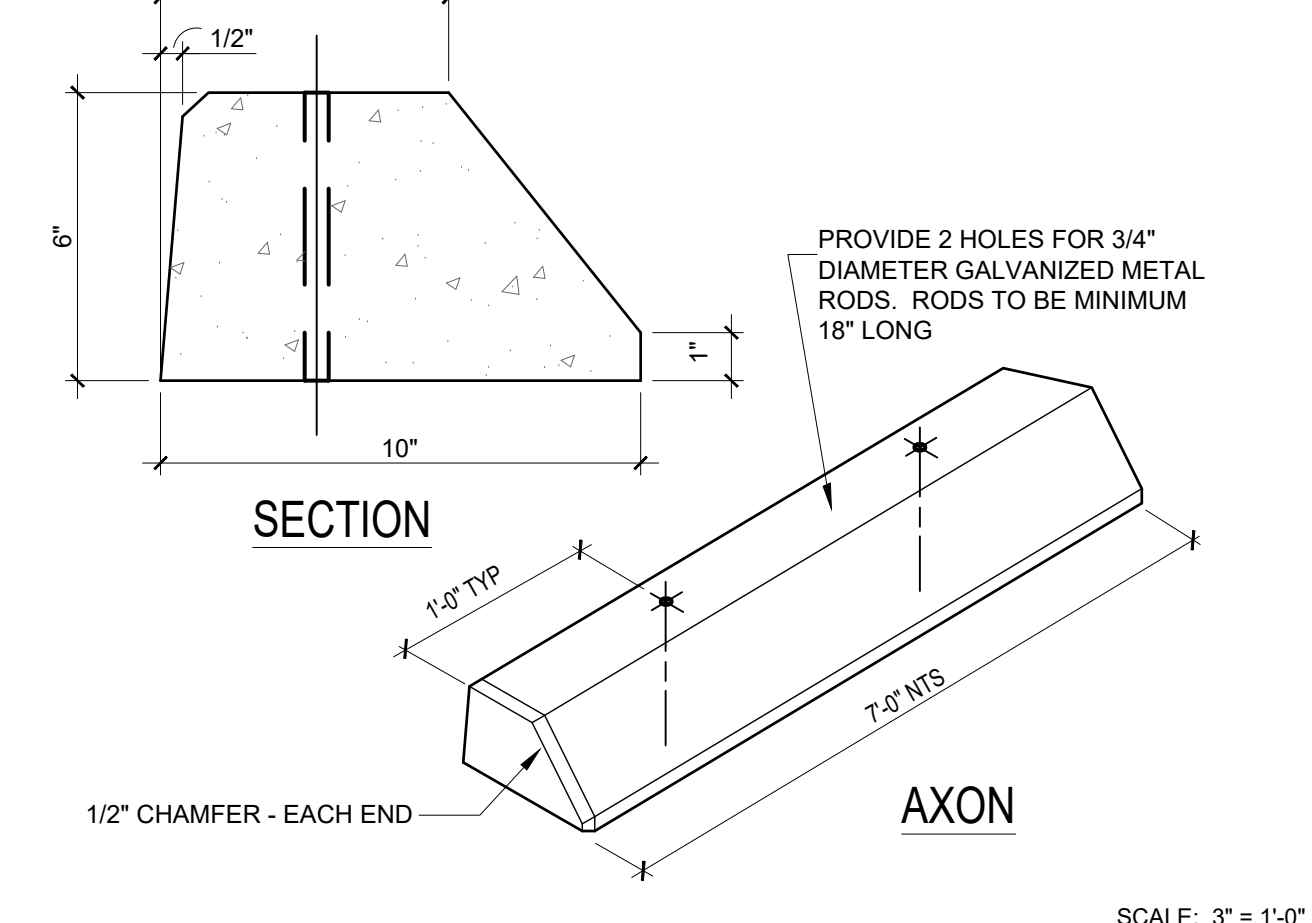
1 SOUTH - EXIT ELEVATION (CLOSED)



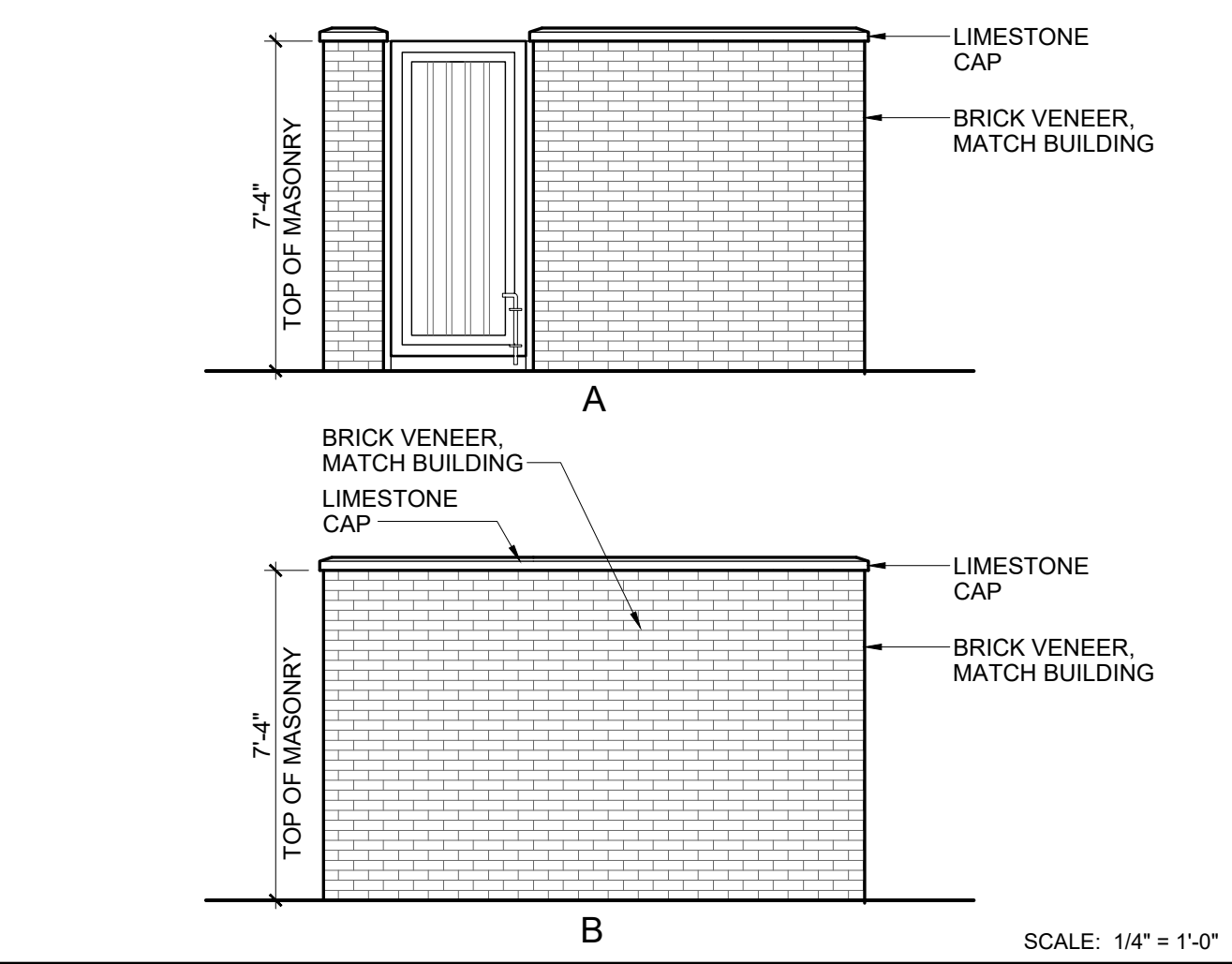
9 PAY STATION LAYOUT



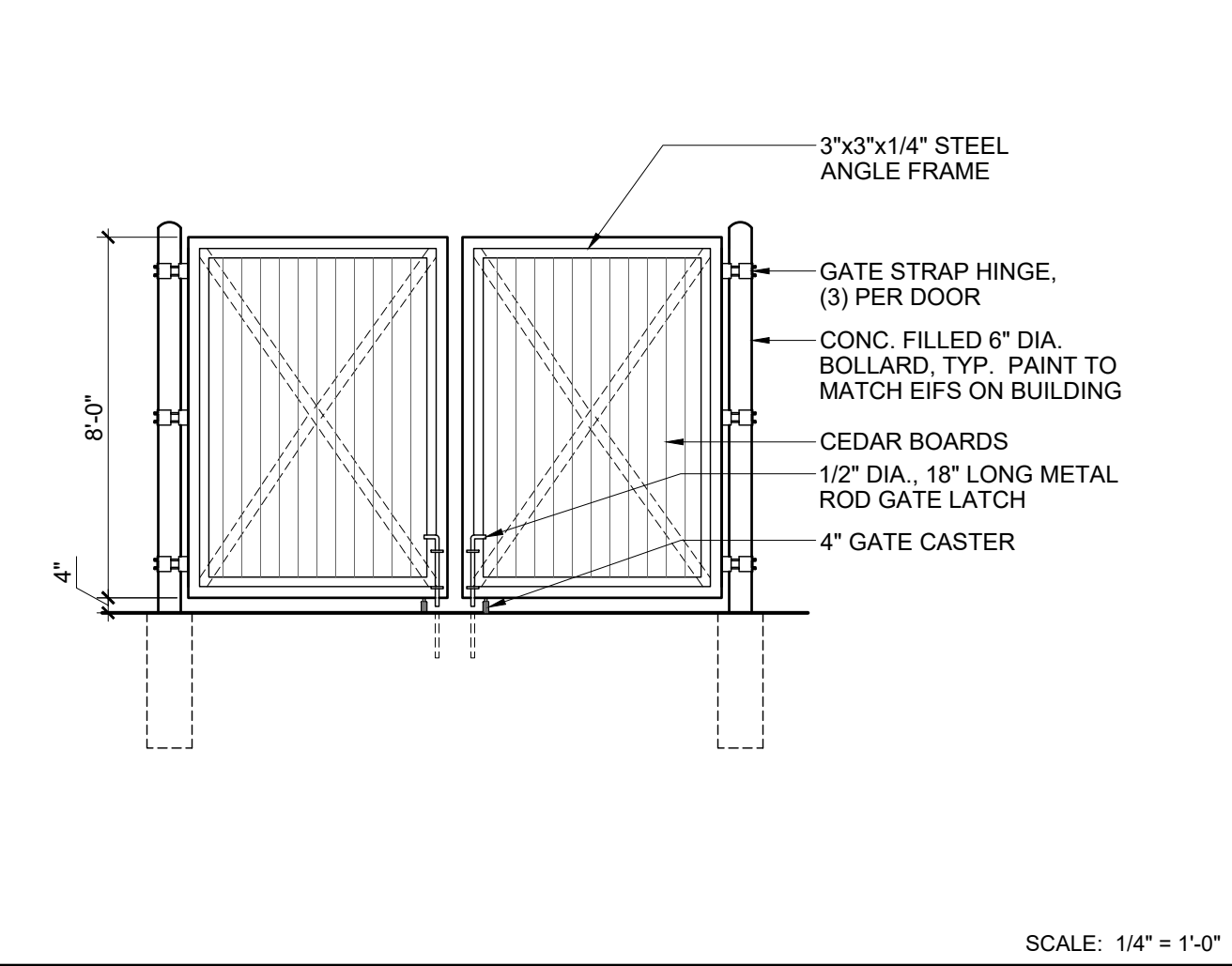
6 PIPE BOLLARD DETAIL



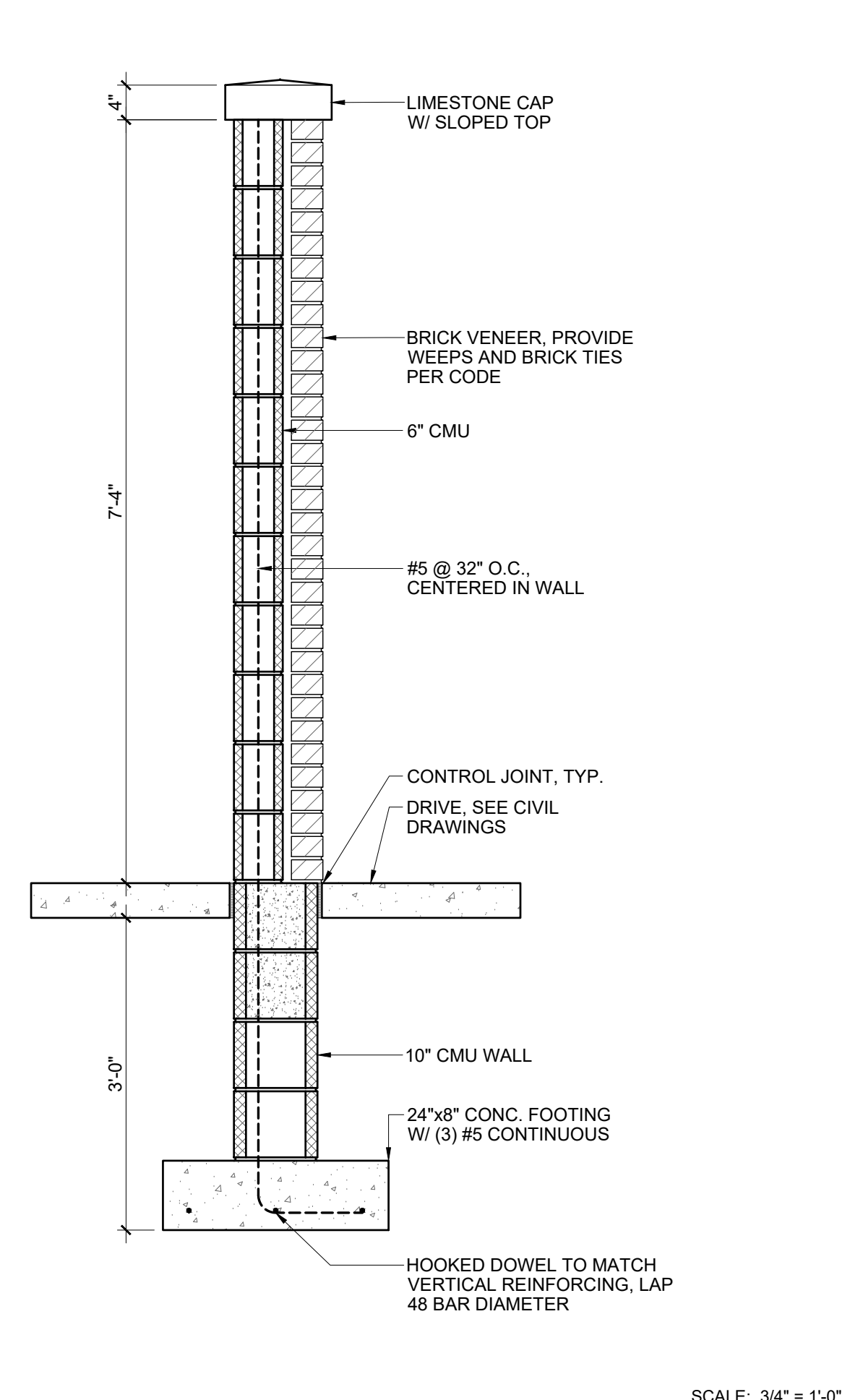
5 PARKING BLOCK DETAIL



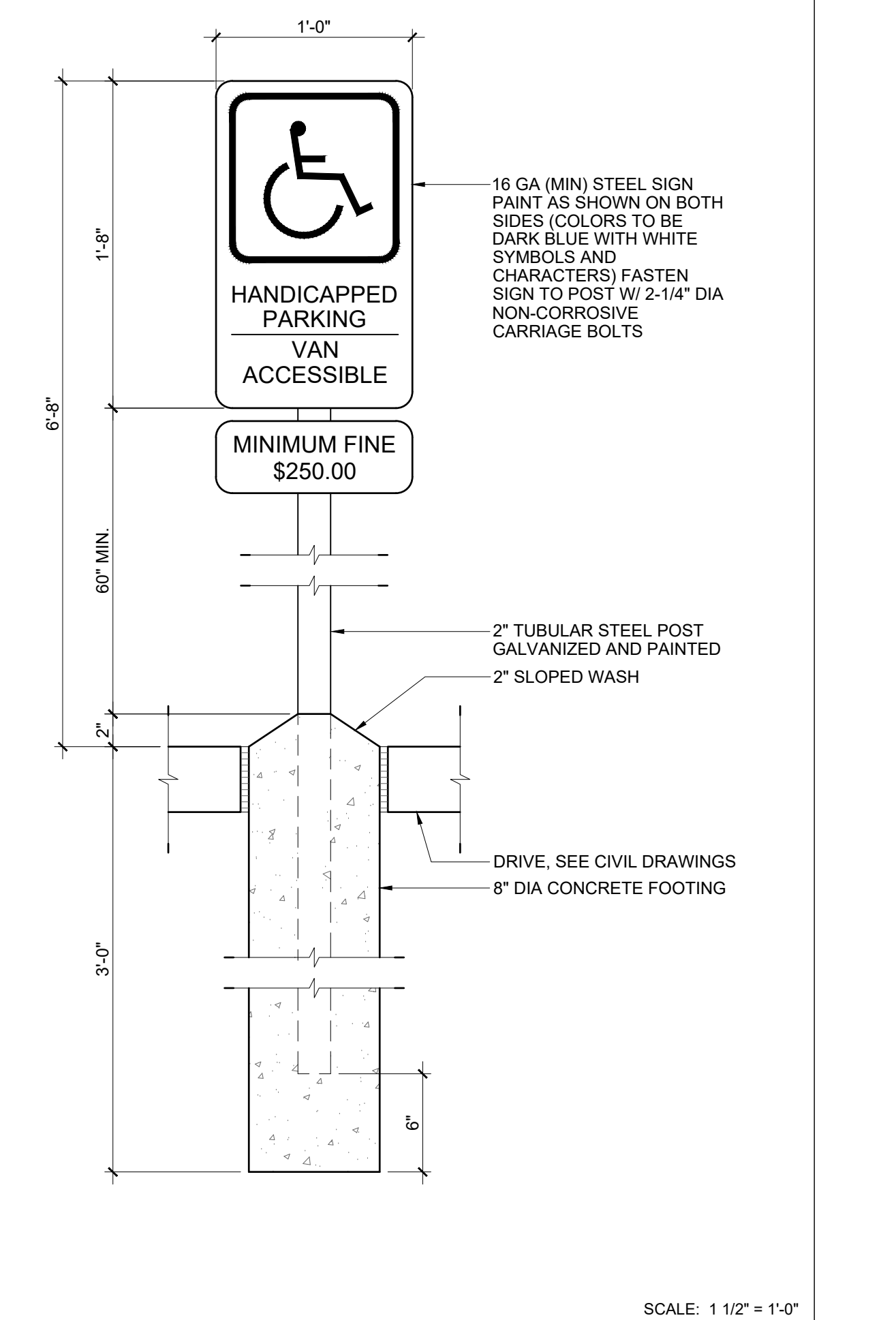
4 DUMPSTER ENCLOSURE - ELEVATIONS



3 DUMPSTER ENCLOSURE - ELEVATIONS

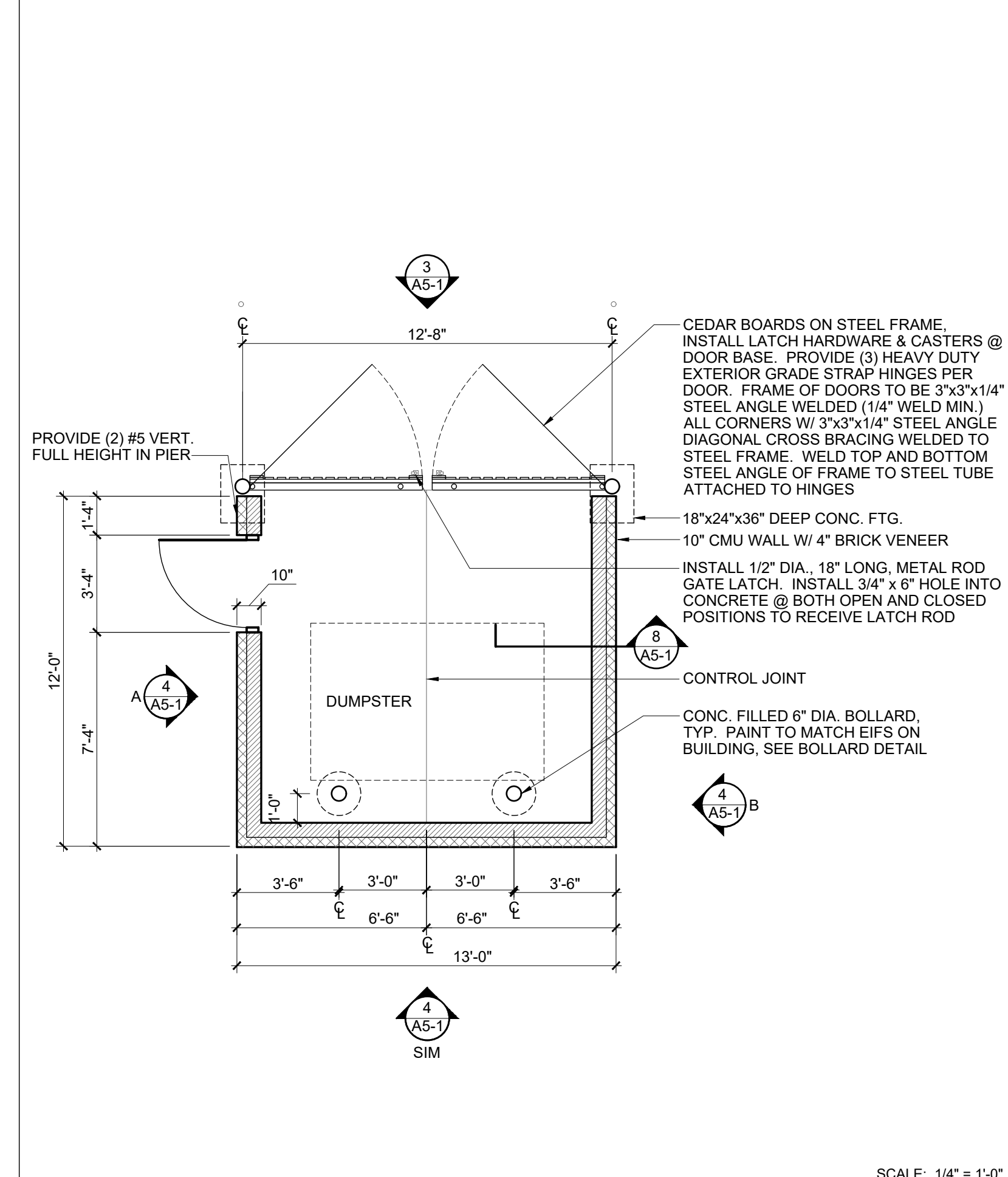


8 DUMPSTER SECTION



7 VAN ACCESSIBLE PARKING SIGN

2 NOT USED



1 DUMPSTER ENCLOSURE - PLAN

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

BROAD STREET  
REYNOLDSBURG, OH 43068

Moo Moo Express  
Car Wash  
Free Vacuum

**SBA STUDIOS**  
ARCHITECTURAL DESIGN  
614.562.7761 WWW.SBA-STUDIOS.COM

SCALE: VARIES  
SHEET # / DESCRIPTION  
SITE DETAILS  
**A5-1**  
DATE: 05.26.2022  
DESIGN REVIEW  
SCOTT BAKER, LICENSE #14654  
EXPIRATION DATE 12/31/2023  
SBA STUDIOS PROJECT # 2022-297

Attachment: MM Broad Street - 05.26.2022 (Appr 2022-5165; SW Corner Cedar Cliff and Broad St; Express Wash Concepts)

May 27<sup>th</sup>, 2022

Planning Commission  
City of Reynoldsburg  
7232 E. Main Street  
Reynoldsburg, OH 43068

RE: Moo Moo Express – Major Site Plan #2022-5185 Staff Report

Planning Commission:

Below is the staff review of the above referenced application.

1. **Project Summary**

- a. The property is located at the southwest corner of Cedar Cliff and Broad Street, west of the now under construction Sheetz gas station. The site is located on parcel 067-00086.
- b. The applicant, Scott Messing with Express Wash Concepts, is requesting Planning Commission approval of a Major Site Plan for the construction of a new Moo Moo Express Car Wash on approximately 1.163 acres.

2. **Zoning Review**

- a. The property is in the Community Commercial zoning district in which “Vehicle Care Services – Washes” is a conditional use. The conditional use application for this project was approved at the May 19<sup>th</sup>, 2022 meeting of the Board of Zoning and Building Appeals.
- b. The proposed development complies with the code in terms of building height, lot coverage, and setback requirements.
- c. The suggested building typology for the district calls for small and medium commercial buildings. The site includes three access points off of Cedar Cliff. The curb cut to the north of the building is for exit only. The curb cut directly to the south of the building is designed for egress only. The eastern-most curb cut is designed to be entry only. And, the middle curb cut is designed for both ingress and egress.
- d. The required parking count is 1 space per 500 SF of floor area. The proposed building is 3,600 SF which would require 7.2 parking spaces. The site provides twenty-four (24) parking spaces, with twenty (20) of the spaces also acting as vacuum stalls. A center two-way access drive runs through the center of the site, with parking located adjacent to the drive on the east and

west sides. Community Commercial calls for parking located in the “front, side or rear yard well-screened”.

- e. A traffic impact study was not required for the project due as similar uses to the proposed car wash likely would have been contemplated in the master planning of the overall shopping center along Broad Street. In addition, a stacking diagram was provided by the applicant demonstrating that at least 36 vehicles could be stacked in the on-site queue.
  - f. The applicant has submitted a landscape concept plan that meets code requirements. The landscape plan includes landscape islands in the parking lot, perimeter landscaping, grass and a number of trees and shrubs.
  - g. The materials proposed for the building include asphalt shingles in English Grey Slate, hardie board and batten siding in Dover White, and brick. The materials meet the district requirement of being natural materials or hardie panel on the front and side facades.
  - h. Please see the attached engineering report.
3. **Staff Recommendation**
- a. The intended use was approved by BZBA at the May 19<sup>th</sup>, 2022 meeting. The applicant intends to submit a signage plan for approval at a later date and agrees to modify the submitted lighting plan during the Plot Grade Utility process to comply with the City’s lighting requirements.
  - b. The Commission shall consider whether the proposed Major Site Plan is consistent with the standards contained in the City's zoning ordinance and Comprehensive Master Plan.

Please contact the Development Department with any questions or comments.



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

App./Case#: \_\_\_\_\_

Date Submitted: \_\_\_\_\_

Fee Amount: \_\_\_\_\_

Paid: \_\_\_\_\_

I. PROPERTY INFORMATION

PLANNING COMMISSION APPLICATION

Property Address/Name of Plat: <b>6320 E Main St, Reynoldsburg, OH 43068</b>			<b>FOR MAP AMENDMENT ONLY</b>
Description of Location: <b>Northwest corner of Brice Rd and E Main St. site of previous Walgreens Store</b>			
Parcel ID#(s): <b>PID 060-008388-00</b>			Proposed Zoning Dist.: <b>CC</b>
Number of Lots: <b>1</b>			Size of Area to be Rezoned: <b>1.98</b>
Present Zoning: <b>BMD</b>	Present Use: <b>Retail Store / Pharmacy</b>		Existing Structures: <b>Walgreens Pharmacy</b>
Complete Where Applicable: Engineer/Surveyor: <b>Mannik &amp; Smith Group</b>			_____
Builder/Developer: <b>Skilken Gold Real Estate Development</b>			_____
			_____
			_____

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): <b>MG EASTON LLC</b>	Property Owner Address:
---	-------------------------

III. APPLICANT INFORMATION

Applicant Name: <b>Skilken Gold Real Estate Development</b>	Applicant Email: <b>Amr@SkilkenGold.com</b>
Applicant Address: <b>4270 Morse Rd, Columbus, OH 43230</b>	Applicant Phone Number: <b>(614) 418-3100</b>
<input checked="" type="checkbox"/> Property Owner	<input type="checkbox"/> Business Owner/Tenant
<input type="checkbox"/> Contractor	<input type="checkbox"/> 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: **02/28/2022**  
\*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:	<u>Zoning Information</u>	<b>Planning Com. Meeting</b>	<b>City Council Meeting</b>
	<input type="checkbox"/> Zoning District:	Date: _____	Date: _____
	_____	<input type="checkbox"/> Approved as Submitted	<input type="checkbox"/> Approved as Submitted
	<u>Add'l Approvals Req'd</u>	<input type="checkbox"/> Approved w/ Conditions	<input type="checkbox"/> Approved w/ Conditions
	<input type="checkbox"/> Tabled	<input type="checkbox"/> Tabled	
	<input type="checkbox"/> Denied	<input type="checkbox"/> Denied	
	<input type="checkbox"/> BZBA	P&Z Admin.: _____ Date: _____	Clerk of Council: _____ Date: _____

Attachment: aFP SkilkenGold Reynoldsburg Zoning Amendment Application (6320 E Main St Zoning District Change Application #2022-5064)

### 3. Facilities Demand Worksheet Sheetz

(To be completed for Major Site Plan, Zoning District Change, and Plot, Grade, & Utility Plan Applications.)

1. Water:

- a. What will the total demand for water be in gallons per day (gpd) for this proposed site improvement? 1,650 gpd
- b. How much pressure is required? 45 psi

*Coordinate with the City Engineer to determine if a Water Usage/Flow Study is required (614.322.6810).*

2. Sanitary Sewer:

- a. What will the total anticipated flow in gallons per day for this proposed site improvement?

2,500 gpd

*Coordinate with the City Engineer to determine if a Utility Study is required (614.322.6810).*

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.

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

Note: AM pass-by vehicle trip percentage is 63% based on ITE recommendations. PM is 66%. 3,986 ADT  
New development trips (non-pass-by) are shown in red.

Generator Peak	Adjacent Street Peak	Peak Hour
<u>353</u> AM (131)	<u>346</u> AM (128)	7:00-8:00 AM
<u>346</u> PM (118)	<u>334</u> PM (114)	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?

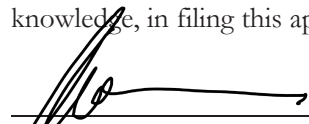
- Yes, Traffic Impact Study or Regional Traffic analysis is required.
- No, Traffic Access Study Required.

d. USE FOR MAJOR SITE PLANS: Check the following as applicable to the site development:

- There are 200 or more Peak Hour trips anticipated.  
(Traffic Impact Study or Regional Traffic Study is required.)
- There are between 50-200 Peak Hour trips anticipated.  
(Traffic Access Study is required.)
- There are less than 50 Peak Hour trips anticipated. (No additional requirements.)

e. The information presented in this section is to assist the applicant with the requirements 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.

  
\_\_\_\_\_  
Applicant's Signature

02/28/2022  
\_\_\_\_\_  
Date

Attachment: aFP SkilkenGold Reynoldsburg Zoning Amendment Application (6320 E Main St Zoning District Change Application #2022-5064)

# SKILKEN | GOLD

Real Estate Development

## City of Reynoldsburg – Rezoning Application PID: 060-008388; 1.983 Acres

**CURRENT OWNER:** MG Easton LLC  
**APPLICANT:** SkilkenGold Development, LLC  
**EXISTING ZONING:** Brice and Main District (BMD)  
**DATE OF TEXT:** 2/28/2022  
**APPLICATION NUMBER:**

### *Summary*

The applicant proposes a rezoning from BMD (Brice and Main District) to CC (Community Commercial) to develop, construct upon, occupy, and use the proposed site for a Sheetz Restaurant & Convenience Store with fuel sales, operating twenty-four (24) hours per day, seven (7) days per week, with retail, self-service sale of gasoline, auto diesel, and other petroleum products, food and beverage sales, indoor and outdoor seating, red back-lit canopies, signage, a drive thru, adequate adjacent parking, and a license to sell beer and wine. Significant design considerations have been implemented which deviate from the standard Sheetz prototype in order to tie into and recognize the surrounding area and its design standards.

The proposed Sheetz typically employs a total 30-35 local employees with 2-10 employees working at the location at any given time. Food delivery trucks arrive daily either in the early morning or late afternoon while fuel trucks frequent the site roughly 4 times per week.

The owner of the property has agreed to not only dedicate significant right-of-way to assist in the proposed widening and realignment of Brice Road, but has also agreed to contribute to the cost of improving the intersection of Brice and Main.

### *Deed Restrictions and Protective Covenants*

- Declaration of Covenants of record in Instrument 199911100282811
- Right of Way Easement granted to The Ohio Fuel Gas Company, as more fully set forth in the document recorded as Deed Book 1505, Page 484; amended by Partial Release of Right of Way in Instrument 199806230155347
- Right of Way Easement granted to Columbus Southern Power Company, as more fully set forth in the document recorded as Instrument 200010270218194

### *Schedule For Construction*

Anticipated construction start of November 2022 and Opening of May 2023

4270 Morse Road Columbus, Ohio 43230 614.418.3100

[www.skilkengold.com](http://www.skilkengold.com)

# SKILKEN | GOLD

Real Estate Development

## *Utilities*

Water and sanitary have been identified to service the area via a will serve letter provided by the city. Capacity requirements have been provided in the attached Facilities Demand Worksheet. Storm water management will be addressed with underground detention and water quality meeting City requirements. Adequate outlet exists for the rezoning area. The proposed drainage solution is similar to the existing conditions, with the site releasing to a 24" storm line in the E Main St (SR 40) right-of-way at the SE corner of the site.

## *Impact Studies*

Carpenter Marty Transportation has completed a Traffic Impact Study based on a memorandum of understanding with the City of Reynoldsburg. Data collection and analysis' are provided via a Traffic Impact Study dated February 17<sup>th</sup>, 2022. Findings from the TIS suggest a limitation to the existing and proposed access point along Main Street, which the applicant has addressed and incorporated into the accompanying Site Plan.

Respectfully submitted,

*SkilkenGold Real Estate Development*

## Section 1109.23

**ZONING AMENDMENT CHECK LIST****Overview**

The following checklist of requirements is to be used to assist in Development plan preparation. An application for a zoning amendment (rezoning or text amendment) review shall be submitted to the Planning & Zoning Administrator and shall include the following information:

**(1) General Requirements:**

- Completed application form.
- Correct legal description of the lot(s).
- All plans shall be signed and sealed by a professional engineer, architect, or landscape architect registered with the State of Ohio.
- Each sheet shall contain a title block.
- A vicinity map showing the location of the proposed development in relationship to the surrounding area including major thoroughfares.
- The names and addresses of the owners of the lot(s) contiguous or directly across the street from the subject lot(s).
- Deed restrictions and protective covenants.
- A schedule for construction.

**(2) Site Plan:**

- The dimensions of property lines, parcel dimensions and adjoining rights-of-way.
- The current zoning of the parcel and all adjacent parcels.
- The location of existing and proposed buildings and structures.
- The proposed assignment of use and subdivision of land including private land and common land.
- Preliminary plans of all structure types.

**(3) Environmental/Landscape Concept Plan. A Landscape Plan that indicates the following:**

- Existing topography map 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 right-of-ways, existing structures, trees, and landscaping features thereon.
- The limits of all wetlands and of the one hundred (100) year flood plain.
- The approximate location, dimensions, and area of all property proposed to be set aside for parks, open space, and other public or private reservation, with designation of the purpose and proposed ownership thereof.
- The location and type of all new landscape material and plantings, including street trees. Utilities shall be shown on all landscape plans (Section 1105.07).

**(4) Utilities and Traffic:**

- Utilities impact study.
- Drainage impact study.
- Traffic impact study.
- The proposed vehicular and pedestrian traffic patterns.

**(5) Such other information as the Planning & Zoning Administrator or Planning Commission may require so as to carry out the full intent of the Zoning Code.**

## Section 1109.23

**ZONING AMENDMENT CHECK LIST****Zoning Amendment – Final Submittal Checklist**

- Fourteen (14) complete sets of plans satisfying the requirements items 1-5. All plans to be in 11” x 17” size.
- PDF or similar scan of completed application and submittal packet, to be submitted by CD or other electronic means in coordination with the Planning & Zoning Administrator.
- Payment for the amount noted on the application form: or refer to the fee schedule under “Plan Review Fee Schedule – District Change (Rezoning).”

# SKILKEN | GOLD

Real Estate Development

City of Reynoldsburg – Rezoning Application  
PID: 060-008388; 1.983 Acres

Received

MAR -1 2022

Reynoldsburg Building Division

**CURRENT OWNER:** MG Easton LLC  
**APPLICANT:** SkilkenGold Development, LLC  
**EXISTING ZONING:** Brice and Main District (BMD)  
**DATE OF TEXT:** 2/28/2022  
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[www.skilkengold.com](http://www.skilkengold.com)

# SKILKEN | GOLD

Real Estate Development

## *Utilities*

Water and sanitary have been identified to service the area via a will serve letter provided by the city. Capacity requirements have been provided in the attached Facilities Demand Worksheet. Storm water management will be addressed with underground detention and water quality meeting City requirements. Adequate outlet exists for the rezoning area. The proposed drainage solution is similar to the existing conditions, with the site releasing to a 24" storm line in the E Main St (SR 40) right-of-way at the SE corner of the site.

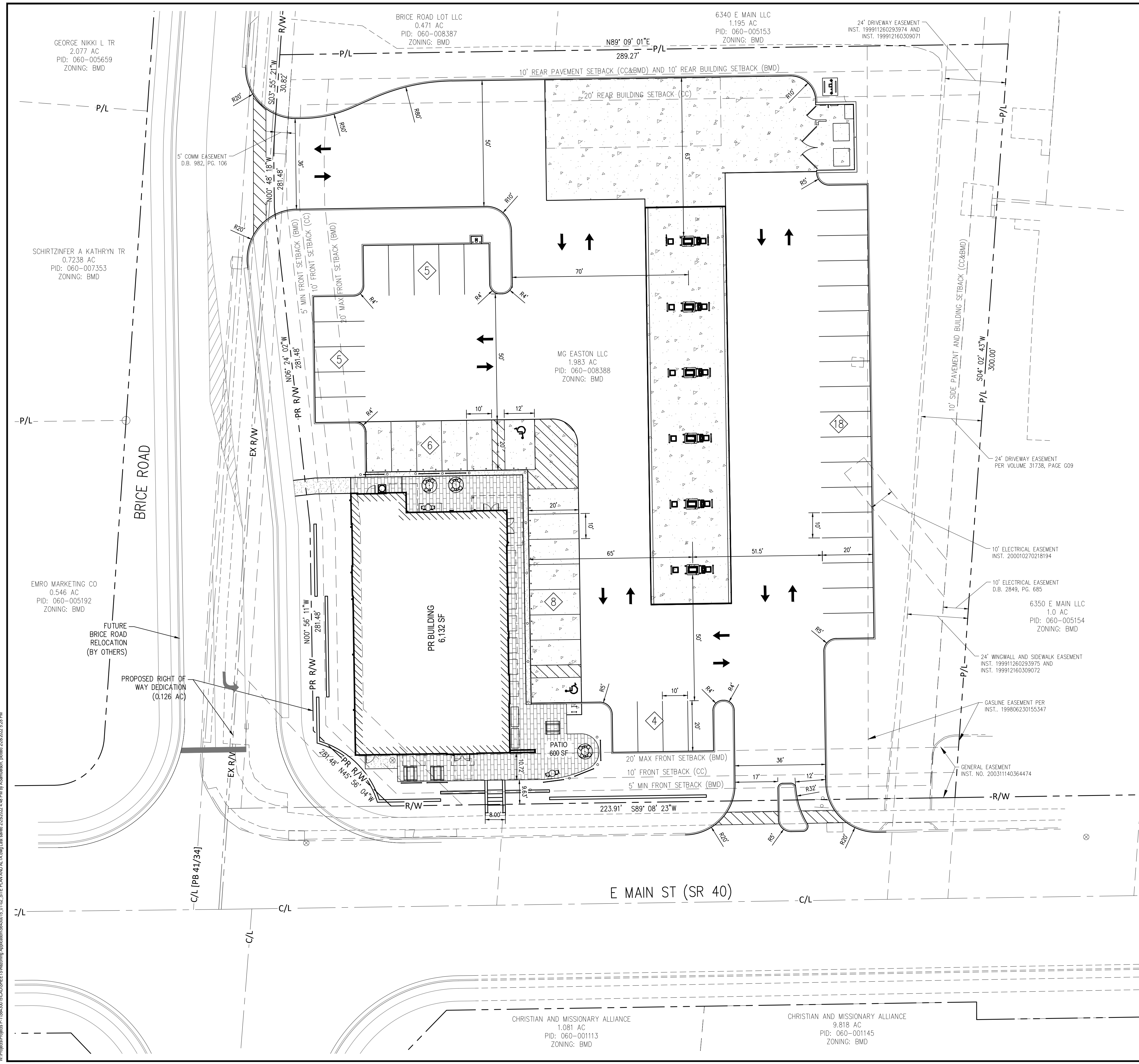
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Respectfully submitted,

*SkilkenGold Real Estate Development*

Attachment: cSheetz - Rezoning Summary (6320 E Main St Zoning District Change Application #2022-5064)



VICINITY MAP  
NOT TO SCALE

**SHEET INDEX:**

SITE PLAN	1/4
ALTA SURVEY	2/4
PRELIMINARY UTILITY PLAN	3/4
ENVIRONMENTAL/LANDSCAPE CONCEPT PLAN	4/4

**SITE DATA:**

EXISTING ZONING: BRICE AND MAIN DISTRICT (BMD)  
 EXISTING LOT AREA: 1.983± AC  
 PROPOSED RIGHT OF WAY DEDICATION: 0.126± AC  
 PROPOSED REZONING: COMMUNITY COMMERCIAL (CC)

PROPOSED DEVELOPMENT WILL FOLLOW BMD STANDARDS WHERE POSSIBLE IN ORDER TO MAINTAIN CONSISTENT STYLE WITH FUTURE SURROUNDING DEVELOPMENTS.

PROPOSED LOT USE: SHEETZ RESTAURANT  
 BUILDING: RESTAURANT AND FUEL STATION - 6,132 SF

PARKING: C-STORE WITH GASOLINE - 1 PER 2 FUEL DISPENSING STATIONS + 1 PER 200 SF RETAIL AREA RESTAURANT - 1 PER 200 SF

6,132 SF/200 SF = 31 SPACES FOR RESTAURANT  
 12 FUEL DISPENSING STATIONS/2 = 6 SPACES  
 37 SPACES REQUIRED  
 46 SPACES PROVIDED  
 2 ADA SPACES REQUIRED  
 2 ADA SPACES PROVIDED

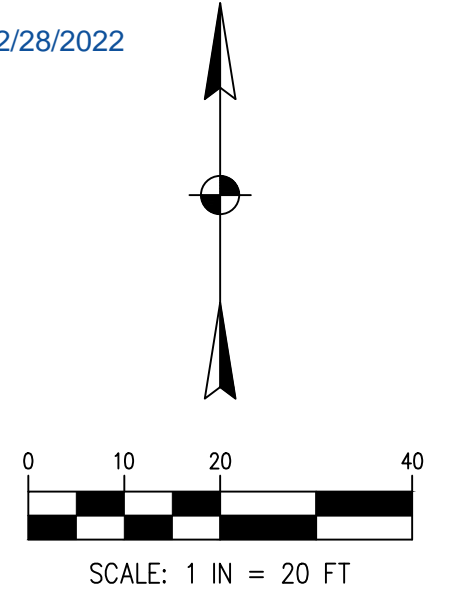
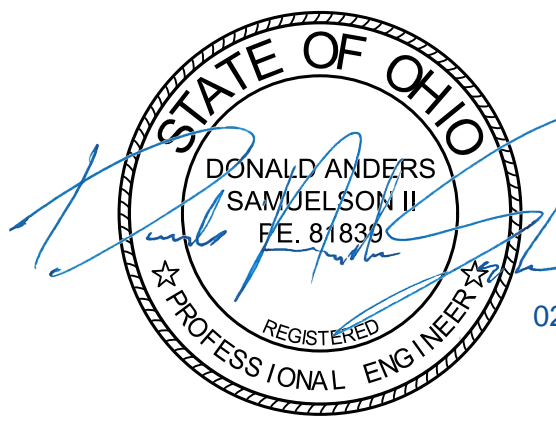
FRONT SETBACK (CC): 10'  
 SIDE SETBACK (CC): 10'  
 REAR (CC): 20'

FRONT SETBACK (BMD): 5' MIN TO 20' MAX  
 SIDE SETBACK (BMD): 10'  
 REAR (BMD): 10'

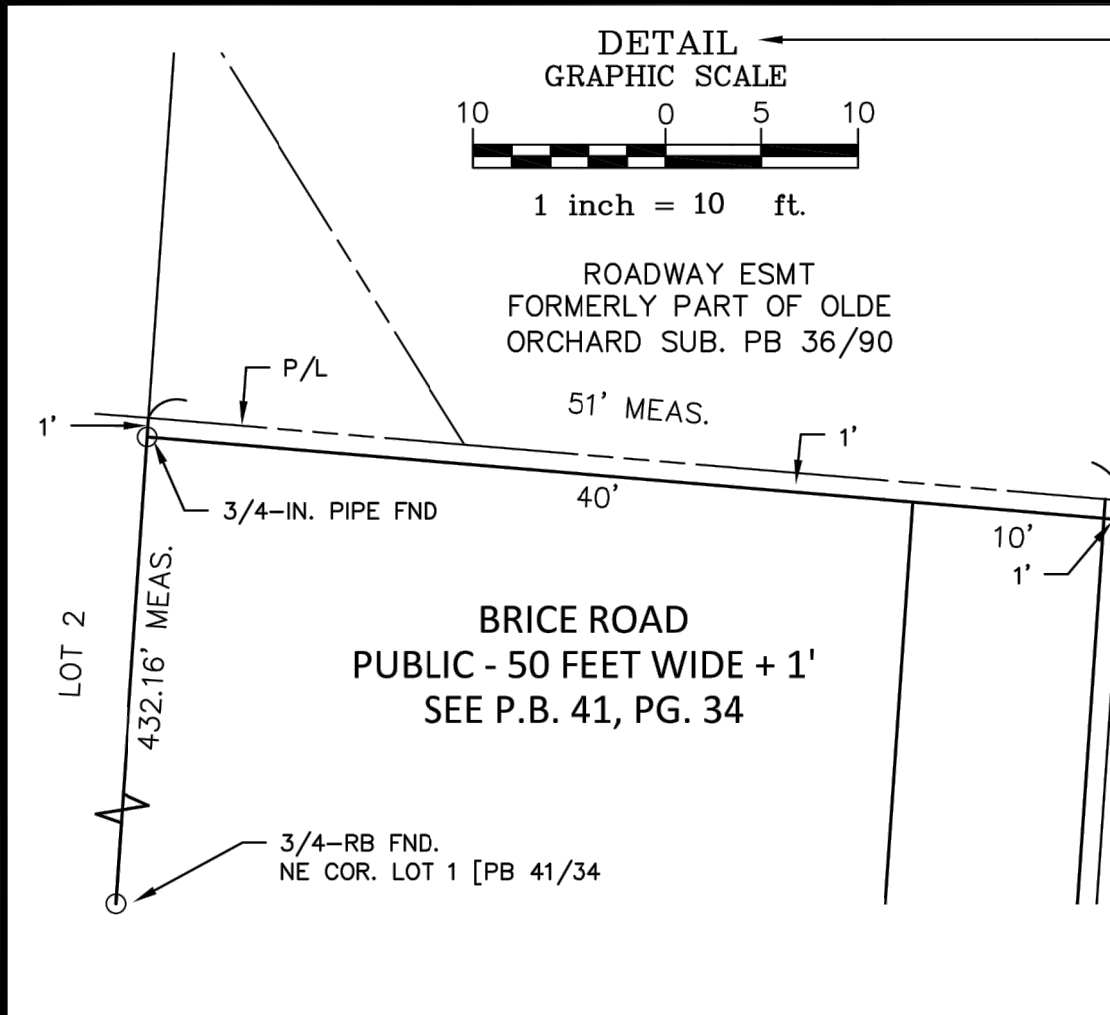
LANDSCAPE SETBACKS: 6' FROM PROPERTY LINES

LOT COVERAGE (CC): 70% MAX  
 LOT COVERAGE (BMD): 50% MIN TO 80% MAX

PARKING MUST BE LOCATED TO THE INTERIOR OF THE DEVELOPMENT - ALL PROVIDED PARKING IS AT OR BEHIND THE BUILDING LINE ON E MAIN ST



NO.	DATE	BY	DESCRIPTION
<b>PRELIMINARY NOT FOR CONSTRUCTION</b>			
1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 688.488.7340	PROJECT DATE: 02/21/2022	PROJECT NO: S64300015	DATE: NAF
DRAWN BY: MAM		CHECKED BY: MAM	
<b>TECHNICAL SKILL: CREATIVE SPIRIT.</b>			
<b>Mannik Smith Group</b> www.MannikSmithGroup.com			
PREPARED FOR:	SKILKENGOLD DEVELOPMENT 4270 MORSE ROAD COLUMBUS, OHIO 43230		
DEVELOPMENT PLAN FOR:	SHEETZ 6320 E MAIN ST, REYNOLDSBURG, OHIO 43068		
<b>SITE PLAN</b>			
1	4		



**SECTION 13, TOWN 12, RANGE 21, REFUGEE LANDS  
CITY OF REYNOLDSBURG, FRANKLIN COUNTY, OHIO**

**EXHIBIT A:**  
ACCORDING TO STEWART TITLE GUARANTY COMPANY'S "ALTA COMMITMENT FOR TITLE INSURANCE", COMMITMENT NUMBER 1455389, DATED OCTOBER 22, AT 8 AM.

