

Traffic Impact Study

Oak Park (Peachblow) Mixed Use Development

Prepared for
Delaware County Engineer's Office
City of Delaware, and ODOT District 6

By



Advanced Civil Design, Inc.
781 Science Blvd., Suite 100, Gahanna Ohio 43230
(614) 428-7750

A handwritten signature in black ink, appearing to read 'Mark I. Mann', with a long, sweeping horizontal flourish extending to the right.

Mark I. Mann, P.E.
Director – Transportation Services

March 19, 2024

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Introduction

The proposed Oak Park development site is in the Berlin Twp, Delaware County, Ohio. The 92.5 acre site is east of US 23 and south of Peachblow Road (see site plan). The site will have 3 primary access points, one from Peachblow opposite Crownover, one of US 23 opposite Greif Parkway, and an extension of Berlin Meadows site drive to the east of this project.

At the time of this study, ODOT is conducting a study of US 23. This study will modify all the access points to US 23 through the study corridor. The modification will include the 3 intersections on US 23 that are part of the Oak Park study. As such, this study provides analysis for the intersection listed below and makes recommendations for any improvements required to mitigate our impact for the 2025 Opening Year but does not make recommendations for the 2045 Design Year since the Design Year intersection geometrics are unknown at this time.

The development is also expected to advance in at least 2 phases. Phase 1 is currently expected to be the residential portion of the development north of the stream that crosses the site from east to west. The second and or more phases will be the remaining portions of the development. Given this the Opening Year (2025) traffic has trips from what is called zone 1 and 2 (see traffic volume exhibits) while the Design Year (2045) includes trips from all 7 zones.

The scope of this study was developed from correspondence with the DCEO, City of Delaware ODOT District 6. The following will be studied and evaluated as part of this study:

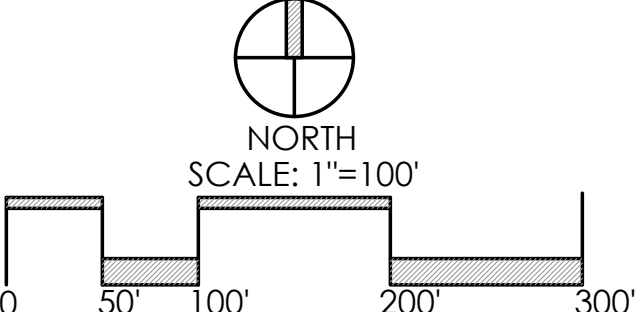
- Left turn lane warrant at the Proposed Access Point on Peachblow Rd.
- Right turn lane warrant at the Proposed Access Point on Peachblow Rd.
- Level of Service (LOS) at the following intersections
 - Peachblow & Crownover Way (Two-Way Stop Sign, Delaware County)
 - Peachblow & Glenn Pkwy (Two-Way Stop Sign, City of Delaware)
 - Glenn Pkwy & US 23 (Signalized, ODOT)
 - US 23 & Greif Pkwy (Signalized, ODOT)
 - US 23 & Shanahan Rd. (Signalized, ODOT)

The primary goal of this study is to determine any transportation impacts related to the proposed development, and identify any required mitigation at site area intersections.



SITE PLAN

OAK PARK
PREPARED FOR KIRAN BASIREDDY
DATE: 03/07/24



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

Existing/ No Build Conditions

US 23 is a 4-lane divided highway with a posted speed limit of 55 MPH. Left and right turn lanes are added at intersection where necessary. Glenn Parkway is a 4-lane divided roadway with a 35 MPH posted speed limit. Left and right turn lanes are added at intersections where necessary. Peachblow is a 2-lane roadway with a 55 MPH posted speed limit. Left and right turn lanes are added as necessary.

Traffic Volumes and Trip Generation

Traffic volume data for this study was collected in October 2023 (see appendix). Traffic signal timings were also provided for the traffic signals in the study area by ODOT D6.

Background growth rates were obtained from MORPC (see appendix) for the study and those growth rates were applied at an annual linear rate to the roadway sections for this study. For the through movement on US 23 an additional ODOT factor was applied based on the day of week, month of year and roadway category to develop the Design Hour Volume for the Design Year.

Trip Generation for the site was developed using the latest edition of the ITE Trip Generation Manual (see Appendices). Land Use Codes (LUC) 210, 215 and 220 were used for the residential portions of the development (see appendix). LUC 822 and 850 were used for the retail/commercial portions of the development (see appendix).

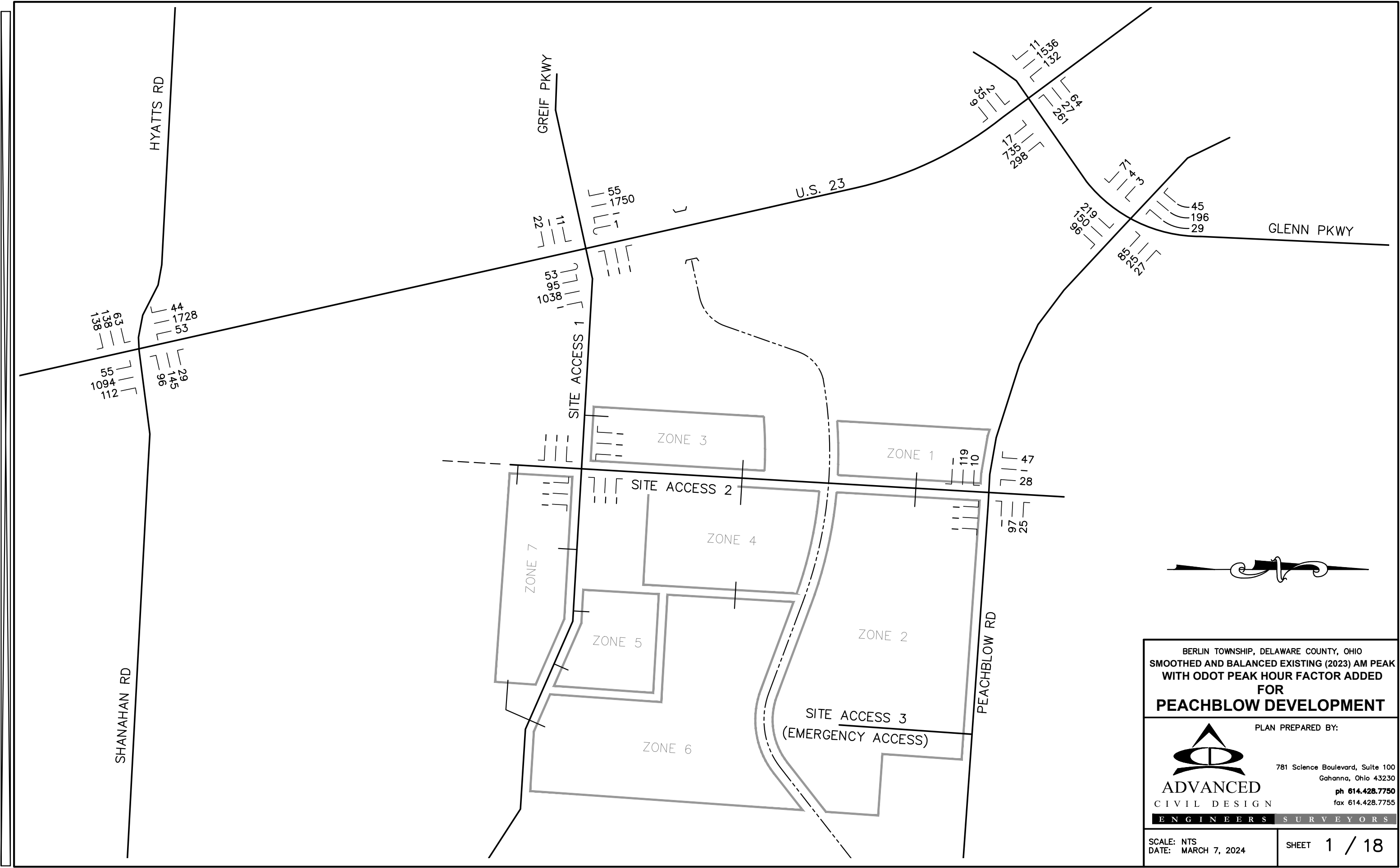
Trip generation numbers can be found in the below table.

Table 1. Trip Generations

Trip Generation								
ZONE	Description	Land Use Code (LUC)	Total Trips	Enter	Exit		Total IN	Total OUT
1	Town Homes (26 units)	210	22	25%	75%	AM	6	17
			26	63%	37%	PM	16	10
2	Town Homes (86 units)	210	60	25%	75%	AM	15	45
			81	63%	37%	PM	51	30
3	General Retail/ Commercial (3@10k ea.)	822	72	60%	40%	AM	43	29
			198	50%	50%	PM	99	99
4	Multi-Family Residential (103 units)	220	41	24%	76%	AM	10	31
			53	63%	37%	PM	33	20
	General Retail/ Commercial (30k Sq. Ft.)	822	72	60%	40%	AM	43	29
			198	50%	50%	PM	99	99
5	General Retail (Grocery 30k Sq. Ft.)	850	86	59%	41%	AM	51	35
			269	50%	50%	PM	135	135
6	Town Homes (105 units)	215	50	25%	75%	AM	13	38
			60	59%	41%	PM	35	25
7	Multi-Family Residential (252 units)	220	101	24%	76%	AM	24	77
			129	63%	37%	PM	81	48
	General Retail/ Commercial (23k Sq. Ft.)	822	54	60%	40%	AM	32	22
			152	50%	50%	PM	76	76

The distribution of trips in the network was derived from the data collected at the study intersections and from information gathered from recent traffic studies in the area.

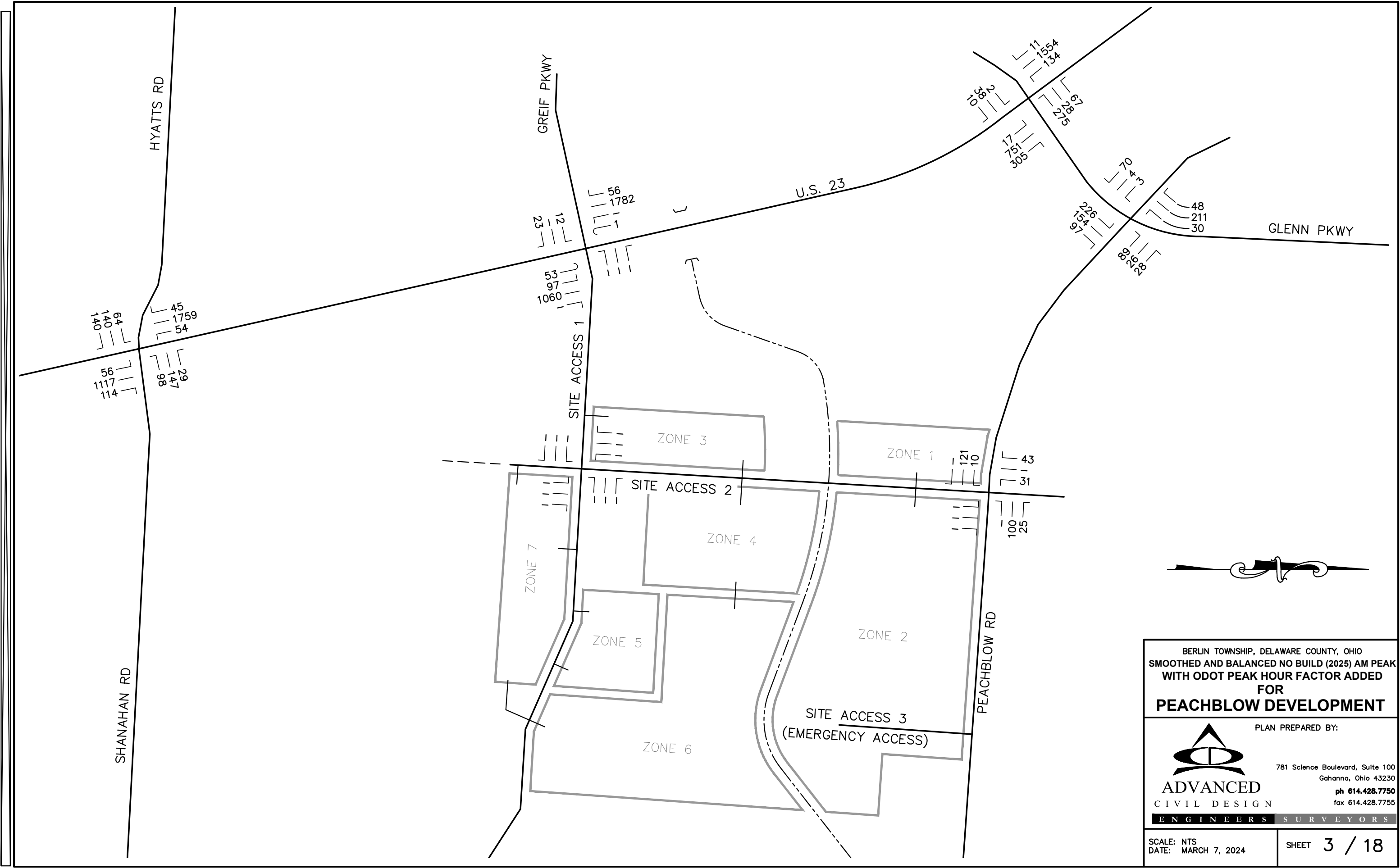
The in-bound and out-bound trip volumes, and distribution of trips on the network are all shown in the following exhibits.



BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO SMOOTHED AND BALANCED EXISTING (2023) AM PEAK WITH ODOT PEAK HOUR FACTOR ADDED FOR PEACHBLOW DEVELOPMENT	
 ADVANCED CIVIL DESIGN ENGINEERS SURVEYORS	PLAN PREPARED BY: 781 Science Boulevard, Suite 100 Gahanna, Ohio 43230 ph 614.428.7750 fax 614.428.7755
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BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO
 SMOOTHED AND BALANCED NO BUILD (2025) AM PEAK
 WITH ODOT PEAK HOUR FACTOR ADDED
**FOR
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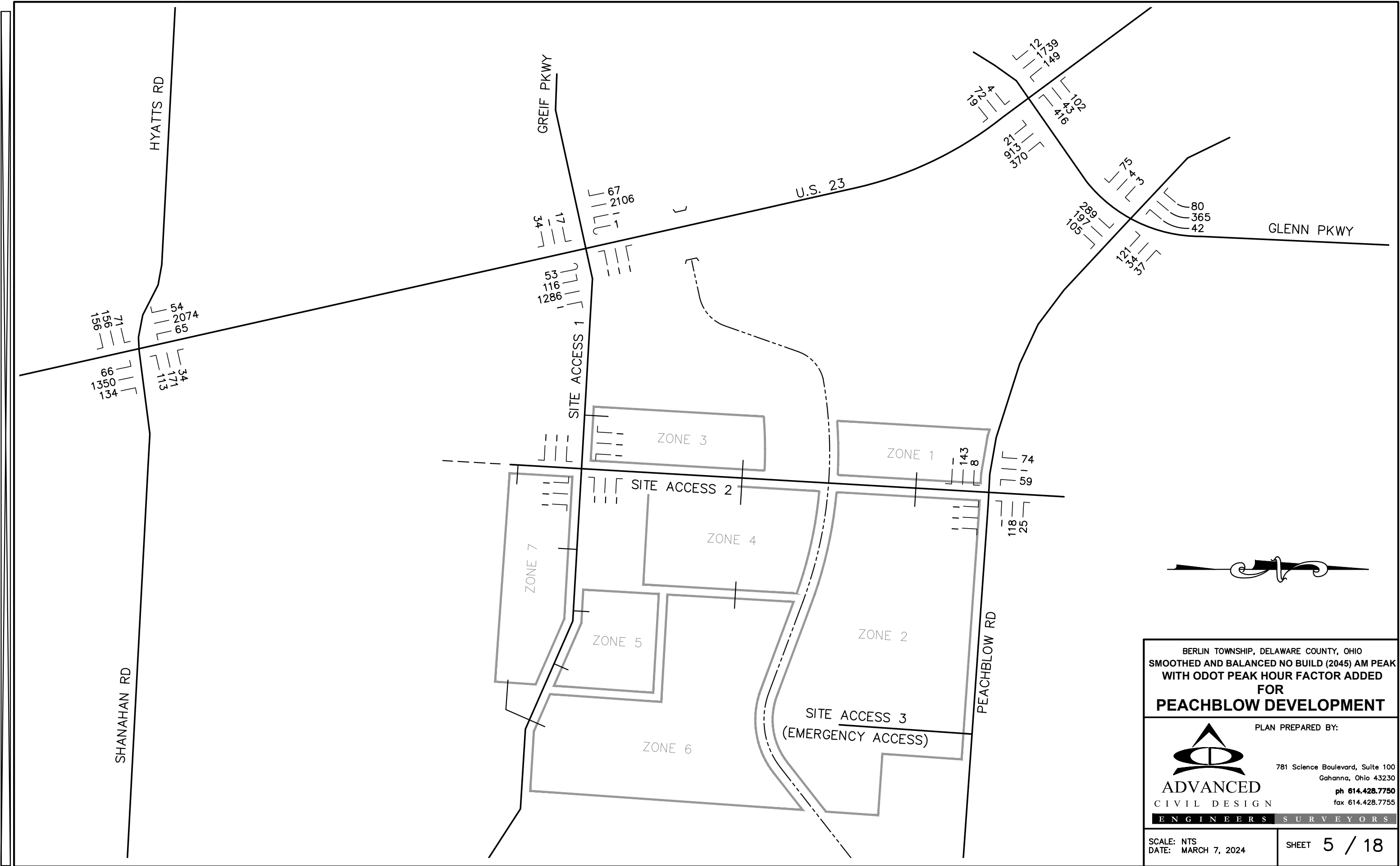
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BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO
 SMOOTHED AND BALANCED NO BUILD (2045) AM PEAK
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Capacity Analyses No-Build

Capacity analyses were performed utilizing HCS. The Opening Year (2025) No-Build, Design Year (2045) No-Build were all analyzed. The results are summarized in Tables 3 and 4, below. Detailed print outs are contained in the Appendices.

Table 2. Traffic Study Signalized Intersections LOS, No Build

Intersection		Signalized Intersection Level of Service (LOS/ sec. delay)															
		No Build															
		2025								2045							
		AM				PM				AM				PM			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
US 23 & Glenn Parkway	LT	C/30.6	B/12.0	D/38.3	D/47.6	B/16.5	B/18.8	D/36.5	D/47.7	E/57.8	E/56.6	D/51.4	F/548.8	E/60.5	E/56.8	D/49.1	F/156.7
	TH	B/18.2	B/16.5	C/34.5	D/36.0	C/26.5	B/12.3	C/32.8	C/34.3	B/19.8	C/26.3	E/56.3	D/45.2	C/26.9	B/13.8	D/54.7	D/47.8
	RT	A/0.0	A/7.8	C/34.0	D/36.0	A/0.0	A/8.5	C/32.5	C/34.3	A/0.0	B/10.0	D/53.3	D/45.2	A/0.0	A/9.0	D/53.3	D/47.8
	Approach	B/13.2	B/16.1	C/34.6	D/44.6	C/24.4	B/12.6	C/33.6	D/44.8	B/14.8	C/28.6	E/55.5	F/418.8	C/21.0	B/15.6	D/53.1	F/132.9
	Overall	B/18.7				C/21.3				F/81.3				D/37.1			
US 23 & Grief Parkway	LT	C/24.1	A/5.4	D/54.7	E/73.9	A/6.3	B/10.9	D/53.5	E/73.9	D/43.5	A/6.2	D/53.8	E/73.9	B/10.9	C/22.3	D/51.1	E/73.9
	TH	A/3.5	B/13.9	E/56.1	E/73.9	A/6.4	A/10.0	E/58.7	E/73.9	A/4.3	C/23.5	E/55.8	E/73.9	B/11.0	B/13.9	E/57.3	E/73.9
	RT	A/3.5	A/5.7	E/56.1	E/73.9	A/6.4	A/5.9	E/58.7	E/73.9	A/4.3	A/6.4	E/55.8	E/73.9	B/11.0	A/6.9	E/57.3	E/73.9
	Approach	A/6.1	B/13.6	E/55.6	E/73.9	A/6.4	A/9.9	E/56.4	E/73.9	A/8.9	C/22.9	E/55.1	E/73.9	B/11.0	B/13.8	D/54.6	E/73.9
	Overall	B/11.2				A/9.8				B/17.8				B/14.3			
US 23 & Shanahan/ Hyatts Road	LT	C/25.1	B/11.8	D/43.8	D/44.1	B/15.8	B/19.9	D/44.9	D/45.1	C/28.4	B/16.7	D/42.9	D/42.7	C/31.4	C/28.4	D/44.1	D/44.9
	TH	B/17.0	C/32.4	D/53.3	D/52.6	C/23.0	B/19.1	E/55.2	D/52.9	C/21.8	F/80.7	D/52.6	D/51.3	F/50.7	C/27.8	D/54.5	D/53.0
	RT	A/8.3	C/33.4	D/46.5	D/41.7	A/7.9	B/19.2	D/45.3	D/44.1	A/9.1	F/84.4	D/45.6	D/39.9	A/8.8	C/28.5	D/43.1	D/43.3
	Approach	B/16.5	C/32.3	D/48.8	D/48.4	C/21.4	B/19.2	D/49.2	D/48.6	C/21.0	F/80.6	D/47.9	D/47.1	D/46.4	C/28.1	D/48.0	D/48.4
	Overall	C/29.6				C/24.9				D/54.6				D/40.2			

Table 3. Traffic Study Un-Signalized Intersections LOS, No Build

Intersection		Un-Signalized Intersection Level of Service (LOS/ sec. delay)															
		No Build															
		2025								2045							
		AM				PM				AM				PM			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Glenn Pkwy & Peachblow Rd		E/44.0	B/11.5	A/4.0	A/0.8	D/26.3	B/12.5	A/0.8	A/0.7	F/807.5	C/15.8	A/4.8	A/0.7	F/117.2	C/16.3	A/0.9	A/0.8
Peachblow Road & Crownover Way		-	A/9.6	A/0.6	-	-	B/10.7	A/1.1	-	-	B/10.1	A/0.4	-	-	B/11.8	A/0.9	-

For the Existing Conditions No-Build scenarios for the Opening Year (2025) the signalized study intersections overall operations meets normal criteria. However, the sideroad operations at Greif Parkway for the AM and PM peaks operate below normal criteria with approach LOS's of "E". The un-signalized intersection similarly operate within normal criteria for the Opening Year, accept the northbound (Peachblow) approach at Glenn Parkway operates at LOS E during the AM Peak hour.

For the Existing Conditions No-Build scenarios for the Design Year (2045) the signalized study intersections overall operations meets normal criteria, except for the US 23 & Glenn Pkwy intersection which operates at LOS F for the AM Peak in the design year. However, several

approaches to each intersection operate below the normal criteria. The sideroads at Greif continue to operate at LOS E and the southbound approach at Shanahan operates at LOS F during the AM Peak hour. The through movement for the northbound approach at Shanahan operates at LOS F for the PM Peak hour although the approach operates at an acceptable LOS D for the same period.



LEGEND
A+B=C
A = ZONE 1 GENERATED TRIPS
B = ZONE 2 GENERATED TRIPS
C = TOTAL PHASE 1 GENERATED TRIPS



BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO
**AM TRIP GENERATION (DETAILED PHASE 1)
FOR
PEACHBLOW DEVELOPMENT**



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LEGEND

A+B=C

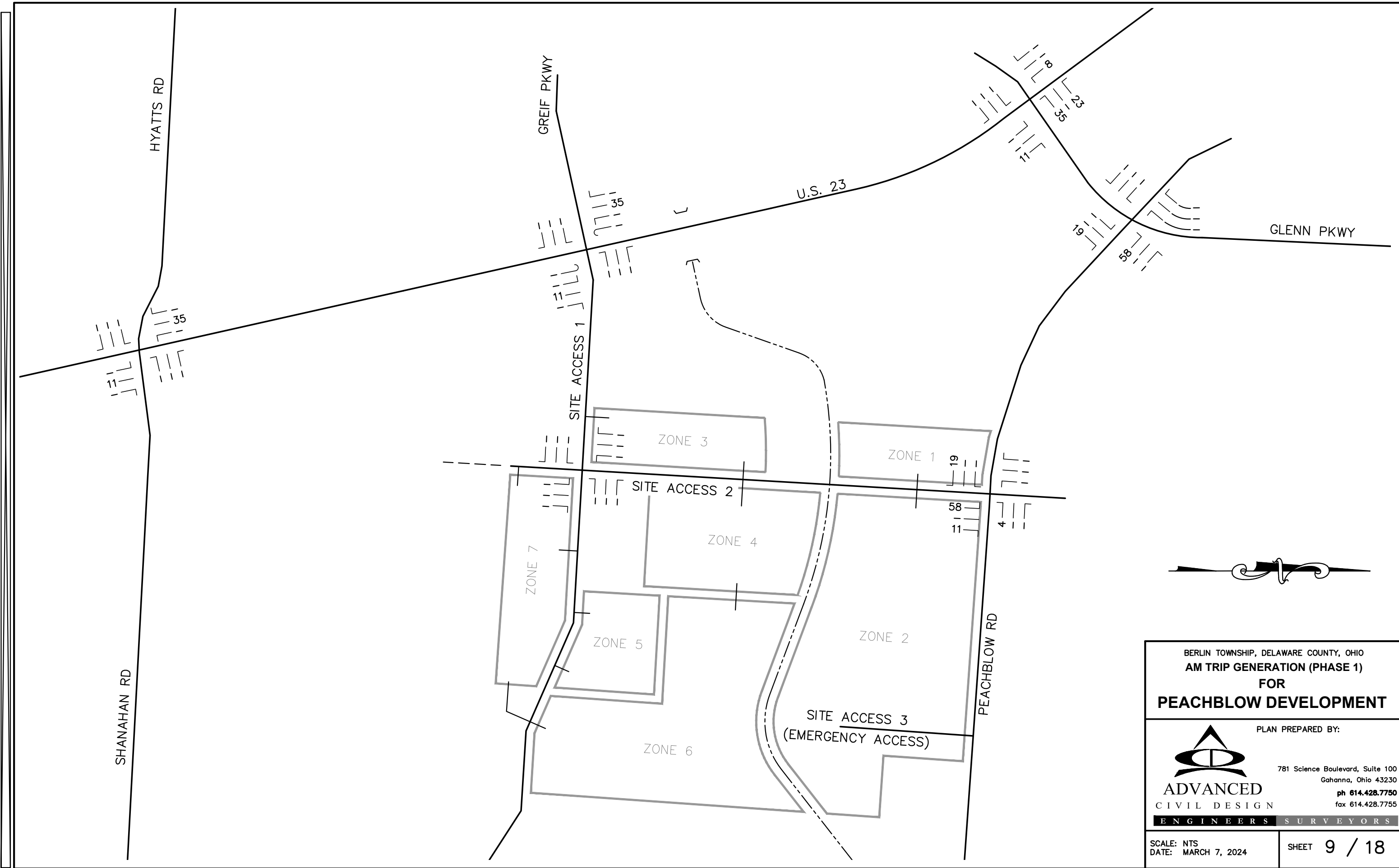
A = ZONE 1 GENERATED TRIPS

B = ZONE 2 GENERATED TRIPS

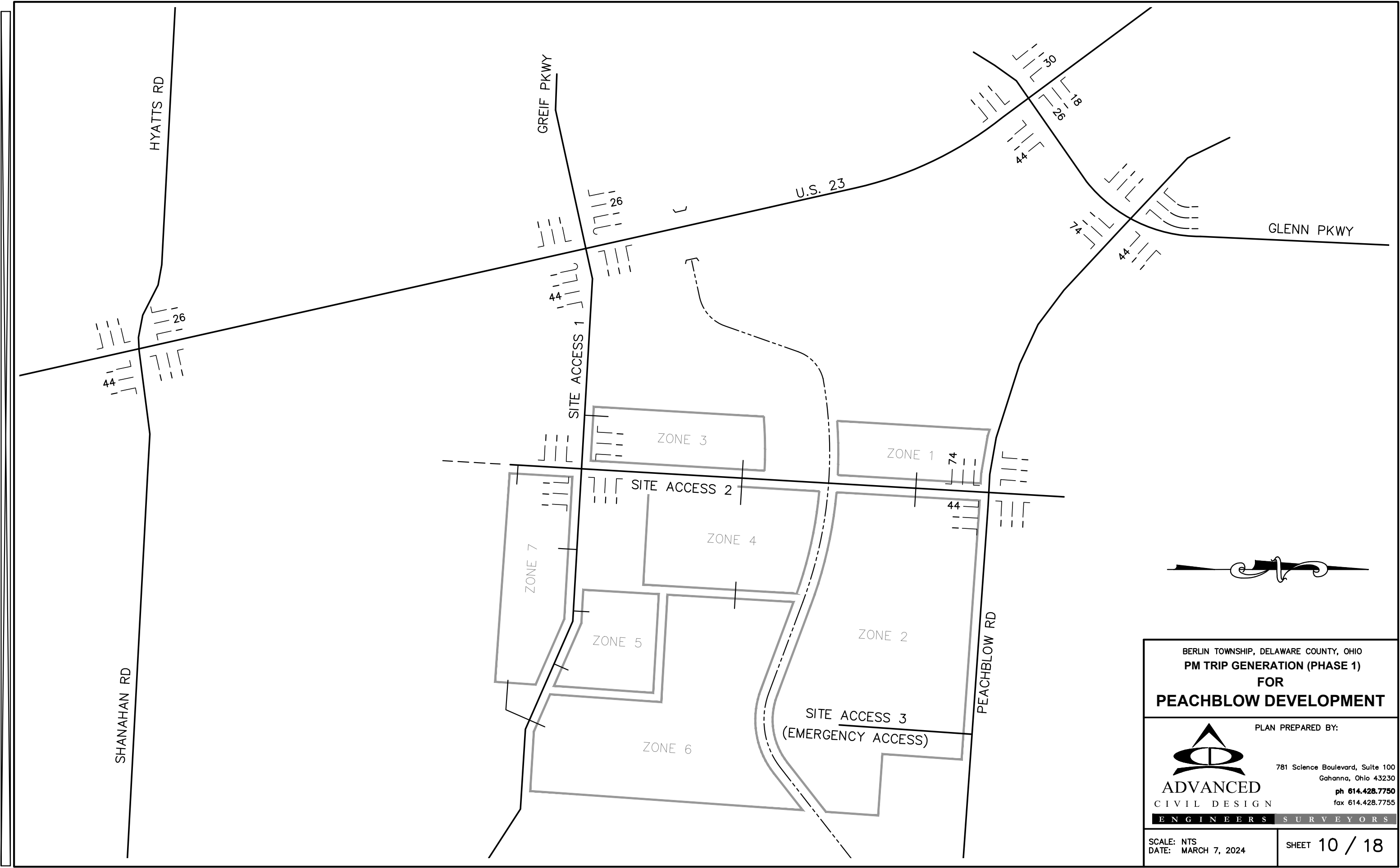
C = TOTAL PHASE 1 GENERATED TRIPS



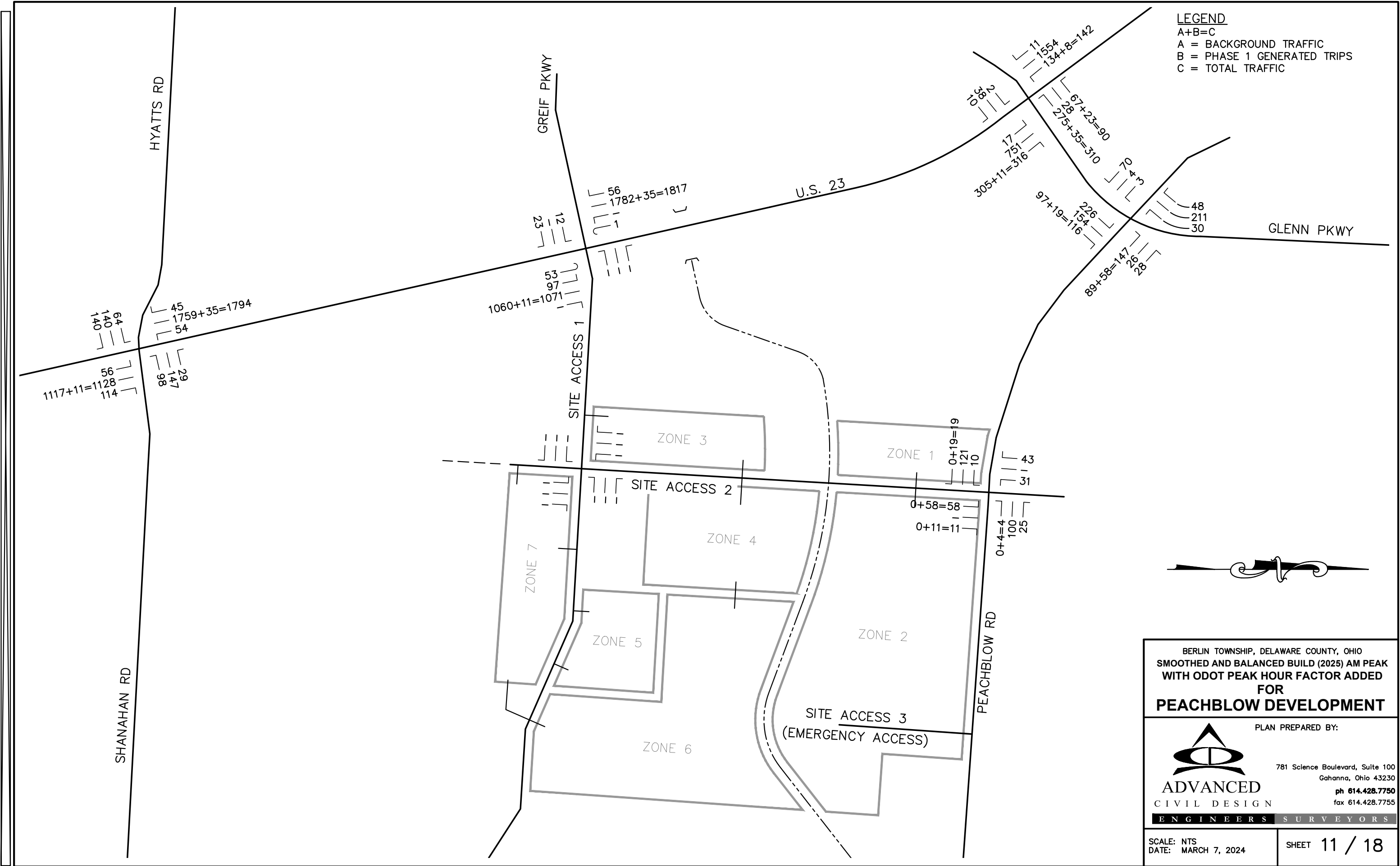
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PM TRIP GENERATION (DETAILED PHASE 1)	
FOR	
PEACHBLOW DEVELOPMENT	
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BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO AM TRIP GENERATION (PHASE 1) FOR PEACHBLOW DEVELOPMENT	
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BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO
SMOOTHED AND BALANCED BUILD (2025) AM PEAK
WITH ODOT PEAK HOUR FACTOR ADDED
FOR
PEACHBLOW DEVELOPMENT



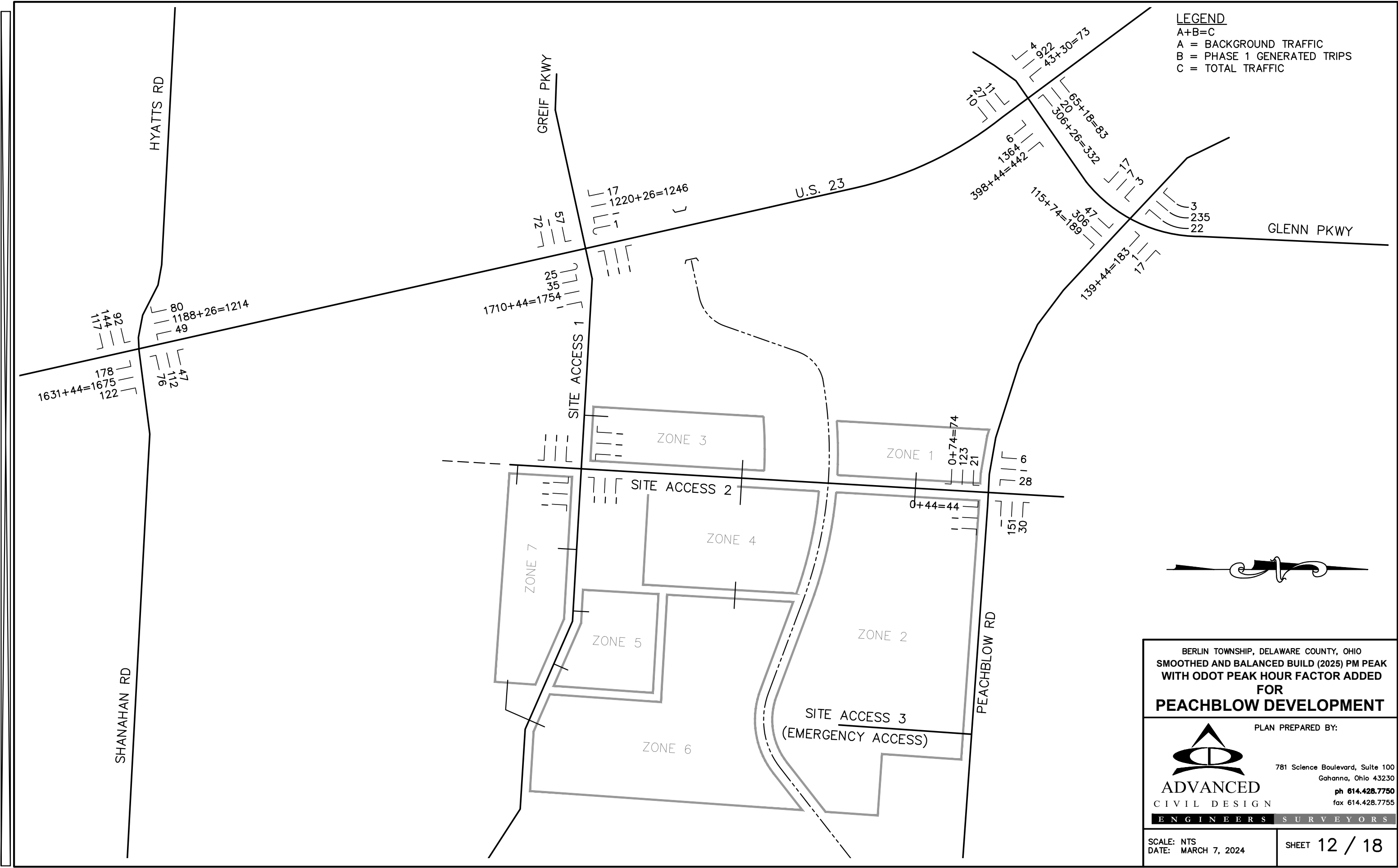
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LEGEND
A+B=C
A = BACKGROUND TRAFFIC
B = PHASE 1 GENERATED TRIPS
C = TOTAL TRAFFIC



BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO
SMOOTHED AND BALANCED BUILD (2025) PM PEAK
WITH ODOT PEAK HOUR FACTOR ADDED
FOR
PEACHBLOW DEVELOPMENT

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Build Conditions

Turn Lane and Signal Warrants, Storage Length Calculations, and Queuing

The procedure to determine whether left turn lanes are warranted is according to City of Dublin Turn Lane Requirements. The procedure to determine whether right turn lanes are warranted is according to the ODOT Access Management Manual Section 4.5.4. The posted speed limit of 55 MPH was used for the analysis on Peachblow Road. The results are shown in the table below and included in the appendix:

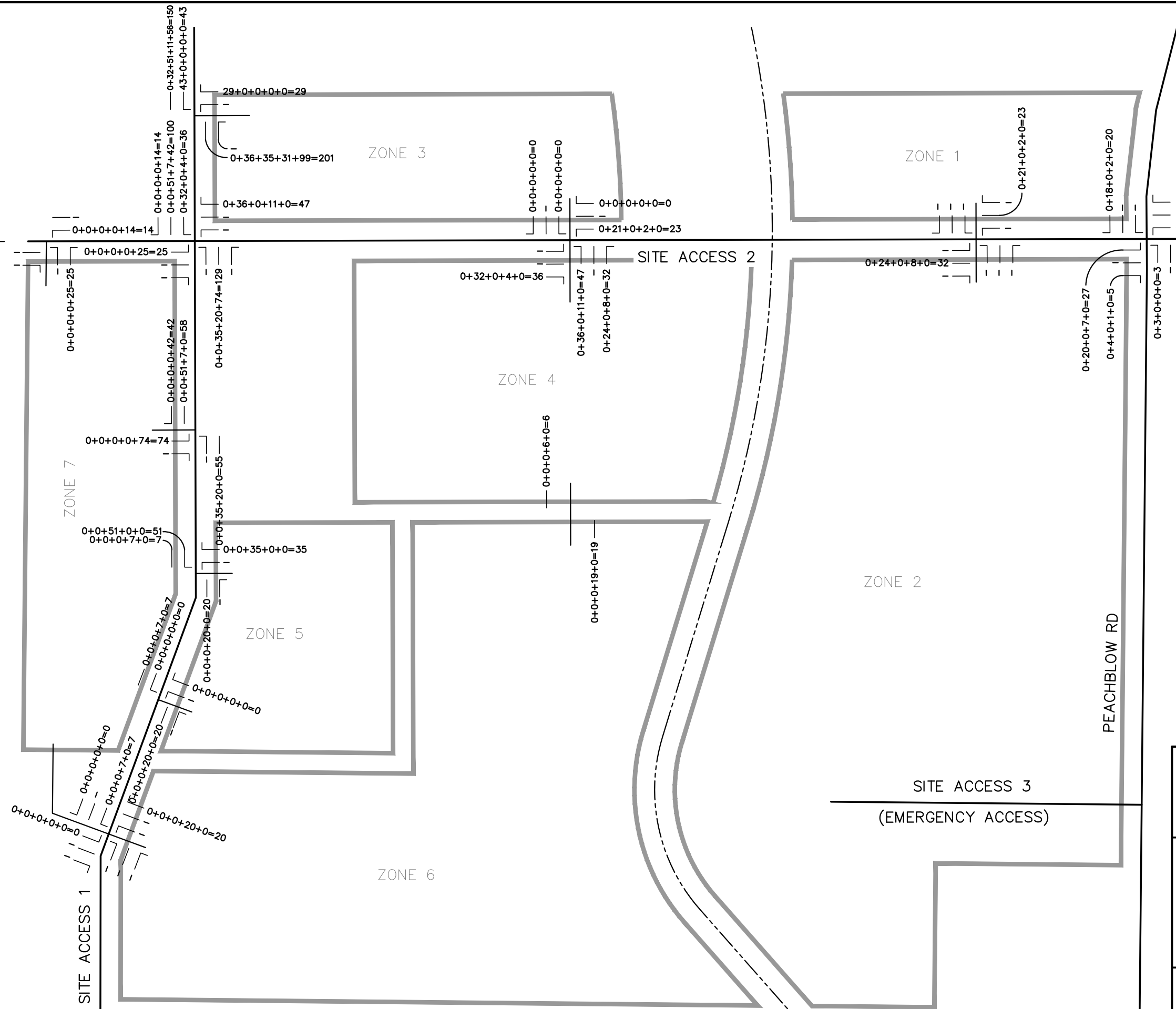
Movement	2025
	'Opening Year'
Peachblow EBRT at Prop. Site Access	Not Warranted
Peachblow WBLT at Prop. Site Access	Required by DCEO

Traffic Signal Warrants	2025
	'Opening Year'
Warrant 2 – Glenn & Peachblow	Not Met
Warrant 3 – Glenn & Peachblow	Not Met

ODOT L&D Manual Vol. 1 Section 401-9 provides design criteria for the calculation of storage lengths of warranted right and left turn lanes. Based on these criteria, and the Design Hour Volumes, the turn lane was calculated. The results show a 285 feet long westbound left turn lane including a 50 feet taper is required. (See appendices for turn lane length calcs).

Capacity Analyses Build

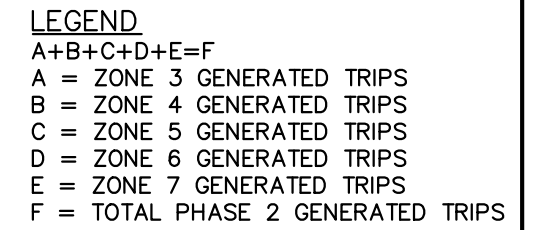
Capacity analyses were performed utilizing HCS. The Opening Year (2025) Build, and, Design Year (2045) Build were all analyzed. The results are summarized in Tables 5 and 6, below. Detailed HCS print outs are contained in the Appendices.



