AGENDA

PLANNING COMMISSION
THURSDAY, MAY 5, 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 – April 7, 2022
   3. APPROVAL OF AGENDA
   4. SWEARING IN OF SPEAKERS

B. PUBLIC COMMENT

C. UNFINISHED BUSINESS

D. NEW BUSINESS

1. Application 2022-5119; Summit Road SW Parcel 107-018030 ; Amendment to a Development Plan; Applicant: Joe Ciminello

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

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

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

E. OTHER BUSINESS

F. ADJOURNMENT

Reynoldsburg
OHIO · 1839

MINUTES

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

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

A. CALL TO ORDER

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

2. APPROVAL OF MINUTES

1. Planning Commission – Regular Meeting – March 3, 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. Zoning Code Amendments

Mr. Furst: I believe the next item on the agenda is some zoning code amendment language that was referred to us from Council. Ms. Ledbetter, would you like to give us a bit of an overview?

Ms. Ledbetter: Yeah. So a lot of these changes were presented in front of Council, but we did have a couple of additional changes that were not have not received a first read at Council, but that we're adding to this and hope that it will receive a second read, shall you refer back to council. And I'm really sorry, but this computer's not working with me.

Mr. Meyer: You give us one second. The agenda software is not behaving, so let us scroll down to the section, and give us one moment.

Mr. Furst: Yep, no problem.

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Ms. Ledbetter: OK, so I guess rather than go through every change because there are a lot of them, there's a lot of information in this packet. I would prefer to start with any questions you guys have about any specific code changes. I will point out that probably the biggest one is we added a pretty substantial section relating to AD use, accessory dwelling units. Not only did we kind of redefine it and the glossary section of the zoning code, but we also wrote a section that places a little bit more of I don't want to call it a restriction, but more so guidelines similar to what you see for accessory structures. So that's probably the biggest change. We also, as you can see in the different sections of the code, added ADU as an allowed building type. It's added as an allowed building type in a suburban residential, residential medium and old Reynoldsburg neighborhood district. Those were the only ones that we added it to. Some of the other changes, one of the, I guess, bigger changes as we did add additional guidelines for driveway dimensions. We were getting applications for driveways that were pretty large and could potentially cause issues, but we didn't have any language in the code that had any restrictions. So we just kind of put pretty loose guidelines just too kind of keep the flood hazard to a minimum with how much impervious surface there is on residential lots. Other than that, I mean, a lot of the code changes are pretty routine, just stuff that was missed or may have been, you know, not correctly placed in the right section. We just fixed it.

Mr. Furst: In general. Just some recalibration.

Ms. Ledbetter: Yeah, yeah.

Mr. Furst: So I do have one question regarding the public notice posting requirements just for the sake of full public transparency. Can you think of a scenario that would affect the treatment of a property where we wouldn't be posting a public notice as it relates to the code? I know that there were a couple of instances that we didn't. We weren't required under this ordinance to post a sign that you've now had language for that. But is there any other time that something might come before the zoning board Planning Commission where it wouldn't have a public notice?

Ms. Ledbetter: So I think the intention of this section is we require all of this stuff in the charter, but we didn't put it anywhere in the zoning code. So we're pretty much just aligning the zoning code with the charter so that when people who are submitting applications look at the zoning code, it's not a surprise to them. It's there in front of them because right now people don't really know unless we tell them, because people don't typically go to the charter to look at that stuff. So really, this is just an alignment of the two documents.

Mr. Furst: Perfect. Thank you. That's all the questions I had since I was involved with some of this language.

Mr. Cullinan: I had just one question on the driveway to mention. The 20 feet, does that measure to the right way or how does that work if you were to have like a three

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car garage?

Ms. Ledbetter: That's a good question. It's hard because 20 feet for some lots is probably not a lot, but the...

Mr. Cullinan: I know I'm just picturing different lots. I mean, there's lots of lots of 20 feet would be the maximum you could fit.

Ms. Ledbetter: Yeah, no. I understand your point. Really, the logic behind that was that it's two standard parking spaces for the two foot extra buffer. But I understand that would probably be a little bit restricting if you do have a three car garage and you want a three car driveway. Yeah, that's something that's definitely something we can take a look at. Most of the applications that we get, are existing lot that right now are going from property line to property line in width. So that's what we were trying to eliminate. But yeah, that's something I'll make a note and we'll take a look at that.

Mr. Cullinan: OK. That was all I had.

Mr. Benner: Aerin, Eric, whoever driveway again, a couple of times you've talked about the applications we're getting. What about the driveways that are already in? Are we grandfathering in driveways? There are driveways throughout Brookside that have extended double wide that are well within that three feet of the property line.

Ms. Ledbetter: The problem is, is this is probably going to be treated just like anything added to the zoning code. It's going to be grandfathered in because we can't go and make them rip it out because we change the code. Unfortunately, because we've never had driveway restrictions, every application that comes in, we have to approve as long as they meet the impervious surface requirement. And so while I'm approving applications that I probably wouldn't be happy if I was their neighbor, I don't really have a choice right now, but unfortunately it's going to act like any other thing that preexisted before the zoning code was changed and it's going to get grandfathered in.

Mr. Benner: That's fine. Thank you.

Mr. Furst: I'm sorry, are there any other questions?

Mr. Meyer: I just have a comment for Darrin. We talked about the driveways, so I think Tyler, if I'm hearing you correctly, your concern is, you know, in most cases, the 20 feet seems reasonable. But in situations where you have a three car garage, it may not. You wouldn't be able to have a driveway in front of your garage. I guess the question is, you know, Darrin, this is kind of we're looking for some process, but what do we need to specifically amend that language before passing it on to City Council now? Or what would be the procedure on that when we have to clean that up now is that the guidelines or need to follow?

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Mr. Leist: (Inaudible microphone was off.)

Mr. Meyer: Correct this.

Mr. Leist: (Inaudible microphone was off.).

Mr. Meyer: So I would I would then ask, is this something that we'd want to try to, you know, amend language now? Or will this be something you feel you'd like us to remove and do research on or I'm looking for the commission to how would you like us to kind of address that?

Mr. Cullinan: I guess I hadn't necessarily looked at other language in other cities or something to see how that.

Ms. Ledbetter: I mean, I think the way I prefer to be done is when you guys make a motion to recommend these back to City Council. Add on to that that with the recommendation that the driveway width be changed and then what I'll do is I'll go in and change that so that all present, hey, this is what we presented the Planning Commission. This was their recommended change. We agree with that. As long as you guys agree with it, then we'll put it in.

Mr. Cullinan: So you could email out the language of what you're thinking?

Ms. Ledbetter: Yep, I can do that. And I probably instead of extending the minimum width all just probably add language about unless there is a three car garage and then the maximum width is this because if we increase that maximum with for people with two car garages, you're going to get the same thing that you're getting now. So instead of increasing the overall width, I'll just add language in there about three car garages, you know, there's an exception

Mr. Cullinan: Like maneuverability or something, you know, is something that you can prove you need it to maneuver into your garage, you know?

Ms. Ledbetter: Yeah, yeah.

Mr. Cullinan: Exhibit or something.

Ms. Ledbetter: I'll look at that tomorrow and I'll send an update out.

Mr. Cullinan: That sounds good.

Mr. Meyer: Does that work for you, Darrin?

Mr. Leist: (Inaudible microphone not on).

Mr. Furst: Well, on that, I'm going to go ahead and make a motion and actually two

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of them, so we can have this be completely clear from a procedural standpoint. I do move that we refer the items that were submitted to us from Council as well as the additional items, with the exception of the driveway language back to Council for additional consideration.

Mr. Benner: I'll second.

Mr. Furst: Would you please call the roll Ms. Ledbetter?

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

Mr. Furst: Thank you. My second motion is that we refer the driveway matter back to council with the recommendation that the driveway language be changed, subject to staff input.

Unknown: We have a language to amend. (Inaudible)

Mr. Furst: So my original statement was that I was moving, that we refer to the driveway language back to Council with our recommendation that it be changed. Subject to staff input.

Mr. Cullinan: I'll second.

Mr. Furst: Thank you, Mr. Cullinan. Would you please call the roll Ms. Ledbetter?

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

Mr. Furst: Thank you. I believe that's all the matters before us this evening. If that is correct, then I adjourn the meeting at 6:27.

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

E. OTHER BUSINESS

F. ADJOURNMENT

G. PC MOTIONS

1. Application 2022-5014; 7332 E Main St; Main and Lancaster Development Major Site Plan; Applicant: Tim Spencer Trivium Development LLC

Ms. Ledbetter: Yeah, so we have the official submittal, for major site plan approval for application No. 2022-5014, which is the property located at the intersection of East Main Street and Lancaster Avenue. We kind of did an informal review at the last meeting. This is more of a formal review that would go to vote. So nothing's really changed since the last submittal, other than the fact that the footprint of the building was reduced and the kind of layout of the building and the structure is a little

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bit different. The only thing that really affects is their parking requirement is a little bit lower. Landscaping is pretty much the same, and it complies with all of the code requirements in section 1103.01, which covers the old Reynoldsburg commercial district. And so that's really kind of all the changes that were presented to us with this submittal.

Mr. Furst: Would the applicant like to say a few words?

Mr. Bean: Carter Bean, Bean Architects, thank you for the additional time to work on the package. I mean, really, what we've done since we were last here before you is right size not only building but the spaces around it. You know, we felt that the building that we brought in the last time was cramping the site a bit and we wanted more outside patio space to facilitate activity and, you know, really do a little bit more work in refining the building. But I don't think you're going to find anything that's substantively different other than, you know, that adjustment in size of building and increase in outdoor space. Esthetically, it's very much what we brought into before, and we're very happy with it and hope you are as well. So if you have any questions, we're happy to answer.

Mr. Furst: Open up the floor for any questions from the Planning Commission.

Mr. Benner: Unfortunately, I have an engineering report that's way too small for these old eyes to see. So just a few questions parking wise, what did we lose? Did we lose spaces, gain spaces?

Mr. Bean: Since the last time we were in, the parking is exactly the same.

Mr. Benner: Parking is the same. And how many handicapped spots?

Mr. Bean: Two handicapped spots

Mr. Benner: Are those in the same location as before?

Mr. Bean: They are in the same location as before. But we are actually we just talked before the meeting. We're talking about moving them west so that they are in that internal corner of the building.

Mr. Benner: Where there's like four or five spots right here?

Mr. Bean: It's the row of parks directly north of the Main Street building.

Mr. Benner: North of the main street. Ok.

Mr. Bean: So let's see, do you have a site plan you can pull up, Aerin? Thank you. There you go. Yeah. So heard the longer building along Main Street has ten parking spaces currently, the two handicapped spaces are at the eastern end of that row.

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We're talking about moving them to the western end of the row, where the two buildings have that internal corner, so they're centrally located to all tenants. And for the grade change, yes.

Mr. Benner: Thank you.

Mr. Bean: Dimensionally won't change anything about the parking field or the curb line, it's just striping moving them down to the West.

Ms. Alabi: I noticed that there was a second patio is that a change as well?

Mr. Bean: We had two patios before the patio on the corner is the one that most substantially increased in size. And a lot of that is to, you know, just add that activity and presence on the corner. And we obviously have included it a second story patio or balcony overlooking that patio space. So that patio, while it was there, it's more than doubled in size on that hard corner.

Mr. Furst: I seem to recall a little bit of a second story extension to the patio from the gray building there that that has since been removed. No, I like what you've done with the building in general, but were the changes made kind of a reflection of the discussion you have on going with tenants or.

Mr. Bean: That's exactly right. Yes. In fact, the tenant that Tim is speaking with for the second story of the gray building wants to be somewhat separated from the other tenants, which is why we brought the second floor balcony space off of the Main Street building rather than the Lancaster building, and kept it separated from that gray building. In fact, the two buildings are disconnected, except for a second story walkway that bridges across where the two buildings overlap. And really, we're doing that not only to run utilities, but the elevator is in that North Lancaster building, and it also provides accessibility to the larger Main Street building. But otherwise, that tenant would be happy to be completely in a separate building.

Mr. Furst: Because it's always a point of contention, I probably feel I'd be remiss if I didn't ask about this, but no changes to the storm water plan or anything like that.

Mr. Bean: Correct.

Mr. Furst: Okay. I don't have any additional questions. If anyone would like to make a motion, I'd be happy to entertain. Or if staff would like to add anything.

Mr. Meyer: No comment from staff.

Mr. Benner: I'll make a motion that we approve this plan.

Mr. Furst: We have a first, do have a second?

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Ms. Alabi: I'll second.

Mr. Furst: Thank you. We have a first and a second. Would you please call the roll?

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

RESULT:	**APPROVED [3 TO 0]**
AYES:	Furst, Benner, Alabi
EXCUSED:	Zollars
RECUSED:	Cullinan

Chairman

Planning and Zoning Administrator

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original 2021-5396

Reynoldsburg

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

Received
APR 14 2022
Reynoldsburg Building Division

App./Case#: 2022-5119
Date Submitted: 4/14/22
Fee Amount: $500.00
[X] Paid: CK

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

Property Address/Name of Plat: Summit Road SW, Etna, OH 43068			FOR MAP AMENDMENT ONLY
Description of Location: West side of Summit Road approximately 2,200 ft north of E Main Street			Proposed Zoning Dist.:
Parcel ID#(s): 107-018030-00.000 & 107-018030-00.001			Size of Area to be Rezoned:
Number of Lots: 248	Present Zoning: SR	Present Use: Agricultural Land	Existing Structures:
Complete Where Applicable: Engineer/Surveyor: CESO, Inc Builder/Developer: Ciminello Land Co.			

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): Howard & Rosemary Emswiler	Property Owner Address: 13167 Morse Road, Pataskala, OH 43062

III. APPLICANT INFORMATION

Applicant Name: Joe Ciminello	Applicant Email: ciminelloj@aol.com
Applicant Address: 567 Lazelle Road, Westerville, OH 43081	Applicant Phone Number: (614) 207-7607

[ ] Property Owner [X] Business Owner/Tenant [ ] Contractor [ ] Architect/Engineer

IV. PROJECT TYPE

[ ] District Change (Rezoning) $750 Residential $1000 Non-Residential
[X] Amendment of Development Plan $500
[ ] Major Site Plan $500

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

Applicant Signature: _____ Date: 4/14/22

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

****OFFICE USE ONLY****

Additional Notes:

Zoning Information

[ ] Zoning District: _____

Add'l Approvals Req'd

[ ] BZBA

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

P&Z Admin.: _____ Date: _____

Clerk of Council: _____ Date: _____

Attachment: SP Application (Eastwood Development Amendment of Development Plan #2022-5119)

Section 1109.19

MAJOR SITE PLAN CHECK LIST

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.

☐ 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)

Attachment: SP Application (Eastwood Development Amendment of Development Plan #2022-5119)

(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".

Attachment: SP Application (Eastwood Development Amendment of Development Plan #2022-5119)

Development Handbook
FACILITIES DEMAND WORKSHEET PAGE 1

1. Water:

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

Received
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Reynoldsburg Building Division

120,000 gdp

b) How much pressure is required?

35 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?

120,000 gdp

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

3. Traffic

a) Definitions:

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

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

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

Attachment: SP Application (Eastwood Development Amendment of Development Plan #2022-5119)

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

2,398 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
185 AM	181 AM	7:15 - 8:15 AM
251 PM	243 PM	4:45 - 5:45 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, Traffc Access Study Required.

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

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

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

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

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

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

Applicant's Signature _____ Date _____

Attachment: SP Application (Eastwood Development Amendment of Development Plan #2022-5119)

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 inlcuding 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) ooutside 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.

Attachment: SP Application (Eastwood Development Amendment of Development Plan #2022-5119)

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.

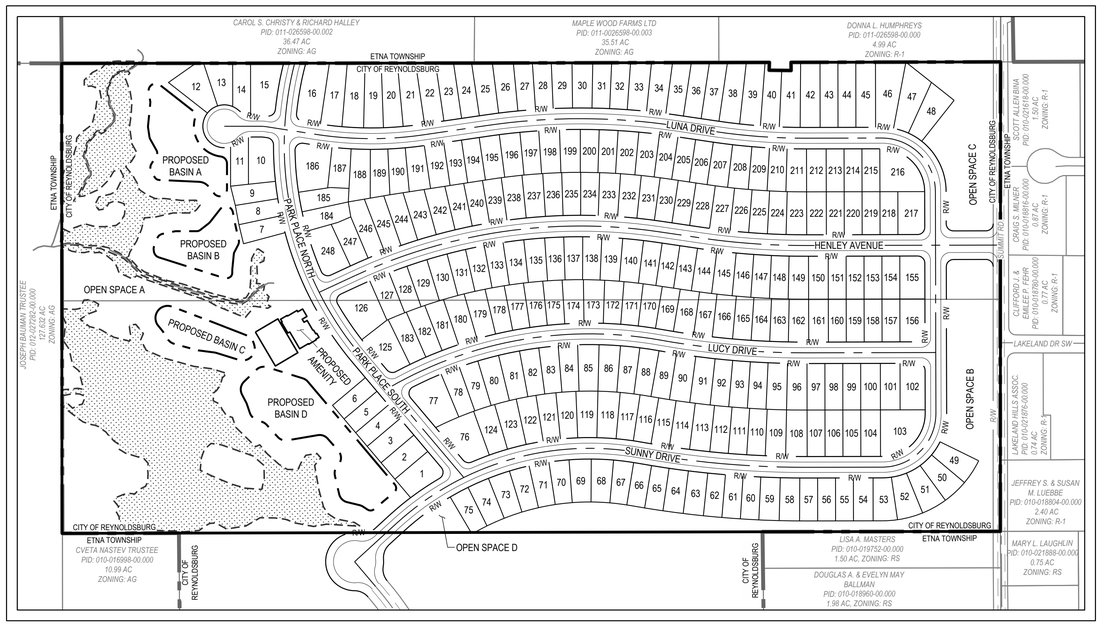
☐ Payment for the amount noted on the application form: or refer to the fee schedule under "Plan Review Fee Schedule – District Change (Rezoning)."

Attachment: SP Application (Eastwood Development Amendment of Development Plan #2022-5119)

MAJOR SITE PLAN
EASTWOOD
APRIL 2022
STATE OF OHIO, COUNTY OF LICKING, CITY OF REYNOLDSBURG

DRAWING INDEX	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	EXISTING CONDITIONS
3	OVERALL SITE PLAN
4	SITE PLAN
5	SITE PLAN
6	SITE PLAN
7	SITE PLAN
8	OVERALL UTILITY PLAN
9	UTILITY PLAN
10	UTILITY PLAN
11	UTILITY PLAN
12	UTILITY PLAN

VICINITY MAP
N.T.S.



200 0 200 400
GRAPHIC SCALE (IN FEET)
1 in. = 200 ft.

INDEX MAP
SCALE: 1"=200'

SITE DATA:

ZONING: SR - SUBURBAN RESIDENTIAL

TOTAL ACREAGE: 78.16 AC
TOTAL UNITS: 248 UNITS
DENSITY: 3.17 UNITS/AC
OPEN SPACE: 24.42 AC

TOTAL PARKING REQUIRED:
AMENITY: 29.88 SPACES (1 SPACE / 200 SQUARE FEET)
TOTAL PARKING PROVIDED:
AMENITY: 30 SPACES

BUILDING SETBACKS:
FRONT: 25'
SIDE: 5' MINIMUM
REAR: 30' MINIMUM

NOTES:

1. ALL EXISTING LINEWORK HEREON WERE PULLED FROM THE LICKING COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS).
2. STREAM AND WETLAND INFORMATION SHOWN HEREON ARE APPROXIMATE LOCATIONS FROM THE NATIONAL WETLANDS INVENTORY AND ARE SUBJECT TO CHANGE UPON FURTHER FIELD INVESTIGATION.
3. DEDICATION OF ADDITIONAL RIGHT OF WAY ALONG SUMMIT ROAD FOR POTENTIAL FUTURE ROAD WIDENING AND LEISURE PATH TO BE DETERMINED WITH FINAL ENGINEERING.

FEMA FLOOPLAIN DATA

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) OF THE FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NO. 39089C0409J, WHICH BEARS AN EFFECTIVE DATE OF MARCH 16, 2015.

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

FORTY-EIGHT (48) HOURS BEFORE DIGGING IS TO COMMENCE, THE CONTRACTORS SHALL NOTIFY THE FOLLOWING AGENCIES: OHIO UTILITIES PROTECTION SERVICE AT 811 OR 1-800-362-2764 AND ALL OTHER AGENCIES WHICH MIGHT HAVE UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NONMEMBERS OF OHIO UTILITIES PROTECTION SERVICE

OWNER:
HOWARD & ROSEMARY EMSWILER
13167 MORSE ROAD
PATASKALA, OH 43062

DEVELOPER:
CIMINELLO LAND CO.
567 LAZELLE ROAD
WESTERVILLE, OH 43081
EMAIL: CIMINELLOJ@AOL.COM
PHONE: (614) 207-7607
CONTACT: JOSEPH CIMINELLO

ENGINEER:
CESO, INC.
2800 CORPORATE EXCHANGE DRIVE
SUITE 400
COLUMBUS, OH 43231
PHONE: (614) 794-7080
CONTACT: JON BUCHANAN

REGISTERED ENGINEER

THIS IS TO CERTIFY THAT GOOD ENGINEERING PRACTICES HAVE BEEN UTILIZED IN THE DESIGN OF THIS PROJECT AND THAT ALL MINIMUM STANDARDS FOR FAIRFIELD COUNTY, INCLUDING THOSE STANDARDS GREATER THAN MINIMUM WHERE, IN OUR OPINION, THEY ARE NEEDED TO PROTECT THE SAFETY OF THE PUBLIC. ANY VARIANCES TO THE ABOVE STANDARDS ARE CONSISTENT WITH SOUND ENGINEERING PRACTICES AND ARE NOT DETRIMENTAL TO THE PUBLIC SAFETY AND CONVENIENCE.

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WWW.CESOINC.COM

NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.
EASTWOOD
LICKING COUNTY, OH
CITY OF REYNOLDSBURG

COVER SHEET

ISSUE: NOT FOR CONSTRUCTION	
DATE: APRIL 2022	
JOB NO.:	759547
DESIGN:	EAC
DRAWN:	RJL
CHECKED:	JSB
SHEET NO.	1

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Attachment: Major Site Plan - Eastwood_April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

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CAROL S. CHRISTY & RICHARD HALLEY
PID: 011-026598-00.002
36.47 AC
ZONING: AG

MAPLE WOOD FARMS LTD
PID: 011-0026598-00.003
35.51 AC
ZONING: AG

DONNA L. HUMPHREYS
PID: 011-026598-00.000
4.99 AC
ZONING: R-1

ETNA TOWNSHIP
CITY OF REYNOLDSBURG

1978.96'
S 85° 55' 58" E

584.80'
S 85° 55' 58" E

61.29'
S 85° 55' 57" E

S 4° 04' 03" W
21.89'

N 4° 04' 03" E
21.89'

EXISTING TREELINE

EXISTING WETLAND TO REMAIN

EXISTING STREAM TO REMAIN

EXISTING WETLAND TO REMAIN

EXISTING STREAM TO REMAIN

EXISTING WETLAND TO REMAIN

HOWARD P. & ROSEMARY
A. EMSWILER
PID: 107-018030-00.000
39.78 AC

2624.40'
S 86° 05' 32" E

JOSEPH BAUMAN TRUSTEE
PID: 012-027282-00.000
127.632 AC
ZONING: AG

ETNA TOWNSHIP
CITY OF REYNOLDSBURG

N 3° 58' 08" E
664.59'

N 3° 58' 08" E
664.34'

HOWARD P. & ROSEMARY
A. EMSWILER
PID: 107-018030-00.001
39.82 AC

EXISTING TREELINE

N 86° 07' 15" W
301.29'

N 86° 59' 22" W
1657.90'

N 86° 35' 42" W
664.59'

CVETA NASTEV TRUSTEE
PID: 010-016998-00.000
10.99 AC
ZONING: AG

EX. 8" SAN
EX. 15" SAN
EX. 12" WM
EX. 12" WM
EX. 12" STM
EX. 12" STM
EX. 12" STM
EX. 8" SAN
EX. 8" SAN
EX. 8" SAN
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EX. 8" SAN
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EX. 12" STM
EX. 12" STM
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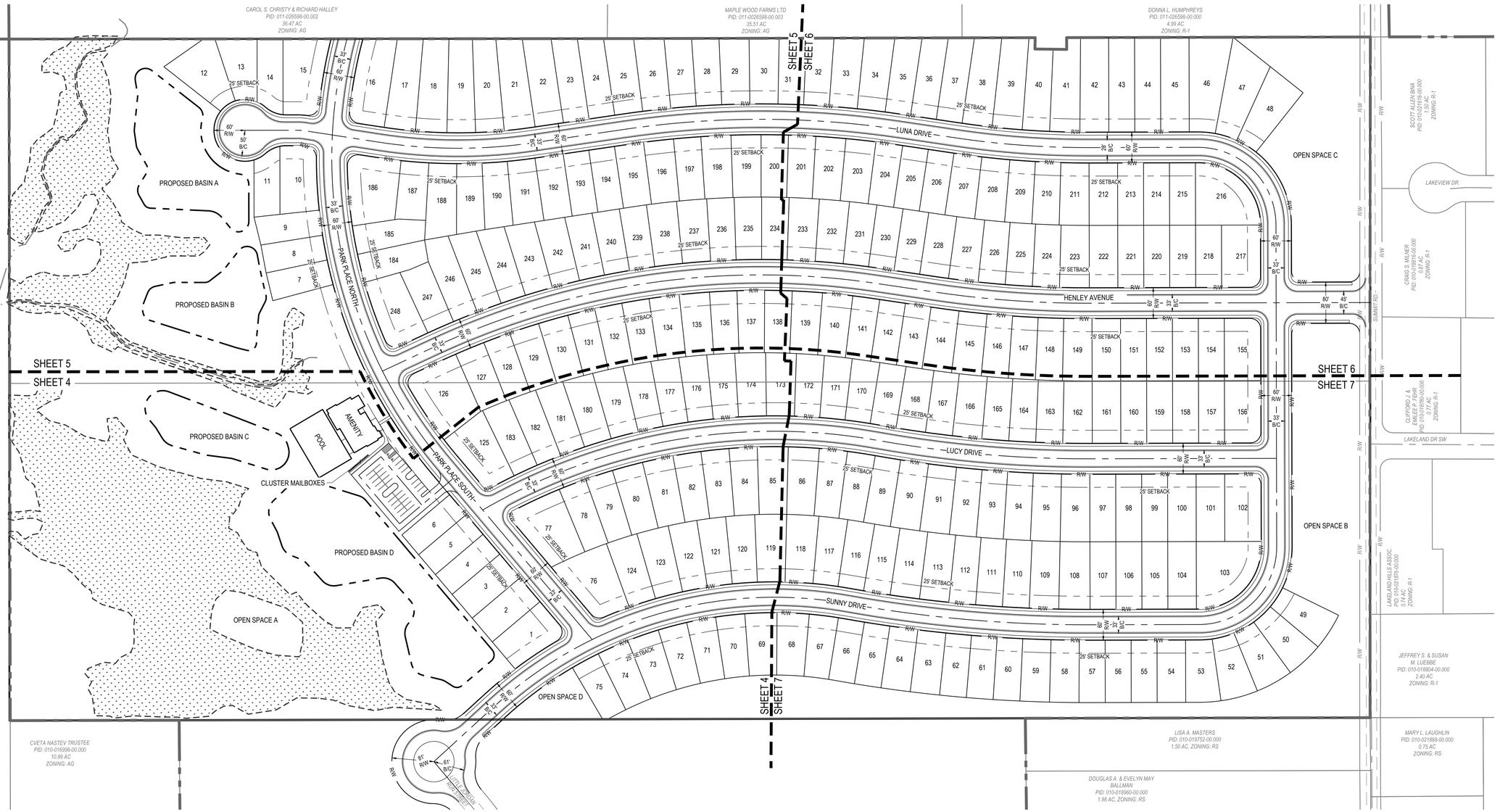
EX. 12" STM



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N

GRAPHIC SCALE (IN FEET)
1 in. = 100 ft.
100 0 100 200

LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING BACK OF CURB
- EXISTING WETLAND (TO REMAIN)
- EXISTING STREAM (TO REMAIN)
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

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WWW.CESOINC.COM

NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

OVERALL SITE PLAN

ISSUE:	NOT FOR CONSTRUCTION
DATE:	APRIL 2022
JOB NO.:	759547
DESIGN:	EAC
DRAWN:	RJL
CHECKED:	JSB
SHEET NO.	3

Attachment: Major Site Plan - Eastwood, April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

CENTERLINE CURVE TABLE						
CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	TANGENT
C8	800.00'	505.74'	497.36'	N86° 00' 14"E	036° 13' 15"	261.64'
C9	800.00'	228.53'	227.76'	N59° 42' 35"E	016° 22' 03"	115.05'
C10	915.00'	215.39'	214.90'	N29° 26' 56"W	013° 29' 15"	108.20'
C16	1120.00'	787.69'	771.55'	S83° 57' 59"W	040° 17' 44"	410.92'

N

50 0 50 100

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING BACK OF CURB
- EXISTING WETLAND (TO REMAIN)
- EXISTING STREAM (TO REMAIN)
- R/W — PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

NOTE

1. STREET LIGHTS ARE TO BE PROVIDED PER THE CITY OF REYNOLDSBURG REQUIREMENTS.
2. ADA CURB RAMPS TO BE PROVIDED DURING FINAL ENGINEERING DESIGN.

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NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

SITE PLAN

ISSUE:	NOT FOR CONSTRUCTION
DATE:	APRIL 2022
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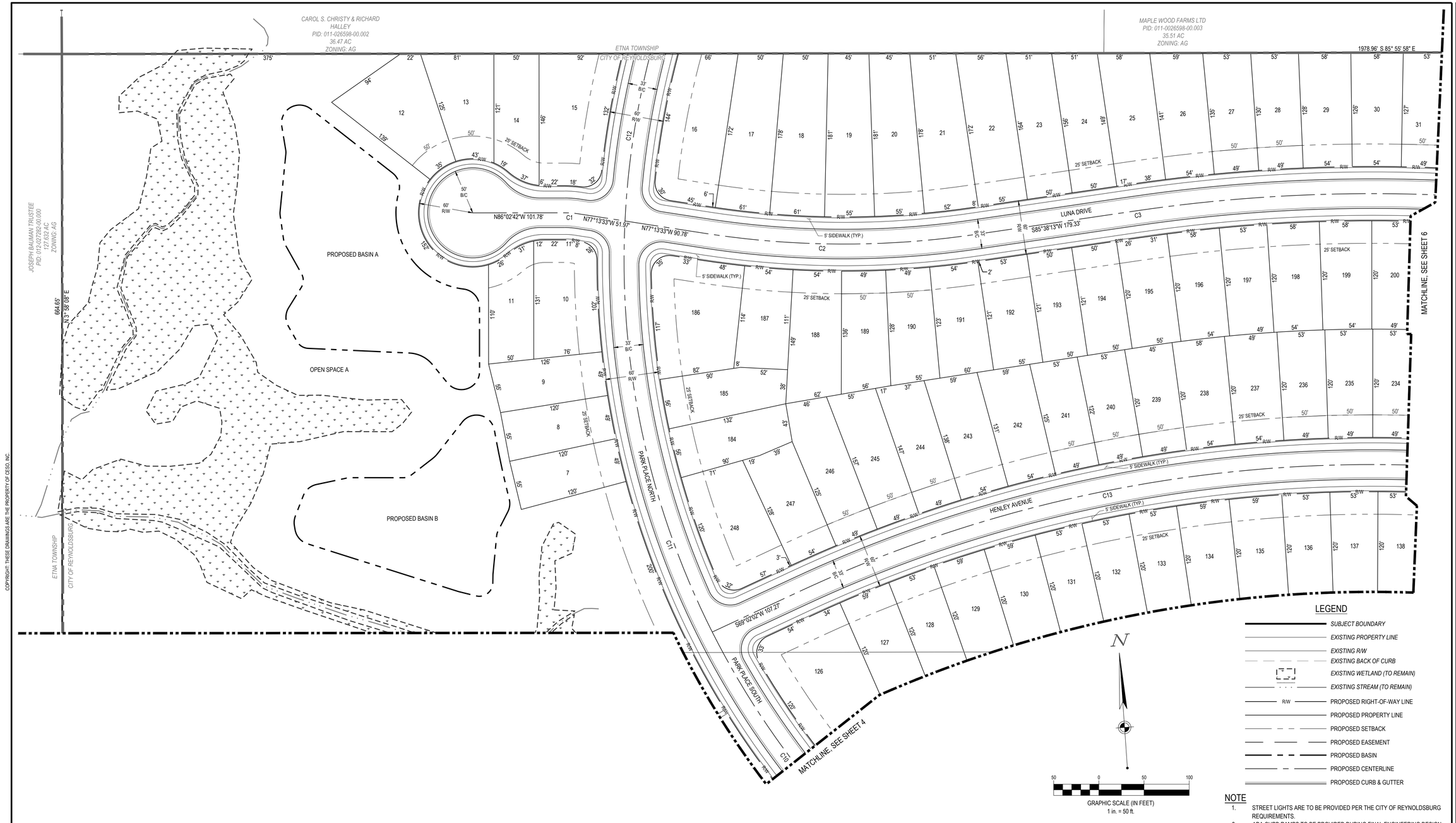
CHECKED:	JSB
SHEET NO.	4

Attachment: Major Site Plan - Eastwood_April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)



LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING BACK OF CURB
- EXISTING WETLAND (TO REMAIN)
- EXISTING STREAM (TO REMAIN)
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

N

50 0 50 100

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

NOTE

1. STREET LIGHTS ARE TO BE PROVIDED PER THE CITY OF REYNOLDSBURG REQUIREMENTS.
2. ADA CURB RAMPS TO BE PROVIDED DURING FINAL ENGINEERING DESIGN.

CENTERLINE CURVE TABLE

CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	TANGENT
C1	100.00'	15.39'	15.38'	N81° 38' 08"W	008° 49' 09"	7.71'
C2	1000.00'	299.10'	297.99'	N85° 47' 40"W	017° 08' 14"	150.67'
C3	1800.00'	527.15'	525.27'	N85° 58' 23"W	016° 46' 47"	265.48'
C10	915.00'	215.39'	214.90'	N29° 26' 56"W	013° 29' 15"	108.20'
C11	915.00'	139.02'	138.89'	N18° 21' 09"W	008° 42' 19"	69.64'
C12	915.00'	187.87'	187.54'	N12° 38' 03"E	011° 45' 52"	94.27'
C13	1500.00'	873.96'	861.65'	S85° 43' 31"W	033° 22' 58"	449.78'

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NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

SITE PLAN

ISSUE:
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APRIL 2022

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SHEET NO.
5

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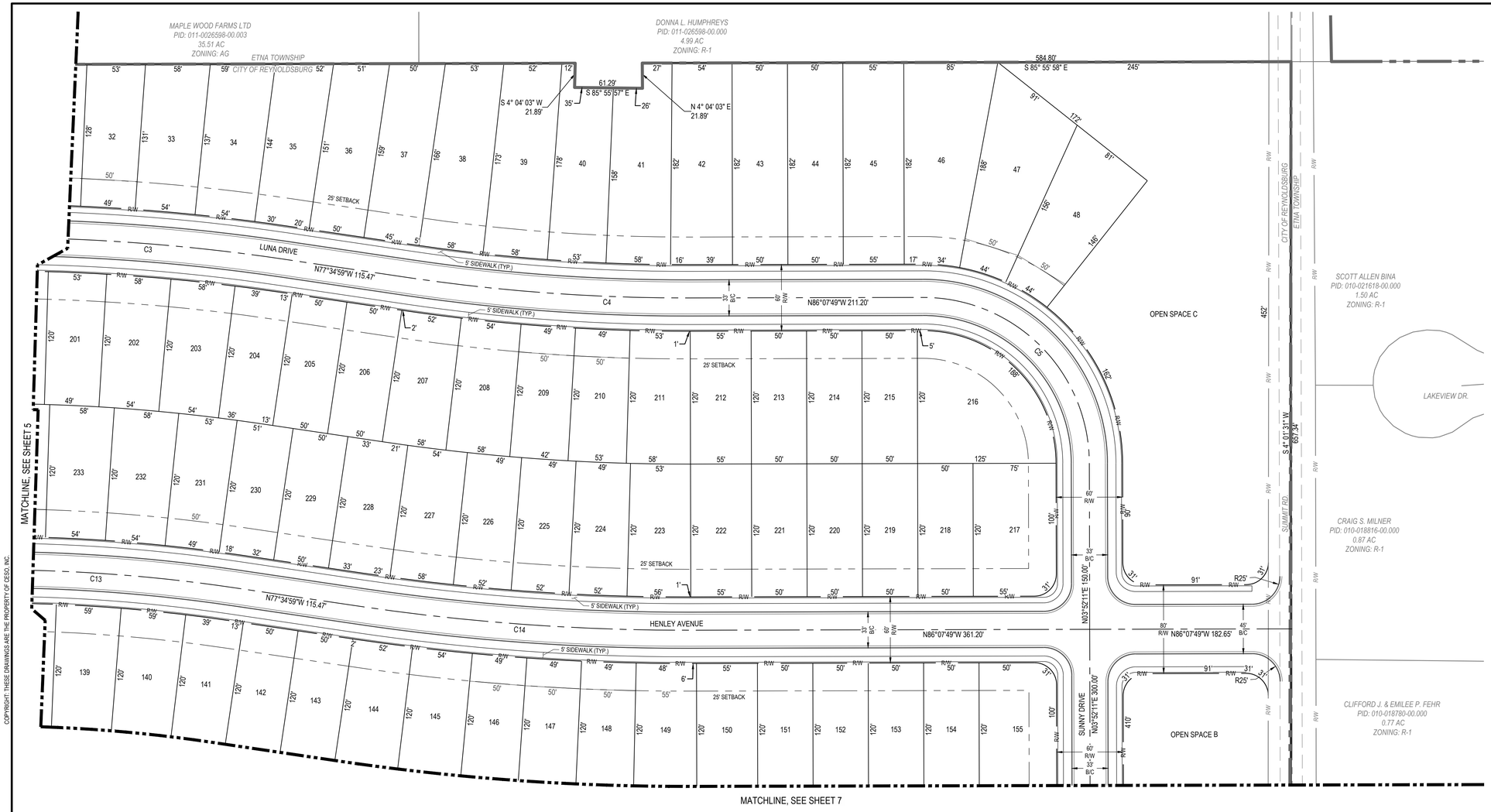

LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING BACK OF CURB
- EXISTING WETLAND (TO REMAIN)
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

N

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

NOTE

1. STREET LIGHTS ARE TO BE PROVIDED PER THE CITY OF REYNOLDSBURG REQUIREMENTS.
2. ADA CURB RAMPS TO BE PROVIDED DURING FINAL ENGINEERING DESIGN.

CENTERLINE CURVE TABLE

CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	TANGENT
C3	1800.00'	527.15'	525.27'	N85° 58' 23"W	016° 46' 47"	265.48'
C4	1700.00'	253.60'	253.36'	N81° 51' 24"W	008° 32' 49"	127.03'
C5	150.00'	235.62'	212.13'	N41° 07' 49"W	090° 00' 00"	150.00'
C13	1500.00'	873.96'	861.65'	S85° 43' 31"W	033° 22' 58"	449.78'
C14	2000.00'	298.35'	298.07'	N81° 51' 24"W	008° 32' 49"	149.45'

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH

CITY OF REYNOLDSBURG

SITE PLAN

NO.	DATE	REVISION DESCRIPTION

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DESIGN:	EAC
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CHECKED:	JSB

SHEET NO.
6

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NOTE

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2. ADA CURB RAMPS TO BE PROVIDED DURING FINAL ENGINEERING DESIGN.

CENTERLINE CURVE TABLE

CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	TANGENT
C6	150.00'	235.62'	212.13'	N48° 52' 11"E	090° 00' 00"	150.00'
C7	2620.00'	468.45'	467.83'	S81° 00' 29"E	010° 14' 40"	234.85'
C15	2300.00'	411.24'	410.69'	N81° 00' 29"W	010° 14' 40"	206.17'
C16	1120.00'	787.69'	771.55'	S83° 57' 59"W	040° 17' 44"	410.92'

MATCHLINE, SEE SHEET 6

MATCHLINE, SEE SHEET 4

LUCY DRIVE

SUNNY DRIVE

N86°07'49"W 361.20'

S86°07'49"E 211.20'

N03°52'11"E 300.00'

N03°52'11"E 170.00'

OPEN SPACE B

OPEN SPACE B

CLIFFORD J. & EMILEE P. FEHR
PID: 010-018780-00.000
0.77 AC
ZONING: R-1

LAKELAND DR SW

LAKELAND HILLS ASSOC.
PID: 010-021876-00.000
0.74 AC
ZONING: R-1

JEFFREY S. & SUSAN M. LUEBBE
PID: 010-018804-00.000
2.40 AC
ZONING: R-1

MARY L. LAUGHLIN
PID: 010-021888-00.000
0.75 AC
ZONING: RS

LISA A. MASTERS
PID: 010-019752-00.000
1.50 AC, ZONING: RS

CITY OF REYNOLDSBURG
ETNA TOWNSHIP

N 86° 35' 42" W
664.59'

S 4° 01' 31" W
657.34'

740'

SUMMIT RD.

CITY OF REYNOLDSBURG

ETNA TOWNSHIP

CITY OF REYNOLDSBURG

SAN SAN SAN SAN

LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING BACK OF CURB
- EXISTING WETLAND (TO REMAIN)
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

N

50 0 50 100

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

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NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH

CITY OF REYNOLDSBURG

SITE PLAN

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SHEET NO.	7

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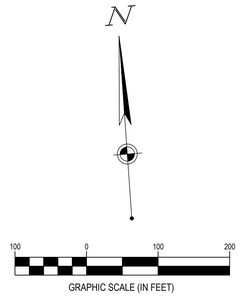
LEGEND



GRAPHIC SCALE (IN FEET)
1 in. = 100 ft.

LEGEND

- *SUBJECT BOUNDARY*
- *EXISTING PROPERTY LINE*
- *EXISTING R/W*
- *EXISTING CENTERLINE*
- *EXISTING BACK OF CURB*
- STM — *EXISTING STORM SEWER*
- *SAN* — *EXISTING SANITARY SEWER*
- *W* — *EXISTING WATER MAIN*
- *EXISTING STORM STRUCTURE*
- *EXISTING SANITARY MANHOLE*
- *EXISTING WATER STRUCTURES*
- *EXISTING WETLAND (TO REMAIN)*
- *EXISTING STREAM (TO REMAIN)*
- R/W — PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER
- ST — PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- PROPOSED CURB INLET
- PROPOSED STORM SEWER MANHOLE
- SAN — PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER MANHOLE
- W — PROPOSED WATER LINE
- PROPOSED HYDRANT/VALVE

NOTE

1. EXISTING UTILITIES SHOWN HEREON ARE FOR REFERENCE ONLY. SAID UTILITIES ARE TO BE BUILT AS PART OF A SEPARATE PLAN ASSOCIATED WITH THE ADJACENT COMMERCIAL DEVELOPMENT.

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OVERALL UTILITY PLAN

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LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING CENTERLINE
- EXISTING BACK OF CURB
- STM — EXISTING STORM SEWER
- SAN — EXISTING SANITARY SEWER
- W — EXISTING WATER MAIN
- EXISTING STORM STRUCTURE
- EXISTING SANITARY MANHOLE
- EXISTING WATER STRUCTURES
- EXISTING WETLAND (TO REMAIN)
- EXISTING STREAM (TO REMAIN)
- R/W — PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
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- PROPOSED CATCH BASIN
- PROPOSED CURB INLET
- PROPOSED STORM SEWER MANHOLE
- SAN — PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER MANHOLE
- W — PROPOSED WATER LINE
- PROPOSED HYDRANT/VALVE

N

50 0 50 100

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

NOTE

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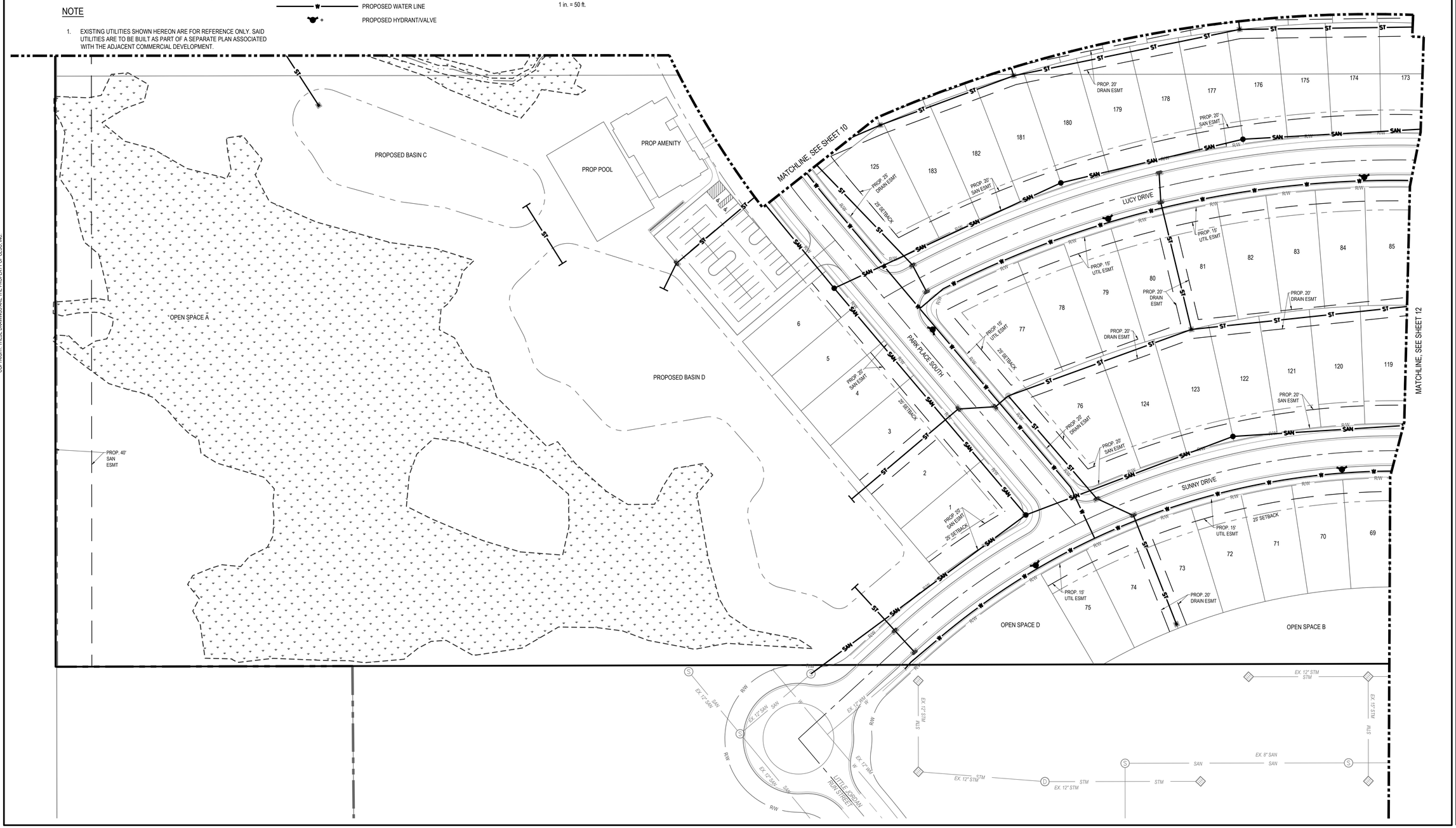
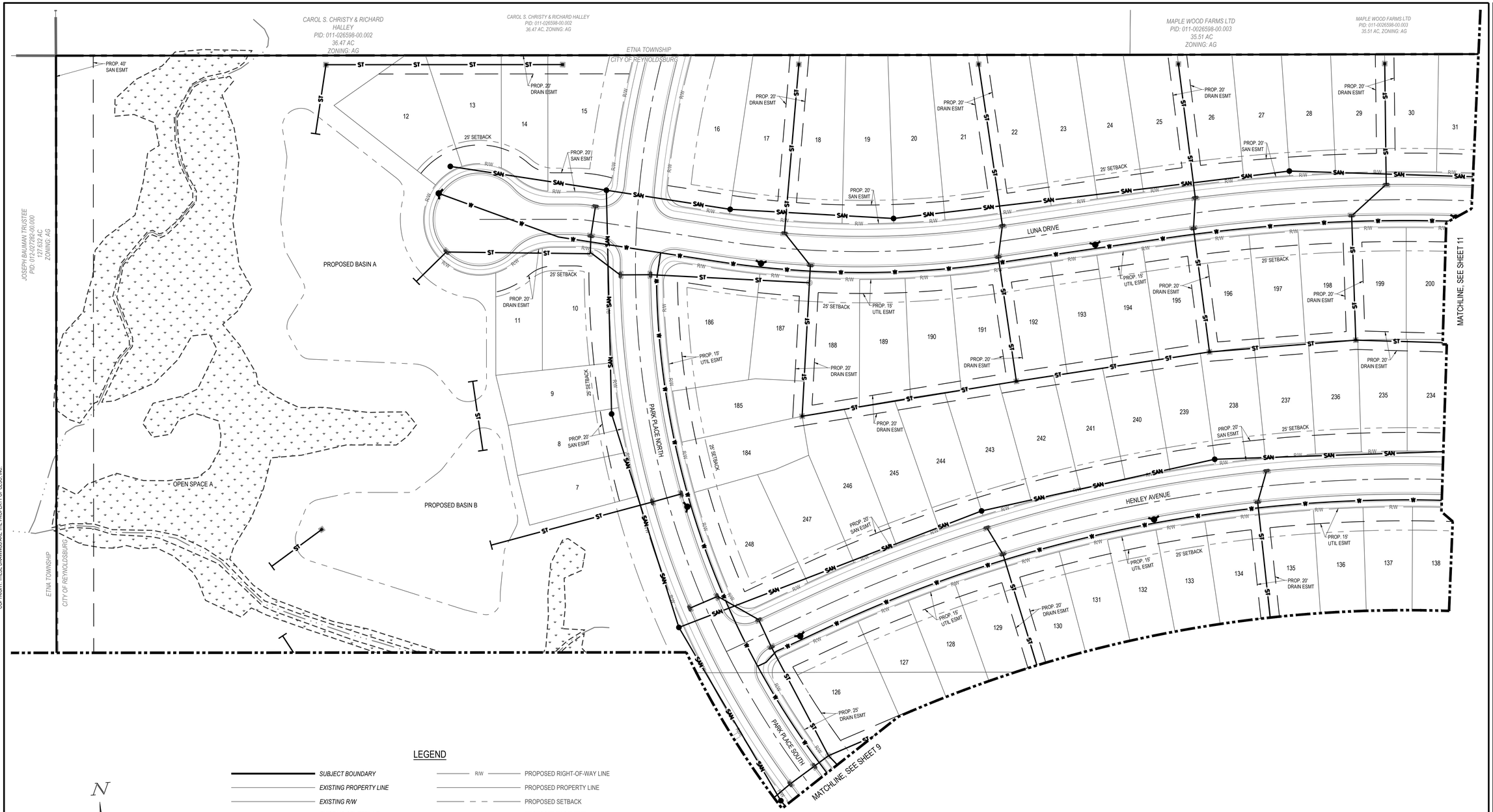

PROPOSED BASIN C
PROP POOL
PROP AMENITY
OPEN SPACE A
PROPOSED BASIN D
PROP. 40' SAN ESMT
MATCHLINE, SEE SHEET 10
MATCHLINE, SEE SHEET 12
LUCY DRIVE
PARK PLACE SOUTH
SUNNY DRIVE
LITTLE JORDAN RUN STREET
OPEN SPACE D
OPEN SPACE B
PROP. 20' DRAIN ESMT
PROP. 20' SAN ESMT
PROP. 15' UTIL ESMT



LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
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N

50 0 50 100

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

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CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

UTILITY PLAN

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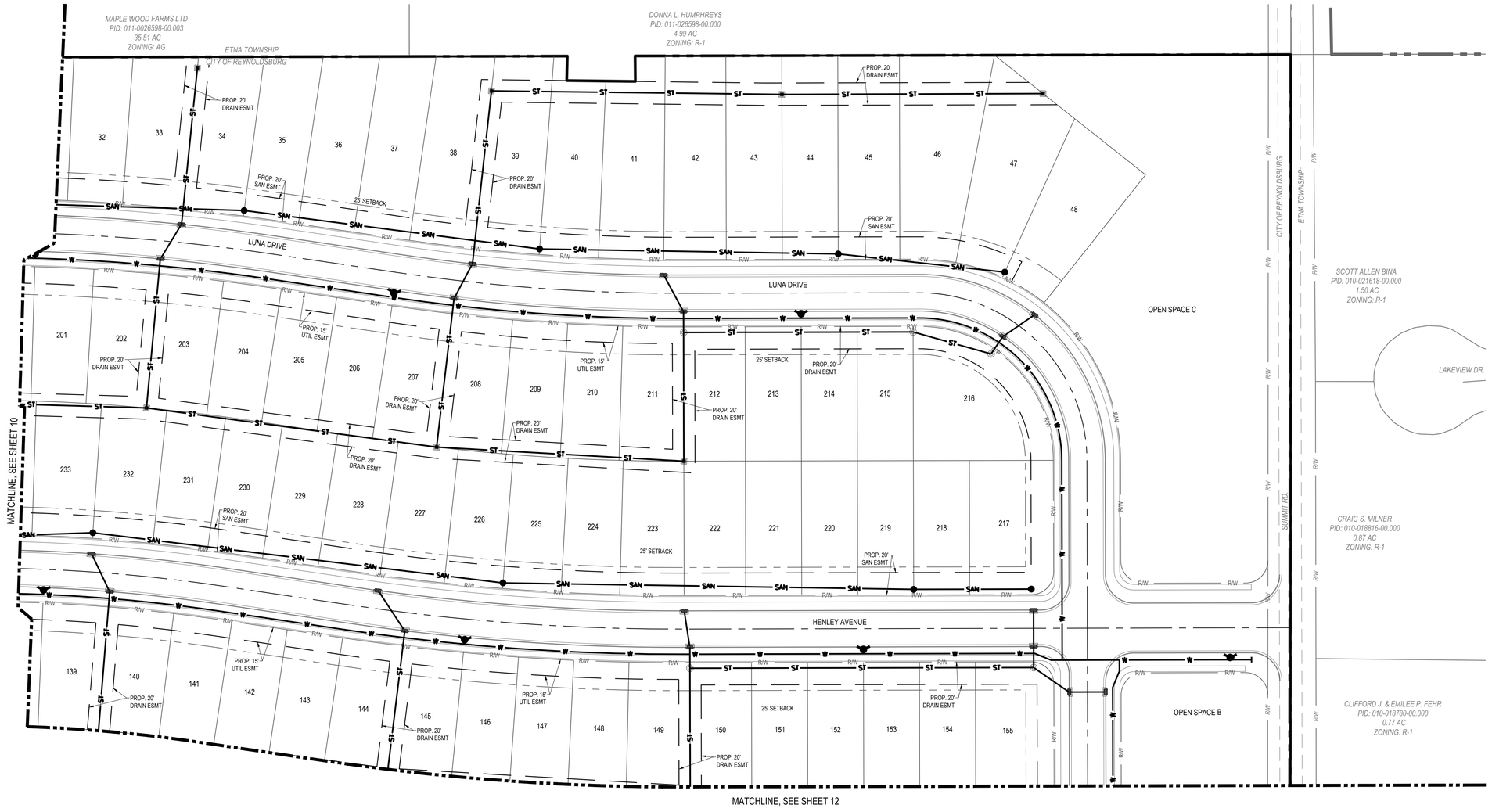

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N

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

LEGEND

- *SUBJECT BOUNDARY*
- *EXISTING PROPERTY LINE*
- *EXISTING R/W*
- *EXISTING CENTERLINE*
- *EXISTING BACK OF CURB*
- STM *EXISTING STORM SEWER*
- SAN *EXISTING SANITARY SEWER*
- W *EXISTING WATER MAIN*
- *EXISTING STORM STRUCTURE*
- *EXISTING SANITARY MANHOLE*
- *EXISTING WATER STRUCTURES*
- *EXISTING WETLAND (TO REMAIN)*
- R/W PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER
- ST PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- PROPOSED CURB INLET
- PROPOSED STORM SEWER MANHOLE
- SAN PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER MANHOLE
- W PROPOSED WATER LINE
- PROPOSED HYDRANT/VALVE

NOTE

1. EXISTING UTILITIES SHOWN HEREON ARE FOR REFERENCE ONLY. SAID UTILITIES ARE TO BE BUILT AS PART OF A SEPARATE PLAN ASSOCIATED WITH THE ADJACENT COMMERCIAL DEVELOPMENT.

