final report

May 29, 2018

Traffic Impact Study

Covington by the Park 4501 Taylorsville Lake Road Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet





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INTRODUCTION

The development plan for the Covington by the Park subdivision on Taylorsville Lake Road in Louisville, KY shows 633 single family lots and four residual tracts. **Figure 1** displays a map of the site. Access to the subdivision will be from Taylorsville Lake Road at the intersection with Routt Road and a new entrance, north of Routt Road. Three stub roads are provided to adjoining properties. 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 Taylorsville Lake Road with Routt Road; the intersections of Taylorsville Road with Taylorsville Lake Road, South Pope Lick Road, I 265 interchange and Stone Lake Drive.

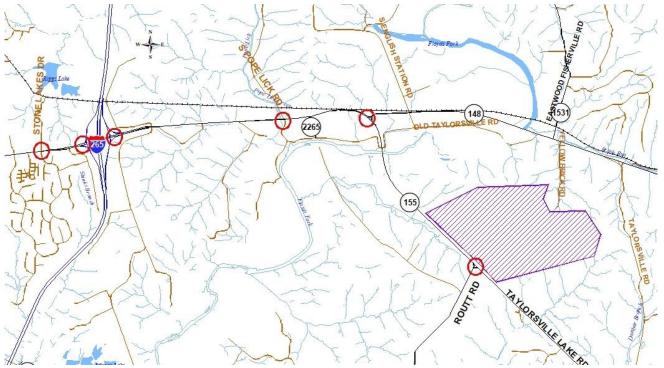


Figure 1. Site Map

EXISTING CONDITIONS

Taylorsville Lake Road, KY 155, is a state-maintained road with an estimated 2017 ADT of 17,500 vehicles per day between KY 1531 (Routt Road) and KY 148 (Taylorsville Road), as estimated from the 2016 count at Kentucky Transportation Cabinet at station 361. The road is a three-lane highway with eleven-foot lanes with ten-foot shoulders through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 55 mph. There are no sidewalks. The intersection with KY 1531, Routt Road, is controlled with a stop sign on Routt Road. There is a southbound right turn lane at the intersection.

The intersection with Taylorsville Road (KY 148) is controlled with a traffic signal. There is a northbound right turn lane, a southbound left turn lane, and separate turning lanes on the KY 148 approach.

Covington by the Park 4501 Taylorsville Lake Road Traffic Impact Study

The intersection with South Pope Lick Road is controlled with a stop sign on South Pope Lick Road. There are no turn lanes on any approaches.

The intersection with the I 265 ramps are both controlled with traffic signals. There are left turn lanes on all approaches. The right turn lanes on all approaches are free-flow except the southbound exit ramp.

The intersection with Stone Lakes Drive is controlled with a traffic signal. There are left turn lanes on all approaches. The westbound approach has a right turn lane.

Peak hour traffic counts for the intersections were obtained on various dates. The a.m. and p.m. peak hour varied between the intersections. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes.

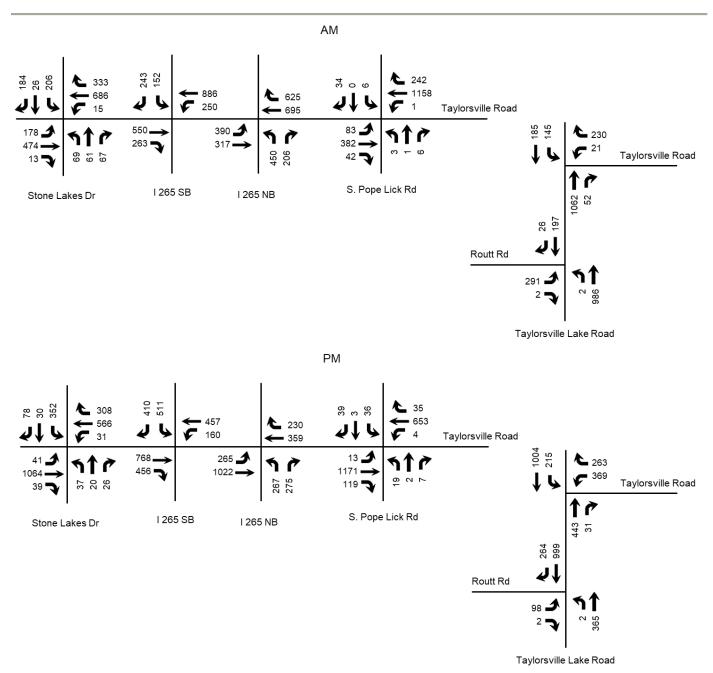


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2030. An annual growth rate of 1.0 percent was applied to all. This is based upon a review of historical data and the potential for additional development in the vicinity. For the volumes west of I-265, the trips generated by the developments documented in the <u>Taylorsville Road/Urton Lane Area-wide Traffic Impact Study prepared</u> by BTM Engineering, Inc., dated August 2009, have been included. Volumes on north South Pope Lick

Road include trip generation from the two approved subdivisions, Trestle Creek and Trestle Point. **Figure 3** displays the 2030 No Build peak hour volumes. The intersection of Taylorsville Road with South Pope Lick Road is scheduled to be improved with left turn lanes on all approaches. A traffic signal is assumed to be installed by 2030.

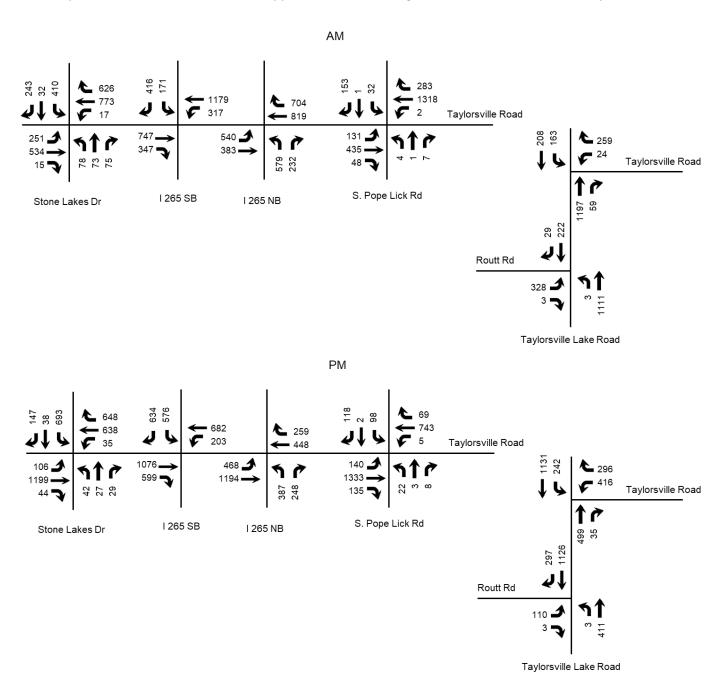


Figure 3. No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 10th Edition contains trip generation rates for a wide range of developments. The land uses of "Single Family Detached (210)" 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. Peak Hour P.M. Peak

	A.M. I	Peak H	lour	P.M. F	Peak H	our
Land Use	Trips	In	Out	Trips	In	Out
Single-Family Detached (633 lots)	454	114	340	597	376	221

25% (155) (155) (156) (157) (158) (159) (1

Figure 4. Trip Distribution Percentages

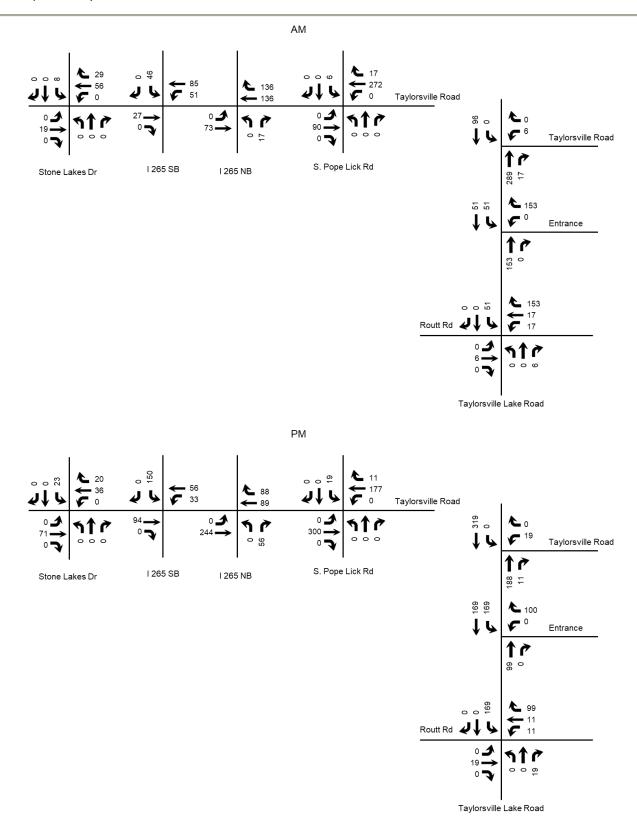


Figure 5. Peak Hour Trips Generated by Site

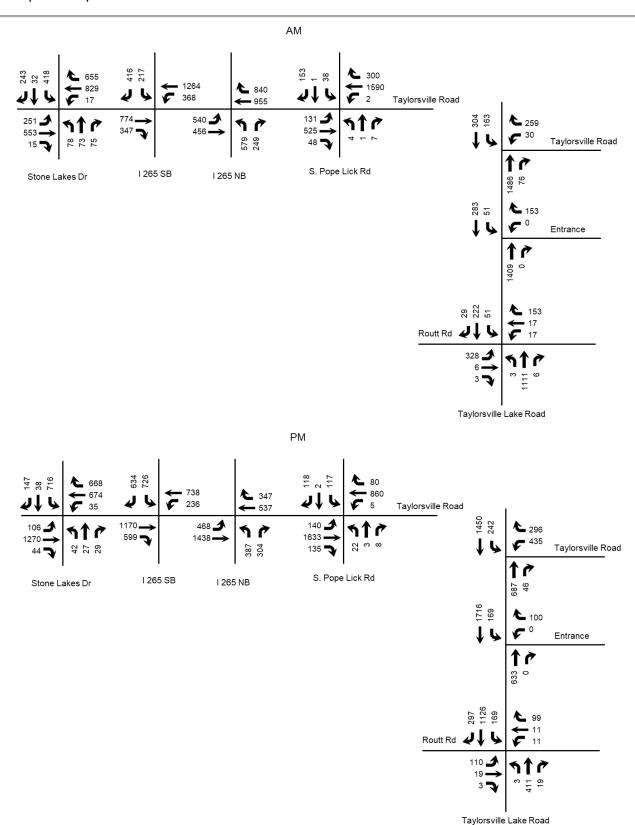


Figure 6. Build Peak Hour Volumes

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 at an intersection.

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 6th edition. Future delays and Level of Service were determined for the intersections using the HCS Streets (version 7.5) software. The delays and Level of Service are summarized in **Table 2**.

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2018	2030	2030	2018	2030	2030
Approach	Existing	No Build	Build	Existing	No Build	Build
	С	E	E	С	С	D
Taylorsville Road at Stone Lakes Dr	28.7	68.7	73.3	26.5	33.6	35.8
Taylorsville Road Eastbound	С	E	E	С	С	С
Taylorsville Road Eastbourid	20.2	57.3	56.6	21.3	24.4	25.8
Taylorsville Road Westbound	С	E	F	В	В	В
Taylorsville Road Westbourid	23.9	73.9	85.5	19.7	16.6	17.1
Stone Lakes Drive Northbound	D	F	F	С	Е	Ε
Storie Lakes Drive Northbourid	38.7	124.3	124.3	33.7	62.5	62.5
Stone Lakes Drive Southbound	D	Е	Е	D	Е	Е
Storie Lakes Drive Southbound	48.8	56.9	57.1	51.3	67.9	74.8
	В	С	С	С	D	D
Taylorsville Road at I 265 SB ramps	19.3	29.1	29.6	23.3	38.1	44.2
Taylorsville Road Eastbound	Α	В	С	В	С	С
Taylorsville Noad Lastbourid	7.8	19.2	20.2	12.6	23.1	33.3
Taylorsville Road Westbound	В	С	С	С	С	D
Taylorsville Road Westbourid	16.9	22.9	23.6	20.4	33.7	41.6
1,007 5	D	Е	Е	D	Е	Е
I 265 Ramp Southbound	52.5	63.9	61.9	42.0	63.3	61.3
Taylorsville Road at I 265 NB ramps	С	D	Е	В	С	С
Taylorsville Road at 1 203 NB Tallips	21.3	48.6	56.4	13.4	24.4	23.7
Taylorsville Road Eastbound	В	Е	Е	В	С	С
Taylorsville Road Eastboulld	19.9	64.2	69.4	11.3	23.5	27.8
Taylorsvilla Poad Westhound	В	С	D	Α	В	В
Taylorsville Road Westbound	12.5	29.3	44.4	6.1	16.0	15.4
L 265 Ramp Northhound	D	Е	Е	С	С	С
I 265 Ramp Northbound	40.6	68.6	67.2	28.6	29.0	22.7

		A.M.			P.M.	
Approach	2018 Existing	2030 No Build	2030 Build	2018 Existing	2030 No Build	2030 Build
Taylorsville Road at S Pope Lick Road		D 51.6	F 101.9		D 51.4	F 105.9
Taylorsville Road Eastbound	B 14.9	C 25.0	C 23.1	A 9.1	E 67.4	F 155.4
Taylorsville Road Westbound	A 8.3	D 52.9	F 129.0	B 12.1	B 10.0	B 11.7
S Pope Lick Road Northbound	F 63.4	E 66.4	E 66.4	F 179.9	E 71.4	E 71.4
S Pope Lick Road Southbound	F 54.8	F 127.5	F 125.6	F 250.1	F 85.0	F 88.0
Taylorsville Road at Taylorsville Lake Road	C 32.4	E 56.9	F 121.6	C 24.7	D 39.8	F 87.1
Taylorsville Road (KY 148) Westbound	B 18.4	D 49.7	D 49.8	C 20.5	E 58.8	E 68.8
Taylorsville Lake Road Northbound	C 31.9	E 64.6	F 162.2	B 18.8	C 21.6	C 25.7
Taylorsville Road Southbound	D 53.1	D 36.6	C 30.4	D 37.3	D 37.0	F 121.5
Taylorsville Road at Entrance						
Entrance Westbound			F 271.9			C 17.2
Taylorsville Lake Road Southbound			B 13.8			A 9.9
Taylorsville Road at Routt Road			F 83.5			D 39.0
Routt Road Eastbound	F 505.9	F 898.3	E 56.3	F 119.0	F 282.0	D 41.5
Entrance Westbound			E 72.9			E 57.1
Taylorsville Road Northbound (left)	A 7.7	A 7.8	F 112.6	B 12.6	B 14.0	B 13.9
Taylorsville Road Southbound (left)			B 17.9			D 44.2

Key: Level of Service, Delay in seconds per vehicle

Both entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance</u> <u>Manual</u> dated March, 2017. Using the volumes in Figure 6, a left turn lane will be required at both entrances. Due to the poor operating conditions at Routt Road a traffic signal has been assumed to be installed at the intersection of Routt Road. This intersection will need to be monitored to determine when the signal warrant is satisfied.

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CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2030, there will be an impact to the existing highway network. Left turn lanes will be required at the entrances. The No-Build condition indicates inadequate capacity in the corridor. The Kentucky Transportation Cabinet is currently evaluating several alternates to providing additional capacity in the corridor. One option to achieve acceptable Levels of Service is KY 155 widening to include two lanes in each direction from I 265 (Gene Snyder) through the intersection with Routt Road, with a traffic signal installed at the intersection with Routt Road.

APPENDIX

Traffic Counts

Louisville Metro Government

Department of Public Works Traffic Engineering & Operations

File Name: Taylorsville Rd & Stone Lakes Dr

Site Code :

Start Date : 1/19/2016

Page No : 3

			ne Lake rom No					ylorsville rom Ea					ne Lake rom So					ylorsville rom We			
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analys	is From (07:00 AM	to 09:4	5 AM - P	eak 1 of 1					•											
Peak Hour for En	tire Inters	ection Be	gins at (07:00 AN	1																
07:00 AM	10	1	41	0	52	60	159	5	0	224	25	4	25	0	54	1	117	20	0	138	468
07:15 AM	46	6	47	0	99	90	151	2	0	243	14	11	14	0	39	2	90	59	0	151	532
07:30 AM	68	9	54	0	131	122	175	7	0	304	16	38	12	0	66	9	144	77	0	230	731
07:45 AM	60	10	64	0	134	61	201	1	0	263	12	8	18	0	38	1	123	22	0	146	581
Total Volume	184	26	206	0	416	333	686	15	0	1034	67	61	69	0	197	13	474	178	0	665	2312
% App. Total	44.2	6.2	49.5	0		32.2	66.3	1.5	0		34	31	35	0		2	71.3	26.8	0		
PHF	.676	.650	.805	.000	.776	.682	.853	.536	.000	.850	.670	.401	.690	.000	.746	.361	.823	.578	.000	.723	.791
Peak Hour Analys Peak Hour for Ent 01:00 PM 01:15 PM 01:30 PM 01:45 PM						49 43 58 49	107 93 85 98	6 5 4 6	0 0 0	162 141 147 153	7 5 8 7	2 3 2 2	6 2 4 6	0 0 0	15 10 14 15	5 3 6 3	86 85 88	4 6 7 12	0 0 0	95 94 101 145	324 299 323 368
Total Volume	26	6	190	0	222	199	383	21	0	603	27	9	18	0	54	17	389	29	0	435	1314
% App. Total	11.7	2.7	85.6	0		33	63.5	3.5	0	000	50	16.7	33.3	Ö	0.1	3.9	89.4	6.7	0	100	1011
PHF	.650	.500	.913	.000	.910	.858	.895	.875	.000	.931	.844	.750	.750	.000	.900	.708	.748	.604	.000	.750	.893
Peak Hour Analys Peak Hour for Ent 04:30 PM						77	150	11	0	238	6	1	11	0	18	8	242	10	0	260	632
04:45 PM	23	9	85	ő	117	83	137	6	0	226	9	4	12	ő	25	5	248	13	0	266	634
05:00 PM	22	8	94	ő	124	67	149	6	0	222	3	5	7	0	15	15	282	10	0	307	668
05:15 PM	16	5	82	ő	103	81	130	8	0	219	8	10	7	0	25	11	292	8	0	311	658
Total Volume	78	30	352	0	460	308	566	31	0	905	26	20	37	0	83	39	1064	41	0	1144	2592
% App. Total	17	6.5	76.5	ő	100	34	62.5	3.4	ő	000	31.3	24.1	44.6	ŏ	00	3.4	93	3.6	0		2002
PHF	.848	.833	.936	.000	.927	.928	.943	.705	.000	.951	.722	.500	.771	.000	.830	.650	.911	.788	.000	.920	.970

8/22/2017 Taylorsville Road at I 265 Intercahnge All Movements

	KY 155	<u> </u>	1265 Off	Ramp	KY 155			1265 SB	Off Rar	KY 155	1	KY 155	,	
	Westbo	ound	Northbo	ound	Eastbo	und		Southb	ound	Westbo	ound	Eastbo	und	
Start Tim	Thru	Right	Left	Right	Left	Thru	U-Turn	Left	Right	Left	Thru	Thru	Right	Intercha
6:45:00	167	176	107	38	108	62	1	32	44	67	203	139	56	759
7:00:00	154	180	114	41	108	63	0	25	56	64	212	143	53	766
7:15:00	192	158	111	55	86	76	1	40	59	76	225	120	78	813
7:30:00	172	150	118	55	106	85	0	33	75	48	246	166	69	838
7:45:00	177	137	107	55	90	93	0	54	53	62	203	121	63	767
8:00:00	152	114	88	46	80	62	0	29	65	62	195	115	58	667
8:15:00	176	132	105	42	78	81	0	47	54	63	213	115	62	733
8:30:00	113	135	85	32	82	77	0	48	56	45	162	110	61	640
8:45:00	117	121	67	28	83	82	0	35	50	43	140	122	48	588
16:00:00	80	52	53	45	58	267	0	147	117	34	96	174	106	774
16:15:00	79	57	57	50	69	265	0	132	119	34	118	202	116	812
16:30:00	104	69	69	45	70	234	0	130	98	46	127	175	107	797
16:45:00	96	52	69	80	68	256	1	102	76	46	116	217	127	819
17:00:00	113	58	50	78	64	230	0	75	67	51	111	213	110	764
17:15:00	113	56	79	72	57	208	0	82	66	54	141	179	129	776
17:30:00	95	42	90	74	47	203	0	72	87	30	156	182	111	753
17:45:00	66	44	56	62	42	229	0	93	88	27	102	168	109	686
			-					-						
7:00:00	154	180	114	41	108	63	0	25	56	64	212	143	53	766
7:15:00		158	111	55		76		40	59	76	225	120	78	
7:30:00		150	118	55		85			75		246	166	69	
7:45:00		137	107	55		93			53		203	121	63	767
AM Peak		625		206		317		152	243		886	550	263	3184
16:00:00		52	53	45		267	0		117	34	96	174	106	
16:15:00		57	57	50		265			119		118		116	
16:30:00		69 52	69	45 80		234	0		98 76		127	175	107 127	797
16:45:00			69 249			256		102 511			116	217		819
PM Peak	359	230	248	220	265	1022	1	511	410	160	457	768	456	3202

Study Name KY 155 at Pope Lick Road

Start Date 09/06/2017 **Start Time** 12:00 AM

Site Code Pope Lick Road

Project 5-808.00 KY 155 @ Pope Lick Road

Type Road Classification Totals

	•	e Lick R			KY 155		•	e Lick R			KY 155		
	Sc	outhbour	nd	W	estbour/	nd	No	orthbour	nd	E	astboun	d	
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 AM	2	0	10	0	314	36	3	0	1	8	61	9	444
7:15 AM	2	0	6	0	301	48	0	0	0	24	100	11	492
7:30 AM	0	0	6	0	301	69	0	1	4	20	106	8	515
7:45 AM	2	0	16	0	274	74	1	0	1	24	93	14	499
8:00 AM	1	0	6	1	282	51	2	0	1	15	83	9	451
8:15 AM	1	1	5	0	222	46	2	1	0	1	79	12	370
8:30 AM	2	0	0	1	233	41	5	2	0	7	87	8	386
8:45 AM	4	1	2	1	203	31	6	1	1	3	116	22	391
4:00 PM	7	1	12	2	139	9	5	1	1	5	277	21	480
4:15 PM	7	2	8	0	125	3	4	0	3	7	302	18	479
4:30 PM	4	2	13	1	182	7	2	0	2	4	308	11	536
4:45 PM	17	0	12	0	143	3	7	0	2	5	294	20	503
5:00 PM	10	1	12	0	164	10	3	0	1	0	286	18	505
5:15 PM	9	0	11	1	181	9	7	0	1	4	304	23	550
5:30 PM	9	1	9	0	171	9	5	2	3	6	288	31	534
5:45 PM	8	1	7	3	137	7	4	0	2	3	293	47	512
	1	1							1				1
7:15 AM	2	0	6	0	301	48	0	0	0	24	100	11	492
7:30 AM	0	0	6	0	301	69	0	1	4	20	106	8	515
7:45 AM	2	0	16	0	274	74	1	0	1	24	93	14	499
8:00 AM	1	0	6	1	282	51	2	0	1	15	83	9	451
AM Peak	5	0	34	1	1158	242	3	1	6	83	382	42	1957
5:00 PM	10	1	12	0	164	10	3	0	1	0	286	18	505
5:15 PM	9	0	11	1	181	9	7	0	1	4	304	23	550
5:30 PM	9	1	9	0	171	9	5	2	3	6	288	31	534
5:45 PM	8	1	7	3	137	7	4	0	2	3	293	47	512
PM Peak	36	3	39	4	653	35	19	2	7	13	1171	119	2101