SITUATED IN THE STATE OF OHIO, COUNTY OF FRANKLIN, CITY OF REYNOLDSBURG, TRURO TOWNSHIP, AND BEING A PART OF HALF SECTION 20, SECTION 13, TOWNSHIP 12, RANGE 21, REFUGEE LANDS, AND BEING 0.758 ACRES OUT OF A TRACT OF LAND AS CONVEYED TO NORMAN E. & GLADYS C. STOUT, AS RECORDED IN O.R. 21700 J04, ALSO BEING 1.225 ACRES OUT OF A TRACT OF LAND AS CONVEYED TO JOSEPH J. RECCHIE, AS RECORDED IN D.V. 2825, PG. 602, CONTAINING 1.983 ACRES, BEING FURTHER DESCRIBED AS FOLLOWS:

BEGINNING FOR REFERENCE AT A FOUND 1" SOLID IRON PIN IN A MONUMENT BOX AT THE INTERSECTION OF THE CENTERLINE OF BRICE RD., (RUNNING SOUTH FROM MAIN ST.) AND THE CENTERLINE OF EAST MAIN ST. (U.S. RT. 40, NATIONAL RD.):

THENCE SOUTH 85 DEGREES 14' 02" WEST 12.13' FEET, ALONG THE CENTERLINE OF SAID EAST MAIN ST., TO A POINT, SAID POINT BEING THE SOUTHWEST CORNER OF SAID STOUT TRACT, AND BEING THE SOUTHEAST CORNER OF MARATHON SUBDIVISION AS SHOWN IN PLAT BOOK 41, PG. 34;

THENCE NORTH 00 DEGREES 01' 00" EAST 40.14 FEET, ALONG THE WEST LINE OF SAID STOUT TRACT, BEING THE EAST LINE OF SAID MARATHON SUBDIVISION, AND BEING THE EAST LINE OF BRICE RD., (RUNNING NORTH FROM MAIN ST.) TO AN IRON PIN SET, SAID IRON PIN BEING THE INTERSECTION OF THE NORTH LINE OF SAID EAST MAIN ST., AND THE EAST LINE OF SAID BRICE RD., SAID IRON PIN BEING THE TRUE PLACE OF BEGINNING FOR THE HEREIN DESCRIBED 1.983 ACRE TRACT;

THENCE NORTH 00 DEGREES 01' 00" EAST 300.00 FEET, ALONG THE EAST LINE OF SAID BRICE RD., BEING THE WEST LINE OF SAID STOUT TRACT, TO AN IRON PIN SET;

THENCE NORTH 85 DEGREES 14' 40" EAST 289.27 FEET, CROSSING SAID STOUT TRACT, AND CROSSING SAID RECCHIE TRACT, ALONG A NEW DIVISION LINE, TO AN IRON PIN SET IN THE EAST LINE OF SAID RECCHIE TRACT, BEING THE WEST LINE OF A 1.00 ACRE TRACT AS CONVEYED TO MARY L. DODDS AS RECORDED IN INSTRUMENT NUMBER 199710230125793;

THENCE SOUTH 00 DEGREES 08' 22" WEST 300.00 FEET, ALONG THE EAST LINE OF SAID RECCHIE TRACT, BEING THE WEST LINE OF SAID DODDS TRACT, TO AN IRON PIN SET, SAID IRON PIN BEING IN THE NORTH LINE OF SAID EAST MAIN ST.;

THENCE SOUTH 85 DEGREES 14' 02" WEST 288.63 FEET, ALONG THE NORTH LINE OF SAID EAST MAIN ST. TO THE TRUE PLACE OF BEGINNING, CONTAINING 1.983 ACRES OR 86360 SQUARE FEET, SUBJECT TO ALL LEGAL EASEMENTS AND RIGHT OF WAYS OF RECORD.

BEARINGS ARE REFERENCED TO THE SOUTH LINE OF A TRACT OF LAND AS CONVEYED TO BBPS&W PARTNERSHIP AS RECORDED IN O.R. 23108 F14, BEING THE NORTH LINE OF SAID STOUT TRACT AND RECCHIE TRACT, AS BEING SOUTH 89 DEGREES 17' 02" WEST.

DOCUMENTS REFERRED TO ARE RECORDED IN THE FRANKLIN COUNTY RECORDER'S OFFICE. IRON PINS SET ARE 5/8" REBAR 30" LONG WITH PLASTIC CAP STAMPED PK MOORE & ASSOCIATES.

PARCEL NUMBER: 060-008388-00

**BENCHMARKS:** DATUM - NAVD88 ELEVATION PER ODOT VRS GPS AVERAGES OVER PERIOD.

**BM #1**  
NORTH RIM OF SANITARY M.H. AT NORTHWEST CORNER OF SUBJECT PROPERTY. 10 FEET EAST OF THE EAST CURBLINE OF BRICE ROAD. 25 FEET SOUTH OF THE N. PROPERTY LINE.  
ELEV.=866.47

**BM #2**  
NORTH RIM OF ELECTRIC M.H. 22 FEET NORTH OF THE NORTH CURB LINE OF MAIN STREET. 127 FEET WEST OF THE EAST PROPERTY LINE OF THE SUBJECT PROPERTY  
ELEV.=866.17

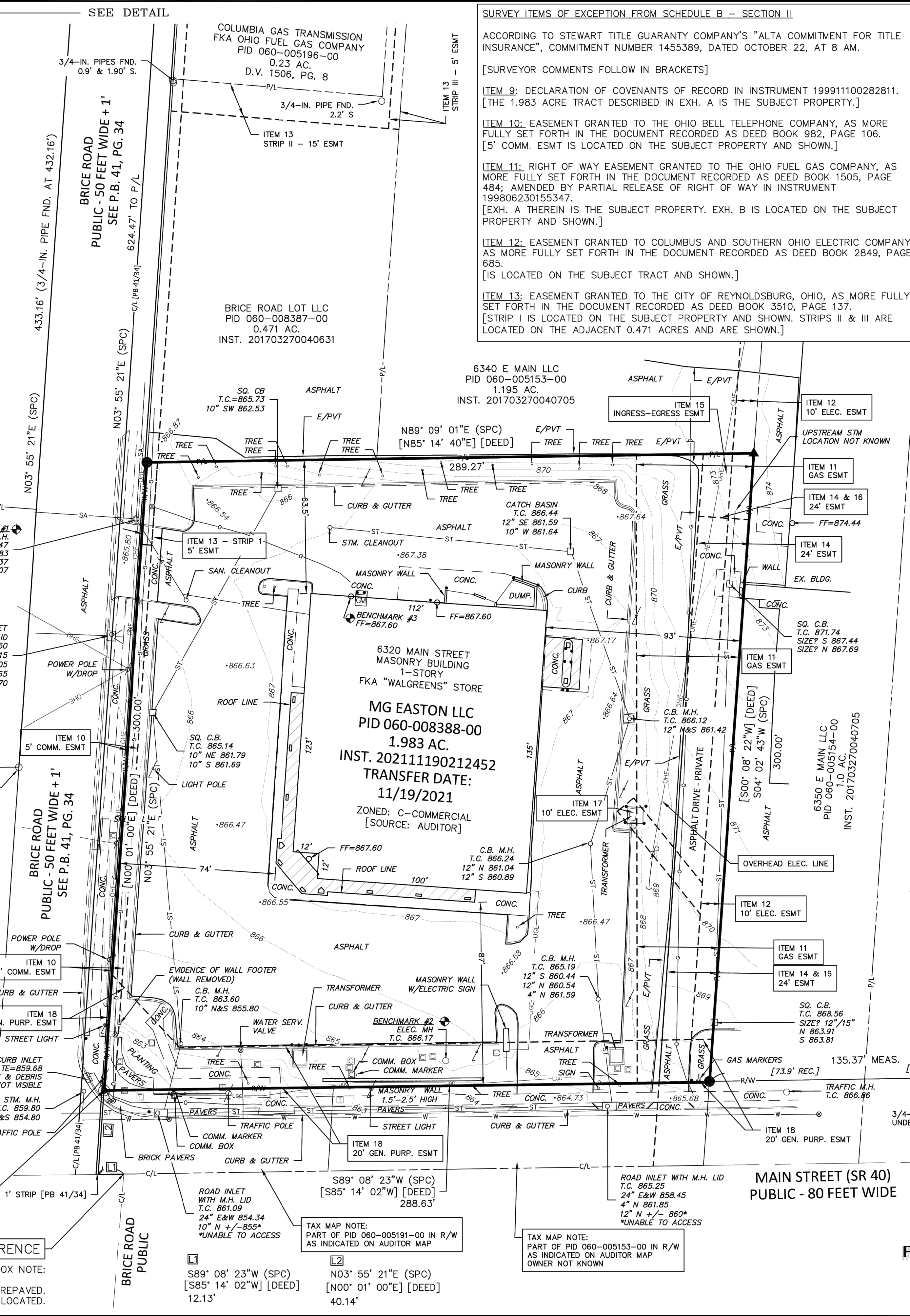
**BM #3**  
FINISH FLOOR OF EXISTING BUILDING AT REAR ENTRY DOORS.  
ELEV.=867.60

- GAS METER
- SIGN
- SQUARE CATCH BASIN
- GUY ANCHOR
- UTILITY POLE
- LIGHT POLE
- TRAFFIC POLE
- BOLLARD
- MANHOLE
- VALVE
- GAS MARKER
- ELECTRIC STRUCTURE
- COMMUNICATION STRUCTURE
- TRAFFIC STRUCTURE

**KATHRYN A. SCHIRTZINGER, TR.**  
PID 060-007353-00  
0.724 AC.  
O.R.V. 9485 A15  
PART LOT 2  
MARATHON SUBDIVISION  
P.B. 41, PG. 34

**EMRO MARKETING CO.**  
PID 060-005192-00  
O.R.V 13340 I-12  
LOT 1  
MARATHON SUBDIVISION  
P.B. 41, PG. 34

**MONUMENT BOX NOTE:**  
MAIN STREET HAS BEEN REPAVED.  
THE MONUMENT BOX IS PAVED OVER, MAGNETICALLY LOCATED.



**SURVEY ITEMS OF EXCEPTION FROM SCHEDULE B - SECTION II**  
ACCORDING TO STEWART TITLE GUARANTY COMPANY'S "ALTA COMMITMENT FOR TITLE INSURANCE", COMMITMENT NUMBER 1455389, DATED OCTOBER 22, AT 8 AM.  
[SURVEYOR COMMENTS FOLLOW IN BRACKETS]

**ITEM 9:** DECLARATION OF COVENANTS OF RECORD IN INSTRUMENT 199911100282811. [THE 1.983 ACRE TRACT DESCRIBED IN EXH. A IS THE SUBJECT PROPERTY.]

**ITEM 10:** EASEMENT GRANTED TO THE OHIO BELL TELEPHONE COMPANY, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS DEED BOOK 982, PAGE 106. [5' COMM. ESMT IS LOCATED ON THE SUBJECT PROPERTY AND SHOWN.]

**ITEM 11:** RIGHT OF WAY EASEMENT GRANTED TO THE OHIO FUEL GAS COMPANY, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS DEED BOOK 1505, PAGE 484; AMENDED BY PARTIAL RELEASE OF RIGHT OF WAY IN INSTRUMENT 199806230155347. [EXH. A THEREIN IS THE SUBJECT PROPERTY. EXH. B IS LOCATED ON THE SUBJECT PROPERTY AND SHOWN.]

**ITEM 12:** EASEMENT GRANTED TO COLUMBUS AND SOUTHERN OHIO ELECTRIC COMPANY, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS DEED BOOK 2849, PAGE 685. [IS LOCATED ON THE SUBJECT TRACT AND SHOWN.]

**ITEM 13:** EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS DEED BOOK 3510, PAGE 137. [STRIP I IS LOCATED ON THE SUBJECT PROPERTY AND SHOWN. STRIPS II & III ARE LOCATED ON THE ADJACENT 0.471 ACRES AND ARE SHOWN.]

**ITEM 14:** DRIVEWAY EASEMENT AGREEMENT AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS OFFICIAL RECORD 31738, PAGE G09. [IS THE 24' ESMT IS LOCATED ON SUBJECT TRACT AND SHOWN.]

**ITEM 15:** DRIVEWAY EASEMENT AGREEMENT AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS INSTRUMENT 199911260293974; AFFIDAVIT OF RECORD IN INSTRUMENT 199912160309071. [EXHIBIT C IS LOCATED ON SUBJECT TRACT AND SHOWN]

**ITEM 16:** WINGWALL AND SIDEWALK EASEMENT AGREEMENT AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS INSTRUMENT 199911260293975; AFFIDAVIT OF RECORD IN INSTRUMENT 199912160309072. [ESMT IS LOCATED ON SUBJECT PROPERTY AND SHOWN. SEE ITEM 14.]

**ITEM 17:** RIGHT OF WAY EASEMENT GRANTED TO COLUMBUS SOUTHERN POWER COMPANY, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS INSTRUMENT 200010270218194. [10' ELEC. ESMT IS ON THE SUBJECT PROPERTY AND SHOWN.]

**ITEM 18:** DEED OF EASEMENT GRANTED TO THE CITY OF REYNOLDSBURG, OHIO, AS MORE FULLY SET FORTH IN THE DOCUMENT RECORDED AS INSTRUMENT 200311140364474. [20' GENERAL PURPOSE ESMT IS ON THE SUBJECT PROPERTY AND SHOWN]

**ITEM 19:** MEMORANDUM OF LEASE OF RECORD IN INSTRUMENT 200002290040018.

SUBORDINATION, NON-DISTURBANCE AND ATTORNMENT AGREEMENT OF RECORD INSTRUMENT 201212310200810.

[EXH. A THEREIN IS THE SUBJECT PROPERTY.]

**UTILITY STATEMENT:**  
NO UNDERGROUND UTILITY SURVEY WAS PERFORMED BY THE SURVEYOR. THE VERTICAL COMPONENT OF BURIED UTILITIES WAS NOT SURVEYED. LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. UTILITIES MAY EXIST BENEATH THE GROUND THAT ARE NOT SHOWN HEREON. THE UTILITIES SHOWN ARE BASED ON SURFACE OBSERVATIONS OF MARKINGS BY THE OHIO UTILITIES PROTECTION SERVICE.

**FLOOD ZONE:**  
ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S "FLOOD INSURANCE RATE MAP", MAP NUMBER 39049C0354K, DATED 06/17/08, THE SUBJECT PROPERTY IS NOT IN A FLOOD HAZARD AREA.

THIS IS TO CERTIFY TO  
SHEETZ, INC.  
STEWART TITLE GUARANTY COMPANY  
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 1-5, 6a, 6b, 8, 11, 12-15, 17, 18, 21, & 22 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON DEC. 1, 2021

12/03/2021, 2021  
MARK D. POWER  
PROFESSIONAL SURVEYOR S-7935

**BOUNDARY DESCRIPTION & DIMENSIONS:**  
BOUNDARY DIMENSIONS SHOWN ARE BASED ON FIELD MEASUREMENTS RELATIVE TO THE OHIO DEPARTMENT OF TRANSPORTATION'S VRS GPS NETWORK (NAD83\_2011) PROJECTION OHIO STATE PLANE - SOUTH ZONE.  
BEARINGS IN BRACKETS [N 45° E] ARE RECORD DIMENSIONS SHOWN FOR COMPARISON.  
THE LEGAL DESCRIPTION OF RECORD GENERALLY AGREES WITH THE EVIDENCE FOUND IN THE FIELD.

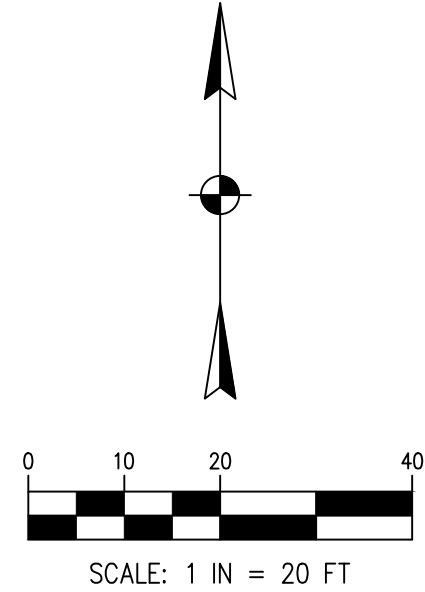
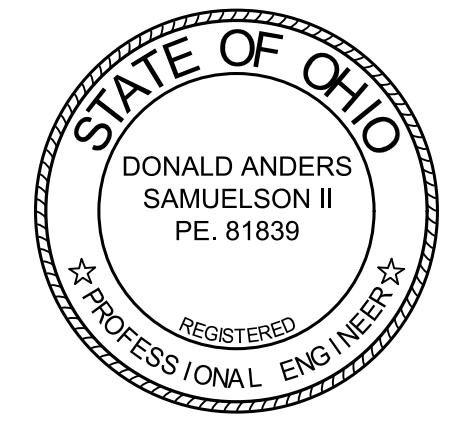
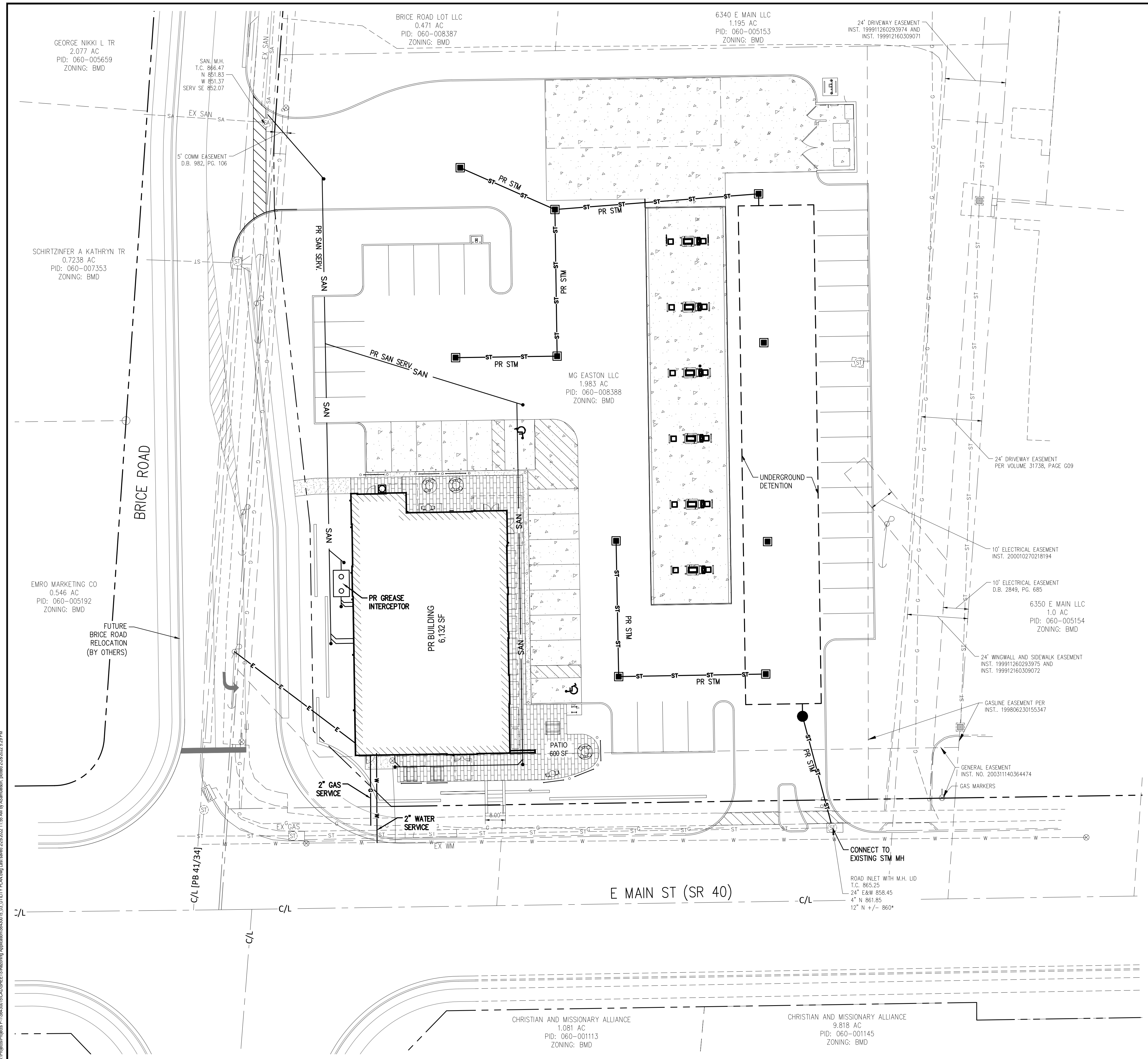
- REBAR/PIPE FOUND
- STEEL SPIKE SET
- SET 5/8-INCH REBAR WITH "POWER 7935" CAP
- SET DRILL HOLE

**POWER GEOSPATIAL, LTD.**  
P.O. BOX 581 LONDON, OHIO 43140 614-546-8337

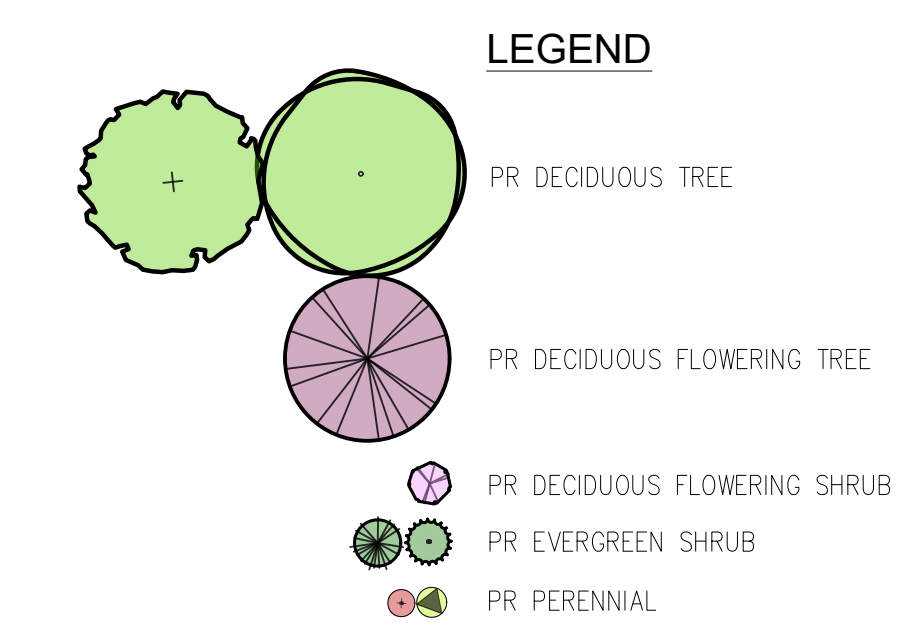
PREPARED BY:  
POWER GEOSPATIAL, LTD.  
P.O. BOX 581  
LONDON, OHIO 43140  
POWERGEOSPATIAL@GMAIL.COM  
614-546-8337

**ALTA LAND TITLE SURVEY  
6320 MAIN STREET  
REYNOLDSBURG, OH 43068**

REVISIONS	
DRAWN BY	MP
DATE	12-03-21
SHEET	2 / 4



DEVELOPMENT PLAN FOR <b>SHEETZ</b> 6320 E MAIN ST, REYNOLDSBURG, OHIO 43068	PREPARED FOR <b>SKILKENGOLD DEVELOPMENT</b> 4270 MORSE ROAD COLUMBUS, OHIO 43230	 www.MannikSmithGroup.com	NO. _____	DATE _____	BY _____	DESCRIPTION _____
			<p style="text-align: center; color: red; font-weight: bold; font-size: 2em;">PRELIMINARY NOT FOR CONSTRUCTION</p>			
PRELIMINARY UTILITY PLAN		PROJECT NO.: 02212022 S86300015		DRAWN BY: NAF CHECKED BY: MAM		1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 688.488.7340
3		4		Attachment: dResoning Site Plan (Signed) (6320 E Main St Zoning District Change Application #2022-5004)		



REQUIRED:	PROVIDED:
<b>SECTION 1105.07 – LANDSCAPING AND BUFFERING</b>	
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). 2" CALIPER MIN.	TREES PROVIDED ALONG FRONTAGE WITH PERIMETER SCREENING AND PARKING LOT ISLANDS MEET SPACING REQUIREMENTS
G.iii. MINIMUM PLANT SIZES ARE: 2" CALIPER FOR DECIDUOUS TREES 1.5" CALIPER FOR ORNAMENTAL TREES 6' HEIGHT FOR EVERGREEN TREES 18" OR 18" SPREAD FOR SHRUBS DEPENDING ON GROWTH CHARACTERISTICS	MINIMUM SIZE OR LARGER WILL BE PROVIDED
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%	28 TREES PROPOSED ON SITE 9 OF EACH SPECIES MAXIMUM
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	STREET TREES ALONG BRICE WILL BE SMALL TREES OR MEDIUM (DISTANCE FROM OVERHEAD LINES VARIES). ALL OTHER TREES ARE GREATER THAN 20' FROM OVERHEAD WIRES
H.1.2 COMMERCIAL LOT LANDSCAPING: AREA OF COMMERCIAL STRUCTURES, PARKING, LOADING, AND TRASH STORAGE = 51,864 OVER 50,000 SF REQUIRES A TOTAL TRUNK DIAMETER OF 20" PLUS 1" OF TRUNK FOR EVERY 4,000 SF OVER 50,000 SF 51,864 SF = 21" OF TOTAL TRUNK DIAMETER REQUIRED WITHIN PARKING AREA CAN BE MET BY ANY COMBINATION OF EXISTING AND NEW TREES.	56" PROVIDED THROUGH PERIMETER AND INTERIOR LOT TREE REQUIREMENTS
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'. 46 SPACES = 5 TREES, 20 SHRUBS, AND 1000 SF	5 TREES, 20 SHRUBS, AND 1,578 SF PROVIDED WITHIN PARKING AREA
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. PARKING PERIMETER = 1,146 SF = 23 TREES REQUIRED	23 TREES PROVIDED AROUND PARKING LOT
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 AND AIR STATIONS WILL BE SCREENED. DUMPSTER SCREENED WITH WALL AND HEDGE

**PRELIMINARY NOT FOR CONSTRUCTION**

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD  
SUITE 100  
COLUMBUS, OH 43215  
TEL: 614.441.4222  
FAX: 688.488.7340

PROJECT DATE: 02/21/2022  
PROJECT NO: S6430015  
DRAWN BY: NAF  
CHECKED BY: MAM

**Mannik Smith Group**  
www.MannikSmithGroup.com

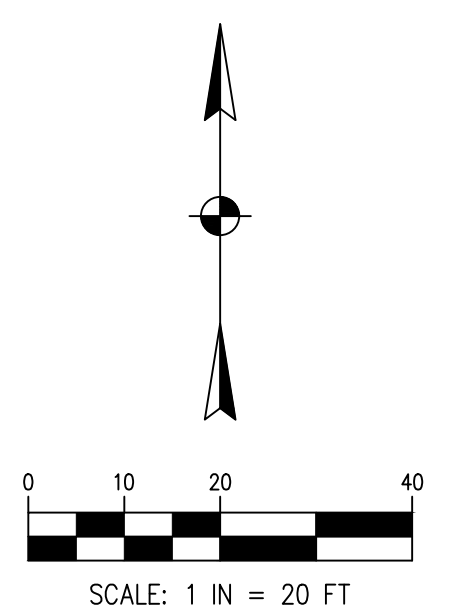
TECHNICAL SKILL:  
CREATIVE SPIRIT.

PREPARED FOR:  
**SKILKENGOLD DEVELOPMENT**  
4270 MORSE ROAD  
COLUMBUS, OHIO 43230

DEVELOPMENT PLAN FOR  
**SHEETZ**  
6320 E MAIN ST, REYNOLDSBURG, OHIO 43068

ENVIRONMENTAL/  
LANDSCAPE  
CONCEPT  
PLAN

4 4



W:\Project\Projects\17564\01\CAD\Sheets\Resizing\Applications\8430015\_04\_LANDSCAPE.dwg (last saved 2/25/2022 12:50 PM) by rlawver, plotted 2/28/2022 5:28 PM

Attachment: dResizing Site Plan (Signed) (6320 E Main St Zoning District Change Application #2022-5064)



PROJECT NAME:  
**NEW SHEETZ STORE**

**BRICE ROAD**

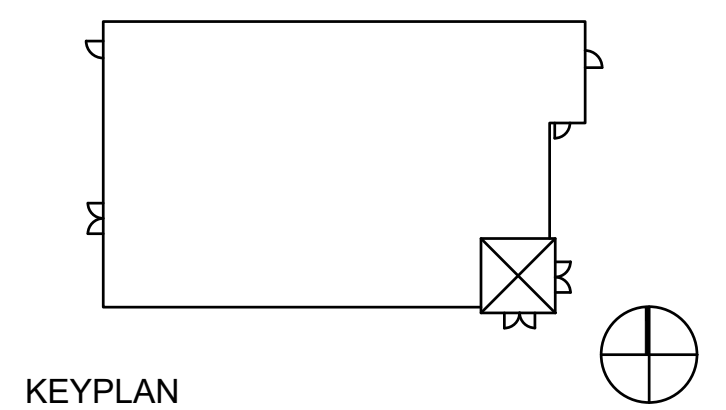
Int. of Brice Road  
Reynoldsburg County  
Ohio

OWNER:  
SHEETZ, INC.

5700 SIXTH AVE.  
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

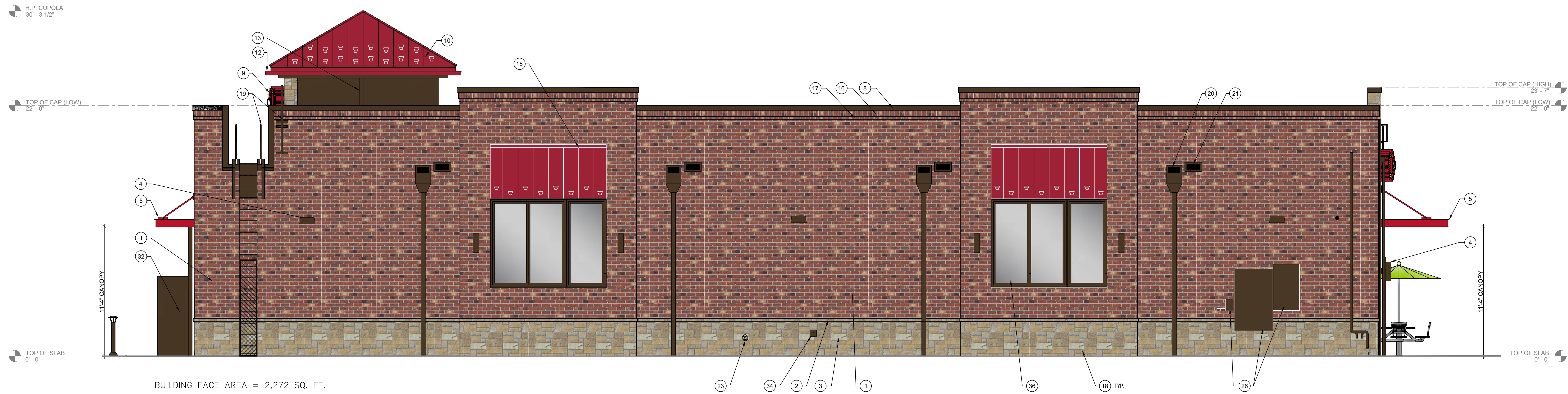


KEYPLAN

ISSUE:	
PROJECT NO:	
AUTHOR BY:	DLN
REVIEW BY:	BDL
SHEET TITLE	

CONCEPT  
EXTERIOR  
ELEVATIONS

**A201**



**3 WEST 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 (O/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 = BRITE RED)
- 11 (NOT USED)
- 12 GUTTER (COLOR = RED)
- 13 DOWNSPOUT (COLOR = DARK BRONZE)
- 14 DRIVE-THRU WINDOW (IF APPLICABLE)
- 15 METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = BRITE RED, FRAME COLOR = DARK BRONZE)
- 16 BRICK SOLDIER COURSE (O/S 680 MOD BY CONTINENTAL BRICK CO.)
- 17 BRICK ROWLOCK COURSE (O/S 680 MOD BY CONTINENTAL BRICK CO.)
- 18 CONTROL JOINT SEE MASONRY SPECS FOR COLOR
- 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
- 36 WALL PROJECTION WITH FAUX ALUM. STOREFRONT WINDOWS (FRAME COLOR = DARK BRONZE) WITH REFLECTIVE TINT
- 37 MASONRY SCREEN WALL



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

PROJECT NAME:  
**NEW SHEETZ STORE  
REYNOLDSBURG**

Int. of East Main Street  
and Brice Road  
Reynoldsburg  
Ohio 43068

OWNER:  
SHEETZ, INC.

5700 SIXTH AVE.  
ALTOONA, PA 16602

CONSULTANT

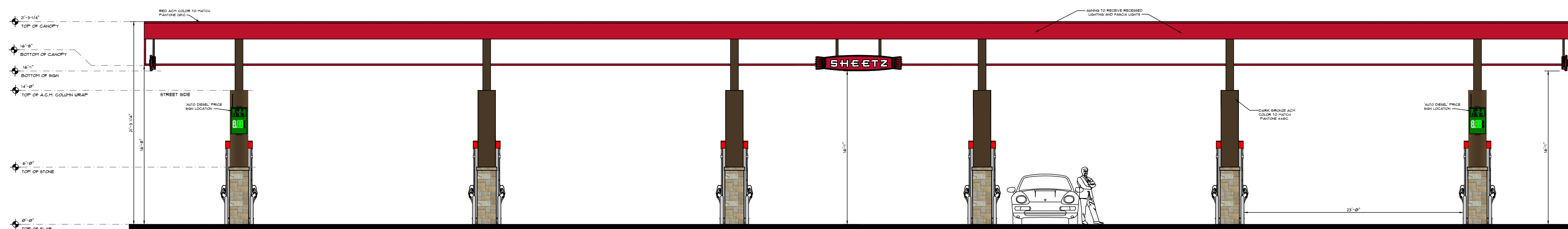
PROFESSIONAL

KEYPLAN

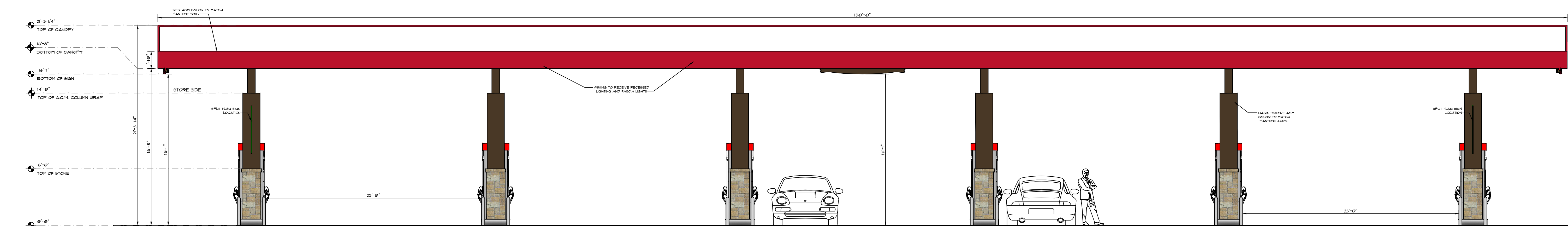
ISSUE: **02-22-22**  
PROJECT NO:  
AUTHOR BY: NMI  
REVIEW BY:  
SHEET TITLE

GAS AWNING  
DETAILS

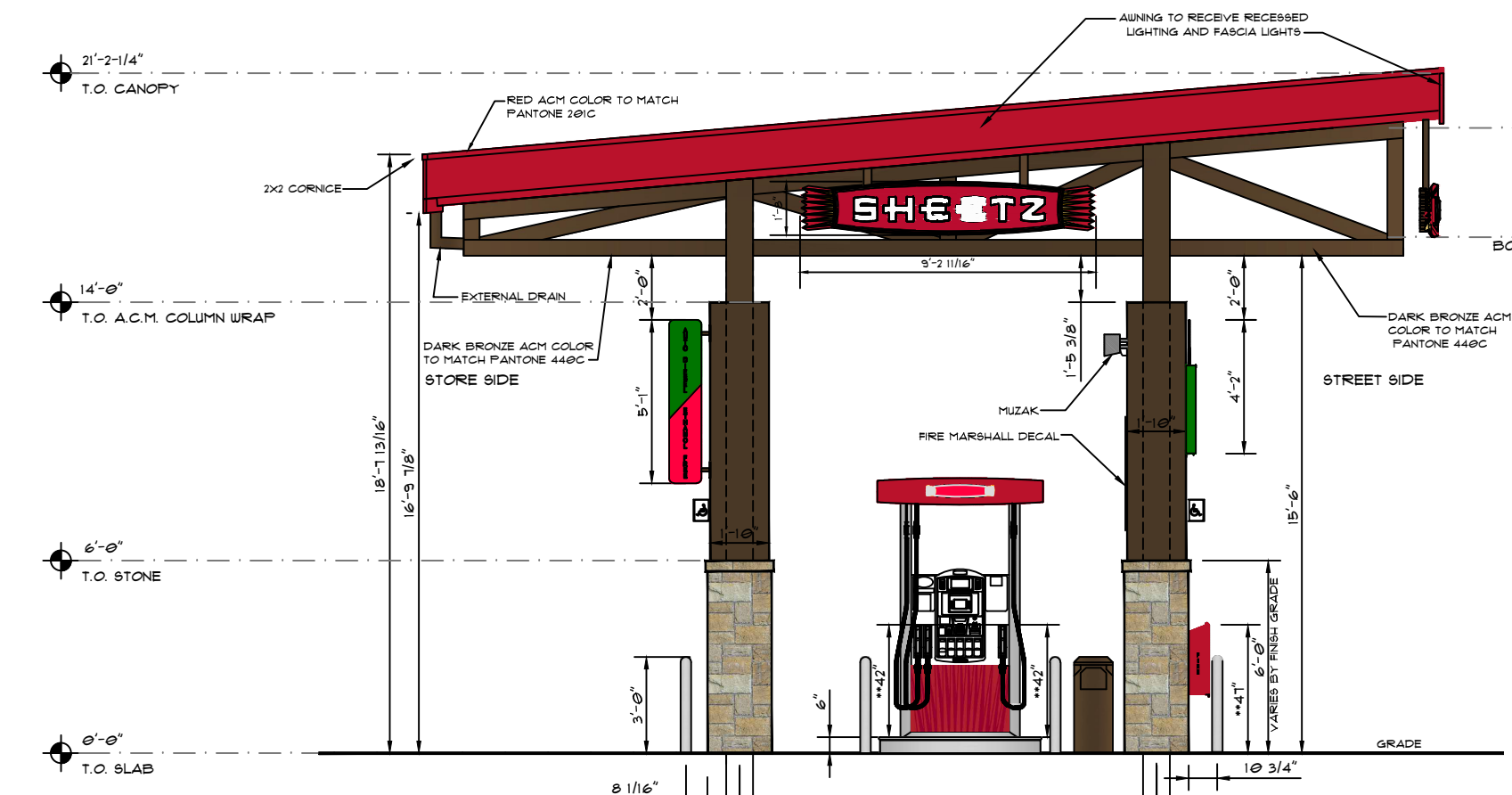
**AWNING**



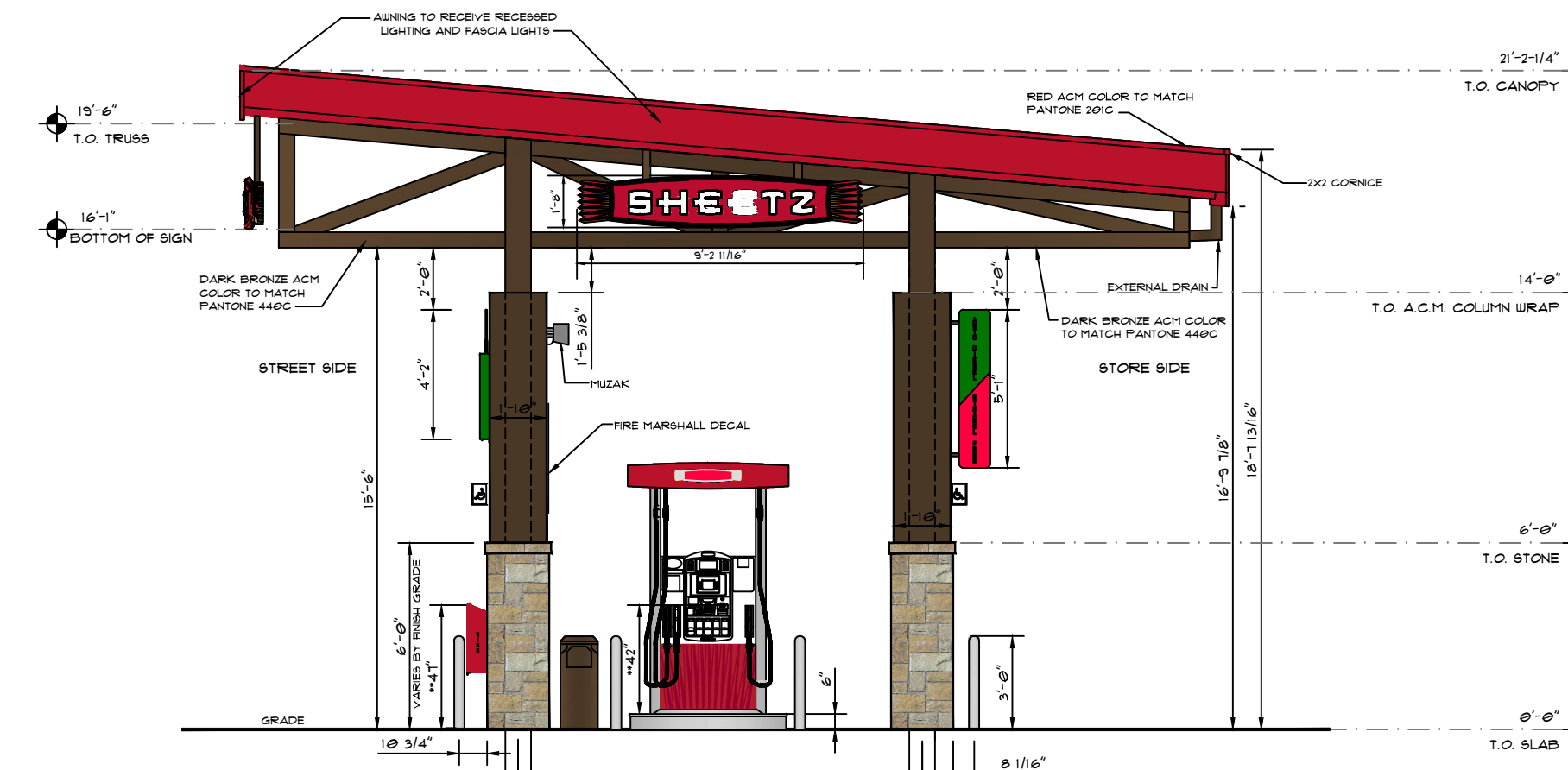
**SIDE 'B' STREET SIDE ELEVATION**  
SCALE: 3/16" = 1'-0"



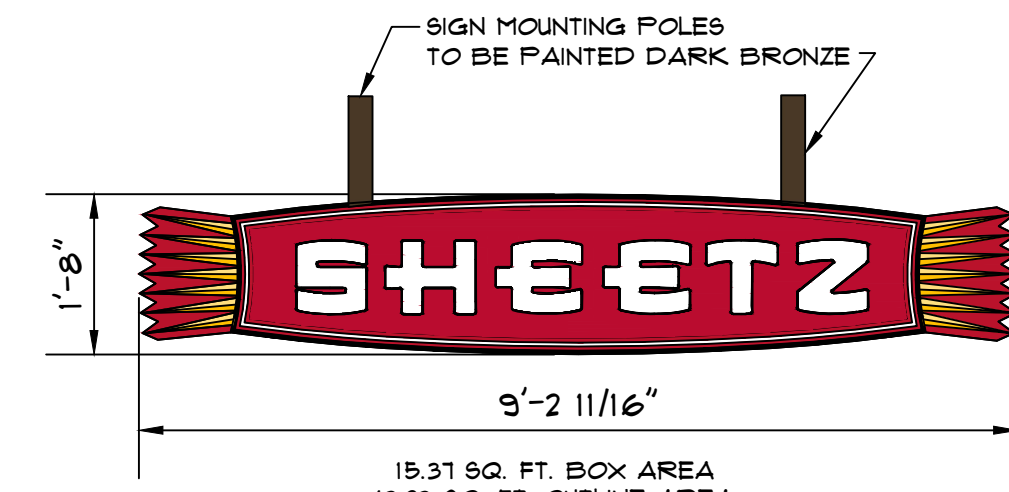
**SIDE 'D' STORE SIDE ELEVATION**  
SCALE: 3/16" = 1'-0"



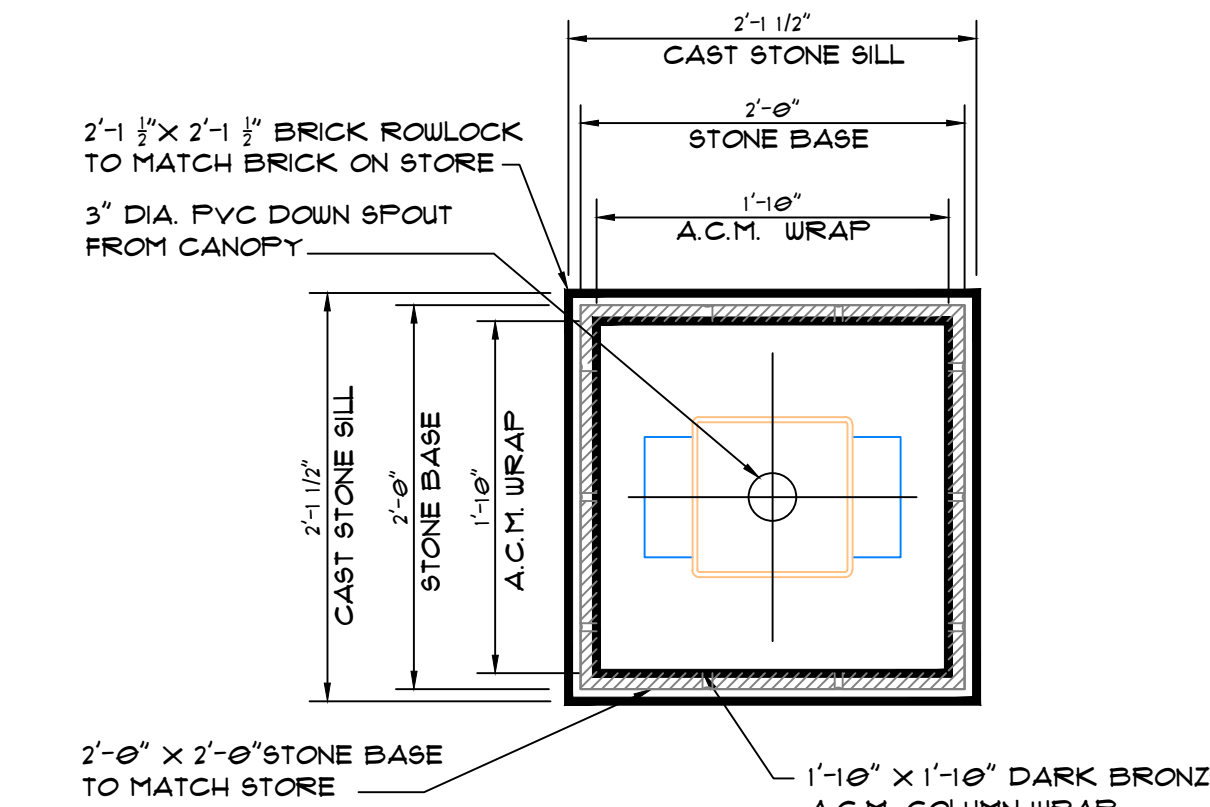
**SIDE 'A' LEFT SIDE ELEVATION**  
SCALE: 3/16" = 1'-0"



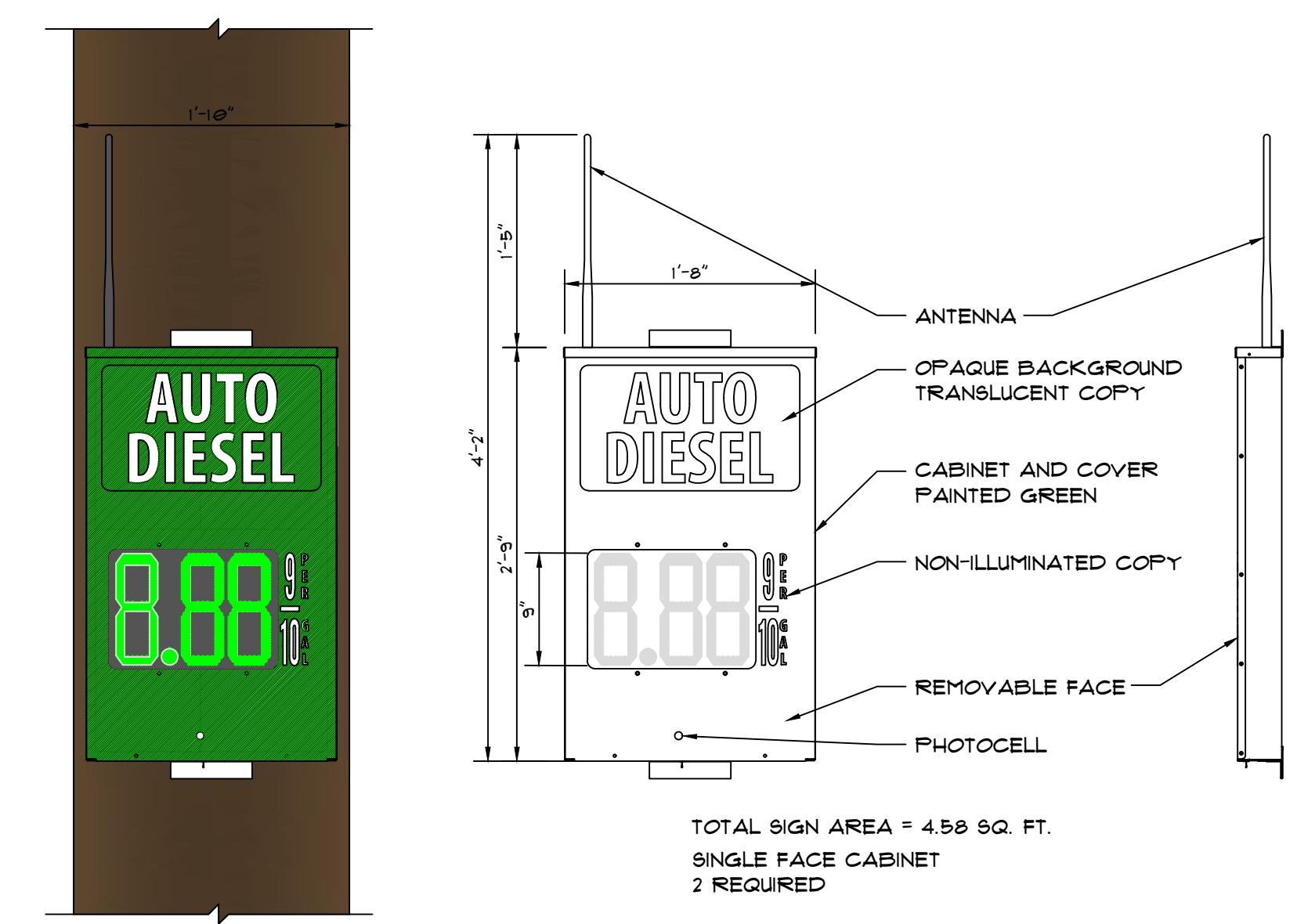
**SIDE 'C' RIGHT SIDE ELEVATION**  
SCALE: 3/16" = 1'-0"



