August 27, 2021

Traffic Impact Study

5103 Camp Ground Road Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet





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INTRODUCTION

The site plan for 5103 Camp Ground Road shows four warehouses with 820,200 square feet along Camp Ground Road, KY 2051, in Louisville, KY. **Figure 1** displays a map of the site. Access to the site will be from three entrances on Camp Ground Road with one opposite Bramers Lane, one near Hughes Lane, and one opposite Central Transport. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Camp Ground Road at Brammers Lane, Hughes Lane and Central Transport.



Figure 1. Site Map

EXISTING CONDITIONS

Camp Ground Road, KY 2051, is a state-maintained road with an estimated 2021 ADT of 4,300 vehicles per day between Lees Lane and Ralph Avenue, as estimated from the Kentucky Transportation Cabinet 2019 count at station 849. The road is a two-lane highway with ten-foot lanes, a three-foot paved shoulder through the study area. The speed limit is 45 mph. There are no sidewalks. The intersections along Camp Ground Road are controlled with a stop sign on the side road. There are no turn lanes.

Peak hour traffic count for the intersections were obtained on Tuesday, July 27, 2021. **Figure 2** illustrates the 2021 a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

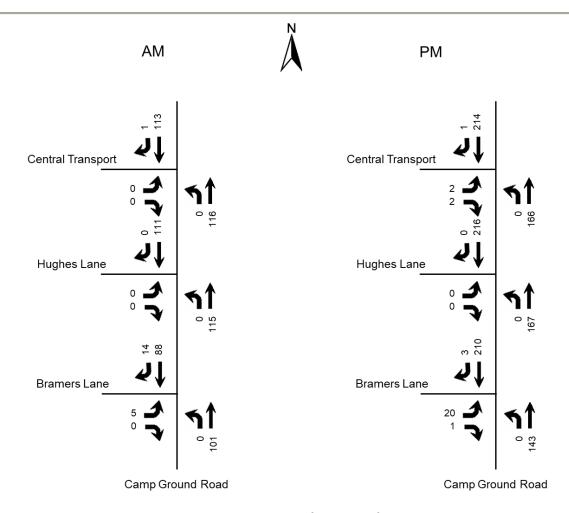


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2023. An annual growth rate of 1.0 percent was applied to the 2021 volumes. This was determined by the historical growth at KYTC station 849. **Figure 3** displays the 2023 No Build peak hour volumes.

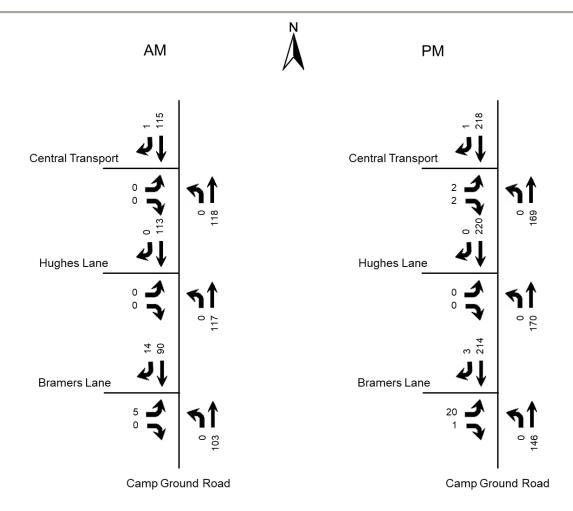


Figure 3. 2023 No Build Peak Hour Volumes

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 use "Warehouse (150)" was used. The trip generation results are listed in **Table 1**. The new trips were assigned to the highway network with the percentages shown in **Figure 4**. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site North

| | A.M. | Peak | Hour | P.M. F | Peak | Hour |
|------------------------|-------|------|------|--------|------|------|
| Land Use | Trips | In | Out | Trips | In | Out |
| Warehouse (820,200 sf) | 124 | 95 | 29 | 126 | 34 | 92 |



