final repor

August 17, 2022

Traffic Impact Study

Apartments 5127 Terry Road (KY 1727) Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet





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INTRODUCTION

The site plan for the proposed apartment community shows 216 apartments on Terry Road (KY 1727) near Murray Lane in Louisville, KY. Figure 1 displays a map of the site. Access to the site will be from two entrances on Terry Road. The northern entrance will a right in/right out and will connect to Joy Drive. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Terry Road with Lemmah Drive, Raggard Road, Murray Lane, and Lower Hunters Trace, and the proposed entrances on Terry Road.

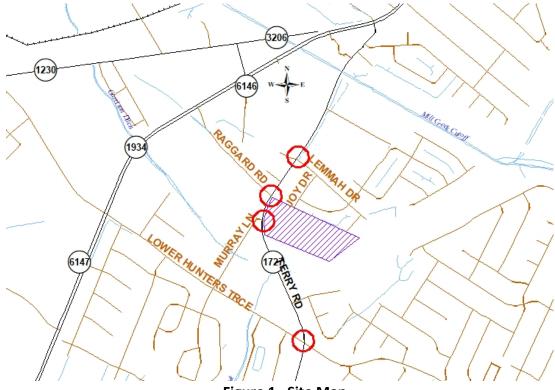


Figure 1. Site Map

EXISTING CONDITIONS

Terry Road, KY 1727, is a state-maintained road with an estimated 2022 ADT of 11,400 vehicles per day between Lower Hunters Trace and Cane Run Road (KY 1934) as estimated from the Kentucky Transportation Cabinet count at station G05. The road is a two-lane highway with eleven-foot lanes with five-foot shoulders through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 45 mph. There are no sidewalks. The intersections at Lemmah Drive, Raggard Road and Murray Lane are controlled with a stop sign. There is a left turn lane at Raggard Road. The intersection with Lower Hunters Trace is controlled with a traffic signal. There are left turn lanes on each approach and all but the eastbound approach has a right turn lane.

Peak hour traffic count for the intersections were obtained on Thursday, May 19, 2022. The peak hours varied between the intersections. Figure 2 illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

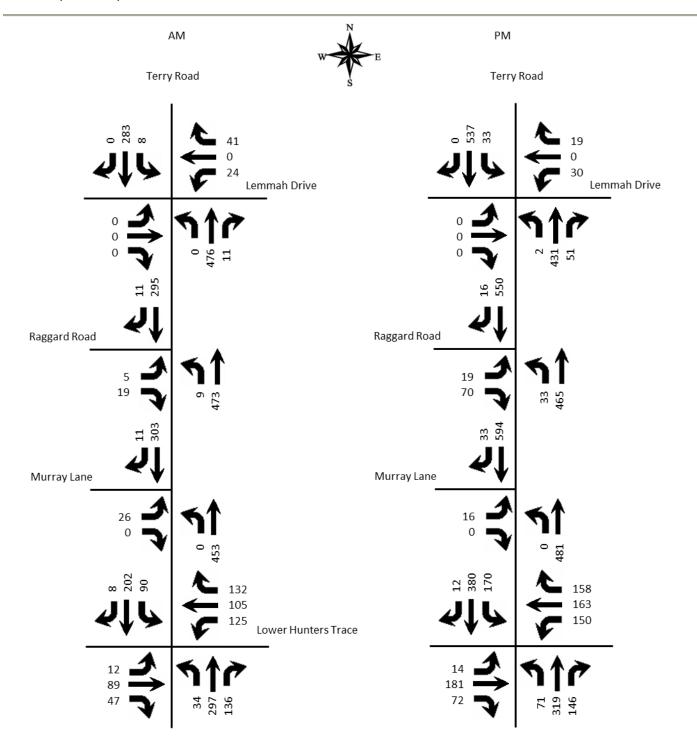


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2025. An annual growth rate of 0.5 percent was applied to the 2022 thru volumes. **Figure 3** displays the 2025 No Build peak hour volumes.

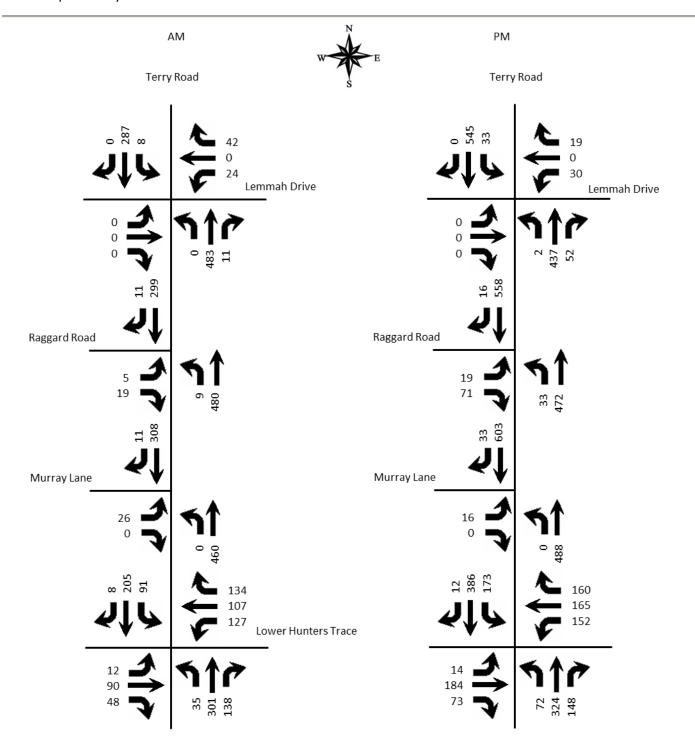


Figure 3. 2025 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 11th Edition contains trip generation rates for a wide range of developments. The land uses of "Multifamily Housing (Low-Rise) (220)" was reviewed and determined

to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in Figure 4. Figure 5 shows the trips generated by this development and distributed throughout the road network during the peak hours. Figure 6 displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

	A.M. F	Peak	Hour	P.M. F	Peak	Hour
Land Use	Trips	In	Out	Trips	In	Out
Multifamily (216 units)	90	22	68	113	71	42

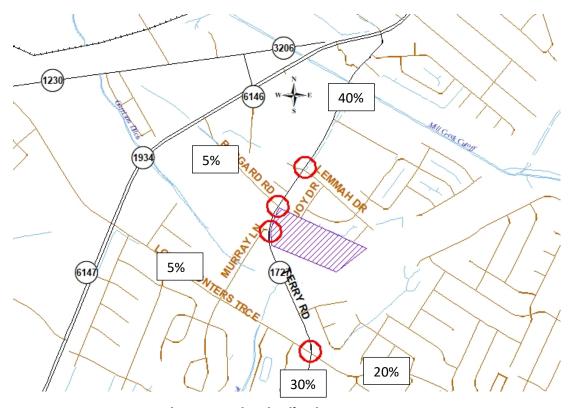


Figure 4. Trip Distribution Percentages

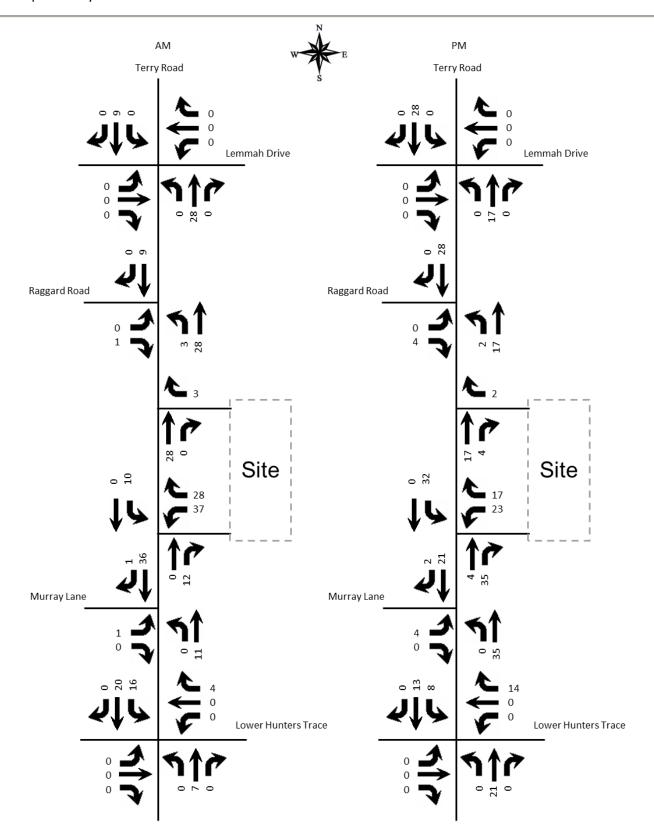


Figure 5. Peak Hour Trips Generated by Site

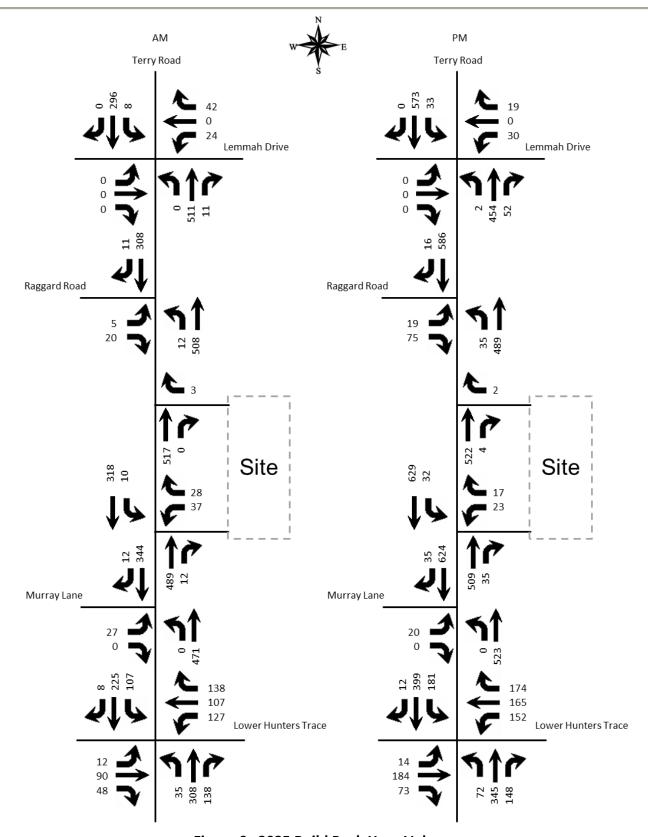


Figure 6. 2025 Build Peak Hour Volumes

ANALYSIS

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a "Level of Service". Level of Service is a ranking scale from A through F, "A" is the best operating condition and "F" is the worst. Level of Service results depend upon the facility that is analyzed. In this case, the Level of Service is based upon the total delay experienced for lanes at stop-controlled intersections.

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the Highway Capacity Manual, 7th edition. Future delays and Level of Service were determined for the intersections using the HCS Streets and Two-Way Stop Controlled (version 2022) software. The delays and Level of Service are summarized in **Table 2**.

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Annanah	2022	2025	2025	2022	2025	2025
Approach	Existing	No Build	Build	Existing	No Build	Build
Terry Road at Lemmah Drive						
Tatum Lane Eastbound	NA	NA	NA	NA	NA	NA
Lemmah Drive Westbound	С	С	С	С	С	D
Lemman Drive Westbound	16.5	16.7	17.5	23.4	23.9	25.6
Terry Road Northbound (left)	Α	Α	Α	Α	Α	Α
rerry Road Northbound (left)	7.9	7.9	7.9	8.5	8.5	8.6
Terry Road Southbound (left)	Α	Α	Α	Α	Α	Α
Terry Road Southbourid (left)	9.0	9.0	9.1	8.6	8.6	8.7
Terry Road at Raggard Road						
Raggard Road Eastbound	В	В	В	В	В	В
Naggard Noad Eastbound	11.3	11.4	11.5	14.3	14.4	14.9
Terry Road Northbound (left)	Α	Α	Α	Α	Α	Α
Terry Road Northbodria (lett)	7.9	8.0	8.0	8.9	8.9	9.0
Terry Road at Entrance						
Entrance Westbound			В			С
Entrance Westboard			14.1			16.0
Terry Road Southbound (left)			Α			Α
, , ,			8.6			8.8
Terry Road at Murray Lane						
Murray Lane Eastbound	С	С	С	С	С	D
Marray Lane Lastbound	16.9	17.2	18.2	23.7	24.1	26.6
Terry Road Northbound (left)	Α	Α	Α	Α	Α	Α
Terry Road Northbodina (lett)	8.0	8.0	8.1	8.9	8.9	9.0
Terry Road at Lower Hunters Trace	С	С	С	С	С	С
Tony Road at Lower Hamore Hade	20.1	20.2	20.3	22.9	23.1	23.4
Lower Hunters Trace Eastbound	С	С	С	С	С	С
Letter Hartone Hade Eastsound	30.1	30.1	30.2	31.1	31.2	31.3
Lower Hunters Trace Westbound	С	С	С	С	С	С
	25.2	25.2	25.4	24.7	24.7	25.0

		A.M.			P.M.	
Approach	2022	2025	2025	2022	2025	2025
	Existing	No Build	Build	Existing	No Build	Build
Terry Road Northbound	B	B	B	C	C	C
	16.8	17.0	17.2	20.6	21.0	21.6
Terry Road Southbound	B	B	B	B	B	C
	14.3	14.4	14.7	19.6	19.9	20.2

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet Highway Design Guidance Manual dated July, 2020. The traffic impact policy requires using volumes for ten years beyond opening date, or 2035. The 2035 volumes were determined by using 0.5% annual growth from the 2025 volumes. Figure 7 is the 2035 No Build and **Figure 8** is the Build. The volumes in Figure 8 were utilized to determine turn lane requirements. The primary entrance meets the volume warrants for installing a left turn lane. Table 3 displays the level of service results for 2035.

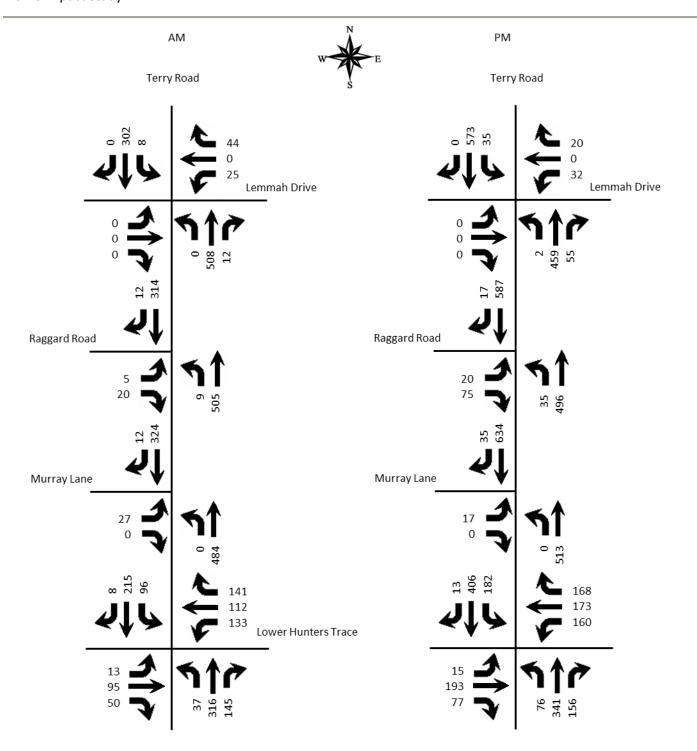


Figure 7. 2035 No Build Peak Hour Volumes

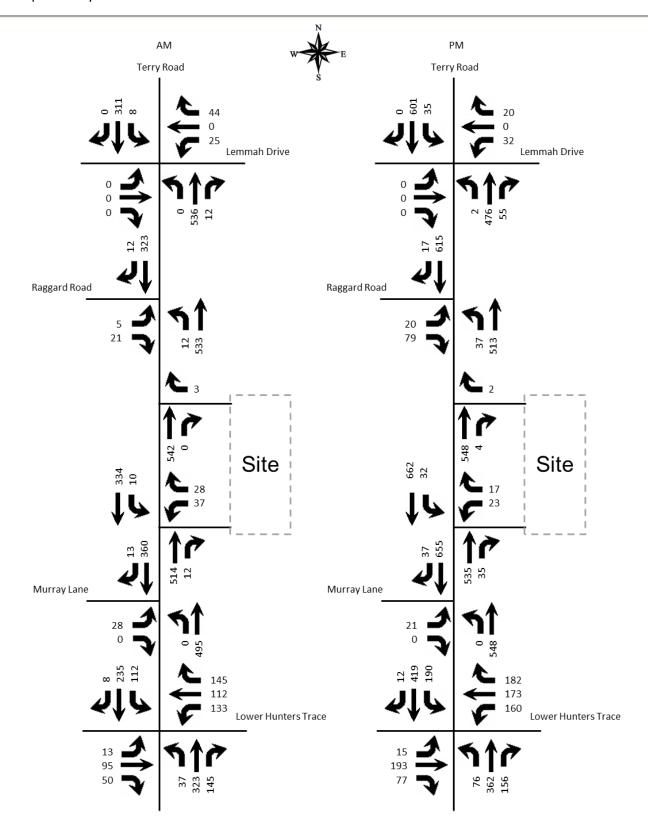


Figure 8. 2035 Build Peak Hour Volumes

Table 3. Peak Hour Level of Service 2035

		A.M.			P.M.	
Approach	2022	2035	2035	2022	2035	2035
	Existing	No Build	Build	Existing	No Build	Build
Terry Road at Lemmah Drive						
Tatum Lane Eastbound	NA	NA	NA	NA	NA	NA
Lemmah Drive Westbound	C	C	C	C	D	D
	16.5	17.7	18.6	23.4	26.6	28.6
Terry Road Northbound (left)	A	A	A	A	A	A
	7.9	7.9	7.9	8.5	8.6	8.7
Terry Road Southbound (left)	A	A	A	A	A	A
	9.0	9.1	9.2	8.6	8.7	8.8
Terry Road at Raggard Road						
Raggard Road Eastbound	B	B	B	B	B	C
	11.3	11.5	11.7	14.3	15.0	15.5
Terry Road Northbound (left)	A	A	A	A	A	A
	7.9	8.0	8.0	8.9	9.1	9.2
Terry Road at Entrance						
Entrance Westbound			B 14.5			C 16.7
Terry Road Southbound (left)			A 8.6			A 8.9
Terry Road at Murray Lane						
Murray Lane Eastbound	C	C	C	C	D	D
	16.9	18.1	19.2	23.7	26.2	29.0
Terry Road Northbound (left)	A	A	A	A	A	A
	8.0	8.0	8.1	8.9	9.1	9.2
Terry Road at Lower Hunters Trace	C	C	C	C	C	C
	20.1	20.6	20.7	22.9	23.8	24.2
Lower Hunters Trace Eastbound	C	C	C	C	C	C
	30.1	30.2	30.3	31.1	31.5	31.6
Lower Hunters Trace Westbound	C	C	C	C	C	C
	25.2	25.2	25.4	24.7	24.8	25.1
Terry Road Northbound	B	B	B	C	C	C
	16.8	17.6	17.8	20.6	22.1	22.8
Terry Road Southbound	B	B	B	B	C	C
	14.3	15.0	15.2	19.6	20.9	21.3

Key: Level of Service, Delay in seconds per vehicle

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2025 and 2035, there will be a slight impact to the existing highway network. A left turn lane will be installed at the entrance on Terry Road.