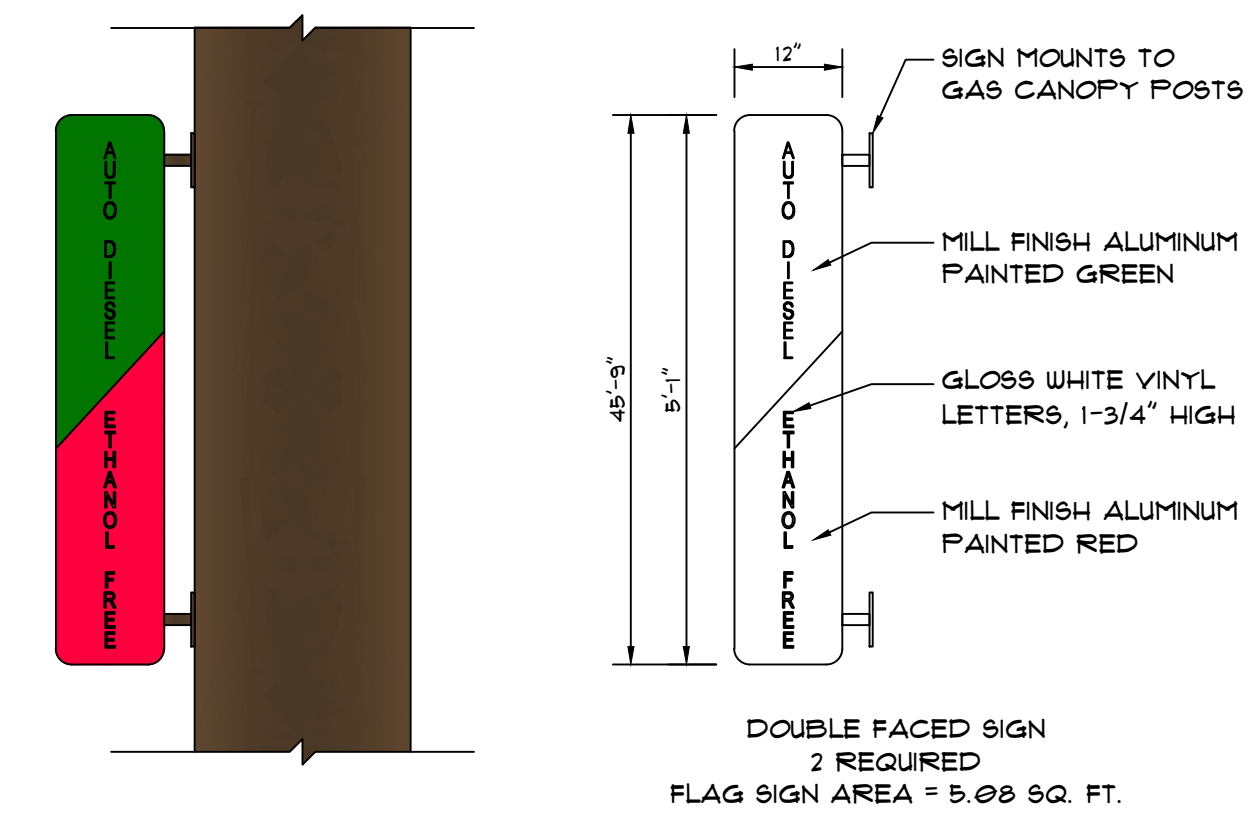
**CANOPY MOUNTED SHEETZ SIGN DETAIL**  
SCALE: 1/4" = 1'-0"



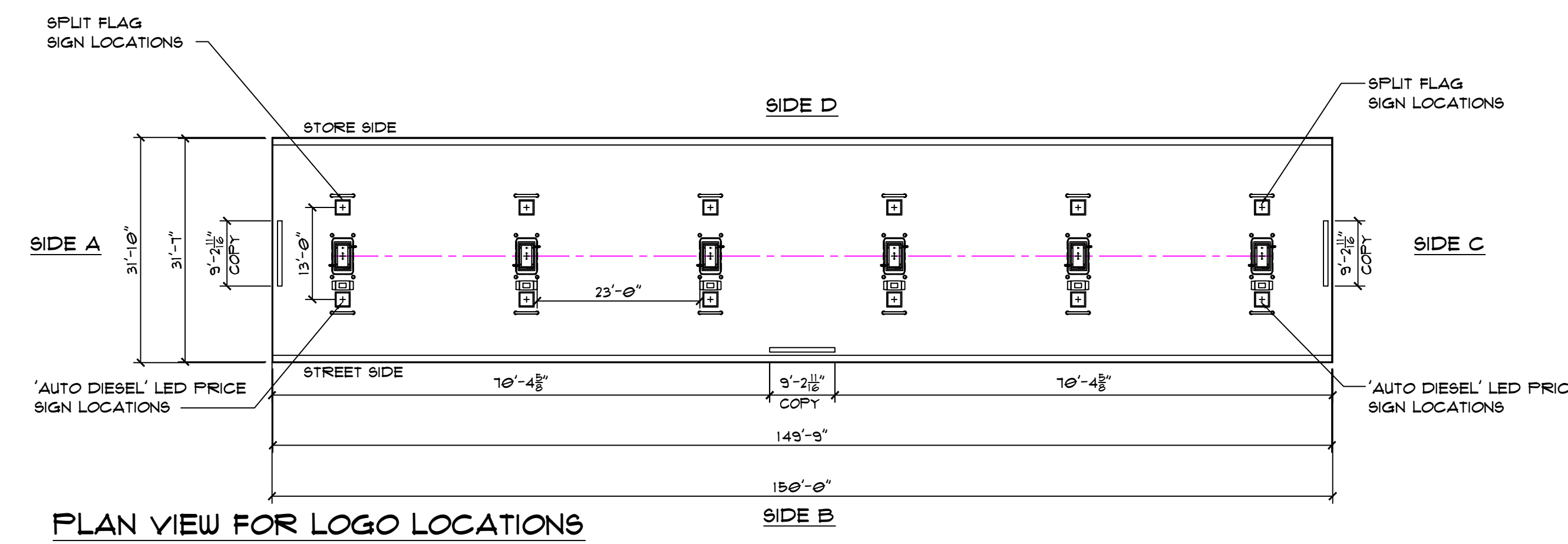
**STONE COLUMN BASE DETAIL**  
SCALE: 1/4" = 1'-0"



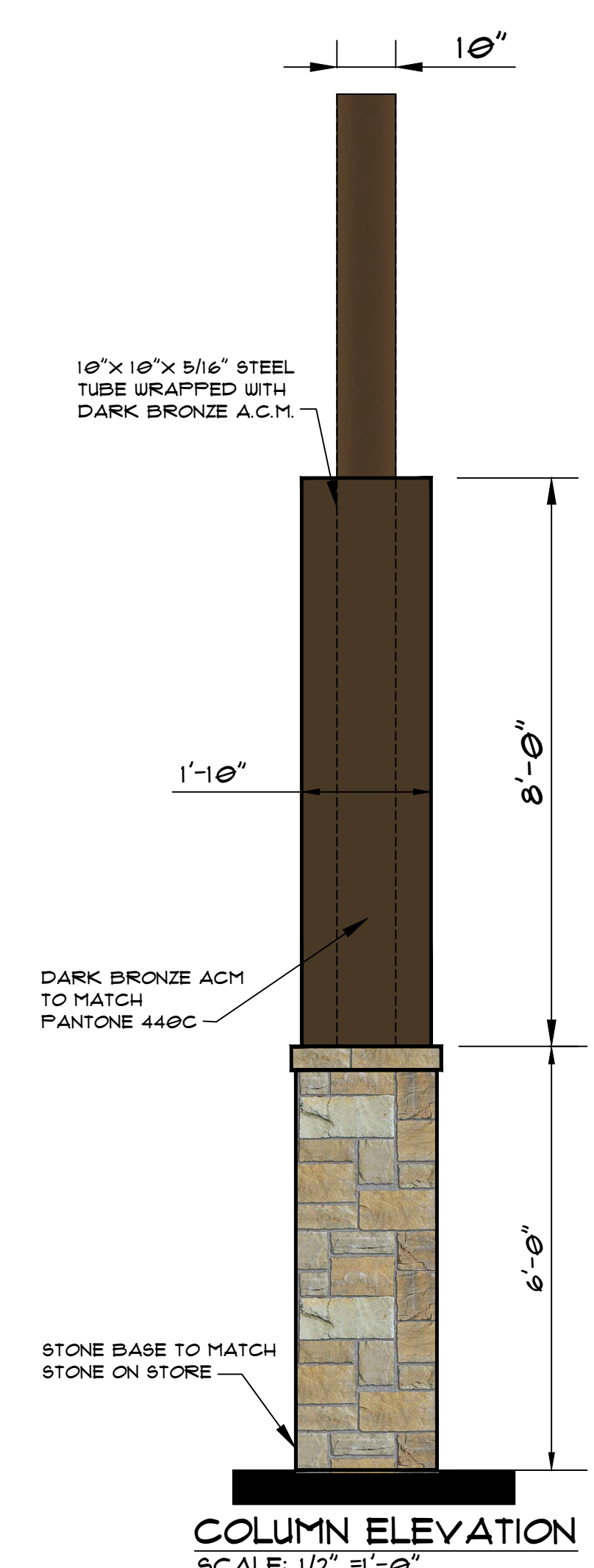
**"AUTO DIESEL" PRICE SIGN ELEVATION AND DETAIL**  
SCALE: 1/4" = 1'-0"



**"AUTO DIESEL/ETHANOL FREE" FLAG SIGN  
ELEVATION AND DETAIL**  
SCALE: 1/4" = 1'-0"



**PLAN VIEW FOR LOGO LOCATIONS**



**COLUMN ELEVATION**  
SCALE: 1/2" = 1'-0"



# Brice Road & E. Main Street Sheetz Development Traffic Impact Study

Prepared for: Skilken Gold Real Estate Development  
February 17, 2022



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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# I. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of a proposed Sheetz development located in Reynoldsburg, Ohio. This traffic impact study (TIS) is required by the City of Reynoldsburg as part of the development approval process.

# II. Proposed Development

## A. Off-Site Developments

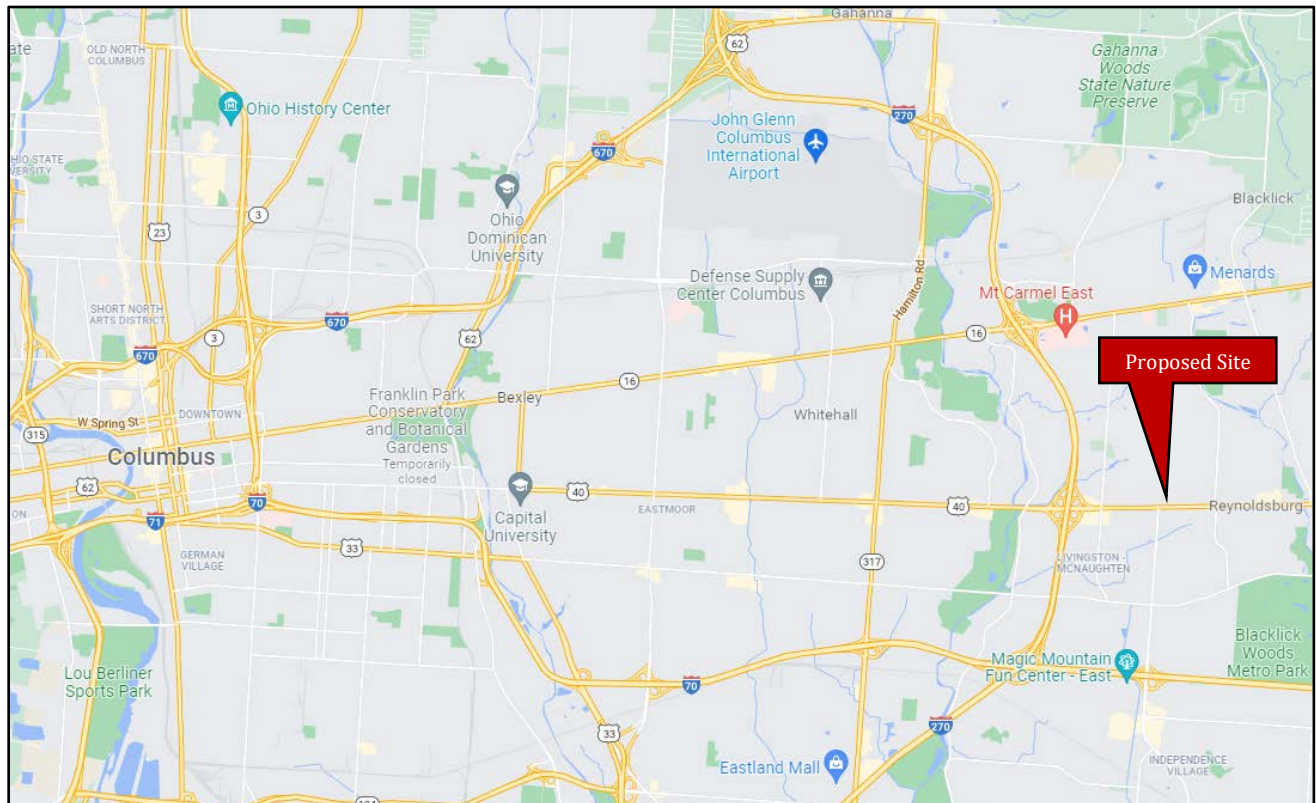
The study area includes the proposed site access points and the intersection of Brice Road & E. Main Street. The surrounding area is largely developed with single-family residential developments to the north and commercial developments on all other sides. The existing site includes a former Walgreens that closed in March of 2021.

## B. On-Site Development

### Location

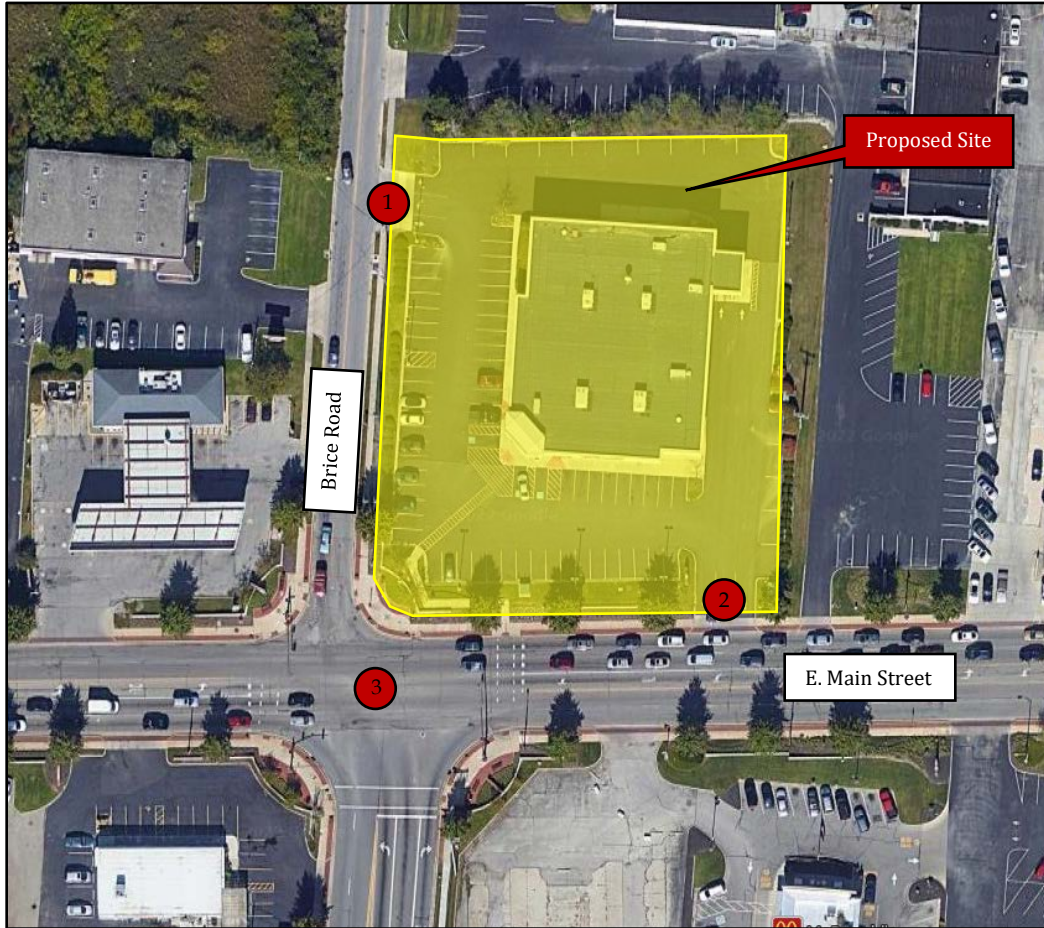
The site is located on the northeast corner of the Brice Road & E. Main Street intersection. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

Figure 1 – Location in Central Ohio



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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



**Land Use & Intensity**

The site is proposed to be developed as a Sheetz gas station/convenience store/restaurant with 12 passenger vehicle fueling positions. The development is proposed to have one access point along Brice Road and one access along E. Main Street. Both access points are proposed to allow full access for all movements entering and exiting the site. 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. Site Access 1 & Brice Road
2. Site Access 2 & E. Main Street
3. Brice Road & E. Main Street

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

E. Main Street is a five-lane section with a posted speed limit of 35 MPH. Brice Road north of E. Main Street is a two-lane section with a posted speed limit of 25 MPH. Brice Road south of E. Main Street is a five-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.

**C. Traffic Volumes & Conditions**

Weekday AM, mid-day, and PM peak and Saturday peak turning movement counts for the Brice Road and E. Main Street intersection were obtained in October 2021 and provided by the City of Reynoldsburg. A linear annual growth rate of 1% was obtained from the Ohio Department of Transportation’s (ODOT) Traffic Forecasting 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 2022 and the Design, or Horizon Year, is 2032. In order to project the count data to the Opening and Horizon Years, the previously described 1% growth rate was applied to the count data to produce Background (No Build) volumes for the Opening and Horizon Years.

**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, 11<sup>th</sup> Edition. Land Use Code (LUC) 945 – Convenience Store/Gas Station (VFP 9-15) was used to generate trips for the proposed development. **Table 1** below summarizes the trip generation for the proposed development. The full trip generation details can be found in **Appendix C**.

*Table 1 – Proposed Site Trip Generation Summary*

Land Use	Size	Weekday AM Peak		Weekday PM Peak		Weekday Total*		Saturday Peak*	
		Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit
<b>945 – Convenience Store/Gas Station (VFP 9-15)</b>	6,132 SF	173	173	167	167	1993	1993	197	197
Pass-By		109	109	110	110	---	---	---	---
Non-Pass-By		64	64	57	57	---	---	---	---

*\*ITE does not provide pass-by percentages for a full weekday or Saturday peak.*

Per the request of Reynoldsburg, weekday AM, mid-day, and PM and Saturday peak hour traffic volumes were developed for the study area. Mid-day trip generation for the proposed site was estimated using ITE Time of Day Distribution tables and full weekday trip generation for LUC 945. Per the data, the highest percentage of mid-day trips take place between 12:00-1:00 PM. This percentage was applied to the total weekday trip generation

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

to estimate mid-day peak hour site trips. The average of ITE recommended AM and PM pass-by percentages were applied to said mid-day trips to estimate the mid-day non-pass-by and pass-by trips for the proposed site. Weekday AM and PM peak and Saturday peak hour trip generation was estimated using ITE data.

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**. It should be noted that traffic analysis was only completed for weekday AM and PM peaks. The weekday mid-day and Saturday peak traffic volumes are provided for informational purposes only.

## V. Traffic Analysis

### A. Turn Lane Warrant & Length Analysis

A turn lane warrant analysis was conducted at both 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 has a posted speed limit of 35 MPH, so a design speed of 40 MPH was utilized for turn lane length calculations. Brice Road has a posted speed limit of 25 MPH north of E. Main Street and 35 MPH south of E. Main Street, so design speeds of 30 MPH and 40 MPH, respectively, were utilized for turn lane length calculations. Turn lane lengths for existing and proposed turn lanes were also calculated using the same methodologies.

### B. Capacity Analysis

The Highway Capacity Manual (HCM), 6<sup>th</sup> 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.

The intersection of E. Main Street & Brice Road was analyzed in its existing condition and in its proposed condition for both the Opening and Horizon Years. Due to the offset of Brice Road north and south of E. Main Street, the existing intersection operates with split-phasing for the northbound and southbound approaches. The proposed intersection condition includes the following improvements:

- Realignment of Brice Road north and south of E. Main Street to remove the offset
- Installation of a southbound left turn lane
- Implementation of traditional NEMA signal phasing (i.e., removal of split phasing)

**C. Queuing Analysis**

The SimTraffic module of Synchro 11 software was used to analyze queuing at the Brice Road & E. Main Street intersection. The purpose of the queuing analysis is to determine if queues from the intersection extend beyond either of the proposed site access points.

**VI. Results**

**A. Turn Lane Warrant & Length Analysis**

Results of the turn lane warrant analysis shows that a 125' eastbound left turn lane and a 125' westbound right turn lane are warranted at Site Access 1 in all Build scenarios. No other turn lanes are warranted at any of the study intersections.

Turn lane lengths for existing and proposed turn lanes for the intersection of E. Main Street & Brice Road were calculated based on Horizon Year Build volumes. Turn lane length calculations assume a 90 second cycle length. The results of these calculations are:

- Eastbound left (existing) = 265'
- Westbound left (existing) = 390'
- Northbound left (existing) = 390'
- Northbound right (existing) = 465'
- Southbound left (proposed) = 150'

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 and cycle lengths for the Brice Road & E. Main Street intersection were optimized for each analysis scenario. Clearance intervals utilize the ODOT Analysis and Traffic Simulation (OATS) Manual planning-level methodologies. The warranted turn lanes at Site Drive 2 are not included in the capacity analysis due to the existing lane configurations on the east leg of the E. Main Street & Brice Road intersection and the possible impacts to adjacent access drives. The full capacity analysis can be found in **Appendix F**.

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Table 2 – Capacity Analysis Summary (LOS/delay)

Intersection	Approach/ Movement	Opening Year (2022)				Horizon Year (2032)			
		AM No Build	AM Build	PM No Build	PM Build	AM No Build	AM Build	PM No Build	PM Build
Brice Road & E. Main Street (signalized, existing conditions)	EB	C/21.6	C/22.8	D/44.2	E/59.5	C/25.0	C/27.0	E/62.8	E/66.9
	WB	C/22.2	C/25.3	C/31.4	D/37.0	C/27.7	C/33.3	D/38.8	D/40.4
	NB	D/41.9	D/44.9	E/62.3	E/55.0	D/42.6	D/42.4	F/85.7	F/86.0
	SB	D/49.8	D/54.1	E/71.1	E/70.9	D/52.0	D/53.5	F/88.3	F/108.8
	<b>Total</b>	<b>C/27.1</b>	<b>C/30.0</b>	<b>D/44.4</b>	<b>D/51.4</b>	<b>C/31.0</b>	<b>C/34.4</b>	<b>E/59.8</b>	<b>E/63.6</b>
Site Access 1 & Brice Road (stop-control)	WB		B/10.3		B/11.6		B/10.5		B/12.1
	SB Left		A/7.5		A/7.8		A/7.5		A/7.9
Site Access 2 & E. Main Street (stop-control)	SB		F/260.7		*		F/537.8		*
	EB Left		C/21.3		C/22.6		C/24.7		D/26.4

\*Computation not defined due to high delay

Table 3 – Signalized Intersection NEMA Compliant Capacity Analysis Summary (LOS/delay)

Intersection	Approach/ Movement	Opening Year (2022)				Horizon Year (2032)			
		AM No Build	AM Build	PM No Build	PM Build	AM No Build	AM Build	PM No Build	PM Build
Brice Road & E. Main Street (signalized, proposed conditions)	EB	B/17.4	B/18.1	D/48.3	D/48.3	B/18.6	B/20.0	D/48.8	D/53.4
	WB	B/17.1	B/19.5	C/32.4	C/33.6	B/19.2	C/22.8	C/29.5	C/32.0
	NB	C/32.6	C/32.8	C/33.8	C/34.9	D/38.0	D/36.6	D/54.7	D/53.4
	SB	D/36.0	D/37.3	C/31.1	C/32.1	D/37.3	D/36.8	D/41.6	D/46.2
	<b>Total</b>	<b>C/21.0</b>	<b>C/22.7</b>	<b>D/39.0</b>	<b>D/39.7</b>	<b>C/23.3</b>	<b>C/25.3</b>	<b>D/42.7</b>	<b>D/45.4</b>

As seen in **Table 2** above, the intersection of Brice Road & E. Main Street has failing LOS/delay for all PM scenarios in its existing condition. In the proposed conditions, LOS/delay meets acceptable criteria in all scenarios. No improvements are required or recommended for this intersection, aside from the proposed improvements.

The intersection of Site Access 2 & E. Main Street exceeds acceptable LOS/delay in all analysis scenarios. No mitigation is proposed for the access due to its location and existing infrastructure along E. Main Street. Rather, it may be necessary to restrict left turn ingress and egress at the intersection due to the substantial delays. The intersection of Site Drive 1 & Brice Road has acceptable LOS/delay in all analysis scenarios.

**C. Queuing Analysis**

The results of the queuing analysis can be seen in **Tables 3** below. Queuing analysis was completed for both the existing and proposed Build conditions of the Brice Road & E. Main Street intersection. Available storage space is based on existing lengths for turn lanes and

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distance from other public road intersections for through lanes. The full queuing analysis can be found in **Appendix G**.

Table 4 - Summary of Queuing Analysis (Average/95<sup>th</sup>)

Intersection	Approach /Movement	Available Storage	Opening Year (2022)		Horizon Year (2032)	
			AM Build	PM Build	AM Build	PM Build
Brice Road & E. Main Street (existing conditions)	EBL	150'	34'/108'	96'/205'	46'/130'	87'/191'
	EBT	670'	173'/273'	619'/1020'	198'/297'	644'/1063'
	EBT/R	670'	143'/250'	602'/1013'	171'/280'	631'/1041'
	WBL	200'	57'/117'	151'/279'	65'/120'	171'/286'
	WBT	2,550'	183'/304'	196'/298'	219'/346'	210'/311'
	WBT/R	2,550'	175'/303'	197'/300'	214'/342'	210'/316'
	NBL	1,940'	133'/221'	162'/262'	136'/222'	238'/338'
	NBT	1940'	32'/74'	88'/193'	36'/74'	350'/815'
	NBR	200'	43'/76'	95'/162'	46'/82'	110'/182'
	SB	800'	119'/206'	134'/228'	118'/204'	185'/313'

Table 5 - Summary of NEMA Compliant Queuing Analysis (Average/95<sup>th</sup>)

Intersection	Approach /Movement	Available Storage	Opening Year (2022)		Horizon Year (2032)	
			AM Build	PM Build	AM Build	PM Build
Brice Road & E. Main Street (proposed conditions)	EBL	150'	30'/87'	103'/214'	42'/115'	92'/198'
	EBT	670'	136'/223'	467'/829'	152'/231'	568'/1009'
	EBT/R	670'	108'/196'	459'/831'	130'/225'	562'/1013'
	WBL	200'	51'/89'	122'/218'	57'/98'	159'/275'
	WBT	2,550'	134'/228'	152'/242'	161'/246'	187'/282'
	WBT/R	2,550'	136'/237'	158'/249'	163'/264'	188'/281'
	NBL	1,940'	106'/195'	161'/287'	126'/222'	184'/294'
	NBT	1940'	35'/99'	126'/392'	36'/90'	129'/364'
	NBR	200'	38'/70'	87'/155'	44'/79'	113'/188'
	SBL	N/A	23'/59'	29'/61'	26'/60'	39'/75'
	SBT/R	800'	82'/154'	95'/170'	94'/171'	118'/215'

Site Access 1 is located approximately 230' north of the southbound stop bar for the Brice Road & E. Main Street intersection. Site Access 2 is located approximately 125' east of the westbound stop bar for the intersection. Based on the results of the queuing analysis, the average and 95<sup>th</sup> percentile queue of westbound vehicles will extend beyond Site Access 2 during peak hours. Southbound queuing is only expected to extend beyond site access on rare occasions for the existing condition of the Brice Road & E. Main Street intersection.

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## VII. Recommendations and Conclusions

Based on the results of this traffic study herein, it is recommended that the proposed conditions of the Brice Road & E. Main Street intersection be implemented. The analysis shows acceptable LOS/delay is achieved and queues are reduced with these improvements constructed. The improvements to this intersection are considered No Build improvements.

It is recommended that left turn ingress be restricted at Site Access 2 based on the queuing analysis and the inability to install a dedicated left turn lane for the access point. Additionally, based on the capacity analysis, it is recommended that left turn egress be restricted during peak hours via signage. This is typically from 7:00-9:00 AM and 4:00-6:00 PM. No improvements are recommended for the Site Access 1 & Brice Road intersection.

No additional improvements are required or recommended for the proposed development.

## VIII. Appendices

- Appendix A – Site Plan
- Appendix B – Count Data and Growth Rates
- Appendix C – Trip Generation
- Appendix D – Volume Calculations
- Appendix E – Turn Lane Warrant and Length Analysis
- Appendix F – Capacity Analysis
- Appendix G – Queuing Analysis

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# Appendix A Site Plan







# Appendix B

## Count Data and Growth Rates



Peak Hour Data for Intersection

Int ID: 2271  
 Community: REYNOLDSBURG  
 Road 1: BRICE RD  
 Road 2: MAIN ST

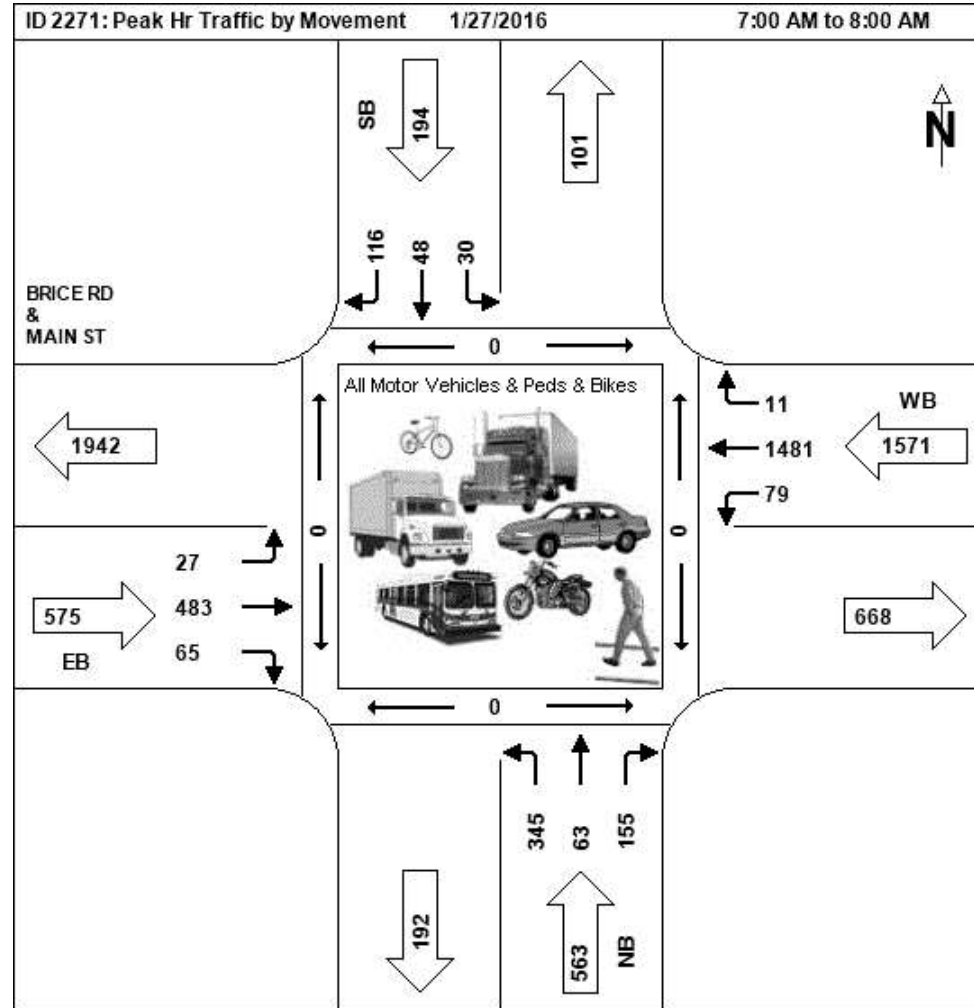
Corridor: NA  
 Road 3:  
 Road 4:

<< < > >> | 1-2 of 2

AM Peak Hour  
 01/27/2016

Start Time	NB				App Total	EB				App Total	SB				App Total	WB				App Total	Int Total
	Left	Thru	Right	Ped		Left	Thru	Right	Ped		Left	Thru	Right	Ped		Left	Thru	Right	Ped		
7:00 AM	79	10	37	0	126	7	86	13	0	106	4	8	30	0	42	16	364	5	0	385	659
7:15 AM	106	14	29	0	149	6	102	16	0	124	6	11	24	0	41	18	382	2	0	402	716
7:30 AM	96	20	38	0	154	7	127	17	0	151	13	19	34	0	66	14	336	1	0	351	722
7:45 AM	64	19	51	0	134	7	168	19	0	194	7	10	28	0	45	31	399	3	0	433	806
Total	345	63	155	0	563	27	483	65	0	575	30	48	116	0	194	79	1481	11	0	1571	2903
PHF	0.81	0.79	0.76	0	0.91	0.96	0.72	0.86	0	0.74	0.58	0.63	0.85	0	0.73	0.64	0.93	0.55	0	0.91	
HV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cars  Trucks  Pedestrians  Bikes



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Peak Hour Data for Intersection

Int ID: 2271  
 Community: REYNOLDSBURG  
 Road 1: BRICE RD  
 Road 2: MAIN ST

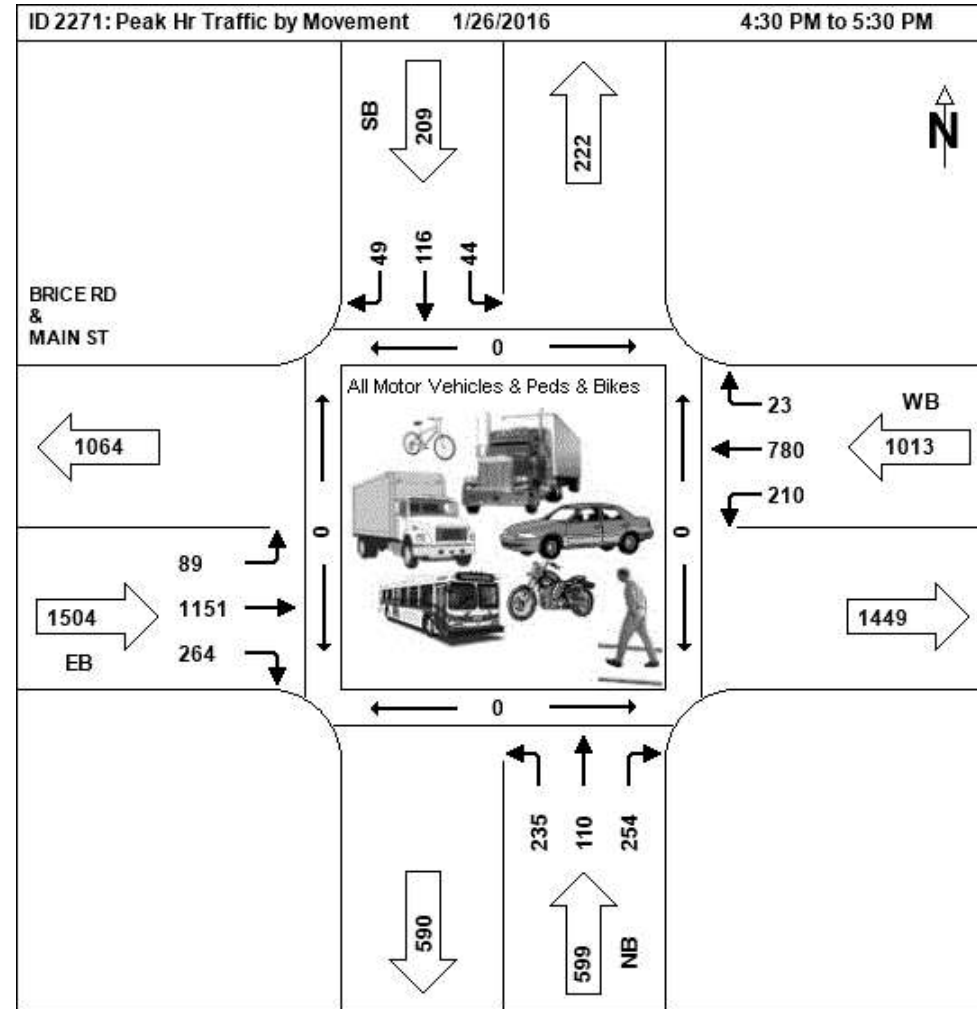
Corridor: NA  
 Road 3:  
 Road 4:

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PM Peak Hour  
 01/26/2016

Start Time	NB				EB				SB				WB				App Total	Int Total			
	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped					
4:30 PM	54	23	55	0	132	23	294	72	0	389	11	27	3	0	41	49	198	6	0	253	815
4:45 PM	60	33	66	0	159	24	260	64	0	348	8	32	17	0	57	57	180	7	0	244	808
5:00 PM	69	25	75	0	169	19	280	66	0	365	9	39	11	0	59	61	209	5	0	275	868
5:15 PM	52	29	58	0	139	23	317	62	0	402	16	18	18	0	52	43	193	5	0	241	834
Total	235	110	254	0	599	89	1151	264	0	1504	44	116	49	0	209	210	780	23	0	1013	3325
PHF	0.85	0.83	0.85		0.89	0.93	0.91	0.92		0.94	0.69	0.74	0.68		0.89	0.86	0.93	0.82		0.92	
HV %	0	0	0		0	0	0			0	0	0			0	0	0			0	

Cars  Trucks  Pedestrians  Bikes



**1-Main St & Brice Rd - TMC**

Thu Oct 28, 2021

Full Length (7 AM-10 AM, 11 AM-2 PM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main St Eastbound					Main St Westbound					Brice Rd Northbound					Brice Rd Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-10-28 7:00AM	8	115	12	0	135	19	213	1	0	233	33	4	39	0	76	7	14	13	0	34	478
7:15AM	6	146	18	0	170	25	271	2	0	298	40	8	38	0	86	5	10	23	0	38	592
7:30AM	3	164	19	0	186	31	261	5	0	297	60	11	53	0	124	6	16	25	0	47	654
7:45AM	5	162	25	0	192	34	251	4	0	289	50	14	44	0	108	14	11	24	0	49	638
Hourly Total	22	587	74	0	683	109	996	12	0	1117	183	37	174	0	394	32	51	85	0	168	2362
8:00AM	11	165	35	0	211	37	232	6	0	275	47	11	39	0	97	8	10	16	0	34	617
8:15AM	5	154	20	0	179	32	214	6	0	252	42	11	49	0	102	6	10	16	0	32	565
8:30AM	9	150	25	0	184	40	207	5	0	252	33	14	56	0	103	4	14	25	0	43	582
8:45AM	9	168	22	0	199	45	192	5	0	242	44	10	53	0	107	2	18	23	0	43	591
Hourly Total	34	637	102	0	773	154	845	22	0	1021	166	46	197	0	409	20	52	80	0	152	2355
9:00AM	7	175	28	0	210	41	195	2	0	238	29	11	46	0	86	6	12	14	0	32	566
9:15AM	7	168	25	0	200	39	167	2	0	208	47	12	48	0	107	5	17	17	0	39	554
9:30AM	12	122	36	0	170	47	171	5	0	223	63	13	54	0	130	10	11	15	0	36	559
9:45AM	2	166	33	0	201	50	180	5	0	235	45	4	50	0	99	4	13	20	0	37	572
Hourly Total	28	631	122	0	781	177	713	14	0	904	184	40	198	0	422	25	53	66	0	144	2251
11:00AM	11	186	40	0	237	39	209	1	0	249	42	8	55	0	105	7	18	9	0	34	625
11:15AM	5	167	39	0	211	59	198	2	1	260	37	11	47	0	95	7	14	17	0	38	604
11:30AM	4	168	41	0	213	52	187	5	0	244	47	7	60	0	114	8	16	19	0	43	614
11:45AM	9	196	46	0	251	52	202	9	0	263	38	13	59	0	110	2	11	7	0	20	644
Hourly Total	29	717	166	0	912	202	796	17	1	1016	164	39	221	0	424	24	59	52	0	135	2487
12:00PM	4	189	52	0	245	42	221	3	0	266	44	17	66	0	127	11	13	13	0	37	675
12:15PM	10	185	42	0	237	49	190	4	0	243	59	14	70	0	143	3	14	16	0	33	656
12:30PM	14	212	61	0	287	43	207	8	0	258	48	10	64	0	122	12	7	19	0	38	705
12:45PM	8	192	52	0	252	57	217	6	0	280	50	13	58	0	121	5	10	11	0	26	679
Hourly Total	36	778	207	0	1021	191	835	21	0	1047	201	54	258	0	513	31	44	59	0	134	2715
1:00PM	12	186	42	0	240	54	176	8	0	238	56	14	78	0	148	10	19	16	0	45	671
1:15PM	12	221	51	0	284	34	176	4	0	214	52	15	68	0	135	7	12	14	0	33	666
1:30PM	12	191	47	0	250	59	226	6	0	291	36	8	55	0	99	8	12	20	0	40	680
1:45PM	13	219	54	0	286	50	202	10	0	262	57	10	72	0	139	7	13	14	0	34	721
Hourly Total	49	817	194	0	1060	197	780	28	0	1005	201	47	273	0	521	32	56	64	0	152	2738
3:00PM	19	218	63	0	300	46	269	16	0	331	64	27	65	0	156	5	14	16	0	35	822
3:15PM	14	274	57	0	345	50	238	7	0	295	57	17	55	0	129	6	24	18	0	48	817
3:30PM	19	256	50	0	325	52	241	17	0	310	59	25	85	0	169	8	24	15	0	47	851
3:45PM	22	283	67	0	372	57	245	12	0	314	54	18	83	0	155	9	16	10	0	35	876
Hourly Total	74	1031	237	0	1342	205	993	52	0	1250	234	87	288	0	609	28	78	59	0	165	3366
4:00PM	24	258	72	0	354	51	239	16	0	306	51	31	62	0	144	17	22	6	0	45	849
4:15PM	13	251	62	0	326	54	216	10	0	280	60	20	88	0	168	15	24	11	0	50	824
4:30PM	21	251	75	0	347	53	262	10	0	325	48	13	61	0	122	9	20	15	0	44	838
4:45PM	17	279	58	0	354	52	213	10	0	275	51	31	67	0	149	13	31	14	0	58	836
Hourly Total	75	1039	267	0	1381	210	930	46	0	1186	210	95	278	0	583	54	97	46	0	197	3347
5:00PM	19	255	53	0	327	53	203	9	0	265	55	26	80	0	161	13	28	23	0	64	817
5:15PM	28	272	52	0	352	69	232	8	0	309	59	27	70	0	156	8	24	13	0	45	862
5:30PM	28	300	58	0	386	49	213	6	0	268	43	20	59	0	122	13	13	13	0	39	815
5:45PM	22	275	44	0	341	46	207	7	0	260	54	23	81	0	158	10	17	19	0	46	805
Hourly Total	97	1102	207	0	1406	217	855	30	0	1102	211	96	290	0	597	44	82	68	0	194	3299
2021-10-30 11:00AM	6	164	48	0	218	41	194	9	0	244	59	15	75	0	149	8	16	15	0	39	650
11:15AM	19	212	53	0	284	69	222	7	0	298	56	13	51	0	120	10	11	18	0	39	741
11:30AM	4	190	61	0	255	52	214	10	0	276	46	13	67	0	126	14	16	12	0	42	699
11:45AM	11	184	54	0	249	56	229	8	0	293	63	15	71	0	149	13	19	9	0	41	732
Hourly Total	40	750	216	0	1006	218	859	34	0	1111	224	56	264	0	544	45	62	54	0	161	2822
12:00PM	15	171	45	0	231	59	211	5	0	275	64	16	77	0	157	5	6	14	0	25	688
12:15PM	15	213	40	0	268	49	242	4	0	295	50	17	64	0	131	7	13	17	0	37	731
12:30PM	13	193	66	0	272	49	199	10	0	258	50	17	68	0	135	5	15	14	0	34	699
12:45PM	10	169	46	0	225	38	197	8	0	243	62	14	57	0	133	5	19	10	0	34	635

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Leg Direction	Main St Eastbound					Main St Westbound					Brice Rd Northbound					Brice Rd Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
<b>Hourly Total</b>	53	746	197	0	<b>996</b>	195	849	27	0	<b>1071</b>	226	64	266	0	<b>556</b>	22	53	55	0	<b>130</b>	<b>2753</b>
1:00PM	15	214	56	0	<b>285</b>	48	208	7	0	<b>263</b>	53	12	58	0	<b>123</b>	1	13	17	0	<b>31</b>	<b>702</b>
1:15PM	18	193	56	0	<b>267</b>	52	218	9	0	<b>279</b>	51	16	64	0	<b>131</b>	7	14	23	0	<b>44</b>	<b>721</b>
1:30PM	9	191	42	0	<b>242</b>	51	200	9	0	<b>260</b>	64	17	66	0	<b>147</b>	7	8	14	0	<b>29</b>	<b>678</b>
1:45PM	12	203	51	0	<b>266</b>	51	215	9	0	<b>275</b>	66	11	65	0	<b>142</b>	7	14	24	0	<b>45</b>	<b>728</b>
<b>Hourly Total</b>	54	801	205	0	<b>1060</b>	202	841	34	0	<b>1077</b>	234	56	253	0	<b>543</b>	22	49	78	0	<b>149</b>	<b>2829</b>
<b>Total</b>	591	9636	2194	0	<b>12421</b>	2277	10292	337	1	<b>12907</b>	2438	717	2960	0	<b>6115</b>	379	736	766	0	<b>1881</b>	<b>33324</b>
<b>% Approach</b>	4.8%	77.6%	17.7%	0%	-	17.6%	79.7%	2.6%	0%	-	39.9%	11.7%	48.4%	0%	-	20.1%	39.1%	40.7%	0%	-	-
<b>% Total</b>	1.8%	28.9%	6.6%	0%	<b>37.3%</b>	6.8%	30.9%	1.0%	0%	<b>38.7%</b>	7.3%	2.2%	8.9%	0%	<b>18.4%</b>	1.1%	2.2%	2.3%	0%	<b>5.6%</b>	-
<b>Lights and Motorcycles</b>	574	9391	2149	0	<b>12114</b>	2240	9986	324	0	<b>12550</b>	2393	699	2907	0	<b>5999</b>	367	727	747	0	<b>1841</b>	32504
<b>% Lights and Motorcycles</b>	97.1%	97.5%	97.9%	0%	<b>97.5%</b>	98.4%	97.0%	96.1%	0%	<b>97.2%</b>	98.2%	97.5%	98.2%	0%	<b>98.1%</b>	96.8%	98.8%	97.5%	0%	<b>97.9%</b>	97.5%
<b>Heavy</b>	17	245	45	0	<b>307</b>	37	306	13	1	<b>357</b>	45	18	53	0	<b>116</b>	12	9	19	0	<b>40</b>	820
<b>% Heavy</b>	2.9%	2.5%	2.1%	0%	<b>2.5%</b>	1.6%	3.0%	3.9%	100%	<b>2.8%</b>	1.8%	2.5%	1.8%	0%	<b>1.9%</b>	3.2%	1.2%	2.5%	0%	<b>2.1%</b>	2.5%

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

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Thu Oct 28, 2021

Full Length (7 AM-10 AM, 11 AM-2 PM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