CESO
WWW.CESOINC.COM

NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

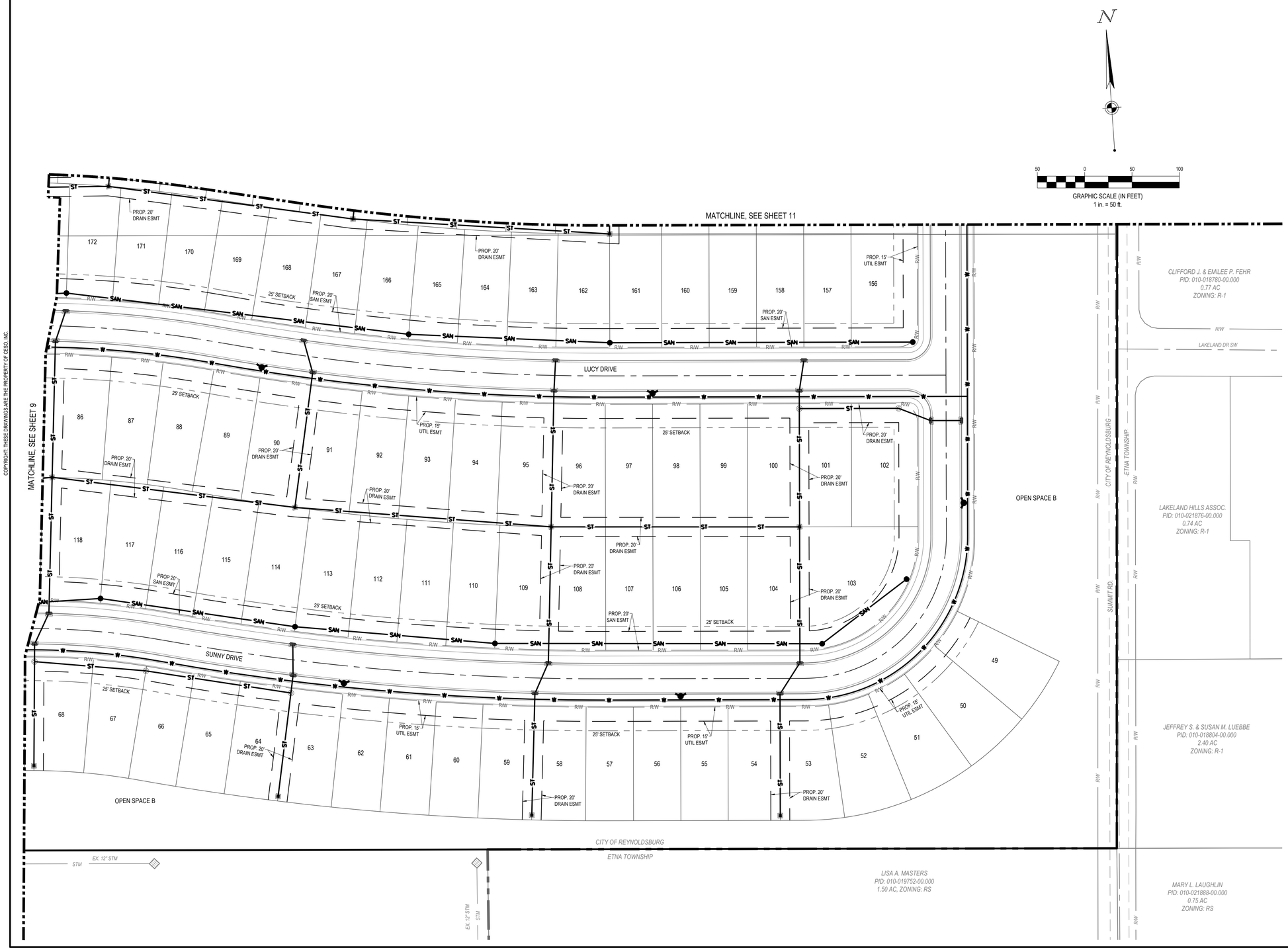
LICKING COUNTY, OH
CITY OF REYNOLDSBURG

UTILITY PLAN

ISSUE:	NOT FOR CONSTRUCTION
DATE:	APRIL 2022
JOB NO.:	759547
DESIGN:	EAC
DRAWN:	RJL
CHECKED:	JSB
SHEET NO.	11

Attachment: Major Site Plan - Eastwood_April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

COPYRIGHT: THESE DRAWINGS ARE THE PROPERTY OF CESO, INC.



LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING CENTERLINE
- EXISTING BACK OF CURB
- STM — EXISTING STORM SEWER
- SAN — EXISTING SANITARY SEWER
- W — EXISTING WATER MAIN
- EXISTING STORM STRUCTURE
- EXISTING SANITARY MANHOLE
- EXISTING WATER STRUCTURES
- EXISTING WETLAND (TO REMAIN)
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CESO
WWW.CESOINC.COM

NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

UTILITY PLAN

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SHEET NO.	12

Attachment: Major Site Plan - Eastwood, April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

ILLUSTRATIVE PLAN

EASTWOOD - SINGLE FAMILY

PREPARED FOR CESO

DATE: 4/14/22

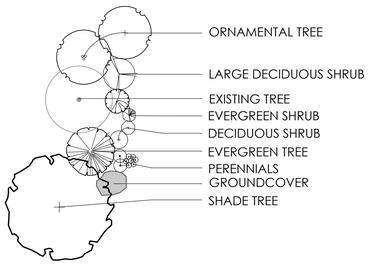
NORTH
1" = 100'
0 50 100 200 300

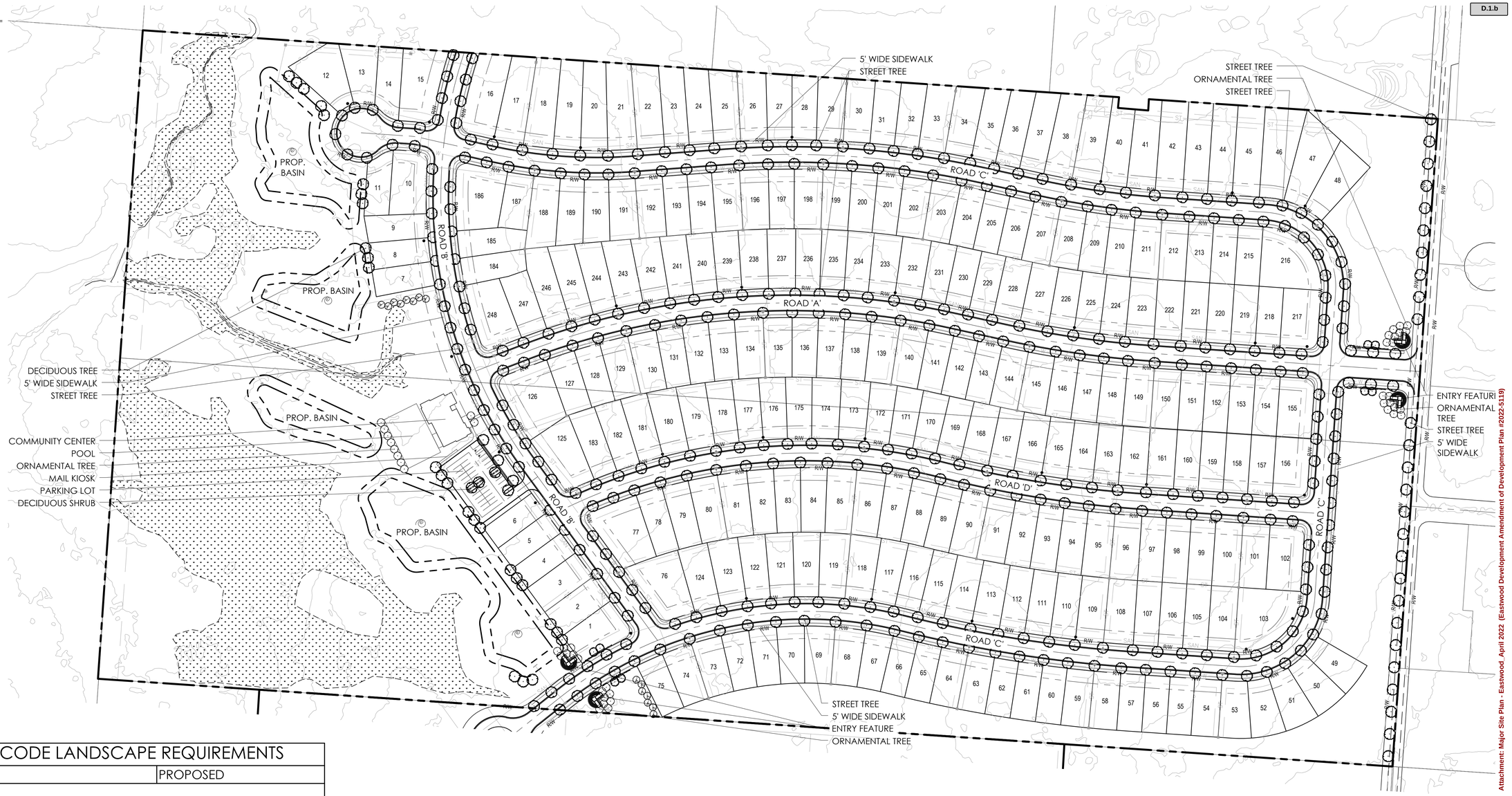
Faris Planning & Design
LAND PLANNING ◆ LANDSCAPE ARCHITECTURE
4876 Cemetery Road
p (614) 487-1964
Hilliard, OH 43026
www.farisplanninganddesign.com

Attachment: Major Site Plan - Eastwood_April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES





REYNOLDSBURG ZONING CODE LANDSCAPE REQUIREMENTS	
CODE	PROPOSED
TREE REPLACEMENT (1105.07 - E.) ***	
EACH EXISTING MAJOR TREE (WITH A CALIPER OF 18" OR LARGER) REMOVED SHALL BE REPLACED WITH (1) TREE, HAVING A MINIMUM CALIPER OF (1.75") MEASURED AT (1') ABOVE THE GROUND	***TREE REPLACEMENT QUANTITIES TO BE FINALIZED AFTER FINAL ENGINEERING***
STREET TREES (1105.07 - G.)	
TREES, TO BE APPROVED BY THE CITY OF REYNOLDSBURG, SHALL BE PLANTED ALONG THE PUBLIC RIGHT-OF-WAY OF ANY DEVELOPMENT, MINIMUM 2" CAL. AND SPACED AT 35' ON CENTER	***372 STREET TREES PROVIDED ALONG PUBLIC R.O.W. AT 45' ON CENTER***
INTERIOR LOT LANDSCAPING (1105.07 - H. - i.) FOR RESIDENTIAL LAND USE	
0.5" TREE CALIPER MUST BE PLANTED FOR EACH 3,000 SQUARE FEET OF LOT SIZE. TOTAL LOT SIZE: 1,669,099 SQ. FT. = 279 CALIPER INCHES REQUIRED FOR INTERIOR LOT LANDSCAPING.	***279 CALIPER INCHES PROVIDED (SHADE AND ORNAMENTAL TREES)***
CREDIT OF EXISTING TREES ON SITE (1105.07 - H. - ii.) ***	
EXISTING TREES PROTECTED DURING CONSTRUCTION MAY BE CREDITED TOWARDS THE INTERIOR PLANTING REQUIREMENTS (CALIPER MEASURED AT 4.5' ABOVE THE GROUND)	***EXISTING TREE CREDIT QUANTITIES TO BE FINALIZED AFTER FINAL ENGINEERING***
MECHANICAL EQUIPMENT SCREENING (1105.07 - K. - iii.)	
MECHANICAL EQUIPMENT ASSOCIATED WITH A BUILDING SHALL BE INCORPORATED WITH LANDSCAPING SO THAT THESE FUNCTIONS ARE OUT OF VIEW OF THE PUBLIC RIGHT-OF-WAY AND ADJACENT PROPERTIES, WHILE ALLOWING CONVENIENT ACCESS.	***LANDSCAPING AND FENCE TO BE INSTALLED IN FRONT OF A/C UNITS***

REYNOLDSBURG ZONING CODE LANDSCAPE REQUIREMENTS	
CODE	PROPOSED
PARKING AREA LANDSCAPING (1105.07 - J. - ii.)	
FOR EVERY (10) PARKING SPACES OR FRACTION THEREOF, (200) SQUARE FEET OF INTERIOR LANDSCAPED PARKING LOT AREAS ARE REQUIRED, CONTAINING AT LEAST (1) TREE WITH A MINIMUM DIAMETER OF 2", AND (4) SHRUBS. MINIMUM AREA PERMITTED SHALL BE (200) SQUARE FEET, WITH A MINIMUM WIDTH OF (10'). ***30 PARKING SPACES PROVIDED:***	***3 TREES AND 12 SHRUBS PROVIDED***
PARKING AREA BERM (1105.07 - J. - v.)	
PARKING LOT PERIMETER LANDSCAPING SHALL BE PROVIDED, TO BE A MINIMUM OF 10' WIDE, EXCLUDING ANY VEHICULAR OVERHANG. LANDSCAPING SHALL CONSIST OF A CONTINUOUS EVERGREEN HEDGE, EVERGREEN TREES, EARTHEN MOUND, OR COMBINATION THEREOF, REACHING A HEIGHT OF 36" WITHIN (1) YEAR OF INSTALLATION. PERIMETER LANDSCAPING SHALL ALSO CONTAIN A MINIMUM OF (1) DECIDUOUS TREE PER (50) LINEAL FEET OF PARKING PERIMETER. ***APPROXIMATELY 123' LINEAR FEET OF PARKING PERIMETER.***	**3 DECIDUOUS TREES PROVIDED & HEDGE TO REACH 36" HEIGHT WITHIN ONE YEAR OF INSTALLATION PROVIDED.**

LANDSCAPE PLAN

EASTWOOD - SINGLE FAMILY

PREPARED FOR CESO

DATE: 4/14/22

NORTH
1" = 100'

0 50 100 200 300

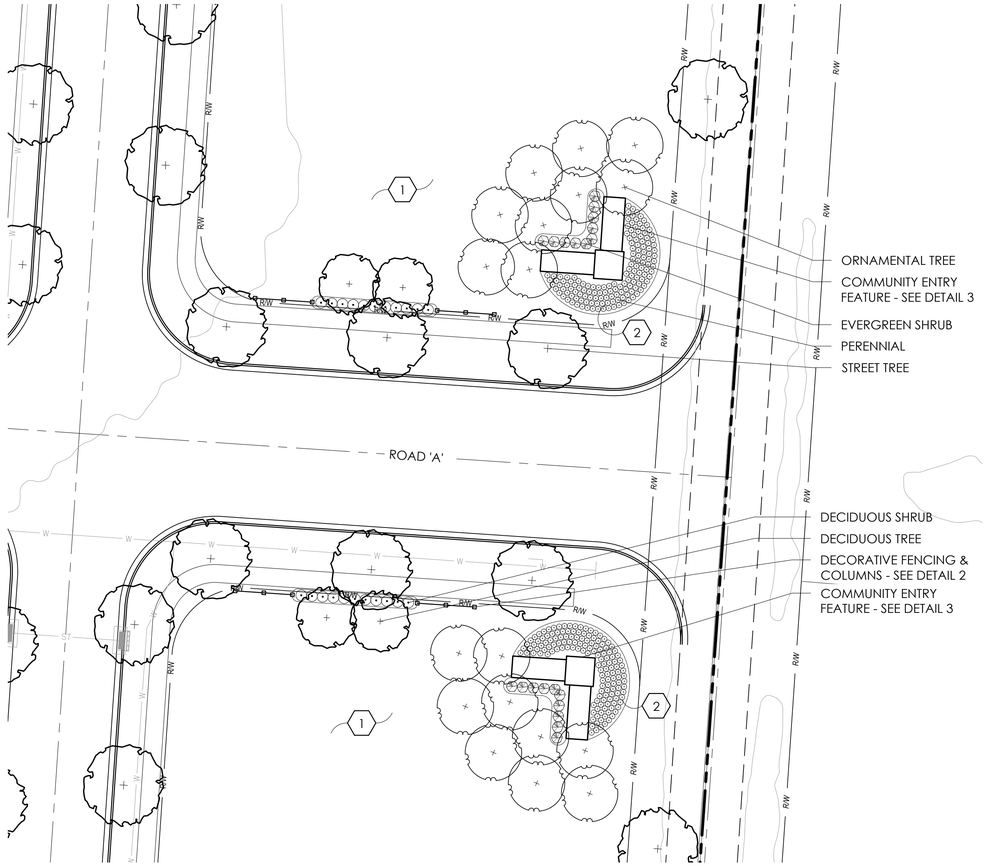
Faris Planning & Design

LAND PLANNING ◆ LANDSCAPE ARCHITECTURE

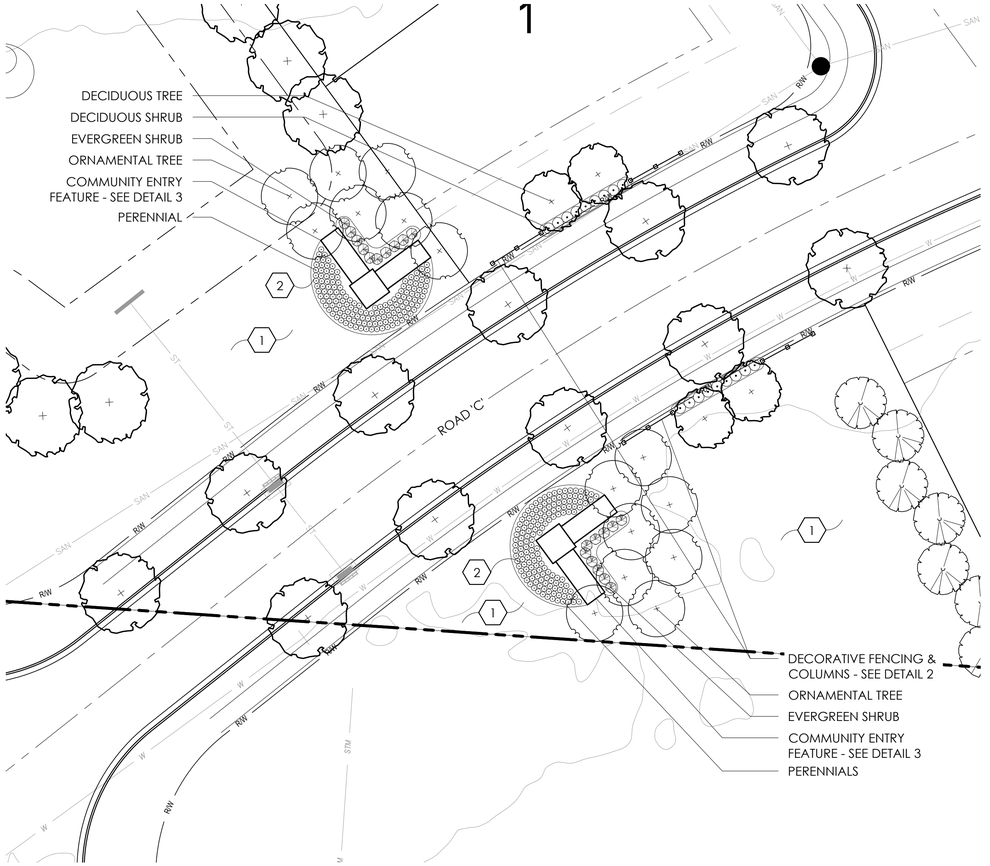
4876 Cemetery Road
p (614) 487-1964

Hilliard, OH 43026
www.farisplanninganddesign.com

Attachment: Major Site Plan - Eastwood, April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)



1 EAST ENTRY ENLARGEMENT
SCALE: 1" = 20'



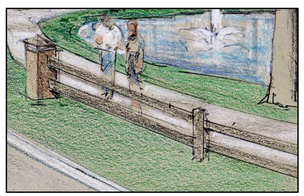
2 WEST ENTRY ENLARGEMENT
SCALE: 1" = 20'

CONSTRUCTION NOTES:

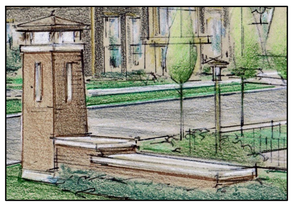
1. LAWN AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.
2. LANDSCAPE AREA, PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

PLANT KEY TYPICALS

SEE PLANT LIST FOR SPECIFIC PLANT SPECIES



2 DECORATIVE FENCING & COLUMNS
SCALE: N.T.S



3 COMMUNITY ENTRY FEATURE
SCALE: N.T.S

LANDSCAPE ENLARGEMENT PLAN

EASTWOOD - SINGLE FAMILY

PREPARED FOR CESO

DATE: 4/14/22

NORTH
1" = 20'
0 10 20 40 60

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EASTWOOD

SINGLE-FAMILY – EXTERIOR ELEVATIONS

(EXAMPLE ONLY)

Attachment: Major Site Plan - Eastwood_April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

Attachment: Major Site Plan - Eastwood_April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

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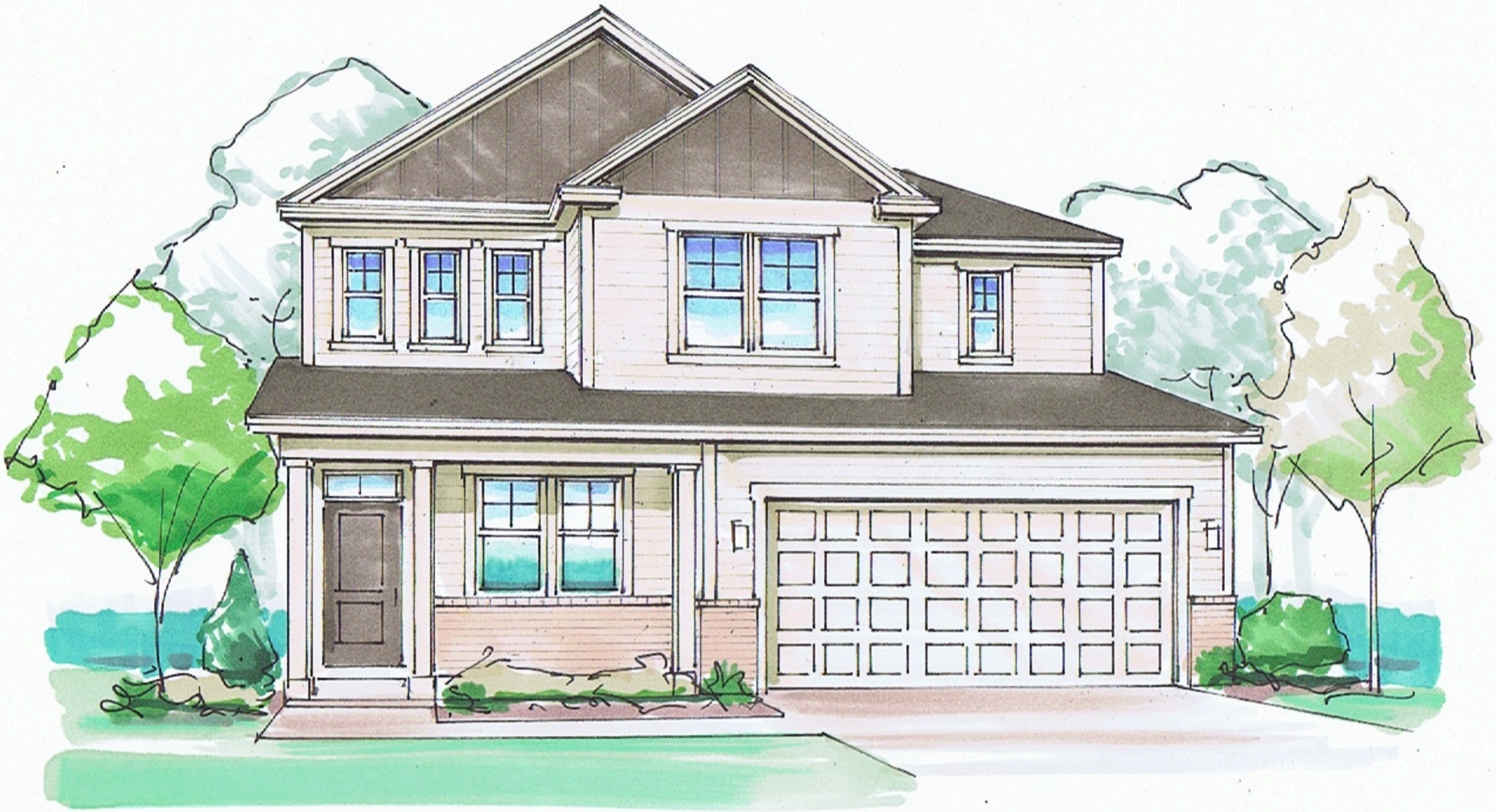

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Attachment: Major Site Plan - Eastwood_April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

EASTWOOD

COMMUNITY CENTER – EXTERIOR ELEVATIONS

(EXAMPLE ONLY)

Attachment: Major Site Plan - Eastwood_April 2022 (Eastwood Development Amendment of Development Plan #2022-5119)

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Reynoldsburg
OHIO · 1839

May 5th, 2022

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

RE: Eastwood Development (Summit Road) – Amendment to a Development Plan #2022-5119 Staff Report

Planning Commission:

Below is the staff review of the above referenced application.

1. **Project Summary**

a. The property is located just north of the intersection of E Main Street and Summit Road and includes parcel # 107-018030. The property was annexed into the city in February of 2021.

b. The applicant, Joe Ciminello, is requesting Planning Commission approval for an amendment to a Development Plan. The major site plan was initially approved by Planning Commission on December 2nd, 2021.

c. Findings during the engineering review process caused a reduction of part of the roadway system as well as the elimination of all of the multi-family buildings.

3. **Staff Recommendation**

a. Staff is supportive of the changes and recognizes that they were caused by engineering findings that were not available during the initial planning process.

b. The Commission shall consider whether the proposed application 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.

Attachment: Staff Report - Eastwood DP (Eastwood Development Amendment of Development Plan #2022-5119)

Reynoldsburg

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

Received
APR 14 2022
Reynoldsburg Building Division

App./Case# 2022-5118
Date Submitted: 4/14/22
Fee Amount: $500.00
☒ Paid: CK
Signed CK rec'd 4/21/22

LAND SUBDIVISION/PLAT APPLICATION

I. PROPERTY INFORMATION

Property Address/Name of Plat:
Summit Road SW, Etna, OH 43068

Description of Location:
West side of Summit Road approximately 2,200 ft north of E Main Street

Parcel ID#(s):
107-018030-00.000 & 107-018030-00.001

Number of Lots:
248

original app 2021-5395

Complete Where Applicable:
Engineer/Surveyor: CESO, Inc
Builder/Developer: Ciminello Land Co.

II. PROPERTY OWNER OF RECORD

Property Owner Name(s):	Property Owner Address:
Howard & Rosemary Emswiler	13167 Morse Road, Pataskala, OH 43062

III. APPLICANT INFORMATION

Applicant Name:	Applicant Email:
Joe Ciminello	ciminelloj@aol.com
Applicant Address:	**Applicant Phone Number:**
567 Lazelle Road, Westerville, OH 43081	(614) 207-7607

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

IV. PROJECT TYPE

☐ Subdivision without Plat ($200 Residential/$250 Non-Residential)
☐ Preliminary Plat ($750 + $50 per lot)
☐ Final Plat ($500)
☒ Plat Modification/Vacation ($500)

Applicant Signature: _____ Date: 4/14/22

*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
☐ Historic District

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

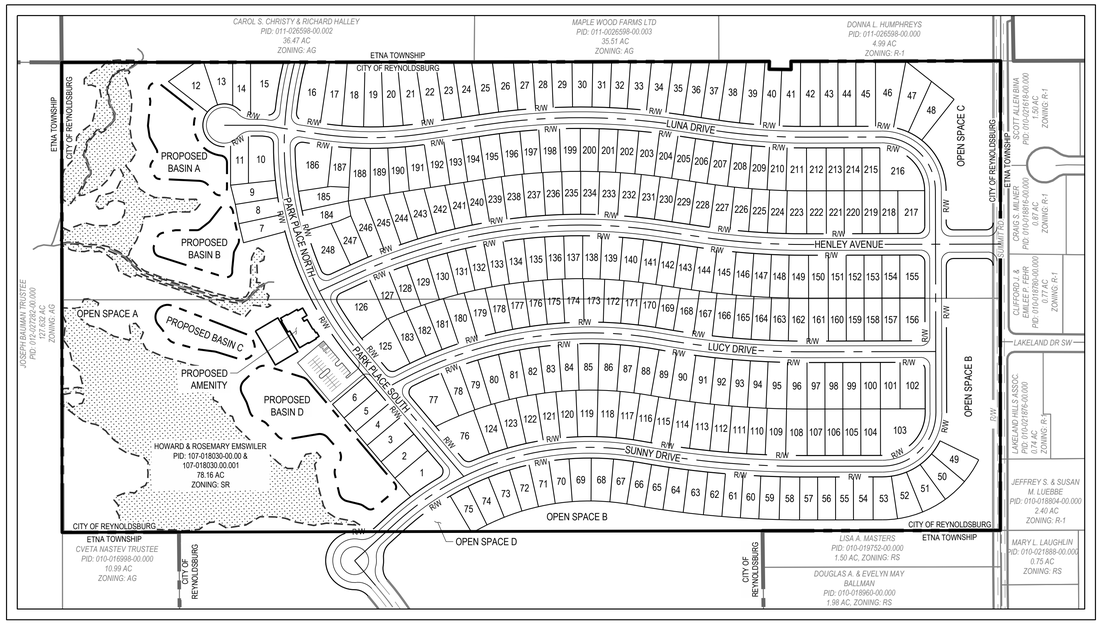
P&Z Admin.: _____ Date: _____
Clerk of Council: _____ Date: _____

Attachment: PM application (Eastwood Development Plat Modification App #2022-5118)

PRELIMINARY PLAT
EASTWOOD
APRIL 2022
STATE OF OHIO, COUNTY OF LICKING, CITY OF REYNOLDSBURG

VICINITY MAP
N.T.S.

DRAWING INDEX	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	OVERALL PRELIMINARY PLAT
3	PRELIMINARY PLAT
4	PRELIMINARY PLAT
5	PRELIMINARY PLAT
6	PRELIMINARY PLAT



200 0 200 400
GRAPHIC SCALE (IN FEET)
1 in. = 200 ft.

INDEX MAP
SCALE: 1"=200'

SITE DATA:

ZONING:	SR - SUBURBAN RESIDENTIAL
TOTAL ACREAGE:	78.16 AC
TOTAL UNITS:	248 UNITS
DENSITY:	3.17 UNITS/AC
OPEN SPACE:	24.42 AC
TOTAL PARKING REQUIRED:	
AMENITY:	29.88 SPACES (1 SPACE / 200 SQUARE FEET)
TOTAL PARKING PROVIDED:	
AMENITY:	30 SPACES

BUILDING SETBACKS:
FRONT: 25'
SIDE: 5' MINIMUM
REAR: 30' MINIMUM

NOTES:

1. ALL EXISTING LINEWORK HEREON WERE PULLED FROM THE LICKING COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS).
2. STREAM AND WETLAND INFORMATION SHOWN HEREON ARE APPROXIMATE LOCATIONS FROM THE NATIONAL WETLANDS INVENTORY AND ARE SUBJECT TO CHANGE UPON FURTHER FIELD INVESTIGATION.
3. ALL ELEVATIONS SHOWN HEREON ARE BASED ON NAVD (NORTH AMERICAN VERTICAL DATUM) 1988 DATUM. CONTOUR INFORMATION WAS ACCESSED FROM THE OHIO GEOGRAPHICALLY REFERENCED INFORMATION PROGRAM.
4. DEDICATION OF ADDITIONAL RIGHT OF WAY ALONG SUMMIT ROAD FOR POTENTIAL FUTURE ROAD WIDENING AND LEISURE PATH TO BE DETERMINED WITH FINAL ENGINEERING.

OWNER:
HOWARD & ROSEMARY EMSWILER
13167 MORSE ROAD
PATASKALA, OH 43062

DEVELOPER:
CIMINELLO LAND CO.
567 LAZELLE ROAD
WESTERVILLE, OH 43081
EMAIL: CIMINELLOJ@AOL.COM
PHONE: (614) 207-7607
CONTACT: JOSEPH CIMINELLO

ENGINEER:
CESO, INC.
2800 CORPORATE EXCHANGE DRIVE
SUITE 400
COLUMBUS, OH 43231
PHONE: (614) 794-7080
CONTACT: JON BUCHANAN

LEGAL DESCRIPTION

SITUATED IN THE STATE OF OHIO, COUNTY OF LICKING, CITY OF REYNOLDSBURG, SECTION 9, TOWNSHIP 16, RANGE 20, REFUGEE LANDS, AND BEING ALL OF THE 38.33 ACRE TRACT CONVEYED TO HOWARD P AND ROSEMARY A EMSWEILER TRUSTEES, INSTRUMENT NUMBER 201401090000565 AND BEING PPN 010-018030-00.001 AND ALL OF THE 39.83 ACRE TRACT CONVEYED TO HOWARD P AND ROSEMARY A EMSWEILER TRUSTEES, INSTRUMENT NUMBER 201401090000565 AND BEING PPN 010-018030-00.000, ALL INSTRUMENT NUMBER REFERENCES REFER TO THE RECORDS OF THE LICKING COUNTY, OHIO RECORDER'S OFFICE AND DESCRIBES AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF SUMMIT ROAD AND THE SOUTHEASTERLY CORNER OF SAID 38.33 ACRE TRACT.

THENCE LEAVING SAID CENTERLINE OF SUMMIT ROAD AND WITH THE PERIMETER OF SAID 38.33 ACRE TRACT THE FOLLOWING COURSES:
NORTH 86°35'42" WEST, 664.59 FEET TO A CORNER THEREOF;

NORTH 85°59'22" WEST, 1657.90 FEET TO A CORNER THEREOF;

NORTH 86°07'15" WEST, 301.29 FEET TO A CORNER THEREOF;

NORTH 03°58'08" EAST, 660.34 FEET TO A CORNER THEREOF, ALSO BEING THE SOUTHWESTERLY CORNER OF SAID 39.83 ACRE TRACT;

THENCE LEAVING SAID 38.33 ACRE TRACT AND WITH THE PERIMETER OF SAID 39.83 ACRE TRACT THE FOLLOWING COURSES:

NORTH 03°58'08" EAST, 664.65 FEET TO A CORNER THEREOF;

SOUTH 85°55'58" EAST, 1978.96 FEET TO A CORNER THEREOF;

SOUTH 04°04'03" WEST, 21.89 FEET TO A CORNER THEREOF;

SOUTH 85°55'57" EAST, 61.29 FEET TO A CORNER THEREOF;

NORTH 04°04'03" EAST, 21.89 FEET TO A CORNER THEREOF;

SOUTH 85°55'58" EAST, 584.80 FEET TO A CORNER THEREOF, ALSO BEING THE CENTERLINE OF SAID SUMMIT ROAD;

SOUTH 04°01'31" WEST, 657.34 FEET WITH THE CENTERLINE OF SAID SUMMIT ROAD TO A CORNER THEREOF, ALSO BEING THE NORTHEASTERLY CORNER OF SAID 38.33 ACRE TRACT;

THENCE WITH THE PERIMETER OF SAID 38.33 ACRE TRACT AND THE CENTERLINE OF SAID SUMMIT ROAD SOUTH 04°01'31" WEST, 657.34 TO THE POINT OF BEGINNING AND CONTAINING 78.16 ACRES OF LAND MORE OR LESS;

THIS DESCRIPTION WAS PREPARED FROM EXISTING RECORDS AND LICKING COUNTY GIS. THIS DESCRIPTION IS FOR ZONING PURPOSES ONLY AND NOT INTENDED FOR DEED TRANSFER.

SUBJECT TO ALL COVENANTS, RESTRICTIONS, RESERVATIONS AND EASEMENTS CONTAINED IN ANY INSTRUMENT OF RECORD PERTAINING TO THE ABOVE DESCRIBED TRACT OF LAND.

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

FORTY-EIGHT (48) HOURS BEFORE DIGGING IS TO COMMENCE, THE CONTRACTORS SHALL NOTIFY THE FOLLOWING AGENCIES: OHIO UTILITIES PROTECTION SERVICE AT 811 OR 1-800-362-2764 AND ALL OTHER AGENCIES WHICH MIGHT HAVE UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NONMEMBERS OF OHIO UTILITIES PROTECTION SERVICE

FEMA FLOOPLAIN DATA

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) OF THE FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL NO. 39089C0409J, WHICH BEARS AN EFFECTIVE DATE OF MARCH 16, 2015.

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CESO
WWW.CESOINC.COM

NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.
EASTWOOD
LICKING COUNTY, OH
CITY OF REYNOLDSBURG

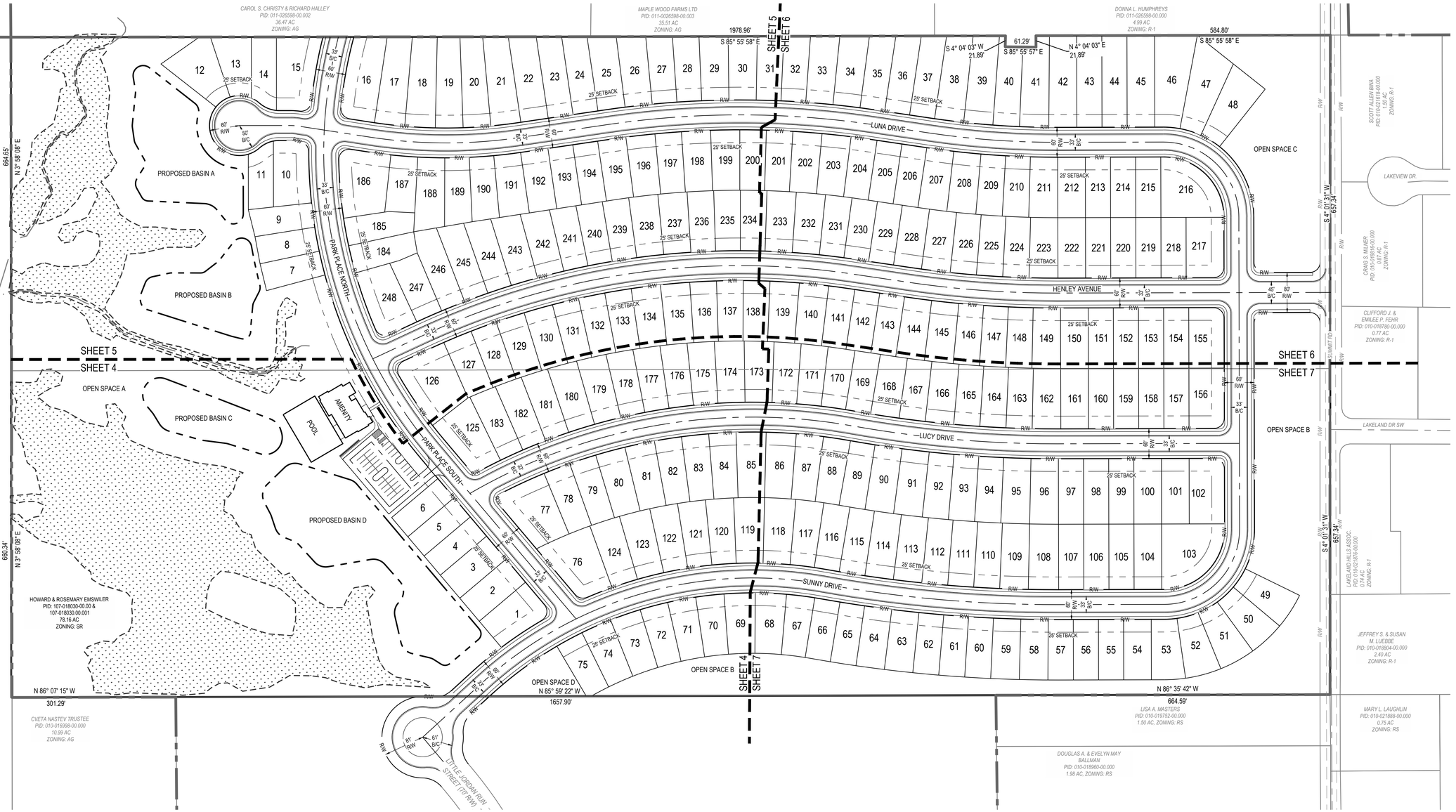
COVER SHEET

ISSUE:
NOT FOR CONSTRUCTION
DATE:
APRIL 2022

JOB NO.:	759547
DESIGN:	EAC
DRAWN:	RJL
CHECKED:	JSB

SHEET NO.
1

Attachment: Preliminary Plat - Eastwood_April 2022 (Eastwood Development Plat Modification App #2022-5118)



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N

GRAPHIC SCALE (IN FEET)
1 in. = 100 ft.
100 0 100 200

LEGEND

- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING BACK OF CURB
- EXISTING WETLAND (TO REMAIN)
- EXISTING STREAM (TO REMAIN)
- R/W — PROPOSED RIGHT-OF-WAY LINE
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- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

CESO
WWW.CESOINC.COM

NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

OVERALL PRELIMINARY PLAT

ISSUE:	NOT FOR CONSTRUCTION
DATE:	APRIL 2022
JOB NO.:	759547
DESIGN:	EAC
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CHECKED:	JSB

SHEET NO.
2

Attachment: Preliminary Plat - Eastwood, April 2022 (Eastwood Development Plat Modification App #2022-5118)

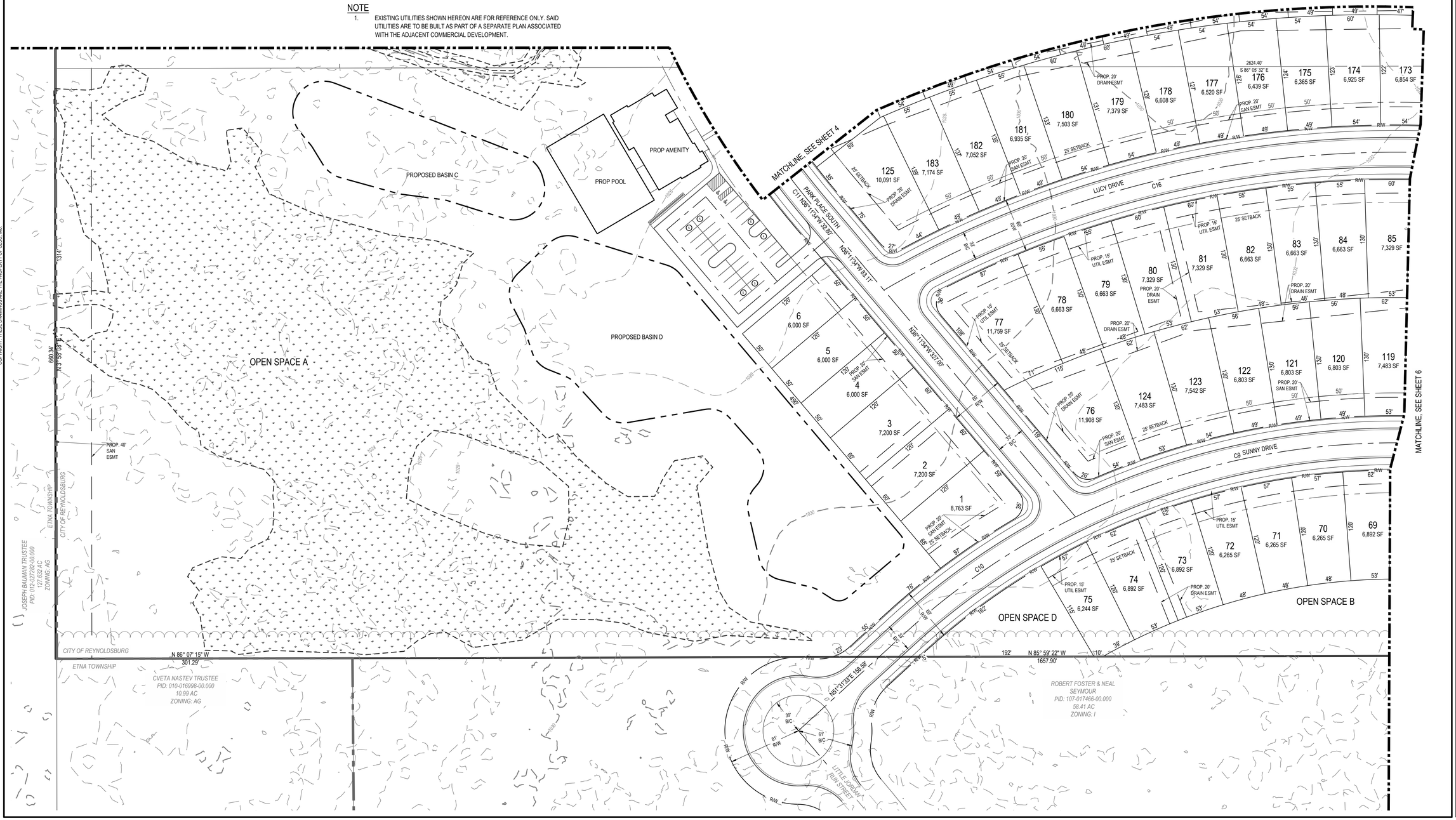
LEGEND

- 940 — EXISTING INDEX CONTOUR
- 941 — EXISTING INTERMEDIATE CONTOUR
- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING BACK OF CURB
- EXISTING WETLAND (TO REMAIN)
- EXISTING STREAM (TO REMAIN)
- R/W — PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

CENTERLINE CURVE TABLE						
CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	TANGENT
C9	800.00'	505.74'	497.36'	N86° 00' 14"E	036° 13' 15"	261.64'
C10	800.00'	228.53'	227.76'	N59° 42' 35"E	016° 22' 03"	115.05'
C11	915.00'	215.39'	214.90'	N29° 26' 56"W	013° 29' 15"	108.20'
C16	1120.00'	787.69'	771.55'	S83° 57' 59"W	040° 17' 44"	410.92'

NOTE

1. EXISTING UTILITIES SHOWN HEREON ARE FOR REFERENCE ONLY. SAID UTILITIES ARE TO BE BUILT AS PART OF A SEPARATE PLAN ASSOCIATED WITH THE ADJACENT COMMERCIAL DEVELOPMENT.



