



**Planning Commission Staff Report
July 20, 2026 Meeting**

**6600 NEW ALBANY-CONDIT ROAD OFFICE
FINAL DEVELOPMENT PLAN**

LOCATION: 6600 New Albany-Condit Road (PID: 222-000640)
APPLICANT: Rob Riddle
REQUEST: Final Development Plan
ZONING: Infill Planned Unit Development (I-PUD): 605 Neighborhood Office District
STRATEGIC PLAN: Village Center
APPLICATION: FDP-32-2026

Review based on application materials received April 17, May 22, and June 24, 2026.

Staff report prepared by Lauren Sauter, Planner

I. REQUEST AND BACKGROUND

The applicant requests approval of a final development plan for updates to the approximately 1.116-acre property located at 6600 New Albany-Condit Road. The development proposal includes updates and modifications to the existing 1,516-square-foot home and 3,000-square-foot accessory structure as well as specifications for new parking and landscaping.

The final development plan follows the intent and regulations of the recently approved zoning amendment and preliminary development plan (ZC-78-2026/O-48-2026), which was recommended for approval with the conditions by the Planning Commission to City Council on December 1, 2025. The site is zoned for Infill Planned Unit Development (I-PUD) with the “605 Neighborhood Office District” zoning text. The I-PUD allows office and administrative uses. The relevant standards outlined in the I-PUD zoning text, the New Albany Design Guidelines and Requirements (“DGRs”), and other city code provisions apply.

The Architectural Review Board reviewed the application at its meeting on June 8, 2026. The Planning Commission shall consider its recommendation in addition to the evaluation contained herein.

II. SITE DESCRIPTION & USE

The subject property comprises approximately 1.116 acres of land and is located within the Village Center. The site currently contains a single-family residence and two accessory detached structures. The property fronts State Route 605, also known as New Albany-Condit Road.

Properties to the immediate south and west of the property are of similar low-density, single-family residential uses that are designated within the Rural Residential sub-district of the Urban Center Code. To the east, the property abuts the Windsor subdivision, which is designated within the Village Residential sub-district of the Urban Center Code. Office uses are located to the north of the site across State Route 161.

III. EVALUATION

Staff's review of this application is based on New Albany plans and studies, zoning text, and zoning regulations. Primary concerns and issues have been indicated below, with needed action or recommended action in underlined text.

Planning Commission Review Criteria

The Planning Commission's review authority is found in C.O. Chapter 1159. The Commission should consider, at a minimum, the following (per C.O. Section 1159.08):

- a. *That the proposed development is consistent in all respects with the purpose, intent and applicable standards of the Zoning Code;*
- b. *That the proposed development is in general conformity with the Strategic Plan/Rocky Fork-Blacklick Accord or portion thereof as it may apply;*
- c. *That the proposed development advances the general welfare of the Municipality;*
- d. *That the benefits, improved arrangement and design of the proposed development justify the deviation from standard development requirements included in the Zoning Ordinance;*
- e. *Various types of land or building proposed in the project;*
- f. *Where applicable, the relationship of buildings and structures to each other and to such other facilities as are appropriate with regard to land area; proposed density may not violate any contractual agreement contained in any utility contract then in effect;*
- g. *Traffic and circulation systems within the proposed project as well as its appropriateness to existing facilities in the surrounding area;*
- h. *Building heights of all structures with regard to their visual impact on adjacent facilities;*
- i. *Front, side and rear yard definitions and uses where they occur at the development periphery;*
- j. *Gross commercial building area;*
- k. *Area ratios and designation of the land surfaces to which they apply;*
- l. *Spaces between buildings and open areas;*
- m. *Width of streets in the project;*
- n. *Setbacks from streets;*
- o. *Off-street parking and loading standards;*
- p. *The order in which development will likely proceed in complex, multi-use, multi-phase developments;*
- q. *The potential impact of the proposed plan on the student population of the local school district(s);*
- r. *The Ohio Environmental Protection Agency's 401 permit, and/or isolated wetland permit (if required); and*
- s. *The U.S. Army Corps of Engineers 404 permit, or nationwide permit (if required).*

In addition, the Planning Commission should consider the purpose and intent of the Planned Unit Development (PUD) (as outlined in C.O. Section 1159.02):

- a. *Ensure that future growth and development occurs in general accordance with the Strategic Plan;*
- b. *Minimize adverse impacts of development on the environment by preserving native vegetation, wetlands and protected animal species to the greatest extent possible;*
- c. *Increase and promote the use of pedestrian paths, bicycle routes and other non-vehicular modes of transportation;*
- d. *Result in a desirable environment with more amenities than would be possible through the strict application of the minimum commitment to standards of a standard zoning district;*
- e. *Provide for an efficient use of land, and public resources, resulting in co-location of harmonious uses to share facilities and services and a logical network of utilities and streets, thereby lowering public and private development costs;*
- f. *Foster the safe, efficient and economic use of land, transportation, public facilities and services;*

- g. *Encourage concentrated land use patterns which decrease the length of automobile travel, encourage public transportation, allow trip consolidation and encourage pedestrian circulation between land uses;*
- h. *Enhance the appearance of the land through preservation of natural features, the provision of underground utilities, where possible, and the provision of recreation areas and open space in excess of existing standards;*
- i. *Avoid the inappropriate development of lands and provide for adequate drainage and reduction of flood damage;*
- j. *Ensure a more rational and compatible relationship between residential and non-residential uses for the mutual benefit of all;*
- k. *Provide an environment of stable character compatible with surrounding areas; and*
- l. *Provide for innovations in land development, especially for affordable housing and infill development.*

Engage New Albany Strategic Plan

The subject lot is located in the Village Center future land use district of the Engage New Albany Strategic Plan. The Strategic Plan identifies the active mixed-use Village Center as the type of authentic, walkable environment that office users are seeking; the plan highlights adding office space to the Village Center as an important effort, and careful integration and appropriate design of office development will expand the city's offerings.

At the location of the subject parcel, New Albany-Condit Road is identified as both a Business Park Transitional Road (extending north) and a Village Center Road (extending south). The Business Park to the north is characterized by office uses. As a transitional area into the Village Center, the proposed commercial office use is appropriate in allowing the reuse of the site in a way that is sensitive to its surrounding context, including the office uses to the north and the architectural qualities of the immediate vicinity, and appropriate for the recently approved I-PUD zoning text.

Use, Site, and Layout

1. The zoning text allows administrative and business offices, organizations and associations organized on a profit or non-profit basis for promotion of membership interests, and storage within the existing accessory building. The main building is proposed to be turned into an office, which is a permitted use.
2. The existing buildings on the site are remaining in place with some proposed exterior modifications and updates. The existing drive will remain, and a newly paved drive and parking lot will be installed to the rear of the main home.
3. The I-PUD zoning text requires the following applicable setbacks for buildings and pavement:

Boundary	Required	Proposed	Meets code?
New Albany-Condit Road (front)	Pavement: 15 feet Buildings: 15 feet	Pavement: 15+ feet Buildings: 15 feet	✓
State Route 161 (side, north)	Pavement: 5 feet Buildings: 5 feet	Pavement: 5 feet Buildings: 5+ feet	✓
Southern boundary (side, south)	Pavement: 5 feet Driveway: 2.5 feet Buildings: 5 feet	Pavement: <i>See condition #1</i> Driveway: 2.5 feet Buildings: 5+ feet	
Eastern boundary (rear)	Pavement: 15 feet Buildings: 50 feet	Pavement: 15+ feet Buildings: 50+ feet	✓

4. The distance of the pavement from the southern lot line is unclear. Staff recommends a condition of approval that the parking lot pavement be at least five feet away from the southern property line (condition #1).

5. The zoning text permits a maximum lot coverage of 80 percent, which includes both buildings and pavement. The applicant is proposing lot coverage of approximately 42 percent. The requirement is being met.

Access, Loading, and Parking

1. Vehicular access to the subject parcel is provided from New Albany-Condit Road. The application for the rezoning was approved with a condition that the final development plan shall include details to further delineate the route to access the driveway from the driveway on the parcel to the south of and adjacent to this zoning district for review and approval by the Planning Commission. At a minimum, the applicant is proposing to extend the existing median between the two properties to better delineate the entry drives. Engineering staff conducted a preliminary review of the site access and noted that if a typical commercial curb cut were to be installed, the adjacent property would likely need to connect its driveway to the commercial driveway due to the width and curb radius, requiring cross-access and removing direct access to New Albany-Condit Road. As such, the preliminary recommendation of the City Engineer was to allow the driveway to remain as it currently exists; another recommendation is to remove or reduce the pavement to the existing garage door and include a more standard curb radius on the northern side of the entry drive.
2. A Traffic Access Study has been completed, which found that no turn lanes are warranted at the site access. The City Engineer reviewed the study and concurred with the results. Actionable items recommended by the City Engineer have been included in the City Engineer's Comments section of this report.

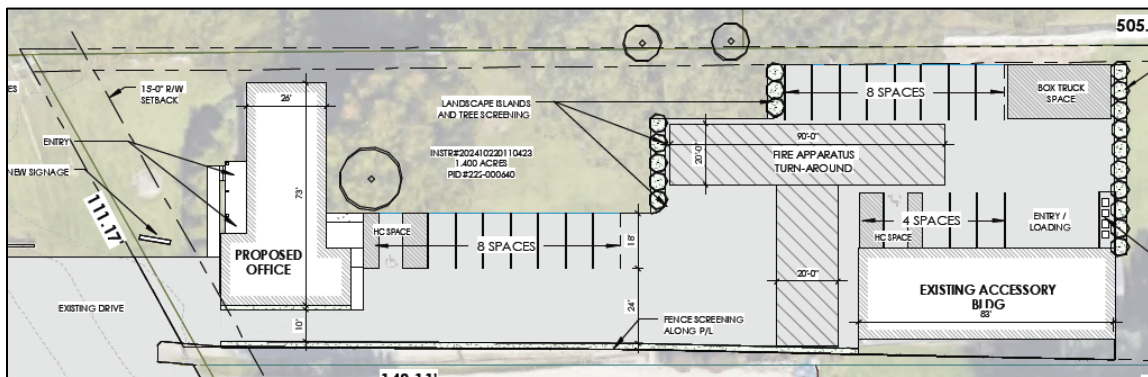


Image: Proposed site layout, showing the buildings, pavement and parking, and general landscaping.

3. A total of 20 parking spaces is proposed, which is the maximum number allowed (zoning text V(A)). All parking is located to the rear of the main building and no farther back than the easternmost portion of the accessory structure. Additionally, one loading space is proposed and one parking space is included at the northeast of the lot for a box truck.
4. The following parking requirements are applicable to the proposed development and are contained in C.O. 1167:

Topic	Required	Proposed	Meets code?
Parking space dimensions	Width: min. 9 feet Length: min. 19 feet	Width: 9 feet Length: 19 feet	✓
Maneuvering lane width	Min. 22 feet	23+ feet	✓
Loading space dimensions	Width: min. 12 feet	Width: 25+ feet	✓

5. Pedestrian access to the main building is facilitated from both the front and rear of the building. The development plan includes updates to the existing front porch and back patio to enhance the development at the pedestrian scale.
6. The Strategic Plan has identified the proximal portion of State Route 605 as an area of importance for future pedestrian and vehicular connectivity to the Village Center, and the city is in the preliminary stages of a roadway connectivity plan to guide future roadway and pedestrian improvements. At present, a pedestrian path exists along only a portion of the subject parcel, starting and extending north of the existing vehicular access point. However, right-of-way and topographical constraints cause the extension of the existing sidewalk to be difficult, and once this roadway and connectivity plan is complete, the property owner will pay a fee in-lieu of an extension of the path at such time that the City manager or their designee deems appropriate. The fee-in-lieu amount will be approved by City Council.
7. As required by the Urban Center Code, staff recommends a condition of approval that a bike rack be installed on the site, subject to staff approval (condition #2).

Architectural Standards

1. According to the DGRs, the key to sensitive renovation of existing buildings is to observe and respect the physical context of the property and design new elements in a sensitive way that fits in with existing structures. Residential buildings can be converted to commercial uses, but they should retain the residential character and design elements. Construction will observe the setback appropriate for the streetscape and the context of the existing buildings on and near the property.

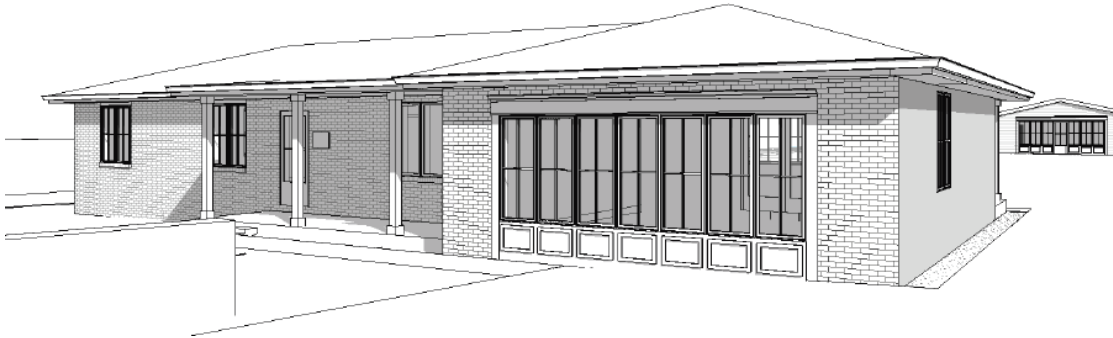


Image: Proposed exterior of main building.

2. The renovations proposed in the final development plan are generally aligned with applicable sections of the DGRs. The main renovations proposed by the final development plan include:
 - The front porch and back deck will be renovated for improved accessibility. This promotes pedestrian movement on the site and engagement with more than just the front of the building—elements of which the DGRs are highly supportive.
 - A traditional commercial storefront (e.g. display windows, bulkheads) will be installed where the front-facing garage doors are currently located on both the main building and accessory building; the storefront is recommended by the Village Center Commercial DGRs. This supports compliance with the commercial DGRs while still retaining the residential character and original qualities of the buildings.
 - In accordance with the DGRs and zoning text, the proposed parking is at the rear of the lot behind the main building. The rear setback provides for this parking, as well as for delivery truck access, trash pickup, and similar commercial services. Placing these functions at the rear helps preserve the visual character of the site from the public right-of-way and reduces potential impacts on adjacent properties by consolidating service-related activities away from the main building frontage.
 - The existing exteriors of both buildings will be painted.
 - The essential character and structure of both buildings will remain.

Parkland, Buffering, Landscaping, Open Space, and Screening

1. The following landscape screening requirements are applicable to the proposed development and are outlined in C.O. 1171.05:

Topic	Required	Proposed	Meets code?
Screening of trash receptacles	Min. 6 feet tall; enclosed by walls, fences, and/or natural vegetation	6- to 7-foot-tall arborvitae	✓
Maintenance of shrubbery and hedges	Any shrubbery, hedges, or trees that could affect drivers' vision on adjacent streets must be kept to a maximum of 30 inches tall	<i>See condition #3</i>	-
Minimum trees	For 20,500+/- square feet of ground coverage: 4 trees with a total tree trunk size of 10 inches	Numerous existing mature trees	✓

2. The following parking lot landscaping requirements are applicable to the proposed development and are outlined in C.O. 1171.06:

Topic	Required	Proposed	Meets code?
Minimum parking lot landscaping	5 square feet of landscaping per 100 square feet of parking lot area (<i>Parking lot area alone not specified, but landscaped area exceeds requirement for full lot coverage area</i>)	28,000+ square feet	✓
Deciduous canopy trees	For 20 parking spaces: 2 deciduous canopy trees	<i>See condition #4</i>	-
Parking lot island trees	Parking lot island trees shall have a clear trunk at min. 5 feet above ground; remaining areas shall be landscaped at max. 2 feet in height	<i>See condition #3</i>	-

3. Specifications of the maintenance of shrubbery and hedges and the clear trunk of parking lot trees are not clear. Staff recommends a condition of approval that all landscaping requirements be met, subject to staff approval (condition #3).
4. The applicant has proposed three blue spruce evergreen trees around the parking lot area; however, two deciduous canopy trees are required. Staff recommends a condition of approval that at least two of the three proposed evergreen trees be deciduous canopy trees, subject to staff approval (condition #4).
5. Deciduous street trees must be planted within the right-of-way along New Albany-Condit Road at an average distance of 30 feet on center (zoning text VII(A)). The final development plan meets this requirement with three street trees placed 30 feet on center.
6. Surface parking areas must be screened from any right-of-way and adjacent properties by a minimum three- to five-foot-tall continuous planting hedge, fence, or wall unless adequate screening already exists (zoning text VII(C)). The proposed fence already screens the proposed parking lot from view by the adjacent parcel to the south; six-foot-tall arborvitae landscape screening is proposed along the eastern boundary of the pavement in addition to the existing forested area screening the site from Windsor.
7. A new six-foot-tall solid-screen fence will be installed six inches off of the southern boundary line of the property from the front of the parcel (not including the right-of-way) to the easternmost portion of the accessory structure, as required by the zoning text. The fence will be white and will provide complete opacity between the lot and the adjacent property to the south.

8. External mechanical equipment, roof-mounted equipment, service areas, and dumpsters are required to be screened to the specifications outlined in the proposed zoning text (zoning text VII(F) and (G)). Trash and recycling are enclosed in fence screening near the back of the site. No external mechanical equipment or roof-mounted equipment is shown.
9. The Ohio Department of Transportation is currently constructing a noise wall along State Route 161, which will be located in the right-of-way just next to the property on the north. The applicant has proposed the removal of the existing four-rail fence that delineates the northern property line, stating there will be too little room between the fence and the noise wall to access the area for maintenance such as cutting grass. In lieu of the fence, the applicant is proposing additional landscaping to help minimize the visual impact of the noise wall and exceed landscaping requirements for the site.

Lighting

1. New street lighting is not required by the zoning text, and new street lighting is not proposed along the right-of-way.
2. Illumination of the parking lot, walks, and drives is limited by the zoning text (VIII(B) and (C)) to two-inch-tall ground surface illuminators and maximum three-foot-tall bollards. As required by the zoning text, both proposed modes of lighting are shielded. Further, the lighting fixtures are black and constructed of metal with a temperature of 3000K. No light poles are proposed.



*Images: Proposed site illumination.
Surface illuminator (left) and bollards (right).*

Signage

1. One new sign is shown in the proposed site plan, but specifications are not included. Zoning text section IX(A) allows one single-post sign that identifies the user of the accessory building if that user is different from the user occupying the converted home.
2. The applicant has stated that signage specifications will be proposed at a later date. Signage at this location is required to be reviewed and approved by the Architectural Review Board.

IV. ENGINEER'S COMMENTS

Staff recommends a condition of approval that the Engineer's comments regarding both the final development plan and Traffic Access Study be addressed by the applicant, subject to staff approval (condition #5).

The City Engineer has reviewed the final development plan and provided the following comments:

1. Provide evidence that all existing private well and septic systems have been abandoned in accordance with all applicable environmental regulations.
2. Show how water and sanitary service will be provided.
3. Show ODOT Limited Access right-of-way on the plans and advise if an ODOT permit is required to support the project.
4. Provide a fire truck turning radius analysis and obtain Fire Department approval.
5. Show major flood routing on the grading plan and design the driveway so that most of the runoff is directed away from the public road.
6. Show stop signs and stop bars at the driveway curb cut and add site distance triangles. Remove impediments to motorist view.

7. Work with staff to determine what improvements are required in the public right-of-way to support the project.
8. Add a table showing parking stalls required and provided and ADA stalls required and provided.
9. Provide a photometrics plan.

Additionally, the City Engineer reviewed the Traffic Access Study, concurring with the findings and providing the following comments:

1. The site driveway design shall be reviewed when plans become available.
2. The horizontal sight distance review shows a slight overlap/conflict with the existing guardrail on the north leg of the intersection. Verify in the driveway design that the driveway's vertical profile does not preclude westbound office patrons from seeing northbound over the existing guardrail when exiting.

V. SUMMARY

The applicant proposes a final development plan for upgrades to an approximately 1.116-acre site in the Village Center. The updates conform to the new I-PUD zoning and to the recommendations of the Design Guidelines and Requirements, which encourage a balance between designing high-quality commercial sites with preserving the existing quality and character of the buildings.

The existing house and detached structure will retain their essential character while being updated to meet the commercial nature of the zoning district. New pavement and a parking lot will be installed, including 20 parking spaces to the rear of the main structure.

Included in the final development plan is a six-foot-tall full-opacity fence between the site and the adjacent property to the south. This helps screen and visually separate the commercial use from adjacent residential properties. Additionally, the applicant has proposed extending the grass median between the properties farther toward the public street to help delineate the two properties' entry drives.

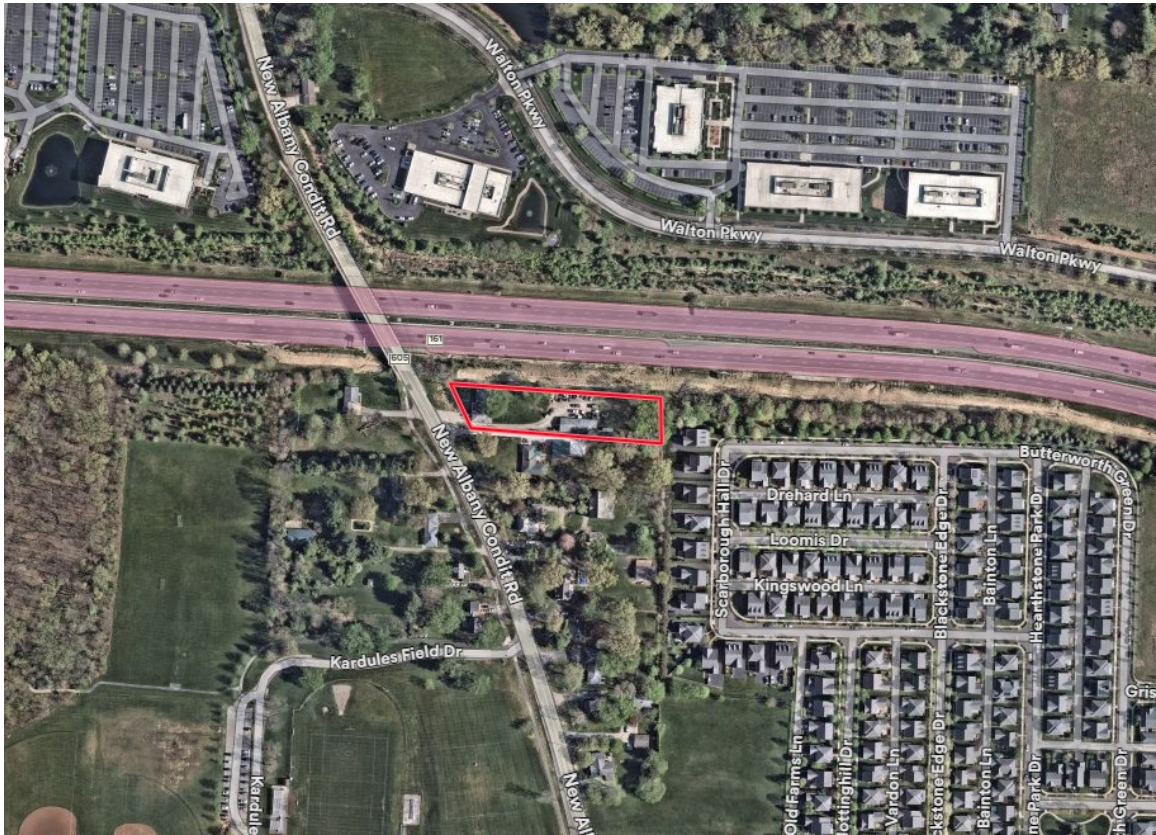
VI. ACTION

Should the Planning Commission find that the application has sufficient basis for approval, the following motion would be appropriate (conditions of approval may be added):

Move to approve final development plan application FDP-32-2026 with the following conditions, subject to staff approval:

1. The parking lot pavement shall be at least five feet away from the southern property line.
2. A bike rack shall be installed on the site.
3. All landscaping requirements shall be met.
4. At least two of the three proposed evergreen trees shall be deciduous canopy trees.
5. The Engineer's comments regarding both the final development plan and Traffic Access Study shall be addressed by the applicant.

