

Arbor Homes Violet Township Development Traffic Impact Study

Prepared for: Arbor Homes

February 2, 2026



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I. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of a proposed single-family home development located in Violet Township, Fairfield County, OH. This traffic impact study (TIS) is required by Violet Township and Fairfield County as part of the development approval process. A Memorandum of Understanding (MOU) was submitted to Fairfield County and can be seen in **Appendix A**.

II. Proposed Development

A. Off-Site Developments

The surrounding area largely consists of undeveloped agricultural land and single-family homes. The existing site is undeveloped.

B. On-Site Development

Location

The site is located on the north side of Stemen Road between Allen Road and Huntington Way NW in Violet Township, Fairfield County, OH. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

Figure 1 – Location in Central Ohio

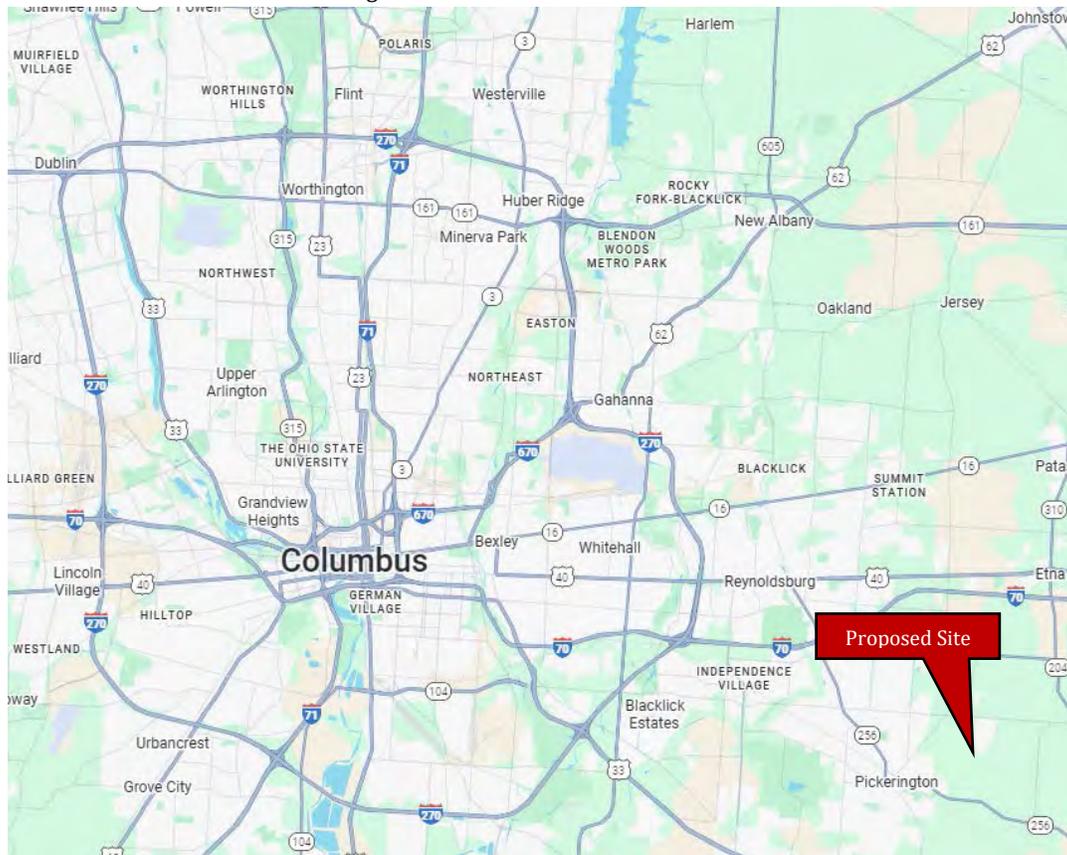


Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections



Land Use & Intensity

The development is proposed to include 88 single-family lots. The site is proposed to have one new access point to Stemen Road and cross access to the existing Huntington Hills neighborhood via Wildwood Drive NW, which is currently stubbed. The site plan is provided in **Appendix A**.

III. Area Conditions

A. Area of Influence

The study area includes the following intersections (numbers correspond to **Figure 2**):

- 1) Stemen Road & Pickerington Road NW
- 2) Stemen Road & Allen Road
- 3) Stemen Road & Proposed Access
- 4) Stemen Road & Huntington Way NW
- 5) Refugee Road & Huntington Way NW

Stemen Road has a two-lane section with a posted speed limit of 40 MPH within City of Pickerington limits and a speed limit of 55 MPH east of the city limit. Pickerington Road NW has a posted speed limit of 45 MPH north of Stemen Road and 25 MPH south of Stemen Road. Allen Road has a two-lane section with a speed limit of 55 MPH. Huntington Way NW has a

two-lane section with a posted speed limit of 25 MPH. Refugee Road has a two-lane section with a posted speed limit of 45 MPH.

B. Jurisdictions

The proposed site, access points, and study intersections are under the jurisdiction of Violet Township and Fairfield County. The only exception is the intersection of Pickerington Road NW & Stemen Road which is shared between Violet Township, Fairfield County, and the City of Pickerington.

IV. Projected Traffic

A. Background Traffic

For analysis, the Opening Year of the development is 2027 and the Design, or Horizon Year, is 2037 or 2047. The intersections of Pickerington Road NW & Stemen Road and Refugee Road & Huntington Way (intersections #1 and #5 in **Figure 2**) are County maintained and have a Horizon Year of 2037. All other study intersections are Violet Township maintained and have a Horizon Year of 2047.

Turning movement count data was collected at all existing study intersections by Carpenter Marty Transportation. Count data at the Stemen Road intersections with Huntington Way NW and Allen Road were collected in December of 2025. Count data at the Pickerington Road NW & Stemen Road intersection and the Refugee Road & Huntington Way NW intersection were collected in January of 2026.

Background growth rates were obtained from ODOT's Transportation Forecast Modeling System (TFMS). The growth rates were applied to the count data to develop No Build volumes for the Opening and Horizon Years. For all study intersections, a universal AM Peak and PM Peak were determined. A school PM Peak analysis is also required for County maintained intersections. The school PM Peak for each County maintained intersections was determined by analyzing the highest PM hour outside of the typical PM Peak. The count data and growth rates can be found in **Appendix B**.

B. Trip Generation

Trips for the proposed development site were generated using the Institute of Transportation Engineers (ITE) methodologies and the Trip Generation Manual, 12th Edition. Land Use Code (LUC) 210 – *Single-Family Detached Housing* was used to generate trips for the proposed development. Pass-by and internal capture reductions do not apply to this development. It should be noted that the School PM Peak utilizes the same trip generation as the PM Peak.

Table 1 summarizes the trip generation for the proposed development. Trip generation outputs from ITE can be found in **Appendix C**.

Table 1 – Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
210 – Single-Family Detached Housing	88 Dwelling Units	17	47	53	33

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

V. Traffic Analysis

A. Turn Lane Warrant & Length Analysis

A turn lane warrant analysis was conducted at all study intersections using standard ODOT turn lane warrant graphs. If a turn lane was warranted in any scenario, the length was calculated using methodologies in the ODOT Location and Design (L&D) Manual. Lengths were also calculated for existing turn lanes at all study intersections.

B. Capacity Analysis

The Highway Capacity Manual (HCM) module of Synchro 11 was used to analyze capacity at the study intersections. For all proposed access points or access modifications, an overall intersection level of service (LOS) of “C” shall be obtained for the horizon year analysis, with no single movement being worse than LOS “E” or having a volume to capacity ratio of more than 0.90. At adjacent, off-site, intersections and access points, the LOS calculated for each intersection approach in the proposed condition shall be the same or better than achieved by the existing intersections, with no individual movement being worsened by more than one LOS grade. For example, a left turn movement may not be degraded from a “C” to an “E.” Mitigation was attempted if these criteria were not met.

C. Sight Distance Analysis

An intersection sight distance exhibit was developed for the proposed site access to Stemen Road following methodologies in the ODOT L&D Manual. Required sight triangle exhibits were produced to visually demonstrate if any sight distance obstructions are present for vehicles turning out of the proposed site drive.

D. Crash History Review

A three-year crash history of the segment of Stemen Road from Pickerington Road to Huntington Way NW was obtained from AASHTOWare Safety. This was completed to determine if there are any present safety issues or crash trends in the vicinity which may be further impacted by the additional access to Stemen Road.

E. Non-Motorized Mode Impact

Existing and proposed active transportation infrastructure was generally evaluated for the proposed development and the area surrounding the proposed development.

VI. Results

A. Turn Lane Warrant & Length Analysis

The results of the Horizon Year (specific for each intersection, as noted) turn lane warrant and length analysis are summarized in **Table 2**. Note, turn lane lengths do not include a 50' diverging taper. The full turn lane warrant analysis can be found in **Appendix E**.

Table 2 - Turn Lane Warrant and Length Summary

Intersection (Horizon Year)	Turn Lane	Existing	Horizon Year (2037 or 2047)	
			No Build	Build
Stemen Road & Pickerington Road (2037)	Northbound Left	---	Not Warranted	
	Northbound Right	---	Not Warranted	
	Southbound Left	---	Warranted - 175'	
	Southbound Right	---	Not Warranted	
Stemen Road & Allen Road (2047)	Eastbound Right	---	Not Warranted	
	Westbound Left	---	Not Warranted	
Stemen Road & Proposed Access (2047)	Eastbound Left	---	Not Warranted	
	Westbound Right	---	Not Warranted	
Stemen Road & Huntington Way NW (2047)	Eastbound Left	---	Not Warranted	
	Westbound Right	---	Not Warranted	
Refugee Road & Huntington Way NW (2037)	Eastbound Right	---	Warranted - 175'	
	Westbound Left	---	Warranted - 125'	

As shown in **Table 2**, a 175' southbound left turn lane is warranted at the Stemen Road & Pickerington Road intersection in No Build and Build conditions. Additionally, a 175' eastbound right turn lane and a 125' westbound left turn lane are warranted at the Refugee Road & Huntington Way NW intersection in No Build and Build conditions.

B. Capacity Analysis

Results of the capacity analysis for the study intersections can be seen in **Table 3**. The results in **Table 3** assume existing intersection control for all existing intersections. The full capacity analysis can be found in **Appendix F**.

Table 3 – Capacity Analysis Summary (LOS/delay)

Intersection (Horizon Year)	Approach/ Movement	Opening Year (2027)						Horizon Year (2037 or 2047)						
		AM No Build	AM Build	PM No Build	PM Build	School PM No Build	School PM Build	AM No Build	AM Build	PM No Build	PM Build	School PM No Build	School PM Build	
Stemen Road & Pickerington Road (2037)	EB	B/10.7	B/10.7	B/14.2	B/14.7	C/17.1	C/18.0	B/11.0	B/11.0	C/16.6	C/17.2	C/20.6	C/21.7	
	WB	B/12.4	B/12.7	B/13.9	B/14.7	B/14.0	B/14.7	B/14.1	B/14.6	C/16.8	C/18.1	C/16.9	C/18.1	
	NB	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	
	SB Left	A/7.8	A/7.8	A/8.0	A/8.1	A/8.0	A/8.0	A/8.0	A/8.0	A/8.0	A/8.2	A/8.3	A/8.1	A/8.2
	SB	A/0.8	A/0.9	A/1.6	A/1.8	A/1.8	A/2.0	A/0.8	A/0.9	A/1.7	A/1.9	A/1.8	A/2.0	
	Total	A/2.5	A/2.8	A/2.5	A/2.8	A/2.8	A/3.1	A/2.7	A/3.1	A/2.9	A/3.3	A/3.2	A/3.6	
Stemen Road & Allen Road (2047)	EB	A/0.0	A/0.0	A/0.0	A/0.0			A/0.0	A/0.0	A/0.0	A/0.0			
	WB Left	A/7.4	A/7.4	A/7.7	A/7.7			A/7.4	A/7.4	A/7.9	A/7.9			
	WB	A/2.9	A/2.6	A/4.4	A/4.1			A/3.6	A/3.2	A/5.2	A/4.9			
	NB	A/9.4	A/9.6	B/10.9	B/11.2			B/10.1	B/10.3	B/13.4	B/14.1			
	Total	A/5.8	A/5.4	A/5.5	A/5.3			A/6.6	A/6.4	A/7.1	A/7.1			
Stemen Road & Proposed Access (2047)	EB Left		A/7.4		A/7.5				A/7.4		A/7.5			
	EB		A/0.6		A/0.9				A/0.5		A/0.8			
	WB		A/0.0		A/0.0				A/0.0		A/0.0			
	SB		A/8.8		A/9.1				A/8.8		A/9.2			
	Total		A/1.5		A/1.1				A/1.2		A/0.9			
Stemen Road & Huntington Way NW (2047)	EB Left	A/7.4	A/7.4	A/7.5	A/7.5			A/7.4	A/7.4	A/7.5	A/7.5			
	EB	A/1.8	A/1.8	A/1.9	A/1.9			A/1.7	A/1.7	A/1.8	A/1.7			
	WB	A/0.0	A/0.0	A/0.0	A/0.0			A/0.0	A/0.0	A/0.0	A/0.0			
	SB	A/8.8	A/8.8	A/9.2	A/9.2			A/8.8	A/8.8	A/9.3	A/9.3			
	Total	A/2.8	A/2.8	A/2.5	A/2.4			A/2.7	A/2.7	A/2.3	A/2.2			
Refugee Road & Huntington Way NW (2037)	EB	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	
	WB Left	A/8.3	A/8.4	A/8.4	A/8.5	A/8.4	A/8.5	A/8.4	A/8.4	A/8.5	A/8.6	A/8.5	A/8.6	
	WB	A/0.3	A/0.4	A/0.7	A/1.0	A/0.7	A/1.0	A/0.3	A/0.4	A/0.7	A/1.0	A/0.7	A/0.9	
	NB	C/16.7	C/18.0	C/17.5	C/18.8	C/17.6	C/18.9	C/17.4	C/18.9	C/18.2	C/19.8	C/18.3	C/19.8	
	Total	A/1.6	A/2.2	A/1.7	A/2.2	A/1.5	A/2.0	A/1.6	A/2.2	A/1.7	A/2.2	A/1.5	A/2.0	

As seen in **Table 3** above, all study intersections have acceptable LOS in all scenarios and the added development traffic does not result in LOS degradation at any study intersection.

C. Sight Distance Analysis

The results of the sight distance analysis show that no sight distance restrictions are expected for vehicles leaving the proposed site aside from one or two large diameter trees, east of the proposed access, with canopies that encroach the roadway. Some trimming may be necessary to ensure required sight distance is achieved. The horizontal sight distance exhibit can be seen in **Appendix G**.

D. Crash History Review

Crash data was obtained from AASHTOWare Safety for three complete years (2022-2024). A total of eight crashes were obtained. **Table 4** shows a summary of the crash data.

Table 4 – 2022-2024 Crash Statistics

Crash Year	Number	Percent
2022	3	37.5%
2023	2	25.0%
2024	3	37.5%

Crash Severity	Number	Percent
Property Damage Crash	7	87.5%
Injury Crash	1	12.5%

Crash Type	Number	Percent
Fixed Object	5	62.5%
Left Turn	1	12.5%
Rear End	1	12.5%
Sideswipe - Meeting	1	12.5%

Road Condition	Number	Percent
Dry	6	75.0%
Snow	2	25.0%

Hour of Day	Number	Percent
1:00 AM	2	25.0%
8:00 AM	1	12.5%
3:00 PM	1	12.5%
8:00 PM	2	25.0%
10:00 PM	2	25.0%

Day of Week	Number	Percent
Sunday	1	12.5%
Monday	3	37.5%
Wednesday	1	12.5%
Friday	1	12.5%
Saturday	2	25.0%

Location	Number	Percent
Along Stemen Road	5	62.5%
At Private Drive	1	12.5%
At Allen Road	1	12.5%
At Huntington Way	1	12.5%

In summary, there are no prevalent crash trends along this stretch of Stemen Road. The majority of crashes were fixed object crashes, and only one crash resulted in injuries. The full crash summary can be found in **Appendix H**.

E. Non-Motorized Mode Impacts

The proposed development includes several new, public roadways internal to the site. Sidewalks are proposed to be installed on both sides of all internal roads throughout the proposed site. Additionally, per discussions with Violet Township, a shared-use path will be required along the site's frontage on Stemen Road. The internal sidewalks will have access to this shared-use path. The existing Hunting Hills development does not have any sidewalks or crosswalks, and there does not appear to be any existing pedestrian or cyclist infrastructure immediately surrounding the proposed development site.

VII. Recommendations and Conclusions

Per the turn lane warrant and length analysis, a 175' southbound left turn lane is warranted at the Stemen Road & Pickerington Road intersection, and both a 175' eastbound right turn lane and a 125' westbound left turn lane are warranted at the Refugee Road & Huntington Way NW intersection in No Build and Build conditions. It is recommended that these turn lanes be considered for future roadway improvement projects as they are not triggered by traffic generated by the proposed development.

The crash analysis does not show any prevalent crash trends along Stemen Road, so no improvements are recommended for safety reasons. Capacity analysis also shows acceptable LOS/delay for all study intersections, so no improvements are recommended for capacity.

Per the sight distance exhibits, it is recommended that minor tree trimming occur along Stemen Road, east of the proposed access, to ensure required sight distance is achieved for the new access to Stemen Road. This is also expected to improve visibility for drivers at the Stemen Road & Huntington Way NW intersection.

Based on the results of this traffic study herein, it is recommended that the development and access points be permitted as shown in the site plan.

VIII. Appendices

- Appendix A – MOU & Site Plan
- Appendix B – Count Data & Growth Rate Data
- Appendix C – Trip Generation
- Appendix D – Volume Calculations
- Appendix E – Turn Lane Warrant and Length Analysis
- Appendix F – Capacity Analysis
- Appendix G – Sight Distance Analysis
- Appendix H – Crash History Review

Appendix A

MOU and Site Plan



Traffic Study Memorandum of Understanding

RE: Arbor Homes Violet Township Traffic Access Study

To: Violet Township, Fairfield County

From: Carpenter Marty Transportation

Date: January 28, 2026

Carpenter Marty Transportation (CM) was retained to complete a traffic impact study (TIS) for a proposed single-family home development located on the north side of Stemen Road between Allen Road and Huntington Way NW in Violet Township, Fairfield County, OH. The development is proposed to include 88 single-family lots. The site is proposed to have one new access point to Stemen Road and cross access to the existing Huntington Hills neighborhood via Wildwood Drive NW, which is currently stubbed. The site concept plan is provided in the **Attachment**.

Trips for the proposed site were generated using Institute of Transportation Engineers (ITE) practices and the Trip Generation Manual, 12th edition. Land use code (LUC) 210 – *Single-Family Detached Housing* was utilized to generate trips for the proposed development. **Table 1** summarizes the trip generation analysis. The ITE trip generation outputs from ITE can be found in the **Attachment**.

Table 1 – Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
210 – Single-Family Detached Housing	88 Dwelling Units	17	47	53	33

Section four of the Fairfield County, Ohio Roadway Design Manual was reviewed to determine the scope of the traffic study. The study is proposed to include analysis of the below listed intersections (numbers corresponding to **Figure 1**).

1. Stemen Road at Pickerington Road
2. Stemen Road & Allen Road
3. Stemen Road & Proposed Access
4. Stemen Road & Huntington Way NW
5. Refugee Road and Huntington Way NW

Table 2 summarizes the recommended scope of the TIS.

Figure 2 – Proposed Site (Yellow Shading) and Study Intersections



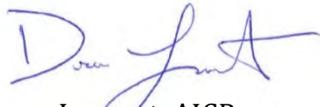
Table 2 – TAS Scope

Data Collection	Obtain 24 hours of turning movement count data at the intersections of Stemen Road with Allen Road and Huntington Way NW on a typical weekday (Tuesday-Thursday) when school is in session. Calculate AM and PM Peak hours. Submit count data to the Mid-Ohio Regional Planning Commission (MORPC) for background growth rates. If this area is outside MORPC's limits, background growth rates will be obtained from ODOT's Traffic Forecast Monitoring System (TFMS).
Analysis	Generate trips for the proposed development using the latest edition of ITE's Trip Generation Manual and the OTISS program. Assign trips to the proposed access points according to a distribution determined from counts, area knowledge/travel patterns, and engineering judgment. Trip generation outputs from ITE can be found in the Attachment .
Analysis	Develop Opening Day (2027) and Horizon Year (2047) traffic plates for Build, No Build, AM, and PM Peaks based on the previously described growth rates. Additionally, volumes for the school PM Peak (highest PM hour outside of typical PM Peak) will be developed for intersections #1 and #5.

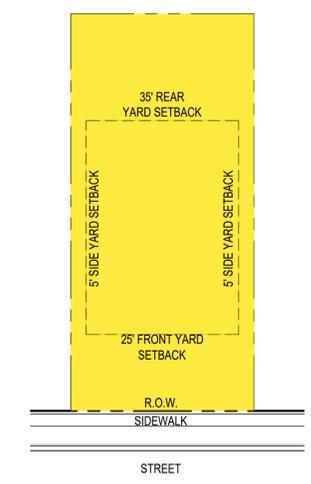
Analysis	Perform turn lane warrant analyses at all study intersections based on ODOT criteria and standard ODOT turn lane warrant graphs. Calculate warranted turn lane lengths, if applicable.
Analysis	<p>Use the Highway Capacity Manual module of Synchro to perform capacity analysis at the following intersections:</p> <ol style="list-style-type: none"> 1) Stemen Road at Pickerington Road 2) Stemen Road & Allen Road 3) Stemen Road & Proposed Access 4) Stemen Road & Huntington Way NW 5) Refugee Road and Huntington Way NW <p>For all proposed access points or access modifications, an overall intersection level of service (LOS) of "C" shall be obtained for the horizon year analysis, with no single movement being worse than LOS E or having a volume to capacity ratio of more than 0.90. At adjacent, off-site, intersections and access points, the LOS calculated for each intersection approach in the proposed condition shall be the same or better than achieved by the existing intersections, with no individual movement being worsened by more than one LOS grade. For example, a left turn movement may not be degraded from a "C" to an "E." Mitigation will be attempted if these criteria are not met.</p> <p>Analysis will be performed for typical AM and PM Peak hours at all study intersections. Additionally, school PM Peak hours will be evaluated for study intersections #1 and #5.</p>
Analysis	Develop an intersection sight distance exhibit for the new proposed access to Stemen Road per methodologies in the ODOT L&D Manual.
Analysis	Obtain a three-year crash history of Stemen Road within the limits of the study area. Summarize crash history and determine if additional mitigation or considerations are necessary to reduce crashes.
Report	Develop a report that documents the analysis, results, conclusions, and recommendations for review by Violet Township and Fairfield County. Include a description of pedestrian/bicycle accommodations anticipated with the development.

If you have any questions or comments, please contact me at 614-656-2421 or dlaurent@cmtran.com.

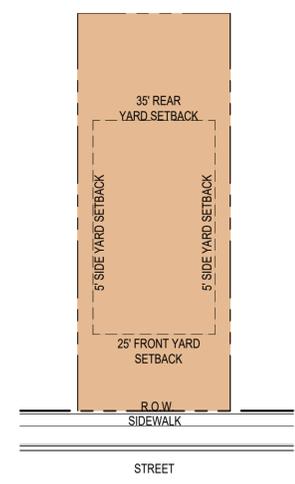
Sincerely,



Drew Laurent, AICP
Transportation Planner
Carpenter Marty Transportation



Typical 60' Single Family Lot
SCALE: 1" = 30'



Typical 50' Single Family Lot
SCALE: 1" = 30'

Site Data:

Total Site:	± 44.0 Gross Acres
• Total Single-Family	88 Dwellings
• 50' Lots	45 Dwellings
• 60' Lots	43 Dwellings
Total Density:	± 2.00 du/acre
Total Open Space:	± 21.05 Acres (47.84%)
Roadway Length	± 3.819 Linear Feet (43.40' per Lot)

Appendix B

Count Data & Growth Rate Data



Pickerington Road & Stemen Road - TMC

Tue Jan 6, 2026

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369680, Location: 39.893625, -82.74567



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

Leg Direction	Pickerington Baptist Access Eastbound					Stemen Road Westbound					Pickerington Road Northbound					Pickerington Road Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2026-01-06 12:00AM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	1	3	0	0	4	7
12:15AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
12:30AM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	1	6	0	0	7	10
12:45AM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	1	0	3	0	4	0	8	2	0	10	2	12	0	0	14	28
1:00AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1:15AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	2	0	0	3	6
1:30AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	0	0	3	6
1:45AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	5
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	5	2	0	7	2	10	0	0	12	20
2:00AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
2:15AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1	2	0	0	3	7
2:30AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	1	1	0	0	2	5
2:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	6
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	7	1	0	8	3	8	0	0	11	20
3:00AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
3:15AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
3:45AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	5
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	10	0	0	10	15
4:00AM	0	0	0	0	0	1	0	2	0	3	0	2	0	0	2	0	1	0	0	1	6
4:15AM	0	0	0	0	0	3	0	2	0	5	0	8	0	0	8	0	4	0	0	4	17
4:30AM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	10	0	0	10	14
4:45AM	0	0	0	0	0	2	0	3	0	5	0	6	0	0	6	0	12	0	0	12	23
Hourly Total	0	0	0	0	0	6	0	9	0	15	0	18	0	0	18	0	27	0	0	27	60
5:00AM	0	0	0	0	0	3	0	7	0	10	0	15	1	0	16	0	12	0	0	12	38
5:15AM	0	0	0	0	0	3	0	15	0	18	0	26	1	0	27	0	10	0	0	10	55
5:30AM	0	0	0	0	0	7	0	20	0	27	0	40	0	0	40	1	10	0	0	11	78
5:45AM	0	0	0	0	0	3	0	33	0	36	0	26	1	0	27	0	5	0	0	5	68
Hourly Total	0	0	0	0	0	16	0	75	0	91	0	107	3	0	110	1	37	0	0	38	239
6:00AM	0	0	0	0	0	4	0	23	0	27	0	32	0	0	32	1	13	0	0	14	73
6:15AM	0	0	0	0	0	8	0	21	0	29	0	31	1	0	32	0	13	0	0	13	74
6:30AM	0	0	0	0	0	8	0	20	0	28	0	53	2	0	55	4	29	0	0	33	116
6:45AM	0	0	0	0	0	8	0	9	0	17	0	58	2	0	60	4	39	1	0	44	121
Hourly Total	0	0	0	0	0	28	0	73	0	101	0	174	5	0	179	9	94	1	0	104	384
7:00AM	0	0	0	0	0	7	0	19	0	26	0	43	2	0	45	5	38	0	0	43	114
7:15AM	0	1	0	0	1	8	0	10	0	18	0	59	2	0	61	3	45	1	0	49	129
7:30AM	1	1	0	0	2	8	1	16	0	25	0	61	2	0	63	4	50	0	0	54	144
7:45AM	0	0	0	0	0	16	0	17	0	33	0	68	3	0	71	10	45	0	0	55	159
Hourly Total	1	2	0	0	3	39	1	62	0	102	0	231	9	0	240	22	178	1	0	201	546
8:00AM	0	0	0	0	0	8	0	9	0	17	1	53	2	0	56	6	44	1	0	51	124
8:15AM	0	0	0	0	0	14	0	15	0	29	0	47	6	0	53	4	40	0	0	44	126
8:30AM	0	0	0	0	0	9	0	9	0	18	0	65	4	0	69	7	52	0	0	59	146
8:45AM	0	0	1	0	1	9	0	9	0	18	0	32	4	0	36	3	34	1	0	38	93
Hourly Total	0	0	1	0	1	40	0	42	0	82	1	197	16	0	214	20	170	2	0	192	489
9:00AM	0	0	0	0	0	10	0	9	0	19	0	46	5	0	51	6	51	0	0	57	127
9:15AM	0	0	0	0	0	9	0	12	0	21	0	46	6	0	52	7	39	0	0	46	119
9:30AM	0	0	1	0	1	15	0	12	0	27	0	28	4	0	32	9	26	1	0	36	96
9:45AM	0	0	0	0	0	14	1	8	0	23	0	22	6	0	28	2	29	0	0	31	82
Hourly Total	0	0	1	0	1	48	1	41	0	90	0	142	21	0	163	24	145	1	0	170	424
10:00AM	0	0	0	0	0	7	1	4	0	12	0	24	2	0	26	5	25	0	0	30	68
10:15AM	0	0	0	0	0	7	1	8	0	16	0	27	0	0	27	4	24	0	0	28	71
10:30AM	0	0	0	0	0	5	0	10	0	15	0	33	6	0	39	2	35	0	0	37	91
10:45AM	0	0	0	0	0	6	0	4	0	10	1	34	6	0	41	5	41	0	0	46	97

Leg Direction	Pickerington Baptist Access Eastbound					Stemen Road Westbound					Pickerington Road Northbound					Pickerington Road 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	0	0	0	0	0	25	2	26	0	53	1	118	14	0	133	16	125	0	0	141	327
11:00AM	1	0	0	0	1	6	0	9	0	15	0	32	5	0	37	6	24	0	0	30	83
11:15AM	0	0	0	0	0	10	0	10	0	20	0	29	12	0	41	2	32	0	0	34	95
11:30AM	0	0	1	0	1	6	0	9	0	15	0	37	4	0	41	7	40	0	0	47	104
11:45AM	0	0	0	0	0	9	0	8	0	17	1	30	10	0	41	3	33	0	0	36	94
Hourly Total	1	0	1	0	2	31	0	36	0	67	1	128	31	0	160	18	129	0	0	147	376
12:00PM	1	0	0	0	1	8	0	9	0	17	0	29	5	0	34	8	49	0	0	57	109
12:15PM	0	0	2	0	2	12	0	3	0	15	0	29	4	0	33	6	28	0	0	34	84
12:30PM	0	0	1	0	1	8	0	5	0	13	0	28	8	0	36	3	28	1	0	32	82
12:45PM	0	0	2	0	2	5	1	5	0	11	0	32	6	0	38	7	37	0	0	44	95
Hourly Total	1	0	5	0	6	33	1	22	0	56	0	118	23	0	141	24	142	1	0	167	370
1:00PM	0	0	0	0	0	4	0	6	0	10	0	35	9	0	44	6	34	0	0	40	94
1:15PM	0	0	0	0	0	2	0	9	0	11	0	31	5	0	36	5	41	0	0	46	93
1:30PM	0	0	1	0	1	7	0	11	0	18	0	31	3	0	34	5	29	3	0	37	90
1:45PM	0	0	0	0	0	11	0	9	0	20	0	31	10	0	41	9	51	0	0	60	121
Hourly Total	0	0	1	0	1	24	0	35	0	59	0	128	27	0	155	25	155	3	0	183	398
2:00PM	0	0	0	0	0	7	0	11	0	18	0	27	11	0	38	12	60	0	0	72	128
2:15PM	0	0	0	0	0	13	0	5	0	18	1	46	10	0	57	20	30	1	0	51	126
2:30PM	0	0	3	0	3	9	0	15	0	24	2	43	6	0	51	8	41	0	0	49	127
2:45PM	0	0	0	0	0	8	0	9	0	17	1	59	4	0	64	8	55	0	0	63	144
Hourly Total	0	0	3	0	3	37	0	40	0	77	4	175	31	0	210	48	186	1	0	235	525
3:00PM	0	0	0	0	0	6	0	7	0	13	0	51	5	0	56	16	64	0	0	80	149
3:15PM	0	0	1	0	1	12	0	9	0	21	2	54	14	0	70	16	55	0	0	71	163
3:30PM	0	0	0	0	0	15	0	8	0	23	0	52	9	0	61	25	70	0	0	95	179
3:45PM	0	0	0	0	0	6	2	12	0	20	0	38	11	0	49	18	86	1	0	105	174
Hourly Total	0	0	1	0	1	39	2	36	0	77	2	195	39	0	236	75	275	1	0	351	665
4:00PM	1	0	0	0	1	6	0	14	0	20	0	51	13	0	64	17	61	0	0	78	163
4:15PM	0	0	0	0	0	9	0	17	0	26	0	54	6	0	60	21	65	0	0	86	172
4:30PM	0	0	1	0	1	6	0	9	0	15	0	64	12	0	76	20	81	0	0	101	193
4:45PM	0	1	1	0	2	6	0	18	0	24	0	50	10	0	60	16	79	0	0	95	181
Hourly Total	1	1	2	0	4	27	0	58	0	85	0	219	41	0	260	74	286	0	0	360	709
5:00PM	0	0	0	0	0	4	0	12	0	16	0	58	12	0	70	21	85	0	0	106	192
5:15PM	0	0	0	0	0	4	0	18	0	22	0	60	9	0	69	21	83	0	0	104	195
5:30PM	0	0	0	0	0	8	0	15	0	23	0	62	10	0	72	23	79	0	0	102	197
5:45PM	0	0	0	0	0	11	0	8	0	19	0	50	6	0	56	9	78	2	0	89	164
Hourly Total	0	0	0	0	0	27	0	53	0	80	0	230	37	0	267	74	325	2	0	401	748
6:00PM	1	0	1	0	2	11	1	6	0	18	0	48	10	0	58	11	51	0	0	62	140
6:15PM	0	1	0	0	1	7	1	10	0	18	0	39	8	0	47	9	67	0	0	76	142
6:30PM	0	1	0	0	1	9	0	9	0	18	0	45	6	0	51	8	45	0	0	53	123
6:45PM	0	0	0	0	0	4	0	3	0	7	1	38	7	0	46	11	32	0	0	43	96
Hourly Total	1	2	1	0	4	31	2	28	0	61	1	170	31	0	202	39	195	0	0	234	501
7:00PM	0	0	0	0	0	6	0	5	0	11	0	28	9	0	37	4	36	0	0	40	88
7:15PM	0	1	0	0	1	3	0	6	0	9	0	24	5	0	29	3	25	0	1	29	68
7:30PM	0	0	0	0	0	4	0	6	0	10	0	18	5	0	23	3	19	0	0	22	55
7:45PM	0	0	0	0	0	1	0	5	0	6	0	18	3	0	21	3	34	0	0	37	64
Hourly Total	0	1	0	0	1	14	0	22	0	36	0	88	22	0	110	13	114	0	1	128	275
8:00PM	0	0	0	0	0	5	0	2	0	7	0	16	6	0	22	3	25	0	0	28	57
8:15PM	1	0	0	0	1	2	0	5	0	7	0	15	5	0	20	6	31	1	0	38	66
8:30PM	0	0	0	0	0	6	0	4	0	10	0	16	3	0	19	3	25	0	0	28	57
8:45PM	0	0	0	0	0	2	0	1	0	3	0	16	5	0	21	1	17	0	0	18	42
Hourly Total	1	0	0	0	1	15	0	12	0	27	0	63	19	0	82	13	98	1	0	112	222
9:00PM	0	0	0	0	0	3	0	1	0	4	0	15	4	0	19	3	12	0	0	15	38
9:15PM	0	0	0	0	0	4	0	6	0	10	0	18	3	0	21	6	17	0	0	23	54
9:30PM	0	0	0	0	0	0	0	1	0	1	0	6	4	0	10	1	18	0	0	19	30
9:45PM	0	0	0	0	0	2	0	0	0	2	0	10	1	0	11	1	21	0	0	22	35
Hourly Total	0	0	0	0	0	9	0	8	0	17	0	49	12	0	61	11	68	0	0	79	157
10:00PM	0	0	0	0	0	2	0	0	0	2	0	14	0	0	14	4	14	0	0	18	34
10:15PM	0	0	0	0	0	0	0	2	0	2	0	9	1	0	10	2	7	0	0	9	21
10:30PM	0	0	0	0	0	1	0	0	0	1	0	8	3	0	11	2	10	0	0	12	24
10:45PM	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	1	7	0	0	8	15

Leg Direction	Pickerington Baptist Access Eastbound					Stemen Road Westbound					Pickerington Road Northbound					Pickerington Road 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	0	0	0	0	0	3	0	2	0	5	0	35	7	0	42	9	38	0	0	47	94
11:00PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	7	0	0	7	9
11:15PM	0	0	0	0	0	1	0	1	0	2	0	4	1	0	5	1	5	0	0	6	13
11:30PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	2	0	0	2	5
11:45PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	2	0	1	0	3	0	10	2	0	12	1	14	0	0	15	30
Total	6	6	16	0	28	496	9	686	0	1191	10	2619	395	0	3024	523	2841	14	1	3379	7622
% Approach	21.4%	21.4%	57.1%	0%	-	41.6%	0.8%	57.6%	0%	-	0.3%	86.6%	13.1%	0%	-	15.5%	84.1%	0.4%	0%	-	-
% Total	0.1%	0.1%	0.2%	0%	0.4%	6.5%	0.1%	9.0%	0%	15.6%	0.1%	34.4%	5.2%	0%	39.7%	6.9%	37.3%	0.2%	0%	44.3%	-
Lights	6	5	13	0	24	486	8	664	0	1158	9	2491	381	0	2881	511	2702	11	1	3225	7288
% Lights	100%	83.3%	81.3%	0%	85.7%	98.0%	88.9%	96.8%	0%	97.2%	90.0%	95.1%	96.5%	0%	95.3%	97.7%	95.1%	78.6%	100%	95.4%	95.6%
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	5	0	0	5	13
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0.1%	0%	0.3%	0%	0%	0.2%	0%	0.2%	0%	0%	0.1%	0.2%
Buses and Single-Unit Trucks	0	1	3	0	4	10	1	21	0	32	1	121	14	0	136	12	134	3	0	149	321
% Buses and Single-Unit Trucks	0%	16.7%	18.8%	0%	14.3%	2.0%	11.1%	3.1%	0%	2.7%	10.0%	4.6%	3.5%	0%	4.5%	2.3%	4.7%	21.4%	0%	4.4%	4.2%

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

Pickerington Road & Stemen Road - TMC

Tue Jan 6, 2026

Full Length (12 AM-12 AM (+1))

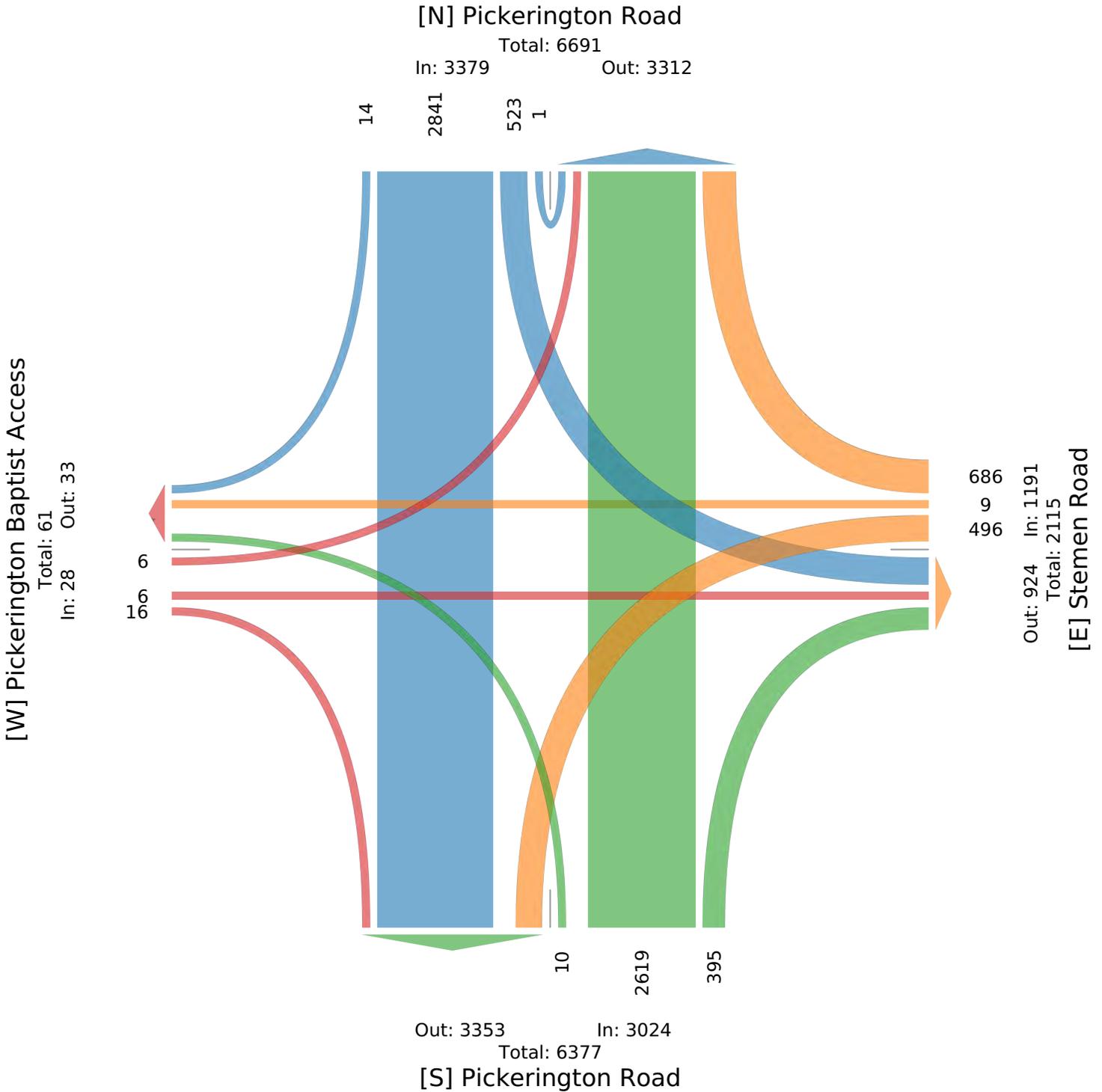
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369680, Location: 39.893625, -82.74567



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



Pickerington Road & Stemen Road - TMC

Tue Jan 6, 2026

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369680, Location: 39.893625, -82.74567



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

Leg Direction	Pickerington Baptist Access Eastbound					Stemen Road Westbound					Pickerington Road Northbound					Pickerington Road Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2026-01-06 7:15AM	0	1	0	0	1	8	0	10	0	18	0	59	2	0	61	3	45	1	0	49	129
7:30AM	1	1	0	0	2	8	1	16	0	25	0	61	2	0	63	4	50	0	0	54	144
7:45AM	0	0	0	0	0	16	0	17	0	33	0	68	3	0	71	10	45	0	0	55	159
8:00AM	0	0	0	0	0	8	0	9	0	17	1	53	2	0	56	6	44	1	0	51	124
Total	1	2	0	0	3	40	1	52	0	93	1	241	9	0	251	23	184	2	0	209	556
% Approach	33.3%	66.7%	0%	0%	-	43.0%	1.1%	55.9%	0%	-	0.4%	96.0%	3.6%	0%	-	11.0%	88.0%	1.0%	0%	-	-
% Total	0.2%	0.4%	0%	0%	0.5%	7.2%	0.2%	9.4%	0%	16.7%	0.2%	43.3%	1.6%	0%	45.1%	4.1%	33.1%	0.4%	0%	37.6%	-
PHF	0.250	0.500	-	-	0.375	0.625	0.250	0.765	-	0.705	0.250	0.886	0.750	-	0.884	0.575	0.920	0.500	-	0.950	0.874
Lights	1	1	0	0	2	40	1	46	0	87	1	234	8	0	243	21	170	2	0	193	525
% Lights	100%	50.0%	0%	0%	66.7%	100%	100%	88.5%	0%	93.5%	100%	97.1%	88.9%	0%	96.8%	91.3%	92.4%	100%	0%	92.3%	94.4%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	1	0	0	1	0	0	6	0	6	0	6	1	0	7	2	14	0	0	16	30
% Buses and Single-Unit Trucks	0%	50.0%	0%	0%	33.3%	0%	0%	11.5%	0%	6.5%	0%	2.5%	11.1%	0%	2.8%	8.7%	7.6%	0%	0%	7.7%	5.4%

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

Pickerington Road & Stemen Road - TMC

Tue Jan 6, 2026

AM Peak (7:15 AM - 8:15 AM)

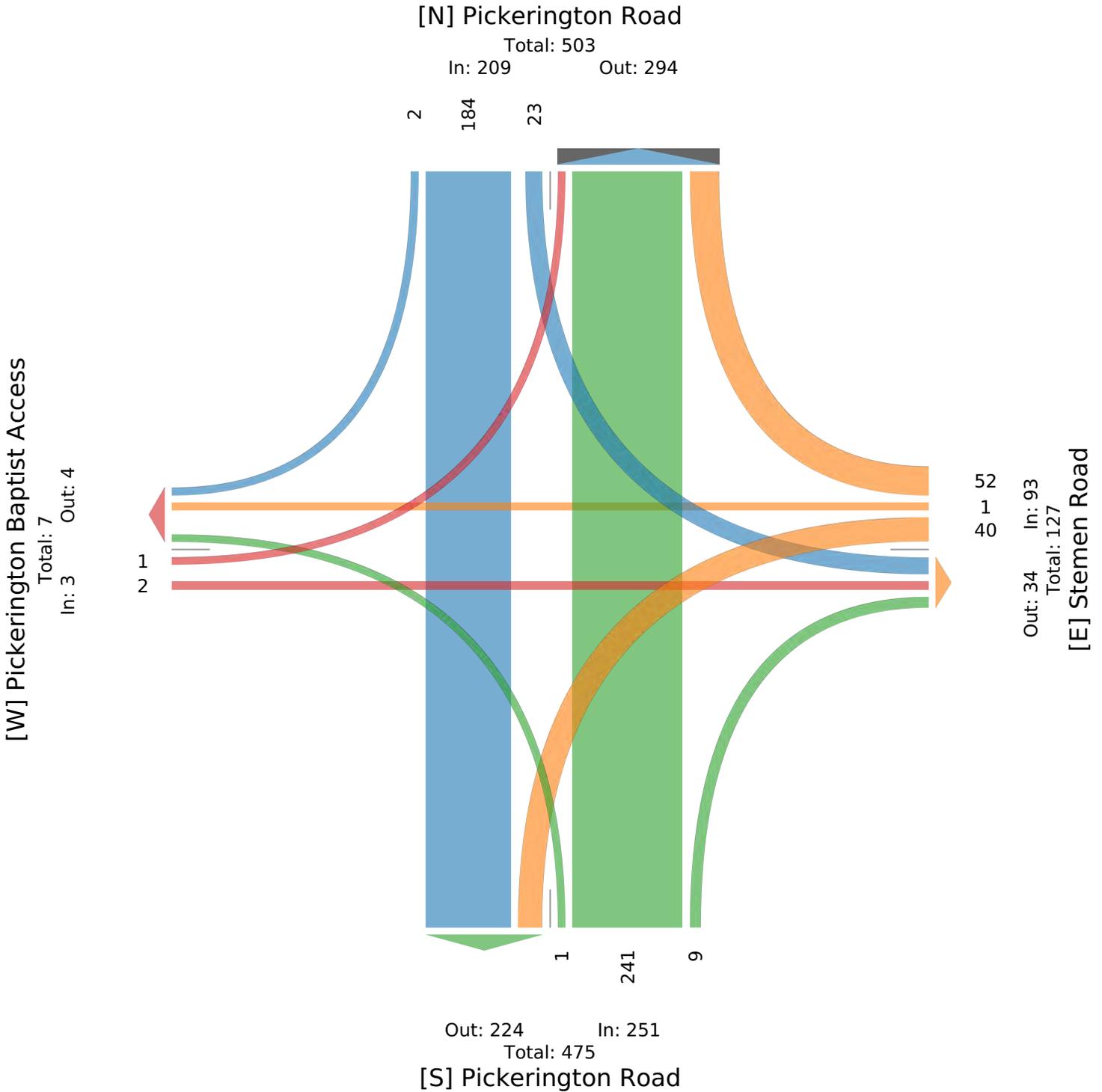
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369680, Location: 39.893625, -82.74567



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



Pickerington Road & Stemen Road - TMC

Tue Jan 6, 2026

Midday Peak (11:15 AM - 12:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369680, Location: 39.893625, -82.74567



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

Leg Direction	Pickerington Baptist Access Eastbound					Stemen Road Westbound					Pickerington Road Northbound					Pickerington Road Southbound					Int
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2026-01-06 11:15AM	0	0	0	0	0	10	0	10	0	20	0	29	12	0	41	2	32	0	0	34	95
11:30AM	0	0	1	0	1	6	0	9	0	15	0	37	4	0	41	7	40	0	0	47	104
11:45AM	0	0	0	0	0	9	0	8	0	17	1	30	10	0	41	3	33	0	0	36	94
12:00PM	1	0	0	0	1	8	0	9	0	17	0	29	5	0	34	8	49	0	0	57	109
Total	1	0	1	0	2	33	0	36	0	69	1	125	31	0	157	20	154	0	0	174	402
% Approach	50.0%	0%	50.0%	0%	-	47.8%	0%	52.2%	0%	-	0.6%	79.6%	19.7%	0%	-	11.5%	88.5%	0%	0%	-	-
% Total	0.2%	0%	0.2%	0%	0.5%	8.2%	0%	9.0%	0%	17.2%	0.2%	31.1%	7.7%	0%	39.1%	5.0%	38.3%	0%	0%	43.3%	-
PHF	0.250	-	0.250	-	0.500	0.825	-	0.900	-	0.863	0.250	0.845	0.646	-	0.957	0.625	0.786	-	-	0.763	0.922
Lights	1	0	1	0	2	33	0	35	0	68	1	117	29	0	147	20	140	0	0	160	377
% Lights	100%	0%	100%	0%	100%	100%	0%	97.2%	0%	98.6%	100%	93.6%	93.5%	0%	93.6%	100%	90.9%	0%	0%	92.0%	93.8%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	8	2	0	10	0	14	0	0	14	25
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	2.8%	0%	1.4%	0%	6.4%	6.5%	0%	6.4%	0%	9.1%	0%	0%	8.0%	6.2%

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

Pickerington Road & Stemen Road - TMC

Tue Jan 6, 2026

Midday Peak (11:15 AM - 12:15 PM)

