16.06.C.6. - A traffic impact analysis by a competent traffic engineer, showing the proposed traffic patterns, public and private streets and other transportation facilities, including their relationship to existing conditions, topographical and otherwise. Please see attached traffic impact study, which is a more detailed report than a traffic impact analysis. The traffic study concluded the following 4 improvements, which we have included in our plan. With the addition of these improvements, the study concluded that our project will not add traffic to the area. The submission of this report exceeds the requirement listed above. Since this report needs to be submitted to the county for their final approval, we have also submitted this report to the Delaware Count Engineer has reviewed several versions of our report, first providing comments to the MOU, then providing comments to our final report. They are currently reviewing our final version and will have final comments back to us by 5/3, that we are happy to share, even though this isn't a requirement of the above16.06.C.6.

The following improvements were recommended by the traffic study impact engineer to mitigate the impacts of the proposed Phoenix Place Development, all of which we will include in our development.

1.Fourwinds Drive should be constructed as a three-lane roadway section on the proposed development property. Provide at least a 225-foot southbound left turn lane (including the 50-foot diverging taper) at both site access drives.

2.Consider the installation of a 225-foot northbound right turn lane (including a 50-foot diverging taper) at the south development access drive.

3.Construct a 285-foot southbound left turn lane (including a 50-foot diverging taper) on 3B's&K Road at the proposed connector drive. The offset taper shall be constructed based upon a 60 MPH design speed.

4.Construct a 250-foot northbound right turn lane (including a 50-foot diverging taper) on 3B's&K Road approaching the stop bar at US36/SR37.

April 15, 2021

Tier II Traffic Impact Study for the proposed

PHOENIX PLACE
Development Project

prepared for:

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1.0 EXECUTIVE SUMMARY

This study was conducted to analyze the impact of a planned multifamily residential development located between 3B's&K Road and I-71 south of US36/SR37 in Berkshire Township, Delaware County, Ohio. The development is located on a parcel to the east of 3B's&K Road and will need to be served by a connector drive until the planned Fourwinds Drive is completed to provide direct access to the site. A 300-unit multifamily residential development is proposed for a 36-acre parcel east of 3B's&K Road. A preliminary site plan is included in Appendix A of this report. According to the plan the development will have two proposed access drives onto a newly proposed section of Fourwinds Drive.

The study area was determined through coordination with the Delaware County Engineer's Office and the ODOT, District 6 Office. Based on the planned size of development and the connections to the nearby collector and arterial routes, the following intersections, additional to the proposed development access drives described above, were agreed upon for analysis in the opening year (2022):

- 3B's& K Road at the proposed connector drive
- US36/SR37 at 3B's&K Road
- US36/SR37 at Fourwinds Drive
- US36/SR37 at I-71 SB Ramps
- US36/SR37 at I-71 NB Ramps

In the future year (2038) the proposed Sunbury Parkway interchange project is expected to be completed as well as the Fourwinds Drive connection between US36/SR37 and Sunbury Parkway. Fourwinds Drive will replace 3B's&K Road as the primary north-south roadway through the development area. The following intersections were analyzed in the future year (2038):

- Fourwinds Drive at two development site access drives
- Fourwinds Drive at Sunbury Parkway
- Sunbury Parkway at I-71 NB Ramps

Previously collected traffic count data were obtained for use in this study and certified traffic volumes for the IMS/IJS for the US36/SR37 and Sunbury Parkway interchanges were utilized. Development generated traffic projections were developed throughout the study area network. Intersection capacity analyses for the existing counted volumes as well as the projected No-build and Build scenario traffic volumes for each development phase were performed using HCS 7 Capacity Analysis Software. Turn lane warrant analyses were performed at the proposed connector drive and at the proposed site access driveways on Fourwinds Drive.

The following findings were made during the traffic impact study process:

- The proposed Phoenix Place Development will consist of 300 multifamily units and is expected to generate 135 AM peak hour trips and 157 PM peak trips. The development will have two access drives onto Fourwinds Drive and will be served by a connector drive to 3B's&K Road until Fourwinds Drive is completed.
- According to the turn lane warrant analysis, a southbound left turn lane is warranted on 3B's&K Road at the proposed connector drive and at the two development site access drives on Fourwinds Drive. A northbound right turn lane at the south development access drive on Fourwinds Drive is marginally warranted with the plotted trips falling on the warrant line.
- According to the capacity analysis the two development access drives and the connector drive onto 3B's&K Road are expected to operate effectively with stop control.
- According to the capacity analysis the 3B's&K Road intersection with US36/SR37 is not expected to operate effectively with no-build traffic volumes in the opening year. The development traffic will significantly increase delays at the intersection. The installation of a northbound right turn lane is expected to mitigate the delay impact of the development traffic.
- According to the capacity analysis all other study intersections are expected to operate effectively with the projected no-build and build scenario traffic volumes.
- The proposed three-lane roadway section for Fourwinds Drive is expected to operate effectively with the projected background and development traffic.

The following improvements are recommended to mitigate the impacts of the proposed Phoenix Place Development.

1. Fourwinds Drive should be constructed as a three-lane roadway section on the proposed development property. Provide at least a 225-foot southbound left turn lane (including the 50-foot diverging taper) at both site access drives.
2. Construct a 225-foot northbound right turn lane (including a 50-foot diverging taper) at the south development access drive. Estimated design and construction cost of right turn lane is $71,000.
3. Construct a 285-foot southbound left turn lane (including a 50-foot diverging taper) on 3B's&K Road at the proposed connector drive. The offset taper shall be constructed based upon a 60 MPH design speed. Estimated design and construction cost of turn lane is $359,000.
4. Construct a 250-foot northbound right turn lane (including a 50-foot diverging taper) on 3B's&K Road approaching the stop bar at US36/SR37. Estimated design and construction cost is $83,000.

This study was conducted to analyze the impact of a planned multifamily residential development located between 3B's&K Road and I-71 south of US36/SR37 in Berkshire Township, Delaware County, Ohio. The development is located on a parcel to the east of 3B's&K Road and will need to be served by a connector drive until the planned Fourwinds Drive is completed to provide direct access to the site.. Previously collected traffic count data were obtained for use in this study and certified traffic volumes for the IMS/IJS for the US36/SR37 and Sunbury Parkway interchanges were utilized.. Development generated traffic projections were developed throughout the study area network.. Intersection capacity analyses for the existing counted volumes as well as the projected No-build and Build scenario traffic volumes for each development phase were performed using HCS 7 Capacity Analysis Software. Turn lane warrant analyses were performed at the proposed connector drive and at the proposed site access driveways on Fourwinds Drive. This report includes findings and recommendations related to the above described analyses. A Project Location Map is provided as Figure 2A.

2.1 DEVELOPMENT DESCRIPTION

A 300-unit multifamily residential development is proposed for a 36-acre parcel east of 3B's&K Road. A preliminary site plan is included in Appendix A of this report. According to the plan the development will have two proposed access drives onto a newly proposed section of Fourwinds Drive. Each building in the development is expected to have two stories.

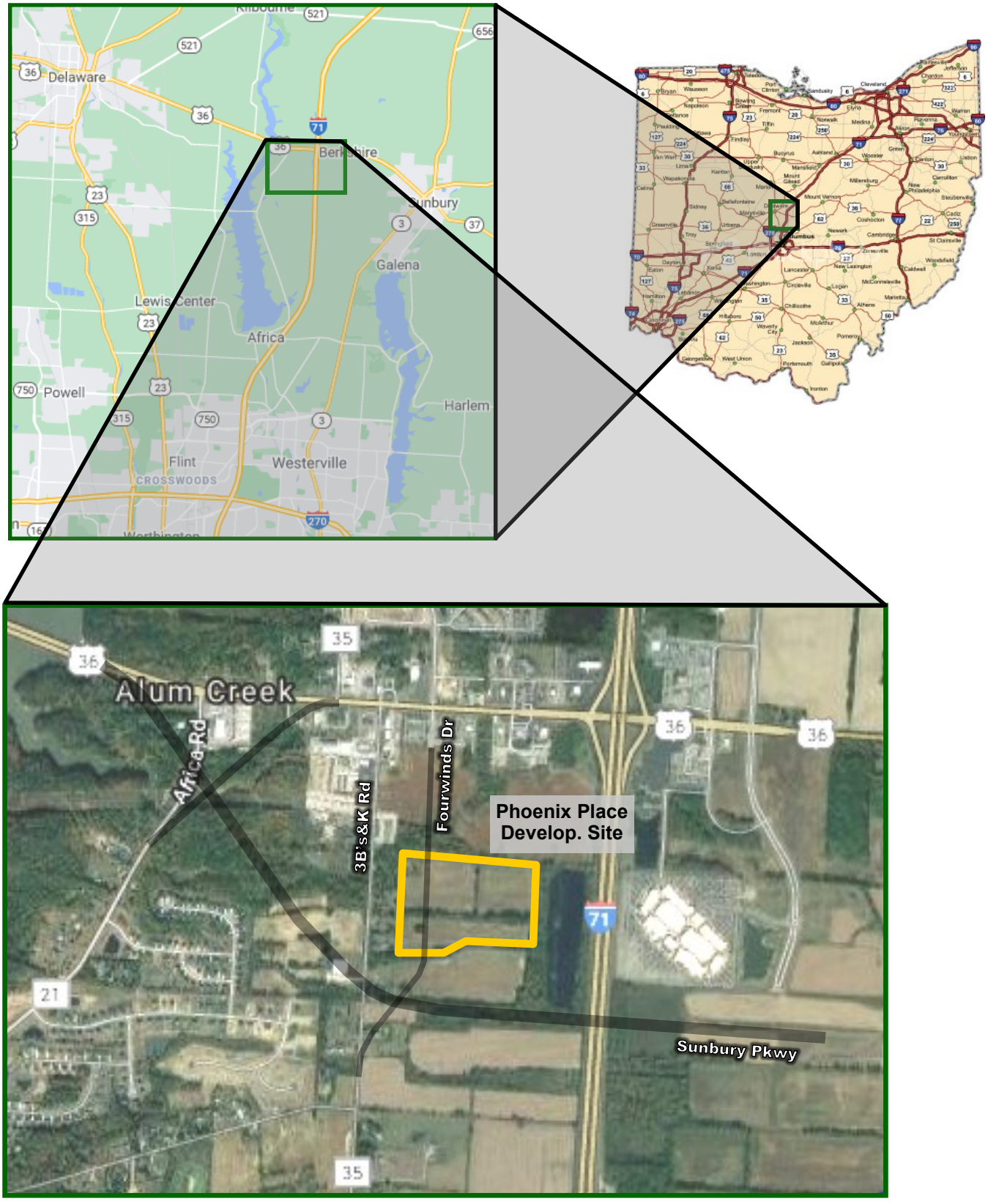
2.2 STUDY AREA

The study area was determined through coordination with the Delaware County Engineer's Office and the ODOT, District 6 Office. Based on the planned size of development and the connections to the nearby collector and arterial routes, the following intersections, additional to the proposed development access drives described above, were agreed upon for analysis in the opening year (2022):

- 3B's& K Road at the proposed connector drive
- US36/SR37 at 3B's&K Road
- US36/SR37 at Fourwinds Drive
- US36/SR37 at I-71 SB Ramps
- US36/SR37 at I-71 NB Ramps

In the future year (2038) the proposed Sunbury Parkway interchange project is expected to be completed as well as the Fourwinds Drive connection between US36/SR37 and Sunbury Parkway. Fourwinds Drive will replace 3B's&K Road as the primary north-south roadway through the development area. The following intersections were analyzed in the future year (2038):

- Fourwinds Drive at two development site access drives
- Fourwinds Drive at Sunbury Parkway
- Sunbury Parkway at I-71 NB Ramps



Project Location Map

3.1 AREA LAND USE

The proposed development site is currently vacant land used for agriculture purposes. The site is located near one existing Interstate interchange with active development occurring around the interchange. A number of parcels surrounding the interchange are vacant land currently used for agriculture purposes. When constructed, a second planned interchange near the development site will likely result in further development of nearby land parcels. Development surrounding the existing interchange is predominantly commercial/retail land use. Residential subdivisions are scattered along arterial and collector routes. Alum Creek reservoir is located to the west of the development with state park recreational use and significant residential land use surrounding it. The City of Delaware is located to the west and the Village of Sunbury is located to the east of the development site. Certain tracts of land surrounding the interstate interchange area have been or are being annexed into the Village of Sunbury. The greater Columbus metropolitan area is predominantly located to the south of the development site.

3.2 SITE ACCESSIBILITY

US36/SR37 is a five-lane arterial route between the City of Delaware and I-71 with a posted speed limit of 35 MPH near I-71 and a posted speed limit of 60 MPH west of 3B's&K Road. East of I-71 US36/SR 37 narrows to two lanes as it heads towards the Village of Sunbury.

Fourwinds Drive is a five-lane roadway at the signalized intersection with US36/SR37 and narrows to a three-lane section to the north of the intersection within the Four Winds development. Fourwinds Drive is designated as a major collector with a posted speed limit of 45 miles per hour. The proposed section of Fourwinds Drive will also be designated as a major collector with a posted speed limit of 45 miles per hour.

3B's&K Road is a two-lane major collector road with no posted speed limit - default speed limit of 55 miles per hour. Because the Fourwinds Drive connection between the development site and US36/ SR37 will not be completed prior to the opening of the development, a connector drive will be constructed between 3B's&K Road and the portion of Fourwinds Drive being constructed on the development property. This connector drive will be a local road with a 35 mile per hour speed limit. Because the connector drive will serve and the primary entrance to the development subdivision, three -lane roadway section is required per County standards.

Sunbury Parkway is a planned east-west arterial road to be located south of US36/SR37 and the development site. When constructed Sunbury Parkway will have an interchange connection with I-71. It is assumed for this study that Sunbury Parkway will have a five-lane roadway section and a speed limit of 55 miles per hour.

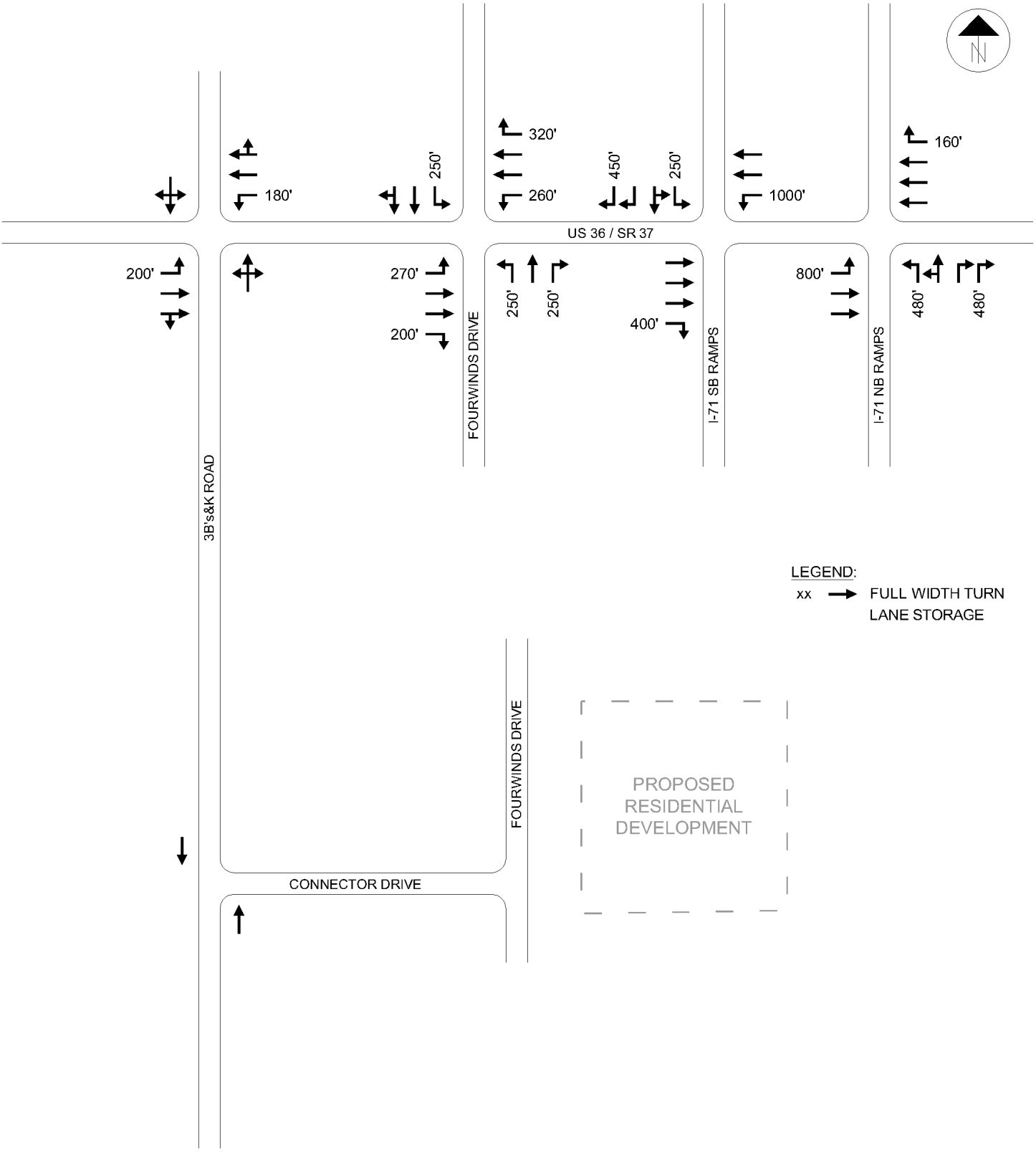
Intersection lane use at the existing study intersections is presented in Figure 3A.

3.3 EXISTING TRAFFIC VOLUMES

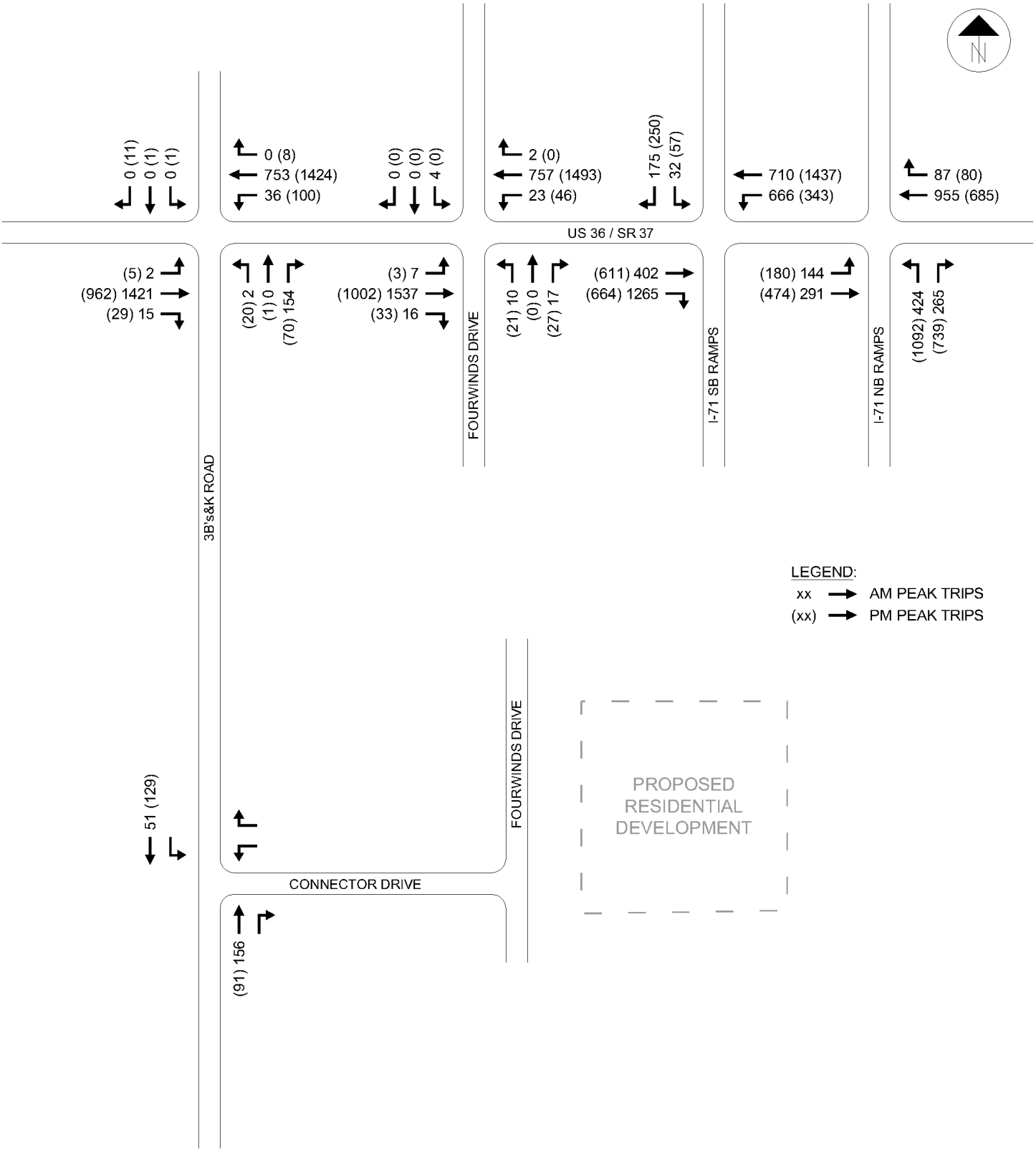
Due to the ongoing pandemic new traffic count data was not collected as part of this study. Instead, previously collected traffic count data and future year projected volumes were obtained from online resources and recent traffic studies in the area. Data was obtained from the following:

- 2014 MORPC traffic counts at each of the four study intersections on US36/SR37
- A 2014 MORPC AADT count and a 2018 ODOT AADT count on US36/SR37
- 2038 certified traffic plates for the I-71 IMS/IJS for the proposed new interchange
- 2038 build scenario traffic volumes from the Fourwinds Development TIS

The 2014 MORPC AADT count was 29,708 and the 2018 ODOT AADT count was 28,617. AM and PM Peak hour traffic volumes from the 2014 MORPC traffic counts at the existing study intersections are presented in Figure 3B.