11.16.16 pm 11.22.16 am

Interval	aylo	rsville	Lake I	Road	Tay	lorsvi	lle Roa	ad	Tay	lorsvill	le Roa	ad]
Start Time		From	South			From	East			From V	Vest		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
7:00		286	12		5		57		30	41			431
7:15		287	9		3		65		36	42			442
7:30		267	15		3		58		19	32			394
7:45		256	16		6		57		45	46			426
8:00		252	12		9		50		45	65			433
8:15		242	17		4		47		34	44			388
8:30		210	14		5		43		25	43			340
8:45		186	11		5		45		29	46			322
AM TOTALS		1986	106		40		422		263	359			3176
16:00		97	8		22		41		57	218			443
16:15		98	8		31		44		54	233			468
16:30		118	8		29		58		43	251			507
16:45		112	7		96		67		49	225			556
17:00		116	8		91		79		57	270			621
17:15		103	8		79		55		61	256			562
17:30		112	8		103		62		48	253			586
17:45		133	11		65		38		36	211			494
PM TOTALS		889	66		516		444		405	1917			4237
7:15		287	9		3		65		36	42			442
7:30		267	15		3		58		19	32			394
7:45		256	16		6		57		45	46			426
8:00		252	12		9		50		45	65			433
AM PEAK		1062	52		21		230		145	185			1695
16:45		112	7		96		67		49	225			556
17:00		116	8	_	91		79		57	270			621
17:15		103	8	_	79		55		61	256			562
17:30		112	8		103		62		48	253			586
PM PEAK		443	31		369		263		215	1004			2325

2/14/2018

Interval	Taylor	sville La	ke Rd	Taylo	rsville La	ake Rd	ı	Routt Ro	l	
Start Time	F	rom Nort	:h	F	rom Sout	:h	F	rom Wes	st	
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00		27	2	1	220		52		0	302
7:15		40	4	0	243		84		0	371
7:30		55	6	1	290		77		0	429
7:45		49	7	1	239		70		2	368
8:00		53	9	0	214		60		0	336
8:15		59	10	0	237		55		1	362
8:30		52	12	0	188		44		0	296
8:45		57	8	1	166		37		0	269
AM TOTALS		392	58	4	1797		479		3	2733
16:00		172	45	1	53		19		0	290
16:15		215	76	0	73		22		2	388
16:30		272	67	0	111		34		1	485
16:45		232	68	2	92		9		1	404
17:00		245	63	0	77		21		0	406
17:15		250	66	0	85		34		0	435
17:30		255	78	1	92		21		1	448
17:45		234	75	1	54		24		0	388
PM TOTALS		1875	538	5	637		184		5	3244
7:15		40	4	0	243		84		0	371
7:30		55	6	1	290		77		0	429
7:45		49	7	1	239		70		2	368
8:00		53	9	0	214		60		0	336
AM PEAK		197	26	2	986		291		2	1504
16:30		272	67	0	111		34		1	485
16:45		232	68	2	92		9		1	404
17:00		245	63	0	77		21		0	406
17:15		250	66	0	85		34		0	435
PM PEAK		999	264	2	365		98		2	1730

HCS Reports

		HCS	7 Sig	nalize	d Inte	ersec	tion R	Result	ts Sur	nmar	y				
General Inform	nation							1	ntersec	tion Inf	ormatic	n		4741	ا ما
Agency		Diane B. Zimmerma	an Traffi	c Engin	eering				Duration,	, h	0.25			44	
Analyst		DBZ		Analys	is Date	3/8/20	18	A	rea Typ	е	Other				
Jurisdiction				Time F	Period	AM Pe	eak	F	PHF		0.79		÷	×į	÷
Urban Street		Taylorsville Road		Analys	is Year	2018		1	nalysis	Period	1> 7:0	00	3		
Intersection		Stone Lakes Drive		File Na		AM 18	3.xus							5 %	
Project Descript	tion	Covington by the P	ark	1		J								A 14Y	\$+ (*
		comigion by the r													
Demand Inforn	nation				EB		Т	WB		\top	NB		\top	SB	
Approach Move	ment			L	Т	R	L	Т	R	L	T	R	L	Т	R
Demand (v), v	eh/h			178	474	13	15	686	333	69	61	67	206	26	184
20,110,110 (17),							10					-			101
Signal Informa	tion				Т	\top				\top					T
Cycle, s	120.0	Reference Phase	2	1	2 6	+3		E 43	. 21		_ ₩		Z		4
Offset, s	0	Reference Point	End		0.0	3	7	\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		10.5		1	2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green		0.8	57.8	34.3	_	0.0		, l	→		-4-
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow Red	3.5	3.5	1.5	3.6 2.1	0.0	0.0		5	6	7	Ψ
1 Office Mode	1 IACU	Cilliant. Gap 14/3	Oil	Ticu	0.0	0.0	1.0	14.1	0.0	0.0			-		
Timer Results				EBI		EBT	WB		WBT	NBI		NBT	SBI		SBT
				5	-	2		_	6	INDI	-	8	361	-	4
Assigned Phase	=			-	_		1	_			_		_	_	
Case Number				1.1		4.0	1.1	-	3.0	_	_	6.0	_	_	6.0
Phase Duration				16.4	_	70.9	9.1	-	63.6	_	_	40.0		_	40.0
Change Period,	ange Period, (Y+R c), s x Allow Headway (<i>MAH</i>), s			6.5		5.8	6.5	_	5.8			5.7			5.7
Max Allow Head	x Allow Headway (<i>MAH</i>), s			5.0		0.0	5.0		0.0			5.3			5.3
Queue Clearan	eue Clearance Time (g s), s			9.2	\perp		2.6	\perp				27.2			36.1
Green Extensio	reen Extension Time (g s), s			0.7		0.0	0.0		0.0			0.7			0.0
Phase Call Prob	oability			1.00)		0.44	F				1.00			1.00
Max Out Probat	bility			0.12	2		0.00)				0.45			1.00
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	•			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow F) veh/h		225	310	307	17	793	385	87	162		261	266	
		ow Rate (s), veh/h/l	n	1795	1856	1838	1795	1841	1598	1131	1696		1234	1628	
Queue Service		. ,,		7.2	11.0	11.0	0.6	43.8	8.6	8.5	9.0		25.1	16.7	
Cycle Queue Cl		- , .		7.2	11.0	11.0	0.6	43.8	8.6	25.2	9.0		34.1	16.7	
Green Ratio (g		C IIIIC (9 t), 3		0.58	0.54	0.54	0.50	0.48	0.48	0.29	0.29		0.29	0.29	
Capacity (c), v				289	1006	996	452	886	769	235	485		330	465	
		tio (V)		0.780	0.308			0.896	_	0.371	0.334			0.571	
Volume-to-Capa			\										0.789		
	. ,.	In (90 th percentile)		149.8		181.6	10.6		107.1	109	157.1		310.8	252.5	
		eh/In (90 th percent		5.9	7.3	7.3	0.4	21.7	4.3	4.4	6.1		12.3	10.0	
		RQ) (90 th percent	ule)	0.86	0.37	0.37	0.06	0.56	0.21	0.56	0.79		0.89	0.72	
Uniform Delay (24.5	15.1	15.1	15.2	19.3	6.2	46.4	33.3		46.4	36.6	
Incremental Del		,,		7.5	0.8	0.8	0.0	12.3	2.1	1.4	0.6		12.7	2.1	
Initial Queue De	elay (d	3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/ve	eh		31.9	15.9	15.9	15.3	31.6	8.3	47.8	33.8		59.1	38.6	
Level of Service	(LOS)			С	В	В	В	С	Α	D	С		E	D	
Approach Delay	, s/veh	/LOS		20.2	2	С	23.9)	С	38.7	7	D	48.8	3	D
Intersection Del	ay, s/ve	h / LOS				28	3.7						С		
	Indian and Describe				ED.			WD			NID			0.0	
Multimodal Re	sults		lultimodal Results					VVB			NB			SB	
Multimodal Res		/108		1.90	EB	В	1.91	WB	В	2.29	NB	В	2.13	SB	В

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		HCS	7 Sig	nalize	d Int	ersec	tion F	Resu	Its Su	nmar	y				
	4:								1.4	41	4.			14141	V III
General Inforn	nation	I=. = =:						-	Intersec		_	on	- 1	411	
Agency		Diane B. Zimmerma	an Traffi						Duration		0.25				
Analyst		DBZ				3/8/20		\rightarrow	Area Typ	е	Other				R.
Jurisdiction				Time F		AM P		\rightarrow	PHF		0.79		_ ₹ ₹		+
Urban Street		Taylorsville Road		Analys	sis Year	2030	No Build	t	Analysis	Period	1> 7:0	00	T		
Intersection		Stone Lakes Drive		File Na	ame	AM 30	NB.xu	s						ጎ ‡	
Project Descrip	tion	Covington by the Pa	ark										T	14144	1- 1
Damand Info					FD			W	n		ND			C.D.	
Demand Inforr					EB	T 5	+ -	_	_		NB	T 5		SB	T 5
Approach Move				L	T	R	L	T		L	T	R	L	T	R
Demand (v), v	/eh/h		_	251	534	15	17	77	3 626	78	73	75	410	32	24
Signal Informa	ation					Т		الرك	l.						T
Cycle, s	120.0	Reference Phase	2	1	7 6	\exists		- L	42		×		4		4
Offset, s	0	Reference Point	End			R	1	1.		1.		1	Y 2	3	
Uncoordinated		Simult. Gap E/W	On	Green Yellow		4.1	49.2	24.		0.0		,	5 -		_4
Force Mode	Fixed	Simult. Gap N/S	Off	Red	3.5	3.5	1.5	3.6		0.0		5	6	7	Y
. 3/00 1/1000	, ixed	Simula Sup 14/5	J.,			0.0			1 2 2	0.0					
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	L	SBT
Assigned Phas	е			5		2	1		6			8			4
Case Number				1.1		4.0	1.1		3.0			10.0			10.0
Phase Duration	ase Duration, s				,	65.6	9.4		55.0			15.0			30.0
Change Period	ange Period, (Y+R c), s					5.8	6.5		5.8			5.7			5.7
	ange Period, (Y+R c), s ix Allow Headway (<i>MAH</i>), s				\neg	0.0	5.0		0.0			5.0		\neg	5.1
					5		2.8	\rightarrow				12.3			24.5
	ueue Clearance Time ($g \circ$), s een Extension Time ($g \circ$), s				-	0.0	0.0	_	0.0			0.0		_	0.0
Phase Call Pro		(90),0		1.00	\rightarrow	0.0	0.48	-	0.0			1.00			1.00
Max Out Proba				1.00	_		0.00	-			_	1.00		_	1.00
Wax Out 1 10ba	Dility			1.00			0.00					1.00			1.00
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	ement			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow I	Rate (v), veh/h		318	349	346	20	890	548	99	149		519	310	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n	1795	1856	1837	1795	1841	1 1598	1810	1736		1743	1630	
Queue Service	Time (g s), s		14.5	13.9	14.0	0.8	50.2	26.5	6.3	10.3		16.6	22.5	
Cycle Queue C				14.5	13.9	14.0	0.8	50.2	26.5	6.3	10.3		16.6	22.5	
Green Ratio (g				0.56	0.50	0.50	0.43	0.42	0.42	0.09	0.09		0.20	0.20	
Capacity (c), \				277	925	916	379	770	655	155	135		735	344	
Volume-to-Cap		atio (X)		1.147	0.377	0.378	0.052	1.15	5 0.836	0.636	1.110		0.706	0.902	
	-	/In (90 th percentile))	418.8	232.4		14.1		9 204.8	137.8	325.7		270.5	391.8	
		eh/ln (90 th percenti		16.6	9.1	9.0	0.6	46.1		5.5	12.7		10.7	15.5	
	· /-	<u> </u>		2.39	0.46	0.46	0.07	1.19		0.71	1.63		0.77	1.12	
	ueue Storage Ratio (RQ) (90 th percentile) niform Delay (d 1), s/veh			39.6	18.6	18.6	19.7	27.6		53.0	55.0		43.9	46.7	
	cremental Delay (d 2), s/veh			99.9	1.2	1.2	0.1	80.6	_	9.5	110.1		3.4	26.2	
	itial Queue Delay (d ȝ), s/veh			0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
	ontrol Delay (d), s/veh			139.5	19.8	19.8	19.7	108.		62.5	165.2		47.3	72.9	
	evel of Service (LOS)			F	В	В	В	F	С	E	F		D	Е	
Approach Delay, s/veh / LOS			57.3		E	73.9	_	E	124.		F	56.9		E	
Intersection De	•						3.7						E		_
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS	S Score	/ LOS		1.95	5	В	2.15	5	В	2.54		С	2.15	5	В
Biovolo LOC Co	estrian LOS Score / LOS cle LOS Score / LOS				2	Α	3.13	3	С	0.90)	Α	1.86	3	В

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									lts Sur	· · ·	,				
General Inforn	nation								Intersec	tion Inf	ormatio	on	Į.	147411	k U
Agency	iution	Diane B. Zimmerma	an Traffi	c Engin	eering			\rightarrow	Duration		0.25	· · · ·	┨	417	
Analyst		DBZ	an main			Mar 2	5. 2018	\rightarrow	Area Typ		Other		- A		
Jurisdiction		1002		Time F		AM Pe		\rightarrow	PHF		0.79		→ -1 + -		**************************************
Urban Street		Taylorsville Road			is Year			\rightarrow	Analysis	Period	1> 7:0	20	-4		¥
Intersection		Stone Lakes Drive		File Na		-	B.xus		Analysis	Terrou	11- 7.0	30	-		
Project Descrip	tion	Covington by the Pa	ark	T IIC IV	arric	AWI 30	D.XU3						- "	1 1 4 4 4 1	2 6
r toject Descrip	tion	Covingion by the F	ain												
Demand Inform	nation				EB		$\overline{}$	WI	 В		NB		$\overline{}$	SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	F
Demand (v), v	eh/h			251	553	15	17	82	9 655	78	73	75	418	32	24
, ,,,															
Signal Informa	ition				-				2			_			T
Cycle, s	120.0	Reference Phase	2		L 6	$\exists \in$	Ħ		172		×		€ .	2	фx
Offset, s	0	Reference Point	End	Green	2.8	4.2	49.2	24.	3 9.3	0.0		1	K Z	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.5	4.3	3.6		0.0		7	→		K
Force Mode	Fixed	Simult. Gap N/S	Off	Red	3.0	3.0	1.5	2.1	2.1	0.0		5	6	7	
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	_	SBT
Assigned Phas	е			5		2	1	_	6			8			4
Case Number				1.1	_	4.0	1.1	_	3.0		-	10.0			10.0
Phase Duration	1, S			20.0) (65.7	9.3		55.0			15.0			30.0
Change Period	ange Period, (Y+R c), s				\perp	5.8	6.5		5.8			5.7			5.7
Max Allow Hea	x Allow Headway (<i>MAH</i>), s			5.0	\perp	0.0	5.0	\perp	0.0			5.0			5.1
	eue Clearance Time (g s), s				<u> </u>		2.7					12.3			24.5
	reen Extension Time (g e), s				\perp	0.0	0.0	\perp	0.0			0.0			0.0
Phase Call Pro	een Extension Time (g e), s ase Call Probability			1.00			0.47	7				1.00			1.00
Max Out Proba	bility			1.00			0.00)				1.00			1.00
Massamant On	D				ED			\A/D			ND			CD	
Movement Gro	_	suits			EB T	В	-	WB T	_	-	NB T	Б		SB T	-
Approach Move				5	_	R	L	_	R	L	_	18	L	4	F
Assigned Move		· \		_	2	12	1	6	16	3	8	18	7	-	1-
Adjusted Flow I		,,		318	361	358	19	924		99	149		529	310	
		ow Rate (s), veh/h/l	П	1795	1856	1838	1795	1841		1810	1736		1743	1630	
Queue Service		- /:		14.5	14.5	14.5	0.7	50.2	_	6.3	10.3		16.9	22.5	
		e Time (<i>g</i> _c), s		14.5	14.5	14.5	0.7	50.2	_	6.3			16.9	22.5	
Green Ratio (g				0.56 277	0.50 926	0.50 917	0.43	0.42 770	_	0.09	0.09		0.20 735	0.20	
Capacity (c), \		atio (V)			0.390		369 0.051				135		_	0.902	
Volume-to-Cap				1.147		0.390	_	-	_	0.636	1.110		0.720		
Dack of Queue	(Ψ), π	/In (90 th percentile))	410.0	240.8	233.6	13.6	1329 6	. 212	137.8	325.7		276.5	391.8	
Back of Queue	(Q). v	eh/ln (90 th percenti	ile)	16.6	9.4	9.3	0.5	51.5	8.4	5.5	12.7		11.0	15.5	
				2.39	0.48	0.48	0.07	1.33	_	0.71	1.63		0.79	1.12	
	ueue Storage Ratio (RQ) (90 th percentile) niform Delay (d 1), s/veh		,	39.6	18.7	18.7	19.7	26.8	_	53.0	55.0		44.1	46.7	
	cremental Delay (d 2), s/veh			99.9	1.2	1.2	0.1	99.2	_	9.5	110.1		3.7	26.2	
	itial Queue Delay (d 3), s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (,.		139.5	19.9	19.9	19.8	126.0	_	62.5	165.2		47.8	72.9	
Level of Service				F	В	В	В	F	C	E	F		D	E	
	pproach Delay, s/veh / LOS		56.6	_	E	85.5		F	124.		F	57.1		E	
Intersection De	• •						3.3						E		
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS	S Score	/LOS		1.95	j	В	2.15	5	В	2.54	1	С	2.15	5	В
	estrian LOS Score / LOS cle LOS Score / LOS			1.34		Α	3.31	1	С	0.90)	Α	1.87	7	В

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General Inform	nation							Ti	ntersec	tion Inf	ormatic	n	1 2	Iduali	μŲ
Agency		Diane B. Zimmerma	an Traffi	c Engin	eering			\rightarrow	Duration,		0.25		الحرا	41	
Analyst		DBZ				3/8/20	18	-	Area Typ		Other		4		
Jurisdiction				Time F		PM Pe		-	PHF		0.97		÷ -		+
Urban Street		Taylorsville Road			sis Year	_			Analysis	Period	1> 4:0	00			*
Intersection		Stone Lakes Drive		File N		PM 18	3.xus		, , , , , , ,					5 %	
Project Descrip	tion	Covington by the Pa	ark	1		p							- 5	11144	7 1
		jeeringeen zy are .													
Demand Inform	nation				EB		\top	WE	3	Т	NB			SB	
Approach Move	ment			L	Т	R	L	T	R	L	T	R	L	T	F
Demand (v), v	eh/h			41	1064	39	31	566	308	37	20	26	352	30	7
Signal Informa	tion						1 - 2		N .			_			
Cycle, s	120.0	Reference Phase	2		L, 8	Ħ	Ħ	150	12		×		€ 』		s † X
Offset, s	0	Reference Point	End	Green	3.9	0.7	63.2	34.3	3 0.0	0.0		1	X	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.3	3.6	0.0	0.0		7	→		K 1
Force Mode	Fixed	Simult. Gap N/S	Off	Red	3.0	0.0	1.5	2.1	0.0	0.0		5	6	7	
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	L	SBT
Assigned Phase	е			5		2	1		6			8			4
Case Number				1.1		4.0	1.1		3.0			6.0			6.0
Phase Duration	, s			11.0)	69.6	10.4	1	69.0			40.0			40.0
Change Period,	nange Period, (Y+R c), s			6.5		5.8	6.5		5.8			5.7			5.7
Max Allow Head	ax Allow Headway (<i>MAH</i>), s			5.0		0.0	5.0		0.0			5.1		\neg	5.1
Queue Clearan	ueue Clearance Time ($g s$), s			3.3			2.9					10.9			35.9
Green Extensio	n Time	(ge), s		0.0		0.0	0.0		0.0			0.4		\neg	0.0
Phase Call Prol	bability			0.76	3		0.64	1				1.00			1.00
Max Out Proba	bility			0.80)		0.53	3				0.00			1.00
Movement Gro	un Bos	sulte.			EB			WB			NB			SB	
	•	suits		-		В	-		I D			D		_	
Approach Move				5		12	L	T 6	16	3	T 8	18	7	T 4	R
Assigned Move		\ voh/h					1		_		-	18		-	14
Adjusted Flow F		,-	ln.	42 1705	572	565	31 1705	563	306	38	47		363	1111	_
		ow Rate (s), veh/h/l	111	1795	1856	1832	1795	1841	1598	1302	1684		1369	1668	-
Queue Service				1.3	25.0	25.0	0.9	27.3	8.2	2.8	2.5		31.5	6.1	_
Cycle Queue C		e fille (gc), s		1.3	25.0	25.0	0.9	27.3	8.2	8.9	2.5		33.9	6.1	
Green Ratio (g				0.56	0.53	0.53	0.56	0.53	0.53	0.29	0.29		0.29	0.29	-
Capacity (c), v		atio (V)		383	987	975	271	969	841	366	481		434	477	
Volume-to-Capa			\	0.110	0.579	0.580	0.114	0.581	_	0.104	0.099		0.835	0.233	
		/In (90 th percentile)		22.3		366.8	16.3	-	113.1	39.6	46.4		409.5	111.8	
	, ,,,	eh/ln (90 th percent		0.9	14.8	14.7	0.6	16.5	4.5	1.6	1.8		16.3	4.4	
		RQ) (90 th percent	uie)	0.13	0.76	0.75	0.09	0.43	0.23	0.20	0.23		1.17	0.32	
	niform Delay (d 1), s/veh			14.9	19.0	19.0	14.7	23.1	8.5	36.2	31.5		43.1	32.8	
	cremental Delay (d 2), s/veh			0.2	2.5	2.5	0.2	2.3	1.1	0.2	0.1		13.7	0.4	
	itial 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	
	ontrol Delay (d), s/veh			15.1	21.5	21.5	14.9	25.4	9.6	36.4	31.6		56.8	33.1	
Level of Service				В	С	С	В	С	A	D	С		E	С	_
Approach Delay				21.3	3	С	19.7	/	В	33.7		С	51.3	3	D
Intersection De	lay, s/ve	eh / LOS				26	3.5						С		
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS		/LOS		1.90		В	1.90	_	В	2.29		В	2.13		В
. Jaconian Loc	ore / LC			1.46	$\overline{}$	A	2.03	-	В	0.63	_	A	1.27	$\overline{}$	A

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						ersec									
General Inform	nation								Intersect	tion Inf	ormatic	n	1 2	IdAAII	p U
Agency		Diane B. Zimmerma	an Traffi	c Engin	eerina			\rightarrow	Duration,		0.25	-		477	
Analyst		DBZ				Mar 2	5. 2018	$\overline{}$	Area Typ		Other				
Jurisdiction		552		Time F		PM P	,	$\overline{}$	PHF		0.97		→ — — — — — — — — — — — — — — — — — — —		+
Urban Street		Taylorsville Road			sis Year		No Build	_	Analysis	Period	1> 4:0	00	- 4 4		K
Intersection		Stone Lakes Drive		File Na		-) NB.xu		Thaiyolo	Torrod	11 11.				
Project Descrip	tion	Covington by the Pa	ark	1111014	anno	II W O	7 IVD.XG						- 5	4147	2 (
r roject Besonp	tion	Covington by the r	uik												
Demand Inform	nation				EB		Т	WE	3		NB		$\overline{}$	SB	
Approach Move	ment			L	Т	R	T L	Т	R	L	Т	R	L	Т	F
Demand (v), v				109	1199	44	35	638	8 648	42	27	29	693	38	14
,,															
Signal Informa	tion					T _			9	\top					I
Cycle, s	120.0	Reference Phase	2		7 8	Ħ	Ħ		12		×		4	-	47
Offset, s	0	Reference Point	End	Green	4 1	1.8	60.5	24.3	3 5.7	0.0		1	¥ 2	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.3	3.6	3.6	0.0		7	→		к1
Force Mode	Fixed	Simult. Gap N/S	Off	Red	3.0	0.0	1.5	2.1	2.1	0.0		5	6	7	
Timer Results				EBI	-	EBT	WB	L	WBT	NBL	-	NBT	SBI	_	SBT
Assigned Phase	е			5		2	1		6			8			4
Case Number				1.1		4.0	1.1		3.0			10.0			10.0
Phase Duration	, s			12.4		68.0	10.6	3	66.3			11.4			30.0
Change Period,	(Y+R	c), S		6.5		5.8	6.5		5.8			5.7			5.7
Max Allow Head	ax Allow Headway (<i>MAH</i>), s			5.0	\neg	0.0	5.0		0.0			5.0		\neg	5.0
Queue Clearan	ueue Clearance Time (g s), s			5.6			3.1					4.8			26.4
Green Extensio				0.2	\neg	0.0	0.0		0.0			0.1		$\overline{}$	0.0
Phase Call Prol	bability			0.98	3		0.68	3				0.94			1.00
Max Out Proba				0.33	3		0.0					1.00		\neg	1.00
	5				ED)A/D			ND			OD	
Movement Gro	•	suits		-	EB		.	WB		H	NB			SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move		la //a		5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow F		,-	-	112	644	637	34	629	491	43	42		714	160	
		ow Rate (s), veh/h/l	П	1795	1856	1832	1795	1841	_	1810	1748		1743	1660	
Queue Service		- ,:		3.6	30.7	30.8	1.1	28.9	-	2.8	2.8		24.4	10.2	
Cycle Queue C		e nme (gc), s		3.6	30.7	30.8	1.1	28.9		2.8	2.8		24.4	10.2	
Green Ratio (g				0.55	0.52	0.52	0.54	0.50	_	0.05	0.05		0.20	0.20	
Capacity (c), v		His (V)		359	963	950	228	928	805	85	82		735	336	
Volume-to-Capa				0.313	0.669	_	0.151	0.677	-	0.508			0.972	0.475	
		/In (90 th percentile)		64.8	460.1	_	19.5	-	138.6	63.2	63.6		441.6	172.4	
	, ,,,	eh/ln (90 th percent		2.6	18.0	17.8	0.8	14.7	$\overline{}$	2.5	2.5		17.5	6.8	
		RQ) (90 th percent	uie)	0.37	0.92	0.91	0.10	0.38	_	0.32	0.32		1.26	0.49	
	niform Delay (d 1), s/veh			16.9	21.3	21.3	17.3	19.3	$\overline{}$	55.8	55.8		47.0	42.2	
	cremental Delay (d 2), s/veh			0.7	3.7	3.8	0.3	2.4	2.1	6.5	6.9		26.4	1.5	
	itial 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	
	ontrol Delay (d), s/veh			17.6	25.0	25.1	17.6	21.7	10.0	62.3	62.7		73.4	43.7	
Level of Service				В	С	C	В	C	B	E	E		E	D	Ļ
Approach Delay				24.4		С	16.6	3	В	62.5		E	67.9)	Е
Intersection De	lay, s/ve	eh / LOS				33	3.6						С		
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS		/LOS		1.92		В	2.14	_	В	2.54		С	2.15		В
	ore / LC			1.64	-	В	2.48	-	В	0.63	-	A	1.93	_	В