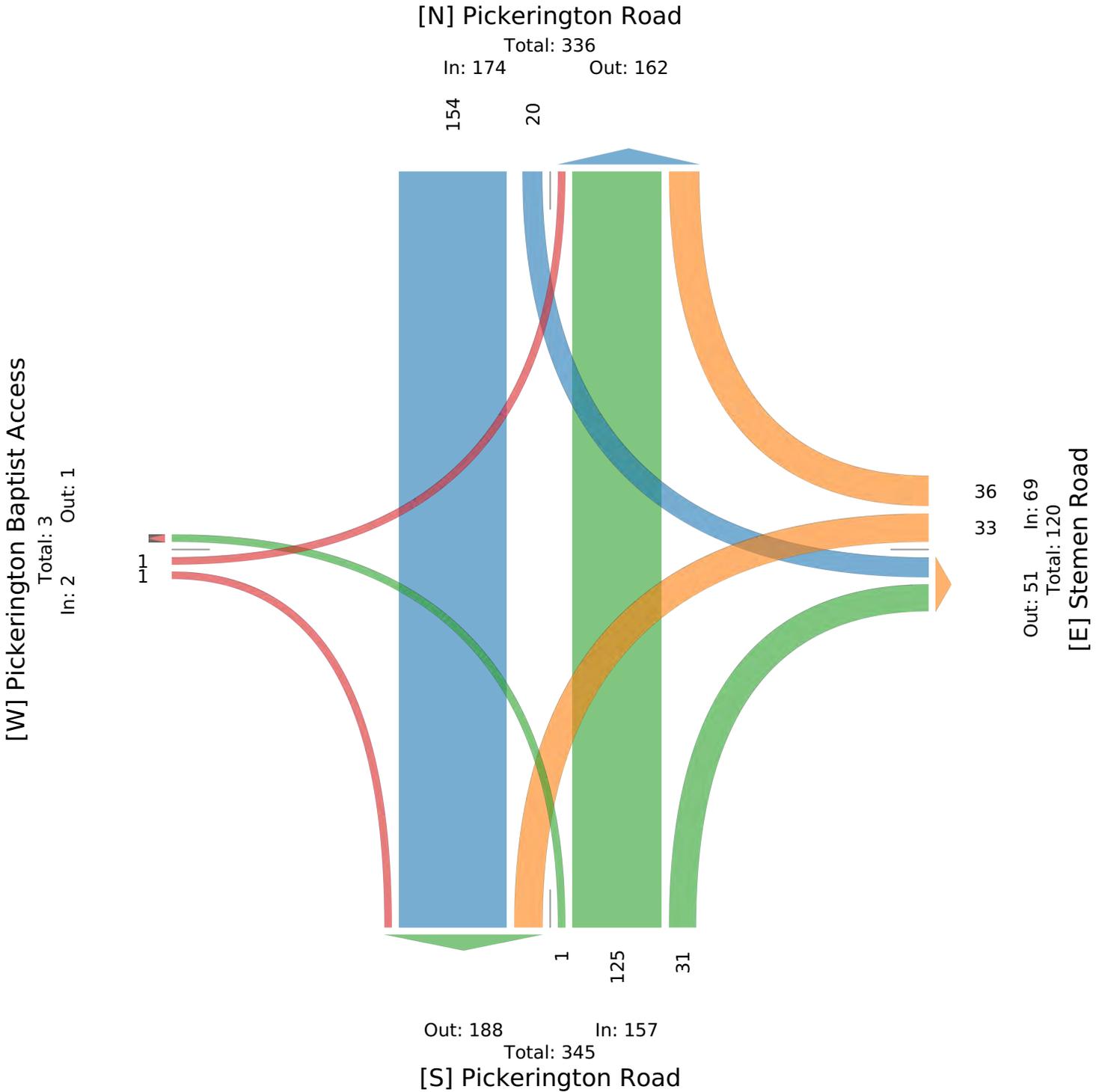
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369680, Location: 39.893625, -82.74567



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



Pickerington Road & Stemen Road - TMC

Tue Jan 6, 2026

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369680, Location: 39.893625, -82.74567



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

Leg Direction	Pickerington Baptist Access Eastbound					Stemen Road Westbound					Pickerington Road Northbound					Pickerington Road Southbound					Int
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2026-01-06 4:45PM	0	1	1	0	2	6	0	18	0	24	0	50	10	0	60	16	79	0	0	95	181
5:00PM	0	0	0	0	0	4	0	12	0	16	0	58	12	0	70	21	85	0	0	106	192
5:15PM	0	0	0	0	0	4	0	18	0	22	0	60	9	0	69	21	83	0	0	104	195
5:30PM	0	0	0	0	0	8	0	15	0	23	0	62	10	0	72	23	79	0	0	102	197
Total	0	1	1	0	2	22	0	63	0	85	0	230	41	0	271	81	326	0	0	407	765
% Approach	0%	50.0%	50.0%	0%	-	25.9%	0%	74.1%	0%	-	0%	84.9%	15.1%	0%	-	19.9%	80.1%	0%	0%	-	-
% Total	0%	0.1%	0.1%	0%	0.3%	2.9%	0%	8.2%	0%	11.1%	0%	30.1%	5.4%	0%	35.4%	10.6%	42.6%	0%	0%	53.2%	-
PHF	-	0.250	0.250	-	0.250	0.688	-	0.875	-	0.885	-	0.927	0.854	-	0.941	0.880	0.959	-	-	0.960	0.971
Lights	0	1	1	0	2	22	0	61	0	83	0	224	41	0	265	81	323	0	0	404	754
% Lights	0%	100%	100%	0%	100%	100%	0%	96.8%	0%	97.6%	0%	97.4%	100%	0%	97.8%	100%	99.1%	0%	0%	99.3%	98.6%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	3	0	0	3	10
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	3.2%	0%	2.4%	0%	2.2%	0%	0%	1.8%	0%	0.9%	0%	0%	0.7%	1.3%

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

Pickerington Road & Stemen Road - TMC

Tue Jan 6, 2026

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

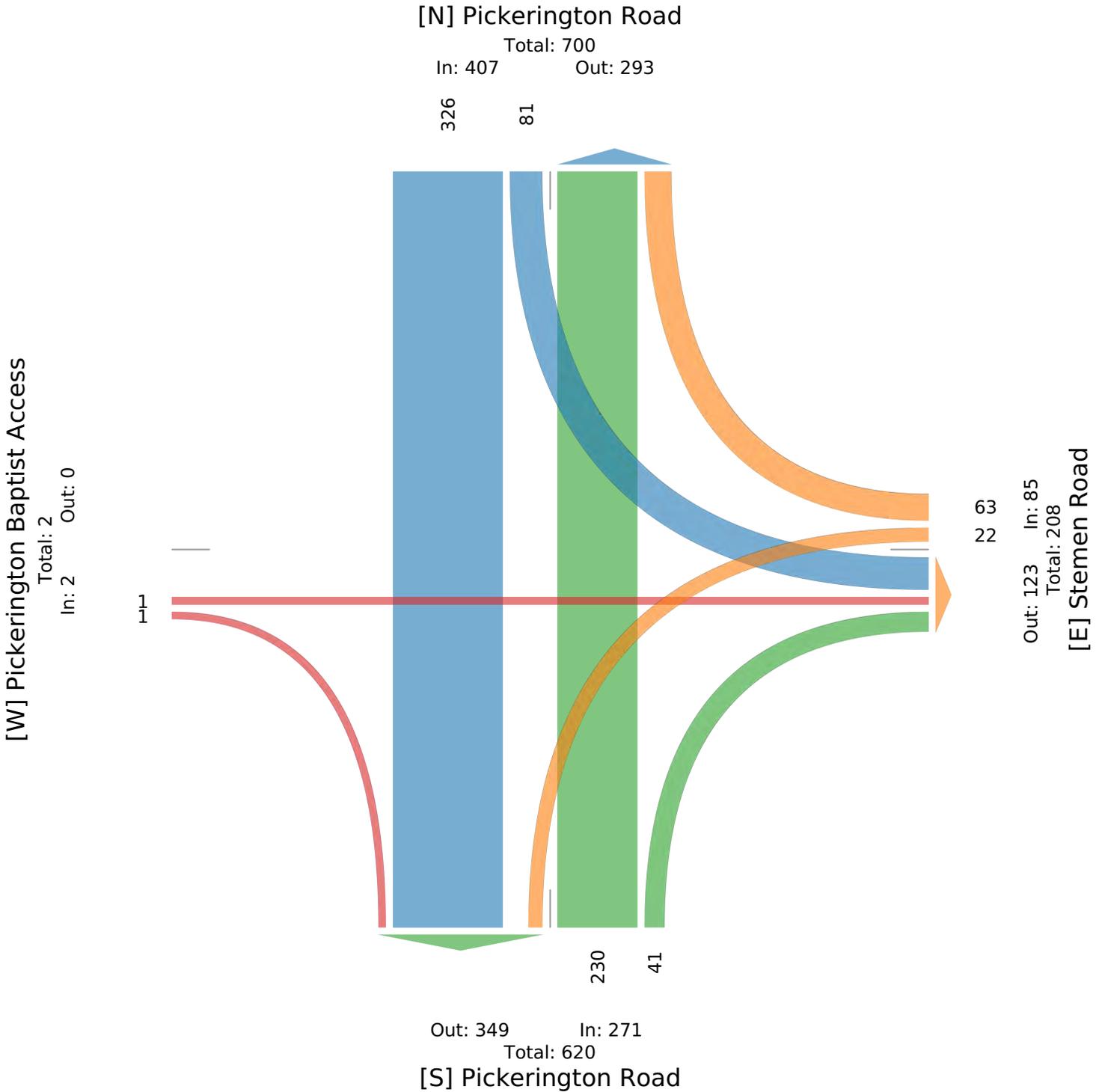
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369680, Location: 39.893625, -82.74567



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



Stemen Road & Allen Road - TMC

Tue Dec 9, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366844, Location: 39.892182, -82.719643



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

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Allen Road Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2025-12-09 12:00AM	0	1	0	1	0	0	0	0	0	0	0	0	1
12:15AM	0	1	0	1	0	0	0	0	0	2	0	0	3
12:30AM	1	1	0	2	1	0	0	1	0	1	0	1	4
12:45AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	1	3	0	4	1	0	0	1	0	4	0	4	9
1:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30AM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:45AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	3	0	3	3
2:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15AM	0	1	0	1	0	0	0	0	0	0	0	0	1
2:30AM	1	1	0	2	1	0	0	1	0	0	0	0	3
2:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	0	3	1	0	0	1	0	0	0	0	4
3:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15AM	0	1	0	1	0	0	0	0	2	0	0	2	3
3:30AM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:45AM	0	2	0	2	1	1	0	2	2	0	0	2	6
Hourly Total	0	3	0	3	2	1	0	3	4	0	0	4	10
4:00AM	0	0	0	0	2	1	0	3	0	1	0	1	4
4:15AM	1	0	0	1	2	2	0	4	4	1	0	5	10
4:30AM	0	0	0	0	1	1	0	2	5	4	0	9	11
4:45AM	1	0	0	1	1	2	0	3	6	6	0	12	16
Hourly Total	2	0	0	2	6	6	0	12	15	12	0	27	41
5:00AM	1	1	0	2	1	3	0	4	14	7	0	21	27
5:15AM	0	1	0	1	1	0	0	1	19	8	0	27	29
5:30AM	1	0	0	1	4	4	0	8	14	16	0	30	39
5:45AM	0	0	0	0	5	2	0	7	23	11	0	34	41
Hourly Total	2	2	0	4	11	9	0	20	70	42	0	112	136
6:00AM	1	3	1	5	6	4	0	10	24	18	0	42	57
6:15AM	0	1	0	1	3	4	0	7	14	35	0	49	57
6:30AM	3	4	0	7	5	10	0	15	17	18	0	35	57
6:45AM	4	1	0	5	4	9	0	13	12	22	0	34	52
Hourly Total	8	9	1	18	18	27	0	45	67	93	0	160	223
7:00AM	3	7	0	10	6	10	0	16	14	23	0	37	63
7:15AM	3	1	0	4	7	13	0	20	7	11	0	18	42
7:30AM	1	2	0	3	13	7	0	20	17	23	0	40	63
7:45AM	3	4	0	7	12	8	0	20	17	16	0	33	60
Hourly Total	10	14	0	24	38	38	0	76	55	73	0	128	228
8:00AM	5	6	0	11	6	8	0	14	25	14	0	39	64
8:15AM	6	5	0	11	2	7	0	9	19	18	0	37	57
8:30AM	4	3	0	7	7	12	0	19	17	13	0	30	56
8:45AM	8	6	0	14	6	6	0	12	10	16	0	26	52
Hourly Total	23	20	0	43	21	33	0	54	71	61	0	132	229
9:00AM	5	9	0	14	8	12	0	20	9	13	0	22	56
9:15AM	4	4	0	8	8	12	0	20	13	8	0	21	49
9:30AM	8	3	0	11	6	4	0	10	8	13	0	21	42
9:45AM	5	9	0	14	5	7	0	12	8	10	0	18	44
Hourly Total	22	25	0	47	27	35	0	62	38	44	0	82	191
10:00AM	7	7	0	14	1	7	0	8	11	10	0	21	43
10:15AM	7	1	0	8	0	9	0	9	14	6	0	20	37
10:30AM	3	4	0	7	7	2	0	9	14	4	0	18	34
10:45AM	6	6	0	12	1	5	0	6	4	6	0	10	28

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Allen Road Northbound				Int
	T	R	U	App	L	T	U	App	L	R	U	App	
Hourly Total	23	18	0	41	9	23	0	32	43	26	0	69	142
11:00AM	7	9	0	16	5	8	0	13	4	5	0	9	38
11:15AM	10	5	0	15	3	10	0	13	8	10	0	18	46
11:30AM	5	2	0	7	2	6	0	8	12	11	0	23	38
11:45AM	5	2	0	7	3	4	0	7	5	7	0	12	26
Hourly Total	27	18	0	45	13	28	0	41	29	33	0	62	148
12:00PM	6	6	0	12	5	10	0	15	8	10	0	18	45
12:15PM	9	6	0	15	7	11	0	18	9	9	0	18	51
12:30PM	4	1	0	5	3	14	0	17	5	4	0	9	31
12:45PM	13	5	0	18	4	7	0	11	13	7	0	20	49
Hourly Total	32	18	0	50	19	42	0	61	35	30	0	65	176
1:00PM	11	2	0	13	4	6	0	10	8	9	0	17	40
1:15PM	6	6	0	12	3	5	0	8	10	14	0	24	44
1:30PM	8	9	0	17	0	7	0	7	10	15	0	25	49
1:45PM	14	4	0	18	3	10	0	13	5	10	0	15	46
Hourly Total	39	21	0	60	10	28	0	38	33	48	0	81	179
2:00PM	9	9	0	18	4	6	0	10	10	10	0	20	48
2:15PM	4	2	0	6	8	9	0	17	8	10	0	18	41
2:30PM	10	10	0	20	7	6	0	13	12	8	0	20	53
2:45PM	8	9	0	17	7	7	0	14	13	15	0	28	59
Hourly Total	31	30	0	61	26	28	0	54	43	43	0	86	201
3:00PM	22	16	0	38	9	9	0	18	13	15	0	28	84
3:15PM	12	13	0	25	4	9	0	13	13	19	0	32	70
3:30PM	9	17	0	26	12	14	0	26	9	15	0	24	76
3:45PM	20	15	0	35	14	8	0	22	11	19	0	30	87
Hourly Total	63	61	0	124	39	40	0	79	46	68	0	114	317
4:00PM	18	19	0	37	10	9	0	19	17	23	0	40	96
4:15PM	9	13	0	22	12	13	0	25	11	25	0	36	83
4:30PM	23	16	0	39	16	10	0	26	18	26	0	44	109
4:45PM	12	7	0	19	9	21	0	30	9	20	0	29	78
Hourly Total	62	55	0	117	47	53	0	100	55	94	0	149	366
5:00PM	16	9	0	25	13	10	0	23	14	27	0	41	89
5:15PM	14	16	0	30	19	11	0	30	15	34	0	49	109
5:30PM	14	9	0	23	18	8	0	26	12	24	0	36	85
5:45PM	10	3	0	13	15	15	0	30	10	17	0	27	70
Hourly Total	54	37	0	91	65	44	0	109	51	102	0	153	353
6:00PM	7	6	0	13	8	11	0	19	8	17	0	25	57
6:15PM	14	9	0	23	8	15	0	23	14	19	0	33	79
6:30PM	14	3	0	17	2	13	0	15	6	13	0	19	51
6:45PM	14	7	0	21	6	9	0	15	3	16	0	19	55
Hourly Total	49	25	0	74	24	48	0	72	31	65	0	96	242
7:00PM	13	6	0	19	2	5	0	7	4	11	0	15	41
7:15PM	8	5	0	13	3	6	0	9	8	9	0	17	39
7:30PM	8	7	0	15	4	4	0	8	4	15	0	19	42
7:45PM	6	3	0	9	1	4	0	5	3	6	0	9	23
Hourly Total	35	21	0	56	10	19	0	29	19	41	0	60	145
8:00PM	12	5	0	17	6	3	0	9	3	13	0	16	42
8:15PM	7	4	0	11	1	2	0	3	2	9	0	11	25
8:30PM	4	3	0	7	5	3	0	8	5	5	0	10	25
8:45PM	6	5	0	11	3	2	0	5	3	6	0	9	25
Hourly Total	29	17	0	46	15	10	0	25	13	33	0	46	117
9:00PM	5	0	0	5	4	4	0	8	4	7	0	11	24
9:15PM	6	0	0	6	6	1	0	7	1	6	0	7	20
9:30PM	5	2	0	7	5	5	0	10	6	4	0	10	27
9:45PM	1	1	0	2	2	1	0	3	2	2	0	4	9
Hourly Total	17	3	0	20	17	11	0	28	13	19	0	32	80
10:00PM	3	1	0	4	2	3	0	5	7	1	0	8	17
10:15PM	3	3	0	6	1	2	0	3	1	2	0	3	12
10:30PM	2	3	0	5	1	1	0	2	1	0	0	1	8
10:45PM	1	2	0	3	0	1	0	1	1	0	0	1	5

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Allen Road Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
Hourly Total	9	9	0	18	4	7	0	11	10	3	0	13	42
11:00PM	2	1	0	3	1	0	0	1	1	2	0	3	7
11:15PM	1	1	0	2	0	2	0	2	2	1	0	3	7
11:30PM	0	1	0	1	0	0	0	0	0	3	0	3	4
11:45PM	0	1	0	1	1	0	0	1	0	1	0	1	3
Hourly Total	3	4	0	7	2	2	0	4	3	7	0	10	21
Total	542	415	1	958	425	532	0	957	744	944	0	1688	3603
% Approach	56.6%	43.3%	0.1%	-	44.4%	55.6%	0%	-	44.1%	55.9%	0%	-	-
% Total	15.0%	11.5%	0%	26.6%	11.8%	14.8%	0%	26.6%	20.6%	26.2%	0%	46.8%	-
Lights	528	399	1	928	417	516	0	933	722	915	0	1637	3498
% Lights	97.4%	96.1%	100%	96.9%	98.1%	97.0%	0%	97.5%	97.0%	96.9%	0%	97.0%	97.1%
Articulated Trucks	0	1	0	1	0	1	0	1	0	0	0	0	2
% Articulated Trucks	0%	0.2%	0%	0.1%	0%	0.2%	0%	0.1%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	14	15	0	29	8	15	0	23	22	29	0	51	103
% Buses and Single-Unit Trucks	2.6%	3.6%	0%	3.0%	1.9%	2.8%	0%	2.4%	3.0%	3.1%	0%	3.0%	2.9%

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

Stemen Road & Allen Road - TMC

Tue Dec 9, 2025

Full Length (12 AM-12 AM (+1))

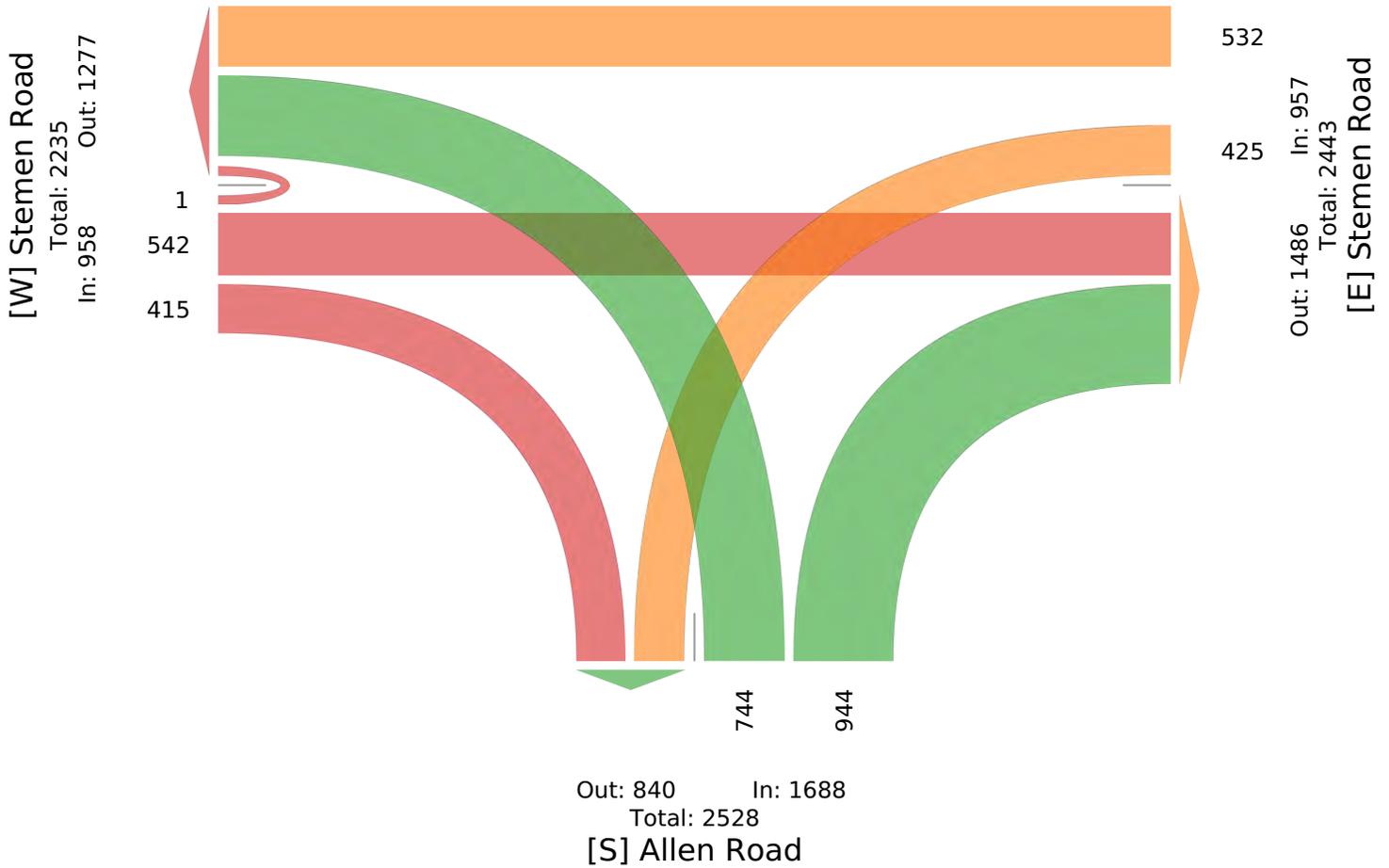
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366844, Location: 39.892182, -82.719643



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



Stemen Road & Allen Road - TMC

Tue Dec 9, 2025

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366844, Location: 39.892182, -82.719643



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

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Allen Road Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2025-12-09 7:30AM	1	2	0	3	13	7	0	20	17	23	0	40	63
7:45AM	3	4	0	7	12	8	0	20	17	16	0	33	60
8:00AM	5	6	0	11	6	8	0	14	25	14	0	39	64
8:15AM	6	5	0	11	2	7	0	9	19	18	0	37	57
Total	15	17	0	32	33	30	0	63	78	71	0	149	244
% Approach	46.9%	53.1%	0%	-	52.4%	47.6%	0%	-	52.3%	47.7%	0%	-	-
% Total	6.1%	7.0%	0%	13.1%	13.5%	12.3%	0%	25.8%	32.0%	29.1%	0%	61.1%	-
PHF	0.625	0.708	-	0.727	0.635	0.938	-	0.788	0.780	0.772	-	0.931	0.953
Lights	14	17	0	31	31	30	0	61	76	67	0	143	235
% Lights	93.3%	100%	0%	96.9%	93.9%	100%	0%	96.8%	97.4%	94.4%	0%	96.0%	96.3%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	1	0	0	1	2	0	0	2	2	4	0	6	9
% Buses and Single-Unit Trucks	6.7%	0%	0%	3.1%	6.1%	0%	0%	3.2%	2.6%	5.6%	0%	4.0%	3.7%

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

Stemen Road & Allen Road - TMC

Tue Dec 9, 2025

AM Peak (7:30 AM - 8:30 AM)

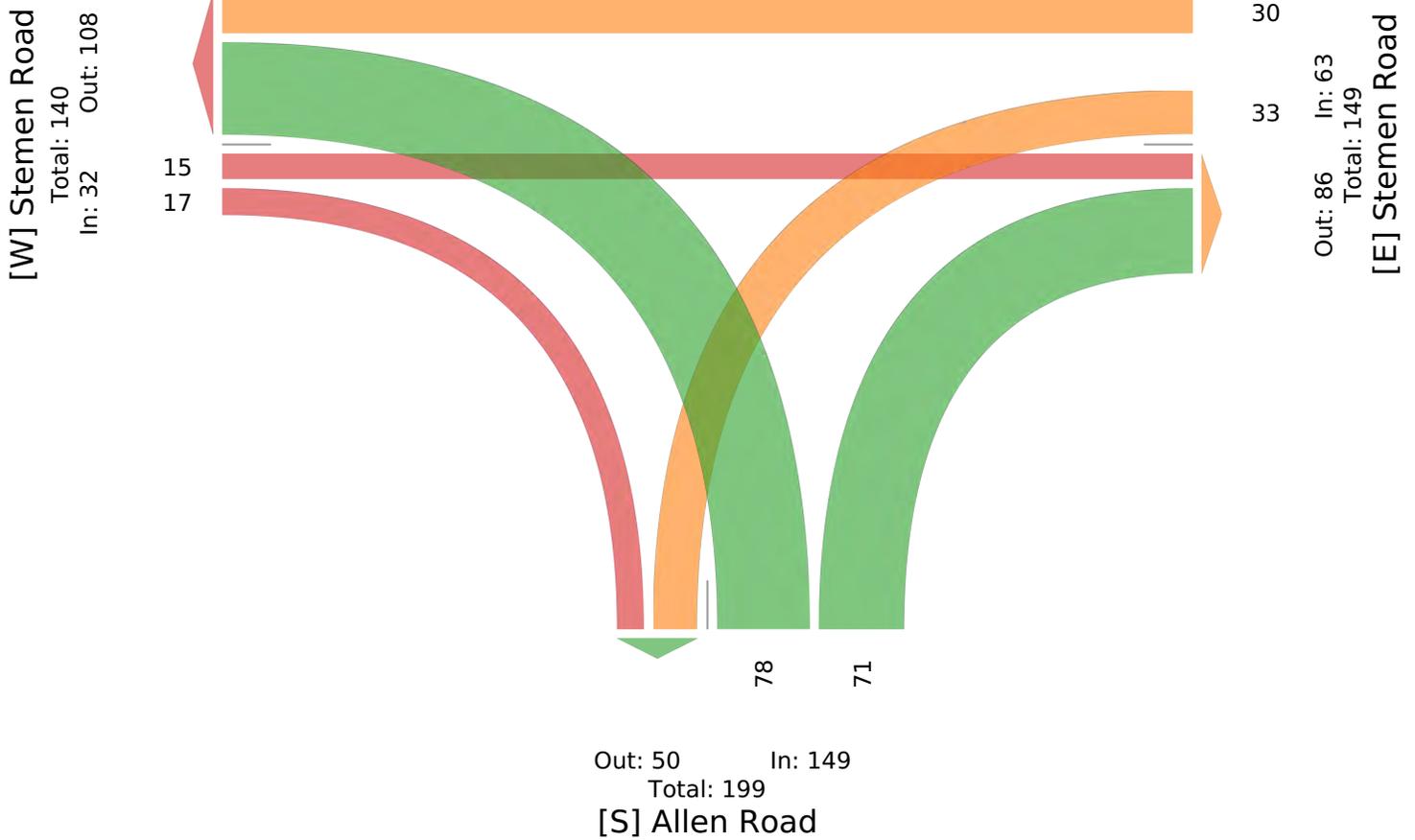
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366844, Location: 39.892182, -82.719643



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



Stemen Road & Allen Road - TMC

Tue Dec 9, 2025

Midday Peak (12:45 PM - 1:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366844, Location: 39.892182, -82.719643



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

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Allen Road Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2025-12-09 12:45PM	13	5	0	18	4	7	0	11	13	7	0	20	49
1:00PM	11	2	0	13	4	6	0	10	8	9	0	17	40
1:15PM	6	6	0	12	3	5	0	8	10	14	0	24	44
1:30PM	8	9	0	17	0	7	0	7	10	15	0	25	49
Total	38	22	0	60	11	25	0	36	41	45	0	86	182
% Approach	63.3%	36.7%	0%	-	30.6%	69.4%	0%	-	47.7%	52.3%	0%	-	-
% Total	20.9%	12.1%	0%	33.0%	6.0%	13.7%	0%	19.8%	22.5%	24.7%	0%	47.3%	-
PHF	0.731	0.611	-	0.833	0.688	0.893	-	0.818	0.788	0.750	-	0.860	0.929
Lights	38	22	0	60	10	25	0	35	40	44	0	84	179
% Lights	100%	100%	0%	100%	90.9%	100%	0%	97.2%	97.6%	97.8%	0%	97.7%	98.4%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	1	0	0	1	1	1	0	2	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	9.1%	0%	0%	2.8%	2.4%	2.2%	0%	2.3%	1.6%

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

Stemen Road & Allen Road - TMC

Tue Dec 9, 2025

Midday Peak (12:45 PM - 1:45 PM)

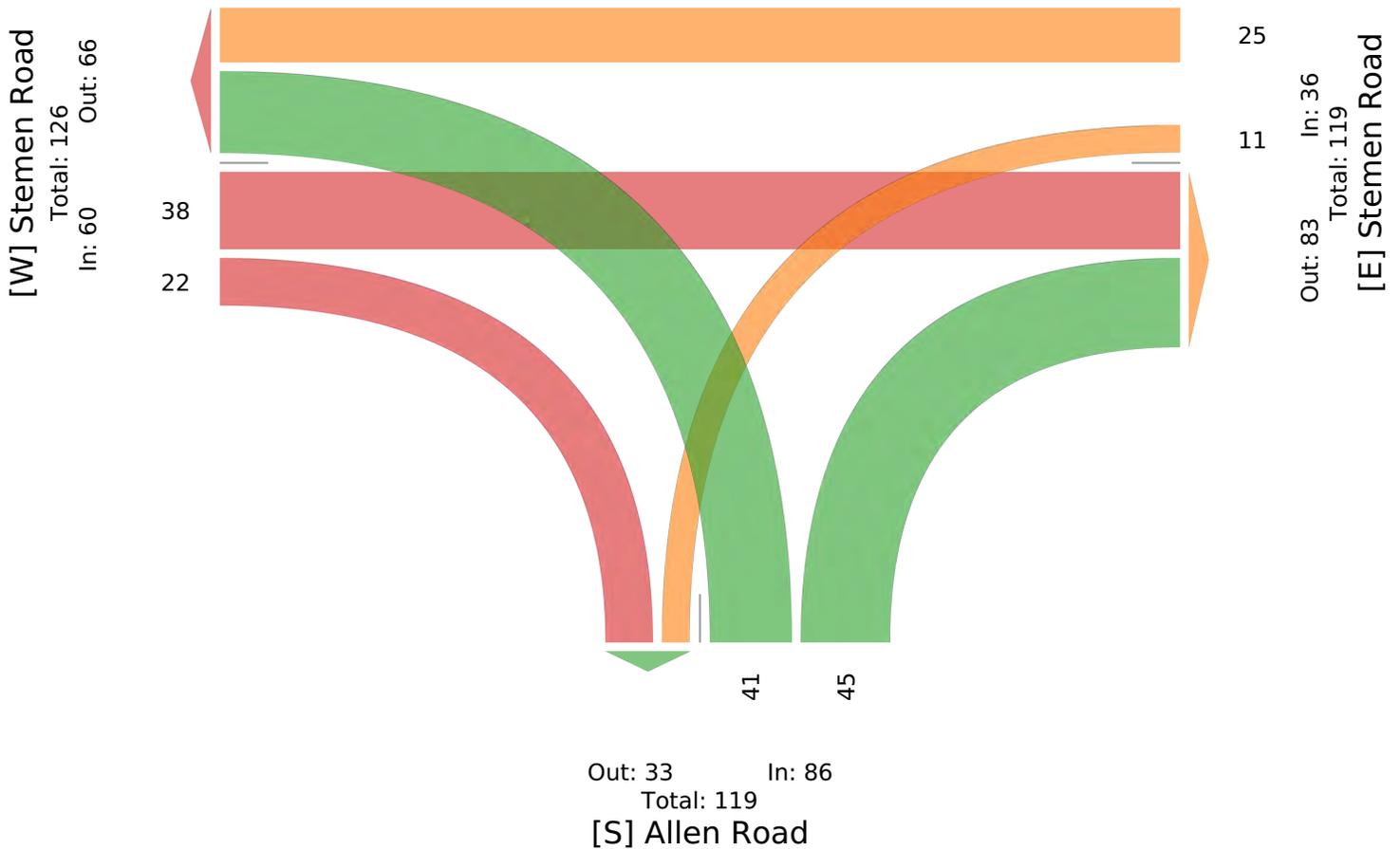
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366844, Location: 39.892182, -82.719643



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



Stemen Road & Allen Road - TMC

Tue Dec 9, 2025

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366844, Location: 39.892182, -82.719643



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

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Allen Road Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2025-12-09 4:30PM	23	16	0	39	16	10	0	26	18	26	0	44	109
4:45PM	12	7	0	19	9	21	0	30	9	20	0	29	78
5:00PM	16	9	0	25	13	10	0	23	14	27	0	41	89
5:15PM	14	16	0	30	19	11	0	30	15	34	0	49	109
Total	65	48	0	113	57	52	0	109	56	107	0	163	385
% Approach	57.5%	42.5%	0%	-	52.3%	47.7%	0%	-	34.4%	65.6%	0%	-	-
% Total	16.9%	12.5%	0%	29.4%	14.8%	13.5%	0%	28.3%	14.5%	27.8%	0%	42.3%	-
PHF	0.707	0.750	-	0.724	0.750	0.619	-	0.908	0.778	0.787	-	0.832	0.883
Lights	65	46	0	111	57	49	0	106	53	103	0	156	373
% Lights	100%	95.8%	0%	98.2%	100%	94.2%	0%	97.2%	94.6%	96.3%	0%	95.7%	96.9%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	2	0	2	0	3	0	3	3	4	0	7	12
% Buses and Single-Unit Trucks	0%	4.2%	0%	1.8%	0%	5.8%	0%	2.8%	5.4%	3.7%	0%	4.3%	3.1%

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

Stemen Road & Allen Road - TMC

Tue Dec 9, 2025

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

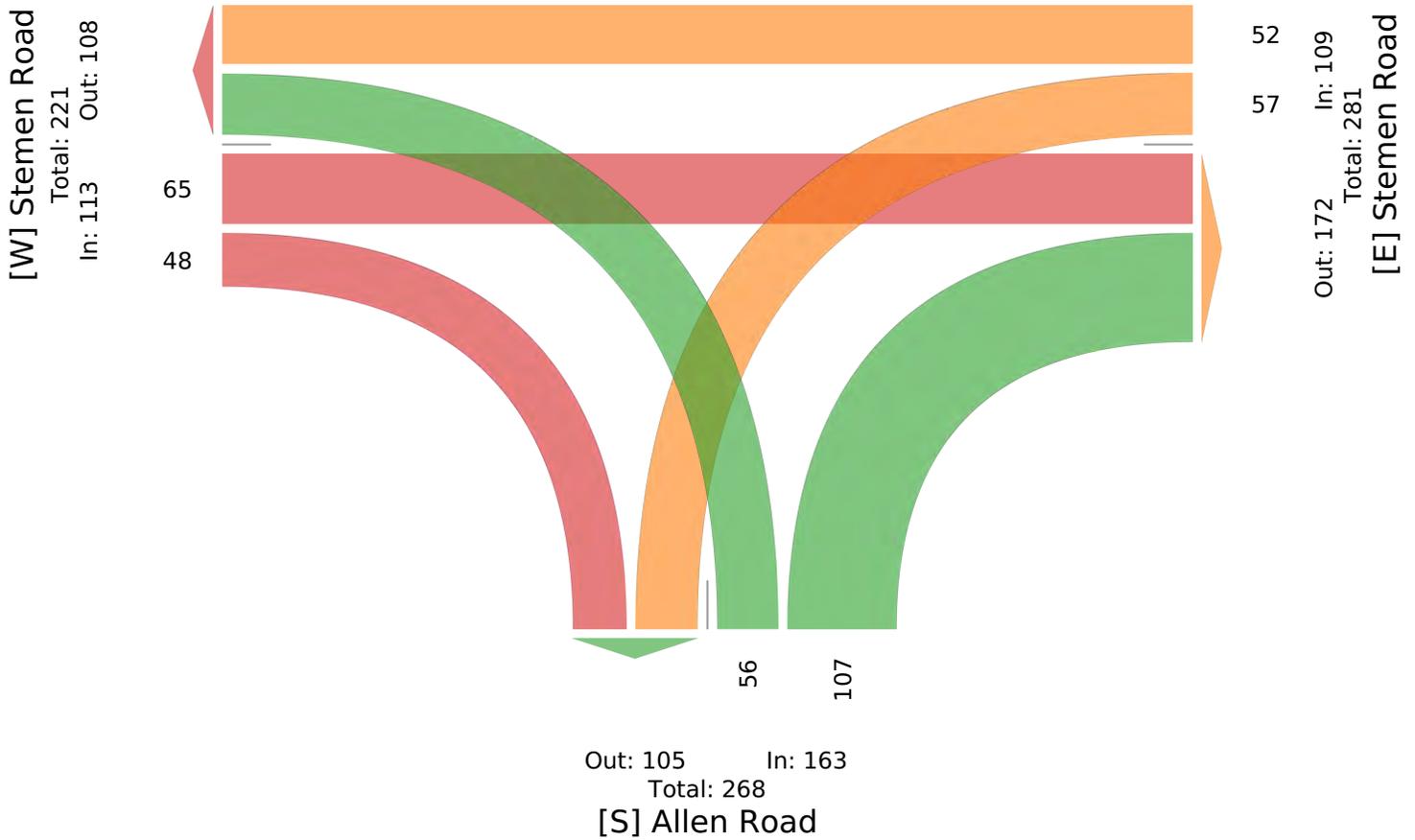
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366844, Location: 39.892182, -82.719643



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



Stemen Road & Huntington Way NW - TMC

Tue Dec 9, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366842, Location: 39.891958, -82.715479



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

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Huntington Way NW Southbound					
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int	
2025-12-09 12:00AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:15AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
12:30AM	1	2	0	3	1	0	0	1	0	0	0	0	0	4
12:45AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	4	0	6	1	0	0	1	0	0	0	0	0	7
1:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
1:45AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	2	0	3	0	0	0	0	0	0	0	0	0	3
2:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
2:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	1	1
3:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
3:45AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	0	0	0	0	2	0	0	2	0	1	0	1	1	3
4:00AM	0	1	0	1	3	0	0	3	1	0	0	1	1	5
4:15AM	0	2	0	2	3	0	0	3	0	1	0	1	1	6
4:30AM	2	1	0	3	2	0	0	2	0	0	0	0	0	5
4:45AM	4	4	0	8	2	0	0	2	0	2	0	2	2	12
Hourly Total	6	8	0	14	10	0	0	10	1	3	0	4	2	28
5:00AM	1	6	0	7	4	1	0	5	0	0	0	0	0	12
5:15AM	5	3	0	8	0	0	0	0	0	1	0	1	1	9
5:30AM	5	11	0	16	7	0	0	7	2	1	0	3	3	26
5:45AM	3	8	0	11	3	1	0	4	1	4	0	5	5	20
Hourly Total	14	28	0	42	14	2	0	16	3	6	0	9	6	67
6:00AM	8	8	0	16	8	0	0	8	0	2	0	2	2	26
6:15AM	12	23	0	35	4	0	0	4	1	2	0	3	3	42
6:30AM	1	20	0	21	11	1	0	12	1	3	0	4	4	37
6:45AM	9	16	0	25	8	0	0	8	0	4	0	4	4	37
Hourly Total	30	67	0	97	31	1	0	32	2	11	0	13	13	142
7:00AM	10	16	0	26	13	1	0	14	2	4	0	6	6	46
7:15AM	5	10	0	15	13	1	0	14	4	7	0	11	11	40
7:30AM	6	18	0	24	14	2	0	16	3	6	0	9	9	49
7:45AM	10	9	0	19	13	0	0	13	1	4	0	5	5	37
Hourly Total	31	53	0	84	53	4	0	57	10	21	0	31	31	172
8:00AM	5	14	0	19	11	0	0	11	2	4	0	6	6	36
8:15AM	6	16	0	22	3	0	0	3	1	3	0	4	4	29
8:30AM	4	15	0	19	12	1	0	13	2	7	0	9	9	41
8:45AM	8	16	0	24	6	0	0	6	3	4	0	7	7	37
Hourly Total	23	61	0	84	32	1	0	33	8	18	0	26	26	143
9:00AM	2	13	0	15	10	1	0	11	0	10	0	10	10	36
9:15AM	4	11	0	15	16	0	0	16	1	4	0	5	5	36
9:30AM	4	17	0	21	7	0	0	7	0	3	0	3	3	31
9:45AM	7	8	0	15	9	0	0	9	0	3	0	3	3	27
Hourly Total	17	49	0	66	42	1	0	43	1	20	0	21	21	130
10:00AM	9	7	0	16	7	0	0	7	1	1	0	2	2	25
10:15AM	6	8	0	14	5	0	0	5	1	4	0	5	5	24
10:30AM	0	7	0	7	4	1	0	5	2	5	0	7	7	19
10:45AM	0	11	0	11	3	1	0	4	0	3	0	3	3	18

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Huntington Way NW Southbound				Int
	L	T	U	App	T	R	U	App	L	R	U	App	
Hourly Total	15	33	0	48	19	2	0	21	4	13	0	17	86
11:00AM	3	10	0	13	11	1	0	12	4	2	0	6	31
11:15AM	7	13	1	21	6	2	0	8	2	7	0	9	38
11:30AM	3	13	0	16	4	0	0	4	1	3	0	4	24
11:45AM	4	8	0	12	4	2	0	6	0	3	0	3	21
Hourly Total	17	44	1	62	25	5	0	30	7	15	0	22	114
12:00PM	7	8	0	15	10	1	0	11	2	6	0	8	34
12:15PM	4	13	0	17	14	1	0	15	1	7	0	8	40
12:30PM	2	6	0	8	13	1	0	14	0	3	0	3	25
12:45PM	5	14	0	19	9	0	0	9	0	2	0	2	30
Hourly Total	18	41	0	59	46	3	0	49	3	18	0	21	129
1:00PM	9	12	0	21	3	1	0	4	0	6	0	6	31
1:15PM	3	15	1	19	9	0	0	9	1	1	0	2	30
1:30PM	8	15	0	23	4	0	0	4	1	3	0	4	31
1:45PM	6	16	0	22	11	2	0	13	0	2	0	2	37
Hourly Total	26	58	1	85	27	3	0	30	2	12	0	14	129
2:00PM	8	12	0	20	8	0	0	8	2	2	0	4	32
2:15PM	4	10	0	14	9	1	0	10	0	8	0	8	32
2:30PM	7	11	0	18	8	1	0	9	0	6	0	6	33
2:45PM	6	17	0	23	9	1	0	10	4	3	0	7	40
Hourly Total	25	50	0	75	34	3	0	37	6	19	0	25	137
3:00PM	9	25	0	34	11	2	0	13	1	7	0	8	55
3:15PM	15	18	0	33	7	0	0	7	4	5	0	9	49
3:30PM	7	15	0	22	17	1	0	18	1	10	0	11	51
3:45PM	12	26	0	38	19	0	0	19	3	4	0	7	64
Hourly Total	43	84	0	127	54	3	0	57	9	26	0	35	219
4:00PM	7	33	0	40	13	1	0	14	1	3	0	4	58
4:15PM	13	22	0	35	15	1	0	16	0	9	0	9	60
4:30PM	9	39	0	48	12	3	0	15	2	15	0	17	80
4:45PM	9	22	0	31	21	1	0	22	3	8	0	11	64
Hourly Total	38	116	0	154	61	6	0	67	6	35	0	41	262
5:00PM	13	29	0	42	13	1	0	14	2	9	0	11	67
5:15PM	8	40	0	48	27	4	0	31	2	5	0	7	86
5:30PM	7	31	0	38	17	1	0	18	2	9	0	11	67
5:45PM	9	17	0	26	21	1	0	22	2	8	0	10	58
Hourly Total	37	117	0	154	78	7	0	85	8	31	0	39	278
6:00PM	7	17	0	24	10	0	0	10	1	7	0	8	42
6:15PM	6	27	0	33	15	1	0	16	0	8	0	8	57
6:30PM	6	15	0	21	10	3	0	13	0	5	0	5	39
6:45PM	17	16	0	33	10	2	0	12	1	5	0	6	51
Hourly Total	36	75	0	111	45	6	0	51	2	25	0	27	189
7:00PM	11	14	0	25	4	1	0	5	1	3	0	4	34
7:15PM	4	12	0	16	6	0	0	6	0	3	0	3	25
7:30PM	8	16	0	24	2	0	0	2	0	6	0	6	32
7:45PM	3	8	0	11	3	1	0	4	1	1	0	2	17
Hourly Total	26	50	0	76	15	2	0	17	2	13	0	15	108
8:00PM	7	17	0	24	7	1	0	8	1	2	0	3	35
8:15PM	6	7	0	13	1	0	0	1	1	2	0	3	17
8:30PM	5	6	0	11	7	0	0	7	0	1	0	1	19
8:45PM	6	7	0	13	3	0	0	3	0	2	0	2	18
Hourly Total	24	37	0	61	18	1	0	19	2	7	0	9	89
9:00PM	7	4	0	11	1	0	0	1	0	7	0	7	19
9:15PM	5	6	0	11	2	0	0	2	0	4	0	4	17
9:30PM	4	4	0	8	4	0	0	4	1	5	0	6	18
9:45PM	1	3	0	4	2	0	0	2	0	1	0	1	7
Hourly Total	17	17	0	34	9	0	0	9	1	17	0	18	61
10:00PM	0	4	0	4	2	0	0	2	0	3	0	3	9
10:15PM	3	2	0	5	1	0	0	1	0	2	0	2	8
10:30PM	0	2	0	2	1	1	0	2	1	1	0	2	6
10:45PM	0	1	0	1	1	0	0	1	0	0	0	0	2

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Huntington Way NW Southbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
Hourly Total	3	9	0	12	5	1	0	6	1	6	0	7	25
11:00PM	1	3	0	4	1	0	0	1	0	0	0	0	5
11:15PM	1	1	0	2	2	0	0	2	1	0	0	1	5
11:30PM	1	2	0	3	0	0	0	0	0	0	0	0	3
11:45PM	1	0	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	4	6	0	10	4	0	0	4	1	0	0	1	15
Total	453	1009	2	1464	625	51	0	676	79	318	0	397	2537
% Approach	30.9%	68.9%	0.1%	-	92.5%	7.5%	0%	-	19.9%	80.1%	0%	-	-
% Total	17.9%	39.8%	0.1%	57.7%	24.6%	2.0%	0%	26.6%	3.1%	12.5%	0%	15.6%	-
Lights	441	978	2	1421	610	48	0	658	76	308	0	384	2463
% Lights	97.4%	96.9%	100%	97.1%	97.6%	94.1%	0%	97.3%	96.2%	96.9%	0%	96.7%	97.1%
Articulated Trucks	1	0	0	1	1	0	0	1	0	0	0	0	2
% Articulated Trucks	0.2%	0%	0%	0.1%	0.2%	0%	0%	0.1%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	11	31	0	42	14	3	0	17	3	10	0	13	72
% Buses and Single-Unit Trucks	2.4%	3.1%	0%	2.9%	2.2%	5.9%	0%	2.5%	3.8%	3.1%	0%	3.3%	2.8%

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

Stemen Road & Huntington Way NW - TMC

Tue Dec 9, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366842, Location: 39.891958, -82.715479



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

[N] Huntington Way NW

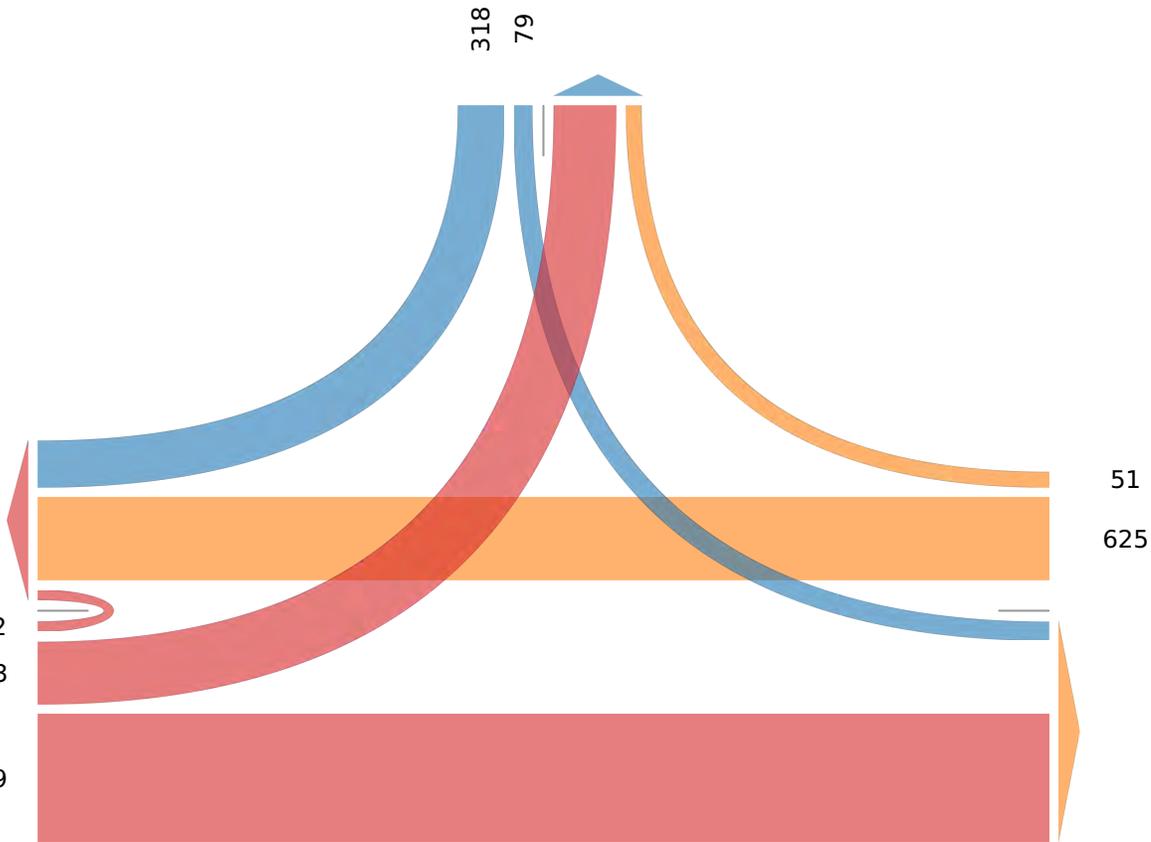
Total: 901
In: 397 Out: 504

318
79

[W] Stemen Road

Total: 2409
In: 1464 Out: 945

2
453
1009



51
625

Out: 1088 In: 676
Total: 1764

[E] Stemen Road

Stemen Road & Huntington Way NW - TMC

Tue Dec 9, 2025

AM Peak (6:45 AM - 7:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366842, Location: 39.891958, -82.715479



