

March 9, 2018 Revised March 21, 2018

Traffic Impact Study

River Pointe Apartments 12503 Dixie Highway Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet



DIANE B. ZIMMERMAN Traffic Engineering, LLC

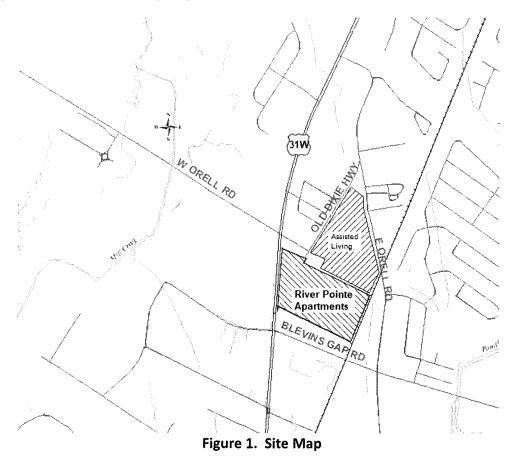
12803 High Meadows Pike Prospect, KY 40059 502,648 1858 dianebzim@att net

Table of Contents

INTRODUCTION2
Figure 1. Site Map2
EXISTING CONDITIONS2
Figure 2. Existing (2018) Peak Hour Volumes3
FUTURE CONDITIONS3
Figure 3. No Build Peak Hour Volumes4
TRIP GENERATION4
Table 1. Peak Hour Trips Generated by Site4
Figure 4. Trip Distribution Percentages5
Figure 5. Peak Hour Trips Generated by Site6
Figure 6. 2021 Build Peak Hour Volumes7
ANALYSIS7
Table 2. Peak Hour Level of Service
Figure 7. 2031 No Build Peak Hour Volumes9
Figure 8. 2031 Build Peak Hour Volumes10
Table 3. Peak Hour Level of Service11
CONCLUSIONS11
APPENDIX

INTRODUCTION

The detail development plan for River Pointe Apartments on Dixie Highway (US 31W), in Louisville, KY shows 256 multi-family units with two outlots for future commercial use, and a tract identified for a future assisted living facility. **Figure 1** displays a map of the site. Access to the development will be from three entrances on Dixie Highway and an entrance on Old Dixie Highway. Old Dixie Highway will terminate at the property line. The future assisted living facility would have access only from Old Dixie Highway. 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 proposed entrance on Dixie Highway.



EXISTING CONDITIONS

Dixie Highway, US 31W, is a state-maintained road with an estimated 2018 ADT of 29,500 vehicles per day south of E Orell Road, as provided by a 2016 Metro Public Works count. The road is a four-lane highway with eleven-foot lanes, an eleven-foot shoulder, and a two-way left turn lane. The speed limit is 50 mph. There are no sidewalks. The intersection with Old Dixie Highway has a stop sign on Old Dixie Highway.

Peak hour traffic counts for the intersections were obtained on February 20, 2018. The a.m. peak hour occurred between 7:00 and 8:00 a.m. The p.m. peak occurred between 4:45 and 5:45 p.m. Figure 2 illustrates the existing a.m. and p.m. peak hour traffic volumes.

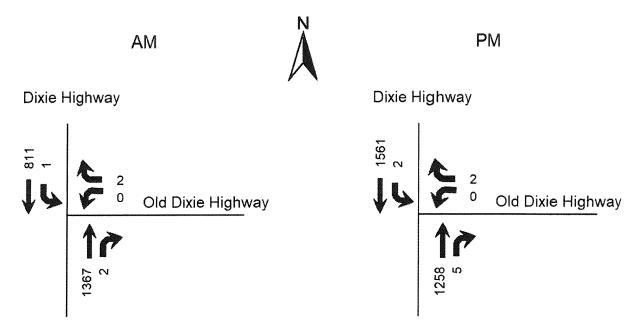


Figure 2. Existing (2018) Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2021. An annual growth rate of 1.0 percent was applied to 2018 traffic volumes. This is based upon a review of historical traffic counts at station KYTC station 512. **Figure 3** displays the 2021 No Build peak hour volumes.

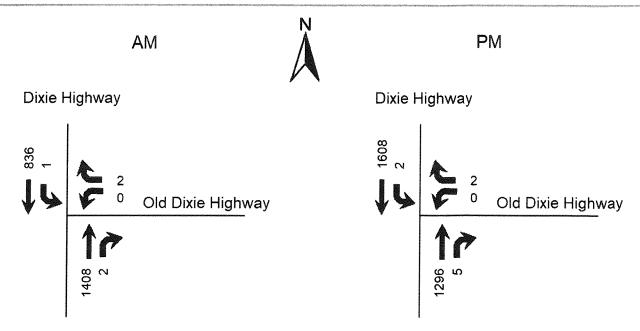


Figure 3. No Build Peak Hour Volumes

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 "Multifamily Housing (Low-Rise) (220)" and "High Turnover Sit-down Restaurant (932)" were 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.

A.M. Peak Hour P.M. Peak Hour Land Use **Trips** Out In Out **Trips** Multifamily Low-Rise (256 units) 117 27 90 136 86 50 High Turnover Sit-down (10,000 sq ft) 99 54 45 98 61 37

216

81

135

244

147

87

Table 1. Peak Hour Trips Generated by Site

TOTAL

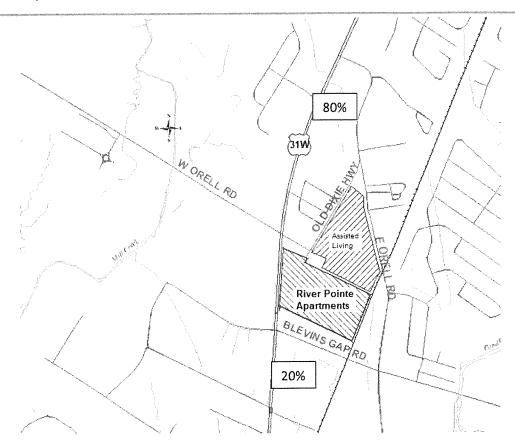


Figure 4. Trip Distribution Percentages

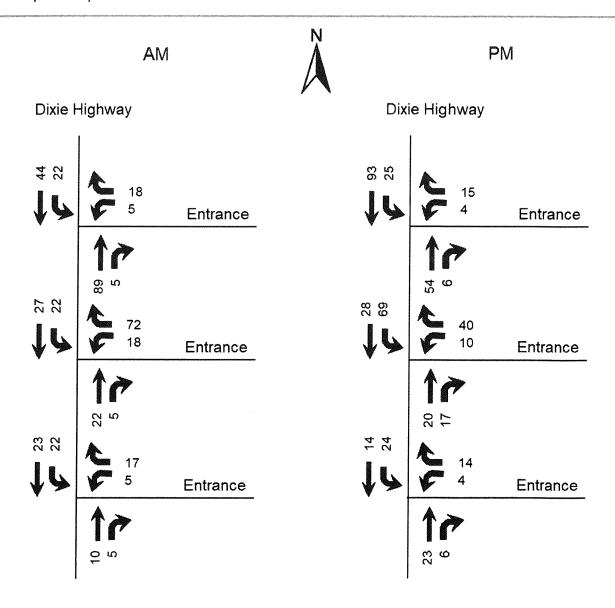


Figure 5. Peak Hour Trips Generated by Site

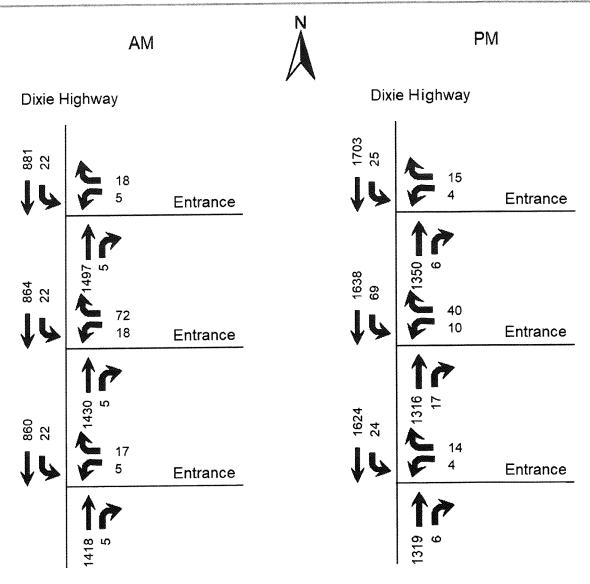


Figure 6. 2021 Build Peak Hour Volumes

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 7.4) 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 Existing	2021 No Build	2021 Build	2018 Existing	2021 No Build	2021 Build
Dixie Highway at Entrance 1						
Entrance 1 Westbound			C 21.7			C 19.2
Dixie Highway Southbound (left)			B 14.8			B 12.9
Dixie Highway at Entrance 2						
Entrance 2 Westbound			C 23.1			C 20.1
Dixie Highway Southbound (left)			B 14.1	J		B 13.5
Dixie Highway at Entrance 3 (existing Old Dixie)						
Entrance 3 Westbound	C 15.1	C 15.5	C 20.5	C 13.8	C 14.1	C 18.8
Dixie Highway Southbound (left)	B 13.0	B 13.3	B 14.0	B 11.8	B 12.0	B 12.6

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance</u> <u>Manual</u> dated March, 2017. The traffic impact policy requires using volumes for ten years beyond build-out, or 2031. The 2031 volumes were determined by applying a one percent annual growth rate from 2021. **Figure 7** illustrates the 2031 No Build volumes. **Figure 8** illustrates the 2031 Build Volumes. Using the volumes in Figure 8, left turn lanes would be required at the entrances if the two-way left turn lane was not existing. Right turn lanes will not be required. **Table 3** summarizes the delay and Level of Service for 2031.