Existing Intersection Lane Use



2014 MORPC Counted Traffic Volumes

4.1 PROJECTED BACKGROUND (NON-SITE) TRAFFIC VOLUMES

Despite the 2018 ODOT AADT traffic count being slightly lower than the 2014 MORPC AADT count on US36/SR37, it is generally understood that traffic volumes are increasing in the area due to development. A 2% annual traffic growth rate was obtained from ODOT's TIMS website for estimated traffic growth on US36/SR 37. Conservatively, the 2% annual traffic growth rate was applied to the 2014 MORPC counted traffic volumes to estimate 2022 background traffic volumes at the study intersections. The Fourwinds development is estimated to be approximately half complete by 2022 so half of the projected Fourwinds development traffic was added to the 2022 background traffic volumes to derive the 2022 no-build scenario traffic volumes. Details and additional description of the 2022 traffic volume projections are included in the memo of understanding provided in Appendix B of this report. Traffic volume calculation tables are included in Appendix C of this report. The 2022 no-build scenario traffic volumes are presented in Figure 4A.

Year 2038 certified traffic plates for the I-71 IMS/IJS were used to derive no-build traffic volumes in the future year. As part of the certified traffic development ODOT assumed the proposed development site would be developed as single-family residential land use at a density of one unit per acre. These trips were estimated using ITE trip generation methodologies and distributed onto the roadway network. Trips associated with the single family residential units were removed from the certified traffic volumes to derive the 2038 no-build traffic volumes. Details and additional description of 2038 traffic volume projections are included in the memo of understanding in Appendix B. The 2038 no-build traffic volumes are presented in Figure 4B.

4.2 SITE-GENERATED TRAFFIC VOLUMES AND DISTRIBUTION

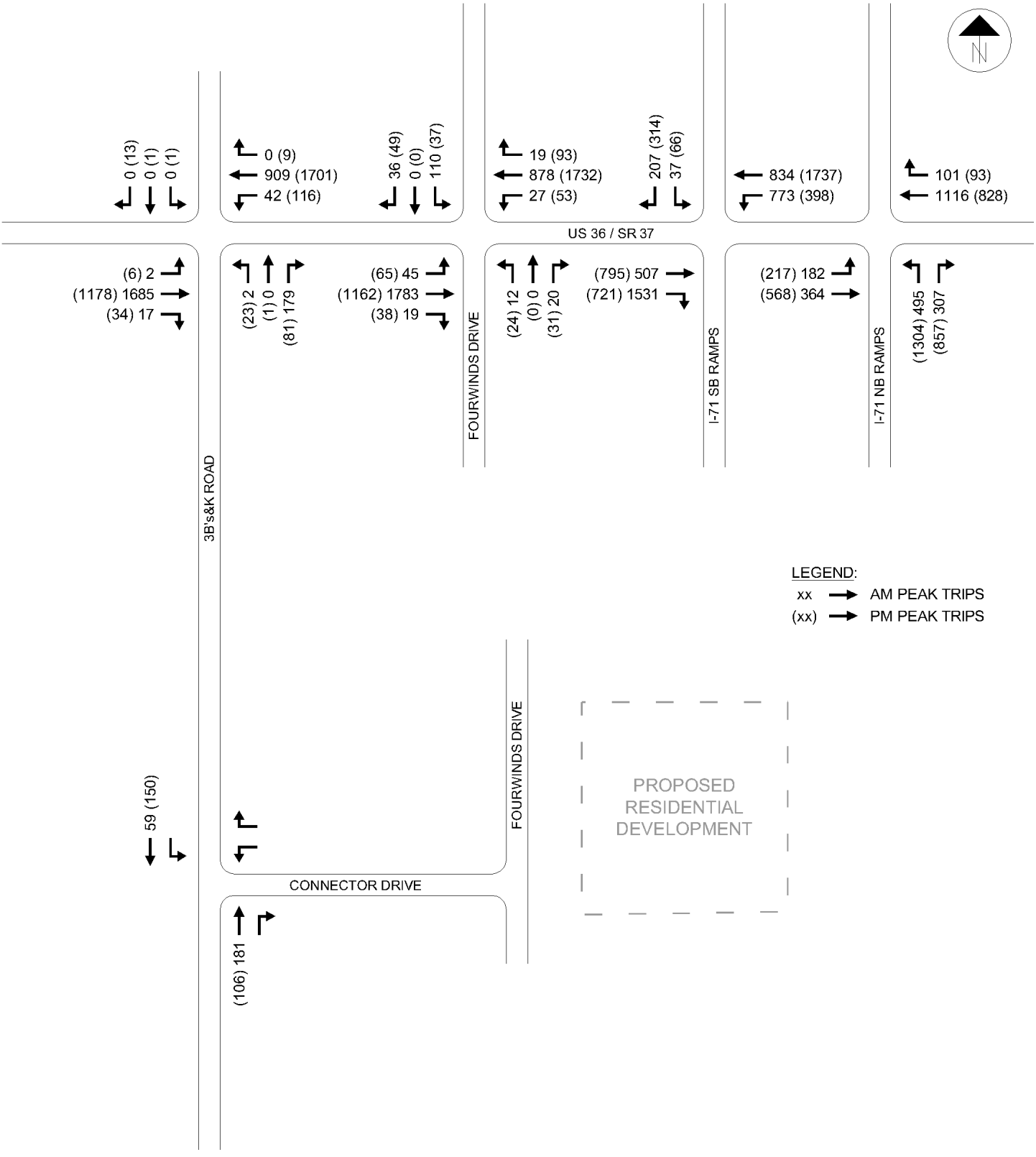
Site generated traffic volumes for the development were estimated using data from the 10th Edition of the ITE Trip Generation publication. Trip generation calculations were performed for the proposed 300 units of low rise multifamily housing (land use code 220). ITE trip generation charts are included in Appendix B.

A trip distribution was developed based on existing traffic patterns within the study area intersections and compared to trip distribution percentages from the Fourwinds Development traffic study. A detailed description of the trip distribution percentages is included in the memo of understanding in Appendix B. A separate trip distribution was developed for the opening year (2022) and the future year (2038). Estimated site generated trips were distributed at the study intersections based on the expected trip distribution. The trip distribution percentages and the site generated traffic volumes for the development are included in Figure 4C for the opening year and in Figure 4D for the future year.

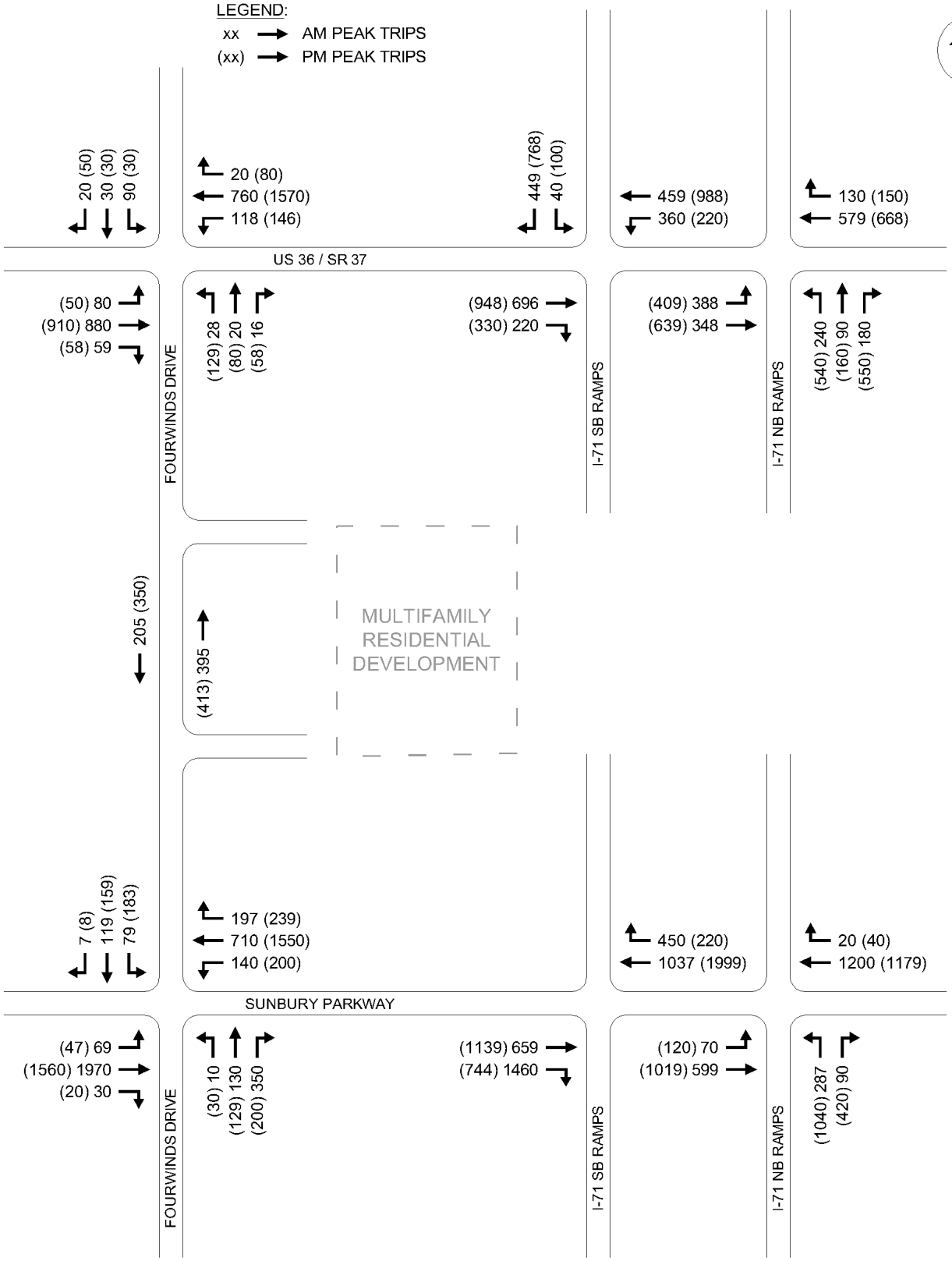
4.3 PROJECTED BUILD TRAFFIC VOLUMES

The projected 2022 site generated traffic volumes were combined with the opening year no-build scenario traffic volumes to derive the 2022 total traffic volumes. These volumes are presented in Figure 4E of this report.

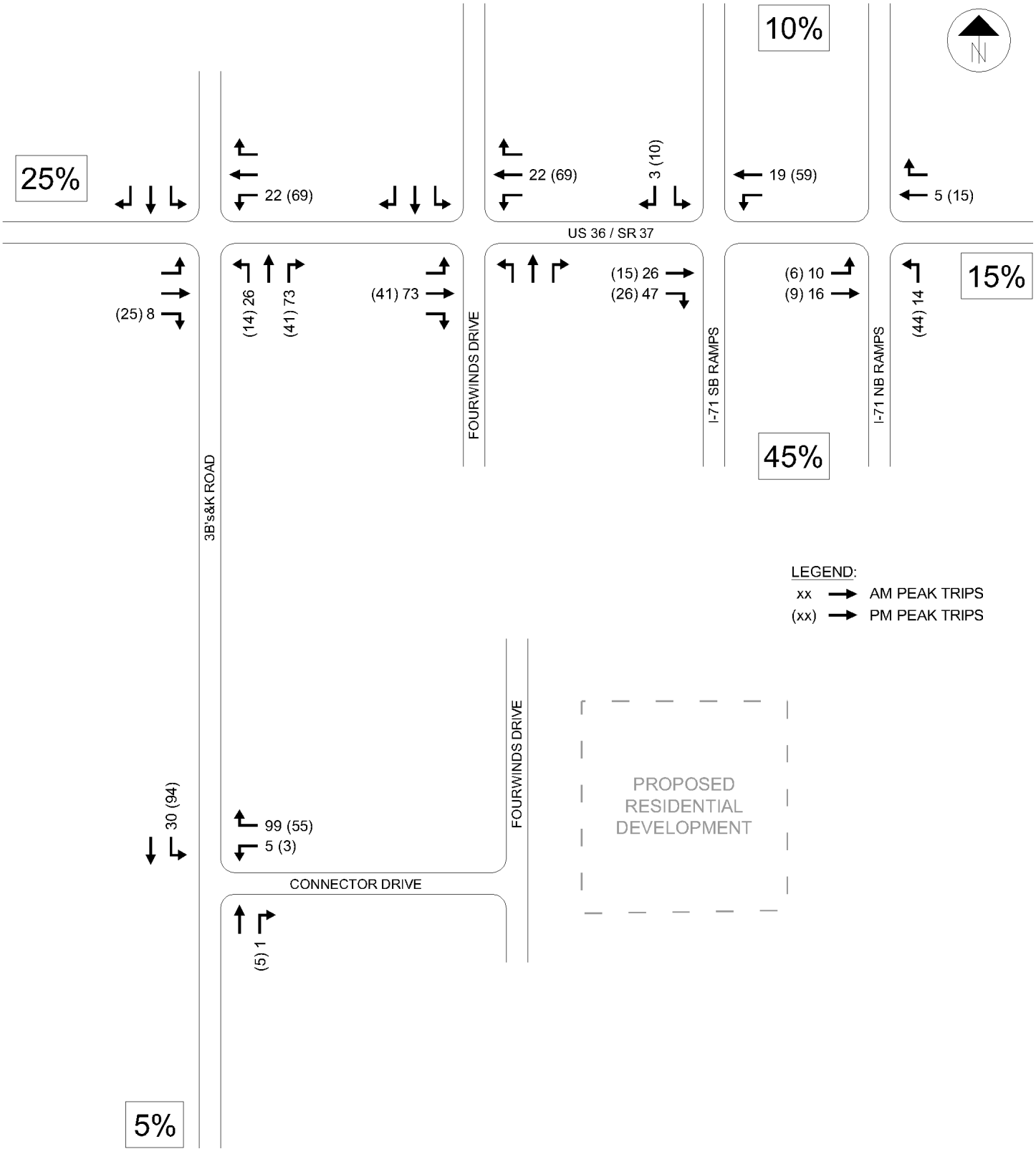
The projected 2038 site generated traffic volumes were combined with the future year no-build scenario traffic volumes to derive the 2038 total traffic volumes. These volumes are presented in Figure 4F of this report.