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NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

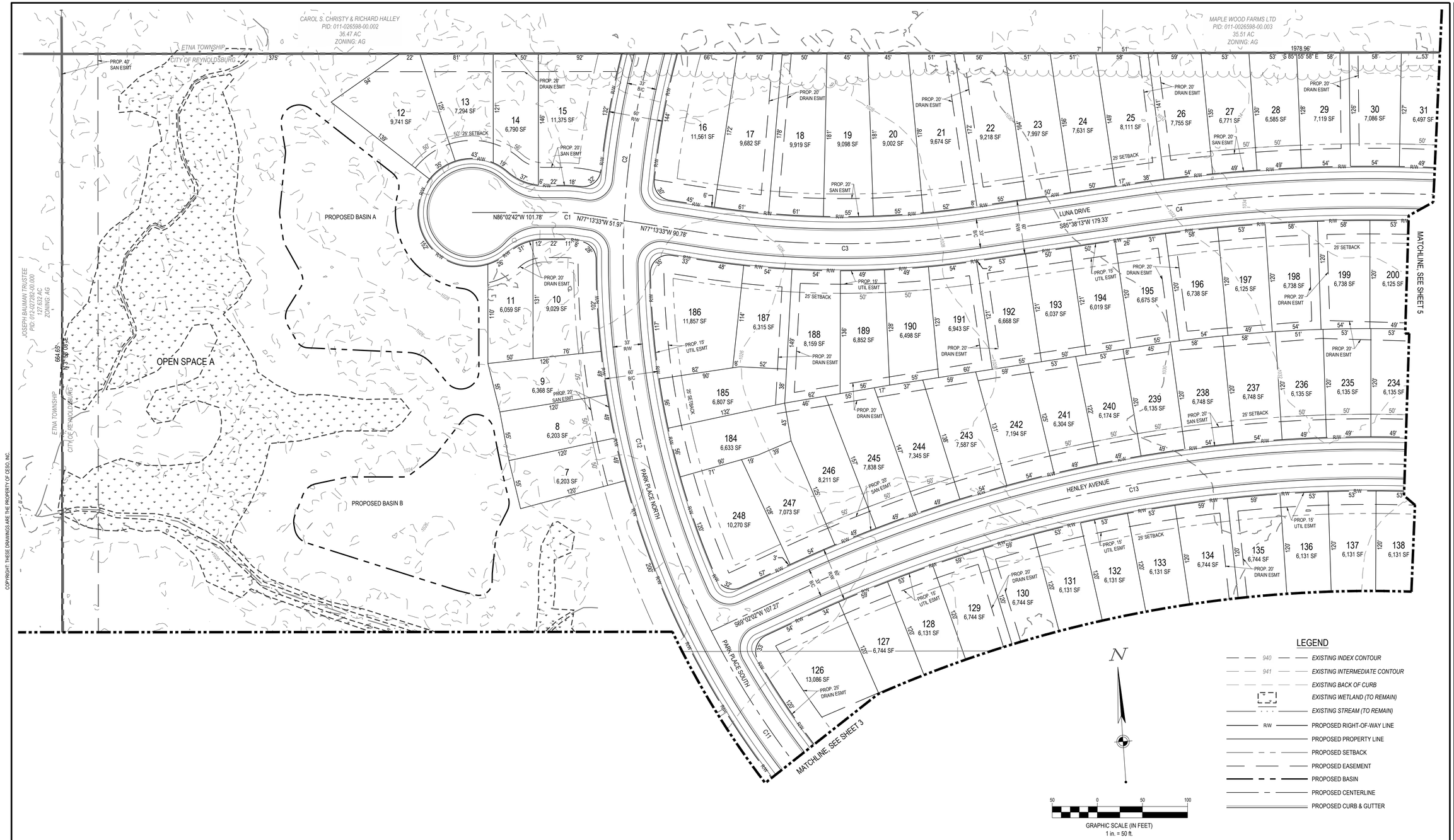
EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

PRELIMINARY PLAT

ISSUE: NOT FOR CONSTRUCTION	
DATE:	APRIL 2022
JOB NO.:	759547
DESIGN:	EAC
DRAWN:	RJL
CHECKED:	JSB
SHEET NO.	3

Attachment: Preliminary Plat - Eastwood_April 2022 (Eastwood Development Plat Modification App #2022-5118)



LEGEND

- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- EXISTING BACK OF CURB
- EXISTING WETLAND (TO REMAIN)
- EXISTING STREAM (TO REMAIN)
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

NOTE

1. EXISTING UTILITIES SHOWN HEREON ARE FOR REFERENCE ONLY. SAID UTILITIES ARE TO BE BUILT AS PART OF A SEPARATE PLAN ASSOCIATED WITH THE ADJACENT COMMERCIAL DEVELOPMENT.

CENTERLINE CURVE TABLE

CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	TANGENT
C1	100.00'	15.39'	15.38'	N81° 38' 08"W	008° 49' 09"	7.71'
C2	915.00'	187.87'	187.54'	N12° 38' 03"E	011° 45' 52"	94.27'
C3	1000.00'	299.10'	297.99'	N85° 47' 40"W	017° 08' 14"	150.67'
C4	1800.00'	527.15'	525.27'	N85° 58' 23"W	016° 46' 47"	265.48'
C11	915.00'	215.39'	214.90'	N29° 26' 56"W	013° 29' 15"	108.20'
C12	915.00'	331.40'	329.60'	N03° 37' 26"W	020° 45' 07"	167.54'
C13	1500.00'	873.96'	861.65'	S85° 43' 31"W	033° 22' 58"	449.78'

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NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

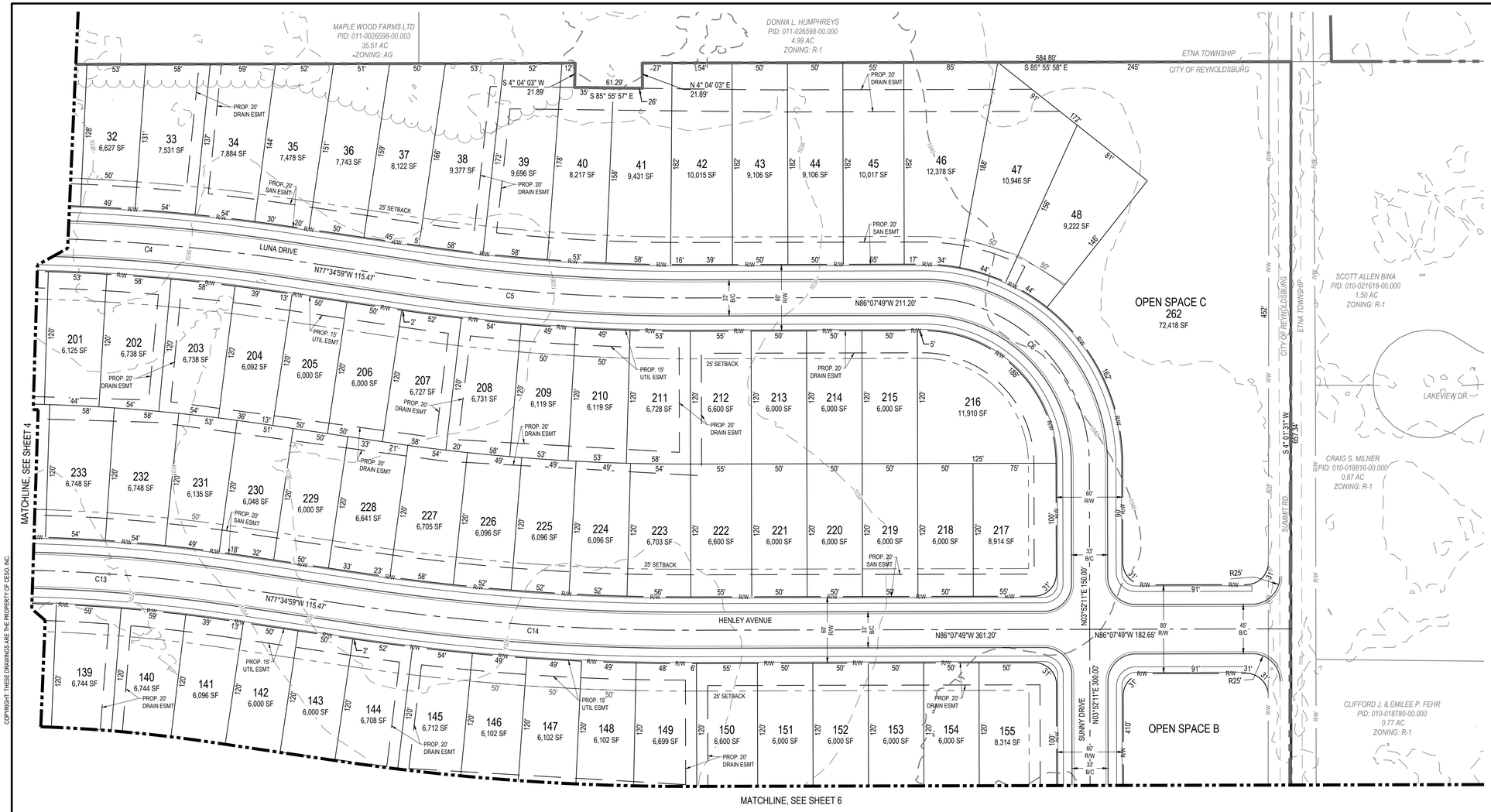
PRELIMINARY PLAT

ISSUE:
NOT FOR CONSTRUCTION
DATE:
APRIL 2022

JOB NO.:	759547
DESIGN:	EAC
DRAWN:	RJL
CHECKED:	JSB

SHEET NO.
4

Attachment: Preliminary Plat - Eastwood_April 2022 (Eastwood Development Plat Modification App #2022-5118)



LEGEND

- 940 — EXISTING INDEX CONTOUR
- 941 — EXISTING INTERMEDIATE CONTOUR
- SUBJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING R/W
- EXISTING CENTERLINE
- EXISTING BACK OF CURB
- R/W — PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

N

50 0 50 100

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

NOTE
1. EXISTING UTILITIES SHOWN HEREON ARE FOR REFERENCE ONLY. SAID UTILITIES ARE TO BE BUILT AS PART OF A SEPARATE PLAN ASSOCIATED WITH THE ADJACENT COMMERCIAL DEVELOPMENT.

CENTERLINE CURVE TABLE

CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	TANGENT
C4	1800.00'	527.15'	525.27'	N85° 58' 23"W	016° 46' 47"	265.48'
C5	1700.00'	253.60'	253.36'	N81° 51' 24"W	008° 32' 49"	127.03'
C6	150.00'	235.62'	212.13'	N41° 07' 49"W	090° 00' 00"	150.00'
C13	1500.00'	873.96'	861.65'	S85° 43' 31"W	033° 22' 58"	449.78'
C14	2000.00'	298.35'	298.07'	N81° 51' 24"W	008° 32' 49"	149.45'

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CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

PRELIMINARY PLAT

ISSUE:
NOT FOR CONSTRUCTION
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SHEET NO.
5

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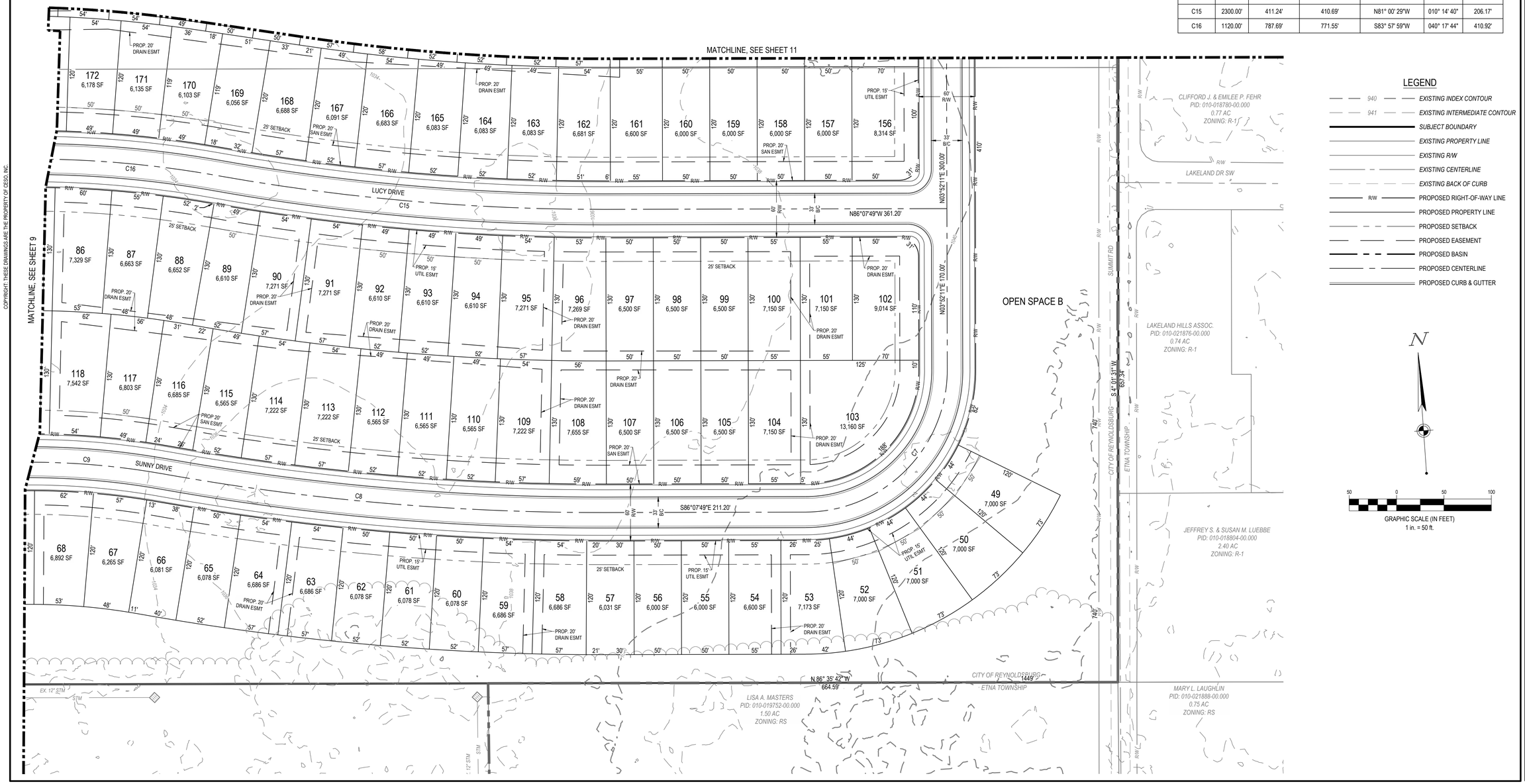
CENTERLINE CURVE TABLE						
CURVE #	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	TANGENT
C7	150.00'	235.62'	212.13'	N48° 52' 11"E	090° 00' 00"	150.00'
C8	2620.00'	468.45'	467.83'	S81° 00' 29"E	010° 14' 40"	234.85'
C9	800.00'	505.74'	497.36'	N86° 00' 14"E	036° 13' 15"	261.64'
C15	2300.00'	411.24'	410.69'	N81° 00' 29"W	010° 14' 40"	206.17'
C16	1120.00'	787.69'	771.55'	S83° 57' 59"W	040° 17' 44"	410.92'



LEGEND

- *EXISTING INDEX CONTOUR* (940)
- *EXISTING INTERMEDIATE CONTOUR* (941)
- *SUBJECT BOUNDARY*
- *EXISTING PROPERTY LINE*
- *EXISTING R/W*
- *EXISTING CENTERLINE*
- *EXISTING BACK OF CURB*
- PROPOSED RIGHT-OF-WAY LINE (R/W)
- PROPOSED PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED EASEMENT
- PROPOSED BASIN
- PROPOSED CENTERLINE
- PROPOSED CURB & GUTTER

N

50 0 50 100

GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

CESO
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NO.	DATE	REVISION DESCRIPTION

CIMINELLO LAND CO.

EASTWOOD

LICKING COUNTY, OH
CITY OF REYNOLDSBURG

PRELIMINARY PLAT

ISSUE: NOT FOR CONSTRUCTION	
DATE: APRIL 2022	
JOB NO.:	759547
DESIGN:	EAC
DRAWN:	RJL
CHECKED:	JSB
SHEET NO.	6

Attachment: Preliminary Plat - Eastwood_April 2022 (Eastwood Development Plat Modification App #2022-5118)

Reynoldsburg
OHIO · 1839

May 5th, 2022

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

RE: Eastwood Development (Summit Road) – Plat Modification #2022-5118 Staff Report

Planning Commission:

Below is the staff review of the above referenced application.

1. **Project Summary**

a. The property is located just north of the intersection of E Main Street and Summit Road and includes parcel # 107-018030. The property was annexed into the city in February of 2021.

b. The applicant, Joe Ciminello, is requesting Planning Commission approval for a plat modification. The preliminary plat was initially approved by Planning Commission on December 2nd, 2021.

c. Findings during the engineering review process caused a reduction of part of the roadway system as well as the elimination of all of the multi-family buildings. These changes caused the orientation of lot splits to shift.

3. **Staff Recommendation**

a. Staff is supportive of the changes and recognizes that they were caused by engineering findings that were not available during the initial planning process.

b. The Commission shall consider whether the proposed application 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.

Attachment: Staff Report - Eastwood PM (Eastwood Development Plat Modification App #2022-5118)

DocuSign Envelope ID: 94186E80-B5B2-474F-A3BC-6B644BFBFA13

Reynoldsburg

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

APR 14 2022

App./Case#: 2022-5116
Date Submitted: 4/14/22
Fee Amount: $500.00
☒ Paid: CK

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

Property Address/Name of Plat: 1402 Brice Road	FOR MAP AMENDMENT ONLY
Description of Location: Columbus Metropolitan Library	Proposed Zoning Dist.:
Parcel ID#(s): 060-001253; 060-001153; 060-001254; 060-001154; 060-001155; 060-001156; 060-001157	Size of Area to be Rezoned:
Number of Lots: 1 / Present Zoning: BMD (Brice & Main District) / Present Use: Library	Existing Structures:
Complete Where Applicable: Engineer/Surveyor: American Structurepoint (Contact: Garrett Baker) Builder/Developer: Columbus Metropolitan Library	

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): Columbus Metropolitan Board of Trustees	Property Owner Address: 1402 Brice Road

III. APPLICANT INFORMATION

Applicant Name: Columbus Metropolitan Board of Trustees (Contact: Fred Brock)	Applicant Email: fbrock@columbuslibrary.org
Applicant Address: 96 S Grant Avenue, Columbus, OH 43215	Applicant Phone Number: 614-849-1077

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

IV. PROJECT TYPE

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

☐ Amendment of Development Plan
$500

☒ Major Site Plan
$500

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

Applicant Signature: DocuSigned by: Lauren Hagan Date: 4/11/2022

*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:

Zoning Information

☐ Zoning District: _____

Add'l Approvals Req'd

☐ BZBA

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

P&Z Admin.: _____ Date: _____

Clerk of Council: _____ Date: _____

Attachment: Library Application (Columbus Metropolitan Library Application #2022-5116)

DocuSign Envelope ID: 94186E80-B5B2-474F-A3BC-6B644BFBFA13

Section 1109.19

MAJOR SITE PLAN CHECK LIST

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.

☒ 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.

N/A

☐ Complete "Facilities Demand Worksheet".

(*See attached*)

Attachment: Library Application (Columbus Metropolitan Library Application #2022-5116)

DocuSign Envelope ID: 94186E80-B5B2-474F-A3BC-6B644BFBFA13

(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".

Attachment: Library Application (Columbus Metropolitan Library Application #2022-5116)

DocuSign Envelope ID: 94186E80-B5B2-474F-A3BC-6B644BFBFA13

1. Water:

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

_____ gdp

b) How much pressure is required?

_____ 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?

_____ gdp

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

3. Traffic

a) Definitions:

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

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

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

Attachment: Library Application (Columbus Metropolitan Library Application #2022-5116)

DocuSign Envelope ID: 94186E80-B5B2-474F-A3BC-6B644BFBFA13

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

_____ ADT

Generator Peak	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, Traffc Access Study Required.

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

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

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

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

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

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

_____ _____

Applicant's Signature Date

Attachment: Library Application (Columbus Metropolitan Library Application #2022-5116)

DocuSign Envelope ID: 94186E80-B5B2-474F-A3BC-6B644BFBFA13

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 inlcuding 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) ooutside 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.

Attachment: Library Application (Columbus Metropolitan Library Application #2022-5116)

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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)."

Attachment: Library Application (Columbus Metropolitan Library Application #2022-5116)

© JBAD 04.28.22

CML - REYNOLDSBURG

PHASE: MAJOR SITE PLAN APPLICATION

PREPARED FOR:

CML

PROJECT NO:19101

ISSUE DATE:04.28.22

JB AD

GUND PARTNERSHIP

COLUMBUS METROPOLITAN LIBRARY

PREPARED BY:

JONATHAN BARNES
ARCHITECTURE AND DESIGN

243 N. 5TH STREET, STE 200
COLUMBUS, OH 43215
614.228.7311

Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application #2022-5116)

631' - 3 1/2"

215' - 1 1/8"

ADJACENT PROPERTY

EXISTING RETAINING WALL TO REMAIN

PROPERTY LINE

10' SIDE YARD SETBACK

DELIVERY TRUCK PULL-OFF LANE

1
A4.30

ONE WAY EXIT DRIVE

DRIVE-UP WINDOW

METAL CANOPY

BOOK DROP

BOLLARDS TYP.

TRASH ENCLOSURE

PROVIDE 180 DEGREE HINGE AT LEFT GATE AND PIN HOLES FOR BOTH GATES

150 TOTAL PARKING SPACES
145 STANDARD
5 ADA

10' STORM EASEMENT

CARPOOL SPACES (2)

ADA SIGNAGE

PROVIDE UNDERGROUND PULL BOX FOR FUTURE EV CHARGING STATIONS, REFER TO ELECT. DWGS., TYP.

74' - 10 7/8"

MECHANICAL WELL (REFER TO MEP DRAWINGS)

CURB CUT

16' - 10 5/8"

39' - 5 3/8"

96' - 5 1/8"

PROPOSED 2-STORY LIBRARY

72' - 9"

97' - 8 3/8"

15' - 5 3/8"

ENTRY HALL

MAIN ENTRY

BIKE RACKS (5)

H.C.

PEDESTRIAN PATH, REFER TO LANDSCAPE DWGS., TYP.

BOLLARDS TYP.

REFER TO LANDSCAPE PLAN FOR PLAZA DESIGN

27' - 11 1/8"

DROP-OFF

PARKING BLOCKS

172' - 7 3/4"

116' - 11 5/8"

CONCRETE SIDEWALK

55' - 11 3/4"

SITE STAIRS

61' - 0 7/8"

LANDSCAPE PLANTING

TREE GROVE

5' - 10 1/4"

61' - 2 1/2"

20' - 9 3/4"

146' - 3 3/4"

PROPERTY LINE

20' FRONT YARD SETBACK

LAWN

BRICE ROAD

TWO WAY ENTRY DRIVE

WATER MANAGEMENT AREA, REFER TO CIVIL DWGS., TYP.

FLOOD ZONE

EXISTING TREES

BIG WALNUT CREEK

10' REAR YARD SETBACK

PROPERTY LINE

457' - 0 1/2"

10' SIDE YARD SETBACK

PROPERTY LINE

ARCHITECTURAL SITE PLAN

Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application #2022-5116)

CML REYNOLDSBURG LIBRARY

COLUMBUS METROPOLITAN LIBRARY

JB AD

GUNDPARTNERSHIP

Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application #2022-5116)

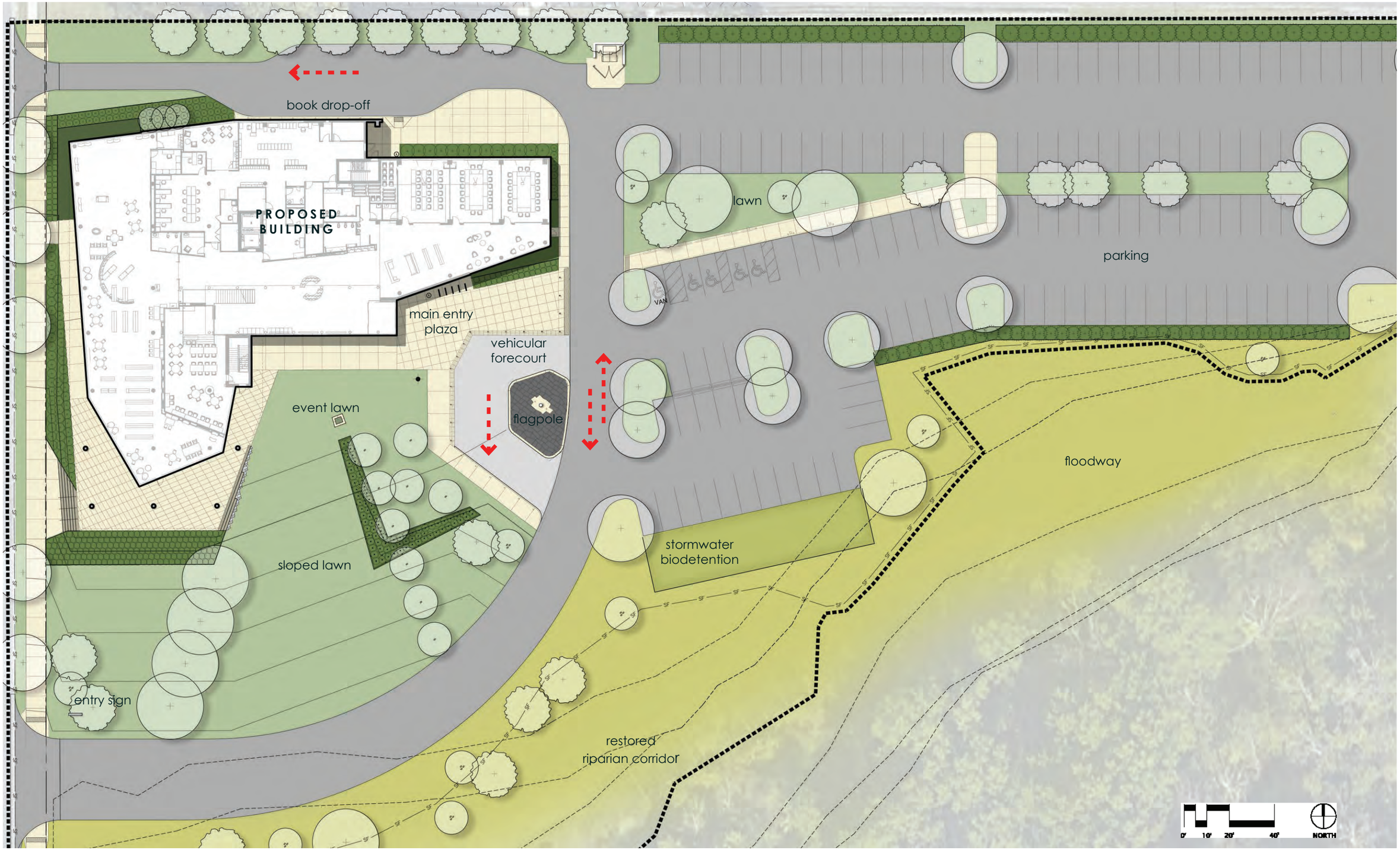
CML REYNOLDSBURG LIBRARY

COLUMBUS METROPOLITAN LIBRARY

JB AD

GUNDPARTNERSHIP

Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application #2022-5116)



LANDSCAPE PLAN

April 28, 2022

Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application #2022-5116)

SHEET INDEX LIST	
1	TITLE SHEET
2	EXISTING CONDITIONS & DEMOLITION PLAN
3	SITE PLAN
4	UTILITY PLAN
5	GRADING PLAN

MAJOR SITE PLAN FOR

COLUMBUS METROPOLITAN LIBRARY

1405 BRICE RD
REYNOLDSBURG, OHIO 43068

VICINITY MAP
NTS

SITE DATA

ZONING:

PROPERTY OWNER:	COLUMBUS METROPOLITAN LIBRARY BOARD OF TRUSTEES
PARCEL ID:	060-001253; 060-001254; 060-001153; 060-001154; 060-001155; 060-001156; 060-001157
PROPOSED USE:	PUBLIC LIBRARY
TOTAL SITE ACREAGE:	6.28 ACRES
TOTAL DISTURBED AREA:	3.82 ACRES
EXISTING ZONING:	BRICE AND MAIN DISTRICT (BMD)
PROPOSED ZONING:	NO CHANGE
FEMA FLOODPLAIN:	39049C0354K; 06/17/2008

SITE LAYOUT DATA:

MINIMUM DRIVE AISLE WIDTH:	22'
STANDARD PARKING STALL:	9'x18'
ADA PARKING STALL:	8'x18'
BUILDING SETBACK/BUFFER:	20' FRONT YARD SETBACK
	10' SIDE YARD SETBACK
	10' REAR YARD SETBACK

BUILDING DATA:

TOTAL AREA:	37,500 SF
BUILDING HEIGHT:	37'-0"
STORIES:	2

PARKING DATA:

1/200 SF REQUIRED FOR LIBRARY	37,500 SF / 200 = 188 SPACES REQUIRED
PARKING REDUCTIONS:	2 CARPOOL SPACES = 5% REDUCTION
	5 BICYCLE RACKS PROVIDED = 10% REDUCTION
	2 ELECTRIC VEHICLE CHARGING STATIONS = 5% REDUCTION
TOTAL PARKING REQUIRED:	188 X 20% REDUCTIONS = 150 SPACES
PROVIDED:	150 SPACES (INCLUDING 5 ADA SPACES)

LANDSCAPE DATA:

EXISTING IMPERVIOUS AREA:	2.97 ACRES
PROPOSED IMPERVIOUS AREA:	2.60 ACRES
GREENSPACE:	1.22 ACRES
LOT COVERAGE:	68%

BASIS OF BEARING (NAVD88)

ELEVATIONS WERE ESTABLISHED USING 45 MINUTE STATIC OBSERVATIONS UTILIZING GLOBAL POSITIONING SYSTEM (GPS) PROCEDURES. THE GPS DATA WAS SUBMITTED TO THE NATIONAL GEODETIC SURVEY'S (NGS) ONLINE POSITIONING USER SERVICE RAPID-STATIC (OPUS-RS) SYSTEM FOR PROCESSING. THE SYSTEM USES THE CONTINUALLY OPERATING REFERENCE STATIONS (CORS) TO ESTABLISH THE GEODETIC ELEVATION.

THE BASIS OF BEARINGS USED FOR THIS EXHIBIT ARE BASED ON THE NAD83 OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (NSRS 2007) WHICH DETERMINES THE BEARING FOR A PORTION OF THE EASTERLY RIGHT-OF-WAY OF BRICE ROAD TO BE S04°28'52"W.

BENCHMARKS

BM 1
NORTHEAST CORNER OF CONCRETE LIGHT POLE BASE LOCATED ON THE EAST SIDE OF BRICE ROAD, APPROXIMATELY 25 FEET SOUTH OF SUBJECT SITE. SHOWN ON BASE MAP AS "SITE BM #1"

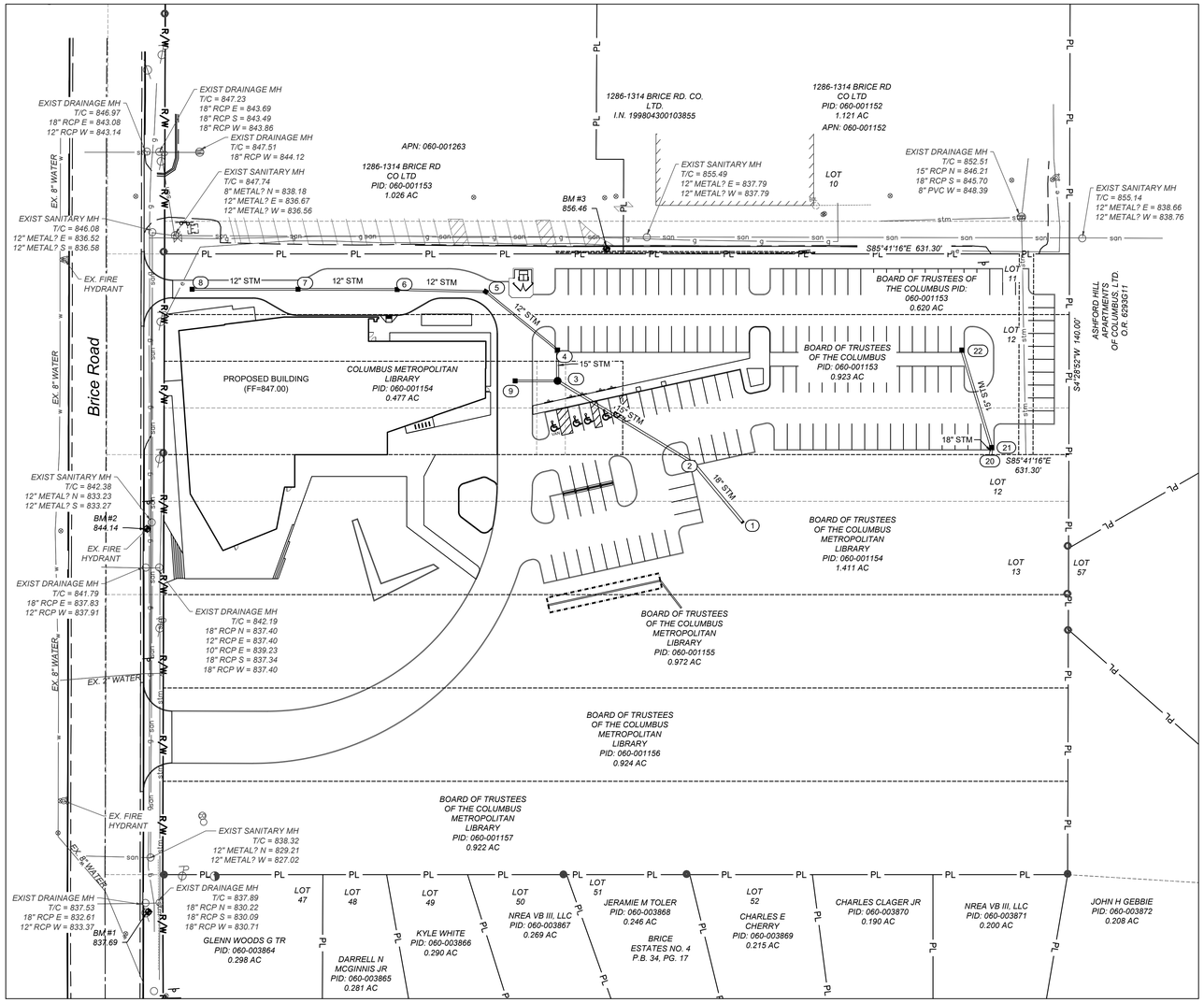
NORTHING = 710642.40
EASTING = 1876267.15
ELEVATION = 837.69

BM 2
TOP FLANGE BOLT OF FIRE HYDRANT LOCATED ON THE EAST SIDE OF BRICE ROAD, APPROXIMATELY IN THE MIDDLE OF SUBJECT SITE. SHOWN ON BASE MAP AS "SITE BM #2"

NORTHING = 710908.95
EASTING = 1876286.24
ELEVATION = 844.14

BM 3
TOP FLANGE BOLT OF FIRE HYDRANT LOCATED NORTHEAST OF THE NORTH BUILDING, APPROXIMATELY IN THE MIDDLE OF SUBJECT SITE. SHOWN ON BASE MAP AS "SITE BM #3"

NORTHING = 711079.72
EASTING = 1876620.54
ELEVATION = 856.46



INDEX MAP
1" = 40'

UTILITY CONTACTS

AMERICAN ELECTRIC POWER (AEP)
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EMAIL: RDCOOPER@AEP.COM

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COLUMBUS , OH 43215
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CHARTER COMMUNICATIONS
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EMAIL: KEVIN.RICH1@CHARTER.COM

AT&T
CONTACT: ROGER MIKESEL
PHONE: (614) 223-7162

CITY OF REYNOLDSBURG WATER/WASTEWATER
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CITY OF REYNOLDSBURG STREET
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STATE OF OHIO · GARRETT P. BAKER · E-86089 · REGISTERED PROFESSIONAL ENGINEER

REGISTERED ENGINEER — 04/28/22
GARRETT P. BAKER, E-86089, P.E. — DATE

Ohio Utilities Protection Service
Call 811 before you dig

COLUMBUS METROPOLITAN LIBRARY

REVISION SCHEDULE

#	DATE	REVISION DESCRIPTION

DATE:	04/06/2022
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PROJECT NAME :

COLUMBUS METROPOLITAN LIBRARY

1402 BRICE ROAD
REYNOLDSBURG, OHIO 43068

ISSUE DATE : MAJOR SITE PLAN

AMERICAN STRUCTUREPOINT INC.
7260 Shadeland Station | Indianapolis, Indiana 46256-3957
TEL 317.547.5580 | FAX 317.543.0270
www.structurepoint.com

TITLE SHEET

1/5

Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application (#2022-5116)

APN: 060-001263

Brice Road (60' R/W)

EXISTING BUILDING 19,879 SF

EXISTING BUILDING 15,162 SF

1286-1314 BRICE RD CO LTD PID: 060-001153 1.026 AC

1286-1314 BRICE RD CO LTD PID: 060-001152 1.121 AC

COLUMBUS METROPOLITAN LIBRARY PID: 060-001154 0.477 AC

BOARD OF TRUSTEES OF THE COLUMBUS PID: 060-001153 0.620 AC

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY PID: 060-001154 1.411 AC

ASHFORD HILL APARTMENTS OF COLUMBUS, LTD. O.R. 6283G11

10' STORM EASEMENT (OR. 06276 PG. G20)

LOT 10

LOT 12

LOT 13

LOT 57

LOT 47 — GLENN WOODS G TR PID: 060-003864 0.298 AC

LOT 48 — DARRELL N MCGINNIS JR PID: 060-003865 0.281 AC

LOT 49 — KYLE WHITE PID: 060-003866 0.290 AC

LOT 50 — NREA VB III, LLC PID: 060-003867 0.269 AC

LOT 51 — JERAMIE M TOLER PID: 060-003868 0.246 AC

BRICE ESTATES NO. 4 P.B. 34, PG. 17

LOT 52 — CHARLES E CHERRY PID: 060-003869 0.215 AC

MICHAEL A PID: 060-0 0.444 A

EXISTING STRUCTURES TO BE DEMOLISHED

1,304 SF EX CONCRETE PAVEMENT (TBR)

3,676 SF EX CONCRETE WALK (TBR)

88 SF EX CONCRETE PAVEMENT (TBR)

41 SF EX CONCRETE PAVEMENT (TBR)

45,434 SF EX ASPHALT PARKING LOT (TBR)

29 SF EX CONCRETE PAVEMENT (TBR)

140 SF EX CONCRETE PAVEMENT (TBR)

26 SF EX CONCRETE PAVEMENT (TBR)

48 SF EX CONCRETE PAVEMENT (TBR)

920 SF EX CONCRETE WALK (TBR)

264 SF EX CONCRETE PAVEMENT (TBR)

266 SF EX CONCRETE PAVEMENT (TBR)

104 SF EX CONCRETE PAVEMENT (TBR)

129 SF EX CONCRETE PAVEMENT (TBR)

138 SF EX CONCRETE WALK (TBR)

14 SF EX CONCRETE PARKING CURB (TBR) (TYP)

40,927 SF EX ASPHALT PARKING LOT (TBR)

250 SF EX CONCRETE TBR

61 LF EX. FENCE TBR

CONCRETE PAD W/ MECHANICALS

TRANSFORMER

CONCRETE WALL WITH GUARDRAIL

EX. GUARDRAIL

CONC. WALK

SIGN TBR

FLAGPOLE TBR

WALL TBR

EXISTING SANITARY MH T/C = 847.74 8" METAL? N = 838.18 12" METAL? E = 836.67 12" METAL? W = 836.56

EXISTING SANITARY MH T/C = 846.08 12" METAL? E = 836.52 12" METAL? S = 836.58

EXISTING SANITARY MH T/C = 842.38 12" METAL? N = 833.23 12" METAL? S = 833.27 844.14

EXISTING SANITARY MH T/C = 855.49 12" METAL? E = 837.79 12" METAL? W = 837.79

EXISTING SANITARY MH T/C = 855.14 12" METAL? E = 838.66 12" METAL? W = 838.76

EXISTING DRAINAGE MH T/C = 847.51 18" RCP W = 844.12

EXISTING DRAINAGE MH T/C = 847.23 18" RCP E = 843.69 18" RCP S = 843.49 18" RCP W = 843.86

EXISTING DRAINAGE MH T/C = 846.97 18" RCP E = 843.08 12" RCP W = 843.14

EXISTING DRAINAGE MH T/C = 842.19 18" RCP N = 837.40 12" RCP E = 837.40 10" RCP E = 839.23 18" RCP S = 837.34 18" RCP W = 837.40

EXISTING DRAINAGE MH T/C = 841.79 18" RCP E = 837.83 12" RCP W = 837.91

EXISTING DRAINAGE MH T/C = 837.89 18" RCP N = 830.32 18" RCP S = 830.09 18" RCP W = 830.71

EXISTING DRAINAGE MH T/C = 837.53 18" RCP E = 832.61 12" RCP W = 833.37

EXISTING DRAINAGE MH T/C = 852.51 15" RCP N = 846.21 18" RCP S = 845.70 8" PVC W = 848.39

EXISTING DRAINAGE MH T/C = 839.92 12" PVC N = 835.62 15" CPP S/W = 834.90

EXISTING DRAINAGE INLET T/C = 846.41 6" PVC S = 842.91

EXISTING DRAINAGE INLET T/C = 845.73 6" PVC N = 842.57 6" PVC E = 842.42

EXISTING DRAINAGE INLET T/C = 844.20 8" PVC S/E = 841.38 6" PVC W = 841.36

EX. WATER VALVE

EX. FIRE HYDRANT

EX. WATER BM #3 856.46

EX. WATER BM #1 837.69

EX. WATER

EX. GAS

EX. FENCE

12" SAN

8" PVC

15" RCP

18" RCP

12" RCP

S85°41'16"E 631.30'

S4°28'52"W 140.00'

N4°28'52"E 293.04'

N85°41'16"W 631.30'

ZONE AE

SPECIAL FLOODWAY

500 YEAR

DEMOLITION LEGEND

TBR	TO BE REMOVED
	ASPHALT PAVEMENT TO BE REMOVED
	CONCRETE PAVEMENT TO BE REMOVED
	CONCRETE WALK TO BE REMOVED

CODED NOTES

1	EXISTING BUILDING AND ASSOCIATED UTILITIES TBR
2	EXISTING STORM STRUCTURE TBR
3	EXISTING STORM PIPE TBR
4	AIR CONDITIONER TBR
5	UTILITY STRUCTURE TBR
6	UTILITY POLE TBR
7	GAS STRUCTURE TBR
8	UTILITY LINE TBR
9	WATER STRUCTURE TBR

EXISTING LEGEND

PL	PROPERTY LINE
R/W	RIGHT-OF-WAY
	PAVEMENT/SIDEWALK
	CURB
	ROAD CENTERLINE
stm	STORM SEWER
san	SANITARY SEWER
w	WATER LINE
g	GAS LINE
/	FENCE
e	ELECTRIC
AC	AIR CONDITIONER
	BENCHMARK FOUND
CO	CLEAN OUT
EC	ELECTRIC BOX
	LIGHT POLE
	SANITARY MANHOLE
	SIGN
	STORM MANHOLE
TP	TELEPHONE LIGHT POLE
TP	TELEPHONE PEDESTAL
	DRAINAGE INLET SQUARE

Ohio Utilities Protection Service
Call 811 before you dig

HORIZ 1"=20' 0 20 40

COLUMBUS METROPOLITAN LIBRARY

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TEL 317.547.5580 | FAX 317.543.0270
www.structurepoint.com

EXISTING CONDITIONS & DEMOLITION PLAN

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Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application (#2022-5116)

EXIST DRAINAGE MH
T/C = 847.51
18" RCP W = 844.12

EXIST DRAINAGE MH
T/C = 846.97
18" RCP E = 843.08
12" RCP W = 843.14

EXIST DRAINAGE MH
T/C = 847.23
18" RCP E = 843.69
18" RCP S = 843.49
18" RCP W = 843.86

EXIST SANITARY MH
T/C = 847.74
8" METAL? N = 838.18
12" METAL? E = 836.67
12" METAL? W = 836.56

EXIST SANITARY MH
T/C = 846.08
12" METAL? E = 836.52
12" METAL? S = 836.58

1286-1314 BRICE RD CO LTD
PID: 060-001153
ZONED: BMD
1.026 AC

BM #3
856.46

EXISTING BUILDING

EXIST SANITARY MH
T/C = 855.49
12" METAL? E = 837.79
12" METAL? W = 837.79

LOT 10

EX. GUARDRAIL

1286-1314 BRICE RD CO LTD
PID: 060-001152
ZONED: BMD
1.121 AC

EXIST DRAINAGE MH
T/C = 852.51
15" RCP N = 846.21
18" RCP S = 845.70
8" PVC W = 848.39

EXIST SANITARY MH
T/C = 855.14
12" METAL? E = 838.66
12" METAL? W = 838.76

EX. 8" WATER

EX. FIRE HYDRANT

CONCRETE WALL WITH GUARDRAIL

S85°41'16"E 631.30'

PROP DUMPSTER ENCLOSURE

10' SIDE YARD SETBACK

LOT 11

BOARD OF TRUSTEES OF THE COLUMBUS
PID: 060-001153
0.620 AC

10' STORM EASEMENT (OR. 06276 PG. G20)

CURB RAMP TYPE A PER COC STD DWG 2319

PAVEMENT REPLACEMENT PER CITY OF REYNOLDSBURG STD DWG R-1

PROPOSED BUILDING
(FF=±847.00)
20,913 SF

COLUMBUS METROPOLITAN LIBRARY
PID: 060-001154
0.477 AC

EV CHARGING STATIONS

CARPOOL SPACES (2)

6' WALK

BOARD OF TRUSTEES OF THE COLUMBUS
PID: 060-001153
0.923 AC

LOT 12

10' REAR YARD SETBACK

ASHFORD HILL APARTMENTS OF COLUMBUS, LTD.
O.R. 6956G11
ZONED: SR

S4°28'52"W 140.00'

BICYCLE RACKS (5)

VAN

Brice Road (80' R/W)

EXIST SANITARY MH
T/C = 842.38
12" METAL? N = 833.23
12" METAL? S = 833.27

BM #2
844.14

EX. FIRE HYDRANT

EXIST DRAINAGE MH
T/C = 841.79
18" RCP E = 837.83
12" RCP W = 837.91

EXIST DRAINAGE MH
T/C = 842.19
18" RCP N = 837.40
12" RCP E = 837.40
10" RCP E = 839.23
18" RCP S = 837.34
18" RCP W = 837.40

500 YEAR

SPECIAL FLOODWAY

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001154
ZONED: BMD
1.411 AC

LOT 13
MICHAEL A LOTT
PID: 060-004012
0.444 AC
ZONED: SR

LOT 57

LANDSCAPING FEATURE. REFER TO LANDSCAPE PLANS FOR FURTHER DETAIL.

20' FRONT YARD SETBACK

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001155
ZONED: BMD
0.972 AC

DRAINAGE AREA +/- 0.26 ACRES (11,325 SF) MIN & CORRESPONDING BIORETENTION AREA TO STORE VOLUME @ 12" DEPTH (MAXIMUM PONDING ALLOWED) PER ORL&D. IMPERVIOUS AREA EXCEEDS 25% OF CONTRIBUTING DRAINAGE, SO MINIMUM FILTER BED NEEDS TO BE 5% OF AREA (600 SF MINIMUM AREA).

ZONE AE

R194'

PLAT OF PART OF THE F.G. TAYLOR FARM P.B. 12, PG. 28

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001156
ZONED: BMD
0.924 AC

PLAT OF PART OF THE F.G. TAYLOR FARM P.B. 12, PG. 28

EX. 2" WATER

EX. FIRE HYDRANT

EXIST SANITARY MH
T/C = 838.32
12" METAL? N = 829.21
12" METAL? W = 827.02

EX. 8" WATER

EXIST DRAINAGE MH
T/C = 837.89
18" RCP N = 830.22
18" RCP S = 830.09
18" RCP W = 830.71

EXIST DRAINAGE MH
T/C = 837.53
18" RCP E = 832.61
12" RCP W = 833.37

BM #1
837.69

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001157
ZONED: BMD
0.922 AC

10' SIDE YARD SETBACK

LOT 47 — GLENN WOODS G TR, PID: 060-003864, ZONED: CC, 0.298 AC

LOT 48 — DARRELL N MCGINNIS JR, PID: 060-003865, ZONED: SR, 0.281 AC

LOT 49 — KYLE WHITE, PID: 060-003866, ZONED: SR, 0.290 AC

LOT 50 — NREA VB III, LLC, PID: 060-003867, ZONED: SR, 0.269 AC

LOT 51 — JERAMIE M TOLER, PID: 060-003868, ZONED: SR, 0.246 AC

BRICE ESTATES NO. 4, P.B. 34, PG. 17

LOT 52 — CHARLES E CHERRY, PID: 060-003869, ZONED: SR, 0.215 AC

SITE LEGEND

- PL — PROPERTY LINE
- R/W — RIGHT-OF-WAY
- (X) — PARKING STALL COUNT
- (X) — ADA PARKING STALL COUNT
- STRAIGHT CURB
- SIGN
- HEAVY DUTY ASPHALT PAVEMENT
- LIGHT DUTY ASPHALT PAVEMENT
- HEAVY DUTY CONCRETE
- CONCRETE WALK
- WV — WATER VALVE

NOTES:

ALL RADII ARE 5' UNLESS OTHERWISE NOTED

ALL PAVEMENT DIMENSIONS ARE TO FACE OF CURB

ALL STANDARD PARKING SPACES ARE 9'X18' & ADA SPACES 8'X18'

REFER TO LANDSCAPE PLANS FOR FURTHER DETAILS ON PEDESTRIAN HARDSCAPE IMPROVEMENTS AROUND LIBRARY

Ohio Utilities Protection Service
Call 811 before you dig

HORZ 1"=20' 0 20 40

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SITE PLAN

3/5

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Brice Road (60' R/W)

EX. 8" WATER

EX. 2" WATER

EX. GAS

EX. WATER VALVE

EX. FIRE HYDRANT

EXIST SANITARY MH
T/C = 846.08
12" METAL? E = 836.52
12" METAL? S = 836.58

EXIST SANITARY MH
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EXIST DRAINAGE MH
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12" RCP W = 833.37

BM #1
837.69

1286-1314 BRICE RD CO LTD
PID: 060-001153
1.026 AC

BM #3
856.46

EXIST SANITARY MH
T/C = 855.49
12" METAL? E = 837.79
12" METAL? W = 837.79

1286-1314 BRICE RD CO LTD
PID: 060-001152
1.121 AC

EX. WATER LOT LINE 10

EXIST DRAINAGE MH
T/C = 852.51
15" RCP N = 846.21
18" RCP S = 845.70
8" PVC W = 848.39

EXIST SANITARY MH
T/C = 855.14
12" METAL? E = 838.66
12" METAL? W = 838.76

S85°41'16"E 631.30'

10' SIDE YARD SETBACK

LOT 11

BOARD OF TRUSTEES OF THE COLUMBUS
PID: 060-001153
0.620 AC

10' STORM EASEMENT (OR. 06276 PG. G20)

LOT 12

10' REAR YARD SETBACK

S4°28'52"W 140.00'

ASHFORD HILL APARTMENTS OF COLUMBUS, LTD.
O.R. 6393G11

PROPOSED BUILDING
(FF=847.00)

COLUMBUS METROPOLITAN LIBRARY
PID: 060-001154
0.477 AC

BOARD OF TRUSTEES OF THE COLUMBUS
PID: 060-001153
0.923 AC

LOT 12

S85°41'16"E 631.30'

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001154
1.411 AC

LOT 13

LOT 57

MICHAEL A
PID: 060-0
0.444 A

SPECIAL FLOODWAY

500 YEAR

ZONE AE

DRAINAGE AREA +/- 0.26 ACRES (11,325 SF) MIN & CORRESPONDING BIORETENTION AREA TO STORE VOLUME @ 12" DEPTH (MAXIMUM PONDING ALLOWED) PER ORL&D, IMPERVIOUS AREA EXCEEDS 25% OF CONTRIBUTING DRAINAGE, SO MINIMUM FILTER BED NEEDS TO BE 5% OF AREA (600 SF MINIMUM AREA).