- LEGEND**
A+B+C+D+E=F
A = ZONE 3 GENERATED TRIPS
B = ZONE 4 GENERATED TRIPS
C = ZONE 5 GENERATED TRIPS
D = ZONE 6 GENERATED TRIPS
E = ZONE 7 GENERATED TRIPS
F = TOTAL PHASE 2 GENERATED TRIPS



BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO AM TRIP GENERATION (DETAILED PHASE 2) FOR PEACHBLOW DEVELOPMENT	
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PM TRIP GENERATION (DETAILED PHASE 2)
FOR
PEACHBLOW DEVELOPMENT

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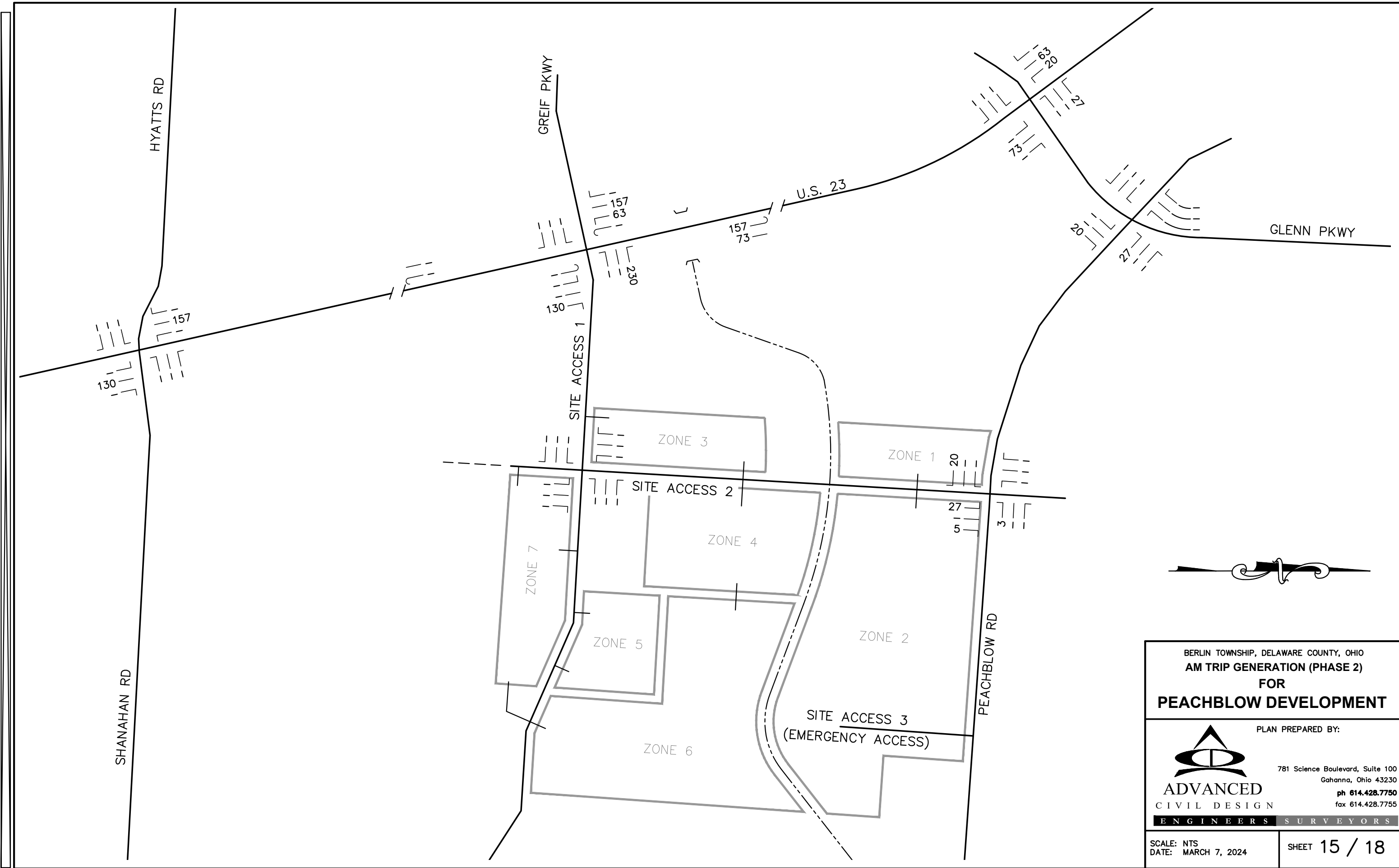


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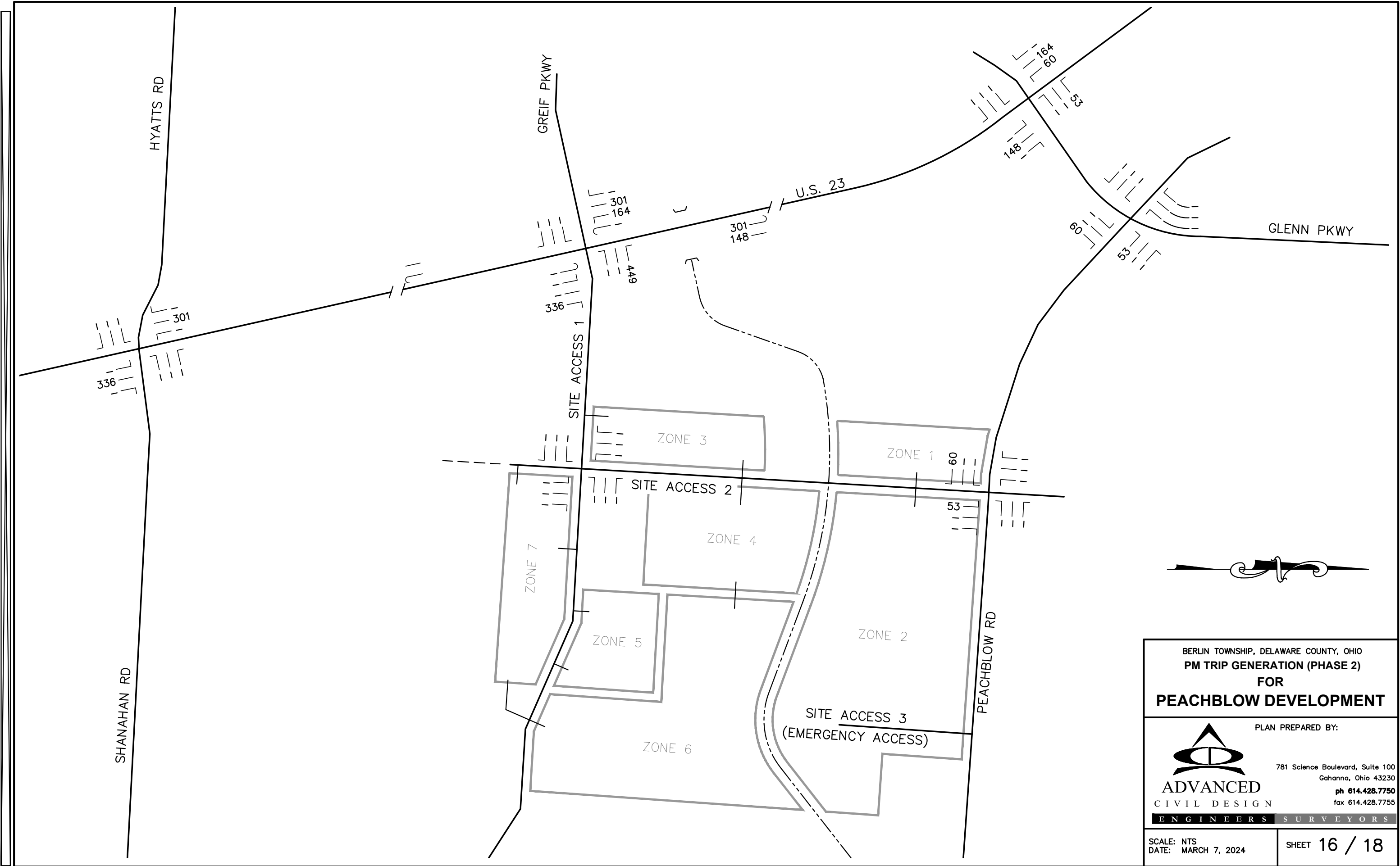
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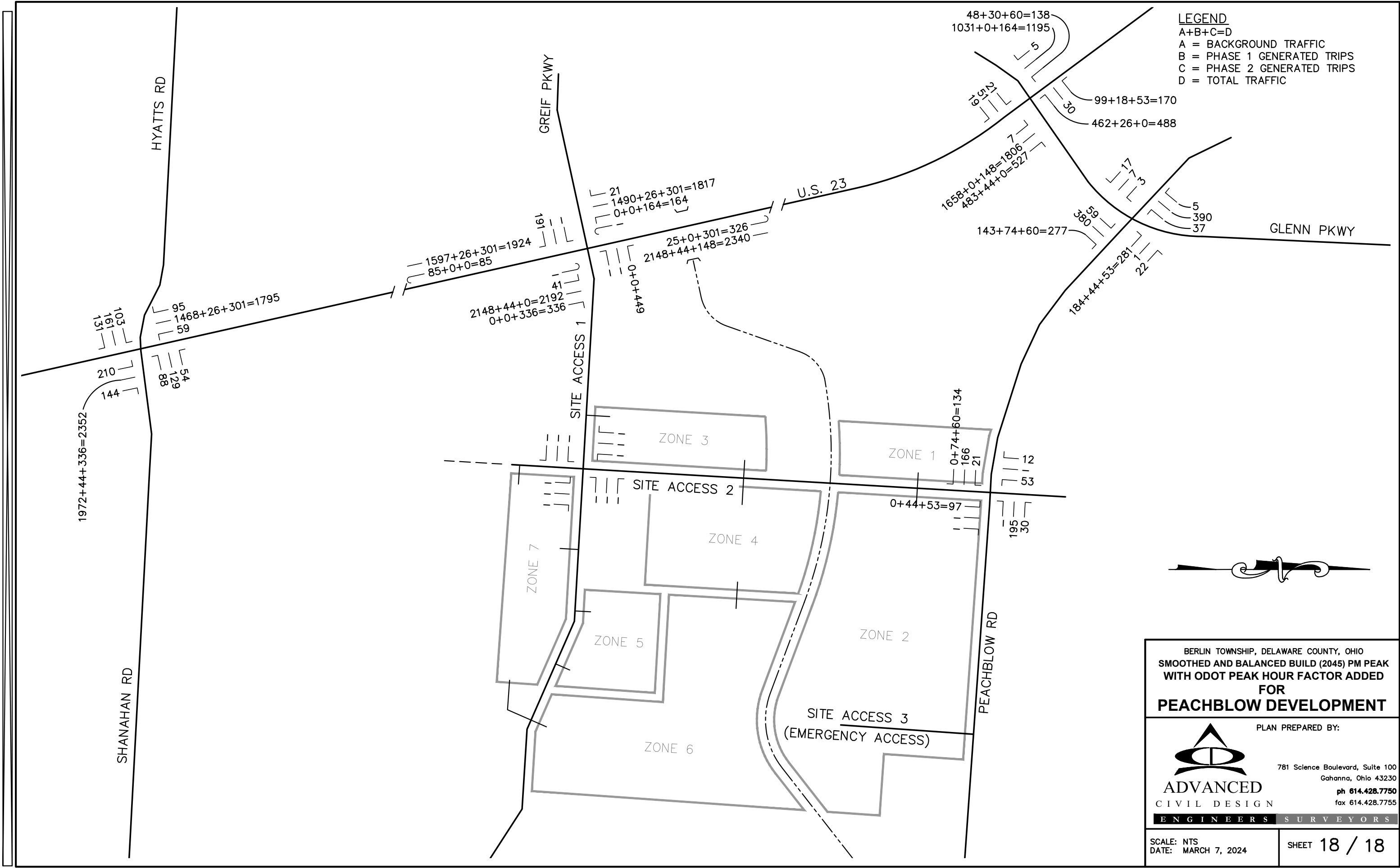
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BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO AM TRIP GENERATION (PHASE 2) FOR PEACHBLOW DEVELOPMENT	
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BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO PM TRIP GENERATION (PHASE 2) FOR PEACHBLOW DEVELOPMENT	
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LEGEND
A+B+C=D
A = BACKGROUND TRAFFIC
B = PHASE 1 GENERATED TRIPS
C = PHASE 2 GENERATED TRIPS
D = TOTAL TRAFFIC



BERLIN TOWNSHIP, DELAWARE COUNTY, OHIO
SMOOTHED AND BALANCED BUILD (2045) PM PEAK
WITH ODOT PEAK HOUR FACTOR ADDED
FOR
PEACHBLOW DEVELOPMENT

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Table 4. Traffic Study Signalized Intersections LOS, Build

Intersection		Signalized Intersection Level of Service (LOS/ sec. delay)															
		Build															
		2025								2045							
		AM				PM				AM				PM			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
US 23 & Glenn Parkway	LT	D/35.4	B/13.8	D/36.8	D/48.0	B/18.2	C/22.3	D/35.5	D/48.1	E/57.8	E/55.5	D/51.5	F/626.1	E/60.5	E/57.0	D/49.4	F/708.4
	TH	C/20.3	B/19.2	C/32.1	C/34.1	C/30.7	B/13.6	C/31.1	C/32.9	C/22.2	C/28.9	E/56.3	D/47.6	F/55.0	B/15.1	D/54.7	D/53.3
	RT	A/0.0	A/9.0	C/31.6	C/34.1	A/0.0	A/9.4	C/30.8	C/32.9	A/0.0	B/10.0	D/53.3	D/47.6	A/0.0	A/9.0	D/53.3	D/53.3
	Approach	B/14.6	B/18.7	C/32.2	D/44.2	C/23.2	B/14.2	C/32.0	D/44.5	B/16.6	C/31.2	E/55.5	F/451.9	D/42.6	B/19.4	D/53.2	F/517.8
	Overall	C/20.9				C/23.4				F/92.7				F/109.2			
US 23 & Grief Parkway	LT	C/25.4	A/5.4	D/54.7	E/73.9	A/6.5	B/11.5	D/53.5	E/73.9	-	-	-	-	-	-	-	-
	TH	A/3.5	B/14.4	E/56.1	E/73.9	A/6.6	B/10.1	E/58.7	E/73.9	-	-	-	-	-	-	-	-
	RT	A/3.5	A/5.7	E/56.1	E/73.9	A/6.6	A/5.9	E/58.7	E/73.9	-	-	-	-	-	-	-	-
	Approach	A/6.2	B/14.1	E/55.6	E/73.9	A/6.6	B/10.1	E/56.4	E/73.9	-	-	-	-	-	-	-	-
	Overall	B/11.5				A/10.0				-				-			
US 23 & Shanahan/ Hyatts Road	LT	C/26.2	B/11.9	D/43.8	D/44.1	B/16.5	C/21.4	D/44.9	D/45.1	C/28.4	C/20.0	D/42.9	D/42.7	D/43.9	C/27.9	D/44.1	D/44.9
	TH	B/17.1	C/34.3	D/53.3	D/52.6	C/24.2	B/19.4	E/55.2	D/52.9	C/24.4	F/119.9	D/52.6	D/51.3	F/128.5	F/62.6	D/54.5	D/53.0
	RT	A/8.3	D/35.4	D/46.5	D/41.7	A/7.9	B/19.6	D/45.3	D/44.1	A/9.1	F/123.5	D/45.6	D/39.9	A/8.8	F/68.3	D/39.9	D/43.3
	Approach	B/16.7	C/34.2	D/48.8	D/48.4	C/22.5	B/19.6	D/49.2	D/48.6	C/23.4	F/118.6	D/47.9	D/47.1	F/115.5	E/64.3	D/46.9	D/48.4
	Overall	C/30.6				C/25.5				E/74.5				F/88.3			
Glenn Pkwy & Peachblow Rd.	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Approach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Overall	-				-				-				-			

Table 5. Traffic Study Un-Signalized Intersections LOS, Build

Intersection		Un-Signalized Intersection Level of Service (LOS/ sec. delay)															
		Build															
		2025								2045							
		AM				PM				AM				PM			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Glenn Pkwy & Peachblow Rd		F/107.3	B/11.6	A/3.9	A/0.8	E/41.0	B/13.1	A/0.7	A/0.7	F/783.1	C/16.2	A/4.5	A/0.7	F/415.4	C/18.1	A/0.7	A/0.8
Peachblow Road & Site Access 2		B/11.3	A/9.9	A/0.5	A/0.2	B/12.3	B/11.5	A/0.7	A/0.0	B/12.9	B/10.6	A/0.3	A/0.4	C/15.7	B/13.3	A/0.5	A/0.0

The above analysis results show that all the signalized study intersections operate at acceptable LOS for the Opening Year Build with the exception of Greif Parkway which continues to operate at LOS B but with side street movements at LOS E, the same as in the No Build.

The un-signalized, intersections including the proposed Site Access Point & Peachblow Road operate at acceptable LOS for Opening and Design Year, with the exception of Peachblow & Glenn. The northbound movement operates at LOS F in the AM of the Opening Year and LOS F for the AM and PM in the Design Year. (See appendices calculations).

Conclusions and Recommendations

The results of the study show that in the Opening Year all the study intersections operate at an acceptable Level of Service(LOS) with the exception of the northbound left at Glenn Parkway & Peachblow Road. The movement operates at LOS E in the Opening Year No Build and LOS F in the Opening Year Build condition.

Traffic signal warrants 2 and 3 are not met in the 2025 No Build or 2025 Build conditions (see appendix).

As shown in the analysis section of this study, the intersection of Peachblow & Crownover Way/ Site Access operates at an acceptable LOS for both the No Build and Build conditions for both 2025 and 2045.

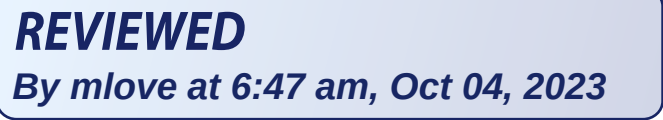
A westbound left turn is required by the DCEO and this study recommends the construction of a 285 feet westbound left turn lane at this intersection.

A right turn lane is not warranted for the 2025 Build conditions at the Peachblow & Crownover Way, but is warranted for the 2045 Build conditions.

Given that the future improvements at the intersections along US 23 are unknown at this time and their impact on traffic movements is also unknown this study does not recommend any improvements that may be related to 2045 impacts only.

Appendices

MOU



- Figure 1** shows the development concept for site layout and access points. Proposed access includes one full movement access point on Peachblow Road and one Left-in/Right-in/Right-out access on US 23 from the site.

Delaware County, Ohio
Peachblow Mixed Use Development MOU

- 38,000 square feet – Restaurant/ Small Retail
- 40,000 square feet – Outlots (4)

Study Area

The Study Area of this TIS is limited to the following intersections:

1. US 23 & Site Access 1/ Greif Parkway (LiRiRo, ODOT)
2. US 23 & Glenn Parkway (ODOT)
3. Glenn Parkway & Peachblow Road (City of Delaware)
4. Peachblow Road & Site Access 2 (City of Delaware and Delaware County)
5. Site N/S roadway & Site E/W roadway - Roundabout (Delaware County)
6. Peachblow Road & Site Access 3 (DCEO) **Emergency access?**

this access will line up with
Crownover Way and will
require a WB left turn lane



Data Collection

Traffic data will be collected at the study intersections. Additional data may be provided by ODOT, City of Delaware or the DCEO if intersection counts are available from any of those entities.

Future traffic growth rates will be derived from ODOT studies and/ or from the Mid-Ohio Regional Planning Commission (MORPC) if required.

Trip Generation and Distribution

This study will estimate new trips generated by development according to the data and procedures contained in the Trip Generation Manual, 11th ed. (Institute of Transportation Engineers, 2021). We will use land use code 220 for the Multi-Family portions of the development, LUC 215 for the condo's and townhomes sections and land use codes 850, 932, 822, 848, 843 and 816 for the commercial/ retail portions of the site. The trips generated for the proposed land uses are shown in **Table 1**.

Table 1: Trip Generation

Trip Generation												
Description	Land Use Code (LUC)	Total Trips	Enter	Exit	Pass-By		Primary	Pass-By	Total IN	Primary	Pass-By	Total OUT
Multi-Family Residential - 207 units	220	87	24%	76%	-	AM	21	-	21	66	-	66
		110	63%	37%	-	PM	69	-	69	41	-	41
Condo/ Townhome Residential - 234 units	215	115	25%	75%	-	AM	29	-	29	86	-	86
		135	59%	41%	-	PM	80	-	80	55	-	55
Grocery - 26k S.F	850	74	59%	41%	-	AM	44	-	44	30	-	30
		233	50%	50%	-	PM	117	-	117	117	-	117
Restuarant - 19k S.F	932	77	55%	45%	-	AM	42	-	42	35	-	35
		72	61%	39%	-	PM	44	-	44	28	-	28
Retail - 19k S.F	822	45	60%	40%	-	AM	27	-	27	18	-	18
		125	50%	50%	-	PM	63	-	63	63	-	63
Commercial - 40k S.F (4 @ 10k ea.)	822/848/843 /816	104	64%	36%	-	AM	67	-	67	37	-	37
		192	50%	50%	-	PM	96	-	96	96	-	96

Traffic Assignment and Volume Balancing

This study developed AM and PM peak hour volumes for the following scenarios and the attached volume exhibits are submitted for review with this submission:

- 2025 No-Build Site
- 2025 Build Site
- ~~• 2035 No-Build Site~~
- ~~• 2035 Build Site~~
- 2045 No-Build Site
- 2045 Build Site

The attached volume exhibits will increase counts to design year No-Build conditions based on calculated growth rates.

Traffic Analyses

Intersection Capacity Analyses

Advanced Civil Design will use Synchro (v.11) and HCS software to evaluate intersection capacity at Study Area intersections that are under the control of the City of Delaware and DCEO. We will use HCS for intersections under the control of the ODOT. SIDRA will be used to provide the analysis for any roundabouts in the study area.

ODOT, City of Delaware and DCEO performance criteria for the overall intersection Level of Service (LOS) is LOS D with individual movements also at LOS D or better. If improvements required to meet traditional agency performance criteria are not practical, this study will consider alternate goals such as restoring pre-development performance and/or mitigating queues where background conditions are severely deficient. Agency concurrence is required in the event that alternate criteria are used as the basis for study recommendations.

Turn Lane Warrant Analysis

We will analyze right turn lane warrants at proposed site access points for the locations controlled by DCEO. Left turn lane warrants are generally not applicable because DCEO requires left turn lane additions to the street being accessed when 10 or more left turn movements are made in the peak hour.

We will analyze left and right turn lane warrants at proposed site access points and intersections for the locations controlled by ODOT D6 and City of Delaware.

We will evaluate the length of existing and proposed Study Area turn lanes impacted by site generated traffic. We will prepare our turn lane analysis in accordance with the Location and Design Manual § 401 (Ohio Department of Transportation).

We will determine lane length based on the maximum volume for the design year Build condition for either AM or PM peak conditions considering both L&D methodology.

Signal Warrant Analysis

If signalization is considered to meet performance criteria at a location that is not currently signalized, we will evaluate traffic signal warrants. Traffic signal warrant evaluation will use thresholds established by the Ohio Manual of Uniform Traffic Control Devices §4C (Ohio Department of Transportation).

This study is limited to analysis of Warrants 1, 2 and 3. We will remove a portion of minor street right turns in accordance with the Traffic Engineering Manual §402-5 (Ohio Department of Transportation). We will consider roundabouts as an alternative to signalization where applicable.

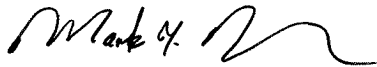
Provide ADTs on any public internal streets
Will need analysis documenting single lane roundabout will work

Traffic Impact Study Report

A report including applicable figures and tables will be prepared to summarize study methodologies, analysis, findings and recommendations. We will provide the report to ODOT, City of Delaware and DCEO for review.

Please signify your concurrence with the scope of services outlined herein by signing below and returning this Memorandum of Understanding to me. Please feel free to contact me by email at mmann@advancecivildesign.com or by calling me at (614) 944-5035.

Sincerely,



Mark I. Mann, PE
Director - Transportation Services

ACCEPTANCE AND APPROVAL OF MEMORANDUM OF UNDERSTANDING

By: _____
For City of Delaware

By: _____
For Delaware County Engineer's Office

By: _____
For ODOT District 6

Traffic Count Data

Peachblow Rd & Crownover Way - TMC

Wed Sep 27, 2023

Full Length (5 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112798, Location: 40.227581, -83.031081



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

Leg Direction	Peachblow Road Eastbound					Peachblow Road Westbound					Crownover Way Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2023-09-27 5:00AM	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3
5:15AM	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	3
5:30AM	1	2	0	3	0	1	0	0	1	0	1	2	0	3	0	7
5:45AM	0	2	0	2	0	3	1	0	4	0	0	3	0	3	0	9
Hourly Total	1	5	0	6	0	7	1	0	8	0	1	7	0	8	0	22
6:00AM	0	6	0	6	0	2	0	0	2	0	0	2	0	2	0	10
6:15AM	1	7	0	8	0	9	0	0	9	0	0	4	0	4	0	21
6:30AM	1	11	0	12	0	11	0	0	11	0	4	5	0	9	0	32
6:45AM	0	15	0	15	0	12	0	0	12	0	8	3	0	11	0	38
Hourly Total	2	39	0	41	0	34	0	0	34	0	12	14	0	26	0	101
7:00AM	1	19	0	20	0	17	1	0	18	0	7	3	0	10	0	48
7:15AM	2	21	0	23	0	29	4	0	33	0	3	9	0	12	0	68
7:30AM	3	32	0	35	0	34	0	0	34	0	4	5	0	9	0	78
7:45AM	0	46	0	46	0	30	4	0	34	0	8	2	0	10	0	90
Hourly Total	6	118	0	124	0	110	9	0	119	0	22	19	0	41	0	284
8:00AM	2	38	0	40	0	27	2	0	29	0	6	7	0	13	0	82
8:15AM	1	24	0	25	0	24	1	0	25	0	8	5	0	13	0	63
8:30AM	1	24	0	25	0	19	5	0	24	0	9	10	0	19	0	68
8:45AM	5	51	0	56	0	32	4	0	36	0	22	8	0	30	0	122
Hourly Total	9	137	0	146	0	102	12	0	114	0	45	30	0	75	0	335
9:00AM	3	18	0	21	0	39	15	0	54	0	8	5	0	13	0	88
9:15AM	1	11	0	12	0	25	2	0	27	0	3	6	0	9	0	48
9:30AM	0	18	0	18	0	12	0	0	12	0	4	5	0	9	0	39
9:45AM	2	10	0	12	0	15	0	0	15	0	3	5	0	8	0	35
Hourly Total	6	57	0	63	0	91	17	0	108	0	18	21	0	39	0	210
10:00AM	2	9	0	11	0	20	1	0	21	0	3	4	0	7	0	39
10:15AM	2	13	0	15	0	4	0	0	4	0	1	1	0	2	0	21
10:30AM	2	14	0	16	0	21	3	0	24	0	5	6	0	11	0	51
10:45AM	2	29	0	31	0	16	0	0	16	0	1	3	0	4	0	51
Hourly Total	8	65	0	73	0	61	4	0	65	0	10	14	0	24	0	162
11:00AM	1	17	0	18	0	20	0	0	20	0	1	2	0	3	0	41
11:15AM	0	12	0	12	0	20	1	0	21	0	6	5	0	11	0	44
11:30AM	5	17	0	22	0	11	6	0	17	0	1	4	0	5	0	44
11:45AM	4	25	0	29	0	24	2	0	26	0	1	4	0	5	0	60
Hourly Total	10	71	0	81	0	75	9	0	84	0	9	15	0	24	0	189
12:00PM	4	18	0	22	0	27	4	0	31	0	3	2	0	5	0	58
12:15PM	6	25	0	31	0	13	1	0	14	0	2	4	0	6	3	51
12:30PM	2	19	0	21	0	15	2	0	17	0	1	4	0	5	0	43
12:45PM	2	18	0	20	0	17	2	0	19	0	2	3	0	5	0	44
Hourly Total	14	80	0	94	0	72	9	0	81	0	8	13	0	21	3	196
1:00PM	0	31	0	31	0	23	3	0	26	0	7	5	0	12	0	69
1:15PM	4	16	0	20	0	25	0	0	25	0	2	2	0	4	0	49
1:30PM	6	17	0	23	0	10	5	0	15	0	3	2	0	5	0	43
1:45PM	2	13	0	15	0	16	4	0	20	0	2	2	0	4	0	39
Hourly Total	12	77	0	89	0	74	12	0	86	0	14	11	0	25	0	200
2:00PM	1	19	0	20	0	20	2	0	22	0	4	3	0	7	0	49
2:15PM	3	43	0	46	0	8	1	0	9	0	4	2	0	6	0	61
2:30PM	1	29	0	30	0	23	5	0	28	0	2	3	0	5	0	63
2:45PM	4	17	0	21	0	18	4	0	22	0	3	2	0	5	0	48
Hourly Total	9	108	0	117	0	69	12	0	81	0	13	10	0	23	0	221
3:00PM	7	24	0	31	0	15	1	0	16	0	2	4	0	6	0	53
3:15PM	4	35	0	39	0	28	3	0	31	0	4	1	0	5	0	75
3:30PM	7	45	0	52	0	21	4	0	25	0	9	2	0	11	0	88
3:45PM	8	30	0	38	0	42	14	0	56	0	5	1	0	6	0	100

Leg Direction	Peachblow Road Eastbound					Peachblow Road Westbound					Crownover Way Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
Hourly Total	26	134	0	160	0	106	22	0	128	0	20	8	0	28	0	316
4:00PM	5	22	0	27	0	62	9	0	71	0	7	2	0	9	0	107
4:15PM	2	29	0	31	0	23	3	0	26	0	4	1	0	5	0	62
4:30PM	5	19	0	24	0	31	7	0	38	0	3	2	0	5	0	67
4:45PM	10	23	0	33	0	26	4	0	30	0	5	4	0	9	0	72
Hourly Total	22	93	0	115	0	142	23	0	165	0	19	9	0	28	0	308
5:00PM	9	28	0	37	0	38	5	0	43	0	0	7	0	7	0	87
5:15PM	6	23	0	29	0	30	9	0	39	0	5	9	0	14	0	82
5:30PM	6	27	0	33	0	26	10	0	36	0	3	10	0	13	0	82
5:45PM	7	22	0	29	0	28	11	0	39	0	2	9	0	11	0	79
Hourly Total	28	100	0	128	0	122	35	0	157	0	10	35	0	45	0	330
6:00PM	11	14	0	25	0	11	4	0	15	0	2	6	0	8	0	48
6:15PM	9	12	0	21	0	12	4	0	16	0	4	5	0	9	0	46
6:30PM	7	17	0	24	0	10	6	0	16	0	5	8	0	13	0	53
6:45PM	11	8	0	19	0	8	3	0	11	0	2	5	0	7	0	37
Hourly Total	38	51	0	89	0	41	17	0	58	0	13	24	0	37	0	184
Total	191	1135	0	1326	0	1106	182	0	1288	0	214	230	0	444	3	3058
% Approach	14.4%	85.6%	0%	-	-	85.9%	14.1%	0%	-	-	48.2%	51.8%	0%	-	-	-
% Total	6.2%	37.1%	0%	43.4%	-	36.2%	6.0%	0%	42.1%	-	7.0%	7.5%	0%	14.5%	-	-
Lights and Motorcycles	184	1047	0	1231	-	1044	172	0	1216	-	200	230	0	430	-	2877
% Lights and Motorcycles	96.3%	92.2%	0%	92.8%	-	94.4%	94.5%	0%	94.4%	-	93.5%	100%	0%	96.8%	-	94.1%
Heavy	7	88	0	95	-	62	10	0	72	-	14	0	0	14	-	181
% Heavy	3.7%	7.8%	0%	7.2%	-	5.6%	5.5%	0%	5.6%	-	6.5%	0%	0%	3.2%	-	5.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Peachblow Rd & Crownover Way - TMC

Wed Sep 27, 2023

Full Length (5 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112798, Location: 40.227581, -83.031081



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

[N] Crownover Way

Total: 817

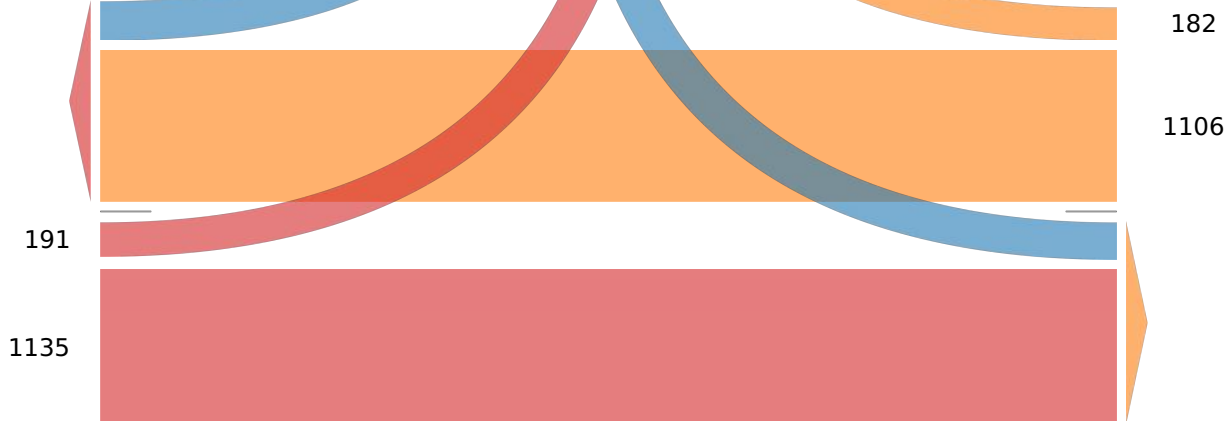
In: 444 Out: 373



[W] Peachblow Road

Total: 2662

In: 1326 Out: 1336



Out: 1349 In: 1288

Total: 2637

[E] Peachblow Road

Peachblow Rd & Crownover Way - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112798, Location: 40.227581, -83.031081



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

Leg Direction	Peachblow Road Eastbound					Peachblow Road Westbound					Crownover Way Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2023-09-27 8:15AM	1	24	0	25	0	24	1	0	25	0	8	5	0	13	0	63
8:30AM	1	24	0	25	0	19	5	0	24	0	9	10	0	19	0	68
8:45AM	5	51	0	56	0	32	4	0	36	0	22	8	0	30	0	122
9:00AM	3	18	0	21	0	39	15	0	54	0	8	5	0	13	0	88
Total	10	117	0	127	0	114	25	0	139	0	47	28	0	75	0	341
% Approach	7.9%	92.1%	0%	-	-	82.0%	18.0%	0%	-	-	62.7%	37.3%	0%	-	-	-
% Total	2.9%	34.3%	0%	37.2%	-	33.4%	7.3%	0%	40.8%	-	13.8%	8.2%	0%	22.0%	-	-
PHF	0.500	0.574	-	0.567	-	0.731	0.417	-	0.644	-	0.534	0.700	-	0.625	-	0.699
Lights and Motorcycles	9	101	0	110	-	107	23	0	130	-	44	28	0	72	-	312
% Lights and Motorcycles	90.0%	86.3%	0%	86.6%	-	93.9%	92.0%	0%	93.5%	-	93.6%	100%	0%	96.0%	-	91.5%
Heavy	1	16	0	17	-	7	2	0	9	-	3	0	0	3	-	29
% Heavy	10.0%	13.7%	0%	13.4%	-	6.1%	8.0%	0%	6.5%	-	6.4%	0%	0%	4.0%	-	8.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Peachblow Rd & Crownover Way - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112798, Location: 40.227581, -83.031081



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

[N] Crownover Way

Total: 110

In: 75 Out: 35

28 47

[W] Peachblow Road

Total: 269

In: 127 Out: 142

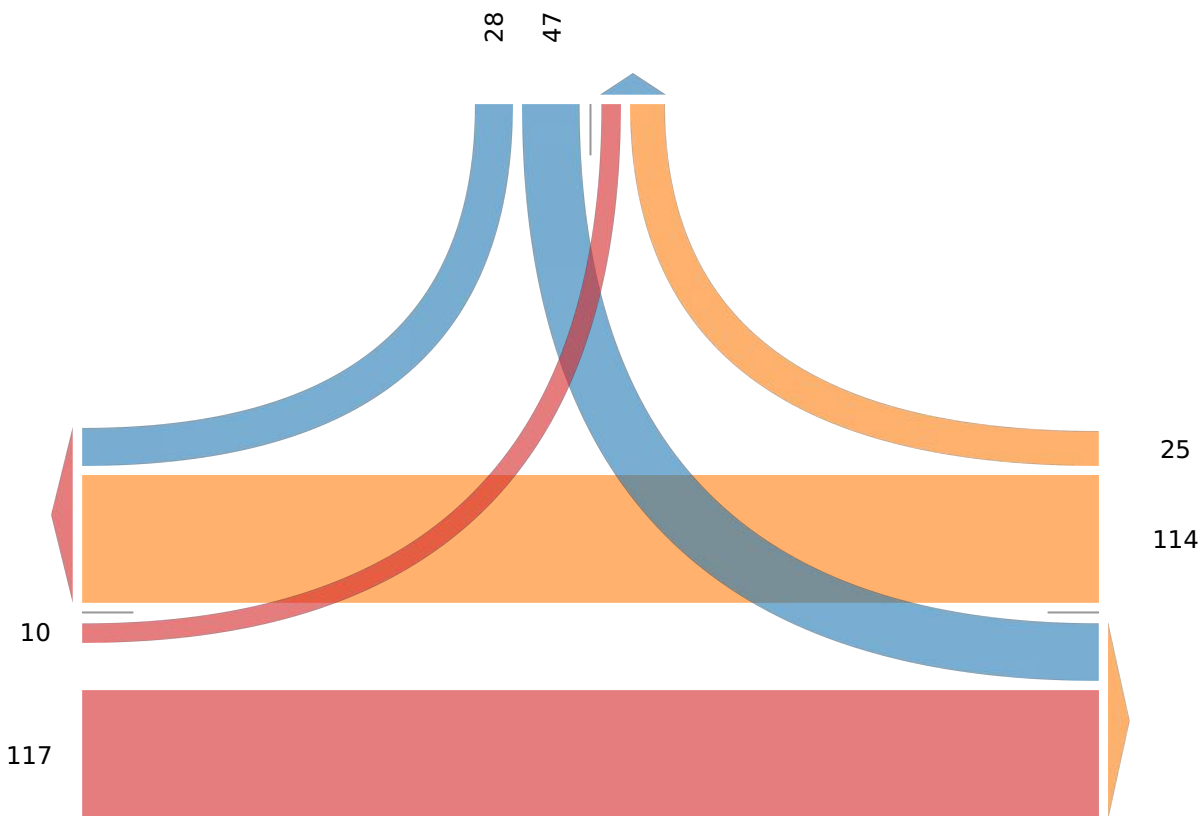
10
117

25
114

Out: 164 In: 139

Total: 303

[E] Peachblow Road



Peachblow Rd & Crownover Way - TMC

Wed Sep 27, 2023

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112798, Location: 40.227581, -83.031081



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

Leg Direction	Peachblow Road Eastbound						Peachblow Road Westbound						Crownover Way Southbound						
Time	L	T	U	App	Ped*		T	R	U	App	Ped*		L	R	U	App	Ped*	Int	
2023-09-27 11:30AM	5	17	0	22	0		11	6	0	17	0		1	4	0	5	0	44	
11:45AM	4	25	0	29	0		24	2	0	26	0		1	4	0	5	0	60	
12:00PM	4	18	0	22	0		27	4	0	31	0		3	2	0	5	0	58	
12:15PM	6	25	0	31	0		13	1	0	14	0		2	4	0	6	3	51	
Total	19	85	0	104	0		75	13	0	88	0		7	14	0	21	3	213	
% Approach	18.3%	81.7%	0%	-	-		85.2%	14.8%	0%	-	-		33.3%	66.7%	0%	-	-	-	
% Total	8.9%	39.9%	0%	48.8%	-		35.2%	6.1%	0%	41.3%	-		3.3%	6.6%	0%	9.9%	-	-	
PHF	0.792	0.850	-	0.839	-		0.694	0.542	-	0.710	-		0.583	0.875	-	0.875	-	0.888	
Lights and Motorcycles	18	76	0	94	-		69	12	0	81	-		6	14	0	20	-	195	
% Lights and Motorcycles	94.7%	89.4%	0%	90.4%	-		92.0%	92.3%	0%	92.0%	-		85.7%	100%	0%	95.2%	-	91.5%	
Heavy	1	9	0	10	-		6	1	0	7	-		1	0	0	1	-	18	
% Heavy	5.3%	10.6%	0%	9.6%	-		8.0%	7.7%	0%	8.0%	-		14.3%	0%	0%	4.8%	-	8.5%	
Pedestrians	-	-	-	-	0		-	-	-	-	0		-	-	-	-	3	-	
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	-	100%	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Peachblow Rd & Crownover Way - TMC

Wed Sep 27, 2023

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112798, Location: 40.227581, -83.031081



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

[N] Crownover Way

Total: 53

In: 21 Out: 32

14 7
1 2

[W] Peachblow Road

Total: 193

In: 104 Out: 89

19

85

13

75

Out: 92 In: 88

Total: 180

[E] Peachblow Road

Peachblow Rd & Crownover Way - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112798, Location: 40.227581, -83.031081



Provided by: Smart Services, Inc.

88 W. Church Street, Newark, OH, 43055, US

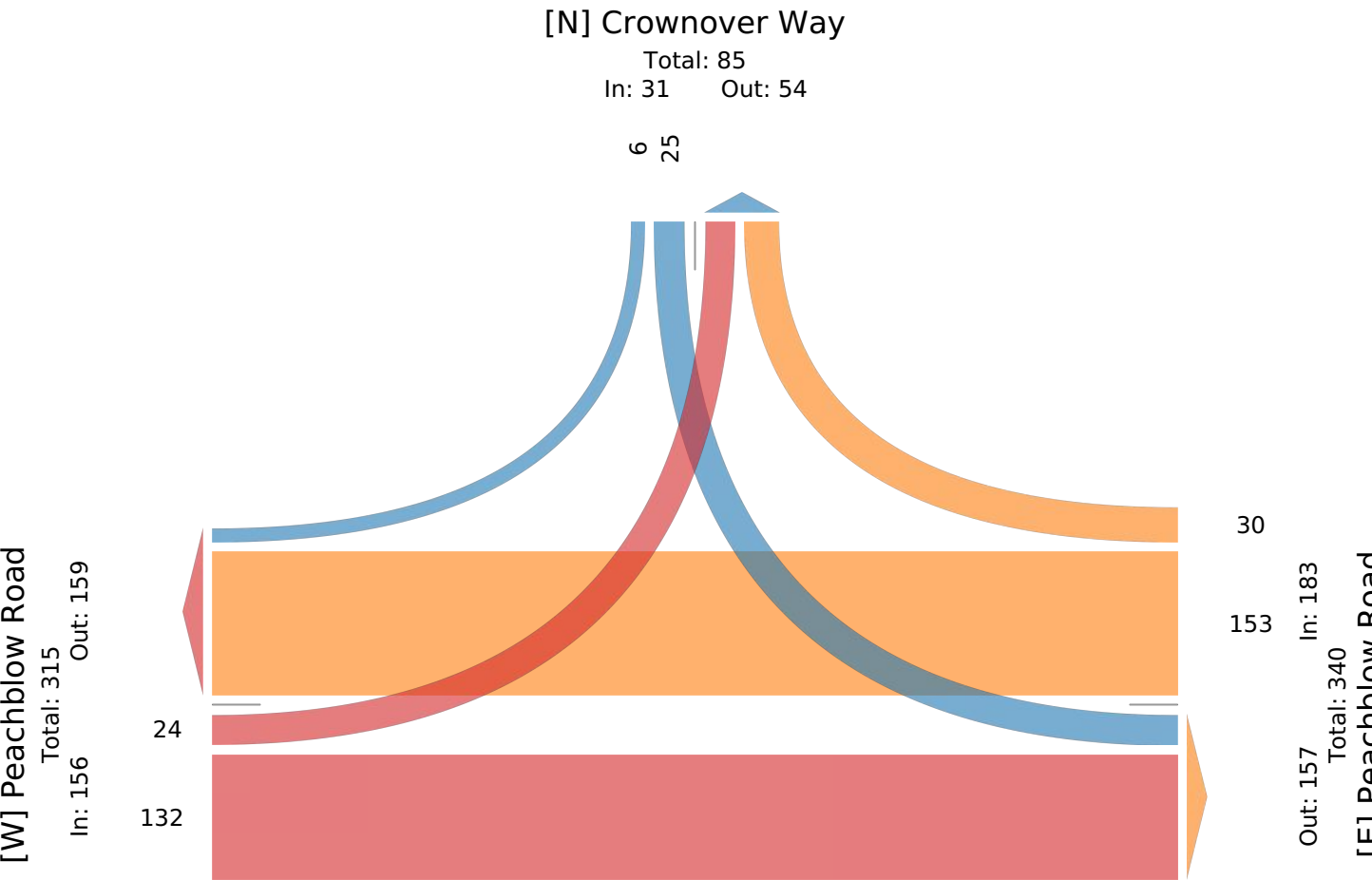
Leg Direction	Peachblow Road Eastbound						Peachblow Road Westbound						Crownover Way Southbound						
Time	L	T	U	App	Ped*		T	R	U	App	Ped*		L	R	U	App	Ped*		Int
2023-09-27 3:15PM	4	35	0	39	0		28	3	0	31	0		4	1	0	5	0		75
3:30PM	7	45	0	52	0		21	4	0	25	0		9	2	0	11	0		88
3:45PM	8	30	0	38	0		42	14	0	56	0		5	1	0	6	0		100
4:00PM	5	22	0	27	0		62	9	0	71	0		7	2	0	9	0		107
Total	24	132	0	156	0		153	30	0	183	0		25	6	0	31	0		370
% Approach	15.4%	84.6%	0%	-	-		83.6%	16.4%	0%	-	-		80.6%	19.4%	0%	-	-		-
% Total	6.5%	35.7%	0%	42.2%	-		41.4%	8.1%	0%	49.5%	-		6.8%	1.6%	0%	8.4%	-		-
PHF	0.750	0.733	-	0.750	-		0.617	0.536	-	0.644	-		0.694	0.750	-	0.705	-		0.864
Lights and Motorcycles	23	115	0	138	-		143	26	0	169	-		22	6	0	28	-		335
% Lights and Motorcycles	95.8%	87.1%	0%	88.5%	-		93.5%	86.7%	0%	92.3%	-		88.0%	100%	0%	90.3%	-		90.5%
Heavy	1	17	0	18	-		10	4	0	14	-		3	0	0	3	-		35
% Heavy	4.2%	12.9%	0%	11.5%	-		6.5%	13.3%	0%	7.7%	-		12.0%	0%	0%	9.7%	-		9.5%
Pedestrians	-	-	-	-	0		-	-	-	-	0		-	-	-	-	0		-
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Peachblow Rd & Crownover Way - TMC
Wed Sep 27, 2023
PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1112798, Location: 40.227581, -83.031081



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



Glenn Pkwy & Peachblow Rd - TMC

Wed Sep 27, 2023

Full Length (5 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112796, Location: 40.229729, -83.03637