Figure 4. Trip Distribution Percentages

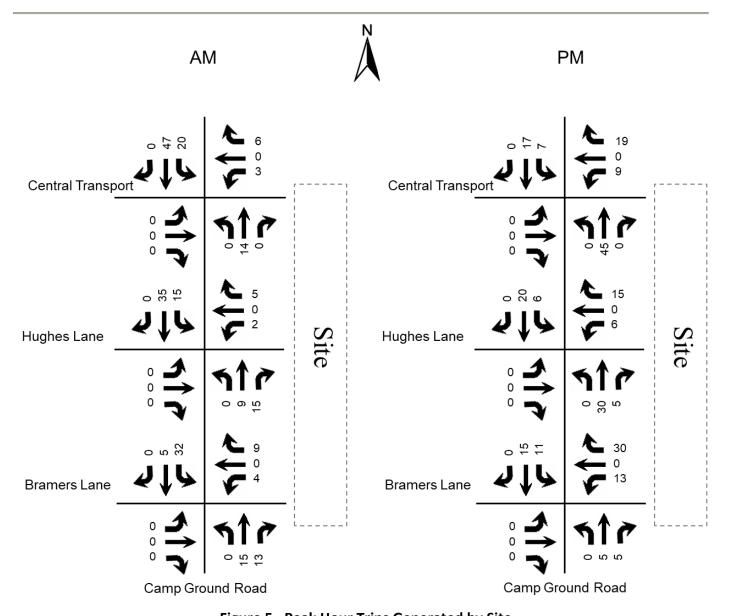


Figure 5. Peak Hour Trips Generated by Site

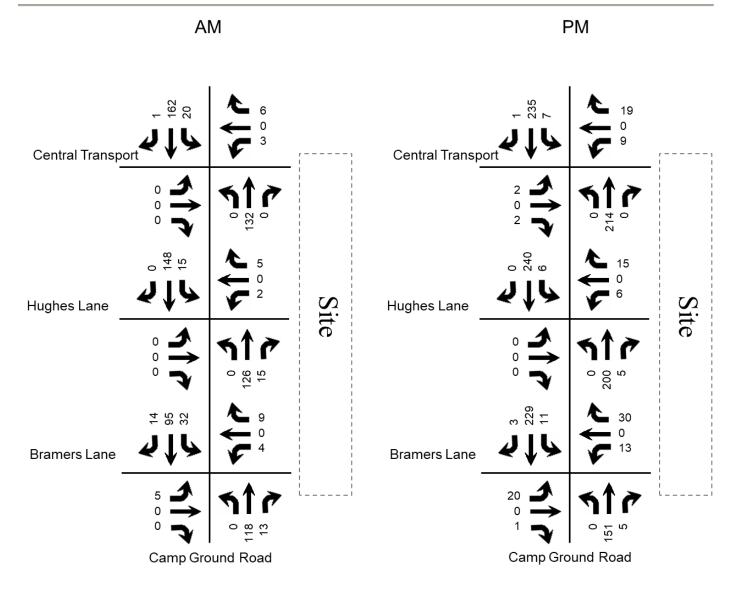


Figure 6. 2023 Build Peak Hour Volumes

ANALYSIS

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

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 6th edition. Future delays and Level of Service were determined for the intersections using the HCS Streets (version 7.9.5) software. The delays and Level of Service are summarized in **Table 2**.

Table 2. Peak Hour Level of Service

| | | A.M. | | | P.M. | |
|---------------------------------------|----------|----------|-------|----------|----------|-------|
| Approach | 2021 | 2023 | 2023 | 2021 | 2023 | 2023 |
| Арргоаст | Existing | No Build | Build | Existing | No Build | Build |
| Camp Ground Road at Central Transport | | | | | | |
| Entrance Eastbound | | | | В | В | В |
| Entranse Eustovana | | | | 11.8 | 11.9 | 13.2 |
| Entrance Westbound | | | В | | | В |
| Zilitarioo Troolloura | | | 10.0 | | | 11.1 |
| Camp Ground Road Northbound | Α | Α | Α | Α | Α | Α |
| Camp Croana Road North Scana | 7.5 | 7.5 | 7.6 | 7.8 | 7.8 | 7.8 |
| Camp Ground Road Southbound | | | Α | | | Α |
| · | | | 7.6 | | | 7.8 |
| Camp Ground Road at Hughes Lane | | | | | | |
| Entrance Westbound | | | Α | | | В |
| Ziliranoo Woolboana | | | 9.8 | | | 10.7 |
| Camp Ground Road Southbound | | | Α | | | Α |
| • | | | 7.6 | | | 7.7 |
| Camp Ground Road at Bramers Lane | | | | | | |
| Bramers Lane Eastbound | В | В | В | В | В | В |
| Bramers Earle Eastboard | 10.4 | 10.4 | 12.1 | 11.2 | 11.3 | 13.0 |
| Entrance Westbound | | | Α | | | В |
| Entrance Westboard | | | 9.8 | | | 10.5 |
| Camp Ground Road Northbound | | | Α | | | Α |
| Camp Croana Road Northboand | | | 7.5 | | | 7.8 |
| Camp Ground Road Southbound | Α | Α | Α | Α | Α | Α |
| Camp Cround Road Countriound | 7.4 | 7.4 | 7.6 | 7.7 | 7.7 | 7.6 |

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 Manual</u> dated July, 2020. The Kentucky Transportation Cabinet policy requires analysis of at least ten years beyond completion. All volumes were calculated using an annual growth rate of 1.0 percent applied to the 2023 No Build volumes. The 2033 No Build volumes are shown in **Figure 7**. The site volumes were added for the 2033 Build volumes in **Figure 8**. The resulting delays and Level of Service are summarized in **Table 3**. Using the volumes in Figure 8, the volumes do not meet the turn lane warrants at the entrances.