[N] Brice Rd

Total: 3526

In: 1881 Out: 1645

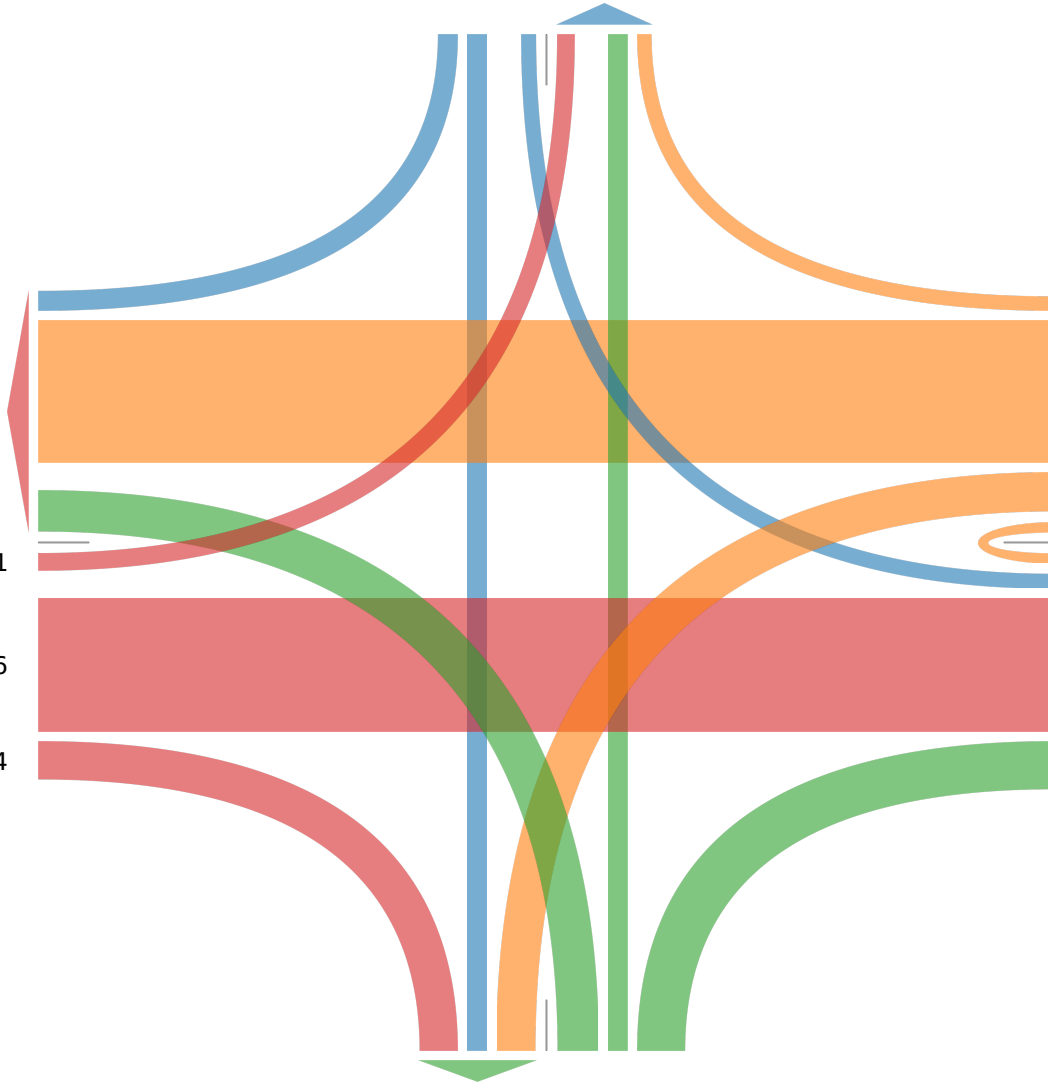
766  
736  
379



[W] Main St

Total: 25917  
In: 12421 Out: 13496

591  
9636  
2194



337  
10292

2277  
1

Total: 25883  
In: 12907  
Out: 12976

[E] Main St

Out: 5207 In: 6115  
Total: 11322

[S] Brice Rd

2438  
717  
2960



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Thu Oct 28, 2021

AM Peak (Oct 28 2021 7:15AM - 8:15 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main St Eastbound					Main St Westbound					Brice Rd Northbound					Brice Rd Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-10-28 7:15AM	6	146	18	0	170	25	271	2	0	298	40	8	38	0	86	5	10	23	0	38	592
7:30AM	3	164	19	0	186	31	261	5	0	297	60	11	53	0	124	6	16	25	0	47	654
7:45AM	5	162	25	0	192	34	251	4	0	289	50	14	44	0	108	14	11	24	0	49	638
8:00AM	11	165	35	0	211	37	232	6	0	275	47	11	39	0	97	8	10	16	0	34	617
<b>Total</b>	25	637	97	0	759	127	1015	17	0	1159	197	44	174	0	415	33	47	88	0	168	2501
<b>% Approach</b>	3.3%	83.9%	12.8%	0%	-	11.0%	87.6%	1.5%	0%	-	47.5%	10.6%	41.9%	0%	-	19.6%	28.0%	52.4%	0%	-	-
<b>% Total</b>	1.0%	25.5%	3.9%	0%	30.3%	5.1%	40.6%	0.7%	0%	46.3%	7.9%	1.8%	7.0%	0%	16.6%	1.3%	1.9%	3.5%	0%	6.7%	-
<b>PHF</b>	0.568	0.965	0.693	-	0.899	0.858	0.936	0.708	-	0.972	0.821	0.786	0.821	-	0.837	0.589	0.734	0.880	-	0.857	0.956
<b>Lights and Motorcycles</b>	24	605	91	0	720	120	980	17	0	1117	192	42	165	0	399	33	47	86	0	166	2402
<b>% Lights and Motorcycles</b>	96.0%	95.0%	93.8%	0%	94.9%	94.5%	96.6%	100%	0%	96.4%	97.5%	95.5%	94.8%	0%	96.1%	100%	100%	97.7%	0%	98.8%	96.0%
<b>Heavy</b>	1	32	6	0	39	7	35	0	0	42	5	2	9	0	16	0	0	2	0	2	99
<b>% Heavy</b>	4.0%	5.0%	6.2%	0%	5.1%	5.5%	3.4%	0%	0%	3.6%	2.5%	4.5%	5.2%	0%	3.9%	0%	0%	2.3%	0%	1.2%	4.0%

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

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Thu Oct 28, 2021

AM Peak (Oct 28 2021 7:15AM - 8:15 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



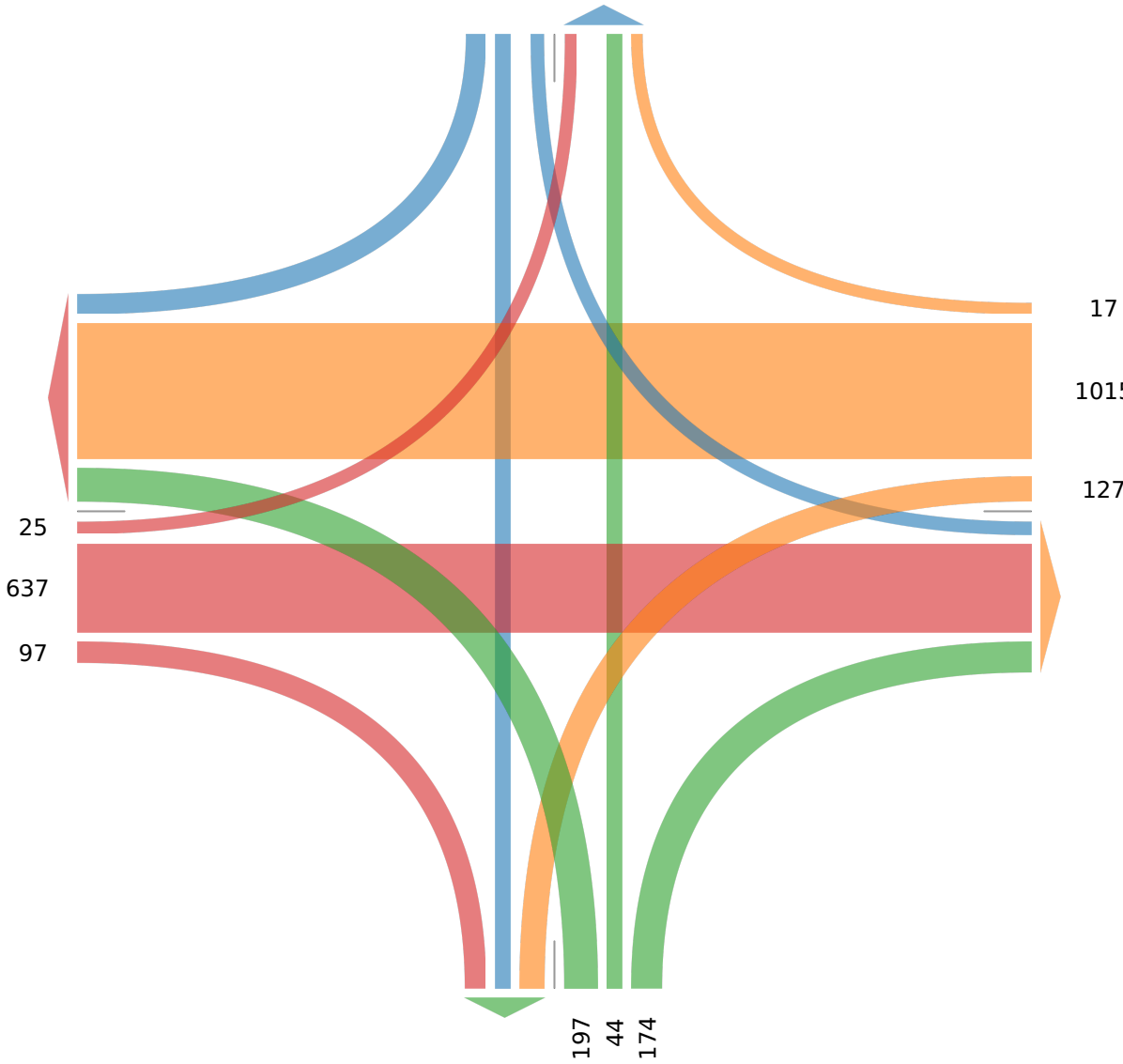
Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

[N] Brice Rd

Total: 254  
In: 168 Out: 86

88  
47  
3

[W] Main St  
Total: 2059  
In: 759 Out: 1300



Out: 271 In: 415  
Total: 686  
[S] Brice Rd

Out: 844 In: 1159  
Total: 2003  
[E] Main St

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Thu Oct 28, 2021

Midday Peak (Oct 28 2021 1PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main St Eastbound					Main St Westbound					Brice Rd Northbound					Brice Rd Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-10-28 1:00PM	12	186	42	0	240	54	176	8	0	238	56	14	78	0	148	10	19	16	0	45	671
1:15PM	12	221	51	0	284	34	176	4	0	214	52	15	68	0	135	7	12	14	0	33	666
1:30PM	12	191	47	0	250	59	226	6	0	291	36	8	55	0	99	8	12	20	0	40	680
1:45PM	13	219	54	0	286	50	202	10	0	262	57	10	72	0	139	7	13	14	0	34	721
<b>Total</b>	49	817	194	0	1060	197	780	28	0	1005	201	47	273	0	521	32	56	64	0	152	2738
<b>% Approach</b>	4.6%	77.1%	18.3%	0%	-	19.6%	77.6%	2.8%	0%	-	38.6%	9.0%	52.4%	0%	-	21.1%	36.8%	42.1%	0%	-	-
<b>% Total</b>	1.8%	29.8%	7.1%	0%	38.7%	7.2%	28.5%	1.0%	0%	36.7%	7.3%	1.7%	10.0%	0%	19.0%	1.2%	2.0%	2.3%	0%	5.6%	-
<b>PHF</b>	0.942	0.924	0.898	-	0.927	0.835	0.863	0.700	-	0.863	0.882	0.783	0.875	-	0.880	0.800	0.737	0.800	-	0.844	0.949
<b>Lights and Motorcycles</b>	47	789	188	0	1024	197	749	28	0	974	199	47	271	0	517	30	55	60	0	145	2660
<b>% Lights and Motorcycles</b>	95.9%	96.6%	96.9%	0%	96.6%	100%	96.0%	100%	0%	96.9%	99.0%	100%	99.3%	0%	99.2%	93.8%	98.2%	93.8%	0%	95.4%	97.2%
<b>Heavy</b>	2	28	6	0	36	0	31	0	0	31	2	0	2	0	4	2	1	4	0	7	78
<b>% Heavy</b>	4.1%	3.4%	3.1%	0%	3.4%	0%	4.0%	0%	0%	3.1%	1.0%	0%	0.7%	0%	0.8%	6.3%	1.8%	6.3%	0%	4.6%	2.8%

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

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Thu Oct 28, 2021

Midday Peak (Oct 28 2021 1PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

[N] Brice Rd

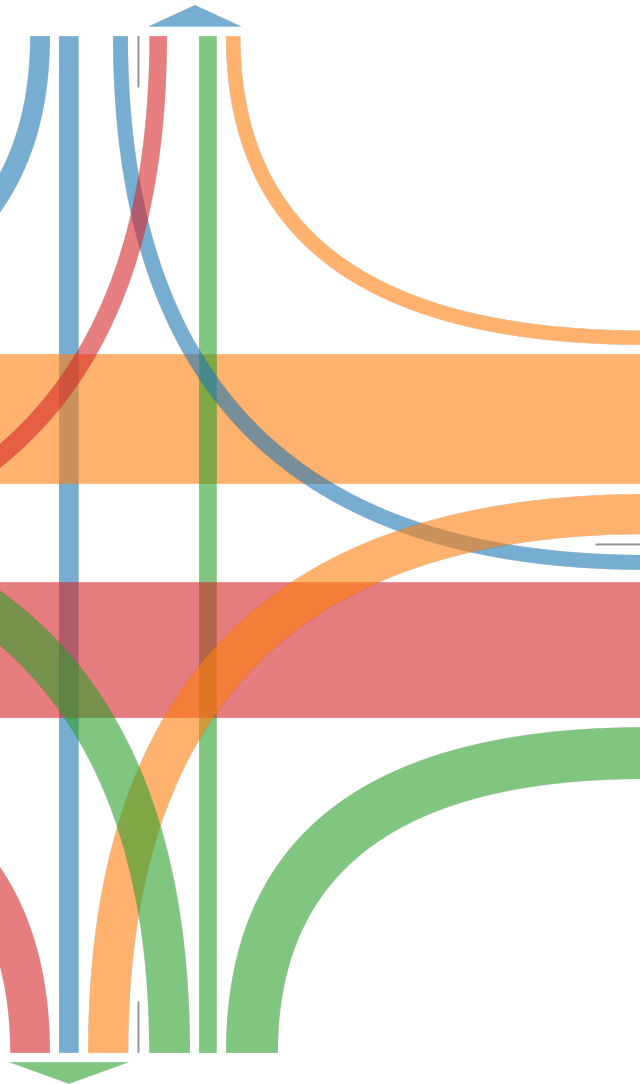
Total: 276  
In: 152 Out: 124

64 56 32

[W] Main St

Total: 2105  
In: 1060 Out: 1045

49  
817  
194



Out: 447 In: 521  
Total: 968

[S] Brice Rd

28  
780  
197  
Out: 1122 In: 1005  
Total: 2127

[E] Main St

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Thu Oct 28, 2021

PM Peak (Oct 28 2021 3:30PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main St Eastbound					Main St Westbound					Brice Rd Northbound					Brice Rd Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-10-28 3:30PM	19	256	50	0	325	52	241	17	0	310	59	25	85	0	169	8	24	15	0	47	851
3:45PM	22	283	67	0	372	57	245	12	0	314	54	18	83	0	155	9	16	10	0	35	876
4:00PM	24	258	72	0	354	51	239	16	0	306	51	31	62	0	144	17	22	6	0	45	849
4:15PM	13	251	62	0	326	54	216	10	0	280	60	20	88	0	168	15	24	11	0	50	824
<b>Total</b>	78	1048	251	0	1377	214	941	55	0	1210	224	94	318	0	636	49	86	42	0	177	3400
<b>% Approach</b>	5.7%	76.1%	18.2%	0%	-	17.7%	77.8%	4.5%	0%	-	35.2%	14.8%	50.0%	0%	-	27.7%	48.6%	23.7%	0%	-	-
<b>% Total</b>	2.3%	30.8%	7.4%	0%	40.5%	6.3%	27.7%	1.6%	0%	35.6%	6.6%	2.8%	9.4%	0%	18.7%	1.4%	2.5%	1.2%	0%	5.2%	-
<b>PHF</b>	0.813	0.926	0.872	-	0.925	0.939	0.960	0.809	-	0.963	0.933	0.758	0.903	-	0.941	0.721	0.896	0.700	-	0.885	0.970
<b>Lights and Motorcycles</b>	76	1030	246	0	1352	212	917	50	0	1179	216	92	314	0	622	47	86	41	0	174	3327
<b>% Lights and Motorcycles</b>	97.4%	98.3%	98.0%	0%	98.2%	99.1%	97.4%	90.9%	0%	97.4%	96.4%	97.9%	98.7%	0%	97.8%	95.9%	100%	97.6%	0%	98.3%	97.9%
<b>Heavy</b>	2	18	5	0	25	2	24	5	0	31	8	2	4	0	14	2	0	1	0	3	73
<b>% Heavy</b>	2.6%	1.7%	2.0%	0%	1.8%	0.9%	2.6%	9.1%	0%	2.6%	3.6%	2.1%	1.3%	0%	2.2%	4.1%	0%	2.4%	0%	1.7%	2.1%

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

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Thu Oct 28, 2021

PM Peak (Oct 28 2021 3:30PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1

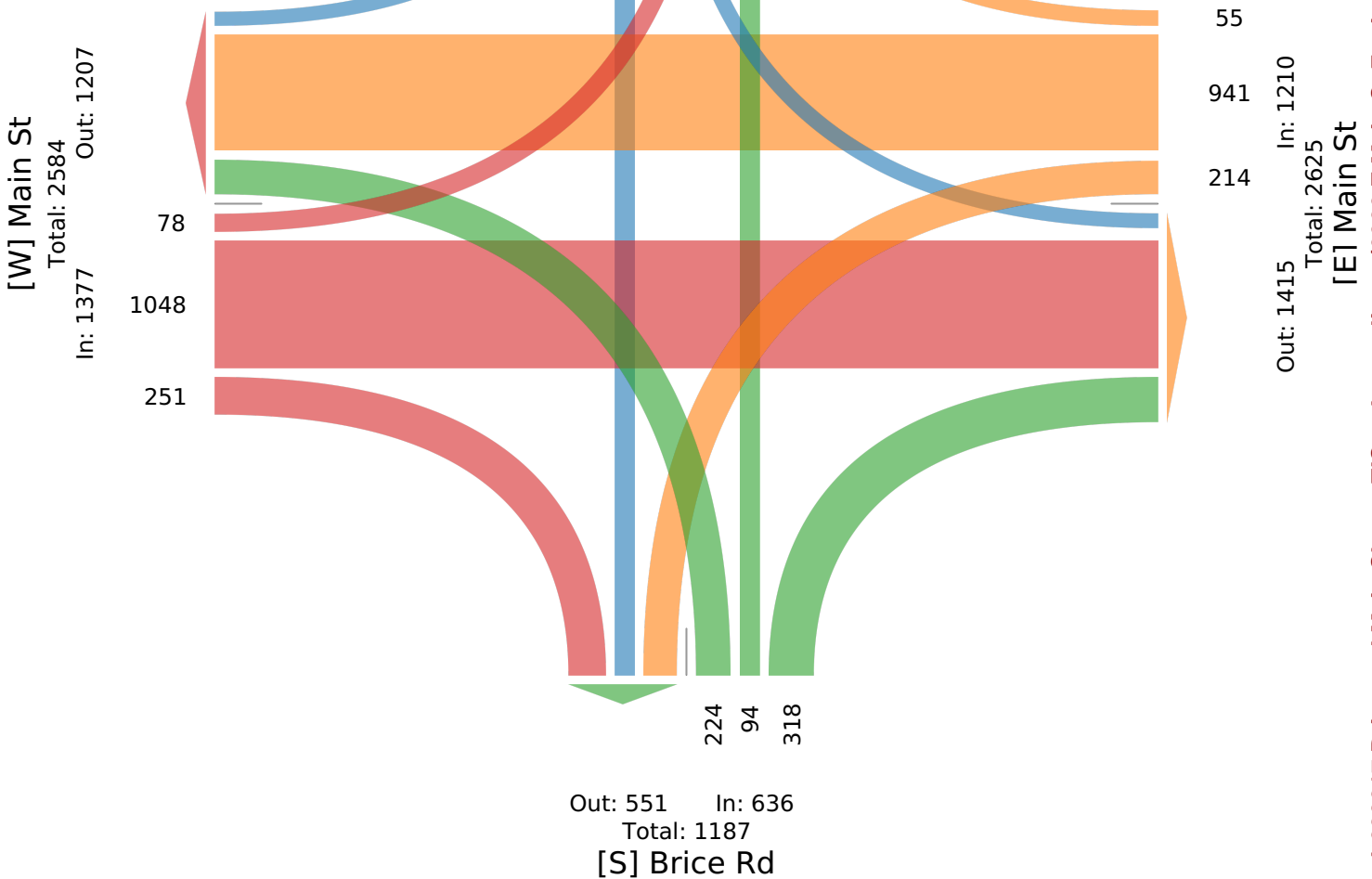


Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

[N] Brice Rd

Total: 404  
In: 177 Out: 227

42 86 49



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Sat Oct 30, 2021

Midday Peak (WKND) (Oct 30 2021 11:15AM - 12:15 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main St Eastbound					Main St Westbound					Brice Rd Northbound					Brice Rd Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-10-30 11:15AM	19	212	53	0	284	69	222	7	0	298	56	13	51	0	120	10	11	18	0	39	741
11:30AM	4	190	61	0	255	52	214	10	0	276	46	13	67	0	126	14	16	12	0	42	699
11:45AM	11	184	54	0	249	56	229	8	0	293	63	15	71	0	149	13	19	9	0	41	732
12:00PM	15	171	45	0	231	59	211	5	0	275	64	16	77	0	157	5	6	14	0	25	688
<b>Total</b>	49	757	213	0	1019	236	876	30	0	1142	229	57	266	0	552	42	52	53	0	147	2860
<b>% Approach</b>	4.8%	74.3%	20.9%	0%	-	20.7%	76.7%	2.6%	0%	-	41.5%	10.3%	48.2%	0%	-	28.6%	35.4%	36.1%	0%	-	-
<b>% Total</b>	1.7%	26.5%	7.4%	0%	35.6%	8.3%	30.6%	1.0%	0%	39.9%	8.0%	2.0%	9.3%	0%	19.3%	1.5%	1.8%	1.9%	0%	5.1%	-
<b>PHF</b>	0.645	0.893	0.873	-	0.897	0.855	0.956	0.750	-	0.958	0.895	0.891	0.864	-	0.879	0.750	0.684	0.736	-	0.875	0.965
<b>Lights and Motorcycles</b>	49	750	212	0	1011	232	861	28	0	1121	228	57	264	0	549	39	51	52	0	142	2823
<b>% Lights and Motorcycles</b>	100%	99.1%	99.5%	0%	99.2%	98.3%	98.3%	93.3%	0%	98.2%	99.6%	100%	99.2%	0%	99.5%	92.9%	98.1%	98.1%	0%	96.6%	98.7%
<b>Heavy</b>	0	7	1	0	8	4	15	2	0	21	1	0	2	0	3	3	1	1	0	5	37
<b>% Heavy</b>	0%	0.9%	0.5%	0%	0.8%	1.7%	1.7%	6.7%	0%	1.8%	0.4%	0%	0.8%	0%	0.5%	7.1%	1.9%	1.9%	0%	3.4%	1.3%

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

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Sat Oct 30, 2021

Midday Peak (WKND) (Oct 30 2021 11:15AM - 12:15 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

[N] Brice Rd

Total: 283  
In: 147 Out: 136

53  
52  
42

[W] Main St  
Total: 2177  
In: 1019 Out: 1158

49  
757  
213



30  
876  
236  
In: 1142  
Total: 2207  
Out: 1065

[E] Main St

Out: 501 In: 552  
Total: 1053  
[S] Brice Rd

229  
57  
266

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Sat Oct 30, 2021

PM Peak (WKND) (Oct 30 2021 1PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Main St Eastbound					Main St Westbound					Brice Rd Northbound					Brice Rd Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-10-30 1:00PM	15	214	56	0	285	48	208	7	0	263	53	12	58	0	123	1	13	17	0	31	702
1:15PM	18	193	56	0	267	52	218	9	0	279	51	16	64	0	131	7	14	23	0	44	721
1:30PM	9	191	42	0	242	51	200	9	0	260	64	17	66	0	147	7	8	14	0	29	678
1:45PM	12	203	51	0	266	51	215	9	0	275	66	11	65	0	142	7	14	24	0	45	728
<b>Total</b>	54	801	205	0	1060	202	841	34	0	1077	234	56	253	0	543	22	49	78	0	149	2829
<b>% Approach</b>	5.1%	75.6%	19.3%	0%	-	18.8%	78.1%	3.2%	0%	-	43.1%	10.3%	46.6%	0%	-	14.8%	32.9%	52.3%	0%	-	-
<b>% Total</b>	1.9%	28.3%	7.2%	0%	37.5%	7.1%	29.7%	1.2%	0%	38.1%	8.3%	2.0%	8.9%	0%	19.2%	0.8%	1.7%	2.8%	0%	5.3%	-
<b>PHF</b>	0.750	0.936	0.915	-	0.930	0.971	0.964	0.944	-	0.965	0.886	0.824	0.958	-	0.923	0.786	0.875	0.813	-	0.828	0.971
<b>Lights and Motorcycles</b>	52	790	204	0	1046	200	828	34	0	1062	233	55	252	0	540	22	49	77	0	148	2796
<b>% Lights and Motorcycles</b>	96.3%	98.6%	99.5%	0%	98.7%	99.0%	98.5%	100%	0%	98.6%	99.6%	98.2%	99.6%	0%	99.4%	100%	100%	98.7%	0%	99.3%	98.8%
<b>Heavy</b>	2	11	1	0	14	2	13	0	0	15	1	1	1	0	3	0	0	1	0	1	33
<b>% Heavy</b>	3.7%	1.4%	0.5%	0%	1.3%	1.0%	1.5%	0%	0%	1.4%	0.4%	1.8%	0.4%	0%	0.6%	0%	0%	1.3%	0%	0.7%	1.2%

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

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

1-Main St & Brice Rd - TMC

Sat Oct 30, 2021

PM Peak (WKND) (Oct 30 2021 1PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 903537, Location: 39.954818, -82.828697, Site Code: 1



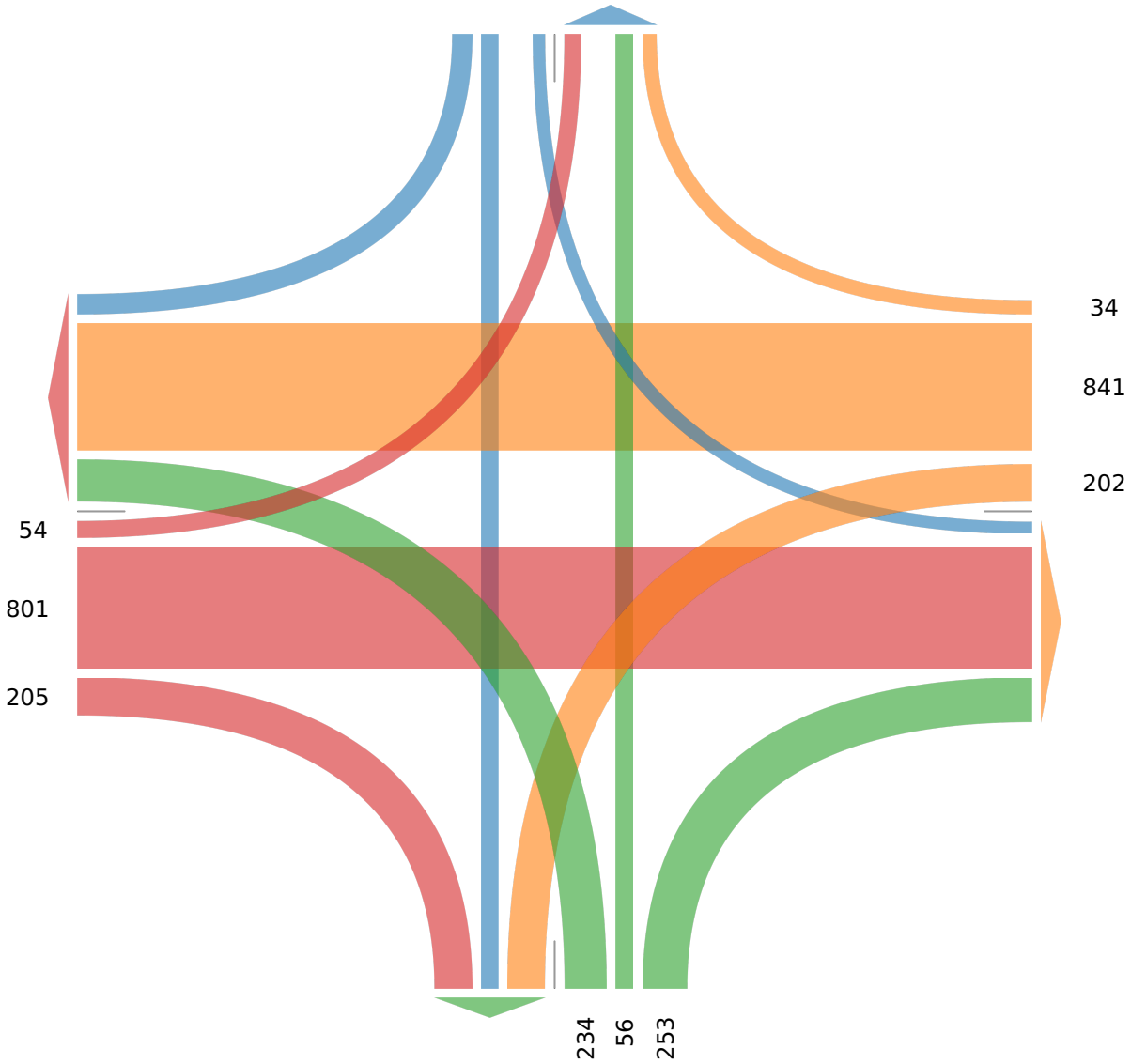
Provided by: Smart Services, Inc.  
88 W. Church Street, Newark, OH, 43055, US

[N] Brice Rd

Total: 293  
In: 149 Out: 144

78  
49  
22

[W] Main St  
Total: 2213  
In: 1060 Out: 1153



Out: 456 In: 543  
Total: 999  
[S] Brice Rd

Out: 1076 In: 1077  
Total: 2153  
[E] Main St

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)



# 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	2021.1900

## Forecast Summary

Project ID	Project Name	Opening Year	Design Year
	Brice and Main Sheetz TIS	2022	2032

Project Description

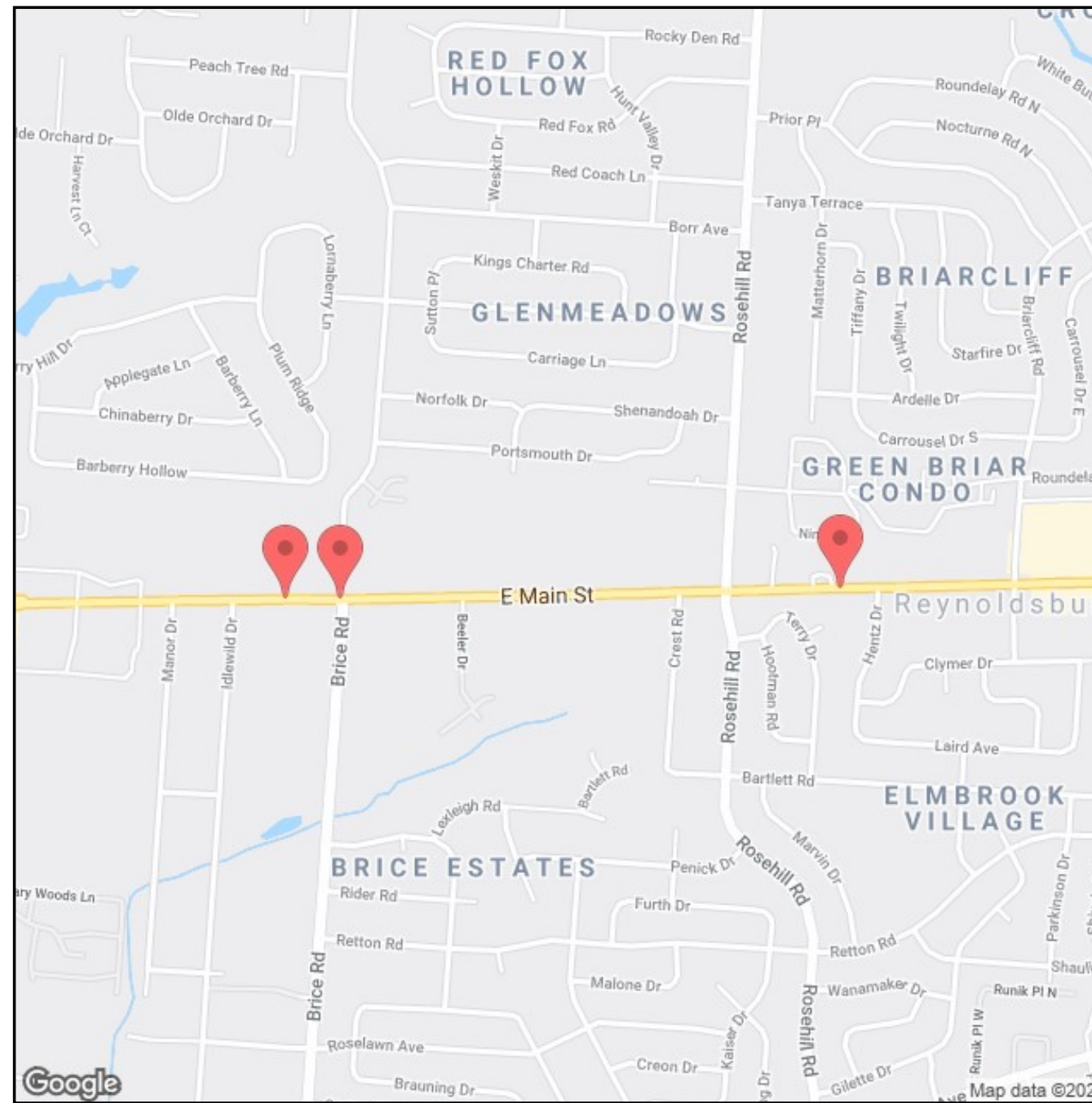
\*Users of this data need to be aware that there are limitations to the forecasts generated by this product that make it suitable only for roadway design projects which are low risk.

## Segment Information

Segment ID	LRS ID	BMP	EMP	Length	Latitude	Longitude
1459004	SFRAUS00040**C	22.530	22.660	0.130	-82.8301500024369	39.9548209382843
1459005	SFRAUS00040**C	22.660	22.670	0.010	-82.8287802584434	39.9548169985075
1459006	SFRAUS00040**C	22.670	24.010	1.340	-82.8162581814931	39.9550226520895

## Forecast Information

Segment ID	2022 AADT	2032 AADT	DHV-30	K%	D%	T24%	TD%
1459004	29,500	33,000	3,300	10.0	58.8	3	1
1459005	29,500	32,000	3,800	12.0	50.0	3	1
1459006	26,000	29,000	2,900	10.0	53.8	3	1



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

Forecast Segment ID	Route	BMP	EMP
1459004	SFRAUS00040**C	22.530	22.660

## Forecast

Year	K %	T24 %	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	10.0	3	39,000	Model	1.200	1.200
AADT	D %	TD %	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
40,200	58.8	1	1,200	Average	12.800	4.000

Warning: The truck growth rate was exceeded the maximum and was capped at 12.800%

## Regression

Method Number	PA AADT	BC AADT	AADT
2	30,993	4,640	35,633

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
25028	49959	-10151	9462	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustment
1	0.51	3.27	0	0	32,486	2,025	32,501	1,101
2	0.33	24.48	5	6	30,362	6,222	30,993	4,640
3	0.96	-17.59	0	0	36,747	-1,902	36,275	-2,378
4	0.75	-23.11	5	5	34,390	-3,147	34,531	-3,299
5	1.12	-27.61	0	0	38,233	-3,727	37,637	-4,049
6	0.93	-32.42	5	5	36,059	-4,837	36,065	-4,852

## Adjustment Info

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-4,378	39,790	-529	783	1.28	1.36
2	RAT	0.87	38,328	0.51	672	1.12	0.70
3	MRAT	1.33	38,694	1.21	692	1.16	0.82
4	RAF		39,242		737	1.22	1.09
Adjust Method AADT		Adjust Method BC			Selected PA Growth Rate %		Selected BC Growth Rate %
Average		Average			1.200		1.100

### Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
37656	39007	672	783	38328	39790

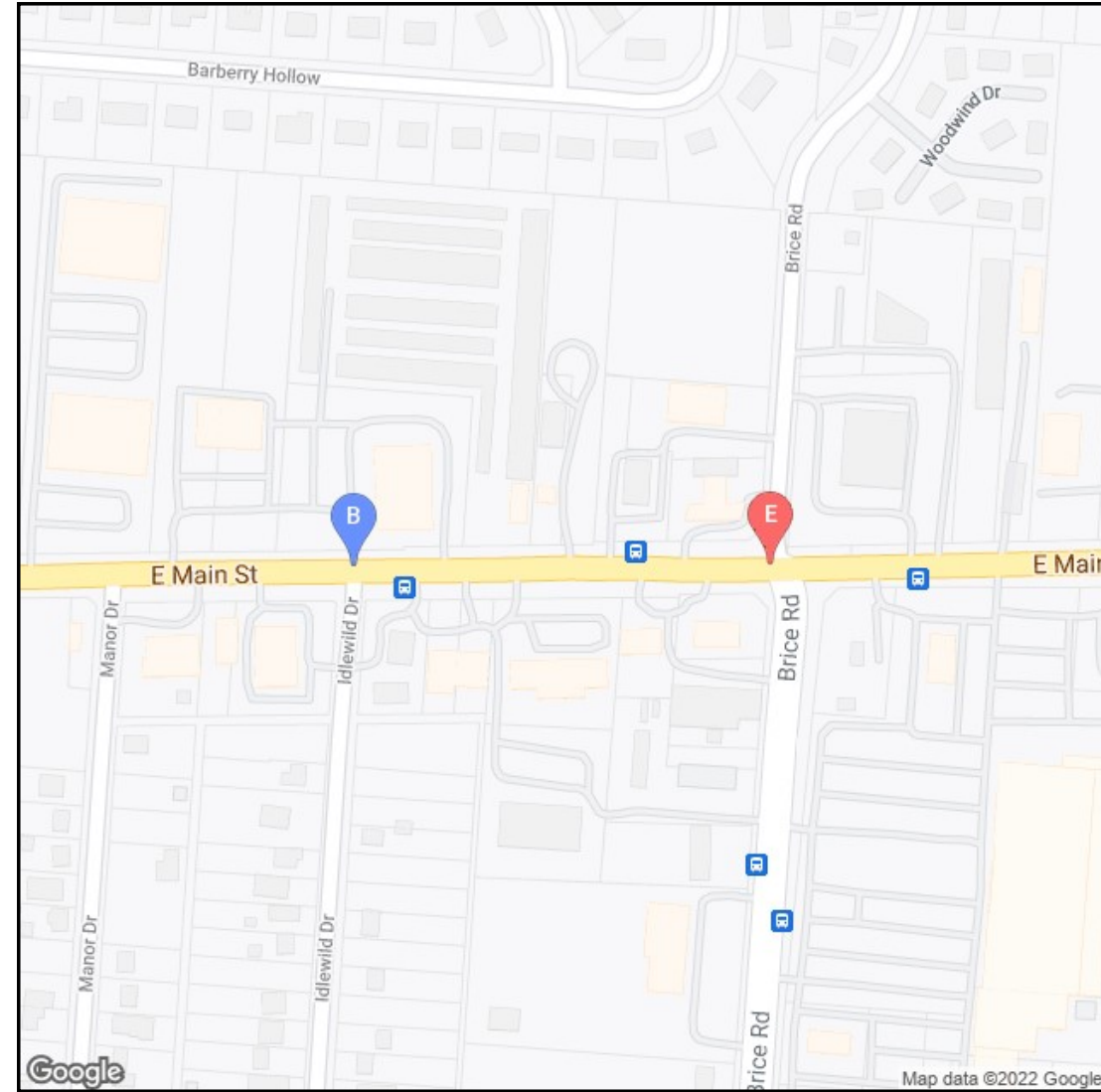
Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

Comment: No Comment

## Historical Count

Year	All	Cars	Trucks
2006	27,440	26,990	450
2010	27,911	26,180	1,731
2013	28,114	26,370	1,744
2014	28,311	26,555	1,756
2017	30,871	28,957	1,914
* 2020	28,736	28,180	556

\* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2022 AADT	Yr 2032 AADT	DHV30	K %	D %	T24 %	TD %
1459004	SFRAUS00040**C	22.530	22.660	0.130	29,500	33,000	3300	10.0	58.8	3	1

Forecast Segment ID	Route	BMP	EMP
1459005	SFRAUS00040**C	22.660	22.670

## Forecast

Year	K %	T24 %	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	12.0	3	36,000	Model	1.000	1.000
AADT	D %	TD %	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
37,200	50.0	1	1,200	Average	12.600	4.000

■ Warning: The truck growth rate was exceeded the maximum and was capped at 12.600%

## Regression

Method Number	PA AADT	BC AADT	AADT
2	30,993	4,640	35,633

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
25028	49959	-10151	9462	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustment
1	0.51	3.27	0	0	32,486	2,025	32,501	1,101
2	0.33	24.48	5	6	30,362	6,222	30,993	4,640
3	0.96	-17.59	0	0	36,747	-1,902	36,275	-2,378
4	0.75	-23.11	5	5	34,390	-3,147	34,531	-3,299
5	1.12	-27.61	0	0	38,233	-3,727	37,637	-4,049
6	0.93	-32.42	5	5	36,059	-4,837	36,065	-4,852

Attachment: h202017 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

## Adjustment Info

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-10,310	37,826	-554	707	1.06	0.91
2	RAT	0.74	35,426	0.50	631	0.78	0.45
3	MRAT	1.23	35,879	1.14	640	0.83	0.50
4	RAF		36,853		674	0.95	0.71
Adjust Method AADT		Adjust Method BC			Selected PA Growth Rate %		Selected BC Growth Rate %
Average		Average			1.000		0.700

### Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
34795	37119	631	707	35426	37826

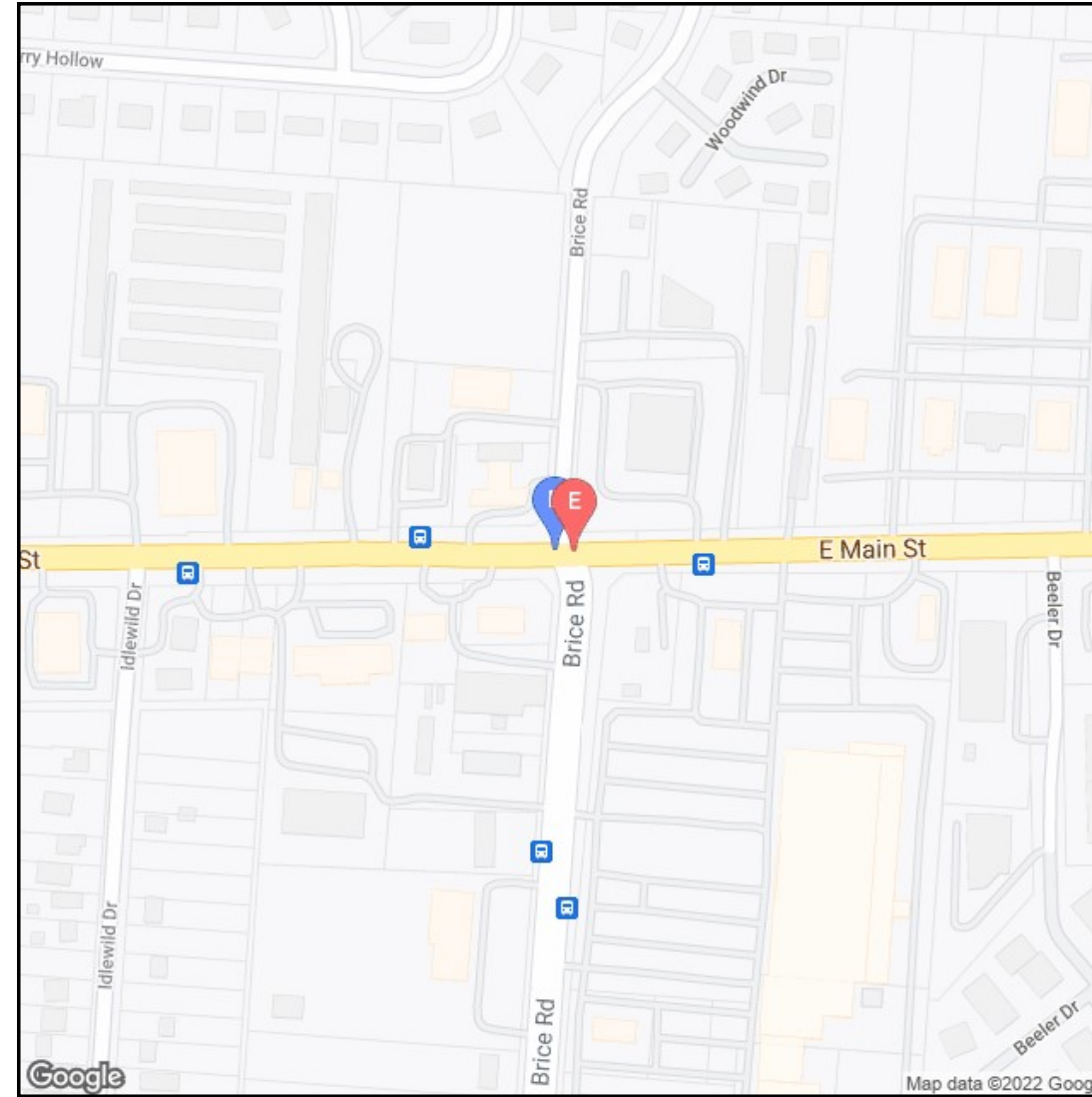
Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

Comment: No Comment

## Historical Count

Year	All	Cars	Trucks
2006	27,440	26,990	450
2010	27,911	26,180	1,731
2013	28,114	26,370	1,744
2014	28,311	26,555	1,756
2017	30,871	28,957	1,914
* 2020	28,736	28,180	556

\* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2022 AADT	Yr 2032 AADT	DHV30	K %	D %	T24 %	TD %
1459005	SFRAUS00040**C	22.660	22.670	0.010	29,500	32,000	3800	12.0	50.0	3	1

Forecast Segment ID	Route	BMP	EMP
1459006	SFRAUS00040**C	22.670	24.010

## Forecast

Year	K %	T24 %	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	10.0	4	33,000	Model	1.000	1.000
AAADT	D %	TD %	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
34,200	53.8	1	1,200	Average	12.600	4.000

■ Warning: The truck growth rate was exceeded the maximum and was capped at 12.600%

## Regression

Method Number	PA AADT	BC AADT	AAADT
2	26,858	4,444	31,302

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
-9449	66652	-10294	9083	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	PA Adjustment
1	0.82	2.78	0	0	33,488	1,889	31,100	983
2	0.25	24.30	5	6	27,511	6,003	26,858	4,444
3	0.29	-17.95	0	0	29,045	-1,875	27,164	-2,351
4	-0.45	-24.03	5	5	21,525	-3,196	21,600	-3,328
5	0.36	-27.04	0	0	29,564	-3,470	27,639	-3,812
6	-0.31	-32.36	5	5	22,689	-4,654	22,670	-4,668

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

## Adjustment Info

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-17,262	34,722	-490	708	1.21	1.07
2	RAT	0.60	30,995	0.52	626	0.72	0.56
3	MRAT	1.22	31,657	1.17	638	0.81	0.63
4	RAF		33,189		673	1.01	0.85
Adjust Method AADT		Adjust Method BC			Selected PA Growth Rate %		Selected BC Growth Rate %
Average		Average			1.000		0.900

### Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
30369	34014	626	708	30995	34722

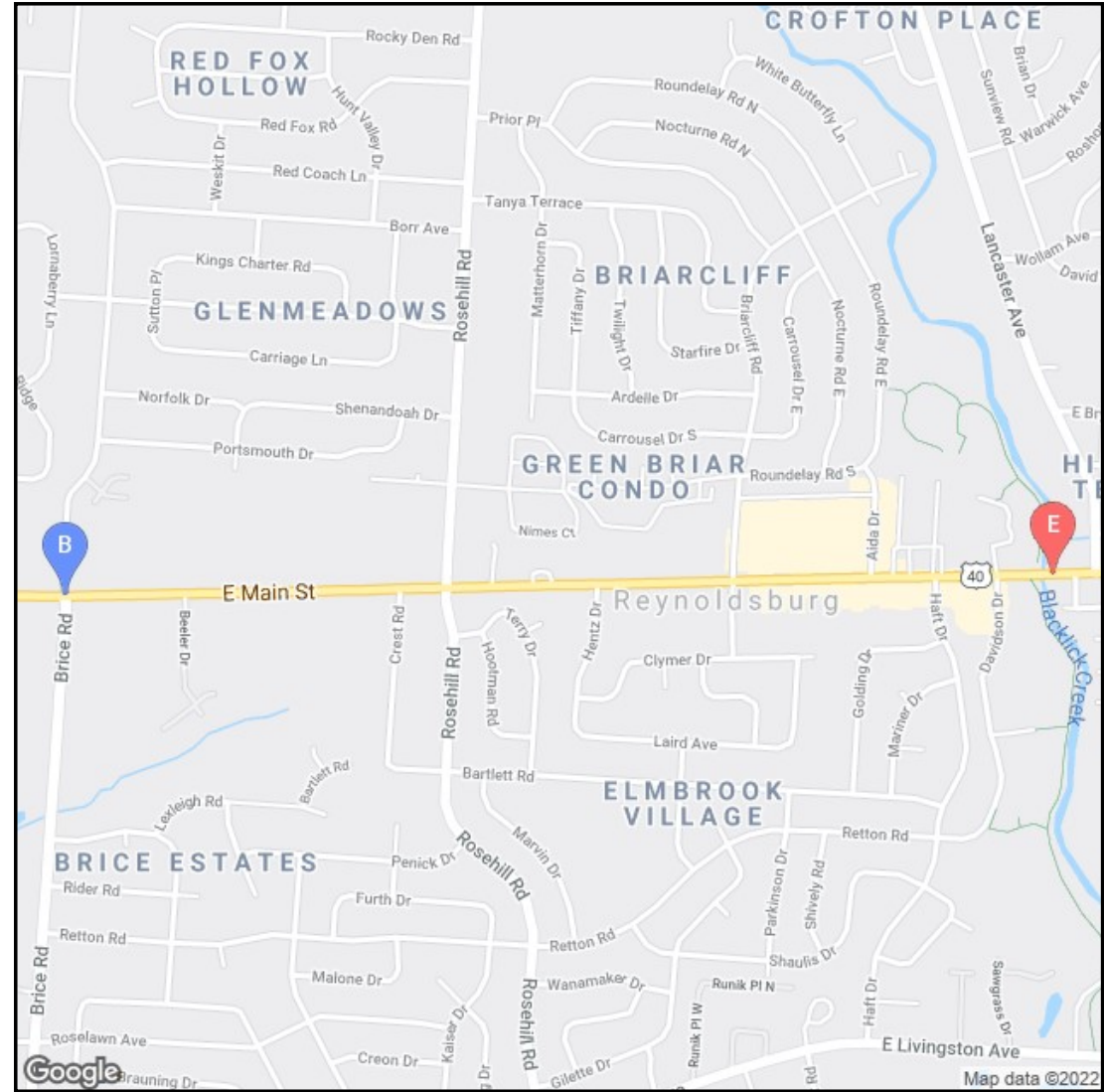
Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