Approximate Site Location:



Source: NearMap

404.775-02
May 21, 2026To: Lauren Sauter
City PlannerFrom: Matt Ferris, P.E., P.S.
By: Jay M. Herskowitz, P.E., BCEERe: 6600 NA Condit Rd.
Final Development Plan

We reviewed the referenced submittal in accordance with Code Sections 1159.07 (b)(3) FDP.
Our review comments are as follows:

1. Refer to Exhibit A provided with this memorandum. Add the notes and signature block indicated to the Cover Sheet.
2. Provide evidence that all existing private well/septic systems have been abandoned in accordance with all applicable environmental regulations.
3. Show how water and sanitary service will be provided.
4. Existing r/w is approximately 70' and appears sufficient to support the project.
5. Show ODOT Limited Access R/W on the plans and advise if an ODOT permit is required to support the project.
6. Provide a fire truck turning radius analysis and obtain Fire Department approval.
7. We recommend that the existing drive be removed and that a commercial drive be provided similar to other projects in this area.
8. Show major flood routing on the grading plan and design the driveway so that most of the runoff is directed away from the public road.
9. Show stop signs/bars at the driveway curb cut and add site distance triangles. Remove impediments to motorist view.
10. Work with staff to determine what improvements in public r/w are required to support the project.
11. Add a table showing parking stalls required/provided and ADA stalls required/provided.
12. Provide more information about anticipated traffic volumes.
13. Provide a photometrics plan for review and approval.
14. We will further evaluate construction related details once detailed construction plans become available.

Brief written comment responses appreciated.

MEF/JMH

(attachment)

cc: Doug Bender, P.E., Traffic Engineer
Jeremiah Wood, Development Engineer
Joshua Albright, Engineering Manager

401.001

July 1, 2026

To: Joshua Albright, PE
Engineer II

From: Matt Ferris, P.E., P.S., Consulting City Engineer

Re: 6600 N.A. -Condit Rd
Traffic Access Study
Review Memo

By: Douglas A. Bender, PE, PTOE

EP Ferris received *SR 605-New Albany Small Office Traffic Access Study* (TAS) prepared by Carpenter-Marty for the planned redevelopment of a single-family residence into a new small-office site on the east side of New Albany-Condit Road (SR 605) in New Albany. This TAS is dated June 24, 2026, and was received via email the next day. After completing our review of the submitted TAS, our comments are as follows:

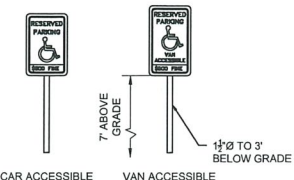
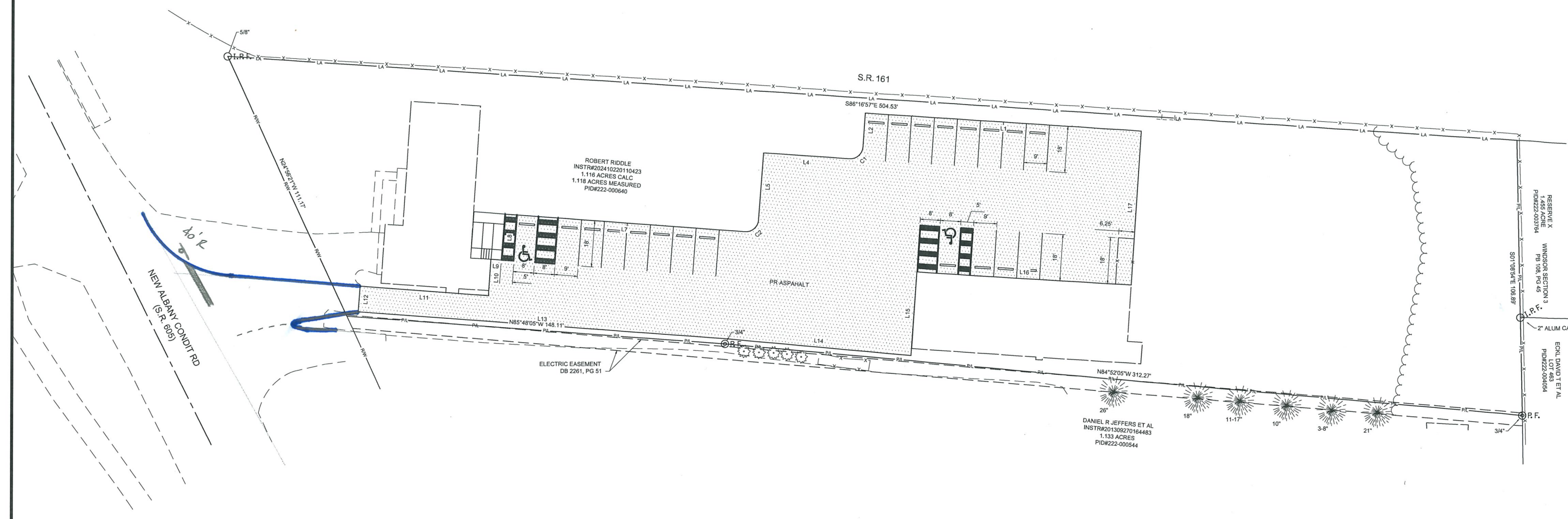
- We agree with the methodology, analyses and volumes/growth rate used by C-M in the preparation of the TAS report
- We concur with results on the turn lane warrants — no turn lanes are needed on NA-Condit Road because of the redevelopment of this site as a small office.
- Capacity analysis results at the office driveway intersection are acceptable for the redeveloped site.
- The horizontal sight distance review shows a slight overlap/conflict with the existing guardrail on the north leg of the intersection. We would like C-M to verify in their driveway design that the driveway's vertical profile does not preclude westbound office patrons from seeing northbound over the existing guardrail when exiting. Top of rail height is typically a 31" and standard driver eye height is 42". Due to the noted elevation drop of the existing SFR driveway on Streetview, please verify that the clearance is enough for motorists to see over the guardrail as they wait to pull out. If not, the city may want to request a slight buildup on the first portion of the driveway to ensure vertical clearance is available to address this.
- EPF would still like to review the site driveway design on behalf of the city for this site when submitted plans are available

Please let us know if you have any questions regarding the comments provided above.



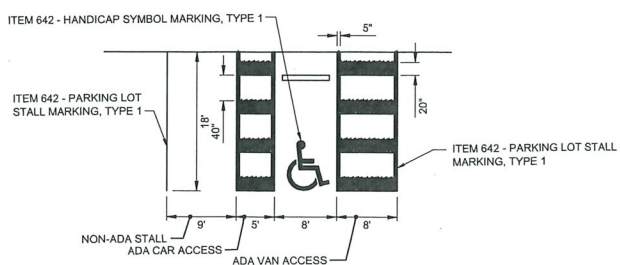
SITE DIMENSION

6600 NEW ALBANY CONDIT RD
NEW ALBANY, OH 43054

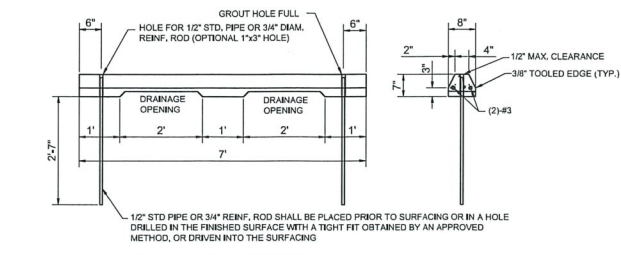


PROVIDE A 12"x18" SIGN, POLE MOUNTED IN FRONT OF EACH HANDICAP PARKING SPACE & DESIGN STANDARDS OF FEDERAL HIGHWAY ADMINISTRATION; PROVIDE VAN ACCESSIBLE TEXT AT VAN ACCESSIBLE SPACES ONLY.

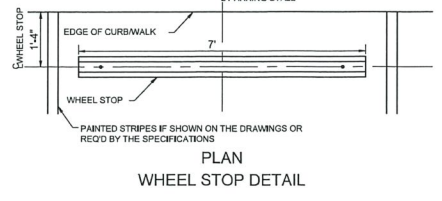
RESERVED PARKING SIGNS



PARKING STALL MARKING TYPICAL



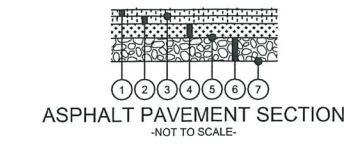
ELEVATION & SECTION



WHEEL STOP DETAIL

LEGEND

PROPOSED ASPHALT PAVEMENT, SEE PAVEMENT SECTION DETAIL THIS SHEET



PAVEMENT SECTION CODED NOTES:

- 1 ITEM 404-1.50" ASPHALT CONCRETE
- 2 ITEM 402-1.50" ASPHALT CONCRETE
- 3 ITEM 407-TACK COAT (0.10 GAL/SY)
- 4 ITEM 301-3" ASPHALT CONCRETE BASE
- 5 ITEM 408-BITUMINOUS PRIME COAT
- 6 ITEM 304-6" AGGREGATE BASE
- 7 ITEM 204-SUBGRADE COMPACTION AND PROOF ROLLING

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N86°16'57"W	108.00
L2	S03°43'03"W	13.00
L4	N86°16'57"W	33.63
L5	S04°11'55"W	26.02
L7	N85°48'05"W	94.00
L8	S04°11'55"W	17.90
L9	N86°13'21"W	4.08
L10	S03°46'39"W	14.11
L11	N85°48'05"W	50.26
L12	S04°11'55"W	9.96
L13	S85°48'05"E	143.82
L14	S84°52'05"E	72.64
L15	N03°57'12"E	32.61
L16	S86°25'22"E	83.92
L17	N03°43'03"E	59.92

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	CHORD DIRECTION	CHORD LENGTH	DELTA
C1	7.85'	5.00'	S48°43'03"W	7.07'	090°00'00"
C2	7.85'	5.00'	S49°11'55"W	7.07'	090°00'00"



SR-605 New Albany Small Office Traffic Access Study

Prepared for: Thomas Riddle Real Estate Group

June 24, 2026



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I. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of a proposed small office development located at 6600 New Albany Condit Road in New Albany, OH. This traffic access study (TAS) is required by the City of New Albany as part of the development approval process. A Memorandum of Understanding (MOU) was submitted to and approved by the city. The MOU can be seen in **Appendix A**.

II. Proposed Development

A. Off-Site Developments

The surrounding area includes single-family homes to the east, south, and west, with some commercial and office developments to the north. The existing site is currently developed with a single-family home.

B. On-Site Development

Location

The site is located on the east side of New Albany Condit Road just south of SR-161 in New Albany, Ohio. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

Figure 1 – Location in Central Ohio

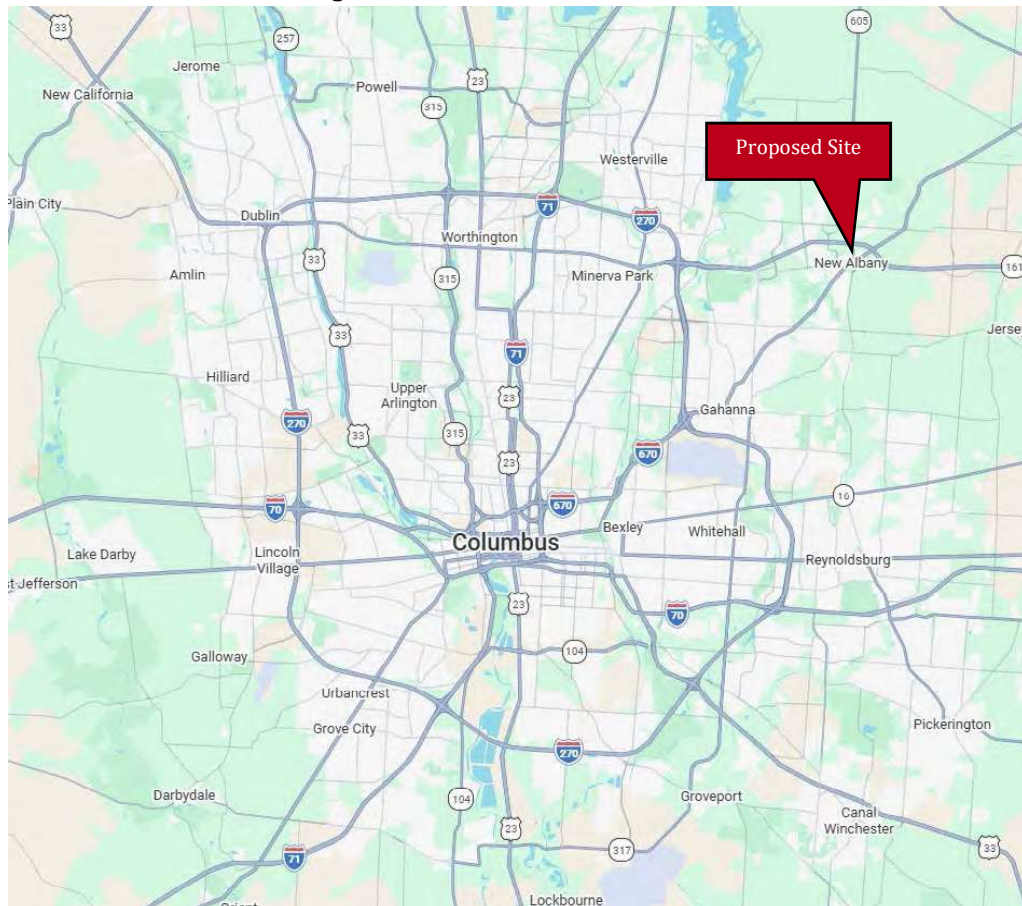


Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections



Land Use & Intensity

The site is proposed to develop within the existing 2,115 square foot single-family home and will maintain the existing 2,500 square foot accessory building. The single-family home and an estimated 50% of the accessory building will be utilized for office use. The remaining 50% of the accessory building will be used for storage and will not generate traffic. The development is proposed to have one full access point on New Albany Condit Road. The site plan is provided in **Appendix A**.

III. Area Conditions

A. Area of Influence

The study intersection for the proposed development is the intersection of New Albany Condit Road & Site Access. The study intersection can be seen in **Figure 2**.

New Albany Condit Road has a two-lane section and a posted speed limit of 35 MPH.

B. Jurisdictions

The New Albany Condit Road & Site Access intersection is under City of New Albany jurisdiction.

C. Traffic Volumes & Conditions

24 hours of turning movement count data was collected along SR-605 (New Albany Condit Road) near the existing site location by ODOT on March 20th, 2025. Linear, annual growth rates were obtained from ODOT's Traffic Forecasting Management System (TFMS). Count data and growth rate data can be found in **Appendix B**.

IV. Projected Traffic

A. Background Traffic

For analysis, the Opening Year of the development is 2027 and the Design, or Horizon Year, is 2037. The previously described growth rates were applied to the count data to produce No Build volumes for the Opening and Horizon Years.

B. Trip Generation

Trips for the proposed development were generated using the Institute of Transportation Engineers (ITE) methodologies and the Trip Generation Manual, 12th Edition. Land Use Code (LUC) 712 - *Small Office Building* was used to generate trips for the proposed development.

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

Table 1 – Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
712 – Small Office Building	2,115 SF	3	1	2	3
712 – Small Office Building	1,250 SF (50% of accessory building)	2	0	1	2

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

V. Traffic Analysis

A. Turn Lane Warrant & Length Analysis

A turn lane warrant analysis was conducted for the free-flowing approaches of the study intersection using standard ODOT turn lane warrant graphs. If a turn lane was warranted in any particular scenario, the length was calculated using methodologies in the ODOT Location and Design (L&D) Manual. Lengths of existing turn lanes were also calculated.

B. Capacity Analysis

The 2024 version of Highway Capacity Software (HCS) was used to analyze capacity at the study intersection. Per ODOT Analysis and Traffic Simulation (OATS) Manual guidance, the overall intersection level of service (LOS) should be D or better, approach and control LOS should be E or better, and all movements should have a volume to capacity (v/c) ratio <1.0.

C. Sight Distance Analysis

A horizontal sight distance exhibit was developed for the proposed access point following methodologies outlined in the ODOT L&D Manual. Required sight triangles were produced

to visually demonstrate if any sight distance obstructions are present for vehicles turning out of the proposed site.

VI. Results

A. Turn Lane Warrant & Length Analysis

Results of the turn lane warrant and length analysis are summarized in **Table 2**. The full turn lane warrant analysis can be found in **Appendix E**.

Table 2 – Horizon Year Turn Lane Warrant and Length Summary

Intersection	Turn Lane	No Build	Build
New Albany Condit Road (SR-605) and Site Access	Northbound Right	Not Warranted	
	Southbound Left	Not Warranted	

As seen in **Table 2**, no turn lanes are warranted at the study intersection.

B. Capacity Analysis

Results of the capacity analysis for the study intersection in the Build scenarios can be seen in **Table 3** below. The full capacity analysis can be found in **Appendix F**.

Table 3 – Capacity Analysis Summary (LOS/delay)

Intersection	Approach/ Movement	Opening Year (2027)		Horizon Year (2037)	
		AM Build	PM Build	AM Build	PM Build
New Albany Condit Road (SR-605) and Site Access	Westbound	C/19.3	B/14.6	C/23.5	C/16.7
	Southbound Left	A/8.4	A/8.4	A/8.6	A/8.7

As seen in **Table 3**, the study intersection operates at acceptable LOS/delay in all scenarios.

C. Sight Distance Analysis

The sight distance analysis shows that no sight distance obstructions are expected for the proposed site access. The existing guardrail on the east side of SR-605 is not expected to obstruct sight distance, and the bridge decorative protective fence is outside of the required vision triangle for the access approach. The sight distance exhibit can be found in **Appendix G**.

VII. Recommendations and Conclusions

Based on the results of the turn lane warrant analysis, no turn lanes are warranted at the site access. The capacity analysis shows that the study intersection operates at acceptable LOS/delay in all scenarios. The sight distance exhibits show that there are no sight obstructions present at the proposed access point. Based on the results of this traffic study herein, it is recommended that the development and access points be permitted as shown in the site plan.

VIII. Appendices

Appendix A – MOU & Site Plan

Appendix B – Count Data & Growth Rate Data

Appendix C – Trip Generation

Appendix D – Volume Calculations

Appendix E – Turn Lane Warrant and Length Analysis

Appendix F – Capacity Analysis

Appendix G – Sight Distance Exhibit

Appendix A

MOU & Site Plan



Traffic Study Memorandum of Understanding

RE: SR-605 New Albany Small Office TAS

To: City of New Albany

From: Carpenter Marty Transportation

Date: June 9, 2026

Carpenter Marty Transportation (CM) was retained to complete a traffic access study (TAS) for a proposed small office development located at 6600 New Albany Condit Road in New Albany, OH. The development is proposed to develop within the existing 2,115 square foot single-family home and will maintain the existing 2,500 square foot accessory building. It is expected that 50% of the accessory building will be utilized as office space while the other half will become storage space. The proposed development will maintain the existing full access point to New-Albany Condit Road. The site concept plan is provided in the **Attachment**.

Trips for the proposed site were generated using Institute of Transportation Engineers (ITE) practices and the Trip Generation Manual, 12th edition. Land use code (LUC) 712 – *Small Office Building* was utilized to generate trips for the proposed development. Pass-by and internal capture reductions do not apply to this LUC. **Table 1** summarizes the trip generation analysis. The ITE trip generation outputs can be found in the **Attachment**.

Table 1 – Proposed Site Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
712 – Small Office Building	2,115 SF	3	1	2	3
712 – Small Office Building	1,250 SF	2	0	1	2

The study is proposed to include analysis of the below listed intersections (numbers corresponding to **Figure 1**).

1. New Albany Condit Road & Site Access

Table 2 describes CM's recommended scope for the TAS.

Figure 1 – Proposed Site (Yellow Shading) and Study Intersection



Table 2 – TIS Scope

Data Collection	Obtain a minimum of 24 hours of segment count data along SR-605 (New Albany Condit Road) near the existing site location. 2025 data is available via online resources and is provided in the Attachment . Clean up and review segment data. Calculate AM and PM Peak hours.
Analysis	Generate trips for the proposed development using ITE land use codes and the Trip Generation Manual, 12th Edition. Assign traffic to the site access point using a distribution determined from count data, area knowledge/travel patterns, and engineering judgment. Trip generation outputs from ITE are provided in the Attachment .
Analysis	Develop Opening Day (2027) and Horizon Year (2037) traffic plates for Build traffic in the AM and PM Peaks based on background growth rates obtained from ODOT's Traffic Forecasting Management System (TFMS). Growth rate data is provided in the Attachment .
Analysis	Perform turn lane warrant analyses at the study intersection based on standard ODOT turn lane warrant graphs. Calculate lengths for any turn lanes which meet warrants.
Analysis	Use HCS 2024 to perform capacity analysis at the study intersection. If acceptable LOS is not obtained under Build conditions, determine what improvements are necessary to obtain acceptable LOS.
Analysis	Develop horizontal intersection sight distance exhibits for the study intersection based on methodologies in the ODOT L&D Manual. This task includes one exhibit.
Report	Develop a report that documents what is necessary to satisfy the City of New Albany which generally includes analysis, results, conclusions, and recommendations.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Drew Laurent', with a stylized flourish at the end.