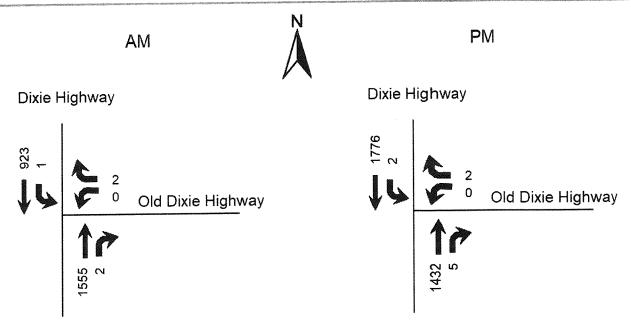


Figure 7. 2031 No Build Peak Hour Volumes

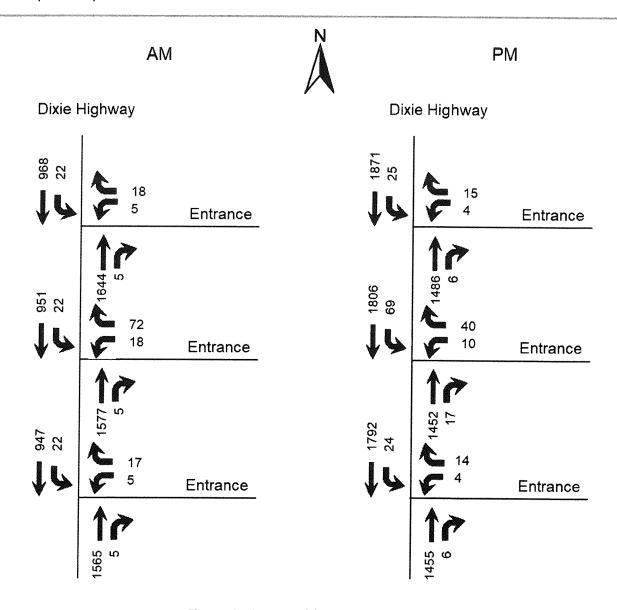


Figure 8. 2031 Build Peak Hour Volumes

Table 3. Peak Hour Level of Service

		A.M.			P.M.	<u>Quantina mengupa and dililik</u>
Approach	2018 Existing	2031 No Build	2031 Build	2018 Existing	2031 No Build	2031 Build
Dixie Highway at Entrance1						
Entrance 1 Westbound			C 24.7			C 21.4
Dixie Highway Southbound (left)			C 16.4			B 14.0
Dixie Highway at Entrance2						
Entrance 2 Westbound			D 26.9			C 22.6
Dixie Highway Southbound (left)			C 15.6			B 14.9
Dixie Highway at Entrance 3 (existing Old Dixie)						
Entrance 3 Westbound	C 15.1	C 16.9	C 23.3	C 13.8	C 15.1	C 21.0
Dixie Highway Southbound (left)	B 13.0	B 14.6	C 15.5	B 11.8	B 13.0	C 13.7

Key: Level of Service, Delay in seconds per vehicle

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2021 and 2031, there will be an impact to the existing highway network. The delays experienced in the area will increase within acceptable limits. No improvements are required.

APPENDIX

Traffic Counts

US 31W Dixie Highway at Old Dixie Highway 2/20/2018



Groundbreaking by Design.

Leg	Dixie Hv	vy	Old Dixi	e Hwy	Dixie Hv	~~~~~~ Vy		
Direction	Southbo	und	Westbo	und	Northbo	und		
Start Time	Left	Thru	Left	Right	Thru	Right	U-Turn	Int Total
7:00:00	0	180	0	0	411	0	0	591
7:15:00	0	226	0	1	375	1	0	603
7:30:00	0	218	0	0	336	0	0	554
7:45:00	1	187	0	1	245	1	1	436
8:00:00	0	203	0	0	264	0	0	467
8:15:00	0	177	0	0	329	0	0	506
8:30:00	0	193	0	0	286	0	0	479
8:45:00	0	144	0	0	280	0	0	424
16:00:00	2	351	1	1	254	1	0	610
16:15:00	2	360	1	1	307	2	0	673
16:30:00	0	405	0	2	250	0	0	657
16:45:00	1	387	0	0	323	2	0	713
17:00:00	1	394	0	1	277	2	0	675
17:15:00	0	412	0	1	321	1	0	735
17:30:00	0	368	0	0	337	0	0	705
17:45:00	1	320	0	0	316	1	0	638
Grand Total	8	4525	2	8	4911	11	1	9466
% Approach	0.2%	99.8%	20.0%	80.0%	99.8%	0.2%	0.0%	
% Total	0.1%	47.8%	0.0%	0.1%	51.9%	0.1%	0.0%	
Lights and M	8	4322	2	8	4734	10	1	9085
% Lights and	100%	95.5%	100%	100%	96.4%	90.9%	100%	96.0%
Heavy	0	203	0	0	177	1	0	381
% Heavy	0.0%	4.5%	0.0%	0.0%	3.6%	9.1%	0.0%	4.0%

7:00:00	0	180	0	0	411	0	0	591
7:15:00	0	226	0	1	375	1	0	603
7:30:00	0	218	0	0	336	0	0	554
7:45:00	1	187	0	1	245	1	1	436
AM TOTAL	1	811	0	2	1367	2	1	2184
16:45:00	1	387	0	0	323	2	0	713
17:00:00	1	394	0	1	277	2	0	675
17:15:00	0	412	0	1	321	1	0	735
17:30:00	0	368	0	0	337	0	0	705
PM TOTAL	2	1561	0	2	1258	5	.0	2828

HCS Reports

			-(L3 <i>)</i>	TWC	- vva	y Ste	p-Co	ontro	i Rep	oort						
General Information							Site	Infor	matio	n						
Analyst	Dian	e Zimm	erman		chaire mineral a sai		Inte	rsection			Dixi	e at Old	Dixie			
Agency/Co.	Dian	e B Zimi	merman	Traffic E	ngineerii	ng	Juris	diction								
Date Performed	3/7/	2018	nd team and the last	*************	***************************************	APPARTURATION AND ADDRESS OF THE PARTURATION AND ADDRESS OF TH	East,	/West St	reet	Third Park Control Control	Old	Dixie	***************************************	***************************************		
Analysis Year	2018	}					Nort	th/South	Street		Dixie	9				
Time Analyzed	AMI	Peak	**************************************	A CONTRACTOR OF THE PARTY OF	nin'i di California di Cal	overa(overace) o	Peak	Hour Fa	ctor	HARPH SHIP STORE	0.91	Wind and Superior	CONTRACTOR OF THE	PROPERTY OF THE PROPERTY OF TH	Sphilis public de l'escavaire	WEAR STREET
Intersection Orientation	Nort	h-South					Anal	ysis Tim	e Period	(hrs)	0.25			************	***************************************	
Project Description	Rive	Pointe	Apts			ali deroti ind tabili inces	and an arrangement of the	nie Opinionine Enteren zwiere	Distriction of the second section of	iri almandos i prakompanos	and an arrangement of the second	- post or action in a	nieni i minima i i	-	HOTOMORE SERVICE	desirita en constant
Lanes																
				7.1.4.1.4.1.	0.5	1.1	i t t									
/ehicle Volumes and Adj	ustme	nts					rth-South									
	T	Eastl	oound		T	West	bound			North	bound		T	South	nbound	*******
Approach	Į.															
Approach Movement	U	L	Т	R	Ū	L	ĪΤ	R	U	L	Т	R	U	L	Т	R
	υ	L 10	Т 11	R 12	U	L 7	T 8	R 9	บ 1U	L 1	T 2	R 3	U 4U	L 4	T 5	**********
Movement	U	ļ	and the second	-	U	-			ļ.	***************************************	-	-	4	-	-	6 0
Movement Priority	U	10	11	12	U	7	8	9	1U	1	2	3	4 U	4	5	6
Movement Priority Number of Lanes Configuration	U	10	11	12	U	7	8 1	9	1U	1	2	3 0	4 U	4	5 2	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h)	U	10	11	12	U	7 0	8 1	9	1U	1	2 2 T	3 O TR	4 U	4 1 L	5 2 T	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%)	U	10	11	12	U	7 0	8 1	9 0	1U	1	2 2 T	3 O TR	4 U	4 1 L	5 2 T	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	10	11	12	U	7 0 0 0	8 1	9 0	1U	1	2 2 T	3 O TR	4 U	4 1 L	5 2 T	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	V	10	11	12	U	7 0 0 0	8 1 LR	9 0	1U	1 0	2 2 T	3 O TR	4 U	4 1 L L 1 0	5 2 T	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	10	11	12 0	Only	7 0 0 0	8 1 LR LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4 U	4 1 L L 1 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		10 0	11	12 0		7 0 0 0	8 1 LR LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	4 1 L L 1 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He		10 0	11	12 0		7 0 0 0	8 1 LR LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	4 1 L L 1 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		10 0	11	12 0		7 0 0 0	8 1 LR LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	4 1 L L 1 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)		10 0	11	12 0		7 0 0 0	8 1 LR LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	4 1 L L 1 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		10 0	11	12 0		7 0 0 0	8 1 LR LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	4 1 L L 1 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	padway	10 0	111 0	12 0 Left		7 0 0 0	8 1 LR LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	4 1 L L 1 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	padway	10 0	111 0	12 0 Left		7 0 0 0	8 1 LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	4 1 1 0 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and	padway	10 0	111 0	12 0 Left		7 0 0 0	8 1 LR	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	1	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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)	padway	10 0	111 0	12 0 Left		7 0 0 0	8 1 1 LR O No	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	1 4 1 1 0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	padway	10 0	111 0	12 0 Left		7 0 0 0	8 1 LR 0 0 No No 2 357 0.01	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	1 1 451 0.00	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q _{#5} (veh)	padway	10 0	111 0	12 0 Left		7 0 0 0	2 357 0.01	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	1 1 451 0.00 0.0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/C Ratio 95% Queue Length, Q ₈₅ (veh) Control Delay (s/veh)	padway	10 0	111 0	12 0 Left		7 0 0 0	8 1 LR 0 0 No No 2 357 0.01	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	1 1 451 0.00 0.0 13.0	5 2 T 811	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Eritical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Entitical 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, Qys (veh)	padway	10 0	111 0	12 0 Left		7 0 0 0	2 357 0.01 0.0 15.1	9 0	1U	1 0	2 2 T 1367	3 0 TR 2	4U	1 451 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 2 T 811	6

Copyright © 2018 University of Florida. All Rights Reserved.