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		HCS	/ Sig	nalize	d Inte	ersec	tion F	Resul	ts Sur	nmar	У				
General Inforn	ation							1	ntersec	tion Inf	ormatic	n.		4741	ЯU
	lation	Diana B. Zimmarm	n Troffi	is Engin	ooring			-			_	м	- 1	411	
Agency		Diane B. Zimmerma	an nam			Moro	5 2040		Ouration, Area Typ		0.25 Other		- 2		
Analyst		DBZ		-		Mar 2				e	_				R.
Jurisdiction		To do so illo Do od		Time F		PM Pe			PHF	D11	0.97	20	-		ŕ
Urban Street		Taylorsville Road		<u> </u>	sis Year	$\overline{}$		<i>F</i>	Analysis	Period	1> 4:0	JU	- B		
Intersection		Stone Lakes Drive		File Na	ame	PM 30	B.xus						-	ጎተ	
Project Descrip	tion	Covington by the P	ark										_	াৰ † পশ	M I II
Demand Inforr	nation				EB			WB			NB			SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v				109	1270	44	35	674		42	27	29	716	38	14
Demand (v), v	CHIII			103	1270	777	30	0/4	000	72	21	23	710	30	14
Signal Informa	tion						,								т
Cycle, s	120.0	Reference Phase	2	1	2 6			E 1			×	<u> </u>	Z	L L	4
Offset, s	0	Reference Point	End	<u> </u>	1.4	3	00.5	1 1				1	Y 2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		1.8	4.3	24.3 3.6	3.6 3.6	0.0		7	}		-1
Force Mode	Fixed	Simult. Gap N/S	Off	Red	3.0	0.0	1.5	2.1	2.1	0.0		5	6	7	7
				-											
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phase	e			5		2	1	\neg	6			8			4
Case Number				1.1		4.0	1.1		3.0			10.0			10.0
Phase Duration	i. S			12.4	_	68.0	10.6	3	66.3		_	11.4		-	30.0
Change Period		c). S		6.5	_	5.8	6.5	-	5.8			5.7			5.7
	ax Allow Headway (<i>MAH</i>), s			5.0	_	0.0	5.0	_	0.0		_	5.0			5.0
	ax Allow Headway (<i>MAH</i>), s leue Clearance Time (<i>g</i> s), s			5.6	\rightarrow	0.0	3.1	-	0.0			4.8			27.3
Green Extension		, - ,		0.2	_	0.0	0.0	-	0.0			0.1			0.0
Phase Call Pro		(90),0		0.98	\rightarrow	0.0	0.68	-	0.0			0.94			1.00
Max Out Proba				0.33	_		0.01	_			_	1.00		-	1.00
Max out 10ba	Unity			0.00			0.0					1.00			1.00
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow I	Rate (v), veh/h		112	681	674	35	666	512	43	42		738	160	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	n	1795	1856	1833	1795	1841	1598	1810	1748		1743	1660	
Queue Service	Time (g s), S		3.6	33.5	33.6	1.1	31.5	16.2	2.8	2.8		25.3	10.2	
Cycle Queue C	learanc	e Time (<i>g</i> ε), s		3.6	33.5	33.6	1.1	31.5	16.2	2.8	2.8		25.3	10.2	
Green Ratio (g	/C)			0.55	0.52	0.52	0.54	0.50	0.50	0.05	0.05		0.20	0.20	
Capacity (c), v	/eh/h			335	962	951	212	928	805	85	82		735	336	
Volume-to-Cap	acity Ra	atio (X)		0.336	0.707	0.709	0.164	0.718	0.636	0.508	0.513		1.004	0.475	
Back of Queue	(Q), ft/	/In (90 th percentile)	65.1	498.3	483.9	19.6	407.4	142.9	63.2	63.6		477.3	172.4	
Back of Queue	(Q), ve	eh/ln (90 th percent	ile)	2.6	19.5	19.4	0.8	15.8	5.7	2.5	2.5		18.9	6.8	
Queue Storage	Ratio (RQ) (90 th percen	tile)	0.37	1.00	0.99	0.10	0.41	0.29	0.32	0.32		1.36	0.49	
Uniform Delay	(d 1), s	/veh		17.6	22.0	22.0	18.2	19.5	7.9	55.8	55.8		47.4	42.2	
Official Delay	oremental Delay (d 1), s/veh			0.8	4.4	4.5	0.3	2.9	2.3	6.5	6.9		34.2	1.5	
				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Incremental De	- 1			18.5	26.3	26.4	18.5	22.4	10.2	62.3	62.7		81.6	43.7	
Incremental De Initial Queue De	d), s/ve	ontrol Delay (<i>d</i>), s/veh evel of Service (LOS)		_	С	С	В	С	В	Е	Е		F	D	
Incremental De Initial Queue De Control Delay (B											
Incremental De Initial Queue De Control Delay (Level of Service	e (LOS)			B 25.8		С	17.1	i l	В	62.5	5	E	74.8	3	Е
Incremental De Initial Queue De Control Delay (Level of Service Approach Delay	e (LOS) y, s/veh	/LOS		_		С	17.1 5.8	1	В	62.5	5		74. 8 D	3	Е
Incremental De Initial Queue Do Control Delay (Level of Service Approach Delay Intersection De	e (LOS) y, s/veh lay, s/ve	/LOS		_	B	С			В	62.5					E
Incremental De Initial Queue De Control Delay (e (LOS) y, s/veh lay, s/ve	/LOS h/LOS		_	EB	С		WB	В	62.5 2.54	NB			SB	В

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									lts Sı							
General Inforn	nation							\neg	Interse	ction li	nform	atio	n	Į.	47441	
Agency		Diane B. Zimmerma	an Traffi	c Engin	eering			\neg	Duratio	n, h	0.:	25			ايالا	
Analyst		DBZ		Analys	sis Date	3/8/20)18	\neg	Area T	уре	01	ther		4		
Jurisdiction				Time F		АМ Р			PHF		0.	95		÷ .		:
Urban Street		Taylorsville Road		Analys	sis Year	2018			Analys	is Perio	d 1>	> 7:0	0	2		~
Intersection		I 265 SB Ramps		File N		AM 18	3.xus									
Project Descrip	tion	Covington by the Pa	ark											ħ	4144	1 11
,		3														
Demand Inforr	nation				EB			WE	3			NB			SB	
Approach Move	ement			L	Т	R	L	Т	F	: L		Т	R	L	Т	R
Demand (v), v	eh/h				550	263	250	88	6					152		24
Signal Informa	tion				←		77									人
Cycle, s	120.0	Reference Phase	2		Ž	T⊨₃ ¹						Y	1	₹ ,		K X
Offset, s	0	Reference Point	End	Green	10.0	68.6	23.2	0.0	0.	0.				2	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.3	3.5	0.0						7		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.8	1.6	2.5	0.0	0.	0.	0		5	6	7	
Timer Results				EBI	-	EBT	WB	L	WBT	N	BL	١	NBT	SBL	-	SBT
Assigned Phase	е					2	1		6							4
Case Number						7.3	1.0		4.0							9.0
Phase Duration	ı, s					74.5	16.3	3	90.8							29.2
Change Period	, (Y+R	c), S				5.9	6.3		5.9							6.0
Max Allow Head	x Allow Headway (<i>MAH</i>), s					0.0	4.0		0.0	Т						5.2
Queue Clearan	eue Clearance Time (g s), s						8.9			$\overline{}$						21.3
Green Extension	n Time	(ge), s				0.0	0.8		0.0							2.0
Phase Call Pro	bability						1.00			Т						1.00
Max Out Proba	bility						0.00									0.09
Movement Gro	un Pas	culte			EB			WB		_		ΝΒ			SB	
Approach Move	•	ouito		L	T	R	L	T	R	1	_	T T	R	L	T	T R
Assigned Move				<u> </u>	2	12	1	6	+ 1	+-	-	<u>'</u>	- 1\	7	1	14
Adjusted Flow I) veh/h			640	306	265	940	+	_	+	-		160		256
		ow Rate (s), veh/h/l	n		1742	300	1781	1806		+	+	-		1702		154
Queue Service		\ /,			10.1		6.9	23.7	_		+	-		4.8		19.
Cycle Queue C					10.1		6.9	23.7	\rightarrow					4.8		19.
Green Ratio (g		o mile (g c), s			0.57		0.67	0.61	_		-			0.19		0.19
Capacity (c), v					1991		593	2215	-			-		659		298
Volume-to-Cap		atio (X)			0.321		0.447	0.424	_			-		0.243		0.85
		/In (90 th percentile)	\		147.2		102.8	-	-			\dashv		92		301
		eh/In (90 th percentile)			5.8		4.0	14.4	-		+	-		3.6		11.5
	, ,,,				0.29		0.37	0.52	-		+	-		0.26		0.8
		RQ) (90 th percent	c)				_		_	-	+	-				_
Uniform Delay	. ,.				11.2		8.6	18.7		+	+			40.9		46.
Incremental De		•			0.4		0.4	0.4		-	-	-		0.3		12.
Initial Queue De		,.			0.0	0.0	0.0	0.0				-		0.0		0.0
Control Delay (11.6	0.0	9.0	19.2			-	-		41.2		59.
Level of Service				7.0	В	A	A 40.6	В		1				D 50.5		E
Approach Delay				7.8		Α 4	16.9)	В	0	.0			52.5		D
Intersection De	iay, s/ve	en / LOS				19	9.3							В		
Multimodal Re	sults				EB			WB			N	NB			SB	
	Itimodal Results										_					
	estrian LOS Score / LOS			1.38	3	Α	1.86	3	В	2.	32		В	2.33		В

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		нсъ	7 Sig	nalize	a int	ersec	tion F	kesu	its Si	ımma	гу				
General Inforn	nation								Intore	ection Ir	forma	tion	1 0	4 44	r s u
	iation	Diana B. Zimmarma	on Troffi	o Engin	ooring			\rightarrow					- 1	ايال	
Agency		Diane B. Zimmerma	an iraffi			2/0/00	110	$\overline{}$	Duratio		0.29 Oth		-		
Analyst		DBZ		-		e 3/8/20		$\overline{}$	Area T	ype	_				
Jurisdiction		To do so illo Do o d		Time F		AM P		\rightarrow	PHF	- DI	0.9		- 1		-
Urban Street		Taylorsville Road		<u> </u>		r 2030			Anaiys	is Period	1 1>	7:00	_ B		
Intersection	41	I 265 SB Ramps		File N	ame	AM 3	0 NB.xu	S					- 4		10.0
Project Descrip	tion	Covington by the Pa	ark											বাক	T IN III
Demand Inforr	nation				EB			WE	3		N	R		SB	
Approach Move				L	T	R	1	T		: L			L	T	R
Demand (v), v				<u> </u>	775	347	317	117	\rightarrow	<u> </u>	-	<u> </u>	193	<u> </u>	410
Demand (v), v	CII/II				113	347	317	117	9				100		41
Signal Informa	tion						IJ,	$\overline{}$							
Cycle, s	120.0	Reference Phase	2	1	8	74.	- L 3					<u>_</u> _	_		
Offset, s	0	Reference Point	End		40.5	<u> </u>	1016	1				1	Y 2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		54.3 4.3	34.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.8	1.6	2.5	0.0	_			5	6	7	
. 5.00		2a 3ap 14/3	J.,					0.0	J.						
Timer Results				EBI		EBT	WB	L	WBT	NI	3L	NBT	SBL		SBT
Assigned Phase	e					2	1		6				1	_	4
Case Number						7.3	1.0		4.0	_					9.0
Phase Duration	1 S				_	60.2	19.8	-	80.0	_			_	\rightarrow	40.0
Change Period	<u>, </u>	c) s			-	5.9	6.3	\rightarrow	5.9	+	\rightarrow		_	\rightarrow	6.0
	x Allow Headway (<i>MAH</i>), s			_	_	0.0	4.0	-	0.0	+	_		_	+	5.2
					_	0.0	13.0	-	0.0	+			-	_	34.8
	eue Clearance Time (g s), s				_	0.0	0.6	-	0.0	_			_	-	0.0
Phase Call Pro		(9 e), 5			_	0.0	1.00	\rightarrow	0.0	+			-	_	1.00
Max Out Proba				_	_		0.39	\rightarrow		-	-		-	+	1.00
Wax Out 1 10ba	Dility						0.00								1.00
Movement Gro	oup Res	sults			EB			WB		\top	NE	3		SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment				2	12	1	6					7		14
Adjusted Flow I	Rate (v), veh/h			891	399	325	1209)				203		438
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	ln		1774		1781	1846	3				1702		158
Queue Service	Time (g s), s			23.2		11.0	30.5					5.5		32.
Cycle Queue C	learanc	e Time (<i>g с</i>), s			23.2		11.0	30.5					5.5		32.8
Green Ratio (g	/C)				0.45		0.58	0.62					0.28		0.28
Capacity (c), v	/eh/h				1604		422	2280)				965		450
Volume-to-Cap	acity Ra	atio (X)			0.555		0.770	0.530)				0.211		0.97
<u>.</u>		/In (90 th percentile))		341.9		136.6	397.4	1				102.8		558
	. ,	eh/ln (90 th percenti			13.6		5.4	15.8	-				4.0		22.
	, ,	RQ) (90 th percent			0.68		0.50	0.57	-				0.29		1.6
Uniform Delay			,		26.7		19.0	23.6	_				32.8		42.
Incremental De	. ,.				1.1		0.9	0.1					0.2		35.
Initial Queue De					0.0		0.0	0.0					0.0		0.0
Control Delay (27.8	0.0	20.0	23.7					32.9		78.
Level of Service					С	A	В	C					C		E
Approach Delay				19.2		В	22.9		C	0.	0		63.9		E
Intersection De	, ,			10.2			9.1						C		
	.,,														
Multimodal Re	sults				EB			WB			NE	3		SB	
Pedestrian LOS	Score	/LOS		1.40)	Α	1.88	3	В	2.3	32	В	2.33	}	В
	strian LOS Score / LOS le LOS Score / LOS			1.46	3	Α	1.79	9 T	В						F

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General Inform	nation							\neg	Inters	ection I	nfor	matio	n	D.	4741	
Agency		Diane B. Zimmerma	an Traffi	c Engin	eering			\neg	Durati	on, h	T	0.25			با يا ليا	
Analyst		DBZ		_		Mar 2	5, 2018	\neg	Area 1	уре	\neg	Other		4		
Jurisdiction				Time F	Period	AM Pe	eak	\neg	PHF		\neg	0.95		÷ = =		:
Urban Street		Taylorsville Road		Analys	sis Year	2030	Build	\neg	Analys	is Perio	d	1> 7:0	0	35		-
Intersection		I 265 SB Ramps		File Na		-	B.xus									
Project Descrip	tion	Covington by the Pa	ark											n.	RIGHT	1- 1
		3														
Demand Inform	nation				EB			WI	В			NB			SB	
Approach Move	ment			L	Т	R	L	Т		₹	-	Т	R	L	Т	R
Demand (v), v	eh/h				802	347	368	126	64	$\neg \vdash$				239		41
Signal Informa	tion				←	⊣	77									人
Cycle, s	120.0	Reference Phase	2		l è	≒ *	7							₹ ,	2	K X
Offset, s	0	Reference Point	End	Green	15.1	52.7	34.0	0.0	0.	0 0	.0		-	2 2	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.3	3.5	0.0			.0			7		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.8	1.6	2.5	0.0	0	0 0	.0		5	6	7	
Timer Results				EBI	-	EBT	WB	L	WBT	N	IBL	1	NBT	SBL		SBT
Assigned Phase	е					2	1		6							4
Case Number						7.3	1.0		4.0							9.0
Phase Duration	, s					58.6	21.4	1	80.0							40.0
Change Period,	(Y+R	c), S				5.9	6.3		5.9							6.0
Max Allow Head	ax Allow Headway (MAH), s					0.0	4.0		0.0	\top					\Box	5.2
Queue Clearan	eue Clearance Time (g s), s						14.5	5								34.8
Green Extensio	n Time	(g e), S				0.0	0.5		0.0							0.0
Phase Call Prol	bability						1.00									1.00
Max Out Proba	bility						0.94	1								1.00
Movement Gro	un Res	ults			EB			WB				NB			SB	
Approach Move	•			L	T	R	L	Т	R	1	т	T	R	L	T	TR
Assigned Move					2	12	1	6	+ '`	1	+	•	.,	7		14
Adjusted Flow F) veh/h			924	400	366	1259						252		438
		ow Rate (s), veh/h/l	ln.		1783	100	1781	1854	-		+			1702		158
Queue Service		· ,,			24.5		12.5	31.7	_		+			6.9		32.8
Cycle Queue C		- , .			24.5		12.5	31.7	\rightarrow		+			6.9		32.
Green Ratio (g		5 (g c), 0			0.44		0.58	0.62	-		+			0.28		0.2
Capacity (c), v					1566		426	2290	$\overline{}$		+			965		450
Volume-to-Capa		tio (X)			0.590		0.860	_	-		+			0.261		0.97
		In (90 th percentile))		357.6		155.2	_	\rightarrow		+			126.9		558
		eh/In (90 th percenti			14.2		6.1	16.0	$\overline{}$		+			4.9		22.
	,,	RQ) (90 th percent			0.72		0.56	0.58	$\overline{}$		+			0.36		1.6
Uniform Delay (- / (uio)		27.6		21.3	23.8	_		+			33.3		42.
Incremental De					1.3		1.4	0.1			+			0.2		35.
Initial Queue De		·			0.0		0.0	0.0			+			0.2		0.0
Control Delay (,,			28.9	0.0	22.7	23.9			+			33.5		78.
Level of Service					20.9 C	0.0	C C	23.9 C	-	-	+			C C		/o.
Approach Delay				20.2		C	23.6	_	C		0.0			61.9		
				20.2	-			,	U		,.U					Е
Intersection De	ay, S/VE	air LOS				28	9.6							С		
Multimodal Re	sults				EB			WB				NB			SB	
		/ LOS		1.40		Α	1.88	_	В	2	.32	T	В	2.33		В
Pedestrian LOS	estrian LOS Score / LOS															

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		HCS	7 Sig	nalize	a inte	ersec	tion F	kesu	its 5	umma	ıry	_	_			_
General Inforn	nation							Т	Intore	ection I	nfor	rmatio	n	U	474	ЬU
	nation	Diana B. Zimmarma	on Troffi	io Engin	aarina			\rightarrow			_		n	- i	ŢĻĮ	
Agency		Diane B. Zimmerma	an iraffi			3/8/20	110	\rightarrow	Durati		-	0.25 Other		- E		
Analyst		DBZ		-		_		\rightarrow	Area 1 PHF	ype	\dashv	0.96				
Jurisdiction		Toulous illa Dand		Time F		PM Pe	зак	\rightarrow		ia Daria	$\overline{}$			-		~
Urban Street		Taylorsville Road		<u> </u>	sis Year				Anaiys	is Perio	a	1> 4:0	0	- B		
Intersection	tion	I 265 SB Ramps	o el c	File Na	ame	PM 18	3.xus								বাকণ	1 24 6
Project Descrip	lion	Covington by the Pa	ark											-		
Demand Inform	nation				EB			WI	3	$\overline{}$		NB			SB	
Approach Move	ement			L	Т	R	L	Т	$\neg \neg$	۲ ا	_	Т	R	L	Т	R
Demand (v), v					768	456	160	45	7					511		41
Signal Informa					-		77									人
Cycle, s	120.0	Reference Phase	2		2	≓ "							1	₹ 2	3	•
Offset, s	0	Reference Point	End	Green	10.0	55.0	36.8	0.0	0	0 0.	.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.3	3.5	0.0						7		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.8	1.6	2.5	0.0	0	0 0.	0		5	6	7	
Timer Results				ГРІ	_	ГРТ	WD		WDT		DI		NDT	CDI		CDT
Assigned Phas				EBI	-	EBT 2	WB 1	-	WBT 6	- N	IBL	+	NBT	SBL	-	SBT 4
Case Number	U					7.3	1.0	_	4.0	-		+			_	9.0
Phase Duration				_	-	60.9	16.3	_	77.2	_		+				42.8
Change Period	<u>, </u>	a) c			-	5.9	6.3	\rightarrow	5.9	-					_	6.0
	x Allow Headway (<i>MAH</i>), s				_	0.0	4.0	-	0.0	_		+			_	5.1
				_	_	0.0	7.3	-	0.0	+						32.1
	eue Clearance Time (g_s), s een Extension Time (g_e), s			_	_	0.0	0.4	_	0.0	_		+			_	4.8
Phase Call Pro		(9 , 5		_		0.0	1.00	\rightarrow	0.0	+		+		-	_	1.00
Max Out Proba				_	_		0.00	\rightarrow		+		+			+	0.41
	y															
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				2	12	1	6						7		14
Adjusted Flow I	Rate (v), veh/h			933	554	166	473			\perp			532		427
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n		1811		1795	1726	3	_	\perp			1743		160
Queue Service					20.1		5.3	12.2	_	\perp	_			15.0		30.
Cycle Queue C		e Time (<i>g</i> ε), s			20.1		5.3	12.2	-					15.0		30.
Green Ratio (g					0.46		0.56	0.59	-	_	_			0.31		0.3
Capacity (c), \					1660		385	2050	-		1			1070		494
Volume-to-Cap					0.562		0.430		-	-	4			0.497		0.86
		/In (90 th percentile)			262		104.2	-	3	-				236.9		440
	, ,	eh/ln (90 th percent			10.4		4.1	8.1	+	+	_			9.4		17.
		RQ) (90 th percent	tile)		0.52		0.38	0.29	_	-	1			0.68		1.2
Uniform Delay	` '				19.0		17.2	21.0		-	_			34.0		39.
Incremental De	• •				1.0		0.7	0.2		-	_			0.5		12.
Initial Queue D					0.0		0.0	0.0	+	\perp	_			0.0		0.0
Control Delay (20.0	0.0	17.8	21.3		-	-			34.5		51.
Level of Service					С	_ A	В	С	\perp	-				С		D
Approach Dela	, ,			12.6	8	В	20.4	1	С	0	0.0			42.0		D
Intersection De	lay, s/ve	eh / LOS				23	3.3							С		
Multimodal D-	oulto.				EB			\A/D				NP			CP	
Multimodal Re		/1.08		1.40	EB	A	1.89	WB	В	2	.32	NB	В	2.33	SB	В
Pedestrian I Of	estrian LOS Score / LOS					-	= I (5)	7	0							L.)