Comment: No Comment

## Historical Count

Year	All	Cars	Trucks
2006	24,090	23,600	490
2010	27,911	26,180	1,731
2013	27,071	25,392	1,679
2014	27,260	25,569	1,691
2017	32,100	30,174	1,926
* 2020	25,492	24,956	536

\* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2022 AADT	Yr 2032 AADT	DHV30	K %	D %	T24 %	TD %
1459006	SFRAUS00040**C	22.670	24.010	1.340	26,000	29,000	2900	10.0	53.8	3	1

# Appendix C

## Trip Generation



**Scenario - 1**

Scenario Name: AM Peak - Adjacent Street Traffic

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

**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) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	6.13	Weekday, Peak Hour of Adjacent Street Traffic,	Average	173	173	346
					56.52	50%	50%	

**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

**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)	173	173	0	0	173	173
	346		0		346	

**VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT**

**MODE SHARE:**

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (9-15)	100%	100%	0%	0%	0%	0%

**OCCUPANCY:**

Land Use	Vehicle	
	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	1.00	1.00

**ADJUSTED VEHICLE TRIPS:**

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehicle Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehicle Trips
945 - Convenience Store/Gas Station - VFP (9-15)	173	100%	1.00	173	173	100%	1.00	173

**INTERNAL VEHICLE TRIP REDUCTION**

**LAND USE GROUP ASSIGNMENT:**

Land Use	Land Use Group
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

**BALANCED PERSON TRIPS:**

**INTERNAL PERSON TRIPS:**

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

Internal Person Trips From	Entry	Exit	Total
<b>Total Internal Person Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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	-
<b>Total Vehicle Internal Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total External Vehicle Trips	173	173	346
<b>Internal Vehicle Trip Capture</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

**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)	173	173	63.00%	63.00%	109	109

**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)	173	173	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)	64	64	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	64	128

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	64	64	128

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	0	0	0

**RESULTS**

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	173	173	346
Vehicle Trips After Multi-modal Adjustment	173	173	346
Internal Vehicle Trips	0	0	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

External Vehicle Trips	173	173	346
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	109	109	218
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	64	64	128
PPV	64	64	128
Truck	0	0	0
Person Trips by Other Modes	0	0	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

**Scenario - 2**

Scenario Name: PM Peak - Adjacent Street Traffic

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

**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) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	6.13	Weekday, Peak Hour of Adjacent Street Traffic,	Average	167	167	334
					54.52	50%	50%	

**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

**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)	167	167	0	0	167	167
	334		0		334	

**VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT**

**MODE SHARE:**

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (9-15)	100%	100%	0%	0%	0%	0%

**OCCUPANCY:**

Land Use	Vehicle	
	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	1.00	1.00

**ADJUSTED VEHICLE TRIPS:**

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehicle Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehicle Trips
945 - Convenience Store/Gas Station - VFP (9-15)	167	100%	1.00	167	167	100%	1.00	167

**INTERNAL VEHICLE TRIP REDUCTION**

**LAND USE GROUP ASSIGNMENT:**

Land Use	Land Use Group
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

**BALANCED PERSON TRIPS:**

**INTERNAL PERSON TRIPS:**

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

Internal Person Trips From	Entry	Exit	Total
<b>Total Internal Person Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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	-
<b>Total Vehicle Internal Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total External Vehicle Trips	167	167	334
<b>Internal Vehicle Trip Capture</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

**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)	167	167	66.00%	66.00%	110	110

**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)	167	167	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)	57	57	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)	57	57	114

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	57	57	114

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	0	0	0

**RESULTS**

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	167	167	334
Vehicle Trips After Multi-modal Adjustment	167	167	334
Internal Vehicle Trips	0	0	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

External Vehicle Trips	167	167	334
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	57	57	114
PPV	57	57	114
Truck	0	0	0
Person Trips by Other Modes	0	0	0

**Scenario - 3**

Scenario Name: Weekday  
 Dev. phase: 1  
 Analyst Note:

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

Warning:

**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) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	6.13	Weekday	Best Fit (LIN)	1993	1993	3986
					T = 560.88(X) + 548.79	50%	50%	

**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

**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)	1993	1993	0	0	1993	1993
	3986		0		3986	

**VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT**

**MODE SHARE:**

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (9-15)	100%	100%	0%	0%	0%	0%

**OCCUPANCY:**

Land Use	Vehicle	
	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	1.00	1.00

**ADJUSTED VEHICLE TRIPS:**

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehicle Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehicle Trips
945 - Convenience Store/Gas Station - VFP (9-15)	1993	100%	1.00	1993	1993	100%	1.00	1993

**INTERNAL VEHICLE TRIP REDUCTION**

**LAND USE GROUP ASSIGNMENT:**

Land Use	Land Use Group
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

**BALANCED PERSON TRIPS:**

**INTERNAL PERSON TRIPS:**

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

Internal Person Trips From	Entry	Exit	Total
<b>Total Internal Person Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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	-
<b>Total Vehicle Internal Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total External Vehicle Trips	1993	1993	3986
<b>Internal Vehicle Trip Capture</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

**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)	1993	1993	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)	1993	1993	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)	1993	1993	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)	1993	1993	3986

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	1993	1993	3986

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	0	0	0

**RESULTS**

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1993	1993	3986
Vehicle Trips After Multi-modal Adjustment	1993	1993	3986
Internal Vehicle Trips	0	0	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

External Vehicle Trips	1993	1993	3986
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	1993	1993	3986
PPV	1993	1993	3986
Truck	0	0	0
Person Trips by Other Modes	0	0	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

**Scenario - 4**

Scenario Name: Saturday  
 Dev. phase: 1  
 Analyst Note:  
 Warning:

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

**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) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	6.13	Saturday, Peak Hour of Generator	Average	197	197	394
					64.13	50%	50%	

**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

**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)	197	197	0	0	197	197
	394		0		394	

**VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT**

**MODE SHARE:**

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (9-15)	100%	100%	0%	0%	0%	0%

**OCCUPANCY:**

Land Use	Vehicle	
	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	1.00	1.00

**ADJUSTED VEHICLE TRIPS:**

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehicle Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehicle Trips
945 - Convenience Store/Gas Station - VFP (9-15)	197	100%	1.00	197	197	100%	1.00	197

**INTERNAL VEHICLE TRIP REDUCTION**

**LAND USE GROUP ASSIGNMENT:**

Land Use	Land Use Group
945 - Convenience Store/Gas Station - VFP (9-15)	Resturant

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**BALANCED PERSON TRIPS:**

**INTERNAL PERSON TRIPS:**

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

Internal Person Trips From	Entry	Exit	Total
<b>Total Internal Person Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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	-
<b>Total Vehicle Internal Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total External Vehicle Trips	197	197	394
<b>Internal Vehicle Trip Capture</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

**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)	197	197	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)	197	197	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)	197	197	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)	197	197	394

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	197	197	394

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (9-15)	0	0	0

**RESULTS**

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	197	197	394
Vehicle Trips After Multi-modal Adjustment	197	197	394
Internal Vehicle Trips	0	0	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

External Vehicle Trips	197	197	394
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	197	197	394
PPV	197	197	394
Truck	0	0	0
Person Trips by Other Modes	0	0	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use				Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE Trip Generation Manual, 11th Edition				Source: ITE Trip Generation Manual, 11th Edition			
Land Use Code	945			Land Use Code	945		
Land Use	Convenience Store/Gas Station			Land Use	Convenience Store/Gas Station		
Subcategory	GFA (2-4k)			Subcategory	GFA (4-10k)		
Setting	General Urban/Suburban			Setting	General Urban/Suburban		
Time Period	Weekday			Time Period	Weekday		
# Data Sites	38			# Data Sites	5		
	% of 24-Hour Vehicle Trips				% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting	Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.9%	0.9%	0.9%	12:00 - 1:00 AM	1.3%	1.2%	1.3%
1:00 - 2:00 AM	0.5%	0.5%	0.5%	1:00 - 2:00 AM	0.8%	0.8%	0.9%
2:00 - 3:00 AM	0.5%	0.4%	0.5%	2:00 - 3:00 AM	0.6%	0.6%	0.6%
3:00 - 4:00 AM	0.5%	0.5%	0.6%	3:00 - 4:00 AM	0.8%	0.8%	0.7%
4:00 - 5:00 AM	1.0%	1.0%	1.1%	4:00 - 5:00 AM	1.5%	1.6%	1.5%
5:00 - 6:00 AM	2.3%	2.3%	2.2%	5:00 - 6:00 AM	3.1%	3.1%	3.0%
6:00 - 7:00 AM	4.6%	4.7%	4.5%	6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	6.2%	6.2%	6.1%	7:00 - 8:00 AM	5.9%	6.0%	5.9%
8:00 - 9:00 AM	5.9%	5.8%	5.9%	8:00 - 9:00 AM	6.5%	6.5%	6.4%
9:00 - 10:00 AM	5.0%	5.0%	5.1%	9:00 - 10:00 AM	5.7%	5.6%	5.7%
10:00 - 11:00 AM	5.2%	5.2%	5.2%	10:00 - 11:00 AM	5.3%	5.3%	5.3%
11:00 - 12:00 PM	5.3%	5.3%	5.2%	11:00 - 12:00 PM	5.8%	5.8%	5.7%
12:00 - 1:00 PM	5.8%	5.8%	5.8%	12:00 - 1:00 PM	6.6%	6.6%	6.6%
1:00 - 2:00 PM	5.4%	5.4%	5.3%	1:00 - 2:00 PM	6.1%	6.2%	5.9%
2:00 - 3:00 PM	5.9%	6.1%	5.8%	2:00 - 3:00 PM	6.1%	6.0%	6.2%
3:00 - 4:00 PM	6.5%	6.5%	6.4%	3:00 - 4:00 PM	6.8%	6.8%	6.8%
4:00 - 5:00 PM	7.1%	7.2%	7.1%	4:00 - 5:00 PM	6.4%	6.3%	6.5%
5:00 - 6:00 PM	6.9%	7.0%	6.9%	5:00 - 6:00 PM	6.8%	6.7%	6.9%
6:00 - 7:00 PM	6.5%	6.5%	6.6%	6:00 - 7:00 PM	5.4%	5.3%	5.4%
7:00 - 8:00 PM	5.3%	5.3%	5.3%	7:00 - 8:00 PM	4.0%	3.9%	4.0%
8:00 - 9:00 PM	4.4%	4.3%	4.5%	8:00 - 9:00 PM	3.4%	3.4%	3.4%
9:00 - 10:00 PM	3.7%	3.7%	3.7%	9:00 - 10:00 PM	2.7%	2.8%	2.7%
10:00 - 11:00 PM	2.8%	2.7%	2.8%	10:00 - 11:00 PM	2.1%	2.1%	2.1%
11:00 - 12:00 AM	1.9%	1.8%	1.9%	11:00 - 12:00 AM	1.9%	1.9%	2.0%

12:00 - 1:00 AM	0.9%	0.9%	0.9%	12:00 - 1:00 AM	1.3%	1.2%	1.3%
12:15 - 1:15 AM	0.8%	0.7%	0.8%	12:15 - 1:15 AM	1.1%	1.1%	1.2%
12:30 - 1:30 AM	0.6%	0.6%	0.7%	12:30 - 1:30 AM	1.0%	0.9%	1.0%
12:45 - 1:45 AM	0.5%	0.5%	0.6%	12:45 - 1:45 AM	0.9%	0.9%	0.9%
1:00 - 2:00 AM	0.5%	0.5%	0.5%	1:00 - 2:00 AM	0.8%	0.8%	0.9%
1:15 - 2:15 AM	0.5%	0.5%	0.5%	1:15 - 2:15 AM	0.7%	0.6%	0.7%
1:30 - 2:30 AM	0.5%	0.5%	0.5%	1:30 - 2:30 AM	0.6%	0.6%	0.7%
1:45 - 2:45 AM	0.5%	0.5%	0.5%	1:45 - 2:45 AM	0.5%	0.5%	0.5%
2:00 - 3:00 AM	0.5%	0.4%	0.5%	2:00 - 3:00 AM	0.6%	0.6%	0.6%
2:15 - 3:15 AM	0.4%	0.4%	0.4%	2:15 - 3:15 AM	0.7%	0.7%	0.7%
2:30 - 3:30 AM	0.4%	0.4%	0.4%	2:30 - 3:30 AM	0.7%	0.8%	0.7%
2:45 - 3:45 AM	0.5%	0.5%	0.5%	2:45 - 3:45 AM	0.8%	0.7%	0.8%
3:00 - 4:00 AM	0.5%	0.5%	0.6%	3:00 - 4:00 AM	0.8%	0.8%	0.7%
3:15 - 4:15 AM	0.6%	0.6%	0.7%	3:15 - 4:15 AM	0.8%	0.9%	0.8%
3:30 - 4:30 AM	0.8%	0.7%	0.8%	3:30 - 4:30 AM	1.0%	1.0%	1.0%
3:45 - 4:45 AM	0.9%	0.8%	0.9%	3:45 - 4:45 AM	1.2%	1.3%	1.2%
4:00 - 5:00 AM	1.0%	1.0%	1.1%	4:00 - 5:00 AM	1.5%	1.6%	1.5%
4:15 - 5:15 AM	1.3%	1.2%	1.3%	4:15 - 5:15 AM	1.9%	1.9%	1.8%
4:30 - 5:30 AM	1.5%	1.5%	1.5%	4:30 - 5:30 AM	2.3%	2.4%	2.2%
4:45 - 5:45 AM	1.9%	1.9%	1.9%	4:45 - 5:45 AM	2.7%	2.8%	2.6%
5:00 - 6:00 AM	2.3%	2.3%	2.2%	5:00 - 6:00 AM	3.1%	3.1%	3.0%
5:15 - 6:15 AM	3.0%	3.0%	2.9%	5:15 - 6:15 AM	3.5%	3.7%	3.3%
5:30 - 6:30 AM	3.6%	3.7%	3.5%	5:30 - 6:30 AM	4.0%	4.0%	3.9%
5:45 - 6:45 AM	4.1%	4.2%	4.0%	5:45 - 6:45 AM	4.2%	4.3%	4.1%
6:00 - 7:00 AM	4.6%	4.7%	4.5%	6:00 - 7:00 AM	4.6%	4.7%	4.5%
6:15 - 7:15 AM	5.0%	5.0%	5.0%	6:15 - 7:15 AM	5.0%	5.0%	5.0%
6:30 - 7:30 AM	5.3%	5.3%	5.3%	6:30 - 7:30 AM	5.1%	5.2%	5.1%
6:45 - 7:45 AM	5.8%	5.8%	5.8%	6:45 - 7:45 AM	5.6%	5.7%	5.5%
7:00 - 8:00 AM	6.2%	6.2%	6.1%	7:00 - 8:00 AM	5.9%	6.0%	5.9%
7:15 - 8:15 AM	6.3%	6.3%	6.2%	7:15 - 8:15 AM	6.2%	6.2%	6.2%
7:30 - 8:30 AM	6.3%	6.3%	6.3%	7:30 - 8:30 AM	6.6%	6.5%	6.6%
7:45 - 8:45 AM	6.2%	6.2%	6.2%	7:45 - 8:45 AM	6.5%	6.6%	6.5%
8:00 - 9:00 AM	5.9%	5.8%	5.9%	8:00 - 9:00 AM	6.5%	6.5%	6.4%
8:15 - 9:15 AM	5.7%	5.6%	5.7%	8:15 - 9:15 AM	6.2%	6.3%	6.2%
8:30 - 9:30 AM	5.4%	5.4%	5.5%	8:30 - 9:30 AM	6.1%	6.1%	6.1%
8:45 - 9:45 AM	5.2%	5.1%	5.2%	8:45 - 9:45 AM	5.9%	5.8%	6.0%
9:00 - 10:00 AM	5.0%	5.0%	5.1%	9:00 - 10:00 AM	5.7%	5.6%	5.7%
9:15 - 10:15 AM	5.0%	5.1%	5.0%	9:15 - 10:15 AM	5.3%	5.3%	5.3%
9:30 - 10:30 AM	5.0%	5.0%	5.0%	9:30 - 10:30 AM	5.2%	5.3%	5.1%
9:45 - 10:45 AM	5.1%	5.1%	5.0%	9:45 - 10:45 AM	5.4%	5.4%	5.3%
10:00 - 11:00 AM	5.2%	5.2%	5.2%	10:00 - 11:00 AM	5.3%	5.3%	5.3%
10:15 - 11:15 AM	5.1%	5.1%	5.1%	10:15 - 11:15 AM	5.6%	5.6%	5.5%
10:30 - 11:30 AM	5.2%	5.2%	5.1%	10:30 - 11:30 AM	5.6%	5.7%	5.6%
10:45 - 11:45 AM	5.2%	5.2%	5.1%	10:45 - 11:45 AM	5.6%	5.6%	5.5%
11:00 - 12:00 PM	5.3%	5.3%	5.2%	11:00 - 12:00 PM	5.8%	5.8%	5.7%
11:15 - 12:15 PM	5.6%	5.7%	5.5%	11:15 - 12:15 PM	5.9%	6.1%	5.7%
11:30 - 12:30 PM	5.7%	5.7%	5.6%	11:30 - 12:30 PM	6.1%	6.2%	6.0%
11:45 - 12:45 PM	5.8%	5.9%	5.7%	11:45 - 12:45 PM	6.4%	6.4%	6.4%
12:00 - 1:00 PM	5.8%	5.8%	5.8%	12:00 - 1:00 PM	6.6%	6.6%	6.6%
12:15 - 1:15 PM	5.5%	5.5%	5.6%	12:15 - 1:15 PM	6.4%	6.3%	6.5%
12:30 - 1:30 PM	5.5%	5.5%	5.5%	12:30 - 1:30 PM	6.4%	6.3%	6.4%
12:45 - 1:45 PM	5.4%	5.4%	5.4%	12:45 - 1:45 PM	6.2%	6.3%	6.1%
1:00 - 2:00 PM	5.4%	5.4%	5.3%	1:00 - 2:00 PM	6.1%	6.2%	5.9%
1:15 - 2:15 PM	5.4%	5.5%	5.4%	1:15 - 2:15 PM	6.1%	6.1%	6.1%
1:30 - 2:30 PM	5.6%	5.7%	5.5%	1:30 - 2:30 PM	6.1%	6.1%	6.2%
1:45 - 2:45 PM	5.8%	5.9%	5.7%	1:45 - 2:45 PM	6.2%	6.3%	6.2%
2:00 - 3:00 PM	5.9%	6.1%	5.8%	2:00 - 3:00 PM	6.1%	6.0%	6.2%
2:15 - 3:15 PM	6.1%	6.2%	6.1%	2:15 - 3:15 PM	6.3%	6.4%	6.2%
2:30 - 3:30 PM	6.2%	6.2%	6.1%	2:30 - 3:30 PM	6.3%	6.3%	6.3%
2:45 - 3:45 PM	6.3%	6.4%	6.2%	2:45 - 3:45 PM	6.4%	6.4%	6.5%
3:00 - 4:00 PM	6.5%	6.5%	6.4%	3:00 - 4:00 PM	6.8%	6.8%	6.8%
3:15 - 4:15 PM	6.8%	6.9%	6.7%	3:15 - 4:15 PM	6.9%	6.7%	7.1%
3:30 - 4:30 PM	7.0%	7.1%	6.9%	3:30 - 4:30 PM	6.9%	6.7%	7.1%
3:45 - 4:45 PM	7.1%	7.2%	7.0%	3:45 - 4:45 PM	6.6%	6.5%	6.8%
4:00 - 5:00 PM	7.1%	7.2%	7.1%	4:00 - 5:00 PM	6.4%	6.3%	6.5%
4:15 - 5:15 PM	7.0%	7.0%	6.9%	4:15 - 5:15 PM	6.5%	6.6%	6.4%
4:30 - 5:30 PM	7.0%	7.1%	6.9%	4:30 - 5:30 PM	6.6%	6.6%	6.5%
4:45 - 5:45 PM	7.0%	7.0%	7.0%	4:45 - 5:45 PM	6.8%	6.8%	6.8%
5:00 - 6:00 PM	6.9%	7.0%	6.9%	5:00 - 6:00 PM	6.8%	6.7%	6.9%
5:15 - 6:15 PM	6.9%	6.9%	6.9%	5:15 - 6:15 PM	6.4%	6.2%	6.5%
5:30 - 6:30 PM	6.7%	6.7%	6.8%	5:30 - 6:30 PM	6.1%	5.9%	6.2%
5:45 - 6:45 PM	6.6%	6.6%	6.6%	5:45 - 6:45 PM	5.7%	5.6%	5.8%
6:00 - 7:00 PM	6.5%	6.5%	6.6%	6:00 - 7:00 PM	5.4%	5.3%	5.4%
6:15 - 7:15 PM	6.3%	6.3%	6.3%	6:15 - 7:15 PM	4.9%	4.8%	5.0%
6:30 - 7:30 PM	6.0%	6.0%	6.0%	6:30 - 7:30 PM	4.6%	4.5%	4.7%
6:45 - 7:45 PM	5.6%	5.5%	5.7%	6:45 - 7:45 PM	4.1%	4.0%	4.2%
7:00 - 8:00 PM	5.3%	5.3%	5.3%	7:00 - 8:00 PM	4.0%	3.9%	4.0%
7:15 - 8:15 PM	5.0%	5.0%	5.1%	7:15 - 8:15 PM	4.1%	4.1%	4.1%
7:30 - 8:30 PM	4.8%	4.7%	4.8%	7:30 - 8:30 PM	3.9%	3.9%	3.9%
7:45 - 8:45 PM	4.6%	4.6%	4.6%	7:45 - 8:45 PM	3.7%	3.7%	3.7%
8:00 - 9:00 PM	4.4%	4.3%	4.5%	8:00 - 9:00 PM	3.4%	3.4%	3.4%
8:15 - 9:15 PM	4.2%	4.1%	4.3%	8:15 - 9:15 PM	3.0%	3.0%	3.0%
8:30 - 9:30 PM	4.1%	4.0%	4.2%	8:30 - 9:30 PM	2.9%	2.9%	2.8%
8:45 - 9:45 PM	4.0%	3.9%	4.0%	8:45 - 9:45 PM	2.8%	2.8%	2.8%
9:00 - 10:00 PM	3.7%	3.7%	3.7%	9:00 - 10:00 PM	2.7%	2.8%	2.7%
9:15 - 10:15 PM	3.5%	3.5%	3.5%	9:15 - 10:15 PM	2.5%	2.5%	2.5%
9:30 - 10:30 PM	3.2%	3.2%	3.2%	9:30 - 10:30 PM	2.5%	2.5%	2.4%
9:45 - 10:45 PM	2.9%	2.9%	2.9%	9:45 - 10:45 PM	2.3%	2.4%	2.2%
10:00 - 11:00 PM	2.8%	2.7%	2.8%	10:00 - 11:00 PM	2.1%	2.1%	2.1%
10:15 - 11:15 PM	2.5%	2.4%	2.5%	10:15 - 11:15 PM	2.1%	2.2%	2.0%
10:30 - 11:30 PM	2.3%	2.2%	2.3%	10:30 - 11:30 PM	2.0%	2.0%	2.0%
10:45 - 11:45 PM	2.1%	2.0%	2.2%	10:45 - 11:45 PM	1.9%	1.8%	2.0%
11:00 - 12:00 AM	1.9%	1.8%	1.9%	11:00 - 12:00 AM	1.9%	1.9%	2.0%
11:15 - 12:15 AM	1.6%	1.6%	1.6%	11:15 - 12:15 AM	1.7%	1.7%	1.8%
11:30 - 12:30 AM	1.3%	1.3%	1.4%	11:30 - 12:30 AM	1.6%	1.5%	1.8%
11:45 - 12:45 AM	1.1%	1.1%	1.1%	11:45 - 12:45 AM	1.5%	1.5%	1.6%

Attachment: h2020217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

# Appendix D

## Volume Calculations

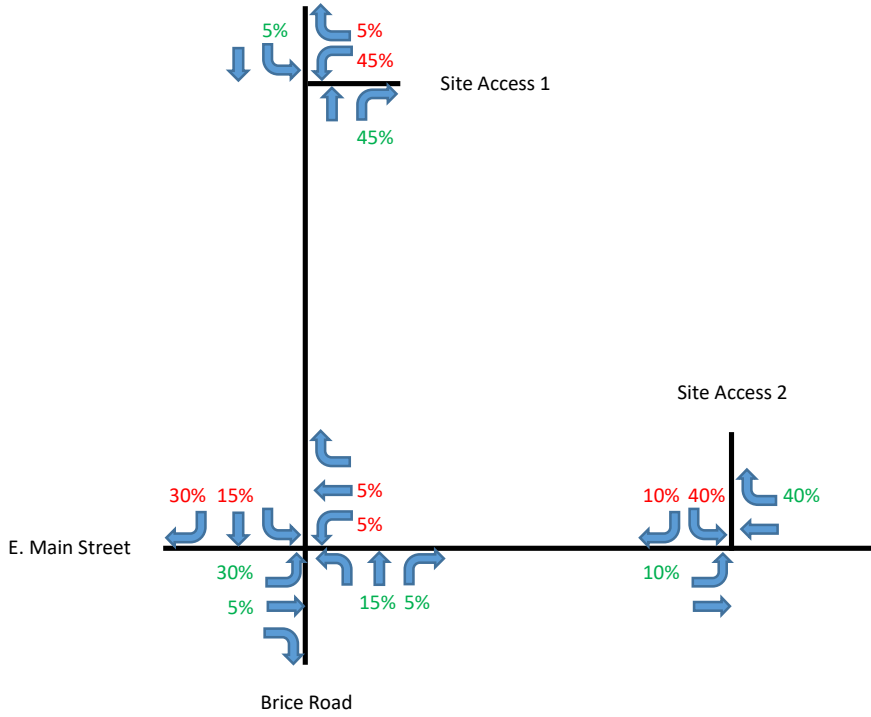


Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
		Non-Pass-By Distribution	

^  
N



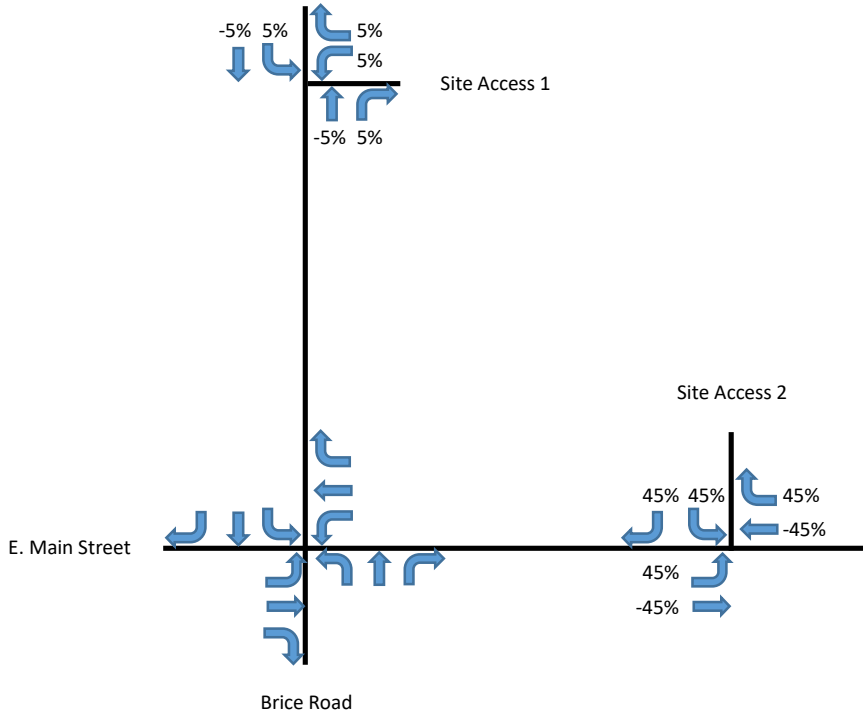
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
		Pass-By Distribution	

^  
N



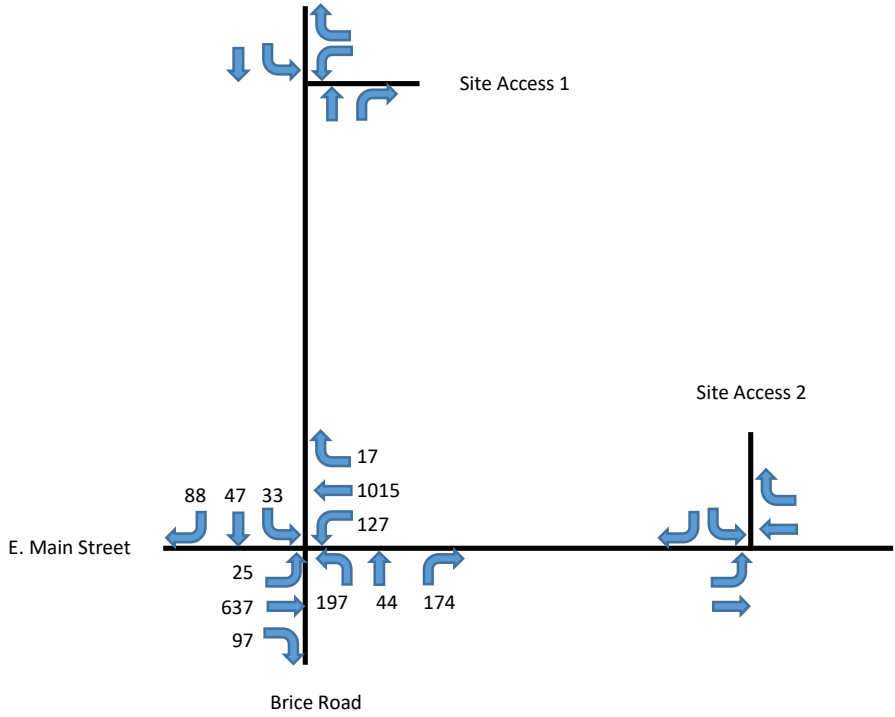
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2021	AM	Count	

^  
N



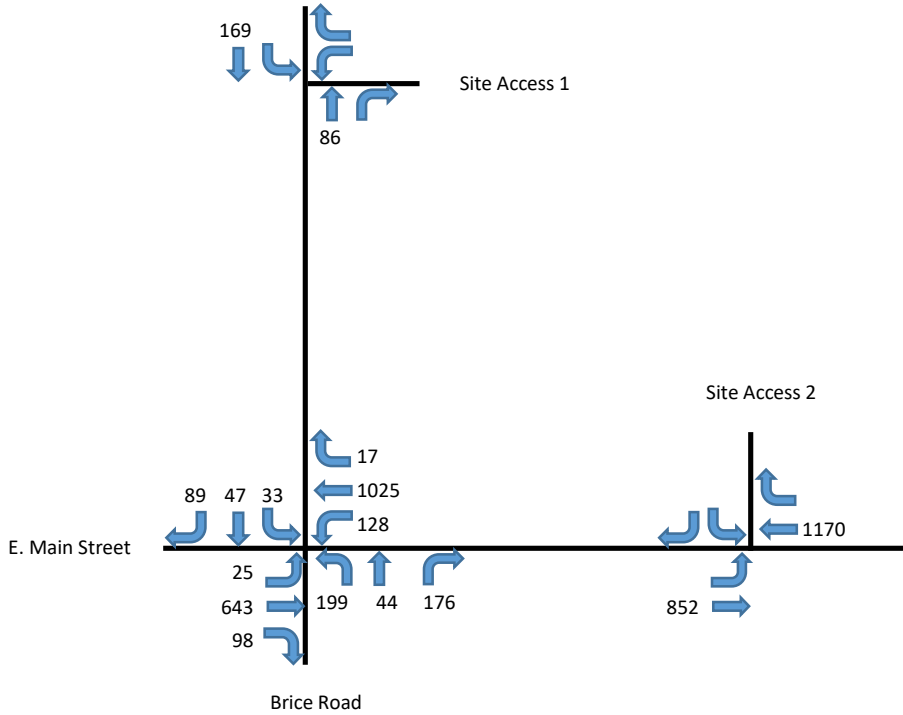
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2022	AM	No Build	A1

^  
N  
Growth Rate 1%



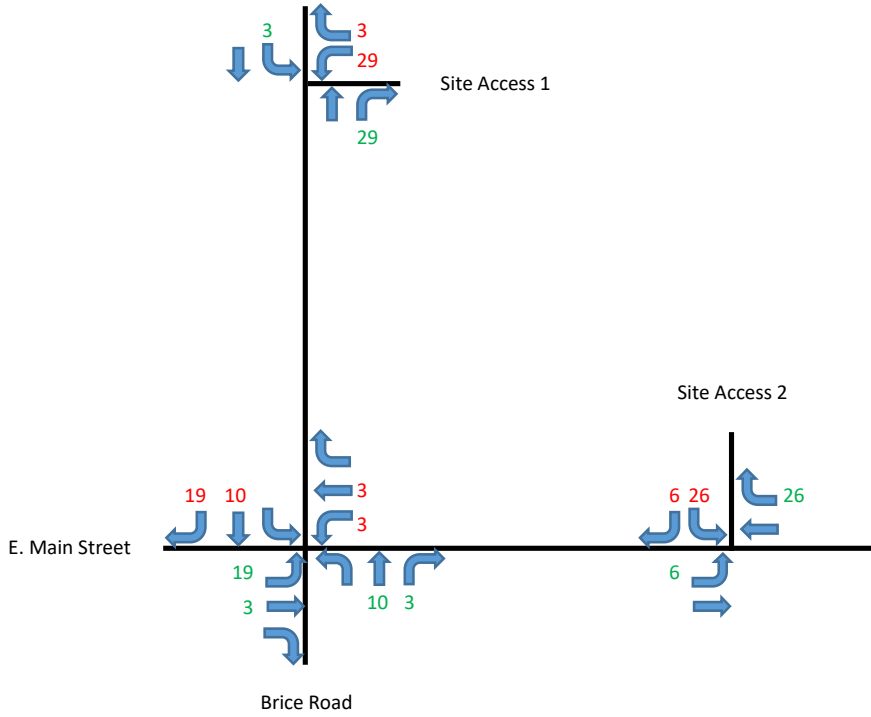
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
	AM	Non-Pass-By Traffic	B1

^  
N  
Enter 64  
Exit 64



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations

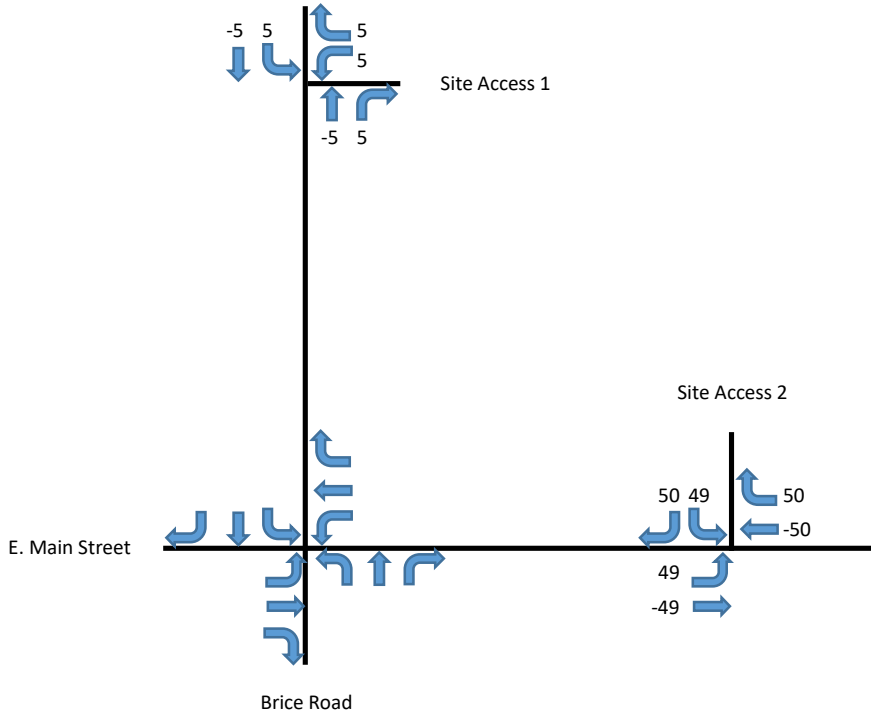


Year	Period	Scenario	Plate
	AM	Pass-By Traffic	C1

^

N

Enter	109
Exit	109
<b>Average</b>	<b>109</b>



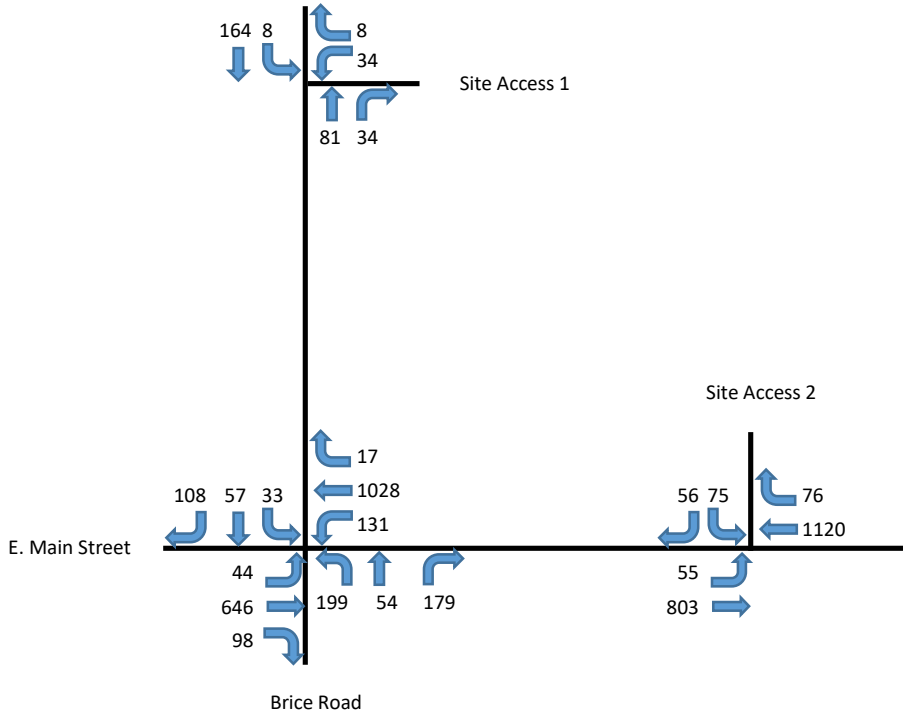
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2022	AM	Build	D1 = B1 + C1 + D1

^  
N



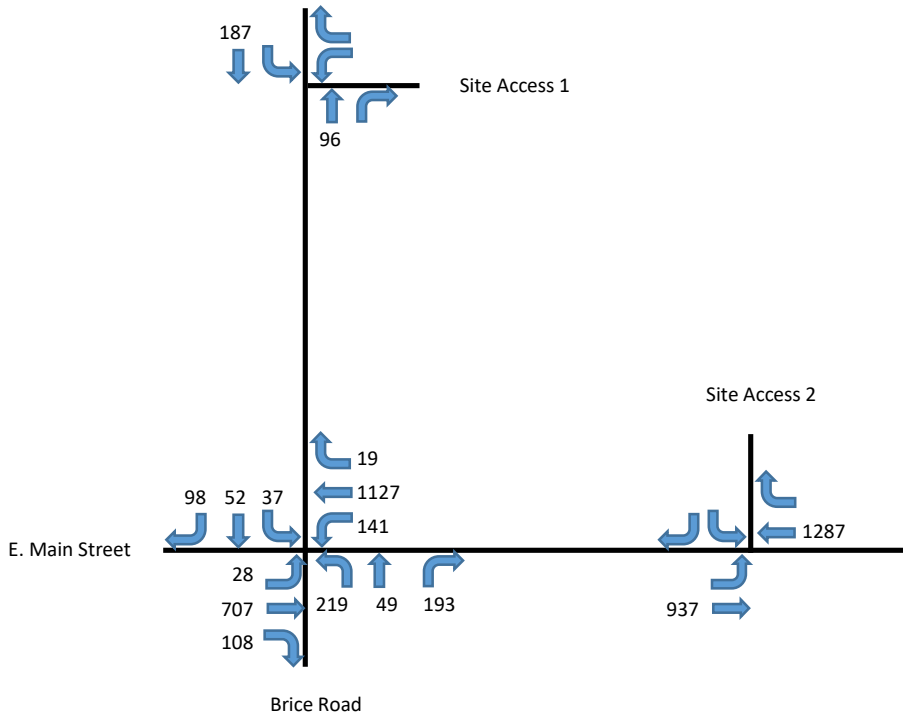
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2032	AM	No Build	E1

^  
N  
Growth Rate 1%



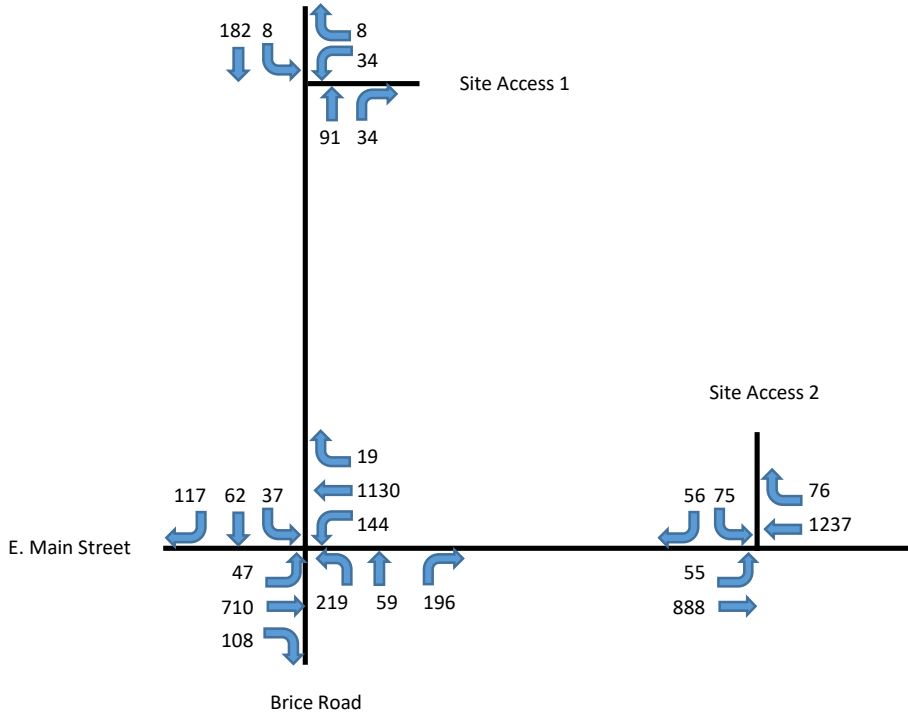
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2032	AM	Build	F1 = B1 + C1 + E1

^  
N



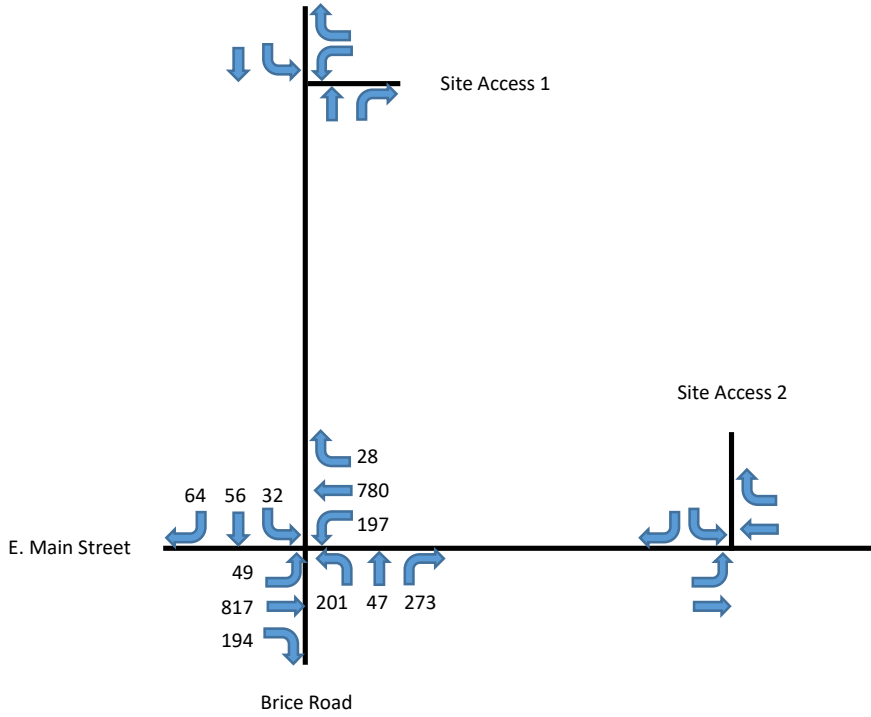
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2021	Midday	Count	

^  
N



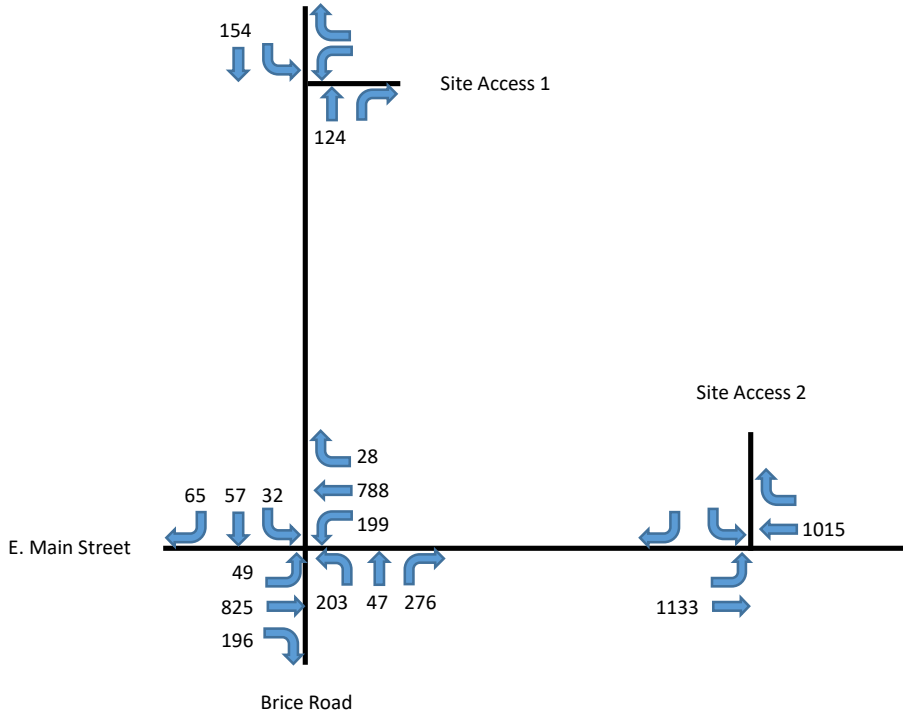
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2022	Midday	No Build	A2

^  
N  
Growth Rate 1%



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

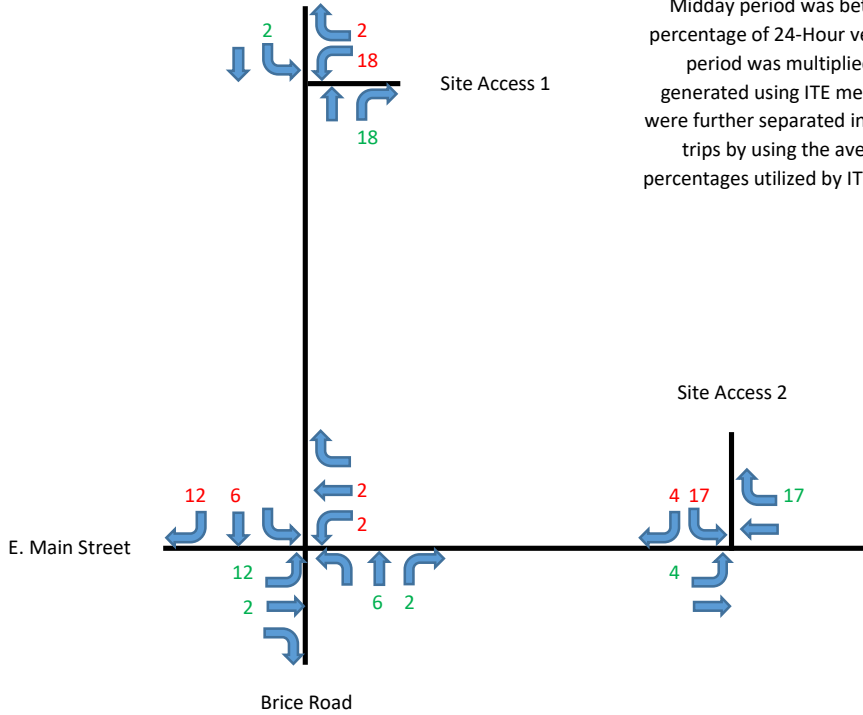
Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
	Midday	Non-Pass-By Traffic	B2

^  
N  
Enter 41  
Exit 41

Midday Peak Hour Site Trips were calculated by utilizing the ITE 11th Edition Vehicle Trip Time of Day Distribution tables. The 2-4k GFA subcategory was utilized instead of the 4-10K GFA subcategory due to the low number of data sites for the 4-10k GFA subcategory. The highest percentage of trips for the Midday period was between 12 pm - 1 pm. The percentage of 24-Hour vehicle trips for the this time period was multiplied by the Weekday trips generated using ITE methods. These midday trips were further separated into non-pass-by and pass-by trips by using the average of the pass-by trip percentages utilized by ITE for the AM and PM peaks.