APPENDIX

Traffic Counts

Marr Traffic DATA COLLECTION

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Site 4 of 4

Terry Rd (South) Terry Rd (North) Tatum Ln Lemmah Dr

Louisville KY (Terry Rd)

Date

Thursday, May 19, 2022

Weather Fair

73°F

Lat/Long

38.172408°, -85.865950°

0700 - 0900 (Thursday 2h Session) (05-19-2022)

All vehicles

		Ne	rthbou	nd			ç.	uthbou	nd			-	astbour	d			14	/estbou	ad		1
			v Rd (Sc					v Rd (No					Tatum Li					emmah I			
	Left	Thru	<u> </u>	U-Turn	App	Left	Thru	Right		Арр	Left	Thru		U-Turn	App	Left	Thru		U-Turn	App	Int
TIME	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0700 - 0715	0	113	1	0	114	0	60	0	0	60	0	0	0	0	0	5	0	9	0	14	188
0715 - 0730	0	130	1	0	131	4	72	0	0	76	0	0	0	0	0	10	0	13	0	23	230
0730 - 0745	0	135	3	0	138	1	81	0	0	82	0	0	0	0	0	5	0	11	0	16	236
0745 - 0800	0	98	6	0	104	3	70	0	0	73	0	0	0	0	0	4	0	8	0	12	189
Hourly Total	0	476	11	0	487	8	283	0	0	291	0	0	0	0	0	24	0	41	0	65	843
0800 - 0815	0	101	6	0	107	2	49	0	0	51	0	0	2	0	2	7	0	3	0	10	170
0815 - 0830	0	94	1	0	95	5	72	0	0	77	0	0	0	0	0	5	0	4	0	9	181
0830 - 0845	0	117	6	0	123	3	64	0	0	67	0	0	0	0	0	7	0	13	0	20	210
0845 - 0900	0	104	8	0	112	6	75	0	0	81	0	0	0	0	0	8	0	4	0	12	205
Hourly Total	0	416	21	0	437	16	260	0	0	276	0	0	2	0	2	27	0	24	0	51	766
Grand Total	0	892	32	0	924	24	543	0	0	567	0	0	2	0	2	51	0	65	0	116	1609
Approach %	0.00	96.54	3.46	0.00	-	4.23	95.77	0.00	0.00	-	0.00	0.00	100.00	0.00	-	43.97	0.00	56.03	0.00	-	1
Intersection %	0.00	55.44	1.99	0.00	57.43	1.49	33.75	0.00	0.00	35.24	0.00	0.00	0.12	0.00	0.12	3.17	0.00	4.04	0.00	7.21	1
								ı		ı											
PHF	0.00	0.88	0.46	0.00	0.88	0.50	0.87	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.79	0.00	0.71	0.89
																					j

1600 - 1800 (Thursday 2h Session) (05-19-2022)

All vehicles

		No	rthbou	nd			So	uthbou	nd			E	astboun	ıd			W	/estbour	nd		
		Terr	y Rd (So	uth)			Terr	y Rd (No	orth)			1	Γatum Lı	า			Le	emmah I	Or		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1600 - 1615	1	104	16	0	121	9	133	0	0	142	0	0	0	0	0	12	0	4	0	16	279
1615 - 1630	1	107	10	0	118	7	130	0	0	137	0	0	0	0	0	2	0	4	0	6	261
1630 - 1645	0	116	15	0	131	6	130	0	0	136	0	0	0	0	0	9	0	3	0	12	279
1645 - 1700	0	104	10	0	114	11	144	0	0	155	0	0	0	0	0	7	0	8	0	15	284
Hourly Total	2	431	51	0	484	33	537	0	0	570	0	0	0	0	0	30	0	19	0	49	1103
1700 - 1715	0	106	14	0	120	7	124	0	0	131	0	0	0	0	0	4	0	6	0	10	261
1715 - 1730	0	109	5	0	114	9	134	0	0	143	0	0	0	0	0	9	0	5	0	14	271
1730 - 1745	0	114	9	0	123	8	148	0	0	156	0	0	0	0	0	2	0	3	0	5	284
1745 - 1800	0	95	13	0	108	12	128	0	0	140	0	0	0	0	0	9	0	4	0	13	261
Hourly Total	0	424	41	0	465	36	534	0	0	570	0	0	0	0	0	24	0	18	0	42	1077
Grand Total	2	855	92	0	949	69	1071	0	0	1140	0	0	0	0	0	54	0	37	0	91	2180
Approach %	0.21	90.09	9.69	0.00	-	6.05	93.95	0.00	0.00	1	0.00	0.00	0.00	0.00	-	59.34	0.00	40.66	0.00	-	
Intersection %	0.09	39.22	4.22	0.00	43.53	3.17	49.13	0.00	0.00	52.29	0.00	0.00	0.00	0.00	0.00	2.48	0.00	1.70	0.00	4.17	
PHF	0.50	0.93	0.80	0.00	0.92	0.75	0.93	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.59	0.00	0.77	0.97
·		-					-		-										-	-	

Classified Turn Movement Count || All vehicles



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Site 3 of 4

Terry Rd (South) Terry Rd (North) Raggard Rd

Louisville KY (Terry Rd)

Date

Thursday, May 19, 2022

Weather Fair

73°F

Lat/Long

38.170913°, -85.867293°

0700 - 0900 (Thursday 2h Session) (05-19-2022)

All vehicles

Driveway

		No	orthbou	nd			So	uthbou	nd			E	astboun	d			W	estbou/	nd		1
		Terr	y Rd (Sc	uth)			Terr	y Rd (No	orth)			R	aggard F	Rd				Orivewa	У		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Tota
0700 - 0715	0	114	0	0	114	0	59	6	0	65	1	0	2	0	3	0	0	0	0	0	182
0715 - 0730	2	127	0	0	129	0	82	0	0	82	0	0	10	0	10	0	0	0	0	0	221
0730 - 0745	1	133	0	0	134	0	82	5	0	87	1	0	4	0	5	0	0	0	0	0	226
0745 - 0800	6	99	0	0	105	0	72	0	0	72	3	0	3	0	6	0	0	0	0	0	183
Hourly Total	9	473	0	0	482	0	295	11	0	306	5	0	19	0	24	0	0	0	0	0	812
0800 - 0815	1	105	0	0	106	0	57	3	0	60	2	0	1	0	3	0	1	0	0	1	170
0815 - 0830	1	92	0	0	93	0	71	1	0	72	1	0	2	0	3	0	0	0	0	0	168
0830 - 0845	3	121	0	0	124	0	74	2	0	76	3	0	2	0	5	0	0	0	0	0	205
0845 - 0900	1	111	0	0	112	0	83	2	0	85	5	0	7	0	12	0	0	0	0	0	209
Hourly Total	6	429	0	0	435	0	285	8	0	293	11	0	12	0	23	0	1	0	0	1	752
Grand Total	15	902	0	0	917	0	580	19	0	599	16	0	31	0	47	0	1	0	0	1	156
Approach %	1.64	98.36	0.00	0.00	-	0.00	96.83	3.17	0.00	-	34.04	0.00	65.96	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.96	57.67	0.00	0.00	58.63	0.00	37.08	1.21	0.00	38.30	1.02	0.00	1.98	0.00	3.01	0.00	0.06	0.00	0.00	0.06	
		•		•					•				•				•				1
PHF	0.38	0.89	0.00	0.00	0.90	0.00	0.90	0.46	0.00	0.88	0.42	0.00	0.48	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.90

1600 - 1800 (Thursday 2h Session) (05-19-2022)

All vehicles

		No	orthbou	nd			So	uthbou	nd			Ε	astbour	ıd			W	estbou	nd		ı
		Terr	y Rd (Sc	uth)			Terr	y Rd (No	orth)			R	aggard F	₹d			[Drivewa	У		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1600 - 1615	4	118	0	0	122	0	141	3	0	144	8	0	13	0	21	0	0	0	0	0	287
1615 - 1630	12	114	0	0	126	0	128	4	0	132	5	0	11	0	16	0	0	0	0	0	274
1630 - 1645	12	127	0	0	139	0	133	5	0	138	4	0	33	0	37	0	0	0	0	0	314
1645 - 1700	5	106	0	0	111	0	148	4	0	152	2	0	13	0	15	0	0	0	0	0	278
Hourly Total	33	465	0	0	498	0	550	16	0	566	19	0	70	0	89	0	0	0	0	0	1153
1700 - 1715	7	125	0	0	132	0	130	2	0	132	1	0	11	0	12	0	0	0	0	0	276
1715 - 1730	4	110	0	0	114	0	142	1	0	143	0	0	18	0	18	0	1	0	0	1	276
1730 - 1745	5	120	0	0	125	0	146	2	0	148	3	0	17	0	20	0	0	0	0	0	293
1745 - 1800	8	101	0	0	109	0	136	1	0	137	6	0	10	0	16	0	0	0	0	0	262
Hourly Total	24	456	0	0	480	0	554	6	0	560	10	0	56	0	66	0	1	0	0	1	1107
Grand Total	57	921	0	0	978	0	1104	22	0	1126	29	0	126	0	155	0	1	0	0	1	2260
Approach %	5.83	94.17	0.00	0.00	-	0.00	98.05	1.95	0.00	-	18.71	0.00	81.29	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	2.52	40.75	0.00	0.00	43.27	0.00	48.85	0.97	0.00	49.82	1.28	0.00	5.58	0.00	6.86	0.00	0.04	0.00	0.00	0.04	1
PHF	0.69	0.92	0.00	0.00	0.90	0.00	0.93	0.80	0.00	0.93	0.59	0.00	0.53	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.92
-													·					·			



Louisville KY (Terry Rd) www.marrtraffic.com

Site 2 of 4

Terry Rd (South) Terry Rd (North) Murray Ln Date Thursday, May 19, 2022 Weather Fair

Lat/Long

38.169952°, -85.867805°

Fair 73°F

0700 - 0900 (Thursday 2h Session) (05-19-2022)

All vehicles

		No	rthbou	nd		So	uthbou	nd			E	astbour	nd	
		Terr	y Rd (So	uth)		Terr	y Rd (No	orth)			N	/lurray L	.n	
	Left	Thru		U-Turn	App	Thru	Right	U-Turn	App	Left		Right	U-Turn	App
TIME	2.1	2.2		2.3	Total	2.4	2.5	2.6	Total	2.7		2.8	2.9	Total
0700 - 0715	0	118		0	118	58	2	0	60	9		0	0	9
0715 - 0730	0	107		0	107	91	1	0	92	8		0	0	8
0730 - 0745	0	132		0	132	85	2	0	87	4		0	0	4
0745 - 0800	0	96		0	96	69	6	0	75	5		0	0	5
Hourly Total	0	453		0	453	303	11	0	314	26		0	0	26
0800 - 0815	0	104		0	104	53	5	0	58	5		0	0	5
0815 - 0830	0	86		0	86	73	3	0	76	5		0	0	5
0830 - 0845	0	116		0	116	68	5	0	73	6		0	0	6
0845 - 0900	0	110		0	110	86	3	0	89	5		1	0	6
Hourly Total	0	416		0	416	280	16	0	296	21		1	0	22
Grand Total	0	869		0	869	583	27	0	610	47		1	0	48
Approach %	0.00	100.00		0.00	-	95.57	4.43	0.00	-	97.92		2.08	0.00	-
Intersection %	0.00	56.91		0.00	56.91	38.18	1.77	0.00	39.95	3.08		0.07	0.00	3.14
											-			
PHF	0.00	0.86		0.00	0.86	0.83	0.46	0.00	0.85	0.72		0.00	0.00	0.72
											-			

1527

0.89

1600 - 1800 (Thursday 2h Session) (05-19-2022)

All vehicles

		No	rthbou	nd		So	uthbou	nd			Е	astbour	nd	
		Terr	y Rd (Sc	uth)		Terr	y Rd (No	orth)			N	/lurray L	.n	
	Left	Thru		U-Turn	App	Thru	Right	U-Turn	App	Left		Right	U-Turn	App
TIME	2.1	2.2		2.3	Total	2.4	2.5	2.6	Total	2.7		2.8	2.9	Total
1600 - 1615	0	120		0	120	150	5	0	155	3		0	0	3
1615 - 1630	0	121		0	121	134	5	0	139	4		0	0	4
1630 - 1645	0	135		0	135	158	7	0	165	4		0	0	4
1645 - 1700	0	107		0	107	148	12	0	160	5		0	0	5
Hourly Total	0	483		0	483	590	29	0	619	16		0	0	16
1700 - 1715	0	128		0	128	138	4	0	142	5		1	0	6
1715 - 1730	0	111		0	111	150	10	0	160	2		0	0	2
1730 - 1745	0	121		0	121	155	10	0	165	3		0	0	3
1745 - 1800	0	107		0	107	142	3	0	145	3		0	0	3
Hourly Total	0	467		0	467	585	27	0	612	13		1	0	14
Grand Total	0	950		0	950	1175	56	0	1231	29		1	0	30
Approach %	0.00	100.00		0.00	-	95.45	4.55	0.00	-	96.67		3.33	0.00	-
Intersection %	0.00	42.97		0.00	42.97	53.14	2.53	0.00	55.68	1.31		0.05	0.00	1.36
											_			
PHF	0.00	0.89		0.00	0.89	0.94	0.69	0.00	0.95	0.80		0.25	0.00	0.71

2211

0.93

Classified Turn Movement Count || All vehicles



Louisville KY (Terry Rd)

Site 1 of 4

Terry Rd (South) Terry Rd (North) Lower Hunters Trace (West) Lower Hunters Trace (East)

Date

Thursday, May 19, 2022

Weather Fair

73°F

Lat/Long

38.164826°, -85.865571°

0700 - 0900 (Thursday 2h Session) (05-19-2022)

All vehicles

		No	rthbou	nd			So	uthbou	nd			E	astboun	d			W	estbou	nd		Ī
		Terr	y Rd (So	uth)			Terr	y Rd (No	orth)		Lc	wer Hui	nters Tra	ce (Wes	it)	Lo	wer Hu	nters Tr	ace (Eas	t)	
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	4	76	28	0	108	12	38	3	0	53	4	15	9	0	28	24	31	27	0	82	271
0715 - 0730	5	73	40	0	118	30	65	1	0	96	1	23	14	0	38	41	20	38	0	99	351
0730 - 0745	12	90	42	0	144	24	53	3	0	80	4	28	11	0	43	40	27	31	0	98	365
0745 - 0800	13	58	26	0	97	24	46	1	0	71	3	23	13	0	39	20	27	36	0	83	290
Hourly Total	34	297	136	0	467	90	202	8	0	300	12	89	47	0	148	125	105	132	0	362	1277
0800 - 0815	6	64	29	0	99	16	35	1	0	52	3	19	17	0	39	16	23	27	0	66	256
0815 - 0830	4	62	30	0	96	28	37	3	0	68	2	21	7	0	30	10	10	20	0	40	234
0830 - 0845	7	58	27	0	92	17	60	2	0	79	4	33	11	0	48	19	19	45	0	83	302
0845 - 0900	11	79	30	0	120	37	49	1	0	87	1	25	10	0	36	18	18	28	0	64	307
Hourly Total	28	263	116	0	407	98	181	7	0	286	10	98	45	0	153	63	70	120	0	253	1099
									•												
Grand Total	62	560	252	0	874	188	383	15	0	586	22	187	92	0	301	188	175	252	0	615	2376
Approach %	7.09	64.07	28.83	0.00	-	32.08	65.36	2.56	0.00	-	7.31	62.13	30.56	0.00	-	30.57	28.46	40.98	0.00	-	
Intersection %	2.61	23.57	10.61	0.00	36.78	7.91	16.12	0.63	0.00	24.66	0.93	7.87	3.87	0.00	12.67	7.91	7.37	10.61	0.00	25.88	
				-					•			•	-								
PHF	0.65	0.83	0.81	0.00	0.81	0.75	0.78	0.67	0.00	0.78	0.75	0.79	0.84	0.00	0.86	0.76	0.85	0.87	0.00	0.91	0.87
									•			•	•								

1600 - 1800 (Thursday 2h Session) (05-19-2022)

All vehicles

		No	orthbou	nd			So	uthbou	nd			E	astboun	ıd			W	estboui	nd		
		Terr	y Rd (So	uth)			Terr	y Rd (No	orth)		Lo	wer Hu	nters Tra	ace (Wes	st)	Lo	wer Hu	nters Tr	ace (Eas	t)	
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1600 - 1615	17	75	26	0	118	41	89	4	0	134	2	49	19	0	70	35	47	41	0	123	445
1615 - 1630	18	73	39	0	130	39	93	1	0	133	1	45	14	0	60	51	39	37	0	127	450
1630 - 1645	15	81	34	0	130	51	89	3	0	143	4	46	18	0	68	26	41	54	0	121	462
1645 - 1700	16	78	26	0	120	43	99	3	0	145	3	44	22	0	69	36	48	27	0	111	445
Hourly Total	66	307	125	0	498	174	370	11	0	555	10	184	73	0	267	148	175	159	0	482	1802
1700 - 1715	22	87	47	0	156	37	99	5	0	141	6	46	18	0	70	37	35	40	0	112	479
1715 - 1730	21	76	30	0	127	37	95	5	0	137	5	43	18	0	66	31	46	29	0	106	436
1730 - 1745	14	82	25	0	121	47	107	2	0	156	1	36	12	0	49	29	40	37	0	106	432
1745 - 1800	15	74	27	0	116	46	90	1	0	137	2	33	17	0	52	38	35	27	0	100	405
Hourly Total	72	319	129	0	520	167	391	13	0	571	14	158	65	0	237	135	156	133	0	424	1752
Grand Total	138	626	254	0	1018	341	761	24	0	1126	24	342	138	0	504	283	331	292	0	906	3554
Approach %	13.56	61.49	24.95	0.00	-	30.28	67.58	2.13	0.00	-	4.76	67.86	27.38	0.00	-	31.24	36.53	32.23	0.00	-	
Intersection %	3.88	17.61	7.15	0.00	28.64	9.59	21.41	0.68	0.00	31.68	0.68	9.62	3.88	0.00	14.18	7.96	9.31	8.22	0.00	25.49	
·																					
PHF	0.81	0.92	0.78	0.00	0.86	0.83	0.96	0.60	0.00	0.97	0.58	0.98	0.82	0.00	0.95	0.74	0.85	0.73	0.00	0.93	0.96

HCS Reports

		,	ICS	wo-	Way	Stop	-cor	itroi	керс	JΓL						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Lemmah	n Dr		_
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	8/17/	2022					East/\	West Stre	eet		Lemn	nah Dr				
Analysis Year	2022						North	/South	Street		Terry	Road				
## Description September S																
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
East/West Street Lemmah Dr																
Lanes																
				7	្សាក		↑ ↑ r	↑ ↑ ↑								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	L
Priority	\bot	_	11	_		7	8			1	2	_	4U	4	5	-
Number of Lanes	-	0	_	0		0		0	0	0		0	0	0	-	L
Configuration	+-		_								_				-	L
	+		-	-		_		-			476	11		_	283	L
	+-	3	3	3		8	0	2		0				25		L
<u> </u>	+															
Percent Grade (%)	+-		0				0									_
Right Turn Channelized	+															
Median Type Storage				Unai	ivided											_
Critical and Follow-up H	eadwa	ys														_
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		L
Critical Headway (sec)		7.13	6.53	6.23		7.18	6.50	6.22		4.10				4.35		L
Base Follow-Up Headway (sec)	_	3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2	_	L
Follow-Up Headway (sec)		3.53	4.03	3.33		3.57	4.00	3.32		2.20				2.43		L
	d Leve	l of Se	ervice													
Delay, Queue Length, an			0				73			0				9		
Delay, Queue Length, an Flow Rate, v (veh/h)			0				386			1253				916		
•							0.19			0.00				0.01		
Flow Rate, v (veh/h)							0113								_	
Flow Rate, v (veh/h) Capacity, c (veh/h)							0.7			0.0				0.0		L
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio										0.0 7.9	0.0	0.0		0.0 9.0	0.1	
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh)							0.7				0.0 A	0.0 A			0.1 A	
Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)						16	0.7 16.5			7.9 A	-	_		9.0 A	_	

Diane B. Zimmerman

		ŀ	HCS -	[wo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information		_					Site	Inforr	natio	1	_			_		_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Lemmah	Dr		
Agency/Co.	Diane	B. Zimr	nerman	Traffic Er	ngineerir	ng	Jurisd	iction								
Date Performed	8/17/	2022					East/\	Nest Stre	et		Lemn	nah Dr				
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	AM P	eak No	Build				Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														_
Lanes																
				7447777	្ត Maior	† † † Y	↑ ↑ ↑	7 4 4 4 4 4 C								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastk	ound			Westl	oound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	\perp	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
			LTR				LTR				LTR	l			LTR	$oxed{}$
Configuration												_				
Volume (veh/h)		0	0	0		24	0	42		0	483	11		8	287	0
Volume (veh/h) Percent Heavy Vehicles (%)		3	3	3		24 8	0	42 2		0	483	11		8 25	287	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		3	3	-		8	0			_	483	11		_	287	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3	_	-		8	_			_	483	11		_	287	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		3	3	3		8	0			_	483	11		_	287	d
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		3	3	3	vided	8	0			_	483	11		_	287	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	3	3	3	vided	8	0			_	483	11		_	287	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	3	3	3	vided	8	0			_	483	11		_	287	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	3 ys	3	3 Undi	vided	8	0	2		4.1 4.10	483	11		25	287	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	3 ys 7.1	6.5 6.53 4.0	6.2 6.23 3.3	vided	7.1	6.5	6.2 6.22 3.3		4.1	483	11		25	287	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	3 ys 7.1 7.13	6.5	Undi	vided	7.1	6.5	6.2		4.1 4.10	483	11		4.1 4.35	287	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.18 3.5	6.5 6.50 4.0 4.00	6.2 6.22 3.3		4.1 4.10 2.2 2.20	483	11		4.1 4.35 2.2 2.43	287	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.18 3.5	6.5 6.50 4.0 4.00	6.2 6.22 3.3		4.1 4.10 2.2 2.20	483	11		4.1 4.35 2.2 2.43	287	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.18 3.5	6.5 6.50 4.0 4.00	6.2 6.22 3.3		0 4.1 4.10 2.2 2.20	483	11		4.1 4.35 2.2 2.43	287	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.18 3.5	6.5 6.50 4.0 4.00 74 382 0.19	6.2 6.22 3.3		0 4.1 4.10 2.2 2.20 0 1249 0.00	483	11		4.1 4.35 2.2 2.43 9 910 0.01	287	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.18 3.5	6.5 6.50 4.0 4.00 74 382 0.19	6.2 6.22 3.3		0 4.1 4.10 2.2 2.20 0 1249 0.00 0.0				4.1 4.35 2.2 2.43 9 910 0.01 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.18 3.5	6.5 6.50 4.00 4.00 74 382 0.19 0.7	6.2 6.22 3.3		0 4.1 4.10 2.2 2.20 0 1249 0.00 0.0 7.9	0.0	0.0		4.1 4.35 2.2 2.43 9 910 0.01 0.0 9.0	0.1	0.
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.18 3.5 3.57	6.5 6.50 4.0 4.00 74 382 0.19 0.7 16.7	6.2 6.22 3.3		0 4.1 4.10 2.2 2.20 0 1249 0.00 0.0 7.9 A	0.0 A			25 4.1 4.35 2.2 2.43 9 910 0.01 0.0 9.0 A	0.1 A	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.18 3.5 3.57	6.5 6.50 4.00 4.00 74 382 0.19 0.7	6.2 6.22 3.3		0 4.1 4.10 2.2 2.20 0 1249 0.00 0.0 7.9 A	0.0	0.0		9 910 0.01 0.0 9.0 A	0.1	0.