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		HCS	7 Sig	nalize	d Int	ersec	tion F	Resu	Its Su	mmar	У				
General Inforn									l=4====	ction Inf	- www - 41			4.44	LAL
	nation	Diana B. Zimana ama	T6	- [\rightarrow			_	on	- 6	ŢĻ	
Agency		Diane B. Zimmerma	an Iraπi				5 0040	$\overline{}$	Duratio		0.25		-		
Analyst		DBZ		-		e Mar 2		$\overline{}$	Area Ty	ре	Other	r	-		+
Jurisdiction		T		Time F		PM P		\rightarrow	PHF		0.96	00			4
Urban Street		Taylorsville Road		Analys		$\overline{}$	No Build		Analysi	s Period	1> 4:	00	2		
Intersection		I 265 SB Ramps		File N	ame	PM 3	0 NB.xu	s					_		
Project Descrip	tion	Covington by the Pa	ark										, n	বাক্	rrr
Demand Inforr	nation				EB			WE	3		NB			SB	
Approach Move				L	T	R	L	T		L	T	R	L	T	R
Demand (v), v				<u> </u>	1185		_	68:	_	-	+-	+	648	 '	63
Demand (v), v	CIVII				1100	0 000	203	00.	_	_			040		0.5
Signal Informa	tion				1		IJU								
Cycle, s	120.0	Reference Phase	2	1	6	≓ \$	H 8 2				_	<u>_</u> _	_		
Offset, s	0	Reference Point	End	<u> </u>	1.5	7	1	4.				1	Y 2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green		47.7	44.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	2.8	4.3 1.6	3.5 2.5	0.0				5	6	7	
, Stoc Mode	1 IACU	Simult. Sap 19/5	JII	1100	2.0	1.0	2.0	0.0	0.0	10.0					
Timer Results				EBI	T	EBT	WB	L	WBT	NBI		NBT	SBL	T	SBT
Assigned Phase					_	2	1	_	6	110	-	1101	- OBL	_	4
Case Number				_	_	7.3	1.0		4.0	_	_		_		9.0
Phase Duration				_	_	53.6	16.4	-	70.0	_	_		_	-	50.0
Change Period	<u>, </u>	a) c				5.9	6.3	_	5.9	-					6.0
	x Allow Headway (<i>MAH</i>), s				-	0.0	4.0	-	0.0	_	-			+	5.1
				-	_	0.0	9.8	\rightarrow	0.0	-	-		-	\rightarrow	46.0
	eue Clearance Time (g s), s een Extension Time (g e), s			-	-	0.0	-	-	0.0	-	-		-	+	0.0
		(g e), S		_		0.0	1.00	\rightarrow	0.0	-	_		-	\rightarrow	1.00
Phase Call Pro				_	-		1.00	\rightarrow		-	-		-	+	1.00
Max Out Proba	Dility						1.00	,					_		1.00
Movement Gro	oup Res	sults			EB			WB		$\overline{}$	NB		$\overline{}$	SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment				2	12	1	6					7		14
Adjusted Flow I	Rate (v), veh/h			1315	665	214	718					675		660
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	ln		1916		1795	1760					1743		167
Queue Service	Time (g s), s			37.3		7.8	20.8					18.2		44.
Cycle Queue C					37.3		7.8	20.8					18.2		44.
Green Ratio (g		, 5 //			0.40		0.50	0.53	-				0.37		0.3
Capacity (c), v					1524		247	1880	_				1278		613
Volume-to-Capa		ntio (X)			0.863	_	0.865	0.382	2				0.528		1.07
<u>.</u>		/In (90 th percentile))		513.1		179.2	337					275.4		885
		eh/ln (90 th percent			20.4	-	7.1	13.3					10.9		35.
	, ,	RQ) (90 th percent			1.03	_	0.65	0.48	-				0.79		2.5
Uniform Delay		, , , , ,	,		31.0	_	29.0	29.8	_				29.8		38.
Incremental De	. ,.				3.7		16.1	0.5					0.5		58.
Initial Queue De					0.0		0.0	0.0					0.0		0.0
Control Delay (34.8	0.0	45.1	30.3					30.4		96.
Level of Service					С	A	D	С					C		F
Approach Dela				23.1		C	33.7		C	0.0			63.3		E
Intersection De	•						8.1			0.0			D		_
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS	Score	/LOS		1.40		Α	1.90		В	2.32	2	В	2.33	,	В
	ore / LO	os		2.02	2	В	1.2	5 T	Α						F

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		нсѕ	/ Sig	nalize	d Int	ersec	tion F	kesu	its Si	ımmar	У				
General Inform	ation								Intorco	ction Inf	ormati	on		시사하니	I N U
	iation	Diana B. Zimmarma	n Troffi	o Engin	ooring			\rightarrow			_	OII	- 1	ĮĮζ	
Agency		Diane B. Zimmerma	an Iraiii			Mor	E 2010		Duratio		0.25		- 2		
Analyst		DBZ		-		_	5, 2018	_	Area Ty	ре	Othe	Г	- ₹		+
Jurisdiction		To de so dille De e d		Time F		PM P		\rightarrow	PHF	- Dii	0.96	00			-
Urban Street		Taylorsville Road		Analys		$\overline{}$			Anaiysi	s Period	1> 4:	:00	_ =		
Intersection		I 265 SB Ramps		File Na	ame	PM 3	0 B.xus								
Project Descrip	tion	Covington by the Pa	ark											4144	
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move				L	T	R	1	T		L	T	R	L	T	R
Demand (v), v				<u> </u>	1279	+	236	73	_	+-	+	+ '`	798	<u> </u>	63
Demand (v), v	CHIT			_	1270	000	200	10		_			700		00
Signal Informa	tion						IJ	\top	\Box	\top					I
Cycle, s	120.0	Reference Phase	2	1	Į ž	≓ ∟, :	- L 3				1	<u> </u>	→		
Offset, s	0	Reference Point	End	Cr	10.7	14.4	144.0	100				1	2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		44.1	3.5	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.8	1.6	2.5	0.0	_			5	6	7	
Timer Results				EBI	.	EBT	WB	L	WBT	NB	L	NBT	SBL		SBT
Assigned Phase	e				\neg	2	1	\neg	6		\neg			\top	4
Case Number						7.3	1.0		4.0						9.0
Phase Duration	ı, s				\neg	50.0	20.0	5	70.0		\neg			\neg	50.0
Change Period,	(Y+R	c), S				5.9	6.3		5.9						6.0
	x Allow Headway (<i>MAH</i>), s				\neg	0.0	4.0	-	0.0	_	\neg			\neg	5.1
	eue Clearance Time (<i>g</i> s), s						14.5	-							46.0
Green Extensio		, = ,				0.0	0.0	-	0.0					$\overline{}$	0.0
Phase Call Prol		(9-),-			\rightarrow		1.00	\rightarrow			\rightarrow				1.00
Max Out Proba					\neg		1.00	5			\neg			\top	1.00
Massamant Ora	D	léa			ED			WB			ND			CD	
Movement Gro		suits			EB	П		_	_	٠.	NB T	T D		SB	T D
Approach Move				L	T	R	L	T	R	L	'	R	L	T	R
Assigned Move) voh/h			2	12	1	6	-				7		14
Adjusted Flow F		,-			1413	662	248	777					831		660
		ow Rate (s), veh/h/l	П		1933		1795	1768					1743		167
Queue Service					43.7		12.5	22.5					23.8		44.0
Cycle Queue C		e nme (gc), s			43.7		12.5	22.5	-	-			23.8		44.0
Green Ratio (g					0.37		0.50	0.53	_				0.37		0.3
Capacity (c), v		tio (V)			1420		266	1889	_				1278		613
Volume-to-Capa					0.995		0.933	_	-				0.650		1.07
		In (90 th percentile)			634.4		362.8	_	-				348.2		885
	, ,	eh/ln (90 th percent			25.2		14.4	14.2	-	-			13.8		35.
		RQ) (90 th percent	ille)		1.27		1.32	0.52	_				0.99		2.5
Uniform Delay (` '				33.6		42.9	30.3		-			31.6		38.
Incremental De					15.3		32.5	0.5		-			1.3		58.
Initial Queue De					0.0	0.0	0.0	0.0		+			0.0		0.0
Control Delay (48.8	0.0	75.4	30.8		-			32.9		96.
Level of Service					D	A	E	C					С		F
Approach Delay				33.3	8	С	41.6	3	D	0.0			61.3		E
Intersection De	lay, s/ve	eh / LOS				4	4.2						D		
Multimodal Re	sults				EB			WB			NB			SB	
		/LOS		1.41		A	1.90	_	В	2.3		В	2.33	_	В
	strian LOS Score / LOS			2.10	-	В	1.32	-	A		_		2.50	\rightarrow	F

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						ersec										
General Inforn	ation								Into	reacti	ion Info	rmatio	n	J.	4741	ыų
	iation	Diane B. Zimmerma	on Troffi	o Engin	ooring			\rightarrow		ation,		0.25	'II			
Agency Analyst		DBZ	an nam			3/8/20	10	\rightarrow		ation, a Type		Other		2		
Jurisdiction		DDZ		Time F		AM P6		\rightarrow	PHF		,	0.95				
Urban Street		Toulorsville Deed					an	-			Dariad	1> 7:0	<u> </u>	3		
		Taylorsville Road			sis Year	$\overline{}$	1 1110		Anai	iysis r	Period	1> 1:0	, O	B		
Intersection	tion	I 265 NB Ramps	o rl c	File Na	ame	AM 18	.xus							- 5		24 6
Project Descrip	lion	Covington by the Pa	ark												A. J. A. J.	(6)
Demand Inforr	nation				EB		T	W	R			NB			SB	
Approach Move				L	T	R	L	T	_	R	L	T	R	L	T	F
Demand (v), v				390	317	+ '`	 -	69	\rightarrow	625	450	<u> </u>	206	<u> </u>		+-
Bernana (v), v	CIBII			000	017			00		020	100		200			
Signal Informa	tion					5		\top			Т					
Cycle, s	120.0	Reference Phase	2	1	\Rightarrow		T	₂						4		
Offset, s	0	Reference Point	End	Cross	16.0	54.3	22.0	0.0	\rightarrow	0.0	0.0		1	2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		3.5	33.8	0.0	-	0.0	0.0		, (_		E
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	-	0.0	0.0		5	6	7	1
Timer Results				EBI	_	EBT	WBI	L	WB	зт П	NBL		NBT	SBL		SBT
Assigned Phas	е			5		2			6	\rightarrow			8			
Case Number				1.0		4.0		\neg	7.3	3			9.0		\neg	
Phase Duration	ı, S			21.9		81.2		\neg	59.3	.3			38.8		\neg	
	ange Period, (Y+R c), s			5.0		5.0		\rightarrow	5.0	0			5.0			
	x Allow Headway (<i>MAH</i>), s			4.0	_	0.0		\neg	0.0	\rightarrow		-	4.1		\neg	
	x Allow Headway (<i>MAH</i>), s eue Clearance Time (<i>g</i> s), s			15.4	-			\rightarrow				\rightarrow	32.5			
Green Extension		1 - /-		1.5	-	0.0		\neg	0.0	0		-	1.2		$\overline{}$	
Phase Call Pro		(9-),-		1.00	-			\neg				\rightarrow	1.00		\rightarrow	
Max Out Proba				0.00	_			\neg		_		$\overline{}$	0.90		-	
Movement Gro	up Res	ults			EB			WB	3			NB			SB	
Approach Move	ement			L	Т	R	L	Т	Т	R	L	Т	R	L	Т	F
Assigned Move	ment			5	2			6	1	16	3		18			
Adjusted Flow I	Rate (v), veh/h		441	359			732	6	358	474		217			\top
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n	1795	1697			1724	1		1795					
Queue Service	Time (g s), S		13.4	7.8			17.7	7		30.5					
Cycle Queue C	learanc	e Time (<i>g с</i>), s		13.4	7.8			17.7	7		30.5					
Green Ratio (g				0.61	0.64			0.45	5		0.28					
Capacity (c), v	/eh/h			536	2156			1561	1		520					
Volume-to-Cap		itio (X)		0.823	0.166			0.46	9		0.911					
Back of Queue	(Q), ft/	/In (90 th percentile))	267.9	130.7			262.	6		519.1					
		eh/ln (90 th percenti		10.6	5.1			10.4	\rightarrow		20.6					
Queue Storage	Ratio (RQ) (90 th percent	tile)	1.34	0.19			0.53	\rightarrow		1.04					
	eue Storage Ratio (RQ) (90 th percentile) iform Delay (d 1), s/veh		,	19.8	14.8			22.8	_		41.1					
	remental Delay (d 2), s/veh			4.1	0.2			1.0	\rightarrow		18.0					
	ial Queue Delay (d 3), s/veh			0.0	0.0			0.0	-	\neg	0.0					
	ntrol Delay (d), s/veh			23.8	14.9			23.8	\rightarrow	0.0	59.1		0.0			
	vel of Service (LOS)			С	В			С	$\overline{}$	Α	E		A			
	pproach Delay, s/veh / LOS			19.9		В	12.5	_	В	\rightarrow	40.6		D	0.0		
Intersection De						21							(
30	,,															
Multimodal Re	sults				EB			WB	3			NB			SB	
Pedestrian LOS		/ LOS		1.66		В	1.40	_	Α		2.33		В	2.32		В
	ore / LC			1.10	-	Α	1.63	\rightarrow	В	-			F		\rightarrow	

HCS7™ Streets Version 7.4

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		HCS	/ Sig	nalize	d Int	ersec	tion F	kesu	its Su	mmary					
General Inforn	nation								Intoroos	tion Info	rm oti	on.	l u	اطلالها	I N U
	iation	Diana B. Zimmarma	on Troffi	o Engin	ooring			\rightarrow			_	OII	- i		
Agency		Diane B. Zimmerma	an nam			3/8/20	10	$\overline{}$	Duration Area Tyr		0.25 Othe	r	- P		
Analyst		DBZ		Time F				$\overline{}$	PHF	ре	0.95	1			₹ .
Jurisdiction		Toulerouille Dood				AM Pe		\rightarrow		Dorind		00	- E		•
Urban Street		Taylorsville Road		<u> </u>		2030 I			Analysis	Period	1> 7:	00	- 5		
Intersection	tion	I 265 NB Ramps Covington by the P	ork	File Na	ame	AW 30	NB.xu	S					- 4	11	1 50 6
Project Descrip	lion	Covingion by the P	ark												
Demand Inforr	nation				EB			WE	3		NB		Т	SB	
Approach Move	ement			L	Т	R	L	Т	R	L	T	R	L	Т	R
Demand (v), v	eh/h			540	428			917	7 793	579		261			
Signal Informa		Deference Dhase		-	_2		╡						,		
Cycle, s	120.0	Reference Phase	2	-	\rightarrow		5	2				1	4 2	3	
Offset, s	0	Reference Point	End	Green		36.0	37.0	0.0		0.0		_ .	<u> </u>		
Uncoordinated	No	Simult. Gap N/S	On	Yellow		3.5	3.5	0.0		0.0			`]		\
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	[0.0	0.0		9	6	/	
Timer Results				EBI		EBT	WB	L	WBT	NBL		NBT	SBL		SBT
Assigned Phase	<u>е</u>			5		2	- 112	_	6	- 1.2		8			
Case Number				1.0		4.0			7.3			9.0			
Phase Duration	1. S			37.0	_	78.0			41.0		\neg	42.0			
Change Period		c), S		5.0		5.0			5.0			5.0			
	x Allow Headway (<i>MAH</i>), s			4.0	_	0.0			0.0		\neg	4.1		\neg	
	eue Clearance Time (g s), s			35.0	-							40.0			
	eue Clearance Time (g s), s een Extension Time (g e), s			0.0	-	0.0			0.0			0.0			
Phase Call Pro		(3 // -		1.00	-							1.00			
Max Out Proba				1.00							\neg	1.00		\neg	
Movement Gro		sults			EB			WB			NB			SB	
Approach Move				L	T	R	L	T	R	L	Т	R	L	Т	R
Assigned Move				5	2			6	16	3		18			+
Adjusted Flow I		,-		610	484			965	835	609		275			+
		ow Rate (s), veh/h/l	n	1795	1714			1750	-	1795					-
Queue Service		- , .		33.0	12.3			32.0		38.0					+-
Cycle Queue C		e Time (g c), s		33.0	12.3			32.0	-	38.0					+
Green Ratio (g				0.60	0.50			0.30	_	0.31					+
Capacity (c), v		atio (V)		578	1730			1050	_	569					+
Volume-to-Capa		· ,	\	1.055				0.919	-	1.072					
		/In (90 th percentile) eh/In (90 th percent		871.7				20.2		834.7 33.1					-
	, ,	RQ) (90 th percent		34.6 4.36	7.9 0.29				-	1.67					+
		, , , ,	uie)	4.36	19.4			1.02 40.6	_	41.0					+
	ofform Delay (d 1), s/veh			50.3	0.3			14.0	-	58.5					+
	cremental Delay (d ₂), s/veh tial Queue Delay (d ₃), s/veh			0.0	0.0			0.0		0.0					+
	tial Queue Delay (d ₃), s/veh ontrol Delay (d), s/veh			99.4	19.8			54.6	0.0	99.5		0.0			+
Level of Service				99.4 F	19.6 B			54.6 D	A	99.5 F		Α			+-
Approach Delay	_ , _ ,			64.2		E	29.3		C	68.6		E	0.0		
Intersection De				04.2	-		3.6		U	00.0			D 0.0		
	.ay, 3/VC	317, 200				+0									
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS		/LOS		1.66		В	1.42	_	Α	2.33	_	В	2.32	_	В
	ore / LO			1.33	-	A	1.97	-	В			F		-	

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General Inform	nation							\neg	Interse	ction Inf	ormati	on	D.	47441	J. L
Agency		Diane B. Zimmerma	an Traffi	c Engin	eering			\neg	Duratio	n, h	0.25		النبي [
Analyst		DBZ		Analys	is Date	Mar 25	5, 2018	1	Area T	уре	Othe	r			
Jurisdiction				Time F	Period	AM Pe	ak	\neg	PHF		0.95		÷		
Urban Street		Taylorsville Road		Analys	sis Year	2030 E	Build		Analys	is Period	1> 7:	00	7		
Intersection		I 265 NB Ramps		File Na		AM 30								5 /	
Project Descrip	tion	Covington by the Pa	ark										N	4144	2- 1
		, , , , , , , , , , , , , , , , , , ,													
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ment			L	Т	R	L	T	F	L	T	R	L	T	
Demand (<i>v</i>), v	eh/h			540	501			105	3 92	9 579		278			
Signal Informa	tion				2	_ №									
Cycle, s	120.0	Reference Phase	2		\Rightarrow	-₹ *	5	7				4	4	2	
Offset, s	0	Reference Point	End	Green	32.0	36.0	37.0	0.0	0.	0.0		1	K .	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.5	3.5	0.0	0.			/	-		K
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	0.			5	6	7	
Timer Results				EBI	-	EBT	WBI	-	WBT	NBI	-	NBT	SBL		SBT
Assigned Phase	е			5		2			6			8			
Case Number				1.0		4.0			7.3			9.0			
Phase Duration	, s			37.0) .	78.0			41.0			42.0		\top	
Change Period,	(Y+R	c), S		5.0		5.0			5.0			5.0			
Max Allow Head	x Allow Headway (<i>MAH</i>), s			4.0		0.0			0.0			4.1		$\neg \neg$	
Queue Clearan	eue Clearance Time (g s), s			35.0								40.0			
Green Extensio	n Time	(ge), s		0.0		0.0			0.0			0.0		\neg	
Phase Call Prol	bability			1.00								1.00			
Max Out Proba	bility			1.00								1.00		\top	
	5				ED)A/D			ND			0.0	
Movement Gro	•	suits			EB		,	WB	T D	+ -	NB			SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	F
Assigned Move		\ la //a		5	2			6	16	3		18			-
Adjusted Flow F		,-	-	610	566			1108	-	-		293			\vdash
		ow Rate (s), veh/h/l	n	1795	1725			1761	-	1795					-
Queue Service		- ,:		33.0	14.3			36.0	-	38.0					-
		e Time (<i>g</i> c), s		33.0	14.3			36.0	-	38.0					-
Green Ratio (g				0.60	0.61	\blacksquare		0.30	-	0.31					\vdash
Capacity (c), v				558	2098			1056	-	569					-
Volume-to-Capa				1.093				1.049	-	1.072			\square		-
		/In (90 th percentile)		918.4				698.2	-	834.7					
	, ,	eh/ln (90 th percenti		36.4	9.3			27.7	$\overline{}$	33.1					-
	ueue Storage Ratio (RQ) (90 th percentile)			4.59	0.34			1.40	_	1.67					
	iform Delay (d 1), s/veh			51.6	20.3			42.0	-	41.0					\vdash
	remental Delay (d 2), s/veh			63.0	0.3			41.5		58.5					-
	ial Queue Delay (d 3), s/veh			0.0	0.0			0.0		0.0					\perp
	ntrol Delay (d), s/veh			114.6	20.6			83.5	-	99.5		0.0			
	vel of Service (LOS)			F	С			F	Α	F	Ц,	Α			\perp
Approach Delay				69.4		Е	44.4		D	67.2	2	E	0.0		
Intersection De	ersection Delay, s/veh / LOS					56	.4						E		
Multimodal Po	quite				EB			WB		T	NB			SB	
manumoual Re	Itimodal Results					_	4.40	_	A	2.33			2.32		В
Dadaetrian I OC	estrian LOS Score / LOS			1.66		В	1.42			10.00		В			

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General Information										tion Info	on	D.	4741	μŲ	
Agency Diane B. Zimmerman Traffi					eering			1	Duration	, h	0.25				
Analyst		DBZ			3/8/20					Other	r	4			
Jurisdiction			Time F		PM Pe		F	PHF		0.95					
Urban Street Taylorsville Road				Analys	sis Year	2018		1	Analysis	Period	1> 4:	00	35		
Intersection I 265 NB Ramps					ame	PM 18	.xus							ħ č	ſ
Project Descrip	tion	Covington by the Pa	ark										n.	4144	1-1
		3													
Demand Inforr	nation				EB			WB	3		NB			SB	
Approach Movement			L	Т	R	L	T	R	L	Т	R	L	Т		
Demand (v), veh/h			265	1022			359	230	248		220				
Signal Informa	tion				2	. 2							_		
Cycle, s	120.0	Reference Phase	2		\Rightarrow	-₹ *	52	7				1	4	2	
Offset, s	0	Reference Point	End	Green	9.8	74.0	21.2	0.0	0.0	0.0		-1	K.	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.5	3.5	0.0	0.0	0.0		≯	-		K
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	0.0	0.0		5	6	7	
Timer Results				EBI	-	EBT	WBL	-	WBT	NBL		NBT	SBL		SBT
Assigned Phas	е			5		2			6			8			
Case Number			1.0		4.0			7.3			9.0				
Phase Duration	1, S			14.8		93.8			79.0	26		26.2			
Change Period	, (Y+R	c), S		5.0		5.0			5.0			5.0			
Max Allow Headway (MAH), s				4.0		0.0			0.0			4.1			
Queue Clearance Time (g s), s				8.8								19.6			
Green Extension	n Time	(ge), s		1.1		0.0			0.0			1.6			
Phase Call Pro	bability	, - , -		1.00								1.00			
Max Out Proba	bility			0.00								0.01			
					ED			NA/ID			NID			0.0	
Movement Gro		suits			EB			WB	T 5		NB			SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	F
Assigned Move				5	2			6	16	3		18			
Adjusted Flow I		,-		302	1163			378	242	261		232			
		ow Rate (s), veh/h/l	n	1767	1839			1756		1767					
Queue Service		- /-		6.8	22.4	\square		5.5		17.1					
Cycle Queue C		e Time (<i>g</i> c), s		6.8	22.4			5.5		17.1					
Green Ratio (g/C)				0.72	0.74			0.62		0.18					
, ,	Capacity (c), veh/h			773 0.390	2723			2166		312					
Capacity (c), \	Volume-to-Capacity Ratio (X)				0.427			0.174		0.837					
Capacity (<i>c</i>), v Volume-to-Cap	Back of Queue (Q), ft/ln (90 th percentile)				332.4			91.4		292.9					
Capacity(c), v Volume-to-Cap Back of Queue			Back of Queue (Q), veh/ln (90 th percentile)					3.6		11.4					
Capacity (c), v Volume-to-Cap Back of Queue Back of Queue	(Q), ve	eh/In (90 th percent		4.0	13.2					0.50					
Capacity (c), \ Volume-to-Cap Back of Queue Back of Queue Queue Storage	(Q), ve Ratio (eh/ln (90 th percent RQ) (90 th percent		0.52	0.47			0.18		0.59			-		
Capacity (c), volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay	(Q), ve Ratio ((d ₁), s	eh/In (90 th percent RQ) (90 th percent /veh		0.52 6.4	0.47 12.1			9.9		47.8					
Capacity (c), volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay	(Q), ve Ratio ((d ₁), s	eh/In (90 th percent RQ) (90 th percent /veh		0.52	0.47										
Capacity (c), v Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue De	(Q), ve Ratio ((d1), s. lay (d2 elay (d	eh/ln (90 th percent RQ) (90 th percent /veh), s/veh 3), s/veh		0.52 6.4	0.47 12.1			9.9		47.8					
Capacity (c), v Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue De	(Q), ve Ratio ((d1), s. lay (d2 elay (d	eh/ln (90 th percent RQ) (90 th percent /veh), s/veh 3), s/veh		0.52 6.4 0.3	0.47 12.1 0.4			9.9 0.2	0.0	47.8 6.2		0.0			
Capacity (c), v Volume-to-Cap Back of Queue Back of Queue	(Q), ve Ratio ((d1), s. lay (d2 elay (d d), s/ve	eh/in (90 th percent RQ) (90 th percent /veh), s/veh 3), s/veh eh		0.52 6.4 0.3 0.0	0.47 12.1 0.4 0.0			9.9 0.2 0.0	0.0 A	47.8 6.2 0.0		0.0 A			
Capacity (c), v Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue Di Control Delay ((Q), ve Ratio (Ratio (d 1), s. lay (d 2 lelay (d d), s/ve (LOS)	eh/in (90 th percent RQ) (90 th percent /veh), s/veh 3), s/veh eh		0.52 6.4 0.3 0.0 6.6	0.47 12.1 0.4 0.0 12.5 B	В	6.1	9.9 0.2 0.0 10.1	_	47.8 6.2 0.0 54.0		_	0.0		
Capacity (c), volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue Do Control Delay (Level of Service Approach Delay	(Q), ve Ratio ((d1), s. lay (d2 elay (d d), s/ve e (LOS) y, s/veh	eh/In (90 th percent RQ) (90 th percent /veh), s/veh 3), s/veh eh		0.52 6.4 0.3 0.0 6.6 A	0.47 12.1 0.4 0.0 12.5 B	B 13		9.9 0.2 0.0 10.1	Α	47.8 6.2 0.0 54.0 D		A C	0.0		
Capacity (c), volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue Do Control Delay (Level of Service Approach Delay Intersection De	(Q), vere Ratio ((d1), s. lay (d1), s. lay (d1), s. vere (LOS), s. vere (LOS), s. vere	eh/In (90 th percent RQ) (90 th percent /veh), s/veh 3), s/veh eh		0.52 6.4 0.3 0.0 6.6 A	0.47 12.1 0.4 0.0 12.5 B			9.9 0.2 0.0 10.1 B	Α	47.8 6.2 0.0 54.0 D		A C			
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	(Q), vere Ratio ((d1), s. lay (d1), s. lay (d1), s. vere (LOS) y, s/vere lay, s/vere sults	eh/In (90 th percent RQ) (90 th percent /veh), s/veh 3), s/veh eh / LOS eh / LOS		0.52 6.4 0.3 0.0 6.6 A	0.47 12.1 0.4 0.0 12.5 B			9.9 0.2 0.0 10.1 B	Α	47.8 6.2 0.0 54.0 D	NB	A C		SB	В