HCS71001 TWSC Version 7.4 Old Dixie 18 AM.xtw Generated: 3/7/2018 4:02:26 PM

			ICS7	Two	-Way	Sto	р-Сс	ntro	Rep	ort						
General Information							Site	Infor	matio	n	2400 000 000					
Analyst	Dian	e Zimmi	erman				Inter	section			Dixie	at Old	Dixie			
Agency/Co.			-	Traffic E	ngineerin	o .		diction			-					****
Date Performed	3/7/2	-	Personal Property of the Personal Property of					West Str	eet		Old I	Dixie			and the second second second	***********
Analysis Year	2021	ENGEL AND PROPERTY AND PARTY OF THE PARTY OF		242.55			-	h/South	Nausconana za prejenov		Dixie	-				
Time Analyzed		eak No	Build					Hour Fa	-		0.91					
Intersection Orientation	Nort	h-South		70.00E	lakang mananananan		Anal	vsis Time	Period	(hrs)	0.25	70000				
Project Description	River	Pointe .	Apts	***************			1				1	December 1981	COMMON PROPERTY	-	Marin de la la compara de la c	****************
Lanes																
					ስ ግ ፡፡	1 T	**************************************		L							
Vehicle Volumes and Adj	ustme	nts			Major I	Street No	rth-South									
Approach		Easti	bound	. negouis-ween parketing		West	bound	allonomic house one		North	bound			Souti	bound	Drandstrownian
		But the second	T	R	lul	L	1 1	R	lυ	L	T	R	lυ	l L	l T	l R
Movement	U	L	1				-	1	-				ļ			ľ
Movement Priority	U	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
	U		ļ				-	-	-			4	4U 0	-		-
Priority	U	10	11	12		7 0	8	9	1U	1	2	3	<u> </u>	4	5	6
Priority Number of Lanes		10	11	12		7	8	9	1U	1	2 2	3 0	<u> </u>	4	5 2	6
Priority Number of Lanes Configuration	U	10	11	12		7 0	8	9	1U	1	2 2 T	3 0 TR	<u> </u>	4 1 L	5 2 T	6
Priority Number of Lanes Configuration Volume, V (veh/h)	U	10	11	12		7 0 0	8	9	1U	1	2 2 T	3 0 TR	<u> </u>	4 1 L	5 2 T	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%)	U	10	11	12		7 0 0 0	8	9	1U	1	2 2 T	3 0 TR	<u> </u>	4 1 L	5 2 T	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		10 0	11	12		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T	3 0 TR	<u> </u>	4 1 L L 1 0	5 2 T	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U	10 0	11 0	12 0	Only	7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	<u> </u>	4 1 L L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		10	11 0	12 0		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		10	11 0	12 0		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He		10	11 0	12 0		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)		10	11 0	12 0		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)		10	11 0	12 0		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	eadwa	10 0	11 0	12 0 Left		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	eadwa	10 0	11 0	12 0 Left		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	eadwa	10 0	11 0	12 0 Left		7 0 0 0 0	8 1 LR	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L 1 0	5 2 T 836	6
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	eadwa	10 0	11 0	12 0 Left		7 0 0 0 0	8 1 LR 0 No 2	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	4 1 L 1 0	5 2 T 836	
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadwa	10 0	11 0	12 0 Left		7 0 0 0 0	8 1 1 LR 0 0 No 2 2 345	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	1 1 1 434	5 2 T 836	
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	eadwa	10 0	11 0	12 0 Left		7 0 0 0 0	8 1 1 LR 0 0 No No 2 345 0.01	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	1 1 434 0.00	5 2 T 836	
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₅₅ (veh) Control Delay (s/veh)	eadwa	10 0	11 0	12 0 Left		7 0 0 0 0	8 1 1 LR 0 0 NO NO 1 2 2 345 0.01 0.0	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	1 1 434 0.00 0.0	5 2 T 836	
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) 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)	eadwa	10 0	11 0	12 0 Left		7 0 0 0 0	8 1 1 LR 0 0 NO NO 15.5	9	1U	1 0	2 2 T 1408	3 0 TR 2	0	1 1 434 0.00 0.0 13.3 B	5 2 T 836	

HCS71000 TWSC Version 7.4 Old Dixie 21 AM NB.xtw

			7C57	TWC)- VVa	y Sto	p-Ci	ontro	i Rej	ort						
General Information							Site	Info	matic	'n				locals, resonants		
Analyst	Dian	e Zimm	erman	***************************************	*************		Inte	rsection		·	Dixie	at Old	Dixie			es company
Agency/Co	Dian	e B Zim	merman	Traffic E	ngineeri	na	-	diction			1				- Contraction	
Date Performed		2018					-	/West St	reet		Old	Dixie		***************************************		
Analysis Year	2031	MINISTER CONTROL						th/South	(MINONIONIONIONIONIONIONIONIONIONIONIONION		Dixie	-	elenent.	343438bo		
Time Analyzed	AMI	Peak No	Build		тиломинализа			c Hour F	-	***************************************	0.91					-
Intersection Orientation		h-South	TOMOGRAPHICA THE T						e Period	(hrs)	0.25		(gran): 2 a 45	-	eddwered i	Todayaya
Project Description	-	Pointe		***********					-	****************	1	Aleksani waningan	Net Contract Contract		-	na _t orian meta e
Lanes																
					525 515	1 7 1		14		***************************************						erepturpetur
					0.5%	1 ነ 4 ጭ የ			\ \ \ \ \ \							
/ehicle Volumes and Adj	justme	nts				Street: No										
Approach		Easti	oound	MINUSER PRINCIPLE	T	West	bound	***************************************	T	North	bound			South	bound	***********
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	υ	L	Т	Ti
Priority		10	11	12	To considerations.	7	8	9	10	1	2	3	4U	4	5	1
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	1
Configuration	1		T				LR		1	1	T	TR	1	L	ĪΤ	T
						0	1	2			1555	2		1	923	T
Volume, V (veh/h)			1	ļ	-		·	1	1					0		T
			a constant	1		0		0	1		8					
Percent Heavy Vehicles (%)						0		0								
Percent Heavy Vehicles (%) Proportion Time Blocked							0	0								
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			10				0				l Io				lo	
Right Turn Channelized			lo construction of the con	Left	Only						lo		1	1	IO	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	eadway		lo .	Left	Only			0		1	10		1	<u> </u>	lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He	eadway		lo lo	Left	Only					1	lo		7		lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec)	eadwa		10	Left	Only						VO		1	N	do	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec)	eadway		26	Left	Only					, in the second	Jo		1		lo lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa		26	Left	Only						Jo		1	N	lo lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys		Left	Only					, N	No.		1	, n	do	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and		ys		Left	Only		No			N	Jo		1		do .	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho 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)		ys		Left	Only		No				Jo		1	1	lo lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho 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)		ys		Left	Only		2 306			,	No.		1	1 376	00	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Pritical and Follow-up Hobase Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec)		ys		Left	Only		2 306 0.01				Jo		1	1 376 0.00	do do	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec)		ys		Left	Only		2 306 0.01				Jo		1	1 376 0.00	lic C	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Peritical and Follow-up He 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) 1//C Ratio Double (sec) Control Delay (sec)		ys		Left	Only		2 306 0.01 0.0 16.9				Jo		1	1 376 0.00 0.0 14.6	lo lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/C Ratio 95% Queue Length, Q ₉₄ (veh) Control Delay (s/veh) Level of Service, LOS		ys		Left	Only		2 306 0.01				Jo		1	1 376 0.00		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec)		ys		Left	Only	16	2 306 0.01 0.0 16.9				Jo			1 376 0.00 0.0 14.6		

				1000	-vvay	/ 210	D-CC	ntro	rker	mort						
General Information							Site	Infor	matio	n						
Analyst	Dian	e Zimm	erman				Inter	section		*******	Dixie	at Old I	Dixie		h	
Agency/Co.	Dian	e B Zimi	nerman	Traffic E	ngineerir	ng	Juris	diction			1			TAXABLE TO THE STREET		
Date Performed	3/7/2	2018				rain sanontonionionali issa	East/	West Str	eet	inaninalibod iano:	Old I	Dixie	-	telleberthings prompted	-	-chapter-interaction
Analysis Year	2018	}					Nort	h/South	Street		Dixie					
Time Analyzed	PM F	Peak	ini di minusus mandristri			ekki harran kalanda da d	Peak	Hour Fa	ctor	(September 1997)	0.96		<u> </u>	biris lation piet heconorio		
Intersection Orientation	Nort	h-South					Anal	ysis Time	Period	(hrs)	0.25					
Project Description	River	Pointe .	Apts			****************				***************************************					AMERICAN STREET, STREE	AND TO SERVICE OF THE PERSON O
Lanes																
					Acres de la companya	1 1 1 4 Y Street Mo										
Vehicle Volumes and Adju	ıstme	nts	LONG MINERAL PROPERTY OF THE P									***************************************				
Approach	The state of the s	East	bound	CONTROL DISTRICT	1	West	bound		T.	North	bound	and the second		South	bound	*************
Movement	U	L	Т	R	Ū	L	т	R	U	L	ΙT	R	U	Tι	Т	F
Priority	-	10	11	12	-	7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	t	0	0	0		0	1	0	0	0	2	0	0	1	2	C
	- Company of the Company	-	1		1	1	LR	T	Ī	1	T	TR	1	L	T	T
Configuration	·			†	†	—		************			1350		-	+	4554	
Configuration Volume, V (veh/h)					1	0		2			1258	5		2	1561	1
						0		0			1258	5	1	0	1001	F
Volume, V (veh/h)								ļ			1258	5		-	1561	
Volume, V (veh/h) Percent Heavy Vehicles (%)						0	0	ļ			1238	5		-	1501	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked			vo			0	0	ļ			1258 No	5		0	looi	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			Vo.	Left	Only	0	******	ļ					1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	adwa		No.	Left	Only	0	******	ļ					1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He	adwa		No	Left	Only	0	******	ļ		r			1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	adwa		No.	Left	Only	0	******	ļ		ı			1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	adwa		No	Left	Only	0	******	ļ					1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	adwa		No	Left	Only	0	******	ļ		n n			1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys L			Only	0	******	ļ					1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		ys L			Only	0	******	ļ					1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		ys L			Only	0	lo l	ļ					1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys L			Only	0	2	ļ					1	0		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		ys L			Only	0	2 412	ļ					11	2 532		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys L			Only	0	2 412 0.01	ļ						2 532 0.00		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys L			Only	0	2 412 0.01 0.0	ļ						2 532 0.00		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys L			Only		2 412 0.01 0.0 13.8	ļ						2 532 0.00 0.0 11.8 B		