	Total	Enter	Exit
Midday Peak (12:00-1:00) % of 24-Hour Vehicle Trips	5.8%	5.8%	5.8%
Weekday Generated Trips	3986	1993	1993
Midday Peak (12:00-1:00) Calculated Trips	232	116	116
Non-Pass-By Trips (35.5%)	82	41	41
Pass-By Trips (64.5%)	150	75	75

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations

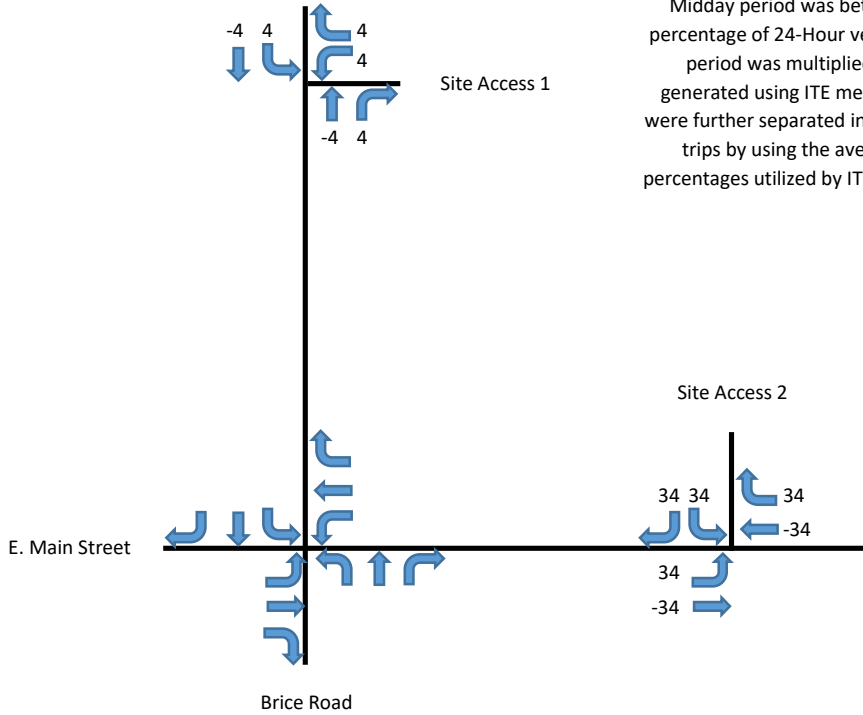


Year	Period	Scenario	Plate
	Midday	Pass-By Traffic	C2

^  
N

Enter	75
Exit	75
<b>Average</b>	<b>75</b>

Midday Peak Hour Site Trips were calculated by utilizing the ITE 11th Edition Vehicle Trip Time of Day Distribution tables. The 2-4k GFA subcategory was utilized instead of the 4-10K GFA subcategory due to the low number of data sites for the 4-10k GFA subcategory. The highest percentage of trips for the Midday period was between 12 pm - 1 pm. The percentage of 24-Hour vehicle trips for the this time period was multiplied by the Weekday trips generated using ITE methods. These midday trips were further separated into non-pass-by and pass-by trips by using the average of the pass-by trip percentages utilized by ITE for the AM and PM peaks.



	Total	Enter	Exit
Midday Peak (12:00-1:00) % of 24-Hour Vehicle Trips	5.8%	5.8%	5.8%
Weekday Generated Trips	3986	1993	1993
Midday Peak (12:00-1:00) Calculated Trips	232	116	116
Non-Pass-By Trips (35.5%)	82	41	41
Pass-By Trips (64.5%)	150	75	75

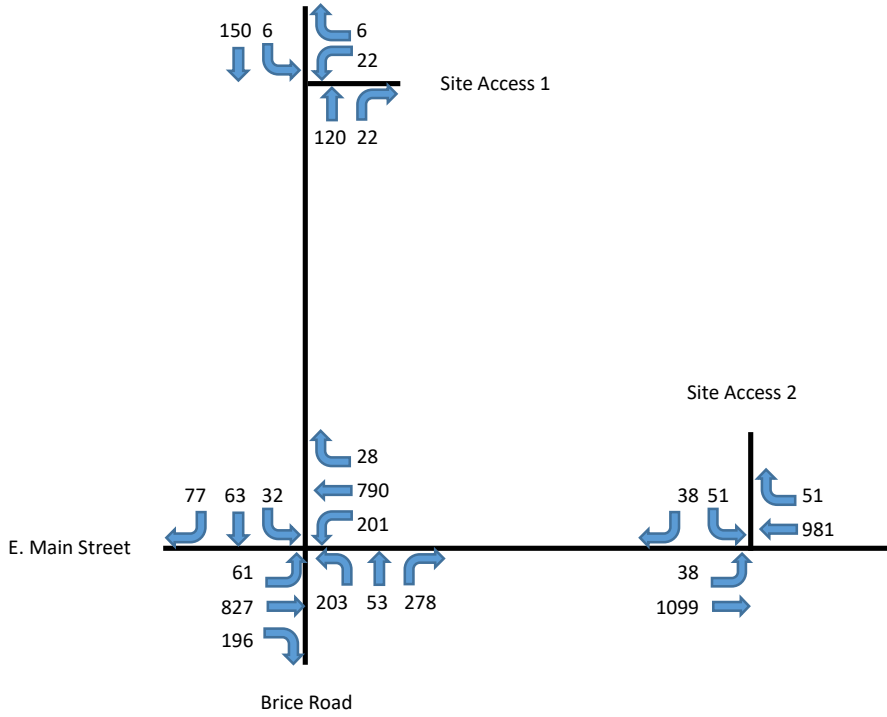
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2022	Midday	Build	D2 = A2 + B2 + C2

^  
N



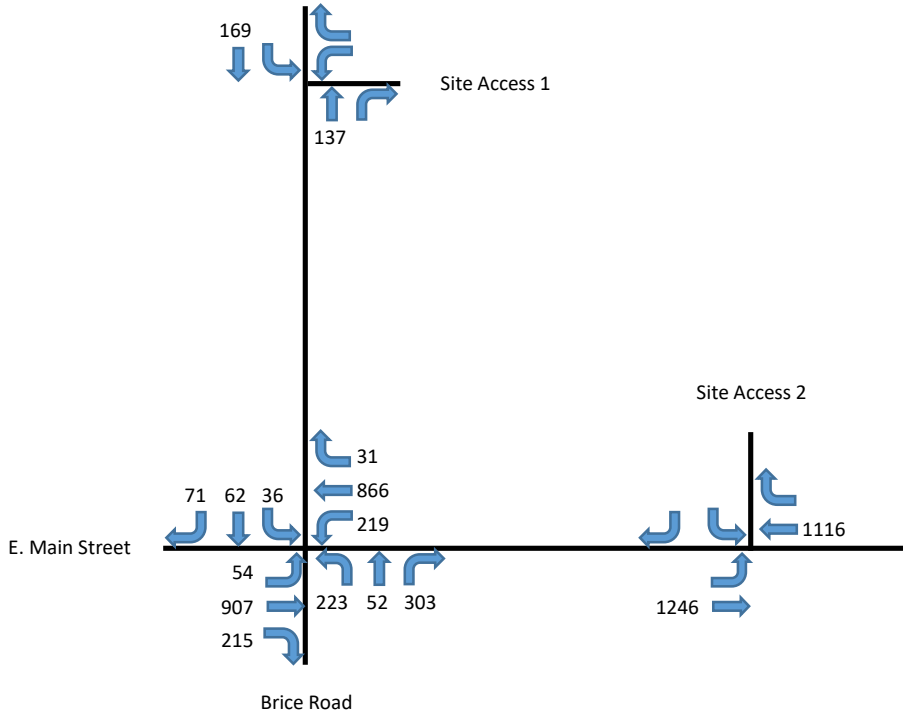
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2032	Midday	No Build	E2

^  
N  
Growth Rate 1%



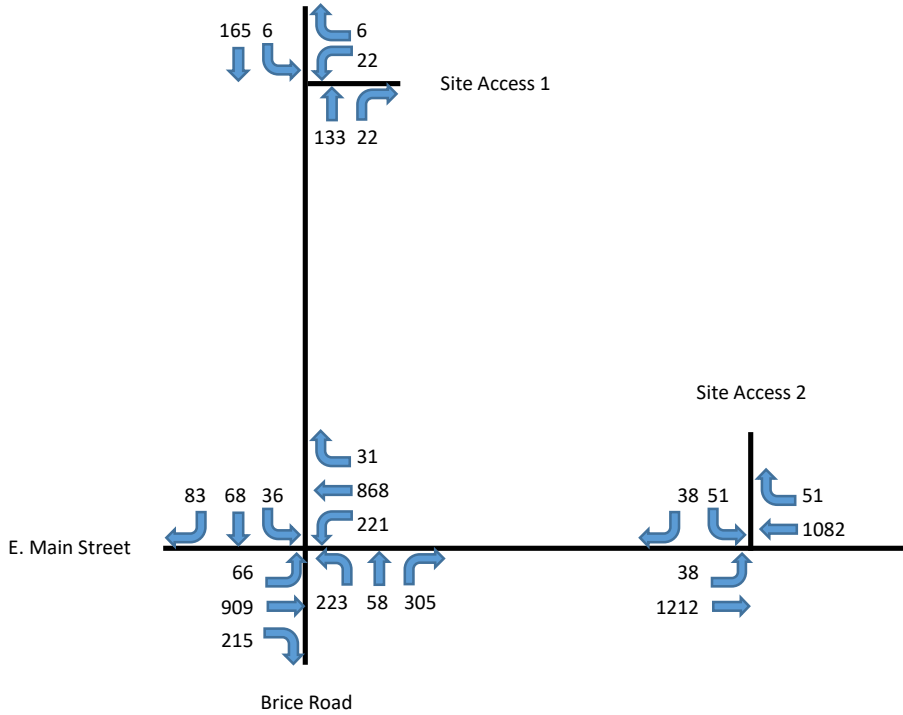
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2032	Midday	Build	F2 = B2 + C2 + E2

^  
N



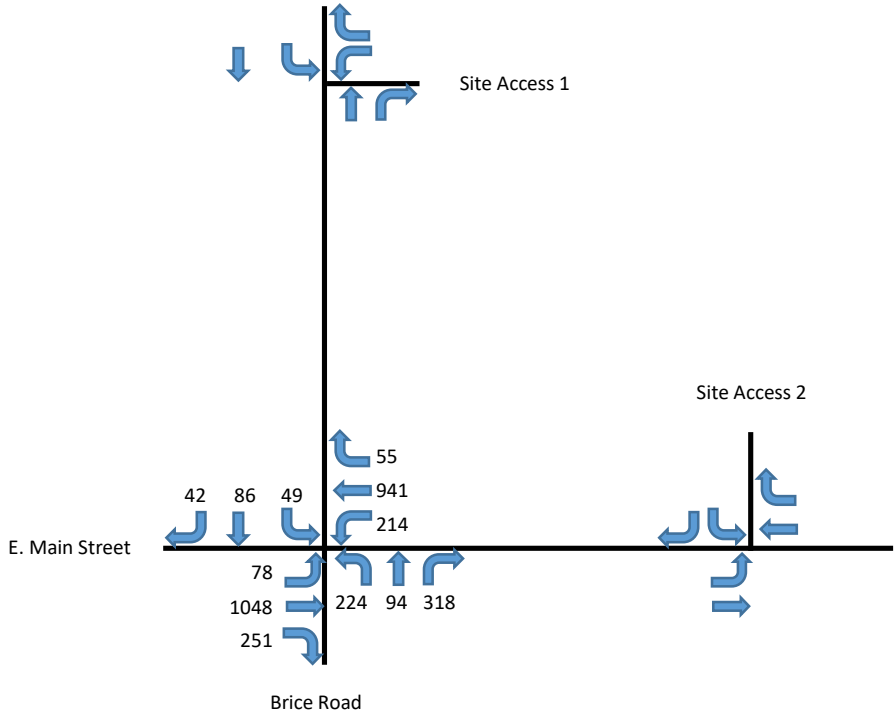
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2021	PM	Count	

^  
N



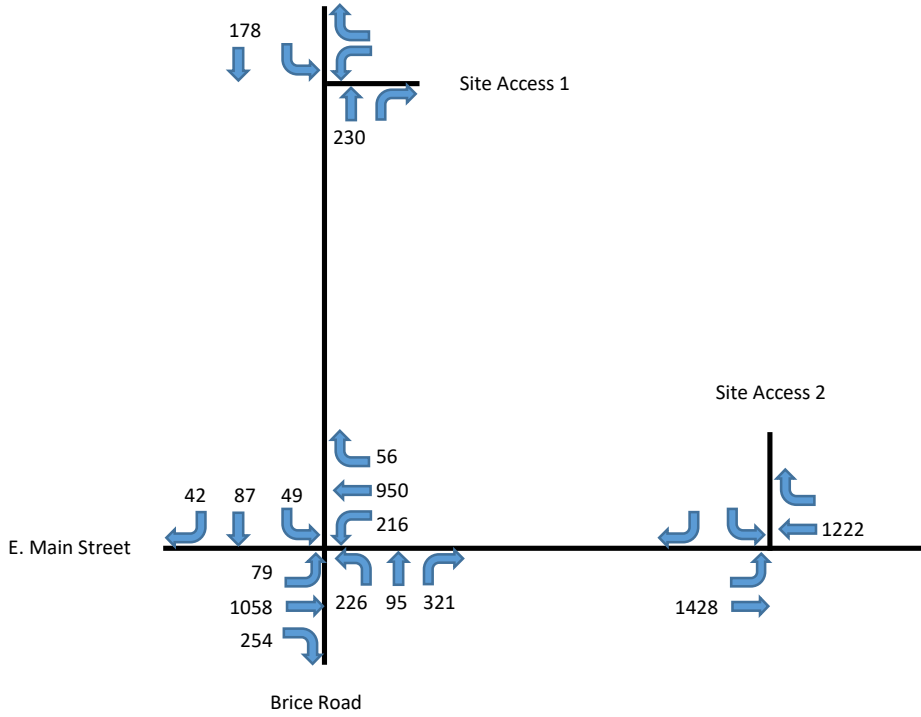
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2022	PM	No Build	A3

^  
N  
Growth Rate 1%



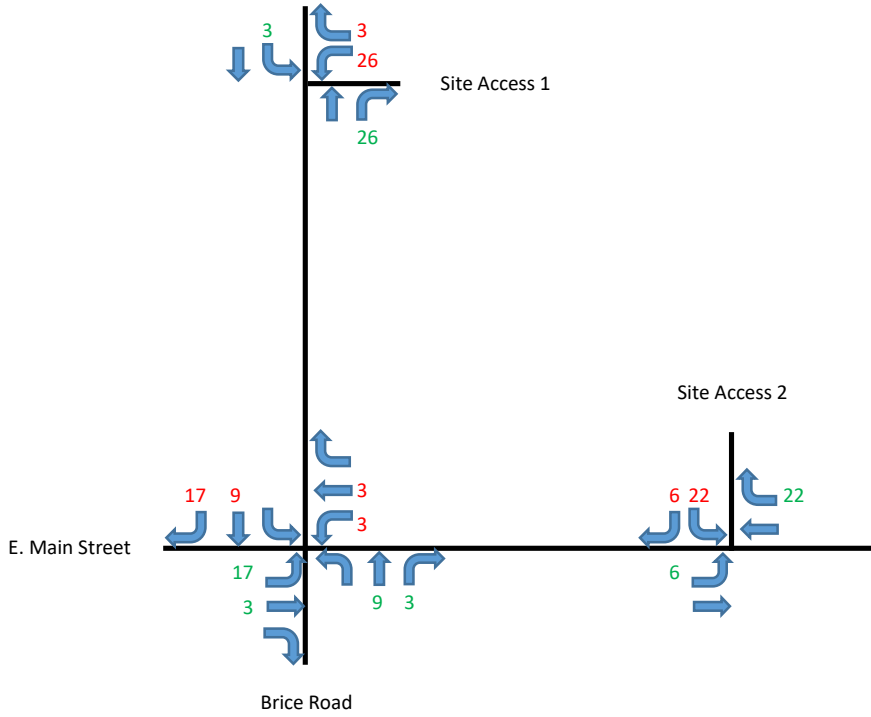
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
	PM	Non-Pass-By Traffic	B3

^  
N  
Enter 57  
Exit 57



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

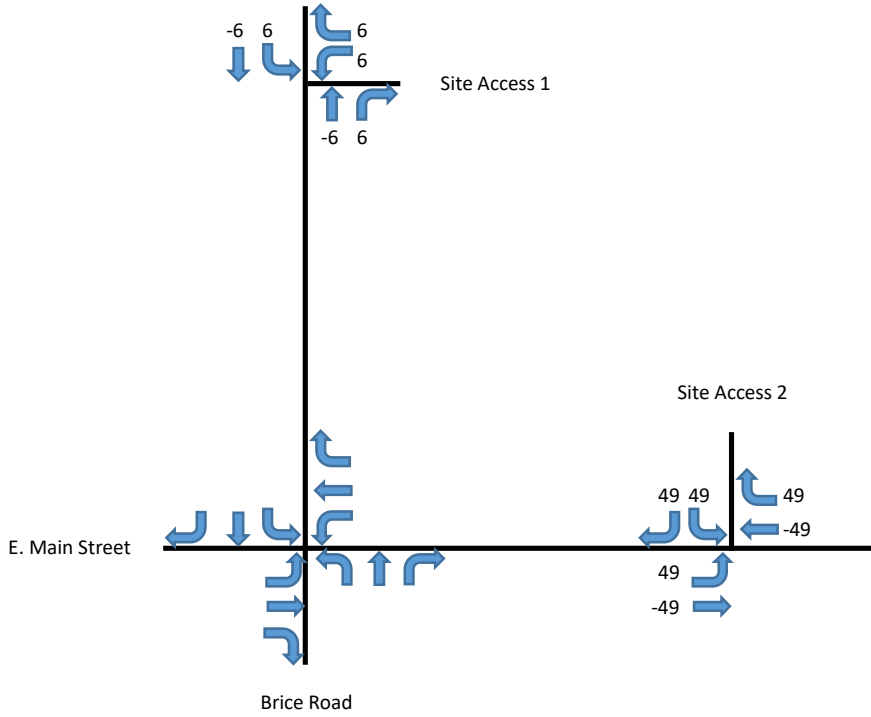
Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
	PM	Pass-By Traffic	C3

^  
N

Enter	110
Exit	110
<b>Average</b>	<b>110</b>



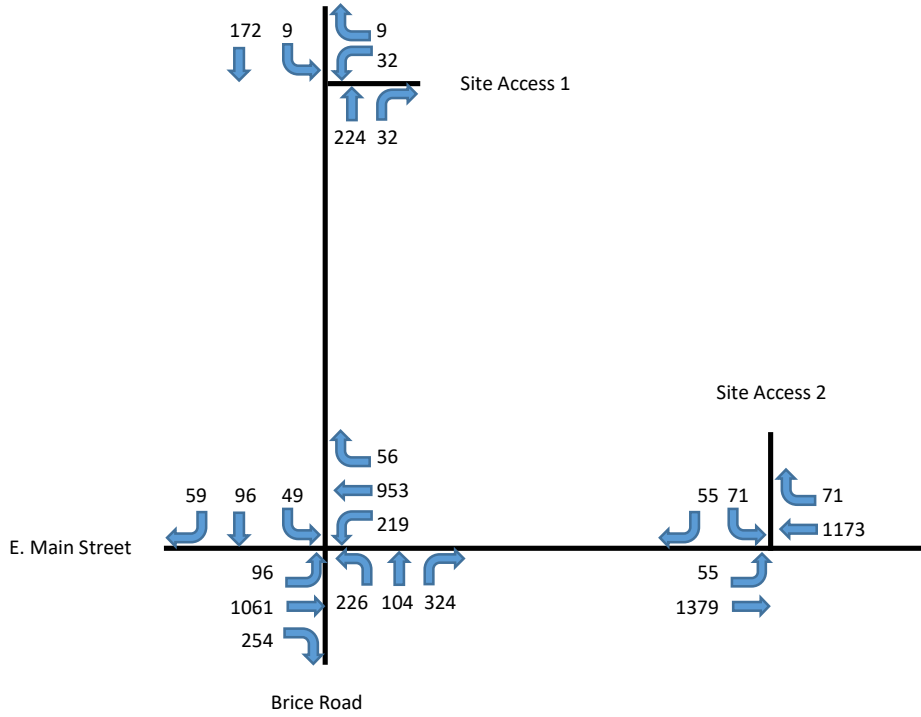
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2022	PM	Build	D3 = A3 + B3 + C3

^  
N



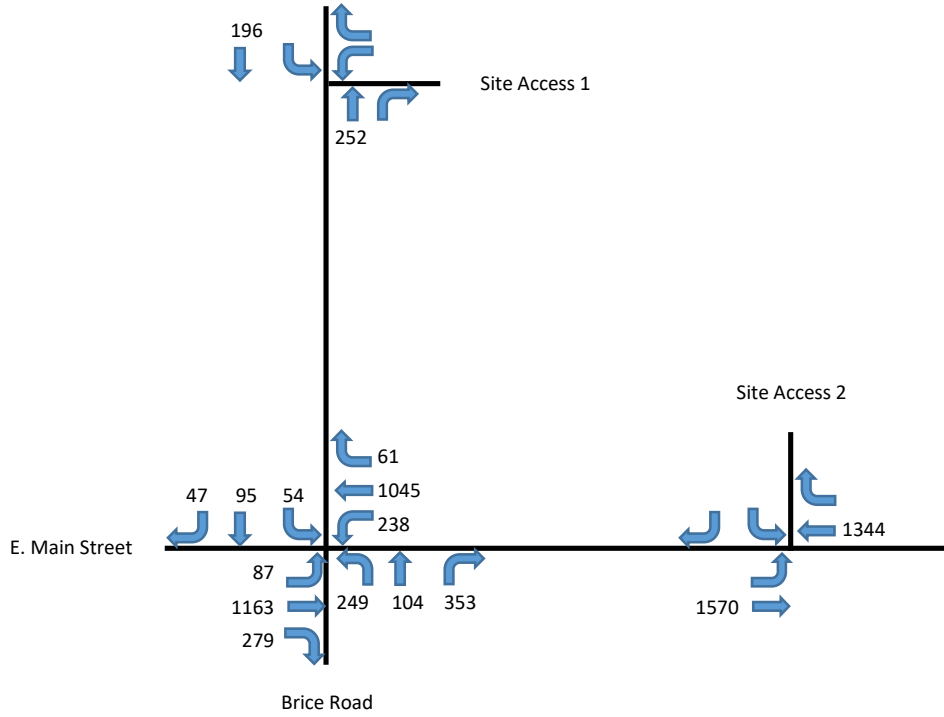
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2032	PM	No Build	E3

^  
N  
Growth Rate 1%



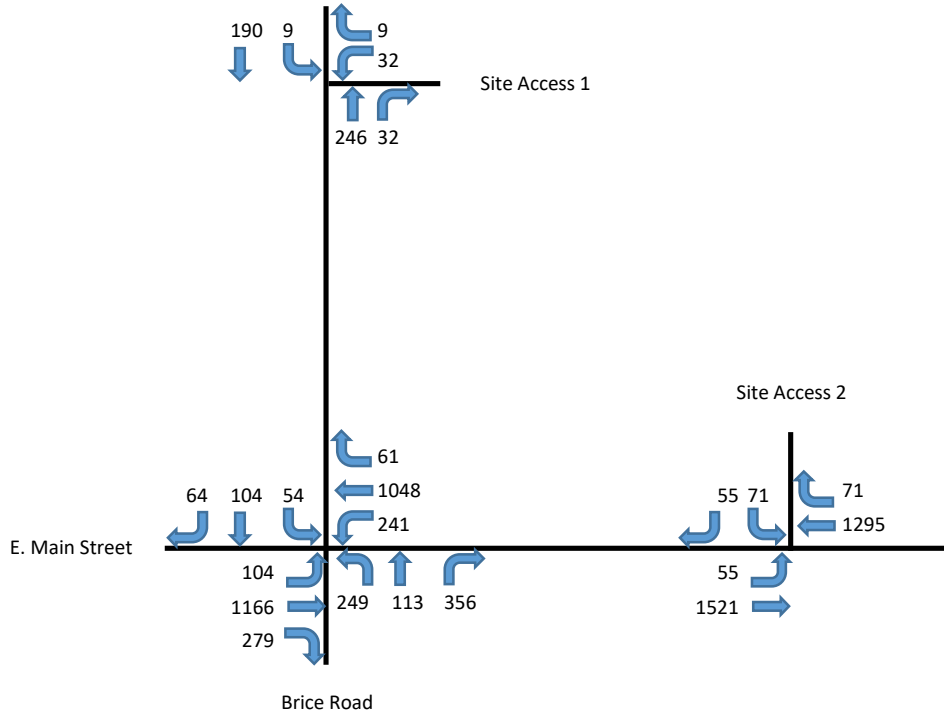
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2032	PM	Build	F3 = B3 + C3 + E3

^  
N



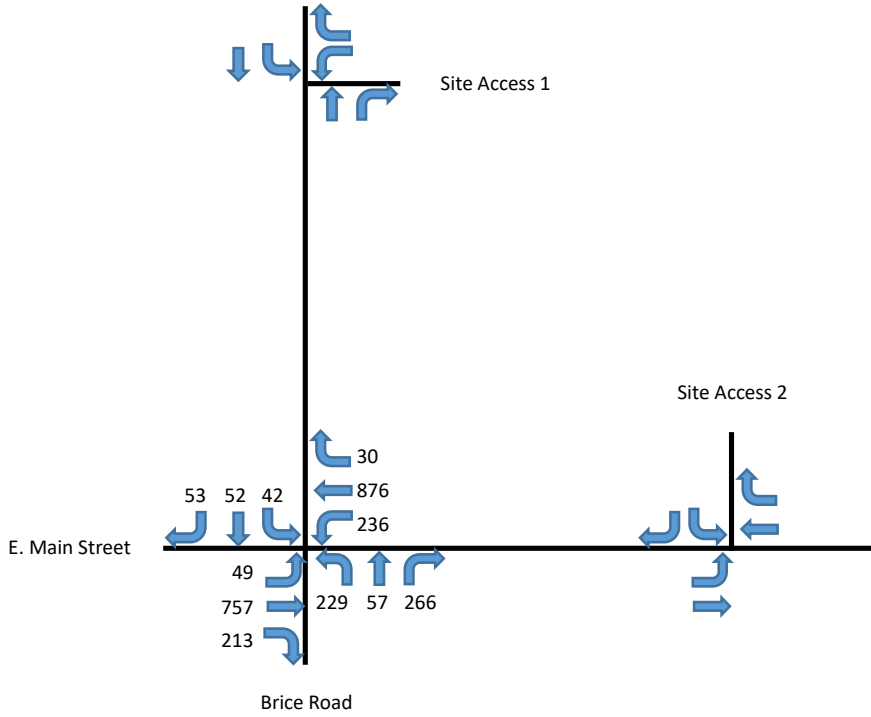
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2021	Weekend	Count	

^  
N



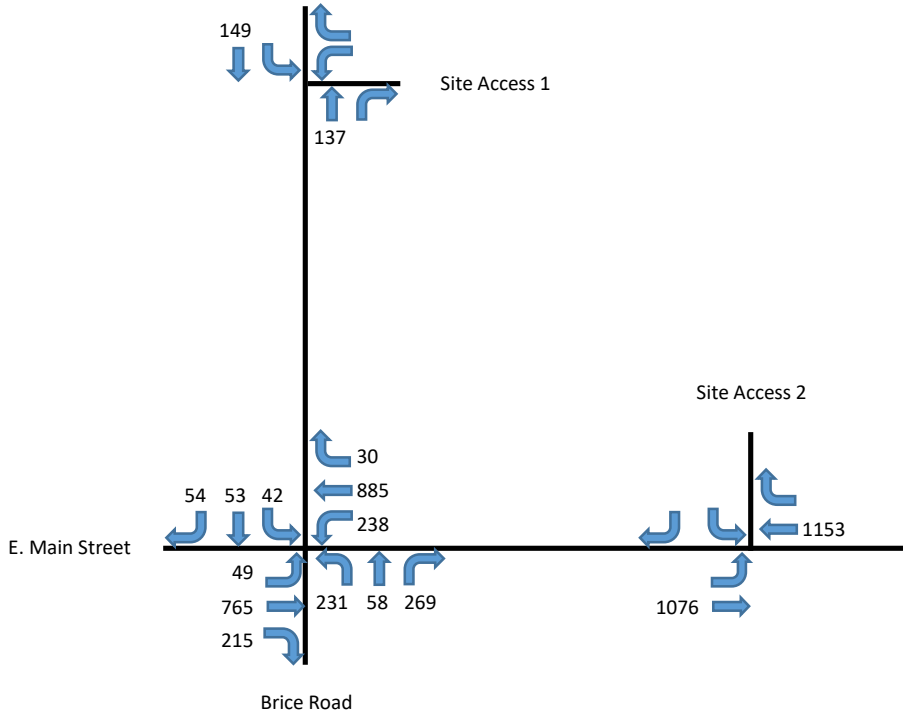
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2022	Weekend	No Build	A4

^  
N  
Growth Rate 1%



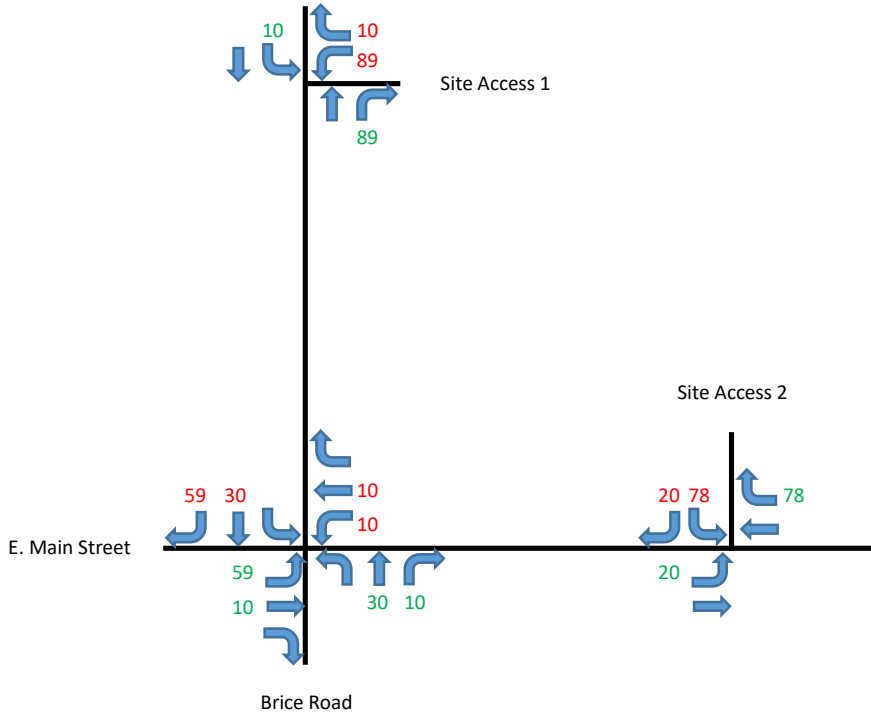
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
	Weekend	Non-Pass-By Traffic	B4

^  
N  
Enter 197  
Exit 197



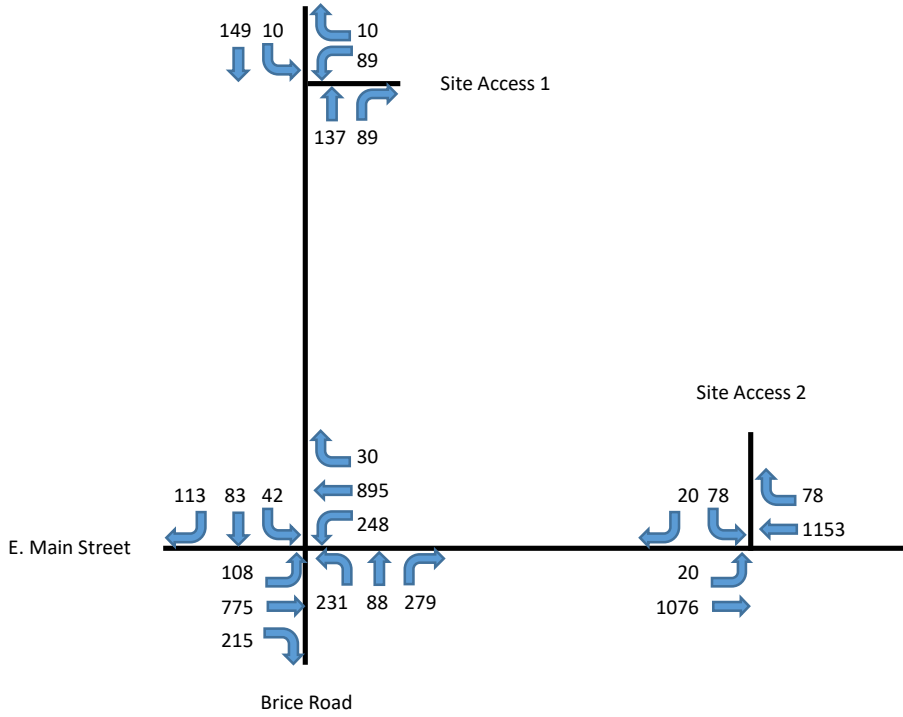
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2022	Weekend	Build	C4 = A4 + B4

^  
N



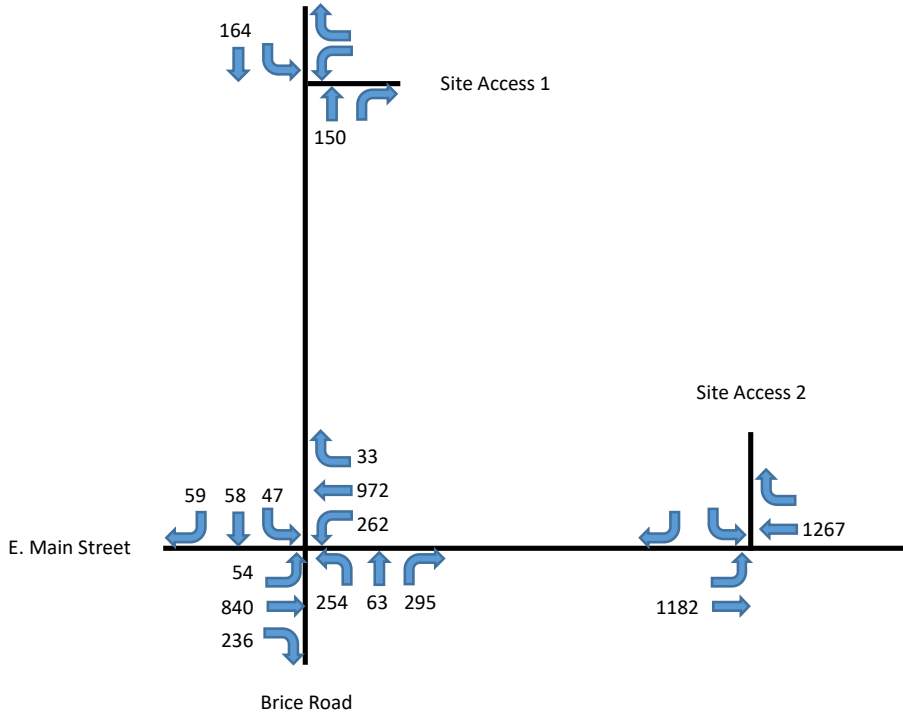
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2032	Weekend	No Build	D4

^  
N  
Growth Rate 1%



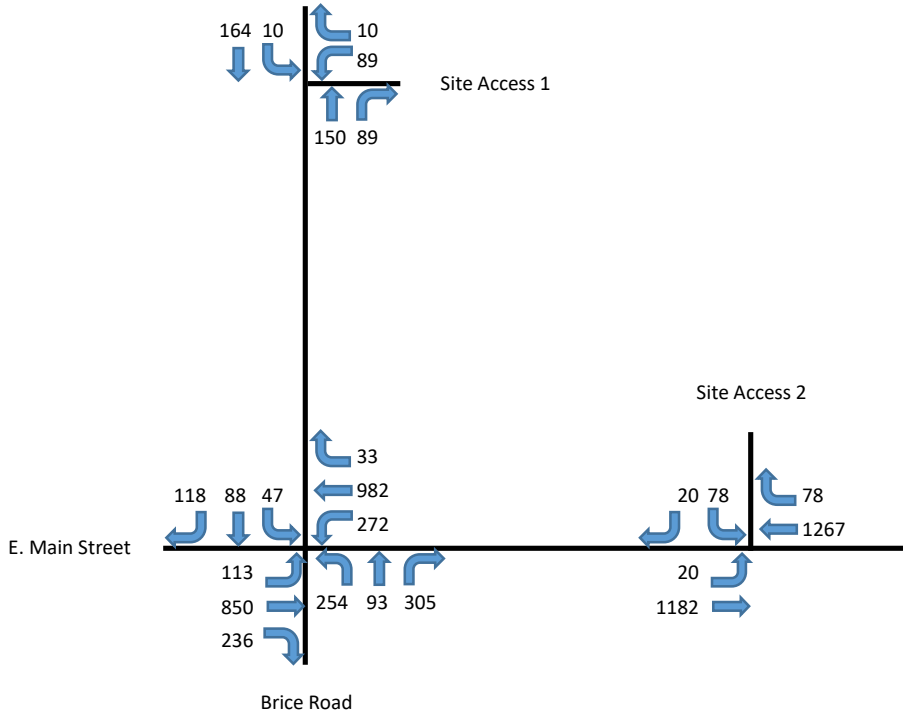
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS  
Traffic Volume Calculations



Year	Period	Scenario	Plate
2032	Weekend	Build	E4 = B4 + D4

^  
N



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

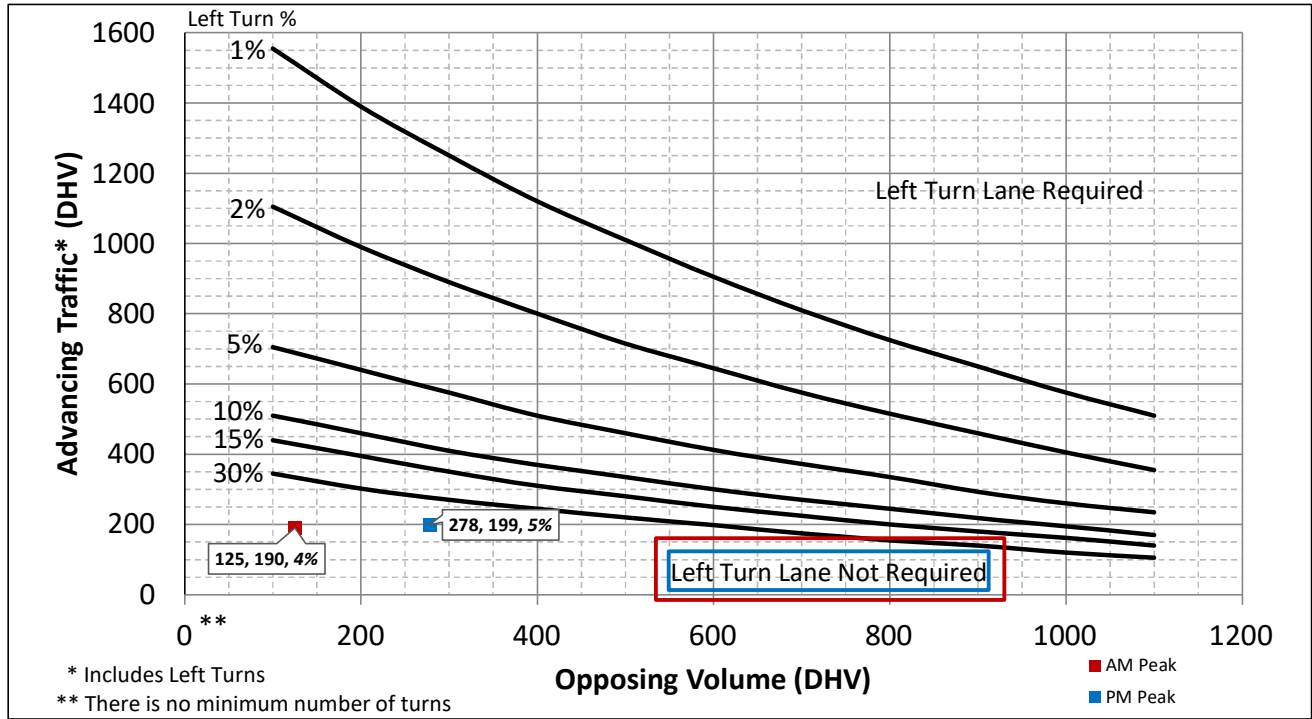
# Appendix E

## Turn Lane Warrant and Length Analysis



**Appendix E**  
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

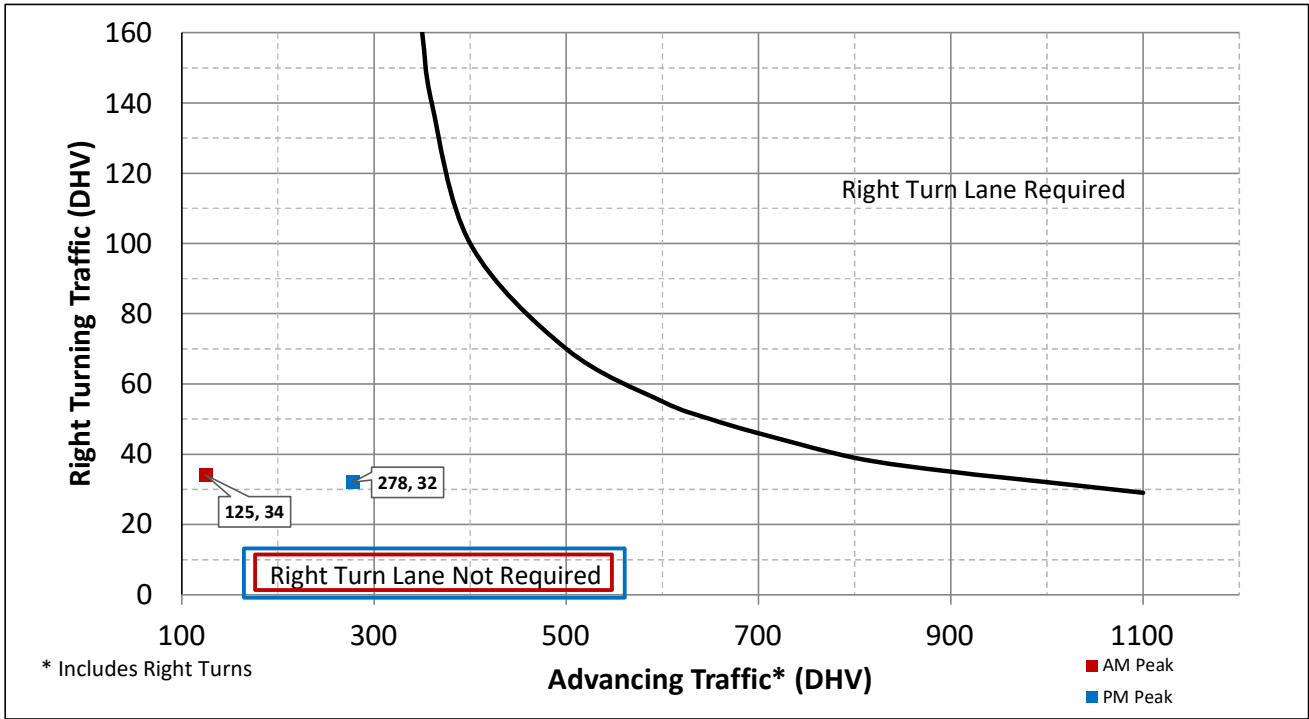


**Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	30	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	30	Assume 60
	Turn Lane Volume	8	VPH
	Advancing Traffic	190	VPH
	Opposing Volume	125	VPH
	Left Turn Percentage	4%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	* Turn Lane Length includes 50 ft diverging taper
	Approach Taper	180	
<b>PM Peak</b>	Design Speed	30	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	9	VPH
	Advancing Traffic	199	VPH
	Opposing Volume	278	VPH
	Left Turn Percentage	5%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	* Turn Lane Length includes 50 ft diverging taper
	Approach Taper	180	
<b>Is Left Turn Warrant Met</b>		No	<b>No Left Turn Lane Required</b>

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

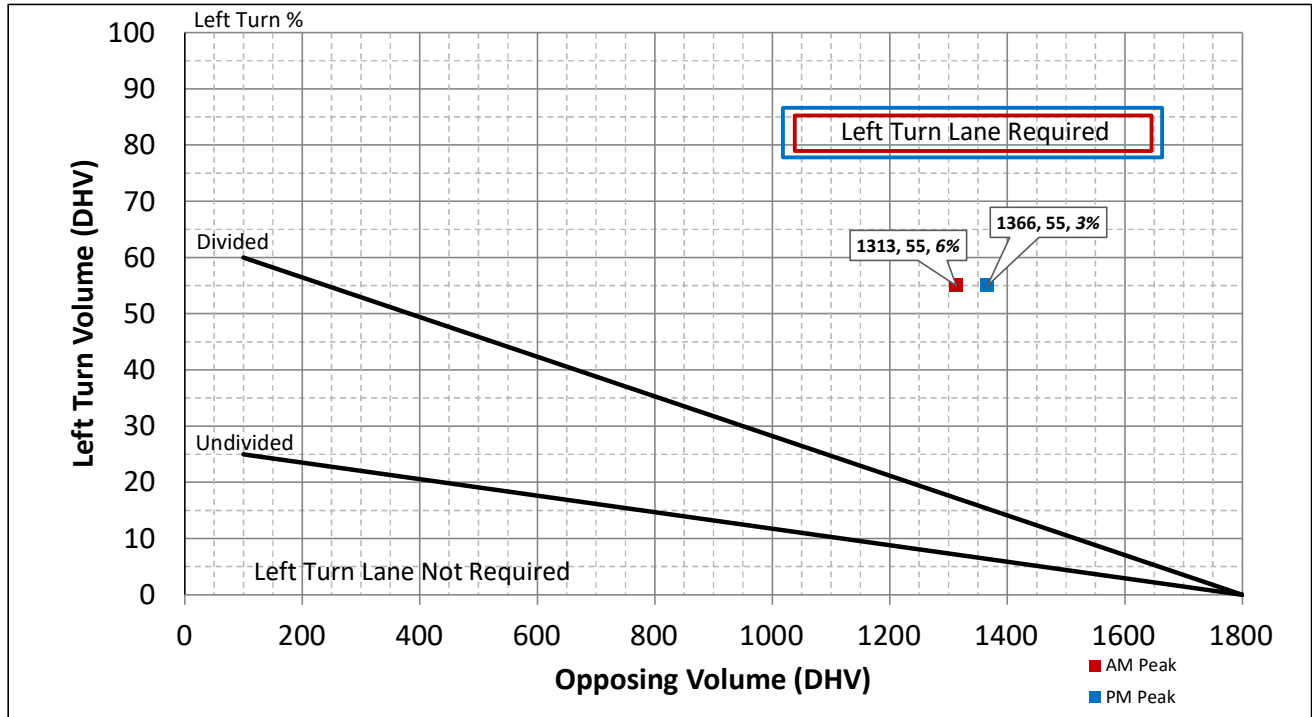


**Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	30	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	34	VPH	
	Advancing Traffic	125	VPH	
	Right Turn Percentage	27%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		* Turn Lane Length includes 50 ft diverging taper
<b>PM Peak</b>	Design Speed	30	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	32	VPH	
	Advancing Traffic	278	VPH	
	Right Turn Percentage	12%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		* Turn Lane Length includes 50 ft diverging taper
<b>Is Right Turn Warrant Met</b>		No	No Right Turn Lane Required	includes 50 ft diverging taper

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**4-Lane Highway Left Turn Lane Warrant**



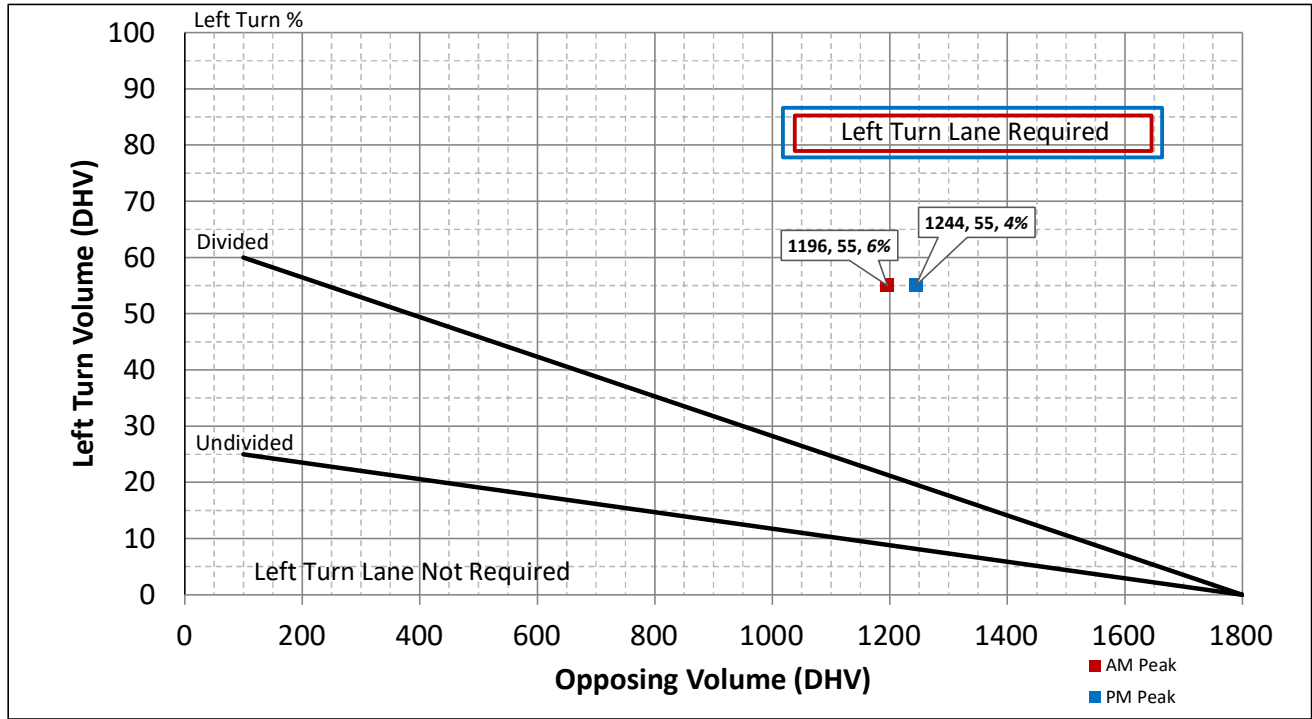
**Turn Lane Length Calculations**

Peak	Design Speed	40	mph
AM Peak	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	55	VPH
	Advancing Traffic	943	VPH
	Opposing Volume	1313	VPH
	Left Turn Percentage	6%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	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	55	VPH
	Advancing Traffic	1576	VPH
	Opposing Volume	1366	VPH
	Left Turn Percentage	3%	
	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