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General Information								\neg	Inters	ection Inf	1474127				
Agency Diane B. Zimmerman Traffi					eering			\neg	Duratio	on, h	0.25		1		
Analyst		DBZ		Analysis Date Mar						ype	·				
Jurisdiction			Time F	Period	PM Pe	ak		PHF		0.95					
Urban Street Taylorsville Road				Analys	sis Year	2030 N	No Build		Analys	is Period	1> 4:	:00	2		
Intersection I 265 NB Ramps					ame	PM 30	NB.xus	;						5 የ	
Project Descrip	tion	Covington by the Pa	ark										N N	4144	2-1
		,													
Demand Information					EB			WE	3		NB			SB	
Approach Movement			L	Т	R	L	T	F	≀ L	Т	R	L	Т	F	
Demand (v), veh/h			468	1365			49	8 29	387		349				
Signal Informa	tion				2		╡						_		
Cycle, s	120.0	Reference Phase	2		\Rightarrow	-₹ *	5	7				1	4 ,	3	
Offset, s	0	Reference Point	End	Green	19.4	54.7	30.9	0.0	0.	0.0			<u> </u>		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	3.5	0.0	0.	0.0		/	_		5
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	0.	0.0		5	6	7	
Timer Results				EBI	-	EBT	WBI	-	WBT	NBI		NBT	SBL	-	SBT
Assigned Phase			5		2		\perp	6	\bot	\perp	8		\bot		
Case Number			1.0		4.0		\perp	7.3			9.0				
Phase Duration	, s			24.4		84.1		59			\perp	35.9			
Change Period, (Y+R c), s				5.0		5.0			5.0			5.0			
Max Allow Headway (MAH), s				4.0		0.0			0.0		4.1				
Queue Clearance Time (g s), s				17.5	5							29.2			
Green Extensio	n Time	(g e), S		1.9		0.0			0.0			1.7			
Phase Call Probability				1.00)							1.00			
Max Out Proba	bility			0.00								0.66			
Movement Gro	up Res	sults			EB			WB		$\overline{}$	NB			SB	
Approach Move	•			L	T	R	L	T	R	L	T	T R	L	T	F
Assigned Move				5	2		_	6	16	3	<u> </u>	18			
Adjusted Flow F), veh/h		508	1482			524	_	_		367			
· .		ow Rate (s), veh/h/l	n	1767	1889			1778	-	1767		-5.			
Queue Service		· , ,,		15.5	37.4			11.3	_	26.4					
Cycle Queue C		· /·		15.5	37.4			11.3	\rightarrow	26.4					
Green Ratio (g		(3 °), °		0.63	0.66			0.46	-	0.27					
Capacity (c), veh/h				661	2491			1621	-	470					
Volume-to-Capacity Ratio (X)			0.769				0.323	_	0.867						
Back of Queue (Q), ft/ln (90 th percentile)				257.7	552.6			186.5	-	444					
Back of Queue (Q), veh/ln (90 th percentile)				10.1	21.9			7.3	$\overline{}$	17.3					
	, ,	<u> </u>		1.29	0.79			0.37		0.89					
Queue Storage Ratio (RQ) (90 th percentile) Uniform Delay (d 1), s/veh					23.8			20.8	_	42.0					
Incremental Delay (d 2), s/veh			15.0 1.4	0.6			0.5	-	13.1						
Initial Queue Delay (d 3), s/veh			0.0	0.0			0.0	+	0.0						
				16.5	24.5			21.4	0.0	_		0.0			
Control Delay (d), s/veh Level of Service (LOS)			B	C C			C C	A	55.1 E		A				
Approach Delay, s/veh / LOS			22.4		С				29.0 C			0.0			
Intersection Delay				22.4		21			В	28.0			C 0.0		
nacioconon De	.ay, 3/VE	,,, LOO				۷۱	.0								
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS		/LOS		1.65		В	1.40		Α	2.30	2.33 B		2.32	_	В
Bicycle LOS Score / LOS						_		_				_			

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General Inforn						ntersec	tion Info	ormatio	on	U	작가하다	ja lu			
Agency Diane B. Zimmerman Traff					ic Engineering					, h	0.25				
Analyst		DBZ		Analys	is Date	Mar 2	1ar 25, 2018 Area Ty			ре	Other	-	5		*
Jurisdiction			Time F	Period	PM Pe	eak	I	PHF		0.95		± -			
Urban Street Taylorsville Road					sis Year	2030 E	Build	1	Analysis	Period	1> 4:0	00	*		
Intersection I 265 NB Ramps					ame	PM 30	B.xus							5 /	
Project Descrip	tion	Covington by the Pa	ark										N	4144	11
		, ,													
Demand Information					EB			WE	3		NB			SB	
Approach Movement				L	Т	R	L	Т	R	L	Т	R	L	Т	F
Demand (v), veh/h			468	1609			587	7 381	387		405				
						_	, .								
Signal Informa					2	<u>.</u>	=						_		
Cycle, s	120.0	Reference Phase	2	-	\rightarrow		57	77				1	→ 2	3	
Offset, s	0	Reference Point	End	Green	20.6	50.2	34.2 0		0.0	0.0			<u> </u>		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.5	3.5	0.0	0.0	0.0		/			5
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	0.0	0.0		5	6	7	
					_		11/5		11/5-				271		
Timer Results				EBI	-	EBT	WBI	-	WBT	NBL	-	NBT	SBL		SBT
Assigned Phas	е			5		2		_	6			8			
Case Number				1.0		4.0		7.3		_	_	9.0		+	
Phase Duration	-, -			25.6	\rightarrow	80.8		+	55.2	_	+	39.2		+	
Change Period				5.0	-	5.0	_		5.0		5.0			\rightarrow	
Max Allow Headway (<i>MAH</i>), s)		0.0	_	4.1			_	
Queue Clearan		1 = /-		18.8	-						-	33.6			
Green Extension Time (g e), s				1.7	\rightarrow	0.0		+	0.0	_	_	0.6			
Phase Call Pro				1.00	\rightarrow			-			\rightarrow	1.00			
Max Out Proba	bility			0.01				_			_	1.00		_	
Movement Gro	oup Res	sults			EB			WB			NB		SB		
Approach Move	-			L	Т	R	L	Т	R	L	Т	R	L	Т	F
Assigned Move				5	2			6	16	3		18			
Adjusted Flow I), veh/h		506	1738			618	401	407		426			
		ow Rate (s), veh/h/l	n	1767	1931			1769	_	1767					
Queue Service		1 7		16.8	46.4			14.8	_	25.4					
		e Time (<i>g</i> c), s		16.8	46.4			14.8		25.4					
Green Ratio (g/C)					0.63			0.42		0.29					
Capacity (c), veh/h					2441			1481		518					
Volume-to-Capacity Ratio (X)					0.712			0.417	_	0.786					
Back of Queue (Q), ft/ln (90 th percentile)					668.7			235.2	-	410.9					
Back of Queue (Q), veh/ln (90 th percentile)					26.5			9.3		16.1					
Queue Storage Ratio (RQ) (90 th percentile)					0.96			0.47		0.82					
Uniform Delay (d 1), s/veh					28.9			24.6		39.0					
Incremental Delay (d 2), s/veh				19.3	0.7			0.9		7.6					
Initial Queue Delay (d 3), s/veh				0.0	0.0			0.0		0.0					
Control Delay (d), s/veh			21.7	29.6			25.4	0.0	46.5		0.0				
Level of Service (LOS)				С	C			C	A	D		A			
Approach Delay, s/veh / LOS						С	15.4 B			22.7		С	0.0		
Intersection De	•			27.8		23							3		
	.,														
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS Score / LOS					3	В	1.40		Α	2.33		В	2.32		В
i cucsiliali Loc	Bicycle LOS Score / LOS													\rightarrow	-

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		Н	CS7	Two-	-Way	Stop	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Taylo	rsville at	S Pope I	_i		
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineerin	g	Jurisd	liction								
Date Performed	5/29/	18					East/\	West Stre	eet		Taylo	rsville Ro				
Analysis Year	2018							n/South S				e Lick Ro				
Time Analyzed	AM P	eak					_	Hour Fac			0.94					
Intersection Orientation	East-	West						sis Time		hrs)	0.25					
Project Description	_	gton by	the Park				,			,						
Lanes		,														
				974 4 7 → + 7	The distribution of the di	ቀ ቀ የ Y T or Street: Ea	**P***********************************	✓ A ↓ A → A → C U								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		83	382	42		1	1158	242		3	1	6		6	0	34
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)										(0				0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	T	88				1					11				43	
Capacity, c (veh/h)		451				1106					72				113	
v/c Ratio		0.20				0.00					0.15				0.38	
95% Queue Length, Q ₉₅ (veh)		0.7				0.0					0.5				1.5	
Control Delay (s/veh)		14.9		3.9		8.3		0.1			63.4				54.8	
Level of Service (LOS)		В		А		А		А			F				F	
			.7				.1			63	3.4			5,	1.8	
Approach Delay (s/veh)																

HCSTM TWSC Version 7.5 Pope AM.xtw Generated: 6/3/2018 5:18:50 PM

		1100	, olg	IIdiiZC				Cou	lts Sur	iiiiai	y				
General Inforn	nation							T	Intersec	tion Inf	ormatic	on	J	Jakaii	b L
Agency	iution	Diane B. Zimmerma	an Traffi	c Engin	eering			\rightarrow	Duration		0.25	/ 11	┨┸	41	
Analyst		DBZ	an nam			May 2	9, 2018	$\overline{}$	Area Typ		Other				
Jurisdiction		DUZ		Time F		AM P		\rightarrow	PHF		0.92		— → _•		*
Urban Street		Taylorsvillel Road			sis Year		No Build	\rightarrow	Analysis	Doriod	1> 7:0	20	-3		
				<u> </u>		$\overline{}$				Period	1 7:0	50	- B		
Intersection	41	S Pope Lick Road	- 1. 0'	File Na		AM P	ope 30 I	NB.XUS	<u> </u>				- 🦷	ጎተ	
Project Descrip	tion	Covington By the P	ark Sin	gie Fam	lly									N I WT	200
Demand Inforr	nation				EB			WE	3		NB			SB	
Approach Move				L	T	R	L	T		L	T	R	L	T	F
Demand (v), v				131	435	48	2	131		4	1	7	32	1	1:
Demand (v), v	CII/II			131	433	40		131	0 203	- 4			32	_	18
Signal Informa	tion						1			$\overline{}$					т
Cycle, s	150.0	Reference Phase	2	1	2 6	-3	<u> </u>	ΕΨ.	4.2		×		4	r	4
Offset, s	0	Reference Point	End			3	100		II'	1.		1	2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green		3.5	109.0) 14. 4.0		0.0		,	—		_
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	1.5	1.5	2.0	1.5	0.0	0.0		5	6	7	1
, croc wiode	1 IXCU	Cilidit. Gap 19/5	JII	Tiou	1.0	1.0	2.0	1.0	0.0	0.0					
Timer Results				EBI		EBT	WB	L	WBT	NBI		NBT	SBI		SBT
Assigned Phase	e			5		2	1	-	6	1,51		8	050		4
Case Number	-			1.1		4.0	2.0		3.0			6.0			6.0
Phase Duration				15.0		124.0	6.0	-	115.0	_	_	20.0	_	_	20.0
Change Period	, -	,) e		5.5	-	6.0	5.5	-	6.0	-		5.5		$\overline{}$	5.5
Max Allow Head		,.		3.9	-	0.0	3.9	-	0.0	_	_	4.1	_	\rightarrow	4.1
				9.7	-	0.0	2.2	-	0.0	_	_	16.5		\rightarrow	
Queue Clearan		· - /·			_	0.0	-	-	0.0	-	_		-	-	16.5
Green Extension		(y e), S		0.0	\rightarrow	0.0	0.0	-	0.0			0.0	_	\rightarrow	0.0
Phase Call Pro				1.00	_		0.09	-			-	1.00		\rightarrow	1.00
Max Out Proba	DIIITY			1.00			0.00	,				1.00			1.00
Movement Gro	un Res	ults			EB			WB			NB			SB	
Approach Move	•	, unto		L	T	R	L	T	R	L	T	R	L	T	F
Assigned Move				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow I) veh/h		142	525	12	2	1433		4	9	10	35	167	<u> </u>
		ow Rate (s), veh/h/l	'n	1795	1808		1795	1841	_	1228	1629		1418	1599	
Queue Service			11.1	7.7	13.1		0.2	110.0	_	0.0	0.7		3.4	14.5	
		- ,.		7.7	13.1		0.2	110.0	_	14.5	0.7		4.2	14.5	
Cycle Queue C		e fille (g c), s			0.79		0.2	_	_	0.10	0.7		_	0.10	
Green Ratio (g				0.80			_	0.73	_	_			0.10	_	
Capacity (c), v		tio (V)		162	1422		6	1350		48	157		178	165	
Volume-to-Capa			\	0.881			0.349	_					0.195		
back of Queue	(Q), ft	In (50 th percentile))	140.2	101.2		3.4	1340 3	. 76.2	4.4	7.6		31.1	228.8	
Back of Queue	(0) 1	eh/In (50 th percenti	ile)	5.6	3.9		0.1	52.0	3.0	0.2	0.3		1.2	9.1	
	, .	RQ) (50 th percent		0.70	0.10		0.02	1.68	_	0.2	0.03		0.16	0.38	
Uniform Delay		- , , , , ,	uic)	58.2	4.8		74.6	20.0	_	75.0	61.5		63.4	67.3	
Incremental De	. ,,			38.7	0.7		30.4	42.6	_	0.8	0.1		0.5	73.4	
				-				_	_				_		
Initial Queue De		,.		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (96.9	5.6		104.9		_	75.8	61.7		63.9	140.7	
Level of Service				F	A		F	F	l A	E	E	_	E 407	F	
Approach Delay				25.0)	С	52.9	1	D	66.4	-	E	127.	5	F
Intersection De	iay, s/ve	en / LOS				51	1.6						D		
					EB			\A/D			NID			CD	
Multimadal B.					EB			WB			NB			SB	
Multimodal Re Pedestrian LOS		/1.00		1.85	_	В	1.87	, ,	В	2.15		В	1.96	$\overline{}$	В

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		нсѕ	7 Sig	nalize	d Int	ersec	tion F	Resul	ts Sur	nmar	у				
											- 41				e lei
General Inform	nation	I						\rightarrow	ntersec		_	on	- 1	4741	24 (4
Agency		Diane B. Zimmerma	an Traffi	_		1.		$\overline{}$	Duration		0.25				
Analyst		DBZ		<u> </u>		<u> </u>	29, 2018	-	Area Typ	е	Other	r	_ ÷		
Jurisdiction				Time F	Period	AM P	eak		PHF		0.92		2 →		
Urban Street		Taylorsvillel Road		Analys	is Year	2030		/	Analysis	Period	1> 7:	00	32		
Intersection		S Pope Lick Road		File Na	ame	AM P	ope 30 I	B.xus						7 1	ſ
Project Descrip	tion	Covington By the P	ark Sin	gle Fam	ily								1	4144	11
Demand Inform	nation				EB			WE	1		NB			SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	F
Demand (v), v				131	525	48	2	159	\rightarrow	4	1	7	38	1	1:
Demand (v), v	CII/II			131	323	40		159	0 300	- 4	_		30	_	18
Signal Informa	tion						1.		a l	\top					T
Cycle, s	150.0	Reference Phase	2		- ×	Ħ	\≅ `	177	12		_	-	\leftrightarrow	,	хŢХ
Offset, s	0	Reference Point	End	Green	0.5	3.5	109.0	14.5	5 0.0	0.0		1	¥ 2	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	4.0	4.0	0.0	0.0		7	4		K
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	2.0	1.5	0.0	0.0		5	6	7	
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	L	NBT	SBI	_	SBT
Assigned Phase Case Number	е			5 1.1		4.0	2.0		3.0			6.0			6.0
Phase Duration				15.0	,	124.0	6.0	_	115.0		-	20.0		_	20.0
	<u></u>	\ -			\rightarrow		_	-		_	_		-	_	
Change Period,		,.		5.5	-	6.0	5.5	-	6.0		-	5.5	-	-	5.5
Max Allow Head				3.9		0.0	3.9	-	0.0			4.1			4.1
Queue Clearan				9.7		0.0	2.2	-	0.0			16.5			16.5
Green Extensio		(<i>g</i> e), S		0.0	\rightarrow	0.0	0.0	-	0.0			0.0			0.0
Phase Call Prol				1.00	\rightarrow		0.09	-			_	1.00		_	1.00
Max Out Proba	DIIIty			1.00			0.00)				1.00			1.00
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	F
Assigned Move				5	2	12	1	6	16	3	8	18	7	4	1
Adjusted Flow F), veh/h		142	623		2	1728		4	9		41	167	
		ow Rate (s), veh/h/l	ln	1795	1813		1795	1841	1585	1228	1629		1418	1599	
Queue Service		, ,,		7.7	16.8		0.2	110.0	_	0.0	0.7		4.1	14.5	
		e Time (g ε), s		7.7	16.8		0.2	110.0	_	14.5	0.7		4.8	14.5	
Green Ratio (g		(3 0), 0		0.80	0.79		0.00	0.73	0.73	0.10	0.10		0.10	0.10	
Capacity (c), v				162	1426		6	1350	1152	48	157		178	165	
Volume-to-Capa		atio (X)		0.881	0.437		0.349		_	0.091	0.055		0.232	1.013	
<u>.</u>		/In (50 th percentile))	140.2	130		3.4	2205.	_	4.4	7.6		37.1	228.8	
Back of Oueue	(0) 1	eh/ln (50 th percenti	ile)	5.6	5.0		0.1	85.5	3.2	0.2	0.3		1.5	9.1	
	. ,,	RQ) (50 th percent		0.70	0.13		0.02	2.76	0.41	0.04	0.03		0.19	0.38	
Uniform Delay (58.2	5.2		74.6	20.0	7.1	75.0	61.5		63.7	67.3	
Incremental De	` ''			38.7	1.0		30.4	132.0	_	0.8	0.1		0.7	73.4	
Initial Queue De	, ,	,,		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (-,-		96.9	6.2		104.9	_	_	75.8	61.7		64.4	140.7	
Level of Service				F	A		F	F	A	E	E		E	F	
Approach Delay				23.1	_	С	129.		F	66.4		E	125.		F
Intersection De				20.1			120.					_	F		
NA141								1475			115			20	
Multimodal Re		/1.00			EB			WB		-	NB			SB	_
Pedestrian LOS				1.85	\rightarrow	В	1.87	-	В	2.15	-	В	1.96	-	В
Bicycle LOS Sc	core / LC	JS		1.75		В	3.88	3	D	0.5		Α	0.83	3	Α

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		Н	CS7	Two-	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Taylo	rsville at	S Pope I	Li		
Agency/Co.	Diane	B Zimm	nerman T	raffic En	gineerin	g	Jurisd	liction								
Date Performed	5/29/	18					East/	West Stre	eet		Taylo	rsville Ro	ı			
Analysis Year	2018						North	/South :	Street		S Pop	e Lick Ro	oad			
Time Analyzed	PM P	eak					Peak	Hour Fac	ctor		0.96					
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	0.25					
Project Description	Covin	gton by	the Park	:												
Lanes																
				5 7 4 4 4 4 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ገ ነ Maj	TY Y	↑ ↑ st-West	+ } → ► ∪								
Vehicle Volumes and Ad	justme	nts														
Approach		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	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration	-		LTR				LTR				LTR	_			LTR	<u> </u>
Volume (veh/h)	+	13	1171	119		4	653	35		19	2	7		36	3	39
Percent Heavy Vehicles (%)	-	1				1				1	1	1		1	1	1
Proportion Time Blocked	+															
Percent Grade (%)	+										0				0	
Right Turn Channelized	+															
Median Type Storage	٠.			Undi	vided											
Critical and Follow-up H	eadwa	-														
Base Critical Headway (sec)	-	4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.11				7.11	6.51	6.21		7.11	6.51	6.2
Base Follow-Up Headway (sec)	+	2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.3
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)		14				4					29				81	╙
Capacity, c (veh/h)		882				513					45				71	
v/c Ratio		0.02				0.01					0.65				1.14	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					2.5				6.2	
Control Delay (s/veh)		9.1		0.6		12.1		0.2			179.9				250.1	
Level of Service (LOS)		А		Α		В		А			F				F	
Approach Delay (s/veh)		0	.7			0	.2			17	9.9			25	0.1	
											F					

