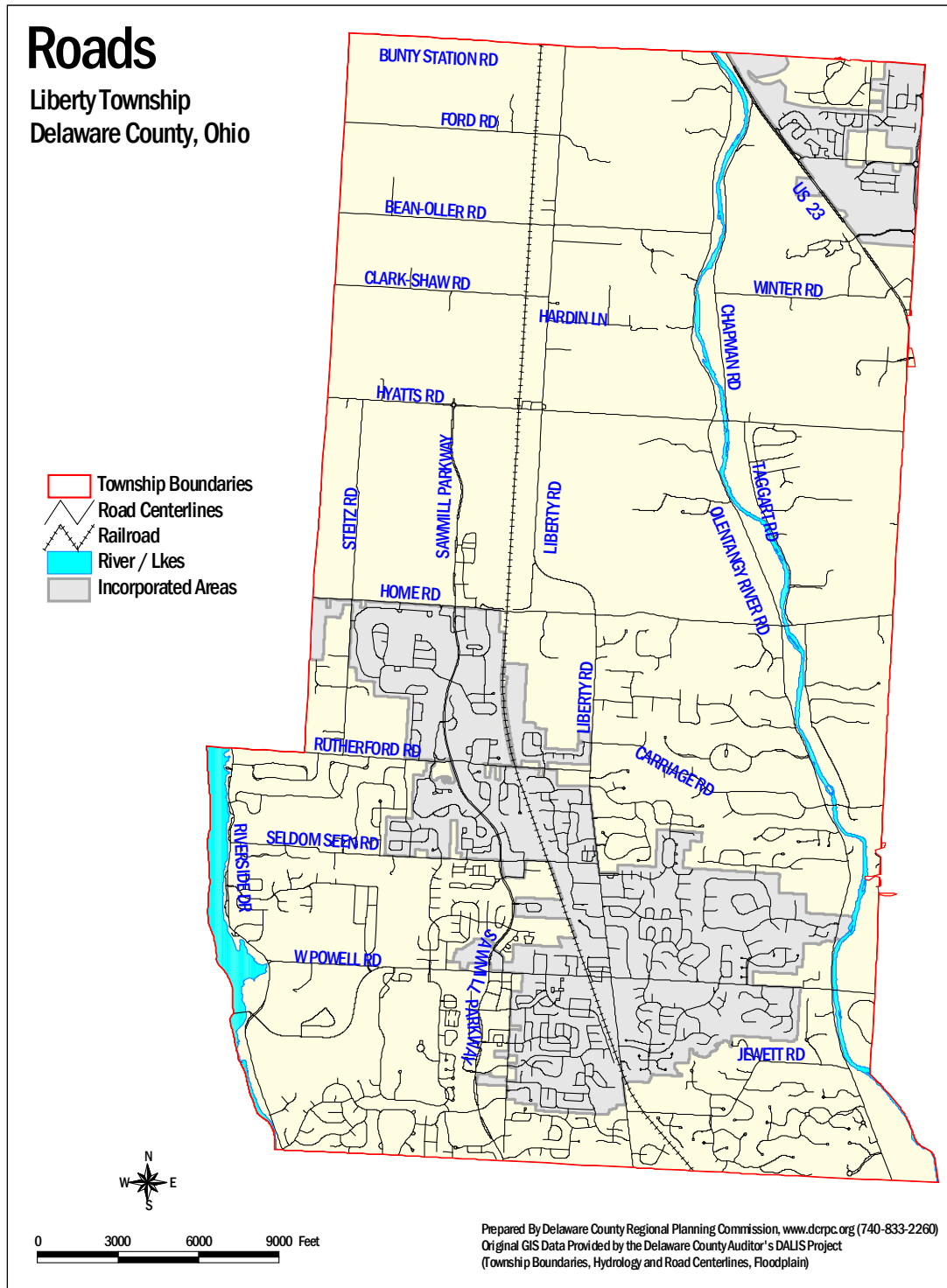


# Roads and Transportation

## General



Most of Liberty Township’s principal roads were farm-to-market roads laid out in the 1800s. They were typically built within a fifty to sixty foot wide easement. Today these roads have been paved and generally



range in width from 14'-20'. According to the Delaware County Engineer, most roads should ideally have at least 20 feet of surface width with an additional shoulder of five to seven feet on each side. Many older County and Township roads do not meet this standard.

*Principal Roads and Widths in Liberty Township, 2016 (Source: ODOT Road Inventory)*

Road #	Maintained	Road Name	Surface Width (typ.)
SR 257	ODOT	Riverside (at Home Rd.)	20'
SR 750	ODOT	Powell (at Riverside Dr.)	48'
US 23	ODOT	Columbus Pike (typ. 4 lane)	48'
9	County	Liberty	18'-36'
72	County	Cheshire	22'
98	County	Peachblow	18'
123	County	Hyatts	17'
124	County	Home	16'-36'
125	County	Steitz	20'
609	County	Sawmill Parkway	52'-64'
92	Township	Braumiller	20'
98	Township	Winter	15'-66'
114	Township	West Orange	18'
118	Township	Chapman	17'
119	Township	Old Sawmill	22'
121	Township	Seldom Seen	18'
122	Township	Rutherford	18'
125	Township	Steitz	18'
127	Township	Jewett	20'
139	Township	Clark Shaw	16'
141	Township	Bunty Station	20'
142	Township	Ford	14-16'
144	Township	Taggart	14'
145	Township	Perry	15'
334	Township	Carriage	17-37'

The Township maintains local township roads, the Ohio Department of Transportation (ODOT) District 6 maintains federal and state roads, while the Delaware County Engineer maintains County roads.