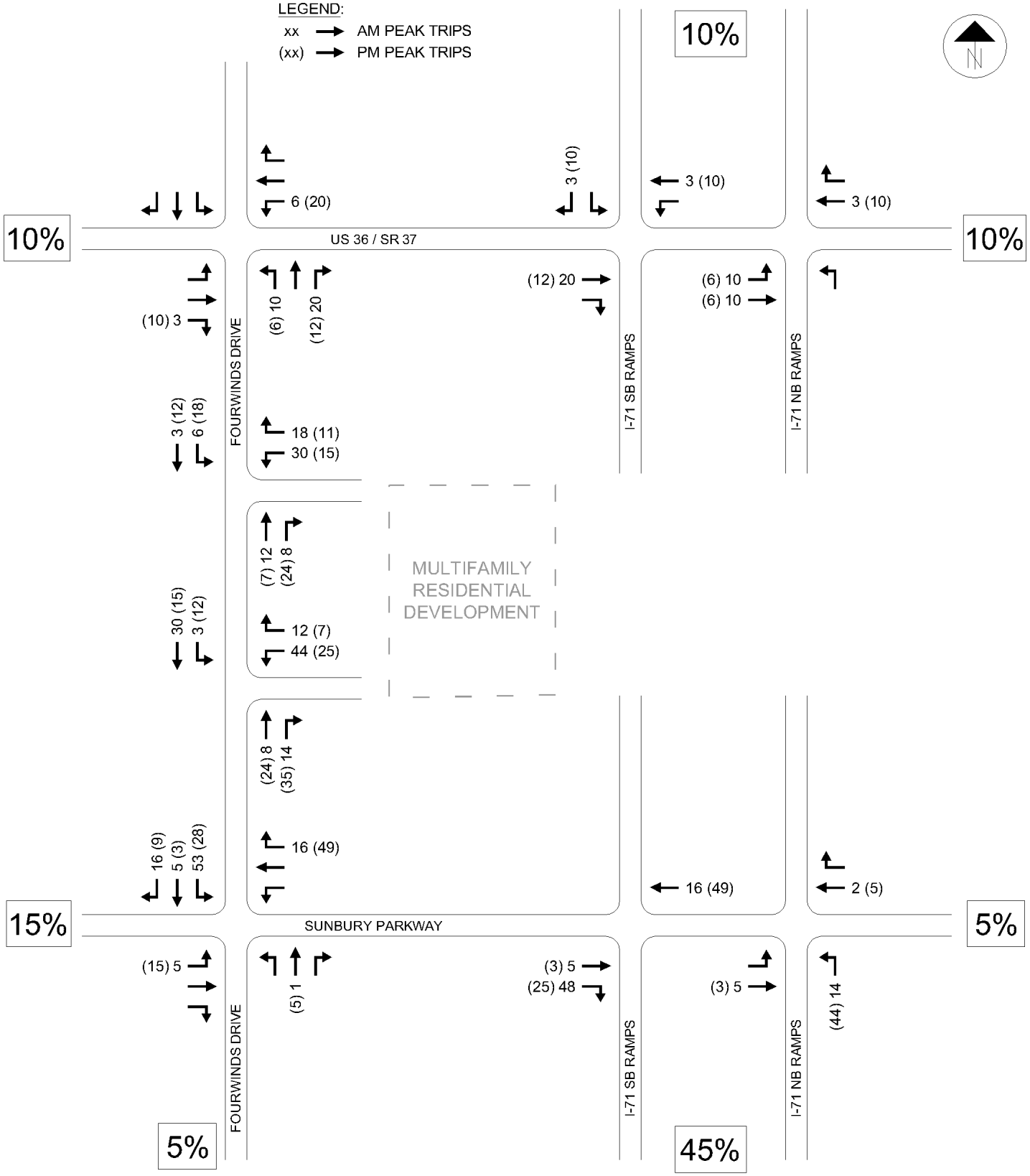
2022 No-Build Traffic Volumes



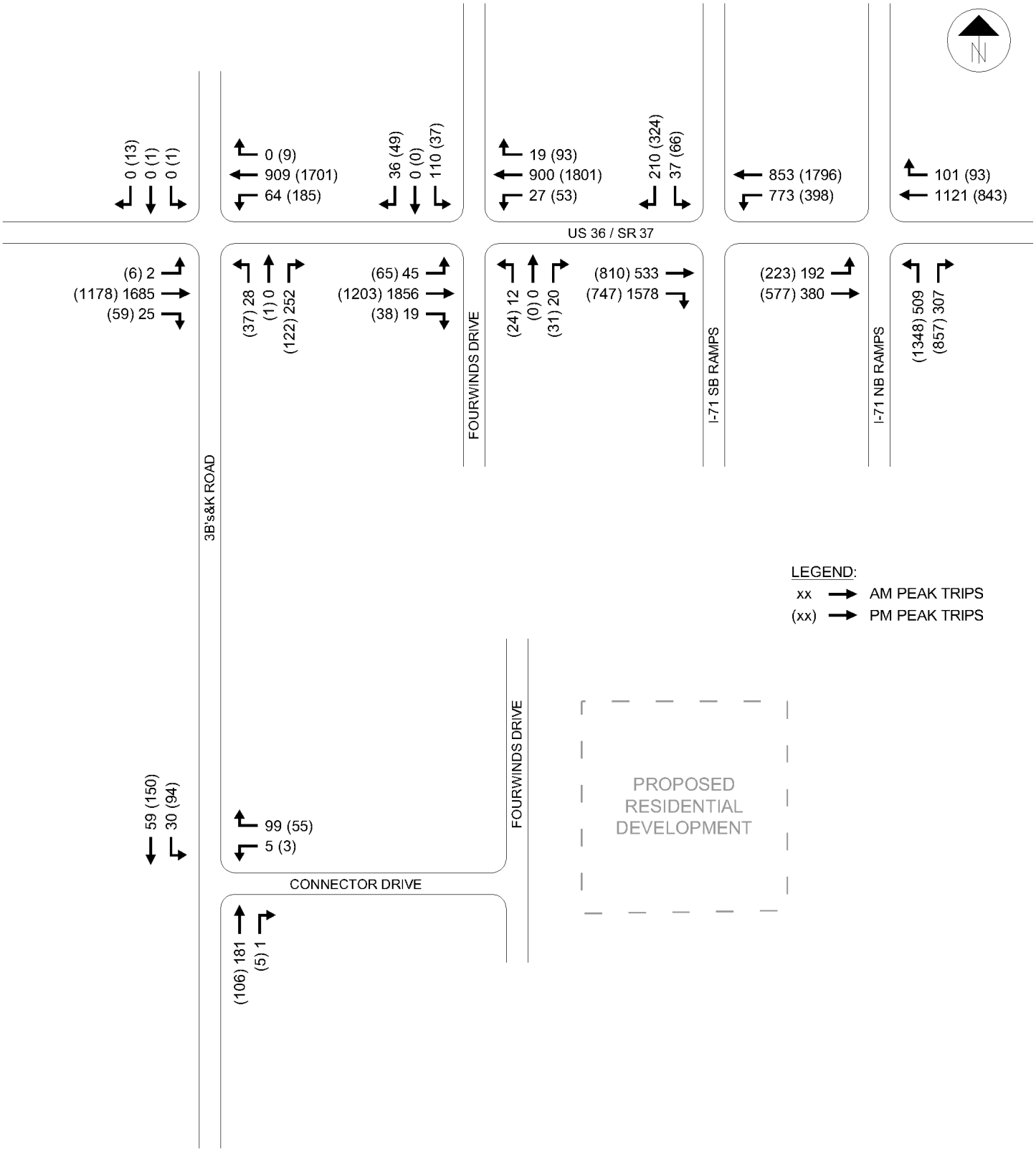
2038 No-Build Traffic Volumes



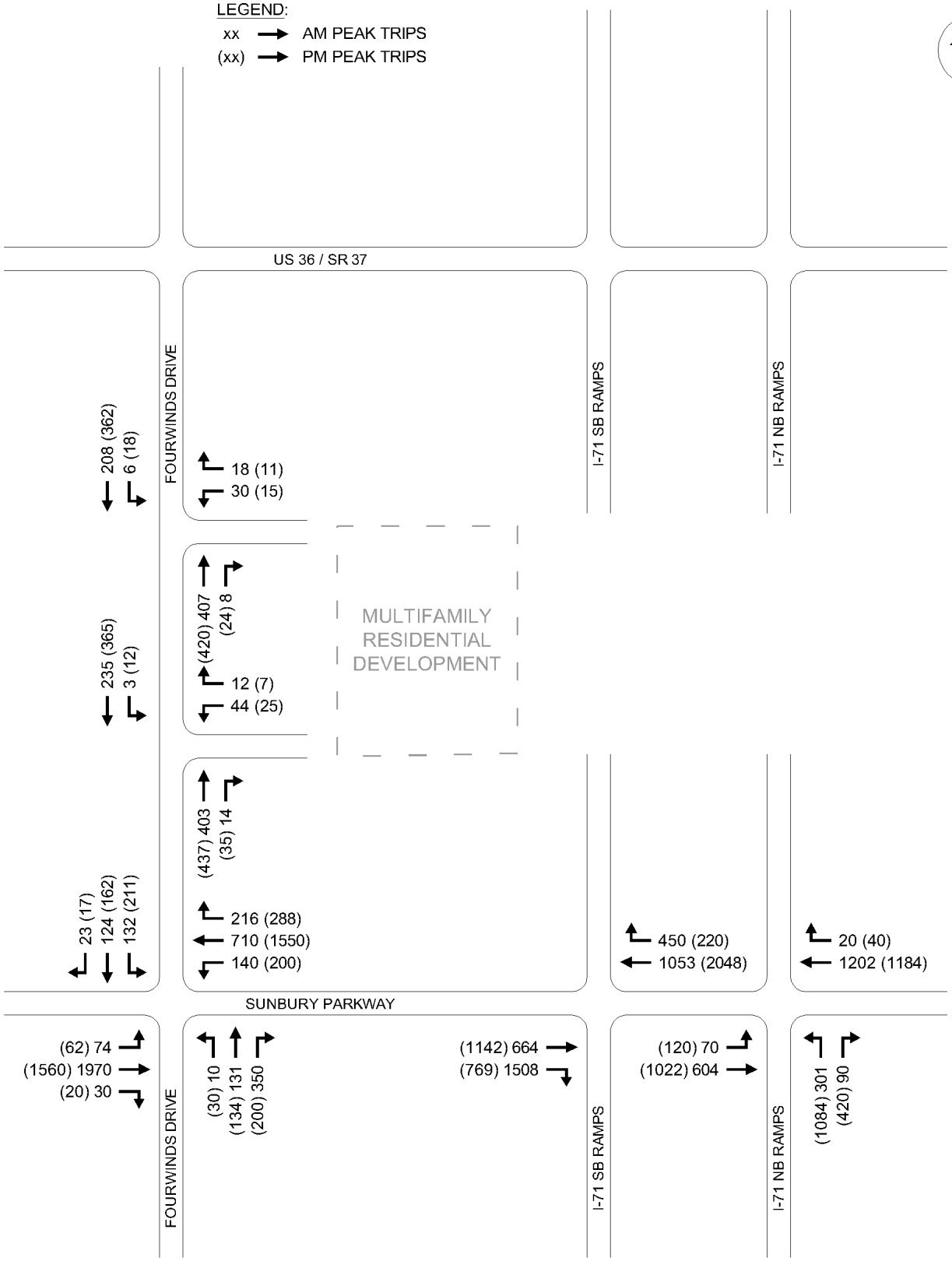
2022 Site Generated Traffic Volumes



2038 Site Generated Traffic Volumes)



2022 Build Traffic Volumes



2038 Build Traffic Volumes

Projected opening year (2022) and future year (2038) traffic volumes were analyzed on the existing and future study area roadway networks to determine the impacts of the proposed residential development. A turn-lane warrant analysis was performed in accordance with the guidelines of the ODOT's State Highway Access Management Manual to determine the necessity for turn lanes at the two proposed site access driveways on Fourwinds Drive and at the connector drive intersection with 3B's&K Road. No-Build and build scenario traffic volumes were analyzed for capacity at each of the study intersections using HCS capacity analysis software. Additional analysis includes an evaluation of traffic and roadway section needs for the proposed Fourwinds Drive through the development property.

5.1 TURN LANE WARRANT ANALYSIS

A turn lane warrant analysis was performed for the proposed two site access drives on Fourwinds Drive using projected 2038 Build traffic volumes. Warrants were performed for the proposed connector drive intersection at 3B's&K Road using projected 2022 Build traffic volumes Turn lane warrant charts from ODOT's Location and Design Manual, Volume 1 for two-lane roadways greater than 40 miles per hour were used for this analysis. Turn lane warrant charts are included in Appendix D of this report.

According to the analysis, a southbound left turn lane is warranted on 3B's&K Road at the proposed connector drive - a northbound right turn lane is not warranted. Note that the southbound left turn lane is required by County standards due to 3B's&K Road being a major collector and the development generating more than 10 left turns onto the connector drive.

At the proposed site access drive on Fourwinds Drive, a southbound left turn lane is warranted at the north access drive but not the south access drive. However, according to County standards both southbound left turn lanes are required due to Fourwinds Drive being classified as a major collector road and the development generating more than 10 left turns at each driveway during the PM peak hour. Note that Fourwinds Drive is planned to be constructed as a three-lane section which will provide the needed left turn lane storage. According to the warrant chart a northbound right turn lane is marginal (right on the line) due to projected volumes at the south access drive.

Turn lane lengths were calculated for the warranted left turn lanes using Tables 401-9 and 401-10 of the ODOT Location and Design Manual, Volume 1 (included in Appendix D). The following table summarizes the left turn lane length requirements on 3B's&K Road and on Fourwinds Drive.

Location	Condition (Fig 401-9)	Design Speed	Decel (feet)	Turn Volume (peak hour)	Storage (Fig 401-10)	Turn Lane Length [1]	Note(s)
SB LT, 3B's&K at Connector Dr	C	60 MPH	185'	94 veh	100'	**285-feet**	Plus offset / approach taper.[2]
SB LT, Four-winds at Site Dr	B	50 MPH	225'	12 veh	n/a	**225-feet**	Plus offset / approach taper.[2]

Location	Condition (Fig 401-9)	Design Speed	Decel (feet)	Turn Volume (peak hour)	Storage (Fig 401-10)	Turn Lane Length [1]	Note(s)
NB RT, Four-winds at South Site Dr		50 MPH	225'	35 veh	n/a	**225-feet**	

[1] Turn lane lengths include 50' diverging taper.

[2] For design speeds of 50 MPH or less, the offset / approach offset taper length (L) is calculated as L = (W x S)

5.2 OPENING YEAR (2022) CAPACITY ANALYSIS

HCS Capacity Analysis Software (Version 7.90) was used to analyze the projected opening year no-build and build scenario traffic volumes for intersection capacity at the study intersections. Intersection capacity and operation and is expressed in terms of Level of Service (LOS) of each of the study area intersections. The LOS represents an intersection's measure of effectiveness and is based on the average delay experienced by a driver passing through an intersection. LOS values range from "A" (best) to "F" (failing) with the ratings described in the table below from the Highway Capacity Manual. Per the ODOT Analysis and Traffic Simulation (OATS) Manual, the study area falls outside of any Census Urban Area boundary so the acceptable intersection LOS is C or better and the acceptable approach LOS is E or better. Also, the volume to capacity ratio (v/c) must be less than 1.0 and is preferred to be 0.93 or better.

HCS capacity reports are provided in Appendix E for the opening year analysis and Table 5A on the following page summarizes the results of the opening year analysis. The following describes the results of the analysis:

- The proposed connector drive to 3B's&K Road is expected to operate effectively as a stop controlled intersection with a LOS grade B or better.
- The 3B's&K Road intersection with US36/SR37 is expected to operate with poor levels of service (grade F) on the northbound approach in the no-build condition. The delays on the northbound approach are expected to significantly worsen with the projected build traffic. Installing a signal at the intersection is not a viable option because of the close spacing to the existing Fourwinds Drive signal and the long term plan of Fourwinds Drive becoming the primary north-south road parallel to I-71. The installation of a northbound right turn lane was analyzed as an "IMPROVED" scenario to mitigate the estimated development traffic. Installing the northbound right turn lane reduces delays on the northbound approach to similar to or better than the no-build condition, mitigating the development impact.
- The Fourwinds Drive intersection with US36/SR37 is expected to operate effectively with an overall LOS grade B in both the AM and PM peak hours with the projected no-build traffic volumes. The additional development traffic is not expected to have significant impact to delays at the intersection.
- The I-71 SB Ramps intersection is expected to operate acceptably with an overall LOS grade C in both the AM and PM peak hours with the projected no-build traffic volumes. Note that the eastbound right turn movement is signalized with a continuous right turn arrow. In the HCS simulation this movement was excluded from the analysis. Excluding the continuous movement is expected to result in a higher

overall LOS for the intersection. The additional development traffic is not expected to have a significant impact to delays at the intersection.

- The I-71 NB Ramps intersection is expected to operate acceptably with an overall LOS grade C in the AM peak hour with the projected no-build traffic volumes. During the PM peak hour the intersection operates with an overall delay of 35.8 seconds per vehicle which is just above the 35.0 seconds delay threshold for a LOS grade D. Although this is below standard for a non-urban area intersection, each movement and approach at the intersection is modeled at a LOS grade D or better. The additional development traffic is not expected to have a significant impact to delays at the intersection.

2022		Eastbound			Westbound			Northbound			Southbound			INT.
		LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
3B's&K Road @ Connector Dr Build	AM				10.0 B						7.7 A			
	PM				9.3 A						7.6 A			
US36/SR37 @ 3B's&K Road No-Build	AM	10.2 B			18.1 C			76.8 F			0.0			
	PM	16.6 C			14.2 B			1187.3 F			197.7 F			
US36/SR37 @ 3B's&K Road Build	AM	10.2 B			19.7 C			601.9 F			0.0			
	PM	16.6 C			17.2 C			3250.7 F			531.8 F			
US36/SR37 @ 3B's&K Road Build - IMPROVED	AM	10.2 B			19.7 C			81.7 F		120.8 F	0.0			
	PM	16.6 C			17.2 C			526.5 F		18.8 F	183.4 F			
US36/SR37 @ Fourwinds Dr No-Build	AM	4.4 A	13.8 B	4.7 A	14.4 B	7.4 A	5.0 A	53.1 D	0.0	50.7 D	54.5 D	51.6 D		14.1 B
	PM	15.3 B	8.6 A	5.0 A	5.9 A	14.0 B	5.4 A	55.6 E	0.0	52.1 D	51.9 D	53.2 D		13.3 B
US36/SR37 @ Fourwinds Dr Build	AM	4.5 A	15.2 B	4.7 A	16.8 B	7.5 A	5.0 A	53.1 D	0.0	50.7 D	54.5 D	51.5 D		14.9 B
	PM	18.1 B	8.8 A	5.0 A	6.2 A	15.2 B	5.4 A	55.6 E	0.0	52.1 D	51.9 D	53.2 D		14.1 B
US36/SR37 @ I-71 SB Ramps No-Build	AM		40.6 D		29.7 C	6.0 A					43.1 D		47.5 D	25.4 C
	PM		31.8 C		18.8 B	23.1 C					39.4 D		50.4 D	27.6 C
US36/SR37 @ I-71 SB Ramps Build	AM		41.1 D		31.7 C	6.1 A					43.1 D		47.7 D	26.3 C
	PM		30.2 C		17.7 B	22.9 C					41.1 D		59.5 E	27.9 C

Table 5A: Opening Year, 2022, Capacity Analyses Summary

2022		Eastbound			Westbound			Northbound			Southbound			INT.
		LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
US36/SR37 @ I-71 NB Ramps No-Build	AM	23.6 C	14.1 B			32.9 C	25.5 C	30.6 C		29.2 C				28.4 C
	PM	49.1 D	28.4 C			50.9 D	40.2 D	33.8 C		25.3 C				35.8 D
US36/SR37 @ I-71 NB Ramps Build	AM	25.0 C	14.2 B			33.0 C	25.5 C	30.8 C		29.2 C				28.5 C
	PM	54.1 D	28.6 C			51.8 D	40.2 D	37.1 D		25.3 C				37.5 D

Table 5A: Opening Year, 2022, Capacity Analyses Summary (Continued)

5.3 FUTURE YEAR (2038) CAPACITY ANALYSIS

Projected future year no-build and build traffic volumes were analyzed for capacity at the future study area intersections. In the future it is assumed that Sunbury Parkway is constructed with the I-71 interchange and that Fourwinds Drive is completed north and south of the development between US36/SR37 and Sunbury Parkway. Since Sunbury Parkway is expected to divert both background and development traffic away from US36/SR37, traffic on the US36/SR37 intersection is expected to be lover in 2038 than in 2022. Therefore, the US36/SR37 intersections were not included in the future year analysis. HCS capacity reports are provided in Appendix F for the future year analysis and Table 5B on the following page summarizes the results of the opening year analysis. The following describes the results of the analysis:

- Both site access drives on Fourwinds Drive are expected to operate effectively with a LOS grade C or better assuming that Fourwinds drive is constructed as a three-lane roadway section.
- The Sunbury Drive intersection with Fourwinds Drive was initially assumed to be a signalized intersection with the same phasing and lane uses as the Fourwinds Drive intersection with US36/SR37. However, during analysis of the no-build traffic volumes it was discovered that the eastbound right turn lane would need to be converted to a though-right lane and a northbound right turn overlap phase would be required. These two changes allow the intersection to operate at an overall LOS grade C with all movements at an acceptable LOS E or better. The additional development traffic is not expected to have significant impact to delays at the intersection.
- The I-71 SB Ramps intersection with Sunbury Parkway is proposed as a partial cloverleaf interchange with no SB off ramp. Therefore, there are not any conflicting movements and this intersection was not analyzed for capacity.
- The I-71 NB Ramps intersection with Sunbury Parkway was analyzed with similar lane use and phasing as the NB Ramps intersection with US36/SR37, except that a westbound right turn lane is not expected to be necessary due to low projected traffic volumes. According to the analysis the intersection is expected to operate effectively with a LOS grade C or better with both the no-build and build scenario traffic volumes.

2038		Eastbound			Westbound			Northbound			Southbound			INT.
		LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
Fourwinds Dr @ North Access Dr Build	AM				13.7 B						8.3 A			
	PM				15.2 C						8.4 A			
Fourwinds Dr @ North Access Dr Build	AM				14.7 B						8.3 A			
	PM				17.1 C						8.5 A			
Sunbury Pkwy @ Fourwinds Dr No-Build	AM	11.5 B	24.8 C	28.2 C	30.5 C	16.4 B	14.8 B	40.9 D	37.9 D	59.6 E	44.6 D	37.6 D	34.7 C	27.8 C
	PM	26.6 C	21.0 C	22.7 C	34.1 C	33.0 C	15.3 B	45.2 D	38.7 D	34.0 C	62.2 E	39.6 D	35.5 D	29.6 C
Sunbury Pkwy @ Fourwinds Dr Build	AM	11.6 B	24.8 C	28.2 C	30.6 C	16.5 B	15.3 B	41.2 D	37.9 D	59.5 E	47.8 D	37.7 D	35.2 D	28.1 C
	PM	27.7 C	21.5 C	23.2 C	35.1 D	35.5 D	17.3 B	44.9 D	38.4 D	33.5 C	78.0 E	39.2 D	35.4 D	31.6 C
US36/SR37 @ I-71 NB Ramps No-Build	AM	7.3 A	3.9 A			8.9 A	9.4 A	53.3 D		48.5 D				14.8 B
	PM	25.6 C	23.8 C			31.7 C	34.1 C	41.5 D		27.4 C				31.8 C
US36/SR37 @ I-71 NB Ramps Build	AM	7.5 A	4.0 A			9.2 A	9.7 A	53.0 D		48.0 D				15.2 B
	PM	26.7 C	25.4 C			33.7 C	36.5 D	41.5 D		26.1 C				32.9 C

Table 5B: Future Year, 2038, Capacity Analyses Summary

5.4 ROADWAY SECTION EVALUATION

When completed Fourwinds Drive will replace 3B's&K Road as the primary north-south road immediately west of I-71. Fourwinds Drive will be a major collector road funneling access from the adjacent parcels to US36/SR37 and Sunbury Parkway. Similar Roadways in Delaware County are typically two or three lane roadway sections with 80 to 100-foot right-of-way and AADTs between 6,000 and 12,000 vehicles. According to the IMS/IJS certified traffic plates Fourwinds Drive is expected to have and AADT of 7,500 vehicles once completed. The proposed development is expected to generate approximately 1,870 trips per day more than the single family residences that were assumed for the development site in the IMS/IJS. With an AADT of 9,370 the proposed Fourwinds Drive is expected to operate effectively with the proposed three-lane roadway section and an 80 to 100-foot right-of-way. The capacity analysis at the proposed development driveways confirms this conclusion.