HCSTM TWSC Version 7.5 Pope PM.xtw

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								Resul		- I	,				
General Inforn	nation							T	Intersec	tion Inf	ormatio	nn	1 1	147411	S U
Agency	lation	Diane B. Zimmerma	an Traffi	c Engin	eering			\rightarrow	Duration		0.25	/ 11	┦	47	
<u> </u>		DBZ	ali Italii	_		May 3	29, 2018	$\overline{}$	Area Typ		Other		- 2		
Analyst		DBZ		<u> </u>		-	,	$\overline{}$		е	_				₹ _
Jurisdiction		To do so dillo Do o d		Time F		PM P		_	PHF	D11	0.94	20	-		
Urban Street		Taylorsville Road		<u> </u>	sis Year	-	No Build		Analysis	Period	1> 4:0	50			
Intersection		S Pope Lick Road		File Na		PM P	ope 30 I	VB.xus	<u> </u>				_	ጎተ	
Project Descrip	tion	Covington By the P	ark Sing	gle Fam	ily									141441	H I
Demand Inforr	nation				EB		Т	WE	3	$\overline{}$	NB			SB	
Approach Move	ement			L	Т	R	T L	T	R	T L	T	R	L	Т	T R
Demand (v), v				140	1333	-	5	743		22	3	8	98	2	11
Signal Informa			1		l a .	1 2	1.		2			_	_		人
Cycle, s	150.0	Reference Phase	2		L. 6	\Rightarrow	Ħ	12	12		_		↔ 』	3	4.
Offset, s	0	Reference Point	End	Green	1.2	4.8	112.5	5 14.5	5 0.0	0.0			K		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	4.0	0.0	0.0		7			K 1
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0	2.0	1.5	0.0	0.0		5	6	7	
				EDI	_				WDT	. NB		NDT	0.01		ODT
Timer Results				EBI	-	EBT	WB	L	WBT	NB	L	NBT	SBI	-	SBT
Assigned Phase	e			5	_	2	1	_	6	_	_	8	_	\rightarrow	4
Case Number				1.1	_	4.0	2.0	-	3.0	_	_	6.0		_	6.0
Phase Duration				11.5	-	123.3	6.7	-	118.5			20.0			20.0
Change Period		71		5.5		6.0	5.5		6.0			5.5		\perp	5.5
Max Allow Head	dway (/	MAH), s		3.9		0.0	3.9	\perp	0.0			4.1		\perp	4.1
Queue Clearan		, - ,		4.7	-		2.4	-				16.5		_	13.8
Green Extension		(g e), S		0.2	-	0.0	0.0	-	0.0	$ldsymbol{ldsymbol{eta}}$	\perp	0.0		-	0.1
Phase Call Pro	bability			1.00			0.20					1.00			1.00
Max Out Proba	bility			0.49)		0.00					1.00			1.00
Movement Gro	un Res	sults			EB			WB			NB			SB	
Approach Move		Julio		L	T	R	L	Т	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow I		v) veh/h		149	1562	12	5	790	73	23	12	10	104	128	- 17
		ow Rate (s), veh/h/l	ln.	1795	1811		1795	1841	1585	1273	1667		1414	1602	
		, ,,		2.7	118.3		0.4	28.2	_	2.8	1.0		10.9	11.7	
Queue Service		- , .		2.7	118.3		0.4	28.2	1.8	14.5	1.0		11.8	11.7	
Cycle Queue C		e lille (gc), S							_				-		
Green Ratio (g Capacity (c), v				0.80 508	0.79 1416		0.01	0.75 1381	0.75	0.10 71	0.10 161		0.10 176	0.10 155	
		atio (V)					_		_		_		-		
Volume-to-Cap		· ,		0.293	-		0.372	_		0.328	0.073		0.594	0.824	
Dack of Queue	(Ψ), π	/In (50 th percentile)	21.1	1421. 2		6.6	246	13.4	23.5	10.2		102.7	148.9	
Back of Queue	(Q), v	eh/ln (50 th percent	ile)	0.8	55.1		0.3	9.5	0.5	0.9	0.4		4.1	5.9	
Queue Storage	Ratio (RQ) (50 th percen	tile)	0.11	1.42		0.03	0.31	0.07	0.23	0.03		0.51	0.25	
Uniform Delay	. ,,			7.0	15.9		74.0	8.2	4.9	73.6	61.6		67.0	66.5	
Incremental De	lay (d 2), s/veh		0.3	57.3		15.3	1.7	0.1	2.6	0.2		5.3	29.0	
Initial Queue De	elay (<i>d</i>	з), s/veh		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/v	eh		7.3	73.2		89.4	9.9	5.0	76.2	61.8		72.3	95.5	
Level of Service	e (LOS)			Α	F		F	Α	Α	E	E		E	F	
Approach Delay				67.4		E	10.0		В	71.4	1	E	85.0		F
Intersection De							1.4						D		
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS	Score	/LOS		1.85	5	В	1.86	3	В	2.18	5	В	1.96	3	В
Di	ore / LO	OS		3.31		С	1.92	2	В	0.58	5	Α	0.87	7	Α

HCS™ Streets Version 7.5

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		псэ	, Sig	iiaiiZt	u III	-1366	uon r	Coul	ts Sur	iiiial	y				
General Inforn	nation							1	ntersec	tion Inf	ormatic	n		4741	j. L
Agency	idilon	Diane B. Zimmerma	an Traffi	c Engin	eering			_	Ouration.		0.25	/II	الله ا	47	
Analyst		DBZ	arr rram	_		May 2	29, 2018	-	Area Typ		Other				
Jurisdiction				Time F		PM P		-	PHF		0.94				<u>.</u> +
Urban Street		Taylorsville Road			sis Year		can		nalysis	Period	1> 4:0	20	- 3		•
Intersection		S Pope Lick Road		File Na			ope 30 I		anaiysis	i chou	12 4.0	<i></i>	-		
Project Descrip	tion	Covington By the P	ark Sind			FIVI F	ope 30 i	D.XUS					- 4	11441	24 (1)
		jeetinigten by the r		910 1 0111	,										
Demand Inforr	nation				EB			WB			NB			SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h			140	1633	135	5	860	80	22	3	8	117	2	118
Signal Informa	tion				T	T		• :							
Cycle, s	150.0	Reference Phase	2	1	7 0	-2	<u></u>	E42	[×		A		4
Offset, s	0	Reference Point	End			T's	7	6.7	11			1	Y 2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green		4.8	112.5			0.0		_	4		^
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	1.5	0.0	2.0	1.5	0.0	0.0		5		7	¥
roice Mode	rixed	Simult. Gap N/S	OII	reu	1.0	0.0	2.0	1.0	0.0	10.0		3	6	,	
Timer Results				EBI		EBT	WB	L	WBT	NBI	L	NBT	SBI	.	SBT
Assigned Phase	е			5		2	1		6			8			4
Case Number				1.1		4.0	2.0		3.0			6.0			6.0
Phase Duration	1, S			11.5	5 1	23.3	6.7		118.5			20.0			20.0
Change Period		c). S		5.5	_	6.0	5.5	-	6.0			5.5			5.5
Max Allow Head		**		3.9	_	0.0	3.9	-	0.0			4.0			4.0
Queue Clearan				4.7	-		2.4	-				16.5			16.1
Green Extension		(•).		0.2	-	0.0	0.0	$\overline{}$	0.0		-	0.0			0.0
Phase Call Pro		(0 //		1.00			0.20					1.00			1.00
Max Out Proba	bility			0.49			0.00	5				1.00			1.00
								11/5							
Movement Gro	•	sults		L	EB T	R	L	WB T	R	L	NB T	R	L	SB T	Г В
Approach Move				_		_	_	_	_	_	8	_	7	4	R
Assigned Move		\ 1.0		5	2	12	1	6	16	3	_	18	_	-	14
Adjusted Flow I				149	1881		5	915	85	23	12		124	128	
		ow Rate (s), veh/h/l	n	1795	1816		1795	1841	1585	1273	1667		1414	1602	
Queue Service		- , .		2.7	118.3		0.4	37.0	2.1	2.8	1.0		13.2	11.7	
Cycle Queue C		e ⊓me (g c), s		2.7	118.3		0.4	37.0	2.1	14.5	1.0		14.1	11.7	
Green Ratio (g				0.80 429	0.79		0.01	0.75	0.75	0.10 71	0.10		0.10 176	0.10 155	
Volume-to-Cap		atio (X)		0.347	1.325		0.372	0.663		0.328	0.073		0.709	0.824	
	-	/In (50 th percentile	١	34.3	2379.		6.6	325.2	_	23.5	10.2		131.7	148.9	
Dack of Queue	(🔾), 10	in (oo in percentile	,	04.0	2379.		0.0	020.2	10.0	20.0	10.2		131.7	170.8	
Back of Queue	(Q), ve	eh/In (50 th percent	ile)	1.4	92.2		0.3	12.6	0.6	0.9	0.4		5.2	5.9	
Queue Storage	Ratio (RQ) (50 th percent	tile)	0.17	2.38		0.03	0.41	0.08	0.23	0.03		0.66	0.25	
Uniform Delay				9.8	15.9		74.0	9.3	5.0	73.6	61.6		68.1	66.5	
Incremental De	-, -	7 -		0.5	151.0		15.3	2.5	0.1	2.6	0.2		12.4	29.0	
moremental Be		,.		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Initial Queue De	d), s/ve	eh		10.3	166.9		89.4	11.8	5.1	76.2	61.8		80.4	95.5	
Initial Queue De				В	F		F	В	Α	Е	E		F	F	
Initial Queue De Control Delay (e (LOS)			4.55	4	F	11.7	7	В	71.4	1	E	88.0)	F
Initial Queue De Control Delay (Level of Service		/ LOS		155.											
Initial Queue De Control Delay (Level of Service Approach Delay	y, s/veh			155.		10	5.9						F		
Initial Queue Do Control Delay (Level of Service Approach Delay Intersection De	y, s/veh lay, s/ve			155.		10	5.9						F	25	
Initial Queue Do Control Delay (Level of Service Approach Delay Intersection De Multimodal Re Pedestrian LOS	y, s/veh lay, s/ve	eh / LOS		1.85	EB	10 B	5.9 1.86	WB	В	2.18	NB	В	1.96	SB	В

HCS™ Streets Version 7.5

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		HCS	7 Sig	nalize	d Inte	ersec	tion R	es	ults Su	mma	ry				
															erior.
General Inforn	nation								Interse	ction In	formation	on	- 6	47441	ja lj
Agency		Diane B. Zimmerma	an Traffi			,			Duratio		0.25			•	
Analyst		DBZ		Analys	is Date	3/8/20	18		Area Ty	ре	Othe	r	<i>Z</i> ₀		
Jurisdiction				Time P					PHF		0.96		4		
Urban Street		Taylorsville Road		Analys	is Year	2018			Analysis	Period	1> 7:	00	32		
Intersection		Taylorsville Lake Ro	oad	File Na	me	TL AN	1 18.xus							tr	ſ
Project Descrip	tion	Covington by the Pa	ark										Th.	14144	1-1
Demand Inforr					EB		-	_	VB	-	NB		-	SB	
Approach Move				L	Т	R	L	\perp	T R		T	R	ᆫ	T	F
Demand (v), v	eh/h						21	_	230)	1062	2 52	145	185	Щ
Signal Informa	tion					1 1:									
Cycle, s	116.4	Reference Phase	2	1	17	1,7	_ "	\exists					₽.		
Offset, s	0	Reference Point	End			1						1	2	3	
Uncoordinated	_	Simult. Gap E/W	On	Green		71.6	20.0	0.		0.0					5
Force Mode			On	Yellow	3.5 2.5	5.0 1.3	3.5	0.		0.0		5	D	7	~
roice Mode	Fixed	Simult. Gap N/S	Oll	Red	2.0	1.0	3.0	10.	0.0	0.0		3	- 6	-	
Timer Results				EBL		EBT	WBI		WBT	NE	3L	NBT	SBI		SBT
Assigned Phase	e					,	,,,,,,		8	1		2	1		6
Case Number									9.0			7.3	1.0		4.0
Phase Duration	1 S				_		_		26.5			77.9	12.0	_	89.9
Change Period	<u>, </u>	c) s			+				6.5			6.3	6.0	\rightarrow	6.3
Max Allow Head		,.		_	_		_		3.8	-	_	3.4	3.5	-	3.4
Queue Clearan							_		19.1			65.9	5.4	-	5.8
Green Extension		1 = 7:			_				0.6	-		5.0	0.3	-	5.3
Phase Call Pro		(g e), s			_		_		1.00			1.00	0.99	-	1.00
Max Out Proba					_			-	0.00			0.04	0.00	-	0.00
Wax Gut 1 100a	Dinity								0.00			0.01	0.00		0.00
Movement Gro	oup Res	ults			EB			W	В		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	T	R	L	T	F
Assigned Move	ment						3		18		2	12	1	6	
Adjusted Flow I	Rate (v), veh/h					22		240		1106	54	151	193	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n				1795		1598		1885	1598	1795	1885	
Queue Service	Time (g s), S					1.2		17.1		63.9	1.6	3.4	3.8	
Cycle Queue C	learanc	e Time (<i>g</i> ℴ), s					1.2		17.1		63.9	1.6	3.4	3.8	
Green Ratio (g	/C)						0.17		0.17		0.62	0.62	0.69	0.72	
Capacity (c), v	/eh/h						309		275		1161	984	189	1355	
Volume-to-Cap	acity Ra	itio (X)					0.071		0.871		0.952	0.055	0.801	0.142	
Back of Queue	(Q), ft/	In (50 th percentile))				13		176.4		673	12.1	71.4	28.1	
Back of Queue	(Q), ve	eh/In (50 th percenti	le)				0.5		7.0		26.7	0.5	2.8	1.1	
Queue Storage	Ratio (RQ) (50 th percent	ile)				0.03		0.44		1.68	0.03	0.16	0.06	
Uniform Delay	(d 1), s	/veh					40.7		47.3		20.9	8.9	28.9	5.2	
Incremental De	lay (d 2), s/veh					0.1		7.0		12.1	0.0	6.2	0.0	
Initial Queue De	elay (d	3), s/veh					0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (40.8		54.3		33.0	9.0	35.2	5.2	
Level of Service							D		D		С	А	D	А	
Approach Delay	. ,			0.0			53.1		D	31		С	18.4		В
Intersection De						32	2.4						С		
Multimodal Re	sults				EB			W	В		NB			SB	
Pedestrian LOS				1.96		В	1.97		В	1.8	88	В	0.66	3	Α
Bicycle LOS So	ore / L C)S							F	2.4	0	В	1.05	5	Α

HCS7™ Streets Version 7.4

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General Inforn	nation								Intersec	tion Inf	ormatio	n	U	4741	ыŲ
Agency		Diane B. Zimmerma	an Traffi	c Engine	eering				Duration	, h	0.25			+ 1	
Analyst		DBZ				e Apr 23	3, 2018		Area Ty	e e	Other		- 4		
Jurisdiction				Time F		+	,		PHF		0.96		- ÷		
Urban Street		Taylorsville Road		Analys		r 2030	No Build		Analysis	Period	1> 7:0	00	-2		
Intersection		Taylorsville Lake Ro	ad	File Na			1 30 NB.		[·						
Project Descrip	tion	Covington by the Pa		1		1.2741		7140					- P	4 1 4 Y	1-1
r roject Becomp	tion	Covingion by the r	an.												
Demand Inforr	nation				EB		Т	٧	VΒ	\top	NB			SB	
Approach Move	ment			L	Т	R	L	Τ.	T R	L	T	R	L	Т	Т
Demand (v), v	eh/h						24		259		1197	59	163	208	\vdash
										_	7.07				
Signal Informa	tion				II.	R 15	1 5	$\overline{\perp}$		\Box		Ĺ			
Cycle, s	144.5	Reference Phase	2	1		1	2 6	\dashv				 _	P		
Offset, s	0	Reference Point	End	Croon	11.6	90.0	24.2	0.	0 0.0	0.0		1	2	3	
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		5.0	3.5	0.		0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	1.3	3.0	0.		0.0		5	6	7	
Timer Results				EBL		EBT	WBI	- 1	WBT	NB	L	NBT	SBL	-	SB
Assigned Phase	e								8			2	1		6
Case Number								\neg	9.0			7.3	1.0		4.0
Phase Duration	. S				$\overline{}$			\neg	30.7			96.3	17.6	-	113.
Change Period	, -	c). S			\rightarrow			\dashv	6.5			6.3	6.0	-	6.3
Max Allow Hea					\rightarrow			_	3.8		_	3.4	3.5	$\overline{}$	3.4
Queue Clearan					_		_		23.7			93.0	11.5	\rightarrow	6.7
Green Extension		· - /·		_	_		_	-	0.5	_	_	0.0	0.1		7.1
Phase Call Pro		(9 =), 3		_	_		_	-	1.00		_	1.00	1.00	<u> </u>	1.00
Max Out Proba				_	_		_	_	0.20		$\overline{}$	1.00	0.99	\rightarrow	0.00
Max Out 1 Toba	omey								0.20			1.00	0.00		0.00
Movement Gro	up Res	sults			EB			W	В		NB			SB	
Approach Move	_			L	Т	R	L	Т	R	L	Т	R	L	Т	
Assigned Move	ment						3		18		2	12	1	6	
Adjusted Flow I), veh/h					25		270		1247	61	170	217	Т
		ow Rate (s), veh/h/l	n				1795		1598		1885	1598	1795	1885	\vdash
Queue Service							1.7		21.7		91.0	2.2	9.5	4.7	
Cycle Queue C		- ,.					1.7		21.7		91.0	2.2	9.5	4.7	
Green Ratio (g		(30),0					0.17		0.25		0.63	0.63	0.72	0.75	
Capacity (c), v							300		417		1187	995	194	1416	
Volume-to-Capa		itio (X)					0.083		0.647		1.050		0.877	0.153	
	-	/In (50 th percentile))				19		216		1214.	18.1	183.6	37.2	
	, ,, 10	, co a. porcontilo,	,						2.5		3	.5.1	.55.5	0	
Back of Queue	(Q), ve	eh/ln (50 th percenti	ile)				0.8		8.6		48.2	0.7	7.3	1.5	
		RQ) (50 th percent					0.05		0.54		3.04	0.05	0.41	0.08	
Uniform Delay							50.8		47.5		26.8	10.7	52.1	5.2	
Incremental De	lay (d 2), s/veh					0.1		2.1		40.4	0.0	24.6	0.0	
Initial Queue De	- '	7.					0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (,,					50.9		49.6		67.2	10.7	76.7	5.2	
Level of Service							D		D		F	В	E	A	
Approach Dela				0.0			49.7		D	64.6		E	36.6		
Intersection De				5.0		56	3.7 3.9			51.0			E		
Multimodal Re	sults				EB			W	В		NB			SB	
				1.97	_	В	1.97	_	В	1.89		В	0.66	_	Α
Pedestrian LOS	Score	/ LOS		∥ [.817		D 1	1.297		D	1.02					

HCS7™ Streets Version 7.4

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General Inforn	nation								Interse	ction Ir	formati	on	U	MANATI	ыŲ
Agency		Diane B. Zimmerma	an Traffi	ic Engine	eering				Duratio	ո, h	0.25			+ 17	
Analyst		DBZ				Apr 23	3, 2018		Area Ty	pe	Other	r	- A		
Jurisdiction				Time F		AM Pe			PHF		0.96		÷		
Urban Street		Taylorsville Road			is Year				Analysi	s Period	_	00	-2		
Intersection		Taylorsville Lake Ro	ad	File Na		-	1 30 B.x	ıs	[·				-	+ 2	
Project Descrip	tion	Covington by the Pa				1.2740	. 00 2						- P	4144	1-1
r roject Becomp	tion	Too vington by the r	ant only	jio i diiii	',										
Demand Inforr	nation				EB		Т	٧	VΒ		NB		\top	SB	
Approach Move	ment			L	Т	R	L	Т	T R	Τī	Т	R	L	Т	Т
Demand (v), v	eh/h						30		25	9	1486	3 76	163	304	\perp
								Ė			,				
Signal Informa	tion				IJ,		1 5	$\overline{\perp}$		$\neg \vdash$		Ĺ			
Cycle, s	144.5	Reference Phase	2	1	1 4 4	1	a 2	\dashv				~_	1		
Offset, s	0	Reference Point	End	Croon	11.6	90.0	24.2	0.	0 0.0	0.0		1	2	3	
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		5.0	3.5	0.					lacksquare		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	1.3	3.0	0.				5	6	7	
Timer Results				EBL		EBT	WBI	- 1	WBT	NI	3L	NBT	SBL	-	SB
Assigned Phase	e							\neg	8			2	1		6
Case Number								\neg	9.0			7.3	1.0		4.0
Phase Duration	, S							\neg	30.7			96.3	17.6	-	113.
Change Period	(Y+R	c). S						\dashv	6.5			6.3	6.0	-	6.3
Max Allow Head	•	,.			\rightarrow		_	\neg	3.8			3.4	3.5	-	3.4
Queue Clearan								\dashv	23.7			93.0	11.5	\rightarrow	9.3
Green Extension		1 = 1:			_			7	0.5			0.0	0.1	-	15.0
Phase Call Pro		(90),0						_	1.00			1.00	1.00	$\overline{}$	1.00
Max Out Proba					_			_	0.20			1.00	0.99	$\overline{}$	0.01
Movement Gro	up Res	sults			EB			W	В	т	NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	П
Assigned Move	ment						3		18		2	12	1	6	
Adjusted Flow I	Rate (v), veh/h					31		270		1548	79	170	317	П
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	ln				1795		1598	1	1885	1598	1795	1885	
Queue Service							2.1		21.7		91.0	2.8	9.5	7.3	
Cycle Queue C		- ,.					2.1		21.7	_	91.0	2.8	9.5	7.3	
Green Ratio (g		(0 //					0.17		0.25		0.63	0.63	0.72	0.75	
Capacity (c), v							300		417		1187	995	194	1416	
Volume-to-Capa		atio (X)					0.104		0.64		1.304	_	0.877	0.224	
	-	/In (50 th percentile))				23.8		216		2067.	23.5	183.6	57.8	
	, , ,,	, p = 10011.110									2				
Back of Queue	(Q), ve	eh/ln (50 th percenti	ile)				0.9		8.6		82.0	0.9	7.3	2.3	
Queue Storage	Ratio (RQ) (50 th percent	tile)				0.06		0.54		5.17	0.06	0.41	0.13	
Uniform Delay	d 1), s	/veh					51.0		47.5		26.8	10.8	52.1	5.5	
Incremental De	lay (d 2), s/veh					0.1		2.1		143.1	0.0	24.6	0.1	
Initial Queue De	elay (d	3), s/veh					0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (d), s/ve	eh					51.1		49.6		169.9	10.9	76.7	5.6	
Level of Service							D		D		F	В	E	Α	
Approach Delay				0.0			49.8		D	162	2.2	F	30.4		С
Intersection De						12	1.6						F		
Multimodal Re	sults				EB			W	В		NB			SB	
Pedestrian LOS	Score	/LOS		1.97		В	1.97		В	1.8	39	В	0.66	3	Α
redesilian LOS					$\overline{}$			\rightarrow	F	_	17	С	1.29	\rightarrow	_

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		HCS	7 Sig	nalize	d Inte	ersec	tion R	esi	ılts Sur	nmar	/				
General Inform	nation								Intersect		_	n	- 6	4741	Ja U
Agency		Diane B. Zimmerma	an Traffi						Duration,		0.25				
Analyst		DBZ				3/8/20			Area Typ	е	Other		_ <u>^</u>		
Jurisdiction				Time P		PM P	eak		PHF		0.94		÷		<u>, </u>
Urban Street		Taylorsville Road		Analys	is Year	2018			Analysis	Period	1> 7:0	00	72		
Intersection		Taylorsville Lake Ro		File Na	me	TL PM	1 18.xus						╛	11	
Project Descrip	tion	Covington by the Pa	ark										1	11 1 4 Y	10
Demand Inform	nation				EB			٧	/B		NB			SB	
Approach Move	ment			L	Т	R	L	Т	T R	L	Т	R	L	Т	R
Demand (v), v							369		263		443	31	215	1004	
						1:									
Signal Informa Cycle, s	92.6	Reference Phase	2	-	17	1,7		\exists			ļ		tz		
Offset, s	0	Reference Point	End			1 îi						1	2	3	
Uncoordinated	Yes	Simult. Gap E/W	On	Green		41.8	23.5	0.		0.0					-5
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	3.5 2.5	1.3	3.5	0.		0.0		5		7	~
i orde ividue	rixed	Omiuit. Gap 19/3	Oll	Neu	2.0	1.0	0.0	10.	0.0	10.0			٠		
Timer Results				EBL		EBT	WBI	-	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phase	е								8			2	1		6
Case Number								_	9.0			7.3	1.0	_	4.0
Phase Duration	,							_	30.0			48.1	14.5	\rightarrow	62.6
Change Period,	(Y+R	:), s						_	6.5			6.3	6.0		6.3
Max Allow Head	dway (<i>I</i>	<i>ЛАН</i>), s						_	3.6			3.4	3.5		3.4
Queue Clearan		· - /-						\perp	21.5			19.0	7.9		49.7
Green Extensio	n Time	(g e), s						_	1.7			6.1	0.5		6.0
Phase Call Prol	bability							_	1.00			1.00	1.00		1.00
Max Out Proba	bility							_	0.03			0.00	0.00		0.01
Movement Gro	up Res	ults			EB			W	В		NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment						3		18		2	12	1	6	
Adjusted Flow F	Rate (v), veh/h					393		280		471	33	229	1068	
Adjusted Satura	ation Flo	w Rate (s), veh/h/l	ln				1795		1598		1885	1598	1795	1885	
Queue Service	Time (g	g s), S					19.5		14.8		17.0	1.1	5.9	47.7	
Cycle Queue C	learanc	e Time (<i>g շ</i>), s					19.5		14.8		17.0	1.1	5.9	47.7	
Green Ratio (g	/C)						0.25		0.25		0.45	0.45	0.57	0.61	
Capacity (c), v	eh/h						456		406		854	724	498	1148	
Volume-to-Capa	acity Ra	tio (X)					0.861		0.690		0.552	0.046	0.459	0.930	
Back of Queue	(Q), ft/	In (50 th percentile))				215.9		136		163.7	8.7	49.4	427.4	
Back of Queue	(Q), ve	eh/In (50 th percent	ile)				8.6		5.4		6.5	0.3	2.0	17.0	
Queue Storage	Ratio (RQ) (50 th percent	tile)				0.54		0.34		0.41	0.02	0.11	0.95	
Uniform Delay (d 1), S	/veh					33.3		31.5		18.6	14.3	12.5	16.5	
Incremental De	lay (d 2), s/veh					6.9		1.7		0.4	0.0	0.5	5.6	
Initial Queue De	elay (d	3), s/veh					0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (d), s/ve	eh					40.1		33.2		19.1	14.3	13.0	22.1	
Level of Service	(LOS)						D		С		В	В	В	С	
Approach Delay	, s/veh	/LOS		0.0			37.3		D	18.8		В	20.5	5	С
Intersection De						24	1.7						С		
Multimodal Re					EB	_		W			NB			SB	
Pedestrian LOS				1.96	\perp	В	1.96		В	1.90	-	В	0.68	_	A
Bicycle LOS So	ore / LC)S							F	1.32		Α	2.63	5	С