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001155
0.972 AC

LOT 14

LOT 47

GLENN WOODS G TR
PID: 060-003864
0.298 AC

LOT 48

DARRELL N MCGINNIS JR
PID: 060-003865
0.281 AC

LOT 49

KYLE WHITE
PID: 060-003866
0.290 AC

LOT 50

NREA VB III, LLC
PID: 060-003867
0.269 AC

CONNECT TO EX. WATER W/ 8"X6" TAPPING SLEEVE & VALVE

CONNECT TO EX. 12" SAN W/ WYE & RISER AS NECESSARY

PROP. WATER

PROP. 6" SAN @ 2.08%

CONC. WALK

20' FRONT YARD SETBACK

N4°28'52"E 293.04'

12" STM

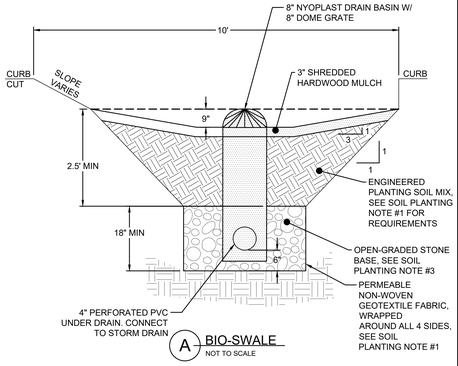
15" STM

18" STM

SOIL PLANTING NOTES:

1. PROVIDE NON-WOVEN GEOTEXTILE FABRIC THAT MEETS FOLLOWING MINIMUM REQUIREMENTS:
   - FLOW RATE – 110 GPM (ASTM 4491)
   - PUNCTURE STRENGTH – 125 LBS (ASTM D 751)
   - MULLEN BURST STRENGTH – 400 PSI (ASTM D 117)
   - TENSILE STRENGTH – 300 LBS (ASTM D 1682)
2. PROVIDE PLANTING SOIL MIX THAT MEET THE FOLLOWING MINIMUM REQUIREMENTS
   - 4 PARTS SAND, PER ODOT CMSC 703.06
   - 2 PARTS TOPSOIL, PER ODOT CMSC 653.02
   - 2 PARTS COMPOST, PER ODOT CMSC 659.06
   - PH = 5.2–7.0
   - INFILTRATION RATE = 0.5 IN/HR
3. PROVIDE NO. 57 AGGREGATE, PER ODOT CMSC 703.01
4. MULCH MUST BE DOUBLE SHREDDED HARD WOODS. PINES AND FINE OR CHIPPED HARDWOOD MULCHES ARE NOT ACCEPTABLE. MULCH SHALL BE PLACED AFTER SUFFICIENT SETTLING HAS OCCURRED OF THE PLANTING SOIL.
5. CONSTRUCTION OF BIOSWALES AND PLANTERS SHALL TAKE PLACE AFTER ALL HARD SURFACES ARE IN AROUND THE AREA AND THE CELL IS PROTECTED WITH SOIL EROSION TO PREVENT SEDIMENT FROM ENTERING THE CELL UNTIL IT IS CONSTRUCTED AND IS ESTABLISHED. SEDIMENT SHALL NOT ENTER THE BASIN DURING CONSTRUCTION.
6. AFTER CONSTRUCTION IS COMPLETE THE FOLLOWING MAINTENANCE SCHEDULE SHALL BE IMPLEMENTED BY OWNER:
   - VISUAL INSPECTION – MONTHLY (AS NEEDED)
   - REMOVE LEAVES, LITTER AND DEBRIS – MONTHLY (AS NEEDED)
   - REMOVE AND REPLACE DEAD OR DISEASED VEGETATION – BIANNUALLY (AS NEEDED)
   - ADD FRESH MULCH – ANNUALLY (AS NEEDED)
   - REMOVE AND REPLACE ENTIRE MULCH LAYER – EVERY 2–3 YEARS (AS NEEDED)
   - VISUAL INSPECTION FOR EROSION OR SLOPE FAILURE AT DOWNSTREAM OUTLET PIPES – QUARTERLY (4 MONTHS) (AS NEEDED)

RECORDS OF MAINTENANCE ACTIVITIES SHALL BE KEPT ON SITE AND SHALL BE AVAILABLE FOR AGENCY REVIEW IF NEEDED.



A BIO-SWALE
NOT TO SCALE

UTILITY LEGEND

SAN	SANITARY GRAVITY
W	WATER
STM	STORM SEWER
■	CATCH BASIN
—	HEADWALL

Ohio Utilities Protection Service
Call 811 before you dig

HORZ 1"=20' 0 20 40

COLUMBUS METROPOLITAN LIBRARY

REVISION SCHEDULE		
#	DATE	REVISION DESCRIPTION

DATE:	04/06/2022
DRAWN BY:	MFS
CHECKED BY:	GPB
JOB NUMBER:	2018.02280

APPROVAL PENDING NOT FOR CONSTRUCTION
IN SUBMITTING BIDS IN RELIANCE ON THESE PLAN THE CONTRACTOR ASSUMES ALL RISKS OF ADDITIONAL COSTS OF REVISIONS DUE TO REQUIREMENTS OF THE OWNER OR GOVERNMENTAL AUTHORITIES AND MATERIAL REVISIONS IN THE COURSE OF COMPLETING THE FINAL DESIGN.

PROJECT NAME :

COLUMBUS METROPOLITAN LIBRARY

1402 BRICE ROAD
REYNOLDSBURG, OHIO 43068

ISSUE DATE : MAJOR SITE PLAN

AMERICAN STRUCTUREPOINT INC.
7260 Shadeland Station | Indianapolis, Indiana 46256-3957
TEL 317.547.5580 | FAX 317.543.0270
www.structurepoint.com

UTILITY PLAN

4/5

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Attachment: 220429_CML Reynoldsburg Major Site Plan_LuRez (002) (Columbus Metropolitan Library Application (#2022-5116)

Brice Road (60' R/W)

EX. 8" WATER

EX. 2" WATER

1286-1314 BRICE RD CO LTD
PID: 060-001153
1.026 AC

1286-1314 BRICE RD CO LTD
PID: 060-001152
1.121 AC

EXISTING BUILDING

EX. GUARDRAIL

CONCRETE WALL WITH GUARDRAIL

BM #3
851.46

S85°41'16"E 631.30'

LOT 10

LOT 11

LOT 12

PROPOSED BUILDING
(FF=847.00)

COLUMBUS METROPOLITAN LIBRARY
PID: 060-001154
0.477 AC

BOARD OF TRUSTEES OF THE COLUMBUS
PID: 060-001153
0.626 AC

BOARD OF TRUSTEES OF THE COLUMBUS
PID: 060-001153
0.923 AC

10' STORM EASEMENT (OR VOL. 376 PG. 620)

ASH LORD LLC
APARTMENTS
OF COLUMBUS, LTD.
O.R. 6393G11

S4°28'52"W 140.00'

CONC. WALK

N4°28'52"E 140.00'

N4°28'52"E 293.04'

BM #2
844.14

BM #1
837.69

DRAINAGE CURB CUT & ROCK CHANNEL PROTECTION SEE DETAIL A THIS SHEET

DRAINAGE CURB CUT & ROCK CHANNEL PROTECTION SEE DETAIL A THIS SHEET

ROCK CHANNEL PROTECTION

ROCK CHANNEL PROTECTION

50 YEAR

500 YEAR

SPECIAL FLOODWAY

ZONE AE

PROPOSED CURB CUTS TO ALLOW RUNOFF TO SHEET FLOW & INFILTRATE PROPOSED BIORETENTION AREA

DRAINAGE AREA +/- 0.26 ACRES (11,325 SF) MIN & CORRESPONDING BIORETENTION AREA TO STORE VOLUME @ 12" DEPTH (MAXIMUM PONDING ALLOWED) PER ORL&D, IMPERVIOUS AREA EXCEEDS 25% OF CONTRIBUTING DRAINAGE, SO MINIMUM FILTER BED NEEDS TO BE 5% OF AREA (600 SF MINIMUM AREA).

2 847.09 TC
3 0.26 TC
4 846.08 TC
5 845.75 TC
6 845.77 TC
7 845.93 TC
8 845.25 TC
9 845.80 TC
21 845.25 TC
22 847.05 TC

PLAT OF PART OF THE F.G. TAYLOR FARM P.B. 12, PG. 28

BRICE ESTATES NO. 5 P.B. 34, PG. 57

FERMAN P CARR JR
PID: 060-004011
0.340 AC

MICHAEL A
PID: 060-0
0.444 A

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001154
1.411 AC

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001155
0.972 AC

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001156
0.924 AC

BOARD OF TRUSTEES OF THE COLUMBUS METROPOLITAN LIBRARY
PID: 060-001157
0.922 AC

LOT 13
LOT 14
LOT 15
LOT 56
LOT 57

LOT 47 — GLENN WOODS G TR PID: 060-003864 0.298 AC
LOT 48 — DARRELL N MCGINNIS JR PID: 060-003865 0.281 AC
LOT 49 — KYLE WHITE PID: 060-003866 0.290 AC
LOT 50 — NREA VB III, LLC PID: 060-003867 0.269 AC
LOT 51 — JERAMIE M TOLER PID: 060-003868 0.246 AC
BRICE ESTATES NO. 4 P.B. 34, PG. 17
LOT 52 — CHARLES E CHERRY PID: 060-003869 0.215 AC
LOT 53 — CHARLES CLAGER JR PID: 060-003870 0.190 AC

N85°41'16"W 631.30'

A DRAINAGE CURB CUT
NOT TO SCALE
ROCK CHANNEL PROTECTION TYPE C, 5'W X 10'L, 18"D
0.50"
1'
3'
1'

GRADING & EROSION CONTROL LEGEND
- 846 — PROPOSED MAJOR CONTOUR
- 839 — PROPOSED MINOR CONTOUR
- 840 — EXISTING MAJOR CONTOUR
- 839 — EXISTING MINOR CONTOUR
- LIMITS OF DISTURBANCE
- ROCK CHANNEL PROTECTION

Ohio Utilities Protection Service
Call 811 before you dig

HORZ 1"=20' 0 20 40

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COLUMBUS METROPOLITAN LIBRARY

REVISION SCHEDULE

#	DATE	REVISION DESCRIPTION

DATE:	04/06/2022
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PROJECT NAME :

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REYNOLDSBURG, OHIO 43068

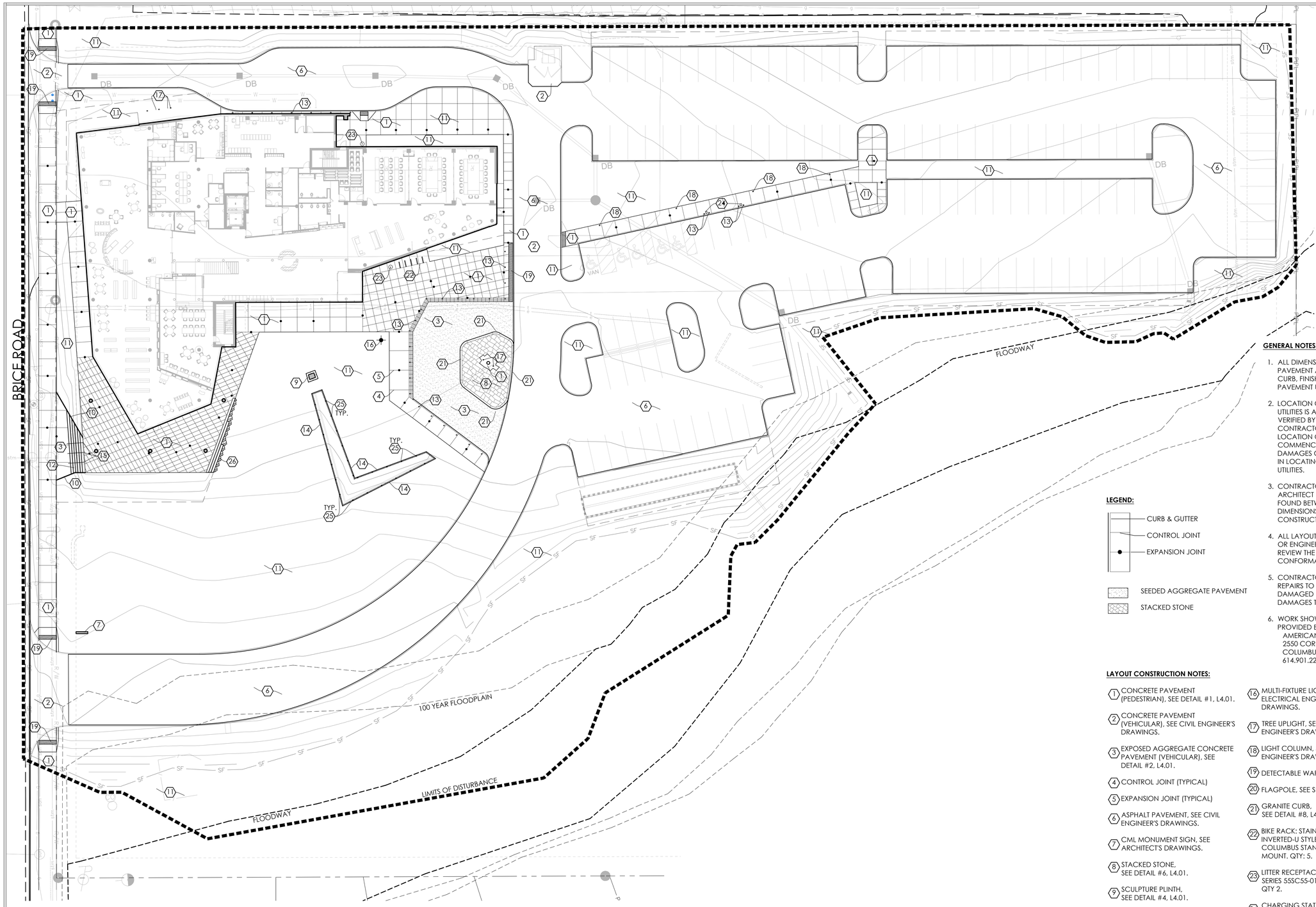
ISSUE DATE : MAJOR SITE PLAN

AMERICAN STRUCTUREPOINT INC.
7260 Shadeland Station | Indianapolis, Indiana 46256-3957
TEL 317.547.5580 | FAX 317.543.0270
www.structurepoint.com

GRADING PLAN

5/5

Attachment: 220429 CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application (#2022-5116)



1 MATERIALS PLAN

0' 10' 20' 40' NORTH

LEGEND:

- CURB & GUTTER
- CONTROL JOINT
- EXPANSION JOINT
- SEEDED AGGREGATE PAVEMENT
- STACKED STONE

GENERAL NOTES:

1. ALL DIMENSIONS USING CURBS, WALLS OR PAVEMENT AS A REFERENCE ARE FROM FACE OF CURB, FINISHED FACE OF WALL OR EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
2. LOCATION OF THE EXISTING UNDERGROUND UTILITIES IS APPROXIMATE & HAS NOT BEEN VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES PRIOR TO COMMENCING WORK & IS RESPONSIBLE FOR DAMAGES OCCASIONED DUE TO NEGLIGENCE IN LOCATING & PRESERVING UNDERGROUND UTILITIES.
3. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IF A DISCREPANCY IS FOUND BETWEEN THE DIMENSION GIVEN & DIMENSIONS IN THE FIELD PRIOR TO CONSTRUCTION.
4. ALL LAYOUT TO BE BY A REGISTERED SURVEYOR OR ENGINEER. THE LANDSCAPE ARCHITECT WILL REVIEW THE LAYOUT FOR GENERAL CONFORMANCE PRIOR TO CONSTRUCTION.
5. CONTRACTOR IS RESPONSIBLE FOR COST OF REPAIRS TO EXISTING CONDITIONS WHEN DAMAGED BY CONTRACTOR. REPAIR DAMAGES TO THE SATISFACTION OF THE OWNER.
6. WORK SHOWN IS BASED ON A SURVEY PROVIDED BY
   AMERICAN STRUCTUREPOINT
   2550 CORPORATE EXCHANGE DRIVE
   COLUMBUS, OH 43231
   614.901.2235

LAYOUT CONSTRUCTION NOTES:

1. CONCRETE PAVEMENT (PEDESTRIAN), SEE DETAIL #1, L4.01.
2. CONCRETE PAVEMENT (VEHICULAR), SEE CIVIL ENGINEER'S DRAWINGS.
3. EXPOSED AGGREGATE CONCRETE PAVEMENT (VEHICULAR), SEE DETAIL #2, L4.01.
4. CONTROL JOINT (TYPICAL)
5. EXPANSION JOINT (TYPICAL)
6. ASPHALT PAVEMENT, SEE CIVIL ENGINEER'S DRAWINGS.
7. CML MONUMENT SIGN, SEE ARCHITECT'S DRAWINGS.
8. STACKED STONE, SEE DETAIL #6, L4.01.
9. SCULPTURE PLINTH, SEE DETAIL #4, L4.01.
10. WEATHERING STEEL WALL, SEE SHEET L4.02.
11. LANDSCAPE AREA, SEE SHEET L3.01.
12. CAST-IN-PLACE CONCRETE STEPS (BRICE ROAD), SEE DETAIL #5, L4.01.
13. BOLLARD: SE100 BY MMCITE COLOR: BLACK, QTY: 29. EMBEDDED MOUNT.
14. PRE-CAST CONCRETE CURB, SEE DETAIL #4, L4.02.
15. LIGHTED HANDRAIL, SEE DETAIL #5, L4.01.
16. MULTI-FIXTURE LIGHT POLE, SEE ELECTRICAL ENGINEER'S DRAWINGS.
17. TREE UPLIGHT, SEE ELECTRICAL ENGINEER'S DRAWINGS.
18. LIGHT COLUMN, SEE ELECTRICAL ENGINEER'S DRAWINGS.
19. DETECTABLE WARNING PLATE
20. FLAGPOLE, SEE SPECIFICATIONS.
21. GRANITE CURB, SEE DETAIL #8, L4.01.
22. BIKE RACK: STAINLESS STEEL INVERTED-U STYLE CITY OF COLUMBUS STANDARD. SURFACE MOUNT. QTY: 5.
23. LITTER RECEPTACLE: WITT STADIUM SERIES 55SC55-01 WITH SC55HT LID. QTY 2.
24. CHARGING STATION, SEE ELECTRICAL ENGINEER'S DRAWINGS.
25. DRAINAGE CUT-OUT IN CURB, SEE DETAIL #4, L4.02.
26. CAST-IN-PLACE CONCRETE STEPS (LAWN), SEE DETAIL #7, L4.01.

N

REVISION SCHEDULE		
#	DATE	REVISION DESCRIPTION

PROJECT NAME :

ISSUE DATE :

EDGE PLANNING LANDSCAPE ARCHITECTURE URBAN DESIGN
330 W. SPRING STREET, SUITE 350
COLUMBUS, OH 43215
614.486.3343
www.edgela.com

MATERIALS PLAN

L1.01

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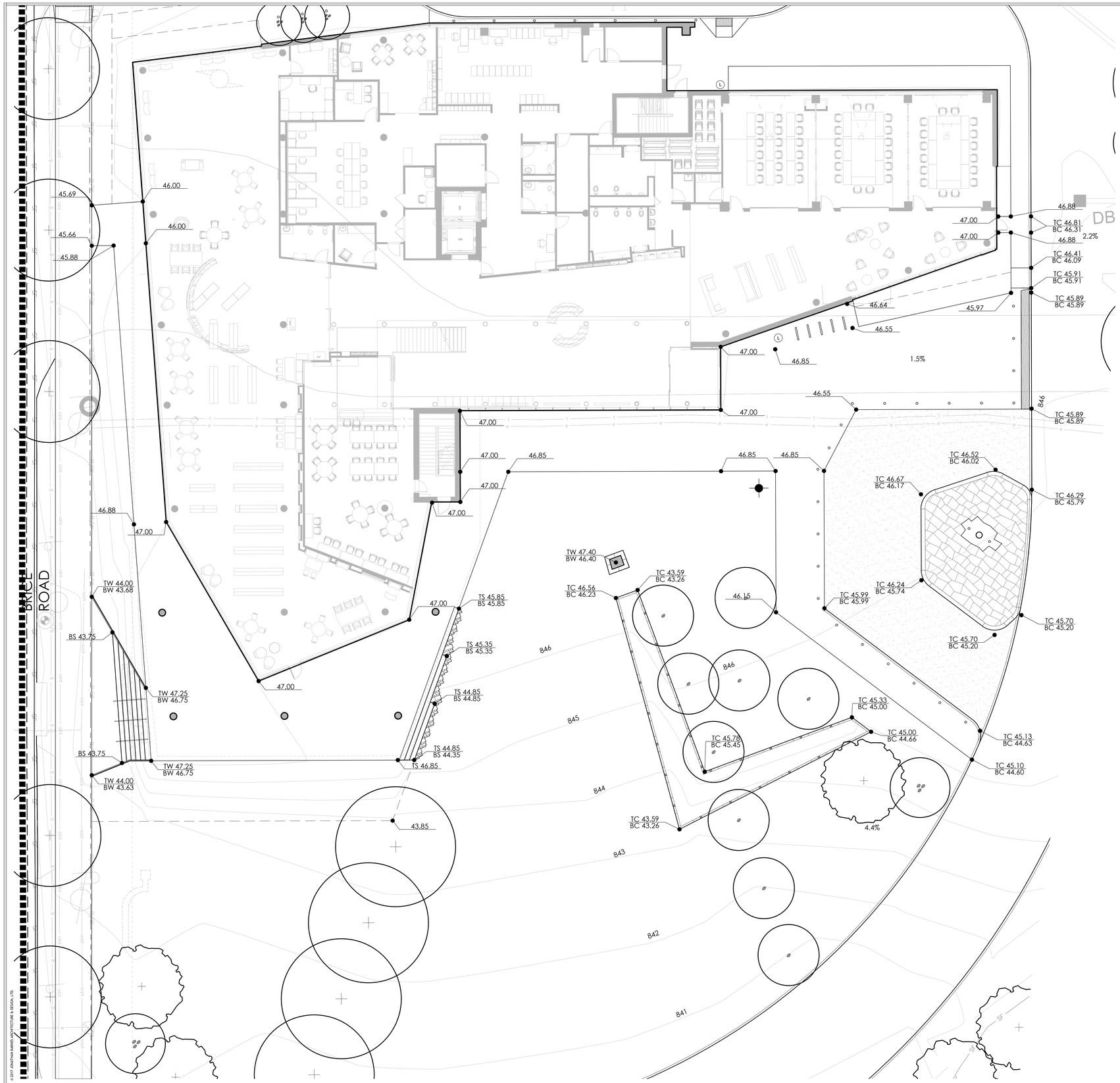
Attachment: 220429 CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application (#2022-5116)



1 GRADING PLAN

0' 5' 10' 20'

NORTH

GENERAL NOTES:

1. ALL DIMENSIONS USING CURBS, WALLS OR PAVEMENT AS A REFERENCE ARE FROM FACE OF CURB, FINISHED FACE OF WALL OR EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
2. LOCATION OF THE EXISTING UNDERGROUND UTILITIES IS APPROXIMATE & HAS NOT BEEN VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES PRIOR TO COMMENCING WORK & IS RESPONSIBLE FOR DAMAGES OCCASIONED DUE TO NEGLIGENCE IN LOCATING & PRESERVING UNDERGROUND UTILITIES.
3. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IF A DISCREPANCY IS FOUND BETWEEN THE DIMENSION GIVEN & DIMENSIONS IN THE FIELD PRIOR TO CONSTRUCTION.
4. ALL LAYOUT TO BE BY A REGISTERED SURVEYOR OR ENGINEER. THE LANDSCAPE ARCHITECT WILL REVIEW THE LAYOUT FOR GENERAL CONFORMANCE PRIOR TO CONSTRUCTION.
5. CONTRACTOR IS RESPONSIBLE FOR COST OF REPAIRS TO EXISTING CONDITIONS WHEN DAMAGED BY CONTRACTOR. REPAIR DAMAGES TO THE SATISFACTION OF THE OWNER.
6. WORK SHOWN IS BASED ON A SURVEY PROVIDED BY
   AMERICAN STRUCTUREPOINT
   2550 CORPORATE EXCHANGE DRIVE
   COLUMBUS, OH 43231
   614.901.2235

LAYOUT CONSTRUCTION NOTES:

1. MEET ADJACENT PAVEMENT FLUSH
2. MEET ENTRY THRESHOLD FLUSH.

ABBREVIATIONS:

FFE	FINISHED FLOOR ELEVATION
HP	HIGH POINT
TC	TOP OF CURB
BC	BOTTOM OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL

XX.XX EXISTING SPOT ELEVATION

XX.XX PROPOSED SPOT ELEVATION

Ohio Utilities Protection Service Call 811 before you dig

REVISION SCHEDULE		
#	DATE	REVISION DESCRIPTION

PROJECT NAME :

ISSUE DATE :

EDGE PLANNING LANDSCAPE ARCHITECTURE URBAN DESIGN
330 W. SPRING STREET, SUITE 350
COLUMBUS, OH 43215
614.486.3343
www.edgela.com

GRADING PLAN

L2.01

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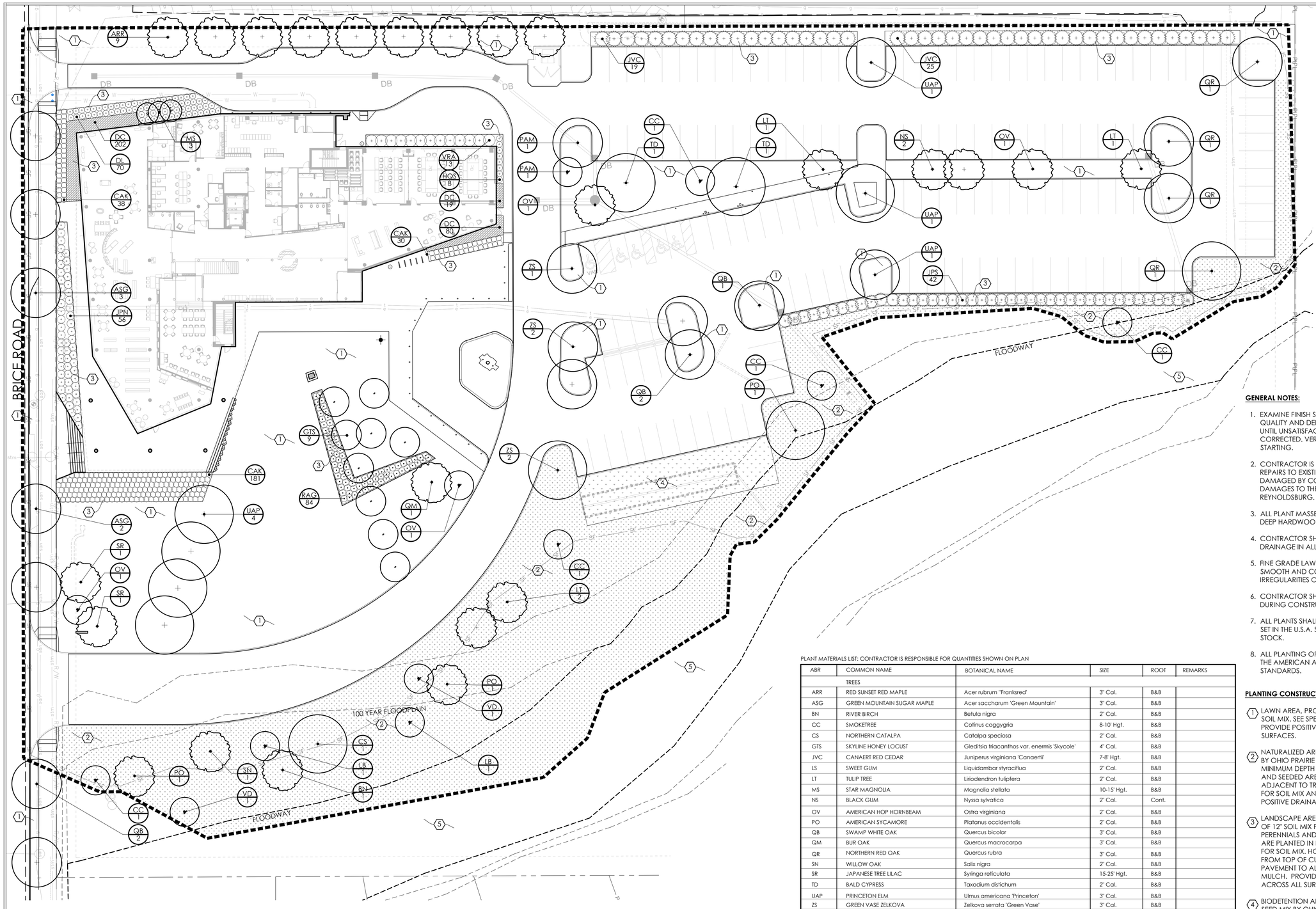
Attachment: 220429 CML Reynoldsburg Major Site Plan LoRez (002) (Columbus Metropolitan Library Application #2022-5116)



1 PLANTING PLAN

PLANT MATERIALS LIST: CONTRACTOR IS RESPONSIBLE FOR QUANTITIES SHOWN ON PLAN

ABR	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS
	TREES				
ARR	RED SUNSET RED MAPLE	Acer rubrum "Franksred'	3" Cal.	B&B	
ASG	GREEN MOUNTAIN SUGAR MAPLE	Acer saccharum 'Green Mountain'	3" Cal.	B&B	
BN	RIVER BIRCH	Betula nigra	2" Cal.	B&B	
CC	SMOKETREE	Cotinus coggygria	8-10' Hgt.	B&B	
CS	NORTHERN CATALPA	Catalpa speciosa	2" Cal.	B&B	
GTS	SKYLINE HONEY LOCUST	Gleditsia triacanthos var. enermis 'Skycole'	4" Cal.	B&B	
JVC	CANAERT RED CEDAR	Juniperus virginiana 'Canaertii'	7-8' Hgt.	B&B	
LS	SWEET GUM	Liquidambar styraciflua	2" Cal.	B&B	
LT	TULIP TREE	Liriodendron tulipfera	2" Cal.	B&B	
MS	STAR MAGNOLIA	Magnolia stellata	10-15' Hgt.	B&B	
NS	BLACK GUM	Nyssa sylvatica	2" Cal.	Cont.	
OV	AMERICAN HOP HORNBEAM	Ostra virginiana	2" Cal.	B&B	
PO	AMERICAN SYCAMORE	Platanus occidentalis	2" Cal.	B&B	
QB	SWAMP WHITE OAK	Quercus bicolor	3" Cal.	B&B	
QM	BUR OAK	Quercus macrocarpa	3" Cal.	B&B	
QR	NORTHERN RED OAK	Quercus rubra	3" Cal.	B&B	
SN	WILLOW OAK	Salix nigra	2" Cal.	B&B	
SR	JAPANESE TREE LILAC	Syringa reticulata	15-25' Hgt.	B&B	
TD	BALD CYPRESS	Taxodium distichum	2" Cal.	B&B	
UAP	PRINCETON ELM	Ulmus americana 'Princeton'	3" Cal.	B&B	
ZS	GREEN VASE ZELKOVA	Zelkova serrata 'Green Vase'	3" Cal.	B&B	
	SHRUBS				
DL	NATIVE BUSH HONEYSUCKLE	Diervilla lonicera	24" Hgt.	Cont.	
HQS	SIKES DWARF OAKLEAF HYDRANGEA	Hydrangea quercifolia 'Sikes Dwarf'	24" Hgt.	Cont.	
JPN	NICK'S COMPACT JUNIPER	Juniperus x pfitzeriana 'Nick's Compact'	24" Spr.	Cont.	
JPS	SEA GREEN JUNIPER	Juniperus x pfitzeriana 'Sea Green'	36" Hgt.	Cont.	
LB	SPICEBUSH	Lindera benzoin	42" Hgt.	Cont.	
RAG	GRO-LOW SUMAC	Rhus aromatica 'Gro-Low'	24" Hgt.	Cont.	
VD	ARROWWOOD VIBURNUM	Viburnum dentatum	42" Hgt.	Cont.	
VRA	ALLEGHANY VIBURNUM	Viburnum x rhytidophylloides 'Alleghany'	42" Hgt.	Cont.	
	PERENNIALS / GROUNDCOVERS				
CAK	FEATHER REED GRASS	Calamagrostis x acutiflora 'Karl Foerster'	2 Gal.	Cont.	
DC	TUFTED HAIR GRASS	Deschampia cespitosa	2 Gal.	Cont.	

GENERAL NOTES:

1. EXAMINE FINISH SURFACE, GRADES, TOPSOIL QUALITY AND DEPTH. DO NOT START ANY WORK UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED. VERIFY LIMITS OF WORK BEFORE STARTING.
2. CONTRACTOR IS RESPONSIBLE FOR COST OF REPAIRS TO EXISTING CONDITIONS WHEN DAMAGED BY CONTRACTOR. REPAIR DAMAGES TO THE SATISFACTION OF THE CITY OF REYNOLDSBURG.
3. ALL PLANT MASSES TO BE CONTAINED WITHIN 3" DEEP HARDWOOD BARK MULCH BED.
4. CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE IN ALL LAWN AREAS.
5. FINE GRADE LAWN AREAS TO PROVIDE A SMOOTH AND CONTINUAL GRADE FREE OF IRREGULARITIES OR DEPRESSIONS.
6. CONTRACTOR SHALL SOD ALL AREAS DISTURBED DURING CONSTRUCTION, SEE PLAN.
7. ALL PLANTS SHALL MEET OR EXCEED STANDARDS SET IN THE U.S.A. STANDARD FOR NURSERY STOCK.
8. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.

PLANTING CONSTRUCTION NOTES:

(1) LAWN AREA, PROVIDE MINIMUM DEPTH OF 6" SOIL MIX. SEE SPECIFICATIONS FOR SOIL MIX. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

(2) NATURALIZED AREA, SLOPE POLLINATOR MIX BY OHIO PRAIRIE NURSERY. PROVIDE MINIMUM DEPTH OF 6" SOIL MIX FOR SHRUBS AND SEEDED AREA AND 24" SOIL MIX ADJACENT TO TREES. SEE SPECIFICATIONS FOR SOIL MIX AND SEED MIX. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

(3) LANDSCAPE AREA, PROVIDE MINIMUM DEPTH OF 12" SOIL MIX FOR SHRUBS AND PERENNIALS AND 24" SOIL MIX WHEN TREES ARE PLANTED IN BED. SEE SPECIFICATIONS FOR SOIL MIX. HOLD TOP OF SOIL DOWN 3" FROM TOP OF CURB AND/OR ADJACENT PAVEMENT TO ALLOW FOR INSTALLATION OF MULCH. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

(4) BIODETENTION AREA, RAIN GARDEN NATIVE SEED MIX BY OHIO PRAIRIE NURSERY. SEE CIVIL ENGINEER'S DRAWINGS FOR SOIL MIX. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES.

(5) NATURAL AREA, DO NOT DISTURB.

REVISION SCHEDULE

#	DATE	REVISION DESCRIPTION

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ISSUE DATE :

EDGE PLANNING LANDSCAPE ARCHITECTURE URBAN DESIGN
330 W. SPRING STREET, SUITE 350
COLUMBUS, OH 43215
614.486.3343
www.edgela.com

LANDSCAPE PLAN

L3.01

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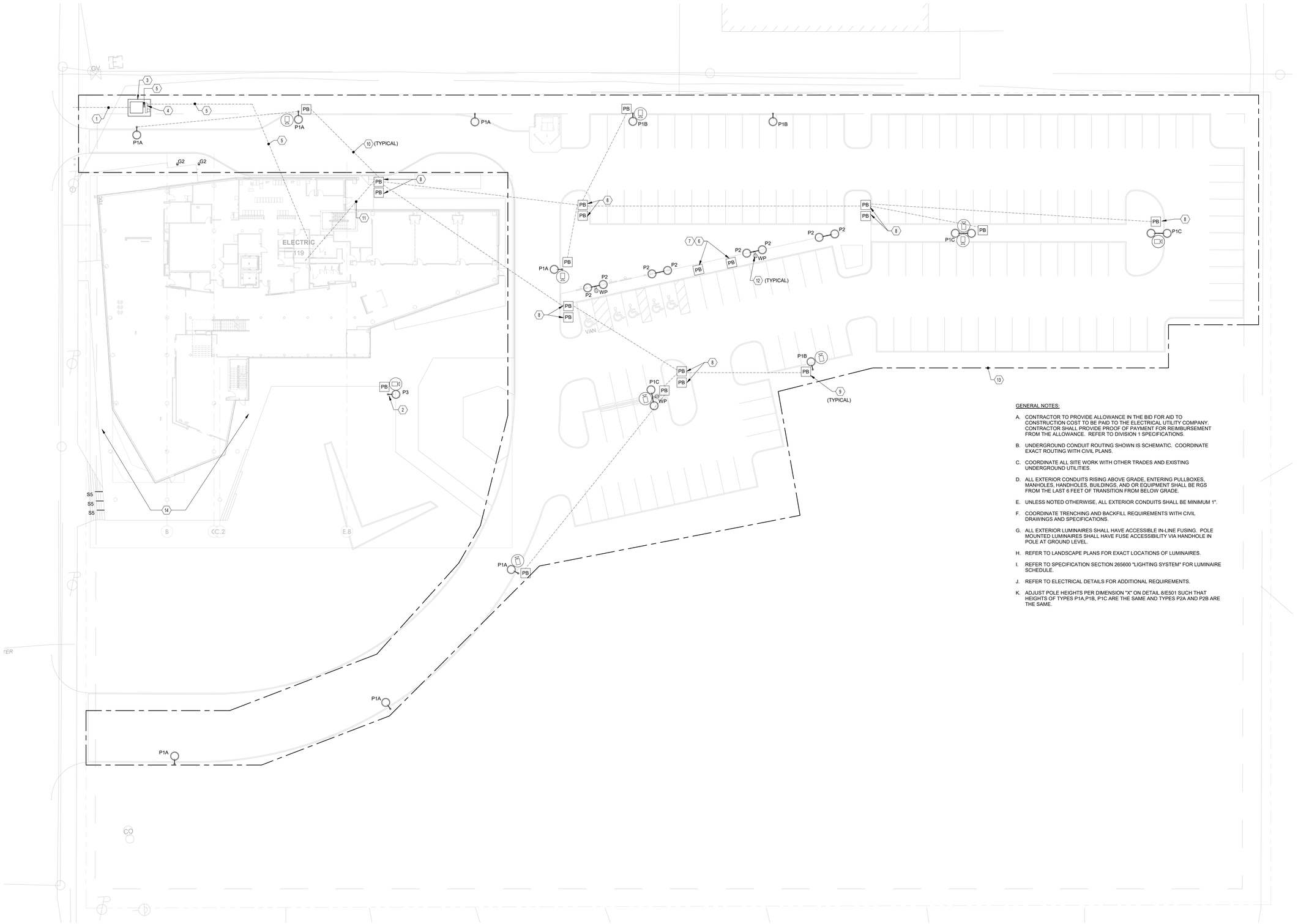
Attachment: 220429 CWL Reynoldsburg Major Site Plan LoRez (002) (Columbus Metropolitan Library Application (#2022-5116)



CODED NOTES

1. EXISTING ELECTRIC UTILITY (AEP) UNDERGROUND SERVICE FEEDER TO BE INTERCEPTED IN A PRIMARY ENCLOSURE. CONTRACTOR TO PROVIDE TWO (2) 5" UNDERGROUND CONDUITS FROM PRIMARY ENCLOSURE TO TRANSFORMER. PRIMARY FEEDERS TO BE PROVIDED BY AEP.
2. APPROXIMATE LOCATION OF FLAGPOLE WITH INTEGRAL LIGHT. COORDINATE EXACT REQUIREMENTS WITH FLAGPOLE SPECIFICATIONS IN LANDSCAPE DRAWINGS PRIOR TO ROUGH-IN.
3. PROVIDE CONCRETE PAD FOR PRIMARY ENCLOSURE AND TRANSFORMER (EQUIPMENT TO BE PROVIDED BY AEP). COORDINATE PAD AND CONDUIT INSTALLATION WITH AEP PRIOR TO ROUGH-IN AND CONCRETE PAD INSTALLATION.
4. PROVIDE 60" x 60" x 15" CT CABINET AND METER SOCKET ON 2" GALVANIZED PIPE SUPPORT (WITH CONCRETE FOOTERS) FOR AEP SERVICE. COORDINATE EXACT REQUIREMENTS WITH AEP "METER AND SERVICE GUIDE, FIGURE 12".
5. PROVIDE (4) 4" CONDUITS FOR ELECTRICAL SERVICE FEEDER FROM UTILITY TRANSFORMER.
6. PROVIDE UNDERGROUND PULL BOX FOR FUTURE EV CHARGING STATION.
7. PROVIDE (1) 2" CONDUIT (2 CIRCUITS PER CONDUIT 208V, 1PH). ROUTE UNDERGROUND CONDUIT TO ELECTRICAL ROOM 119.
8. PROVIDE DUAL COMPARTMENT UNDERGROUND PULL BOX WITH "ELECTRIC AND "COMMUNICATION" COVER WITH DIVIDER.
9. PROVIDE UNDERGROUND PULL BOX FOR CAMERA AND LIGHTING POWER.
10. PROVIDE (1) 1" CONDUIT FOR CAMERA POWER.
11. PROVIDE (1) 2" CONDUITS FOR CAMERA POWER.
12. PROVIDE RECEPTACLE ON LIGHT POLE WITH MANUFACTURER APPROVED CAST ALUMINUM BACKBOX.
13. ALL CONDUITS WITHIN THIS AREA SHALL BE CONCRETE ENCASED.
14. LIGHTING IN THIS AREA TO BE DETERMINED.

GENERAL NOTES:

A. CONTRACTOR TO PROVIDE ALLOWANCE IN THE BID FOR AID TO CONSTRUCTION COST TO BE PAID TO THE ELECTRICAL UTILITY COMPANY. CONTRACTOR SHALL PROVIDE PROOF OF PAYMENT FOR REIMBURSEMENT FROM THE ALLOWANCE. REFER TO DIVISION 1 SPECIFICATIONS.

B. UNDERGROUND CONDUIT ROUTING SHOWN IS SCHEMATIC. COORDINATE EXACT ROUTING WITH CIVIL PLANS.

C. COORDINATE ALL SITE WORK WITH OTHER TRADES AND EXISTING UNDERGROUND UTILITIES.

D. ALL EXTERIOR CONDUITS RISING ABOVE GRADE, ENTERING PULLBOXES, MANHOLES, HANDHOLES, BUILDINGS, AND OR EQUIPMENT SHALL BE RGS FROM THE LAST 6 FEET OF TRANSITION FROM BELOW GRADE.

E. UNLESS NOTED OTHERWISE, ALL EXTERIOR CONDUITS SHALL BE MINIMUM 1".

F. COORDINATE TRENCHING AND BACKFILL REQUIREMENTS WITH CIVIL DRAWINGS AND SPECIFICATIONS.

G. ALL EXTERIOR LUMINAIRES SHALL HAVE ACCESSIBLE IN-LINE FUSING. POLE MOUNTED LUMINAIRES SHALL HAVE FUSE ACCESSIBILITY VIA HANDHOLE IN POLE AT GROUND LEVEL.

H. REFER TO LANDSCAPE PLANS FOR EXACT LOCATIONS OF LUMINAIRES.

I. REFER TO SPECIFICATION SECTION 265600 "LIGHTING SYSTEM" FOR LUMINAIRE SCHEDULE.

J. REFER TO ELECTRICAL DETAILS FOR ADDITIONAL REQUIREMENTS.

K. ADJUST POLE HEIGHTS PER DIMENSION "X" ON DETAIL 8/E501 SUCH THAT HEIGHTS OF TYPES P1A,P1B, P1C ARE THE SAME AND TYPES P2A AND P2B ARE THE SAME.

1 SITE PLAN - ELECTRICAL
1" = 20'-0"

PLAN NORTH

REVISION SCHEDULE		
#	DATE	REVISION DESCRIPTION

PROJECT NAME :

CML REYNOLDSBURG

1402 BRICE ROAD
REYNOLDSBURG, OHIO 43068

50% CONSTRUCTION DOCUMENT

ISSUE DATE : 04-08-2022

ADVANCED ENGINEERING CONSULTANTS
Mechanical | Electrical | Plumbing | Fire Protection
1405 Dublin RoadTel: (614) 486-4778
Columbus, Ohio 43215Fax: (614) 486-4082

SITE PLAN - ELECTRICAL

E1.00

4/7/2022 3:50:49 PM © 2017 JONATHAN BARNES ARCHITECTURE & DESIGN, LTD.

Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002) (Columbus Metropolitan Library Application #2022-5116)

EAST PLAZA RENDERING

1

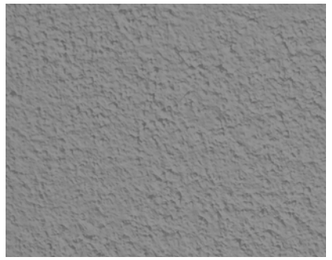
GLEN-GERY MORNING DOVE

BRICE STREET RENDERING

2

STOREFRONT/
CURTAIN WALL
MULLION COLOR

3

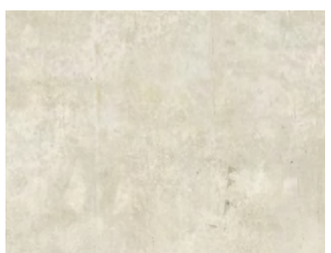


STUCCO SYSTEM

4

METAL PANEL SYSTEM

5

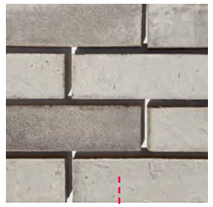


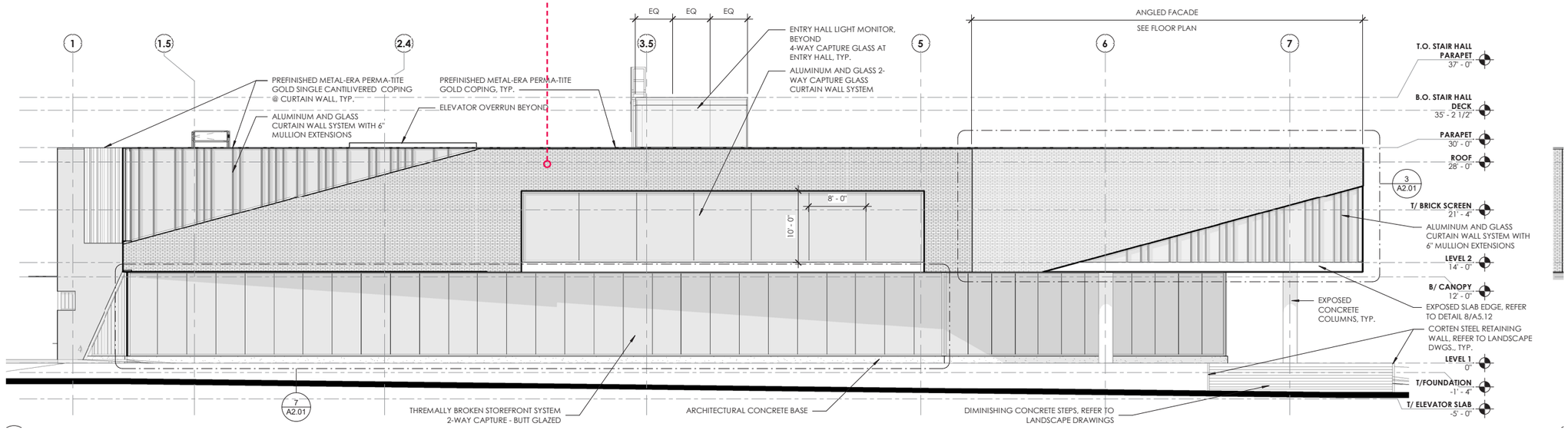
CAST-IN-PLACE
ARCHITECTUAL CONCRETE

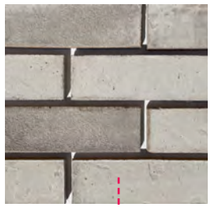
5

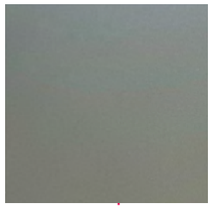
CAST-IN-PLACE ARCHITECTURAL
CONCRETE COLUMNS

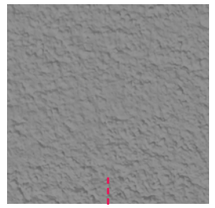
Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (002 (Columbus Metropolitan Library Application #2022-5116)

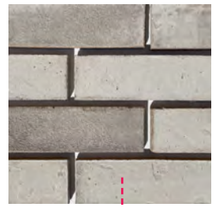


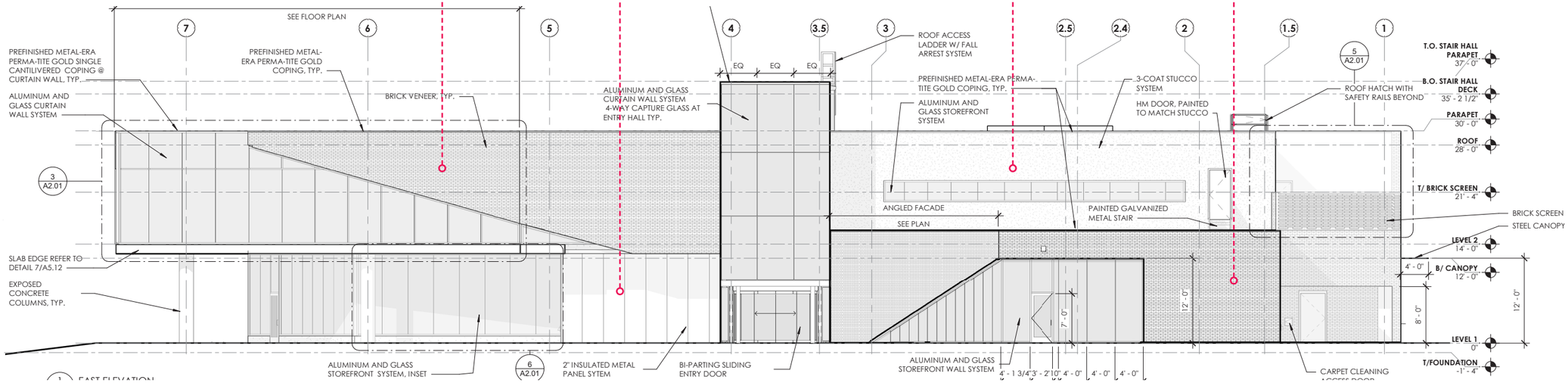




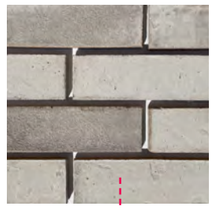


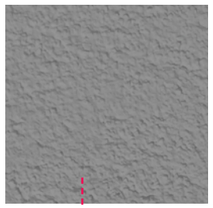


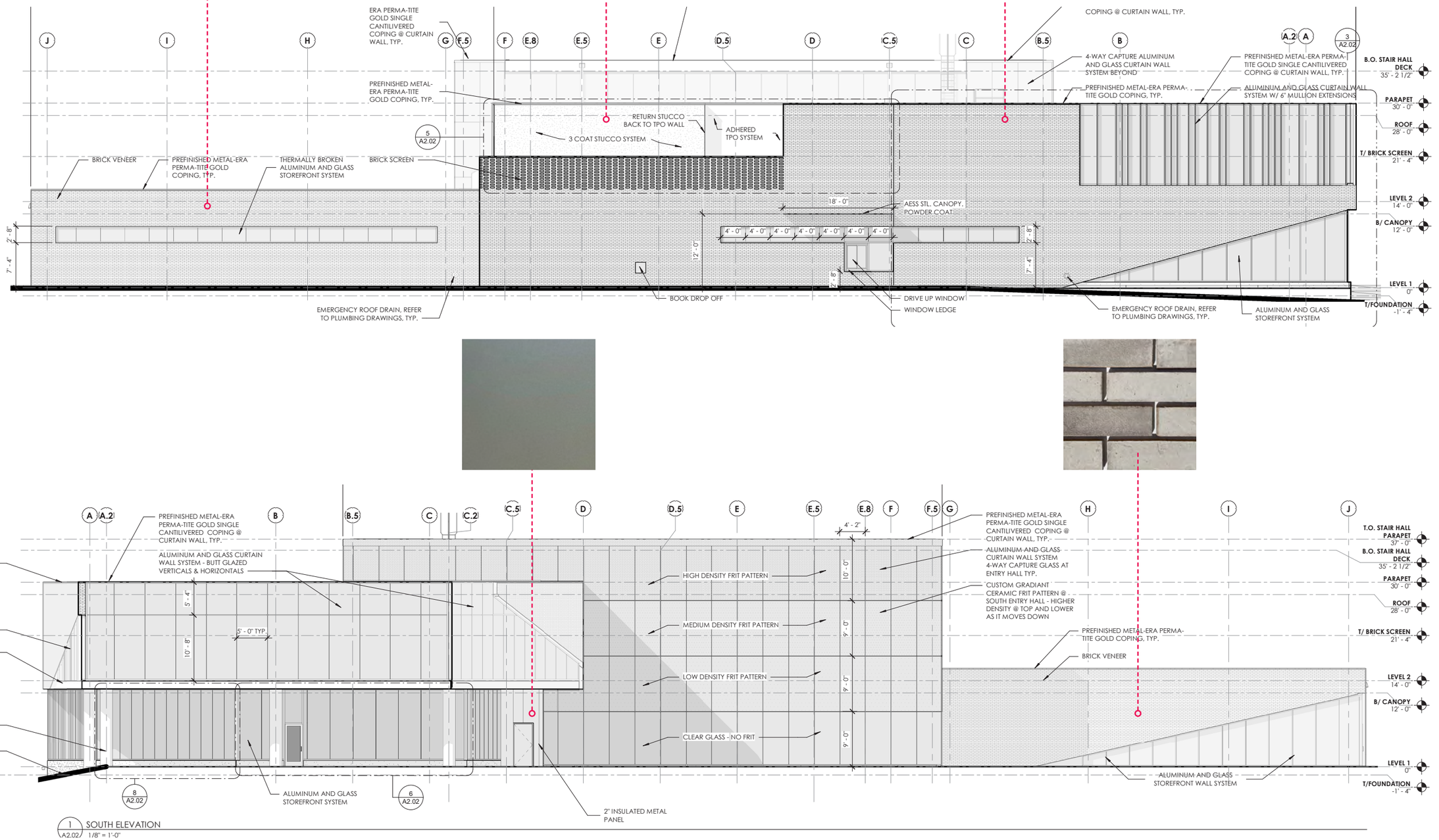




Attachment: 220429_CML Reynoldsburg Major Site Plan_LoR (002) (Columbus Metropolitan Library Application #2022-5116)







1 A2.02 SOUTH ELEVATION
1/8" = 1'-0"

Attachment: 220429_CML Reynoldsburg Major Site Plan_LoRez (02) (Columbus Metropolitan Library Application #2022-5116)

Reynoldsburg
OHIO · 1839

May 5th, 2022

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

RE: Columbus Metropolitan Library – Major Site Plan #2022-5116 Staff Report
1402 Brice Road

Planning Commission:

Below is the staff review of the above referenced application.