The need for road improvements represents one of the most difficult issues for the Township and Delaware County. As the County has grown in population, the old road network is becoming overloaded with traffic. Improvements will have to be made, but “skinny roads” and their old fence lines and street trees are part of the cherished “rural character.”

## Functional Classifications

Roads are functionally classified by design and /or usage. Delaware County created a Functional Classification Map as part of the 2001 Delaware County Thoroughfare Plan. This plan incorporates these classifications by reference, unless exceptions are noted. These classifications assist the County Engineer

**Arterial roads** have the primary purpose of carrying through traffic to and from residential, commercial, and industrial areas and the secondary purpose of providing access to abutting property. They are usually a continuous route carrying heavy loads and Average Daily Traffic (ADT) in excess of 3,500 vehicles.

**Collector roads** provide access to abutting property and also deliver traffic from local streets to the nearest Arterial Street. Average Daily Traffic typically ranges from 1,500 to 3,500 vehicles, with AM peak hour traffic about 7-8% and PM peak hour of 10%.

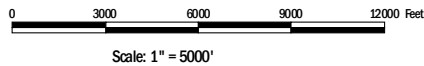
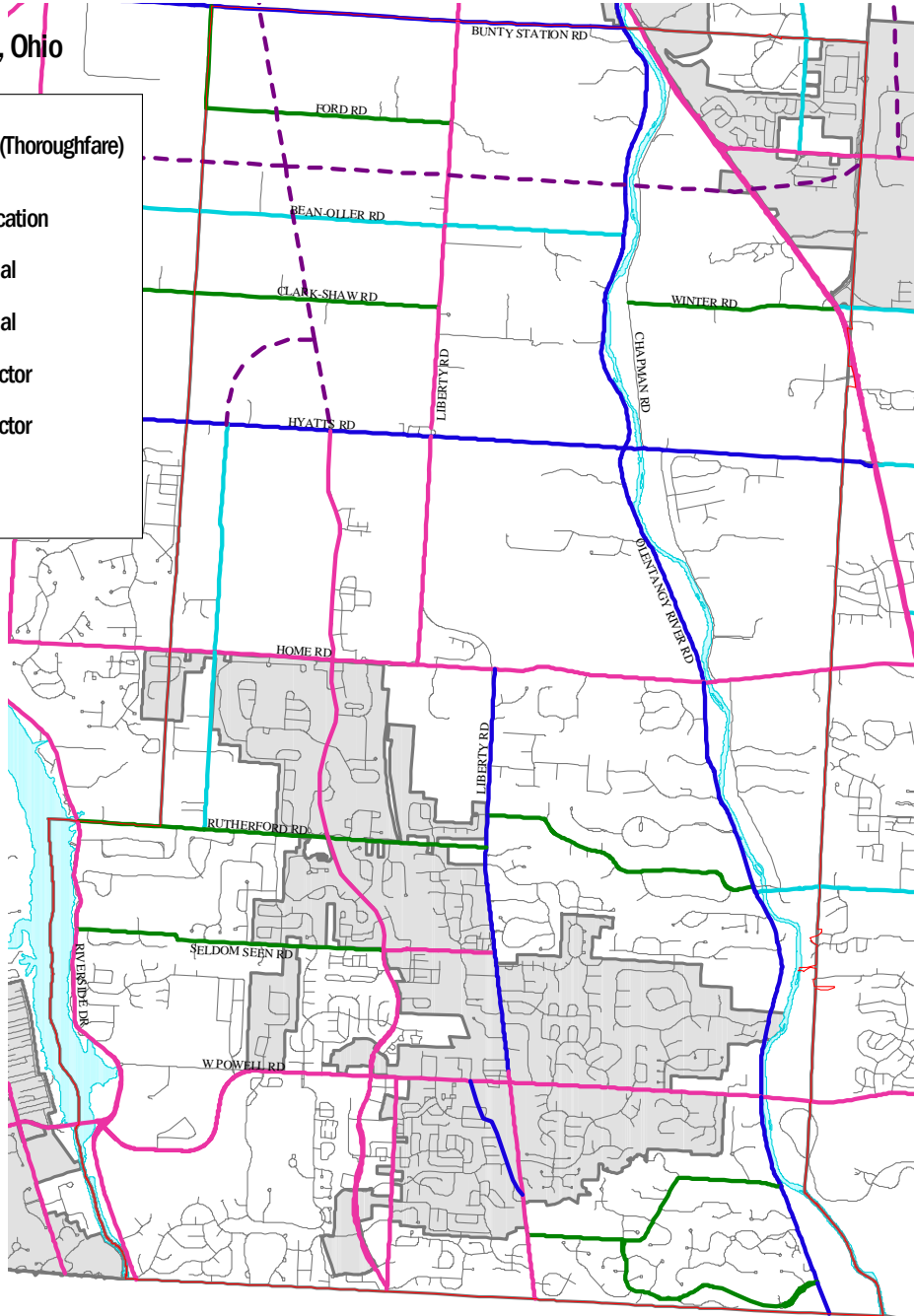


**Local Streets** represent the lowest category. Their primary function is to serve abutting land use. Typical ADTs are 100 to 1,500 vehicles. Local streets are classified as Loop, Through, and Cul-de-sac. All streets other than arterials and collectors are considered local streets.