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**4-Lane Highway Left Turn Lane Warrant**

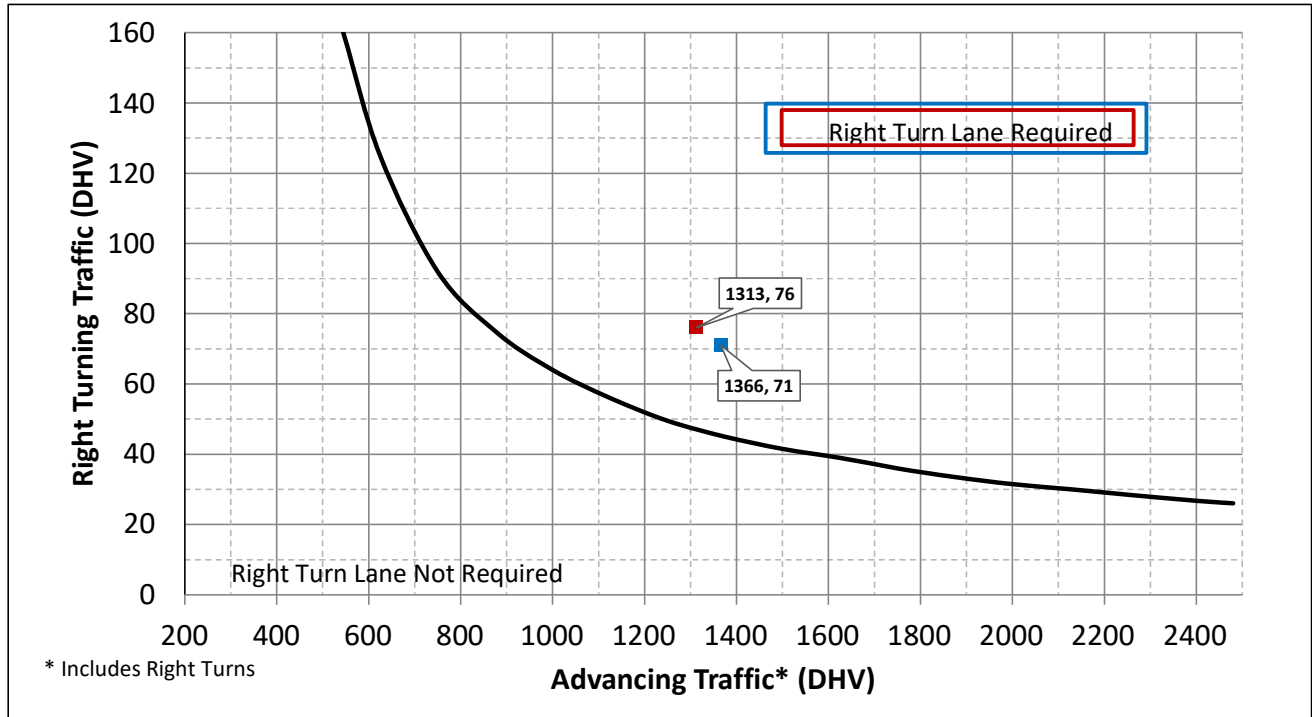


**Turn Lane Length Calculations**

Peak	Design Speed	40	mph
AM Peak	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	55	VPH
	Advancing Traffic	858	VPH
	Opposing Volume	1196	VPH
	Left Turn Percentage	6%	
	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	
PM Peak	Design Speed	40	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	55	VPH
	Advancing Traffic	1434	VPH
	Opposing Volume	1244	VPH
	Left Turn Percentage	4%	
	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: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**4-Lane Highway Right Turn Lane Warrant**  
( = < 40 mph or 70 kph Posted Speed)

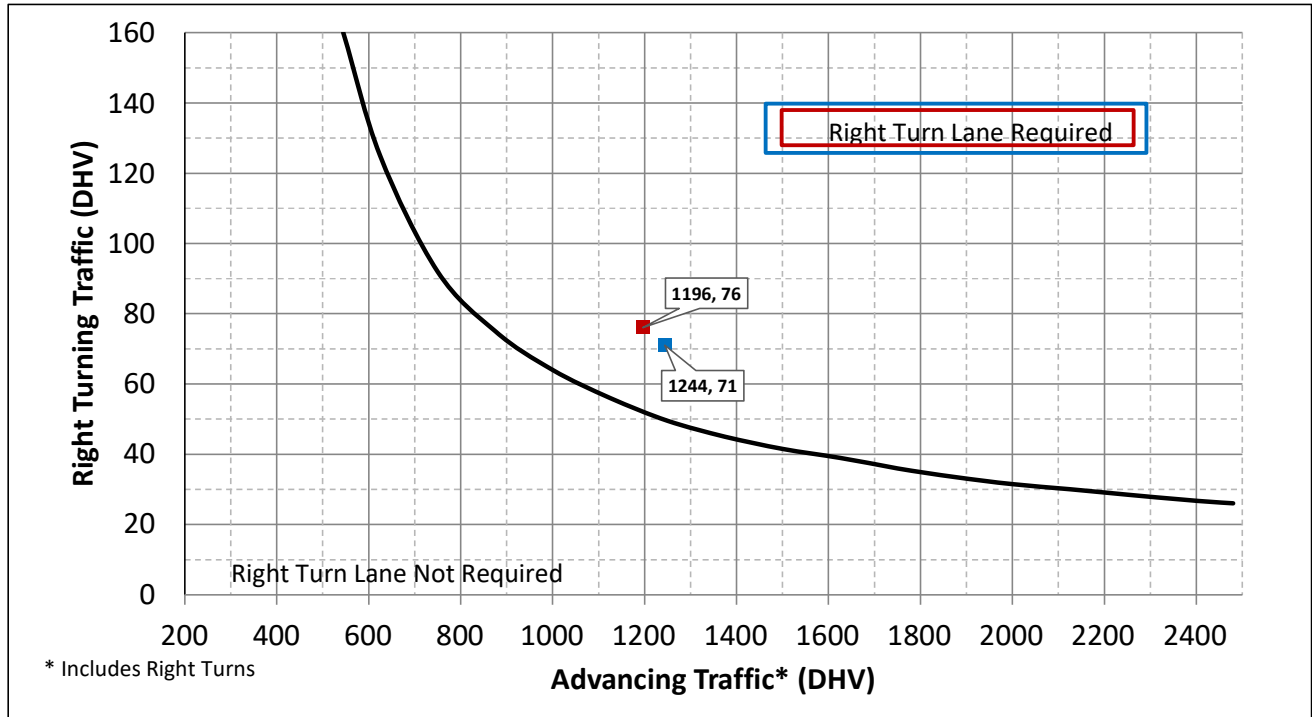


**Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	76	VPH	
	Advancing Traffic	1313	VPH	
	Right Turn Percentage	6%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	2		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
<b>PM Peak</b>	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	71	VPH	
	Advancing Traffic	1366	VPH	
	Right Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	2		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
<b>Is Right Turn Warrant Met</b>		Yes	See Above	

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**4-Lane Highway Right Turn Lane Warrant**  
( = < 40 mph or 70 kph Posted Speed)



**Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	76	VPH	
	Advancing Traffic	1196	VPH	
	Right Turn Percentage	6%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	2		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
<b>PM Peak</b>	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	71	VPH	
	Advancing Traffic	1244	VPH	
	Right Turn Percentage	6%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	2		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
<b>Is Right Turn Warrant Met</b>		Yes	See Above	includes 50 ft diverging taper

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**Left Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	47	VPH
	Advancing Traffic	865	VPH
	Left Turn Percentage	5%	
	Location Type	Intersection	
	Condition	B or C	
	Vehicles/Cycle	2	
	Turn Lane Length	See Column to Right	215
	Offset Width	12	
	Approach Taper	320	
<b>PM Peak</b>	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	104	VPH
	Advancing Traffic	1549	VPH
	Left Turn Percentage	7%	
	Location Type	Intersection	
	Condition	B or C	
	Vehicles/Cycle	3	
	Turn Lane Length	See Column to Right	265
	Offset Width	12	
	Approach Taper	320	

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**Left Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	144	VPH
	Advancing Traffic	1293	VPH
	Left Turn Percentage	11%	
	Location Type	Intersection	
	Condition	B or C	
	Vehicles/Cycle	4	
	Turn Lane Length	See Column to Right	290
	Offset Width	12	
	Approach Taper	320	
<b>PM Peak</b>	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	241	VPH
	Advancing Traffic	1350	VPH
	Left Turn Percentage	18%	
	Location Type	Intersection	
	Condition	B or C	
	Vehicles/Cycle	7	
	Turn Lane Length	See Column to Right	390
	Offset Width	12	
	Approach Taper	320	

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**Left Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	219	VPH
	Advancing Traffic	474	VPH
	Left Turn Percentage	46%	
	Location Type	Intersection	
	Condition	B or C	
	Vehicles/Cycle	6	
	Turn Lane Length	See Column to Right	365
	Offset Width	12	
	Approach Taper	320	
<b>PM Peak</b>	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	249	VPH
	Advancing Traffic	718	VPH
	Left Turn Percentage	35%	
	Location Type	Intersection	
	Condition	B or C	
	Vehicles/Cycle	7	
	Turn Lane Length	See Column to Right	390
	Offset Width	12	
	Approach Taper	320	

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**Right Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	196	VPH
	Advancing Traffic	474	VPH
	Right Turn Percentage	41%	
	Location Type	Intersection	
	Condition	B or C	
	Vehicles/Cycle	5	
	Turn Lane Length	See Column to Right	315
<b>PM Peak</b>	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	356	VPH
	Advancing Traffic	718	VPH
	Right Turn Percentage	50%	
	Location Type	Intersection	
	Condition	B or C	
	Vehicles/Cycle	9	
	Turn Lane Length	See Column to Right	465

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

**Left Turn Lane Length Calculations**

<b>AM Peak</b>	Design Speed	30	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	37	VPH
	Advancing Traffic	216	VPH
	Left Turn Percentage	17%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	180	
<b>PM Peak</b>	Design Speed	30	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	<i>Enter Cycles Per Hour</i>
	Turn Lane Volume	54	VPH
	Advancing Traffic	222	VPH
	Left Turn Percentage	24%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	
	Offset Width	12	
	Approach Taper	180	

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

# Appendix F

## Capacity Analysis



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

02/15/2022

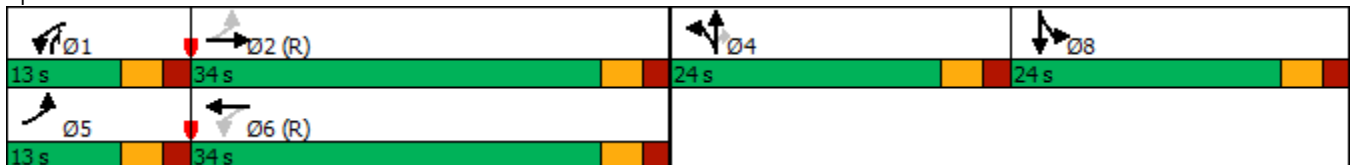


Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	13	34	24	13	34	24
Maximum Split (%)	13.7%	35.8%	25.3%	13.7%	35.8%	25.3%
Minimum Split (s)	13	24	24	13	24	24
Yellow Time (s)	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
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)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	82	0	34	82	0	58
End Time (s)	0	34	58	0	34	82
Yield/Force Off (s)	90	29	53	90	29	77
Yield/Force Off 170(s)	90	18	42	90	18	66
Local Start Time (s)	82	0	34	82	0	58
Local Yield (s)	90	29	53	90	29	77
Local Yield 170(s)	90	18	42	90	18	66

Intersection Summary

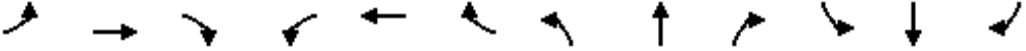
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	95
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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



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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↑	↗		↕	
Traffic Volume (veh/h)	25	643	98	128	1025	17	199	44	176	33	47	89
Future Volume (veh/h)	25	643	98	128	1025	17	199	44	176	33	47	89
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	27	699	107	139	1114	18	216	48	191	36	51	97
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	259	1355	207	389	1692	27	263	276	348	44	62	118
Arrive On Green	0.04	0.44	0.44	0.07	0.47	0.47	0.15	0.15	0.15	0.13	0.13	0.13
Sat Flow, veh/h	1781	3090	473	1781	3579	58	1781	1870	1585	331	469	893
Grp Volume(v), veh/h	27	402	404	139	553	579	216	48	191	184	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	1860	1781	1870	1585	1693	0	0
Q Serve(g_s), s	0.8	15.6	15.6	3.9	22.6	22.6	11.2	2.1	10.2	10.1	0.0	0.0
Cycle Q Clear(g_c), s	0.8	15.6	15.6	3.9	22.6	22.6	11.2	2.1	10.2	10.1	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	0.20		0.53
Lane Grp Cap(c), veh/h	259	779	783	389	840	879	263	276	348	223	0	0
V/C Ratio(X)	0.10	0.52	0.52	0.36	0.66	0.66	0.82	0.17	0.55	0.83	0.00	0.00
Avail Cap(c_a), veh/h	342	779	783	411	840	879	356	374	431	339	0	0
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	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.3	19.3	19.4	13.9	19.2	19.2	39.3	35.4	32.9	40.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	2.4	2.4	0.6	4.0	3.8	10.7	0.3	1.4	9.7	0.0	0.0
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	0.3	6.6	6.6	1.5	9.6	10.0	5.5	1.0	4.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	21.8	21.8	14.4	23.2	23.0	50.0	35.7	34.3	49.8	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	D	D	C	D	A	A
Approach Vol, veh/h		833			1271			455			184	
Approach Delay, s/veh		21.6			22.2			41.9			49.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	46.7		19.0	8.6	49.9		17.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	29.0		19.0	8.0	29.0		19.0				
Max Q Clear Time (g_c+I1), s	5.9	17.6		13.2	2.8	24.6		12.1				
Green Ext Time (p_c), s	0.1	3.8		0.8	0.0	2.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		27.1
HCM 6th LOS		C

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022

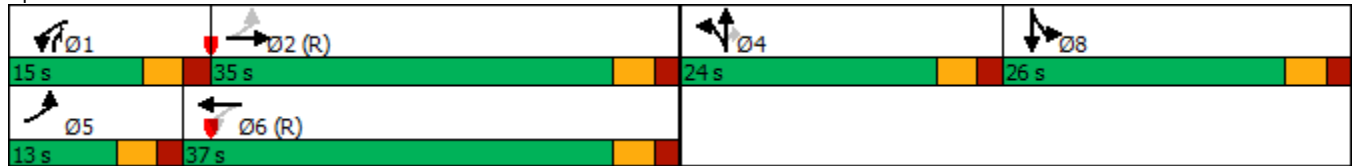


Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	15	35	24	13	37	26
Maximum Split (%)	15.0%	35.0%	24.0%	13.0%	37.0%	26.0%
Minimum Split (s)	13	24	24	13	24	24
Yellow Time (s)	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
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)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	85	0	35	85	98	59
End Time (s)	0	35	59	98	35	85
Yield/Force Off (s)	95	30	54	93	30	80
Yield/Force Off 170(s)	95	19	43	93	19	69
Local Start Time (s)	85	0	35	85	98	59
Local Yield (s)	95	30	54	93	30	80
Local Yield 170(s)	95	19	43	93	19	69

Intersection Summary

Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	95
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

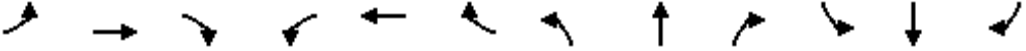
Splits and Phases: 3: Brice Road & E. Main Street



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗		↕	
Traffic Volume (veh/h)	44	646	98	131	1028	17	199	54	179	33	57	108
Future Volume (veh/h)	44	646	98	131	1028	17	199	54	179	33	57	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	48	702	107	142	1117	18	216	59	195	36	62	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	265	1346	205	376	1619	26	260	273	340	42	73	138
Arrive On Green	0.05	0.44	0.44	0.07	0.45	0.45	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3092	471	1781	3579	58	1781	1870	1585	283	488	920
Grp Volume(v), veh/h	48	403	406	142	554	581	216	59	195	215	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1786	1781	1777	1860	1781	1870	1585	1691	0	0
Q Serve(g_s), s	1.4	16.6	16.6	4.3	24.8	24.8	11.8	2.8	11.0	12.4	0.0	0.0
Cycle Q Clear(g_c), s	1.4	16.6	16.6	4.3	24.8	24.8	11.8	2.8	11.0	12.4	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	0.17		0.54
Lane Grp Cap(c), veh/h	265	774	777	376	804	842	260	273	340	254	0	0
V/C Ratio(X)	0.18	0.52	0.52	0.38	0.69	0.69	0.83	0.22	0.57	0.85	0.00	0.00
Avail Cap(c_a), veh/h	316	774	777	432	804	842	338	355	410	355	0	0
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	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.5	20.6	20.6	15.1	21.8	21.8	41.5	37.7	35.2	41.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	2.5	2.5	0.6	4.8	4.6	12.6	0.4	1.5	12.7	0.0	0.0
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	0.6	7.1	7.1	1.7	10.8	11.3	6.0	1.3	4.4	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	23.1	23.1	15.7	26.6	26.4	54.1	38.0	36.7	54.1	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	D	D	D	D	A	A
Approach Vol, veh/h		857			1277			470			215	
Approach Delay, s/veh		22.8			25.3			44.9			54.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	48.5		19.6	10.2	50.2		20.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	30.0		19.0	8.0	32.0		21.0				
Max Q Clear Time (g_c+I1), s	6.3	18.6		13.8	3.4	26.8		14.4				
Green Ext Time (p_c), s	0.1	3.8		0.8	0.0	3.0		0.7				

Intersection Summary												
HCM 6th Ctrl Delay				30.0								
HCM 6th LOS				C								

Notes  
 User approved pedestrian interval to be less than phase max green.

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
6: E. Main Street & Site Access 2

02/15/2022

Intersection						
Int Delay, s/veh	17.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑		↑	↑
Traffic Vol, veh/h	55	803	1120	76	75	56
Future Vol, veh/h	55	803	1120	76	75	56
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	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	60	873	1217	83	82	61
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1300	0	-	0	1816	650
Stage 1	-	-	-	-	1259	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	5.34	-	-	-	6.29	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	3.12	-	-	-	3.67	3.92
Pot Cap-1 Maneuver	280	-	-	-	90	353
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	521	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	280	-	-	-	53	353
Mov Cap-2 Maneuver	-	-	-	-	53	-
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	521	-
Approach	EB	WB	SB			
HCM Control Delay, s	5	0	260.7			
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	280	-	-	-	53	353
HCM Lane V/C Ratio	0.214	-	-	-	1.538	0.172
HCM Control Delay (s)	21.3	3.9	-	-	442.4	17.3
HCM Lane LOS	C	A	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	7.6	0.6
Notes						
-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
8: Brice Road & Site Access 1

02/15/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	8	81	34	8	164
Future Vol, veh/h	34	8	81	34	8	164
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	-	-	-	-	-
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	37	9	88	37	9	178

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	303	107	0	0	125
Stage 1	107	-	-	-	-
Stage 2	196	-	-	-	-
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	689	947	-	-	1462
Stage 1	917	-	-	-	-
Stage 2	837	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	684	947	-	-	1462
Mov Cap-2 Maneuver	684	-	-	-	-
Stage 1	917	-	-	-	-
Stage 2	831	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	722	1462
HCM Lane V/C Ratio	-	-	0.063	0.006
HCM Control Delay (s)	-	-	10.3	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

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

02/15/2022

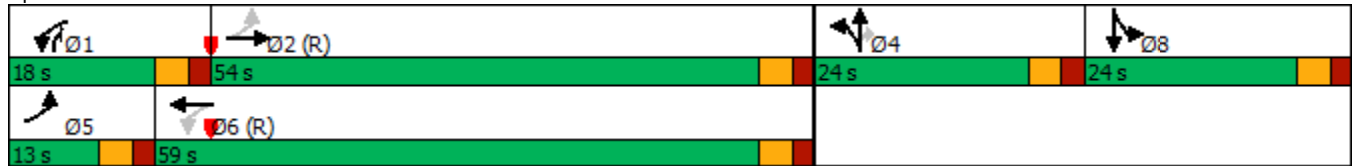


Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	18	54	24	13	59	24
Maximum Split (%)	15.0%	45.0%	20.0%	10.8%	49.2%	20.0%
Minimum Split (s)	13	24	24	13	24	24
Yellow Time (s)	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
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)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	102	0	54	102	115	78
End Time (s)	0	54	78	115	54	102
Yield/Force Off (s)	115	49	73	110	49	97
Yield/Force Off 170(s)	115	38	62	110	38	86
Local Start Time (s)	102	0	54	102	115	78
Local Yield (s)	115	49	73	110	49	97
Local Yield 170(s)	115	38	62	110	38	86

Intersection Summary

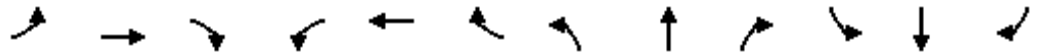
Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	115
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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



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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↖		↕	
Traffic Volume (veh/h)	79	1058	254	216	950	56	226	95	321	49	87	42
Future Volume (veh/h)	79	1058	254	216	950	56	226	95	321	49	87	42
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	1150	276	235	1033	61	246	103	349	53	95	46
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	298	1281	305	262	1681	99	282	296	407	61	110	53
Arrive On Green	0.06	0.45	0.45	0.10	0.49	0.49	0.16	0.16	0.16	0.13	0.13	0.13
Sat Flow, veh/h	1781	2848	677	1781	3410	201	1781	1870	1585	484	867	420
Grp Volume(v), veh/h	86	714	712	235	538	556	246	103	349	194	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1748	1781	1777	1834	1781	1870	1585	1771	0	0
Q Serve(g_s), s	3.0	44.3	45.4	9.7	26.4	26.5	16.2	5.9	19.0	12.9	0.0	0.0
Cycle Q Clear(g_c), s	3.0	44.3	45.4	9.7	26.4	26.5	16.2	5.9	19.0	12.9	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.11	1.00		1.00	0.27		0.24
Lane Grp Cap(c), veh/h	298	799	786	262	876	904	282	296	407	225	0	0
V/C Ratio(X)	0.29	0.89	0.91	0.90	0.61	0.61	0.87	0.35	0.86	0.86	0.00	0.00
Avail Cap(c_a), veh/h	319	799	786	280	876	904	282	296	407	280	0	0
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	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	30.4	30.7	31.6	22.1	22.1	49.3	45.0	42.5	51.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	14.5	16.0	28.0	3.2	3.1	24.4	0.7	16.5	19.7	0.0	0.0
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	1.3	21.4	21.8	8.9	11.4	11.8	9.0	2.8	11.8	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	44.8	46.7	59.6	25.3	25.2	73.8	45.7	59.0	71.1	0.0	0.0
LnGrp LOS	B	D	D	E	C	C	E	D	E	E	A	A
Approach Vol, veh/h		1512			1329			698			194	
Approach Delay, s/veh		44.2			31.4			62.3			71.1	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	59.0		24.0	11.6	64.2		20.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	49.0		19.0	8.0	54.0		19.0				
Max Q Clear Time (g_c+I1), s	11.7	47.4		21.0	5.0	28.5		14.9				
Green Ext Time (p_c), s	0.1	1.3		0.0	0.0	7.8		0.4				

**Intersection Summary**

HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

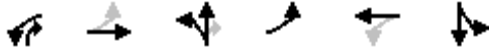
**Notes**

User approved pedestrian interval to be less than phase max green.

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022

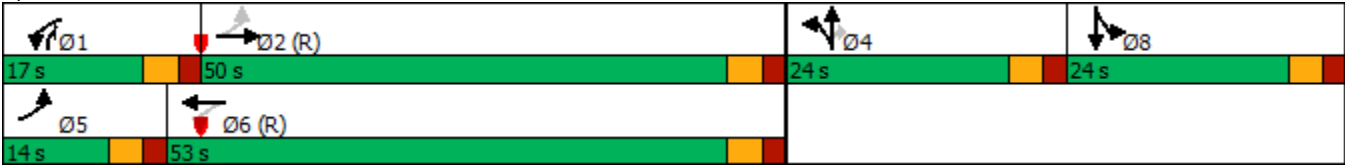


Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	17	50	24	14	53	24
Maximum Split (%)	14.8%	43.5%	20.9%	12.2%	46.1%	20.9%
Minimum Split (s)	13	24	24	13	24	24
Yellow Time (s)	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
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)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	98	0	50	98	112	74
End Time (s)	0	50	74	112	50	98
Yield/Force Off (s)	110	45	69	107	45	93
Yield/Force Off 170(s)	110	34	58	107	34	82
Local Start Time (s)	98	0	50	98	112	74
Local Yield (s)	110	45	69	107	45	93
Local Yield 170(s)	110	34	58	107	34	82

Intersection Summary

Cycle Length	115
Control Type	Actuated-Coordinated
Natural Cycle	115
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

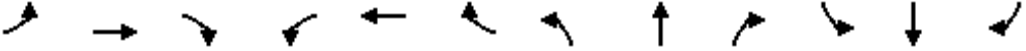
Splits and Phases: 3: Brice Road & E. Main Street



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗		↕	
Traffic Volume (veh/h)	96	1061	254	219	953	56	226	104	324	49	96	59
Future Volume (veh/h)	96	1061	254	219	953	56	226	104	324	49	96	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	104	1153	276	238	1036	61	246	113	352	53	104	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	282	1177	279	252	1565	92	294	309	427	60	119	73
Arrive On Green	0.06	0.41	0.41	0.10	0.46	0.46	0.17	0.17	0.17	0.14	0.14	0.14
Sat Flow, veh/h	1781	2849	676	1781	3410	201	1781	1870	1585	422	827	509
Grp Volume(v), veh/h	104	715	714	238	540	557	246	113	352	221	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	1781	1777	1834	1781	1870	1585	1758	0	0
Q Serve(g_s), s	3.8	45.4	46.6	11.0	27.1	27.2	15.4	6.2	19.0	14.2	0.0	0.0
Cycle Q Clear(g_c), s	3.8	45.4	46.6	11.0	27.1	27.2	15.4	6.2	19.0	14.2	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.11	1.00		1.00	0.24		0.29
Lane Grp Cap(c), veh/h	282	734	723	252	815	842	294	309	427	252	0	0
V/C Ratio(X)	0.37	0.97	0.99	0.95	0.66	0.66	0.84	0.37	0.82	0.88	0.00	0.00
Avail Cap(c_a), veh/h	316	734	723	252	815	842	294	309	427	290	0	0
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	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.6	33.1	33.5	34.8	24.2	24.2	46.5	42.6	39.4	48.3	0.0	0.0
Incr Delay (d2), s/veh	0.8	27.4	30.7	42.0	4.2	4.1	18.5	0.7	12.3	22.7	0.0	0.0
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	24.3	25.0	9.6	11.9	12.3	8.2	2.9	10.8	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	60.6	64.2	76.8	28.4	28.3	65.0	43.4	51.8	70.9	0.0	0.0
LnGrp LOS	C	E	E	E	C	C	E	D	D	E	A	A
Approach Vol, veh/h		1533			1335			711			221	
Approach Delay, s/veh		59.5			37.0			55.0			70.9	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	52.5		24.0	11.7	57.8		21.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	12.0	45.0		19.0	9.0	48.0		19.0				
Max Q Clear Time (g_c+I1), s	13.0	48.6		21.0	5.8	29.2		16.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	7.0		0.3				

Intersection Summary												
HCM 6th Ctrl Delay				51.4								
HCM 6th LOS				D								

Notes

User approved pedestrian interval to be less than phase max green.

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
6: E. Main Street & Site Access 2

02/15/2022

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑		↑	↑
Traffic Vol, veh/h	55	1379	1173	71	71	55
Future Vol, veh/h	55	1379	1173	71	71	55
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	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	60	1499	1275	77	77	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1352	0	-	0	2184
Stage 1	-	-	-	-	1314
Stage 2	-	-	-	-	870
Critical Hdwy	5.34	-	-	-	6.29
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	3.12	-	-	-	3.67
Pot Cap-1 Maneuver	264	-	-	-	54
Stage 1	-	-	-	-	158
Stage 2	-	-	-	-	361
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	264	-	-	-	0
Mov Cap-2 Maneuver	-	-	-	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	361

Approach	EB	WB	SB
HCM Control Delay, s	11	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	264	-	-	-	-	339
HCM Lane V/C Ratio	0.226	-	-	-	-	0.176
HCM Control Delay (s)	22.6	10.5	-	-	-	17.9
HCM Lane LOS	C	B	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	-	0.6

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
8: Brice Road & Site Access 1

02/15/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	9	224	32	9	172
Future Vol, veh/h	32	9	224	32	9	172
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	-	-	-	-	-
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	35	10	243	35	10	187

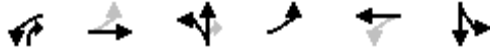
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	468	261	0	0	278
Stage 1	261	-	-	-	-
Stage 2	207	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	553	778	-	-	1285
Stage 1	783	-	-	-	-
Stage 2	828	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	548	778	-	-	1285
Mov Cap-2 Maneuver	548	-	-	-	-
Stage 1	783	-	-	-	-
Stage 2	821	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	586	1285
HCM Lane V/C Ratio	-	-	0.076	0.008
HCM Control Delay (s)	-	-	11.6	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

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

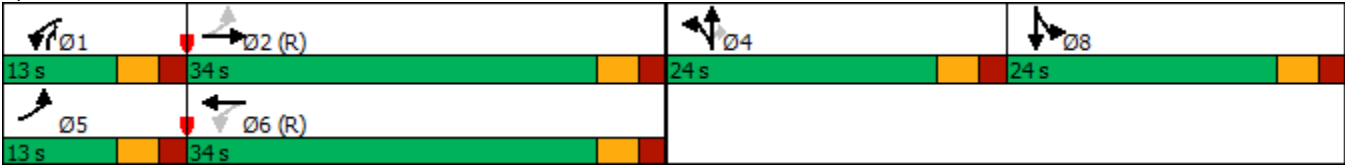
02/15/2022



Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
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)	13	34	24	13	34	24
Maximum Split (%)	13.7%	35.8%	25.3%	13.7%	35.8%	25.3%
Minimum Split (s)	13	24	24	13	24	24
Yellow Time (s)	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
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)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	82	0	34	82	0	58
End Time (s)	0	34	58	0	34	82
Yield/Force Off (s)	90	29	53	90	29	77
Yield/Force Off 170(s)	90	18	42	90	18	66
Local Start Time (s)	82	0	34	82	0	58
Local Yield (s)	90	29	53	90	29	77
Local Yield 170(s)	90	18	42	90	18	66

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	95
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

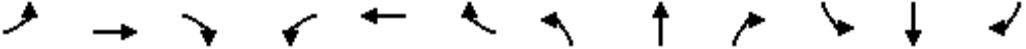
Splits and Phases: 3: Brice Road & E. Main Street



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗		↕	
Traffic Volume (veh/h)	28	707	108	141	1127	19	219	49	193	37	52	98
Future Volume (veh/h)	28	707	108	141	1127	19	219	49	193	37	52	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	30	768	117	153	1225	21	238	53	210	40	57	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	218	1281	195	343	1596	27	284	298	367	48	68	127
Arrive On Green	0.04	0.41	0.41	0.07	0.45	0.45	0.16	0.16	0.16	0.14	0.14	0.14
Sat Flow, veh/h	1781	3092	471	1781	3575	61	1781	1870	1585	332	473	888
Grp Volume(v), veh/h	30	441	444	153	609	637	238	53	210	204	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1786	1781	1777	1859	1781	1870	1585	1694	0	0
Q Serve(g_s), s	0.9	18.4	18.4	4.6	27.4	27.4	12.3	2.3	11.1	11.1	0.0	0.0
Cycle Q Clear(g_c), s	0.9	18.4	18.4	4.6	27.4	27.4	12.3	2.3	11.1	11.1	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	0.20		0.52
Lane Grp Cap(c), veh/h	218	736	740	343	793	830	284	298	367	243	0	0
V/C Ratio(X)	0.14	0.60	0.60	0.45	0.77	0.77	0.84	0.18	0.57	0.84	0.00	0.00
Avail Cap(c_a), veh/h	296	736	740	364	793	830	356	374	432	339	0	0
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	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	21.7	21.7	16.0	22.1	22.1	38.8	34.6	32.3	39.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	3.6	3.6	0.9	7.0	6.7	13.4	0.3	1.4	12.4	0.0	0.0
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	0.4	8.0	8.0	1.8	12.2	12.7	6.3	1.1	4.4	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	25.3	25.2	16.9	29.1	28.9	52.2	34.8	33.7	52.0	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	D	C	C	D	A	A
Approach Vol, veh/h		915			1399			501			204	
Approach Delay, s/veh		25.0			27.7			42.6			52.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	44.4		20.1	8.8	47.4		18.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	29.0		19.0	8.0	29.0		19.0				
Max Q Clear Time (g_c+I1), s	6.6	20.4		14.3	2.9	29.4		13.1				
Green Ext Time (p_c), s	0.1	3.5		0.8	0.0	0.0		0.6				

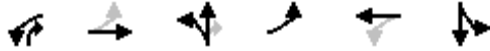
Intersection Summary												
HCM 6th Ctrl Delay				31.0								
HCM 6th LOS				C								

Notes  
 User approved pedestrian interval to be less than phase max green.

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022

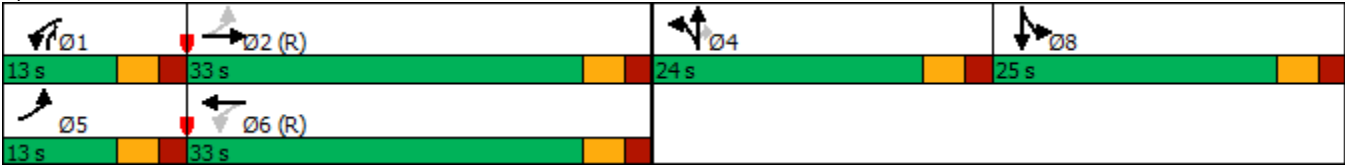


Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	13	33	24	13	33	25
Maximum Split (%)	13.7%	34.7%	25.3%	13.7%	34.7%	26.3%
Minimum Split (s)	13	24	24	13	24	24
Yellow Time (s)	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
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)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	82	0	33	82	0	57
End Time (s)	0	33	57	0	33	82
Yield/Force Off (s)	90	28	52	90	28	77
Yield/Force Off 170(s)	90	17	41	90	17	66
Local Start Time (s)	82	0	33	82	0	57
Local Yield (s)	90	28	52	90	28	77
Local Yield 170(s)	90	17	41	90	17	66

Intersection Summary

Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	95
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

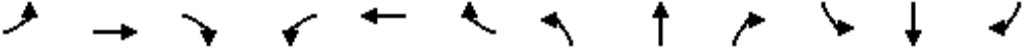
Splits and Phases: 3: Brice Road & E. Main Street



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	710	108	144	1130	19	219	59	196	37	62	117
Future Volume (veh/h)	47	710	108	144	1130	19	219	59	196	37	62	117
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	51	772	117	157	1228	21	238	64	213	40	67	127
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	220	1224	186	327	1479	25	284	298	368	47	78	148
Arrive On Green	0.05	0.40	0.40	0.07	0.41	0.41	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	3094	469	1781	3575	61	1781	1870	1585	289	484	918
Grp Volume(v), veh/h	51	443	446	157	610	639	238	64	213	234	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1786	1781	1777	1859	1781	1870	1585	1691	0	0
Q Serve(g_s), s	1.5	19.1	19.1	4.9	29.1	29.2	12.3	2.8	11.3	12.8	0.0	0.0
Cycle Q Clear(g_c), s	1.5	19.1	19.1	4.9	29.1	29.2	12.3	2.8	11.3	12.8	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	0.17		0.54
Lane Grp Cap(c), veh/h	220	703	707	327	735	769	284	298	368	273	0	0
V/C Ratio(X)	0.23	0.63	0.63	0.48	0.83	0.83	0.84	0.21	0.58	0.86	0.00	0.00
Avail Cap(c_a), veh/h	273	703	707	348	735	769	356	374	432	356	0	0
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	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.3	23.1	23.1	17.3	24.9	24.9	38.7	34.7	32.4	38.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	4.3	4.2	1.1	10.5	10.1	13.3	0.4	1.4	14.7	0.0	0.0
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	0.6	8.4	8.5	2.0	13.6	14.2	6.3	1.3	4.5	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	27.4	27.4	18.4	35.4	35.0	52.0	35.1	33.8	53.5	0.0	0.0
LnGrp LOS	B	C	C	B	D	C	D	D	C	D	A	A
Approach Vol, veh/h		940			1406			515			234	
Approach Delay, s/veh		27.0			33.3			42.4			53.5	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	42.6		20.2	10.2	44.3		20.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	28.0		19.0	8.0	28.0		20.0				
Max Q Clear Time (g_c+I1), s	6.9	21.1		14.3	3.5	31.2		14.8				
Green Ext Time (p_c), s	0.0	3.0		0.8	0.0	0.0		0.6				

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

Notes  
 User approved pedestrian interval to be less than phase max green.

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
6: E. Main Street & Site Access 2

02/15/2022

Intersection						
Int Delay, s/veh	32.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑		↑	↑
Traffic Vol, veh/h	55	888	1237	76	75	56
Future Vol, veh/h	55	888	1237	76	75	56
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	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	60	965	1345	83	82	61

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1428	0	-	0	1990 714
Stage 1	-	-	-	-	1387 -
Stage 2	-	-	-	-	603 -
Critical Hdwy	5.34	-	-	-	6.29 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	3.12	-	-	-	3.67 3.92
Pot Cap-1 Maneuver	242	-	-	-	~ 71 321
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	494 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	242	-	-	-	~ 33 321
Mov Cap-2 Maneuver	-	-	-	-	~ 33 -
Stage 1	-	-	-	-	~ 66 -
Stage 2	-	-	-	-	494 -

Approach	EB	WB	SB
HCM Control Delay, s	7	0	\$ 537.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	242	-	-	-	33	321
HCM Lane V/C Ratio	0.247	-	-	-	2.47	0.19
HCM Control Delay (s)	24.7	5.9	-	-	\$ 925.3	18.8
HCM Lane LOS	C	A	-	-	F	C
HCM 95th %tile Q(veh)	0.9	-	-	-	9.3	0.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
8: Brice Road & Site Access 1

02/15/2022

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	8	91	34	8	182
Future Vol, veh/h	34	8	91	34	8	182
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	-	-	-	-	-
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	37	9	99	37	9	198

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	334	118	0	0	136
Stage 1	118	-	-	-	-
Stage 2	216	-	-	-	-
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	661	934	-	-	1448
Stage 1	907	-	-	-	-
Stage 2	820	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	656	934	-	-	1448
Mov Cap-2 Maneuver	656	-	-	-	-
Stage 1	907	-	-	-	-
Stage 2	814	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	695	1448
HCM Lane V/C Ratio	-	-	0.066	0.006
HCM Control Delay (s)	-	-	10.5	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

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

02/15/2022

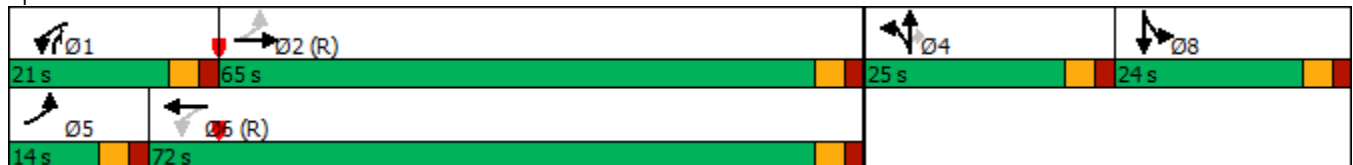


Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	21	65	25	14	72	24
Maximum Split (%)	15.6%	48.1%	18.5%	10.4%	53.3%	17.8%
Minimum Split (s)	13	24	24	13	24	24
Yellow Time (s)	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
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)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	114	0	65	114	128	90
End Time (s)	0	65	90	128	65	114
Yield/Force Off (s)	130	60	85	123	60	109
Yield/Force Off 170(s)	130	49	74	123	49	98
Local Start Time (s)	114	0	65	114	128	90
Local Yield (s)	130	60	85	123	60	109
Local Yield 170(s)	130	49	74	123	49	98

Intersection Summary

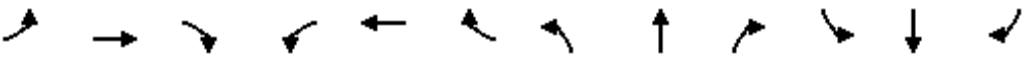
Cycle Length	135
Control Type	Actuated-Coordinated
Natural Cycle	135
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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



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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗		↕	
Traffic Volume (veh/h)	87	1163	279	238	1045	61	249	104	353	54	95	47
Future Volume (veh/h)	87	1163	279	238	1045	61	249	104	353	54	95	47
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	95	1264	303	259	1136	66	271	113	384	59	103	51
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	273	1287	304	265	1772	103	264	277	423	66	115	57
Arrive On Green	0.05	0.45	0.45	0.12	0.52	0.52	0.15	0.15	0.15	0.13	0.13	0.13
Sat Flow, veh/h	1781	2852	673	1781	3413	198	1781	1870	1585	490	856	424
Grp Volume(v), veh/h	95	780	787	259	591	611	271	113	384	213	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	1781	1777	1835	1781	1870	1585	1770	0	0
Q Serve(g_s), s	3.8	58.0	60.6	15.5	32.4	32.4	20.0	7.4	20.0	16.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	58.0	60.6	15.5	32.4	32.4	20.0	7.4	20.0	16.0	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.11	1.00		1.00	0.28		0.24
Lane Grp Cap(c), veh/h	273	801	789	265	923	953	264	277	423	237	0	0
V/C Ratio(X)	0.35	0.97	1.00	0.98	0.64	0.64	1.03	0.41	0.91	0.90	0.00	0.00
Avail Cap(c_a), veh/h	302	801	789	265	923	953	264	277	423	249	0	0
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	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	36.3	37.0	45.9	23.4	23.4	57.5	52.1	47.9	57.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	25.9	31.4	48.7	3.4	3.3	62.5	1.0	23.2	30.8	0.0	0.0
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	30.1	31.9	12.3	14.1	14.6	13.5	3.5	15.3	9.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	62.2	68.4	94.6	26.8	26.7	120.0	53.1	71.1	88.3	0.0	0.0
LnGrp LOS	C	E	E	F	C	C	F	D	E	F	A	A
Approach Vol, veh/h		1662			1461			768			213	
Approach Delay, s/veh		62.8			38.8			85.7			88.3	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	65.9		25.0	11.8	75.1		23.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	16.0	60.0		20.0	9.0	67.0		19.0				
Max Q Clear Time (g_c+I1), s	17.5	62.6		22.0	5.8	34.4		18.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	9.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		59.8
HCM 6th LOS		E

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

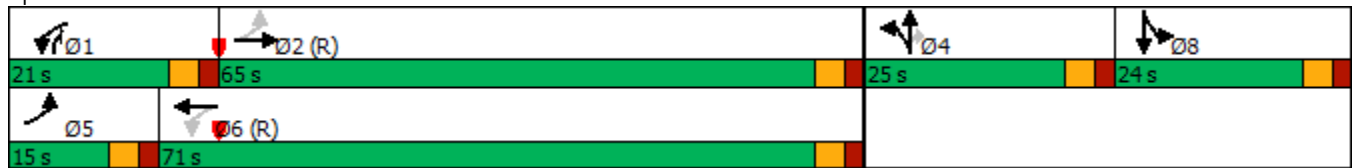
02/15/2022



Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
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)	21	65	25	15	71	24
Maximum Split (%)	15.6%	48.1%	18.5%	11.1%	52.6%	17.8%
Minimum Split (s)	13	24	24	13	24	24
Yellow Time (s)	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
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)		7	7		7	7
Flash Dont Walk (s)		11	11		11	11
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	114	0	65	114	129	90
End Time (s)	0	65	90	129	65	114
Yield/Force Off (s)	130	60	85	124	60	109
Yield/Force Off 170(s)	130	49	74	124	49	98
Local Start Time (s)	114	0	65	114	129	90
Local Yield (s)	130	60	85	124	60	109
Local Yield 170(s)	130	49	74	124	49	98

Intersection Summary	
Cycle Length	135
Control Type	Actuated-Coordinated
Natural Cycle	135
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

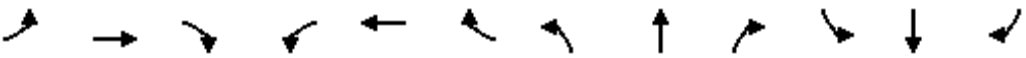
Splits and Phases: 3: Brice Road & E. Main Street



HCM 6th Signalized Intersection Summary

3: Brice Road & E. Main Street

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗		↕	
Traffic Volume (veh/h)	104	1166	279	241	1048	61	249	113	356	54	104	64
Future Volume (veh/h)	104	1166	279	241	1048	61	249	113	356	54	104	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	113	1267	303	262	1139	66	271	123	387	59	113	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	268	1268	299	264	1747	101	264	277	423	60	115	72
Arrive On Green	0.05	0.44	0.44	0.12	0.51	0.51	0.15	0.15	0.15	0.14	0.14	0.14
Sat Flow, veh/h	1781	2854	672	1781	3414	198	1781	1870	1585	428	821	508
Grp Volume(v), veh/h	113	781	789	262	593	612	271	123	387	242	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	1781	1777	1835	1781	1870	1585	1757	0	0
Q Serve(g_s), s	4.6	58.9	60.0	15.8	33.0	33.0	20.0	8.1	20.0	18.5	0.0	0.0
Cycle Q Clear(g_c), s	4.6	58.9	60.0	15.8	33.0	33.0	20.0	8.1	20.0	18.5	0.0	0.0
Prop In Lane	1.00		0.38	1.00		0.11	1.00		1.00	0.24		0.29
Lane Grp Cap(c), veh/h	268	790	777	264	909	939	264	277	423	247	0	0
V/C Ratio(X)	0.42	0.99	1.01	0.99	0.65	0.65	1.03	0.44	0.92	0.98	0.00	0.00
Avail Cap(c_a), veh/h	309	790	777	264	909	939	264	277	423	247	0	0
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	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.1	37.2	37.5	46.2	24.1	24.1	57.5	52.4	48.0	57.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	29.6	35.9	52.6	3.6	3.5	62.5	1.1	24.4	51.0	0.0	0.0
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	2.0	31.2	32.5	8.4	14.4	14.9	13.5	3.9	15.6	11.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	66.8	73.4	98.8	27.7	27.7	120.0	53.5	72.4	108.8	0.0	0.0
LnGrp LOS	C	E	F	F	C	C	F	D	E	F	A	A
Approach Vol, veh/h		1683			1467			781			242	
Approach Delay, s/veh		66.9			40.4			86.0			108.8	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	65.0		25.0	11.9	74.1		24.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	16.0	60.0		20.0	10.0	66.0		19.0				
Max Q Clear Time (g_c+I1), s	17.8	62.0		22.0	6.6	35.0		20.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	9.6		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				63.6								
HCM 6th LOS				E								

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
6: E. Main Street & Site Access 2

02/15/2022

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕↕		↕	↕
Traffic Vol, veh/h	55	1521	1295	71	71	55
Future Vol, veh/h	55	1521	1295	71	71	55
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	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	60	1653	1408	77	77	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1485	0	-	0	2394 743
Stage 1	-	-	-	-	1447 -
Stage 2	-	-	-	-	947 -
Critical Hdwy	5.34	-	-	-	6.29 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	3.12	-	-	-	3.67 3.92
Pot Cap-1 Maneuver	227	-	-	-	~ 40 307
Stage 1	-	-	-	-	130 -
Stage 2	-	-	-	-	329 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	227	-	-	-	0 307
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	329 -

Approach	EB	WB	SB
HCM Control Delay, s	12.8	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	227	-	-	-	-	307
HCM Lane V/C Ratio	0.263	-	-	-	-	0.195
HCM Control Delay (s)	26.4	12.3	-	-	-	19.5
HCM Lane LOS	D	B	-	-	-	C
HCM 95th %tile Q(veh)	1	-	-	-	-	0.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
8: Brice Road & Site Access 1

02/15/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	9	246	32	9	190
Future Vol, veh/h	32	9	246	32	9	190
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	-	-	-	-	-
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	35	10	267	35	10	207

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	512	285	0	0	302	0
Stage 1	285	-	-	-	-	-
Stage 2	227	-	-	-	-	-
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	522	754	-	-	1259	-
Stage 1	763	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	517	754	-	-	1259	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	555	1259
HCM Lane V/C Ratio	-	-	0.08	0.008
HCM Control Delay (s)	-	-	12.1	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