5.5 SUNBURY PARKWAY

Although Sunbury Parkway is only in the planning stage, including the I-71 interchange, there are two locations along the planned parkway where build scenario traffic could result in longer turn lane lengths compared to no-build conditions. The following are turn lane length calculations for the SB left turn movement from Fourwinds Drive onto Sunbury Parkway and for the NB left turn movement from the NB I-71 exit ramp onto Sunbury Parkway. Traffic volumes from Figure 4F were utilized.

Location	Condition (Fig 401-9)	Design Speed	Decel (feet)	Turn Volume (peak hour)	Storage (Fig 401-10)	Turn Lane Length [1]	Note(s)
SB LT, Four-winds at Sunbury	C	50 MPH	145’	211 veh	275’	**420-feet**	
NB LT, I-71 Exit Ramp at Sunbury	C	65 MPH	205’	1084 veh	500’	**705-feet**	Two lanes - both at 705’

[1] Turn lane lengths include 50’ diverging taper.

Fourwinds Drive is planned to connect to Sunbury Parkway south of the development site. Since the alignment of Sunbury Parkway is set it is critical that Fourwinds Drive be able to connect to Sunbury Parkway in the location that is currently planned. An exhibit was prepared showing the alignment of Sunbury Parkway and the potential connecting alignment of Fourwinds Drive. This exhibit is provided in Appendix A of the report. The curve radius on Fourwinds Drive is shown for a design speed of 50 miles per hour. It appears that adequate roadway design can be achieved to connect Fourwinds Drive to Sunbury Parkway at the desired location. Some adjustments may need to be made based on the exhibit:

- Fourwinds Drive right-of-way corridor may need to be adjusted at the southern development property line to account for the anticipated curve towards Sunbury Parkway.
- A reverse curve, increased superelevation, or other roadway design adjustment could be designed to reduce the amount of Fourwinds Drive roadway curve on the development property.
- A slightly skewed intersection of Fourwinds Drive at Sunbury Parkway could be considered to reduce the amount of Fourwinds Drive roadway curve on the development property.

6.1 FINDINGS

The following findings were made during the traffic impact study process:

- The proposed Phoenix Place Development will consist of 300 multifamily units and is expected to generate 135 AM peak hour trips and 157 PM peak trips. The development will have two access drives onto Fourwinds Drive and will be served by a connector drive to 3B's&K Road until Fourwinds Drive is completed.
- According to the turn lane warrant analysis, a southbound left turn lane is warranted on 3B's&K Road at the proposed connector drive and at the two development site access drives on Fourwinds Drive. A northbound right turn lane at the south development access drive on Fourwinds Drive is marginally warranted with the plotted trips falling on the warrant line.
- According to the capacity analysis the two development access drives and the connector drive onto 3B's&K Road are expected to operate effectively with stop control.
- According to the capacity analysis the 3B's&K Road intersection with US36/SR37 is not expected to operate effectively with no-build traffic volumes in the opening year. The development traffic will significantly increase delays at the intersection. The installation of a northbound right turn lane is expected to mitigate the delay impact of the development traffic.
- According to the capacity analysis all other study intersections are expected to operate effectively with the projected no-build and build scenario traffic volumes.
- The proposed three-lane roadway section for Fourwinds Drive is expected to operate effectively with the projected background and development traffic.

6.2 RECOMMENDATIONS

The following improvements are recommended to mitigate the impacts of the proposed Phoenix Place Development.

1. Fourwinds Drive should be constructed as a three-lane roadway section on the proposed development property. Provide at least a 225-foot southbound left turn lane (including the 50-foot diverging taper) at both site access drives.
2. Construct a 225-foot northbound right turn lane (including a 50-foot diverging taper) at the south development access drive. Estimated design and construction cost of right turn lane is $71,000.
3. Construct a 285-foot southbound left turn lane (including a 50-foot diverging taper) on 3B's&K Road at the proposed connector drive. The offset taper shall be constructed based upon a 60 MPH design speed. Estimated design and construction cost of turn lane is $359,000.
4. Construct a 250-foot northbound right turn lane (including a 50-foot diverging taper) on 3B's&K Road approaching the stop bar at US36/SR37. Estimated design and construction cost is $83,000.

Preliminary Development Plan

INSPIRED PEOPLE ▲ CREATIVE DESIGN ▲ TRANSFORMING COMMUNITIES

SUDA PROPERTIES, LLC
OR 1698 PG 1110
3 ACRES

50' STREAM BUFFER

10' HIGHWAY EASEMENT

15' TRAIL EASEMENT

APPROXIMATE CL OF EPHEMERAL STREAM #2

25' SANITARY EASEMENT

BM #1
RR SPIKE IN S ROOT OF 12" HICKORY
ELEV=955.39'

EMME HOLDINGS LLC
OR 1414 PG 687
MTB FOURWINDS LLC (50% INTEREST)
OR 1479 PG 173
EXHIBIT A
38.542 ACRES

VILLAGE OF SUNBURY
BERKSHIRE TOWNSHIP
S86°19'27"E 1365.23'
P/L
10' PARKING SETBACK
25' BUILDING SETBACK

AMANDA J SCHROEDER
OR 1320 PG 65
PARCEL II
2.003 ACRES

CONTROL POINT
I. PIN WITH TRAVERSE CAP
N=217017.76'
E=1849862.12'
ELEV=955.36'

N03°50'55"E 221.69'
PROP. R/W

AMANDA J SCHROEDER
OR 1320 PG 65
PARCEL I
0.846 ACRES
P.O.B.
PARCEL I
S86°09'05"E 211.73'

BORIS GREYSMAN AND
LYUDMILA GREYSMAN
OR 1234 PG 1235

290

BERLIN TOWNSHIP
BERKSHIRE TOWNSHIP

LOCUST GROVE
PB 117 PG 149
291
THOMAS RILEY MOORE
AND CARLA KAY
RICKETTS MOORE,
TRUSTEES
OR 790 PG 2583

90' BUILDING LINE (PB 17 PG 149)

16" PVC
N
INV=948.56'

EVERECE M. RICHMOND,
SR. AND BETTY L.
RICHMOND
292
DB 481 PG 688

5/8" I. PIN FND
N05°14'08"E 1.53'
FROM CORNER
N03°52'16"E 60.00'

INV=950.28'
INV=950.91'

S86°09'06"E 324.64'
30' BUILDING LINE (PB 17 PG 149)
PROP. R/W

S86°09'06"E 556.37'

RETENTION POND 1

RETENTION POND 2

10' HIGHWAY EASEMENT

10' WATER EASEMENT

N03°50'55"E 671.95'

N03°50'55"E 1131.47'

30' BUILDING SETBACK

20' PARKING SETBACK

PROP. R/W

PROPOSED 2-STORY BUILDING

PROPOSED 1-STORY BUILDING

POOL

25' SANITARY EASEMENT

45'X26' WATER EASEMENT

WETLAND B

WETLAND A

BERKSHIRE TOWNSHIP
VILLAGE OF SUNBURY

S03°57'57"W 1662.48'

BRADLEY P. GOODWIN ET AL
OR 1666 PG 277
PARCEL 1

25' BUILDING SETBACK
10' PARKING SETBACK

BM #3
RR SPIKE IN E
ROOT OF 40" OAK
ELEV=962.71'

CONTROL POINT
I. PIN WITH
TRAVERSE CAP
N=216112.43'
E=1848169.31'
ELEV=961.91'

N86°09'06"W 324.67'
20' BUILDING LINE (PB 17 PG 149)
3/4" I. PIPE FND
N08°02'28"E
1.60' FROM CORNER

INV=950.27'
INV=950.18'
INV=950.15'
INV=950.21'

293
CHRISTOPHER R. GREGG
AND ALYSSA D.
EVERLEY-GREGG
OR 1542 PG 2481

EMILY K. KING AND
ROBERT C. PFISTER
DB 571 PG 647
301

THREE B'S & K ROAD
(60' R/W)

RETENTION POND 3

N03°50'54"E 450.03'

N03°50'55"E 399.45'

LOCUST GROVE NO. 2
PB 118 PG 10

S86°09'05"E 324.84'

INV=946.70'
INV=946.33'

DIAMOND RESOURCES CORPORATION AND
RICHARD L. MEDELLIN ENTERPRISES, INC.
DEED BOOK 655 PG 264
(PARCEL III-TITLE COMMITMENT)

RICHARD L. MEDELLIN ENTERPRISES, INC.
AND DIAMOND RESOURCES CORPORATION
DEED BOOK 628 PG 359
PARCEL I
58.341 ACRES
(PARCEL I-TITLE COMMITMENT)
60.587 ACRES (TOTAL)

PROP. PL

APPROXIMATE CL OF EPHEMERAL STREAM #1

N

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614.882.4311

SEAL:

NO.	DATE	DESCRIPTION

PHOENIX PLACE

FARM LOT 6, SEC. 2 TWP. 4, R. 18
USML
TOWNSHIP OF BERSHIRE
COUNTY OF DELAWARE, OHIO

PROJECT NO:	200078.000
DATE:	02/10/2021
SCALE:	0 40 80 160
SHEET NAME:	OVERALL SITE PLAN
SHEET NO.	3/20

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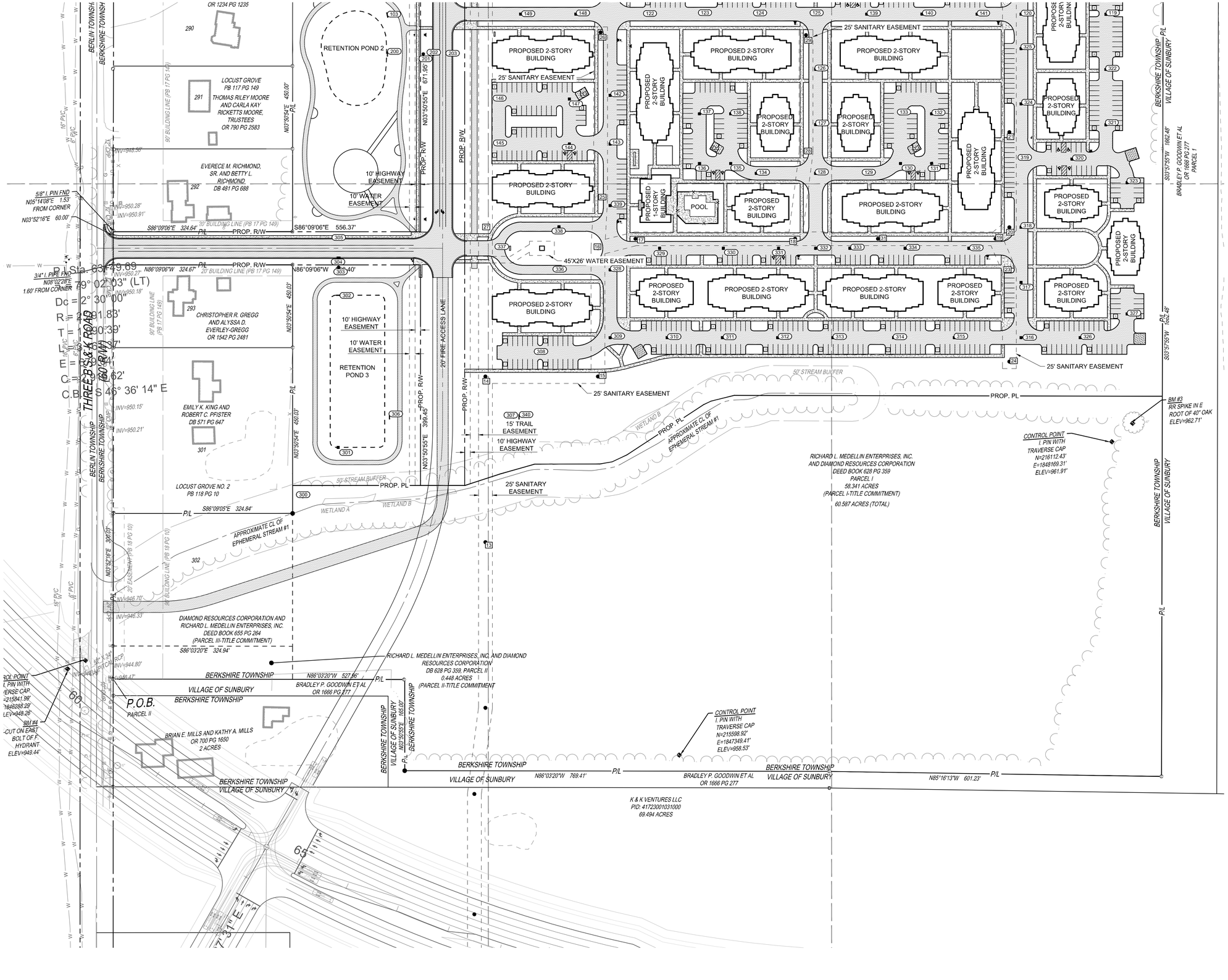

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SURVEYING
LANDSCAPE ARCHITECTURE
www.kleingers.com
350 Worthington Rd
Suite B
Westerville, OH 43082
614.882.4311

SEAL:

NO.	DATE	DESCRIPTION

PHOENIX PLACE

FARM LOT 6, SEC. 2 TWP. 4, R. 18 USML
TOWNSHIP OF BERKSHIRE
COUNTY OF DELAWARE, OHIO

PROJECT NO:	200078.000
DATE:	03/31/2021
SCALE:	0 15 30 60

SHEET NAME:

OVERALL LOCATION PLAN

SHEET NO.

2

Memo of Understanding

THE KLEINGERS GROUP

CINCINNATI
COLUMBUS
DAYTON
LOUISVILLE

6219 Centre Park Drive
West Chester, OH 45069
phone 513.779.7851
fax 513.779.7852
www.kleingers.com

Memorandum of Understanding

Project # 200078

TO: Michael Love, PE (Delaware County)

CC: Andrew Hurst, PE (ODOT), David Parkinson, PE (Sunbury)

FROM: David Meyer, PE

DATE: January 29, 2021

RE: Four Winds Commons – Traffic Study

The following summarizes data collection and traffic volume projections for the proposed Four Winds Commons residential project. The proposed 300-unit multi-family residential development will sit on a parcel between 3B's&K Road and I-71 south of US 36 (SR 37) in Berkshire Township. An area site map is attached to this memo. The development will initially open with access to 3B's&K Road **via a proposed connector drive**; however, it is understood and planned that Fourwinds Drive will be extended south from its current terminus north of the development site. The traffic study will analyze an initial period where the connector drive to 3B's&K Road will be the only public road access for the site.

The development parcel is geographically split by a drainage stream into a northern portion and a southern portion. The proposed residential development will occur on the northern portion. The southern portion has the potential for approximately 12 acres of development. The developer has pursued development strategies for this portion of the property but has not been able to make progress at this time. It is currently understood that there is no current market for development of the southern portion, so the developer is not moving forward with any plans for development on the southern portion. If circumstances change in the future, the developer understands that development of the southern portion of the property will need to go through the full development process for approval.

The design criteria for the proposed connector drive to 3B's&K Road and for the future Fourwinds Drive are as follows:

- **Fourwinds Drive**
  - **Major collector**
  - **45 mph speed limit, 50mph design speed**
- **New connector road between 3B's & K and Fourwinds**
  - **Local street**
  - **35mph speed limit, 40mph design speed**

Data Collection

The ongoing pandemic continues to impact traffic patterns. Also, a number of currently planned developments are currently underway or will be in the near future. Therefore, this study will utilize traffic volumes from the following sources in lieu of collecting new traffic count data:

1. A 2014 traffic count by MORPC at US 36 intersections with 3B's&K, Fourwinds, & I-71 Ramps (attached)
2. A 2014 AADT listing of 2,370 (1,394 NB, 976 SB) on MORPC for 3B's&K Road immediately south of US 36
3. A 2014 AADT listing of 29,708 on MORPC for US 36 east of 3B's&K Road

4. A 2018 AADT listing of 28,617 on ODOT for US 36 east of 3B's&K Road
5. Year 2038 certified traffic plates for the I-71 IMS/IJS for the new proposed interchange (attached)
6. Year 2038 Build Scenario traffic volumes from the Fourwinds Development TIS (attached)

Projected Development Traffic

Traffic volumes for the proposed 300-unit multi-family residential development were estimated using data in the 10th Edition of the ITE Trip Generation publication. The development is expected to be comprised of two-story residential buildings which places the development into the Low-Rise Multifamily Housing land use (code 220). ITE trip generation sheets are attached to this memo. Table A below summarizes the peak hour trips estimated by ITE for the proposed development.

Prior to the completion of Fourwinds Drive the development will access via connector Road to 3B's&K Road. During this phase it is expected that the majority of trips will travel to and from US 36 to access the site. The proposed initial trip distribution and resulting traffic volumes are presented in the attached Figure A. **The distribution percentages were determined with the following considerations:**

- **The AM/PM peak hour distribution of the proposed residential development is expected to be heavily influenced by drivers commuting.**
- **US36/SR37 experiences significant directional commuter traffic during peak times – towards I-71 during the AM peak and away from I-71 during the PM peak.**
- **As a destination for proposed development trips, the areas on US36/SR37 west of 3B's&K Road and east of I-71 are best represented by the lower directional volume during each peak time.**
- **As a commuter trip facility, I-71 is best represented by the higher peak directional volume for the proposed development trips.**
- **When calculated, the proportion of trips to/from each direction are similar in the AM and PM peak hours such that rounding in one way or another can make them equal.**
- **The proposed percentages are similar to the percentages used in recent nearby residential traffic studies**.

It is assumed that the completion of the I-71 interchange and the completion of Fourwinds Drive will occur prior to the future year of analysis (2038). Therefore, the multifamily development generated traffic was also distributed across a study area including Fourwinds Drive, US 36, and the proposed Sunbury Parkway. The 2038 distribution percentages and site generated traffic volumes are presented in the attached Figure B. Trips to/from the south on I-71 are expected to utilize the Sunbury Parkway interchange. Trips to/from the north on I-71 are expected to utilize the US 36 interchange. Trips were distributed at the site access drives favoring the shortest travel distance but also splitting traffic between the two driveways.

ITE Trip Generation	AM Peak			PM Peak			Daily		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Single Family Residential (32 units)	7	21	28	21	13	34	182	182	364
Multifamily Development (300 units)	31	104	135	99	58	157	1113	1114	2227

Table A: Trip Generation

Background Volume Projections

Between 2014 and 2018 traffic volumes remained relatively flat according to MORPC and ODOT AADT counts on US 36 near Fourwinds Drive. The Fourwinds development north of US 36 has likely increased traffic since 2018 – especially related to turning movements at Fourwinds Drive. Some residential development has occurred along Africa Road since 2014 but no development has occurred along 3B's&K Road since 2014. Therefore, the MORPC turning movement count from 2014 at US 36 and 3B's&K Road is likely representative of traffic volumes in 2020 – especially traffic volumes on 3B's&K Road. The MORPC AM and PM peak hour turning movement count data is presented in the attached Figure C. These volumes do not include traffic from the Fourwinds development on the north side of US 36. Traffic from the Fourwinds development TIS are attached to this memo and will be added onto the projected background volumes.

The 2038 ODOT certified traffic plates show Fourwinds Drive connected through the development area. The AADT for US 36 near Fourwinds Drive is approximately 28,000 vehicles. This is likely due to the expectation that traffic increases due to the anticipated development in the area will be counterbalanced by the new interchange and proposed Sunbury Parkway. The ODOT certified traffic includes traffic volumes for some anticipated development at the proposed multifamily development site. Information provided by ODOT regarding the development assumptions in the certified traffic volumes is attached to this memo. For the IMS/IJS it was assumed that the proposed development site would be single family residential at a density of one unit per acre. The portion of the development site being developed on the north site of the creek is approximately 32 acres resulting in an assumption of 32 single family homes. ITE trip generation for the 32 single family homes is attached to this memo and summarized in Table A above. These trips were distributed in the same manner as the proposed 300-unit multifamily development trips in the future year and are presented in the attached Figure D.