# Functional Classification

Liberty Township  
Delaware County, Ohio

--- New Roads (Thoroughfare)  
**Functional Classification**  
— Major Arterial  
— Minor Arterial  
— Major Collector  
— Minor Collector  
— Freeway



Prepared By Delaware County Regional Planning Commission, [www.dcrpc.org](http://www.dcrpc.org) (740-833-2260)  
Original GIS Data Provided by the Delaware County Auditor's DALIS Project  
(Township Boundaries, Hydrology and Road Centerlines, Floodplain)



## Traffic Counts

Traffic counts collected by various entities including ODOT and the Delaware County Engineer are hosted online by the Mid-Ohio Regional Planning Commission (MORPC). Roads show significant increased traffic on Liberty Township roads in recent decades. Heavy traffic on narrow roads becomes both a congestion and safety issue to the point the road needs to be upgraded. The Township, the County Engineer and ODOT should expect to upgrade certain roads as growth continues. Based on a community's desire to retain rural character, there must be a balance between safety improvements and on a road-by-road basis. The following map depicts traffic counts in Liberty Township from the 2001 Delaware County Thoroughfare Plan.

## Level of Service

The ability of a specific road to handle a specific number of trips per day is rated by its Level of Service (LOS) graded "A" through "F", where "A" indicates excellent traffic flow and "F" indicates failure, serious delays and congestion). Level of Service "C" is considered acceptable.

As land development increases traffic, a road's level of service decreases. Population density has a direct relationship to traffic. When densities remain less than 1 dwelling unit per acre, two-lane arterial roads with 38 feet of pavement (2 twelve-foot lanes and 2 seven-foot paved breakdown lanes) can handle traffic at level of service Level C or better. When average densities reach three dwelling units per acre, four-lane arterial roads are needed to maintain Level of Service C. [researching]

## Access Management

Ohio House Bill 366 empowers Counties and Townships to regulate driveway access points. This practice of limiting curb cuts to major roads prevents conflicting turning movements and maintains safe traffic flow. Liberty Township or the County Engineer may create access management standards. Under HB 366, the County Engineer can establish the required committee structure to begin county-wide deliberations that lead to county access management standards. **At this time, Access Management is in effect for US 23 and US 42 with currently no specific standards enacted by the County or any township. As development occurs on county roads, the County Engineer staff seeks consolidation of driveway access points and safe distances between major subdivision entrances. When developments occur on township roads, the subdivision process allows for a discussion and review of the best access point for any particular site as part of a traffic access study.**

## Patterns of Development

Traffic can be reduced by the design of development and the mix of land uses. A typical single family home in an exclusively residential area typically generates ten trip ends per day (five out and five back). Empty-nester condominiums generate between six and seven. "Traditional Neighborhood Design" mixes residential and local commercial uses with a network of sidewalks, trails, and bike paths that can reduce auto trips to as little as four trips per home per day. One possible option for Liberty Township is to consider the mixed use, pedestrian-scale traditional neighborhood design type of development at nodes along major routes such as Sawmill Parkway. These TNDs can help reduce overall trips.

## Traffic Impact

New development proposals should be analyzed for their trip generation, and should mitigate their own traffic impact. As a general rule, if the trip generation is more than 1000 vehicles per day, a traffic study is performed to determine the impact and mitigation needed. Current level of service (LOS) and post development LOS should be compared. If LOS is predicted to drop below level C, remediation should be part of the development project, cost shared on a "fair share" basis. **The County Engineer manages the process of requiring and reviewing Traffic Access Studies for smaller projects and Traffic Studies for larger**

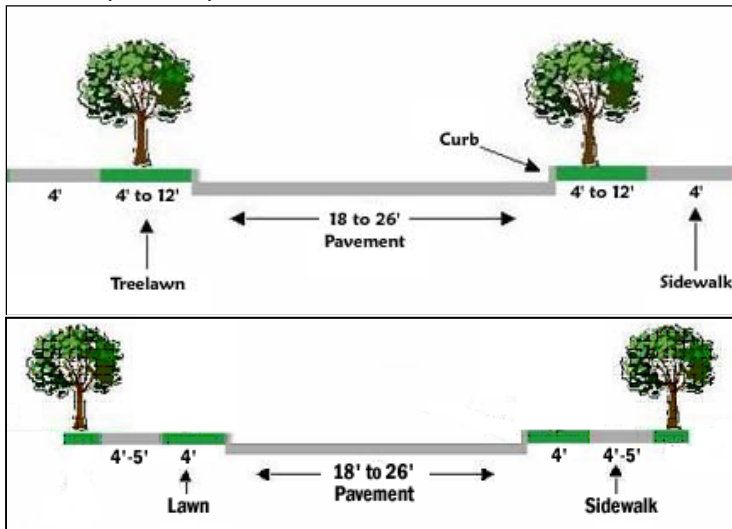


projects. A traffic study is performed by an independent consultant using a number of traffic projection models to anticipate impact on existing streets and nearby intersections. The study shows whether improvements, such as turn lanes, are required. At minimum, a project will require the dedication of the ultimate size of right-of-way as determined by the Thoroughfare Plan. At most, the development could result in a “fair share” contribution toward offsite improvements that the development will impact. [researching]

## Streetscapes

Streets are a **significant** part of the look of a community. Every community needs a streetscape standard. Liberty Township wants to maintain its rural look, and has done so by not unilaterally requiring curb and gutter streets. For local streets with lot widths less than 100 feet, no through traffic and less than 1500 vehicle trips per day, the current standard 20-foot wide street with drainage ditches within a 60-foot right-of-way acceptable. **In an open ditch road, the sidewalk is typically located near the outside edge of the ditch, which can be problematic if not designed properly.** For collector and arterial roads, pedestrian and bike traffic should be separated from vehicular traffic. The following is a recommended streetscape for collector or arterial streets. A five-foot wide asphalt bike path may be preferable to a sidewalk to maintain the rural character of the road. A bike path may be placed on one side of the street for minor-collector streets. Major collectors and arterials should have a bike path on at least one side of the street plus a sidewalk on the other side.