Drew Laurent, AICP
Transportation Planner
Carpenter Marty Transportation

Appendix B

Count Data & Growth Rate Data



Location Info					Count Data Info	
Location ID	14025_NB				Start Date	3/20/2025
Type	I-SECTION				End Date	3/21/2025
Functional Class	4				Start Time	12:00 AM
Located On	N HIGH ST				End Time	12:00 AM
	SR605 HIGH ST S OF MCELWEE DR, IN NEW ALBANY				Direction	
Direction	NB				Notes	odot
Community	NEW ALBANY				Count Source	140251050
MPO_ID					File Name	14025_vol.prn
HPMS ID					Weather	
Agency	Ohio Department of Transportation				Study	
					Owner	southerntraffic
					QC Status	Accepted
Interval: 15 mins						
Time	15 Min				Hourly Count	
	1st	2nd	3rd	4th		
00:00 - 01:00	1	5	0	2	8	
01:00 - 02:00	1	2	1	2	6	
02:00 - 03:00	0	1	0	0	1	
03:00 - 04:00	0	1	1	0	2	
04:00 - 05:00	0	4	6	4	14	
05:00 - 06:00	7	3	9	17	36	
06:00 - 07:00	9	17	35	35	96	
07:00 - 08:00	43	86	110	86	325	
08:00 - 09:00	122	102	86	71	381	
09:00 - 10:00	107	69	57	63	296	
10:00 - 11:00	62	42	47	49	200	
11:00 - 12:00	56	55	60	84	255	
12:00 - 13:00	74	64	65	74	277	
13:00 - 14:00	56	52	61	69	238	
14:00 - 15:00	52	102	74	93	321	
15:00 - 16:00	91	101	101	112	405	
16:00 - 17:00	118	107	113	108	446	
17:00 - 18:00	132	111	130	102	475	
18:00 - 19:00	94	99	62	64	319	
19:00 - 20:00	66	54	45	55	220	
20:00 - 21:00	54	35	43	37	169	
21:00 - 22:00	34	20	21	13	88	
22:00 - 23:00	22	9	16	8	55	
23:00 - 24:00	9	3	3	4	19	
TOTAL					4652	

Location Info							Count Data Info	
Location ID	14025_SB						Start Date	3/20/2025
Type	I-SECTION						End Date	3/21/2025
Functional Class	4						Start Time	12:00 AM
Located On	N HIGH ST						End Time	12:00 AM
	SR605 HIGH ST S OF MCELWEE DR, IN NEW ALBANY						Direction	
Direction	SB						Notes	odot
Community	NEW ALBANY						Count Source	140251050
MPO_ID							File Name	14025_vol.prn
HPMS ID							Weather	
Agency	Ohio Department of Transportation						Study	
							Owner	southerntraffic
							QC Status	Accepted
Interval: 15 mins								
Time	15 Min				Hourly Count			
	1st	2nd	3rd	4th				
00:00 - 01:00	2	3	0	0	5			
01:00 - 02:00	0	2	0	3	5			
02:00 - 03:00	0	0	0	0	0			
03:00 - 04:00	1	2	1	1	5			
04:00 - 05:00	1	3	6	11	21			
05:00 - 06:00	10	13	20	20	63			
06:00 - 07:00	33	48	58	57	196			
07:00 - 08:00	69	134	100	102	405			
08:00 - 09:00	111	153	102	87	453			
09:00 - 10:00	108	61	55	52	276			
10:00 - 11:00	53	59	42	61	215			
11:00 - 12:00	57	54	53	51	215			
12:00 - 13:00	68	78	57	58	261			
13:00 - 14:00	57	63	57	75	252			
14:00 - 15:00	68	83	90	73	314			
15:00 - 16:00	113	93	85	109	400			
16:00 - 17:00	93	93	96	134	416			
17:00 - 18:00	120	105	118	115	458			
18:00 - 19:00	73	65	63	55	256			
19:00 - 20:00	45	38	39	26	148			
20:00 - 21:00	29	16	21	17	83			
21:00 - 22:00	16	19	21	14	70			
22:00 - 23:00	17	16	9	6	48			
23:00 - 24:00	10	7	9	1	27			
TOTAL					4592			



TFMS - Segment Forecast Report

Username	Email	Script Import Date	Script Version	Model Version
Lyates	lyates@cmtran.com	3/6/2026 8:01:17 AM	Initial	2026.1900

Forecast Summary

Project ID	Project Name	Opening Year	Design Year
		2027	2037

Project Description

--

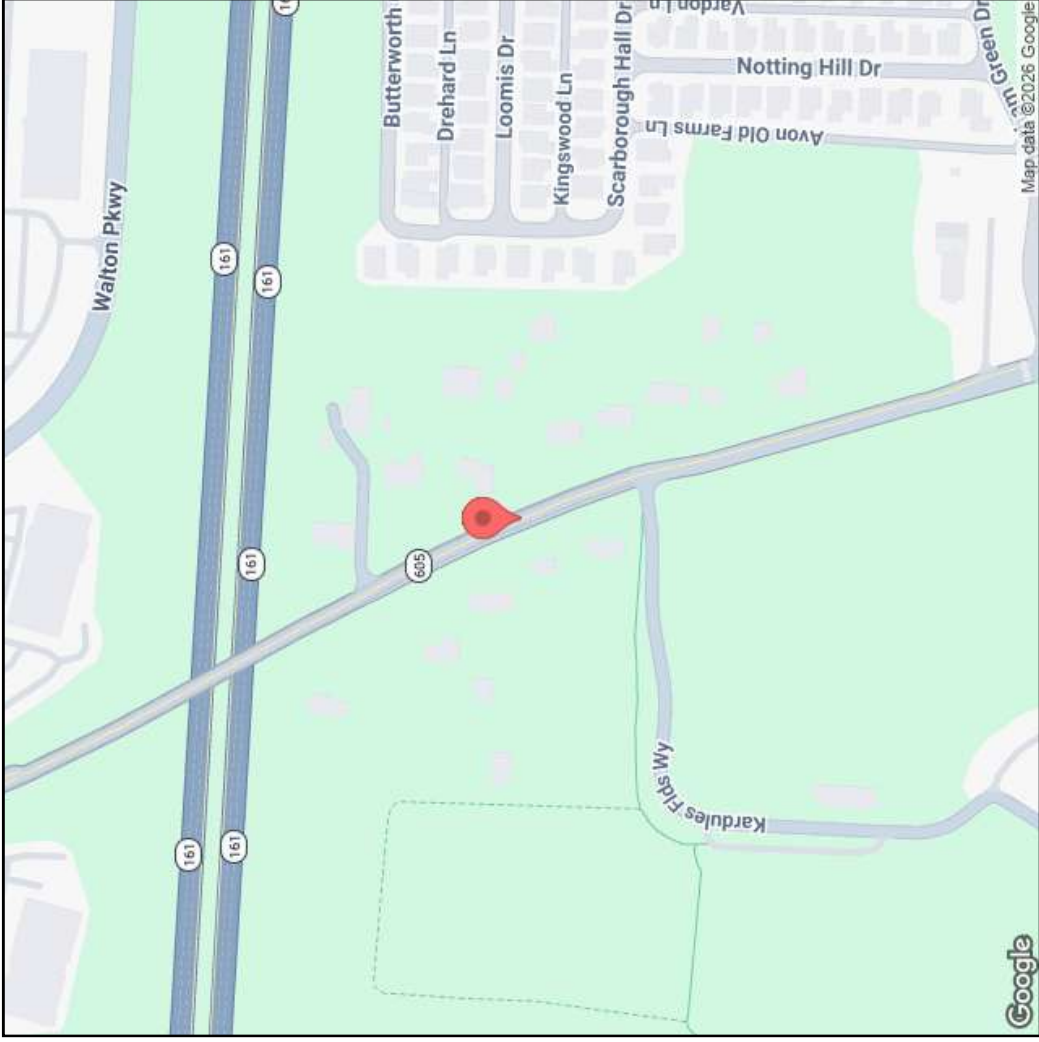
*Users of this data need to be aware that there are limitations to the forecasts generated by this product that make it suitable only for roadway design projects which are low risk.

Segment Information

Segment ID	LRS ID	BMP	EMP	Length	Latitude	Longitude	Local Id
2455592	SFRASR00605**C	0.000	0.935	0.935	-82.8100080823866	40.0893389011694	14025

Forecast Information

Segment ID	2027 AADT	2037 AADT	DHV-30	K%	D%	T24%	TD%
2455592	8,700	10,000	1,400	13.8	50.9	4	3



Definitions:

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

Forecast Segment ID	Route	BMP	EMP
2455592	SFRASR00605**C	0.000	0.935

Forecast

Year	K%	T24 % (Existing)	PA AADT	PA Method	PA Growth Rate %	PA Calculated Rate %
2050	◆	5	12,000	Average	1.800	1.800
AADT	D%	TD % (Existing)	BC AADT	BC Method	BC Growth Rate %	BC Calculated Rate %
12,390	◆	3	390	Model	● -1.400	0.000

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

◆ K/D factors from TCDS were used.

Regression

Method Number	PA AADT	BC AADT	AADT
1	13,837	609	14,446

95% Confidence Min/Max

PA Min	PA Max	BC Min	BC Max	Year
2548	24743	-201	1661	2050

Method Number	PA Growth %	BC Growth %	PA Drop Count	BC Drop Count	PA AADT	BC AADT	PA Adjustment	BC Adjustment
1	2.88	2.26	0	0	14,890	509	13,837	609
2	2.09	-0.34	2	6	13,190	149	12,243	356
3	2.97	3.14	0	0	15,099	607	14,017	694
4	-0.17	4.31	2	5	8,031	777	7,706	808
5	-0.17	3.91	0	0	8,031	691	7,706	769
6	0.17	5.08	4	5	8,635	861	8,393	883

Adjustment Info

ID	Adjustment Methods Name	Model vs Count AADT	Adjusted AADT	Model vs Count BC	Adjusted BC	PA Growth Rate %	BC Growth Rate %
1	DIF	-13,248	10,888	-244	176	1.33	-2.19
2	RAT	0.39	9,386	0.61	258	0.54	-1.35
3	MRAT	1.11	9,539	0.66	258	0.62	-1.35
4	RAF		10,213		217	0.97	-1.77
Adjust Method AADT		Adjust Method BC		Selected PA Growth Rate %		Selected BC Growth Rate %	
Model Ratio		Ratio		0.600		-1.400	

Method 1 - 4 Volume

PA Min Volume	PA Max Volume	BC Min Volume	BC Max Volume	Total Min Volume	Total MaxVolume
9128	10712	176	258	9304	10970

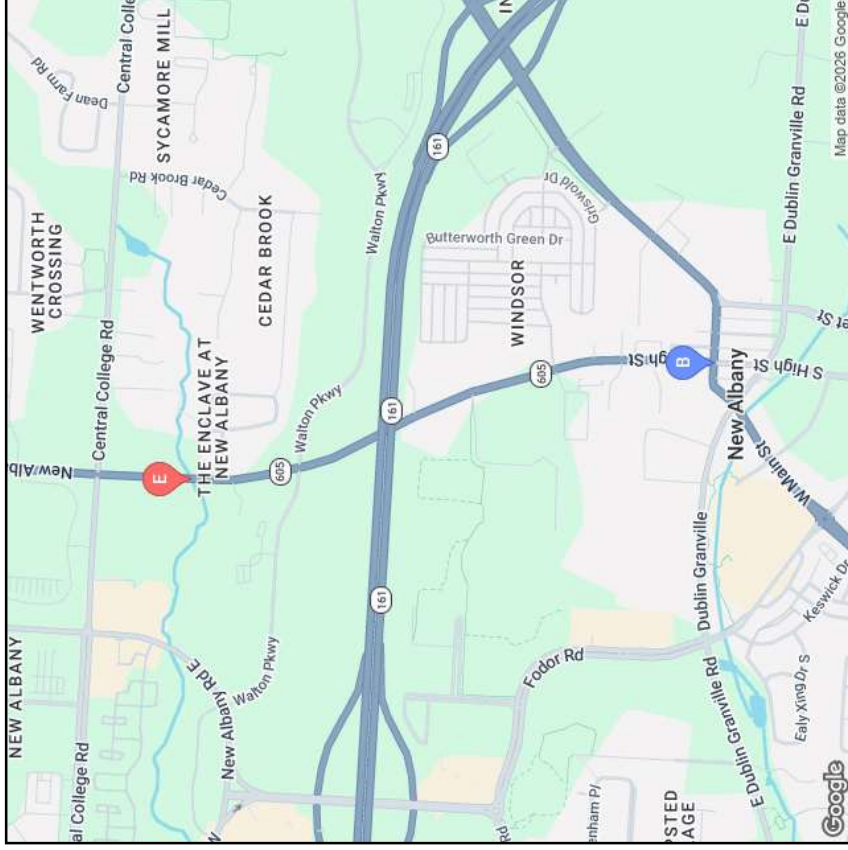
Process Flag: Adjusted model to counts with process per ODOT 255 spreadsheet

Comment: No Comment

Historical Count

Year	All	Cars	Trucks
2010	5,880	5,690	190
2013	4,916	4,741	174
2016	8,271	8,037	233
2019	9,204	9,023	181
2022	8,775	8,606	169
* 2025	8,431	8,042	389

* Pivot Point



Segment ID	LRS ID	BMP	EMP	Length	Yr 2027 AADT	Yr 2037 AADT	DHV30	K %	D %	T24 %	TD %
2455592	SFRASR00605**C	0.000	0.935	0.935	8,700	10,000	1400	13.8	50.9	4	3

Appendix C

Trip Generation

Scenario - 1

Scenario Name: AM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
712 - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	2.12	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 1.64	3	1	4
Data Source: Trip Generation Manual, 12th Ed						83%	17%	
712(1) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	1.25	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 1.64	2	0	2
Data Source: Trip Generation Manual, 12th Ed						83%	17%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
712 - Small Office Building	99	100	1.1	1.1	83	17
712(1) - Small Office Building	99	100	1.1	1.1	83	17

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
712 - Small Office Building	3	1	0	0	3	1
		4		0		4
712(1) - Small Office Building	2	0	0	0	2	0
		2		0		2

Scenario - 2

Scenario Name: PM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%	Exit Split%	Total
					Rate/Equation	Average			
712 - Small Office Building Data Source: Trip Generation Manual, 12th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	2.12	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	2.16	2	3	5
712(1) - Small Office Building Data Source: Trip Generation Manual, 12th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	1.25	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	2.16	1	2	3

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
712 - Small Office Building	100	99	1.1	1.1	34	66
712(1) - Small Office Building	100	99	1.1	1.1	34	66

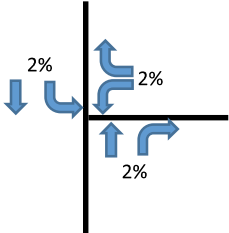
ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
712 - Small Office Building	2	3	0	0	2	3
712(1) - Small Office Building	1	2	0	0	1	2

Appendix D

Volume Calculations

SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
		AM	Peak Hour Factor and Truck Percentages	
^ N The PHF at the study intersection was obtained from the count data. Truck percentage were not obtained in the count data, so the truck percentages at the study intersection were set to 2%, per engineering judgement. New Albany Condit Road (SR-605)  Site Access PHF0.87				

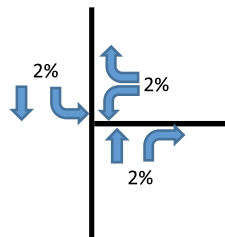
SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
		PM	Peak Hour Factor and Truck Percentages	

^
N

The PHF at the study intersection was obtained from the count data. Truck percentage were not obtained in the count data, so the truck percentages at the study intersection were set to 2%, per engineering judgement.

New Albany Condit
Road (SR-605)



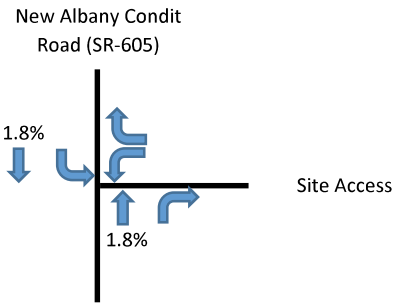
Site Access
PHF 0.95

SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
			Growth Rates	

^
N

Growth rates were obtained from ODOT TFMS.



SR-605 New Albany Small Office TAS
Traffic Volume Calculations

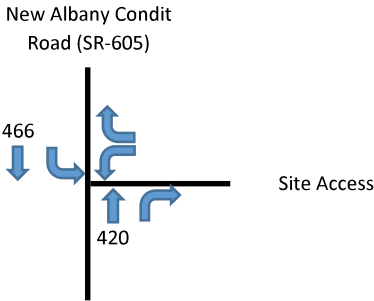
	Year	Period	Scenario	Plate
			Non-Pass-By Distribution	
^ N New Albany Condit Road (SR-605) 50% ↓ 50% ↘ 50% ↑ 50% ↗ 50% ↑ 50% ↘ 50% ↓ 50% ↗ Site Access				

SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2026	AM	Count Data	A1

^
N

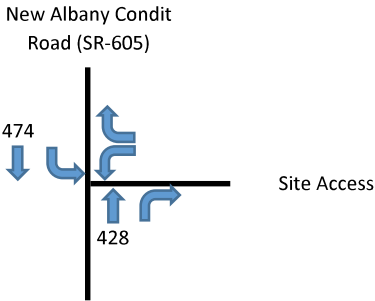
An AM Peak of 7:30-8:30 AM was utilized.



SR-605 New Albany Small Office TAS
Traffic Volume Calculations

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

^
N



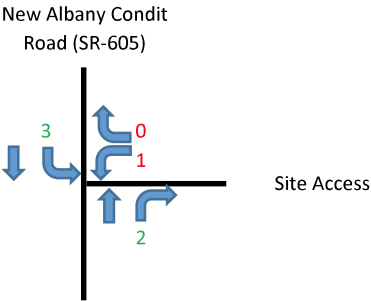
SR-605 New Albany Small Office TAS
Traffic Volume Calculations

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

^

N

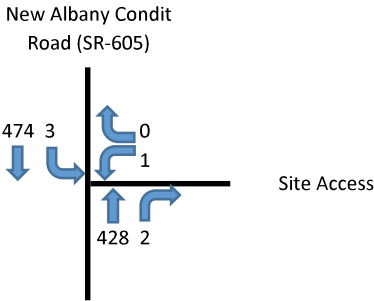
Entry 5
Exit 1



SR-605 New Albany Small Office TAS
Traffic Volume Calculations

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

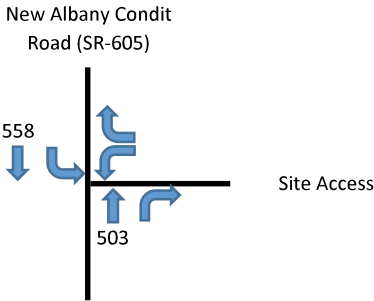
^
N



SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2037	AM	No Build	E1 = A1 Grown

^
N

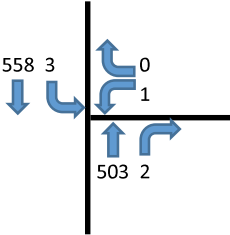


SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2037	AM	Build	F1 = C1 + E1

^
N

New Albany Condit
Road (SR-605)



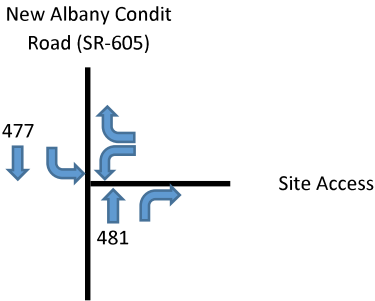
Site Access

SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2026	PM	Count Data	A2

^
N

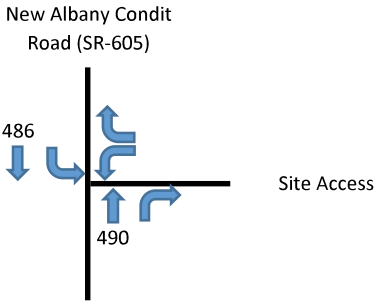
A PM Peak of 4:45-5:45 PM was utilized.



SR-605 New Albany Small Office TAS
Traffic Volume Calculations

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

^
N



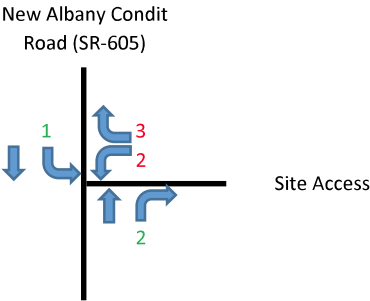
SR-605 New Albany Small Office TAS
Traffic Volume Calculations

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

^

N

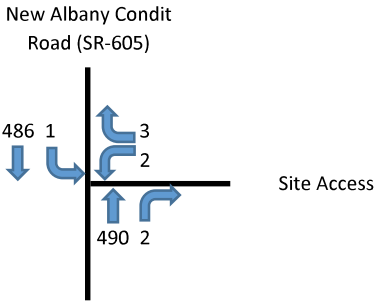
Entry 3
Exit 5



SR-605 New Albany Small Office TAS
Traffic Volume Calculations

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

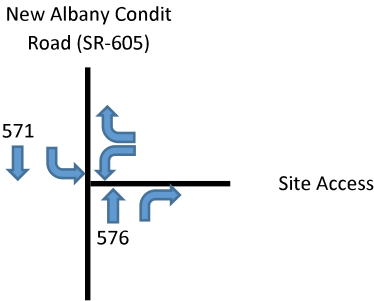
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SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2037	PM	No Build	E2 = A2 Grown

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N

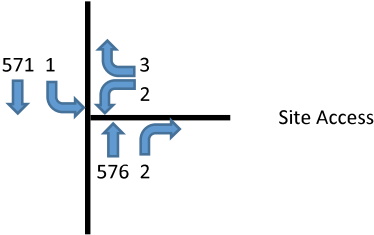


SR-605 New Albany Small Office TAS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2037	PM	Build	F2 = C2 + E2

^
N

New Albany Condit
Road (SR-605)



Appendix E

Turn Lane Warrant and Length Analysis



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

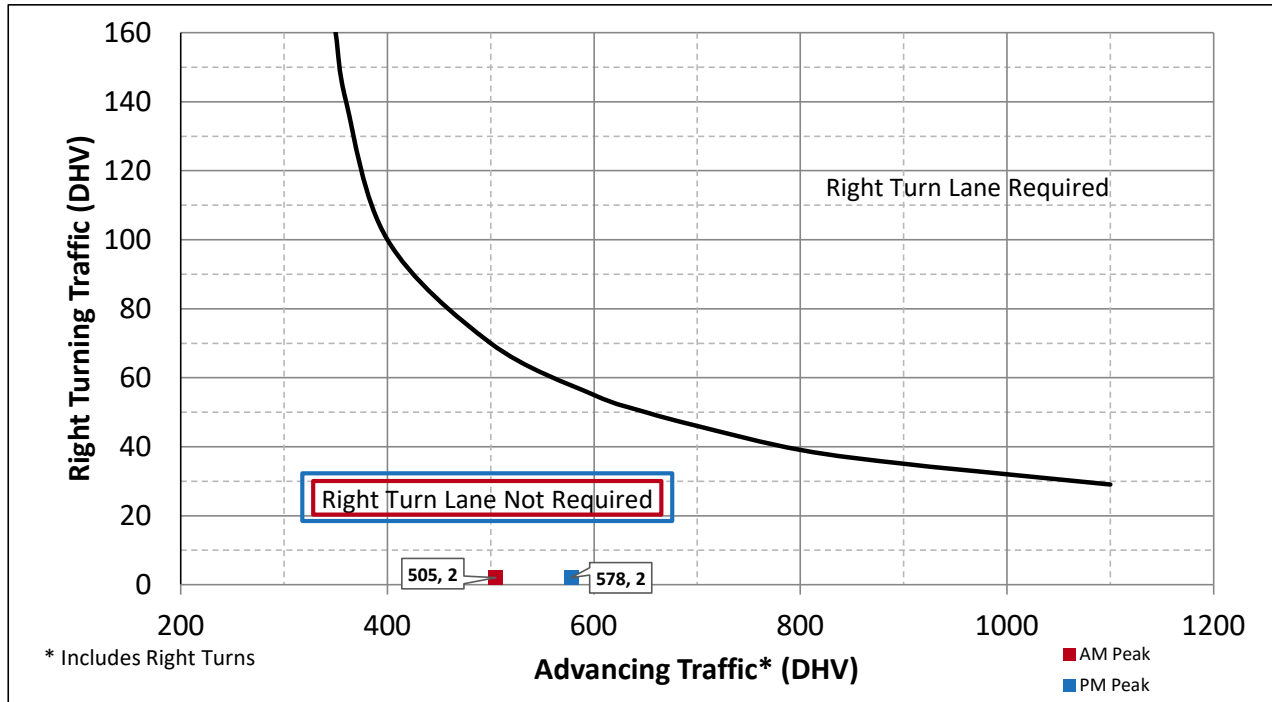


Figure 401-6a from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	35	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	2	VPH
	Advancing Traffic	505	VPH
	Right Turn Percentage	0%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
PM Peak	Design Speed	35	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	2	VPH
	Advancing Traffic	578	VPH
	Right Turn Percentage	0%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
Is Right Turn Warrant Met		No	No Right Turn Lane Required