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

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Huntington Way NW Southbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2025-12-09 6:45AM	9	16	0	25	8	0	0	8	0	4	0	4	37
7:00AM	10	16	0	26	13	1	0	14	2	4	0	6	46
7:15AM	5	10	0	15	13	1	0	14	4	7	0	11	40
7:30AM	6	18	0	24	14	2	0	16	3	6	0	9	49
Total	30	60	0	90	48	4	0	52	9	21	0	30	172
% Approach	33.3%	66.7%	0%	-	92.3%	7.7%	0%	-	30.0%	70.0%	0%	-	-
% Total	17.4%	34.9%	0%	52.3%	27.9%	2.3%	0%	30.2%	5.2%	12.2%	0%	17.4%	-
PHF	0.750	0.833	-	0.865	0.857	0.500	-	0.813	0.563	0.750	-	0.682	0.878
Lights	28	59	0	87	47	3	0	50	9	21	0	30	167
% Lights	93.3%	98.3%	0%	96.7%	97.9%	75.0%	0%	96.2%	100%	100%	0%	100%	97.1%
Articulated Trucks	1	0	0	1	1	0	0	1	0	0	0	0	2
% Articulated Trucks	3.3%	0%	0%	1.1%	2.1%	0%	0%	1.9%	0%	0%	0%	0%	1.2%
Buses and Single-Unit Trucks	1	1	0	2	0	1	0	1	0	0	0	0	3
% Buses and Single-Unit Trucks	3.3%	1.7%	0%	2.2%	0%	25.0%	0%	1.9%	0%	0%	0%	0%	1.7%

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

Stemen Road & Huntington Way NW - TMC

Tue Dec 9, 2025

AM Peak (6:45 AM - 7:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366842, Location: 39.891958, -82.715479



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

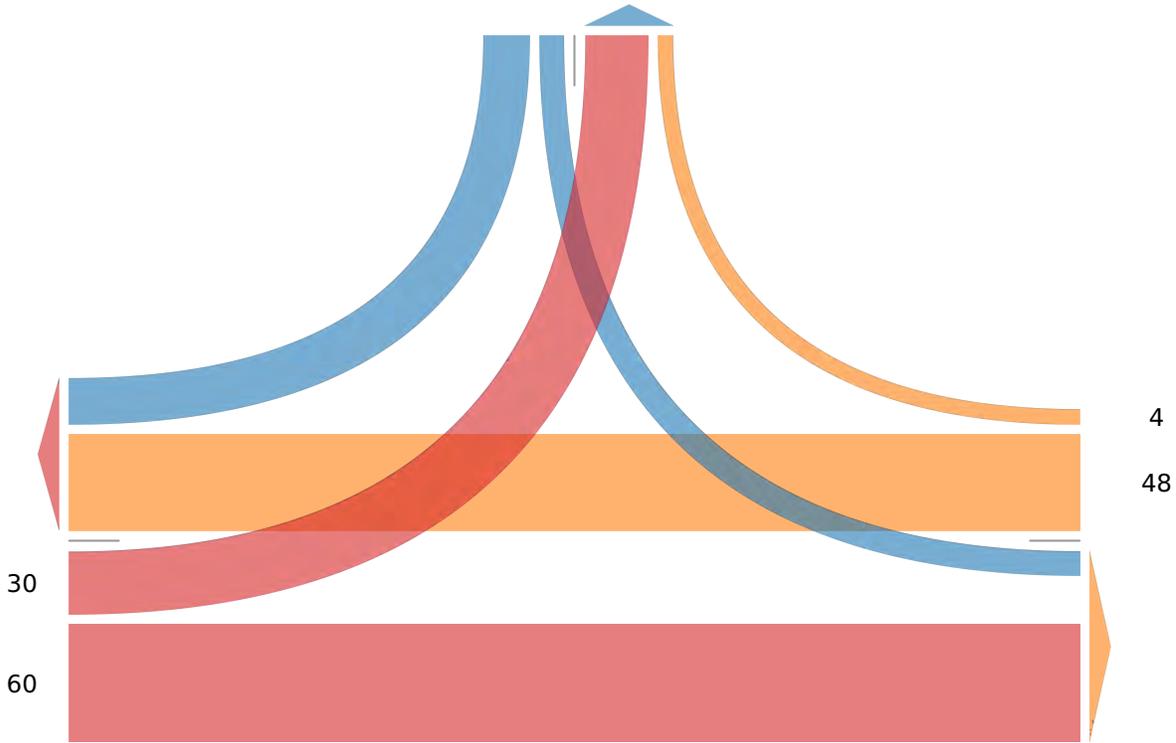
[N] Huntington Way NW

Total: 64
In: 30 Out: 34

21 9

[W] Stemen Road

Total: 159
In: 90 Out: 69



Stemen Road & Huntington Way NW - TMC

Tue Dec 9, 2025

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366842, Location: 39.891958, -82.715479



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

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Huntington Way NW Southbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2025-12-09 12:00PM	7	8	0	15	10	1	0	11	2	6	0	8	34
12:15PM	4	13	0	17	14	1	0	15	1	7	0	8	40
12:30PM	2	6	0	8	13	1	0	14	0	3	0	3	25
12:45PM	5	14	0	19	9	0	0	9	0	2	0	2	30
Total	18	41	0	59	46	3	0	49	3	18	0	21	129
% Approach	30.5%	69.5%	0%	-	93.9%	6.1%	0%	-	14.3%	85.7%	0%	-	-
% Total	14.0%	31.8%	0%	45.7%	35.7%	2.3%	0%	38.0%	2.3%	14.0%	0%	16.3%	-
PHF	0.643	0.732	-	0.776	0.821	0.750	-	0.817	0.375	0.643	-	0.656	0.806
Lights	18	40	0	58	44	3	0	47	2	18	0	20	125
% Lights	100%	97.6%	0%	98.3%	95.7%	100%	0%	95.9%	66.7%	100%	0%	95.2%	96.9%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	1	0	1	2	0	0	2	1	0	0	1	4
% Buses and Single-Unit Trucks	0%	2.4%	0%	1.7%	4.3%	0%	0%	4.1%	33.3%	0%	0%	4.8%	3.1%

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

Stemen Road & Huntington Way NW - TMC

Tue Dec 9, 2025

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366842, Location: 39.891958, -82.715479



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

[N] Huntington Way NW

Total: 42

In: 21 Out: 21

18 3

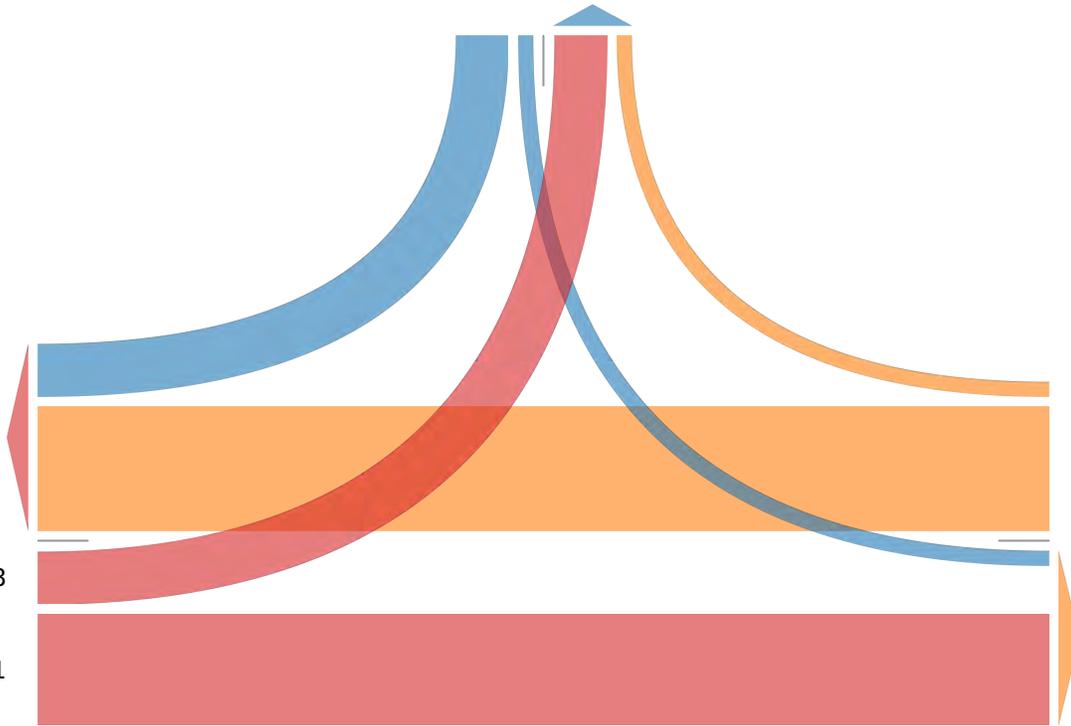
[W] Stemen Road

Total: 123

In: 59 Out: 64

18

41



3

46

Out: 44 In: 49

Total: 93

[E] Stemen Road

Stemen Road & Huntington Way NW - TMC

Tue Dec 9, 2025

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366842, Location: 39.891958, -82.715479



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

Leg Direction	Stemen Road Eastbound				Stemen Road Westbound				Huntington Way NW Southbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2025-12-09 4:30PM	9	39	0	48	12	3	0	15	2	15	0	17	80
4:45PM	9	22	0	31	21	1	0	22	3	8	0	11	64
5:00PM	13	29	0	42	13	1	0	14	2	9	0	11	67
5:15PM	8	40	0	48	27	4	0	31	2	5	0	7	86
Total	39	130	0	169	73	9	0	82	9	37	0	46	297
% Approach	23.1%	76.9%	0%	-	89.0%	11.0%	0%	-	19.6%	80.4%	0%	-	-
% Total	13.1%	43.8%	0%	56.9%	24.6%	3.0%	0%	27.6%	3.0%	12.5%	0%	15.5%	-
PHF	0.750	0.813	-	0.880	0.676	0.563	-	0.661	0.750	0.617	-	0.676	0.863
Lights	37	128	0	165	72	9	0	81	9	35	0	44	290
% Lights	94.9%	98.5%	0%	97.6%	98.6%	100%	0%	98.8%	100%	94.6%	0%	95.7%	97.6%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	2	2	0	4	1	0	0	1	0	2	0	2	7
% Buses and Single-Unit Trucks	5.1%	1.5%	0%	2.4%	1.4%	0%	0%	1.2%	0%	5.4%	0%	4.3%	2.4%

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

Stemen Road & Huntington Way NW - TMC

Tue Dec 9, 2025

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1366842, Location: 39.891958, -82.715479



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

[N] Huntington Way NW

Total: 94

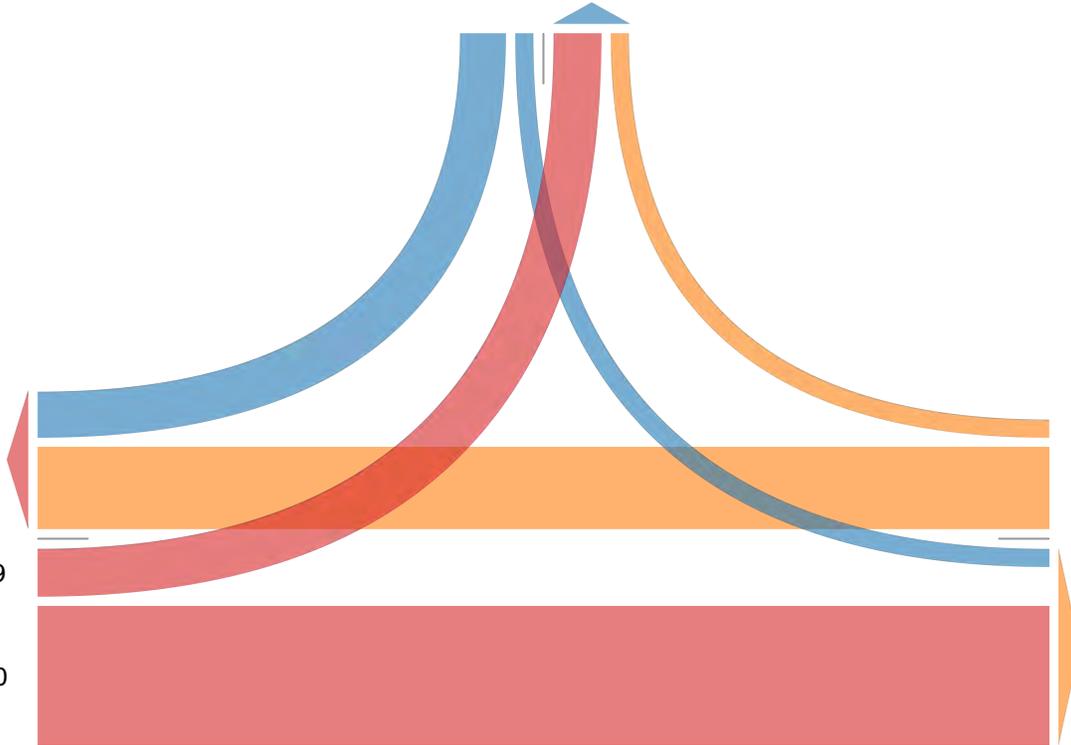
In: 46 Out: 48

37 9

[W] Stemen Road

Total: 279
In: 169 Out: 110

39
130



9
73
Out: 139 In: 82
Total: 221
[E] Stemen Road

Refugee Road & Huntington Way - TMC

Tue Jan 6, 2026

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369683, Location: 39.906488, -82.714383



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

Leg Direction	Refugee Road Eastbound				Refugee Road Westbound				Huntington Way Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2026-01-06 12:00AM	5	2	0	7	0	4	0	4	0	0	0	0	11
12:15AM	3	1	0	4	0	3	0	3	0	0	0	0	7
12:30AM	2	0	0	2	1	1	0	2	1	0	1	2	6
12:45AM	1	1	0	2	1	0	0	1	0	1	0	1	4
Hourly Total	11	4	0	15	2	8	0	10	1	1	1	3	28
1:00AM	0	2	0	2	0	0	0	0	0	1	0	1	3
1:15AM	0	0	0	0	0	1	0	1	0	0	0	0	1
1:30AM	1	1	0	2	0	3	0	3	1	1	0	2	7
1:45AM	0	0	0	0	1	0	0	1	1	0	0	1	2
Hourly Total	1	3	0	4	1	4	0	5	2	2	0	4	13
2:00AM	3	0	0	3	0	1	0	1	0	0	0	0	4
2:15AM	0	0	0	0	1	1	0	2	0	0	0	0	2
2:30AM	0	0	0	0	1	1	0	2	0	0	0	0	2
2:45AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	3	0	0	3	2	4	0	6	1	0	0	1	10
3:00AM	0	0	0	0	0	1	0	1	1	0	0	1	2
3:15AM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30AM	0	0	0	0	1	1	0	2	0	0	0	0	2
3:45AM	0	0	0	0	0	3	0	3	1	0	0	1	4
Hourly Total	0	0	0	0	1	5	0	6	3	0	0	3	9
4:00AM	1	0	0	1	0	0	0	0	2	0	0	2	3
4:15AM	0	0	0	0	0	2	0	2	2	0	0	2	4
4:30AM	3	0	0	3	0	6	0	6	4	3	0	7	16
4:45AM	0	1	0	1	0	8	0	8	1	3	0	4	13
Hourly Total	4	1	0	5	0	16	0	16	9	6	0	15	36
5:00AM	1	1	0	2	0	7	0	7	6	2	0	8	17
5:15AM	8	0	0	8	0	13	0	13	3	10	0	13	34
5:30AM	2	0	0	2	0	15	0	15	10	2	0	12	29
5:45AM	5	0	0	5	1	10	0	11	7	3	0	10	26
Hourly Total	16	1	0	17	1	45	0	46	26	17	0	43	106
6:00AM	10	2	0	12	0	17	0	17	13	5	0	18	47
6:15AM	8	1	0	9	0	35	0	35	7	8	0	15	59
6:30AM	20	3	0	23	0	25	0	25	10	11	0	21	69
6:45AM	28	5	0	33	0	44	0	44	19	6	0	25	102
Hourly Total	66	11	0	77	0	121	0	121	49	30	0	79	277
7:00AM	22	3	0	25	0	46	0	46	22	14	0	36	107
7:15AM	27	3	0	30	2	55	0	57	8	11	0	19	106
7:30AM	39	4	0	43	0	55	0	55	16	9	0	25	123
7:45AM	45	3	0	48	0	48	0	48	9	15	0	24	120
Hourly Total	133	13	0	146	2	204	0	206	55	49	0	104	456
8:00AM	36	11	0	47	4	31	0	35	10	6	0	16	98
8:15AM	87	4	0	91	4	56	0	60	15	12	0	27	178
8:30AM	102	4	0	106	1	95	0	96	9	8	0	17	219
8:45AM	93	1	0	94	2	66	0	68	7	9	0	16	178
Hourly Total	318	20	0	338	11	248	0	259	41	35	0	76	673
9:00AM	69	3	0	72	8	147	0	155	9	3	0	12	239
9:15AM	29	1	0	30	1	70	0	71	7	2	0	9	110
9:30AM	37	4	0	41	1	35	0	36	10	3	0	13	90
9:45AM	20	5	0	25	2	43	0	45	6	4	0	10	80
Hourly Total	155	13	0	168	12	295	0	307	32	12	0	44	519
10:00AM	35	1	0	36	1	31	0	32	6	4	0	10	78
10:15AM	39	2	0	41	1	29	0	30	8	3	0	11	82
10:30AM	36	9	0	45	3	35	0	38	8	2	0	10	93
10:45AM	28	7	0	35	2	35	0	37	9	1	0	10	82

Leg Direction	Refugee Road Eastbound				Refugee Road Westbound				Huntington Way Northbound				Int
	T	R	U	App	L	T	U	App	L	R	U	App	
Hourly Total	138	19	0	157	7	130	0	137	31	10	0	41	335
11:00AM	34	6	0	40	2	42	0	44	8	1	0	9	93
11:15AM	37	11	0	48	2	35	0	37	14	2	0	16	101
11:30AM	38	8	0	46	4	37	0	41	7	2	0	9	96
11:45AM	38	6	0	44	0	31	0	31	13	2	0	15	90
Hourly Total	147	31	0	178	8	145	0	153	42	7	0	49	380
12:00PM	50	10	0	60	2	35	0	37	9	2	0	11	108
12:15PM	38	9	0	47	5	67	0	72	8	2	0	10	129
12:30PM	27	14	0	41	2	34	0	36	7	3	0	10	87
12:45PM	53	7	0	60	2	41	0	43	9	2	0	11	114
Hourly Total	168	40	0	208	11	177	0	188	33	9	0	42	438
1:00PM	37	12	0	49	2	55	0	57	7	3	0	10	116
1:15PM	64	10	0	74	0	35	0	35	10	3	0	13	122
1:30PM	42	8	0	50	1	31	0	32	6	3	0	9	91
1:45PM	39	7	0	46	2	47	0	49	4	2	0	6	101
Hourly Total	182	37	0	219	5	168	0	173	27	11	0	38	430
2:00PM	42	8	0	50	2	43	0	45	14	1	0	15	110
2:15PM	49	13	0	62	4	36	0	40	7	2	0	9	111
2:30PM	46	4	0	50	3	36	0	39	5	6	0	11	100
2:45PM	58	9	0	67	5	45	0	50	8	8	0	16	133
Hourly Total	195	34	0	229	14	160	0	174	34	17	0	51	454
3:00PM	88	18	0	106	5	29	0	34	13	6	0	19	159
3:15PM	94	14	0	108	4	79	0	83	7	1	0	8	199
3:30PM	67	11	0	78	11	77	0	88	9	5	0	14	180
3:45PM	77	19	0	96	7	81	0	88	13	5	0	18	202
Hourly Total	326	62	0	388	27	266	0	293	42	17	0	59	740
4:00PM	82	21	0	103	9	105	0	114	12	3	0	15	232
4:15PM	58	21	0	79	9	86	0	95	12	1	0	13	187
4:30PM	89	23	0	112	6	56	0	62	11	6	0	17	191
4:45PM	66	15	0	81	5	54	0	59	15	3	0	18	158
Hourly Total	295	80	0	375	29	301	0	330	50	13	0	63	768
5:00PM	65	21	0	86	8	64	0	72	11	9	0	20	178
5:15PM	66	14	0	80	7	60	0	67	13	4	0	17	164
5:30PM	59	8	0	67	5	54	0	59	13	7	0	20	146
5:45PM	56	17	0	73	6	51	0	57	16	3	0	19	149
Hourly Total	246	60	0	306	26	229	0	255	53	23	0	76	637
6:00PM	45	12	0	57	2	54	0	56	12	6	0	18	131
6:15PM	52	12	0	64	9	32	0	41	9	4	0	13	118
6:30PM	57	16	0	73	1	24	0	25	9	3	0	12	110
6:45PM	49	21	0	70	3	43	0	46	10	0	0	10	126
Hourly Total	203	61	0	264	15	153	0	168	40	13	0	53	485
7:00PM	37	15	0	52	2	29	0	31	5	3	0	8	91
7:15PM	27	13	0	40	2	18	0	20	5	0	0	5	65
7:30PM	34	12	0	46	5	20	0	25	8	2	0	10	81
7:45PM	33	10	0	43	1	10	0	11	6	2	0	8	62
Hourly Total	131	50	0	181	10	77	0	87	24	7	0	31	299
8:00PM	21	10	0	31	0	18	0	18	7	0	0	7	56
8:15PM	24	14	0	38	2	18	0	20	2	0	0	2	60
8:30PM	20	8	0	28	2	12	0	14	3	0	0	3	45
8:45PM	12	5	0	17	1	19	0	20	3	0	0	3	40
Hourly Total	77	37	0	114	5	67	0	72	15	0	0	15	201
9:00PM	22	11	0	33	1	14	0	15	6	3	0	9	57
9:15PM	18	5	0	23	2	20	0	22	9	3	0	12	57
9:30PM	9	2	0	11	1	13	0	14	2	2	0	4	29
9:45PM	15	2	0	17	1	3	0	4	1	1	0	2	23
Hourly Total	64	20	0	84	5	50	0	55	18	9	0	27	166
10:00PM	9	4	0	13	1	4	0	5	0	0	0	0	18
10:15PM	11	1	0	12	1	10	0	11	0	0	0	0	23
10:30PM	12	3	0	15	0	9	0	9	1	0	0	1	25
10:45PM	8	1	0	9	0	6	0	6	0	0	0	0	15

Leg Direction	Refugee Road Eastbound				Refugee Road Westbound				Huntington Way Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
Hourly Total	40	9	0	49	2	29	0	31	1	0	0	1	81
11:00PM	7	3	0	10	1	2	0	3	0	0	0	0	13
11:15PM	11	3	0	14	0	2	0	2	0	0	0	0	16
11:30PM	4	3	0	7	1	3	0	4	0	0	0	0	11
11:45PM	1	1	0	2	0	1	0	1	0	0	0	0	3
Hourly Total	23	10	0	33	2	8	0	10	0	0	0	0	43
Total	2942	616	0	3558	198	2910	0	3108	629	288	1	918	7584
% Approach	82.7%	17.3%	0%	-	6.4%	93.6%	0%	-	68.5%	31.4%	0.1%	-	-
% Total	38.8%	8.1%	0%	46.9%	2.6%	38.4%	0%	41.0%	8.3%	3.8%	0%	12.1%	-
Lights	2814	609	0	3423	191	2773	0	2964	621	274	1	896	7283
% Lights	95.6%	98.9%	0%	96.2%	96.5%	95.3%	0%	95.4%	98.7%	95.1%	100%	97.6%	96.0%
Articulated Trucks	2	0	0	2	0	5	0	5	0	1	0	1	8
% Articulated Trucks	0.1%	0%	0%	0.1%	0%	0.2%	0%	0.2%	0%	0.3%	0%	0.1%	0.1%
Buses and Single-Unit Trucks	126	7	0	133	7	132	0	139	8	13	0	21	293
% Buses and Single-Unit Trucks	4.3%	1.1%	0%	3.7%	3.5%	4.5%	0%	4.5%	1.3%	4.5%	0%	2.3%	3.9%

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

Refugee Road & Huntington Way - TMC

Tue Jan 6, 2026

Full Length (12 AM-12 AM (+1))

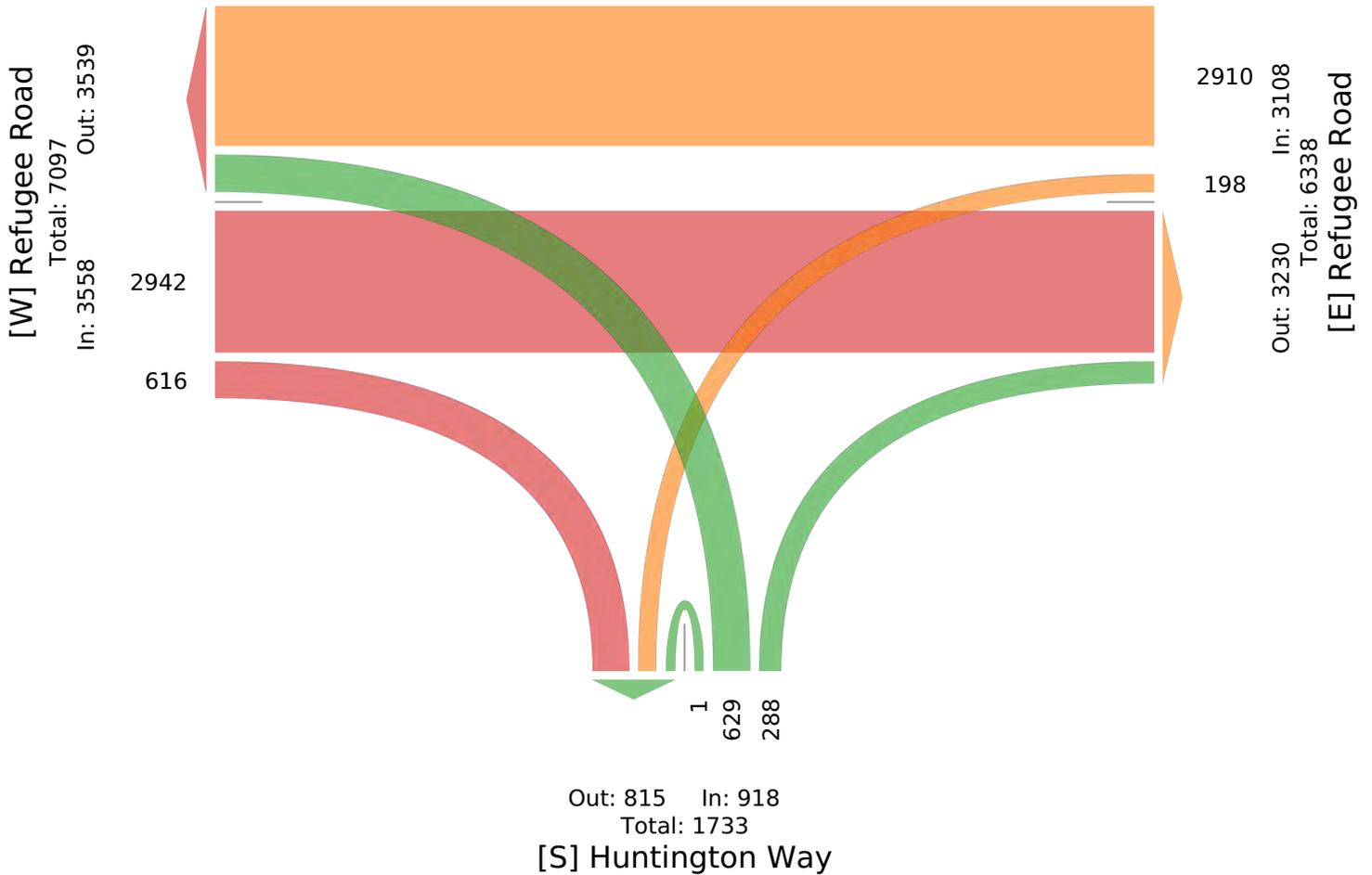
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369683, Location: 39.906488, -82.714383



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



Refugee Road & Huntington Way - TMC

Tue Jan 6, 2026

AM Peak (8:15 AM - 9:15 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369683, Location: 39.906488, -82.714383



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

Leg Direction	Refugee Road Eastbound				Refugee Road Westbound				Huntington Way Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2026-01-06 8:15AM	87	4	0	91	4	56	0	60	15	12	0	27	178
8:30AM	102	4	0	106	1	95	0	96	9	8	0	17	219
8:45AM	93	1	0	94	2	66	0	68	7	9	0	16	178
9:00AM	69	3	0	72	8	147	0	155	9	3	0	12	239
Total	351	12	0	363	15	364	0	379	40	32	0	72	814
% Approach	96.7%	3.3%	0%	-	4.0%	96.0%	0%	-	55.6%	44.4%	0%	-	-
% Total	43.1%	1.5%	0%	44.6%	1.8%	44.7%	0%	46.6%	4.9%	3.9%	0%	8.8%	-
PHF	0.860	0.750	-	0.856	0.469	0.619	-	0.611	0.667	0.667	-	0.667	0.851
Lights	324	10	0	334	14	330	0	344	40	28	0	68	746
% Lights	92.3%	83.3%	0%	92.0%	93.3%	90.7%	0%	90.8%	100%	87.5%	0%	94.4%	91.6%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	27	2	0	29	1	34	0	35	0	4	0	4	68
% Buses and Single-Unit Trucks	7.7%	16.7%	0%	8.0%	6.7%	9.3%	0%	9.2%	0%	12.5%	0%	5.6%	8.4%

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

Refugee Road & Huntington Way - TMC

Tue Jan 6, 2026

AM Peak (8:15 AM - 9:15 AM) - Overall Peak Hour

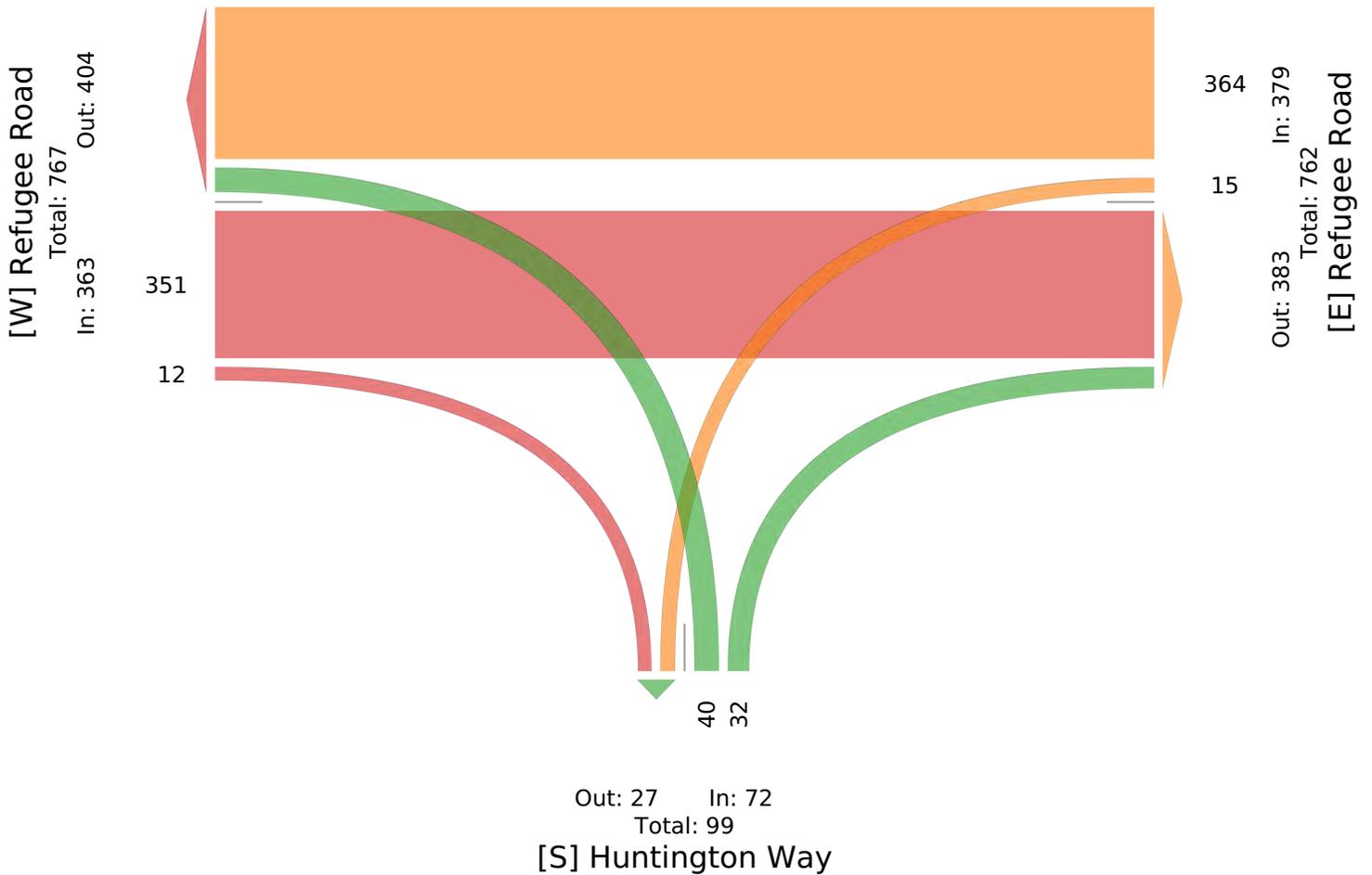
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369683, Location: 39.906488, -82.714383



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



Refugee Road & Huntington Way - TMC

Tue Jan 6, 2026

Midday Peak (12:15 PM - 1:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369683, Location: 39.906488, -82.714383



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

Leg Direction	Refugee Road Eastbound				Refugee Road Westbound				Huntington Way Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2026-01-06 12:15PM	38	9	0	47	5	67	0	72	8	2	0	10	129
12:30PM	27	14	0	41	2	34	0	36	7	3	0	10	87
12:45PM	53	7	0	60	2	41	0	43	9	2	0	11	114
1:00PM	37	12	0	49	2	55	0	57	7	3	0	10	116
Total	155	42	0	197	11	197	0	208	31	10	0	41	446
% Approach	78.7%	21.3%	0%	-	5.3%	94.7%	0%	-	75.6%	24.4%	0%	-	-
% Total	34.8%	9.4%	0%	44.2%	2.5%	44.2%	0%	46.6%	7.0%	2.2%	0%	9.2%	-
PHF	0.731	0.750	-	0.821	0.550	0.735	-	0.722	0.861	0.833	-	0.932	0.864
Lights	141	42	0	183	9	179	0	188	29	10	0	39	410
% Lights	91.0%	100%	0%	92.9%	81.8%	90.9%	0%	90.4%	93.5%	100%	0%	95.1%	91.9%
Articulated Trucks	1	0	0	1	0	1	0	1	0	0	0	0	2
% Articulated Trucks	0.6%	0%	0%	0.5%	0%	0.5%	0%	0.5%	0%	0%	0%	0%	0.4%
Buses and Single-Unit Trucks	13	0	0	13	2	17	0	19	2	0	0	2	34
% Buses and Single-Unit Trucks	8.4%	0%	0%	6.6%	18.2%	8.6%	0%	9.1%	6.5%	0%	0%	4.9%	7.6%

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

Refugee Road & Huntington Way - TMC

Tue Jan 6, 2026

Midday Peak (12:15 PM - 1:15 PM)

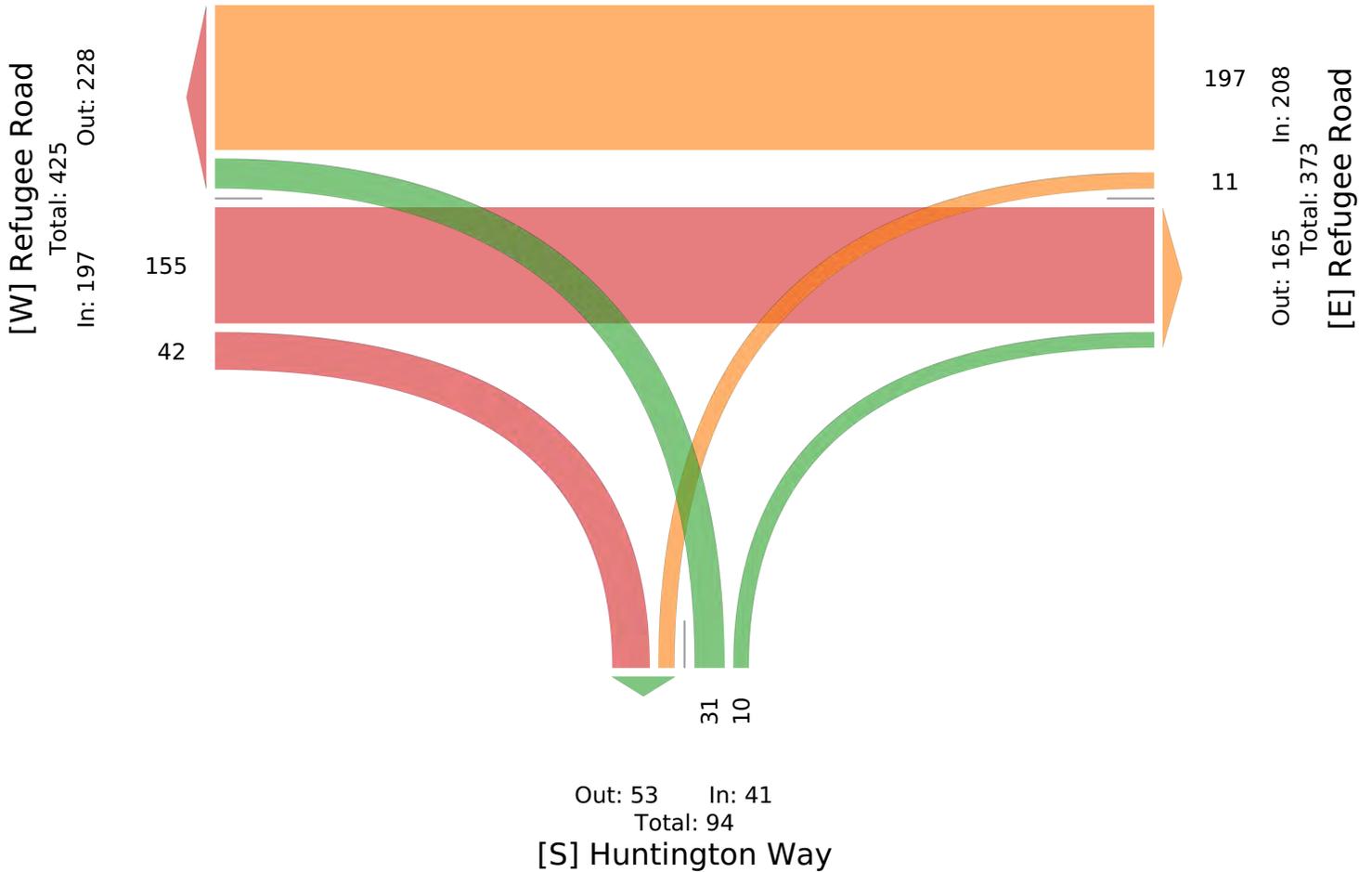
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369683, Location: 39.906488, -82.714383



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



Refugee Road & Huntington Way - TMC

Tue Jan 6, 2026

PM Peak (3:15 PM - 4:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369683, Location: 39.906488, -82.714383



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

Leg Direction	Refugee Road Eastbound				Refugee Road Westbound				Huntington Way Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2026-01-06 3:15PM	94	14	0	108	4	79	0	83	7	1	0	8	199
3:30PM	67	11	0	78	11	77	0	88	9	5	0	14	180
3:45PM	77	19	0	96	7	81	0	88	13	5	0	18	202
4:00PM	82	21	0	103	9	105	0	114	12	3	0	15	232
Total	320	65	0	385	31	342	0	373	41	14	0	55	813
% Approach	83.1%	16.9%	0%	-	8.3%	91.7%	0%	-	74.5%	25.5%	0%	-	-
% Total	39.4%	8.0%	0%	47.4%	3.8%	42.1%	0%	45.9%	5.0%	1.7%	0%	6.8%	-
PHF	0.851	0.774	-	0.891	0.705	0.814	-	0.818	0.788	0.700	-	0.764	0.876
Lights	288	65	0	353	29	306	0	335	41	9	0	50	738
% Lights	90.0%	100%	0%	91.7%	93.5%	89.5%	0%	89.8%	100%	64.3%	0%	90.9%	90.8%
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
% Articulated Trucks	0%	0%	0%	0%	0%	0.3%	0%	0.3%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	32	0	0	32	2	35	0	37	0	5	0	5	74
% Buses and Single-Unit Trucks	10.0%	0%	0%	8.3%	6.5%	10.2%	0%	9.9%	0%	35.7%	0%	9.1%	9.1%

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

Refugee Road & Huntington Way - TMC

Tue Jan 6, 2026

PM Peak (3:15 PM - 4:15 PM)

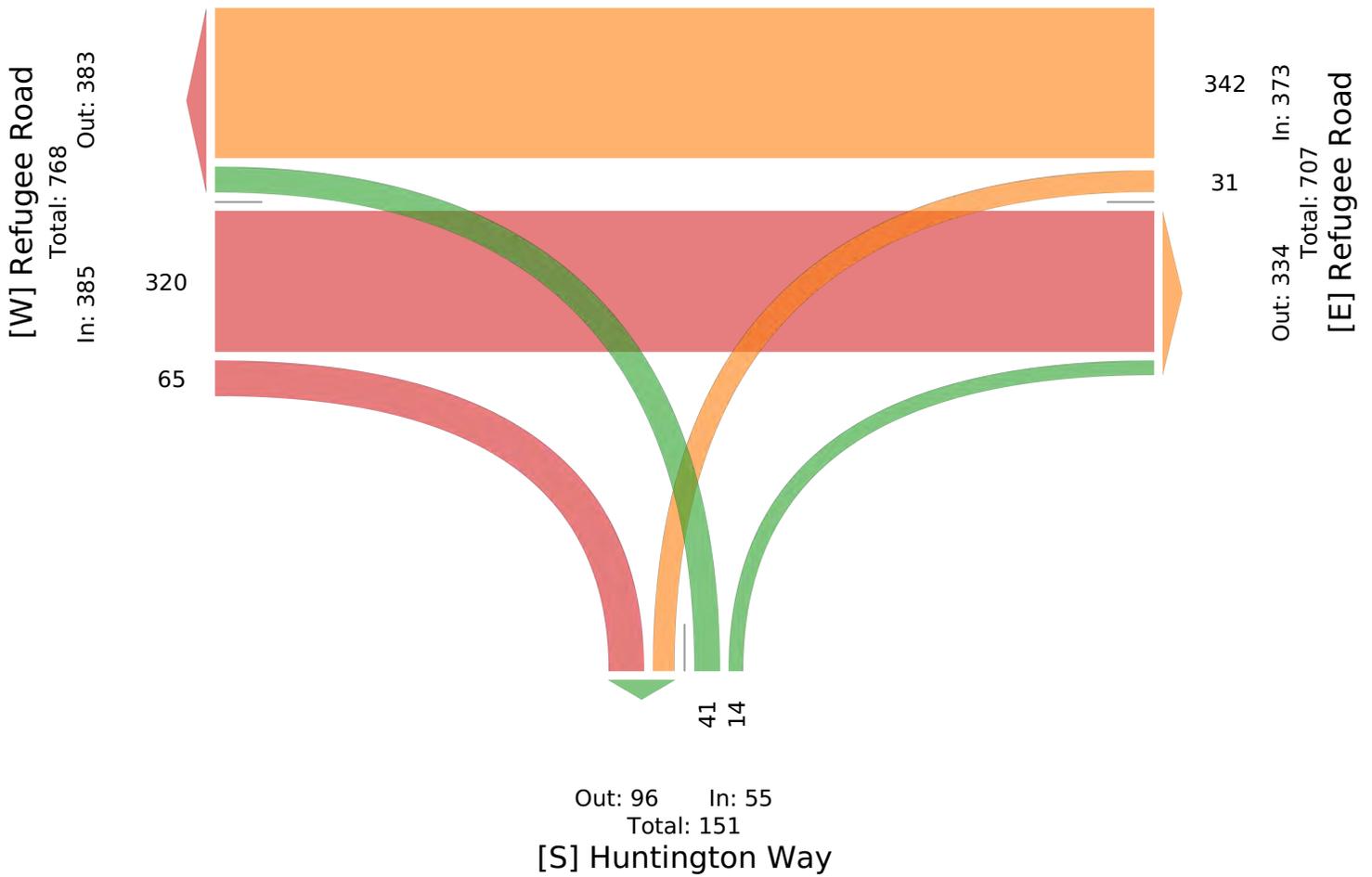
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1369683, Location: 39.906488, -82.714383



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



TFMS - Segment Forecast Report

Username	Email	Script Import Date	Script Version	Model Version
Lyates	lyates@cmtran.com	5/15/2025 10:30:27 AM	Initial	2025.1900

Forecast Summary

Project ID	Project Name	Opening Year	Design Year
		2027	2047

Project Description

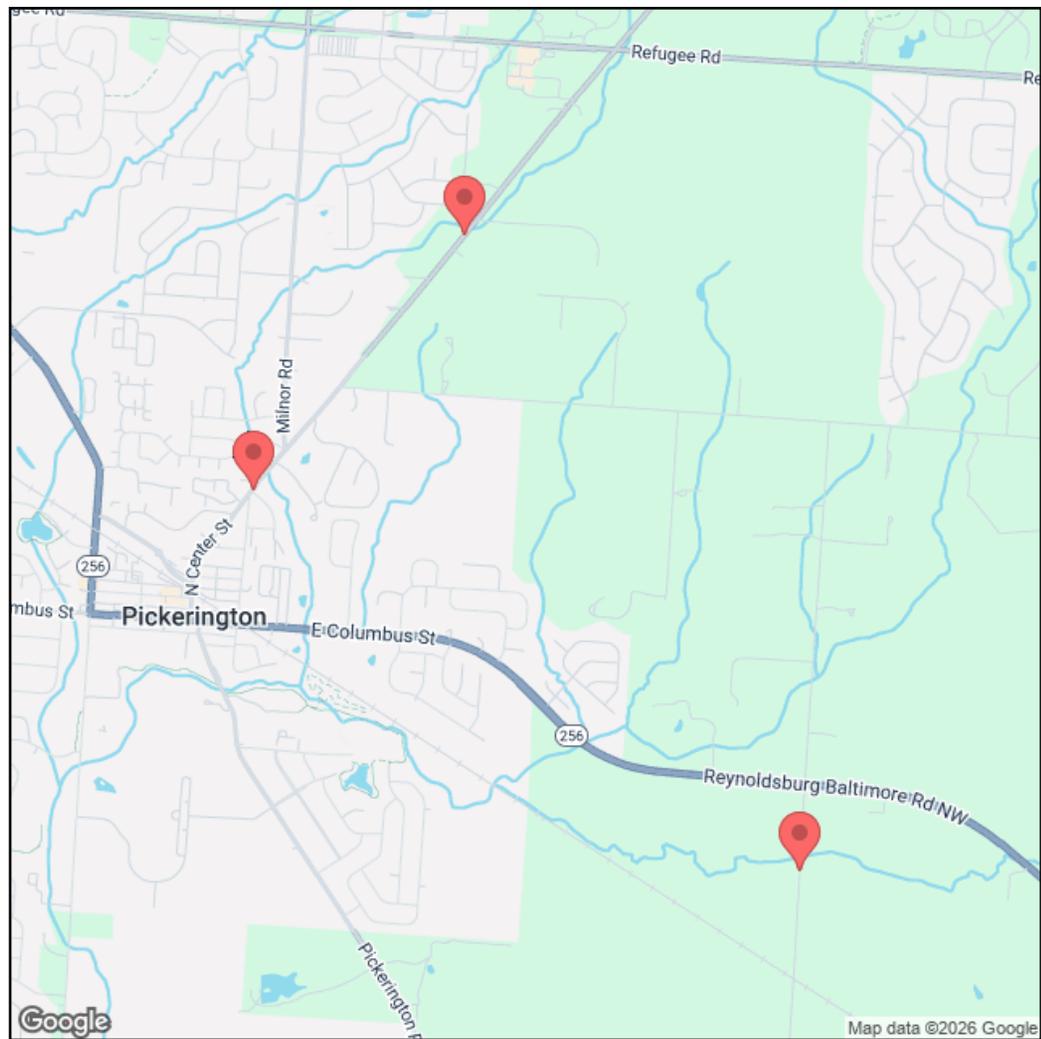
*Users of this data need to be aware that there are limitations to the forecasts generated by this product that make it suitable only for roadway design projects which are low risk.

Segment Information

Segment ID	LRS ID	BMP	EMP	Length	Latitude	Longitude
2246837	TFAITR00227**C	2.912	5.451	2.539	-82.7211934278059	39.873823397558
2330308	CFAICR00020**C	8.422	9.187	0.765	-82.750341065894	39.8894131194751
2330309	CFAICR00020**C	9.187	10.289	1.102	-82.7390747392204	39.8997831980427

Forecast Information

Segment ID	2027 AADT	2047 AADT	DHV-30	K%	D%	T24%	TD%
2246837	2,400	3,600	600	16.0	63.4	5	4
2330308	7,400	10,500	1,500	14.5	52.9	3	2
2330309	4,300	5,700	700	12.0	50.7	0	0



Definitions:

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

Forecast Segment ID	Route	BMP	EMP
2246837	TFAITR00227**C	2.912	5.451

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆ 16.0	8	3,600	Count	▲ 5.400	3.000
AA DT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
3,770	◆ 63.4	7	170	Count	● -3.900	0.000

● Warning: The growth rate was negative and was capped.

▲ Warning: The car growth rate was exceeded the maximum and was capped at 5.400%

◆ K/D factors from TCDS were used.

Regression

Method Number	PA AADT	BC AADT	AA DT
2	4,806		4,806

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
0	12150	0	1626	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	BC Adjustment
1	4.89	18.67	0	0	4,223	972	4,563	972
2	5.35	-999999.00	4	0	4,723		4,806	
3	6.40	-999999.00	0	0	5,126		5,355	
4	6.26	-999999.00	4	0	5,256		5,283	
5	8.84	-999999.00	0	0	6,539		6,632	
6	7.15	-999999.00	4	0	5,757		5,748	

Adjustment Info

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
Adjust Method AADT		Adjust Method BC		Selected PA Growth Rate %		Selected BC Growth Rate %	
				-999999.000		-999999.000	

Method 1 - 4 Volume

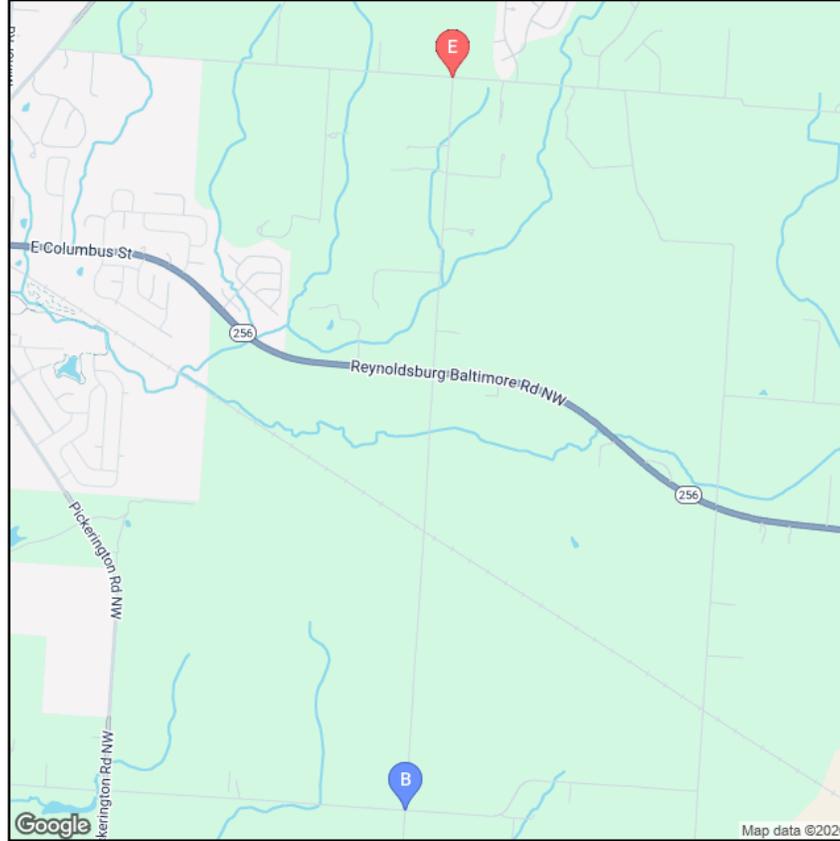
PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
0	0	0	0	0	0

Process Flag:	No model vloumes were joined to TSR segment
Comment:	No Comment

Historical Count

Year	All	Cars	Trucks
2011	728	728	
2013	705	705	
2015	720	720	
2018	136	136	
2021	1,673	1,600	73
* 2024	2,176	2,010	166

* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2027 AADT	Yr 2047 AADT	DHV30	K %	D %	T24 %	TD %
2246837	TFAITR00227**C	2.912	5.451	2.539	2,400	3,600	600	16.0	63.4	5	4

Forecast Segment ID	Route	BMP	EMP
2330308	CFAICR00020**C	8.422	9.187

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆ 14.5	5	10,000	Model	2.200	2.200
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
10,310	◆ 52.9	3	310	Model	● -1.800	0.000

● Warning: The growth rate was negative and was capped.