		ŀ	HCS T	「wo−	Way	Stop	-Cor	itrol	Repo	ort						
General Information							Site	Inforn	natio	n						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Lemmah	Dr		
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	ngineerir	ng	Jurisd	iction								
Date Performed	8/17/2	2022					East/\	West Stre	eet		Lemn	nah Dr				
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	AM P	eak Build	d				Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														_
Lanes																
				7447777	กา	† 1 • Y	141	↑ 4 4 7 4 P C								
Vehicle Volumes and Ad	justme	nts			Major	r Street: Nor	th-South									
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	L F
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	C
Configuration	\perp		LTR				LTR				LTR				LTR	$ldsymbol{ldsymbol{ldsymbol{eta}}}$
Volume (veh/h)		0	0	0		24	0	42		0	511	11		8	296	0
Percent Heavy Vehicles (%)		3	3	3		8	0	2		0				25		L
Proportion Time Blocked	\perp															
Percent Grade (%)	\bot		0				0									
Right Turn Channelized	\bot															
Median Type Storage				Undi	vided											
	eadwa	ys														
Critical and Follow-up H			6.5	C 2		7.1	6.5	6.2		4.1				4.1		
Critical and Follow-up H Base Critical Headway (sec)	\Box	7.1	6.5	6.2		/	0.5			4.40				4.35		
•		7.1 7.13	6.53	6.23		7.18	6.50	6.22		4.10						
Base Critical Headway (sec)			_	_				6.22 3.3		2.2				2.2		
Base Critical Headway (sec) Critical Headway (sec)		7.13	6.53	6.23		7.18	6.50									
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	d Leve	7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00	3.3		2.20				2.2		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)	d Leve	7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00	3.3		2.2 2.20				2.2 2.43		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	d Leve	7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00 74 362	3.3		2.2 2.20 0 1238				2.2 2.43 9 885		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Leve	7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00 74 362 0.21	3.3		2.2 2.20 0 1238 0.00				2.2 2.43 9 885 0.01		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	nd Leve	7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00 74 362 0.21 0.8	3.3		2.2 2.20 0 1238 0.00 0.0				2.2 2.43 9 885 0.01 0.0		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	d Leve	7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00 74 362 0.21 0.8 17.5	3.3		2.2 2.20 0 1238 0.00 0.0 7.9	0.0	0.0		2.2 2.43 9 885 0.01 0.0 9.1	0.1	\vdash
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh) Control Delay (s/veh) Level of Service (LOS)	d Leve	7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5 3.57	6.50 4.0 4.00 74 362 0.21 0.8 17.5	3.3		2.2 2.20 0 1238 0.00 0.0 7.9 A	А	0.0 A		2.2 2.43 9 885 0.01 0.0 9.1 A	А	⊢
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	id Leve	7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5 3.57	6.50 4.0 4.00 74 362 0.21 0.8 17.5	3.3		2.2 2.20 0 1238 0.00 0.0 7.9 A	_			2.2 2.43 9 885 0.01 0.0 9.1 A		0.

		ŀ	ICS T	[wo-	Way	Stop	-Cor	itrol	Repc	ort						
General Information							Site	Inforr	natio	1						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Lemmah	Dr		
Agency/Co.	Diane	B. Zimr	nerman i	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	8/17/	2022					East/\	Nest Stre	eet		Lemn	nah Dr				
Analysis Year	2035						North	/South S	Street		Terry	Road				
Time Analyzed	AM P	eak No	Build				Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				7447777		† † † Y r Street: Nor	↑ ↑ ↑	74444								
Vehicle Volumes and Ad	justme	nts			, vajor	3000011401	a-300a-									
Approach		Eastl	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	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	1	0		0	1	0	0	0	1	0	0	0	1	
Configuration	\perp		LTR				LTR				LTR				LTR	L
Volume (veh/h)		0	0	0		25	0	44		0	508	12		8	302	0
Percent Heavy Vehicles (%)		3	3	3		8	0	2		0				25		L
Proportion Time Blocked	_															
			0				0									
Percent Grade (%)	+															
Percent Grade (%) Right Turn Channelized																
Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided											
Percent Grade (%) Right Turn Channelized	eadwa			Undi	vided											
Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa		6.5	Undi	vided	7.1	6.5	6.2		4.1				4.1		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys	6.5		vided	7.1 7.18	6.5 6.50	6.2		4.1 4.10				4.1		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys 7.1	_	6.2	vided	_								_		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	7.1 7.13	6.53	6.2 6.23	vided	7.18	6.50	6.22		4.10				4.35		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.18 3.5	6.50 4.0	6.22 3.3		4.10 2.2				4.35 2.2		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.18 3.5	6.50 4.0	6.22 3.3		4.10 2.2				4.35 2.2		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.18 3.5	6.50 4.0 4.00	6.22 3.3		4.10 2.2 2.20				4.35 2.2 2.43		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.18 3.5	6.50 4.0 4.00	6.22 3.3		4.10 2.2 2.20				4.35 2.2 2.43		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.18 3.5	6.50 4.0 4.00 78 361	6.22 3.3		4.10 2.2 2.20 0 1231				4.35 2.2 2.43 9 886		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.18 3.5	6.50 4.0 4.00 78 361 0.21	6.22 3.3		4.10 2.2 2.20 0 1231 0.00	0.0	0.0		4.35 2.2 2.43 9 886 0.01	0.1	0.
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.18 3.5	6.50 4.0 4.00 78 361 0.21 0.8	6.22 3.3		4.10 2.2 2.20 0 1231 0.00 0.0	0.0 A	0.0 A		4.35 2.2 2.43 9 886 0.01 0.0	0.1 A	0.
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.18 3.5 3.57	6.50 4.0 4.00 78 361 0.21 0.8 17.7	6.22 3.3		0 1231 0.00 0.0 7.9	_			9 886 0.01 0.0 9.1 A		⊢

		ŀ	HCS T	آwo-'	Way	Stop	-Cor	itrol	Repo	ort						
General Information		_	_	_			Site	Inforr	natio	1	_	_	_	_	_	_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Lemmah	Dr		
Agency/Co.	Diane	B. Zimr	nerman [†]	Traffic Er	gineerir	ng	Jurisd	iction								
Date Performed	8/17/	2022					East/\	West Stre	et		Lemn	nah Dr				
Analysis Year	2035						North	/South S	Street		Terry	Road				
Time Analyzed	AM P	eak Buil	d				Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				7444		† † † Y • Street: Nor		74444								
Vehicle Volumes and Ad	justme	nts														
Approach	\bot		ound				oound				bound				bound	_
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	1	0		0	1	0	0	0	1	0	0	0	1	C
Configuration			LTR	_			LTR				LTR				LTR	
Volume (veh/h)	_	0	0	0		25	0	44		0	536	12		8	311	0
Percent Heavy Vehicles (%)	_	3	3	3		8	0	2		0				25		
Proportion Time Blocked	+-						<u></u>									
Percent Grade (%) Right Turn Channelized	+		0			-)									
Median Type Storage	+-			Undi	vided											
Median Type Storage	la a aluus			Ondi	vided											
Critical and Fallow up U		vs														
•	- Lauwa	- 	6.5							4.1	l .	l .	$oxed{oxed}$	4.1		
Base Critical Headway (sec)	leauwa	7.1	6.5	6.2		7.1	6.5	6.2		4.10				425		
Base Critical Headway (sec) Critical Headway (sec)	leauwa	7.1 7.13	6.53	6.23		7.18	6.50	6.22		4.10				4.35		
Critical Headway (sec) Base Follow-Up Headway (sec)	leauwa	7.1 7.13 3.5	6.53 4.0	6.23 3.3		7.18 3.5	6.50 4.0	6.22 3.3		2.2				2.2		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.23 3.3 3.33		7.18	6.50	6.22		_				_		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00	6.22 3.3		2.20				2.2		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00	6.22 3.3		2.2 2.20				2.2 2.43		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00 78 342	6.22 3.3		2.2 2.20 0 1221				2.2 2.43 9 862		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00 78 342 0.23	6.22 3.3		2.2 2.20 0 1221 0.00				2.2 2.43 9 862 0.01		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00 78 342 0.23 0.9	6.22 3.3		2.2 2.20 0 1221 0.00 0.0				2.2 2.43 9 862 0.01 0.0	0.1	
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5	6.50 4.0 4.00 78 342 0.23 0.9 18.6	6.22 3.3		2.2 2.20 0 1221 0.00 0.0 7.9	0.0	0.0		2.2 2.43 9 862 0.01 0.0 9.2	0.1	0.
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh) Control Delay (s/veh) Level of Service (LOS)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5 3.57	6.50 4.0 4.00 78 342 0.23 0.9 18.6	6.22 3.3		2.2 2.20 0 1221 0.00 0.0 7.9 A	А	0.0 A		2.2 2.43 9 862 0.01 0.0 9.2 A	А	-
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.23 3.3 3.33		7.18 3.5 3.57	6.50 4.0 4.00 78 342 0.23 0.9 18.6	6.22 3.3		2.2 2.20 0 1221 0.00 0.0 7.9 A	_	_		2.2 2.43 9 862 0.01 0.0 9.2 A		0.

		ŀ	ICS T	آwo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforn	natio	1						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Lemmah	Dr		_
Agency/Co.	Diane	B. Zimr	nerman i	Traffic Er	ngineerir	ng	Jurisd	iction								
Date Performed	8/17/	2022					East/\	Nest Stre	et		Lemn	nah Dr				
Analysis Year	2022						North	/South S	Street		Terry	Road				
Time Analyzed	PM P	eak					Peak	Hour Fac	tor		0.97					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				744747	្សាក Major	† † † Y r Street: Nor	ተ ኮ ሶ th-South	7 4 4 4 4 F C								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastk	ound			Westl	oound			North	bound			South	bound	_
Movement	U	L	Т	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	1	0		0	1	0	0	0	1	0	0	0	1	C
Configuration			LTR				LTR				LTR				LTR	
		0	0	l 0				19		2	431	51		33	537	0
Volume (veh/h)	_	_	_	-		30	0			_	10.1					
Volume (veh/h) Percent Heavy Vehicles (%)		3	3	3		30 3	0	10		0				10		
Percent Heavy Vehicles (%) Proportion Time Blocked		3	3	-		3	0			_				10		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3	_	-		3	_			_				10		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		3	3	3		3	0			_				10		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		3	3	3	vided	3	0			_				10		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa	3	3	3	vided	3	0			_				10		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	3	3	3	vided	3	0			_				4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	3 ys	3	3 Undi	vided	3	0	10		0						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	3 ys 7.1	6.5 6.53 4.0	6.2 6.23 3.3	vided	7.1	6.5 6.50 4.0	6.2 6.30 3.3		4.1				4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13	6.5	6.2		4.1 4.10				4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0	6.2 6.30 3.3		4.1 4.10 2.2				4.1 4.20 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0	6.2 6.30 3.3		4.1 4.10 2.2				4.1 4.20 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0 4.00	6.2 6.30 3.3		4.1 4.10 2.2 2.20				4.1 4.20 2.2 2.29		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.00	6.2 6.30 3.3		4.1 4.10 2.2 2.20				4.1 4.20 2.2 2.29		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0 4.00	6.2 6.30 3.3		4.1 4.10 2.2 2.20				4.1 4.20 2.2 2.29 34 1027		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0 4.00 51 246 0.21	6.2 6.30 3.3		4.1 4.10 2.2 2.20 2 1027 0.00	0.0	0.0		4.1 4.20 2.2 2.29 34 1027 0.03	0.4	0.0
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0 4.00 51 246 0.21 0.8	6.2 6.30 3.3		4.1 4.10 2.2 2.20 2 1027 0.00 0.0		0.0 A		4.1 4.20 2.2 2.29 34 1027 0.03 0.1	0.4 A	O. A
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5 3.53	6.5 6.50 4.00 4.00 51 246 0.21 0.8 23.4	6.2 6.30 3.3		4.1 4.10 2.2 2.20 2 1027 0.00 0.0 8.5 A	0.0			4.1 4.20 2.2 2.29 34 1027 0.03 0.1 8.6 A		

		ŀ	ICS T	wo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information	_						Site	Inforn	natio	1						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Lemmah	Dr Dr		
Agency/Co.	Diane	B. Zimr	nerman i	Traffic Er	ngineerir	na		iction								
Date Performed	8/17/						East/\	Nest Stre	eet		Lemn	nah Dr				
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	PM P	eak No I	Build				Peak	Hour Fac	tor		0.97					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														_
Lanes																
				7447176	ብ <u>ነ</u> ገ	† † † Y r Street: Nor	141	74444								
Vehicle Volumes and Ad	justme	nts			iviajoi	30667 1401	u1-300u1									
Approach		Easth	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	_	0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration	_		LTR				LTR				LTR				LTR	\vdash
Volume (veh/h)	+	0	0	0		30	0	19		2	437	52		33	545	0
Percent Heavy Vehicles (%)	_	3	3	3		3	0	10		0				10		L
Proportion Time Blocked	+															
			0		l	(0									
Percent Grade (%)	+															
Right Turn Channelized																
Right Turn Channelized Median Type Storage				Undi	vided											
Right Turn Channelized Median Type Storage	leadwa	ys		Undi	vided											
Right Turn Channelized Median Type Storage	eadwa	ys 7.1	6.5	Undi	vided	7.1	6.5	6.2		4.1				4.1		
Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	_	6.5 6.53		vided	7.1 7.13	6.5 6.50	6.2		4.1 4.10				4.1		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	7.1	6.53 4.0	6.2 6.23 3.3	vided	_	6.50 4.0	6.30 3.3								
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.13	6.50	6.30		4.10				4.20		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0	6.30 3.3		4.10 2.2				4.20 2.2		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0	6.30 3.3		4.10 2.2				4.20 2.2		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00	6.30 3.3		4.10 2.2 2.20				4.20 2.2 2.29		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00	6.30 3.3		4.10 2.2 2.20				4.20 2.2 2.29		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00 51 241	6.30 3.3		4.10 2.2 2.20 2 1020				4.20 2.2 2.29 34 1021		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00 51 241 0.21	6.30 3.3		2.2 2.20 2 1020 0.00	0.0	0.0		4.20 2.2 2.29 34 1021 0.03	0.4	0.
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00 51 241 0.21 0.8	6.30 3.3		2.20 2.20 2 1020 0.00 0.0	0.0 A	0.0 A		4.20 2.2 2.29 34 1021 0.03 0.1	0.4 A	0.
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5 3.53	6.50 4.0 4.00 51 241 0.21 0.8 23.9	6.30 3.3		2.20 2.20 2 1020 0.00 0.0 8.5 A				34 1021 0.03 0.1 8.6 A	_	\vdash

		ŀ	HCS ⁻	[wo-	Way	Stop	-Cor	itrol	Repo	ort						
General Information							Site	Inforr	natio	ı						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Lemmah	n Dr		
Agency/Co.	Diane	B. Zimr	nerman	Traffic Er	ngineerir	ng	Jurisd	iction								
Date Performed	8/17/						East/\	West Stre	eet		Lemn	nah Dr				
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	PM Pe	eak Build	d				Peak	Hour Fac	tor		0.97					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				7447777		† ↑ † Y • Street: Nor	↑ ≯ ↑	\								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	oound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	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	1	0		0	1	0	0	0	1	0	0	0	1	0
							1.70								LTR	
Configuration			LTR				LTR				LTR				LIK	_
Configuration Volume (veh/h)		0	0	0		30	0	19		2	LTR 454	52		33	573	0
		0	-	0		30		19 10		2		52		33 10		0
Volume (veh/h)		3	3			3	0			_		52		_		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3	0			3	0			_		52		_		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		3	3	3		3	0			_		52		_		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		3	3	3	vided	3	0			_		52		_		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa	3	3	3	vided	3	0			_		52		_		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	3	3	3	vided	3	0			_		52		_		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys	0 3	3 Undi	vided	3	0 0	10		0		52		10		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	3 ys 7.1	0 3	Undi	vided	7.1	0 0	6.2		4.1		52		4.1		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1	6.5	6.2		4.1 4.10		52		4.1 4.20		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0	6.2 6.30 3.3		4.1 4.10 2.2		52		4.1 4.20 2.2		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0	6.2 6.30 3.3		4.1 4.10 2.2		52		4.1 4.20 2.2		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0	6.2 6.30 3.3		4.1 4.10 2.2 2.20		52		4.1 4.20 2.2 2.29		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.00	6.2 6.30 3.3		4.1 4.10 2.2 2.20		52		4.1 4.20 2.2 2.29		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.00 51 225	6.2 6.30 3.3		4.1 4.10 2.2 2.20		52		4.1 4.20 2.2 2.29 34 1005		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0 4.00	6.2 6.30 3.3		4.1 4.10 2.2 2.20 2 995 0.00		52		4.1 4.20 2.2 2.29 34 1005 0.03		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.50 4.0 4.00 51 225 0.22	6.2 6.30 3.3		4.1 4.10 2.2 2.20 2 995 0.00 0.0	454			4.1 4.20 2.2 2.29 34 1005 0.03 0.1	573	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	0 3 0 6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5 3.53	6.5 6.50 4.00 4.00 51 225 0.22 0.8 25.6	6.2 6.30 3.3		4.1 4.10 2.2 2.20 2 995 0.00 0.0 8.6 A	454	0.0		4.1 4.20 2.2 2.29 34 1005 0.03 0.1 8.7 A	0.4	0.

		ŀ	HCS T	آwo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforn	natio	1						_
Analyst	Diane	Zimme	rman					ection			Terry	Road at	Lemmah	Dr		
Agency/Co.	Diane	B. Zimr	nerman i	Traffic Er	ngineerir	ng	Jurisd	liction			ı –					
Date Performed	8/17/						East/\	Nest Stre	et		Lemm	nah Dr				
Analysis Year	2035						_	/South S			Terry	Road				
Time Analyzed	PM Pr	eak No I	Build					Hour Fac			0.97					_
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry															_
Lanes																
				7447777	0.5	* 1 * Y	1 10 0) 4 4 4 4 4 6 C								
Vehicle Volumes and Ad	justme	nts				r Street; Nor										
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	(
Configuration			LTR				LTR				LTR				LTR	L
Volume (veh/h)		0	0	0		32	0	20		2	459	55		35	573	0
Percent Heavy Vehicles (%)		3	3	3		3	0	10		0				10		
Proportion Time Blocked																
Percent Grade (%)	\perp		0				0									
Right Turn Channelized																
Right Turn Channelized Median Type Storage				Undi	vided											
	eadway	ys		Undi	vided											
Median Type Storage	eadway	ys 7.1	6.5	Undi	vided	7.1	6.5	6.2		4.1			۱ ۱	4.1		
Median Type Storage Critical and Follow-up H	eadwa	_	6.5		vided	7.1 7.13	6.5	6.2		4.1				4.1 4.20		F
Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	7.1	_	6.2	vided		_							_		
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	7.1 7.13	6.53	6.2 6.23	vided	7.13	6.50	6.30		4.10				4.20		
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0	6.30 3.3		4.10 2.2				4.20 2.2		
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.13 3.5 3.53	6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0	6.30 3.3		4.10 2.2				4.20 2.2		
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00	6.30 3.3		4.10 2.2 2.20				4.20 2.2 2.29		
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00	6.30 3.3		4.10 2.2 2.20				4.20 2.2 2.29		
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00 54 220	6.30 3.3		4.10 2.2 2.20 2 995				4.20 2.2 2.29 36 998		
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00 54 220 0.24	6.30 3.3		2.2 2.20 2 995 0.00	0.0	0.0		4.20 2.2 2.29 36 998 0.04	0.5	0.
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5	6.50 4.0 4.00 54 220 0.24 0.9	6.30 3.3		2.20 2.20 2 995 0.00 0.0	0.0 A	0.0 A		4.20 2.2 2.29 36 998 0.04 0.1	0.5 A	0.
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53	6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.13 3.5 3.53	6.50 4.0 4.00 54 220 0.24 0.9 26.6	6.30 3.3		2.20 2.20 2 995 0.00 0.0 8.6	А			4.20 2.2 2.29 36 998 0.04 0.1 8.7 A		\vdash

		ŀ	ICS T	[wo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	zimme	rman				Inters	ection			Terry	Road at	Lemmah	n Dr		
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/\	West Stre	eet		Lemn	nah Dr				
Analysis Year	2035						North	/South	Street		Terry	Road				
Time Analyzed	PM P	eak Build	ı				Peak	Hour Fac	tor		0.97					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				7447177		+ + + Y r Street: Nor	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration	+-		LTR				LTR				LTR				LTR	_
Volume (veh/h)	+	0	0	0		32	0	20		2	476	55		35	601	0
Percent Heavy Vehicles (%)	+	3	3	3		3	0	10		0				10		
Proportion Time Blocked	+															
Percent Grade (%)	+-		0				0									
Right Turn Channelized Median Type Storage	+			l le di	vided											
,, , , , , , , , , , , , , , , , , , ,				Unai	viaea											
Critical and Follow-up H	eadwa	-														_
Base Critical Headway (sec)	+-	7.1	6.5	6.2		7.1	6.5	6.2		4.1		_		4.1		
Critical Headway (sec)	+	7.13	6.53	6.23		7.13	6.50	6.30		4.10				4.20		
Base Follow-Up Headway (sec)	+	3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)	1.	3.53	4.03	3.33		3.53	4.00	3.39		2.20				2.29		
Delay, Queue Length, an	d Leve	l of S	ervice													_
Flow Rate, v (veh/h)			0				54			2				36		
Capacity, c (veh/h)			0				206			971				983		
	_						0.26			0.00				0.04		
v/c Ratio							1.0			0.0				0.1		
95% Queue Length, Q ₉₅ (veh)	+		-		I	I	28.6			8.7	0.0	0.0		8.8	0.5	0.5
95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)																
95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)							D			A	A	А		Α	A	A
95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)							D 8.6 D			0	.1 A	A		0	A .9 A	A

		ŀ	ICS T	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	man				Inters	ection			Terry	Rd at Ra	ggard R	d		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	West Stre	eet		Raggi	ard Road	d t			
Analysis Year	2022						North	/South	Street		Terry	Road				
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.90					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				144441		ን ተ ተ ታ ን		744746								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	_
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	-	1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration	-	L		R						L	T					TR
Volume (veh/h)	+	5		19						9	473				295	11
Percent Heavy Vehicles (%)	-	60		5						0						
Proportion Time Blocked	+)													
Percent Grade (%) Right Turn Channelized	+		lo													
Median Type Storage	+	- 1	10	Left	Only								<u> </u>			
Critical and Follow-up H	o a divisi	c		Leit	Offiny											
·	-auwa	_													1	
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.00		6.25 3.3						4.10 2.2						
Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.04		3.35						2.20						
	al Lave			_						2.20						
Delay, Queue Length, an	u Leve	_	rvice	_												
Flow Rate, v (veh/h)		6		21						10						
Capacity, c (veh/h)		356		701						1230						
v/c Ratio		0.02		0.03						0.01						
95% Queue Length, Q ₉₅ (veh)		0.0		0.1						0.0						
Control Delay (s/veh)		15.3		10.3						7.9						
<u> </u>		С		В						А						
Level of Service (LOS)	+	4.	1.2							_	1					
			1.3								.1 A					