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								esi								
General Inforn	ation								Intore	octio	n Infe	rmatic	'n	l v	4.441	N U
	iation	Diane B. Zimmerma	on Troffi	c Engine	oring				Duration			0.25	<i>,</i> 111		11	
Agency Analyst		DBZ	an nam			Apr 23	2019	_	Area T			Other		- 2		
Jurisdiction		DDZ		Time P		PM Pe			PHF	ype		0.94				
Urban Street		Toulorsville Deed		_		_		_	-	io De	ried	1> 4:0	20	- 3		
		Taylorsville Road	204	<u> </u>	is Year	-	No Build		Analys	IS PE	Hou	12 4:0	<i>,</i>	- 1		
Intersection	tion	Taylorsville Lake Ro		File Na	me	IL PIV	1 30 NB.	xus						- 5	1149	24.6
Project Descrip	lion	Covington by the Pa	ark												A 1 4 1	A
Demand Inforr	nation				EB			V	VB	\neg		NB			SB	
Approach Move				L	Т	R	L	_	T F	.	L	T	R	L	T	F
Demand (v), v						 	416		29	\rightarrow		499	35	242	1131	
201114114 (1), 1	01.011						110					100				
Signal Informa	tion				17 4		18	丁					<u>L</u>			
Cycle, s	135.0	Reference Phase	2	1		1	n 2	\dashv					Y			
Offset, s	0	Reference Point	End	Green	11 2	70.3	34.7	0.	0 0.	0	0.0		1	2	3	
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		5.0	3.5	0.			0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	1.3	3.0	0.			0.0		5	6	7	_
Timer Results				EBL		EBT	WBI	_	WBT		NBL		NBT	SBL	-	SBT
Assigned Phas	е							\neg	8	T			2	1		6
Case Number								\neg	9.0	\top			7.3	1.0		4.0
Phase Duration	ı, s							\neg	41.2	\top			76.6	17.2	2	93.8
Change Period	, (Y+R	c), S						\neg	6.5				6.3	6.0		6.3
Max Allow Head	dway (/	<i>MAH</i>), s						\neg	3.6	\top			3.4	3.5	\neg	3.4
Queue Clearan	ce Time	e (gs), s						\neg	34.5				27.4	10.6	;	84.1
Green Extension	n Time	(ge), s						\neg	0.2	\top			8.0	0.6	\neg	3.4
Phase Call Pro	bability							\neg	1.00				1.00	1.00		1.00
Max Out Proba	bility							\Box	1.00	\perp			0.00	0.00)	0.78
Movement Gro	un Pec	culte			EB			W	R	₹		NB			SB	
Approach Move	•	ouito		L	T	R	L	T	_	-	L	T	R		T	F
Assigned Move				-	-	IX	3		18	+	-	2	12	1	6	<u> </u>
Adjusted Flow I) veh/h					443		315		\rightarrow	531	37	257	1203	_
		ow Rate (s), veh/h/l	n	\vdash			1795		159	_		1885	1598	1795	1885	
Queue Service							32.5		21.9	_		25.4	1.5	8.6	82.1	
Cycle Queue C							32.5		21.9	_		25.4	1.5	8.6	82.1	
Green Ratio (g		C Inne (g c), S					0.26		0.34	-		0.52	0.52	0.62	0.66	
Capacity (c), v							475		543	_		982	832	495	1236	
Volume-to-Cap		atio (X)					0.932		0.58	_		0.541	0.045	0.520	0.973	
		/In (50 th percentile)	\				432.5		210.	-	\rightarrow	262.7	13.5	80	912.1	
		eh/In (50 th percentile)					17.2		8.3	_		10.4	0.5	3.2	36.2	-
	, ,	RQ) (50 th percent					-		0.5	_		0.66	0.03		2.03	
		- / (iiic)				1.08		_	_				0.18		
Uniform Delay	` ''						48.5		36.6	_	_	21.6	15.9	15.4	22.6	
Incremental De							25.1		1.4	_		0.4	0.0	0.7	18.9	-
Initial Queue De							0.0		0.0	_		0.0	0.0	0.0	0.0	
Control Delay (73.6		38.0	4		22.0	15.9	16.1	41.5	-
Level of Service				0.0			E		D	+	04.0	С	В	B 27.0	D	_
Approach Delay				0.0		00	58.8		Е	+	21.6		С	37.0)	D
Intersection De	ıay, s/ve	en / LOS				39	1.0							D		
Multimodal Re	sults				EB			W	В	T		NB			SB	
Pedestrian LOS		/ LOS		1.97		В	1.97	_	В	+	1.91	_	В	0.68	_	Α
		os .			_	_		\rightarrow	F	-	1.42	-	A	2.90	_	C

HCS7™ Streets Version 7.4

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General Inform	nation								Intersec	ion Inf	ormatio	n	1	4사하1	ЫŲ
Agency		Diane B. Zimmerma	an Traff	c Engin	eering				Duration,	h	0.25			11	
Analyst		DBZ		Analys	is Date	Apr 23	, 2018		Area Typ	e	Other		4		
Jurisdiction				Time F	Period	PM Pe	ak		PHF		0.94		4		,
Urban Street		Taylorsville Road		Analys	is Year	2030 E	Build		Analysis	Period	1> 4:0	00	72		
Intersection		Taylorsville Lake Ro	oad	File Na	ame	TL PM	30 B.xt	JS						17	ſ
Project Descrip	tion	Covington by the Pa	ark Sing	le Fami	ly								"	4144	1
·															
Demand Inform	nation				EB			W	/B		NB			SB	
Approach Move	ment			L	T	R	L	1	Г В	L	Т	R	L	Т	F
Demand (\emph{v}), \emph{v}	eh/h						435		296		687	46	242	1450	
				1											
Signal Informa	tion				177 4	Lil.	1	\dashv			l	Ĺ			
Cycle, s	137.8	Reference Phase	2			12	, 4					1		3	
Offset, s	0	Reference Point	End	Green	10.9	73.1	35.0	0.0	0.0	0.0					K
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.5	5.0	3.5	0.0	0.0	0.0					K
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	1.3	3.0	0.0	0.0	0.0		5	6	7	
Timer Results				EBL	.	EBT	WBL	-	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phase	е								8			2	1		6
Case Number								_	9.0			7.3	1.0		4.0
Phase Duration	, s								41.5			79.4	16.9	•	96.3
Change Period,	(Y+R	e), s							6.5			6.3	6.0		6.3
Max Allow Head	_ • ·	, .							3.6			3.4	3.5		3.4
Queue Clearan	ce Time	(gs),s							37.4			43.0	10.3	3	93.0
Green Extensio	n Time	(g e), S							0.0			17.1	0.6		0.0
Phase Call Prol	bability								1.00			1.00	1.00)	1.00
Max Out Proba	bility							_	1.00			0.18	0.00		1.00
Movement Gro	up Res	ults			EB			WE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	T	R	L	T	F
Approach Move Assigned Move				L	T	R	L 3	Т	R 18	L	T 2	12	1	T 6	F
Approach Move Assigned Move Adjusted Flow F	ment), veh/h		L	T	R	_	T		L			_	_	F
Assigned Move Adjusted Flow f	ment Rate(<i>v</i>), veh/h ow Rate (s), veh/h/l	In	L	T	R	3	T	18	L	2	12	1	6	F
Assigned Move Adjusted Flow f	ment Rate (<i>v</i> ation Flo	w Rate (s), veh/h/l	In	L	T	R	3 463	Т	18 315	L	2 731	12 49	1 257	6 1543	F
Assigned Move Adjusted Flow F Adjusted Satura	ment Rate (<i>v</i> ation Flo Time (g	ow Rate (s), veh/h/lg s), s	ln	L	T	R	3 463 1795	T	18 315 1598	L	2 731 1885	12 49 1598	1 257 1795	6 1543 1885	F
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C	ment Rate (<i>v</i> ation Flo Time (<u>c</u> learance	ow Rate (s), veh/h/lg s), s	ln	L	T	R	3 463 1795 35.4	Т	18 315 1598 22.6	L	2 731 1885 41.0	12 49 1598 2.0	1 257 1795 8.3	6 1543 1885 91.0	F
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (<i>g</i>	ment Rate (v ation Flo Time (g learance /C)	ow Rate (s), veh/h/lg s), s	In	L	Т	R	3 463 1795 35.4 35.4	T	18 315 1598 22.6 22.6	L	2 731 1885 41.0 41.0	12 49 1598 2.0 2.0	1 257 1795 8.3 8.3	6 1543 1885 91.0 91.0	F
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v	ment Rate (v ation Flo Time (g learance /C) reh/h	ww Rate (s), veh/h/l g s), s e Time (g c), s	In	L	T	R	3 463 1795 35.4 35.4 0.25	T	18 315 1598 22.6 22.6 0.33	L	2 731 1885 41.0 41.0 0.53	12 49 1598 2.0 2.0 0.53	1 257 1795 8.3 8.3 0.64	6 1543 1885 91.0 91.0 0.66	F
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa	ment Rate (v ation Flo Time (g learance /C) reh/h acity Ra	www.Rate(s), veh/h/lgs), s e Time(gc), s tio(X)		L	T	R	3 463 1795 35.4 35.4 0.25 469	T	18 315 1598 22.6 22.6 0.33 533 0.591	L	2 731 1885 41.0 41.0 0.53 1000 0.731	12 49 1598 2.0 2.0 0.53 847 0.058	1 257 1795 8.3 8.3 0.64 383 0.672	6 1543 1885 91.0 91.0 0.66 1245 1.239	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue	ment Rate (v ation Flo Time (g learance /C) reh/h acity Ra (Q), ft/	ww Rate (s), veh/h/l g s), s e Time (g c), s)	L	T	R	3 463 1795 35.4 35.4 0.25 469 0.987 505.8	Т	18 315 1598 22.6 22.6 0.33 533 0.591 218.5	L	2 731 1885 41.0 41.0 0.53 1000 0.731 431.6	12 49 1598 2.0 2.0 0.53 847	1 257 1795 8.3 8.3 0.64 383	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue	ment Rate (v Ation Flo Time (g learance /C) reh/h acity Ra (Q), ft/	bw Rate (s), veh/h/l gs), $se Time (gc), stio (X)In (50 th percentile)$) ile)	L	T	R	3 463 1795 35.4 35.4 0.25 469 0.987 505.8 20.1	T	18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7		2 731 1885 41.0 41.0 0.53 1000 0.731 431.6 17.1	12 49 1598 2.0 2.0 0.53 847 0.058 17.9	1 257 1795 8.3 8.3 0.64 383 0.672 84.1	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Queue Storage	ment Rate (v ation Flo Time (g learance /C) reh/h acity Ra (Q), ft/ (Q), ve Ratio (bw Rate (s), veh/h/l gs), $se Time (gc), stio (X)In (50 th percentile)eh/in (50 th percentile)$) ile)		T	R	3 463 1795 35.4 35.4 0.25 469 0.987 505.8 20.1 1.26	T	18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7 0.55		2 731 1885 41.0 41.0 0.53 1000 0.731 431.6 17.1 1.08	12 49 1598 2.0 0.53 847 0.058 17.9 0.7	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3 0.19	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (ment Rate (v ation Flo Time (g learance //C) reh/h acity Ra (Q), ft/ (Q), ve Ratio ((d 1), s	bw Rate (s), veh/h/l gs), $se Time (gc), stio (X)In (50 th percentile)eh/ln (50 th percentile)RQ$) (50 th percentiveh) ile)		T	R	3 463 1795 35.4 0.25 469 0.987 505.8 20.1 1.26 50.7	T	18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7		2 731 1885 41.0 41.0 0.53 1000 0.731 431.6 17.1	12 49 1598 2.0 2.0 0.53 847 0.058 17.9	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07 23.4	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental De	ment Rate (v ation Flo Time (g learance //C) reh/h acity Ra (Q), ft/ (Q), ve Ratio ((d 1), s lay (d 2	ow Rate (s), veh/h/l g s), s e Time (g c), s tio (X) In (50 th percentile) eh/ln (50 th percentile) RQ) (50 th percentile) (veh), s/veh) ile)		T	R	3 463 1795 35.4 35.4 0.25 469 0.987 505.8 20.1 1.26 50.7 37.9	T	18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7 0.55 38.1 1.6		2 731 1885 41.0 0.53 1000 0.731 431.6 17.1 1.08 24.8 1.6	12 49 1598 2.0 2.0 0.53 847 0.058 17.9 0.7 0.04 15.7	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3 0.19 20.9	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental De Initial Queue De	ment Rate (v ation Flo Time (g learance /C) reh/h acity Ra (Q), ft/ (Q), ve Ratio ((d 1), se lay (d 2 leay (d 2 leay (d	bw Rate (s), veh/h/l gs), s e Time (gc), s tio (X) In (50 th percentile) eh/ln (50 th percentile) RQ) (50 th percentile) yeh/ln, s/veh 3), s/veh) ile)		T	R	3 463 1795 35.4 0.25 469 0.987 505.8 20.1 1.26 50.7 37.9 0.0	T	18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7 0.55 38.1 1.6 0.0		2 731 1885 41.0 0.53 1000 0.731 431.6 17.1 1.08 24.8 1.6	12 49 1598 2.0 0.53 847 0.058 17.9 0.7 0.04 15.7 0.0	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3 0.19 20.9 1.7	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07 23.4 114.6 0.0	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental De Initial Queue De Control Delay (ment Rate (v ation Flo Time (g learance //C) reh/h acity Ra (Q), ft/ (Q), ve Ratio ((d 1), s, lay (d 2 elay (d d), s/ve	bw Rate (s), veh/h/l gs), s e Time (gc), s tio (X) In (50 th percentile) eh/ln (50 th percentile) RQ) (50 th percentile) yeh/ln, s/veh 3), s/veh) ile)		T	R	3 463 1795 35.4 0.25 469 0.987 505.8 20.1 1.26 50.7 37.9 0.0 88.6	T	18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7 0.55 38.1 1.6 0.0 39.7		2 731 1885 41.0 41.0 0.53 1000 0.731 431.6 17.1 1.08 24.8 1.6 0.0 26.4	12 49 1598 2.0 0.53 847 0.058 17.9 0.7 0.04 15.7 0.0 15.7	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3 0.19 20.9 1.7 0.0 22.5	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07 23.4 114.6 0.0	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental De Initial Queue De Control Delay (Level of Service	ment Rate (v ation Flo Time (g learance /C) reh/h acity Ra (Q), ft/ (Q), ve Ratio ((d 1), s lay (d 2 lelay (d d), s/ve e (LOS)	bw Rate (s), veh/h/l gs), s e Time (gc), s tio (X) In (50 th percentile) eh/ln (50 th percentile) RQ) (50 th percent /veh), s/veh eh) ile)		T	R	3 463 1795 35.4 35.4 0.25 469 0.987 505.8 20.1 1.26 50.7 37.9 0.0 88.6 F		18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7 0.55 38.1 1.6 0.0 39.7		2 731 1885 41.0 41.0 0.53 1000 0.731 431.6 17.1 1.08 24.8 1.6 0.0 26.4 C	12 49 1598 2.0 0.53 847 0.058 17.9 0.7 0.04 15.7 0.0 15.7 B	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3 0.19 20.9 1.7 0.0 22.5 C	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07 23.4 114.6 0.0 138.0 F	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental De Initial Queue De Control Delay (Level of Service Approach Delay	ment Rate (v ation Flo Time (g learance //C) reh/h acity Ra (Q), ft/ (Q), ve Ratio ((d 1), s, lay (d 2 leay (d d), s/ve e (LOS) y, s/veh	bw Rate (s), veh/h/l gs), s e Time (gc), s tio (X) In (50 th percentile) eh/ln (50 th percentile) (veh), s/veh 3), s/veh eh) ile)	0.0	T		3 463 1795 35.4 0.25 469 0.987 505.8 20.1 1.26 50.7 37.9 0.0 88.6 F		18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7 0.55 38.1 1.6 0.0 39.7	25.7	2 731 1885 41.0 41.0 0.53 1000 0.731 431.6 17.1 1.08 24.8 1.6 0.0 26.4 C	12 49 1598 2.0 0.53 847 0.058 17.9 0.7 0.04 15.7 0.0 15.7 B	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3 0.19 20.9 1.7 0.0 22.5	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07 23.4 114.6 0.0 138.0 F	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental De Initial Queue De Control Delay (Level of Service Approach Delay	ment Rate (v ation Flo Time (g learance //C) reh/h acity Ra (Q), ft/ (Q), ve Ratio ((d 1), s, lay (d 2 leay (d d), s/ve e (LOS) y, s/veh	bw Rate (s), veh/h/l gs), s e Time (gc), s tio (X) In (50 th percentile) eh/ln (50 th percentile) (veh), s/veh 3), s/veh eh) ile)		T	R	3 463 1795 35.4 0.25 469 0.987 505.8 20.1 1.26 50.7 37.9 0.0 88.6 F		18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7 0.55 38.1 1.6 0.0 39.7		2 731 1885 41.0 41.0 0.53 1000 0.731 431.6 17.1 1.08 24.8 1.6 0.0 26.4 C	12 49 1598 2.0 0.53 847 0.058 17.9 0.7 0.04 15.7 0.0 15.7 B	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3 0.19 20.9 1.7 0.0 22.5 C	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07 23.4 114.6 0.0 138.0 F	
Assigned Move Adjusted Flow I Adjusted Satura Queue Service Cycle Queue C Green Ratio (g Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental De Initial Queue De Control Delay (Level of Service	ment Rate (v ation Flo Time (g learance //C) reh/h acity Ra (Q), ft/ (Q), ve Ratio ((d 1), s, lay (d 2 leay (d d), s/ve e (LOS) y, s/veh lay, s/veh	bw Rate (s), veh/h/l gs), s e Time (gc), s tio (X) In (50 th percentile) eh/ln (50 th percentile) (veh), s/veh 3), s/veh eh) ile)		T		3 463 1795 35.4 0.25 469 0.987 505.8 20.1 1.26 50.7 37.9 0.0 88.6 F		18 315 1598 22.6 22.6 0.33 533 0.591 218.5 8.7 0.55 38.1 1.6 0.0 39.7 D		2 731 1885 41.0 41.0 0.53 1000 0.731 431.6 17.1 1.08 24.8 1.6 0.0 26.4 C	12 49 1598 2.0 0.53 847 0.058 17.9 0.7 0.04 15.7 0.0 15.7 B	1 257 1795 8.3 8.3 0.64 383 0.672 84.1 3.3 0.19 20.9 1.7 0.0 22.5 C	6 1543 1885 91.0 91.0 0.66 1245 1.239 1831.1 72.7 4.07 23.4 114.6 0.0 138.0 F	

HCS7™ Streets Version 7.4

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									Rep	ort						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			KY 15	5 at Ent	rance			
Agency/Co.	Diane	B Zimm	nerman 1	Fraffic En	gineerin	g	Jurisd	liction								
Date Performed	5/29/	18					East/	West Stre	eet		Entra	nce				
Analysis Year	2030						North	n/South S	Street		KY 15	55				
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.96					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Covin	gton by	the Park	(
Lanes																
				74 4 7 4 4 7	្សាក្ល Major	ト イヤア r Street: Nor	† † r	7447								
Vehicle Volumes and Adj	justme	nts														
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	-	10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	2	0
															I -	-
Configuration						L		R			4.400	TR		L	T	
Configuration Volume (veh/h)						0		153			1409	TR 0		51	T 283	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)											1409			_	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						0 1		153			1409			51	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						0 1		153			1409			51	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Left	Only	0 1) lo	153			1409	0	1	51	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only	0 1		153			1409	0	1	51	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys		Left	Only	0 1 N		153			1409	0	1	51	-	
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)	eadwa	ys		Left	Only	0 1 N		153			1409	0	1	51 1 4.1	-	
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)	eadwa	ys		Left	Only	0 1 N		153 1 6.9 6.92			1409	0	1	51 1 4.1 4.12	-	
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)	eadwa	ys		Left	Only	7.5 6.82		153 1 6.9 6.92 3.3			1409	0	1	51 1 4.1 4.12 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	0 1 N		153 1 6.9 6.92			1409	0	1	51 1 4.1 4.12	-	
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, an			ervice		Only	0 1 (N)		6.9 6.92 3.3 3.31			1409	0	1	51 1 4.1 4.12 2.2 2.21	-	
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, an			ervice		Only	7.5 6.82 3.5 3.51		6.9 6.92 3.3 3.31			1409	0	1	4.1 4.12 2.2 2.21	-	
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, an Flow Rate, v (veh/h)			ervice		Only	7.5 6.82 3.5 3.51		6.9 6.92 3.3 3.31			1409	0	1	4.1 4.12 2.2 2.21	-	
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, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		Only	7.5 6.82 3.5 3.51		6.9 6.92 3.3 3.31 159 118 1.35			1409	0	1	51 1 4.1 4.12 2.2 2.21 53 461 0.12	-	
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, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		Only	7.5 6.82 3.5 3.51		6.9 6.92 3.3 3.31 159 118 1.35 10.7			1409	0	1	51 1 4.1 4.12 2.2 2.21 53 461 0.12 0.4	-	
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) Pollow-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)			ervice		Only	7.5 6.82 3.5 3.51 0 150 0.00 0.0		153 1 1 6.9 6.92 3.3 3.31 159 118 1.35 10.7 271.9			1409	0	1	51 1 4.1 4.12 2.2 2.21 53 461 0.12 0.4 13.8	-	
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, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		Only	7.5 6.82 3.5 3.51		6.9 6.92 3.3 3.31 159 118 1.35 10.7			1409	0	1	51 1 4.1 4.12 2.2 2.21 53 461 0.12 0.4 13.8 B	-	