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

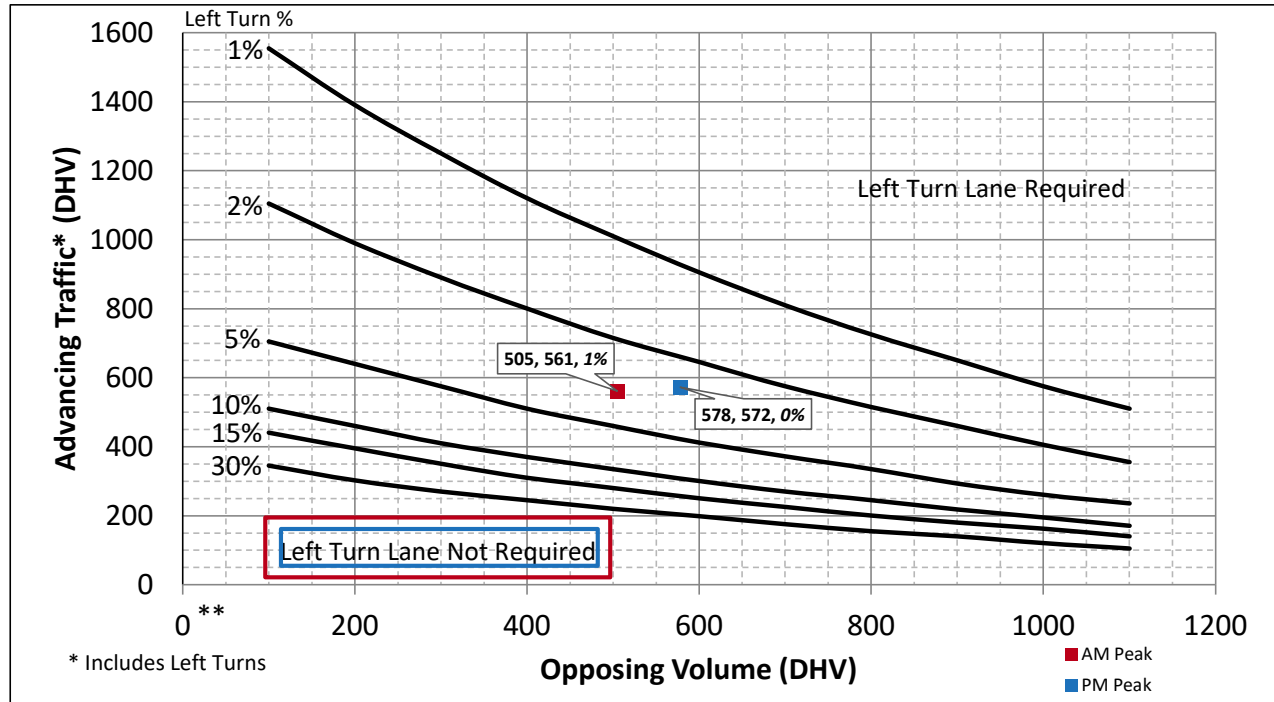


Figure 401-5a from the ODOT L&D Volume 1

Turn Lane Length Calculations

AM Peak	Design Speed	35	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	3	VPH
	Advancing Traffic	561	VPH
	Opposing Volume	505	VPH
	Left Turn Percentage	1%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
	Offset Width	12	
	Approach Taper	245	
PM Peak	Design Speed	35	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	Assume 60
	Turn Lane Volume	1	VPH
	Advancing Traffic	572	VPH
	Opposing Volume	578	VPH
	Left Turn Percentage	0%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	50	
	Offset Width	12	
	Approach Taper	245	
Is Left Turn Warrant Met		No	No Left Turn Lane Required

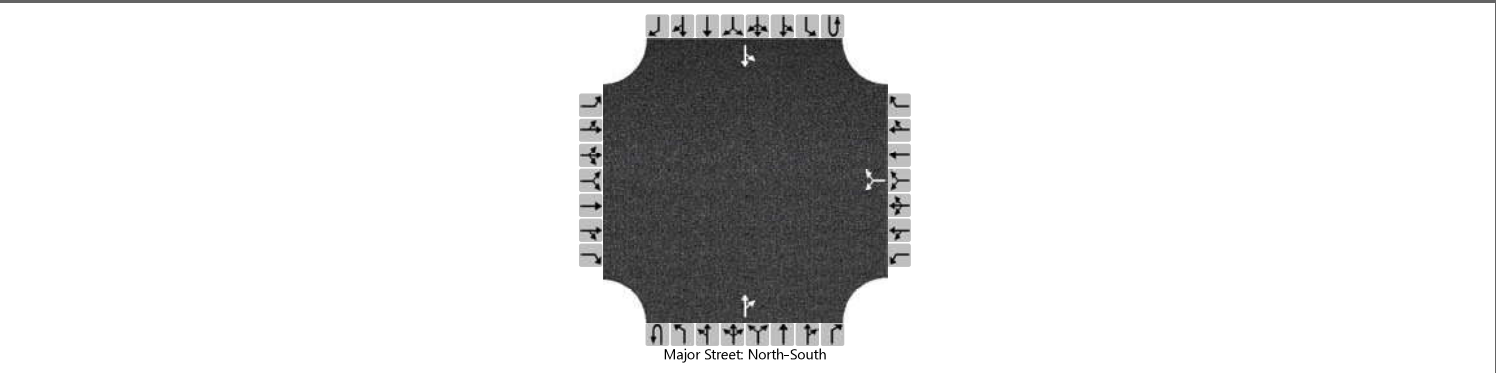
Appendix F

Capacity Analysis

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ASP	Intersection	New Albany Condit Road & Site Access
Agency/Co.	CMTran	Jurisdiction	City of New Albany
Date Performed		East/West Street	Site Access
Analysis Year	2027	North/South Street	New Albany Condit Road
Time Analyzed	AM Build	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	SR-605 New Albany Small Office TAS		

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		0			428	2		3	474	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1								3		
Capacity, c (veh/h)						252								1069		
v/c Ratio						0.00								0.00		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
95% Queue Length, Q ₉₅ (ft)						0.0								0.0		
Control Delay (s/veh)						19.3								8.4	0.0	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)					19.3								0.1			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

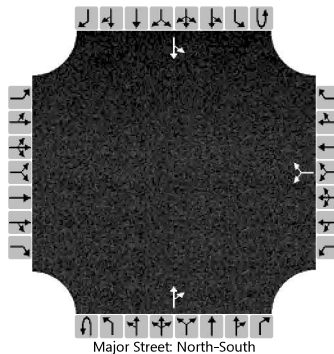
General Information

Analyst	ASP
Agency/Co.	CMTran
Date Performed	
Analysis Year	2027
Time Analyzed	PM Build
Intersection Orientation	North-South
Project Description	SR-605 New Albany Small Office TAS

Site Information

Intersection	New Albany Condit Road & Site Access
Jurisdiction	City of New Albany
East/West Street	Site Access
North/South Street	New Albany Condit Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		3			490	2		1	486	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.42		6.22							4.12		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.52		3.32							2.22		

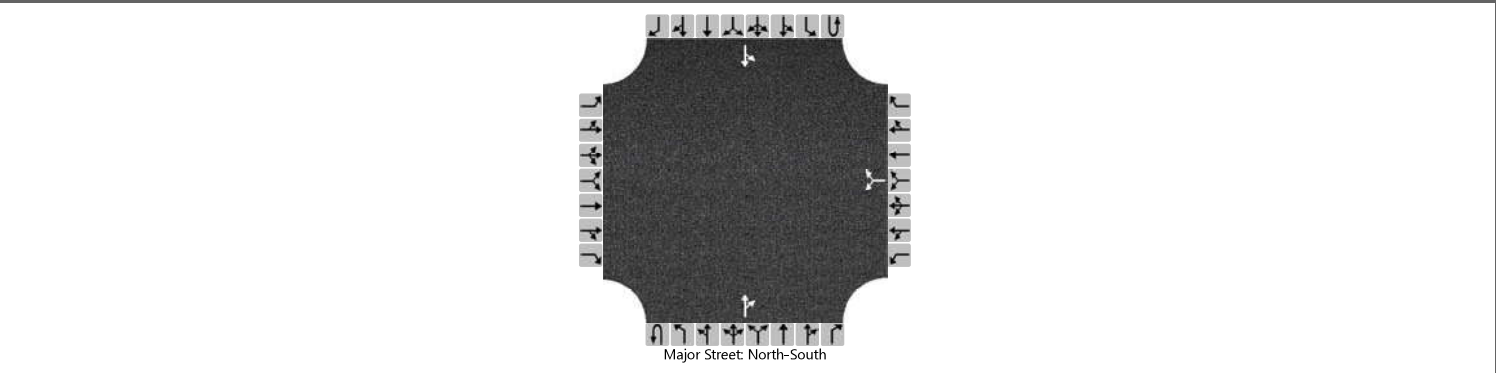
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5									1		
Capacity, c (veh/h)						381									1048		
v/c Ratio						0.01									0.00		
95% Queue Length, Q ₉₅ (veh)						0.0									0.0		
95% Queue Length, Q ₉₅ (ft)						0.0									0.0		
Control Delay (s/veh)						14.6									8.4	0.0	
Level of Service (LOS)						B									A	A	
Approach Delay (s/veh)					14.6								0.0				
Approach LOS					B								A				

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ASP	Intersection	New Albany Condit Road & Site Access
Agency/Co.	CMTran	Jurisdiction	City of New Albany
Date Performed		East/West Street	Site Access
Analysis Year	2037	North/South Street	New Albany Condit Road
Time Analyzed	AM Build	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	SR-605 New Albany Small Office TAS		

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		0			503	2		3	558	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1								3		
Capacity, c (veh/h)						196								994		
v/c Ratio						0.01								0.00		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
95% Queue Length, Q ₉₅ (ft)						0.0								0.0		
Control Delay (s/veh)						23.5								8.6	0.0	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)					23.5								0.1			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

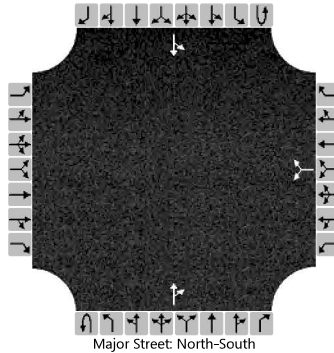
General Information

Analyst	ASP
Agency/Co.	CMTran
Date Performed	
Analysis Year	2037
Time Analyzed	PM Build
Intersection Orientation	North-South
Project Description	SR-605 New Albany Small Office TAS

Site Information

Intersection	New Albany Condit Road & Site Access
Jurisdiction	City of New Albany
East/West Street	Site Access
North/South Street	New Albany Condit Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		3			576	2		1	571	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.42		6.22							4.12		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.52		3.32							2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5									1		
Capacity, c (veh/h)						313									970		
v/c Ratio						0.02									0.00		
95% Queue Length, Q ₉₅ (veh)						0.1									0.0		
95% Queue Length, Q ₉₅ (ft)						2.5									0.0		
Control Delay (s/veh)						16.7									8.7	0.0	
Level of Service (LOS)						C									A	A	
Approach Delay (s/veh)					16.7								0.0				
Approach LOS					C								A				

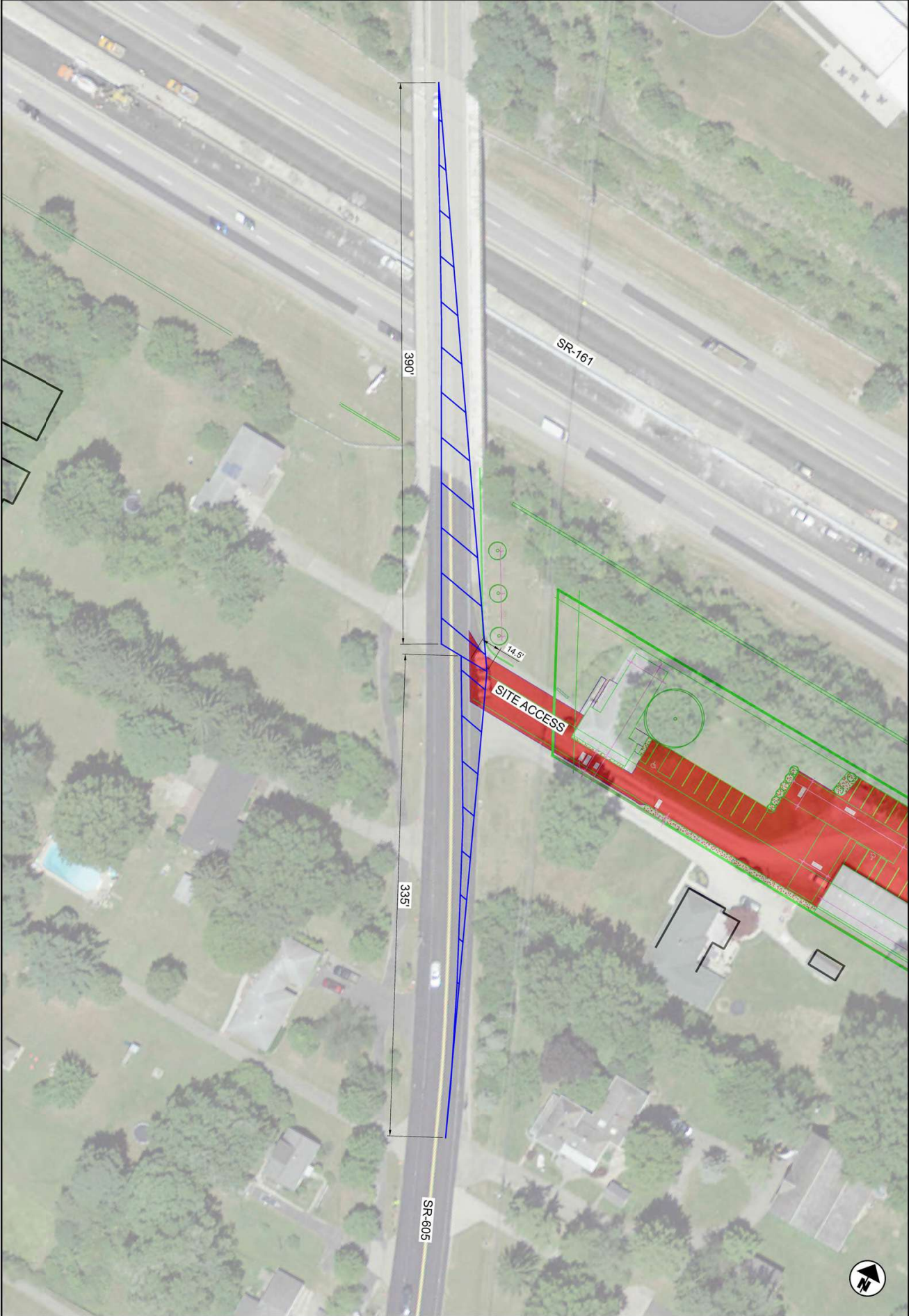
Appendix G

Sight Distance Exhibits



SR-605 NEW ALBANY SMALL OFFICE TAS

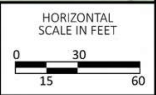
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G2 of 2

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	LEV
REVIEWER	ASP 06-04-26
PROJECT ID	0
SHEET TOTAL	P.1 1

SR-605 NEW ALBANY SMALL OFFICE TAS HORIZONTAL SIGHT DISTANCE EXHIBIT



6600 NEW ALBANY CONDIT RD

NEW ALBANY, OH, 43054

INDEX

01	COVER PAGE
02	INDEX
03	EXISTING PROPERTY
04	EXISTING IMAGE
05	LOCATION MAP
06	SURVEY
07	DIMENSIONED SITE PLAN
08	GRADING PLAN
09	DRAINAGE PLAN
10	PROPOSED SITE PLAN
11	LANDSCAPE PLAN
12	EXISTING IMAGES
13	EXISTING IMAGES
14	EX PLANS & ELEVATIONS
15	PROPOSED PLANS
16	PROPOSED ELEVATIONS
17	PROPOSED ELEVATIONS
18	PROPOSED ACCESS BLDG
19	PERSPECTIVE VIEWS
20	SITE ILLUMINATION
21	SITE FENCING PLAN
22	SITE FENCING DETAIL

PROPOSED USE:
EXISTING HOME TO BE CONVERTED TO A
COMMERCIAL OFFICE FOR CONDUCTING A REAL
ESTATE BUSINESS.

SIGNATURE FOR PLANNING COMMISSION

DATE OF APPROVAL OF PLANNING COMMISSION

EXISTING



03

NEW OFFICE BLDG

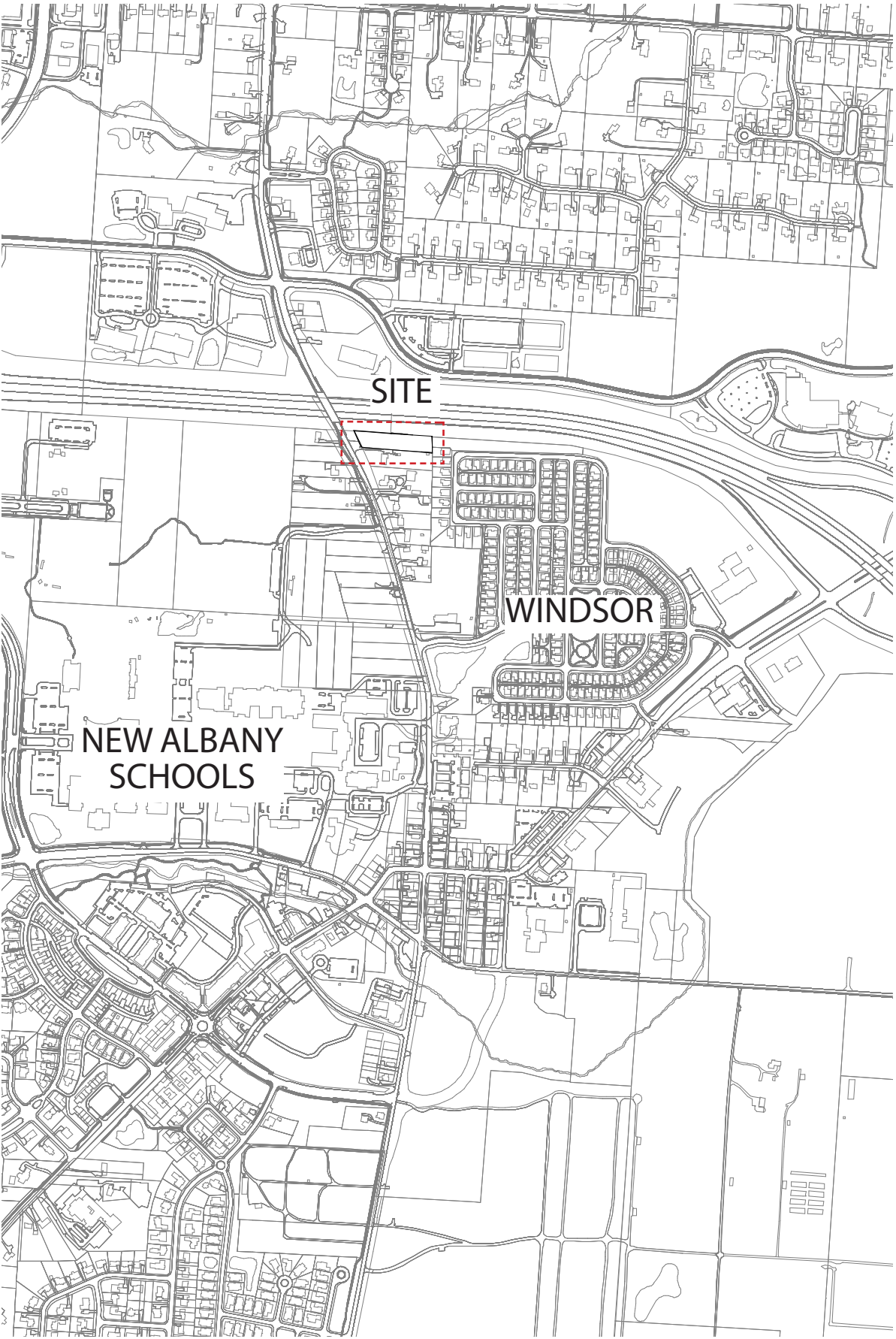
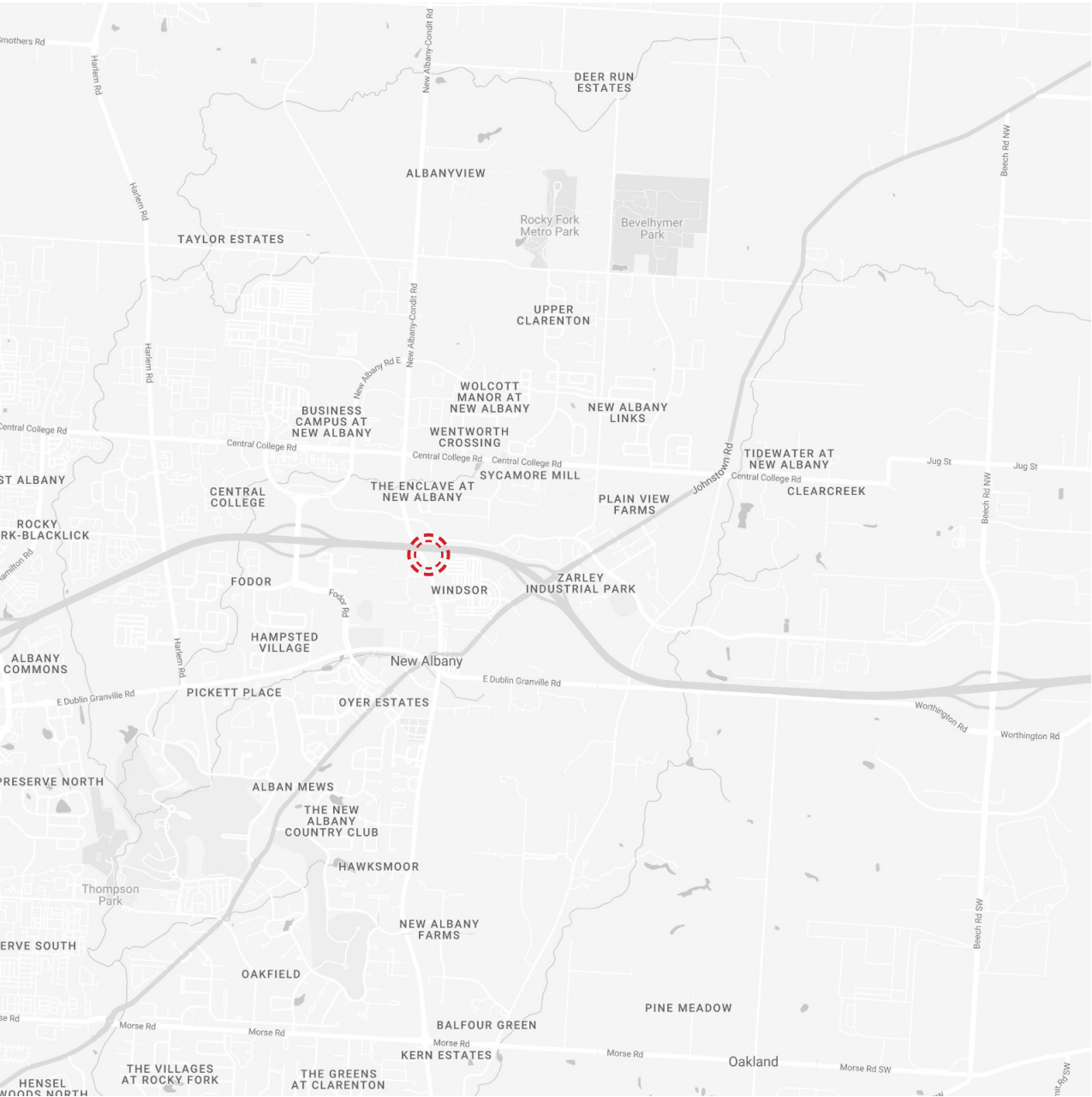
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AD
STUDIO