◆ K/D factors from TCDS were used.

Regression

Method Number	PA AADT	BC AADT	AADT
2	10,791	430	11,221

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
769	28964	-223	1927	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	BC Adjustment
1	2.53	1.71	0	0	10,866	425	11,035	451
2	2.39	1.45	3	3	10,912	429	10,791	430
3	3.01	3.86	0	0	11,779	619	11,856	625
4	1.65	1.64	3	3	9,516	446	9,503	445
5	6.38	9.39	0	0	18,010	1,099	17,684	1,074
6	-999999.00	-999999.00	0	0				

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	-5,614	11,316	48	181	2.59	-1.61
2	RAT	0.55	9,373	1.18	157	1.48	-1.91
3	MRAT	1.35	9,872	0.50	157	1.77	-1.91
4	RAF		10,594		169	2.18	-1.76

Adjust Method AADT	Adjust Method BC	Selected PA Growth Rate %	Selected BC Growth Rate %
Average	Average	2.200	-1.800

Method 1 - 4 Volume

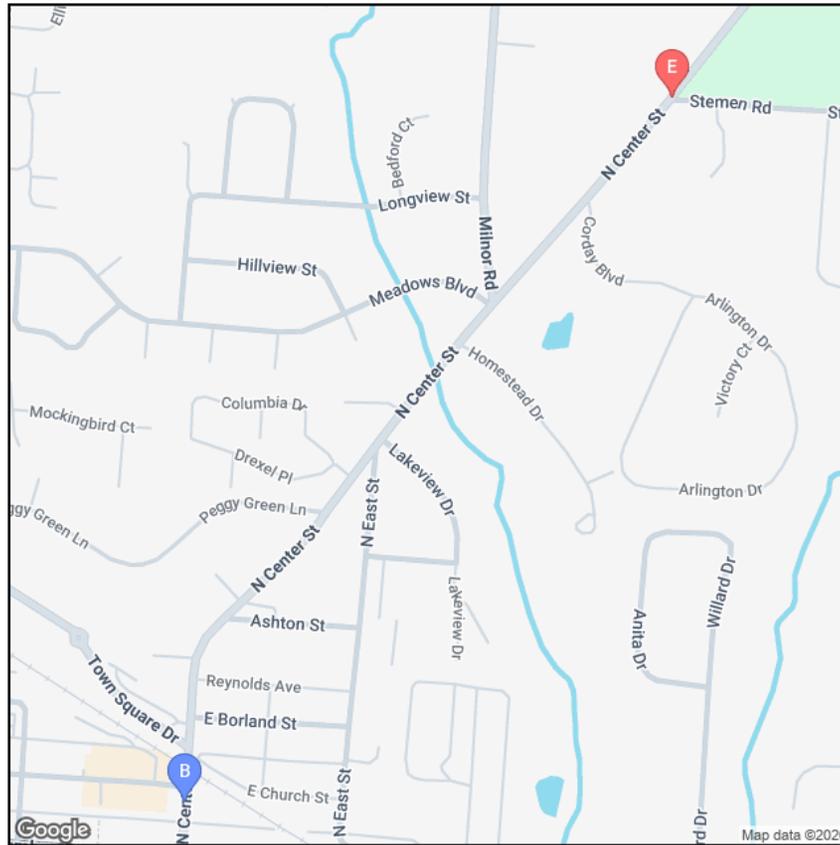
PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total Max Volume
9216	11135	157	181	9373	11316

Process Flag:	Adjusted model to counts with process per ODOT 255 spreadsheet
Comment:	No Comment

Historical Count

Year	All	Cars	Trucks
2013	5,065	4,801	264
2016	6,052	5,780	271
2018	4,242	4,106	136
2021	6,655	6,357	298
* 2024	6,964	6,652	312

* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2027 AADT	Yr 2047 AADT	DHV30	K %	D %	T24 %	TD %
2330308	CFAICR00020**C	8.422	9.187	0.765	7,400	10,500	1500	14.5	52.9	3	2

Forecast Segment ID	Route	BMP	EMP
2330309	CFAICR00020**C	9.187	10.289

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	12.0	0	6,000	Average	1.800	1.800
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
6,000	50.7	0	! 0	Model	● -999999.000	0.000

● Warning: The growth rate was negative and was capped.

! Warning: FORECAST TRUCKS ZERO BECAUSE NO TRUCK COUNTS ON SEGMENT

Regression

Method Number	PA AADT	BC AADT	AADT
2	5,344		5,344

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
3157	6584	-27	0	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	BC Adjustment
1	1.19	0.00	0	0	5,386		5,329	
2	1.21	0.00	3	0	5,358		5,344	
3	0.90	0.00	0	0	5,043		5,019	
4	1.07	0.00	3	0	5,203		5,200	
5	0.21	0.00	0	0	4,253		4,286	
6	-999999.00	0.00	0	0				

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	8	6,557	-82	-27	2.38	0.00
2	RAT	1.00	6,562	0.00		2.36	0.00
3	MRAT	1.61	6,560	0.67		2.35	0.00
4	RAF		6,559		-13	2.37	0.00

Adjust Method AADT	Adjust Method BC	Selected PA Growth Rate %	Selected BC Growth Rate %
Average	Ratio	2.400	0.000

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
6559	6584	-27	0	6532	6584

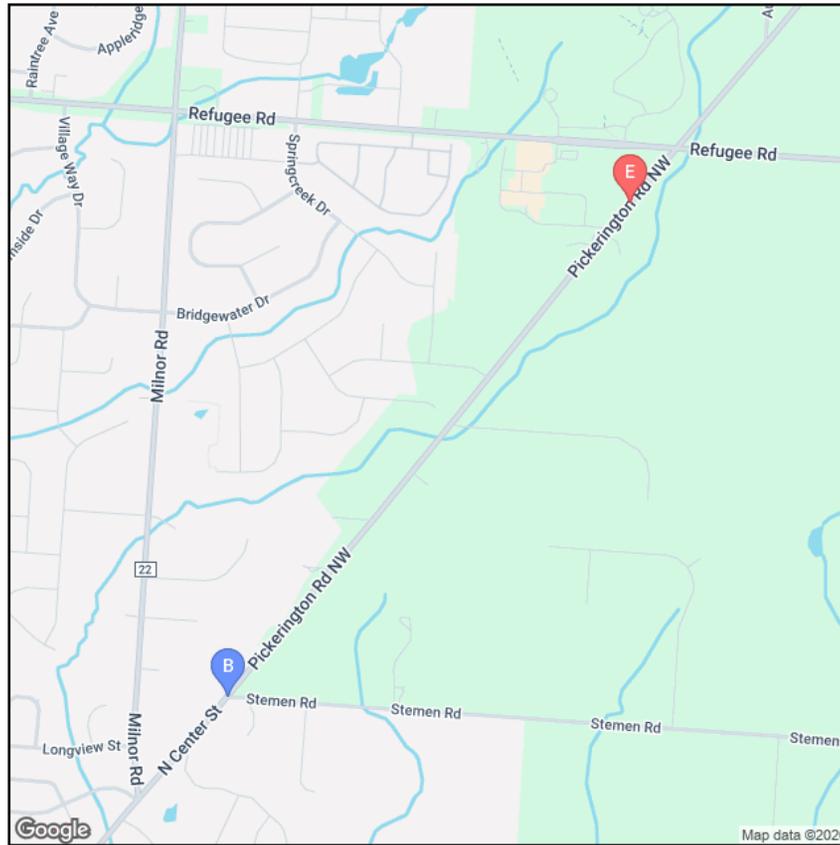
Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

Comment: No Comment

Historical Count

Year	All	Cars	Trucks
2013	3,510	3,510	
2015	3,679	3,679	
2018	4,019	4,019	
2021	3,946	3,946	
* 2024	4,069	4,069	

* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2027 AADT	Yr 2047 AADT	DHV30	K %	D %	T24 %	TD %
2330309	CFAICR00020**C	9.187	10.289	1.102	4,300	5,700	700	12.0	50.7	0	0

Appendix C

Trip Generation



Scenario - 1

Scenario Name: AM Peak

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	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	88	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	17	47	64
Data Source: Trip Generation Manual, 12th Ed					$T = 0.67(X) + 5.59$	27%	73%	

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 (%)
210 - Single-Family Detached Housing	100	100	1	1	27	73

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	17	47	0	0	17	47
	64		0		64	

Scenario - 2

Scenario Name: PM Peak

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	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	88	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	53	33	86
Data Source: Trip Generation Manual, 12th Ed					Ln(T) = 0.92Ln(X) + 0.33	62%	38%	

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 (%)
210 - Single-Family Detached Housing	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	53	33	0	0	53	33
	86		0		86	

Appendix D

Volume Calculations



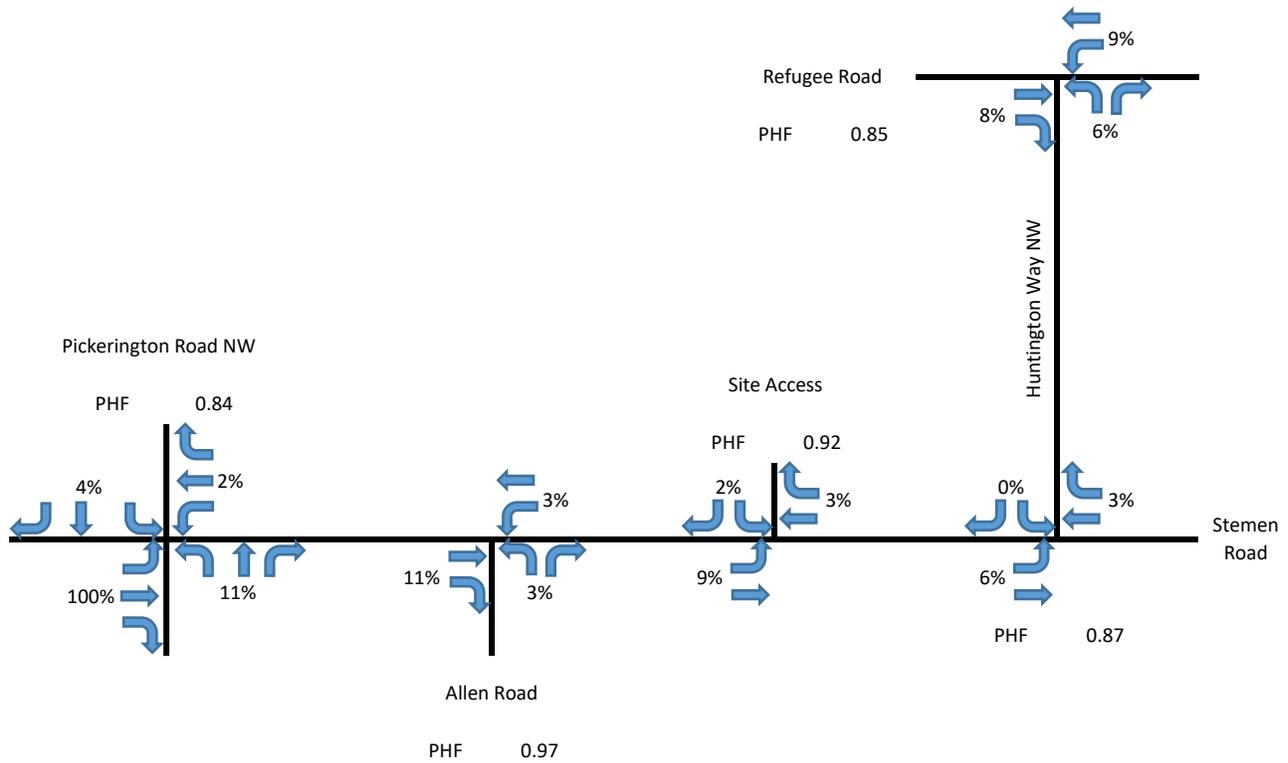
Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
	AM	Peak Hour Factors and Truck Percentages	

^
N

The peak hour factor and truck percentages at the study intersections were obtained from the vehicle count data. The peak hour factor and truck percentages at the Site Access were determined using engineering judgement and adjacent intersection values.



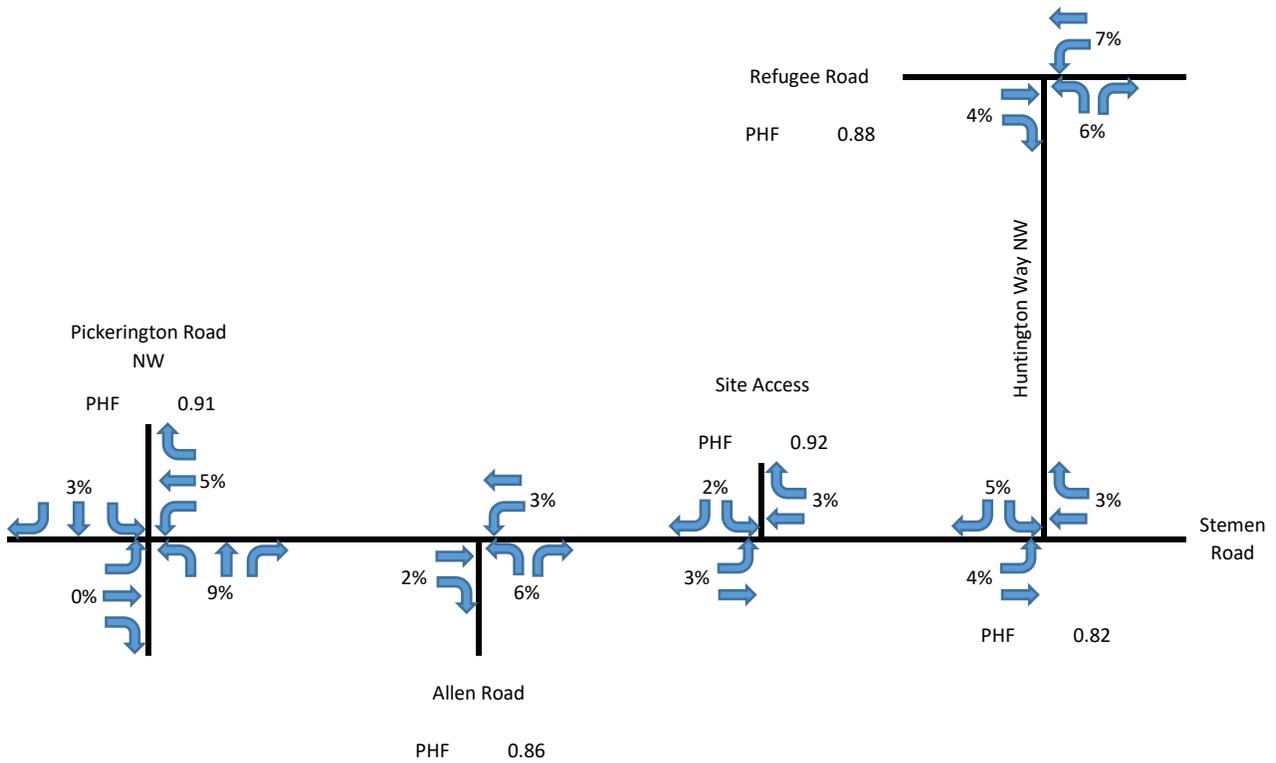
Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
	PM	Peak Hour Factors and Truck Percentages	

^
N

The peak hour factor and truck percentages at the study intersections were obtained from the vehicle count data. The peak hour factor and truck percentages at the Site Access were determined using engineering judgement and adjacent intersection values.



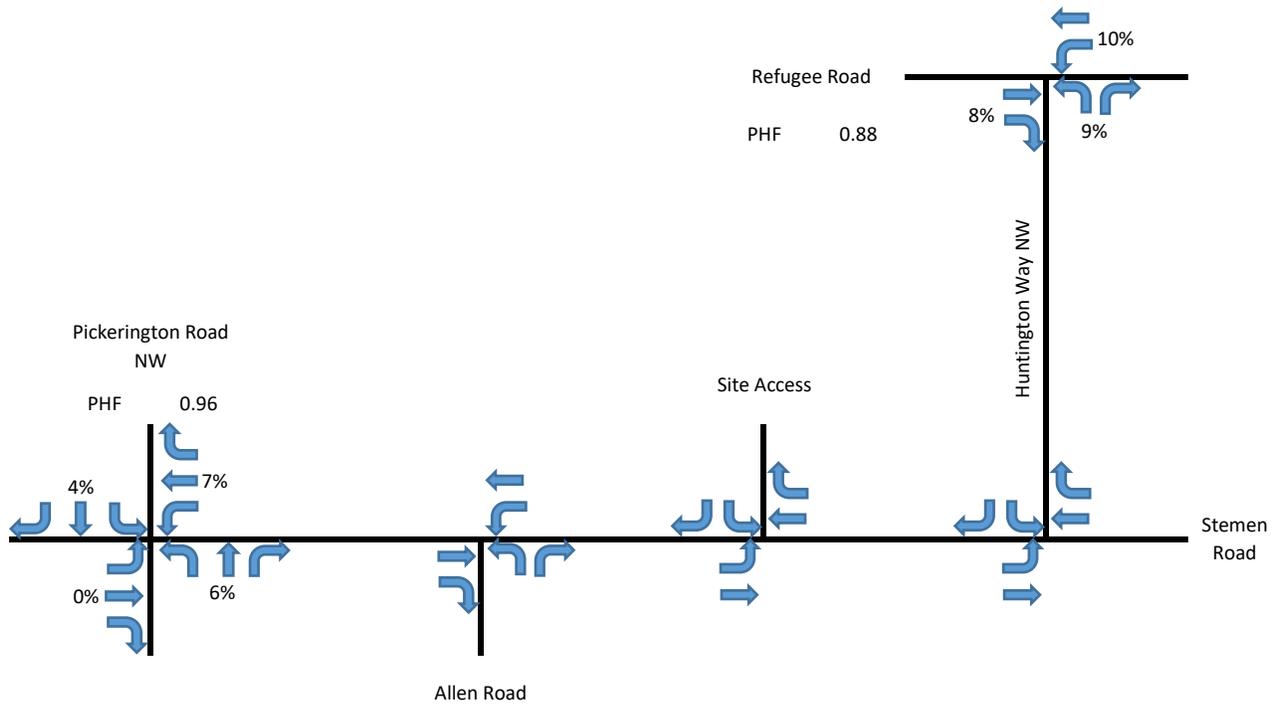
Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
	School PM	Peak Hour Factors and Truck Percentages	

^
N

The peak hour factor and truck percentages at the study intersections were obtained from the vehicle count data.



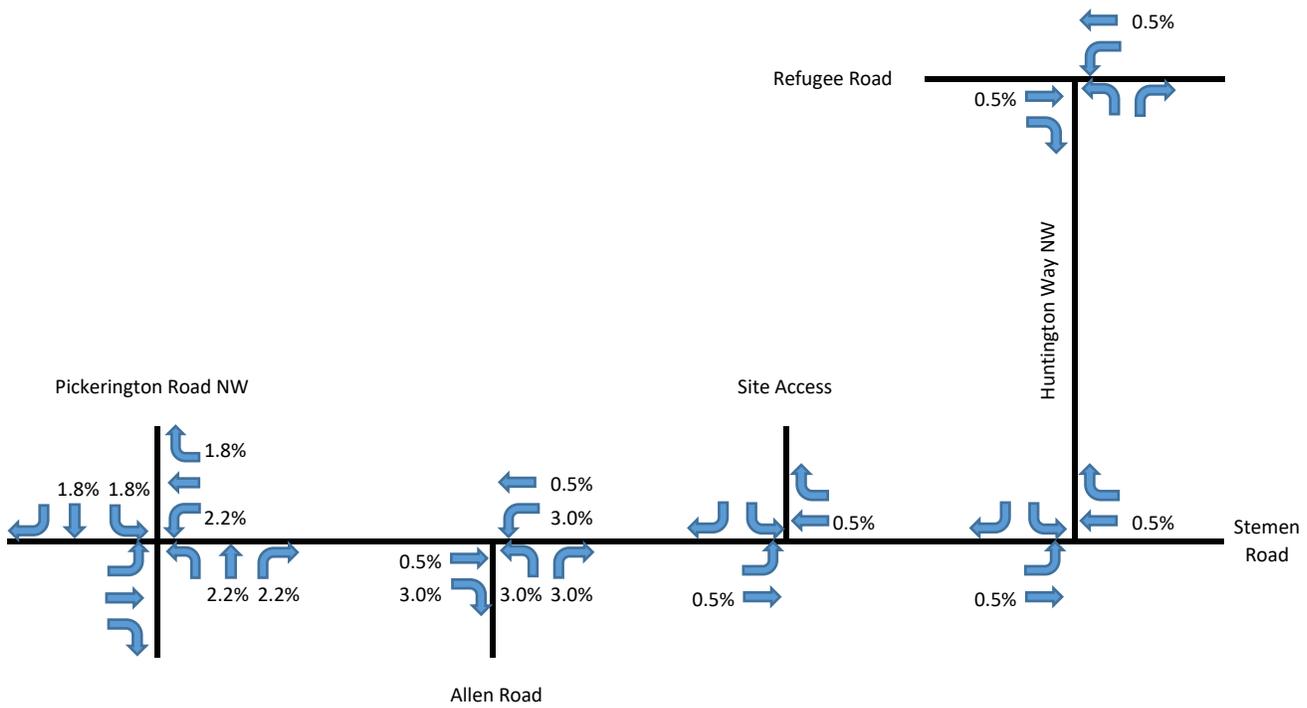
Arbor Homes Violet Township TAS
 Traffic Volume Calculations



Year	Period	Scenario	Plate
		Growth Rates	

^
N

Growth rates were obtained from ODOT TFMS. Where growth rates were unable to be obtained, a rate of 0.5% was utilized. Growth rates were not applied to movements entering or exiting the proposed site access

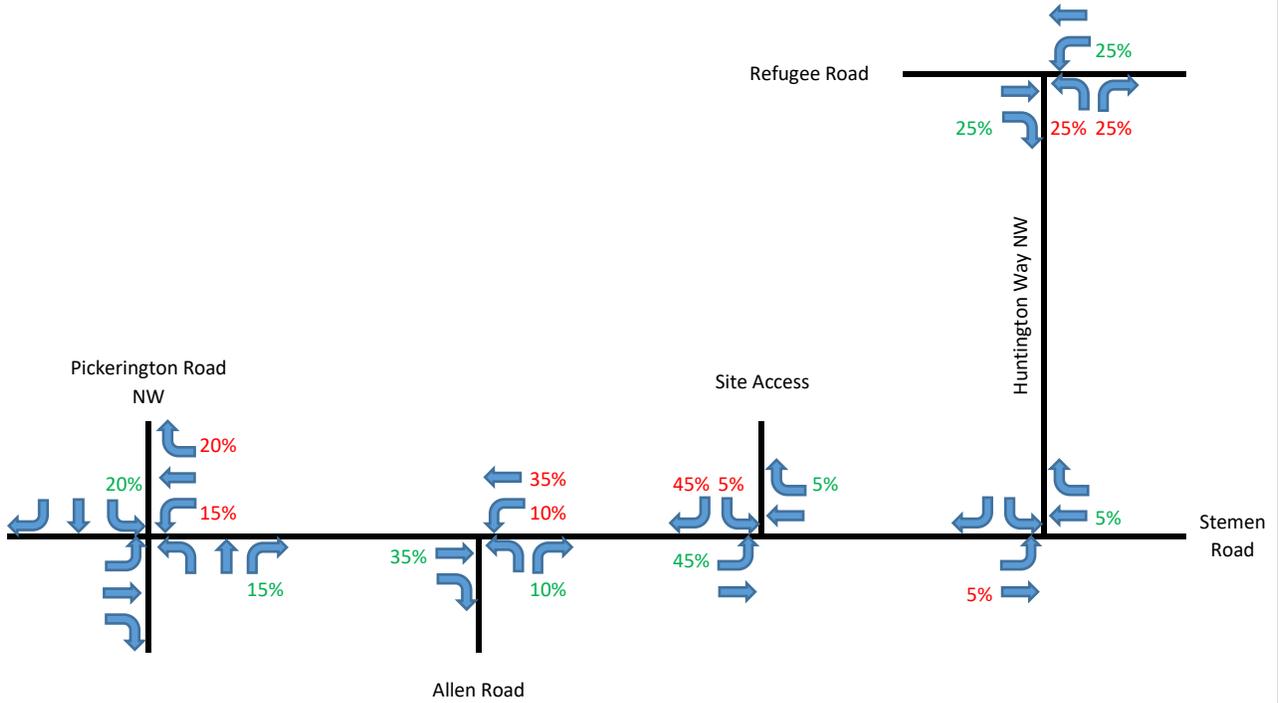


Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
		Non-Pass-By Distribution	

^
N



**Arbor Homes Violet Township TAS
Traffic Volume Calculations**

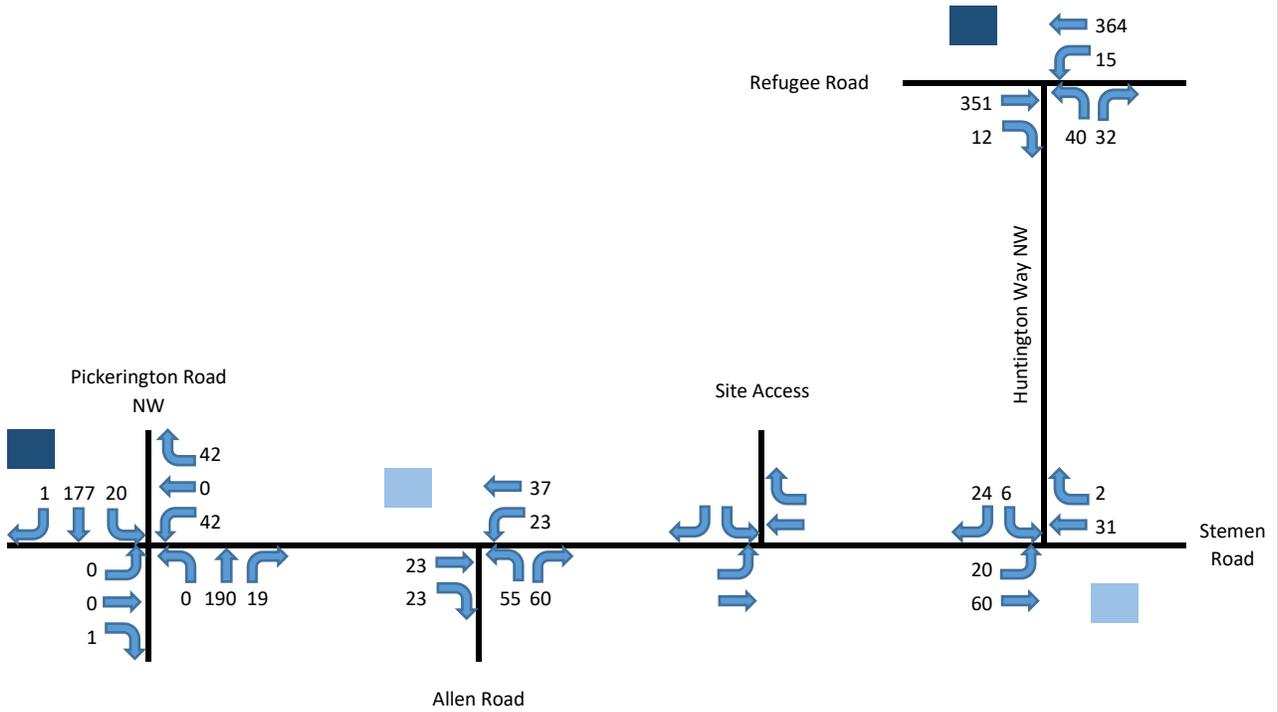


Year	Period	Scenario	Plate
Varies	AM	Count	A1

^
N

An overall AM peak of 8:15-9:15 was utilized.

Count Year
 2025
 2026

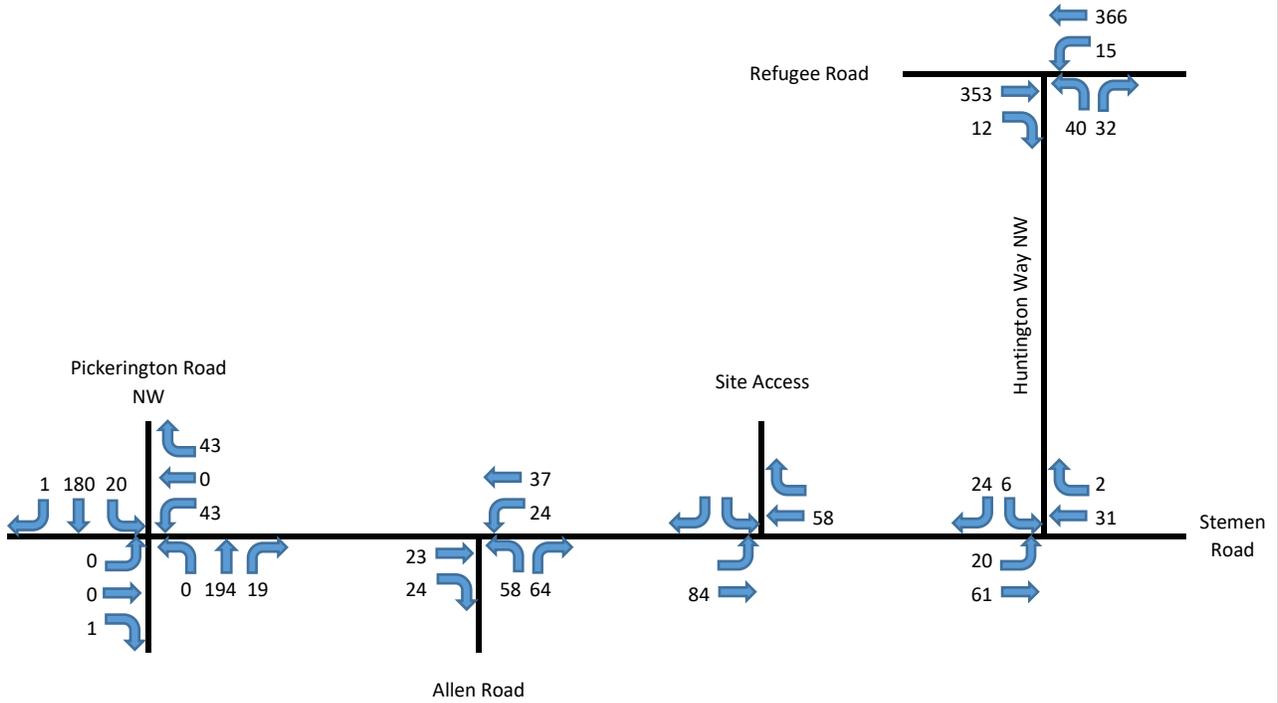


Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
2027	AM	No Build	B1 = A1 Grown

^
N

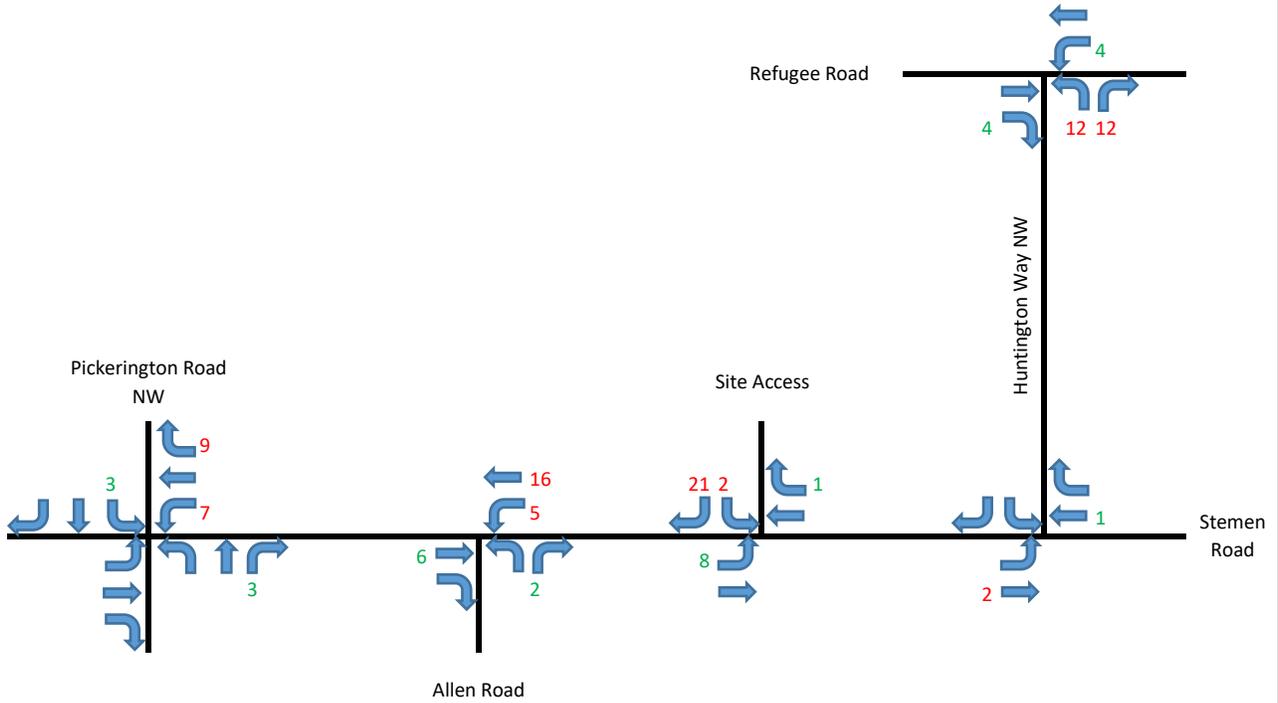


Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
	AM	Non-Pass-By Traffic	C1

^
 N
 Entry 17
 Exit 47

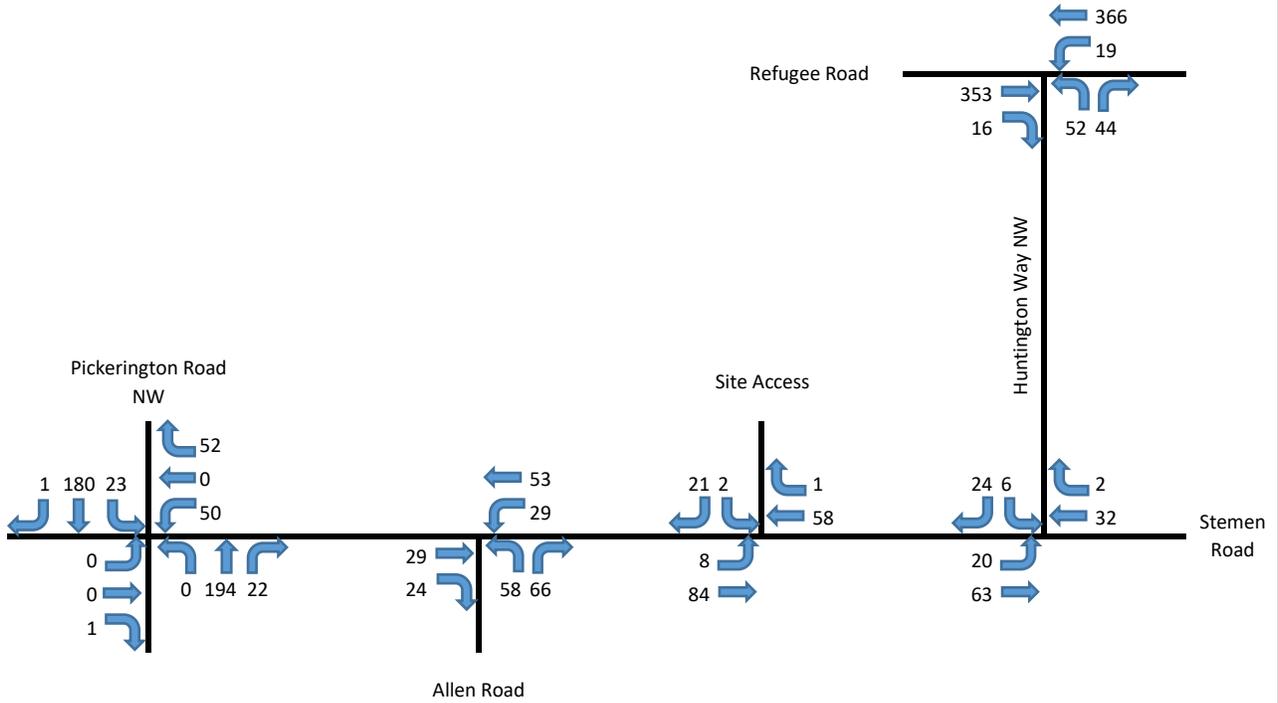


Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
2027	AM	Build	D1 = B1 + C1

^
N



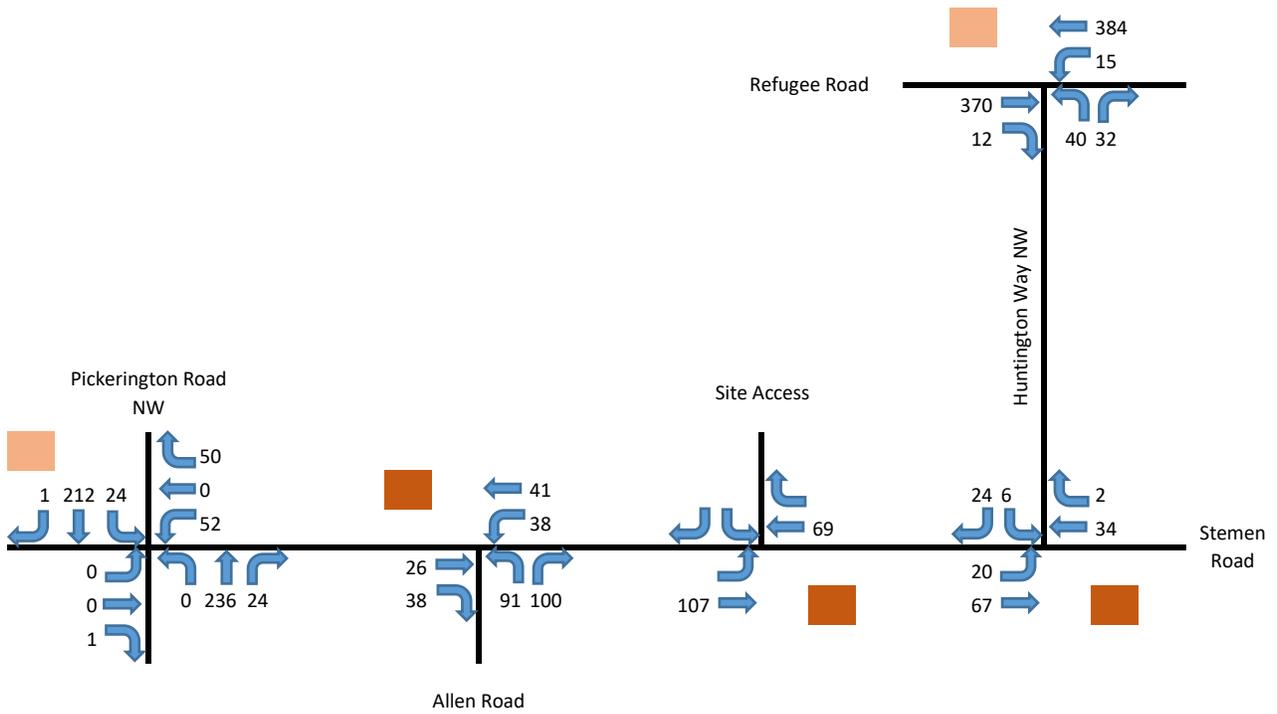
Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
Varies	AM	No Build	E1 = A1 Grown

^
N

Horizon Year
 2037
 2047



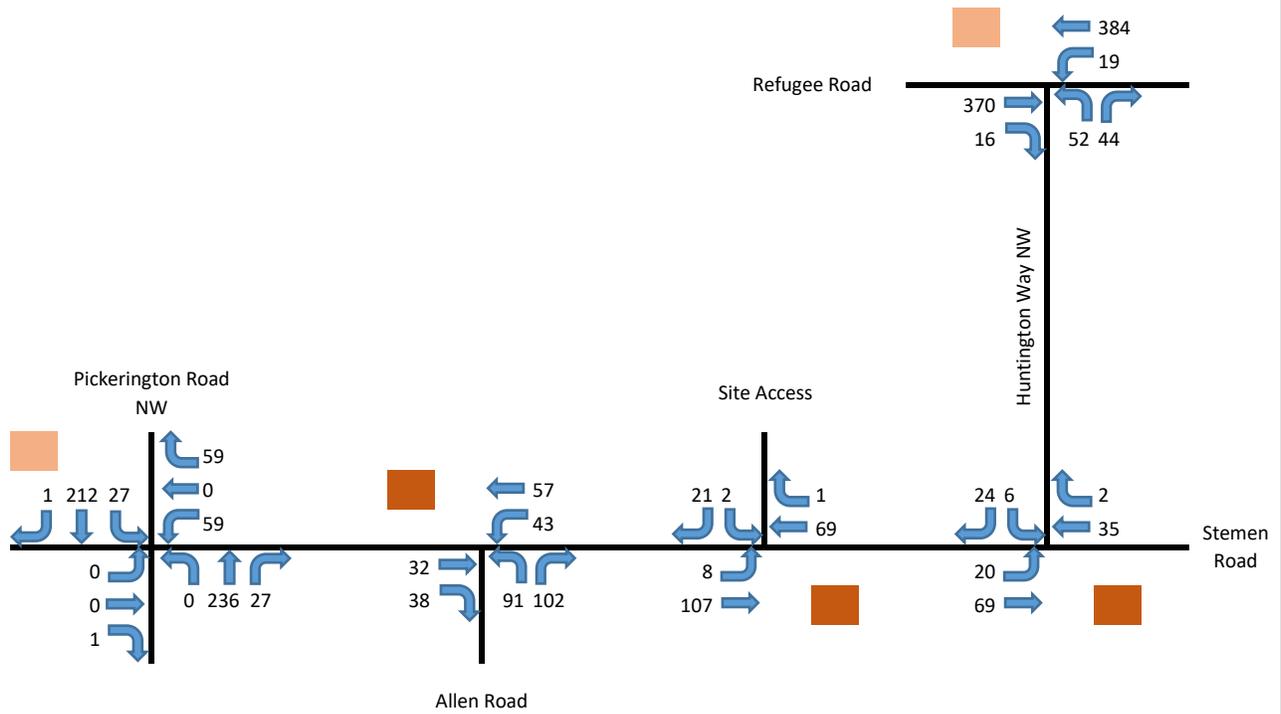
Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
Varies	AM	Build	F1 = C1 + E1

^
N

Horizon Year
 2037
 2047



Arbor Homes Violet Township TAS
Traffic Volume Calculations

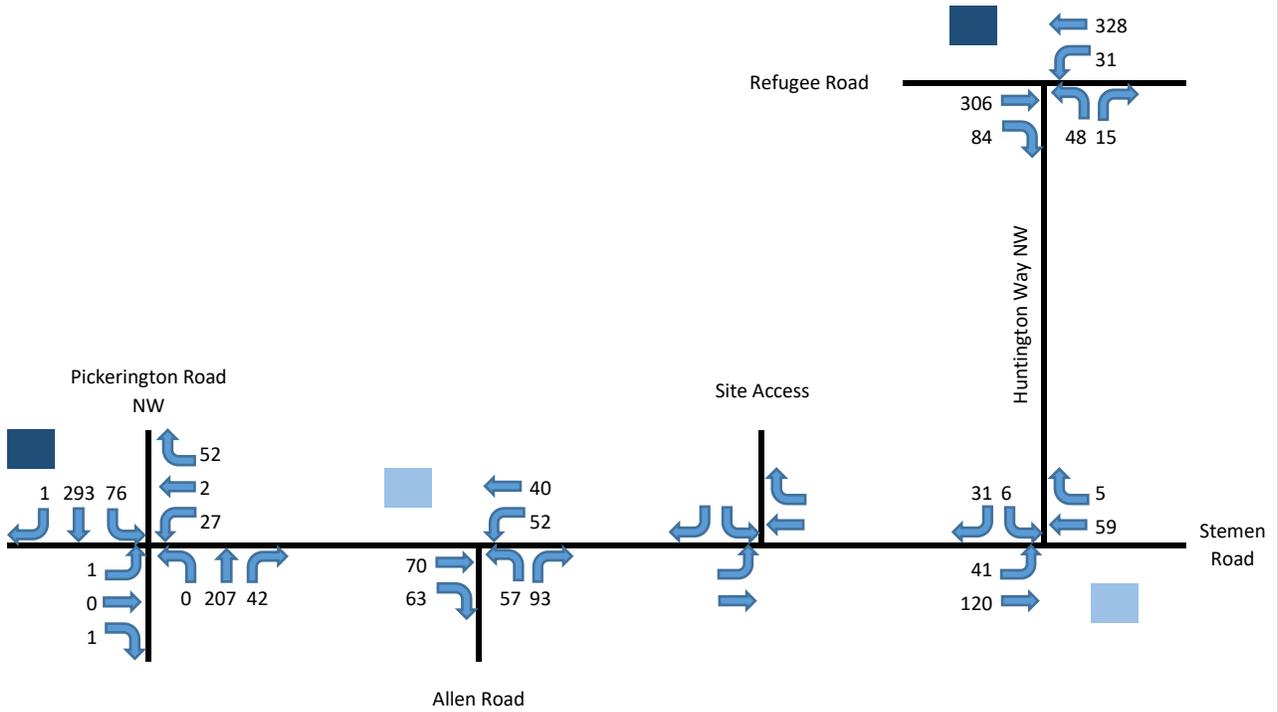


Year	Period	Scenario	Plate
Varies	PM	Count	A2

^
N

An overall PM peak of 3:45-4:45 was utilized.