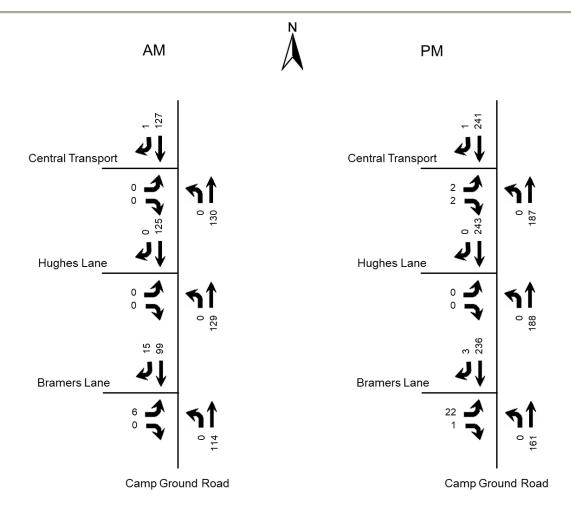


Figure 7. 2033 No Build Peak Hour Volumes

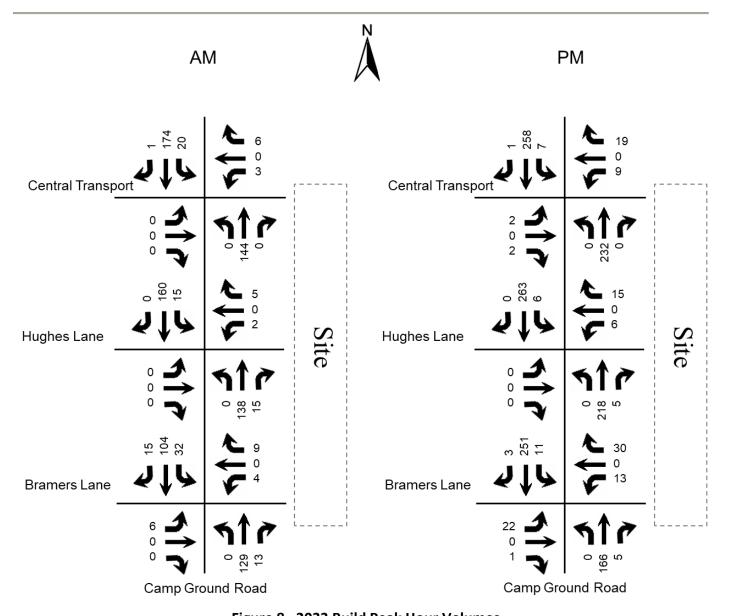


Figure 8. 2033 Build Peak Hour Volumes

Table 3. 2033 Peak Hour Level of Service

| | | A.M. | | | P.M. | |
|---------------------------------------|------------------|------------------|---------------|------------------|------------------|---------------|
| Approach | 2021 Existing | 2033 No Build | 2033 Build | 2021 Existing | 2033 No Build | 2033 Build |
| Camp Ground Road at Central Transport | | | | | | |
| Entrance Eastbound | | | | B 11.8 | B 12.3 | B 13.8 |
| Entrance Westbound | | | B 10.2 | | | B 11.4 |
| Camp Ground Road Northbound | A 7.5 | A 7.5 | A 7.7 | A 7.8 | A 7.8 | A 7.9 |
| Camp Ground Road Southbound | | | A 7.6 | | | A 7.8 |
| Camp Ground Road at Hughes Lane | | | | | | |
| Entrance Westbound | | | A 9.9 | | | B 11.0 |
| Camp Ground Road Southbound | | | A 7.6 | | | A 7.8 |
| Camp Ground Road at Bramers Lane | | | | | | |
| Bramers Lane Eastbound | B 10.4 | B 10.6 | B 12.4 | B 11.2 | B 11.7 | B 13.7 |
| Entrance Westbound | | | A 9.9 | | | B 10.8 |
| Camp Ground Road Northbound | | | A 7.5 | | | A 7.8 |
| Camp Ground Road Southbound | A 7.4 | A 7.5 | A 7.6 | A 7.7 | A 7.8 | A 7.6 |

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 2033, there will be a minimal impact to the existing highway network but the intersections will operate an acceptable level of service. The volumes do not meet the warrants for turn lanes at the entrances.

APPENDIX

Traffic Counts

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3 of 3

Jefferson County, KY

Camp Ground Rd (South) Camp Ground Rd (North) Driveway Date Tuesday, July 27, 2021 Weather Fair 84°F

Lat/Long

38.203346°, -85.853170°

0700 - 0900 (Weekday 2h Session) (07-27-2021)

All vehicles

| | | No | rthbou | nd | | So | uthbou | nd | | | Е | astbour | ıd | |
|----------------|------|---------|---------|----------|-------|---------|--------|----------|-------|-------|---|---------|--------|-------|
| | (| Camp Gr | ound Ro | d (South |) | Camp Gr | ound R | d (North |) | | I | Drivewa | у | |
| | Left | Thru | | U-Turn | App | Thru | Right | U-Turn | App | Left | | Right | U-Turn | App |
| TIME | 3.1 | 3.2 | | 3.3 | Total | 3.4 | 3.5 | 3.6 | Total | 3.7 | | 3.8 | 3.9 | Total |
| 0700 - 0715 | 0 | 30 | | 0 | 30 | 42 | 0 | 0 | 42 | 0 | | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 29 | | 0 | 29 | 26 | 0 | 0 | 26 | 0 | | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 33 | | 0 | 33 | 22 | 1 | 0 | 23 | 0 | | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 24 | | 0 | 24 | 23 | 0 | 0 | 23 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 116 | | 0 | 116 | 113 | 1 | 0 | 114 | 0 | | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 28 | | 0 | 28 | 22 | 4 | 0 | 26 | 1 | | 0 | 0 | 1 |
| 0815 - 0830 | 0 | 17 | | 0 | 17 | 22 | 3 | 0 | 25 | 2 | | 1 | 0 | 3 |
| 0830 - 0845 | 2 | 21 | | 0 | 23 | 25 | 2 | 0 | 27 | 2 | | 1 | 0 | 3 |
| 0845 - 0900 | 1 | 14 | | 0 | 15 | 24 | 2 | 0 | 26 | 2 | | 0 | 0 | 2 |
| Hourly Total | 3 | 80 | | 0 | 83 | 93 | 11 | 0 | 104 | 7 | | 2 | 0 | 9 |
| | | | | | | | | | | | | | | |
| Grand Total | 3 | 196 | | 0 | 199 | 206 | 12 | 0 | 218 | 7 | | 2 | 0 | 9 |
| Approach % | 1.51 | 98.49 | | 0.00 | - | 94.50 | 5.50 | 0.00 | - | 77.78 | | 22.22 | 0.00 | - |
| Intersection % | 0.70 | 46.01 | | 0.00 | 46.71 | 48.36 | 2.82 | 0.00 | 51.17 | 1.64 | | 0.47 | 0.00 | 2.11 |
| | | | | | | | | | | | | | | |
| PHF | 0.00 | 0.88 | | 0.00 | 0.88 | 0.67 | 0.25 | 0.00 | 0.68 | 0.00 | | 0.00 | 0.00 | 0.00 |
| | | | | | | | | | | | | | | |