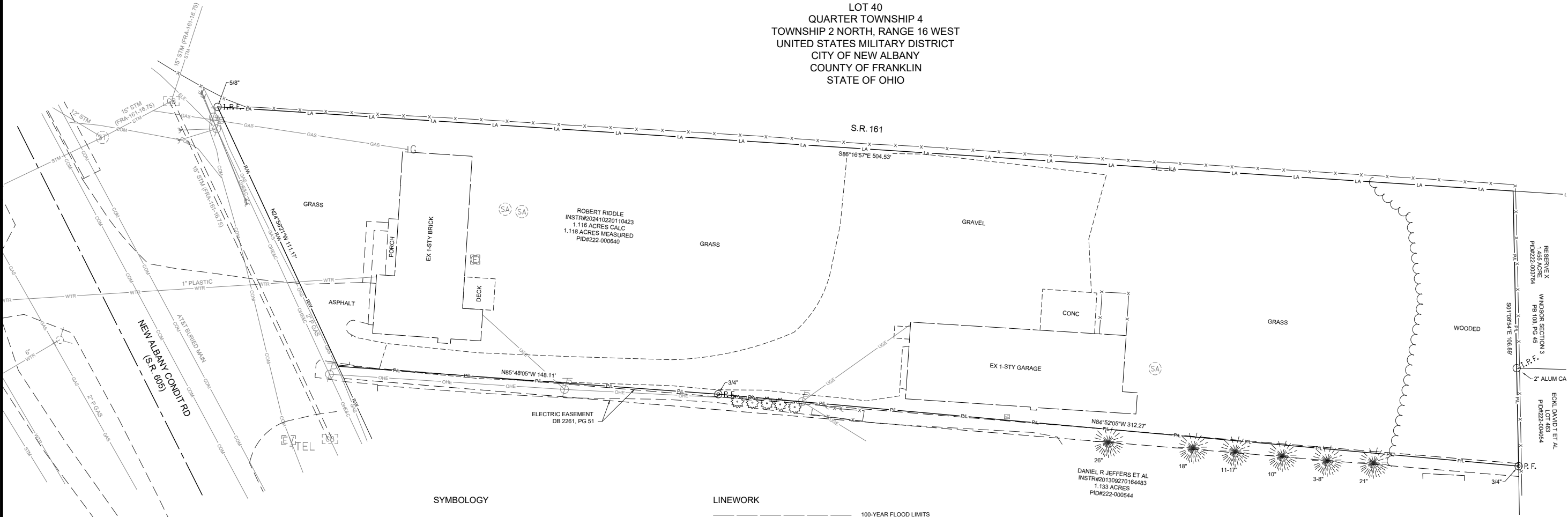
EXISTING



LOCATION MAP



LOT 40
QUARTER TOWNSHIP 4
TOWNSHIP 2 NORTH, RANGE 16 WEST
UNITED STATES MILITARY DISTRICT
CITY OF NEW ALBANY
COUNTY OF FRANKLIN
STATE OF OHIO



SYMBOLGY

	CABLE TV AMPLIFIER		POST
	D.H.F. DRILL HOLE FOUND		POWER/LIGHT POLE
	ELECTRIC BOX		POWER POLE
	ELECTRIC METER		PULL BOX
	ELECTRIC MANHOLE		LARGE ROCK
	FIRE HYDRANT		RAILROAD SPIKE FOUND
	FLAG POLE		SANITARY SEWER MANHOLE
	GENERIC CATCH BASIN		SPRINKLER HEAD
	GAS METER		SIGN 1-POST
	GAS MANHOLE		SIGN 2-POST
	GAS LINE MARKER		SIGNAL STRAIN/SUPPORT POLE
	GAS VALVE		STORM INLET ROUND
	GOVERNMENT DISK		STORM SEWER MANHOLE
	GUY WIRE ANCHOR		TELECOMMUNICATION POLE
	IRON PIPE FOUND		TELECOMMUNICATION/LIGHT POLE
	I.P.F. IRON PIN FOUND		ELECTRIC/COMMUNICATION, OVERHEAD
	I.P.S. IRON PIN SET		TELECOMMUNICATION MANHOLE
	INSPECTION WELL		TELECOMMUNICATION LINE MARKER
	LIGHT POLE		TELEPHONE PEDESTAL
	MAIL BOX		TELECOMMUNICATION/POWER POLE
	MONUMENT BOX		WATER GATE VALVE
	OWNERSHIP HOOK		WATER MANHOLE
	PAPER BOX		WATER METER
	P.K.F. PK NAIL FOUND		YARD LIGHT
	P.K.S. PK NAIL SET		

LINEWORK

	100-YEAR FLOOD LIMITS
	CENTERLINE
	CONTOUR, INDEX
	CONTOUR, INTERMEDIATE
	COMBINATION SEWER
	COMMUNICATION, UNDERGROUND
	COMMUNICATION, OVERHEAD
	EASEMENT
	EDGE OF WATER
	ELECTRIC, UNDERGROUND
	ELECTRIC, OVERHEAD
	FENCE
	FORCE MAIN
	GAS
	GUARDRAIL
	LIMITED ACCESS RIGHT OF WAY
	PROPERTY LINE
	RIGHT OF WAY LINE
	SANITARY SEWER
	SETBACK
	STORM SEWER
	WATER LINE

NOTE: STANDARD LEGEND BLOCK, NOT ALL SYMBOLS OR LINEWORK APPLY

BASIS OF BEARINGS:

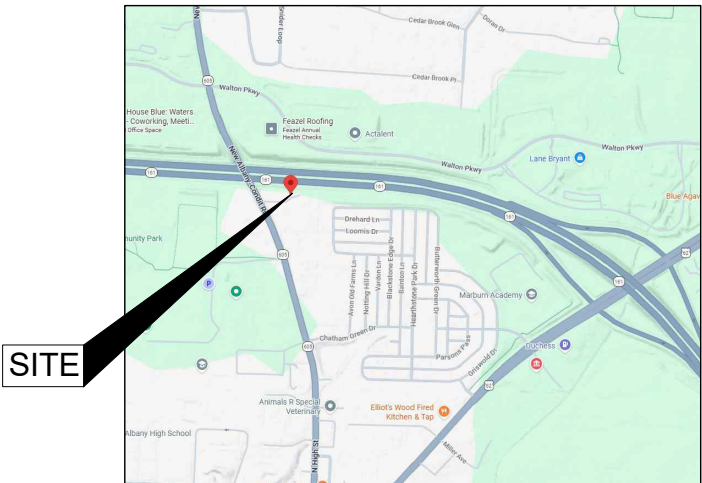
THE BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE OHIO COUNTY COORDINATE SYSTEM, FRANKLIN COUNTY, NAD83 (2011) EPOCH 2010. SAID BEARINGS ORIGINATED FROM A FIELD TRAVERSE WHICH WAS REFERENCED TO SAID COORDINATE SYSTEM BY GNSS OBSERVATIONS AND OBSERVATIONS OF SELECTED STATIONS IN THE OHIO DEPARTMENT OF TRANSPORTATION REAL-TIME-NETWORK.

SOURCE DOCUMENTS AND THE AUDITOR'S PARCEL NUMBERS ARE SHOWN ON THE PLAT.

THIS PLAT WAS BASED ON A FIELD SURVEY CONDUCTED BY CW DESIGN GROUP, LLC UNDER MY GUIDANCE IN MARCH 2026.

CW Design Group
CIVIL ENGINEERING, LAND SURVEYING
PHONE: 614-846-9279
972 Linkfield Drive
Worthington, Ohio 43085

CHARLES A. WAGNER, S-8091
CW DESIGN GROUP, LLC
04/10/2026
DATE



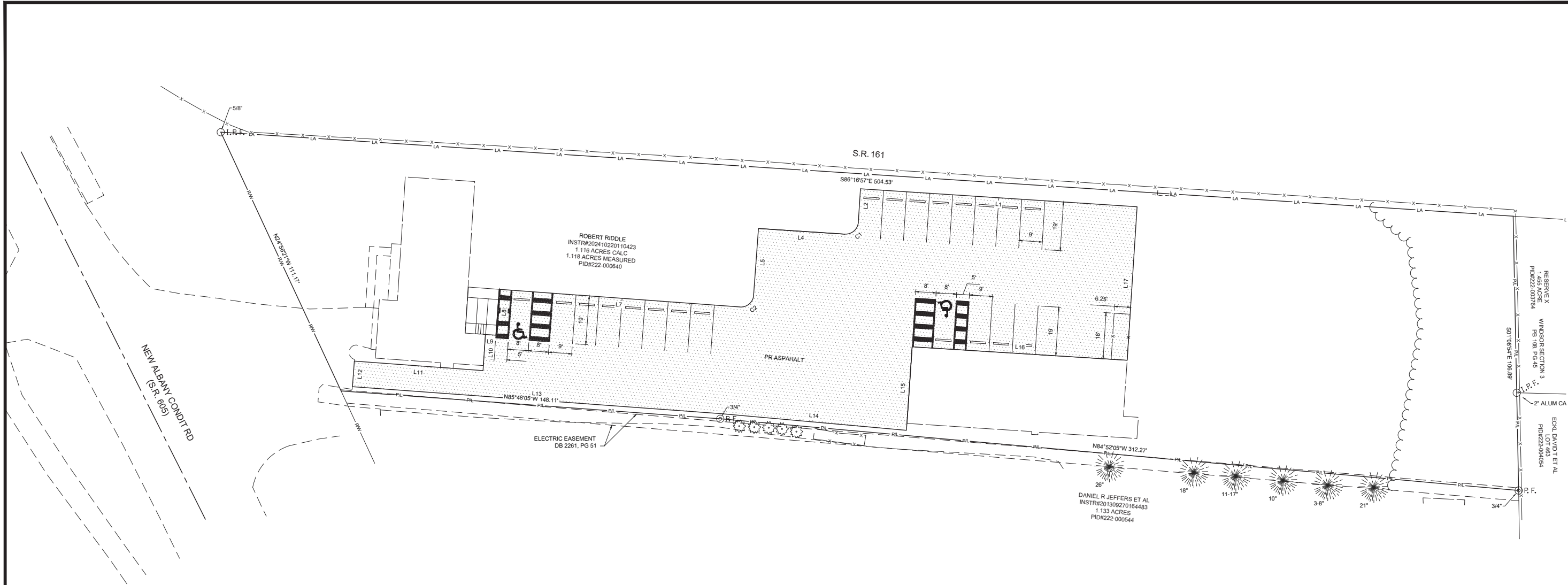
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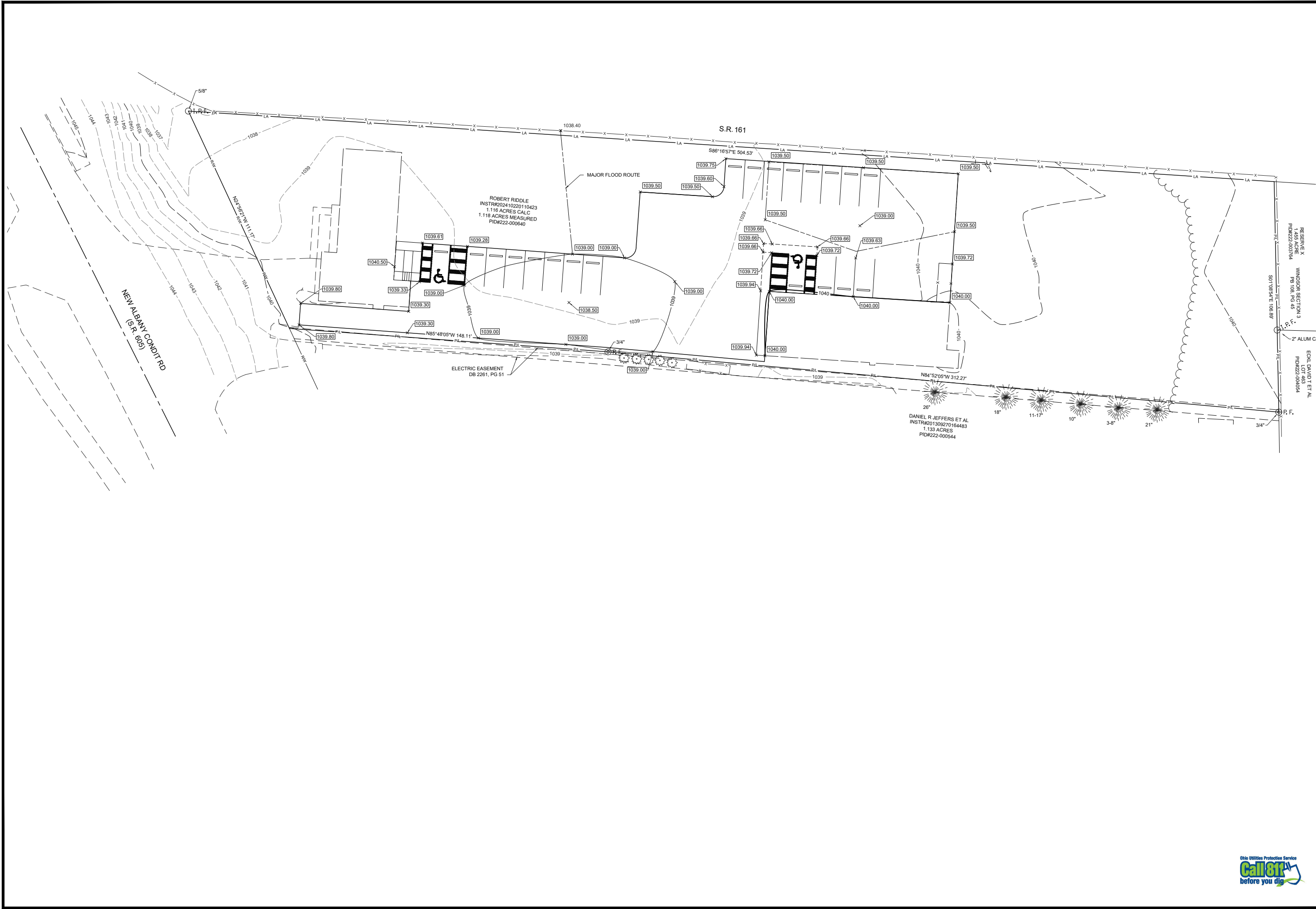
6600 NEW ALBANY CONDIT RD
NEW ALBANY, OH 43054

1
4



D:\Project\2025\250029\Drawing\base.dwg - May 20, 2026 @ 6:43pm - © 2026





6600 NEW ALBANY CONDIT RD
NEW ALBANY, OH 43054

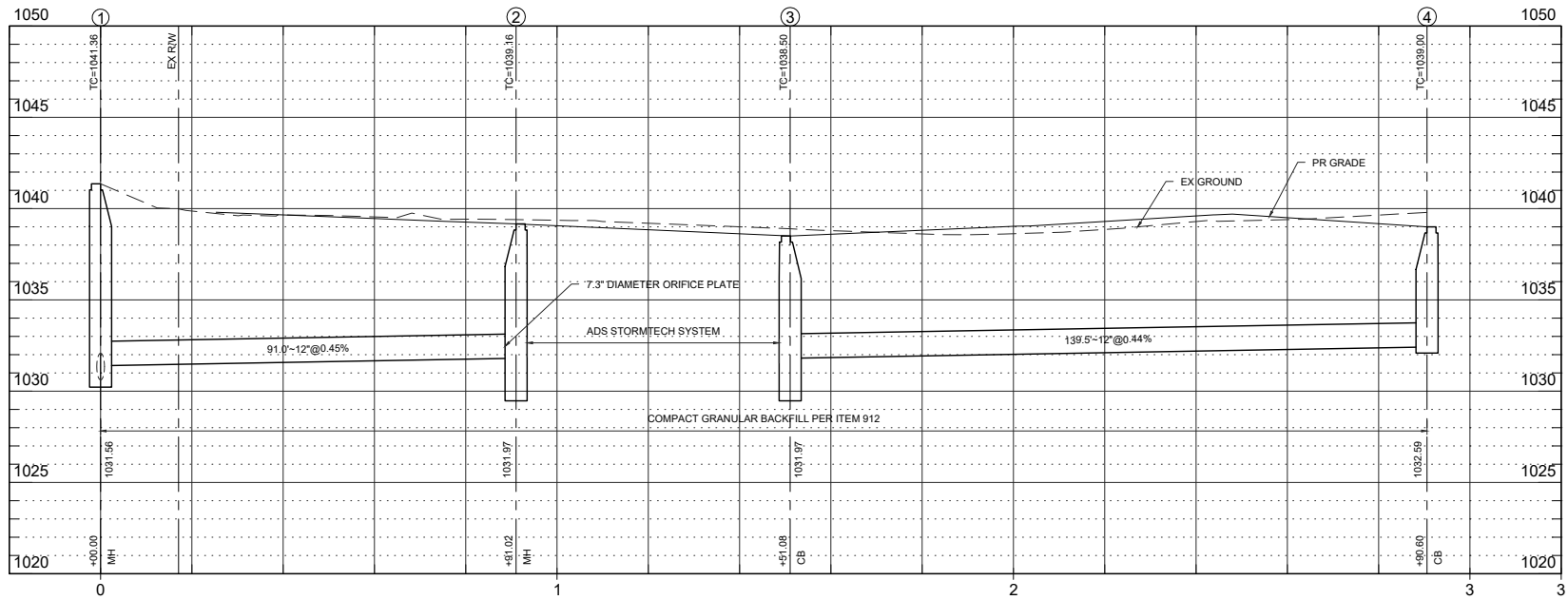
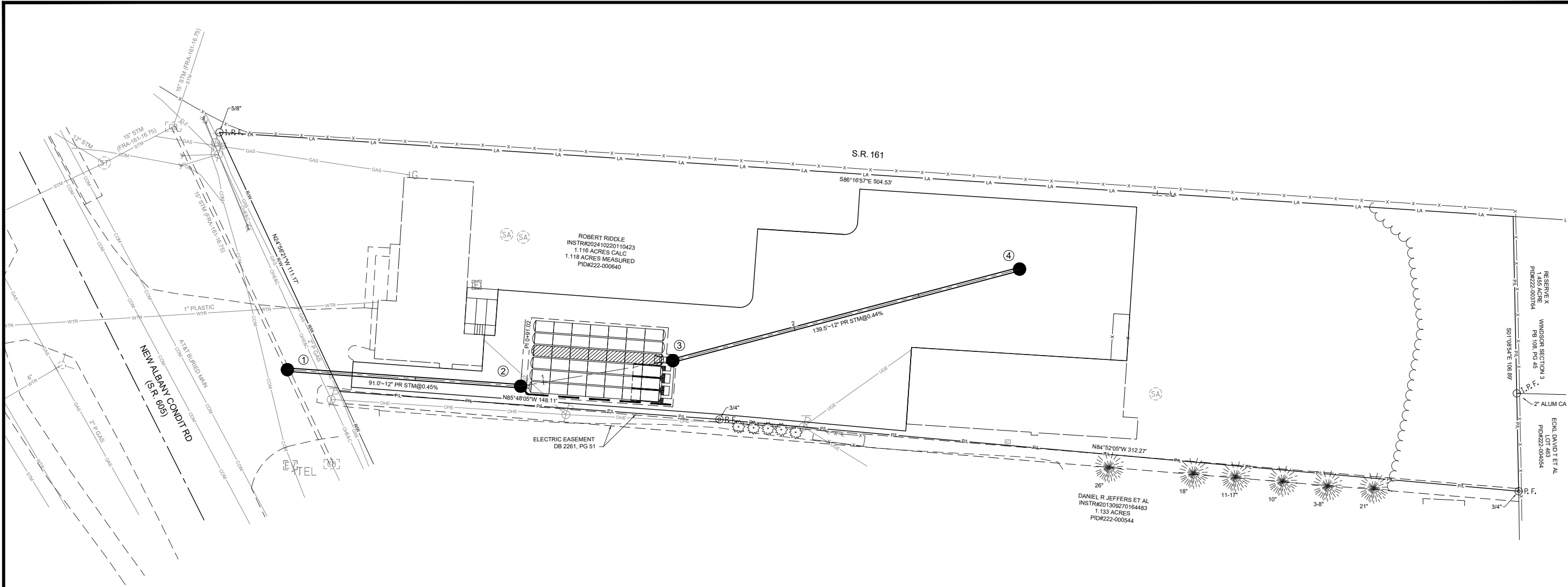
3
4

GRADING PLAN

RESERVE X
1.455 ACRE
PID#222-000764
WINDSOR SECTION 3
PA 106, PG 43
PID#222-000454
EOLK DAVID T ET AL
LOT 483
PID#222-000544
2" ALUM C


0 20 40
1" = 20'
U.S. SURVEY FEET

I:\Project\2025\250029\Drawing\base.dwg - April 10, 2026 @ 2:07pm - © 2026

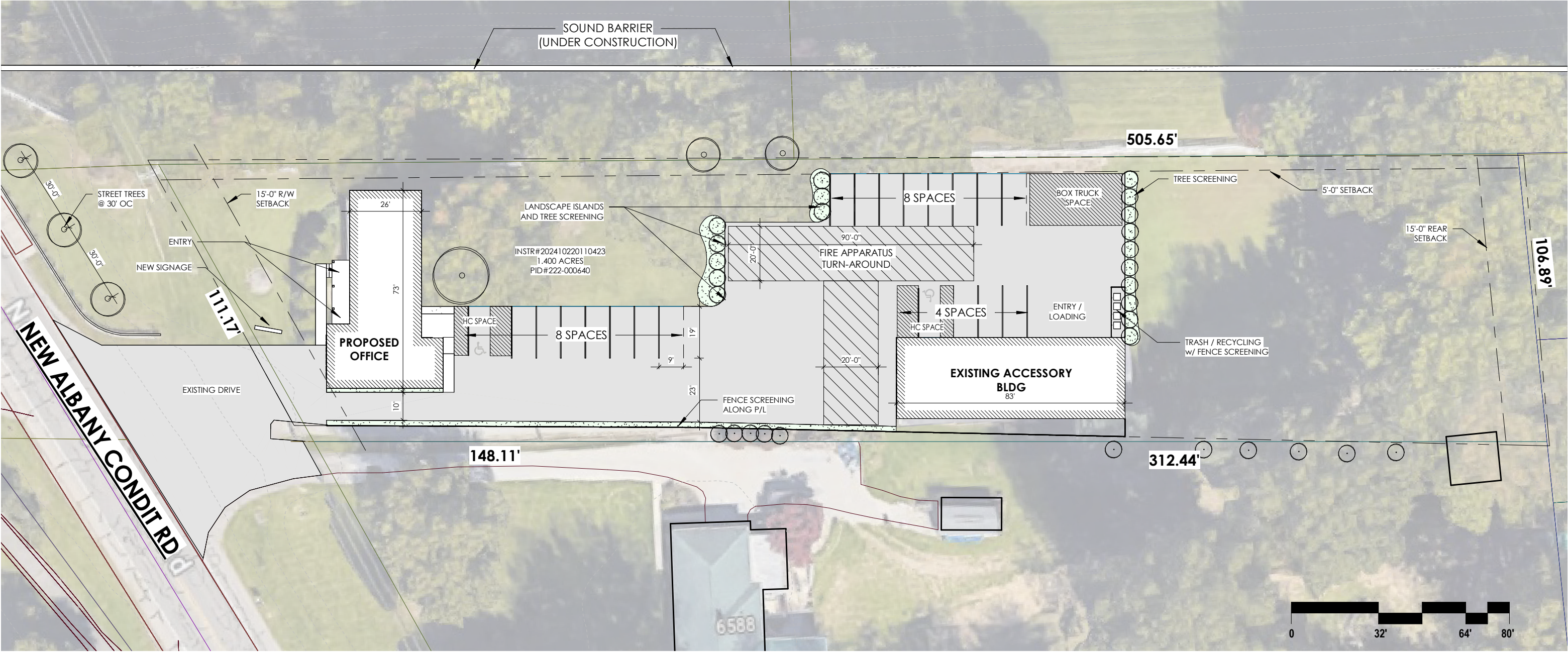


STORM SEWER STRUCTURE DATA						
STR#	DESCRIPTION	STATION	NORTHING	EASTING	PIPE DATA	GRATE
1	MH	0+00.00	761452.80	1881673.36	12" INV E=1031.56	1041.36
2	MH	0+91.02	761446.39	1881764.15	12" INV W=1031.97	1039.16
3	CB	1+51.08	761456.33	1881823.38	12" INV E=1031.97	1038.50
4	CB	2+90.60	761491.93	1881958.29	12" INV W=1032.59	1039.00