1. **Project Summary**

a. The property is located at 1402 Brice Road and includes parcel #'s 060-001253, 060-001153, 060-001254, 060-001154, 060-001155, 060-001156, and 060-001157.

b. The applicant, Fred Brock with the Columbus Metropolitan Board of Trustees, is requesting Planning Commission approval of a Major Site Plan for the construction of a new library on approximately 6.28 acres.

2. **Zoning Review (Section 1103.01)**

a. The property is in the Brice and Main Street zoning district in which a library is a permitted use.

b. The proposed development complies with section 1103.15 in terms of building height, lot coverage, and setback requirements.

c. Staff is generally supportive of the proposed site layout. The suggested building typology for an institutional flex building encourages parking to be located in the rear or to the side of the building. The parking for this development is located in the rear of the building and includes two access points off Brice Road. The curb cub to the North of the building is for exit only. The curb cut to the south of the building is for entry and exit.

d. The applicant has met parking requirements. The required parking count for a library is 1 space per 200 SF. The proposed building is 37,500 SF which would require 188 parking spaces. The Brice and Main Street district does allow parking reductions in exchange for the incorporation of transit and pedestrian friendly amenities. The library development will provide bike racks on site which allows for a 5% parking reduction, designated parking

Attachment: Staff Report - Library (Columbus Metropolitan Library Application #2022-5116)

spaces for electric cars which allows for an additional 5% reduction, and designated parking spaces for carpool vehicles which allows for an additional 10% parking reduction for a total of a 20% parking reduction. A 20% parking reduction requires 150 parking spaces on site which is what is proposed for the library development.

e. There are two access point for the site on Brice Road. A traffic impact study is not required for the project due to the street improvement projects the city has already scheduled for the area. Please see the engineering report for more detail.

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, open space, lawn space, and a number of trees and shrubs.

g. The materials being used on the façade of the building meet the zoning district requirement of being natural materials made up of colors that blend in with surrounding buildings. These materials include brick, stucco, metal, and concrete.

h. Please see the attached engineering report.

3. **Staff Recommendation**

a. Staff is supportive of the project and believes this development meets the intent of the Brice and Main Street District.

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.

Attachment: Staff Report - Library (Columbus Metropolitan Library Application #2022-5116)

Engineers, Surveyors, Planners, Scientists

MEMO

Date: April 28, 2022

To: Eric Meyer, Director of Development

From: Ryan Andrews, City Engineer

Subject: Staff Report for: Columbus Metropolitan Library-Brice Road

Copies: Joseph Begeny, Mayor; William Dorman, Public Service Director;
Aerin Ledbetter, Planning & Zoning Administrator

On behalf of the City of Reynoldsburg, EMH&T conducted a preliminary engineering review of the Major Site Plan for the Columbus Metropolitan Library branch on Brice Road. The following summarizes our findings and recommendations with respect to this development.

ROADWAY ACCESS AND SITE PARKING

1. EMH&T understands this project is a reconstruction of the existing library currently in this location. There was an office building located to the south of the library that will also be demolished. The library has purchased the parcel(s) where the office resided. Currently there are several parcels that comprise the project. We assume a lot combination is necessary, but please confirm with Planning & Zoning.
2. The proposed library will have two access points onto Brice Road.
    a. The south access will be a full access point with one entrance lane and two exit lanes (left and right turns only, respectively). The width is shown as 36-feet, which meets requirements. The drive approach will need to meet Reynoldsburg Standard Drawing R-12.
    b. The north access with be an exit only access point with the library's book drop off lane located along this drive to the east. Vehicles may turn left or right onto Brice Road. The width shown is 12-feet. City Code (1105.G.vi) requires a minimum width of 13-feet for one way access drives and this width should also be confirmed with the fire department.
        i. There is some concern with the proximity of this access point's location relative to the existing shopping center access point just to the north as they are approximately 50-feet apart. We feel this will be acceptable in the near term. The City reserves the right to reevaluate this access point in conjunction with any future development which may occur to the north on the current shopping center site.
3. A traffic access study will not be required for this project. Typically when site access points change, a study is required. However, since the library use is not changing and since the office use is being eliminated, it is assumed that vehicle trips will likely reduce or remain similar to the existing condition, therefore a study is not needed.
4. The site plan shows internal drives in the parking lot of 24-feet and 22-feet, which is acceptable.

Attachment: EMHT Staff Report-REV-CML Library-Brice Road (Columbus Metropolitan Library Application #2022-5116)

5. Per the site data table on the plan, the project proposes 150 parking spaces while 188 spaces are required. It is noted that a variance is being requested for this departure from the requirement.
6. The site plan shows replacement of the sidewalk along Brice Road between the two proposed driveways, but the width is not shown. Please clarify the width.
    a. Existing sidewalk to the north of the north access point and to the south of the south access point will likely need replaced to the nearest panel. This can be addressed with the PGU plan.
    b. ADA compliant ramps or at-grade crossings of the driveways will be required, including installation of detectable warnings.
7. The project proposes straight 18-inch concrete curb in the parking lot and along driveways, which is acceptable.
8. The site plan differentiates between heavy duty and light duty asphalt pavement but sections of these have not been provided. Please provide the pavement sections with the PGU plan.
9. Confirm with the fire department regarding apparatus turning in the parking lot and use of the exit only drive.
10. It is noted that there is heavy duty concrete in the plaza area west of the parking lot. Is this a drop off area?

UTILITIES

11. The utility plan shows a 6-inch sewer service being connected to the existing mainline sewer located along the east side of Brice Road.
12. The utility plan shows a 6-inch water service being connected to the existing 8-inch water main located on the west side of Brice Road. The 6-inch service will split to separate fire and domestic lines (sizes nor shown) prior to entering the building.
    a. On the PGU plan, please include maintenance of traffic details for the installation across Brice Road.
13. The existing library and office building each had water and sewer services. On the PGU plan, please include existing locations and notations that these will be abandoned.
14. Site light locations are noted on the plan. Please submit photometric calculations and cut sheet information for poles and fixtures with PGU plans.

STORMWATER

15. Based on information shown, it appears there will be a decrease in impervious cover. This would dictate a 1-year critical storm would reduce peak flows for all events. Therefore no detention should be required. Please provide a full stormwater management report with the PGU plan which documents this information.
16. Due to disturbing more than one acre, water quality treatment will still be needed per Ohio EPA requirements. It is assumed the bioretention basin shown is being proposed to meet this requirement. The report noted above will need to address this.
17. The project is proposing to disturb within the FEMA floodway. City code states a no rise certification and study will need to be provided. If the results of the analysis determine a rise occurs then a CLOMR will be required.
    a. A Special Flood Hazard Development Permit Application will need to be submitted with the PGU plan.

DETAILS / SPECIFICATIONS

18. Where applicable, refer to Reynoldsburg Standard Construction Drawings, particularly for items such as curb and sidewalk or any other work within public right-of-way.

Attachment: EMHT Staff Report-REV-CML Library-Brice Road (Columbus Metropolitan Library Application #2022-5116)

Reynoldsburg

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

App./Case#: _____

Date Submitted: _____

Fee Amount: _____

☐ Paid: _____

PLANNING COMMISSION APPLICATION

I. PROPERTY INFORMATION

FOR MAP AMENDMENT ONLY

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

II. PROPERTY OWNER OF RECORD

Property Owner Name(s): MG EASTON LLC	Property Owner Address:

III. APPLICANT INFORMATION

Applicant Name: Skilken|Gold Real Estate Development	Applicant Email: Amr@SkilkenGold.com
Applicant Address: 4270 Morse Rd, Columbus, OH 43230	Applicant Phone Number: (614) 418-3100

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

IV. PROJECT TYPE

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

☐ Amendment of Development Plan
$500

☐ Major Site Plan
$500

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

Applicant Signature: _____ Date: 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:

Zoning Information

☐ Zoning District: _____

Add'l Approvals Req'd

☐ BZBA

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

P&Z Admin.: _____ Date: _____

Clerk of Council: _____ Date: _____

Attachment: 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.

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

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%.
New development trips (non-pass-by) are shown in red.

3,986 ADT

Generator Peak	Adjacent Street Peak	Peak Hour
353 AM (131)	346 AM (128)	7:00-8:00 AM
346 PM (118)	334 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 it's 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

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

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 17th, 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

4270 Morse Road Columbus, Ohio 43230 614.418.3100
www.skilkengold.com

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

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 inlcuding 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) ooutside 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.

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

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).”

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

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
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 it's 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

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

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

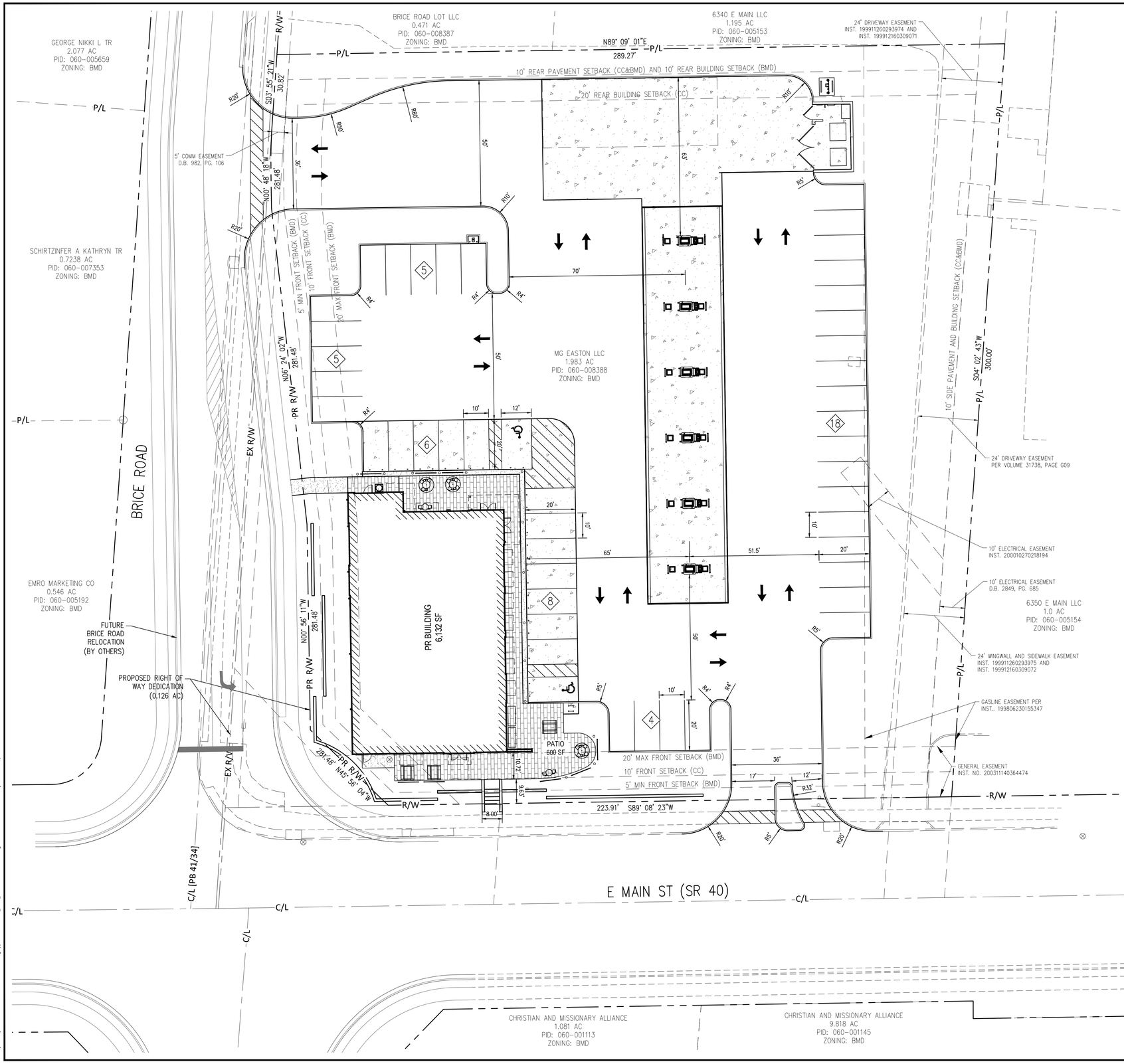
Carpenter Marty Transportation has completed a Traffic Impact Study based on a memorandum of understanding with the City of Reynoldsburg. Data collection and analysis' are provided via a Traffic Impact Study dated February 17th, 2022. Findings from the TIS suggest a limitation to the existing and proposed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

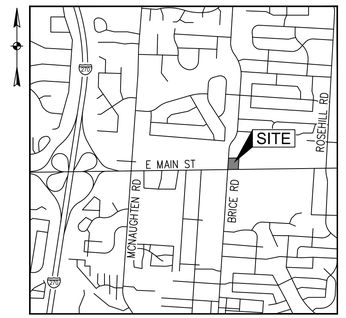
Respectfully submitted,

SkilkenGold Real Estate Development

4270 Morse Road Columbus, Ohio 43230 614.418.3100
www.skilkengold.com

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





SHEET INDEX:

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

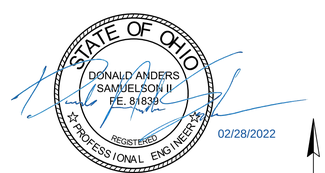
SITE DATA:

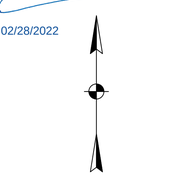
EXISTING ZONING:	BRICE AND MAIN DISTRICT (BMD)
EXISTING LOT AREA:	1.983± AC
PROPOSED RIGHT OF WAY DEDICATION:	0.126± AC
PROPOSED REZONING:	COMMUNITY COMMERCIAL (CC)

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





PRELIMINARY NOT FOR CONSTRUCTION

NO.	DATE	BY	DESCRIPTION

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

PROJECT DATE: 02/21/2022
PROJECT NO: SK43000015
DRAWN BY: NAF
CHECKED BY: MAM

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

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

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

SITE PLAN

1 / 4

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

W:\Projects\Projects P-T\SK43000015\CAD\SHEETS\Rezoning Application\SK43000015_01-02_SITE PLAN AND ALTA.dwg (Last saved: 2/28/2022 4:48 PM) by ASamuelson, plotted 2/28/2022 5:28 PM

DETAIL
GRAPHIC SCALE
10 0 5 10
1 inch = 10 ft.

ROADWAY ESMT
FORMERLY PART OF OLDE
ORCHARD SUB. PB 36/90

P/L
1'
51' MEAS.
1'
3/4-IN. PIPE FND
40'
10'
1'
[361.90 REC.]
362.36' MEAS.
3/4-RB FND.
NE COR. 1.00 AC. DESC. IN
INST. 201703270040705
P/L
P/L
LOT 2
432.16' MEAS.
BRICE ROAD
PUBLIC - 50 FEET WIDE + 1'
SEE P.B. 41, PG. 34
3/4-RB FND.
NE COR. LOT 1 [PB 41/34

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

GM 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

SEE DETAIL

COLUMBIA GAS TRANSMISSION
FKA OHIO FUEL GAS COMPANY
PID 060-005196-00
0.23 AC.
D.V. 1506, PG. 8
3/4-IN. PIPES FND.
0.9' & 1.90' S.
P/L
3/4-IN. PIPE FND.
2.2' S
ITEM 13
STRIP II - 15' ESMT
ITEM 13
STRIP III - 5' ESMT

BRICE ROAD
PUBLIC - 50 FEET WIDE + 1'
SEE P.B. 41, PG. 34
624.47' TO P/L
C/L (PB 41/34)
433.16' (3/4-IN. PIPE FND. AT 432.16')
N03° 55' 21"E (SPC)

BRICE ROAD LOT LLC
PID 060-008387-00
0.471 AC.
INST. 201703270040631

6340 E MAIN LLC
PID 060-005153-00
1.195 AC.
INST. 201703270040705

N89° 09' 01"E (SPC)
[N85° 14' 40"E] [DEED]
289.27'

ITEM 15
INGRESS-EGRESS ESMT
ITEM 12
10' ELEC. ESMT
UPSTREAM STM
LOCATION NOT KNOWN
ITEM 11
GAS ESMT
ITEM 14 & 16
24' ESMT
FF=874.44
ITEM 14
24' ESMT
EX. BLDG.
SQ. C.B.
T.C. 871.74
SIZE? S 867.44
SIZE? N 867.69
ITEM 11
GAS ESMT
C.B. M.H.
T.C. 866.12
12" N&S 861.42
6350 E MAIN LLC
PID 060-005154-00
1.0 AC.
INST. 201703270040705
[S00° 08' 22"W] [DEED]
S04° 02' 43"W (SPC)
300.00'
ASPHALT DRIVE - PRIVATE
OVERHEAD ELEC. LINE
ITEM 17
10' ELEC. ESMT
ITEM 12
10' ELEC. ESMT
ITEM 11
GAS ESMT
ITEM 14 & 16
24' ESMT
SQ. C.B.
T.C. 868.56
SIZE? 12"/15"
N 863.91
S 863.81
GAS MARKERS
135.37' MEAS.
[73.9' REC.]
[61.5' REC.]
TRAFFIC M.H.
T.C. 866.86
3/4-IN. PIPE FND
UNDER CURB LINE
ITEM 18
20' GEN. PURP. ESMT

SQ. CB
T.C.=865.73
10" SW 862.53
ASPHALT
E/PVT
TREE
CURB & GUTTER
CATCH BASIN
T.C. 866.44
12" SE 861.59
10" W 861.64
STM. CLEANOUT
MASONRY WALL
CONC.
DUMP.
CURB
BENCHMARK #3
FF=867.60
112'
93'
ROOF LINE
SQ. C.B.
T.C. 865.14
10" NE 861.79
10" S 861.69
LIGHT POLE
12'
FF=867.60
C.B. M.H.
T.C. 866.24
12" N 861.04
12" S 860.89
100'
TRANSFORMER
C.B. M.H.
T.C. 865.19
12" S 860.44
12" N 860.54
4" N 861.59
MASONRY WALL
W/ELECTRIC SIGN
EVIDENCE OF WALL FOOTER
(WALL REMOVED)
C.B. M.H.
T.C. 863.60
10" N&S 855.80
WATER SERV.
VALVE
BENCHMARK #2
ELEC. MH
T.C. 866.17
COMM. BOX
COMM. MARKER
TREE
SIGN
MASONRY WALL
1.5'-2.5' HIGH
PAVERS
PLANTING
STREET LIGHT
TRAFFIC POLE
COMM. MARKER
COMM. BOX
BRICK PAVERS
CURB & GUTTER
ITEM 18
20' GEN. PURP. ESMT
ROAD INLET
WITH M.H. LID
T.C. 861.09
24" E&W 854.34
10" N +/-855*
*UNABLE TO ACCESS
ROAD INLET WITH M.H. LID
T.C. 865.25
24" E&W 858.45
4" N 861.85
12" N +/- 860*
*UNABLE TO ACCESS
TAX MAP NOTE:
PART OF PID 060-005191-00 IN R/W
AS INDICATED ON AUDITOR MAP
TAX MAP NOTE:
PART OF PID 060-005153-00 IN R/W
AS INDICATED ON AUDITOR MAP
OWNER NOT KNOWN

6320 MAIN STREET
MASONRY BUILDING
1-STORY
FKA "WALGREENS" STORE

MG EASTON LLC
PID 060-008388-00
1.983 AC.
INST. 202111190212452
TRANSFER DATE:
11/19/2021
ZONED: C-COMMERCIAL
[SOURCE: AUDITOR]

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

ROAD INLET
W/M.H. LID
T.C. 865.50
12" W 862.15
10" NE 863.05
10" SE 862.65
4" E 863.70
POWER POLE
W/DROP
ROOF LINE
ITEM 10
5' COMM. ESMT
3/4-IN. PIPE
NE COR. LOT 1 [PB 41/34]
BRICE ROAD
PUBLIC - 50 FEET WIDE + 1'
SEE P.B. 41, PG. 34
[N00° 01' 00"E] [DEED]
N03° 55' 21"E (SPC)
74'
ASPHALT
CONC.
CURB & GUTTER
EMRO MARKETING CO.
PID 060-005192-00
O.R.V 13340 I-12
LOT 1
MARATHON SUBDIVISION
P.B. 41, PG. 34
POWER POLE
W/DROP
ITEM 10
5' COMM. ESMT
CURB & GUTTER
ITEM 18
GEN. PURP. ESMT
STREET LIGHT
CURB INLET
GUTTER GRATE=859.68
FULL OF LEAVES & DEBRIS
PIPES NOT VISIBLE
STM. M.H.
T.C. 859.80
24" N&S 854.80
TRAFFIC POLE
1' STRIP [PB 41/34]
POINT OF BEGINNING
POINT OF REFERENCE
MONUMENT BOX NOTE:
MAIN STREET HAS BEEN REPAVED.
THE MONUMENT BOX IS PAVED OVER. MAGNETICALLY LOCATED.
BRICE ROAD
PUBLIC
L1
S89° 08' 23"W (SPC)
[S85° 14' 02"W] [DEED]
12.13'
L2
N03° 55' 21"E (SPC)
[N00° 01' 00"E] [DEED]
40.14'
S89° 08' 23"W (SPC)
[S85° 14' 02"W] [DEED]
288.63'
MAIN STREET (SR 40)
PUBLIC - 80 FEET WIDE

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 609.
[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

STATE OF OHIO
MARK D POWER
7935
REGISTERED
PROFESSIONAL SURVEYOR

GRAPHIC SCALE
30 0 15 30
1 inch = 30 ft.

BOUNDARY DESCRIPTION & DIMENSIONS:

BOUNDARY DIMENSIONS SHOWN ARE BASED ON FIELD MEASUREMENTS RELATIVE TO THE OHIO DEPARTMENT OF TRANSPORTATOIN'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

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

BRICE ROAD LOT LLC
0.471 AC
PID: 060-008387
ZONING: BMD

6340 E MAIN LLC
1.195 AC
PID: 060-005153
ZONING: BMD

24' DRIVEWAY EASEMENT
INST. 199911260293974 AND
INST. 199912160309071

GEORGE NIKKI L TR
2.077 AC
PID: 060-005659
ZONING: BMD

SAN. M.H.
T.C. 866.47
N 851.83
W 851.37
SERV SE 852.07

EX SAN

5' COMM EASEMENT
D.B. 982, PG. 106

SCHIRTZINFER A KATHRYN TR
0.7238 AC
PID: 060-007353
ZONING: BMD

PR SAN SERV. SAN

PR STM

PR SAN SERV SAN

MG EASTON LLC
1.983 AC
PID: 060-008388
ZONING: BMD

BRICE ROAD

UNDERGROUND
DETENTION

24' DRIVEWAY EASEMENT
PER VOLUME 31738, PAGE G09

10' ELECTRICAL EASEMENT
INST. 200010270218194

10' ELECTRICAL EASEMENT
D.B. 2849, PG. 685

6350 E MAIN LLC
1.0 AC
PID: 060-005154
ZONING: BMD

24' WINGWALL AND SIDEWALK EASEMENT
INST. 199911260293975 AND
INST. 199912160309072

GASLINE EASEMENT PER
INST.. 199806230155347

GENERAL EASEMENT
INST. NO. 200311140364474

GAS MARKERS

EMRO MARKETING CO
0.546 AC
PID: 060-005192
ZONING: BMD

FUTURE
BRICE ROAD
RELOCATION
(BY OTHERS)

PR GREASE
INTERCEPTOR

PR BUILDING
6,132 SF

PATIO
600 SF

2" GAS
SERVICE

2" WATER
SERVICE

EX GAS

EX WM

CONNECT TO
EXISTING STM MH

ROAD INLET WITH M.H. LID
T.C. 865.25
24" E&W 858.45
4" N 861.85
12" N +/- 860*

C/L (PB 41/34)

E MAIN ST (SR 40)

CHRISTIAN AND MISSIONARY ALLIANCE
1.081 AC
PID: 060-001113
ZONING: BMD

CHRISTIAN AND MISSIONARY ALLIANCE
9.818 AC
PID: 060-001145
ZONING: BMD

STATE OF OHIO
DONALD ANDERS SAMUELSON II
PE. 81839
REGISTERED
PROFESSIONAL ENGINEER

0 10 20 40
SCALE: 1 IN = 20 FT

NO.	DATE	BY	DESCRIPTION
			PRELIMINARY NOT FOR CONSTRUCTION

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

PROJECT DATE: 02/21/2022
PROJECT NO: S843000015
DRAWN BY: NAF
CHECKED BY: MAM

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

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

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

PRELIMINARY UTILITY PLAN

3 / 4

W:\Projects\Projects P-T\S843000015\CAD\SHEETS\Rezoning Application\S843000015_03_UTILITY PLAN.dwg Last saved 2/25/2022 1:15 AM by KSamuelson, plotted 2/25/2022 1:29 PM

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

LEGEND

- PR DECIDUOUS TREE
- PR DECIDUOUS FLOWERING TREE
- PR DECIDUOUS FLOWERING SHRUB
- PR EVERGREEN SHRUB
- PR PERENNIAL

REQUIRED:		PROVIDED:
SECTION 1105.07 – LANDSCAPING AND BUFFERING		
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.i.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

SCALE: 1 IN = 20 FT

NO. | DATE | BY | DESCRIPTION

PRELIMINARY
NOT FOR CONSTRUCTION

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

PROJECT DATE: 02/21/2022
PROJECT NO: SK43000015
DRAWN BY: NAF
CHECKED BY: MAM

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

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

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

ENVIRONMENTAL/ LANDSCAPE CONCEPT PLAN

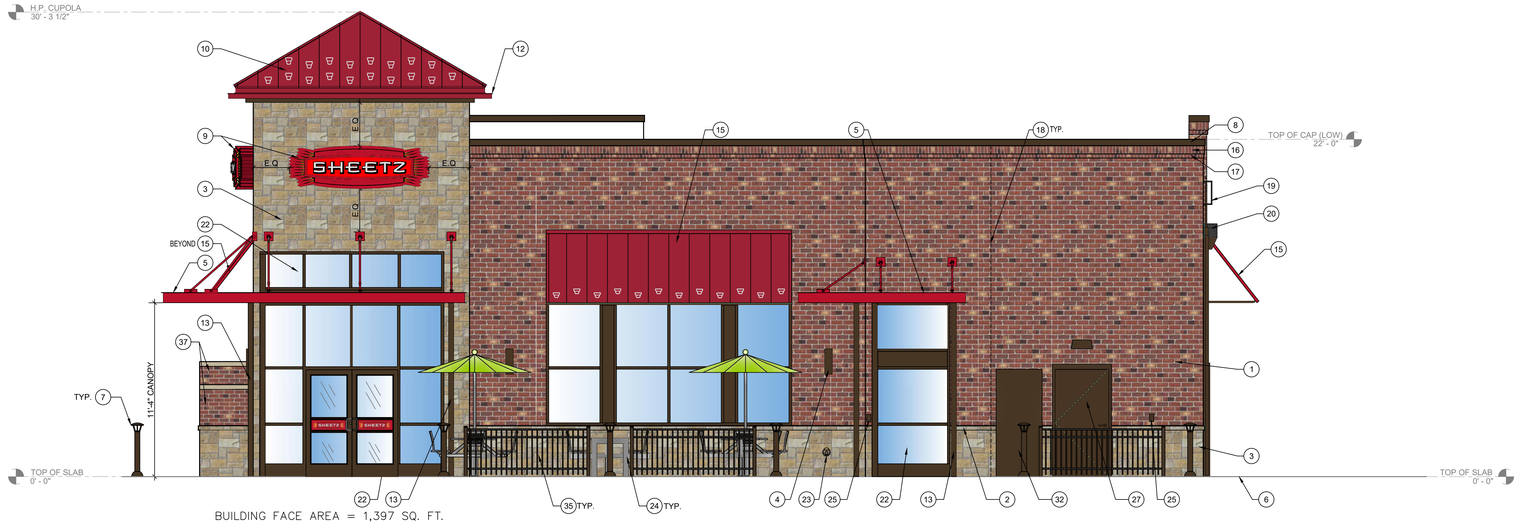
4 / 4

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

W:\Projects\Projects P-T\SK43000015\CAD\SHEETS\Rezoning Application\SK43000015_04_LANDSCAPE.dwg Last saved 2/25/2022 12:00 PM by rfarwer, plotted 2/28/2022 5:29 PM

BUILDING FACE AREA = 2,337 SQ. FT.

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



BUILDING FACE AREA = 1,397 SQ. FT.

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

TYPICAL EXTERIOR ELEVATION NOTES:

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

EXTERIOR ELEVATION KEYNOTES:

1. BRICK VENEER (0/S 680 MOD BY CONTINENTAL BRICK CO.)
2. CAST STONE SILL (COLOR = CRAB ORCHARD)
3. ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
4. EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
5. ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
6. BRICK PAVER WALKWAY
7. LIGHTED BOLLARD
8. METAL COPING (COLOR = DARK BRONZE)
9. WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
10. STANDING SEAM METAL ROOF (COLOR = 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 (0/S 680 MOD BY CONTINENTAL BRICK CO.)
17. BRICK ROWLOCK COURSE (0/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

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

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

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

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

*C*onvenience *A*rchitecture
and *D*esign P.C.
351 Sheetz Way, Claysburg, PA 16625

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

PROJECT NAME:
NEW SHEETZ STORE

BRICE ROAD

Int. of Brice Road
Reynoldsburg County
Ohio

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

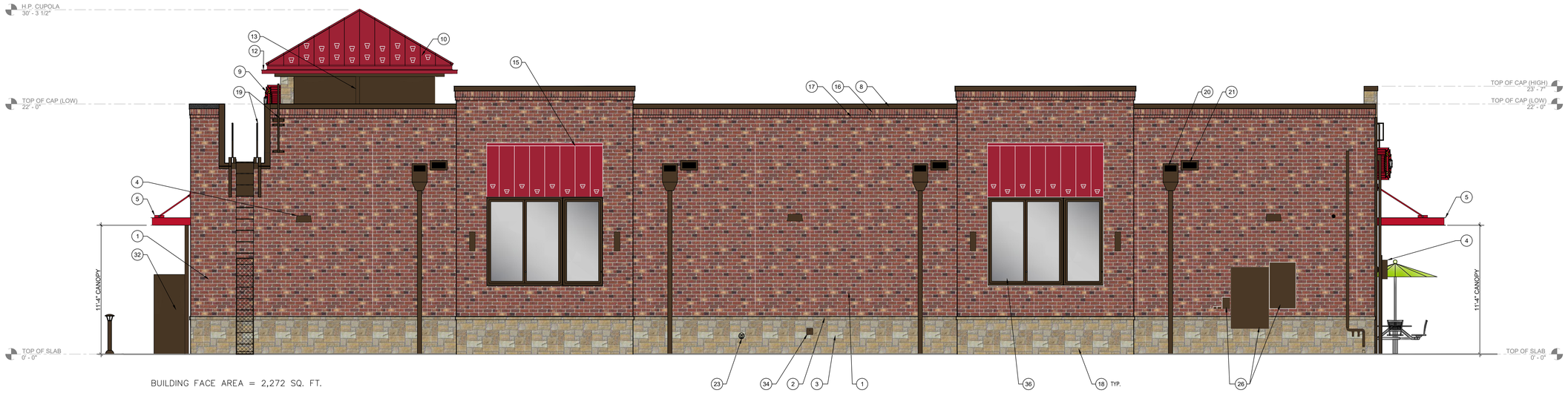
MARK	DATE	DESCRIPTION

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

CONCEPT EXTERIOR ELEVATIONS

A200

Attachment: eReynoldsburg Brice OH - Ext Elavtions 02-04-22 (6320 E Main St Zoning District Change Application #2022-5064)



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 (0/S 680 MOD BY CONTINENTAL BRICK CO.)
2. CAST STONE SILL (COLOR = CRAB ORCHARD)
3. ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
4. EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
5. ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
6. BRICK PAVER WALKWAY
7. LIGHTED BOLLARD
8. METAL COPING (COLOR = DARK BRONZE)
9. WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
10. STANDING SEAM METAL ROOF (COLOR = 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 (0/S 680 MOD BY CONTINENTAL BRICK CO.)
17. BRICK ROWLOCK COURSE (0/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"

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

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

PROJECT NAME:
NEW SHEETZ STORE

BRICE ROAD

Int. of Brice Road
Reynoldsburg County
Ohio

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

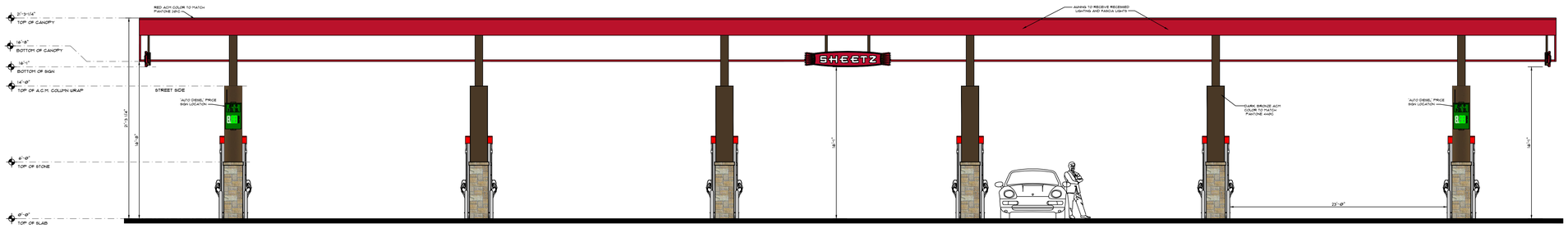
MARK	DATE	DESCRIPTION

ISSUE: 02/04/22
PROJECT NO:
AUTHOR BY: DLN
REVIEW BY: BDL
SHEET TITLE

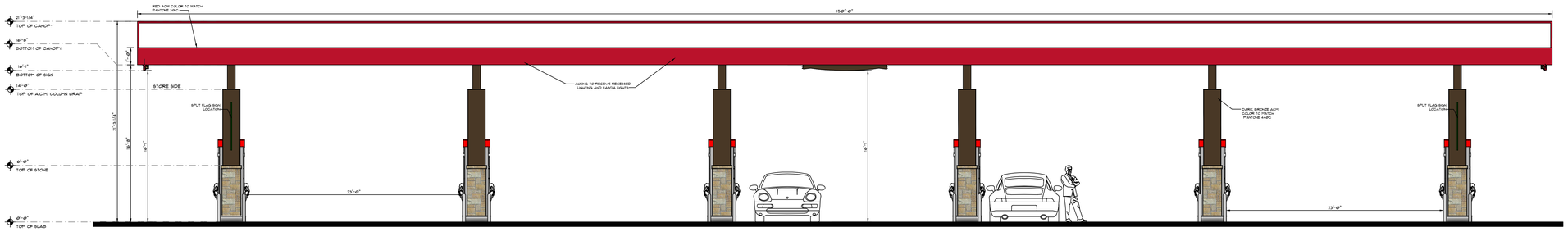
CONCEPT EXTERIOR ELEVATIONS

A201

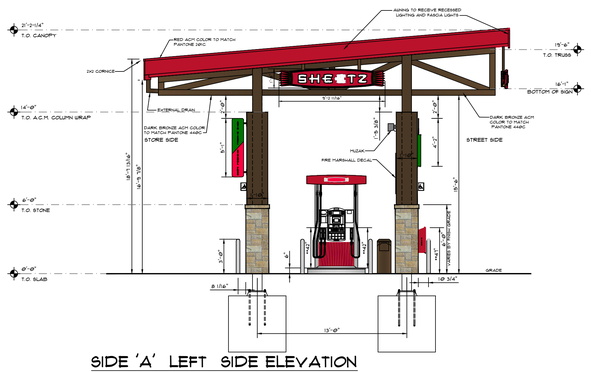
Attachment: eReynoldsburg Brice OH - Ext Elavtions_02-04-22 (6320 E Main St Zoning District Change Application #2022-506:4)



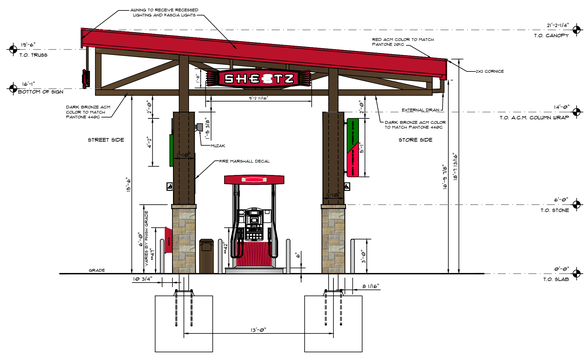
SIDE 'B' STREET SIDE ELEVATION
SCALE: 3/16" =1'-0"



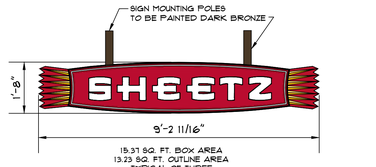
SIDE 'D' STORE SIDE ELEVATION
SCALE: 3/16" =1'-0"



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

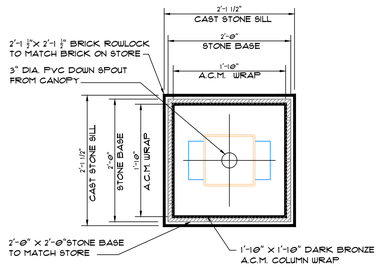


SIDE 'C' RIGHT SIDE ELEVATION
SCALE: 3/16" =1'-0"

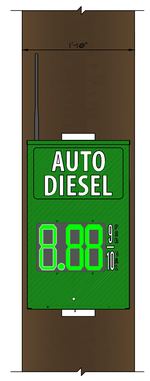


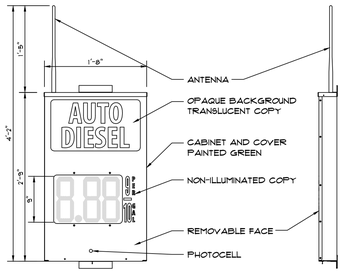
15.37 SQ. FT. BOX AREA
13.23 SQ. FT. OUTLINE AREA
TYPICAL OF THREE
SIGN IS INTERNALLY ILLUMINATED

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



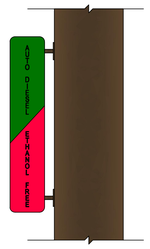
STONE COLUMN BASE DETAIL
SCALE: 1/4" =1'-0"

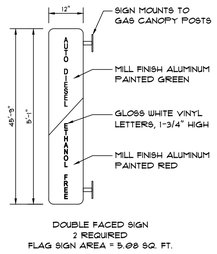




TOTAL SIGN AREA = 4.58 SQ. FT.
SINGLE FACE CABINET
2 REQUIRED

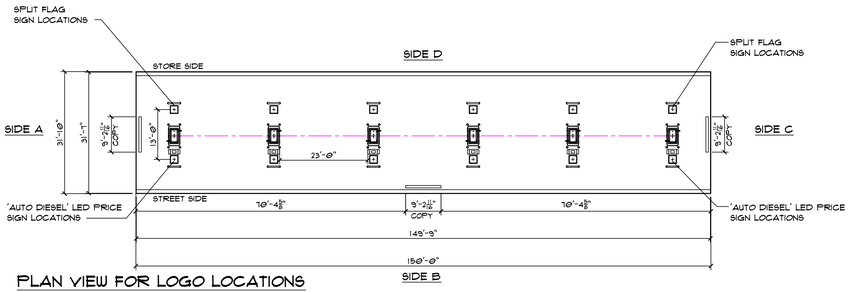
"AUTO DIESEL" PRICE SIGN ELEVATION AND DETAIL
SCALE: 1/4" =1'-0"



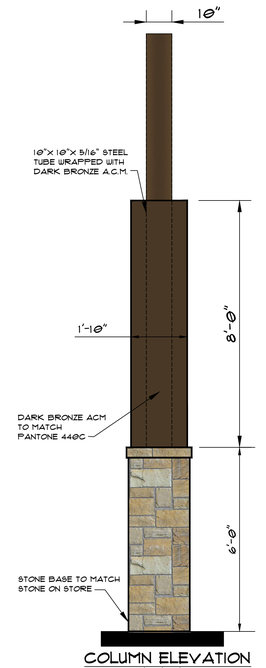


DOUBLE FACED SIGN
2 REQUIRED
FLAG SIGN AREA = 5.08 SQ. FT.

"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"

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

PROJECT NAME:

NEW SHEETZ STORE

REYNOLDSBURG

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

OWNER:

SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION

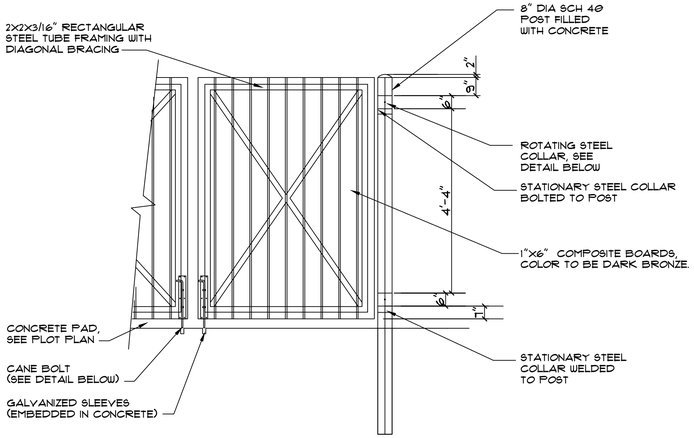
ISSUE: **02-22-22**
PROJECT NO:
AUTHOR BY: NMI
REVIEW BY:
SHEET TITLE

GAS AWNING DETAILS

AWNING

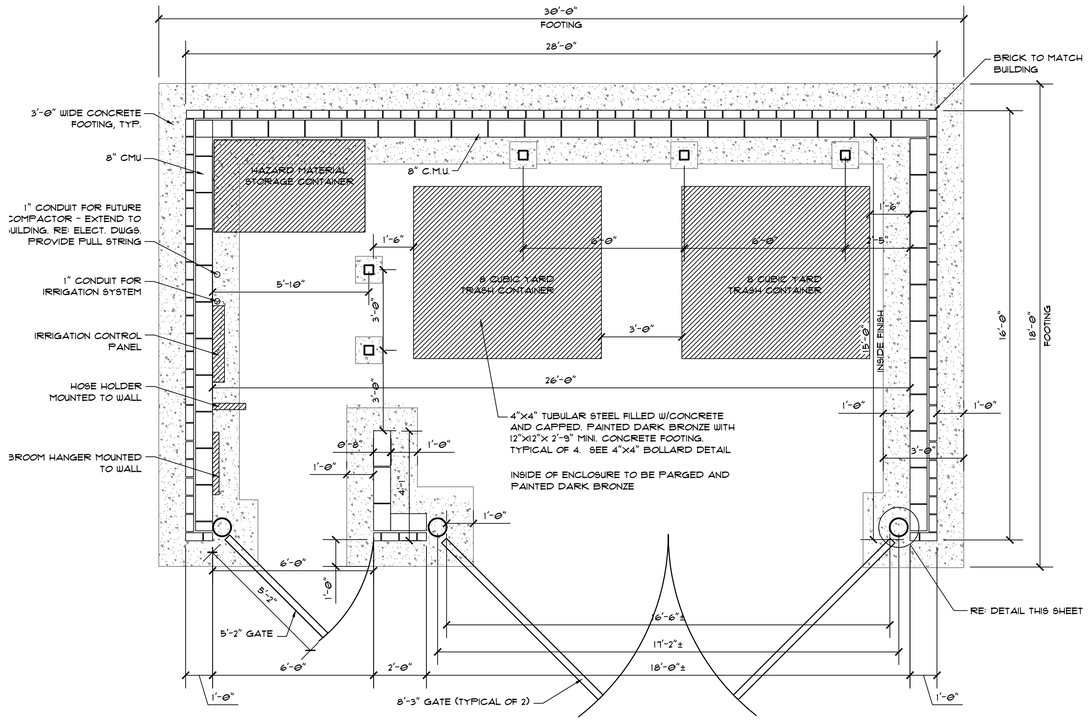
Attachment: fReynoldsburg Awning (6320 E Main St Zoning District Change Application (#2022-5064)

S:\Sheetz\under contract\OH-214317-Reynoldsburg Brice Road\Sign Package\Reynoldsburg Awning.dwg, 2/22/2022 2:55:14 PM

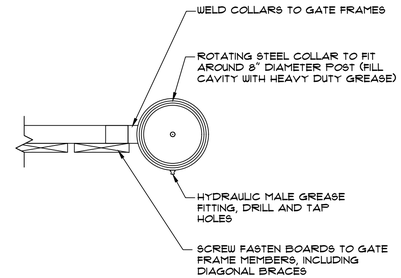


GATE AND POST DETAIL

FOR QUANTITIES OF GATES AND POSTS SEE PLOT PLAN



PLAN VIEW



HINGE/COLLAR DETAIL

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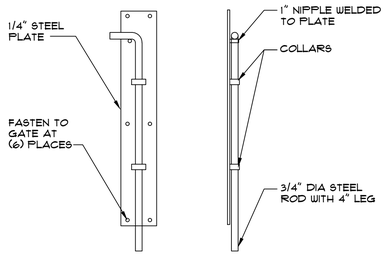
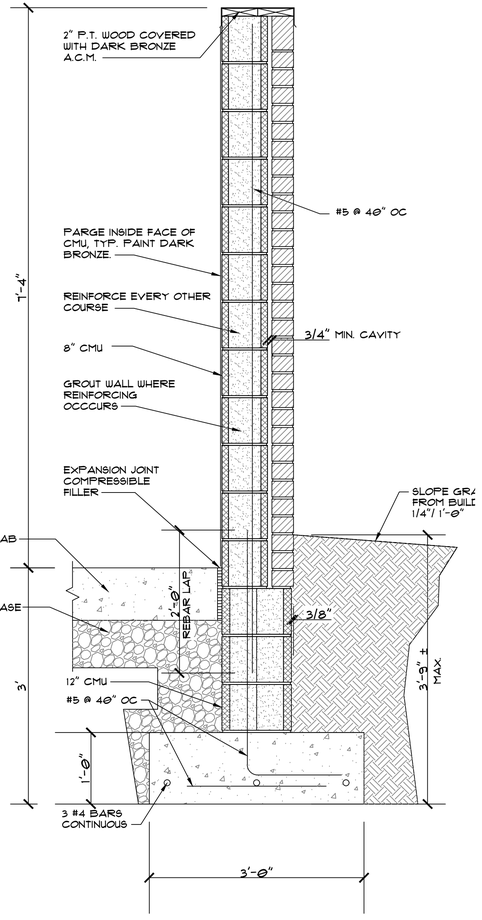


CANE BOLT DETAIL

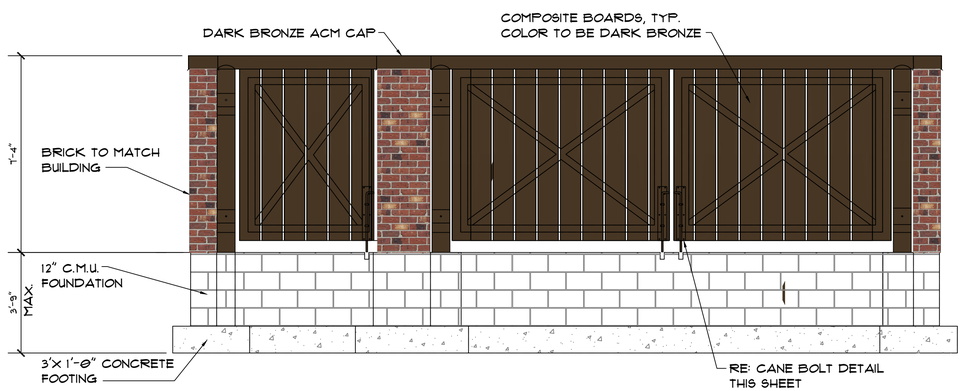
DUMPSTER GATE DETAILS

SCALE: NOT TO SCALE



SECTION DETAIL

SCALE: 3/4" = 1'-0"



ELEVATION VIEW

DUMPSTER ENCLOSURE

SCALE: 3/8" = 1'-0"

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

PROJECT NAME:

NEW SHEETZ STORE

REYNOLDSBURG

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

OWNER:

SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

MARK	DATE	DESCRIPTION

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

TRASH ENCLOSURE

1

Attachment: gReynoldsburg-Trash-Enclosure (6320 E Main St Zoning District Change Application #2022-5064)

G:\Site\under contract\OH-21431-Reynoldsburg Brice Road\Engineering and Permits\Trash Enclosure\Reynoldsburg Trash-Enclosure.dwg, 2/22/2022 2:59:34 PM

CARPENTER MARTY transportation

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)

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

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

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

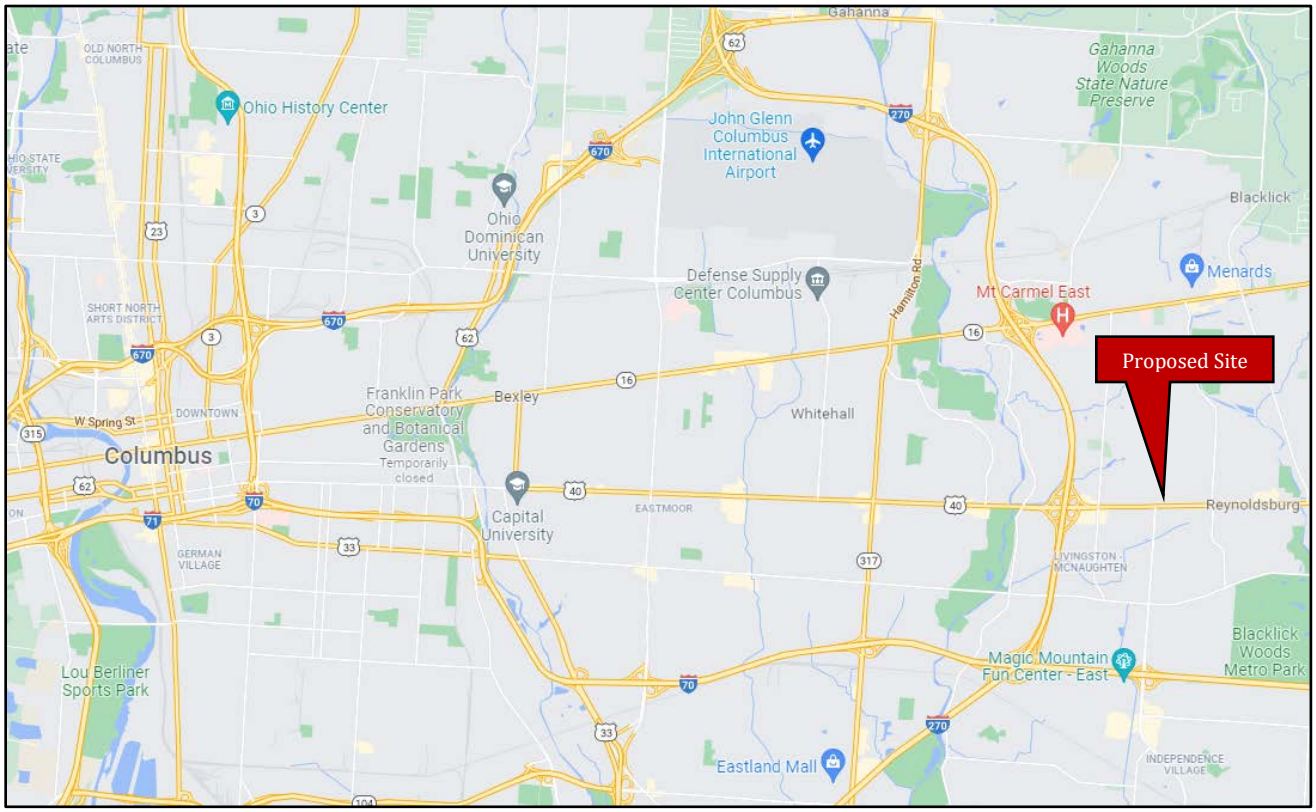
The study area includes the proposed site access points and the intersection of Brice Road & E. Main Street. The surrounding area is largely developed with single-family residential developments to the north and commercial developments on all other sides. The existing site includes a former Walgreens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

B. On-Site Development

Location

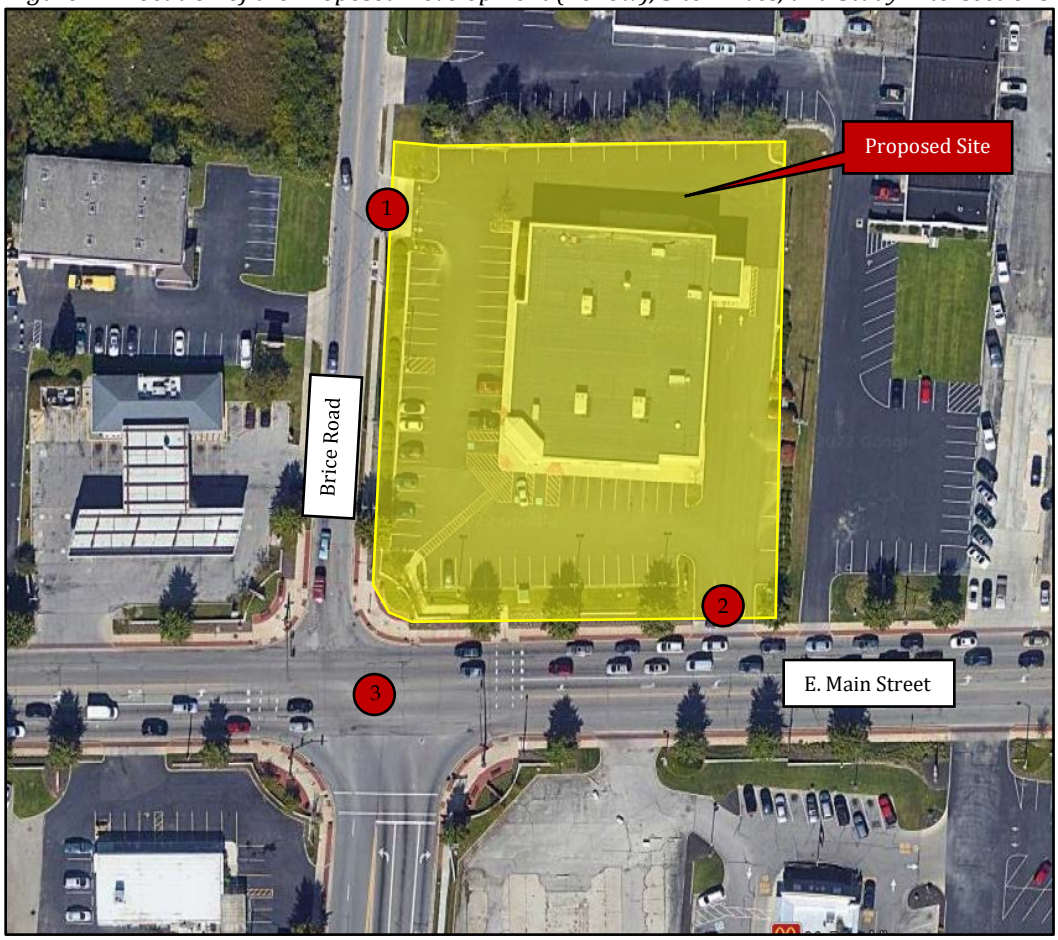
The site is located on the northeast corner of the Brice Road & E. Main Street intersection. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

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, 11th 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
945 – Convenience Store/Gas Station (VFP 9-15)	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), 6th Edition, module of Synchro 11 software was used to analyze capacity at all intersections. A minimum Level-of-Service (LOS) of D for the overall intersection and approaches, and LOS E for individual movements, during peak traffic hours was considered acceptable at each intersection. If unacceptable LOS/delay occurred in No Build or Build analysis scenarios, mitigation was determined to bring LOS/delay back to acceptable levels.