Total

426

0.80

1600 - 1800 (Weekday 2h Session) (07-27-2021)

All vehicles

| | | No | rthbou | nd | | | So | uthbou | nd | | | Е | astbour | ıd | |
|----------------|------|---------|---------|----------|-------|---|---------|--------|----------|-------|-------|---|---------|--------|-------|
| | | Camp Gr | ound Ro | d (South |) | (| Camp Gr | ound R | d (North |) | | [| Drivewa | У | |
| | Left | Thru | | U-Turn | App | | Thru | Right | U-Turn | App | Left | | Right | U-Turn | App |
| TIME | 3.1 | 3.2 | | 3.3 | Total | | 3.4 | 3.5 | 3.6 | Total | 3.7 | | 3.8 | 3.9 | Total |
| 1600 - 1615 | 0 | 30 | | 0 | 30 | | 52 | 0 | 0 | 52 | 0 | | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 28 | | 0 | 28 | | 43 | 3 | 0 | 46 | 1 | | 0 | 0 | 1 |
| 1630 - 1645 | 0 | 47 | | 0 | 47 | | 67 | 0 | 0 | 67 | 0 | | 1 | 0 | 1 |
| 1645 - 1700 | 0 | 36 | | 0 | 36 | | 70 | 1 | 0 | 71 | 1 | | 1 | 0 | 2 |
| Hourly Total | 0 | 141 | | 0 | 141 | | 232 | 4 | 0 | 236 | 2 | | 2 | 0 | 4 |
| 1700 - 1715 | 0 | 36 | | 0 | 36 | | 44 | 0 | 0 | 44 | 0 | | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 47 | | 0 | 47 | | 33 | 0 | 0 | 33 | 1 | | 0 | 0 | 1 |
| 1730 - 1745 | 0 | 18 | | 0 | 18 | | 47 | 1 | 0 | 48 | 0 | | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 14 | | 0 | 14 | | 28 | 0 | 0 | 28 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 115 | | 0 | 115 | | 152 | 1 | 0 | 153 | 1 | | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | |
| Grand Total | 0 | 256 | | 0 | 256 | | 384 | 5 | 0 | 389 | 3 | | 2 | 0 | 5 |
| Approach % | 0.00 | 100.00 | | 0.00 | - | | 98.71 | 1.29 | 0.00 | - | 60.00 | | 40.00 | 0.00 | - |
| Intersection % | 0.00 | 39.38 | | 0.00 | 39.38 | | 59.08 | 0.77 | 0.00 | 59.85 | 0.46 | | 0.31 | 0.00 | 0.77 |
| | | | | | | | | | | | | | | | |
| PHF | 0.00 | 0.88 | | 0.00 | 0.88 | | 0.76 | 0.25 | 0.00 | 0.76 | 0.50 | | 0.50 | 0.00 | 0.50 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

0.84

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Site 2 of 3

Camp Ground Rd (South) Camp Ground Rd (North) Hughes Rd

Jefferson County, KY

Date

Tuesday, July 27, 2021

Weather Fair

84°F

Lat/Long

38.201258°, -85.855912°

0700 - 0900 (Weekday 2h Session) (07-27-2021)

All vehicles

| | | No | rthbou | nd | | So | uthbou | nd | | | Е | astboun | ıd | |
|----------------|------|---------|---------|----------|-------|---------|--------|-----------|-------|------|---|----------|--------|-------|
| | (| Camp Gr | ound Ro | d (South |) | Camp Gr | ound R | d (North) |) | | Н | lughes R | d | |
| | Left | Thru | | U-Turn | App | Thru | Right | U-Turn | App | Left | | Right | U-Turn | App |
| TIME | 2.1 | 2.2 | | 2.3 | Total | 2.4 | 2.5 | 2.6 | Total | 2.7 | | 2.8 | 2.9 | Total |
| 0700 - 0715 | 0 | 30 | | 0 | 30 | 41 | 0 | 0 | 41 | 0 | | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 28 | | 0 | 28 | 26 | 0 | 0 | 26 | 0 | | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 33 | | 0 | 33 | 18 | 0 | 0 | 18 | 0 | | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 24 | | 0 | 24 | 26 | 0 | 0 | 26 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 115 | | 0 | 115 | 111 | 0 | 0 | 111 | 0 | | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 28 | | 0 | 28 | 22 | 0 | 0 | 22 | 0 | | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 17 | | 0 | 17 | 23 | 0 | 0 | 23 | 0 | | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 23 | | 0 | 23 | 26 | 0 | 0 | 26 | 0 | | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 15 | | 0 | 15 | 23 | 0 | 0 | 23 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 83 | | 0 | 83 | 94 | 0 | 0 | 94 | 0 | | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |
| Grand Total | 0 | 198 | | 0 | 198 | 205 | 0 | 0 | 205 | 0 | | 0 | 0 | 0 |
| Approach % | 0.00 | 100.00 | | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | | 0.00 | 0.00 | - |
| Intersection % | 0.00 | 49.13 | | 0.00 | 49.13 | 50.87 | 0.00 | 0.00 | 50.87 | 0.00 | | 0.00 | 0.00 | 0.00 |
| | | | | | | | - | - | | | _ | | - | |
| PHF | 0.00 | 0.87 | | 0.00 | 0.87 | 0.68 | 0.00 | 0.00 | 0.68 | 0.00 | | 0.00 | 0.00 | 0.00 |
| | | | | | | - | | | | | - | | | |