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

Leg Direction	DACC Access Eastbound						Peachblow Road Westbound						Glenn Parkway Northbound						Glenn Parkway Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-27																									
5:00AM	0	0	0	0	0	0	3	0	0	0	3	0	1	1	0	0	2	0	0	8	0	0	8	0	13
5:15AM	0	0	0	0	0	0	2	0	0	0	2	0	0	1	2	0	3	0	0	6	0	0	6	0	11
5:30AM	0	0	0	0	0	0	3	0	0	0	3	0	0	3	1	0	4	0	1	18	0	0	19	0	26
5:45AM	0	0	0	0	0	0	5	1	0	0	6	0	0	4	2	0	6	0	0	14	0	0	14	0	26
Hourly Total	0	0	0	0	0	0	13	1	0	0	14	0	1	9	5	0	15	0	1	46	0	0	47	0	76
6:00AM	0	0	0	0	0	0	4	0	0	0	4	0	1	5	6	0	12	0	0	26	0	0	26	0	42
6:15AM	0	0	0	0	0	0	13	0	1	0	14	0	3	9	8	0	20	0	1	35	0	0	36	0	70
6:30AM	0	0	1	0	1	0	14	1	0	0	15	0	4	16	13	0	33	0	2	43	0	0	45	0	94
6:45AM	0	0	0	0	0	0	13	4	0	0	17	0	9	23	11	0	43	0	4	42	1	0	47	0	107
Hourly Total	0	0	1	0	1	0	44	5	1	0	50	0	17	53	38	0	108	0	7	146	1	0	154	0	313
7:00AM	0	0	1	0	1	0	13	5	2	0	20	0	21	22	19	0	62	0	2	60	7	0	69	0	152
7:15AM	0	1	7	0	8	0	24	6	7	0	37	0	69	38	21	0	128	0	2	47	7	0	56	0	229
7:30AM	0	1	34	0	35	0	18	12	11	0	41	0	104	34	26	0	164	0	6	39	23	0	68	0	308
7:45AM	1	3	29	0	33	0	19	6	6	0	31	0	35	40	34	0	109	0	10	51	13	0	74	0	247
Hourly Total	1	5	71	0	77	0	74	29	26	0	129	0	229	134	100	0	463	0	20	197	50	0	267	0	936
8:00AM	2	0	4	0	6	0	27	1	3	0	31	0	4	33	25	0	62	0	14	66	2	0	82	0	181
8:15AM	1	0	1	0	2	0	28	0	4	0	32	0	1	51	21	0	73	0	4	82	1	0	87	0	194
8:30AM	0	0	1	0	1	0	23	0	3	0	26	0	4	44	20	0	68	0	5	66	0	0	71	0	166
8:45AM	0	0	0	0	0	0	30	1	6	0	37	0	6	38	29	0	73	0	28	65	1	0	94	0	204
Hourly Total	3	0	6	0	9	0	108	2	16	0	126	0	15	166	95	0	276	0	51	279	4	0	334	0	745
9:00AM	0	0	3	0	3	0	33	0	15	0	48	0	8	44	16	0	68	0	8	55	0	0	63	0	182
9:15AM	0	0	4	0	4	0	30	1	6	0	37	0	5	36	14	0	55	0	1	34	1	0	36	1	132
9:30AM	1	0	1	0	2	0	16	0	2	0	18	0	3	24	14	2	43	0	4	34	0	0	38	0	101
9:45AM	0	0	4	0	4	0	16	0	2	0	18	0	3	32	11	0	46	0	0	37	0	0	37	0	105
Hourly Total	1	0	12	0	13	0	95	1	25	0	121	0	19	136	55	2	212	0	13	160	1	0	174	1	520
10:00AM	0	0	1	0	1	0	20	1	2	0	23	0	3	27	10	0	40	0	2	45	1	0	48	0	112
10:15AM	0	0	4	0	4	0	8	0	0	0	8	0	4	23	11	0	38	0	2	28	1	0	31	0	81
10:30AM	2	4	5	0	11	0	26	1	1	0	28	0	9	45	12	0	66	0	2	39	6	0	47	0	152
10:45AM	13	9	57	0	79	0	14	5	3	0	22	0	16	30	13	0	59	0	11	50	5	0	66	0	226
Hourly Total	15	13	67	0	95	0	68	7	6	0	81	0	32	125	46	0	203	0	17	162	13	0	192	0	571
11:00AM	0	1	10	0	11	0	14	6	4	0	24	0	43	35	15	0	93	0	2	26	6	0	34	0	162
11:15AM	3	0	8	0	11	0	17	5	3	0	25	0	23	36	12	0	71	0	2	43	10	0	55	0	162
11:30AM	1	0	3	0	4	0	13	2	0	0	15	0	5	37	20	0	62	0	2	35	6	0	43	0	124
11:45AM	5	3	5	0	13	0	29	0	1	0	30	0	3	47	21	0	71	0	7	49	0	0	56	0	170
Hourly Total	9	4	26	0	39	0	73	13	8	0	94	0	74	155	68	0	297	0	13	153	22	0	188	0	618
12:00PM	1	2	5	0	8	0	25	0	7	0	32	0	5	48	18	0	71	0	3	33	0	0	36	0	147
12:15PM	1	0	0	0	1	0	17	0	1	0	18	0	1	44	25	0	70	0	6	47	0	0	53	0	142
12:30PM	0	0	7	0	7	0	14	0	4	0	18	0	2	49	17	0	68	1	6	37	0	0	43	0	136
12:45PM	1	0	1	0	2	0	15	0	6	0	21	0	3	39	18	0	60	0	3	23	2	0	28	0	111
Hourly Total	3	2	13	0	18	0	71	0	18	0	89	0	11	180	78	0	269	1	18	140	2	0	160	0	536
1:00PM	2	0	4	0	6	0	19	0	2	0	21	0	5	48	25	0	78	0	9	28	0	0	37	0	142
1:15PM	1	1	8	0	10	0	19	1	11	0	31	0	4	49	23	0	76	0	2	33	0	0	35	0	152
1:30PM	0	0	2	0	2	0	14	1	2	0	17	0	4	44	19	0	67	0	2	27	0	0	29	0	115
1:45PM	0	0	4	0	4	0	14	0	3	0	17	0	8	44	12	0	64	0	4	44	1	0	49	0	134
Hourly Total	3	1	18	0	22	0	66	2	18	0	86	0	21	185	79	0	285	0	17	132	1	0	150	0	543
2:00PM	0	1	13	0	14	0	16	1	5	0	22	0	19	46	16	0	81	0	2	44	5	0	51	0	168
2:15PM	22	11	47	0	80	0	6	2	2	0	10	0	9	40	13	1	63	0	24	113	5	0	142	0	295
2:30PM	12	6	45	0	63	0	18	1	7	0	26	0	11	49	13	0	73	0	10	67	1	0	78	0	240
2:45PM	0	0	7	0	7	0	19	0	3	0	22	0	2	49	15	1	67	0	4	34	0	0	38	0	134
Hourly Total	34	18	112	0	164	0	59	4	17	0	80	0	41	184	57	2	284	0	40	258	11	0	309	0	837
3:00PM	2	3	10	0	15	0	18	0	2	0	20	0	1	49	23	1	74	0	8	40	0	0	48	0	157
3:15PM	1	2	14	0	17	0	24	1	2	0	27	0	0	57	27	0	84	0	11	34	0	0	45	0	173
3:30PM	2	3	11	0	16	0	24	0	2	0	26	0	2	65	31	0	98	0	16	39	0	0	55	0	195
3:45PM	0	1	8	0	9	0	21	0	19	0	40	0	0	56	32	1	89	0	10	32	0	0	42	0	180
Hourly Total	5	9	43	0	57	0	87	1	25	0	113	0	3	227	113	2	345	0	45	145	0	0	190	0	705

Leg Direction	DACC Access Eastbound						Peachblow Road Westbound						Glenn Parkway Northbound						Glenn Parkway Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
4:00PM	0	1	11	0	12	0	52	0	16	0	68	0	1	69	25	0	95	0	3	41	0	0	44	0	219
4:15PM	0	0	4	0	4	1	21	0	4	0	25	0	3	81	26	0	110	0	8	47	0	0	55	0	194
4:30PM	0	0	0	0	0	0	34	1	1	0	36	0	0	54	24	0	78	0	5	42	0	0	47	0	161
4:45PM	0	0	1	0	1	0	25	0	5	0	30	0	6	69	30	0	105	0	6	52	1	0	59	0	195
Hourly Total	0	1	16	0	17	1	132	1	26	0	159	0	10	273	105	0	388	0	22	182	1	0	205	0	769
5:00PM	2	5	13	0	20	0	42	0	4	0	46	0	12	64	30	0	106	0	5	61	0	0	66	0	238
5:15PM	1	1	2	0	4	1	37	0	4	0	41	0	17	85	24	0	126	0	6	59	1	0	66	1	237
5:30PM	0	1	1	0	2	0	32	1	3	0	36	0	12	83	29	0	124	0	4	49	1	0	54	0	216
5:45PM	0	0	1	0	1	1	26	1	8	0	35	0	11	72	21	0	104	0	4	45	1	0	50	0	190
Hourly Total	3	7	17	0	27	2	137	2	19	0	158	0	52	304	104	0	460	0	19	214	3	0	236	1	881
6:00PM	0	0	0	0	0	2	17	0	4	0	21	0	0	66	22	0	88	0	3	53	0	0	56	0	165
6:15PM	0	0	1	0	1	0	16	0	2	0	18	0	2	50	20	0	72	0	2	42	0	0	44	0	135
6:30PM	1	0	1	0	2	1	12	0	4	0	16	0	0	52	25	0	77	0	2	40	0	0	42	0	137
6:45PM	0	1	0	0	1	0	13	0	1	0	14	0	0	47	12	0	59	0	3	35	0	0	38	0	112
Hourly Total	1	1	2	0	4	3	58	0	11	0	69	0	2	215	79	0	296	0	10	170	0	0	180	0	549
Total	78	61	404	0	543	6	1085	68	216	0	1369	0	527	2346	1022	6	3901	1	293	2384	109	0	2786	2	8599
% Approach	14.4%	11.2%	74.4%	0%	-	-	79.3%	5.0%	15.8%	0%	-	-	13.5%	60.1%	26.2%	0.2%	-	-	10.5%	85.6%	3.9%	0%	-	-	-
% Total	0.9%	0.7%	4.7%	0%	6.3%	-	12.6%	0.8%	2.5%	0%	15.9%	-	6.1%	27.3%	11.9%	0.1%	45.4%	-	3.4%	27.7%	1.3%	0%	32.4%	-	-
Lights and Motorcycles	74	57	386	0	517	-	1034	65	201	0	1300	-	512	2251	953	6	3722	-	270	2294	100	0	2664	-	8203
% Lights and Motorcycles	94.9%	93.4%	95.5%	0%	95.2%	-	95.3%	95.6%	93.1%	0%	95.0%	-	97.2%	96.0%	93.2%	100%	95.4%	-	92.2%	96.2%	91.7%	0%	95.6%	-	95.4%
Heavy	4	4	18	0	26	-	51	3	15	0	69	-	15	95	69	0	179	-	23	90	9	0	122	-	396
% Heavy	5.1%	6.6%	4.5%	0%	4.8%	-	4.7%	4.4%	6.9%	0%	5.0%	-	2.8%	4.0%	6.8%	0%	4.6%	-	7.8%	3.8%	8.3%	0%	4.4%	-	4.6%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Glenn Pkwy & Peachblow Rd - TMC

Wed Sep 27, 2023

Full Length (5 AM-7 PM)

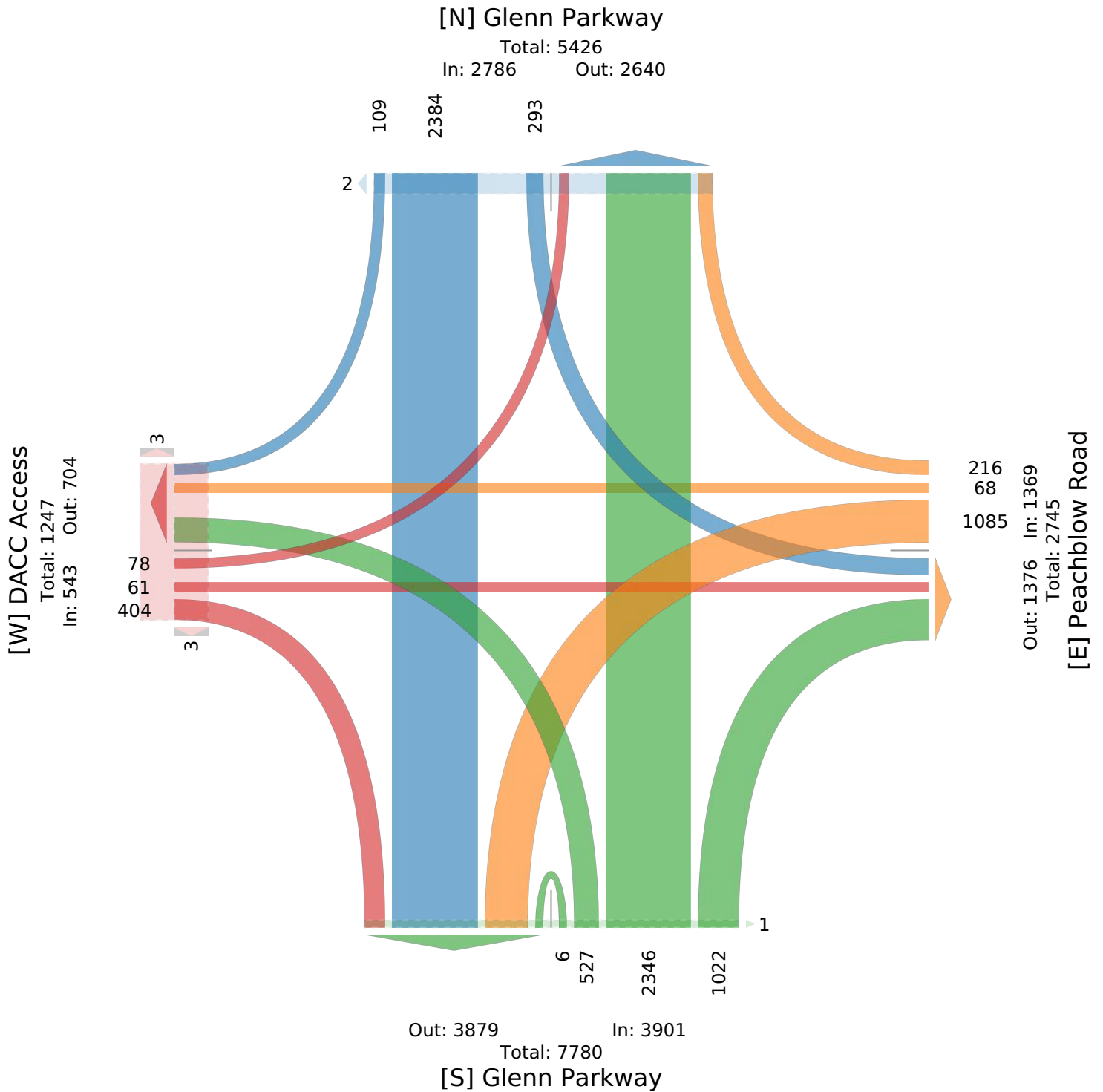
All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112796, Location: 40.229729, -83.03637



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



Glenn Pkwy & Peachblow Rd - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112796, Location: 40.229729, -83.03637



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

Leg Direction	DACC Access Eastbound						Peachblow Road Westbound						Glenn Parkway Northbound						Glenn Parkway Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-27 7:15AM	0	1	7	0	8	0	24	6	7	0	37	0	69	38	21	0	128	0	2	47	7	0	56	0	229
7:30AM	0	1	34	0	35	0	18	12	11	0	41	0	104	34	26	0	164	0	6	39	23	0	68	0	308
7:45AM	1	3	29	0	33	0	19	6	6	0	31	0	35	40	34	0	109	0	10	51	13	0	74	0	247
8:00AM	2	0	4	0	6	0	27	1	3	0	31	0	4	33	25	0	62	0	14	66	2	0	82	0	181
Total	3	5	74	0	82	0	88	25	27	0	140	0	212	145	106	0	463	0	32	203	45	0	280	0	965
% Approach	3.7%	6.1%	90.2%	0%	-	-	62.9%	17.9%	19.3%	0%	-	-	45.8%	31.3%	22.9%	0%	-	-	11.4%	72.5%	16.1%	0%	-	-	-
% Total	0.3%	0.5%	7.7%	0%	8.5%	-	9.1%	2.6%	2.8%	0%	14.5%	-	22.0%	15.0%	11.0%	0%	48.0%	-	3.3%	21.0%	4.7%	0%	29.0%	-	-
PHF	0.375	0.417	0.544	-	0.586	-	0.815	0.521	0.614	-	0.854	-	0.510	0.906	0.779	-	0.706	-	0.571	0.769	0.489	-	0.854	-	0.783
Lights and Motorcycles	3	4	72	0	79	-	84	25	24	0	133	-	211	130	103	0	444	-	31	186	43	0	260	-	916
% Lights and Motorcycles	100%	80.0%	97.3%	0%	96.3%	-	95.5%	100%	88.9%	0%	95.0%	-	99.5%	89.7%	97.2%	0%	95.9%	-	96.9%	91.6%	95.6%	0%	92.9%	-	94.9%
Heavy	0	1	2	0	3	-	4	0	3	0	7	-	1	15	3	0	19	-	1	17	2	0	20	-	49
% Heavy	0%	20.0%	2.7%	0%	3.7%	-	4.5%	0%	11.1%	0%	5.0%	-	0.5%	10.3%	2.8%	0%	4.1%	-	3.1%	8.4%	4.4%	0%	7.1%	-	5.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Glenn Pkwy & Peachblow Rd - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112796, Location: 40.229729, -83.03637



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

[N] Glenn Parkway

Total: 455

In: 280

Out: 175

45

203

32

[W] DACC Access

Total: 364

In: 82

Out: 282

3
5
74

27
25
88

Out: 143

In: 140

Total: 283

[E] Peachblow Road

212

145

106

Out: 365

In: 463

Total: 828

[S] Glenn Parkway

Glenn Pkwy & Peachblow Rd - TMC

Wed Sep 27, 2023

Midday Peak (11 AM - 12 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112796, Location: 40.229729, -83.03637



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

Leg Direction	DACC Access Eastbound						Peachblow Road Westbound						Glenn Parkway Northbound						Glenn Parkway Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-27 11:00AM	0	1	10	0	11	0	14	6	4	0	24	0	43	35	15	0	93	0	2	26	6	0	34	0	162
11:15AM	3	0	8	0	11	0	17	5	3	0	25	0	23	36	12	0	71	0	2	43	10	0	55	0	162
11:30AM	1	0	3	0	4	0	13	2	0	0	15	0	5	37	20	0	62	0	2	35	6	0	43	0	124
11:45AM	5	3	5	0	13	0	29	0	1	0	30	0	3	47	21	0	71	0	7	49	0	0	56	0	170
Total	9	4	26	0	39	0	73	13	8	0	94	0	74	155	68	0	297	0	13	153	22	0	188	0	618
% Approach	23.1%	10.3%	66.7%	0%	-	-	77.7%	13.8%	8.5%	0%	-	-	24.9%	52.2%	22.9%	0%	-	-	6.9%	81.4%	11.7%	0%	-	-	-
% Total	1.5%	0.6%	4.2%	0%	6.3%	-	11.8%	2.1%	1.3%	0%	15.2%	-	12.0%	25.1%	11.0%	0%	48.1%	-	2.1%	24.8%	3.6%	0%	30.4%	-	-
PHF	0.450	0.333	0.650	-	0.750	-	0.629	0.542	0.500	-	0.783	-	0.430	0.824	0.810	-	0.798	-	0.464	0.781	0.550	-	0.839	-	0.909
Lights and Motorcycles	8	3	21	0	32	-	70	11	7	0	88	-	73	139	61	0	273	-	13	138	20	0	171	-	564
% Lights and Motorcycles	88.9%	75.0%	80.8%	0%	82.1%	-	95.9%	84.6%	87.5%	0%	93.6%	-	98.6%	89.7%	89.7%	0%	91.9%	-	100%	90.2%	90.9%	0%	91.0%	-	91.3%
Heavy	1	1	5	0	7	-	3	2	1	0	6	-	1	16	7	0	24	-	0	15	2	0	17	-	54
% Heavy	11.1%	25.0%	19.2%	0%	17.9%	-	4.1%	15.4%	12.5%	0%	6.4%	-	1.4%	10.3%	10.3%	0%	8.1%	-	0%	9.8%	9.1%	0%	9.0%	-	8.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Glenn Pkwy & Peachblow Rd - TMC

Wed Sep 27, 2023

Midday Peak (11 AM - 12 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112796, Location: 40.229729, -83.03637



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

[N] Glenn Parkway

Total: 360

In: 188

Out: 172

22

153

13

[W] DACC Access

Total: 148

In: 39 Out: 109

9
4
26

8
13
73

Out: 85 In: 94

Total: 179

[E] Peachblow Road

Out: 252

In: 297

Total: 549

[S] Glenn Parkway

74

155

68

Glenn Pkwy & Peachblow Rd - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112796, Location: 40.229729, -83.03637



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

Leg Direction	DACC Access Eastbound							Peachblow Road Westbound							Glenn Parkway Northbound							Glenn Parkway Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2023-09-27 4:45PM	0	0	1	0	1	0		25	0	5	0	30	0		6	69	30	0	105	0		6	52	1	0	59	0		195
5:00PM	2	5	13	0	20	0		42	0	4	0	46	0		12	64	30	0	106	0		5	61	0	0	66	0		238
5:15PM	1	1	2	0	4	1		37	0	4	0	41	0		17	85	24	0	126	0		6	59	1	0	66	1		237
5:30PM	0	1	1	0	2	0		32	1	3	0	36	0		12	83	29	0	124	0		4	49	1	0	54	0		216
Total	3	7	17	0	27	1		136	1	16	0	153	0		47	301	113	0	461	0		21	221	3	0	245	1		886
% Approach	11.1%	25.9%	63.0%	0%	-	-		88.9%	0.7%	10.5%	0%	-	-		10.2%	65.3%	24.5%	0%	-	-		8.6%	90.2%	1.2%	0%	-	-		-
% Total	0.3%	0.8%	1.9%	0%	3.0%	-		15.3%	0.1%	1.8%	0%	17.3%	-		5.3%	34.0%	12.8%	0%	52.0%	-		2.4%	24.9%	0.3%	0%	27.7%	-		-
PHF	0.375	0.350	0.327	-	0.338	-		0.810	0.250	0.800	-	0.832	-		0.691	0.885	0.942	-	0.915	-		0.875	0.906	0.750	-	0.928	-		0.931
Lights and Motorcycles	3	7	17	0	27	-		135	1	14	0	150	-		47	299	109	0	455	-		19	216	3	0	238	-		870
% Lights and Motorcycles	100%	100%	100%	0%	100%	-		99.3%	100%	87.5%	0%	98.0%	-		100%	99.3%	96.5%	0%	98.7%	-		90.5%	97.7%	100%	0%	97.1%	-		98.2%
Heavy	0	0	0	0	0	-		1	0	2	0	3	-		0	2	4	0	6	-		2	5	0	0	7	-		16
% Heavy	0%	0%	0%	0%	0%	-		0.7%	0%	12.5%	0%	2.0%	-		0%	0.7%	3.5%	0%	1.3%	-		9.5%	2.3%	0%	0%	2.9%	-		1.8%
Pedestrians	-	-	-	-	-	1		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	1		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	100%		-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Glenn Pkwy & Peachblow Rd - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112796, Location: 40.229729, -83.03637



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

[N] Glenn Parkway

Total: 565

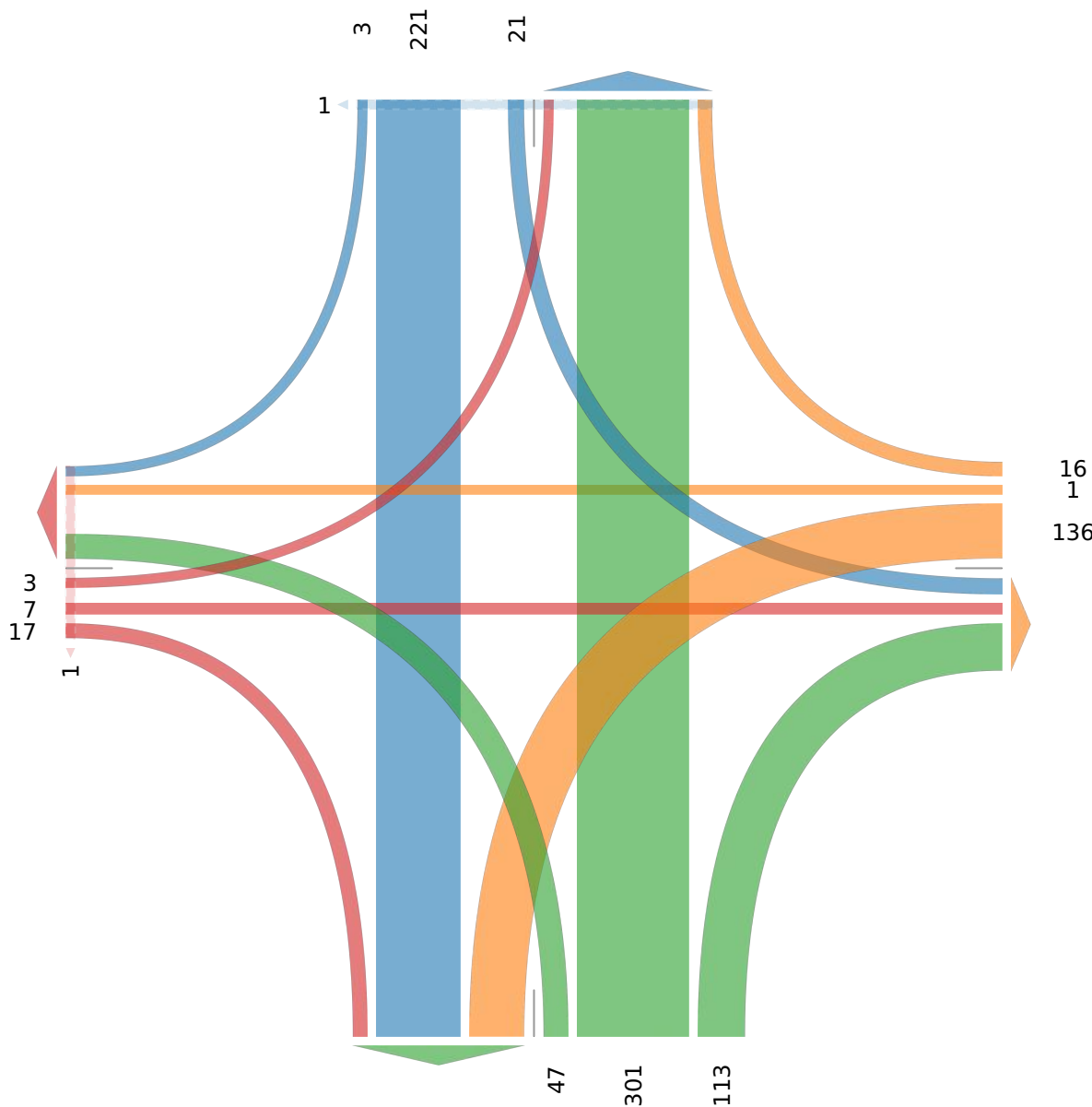
In: 245

Out: 320

[W] DACC Access

Total: 78

In: 27 Out: 51



Out: 374

In: 461

Total: 835

[S] Glenn Parkway

US 23 & Glenn Pkwy - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112802, Location: 40.228644, -83.038313



Provided by: Smart Services, Inc.

88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Winter Road Eastbound						Glenn Parkway Westbound						US 23 Northbound						US 23 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-27																									
6:00AM	0	0	0	0	0	0	27	2	1	0	30	0	0	97	6	0	103	0	5	193	0	0	198	0	331
6:15AM	0	0	0	0	0	0	42	1	3	0	46	0	0	98	16	0	114	0	5	242	0	0	247	0	407
6:30AM	0	0	0	0	0	0	52	3	5	0	60	0	1	131	24	0	156	0	10	250	0	0	260	0	476
6:45AM	0	2	1	0	3	0	44	1	7	0	52	0	3	136	35	0	174	0	9	273	1	0	283	0	512
Hourly Total	0	2	1	0	3	0	165	7	16	0	188	0	4	462	81	0	547	0	29	958	1	0	988	0	1726
7:00AM	0	0	0	0	0	0	65	4	4	0	73	0	1	128	44	0	173	0	15	308	2	0	325	0	571
7:15AM	0	8	2	0	10	0	58	6	11	0	75	0	5	136	85	0	226	0	37	362	4	0	403	0	714
7:30AM	1	11	3	0	15	0	64	4	19	0	87	0	6	182	98	0	286	0	56	349	3	0	408	0	796
7:45AM	0	11	3	0	14	0	67	13	20	0	100	0	3	162	66	0	231	0	28	350	3	1	382	0	727
Hourly Total	1	30	8	0	39	0	254	27	54	0	335	0	15	608	293	0	916	0	136	1369	12	1	1518	0	2808
8:00AM	1	5	1	0	7	0	72	4	14	0	90	0	3	170	49	0	222	0	11	298	1	0	310	0	629
8:15AM	0	0	1	0	1	0	95	10	12	0	117	0	6	138	62	0	206	0	5	289	6	0	300	2	624
8:30AM	0	3	2	0	5	0	75	5	4	0	84	0	4	177	62	0	243	0	7	306	4	0	317	0	649
8:45AM	2	4	5	0	11	0	96	11	6	0	113	0	2	146	54	0	202	0	10	265	4	0	279	0	605
Hourly Total	3	12	9	0	24	0	338	30	36	0	404	0	15	631	227	0	873	0	33	1158	15	0	1206	2	2507
9:00AM	0	1	0	0	1	0	65	4	15	0	84	0	2	204	56	0	262	0	4	226	1	0	231	0	578
9:15AM	1	3	5	0	9	0	50	3	15	1	69	0	4	182	47	0	233	0	4	209	2	0	215	1	526
9:30AM	3	2	0	0	5	0	47	5	9	0	61	0	2	164	31	0	197	0	8	229	4	0	241	0	504
9:45AM	0	1	1	0	2	0	45	0	10	0	55	0	3	196	40	0	239	0	5	212	1	0	218	2	514
Hourly Total	4	7	6	0	17	0	207	12	49	1	269	0	11	746	174	0	931	0	21	876	8	0	905	3	2122
2:00PM	3	3	4	0	10	0	51	6	17	0	74	0	1	231	69	0	301	0	9	181	0	0	190	0	575
2:15PM	0	3	3	0	6	0	93	12	46	0	151	0	1	242	53	2	298	0	7	153	3	0	163	0	618
2:30PM	2	5	7	0	14	0	89	19	44	0	152	0	2	259	62	0	323	0	4	167	1	0	172	0	661
2:45PM	0	4	3	0	7	0	51	2	9	0	62	0	3	253	58	1	315	0	5	170	4	0	179	0	563
Hourly Total	5	15	17	0	37	0	284	39	116	0	439	0	7	985	242	3	1237	0	25	671	8	0	704	0	2417
3:00PM	0	8	5	0	13	0	53	5	12	0	70	0	2	230	58	0	290	0	7	187	1	0	195	0	568
3:15PM	2	4	2	0	8	0	48	7	17	0	72	0	3	268	75	0	346	0	7	231	2	0	240	0	666
3:30PM	1	11	3	0	15	0	59	3	13	0	75	0	1	285	78	0	364	0	8	243	3	0	254	0	708
3:45PM	4	6	0	0	10	0	43	1	16	0	60	0	1	251	70	0	322	0	10	247	2	0	259	0	651
Hourly Total	7	29	10	0	46	0	203	16	58	0	277	0	7	1034	281	0	1322	0	32	908	8	0	948	0	2593
4:00PM	3	4	3	0	10	0	66	6	25	0	97	0	3	294	84	0	381	0	9	201	0	0	210	0	698
4:15PM	2	7	4	0	13	0	60	4	9	0	73	0	1	319	88	0	408	0	10	215	3	0	228	0	722
4:30PM	7	4	4	0	15	0	50	3	15	0	68	0	1	311	69	0	381	0	5	215	4	0	224	0	688
4:45PM	1	8	2	0	11	0	70	5	6	0	81	0	1	305	89	0	395	0	7	214	2	0	223	0	710
Hourly Total	13	23	13	0	49	0	246	18	55	0	319	0	6	1229	330	0	1565	0	31	845	9	0	885	0	2818
5:00PM	2	6	3	0	11	0	80	8	19	0	107	0	3	309	89	0	401	0	11	180	2	0	193	0	712
5:15PM	2	7	1	0	10	0	75	3	21	0	99	0	2	282	106	0	390	0	13	199	0	0	212	0	711
5:30PM	5	4	3	0	12	0	65	3	16	0	84	0	0	285	105	0	390	0	11	216	0	0	227	0	713
5:45PM	1	8	3	0	12	0	63	4	6	0	73	0	1	266	95	0	362	0	5	187	3	0	195	0	642
Hourly Total	10	25	10	0	45	0	283	18	62	0	363	0	6	1142	395	0	1543	0	40	782	5	0	827	0	2778
6:00PM	2	0	1	0	3	0	60	4	8	0	72	0	2	274	79	0	355	0	7	167	0	0	174	0	604
6:15PM	0	1	0	0	1	0	49	2	7	0	58	0	0	239	64	0	303	0	6	172	0	0	178	0	540
6:30PM	0	1	0	0	1	0	45	3	5	0	53	0	0	211	70	0	281	0	8	165	1	0	174	0	509
6:45PM	0	2	0	0	2	0	42	0	10	0	52	0	2	200	55	0	257	0	2	138	1	0	141	0	452
Hourly Total	2	4	1	0	7	0	196	9	30	0	235	0	4	924	268	0	1196	0	23	642	2	0	667	0	2105
Total	45	147	75	0	267	0	2176	176	476	1	2829	0	75	7761	2291	3	10130	0	370	8209	68	1	8648	5	21874
% Approach	16.9%	55.1%	28.1%	0%	-	-	76.9%	6.2%	16.8%	0%	-	-	0.7%	76.6%	22.6%	0%	-	-	4.3%	94.9%	0.8%	0%	-	-	-
% Total	0.2%	0.7%	0.3%	0%	1.2%	-	9.9%	0.8%	2.2%	0%	12.9%	-	0.3%	35.5%	10.5%	0%	46.3%	-	1.7%	37.5%	0.3%	0%	39.5%	-	-
Lights and Motorcycles	45	144	72	0	261	-	2104	173	464	1	2742	-	73	7152	2199	3	9427	-	356	7568	65	1	7990	-	20420
% Lights and Motorcycles	100%	98.0%	96.0%	0%	97.8%	-	96.7%	98.3%	97.5%	100%	96.9%	-	97.3%	92.2%	96.0%	100%	93.1%	-	96.2%	92.2%	95.6%	100%	92.4%	-	93.4%
Heavy	0	3	3	0	6	-	72	3	12	0	87	-	2	609	92	0	703	-	14	641	3	0	658	-	1454
% Heavy	0%	2.0%	4.0%	0%	2.2%	-	3.3%	1.7%	2.5%	0%	3.1%	-	2.7%	7.8%	4.0%	0%	6.9%	-	3.8%	7.8%	4.4%	0%	7.6%	-	6.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Glenn Pkwy - TMC

Wed Sep 27, 2023

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

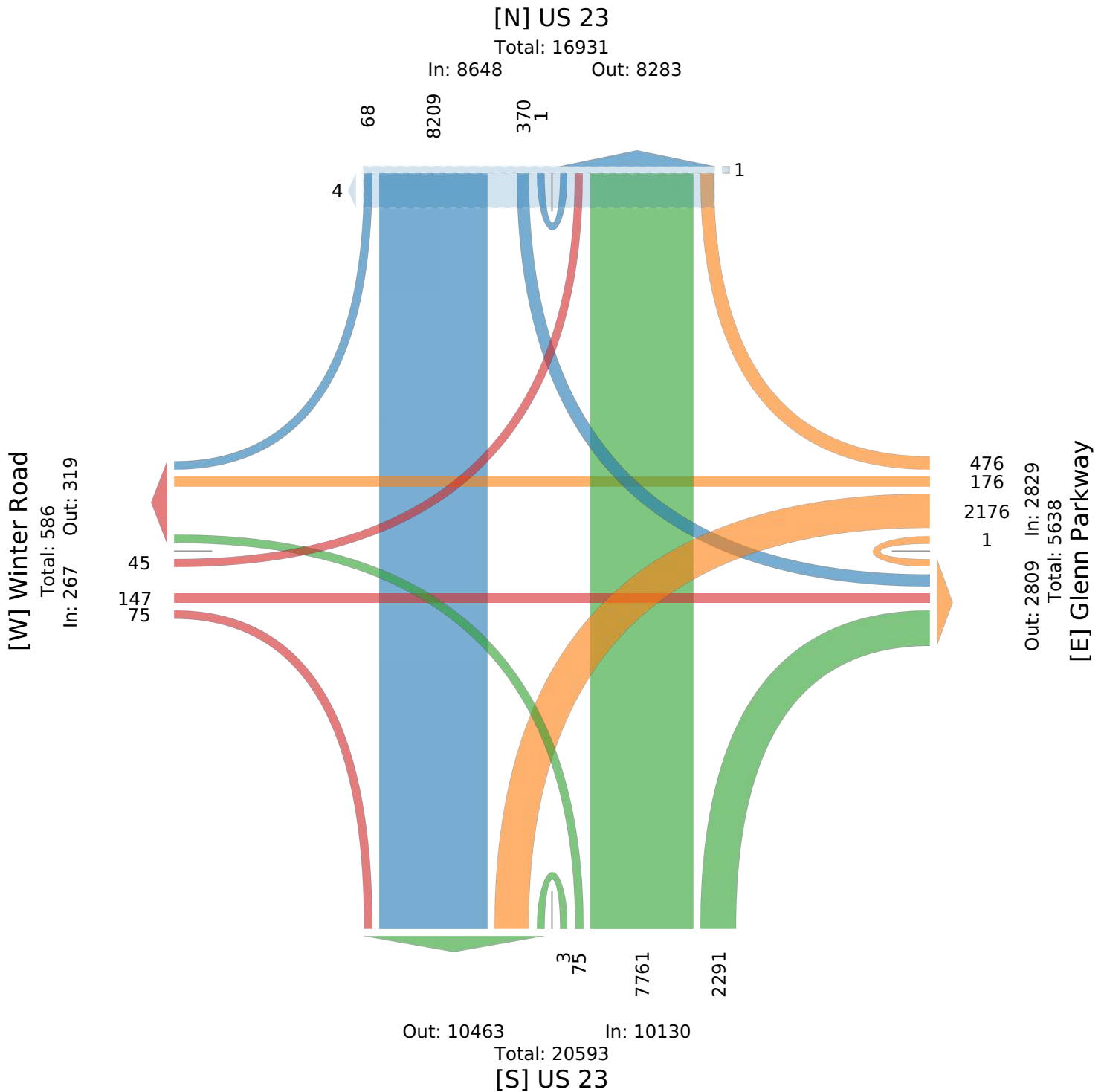
All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112802, Location: 40.228644, -83.038313



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



US 23 & Glenn Pkwy - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112802, Location: 40.228644, -83.038313



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

Leg Direction	Winter Road Eastbound						Glenn Parkway Westbound						US 23 Northbound						US 23 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-27 7:15AM	0	8	2	0	10	0	58	6	11	0	75	0	5	136	85	0	226	0	37	362	4	0	403	0	714
7:30AM	1	11	3	0	15	0	64	4	19	0	87	0	6	182	98	0	286	0	56	349	3	0	408	0	796
7:45AM	0	11	3	0	14	0	67	13	20	0	100	0	3	162	66	0	231	0	28	350	3	1	382	0	727
8:00AM	1	5	1	0	7	0	72	4	14	0	90	0	3	170	49	0	222	0	11	298	1	0	310	0	629
Total	2	35	9	0	46	0	261	27	64	0	352	0	17	650	298	0	965	0	132	1359	11	1	1503	0	2866
% Approach	4.3%	76.1%	19.6%	0%	-	-	74.1%	7.7%	18.2%	0%	-	-	1.8%	67.4%	30.9%	0%	-	-	8.8%	90.4%	0.7%	0.1%	-	-	-
% Total	0.1%	1.2%	0.3%	0%	1.6%	-	9.1%	0.9%	2.2%	0%	12.3%	-	0.6%	22.7%	10.4%	0%	33.7%	-	4.6%	47.4%	0.4%	0%	52.4%	-	-
PHF	0.500	0.795	0.750	-	0.767	-	0.906	0.519	0.800	-	0.880	-	0.708	0.893	0.760	-	0.844	-	0.589	0.939	0.688	0.250	0.921	-	0.900
Lights and Motorcycles	2	35	8	0	45	-	247	27	64	0	338	-	17	573	280	0	870	-	127	1276	11	1	1415	-	2668
% Lights and Motorcycles	100%	100%	88.9%	0%	97.8%	-	94.6%	100%	100%	0%	96.0%	-	100%	88.2%	94.0%	0%	90.2%	-	96.2%	93.9%	100%	100%	94.1%	-	93.1%
Heavy	0	0	1	0	1	-	14	0	0	0	14	-	0	77	18	0	95	-	5	83	0	0	88	-	198
% Heavy	0%	0%	11.1%	0%	2.2%	-	5.4%	0%	0%	0%	4.0%	-	0%	11.8%	6.0%	0%	9.8%	-	3.8%	6.1%	0%	0%	5.9%	-	6.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Glenn Pkwy - TMC

Wed Sep 27, 2023

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

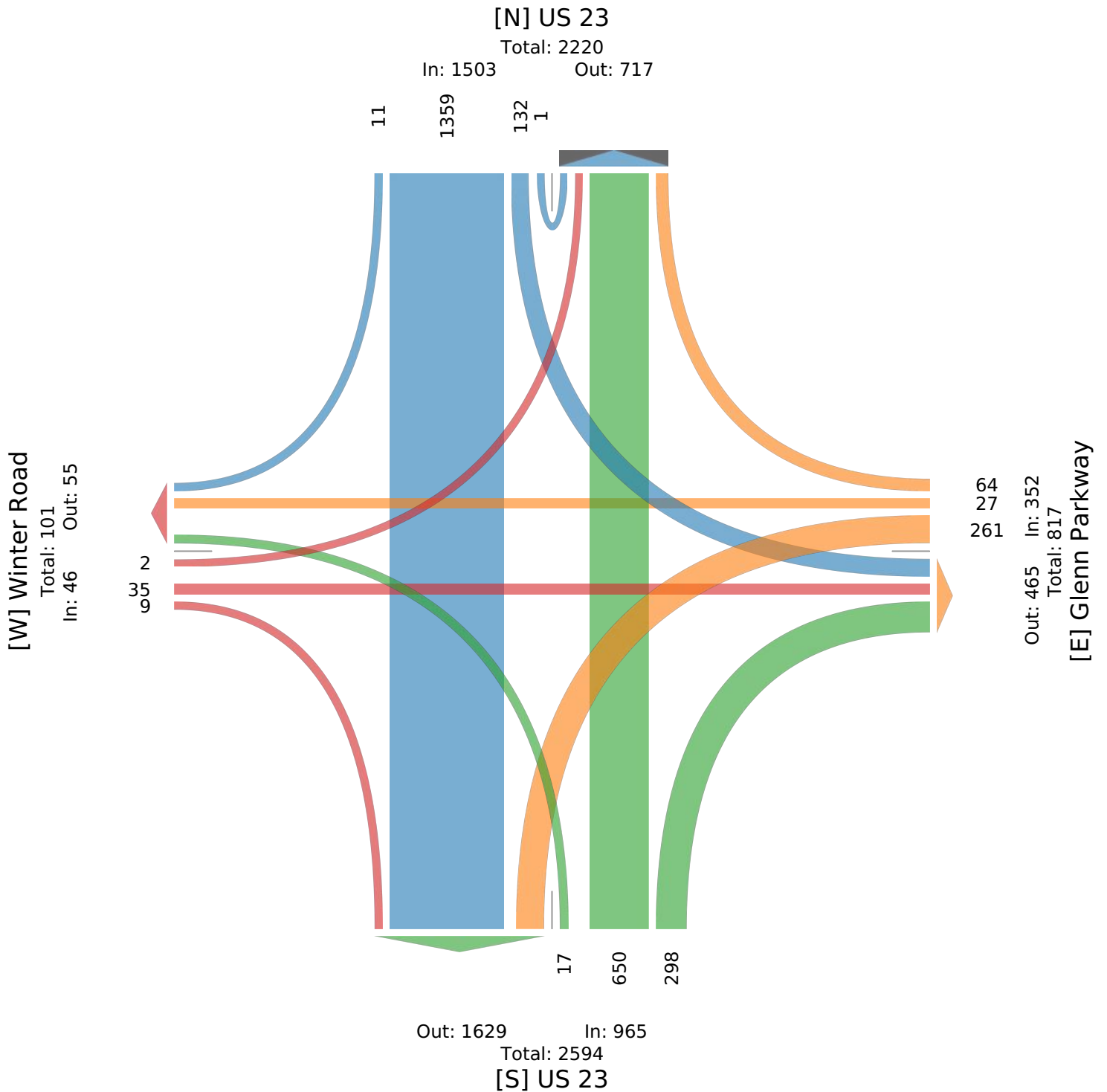
All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112802, Location: 40.228644, -83.038313



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



US 23 & Glenn Pkwy - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112802, Location: 40.228644, -83.038313



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

Leg Direction	Winter Road Eastbound						Glenn Parkway Westbound						US 23 Northbound						US 23 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-27 4:45PM	1	8	2	0	11	0	70	5	6	0	81	0	1	305	89	0	395	0	7	214	2	0	223	0	710
5:00PM	2	6	3	0	11	0	80	8	19	0	107	0	3	309	89	0	401	0	11	180	2	0	193	0	712
5:15PM	2	7	1	0	10	0	75	3	21	0	99	0	2	282	106	0	390	0	13	199	0	0	212	0	711
5:30PM	5	4	3	0	12	0	65	3	16	0	84	0	0	285	105	0	390	0	11	216	0	0	227	0	713
Total	10	25	9	0	44	0	290	19	62	0	371	0	6	1181	389	0	1576	0	42	809	4	0	855	0	2846
% Approach	22.7%	56.8%	20.5%	0%	-	-	78.2%	5.1%	16.7%	0%	-	-	0.4%	74.9%	24.7%	0%	-	-	4.9%	94.6%	0.5%	0%	-	-	-
% Total	0.4%	0.9%	0.3%	0%	1.5%	-	10.2%	0.7%	2.2%	0%	13.0%	-	0.2%	41.5%	13.7%	0%	55.4%	-	1.5%	28.4%	0.1%	0%	30.0%	-	-
PHF	0.500	0.781	0.750	-	0.917	-	0.906	0.594	0.738	-	0.867	-	0.500	0.956	0.917	-	0.983	-	0.808	0.936	0.500	-	0.942	-	0.998
Lights and Motorcycles	10	25	8	0	43	-	285	19	61	0	365	-	6	1128	382	0	1516	-	42	756	4	0	802	-	2726
% Lights and Motorcycles	100%	100%	88.9%	0%	97.7%	-	98.3%	100%	98.4%	0%	98.4%	-	100%	95.5%	98.2%	0%	96.2%	-	100%	93.4%	100%	0%	93.8%	-	95.8%
Heavy	0	0	1	0	1	-	5	0	1	0	6	-	0	53	7	0	60	-	0	53	0	0	53	-	120
% Heavy	0%	0%	11.1%	0%	2.3%	-	1.7%	0%	1.6%	0%	1.6%	-	0%	4.5%	1.8%	0%	3.8%	-	0%	6.6%	0%	0%	6.2%	-	4.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Glenn Pkwy - TMC

Wed Sep 27, 2023

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

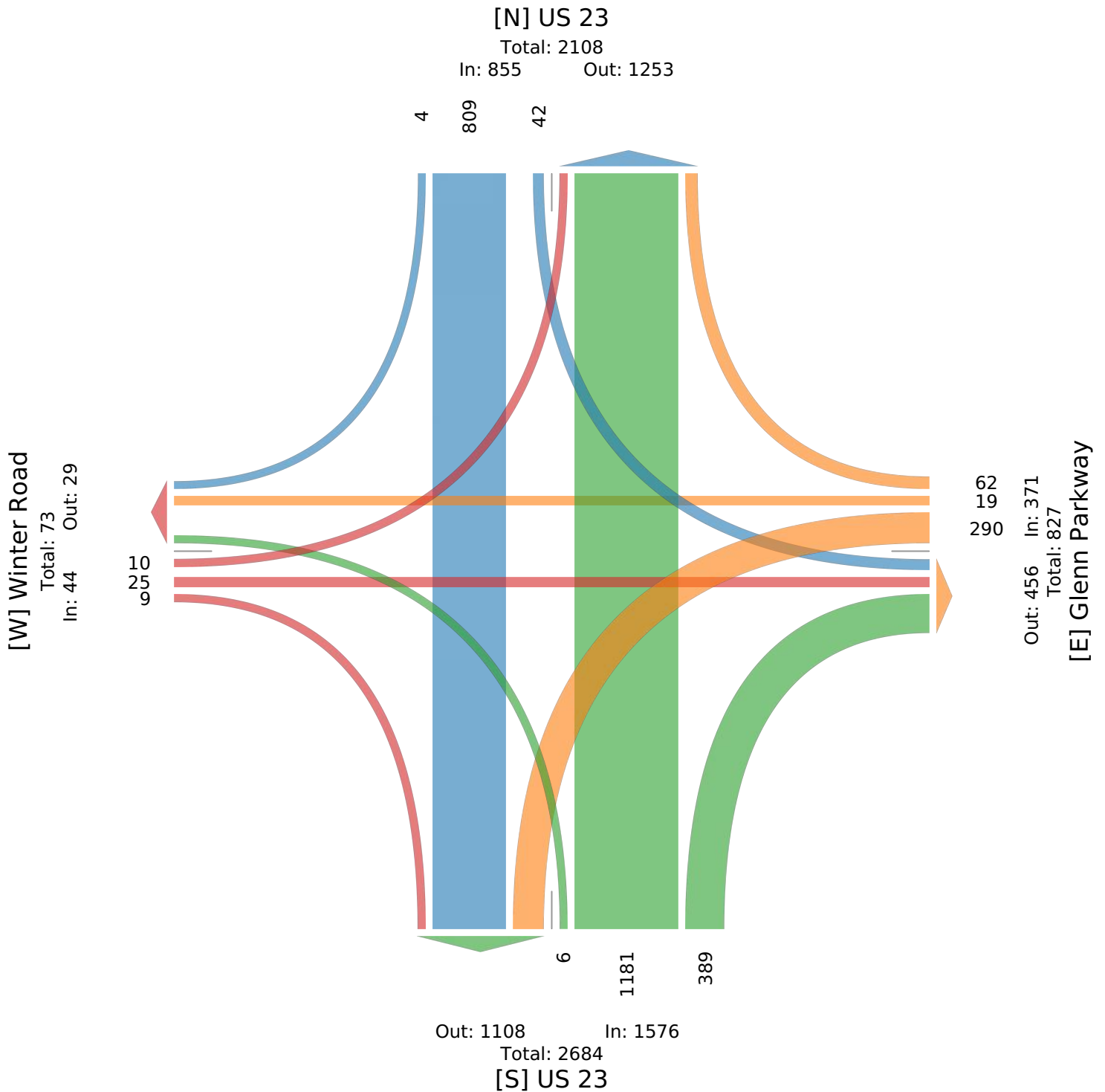
All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112802, Location: 40.228644, -83.038313



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



US 23 & Greif Pkwy - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112805, Location: 40.221632, -83.035185



Provided by: Smart Services, Inc.