Count Year
 2025
 2026

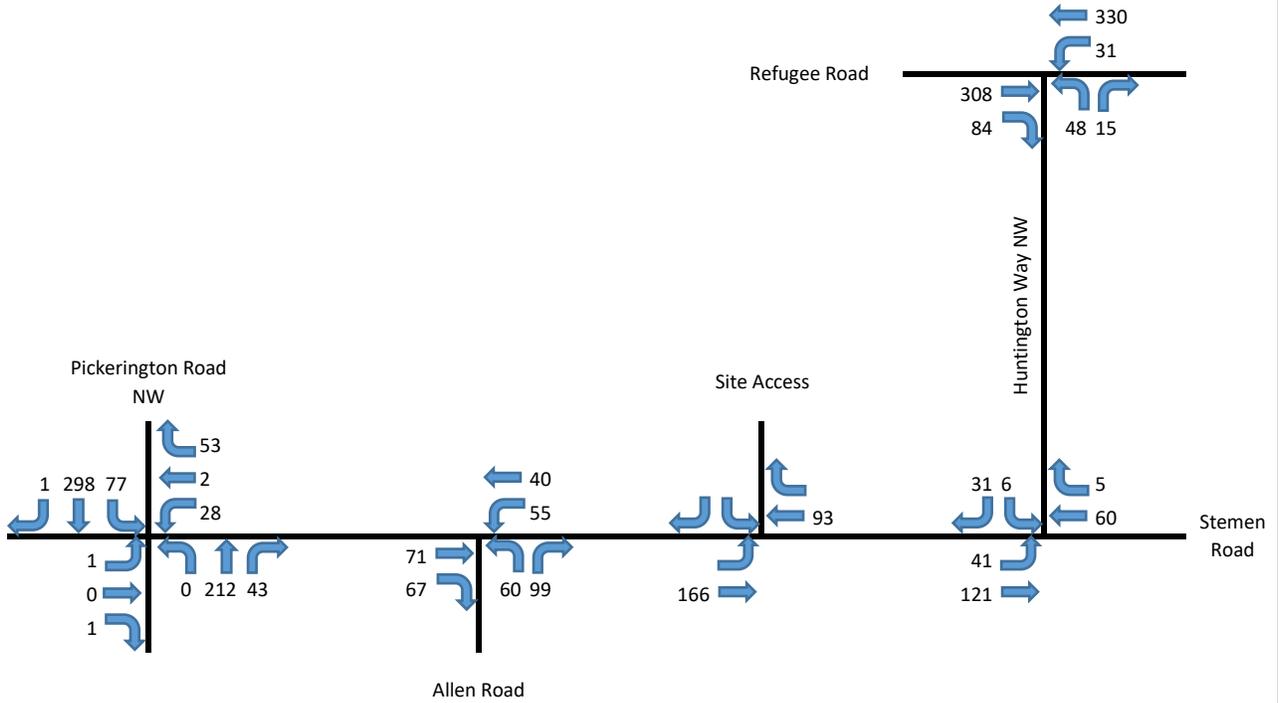


Arbor Homes Violet Township TAS
 Traffic Volume Calculations



Year	Period	Scenario	Plate
2027	PM	No Build	B2 = A2 Grown

^
N

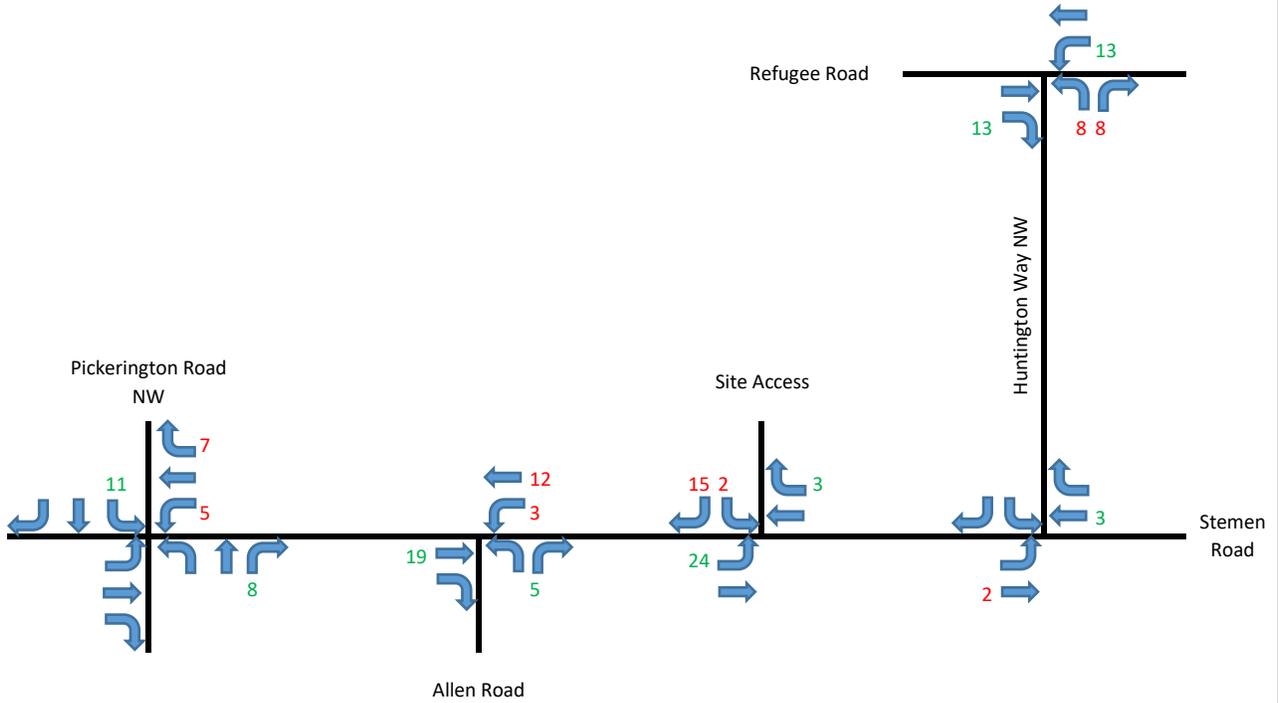


Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
	PM	Non-Pass-By Traffic	C2

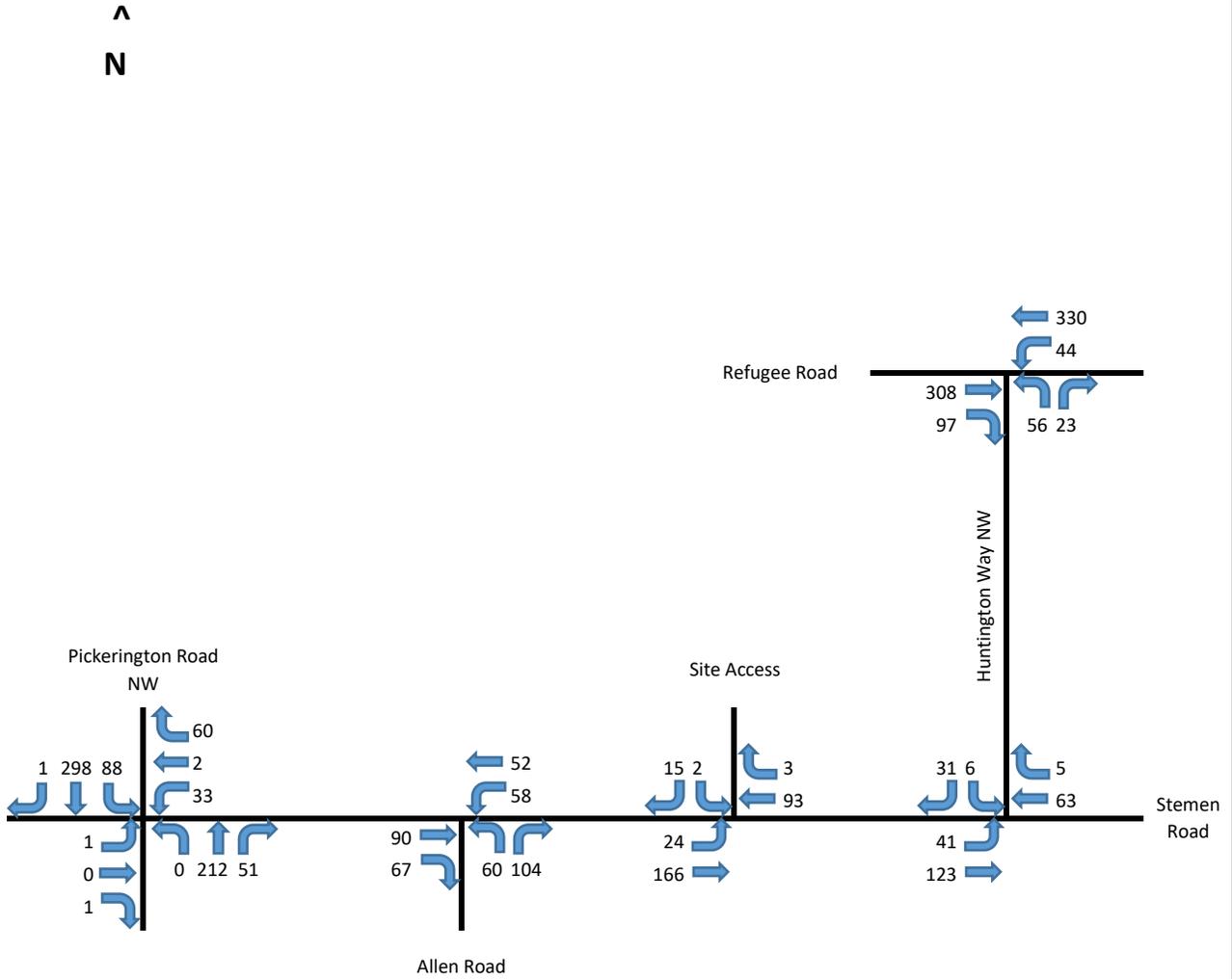
^
 N
 Entry 53
 Exit 33



Arbor Homes Violet Township TAS
 Traffic Volume Calculations



Year	Period	Scenario	Plate
2027	PM	Build	D2 = B2 + C2



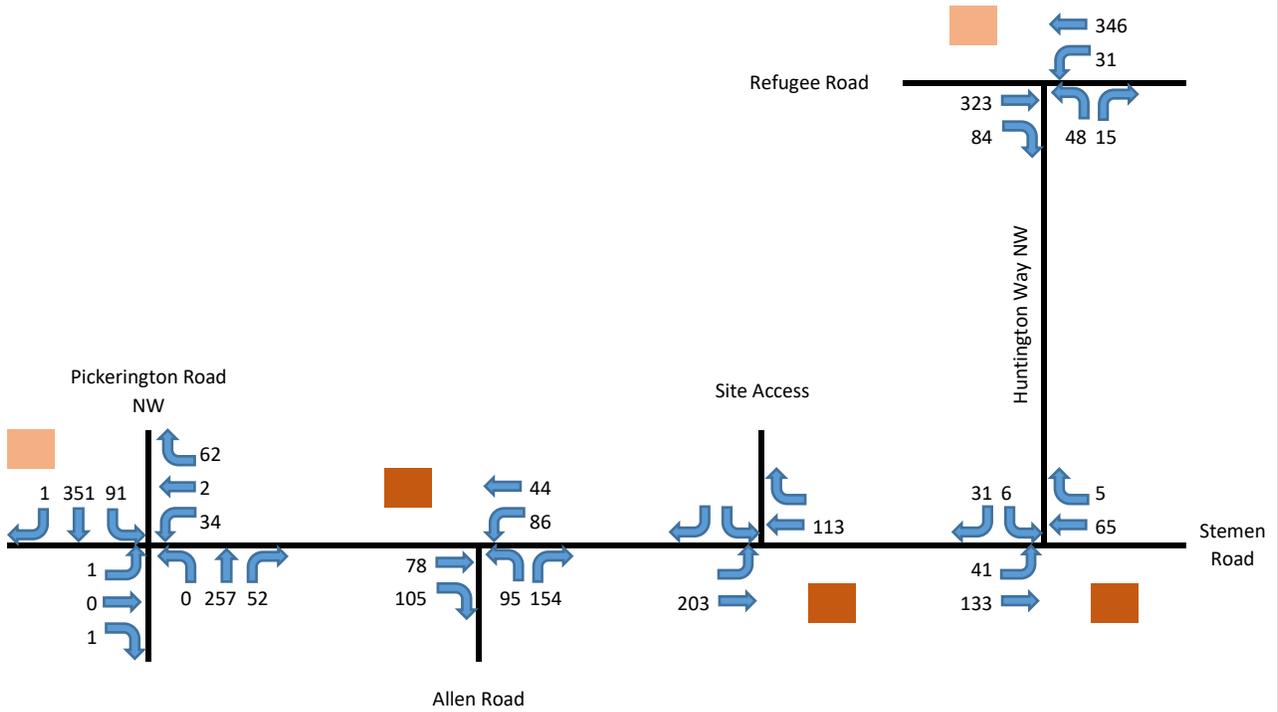
Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
Varies	PM	No Build	E2 = A2 Grown

^
N

Horizon Year
 2037
 2047



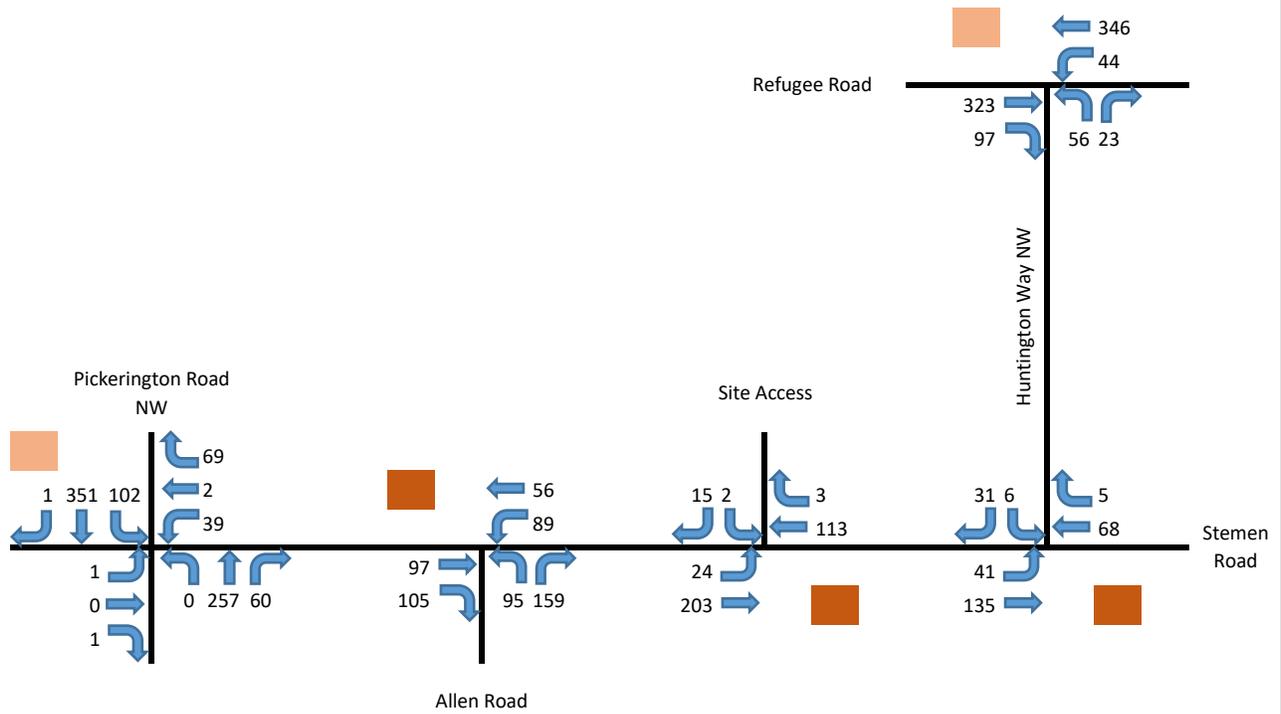
Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
Varies	PM	Build	F2 = C2 + E2

^
N

Horizon Year
 2037
 2047



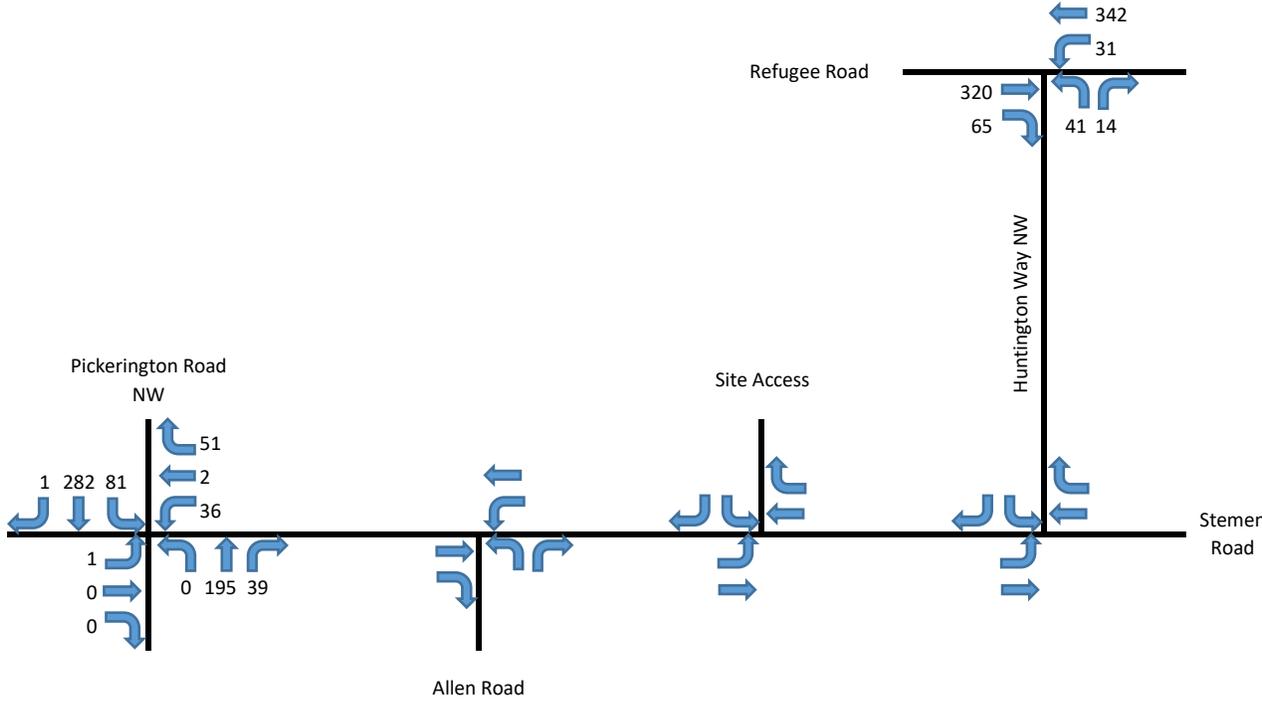
Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
2026	School PM	Count	A3

^
N

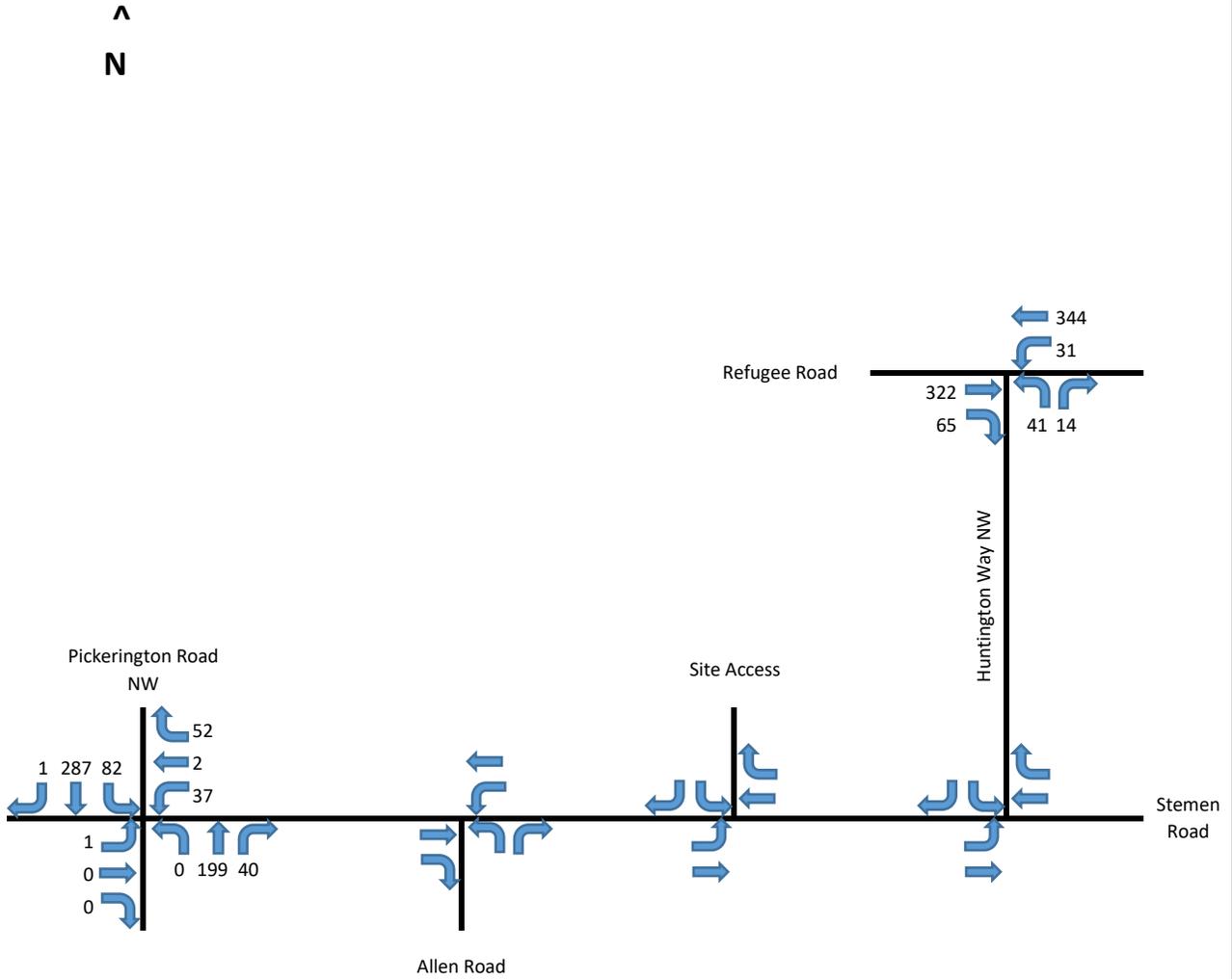
A School PM peak of 3:30-4:30 PM was utilized for the Pickerington Road & Stemen Road intersection, and 3:15-4:15 PM peak was utilized for the Refugee Road & Huntington Way intersection.



Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
2027	School PM	No Build	B3 = A3 Grown



Arbor Homes Violet Township TAS
Traffic Volume Calculations



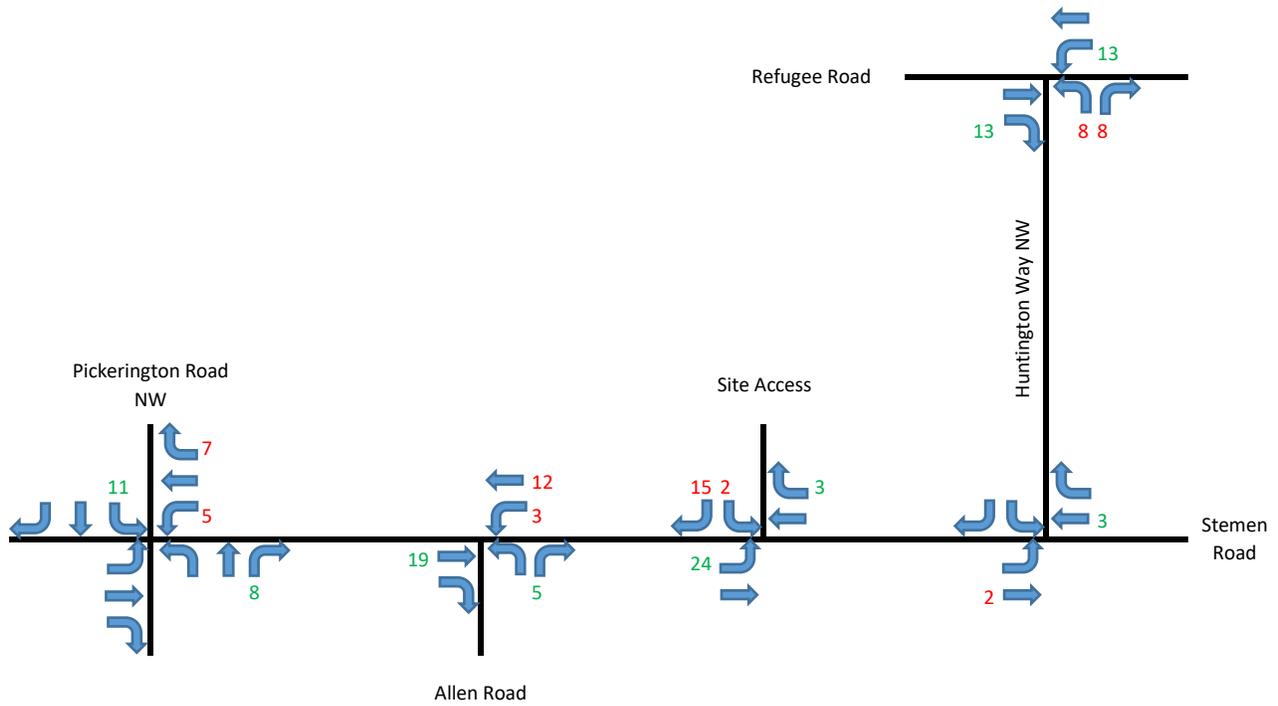
Year	Period	Scenario	Plate
	School PM	Non-Pass-By Traffic	C3

^

The PM peak trip generation was utilized for the School PM peak.

N

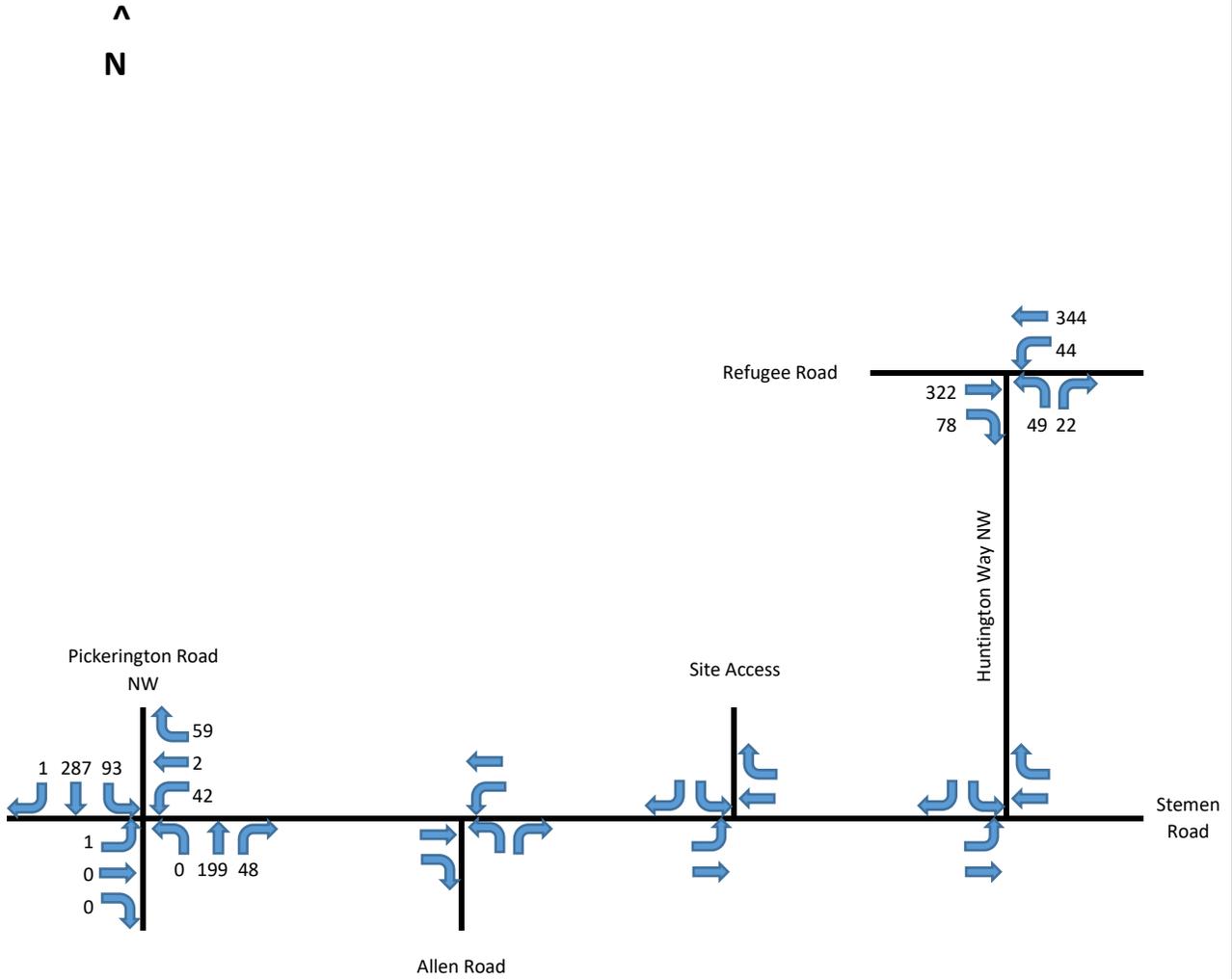
Entry 53
Exit 33



Arbor Homes Violet Township TAS
 Traffic Volume Calculations



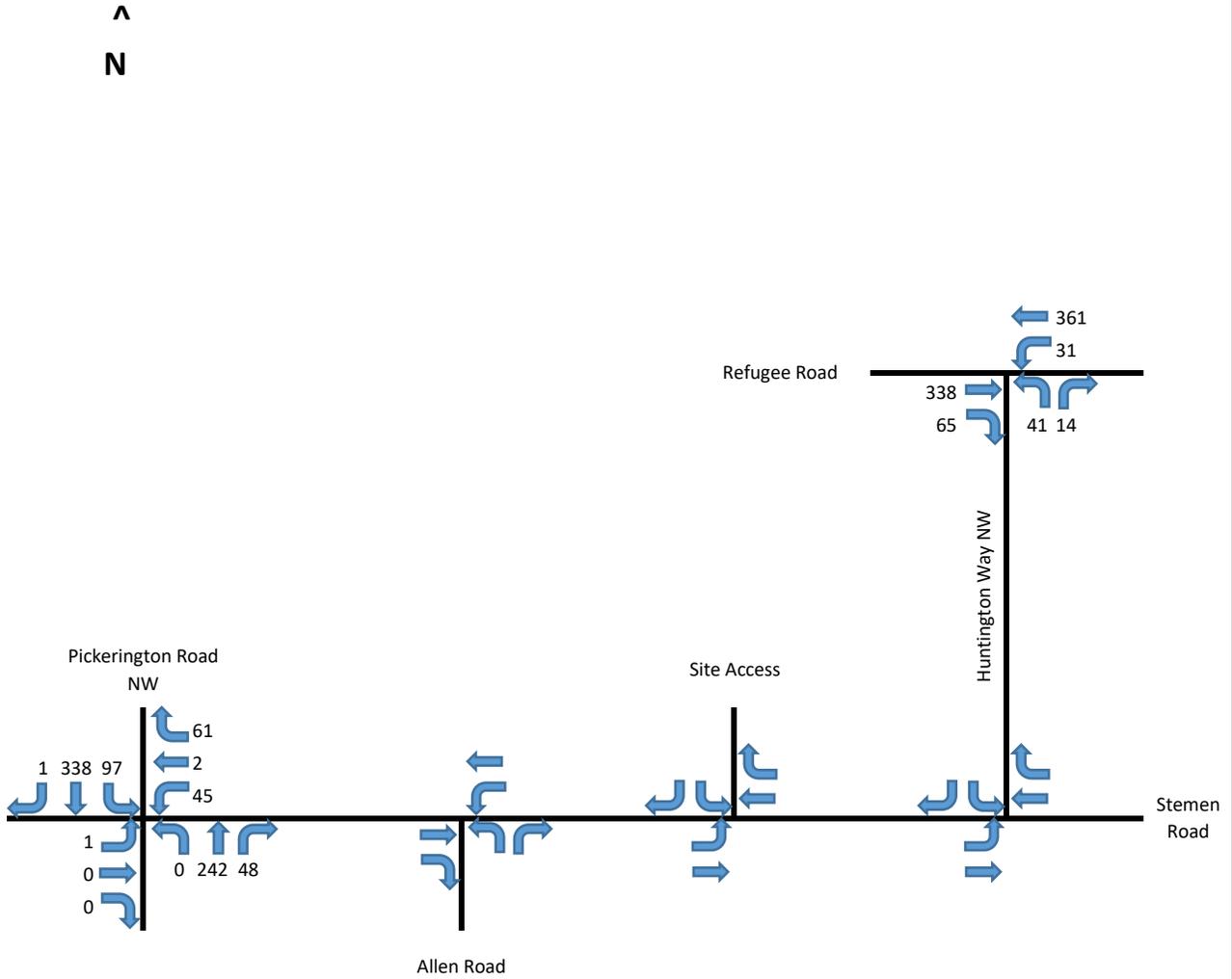
Year	Period	Scenario	Plate
2027	School PM	Build	D3 = B3 + C3



Arbor Homes Violet Township TAS
Traffic Volume Calculations



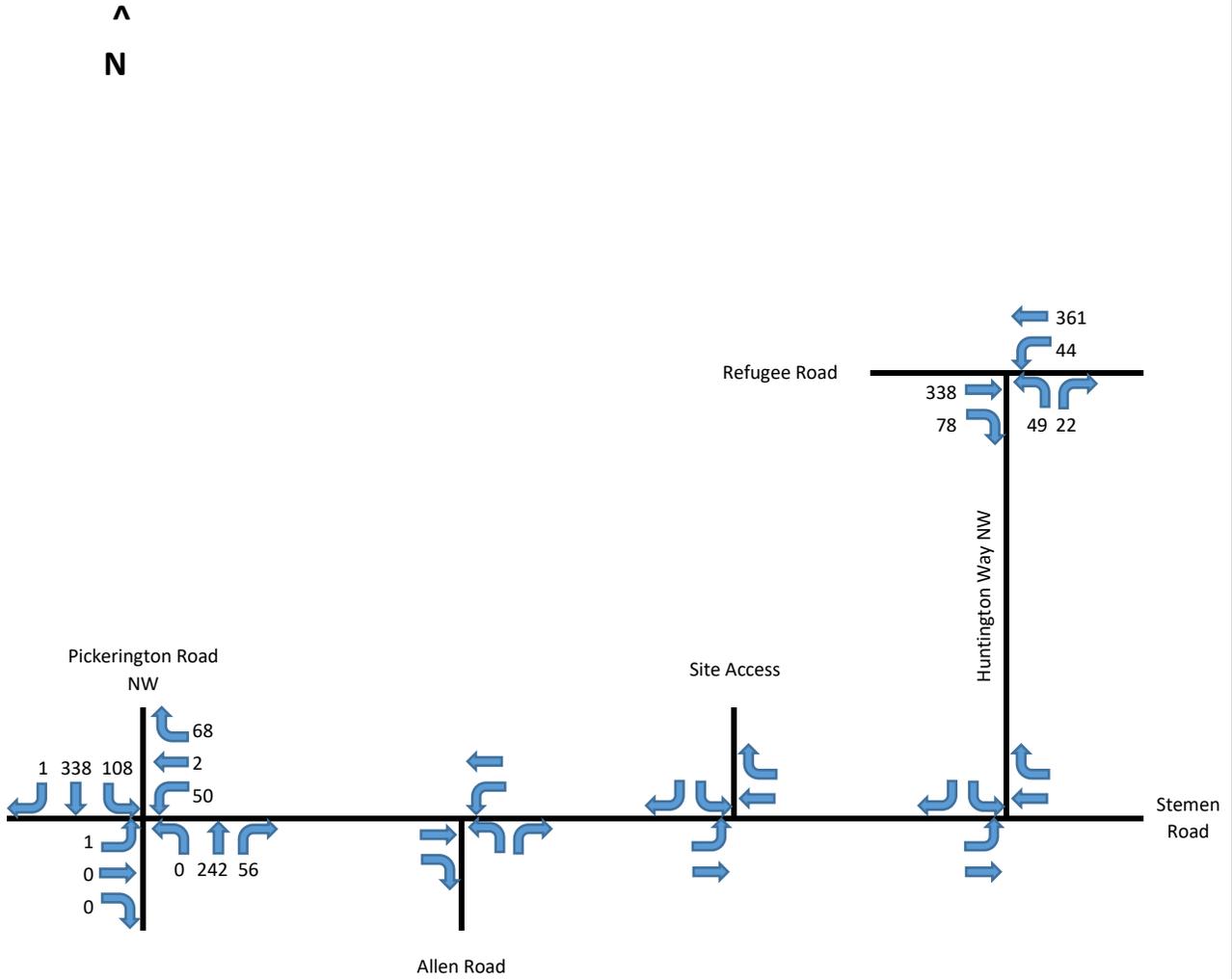
Year	Period	Scenario	Plate
2037	School PM	No Build	E3 = A3 Grown



Arbor Homes Violet Township TAS
Traffic Volume Calculations



Year	Period	Scenario	Plate
2037	School PM	Build	F3 = C3 + E3



Appendix E

Turn Lane Warrant and Length Analysis



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

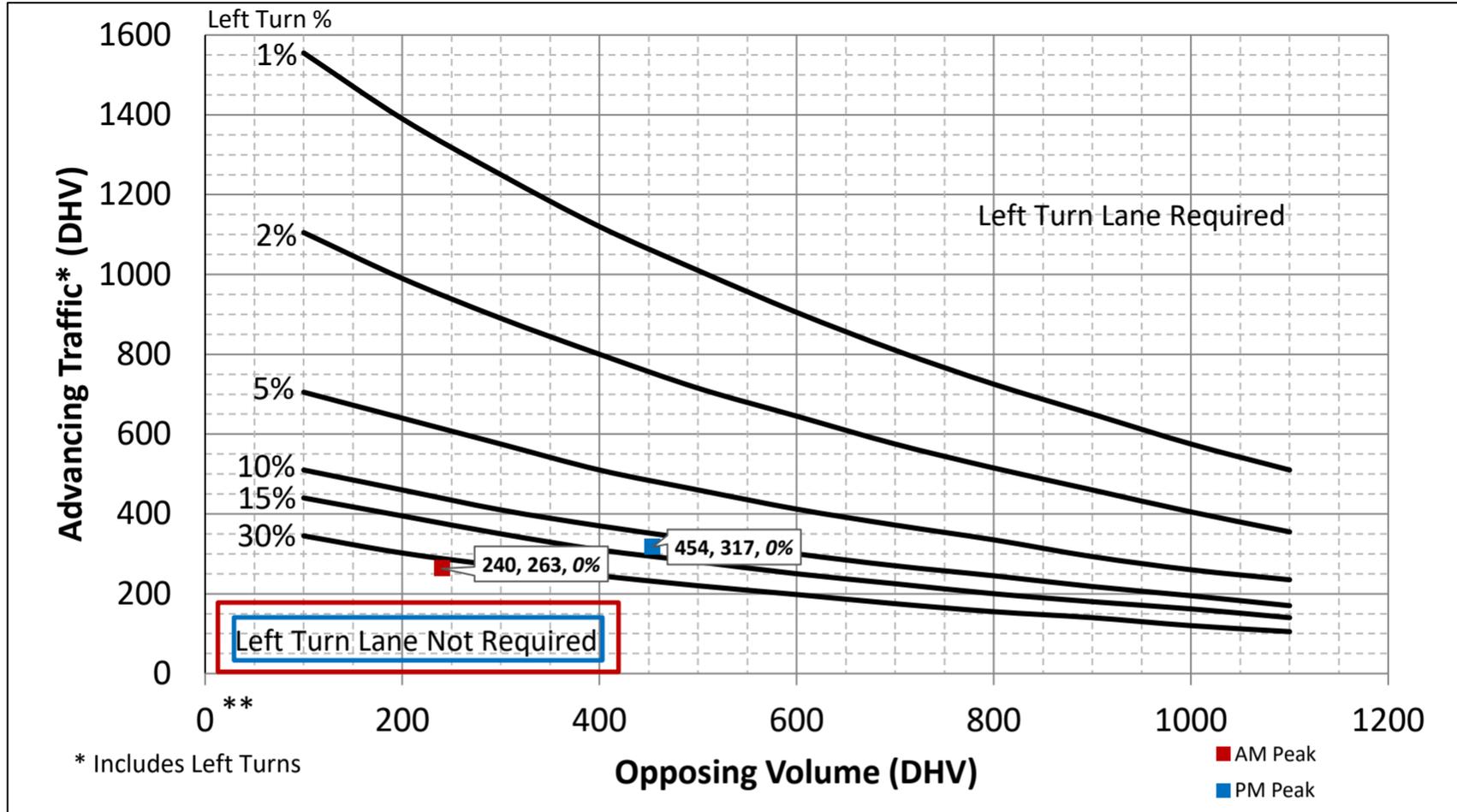


Figure 401-5a from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	0	VPH
	Advancing Traffic	263	VPH
	Opposing Volume	240	VPH
	Left Turn Percentage	0%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
	Offset Width	12	
	Approach Taper	125	
PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	0	VPH
	Advancing Traffic	317	VPH
	Opposing Volume	454	VPH
	Left Turn Percentage	0%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
	Offset Width	12	
	Approach Taper	125	
Is Left Turn Warrant Met		No	No Left Turn Lane Required

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

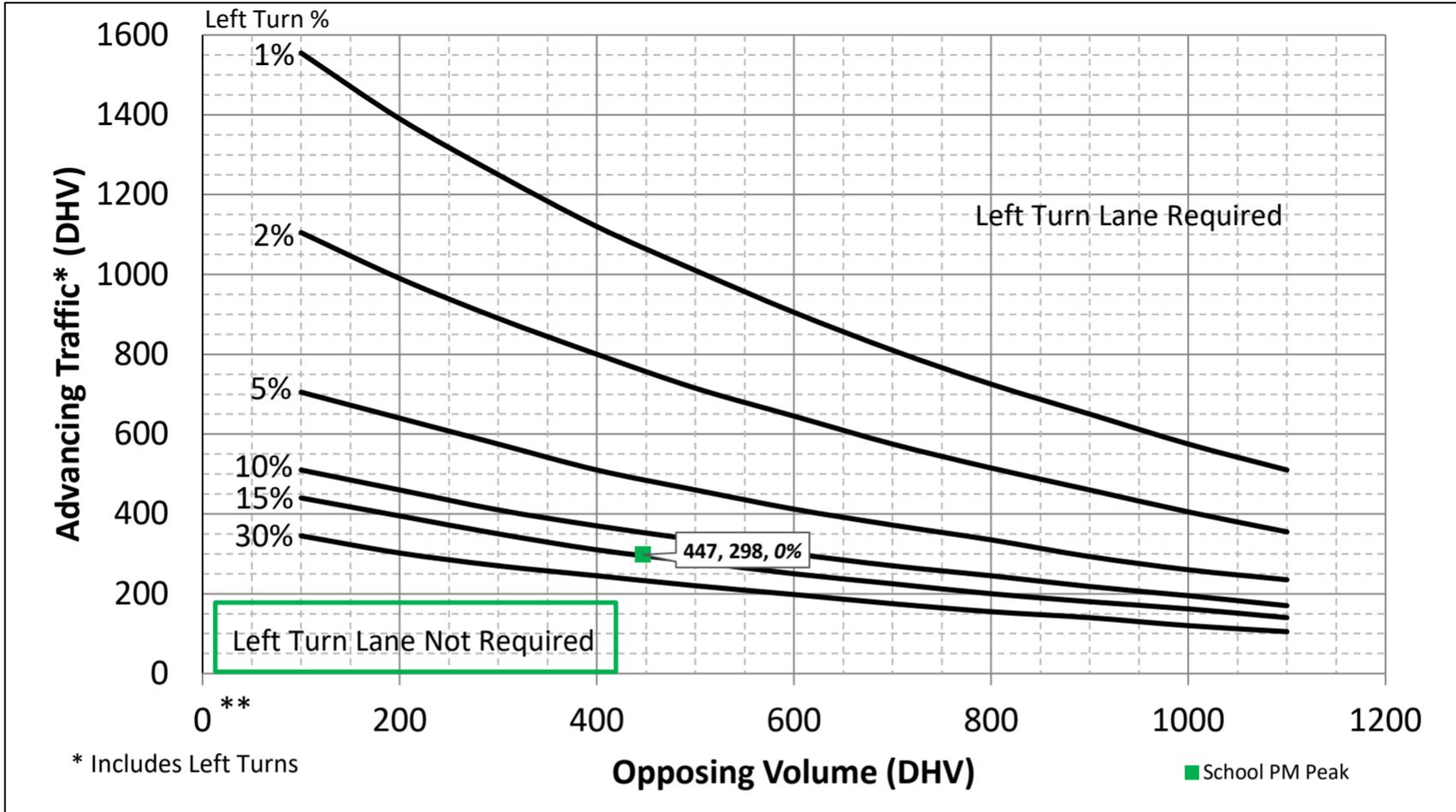


Figure 401-5a from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	0	VPH
	Advancing Traffic	298	VPH
	Opposing Volume	447	VPH
	Left Turn Percentage	0%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
	Offset Width	12	
	Approach Taper	125	
Is Left Turn Warrant Met	No	No Left Turn Lane Required	

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

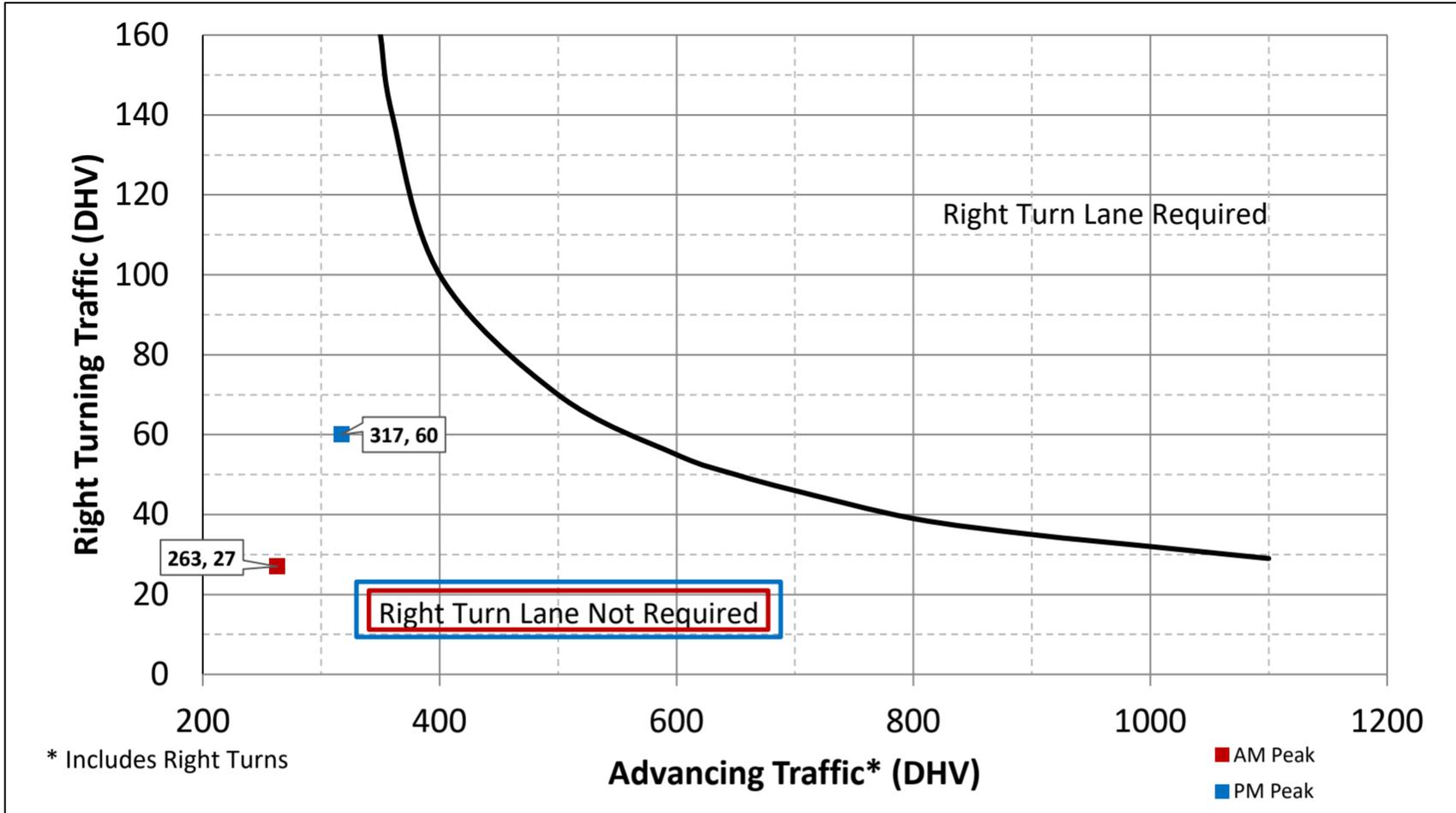


Figure 401-6a from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	27	VPH
	Advancing Traffic	263	VPH
	Right Turn Percentage	10%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
	PM Peak	Design Speed	25
Traffic Control		Unsignalized	
Cycle Length		Unsignalized	
Cycles Per Hour		60	Assume 60
Turn Lane Volume		60	VPH
Advancing Traffic		317	VPH
Right Turn Percentage		19%	
Location Type		Through Road	
Condition		A	
Vehicles/Cycle		1	
Turn Lane Length		50	
Is Right Turn Warrant Met		No	No Right Turn Lane Required

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

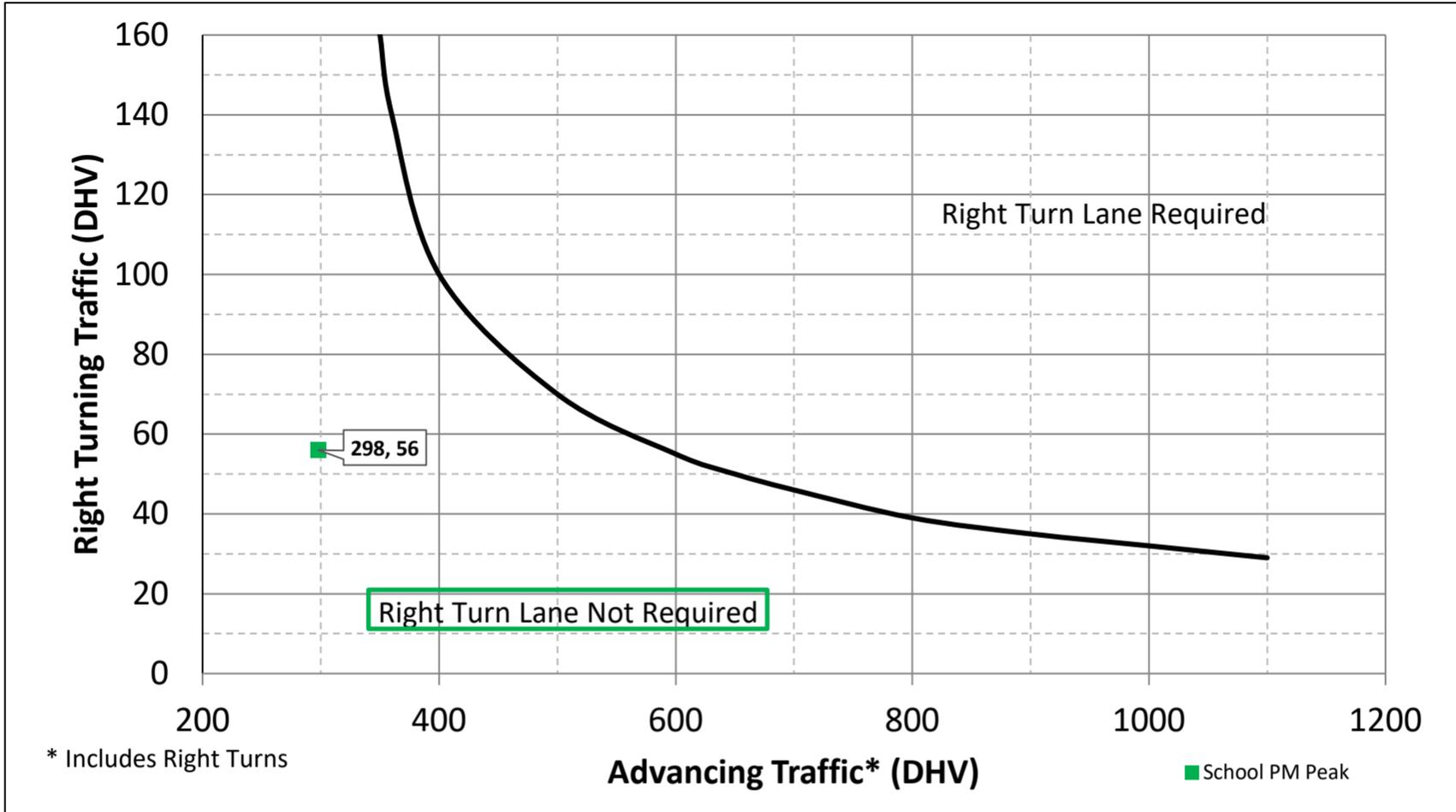


Figure 401-6a from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	56	VPH
	Advancing Traffic	298	VPH
	Right Turn Percentage	19%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
	Is Right Turn Warrant Met		No