*Streetscape examples with trees in the treelawn and outside the right-of-way.*



## Alternative Street Designs - The Roundabout

Low Speed Roundabouts have begun to be used as an alternative to the traditional signalized intersection throughout southern Delaware County. Roundabouts have been proven to reduce crashes, flow more traffic than traffic signals, cost less and require less pavement than signalized intersections. The Not all intersections are candidates, but the roundabout is a viable traffic management tool.

[insert photo of Carriage Road/315 roundabout]

**Future Road Improvements** [Thoroughfare Plan, County Engineer, and Metropolitan Transportation Plan projects are listed in this draft separately but will be shown on a unified map and table for the end product]

## Delaware County Thoroughfare Plan



Using a process defined in the Ohio Revised Code, The Delaware County Engineer and Regional Planning Commission prepared a Thoroughfare Plan in 2001 that provides a functional network of roadways in the County to accommodate the traffic projected to occur 20 years into the future. **Because the Plan has been referenced now for 15 years, many of the recommendations have been complete, altered, or not currently pursued.** The County Thoroughfare Plan recommends several proposed road improvements that could affect Liberty Township. They are prioritized as high or low priority.

## 2001 Thoroughfare Plan: County Alternatives Affecting Liberty Township

### High Priority: (in numerical/alphabetical order)

Alternative 3:	(lies northeast of Liberty Township in Berlin Township and Delaware City) - Glenn Road Parkway connector road extending from the intersection of Glenn Road and Curve Road south to Peachblow Road). <b>To date, a new intersection has been built near Winter Road and Peachblow, extending Glenn Road to the north. Ohio Health Boulevard has been built, also connecting U.S. 23 to Glenn Road at the new Ohio Health campus. Glenn Road extends to a new roundabout at Cheshire Road and approximately 3700' north of Cheshire.</b>
Alternative 16:	(lies north of Liberty Township in Delaware City and Delaware Township) - connects U.S. 42 from its intersection with U.S 23 to US 36 via an eastern "bypass" from U.S 23 east to Glenn Road, then using Glenn Road to connect to US 36. Must be completed before the City or County can consider Alternative 1 (see below). <b>The City of Delaware studied this segment, referred to as "Veterans Parkway" but has not proceeded beyond initial studies and meetings.</b>
Alternative B:	Extension of Glick Road east from SR 257 to connect with Powell Road west of Wellington Blvd. <b>(Complete)</b>
Alternative C:	Relocate Liberty Road north of Home Road southeast to align with Liberty Road south of Home Road. <b>(Complete)</b>
Alternative E(a):	Extension of Sawmill Parkway from Home Road to Hyatts Road. <b>(Complete)</b>
Alternative E(b):	Extension of Sawmill Parkway from Hyatts road to Bunty Station Road, continuing northwest to intersect with US 42 between Owen Fraley and Slack Road. Timetable: <b>Most right-of-way acquired, complete in 2016, County project.</b>
Alternative J:	(lies in Orange Township, but will affect Liberty Township) - Extension of Home Road east from US 23, crossing the railroad tracks, connecting to Lewis Center Road east of Lewis Center Road and west of South Old State Road. Timetable: <b>County project on MTB land west of U.S. 23, combined private development and County project east of U.S. 23. Land is currently rezoned to a mix of commercial and residential uses.</b>

### Low Priority:

Alternative F:	Extension of Steitz Road north from Hyatts Road to connect with the extension of Sawmill Parkway between Hyatts Road and Clark Shaw Road. <b>Based on the access management that is designed for Sawmill Parkway, no new intersection is anticipated for this connector. Internal county road planning efforts suggest that Steitz should extend north to Clark-Shaw as development occurs.</b>
Alternative 1:	East-West connector beginning at S. Section Line Road, connecting with Cheshire Road at its intersection with US 23. Not to be considered until after the completion of Alternative 16. Would need re-evaluation based upon conditions at that time.

## 2001 Delaware County Thoroughfare Plan Recommended Widening for 2020



Home Road, from Union County Line to US 23: widen from two to four lanes as a major arterial.
Liberty Road, from the Franklin County line to Home Road: widen from 2 to 3 lanes as a minor arterial.
Liberty Road, from Home Road to London Road, Delaware: retain two lanes but widen pavement to 24 feet.
<del>Winter Road, Peachblow Road offset intersection: align offset. (complete)</del>
<del>Carriage Road and West Orange Road offset: align offset intersection. (complete)</del>

### 2001 Delaware County Thoroughfare Plan Possible Future Traffic Signals

North Liberty and Hyatts Road. (currently a 4-way stop)
<del>North Liberty and Home Road. (complete)</del>
North Liberty and Bunty Station Road.
Home Road and SR 315. (County project, engineering is currently being studied)
<del>Home Road and Sawmill Parkway. (complete)</del>
<del>Sawmill Parkway and Seldom Seen Road. (complete)</del>
<del>Sawmill Parkway and Rutherford Road. (complete)</del>
Seldom Seen and SR 257.