		ŀ	ICS -	「wo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Diane	Zimmei	man				Inters	ection			Terry	Rd at Ra	ggard R	d		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerin	ng	Juriso	iction								
Date Performed	8/17/	2022					East/\	Nest Str	eet		Ragga	ard Road	i			
Analysis Year	2025						North	/South :	Street		Terry	Road				
Time Analyzed	AM P	eak No E	Build				Peak	Hour Fac	tor		0.90					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				1447477		↑↑ ↑↑Υ	↑ ↑ ↑ th-South	14 4 Y 1 P								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
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		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration	_	L		R						L	T					TR
Volume (veh/h)	-	5		19						9	480				299	11
Percent Heavy Vehicles (%)	_	60		5						0						
Proportion Time Blocked	+															
Percent Grade (%))													
	$\overline{}$		lo		l											
Right Turn Channelized	-	IN.		1.6									1			
Right Turn Channelized Median Type Storage				Left	Only											
Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa			Left	Only											
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys 7.1		6.2	Only					4.1						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	ys 7.1 7.00		6.2 6.25	Only					4.10						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	7.1 7.00 3.5		6.2 6.25 3.3	Only					4.10 2.2						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.00 3.5 4.04		6.2 6.25 3.3 3.35	Only					4.10						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.00 3.5 4.04		6.2 6.25 3.3 3.35	Only					4.10 2.2						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.00 3.5 4.04		6.2 6.25 3.3 3.35	Only					4.10 2.2						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.00 3.5 4.04		6.2 6.25 3.3 3.35	Only					4.10 2.2 2.20						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.00 3.5 4.04 I of Se		6.2 6.25 3.3 3.35	Only					4.10 2.2 2.20						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.00 3.5 4.04 I of S6 6 352		6.2 6.25 3.3 3.35	Only					4.10 2.2 2.20 10 1226						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.00 3.5 4.04 1 of Se 6 352 0.02 0.0		6.2 6.25 3.3 3.35 21 697 0.03 0.1 10.3	Only					4.10 2.2 2.20 10 1226 0.01 0.0 8.0						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)		7.1 7.00 3.5 4.04 I of Se 6 352 0.02 0.0 15.4	ervice	6.2 6.25 3.3 3.35 21 697 0.03 0.1	Only					4.10 2.2 2.20 10 1226 0.01 0.0 8.0 A						
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.00 3.5 4.04 1 of Se 6 352 0.02 0.0 15.4 C		6.2 6.25 3.3 3.35 21 697 0.03 0.1 10.3	Only					4.10 2.2 2.20 10 1226 0.01 0.0 8.0 A	.1					

		ŀ	ICS -	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at Ra	ggard R	d		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	West Str	eet		Ragg	ard Road	i			
Analysis Year	2025						North	n/South :	Street		Terry	Road				
Time Analyzed	AM P	eak Build	d				Peak	Hour Fac	tor		0.90					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				1447477		ገ ↑ • • ፕ	† † r	74474								
Vehicle Volumes and Ad	justme	nts			,											
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration	_	L		R						L	T					TR
Volume (veh/h)	-	5		20						12	508				308	11
Percent Heavy Vehicles (%)	_	60		5						0						
Proportion Time Blocked	-															
Percent Grade (%)	-		0													
Right Turn Channelized	+	N	lo													
Median Type Storage				Left	Only								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.00		6.25						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.04		3.35						2.20						L
Delay, Queue Length, an	d Leve	l of S	ervice	1												
Flow Rate, v (veh/h)		6		22						13						
Capacity, c (veh/h)		336		688						1215						
v/c Ratio		0.02		0.03						0.01						
95% Queue Length, Q ₉₅ (veh)		0.1		0.1						0.0						
Control Delay (s/veh)		15.9		10.4						8.0						
Level of Service (LOS)		С		В						А						
Approach Delay (s/veh)		11	1.5							0	.2					
											4					

		ŀ	ICS	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inform	natio	1						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at Ra	ggard R	d		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	Nest Str	eet		Ragg	ard Road	i			
Analysis Year	2035						North	/South	Street		Terry	Road				
Time Analyzed	AM P	eak No I	Build				Peak	Hour Fac	tor		0.90					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				4		ን ተ ተ ቀ ሦ Street: Nor		74444								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
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		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T					TF
Volume (veh/h)		5		20						9	505				314	12
Percent Heavy Vehicles (%)		60		5						0						╙
Proportion Time Blocked																
Percent Grade (%)	+		0													
Right Turn Channelized	+-	N	lo													
Median Type Storage				Left	Only								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						\perp
Critical Headway (sec)		7.00		6.25						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.04		3.35						2.20						<u></u>
	d Leve	l of S	ervice	:												
Delay, Queue Length, an		6		22						10						
Delay, Queue Length, an Flow Rate, v (veh/h)				682						1208						
		338								0.01						
Flow Rate, v (veh/h)		338 0.02		0.03												_
Capacity, c (veh/h)		_		0.03						0.0						
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		0.02		_						0.0						
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)		0.02		0.1												
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		0.02 0.1 15.8 C	1.5	0.1 10.5						8.0 A	.1					

		ŀ	ICS T	Two-	Way	Stop	-Cor	itrol	Repo	ort						
General Information							Site	Inforr	natio	1						_
Analyst	Diane	Zimmei	man				Inters	ection			Terry	Rd at Ra	ggard R	d		
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	ngineerir	ng	Juriso	iction								
Date Performed	8/17/2	2022					East/	West Stre	eet		Ragga	ard Road	1			
Analysis Year	2035						North	/South S	Street		Terry	Road				
Time Analyzed	AM Pe	eak Build	i				Peak	Hour Fac	tor		0.90					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry F	Road														
Lanes																
				144441		ን ተ ተ ቀ ሃ Street: Nor		7 4 4 4 4 4 F								
Vehicle Volumes and Ad	justmei	nts														
Approach	\bot	Eastb	ound			Westl	bound			North	bound			South	bound	_
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority	\bot	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	+	1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration	+	L		R						L	T					TR
Volume (veh/h)	+	5		21						12	533				323	12
Percent Heavy Vehicles (%)	+	60		5						0						_
Proportion Time Blocked	+		<u> </u>													
Percent Grade (%)	+-	(
Right Turn Channelized	+-	- IN	lo	Loft	Only								1			
Median Type Storage				Leit	Only								ı			
a :-: 1 1 = 11 11	eadway	ys														
•										4.1						_
Base Critical Headway (sec)		7.1		6.2												<u> </u>
Base Critical Headway (sec) Critical Headway (sec)		7.00		6.25						4.10						
Critical Headway (sec) Base Follow-Up Headway (sec)		7.00		6.25 3.3						2.2						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.00 3.5 4.04		6.25 3.3 3.35												
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	d Level	7.00 3.5 4.04	ervice	6.25 3.3 3.35						2.2						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	d Level	7.00 3.5 4.04 l of Se	ervice	6.25 3.3 3.35						2.2 2.20						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	d Level	7.00 3.5 4.04 of Se 6 323	ervice	6.25 3.3 3.35 23 673						2.2 2.20 13 1197						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Level	7.00 3.5 4.04 of Se 6 323 0.02	ervice	6.25 3.3 3.35 23 673 0.03						2.2 2.20 13 1197 0.01						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	d Level	7.00 3.5 4.04 of Se 6 323 0.02 0.1	ervice	6.25 3.3 3.35 23 673 0.03						2.2 2.20 13 1197 0.01 0.0						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	d Level	7.00 3.5 4.04 l of Se 6 323 0.02 0.1 16.3	ervice	6.25 3.3 3.35 23 673 0.03 0.1 10.5						2.2 2.20 13 1197 0.01 0.0 8.0						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)	d Level	7.00 3.5 4.04 of Se 6 323 0.02 0.1 16.3 C		6.25 3.3 3.35 23 673 0.03						2.2 2.20 13 1197 0.01 0.0 8.0 A						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	d Level	7.00 3.5 4.04 of Se 6 323 0.02 0.1 16.3 C	.7	6.25 3.3 3.35 23 673 0.03 0.1 10.5						2.2 2.20 13 1197 0.01 0.0 8.0 A	2					

		ŀ	HCS -	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at Ra	ggard R	.d		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	8/17/	2022					East/\	West Stre	eet		Ragg	ard Road	<u> </u>			
Analysis Year	2022						North	/South :	Street		Terry	Road				
Time Analyzed	PM Pe	eak					Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				1447447	្រ Major	ገ ↑ ተ ታ ፖ	† † †	74474								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	T			_		TR
Volume (veh/h)	_	19		70						33	465				550	16
Percent Heavy Vehicles (%)		16		1						3						
Proportion Time Blocked	-															
Percent Grade (%)	+-		0													
Right Turn Channelized	+	١	lo													
Median Type Storage				Left	Only								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.56		6.21						4.13						
Base Follow-Up Headway (sec)	\perp	3.5		3.3						2.2						
Follow-Up Headway (sec)		3.64		3.31				<u> </u>		2.23			<u> </u>	<u> </u>		
Delay, Queue Length, an	d Leve	l of S	ervice	1												
Flow Rate, v (veh/h)		21		76						36						
Capacity, c (veh/h)		322		499						960						
v/c Ratio		0.06		0.15						0.04						
		0.2		0.5						0.1						
95% Queue Length, Q ₉₅ (veh)		16.9		13.5						8.9						
95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		_								Α						
		С		В												
Control Delay (s/veh)			4.3	В							.6					

		ŀ	ICS T	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at Ra	ggard R	d		_
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	West Str	eet		Ragga	ard Road	l			
Analysis Year	2025						North	/South	Street		Terry	Road				
Time Analyzed	PM P	eak No E	Build				Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				144446	ภา	1↑ 1ቀY	1-1-1	74474								
Vehicle Volumes and Ad	justme	nts			Мајо	r Street: Nor	tn-south									
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration	\perp	L		R						L	T					TR
Volume (veh/h)		19		71						33	472				558	16
Percent Heavy Vehicles (%)		16		1						3						
Proportion Time Blocked																
Percent Grade (%)	\bot)													
Right Turn Channelized	\perp	١	lo													
Median Type Storage				Left	Only								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	T	7.1		6.2						4.1						
		6.56		6.21						4.13						
Critical Headway (sec)										2.2						
Critical Headway (sec) Base Follow-Up Headway (sec)		3.5		3.3	<u></u>	<u></u>	<u></u>									
		3.5 3.64		3.3 3.31						2.23						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	d Leve	3.64 I of Se	ervice	3.31												
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	d Leve	3.64 l of Sc	ervice	3.31 77						36						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	d Leve	3.64 l of Se 21 318	ervice	3.31 77 493						36 952						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	ld Leve	3.64 l of Se 21 318 0.06	ervice	77 493 0.16						36 952 0.04						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	d Leve	3.64 l of Se 21 318 0.06 0.2	ervice	77 493 0.16 0.6						36 952 0.04 0.1						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	id Leve	3.64 l of Se 21 318 0.06 0.2 17.1	ervice	3.31 77 493 0.16 0.6 13.7						36 952 0.04 0.1 8.9						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)	d Leve	3.64 21 318 0.06 0.2 17.1 C		77 493 0.16 0.6						36 952 0.04 0.1 8.9						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	d Leve	3.64 21 318 0.06 0.2 17.1 C	a.4	3.31 77 493 0.16 0.6 13.7						36 952 0.04 0.1 8.9 A	6					

		ŀ	ICS -	[wo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Diane	Zimmer	man				Inters	ection			Terry	Rd at Ra	ggard R	d		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerin	ng	Jurisd	liction								
Date Performed	8/17/2	2022					East/\	Nest Stre	eet		Ragga	ard Road	i			
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	PM Pe	ak Build					Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry I	Road														
Lanes																
				1447477		1 1 T	† † r	4 + 4 + 4								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
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	\perp	1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration	\perp	L		R						L	T					TF
Volume (veh/h)		19		75						35	489				586	16
Percent Heavy Vehicles (%)	\perp	16		1						3						
Proportion Time Blocked	+															
Percent Grade (%)	+	(
	+-	N	0													
Right Turn Channelized				Left	Only								1			
Median Type Storage																
Median Type Storage	eadway	/s														l
	leadway	/s 7.1		6.2						4.1						-
Median Type Storage Critical and Follow-up H	leadwa			6.2 6.21						4.1 4.13						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	7.1 6.56 3.5		6.21 3.3						4.13 2.2						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.56 3.5 3.64		6.21 3.3 3.31						4.13						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.56 3.5 3.64	ervice	6.21 3.3 3.31						4.13 2.2						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.56 3.5 3.64	ervice	6.21 3.3 3.31						4.13 2.2						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 6.56 3.5 3.64	ervice	6.21 3.3 3.31						4.13 2.2 2.23						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		7.1 6.56 3.5 3.64 of Se	ervice	6.21 3.3 3.31						4.13 2.2 2.23						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.56 3.5 3.64 of S6 21 304	ervice	6.21 3.3 3.31 82 474						4.13 2.2 2.23 38 928						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.56 3.5 3.64 of Se 21 304 0.07	ervice	6.21 3.3 3.31 82 474 0.17						4.13 2.2 2.23 38 928 0.04						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 6.56 3.5 3.64 l of S6 21 304 0.07 0.2	ervice	6.21 3.3 3.31 82 474 0.17 0.6						4.13 2.2 2.23 38 928 0.04 0.1						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.56 3.5 3.64 of S6 21 304 0.07 0.2 17.7	ervice	82 474 0.17 0.6						4.13 2.2 2.23 38 928 0.04 0.1 9.0 A	.6					

		ŀ	ICS T	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at Ra	ggard R	d		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	Nest Str	eet		Ragga	ard Road	i			
Analysis Year	2035						North	/South :	Street		Terry	Road				
Time Analyzed	PM Pe	eak No E	Build				Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				74 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		기 ↑ 1 수 Y r Street: Nor	† † r	7 4 4 Y 4 Y 6								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	Т					TR
Volume (veh/h)		20		75						35	496				587	17
		16		1						3						
Percent Heavy Vehicles (%)	_															
Proportion Time Blocked																
Proportion Time Blocked Percent Grade (%)			0													
Proportion Time Blocked			0 10													
Proportion Time Blocked Percent Grade (%)				Left	Only								1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa	٨		Left	Only								1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	٨		Left	Only					4.1			1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys			Only					4.1 4.13			1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys 7.1		6.2	Only					_			1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys 7.1 6.56		6.2	Only					4.13			1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.56 3.5 3.64	No.	6.2 6.21 3.3 3.31	Only					4.13 2.2						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.56 3.5 3.64	No.	6.2 6.21 3.3 3.31	Only					4.13 2.2						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		ys 7.1 6.56 3.5 3.64 l of Se	No.	6.2 6.21 3.3 3.31	Only					4.13 2.2 2.23						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 6.56 3.5 3.64	No.	6.2 6.21 3.3 3.31	Only					4.13 2.2 2.23						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.56 3.5 3.64 I of Se 22	No.	6.2 6.21 3.3 3.31 82 473	Only					4.13 2.2 2.23 38 926						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.56 3.5 3.64 I of Se 22 302 0.07	No.	6.2 6.21 3.3 3.31 82 473 0.17	Only					4.13 2.2 2.23 38 926 0.04						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 6.56 3.5 3.64 l of Se 22 302 0.07 0.2	No.	6.2 6.21 3.3 3.31 82 473 0.17 0.6	Only					4.13 2.2 2.23 38 926 0.04 0.1						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.56 3.5 3.64 1 of Se 22 302 0.07 0.2 17.8	No.	6.2 6.21 3.3 3.31 82 473 0.17 0.6 14.2	Only					4.13 2.2 2.23 38 926 0.04 0.1 9.1 A	.6					

		ŀ	ICS -	Гwo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1						
Analyst	Diane	Zimme	man				Inters	ection			Terry	Rd at Ra	ggard R	d		
Agency/Co.	Diane	B. Zimn	nerman	Traffic E	ngineerir	ng	Jurisc	iction								
Date Performed	8/17/2	2022					East/	Nest Stre	eet		Raggi	ard Road	t			
Analysis Year	2035						North	/South S	Street		Terry	Road				
Time Analyzed	PM Pe	eak Build	1				Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				7 4 * Y + P C	្សា Maio	ን ተ ተ ታ ሃ Street: Nor	↑ ↑ ↑	74474								
Vehicle Volumes and Ad	justme	nts														
Approach	\perp	Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	\perp	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	\perp	1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration	\perp	L		R						L	T					TR
Volume (veh/h)		20		79						37	513				615	17
Percent Heavy Vehicles (%)	\perp	16		1						3						
							ı									
Proportion Time Blocked	+															
Percent Grade (%)																
Percent Grade (%) Right Turn Channelized) lo													
Percent Grade (%) Right Turn Channelized Median Type Storage		N		Left	Only								1			
Percent Grade (%) Right Turn Channelized	eadway	N		Left	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage	eadway	N		Left	Only					4.1			1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadway	ys			Only					4.1 4.13			1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadway	ys 7.1		6.2	Only					-			1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	ys 7.1 6.56		6.2	Only					4.13			1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.56 3.5 3.64	lo	6.2 6.21 3.3 3.31	Only					4.13 2.2			1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.56 3.5 3.64	lo	6.2 6.21 3.3 3.31	Only					4.13 2.2						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys 7.1 6.56 3.5 3.64	lo	6.2 6.21 3.3 3.31	Only					4.13 2.2 2.23						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		7.1 6.56 3.5 3.64	lo	6.2 6.21 3.3 3.31	Only					4.13 2.2 2.23			1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.56 3.5 3.64 I of Se	lo	6.2 6.21 3.3 3.31 86 454	Only					4.13 2.2 2.23 40 902						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.56 3.5 3.64 1 of Se 22 289 0.08	lo	6.2 6.21 3.3 3.31 86 454 0.19	Only					4.13 2.2 2.23 40 902 0.04						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 6.56 3.5 3.64 l of Se 22 289 0.08	lo	6.2 6.21 3.3 3.31 86 454 0.19	Only					4.13 2.2 2.23 40 902 0.04 0.1						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.56 3.5 3.64 1 of Se 22 289 0.08 0.2 18.4	lo	6.2 6.21 3.3 3.31 86 454 0.19 0.7 14.8	Only					4.13 2.2 2.23 40 902 0.04 0.1 9.2 A	.6					

		ŀ	ICS -	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1			_			_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Entrance	<u> </u>		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Juriso	iction								
Date Performed	8/17/	2022					East/\	Nest Stre	eet		Entrai	nce				
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.90					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				1 4 *Y ↑ * ^	n n	† † † Y r Street: Nor	↑ ↑ ↑	74474								
Vehicle Volumes and Ad	justme	nts			Major	3300011401	u-300u-									
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	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	1	1	0
Configuration	\bot						LR					TR		L	T	_
						37		28			489	12		10	318	
Volume (veh/h)	_			l	l	0	l	0						0		_
Volume (veh/h) Percent Heavy Vehicles (%)				-	-	Ů										
Percent Heavy Vehicles (%) Proportion Time Blocked						Ů										
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)							0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized							0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only		0						1			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa	ys		Left	Only		0						1			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Left	Only		0	6.2					1	4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Left	Only		0	6.2					1	4.1 4.10		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Left	Only	7.1	0						1			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Left	Only	7.1 6.40	0	6.20					1	4.10		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		Only	7.1 6.40 3.5	0	6.20 3.3					1	4.10 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.40 3.5	72	6.20 3.3					1	4.10 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		Only	7.1 6.40 3.5		6.20 3.3					1	4.10 2.2 2.20		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		Only	7.1 6.40 3.5	72	6.20 3.3						4.10 2.2 2.20		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		Only	7.1 6.40 3.5	72 466	6.20 3.3					1	4.10 2.2 2.20 11 1024		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		Only	7.1 6.40 3.5	72 466 0.16	6.20 3.3						4.10 2.2 2.20 11 1024 0.01		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		Only	7.1 6.40 3.5	72 466 0.16 0.5	6.20 3.3						4.10 2.2 2.20 11 1024 0.01 0.0		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) V/C Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		Only	7.1 6.40 3.5 3.50	72 466 0.16 0.5 14.1	6.20 3.3						4.10 2.2 2.20 11 1024 0.01 0.0 8.6 A		

		ŀ	ICS T	Two-	Way	Stop	-Cor	itrol	Repo	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Diane	Zimme	man				Inters	ection			Terry	Road at	Entrance	:		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Jurisd	iction			-					
Date Performed	8/17/	2022					East/\	Vest Stre	eet		Entra	nce				
Analysis Year	2035						North	/South S	Street		Terry	Road				
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.90					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				74***	<u> </u>	↑ ↑ ↑ ↑ • Street: Nor	1 P C	74+44								
Vehicle Volumes and Ad	justme	nts			iviajoi	Jucca Ivol	ui-300ui									
Approach	\bot	Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	\perp	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	1	1	0
Configuration							LR					TR		L	T	L
Volume (veh/h)						37		28			514	12		10	334	
Percent Heavy Vehicles (%)						0		0						0		
· · · · · · · · · · · · · · · · · · ·																<u> </u>
Proportion Time Blocked	_															
Proportion Time Blocked Percent Grade (%)							0									
Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Loft	Only	(0						1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only	(0						1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys		Left	Only		0						1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys		Left	Only	7.1		6.2					1	4.1		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	ys		Left	Only	7.1 6.40		6.20					1	4.10		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	ys		Left	Only	7.1 6.40 3.5		6.20 3.3					1	4.10 2.2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					Only	7.1 6.40		6.20					1	4.10		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and			ervice		Only	7.1 6.40 3.5		6.20 3.3					1	4.10 2.2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		Only	7.1 6.40 3.5	72	6.20 3.3					1	4.10 2.2 2.20		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		Only	7.1 6.40 3.5	72 449	6.20 3.3						4.10 2.2 2.20 11 1000		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		Only	7.1 6.40 3.5	72 449 0.16	6.20 3.3						4.10 2.2 2.20 11 1000 0.01		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		Only	7.1 6.40 3.5	72 449 0.16 0.6	6.20 3.3						4.10 2.2 2.20 11 1000 0.01 0.0		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		Only	7.1 6.40 3.5	72 449 0.16 0.6 14.5	6.20 3.3						4.10 2.2 2.20 11 1000 0.01 0.0 8.6		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)			ervice		Only	7.1 6.40 3.5 3.50	72 449 0.16 0.6 14.5 B	6.20 3.3						4.10 2.2 2.20 11 1000 0.01 0.0 8.6 A		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		Only	7.1 6.40 3.5 3.50	72 449 0.16 0.6 14.5	6.20 3.3						4.10 2.2 2.20 11 1000 0.01 0.0 8.6 A	.3 A	