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

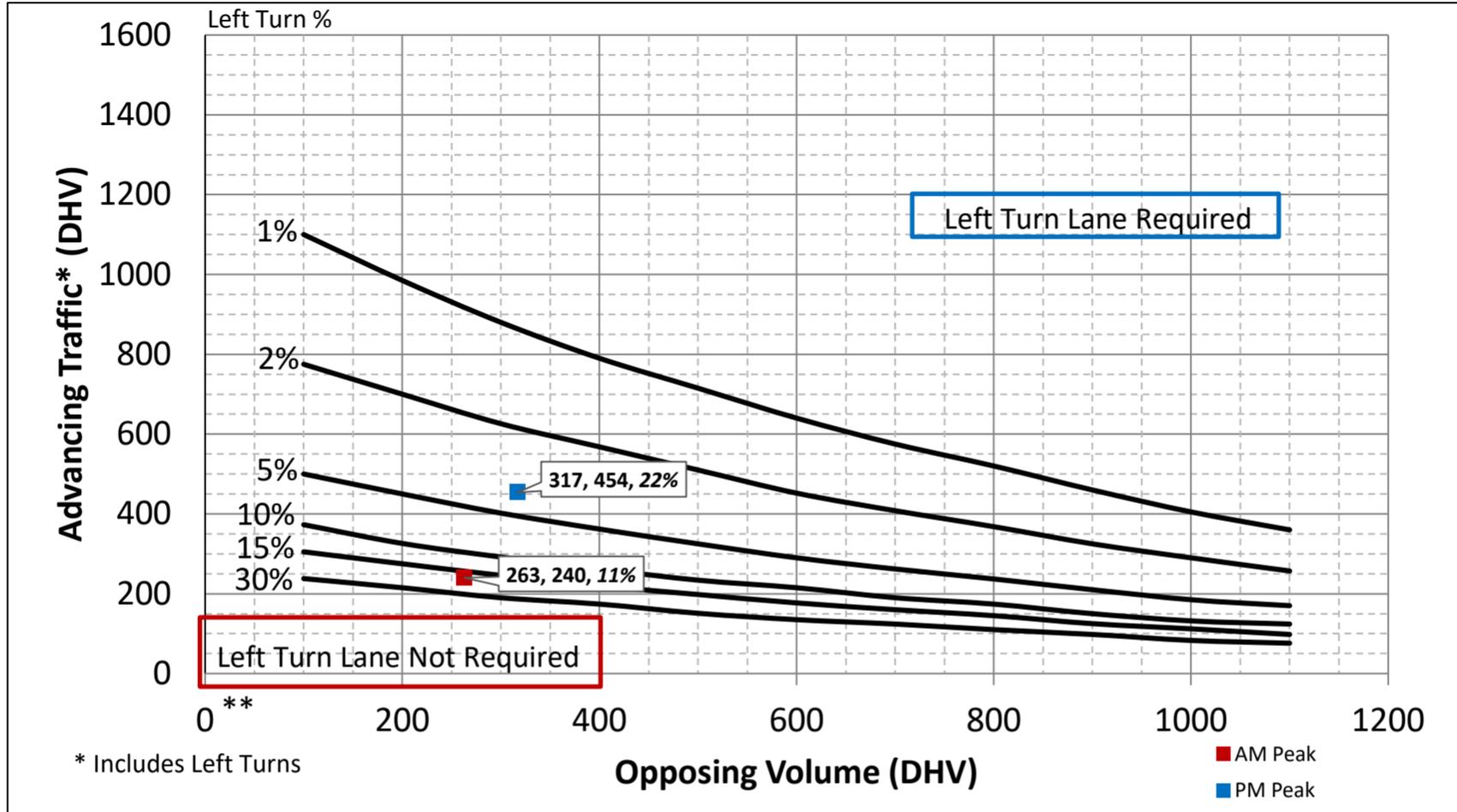


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	27	VPH
	Advancing Traffic	240	VPH
	Opposing Volume	263	VPH
	Left Turn Percentage	11%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	405	
PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	102	VPH
	Advancing Traffic	454	VPH
	Opposing Volume	317	VPH
	Left Turn Percentage	22%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met		Yes	See Above

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

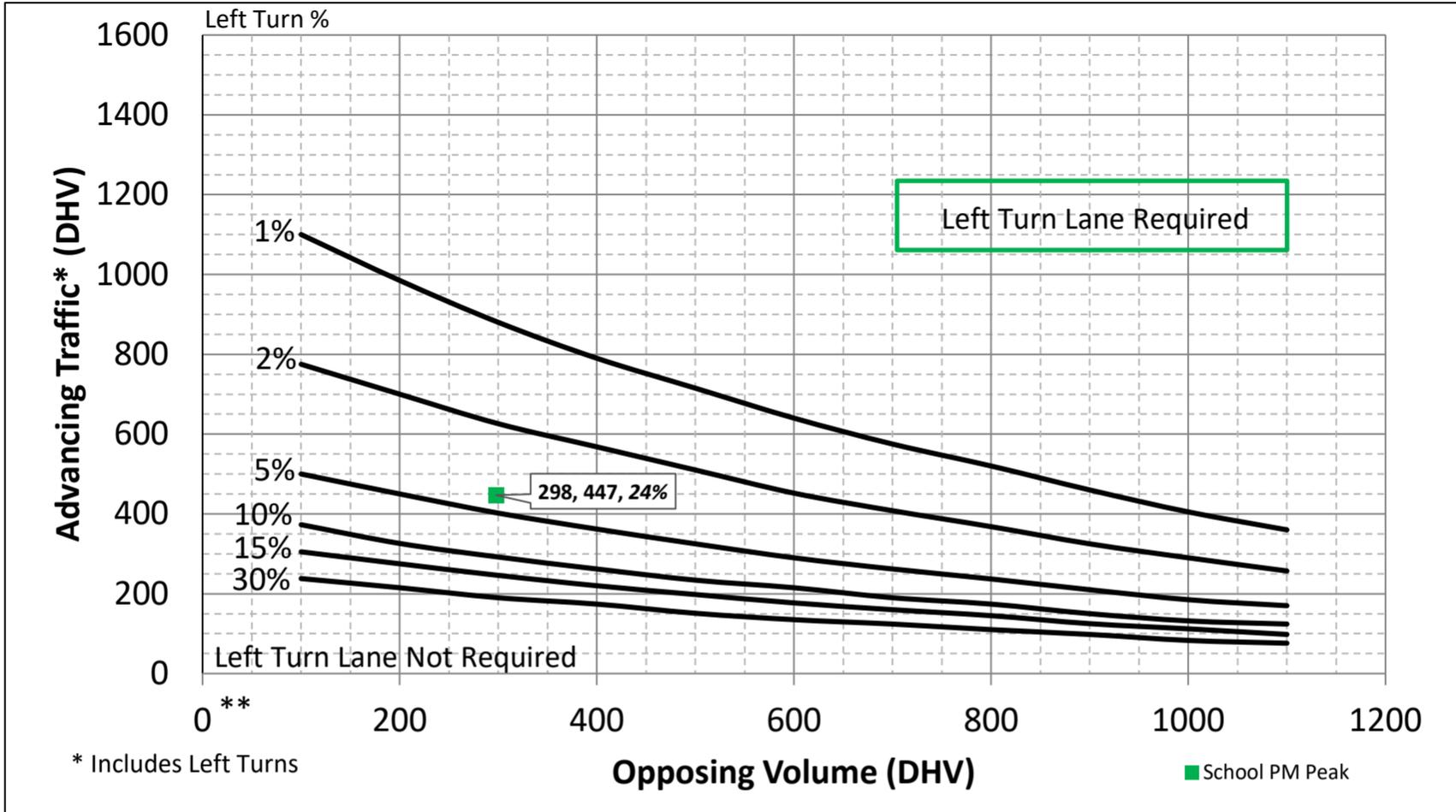


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	108	VPH
	Advancing Traffic	447	VPH
	Opposing Volume	298	VPH
	Left Turn Percentage	24%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met	Yes	See Above	

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

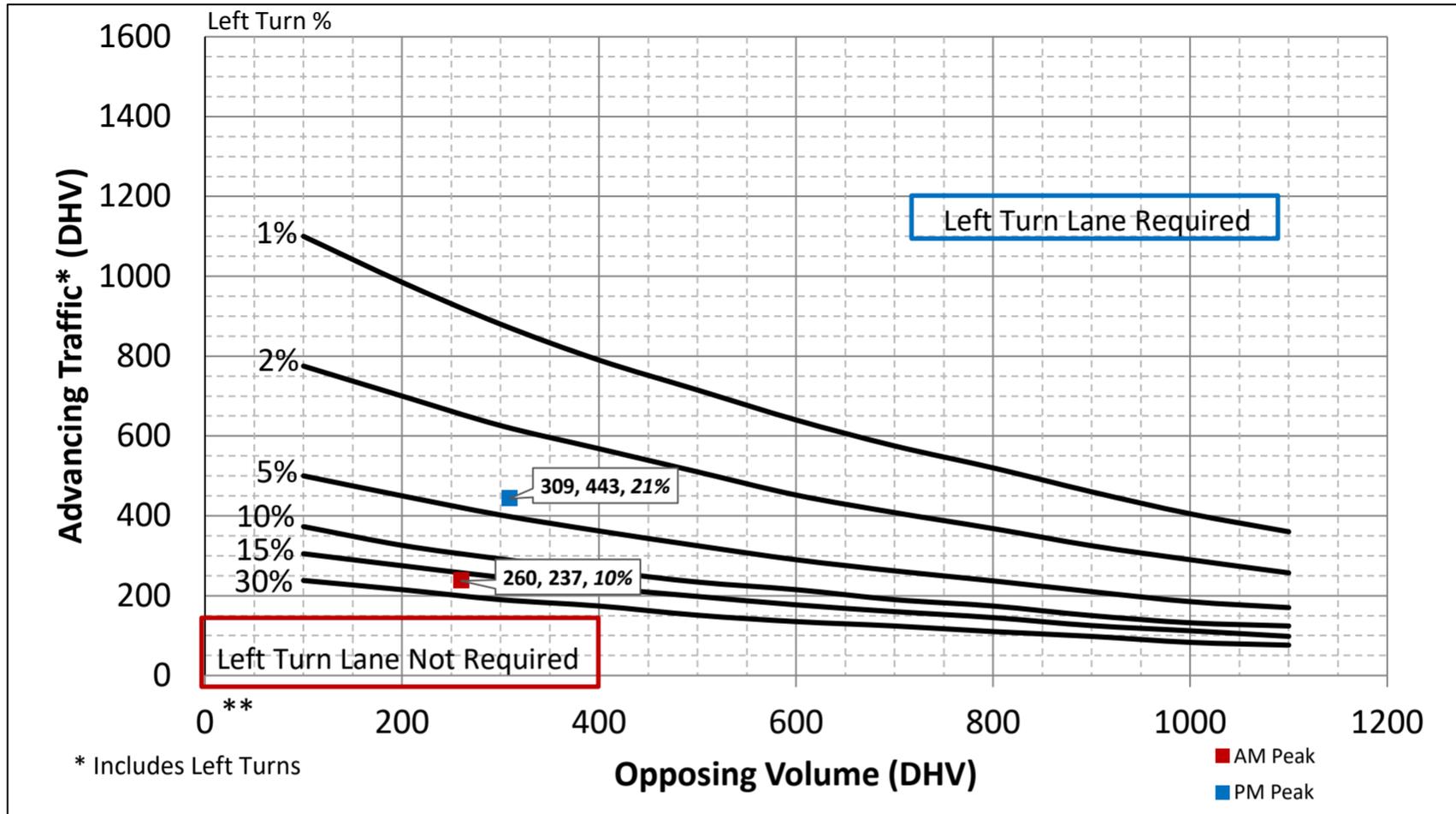


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	24	VPH
	Advancing Traffic	237	VPH
	Opposing Volume	260	VPH
	Left Turn Percentage	10%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	405	
PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	91	VPH
	Advancing Traffic	443	VPH
	Opposing Volume	309	VPH
	Left Turn Percentage	21%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met		Yes	See Above

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

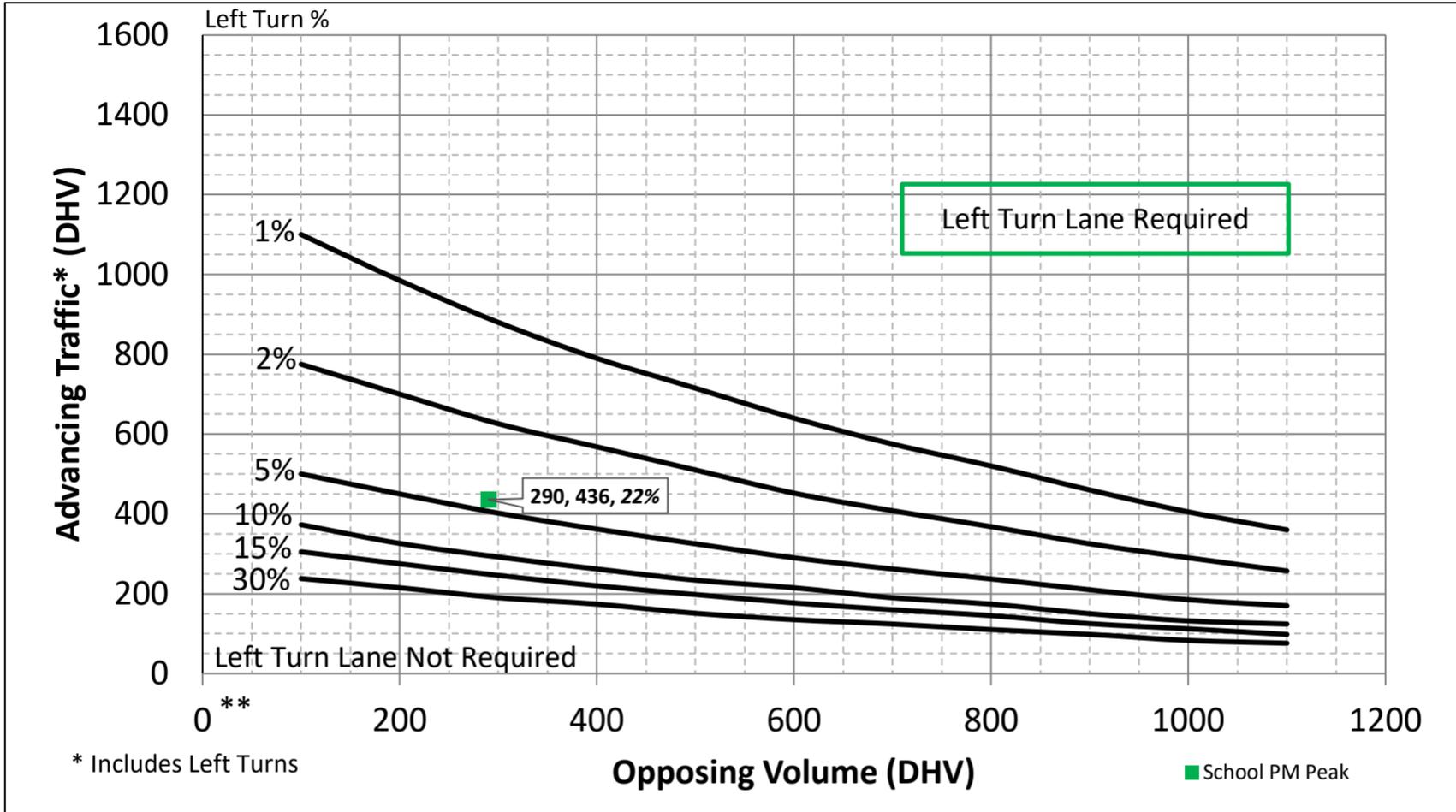


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	97	VPH
	Advancing Traffic	436	VPH
	Opposing Volume	290	VPH
	Left Turn Percentage	22%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met	Yes	See Above	

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

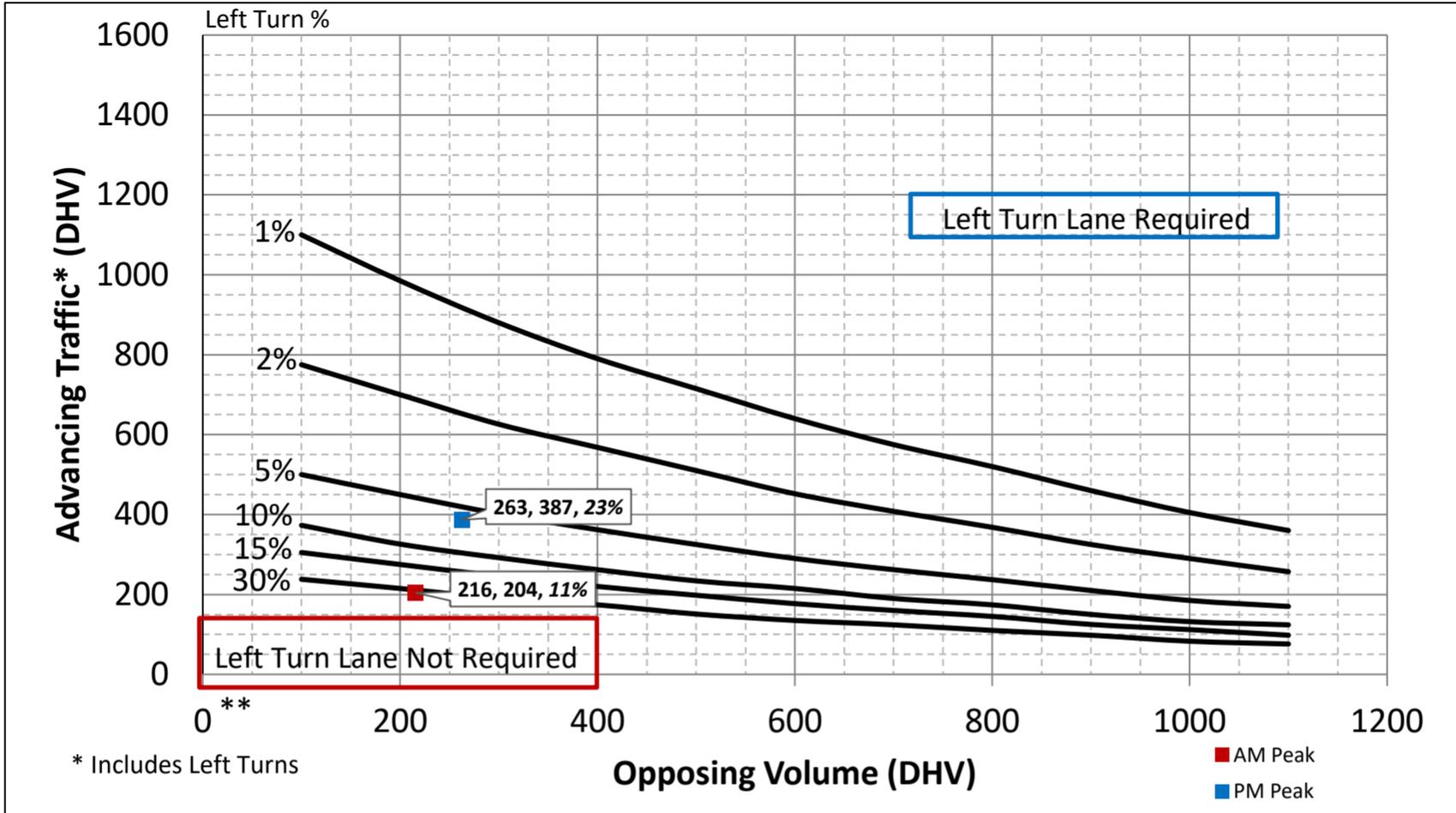


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	23	VPH
	Advancing Traffic	204	VPH
	Opposing Volume	216	VPH
	Left Turn Percentage	11%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	405	
PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	88	VPH
	Advancing Traffic	387	VPH
	Opposing Volume	263	VPH
	Left Turn Percentage	23%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met		Yes	See Above

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

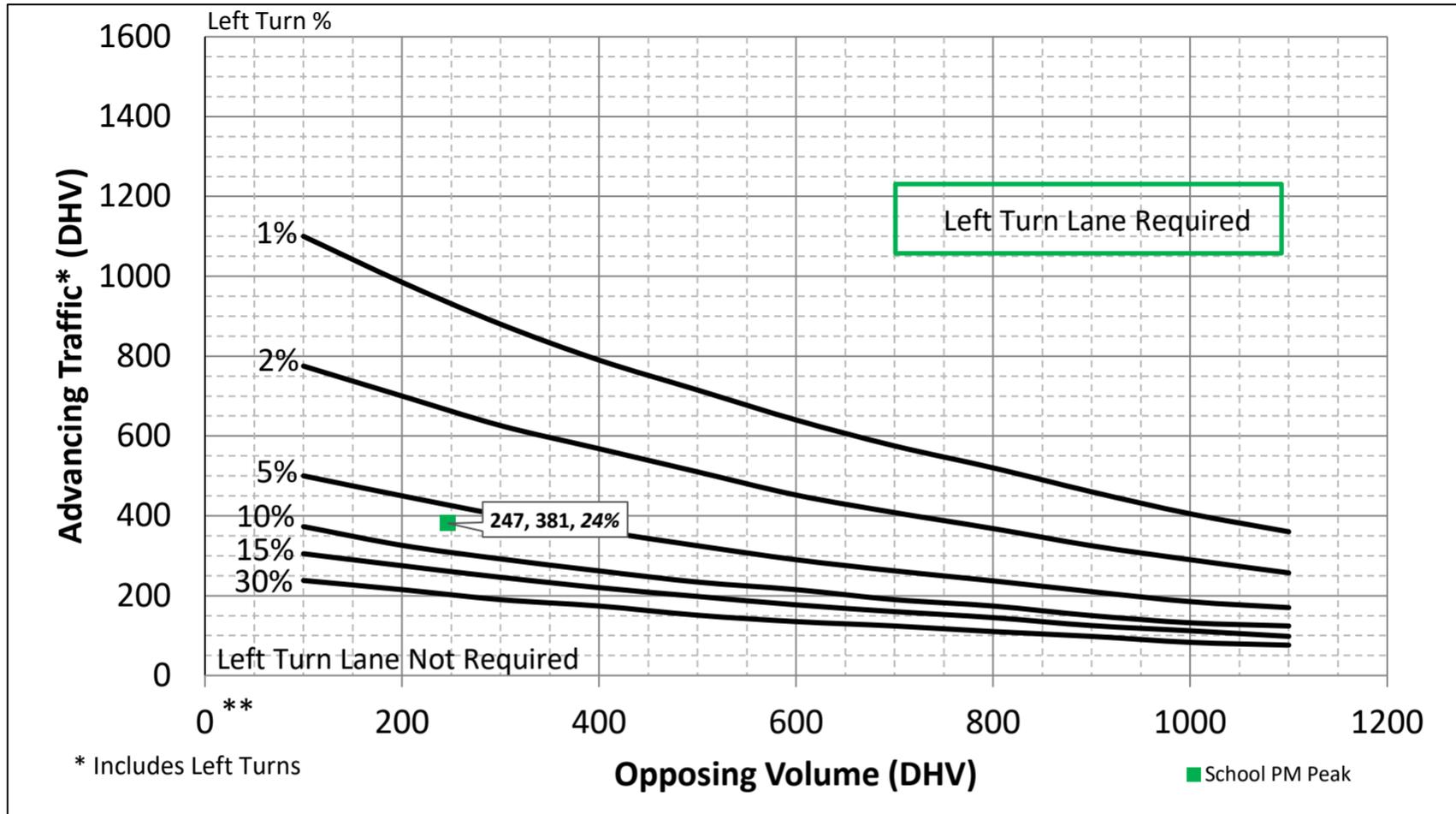


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	93	VPH
	Advancing Traffic	381	VPH
	Opposing Volume	247	VPH
	Left Turn Percentage	24%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met	Yes	See Above	

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

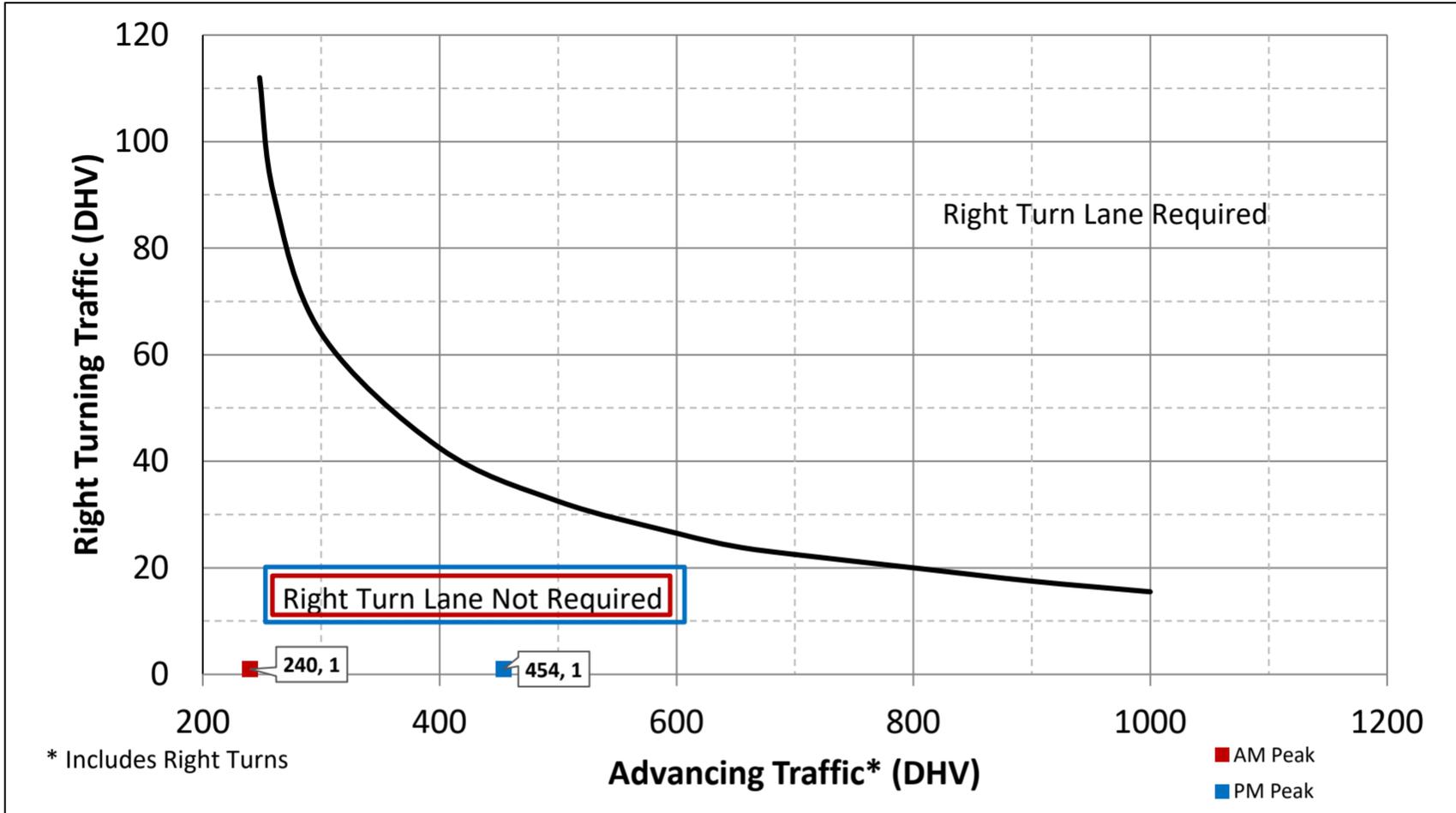


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	1	VPH	
	Advancing Traffic	240	VPH	
	Right Turn Percentage	0%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		
	PM Peak	Design Speed	45	mph
		Traffic Control	Unsignalized	
Cycle Length		Unsignalized		
Cycles Per Hour		60	Assume 60	
Turn Lane Volume		1	VPH	
Advancing Traffic		454	VPH	
Right Turn Percentage		0%		
Location Type		Through Road		
Condition		B		
Vehicles/Cycle		1		
Turn Lane Length		125		
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

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

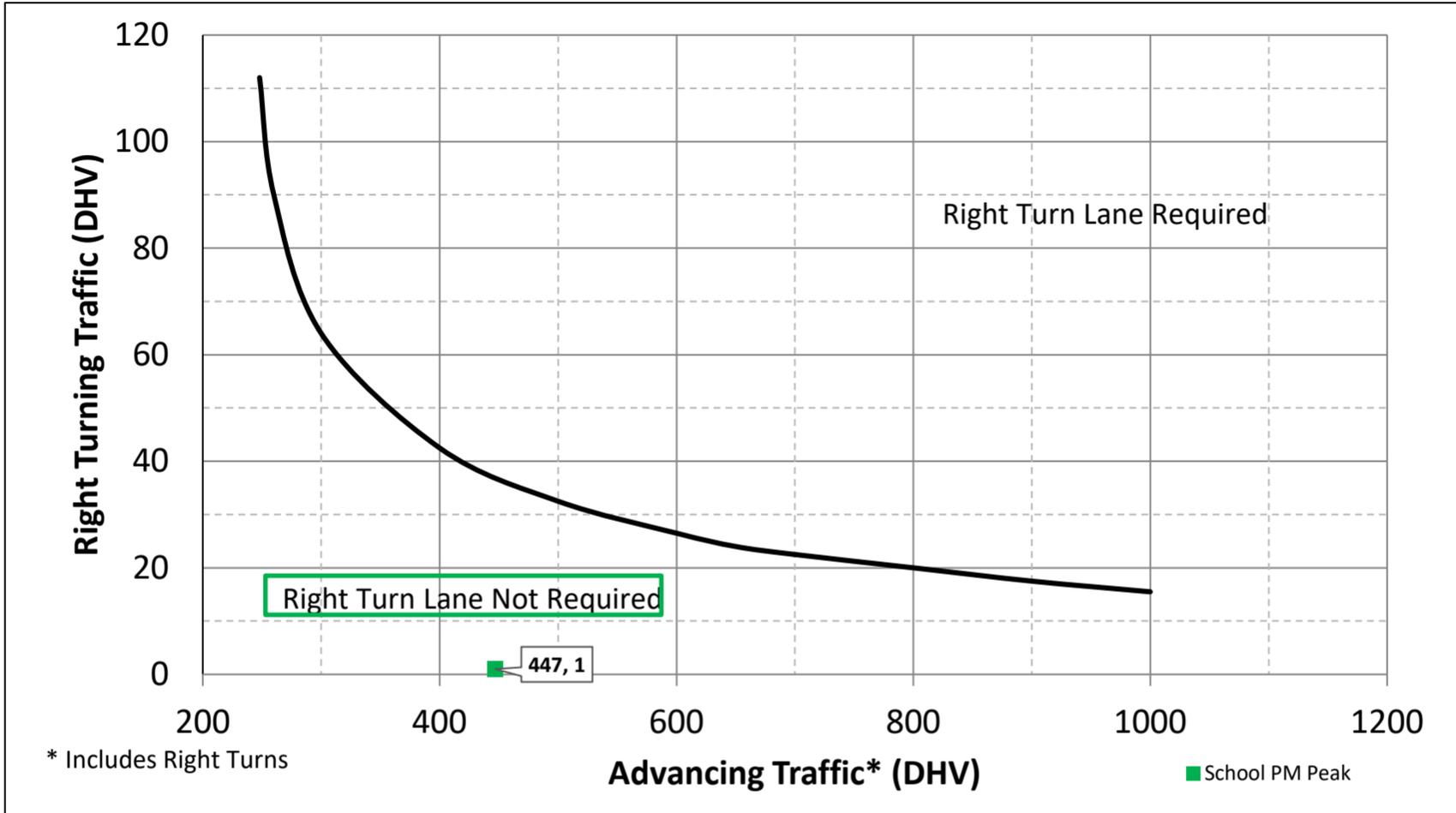


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	1	VPH
	Advancing Traffic	447	VPH
	Right Turn Percentage	0%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Is Right Turn Warrant Met		No

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

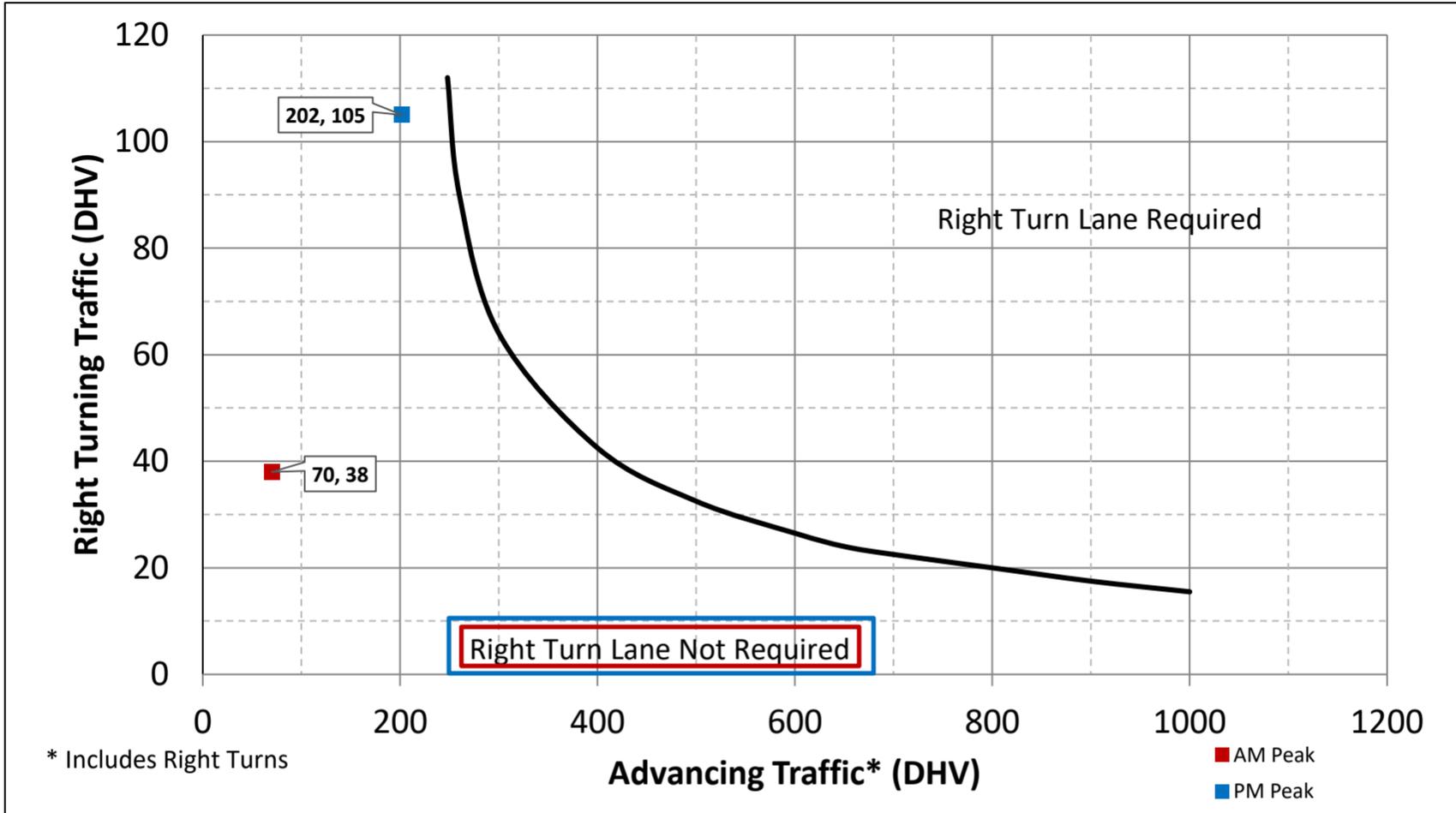


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	38	VPH
	Advancing Traffic	70	VPH
	Right Turn Percentage	54%	
	Location Type	Through Road	
	Condition	B or C	
	Vehicles/Cycle	1	
	Turn Lane Length	See Column to Right	250
	PM Peak	Design Speed	55
Traffic Control		Unsignalized	
Cycle Length		Unsignalized	
Cycles Per Hour		60	Assume 60
Turn Lane Volume		105	VPH
Advancing Traffic		202	VPH
Right Turn Percentage		52%	
Location Type		Through Road	
Condition		B or C	
Vehicles/Cycle		2	
Turn Lane Length		See Column to Right	250
Is Right Turn Warrant Met		No	No Right Turn Lane Required

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

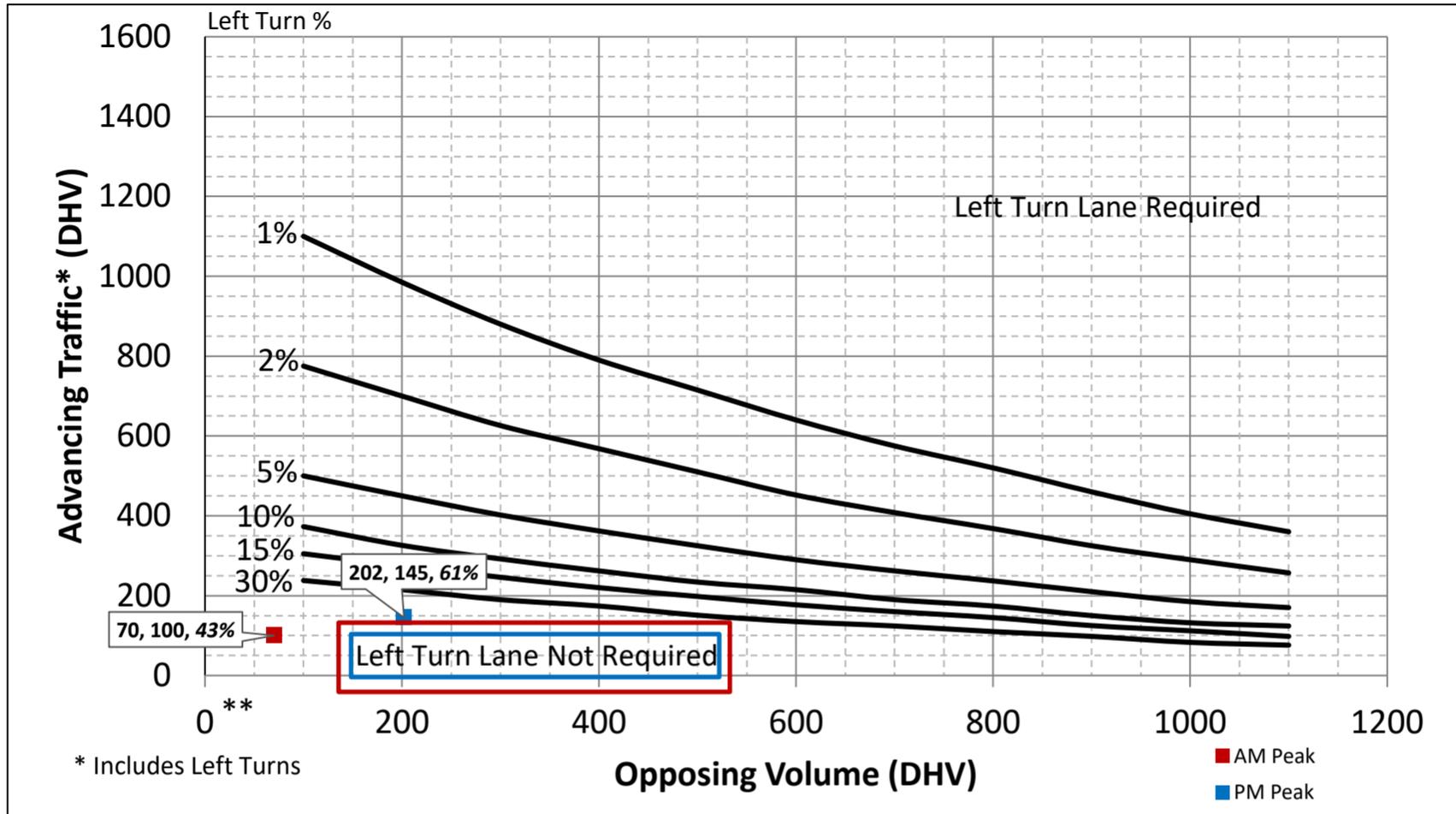


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	43	VPH
	Advancing Traffic	100	VPH
	Opposing Volume	70	VPH
	Left Turn Percentage	43%	
	Location Type	Through Road	
	Condition	B or C	
	Vehicles/Cycle	1	
	Turn Lane Length	See Column to Right	250
	Offset Width	12	
	Approach Taper	660	
PM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	89	VPH
	Advancing Traffic	145	VPH
	Opposing Volume	202	VPH
	Left Turn Percentage	61%	
	Location Type	Through Road	
	Condition	B or C	
	Vehicles/Cycle	2	
	Turn Lane Length	See Column to Right	250
	Offset Width	12	
	Approach Taper	660	
Is Left Turn Warrant Met		No	No Left Turn Lane Required

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

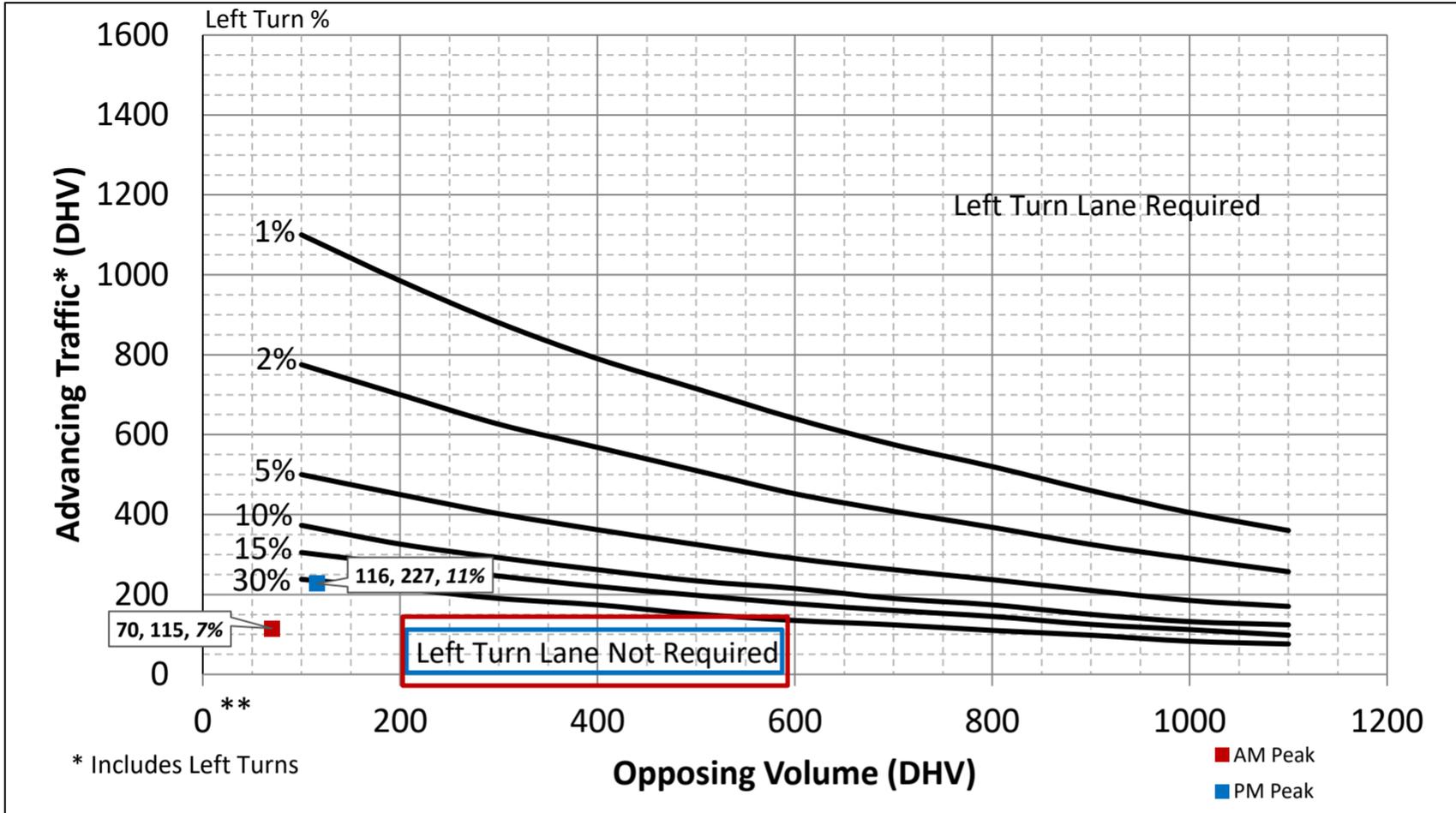


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	8	VPH
	Advancing Traffic	115	VPH
	Opposing Volume	70	VPH
	Left Turn Percentage	7%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	250	
	Offset Width	12	
	Approach Taper	660	
PM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	24	VPH
	Advancing Traffic	227	VPH
	Opposing Volume	116	VPH
	Left Turn Percentage	11%	
	Location Type	Through Road	
	Condition	B or C	
	Vehicles/Cycle	1	
	Turn Lane Length	See Column to Right	250
	Offset Width	12	
	Approach Taper	660	
Is Left Turn Warrant Met		No	No Left Turn Lane Required

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

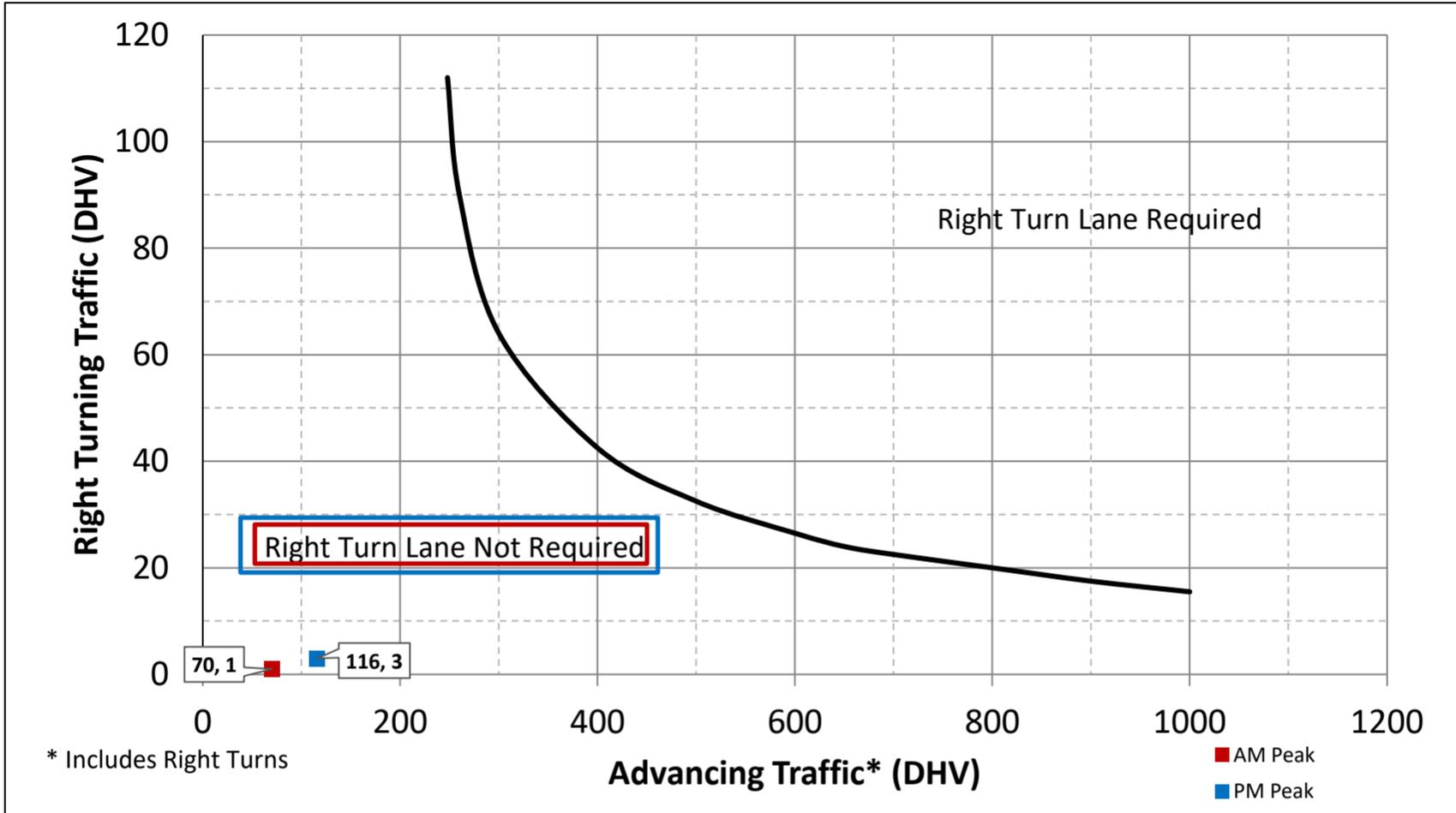


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	1	VPH
	Advancing Traffic	70	VPH
	Right Turn Percentage	1%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	250	
	PM Peak	Design Speed	55
Traffic Control		Unsignalized	
Cycle Length		Unsignalized	
Cycles Per Hour		60	Assume 60
Turn Lane Volume		3	VPH
Advancing Traffic		116	VPH
Right Turn Percentage		3%	
Location Type		Through Road	
Condition		B	
Vehicles/Cycle		1	
Turn Lane Length		250	
Is Right Turn Warrant Met		No	No Right Turn Lane Required

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

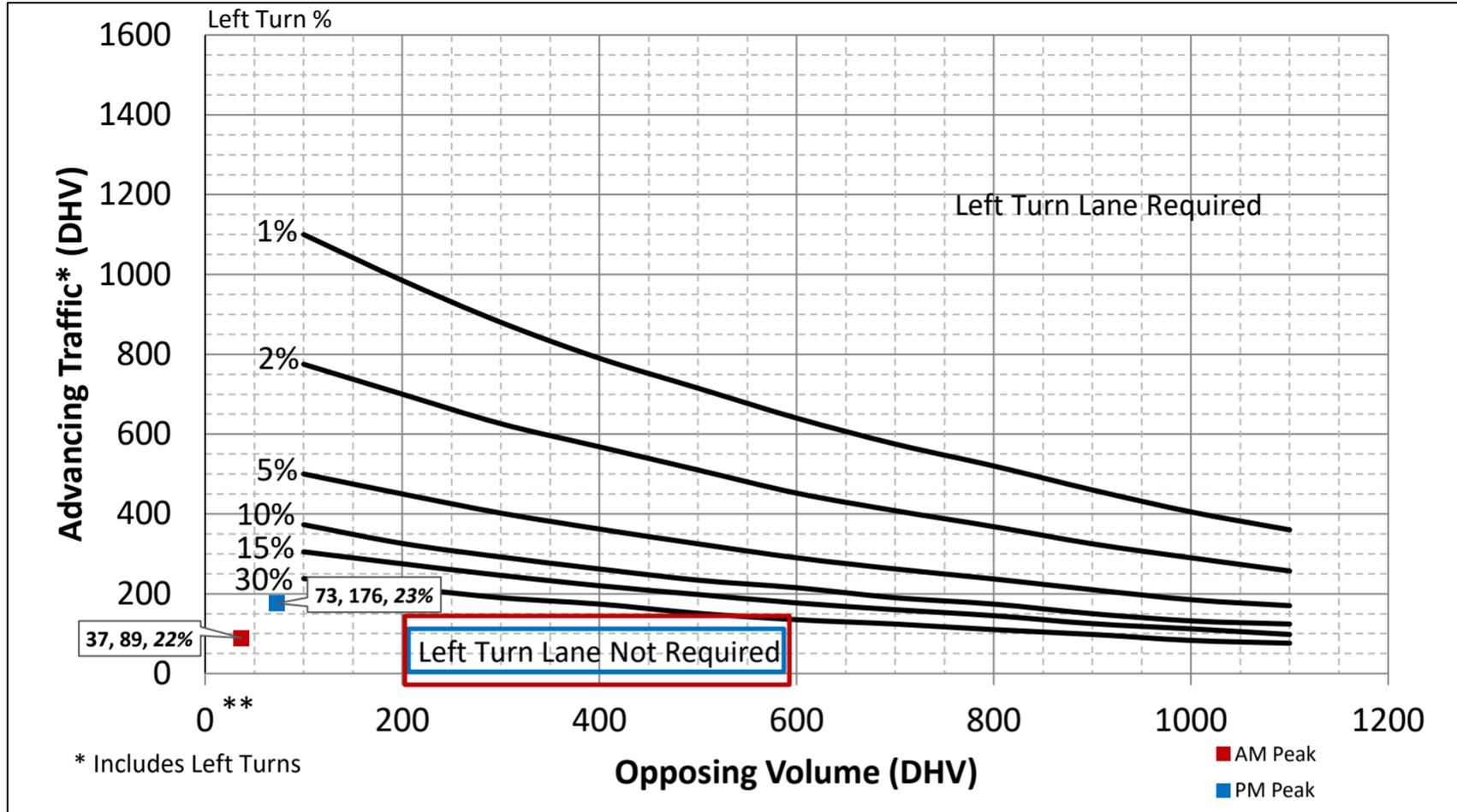


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	20	VPH
	Advancing Traffic	89	VPH
	Opposing Volume	37	VPH
	Left Turn Percentage	22%	
	Location Type	Through Road	
	Condition	B or C	
	Vehicles/Cycle	1	
	Turn Lane Length	See Column to Right	250
	Offset Width	12	
	Approach Taper	660	
PM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	41	VPH
	Advancing Traffic	176	VPH
	Opposing Volume	73	VPH
	Left Turn Percentage	23%	
	Location Type	Through Road	
	Condition	B or C	
	Vehicles/Cycle	1	
	Turn Lane Length	See Column to Right	250
	Offset Width	12	
	Approach Taper	660	
Is Left Turn Warrant Met		No	No Left Turn Lane Required