### Delaware County Engineer

The Delaware County Engineer maintains and improves a number of county roads, and also works closely with townships to assist in their efforts toward proper road maintenance and improvement. Some projects also involve other entities, such as ODOT and local municipalities when projects impact multiple jurisdictions. The following is the current list of projects in the Liberty Township area as maintained by the County Engineer's staff.

	Project Title	Desc of Work	Phase	Funding Sources	Construction
A	Sawmill Parkway Extension - Hyatts to US 42	New Road	Construction	County, Delaware City	Current
B	Powell Road & Sawmill Parkway (Zoo Part 3)	Major widening	Construction	County, STP-M, ODOT	Complete!
C	Orange Road Improvements, Phase 1	Major widening	Construction	County, TWP, OPWC	Complete!
D	Home Rd & Steitz Rd	Intersection	Construction	County, OPWC (MTP)	Current
E	Orange Road over Olentangy River	Bridge removal	Engineering	County	2017
F	Liberty Rd & Jewett Rd	Intersection	Engineering	County (MTP)	2018
G	Home Rd & SR 315	Intersection	Engineering	County (MTP)	2018
H	Liberty Rd & Seldom Seen Rd	Intersection	Engineering	County, OPWC, Powell	2019
I	Hyatts & US 23 Intersection Improvements	Minor widening	Engineering	County	2019
J	Home Rd Improvements (Perry to US 23)	Major widening	Engineering	County (MTP)	2020
K	Home Rd Improvements (Liberty to SR 315)	Minor widening	Engineering	County (MTP)	2021+
L	Home Rd & Sawmill Parkway Turn Lanes	Intersection	Planning		2021+
M	Steitz Rd Improvements	Minor widening	Planning	County	2021+
N	Jewett Rd Improvements	Minor widening	Planning		
O	Seldom Seen Rd Improvements	Minor widening	Planning		



P	Hyatts & Liberty Rd	Intersection	Planning	(MTP)	
Q	Cornerstone Drive Extension (Greif Park)	New Road	Planning		

[will be updated based on completed projects when plan is nearing completion]



# County Engineer Road Projects

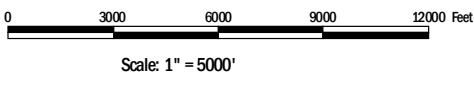
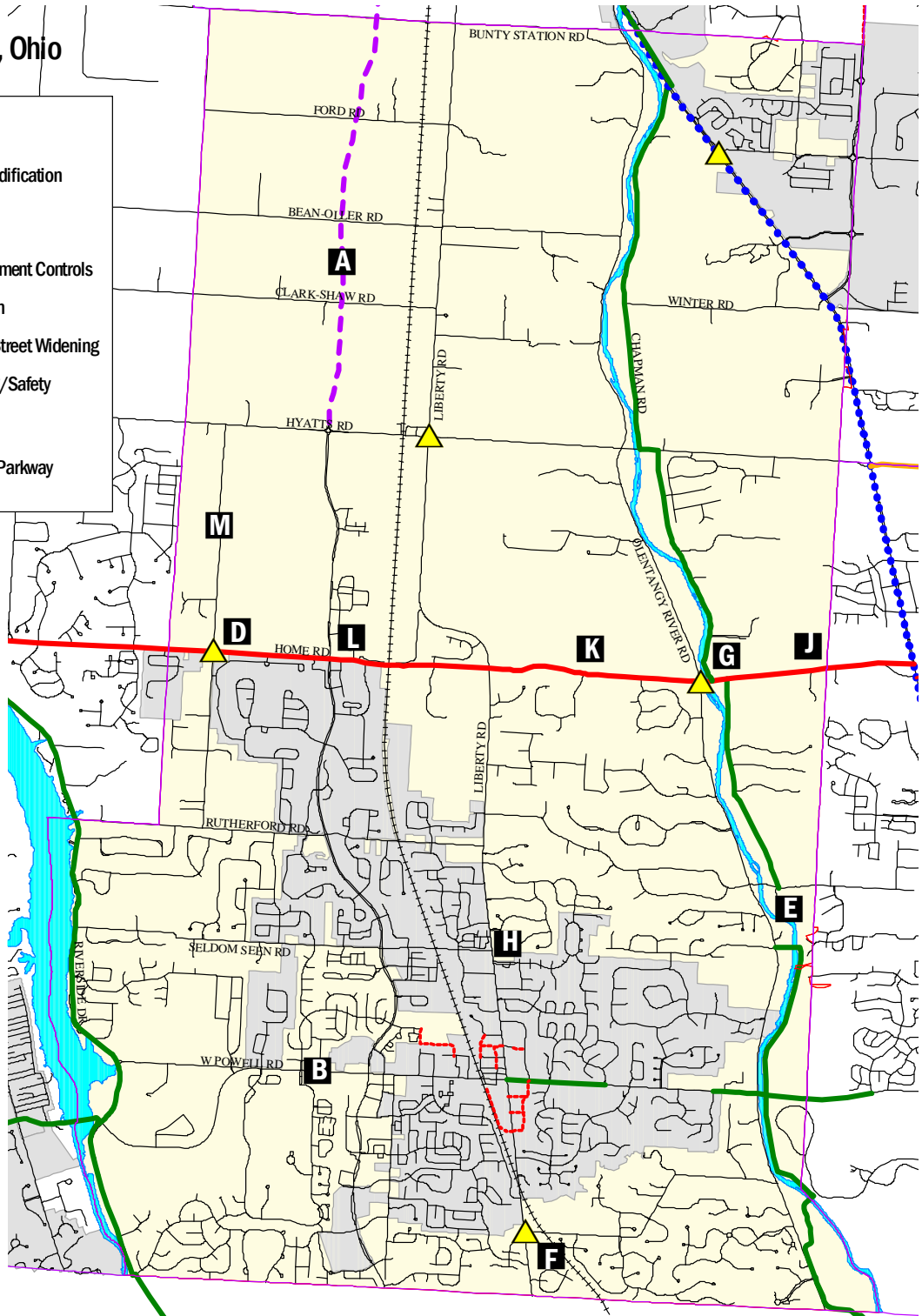
Liberty Township  
Delaware County, Ohio