88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Greif Parkway Eastbound						Greif Parkway Westbound						US 23 Northbound						US 23 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-27																									
6:00AM	0	0	0	0	0	0	0	0	0	0	0	0	1	114	0	3	118	0	0	222	1	0	223	0	341
6:15AM	0	0	0	0	0	0	0	0	0	0	0	0	6	111	0	6	123	0	0	309	1	0	310	0	433
6:30AM	0	0	0	0	0	0	0	0	0	0	0	0	9	170	0	9	188	0	0	311	4	0	315	0	503
6:45AM	0	0	0	0	0	0	0	0	0	0	0	0	11	178	0	9	198	0	0	326	7	0	333	0	531
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	27	573	0	27	627	0	0	1168	13	0	1181	0	1808
7:00AM	2	0	4	0	6	0	0	0	0	0	0	0	13	180	0	4	197	0	0	356	9	0	365	0	568
7:15AM	4	0	5	0	9	0	0	0	0	0	0	0	16	221	0	18	255	0	0	370	12	1	383	0	647
7:30AM	5	0	8	0	13	0	0	0	1	1	0	0	20	252	0	10	282	0	0	406	17	0	423	0	719
7:45AM	0	0	5	0	5	0	0	0	0	0	0	0	36	243	2	13	294	0	0	393	14	0	407	0	706
Hourly Total	11	0	22	0	33	0	0	0	1	1	0	0	85	896	2	45	1028	0	0	1525	52	1	1578	0	2640
8:00AM	2	0	4	0	6	0	0	0	0	0	0	0	23	219	1	12	255	0	0	358	12	0	370	0	631
8:15AM	1	0	12	0	13	0	0	0	0	0	0	0	30	203	0	15	248	0	0	351	24	0	375	0	636
8:30AM	0	0	14	0	14	0	0	0	0	0	0	0	37	238	0	17	292	0	0	342	30	0	372	0	678
8:45AM	8	0	28	0	36	0	0	0	0	0	0	0	59	204	0	9	272	0	0	343	42	0	385	0	693
Hourly Total	11	0	58	0	69	0	0	0	0	0	0	0	149	864	1	53	1067	0	0	1394	108	0	1502	0	2638
9:00AM	8	0	20	0	28	0	0	0	0	0	0	0	25	269	0	8	302	0	0	260	9	1	270	0	600
9:15AM	1	0	12	0	13	0	0	0	0	0	0	0	19	232	0	6	257	0	0	283	7	0	290	0	560
9:30AM	5	0	9	0	14	0	0	0	0	0	0	0	12	229	4	5	250	0	0	262	6	0	268	0	532
9:45AM	3	0	18	0	21	0	0	0	1	0	1	0	26	222	3	8	259	0	1	252	14	0	267	0	548
Hourly Total	17	0	59	0	76	0	0	0	1	0	1	0	82	952	7	27	1068	0	1	1057	36	1	1095	0	2240
2:00PM	11	0	19	0	30	0	0	0	2	0	2	0	11	292	0	11	314	0	0	218	3	0	221	0	567
2:15PM	4	0	6	0	10	0	2	0	3	0	5	0	6	284	0	7	297	0	0	264	3	0	267	0	579
2:30PM	13	0	13	0	26	0	0	0	0	0	0	0	10	339	0	6	355	0	0	274	1	0	275	0	656
2:45PM	9	0	42	0	51	0	0	0	0	0	0	0	7	298	0	11	316	0	0	209	6	0	215	0	582
Hourly Total	37	0	80	0	117	0	2	0	5	0	7	0	34	1213	0	35	1282	0	0	965	13	0	978	0	2384
3:00PM	3	0	15	0	18	0	0	0	0	0	0	0	2	294	0	5	301	0	0	247	4	0	251	0	570
3:15PM	4	0	6	0	10	0	0	0	1	1	0	0	1	346	0	3	350	0	0	279	1	0	280	0	641
3:30PM	3	0	10	0	13	0	2	0	0	0	2	0	7	368	1	9	385	0	0	282	6	0	288	0	688
3:45PM	3	0	6	0	9	0	0	0	0	0	0	0	3	341	0	6	350	0	0	310	2	0	312	0	671
Hourly Total	13	0	37	0	50	0	2	0	0	1	3	0	13	1349	1	23	1386	0	0	1118	13	0	1131	0	2570
4:00PM	12	0	19	0	31	0	0	0	3	0	3	0	4	382	0	5	391	0	0	252	5	0	257	0	682
4:15PM	12	0	12	0	24	0	0	0	0	0	0	0	12	392	0	6	410	0	0	275	5	0	280	0	714
4:30PM	15	0	24	0	39	0	0	0	0	0	0	0	9	378	0	6	393	0	1	282	2	1	286	0	718
4:45PM	12	0	13	0	25	0	0	0	0	0	0	0	9	373	0	6	388	0	0	266	4	0	270	0	683
Hourly Total	51	0	68	0	119	0	0	0	3	0	3	0	34	1525	0	23	1582	0	1	1075	16	1	1093	0	2797
5:00PM	15	0	20	0	35	0	0	0	0	0	0	0	4	387	0	7	398	0	0	268	6	0	274	0	707
5:15PM	10	0	30	0	40	0	0	0	0	0	0	0	18	370	0	11	399	0	0	267	5	0	272	0	711
5:30PM	8	0	7	0	15	0	0	0	0	0	0	0	7	403	0	12	422	0	0	263	4	0	267	0	704
5:45PM	5	0	11	0	16	0	0	0	0	0	0	0	16	360	0	6	382	0	0	256	7	0	263	0	661
Hourly Total	38	0	68	0	106	0	0	0	0	0	0	0	45	1520	0	36	1601	0	0	1054	22	0	1076	0	2783
6:00PM	9	0	4	1	14	0	0	0	0	0	0	0	11	344	0	4	359	0	0	221	5	0	226	0	599
6:15PM	3	0	4	0	7	0	0	0	0	0	0	0	7	299	0	9	315	0	0	225	4	0	229	0	551
6:30PM	6	0	9	0	15	0	0	0	0	0	0	0	13	284	0	8	305	0	0	203	8	0	211	0	531
6:45PM	4	0	11	0	15	0	1	0	0	0	1	0	7	252	1	12	272	0	0	175	7	0	182	0	470
Hourly Total	22	0	28	1	51	0	1	0	0	0	1	0	38	1179	1	33	1251	0	0	824	24	0	848	0	2151
Total	200	0	420	1	621	0	5	0	9	2	16	0	507	10071	12	302	10892	0	2	10180	297	3	10482	0	22011
% Approach	32.2%	0%	67.6%	0.2%	-	-	31.3%	0%	56.3%	12.5%	-	-	4.7%	92.5%	0.1%	2.8%	-	-	0%	97.1%	2.8%	0%	-	-	-
% Total	0.9%	0%	1.9%	0%	2.8%	-	0%	0%	0%	0%	0.1%	-	2.3%	45.8%	0.1%	1.4%	49.5%	-	0%	46.2%	1.3%	0%	47.6%	-	-
Lights and Motorcycles	199	0	409	1	609	-	5	0	9	2	16	-	493	9315	12	296	10116	-	2	9453	292	3	9750	-	20491
% Lights and Motorcycles	99.5%	0%	97.4%	100%	98.1%	-	100%	0%	100%	100%	100%	-	97.2%	92.5%	100%	98.0%	92.9%	-	100%	92.9%	98.3%	100%	93.0%	-	93.1%
Heavy	1	0	11	0	12	-	0	0	0	0	0	-	14	756	0	6	776	-	0	727	5	0	732	-	1520
% Heavy	0.5%	0%	2.6%	0%	1.9%	-	0%	0%	0%	0%	0%	-	2.8%	7.5%	0%	2.0%	7.1%	-	0%	7.1%	1.7%	0%	7.0%	-	6.9%

Leg Direction	Greif Parkway Eastbound						Greif Parkway Westbound						US 23 Northbound						US 23 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Greif Pkwy - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112805, Location: 40.221632, -83.035185



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

[N] US 23

Total: 20765

In: 10482

Out: 10283

297

10180

23

[W] Greif Parkway

Total: 1426

In: 621 Out: 805

200
420

2000

Out: 16 In: 16

Total: 32

[E] Greif Parkway

Out: 10907

In: 10892

Total: 21799

[S] US 23

302

507

10071

12

US 23 & Greif Pkwy - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112805, Location: 40.221632, -83.035185



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

Leg Direction	Greif Parkway Eastbound						Greif Parkway Westbound						US 23 Northbound						US 23 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-27 7:15AM	4	0	5	0	9	0	0	0	0	0	0	0	16	221	0	18	255	0	0	370	12	1	383	0	647
7:30AM	5	0	8	0	13	0	0	0	0	1	1	0	20	252	0	10	282	0	0	406	17	0	423	0	719
7:45AM	0	0	5	0	5	0	0	0	0	0	0	0	36	243	2	13	294	0	0	393	14	0	407	0	706
8:00AM	2	0	4	0	6	0	0	0	0	0	0	0	23	219	1	12	255	0	0	358	12	0	370	0	631
Total	11	0	22	0	33	0	0	0	0	1	1	0	95	935	3	53	1086	0	0	1527	55	1	1583	0	2703
% Approach	33.3%	0%	66.7%	0%	-	-	0%	0%	0%	100%	-	-	8.7%	86.1%	0.3%	4.9%	-	-	0%	96.5%	3.5%	0.1%	-	-	-
% Total	0.4%	0%	0.8%	0%	1.2%	-	0%	0%	0%	0%	0%	-	3.5%	34.6%	0.1%	2.0%	40.2%	-	0%	56.5%	2.0%	0%	58.6%	-	-
PHF	0.550	-	0.688	-	0.635	-	-	-	-	0.250	0.250	-	0.660	0.928	0.375	0.736	0.923	-	-	0.940	0.809	0.250	0.936	-	0.940
Lights and Motorcycles	11	0	18	0	29	-	0	0	0	1	1	-	90	842	3	52	987	-	0	1425	54	1	1480	-	2497
% Lights and Motorcycles	100%	0%	81.8%	0%	87.9%	-	0%	0%	0%	100%	100%	-	94.7%	90.1%	100%	98.1%	90.9%	-	0%	93.3%	98.2%	100%	93.5%	-	92.4%
Heavy	0	0	4	0	4	-	0	0	0	0	0	-	5	93	0	1	99	-	0	102	1	0	103	-	206
% Heavy	0%	0%	18.2%	0%	12.1%	-	0%	0%	0%	0%	0%	-	5.3%	9.9%	0%	1.9%	9.1%	-	0%	6.7%	1.8%	0%	6.5%	-	7.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Greif Pkwy - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112805, Location: 40.221632, -83.035185



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

[N] US 23

Total: 2530

In: 1583

Out: 947

55

1527

1

[W] Greif Parkway

Total: 183

In: 33 Out: 150

11
22

Out: 4 In: 1

Total: 5

[E] Greif Parkway

Out: 1602

In: 1086

Total: 2688

[S] US 23

53

95

935

3

1

US 23 & Greif Pkwy - TMC

Wed Sep 27, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112805, Location: 40.221632, -83.035185



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

Leg Direction	Greif Parkway Eastbound					Greif Parkway Westbound					US 23 Northbound					US 23 Southbound						
Time	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	Int	
2023-09-27 4:15PM	12	0	12	0	24	0	0	0	0	0	12	392	0	6	410	0	0	275	5	0	280	714
4:30PM	15	0	24	0	39	0	0	0	0	0	9	378	0	6	393	0	1	282	2	1	286	718
4:45PM	12	0	13	0	25	0	0	0	0	0	9	373	0	6	388	0	0	266	4	0	270	683
5:00PM	15	0	20	0	35	0	0	0	0	0	4	387	0	7	398	0	0	268	6	0	274	707
Total	54	0	69	0	123	0	0	0	0	0	34	1530	0	25	1589	0	1	1091	17	1	1110	2822
% Approach	43.9%	0%	56.1%	0%	-	0%	0%	0%	0%	-	2.1%	96.3%	0%	1.6%	-	0.1%	98.3%	1.5%	0.1%	-	-	-
% Total	1.9%	0%	2.4%	0%	4.4%	0%	0%	0%	0%	0%	1.2%	54.2%	0%	0.9%	56.3%	-	0%	38.7%	0.6%	0%	39.3%	-
PHF	0.900	-	0.719	-	0.788	-	-	-	-	-	0.708	0.976	-	0.893	0.969	-	0.250	0.967	0.708	0.250	0.970	0.983
Lights and Motorcycles	53	0	68	0	121	-	0	0	0	0	34	1469	0	25	1528	-	1	1030	16	1	1048	2697
% Lights and Motorcycles	98.1%	0%	98.6%	0%	98.4%	-	0%	0%	0%	0%	100%	96.0%	0%	100%	96.2%	-	100%	94.4%	94.1%	100%	94.4%	95.6%
Heavy	1	0	1	0	2	-	0	0	0	0	0	61	0	0	61	-	0	61	1	0	62	125
% Heavy	1.9%	0%	1.4%	0%	1.6%	-	0%	0%	0%	0%	0%	4.0%	0%	0%	3.8%	-	0%	5.6%	5.9%	0%	5.6%	4.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Greif Pkwy - TMC

Wed Sep 27, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

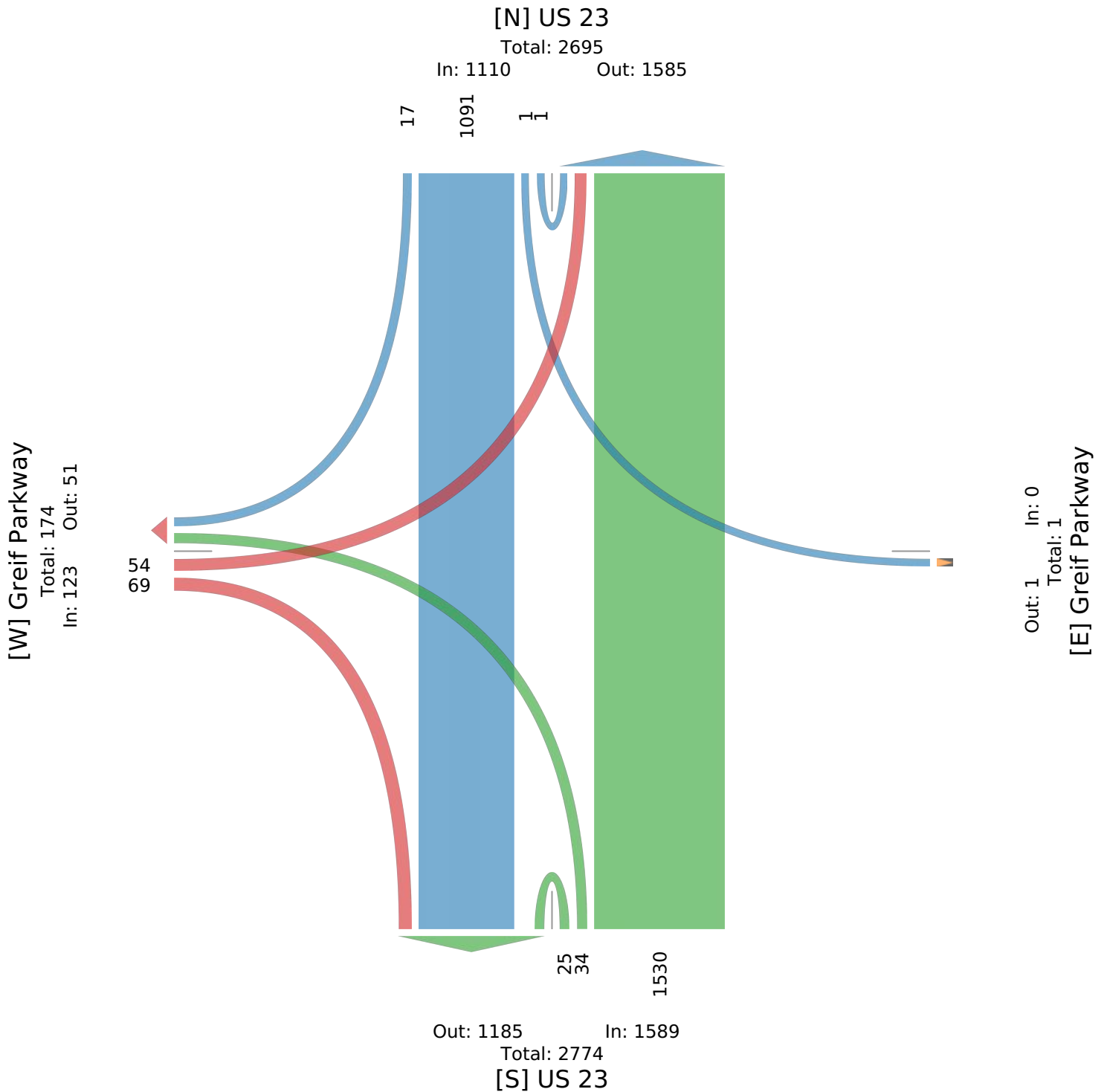
All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112805, Location: 40.221632, -83.035185



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



US 23 & Hyatts Road/Shanahan Road (6-10 AM &... - TMC

Wed Sep 27, 2023

Full Length ()

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1113976, Location: 40.213607, -83.03285



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

Leg Direction	Hyatts Road Eastbound							Shanahan Road Westbound							US 23 Northbound							US 23 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2023-09-27																													
6:00AM	2	3	14	0	19	0		6	2	1	0	9	0		0	107	3	0	110	0		0	218	1	0	219	0		357
6:15AM	3	1	6	0	10	0		5	8	6	0	19	0		4	118	6	0	128	0		2	295	3	0	300	0		457
6:30AM	2	7	12	0	21	0		6	4	5	0	15	0		1	173	10	0	184	0		2	335	6	0	343	0		563
6:45AM	17	28	24	0	69	0		18	17	6	0	41	0		11	165	28	0	204	0		11	331	5	0	347	0		661
Hourly Total	24	39	56	0	119	0		35	31	18	0	84	0		16	563	47	0	626	0		15	1179	15	0	1209	0		2038
7:00AM	7	47	32	0	86	0		16	17	3	0	36	0		10	181	43	0	234	0		14	329	6	0	349	0		705
7:15AM	14	41	22	0	77	1		20	42	4	0	66	0		12	208	54	0	274	0		19	386	10	0	415	0		832
7:30AM	17	31	39	0	87	0		44	37	14	0	95	0		10	250	25	0	285	0		13	391	13	0	417	0		884
7:45AM	21	39	39	0	99	0		13	32	1	0	46	0		17	235	18	0	270	0		10	407	7	0	424	0		839
Hourly Total	59	158	132	0	349	1		93	128	22	0	243	0		49	874	140	0	1063	0		56	1513	36	0	1605	0		3260
8:00AM	11	27	38	0	76	0		19	34	10	0	63	0		16	231	15	0	262	0		11	326	14	0	351	0		752
8:15AM	9	12	23	0	44	0		12	20	11	0	43	0		13	225	7	0	245	0		19	400	3	0	422	0		754
8:30AM	13	21	30	0	64	0		11	15	15	0	41	0		14	206	7	0	227	0		8	345	6	0	359	0		691
8:45AM	14	28	35	0	77	0		11	18	22	0	51	0		12	241	21	0	274	0		17	347	17	0	381	0		783
Hourly Total	47	88	126	0	261	0		53	87	58	0	198	0		55	903	50	0	1008	0		55	1418	40	0	1513	0		2980
9:00AM	11	18	31	0	60	0		17	39	17	0	73	0		14	238	8	0	260	0		7	252	10	0	269	0		662
9:15AM	22	9	27	0	58	0		20	13	9	0	42	0		15	246	15	0	276	0		6	263	11	0	280	0		656
9:30AM	9	11	25	0	45	0		11	9	2	0	22	0		16	208	11	0	235	0		6	261	9	0	276	0		578
9:45AM	11	10	18	0	39	0		8	12	11	0	31	0		16	236	14	0	266	0		4	261	6	0	271	0		607
Hourly Total	53	48	101	0	202	0		56	73	39	0	168	0		61	928	48	0	1037	0		23	1037	36	0	1096	0		2503
2:00PM	10	16	31	0	57	0		17	19	7	0	43	0		27	279	19	0	325	0		4	208	9	0	221	0		646
2:15PM	9	20	22	0	51	0		11	13	7	0	31	0		18	278	26	0	322	0		6	230	11	0	247	0		651
2:30PM	8	27	17	0	52	0		19	17	7	0	43	0		25	316	37	0	378	0		11	245	17	0	273	0		746
2:45PM	11	23	21	0	55	0		60	73	14	0	147	0		34	284	31	0	349	0		10	220	8	0	238	0		789
Hourly Total	38	86	91	0	215	0		107	122	35	0	264	0		104	1157	113	0	1374	0		31	903	45	0	979	0		2832
3:00PM	13	13	20	0	46	0		22	22	9	0	53	0		18	268	33	0	319	0		7	230	19	0	256	0		674
3:15PM	15	25	27	0	67	0		11	13	9	0	33	0		20	326	22	0	368	0		12	272	8	0	292	0		760
3:30PM	22	33	16	0	71	0		19	22	20	0	61	0		31	348	29	0	408	0		13	262	13	0	288	0		828
3:45PM	11	24	23	0	58	0		26	31	23	0	80	0		26	314	24	0	364	0		12	301	16	0	329	0		831
Hourly Total	61	95	86	0	242	0		78	88	61	0	227	0		95	1256	108	0	1459	0		44	1065	56	0	1165	0		3093
4:00PM	21	32	22	0	75	0		25	30	20	0	75	0		34	377	19	0	430	0		8	245	16	0	269	0		849
4:15PM	22	22	34	0	78	0		22	21	8	0	51	0		27	381	13	0	421	0		13	262	15	0	290	0		840
4:30PM	18	38	22	0	78	0		19	17	17	0	53	0		40	374	22	0	436	0		11	263	17	0	291	0		858
4:45PM	20	43	29	0	92	0		19	23	15	0	57	0		40	352	23	0	415	0		11	265	7	0	283	0		847
Hourly Total	81	135	107	0	323	0		85	91	60	0	236	0		141	1484	77	0	1702	0		43	1035	55	0	1133	0		3394
5:00PM	21	36	34	0	91	0		15	30	10	0	55	0		36	358	35	0	429	0		16	253	14	0	283	0		858
5:15PM	22	36	29	0	87	0		24	32	14	0	70	0		36	351	19	0	406	0		13	273	19	0	305	0		868
5:30PM	22	31	24	0	77	0		14	29	13	0	56	0		48	374	38	0	460	0		12	229	25	0	266	0		859
5:45PM	26	39	29	0	94	0		22	19	9	0	50	0		55	353	28	0	436	0		7	241	20	0	268	0		848
Hourly Total	91	142	116	0	349	0		75	110	46	0	231	0		175	1436	120	0	1731	0		48	996	78	0	1122	0		3433
6:00PM	20	18	26	0	64	0		9	9	11	0	29	0		43	320	14	0	377	0		6	212	13	0	231	0		701
6:15PM	7	25	35	0	67	0		15	16	13	0	44	0		34	288	15	0	337	0		6	235	7	0	248	0		696
6:30PM	10	13	23	0	46	0		13	14	10	0	37	0		21	256	20	0	297	0		10	198	5	0	213	0		593
6:45PM	8	22	18	0	48	0		10	12	10	0	32	0		29	240	18	0	287	0		3	185	10	0	198	0		565
Hourly Total	45	78	102	0	225	0		47	51	44	0	142	0		127	1104	67	0	1298	0		25	830	35	0	890	0		2555
Total	499	869	917	0	2285	1		629	781	383	0	1793	0		823	9705	770	0	11298	0		340	9976	396	0	10712	0		26088
% Approach	21.8%	38.0%	40.1%	0%	-	-		35.1%	43.6%	21.4%	0%	-	-		7.3%	85.9%	6.8%	0%	-	-		3.2%	93.1%	3.7%	0%	-	-		-
% Total	1.9%	3.3%	3.5%	0%	8.8%	-		2.4%	3.0%	1.5%	0%	6.9%	-		3.2%	37.2%	3.0%	0%	43.3%	-		1.3%	38.2%	1.5%	0%	41.1%	-		-
Lights and Motorcycles	474	821	889	0	2184	-		602	733	364	0	1699	-		803	9001	738	0	10542	-		323	9279	377	0	9979	-		24404
% Lights and Motorcycles	95.0%	94.5%	96.9%	0%	95.6%	-		95.7%	93.9%	95.0%	0%	94.8%	-		97.6%	92.7%	95.8%	0%	93.3%	-		95.0%	93.0%	95.2%	0%	93.2%	-		93.5%
Heavy	25	48	28	0	101	-		27	48	19	0	94	-		20	704	32	0	756	-		17	697	19	0	733	-		1684
% Heavy	5.0%	5.5%	3.1%	0%	4.4%	-		4.3%	6.1%	5.0%	0%	5.2%	-		2.4%	7.3%	4.2%	0%	6.7%	-		5.0%	7.0%	4.8%	0%	6.8%	-		6.5%

Leg Direction	Hyatts Road Eastbound					Shanahan Road Westbound					US 23 Northbound					US 23 Southbound					
Time	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	Int
Pedestrians	-	-	-	-	- 1	-	-	-	-	- 0	-	-	-	-	- 0	-	-	-	-	- 0	
% Pedestrians	-	-	-	-	- 100%	-	-	-	-	- -	-	-	-	-	- -	-	-	-	-	- -	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Hyatts Road/Shanahan Road (6-10 AM &... - TMC

Wed Sep 27, 2023

Full Length ()

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1113976, Location: 40.213607, -83.03285



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

[N] US 23

Total: 21299

In: 10712

Out: 10587

396

9976

340

[W] Hyatts Road

Total: 4285

In: 2285 Out: 2000

499
869
917

1

383
781
629

Out: 1979 In: 1793

Total: 3772

[E] Shanahan Road

Out: 11522

In: 11298

Total: 22820

[S] US 23

823

9705

770

US 23 & Hyatts Road/Shanahan Road (6-10 AM &... - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1113976, Location: 40.213607, -83.03285



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

Leg Direction	Hyatts Road Eastbound							Shanahan Road Westbound							US 23 Northbound							US 23 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2023-09-27 7:15AM	14	41	22	0	77	1		20	42	4	0	66	0		12	208	54	0	274	0		19	386	10	0	415	0	832	
7:30AM	17	31	39	0	87	0		44	37	14	0	95	0		10	250	25	0	285	0		13	391	13	0	417	0	884	
7:45AM	21	39	39	0	99	0		13	32	1	0	46	0		17	235	18	0	270	0		10	407	7	0	424	0	839	
8:00AM	11	27	38	0	76	0		19	34	10	0	63	0		16	231	15	0	262	0		11	326	14	0	351	0	752	
Total	63	138	138	0	339	1		96	145	29	0	270	0		55	924	112	0	1091	0		53	1510	44	0	1607	0	3307	
% Approach	18.6%	40.7%	40.7%	0%	-	-		35.6%	53.7%	10.7%	0%	-	-		5.0%	84.7%	10.3%	0%	-	-		3.3%	94.0%	2.7%	0%	-	-	-	
% Total	1.9%	4.2%	4.2%	0%	10.3%	-		2.9%	4.4%	0.9%	0%	8.2%	-		1.7%	27.9%	3.4%	0%	33.0%	-		1.6%	45.7%	1.3%	0%	48.6%	-	-	
PHF	0.750	0.841	0.885	-	0.856	-		0.545	0.863	0.518	-	0.711	-		0.809	0.924	0.519	-	0.957	-		0.697	0.928	0.786	-	0.948	-	0.935	
Lights and Motorcycles	57	133	135	0	325	-		90	135	26	0	251	-		48	830	102	0	980	-		50	1412	40	0	1502	-	3058	
% Lights and Motorcycles	90.5%	96.4%	97.8%	0%	95.9%	-		93.8%	93.1%	89.7%	0%	93.0%	-		87.3%	89.8%	91.1%	0%	89.8%	-		94.3%	93.5%	90.9%	0%	93.5%	-	92.5%	
Heavy	6	5	3	0	14	-		6	10	3	0	19	-		7	94	10	0	111	-		3	98	4	0	105	-	249	
% Heavy	9.5%	3.6%	2.2%	0%	4.1%	-		6.3%	6.9%	10.3%	0%	7.0%	-		12.7%	10.2%	8.9%	0%	10.2%	-		5.7%	6.5%	9.1%	0%	6.5%	-	7.5%	
Pedestrians	-	-	-	-	-	1		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Hyatts Road/Shanahan Road (6-10 AM &... - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1113976, Location: 40.213607, -83.03285



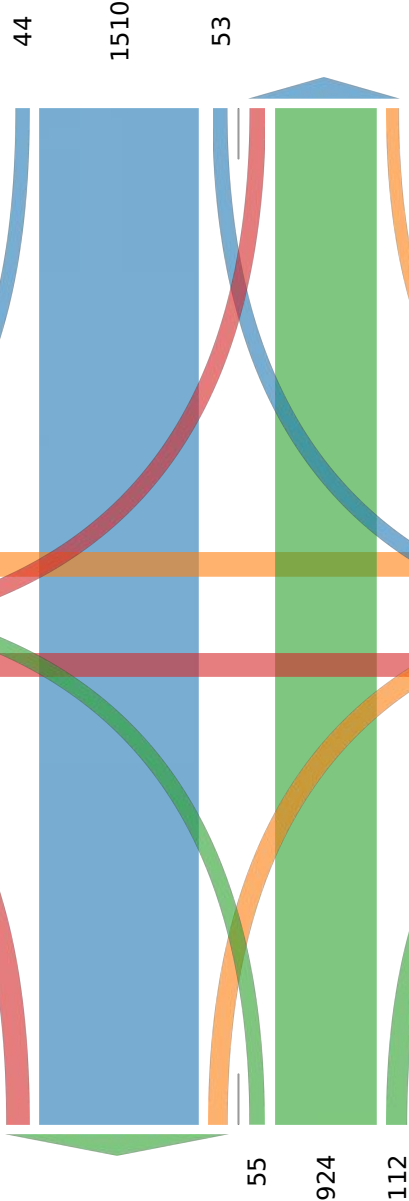
Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

[N] US 23

Total: 2623

In: 1607

Out: 1016



[W] Hyatts Road

Total: 583

In: 339 Out: 244

63
138
138

1

Out: 303 In: 270

Total: 573

[E] Shanahan Road

Out: 1744

In: 1091

Total: 2835

[S] US 23

US 23 & Hyatts Road/Shanahan Road (6-10 AM &... - TMC

Wed Sep 27, 2023

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1113976, Location: 40.213607, -83.03285

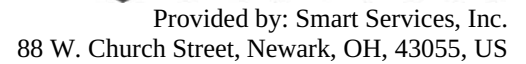


Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	Hyatts Road Eastbound							Shanahan Road Westbound							US 23 Northbound							US 23 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2023-09-27 5:00PM	21	36	34	0	91	0		15	30	10	0	55	0		36	358	35	0	429	0		16	253	14	0	283	0	858	
5:15PM	22	36	29	0	87	0		24	32	14	0	70	0		36	351	19	0	406	0		13	273	19	0	305	0	868	
5:30PM	22	31	24	0	77	0		14	29	13	0	56	0		48	374	38	0	460	0		12	229	25	0	266	0	859	
5:45PM	26	39	29	0	94	0		22	19	9	0	50	0		55	353	28	0	436	0		7	241	20	0	268	0	848	
Total	91	142	116	0	349	0		75	110	46	0	231	0		175	1436	120	0	1731	0		48	996	78	0	1122	0	3433	
% Approach	26.1%	40.7%	33.2%	0%	-	-		32.5%	47.6%	19.9%	0%	-	-		10.1%	83.0%	6.9%	0%	-	-		4.3%	88.8%	7.0%	0%	-	-	-	
% Total	2.7%	4.1%	3.4%	0%	10.2%	-		2.2%	3.2%	1.3%	0%	6.7%	-		5.1%	41.8%	3.5%	0%	50.4%	-		1.4%	29.0%	2.3%	0%	32.7%	-	-	
PHF	0.875	0.910	0.853	-	0.928	-		0.781	0.859	0.821	-	0.825	-		0.795	0.960	0.789	-	0.941	-		0.750	0.912	0.780	-	0.920	-	0.989	
Lights and Motorcycles	91	141	115	0	347	-		73	109	45	0	227	-		175	1384	119	0	1678	-		45	943	77	0	1065	-	3317	
% Lights and Motorcycles	100%	99.3%	99.1%	0%	99.4%	-		97.3%	99.1%	97.8%	0%	98.3%	-		100%	96.4%	99.2%	0%	96.9%	-		93.8%	94.7%	98.7%	0%	94.9%	-	96.6%	
Heavy	0	1	1	0	2	-		2	1	1	0	4	-		0	52	1	0	53	-		3	53	1	0	57	-	116	
% Heavy	0%	0.7%	0.9%	0%	0.6%	-		2.7%	0.9%	2.2%	0%	1.7%	-		0%	3.6%	0.8%	0%	3.1%	-		6.3%	5.3%	1.3%	0%	5.1%	-	3.4%	
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 1113976, Location: 40.213607, -83.03285



US 23 & Trailer Max Drive - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112806, Location: 40.217885, -83.034089



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

Leg Direction	Trailer Max Driveway Eastbound					US 23 Northbound					US 23 Southbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2023-09-27 6:00AM	0	0	0	0	0	0	95	0	95	0	194	0	0	194	0	289
6:15AM	0	0	0	0	0	0	112	0	112	0	285	0	2	287	0	399
6:30AM	0	0	0	0	0	1	153	0	154	0	320	0	0	320	0	474
6:45AM	0	0	0	0	0	2	180	0	182	0	329	0	0	329	0	511
Hourly Total	0	0	0	0	0	3	540	0	543	0	1128	0	2	1130	0	1673
7:00AM	0	2	0	2	0	1	214	0	215	0	379	0	1	380	0	597
7:15AM	1	0	0	1	0	0	220	0	220	0	407	0	2	409	0	630
7:30AM	0	0	0	0	0	0	303	0	303	0	442	0	2	444	0	747
7:45AM	5	1	0	6	0	1	253	1	255	0	414	2	5	421	0	682
Hourly Total	6	3	0	9	0	2	990	1	993	0	1642	2	10	1654	0	2656
8:00AM	1	1	0	2	0	0	269	1	270	0	386	2	0	388	0	660
8:15AM	2	3	0	5	0	0	254	0	254	0	374	0	3	377	0	636
8:30AM	1	1	0	2	0	0	241	1	242	0	394	2	1	397	0	641
8:45AM	0	0	0	0	0	1	286	0	287	0	372	0	0	372	0	659
Hourly Total	4	5	0	9	0	1	1050	2	1053	0	1526	4	4	1534	0	2596
9:00AM	0	1	0	1	0	3	272	0	275	0	297	1	2	300	1	576
9:15AM	0	1	0	1	0	1	277	0	278	0	283	0	2	285	0	564
9:30AM	0	0	0	0	0	1	215	0	216	0	274	0	5	279	0	495
9:45AM	0	0	0	0	0	0	260	0	260	0	274	0	5	279	0	539
Hourly Total	0	2	0	2	0	5	1024	0	1029	0	1128	1	14	1143	1	2174
2:00PM	2	1	0	3	0	0	304	0	304	0	256	0	1	257	0	564
2:15PM	0	0	0	0	0	0	304	0	304	0	269	0	3	272	0	576
2:30PM	1	0	0	1	0	0	331	0	331	0	290	0	2	292	0	624
2:45PM	2	0	0	2	0	0	313	0	313	0	269	0	3	272	0	587
Hourly Total	5	1	0	6	0	0	1252	0	1252	0	1084	0	9	1093	0	2351
3:00PM	1	1	0	2	0	1	290	1	292	0	263	0	2	265	0	559
3:15PM	3	2	0	5	2	0	357	0	357	0	286	1	6	293	0	655
3:30PM	2	0	0	2	0	0	387	0	387	0	313	0	6	319	0	708
3:45PM	1	0	0	1	0	0	345	2	347	0	321	0	2	323	0	671
Hourly Total	7	3	0	10	2	1	1379	3	1383	0	1183	1	16	1200	0	2593
4:00PM	3	0	0	3	0	0	419	1	420	0	289	1	3	293	0	716
4:15PM	0	0	0	0	0	1	404	0	405	0	297	0	2	299	0	704
4:30PM	1	0	0	1	0	0	405	0	405	0	301	2	2	305	0	711
4:45PM	3	0	0	3	0	0	386	1	387	0	290	0	2	292	0	682
Hourly Total	7	0	0	7	0	1	1614	2	1617	0	1177	3	9	1189	0	2813
5:00PM	4	0	0	4	0	0	401	0	401	0	287	0	6	293	0	698
5:15PM	1	0	0	1	0	0	394	0	394	0	310	0	1	311	0	706
5:30PM	2	0	0	2	0	1	411	0	412	0	290	2	3	295	0	709
5:45PM	3	1	0	4	0	0	390	0	390	0	268	2	4	274	0	668
Hourly Total	10	1	0	11	0	1	1596	0	1597	0	1155	4	14	1173	0	2781
6:00PM	0	4	0	4	0	0	363	1	364	0	236	0	3	239	0	607
6:15PM	0	1	0	1	0	0	327	0	327	0	240	0	3	243	0	571
6:30PM	0	0	0	0	0	0	294	0	294	0	223	0	2	225	0	519
6:45PM	0	1	0	1	0	0	268	1	269	0	193	0	1	194	0	464
Hourly Total	0	6	0	6	0	0	1252	2	1254	0	892	0	9	901	0	2161
Total	39	21	0	60	2	14	10697	10	10721	0	10915	15	87	11017	1	21798
% Approach	65.0%	35.0%	0%	-	-	0.1%	99.8%	0.1%	-	-	99.1%	0.1%	0.8%	-	-	-
% Total	0.2%	0.1%	0%	0.3%	-	0.1%	49.1%	0%	49.2%	-	50.1%	0.1%	0.4%	50.5%	-	-
Lights and Motorcycles	26	16	0	42	-	11	9955	9	9975	-	10221	11	84	10316	-	20333
% Lights and Motorcycles	66.7%	76.2%	0%	70.0%	-	78.6%	93.1%	90.0%	93.0%	-	93.6%	73.3%	96.6%	93.6%	-	93.3%
Heavy	13	5	0	18	-	3	742	1	746	-	694	4	3	701	-	1465
% Heavy	33.3%	23.8%	0%	30.0%	-	21.4%	6.9%	10.0%	7.0%	-	6.4%	26.7%	3.4%	6.4%	-	6.7%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

Leg Direction	Trailer Max Driveway Eastbound	US 23 Northbound	US 23 Southbound	
Time	L R U App Ped*	L T U App Ped*	T R U App Ped*	Int

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Trailer Max Drive - TMC

Wed Sep 27, 2023

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

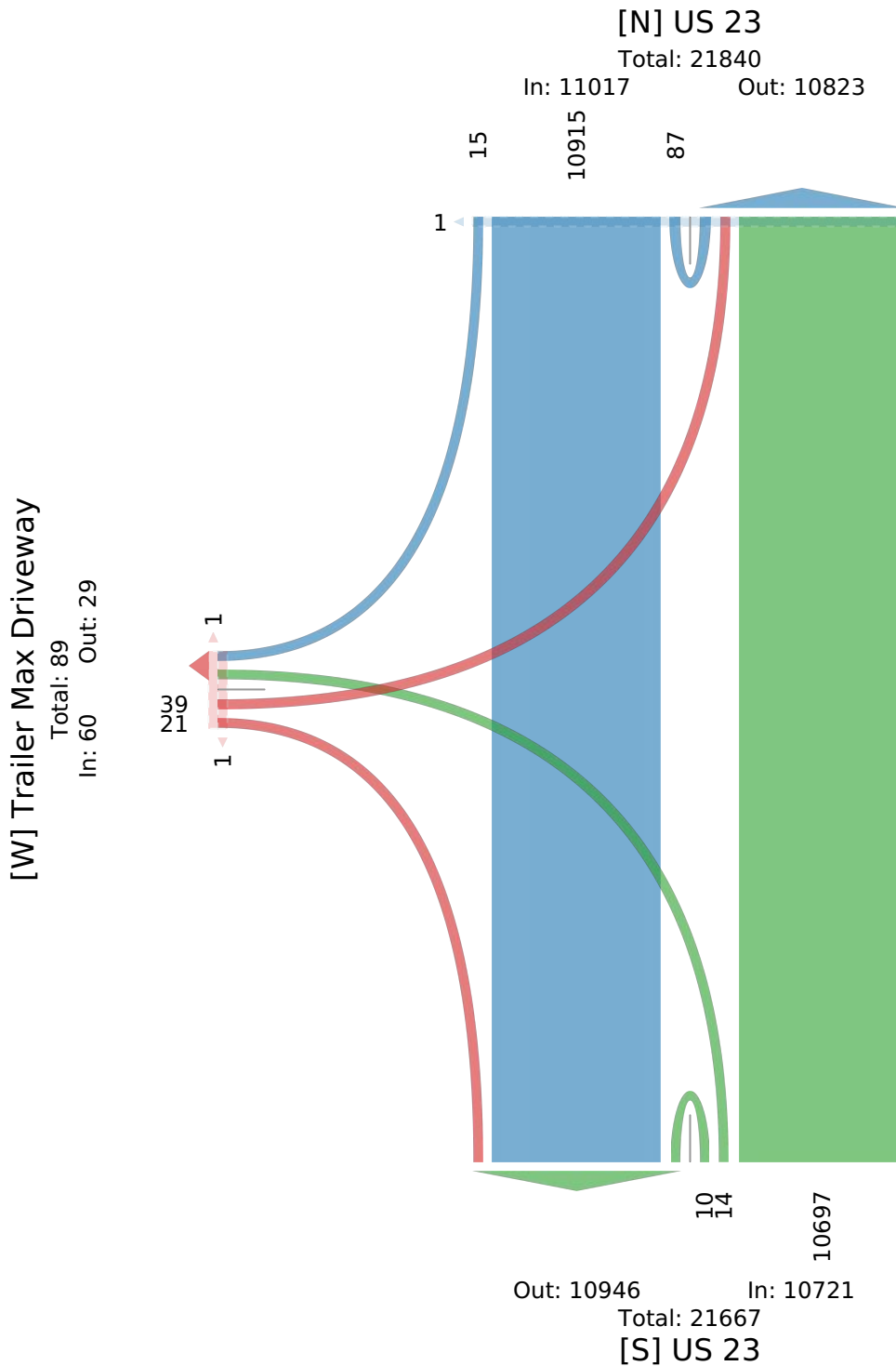
All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112806, Location: 40.217885, -83.034089



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



US 23 & Trailer Max Drive - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112806, Location: 40.217885, -83.034089