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

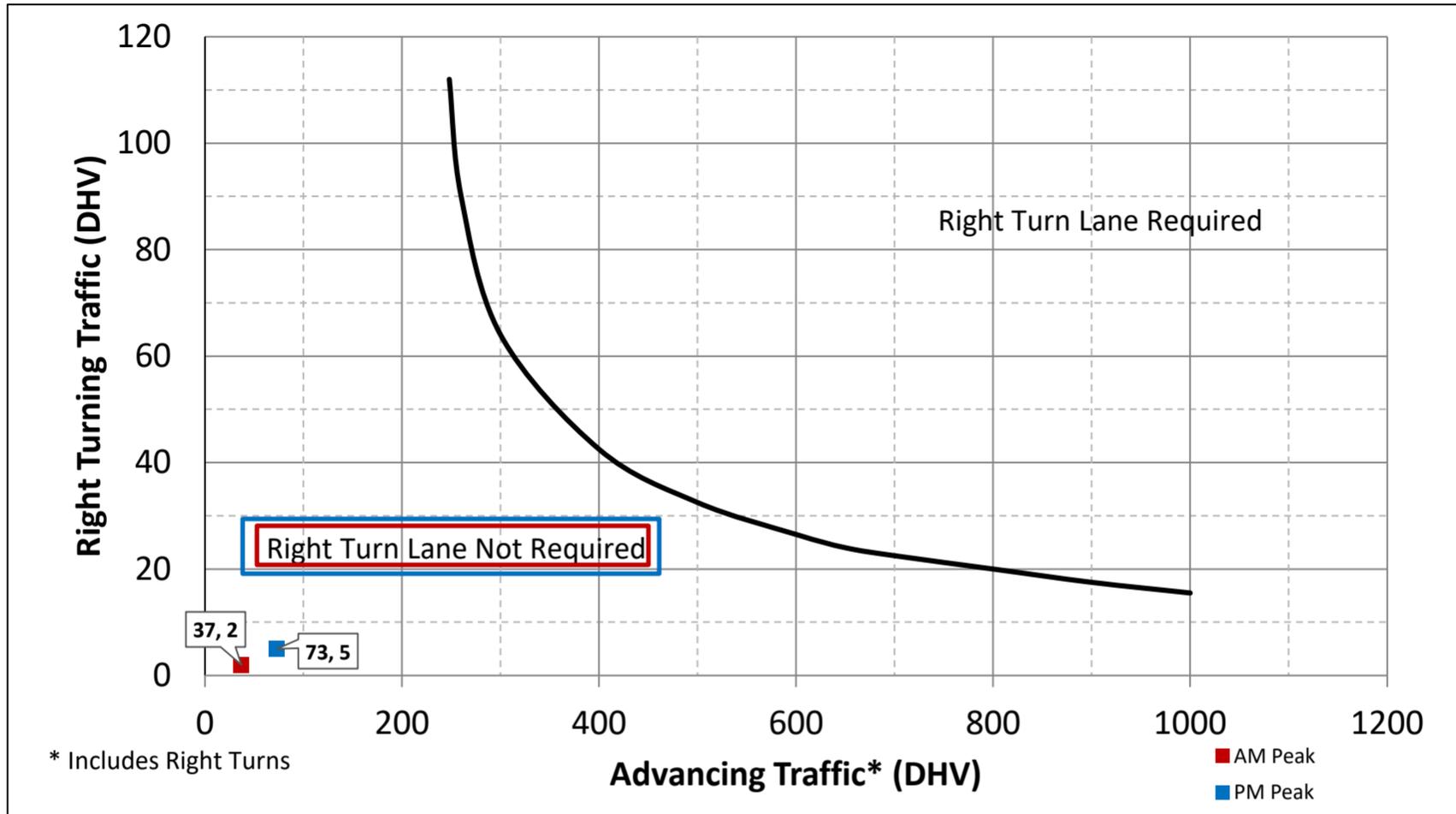


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	55	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	2	VPH
	Advancing Traffic	37	VPH
	Right Turn Percentage	5%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	250	
	PM Peak	Design Speed	55
Traffic Control		Unsignalized	
Cycle Length		Unsignalized	
Cycles Per Hour		60	Assume 60
Turn Lane Volume		5	VPH
Advancing Traffic		73	VPH
Right Turn Percentage		7%	
Location Type		Through Road	
Condition		B	
Vehicles/Cycle		1	
Turn Lane Length		250	
Is Right Turn Warrant Met		No	No Right Turn Lane Required

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

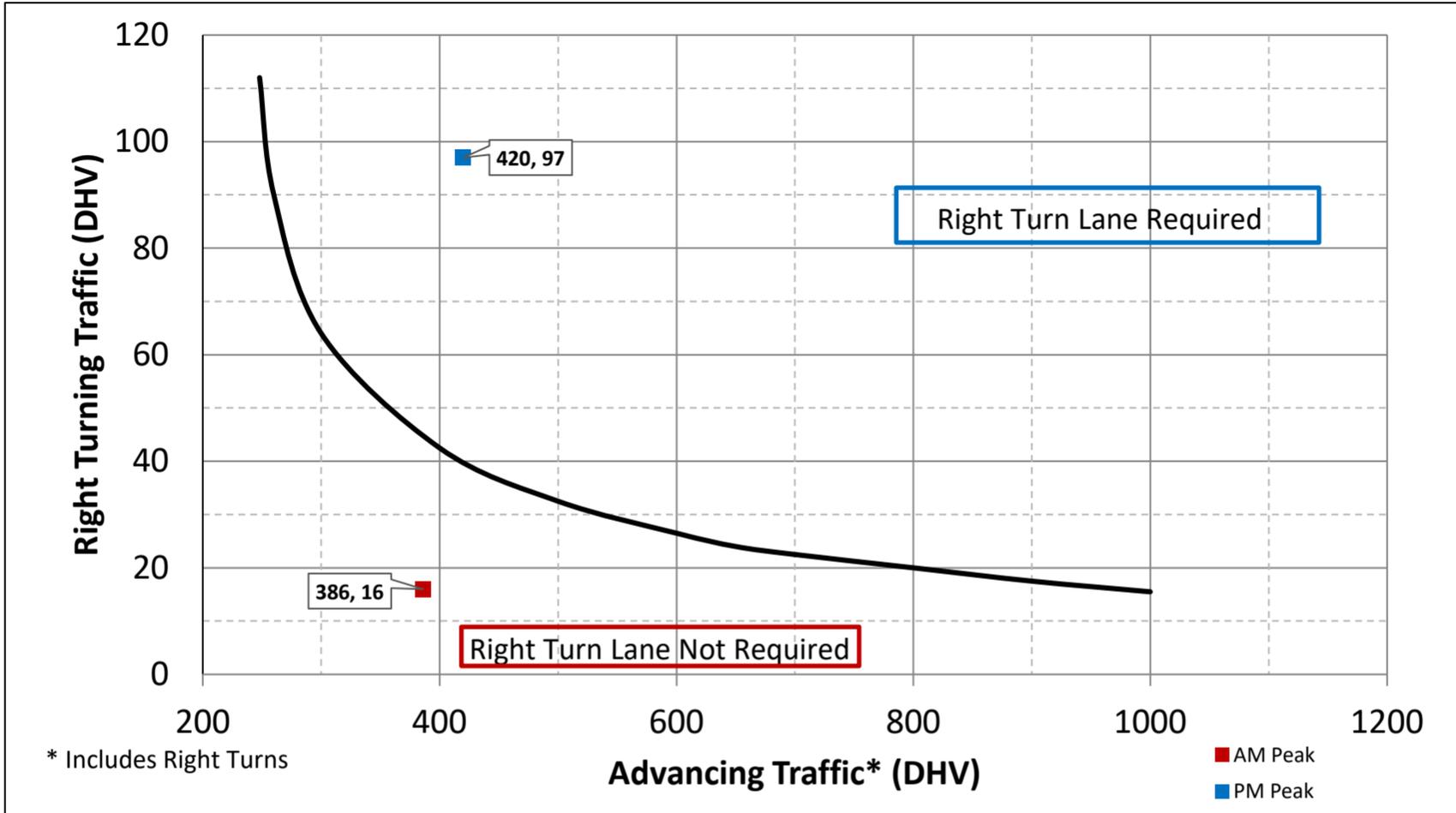


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	16	VPH
	Advancing Traffic	386	VPH
	Right Turn Percentage	4%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	PM Peak	Design Speed	45
Traffic Control		Unsignalized	
Cycle Length		Unsignalized	
Cycles Per Hour		60	Assume 60
Turn Lane Volume		97	VPH
Advancing Traffic		420	VPH
Right Turn Percentage		23%	
Location Type		Through Road	
Condition		C	
Vehicles/Cycle		2	
Turn Lane Length		175	
Is Right Turn Warrant Met		Yes	See Above

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

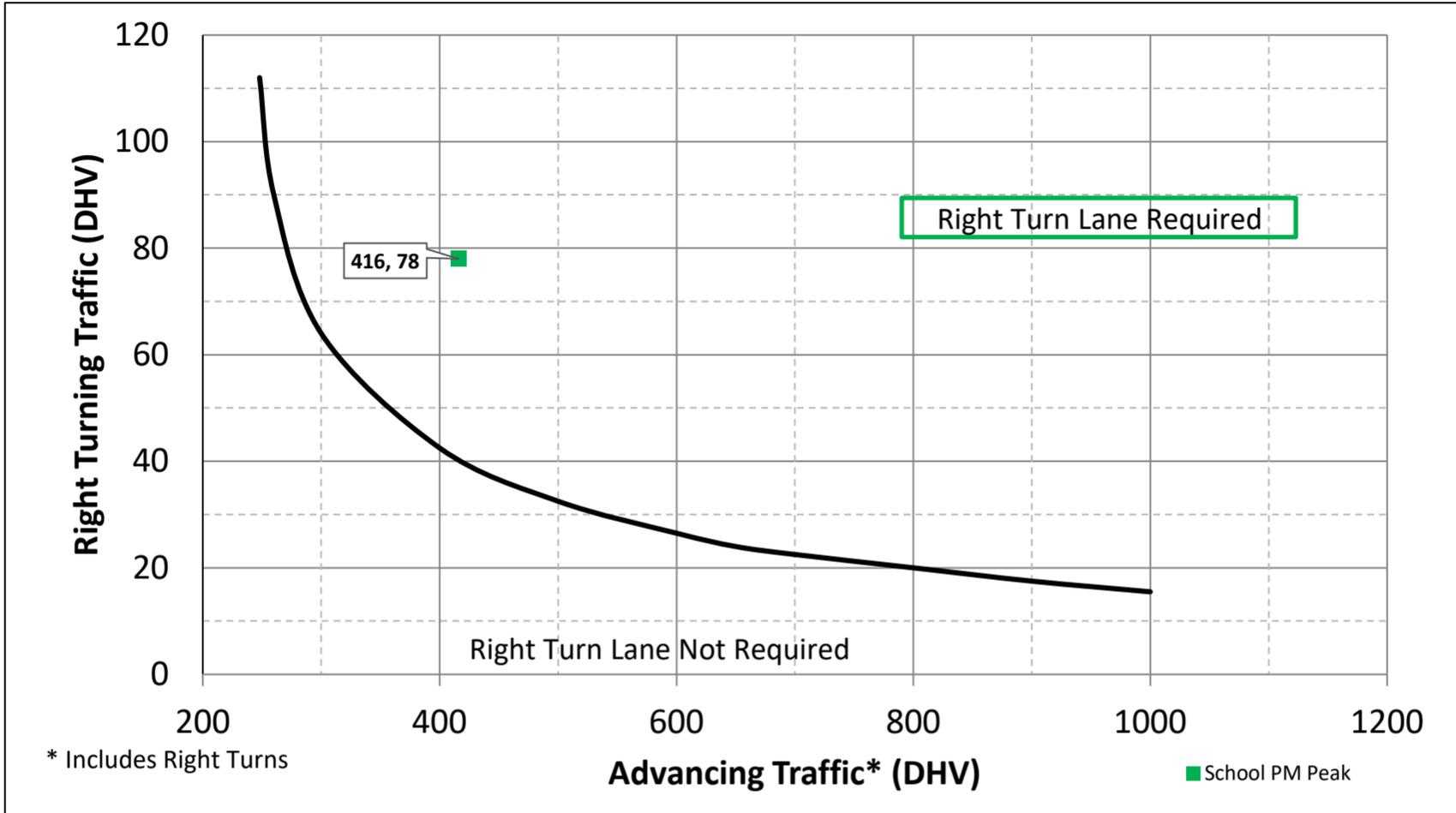


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	<i>Assume 60</i>
	Turn Lane Volume	78	VPH
	Advancing Traffic	416	VPH
	Right Turn Percentage	19%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Is Right Turn Warrant Met		Yes

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

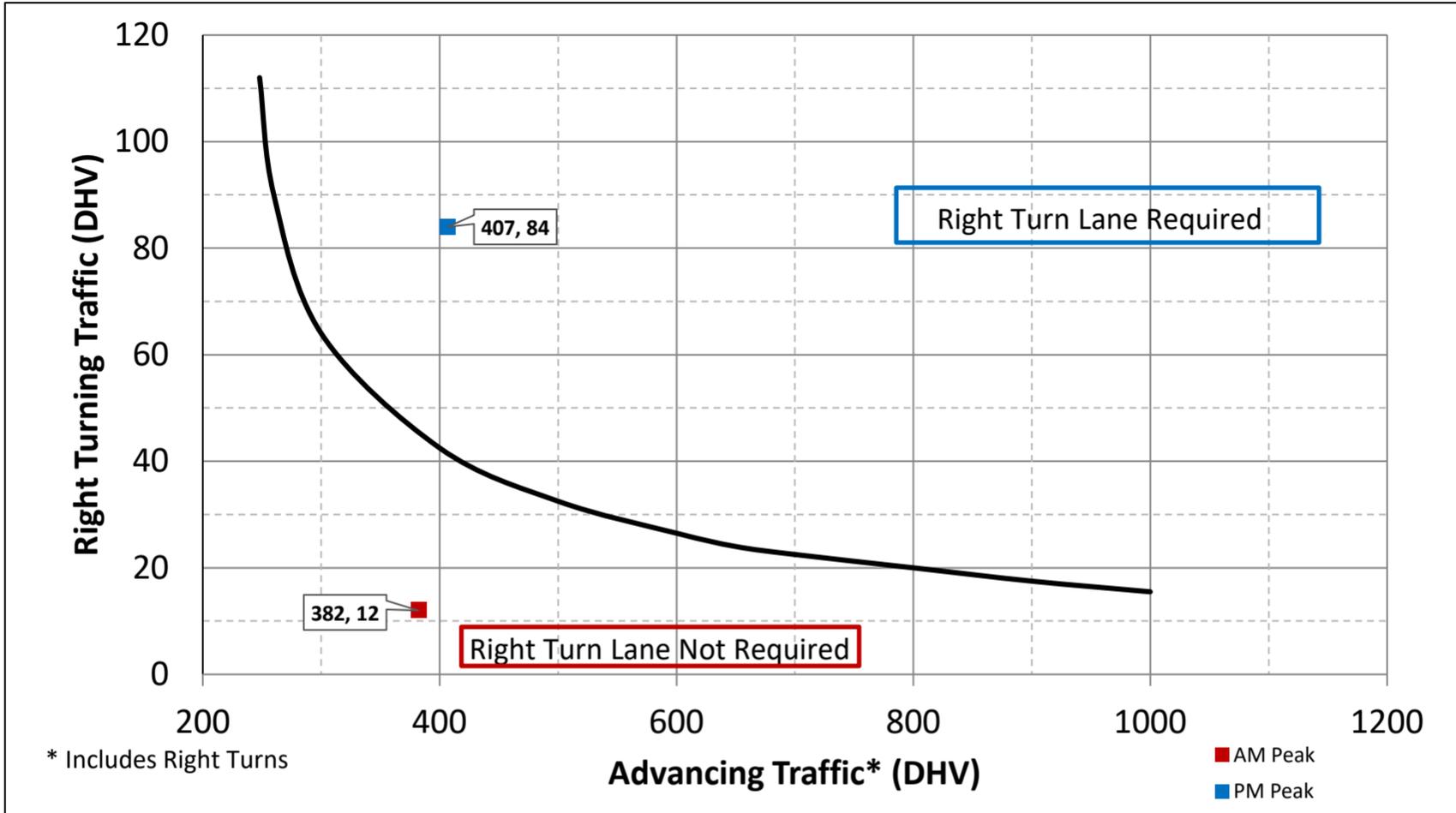


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	12	VPH
	Advancing Traffic	382	VPH
	Right Turn Percentage	3%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	PM Peak	Design Speed	45
Traffic Control		Unsignalized	
Cycle Length		Unsignalized	
Cycles Per Hour		60	Assume 60
Turn Lane Volume		84	VPH
Advancing Traffic		407	VPH
Right Turn Percentage		21%	
Location Type		Through Road	
Condition		C	
Vehicles/Cycle		2	
Turn Lane Length		175	
Is Right Turn Warrant Met		Yes	See Above

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

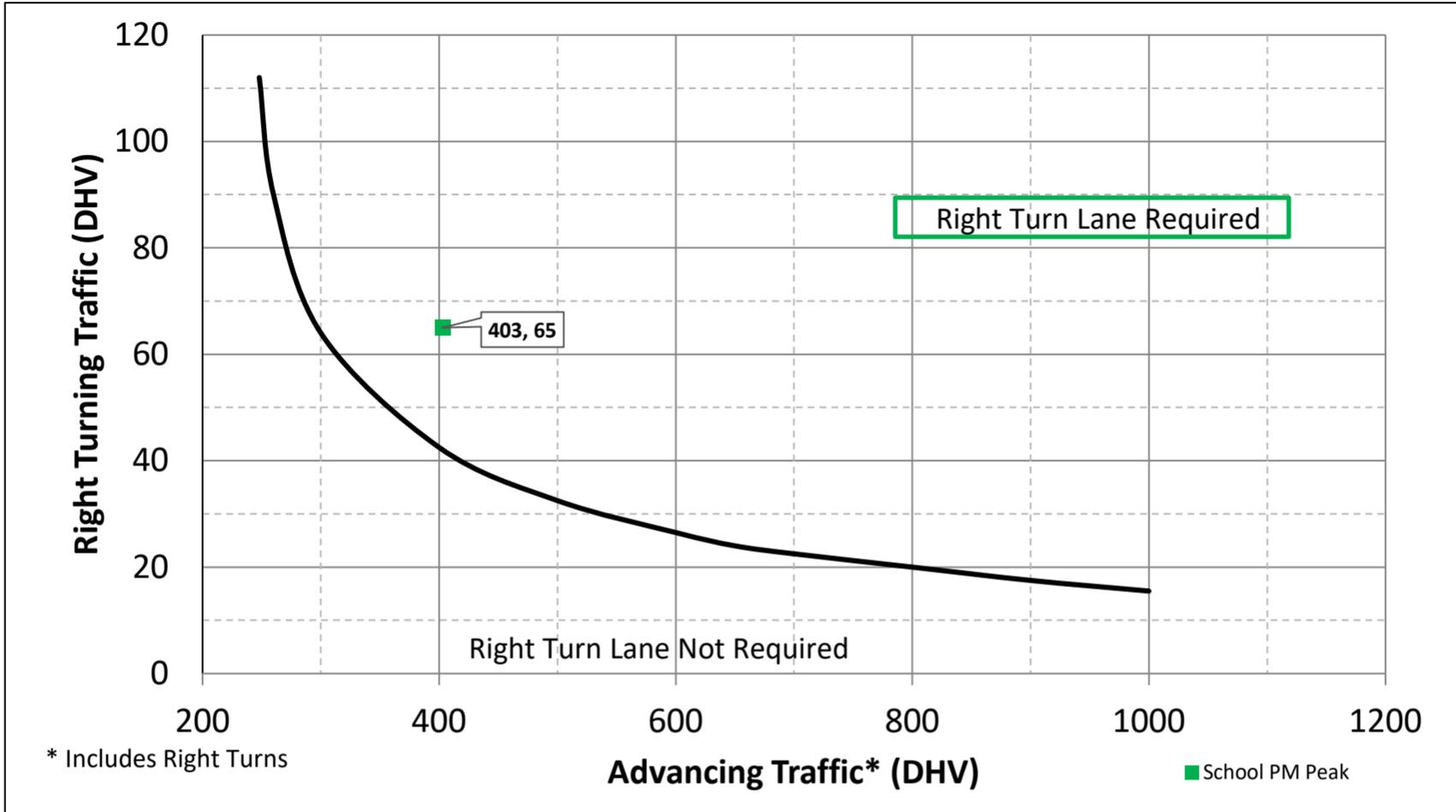


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	<i>Assume 60</i>
	Turn Lane Volume	65	VPH
	Advancing Traffic	403	VPH
	Right Turn Percentage	16%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Is Right Turn Warrant Met		Yes

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

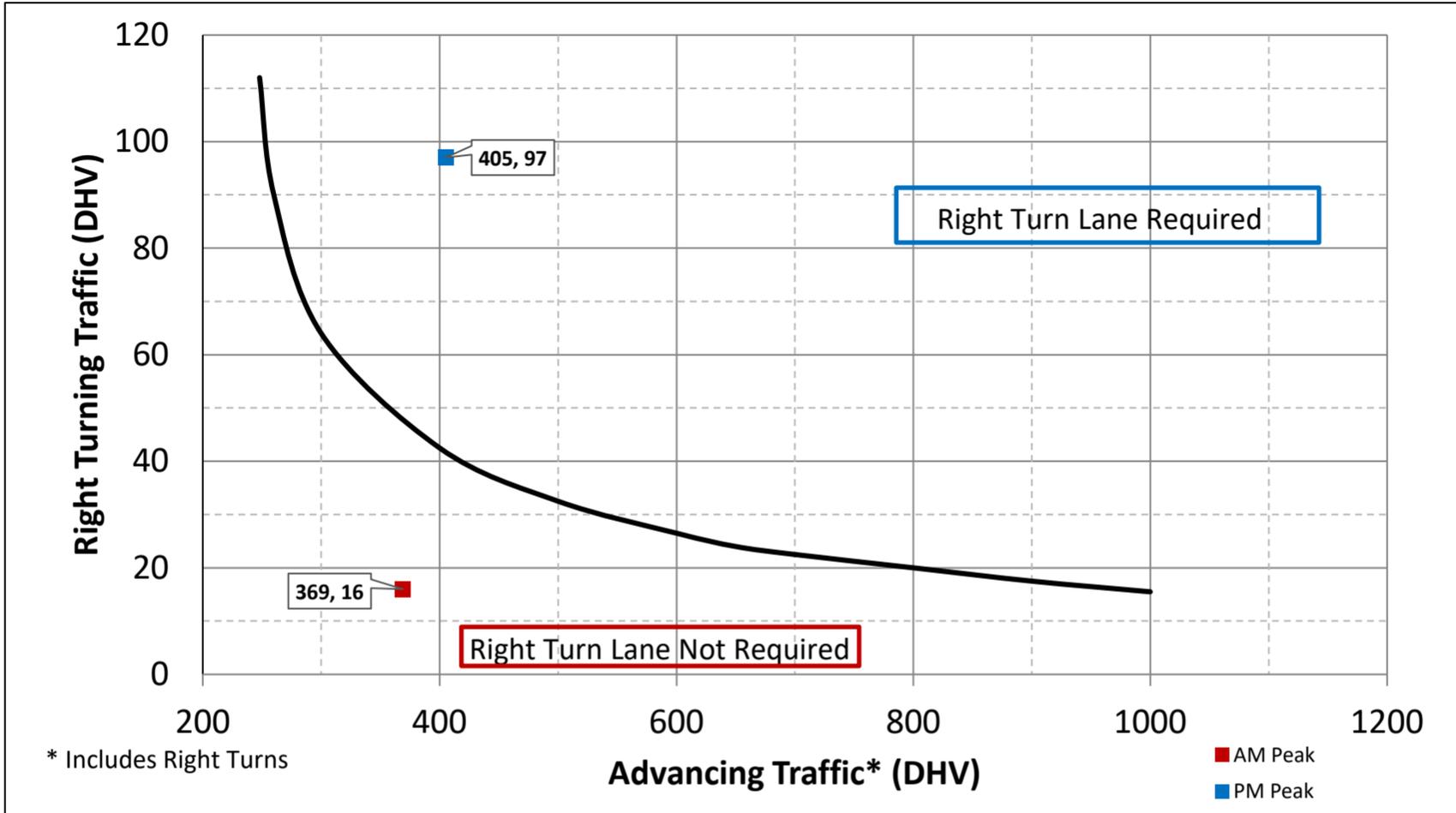


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	16	VPH
	Advancing Traffic	369	VPH
	Right Turn Percentage	4%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	PM Peak	Design Speed	45
Traffic Control		Unsignalized	
Cycle Length		Unsignalized	
Cycles Per Hour		60	Assume 60
Turn Lane Volume		97	VPH
Advancing Traffic		405	VPH
Right Turn Percentage		24%	
Location Type		Through Road	
Condition		C	
Vehicles/Cycle		2	
Turn Lane Length		175	
Is Right Turn Warrant Met		Yes	See Above

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

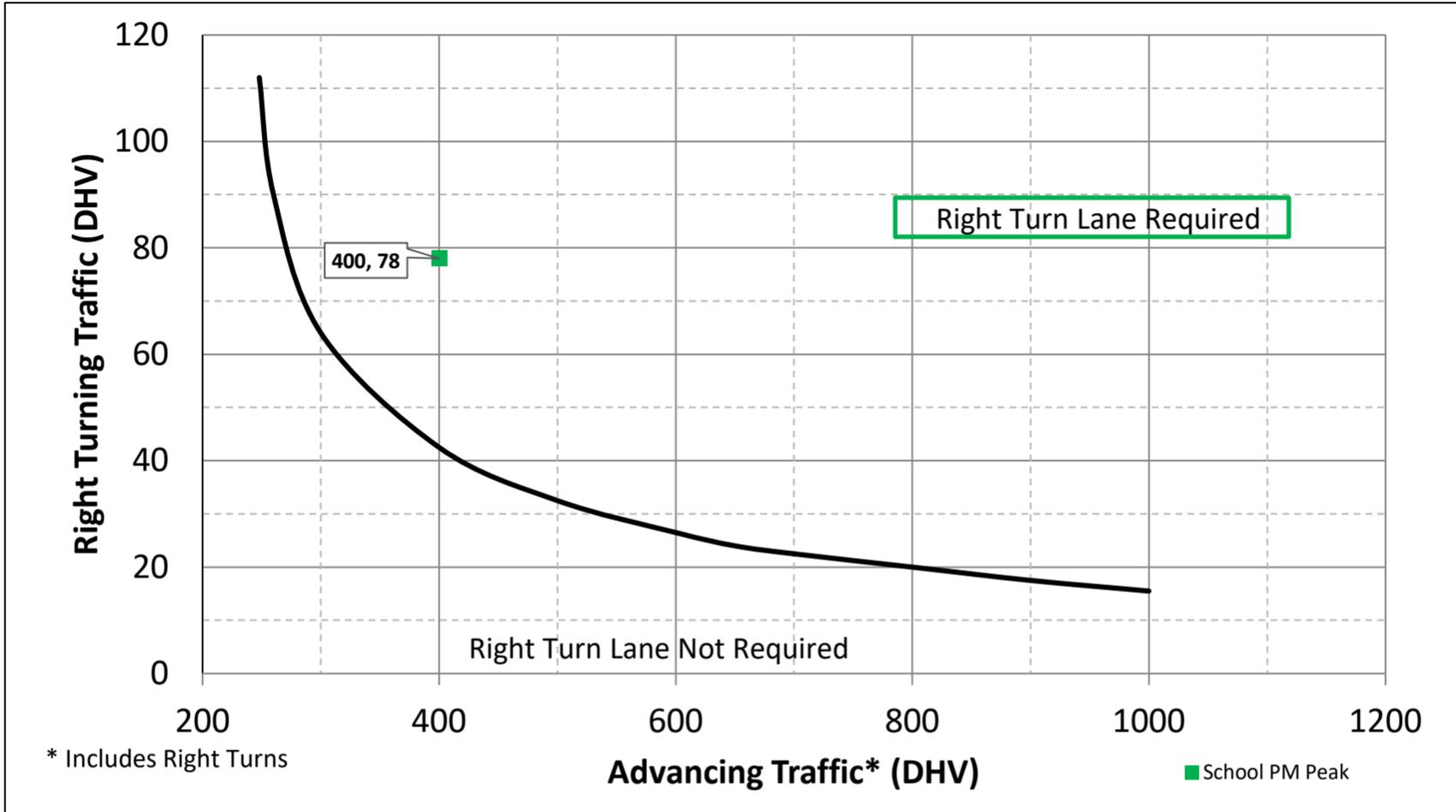


Figure 401-6b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	<i>Assume 60</i>
	Turn Lane Volume	78	VPH
	Advancing Traffic	400	VPH
	Right Turn Percentage	20%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	2	
	Turn Lane Length	175	
	Is Right Turn Warrant Met		Yes

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

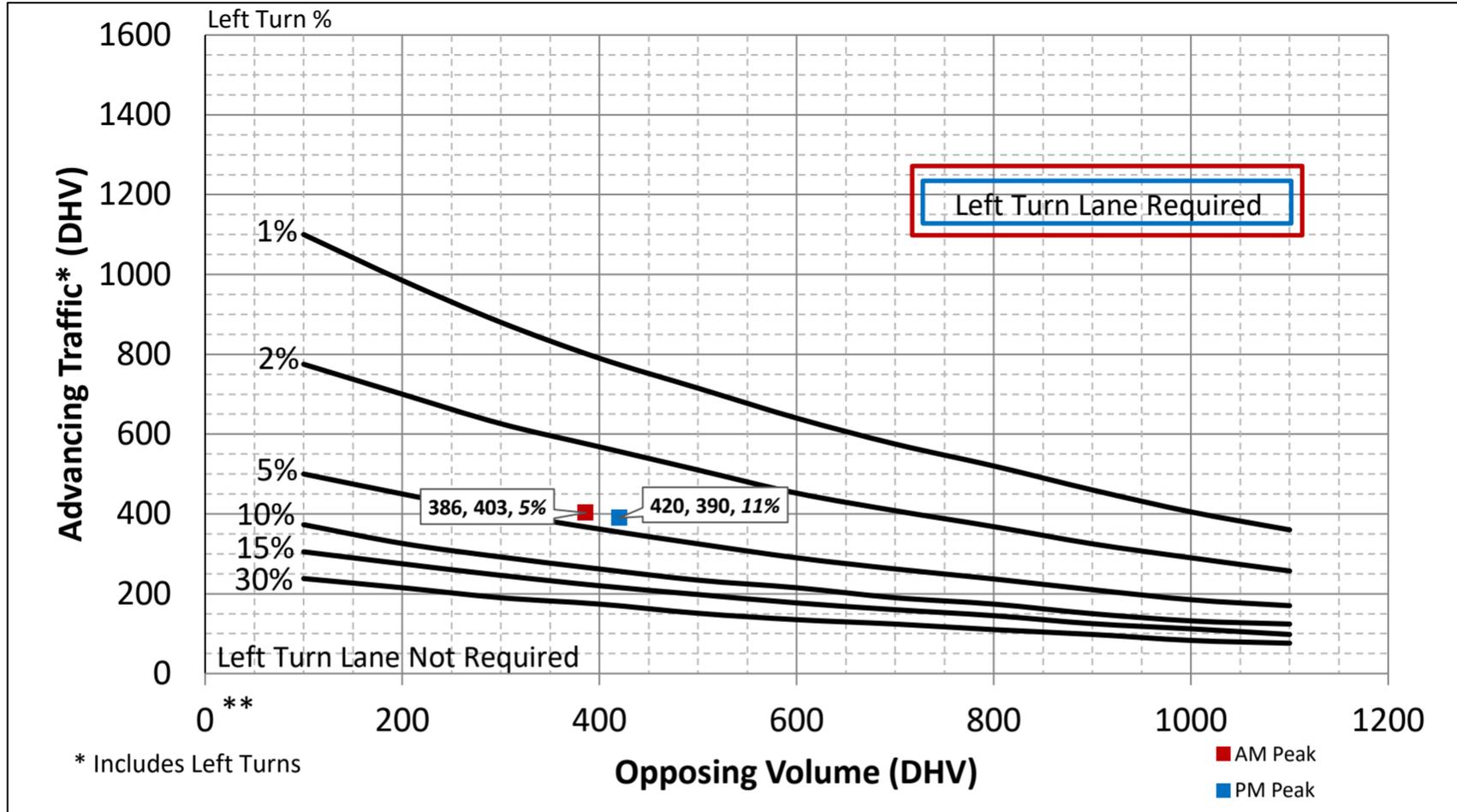


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

		Design Speed	45	mph
AM Peak	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	<i>Assume 60</i>	
	Turn Lane Volume	19	VPH	
	Advancing Traffic	403	VPH	
	Opposing Volume	386	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		
	Offset Width	12		
	Approach Taper	405		
	PM Peak	Design Speed	45	mph
Traffic Control		Unsignalized		
Cycle Length		Unsignalized		
Cycles Per Hour		60	<i>Assume 60</i>	
Turn Lane Volume		44	VPH	
Advancing Traffic		390	VPH	
Opposing Volume		420	VPH	
Left Turn Percentage		11%		
Location Type		Through Road		
Condition		C		
Vehicles/Cycle		1		
Turn Lane Length		125		
Offset Width		12		
Approach Taper		405		
Is Left Turn Warrant Met	Yes	See Above		

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

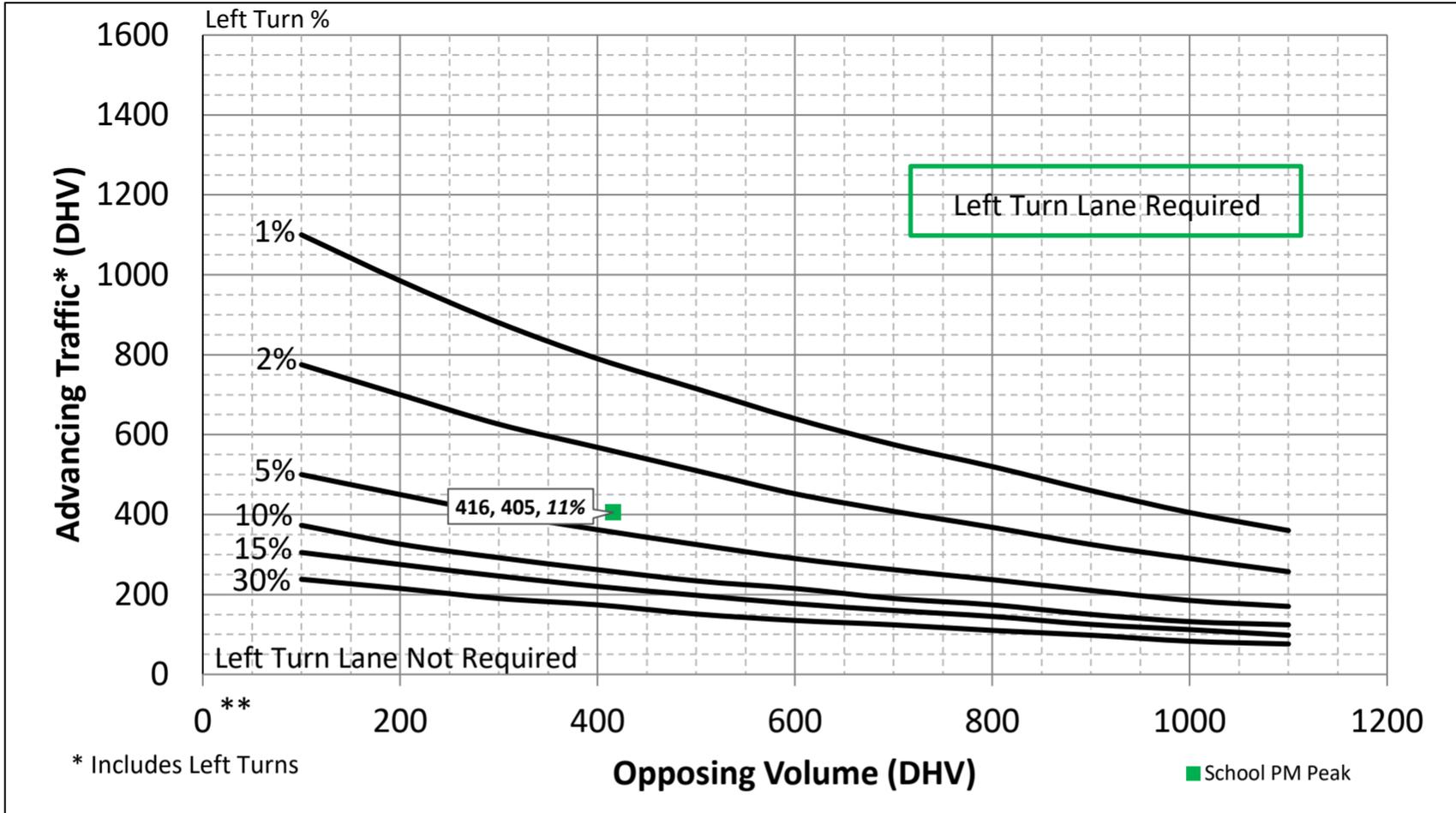


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	<i>Assume 60</i>
	Turn Lane Volume	44	VPH
	Advancing Traffic	405	VPH
	Opposing Volume	416	VPH
	Left Turn Percentage	11%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met	Yes	See Above	

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

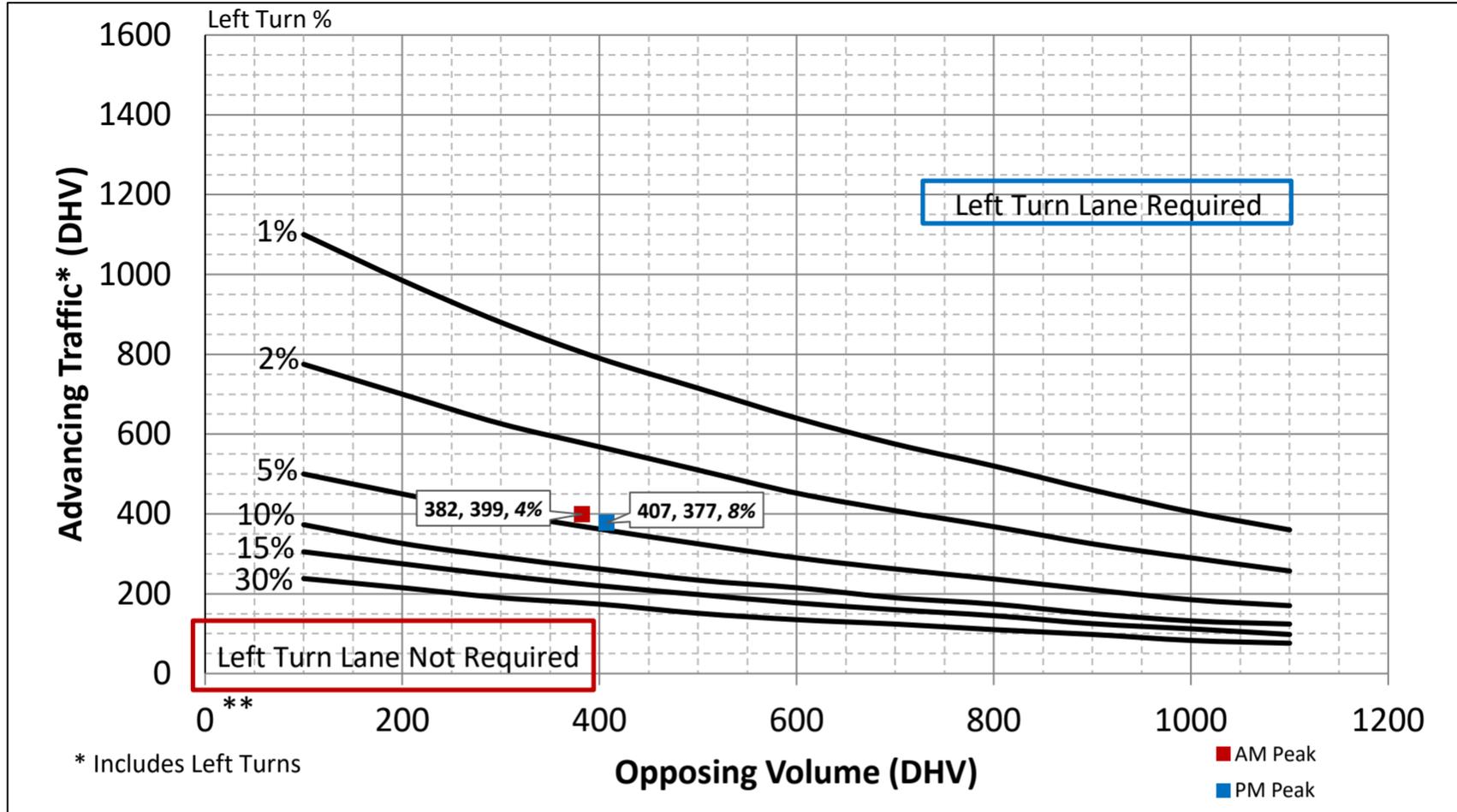


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

		Design Speed	45	mph
AM Peak	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	<i>Assume 60</i>	
	Turn Lane Volume	15	VPH	
	Advancing Traffic	399	VPH	
	Opposing Volume	382	VPH	
	Left Turn Percentage	4%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		
	Offset Width	12		
	Approach Taper	405		
	PM Peak	Design Speed	45	mph
Traffic Control		Unsignalized		
Cycle Length		Unsignalized		
Cycles Per Hour		60	<i>Assume 60</i>	
Turn Lane Volume		31	VPH	
Advancing Traffic		377	VPH	
Opposing Volume		407	VPH	
Left Turn Percentage		8%		
Location Type		Through Road		
Condition		B		
Vehicles/Cycle		1		
Turn Lane Length		125		
Offset Width		12		
Approach Taper		405		
Is Left Turn Warrant Met	Yes	See Above		

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

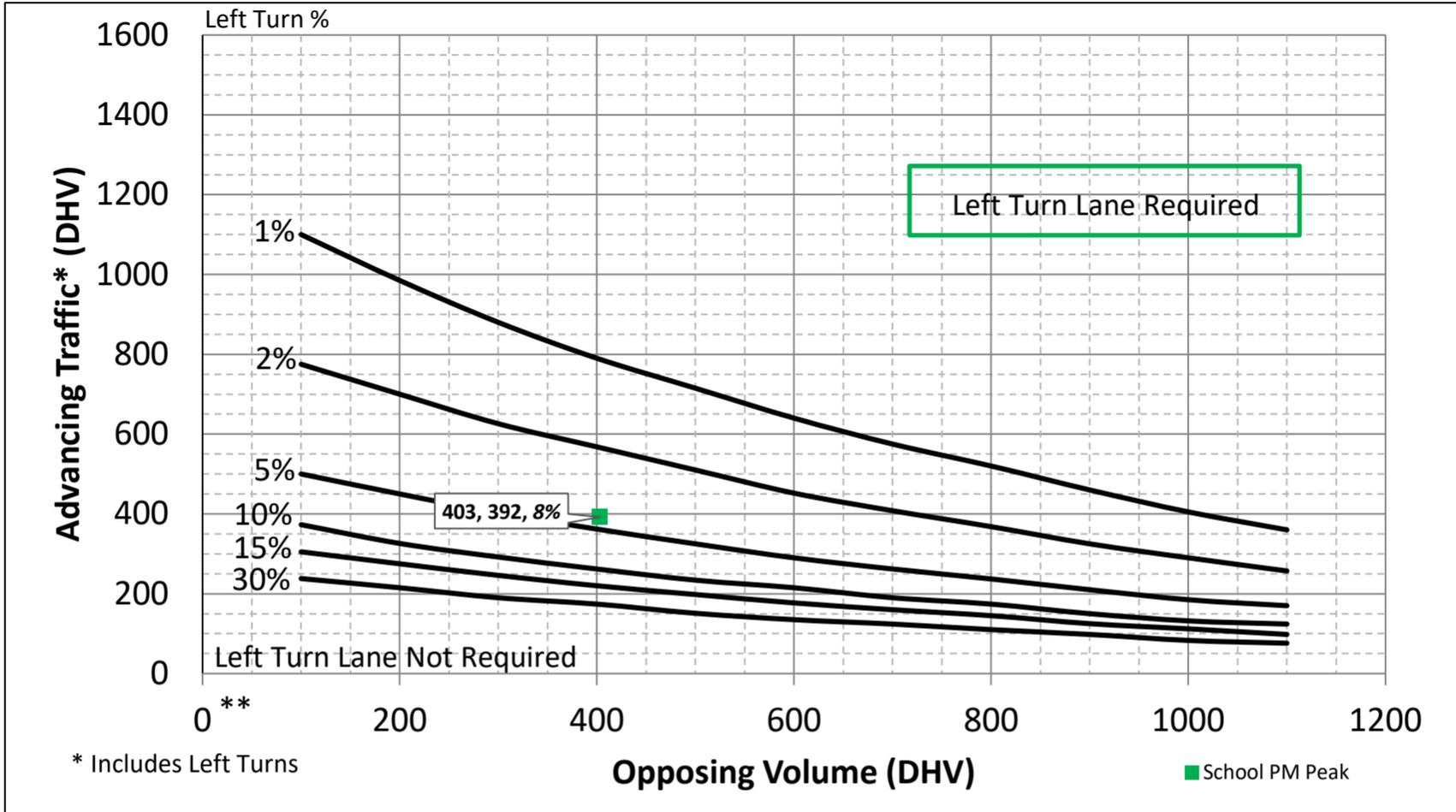


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	<i>Assume 60</i>
	Turn Lane Volume	31	VPH
	Advancing Traffic	392	VPH
	Opposing Volume	403	VPH
	Left Turn Percentage	8%	
	Location Type	Through Road	
	Condition	B	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met	Yes	See Above	

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

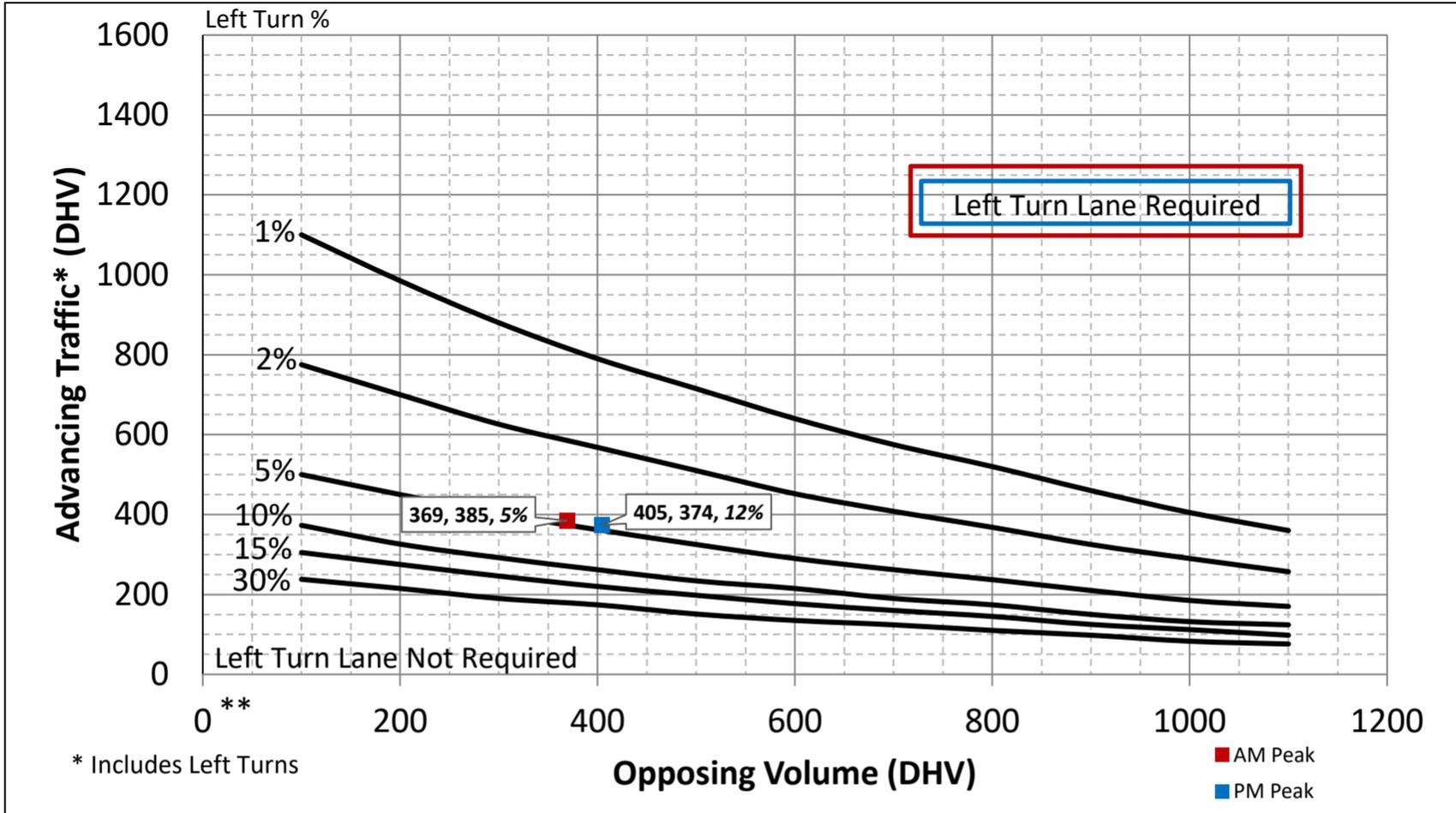


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

		Design Speed	45	mph
AM Peak	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	<i>Assume 60</i>	
	Turn Lane Volume	19	VPH	
	Advancing Traffic	385	VPH	
	Opposing Volume	369	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		
	Offset Width	12		
	Approach Taper	405		
	PM Peak	Design Speed	45	mph
Traffic Control		Unsignalized		
Cycle Length		Unsignalized		
Cycles Per Hour		60	<i>Assume 60</i>	
Turn Lane Volume		44	VPH	
Advancing Traffic		374	VPH	
Opposing Volume		405	VPH	
Left Turn Percentage		12%		
Location Type		Through Road		
Condition		C		
Vehicles/Cycle		1		
Turn Lane Length		125		
Offset Width		12		
Approach Taper		405		
Is Left Turn Warrant Met	Yes	See Above		