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)

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

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.**

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

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
	Total	**C/27.1**	**C/30.0**	**D/44.4**	**D/51.4**	**C/31.0**	**C/34.4**	**E/59.8**	**E/63.6**
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
	Total	**C/21.0**	**C/22.7**	**D/39.0**	**D/39.7**	**C/23.3**	**C/25.3**	**D/42.7**	**D/45.4**

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

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

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/95th)

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/95th)

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 queueing analysis, the average and 95th 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.

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

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

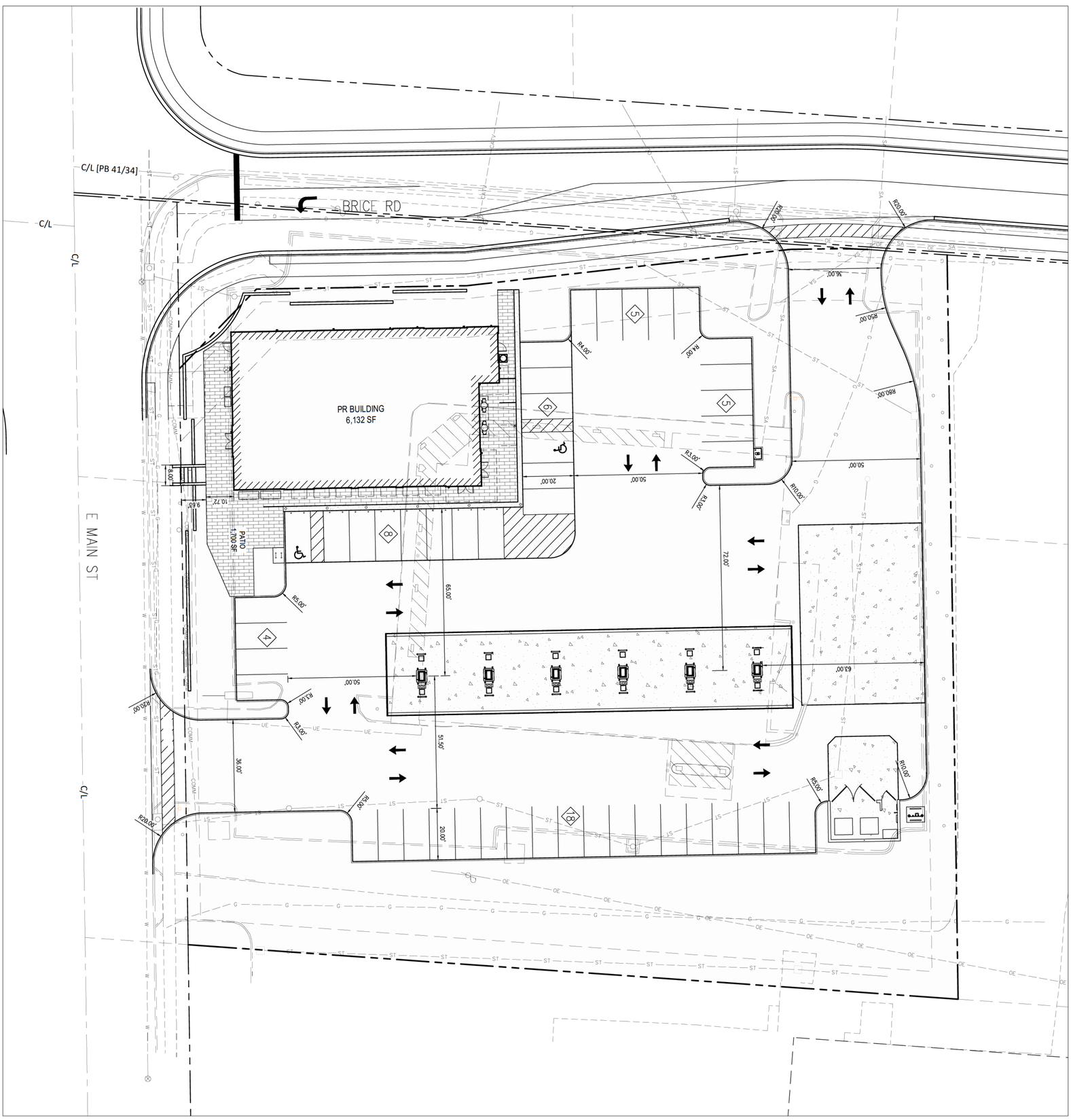
Appendix A – Site Plan
Appendix B – Count Data and Growth Rates
Appendix C – Trip Generation
Appendix D – Volume Calculations
Appendix E – Turn Lane Warrant and Length Analysis
Appendix F – Capacity Analysis
Appendix G – Queuing Analysis

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

Appendix A
Site Plan

CARPENTER MARTY transportation

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



SCALE: 1 IN = 20 FT

1 / 2	PRELIMINARY SITE PLAN	SITE IMPROVEMENT PLAN FOR SHEETZ 6320 E. MAIN ST, REYNOLDSBURG, OH 43068	PREPARED FOR: SKILKEN|GOLD REAL ESTATE DEVELOPMENT 4270 MORSE ROAD COLUMBUS, OHIO 43230	Mannik Smith GROUP www.MannikSmithGroup.com TECHNICAL SKILL. CREATIVE SPIRIT.	237 NORTH MAIN STREET ADRIAN, MI 49221 TEL: 517.263.4515 PROJECT DATE: 01/14/2022 PROJECT NO: S6430015 DRAWN BY: NAF CHECKED BY: MAM	NO. / DATE / BY / DESCRIPTION PRELIMINARY NOT FOR CONSTRUCTION	

LEGEND

PR ORNAMENTAL GRASS/PERENNIAL
PR EVERGREEN SHRUB
PR DECIDUOUS FLOWERING SHRUB
PR EVERGREEN TREE
PR DECIDUOUS FLOWERING TREE
PR DECIDUOUS TREE

SCALE: 1 IN = 20 FT

2 / 2	PRELIMINARY LANDSCAPE PLAN	SITE IMPROVEMENT PLAN FOR SHEETZ 6320 E. MAIN ST, REYNOLDSBURG, OH 43068	PREPARED FOR: SKILKEN|GOLD REAL ESTATE DEVELOPMENT 4270 MORSE ROAD COLUMBUS, OHIO 43230	Mannik Smith GROUP www.MannikSmithGroup.com TECHNICAL SKILL. CREATIVE SPIRIT.	237 NORTH MAIN STREET ADRIAN, MI 49221 TEL: 517.263.4515 PROJECT DATE: 01/14/2022 PROJECT NO: S6430015 DRAWN BY: NAF CHECKED BY: MAM

NO.	DATE	BY	DESCRIPTION
			PRELIMINARY NOT FOR CONSTRUCTION

A3 of 3

Appendix B
Count Data and Growth Rates

CARPENTER MARTY transportation

Peak Hour Data for Intersection

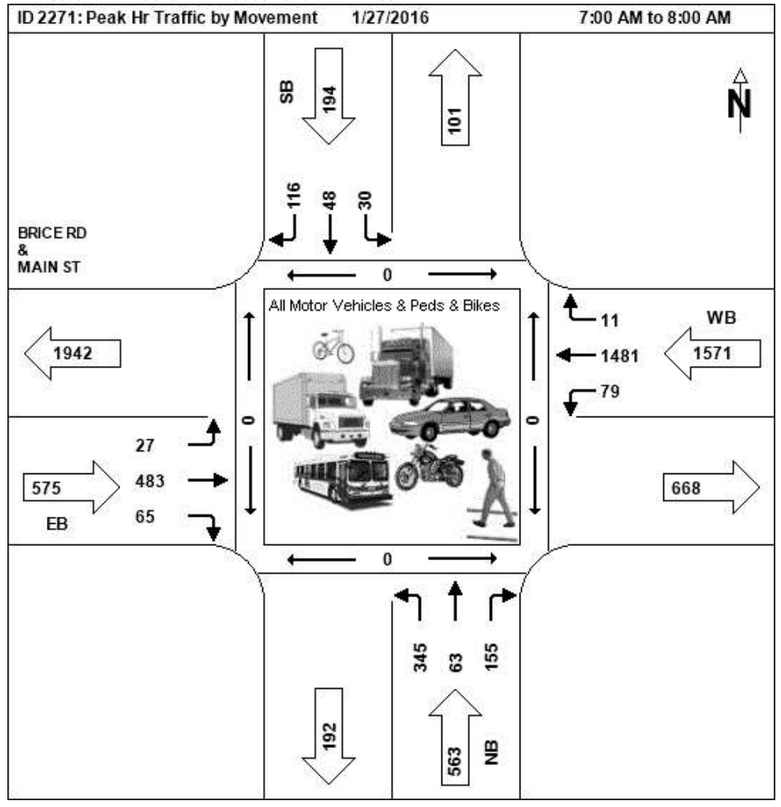
Int ID:	2271		
Community:	REYNOLDSBURG	**Corridor:**	NA
Road 1:	BRICE RD	**Road 3:**	
Road 2:	MAIN ST	**Road 4:**	

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

AM Peak Hour
01/27/2016

Start Time	NB Left	NB Thru	NB Right	NB Ped	NB App Total	EB Left	EB Thru	EB Right	EB Ped	EB App Total	SB Left	SB Thru	SB Right	SB Ped	SB App Total	WB Left	WB Thru	WB Right	WB Ped	WB App Total	Int Total
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		0.91	0.96	0.72	0.86		0.74	0.58	0.63	0.85		0.73	0.64	0.93	0.55		0.91	
HV %	0	0	0			0	0	0			0	0	0			0	0	0			

☑ Cars ☑ Trucks ☑ Pedestrians ☑ Bikes



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

Peak Hour Data for Intersection

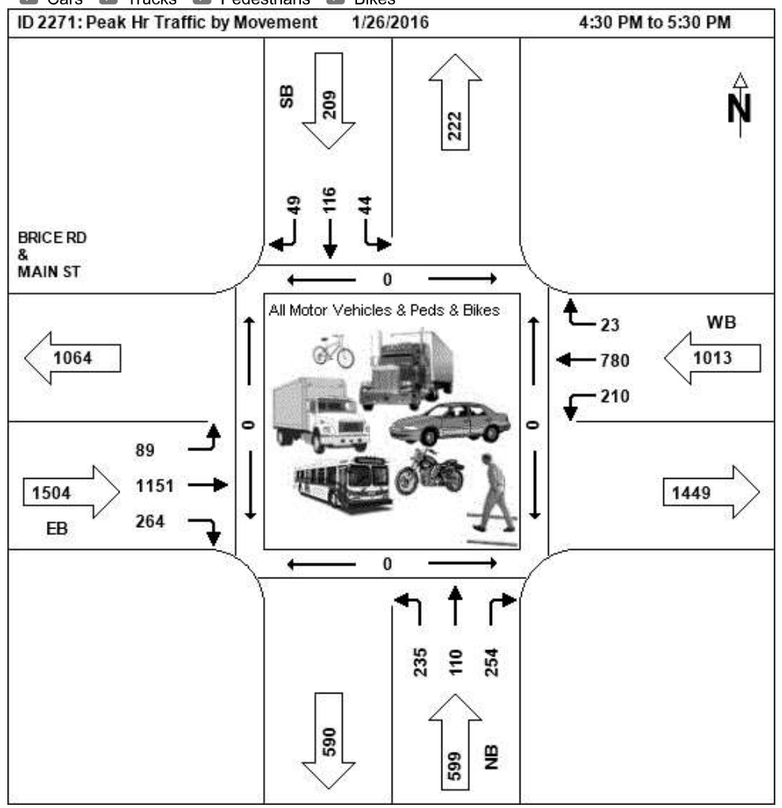
Int ID:	2271		
Community:	REYNOLDSBURG	**Corridor:**	NA
Road 1:	BRICE RD	**Road 3:**	
Road 2:	MAIN ST	**Road 4:**	

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

PM Peak Hour
01/26/2016

Start Time	NB Left	NB Thru	NB Right	NB Ped	NB App Total	EB Left	EB Thru	EB Right	EB Ped	EB App Total	SB Left	SB Thru	SB Right	SB Ped	SB App Total	WB Left	WB Thru	WB Right	WB Ped	WB App Total	Int Total
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			

☑ Cars ☑ Trucks ☑ Pedestrians ☑ Bikes



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

Leg	Main St					Main St					Brice Rd					Brice Rd					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
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**

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

Leg	Main St					Main St					Brice Rd					Brice Rd					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	53	746	197	0	**996**	195	849	27	0	**1071**	226	64	266	0	**556**	22	53	55	0	**130**	**2753**
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**
Hourly Total	54	801	205	0	**1060**	202	841	34	0	**1077**	234	56	253	0	**543**	22	49	78	0	**149**	**2829**
Total	591	9636	2194	0	**12421**	2277	10292	337	1	**12907**	2438	717	2960	0	**6115**	379	736	766	0	**1881**	**33324**
% Approach	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%	**-**	**-**
% Total	1.8%	28.9%	6.6%	0%	**37.3%**	6.8%	30.9%	1.0%	0%	**38.7%**	7.3%	2.2%	8.9%	0%	**18.4%**	1.1%	2.2%	2.3%	0%	**5.6%**	**-**
Lights and Motorcycles	574	9391	2149	0	**12114**	2240	9986	324	0	**12550**	2393	699	2907	0	**5999**	367	727	747	0	**1841**	32504
% Lights and Motorcycles	97.1%	97.5%	97.9%	0%	**97.5%**	98.4%	97.0%	96.1%	0%	**97.2%**	98.2%	97.5%	98.2%	0%	**98.1%**	96.8%	98.8%	97.5%	0%	**97.9%**	97.5%
Heavy	17	245	45	0	**307**	37	306	13	1	**357**	45	18	53	0	**116**	12	9	19	0	**40**	820
% Heavy	2.9%	2.5%	2.1%	0%	**2.5%**	1.6%	3.0%	3.9%	100%	**2.8%**	1.8%	2.5%	1.8%	0%	**1.9%**	3.2%	1.2%	2.5%	0%	**2.1%**	2.5%

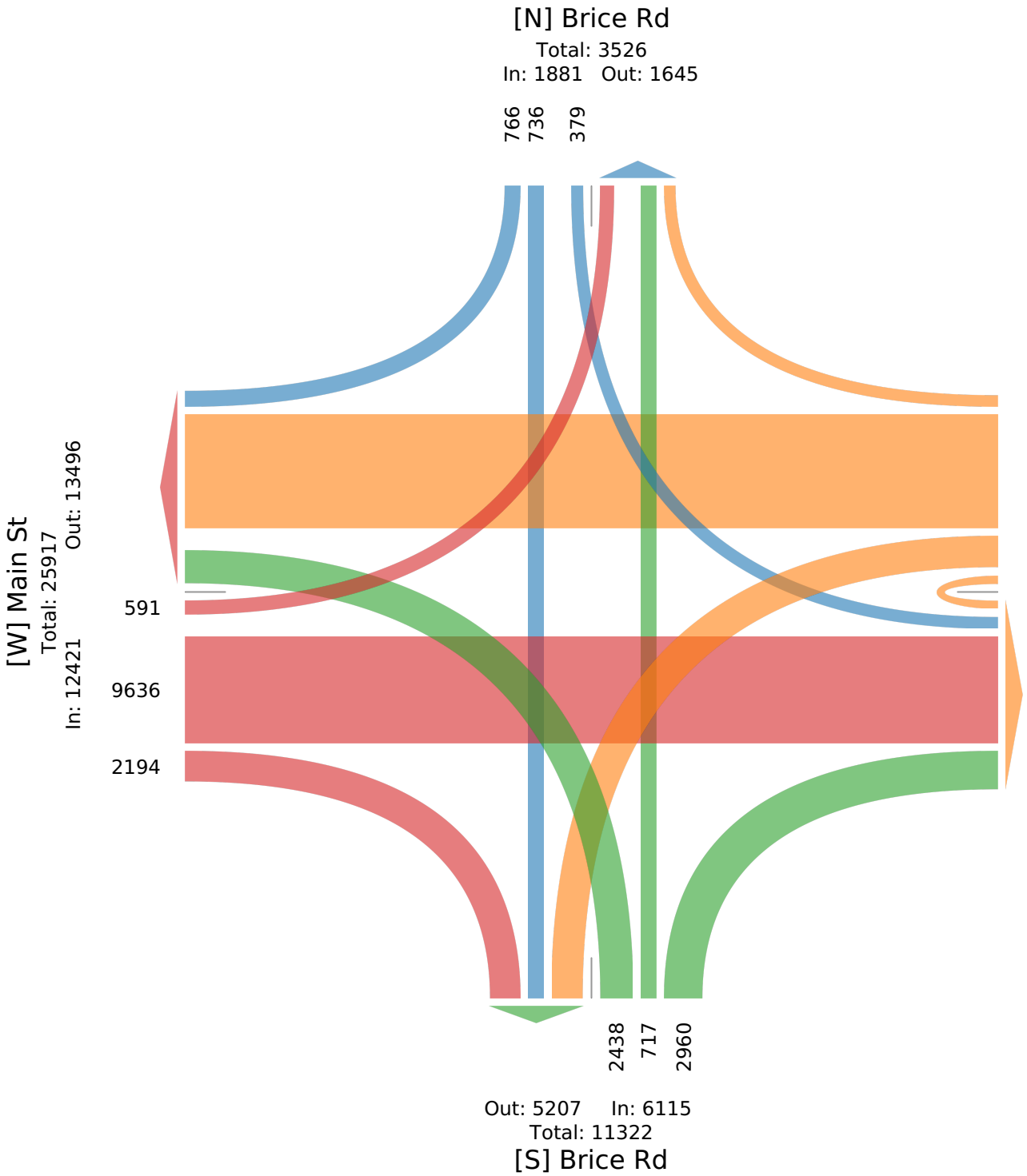
*L: Left, R: Right, T: Thru, U: U-Turn

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



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

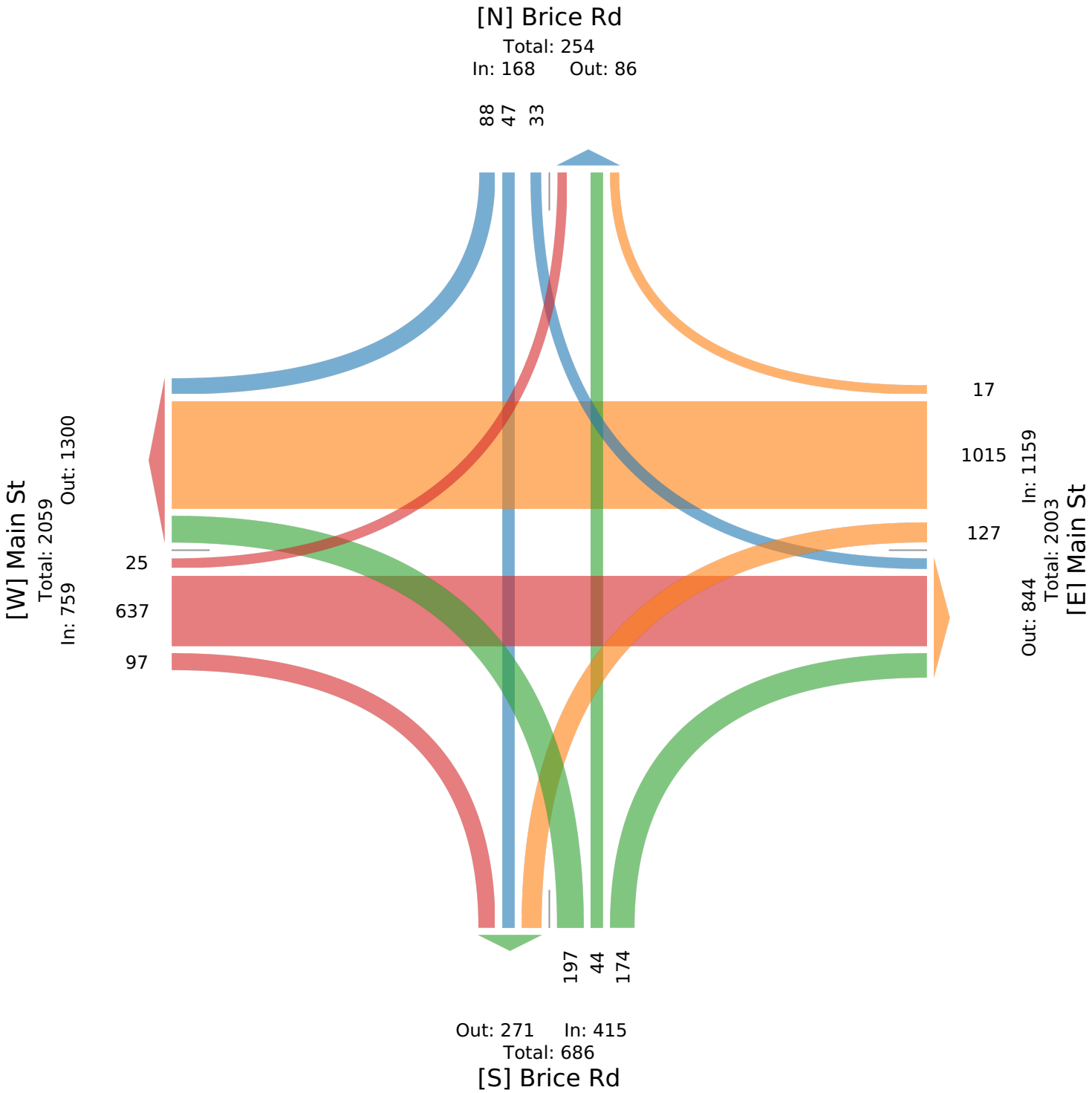
Leg / Direction	Main St Eastbound					Main St Westbound					Brice Rd Northbound					Brice Rd Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2021-10-28 7:15AM	6	146	18	0	**170**	25	271	2	0	**298**	40	8	38	0	**86**	5	10	23	0	**38**	**592**
7:30AM	3	164	19	0	**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**
Total	25	637	97	0	**759**	127	1015	17	0	**1159**	197	44	174	0	**415**	33	47	88	0	**168**	**2501**
% Approach	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%	**-**	-
% Total	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%**	-
PHF	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
Lights and Motorcycles	24	605	91	0	**720**	120	980	17	0	**1117**	192	42	165	0	**399**	33	47	86	0	**166**	2402
% Lights and Motorcycles	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%
Heavy	1	32	6	0	**39**	7	35	0	0	**42**	5	2	9	0	**16**	0	0	2	0	**2**	99
% Heavy	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



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

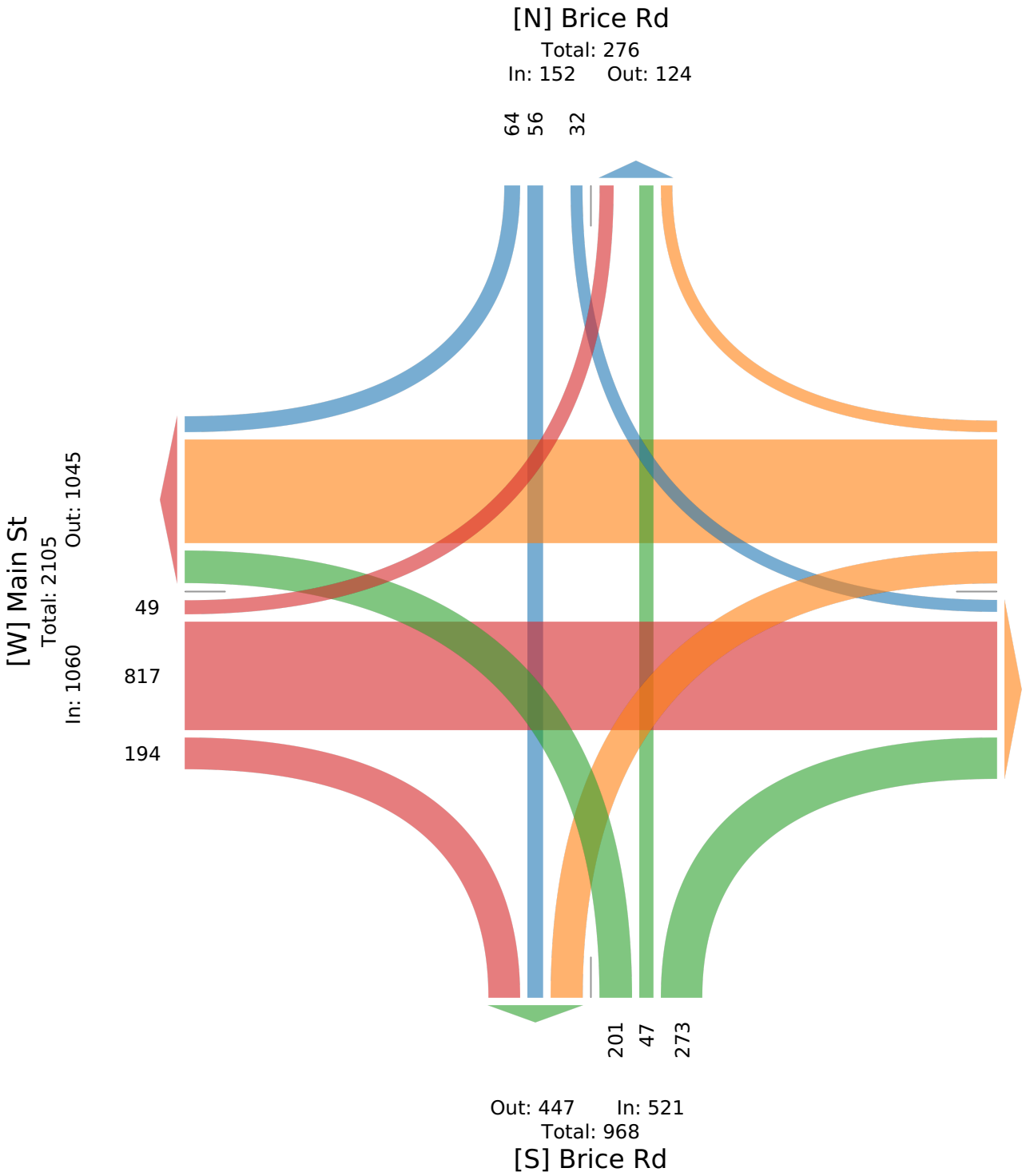
Leg	Main St					Main St					Brice Rd					Brice Rd					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2021-10-28 1:00PM	12	186	42	0	**240**	54	176	8	0	**238**	56	14	78	0	**148**	10	19	16	0	**45**	**671**
1:15PM	12	221	51	0	**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**
Total	49	817	194	0	**1060**	197	780	28	0	**1005**	201	47	273	0	**521**	32	56	64	0	**152**	**2738**
% Approach	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%	-	-
% Total	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%**	-
PHF	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
Lights and Motorcycles	47	789	188	0	**1024**	197	749	28	0	**974**	199	47	271	0	**517**	30	55	60	0	**145**	2660
% Lights and Motorcycles	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%
Heavy	2	28	6	0	**36**	0	31	0	0	**31**	2	0	2	0	**4**	2	1	4	0	**7**	78
% Heavy	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



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	Main St					Main St					Brice Rd					Brice Rd					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
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**
Total	78	1048	251	0	**1377**	214	941	55	0	**1210**	224	94	318	0	**636**	49	86	42	0	**177**	**3400**
% Approach	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%	-	-
% Total	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%**	-
PHF	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
Lights and Motorcycles	76	1030	246	0	**1352**	212	917	50	0	**1179**	216	92	314	0	**622**	47	86	41	0	**174**	3327
% Lights and Motorcycles	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%
Heavy	2	18	5	0	**25**	2	24	5	0	**31**	8	2	4	0	**14**	2	0	1	0	**3**	73
% Heavy	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%

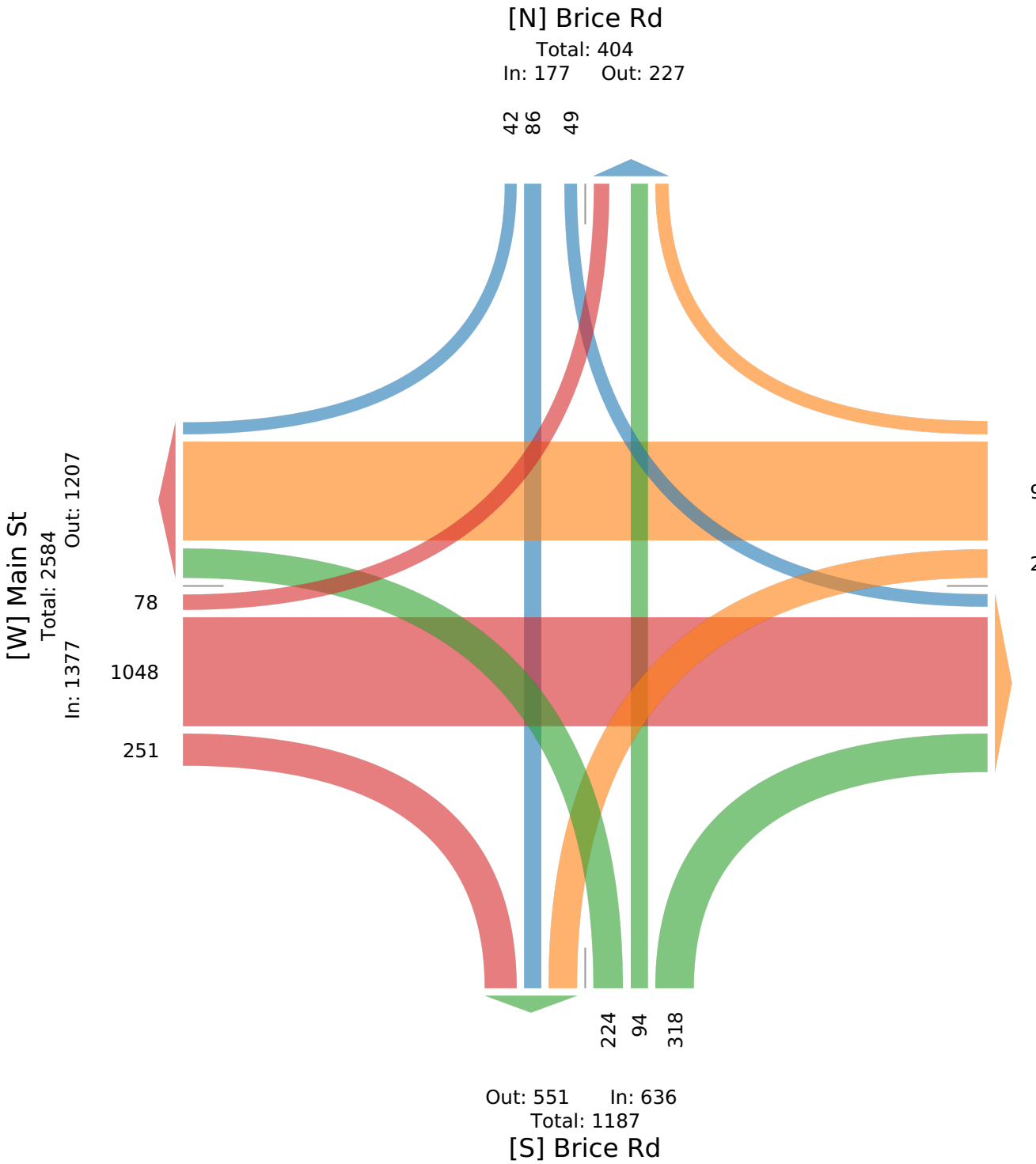
*L: Left, R: Right, T: Thru, U: U-Turn

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



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	Main St					Main St					Brice Rd					Brice Rd					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
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**
Total	49	757	213	0	**1019**	236	876	30	0	**1142**	229	57	266	0	**552**	42	52	53	0	**147**	**2860**
% Approach	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%	-	-
% Total	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%**	-
PHF	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
Lights and Motorcycles	49	750	212	0	**1011**	232	861	28	0	**1121**	228	57	264	0	**549**	39	51	52	0	**142**	2823
% Lights and Motorcycles	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%
Heavy	0	7	1	0	**8**	4	15	2	0	**21**	1	0	2	0	**3**	3	1	1	0	**5**	37
% Heavy	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%

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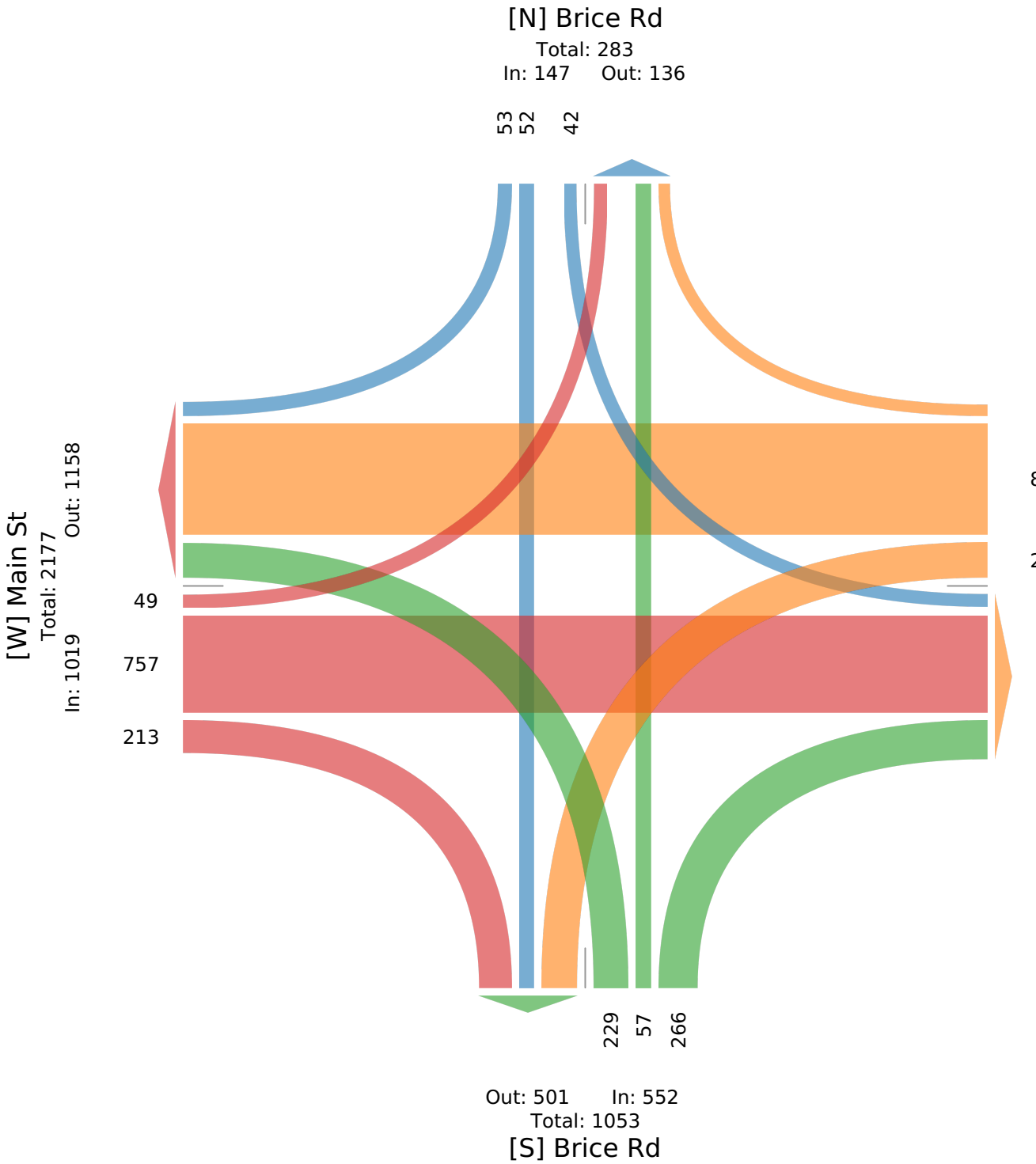
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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



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	Main St					Main St					Brice Rd					Brice Rd					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
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**
Total	54	801	205	0	**1060**	202	841	34	0	**1077**	234	56	253	0	**543**	22	49	78	0	**149**	**2829**
% Approach	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%	**-**	-
% Total	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%**	-
PHF	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
Lights and Motorcycles	52	790	204	0	**1046**	200	828	34	0	**1062**	233	55	252	0	**540**	22	49	77	0	**148**	2796
% Lights and Motorcycles	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%
Heavy	2	11	1	0	**14**	2	13	0	0	**15**	1	1	1	0	**3**	0	0	1	0	**1**	33
% Heavy	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%

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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)
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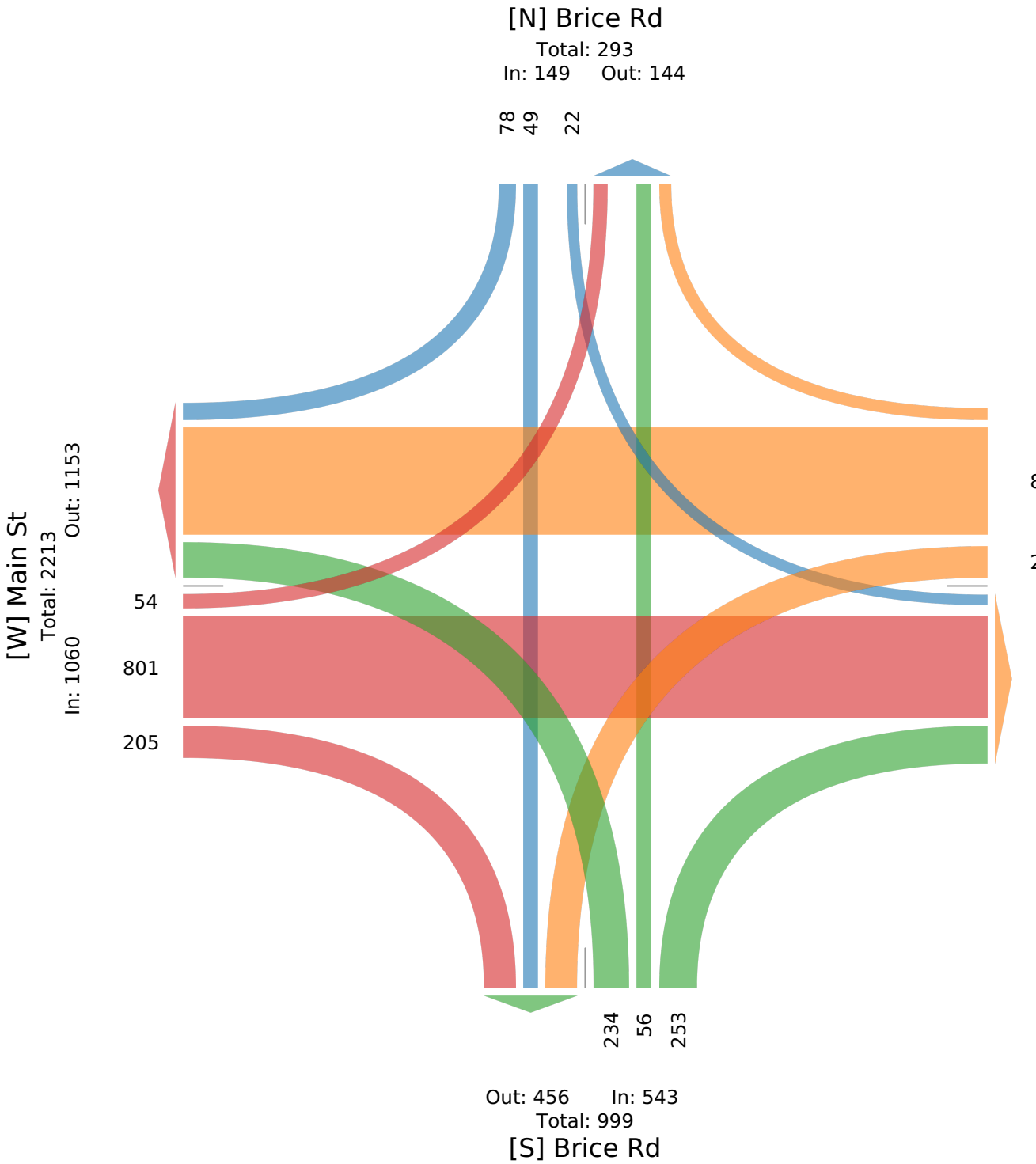


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

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.