HCS7964 TWSC Version 7.4 Old Dixie 18 PM,xtw

					-Wa											
General Information							Site	Infor	matio	n						
Analyst	Dian	e Zimm	erman				Inte	rsection		erektrak iki iliyesi iki iki il	Dixie	at Old	Dixie			MOTOR PROPERTY.
Agency/Co.	Dian	e B Zim	merman	Traffic E	ngineeri	ng	Juris	diction								
Date Performed	3/7/2	2018					East	/West St	reet		Old	Dixie	To the second	-	**************	***************************************
Analysis Year	2021						Nor	th/South	Street		Dixie					
Time Analyzed	PM F	eak No	Build				Peal	Hour Fa	ector	***************************************	0.96	**************************************	C-C-TOMENTONIA	noncomina de la composición dela composición de la composición de la composición de la composición de la composición dela composición de la composición de l	anisa Marina kalendia anianya	and the second second
Intersection Orientation	Nort	h-South					Åna	ysis Tim	e Period	(hrs)	0.25					
Project Description	River	Pointe	Apts	MANUFACTURE OF THE PARTY OF THE		COMPANIES CONTRACTOR			*****************	neimonin iskuutaanaluusia.	indotanium iningu	DER TOTAL CONTROL CONT	************		and the second s	NICO CONTRACTOR OF THE PARTY OF
Lanes																
	THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O	orenioloxeko etalaiseko.			J 4	114	٠,٠,٠	ľ		oddie soureen verkelen				named to constitute the latest		•
						1.1										
				کار												
				-4					2							
				14 * 7 1 * 7												
								1)							
				₹.					7							
				a de la companya de												
						11										
							1 P	G.								
Vehicle Volumes and Ad	iustme	nts	***************************************	CANADIST ASSESSED									***************************************	-191700001000000000000000000000000000000		
Approach		·	bound		T	Wast	bound		T	North	bound		т	Court	nbound	-
Movement	U	Lusci	Тт	R	U	Wesi	T T	R	U	NOIL	Т	R	U		~	1 ,
Priority	+	10	11	12	 ' -	7	8	9	10	1	2	-	-	<u> </u>	<u> </u>	1
		0	0	0	-	0	1	0	0	0	2	3	4U	4	5	4-
				1 0		1 U	1	8 U		U		0	0	1 1		1 (
Number of Lanes	STATE OF THE PARTY	one of the second	-	-	NAME OF TAXABLE PARTY.		L.D.				-		 	-	-	-
Number of Lanes Configuration	\$400Q0000000000000000000000000000000000						LR				T	TR		L	T	
Number of Lanes Configuration Volume, V (veh/h)						0	LR	2			-	TR 5		2	-	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%)						0	LR				T	-		<u></u>	T	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						0		2			T	-		2	T	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						0	0	2			T 1296	-		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			VO.			0		2		i N	T	5		2 0	T	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage			NO STATE OF THE PARTY OF THE PA	Left	Only	0	0	2			T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	eadway		No.	Left	Only	0	0	2		N	T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadway		10	Left	Only	0	0	2		R	T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He	eadway		Si C	Left	Only	0	0	2		K	T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	eadway		NO TO THE PROPERTY OF THE PROP	Left	Only	0	0	2		N	T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadway		So S	Left	Only	0	0	2		N N	T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)		//s			Only	0	0	2		×	T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		//s			Only	0	0	2			T 1296	5		0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		//s			Only	0	O de	2		, N	T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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)		//s			Only	0	0 Nc 2 2 399	2		K	T 1296	5		2 0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Eritical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pellay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		//s			Only	0	0 No	2		K	T 1296	5		2 0 2 514 0,00	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Pollow-Up Headway (sec) Pollow-Up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec)		//s			Only	0	2 2 399 0.01	2		N N	T 1296	5		2 0 2 514 0.00 0.0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pellay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/C Ratio		//s			Only	0	2 399 0.01 0.00	2		N	T 1296	5		2 0 2 514 0.00 0.0 12.0	T 1608	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		//s			Only	0	2 399 0.01 0.0 14.1 B	2		N	T 1296	5		2 0 2 514 0.00 0.0	T	

					r-vva)	/ 310	p-Cr	mtro	l Rep	iori						
General Information							Site	Infor	matio	n						
Analyst	Diane	e Zimm	erman	nere has real real position than	egona gertini erroni ancie		Inte	rsection			Dixie	at Old	Dixie			
Agency/Co.	Diane	e B Zimi	merman	Traffic E	ngineerir	ng	Juris	diction			1					
Date Performed	3/7/2	2018	CONTRACTOR OF THE PARTY OF THE			***********************	East	/West St	reet	-	Old	Dixie		-	la constantina de la constanti	-
Analysis Year	2031						Nort	h/South	Street		Dixie	9				
Time Analyzed	PM P	eak No	Build	***************************************		***************************************	Peak	Hour Fa	ctor	nerica source (tourn	0.96	*****************		***************************************	etti (antiinin alemaja alemaja a	
Intersection Orientation	North	n-South					Anal	ysis Tim	e Period	(hrs)	0.25					
Project Description	River	Pointe .	Apts	***************************************	*******************			***************************************								ministra de la companione
Lanes														0.00		
				*	special actions, in	- And reference and an	orth-South		<u>.</u>							
Vehicle Volumes and Adju	istme	nts														
	parenteren en e	TORONO MANAGEMENT	in a company	CARROLOGISTOSONIO	The second	Maci	bound	MAY HAVE A SHIP OF A	T	tions.	bound	NEWSTERN PROPERTY.	- Proposition	Sout	hbound	and a survey of the survey of
Approach		Easti	bound			vvesi	DUUIU		L	NOIL	ibound		1		Dound	
Approach Movement	υ	Easti L	T	R	U	L	T T	R	U	L	T	R	U	Γī	T	R
	U	gantalastan paragament	-	R 12	U	-	-	R 9	U 1U	-	-	R 3	U 4U		-	R 6
Movement	U	L	Т	-	U	L	Т	·		L	τ		-	Įι	T	•
Movement Priority		L 10	1 11	12	U	L 7	T 8	9	10	L 1	T 2	3	4U	L 4	T 5	6
Movement Priority Number of Lanes	Ü	L 10	1 11	12	U	L 7	T 8 1	9	10	L 1	† 2 2	3 0	4U	4 1	5 2	6
Movement Priority Number of Lanes Configuration		L 10	1 11	12	U	7 0	T 8 1	9	10	L 1	T 2 2 T	3 0 TR	4U	4 1 L	5 2 T	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h)	U	L 10	1 11	12	U	L 7 0	T 8 1	9	10	L 1	T 2 2 T	3 0 TR	4U	1 L 2	5 2 T	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%)	U	L 10	1 11	12	U	L 7 0 0 0 0	T 8 1	9	10	L 1	T 2 2 T	3 0 TR	4U	1 L 2	5 2 T	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	L 10 0	1 11	12	V	0 0 0	T 8 1 LR	9	10	1 0	T 2 2 T	3 0 TR	4U	1 1 L 2 0	5 2 T	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U	L 10 0	1 11 0	12 0	U	0 0 0	1 LR	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	4U	1 1 L 2 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		10 0	1 11 0	12 0		0 0 0	1 LR	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	1 1 L 2 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		10 0	1 11 0	12 0		0 0 0	1 LR	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	1 1 L 2 0	T 5 2 T 1776	-
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Heave		10 0	1 11 0	12 0		0 0 0	1 LR	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	1 1 L 2 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hea		10 0	1 11 0	12 0		0 0 0	1 LR	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	1 1 L 2 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Heaves Base Critical Headway (sec) Critical Headway (sec)		10 0	1 11 0	12 0		0 0 0	1 LR	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	1 1 L 2 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	adway	L 10 0	1 11 0	Left		0 0 0	1 LR	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	1 1 L 2 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	adway	L 10 0	1 11 0	Left		0 0 0	T 8 1 LR O No	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	L 4 1 L 2 0 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Heavy Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)	adway	L 10 0	1 11 0	Left		0 0 0	T 8 1 LR OO NO 2	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	L 4 1 L 2 0 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Heaville (Sec) Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Collay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	adway	L 10 0	1 11 0	Left		0 0 0	T 8 1 LR 0 No 2 2 359	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	L 4 1 L 2 0 0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio	adway	L 10 0	1 11 0	Left		0 0 0	0 No 2 359 0.01	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	2 454 000	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Celay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qes (veh)	adway	L 10 0	1 11 0	Left		0 0 0	T 8 1 LR 0 0 No 2 2 359 0.01 0.0	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	2 454 0.00	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q ₉₁ (veh) Control Delay (s/veh)	adway	L 10 0	1 11 0	Left		0 0 0	T 8 8 1 LR 0 0 No No 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	2 454 0.00 13.0	T 5 2 T 1776	6
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Celay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Qos (veh)	adway	L 10 0	1 11 0	Left		0 0	T 8 1 LR 0 0 No 2 2 359 0.01 0.0	9	10	1 0	T 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 TR 5	40	2 454 0.00 0.0 13.0 8	T 5 2 T 1776	6

HCS710M TWSC Version 7.4 Old Dixie 31 PM NB.xtw

		ŀ	TL-37	Two)-Wa	y Sto	p-C	ontro	ol Rep	port						
General Information							Site	Info	rmatio	n						
Analyst	Dian	e Zimm	erman				Inte	rsection			Dixi	e at Old	Dixie	No.	THE SHIPPING	
Agency/Co.	Dian	e B Zimi	merman	Traffic E	ngineeri	ng	Juri	sdiction			1					
Date Performed	3/21	/2018	Marianti (Statement aggres	**************************************	MUNICIPAL AND	occidenta communicação, e	East	/West St	treet	***************************************	Entr	ance 1	***************************************	THE PERSONNEL PROPERTY OF THE PERSONNEL PROP		
Analysis Year	2021						Nor	th/South	Street		Dixie	9	***************************************			
Time Analyzed	AMI	Peak Bui	ld		######################################		Peal	k Hour F	actor	enticus descriptions de la constitución de la const	0.91	THE REAL PROPERTY.	· · · · · · · · · · · · · · · · · · ·	atalistis metalis canados.	-	
Intersection Orientation	Nort	h-South					Ana	lysis Tim	e Period	(hrs)	0.25					
Project Description	Rive	Pointe	Apts	anni de la compania del compania de la compania de la compania del	Married Ministry Control	del transferindo de la composición del composición de la composición del composición de la composición	***************************************	-	*****	inerallicanica una f e	and was made and	Marine and Discount	See Association Control	Marie Istanie procesowa i	Marie de la companya	
Lanes																
				→ → → → → → → → → → → → → → → → → → →	Annual Annual Control	4 4 7	1 1	e-train.	*							
/ehicle Volumes and Adj	justme	nts		A STATE OF THE STA	Majo	r Street: No	orth-Socie									
Approach		Eastb	oound	agentary and says		West	bound			North	nbound			Sout	hbound	and an extension of the
Settemble to the Ambiel Settember 1984 is the control of the Contr				\$ 1000 No. 000			all colorinations	11 17 17 17 17 17 17 17 17 17 17 17 17 1		1	_		1	1		
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	
Movement Priority	U	10	11	12	U	7	8	R 9	ט 1ט	1 1	2	3	4U	4	5 5	-
	U				U	-	4	-	-	-	-		-	-		T
Priority	U	10	11	12	U	7	8	9	10	1	2	3	4U	4	5	T
Priority Number of Lanes	U	10	11	12	U	7	8	9	10	1	2	3 0	4U	4	5 2	T
Priority Number of Lanes Configuration Volume, V (veh/h)	U	10	11	12	U	7 1 L	8	9 1 R	10	1	2 2 T	3 0 TR	4U	4 1 L	5 2 T	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%)	U	10	11	12		7 1 L	8	9 1 R 18	10	1	2 2 T	3 0 TR	4U	4 1 L 22	5 2 T	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	10	11	12		7 1 L 5	8	9 1 R 18	10	1	2 2 T	3 0 TR	4U	4 1 L 22	5 2 T	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U	10	11	12	U	7 1 L 5	8 0	9 1 R 18	10	1 0	2 2 T	3 0 TR	4U	4 1 L 22 1	5 2 T	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		10	11 0	12 0	Only	7 1 L 5	8 0	9 1 R 18	10	1 0	2 2 T 1497	3 0 TR 5	4U	4 1 L 22 1	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		10 0	11 0	12 0		7 1 L 5	8 0	9 1 R 18	10	1 0	2 2 T 1497	3 0 TR 5	40	4 1 L 22 1	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		10 0	11 0	12 0		7 1 L 5	8 0	9 1 R 18	10	1 0	2 2 T 1497	3 0 TR 5	40	4 1 L 22 1	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)		10 0	11 0	12 0		7 1 L 5	8 0	9 1 R 18	10	1 0	2 2 T 1497	3 0 TR 5	40	4 1 L 22 1	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He		10 0	11 0	12 0		7 1 L 5	8 0	9 1 R 18	10	1 0	2 2 T 1497	3 0 TR 5	40	4 1 L 22 1	5 2 T 881	
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hi Base Critical Headway (sec)		10 0	11 0	12 0		7 1 L 5	8 0	9 1 R 18	10	1 0	2 2 T 1497	3 0 TR 5	40	4 1 L 22 1	5 2 T 881	
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadway	10 0 N	11 0	12 0 Left		7 1 L 5	8 0	9 1 R 18	10	1 0	2 2 T 1497	3 0 TR 5	4U	4 1 L 22 1	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and	eadway	10 0 N	11 0	12 0 Left		7 1 L S 1	8 0	9 1 R 18 1	10	1 0	2 2 T 1497	3 0 TR 5	4U	4 1 L 22 1	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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)	eadway	10 0 N	11 0	12 0 Left		7 1 L 5 1	8 0	9 1 R 18 1	10	1 0	2 2 T 1497	3 0 TR 5	4U	4 1 L 22 1	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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)	eadway	10 0 N	11 0	12 0 Left		7 1 L 5 1	8 0	9 1 R 18 1	10	1 0	2 2 T 1497	3 0 TR 5	4U	4 1 L 22 1	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Pollow-Up Headway (sec) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	eadway	10 0 N	11 0	12 0 Left		7 1 L 5 1	8 0	9 1 R 18 1 1	10	1 0	2 2 T 1497	3 0 TR 5	4U	24 392 0.06	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Eritical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pellay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio PS% Queue Length, Q ₈₅ (veh)	eadway	10 0 N	11 0	12 0 Left		7 1 1 5 1 1 5 1 1 0.05 0.2	8 0	9 1 R 18 1 1	10	1 0	2 2 T 1497	3 0 TR 5	4U	24 392 0.06	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio PS% Queue Length, Q ₈₅ (veh) Control Delay (s/veh)	eadway	10 0 N	11 0	12 0 Left		7 1 L 5 1 1	8 0	9 1 R 18 1 1	10	1 0	2 2 T 1497	3 0 TR 5	4U	24 392 0.06 0.2	5 2 T 881	T
Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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)	eadway	10 0	11 0	12 0 Left		7 1 1 5 1 1 5 1 1 0.05 0.2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 1 R 18 1 1	10	1 0	2 2 T 1497	3 0 TR 5	4U	24 392 0.06 0.2 14.8 8	5 2 T 881	T