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

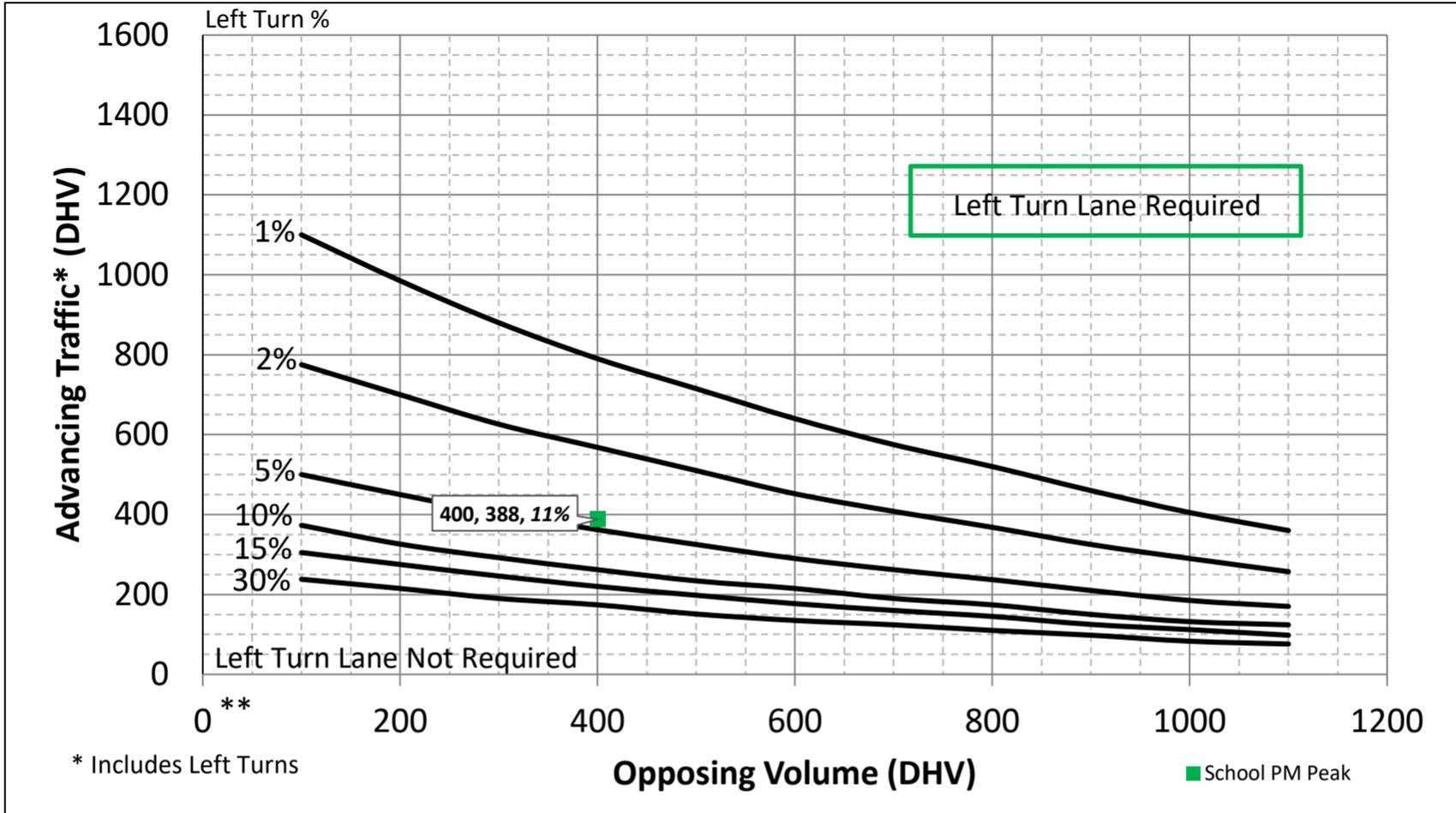


Figure 401-5b from the ODOT L&D Volume 1

Turn Lane Length Calculations

School PM Peak	Design Speed	45	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	44	VPH
	Advancing Traffic	388	VPH
	Opposing Volume	400	VPH
	Left Turn Percentage	11%	
	Location Type	Through Road	
	Condition	C	
	Vehicles/Cycle	1	
	Turn Lane Length	125	
	Offset Width	12	
	Approach Taper	405	
Is Left Turn Warrant Met	Yes	See Above	

Appendix F

Capacity Analysis



HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Pickerington Baptist Temple/Stemen Road

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	1	43	0	43	0	194	19	20	180	1
Future Vol, veh/h	0	0	1	43	0	43	0	194	19	20	180	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	100	100	100	2	2	2	11	11	11	4	4	4
Mvmt Flow	0	0	1	51	0	51	0	231	23	24	214	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	531	517	215	506	506	243	215	0	0	254	0	0
Stage 1	263	263	-	243	243	-	-	-	-	-	-	-
Stage 2	268	254	-	263	263	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.5	7.2	7.12	6.52	6.22	4.21	-	-	4.14	-	-
Critical Hdwy Stg 1	7.1	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4.9	4.2	3.518	4.018	3.318	2.299	-	-	2.236	-	-
Pot Cap-1 Maneuver	337	349	630	477	469	796	1303	-	-	1300	-	-
Stage 1	570	544	-	761	705	-	-	-	-	-	-	-
Stage 2	566	549	-	742	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	310	342	630	468	459	796	1303	-	-	1300	-	-
Mov Cap-2 Maneuver	310	342	-	468	459	-	-	-	-	-	-	-
Stage 1	570	533	-	761	705	-	-	-	-	-	-	-
Stage 2	530	549	-	725	676	-	-	-	-	-	-	-

Approach	EB		WB		NE			SW		
HCM Control Delay, s	10.7		12.4		0			0.8		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1303	-	-	630	589	1300	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.174	0.018	-	-
HCM Control Delay (s)	0	-	-	10.7	12.4	7.8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.1	-	-

HCM 6th TWSC
 12: Allen Road & Stemen Road

Intersection						
Int Delay, s/veh	5.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	23	24	24	37	58	64
Future Vol, veh/h	23	24	24	37	58	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	11	3	3	3	3
Mvmt Flow	24	25	25	38	60	66

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	49	0	125
Stage 1	-	-	-	-	37
Stage 2	-	-	-	-	88
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1551	-	867
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	933
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1551	-	853
Mov Cap-2 Maneuver	-	-	-	-	853
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	918

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	938	-	-	1551	-
HCM Lane V/C Ratio	0.134	-	-	0.016	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

HCM 6th TWSC
 10: Stemen Road & Huntington Way NW

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	20	61	31	2	6	24
Future Vol, veh/h	20	61	31	2	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	23	70	36	2	7	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	38	0	-	0	153
Stage 1	-	-	-	-	37
Stage 2	-	-	-	-	116
Critical Hdwy	4.16	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.254	-	-	-	3.5
Pot Cap-1 Maneuver	1547	-	-	-	843
Stage 1	-	-	-	-	991
Stage 2	-	-	-	-	914
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1547	-	-	-	830
Mov Cap-2 Maneuver	-	-	-	-	830
Stage 1	-	-	-	-	976
Stage 2	-	-	-	-	914

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	991
HCM Lane V/C Ratio	0.015	-	-	-	0.035
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	353	12	15	366	40	32
Future Vol, veh/h	353	12	15	366	40	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	8	8	9	9	6	6
Mvmt Flow	415	14	18	431	47	38

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	429	0	889
Stage 1	-	-	-	-	422
Stage 2	-	-	-	-	467
Critical Hdwy	-	-	4.19	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.281	-	3.554
Pot Cap-1 Maneuver	-	-	1094	-	309
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	623
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1094	-	302
Mov Cap-2 Maneuver	-	-	-	-	302
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	609

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	392	-	-	1094	-
HCM Lane V/C Ratio	0.216	-	-	0.016	-
HCM Control Delay (s)	16.7	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Stemen Road

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	50	0	52	0	194	22	23	180	1
Future Vol, veh/h	0	0	1	50	0	52	0	194	22	23	180	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	100	100	100	2	2	2	11	11	11	4	4	4
Mvmt Flow	0	0	1	60	0	62	0	231	26	27	214	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	544	526	215	513	513	244	215	0	0	257	0	0
Stage 1	269	269	-	244	244	-	-	-	-	-	-	-
Stage 2	275	257	-	269	269	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.5	7.2	7.12	6.52	6.22	4.21	-	-	4.14	-	-
Critical Hdwy Stg 1	7.1	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4.9	4.2	3.518	4.018	3.318	2.299	-	-	2.236	-	-
Pot Cap-1 Maneuver	329	344	630	472	465	795	1303	-	-	1296	-	-
Stage 1	565	540	-	760	704	-	-	-	-	-	-	-
Stage 2	560	547	-	737	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	298	336	630	463	454	795	1303	-	-	1296	-	-
Mov Cap-2 Maneuver	298	336	-	463	454	-	-	-	-	-	-	-
Stage 1	565	527	-	760	704	-	-	-	-	-	-	-
Stage 2	516	547	-	718	671	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	10.7		12.7		0		0.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1303	-	-	630	588	1296	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.207	0.021	-	-
HCM Control Delay (s)	0	-	-	10.7	12.7	7.8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.1	-	-

HCM 6th TWSC
 12: Allen Road & Stemen Road

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	24	29	53	58	66
Future Vol, veh/h	29	24	29	53	58	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	11	3	3	3	3
Mvmt Flow	30	25	30	55	60	68

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	55	0	158
Stage 1	-	-	-	-	43
Stage 2	-	-	-	-	115
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1544	-	831
Stage 1	-	-	-	-	977
Stage 2	-	-	-	-	907
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1544	-	814
Mov Cap-2 Maneuver	-	-	-	-	814
Stage 1	-	-	-	-	977
Stage 2	-	-	-	-	889

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	914	-	-	1544	-
HCM Lane V/C Ratio	0.14	-	-	0.019	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th TWSC
 14: Stemen Road & Site Access

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	8	84	58	1	2	21
Future Vol, veh/h	8	84	58	1	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	9	3	3	2	2
Mvmt Flow	9	91	63	1	2	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	64	0	-	0	173
Stage 1	-	-	-	-	64
Stage 2	-	-	-	-	109
Critical Hdwy	4.19	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.281	-	-	-	3.518
Pot Cap-1 Maneuver	1495	-	-	-	817
Stage 1	-	-	-	-	959
Stage 2	-	-	-	-	916
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1495	-	-	-	812
Mov Cap-2 Maneuver	-	-	-	-	812
Stage 1	-	-	-	-	953
Stage 2	-	-	-	-	916

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1495	-	-	-	980
HCM Lane V/C Ratio	0.006	-	-	-	0.026
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 10: Stemen Road & Huntington Way NW

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	20	63	32	2	6	24
Future Vol, veh/h	20	63	32	2	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	23	72	37	2	7	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	39	0	-	0	156 38
Stage 1	-	-	-	-	38 -
Stage 2	-	-	-	-	118 -
Critical Hdwy	4.16	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.254	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1545	-	-	-	840 1040
Stage 1	-	-	-	-	990 -
Stage 2	-	-	-	-	912 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1545	-	-	-	827 1040
Mov Cap-2 Maneuver	-	-	-	-	827 -
Stage 1	-	-	-	-	974 -
Stage 2	-	-	-	-	912 -

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1545	-	-	-	989
HCM Lane V/C Ratio	0.015	-	-	-	0.035
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	353	16	19	366	52	44
Future Vol, veh/h	353	16	19	366	52	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	8	8	9	9	6	6
Mvmt Flow	415	19	22	431	61	52

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	434	0	900
Stage 1	-	-	-	-	425
Stage 2	-	-	-	-	475
Critical Hdwy	-	-	4.19	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.281	-	3.554
Pot Cap-1 Maneuver	-	-	1089	-	304
Stage 1	-	-	-	-	651
Stage 2	-	-	-	-	617
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1089	-	296
Mov Cap-2 Maneuver	-	-	-	-	296
Stage 1	-	-	-	-	651
Stage 2	-	-	-	-	600

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	389	-	-	1089	-
HCM Lane V/C Ratio	0.29	-	-	0.021	-
HCM Control Delay (s)	18	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Pickerington Baptist Temple/Stemen Road

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	28	2	53	0	212	43	77	298	1
Future Vol, veh/h	1	0	1	28	2	53	0	212	43	77	298	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	5	5	5	9	9	9	3	3	3
Mvmt Flow	1	0	1	31	2	58	0	233	47	85	327	1

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	785	778	328	755	755	257	328	0	0	280	0	0
Stage 1	498	498	-	257	257	-	-	-	-	-	-	-
Stage 2	287	280	-	498	498	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.15	6.55	6.25	4.19	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.045	3.345	2.281	-	-	2.227	-	-
Pot Cap-1 Maneuver	313	330	718	321	334	774	1193	-	-	1277	-	-
Stage 1	558	548	-	741	689	-	-	-	-	-	-	-
Stage 2	725	683	-	549	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	270	303	718	301	307	774	1193	-	-	1277	-	-
Mov Cap-2 Maneuver	270	303	-	301	307	-	-	-	-	-	-	-
Stage 1	558	504	-	741	689	-	-	-	-	-	-	-
Stage 2	668	683	-	504	495	-	-	-	-	-	-	-

Approach	EB		WB			NE		SW		
HCM Control Delay, s	14.2		13.9			0		1.6		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1193	-	-	392	494	1277	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.185	0.066	-	-
HCM Control Delay (s)	0	-	-	14.2	13.9	8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.2	-	-

HCM 6th TWSC
 12: Allen Road & Stemen Road

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	71	67	55	40	60	99
Future Vol, veh/h	71	67	55	40	60	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	83	78	64	47	70	115

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	161	0	297
Stage 1	-	-	-	-	122
Stage 2	-	-	-	-	175
Critical Hdwy	-	-	4.13	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.227	-	3.554
Pot Cap-1 Maneuver	-	-	1412	-	686
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	846
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	-	654
Mov Cap-2 Maneuver	-	-	-	-	654
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	806

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	797	-	-	1412	-
HCM Lane V/C Ratio	0.232	-	-	0.045	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

HCM 6th TWSC
 10: Stemen Road & Huntington Way NW

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	41	121	60	5	6	31
Future Vol, veh/h	41	121	60	5	6	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	50	148	73	6	7	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	79	0	-	0	324 76
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	248 -
Critical Hdwy	4.14	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.236	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1507	-	-	-	664 977
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	786 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1507	-	-	-	640 977
Mov Cap-2 Maneuver	-	-	-	-	640 -
Stage 1	-	-	-	-	905 -
Stage 2	-	-	-	-	786 -

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1507	-	-	-	900
HCM Lane V/C Ratio	0.033	-	-	-	0.05
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	308	84	31	330	48	15
Future Vol, veh/h	308	84	31	330	48	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	7	7	6	6
Mvmt Flow	350	95	35	375	55	17

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	445	0	843 398
Stage 1	-	-	-	-	398 -
Stage 2	-	-	-	-	445 -
Critical Hdwy	-	-	4.17	-	6.46 6.26
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	-	-	2.263	-	3.554 3.354
Pot Cap-1 Maneuver	-	-	1089	-	329 643
Stage 1	-	-	-	-	670 -
Stage 2	-	-	-	-	637 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1089	-	316 643
Mov Cap-2 Maneuver	-	-	-	-	316 -
Stage 1	-	-	-	-	670 -
Stage 2	-	-	-	-	611 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	-	-	1089	-
HCM Lane V/C Ratio	0.199	-	-	0.032	-
HCM Control Delay (s)	17.5	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Stemen Road

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	33	2	60	0	212	51	88	298	1
Future Vol, veh/h	1	0	1	33	2	60	0	212	51	88	298	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	5	5	5	9	9	9	3	3	3
Mvmt Flow	1	0	1	36	2	66	0	233	56	97	327	1

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	817	811	328	783	783	261	328	0	0	289	0	0
Stage 1	522	522	-	261	261	-	-	-	-	-	-	-
Stage 2	295	289	-	522	522	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.15	6.55	6.25	4.19	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.045	3.345	2.281	-	-	2.227	-	-
Pot Cap-1 Maneuver	298	316	718	308	322	770	1193	-	-	1267	-	-
Stage 1	542	534	-	737	687	-	-	-	-	-	-	-
Stage 2	718	677	-	532	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	252	286	718	286	292	770	1193	-	-	1267	-	-
Mov Cap-2 Maneuver	252	286	-	286	292	-	-	-	-	-	-	-
Stage 1	542	484	-	737	687	-	-	-	-	-	-	-
Stage 2	654	677	-	481	477	-	-	-	-	-	-	-

Approach	EB		WB			NE		SW		
HCM Control Delay, s	14.7		14.7			0		1.8		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1193	-	-	373	475	1267	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.22	0.076	-	-
HCM Control Delay (s)	0	-	-	14.7	14.7	8.1	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.2	-	-

HCM 6th TWSC
 12: Allen Road & Stemen Road

Intersection						
Int Delay, s/veh	5.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	67	58	52	60	104
Future Vol, veh/h	90	67	58	52	60	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	105	78	67	60	70	121

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	183	0	338
Stage 1	-	-	-	-	144
Stage 2	-	-	-	-	194
Critical Hdwy	-	-	4.13	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.227	-	3.554
Pot Cap-1 Maneuver	-	-	1386	-	650
Stage 1	-	-	-	-	873
Stage 2	-	-	-	-	829
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1386	-	618
Mov Cap-2 Maneuver	-	-	-	-	618
Stage 1	-	-	-	-	873
Stage 2	-	-	-	-	788

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	768	-	-	1386	-
HCM Lane V/C Ratio	0.248	-	-	0.049	-
HCM Control Delay (s)	11.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.2	-

HCM 6th TWSC
 14: Stemen Road & Site Access

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	24	166	93	3	2	15
Future Vol, veh/h	24	166	93	3	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	26	180	101	3	2	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	104	0	-	0	335 103
Stage 1	-	-	-	-	103 -
Stage 2	-	-	-	-	232 -
Critical Hdwy	4.13	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.227	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1481	-	-	-	660 952
Stage 1	-	-	-	-	921 -
Stage 2	-	-	-	-	807 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1481	-	-	-	647 952
Mov Cap-2 Maneuver	-	-	-	-	647 -
Stage 1	-	-	-	-	903 -
Stage 2	-	-	-	-	807 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1481	-	-	-	902
HCM Lane V/C Ratio	0.018	-	-	-	0.02
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th TWSC
 10: Stemen Road & Huntington Way NW

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	41	123	63	5	6	31
Future Vol, veh/h	41	123	63	5	6	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	50	150	77	6	7	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	83	0	-	0	330 80
Stage 1	-	-	-	-	80 -
Stage 2	-	-	-	-	250 -
Critical Hdwy	4.14	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.236	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1501	-	-	-	659 972
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	785 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1501	-	-	-	635 972
Mov Cap-2 Maneuver	-	-	-	-	635 -
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	785 -

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1501	-	-	-	895
HCM Lane V/C Ratio	0.033	-	-	-	0.05
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	308	97	44	330	56	23
Future Vol, veh/h	308	97	44	330	56	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	7	7	6	6
Mvmt Flow	350	110	50	375	64	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	460	0	880 405
Stage 1	-	-	-	-	405 -
Stage 2	-	-	-	-	475 -
Critical Hdwy	-	-	4.17	-	6.46 6.26
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	-	-	2.263	-	3.554 3.354
Pot Cap-1 Maneuver	-	-	1075	-	313 637
Stage 1	-	-	-	-	665 -
Stage 2	-	-	-	-	617 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1075	-	295 637
Mov Cap-2 Maneuver	-	-	-	-	295 -
Stage 1	-	-	-	-	665 -
Stage 2	-	-	-	-	581 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	1075	-
HCM Lane V/C Ratio	0.256	-	-	0.047	-
HCM Control Delay (s)	18.8	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Pickerington Baptist Temple/Stemen Road

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	37	2	52	0	199	40	82	287	1
Future Vol, veh/h	1	0	0	37	2	52	0	199	40	82	287	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	4	4	4
Mvmt Flow	1	0	0	39	2	54	0	207	42	85	299	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	726	719	300	698	698	228	300	0	0	249	0	0
Stage 1	470	470	-	228	228	-	-	-	-	-	-	-
Stage 2	256	249	-	470	470	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.236	-	-
Pot Cap-1 Maneuver	343	357	744	348	358	799	1239	-	-	1305	-	-
Stage 1	578	563	-	764	706	-	-	-	-	-	-	-
Stage 2	753	704	-	565	552	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	299	329	744	327	330	799	1239	-	-	1305	-	-
Mov Cap-2 Maneuver	299	329	-	327	330	-	-	-	-	-	-	-
Stage 1	578	519	-	764	706	-	-	-	-	-	-	-
Stage 2	700	704	-	521	509	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	17.1	14	0	1.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1239	-	-	299	494	1305	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.192	0.065	-	-
HCM Control Delay (s)	0	-	-	17.1	14	8	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.2	-	-

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	322	65	31	344	41	14
Future Vol, veh/h	322	65	31	344	41	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	10	10	9	9
Mvmt Flow	366	74	35	391	47	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	440	0	864
Stage 1	-	-	-	-	403
Stage 2	-	-	-	-	461
Critical Hdwy	-	-	4.2	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.29	-	3.581
Pot Cap-1 Maneuver	-	-	1079	-	316
Stage 1	-	-	-	-	660
Stage 2	-	-	-	-	621
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1079	-	303
Mov Cap-2 Maneuver	-	-	-	-	303
Stage 1	-	-	-	-	660
Stage 2	-	-	-	-	596

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	1079	-
HCM Lane V/C Ratio	0.179	-	-	0.033	-
HCM Control Delay (s)	17.6	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Stemen Road

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	42	2	59	0	199	48	93	287	1
Future Vol, veh/h	1	0	0	42	2	59	0	199	48	93	287	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	4	4	4
Mvmt Flow	1	0	0	44	2	61	0	207	50	97	299	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	758	751	300	726	726	232	300	0	0	257	0	0
Stage 1	494	494	-	232	232	-	-	-	-	-	-	-
Stage 2	264	257	-	494	494	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.236	-	-
Pot Cap-1 Maneuver	326	342	744	334	345	795	1239	-	-	1296	-	-
Stage 1	561	550	-	760	703	-	-	-	-	-	-	-
Stage 2	746	699	-	548	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	279	311	744	311	314	795	1239	-	-	1296	-	-
Mov Cap-2 Maneuver	279	311	-	311	314	-	-	-	-	-	-	-
Stage 1	561	501	-	760	703	-	-	-	-	-	-	-
Stage 2	686	699	-	499	490	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW			
HCM Control Delay, s	18		14.7		0		2			
HCM LOS	C		B							

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1239	-	-	279	478	1296	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.224	0.075	-	-
HCM Control Delay (s)	0	-	-	18	14.7	8	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.9	0.2	-	-

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	322	78	44	344	49	22
Future Vol, veh/h	322	78	44	344	49	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	10	10	9	9
Mvmt Flow	366	89	50	391	56	25

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	455	0	902
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	491
Critical Hdwy	-	-	4.2	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.29	-	3.581
Pot Cap-1 Maneuver	-	-	1065	-	300
Stage 1	-	-	-	-	654
Stage 2	-	-	-	-	601
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1065	-	282
Mov Cap-2 Maneuver	-	-	-	-	282
Stage 1	-	-	-	-	654
Stage 2	-	-	-	-	565

Approach	EB	WB	NB
HCM Control Delay, s	0	1	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	1065	-
HCM Lane V/C Ratio	0.237	-	-	0.047	-
HCM Control Delay (s)	18.9	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Pickerington Baptist Temple/Stemen Road

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	52	0	50	0	236	24	24	212	1
Future Vol, veh/h	0	0	1	52	0	50	0	236	24	24	212	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	100	100	100	2	2	2	11	11	11	4	4	4
Mvmt Flow	0	0	1	62	0	60	0	281	29	29	252	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	637	621	253	607	607	296	253	0	0	310	0	0
Stage 1	311	311	-	296	296	-	-	-	-	-	-	-
Stage 2	326	310	-	311	311	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.5	7.2	7.12	6.52	6.22	4.21	-	-	4.14	-	-
Critical Hdwy Stg 1	7.1	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4.9	4.2	3.518	4.018	3.318	2.299	-	-	2.236	-	-
Pot Cap-1 Maneuver	281	298	597	408	411	743	1261	-	-	1239	-	-
Stage 1	533	514	-	712	668	-	-	-	-	-	-	-
Stage 2	522	515	-	699	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	253	290	597	399	400	743	1261	-	-	1239	-	-
Mov Cap-2 Maneuver	253	290	-	399	400	-	-	-	-	-	-	-
Stage 1	533	500	-	712	668	-	-	-	-	-	-	-
Stage 2	480	515	-	679	640	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	11	14.1	0	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1261	-	-	597	516	1239	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.235	0.023	-	-
HCM Control Delay (s)	0	-	-	11	14.1	8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.9	0.1	-	-

HCM 6th TWSC
 12: Allen Road & Stemen Road

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	26	38	38	41	91	100
Future Vol, veh/h	26	38	38	41	91	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	11	3	3	3	3
Mvmt Flow	27	39	39	42	94	103

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	66	0	167 47
Stage 1	-	-	-	-	47 -
Stage 2	-	-	-	-	120 -
Critical Hdwy	-	-	4.13	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.227	-	3.527 3.327
Pot Cap-1 Maneuver	-	-	1529	-	821 1019
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	903 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1529	-	800 1019
Mov Cap-2 Maneuver	-	-	-	-	800 -
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	880 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1529	-
HCM Lane V/C Ratio	0.219	-	-	0.026	-
HCM Control Delay (s)	10.1	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

HCM 6th TWSC
 10: Stemen Road & Huntington Way NW

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	20	67	34	2	6	24
Future Vol, veh/h	20	67	34	2	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	23	77	39	2	7	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	41	0	-	0	163
Stage 1	-	-	-	-	40
Stage 2	-	-	-	-	123
Critical Hdwy	4.16	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.254	-	-	-	3.5
Pot Cap-1 Maneuver	1543	-	-	-	832
Stage 1	-	-	-	-	988
Stage 2	-	-	-	-	907
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1543	-	-	-	819
Mov Cap-2 Maneuver	-	-	-	-	819
Stage 1	-	-	-	-	972
Stage 2	-	-	-	-	907

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1543	-	-	-	985
HCM Lane V/C Ratio	0.015	-	-	-	0.035
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	370	12	15	384	40	32
Future Vol, veh/h	370	12	15	384	40	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	8	8	9	9	6	6
Mvmt Flow	435	14	18	452	47	38

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	449	0	930
Stage 1	-	-	-	-	442
Stage 2	-	-	-	-	488
Critical Hdwy	-	-	4.19	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.281	-	3.554
Pot Cap-1 Maneuver	-	-	1075	-	292
Stage 1	-	-	-	-	639
Stage 2	-	-	-	-	609
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1075	-	286
Mov Cap-2 Maneuver	-	-	-	-	286
Stage 1	-	-	-	-	639
Stage 2	-	-	-	-	596

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1075	-
HCM Lane V/C Ratio	0.226	-	-	0.016	-
HCM Control Delay (s)	17.4	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Stemen Road

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	59	0	59	0	236	27	27	212	1
Future Vol, veh/h	0	0	1	59	0	59	0	236	27	27	212	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	100	100	100	2	2	2	11	11	11	4	4	4
Mvmt Flow	0	0	1	70	0	70	0	281	32	32	252	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	649	630	253	614	614	297	253	0	0	313	0	0
Stage 1	317	317	-	297	297	-	-	-	-	-	-	-
Stage 2	332	313	-	317	317	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.5	7.2	7.12	6.52	6.22	4.21	-	-	4.14	-	-
Critical Hdwy Stg 1	7.1	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4.9	4.2	3.518	4.018	3.318	2.299	-	-	2.236	-	-
Pot Cap-1 Maneuver	275	294	597	404	407	742	1261	-	-	1236	-	-
Stage 1	528	510	-	712	668	-	-	-	-	-	-	-
Stage 2	517	513	-	694	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	243	285	597	394	395	742	1261	-	-	1236	-	-
Mov Cap-2 Maneuver	243	285	-	394	395	-	-	-	-	-	-	-
Stage 1	528	495	-	712	668	-	-	-	-	-	-	-
Stage 2	468	513	-	672	634	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	11	14.6	0	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1261	-	-	597	515	1236	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.273	0.026	-	-
HCM Control Delay (s)	0	-	-	11	14.6	8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0.1	-	-

HCM 6th TWSC
 12: Allen Road & Stemen Road

Intersection

Int Delay, s/veh 6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	38	43	57	91	102
Future Vol, veh/h	32	38	43	57	91	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	11	11	3	3	3	3
Mvmt Flow	33	39	44	59	94	105

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	72	0	200
Stage 1	-	-	-	-	53
Stage 2	-	-	-	-	147
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1522	-	786
Stage 1	-	-	-	-	967
Stage 2	-	-	-	-	878
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1522	-	762
Mov Cap-2 Maneuver	-	-	-	-	762
Stage 1	-	-	-	-	967
Stage 2	-	-	-	-	852

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	876	-	-	1522	-
HCM Lane V/C Ratio	0.227	-	-	0.029	-
HCM Control Delay (s)	10.3	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

HCM 6th TWSC
 14: Stemen Road & Site Access

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	8	107	69	1	2	21
Future Vol, veh/h	8	107	69	1	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	9	3	3	2	2
Mvmt Flow	9	116	75	1	2	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	76	0	-	0	210 76
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	134 -
Critical Hdwy	4.19	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.281	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1480	-	-	-	778 985
Stage 1	-	-	-	-	947 -
Stage 2	-	-	-	-	892 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1480	-	-	-	773 985
Mov Cap-2 Maneuver	-	-	-	-	773 -
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	892 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1480	-	-	-	962
HCM Lane V/C Ratio	0.006	-	-	-	0.026
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 10: Stemen Road & Huntington Way NW

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	20	69	35	2	6	24
Future Vol, veh/h	20	69	35	2	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	23	79	40	2	7	28

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	42	0	0	166	41
Stage 1	-	-	-	41	-
Stage 2	-	-	-	125	-
Critical Hdwy	4.16	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	3.5	3.3
Pot Cap-1 Maneuver	1542	-	-	829	1036
Stage 1	-	-	-	987	-
Stage 2	-	-	-	906	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1542	-	-	816	1036
Mov Cap-2 Maneuver	-	-	-	816	-
Stage 1	-	-	-	971	-
Stage 2	-	-	-	906	-

Approach

	EB	WB	SB
HCM Control Delay, s	1.7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	983
HCM Lane V/C Ratio	0.015	-	-	-	0.035
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	370	16	19	384	52	44
Future Vol, veh/h	370	16	19	384	52	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	8	8	9	9	6	6
Mvmt Flow	435	19	22	452	61	52

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	454	0	941
Stage 1	-	-	-	-	445
Stage 2	-	-	-	-	496
Critical Hdwy	-	-	4.19	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.281	-	3.554
Pot Cap-1 Maneuver	-	-	1071	-	287
Stage 1	-	-	-	-	637
Stage 2	-	-	-	-	604
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1071	-	279
Mov Cap-2 Maneuver	-	-	-	-	279
Stage 1	-	-	-	-	637
Stage 2	-	-	-	-	588

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	-	-	1071	-
HCM Lane V/C Ratio	0.304	-	-	0.021	-
HCM Control Delay (s)	18.9	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Pickerington Baptist Temple/Stemen Road

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	0	1	34	2	62	0	257	52	91	351	1
Future Vol, veh/h	1	0	1	34	2	62	0	257	52	91	351	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	5	5	5	9	9	9	3	3	3
Mvmt Flow	1	0	1	37	2	68	0	282	57	100	386	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	933	926	387	898	898	311	387	0	0	339	0	0
Stage 1	587	587	-	311	311	-	-	-	-	-	-	-
Stage 2	346	339	-	587	587	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.15	6.55	6.25	4.19	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.045	3.345	2.281	-	-	2.227	-	-
Pot Cap-1 Maneuver	248	271	665	257	276	722	1134	-	-	1215	-	-
Stage 1	499	500	-	693	653	-	-	-	-	-	-	-
Stage 2	674	643	-	491	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	205	243	665	236	247	722	1134	-	-	1215	-	-
Mov Cap-2 Maneuver	205	243	-	236	247	-	-	-	-	-	-	-
Stage 1	499	448	-	693	653	-	-	-	-	-	-	-
Stage 2	608	643	-	439	440	-	-	-	-	-	-	-

Approach	EB		WB		NE			SW		
HCM Control Delay, s	16.6		16.8		0			1.7		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1134	-	-	313	412	1215	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.261	0.082	-	-
HCM Control Delay (s)	0	-	-	16.6	16.8	8.2	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0.3	-	-

HCM 6th TWSC
 12: Allen Road & Stemen Road

Intersection

Int Delay, s/veh 7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	105	86	44	95	154
Future Vol, veh/h	78	105	86	44	95	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	91	122	100	51	110	179

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	213	0	403
Stage 1	-	-	-	-	152
Stage 2	-	-	-	-	251
Critical Hdwy	-	-	4.13	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.227	-	3.554
Pot Cap-1 Maneuver	-	-	1351	-	596
Stage 1	-	-	-	-	866
Stage 2	-	-	-	-	782
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1351	-	551
Mov Cap-2 Maneuver	-	-	-	-	551
Stage 1	-	-	-	-	866
Stage 2	-	-	-	-	723

Approach	EB	WB	NB
HCM Control Delay, s	0	5.2	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	718	-	-	1351	-
HCM Lane V/C Ratio	0.403	-	-	0.074	-
HCM Control Delay (s)	13.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.2	-

HCM 6th TWSC
 10: Stemen Road & Huntington Way NW

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	41	133	65	5	6	31
Future Vol, veh/h	41	133	65	5	6	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	50	162	79	6	7	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	85	0	-	0	344 82
Stage 1	-	-	-	-	82 -
Stage 2	-	-	-	-	262 -
Critical Hdwy	4.14	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.236	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1499	-	-	-	646 969
Stage 1	-	-	-	-	934 -
Stage 2	-	-	-	-	775 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1499	-	-	-	622 969
Mov Cap-2 Maneuver	-	-	-	-	622 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	775 -

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	889
HCM Lane V/C Ratio	0.033	-	-	-	0.051
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	323	84	31	346	48	15
Future Vol, veh/h	323	84	31	346	48	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	7	7	6	6
Mvmt Flow	367	95	35	393	55	17

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	462	0	878
Stage 1	-	-	-	-	415
Stage 2	-	-	-	-	463
Critical Hdwy	-	-	4.17	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.263	-	3.554
Pot Cap-1 Maneuver	-	-	1073	-	313
Stage 1	-	-	-	-	658
Stage 2	-	-	-	-	625
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	300
Mov Cap-2 Maneuver	-	-	-	-	300
Stage 1	-	-	-	-	658
Stage 2	-	-	-	-	599

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	343	-	-	1073	-
HCM Lane V/C Ratio	0.209	-	-	0.033	-
HCM Control Delay (s)	18.2	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Stemen Road

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	39	2	69	0	257	60	102	351	1
Future Vol, veh/h	1	0	1	39	2	69	0	257	60	102	351	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	5	5	5	9	9	9	3	3	3
Mvmt Flow	1	0	1	43	2	76	0	282	66	112	386	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	965	959	387	926	926	315	387	0	0	348	0	0
Stage 1	611	611	-	315	315	-	-	-	-	-	-	-
Stage 2	354	348	-	611	611	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.15	6.55	6.25	4.19	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.045	3.345	2.281	-	-	2.227	-	-
Pot Cap-1 Maneuver	236	259	665	246	266	718	1134	-	-	1205	-	-
Stage 1	484	487	-	690	650	-	-	-	-	-	-	-
Stage 2	667	638	-	476	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	191	228	665	223	235	718	1134	-	-	1205	-	-
Mov Cap-2 Maneuver	191	228	-	223	235	-	-	-	-	-	-	-
Stage 1	484	430	-	690	650	-	-	-	-	-	-	-
Stage 2	595	638	-	419	423	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	17.2		18.1		0		1.9	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1134	-	-	297	394	1205	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.307	0.093	-	-
HCM Control Delay (s)	0	-	-	17.2	18.1	8.3	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.3	-	-

HCM 6th TWSC
 12: Allen Road & Stemen Road

Intersection						
Int Delay, s/veh	7.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	105	89	56	95	159
Future Vol, veh/h	97	105	89	56	95	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	113	122	103	65	110	185

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	235	0	445 174
Stage 1	-	-	-	-	174 -
Stage 2	-	-	-	-	271 -
Critical Hdwy	-	-	4.13	-	6.46 6.26
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	-	-	2.227	-	3.554 3.354
Pot Cap-1 Maneuver	-	-	1326	-	563 859
Stage 1	-	-	-	-	847 -
Stage 2	-	-	-	-	765 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1326	-	517 859
Mov Cap-2 Maneuver	-	-	-	-	517 -
Stage 1	-	-	-	-	847 -
Stage 2	-	-	-	-	703 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	689	-	-	1326	-
HCM Lane V/C Ratio	0.429	-	-	0.078	-
HCM Control Delay (s)	14.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.3	-

HCM 6th TWSC
 14: Stemen Road & Site Access

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	24	203	113	3	2	15
Future Vol, veh/h	24	203	113	3	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	26	221	123	3	2	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	126	0	-	0	398
Stage 1	-	-	-	-	125
Stage 2	-	-	-	-	273
Critical Hdwy	4.13	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.227	-	-	-	3.518
Pot Cap-1 Maneuver	1454	-	-	-	607
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	773
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1454	-	-	-	595
Mov Cap-2 Maneuver	-	-	-	-	595
Stage 1	-	-	-	-	883
Stage 2	-	-	-	-	773

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1454	-	-	-	869
HCM Lane V/C Ratio	0.018	-	-	-	0.021
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th TWSC
 10: Stemen Road & Huntington Way NW

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	41	135	68	5	6	31
Future Vol, veh/h	41	135	68	5	6	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	50	165	83	6	7	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	89	0	-	0	351 86
Stage 1	-	-	-	-	86 -
Stage 2	-	-	-	-	265 -
Critical Hdwy	4.14	-	-	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.236	-	-	-	3.545 3.345
Pot Cap-1 Maneuver	1494	-	-	-	640 964
Stage 1	-	-	-	-	930 -
Stage 2	-	-	-	-	772 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1494	-	-	-	616 964
Mov Cap-2 Maneuver	-	-	-	-	616 -
Stage 1	-	-	-	-	896 -
Stage 2	-	-	-	-	772 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	883
HCM Lane V/C Ratio	0.033	-	-	-	0.051
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	323	97	44	346	56	23
Future Vol, veh/h	323	97	44	346	56	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	7	7	6	6
Mvmt Flow	367	110	50	393	64	26

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	477	0	915
Stage 1	-	-	-	-	422
Stage 2	-	-	-	-	493
Critical Hdwy	-	-	4.17	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	-	-	2.263	-	3.554
Pot Cap-1 Maneuver	-	-	1060	-	298
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	606
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1060	-	280
Mov Cap-2 Maneuver	-	-	-	-	280
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	570

Approach

	EB	WB	NB
HCM Control Delay, s	0	1	19.8
HCM LOS			C

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	1060	-
HCM Lane V/C Ratio	0.27	-	-	0.047	-
HCM Control Delay (s)	19.8	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Pickerington Baptist Temple/Stemen Road

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	45	2	61	0	242	48	97	338	1
Future Vol, veh/h	1	0	0	45	2	61	0	242	48	97	338	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	4	4	4
Mvmt Flow	1	0	0	47	2	64	0	252	50	101	352	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	865	857	353	832	832	277	353	0	0	302	0	0
Stage 1	555	555	-	277	277	-	-	-	-	-	-	-
Stage 2	310	302	-	555	555	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.236	-	-
Pot Cap-1 Maneuver	276	297	695	283	299	750	1184	-	-	1248	-	-
Stage 1	520	516	-	719	672	-	-	-	-	-	-	-
Stage 2	705	668	-	507	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	232	267	695	261	269	750	1184	-	-	1248	-	-
Mov Cap-2 Maneuver	232	267	-	261	269	-	-	-	-	-	-	-
Stage 1	520	464	-	719	672	-	-	-	-	-	-	-
Stage 2	643	668	-	456	454	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	20.6		16.9		0		1.8	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1184	-	-	232	414	1248	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.272	0.081	-	-
HCM Control Delay (s)	0	-	-	20.6	16.9	8.1	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0.3	-	-

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	338	65	31	361	41	14
Future Vol, veh/h	338	65	31	361	41	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	10	10	9	9
Mvmt Flow	384	74	35	410	47	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	458	0	901
Stage 1	-	-	-	-	421
Stage 2	-	-	-	-	480
Critical Hdwy	-	-	4.2	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.29	-	3.581
Pot Cap-1 Maneuver	-	-	1062	-	300
Stage 1	-	-	-	-	647
Stage 2	-	-	-	-	608
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1062	-	287
Mov Cap-2 Maneuver	-	-	-	-	287
Stage 1	-	-	-	-	647
Stage 2	-	-	-	-	582

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	332	-	-	1062	-
HCM Lane V/C Ratio	0.188	-	-	0.033	-
HCM Control Delay (s)	18.3	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

HCM 6th TWSC

3: N Center Street/Pickerington Road NW & Stemen Road

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	50	2	68	0	242	56	108	338	1
Future Vol, veh/h	1	0	0	50	2	68	0	242	56	108	338	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	7	7	7	6	6	6	4	4	4
Mvmt Flow	1	0	0	52	2	71	0	252	58	113	352	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	897	889	353	860	860	281	353	0	0	310	0	0
Stage 1	579	579	-	281	281	-	-	-	-	-	-	-
Stage 2	318	310	-	579	579	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.17	6.57	6.27	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.563	4.063	3.363	2.254	-	-	2.236	-	-
Pot Cap-1 Maneuver	263	285	695	271	288	746	1184	-	-	1239	-	-
Stage 1	504	504	-	715	669	-	-	-	-	-	-	-
Stage 2	698	663	-	492	493	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	216	253	695	247	255	746	1184	-	-	1239	-	-
Mov Cap-2 Maneuver	216	253	-	247	255	-	-	-	-	-	-	-
Stage 1	504	447	-	715	669	-	-	-	-	-	-	-
Stage 2	630	663	-	436	437	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW			
HCM Control Delay, s	21.7		18.1		0		2			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1184	-	-	216	398	1239	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.314	0.091	-	-
HCM Control Delay (s)	0	-	-	21.7	18.1	8.2	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.3	-	-

HCM 6th TWSC
 8: Huntington Way NW & Refugee Road

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	338	78	44	361	49	22
Future Vol, veh/h	338	78	44	361	49	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	10	10	9	9
Mvmt Flow	384	89	50	410	56	25

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	473	0	939
Stage 1	-	-	-	-	429
Stage 2	-	-	-	-	510
Critical Hdwy	-	-	4.2	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.29	-	3.581
Pot Cap-1 Maneuver	-	-	1048	-	285
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	589
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1048	-	267
Mov Cap-2 Maneuver	-	-	-	-	267
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	552

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	-	-	1048	-
HCM Lane V/C Ratio	0.25	-	-	0.048	-
HCM Control Delay (s)	19.8	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

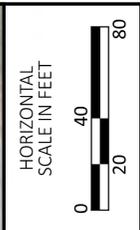
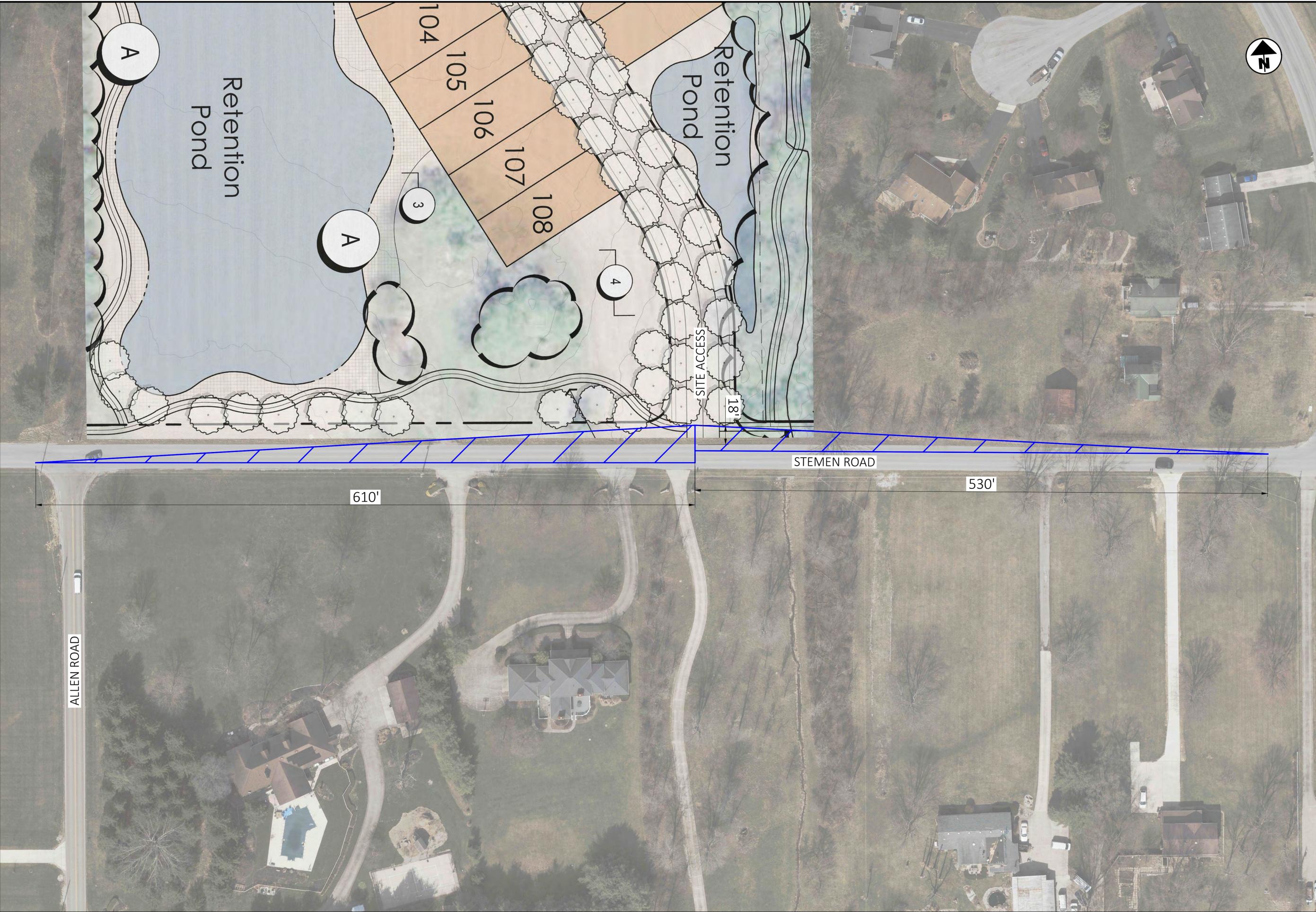
Appendix G

Sight Distance Analysis



ARBOR HOMES VIOLET TOWNSHIP TAS

MODEL: Stemen Rd and Site Access PAPER SIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:38:26 AM USER: lyates
P:\TRA\25\25069 - Arbor Homes Violet Township TAS\Analysis\Sight Distance\Horizontal Sight Distance.dgn



ARBOR HOMES VIOLET TOWNSHIP TAS
STEMEN ROAD & SITE ACCESS HORIZONTAL SIGHT DISTANCE EXHIBIT

DESIGN AGENCY	
DESIGNER	ASP
REVIEWER	LRV 01-25-26
PROJECT ID	0
SHEET	TOTAL
P.1	1

Appendix H

Crash History Review

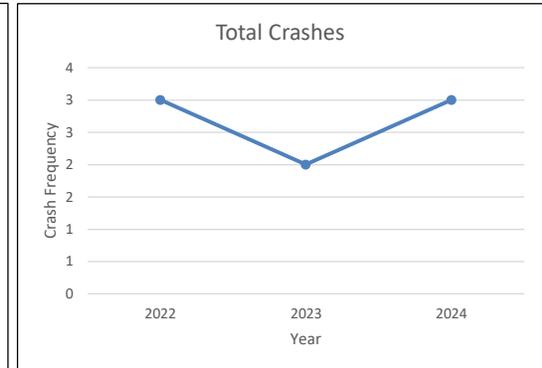
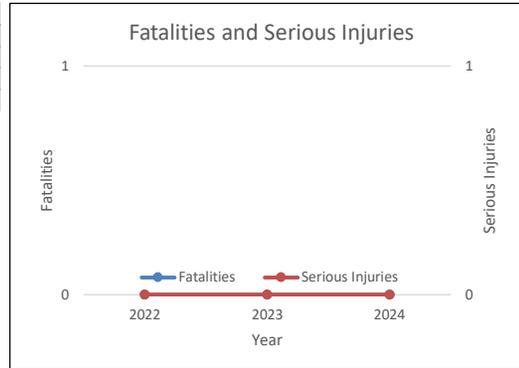




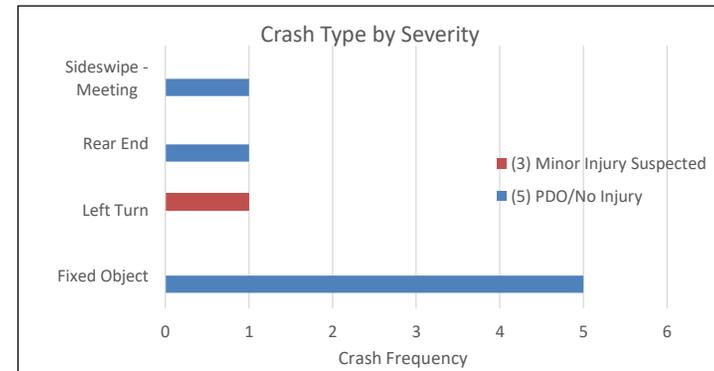
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Crash Summary Sheet

Crashes Per Year	2.67	Percent Injury	12.5%	EPDO	1.69
------------------	------	----------------	-------	------	------

Year	Total Crashes	Fatalities	Serious Injuries	0
2022	3	0	0	0
2023	2	0	0	0
2024	3	0	0	0
Grand Total	8	0	0	0



Total Crashes	Injury Level		Grand Total
Crash Type	(3) Minor Injury	(5) PDO/No Injt	
Fixed Object	0	5	5
Rear End	0	1	1
Sideswipe - Meeting	0	1	1
Left Turn	1	0	1
Grand Total	1	7	8



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Crash Summary Sheet

Crashes Per Year	2.67	Percent Injury	12.5%	EPDO	1.69
------------------	------	----------------	-------	------	------

Road Condition	Total Crashes	Fatalities	Serious Injuries
Dry	6	0	0
Slush	1	0	0
Snow	1	0	0
Grand Total	8	0	0

Hour of Day	Total Crashes
1	2
8	1
15	1
20	2
22	2
Grand Total	8

Month	Total Crashes
January	2
June	3
July	1
August	1
November	1
Grand Total	8

Weather	Total Crashes	Fatalities	Serious Injuries
Clear	4	0	0
Cloudy	2	0	0
Other / Unknown	1	0	0
Snow	1	0	0
Grand Total	8	0	0

Day in Week	Total Crashes
(1) Sunday	1
(2) Monday	3
(4) Wednesday	1
(6) Friday	1
(7) Saturday	2
Grand Total	8

Crash Location	Total Crashes	Fatalities	Serious Injuries
Not An Intersection	3	0	0
T-Intersection	1	0	0
Data Not Valid or Not Provided	4	0	0
Grand Total	8	0	0

Roadway Contour	Total Crashes	Fatalities	Serious Injuries
Straight Level	8	0	0
Grand Total	8	0	0

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Crash Summary Sheet

Crashes Per Year 2.67 Percent Injury 12.5% EPDO 1.69