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

Leg Direction	Trailer Max Driveway Eastbound					US 23 Northbound					US 23 Southbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2023-09-27 7:30AM	0	0	0	0	0	0	303	0	303	0	442	0	2	444	0	747
7:45AM	5	1	0	6	0	1	253	1	255	0	414	2	5	421	0	682
8:00AM	1	1	0	2	0	0	269	1	270	0	386	2	0	388	0	660
8:15AM	2	3	0	5	0	0	254	0	254	0	374	0	3	377	0	636
Total	8	5	0	13	0	1	1079	2	1082	0	1616	4	10	1630	0	2725
% Approach	61.5%	38.5%	0%	-	-	0.1%	99.7%	0.2%	-	-	99.1%	0.2%	0.6%	-	-	-
% Total	0.3%	0.2%	0%	0.5%	-	0%	39.6%	0.1%	39.7%	-	59.3%	0.1%	0.4%	59.8%	-	-
PHF	0.400	0.417	-	0.542	-	0.250	0.890	0.500	0.893	-	0.914	0.500	0.500	0.918	-	0.912
Lights and Motorcycles	4	3	0	7	-	0	972	2	974	-	1528	3	9	1540	-	2521
% Lights and Motorcycles	50.0%	60.0%	0%	53.8%	-	0%	90.1%	100%	90.0%	-	94.6%	75.0%	90.0%	94.5%	-	92.5%
Heavy	4	2	0	6	-	1	107	0	108	-	88	1	1	90	-	204
% Heavy	50.0%	40.0%	0%	46.2%	-	100%	9.9%	0%	10.0%	-	5.4%	25.0%	10.0%	5.5%	-	7.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Trailer Max Drive - TMC

Wed Sep 27, 2023

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

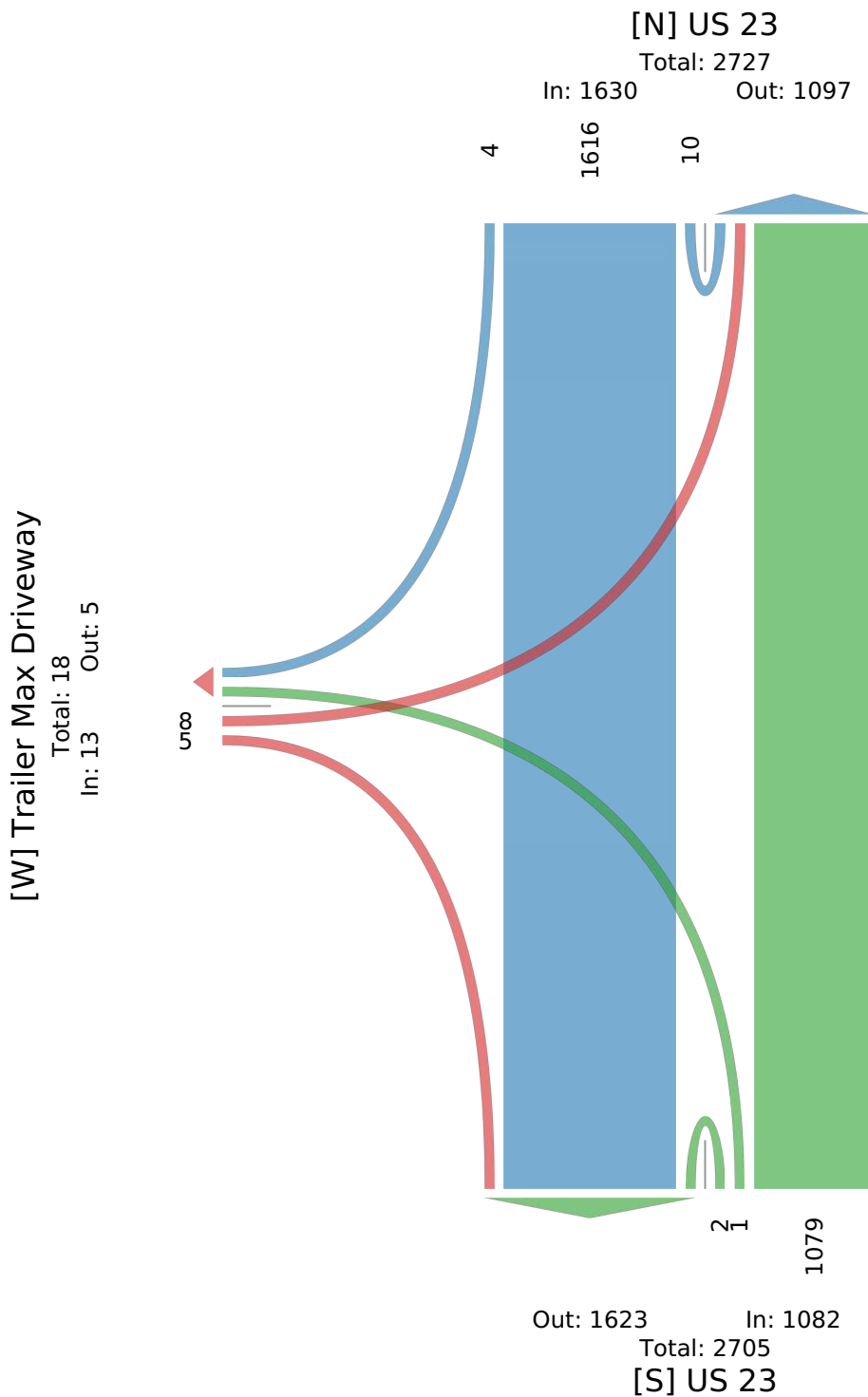
All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112806, Location: 40.217885, -83.034089



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



US 23 & Trailer Max Drive - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112806, Location: 40.217885, -83.034089



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

Leg Direction	Trailer Max Driveway Eastbound						US 23 Northbound						US 23 Southbound						
Time	L	R	U	App	Ped*		L	T	U	App	Ped*		T	R	U	App	Ped*	Int	
2023-09-27 4:00PM	3	0	0	3	0		0	419	1	420	0		289	1	3	293	0		716
4:15PM	0	0	0	0	0		1	404	0	405	0		297	0	2	299	0		704
4:30PM	1	0	0	1	0		0	405	0	405	0		301	2	2	305	0		711
4:45PM	3	0	0	3	0		0	386	1	387	0		290	0	2	292	0		682
Total	7	0	0	7	0		1	1614	2	1617	0		1177	3	9	1189	0		2813
% Approach	100%	0%	0%	-	-		0.1%	99.8%	0.1%	-	-		99.0%	0.3%	0.8%	-	-		-
% Total	0.2%	0%	0%	0.2%	-		0%	57.4%	0.1%	57.5%	-		41.8%	0.1%	0.3%	42.3%	-		-
PHF	0.583	-	-	0.583	-		0.250	0.963	0.500	0.963	-		0.978	0.375	0.750	0.975	-		0.982
Lights and Motorcycles	4	0	0	4	-		1	1541	1	1543	-		1106	3	9	1118	-		2665
% Lights and Motorcycles	57.1%	0%	0%	57.1%	-		100%	95.5%	50.0%	95.4%	-		94.0%	100%	100%	94.0%	-		94.7%
Heavy	3	0	0	3	-		0	73	1	74	-		71	0	0	71	-		148
% Heavy	42.9%	0%	0%	42.9%	-		0%	4.5%	50.0%	4.6%	-		6.0%	0%	0%	6.0%	-		5.3%
Pedestrians	-	-	-	-	0		-	-	-	-	0		-	-	-	-	-		0
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Trailer Max Drive - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112806, Location: 40.217885, -83.034089



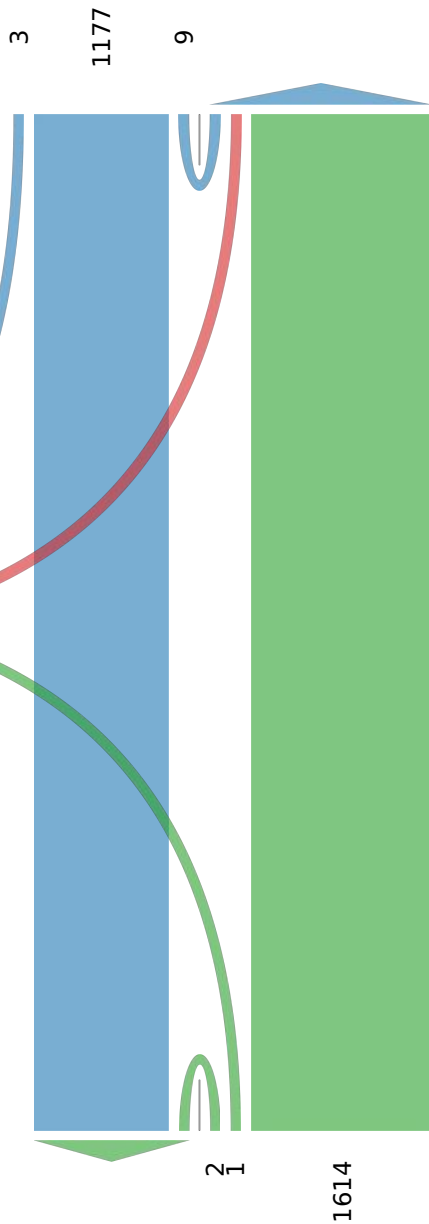
Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

[N] US 23

Total: 2819

In: 1189

Out: 1630



[W] Trailer Max Driveway

Total: 11

In: 7 Out: 4

Out: 1179

In: 1617

Total: 2796

[S] US 23

US 23 & Walnut Blvd - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112808, Location: 40.220286, -83.034763



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

Leg Direction	Driveway Eastbound							Walnut Boulevard Westbound							US 23 Northbound							US 23 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2023-09-27 6:00AM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	111	0	0	111	0	0	0	208	1	0	209	0	326	
6:15AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	111	3	0	114	0	0	0	298	0	0	298	0	420	
6:30AM	0	0	0	0	0	0	0	1	0	15	0	16	0	0	0	173	3	0	176	0	0	0	309	2	0	311	0	503	
6:45AM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	193	3	0	196	0	0	0	326	2	0	328	0	531	
Hourly Total	0	0	0	0	0	0	0	1	0	36	0	37	0	0	0	588	9	0	597	0	0	0	1141	5	0	1146	0	1780	
7:00AM	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	189	5	0	194	0	0	0	350	0	0	350	0	556	
7:15AM	0	0	0	0	0	0	0	0	0	15	0	15	0	0	0	232	8	0	240	0	0	0	391	1	0	392	0	647	
7:30AM	0	0	0	0	0	0	0	0	0	16	0	16	0	0	0	261	9	0	270	0	0	0	429	0	0	429	0	715	
7:45AM	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	271	9	0	280	0	0	0	413	0	0	413	0	710	
Hourly Total	0	0	0	0	0	0	0	0	0	60	0	60	0	0	0	953	31	0	984	0	0	0	1583	1	0	1584	0	2628	
8:00AM	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	244	5	0	249	0	0	0	379	1	0	380	0	646	
8:15AM	0	0	0	0	0	0	0	0	0	16	0	16	0	0	0	235	6	0	241	0	0	0	379	5	0	384	0	641	
8:30AM	0	0	0	0	0	0	0	0	0	19	0	19	0	0	0	261	3	0	264	0	0	0	370	3	0	373	0	656	
8:45AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	266	4	0	270	0	0	0	384	4	0	388	0	666	
Hourly Total	0	0	0	0	0	0	0	0	0	60	0	60	0	0	0	1006	18	0	1024	0	0	0	1512	13	0	1525	0	2609	
9:00AM	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	277	3	0	280	0	0	0	293	3	0	296	0	585	
9:15AM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	246	11	0	257	0	0	0	297	4	0	301	0	564	
9:30AM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	236	4	0	240	0	0	0	283	1	0	284	0	530	
9:45AM	0	0	0	0	0	0	0	0	0	14	0	14	0	0	0	251	4	0	255	0	0	0	276	1	0	277	0	546	
Hourly Total	0	0	0	0	0	0	0	0	0	35	0	35	0	0	0	1010	22	0	1032	0	0	0	1149	9	0	1158	0	2225	
2:00PM	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	298	7	0	305	0	0	0	245	4	0	249	0	565	
2:15PM	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	291	10	0	301	0	0	0	270	3	0	273	0	583	
2:30PM	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	346	12	0	358	0	0	0	292	1	0	293	0	662	
2:45PM	0	0	0	0	0	0	0	0	0	11	0	11	4	0	0	304	8	0	312	0	0	0	256	2	0	258	0	581	
Hourly Total	0	0	0	0	0	0	0	0	0	42	0	42	4	0	0	1239	37	0	1276	0	0	0	1063	10	0	1073	0	2391	
3:00PM	0	0	0	0	0	0	0	0	0	7	0	7	4	0	0	292	10	0	302	0	0	0	278	2	0	280	0	589	
3:15PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	343	13	0	356	0	0	0	288	1	0	289	0	650	
3:30PM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	376	15	0	391	0	0	0	301	5	0	306	0	705	
3:45PM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	338	12	0	350	0	0	0	323	0	0	323	0	681	
Hourly Total	0	0	0	0	0	0	0	0	0	28	0	28	4	0	0	1349	50	0	1399	0	0	0	1190	8	0	1198	0	2625	
4:00PM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	381	23	0	404	0	0	0	281	1	0	282	0	693	
4:15PM	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	389	18	0	407	0	0	0	305	2	0	307	0	725	
4:30PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	388	12	0	400	0	0	0	308	1	0	309	0	715	
4:45PM	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	376	21	0	397	0	0	0	292	0	0	292	0	698	
Hourly Total	0	0	0	0	0	0	0	0	0	33	0	33	0	0	0	1534	74	0	1608	0	0	0	1186	4	0	1190	0	2831	
5:00PM	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	391	17	0	408	0	0	0	292	0	0	292	0	712	
5:15PM	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	377	9	0	386	0	0	0	312	0	0	312	0	709	
5:30PM	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	412	11	0	423	0	0	0	267	2	0	269	0	703	
5:45PM	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	368	19	0	387	0	0	0	269	0	0	269	0	667	
Hourly Total	0	0	0	0	0	0	0	0	0	45	0	45	0	0	0	1548	56	0	1604	0	0	0	1140	2	0	1142	0	2791	
6:00PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	354	15	0	369	0	0	0	216	0	0	216	0	591	
6:15PM	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	306	17	0	323	0	0	0	243	0	0	243	0	575	
6:30PM	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	295	8	0	303	0	0	0	211	0	0	211	0	523	
6:45PM	0	0	0	0	0	0	0	0	0	14	0	14	0	0	0	250	7	0	257	0	0	0	201	1	0	202	0	473	
Hourly Total	0	0	0	0	0	0	0	0	0	38	0	38	0	0	0	1205	47	0	1252	0	0	0	871	1	0	872	0	2162	
Total	0	0	0	0	0	0	0	1	0	377	0	378	8	0	0	10432	344	0	10776	0	0	0	10835	53	0	10888	0	22042	
% Approach	0%	0%	0%	0%	0%	-	-	0.3%	0%	99.7%	0%	-	-	0%	96.8%	3.2%	0%	-	-	0%	99.5%	0.5%	0%	-	-	-	-	-	
% Total	0%	0%	0%	0%	0%	0%	-	0%	0%	1.7%	0%	1.7%	-	0%	47.3%	1.6%	0%	48.9%	-	0%	49.2%	0.2%	0%	49.4%	-	-	-	-	
Lights and Motorcycles	0	0	0	0	0	0	-	1	0	355	0	356	-	0	9684	324	0	10008	-	0	10077	51	0	10128	-	20492	-	20492	
% Lights and Motorcycles	0%	0%	0%	0%	0%	-	-	100%	0%	94.2%	0%	94.2%	-	0%	92.8%	94.2%	0%	92.9%	-	0%	93.0%	96.2%	0%	93.0%	-	93.0%	-	93.0%	
Heavy	0	0	0	0	0	0	-	0	0	22	0	22	-	0	748	20	0	768	-	0	758	2	0	760	-	1550	-	1550	
% Heavy	0%	0%	0%	0%	0%	-	-	0%	0%	5.8%	0%	5.8%	-	0%	7.2%	5.8%	0%	7.1%	-	0%	7.0%	3.8%	0%	7.0%	-	7.0%	-	7.0%	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	8	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Leg Direction	Driveway Eastbound	Walnut Boulevard Westbound	US 23 Northbound	US 23 Southbound	
Time	L T R U App Ped*	L T R U App Ped*	L T R U App Ped*	L T R U App Ped*	Int

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Walnut Blvd - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112808, Location: 40.220286, -83.034763



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

[N] US 23

Total: 21697

In: 10888

Out: 10809

53

10835

[W] Driveway

Total: 53

In: 0 Out: 53

Out: 10836

In: 10776

Total: 21612

[S] US 23

10432

344

4

4

377

1

Out: 344 In: 378

Total: 722

[E] Walnut Boulevard

US 23 & Walnut Blvd - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112808, Location: 40.220286, -83.034763



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

Leg Direction	Driveway Eastbound							Walnut Boulevard Westbound							US 23 Northbound							US 23 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2023-09-27 7:15AM	0	0	0	0	0	0	0	0	0	15	0	15	0	0	0	232	8	0	240	0	0	0	391	1	0	392	0	647	
7:30AM	0	0	0	0	0	0	0	0	0	16	0	16	0	0	0	261	9	0	270	0	0	0	429	0	0	429	0	715	
7:45AM	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	271	9	0	280	0	0	0	413	0	0	413	0	710	
8:00AM	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	244	5	0	249	0	0	0	379	1	0	380	0	646	
Total	0	0	0	0	0	0	0	0	0	65	0	65	0	0	0	1008	31	0	1039	0	0	0	1612	2	0	1614	0	2718	
% Approach	0%	0%	0%	0%	-	-	-	0%	0%	100%	0%	-	-	-	0%	97.0%	3.0%	0%	-	-	-	0%	99.9%	0.1%	0%	-	-	-	
% Total	0%	0%	0%	0%	0%	-	-	0%	0%	2.4%	0%	2.4%	-	-	0%	37.1%	1.1%	0%	38.2%	-	-	0%	59.3%	0.1%	0%	59.4%	-	-	
PHF	-	-	-	-	-	-	-	-	-	0.956	-	0.956	-	-	-	0.930	0.861	-	0.928	-	-	-	0.939	0.500	-	0.941	-	0.950	
Lights and Motorcycles	0	0	0	0	0	-	-	0	0	62	0	62	-	0	0	911	26	0	937	-	0	0	1499	2	0	1501	-	2500	
% Lights and Motorcycles	0%	0%	0%	0%	-	-	-	0%	0%	95.4%	0%	95.4%	-	0%	0%	90.4%	83.9%	0%	90.2%	-	0%	0%	93.0%	100%	0%	93.0%	-	92.0%	
Heavy	0	0	0	0	0	-	-	0	0	3	0	3	-	0	0	97	5	0	102	-	0	0	113	0	0	113	-	218	
% Heavy	0%	0%	0%	0%	-	-	-	0%	0%	4.6%	0%	4.6%	-	0%	0%	9.6%	16.1%	0%	9.8%	-	0%	0%	7.0%	0%	0%	7.0%	-	8.0%	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Walnut Blvd - TMC

Wed Sep 27, 2023

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

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112808, Location: 40.220286, -83.034763



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

[N] US 23

Total: 2687

In: 1614

Out: 1073

2

1612

[W] Driveway

Total: 2

In: 0 Out: 2

65

Out: 31 In: 65

Total: 96

[E] Walnut Boulevard

1008

31

Out: 1612

In: 1039

Total: 2651

[S] US 23

US 23 & Walnut Blvd - TMC

Wed Sep 27, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112808, Location: 40.220286, -83.034763



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

Leg Direction	Driveway Eastbound							Walnut Boulevard Westbound							US 23 Northbound							US 23 Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2023-09-27 4:15PM	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	389	18	0	407	0	0	0	305	2	0	307	0	725	
4:30PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	388	12	0	400	0	0	0	308	1	0	309	0	715	
4:45PM	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	376	21	0	397	0	0	0	292	0	0	292	0	698	
5:00PM	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	391	17	0	408	0	0	0	292	0	0	292	0	712	
Total	0	0	0	0	0	0	0	0	0	38	0	38	0	0	0	1544	68	0	1612	0	0	0	1197	3	0	1200	0	2850	
% Approach	0%	0%	0%	0%	-	-	-	0%	0%	100%	0%	-	-	-	0%	95.8%	4.2%	0%	-	-	-	0%	99.8%	0.3%	0%	-	-	-	
% Total	0%	0%	0%	0%	0%	-	-	0%	0%	1.3%	0%	1.3%	-	-	0%	54.2%	2.4%	0%	56.6%	-	-	0%	42.0%	0.1%	0%	42.1%	-	-	
PHF	-	-	-	-	-	-	-	-	-	0.792	-	0.792	-	-	-	0.987	0.810	-	0.988	-	-	-	0.972	0.375	-	0.971	-	0.983	
Lights and Motorcycles	0	0	0	0	0	-	-	0	0	37	0	37	-	0	0	1487	66	0	1553	-	0	0	1131	3	0	1134	-	2724	
% Lights and Motorcycles	0%	0%	0%	0%	-	-	-	0%	0%	97.4%	0%	97.4%	-	0%	0%	96.3%	97.1%	0%	96.3%	-	0%	0%	94.5%	100%	0%	94.5%	-	95.6%	
Heavy	0	0	0	0	0	-	-	0	0	1	0	1	-	0	0	57	2	0	59	-	0	0	66	0	0	66	-	126	
% Heavy	0%	0%	0%	0%	-	-	-	0%	0%	2.6%	0%	2.6%	-	0%	0%	3.7%	2.9%	0%	3.7%	-	0%	0%	5.5%	0%	0%	5.5%	-	4.4%	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US 23 & Walnut Blvd - TMC

Wed Sep 27, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians)

All Movements

ID: 1112808, Location: 40.220286, -83.034763



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

[N] US 23

Total: 2782

In: 1200

Out: 1582

3

1197

[W] Driveway

Total: 3

In: 0 Out: 3

38

Out: 68 In: 38

Total: 106

[E] Walnut Boulevard

1544

68

Out: 1197

In: 1612

Total: 2809

[S] US 23

Trip Generation Data

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

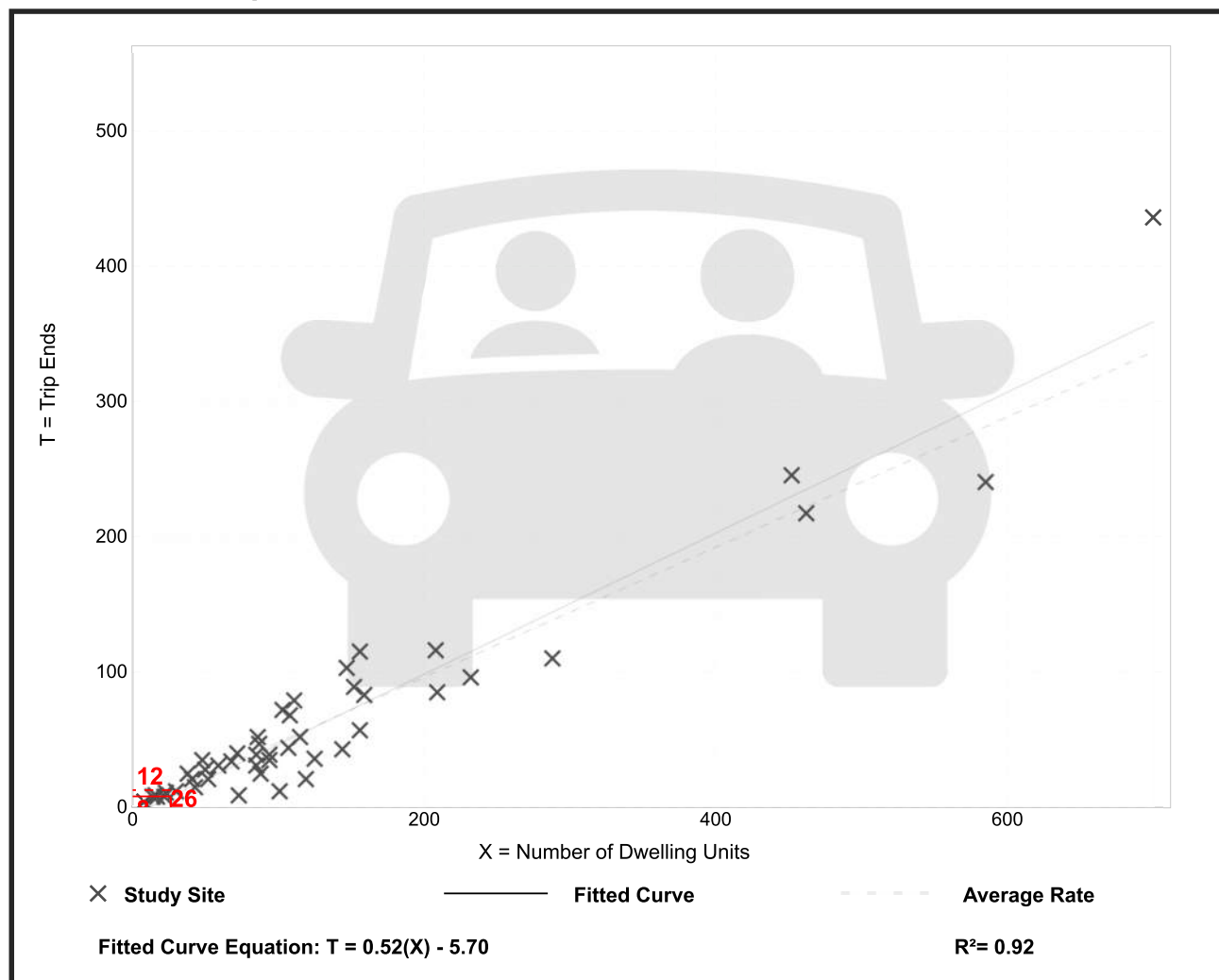
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

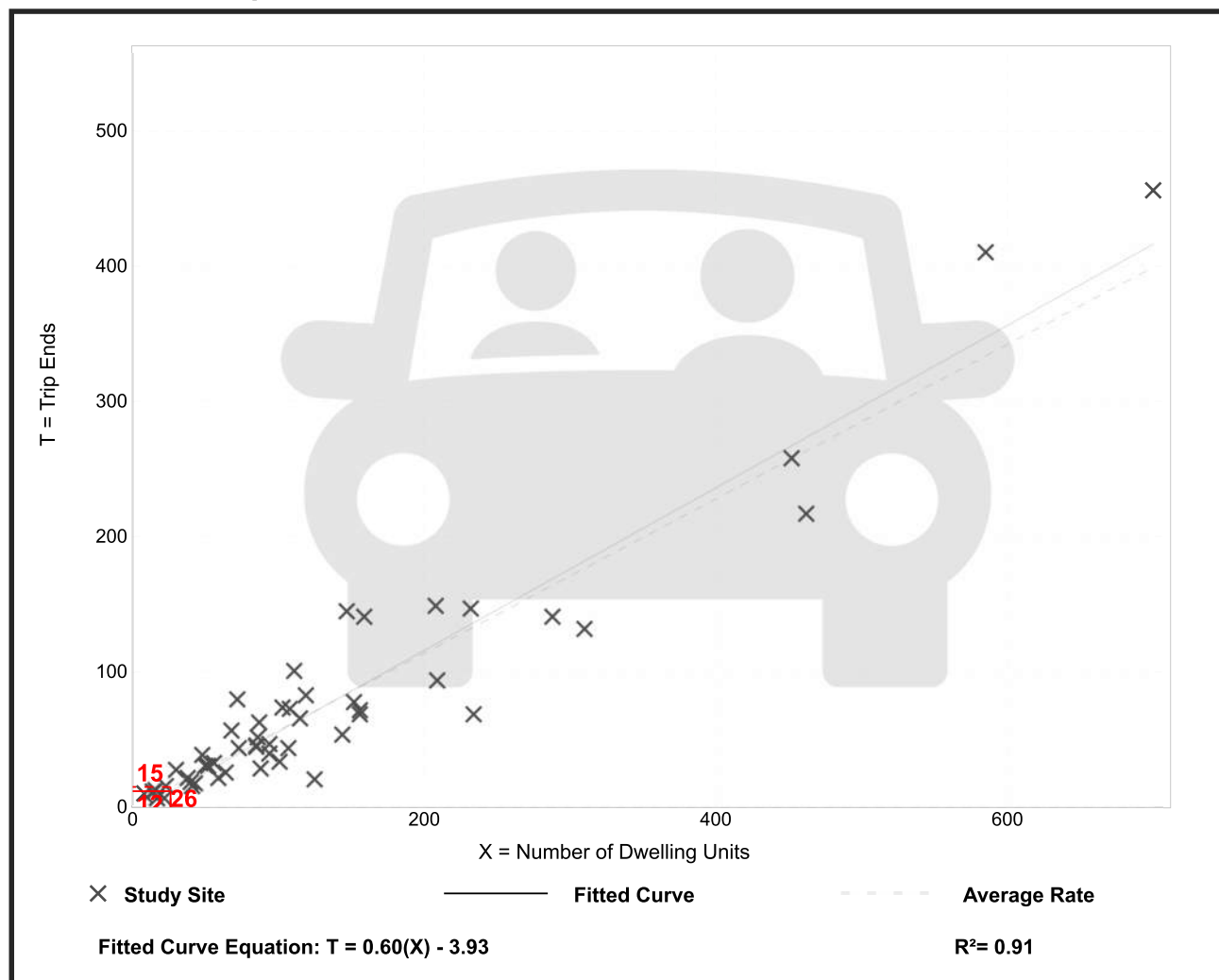
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

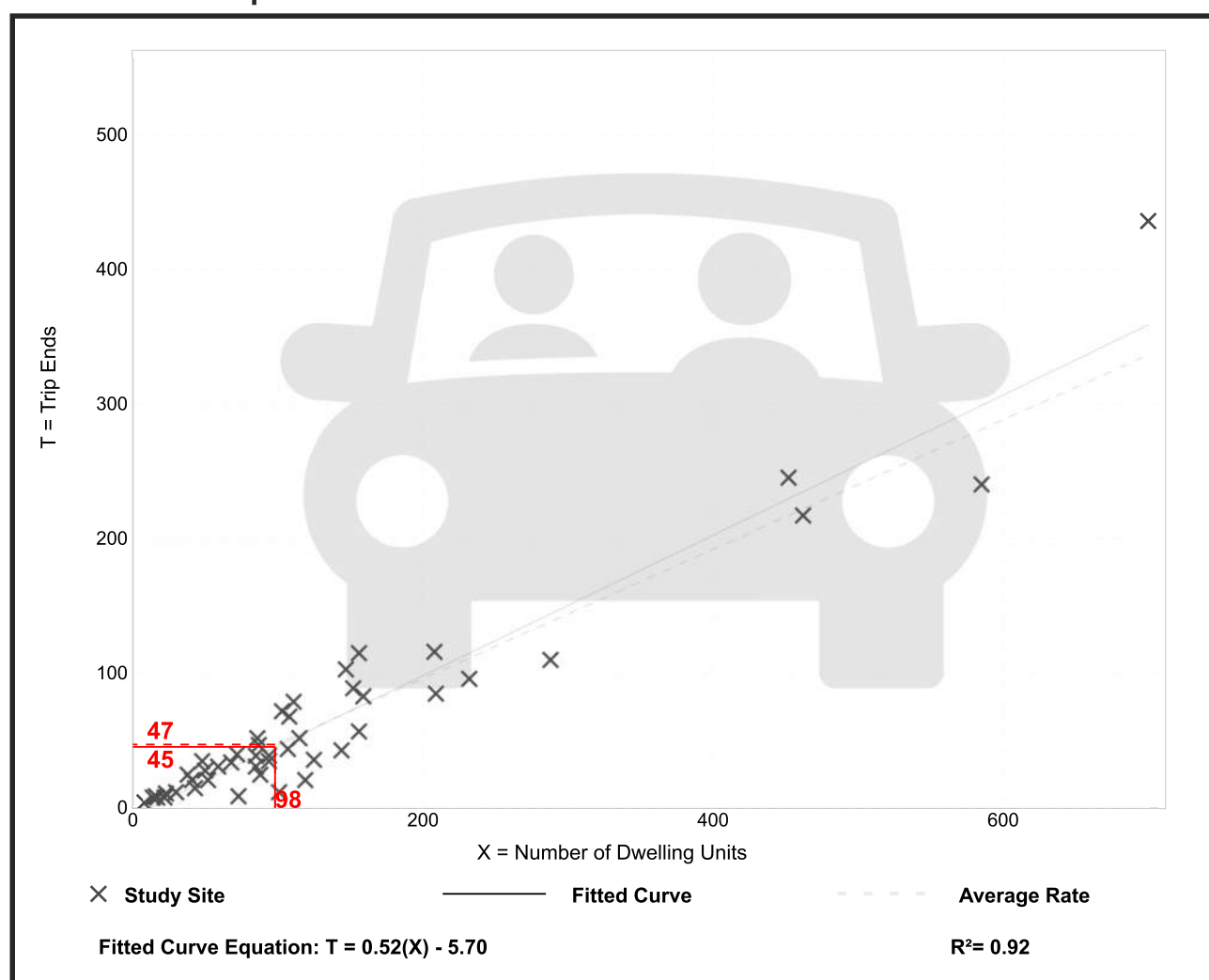
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

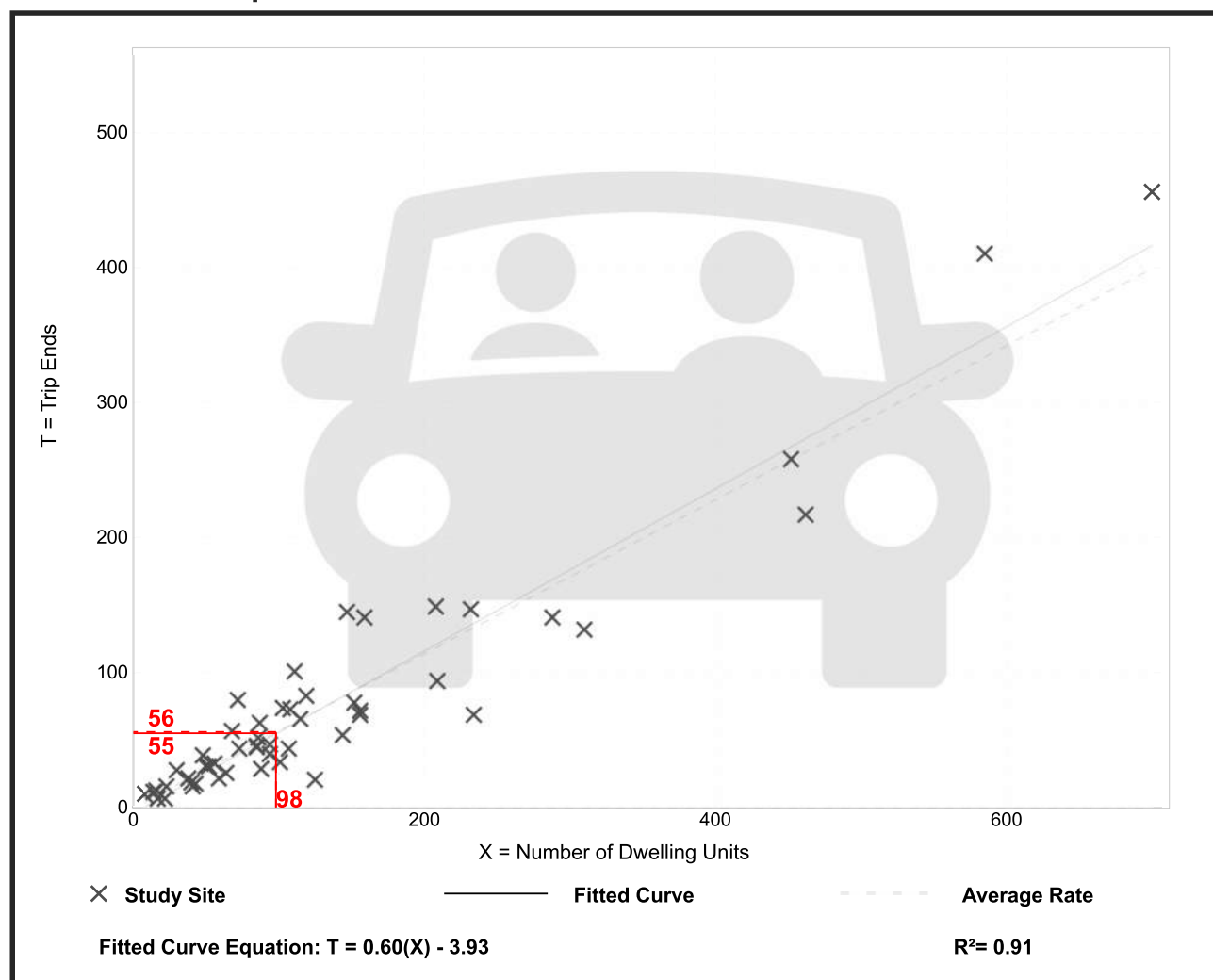
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

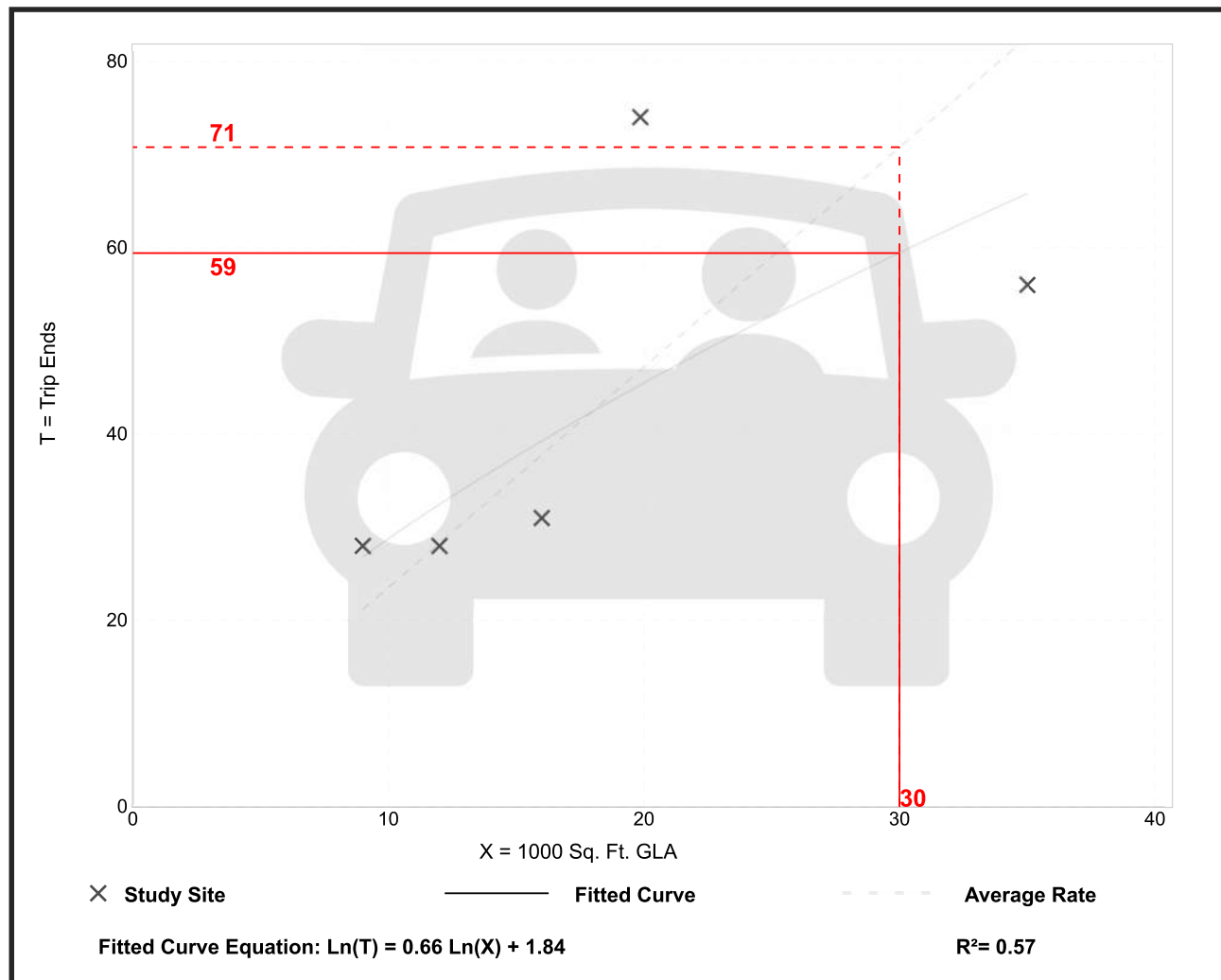
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



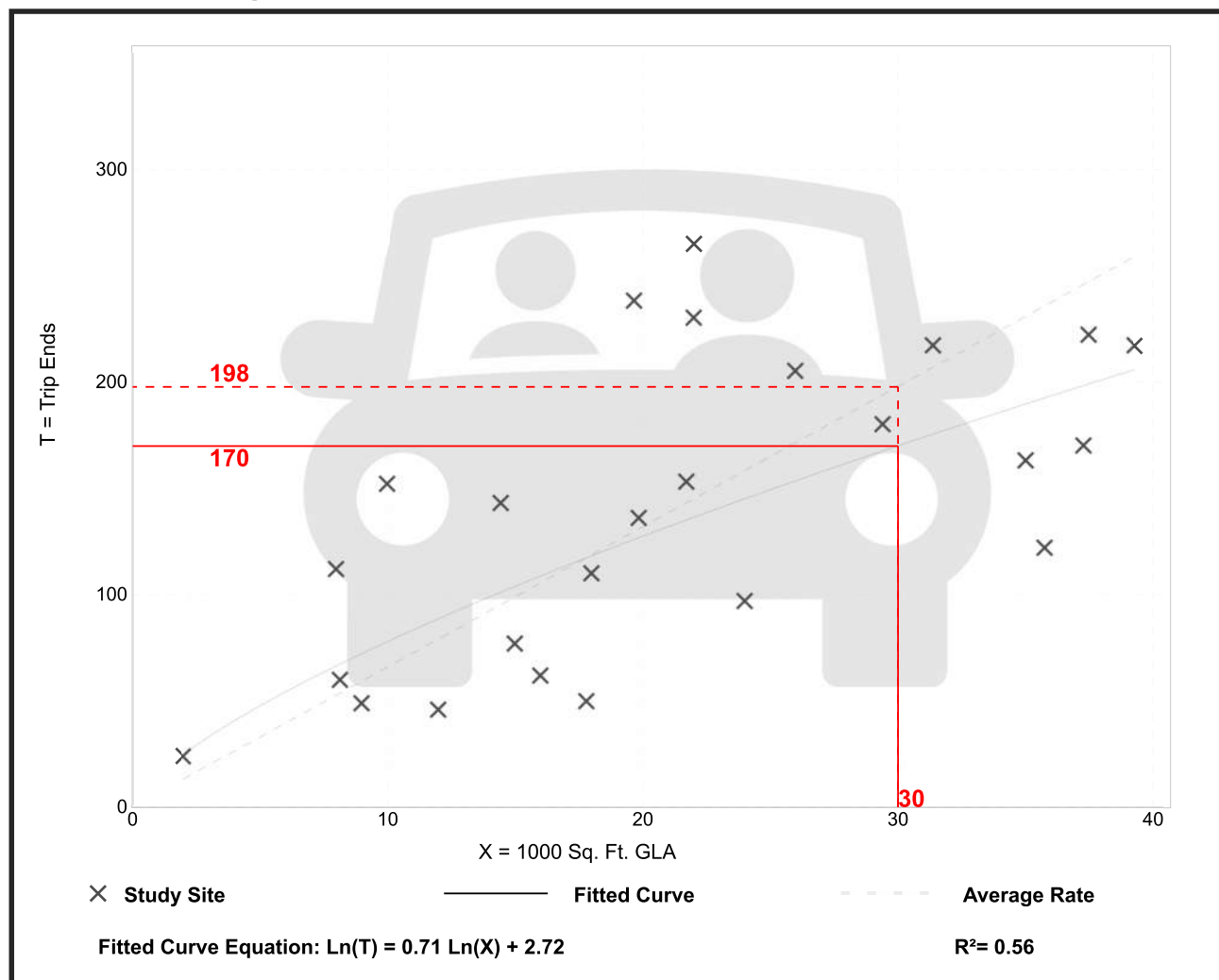
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

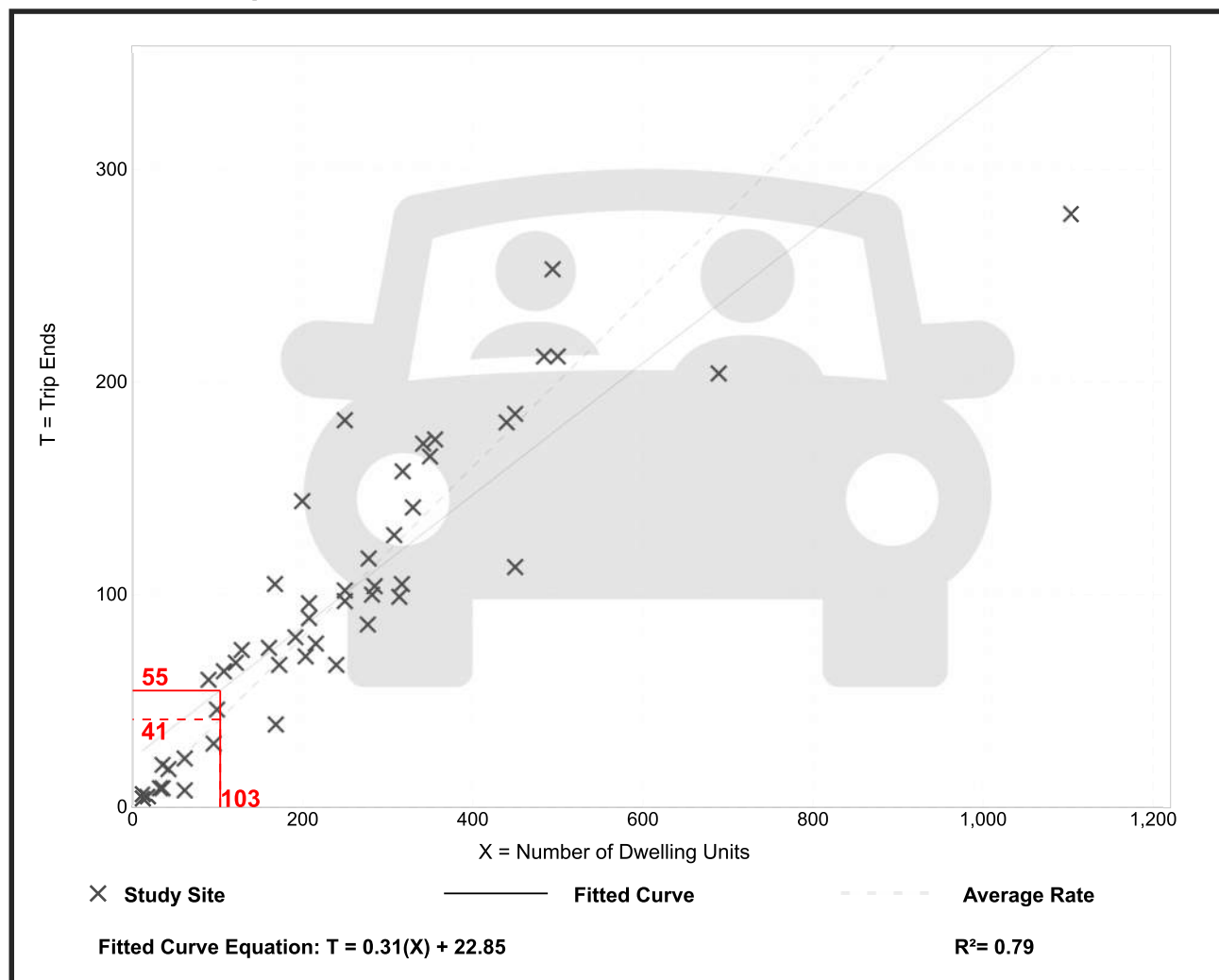
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