		ŀ	ICS T	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1						_
Analyst	Diane	Zimme	man				Inters	ection			Terry	Road at	Entrance	2		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	gineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	Nest Stre	eet		Entra	nce				
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	PM P	eak					Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				744717		후 1 후 Y • Street: Nor		74 + A + 5 5								
Vehicle Volumes and Ad	justme															
Approach	+		ound				oound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	\bot	10	11	12		7	8	9	10	1	2	3	4U	4	5	6
		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Number of Lanes	_															
Configuration							LR	.=				TR		L	T	
Configuration Volume (veh/h)						23	LR	17			509	TR 35		32	T 629	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)						23 0	LR	17			509	_				
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						0					509	_		32		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						0	LR				509	_		32		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						0					509	35		32		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only	0					509	35	1	32		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	ys		Left	Only	0					509	35		32		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Left	Only	0					509	35		32		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Left	Only	7.1		6.2			509	35		32 0 4.1 4.10		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Left	Only	7.1 6.40 3.5		6.2 6.20 3.3			509	35		32 0 4.1 4.10 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					Only	7.1		6.2			509	35		32 0 4.1 4.10		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		Only	7.1 6.40 3.5		6.2 6.20 3.3			509	35		32 0 4.1 4.10 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.40 3.5		6.2 6.20 3.3			509	35		32 0 4.1 4.10 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar			ervice		Only	7.1 6.40 3.5	0	6.2 6.20 3.3			509	35		4.1 4.10 2.2 2.20		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)			ervice		Only	7.1 6.40 3.5	43	6.2 6.20 3.3			509	35		4.1 4.10 2.2 2.20		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		Only	7.1 6.40 3.5	43 371	6.2 6.20 3.3			509	35		32 0 4.1 4.10 2.2 2.20		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		Only	7.1 6.40 3.5	43 371 0.12	6.2 6.20 3.3			509	35		32 0 4.1 4.10 2.2 2.20 35 994 0.03		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)			ervice		Only	7.1 6.40 3.5	43 371 0.12 0.4	6.2 6.20 3.3			509	35		32 0 4.1 4.10 2.2 2.20 35 994 0.03 0.1		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		Only	7.1 6.40 3.5 3.50	43 371 0.12 0.4 16.0	6.2 6.20 3.3			509	35		32 0 4.1 4.10 2.2 2.20 35 994 0.03 0.1 8.8 A		

		ŀ	ICS -	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Road at	Entrance			
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	Nest Str	eet		Entrai	nce				
Analysis Year	2035						North	/South :	Street		Terry	Road				
Time Analyzed	PM Pe	eak					Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				7447177		† † † Y r Street: Nor		74 + Y + P C								
Vehicle Volumes and Ad	justme	nts			,											
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
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	1	1	C
Configuration							LR					TR		L	T	$ldsymbol{le}}}}}}}$
Volume (veh/h)						23		17			548	35		32	662	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)	\bot						0									
Right Turn Channelized	+-															
Median Type Storage				Left	Only								1			
Critical and Follow-up H	eadwa	ys														
B 6::: 111 1 ()						7.1		6.2						4.1		
Base Critical Headway (sec)						6.40		6.20						4.10		
Critical Headway (sec)	_	I				3.5		3.3						2.2		L
								3.30						2.20		
Critical Headway (sec)						3.50										
Critical Headway (sec) Base Follow-Up Headway (sec)	d Leve	l of Se	ervice			3.50		0.00								
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	d Leve	l of Se	ervice			3.50	43							35	Π	Г
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	d Leve	l of Se	ervice			3.50	43 350							35 959		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	d Leve	l of Se	ervice			3.50	_							_		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	d Leve	l of Se	ervice			3.50	350							959		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Leve	l of Se	ervice			3.50	350 0.12							959 0.04		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	d Leve	l of Se	ervice			3.50	350 0.12 0.4							959 0.04 0.1		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	d Leve	l of Se	ervice				350 0.12 0.4 16.7							959 0.04 0.1 8.9	.4	

		ŀ	ICS T	[wo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at Mu	ırray Ln			
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	ngineerir	ng	Jurisc	liction								
Date Performed	8/17/	2022					East/	Nest Stre	eet		Murra	ay Lane				
Analysis Year	2022						North	/South :	Street		Terry	Road				
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road								•						
Lanes	1 1															
				74 + X + 4 C	<u> </u>	ጎ 1 ቀ ሃ	111	74474								
Vehicle Volumes and Ad	justme	nts			Мајо	r Street: Nor	tn-South									
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
		2.5		0						0	453				303	11
Volume (veh/h)		26		U .							433					
Volume (veh/h) Percent Heavy Vehicles (%)		0		0						0	400					
				_							433					
Percent Heavy Vehicles (%)		0	0	_							433					
Percent Heavy Vehicles (%) Proportion Time Blocked		0	0	_							433					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	0	0	vided						433					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0	0	0	vided						433					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	0	0	0	vided						100					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	o ys	0	0 Undi	vided					0	1,00					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	9 ys 7.1	0	Undi	vided					4.1	433					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	7.1 6.40	0	0 Undi	vided					4.1 4.10	433					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		0 Undi	vided					4.1 4.10 2.2	433					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		0 Undi	vided					4.1 4.10 2.2	433					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 6.40 3.5 3.50	ervice	0 Undi	vided					4.1 4.10 2.2 2.20	1,00					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		7.1 6.40 3.5 3.50	ervice 29	0 Undi	vided					4.1 4.10 2.2 2.20	1400					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.40 3.5 3.50	29 331	0 Undi	vided					0 4.1 4.10 2.2 2.20	1,00					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.40 3.5 3.50	29 331 0.09	0 Undi	vided					0 4.1 4.10 2.2 2.20 0 1217 0.00	0.0					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 6.40 3.5 3.50	29 331 0.09 0.3	0 Undi	vided					0 4.1 4.10 2.2 2.20 0 1217 0.00 0.0						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50	29 331 0.09 0.3 16.9	0 Undi	vided					0 4.1 4.10 2.2 2.20 0 1217 0.00 0.0 8.0 A	0.0					

		,	ICS T	wo-	vvay	σιομ		itioi	керс	ort						
General Information							Site	Inforr	natio	า						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at M	urray Ln			
Agency/Co.	Diane	B. Zimn	nerman ⁻	Traffic Er	ngineerir	ng	Jurisc	liction								
Date Performed	8/17/	2022					East/	Nest Str	eet		Murra	y Lane				
Analysis Year	2025						North	/South :	Street		Terry	Road				
Time Analyzed	AM P	eak No I	Build				Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				144717		<u> </u>	141	744746								
Vehicle Volumes and Ad	justme	nts			Major	r Street: No	tn-south									
Approach		Eastb	ound			West	oound			North	bound			South	bound	
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration	\perp		LR							LT						TF
Volume (veh/h)	\bot	26		0						0	460				308	1
Percent Heavy Vehicles (%)		0		0						0						L
Proportion Time Blocked																
Percent Grade (%)	\bot		0													
Right Turn Channelized	+-															
Median Type Storage				Undi	vided											
Critical and Follow-up H	leadwa	ys														
-		7.1		6.2						4.1						
Base Critical Headway (sec)										4.10						
Base Critical Headway (sec) Critical Headway (sec)		6.40		6.20												
* * *		6.40 3.5		6.20 3.3						2.2						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		3.5 3.50		3.3 3.30						2.2						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	d Leve	3.5 3.50	ervice	3.3 3.30						_						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	ıd Leve	3.5 3.50	ervice 29	3.3 3.30						_						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	id Leve	3.5 3.50		3.3 3.30						2.20						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)	id Leve	3.5 3.50	29	3.3 3.30						0						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	nd Leve	3.5 3.50	29 325	3.3 3.30						0 1211						
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	nd Leve	3.5 3.50	29 325 0.09	3.3 3.30						0 1211 0.00	0.0					
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	nd Leve	3.5 3.50	29 325 0.09 0.3	3.3 3.30						0 1211 0.00 0.0	0.0 A					
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	id Leve	3.5 3.50 I of Se	29 325 0.09 0.3 17.2	3.3 3.30						0 1211 0.00 0.0 8.0 A						

		ŀ	ICS T	ا-owī	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at M	urray Ln			
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	gineerir	ng	Jurisc	liction								
Date Performed	8/17/	2022					East/	Nest Stre	eet		Murra	ay Lane				
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	AM P	eak Build	i				Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				744Y17		寸 寸 약 Y r Street: Nor		744746								
Vehicle Volumes and Ad	justme	nts														
Approach	\perp	Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	_	0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration	_		LR							LT						TR
Volume (veh/h)	-	27		0						0	471				344	12
Percent Heavy Vehicles (%)	-	0		0						0					_	
Proportion Time Blocked	+															
Percent Grade (%)	+)													
Right Turn Channelized	+															
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)	_	6.40		6.20						4.10						
Base Follow-Up Headway (sec)	_	3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30			<u> </u>			2.20			<u> </u>			L
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)			30							0						
Capacity, c (veh/h)			302							1170						
v/c Ratio			0.10							0.00						
95% Queue Length, Q ₉₅ (veh)			0.3							0.0						
Control Delay (s/veh)			18.2							8.1	0.0					
Level of Service (LOS)			С							А	А					
					1					0	.0		l .			
Approach Delay (s/veh)			3.2								.0					

		ŀ	ICS T	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at M	urray Ln			
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	ngineerir	ng	Juriso	liction			,					
Date Performed	8/17/	2022					East/	West Stre	eet		Murra	ay Lane				
Analysis Year	2035						North	/South	Street		Terry	Road				
Time Analyzed	AM P	eak No l	Build				Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				144444		オ オキア r Street: Nor		744746								
Vehicle Volumes and Ad	justme	nts														
Approach	\bot	Eastb	ound			Westl	bound			North	bound			South	bound	
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration	_		LR							LT						TR
Volume (veh/h)	+-	27		0						0	484				324	12
Percent Heavy Vehicles (%)	_	0		0						0						
Proportion Time Blocked	+															
Percent Grade (%)	+		0													
Right Turn Channelized Median Type Storage	+-			Undi	vided											
				Ondi	viueu											
Critical and Follow-up H	eadwa	_														
Base Critical Headway (sec)	+	7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5 3.50		3.3						2.2						
Follow-Up Headway (sec)	11		·	3.30						2.20						
Delay, Queue Length, an	d Leve	i of S														
Flow Rate, v (veh/h)	\perp		30							0						
			305							1192						
Capacity, c (veh/h)			0.10							0.00						
v/c Ratio			0.3							0.0	0.7					
v/c Ratio 95% Queue Length, Q ₉₅ (veh)			46.1					ı	ı	8.0	0.0	I	I	I .		I .
v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			18.1							_						
v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)			С							А	А					
v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)										A 0	.0 A					

		,	ICS T	- OVV					Kepc	πι						
General Information							Site	Inforr	natio	ı						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at Mu	ırray Ln			
Agency/Co.	Diane	B. Zimn	nerman ⁻	Traffic Er	ngineerir	ng	Jurisc	liction								
Date Performed	8/17/	2022					East/	Nest Str	eet		Murra	y Lane				
Analysis Year	2035						North	/South :	Street		Terry	Road				
Time Analyzed	AM P	eak Build	d				Peak	Hour Fac	tor		0.89					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				144717		<u> </u>	141	744746								
Vehicle Volumes and Ad	justme	nts			Major	r Street: Nor	th-South									
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration	\perp		LR							LT						TF
Volume (veh/h)		28		0						0	495				360	13
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	\bot)													
Right Turn Channelized	+															
Median Type Storage				Undi	vided				<u> </u>							
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,																
,, , , , , , , , , , , , , , , , , , ,	eadwa	ys														
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	leadwa _:	ys 7.1		6.2						4.1						_
Critical and Follow-up H	leadwa _\	_		6.20						4.10 4.10						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	7.1								_						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		6.20 3.3 3.30						4.10						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	ervice	6.20 3.3 3.30						4.10 2.2						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	ervice 31	6.20 3.3 3.30						4.10 2.2						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 6.40 3.5 3.50		6.20 3.3 3.30						4.10 2.2 2.20						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 6.40 3.5 3.50	31	6.20 3.3 3.30						4.10 2.2 2.20						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.40 3.5 3.50	31 284	6.20 3.3 3.30						4.10 2.2 2.20 0 1151						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.40 3.5 3.50	31 284 0.11	6.20 3.3 3.30						4.10 2.2 2.20 0 1151 0.00	0.0					
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 6.40 3.5 3.50	31 284 0.11 0.4	6.20 3.3 3.30						4.10 2.2 2.20 0 1151 0.00 0.0	0.0 A					
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50 I of Se	31 284 0.11 0.4 19.2	6.20 3.3 3.30						0 1151 0.00 0.0 8.1 A						

		ŀ	ICS -	lwo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at M	urray Ln			
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	Nest Str	eet		Murra	ay Lane				
Analysis Year	2022						North	/South :	Street		Terry	Road				
Time Analyzed	PM Pe	eak					Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				1 4 4 Y ↑ Y ∩		オ オ ヤ ツ r Street: Nor		4 + 4 + 4								
Vehicle Volumes and Ad	justme	nts														
Approach	\perp	Eastb	ound			Westl	oound			North	bound			South	bound	_
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	1	0		0	0	0	0	0	1	0	0	0	1	0
	_															
Configuration			LR							LT				_		-
		16	LR	0						0	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		16 0	LR	0							481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0								0	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	LR 0							0	481				594	33
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0		0						0	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0		0	vided					0	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0		0	vided					0	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	0		0	vided					0	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		0 Undi	vided					0	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	0 ys 7.1		Undi	vided					0 0	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys 7.1 6.40		0 Undi	vided					0 0 4.1 4.10	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	0	0 Undi	vided					4.1 4.10 2.2	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	0	0 Undi	vided					4.1 4.10 2.2	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		7.1 6.40 3.5 3.50	ervice	0 Undi	vided					4.1 4.10 2.2 2.20	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)		7.1 6.40 3.5 3.50	orvice	0 Undi	vided					4.1 4.10 2.2 2.20	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.40 3.5 3.50	17 210	0 Undi	vided					0 0 0 4.1 4.10 2.2 2.20	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.40 3.5 3.50	17 210 0.08	0 Undi	vided					0 0 4.1 4.10 2.2 2.20 0 921 0.00	481				594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)		7.1 6.40 3.5 3.50	17 210 0.08 0.3	0 Undi	vided					0 0 0 4.1 4.10 2.2 2.20 0 921 0.00 0.0					594	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys 7.1 6.40 3.5 3.50 I of Se	17 210 0.08 0.3 23.7	0 Undi	vided					0 0 0 4.1 4.10 2.2 2.20 921 0.00 0.0 8.9 A	0.0				594	-

		ŀ	ICS T	[wo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1						_
Analyst	Diane	Zimme	man				Inters	ection			Terry	Rd at Mu	urray Ln			
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	gineerir	ng	Jurisd	liction								
Date Performed	8/17/	2022					East/\	Nest Stre	eet		Murra	ay Lane				
Analysis Year	2025						North	/South S	Street		Terry	Road				
Time Analyzed	PM Pe	eak No E	Build				Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				74 4 Y 4 Y 7		1 1 P Y Street: Nor		74444								
Vehicle Volumes and Ad	justme	nts			Iviajoi	Succe No.	u1-300u1									
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TF
Volume (veh/h)		16		0						0	488				603	33
Percent Heavy Vehicles (%)		0		0						0						
		l														
Proportion Time Blocked	4								-							
Proportion Time Blocked Percent Grade (%)		(
<u> </u>		()													
Percent Grade (%)		(Undi	vided											
Percent Grade (%) Right Turn Channelized	eadwa)	Undi	vided											
Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa			Undi	vided					4.1						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadway	ys			vided					4.1						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys 7.1		6.2	vided					_						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	7.1 6.40		6.2 6.20	vided					4.10						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	vided					4.10 2.2						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	vided					4.10 2.2						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 6.40 3.5 3.50	ervice	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 6.40 3.5 3.50	ervice	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.40 3.5 3.50	17 205	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 0 913						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 6.40 3.5 3.50	17 205 0.08	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 0 913 0.00	0.0					
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 6.40 3.5 3.50	17 205 0.08 0.3	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 0 913 0.00 0.0	0.0 A					
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50	17 205 0.08 0.3 24.1	6.2 6.20 3.3 3.30	vided					0 913 0.00 0.0 8.9 A	_					

		ŀ	ICS T	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	1						_
Analyst	Diane	Zimme	man				Inters	ection			Terry	Rd at M	urray Ln			
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	gineerir	ng	Juriso	liction								
Date Performed	8/17/	2022					East/	Nest Str	eet		Murra	y Lane				
Analysis Year	2025						North	/South :	Street		Terry	Road				
Time Analyzed	PM P	eak Build	i				Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				74444	ብ ካ Major	1 1 + Y Street: Nor	† † †	74474								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority	\perp	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration	\bot		LR							LT				_		TF
Volume (veh/h)		20		0						0	523				624	35
Percent Heavy Vehicles (%)	+	0		0						0						
Proportion Time Blocked	+															
Percent Grade (%)	+)													
Right Turn Channelized	+															
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	\perp	7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
		3.5		3.3						2.2						
Base Follow-Up Headway (sec)	\rightarrow									2.20						
Follow-Up Headway (sec)		3.50		3.30												
Follow-Up Headway (sec)	ıd Leve		rvice													
Follow-Up Headway (sec)	nd Leve		ervice 22							0						
Follow-Up Headway (sec) Delay, Queue Length, an	nd Leve		_							0 894						
Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	id Leve		22													
Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	nd Leve		22 188							894						
Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	nd Leve		22 188 0.12							894 0.00	0.0					
Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	nd Leve		22 188 0.12 0.4							894 0.00 0.0	0.0 A					
Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	id Leve	l of So	22 188 0.12 0.4 26.6							894 0.00 0.0 9.0 A						

		ŀ	ICS T	ſwo-	Way	Stop	-Cor	itrol	Repo	ort						
General Information							Site	Inforr	natio	1						_
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at Mu	urray Ln			
Agency/Co.	Diane	B. Zimn	nerman i	Traffic Er	ngineerir	ıg	Jurisd	iction								
Date Performed	8/17/	2022					East/\	West Stre	eet		Murra	y Lane				
Analysis Year	2035						North	/South S	Street		Terry	Road				
Time Analyzed	PM Pe	eak No E	Build				Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				14 4 X 4 1 X 4 X X X X X X X X X X X X X		1 1 • Y Street: Nor		74474								
Vehicle Volumes and Ad	justme	nts			Iviajoi	Street, 1401	u1-300ti1									
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TF
Volume (veh/h)		17		0						0	513				634	35
Percent Heavy Vehicles (%)	\perp	0		0						0						
Proportion Time Blocked	\perp															
Percent Grade (%)	+-		0													
Right Turn Channelized	+-				., ,											
Median Type Storage				Undi	vided											
	eadwa	ys														
Critical and Follow-up H	-									4.1						
Critical and Follow-up H Base Critical Headway (sec)	Ţ	7.1		6.2							$\overline{}$		_			
Critical Headway (sec)		6.40		6.20						4.10						-
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		6.40 3.5		6.20 3.3						4.10 2.2						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		6.40 3.5 3.50		6.20 3.3 3.30						4.10						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		6.40 3.5 3.50	ervice	6.20 3.3 3.30						4.10 2.2						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		6.40 3.5 3.50	ervice	6.20 3.3 3.30						4.10 2.2						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		6.40 3.5 3.50	_	6.20 3.3 3.30						4.10 2.2 2.20						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		6.40 3.5 3.50	18	6.20 3.3 3.30						4.10 2.2 2.20						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		6.40 3.5 3.50	18 188	6.20 3.3 3.30						4.10 2.2 2.20 0 885						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		6.40 3.5 3.50	18 188 0.10	6.20 3.3 3.30						4.10 2.2 2.20 0 885 0.00	0.0					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		6.40 3.5 3.50	18 188 0.10 0.3	6.20 3.3 3.30						4.10 2.2 2.20 0 885 0.00 0.0	0.0 A					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		6.40 3.5 3.50 I of Se	18 188 0.10 0.3 26.2	6.20 3.3 3.30						4.10 2.2 2.20 0 885 0.00 0.0	А					