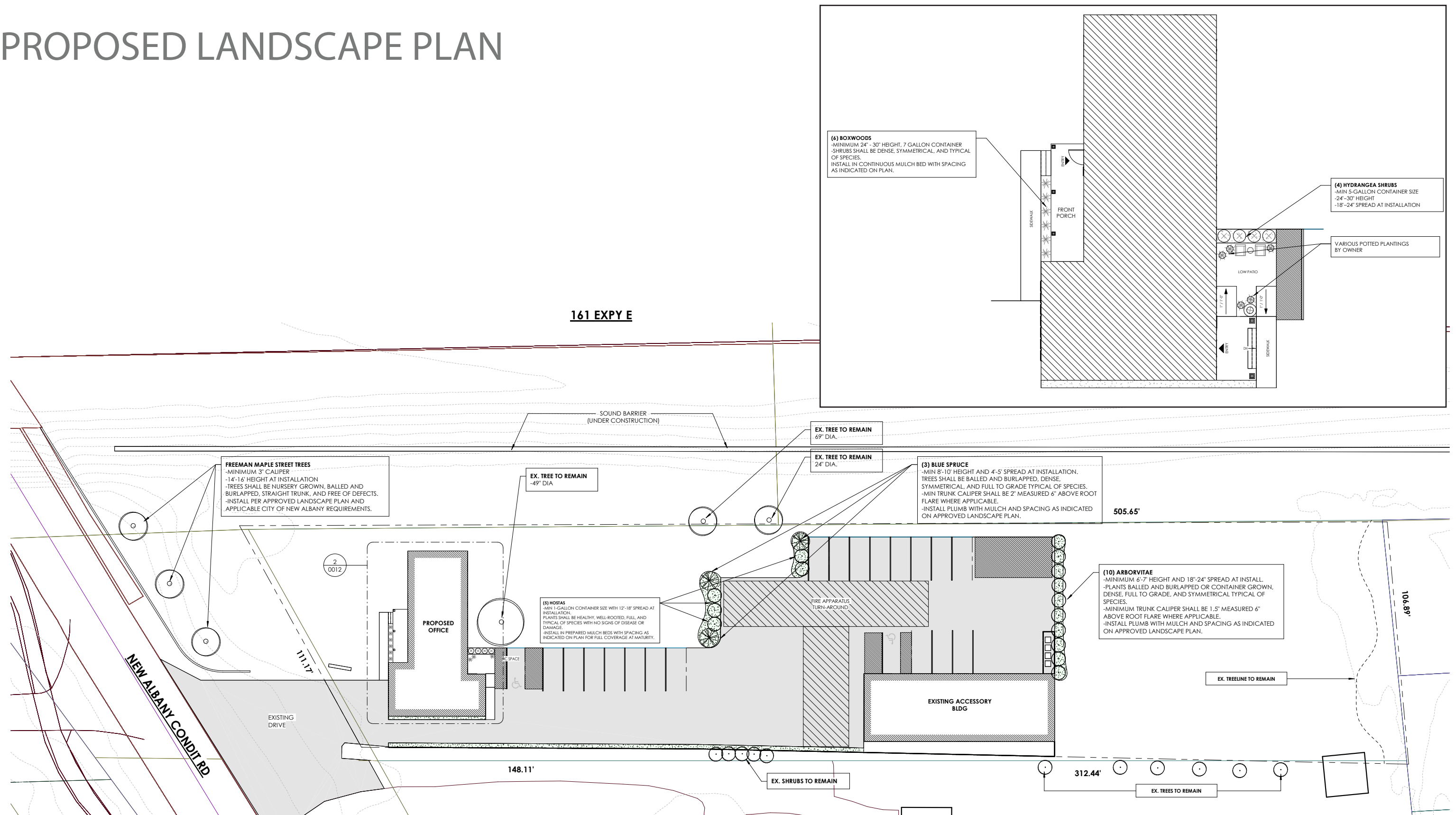
STORM SEWER PIPE DATA				
PIPE NAME	SIZE	SLOPE	BEARING	LENGTH
1	12"	0.45%	N85°57'27"W	91.02'
2	12"	0.44%	S75°12'54"W	139.52'



PROPOSED SITE PLAN



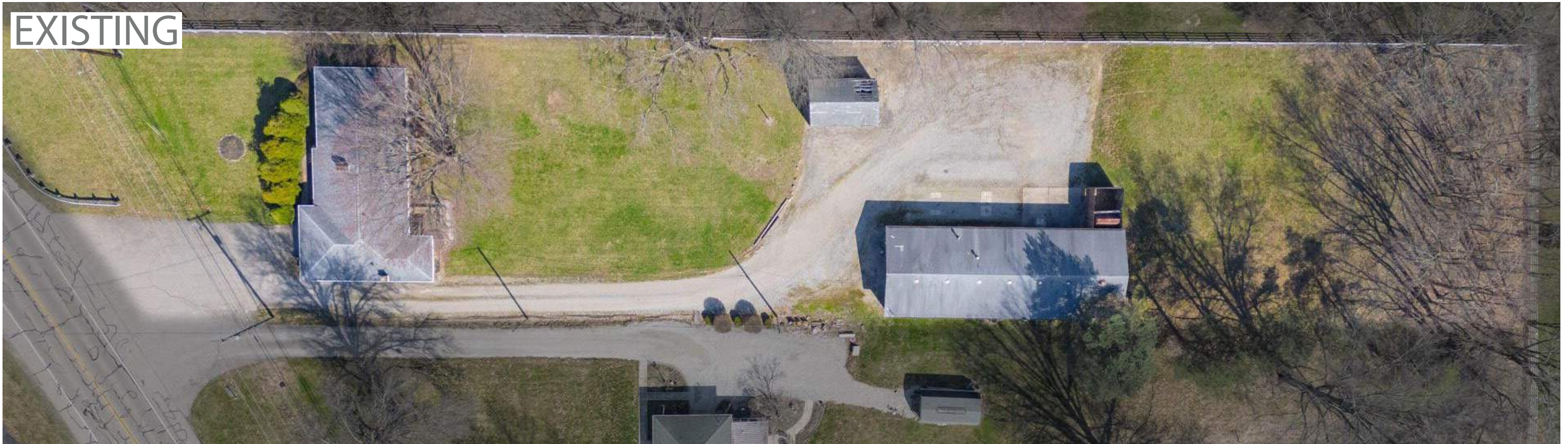
PROPOSED LANDSCAPE PLAN



1 LANDSCAPE PLAN
1" = 20'-0"



EXISTING



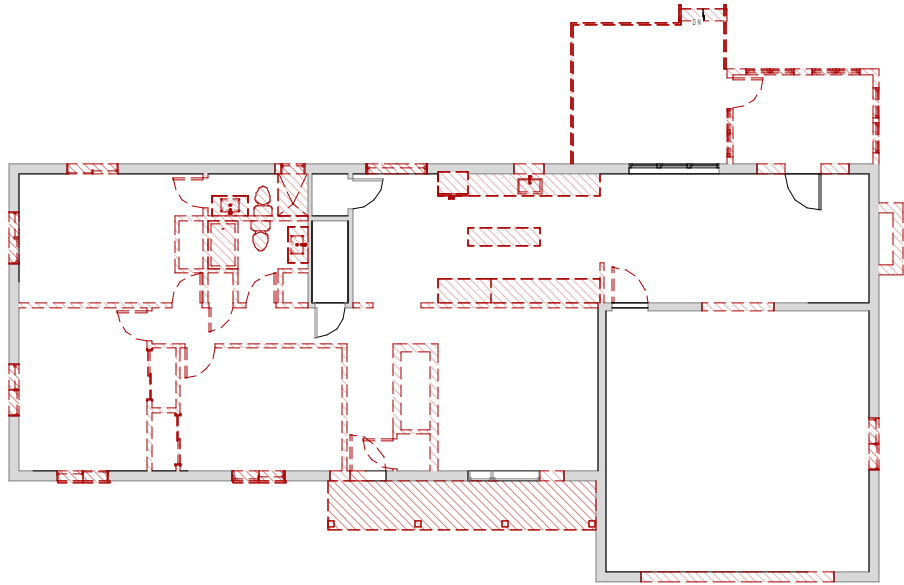
013

NEW OFFICE BLDG

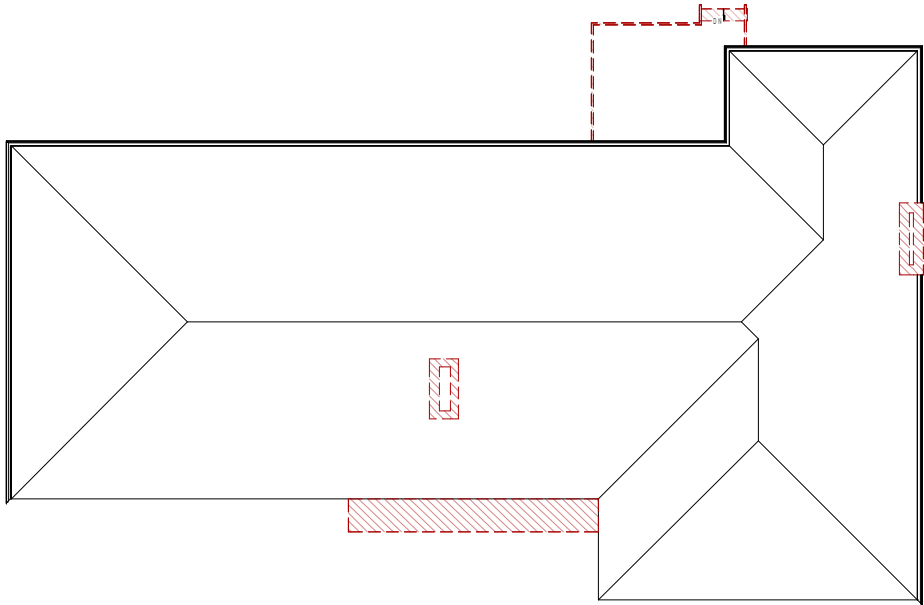
6600 NEW ALBANY CONDIT RD, NEW ALBANY OH 43054

AD
STUDIO

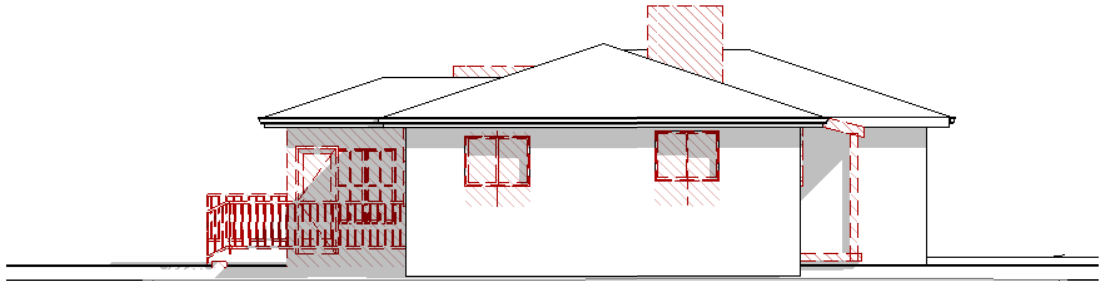
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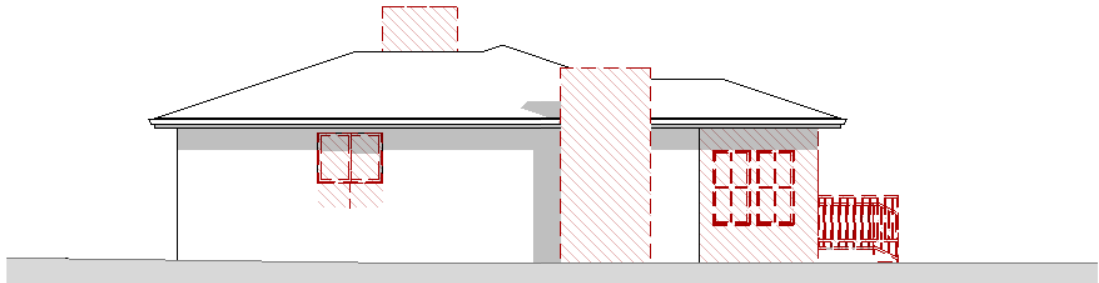
1 FIRST FLOOR EXISTING
1/8" = 1'-0"



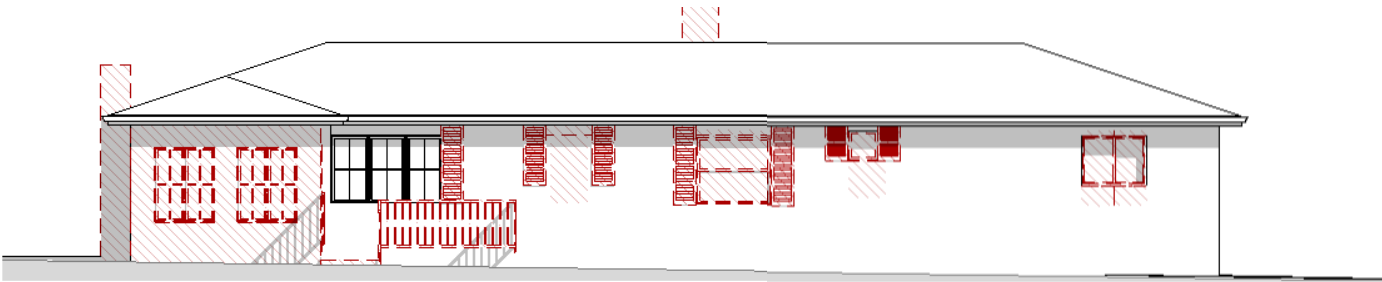
2 ROOF PLAN EXISTING
1/8" = 1'-0"



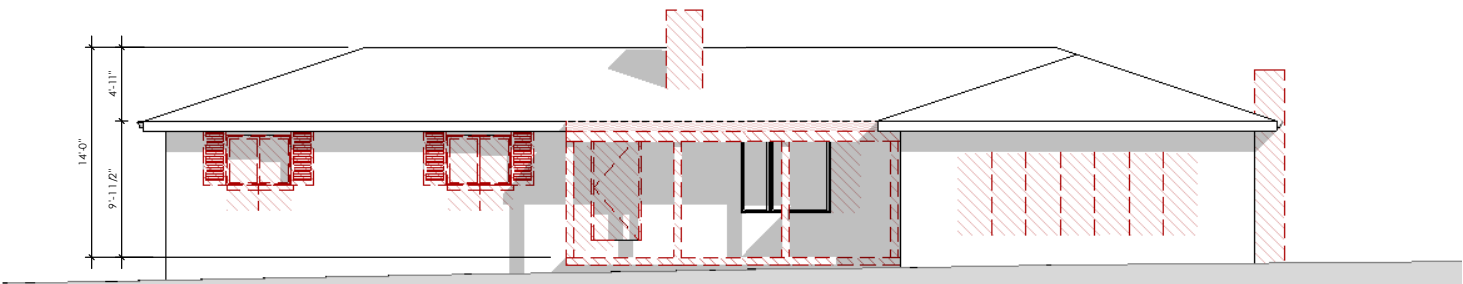
EX (LEFT) SIDE ELEVATION
1/8" = 1'-0"



EX (RIGHT) SIDE ELEVATION
1/8" = 1'-0"

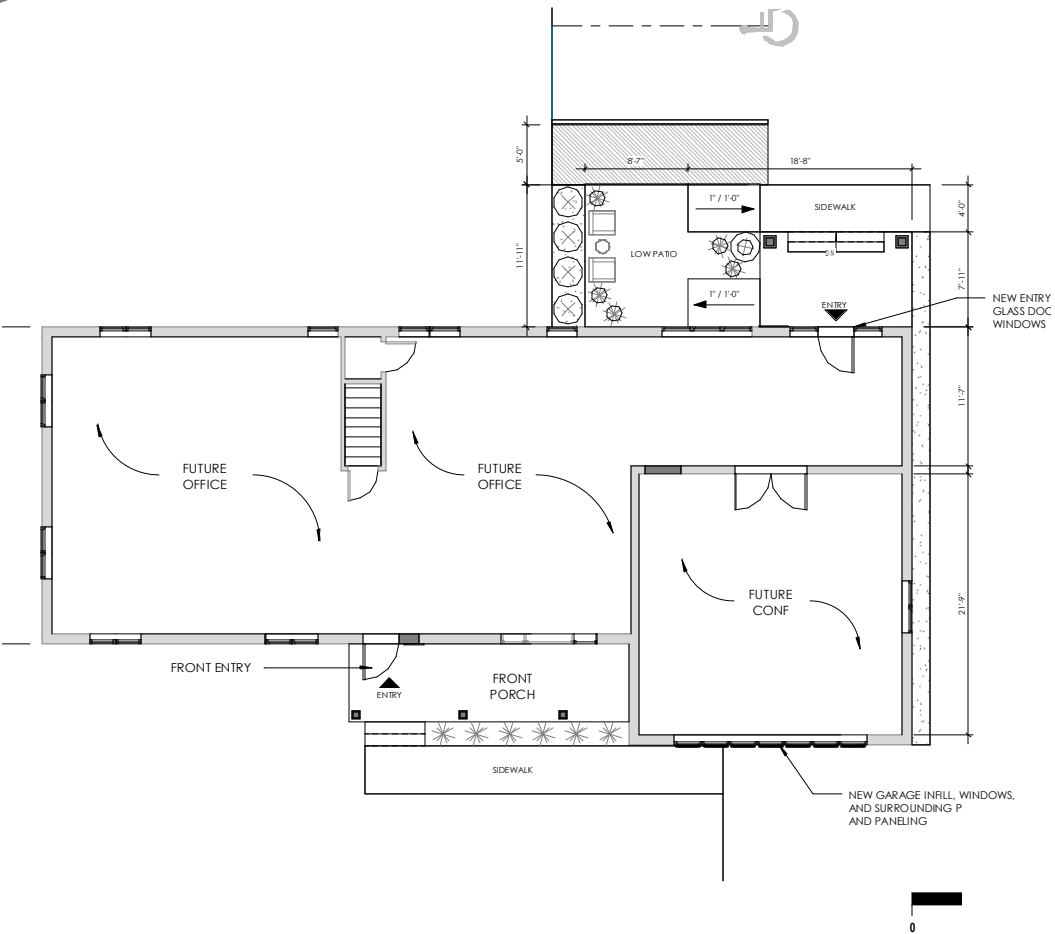


EX REAR ELEVATION
1/8" = 1'-0"

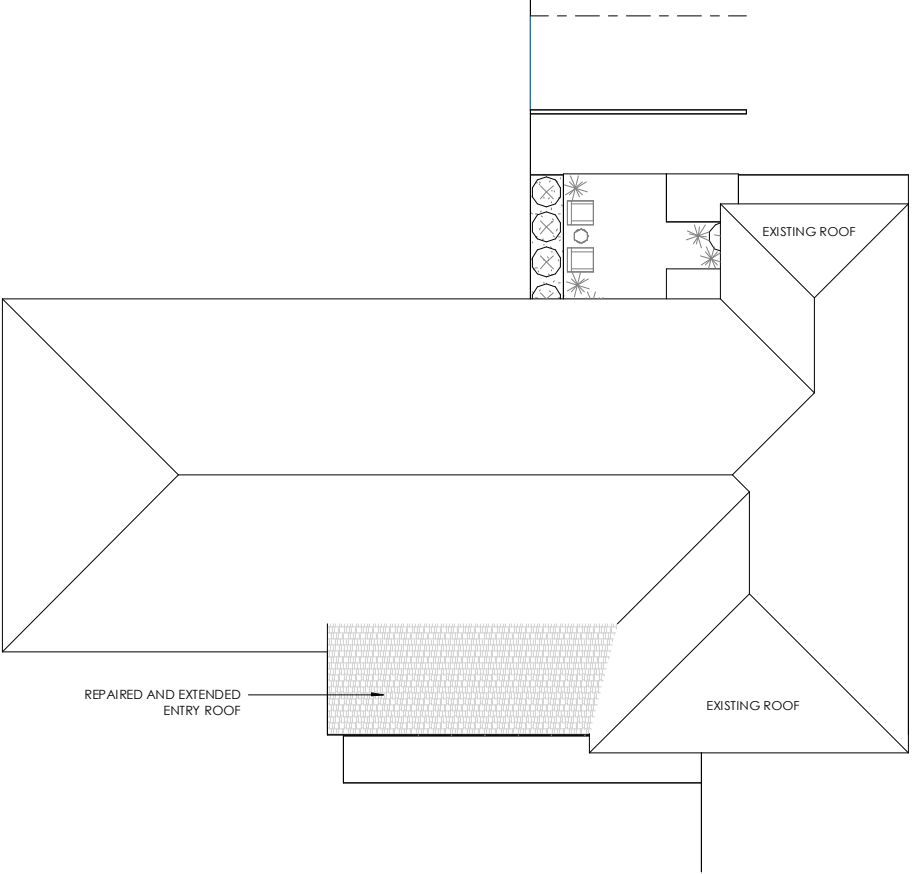


EX FRONT ELEVATION
1/8" = 1'-0"