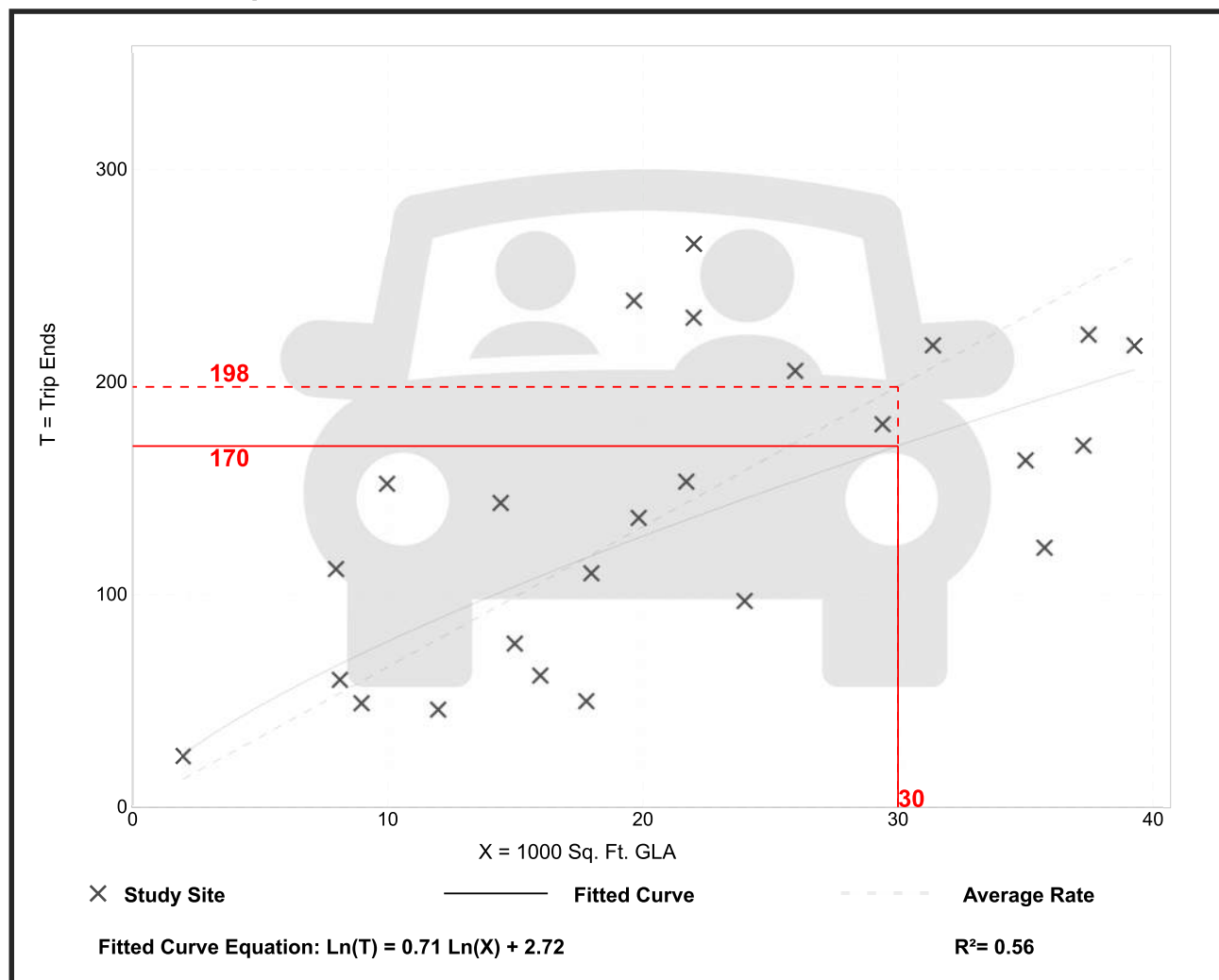
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

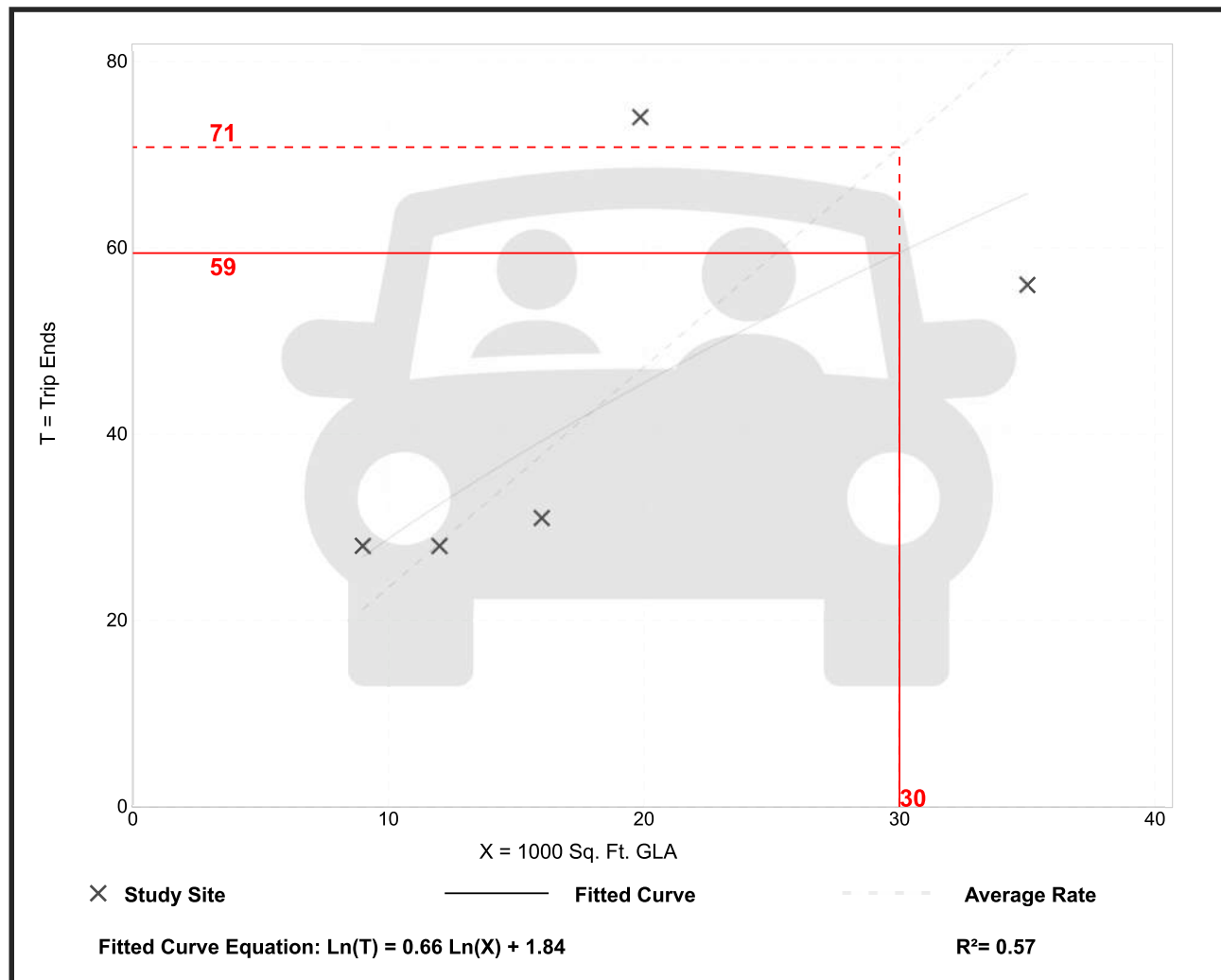
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



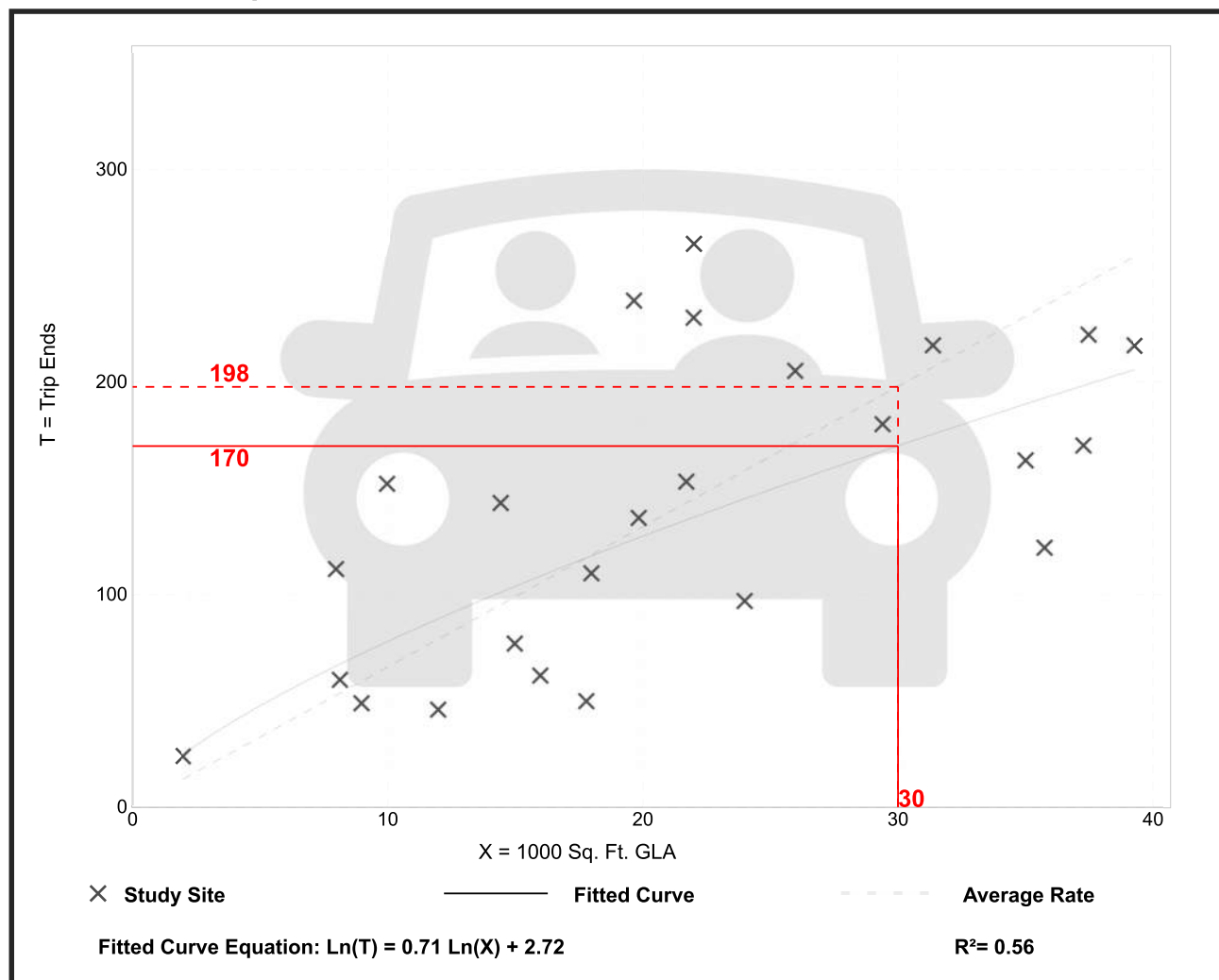
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



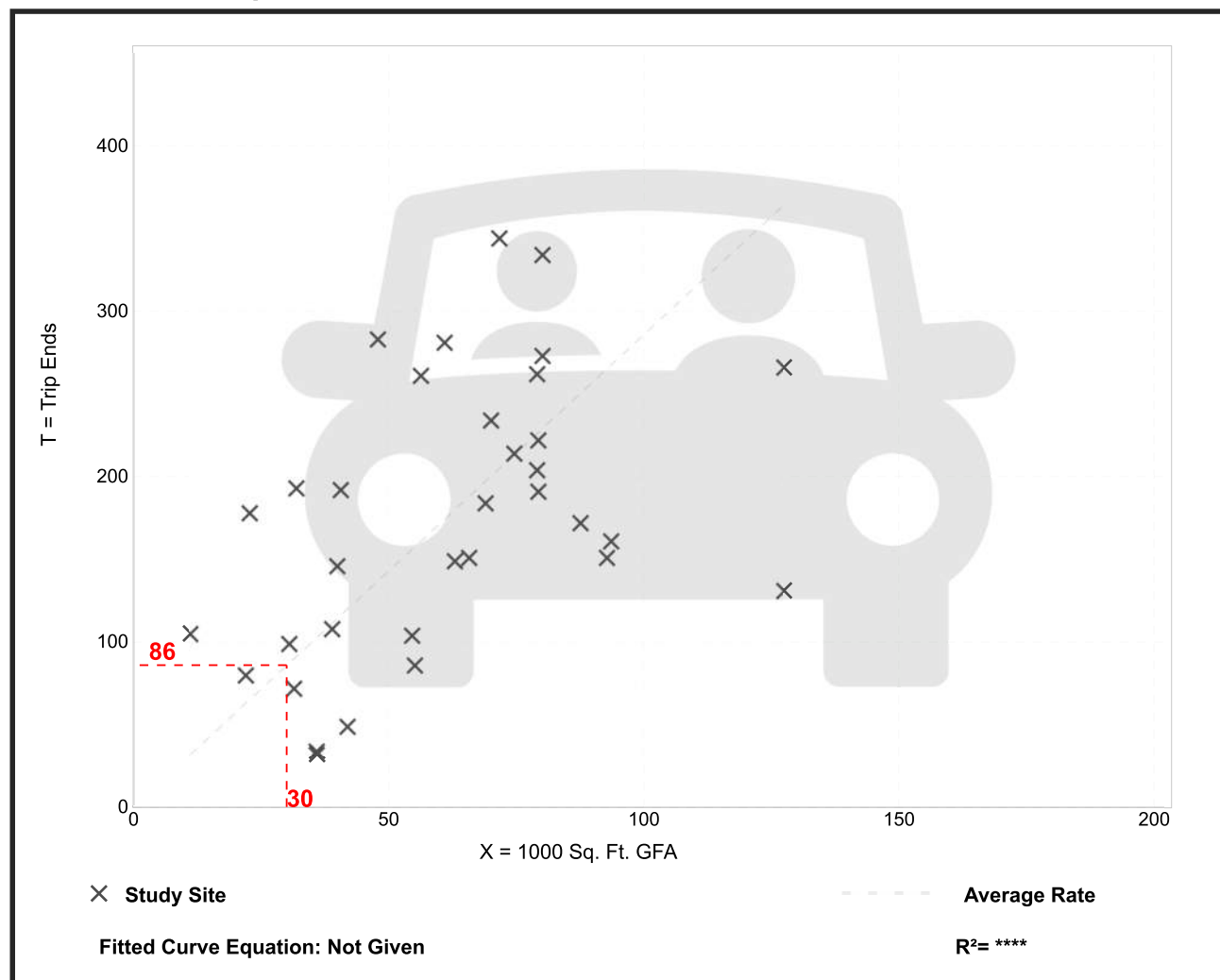
Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 34
 Avg. 1000 Sq. Ft. GFA: 61
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



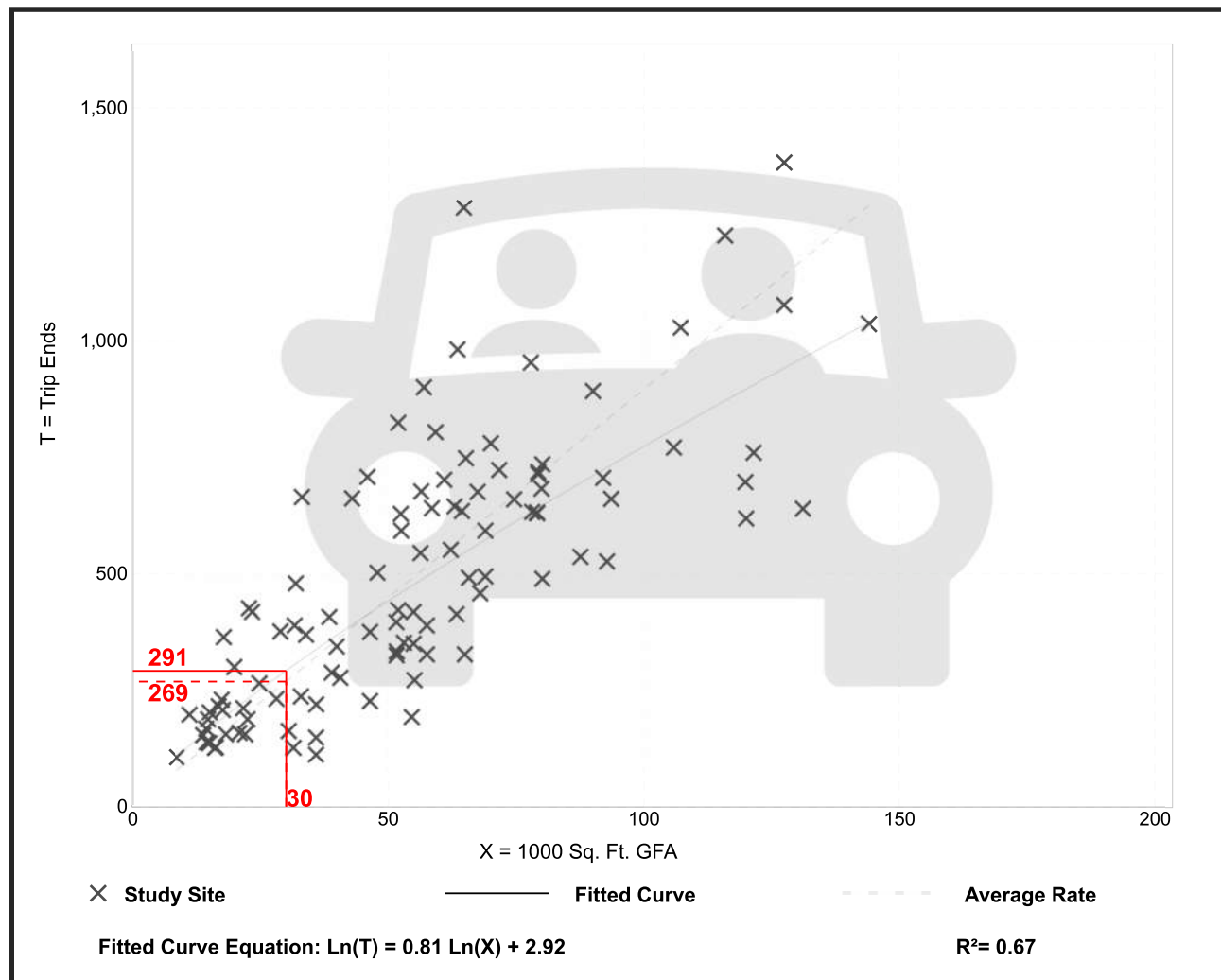
Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 104
 Avg. 1000 Sq. Ft. GFA: 55
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

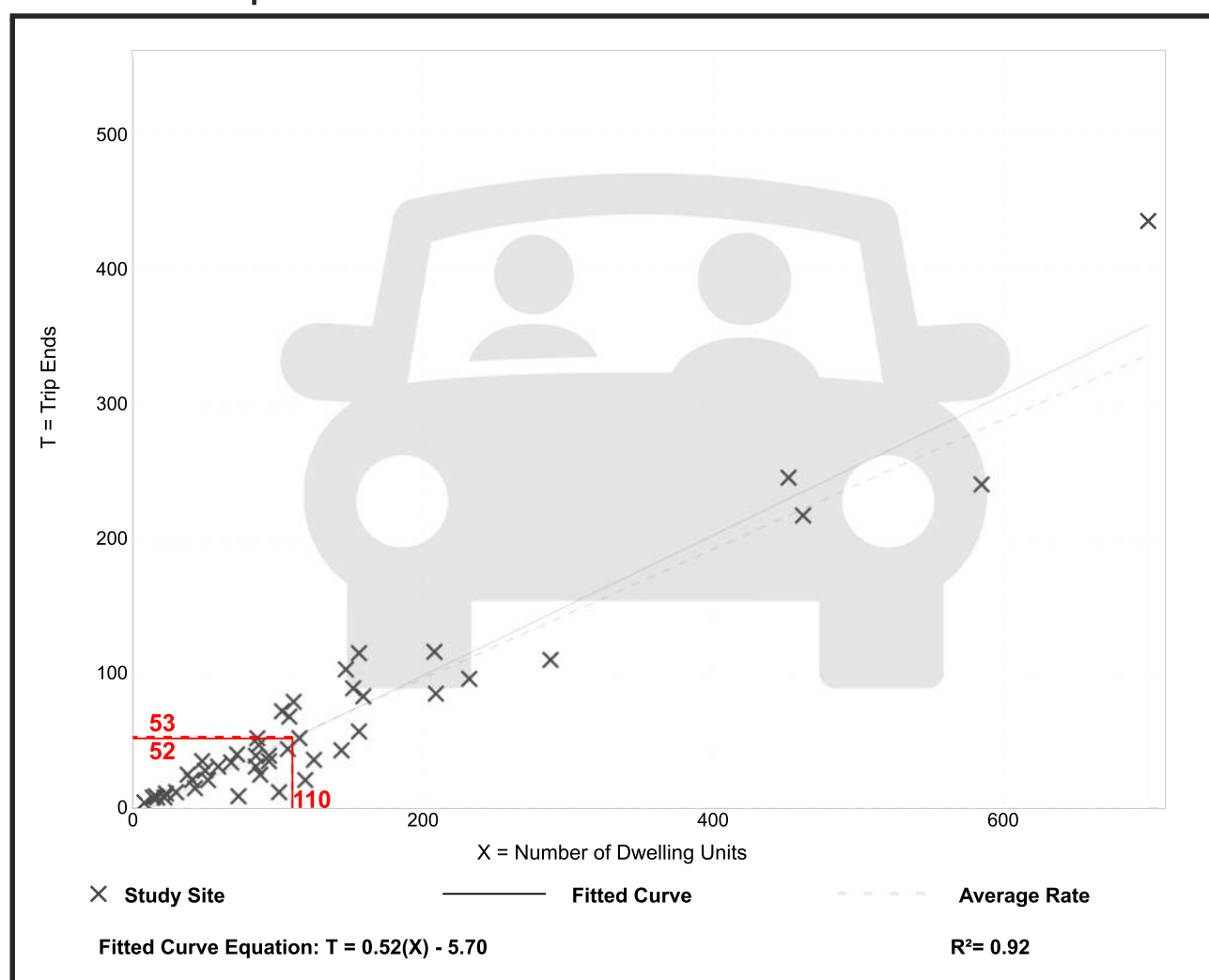
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

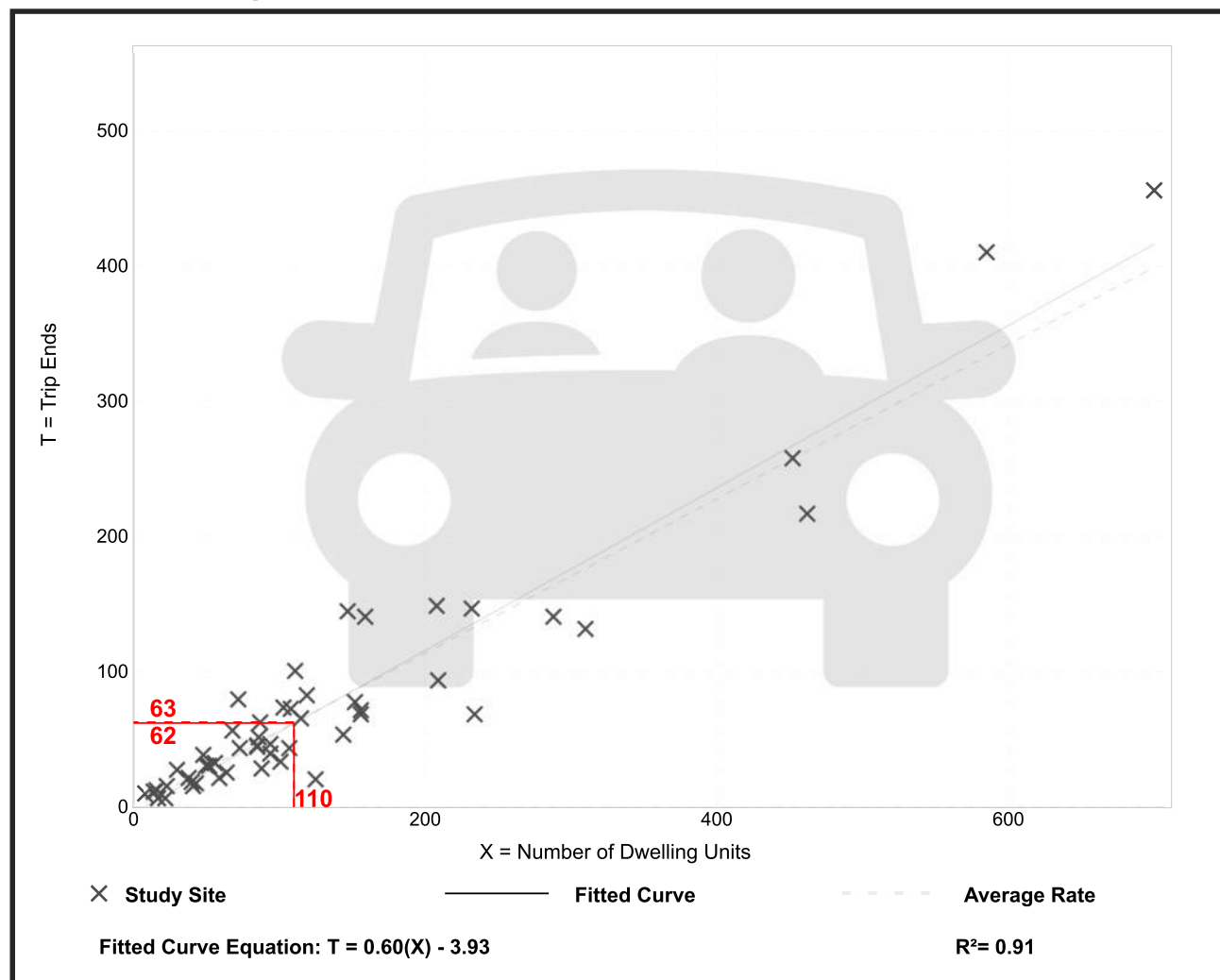
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



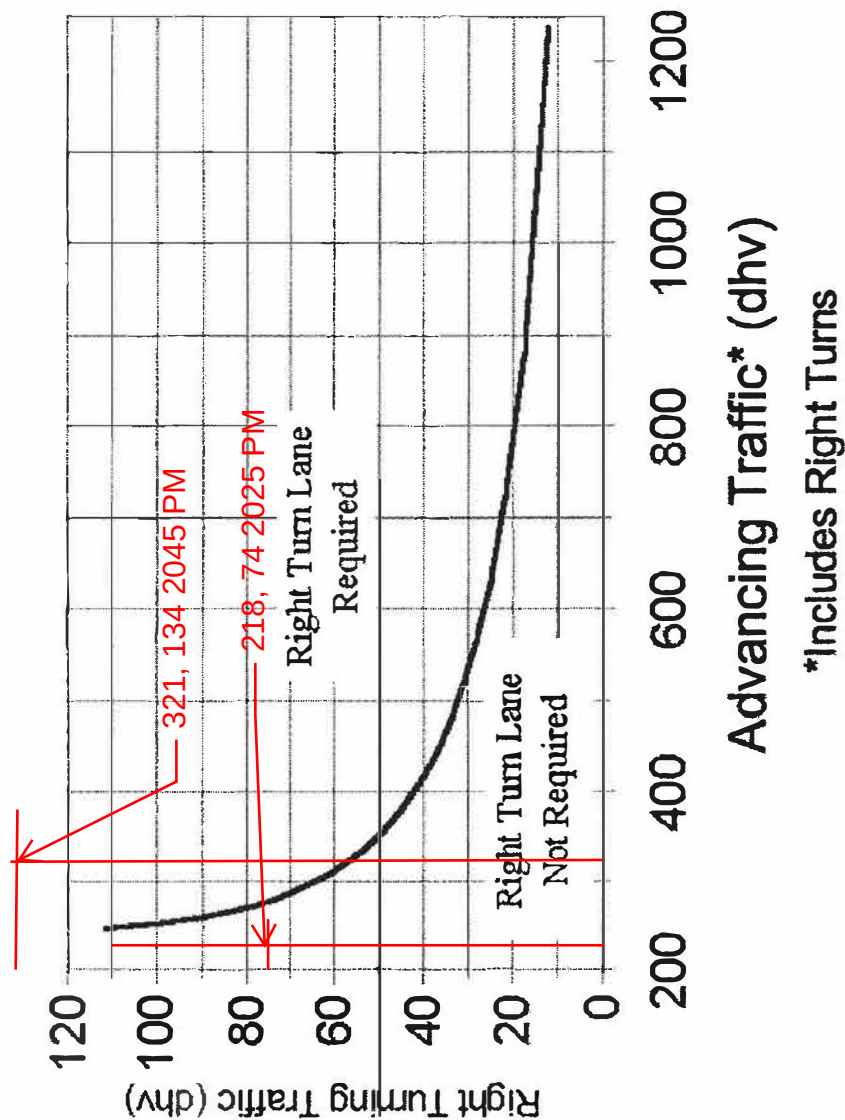
Warrants and Corresponding Data

2-LANE RIGHT TURN LANE WARRANT (HIGH SPEED)

401-6b

REFERENCE SECTION
401.6.3

Peachblow & Crownover Way 2-Lane Highway Right Turn Lane Warrant > 40 mph or 70 kph Posted Speed



October 2004

Turn Lane Length Computation Worksheet
(Based on ODOT's Location Design Manual)

Project Name:

Oak Park

Project Number:

Compiled By:

MIM - CT Consultants, Inc.

Intersection:

Peachblow & Crownover Way

Year:

2045

Condition:

AM Build

General Information:

Approach	WB			
Movement	LT			
Peak Hour	AM			

Type of Traffic Control

Signalized	NO	YES	YES	YES
Unsignalized Stopped Crossroad	NO	NO	NO	NO
Unsignalized Through Road	YES	NO	NO	NO

Design Parameters

Design Speed	55			
Turn Volume (vph)	11			
Approach Volume (vph)	155			
Turn Percentage	7%	#DIV/0!	#DIV/0!	#DIV/0!
High or Low	LOW	#DIV/0!	#DIV/0!	#DIV/0!
Applicable Design Condition (A, B or C)	B	A	A	A
Cycle Length (sec)	60			
Cycles/Hour	60	#DIV/0!	#DIV/0!	#DIV/0!
Average Number of Vehicles/Cycle	1	#DIV/0!	#DIV/0!	#DIV/0!
Storage Length (ft)	50	#DIV/0!	#DIV/0!	#DIV/0!

Design Method

Condition A (Storage Only)	Taper	-	50	50	50
	Storage	-	#DIV/0!	#DIV/0!	#DIV/0!
	Total	-	#DIV/0!	#DIV/0!	#DIV/0!
Condition B (High Speed Decel Only)	Taper	50	-	-	-
	Decel Length	235	-	-	-
	Total	285	-	-	-
Condition C (Moderate Speed Deceleration & Storage)	Taper	-	-	-	-
	Decel Length	-	-	-	-
	Storage	-	-	-	-
	Total	-	-	-	-

Required Storage and/or Decel Length (ft/lane) =	235	#DIV/0!	#DIV/0!	#DIV/0!
Required Turn Lane Length, including 50' taper (ft/lane) =	285	#DIV/0!	#DIV/0!	#DIV/0!

Note: EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound

Source: January 2006 ODOT L& D Manual-Volume I: 401 - 9E, 401 -10E

SIGNAL WARRANT WORKSHEET

Warrant 2, Four-Hour Vehicular Volume

Ohio MUTCD

Intersection: <u>Glenn Pkwy & Peachblow Rd</u>	Year: <u>2025</u>
Project Name: <u>Oak Park</u>	Condition: <u>Build</u>
Project No.: _____	Analyst: <u>ACD - MIM</u>

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

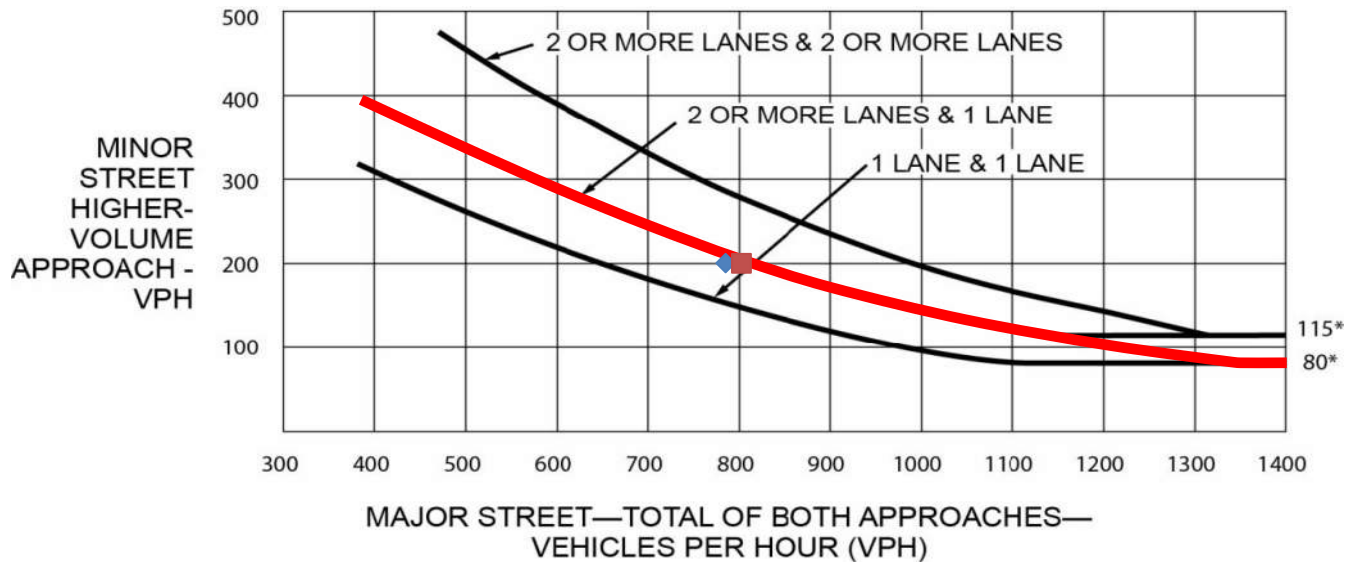
The need for a traffic control signal shall be considered if, for each of any 4 hours on an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes.

	Major Street	Minor Street	
Street Name	Glenn Pkwy	Peachblow	
No. of Lanes	2+	1	
Hour	Volume* (vph)		
7-8AM	785	201	◆
5-6PM	802	201	■
			●
			▲

Warrant 2 Met?
NO

*Total of both approaches for major street, higher volume approach only for minor street

Figure 4C - 1. Warrant 2, Four-Hour Vehicular Volume (100%)



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: January 2012 Ohio MUTCD, Part 4

SIGNAL WARRANT WORKSHEET

Warrant 3, Peak Hour

Ohio MUTCD

Intersection: Glenn Pkwy & Peachblow
 Project Name: Oak Park
 Project No.: _____

Year: 2025
 Condition: AM Build
 Analyst: ACD - MIM

Section 4C.04 Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

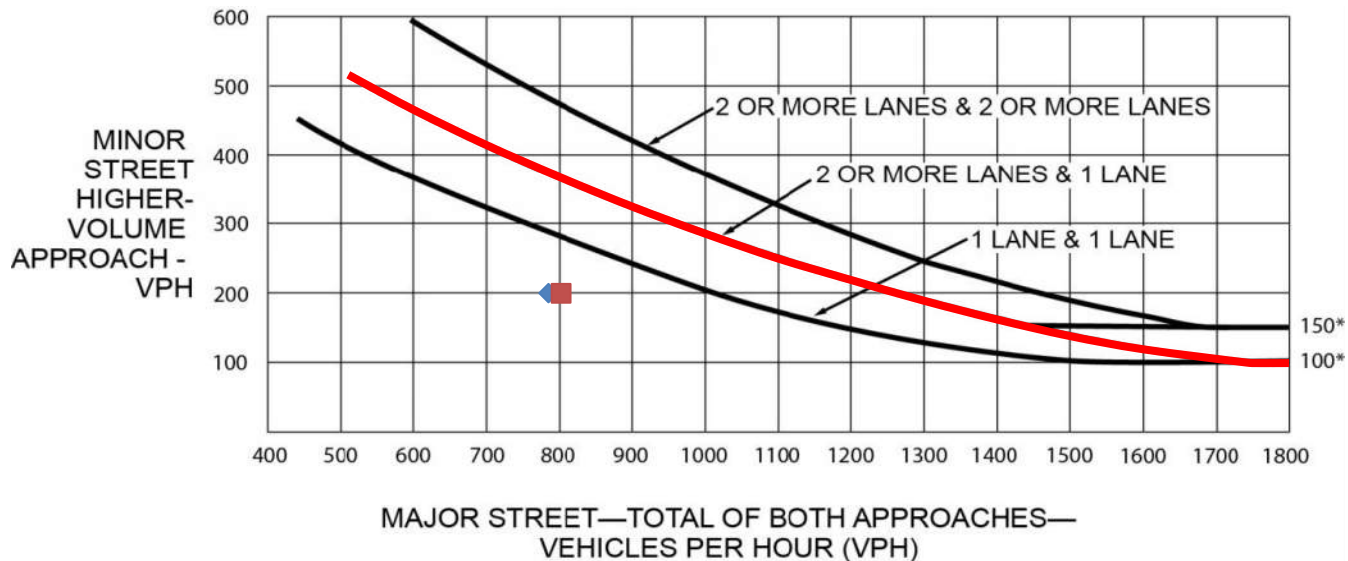
The need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

	Major Street	Minor Street
Street Name	Glenn Pkwy	Peachblow
No. of Lanes	2+	1
Hour	Volume* (vph)	
7-8AM	785	201
5-6PM	802	201

Warrant 3 Met?
NO

*Total of both approaches for major street, higher volume approach only for minor street

Figure 4C - 3. Warrant 3, Peak Hour (100%)

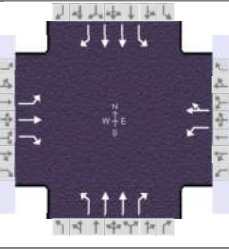


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: January 2012 Ohio MUTCD, Part 4

2025 No Build and Build Analysis

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other		
Jurisdiction	ODOT D6	Time Period	AM Peak	PHF	0.92		
Urban Street	US 23	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	US 23 & Glenn Pkwy	File Name	US23-Glenn AM No Build.xus				
Project Description	2025 AM Peak No Build						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	2	38	10	275	28	67	17	751	305	134	1554	11

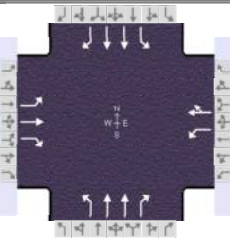
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	7.9	63.1	30.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	5.0	4.0	0.0	0.0	0.0	
				Red	2.0	2.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		5.0		6.0		5.3	1.0	3.0
Phase Duration, s		36.0		36.0		70.1	13.9	84.0
Change Period, ($Y+R_c$), s		6.0		6.0		7.0	6.0	7.0
Max Allow Headway (MAH), s		3.2		3.2		0.0	2.9	0.0
Queue Clearance Time (g_s), s		8.0		29.2			6.1	
Green Extension Time (g_e), s		0.9		0.8		0.0	0.2	0.0
Phase Call Probability		1.00		1.00			0.99	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	2	41	11	299	103		18	816	332	146	1689	12
Adjusted Saturation Flow Rate (s), veh/h/ln	1312	1900	1610	1387	1686		296	1809		1810	1809	1610
Queue Service Time (g_s), s	0.2	2.0	0.6	25.2	5.9		5.4	16.6		4.1	37.7	0.3
Cycle Queue Clearance Time (g_c), s	6.0	2.0	0.6	27.2	5.9		29.3	16.6		4.1	37.7	0.3
Green Ratio (g/C)	0.25	0.25	0.25	0.25	0.25		0.53	0.53		0.61	0.64	0.64
Capacity (c), veh/h	325	475	403	385	422		157	1900		442	2320	1033
Volume-to-Capacity Ratio (X)	0.007	0.087	0.027	0.777	0.245		0.118	0.430		0.329	0.728	0.012
Back of Queue (Q), ft/ln (95 th percentile)	2.3	41.7	10.8	342.5	108.9		19.4	264.5		65.2	481.4	4.6
Back of Queue (Q), veh/ln (95 th percentile)	0.1	1.7	0.4	13.7	4.4		0.8	10.6		2.6	19.3	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.02	0.00	0.05	0.69	0.00		0.04	0.00		0.10	0.00	0.01
Uniform Delay (d_1), s/veh	38.3	34.5	34.0	44.9	35.9		29.1	17.5		11.9	14.5	7.8
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	2.7	0.1		1.5	0.7		0.2	2.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	38.3	34.5	34.0	47.5	36.0		30.6	18.2	0.0	12.0	16.5	7.8
Level of Service (LOS)	D	C	C	D	D		C	B	A	B	B	A
Approach Delay, s/veh / LOS	34.6	C		44.6	D		13.2	B		16.1	B	
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.90	B	2.07	B
Bicycle LOS Score / LOS	0.58	A	1.15	A	1.45	A	2.01	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	PM Peak No Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	US 23 & Glenn Pkwy	File Name	US23-Glenn PM No Build.xus			
Project Description	2025 PM Peak No Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	11	27	10	306	20	65	6	1364	398	43	922	4

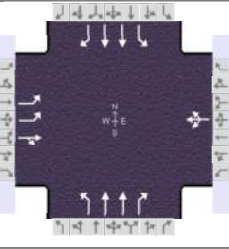
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		5.0		6.0		5.3	1.0	3.0
Phase Duration, s		37.9		37.9		69.7	12.3	82.1
Change Period, ($Y+R_c$), s		6.0		6.0		7.0	6.0	7.0
Max Allow Headway (MAH), s		3.1		3.1		0.0	2.9	0.0
Queue Clearance Time (g_s), s		8.0		31.1			3.3	
Green Extension Time (g_e), s		0.9		0.8		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			0.79	
Max Out Probability		0.00		0.00			0.00	

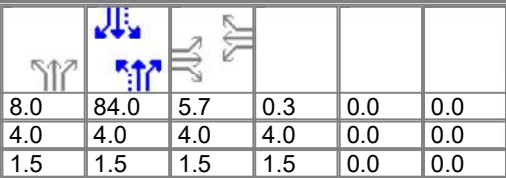
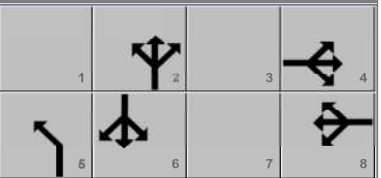
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	12	29	11	333	92		7	1483	433	47	1002	4
Adjusted Saturation Flow Rate (s), veh/h/ln	1325	1900	1610	1402	1670		571	1809		1810	1809	1610
Queue Service Time (g_s), s	0.8	1.4	0.6	27.8	5.2		0.7	39.8		1.3	17.2	0.1
Cycle Queue Clearance Time (g_c), s	6.0	1.4	0.6	29.1	5.2		5.7	39.8		1.3	17.2	0.1
Green Ratio (g/C)	0.27	0.27	0.27	0.27	0.27		0.52	0.52		0.59	0.63	0.63
Capacity (c), veh/h	356	506	429	418	445		335	1891		224	2262	1007
Volume-to-Capacity Ratio (X)	0.034	0.058	0.025	0.796	0.208		0.019	0.784		0.209	0.443	0.004
Back of Queue (Q), ft/ln (95 th percentile)	12.4	28.8	10.6	378	94.5		4.4	558.8		21.1	252.8	1.8
Back of Queue (Q), veh/ln (95 th percentile)	0.5	1.2	0.4	15.1	3.8		0.2	22.4		0.8	10.1	0.1
Queue Storage Ratio (RQ) (95 th percentile)	0.08	0.00	0.05	0.76	0.00		0.01	0.00		0.03	0.00	0.00
Uniform Delay (d_1), s/veh	36.5	32.8	32.5	43.6	34.2		16.3	23.2		18.7	11.7	8.4
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	4.1	0.1		0.1	3.3		0.2	0.6	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	36.5	32.8	32.5	47.7	34.3		16.5	26.5	0.0	18.8	12.3	8.5
Level of Service (LOS)	D	C	C	D	C		B	C	A	B	B	A
Approach Delay, s/veh / LOS	33.6	C		44.8	D		20.5	C		12.6	B	
Intersection Delay, s/veh / LOS	21.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.90	B	2.07	B
Bicycle LOS Score / LOS	0.57	A	1.19	A	2.07	B	1.36	A

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other		
Jurisdiction	ODOT D6	Time Period	AM Peak No Build	PHF	0.92		
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00		
Intersection	US 23 & Greif Pkwy	File Name	US23-Greif AM No Build.xus				
Project Description	2025 AM Peak No Build						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	0	23	0	0	1	150	1060	0	1	1782	56