HCS71M TWSC Version 7.4 Entrance 1 21 AM B.xtw

		ŀ	iCS7	Twe	-Way	/ Sto	p-Co	ontro	Rep	ort						
General Information							Site	Infor	matio	n						
Analyst	Diano	e Zimme	erman			***************************************	Inter	section	maji suoritiyaayi		Dixie	at Old I	Dixie			
Agency/Co.	Diane	e B Zimr	nerman	Traffic E	ngineeni	ıg	Juris	diction						MARCH RESERVE AND STREET		
Date Performed	3/21/	/2018					East	West Str	reet	***************************************	Entra	nce 2		en de la composição de la		
Analysis Year	2021						<u> </u>	h/South			Dixie					
Time Analyzed	AM P	eak Buil	d				Peak	Hour Fa	ctor	(1 	0.91		10000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000	***********	ni mandingga andala	
Intersection Orientation	North	n-South		Garage.		Se Oriel	Anal	ysis Time	e Period	(hrs)	0.25					
Project Description	River	Pointe	Apts				.1	-	OCCUPATION OF THE PARTY OF THE				the decision in the second			
Lanes			Section in the section is													
				3 3 3 3 3 3 3 3 3 3		j Streets No										
Vehicle Volumes and Ad	justme	nts			to specific	Jileen										
Approach		Eastl	ound	марилипониятельного	ļ	West	bound	ngcopanopolanism	<u> </u>	North	bound	aganneous concessor	-	Souti	bound	ingeriore and a
Movement	U	L	T	R	U	L L	T	R	l v	L	Ţ	R	U	L	I	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	11	0	0	2	0	0	1	2	0
Configuration				ļ		L		R			T	TR	<u> </u>	L	T	<u> </u>
Volume, V (veh/h)						18		72			1430	5		22	864	
Percent Heavy Vehicles (%)						1		1		************	<u></u>			1		
Proportion Time Blocked																1
Percent Grade (%)		NO ANT ANT ANTONOMIS VAND	- Anno Anno Anno Anno Anno Anno Anno Ann	an saidhi girmidhean	<u></u>		0	nacional de la companya de la compa				erainenissainotroissoidi		Parata proposaciono	nypondono fastanta a wyk	therefore connected waters
Right Turn Channelized		١	lo			٨	ło			١	lo			ì	Vo.	
Median Type/Storage		995 A. SHIRLING SHOOLS		Left	Only						Assault and the same		1			O TOWARD IN THE SECTION IN
	eadway	ys														
Critical and Follow-up H	-		r	T	T	T	T T	T	Ī		I			l T	Ī	Π
Critical and Follow-up H Base Critical Headway (sec)				§ .	į	1					†		-	1		T
				 											 Local Control 	Acceptance
CHARLES AND																
Base Critical Headway (sec) Critical Headway (sec)																
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	d Level	of S	ervice													
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	d Level	of Si	ervice			20		70						24		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	d Level	of S	ervice			20		79						24		
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)	d Level	of Se	ervice			124		336						418		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Level	of Si	ervice			124 0.16		336 0.24						418 0.06		
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, Qos (veh)	d Level	of S	ervice			124 0.16 0.5		336 0.24 0.9						418 0.06 0.2		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₁ (veh) Control Delay (s/veh)	d Level	of Se	ervice			124 0.16 0.5 39.5		336 0.24 0.9 19.0						418 0.06 0.2 14.1		
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, Qas (veh) Control Delay (s/veh) Level of Service, LOS	d Level	of Si	ervice			124 0.16 0.5 39.5 E		336 0.24 0.9						418 0.06 0.2 14.1 8		
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 ₉₁ (veh) Control Delay (s/veh)	d Level	of St	ervice			124 0.16 0.5 39.5 E	3.1	336 0.24 0.9 19.0						418 0.06 0.2 14.1 8	4	

HCS71061 TWSC Version 7.4 Entrance 2 21 AM B.xtw

		i	1037	TWC	j-vva	y Stc	p-C	o militire	ol Rep	JOH I						
General Information							Site	Info	rmatic	n	III MATANAN SASSAN		density on every			OR SOCIAL SECTION
Analyst	Dian	e Zimm	erman				Inte	rsection	***************************************		Dixi	e at Old	Dixie			
Agency/Co.	Dian	e B Zim	merman	Traffic E	ngineer	ing	Juri	diction			1					
Date Performed	3/21	/2018					East	/West St	reet	***************************************	Entr	ance 3		THE REAL PROPERTY.		
Analysis Year	2021						Nor	th/South	Street		Dixi	-				
Time Analyzed	AM I	Peak Bui	ld				Peal	c Hour F	actor		0.91	THE COLUMN TWO IS NOT				***************************************
Intersection Orientation	Nort	h-South					Ana	lysis Tim	e Period	(hrs)	0.25	WWW.	Maria de la compansión de			
Project Description	River	Pointe	Apts		-		1,	************		ter the second s		······································	-			************
Lanes									2007				*****************			
	***********					174		91		to the superior (w						-
					0.5	1			• • •							
/ehicle Volumes and Ad	justme	nts				Y Y Y			or standing on the standard of						M	
Approach	T	-	oound		T	West	bound	er den kenne gestindre ner i gen	T	North	bound		T	South	bound	
Movement	10		Τī	R	Ιυ	Τι	Τī	R	lυ	T i	Т	R	 U	L	T	R
Priority		10	11	12	1	7	8	9	10	<u>-</u>	2	3	40	4	5	6
Number of Lanes	1	0	0	0		+	0	1	0	0	2	0	10	1 1	2	0
Configuration	1			-	 	lτ	-	R			T	TR		 	T	+-
Volume, V (veh/h)						5	 	17	 		1418	5	+	22	860	+-
Percent Heavy Vehicles (%)	1			 	 	1		1	-			 	 	1		+
Proportion Time Blocked	1		ļ		 	 		 	 					 	-	+-
Percent Grade (%)	 		L		1	<u> </u>	<u> </u>	1		L	<u> </u>	<u> </u>		<u></u>	<u></u>	1
Right Turn Channelized		N	lo		1	************	٧o		1	٨	lo		 	N.	lo	
Median Type/Storage	-	distribution distribution of		Left	Only			*******************************			teritor di mandante de	-	1			
Critical and Follow-up H	oadına	JC.		CA CO TO MAN TO CO		HOT COMMISSION AND		**************************************								(University of the State of the
-	-uuseu	73		r	T	T	T	ı —	1			r		T		y
Base Critical Headway (sec)	-	ecker (voje nastoro)								***************************************						<u> </u>
Critical Headway (sec)																
Base Follow-Up Headway (sec)			***************************************			 	_		epresed Freed		askat same			201200000000000000000000000000000000000	OCE STATE OF THE PROPERTY OF T	
Follow-Up Headway (sec)	لـــــــا				<u> </u>	<u> </u>										<u> </u>
Pelay, Queue Length, and	d Level	of Se	rvice													
						5		19						24		
		457.7				126		339			-			423		
Flow Rate, v (veh/h) Capacity, c (veh/h)			. 3			0.04	***************************************	0.06						0.06		
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			-	·			Burnston China Co., of							0.2	4 5 7 6 7 7	
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio						0.1		0.2		Marian Maria	MATERIAL PROPERTY.	10000000	-	No.E		
Flow Rate, v (veh/h) Capacity, c (veh/h) I/c Ratio PS% Queue Length, Q _{as} (veh) Control Delay (s/veh)						0.1 35.0		16.2				100000000000000000000000000000000000000		14.0		AMMINISTRATION AND ADDRESS OF THE PARTY OF T
Flow Rate, v (veh/h) Capacity, c (veh/h) I/c Ratio PS% Queue Length, Q _{as} (veh) Control Delay (s/veh)						-										
Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh) Level of Service, LOS Approach Delay (s/veh)						35.0 D),5	16.2						14.0	3	