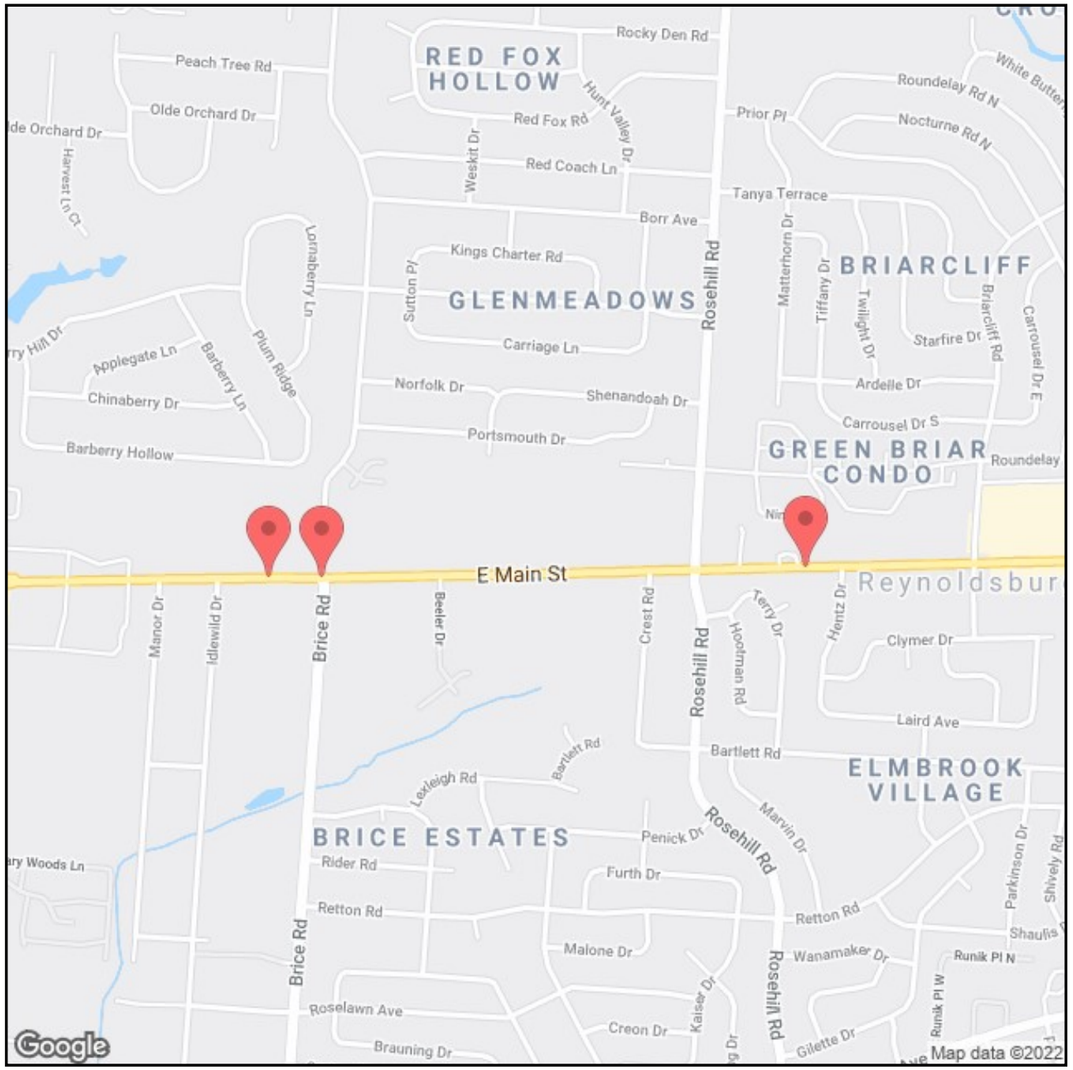
Segment Information

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

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



Definitions:

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

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

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

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	-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

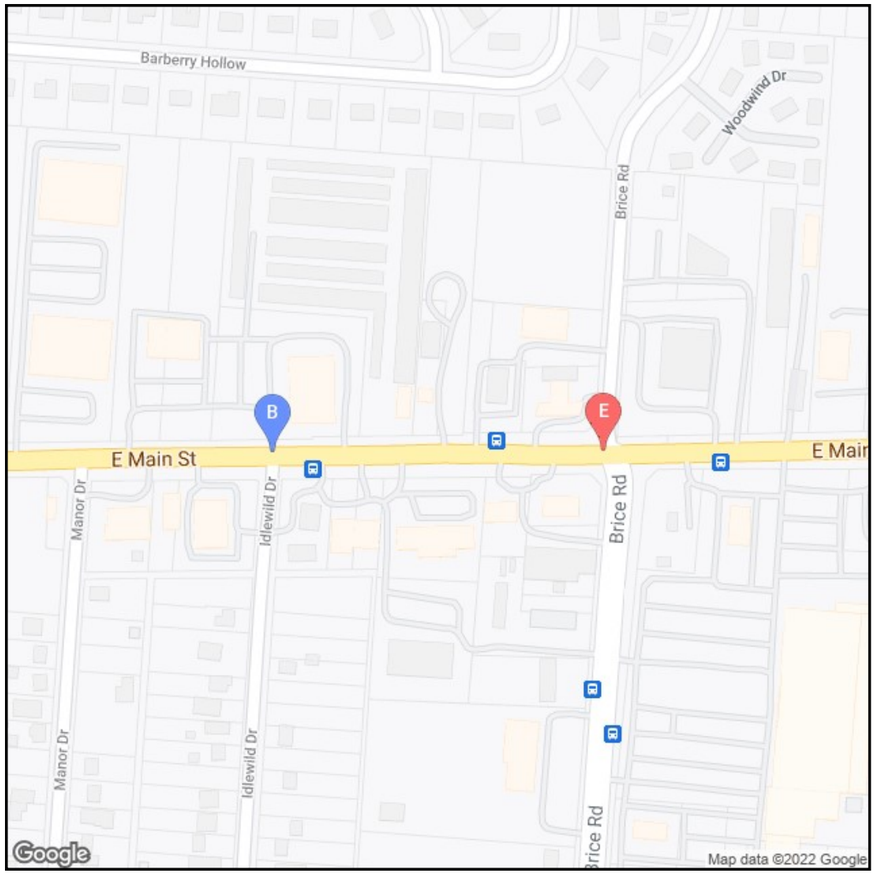
Comment: No Comment

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

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



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

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

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: 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	-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

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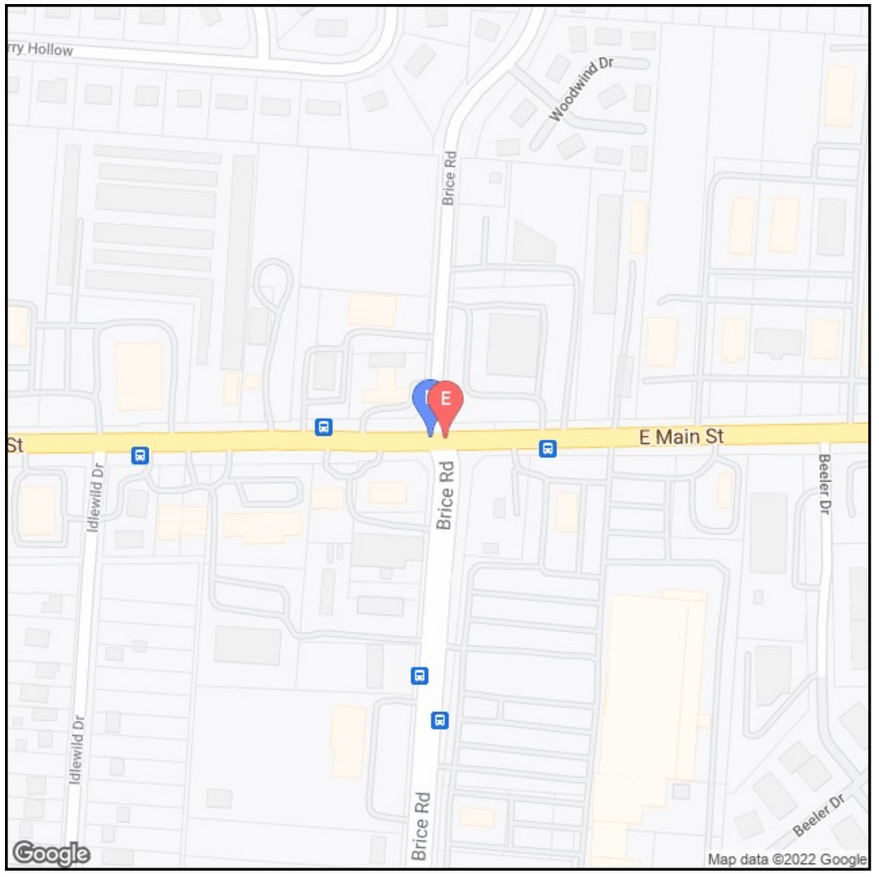


Segment ID	LRS ID	BMP	EMP	Length	Yr 2022 AADT	Yr 2032 AADT	DHV30	K %	D %	T24 %	TD %
1459005	SFRAUS00040**C	22.660	22.670	0.010	29,500	32,000	3800	12.0	50.0	3	1

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

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
AADT	**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	AADT
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

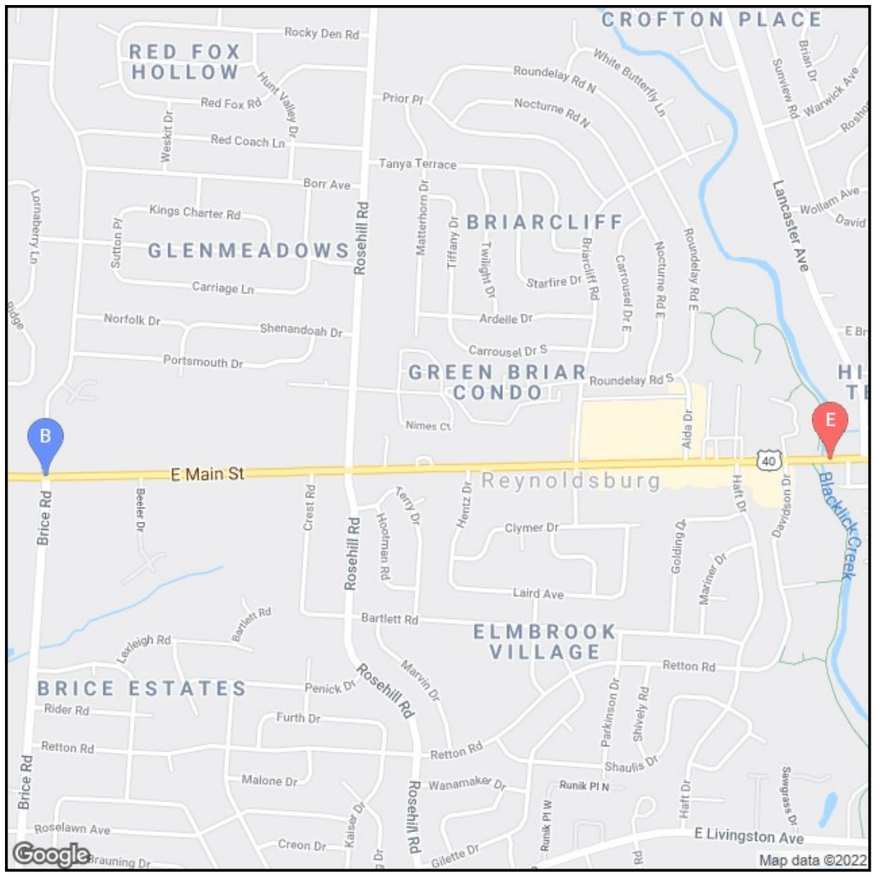
Comment: No Comment

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

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



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

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

Appendix C
Trip Generation

CARPENTER MARTY transportation

Scenario - 1

Scenario Name: AM Peak - Adjacent Street Traffic
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (9-	General Urban/Suburban	1000 Sq. Ft. GFA	6.13	Weekday, Peak Hour of Adjacent Street Traffic,	Average	173	173	346
Data Source: Trip Generation Manual, 11th Ed					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	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
945 - Convenience Store/Gas Station - VFP (9-	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
Total Internal Person Trips	**0**	**0**	**0**

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

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	173	173	346
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	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 Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (9-	General Urban/Suburban	1000 Sq. Ft. GFA	6.13	Weekday, Peak Hour of Adjacent Street Traffic,	Average	167	167	334
Data Source: Trip Generation Manual, 11th Ed					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	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
945 - Convenience Store/Gas Station - VFP (9-	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
Total Internal Person Trips	**0**	**0**	**0**

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

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	167	167	334
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	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

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

Scenario - 3

Scenario Name: Weekday
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (9-	General Urban/Suburban	1000 Sq. Ft. GFA	6.13	Weekday	Best Fit (LIN)	1993	1993	3986
Data Source: Trip Generation Manual, 11th Ed					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	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
945 - Convenience Store/Gas Station - VFP (9-	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
Total Internal Person Trips	**0**	**0**	**0**

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

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	1993	1993	3986
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	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
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (9-	General Urban/Suburban	1000 Sq. Ft. GFA	6.13	Saturday, Peak Hour of Generator	Average	197	197	394
Data Source: Trip Generation Manual, 11th Ed					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	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
945 - Convenience Store/Gas Station - VFP (9-	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

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
Total Internal Person Trips	**0**	**0**	**0**

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

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	197	197	394
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
945 - Convenience Store/Gas Station - VFP (9-15)	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: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

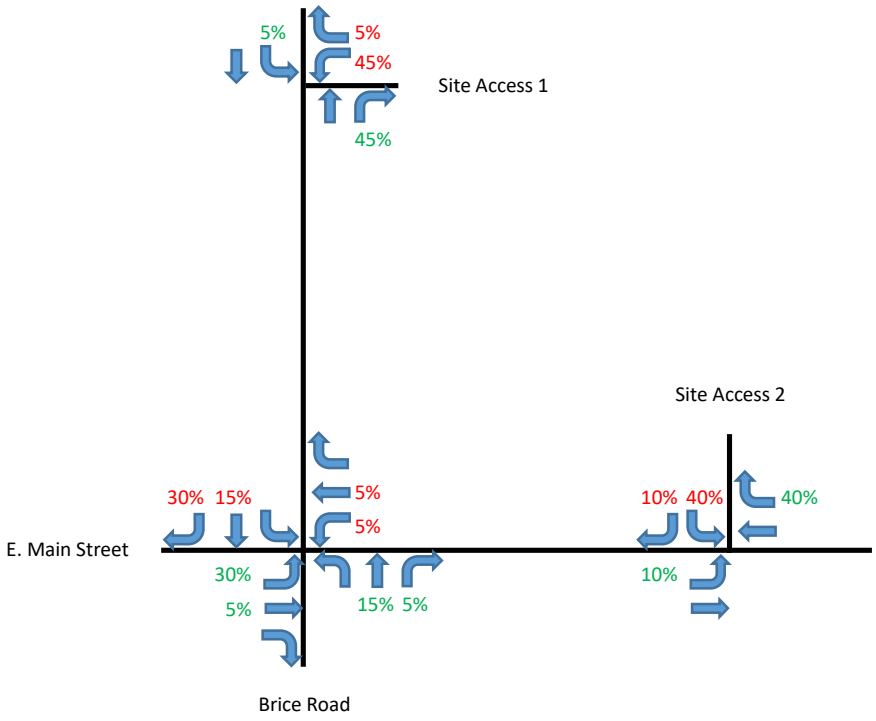
Appendix D
Volume Calculations

CARPENTER MARTY transportation

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N

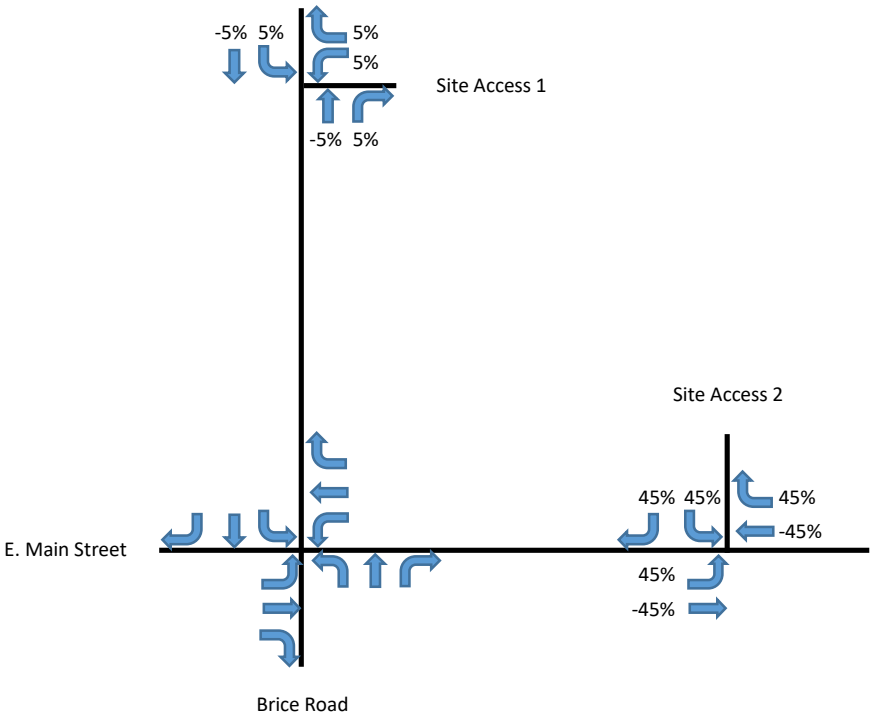


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Pass-By Distribution	

^
N

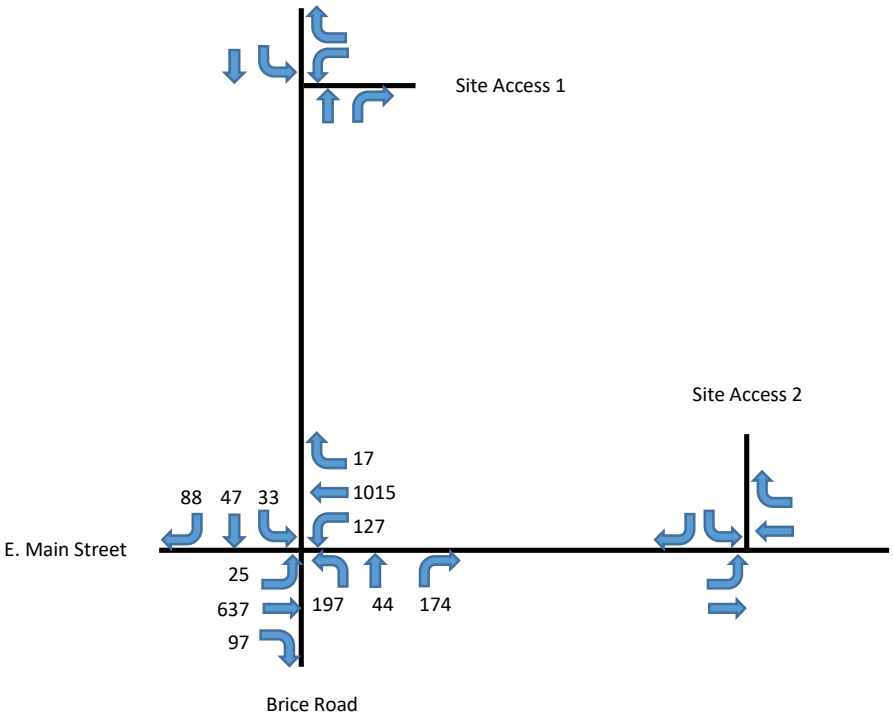


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2021	AM	Count	

^
N



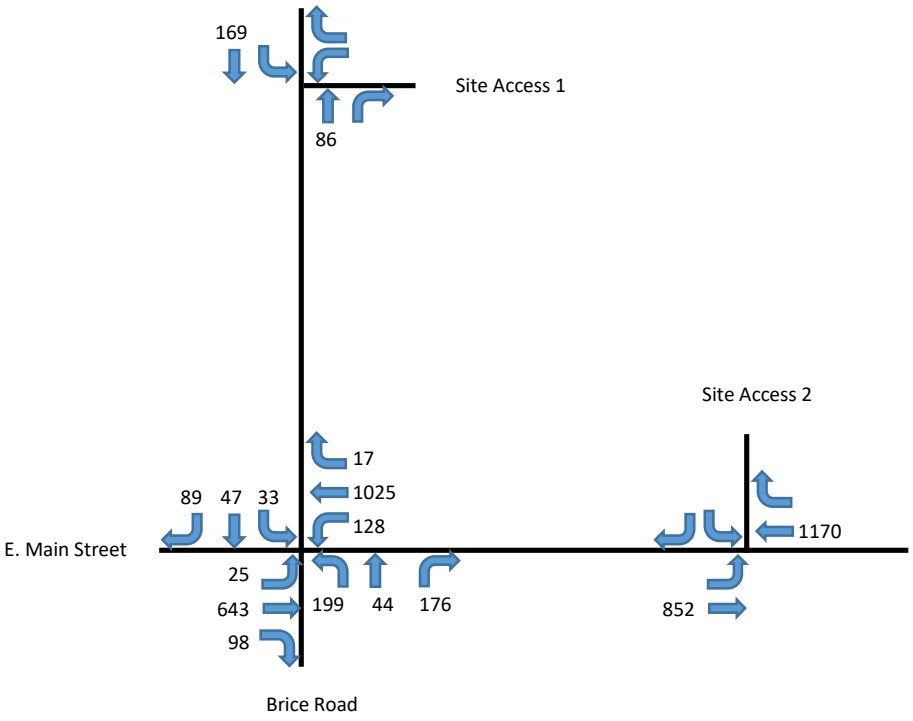
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	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

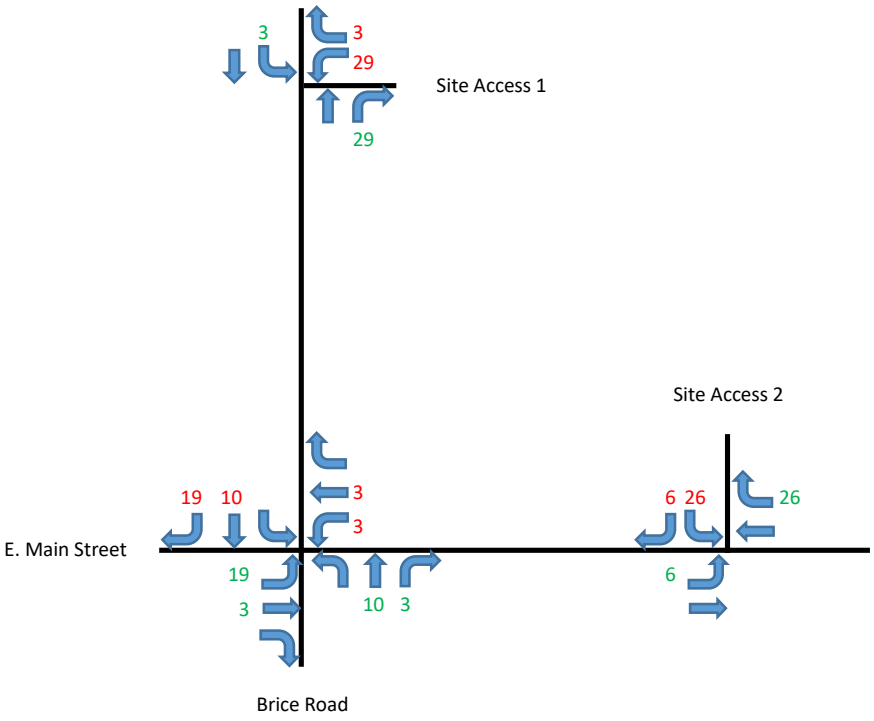
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		AM	Non-Pass-By Traffic	B1

^

N

Enter 64

Exit 64



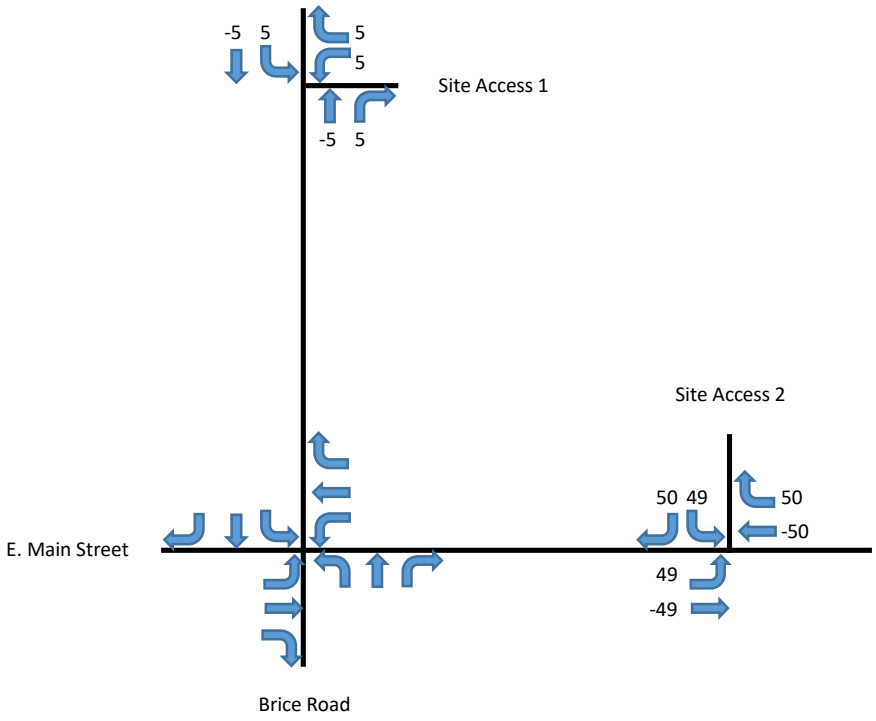
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N

Enter	109
Exit	109
Average	109

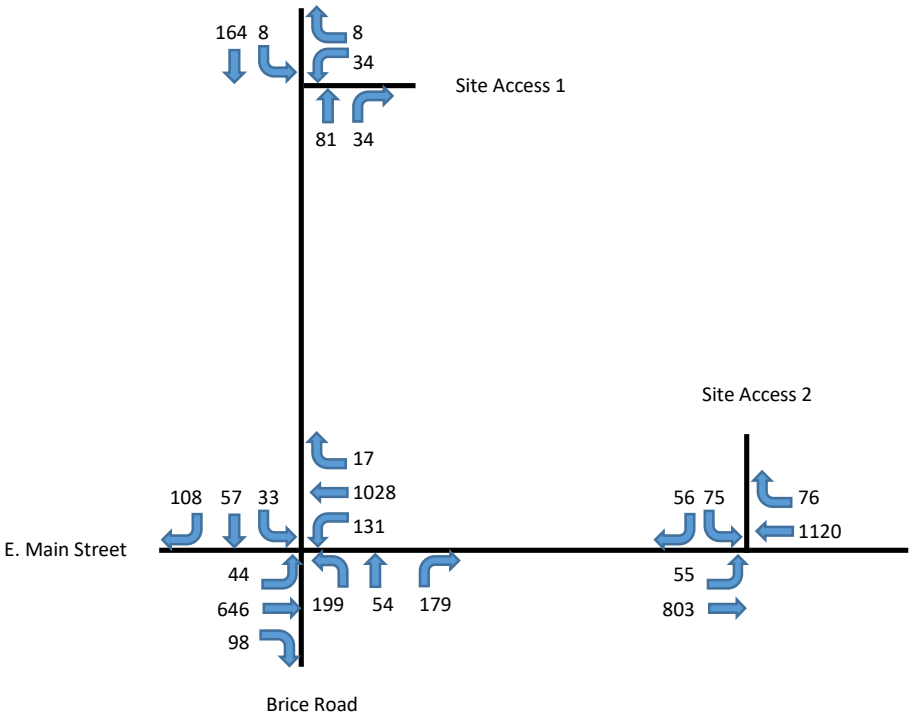


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N



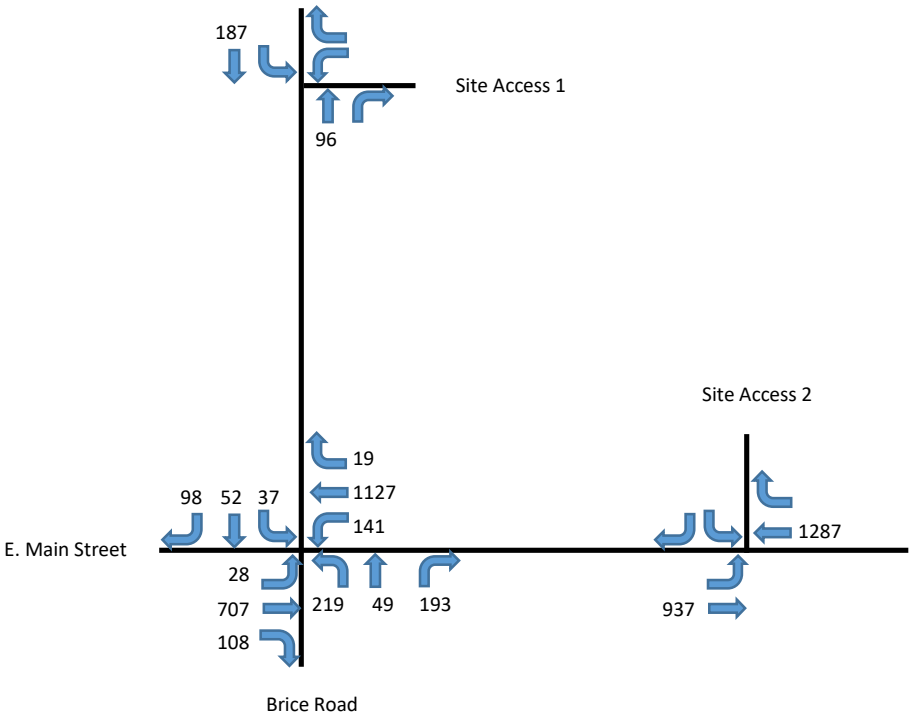
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2032	AM	No Build	E1

^
N

Growth Rate 1%

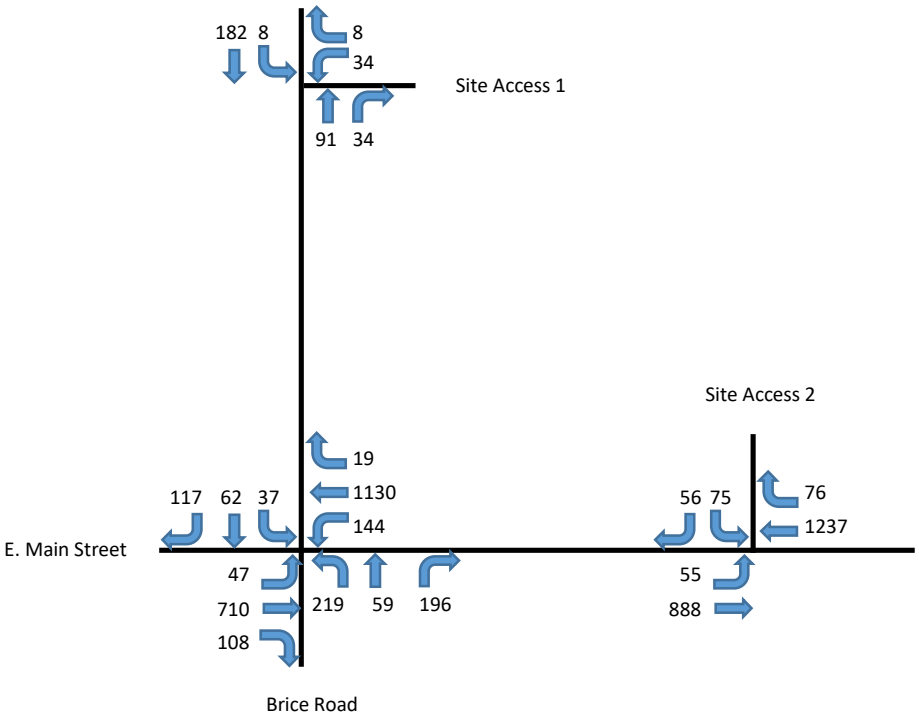


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N

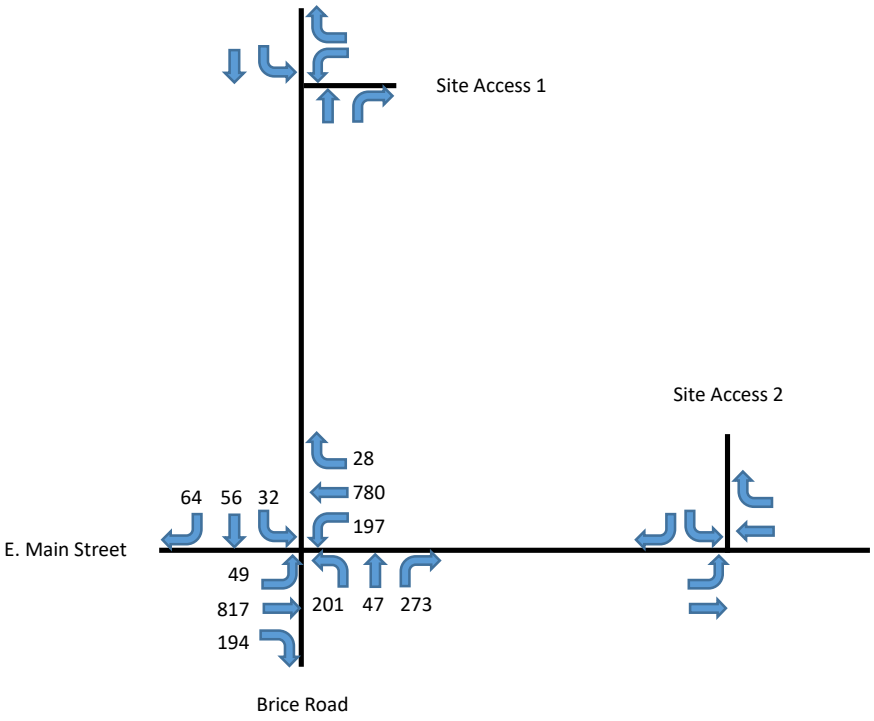


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2021	Midday	Count	

^
N



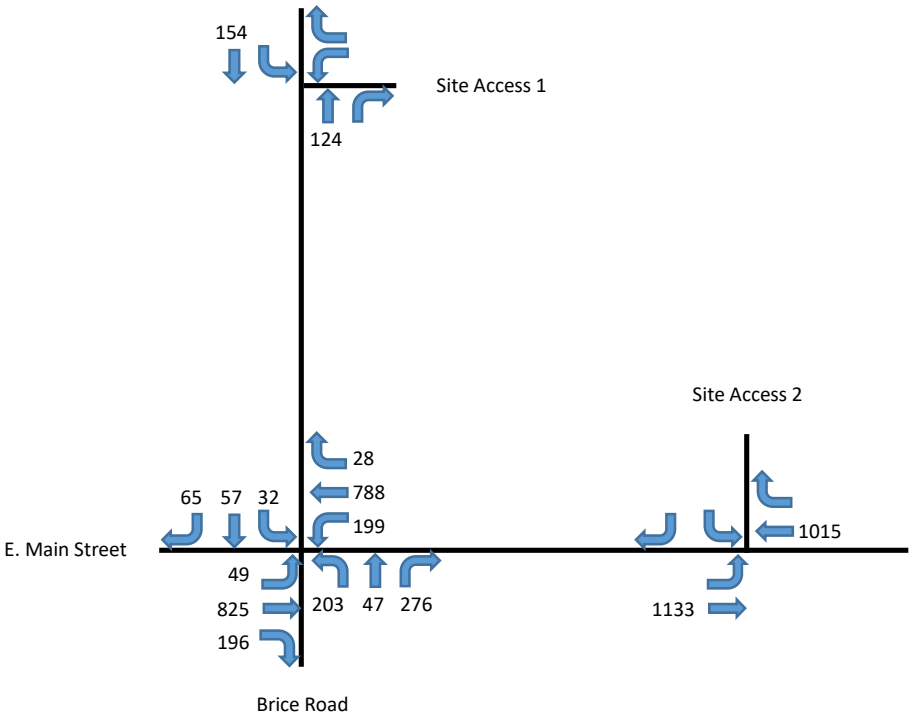
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	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)

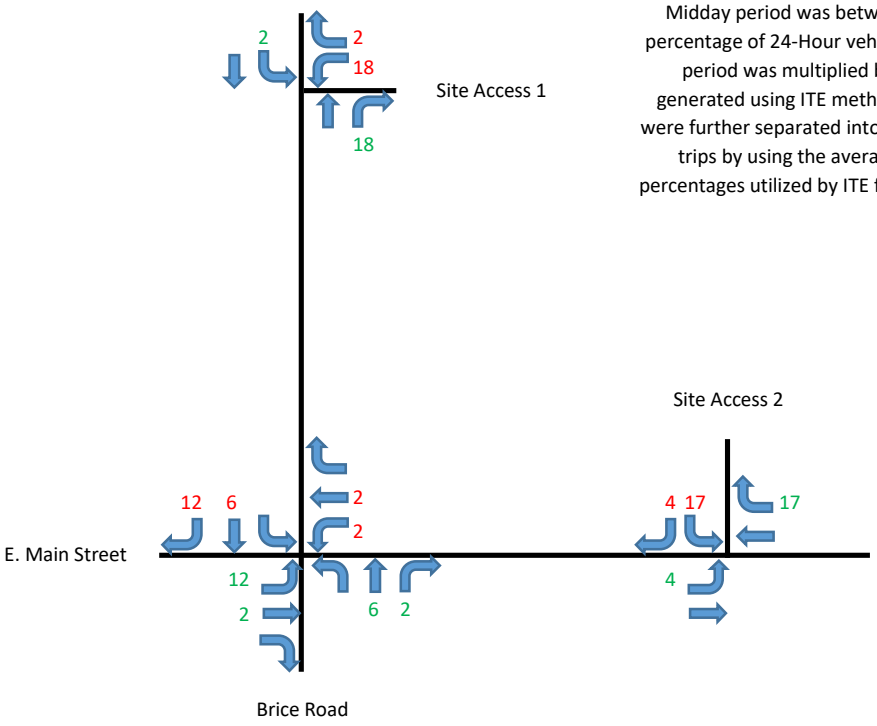
Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	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)

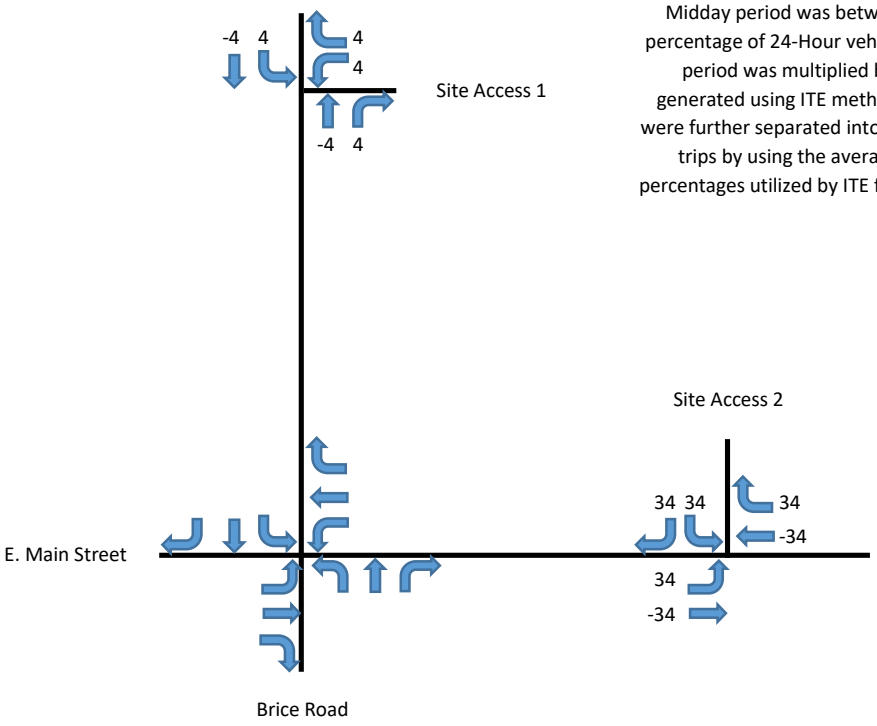
Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N

Enter	75
Exit	75
Average	75

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.



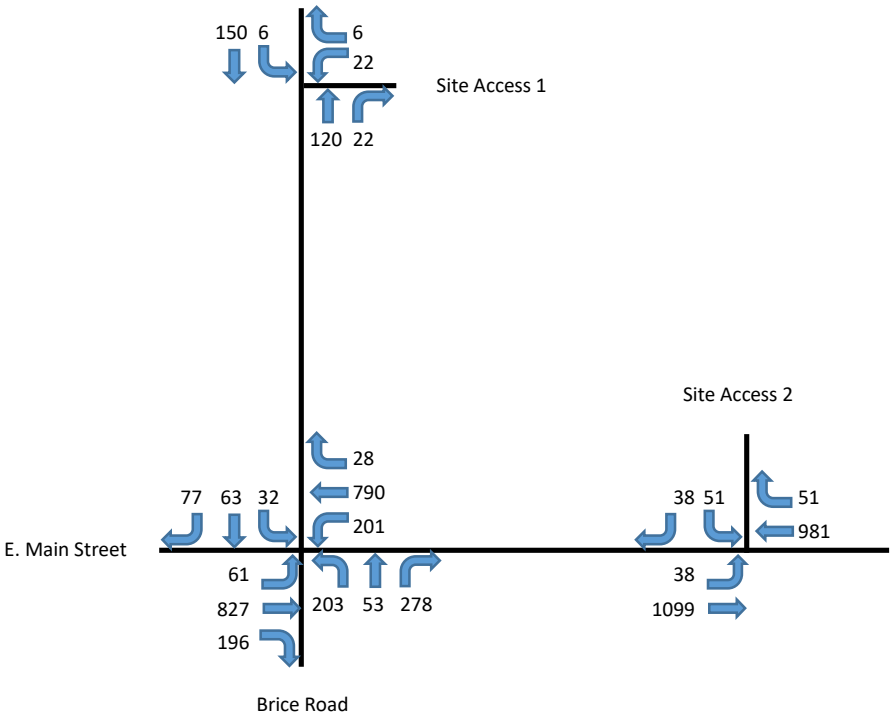
	Total	Enter	Exit
Midday Peak (12:00-1:00) % of 24-Hour Vehicle Trips	5.8%	5.8%	5.8%
Weekday Generated Trips	3986	1993	1993
Midday Peak (12:00-1:00) Calculated Trips	232	116	116
Non-Pass-By Trips (35.5%)	82	41	41
Pass-By Trips (64.5%)	150	75	75

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

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

^
N



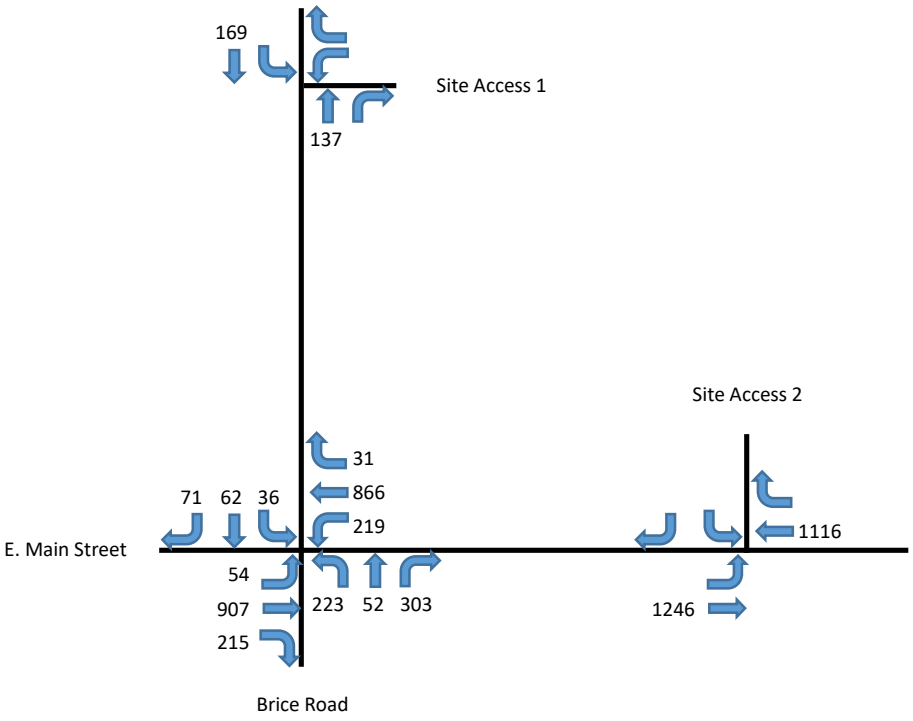
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2032	Midday	No Build	E2

^
N

Growth Rate 1%

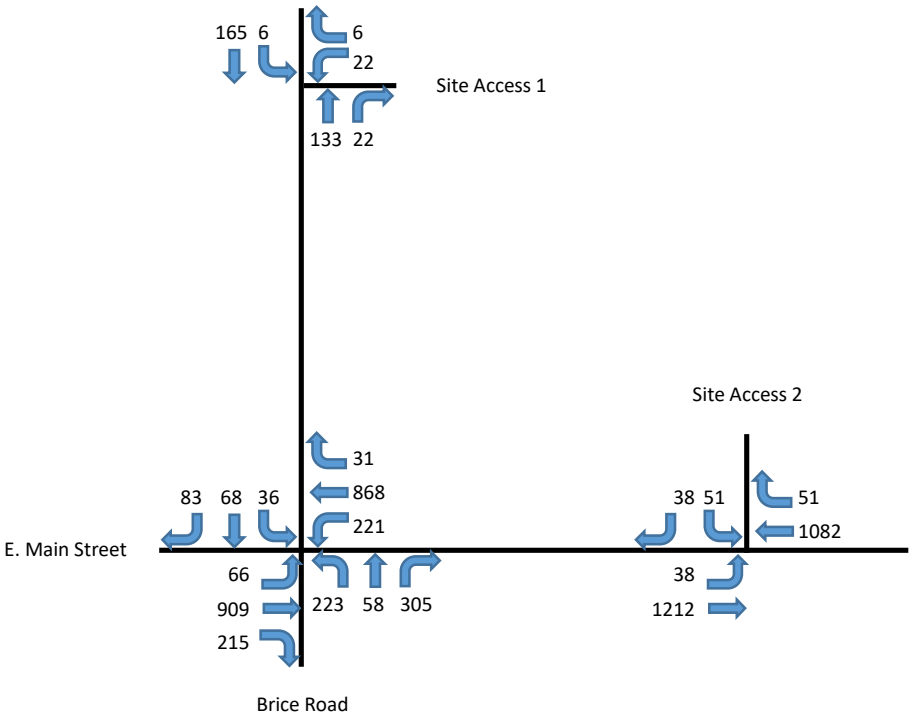


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N

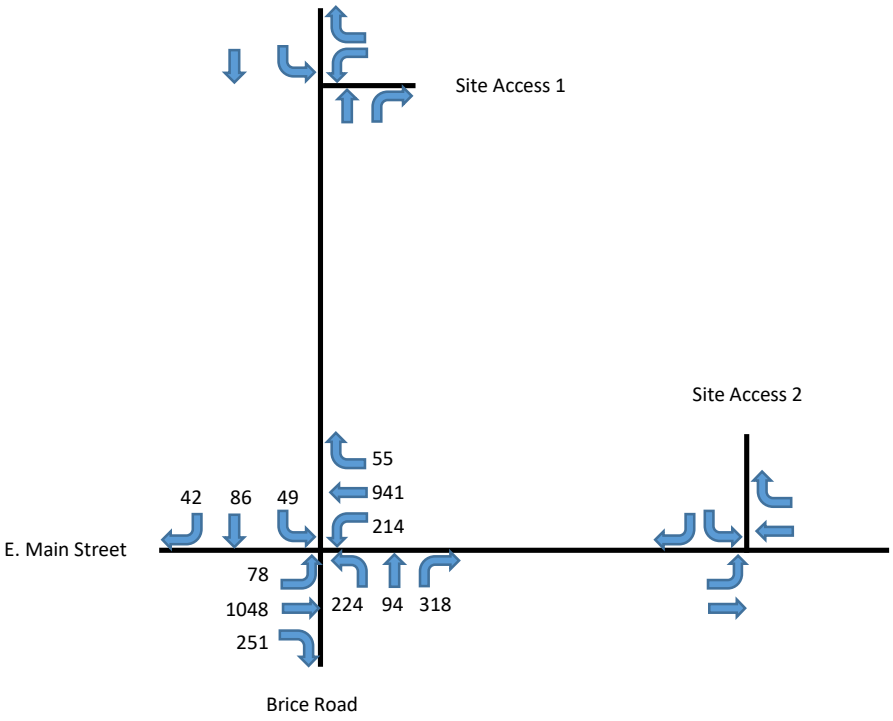


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2021	PM	Count	

^
N



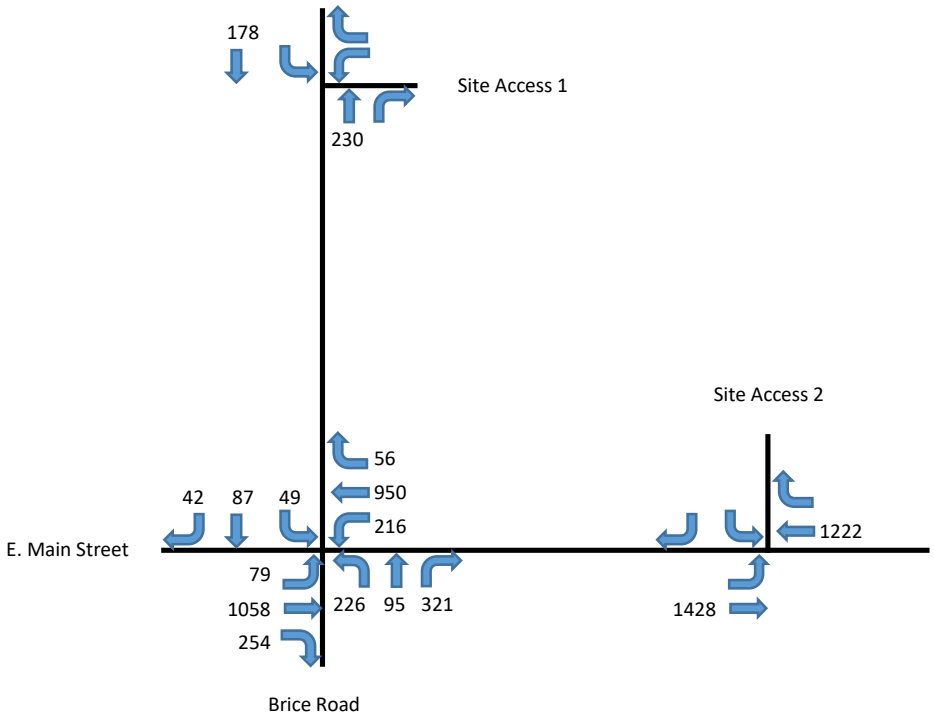
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	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

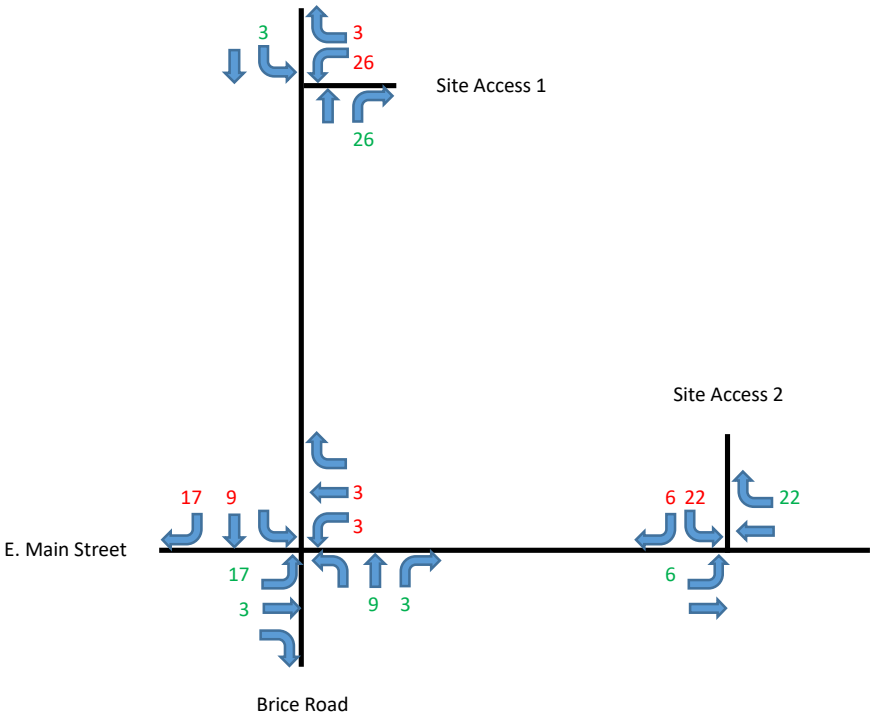
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Non-Pass-By Traffic	B3

^

N

Enter 57

Exit 57



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

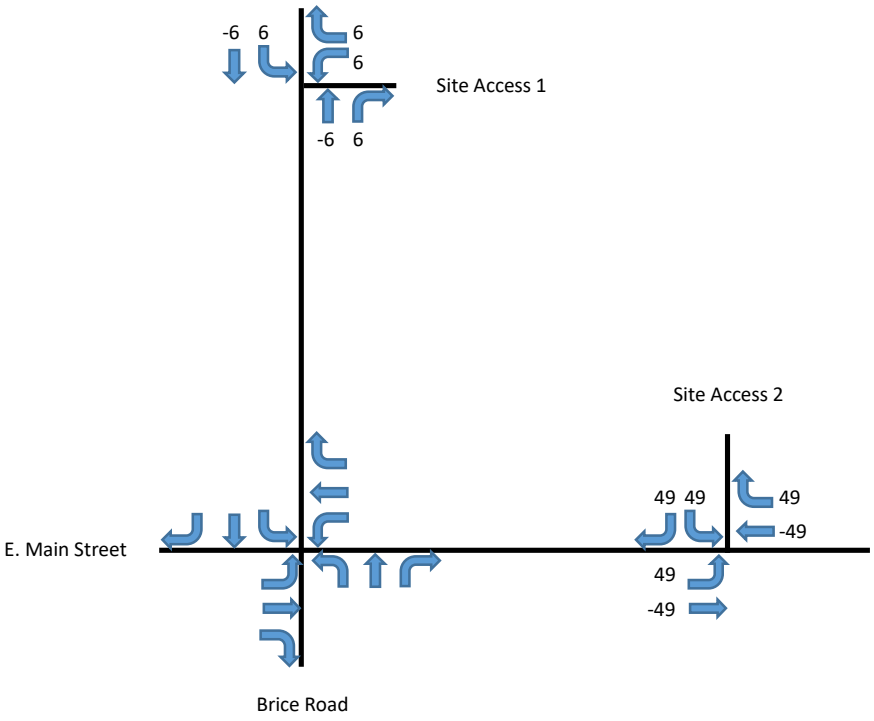
Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Pass-By Traffic	C3

^

N

Enter	110
Exit	110
Average	110

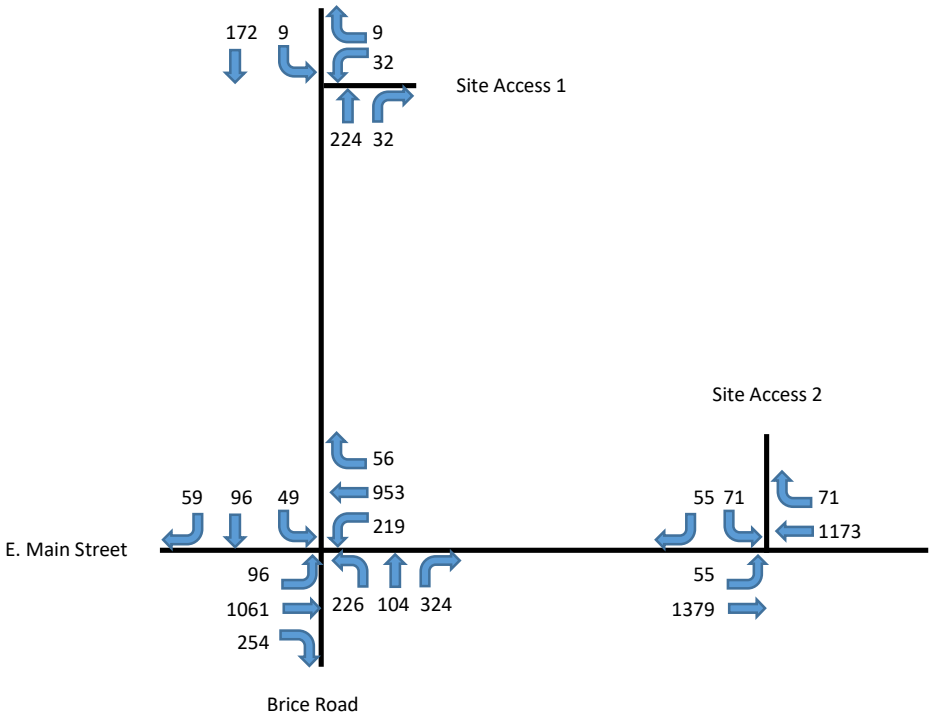


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N



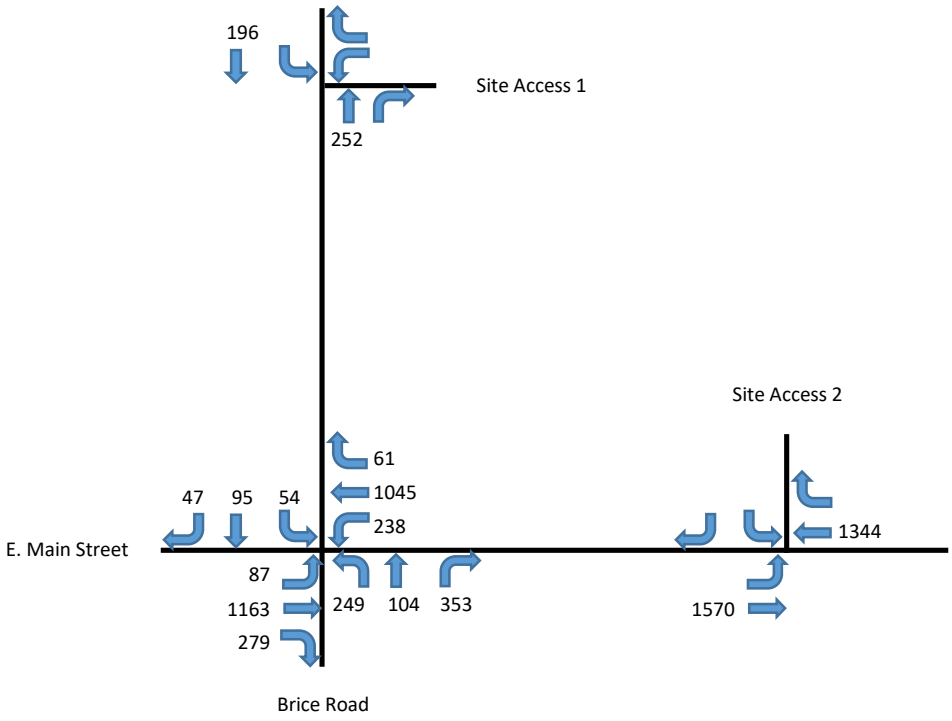
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2032	PM	No Build	E3