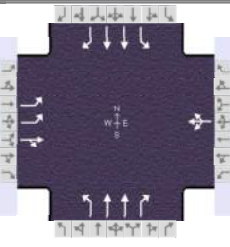
Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
Green	8.0	84.0	5.7	0.3	0.0	0.0								
Yellow	4.0	4.0	4.0	4.0	0.0	0.0								
Red	1.5	1.5	1.5	1.5	0.0	0.0								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		10.0		12.0	1.0	3.0		5.3
Phase Duration, s		11.2		5.8	13.5	103.0		89.5
Change Period, ($Y+R_c$), s		5.5		5.5	5.5	5.5		5.5
Max Allow Headway (MAH), s		3.3		3.4	2.9	0.0		0.0
Queue Clearance Time (g_s), s		3.8		2.1	4.6			
Green Extension Time (g_e), s		0.0		0.0	0.3	0.0		0.0
Phase Call Probability		0.72		0.04	1.00			
Max Out Probability		0.00		0.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	13	25			0		163	1152	0	1	1937	61
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1610			0		1810	1809	1610	496	1809	1610
Queue Service Time (g_s), s	0.4	1.8			0.0		2.6	10.5	0.0	0.1	41.5	1.4
Cycle Queue Clearance Time (g_c), s	0.4	1.8			0.0		2.6	10.5	0.0	0.1	41.5	1.4
Green Ratio (g/C)	0.05	0.05					0.78	0.81	0.81	0.70	0.70	0.70
Capacity (c), veh/h	168	77					262	2938	1308	407	2532	1127
Volume-to-Capacity Ratio (X)	0.077	0.324			0.000		0.621	0.392	0.000	0.003	0.765	0.054
Back of Queue (Q), ft/ln (95 th percentile)	8.5	33.6			0		148.7	93.7	0	0.4	483.9	18.4
Back of Queue (Q), veh/ln (95 th percentile)	0.3	1.3			0.0		5.9	3.7	0.0	0.0	19.4	0.7
Queue Storage Ratio (RQ) (95 th percentile)	0.02	0.00			0.00		0.25	0.00	0.00	0.00	0.00	0.05
Uniform Delay (d_1), s/veh	54.6	55.2					23.2	3.1	0.0	5.4	11.6	5.6
Incremental Delay (d_2), s/veh	0.1	0.9			0.0		0.9	0.4	0.0	0.0	2.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.7	56.1					24.1	3.5	0.0	5.4	13.9	5.7
Level of Service (LOS)	D	E					C	A		A	B	A
Approach Delay, s/veh / LOS	55.6	E		73.9	E		6.1	A		13.6	B	
Intersection Delay, s/veh / LOS	11.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	1.60	B	2.06	B
Bicycle LOS Score / LOS	0.55	A	0.49	A	1.57	B	2.14	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD-MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	PM Peak No Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	US 23 & Greif Pkwy	File Name	US23-Greif PM No Build.xus			
Project Description	2025 PM Peak No Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	0	72	0	0	1	60	1710	0	1	1220	17

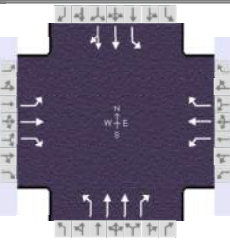
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	7.1	82.7	7.9	0.3	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
				Red	1.5	1.5	1.5	1.5	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		10.0		12.0	1.0	3.0		5.3
Phase Duration, s		13.4		5.8	12.6	100.8		88.2
Change Period, ($Y+R_c$), s		5.5		5.5	5.5	5.5		5.5
Max Allow Headway (MAH), s		3.3		3.4	2.9	0.0		0.0
Queue Clearance Time (g_s), s		7.7		2.1	3.1			
Green Extension Time (g_e), s		0.2		0.0	0.1	0.0		0.0
Phase Call Probability		0.99		0.04	0.89			
Max Out Probability		0.00		0.00	0.00			

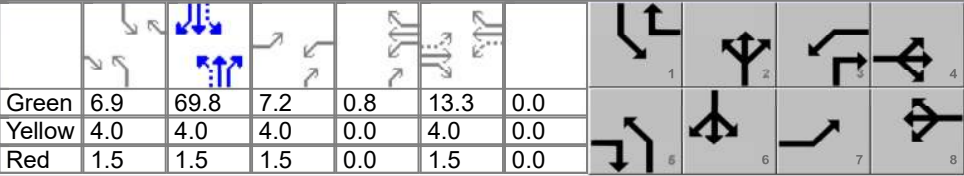
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	62	78			0		65	1859	0	1	1326	18
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1610			0		1810	1809	1610	251	1809	1610
Queue Service Time (g_s), s	2.0	5.7			0.0		1.1	26.1	0.0	0.2	21.6	0.4
Cycle Queue Clearance Time (g_c), s	2.0	5.7			0.0		1.1	26.1	0.0	13.8	21.6	0.4
Green Ratio (g/C)	0.07	0.07					0.76	0.79	0.79	0.69	0.69	0.69
Capacity (c), veh/h	232	106					381	2873	1279	205	2493	1110
Volume-to-Capacity Ratio (X)	0.267	0.736			0.000		0.171	0.647	0.000	0.005	0.532	0.017
Back of Queue (Q), ft/ln (95 th percentile)	40.1	108.6			0		12	248.9	0	0.6	282.4	5.7
Back of Queue (Q), veh/ln (95 th percentile)	1.6	4.3			0.0		0.5	10.0	0.0	0.0	11.3	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.10	0.00			0.00		0.02	0.00	0.00	0.00	0.00	0.01
Uniform Delay (d_1), s/veh	53.3	55.0					6.2	5.2	0.0	10.8	9.2	5.9
Incremental Delay (d_2), s/veh	0.2	3.7			0.0		0.1	1.1	0.0	0.0	0.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	53.5	58.7					6.3	6.4	0.0	10.9	10.0	5.9
Level of Service (LOS)	D	E					A	A		B	A	A
Approach Delay, s/veh / LOS	56.4	E		73.9	E		6.4	A		9.9	A	
Intersection Delay, s/veh / LOS	9.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	1.61	B	2.06	B
Bicycle LOS Score / LOS	0.72	A	0.49	A	2.07	B	1.60	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD-MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	AM Peak No Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	US 23 & Shanahan Rd	File Name	US23-Shanahan AM No Build.xus			
Project Description	2025 AM Peak No Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	64	140	140	98	147	29	56	1117	114	54	1759	45

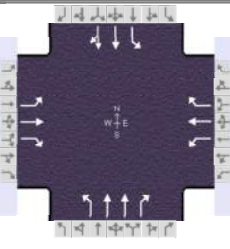
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On	Green	6.9	69.8	7.2	0.8	13.3	0.0	
				Yellow	4.0	4.0	4.0	0.0	4.0	0.0	
				Red	1.5	1.5	1.5	0.0	1.5	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.7	18.8	13.5	19.6	12.4	75.3	12.4	75.2
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	6.0	12.4	8.2	11.7	3.5		3.5	
Green Extension Time (g_e), s	0.0	0.9	0.1	0.9	0.1	0.0	0.1	0.0
Phase Call Probability	0.90	1.00	0.97	1.00	0.87		0.86	
Max Out Probability	0.00	0.00	0.02	0.00	0.00		0.00	

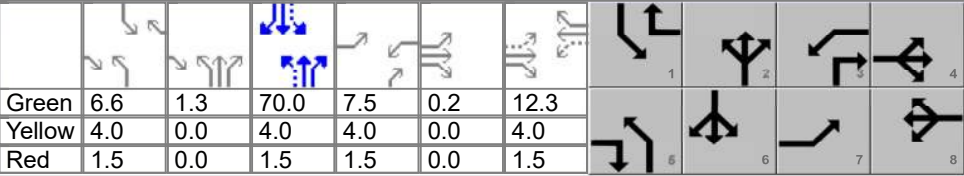
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	70	152	152	107	160	32	61	1214	124	59	980	980
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1809	1610	1810	1900	1883
Queue Service Time (g_s), s	4.0	9.3	10.4	6.2	9.7	2.0	1.5	25.4	3.5	1.5	53.6	54.6
Cycle Queue Clearance Time (g_c), s	4.0	9.3	10.4	6.2	9.7	2.0	1.5	25.4	3.5	1.5	53.6	54.6
Green Ratio (g/C)	0.17	0.11	0.17	0.18	0.12	0.17	0.64	0.58	0.65	0.64	0.58	0.58
Capacity (c), veh/h	193	211	272	223	223	281	193	2105	1044	329	1104	1094
Volume-to-Capacity Ratio (X)	0.360	0.722	0.560	0.478	0.716	0.112	0.315	0.577	0.119	0.178	0.888	0.896
Back of Queue (Q), ft/ln (95 th percentile)	80.7	199.1	188.2	125.1	205.9	35.5	42.7	361.1	49.5	22.3	784.8	796
Back of Queue (Q), veh/ln (95 th percentile)	3.2	8.0	7.5	5.0	8.2	1.4	1.7	14.4	2.0	0.9	31.4	31.8
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00	0.47	0.31	0.00	0.14	0.07	0.00	0.12	0.04	0.00	0.00
Uniform Delay (d_1), s/veh	43.4	51.6	45.8	43.5	51.0	41.7	24.8	15.8	8.0	11.7	21.8	22.0
Incremental Delay (d_2), s/veh	0.4	1.8	0.7	0.6	1.6	0.1	0.3	1.2	0.2	0.1	10.7	11.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.8	53.3	46.5	44.1	52.6	41.7	25.1	17.0	8.3	11.8	32.4	33.4
Level of Service (LOS)	D	D	D	D	D	D	C	B	A	B	C	C
Approach Delay, s/veh / LOS	48.8	D		48.4	D		16.5	B		32.3	C	
Intersection Delay, s/veh / LOS	29.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.31	B	2.08	B	2.08	B
Bicycle LOS Score / LOS	1.10	A	0.98	A	1.64	B	2.15	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	PM No Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	US 23 & Shanahan Rd	File Name	US23-Shanahan PM No Build.xus			
Project Description	2025 PM Peak No Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	92	144	117	76	112	47	178	1631	122	49	1188	80

Signal Information											
Cycle, s	120.0	Reference Phase	2		Green	6.6	1.3	70.0	7.5	0.2	12.3
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
				Red	1.5	0.0	1.5	1.5	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.2	18.0	13.0	17.8	13.5	76.9	12.1	75.5
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	7.9	11.7	6.8	9.4	7.0		3.3	
Green Extension Time (g_e), s	0.1	0.8	0.1	0.8	0.3	0.0	0.1	0.0
Phase Call Probability	0.96	1.00	0.94	1.00	1.00		0.83	
Max Out Probability	0.01	0.00	0.00	0.00	0.00		0.00	

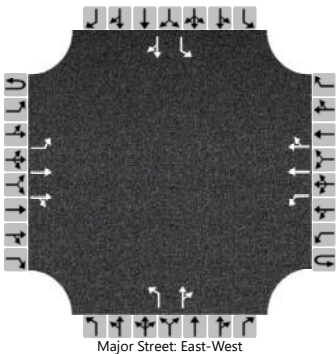
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	100	157	127	83	122	51	193	1773	133	53	696	683
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1809	1610	1810	1900	1857
Queue Service Time (g_s), s	5.9	9.7	8.5	4.8	7.4	3.3	5.0	46.7	3.7	1.3	28.9	29.0
Cycle Queue Clearance Time (g_c), s	5.9	9.7	8.5	4.8	7.4	3.3	5.0	46.7	3.7	1.3	28.9	29.0
Green Ratio (g/C)	0.17	0.10	0.17	0.16	0.10	0.16	0.65	0.59	0.66	0.64	0.58	0.58
Capacity (c), veh/h	229	198	275	182	194	254	317	2152	1058	212	1109	1084
Volume-to-Capacity Ratio (X)	0.437	0.792	0.463	0.455	0.627	0.201	0.611	0.824	0.125	0.252	0.627	0.630
Back of Queue (Q), ft/ln (95 th percentile)	118.6	206.9	153.9	97.7	160.1	59.7	77.1	613.9	51.3	27.9	431.1	426.3
Back of Queue (Q), veh/ln (95 th percentile)	4.7	8.3	6.2	3.9	6.4	2.4	3.1	24.6	2.1	1.1	17.2	17.1
Queue Storage Ratio (RQ) (95 th percentile)	0.30	0.00	0.38	0.24	0.00	0.24	0.13	0.00	0.13	0.05	0.00	0.00
Uniform Delay (d_1), s/veh	44.4	52.5	44.8	44.5	51.7	44.0	15.0	19.3	7.7	19.7	16.4	16.4
Incremental Delay (d_2), s/veh	0.5	2.7	0.5	0.7	1.2	0.1	0.7	3.7	0.2	0.2	2.7	2.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.9	55.2	45.3	45.1	52.9	44.1	15.8	23.0	7.9	19.9	19.1	19.2
Level of Service (LOS)	D	E	D	D	D	D	B	C	A	B	B	B
Approach Delay, s/veh / LOS	49.2	D		48.6	D		21.4	C		19.2	B	
Intersection Delay, s/veh / LOS	24.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.08	B	2.08	B
Bicycle LOS Score / LOS	1.12	A	0.91	A	2.22	B	1.67	B

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Glenn Pkwy & Peachblow
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Glenn Pkwy
Analysis Year	2025	North/South Street	Peachblow
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	226	154	97	0	30	211	48		89	26	28		3	4	70
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

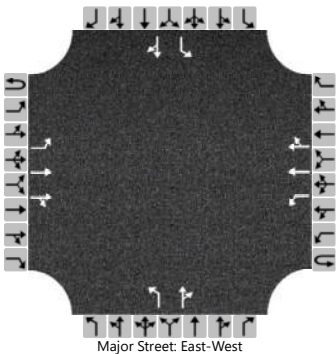
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		246				33				97		59		3		80
Capacity, c (veh/h)		1271				1280				158		299		138		715
v/c Ratio		0.19				0.03				0.61		0.20		0.02		0.11
95% Queue Length, Q ₉₅ (veh)		0.7				0.1				3.3		0.7		0.1		0.4
Control Delay (s/veh)		8.5				7.9				58.5		20.0		31.8		10.7
Level of Service (LOS)		A				A				F		C		D		B
Approach Delay (s/veh)	4.0				0.8				44.0				11.5			
Approach LOS	A				A				E				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Glenn Pkwy & Peachblow
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Glenn Pkwy
Analysis Year	2025	North/South Street	Peachblow
Time Analyzed	PM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	47	306	115	0	22	235	3		139	1	17		3	7	17
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

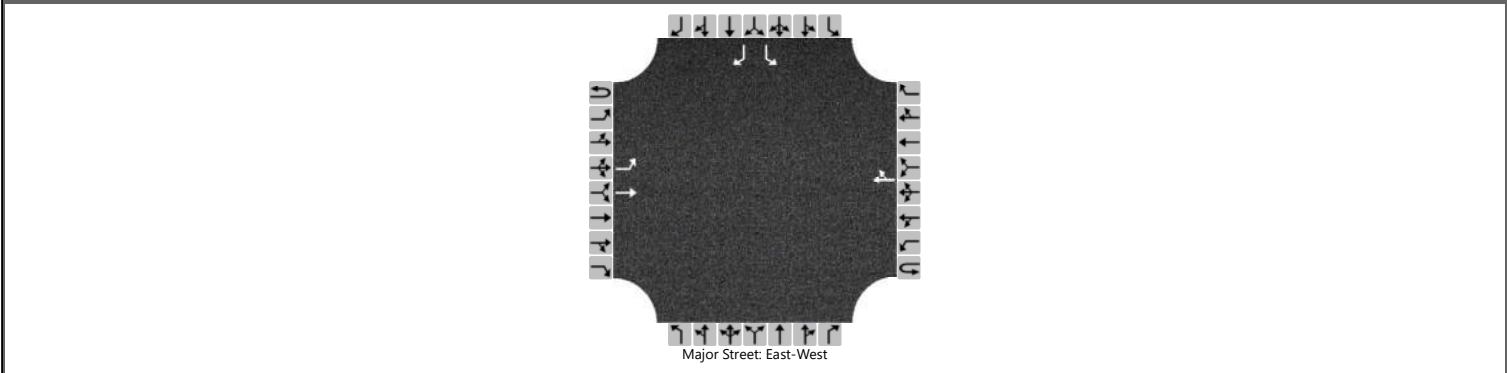
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51				24				151		20		3		26
Capacity, c (veh/h)		1296				1093				301		707		329		535
v/c Ratio		0.04				0.02				0.50		0.03		0.01		0.05
95% Queue Length, Q ₉₅ (veh)		0.1				0.1				2.6		0.1		0.0		0.2
Control Delay (s/veh)		7.9				8.4				28.4		10.2		16.0		12.1
Level of Service (LOS)		A				A				D		B		C		B
Approach Delay (s/veh)	0.8				0.7				26.3				12.5			
Approach LOS	A				A				D				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Peachblow & Crownover Way
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Peachblow
Analysis Year	2025	North/South Street	Crownover
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		10	121				100	25						31		43
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

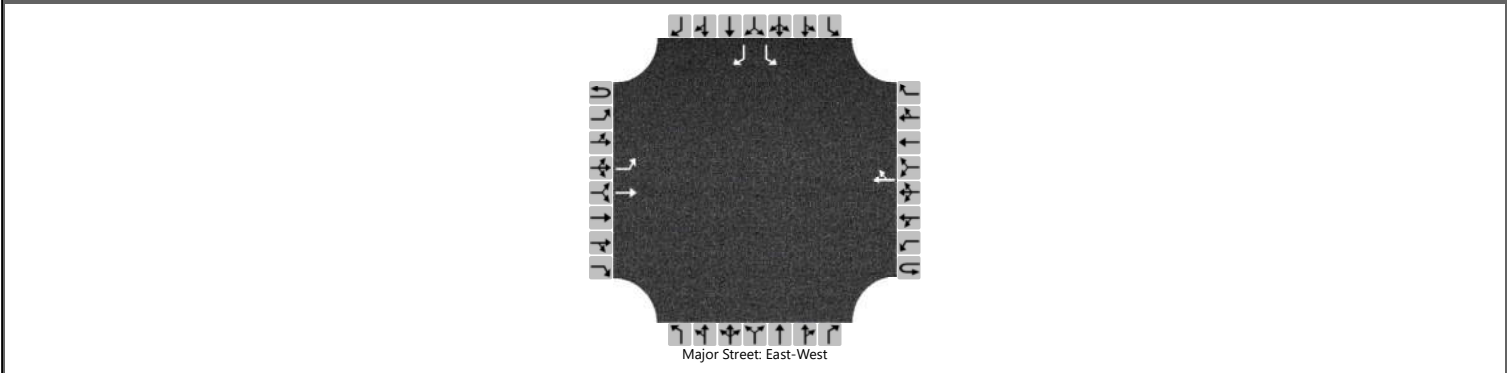
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11												34		47
Capacity, c (veh/h)		1442												707		926
v/c Ratio		0.01												0.05		0.05
95% Queue Length, Q ₉₅ (veh)		0.0												0.1		0.2
Control Delay (s/veh)		7.5												10.3		9.1
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	0.6												9.6			
Approach LOS	A												A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Peachblow & Crownover Way
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Peachblow
Analysis Year	2025	North/South Street	Crownover
Time Analyzed	PM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		21	123				151	30						28		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

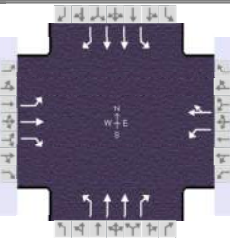
Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23												30		7
Capacity, c (veh/h)		1370												626		860
v/c Ratio		0.02												0.05		0.01
95% Queue Length, Q ₉₅ (veh)		0.1												0.2		0.0
Control Delay (s/veh)		7.7												11.0		9.2
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	1.1												10.7			
Approach LOS	A												B			

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	AM Peak Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00	
Intersection	US 23 & Glenn Pkwy	File Name	US23-Glenn AM Build.xus			
Project Description	2025 AM Peak Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	2	38	10	310	28	90	17	751	316	142	1554	11

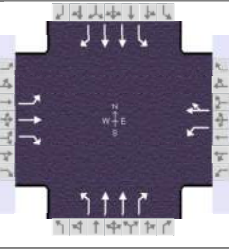
Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	8.0	59.8	33.2	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	5.0	4.0	0.0	0.0	0.0				
				Red	2.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		5.0		6.0		5.3	1.0	3.0
Phase Duration, s		39.2		39.2		66.8	14.0	80.8
Change Period, ($Y+R_c$), s		6.0		6.0		7.0	6.0	7.0
Max Allow Headway (MAH), s		3.2		3.2		0.0	2.9	0.0
Queue Clearance Time (g_s), s		9.3		32.3			6.7	
Green Extension Time (g_e), s		1.0		0.9		0.0	0.2	0.0
Phase Call Probability		1.00		1.00			0.99	
Max Out Probability		0.00		0.01			0.00	

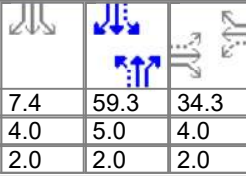
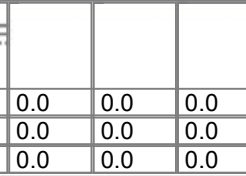
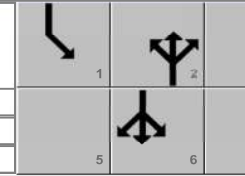
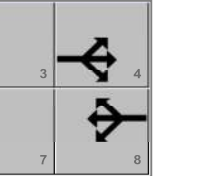
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	2	41	11	337	128		18	816	343	154	1689	12
Adjusted Saturation Flow Rate (s), veh/h/ln	1282	1900	1610	1387	1671		296	1809		1810	1809	1610
Queue Service Time (g_s), s	0.2	1.9	0.6	28.4	7.2		5.8	17.5		4.7	40.5	0.3
Cycle Queue Clearance Time (g_c), s	7.3	1.9	0.6	30.3	7.2		32.4	17.5		4.7	40.5	0.3
Green Ratio (g/C)	0.28	0.28	0.28	0.28	0.28		0.50	0.50		0.58	0.61	0.61
Capacity (c), veh/h	338	526	446	422	462		142	1804		419	2225	990
Volume-to-Capacity Ratio (X)	0.006	0.079	0.024	0.798	0.277		0.130	0.453		0.368	0.759	0.012
Back of Queue (Q), ft/ln (95 th percentile)	2.3	40	10.4	383.7	131.8		21.2	280.4		76.3	527.7	5.1
Back of Queue (Q), veh/ln (95 th percentile)	0.1	1.6	0.4	15.3	5.3		0.8	11.2		3.1	21.1	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.02	0.00	0.05	0.77	0.00		0.04	0.00		0.12	0.00	0.01
Uniform Delay (d_1), s/veh	36.8	32.1	31.6	43.3	34.0		33.5	19.5		13.6	16.7	9.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	4.7	0.1		1.9	0.8		0.2	2.5	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	36.8	32.1	31.6	48.0	34.1		35.4	20.3	0.0	13.8	19.2	9.0
Level of Service (LOS)	D	C	C	D	C		D	C	A	B	B	A
Approach Delay, s/veh / LOS	32.2	C		44.2	D		14.6	B		18.7	B	
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.91	B	2.08	B
Bicycle LOS Score / LOS	0.58	A	1.26	A	1.46	A	2.02	B

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other		
Jurisdiction	ODOT D6	Time Period	PM pEak Build	PHF	0.92		
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00		
Intersection	US 23 & Glenn Pkwy	File Name	US23-Glenn PM Build.xus				
Project Description	2025 PM Peak Build						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	11	27	10	332	20	83	6	1364	442	73	922	4

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
Green	7.4	59.3	34.3	0.0	0.0	0.0					
Yellow	4.0	5.0	4.0	0.0	0.0	0.0					
Red	2.0	2.0	2.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		5.0		6.0		5.3	1.0	3.0
Phase Duration, s		40.3		40.3		66.3	13.4	79.7
Change Period, ($Y+R_c$), s		6.0		6.0		7.0	6.0	7.0
Max Allow Headway (MAH), s		3.1		3.1		0.0	2.9	0.0
Queue Clearance Time (g_s), s		9.0		33.4			4.4	
Green Extension Time (g_e), s		1.0		0.8		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			0.93	
Max Out Probability		0.00		0.01			0.00	

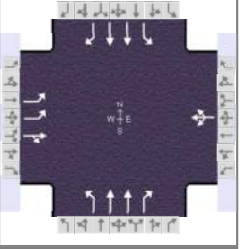
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	12	29	11	361	112		7	1483	480	79	1002	4
Adjusted Saturation Flow Rate (s), veh/h/ln	1301	1900	1610	1402	1659		571	1809		1810	1809	1610
Queue Service Time (g_s), s	0.9	1.3	0.6	30.1	6.2		0.8	42.2		2.4	18.1	0.1
Cycle Queue Clearance Time (g_c), s	7.0	1.3	0.6	31.4	6.2		5.5	42.2		2.4	18.1	0.1
Green Ratio (g/C)	0.29	0.29	0.29	0.29	0.29		0.49	0.49		0.57	0.61	0.61
Capacity (c), veh/h	365	543	460	446	474		319	1786		223	2191	975
Volume-to-Capacity Ratio (X)	0.033	0.054	0.024	0.810	0.236		0.020	0.830		0.355	0.457	0.004
Back of Queue (Q), ft/ln (95 th percentile)	12.2	27.8	10.2	408.5	112.2		4.7	604.1		39.1	268.5	1.9
Back of Queue (Q), veh/ln (95 th percentile)	0.5	1.1	0.4	16.3	4.5		0.2	24.2		1.6	10.7	0.1
Queue Storage Ratio (RQ) (95 th percentile)	0.08	0.00	0.05	0.82	0.00		0.01	0.00		0.06	0.00	0.00
Uniform Delay (d_1), s/veh	35.5	31.1	30.8	42.5	32.8		18.1	26.1		21.9	12.9	9.4
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	5.6	0.1		0.1	4.6		0.4	0.7	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	35.5	31.1	30.8	48.1	32.9		18.2	30.7	0.0	22.3	13.6	9.4
Level of Service (LOS)	D	C	C	D	C		B	C	A	C	B	A
Approach Delay, s/veh / LOS	32.0	C		44.5	D		23.2	C		14.2	B	
Intersection Delay, s/veh / LOS	23.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.91	B	2.08	B
Bicycle LOS Score / LOS	0.57	A	1.27	A	2.11	B	1.38	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	ACD - MIN	Analysis Date	1/26/2024	Area Type	Other
Jurisdiction	ODOT D6	Time Period	AM Peak Build	PHF	0.92
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	US 23 & Greif Pkwy	File Name	US23-Greif AM Build.xus		
Project Description	2025 AM Peak Build				

An aerial photograph of a four-way intersection. The intersection is marked with a white 'X' on a dark asphalt surface. A compass rose in the center indicates North (N), South (S), East (E), and West (W). Arrows on the road surface show traffic flow: straight through and left-turn lanes on all four approaches. The surrounding area includes parking lots, sidewalks, and some vegetation.



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	0	23	0	0	1	150	1071	0	1	1817	56

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	8.0	84.0	5.7	0.3	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
				Red	1.5	1.5	1.5	1.5	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		10.0		12.0	1.0	3.0		5.3
Phase Duration, s		11.2		5.8	13.5	103.0		89.5
Change Period, ($Y+R_c$), s		5.5		5.5	5.5	5.5		5.5
Max Allow Headway (MAH), s		3.3		3.4	2.9	0.0		0.0
Queue Clearance Time (g_s), s		3.8		2.1	4.6			
Green Extension Time (g_e), s		0.0		0.0	0.3	0.0		0.0
Phase Call Probability		0.72		0.04	1.00			
Max Out Probability		0.00		0.00	0.00			

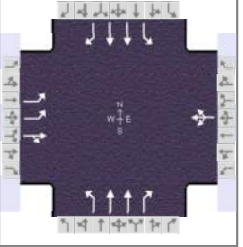
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	13	25			0		163	1164	0	1	1975	61
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1610			0		1810	1809	1610	490	1809	1610
Queue Service Time (g_s), s	0.4	1.8			0.0		2.6	10.7	0.0	0.1	43.3	1.4
Cycle Queue Clearance Time (g_c), s	0.4	1.8			0.0		2.6	10.7	0.0	0.1	43.3	1.4
Green Ratio (g/C)	0.05	0.05					0.78	0.81	0.81	0.70	0.70	0.70
Capacity (c), veh/h	168	77					256	2938	1308	403	2532	1127
Volume-to-Capacity Ratio (X)	0.077	0.324			0.000		0.637	0.396	0.000	0.003	0.780	0.054
Back of Queue (Q), ft/ln (95 th percentile)	8.5	33.6			0		148.9	94	0	0.4	501	18.4
Back of Queue (Q), veh/ln (95 th percentile)	0.3	1.3			0.0		6.0	3.8	0.0	0.0	20.0	0.7
Queue Storage Ratio (RQ) (95 th percentile)	0.02	0.00			0.00		0.25	0.00	0.00	0.00	0.00	0.05
Uniform Delay (d_1), s/veh	54.6	55.2					24.5	3.1	0.0	5.4	11.9	5.6
Incremental Delay (d_2), s/veh	0.1	0.9			0.0		1.0	0.4	0.0	0.0	2.5	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.7	56.1					25.4	3.5	0.0	5.4	14.4	5.7
Level of Service (LOS)	D	E					C	A		A	B	A
Approach Delay, s/veh / LOS	55.6	E		73.9	E		6.2	A		14.1	B	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	1.60	B	2.06	B
Bicycle LOS Score / LOS	0.55	A	0.49	A	1.58	B	2.17	B

HCS Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst	ACD-MIM	Analysis Date	1/26/2024	Area Type	Other
Jurisdiction	ODOT D6	Time Period	PM Peak Build	PHF	0.92
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	US 23 & Greif Pkwy	File Name	US23-Greif PM Build.xus		
Project Description	2025 PM Peak Build				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	0	72	0	0	1	60	1754	0	1	1246	17

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.1	82.7	7.9	0.3	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	1.5	1.5	1.5	1.5	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		10.0		12.0	1.0	3.0		5.3
Phase Duration, s		13.4		5.8	12.6	100.8		88.2
Change Period, ($Y+R_c$), s		5.5		5.5	5.5	5.5		5.5
Max Allow Headway (MAH), s		3.3		3.4	2.9	0.0		0.0
Queue Clearance Time (g_s), s		7.7		2.1	3.1			
Green Extension Time (g_e), s		0.2		0.0	0.1	0.0		0.0
Phase Call Probability		0.99		0.04	0.89			
Max Out Probability		0.00		0.00	0.00			

Movement Group Results

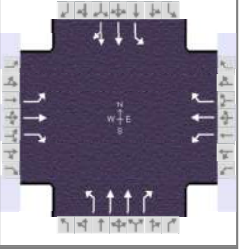
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	62	78			0		65	1907	0	1	1354	18
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1610			0		1810	1809	1610	240	1809	1610
Queue Service Time (g_s), s	2.0	5.7			0.0		1.1	27.5	0.0	0.2	22.3	0.4
Cycle Queue Clearance Time (g_c), s	2.0	5.7			0.0		1.1	27.5	0.0	15.2	22.3	0.4
Green Ratio (g/C)	0.07	0.07					0.76	0.79	0.79	0.69	0.69	0.69
Capacity (c), veh/h	232	106					372	2873	1279	195	2493	1110
Volume-to-Capacity Ratio (X)	0.267	0.736			0.000		0.175	0.664	0.000	0.006	0.543	0.017
Back of Queue (Q), ft/ln (95 th percentile)	40.1	108.6			0		12	260	0	0.6	289.4	5.7
Back of Queue (Q), veh/ln (95 th percentile)	1.6	4.3			0.0		0.5	10.4	0.0	0.0	11.6	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.10	0.00			0.00		0.02	0.00	0.00	0.00	0.00	0.01
Uniform Delay (d_1), s/veh	53.3	55.0					6.4	5.4	0.0	11.4	9.3	5.9
Incremental Delay (d_2), s/veh	0.2	3.7			0.0		0.1	1.2	0.0	0.1	0.9	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	53.5	58.7					6.5	6.6	0.0	11.5	10.1	5.9
Level of Service (LOS)	D	E					A	A		B	B	A
Approach Delay, s/veh / LOS	56.4	E		73.9	E		6.6	A		10.1	B	
Intersection Delay, s/veh / LOS	10.0						A					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.47	B		1.61	B		2.06	B	
Bicycle LOS Score / LOS	0.72	A		0.49	A		2.11	B		1.62	B	

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	ACD-MIM	Analysis Date	1/26/2024	Area Type	Other
Jurisdiction	ODOT D6	Time Period	AM Peak Build	PHF	0.92
Urban Street	US 23	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	US 23 & Shanahan Rd	File Name	US23-Shanahan AM Build.xus		
Project Description	2025 AM Peak Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	64	140	140	98	147	29	56	1128	114	54	1794	45

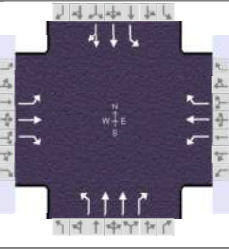
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	6.9	69.8	7.2	0.8	13.3	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	4.0	0.0	
				Red	1.5	1.5	1.5	0.0	1.5	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.7	18.8	13.5	19.6	12.4	75.3	12.4	75.2
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	6.0	12.4	8.2	11.7	3.5		3.5	
Green Extension Time (g_e), s	0.0	0.9	0.1	0.9	0.1	0.0	0.1	0.0
Phase Call Probability	0.90	1.00	0.97	1.00	0.87		0.86	
Max Out Probability	0.00	0.00	0.02	0.00	0.00		0.00	

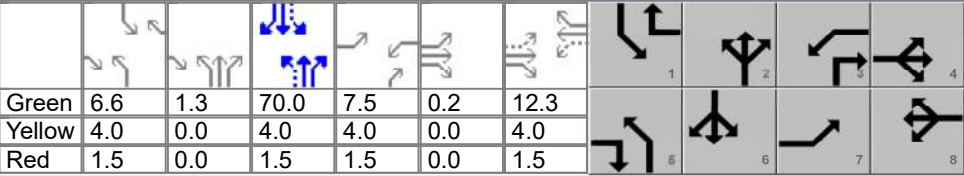
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	70	152	152	107	160	32	61	1226	124	59	999	999
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1809	1610	1810	1900	1883
Queue Service Time (g_s), s	4.0	9.3	10.4	6.2	9.7	2.0	1.5	25.7	3.5	1.5	55.8	56.8
Cycle Queue Clearance Time (g_c), s	4.0	9.3	10.4	6.2	9.7	2.0	1.5	25.7	3.5	1.5	55.8	56.8
Green Ratio (g/C)	0.17	0.11	0.17	0.18	0.12	0.17	0.64	0.58	0.65	0.64	0.58	0.58
Capacity (c), veh/h	193	211	272	223	223	281	188	2105	1044	326	1104	1094
Volume-to-Capacity Ratio (X)	0.360	0.722	0.560	0.478	0.716	0.112	0.323	0.583	0.119	0.180	0.905	0.913
Back of Queue (Q), ft/ln (95 th percentile)	80.7	199.1	188.2	125.1	205.9	35.5	43	365.7	49.5	22.3	821.5	834.6
Back of Queue (Q), veh/ln (95 th percentile)	3.2	8.0	7.5	5.0	8.2	1.4	1.7	14.6	2.0	0.9	32.9	33.4
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00	0.47	0.31	0.00	0.14	0.07	0.00	0.12	0.04	0.00	0.00
Uniform Delay (d_1), s/veh	43.4	51.6	45.8	43.5	51.0	41.7	25.9	15.9	8.0	11.8	22.2	22.4
Incremental Delay (d_2), s/veh	0.4	1.8	0.7	0.6	1.6	0.1	0.4	1.2	0.2	0.1	12.1	13.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.8	53.3	46.5	44.1	52.6	41.7	26.2	17.1	8.3	11.9	34.3	35.4
Level of Service (LOS)	D	D	D	D	D	D	C	B	A	B	C	D
Approach Delay, s/veh / LOS	48.8	D		48.4	D		16.7	B		34.2	C	
Intersection Delay, s/veh / LOS	30.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.31	B	2.08	B	2.08	B
Bicycle LOS Score / LOS	1.10	A	0.98	A	1.65	B	2.19	B

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.250	
Analyst	ACD-MIM	Analysis Date	1/26/2024	Area Type	Other		
Jurisdiction	ODOT D6	Time Period	PM Peak Build	PHF	0.92		
Urban Street	US 23	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	US 23 & Shanahan Rd	File Name	US23-Shanahan PM Build.xus				
Project Description	2025 PM Peak Build						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	92	144	117	76	112	47	178	1675	122	49	1214	80

Signal Information											
Cycle, s	120.0	Reference Phase	2		Green	6.6	1.3	70.0	7.5	0.2	12.3
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
				Red	1.5	0.0	1.5	1.5	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.2	18.0	13.0	17.8	13.5	76.9	12.1	75.5
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	7.9	11.7	6.8	9.4	7.0		3.3	
Green Extension Time (g_e), s	0.1	0.8	0.1	0.8	0.3	0.0	0.1	0.0
Phase Call Probability	0.96	1.00	0.94	1.00	1.00		0.83	
Max Out Probability	0.01	0.00	0.00	0.00	0.00		0.00	

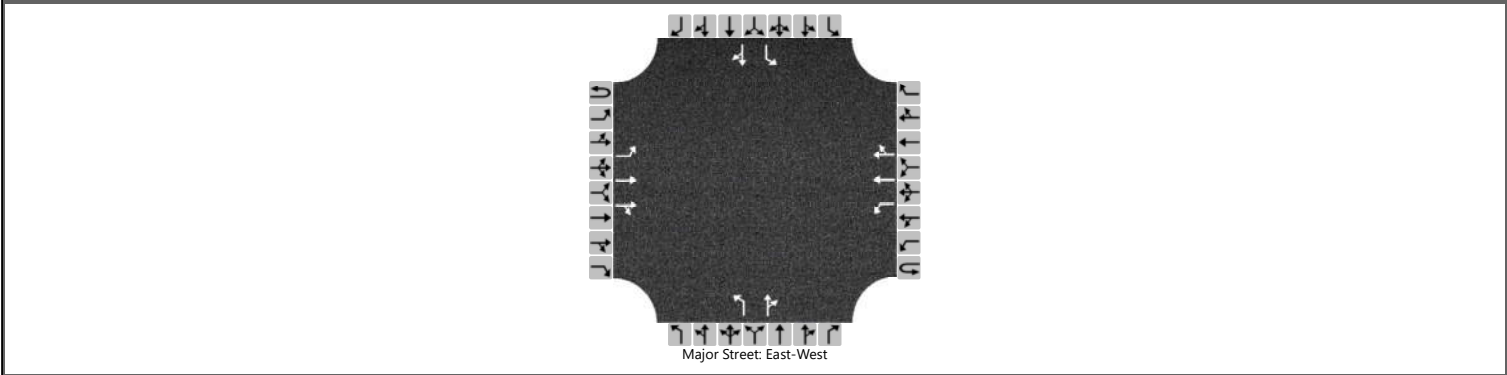
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	100	157	127	83	122	51	193	1821	133	53	710	697
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1809	1610	1810	1900	1858
Queue Service Time (g_s), s	5.9	9.7	8.5	4.8	7.4	3.3	5.0	49.3	3.7	1.3	29.8	30.0
Cycle Queue Clearance Time (g_c), s	5.9	9.7	8.5	4.8	7.4	3.3	5.0	49.3	3.7	1.3	29.8	30.0
Green Ratio (g/C)	0.17	0.10	0.17	0.16	0.10	0.16	0.65	0.59	0.66	0.64	0.58	0.58
Capacity (c), veh/h	229	198	275	182	194	254	310	2152	1058	204	1109	1085
Volume-to-Capacity Ratio (X)	0.437	0.792	0.463	0.455	0.627	0.201	0.624	0.846	0.125	0.261	0.640	0.643
Back of Queue (Q), ft/ln (95 th percentile)	118.6	206.9	153.9	97.7	160.1	59.7	78.2	645.3	51.3	30.3	443.5	438.9
Back of Queue (Q), veh/ln (95 th percentile)	4.7	8.3	6.2	3.9	6.4	2.4	3.1	25.8	2.1	1.2	17.7	17.6
Queue Storage Ratio (RQ) (95 th percentile)	0.30	0.00	0.38	0.24	0.00	0.24	0.13	0.00	0.13	0.05	0.00	0.00
Uniform Delay (d_1), s/veh	44.4	52.5	44.8	44.5	51.7	44.0	15.7	19.8	7.7	21.1	16.6	16.6
Incremental Delay (d_2), s/veh	0.5	2.7	0.5	0.7	1.2	0.1	0.8	4.3	0.2	0.3	2.8	2.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.9	55.2	45.3	45.1	52.9	44.1	16.5	24.2	7.9	21.4	19.4	19.6
Level of Service (LOS)	D	E	D	D	D	D	B	C	A	C	B	B
Approach Delay, s/veh / LOS	49.2	D		48.6	D		22.5	C		19.6	B	
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.31	B	2.08	B	2.08	B
Bicycle LOS Score / LOS	1.12	A	0.91	A	2.26	B	1.69	B

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Glenn Pkwy & Peachblow
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Glenn Pkwy
Analysis Year	2025	North/South Street	Peachblow
Time Analyzed	AM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	226	154	116	0	30	211	48		147	26	28		3	4	70
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

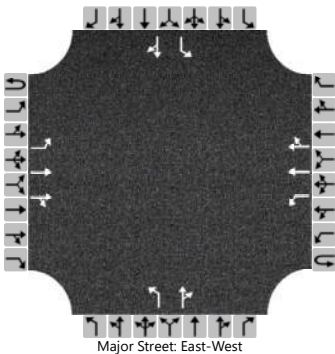
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		246				33				160		59		3		80
Capacity, c (veh/h)		1271				1258				155		294		135		710
v/c Ratio		0.19				0.03				1.03		0.20		0.02		0.11
95% Queue Length, Q ₉₅ (veh)		0.7				0.1				8.0		0.7		0.1		0.4
Control Delay (s/veh)		8.5				7.9				139.3		20.3		32.4		10.7
Level of Service (LOS)		A				A				F		C		D		B
Approach Delay (s/veh)	3.9				0.8				107.3				11.6			
Approach LOS	A				A				F				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Glenn Pkwy & Peachblow
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Glenn Pkwy
Analysis Year	2025	North/South Street	Peachblow
Time Analyzed	PM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	47	306	189	0	22	235	3		183	1	17		3	7	17
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

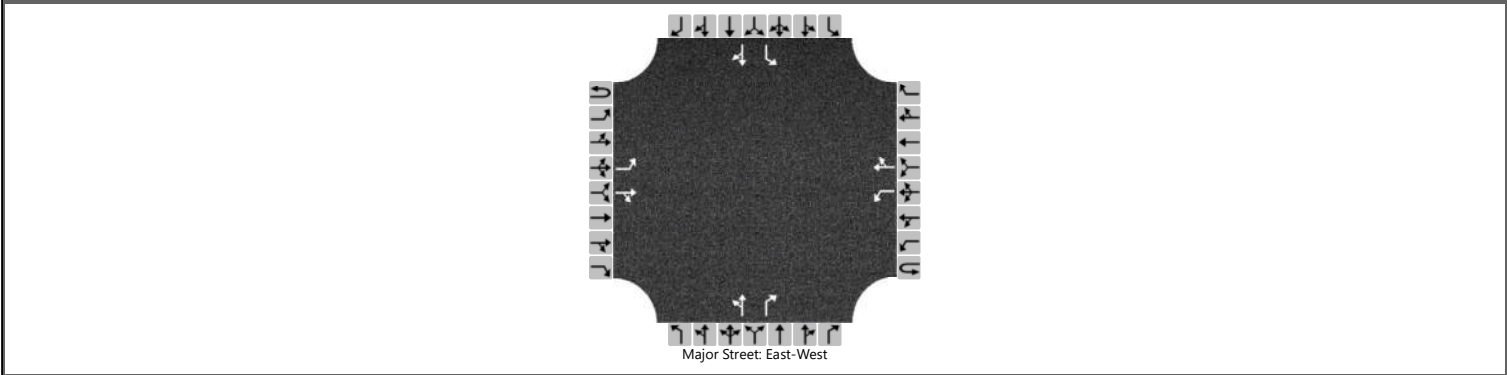
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		51				24				199		20		3		26
Capacity, c (veh/h)		1296				1019				280		666		307		501
v/c Ratio		0.04				0.02				0.71		0.03		0.01		0.05
95% Queue Length, Q ₉₅ (veh)		0.1				0.1				4.9		0.1		0.0		0.2
Control Delay (s/veh)		7.9				8.6				44.0		10.6		16.9		12.6
Level of Service (LOS)		A				A				E		B		C		B
Approach Delay (s/veh)	0.7				0.7				41.0				13.1			
Approach LOS	A				A				E				B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Peachblow & Crownover Way
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Peachblow
Analysis Year	2025	North/South Street	Crownover
Time Analyzed	AM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		1	1	0
Configuration		L		TR		L		TR		LT		R		L		TR
Volume (veh/h)		10	121	19		4	100	25		58	0	11		31	0	43
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

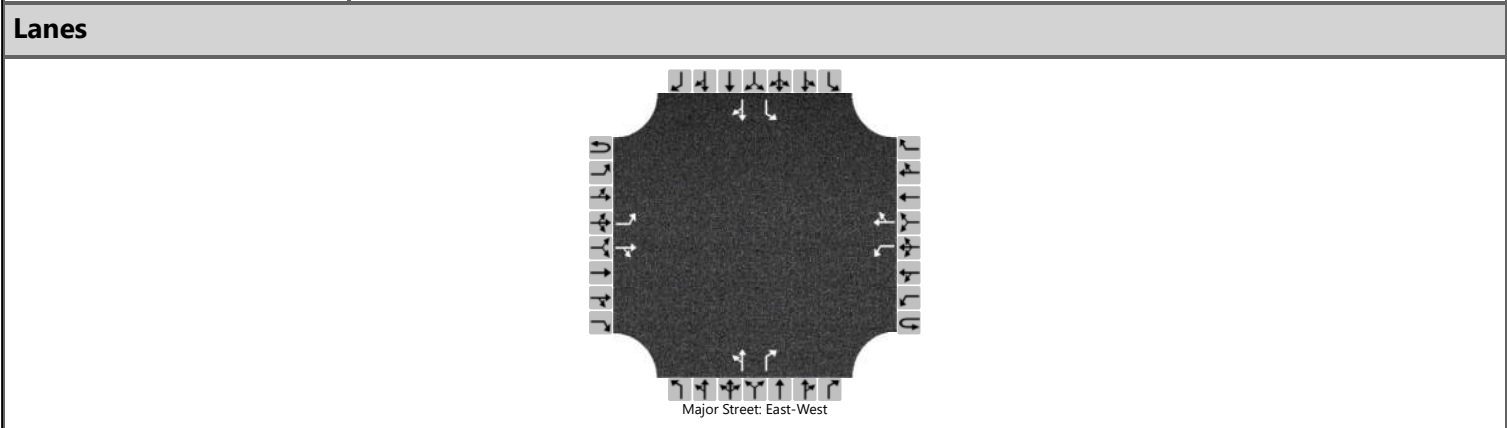
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				4				63		12		34		47
Capacity, c (veh/h)		1442				1422				595		903		634		926
v/c Ratio		0.01				0.00				0.11		0.01		0.05		0.05
95% Queue Length, Q ₉₅ (veh)		0.0				0.0				0.4		0.0		0.2		0.2
Control Delay (s/veh)		7.5				7.5				11.8		9.0		11.0		9.1
Level of Service (LOS)		A				A				B		A		B		A
Approach Delay (s/veh)	0.5				0.2				11.3				9.9			
Approach LOS	A				A				B				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Peachblow & Crownover Way
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Peachblow
Analysis Year	2025	North/South Street	Crownover
Time Analyzed	PM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		