HCSTM TWSC Version 7.5 Entrance AM 30 B.xtw Generated: 6/3/2018 10:01:51 PM

		Н	CS7	Two-	-Way	Stop	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Diane	Zimme	rman				Inters	ection			KY 15	55 at Ent	rance			_
Agency/Co.	Diane	B Zimm	nerman T	Fraffic En	gineerin	g	Juriso	liction								
Date Performed	5/29/	18					East/	West Stre	eet		Entra	nce				
Analysis Year	2030						North	n/South S	Street		KY 15	55				
Time Analyzed	PM P	eak					Peak	Hour Fac	ctor		0.94					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Covin	gton by	the Park	(
Lanes																
				7447177		후 주 Pr Street: Nor	ተ ት ሶ th-South	7447								
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	Т	R	U	L	T	R
																-
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	-
Number of Lanes		0	0	0		1	0	1	1U 0	0	1	0	4U 0	1	2	-
Number of Lanes Configuration						1 L		1 R			1	0 TR		1 L	2 T	-
Number of Lanes Configuration Volume (veh/h)						1 L 0		1 R 100			_	0		1 L 169	2	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)						1 L		1 R			1	0 TR		1 L	2 T	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						1 L 0	0	1 R 100			1	0 TR		1 L 169	2 T	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						1 L 0 1	0	1 R 100			1	0 TR		1 L 169	2 T	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				0	Only	1 L 0 1	0	1 R 100			1	0 TR 0	0	1 L 169	2 T	6
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0		0	Only	1 L 0 1	0	1 R 100			1	0 TR 0		1 L 169	2 T	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	0		0	Only	1 L 0 1	0	1 R 100 1			1	0 TR 0	0	1 L 169 1	2 T	-
Number of Lanes 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		0	Only	1 L 0 1	0	1 R 100 1			1	0 TR 0	0	1 L 169 1	2 T	-
Number of Lanes 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		0	Only	1 L 0 1 N	0	1 R 100 1			1	0 TR 0	0	1 L 169 1	2 T	-
Number of Lanes 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	0		0	Only	1 L 0 1 N N N N N N N N N N N N N N N N N N	0	1 R 100 1 1 6.9 6.92 3.3			1	0 TR 0	0	1 L 169 1 1 4.1 4.12 2.2	2 T	-
Number of Lanes 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)		ys	0	Left	Only	1 L 0 1 N	0	1 R 100 1			1	0 TR 0	0	1 L 169 1	2 T	-
Number of Lanes 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		ys	0	Left	Only	1 L 0 1 1 N N N N N N N N N N N N N N N N N	0	1 R 100 1 1 6.9 6.92 3.3 3.31			1	0 TR 0	0	1 L 169 1 4.1 4.12 2.2 2.21	2 T	-
Number of Lanes 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, an		ys	0	Left	Only	7.5 6.82 3.5 3.51	0	1 R 100 1 1 6.9 6.92 3.3 3.31			1	0 TR 0	0	1 L 169 1 4.1 4.12 2.2 2.21	2 T	-
Number of Lanes 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, an Flow Rate, v (veh/h) Capacity, c (veh/h)		ys	0	Left	Only	7.5 6.82 3.5 3.51	0	1 R 100 1 1			1	0 TR 0	0	1 L 169 1 1 4.1 4.12 2.2 2.21	2 T	-
Number of Lanes 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, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys	0	Left	Only	7.5 6.82 3.5 3.51 0 137 0.00	0	1 R 100 1 1			1	0 TR 0	0	1 L 169 1 1 4.1 4.12 2.2 2.21 180 920 0.20	2 T	-
Number of Lanes 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, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys	0	Left	Only	7.5 6.82 3.5 3.51 0 137 0.00	0	1 R 100 1 1			1	0 TR 0	0	1 L 169 1 1 4.1 4.12 2.2 2.21 180 920 0.20 0.7	2 T	-
Number of Lanes 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) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys	0	Left	Only	7.5 6.82 3.5 3.51 0 137 0.00 0.0	0	1 R 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1	0 TR 0	0	1 L 169 1 1 4.1 4.12 2.2 2.21 180 920 0.20 0.7 9.9	2 T	-
Number of Lanes 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) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys	0	Left	Only	7.5 6.82 3.5 3.51 0 137 0.00 0.0 31.2	0	1 R 100 1 1			1	0 TR 0	0	1 L 169 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 T	-

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								ntrol								
General Information							Site	Inform	natio	1						Т
Analyst	Diane	Zimmer	man				Inters	ection			Taylo	rsville at	Routt			
Agency/Co.	Diane	B Zimm	erman 1	Fraffic En	gineerin	g	Juriso	liction								
Date Performed	3/25/	2018					East/	West Str	eet		Routt	Road				
Analysis Year	2018						North	n/South :	Street		Taylo	rsville La	ke			
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.88					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Covin	gton by	the Park	<												
Lanes																
				7 4 4 Y → * C		イ イ ヤ Y Street: No	↑ ~ I	·	- - - -							
Vehicle Volumes and Adj	ustme	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	0	1	0	0	0	1	1
	1	L		R		l	l	ı		l lt l		ı			ΙT	
Configuration	+			_	_	_		_					_		<u> </u>	R
Configuration Volume, V (veh/h)		291		2						2	986				197	-
				2							986					26
Volume, V (veh/h)		291		_						2	986					-
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		291		_						2	986				197	-
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		291) es	1		N	lo			2	986 lo			N		-
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		291 1 (1	vided	N	lo			2				N	197	-
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	eadwa	291 1 (1	vided	N	lo			2				N	197	-
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	eadwa	291 1 (1	vided	N	lo			2				N	197	-
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up H	eadwa	291 1 (1	vided	N	lo			2				N	197	-
Volume, V (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	291 1 (1	vided	N	lo			2				N	197	-
Volume, V (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)	eadwa	291 1 (1	vided	N	lo			2				N	197	-
Volume, V (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)		291 1 (Ye	es	Undi	vided	N	lo			2				N	197	-
Volume, V (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)		291 1 (Ye	es	Undi	vided	I I	lo			2				I I	197	-
Volume, V (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		291 1 (vi	es	Undi	vided		lo			2 1				N	197	-
Volume, V (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)		291 1 ((Y/	es	Undi	vided		lo			2 1 N				N	197	-
Volume, V (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)		291 1 (ys ys l of Se 331 167	es	Undi	vided	N	lo			2 1 N				N	197	-
Volume, V (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)		291 1 (Yes) ys I of Se 331 167 1.98	es	Undi	vided		lo			2 1 N N 2 1318 0.00					197	-
Volume, V (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		291 1 (Yes) ys I of Se 331 167 1.98 25.4	es	1 Undi	vided		lo			2 1 N N 2 1318 0.00 0.0					197	-
Volume, V (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) Control Delay (s/veh)		291 1 (Yes) ys l of Se 331 167 1.98 25.4 509.2 F	es	1 Undi	vided		lo			2 1 N 2 1318 0.00 0.0 7.7 A					197	-

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		Н	CS7	Two-	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	n						_
Analyst	Diane	Zimme	rman				Inters	ection			Taylo	rsville at	Routt			_
Agency/Co.	Diane	B Zimm	nerman T	Fraffic En	gineerin	g	Juriso	liction								
Date Performed	5/29/	18					East/	West Str	eet		Routt	Road				
Analysis Year	2030						North	n/South :	Street		Taylo	rsville La	ike			
Time Analyzed	AM P	eak No I	Build				Peak	Hour Fac	ctor		0.88					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Covin	gton by	the Park	(
Lanes																
				7 4 4 Y ↑ Y C		イ イ サ ア r Street: Nor		1 4 4 Y								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	F
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	0	1	0	0	0	1	
		L	l	R						LT		l	l	l	T	
Configuration	-	_	_	-	_	_	_	_		_		_	_		_	\vdash
Configuration Volume (veh/h)		328		3						3	1111				222	\vdash
Volume (veh/h) Percent Heavy Vehicles (%)		328 1		3 1						3 1	1111				222	\vdash
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		1		_						_	1111				222	\vdash
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		1	0	_						_	1111					\vdash
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		1	0 es	1						_	1111			N	222 No	-
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		1 Y		1	vided					_	1111			l l		2.1
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys		1 Undi	vided					1	1111			1		-
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	1 Y		Undi	vided					4.1	1111					\vdash
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	7.1 6.41		Undi	vided					4.1	1111			1		-
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	7.1 6.41 3.5		1 Undi	vided					4.1 4.11 2.2	1111			1		\vdash
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 6.41 3.5 3.51	es	6.2 6.21 3.3 3.31	vided					4.1	1111			1		-
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 6.41 3.5 3.51	es	6.2 6.21 3.3 3.31	vided					4.1 4.11 2.2 2.21	1111			N		-
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)		7.1 6.41 3.5 3.51 I of So	es	6.2 6.21 3.3 3.31	vided					4.1 4.11 2.2 2.21	1111					-
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)		7.1 6.41 3.5 3.51 I of Sc 373	es	6.2 6.21 3.3 3.31	vided					4.1 4.11 2.2 2.21	1111					-
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		7.1 6.41 3.5 3.51 I of Se 373 131 2.85	es	6.2 6.21 3.3 3.31 3 789 0.00	vided					4.1 4.11 2.2 2.21 3 1282 0.00	1111					\vdash
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 6.41 3.5 3.51 I of Se 373 131 2.85 34.3	es	6.2 6.21 3.3 3.31 3 789 0.00	vided					4.1 4.11 2.2 2.21 3 1282 0.00 0.0	1111					-
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) Control Delay (s/veh)		7.1 6.41 3.5 3.51 1 of Se 373 131 2.85 34.3 906.4	es	6.2 6.21 3.3 3.31 789 0.00 0.0	vided					4.1 4.11 2.2 2.21 3 1282 0.00 0.0 7.8	1111					-
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 6.41 3.5 3.51 l of Se 373 131 2.85 34.3 906.4 F	es	6.2 6.21 3.3 3.31 3 789 0.00	vided					3 1282 0.00 0.0 7.8 A	1111					-

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General Inforn	ation							T	Intersec	tion Inf	ormatic	nn	J.	I 4 J 4 L	a u
	lation	Diane B. Zimmerma	an Traffi	c Engin	eering			-	Duration.		0.25	711	┨	711	
Agency Analyst		DBZ	an naill	_		Apr 23	3 2012	\rightarrow	Area Typ		Other				
		DBZ		<u> </u>			_	-	PHF	e	0.92		-		K
Jurisdiction		KV 4EE		Time F		AM Pe	еак	\rightarrow		Dariad		20	- 3		K
Urban Street		KY 155		<u> </u>	sis Year	-			Analysis	Period	1> 7:0	JU	- 5		
Intersection		Routt Road		File Na		AM R	outt 30 I	B SF.X	us				-	ንተሰ	
Project Descrip	tion	Covington by the P	ark Sing	jie famil	у									A LAY	H III
Demand Inforr	nation				EB			WI	3		NB			SB	
Approach Move				L	T	R	L	T		L	T	R	L	T	F
Demand (v), v				328	67	3	17	17	_	3	1111		51	222	2
Demand (v), v	CII/II			320	07	3	17	1 17	100	3	11111	0	31	222	
Signal Informa	tion				l l	211	25				73				
Cycle, s	138.5	Reference Phase	2	1	2	E 4 2		<u>_</u>	2	?	<u>{</u>	`	V		7
Offset, s	0	Reference Point	End		7	1.2			Š			1	2	3	Z
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow	-	4.6 0.0	75.0	3.1	8.9 4.0	16.2				,	- 5
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0		2.0		5	6	7	4
, order widde	1 IXCU	Simult. Sap 14/5	JII	Titou	2.0	0.0	2.0	_ Z.U	2.0	2.0					
Timer Results				EBI		EBT	WB	L	WBT	NBI		NBT	SBI		SBT
Assigned Phase	e			7		4	3		8	5		2	1		6
Case Number	-			1.1		4.0	1.1		3.0	1.1		3.0	1.1		3.0
Phase Duration	9			24.0		37.1	9.1	-	22.2	6.7		81.0	11.3	_	85.6
Change Period	, -	a \ c		6.0	\rightarrow	6.0	6.0	-	6.0	6.0	-	6.0	6.0	-	6.0
Max Allow Head		,.		3.9	-	4.1	3.9	-	4.1	3.9	-	3.8	3.9	-	3.8
Queue Clearan				20.0	\rightarrow	6.5	3.2	\rightarrow	16.0	2.1	-	78.0	3.8	-	10.6
		1 - 11			-		-	-			-			-	
Green Extension		(g e), S		0.0	\rightarrow	0.7	0.0	-	0.2	0.0	\rightarrow	0.0	0.1	-	9.2
Phase Call Pro				1.00	\rightarrow	1.00	0.51	_	1.00	0.12	_	1.00	0.88	_	1.00
Max Out Proba	DIIITY			1.00	,	0.00	0.00	,	1.00	0.00	,	1.00	0.00)	0.00
Movement Gro	un Res	sults			EB			WB			NB			SB	
Approach Move	_	74110		L	T	R	L	Т	R	L	T	R	L	T	F
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	1
Adjusted Flow I) veh/h		357	76	17	18	18	166	3	1208	7	55	241	3
		ow Rate (s), veh/h/l	n	1810	1885		1810	1900	_	1810	1900	1610	1810	1900	16
Queue Service				18.0	4.5		1.2	1.2	14.0	0.1	76.0	0.3	1.8	8.6	1.
				18.0	4.5		1.2	1.2	14.0	0.1	76.0	0.3	1.8	8.6	1.
Cycle Queue C		e fille (gc), s		0.26	0.22			0.12	_	0.1	0.55	0.55	0.58	0.57	0.5
Green Ratio (g				441	424		0.14	222	200	638	1043	872	121	1092	-
Capacity (c), v		atio (V)					-	_							92
Volume-to-Cap				0.809			0.074	_	_	0.005	1.158	0.007	0.458	0.221	0.0
Dack of Queue	(Q), T	/In (50 th percentile)	91.5	51.8		13.8	14.2	162.6	1.1	1366. 5	2.2	25.8	86.2	1
Back of Queue	(Q). v	eh/ln (50 th percent	ile)	3.7	2.1		0.6	0.6	6.5	0.0	54.7	0.1	1.0	3.4	0.
		RQ) (50 th percent		0.00	0.00		0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	0.0
Uniform Delay			0)	48.3	43.4		51.9	54.5	-	14.4	31.2	14.6	33.0	14.4	12
Incremental De	. ,,			10.8	0.2		0.1	0.2	18.0	0.0	82.1	0.0	2.7	0.1	0
Initial Queue De				0.0	0.2		0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0
		,.		59.0	43.6		52.0	54.7	_	14.4	113.4	14.6	35.7	14.5	12
Control Delay (_		_	_	_		113.4 F		_	_	-
Level of Service				E 50.0	D		D 72.0	D	E	B		В	D 17.0	B	E
Approach Delay				56.3)	E	72.9	9	Е	112.	0	F	17.9	,	В
Intersection De	ay, s/ve	en / LOS				83	3.5						F		
Multimodal Re	culto				EB			WB			NB			SB	
Pedestrian LOS		/1.08		2 14		R	2 45	_		2 40	_	R	1.00	_	P
r cuesulan LUS	Score	/ LU3		1.20	-	A A	2.15 0.82	-	B A	2.10	-	В	1.90	-	B A

HCS™ Streets Version 7.5

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General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Taylo	rsville at	Routt			
Agency/Co.	Diane	B Zimm	erman 1	raffic En	gineerin	g	Jurisd	liction								
Date Performed	3/25/	2018					East/\	Nest Str	eet		Routt	Road				
Analysis Year	2018						North	/South :	Street		Taylo	rsville La	ke			
Time Analyzed	PM Pe	ak					Peak	Hour Fac	ctor		0.88					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Covin	gton by	the Park	:												
Lanes																
				7 4 4 X 4 2 4		す すずで Street: No		•	-							
Vehicle Volumes and Adj	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		1	0	1		0	0	0	0	0	1	0	0	0	1	1
				I .											-	_
Configuration		L		R						LT					T	-
Configuration Volume, V (veh/h)		98		2						2	365				T 999	-
Configuration Volume, V (veh/h) Percent Heavy Vehicles (%)				_						_	365				-	26
Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		98 1		2						2	365				-	-
Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		98	0	2						1					999	-
Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		98	O es	2	vided	N	lo			1	365 lo			1	-	-
Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	leadwa	98 1 (2	vided	N	io			1				1	999	-
Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up H	leadwa	98 1 (2	vided	N	lo			1				l l	999	-
Configuration Volume, V (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	98 1 (2	vided	N	lo			1				1	999	-
Configuration Volume, V (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	98 1 (2	vided	N	lo			1				1	999	-
Configuration Volume, V (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	98 1 (2	vided	N	lo			1				1	999	-
Configuration Volume, V (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)		98 1 (Yo	es	2 1 Undi	vided	N	lo			1				1	999	-
Configuration Volume, V (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		98 1 1 (v)	es	2 1 Undi	vided	N	lo			2 1					999	-
Configuration Volume, V (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)		98 1 () () () () () () () () () () () () ()	es	Undi	vided		do			2 1					999	-
Configuration Volume, V (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)		98 1 1 1/5 //s	es	2 1 Undi	vided	N	lo			2 1 N				P	999	-
Configuration Volume, V (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		98 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	es	2 1 Undi	vided					2 1 N N 2 476 0.00				1	999	-
Configuration Volume, V (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)		98 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	es	2 1 Undi	vided					2 1 N N 2 476 0.00 0.0				P	999	-
Configuration Volume, V (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) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		98 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	es	2 1 Undi	vided		do			2 1 N 2 476 0.00 0.0 12.6				ı	999	-
Configuration Volume, V (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)		98 1 (Y)	es	2 1 Undi	vided		do			2 1 1 2 476 0.00 0.0 12.6 B				N N	999	-

HCS7100 TWSC Version 7.4 Routt PM.xtw Generated: 3/25/2018 10:07:41 PM

		Н	CS7	Two-	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	natio	n						_
Analyst	Diane	Zimme	rman				Inters	ection			Taylo	rsville at	Routt			
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineerin	g	Juriso	liction								
Date Performed	5/29/	2018					East/	West Str	eet		Routt	Road				
Analysis Year	2030						North	n/South :	Street		Taylo	rsville La	ike			
Time Analyzed	PM P	eak No E	Build				Peak	Hour Fac	ctor		0.88					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Covin	gton by	the Park	:												
Lanes																
				74474		† † † Y r Street: Nor	† † r	* * *								
Vehicle Volumes and Adj	justme															
Approach	+		ound				bound				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	+-	1	0	1		0	0	0	0	0	1	0	0	0	1	1
Configuration	+	L		R						LT	111				T	R
Volume (veh/h)	+-	110		3						3	411				1126	29
		1	l	1	l	l				1						
Percent Heavy Vehicles (%)	+															H
Proportion Time Blocked																
Proportion Time Blocked Percent Grade (%)			0													
Proportion Time Blocked Percent Grade (%) Right Turn Channelized			D es	l la di										1	No	
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	aadwa	Υ		Undi	vided									1	No	
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys ys		ı	vided					41				1	No	
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	vided					4.1				1	No	
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 7.1 6.41		6.2 6.21	vided					4.11				1	No	
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	7.1 6.41 3.5		6.2 6.21 3.3	vided					4.11 2.2				1	No	
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 6.41 3.5 3.51	es	6.2 6.21 3.3 3.31	vided					4.11				1	No	
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		ys 7.1 6.41 3.5 3.51 I of So	es	6.2 6.21 3.3 3.31	vided					4.11 2.2 2.21				1	No	
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)		7.1 6.41 3.5 3.51 I of Se	es	6.2 6.21 3.3 3.31	vided					4.11 2.2 2.21					No	
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 6.41 3.5 3.51 I of Se 125	es	6.2 6.21 3.3 3.31	vided					4.11 2.2 2.21 3 406				1	No	
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		7.1 6.41 3.5 3.51 I of Se 125 94 1.34	es	6.2 6.21 3.3 3.31 3 204 0.02	vided					4.11 2.2 2.21 3 406 0.01				1	No	
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 6.41 3.5 3.51 l of Se 125 94 1.34 9.1	es	6.2 6.21 3.3 3.31 3 204 0.02 0.1	vided					4.11 2.2 2.21 3 406 0.01 0.0				1	No	
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) y/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.41 3.5 3.51 I of Se 125 94 1.34 9.1 289.0	es	6.2 6.21 3.3 3.31 3 204 0.02 0.1 23.0	vided					4.11 2.2 2.21 3 406 0.01 0.0 14.0				1	No	
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 6.41 3.5 3.51 I of Se 125 94 1.34 9.1 289.0 F	es	6.2 6.21 3.3 3.31 3 204 0.02 0.1	vided					3 406 0.01 0.0 14.0	.3				No	

HCSTM TWSC Version 7.5 Routt PM 30 NB.xtw

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		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	ts Sur	nmar	y				
General Inforn	nation							-	ntersec		_	on	- 6	111	24 L
Agency		Diane B. Zimmerma	an Traffi						Duration,		0.25			,	
Analyst		DBZ		Analys	is Date	Apr 2	3, 2018	/	Area Typ	е	Other		.5 -> .		R.
Jurisdiction				Time F	Period	PM P	eak	F	PHF		0.92		*		+
Urban Street		KY 155		Analys	sis Year	2030		/	Analysis	Period	1> 4:	30	2		
Intersection		Routt Road		File Na	ame	PM R	outt 30 I	B SF.xı	JS					5 t č	ſ
Project Descrip	tion	Covington by the P	ark Sing	le Fami	ily								7	4144	1-1
							7	14/5			NID			0.0	
Demand Inforr					EB			WE		-	NB			SB	_
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h			110	19	3	11	11	99	3	411	19	169	1126	29
Signal Informa	tion				l l			7			8				
Cycle, s	112.9	Reference Phase	2	1	2	547		_	2	²⁷	€	_	V		
Offset, s	0	Reference Point	End		1		<u>"`</u>		Š			1	2	3	Y
Uncoordinated	Yes	Simult. Gap E/W	On	Green		0.4	63.6	1.9	0.7	9.7				_	A
Force Mode	Fixed		On	Yellow Red	2.0	2.0	2.0	2.0	2.0	2.0) [K	-		~
roice Mode	rixed	Simult. Gap N/S	Oll	Reu	2.0	2.0	2.0	12.0	2.0	12.0		3	- 0		
Timer Results				EBI		EBT	WB	L	WBT	NBI		NBT	SBI		SBT
Assigned Phase	e			7		4	3		8	5		2	1		6
Case Number				1.1		4.0	1.1		3.0	1.1		3.0	1.1		3.0
Phase Duration	1. S			14.6	3	22.4	7.9	\neg	15.7	6.6	_	69.6	13.0	_	76.0
Change Period		c). S		6.0	\rightarrow	6.0	6.0	-	6.0	6.0	-	6.0	6.0	-	6.0
Max Allow Head	, ,	71		3.9	-	4.1	3.9	-	4.1	3.9	-	3.9	3.9	_	3.9
Queue Clearan				8.6	\rightarrow	3.3	2.7	-	9.4	2.1	\rightarrow	16.8	6.6	-	72.0
Green Extension		, - ,		0.0	-	0.4	0.0	-	0.4	0.0	-	13.7	0.4	_	0.0
Phase Call Pro		(g e), s		0.98	\rightarrow	1.00	0.0	-	0.99	0.10	\rightarrow	1.00	1.00	\rightarrow	1.00
Max Out Proba				0.00	\rightarrow	0.00	0.00	_	0.00	0.00	\rightarrow	0.07	0.00	_	1.00
Wax Out 1 10ba	Dility			0.00		0.00	0.00		0.00	0.00		0.01	0.00		1.00
Movement Gro	oup 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		120	24		12	12	108	3	447	21	184	1224	323
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	ln	1810	1854		1810	1900	1610	1810	1900	1610	1810	1900	161
Queue Service	Time (g s), S		6.6	1.3		0.7	0.7	7.4	0.1	14.8	0.6	4.6	70.0	10.
		e Time (<i>g</i> c), s		6.6	1.3		0.7	0.7	7.4	0.1	14.8	0.6	4.6	70.0	10.
Green Ratio (g	/C)			0.18	0.15		0.10	0.09	0.09	0.57	0.57	0.57	0.64	0.62	0.6
Capacity (c), v	/eh/h			316	270		215	164	139	73	1088	908	589	1178	999
Volume-to-Cap		atio (X)		0.379	0.089		0.056	0.073	0.776	0.045	0.411	0.023	0.312	1.039	0.32
		/In (50 th percentile)	71.1	14		7.4	7.6	79.5	1.2	139	5.1	37.8	914.1	80.
		eh/ln (50 th percent		2.8	0.6		0.3	0.3	3.2	0.0	5.6	0.2	1.5	36.6	3.2
	, ,	RQ) (50 th percent		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0
Uniform Delay		, , , ,		40.7	41.8		45.7	47.4	50.5	28.4	13.7	10.9	9.6	21.4	10.
Incremental De	lay (d 2), s/veh		0.7	0.1		0.1	0.2	8.9	0.2	0.2	0.0	0.3	36.8	0.2
Initial Queue De	elay (d	3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (41.4	41.9		45.8	47.6	59.4	28.7	14.0	10.9	9.9	58.2	10.
Level of Service				D	D		D	D	E	С	В	В	А	F	В
Approach Delay				41.5		D	57.1	1	E	13.9		В	44.2	2	D
Intersection De							9.0						D		
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS	Score	/LOS		2.14		В	2.14	1	В	2.08	3	В	1.88	3	В
Bicycle LOS So	ore / L (os		0.72	2	Α	0.70) [Α	1.26	3	Α	3.34	1	С

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