		ŀ	ICS T	-owآ	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Terry	Rd at M	urray Ln			
Agency/Co.	Diane	B. Zimn	nerman ⁻	Traffic Er	ngineerir	ng	Jurisc	liction								
Date Performed	8/17/	2022					East/	West Str	eet		Murra	ay Lane				
Analysis Year	2035						North	n/South :	Street		Terry	Road				
Time Analyzed	PM P	eak Build	i				Peak	Hour Fac	tor		0.92					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Terry	Road														
Lanes																
				74477		1 1 P Y		74474								
Vehicle Volumes and Ad	justme	nts														
Approach	\perp	Eastb	ound			West	bound			North	bound			South	bound	
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration	+		LR							LT						TR
Volume (veh/h)	+	21		0						0	548				655	37
Percent Heavy Vehicles (%)	+	0		0						0						
Proportion Time Blocked	+		<u></u>													
Percent Grade (%)	+)													
Right Turn Channelized	+			Undi	vided											
Median Type Storage				Unai	vided											
Critical and Follow-up H	eadwa	_														
Base Critical Headway (sec)	_	7.1		6.2						4.1					_	
Critical Headway (sec)	+	6.40		6.20		-	-			4.10					-	
Base Follow-Up Headway (sec)	+	3.5		3.3						2.2						
Follow-Up Headway (sec)	1	3.50		3.30						2.20						
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)			23							0						
Capacity, c (veh/h)			173							867						
v/c Ratio			0.13							0.00						
95% Queue Length, Q ₉₅ (veh)	-		0.4							0.0						
Control Delay (s/veh)	_		29.0							9.2	0.0					
Level of Service (LOS)			D							A	A					
		20	9.0		ı				I	0	.0		4			
Approach Delay (s/veh) Approach LOS	_)								4		\vdash			

		HCS	o oigr	ialize	u inte	rsect	ion K	esuli	ts Sum	ımary					
General Inform	nation								Intersect	tion Info	ormatic	on.	l l	4.441	b L
Agency		Diane B. Zimmerma	an Traff	ic Engin	eerina			_	Duration,		0.250			41	
Analyst		Diane Zimmerman	an mail		sis Date	8/17/2	022	$\overline{}$	Area Typ		Other				
Jurisdiction		Siano Zininicinian		Time F		AM Pe		$\overline{}$	PHF		0.88		→ _^* 		K_ +
Urban Street		Terry Road		_	is Year	-	Jun	_	Analysis	Period	1> 7:0	20	7		*
Intersection		Lower Hunters Trac	```	File Na		-	AM 22.x		Allalysis	renou	1-7.0		-		
Project Descrip	tion	Terry Road Apartme		FIIC IV	aiiic	leny /	4IVI ZZ.X	us					- 4	111	2 6
Project Descrip	olion	Tierry Road Apartine	21115												
Demand Infor	mation				EB			WE	3		NB			SB	
Approach Move				L	Т	R	1	Т	R	L	T	R		T	R
Demand (v), v				12	89	47	125	105	_	34	297	136	90	202	8
201114114 (17);							120		102			100		202	
Signal Informa	ation					211	25	\top		<u>S</u>	<u></u>				
Cycle, s	69.0	Reference Phase	2	1	12	1		2 L	~	Z= <u>?</u>	§ 🔪	Y	Φ	✓.	4
Offset, s	0	Reference Point	End	Green	2 1	2.0	25.0	1.4	5.1	7.9		1	2	3	<u> </u>
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		0.0	4.3	3.5	0.0	3.6				7	0
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.6	0.0	2.4		5	6	7	
Timer Results				EBI		EBT	WB	L	WBT	NBL		NBT	SBI	_	SBT
Assigned Phas	e			7		4	3		8	5		2	1		6
Case Number	lumber			1.1		3.0	1.1		3.0	1.1		3.0	1.1		4.0
Phase Duration	1, s			7.5	-	13.9	12.5	-	19.0	9.6		30.9	11.7	7	32.9
Change Period		c), S		6.1	-	6.0	6.1	-	6.0	6.5		5.9	6.5	-	5.9
Max Allow Hea				4.0	\neg	5.1	4.0	\neg	5.1	4.0	\neg	4.0	4.0		4.0
Queue Clearar				2.5	-	5.5	6.7	-	7.8	3.0		11.8	4.4	$\overline{}$	8.4
Green Extension		, - ,		0.0	-	2.4	0.2	-	2.4	0.0		2.6	0.2	_	2.6
Phase Call Pro		() // ·		0.23	-	1.00	0.93	-	1.00	0.52		1.00	0.86	\rightarrow	1.00
Max Out Proba				0.00	-	0.00	0.02	_	0.00	0.00	\rightarrow	0.00	0.00	_	0.00
	,														
Movement Gre	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ement			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	Rate (v), veh/h		14	101	53	142	119	150	39	338	155	102	239	
Adjusted Satur	ation Flo	ow Rate (s), veh/h/l	n	1810	1885	1447	1781	1885	1598	1598	1856	1572	1725	1813	
Queue Service	Time (g s), S		0.5	3.5	2.3	4.7	3.8	5.8	1.0	9.8	4.8	2.4	6.4	
		e Time (<i>g</i> ε), s		0.5	3.5	2.3	4.7	3.8	5.8	1.0	9.8	4.8	2.4	6.4	
Green Ratio (g				0.13	0.11	0.11	0.22	0.19	0.19	0.41	0.36	0.36	0.44	0.39	
Capacity (c),	veh/h			276	216	166	354	354	300	454	672	570	456	710	
Volume-to-Cap		atio (X)		0.049		0.322	0.401	0.337	_	0.085	0.502	0.271	0.224	0.336	
		t/ln (95 th percentile	:)												
		eh/ln (95 th percenti		0.3	2.8	1.5	3.3	2.9	3.8	0.6	6.6	2.7	1.5	4.1	
	` ''	RQ) (95 th percent		0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	
Uniform Delay	,		,	26.0	28.6	28.1	22.9	24.3	25.1	12.7	17.2	15.6	12.4	14.7	
Incremental De				0.1	2.2	1.6	0.7	0.8	1.8	0.1	0.6	0.3	0.2	0.3	
Initial Queue D		**		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (, ·		26.1	30.8	29.7	23.6	25.1	26.9	12.8	17.7	15.8	12.6	15.0	
				C	C	C	C	C	C	В	В	В	В	В	
Level of Service				30.1		С	25.2		С	16.8		В	14.3		В
Level of Servic				00.1).1			10.0			C		
Approach Dela	, 0/10	, 200													
								14/5			115				
Approach Dela Intersection De	esults				EB			WB			NB			SB	
Approach Dela		/LOS		2.12	EB	В	1.92	WB	В	2.09	NB	В	2.09	SB	В

		нся	Sigr	nalize	d Inte	rsect	ion R	esult	s Sun	ımary					
0	4:								-4	·· 1 f	4:			I do July 1	K T
General Inforn	nation	Diana B. 7'	T	- Form'				\rightarrow	ntersec				i i	41	
Agency		Diane B. Zimmerma	an Traffi			0.47	000	\rightarrow	Duration		0.250				
Analyst		Diane Zimmerman				8/17/2			Area Typ	е	Other		<u> </u>		*_
Jurisdiction					Period	AM P		_	PHF		0.88		4		F
Urban Street		Terry Road		_		2025			Analysis	Period	1> 7:0	00			
Intersection		Lower Hunters Trac		File Na	ame	Terry /	AM 25 N	NB.xus						<u>ጎተ</u> ዮ	
Project Descrip	tion	Terry Road Apartme	ents											14 TAY	14 (
Damand Inform					ГВ			10/5	,		ND			CB	
Demand Inforr					EB	T D		WE	_	+ .	NB T	T D	+ -	SB	T B
Approach Move				L 10	T	R	L 407	T	R 124	L	T	R	L	205	R
Demand (v), v	en/n			12	90	48	127	107	134	35	301	138	91	205	8
Signal Informa	ation				П	1211	1215		1	8	2				
Cycle, s	69.2	Reference Phase	2	1	2	542		_ 1	_		į	_	KD2		_Z
Offset, s	0	Reference Point	End	<u>L</u>	1		T:**			Š		1	2	3	\mathbf{Y}
Uncoordinated	Yes	Simult. Gap E/W	On	Green		2.0	25.0	1.4	5.2	8.0				,	4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	3.0	0.0	1.6	3.5 2.6	0.0	3.6) 5	6		~
. 5.00 1/1000	, woo	Januari Sup 14/5	311		, 5.0	0.0			, 0.0						
Timer Results				EBI		EBT	WB	L	WBT	NBI		NBT	SBI		SBT
Assigned Phas	e			7		4	3		8	5		2	1		6
Case Number	Number			1.1		3.0	1.1	\rightarrow	3.0	1.1		3.0	1.1		4.0
Phase Duration				7.5		14.0	12.6	-	19.1	9.7	\neg	30.9	11.7	-	32.9
Change Period		c). s		6.1		6.0	6.1	\rightarrow	6.0	6.5		5.9	6.5	-	5.9
Max Allow Hea				4.0	_	5.1	4.0	-	5.1	4.0		4.0	4.0	_	4.0
Queue Clearan				2.5	$\overline{}$	5.5	6.7	-	7.9	3.0		12.0	4.5	_	8.5
Green Extension				0.0	-	2.5	0.2	-	2.5	0.0	_	2.7	0.2	_	2.7
Phase Call Pro		(9 =), 3		0.23	$\overline{}$	1.00	0.94	-	1.00	0.53		1.00	0.86	-	1.00
Max Out Proba				0.00	_	0.00	0.03	_	0.00	0.00	_	0.00	0.00	_	0.00
Wax Out 1 Toba	Dility			0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	Rate (v), veh/h		14	102	55	144	122	152	40	342	157	103	242	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n	1810	1885	1447	1781	1885	1598	1598	1856	1572	1725	1814	
Queue Service				0.5	3.5	2.4	4.7	3.9	5.9	1.0	10.0	4.9	2.5	6.5	
		e Time (g c), s		0.5	3.5	2.4	4.7	3.9	5.9	1.0	10.0	4.9	2.5	6.5	
Green Ratio (g	\	, _ ,,		0.14	0.12	0.12	0.23	0.19	0.19	0.41	0.36	0.36	0.44	0.39	
Capacity (c), \				276	218	167	356	358	304	450	670	568	451	707	
Volume-to-Cap		atio (X)		0.049	0.469				_	0.088	0.510	0.276	0.229	0.343	
		t/ln (95 th percentile	:)												
		eh/ln (95 th percent		0.3	2.9	1.5	3.3	2.9	3.9	0.6	6.8	2.8	1.5	4.2	
	, ,	RQ) (95 th percent		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay			,	26.1	28.6	28.1	22.8	24.3	25.1	12.8	17.3	15.7	12.5	14.9	
Incremental De	. ,.			0.1	2.2	1.6	0.7	0.8	1.8	0.1	0.6	0.3	0.3	0.3	
Initial Queue De				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (26.1	30.9	29.7	23.5	25.1	26.9	12.9	17.9	15.9	12.8	15.2	
Level of Service				C	C	C	C	C	C	В	В	В	В	В	
Approach Delay				30.1		С	25.2		C	17.0		В	14.4		В
Intersection De				50.).2			.,,,			C		
	, 5, 70														
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS		/LOS		2.12		В	1.92		В	2.09	_	В	2.09		В
					7	Α	1.18	-	Α	1.38	_		1.06	-	

		нся	Sigr	nalize	d Inte	rsect	ion R	esul	ts Sum	ımary					
General Inforn	nation								Intersec	tion Inf	ormatic	n n	1 1	141441	ja Lj
Agency	iauon	Diane B. Zimmerma	an Traffi	c Engin	eering			\rightarrow	Duration,		0.250			41	
Analyst		Diane Zimmerman	an main		sis Date	8/17/2	022	$\overline{}$	Area Typ		Other		- J		
Jurisdiction		Sidilo Zimilicimali		Time F		AM Pe		$\overline{}$	PHF	<u> </u>	0.88		→ _^* 		! _
Urban Street		Terry Road			sis Year	_		\rightarrow	Analysis	Period	1> 7:0	20	7		•
Intersection		Lower Hunters Trac	Έ	File Na		-	AM 25 E		Allalysis	T CHOC	12 7.0		-		_
Project Descrip	tion	Terry Road Apartme		T IIC IV	airic	Tierry /	AIVI ZU L	J.AUS					- 4	110	t+ (*
Project Descrip	illori	Terry Road Apartine	51115												
Demand Inform	mation				EB		$\overline{}$	WE	3		NB		Т	SB	
Approach Move	ement			L	Т	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	/eh/h			12	90	48	127	107	7 138	35	308	138	107	225	8
<u> </u>							1 111:								
Signal Informa	r	Deference Dhase		-	6	1717				Ħ2	₽		sta.	_	7
Cycle, s	69.5	Reference Phase	2 End	1	5		1:7	7	-	R	_	1	2	3	\Rightarrow
Offset, s	0	Reference Point	End	Green		2.2	25.0	1.4	5.2	8.0		, 1			5
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		0.0	4.3	3.5	0.0	3.6		ነ 🛂	_ ×	- ^	Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.6	0.0	2.4		5	6	7	
Timer Results				EBI		EBT	WB		WBT	NBI		NBT	SBI		SBT
Assigned Phas				7		4	3	-	8	5		2	1		6
Case Number	Number			1.1		3.0	1.1		3.0	1.1		3.0	1.1		4.0
Phase Duration				7.5		14.0	12.7	-	19.2	9.7		30.9	11.9	_	33.1
Change Period		c). S		6.1	-	6.0	6.1	-	6.0	6.5	-	5.9	6.5	$\overline{}$	5.9
Max Allow Hea				4.0	_	5.1	4.0	-	5.1	4.0	-	4.0	4.0	_	4.0
Queue Clearan				2.5	$\overline{}$	5.5	6.7	_	8.1	3.1	$\overline{}$	12.4	5.0	\rightarrow	9.2
Green Extension		(- //		0.0	_	2.5	0.7	_	2.5	0.0	_	2.8	0.2	_	2.8
Phase Call Pro		(30),0		0.0	_	1.00	0.94	-	1.00	0.54	_	1.00	0.90	_	1.00
Max Out Proba				0.00	_	0.00	0.03	-	0.00	0.00	_	0.00	0.00	_	0.00
Movement Gro		sults			EB			WB			NB			SB	
Approach Move				L	T	R	L	Т	R	L	T	R	L	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow				14	102	55	144	122	157	40	350	157	122	265	
		ow Rate (s), veh/h/l	n	1810	1885	1447	1781	1885	1598	1598	1856	1572	1725	1815	
Queue Service		- ,,		0.5	3.5	2.4	4.7	3.9	6.1	1.1	10.4	4.9	3.0	7.2	
Cycle Queue C		e Time (g c), s		0.5	3.5	2.4	4.7	3.9	6.1	1.1	10.4	4.9	3.0	7.2	
Green Ratio (g				0.14	0.12	0.12	0.23	0.19	_	0.41	0.36	0.36	0.44	0.39	
Capacity (c), v				276	218	167	356	358	304	436	667	565	448	710	
Volume-to-Cap		. ,		0.049	0.469	0.326	0.405	0.339	0.516	0.091	0.525	0.277	0.271	0.373	
		t/ln (95 th percentile	-												
		eh/ln (95 th percenti	_	0.3	2.9	1.5	3.3	3.0	4.1	0.6	7.0	2.8	1.8	4.7	
		RQ) (95 th percent	ile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay				26.2	28.7	28.3	22.9	24.4	25.3	13.0	17.6	15.8	12.7	15.1	
Incremental De		*		0.1	2.2	1.6	0.7	0.8	1.9	0.1	0.6	0.3	0.3	0.3	
Initial Queue D				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (26.2	31.0	29.8	23.6	25.2	27.2	13.0	18.2	16.1	13.0	15.4	
Level of Service				C	С	С	C	C	С	B	В	В	B	<u>В</u>	_
Approach Dela				30.2	<u>′</u>	С	25.4	+	С	17.2		В	14.7		В
Intercaction De	iay, s/ve	eh / LOS				20).3						С		
intersection be					EB			WB			NB			SB	
Multimodal Re	sults							A A L'I			IND			SD	
		/ LOS		2.12	_	В	1.92	_	В	2.09		В	2.09	_	В

		нс	o oigr	ialize	u iiite	Sect	IUII K	csul	ts Sun	шагу					
General Inform	nation								Intersec	tion Info	ormatio	on		I d J, de L	ja lj
Agency		Diane B. Zimmerma	n Traffi	c Engin	eerina			\rightarrow	Duration.		0.250			41	
Analyst		Diane Zimmerman			is Date	8/17/2	2022	\rightarrow	Area Typ		Other				
Jurisdiction				Time F		AM Pe		\rightarrow	PHF		0.88		÷		÷
Urban Street		Terry Road		Analys	is Year	_	No Build	ī	Analysis	Period	1> 7:0	00	7		•
Intersection		Lower Hunters Trac	e	File Na		$\overline{}$	AM 35 N	NB.xus	3					5 t r	
Project Descrip	tion	Terry Road Apartme	ents			, ,							7	11144	20
							,			,					
Demand Infor					EB		ļ.,	WI		 	NB		 	SB	
Approach Move				L	Т	R	L	T	_	L	Т	R	L	Т	R
Demand (v), v	/eh/h			13	95	50	133	113	2 141	37	316	145	96	215	8
Signal Informa	ation				ΙĮ					2	8				
Cycle, s	70.0	Reference Phase	2	1	27	842		<u> </u>	~			`	V		
Offset, s	0	Reference Point	End		2 4	140	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			2		1	2	3	Y
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		0.0	25.0 4.3	1.5		8.4 3.6	_	< /		7	\rightarrow
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.6		2.4		5	6	7	
Timer Results				EBI	-	EBT	WB	L	WBT	NBL		NBT	SBI	L	SBT
Assigned Phas	е			7		4	3		8	5		2	1		6
Case Number						3.0	1.1		3.0	1.1		3.0	1.1		4.0
Phase Duration						14.4	12.9	9	19.7	9.9		30.9	11.8	3	32.8
Change Period	, (Y+R	c), S		6.1		6.0	6.1	_	6.0	6.5		5.9	6.5		5.9
Max Allow Hea				4.0		5.1	4.0	-	5.1	4.0	\perp	4.0	4.0		4.0
Queue Clearar	ice Time	e (g s), s		2.5		5.7	7.0	_	8.3	3.1		12.8	4.7		9.0
Green Extension		(g e), S		0.0		2.6	0.3	-	2.6	0.0	\perp	2.8	0.2	-	2.8
Phase Call Pro				0.25	-	1.00	0.95	\rightarrow	1.00	0.56	-	1.00	0.88	_	1.00
Max Out Proba	bility			0.00) (0.00	0.04	1	0.00	0.00	_	0.00	0.00)	0.00
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	T	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow), veh/h		15	108	57	151	127	160	42	359	165	109	253	$\overline{}$
		ow Rate (s), veh/h/l	n	1810	1885	1447	1781	1885	1598	1598	1856	1572	1725	1814	
Queue Service	Time (g s), s		0.5	3.7	2.5	5.0	4.1	6.3	1.1	10.8	5.3	2.7	7.0	
Cycle Queue C	learanc	e Time (<i>g</i> ε), s		0.5	3.7	2.5	5.0	4.1	6.3	1.1	10.8	5.3	2.7	7.0	
Green Ratio (g				0.14	0.12	0.12	0.23	0.20	0.20	0.41	0.36	0.36	0.43	0.38	
Capacity (c),	veh/h			282	225	173	362	369	313	438	663	562	434	698	
Volume-to-Cap				0.052	0.479	0.328	0.417	0.34	0.512	0.096	0.542	0.293	0.251	0.363	
Back of Queue	(Q), f	t/In (95 th percentile)												
		eh/In (95 th percenti		0.4	3.0	1.6	3.5	3.1	4.2	0.6	7.4	3.0	1.6	4.6	
		RQ) (95 th percent	ile)	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	
Uniform Delay				26.0	28.8	28.2	22.6	24.3	_	13.1	17.9	16.2	13.0	15.4	
Incremental De				0.1	2.2	1.6	0.8	0.8	1.8	0.1	0.7	0.3	0.3	0.3	
Initial Queue D				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Control Delay (, ,,			26.1	31.0	29.8	23.3	25.1	_	13.2	18.6	16.4	13.3	15.7	
Level of Service				С	C	С	C	C	С	B 47.0	В	B	В	В	_
annroach Dala				30.2	<u>'</u>	С	25.2	2	С	17.6		В	15.0)	В
Approach Dela	lay, s/ve	en / LOS				20).6						С		
Intersection De								MA			NID				
Intersection De	sults				EB			VVB			NB			SB	
		/LOS		2.12	EB	В	1.92	WB 2	В	2.10	NB	В	2.09	SB	В