403

0.80

1600 - 1800 (Weekday 2h Session) (07-27-2021)

All vehicles

| | | No | rthbou | nd | | | So | uthbou | nd | | | E | astboun | ıd | |
|----------------|------|---------|---------|----------|-------|---|---------|--------|-----------|-------|------|---|---------|--------|-------|
| | (| Camp Gr | ound Ro | d (South |) | · | Camp Gr | ound R | d (North) |) | | Н | ughes R | d | |
| | Left | Thru | | U-Turn | App | | Thru | Right | U-Turn | App | Left | | Right | U-Turn | App |
| TIME | 2.1 | 2.2 | | 2.3 | Total | | 2.4 | 2.5 | 2.6 | Total | 2.7 | | 2.8 | 2.9 | Total |
| 1600 - 1615 | 0 | 30 | | 0 | 30 | | 53 | 0 | 0 | 53 | 0 | | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 28 | | 0 | 28 | | 44 | 0 | 0 | 44 | 0 | | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 47 | | 0 | 47 | | 67 | 0 | 0 | 67 | 0 | | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 40 | | 0 | 40 | | 71 | 0 | 0 | 71 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 145 | | 0 | 145 | | 235 | 0 | 0 | 235 | 0 | | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 33 | | 0 | 33 | | 45 | 0 | 0 | 45 | 0 | | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 47 | | 0 | 47 | | 33 | 0 | 0 | 33 | 0 | | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 18 | | 0 | 18 | | 46 | 0 | 0 | 46 | 0 | | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 14 | | 0 | 14 | | 29 | 0 | 0 | 29 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 112 | | 0 | 112 | | 153 | 0 | 0 | 153 | 0 | | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | |
| Grand Total | 0 | 257 | | 0 | 257 | | 388 | 0 | 0 | 388 | 0 | | 0 | 0 | 0 |
| Approach % | 0.00 | 100.00 | | 0.00 | - | | 100.00 | 0.00 | 0.00 | - | 0.00 | | 0.00 | 0.00 | - |
| Intersection % | 0.00 | 39.84 | | 0.00 | 39.84 | | 60.16 | 0.00 | 0.00 | 60.16 | 0.00 | | 0.00 | 0.00 | 0.00 |
| | | | | | | | | | | | | | | | |
| PHF | 0.00 | 0.89 | | 0.00 | 0.89 | | 0.76 | 0.00 | 0.00 | 0.76 | 0.00 | | 0.00 | 0.00 | 0.00 |
| | | | | | | | | | | | | | | | |

645

0.84

Classified Turn Movement Count || All vehicles



Jefferson County, KY

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Site 1 of 3

Camp Ground Rd (South) Camp Ground Rd (North) Bramers Ln Date Tuesday, July 27, 2021 Weather

Lat/Long

38.198846°, -85.859133°

Fair 84°F

0700 - 0900 (Weekday 2h Session) (07-27-2021)

All vehicles

| | | No | rthbou | nd | | | So | uthbou | nd | | | E | astboun | ıd | |
|----------------|------|---------|---------|----------|-------|---|---------|---------|----------|-------|--------|---|----------|--------|-------|
| | (| Camp Gr | ound Ro | d (South |) | Ī | Camp Gr | ound Ro | d (North |) | | В | ramers I | _n | |
| | Left | Thru | | U-Turn | App | | Thru | Right | U-Turn | App | Left | | Right | U-Turn | App |
| TIME | 1.1 | 1.2 | | 1.3 | Total | | 1.4 | 1.5 | 1.6 | Total | 1.7 | | 1.8 | 1.9 | Total |
| 0700 - 0715 | 0 | 28 | | 0 | 28 | | 33 | 1 | 0 | 34 | 1 | | 0 | 0 | 1 |
| 0715 - 0730 | 0 | 23 | | 0 | 23 | | 22 | 2 | 0 | 24 | 0 | | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 30 | | 0 | 30 | | 12 | 4 | 0 | 16 | 1 | | 0 | 0 | 1 |
| 0745 - 0800 | 0 | 20 | | 0 | 20 | | 21 | 7 | 0 | 28 | 3 | | 0 | 0 | 3 |
| Hourly Total | 0 | 101 | | 0 | 101 | | 88 | 14 | 0 | 102 | 5 | | 0 | 0 | 5 |
| 0800 - 0815 | 0 | 20 | | 0 | 20 | | 18 | 4 | 0 | 22 | 3 | | 0 | 0 | 3 |
| 0815 - 0830 | 0 | 15 | | 0 | 15 | | 19 | 4 | 0 | 23 | 2 | | 0 | 0 | 2 |
| 0830 - 0845 | 0 | 20 | | 0 | 20 | | 22 | 2 | 0 | 24 | 1 | | 0 | 0 | 1 |
| 0845 - 0900 | 0 | 16 | | 0 | 16 | | 22 | 1 | 0 | 23 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 71 | | 0 | 71 | | 81 | 11 | 0 | 92 | 6 | | 0 | 0 | 6 |
| | | | | | | | | | | | | | | | |
| Grand Total | 0 | 172 | | 0 | 172 | | 169 | 25 | 0 | 194 | 11 | | 0 | 0 | 11 |
| Approach % | 0.00 | 100.00 | | 0.00 | - | | 87.11 | 12.89 | 0.00 | - | 100.00 | | 0.00 | 0.00 | - |
| Intersection % | 0.00 | 45.62 | | 0.00 | 45.62 | | 44.83 | 6.63 | 0.00 | 51.46 | 2.92 | | 0.00 | 0.00 | 2.92 |
| | | | | | | | | | • | | | • | | | |
| PHF | 0.00 | 0.84 | | 0.00 | 0.84 | | 0.67 | 0.50 | 0.00 | 0.75 | 0.42 | | 0.00 | 0.00 | 0.42 |
| | | | | | | | | | | | | • | | | |