**MTP Point**

- Intersection Modification

**MTP Segment**

- Access Management Controls
- Bike/Pedestrian
- Major Surface Street Widening
- Minor Widening/Safety
- New Roadway
- Future Sawmill Parkway



Prepared By Delaware County Regional Planning Commission, [www.dcrpc.org](http://www.dcrpc.org) (740-833-2260)  
Original GIS Data Provided by the Delaware County Auditor's GIS Office  
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## Metropolitan Transportation Plan

The Mid-Ohio Regional Planning Commission is the Metropolitan Planning Organization for the Columbus region. As such, MORPC maintains a Metropolitan Transportation Plan for Franklin, Delaware, and parts of Union and Fairfield Counties. This plan lists projects that are eligible for potential state and/or federal funding in the future. Rather than provide an additional table, this draft notes "(MTP)" in the funding source of the table above.

In addition to the noted improvements in the table above, the MTP shows the following Bike and Pedestrian improvements:

Scioto Trail	2030-2040
Glick Road	2020-2030
Powell Road Hill to Highbanks	2020-2030
Olentangy River at Highbanks	2016-2020
Olentangy River at Sheep Farm	2016-2020
Olentangy River from Orange Rd. to Delaware	2020-2030

## Bikeways

As roads become more congested there is a need to separate pedestrian and bicycle traffic from automobile and truck traffic for safety purposes as well as for recreation and alternate transportation. There are no sidewalks or bike paths along the "traditional" Township collector and arterial roads. Sawmill Parkway has a bike path along one side within Powell, which was originally approved and built as part of the zoning development plan through Liberty Township. This bike path has been extended along the extension of Sawmill Parkway north of Home Road through Golf Village North. The newest section of Sawmill Parkway, scheduled to open in late 2016, has a wide paved trail as part of its design. Bike paths should be placed along at least one side of collector and both sides of arterial roads. Most communities require standard sidewalks in subdivisions that go through the rezoning process. For many years, the Regional Planning Commission has also sought sidewalks in subdivision, adding a requirement in 2007 to the Subdivision Regulations to capture those neighborhoods that do not go through the rezoning process, such as under the FR-1 zoning designation.

In 2008, Liberty Township worked with DCRPC and the City of Powell to create the first set of desired bikeway and trail connections, focusing on areas where future trails crossed between both jurisdictions. In 2010, additional routes were added as part of the township's grant proposal which focused on improvements around the YMCA and Liberty Park. Although the grant was ultimately not awarded, the paths identified in the process were included in the county-wide trail plan which was originally produced in 2010. That plan has continued to be updated in the years since 2010, bringing together the various stand-alone bikeway plans of various communities and those routes which are part of township Comprehensive Plans. Some of these larger trails have been proposed as parts of zoning development plans, resulting in new facilities in Trail's End, Liberty Trace, Olentangy Falls East, and along Steitz Road among others. New proposals in Concord Township to the west are being planned and engineered to interconnect with these trails in Liberty Township. DCRPC uses a sidewalk GIS layer as well as existing trail and proposed trail layers to review subdivision proposals and road improvement plans.

In 2014, the Olentangy, Powell and Liberty (OPAL) trail planning group was established to encourage use of trails and biking in general and advocate for new trail planning. OPAL also was instrumental in achieving a Complete Streets policy adopted by the Liberty Township Trustees which seeks roads that function for all users, not just drivers. Using Preservation Parks as its consultant, OPAL also identified a number of desired routes. These routes were introduced to the public and prioritized by an in-person open house and external public vote. The following table shows these routes. Items with an asterisk (\*) indicate top priorities:



