

**Oxmoor Farm Rezoning
Traffic Impact and Air Quality Analysis
Louisville, KY**

B. Existing Level-of-Service

Each of the eighteen intersections that were identified by the City to be analyzed, all were analyzed to determine the existing (2001) level-of-service for both the AM and PM peak periods. On the Shelbyville Road intersections, the current signal timing was used to complete the existing analysis. **Table 1-8** shows the results of the existing HCS analysis. The HCS printouts for existing analysis are in **Appendix D**. The intersection summary sheets for the v/c ratios are in **Appendix F**.

**Table 1-8
Intersection Analysis (Existing Conditions)**

Intersection	AM Peak		PM Peak	
	Intersection Delay (sec.)	Level-of-Service	Intersection Delay (sec.)	Level-of-Service
Shelbyville Rd. & Oxmoor Ln.	94.7	F	95.8	F
Shelbyville Rd. & Christian Way	134.7	F	73.1	E
Oxmoor Ln. & Star Ford	6.8	A	20.9	C
Shelbyville Rd. & New Lagrange Rd.	106.4	F	245.3	F
Shelbyville Rd. & Lyndon Ln.	96.2	F	80.3	F
Shelbyville Rd. & Hurstbourne Ln.	95.1	F	197.8	F
Shelbyville Rd. & Whipp's Mill Rd. (unsignalized)	500+(EB left & SB right)	F	150+ (SB right)	F
Shelbyville Rd. & Ten Pin Ln.	19.0	B	35.2	D
Shelbyville Rd. & Mall St. Mathews	8.8	A	21.8	C
Shelbyville Rd. & Toys 'R' Us	14.2	B	19.2	B
Shelbyville Rd. & Bowling Blvd.	38.3	D	57.7	E
Bowling Blvd. & Bunsen Pkwy.	3.8	A	9.2	A
Bowling Blvd. & Hubbards/Browns Ln.	26.0	C	29.6	C
Bowling Blvd. & Dupont Rd.	16.3	B	21.8	C
Bowling Blvd. & Breckenridge Ln.	12.3	B	15.8	B
Whipp's Mill Rd. & Lyndon Ln. (unsignalized)	67.2	F	41.6	E
Hurstbourne Ln & Bunsen Pkwy.	18.7	B	232.9	F
Taylorville Rd. and Blowing Tree Rd.	27.2	C	59.0	E

As shown in the above table, some of the intersections being analyzed are operating at a level-of-service E or F.