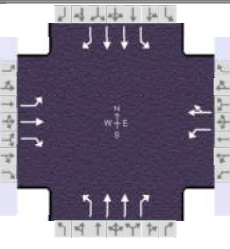
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		1	1	0
Configuration		L		TR		L		TR		LT		R		L		TR
Volume (veh/h)		21	123	74		0	151	30		44	0	0		28	0	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		23				0				48		0		30		7
Capacity, c (veh/h)		1370				1350				543		867		549		860
v/c Ratio		0.02				0.00				0.09		0.00		0.06		0.01
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.3		0.0		0.2		0.0
Control Delay (s/veh)		7.7				7.7				12.3		9.2		11.9		9.2
Level of Service (LOS)		A				A				B		A		B		A
Approach Delay (s/veh)	0.7				0.0				12.3				11.5			
Approach LOS	A				A				B				B			

2045 No Build and Build Analysis

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	AM No Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00	
Intersection	US 23 & Glenn Pkwy	File Name	US23-Glenn AM No Build.xus			
Project Description	2045 AM Peak No Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	4	72	19	416	43	102	21	913	370	149	1739	12

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.3	2.9	62.8	1.1	7.9	8.0		
				Yellow	4.0	4.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	1.5	1.5	1.5		

1	2	3	4

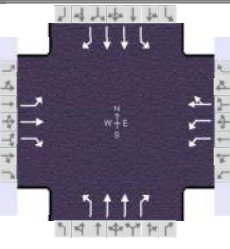
5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.6	13.5	20.0	26.9	9.8	68.3	18.2	76.7
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	2.3	6.8	16.5	12.2	3.5		12.5	
Green Extension Time (g_e), s	0.0	0.4	0.0	0.5	0.0	0.0	0.2	0.0
Phase Call Probability	0.13	1.00	1.00	1.00	0.53		1.00	
Max Out Probability	0.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	4	78	21	452	158		23	992	402	162	1890	13
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1686		1810	1809		1810	1809	1610
Queue Service Time (g_s), s	0.3	4.8	1.5	14.5	10.2		1.5	21.6		10.5	53.4	0.4
Cycle Queue Clearance Time (g_c), s	0.3	4.8	1.5	14.5	10.2		1.5	21.6		10.5	53.4	0.4
Green Ratio (g/C)	0.08	0.07	0.07	0.12	0.18		0.04	0.52		0.11	0.59	0.59
Capacity (c), veh/h	160	127	107	219	301		64	1893		192	2148	956
Volume-to-Capacity Ratio (X)	0.027	0.618	0.192	2.068	0.524		0.355	0.524		0.845	0.880	0.014
Back of Queue (Q), ft/ln (95 th percentile)	5.5	105.8	26.8	1435.9	191.3		30.2	329.5		209.7	700.1	5.9
Back of Queue (Q), veh/ln (95 th percentile)	0.2	4.2	1.1	57.4	7.7		1.2	13.2		8.4	28.0	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.04	0.00	0.12	2.87	0.00		0.06	0.00		0.33	0.00	0.01
Uniform Delay (d_1), s/veh	51.4	54.5	52.9	52.8	44.7		56.5	18.8		52.7	20.7	10.0
Incremental Delay (d_2), s/veh	0.0	1.8	0.3	496.1	0.5		1.2	1.0		3.9	5.6	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	51.4	56.3	53.3	548.8	45.2		57.8	19.8	0.0	56.6	26.3	10.0
Level of Service (LOS)	D	E	D	F	D		E	B	A	E	C	B
Approach Delay, s/veh / LOS	55.5	E		418.6	F		14.8	B		28.6	C	
Intersection Delay, s/veh / LOS	81.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.46	B	1.90	B	2.08	B
Bicycle LOS Score / LOS	0.66	A	1.49	A	1.66	B	2.19	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	PM No Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00	
Intersection	US 23 & Glenn Pkwy	File Name	US23-Glenn PM No Build.xus			
Project Description	2045 PM Peak No Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	51	19	462	30	99	7	1658	483	48	1031	5

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.8	4.8	68.9	4.3	4.7	8.0		
				Yellow	4.0	0.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0	1.5	1.5	1.5	1.5		

1	2	3	4

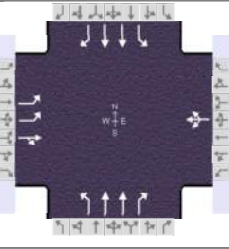
5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.8	13.5	20.0	23.7	7.3	74.4	12.1	79.2
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	3.4	5.4	16.5	11.3	2.5		5.4	
Green Extension Time (g_e), s	0.0	0.4	0.0	0.4	0.0	0.0	0.1	0.0
Phase Call Probability	0.53	1.00	1.00	1.00	0.22		0.82	
Max Out Probability	0.00	0.00	1.00	0.00	0.00		0.00	

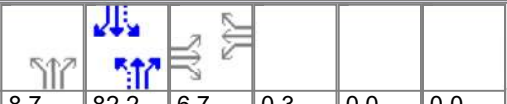
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	23	55	21	502	140		8	1802	525	52	1121	5
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1757	1669		1810	1809		1810	1809	1610
Queue Service Time (g_s), s	1.4	3.4	1.5	14.5	9.3		0.5	50.7		3.4	20.8	0.2
Cycle Queue Clearance Time (g_c), s	1.4	3.4	1.5	14.5	9.3		0.5	50.7		3.4	20.8	0.2
Green Ratio (g/C)	0.10	0.07	0.07	0.12	0.15		0.01	0.57		0.05	0.61	0.61
Capacity (c), veh/h	197	127	107	425	254		27	2077		99	2222	989
Volume-to-Capacity Ratio (X)	0.116	0.438	0.192	1.183	0.553		0.281	0.868		0.525	0.504	0.005
Back of Queue (Q), ft/ln (95 th percentile)	28.1	73.4	26.8	487.9	175.6		10.6	677.5		68.4	297.5	2.3
Back of Queue (Q), veh/ln (95 th percentile)	1.1	2.9	1.1	19.5	7.0		0.4	27.1		2.7	11.9	0.1
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00	0.12	0.98	0.00		0.02	0.00		0.11	0.00	0.00
Uniform Delay (d_1), s/veh	49.0	53.8	52.9	52.8	47.1		58.5	21.7		55.2	12.9	9.0
Incremental Delay (d_2), s/veh	0.1	0.9	0.3	103.9	0.7		2.1	5.2		1.6	0.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	49.1	54.7	53.3	156.7	47.8		60.5	26.9	0.0	56.8	13.8	9.0
Level of Service (LOS)	D	D	D	F	D		E	C	A	E	B	A
Approach Delay, s/veh / LOS	53.1	D		132.9	F		21.0	C		15.6	B	
Intersection Delay, s/veh / LOS	37.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.46	B	2.08	B	2.08	B
Bicycle LOS Score / LOS	0.65	A	1.55	B	2.41	B	1.46	A

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other		
Jurisdiction	ODOT D6	Time Period	AM No Build	PHF	0.92		
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00		
Intersection	US 23 & Greif Pkwy	File Name	US23-Greif AM No Build.xus				
Project Description	2045 AM Peak No Build						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	17	0	34	0	0	1	169	1286	0	1	2106	67

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End	Green	8.7	82.2	6.7	0.3	0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	1.5	0.0	0.0	

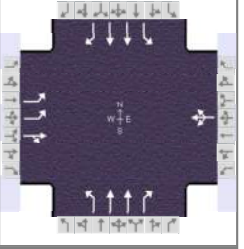
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		10.0		12.0	1.0	3.0		5.3
Phase Duration, s		12.2		5.8	14.2	102.0		87.7
Change Period, ($Y+R_c$), s		5.5		5.5	5.5	5.5		5.5
Max Allow Headway (MAH), s		3.3		3.4	2.9	0.0		0.0
Queue Clearance Time (g_s), s		4.7		2.1	8.4			
Green Extension Time (g_e), s		0.1		0.0	0.3	0.0		0.0
Phase Call Probability		0.84		0.04	1.00			
Max Out Probability		0.00		0.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	18	37			0		184	1398	0	1	2289	73
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1610			0		1810	1809	1610	392	1809	1610
Queue Service Time (g_s), s	0.6	2.7			0.0		6.4	14.8	0.0	0.1	65.1	1.8
Cycle Queue Clearance Time (g_c), s	0.6	2.7			0.0		6.4	14.8	0.0	0.7	65.1	1.8
Green Ratio (g/C)	0.06	0.06					0.77	0.80	0.80	0.69	0.69	0.69
Capacity (c), veh/h	197	90					215	2908	1294	327	2478	1103
Volume-to-Capacity Ratio (X)	0.094	0.409			0.000		0.853	0.481	0.000	0.003	0.924	0.066
Back of Queue (Q), ft/ln (95 th percentile)	11.9	49.5			0		230.6	139.7	0	0.4	766.3	24
Back of Queue (Q), veh/ln (95 th percentile)	0.5	2.0			0.0		9.2	5.6	0.0	0.0	30.7	1.0
Queue Storage Ratio (RQ) (95 th percentile)	0.03	0.00			0.00		0.38	0.00	0.00	0.00	0.00	0.06
Uniform Delay (d_1), s/veh	53.7	54.7					39.8	3.8	0.0	6.2	16.2	6.2
Incremental Delay (d_2), s/veh	0.1	1.1			0.0		3.7	0.6	0.0	0.0	7.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	53.8	55.8					43.5	4.3	0.0	6.2	23.5	6.4
Level of Service (LOS)	D	E					D	A		A	C	A
Approach Delay, s/veh / LOS	55.1	E		73.9	E		8.9	A		22.9	C	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	1.61	B	2.06	B
Bicycle LOS Score / LOS	0.58	A	0.49	A	1.79	B	2.44	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other
Jurisdiction	ODOT D6	Time Period	AM No Build	PHF	0.92
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	US 23 & Greif Pkwy	File Name	US23-Greif PM No Build.xus		
Project Description	2045 PM Peak No Build				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	84	0	107	0	0	1	66	2063	0	1	1490	21

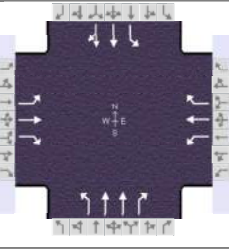
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	7.3	79.6	10.9	0.3	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
				Red	1.5	1.5	1.5	1.5	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		10.0		12.0	1.0	3.0		5.3
Phase Duration, s		16.4		5.8	12.8	97.9		85.1
Change Period, ($Y+R_c$), s		5.5		5.5	5.5	5.5		5.5
Max Allow Headway (MAH), s		3.3		3.4	2.9	0.0		0.0
Queue Clearance Time (g_s), s		10.5		2.1	3.3			
Green Extension Time (g_e), s		0.4		0.0	0.1	0.0		0.0
Phase Call Probability		1.00		0.04	0.91			
Max Out Probability		0.00		0.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	91	116			0		72	2242	0	1	1620	23
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1610			0		1810	1809	1610	172	1809	1610
Queue Service Time (g_s), s	2.9	8.5			0.0		1.3	45.1	0.0	0.5	32.8	0.6
Cycle Queue Clearance Time (g_c), s	2.9	8.5			0.0		1.3	45.1	0.0	32.8	32.8	0.6
Green Ratio (g/C)	0.09	0.09					0.74	0.77	0.77	0.66	0.66	0.66
Capacity (c), veh/h	318	146					293	2784	1239	128	2399	1068
Volume-to-Capacity Ratio (X)	0.287	0.799			0.000		0.245	0.805	0.000	0.009	0.675	0.021
Back of Queue (Q), ft/ln (95 th percentile)	57.8	160.4			0		24.2	438.1	0	1	415.1	8
Back of Queue (Q), veh/ln (95 th percentile)	2.3	6.4			0.0		1.0	17.5	0.0	0.0	16.6	0.3
Queue Storage Ratio (RQ) (95 th percentile)	0.14	0.00			0.00		0.04	0.00	0.00	0.00	0.00	0.02
Uniform Delay (d_1), s/veh	51.0	53.5					10.7	8.4	0.0	22.2	12.3	6.9
Incremental Delay (d_2), s/veh	0.2	3.8			0.0		0.2	2.6	0.0	0.1	1.5	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.1	57.3					10.9	11.0	0.0	22.3	13.9	6.9
Level of Service (LOS)	D	E					B	B		C	B	A
Approach Delay, s/veh / LOS	54.6	D		73.9	E		11.0	B		13.8	B	
Intersection Delay, s/veh / LOS	14.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	1.62	B	2.07	B
Bicycle LOS Score / LOS	0.83	A	0.49	A	2.40	B	1.84	B

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other		
Jurisdiction	ODOT D6	Time Period	AM No Build	PHF	0.92		
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00		
Intersection	US 23 & Shanahan Rd	File Name	US23-Shanahan AM No Build.xus				
Project Description	2045 AM Peak No Build						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	71	156	156	113	171	34	66	1350	134	65	2074	54

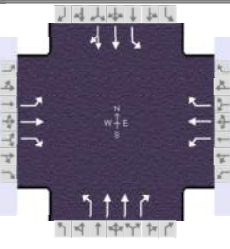
Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
Green	7.2	67.2	7.4	1.6	14.6	0.0								
Yellow	4.0	4.0	4.0	0.0	4.0	0.0								
Red	1.5	1.5	1.5	0.0	1.5	0.0								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.9	20.1	14.5	21.6	12.8	72.7	12.7	72.7
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	6.4	13.6	9.0	13.3	3.9		3.9	
Green Extension Time (g_e), s	0.1	1.0	0.1	1.0	0.1	0.0	0.1	0.0
Phase Call Probability	0.92	1.00	0.98	1.00	0.91		0.91	
Max Out Probability	0.00	0.00	0.05	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	77	170	170	123	186	37	72	1467	146	71	1157	1157
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1809	1610	1810	1900	1883
Queue Service Time (g_s), s	4.4	10.3	11.6	7.0	11.3	2.3	1.9	36.0	4.4	1.9	67.2	67.2
Cycle Queue Clearance Time (g_c), s	4.4	10.3	11.6	7.0	11.3	2.3	1.9	36.0	4.4	1.9	67.2	67.2
Green Ratio (g/C)	0.18	0.12	0.18	0.20	0.13	0.19	0.62	0.56	0.63	0.62	0.56	0.56
Capacity (c), veh/h	200	231	293	239	255	314	170	2027	1022	259	1064	1055
Volume-to-Capacity Ratio (X)	0.385	0.735	0.579	0.515	0.728	0.118	0.423	0.724	0.142	0.273	1.087	1.097
Back of Queue (Q), ft/ln (95 th percentile)	88.5	216.2	204	142.2	230.6	40.6	48.8	497.6	62.5	29.1	1402.8	1435.3
Back of Queue (Q), veh/ln (95 th percentile)	3.5	8.6	8.2	5.7	9.2	1.6	2.0	19.9	2.5	1.2	56.1	57.4
Queue Storage Ratio (RQ) (95 th percentile)	0.22	0.00	0.51	0.36	0.00	0.16	0.08	0.00	0.16	0.05	0.00	0.00
Uniform Delay (d_1), s/veh	42.4	50.9	44.9	42.1	49.8	39.8	27.8	19.5	8.8	16.4	26.4	26.4
Incremental Delay (d_2), s/veh	0.5	1.7	0.7	0.6	1.5	0.1	0.6	2.3	0.3	0.2	54.3	58.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.9	52.6	45.6	42.7	51.3	39.9	28.4	21.8	9.1	16.7	80.7	84.4
Level of Service (LOS)	D	D	D	D	D	D	C	C	A	B	F	F
Approach Delay, s/veh / LOS	47.9	D		47.1	D		21.0	C		80.6	F	
Intersection Delay, s/veh / LOS	54.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.31	B	2.09	B	2.09	B
Bicycle LOS Score / LOS	1.17	A	1.06	A	1.88	B	2.45	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	PM No Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00	
Intersection	US 23 & Shanahan Rd	File Name	US23-Shanahan PM No Build.xus			
Project Description	2045 PM Peak No Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	103	161	131	88	129	54	210	1972	144	59	1468	95

Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
Green	7.1	2.5	67.0	7.7	0.7	13.0								
Yellow	4.0	0.0	4.0	4.0	0.0	4.0								
Red	1.5	0.0	1.5	1.5	0.0	1.5								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.9	19.2	13.2	18.5	15.1	75.1	12.6	72.5
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	8.5	12.8	7.5	10.5	9.2		3.7	
Green Extension Time (g_e), s	0.1	0.9	0.1	0.9	0.3	0.0	0.1	0.0
Phase Call Probability	0.98	1.00	0.96	1.00	1.00		0.88	
Max Out Probability	0.03	0.00	0.01	0.00	0.00		0.00	

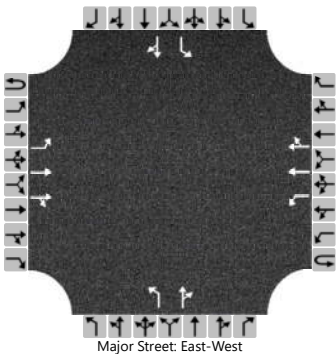
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	112	175	142	96	140	59	228	2143	157	64	854	845
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1809	1610	1810	1900	1859
Queue Service Time (g_s), s	6.5	10.8	9.4	5.5	8.5	3.8	7.2	69.6	4.6	1.7	43.2	44.2
Cycle Queue Clearance Time (g_c), s	6.5	10.8	9.4	5.5	8.5	3.8	7.2	69.6	4.6	1.7	43.2	44.2
Green Ratio (g/C)	0.18	0.11	0.19	0.17	0.11	0.17	0.64	0.58	0.64	0.62	0.56	0.56
Capacity (c), veh/h	234	217	313	185	206	269	260	2097	1036	166	1061	1038
Volume-to-Capacity Ratio (X)	0.479	0.806	0.455	0.516	0.680	0.218	0.877	1.022	0.151	0.385	0.805	0.815
Back of Queue (Q), ft/ln (95 th percentile)	131.8	225.2	168.2	113	185	68	161.9	1063.7	65.2	43.3	640.7	644
Back of Queue (Q), veh/ln (95 th percentile)	5.3	9.0	6.7	4.5	7.4	2.7	6.5	42.5	2.6	1.7	25.6	25.8
Queue Storage Ratio (RQ) (95 th percentile)	0.33	0.00	0.42	0.28	0.00	0.27	0.27	0.00	0.16	0.07	0.00	0.00
Uniform Delay (d_1), s/veh	43.5	51.8	42.7	44.0	51.5	43.2	27.7	25.2	8.4	27.8	21.3	21.5
Incremental Delay (d_2), s/veh	0.6	2.7	0.4	0.8	1.5	0.1	3.7	25.5	0.3	0.5	6.5	7.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.1	54.5	43.1	44.9	53.0	43.3	31.4	50.7	8.8	28.4	27.8	28.5
Level of Service (LOS)	D	D	D	D	D	D	C	F	A	C	C	C
Approach Delay, s/veh / LOS	48.0	D		48.4	D		46.4	D		28.1	C	
Intersection Delay, s/veh / LOS	40.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.31	B	2.08	B	2.09	B
Bicycle LOS Score / LOS	1.20	A	0.97	A	2.57	C	1.94	B

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Glenn Pkwy & Peachblow
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/7/2024	East/West Street	Glenn Pkwy
Analysis Year	2045	North/South Street	Peachblow
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	289	197	105	0	42	365	80		121	34	37		3	4	75
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

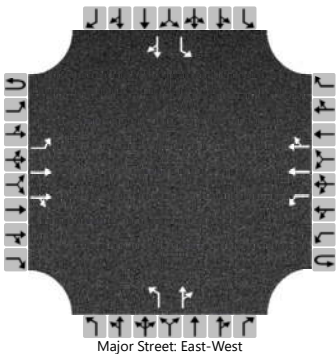
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		314				46				132		77		3		86
Capacity, c (veh/h)		1068				1221				77		159		46		536
v/c Ratio		0.29				0.04				1.71		0.49		0.07		0.16
95% Queue Length, Q ₉₅ (veh)		1.2				0.1				11.2		2.3		0.2		0.6
Control Delay (s/veh)		9.8				8.1				460.2		47.3		88.5		13.0
Level of Service (LOS)		A				A				F		E		F		B
Approach Delay (s/veh)	4.8				0.7				307.5				15.8			
Approach LOS	A				A				F				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Glenn Pkwy & Peachblow
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/7/2024	East/West Street	Glenn Pkwy
Analysis Year	2045	North/South Street	Peachblow
Time Analyzed	PM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	59	380	143	0	37	390	5		184	1	22		3	7	17
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

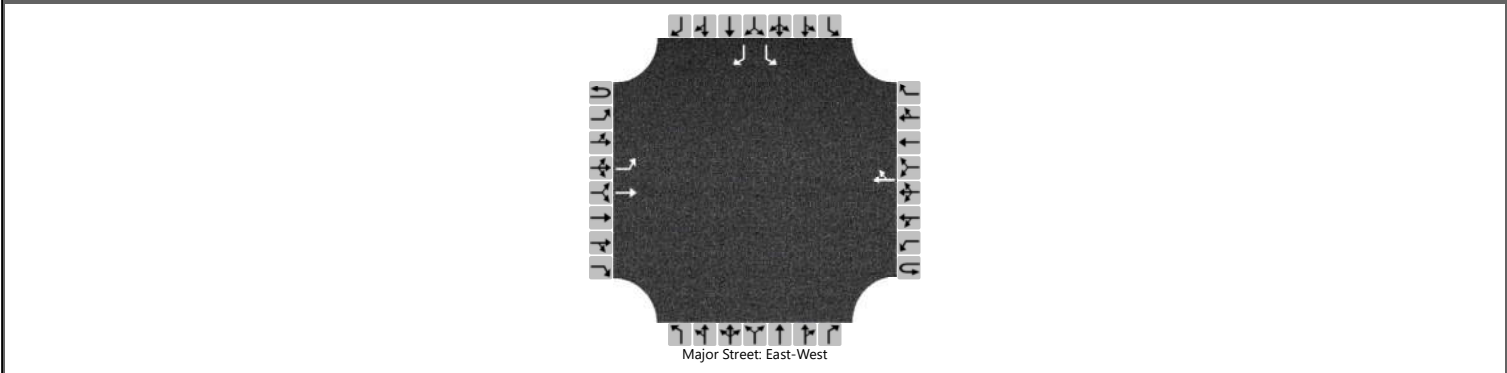
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		64				40				200		25		3		26
Capacity, c (veh/h)		1119				993				190		630		195		373
v/c Ratio		0.06				0.04				1.05		0.04		0.02		0.07
95% Queue Length, Q ₉₅ (veh)		0.2				0.1				9.3		0.1		0.1		0.2
Control Delay (s/veh)		8.4				8.8				130.5		10.9		23.8		15.4
Level of Service (LOS)		A				A				F		B		C		C
Approach Delay (s/veh)	0.9				0.8				117.2				16.3			
Approach LOS	A				A				F				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Peachblow & Crownover Way
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Peachblow
Analysis Year	2045	North/South Street	Crownover
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		8	143				118	25						59		74
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

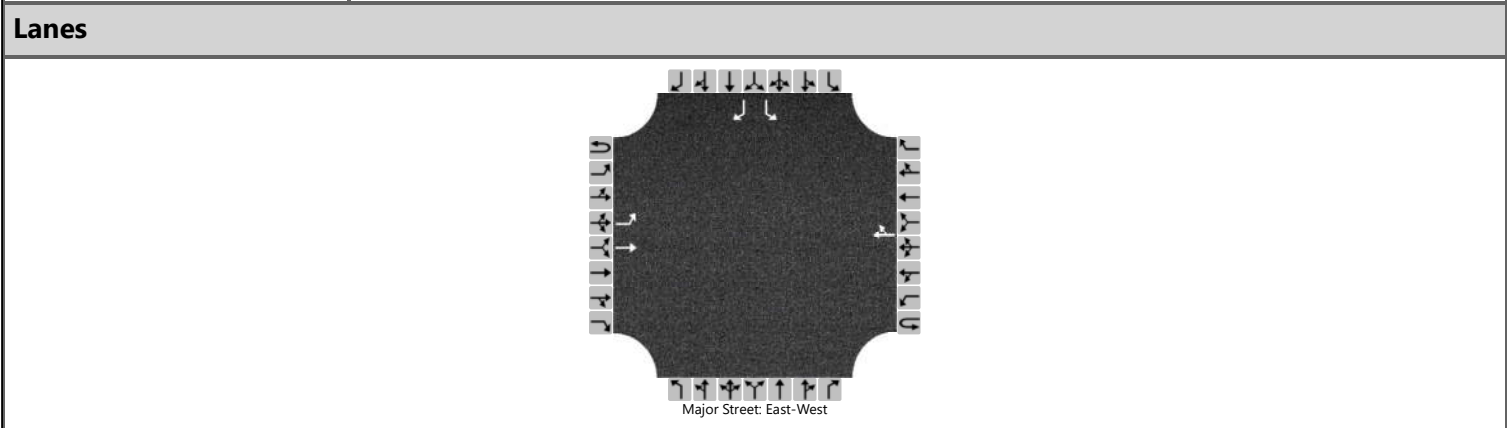
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9												64		80
Capacity, c (veh/h)		1419												672		903
v/c Ratio		0.01												0.10		0.09
95% Queue Length, Q ₉₅ (veh)		0.0												0.3		0.3
Control Delay (s/veh)		7.6												10.9		9.4
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	0.4												10.1			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Peachblow & Crownover Way
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Peachblow
Analysis Year	2045	North/South Street	Crownover
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

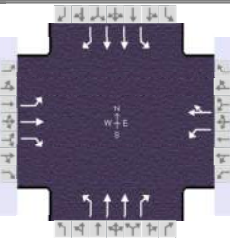


Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		1	0	1
Configuration		L	T					TR						L		R
Volume (veh/h)		21	166				195	30						53		12
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

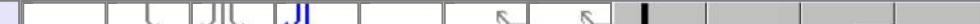
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		23												58		13
Capacity, c (veh/h)		1316												552		809
v/c Ratio		0.02												0.10		0.02
95% Queue Length, Q ₉₅ (veh)		0.1												0.3		0.0
Control Delay (s/veh)		7.8												12.3		9.5
Level of Service (LOS)		A												B		A
Approach Delay (s/veh)	0.9												11.8			
Approach LOS	A												B			

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	AM Peak	PHF	0.92	
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00	
Intersection	US 23 & Glenn Pkwy	File Name	US23-Glenn AM Build.xus			
Project Description	2045 AM Peak Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	4	72	19	451	43	152	21	986	381	177	1802	12

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.3	5.0	60.7	1.1	7.9	8.0		
				Yellow	4.0	4.0	4.0	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	1.5	1.5	1.5		

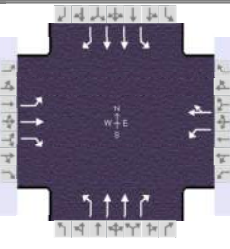
			
1	2	3	4
5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.6	13.5	20.0	26.9	9.8	66.2	20.3	76.7
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	2.3	6.8	16.5	16.4	3.5		14.5	
Green Extension Time (g_e), s	0.0	0.6	0.0	0.6	0.0	0.0	0.3	0.0
Phase Call Probability	0.13	1.00	1.00	1.00	0.53		1.00	
Max Out Probability	0.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	4	78	21	490	212		23	1072	414	192	1959	13
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1666		1810	1809		1810	1809	1610
Queue Service Time (g_s), s	0.3	4.8	1.5	14.5	14.4		1.5	24.9		12.5	57.6	0.4
Cycle Queue Clearance Time (g_c), s	0.3	4.8	1.5	14.5	14.4		1.5	24.9		12.5	57.6	0.4
Green Ratio (g/C)	0.08	0.07	0.07	0.12	0.18		0.04	0.51		0.12	0.59	0.59
Capacity (c), veh/h	126	127	107	219	297		64	1831		222	2148	956
Volume-to-Capacity Ratio (X)	0.034	0.618	0.192	2.242	0.713		0.355	0.585		0.865	0.912	0.014
Back of Queue (Q), ft/ln (95 th percentile)	5.5	105.7	26.8	1615.6	250.2		30.2	374.8		239.4	759.6	5.9
Back of Queue (Q), veh/ln (95 th percentile)	0.2	4.2	1.1	64.6	10.0		1.2	15.0		9.6	30.4	0.2
Queue Storage Ratio (RQ) (95 th percentile)	0.04	0.00	0.12	3.23	0.00		0.06	0.00		0.38	0.00	0.01
Uniform Delay (d_1), s/veh	51.4	54.5	52.9	52.8	46.4		56.5	20.8		51.6	21.6	10.0
Incremental Delay (d_2), s/veh	0.0	1.8	0.3	573.4	1.2		1.2	1.4		3.9	7.3	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	51.5	56.3	53.3	626.1	47.6		57.8	22.2	0.0	55.5	28.9	10.0
Level of Service (LOS)	D	E	D	F	D		E	C	A	E	C	B
Approach Delay, s/veh / LOS	55.5	E		451.5	F		16.6	B		31.2	C	
Intersection Delay, s/veh / LOS	92.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.46	B	1.91	B	2.08	B
Bicycle LOS Score / LOS	0.66	A	1.65	B	1.73	B	2.27	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	PM Peak Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00	
Intersection	US 23 & Glenn Pkwy	File Name	US23-Glenn PM Build.xus			
Project Description	2045 PM Peak Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	51	19	488	30	170	7	1806	527	138	1195	5

Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	1.8	4.6	63.6	4.3	4.7	8.0				
				Yellow	4.0	4.0	4.0	4.0	4.0	4.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	1.5	1.5	1.5				

1	2	3	4

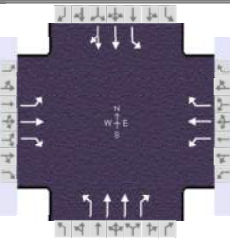
5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	2.0	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.8	13.5	20.0	23.7	7.3	69.1	17.4	79.2
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.3	3.1	3.3	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	3.4	5.4	16.5	17.5	2.5		11.8	
Green Extension Time (g_e), s	0.0	0.6	0.0	0.5	0.0	0.0	0.2	0.0
Phase Call Probability	0.53	1.00	1.00	1.00	0.22		0.99	
Max Out Probability	0.00	0.00	1.00	0.00	0.00		0.00	

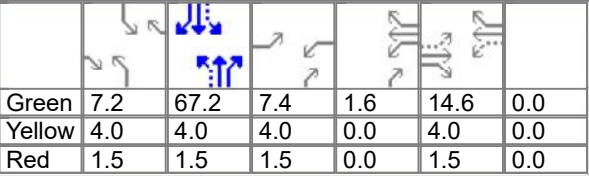
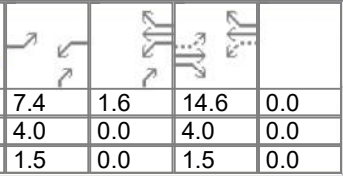
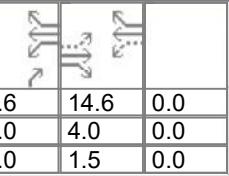
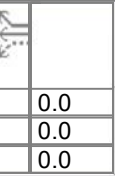
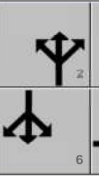
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	23	55	21	530	217		8	1963	573	150	1299	5
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1648		1810	1809		1810	1809	1610
Queue Service Time (g_s), s	1.4	3.4	1.5	14.5	15.5		0.5	63.6		9.8	25.9	0.2
Cycle Queue Clearance Time (g_c), s	1.4	3.4	1.5	14.5	15.5		0.5	63.6		9.8	25.9	0.2
Green Ratio (g/C)	0.10	0.07	0.07	0.12	0.15		0.01	0.53		0.10	0.61	0.61
Capacity (c), veh/h	132	127	107	219	250		27	1918		179	2222	989
Volume-to-Capacity Ratio (X)	0.173	0.438	0.192	2.426	0.868		0.281	1.024		0.837	0.585	0.005
Back of Queue (Q), ft/ln (95 th percentile)	28.2	73.3	26.8	1804	268.6		10.6	1019.9		197.9	357.5	2.3
Back of Queue (Q), veh/ln (95 th percentile)	1.1	2.9	1.1	72.2	10.7		0.4	40.8		7.9	14.3	0.1
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00	0.12	3.61	0.00		0.02	0.00		0.31	0.00	0.00
Uniform Delay (d_1), s/veh	49.2	53.8	52.9	52.8	49.7		58.5	28.2		53.1	13.9	9.0
Incremental Delay (d_2), s/veh	0.2	0.9	0.3	655.4	3.6		2.1	26.8		3.9	1.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	49.4	54.7	53.3	708.1	53.3		60.5	55.0	0.0	57.0	15.1	9.0
Level of Service (LOS)	D	D	D	F	D		E	F	A	E	B	A
Approach Delay, s/veh / LOS	53.2	D		517.8	F		42.6	D		19.4	B	
Intersection Delay, s/veh / LOS	109.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.46	B	1.90	B	2.08	B
Bicycle LOS Score / LOS	0.65	A	1.72	B	2.59	C	1.69	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other	
Jurisdiction	ODOT D6	Time Period	AM Peak Build	PHF	0.92	
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00	
Intersection	US 23 & Shanahan Rd	File Name	US23-Shanahan AM Build.xus			
Project Description	2045 AM Peak Build					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	71	156	156	113	171	34	66	1491	134	65	2266	54

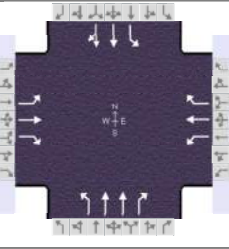
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.9	20.1	14.5	21.6	12.8	72.7	12.7	72.7
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	6.4	13.6	9.0	13.3	3.9		3.9	
Green Extension Time (g_e), s	0.1	1.0	0.1	1.0	0.1	0.0	0.1	0.0
Phase Call Probability	0.92	1.00	0.98	1.00	0.91		0.91	
Max Out Probability	0.00	0.00	0.05	0.00	0.00		0.00	

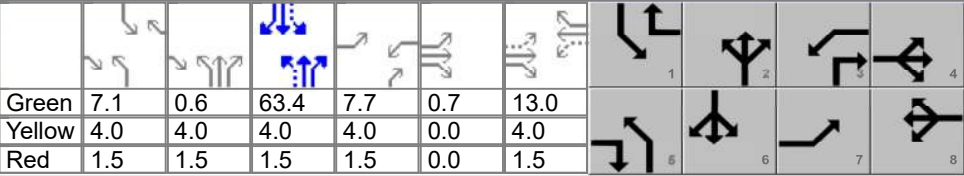
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	77	170	170	123	186	37	72	1621	146	71	1261	1261
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1809	1610	1810	1900	1884
Queue Service Time (g_s), s	4.4	10.3	11.6	7.0	11.3	2.3	1.9	42.8	4.4	1.9	67.2	67.2
Cycle Queue Clearance Time (g_c), s	4.4	10.3	11.6	7.0	11.3	2.3	1.9	42.8	4.4	1.9	67.2	67.2
Green Ratio (g/C)	0.18	0.12	0.18	0.20	0.13	0.19	0.62	0.56	0.63	0.62	0.56	0.56
Capacity (c), veh/h	200	231	293	239	255	314	170	2027	1022	228	1064	1055
Volume-to-Capacity Ratio (X)	0.385	0.735	0.579	0.515	0.728	0.118	0.423	0.800	0.142	0.309	1.185	1.195
Back of Queue (Q), ft/ln (95 th percentile)	88.5	216.2	204	142.2	230.6	40.6	48.8	581.5	62.5	35.4	1858.5	1895
Back of Queue (Q), veh/ln (95 th percentile)	3.5	8.6	8.2	5.7	9.2	1.6	2.0	23.3	2.5	1.4	74.3	75.8
Queue Storage Ratio (RQ) (95 th percentile)	0.22	0.00	0.51	0.36	0.00	0.16	0.08	0.00	0.16	0.06	0.00	0.00
Uniform Delay (d_1), s/veh	42.4	50.9	44.9	42.1	49.8	39.8	27.8	21.0	8.8	19.8	26.4	26.4
Incremental Delay (d_2), s/veh	0.5	1.7	0.7	0.6	1.5	0.1	0.6	3.4	0.3	0.3	92.9	97.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.9	52.6	45.6	42.7	51.3	39.9	28.4	24.4	9.1	20.0	119.3	123.5
Level of Service (LOS)	D	D	D	D	D	D	C	C	A	C	F	F
Approach Delay, s/veh / LOS	47.9	D		47.1	D		23.4	C		118.6	F	
Intersection Delay, s/veh / LOS	74.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.31	B	2.09	B	2.09	B
Bicycle LOS Score / LOS	1.17	A	1.06	A	2.00	B	2.63	C

HCS Signalized Intersection Results Summary

General Information					Intersection Information		
Agency					Duration, h	0.250	
Analyst	ACD - MIM	Analysis Date	1/26/2024	Area Type	Other		
Jurisdiction	ODOT D6	Time Period	PM Peak Build	PHF	0.92		
Urban Street	US 23	Analysis Year	2045	Analysis Period	1> 7:00		
Intersection	US 23 & Shanahan Rd	File Name	US23-Shanahan PM Build.xus				
Project Description	2045 PM Peak Build						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	103	161	131	88	129	54	210	2352	144	59	1795	95

Signal Information											
Cycle, s	120.0	Reference Phase	2		Green	7.1	0.6	63.4	7.7	0.7	13.0
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.0	4.0	4.0	4.0	0.0	4.0	
				Red	1.5	1.5	1.5	1.5	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.9	19.2	13.2	18.5	18.7	75.1	12.6	68.9
Change Period, ($Y+R_c$), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s	8.5	12.8	7.5	10.5	12.9		3.8	
Green Extension Time (g_e), s	0.1	0.9	0.1	0.9	0.3	0.0	0.1	0.0
Phase Call Probability	0.98	1.00	0.96	1.00	1.00		0.88	
Max Out Probability	0.03	0.00	0.01	0.00	0.00		0.00	

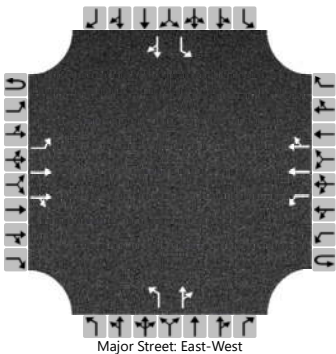
Movement Group Results	EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h	112	175	142	96	140	59	228	2557	157	64	1027	1027				
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1809	1610	1810	1900	1866				
Queue Service Time (g_s), s	6.5	10.8	9.0	5.5	8.5	3.8	10.9	69.6	4.6	1.8	63.4	63.4				
Cycle Queue Clearance Time (g_c), s	6.5	10.8	9.0	5.5	8.5	3.8	10.9	69.6	4.6	1.8	63.4	63.4				
Green Ratio (g/C)	0.18	0.11	0.22	0.17	0.11	0.17	0.66	0.58	0.64	0.59	0.53	0.53				
Capacity (c), veh/h	234	217	361	185	206	269	259	2097	1036	166	1004	986				
Volume-to-Capacity Ratio (X)	0.479	0.806	0.394	0.516	0.680	0.218	0.882	1.219	0.151	0.385	1.023	1.041				
Back of Queue (Q), ft/ln (95 th percentile)	131.8	225.2	161	113	185	68	273.3	1956.2	65.2	40.5	1125.7	1169.9				
Back of Queue (Q), veh/ln (95 th percentile)	5.3	9.0	6.4	4.5	7.4	2.7	10.9	78.2	2.6	1.6	45.0	46.8				
Queue Storage Ratio (RQ) (95 th percentile)	0.33	0.00	0.40	0.28	0.00	0.27	0.46	0.00	0.16	0.07	0.00	0.00				
Uniform Delay (d_1), s/veh	43.5	51.8	39.6	44.0	51.5	43.2	40.1	25.2	8.4	27.4	28.3	28.3				
Incremental Delay (d_2), s/veh	0.6	2.7	0.3	0.8	1.5	0.1	3.9	103.2	0.3	0.5	34.3	40.0				
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh	44.1	54.5	39.9	44.9	53.0	43.3	43.9	128.5	8.8	27.9	62.6	68.3				
Level of Service (LOS)	D	D	D	D	D	D	D	F	A	C	F	F				
Approach Delay, s/veh / LOS	46.9		D		48.4		D		115.5		F		64.3		E	
Intersection Delay, s/veh / LOS	88.3						F									

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.31	B	2.08	B	2.09	B
Bicycle LOS Score / LOS	1.20	A	0.97	A	2.91	C	2.24	B

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Glenn Pkwy & Peachblow
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/7/2024	East/West Street	Glenn Pkwy
Analysis Year	2045	North/South Street	Peachblow
Time Analyzed	AM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	289	197	144	0	42	365	80		206	34	37		3	4	75
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

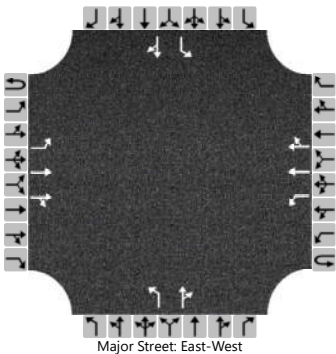
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		314				46				224		77		3		86
Capacity, c (veh/h)		1068				1177				74		154		44		525
v/c Ratio		0.29				0.04				3.03		0.50		0.07		0.16
95% Queue Length, Q ₉₅ (veh)		1.2				0.1				22.5		2.4		0.2		0.6
Control Delay (s/veh)		9.8				8.2				1035.9		49.7		93.9		13.2
Level of Service (LOS)		A				A				F		E		F		B
Approach Delay (s/veh)	4.5				0.7				783.1				16.2			
Approach LOS	A				A				F				C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ACD - MIM	Intersection	Glenn Pkwy & Peachblow
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/7/2024	East/West Street	Glenn Pkwy
Analysis Year	2045	North/South Street	Peachblow
Time Analyzed	PM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		1	1	0		1	1	0
Configuration		L	T	TR		L	T	TR		L		TR		L		TR
Volume (veh/h)	0	59	380	277	0	37	390	5		281	1	22		3	7	17
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

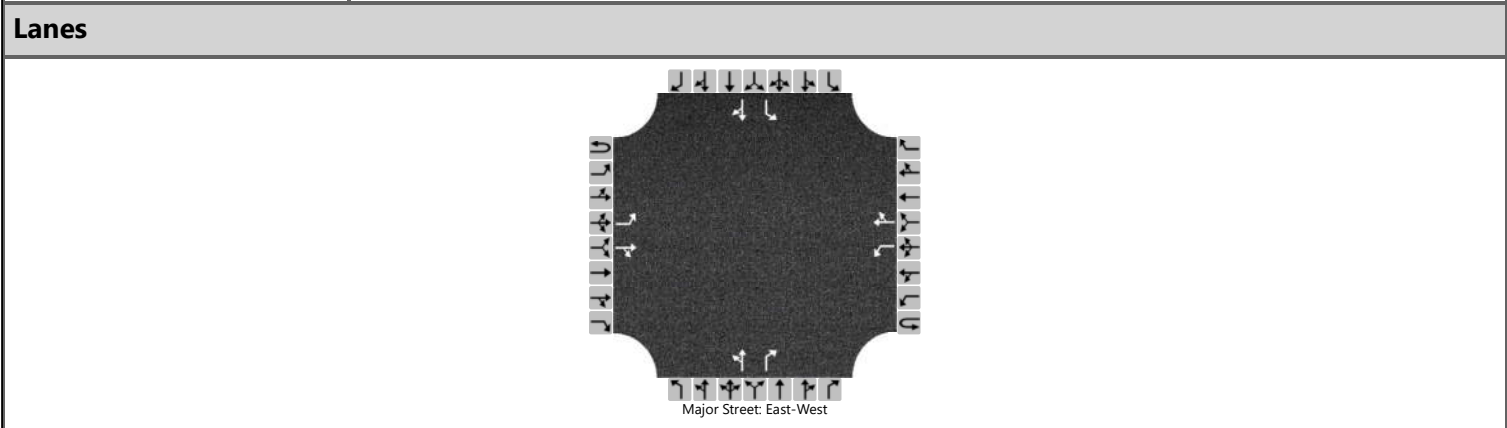
Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		64				40				305		25		3		26
Capacity, c (veh/h)		1119				875				166		565		171		324
v/c Ratio		0.06				0.05				1.84		0.04		0.02		0.08
95% Queue Length, Q ₉₅ (veh)		0.2				0.1				22.5		0.1		0.1		0.3
Control Delay (s/veh)		8.4				9.3				448.5		11.7		26.5		17.1
Level of Service (LOS)		A				A				F		B		D		C
Approach Delay (s/veh)	0.7				0.8				415.4				18.1			
Approach LOS	A				A				F				C			

HCS Two-Way Stop-Control Report

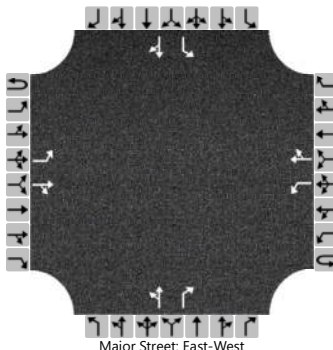
General Information		Site Information	
Analyst	ACD - MIM	Intersection	Peachblow & Crownover Way
Agency/Co.		Jurisdiction	ODOT D6
Date Performed	3/4/2024	East/West Street	Peachblow
Analysis Year	2045	North/South Street	Crownover
Time Analyzed	AM Peak Build	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peachblow Mixed Use Development		



Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		1	1	0
Configuration		L		TR		L		TR		LT		R		L		TR
Volume (veh/h)		8	143	39		7	118	25		85	0	16		59	0	74
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		9				8				92		17		64		80
Capacity, c (veh/h)		1419				1369				510		864		575		903
v/c Ratio		0.01				0.01				0.18		0.02		0.11		0.09
95% Queue Length, Q ₉₅ (veh)		0.0				0.0				0.7		0.1		0.4		0.3
Control Delay (s/veh)		7.6				7.6				13.6		9.3		12.0		9.4
Level of Service (LOS)		A				A				B		A		B		A
Approach Delay (s/veh)	0.3				0.4				12.9				10.6			
Approach LOS	A				A				B				B			

HCS Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	ACD - MIM							Intersection				Peachblow & Crownover Way				
Agency/Co.								Jurisdiction				ODOT D6				
Date Performed	3/4/2024							East/West Street				Peachblow				
Analysis Year	2045							North/South Street				Crownover				
Time Analyzed	PM Peak Build							Peak Hour Factor				0.92				
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25				
Project Description	Peachblow Mixed Use Development															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		1	1	0
Configuration		L		TR		L		TR		LT		R		L		TR
Volume (veh/h)		21	166	134		0	195	30		97	0	0		53	0	12
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		23				0				105		0		58		13
Capacity, c (veh/h)		1316				1228				440		783		452		809
v/c Ratio		0.02				0.00				0.24		0.00		0.13		0.02
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.9		0.0		0.4		0.0
Control Delay (s/veh)		7.8				7.9				15.7		9.6		14.1		9.5
Level of Service (LOS)		A				A				C		A		B		A
Approach Delay (s/veh)	0.5				0.0				15.7				13.3			
Approach LOS	A				A				C				B			