		î	TCS/	TWO	-vva	y Sto	p-Co	ntro	ı Kep	ort						
General Information							Site	Infor	matio	n						MINISTER STATE
Analyst	Diane	e Zimme	erman				Inte	rsection			Dixie	at Old	Dixie			
Agency/Co.	Dian	e B Zimi	merman	Traffic E	ngineeri	ng	Juris	diction							Mahipun your areas	
Date Performed	3/21/	/2018	interconscionation interces	THE PERSON NAMED IN	COLUMN CO	er termen mineraler	East,	/West St	reet	NAME OF THE OWNER O	Entra	ence 1		***************************************	***************************************	**********
Analysis Year	2031						Nort	h/South	Street		Dixie					
Time Analyzed	AM F	eak Bui	ld		TENNE STEEN STREET	Downston Contraction	Peak	Hour Fa	ctor		0.91	ASSESSED AND ADDRESS OF THE PARTY OF THE PAR	-			
Intersection Orientation	Norti	h-South					Anal	ysis Tim	e Period	(hrs)	0.25			***************************************		
Project Description	River	Pointe .	Apts	Sarahaa irginolooji	maria de la constitución de la c		- 	-			and the second		environiro/avactural		CONTROL CONTROL CONTROL	
Lanes																
				7 7 7 1 -	Mary Part of the Control	1 1 1 2 1 1 Street No	11 1	9000	+							
Vehicle Volumes and Adj	ustme	nts														
Approach		East	bound			West	bound			North	nbound	age and a second	ļ	Souti	hbound	
	- framework	Kananamian	-													, magazina and a
Movement	U	L	Т	R	U	L	Ţ	R	U	L	T	R	U	L	Т	
Movement Priority	U	10	11	12	U	7	8	9	1U	1	2	3	4U	4	5	
Movement	U			-	U	-	-	-		-	-	J.	-	-	4	
Movement Priority	U	10	11	12	U	7 1 L	8	9	1U	1	2	3 0 TR	4U	4	5	
Movement Priority Number of Lanes	U	10	11	12	U	7	8	9	1U	1	2	3 0	4U	1	5 2	
Movement Priority Number of Lanes Configuration	U	10	11	12	U	7 1 L	8	9 1 R	1U	1	2 2 T	3 0 TR	4U	4 1 L	5 2 T	
Movement Priority Number of Lanes Configuration Volume, V (veh/h)	U	10	11	12	ט	7 1 L 5	8	9 1 R 18	1U	1	2 2 T	3 0 TR	4U	4 1 1 1	5 2 T	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%)	U	10	11	12	U	7 1 L 5	8	9 1 R 18	1U	1	2 2 T	3 0 TR	4U	4 1 1 1	5 2 T	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	10	11	12		7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T	3 0 TR	4U	4 1 L 22 1	5 2 T	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U	10	11 0	12 0	Only	7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T 1644	3 0 TR 5	4U	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		10	11 0	12 0		7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		10	11 0	12 0		7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He		10	11 0	12 0		7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)		10	11 0	12 0		7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)		10	11 0	12 0		7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	adway	10 0	11 0 No	12 0		7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	adway	10 0	11 0 No	12 0		7 1 L 5 1	8 0	9 1 R 18	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	adway	10 0	11 0 No	12 0		7 1 L 5	8 0	9 1 R 18 1	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	adway	10 0	11 0 No	12 0		7 1 L 5 1	8 0	9 1 R 18 1	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 L 22 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	adway	10 0	11 0 No	12 0		7 1 L 5 1	8 0	9 1 R 18 1 1	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	4 1 1 22 1 1	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type/Storage Critical and Follow-up He 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)	adway	10 0	11 0 No	12 0		7 1 L 5 1	8 0	9 1 R 18 1	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	22 1 1 22 1 24 339 0.07	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	adway	10 0	11 0 No	12 0		7 1 L 5 1	8 0	9 1 R 18 1 1	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	22 1 1 22 1 24 339 0.07 0.2 16.4	5 2 T 968	
Movement Priority Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type/Storage Critical and Follow-up He 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)	adway	10 0	11 0 No	12 0		7 1 L 5 1 1 5 93 0.06 0.2 45.9	8 0	9 1 R 18 1 1	1U	1 0	2 2 T 1644	3 0 TR 5	4U 0	24 339 0.07 0.2 16.4	5 2 T 968	

			HCS7	Twe)-Wa	y Sto	p-C	ontro	i Rep	port						
General Information							Site	Infor	matic	'n						
Analyst	Diar	ne Zimm	erman				inte	rsection			Dixi	e at Old	Divie			
Agency/Co.			anamanananananan ka	Traffic E	ngineeri	na	milionome	diction			1		Divice .	9/8/19/2/P		
Date Performed	vinia francisco	/2018	Profesional distribution of the convention of th	-	***************************************		-	/West St	reet		Entr	ance 2	The second second	No. 20 (1970)	minerominista co.	+Consequent extents
Analysis Year	2021	1						th/South	***	250000	Dixi	Этоповий заменерама.	1.20salis	38000	timental de la constança	
Time Analyzed	PMI	Peak Bui	ld				Pea	k Hour Fa	ctor		0.96	***************************************	odia successivo bases	nice and oppositely and	Non-transferration of the Contract of the Cont	
Intersection Orientation	Nort	th-South	raijas				Ana	lysis Tim	e Period	(hrs)	0.25		*****************	-	***************************************	
Project Description	Rive	r Pointe	Apts	nia Granomina Iran manana	enteriore principal					***************************************		***************************************		-	March Commercial Comme	PORT CONTRACTOR AND
Lanes																
					ח ח	1 :										
Vehicle Volumes and Ad	justme	ınts			Majo	Street: No	ertis-Souti				5				ATTACA MILITARIA DI PARENTA DI P	fare-sultaneous sus
Approach		Easti	bound			West	bound	estation es		North	bound		T	South	hbound	AND SALES OF THE SALES OF THE SALES
Movement	υ	L	T	R	U	L	T	R	U	l.	Т	R	U	L.	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes	1	0	0	0		1	0	1	0	0	-2	0	0	1	2	0
Configuration			ļ			L	<u> </u>	R			T	TR		L	T	
A PLANT CONTRACT BUILDING						10		40			1316	17		69	1638	
Volume, V (veh/h)			<u></u>	<u> </u>		1		1			<u> </u>			1		
Percent Heavy Vehicles (%)	-	diamento de la constante de la							 Control of the 				Contract Contract	46.00		
			<u> </u>								Lamana	1			1	<u> </u>
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						<u> </u>	0	1				1		<u> </u>	1	<u> </u>
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			VO.			-	0 Io)	l Vo			<u> </u>	V O	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage			VO	Left	Only	-	-			1	Vo		1		Jo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa		No.	Left	Only	-	-			<u> </u>	Vo		1	1	Vo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	eadwa		No.	Left	Only	-	-			ı	No .		1		vo I	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Heaves	eadwa		No .	Left	Only	-	-				vo		1		Vo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Heave Critical Headway (sec)	eadwa		No No	Left	Only	-	-			, in the second	No		1		vo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hi Base Critical Headway (sec) Critical Headway (sec)	eadwa		No	Left	Only	-	-			P	No		1		vo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hi Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys 			Only	-	-			r F	No.		1		vo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Hi Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 			Only	-	-	42			No		1	72	Vo .	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		ys 			Only		-	42 388		P	No Control of the Con				No .	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		ys 			Only	10	-				No .			72	No.	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 			Only	10 117	-	388			No .			72 494	No .	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 			Only	10 117 0.09	-	388 0.11			No S		1	72 494 0.15	Vo .	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh)		ys 			Only	10 117 0.09 0.3	-	388 0.11 0.4			No			72 494 0.15 0.5	No .	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh) Control Delay (s/veh)		ys 			Only	10 117 0.09 0.3 38.9	lo l	388 0.11 0.4 15.4						72 494 0.15 0.5 13.5 B	No	

HCS71000 TWSC Version 7.4 Entrance 2 21 PM B.xtw

Generated: 3/21/2018 4:41:19 PM

			/	i vv e	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	y sio	(ontro	l Rep	oort						
General Information		00,000,000,000			and the second		Site	Infor	matio	n				Control of Control	Mary Michigan (1971)	
Analyst	Diane	e Zimme	erman			·	inter	section	************	*****	Dixie	at Old	Díxie			economica.
Agency/Co.	Diane	B Zimr	merman	Traffic E	ngineeri	ng	Juris	diction								eriota i con el alacca,
Date Performed	3/21/	2018	THE PARTY NAMED IN	a nomen policies of			East,	/West Str	eet	Collected Constant	Entr	ance 3	-	***************************************	***************************************	***********
Analysis Year	2021	-	***************************************				Nort	h/South	Street		Dixie					
Time Analyzed	PMP	eak Buil	ld	***************************************			Peak	Hour Fa	ctor	Province Constitute	0.96	ariv and exercise		NOTE AND DESCRIPTION OF	entervised de maricipa de	DAY OF THE PARTY O
Intersection Orientation	Norti	n-South					Anal	ysis Time	Period	(hrs)	0.25				***************************************	
Project Description	River	Pointe	Apts	***************************************	nagio ministra processioni	interiore	. Sarine in company	and a depoint of the	eroninia anninca in		adaine an	***************************************			okonienden spiets	*******
Lanes																
				74 77 77		1 1 1 4 Y										
Vehicle Volumes and Adj	ustme	nts			major											
Approach		Eastl	bound	wymerominosos		West	bound	-	<u> </u>	North	bound	-	<u> </u>	South	bound	~
Movement	U	L	T	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	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
HENGEN DE STERNE DE					1	L	I	R			T	TR		L	T	
Configuration	-	Locusianismi en	-		organisment stone			<u> </u>	granteren manera en	-	-	<u> </u>	Name and Part of the Part of t	- Commission		
Volume, V (veh/h)				1		4		14			1319	- 6		24	1624	
						4		14			-	- 6		24	1624	
Volume, V (veh/h)						1		-			-	6			1624	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						1	0	-			1319	6		1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			Vo			1		-			-			1	1624 Vo	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage			V6	Left	: Only	1		-			1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	adway		No	Left	: Only	1		-		ı	1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	padway		No.	Left	Only	1		-			1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He	radwa		No	Left	: Only	1		-		· ·	1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	radwa		No	Left	Only	1		-		P	1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	adway		No.	Left	i Only	1		-			1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys.			Conly	1		-			1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and		ys.			Only	1		-			1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and		ys.			Only	1		1			1319		1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and		ys.			Only	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1319		1	25		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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		ys.			Only	1 4 130		15 390			1319		1	25 498		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys.			i Only	1 1 4 130 0.03		15 390 0.04			1319		1	25 498 0.05		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Qos (veh)		ys.			i Only	1 1 4 130 0.03 0.1		15 390 0.04 0.1			1319		1	25 498 0.05 0.2		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		ys.			Conly	1 4 130 0.03 0.1 33.7 D		15 390 0.04 0.1 14.6			1319		1	25 498 0.05 0.2 12.6 B		