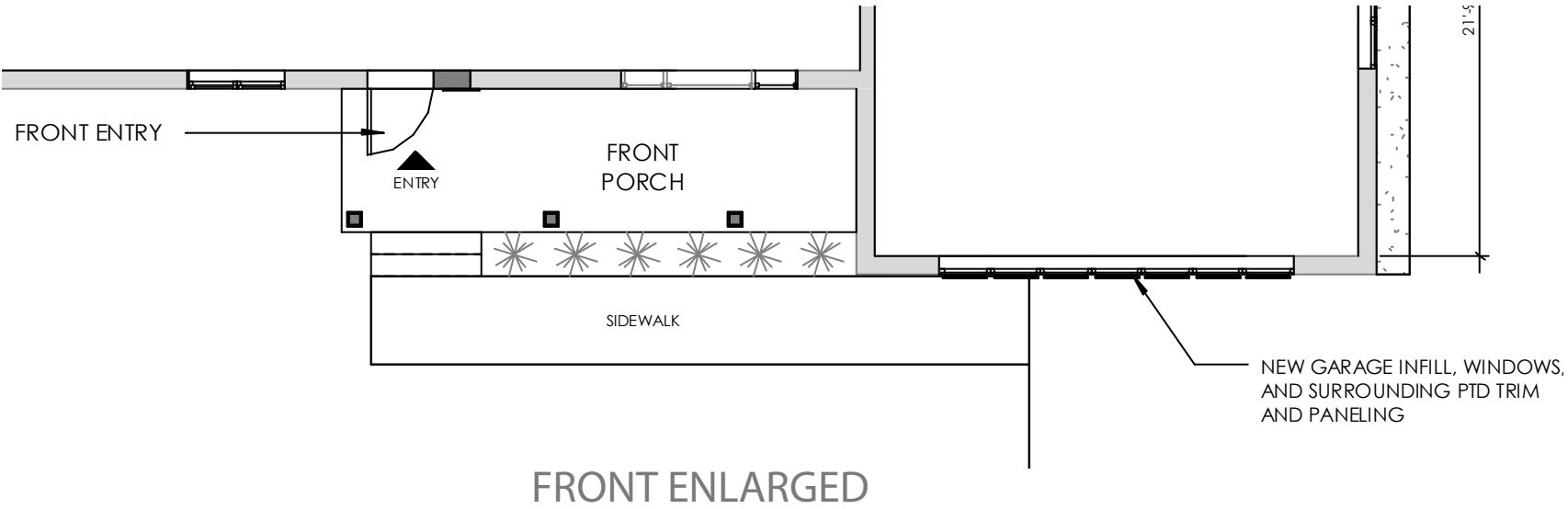
PROPOSED



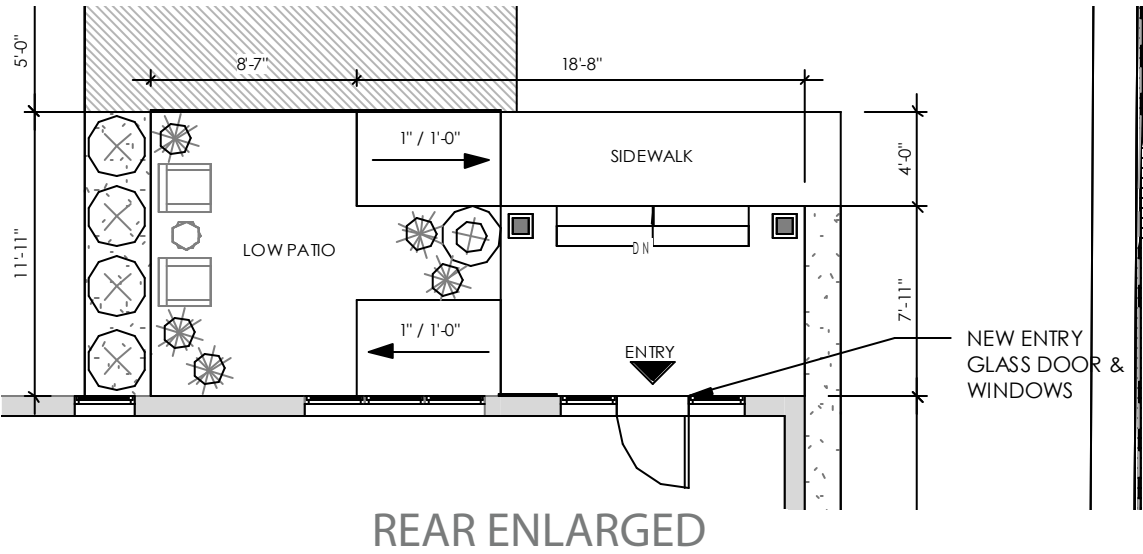
1 FIRST FLOOR PROPOSED
1/8" = 1'-0"



2 ROOF PLAN PROPOSED
1/8" = 1'-0"



FRONT ENLARGED

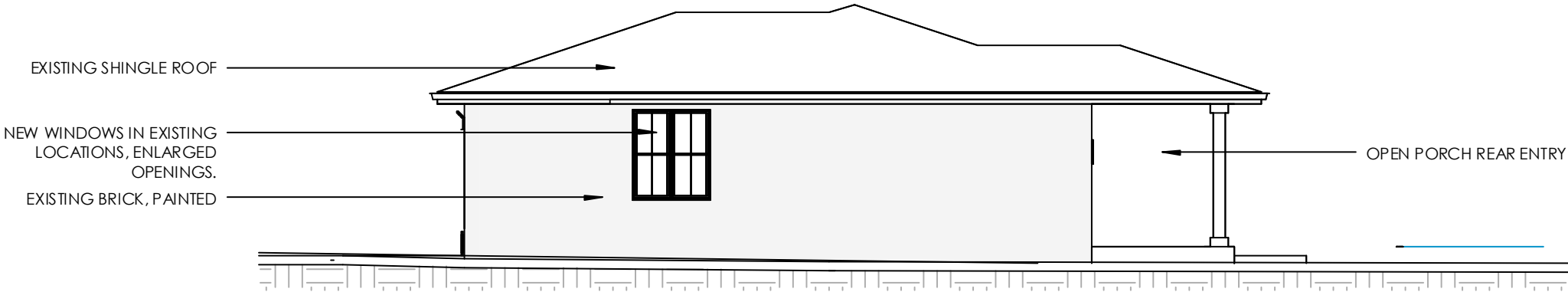


REAR ENLARGED

PROPOSED



FRONT ELEVATION
1/8" = 1'-0"



SIDE (RIGHT) ELEVATION
1/8" = 1'-0"

PROPOSED

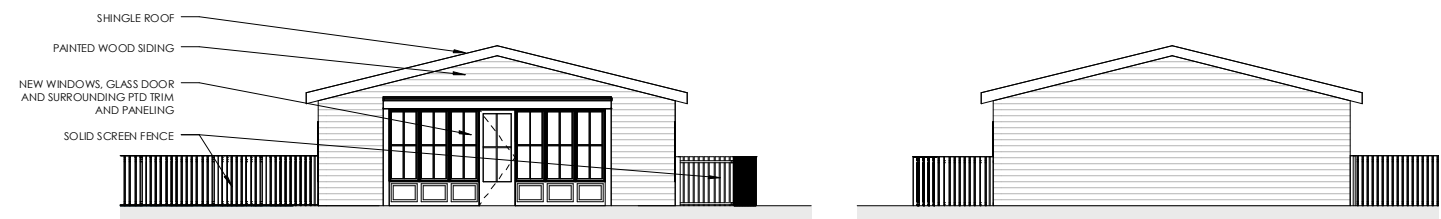


SIDE (LEFT) ELEVATION
1/8" = 1'-0"



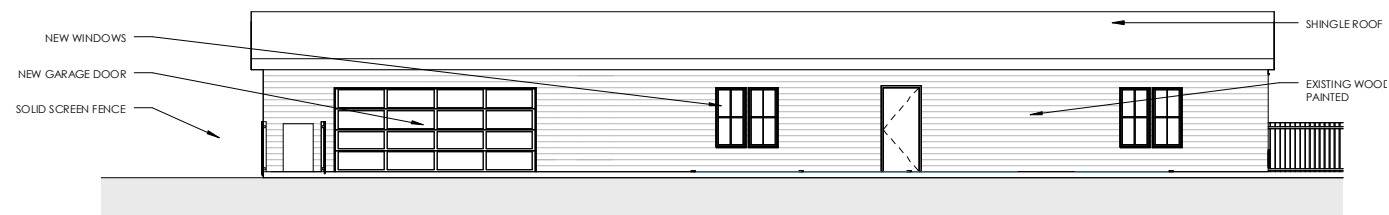
REAR ELEVATION
1/8" = 1'-0"

PROPOSED ACCESSORY BLDG

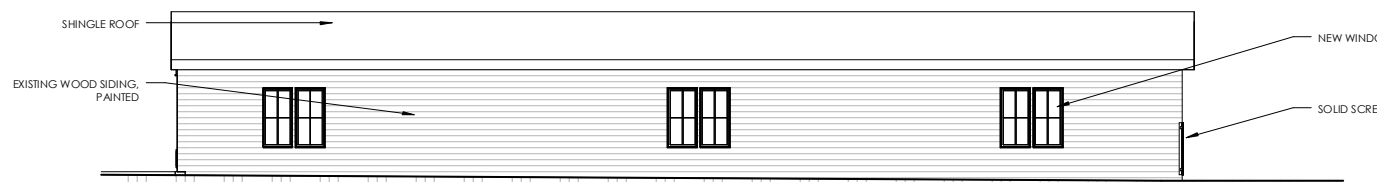


6 ACC BLDG ELEV 1
1/8" = 1'-0"

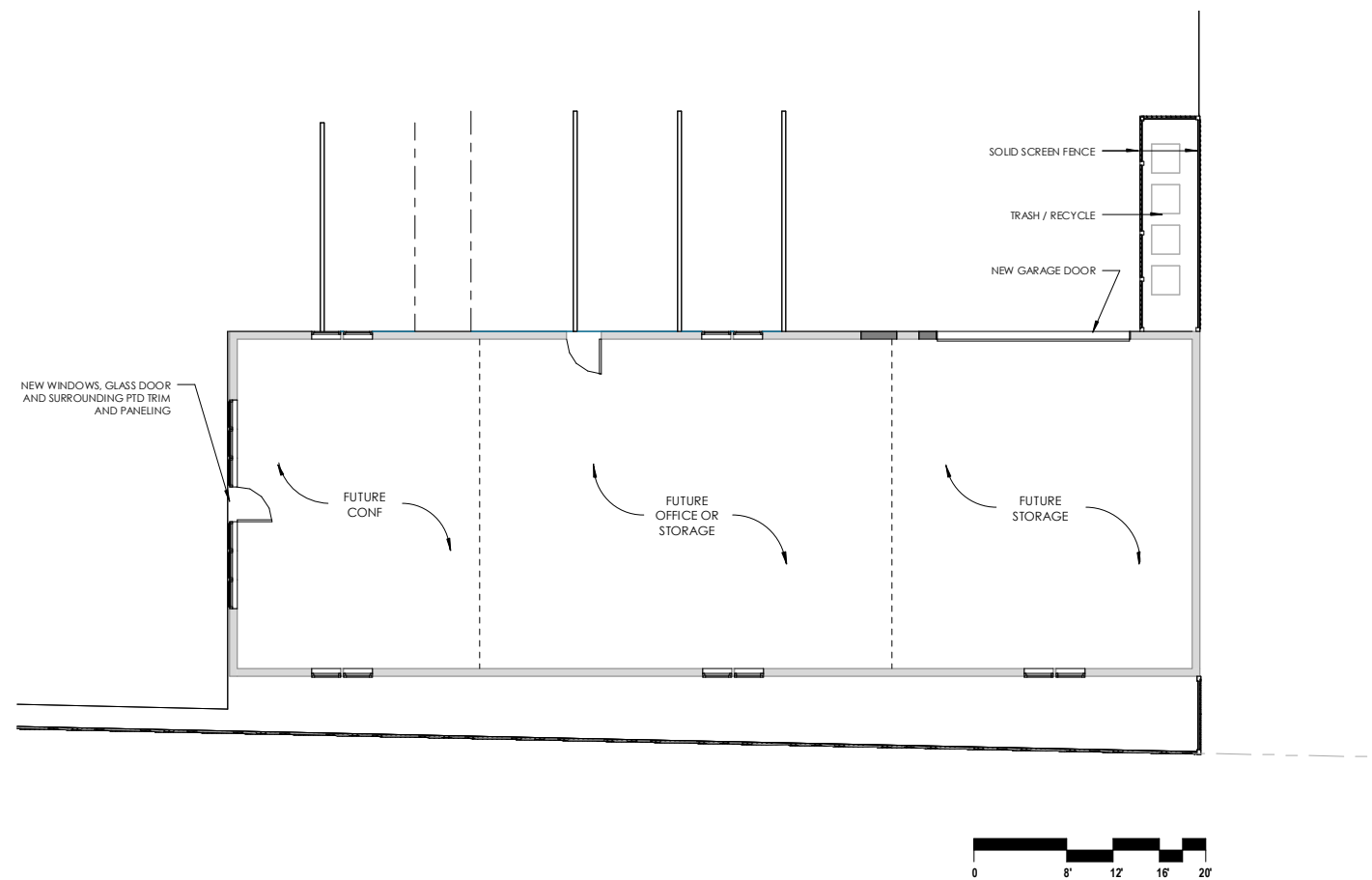
5 ACC BLDG ELEV 4
1/8" = 1'-0"



4 ACC BLDG ELEV 2
1/8" = 1'-0"



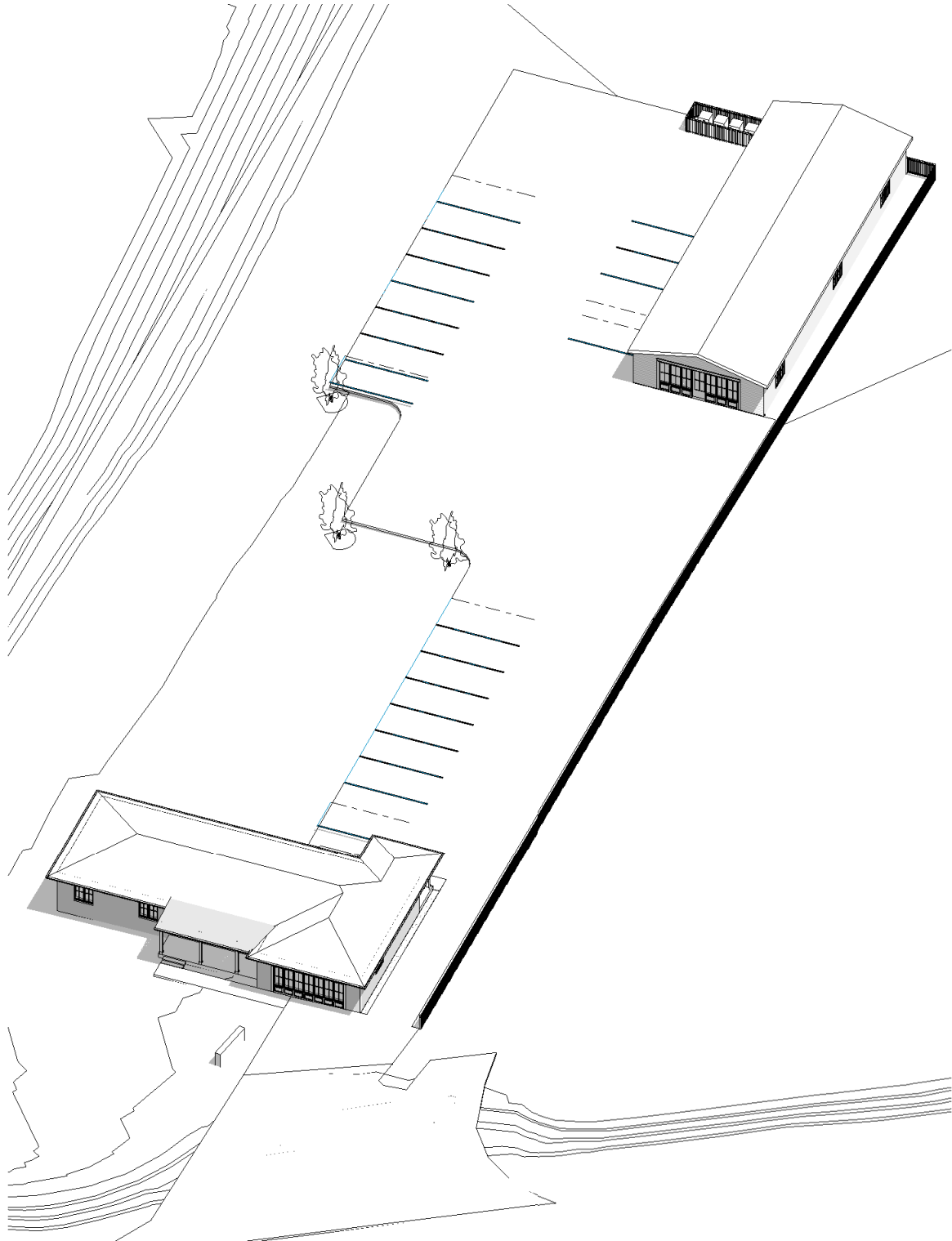
3 ACC BLDG ELEV 3
1/8" = 1'-0"



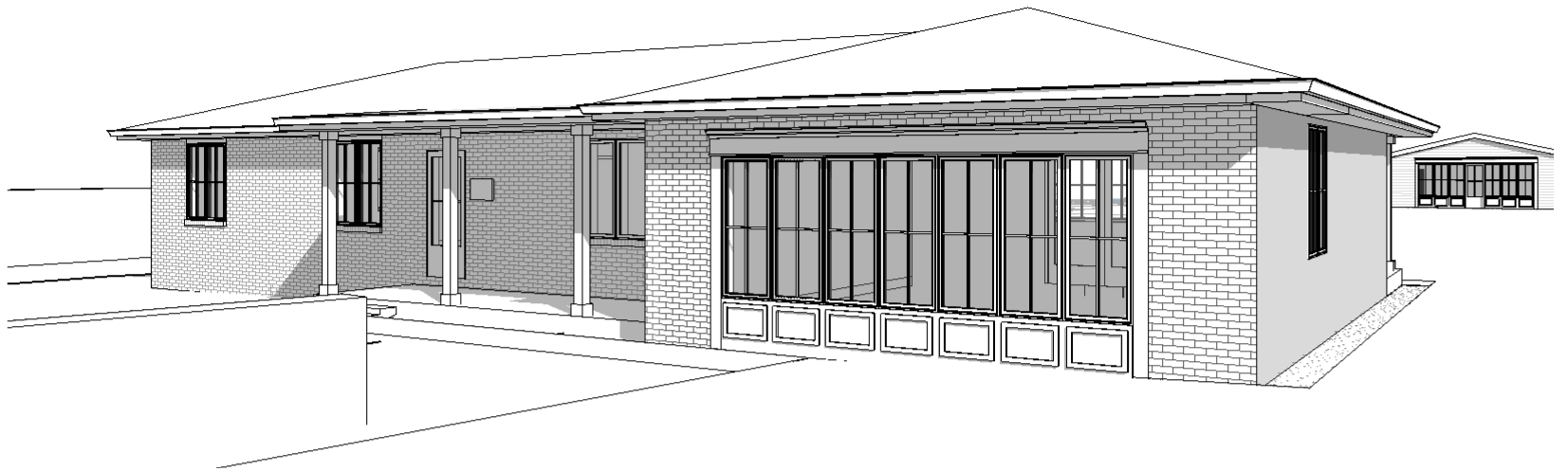
1 ACCESSORY BLDG PLAN
1/8" = 1'-0"



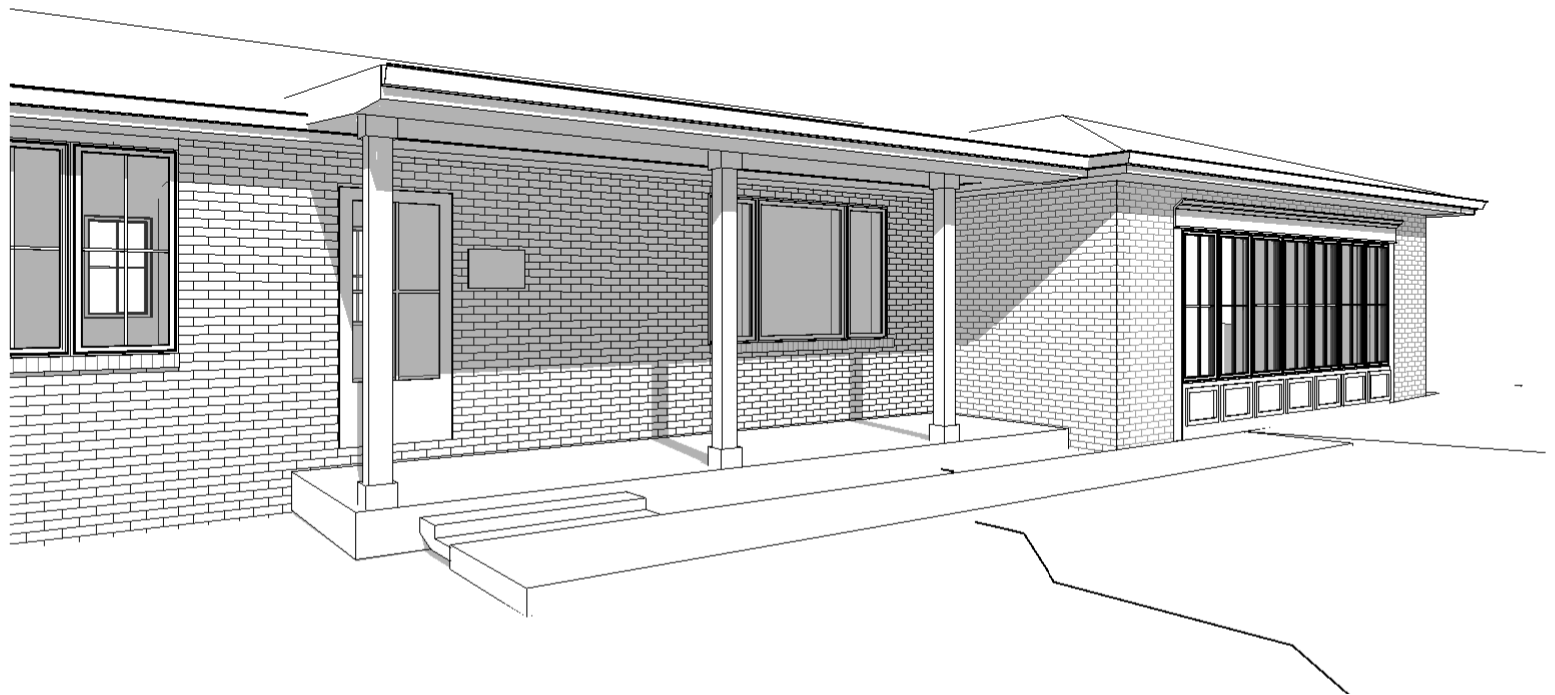
PROPOSED ACCESSORY BLDG



② ROOF AXON



① PERSPECTIVE 1



④ PERSPECTIVE 2

SITE ILLUMINATION



In-grade luminaire
Ground surface illuminator

A series of LED in-grade luminaires to illuminate ground surfaces. Equipped with one, two or four light apertures to meet different lighting requirements. These luminaires are designed to bear pressure loads up to 8800 lbs. from vehicles with pneumatic tires. The luminaires must not be used for traffic lanes where they are subject to horizontal pressure from vehicles braking, accelerating and changing direction.
Die-cast aluminum - Clear safety glass - Reflector made of pure anodized aluminum
LED color temperatures: 2700K, 3000K, 3500K, 4000K
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.
NRTL listed to North American standards - Suitable for wet locations - Protection class IP 67

IN-GROUND SURFACE ILLUMINATOR
2" ABOVE GROUND / 3000K TEMP



Bollard
Directed light

A series of bollard luminaires with shielded light distribution that are ideal for providing a high level of illuminance directly in front of the luminaires while providing exceptional glare control. Provided with mounting system that allows the luminaire to be adjusted independent of anchor bolt or

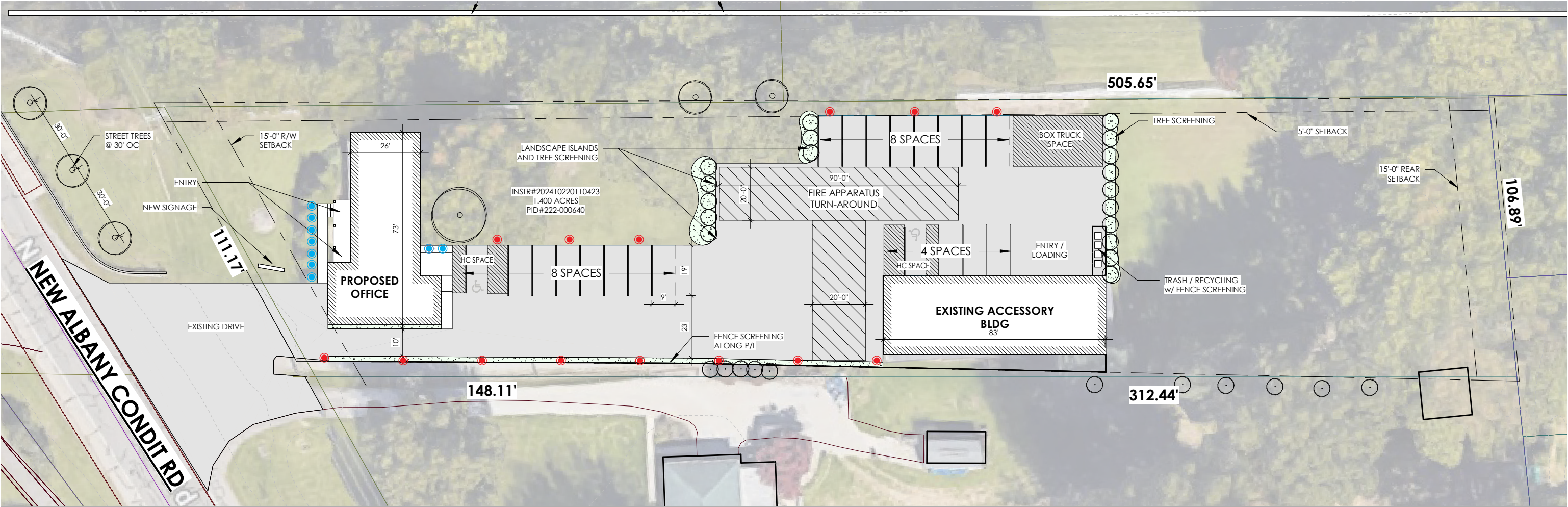
2700K (K27), 3000K (K3), 3500K (K35), 4000K (K4)

All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL, custom, and premium colors provided in polyester powder and/or liquid paint.