The following processes are proposed for deriving no-build scenario traffic volumes:

- 2014 MORPC counted volumes (Figure C) will be projected at a 2% annual rate to an opening year of 2022. Half of Half of Fourwinds Development traffic will be added to the projected 2022 background volumes to derive the 2022 no-build scenario traffic volumes. The study intersections along US 36 will include: 3B's&K Road, Fourwinds Drive, and both I-71 ramp intersections. The proposed site connector access drive will also be analyzed in the opening year.
- ITE trips for the 32 single family homes (Figure D) were removed from the 2038 IMS/IJS Certified traffic volumes to derive the 2038 no-build traffic. These volumes are presented in the attached Figure E.

Opening year site generated traffic volumes (Figure A) will be added to the 2022 no-build traffic volumes to derive the opening year build scenario traffic volumes.

Future year site generated traffic volumes (Figure B) will be added to the 2038 no-build traffic volumes to derive the future year build scenario traffic volumes. Note that site generated and background traffic volumes are expected to be lower at the US 36/I-71 interchange in the future year compared to the opening year. Therefore, the opening year no-build versus build analysis is expected to govern and 2038 analyses will be performed at the Sunbury interchange instead.

Proposed Analyses

Intersection capacity analyses will be performed using HCS 7.9 capacity software and Transmodeler, if necessary, in select situations. No-build and build scenario capacity analyses will be performed at the following study intersections using projected 2022 no-build and build traffic volumes.

- 3B's&K Road at the proposed connector drive
- US 36 at 3B's&K Road
- US 36 at Fourwinds Drive
- US 36 at I-71 SB Ramps
- US 36 at I-71 NB Ramps

No-Build and Build scenario capacity analyses will be performed at the following study intersections using projected 2038 no-build and build traffic volumes.

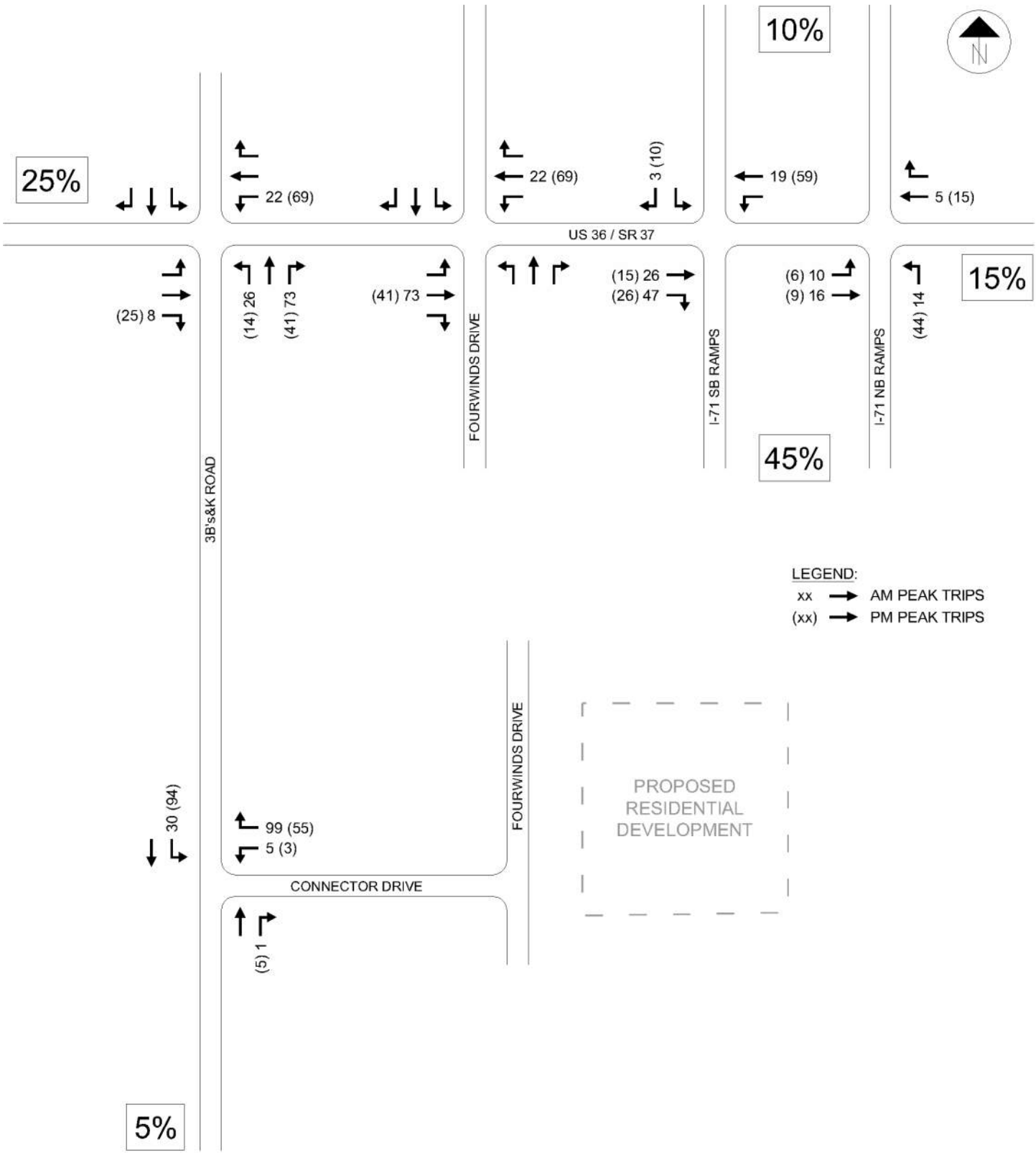
- Fourwinds Drive at proposed site access drives
- Sunbury Parkway at Fourwinds Drive
- Sunbury Parkway at I-71 SB Ramps
- Sunbury Parkway at I-71 NB Ramps

A turn lane warrant analysis will be performed on 3B's&K Road at the proposed connector drive according to Delaware County standards based on opening year traffic. 3B's&K Road is classified as a major collector according to the Delaware County Thoroughfare Plan and has no posted speed limit. A turn lane warrant analysis will be performed on Fourwinds Drive at the proposed site access drive according to Delaware County standards based on future design year traffic. A turn lane warrant analysis will be performed on Fourwinds Drive at the two proposed access drives using projected 2038 traffic volumes.

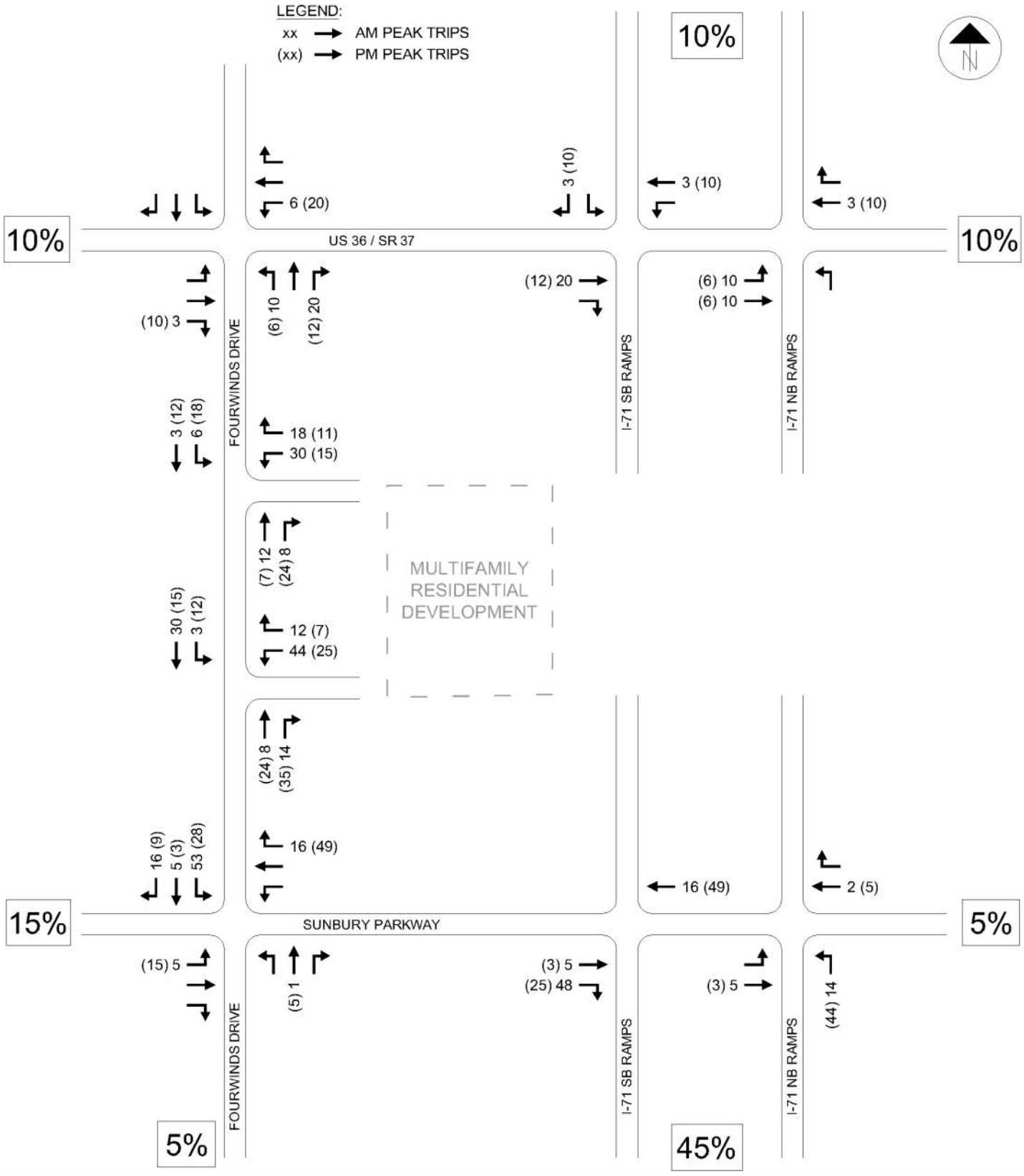
An evaluation will be performed of projected future traffic volumes for Fourwinds Drive between US 36 and Sunbury Parkway. This evaluation will help determine the required roadway section to be built by the developer and the required right-of-way width for the section of Fourwinds Drive that will run through the development property.

Please review the provided traffic volume projections and analysis procedures and provide feedback prior to us moving forward with the traffic study analysis. If you have any questions please don't hesitate to contact me at 513-779-7851 or dave.meyer@kleingers.com.

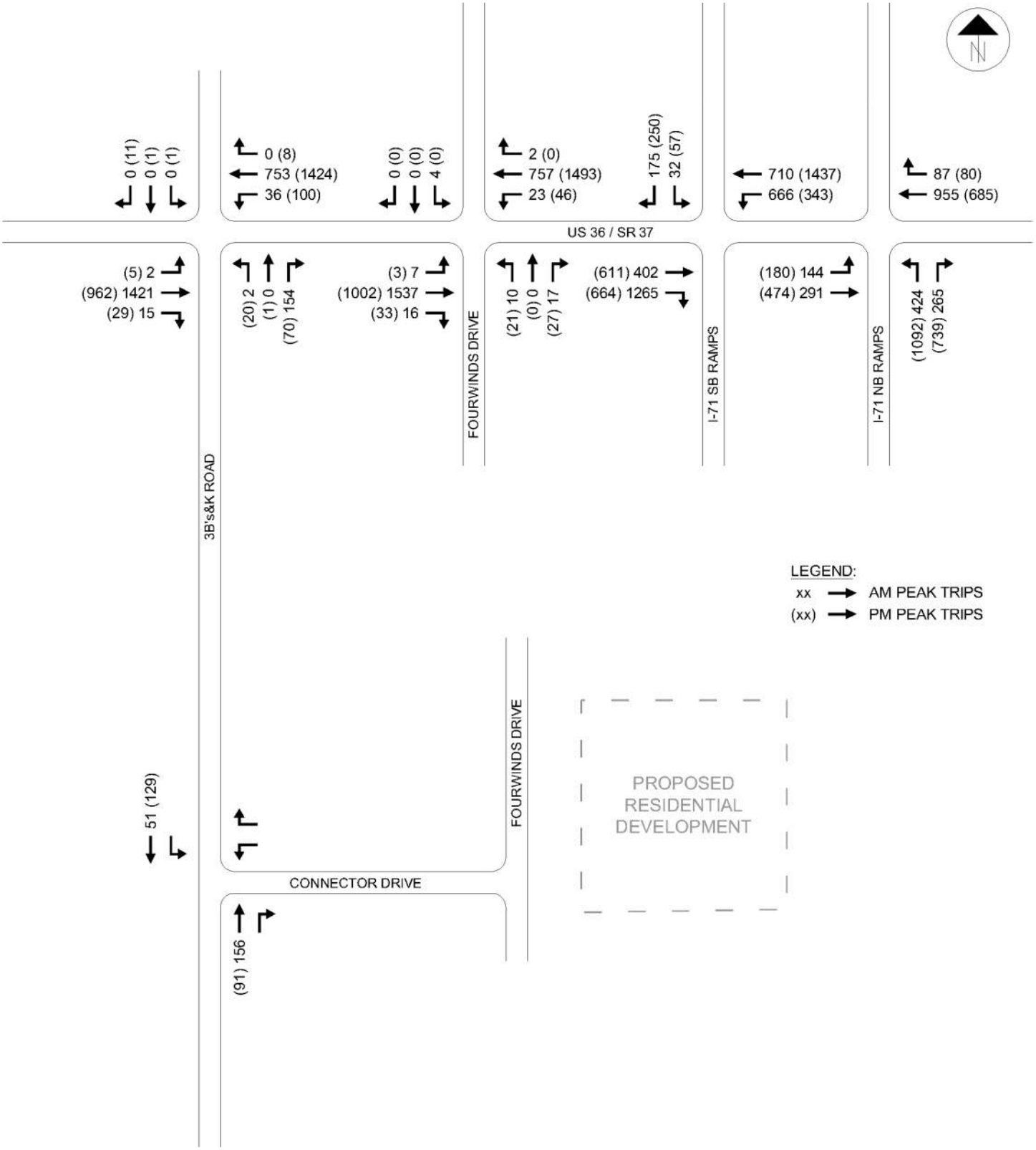
Thanks!



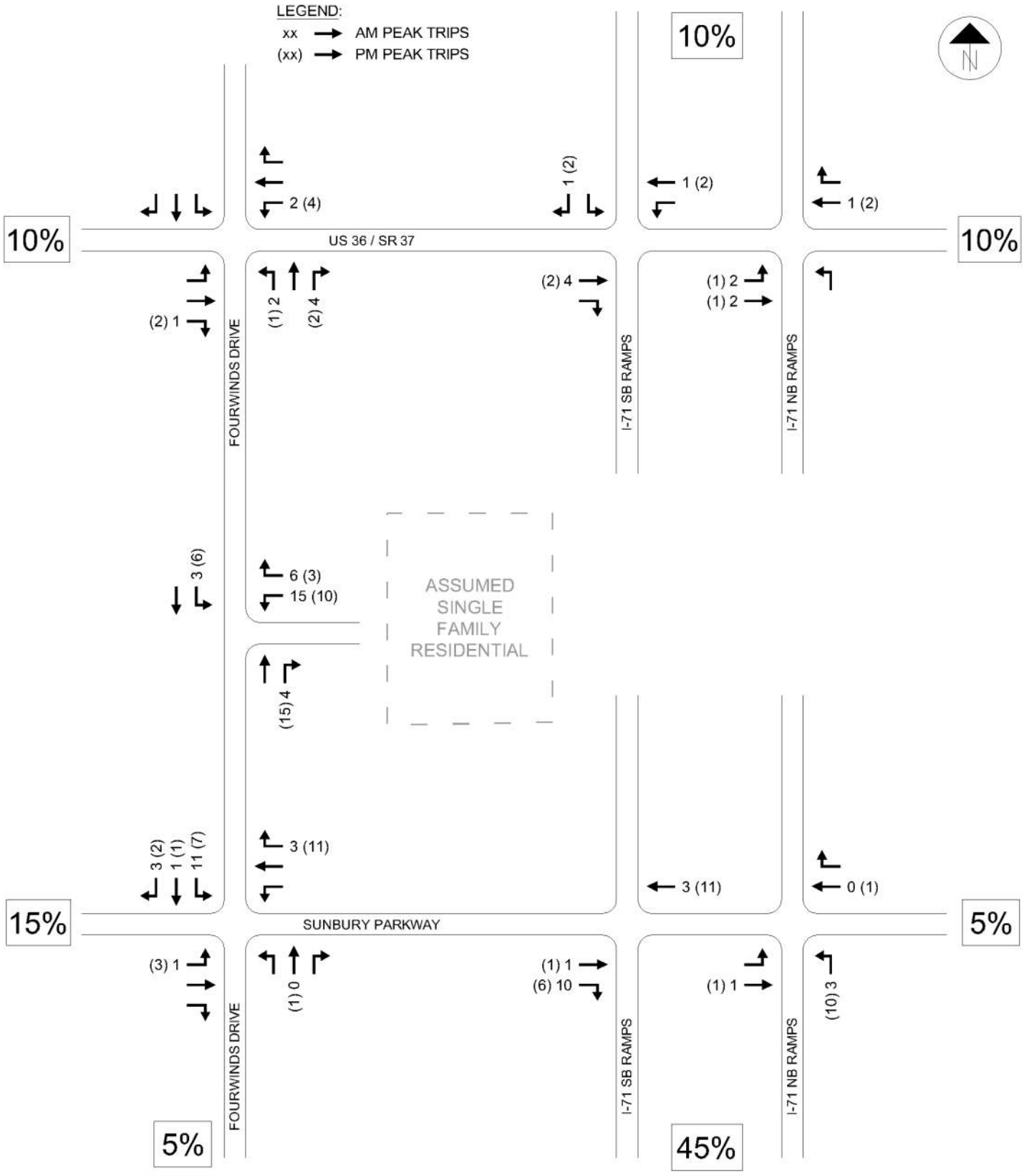
2022 Multifamily Development Site Generated Traffic Volumes



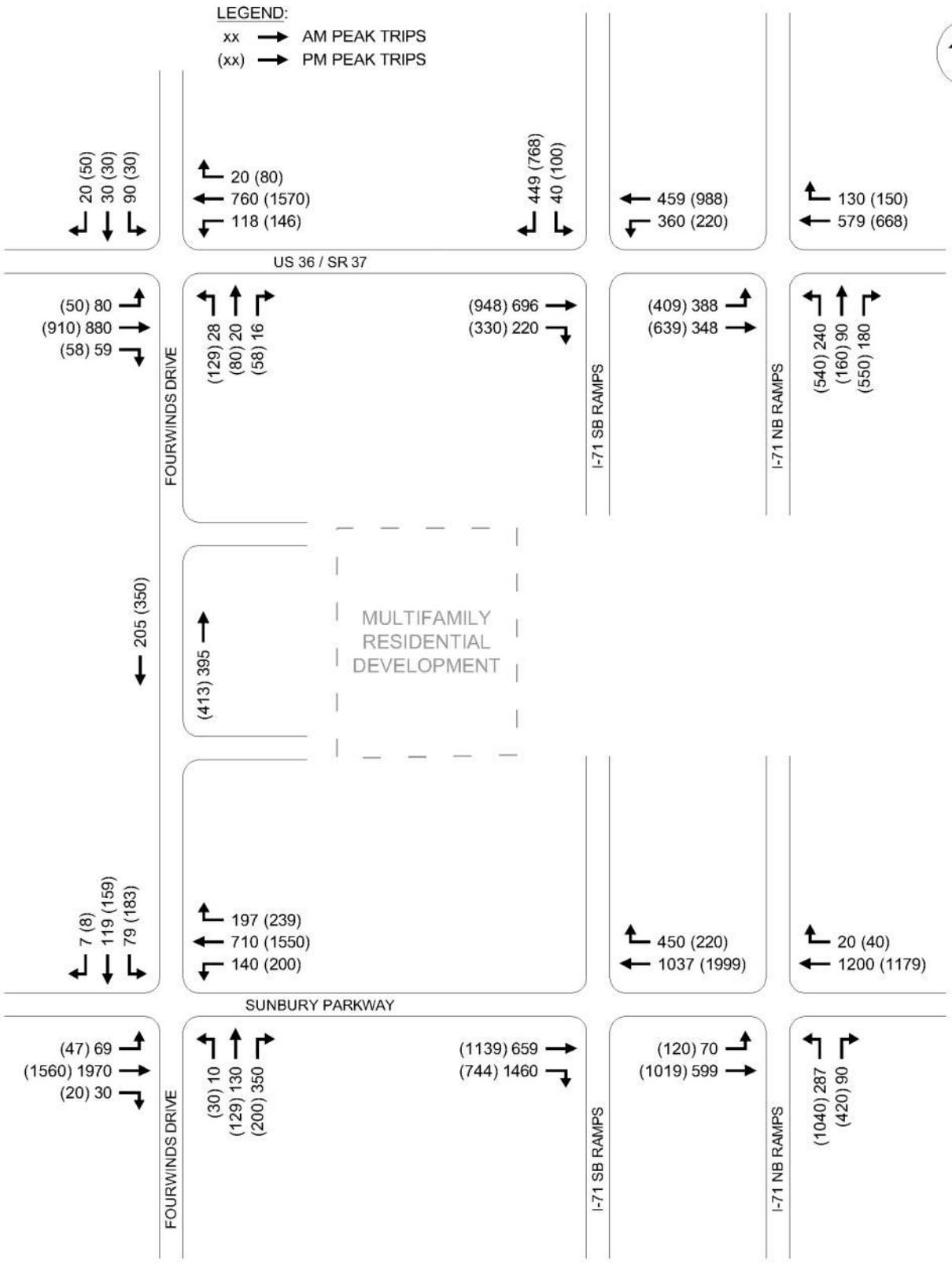
2038 Multifamily Development Site Generated Traffic Volumes