HCS7100 TWSC Version 7.4 Entrance 3 21 PM B.xtw

								ontro								
General Information							Site	Infor	matio	n						
Analyst	Dian	e Zimm	erman	CENTER STORE AND THE			Inte	rsection	mad branch property control		Dixie	at Old	Dixie			
Agency/Co.	Dian	e B Zim	merman	Traffic E	ngineeri	ng	Juri	diction			1				***************************************	
Date Performed	3/21,	/2018	nemán nimo (i missingric			***************************************	East	/West St	reet	***************************************	Entra	nce 1	***************************************	************		
Analysis Year	2031						Nor	th/South	Street		Dixie					
Time Analyzed	AMF	Peak Bui	ld	ologi itonimuskojuma	Estimated astin Spinorastal	Sant residential process for the	Peal	Hour Fa	ctor	All the second division of	0.91	CONCERNIA PROPERTY AND ADDRESS OF THE PERTY ADDRESS	MTP-OFFICE SERVICE AND ADDRESS OF THE PERSON NAMED IN COLUMN TO ADDRESS OF THE	(Capraiskophiki/Lehene)	THE STATE OF THE S	CHAPTER WATER
Intersection Orientation	Norti	h-South					Ana	lysis Time	Period	(hrs)	0.25					
Project Description	River	Pointe	Apts	tona estamente de la composition de la	versechnississississississis	onderween terment the base	idinositamionisia	menoverne kandeoolane	Malakan ke Majalan Seranda	inskoo esindast eli jävasissed	met province in a section of	***************************************		un eta proposition de la constantina della const	Secretary of the Control of the Cont	ntoninatorius
Lanes																
				14477	40/144 (46/14)	11	1 1	r c								
/ehicle Volumes and Ad	justme	nts			Wajo	r Street: No	rth-South						010001000000000000000000000000000000000			
Approach		Eastl	bound	mgazaanan anana		West	bound	regress sources and one		North	bound	grammanum canan		Sout	nbound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	T	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	
Configuration						L	<u> </u>	R			T	TR		L	Т	
Volume, V (veh/h)					<u> </u>	- 5		18			1644	5		22	968	
			1	1	1	1	1	1						1		Τ
interioristation de la company de la comp		reaction juniquests		_	1	1			l.		<u> </u>		£	1		
Percent Heavy Vehicles (%)		reactina pantiumeru				1										
Percent Heavy Vehicles (%) Proportion Time Blocked		praces passaces					0									İ
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			lo				D Io			1	lo				vo.	
Percent Heavy Vehicles (%) Proportion Time Blocked			NO CONTRACTOR	Left	Only		***************************************			V	10		1		Vo.	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	eadway		lo	Left	Only		***************************************				lo de la constante de la const		1		Vo.	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He	eadway		No	Left	Only		***************************************			N	lo		1	ı ı	Yo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	eadway		Jo	Left	Only		***************************************			I N	100		1		Vo Vo	L L
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec)	eadway		No.	Left	Only		***************************************			, A	lo .		1		No.	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec)	eadway		No.	Left	Only		***************************************			N N	lo		1		No	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		75			Only		***************************************			, N	do			r	No.	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		75			Only		***************************************			, N	do .		7		No	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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)		75			Only	5	***************************************	20		, n			1	24	No	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho 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)		75			Only	5 93	***************************************	20 281		N	lo .			24 339	No	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up Ho 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)		75			Only	5 93 0.06	***************************************	20 281 0.07			lo C			24 339 0.07	No.	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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		75			Only	5 93	***************************************	20 281						24 339 0.07 0.2	No.	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Eritical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) D/C Ratio D/S% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		75			Only	5 93 0.06 0.2 45.9	***************************************	20 281 0.07 0.2		, t				24 339 0.07 0.2 16.4		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) 1/C Ratio 25% Queue Length, Q ₉₅ (veh)		75			Only	5 93 0.06 0.2		20 281 0.07 0.2 18.8		h				24 339 0.07 0.2 16.4 C	100	

HCS7100 TWSC Version 7.4 Entrance 1 31 AM B.xtw

		ř	ICS7	Twc	-Way	/ Sto	p-Co	intro	Rep	ort						
General Information							Site	Infor	matio	n						
Analyst	Dian	e Zimme	rman				Inter	section		a special complete annual complete annual complete annual complete annual complete annual complete annual comp	Dixie	at Old I	Dixie			- A CONTRACTOR OF THE PARTY OF
Agency/Co.	Dian	e B Zimr	nerman	Traffic E	ngineerir	ig .	Juris	diction								
Date Performed	3/21,	/2018	-			-	East,	West Str	eet	(AOW) TOWN COMMISS	Entra	nce 2		Valence in the same	***********	
Analysis Year	2031						Nort	h/South	Street		Dixie					
Time Analyzed	AM F	eak Buil	d			(portablishme)cu	Peak	Hour Fa	ctor	vojenjehovinya lengelya	0.91	ence of the property of the second		NAME OF TAXABLE PARTY.		
Intersection Orientation	Nort	h-South					Anal	ysis Time	Period	(hrs)	0.25			*************		
Project Description	River	Pointe /	Apts		(14) (14) (14) (14) (14) (14) (14) (14)		in the second second	***************************************	***************************************	a vantaone en common de la commo	Maria de Seculo de S	***************************************		Menteriorismon	interiorina de la compa	
Lanes																
				* * * * * * * * * * * * * * * * * * *	and the second of	1 : 1 4: Y	1 1	-								
Vehicle Volumes and Adj	ustme	nts			Major	Sireet: No	rth-South									
Approach		-	oound	-		West	bound	ale anno anno anno anno anno anno anno ann		North	bound	-		South	bound	-
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	1	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0	1	1	0	1	0	0	2	0	0	1	2	0
			<u> </u>		<u> </u>	L		R		ļ	T	TR	<u> </u>	L	T	
Configuration			·												951	and the same of the same of
Valume, V (veh/h)					1	18		72			1577	-5		22	221	
Volume, V (veh/h) Percent Heavy Vehicles (%)						18 1		72 1			1577)		22 1	331	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						1		ļ			1577			ļ		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						1	0	ļ)		1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			10			1	0	ļ		A CONTRACTOR OF THE PARTY OF TH	1577			1	lo lo	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage			To Account the Same	Left	t Only	1	indentocometen	ļ					1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa		lo	Left	t Only	1	indentocometen	ļ					1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	eadwa		lo control de la	Left	Only	1	indentocometen	ļ		, n			1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He	eadwa		10	Left	Only	1	indentocometen	ļ		N.			1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	eadwa		lo	Left	CONIY	1	indentocometen	ļ					1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	eadwa		10	Left	Only	1	indentocometen	ļ					1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys			t Only	1	indentocometen	ļ		, in the second			1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys			t Only	1	indentocometen	ļ		<u> </u>			1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and		ys			Conly	1	indentocometen	1		N			1	1		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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)		ys			Conly	1 20	indentocometen	79					1	1 24		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys			Conly	20 102	indentocometen	79 297		, N			1	24 363		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He 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		ys			Only	20 102 0.19	indentocometen	79 297 0.27					1	24 363 0.07		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pellay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh)		ys			t Only	20 102 0.19 0.7	indentocometen	79 297 0.27 1.0					1	24 363 0.07 0.2		
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₉ (veh) Control Delay (s/veh)		ys			t Only	20 102 0.19 0.7 48.7 E	indentocometen	79 297 0.27 1.0 21.4					1	24 363 0.07 0.2 15.6 C		

HCS710M TWSC Version 7.4 Entrance 2 31 AM B.xtw

							, , , ,			ort						
General Information			Daylasan zenan				Site	Infor	matio	n						
Analyst	Dian	ie Zimmi	erman			Manager Continues	Inte	rsection			Dixi	e at Old	Dixie	O Principal Control of the Control o	-	*
Agency/Co.	Dian	e B Zimi	merman	Traffic (ngineeri	ing	Juris	diction			1			141416		
Date Performed	3/21	/2018		-			East	/West St	reet		Entr	ance 3	nomici and resident	***************************************		
Analysis Year	2031		***************************************				Nort	th/South	Street		Dixie	e				
Time Analyzed	AMI	Peak Bui	ld		CONTRACTOR COLUMN		Peak	: Hour Fa	actor	(omineration) de sus	0.91		arromater and an arrow	-		opening.
Intersection Orientation	Nort	h-South					Anal	ysis Tim	e Period	(hrs)	0.25					*****
Project Description	Rive	Pointe .	Apts	-	ingenieral entrétant écono		-			eronantinon tidan	and commission of the last	**************************************	ntina manimisma na mana	***************************************	ning of the second second	***************************************
Lanes		1														
				*	della e se temperature a	1 1 4 4 Tr	on mendancine and was an		-							
Vehicle Volumes and Adji	ustme	nts					3031								***************************************	
Approach		Eastl	oound			West	bound	eggerioris mentaleggerioris		North	bound	ACTION THEORY CANADA		Souti	nbound	- Contraction of the Contraction
Movement	U	L	T	R	U	L	T	R	U	l.	Т	R	U	L	Т	
	i	10	11	12		7	8	9	10	1	2	3	4U	4	5	
Priority		-	Annance Contraction of			-	Same and the same of					Name and Address of the Personal Person	eagerstoon to a constitution			
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	Z	
Number of Lanes Configuration		О	0	0		L	0	R	o	0	2 T	0 TR	0	l L	2 T	
Number of Lanes		0	0	0		4	0	ļ	0	0	-	-	0	-	-	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%)		0	0	0		L	0	R	0		T	TR		L	T	-
Number of Lanes Configuration Volume, V (veh/h)			0	0		L 5	0	R 17	0		T	TR		L 22	T	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				0		5	0	R 17	0		T	TR		L 22	T	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						5 1		R 17	0		T	TR		22 1	T	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage		N			Only	5 1		R 17			T 1565	TR 5	0	22 1	947	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	adwa	N			Only	5 1		R 17	0		T 1565	TR 5		22 1	947	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	adwa	N			Only	5 1		R 17			T 1565	TR 5		22 1	947	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He	adwa	N			Only	5 1		R 17			T 1565	TR 5		22 1	947	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	adwa	N			Only	5 1		R 17			T 1565	TR 5		22 1	947	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	adwa	N			Only	5 1		R 17			T 1565	TR 5		22 1	947	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys	oo oo	Left	Only	5 1		R 17			T 1565	TR 5		22 1	947	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Celay, Queue Length, and		ys	oo oo	Left	Only	5 1		R 17			T 1565	TR 5		L 22 1	947	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		ys	oo oo	Left	Only	5 1		R 17 1			T 1565	TR 5		L 22 1	947	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys	oo oo	Left	Only	5 1		R 17 1			T 1565	TR 5		L 22 1	947	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys	oo oo	Left	Only	5 1		R 17 1			T 1565	TR 5		24 367 0.07	947	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Qps (veh)		ys	oo oo	Left	Only	5 1 5 103 0.05		19 300 0.06			T 1565	TR 5		L 22 1 1 2 2 1 2 2 2 3 6 7 2 4 3 6 7	947	-
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys	oo oo	Left	Only	5 103 0.05 0.2		19 300 0.06 0.2			T 1565	TR 5		24 367 0.07 0.2 15.5	947	
Number of Lanes Configuration Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q _{ps} (veh) Control Delay (s/veh)		ys	oo oo	Left	Only	5 103 0.05 0.2 41.8	o dio	19 300 0.06 0.2 17.8			T 1565	TR 5		24 367 0.07 0.2 15.5 C	947	-