<b>Liberty Road Trail*</b> - Complete missing segments in trail gaps along Liberty Rd. Approximately 1.4 miles to extend to Home Road.
<b>Home Road Trail*</b> - Proposed 4.2 mile east west connector. Connect to Orange Twp trail system to the east and to Concord Twp. park to the west. Corridor to connect schools, trails and parks.
<b>Rutherford Trail*</b> - Proposed 1.5 mile route to connect residential areas to Sawmill Pkwy on the east & Scioto River Trail on the west. Powell potentially to continue connection to existing trails.
<b>Scioto River Trail*</b> - Proposed 3.3 mile trail along City of Columbus property bordering the Scioto River west of S.R. 257. Trail to provide connections to Dublin, Columbus Zoo, Powell Road and Home Road.
<b>Sawmill Parkway Trail North*</b> - Proposed 5 mile trail to be constructed in conjunction with the Sawmill Pkwy extension. Begins in front of Olentangy Liberty HS and will include missing piece up to Hyatts Road.
<b>Park Trail Connector*</b> - Connect South Liberty Park to North Liberty Park.
<b>Olentangy River Trail South</b> - Proposed route north connecting to the existing Olentangy River Trail in Franklin County. Three routes currently being studied. Connection likely to be built in the next 2-3 years.
<b>Northwest Passage</b> - Proposed trail to connect Library Park with Belmont Place; route would utilize existing roads to connect to Hills Market.
<b>Carriage Road Trail</b> - Proposed 1.8 mile trail that would align with Carriage Road. East/west route that would connect to schools and YMCA. Extend eastern end to connect to Daventry Woods.
<b>Olentangy River Trail North</b> - Proposed 5.4 mile trail that would utilize existing roadways (Chapman & Taggart Roads) and greenspace to complete a connection to the City of Delaware.
<b>Jewett Road Trail</b> - Proposed routes that would connect Powell to the Olentangy River Trail. Two routes proposed; Jewett Road route to run parallel with road.
<b>Hyatts Road Trail</b> - Proposed 3 mile trail to be constructed along Hyatts Rd. Beginning at Sawmill Pkwy and extending east to U.S. 23 (Orange Twp.). Trail would connect to Shale Hollow and Columbus State Campus.
<b>Sawmill Parkway Trail South</b> - Proposed 1.1 mile route to extend Sawmill Pkwy south to the county line.
<b>Jewett Road Alternate Route</b> - Proposed second route for Jewett Rd connection to SR315, goes south along Loch Lomond Drive and Manning Parkway.

In 2016, the County Commissioners established a trail working group as a result of the county’s Economic Strategic Plan, which indicated strong interest in trails. This group will utilize the current version of the RPC’s county trail plan updated with any new information including rough cost estimates for prioritized segments and routes. Work will be coordinated with the Central Ohio Greenways (COG) efforts to create major routes into the county from existing trails in Franklin County. This group includes representatives from Regional Planning, the County Engineer, Preservation Parks, the Delaware General Health District, Economic Development, MORPC, and the public. The following map indicates proposed trails from various sources, as well “committed” trails (those approved as part of subdivision and road plans) as well as sidewalk data.

## Clean Ohio Fund

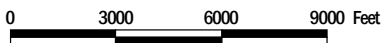
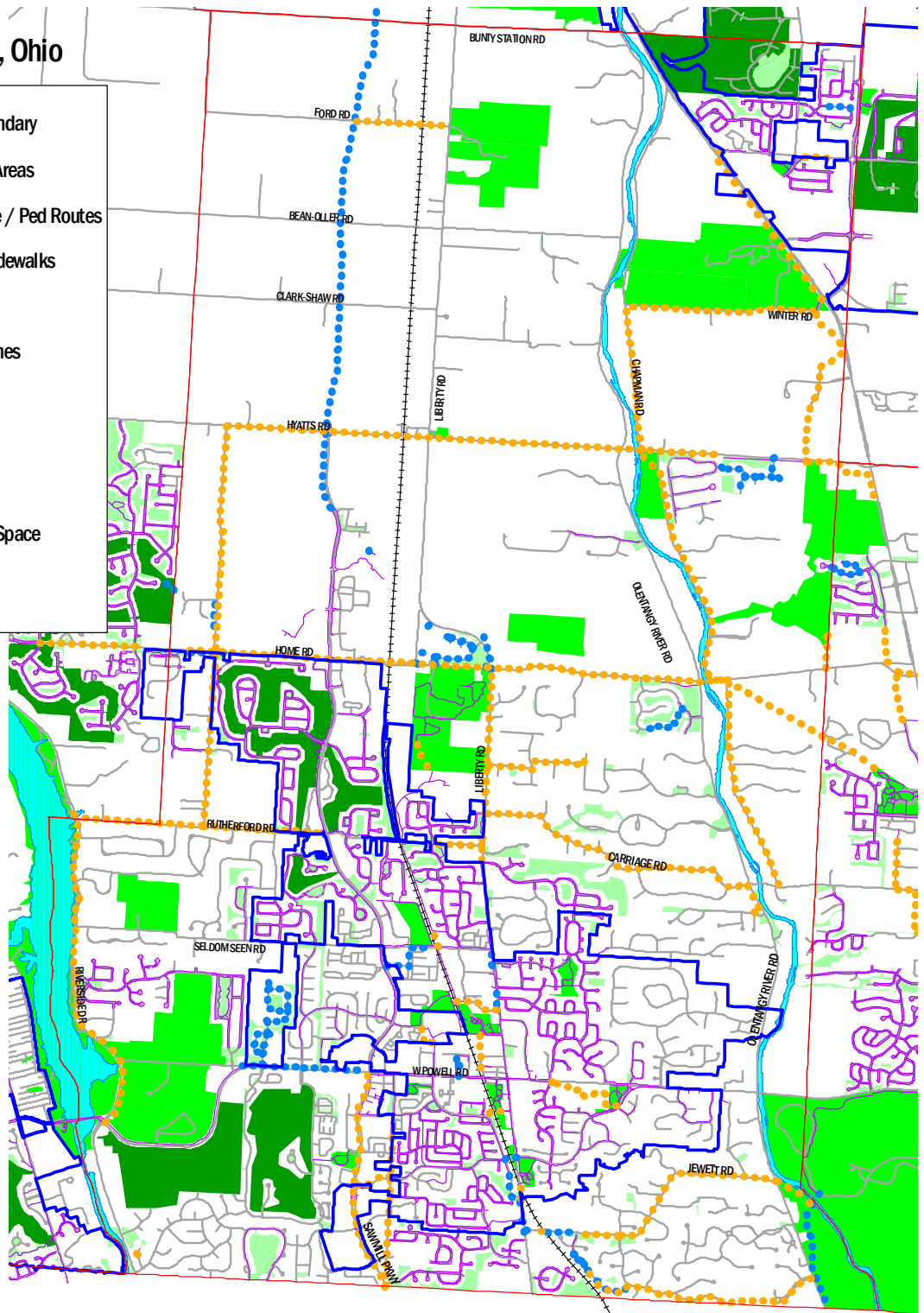
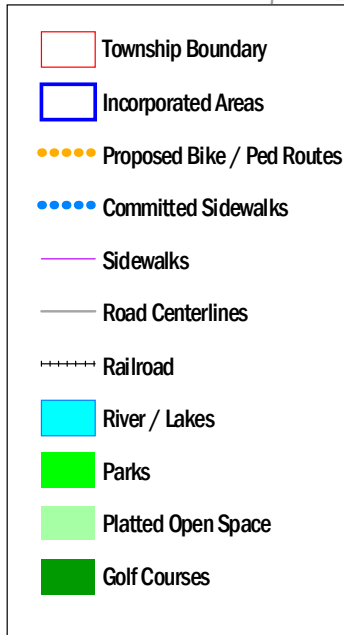
Although there are several grant sources, the Clean Ohio Fund is a state-wide funding program often cited for trails and parks. In 2015, nineteen projects were funded, with sixteen funded in 2014. Recent projects in Central Ohio include the following.