		нся	Sigr	nalize	d Inte	rsect	ion R	esul	ts Sum	ımary					
General Inforn	nation								Intersect	tion Info	ormatic	nn -	1 1	14144	ьų
Agency	ilation	Diane B. Zimmerma	n Traffi	c Engin	eering			\rightarrow	Duration,		0.250			47	
Analyst		Diane Zimmerman	ar rrain			8/17/2	022	\rightarrow	Area Typ		Other		- J		
Jurisdiction		Diano Zimmorman		Time F		AM Pe		$\overline{}$	PHF		0.88		→ - ¹		<u></u>
Urban Street		Terry Road		_	sis Year	_		\rightarrow	Analysis	Period	1> 7:0	00			¥-
Intersection		Lower Hunters Trac	e	File Na		-	AM 35 E		, andiyolo		1			542	
Project Descrip	tion	Terry Road Apartme		1		10.177	00 2	717100					7	ATAY	7-1
, , , , , , , , , , , , , , , , , , , ,		Transpired and partition													
Demand Inform	mation				EB			W	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	/eh/h			13	95	50	133	11:	2 145	37	323	145	112	235	8
Signal Informa	T .	T			6	217	215	1 2		₩ 3	₽Į		-4-	_	_
Cycle, s	70.3	Reference Phase	2		5		1:7	2[2		E	1	Y_2	3	❤
Offset, s	0	Reference Point	End	Green	3.4	2.1	25.0	1.5		8.4					5
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	+	0.0	4.3	3.5		3.6		\ 4	<u> </u>	~	Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.6	0.0	2.4		5	6	7	
				- FDI		EDT	W/D		WDT	ND		NDT	0.01		ODT
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phas	gned Phase e Number			7		4	3	_	8	5		2	1		6
				1.1	_	3.0	1.1	-	3.0	1.1	-	3.0	1.1	-	4.0
Phase Duration		\ 0		7.6	_	14.4	13.0	-	19.8	9.9	+	30.9	12.0	_	33.0
Change Period				6.1	_	6.0	6.1	-	6.0	6.5	-	5.9	6.5	-	5.9
Max Allow Hea				4.0	-	5.1	4.0 7.0	$\overline{}$	5.1	4.0 3.1	-	4.0	4.0	_	4.0
Queue Clearan				0.0	-	5.8 2.7	0.3	$\overline{}$	8.5 2.6	0.0	-	3.0	5.2 0.2	-	9.7
Green Extension		(g e), s		0.0	-	1.00	0.95	-	1.00	0.56		1.00	0.2	-	1.00
Phase Call Pro Max Out Proba				0.20	_	0.00	0.94	-	0.00	0.00	\rightarrow	0.00	0.92	_	0.00
Max Out Floba	Dility			0.00		0.00	0.02		0.00	0.00		0.00	0.0		0.00
Movement Gro	oup Res	sults			EB			WB			NB			SB	_
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow), veh/h		15	108	57	151	127	165	42	367	165	127	276	
		ow Rate (s), veh/h/l	n	1810	1885	1447	1781	1885	1598	1598	1856	1572	1725	1815	
Queue Service				0.5	3.8	2.5	5.0	4.1	6.5	1.1	11.2	5.3	3.2	7.7	
Cycle Queue C				0.5	3.8	2.5	5.0	4.1	6.5	1.1	11.2	5.3	3.2	7.7	
Green Ratio (g	7/C)			0.14	0.12	0.12	0.24	0.20	0.20	0.40	0.36	0.36	0.43	0.39	
Capacity (c), v	/eh/h			282	226	173	362	369	313	424	660	559	431	701	
Volume-to-Cap	acity Ra	atio (X)		0.052	0.478	0.328	0.418	0.345	0.526	0.099	0.556	0.295	0.295	0.394	
Back of Queue	(Q), f	t/In (95 th percentile)												
Back of Queue	(Q), v	eh/ln (95 th percenti	le)	0.4	3.1	1.6	3.5	3.1	4.3	0.6	7.6	3.1	1.9	5.1	
Queue Storage	Ratio (RQ) (95 th percent	ile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	
Uniform Delay	(d 1), s	/veh		26.1	28.9	28.3	22.7	24.4	$\overline{}$	13.3	18.2	16.3	13.2	15.6	
Incremental De		**		0.1	2.2	1.6	0.8	0.8	2.0	0.1	0.7	0.3	0.4	0.4	
Initial Queue D				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (26.2	31.1	29.9	23.4	25.2	27.3	13.4	18.9	16.6	13.6	16.0	
Level of Service				С	С	С	С	C	С	В	В	В	В	В	
Approach Dela				30.3	3	С	25.4	1	С	17.8		В	15.2	2	В
Intersection De	lay, s/ve	eh / LOS				20).7						С		
Multimodal Re	sults				EB			WB			NB			SB	
		/1.00		2.12	2	В	1.92	2	В	2.10	_	В	2.09	9	В
Pedestrian LOS	Score	/ LUS													

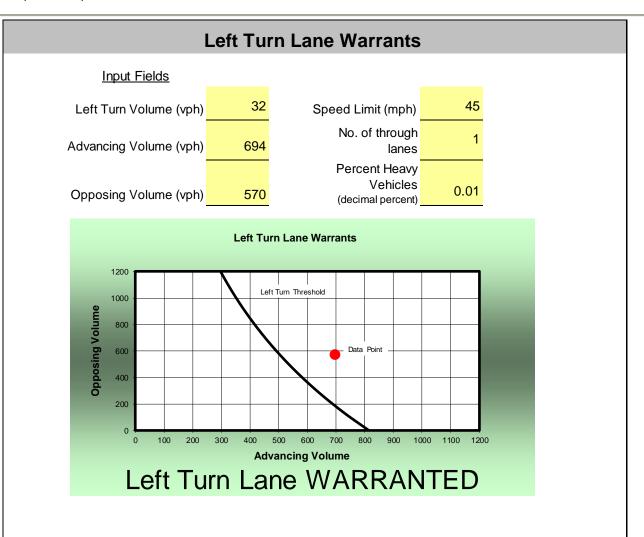
		HCS	Sigr	alize	a inte	rsect	ion R	esul	ts Sum	ımary					
General Inform	nation								Intersect	tion Info	ormatio	on	Į į	4741	b L
Agency		Diane B. Zimmerma	n Traff	c Engin	eering			\rightarrow	Duration.		0.250			41	
Analyst		Diane Zimmerman	ull		sis Date	8/17/2	2022	\rightarrow	Area Typ		Other		- J		
Jurisdiction		_ idiio Ziiiiiioiiiidii		Time F		PM Pe		\rightarrow	PHF		0.96		→ _^ ÷ →		~
Urban Street		Terry Road		_	sis Year	_	oun	\rightarrow	Analysis	Period	1> 4:	15			·
Intersection		Lower Hunters Trac	ρ	File Na		-	PM 22.x		rangolo	1 01100	17 11	10			
Project Descrip	tion	Terry Road Apartme		1 110 140	anio	Tony	1 101 22.7	iuo –					- 5	ATAY	F (*
1 Toject Besch	tion	Terry Road Apartine	,110												
Demand Infor	nation				EB		\top	WE	3	\top	NB		Т	SB	
Approach Move	ement			L	Т	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	eh/h			14	181	72	150	16	3 158	71	319	146	170	380	12
Cianal Informa	tion					1 111	1 11:			-					
Signal Informa Cycle, s	76.6	Reference Phase	2	1	2	2117		1	_	Ħ?	j⊟ \		KŤ2	_	7
Offset, s	0	Reference Point	End		5		1:7			=		1	2	3	Z
Uncoordinated	Yes	Simult. Gap E/W	On	Green		2.3	25.0	1.6		12.8				_	4
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	3.5	0.0	1.6	3.5 2.6		3.6) 5	× 6		~
1 STOC WOOLE	1 IXCU	Cilidit. Gap 14/3	OII	Titou	0.0	10.0	1.0	2.0	10.0						
Timer Results				EBI		EBT	WB	L	WBT	NBL		NBT	SBI		SBT
Assigned Phas	e			7		4	3		8	5		2	1		6
Case Number	Number			1.1		3.0	1.1	\neg	3.0	1.1		3.0	1.1		4.0
Phase Duration				7.7		18.8	13.3	-	24.4	11.3		30.9	13.6	3	33.2
Change Period		c). S		6.1		6.0	6.1	-	6.0	6.5		5.9	6.5	$\overline{}$	5.9
Max Allow Hea		,,		4.0		5.1	4.0	\rightarrow	5.1	4.0		4.0	4.0	-	4.0
Queue Clearan				2.5	_	9.3	7.2	_	8.9	4.2		13.4	6.9	\rightarrow	15.7
Green Extension		(-),		0.0	_	3.5	0.3	\rightarrow	3.5	0.1		3.3	0.3	-	3.3
Phase Call Pro		(3-11-		0.27	\rightarrow	1.00	0.96	-	1.00	0.79		1.00	0.98	\rightarrow	1.00
Max Out Proba				0.00	_	0.00	0.05	\rightarrow	0.00	0.00	-	0.00	0.04	\rightarrow	0.00
Movement Gro		sults			EB			WB			NB			SB	_
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move		\ 1.0		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	<u> </u>	,·		15	189	75	156	170	165	74	332	152	177	408	
		ow Rate (s), veh/h/l	n	1711	1826	1560	1810	1841		1668	1841	1598	1781	1875	
Queue Service		- ,.		0.5	7.3	3.2	5.2	5.9	6.9	2.2	11.4	5.4	4.9	13.7	
Cycle Queue C		e 11me (<i>g</i> c), s		0.5	7.3	3.2	5.2	5.9	6.9	2.2	11.4	5.4	4.9	13.7	
Green Ratio (g				0.19	0.17	0.17	0.28	0.24	_	0.39	0.33	0.33	0.42	0.36	
Capacity (c), v		41- ()()		291	306	261	352	443	_	336	601	521	445	668	
Volume-to-Cap		· ,	`	0.050	0.616	0.287	0.445	0.383	0.442	0.220	0.553	0.292	0.398	0.611	
		t/In (95 th percentile		0.4	EC	0.4	0.0	4.4	1 1		0.0	0.0	0.0	0.0	
		eh/ln (95 th percenti		0.4	5.8	2.1	3.8	4.4	4.4	1.4	8.0	3.3	3.2	9.3	
		RQ) (95 th percent	iie)	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	
Uniform Delay				25.5	29.6	27.9	22.3	24.3	1.2	16.3 0.3	21.2	19.2	15.4	0.9	
Incremental De Initial Queue D		•		0.1	0.0	0.9	0.9	0.0	0.0	0.0	0.0	0.3	0.6	0.9	
Control Delay (· · · · · · · · · · · · · · · · · · ·		25.5	32.5	28.7	23.1	25.1	25.9	16.6	22.0	19.5	16.0	21.2	
Level of Service				25.5 C	32.5 C	20.7 C	23.1 C	25.1 C	25.9 C	16.6 B	C C	19.5 B	B	C C	
Approach Dela				31.1		С	24.7		C	20.6		С	19.6		В
Intersection Dela				31.1			24.7 2.9		U	20.6			C 19.6	,	В
intersection De	ay, 5/V						0								
Multimodal Re	sults				EB			WB			NB			SB	
		11.00		2.12)	В	1.92		В	2.10		В	2.10)	В
Pedestrian LOS	S Score	LOS		2.12			1.02	-					2.10		

		нся	Sigr	nalize	d Inte	rsect	ion R	esult	ts Sum	nmary					
General Inform	ation								Intersec	tion Inf	ormatic	on	J.	4444	b L
Agency		Diane B. Zimmerma	an Traffi	ic Engin	eering			\rightarrow	Duration,		0.250			47	
Analyst		Diane Zimmerman			sis Date	8/17/2	2022	\rightarrow	Area Typ		Other				
Jurisdiction		Diano Ziminomian		Time F		PM P		\rightarrow	PHF		0.96		₩ →		<u>.</u> ←
Urban Street		Terry Road					No Build	_	Analysis	Period	1> 4:	15	_ 		•
Intersection		Lower Hunters Trac	——— :е	File Na			PM 25 N							5+2	_
Project Descript	tion	Terry Road Apartme		1		1 7							7	4144	1- 1
		, ,													
Demand Inforn	nation				EB			WE	3		NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			14	184	73	152	168	5 160	72	324	148	173	386	12
Signal Informa	tion							7		5	8				
Cycle, s	77.1	Reference Phase	2	1	7	517		_	~		إ إ		KÎZ	_	Z
Offset, s	0	Reference Point	End	<u> </u>	5		T:			S		1	2	3	Δ
Uncoordinated	Yes	Simult. Gap E/W	On	Green		2.4	25.0	1.6	5.7	13.1				,	A
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	3.0	0.0	1.6	3.5 2.6	0.0	3.6		5	6	7	~
			3,,			10.0	,								
Timer Results				EBI	_	EBT	WB	L	WBT	NBI	.	NBT	SBI		SBT
Assigned Phase	;			7		4	3		8	5		2	1		6
Case Number	se Number			1.1		3.0	1.1		3.0	1.1		3.0	1.1		4.0
Phase Duration				7.7		19.1	13.4	1	24.7	11.3		30.9	13.7	7	33.3
Change Period,	(Y+R	c), S		6.1		6.0	6.1		6.0	6.5		5.9	6.5		5.9
Max Allow Head	dway (/	MAH), s		4.0		5.1	4.0	\neg	5.1	4.0		4.0	4.0		4.0
Queue Clearand				2.5		9.5	7.3		9.0	4.2		13.7	7.0		16.1
Green Extensio	n Time	(ge), s		0.0		3.5	0.3		3.5	0.1		3.4	0.3		3.4
Phase Call Prob	ability			0.27	7	1.00	0.97	7	1.00	0.80		1.00	0.98	3	1.00
Max Out Probat	oility			0.00)	0.00	0.05	5	0.00	0.00		0.00	0.05	5	0.00
Mayamant Cra	Dag				EB			WD			ND			CB	
Movement Gro	•	suits		L	EB T	R	-	WB T	R		NB T	В		SB T	ГВ
Approach Move				7	4	14		8	18	5	2	12	1	6	16
Assigned Move		\ vob/b		15	192	76	158	172	167	75	338	154	180	415	10
Adjusted Flow F		ow Rate (s), veh/h/l	n	1711	1826	1560	1810	1841	_	1668	1841	1598	1781	1875	\vdash
Queue Service		, ,,	"	0.5	7.5	3.3	5.3	6.0	7.0	2.2	11.7	5.6	5.0	14.1	-
Cycle Queue Cl				0.5	7.5	3.3	5.3	6.0	7.0	2.2	11.7	5.6	5.0	14.1	
Green Ratio (g		c /iiic (g c), s		0.19	0.17	0.17	0.28	0.24	_	0.39	0.32	0.32	0.42	0.36	
Capacity (c), v				292	309	264	352	448	376	331	597	518	440	667	
Volume-to-Capa		itio (X)		0.050		0.288		0.384	_	0.227	0.565	0.298	0.410	0.621	
		t/In (95 th percentile	:)	5.500	5.510	0.200	5.115	0.001	5.115	J.LET	5.500	5.200	5.115	5.521	
		eh/In (95 th percent		0.4	5.9	2.2	3.8	4.5	4.5	1.4	8.2	3.4	3.3	9.5	
	, .	RQ) (95 th percent		0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (- /	25.5	29.7	28.0	22.2	24.3		16.5	21.5	19.5	15.6	20.5	
				0.1	2.9	0.8	0.9	0.8	1.2	0.3	0.8	0.3	0.6	1.0	
Incremental Del	• •	*		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
				25.6	32.6	28.8	23.1	25.1	25.9	16.9	22.4	19.8	16.2	21.5	
Incremental Del	d), s/ve			С	С	С	С	С	С	В	С	В	В	С	
Incremental Del Initial Queue De Control Delay (el of Service (LOS)					0.4.	7		24.0		_			
Incremental Del Initial Queue De Control Delay ((LOS)			31.2	2	С	24.7		С	21.0)	С	19.9	9	В
Incremental Del Initial Queue De Control Delay (Level of Service	(LOS) , s/veh	/LOS		_	2		3.1		C	21.0			19.9 C	9	В
Incremental Del Initial Queue De Control Delay (Level of Service Approach Delay Intersection Del	e (LOS) v, s/veh ay, s/ve	/LOS		_					C	21.0					В
Incremental Del Initial Queue De Control Delay (Level of Service Approach Delay	e (LOS) /, s/veh ay, s/ve	/LOS h/LOS		_	EB			WB	В	21.0	NB			SB	В

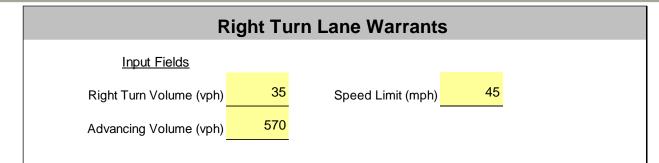
		нся	Sigr	nalize	d Inte	rsect	ion R	esult	s Sun	ımary					
Camanal Inform	4:													14A4I	k t
General Inforn	nation	D' D. 7'	T 60					\rightarrow	ntersec		_		ı i	41	
Agency		Diane B. Zimmerma	an Traffi			0.47	1000	\rightarrow	Duration,		0.250				
Analyst		Diane Zimmerman				8/17/2			Area Typ	е	Other	•			R.
Jurisdiction				_	Period	PM P		_	PHF		0.96		4		V
Urban Street		Terry Road			sis Year	-			Analysis	Period	1> 4:	15	7		
Intersection		Lower Hunters Trac		File Na	ame	Terry	PM 25 E	3.xus						ጎተሰ	
Project Descrip	tion	Terry Road Apartme	ents						_					HINY	P C
Demand Inforr	nation				EB			WE	3		NB			SB	
Approach Move				L	T	R	L	Т	R	L	T	R	L	T	T R
Demand (v), v				14	184	73	152	168	\rightarrow	72	345	_	181	399	12
(),															
Signal Informa	tion				6	211	215	2		<u>_</u> 2	\succeq			_	_
Cycle, s	77.6	Reference Phase	2		5		1.5	2 Ľ	2		€	Y	Y.	2	- ⇔
Offset, s	0	Reference Point	End	Green	4.8	2.7	25.0	1.6	5.7	13.2	2			3	
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	_	0.0	4.3	3.5	0.0	3.6		\ 4	<u> </u>	~	7
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.6	0.0	2.4		5	6	7	
									14/5=			NID=			05-
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	L	SBT
Assigned Phase	Number			7 1.1		3.0	1.1		3.0	5 1.1		3.0	1.1		4.0
	e Number se Duration, s			7.7	-	19.2	13.4	-	24.9	11.3		30.9	14.0	-	33.6
		\ 0			-	6.0	6.1	_	6.0	6.5	-	5.9			5.9
Change Period				6.1	-	5.1	4.0	\rightarrow			_		6.5	_	
Max Allow Hea				4.0 2.5	$\overline{}$		7.3	\rightarrow	5.1	4.0	_	4.0	4.0	_	4.0
Queue Clearan					_	9.6		-	9.8	4.2	_	14.8	7.3	-	16.7
Green Extension		(g e), S		0.0	$\overline{}$	3.6	0.3	\rightarrow	3.6	0.1		3.5	0.3	-	3.5
Phase Call Pro				0.27	$\overline{}$	1.00	0.97	-	1.00	0.80	_	1.00	0.98	_	1.00
Max Out Proba	DIIILY			0.00	,	0.00	0.05	,	0.00	0.00		0.00	0.07		0.00
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	Rate (v), veh/h		15	192	76	158	172	181	75	359	154	189	428	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n	1711	1826	1560	1810	1841	1547	1668	1841	1598	1781	1875	
Queue Service				0.5	7.6	3.3	5.3	6.0	7.8	2.2	12.8	5.6	5.3	14.7	
Cycle Queue C		- ,:		0.5	7.6	3.3	5.3	6.0	7.8	2.2	12.8	5.6	5.3	14.7	
Green Ratio (g		, _ ,,		0.19	0.17	0.17	0.29	0.24	0.24	0.38	0.32	0.32	0.42	0.36	
Capacity (c), V				292	311	266	352	449	377	323	593	515	427	670	
Volume-to-Cap		atio (X)		0.050	0.617	0.286	0.449	0.383	0.480	0.232	0.606	0.299	0.442	0.639	
		t/In (95 th percentile)												
		eh/ln (95 th percent		0.4	6.0	2.2	3.8	4.5	4.9	1.4	8.8	3.5	3.5	9.9	
Queue Storage	Ratio (RQ) (95 th percent	tile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay	(d 1), s	/veh		25.6	29.8	28.1	22.3	24.5	25.1	16.8	22.1	19.7	15.9	20.8	
Incremental De	lay (d 2), s/veh		0.1	2.8	0.8	0.9	0.8	1.3	0.4	1.0	0.3	0.7	1.0	
Initial Queue De				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (25.7	32.7	28.9	23.2	25.2	26.5	17.1	23.1	20.0	16.6	21.8	
Level of Service	,,			С	С	С	С	С	С	В	С	С	В	С	
Approach Dela				31.3	3	С	25.0		С	21.6		С	20.2	2	С
Intersection De							3.4					_	С		
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS	Score	/ LOS		2.12	2	В	1.92	2	В	2.10		В	2.10	0	В
	ore / L0	20		0.95	5	Α	1.33	2	Α	1.46		Α	1.51	1	В