2014 MORPC Traffic Counts



Single Family Residential Trips



2038 No-Build Traffic Volumes

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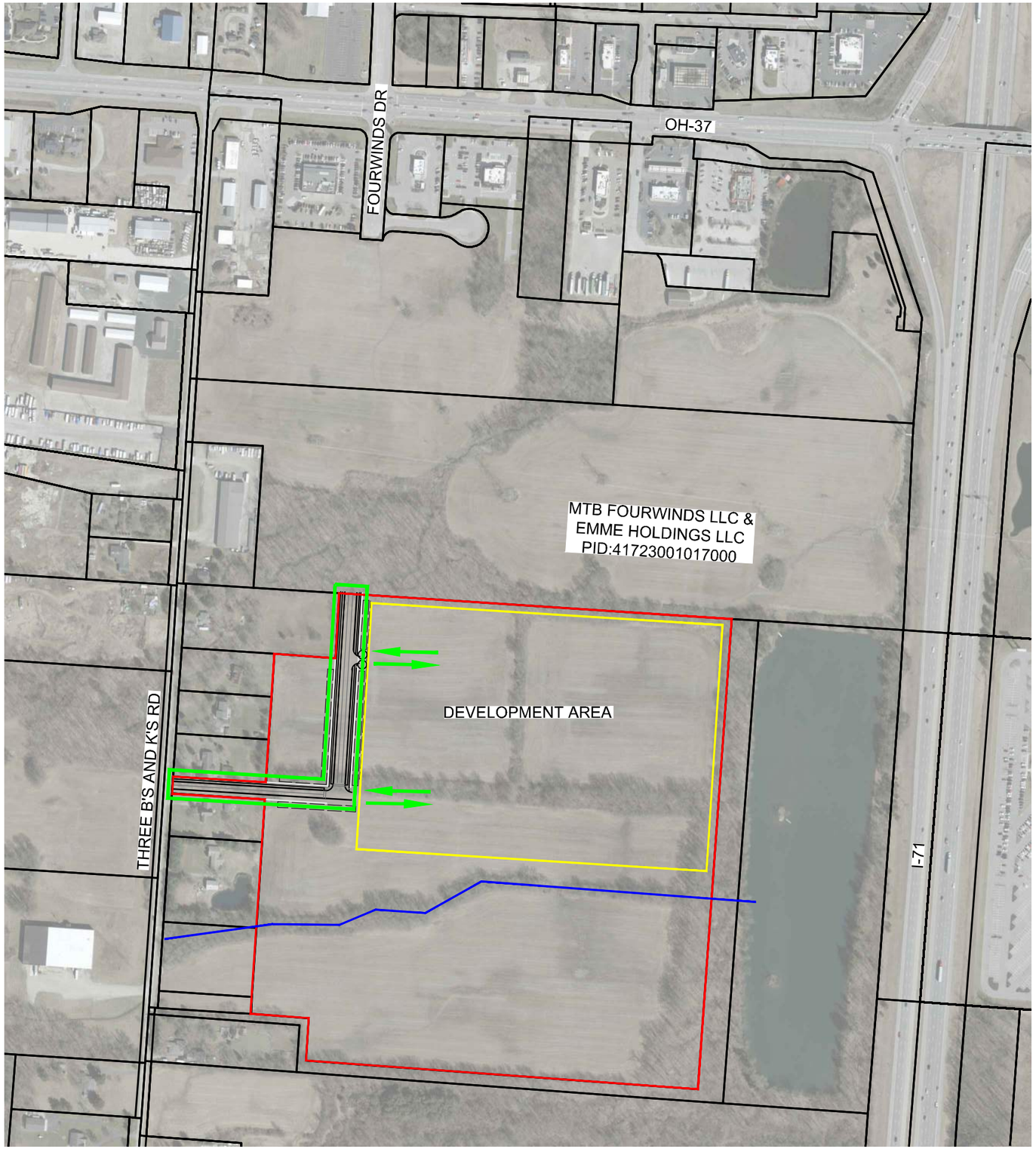

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FOUR WINDS COMMONS

SEAL:

NO.	DATE	DESCRIPTION

PROJECT NO: **200078.000**

DATE: **08/20/2020**

SCALE:

0 200 400 800

SHEET NAME:

OVERALL AREA

SHEET NO.

1/1

INSPIRED PEOPLE ▲ CREATIVE DESIGN ▲ TRANSFORMING COMMUNITIES

SUDA PROPERTIES, LLC
OR 1698 PG 1110
3 ACRES

50' STREAM BUFFER

10' HIGHWAY EASEMENT

15' TRAIL EASEMENT

APPROXIMATE CL OF EPHEMERAL STREAM #2

25' SANITARY EASEMENT

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RR SPIKE IN S ROOT OF 12" HICKORY
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EMME HOLDINGS LLC
OR 1414 PG 687
MTB FOURWINDS LLC (50% INTEREST)
OR 1479 PG 173
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PARCEL II
2.003 ACRES

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AMANDA J SCHROEDER
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PARCEL I
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BORIS GREYSMAN AND
LYUDMILA GREYSMAN
OR 1234 PG 1235

290

BERLIN TOWNSHIP
BERKSHIRE TOWNSHIP

RETENTION POND 1

RETENTION POND 2

30' BUILDING SETBACK

N03°50'55"E 1131.47'

20' PARKING SETBACK

LOCUST GROVE
PB 117 PG 149
THOMAS RILEY MOORE
AND CARLA KAY
RICKETTS MOORE,
TRUSTEES
OR 790 PG 2583

291

90' BUILDING LINE (PB 17 PG 149)

N03°50'55"E 671.95'

N03°50'54"E 450.00'

16" PVC
INV=948.56'

EVERECE M. RICHMOND,
SR. AND BETTY L.
RICHMOND
DB 481 PG 688

292

5/8" I. PIN FND
N05°14'08"E 1.53'
FROM CORNER

N03°52'16"E 60.00'

INV=950.28'
INV=950.91'

S86°09'06"E 324.64'
P/L
PROP. R/W
20' BUILDING LINE (PB 17 PG 149)

S86°09'06"E 556.37'

10' HIGHWAY EASEMENT

10' WATER EASEMENT

45'X26' WATER EASEMENT

WETLAND B

25' SANITARY EASEMENT

25' BUILDING SETBACK
10' PARKING SETBACK

BERKSHIRE TOWNSHIP
VILLAGE OF SUNBURY

S03°57'57"W 1862.48'

BRADLEY P. GOODWIN ET AL
OR 1666 PG 277
PARCEL 1

PROPOSED 2-STORY BUILDING

PROPOSED 1-STORY BUILDING

POOL

3/4" I. PIPE FND
N08°02'28"E
1.60' FROM CORNER

N86°09'06"W 324.67'

INV=950.27'

INV=950.18'

293

CHRISTOPHER R. GREGG
AND ALYSSA D.
EVERLEY-GREGG
OR 1542 PG 2481

N86°09'06"W 556.40'

RETENTION POND 3

N03°50'54"E 450.03'

N03°50'55"E 399.45'

INV=950.15'

INV=950.21'

EMILY K. KING AND
ROBERT C. PFISTER
DB 571 PG 647

301

THREE B'S & K ROAD
(60' R/W)

LOCUST GROVE NO. 2
PB 118 PG 10

S86°09'05"E 324.84'

APPROXIMATE CL OF EPHEMERAL STREAM #1

302

20' EASEMENT (PB 18 PG 10)

90' BUILDING LINE (PB 18 PG 10)

INV=946.70'

INV=946.33'

DIAMOND RESOURCES CORPORATION AND
RICHARD L. MEDELLIN ENTERPRISES, INC.
DEED BOOK 655 PG 264
(PARCEL III-TITLE COMMITMENT)

15' TRAIL EASEMENT

10' HIGHWAY EASEMENT

10' WATER EASEMENT

WETLAND A

WETLAND B

RICHARD L. MEDELLIN ENTERPRISES, INC.
AND DIAMOND RESOURCES CORPORATION
DEED BOOK 628 PG 359
PARCEL I
58.341 ACRES
(PARCEL I-TITLE COMMITMENT)

60.587 ACRES (TOTAL)

CONTROL POINT
I. PIN WITH
TRAVERSE CAP
N=216112.43'
E=1848169.31'
ELEV=961.91'

BM #3
RR SPIKE IN E
ROOT OF 40" OAK
ELEV=962.71'

OHIO811.org
Before You Dig

THE KLEINGERS GROUP
CIVIL ENGINEERING
SURVEYING
LANDSCAPE ARCHITECTURE
www.kleingers.com
350 Worthington Rd
Suite B
Westerville, OH 43082
614.882.4311

SEAL:

NO. DATE DESCRIPTION

PHOENIX PLACE

FARM LOT 6, SEC. 2 TWP. 4, R. 18
USML
TOWNSHIP OF BERSHIRE
COUNTY OF DELAWARE, OHIO

PROJECT NO: 200078.000
DATE: 12/21/2020
SCALE: 0 40 80 160
SHEET NAME: OVERALL SITE PLAN
SHEET NO. 1/1

Turning Movement Counts Summary Table

Location: US 36 at I-71 NB Ramps

Date of Counts: April 2014

The Kleingers Group
6219 Centre Park Drive, West Chester, OH 45069
513-779-7851

Performed By: MORPC

AM	EB US 36				WB US 36				NB I-71 Exit Ramp				SB			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
6:30 to 6:45 am	14	45				208	8		61	0	55					
6:45 to 7:00 am	29	53				209	20		75	0	59					
7:00 to 7:15 am	34	62				235	15		93	1	50					
7:15 to 7:30 am	40	74				234	24		108	0	52					
7:30 to 7:45 am	31	66				269	23		124	0	78					
7:45 to 8:00 am	39	89				217	25		99	0	85					
8:00 to 8:15 am	34	57				215	15		86	0	64					
8:15 to 8:30 am	36	66				205	12		98	0	80					
8:30 to 8:45 am	35	65				166	24		93	0	69					
8:45 to 9:00 am	30	78				181	24		104	0	72					
9:00 to 9:15 am	31	81				156	18		80	0	64					
9:15 to 9:30 am	38	53				156	18		92	0	62					
AM Peak Hr Vol.	144	291	0	0	0	955	87	0	424	1	265	0	0	0	0	0
Peak Hr Factor	0.90	0.82				0.89	0.87		0.85	0.25	0.78					

PM	EB US 36				WB US 36				NB I-71 Exit Ramp				SB			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
3:00 to 3:15 pm	40	102				142	28		147	0	118					
3:15 to 3:30 pm	41	74				134	24		181	0	140					
3:30 to 3:45 pm	39	74				148	33		197	2	149					
3:45 to 4:00 pm	42	107				168	26		218	0	182					
4:00 to 4:15 pm	48	100				154	35		237	1	165					
4:15 to 4:30 pm	46	114				149	25		237	0	144					
4:30 to 4:45 pm	45	115				166	21		269	0	193					
4:45 to 5:00 pm	46	124				184	14		275	0	167					
5:00 to 5:15 pm	42	116				170	18		265	0	186					
5:15 to 5:30 pm	47	119				165	27		283	0	193					
5:30 to 5:45 pm	48	116				161	14		252	0	200					
5:45 to 6:00 pm	43	113				160	9		277	0	183					
6:00 to 6:15 pm	42	107				163	15		236	0	181					
6:15 to 6:30 pm	51	105				127	24		219	0	141					
6:30 to 6:45 pm	37	107				127	22		152	0	108					
6:45 to 7:00 pm	41	79				115	24		124	0	109					
PM Peak Hr Vol.	180	474	0	0	0	685	80	0	1092	0	739	0	0	0	0	0
Peak Hr Factor	0.96	0.96				0.93	0.74		0.96		0.96					

Peak Hour Times: AM 7:30 to 8:30 PM 4:30 to 5:30

Heavy Vehicle Volumes

HV - AM	EB US 36			WB US 36			NB I-71 Exit Ramp			SB		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
7:00 to 7:15 am	3	14			17	6	10	0	11			
7:15 to 7:30 am	6	13			19	9	12	0	7			
7:30 to 7:45 am	2	15			21	10	8	0	17			
7:45 to 8:00 am	2	22			18	16	9	0	14			
AM Peak HV	4	37	0	0	39	26	17	0	31	0	0	0
% Peak HV	3%	13%			4%	30%	4%		12%			

HV - PM	EB US 36			WB US 36			NB I-71 Exit Ramp			SB		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
4:30 to 4:45 pm	2	20			19	5	7	0	8			
4:45 to 5:00 pm	2	14			19	3	15	0	7			
5:00 to 5:15 pm	4	15			11	4	6	0	12			
5:15 to 5:30 pm	4	15			15	3	8	0	12			
AM Peak HV	8	30	0	0	26	7	14	0	24	0	0	0
% Peak HV	4%	6%			4%	9%	1%		3%			

Turning Movement Counts Summary Table

Location: US 36 at I-71 SB Ramps
Date of Counts: April 2014

The Kleingers Group
6219 Centre Park Drive, West Chester, OH 45069
513-779-7851

Performed By: MORPC

AM	EB US 36				WB US 36				NB				SB I-71 Exit Ramps			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
6:30 to 6:45 am		63	212		152	126							3	0	34	
6:45 to 7:00 am		77	219		138	134							4	0	29	
7:00 to 7:15 am		83	288		160	168							7	0	45	
7:15 to 7:30 am		107	346		164	171							6	0	32	
7:30 to 7:45 am		92	360		190	200							8	0	45	
7:45 to 8:00 am		120	271		152	171							11	0	53	
8:00 to 8:15 am		92	247		148	157							5	0	47	
8:15 to 8:30 am		98	250		138	174							8	0	47	
8:30 to 8:45 am		92	236		126	137							5	0	37	
8:45 to 9:00 am		96	186		115	160							5	0	36	
9:00 to 9:15 am		106	157		96	138							8	0	41	
9:15 to 9:30 am		88	147		96	151							6	0	22	
AM Peak Hr Vol.	0	402	1265	0	666	710	0	0	0	0	0	0	32	0	175	0
Peak Hr Factor		0.84	0.88		0.88	0.89							0.73		0.83	

PM	EB US 36				WB US 36				NB				SB I-71 Exit Ramps			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
3:00 to 3:15 pm		122	119		61	221							9	0	49	
3:15 to 3:30 pm		126	145		70	245							13	0	40	
3:30 to 3:45 pm		109	160		77	269							6	0	53	
3:45 to 4:00 pm		134	168		80	312							10	0	46	
4:00 to 4:15 pm		134	123		75	311							15	0	51	
4:15 to 4:30 pm		152	146		68	321							18	0	51	
4:30 to 4:45 pm		149	180		82	351							6	0	56	
4:45 to 5:00 pm		156	173		80	383							16	3	69	
5:00 to 5:15 pm		161	170		89	352							15	2	62	
5:15 to 5:30 pm		145	141		92	351							20	0	63	
5:30 to 5:45 pm		144	157		82	340							14	0	51	
5:45 to 6:00 pm		147	145		75	364							10	0	50	
6:00 to 6:15 pm		126	147		83	304							16	0	41	
6:15 to 6:30 pm		138	132		68	285							19	0	59	
6:30 to 6:45 pm		137	134		80	190							14	0	52	
6:45 to 7:00 pm		103	118		72	189							15	0	46	
PM Peak Hr Vol.	0	611	664	0	343	1437	0	0	0	0	0	0	57	5	250	0
Peak Hr Factor		0.95	0.92		0.93	0.94							0.71	0.42	0.91	

Peak Hour Times: AM 7:30 to 8:30 PM 4:30 to 5:30

Heavy Vehicle Volumes

HV - AM	EB US 36			WB US 36			NB			SB I-71 Exit Ramps		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
7:00 to 7:15 am		12	5	7	19					6	0	4
7:15 to 7:30 am		16	7	10	20					1	0	5
7:30 to 7:45 am		13	10	13	13					4	0	5
7:45 to 8:00 am		17	9	10	21					7	0	6
AM Peak HV	0	30	19	23	34	0	0	0	0	11	0	11
% Peak HV		7%	2%	3%	5%					34%		6%

HV - PM	EB US 36			WB US 36			NB			SB I-71 Exit Ramps		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
4:30 to 4:45 pm		17	13	13	11					3	0	6
4:45 to 5:00 pm		14	11	10	24					5	1	9
5:00 to 5:15 pm		13	13	8	15					7	1	4
5:15 to 5:30 pm		12	9	6	14					9	0	2
AM Peak HV	0	25	22	14	29	0	0	0	0	16	1	6
% Peak HV		4%	3%	4%	2%					28%	20%	2%

Turning Movement Counts Summary Table

Location: US 36 at Fourwinds Drive

Date of Counts: April 2014

The Kleingers Group
6219 Centre Park Drive, West Chester, OH 45069
513-779-7851

Performed By: MORPC

AM	EB US 36				WB US 36				NB Fourwinds Dr				SB Fourwinds Dr			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
6:30 to 6:45 am	0	279	0		3	139	0		2	0	1		0	0	0	
6:45 to 7:00 am	1	293	1		4	133	0		1	0	4		1	0	0	
7:00 to 7:15 am	1	360	6		2	186	0		2	0	4		2	0	0	
7:15 to 7:30 am	0	418	1		6	174	1		1	0	3		2	0	0	
7:30 to 7:45 am	3	397	2		10	189	1		5	0	6		0	0	0	
7:45 to 8:00 am	3	362	7		5	208	0		2	0	4		0	0	0	
8:00 to 8:15 am	2	286	4		8	167	1		1	0	7		1	0	0	
8:15 to 8:30 am	1	292	5		7	155	1		1	0	7		0	0	0	
8:30 to 8:45 am	0	264	5		7	186	0		2	0	7		2	0	0	
8:45 to 9:00 am	0	243	3		9	162	0		5	0	7		0	0	2	
9:00 to 9:15 am	2	214	2		9	147	0		5	0	3		2	0	0	
9:15 to 9:30 am	1	201	2		3	139	2		5	0	9		2	0	0	
AM Peak Hr Vol.	7	1537	16	0	23	757	2	0	10	0	17	0	4	0	0	0
Peak Hr Factor	0.58	0.92	0.57		0.58	0.91	0.50		0.50		0.71		0.50			