377

0.83

1600 - 1800 (Weekday 2h Session) (07-27-2021)

All vehicles

| | | No | orthbou | nd | | | So | uthbou | nd | | | E | astbour | ıd | |
|----------------|------|---------|---------|----------|-------|---|---------|--------|-----------|-------|-------|----|---------|--------|-------|
| | · | Camp Gr | ound Ro | d (South |) | (| Camp Gr | ound R | d (North) |) | | Ві | ramers | Ln | |
| | Left | Thru | | U-Turn | App | | Thru | Right | U-Turn | App | Left | | Right | U-Turn | App |
| TIME | 1.1 | 1.2 | | 1.3 | Total | | 1.4 | 1.5 | 1.6 | Total | 1.7 | | 1.8 | 1.9 | Total |
| 1600 - 1615 | 0 | 26 | | 0 | 26 | | 52 | 1 | 0 | 53 | 3 | | 0 | 0 | 3 |
| 1615 - 1630 | 0 | 25 | | 0 | 25 | | 42 | 1 | 0 | 43 | 1 | | 1 | 0 | 2 |
| 1630 - 1645 | 0 | 30 | | 0 | 30 | | 65 | 1 | 0 | 66 | 13 | | 1 | 0 | 14 |
| 1645 - 1700 | 0 | 38 | | 0 | 38 | | 69 | 1 | 0 | 70 | 3 | | 0 | 0 | 3 |
| Hourly Total | 0 | 119 | | 0 | 119 | | 228 | 4 | 0 | 232 | 20 | | 2 | 0 | 22 |
| 1700 - 1715 | 0 | 31 | | 0 | 31 | | 42 | 0 | 0 | 42 | 4 | | 0 | 0 | 4 |
| 1715 - 1730 | 0 | 44 | | 0 | 44 | | 34 | 1 | 0 | 35 | 0 | | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 19 | | 0 | 19 | | 44 | 3 | 0 | 47 | 1 | | 0 | 0 | 1 |
| 1745 - 1800 | 0 | 11 | | 0 | 11 | | 27 | 1 | 0 | 28 | 1 | | 0 | 0 | 1 |
| Hourly Total | 0 | 105 | | 0 | 105 | | 147 | 5 | 0 | 152 | 6 | | 0 | 0 | 6 |
| _ | | | | | | | | | | | | | | | |
| Grand Total | 0 | 224 | | 0 | 224 | | 375 | 9 | 0 | 384 | 26 | | 2 | 0 | 28 |
| Approach % | 0.00 | 100.00 | | 0.00 | - | | 97.66 | 2.34 | 0.00 | - | 92.86 | | 7.14 | 0.00 | - |
| Intersection % | 0.00 | 35.22 | | 0.00 | 35.22 | | 58.96 | 1.42 | 0.00 | 60.38 | 4.09 | | 0.31 | 0.00 | 4.40 |
| | | | | | | | | | | | | | | | |
| PHF | 0.00 | 0.81 | | 0.00 | 0.81 | | 0.76 | 0.75 | 0.00 | 0.76 | 0.38 | | 0.25 | 0.00 | 0.38 |
| | | | | | | | | | | | | | | | |

636

0.85

HCS Reports

| | | H | CS/ | IWO- | -Way | Stop | o-Co | ntrol | кер | ort | | | | | | |
|---|---------|----------|--|------------|----------|---------------------------|--------|------------|----------|-------|-------|----------|--------|-------|-------|---|
| General Information | | | | | | | Site | Inforr | natio | n | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Trans | oort | | | |
| Agency/Co. | Diane | e B Zimn | nerman i | Traffic En | gineerin | g | Jurisc | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/ | Nest Str | eet | | Centr | al Trans | oort | | | |
| Analysis Year | 2021 | | | | | | North | /South : | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | AM P | eak | | | | | Peak | Hour Fac | tor | | 0.80 | | | | | |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe (| Camp Gr | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | *Y * P C | | イ イヤツ r Street: Noi | | 4 + 14 + 1 | | | | | | | | |
| Vehicle Volumes and Adj | justme | nts | | | | | | | | | | | | | | |
| Approach | \perp | Eastb | ound | | | West | bound | | | North | bound | | | South | bound | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | T | L |
| Priority | \bot | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | L |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | L |
| Configuration | \bot | | Ak South mp Ground Rd Eastbound L T R U 10 11 12 0 1 0 LR 0 0 0 3 3 3 0 Undivided S 7.1 6.2 6.43 6.23 3.5 3.3 3.53 3.33 | | | | | | | LT | | | | | | Ľ |
| Volume (veh/h) | \bot | 0 | | 0 | | | | | | 0 | 116 | | | | 113 | L |
| Percent Heavy Vehicles (%) | \bot | 3 | | 3 | | | | | | 3 | | | | | | L |
| Proportion Time Blocked | | | | | | | | | | | | | | | | L |
| Percent Grade (%) | \bot | | 0 | | | | | | | | | | | | | |
| Right Turn Channelized | + | | | | | | | | | | | | | | | |
| Median Type Storage | Ш_ | | | Undi | vided | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |
| Delay, Queue Length, an | d Leve | l of S | ervice | | | | | | | | | | | | | |
| Flow Rate, v (veh/h) | T | | 0 | | | | | | | 0 | | | | | | Г |
| Capacity, c (veh/h) | | | | | | | | | | 1434 | | | | | | |
| | | | | | | | | | | 0.00 | | | | | | |
| v/c Ratio | | | | | | | | | | 0.0 | | | | | | |
| v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | | | | | | | | | 7.5 | | | | | | |
| | | | | | | _ | _ | | | | | | | | | 1 |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | | | | | Α | | | | | | |
| 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | | | | | | | | | | .0 | | | | | L |