		нся	, Sigr	ialize	a inte	rsect	ion R	esul	ts Sum	ımary					
General Inforn	nation								Intersect	tion Info	ormatic	on.	J. J.	14741	ja lj
Agency Diane B. Zimmerman Traff			ic Engineering					Intersection Information Duration, h 0.250					41		
Analyst		Diane Zimmerman	Analysis Date 8/17							Other					
Jurisdiction		-			PM Peak		PHF		0.96		→ · · · · · · · · · · · · · · · · ·		~		
Urban Street Terry Road					2035 No Build		\rightarrow	Analysis Perio		1> 4:15		3		· ·	
Intersection Lower Hunters Trace			File Name		-	Terry PM 35 NB.x				11-11-10			5+0		
Project Descrip	tion	Terry Road Apartme		1	*******	1011		TD IX GC					7	14144	14 (*)
, , , , , , , , , , , , , , , , , , , ,		Training record repair annual													
Demand Information				EB			WE	3		NB			SB		
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Demand (v), veh/h			15	193	77	160	17:	3 168	76	341	156	182	406	13	
01	41					1 111	1 11:								
Signal Informa	1	Deference Dhees		-	6	12117	21/2		_	H ?	≒ \		ĸŤæ	_	7
Cycle, s	78.6	Reference Phase	2 End	L	5		1:3	2	-	\exists		1	2	3	4
Offset, s	0	Reference Point	End	Green		2.7	25.0	1.7	5.9	13.8		,]			4
Uncoordinated	Yes	Simult. Cap N/S	On	Yellow		0.0	4.3	3.5		3.6	_[]	ነ 4	_ <		Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.6	0.0	2.4		5	6	7	
Timer Results				EBL		EBT	WB		WBT	NBL		NBT	SBI		SBT
Assigned Phase			7		4	3		8	NBL 5		2	1	_	6	
Case Number			1.1		3.0	1.1		3.0	1.1		3.0	1.1		4.0	
Phase Duration, s			7.8	-	19.8	13.8	-	25.7	11.4		30.9	14.2	_	33.6	
Change Period, (Y+R c), s			6.1		6.0	_		6.0	6.5		5.9	6.5	-	5.9	
Max Allow Headway (MAH), s			4.0		5.1	4.0		5.1 4.0			4.0		_	4.0	
Queue Clearance Time (g s), s					10.0			9.5	4.4	14.8		7.5		17.4	
Green Extension Time (g e), s			0.0	-	3.7	0.3	-	3.7	0.1		3.6	0.3	_	3.6	
Phase Call Probability			0.29	-	1.00	0.97	-	1.00	0.82		1.00	0.98	-	1.00	
Max Out Probability			0.00	_	0.00	0.07	_	0.00	0.02	\rightarrow	0.00	0.07	_	0.00	
31, , 300				3.30			3.31			3.50			3.3		
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Movement		7	4	14	3	8	18	5	2	12	1	6	16		
Assigned Move	71110111		Adjusted Flow Rate (v), veh/h		201	80	167	180	175	79	055	163	190	436	
), veh/h		16							355				
Adjusted Flow	Rate (v	y, veh/h ow Rate (s), veh/h/l	n	1711	1826	1560	1810	1841	1547	1668	1841	1598	1781	1875	
Adjusted Flow Adjusted Satura Queue Service	Rate(<i>v</i> ation Flo Time(ow Rate (s), veh/h/l g s), s	n	_	1826 8.0	1560 3.5	1810 5.6	1841 6.4	7.5	1668 2.4		1598 6.1	1781 5.5	1875 15.4	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C	Rate(<i>v</i> ation Flo Time(g learanc	ow Rate (s), veh/h/l g s), s	n	1711				-		-	1841		_	_	
Adjusted Flow Adjusted Satura Queue Service	Rate(<i>v</i> ation Flo Time(g learanc	ow Rate (s), veh/h/l g s), s	n	1711 0.6	8.0	3.5	5.6	6.4	7.5 7.5	2.4	1841 12.8	6.1	5.5	15.4	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v	Rate (v ation Flo Time (g clearanc g/C) veh/h	ow Rate (s), veh/h/l g s), s e Time (g c), s	n	1711 0.6 0.6	8.0	3.5 3.5	5.6 5.6	6.4 6.4	7.5 7.5	2.4 2.4	1841 12.8 12.8	6.1 6.1 0.32 508	5.5 5.5	15.4 15.4	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g	Rate (v ation Flo Time (g clearanc g/C) veh/h	ow Rate (s), veh/h/l g s), s e Time (g c), s	n	1711 0.6 0.6 0.20	8.0 8.0 0.18 320	3.5 3.5 0.18 273	5.6 5.6 0.30	6.4 6.4 0.25 462	7.5 7.5 0.25 388	2.4 2.4 0.38	1841 12.8 12.8 0.32	6.1 6.1 0.32	5.5 5.5 0.42	15.4 15.4 0.35	
Adjusted Flow Adjusted Satur Queue Service Cycle Queue C Green Ratio (g Capacity (c), V Volume-to-Cap	Rate (vation Floor Time (galerance Blearance	ow Rate (s), veh/h/l g s), s e Time (g c), s		1711 0.6 0.6 0.20 296	8.0 8.0 0.18 320	3.5 3.5 0.18 273	5.6 5.6 0.30 356	6.4 6.4 0.25 462	7.5 7.5 0.25 388	2.4 2.4 0.38 313	1841 12.8 12.8 0.32 585	6.1 6.1 0.32 508	5.5 5.5 0.42 424	15.4 15.4 0.35 661	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Cap Back of Queue	Rate (vation Floor Flor	ow Rate (s), veh/h/l gs), s e Time (gc), s	·)	1711 0.6 0.6 0.20 296	8.0 8.0 0.18 320	3.5 3.5 0.18 273	5.6 5.6 0.30 356	6.4 6.4 0.25 462	7.5 7.5 0.25 388	2.4 2.4 0.38 313	1841 12.8 12.8 0.32 585	6.1 6.1 0.32 508	5.5 5.5 0.42 424	15.4 15.4 0.35 661	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Cap Back of Queue Back of Queue	Rate (vation Floration Fl	bw Rate (s), veh/h/l gs), s e Time (gc), s atio (X) t/in (95 th percentile	e) ile)	1711 0.6 0.6 0.20 296 0.053	8.0 8.0 0.18 320 0.629	3.5 3.5 0.18 273 0.294	5.6 5.6 0.30 356 0.468	6.4 6.4 0.25 462 0.390	7.5 7.5 0.25 388 0 0.451 4.8	2.4 2.4 0.38 313 0.253	1841 12.8 12.8 0.32 585 0.607	6.1 6.1 0.32 508 0.320	5.5 5.5 0.42 424 0.447	15.4 15.4 0.35 661 0.660	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Cap Back of Queue Back of Queue	Rate (v ation Floration F	bw Rate (s), veh/h/l gs), s e Time (gc), s atio (X) t/ln (95 th percentile eh/ln (95 th percentile RQ) (95 th percent	e) ile)	1711 0.6 0.6 0.20 296 0.053	8.0 8.0 0.18 320 0.629	3.5 3.5 0.18 273 0.294 2.3	5.6 5.6 0.30 356 0.468	6.4 6.4 0.25 462 0.390	7.5 7.5 0.25 388 0 0.451 4.8 0.00	2.4 2.4 0.38 313 0.253	1841 12.8 12.8 0.32 585 0.607	6.1 6.1 0.32 508 0.320	5.5 5.5 0.42 424 0.447	15.4 15.4 0.35 661 0.660	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De	Rate (v ation Floation Floation Floation Floation G/C) weh/h acity Ra (Q), fr (Q), vo Patio ((d 1), selay (d 2	ow Rate (s), veh/h/l/gs), s e Time (gc), s atio (X) t/in (95 th percentile eh/in (95 th percentile RQ) (95 th percentile c), s/veh	e) ile)	1711 0.6 0.6 0.20 296 0.053 0.4 0.00 25.6 0.1	8.0 8.0 0.18 320 0.629 6.3 0.00 30.1 2.9	3.5 3.5 0.18 273 0.294 2.3 0.00	5.6 5.6 0.30 356 0.468 4.1 0.00	6.4 6.4 0.25 462 0.390 4.8 0.00 24.5 0.8	7.5 7.5 0.25 388 0 0.451 4.8 0.00 24.9 1.2	2.4 2.4 0.38 313 0.253 1.6 0.00	1841 12.8 12.8 0.32 585 0.607 8.9 0.00	6.1 6.1 0.32 508 0.320 3.8 0.00	5.5 5.5 0.42 424 0.447 3.7 0.00	15.4 15.4 0.35 661 0.660 10.3 0.00 21.5	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay	Rate (v ation Floation Floation Floation Floation G/C) weh/h acity Ra (Q), fr (Q), vo Patio ((d 1), selay (d 2	ow Rate (s), veh/h/l/gs), s e Time (gc), s atio (X) t/in (95 th percentile eh/in (95 th percentile RQ) (95 th percentile c), s/veh	e) ile)	1711 0.6 0.6 0.20 296 0.053 0.4 0.00 25.6	8.0 0.18 320 0.629 6.3 0.00 30.1	3.5 0.18 273 0.294 2.3 0.00 28.2	5.6 0.30 356 0.468 4.1 0.00 22.2	6.4 6.4 0.25 462 0.390 4.8 0.00 24.5	7.5 7.5 0.25 388 0 0.451 4.8 0.00 24.9	2.4 2.4 0.38 313 0.253 1.6 0.00 17.3	1841 12.8 12.8 0.32 585 0.607 8.9 0.00 22.7	6.1 0.32 508 0.320 3.8 0.00 20.4	5.5 0.42 424 0.447 3.7 0.00 16.3	15.4 15.4 0.35 661 0.660 10.3 0.00 21.5	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De	Rate (v ation Floration Floration Floration Floration Grant	by Rate (s), veh/h/l gs), $se Time (gc), satio (X)t/In (95 th percentileeh/In (95 th percentileRQ$) (95 th percentile RQ), s	e) ile)	1711 0.6 0.6 0.20 296 0.053 0.4 0.00 25.6 0.1	8.0 8.0 0.18 320 0.629 6.3 0.00 30.1 2.9	3.5 0.18 273 0.294 2.3 0.00 28.2 0.8	5.6 5.6 0.30 356 0.468 4.1 0.00 22.2 1.0	6.4 6.4 0.25 462 0.390 4.8 0.00 24.5 0.8	7.5 7.5 0.25 388 0 0.451 4.8 0.00 24.9 1.2 0.0	2.4 2.4 0.38 313 0.253 1.6 0.00 17.3 0.4	1841 12.8 12.8 0.32 585 0.607 8.9 0.00 22.7 1.0	6.1 0.32 508 0.320 3.8 0.00 20.4 0.4	5.5 5.5 0.42 424 0.447 3.7 0.00 16.3 0.7	15.4 15.4 0.35 661 0.660 10.3 0.00 21.5	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Service	Rate (v ation Fice Time (schemance (y/C) weh/h acity Rate (Q), fice Ratio ((d 1), selay (d 2 elay (d 2 elay (d , s/v/e (LOS)	ow Rate (s), veh/h/l/gs), s e Time (gc), s atio (X) t/ln (95 th percentile eh/ln (95 th percentil RQ) (95 th percent /veh e), s/veh eh	e) ile)	1711 0.6 0.6 0.20 296 0.053 0.4 0.00 25.6 0.1 0.0 25.7	8.0 8.0 0.18 320 0.629 6.3 0.00 30.1 2.9 0.0 33.0 C	3.5 3.5 0.18 273 0.294 2.3 0.00 28.2 0.8 0.0 29.1	5.6 5.6 0.30 356 0.468 4.1 0.00 22.2 1.0 0.0	6.4 0.25 462 0.390 4.8 0.00 24.5 0.8	7.5 7.5 0.25 388 0 0.451 4.8 0.00 24.9 1.2 0.0	2.4 2.4 0.38 313 0.253 1.6 0.00 17.3 0.4 0.0 17.8 B	1841 12.8 0.32 585 0.607 8.9 0.00 22.7 1.0 0.0 23.7	6.1 6.1 0.32 508 0.320 3.8 0.00 20.4 0.4 0.0	5.5 5.5 0.42 424 0.447 3.7 0.00 16.3 0.7 0.0	15.4 15.4 0.35 661 0.660 10.3 0.00 21.5 1.1	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Rate (v ation Fice Time (schemance (y/C) weh/h acity Rate (Q), fice Ratio ((d 1), selay (d 2 elay (d 2 elay (d , s/v/e (LOS)	ow Rate (s), veh/h/l/gs), s e Time (gc), s atio (X) t/ln (95 th percentile eh/ln (95 th percentil RQ) (95 th percent /veh e), s/veh eh	e) ile)	1711 0.6 0.6 0.20 296 0.053 0.4 0.00 25.6 0.1 0.0 25.7	8.0 8.0 0.18 320 0.629 6.3 0.00 30.1 2.9 0.0 33.0 C	3.5 0.18 273 0.294 2.3 0.00 28.2 0.8 0.0 29.1	5.6 5.6 0.30 356 0.468 4.1 0.00 22.2 1.0 0.0 23.1	6.4 6.4 0.25 462 0.390 4.8 0.00 24.5 0.8 0.0 25.2 C	7.5 7.5 0.25 388 0 0.451 4.8 0.00 24.9 1.2 0.0 26.1	2.4 2.4 0.38 313 0.253 1.6 0.00 17.3 0.4 0.0	1841 12.8 0.32 585 0.607 8.9 0.00 22.7 1.0 0.0 23.7	6.1 6.1 0.32 508 0.320 3.8 0.00 20.4 0.4 0.0 20.7	5.5 5.5 0.42 424 0.447 3.7 0.00 16.3 0.7 0.0 17.1	15.4 15.4 0.35 661 0.660 10.3 0.00 21.5 1.1 0.0 22.6	C
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Service	Rate (v ation Fix Time (y Elearance y/C) weh/h acity Ra (Q), fi (Q), ve e Ratio ((d 1), s elay (d 2 elay (d 2 elay (d 3 y, s/ve e (LOS) y, s/veh	ow Rate (s), veh/h/l gs), s e Time (gc), s atio (X) t/in (95 th percentile eh/in (95 th percentile eh/in (95 th percentile e), s/veh s), s/veh eh / LOS	e) ile)	1711 0.6 0.6 0.20 296 0.053 0.4 0.00 25.6 0.1 0.0 25.7	8.0 8.0 0.18 320 0.629 6.3 0.00 30.1 2.9 0.0 33.0 C	3.5 3.5 0.18 273 0.294 2.3 0.00 28.2 0.8 0.0 29.1 C	5.6 5.6 0.30 356 0.468 4.1 0.00 22.2 1.0 0.0 23.1	6.4 6.4 0.25 462 0.390 4.8 0.00 24.5 0.8 0.0 25.2 C	7.5 7.5 0.25 388 0 0.451 4.8 0.00 24.9 1.2 0.0 26.1	2.4 2.4 0.38 313 0.253 1.6 0.00 17.3 0.4 0.0 17.8 B	1841 12.8 0.32 585 0.607 8.9 0.00 22.7 1.0 0.0 23.7	6.1 6.1 0.32 508 0.320 3.8 0.00 20.4 0.4 0.0 20.7 C	5.5 5.5 0.42 424 0.447 3.7 0.00 16.3 0.7 0.0 17.1	15.4 15.4 0.35 661 0.660 10.3 0.00 21.5 1.1 0.0 22.6	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Service Approach Dela Intersection De	Rate (v ation Fix Time (y Elearance y/C) weh/h acity Ra (Q), fi (Q), ve elay (d z elay (d z elay (d z elay, s/ve ely, s/ve elay, s/ve	ow Rate (s), veh/h/l gs), s e Time (gc), s atio (X) t/in (95 th percentile eh/in (95 th percentile eh/in (95 th percentile e), s/veh s), s/veh eh / LOS	e) ile)	1711 0.6 0.6 0.20 296 0.053 0.4 0.00 25.6 0.1 0.0 25.7	8.0 8.0 0.18 320 0.629 6.3 0.00 30.1 2.9 0.0 33.0 C	3.5 3.5 0.18 273 0.294 2.3 0.00 28.2 0.8 0.0 29.1 C	5.6 5.6 0.30 356 0.468 4.1 0.00 22.2 1.0 0.0 23.1 C 24.8	6.4 6.4 0.25 462 0.390 4.8 0.00 24.5 0.8 0.0 25.2 C	7.5 7.5 0.25 388 0 0.451 4.8 0.00 24.9 1.2 0.0 26.1 C	2.4 2.4 0.38 313 0.253 1.6 0.00 17.3 0.4 0.0 17.8 B	1841 12.8 0.32 585 0.607 8.9 0.00 22.7 1.0 0.0 23.7 C	6.1 6.1 0.32 508 0.320 3.8 0.00 20.4 0.4 0.0 20.7 C	5.5 5.5 0.42 424 0.447 3.7 0.00 16.3 0.7 0.0 17.1 B 20.9	15.4 15.4 0.35 661 0.660 10.3 0.00 21.5 1.1 0.0 22.6 C	
Adjusted Flow Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Servica	Rate (v ation Floration F	Dw Rate (s), veh/h/l gs), s e Time (gc), s atio (X) t/in (95 th percentile eh/in (95 th percentile eh/in (95 th percentile e)/veh e), s/veh e), s/veh eh /LOS	e) ile)	1711 0.6 0.6 0.20 296 0.053 0.4 0.00 25.6 0.1 0.0 25.7	8.0 8.0 0.18 320 0.629 6.3 0.00 30.1 2.9 0.0 33.0 C	3.5 3.5 0.18 273 0.294 2.3 0.00 28.2 0.8 0.0 29.1 C	5.6 5.6 0.30 356 0.468 4.1 0.00 22.2 1.0 0.0 23.1 C 24.8	6.4 6.4 0.25 462 0.390 4.8 0.00 24.5 0.8 0.0 25.2 C	7.5 7.5 0.25 388 0 0.451 4.8 0.00 24.9 1.2 0.0 26.1 C	2.4 2.4 0.38 313 0.253 1.6 0.00 17.3 0.4 0.0 17.8 B	1841 12.8 0.32 585 0.607 8.9 0.00 22.7 1.0 0.0 23.7 C	6.1 6.1 0.32 508 0.320 3.8 0.00 20.4 0.4 0.0 20.7 C	5.5 5.5 0.42 424 0.447 3.7 0.00 16.3 0.7 0.0 17.1 B 20.9	15.4 15.4 0.35 661 0.660 10.3 0.00 21.5 1.1 0.0 22.6 C	

		нся	Sigr	nalize	d Inte	rsect	ion R	esult	s Sum	ımary					
General Inform	nation								ntersec	tion Inf	ormatic	nn .	1 1	I do John L	ьų
General Information Agency Diane B. Zimmerman Traff				ic Engin	eering			\rightarrow	Duration,		0.250		ألس	41	
Analyst			Analysis Date 8/17/2022			2022	$\overline{}$	Area Typ	Other						
Jurisdiction		Time F		_	M Peak		PHF		0.96		→		↓		
Urban Street Terry Road					_		_		Period	1> 4:	15	7		•	
Intersection Lower Hunters Trace			Analysis Year File Name		-	Terry PM 35 B.xus		Analysis Period		1 4.15					
Project Description Terry Road Apartments			T IIC IV	anic	Tichry	1 W 00 L	J.XU3					- 4	111	21 (
1 Toject Descrip	, cion	Terry Road Apartin	J110												
Demand Inform	mation				EB		\top	WE	3	Т	NB		Т	SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Demand (v), veh/h			15	193	77	160	173	182	76	362	156	190	419	13	
Signal Informa	r			l	7	217	215	1 2		≥ 2	\succeq		-4-	_	_
Cycle, s	79.1	Reference Phase	2		5		F:↑	25		Ħ	E	>	Y	3	↔
Offset, s	0	Reference Point	End	Green	5.0	3.1	25.0	1.7	6.0	13.9					<u></u>
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		0.0	4.3	3.5	0.0	3.6		\ 4	<u> </u>	∠	7
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.6	0.0	2.4		5	6	7	
T: D 14				EDI		EDT	\4/D		MAIDT	NIDI	_	NDT	ODI		ODT
Timer Results			EBL		EBT	WB	L	WBT	NBL		NBT	SBI	L	SBT	
Assigned Phase			7		4	3		8	5		2	1		6	
Case Number			1.1		3.0	1.1	-	3.0	1.1		3.0	1.1	_	4.0	
Phase Duration, s			7.8 6.1		19.9	13.8		25.9		_		14.5		34.0 5.9	
Change Period, (Y+Rc), s					6.0	6.1		6.0 6.5		-	5.9	6.5	-		
Max Allow Headway (MAH), s				$\overline{}$	5.1	4.0		5.1 4.0		-	4.0	4.0	-	4.0	
Queue Clearance Time (g s), s					10.1	7.6		10.3 4.		-	16.0	7.8 0.3		18.1	
Green Extension Time (g e), s			_	_	3.8	0.3	$\overline{}$	3.8 1.00	0.1		3.8	_	-	3.8 1.00	
Phase Call Probability Max Out Probability			0.29	_	0.00	0.97	_	0.00	0.82	_	0.00	0.99	-	0.00	
Max Out Ploba	Dility			0.00	, , ,	0.00	0.07		0.00	0.00		0.00	0.10	,	0.00
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		16	201	80	167	180	190	79	377	163	198	450			
Adjusted Saturation Flow Rate (s), veh/h/ln			1711	1826	1560	1810	1841	1547	1668	1841	1598	1781	1875		
Queue Service Time (g s), s		0.6	8.1	3.5	5.6	6.4	8.3	2.5	14.0	6.1	5.8	16.1			
Cycle Queue Clearance Time (g c), s			0.6	8.1	3.5	5.6	6.4	8.3	2.5	14.0	6.1	5.8	16.1		
Green Ratio (g/C)			0.20	0.18	0.18	0.30	0.25	0.25	0.38	0.32	0.32	0.42	0.35		
Capacity (c), veh/h			297	321	274	357	463	389	306	581	505	411	665		
Volume-to-Capacity Ratio (X)			0.053	0.626	0.292	0.467	0.389	0.487	0.259	0.649	0.322	0.481	0.677		
Back of Queue (Q), ft/ln (95 th percentile)															
Back of Queue (Q), veh/ln (95 th percentile)			0.4	6.4	2.3	4.1	4.8	0.3	1.6	9.5	3.8	3.9	10.7		
	Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	Uniform Delay (d 1), s/veh		25.7	30.2	28.3	22.3	24.6	25.3	17.6	23.3	20.6	16.7	21.7		
Queue Storage		Incremental Delay (d 2), s/veh		0.1	2.8	0.8	1.0	0.8	1.3	0.4	1.2	0.4	0.9	1.2	
Queue Storage Uniform Delay Incremental De			Initial Queue Delay (d 3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Uniform Delay Incremental De Initial Queue De	elay (d				33.0	29.2	23.2	25.4	26.6	18.1	24.5	21.0	17.5	22.9	
Queue Storage Uniform Delay Incremental De Initial Queue De Control Delay (elay(d d), s/v	eh		25.8					1 0	I D	_				1
Queue Storage Uniform Delay Incremental De Initial Queue Do Control Delay (Level of Service	elay(d d), s/v e (LOS)	eh		С	С	С	С	С	С	В	С	С	В	С	
Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Service Approach Delay	elay (d d), s/v e (LOS) y, s/veh	eh / LOS		-	С	C	25.1		C	22.8		C	B 21.3		С
Queue Storage Uniform Delay Incremental De Initial Queue Do Control Delay (Level of Service	elay (d d), s/v e (LOS) y, s/veh	eh / LOS		С	С	С	_		_			С	_		С
Queue Storage Uniform Delay Incremental De Initial Queue De Control Delay (Level of Service Approach Delay Intersection De	elay (d d), s/ve e (LOS) y, s/veh lay, s/ve	eh / LOS		С	C	С	25.1	1	_		B	С	21.3	3	С
Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Service Approach Delay	elay (d d), s/v e (LOS) y, s/veh lay, s/ve	/ LOS		С	C B EB	С	25.1	1 WB	_		NB	С	21.3	SB	С



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.





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