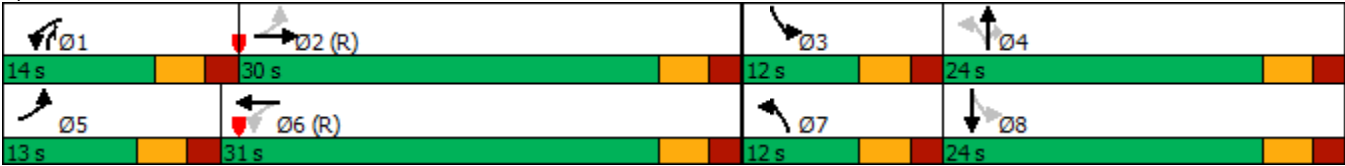
02/15/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	SBL	NBTL	EBL	WBTL	NBL	SBTL
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	12	24	13	31	12	24
Maximum Split (%)	17.5%	37.5%	15.0%	30.0%	16.3%	38.8%	15.0%	30.0%
Minimum Split (s)	13	24	12	24	13	24	12	24
Yellow Time (s)	3	3	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	10	7	10	7	10	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)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	66	0	30	42	66	79	30	42
End Time (s)	0	30	42	66	79	30	42	66
Yield/Force Off (s)	75	25	37	61	74	25	37	61
Yield/Force Off 170(s)	75	14	37	50	74	14	37	50
Local Start Time (s)	66	0	30	42	66	79	30	42
Local Yield (s)	75	25	37	61	74	25	37	61
Local Yield 170(s)	75	14	37	50	74	14	37	50

Intersection Summary	
Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	643	98	128	1025	17	199	44	176	33	47	89
Future Volume (veh/h)	25	643	98	128	1025	17	199	44	176	33	47	89
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	27	699	107	139	1114	18	216	48	191	36	51	97
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	295	1403	215	438	1782	29	296	307	393	318	72	137
Arrive On Green	0.04	0.45	0.45	0.08	0.50	0.50	0.09	0.16	0.16	0.05	0.12	0.12
Sat Flow, veh/h	1781	3090	473	1781	3579	58	1781	1870	1585	1781	577	1096
Grp Volume(v), veh/h	27	402	404	139	553	579	216	48	191	36	0	148
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	1860	1781	1870	1585	1781	0	1673
Q Serve(g_s), s	0.6	12.8	12.8	3.1	18.1	18.2	7.0	1.8	8.2	1.4	0.0	6.8
Cycle Q Clear(g_c), s	0.6	12.8	12.8	3.1	18.1	18.2	7.0	1.8	8.2	1.4	0.0	6.8
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	295	807	811	438	885	926	296	307	393	318	0	209
V/C Ratio(X)	0.09	0.50	0.50	0.32	0.62	0.63	0.73	0.16	0.49	0.11	0.00	0.71
Avail Cap(c_a), veh/h	403	807	811	489	885	926	296	444	509	388	0	397
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	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	15.4	15.4	10.4	14.6	14.6	29.8	28.7	25.7	27.9	0.0	33.6
Incr Delay (d2), s/veh	0.1	2.2	2.2	0.4	3.3	3.2	8.9	0.2	0.9	0.2	0.0	4.4
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	0.2	5.2	5.2	1.1	7.3	7.6	1.3	0.8	3.2	0.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	17.6	17.6	10.8	18.0	17.8	38.7	28.9	26.7	28.1	0.0	38.0
LnGrp LOS	B	B	B	B	B	B	D	C	C	C	A	D
Approach Vol, veh/h		833			1271			455			184	
Approach Delay, s/veh		17.4			17.1			32.6			36.0	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	41.3	8.9	18.1	8.2	44.8	12.0	15.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	9.0	25.0	7.0	19.0	8.0	26.0	7.0	19.0				
Max Q Clear Time (g_c+I1), s	5.1	14.8	3.4	10.2	2.6	20.2	9.0	8.8				
Green Ext Time (p_c), s	0.1	3.6	0.0	0.5	0.0	3.4	0.0	0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022

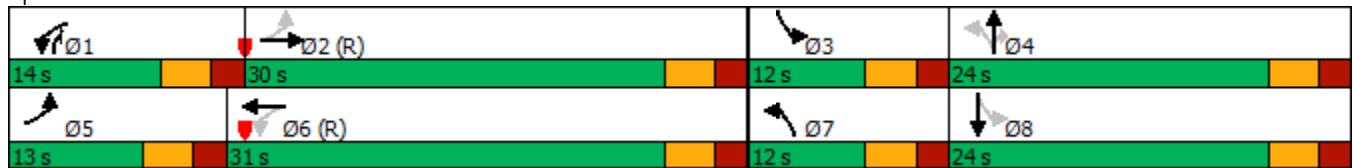


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	SBL	NBTL	EBL	WBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	14	30	12	24	13	31	12	24
Maximum Split (%)	17.5%	37.5%	15.0%	30.0%	16.3%	38.8%	15.0%	30.0%
Minimum Split (s)	13	24	12	24	13	24	12	24
Yellow Time (s)	3	3	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	10	7	10	7	10	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)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	66	0	30	42	66	79	30	42
End Time (s)	0	30	42	66	79	30	42	66
Yield/Force Off (s)	75	25	37	61	74	25	37	61
Yield/Force Off 170(s)	75	14	37	50	74	14	37	50
Local Start Time (s)	66	0	30	42	66	79	30	42
Local Yield (s)	75	25	37	61	74	25	37	61
Local Yield 170(s)	75	14	37	50	74	14	37	50

Intersection Summary

Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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

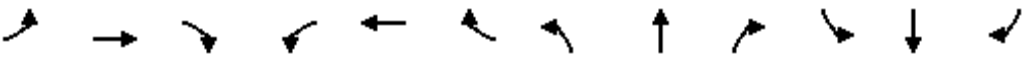


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th Signalized Intersection Summary

3: Brice Road & E. Main Street

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕	↕	↔	↕	↕
Traffic Volume (veh/h)	44	646	98	131	1028	17	199	54	179	33	57	108
Future Volume (veh/h)	44	646	98	131	1028	17	199	54	179	33	57	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	48	702	107	142	1117	18	216	59	195	36	62	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	305	1368	208	427	1678	27	285	328	411	329	79	149
Arrive On Green	0.06	0.44	0.44	0.08	0.47	0.47	0.09	0.18	0.18	0.05	0.14	0.14
Sat Flow, veh/h	1781	3092	471	1781	3579	58	1781	1870	1585	1781	580	1094
Grp Volume(v), veh/h	48	403	406	142	554	581	216	59	195	36	0	179
Grp Sat Flow(s),veh/h/ln	1781	1777	1786	1781	1777	1860	1781	1870	1585	1781	0	1673
Q Serve(g_s), s	1.1	13.1	13.1	3.3	19.3	19.3	7.0	2.1	8.3	1.3	0.0	8.3
Cycle Q Clear(g_c), s	1.1	13.1	13.1	3.3	19.3	19.3	7.0	2.1	8.3	1.3	0.0	8.3
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	305	786	790	427	833	872	285	328	411	329	0	228
V/C Ratio(X)	0.16	0.51	0.51	0.33	0.67	0.67	0.76	0.18	0.47	0.11	0.00	0.78
Avail Cap(c_a), veh/h	381	786	790	478	833	872	285	444	509	399	0	397
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	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	16.1	16.1	11.1	16.4	16.4	29.3	28.1	25.0	27.2	0.0	33.4
Incr Delay (d2), s/veh	0.2	2.4	2.4	0.5	4.2	4.0	11.0	0.3	0.9	0.1	0.0	5.9
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	0.4	5.4	5.4	1.2	8.0	8.3	4.3	0.9	3.2	0.6	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	18.5	18.5	11.6	20.6	20.4	40.3	28.3	25.9	27.3	0.0	39.3
LnGrp LOS	B	B	B	B	C	C	D	C	C	C	A	D
Approach Vol, veh/h		857			1277			470			215	
Approach Delay, s/veh		18.1			19.5			32.8			37.3	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	40.4	8.9	19.0	9.6	42.5	12.0	15.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	9.0	25.0	7.0	19.0	8.0	26.0	7.0	19.0				
Max Q Clear Time (g_c+I1), s	5.3	15.1	3.3	10.3	3.1	21.3	9.0	10.3				
Green Ext Time (p_c), s	0.1	3.5	0.0	0.6	0.0	2.8	0.0	0.6				

Intersection Summary												
HCM 6th Ctrl Delay											22.7	
HCM 6th LOS											C	

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
6: E. Main Street & Site Access 2

02/15/2022

Intersection						
Int Delay, s/veh	17.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑		↑	↑
Traffic Vol, veh/h	55	803	1120	76	75	56
Future Vol, veh/h	55	803	1120	76	75	56
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	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	60	873	1217	83	82	61

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1300	0	-	0	1816 650
Stage 1	-	-	-	-	1259 -
Stage 2	-	-	-	-	557 -
Critical Hdwy	5.34	-	-	-	6.29 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	3.12	-	-	-	3.67 3.92
Pot Cap-1 Maneuver	280	-	-	-	90 353
Stage 1	-	-	-	-	171 -
Stage 2	-	-	-	-	521 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	280	-	-	-	53 353
Mov Cap-2 Maneuver	-	-	-	-	53 -
Stage 1	-	-	-	-	100 -
Stage 2	-	-	-	-	521 -

Approach	EB	WB	SB
HCM Control Delay, s	5	0	260.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	280	-	-	-	53	353
HCM Lane V/C Ratio	0.214	-	-	-	1.538	0.172
HCM Control Delay (s)	21.3	3.9	-	-	442.4	17.3
HCM Lane LOS	C	A	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	7.6	0.6

Notes			
-:	Volume exceeds capacity	⌘:	Delay exceeds 300s
+	Computation Not Defined	*	All major volume in platoon

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
8: Brice Road & Site Access 1

02/15/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	8	81	34	8	164
Future Vol, veh/h	34	8	81	34	8	164
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	-	-	-	-	-
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	37	9	88	37	9	178

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	303	107	0	0	125
Stage 1	107	-	-	-	-
Stage 2	196	-	-	-	-
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	689	947	-	-	1462
Stage 1	917	-	-	-	-
Stage 2	837	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	684	947	-	-	1462
Mov Cap-2 Maneuver	684	-	-	-	-
Stage 1	917	-	-	-	-
Stage 2	831	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	722	1462
HCM Lane V/C Ratio	-	-	0.063	0.006
HCM Control Delay (s)	-	-	10.3	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

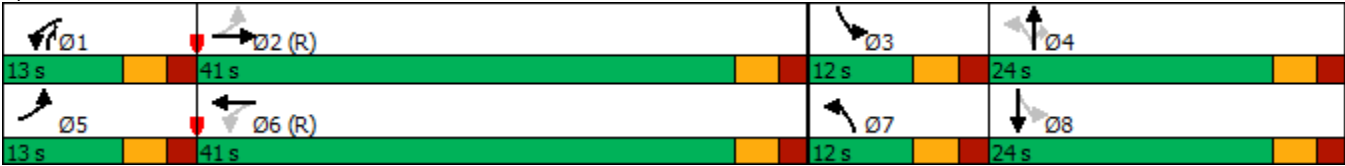
02/15/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	SBL	NBTL	EBL	WBTL	NBL	SBTL
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	41	12	24	13	41	12	24
Maximum Split (%)	14.4%	45.6%	13.3%	26.7%	14.4%	45.6%	13.3%	26.7%
Minimum Split (s)	13	24	12	24	13	24	12	24
Yellow Time (s)	3	3	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	10	7	10	7	10	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)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77	0	41	53	77	0	41	53
End Time (s)	0	41	53	77	0	41	53	77
Yield/Force Off (s)	85	36	48	72	85	36	48	72
Yield/Force Off 170(s)	85	25	48	61	85	25	48	61
Local Start Time (s)	77	0	41	53	77	0	41	53
Local Yield (s)	85	36	48	72	85	36	48	72
Local Yield 170(s)	85	25	48	61	85	25	48	61

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

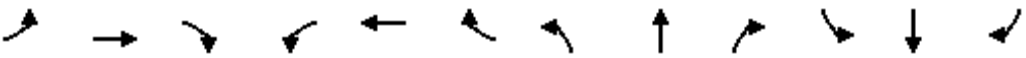
Splits and Phases: 3: Brice Road & E. Main Street



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022



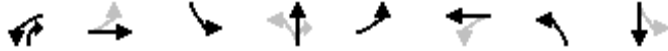
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	79	1058	254	216	950	56	226	95	321	49	87	42
Future Volume (veh/h)	79	1058	254	216	950	56	226	95	321	49	87	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	1150	276	235	1033	61	246	103	349	53	95	46
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	304	1198	285	247	1503	89	369	395	476	337	227	110
Arrive On Green	0.07	0.42	0.42	0.09	0.44	0.44	0.08	0.21	0.21	0.06	0.19	0.19
Sat Flow, veh/h	1781	2848	677	1781	3410	201	1781	1870	1585	1781	1190	576
Grp Volume(v), veh/h	86	714	712	235	538	556	246	103	349	53	0	141
Grp Sat Flow(s),veh/h/ln	1781	1777	1748	1781	1777	1834	1781	1870	1585	1781	0	1767
Q Serve(g_s), s	2.3	35.0	35.8	7.3	21.9	21.9	7.0	4.1	17.8	2.1	0.0	6.3
Cycle Q Clear(g_c), s	2.3	35.0	35.8	7.3	21.9	21.9	7.0	4.1	17.8	2.1	0.0	6.3
Prop In Lane	1.00		0.39	1.00		0.11	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	304	747	736	247	783	809	369	395	476	337	0	336
V/C Ratio(X)	0.28	0.95	0.97	0.95	0.69	0.69	0.67	0.26	0.73	0.16	0.00	0.42
Avail Cap(c_a), veh/h	340	747	736	247	783	809	369	395	476	374	0	373
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	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	25.2	25.5	22.7	20.2	20.2	30.4	29.6	28.3	26.3	0.0	32.1
Incr Delay (d2), s/veh	0.5	23.6	26.3	44.1	4.9	4.7	4.6	0.3	5.8	0.2	0.0	0.8
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	18.5	19.1	5.8	9.5	9.7	1.9	1.8	7.4	0.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	48.8	51.8	66.8	25.1	24.9	35.0	30.0	34.1	26.5	0.0	32.9
LnGrp LOS	B	D	D	E	C	C	C	C	C	C	A	C
Approach Vol, veh/h		1512			1329			698			194	
Approach Delay, s/veh		48.3			32.4			33.8			31.1	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	42.9	10.1	24.0	11.2	44.7	12.0	22.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	36.0	7.0	19.0	8.0	36.0	7.0	19.0				
Max Q Clear Time (g_c+I1), s	9.3	37.8	4.1	19.8	4.3	23.9	9.0	8.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	5.5	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay											39.0	
HCM 6th LOS											D	

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

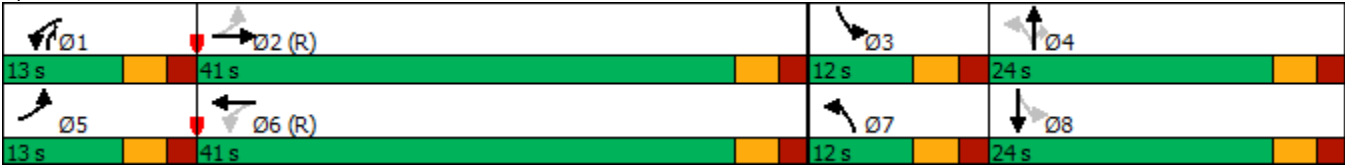
02/15/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	SBL	NBTL	EBL	WBTL	NBL	SBTL
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	41	12	24	13	41	12	24
Maximum Split (%)	14.4%	45.6%	13.3%	26.7%	14.4%	45.6%	13.3%	26.7%
Minimum Split (s)	13	24	12	24	13	24	12	24
Yellow Time (s)	3	3	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	10	7	10	7	10	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)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77	0	41	53	77	0	41	53
End Time (s)	0	41	53	77	0	41	53	77
Yield/Force Off (s)	85	36	48	72	85	36	48	72
Yield/Force Off 170(s)	85	25	48	61	85	25	48	61
Local Start Time (s)	77	0	41	53	77	0	41	53
Local Yield (s)	85	36	48	72	85	36	48	72
Local Yield 170(s)	85	25	48	61	85	25	48	61

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

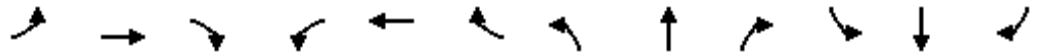
Splits and Phases: 3: Brice Road & E. Main Street



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↗	
Traffic Volume (veh/h)	96	1061	254	219	953	56	226	104	324	49	96	59
Future Volume (veh/h)	96	1061	254	219	953	56	226	104	324	49	96	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	104	1153	276	238	1036	61	246	113	352	53	104	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	307	1199	284	246	1492	88	346	395	476	330	206	127
Arrive On Green	0.07	0.42	0.42	0.09	0.44	0.44	0.08	0.21	0.21	0.06	0.19	0.19
Sat Flow, veh/h	1781	2849	676	1781	3410	201	1781	1870	1585	1781	1084	667
Grp Volume(v), veh/h	104	715	714	238	540	557	246	113	352	53	0	168
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	1781	1777	1834	1781	1870	1585	1781	0	1750
Q Serve(g_s), s	2.8	35.1	36.0	7.5	22.1	22.1	7.0	4.6	18.0	2.1	0.0	7.7
Cycle Q Clear(g_c), s	2.8	35.1	36.0	7.5	22.1	22.1	7.0	4.6	18.0	2.1	0.0	7.7
Prop In Lane	1.00		0.39	1.00		0.11	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	307	747	736	246	777	803	346	395	476	330	0	333
V/C Ratio(X)	0.34	0.96	0.97	0.97	0.69	0.69	0.71	0.29	0.74	0.16	0.00	0.50
Avail Cap(c_a), veh/h	337	747	736	246	777	803	346	395	476	367	0	370
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	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	25.3	25.5	23.1	20.4	20.4	31.0	29.8	28.3	26.3	0.0	32.6
Incr Delay (d2), s/veh	0.6	23.9	26.7	47.9	5.1	4.9	6.7	0.4	6.1	0.2	0.0	1.2
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	18.6	19.2	6.1	9.6	9.9	2.2	2.0	7.5	0.9	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	49.2	52.2	71.0	25.5	25.4	37.7	30.2	34.4	26.5	0.0	33.8
LnGrp LOS	B	D	D	E	C	C	D	C	C	C	A	C
Approach Vol, veh/h		1533			1335			711			221	
Approach Delay, s/veh		48.3			33.6			34.9			32.1	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	42.9	10.1	24.0	11.5	44.4	12.0	22.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	36.0	7.0	19.0	8.0	36.0	7.0	19.0				
Max Q Clear Time (g_c+I1), s	9.5	38.0	4.1	20.0	4.8	24.1	9.0	9.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	5.4	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					39.7							
HCM 6th LOS					D							

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
6: E. Main Street & Site Access 2

02/15/2022

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕↕		↕	↕
Traffic Vol, veh/h	55	1379	1173	71	71	55
Future Vol, veh/h	55	1379	1173	71	71	55
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	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	60	1499	1275	77	77	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1352	0	-	0	2184
Stage 1	-	-	-	-	1314
Stage 2	-	-	-	-	870
Critical Hdwy	5.34	-	-	-	6.29
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	3.12	-	-	-	3.67
Pot Cap-1 Maneuver	264	-	-	-	54
Stage 1	-	-	-	-	158
Stage 2	-	-	-	-	361
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	264	-	-	-	0
Mov Cap-2 Maneuver	-	-	-	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	361

Approach	EB	WB	SB
HCM Control Delay, s	11	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	264	-	-	-	-	339
HCM Lane V/C Ratio	0.226	-	-	-	-	0.176
HCM Control Delay (s)	22.6	10.5	-	-	-	17.9
HCM Lane LOS	C	B	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	-	0.6

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
8: Brice Road & Site Access 1

02/15/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	9	224	32	9	172
Future Vol, veh/h	32	9	224	32	9	172
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	-	-	-	-	-
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	35	10	243	35	10	187

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	468	261	0	0	278
Stage 1	261	-	-	-	-
Stage 2	207	-	-	-	-
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	553	778	-	-	1285
Stage 1	783	-	-	-	-
Stage 2	828	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	548	778	-	-	1285
Mov Cap-2 Maneuver	548	-	-	-	-
Stage 1	783	-	-	-	-
Stage 2	821	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	586	1285
HCM Lane V/C Ratio	-	-	0.076	0.008
HCM Control Delay (s)	-	-	11.6	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022

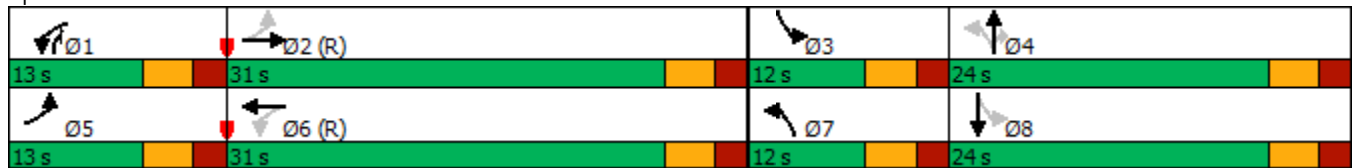


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	SBL	NBTL	EBL	WBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	12	24	13	31	12	24
Maximum Split (%)	16.3%	38.8%	15.0%	30.0%	16.3%	38.8%	15.0%	30.0%
Minimum Split (s)	13	24	12	24	13	24	12	24
Yellow Time (s)	3	3	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	10	7	10	7	10	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)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	67	0	31	43	67	0	31	43
End Time (s)	0	31	43	67	0	31	43	67
Yield/Force Off (s)	75	26	38	62	75	26	38	62
Yield/Force Off 170(s)	75	15	38	51	75	15	38	51
Local Start Time (s)	67	0	31	43	67	0	31	43
Local Yield (s)	75	26	38	62	75	26	38	62
Local Yield 170(s)	75	15	38	51	75	15	38	51

Intersection Summary

Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

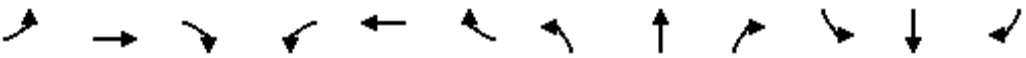
Splits and Phases: 3: Brice Road & E. Main Street



HCM 6th Signalized Intersection Summary

3: Brice Road & E. Main Street

02/15/2022



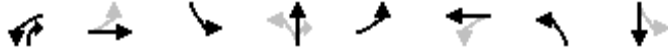
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	28	707	108	141	1127	19	219	49	193	37	52	98
Future Volume (veh/h)	28	707	108	141	1127	19	219	49	193	37	52	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	30	768	117	153	1225	21	238	53	210	40	57	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	268	1394	212	410	1762	30	285	305	393	324	74	139
Arrive On Green	0.04	0.45	0.45	0.08	0.49	0.49	0.09	0.16	0.16	0.05	0.13	0.13
Sat Flow, veh/h	1781	3092	471	1781	3575	61	1781	1870	1585	1781	582	1092
Grp Volume(v), veh/h	30	441	444	153	609	637	238	53	210	40	0	164
Grp Sat Flow(s),veh/h/ln	1781	1777	1786	1781	1777	1859	1781	1870	1585	1781	0	1674
Q Serve(g_s), s	0.7	14.5	14.5	3.5	21.1	21.2	7.0	2.0	9.2	1.5	0.0	7.6
Cycle Q Clear(g_c), s	0.7	14.5	14.5	3.5	21.1	21.2	7.0	2.0	9.2	1.5	0.0	7.6
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	268	801	805	410	876	916	285	305	393	324	0	213
V/C Ratio(X)	0.11	0.55	0.55	0.37	0.70	0.70	0.83	0.17	0.53	0.12	0.00	0.77
Avail Cap(c_a), veh/h	370	801	805	437	876	916	285	444	511	388	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	16.1	16.1	11.1	15.7	15.7	30.8	28.8	26.1	27.6	0.0	33.8
Incr Delay (d2), s/veh	0.2	2.7	2.7	0.6	4.5	4.4	18.7	0.3	1.1	0.2	0.0	5.8
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	0.3	6.0	6.0	1.2	8.7	9.0	2.6	0.9	3.5	0.7	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	18.8	18.8	11.7	20.2	20.0	49.6	29.1	27.2	27.8	0.0	39.6
LnGrp LOS	B	B	B	B	C	C	D	C	C	C	A	D
Approach Vol, veh/h		915			1399			501			204	
Approach Delay, s/veh		18.6			19.2			38.0			37.3	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	41.1	9.1	18.1	8.4	44.4	12.0	15.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	26.0	7.0	19.0	8.0	26.0	7.0	19.0				
Max Q Clear Time (g_c+I1), s	5.5	16.5	3.5	11.2	2.7	23.2	9.0	9.6				
Green Ext Time (p_c), s	0.1	3.8	0.0	0.6	0.0	1.9	0.0	0.6				

Intersection Summary												
HCM 6th Ctrl Delay											23.3	
HCM 6th LOS											C	

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022

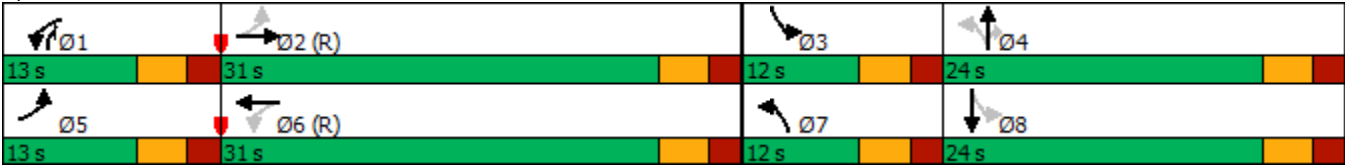


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	SBL	NBTL	EBL	WBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	13	31	12	24	13	31	12	24
Maximum Split (%)	16.3%	38.8%	15.0%	30.0%	16.3%	38.8%	15.0%	30.0%
Minimum Split (s)	13	24	12	24	13	24	12	24
Yellow Time (s)	3	3	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	10	7	10	7	10	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)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	67	0	31	43	67	0	31	43
End Time (s)	0	31	43	67	0	31	43	67
Yield/Force Off (s)	75	26	38	62	75	26	38	62
Yield/Force Off 170(s)	75	15	38	51	75	15	38	51
Local Start Time (s)	67	0	31	43	67	0	31	43
Local Yield (s)	75	26	38	62	75	26	38	62
Local Yield 170(s)	75	15	38	51	75	15	38	51

Intersection Summary

Cycle Length	80
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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

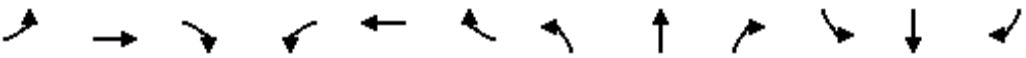


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th Signalized Intersection Summary

3: Brice Road & E. Main Street

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	710	108	144	1130	19	219	59	196	37	62	117
Future Volume (veh/h)	47	710	108	144	1130	19	219	59	196	37	62	117
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	51	772	117	157	1228	21	238	64	213	40	67	127
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	273	1338	203	393	1637	28	285	339	422	342	84	159
Arrive On Green	0.06	0.43	0.43	0.08	0.46	0.46	0.09	0.18	0.18	0.05	0.15	0.15
Sat Flow, veh/h	1781	3094	469	1781	3575	61	1781	1870	1585	1781	578	1095
Grp Volume(v), veh/h	51	443	446	157	610	639	238	64	213	40	0	194
Grp Sat Flow(s),veh/h/ln	1781	1777	1786	1781	1777	1859	1781	1870	1585	1781	0	1673
Q Serve(g_s), s	1.2	15.1	15.1	3.7	22.7	22.7	7.0	2.3	9.1	1.5	0.0	9.0
Cycle Q Clear(g_c), s	1.2	15.1	15.1	3.7	22.7	22.7	7.0	2.3	9.1	1.5	0.0	9.0
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	273	768	772	393	813	851	285	339	422	342	0	243
V/C Ratio(X)	0.19	0.58	0.58	0.40	0.75	0.75	0.83	0.19	0.50	0.12	0.00	0.80
Avail Cap(c_a), veh/h	346	768	772	420	813	851	285	444	511	406	0	397
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	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	17.2	17.2	12.1	17.9	17.9	29.9	27.8	24.9	26.4	0.0	33.0
Incr Delay (d2), s/veh	0.3	3.1	3.1	0.7	6.3	6.0	18.7	0.3	0.9	0.2	0.0	5.9
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	0.5	6.3	6.3	1.4	9.7	10.1	2.6	1.0	3.5	0.6	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	20.3	20.3	12.8	24.2	23.9	48.6	28.0	25.8	26.5	0.0	39.0
LnGrp LOS	B	C	C	B	C	C	D	C	C	C	A	D
Approach Vol, veh/h		940			1406			515			234	
Approach Delay, s/veh		20.0			22.8			36.6			36.8	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	39.6	9.1	19.5	9.7	41.6	12.0	16.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	26.0	7.0	19.0	8.0	26.0	7.0	19.0				
Max Q Clear Time (g_c+I1), s	5.7	17.1	3.5	11.1	3.2	24.7	9.0	11.0				
Green Ext Time (p_c), s	0.1	3.6	0.0	0.6	0.0	0.9	0.0	0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			25.3									
HCM 6th LOS			C									

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
6: E. Main Street & Site Access 2

02/15/2022

Intersection						
Int Delay, s/veh	32.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑		↑	↑
Traffic Vol, veh/h	55	888	1237	76	75	56
Future Vol, veh/h	55	888	1237	76	75	56
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	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	60	965	1345	83	82	61

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1428	0	-	0	1990 714
Stage 1	-	-	-	-	1387 -
Stage 2	-	-	-	-	603 -
Critical Hdwy	5.34	-	-	-	6.29 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	3.12	-	-	-	3.67 3.92
Pot Cap-1 Maneuver	242	-	-	-	~ 71 321
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	494 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	242	-	-	-	~ 33 321
Mov Cap-2 Maneuver	-	-	-	-	~ 33 -
Stage 1	-	-	-	-	~ 66 -
Stage 2	-	-	-	-	494 -

Approach	EB	WB	SB
HCM Control Delay, s	7	0	\$ 537.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	242	-	-	-	33	321
HCM Lane V/C Ratio	0.247	-	-	-	2.47	0.19
HCM Control Delay (s)	24.7	5.9	-	-	\$ 925.3	18.8
HCM Lane LOS	C	A	-	-	F	C
HCM 95th %tile Q(veh)	0.9	-	-	-	9.3	0.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
8: Brice Road & Site Access 1

02/15/2022

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	8	91	34	8	182
Future Vol, veh/h	34	8	91	34	8	182
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	-	-	-	-	-
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	37	9	99	37	9	198

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	334	118	0	0	136
Stage 1	118	-	-	-	-
Stage 2	216	-	-	-	-
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	661	934	-	-	1448
Stage 1	907	-	-	-	-
Stage 2	820	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	656	934	-	-	1448
Mov Cap-2 Maneuver	656	-	-	-	-
Stage 1	907	-	-	-	-
Stage 2	814	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	695	1448
HCM Lane V/C Ratio	-	-	0.066	0.006
HCM Control Delay (s)	-	-	10.5	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

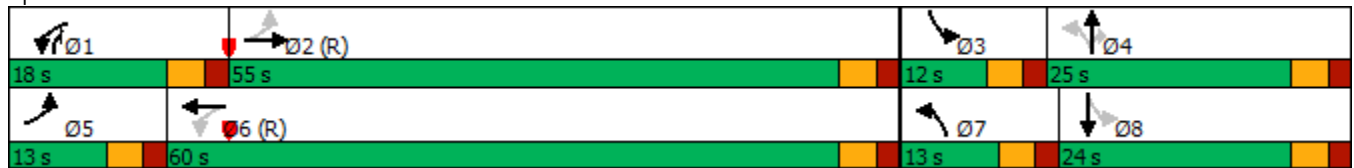
02/15/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	SBL	NBTL	EBL	WBTL	NBL	SBTL
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)	18	55	12	25	13	60	13	24
Maximum Split (%)	16.4%	50.0%	10.9%	22.7%	11.8%	54.5%	11.8%	21.8%
Minimum Split (s)	13	24	12	24	13	24	12	24
Yellow Time (s)	3	3	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	10	7	10	7	10	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)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	92	0	55	67	92	105	55	68
End Time (s)	0	55	67	92	105	55	68	92
Yield/Force Off (s)	105	50	62	87	100	50	63	87
Yield/Force Off 170(s)	105	39	62	76	100	39	63	76
Local Start Time (s)	92	0	55	67	92	105	55	68
Local Yield (s)	105	50	62	87	100	50	63	87
Local Yield 170(s)	105	39	62	76	100	39	63	76

Intersection Summary	
Cycle Length	110
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

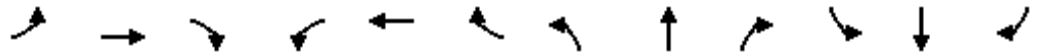
Splits and Phases: 3: Brice Road & E. Main Street



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1163	279	238	1045	61	249	104	353	54	95	47
Future Volume (veh/h)	87	1163	279	238	1045	61	249	104	353	54	95	47
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	95	1264	303	259	1136	66	271	113	384	59	103	51
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	305	1327	313	285	1785	104	296	340	476	276	192	95
Arrive On Green	0.06	0.47	0.47	0.12	0.52	0.52	0.07	0.18	0.18	0.05	0.16	0.16
Sat Flow, veh/h	1781	2852	673	1781	3413	198	1781	1870	1585	1781	1181	585
Grp Volume(v), veh/h	95	780	787	259	591	611	271	113	384	59	0	154
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	1781	1777	1835	1781	1870	1585	1781	0	1765
Q Serve(g_s), s	2.9	46.1	48.1	11.1	26.1	26.2	8.0	5.8	20.0	3.0	0.0	8.8
Cycle Q Clear(g_c), s	2.9	46.1	48.1	11.1	26.1	26.2	8.0	5.8	20.0	3.0	0.0	8.8
Prop In Lane	1.00		0.39	1.00		0.11	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	305	826	813	285	929	960	296	340	476	276	0	286
V/C Ratio(X)	0.31	0.94	0.97	0.91	0.64	0.64	0.91	0.33	0.81	0.21	0.00	0.54
Avail Cap(c_a), veh/h	328	826	813	285	929	960	296	340	476	295	0	305
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	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	28.1	28.6	33.4	18.7	18.8	42.9	39.2	35.6	35.1	0.0	42.3
Incr Delay (d2), s/veh	0.6	20.3	24.6	30.8	3.3	3.2	31.1	0.6	9.9	0.4	0.0	1.6
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	1.2	23.1	24.5	9.3	11.0	11.4	6.0	2.7	10.8	1.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	48.4	53.2	64.2	22.1	22.0	74.0	39.8	45.5	35.5	0.0	43.9
LnGrp LOS	B	D	D	E	C	C	E	D	D	D	A	D
Approach Vol, veh/h		1662			1461			768				213
Approach Delay, s/veh		48.8			29.5			54.7				41.6
Approach LOS		D			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	56.2	10.8	25.0	11.6	62.5	13.0	22.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	13.0	50.0	7.0	20.0	8.0	55.0	8.0	19.0				
Max Q Clear Time (g_c+I1), s	13.1	50.1	5.0	22.0	4.9	28.2	10.0	10.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			42.7									
HCM 6th LOS			D									

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022

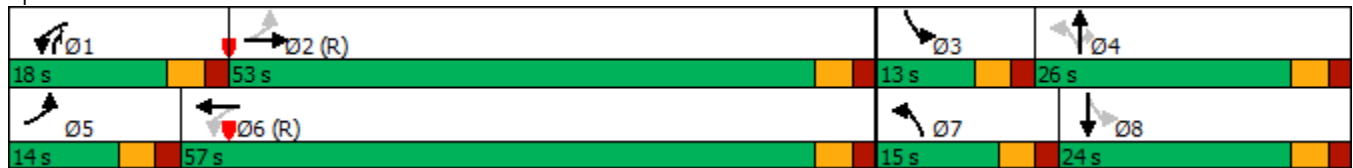


Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBTL	SBL	NBTL	EBL	WBTL	NBL	SBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	C-Min	None	None
Maximum Split (s)	18	53	13	26	14	57	15	24
Maximum Split (%)	16.4%	48.2%	11.8%	23.6%	12.7%	51.8%	13.6%	21.8%
Minimum Split (s)	13	24	12	24	13	24	12	24
Yellow Time (s)	3	3	3	3	3	3	3	3
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	7	10	7	10	7	10	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)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	92	0	53	66	92	106	53	68
End Time (s)	0	53	66	92	106	53	68	92
Yield/Force Off (s)	105	48	61	87	101	48	63	87
Yield/Force Off 170(s)	105	37	61	76	101	37	63	76
Local Start Time (s)	92	0	53	66	92	106	53	68
Local Yield (s)	105	48	61	87	101	48	63	87
Local Yield 170(s)	105	37	61	76	101	37	63	76

Intersection Summary

Cycle Length	110
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

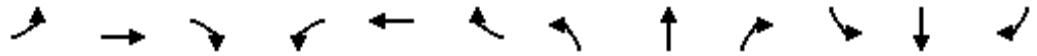
Splits and Phases: 3: Brice Road & E. Main Street



Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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

02/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	104	1166	279	241	1048	61	249	113	356	54	104	64
Future Volume (veh/h)	104	1166	279	241	1048	61	249	113	356	54	104	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	113	1267	303	262	1139	66	271	123	387	59	113	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	300	1301	306	279	1750	101	293	357	490	279	165	103
Arrive On Green	0.06	0.46	0.46	0.12	0.51	0.51	0.09	0.19	0.19	0.05	0.15	0.15
Sat Flow, veh/h	1781	2854	672	1781	3414	198	1781	1870	1585	1781	1081	669
Grp Volume(v), veh/h	113	781	789	262	593	612	271	123	387	59	0	183
Grp Sat Flow(s),veh/h/ln	1781	1777	1749	1781	1777	1835	1781	1870	1585	1781	0	1750
Q Serve(g_s), s	3.6	47.0	49.1	11.8	26.8	26.9	10.0	6.3	21.0	3.0	0.0	10.9
Cycle Q Clear(g_c), s	3.6	47.0	49.1	11.8	26.8	26.9	10.0	6.3	21.0	3.0	0.0	10.9
Prop In Lane	1.00		0.38	1.00		0.11	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	300	810	798	279	911	940	293	357	490	279	0	268
V/C Ratio(X)	0.38	0.96	0.99	0.94	0.65	0.65	0.93	0.34	0.79	0.21	0.00	0.68
Avail Cap(c_a), veh/h	336	810	798	279	911	940	293	357	490	314	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	29.1	29.6	34.7	19.6	19.6	40.5	38.5	34.7	35.9	0.0	44.1
Incr Delay (d2), s/veh	0.8	24.1	29.2	37.8	3.6	3.5	33.9	0.6	8.5	0.4	0.0	5.3
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	1.5	24.3	25.9	9.9	11.4	11.8	5.2	2.9	10.6	1.3	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	53.2	58.9	72.4	23.2	23.1	74.4	39.1	43.2	36.2	0.0	49.4
LnGrp LOS	B	D	E	E	C	C	E	D	D	D	A	D
Approach Vol, veh/h		1683			1467			781			242	
Approach Delay, s/veh		53.4			32.0			53.4			46.2	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	55.2	10.8	26.0	11.8	61.4	15.0	21.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	13.0	48.0	8.0	21.0	9.0	52.0	10.0	19.0				
Max Q Clear Time (g_c+I1), s	13.8	51.1	5.0	23.0	5.6	28.9	12.0	12.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	8.6	0.0	0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			45.4									
HCM 6th LOS			D									

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
6: E. Main Street & Site Access 2

02/15/2022

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕↕		↕	↕
Traffic Vol, veh/h	55	1521	1295	71	71	55
Future Vol, veh/h	55	1521	1295	71	71	55
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	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	60	1653	1408	77	77	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1485	0	-	0	2394 743
Stage 1	-	-	-	-	1447 -
Stage 2	-	-	-	-	947 -
Critical Hdwy	5.34	-	-	-	6.29 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	3.12	-	-	-	3.67 3.92
Pot Cap-1 Maneuver	227	-	-	-	~ 40 307
Stage 1	-	-	-	-	130 -
Stage 2	-	-	-	-	329 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	227	-	-	-	0 307
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	329 -

Approach	EB	WB	SB
HCM Control Delay, s	12.8	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	227	-	-	-	-	307
HCM Lane V/C Ratio	0.263	-	-	-	-	0.195
HCM Control Delay (s)	26.4	12.3	-	-	-	19.5
HCM Lane LOS	D	B	-	-	-	C
HCM 95th %tile Q(veh)	1	-	-	-	-	0.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

HCM 6th TWSC  
8: Brice Road & Site Access 1

02/15/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	9	246	32	9	190
Future Vol, veh/h	32	9	246	32	9	190
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	-	-	-	-	-
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	35	10	267	35	10	207

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	512	285	0	0	302
Stage 1	285	-	-	-	-
Stage 2	227	-	-	-	-
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	522	754	-	-	1259
Stage 1	763	-	-	-	-
Stage 2	811	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	517	754	-	-	1259
Mov Cap-2 Maneuver	517	-	-	-	-
Stage 1	763	-	-	-	-
Stage 2	804	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	555	1259
HCM Lane V/C Ratio	-	-	0.08	0.008
HCM Control Delay (s)	-	-	12.1	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

# Appendix G

## Queuing Analysis



Queuing and Blocking Report

02/15/2022

Intersection: 3: Brice Road & E. Main Street

Movement	EB	EB	EB	WB	WB	WB	B10	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	T	L	T	R	LTR
Maximum Queue (ft)	174	289	255	156	334	317	10	239	90	94	264
Average Queue (ft)	34	173	143	57	183	175	0	133	32	43	119
95th Queue (ft)	108	273	250	117	304	303	5	221	74	76	206
Link Distance (ft)		950	950	300	300	300	770		703		599
Upstream Blk Time (%)					0	1					
Queuing Penalty (veh)					0	0					
Storage Bay Dist (ft)	150							260		150	
Storage Blk Time (%)		13						0	0		
Queuing Penalty (veh)		6						0	0		

Network Summary

Network wide Queuing Penalty: 6

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Queuing and Blocking Report

02/15/2022

Intersection: 3: Brice Road & E. Main Street

Movement	EB	EB	EB	WB	WB	WB	B10	B10	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	T	T	L	T	R	LTR
Maximum Queue (ft)	174	915	908	294	331	312	32	172	280	309	175	260
Average Queue (ft)	96	619	602	151	196	197	2	8	162	88	95	134
95th Queue (ft)	205	1020	1013	279	298	300	25	119	262	193	162	228
Link Distance (ft)		950	950	300	300	300	770	770		703		599
Upstream Blk Time (%)		10	12	3	1	0		0				
Queuing Penalty (veh)		0	0	0	0	0		0				
Storage Bay Dist (ft)	150								260		150	
Storage Blk Time (%)	0	52							2	1	2	
Queuing Penalty (veh)	1	50							7	4	6	

Network Summary

Network wide Queuing Penalty: 68

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Queuing and Blocking Report  
Baseline

02/15/2022

Intersection: 3: Brice Road & E. Main Street

Movement	EB	EB	EB	WB	WB	WB	B10	B10	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	T	T	L	T	R	LTR
Maximum Queue (ft)	174	322	301	143	368	355	69	304	241	91	110	255
Average Queue (ft)	46	198	171	65	219	214	2	19	136	36	46	118
95th Queue (ft)	130	297	280	120	346	342	50	162	222	74	82	204
Link Distance (ft)		950	950	300	300	300	770	770		703		599
Upstream Blk Time (%)					2	2		0				
Queuing Penalty (veh)					0	0		0				
Storage Bay Dist (ft)	150								260		150	
Storage Blk Time (%)		17							0		0	
Queuing Penalty (veh)		8							1		0	

Network Summary

Network wide Queuing Penalty: 9

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Queuing and Blocking Report

02/15/2022

Intersection: 3: Brice Road & E. Main Street

Movement	EB	EB	EB	WB	WB	WB	B10	B10	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	T	T	L	T	R	LTR
Maximum Queue (ft)	174	838	843	292	338	343	156	168	285	626	175	334
Average Queue (ft)	87	644	631	171	210	210	6	8	238	350	110	185
95th Queue (ft)	191	1063	1041	286	311	316	114	120	338	815	182	313
Link Distance (ft)		950	950	300	300	300	770	770		703		599
Upstream Blk Time (%)		9	9	1	0	1	0	0		15		
Queuing Penalty (veh)		0	0	0	0	0	0	0		0		
Storage Bay Dist (ft)	150								260		150	
Storage Blk Time (%)	0	49							31	3	4	
Queuing Penalty (veh)	0	49							141	18	14	

Network Summary

Network wide Queuing Penalty: 223

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

# Queuing and Blocking Report

02/15/2022

## Intersection: 3: Brice Road & E. Main Street

Movement	EB	EB	EB	WB	WB	WB	B10	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	L	T	R	L	TR
Maximum Queue (ft)	125	264	241	104	258	278	47	229	153	95	76	186
Average Queue (ft)	30	136	108	51	134	136	2	106	35	38	23	82
95th Queue (ft)	87	223	196	89	228	237	35	195	99	70	59	154
Link Distance (ft)		1058	1058	268	268	268	802		697		671	671
Upstream Blk Time (%)					0	0						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)	150							260		150		
Storage Blk Time (%)		6						1		0		
Queuing Penalty (veh)		3						2		0		

## Network Summary

Network wide Queuing Penalty: 4

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Queuing and Blocking Report

02/15/2022

Intersection: 3: Brice Road & E. Main Street

Movement	EB	EB	EB	WB	WB	WB	B10	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	L	T	R	L	TR
Maximum Queue (ft)	174	836	873	241	292	290	34	276	506	171	69	206
Average Queue (ft)	103	467	459	122	152	158	1	161	126	87	29	95
95th Queue (ft)	214	829	831	218	242	249	20	287	392	155	61	170
Link Distance (ft)		1058	1058	268	268	268	802		697		671	671
Upstream Blk Time (%)		0	1	0	0	0			2			
Queuing Penalty (veh)		0	0	0	0	0			0			
Storage Bay Dist (ft)	150							260		150		
Storage Blk Time (%)	0	45						10	0	3		
Queuing Penalty (veh)	1	43						43	0	9		

Network Summary

Network wide Queuing Penalty: 96

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Queuing and Blocking Report  
Baseline

02/15/2022

Intersection: 3: Brice Road & E. Main Street

Movement	EB	EB	EB	WB	WB	WB	B10	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	L	T	R	L	TR
Maximum Queue (ft)	174	272	246	110	288	301	49	252	126	105	80	214
Average Queue (ft)	42	152	130	57	161	163	3	126	36	44	26	94
95th Queue (ft)	115	231	225	98	246	264	46	222	90	79	60	171
Link Distance (ft)		1058	1058	268	268	268	802		697		671	671
Upstream Blk Time (%)					0	0						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)	150							260		150		
Storage Blk Time (%)		8						0		0		
Queuing Penalty (veh)		4						1		0		

Network Summary

Network wide Queuing Penalty: 5

Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Queuing and Blocking Report

02/15/2022

Intersection: 3: Brice Road & E. Main Street

Movement	EB	EB	EB	WB	WB	WB	B10	B10	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	T	T	L	T	R	L
Maximum Queue (ft)	174	900	925	298	316	289	192	160	284	468	175	81
Average Queue (ft)	92	568	562	159	187	188	14	6	184	129	113	39
95th Queue (ft)	198	1009	1013	275	282	281	176	117	294	364	188	75
Link Distance (ft)		1058	1058	268	268	268	802	802		697		671
Upstream Blk Time (%)		10	11	2	1	1	0	0		0		
Queuing Penalty (veh)		0	0	0	0	0	0	0		0		
Storage Bay Dist (ft)	150								260		150	
Storage Blk Time (%)	0	46							6	0	4	
Queuing Penalty (veh)	1	48							28	3	15	

Intersection: 3: Brice Road & E. Main Street

Movement	SB
Directions Served	TR
Maximum Queue (ft)	251
Average Queue (ft)	118
95th Queue (ft)	215
Link Distance (ft)	671
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 95
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Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)



Attachment: j2022 0224 - Sheetz Reynoldsburg \_view 1 \_cropped (6320



Attachment: k2022 0224 - Sheetz Reynoldsburg\_view 2\_cropped (6320



Attachment: I2022 0224 - Sheetz Reynoldsburg\_view 3\_cropped (6320



Thu 4/28/2022 4:21 PM

Shaffer, Scott <sshaffer@emht.com>

D.1.k

RE: Proposed Sheetz - Brice and Main - Traffic Scope

To Aerin Ledbetter; Andrews, Ryan; Eric Meyer

Cc William Dorman

Action Items

[NOTICE: This email originated outside of the City of Reynoldsburg.]

Hi Aerin,

I was able to do a read through on the Sheetz TIS and have just a couple quick comments.

1. They note the potential changes to the intersection (realignment, addition of southbound left turn) as proposed improvements, but it is not clear if this is a proposed improvement by the City (which I believe it is), their project or by others. I would ask that they add some clarifying statements that this is intended to be by the City.
2. On page 5, Section VI.A, the first paragraph states that turn lanes are warranted at Site Access 1. I believe this is a typo and should be Site Access 2 as other locations in the report note this being at Access 2.
3. The report notes that improvements are warranted at Site Access 2 (Site drive and E Main St). However, no improvements are proposed as introduction of turn lanes or other mitigation is not practical given the intersection and the existing infrastructure on E. Main Street.
  - a. They have recommended that signage be introduced to limit left turn ingress and egress, potentially at peak hours only.
    - i. This can be discussed further by Staff as the project progresses, but also may not be practical.

As noted, we did a quick read of this but not a technical review by our traffic team. Since this is at rezoning and still needs to go through Major Site Plan, we could do said technical review at that time, if desired.

Let me know if you have any questions.

Thanks,

**Scott Shaffer, PE**  
Senior Engineer



**EMH&T Engineers, Surveyors, Planners, Scientists**  
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v. 614.775.4382 | [sshaffer@emht.com](mailto:sshaffer@emht.com)  
emht.com

Attachment: EMHT traffic study review (6320 E Main St Zoning District Change Application