HCS71001 TWSC Version 7.4 Entrance 3 31 AM B.xtw

		-	ICS7	Two	-VVay	/ Sto	p-Co	intro	l Rep	ort						
General Information	America de Santa de S		PARTICIPATION OF THE PARTICIPA				Site	Infor	matio	n						
Analyst	Diano	e Zimme	rman	************	Barron-More (Marie	-	Inter	section	TO STATE OF THE ST		Dixie	at Old [Dixie			
Agency/Co.	Diane	e B Zimn	nerman	Traffic Er	gineerir	ıg.	Juris	diction								
Date Performed	3/21/	/2018	The second second	eo estado en la companyon de l	***************************************		East/	West Str	eet		Entra	ance 1		***************************************	***************************************	-
Analysis Year	2031						Nort	h/South	Street		Dixie					
Time Analyzed	PMP	eak Buil	d				Peak	Hour Fa	ctor	esperado por esperado por la composição de	0.96					NEWS PRODUCT
Intersection Orientation	North	n-South					Anal	/sis Time	Period (hrs)	0.25	***************************************				
Project Description	River	Pointe /	Apts					***************************************							ministrative terisonal	ne de la companya de
Lanes																
				1 4 A A A A A A A A A A A A A A A A A A	CONTO POLICE TO	1 Street: No	1 1									
/ehicle Volumes and Ad	justme	nts							_				4			
Approach		Eastl	ound	ngeneral makenana		West	bound	gumanten en en en		North	bound	ngo nyaétana dana a		South	bound	agonomin
Movement	U	L	Т	R	U	L	T	R	U	L	1	R	U	L	T	<u> </u>
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	<u></u>
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	11	2	1_
Configuration						L		R			T	TR		L	T	<u> </u>
Volume, V (veh/h)						4		15			1486	6		25	1871	L
Percent Heavy Vehicles (%)		repeter atmostices				1	***************	1		- Andrews of the State of the S				1	ļ	_
						<u> </u>					<u> </u>	<u></u>	<u> </u>	<u> </u>		L
Proportion Time Blocked				na andreasan and an and an and an		***************************************	0	ne and wind out of the least of		e books recovered		p december a service		MARINE CONTRACTOR OF THE PARTY	e Archaelana	
Percent Grade (%)										ľ	lo			1	lo	
Percent Grade (%) Right Turn Channelized			lo	**********		ı	lo	agamanteenasses as an		MANUAL PROPERTY AND A	ERRONALDIST SANDANI	***************************************	4			
Percent Grade (%) Right Turn Channelized Median Type/Storage			lo	Left	Only	,	lo						1			
Percent Grade (%) Right Turn Channelized Median Type/Storage	eadway		lo	Left	Only		lo						1			
Percent Grade (%) Right Turn Channelized Median Type/Storage	eadwa		lo	Left	Only		lo L						1			
Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadway		lo	Left	Only		lo						1			
Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadway		lo	Left	Only		io						1			
Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys			Only								1			
Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys			Only								1			
Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys			Only	4		16						26		
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			Only			16 342						26 427		
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			Only	4		or commission receives								
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			Only	4 103		342						427		
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			Only	4 103 0.04		342 0.05						427 0.06		
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, Qa, (veh)		ys			Only	4 103 0.04 0.1		342 0.05 0.1						427 0.06 0.2		
Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qa, (veh) Control Delay (s/veh)		ys			Only	4 103 0.04 0.1 41.3 E		342 0.05 0.1 16.0						427 0.06 0.2 14.0 8	2	

			HCS7	TVV	J−VV a	IV SIL)	e)) Iti (e	л ке	Jort						
General Information							Site	Info	matic	n		***************************************			ORDER CONTROL	
Analyst	Dia	ne Zimr	nerman				Inte	rsection			Dixi	at Old	Dixie			
Agency/Co.	Dia	ne B Zim	mermar	Traffic I	nginee	ring	Juri	sdiction	AND AND AND ADDRESS OF THE PARTY OF THE PART	Managara and American and Ameri	1					
Date Performed	3/2	1/2018	The second second	***************************************	and the second second	thems desired as the company	East	/West St	reet	***************************************	Entr	ance 2	TOTAL PROPERTY.	*****************	CONTRACTOR ORGANIZAÇÃO	Printed Sections
Analysis Year	203	1					Nor	th/South	Street	***************************************	Dixie					
Time Analyzed	PM	Peak Bu	ild	*************	Penting and the second		Pea	k Hour F	actor		0.96			ominio incheja penjaga	CONTRACTOR OF THE PARTY OF	*********
Intersection Orientation	Nor	th-South	n				Ana	lysis Tim	e Period	(hrs)	0.25	Parifestana in Parifestana	The Carrier of State	***************************************	***************************************	-
Project Description	Rive	er Pointe	Apts	ACHT PER CONTROL OF THE CONTROL OF T	indoesindessiani jujuguig	###	noch senson men	TOTAL COMMISSION		NEW YORK OF THE PARTY OF THE PA	e de la companya de	interiory constitution of the	PROPORTION TO SERVICE	overeten sovien union	in-introdución incominación	***************************************
Lanes														The second second	Salar Salar Paragon	
				144777	0.5	1 1 T			\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \							
Vehicle Volumes and Adju	ustme	ents	No. of Control of Cont		Majo	u Street: No	eth-South									OM STAN
Approach		East	bound			West	bound			Norti	nbound		1	Sout	hbound	neediana
Movement	U	L		R	U	L	T	R	U	L	T	R	U	L	Т	T
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	T
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	Π
Configuration						L		R			T	TR		L	T	Γ
Comganania						10		40			1452	17		69	1806	Π
Volume, V (veh/h)	*		1	Sec.		1	1	1						1		
		CONTRACTOR OF THE PARTY OF THE	and an arrangement	danner .	ACCORDED CONTRACTOR										-Australian	
Volume, V (veh/h)											<u> </u>					L
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)							0				<u></u>			15/19/92	<u> </u>	L
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			Yo Yo				0 Io				Vo				Т Уо	<u></u>
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage			Vo.	Left	Only		***************************************			}) No		1		l Vo	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	adwa		Vo.	Left	Only		***************************************				Jo No	Alberta de la companya de la company	1		No	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage	adwa		No.	Left	Only		***************************************)	No.		1		Vo	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He	adwa		No	Left	Only		***************************************				NO .		1		Vo.	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	adwa		No	Left	Only		***************************************				No.		1		No.	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	adwa		No	Left	Only		***************************************				No.		1		No.	Separation of the separation o
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys L			Only		***************************************				No.		1		No.	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys L			Only		***************************************	42			So.		1	72	No	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pellay, Queue Length, and Flow Rate, v (veh/h)		ys L			Only		***************************************	42 348			Jo		1		No.	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys L			Only	10	***************************************	ļ			No.		1	72	No.	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pellay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys L			Only	10 98	***************************************	348			No.		1	72 436	No.	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys L			Only	10 98 0.11	***************************************	348 0.12			No.		1	72 436 0.16	No.	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec)		ys L			Only	10 98 0.11 0.3	***************************************	348 0.12 0.4			No.		1	72 436 0.16 0.6	No.	
Volume, V (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈ , (veh) Control Delay (s/veh)		ys L			Only	10 98 0.11 0.3 46.1		348 0.12 0.4 16.7			No.		1	72 436 0.16 0.6 14.9 B	No.	

		T.	16.51/	1770				mtro	l Rep	ort						
General Information	entare sterves	e de la companya de		a tomorrows			Site	Infor	matio	n						
Analyst	Dian	e Zimme	rman	****			Inter	section			Dixie	at Old	Dixie			***************************************
Agency/Co.	Dian	e B Zimn	nerman	Traffic E	ngineerir	ıg	Juris	diction								
Date Performed	3/21,	/2018		***************************************	***************************************	40.000	East	West Str	eet		Entra	ance 3	MOSPILLARIA (PONTO)		-	******
Analysis Year	2031						Nort	h/South	Street		Dixie					
Time Analyzed	PM P	eak Buil	d			***************************************	Peak	Hour Fa	ctor	-	0.96				***************************************	
Intersection Orientation	Norti	n-South					Anal	ysis Time	e Period i	(hrs)	0.25					
Project Description	River	Pointe A	Apts	and the second second		***************************************		200-200 (State Const. State Cons	atomornoatin division	oner property of the control of the		Carlot and Stone proceeding and	in meritan in the second	No. of Concession, Name of Street, or other transfer, or other transfer, or other transfer, or other transfer,	interior de la companya de la compa	Make the Asset of
Lanes	A CONTRACTOR OF THE PARTY OF TH														*************	
				**		1 in Street: No										
Vehicle Volumes and Adju	ıstme	nts			Wajor	3/ee. (t)	ryi-sudin	,								
Approach		Eastb	ound	againean aranna aran		West	bound	agriculturije na svenske		North	bound	na jaron santan marka santan santa		Souti	nbound	CONTRACTOR SERVICE
Movement	Ü	L	Т	R	U	L	Т	R	U	L	Т	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	2	0	0	1	2	0
Configuration						L		R			Т	TR		L	Т	
Volume, V (veh/h)						4		14			1455	6		24	1792	
Percent Heavy Vehicles (%)						1		1						1	T	T
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized		N	lo			٨	lo			٨	lo .			ŀ	Vo	
rugitt rutti cilbinicaeco	Parameter .	and the second second	Andreas Consolved	Left	Only			*******************		-		***************************************	1	******************************		MENNIC HERVES
Median Type/Storage																
Median Type/Storage	adway	ys														T
Median Type/Storage	adwa	ys			I		I	l			Γ		T	Π		
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec)	adwa	ys														-
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	adwa	ys.														
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	adwa	ys —												Control Control		
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			arvice													
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and			ervice													
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)			Prvice			4		15						25		
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice			109		350						439		
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice			109 0.04		350 0.04						439 0.06		
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh)			ervice			109 0.04 0.1		350 0.04 0.1						439 0.06 0.2		
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)			ervice			109 0.04 0.1 39.4		350 0.04 0.1 15.7						439 0.06 0.2 13.7		
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Oelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qe, (veh) Control Delay (s/veh) Level of Service, LOS			ervice			109 0.04 0.1 39.4 E		350 0.04 0.1						439 0.06 0.2 13.7 B		
Median Type/Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice			109 0.04 0.1 39.4 E	1.0	350 0.04 0.1 15.7						439 0.06 0.2 13.7 B		

HCS7 TIMI TWSC Version 7.4 Entrance 3 31 PM B.xtw