2015	Delaware County Orange Township	Shared use path and bridge over the Alum Creek Reservoir spillway channel that will link into the Orange Township Trail and the Alum Creek State Park Trail.
2015	Delaware County Orange Township	Phase I of the Bale Kenyon Road Trail starting at the corner of E. Orange Rd. and Bale-Kenyon Rd. and ending at the Delaware County improvement project of Bale-Kenyon Rd and Lewis Center Rd., approx. 2,900 linear feet.
2014	Delaware County	Part of the northernmost section of the Ohio to Erie Trail, 1.6 miles of rural and wooded areas to connect with the Knox County section of the Ohio to Erie Trail.
2014	City of Columbus	Phase 2 of the Scioto Greenways Project, 1.5 miles of multi-use trail connecting to regional recreational trail systems; Scioto and Olentangy Trail systems.
2014	City of Hilliard	3,686 linear feet of trail from Hoffman Farms Trail south across Scioto Darby Rd. to Roger A. Reynolds Park.



# Trails and Parks

Liberty Township  
Delaware County, Ohio



Scale: 1" = 5000'

Prepared By Delaware County Regional Planning Commission, [www.dcrpc.org](http://www.dcrpc.org) (740-833-2260)  
Original GIS Data Provided by the Delaware County Auditor  
(Township Boundaries, Hydrology and Road Centerlines, Floodplain)



## Liberty Township Recommended Road Policies

New development should mitigate, or pay its fair share of the cost to mitigate its traffic impacts.

**Separate pedestrian/bicycle traffic from vehicular traffic on collector and arterial roads:** Township collector and arterial roads with traffic counts that exceed 1,500 vehicle trips per day should be provided with a bike path on at least one side of the road. For new development, when a traffic impact analysis estimates more than 1,500 trips per day will be generated a bike path should be constructed as part of the developer's initial improvements. For existing roads, the bike path should be constructed by the Township once the actual traffic counts exceed 1,500 trips per day.

**Use traffic calming devices to maintain speed limits within residential subdivisions on local and minor collector streets:** Traffic calming devices including but not limited to speed tables, roundabouts, and stop signs, should be part of the tools used to enforce posted speed limits on local residential and minor collector streets.

**Street connectivity is desirable:** All developments should ideally have three (3) points of access. Conservation subdivisions, due to site specific topography or other unique condition may have fewer than three access points subject to development plan approval.

**Access management practices should be followed** - Commercial developments should consolidate entrances and exits wherever possible to avoid multiple curb cuts. Left turn movements should be accomplished with proper spacing between movements to avoid conflicts. New developments that generate more than 150 new trips per day should be reviewed for possible turning lanes. The Delaware County Engineer has adopted access management guidelines for County roads that may be of interest to the Trustees to use on Township roads.

### **Carriage Road and West Orange Road offset: align offset intersection.-(complete)**

#### **Churchill/Loch Lomond Drive to Manning Parkway connection.**

**Policy:** The Manning Parkway traffic circle should be retained to slow traffic. A minimum of one bike path should be installed along Churchill Drive, Loch Lomond Drive and Manning Parkway. This may require the enclosure of open drainage ditches and the placement of a curb and gutter section on the streets. Street trees should be established in the tree lawn between the bike path and the curb. The road connection may be gated, in accordance with the township zoning approval for the development of the infill site and built to the standards of the County Engineer. The opening of the connection to SR 315 should also be based on improvements made to the intersection of SR 315 and Powell Road that result in an appropriate level of service on SR 315 such that afternoon peak-hour northbound traffic does not back up south of the Manning Parkway.