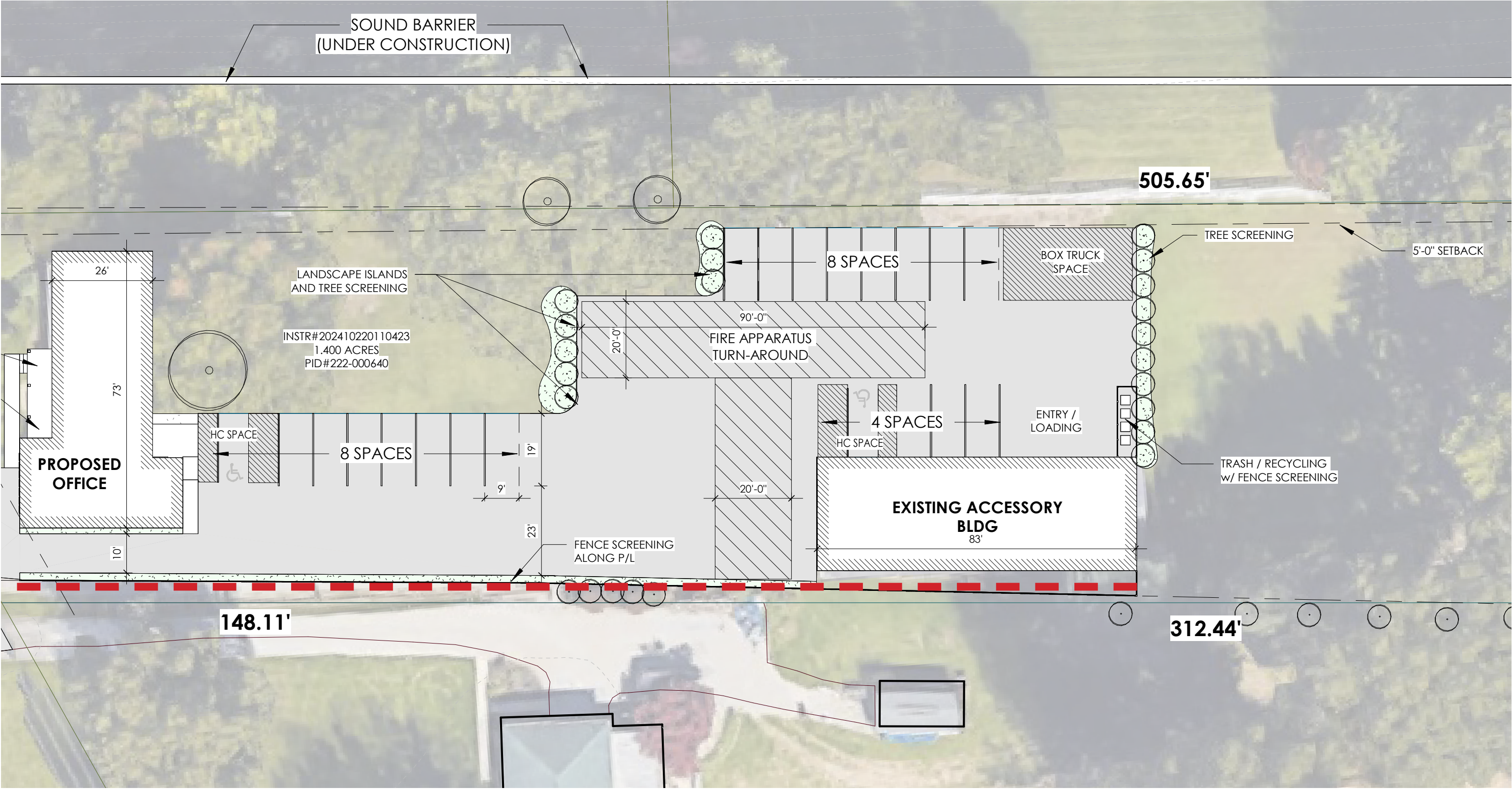
NRTL listed to North American Standards, suitable for wet locations

IP 65

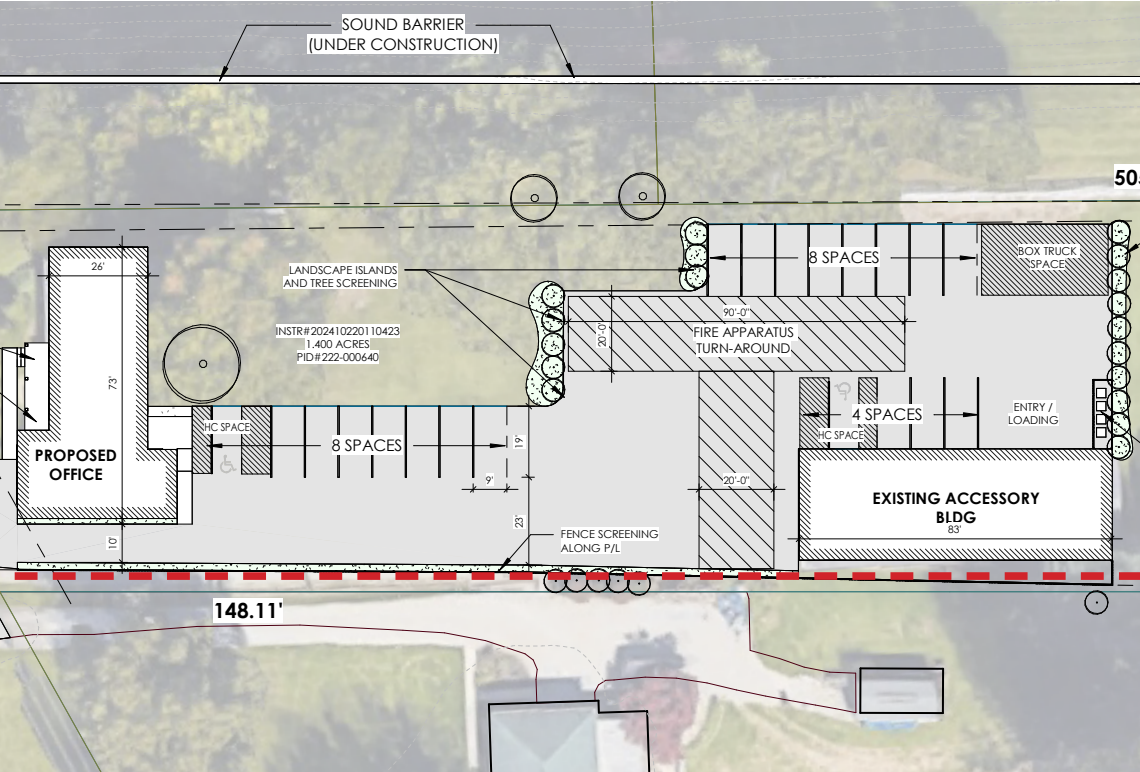
IN-GROUND BOLLARD
AVAILABLE IN 28" & 36" HEIGHT - 3000K TEMP



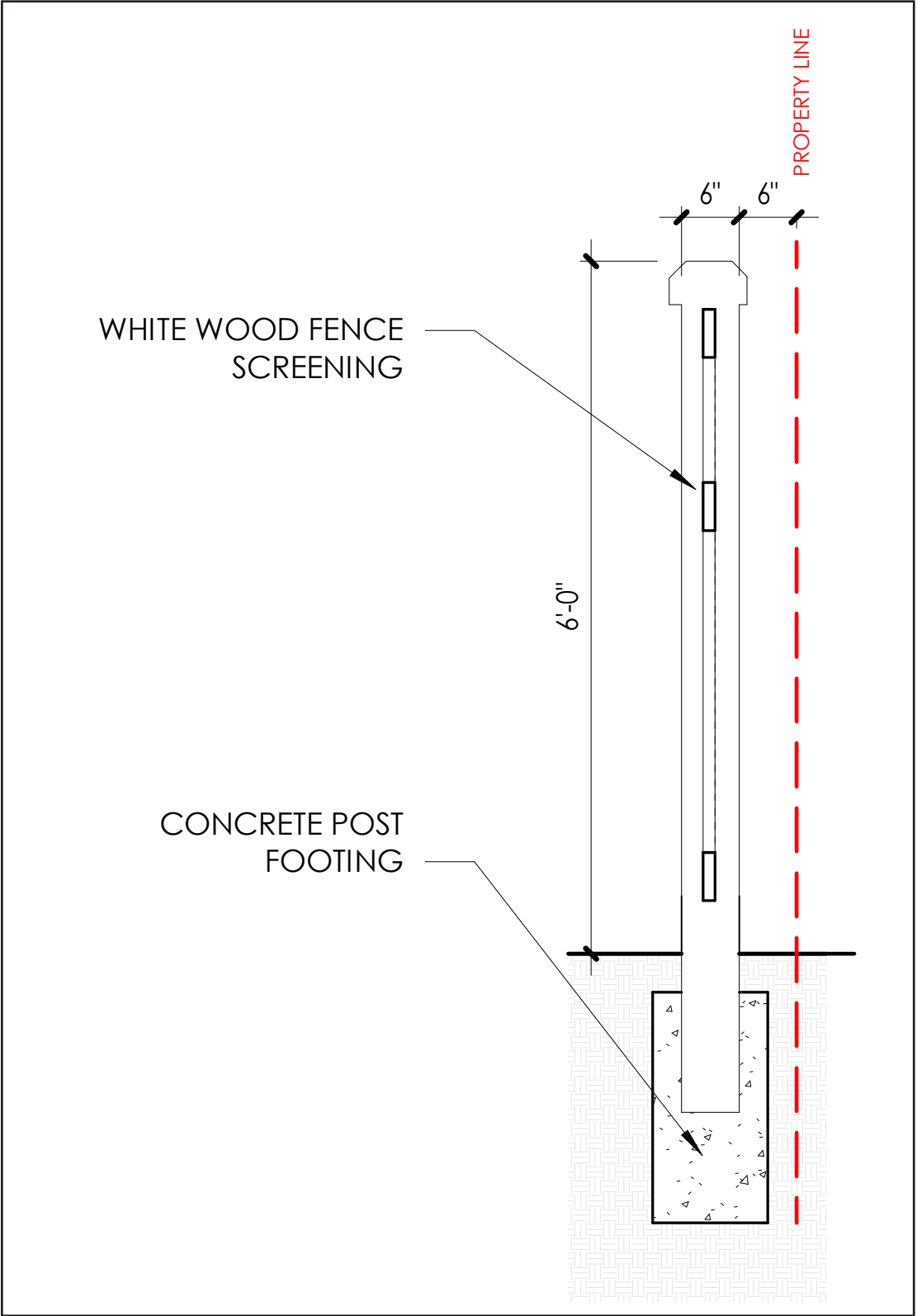
SOLID SCREEN FENCING



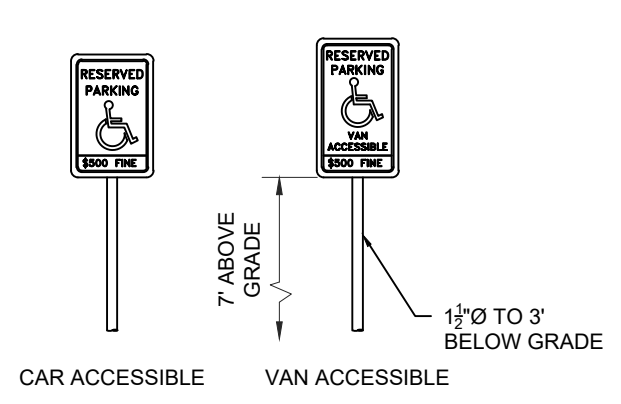
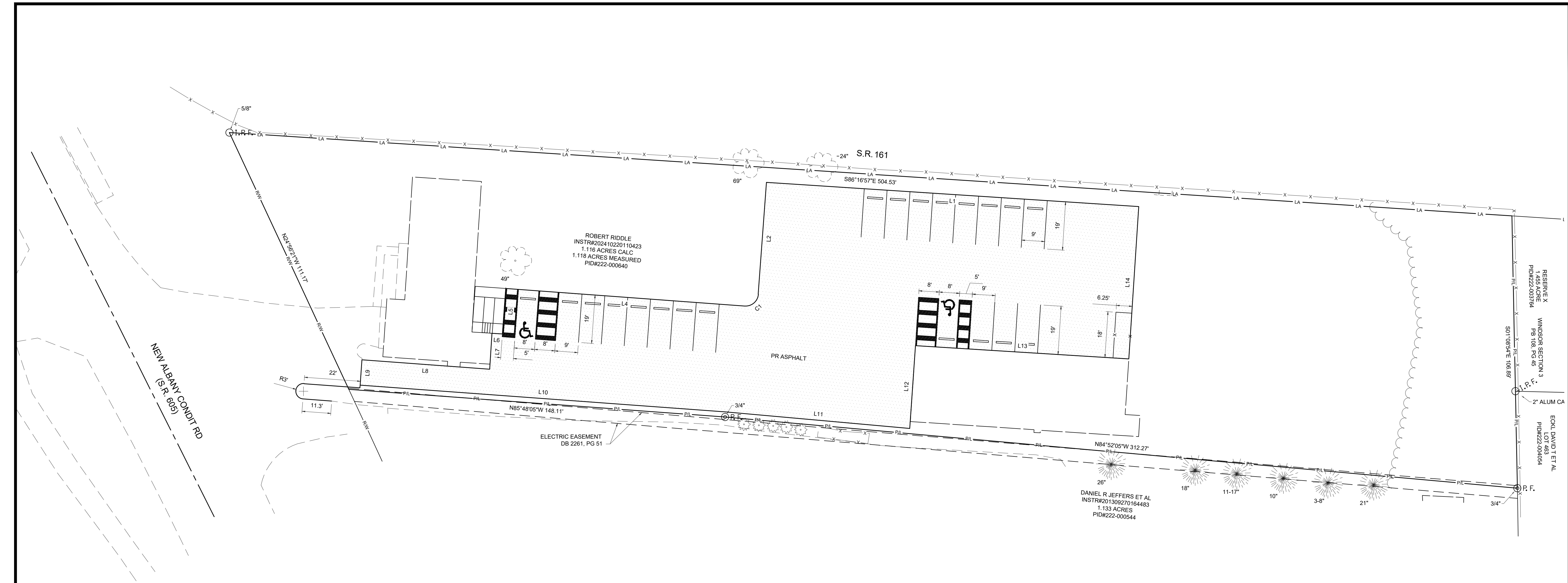
SOLID SCREEN FENCING



WOOD SCREENING
(IMAGES ARE REPRESENTATIVE)

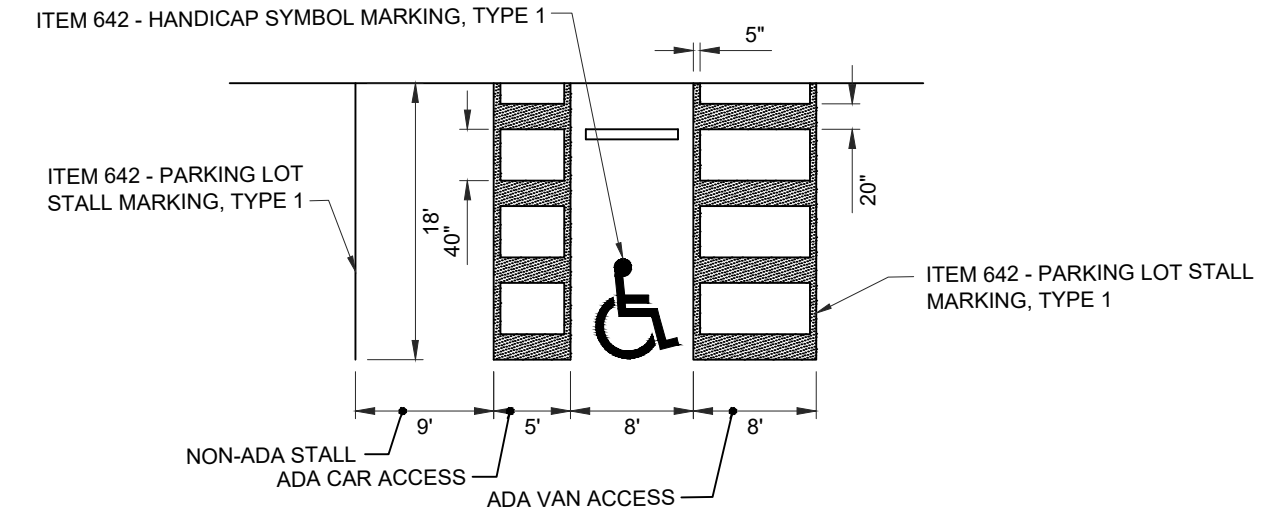


[D:\Project\2025\20029\Drawing\XBase.dwg - June 26, 2025 @ 10:38am - © 2025]

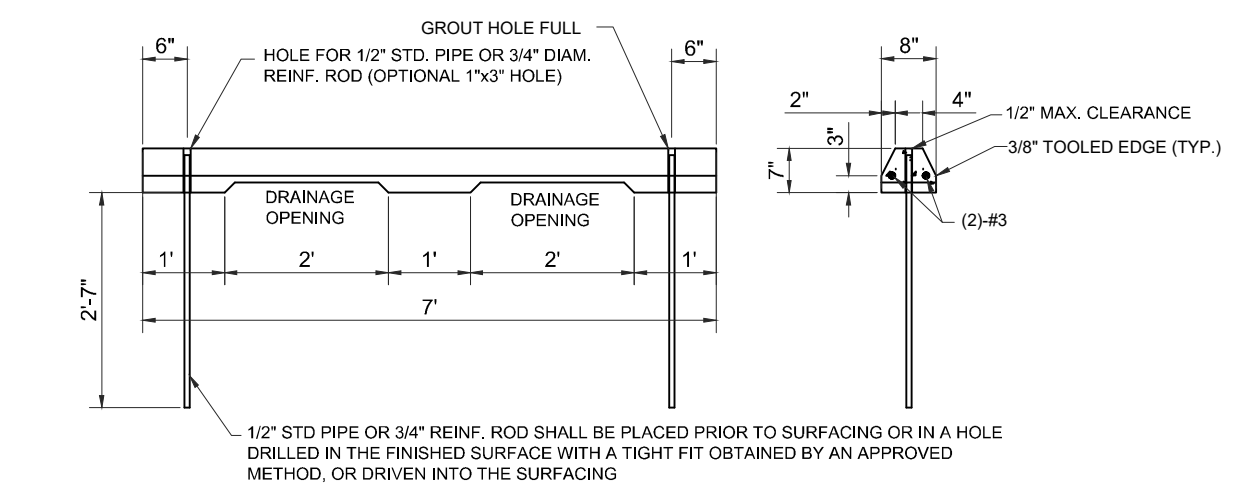


PROVIDE A 12"x18" SIGN, POLE MOUNTED IN FRONT OF EACH HANDICAP PARKING SPACE & DESIGN STANDARDS OF FEDERAL HIGHWAY ADMINISTRATION; PROVIDE VAN ACCESSIBLE TEXT AT VAN ACCESSIBLE SPACES ONLY.

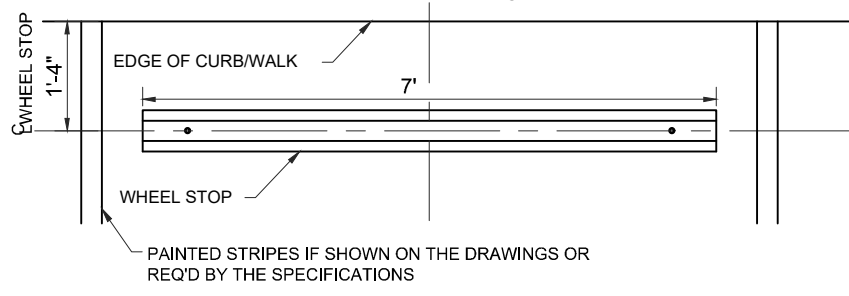
RESERVED PARKING SIGNS



PARKING STALL MARKING TYPICAL



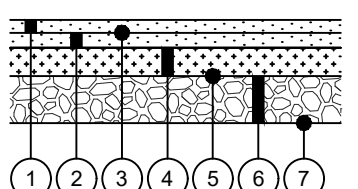
ELEVATION & SECTION



PLAN
WHEEL STOP DETAIL

LEGEND

PROPOSED ASPHALT PAVEMENT, SEE PAVEMENT SECTION DETAIL THIS SHEET



ASPHALT PAVEMENT SECTION
-NOT TO SCALE-

PAVEMENT SECTION CODED NOTES:

- ITEM 404-1.50" ASPHALT CONCRETE
- ITEM 402-1.50" ASPHALT CONCRETE
- ITEM 407-TACK COAT (0.10 GAL/SY)
- ITEM 301-3" ASPHALT CONCRETE BASE
- ITEM 408-BITUMINOUS PRIME COAT
- ITEM 304-6" AGGREGATE BASE
- ITEM 204-SUBGRADE COMPACTION AND PROOF ROLLING

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N86°16'57"W	146.48
L2	S04°11'55"W	44.02
L4	N85°48'05"W	94.00
L5	S04°11'55"W	17.90
L6	N86°13'21"W	4.08
L7	S03°46'39"W	14.11
L8	N85°48'05"W	50.26
L9	S04°11'55"W	9.96
L10	S85°48'05"E	143.82
L11	S84°52'05"E	72.64
L12	N03°57'12"E	32.61
L13	S86°25'22"E	83.92
L14	N03°43'03"E	59.92

CURVE TABLE				
CURVE:	LENGTH:	RADIUS:	CHORD LENGTH:	CHORD DIRECTION
C1	7.85	5.00	7.07	S49° 11' 55"W

SITE COVERAGE		
Pre-Site Statistics		
Impervious Area	0.14	Pavement/Building
Impervious Area	0.21	Gravel Parking Lot
Pervious Area	0.77	Grass - Good condition, D
Total Area	1.12	
Post-Site Statistics		
Impervious Area	0.49	Pavement/Building
Pervious Area	0.63	Grass - Good condition, D
Total Area	1.12	