| | | Н | CS7 | Two- | -Way | / Sto | p-Co | ntrol | Rep | ort | | | | | | |
|---|--|----------|---------|-------------|----------|----------------------------|--------|-------------|----------|----------|-------|-----------|--------|-----|-------|----|
| General Information | | | | | | | Site | Inforr | natio | n | | | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Transp | oort | | | _ |
| Agency/Co. | Diane | e B Zimm | nerman | Traffic En | gineerin | ıg | Juriso | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/ | West Stre | eet | | Centr | al Transp | oort | | | |
| Analysis Year | 2023 | | | | | | North | n/South : | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | AM P | eak | | | | | - | Hour Fac | | | 0.80 | | | | | |
| Intersection Orientation | - | | | | | | - | | Period (| hrs) | 0.25 | | | | | |
| Project Description | - | | ound Rd | | | | | | | , | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 4 * Y † Y C | | † † † Y r Street: No | | 4 + 4 4 + 4 | | | | | | | | |
| Vehicle Volumes and Adju | ıstme | nts | | | | | | | | | | | | | | |
| Approach | <u> </u> | _ | | | | _ | bound | | | | bound | | | _ | bound | _ |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | igspace | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | <u> </u> | 0 | _ | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | Ь— | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | Diane B Zimmerman Traffic E 8/23/2021 2023 AM Peak North-South Poe Camp Ground Rd | | - | | | | | | 0 | 118 | | | | 115 | 1 | |
| Percent Heavy Vehicles (%) | igspace | 3 | | 3 | | _ | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | $oxed{oxed}$ | - | 0 | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | | | | Undi | vided | | | | | | | | | | | |
| Critical and Follow-up He | adwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |
| Delay, Queue Length, and | Leve | l of Se | ervice | , | | | | | | | | | | | | |
| Flow Rate, v (veh/h) | | | 0 | | | | | | | 0 | | | | | | |
| Capacity, c (veh/h) | | | | | | | | | | 1431 | | | | | | |
| Capacity, C (Veri/11) | | | | | | | | | | 0.00 | | | | | | |
| v/c Ratio | - | | | | | | | | | 0.0 | | | | | | |
| | | | _ | _ | | | | | | 7.5 | I | | | | | |
| v/c Ratio | | | | | | | | | | 7.5 | | | | | | |
| v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | | | | | | | | | 7.5 A | | | | | | |
| v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | | | | | | | | | А | .0 | | | | | |

Central T AM 23 NB.xtw

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|---|---------|-----------|----------|-----------|----------|---------------|----------|-------------|----------|----------|-------|----------|--------|----------|-------|--------------|
| General Information | | _ | | | | | Site | Inforn | natio | n | | _ | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Trans | port | | | |
| Agency/Co. | Diane | B Zimm | nerman 1 | raffic En | gineerin | g | Juriso | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/ | West Stre | eet | | Centr | al Trans | port | | | |
| Analysis Year | 2023 | | | | | | North | n/South S | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | AM P | eak Build | d | | | | Peak | Hour Fac | tor | | 0.80 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gr | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 7447777 | า | * 1 * Y | 141 | * ****** | | | | | | | | |
| Vehicle Volumes and Ad | justme | nts | | | Major | r Street: Nor | th-South | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | bound | | | North | bound | | | South | bound | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | T | R | U | L | Т | LF |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | ╙ |
| Volume (veh/h) | | 0 | 0 | 0 | | 3 | 0 | 6 | | 0 | 132 | 0 | | 20 | 162 | 1 |
| Percent Heavy Vehicles (%) | | 3 | 3 | 3 | | 1 | 3 | 1 | | 1 | | | | 1 | | $oxed{oxed}$ |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | \perp | | 0 | | | | 0 | | | | | | | | | |
| Right Turn Channelized | _ | | | | | | | | | | | | | | | |
| Median Type Storage | \bot | | | Undi | vided | | | | | | | | | | | _ |
| Critical and Follow-up H | eadwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.13 | 6.53 | 6.23 | | 7.11 | 6.53 | 6.21 | | 4.11 | | | | 4.11 | | L |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| Follow-Up Headway (sec) | | 3.53 | 4.03 | 3.33 | | 3.51 | 4.03 | 3.31 | | 2.21 | | | | 2.21 | | L |
| Delay, Queue Length, an | d Leve | l of S | ervice | | | | | | | | | | | | | |
| | | | 0 | | | | 11 | | | 0 | | | | 25 | | |
| Flow Rate, v (veh/h) | | | | | | | 728 | | | 1374 | | | | 1419 | | |
| Flow Rate, v (veh/h) Capacity, c (veh/h) | | | | | | | 0.02 | | | 0.00 | | | | 0.02 | | |
| | | | _ | | | | 0.0 | | | 0.0 | | | | 0.1 | | |
| Capacity, c (veh/h) | | | | | | | 0.0 | | | | | _ | _ | | | |
| Capacity, c (veh/h) v/c Ratio | | | | | | | 10.0 | | | 7.6 | | | | 7.6 | | |
| Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | | | | | | _ | | | 7.6 A | | | | 7.6 A | | |
| Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | | | | | 10 | 10.0 | | | А | .0 | | | А | .0 | |