PM	EB US 36				WB US 36				NB Fourwinds Dr				SB Fourwinds Dr			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
3:00 to 3:15 pm	0	198	10		5	210	1		5	0	12		0	0	0	
3:15 to 3:30 pm	0	192	4		7	239	0		3	0	7		1	0	1	
3:30 to 3:45 pm	0	282	5		9	247	0		4	0	9		0	0	0	
3:45 to 4:00 pm	2	241	8		9	257	0		5	0	12		1	0	0	
4:00 to 4:15 pm	0	226	5		7	304	0		4	0	4		0	0	0	
4:15 to 4:30 pm	1	262	2		12	344	0		6	0	4		1	0	1	
4:30 to 4:45 pm	2	241	5		13	383	0		4	0	7		0	0	0	
4:45 to 5:00 pm	0	247	11		11	381	0		6	0	8		0	0	0	
5:00 to 5:15 pm	0	277	8		12	365	0		7	0	6		0	0	0	
5:15 to 5:30 pm	1	237	9		10	364	0		4	0	6		0	0	0	
5:30 to 5:45 pm	0	226	9		13	337	0		11	0	6		0	0	0	
5:45 to 6:00 pm	1	223	10		12	305	0		6	0	8		1	0	1	
6:00 to 6:15 pm	1	182	9		16	291	0		7	0	21		1	0	0	
6:15 to 6:30 pm	3	182	5		7	229	2		7	0	9		0	0	0	
6:30 to 6:45 pm	0	175	3		6	228	1		8	0	6		1	0	0	
6:45 to 7:00 pm	1	165	8		5	173	4		8	1	10		0	1	1	
PM Peak Hr Vol.	3	1002	33	0	46	1493	0	0	21	0	27	0	0	0	0	0
Peak Hr Factor	0.38	0.90	0.75		0.88	0.97			0.75		0.84					

Peak Hour Times: AM 7:30 to 8:30 PM 4:30 to 5:30

Heavy Vehicle Volumes

HV - AM	EB US 36			WB US 36			NB Fourwinds Dr			SB Fourwinds Dr		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
7:00 to 7:15 am	0	9	0	0	32	0	1	0	1	0	0	0
7:15 to 7:30 am	0	22	0	1	27	0	0	0	0	1	0	0
7:30 to 7:45 am	1	28	1	0	17	0	1	0	1	0	0	0
7:45 to 8:00 am	0	33	0	0	25	0	0	0	0	0	0	0
AM Peak HV	1	61	1	0	42	0	1	0	1	0	0	0
% Peak HV	14%	4%	6%		6%		10%		6%			

HV - PM	EB US 36			WB US 36			NB Fourwinds Dr			SB Fourwinds Dr		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
4:30 to 4:45 pm	0	19	0	1	23	0	0	0	1	0	0	0
4:45 to 5:00 pm	0	21	0	0	15	0	0	0	0	0	0	0
5:00 to 5:15 pm	0	17	0	0	15	0	0	0	1	0	0	0
5:15 to 5:30 pm	0	17	0	0	10	0	0	0	0	0	0	0
AM Peak HV	0	34	0	0	25	0	0	0	1	0	0	0
% Peak HV		3%			2%				4%			

Turning Movement Counts Summary Table

Location: US 36 at 3Bs&K Road

Date of Counts: April 2014

The Kleingers Group
6219 Centre Park Drive, West Chester, OH 45069
513-779-7851

Performed By: MORPC

AM	EB US 36				WB US 36				NB 3Bs&K Road				SB Commercial Dr			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
6:30 to 6:45 am	0	254	2		4	139	0		4	0	29		0	0	0	
6:45 to 7:00 am	0	285	7		2	131	0		1	0	22		0	0	0	
7:00 to 7:15 am	0	345	3		9	195	0		1	0	32		0	0	0	
7:15 to 7:30 am	0	376	2		6	171	0		0	0	42		0	0	0	
7:30 to 7:45 am	2	367	1		9	189	0		1	0	37		0	0	0	
7:45 to 8:00 am	0	333	9		12	198	0		0	0	43		0	0	0	
8:00 to 8:15 am	0	244	8		15	157	0		3	0	36		0	0	0	
8:15 to 8:30 am	0	265	6		8	146	0		5	0	32		0	0	0	
8:30 to 8:45 am	0	235	3		6	182	0		3	0	31		0	0	0	
8:45 to 9:00 am	0	235	4		11	164	0		0	0	13		0	0	0	
9:00 to 9:15 am	0	187	1		8	144	0		3	0	34		0	0	0	
9:15 to 9:30 am	0	192	1		0	145	0		5	0	13		0	0	0	
AM Peak Hr Vol.	2	1421	15	0	36	753	0	0	2	0	154	0	0	0	0	0
Peak Hr Factor	0.25	0.94	0.42		0.75	0.95			0.50		0.90					

PM	EB US 36				WB US 36				NB 3Bs&K Road				SB Commercial Dr			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
3:00 to 3:15 pm	1	183	5		9	214	1		2	2	17		2	1	2	
3:15 to 3:30 pm	0	178	8		6	229	3		5	0	20		2	1	1	
3:30 to 3:45 pm	4	283	5		10	247	0		1	0	14		1	0	2	
3:45 to 4:00 pm	0	226	3		8	261	3		1	0	16		1	0	3	
4:00 to 4:15 pm	2	218	6		17	286	3		8	0	20		0	0	2	
4:15 to 4:30 pm	0	239	7		14	341	6		4	0	25		0	1	7	
4:30 to 4:45 pm	2	237	8		23	373	0		7	0	12		1	0	1	
4:45 to 5:00 pm	1	231	7		18	374	5		4	0	21		0	1	5	
5:00 to 5:15 pm	1	266	6		32	344	2		6	0	21		0	0	4	
5:15 to 5:30 pm	1	228	8		27	333	1		3	1	16		0	0	1	
5:30 to 5:45 pm	0	229	4		19	344	3		3	0	5		0	1	4	
5:45 to 6:00 pm	1	218	8		21	287	4		3	0	13		1	0	4	
6:00 to 6:15 pm	4	186	3		19	282	1		3	0	14		2	1	1	
6:15 to 6:30 pm	1	177	7		17	224	2		2	0	10		1	0	2	
6:30 to 6:45 pm	1	155	1		15	209	3		2	0	23		1	1	3	
6:45 to 7:00 pm	4	165	4		21	186	2		3	1	7		1	1	1	
PM Peak Hr Vol.	5	962	29	0	100	1424	8	0	20	1	70	0	1	1	11	0
Peak Hr Factor	0.63	0.90	0.91		0.78	0.95	0.40		0.71	0.25	0.83		0.25	0.25	0.55	

Peak Hour Times: AM 7:30 to 8:30 PM 4:30 to 5:30

Heavy Vehicle Volumes

HV - AM	EB US 36			WB US 36			NB 3Bs&K Road			SB Commercial Dr		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
7:00 to 7:15 am	0	6	0	0	36	0	1	0	1	0	0	0
7:15 to 7:30 am	0	26	0	0	29	0	0	0	0	0	0	0
7:30 to 7:45 am	2	33	0	0	17	0	0	0	0	0	0	0
7:45 to 8:00 am	0	34	1	0	28	0	0	0	0	0	0	0
AM Peak HV	2	67	1	0	45	0	0	0	0	0	0	0
% Peak HV	100%	5%	7%		6%							

HV - PM	EB US 36			WB US 36			NB 3Bs&K Road			SB Commercial Dr		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
4:30 to 4:45 pm	0	22	0	0	24	0	0	0	0	0	0	0
4:45 to 5:00 pm	0	20	0	0	17	0	0	0	2	0	0	0
5:00 to 5:15 pm	0	17	0	0	18	0	0	0	2	0	0	0
5:15 to 5:30 pm	0	18	0	0	11	0	0	0	0	0	0	0
AM Peak HV	0	35	0	0	29	0	0	0	2	0	0	0
% Peak HV		4%			2%				3%			

NB EB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	11	41	0	0	52
6:15 AM	29	46	0	0	75
6:30 AM	13	43	0	0	56
6:45 AM	25	45	0	0	70
7:00 AM	31	48	0	0	79
7:15 AM	34	61	0	0	95
7:30 AM	29	51	0	0	80
7:45 AM	37	67	0	0	104
8:00 AM	31	41	0	0	72
8:15 AM	31	49	0	0	80
8:30 AM	32	43	0	0	75
8:45 AM	28	69	0	0	97
9:00 AM	24	58	0	0	82
9:15 AM	32	39	0	0	71
9:30 AM	29	48	0	0	77
9:45 AM	29	48	0	0	77
3:00 PM	37	90	0	0	127
3:15 PM	39	60	0	0	99
3:30 PM	39	65	0	0	104
3:45 PM	40	87	0	0	127
4:00 PM	46	86	0	0	132
4:15 PM	44	94	0	0	138
4:30 PM	43	95	0	0	138
4:45 PM	44	110	0	0	154
5:00 PM	38	101	0	0	139
5:15 PM	43	104	0	0	147
5:30 PM	44	103	0	0	147
5:45 PM	40	108	0	0	148
6:00 PM	39	87	0	0	126
6:15 PM	46	90	0	0	136
6:30 PM	36	93	0	0	129
6:45 PM	37	63	0	0	100
Total	1100	2233	0	0	3333
App %	33.00	67.00	0.00		
Total %	6.70	13.61	0.00		20.31

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	4	1	0	5
6:15 AM	3	9	0	12
6:30 AM	1	2	0	3
6:45 AM	4	8	0	12
7:00 AM	3	14	0	17
7:15 AM	6	13	0	19
7:30 AM	2	15	0	17
7:45 AM	2	22	0	24
8:00 AM	3	16	0	19
8:15 AM	5	17	0	22
8:30 AM	3	22	0	25
8:45 AM	2	9	0	11
9:00 AM	7	23	0	30
9:15 AM	6	14	0	20
9:30 AM	4	12	0	16
9:45 AM	7	21	0	28
3:00 PM	3	12	0	15
3:15 PM	2	14	0	16
3:30 PM	0	9	0	9
3:45 PM	2	20	0	22
4:00 PM	2	14	0	16
4:15 PM	2	20	0	22
4:30 PM	2	20	0	22
4:45 PM	2	14	0	16
5:00 PM	4	15	0	19
5:15 PM	4	15	0	19
5:30 PM	4	13	0	17
5:45 PM	3	5	0	8
6:00 PM	3	20	0	23
6:15 PM	5	15	0	20
6:30 PM	1	14	0	15
6:45 PM	4	16	0	20
Total	105	454	0	559
App %	18.78	81.22	0.00	
Total %	4.96	21.44	0.00	26.39

NB EB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	0	134	1	0	135
6:15 AM	0	186	5	0	191
6:30 AM	0	198	3	0	201
6:45 AM	0	194	10	0	204
7:00 AM	0	218	9	0	227
7:15 AM	0	215	15	0	230
7:30 AM	0	248	13	0	261
7:45 AM	0	199	9	0	208
8:00 AM	0	189	5	0	194
8:15 AM	0	181	5	0	186
8:30 AM	0	145	16	0	161
8:45 AM	0	155	14	0	169
9:00 AM	0	135	10	0	145
9:15 AM	0	130	12	0	142
9:30 AM	0	105	10	0	115
9:45 AM	0	107	8	0	115
3:00 PM	0	118	23	0	141
3:15 PM	0	113	16	0	129
3:30 PM	0	121	24	0	145
3:45 PM	0	146	19	0	165
4:00 PM	0	136	21	0	157
4:15 PM	0	134	22	0	156
4:30 PM	0	147	16	0	163
4:45 PM	0	165	11	0	176
5:00 PM	0	159	14	0	173
5:15 PM	0	150	24	0	174
5:30 PM	0	143	10	0	153
5:45 PM	0	146	7	0	153
6:00 PM	0	148	8	0	156
6:15 PM	0	113	18	0	131
6:30 PM	0	115	15	0	130
6:45 PM	0	96	18	0	114
Total	0	4889	411	0	5300
App %	0.00	92.25	7.75		
Total %	0.00	29.80	2.50		32.30

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	16	11	27
6:15 AM	0	13	6	19
6:30 AM	0	10	5	15
6:45 AM	0	15	10	25
7:00 AM	0	17	6	23
7:15 AM	0	19	9	28
7:30 AM	0	21	10	31
7:45 AM	0	18	16	34
8:00 AM	0	26	10	36
8:15 AM	0	24	7	31
8:30 AM	0	21	8	29
8:45 AM	0	26	10	36
9:00 AM	0	21	8	29
9:15 AM	0	26	10	36
9:30 AM	0	29	14	43
9:45 AM	0	31	9	40
3:00 PM	0	24	5	29
3:15 PM	0	21	8	29
3:30 PM	0	27	9	36
3:45 PM	0	22	7	29
4:00 PM	0	18	14	32
4:15 PM	0	15	3	18
4:30 PM	0	19	5	24
4:45 PM	0	19	3	22
5:00 PM	0	11	4	15
5:15 PM	0	15	3	18
5:30 PM	0	18	4	22
5:45 PM	0	14	2	16
6:00 PM	0	15	7	22
6:15 PM	0	14	6	20
6:30 PM	0	12	7	19
6:45 PM	0	19	6	25
Total	0	616	242	858
App %	0.00	71.79	28.21	
Total %	0.00	29.08	11.43	40.51

NB EB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	31	0	16	0	47
6:15 AM	41	1	27	0	69
6:30 AM	50	0	43	0	93
6:45 AM	66	0	49	0	115
7:00 AM	83	1	39	0	123
7:15 AM	96	0	45	0	141
7:30 AM	116	0	61	0	177
7:45 AM	90	0	71	0	161
8:00 AM	72	0	53	0	125
8:15 AM	86	0	64	0	150
8:30 AM	76	0	57	0	133
8:45 AM	91	0	52	0	143
9:00 AM	66	0	53	0	119
9:15 AM	82	0	44	0	126
9:30 AM	74	0	51	0	125
9:45 AM	69	0	47	0	116
3:00 PM	130	0	105	0	235
3:15 PM	172	0	124	0	296
3:30 PM	179	2	137	0	318
3:45 PM	208	0	171	0	379
4:00 PM	231	1	155	0	387
4:15 PM	227	0	135	0	362
4:30 PM	262	0	185	0	447
4:45 PM	260	0	160	0	420
5:00 PM	259	0	174	0	433
5:15 PM	275	0	181	0	456
5:30 PM	248	0	186	0	434
5:45 PM	265	0	176	0	441
6:00 PM	229	0	169	0	398
6:15 PM	213	0	130	0	343
6:30 PM	144	0	103	0	247
6:45 PM	116	0	100	0	216
Total	4607	5	3163	0	7775
App %	59.25	0.06	40.68		
Total %	28.08	0.03	19.28		47.39

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	7	0	10	17
6:15 AM	8	0	4	12
6:30 AM	11	0	12	23
6:45 AM	9	0	10	19
7:00 AM	10	0	11	21
7:15 AM	12	0	7	19
7:30 AM	8	0	17	25
7:45 AM	9	0	14	23
8:00 AM	14	0	11	25
8:15 AM	12	0	16	28
8:30 AM	17	0	12	29
8:45 AM	13	0	20	33
9:00 AM	14	0	11	25
9:15 AM	10	0	18	28
9:30 AM	16	0	11	27
9:45 AM	13	0	15	28
3:00 PM	17	0	13	30
3:15 PM	9	0	16	25
3:30 PM	18	0	12	30
3:45 PM	10	0	11	21
4:00 PM	6	0	10	16
4:15 PM	10	0	9	19
4:30 PM	7	0	8	15
4:45 PM	15	0	7	22
5:00 PM	6	0	12	18
5:15 PM	8	0	12	20
5:30 PM	4	0	14	18
5:45 PM	12	0	7	19
6:00 PM	7	0	12	19
6:15 PM	6	0	11	17
6:30 PM	8	0	5	13
6:45 PM	8	0	9	17
Total	334	0	367	701
App %	47.65	0.00	52.35	
Total %	15.77	0.00	17.33	33.10

EB SB WB Glossary Hide D

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	102	60	0	0	162
6:15 AM	148	79	0	0	227
6:30 AM	140	110	0	0	250
6:45 AM	134	117	0	0	251
7:00 AM	153	149	0	0	302
7:15 AM	154	151	0	0	305
7:30 AM	177	187	0	0	364
7:45 AM	142	150	0	0	292
8:00 AM	135	126	0	0	261
8:15 AM	127	150	0	0	277
8:30 AM	114	113	0	0	227
8:45 AM	105	134	0	0	239
9:00 AM	85	116	0	0	201
9:15 AM	82	127	0	0	209
9:30 AM	63	122	0	0	185
9:45 AM	56	122	0	0	178
3:00 PM	49	191	0	0	240
3:15 PM	60	225	0	0	285
3:30 PM	60	241	0	0	301
3:45 PM	70	292	0	0	362
4:00 PM	63	298	0	0	361
4:15 PM	63	299	0	0	362
4:30 PM	69	340	0	0	409
4:45 PM	70	359	0	0	429
5:00 PM	81	337	0	0	418
5:15 PM	86	337	0	0	423
5:30 PM	71	328	0	0	399
5:45 PM	70	348	0	0	418
6:00 PM	72	293	0	0	365
6:15 PM	58	275	0	0	333
6:30 PM	69	179	0	0	248
6:45 PM	55	172	0	0	227
Total	2983	6527	0	0	9510
App %	31.37	68.63	0.00		
Total %	15.19	33.23	0.00		48.42

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	6	15	0	21
6:15 AM	6	13	0	19
6:30 AM	12	16	0	28
6:45 AM	4	17	0	21
7:00 AM	7	19	0	26
7:15 AM	10	20	0	30
7:30 AM	13	13	0	26
7:45 AM	10	21	0	31
8:00 AM	13	31	0	44
8:15 AM	11	24	0	35
8:30 AM	12	24	0	36
8:45 AM	10	26	0	36
9:00 AM	11	22	0	33
9:15 AM	14	24	0	38
9:30 AM	16	25	0	41
9:45 AM	19	29	0	48
3:00 PM	12	30	0	42
3:15 PM	10	20	0	30
3:30 PM	17	28	0	45
3:45 PM	10	20	0	30
4:00 PM	12	13	0	25
4:15 PM	5	22	0	27
4:30 PM	13	11	0	24
4:45 PM	10	24	0	34
5:00 PM	8	15	0	23
5:15 PM	6	14	0	20
5:30 PM	11	12	0	23
5:45 PM	5	16	0	21
6:00 PM	11	11	0	22
6:15 PM	10	10	0	20
6:30 PM	7	11	0	18
6:45 PM	11	17	0	28
Total	332	613	0	945
App %	35.13	64.87	0.00	
Total %	16.55	30.56	0.00	47.11

EB SB WB Glossary Hide D

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	0	50	103	0	153
6:15 AM	0	66	180	0	246
6:30 AM	0	62	206	0	268
6:45 AM	0	66	203	0	269
7:00 AM	0	71	283	0	354
7:15 AM	0	91	339	0	430
7:30 AM	0	79	350	0	429
7:45 AM	0	103	262	0	365
8:00 AM	0	77	235	0	312
8:15 AM	0	80	229	0	309
8:30 AM	0	73	228	0	301
8:45 AM	0	87	176	0	263
9:00 AM	0	82	142	0	224
9:15 AM	0	71	138	0	209
9:30 AM	0	66	123	0	189
9:45 AM	0	71	99	0	170
3:00 PM	0	107	97	0	204
3:15 PM	0	113	128	0	241
3:30 PM	0	103	146	0	249
3:45 PM	0	121	154	0	275
4:00 PM	0	123	111	0	234
4:15 PM	0	138	131	0	269
4:30 PM	0	132	167	0	299
4:45 PM	0	142	162	0	304
5:00 PM	0	148	157	0	305
5:15 PM	0	133	132	0	265
5:30 PM	0	130	144	0	274
5:45 PM	0	138	134	0	272
6:00 PM	0	114	136	0	250
6:15 PM	0	128	125	0	253
6:30 PM	0	129	125	0	254
6:45 PM	0	93	106	0	199
Total	0	3187	5451	0	8638
App %	0.00	36.90	63.10		
Total %	0.00	16.23	27.75		43.98

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	5	2	7
6:15 AM	0	9	8	17
6:30 AM	0	1	6	7
6:45 AM	0	11	16	27
7:00 AM	0	12	5	17
7:15 AM	0	16	7	23
7:30 AM	0	13	10	23
7:45 AM	0	17	9	26
8:00 AM	0	15	12	27
8:15 AM	0	18	21	39
8:30 AM	0	19	8	27
8:45 AM	0	9	10	19
9:00 AM	0	24	15	39
9:15 AM	0	17	9	26
9:30 AM	0	10	14	24
9:45 AM	0	21	14	35
3:00 PM	0	15	22	37
3:15 PM	0	13	17	30
3:30 PM	0	6	14	20
3:45 PM	0	13	14	27
4:00 PM	0	11	12	23
4:15 PM	0	14	15	29
4:30 PM	0	17	13	30
4:45 PM	0	14	11	25
5:00 PM	0	13	13	26
5:15 PM	0	12	9	21
5:30 PM	0	14	13	27
5:45 PM	0	9	11	20
6:00 PM	0	12	11	23
6:15 PM	0	10	7	17
6:30 PM	0	8	9	17
6:45 PM	0	10	12	22
Total	0	408	369	777
App %	0.00	52.51	47.49	
Total %	0.00	20.34	18.39	38.73