^
N

Growth Rate 1%

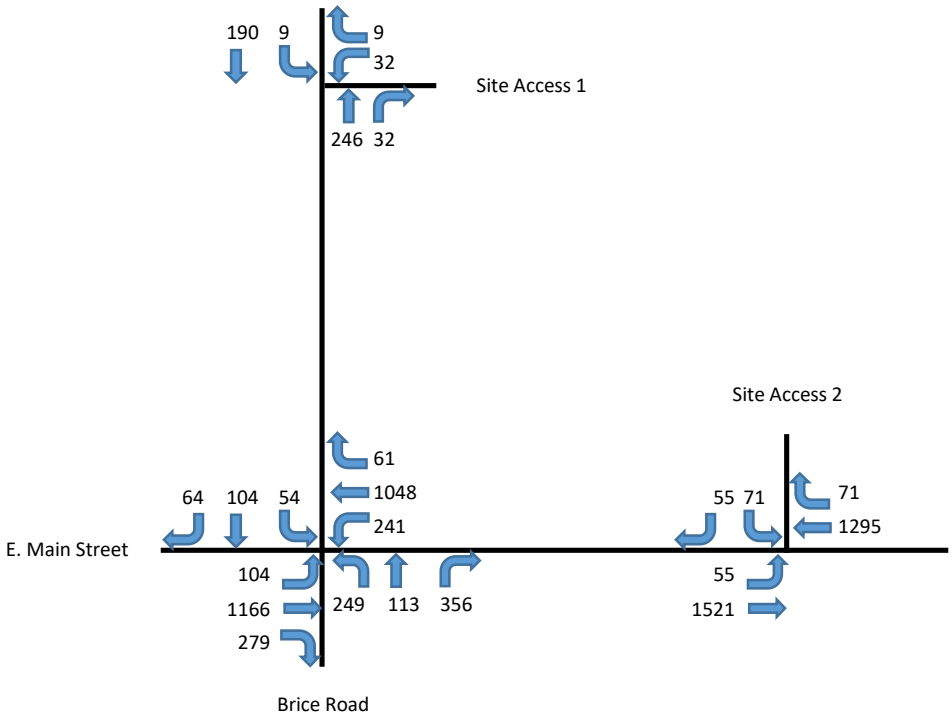


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N

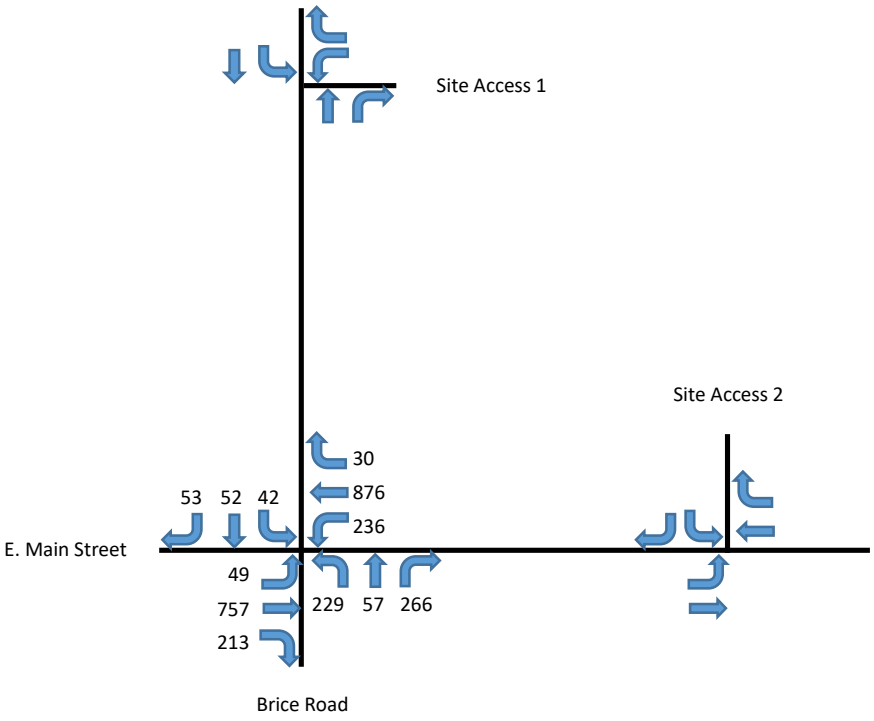


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2021	Weekend	Count	

^
N



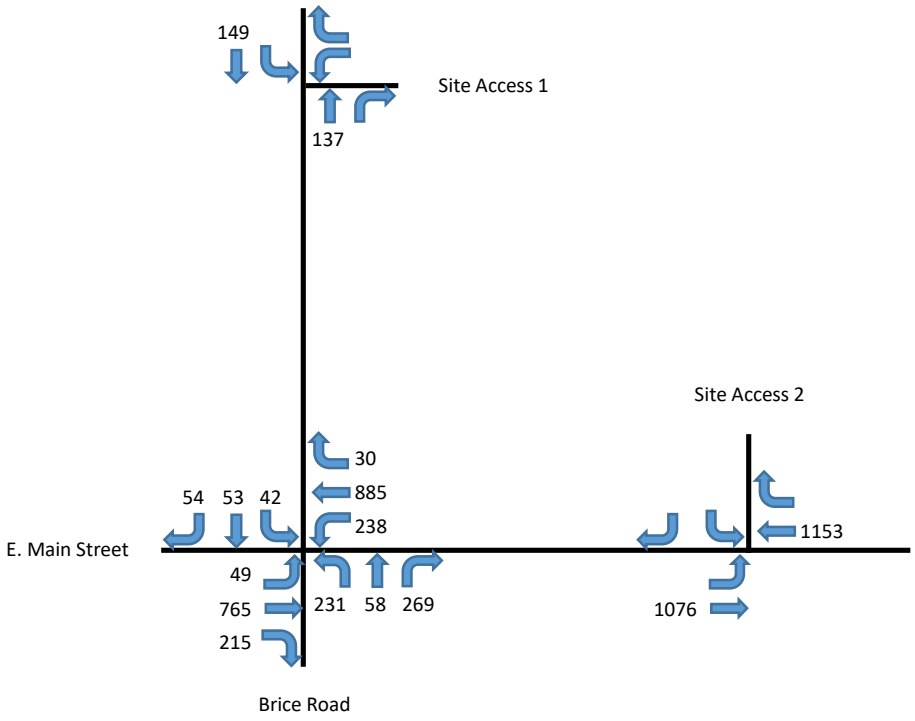
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	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

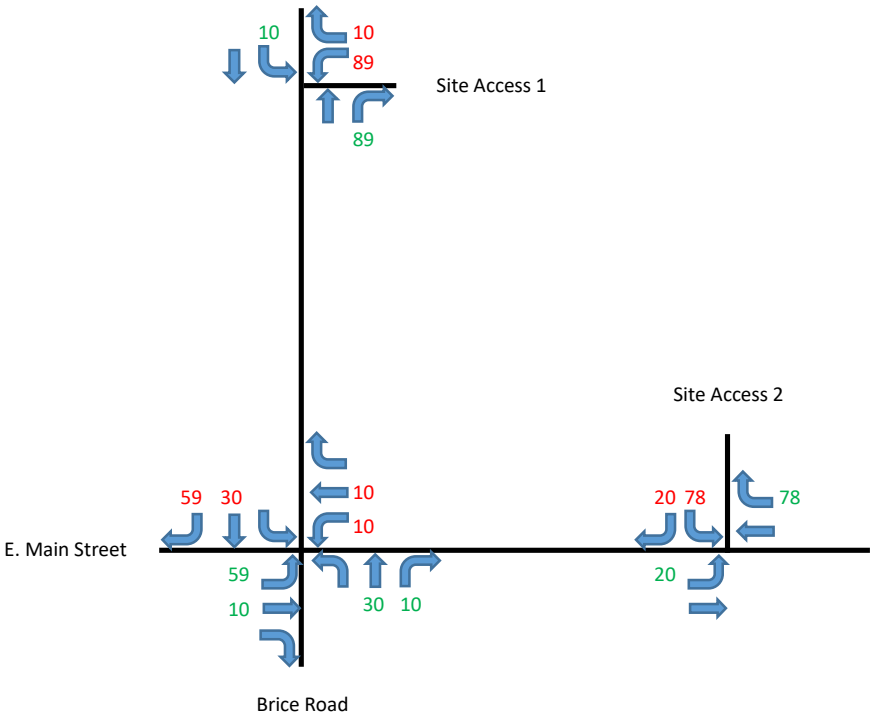
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		Weekend	Non-Pass-By Traffic	B4

^

N

Enter 197

Exit 197

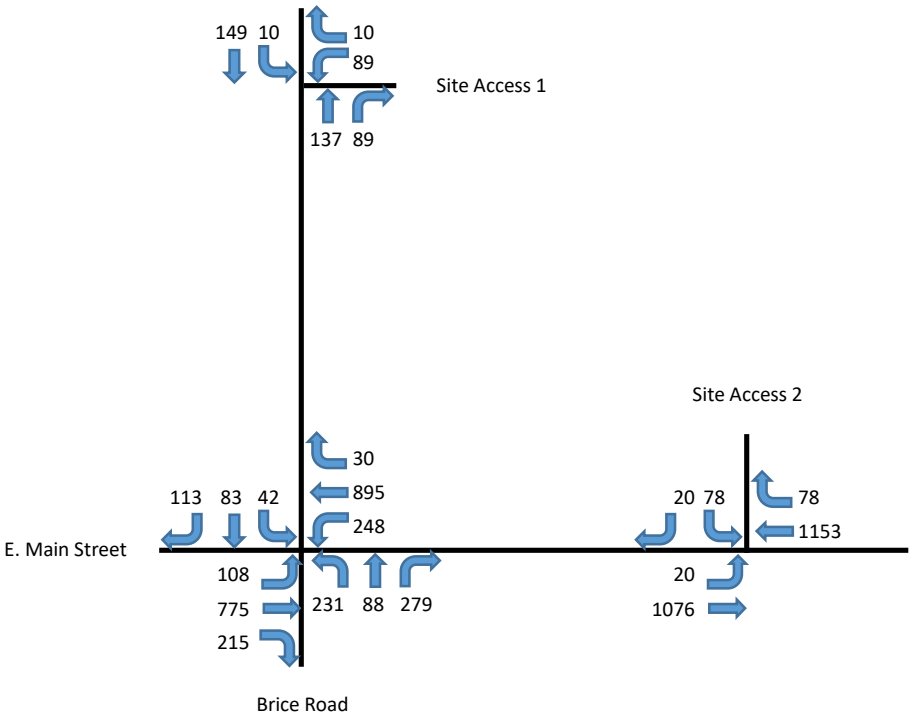


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N



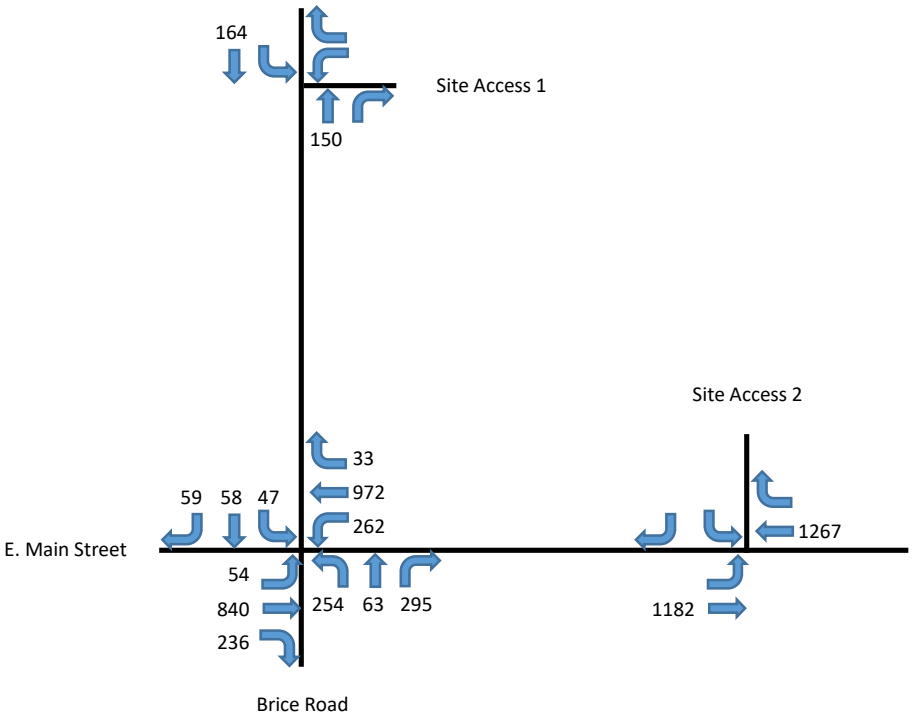
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2032	Weekend	No Build	D4

^
N

Growth Rate 1%

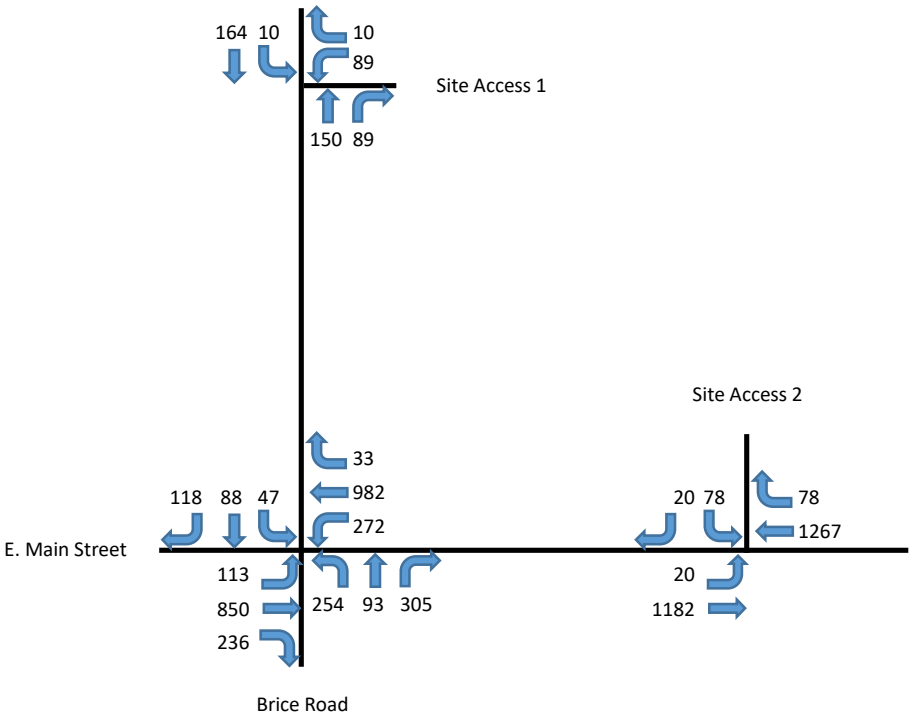


Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Brice and Main Sheetz TIS
Traffic Volume Calculations

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

^
N



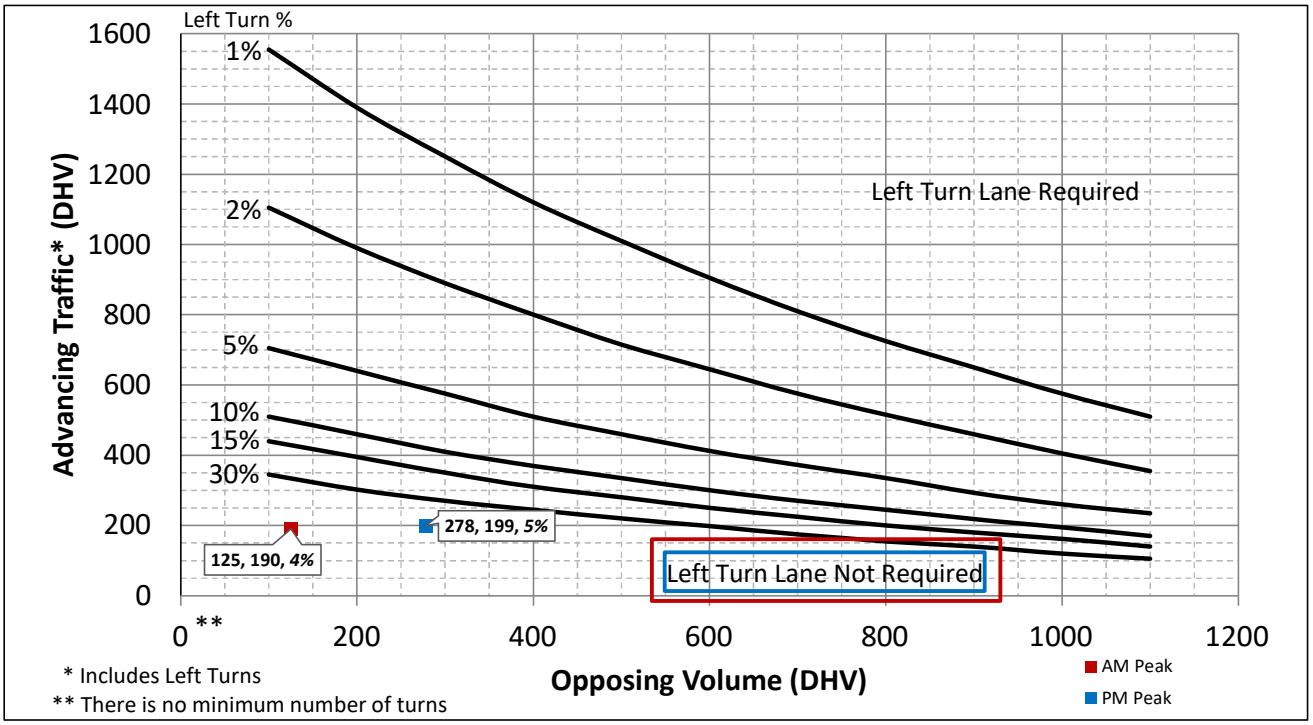
Attachment: h220217 Brice and Main Sheetz TIS w Appendices (6320 E Main St Zoning District Change Application #2022-5064)

Appendix E
Turn Lane Warrant and Length Analysis

CARPENTER MARTY transportation

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



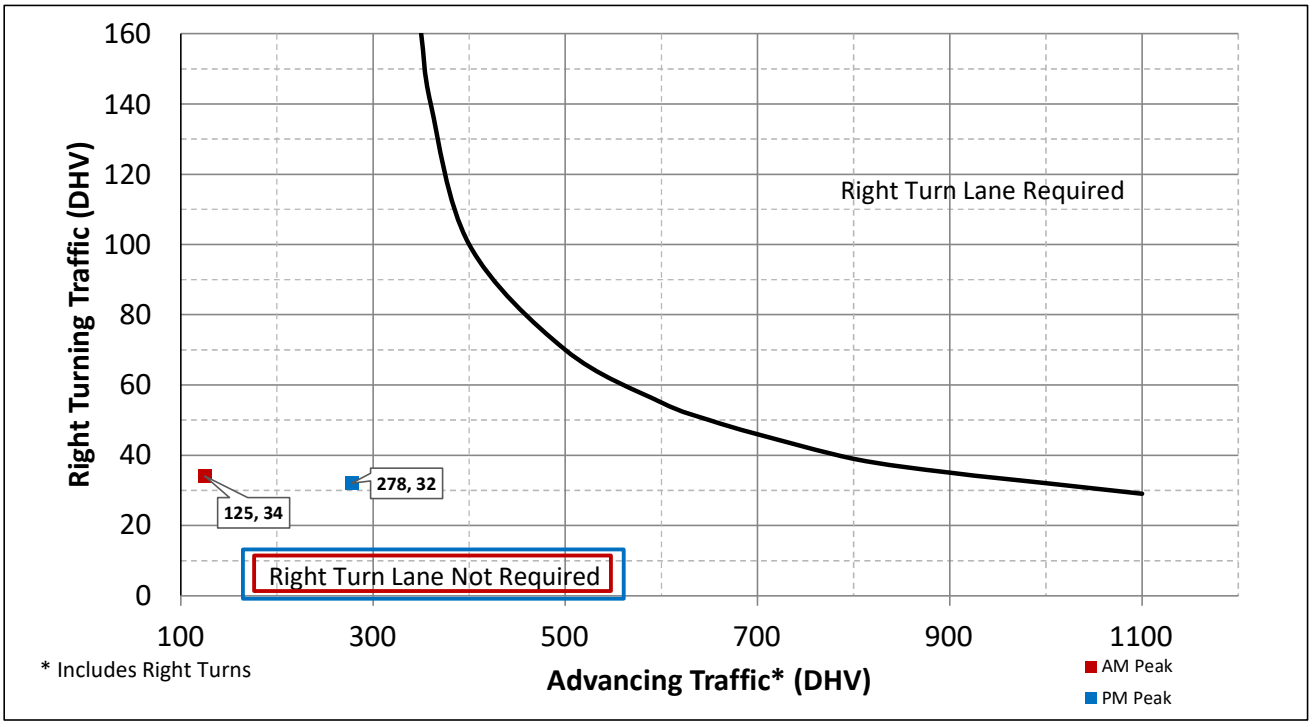
Turn Lane Length Calculations

AM Peak	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
	Offset Width	12	
	Approach Taper	180	
PM Peak	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
	Offset Width	12	
	Approach Taper	180	
Is Left Turn Warrant Met		**No**	**No Left Turn Lane Required**

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

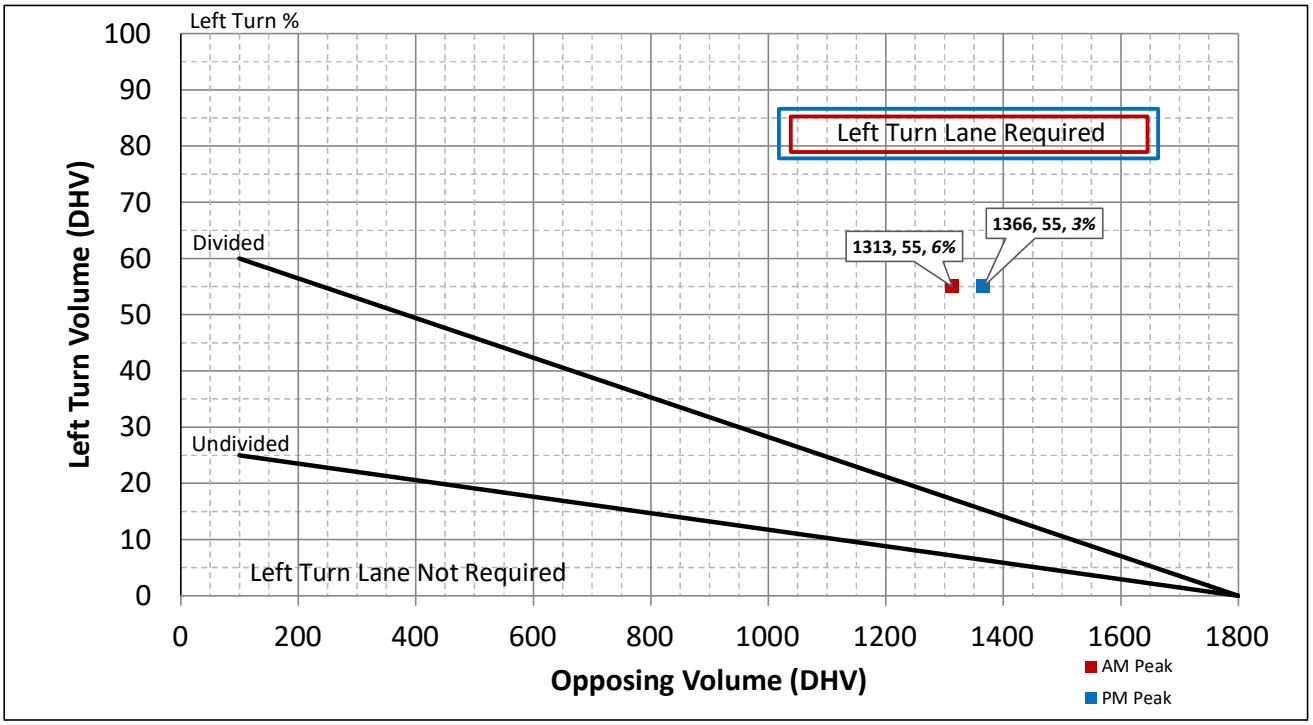
AM Peak	Design Speed	30	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	34	VPH
	Advancing Traffic	125	VPH
	Right Turn Percentage	27%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
PM Peak	Design Speed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

** Turn Lane Length includes 50 ft diverging taper*

** 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

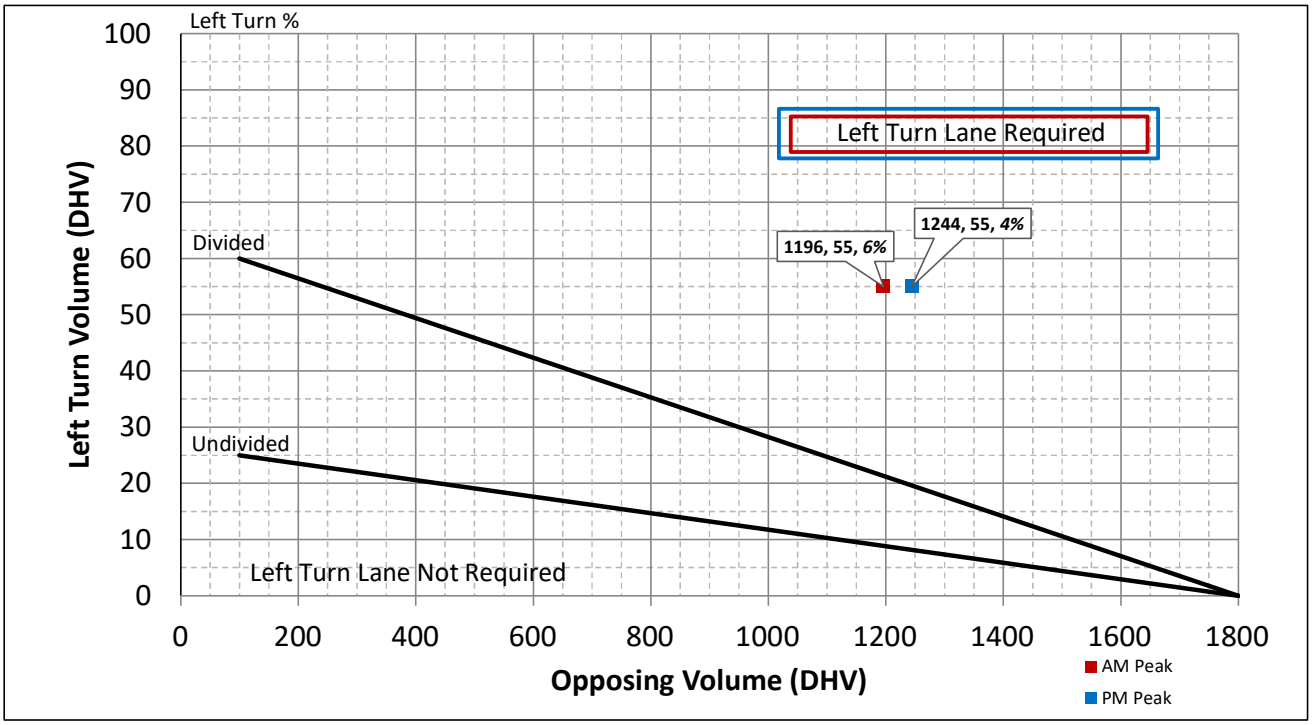


Turn Lane Length Calculations

AM Peak	Design Speed	40	mph
	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	* 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	1576	VPH
	Opposing Volume	1366	VPH
	Left Turn Percentage	3%	
	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 Left Turn Lane Warrant



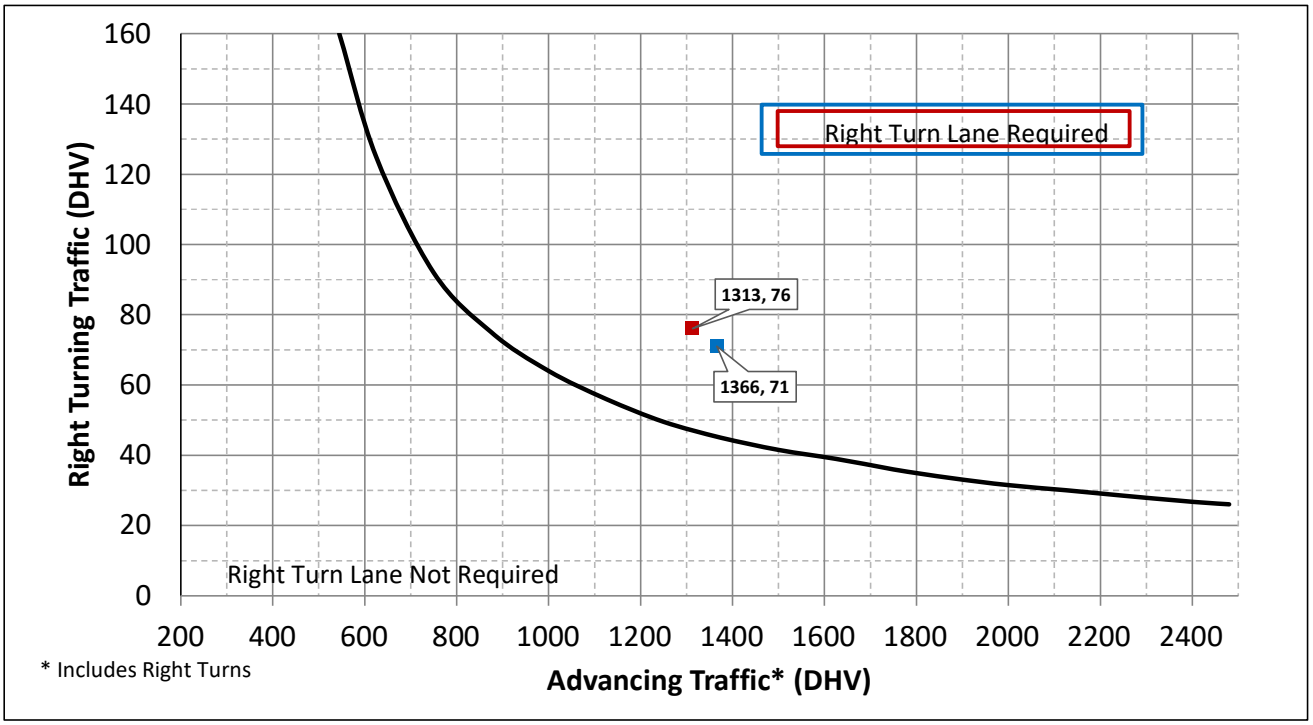
Turn Lane Length Calculations

AM Peak	Design Speed	40	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	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

AM Peak	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	
PM Peak	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	
Is Right Turn Warrant Met		Yes	**See Above**

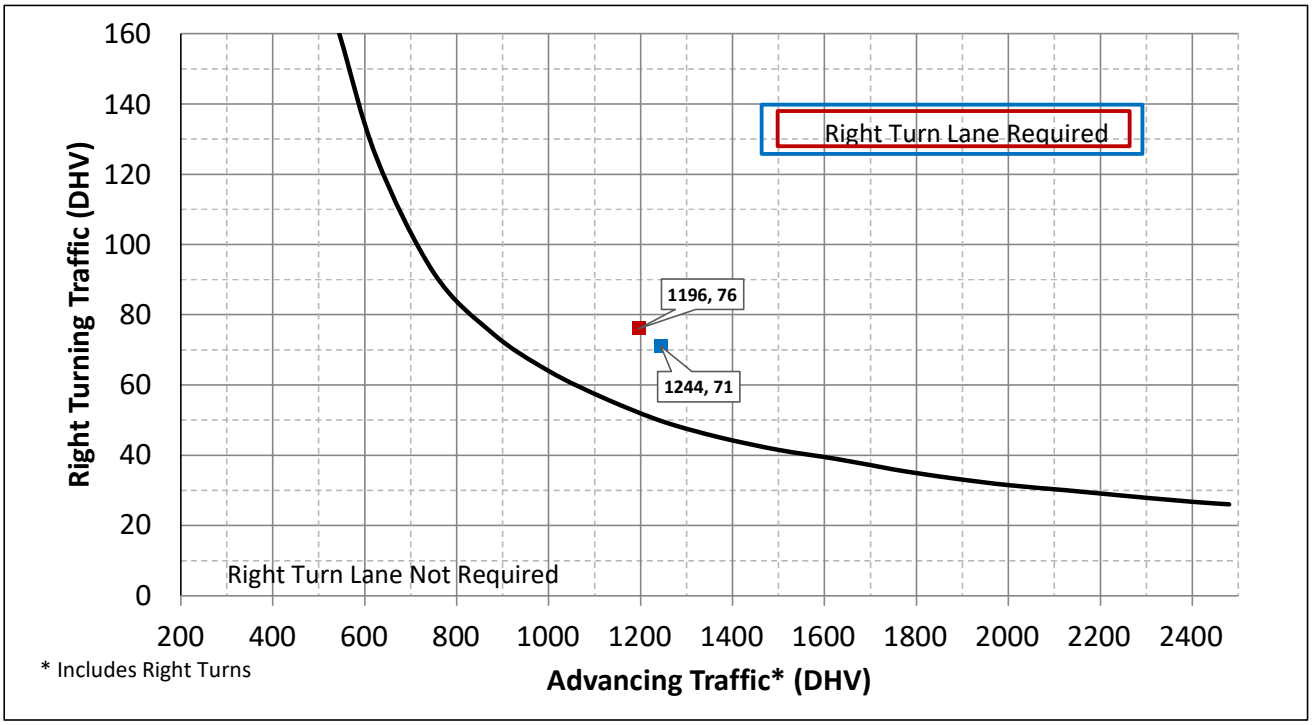
** Turn Lane Length includes 50 ft diverging taper*

** 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 Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

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

** Turn Lane Length includes 50 ft diverging taper*

** 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)

Left Turn Lane Length Calculations

AM Peak	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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	
PM Peak	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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

AM Peak	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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	
PM Peak	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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

AM Peak	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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	
PM Peak	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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

AM Peak	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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
PM Peak	Design Speed	40	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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

AM Peak	Design Speed	30	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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	
PM Peak	Design Speed	30	mph
	Traffic Control	Signalized - 4 Phase	
	Cycle Length	Known	
	Cycles Per Hour	40	*Enter Cycles Per Hour*
	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

CARPENTER MARTY transportation

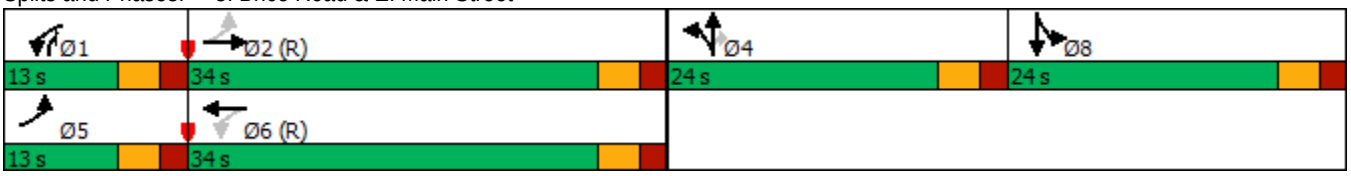
Timing Report, Sorted By Phase
3: Brice Road & E. Main Street

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	

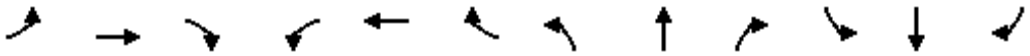
Splits and Phases: 3: Brice Road & E. Main Street



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)	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)

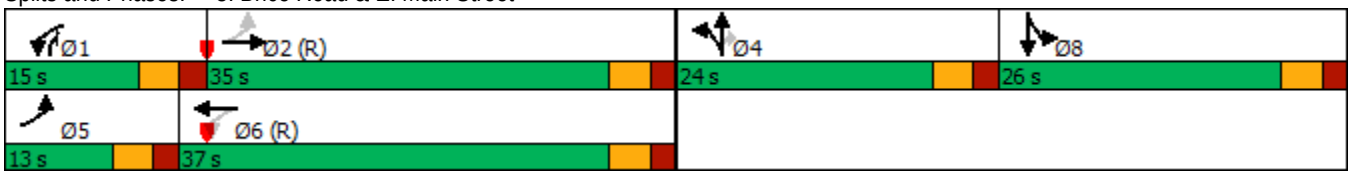
Timing Report, Sorted By Phase
3: Brice Road & E. Main Street

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	

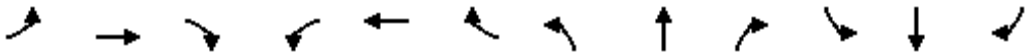
Splits and Phases: 3: Brice Road & E. Main Street



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)

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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	722	1462	-
HCM Lane V/C Ratio	-	-	0.063	0.006	-
HCM Control Delay (s)	-	-	10.3	7.5	0
HCM Lane LOS	-	-	B	A	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	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

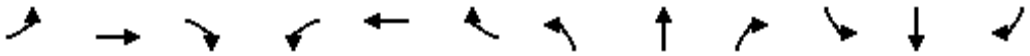
Intersection Summary	
Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	115
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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

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	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)

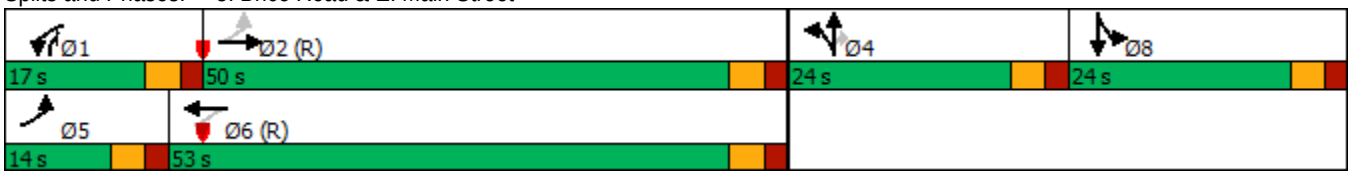
Timing Report, Sorted By Phase
3: Brice Road & E. Main Street

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	

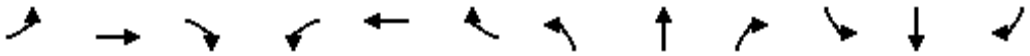
Splits and Phases: 3: Brice Road & E. Main Street



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)

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	676
Stage 1	-	-	-	-	1314	-
Stage 2	-	-	-	-	870	-
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	264	-	-	-	~ 54	339
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	361	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	264	-	-	-	0	339
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)

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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	586	1285	-
HCM Lane V/C Ratio	-	-	0.076	0.008	-
HCM Control Delay (s)	-	-	11.6	7.8	0
HCM Lane LOS	-	-	B	A	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)

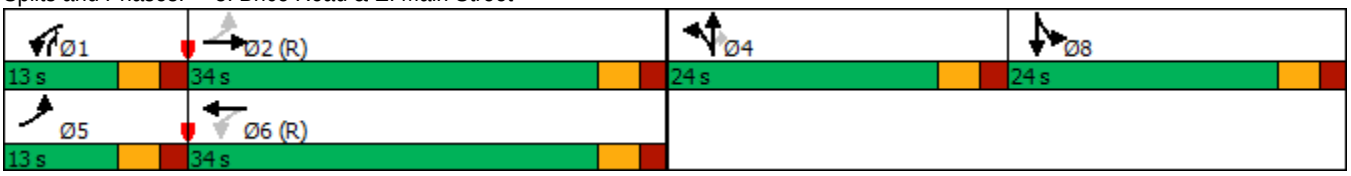
Timing Report, Sorted By Phase
3: Brice Road & E. Main Street

02/15/2022

Phase Number	1	2	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	

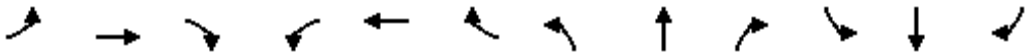
Splits and Phases: 3: Brice Road & E. Main Street



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)

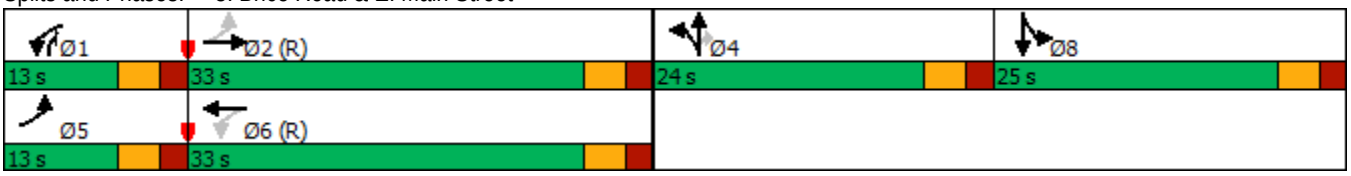
Timing Report, Sorted By Phase
3: Brice Road & E. Main Street

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	

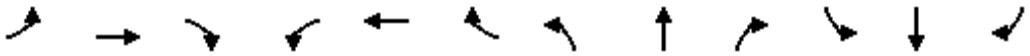
Splits and Phases: 3: Brice Road & E. Main Street



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)

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)

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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	695	1448	-
HCM Lane V/C Ratio	-	-	0.066	0.006	-
HCM Control Delay (s)	-	-	10.5	7.5	0
HCM Lane LOS	-	-	B	A	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	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

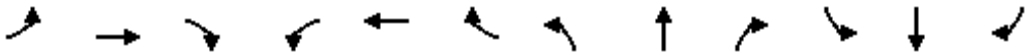
Intersection Summary	
Cycle Length	135
Control Type	Actuated-Coordinated
Natural Cycle	135
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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

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	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

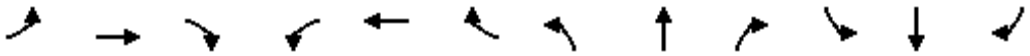
Intersection Summary	
Cycle Length	135
Control Type	Actuated-Coordinated
Natural Cycle	135
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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

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	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				

Intersection Summary			
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)

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)

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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	555	1259	-
HCM Lane V/C Ratio	-	-	0.08	0.008	-
HCM Control Delay (s)	-	-	12.1	7.9	0
HCM Lane LOS	-	-	B	A	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)

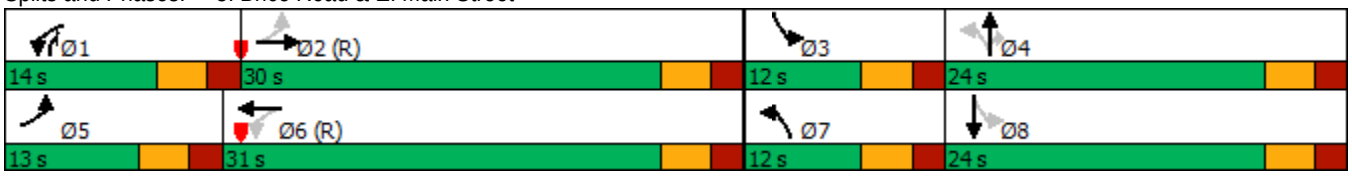
Timing Report, Sorted By Phase
3: Brice Road & E. Main Street

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	

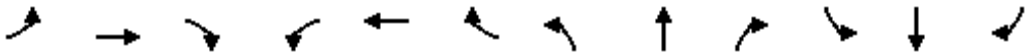
Splits and Phases: 3: Brice Road & E. Main Street



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	

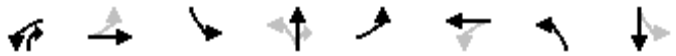
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	41.3	8.9	18.1	8.2	44.8	12.0	15.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	9.0	25.0	7.0	19.0	8.0	26.0	7.0	19.0
Max Q Clear Time (g_c+I1), s	5.1	14.8	3.4	10.2	2.6	20.2	9.0	8.8
Green Ext Time (p_c), s	0.1	3.6	0.0	0.5	0.0	3.4	0.0	0.5

Intersection Summary	
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

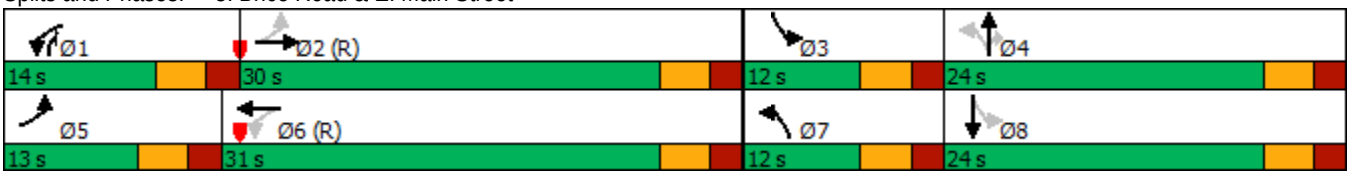
02/15/2022



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	

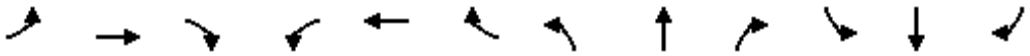
Splits and Phases: 3: Brice Road & E. Main Street



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)

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)

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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	722	1462	-
HCM Lane V/C Ratio	-	-	0.063	0.006	-
HCM Control Delay (s)	-	-	10.3	7.5	0
HCM Lane LOS	-	-	B	A	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

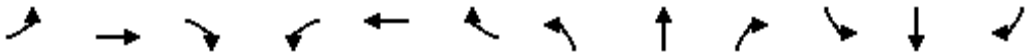
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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

Intersection Summary	
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)

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	676
Stage 1	-	-	-	-	1314	-
Stage 2	-	-	-	-	870	-
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	264	-	-	-	~ 54	339
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	361	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	264	-	-	-	0	339
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)

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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	586	1285	-
HCM Lane V/C Ratio	-	-	0.076	0.008	-
HCM Control Delay (s)	-	-	11.6	7.8	0
HCM Lane LOS	-	-	B	A	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)

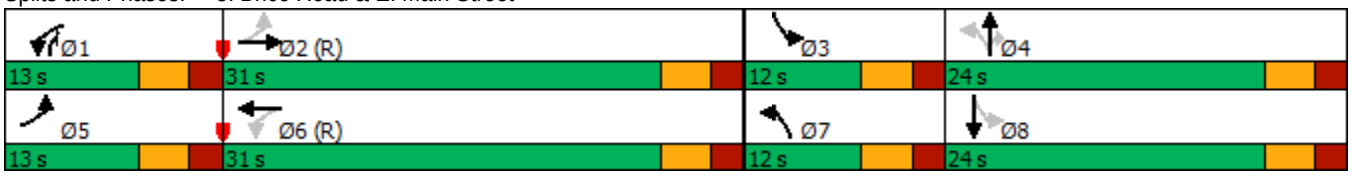
Timing Report, Sorted By Phase
3: Brice Road & E. Main Street

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	

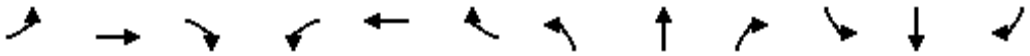
Splits and Phases: 3: Brice Road & E. Main Street



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	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	

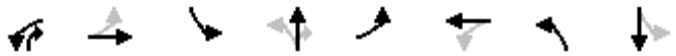
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	41.1	9.1	18.1	8.4	44.4	12.0	15.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	26.0	7.0	19.0	8.0	26.0	7.0	19.0
Max Q Clear Time (g_c+I1), s	5.5	16.5	3.5	11.2	2.7	23.2	9.0	9.6
Green Ext Time (p_c), 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

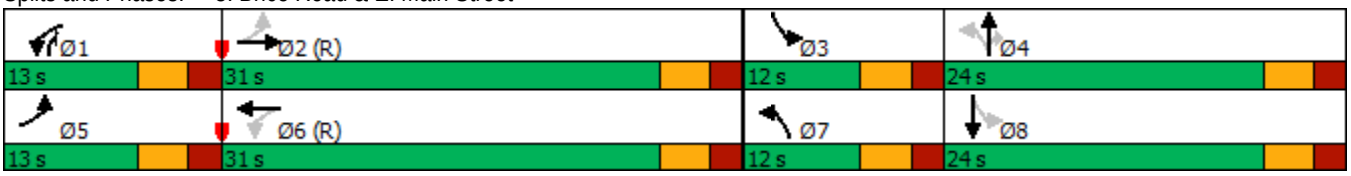
02/15/2022



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	

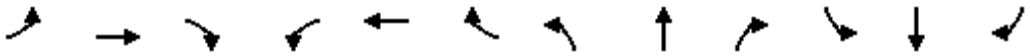
Splits and Phases: 3: Brice Road & E. Main Street



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

Intersection Summary	
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)

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	0
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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	695	1448	-
HCM Lane V/C Ratio	-	-	0.066	0.006	-
HCM Control Delay (s)	-	-	10.5	7.5	0
HCM Lane LOS	-	-	B	A	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

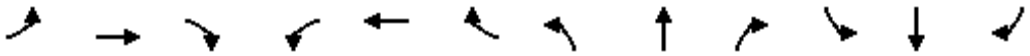
Intersection Summary	
Cycle Length	110
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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	

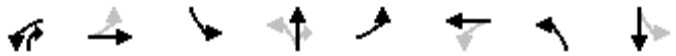
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	56.2	10.8	25.0	11.6	62.5	13.0	22.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	13.0	50.0	7.0	20.0	8.0	55.0	8.0	19.0
Max Q Clear Time (g_c+I1), s	13.1	50.1	5.0	22.0	4.9	28.2	10.0	10.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.5

Intersection Summary	
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

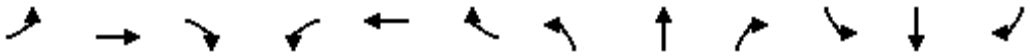
Intersection Summary	
Cycle Length	110
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	

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

Intersection Summary	
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)

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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	555	1259	-
HCM Lane V/C Ratio	-	-	0.08	0.008	-
HCM Control Delay (s)	-	-	12.1	7.9	0
HCM Lane LOS	-	-	B	A	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

CARPENTER MARTY transportation

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

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>

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 l ion 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 prgresses, 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

EMH&T Engineers, Surveyors, Planners, Scientists
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v. 614.775.4382 | sshaffer@emht.com
emht.com

Attachment: EMHT traffic study review (6320 E Main St Zoning District Change Application