EB SB WB Glossary Hide D

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	5	0	25	0	30
6:15 AM	1	0	23	0	24
6:30 AM	2	0	31	0	33
6:45 AM	3	0	29	0	32
7:00 AM	1	0	41	0	42
7:15 AM	5	0	27	0	32
7:30 AM	4	0	40	0	44
7:45 AM	4	0	47	0	51
8:00 AM	2	0	43	0	45
8:15 AM	5	0	42	0	47
8:30 AM	2	0	30	0	32
8:45 AM	1	0	33	0	34
9:00 AM	3	0	37	0	40
9:15 AM	2	0	17	0	19
9:30 AM	5	0	47	0	52
9:45 AM	6	0	34	0	40
3:00 PM	7	0	43	0	50
3:15 PM	7	0	36	0	43
3:30 PM	2	0	49	0	51
3:45 PM	5	0	41	0	46
4:00 PM	9	0	46	0	55
4:15 PM	10	0	47	0	57
4:30 PM	3	0	50	0	53
4:45 PM	11	2	60	0	73
5:00 PM	8	1	58	0	67
5:15 PM	11	0	61	0	72
5:30 PM	9	0	47	0	56
5:45 PM	8	0	48	0	56
6:00 PM	8	0	40	0	48
6:15 PM	9	0	57	0	66
6:30 PM	8	0	47	0	55
6:45 PM	5	0	44	0	49
Total	171	3	1320	0	1494
App %	11.45	0.20	88.35		
Total %	0.87	0.02	6.72		7.61

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	0	2	2
6:15 AM	3	0	3	6
6:30 AM	1	0	3	4
6:45 AM	1	0	0	1
7:00 AM	6	0	4	10
7:15 AM	1	0	5	6
7:30 AM	4	0	5	9
7:45 AM	7	0	6	13
8:00 AM	3	0	4	7
8:15 AM	3	0	5	8
8:30 AM	3	0	7	10
8:45 AM	4	0	3	7
9:00 AM	5	0	4	9
9:15 AM	4	0	5	9
9:30 AM	4	0	5	9
9:45 AM	9	0	2	11
3:00 PM	2	0	6	8
3:15 PM	6	0	4	10
3:30 PM	4	0	4	8
3:45 PM	5	0	5	10
4:00 PM	6	0	5	11
4:15 PM	8	0	4	12
4:30 PM	3	0	6	9
4:45 PM	5	1	9	15
5:00 PM	7	1	4	12
5:15 PM	9	0	2	11
5:30 PM	5	0	4	9
5:45 PM	2	0	2	4
6:00 PM	8	0	1	9
6:15 PM	10	0	2	12
6:30 PM	6	0	5	11
6:45 PM	10	0	2	12
Total	154	2	128	284
App %	54.23	0.70	45.07	
Total %	7.68	0.10	6.38	14.16

NB EB SB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	1	155	1	0	157
6:15 AM	0	214	2	0	216
6:30 AM	0	265	0	0	265
6:45 AM	1	272	1	0	274
7:00 AM	1	351	6	0	358
7:15 AM	0	396	1	0	397
7:30 AM	2	369	1	0	372
7:45 AM	3	329	7	0	339
8:00 AM	2	266	4	0	272
8:15 AM	1	268	5	0	274
8:30 AM	0	243	5	0	248
8:45 AM	0	214	3	0	217
9:00 AM	1	186	1	0	188
9:15 AM	1	172	2	0	175
9:30 AM	1	190	5	0	196
9:45 AM	1	117	6	0	124
3:00 PM	0	171	9	0	180
3:15 PM	0	165	4	0	169
3:30 PM	0	249	5	0	254
3:45 PM	2	216	8	0	226
4:00 PM	0	196	5	0	201
4:15 PM	1	229	2	0	232
4:30 PM	2	222	5	0	229
4:45 PM	0	226	11	0	237
5:00 PM	0	260	8	0	268
5:15 PM	1	220	9	0	230
5:30 PM	0	208	9	0	217
5:45 PM	1	203	10	0	214
6:00 PM	1	165	9	0	175
6:15 PM	3	168	5	0	176
6:30 PM	0	162	3	0	165
6:45 PM	1	149	8	0	158
Total	27	7216	160	0	7403
App %	0.36	97.47	2.16		
Total %	0.19	49.84	1.11		51.14

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	10	0	10
6:15 AM	0	9	0	9
6:30 AM	0	14	0	14
6:45 AM	0	21	0	21
7:00 AM	0	9	0	9
7:15 AM	0	22	0	22
7:30 AM	1	28	1	30
7:45 AM	0	33	0	33
8:00 AM	0	20	0	20
8:15 AM	0	24	0	24
8:30 AM	0	21	0	21
8:45 AM	0	29	0	29
9:00 AM	1	28	1	30
9:15 AM	0	29	0	29
9:30 AM	1	33	0	34
9:45 AM	0	38	1	39
3:00 PM	0	27	1	28
3:15 PM	0	27	0	27
3:30 PM	0	33	0	33
3:45 PM	0	25	0	25
4:00 PM	0	30	0	30
4:15 PM	0	33	0	33
4:30 PM	0	19	0	19
4:45 PM	0	21	0	21
5:00 PM	0	17	0	17
5:15 PM	0	17	0	17
5:30 PM	0	18	0	18
5:45 PM	0	20	0	20
6:00 PM	0	17	0	17
6:15 PM	0	14	0	14
6:30 PM	0	13	0	13
6:45 PM	0	16	0	16
Total	3	715	4	722
App %	0.42	99.03	0.55	
Total %	0.22	51.44	0.29	51.94

NB EB SB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	7	61	0	0	68
6:15 AM	4	93	0	0	97
6:30 AM	3	119	0	0	122
6:45 AM	4	114	0	0	118
7:00 AM	2	154	0	0	156
7:15 AM	5	147	1	0	153
7:30 AM	10	172	1	0	183
7:45 AM	5	183	0	0	188
8:00 AM	8	139	1	0	148
8:15 AM	7	130	1	0	138
8:30 AM	7	168	0	0	175
8:45 AM	8	133	0	0	141
9:00 AM	8	117	0	0	125
9:15 AM	3	116	2	0	121
9:30 AM	7	130	0	0	137
9:45 AM	5	93	0	0	98
3:00 PM	5	183	1	0	189
3:15 PM	7	214	0	0	221
3:30 PM	9	227	0	0	236
3:45 PM	8	228	0	0	236
4:00 PM	7	282	0	0	289
4:15 PM	12	328	0	0	340
4:30 PM	12	360	0	0	372
4:45 PM	11	366	0	0	377
5:00 PM	12	350	0	0	362
5:15 PM	10	354	0	0	364
5:30 PM	12	326	0	0	338
5:45 PM	12	297	0	0	309
6:00 PM	16	279	0	0	295
6:15 PM	7	219	2	0	228
6:30 PM	6	210	1	0	217
6:45 PM	5	167	4	0	176
Total	244	6459	14	0	6717
App %	3.63	96.16	0.21		
Total %	1.69	44.62	0.10		46.40

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	2	13	0	15
6:15 AM	0	14	0	14
6:30 AM	0	20	0	20
6:45 AM	0	19	0	19
7:00 AM	0	32	0	32
7:15 AM	1	27	0	28
7:30 AM	0	17	0	17
7:45 AM	0	25	0	25
8:00 AM	0	28	0	28
8:15 AM	0	25	0	25
8:30 AM	0	18	0	18
8:45 AM	1	29	0	30
9:00 AM	1	30	0	31
9:15 AM	0	23	0	23
9:30 AM	0	29	0	29
9:45 AM	0	28	0	28
3:00 PM	0	27	0	27
3:15 PM	0	25	0	25
3:30 PM	0	20	0	20
3:45 PM	1	29	0	30
4:00 PM	0	22	0	22
4:15 PM	0	16	0	16
4:30 PM	1	23	0	24
4:45 PM	0	15	0	15
5:00 PM	0	15	0	15
5:15 PM	0	10	0	10
5:30 PM	1	11	0	12
5:45 PM	0	8	0	8
6:00 PM	0	12	0	12
6:15 PM	0	10	0	10
6:30 PM	0	18	0	18
6:45 PM	0	6	0	6
Total	8	644	0	652
App %	1.23	98.77	0.00	
Total %	0.58	46.33	0.00	46.91

NB EB SB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	0	0	0	0	0
6:15 AM	3	0	2	0	5
6:30 AM	2	0	1	0	3
6:45 AM	1	0	4	0	5
7:00 AM	1	0	3	0	4
7:15 AM	1	0	3	0	4
7:30 AM	4	0	5	0	9
7:45 AM	2	0	4	0	6
8:00 AM	1	0	7	0	8
8:15 AM	1	0	7	0	8
8:30 AM	2	0	7	0	9
8:45 AM	5	0	7	0	12
9:00 AM	5	0	3	0	8
9:15 AM	2	0	9	0	11
9:30 AM	3	0	4	0	7
9:45 AM	4	0	2	0	6
3:00 PM	5	0	12	0	17
3:15 PM	3	0	6	0	9
3:30 PM	4	0	9	0	13
3:45 PM	5	0	12	0	17
4:00 PM	4	0	4	0	8
4:15 PM	6	0	4	0	10
4:30 PM	4	0	6	0	10
4:45 PM	6	0	8	0	14
5:00 PM	7	0	5	0	12
5:15 PM	4	0	6	0	10
5:30 PM	11	0	5	0	16
5:45 PM	6	0	8	0	14
6:00 PM	7	0	21	0	28
6:15 PM	7	0	9	0	16
6:30 PM	8	0	6	0	14
6:45 PM	8	0	10	0	18
Total	132	0	199	0	331
App %	39.88	0.00	60.12		
Total %	0.91	0.00	1.37		2.29

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	1	0	1	2
7:15 AM	0	0	0	0
7:30 AM	1	0	1	2
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	3	0	0	3
9:30 AM	0	0	0	0
9:45 AM	0	0	1	1
3:00 PM	0	0	0	0
3:15 PM	0	0	1	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	1	1
4:45 PM	0	0	0	0
5:00 PM	0	0	1	1
5:15 PM	0	0	0	0
5:30 PM	0	0	1	1
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	1	0	1
Total	5	1	7	13
App %	38.46	7.69	53.85	
Total %	0.36	0.07	0.50	0.94

NB EB SB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	0	0	0	0	0
6:15 AM	1	0	1	0	2
6:30 AM	0	0	0	0	0
6:45 AM	1	0	0	0	1
7:00 AM	2	0	0	0	2
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	2	0	2
9:00 AM	2	0	0	0	2
9:15 AM	1	0	0	0	1
9:30 AM	0	0	0	0	0
9:45 AM	1	1	0	0	2
3:00 PM	0	0	0	0	0
3:15 PM	1	0	1	0	2
3:30 PM	0	0	0	0	0
3:45 PM	1	0	0	0	1
4:00 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	1	0	2
6:00 PM	1	0	0	0	1
6:15 PM	0	0	0	0	0
6:30 PM	1	0	0	0	1
6:45 PM	0	1	1	0	2
Total	17	2	7	0	26
App %	65.38	7.69	26.92		
Total %	0.12	0.01	0.05		0.18

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	1	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	1	0	0	1
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	1	0	0	1
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
Total	3	0	0	3
App %	100.00	0.00	0.00	
Total %	0.22	0.00	0.00	0.22

NB EB SB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	0	143	2	0	145
6:15 AM	0	203	10	0	213
6:30 AM	0	243	2	0	245
6:45 AM	0	263	7	0	270
7:00 AM	0	339	3	0	342
7:15 AM	0	350	2	0	352
7:30 AM	0	334	1	0	335
7:45 AM	0	299	8	0	307
8:00 AM	0	224	7	0	231
8:15 AM	0	240	5	0	245
8:30 AM	0	215	2	0	217
8:45 AM	0	206	4	0	210
9:00 AM	0	155	1	0	156
9:15 AM	0	164	1	0	165
9:30 AM	0	185	3	0	188
9:45 AM	0	115	2	0	117
3:00 PM	1	156	5	0	162
3:15 PM	0	153	8	0	161
3:30 PM	4	248	5	0	257
3:45 PM	0	198	3	0	201
4:00 PM	2	185	6	0	193
4:15 PM	0	201	6	0	207
4:30 PM	2	215	8	0	225
4:45 PM	1	211	7	0	219
5:00 PM	1	249	6	0	256
5:15 PM	1	210	8	0	219
5:30 PM	0	210	3	0	213
5:45 PM	1	193	8	0	202
6:00 PM	3	167	2	0	172
6:15 PM	1	162	7	0	170
6:30 PM	1	143	1	0	145
6:45 PM	4	147	4	0	155
Total	22	6726	147	0	6895
App %	0.32	97.55	2.13		
Total %	0.15	46.71	1.02		47.88

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	11	0	11
6:15 AM	0	8	0	8
6:30 AM	0	11	0	11
6:45 AM	0	22	0	22
7:00 AM	0	6	0	6
7:15 AM	0	26	0	26
7:30 AM	2	33	0	35
7:45 AM	0	34	1	35
8:00 AM	0	20	1	21
8:15 AM	0	25	1	26
8:30 AM	0	20	1	21
8:45 AM	0	29	0	29
9:00 AM	0	32	0	32
9:15 AM	0	28	0	28
9:30 AM	0	38	0	38
9:45 AM	0	37	0	37
3:00 PM	0	27	0	27
3:15 PM	0	25	0	25
3:30 PM	0	35	0	35
3:45 PM	0	28	0	28
4:00 PM	0	33	0	33
4:15 PM	0	38	1	39
4:30 PM	0	22	0	22
4:45 PM	0	20	0	20
5:00 PM	0	17	0	17
5:15 PM	0	18	0	18
5:30 PM	0	19	1	20
5:45 PM	0	25	0	25
6:00 PM	1	19	1	21
6:15 PM	0	15	0	15
6:30 PM	0	12	0	12
6:45 PM	0	18	0	18
Total	3	751	7	761
App %	0.39	98.69	0.92	
Total %	0.20	51.09	0.48	51.77

NB EB SB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	2	56	0	0	58
6:15 AM	0	105	0	0	105
6:30 AM	3	120	0	0	123
6:45 AM	2	115	0	0	117
7:00 AM	9	159	0	0	168
7:15 AM	6	142	0	0	148
7:30 AM	9	172	0	0	181
7:45 AM	12	170	0	0	182
8:00 AM	14	128	0	0	142
8:15 AM	8	117	0	0	125
8:30 AM	6	162	0	0	168
8:45 AM	10	134	0	0	144
9:00 AM	7	113	0	0	120
9:15 AM	0	118	0	0	118
9:30 AM	5	131	0	0	136
9:45 AM	4	92	0	0	96
3:00 PM	9	182	1	0	192
3:15 PM	6	204	3	0	213
3:30 PM	10	224	0	0	234
3:45 PM	8	230	3	0	241
4:00 PM	17	265	3	0	285
4:15 PM	14	324	6	0	344
4:30 PM	23	349	0	0	372
4:45 PM	18	357	5	0	380
5:00 PM	32	326	2	0	360
5:15 PM	27	322	1	0	350
5:30 PM	19	333	3	0	355
5:45 PM	21	279	4	0	304
6:00 PM	19	270	1	0	290
6:15 PM	15	214	2	0	231
6:30 PM	14	192	3	0	209
6:45 PM	21	179	2	0	202
Total	370	6284	39	0	6693
App %	5.53	93.89	0.58		
Total %	2.57	43.64	0.27		46.48

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	12	0	12
6:15 AM	0	14	0	14
6:30 AM	1	19	0	20
6:45 AM	0	16	0	16
7:00 AM	0	36	0	36
7:15 AM	0	29	0	29
7:30 AM	0	17	0	17
7:45 AM	0	28	0	28
8:00 AM	1	29	0	30
8:15 AM	0	29	0	29
8:30 AM	0	20	0	20
8:45 AM	1	30	0	31
9:00 AM	1	31	0	32
9:15 AM	0	27	0	27
9:30 AM	0	30	0	30
9:45 AM	0	30	0	30
3:00 PM	0	32	0	32
3:15 PM	0	25	0	25
3:30 PM	0	23	0	23
3:45 PM	0	31	0	31
4:00 PM	0	21	0	21
4:15 PM	0	17	0	17
4:30 PM	0	24	0	24
4:45 PM	0	17	0	17
5:00 PM	0	18	0	18
5:15 PM	0	11	0	11
5:30 PM	0	11	0	11
5:45 PM	0	8	0	8
6:00 PM	0	12	0	12
6:15 PM	2	10	0	12
6:30 PM	1	17	0	18
6:45 PM	0	7	0	7
Total	7	681	0	688
App %	1.02	98.98	0.00	
Total %	0.48	46.33	0.00	46.80

NB EB SB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	1	0	15	0	16
6:15 AM	2	0	17	0	19
6:30 AM	3	0	28	0	31
6:45 AM	1	0	21	0	22
7:00 AM	0	0	31	0	31
7:15 AM	0	0	42	0	42
7:30 AM	1	0	37	0	38
7:45 AM	0	0	43	0	43
8:00 AM	3	0	35	0	38
8:15 AM	3	0	31	0	34
8:30 AM	3	0	30	0	33
8:45 AM	0	0	12	0	12
9:00 AM	3	0	34	0	37
9:15 AM	5	0	13	0	18
9:30 AM	5	0	12	0	17
9:45 AM	2	0	10	0	12
3:00 PM	2	2	17	0	21
3:15 PM	5	0	19	0	24
3:30 PM	1	0	14	0	15
3:45 PM	1	0	16	0	17
4:00 PM	7	0	19	0	26
4:15 PM	4	0	24	0	28
4:30 PM	7	0	12	0	19
4:45 PM	4	0	19	0	23
5:00 PM	6	0	19	0	25
5:15 PM	3	1	16	0	20
5:30 PM	3	0	5	0	8
5:45 PM	3	0	13	0	16
6:00 PM	3	0	13	0	16
6:15 PM	2	0	10	0	12
6:30 PM	2	0	23	0	25
6:45 PM	3	1	7	0	11
Total	88	4	657	0	749
App %	11.75	0.53	87.72		
Total %	0.61	0.03	4.56		5.20

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	1	0	1	2
6:45 AM	0	0	1	1
7:00 AM	1	0	1	2
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	1	1
8:15 AM	2	0	1	3
8:30 AM	0	0	1	1
8:45 AM	0	0	1	1
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	1	1
3:00 PM	0	0	0	0
3:15 PM	0	0	1	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	1	0	1	2
4:15 PM	0	0	1	1
4:30 PM	0	0	0	0
4:45 PM	0	0	2	2
5:00 PM	0	0	2	2
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	1	1
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
Total	5	0	16	21
App %	23.81	0.00	76.19	
Total %	0.34	0.00	1.09	1.43

NB EB SB WB Glossary Hide

Cars

Start Time	Left	Thru	Right	Ped	Total
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
3:00 PM	2	1	2	0	5
3:15 PM	2	1	1	0	4
3:30 PM	1	0	2	0	3
3:45 PM	1	0	3	0	4
4:00 PM	0	0	2	0	2
4:15 PM	0	1	7	0	8
4:30 PM	1	0	1	0	2
4:45 PM	0	1	5	0	6
5:00 PM	0	0	4	0	4
5:15 PM	0	0	1	0	1
5:30 PM	0	1	4	0	5
5:45 PM	1	0	4	0	5
6:00 PM	2	1	1	0	4
6:15 PM	1	0	2	0	3
6:30 PM	1	1	3	0	5
6:45 PM	1	1	1	0	3
Total	13	8	43	0	64
App %	20.31	12.50	67.19		
Total %	0.09	0.06	0.30		0.44

Trucks

Start Time	Left	Thru	Right	Total
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
Total	0	0	0	0
App %	0.00	0.00	0.00	
Total %	0.00	0.00	0.00	0.00