Central T AM 23 B.xtw

| | | Н | CS7 | Two- | -Way | Sto | o-Co | ntrol | Rep | ort | | | | | | |
|---|---------|----------------------------|----------|----------------------------|----------|-------------------|----------|-----------|----------|--|-------|-----------|--------|-------|-------|----------|
| General Information | | | | | | | Site | Inform | natio | 1 | | | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Transp | oort | | | |
| Agency/Co. | Diane | B Zimn | nerman 1 | Fraffic En | gineerin | q | Juriso | liction | | | | <u> </u> | | | | |
| Date Performed | 8/23/ | | | | | - | East/ | West Str | eet | | Centr | al Transp | oort | | | |
| Analysis Year | 2033 | | | | | | North | /South | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | AM P | eak No I | Build | | | | Peak | Hour Fac | ctor | | 0.80 | | | | | |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gr | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 74 4 X 4 4 L | | <u>ৰ</u> ৰুক্ত | | 4 + X + C | | | | | | | | |
| Vehicle Volumes and Ad | ljustme | nts | | | Мајо | r Street: No | tn-south | | | | | | | | | |
| Approach | | Eastb | ound | | | West | oound | | | North | bound | | | South | bound | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| NI I CI | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Number of Lanes | | | | | | | | | | | | | | | | |
| Configuration | | | LR | | | | | | | LT | | | | | | TF |
| | | 0 | LR | 0 | | | | | | LT 0 | 130 | | | | 127 | \vdash |
| Configuration | | 0 | LR | 0 | | | | | | | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) | | | LR | - | | | | | | 0 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) | | 3 | LR 0 | - | | | | | | 0 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | | 3 | | - | | | | | | 0 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | 3 | | 3 | vided | | | | | 0 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | leadwa | 3 | | 3 | vided | | | | | 0 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | 3 | | 3 | vided | | | | | 0 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | leadwa | ys | | 3 Undi | vided | | | | | 3 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | Headwa | ys 7.1 | | Undi | vided | | | | | 4.1 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) | leadwa | ys 7.1 6.43 | | Undi | vided | | | | | 4.1 4.13 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 6.43 3.5 3.53 | 0 | 6.2 6.23 3.3 3.33 | vided | | | | | 4.1 4.13 2.2 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.43 3.5 3.53 | 0 | 6.2 6.23 3.3 3.33 | vided | | | | | 4.1 4.13 2.2 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar | | 7.1 6.43 3.5 3.53 | o | 6.2 6.23 3.3 3.33 | vided | | | | | 4.1 4.13 2.2 2.23 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) | | 7.1 6.43 3.5 3.53 | o | 6.2 6.23 3.3 3.33 | vided | | | | | 0 3 4.1 4.13 2.2 2.23 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 6.43 3.5 3.53 | o | 6.2 6.23 3.3 3.33 | vided | | | | | 0 3 4.1 4.13 2.2 2.23 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 6.43 3.5 3.53 | o | 6.2 6.23 3.3 3.33 | vided | | | | | 0 3 4.1 4.13 2.2 2.23 0 1413 0.00 | 130 | | | | 127 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh) | | 7.1 6.43 3.5 3.53 | o | 6.2 6.23 3.3 3.33 | vided | | | | | 0 3 4.1 4.13 2.2 2.23 0 1413 0.00 0.0 | 130 | | | | 127 | TF 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 7.1 6.43 3.5 3.53 | o | 6.2 6.23 3.3 3.33 | vided | | | | | 0 3 4.1 4.13 2.2 2.23 0 1413 0.00 0.0 7.5 A | 130 | | | | 127 | \vdash |

| | | H | CS7 | Iwo- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|--------|----------------------------|----------------------------|----------------------------|----------|-----------------------------|--|--|----------|---|------------|-----------|--------|---|-------|---|
| General Information | | | | | | | Site | Infor | natio | n | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Transp | port | | | |
| Agency/Co. | Diane | B Zimm | erman T | raffic En | gineerin | g | Jurisc | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/ | West Str | eet | | Centr | al Transp | port | | | |
| Analysis Year | 2033 | | | | | | North | n/South | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | AM P | eak Build | d | | | | Peak | Hour Fa | ctor | | 0.80 | | | | | |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 7447 | | 후 수 후 Y r Street: Nor | | 4 + 4 + 4 + 4 + 4 + 4 + 4 + 4 + 4 + 4 + | | | | | | | | |
| Vehicle Volumes and Adj | justme | | | | | | | | | | | | | | | |
| Approach | _ | | ound | | | | oound | | | | bound | | | | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | |
| Priority | _ | 10 | 11 | 12 | | 7 | 8 | 9 | 10 | 1 | 2 | 3 | 40 | 4 | 5 | Ľ |
| NI I CI | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | L |
| Number of Lanes | + | | LITE | | | | LTD | | | | LTD | | | | | |
| Configuration | | 0 | LTR | 0 | | 2 | LTR | | | 0 | LTR | 0 | | 20 | LTR | |
| Configuration Volume (veh/h) | | 0 | 0 | 0 | | 3 | 0 | 6 | | 0 | LTR 144 | 0 | | 20 | 174 | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) | | 0 | _ | 0 3 | | 3 | | 6 | | 0 | | 0 | | 20 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | | 3 | 3 | | | 1 | 3 | | | | | 0 | | _ | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | 3 | 0 | | | 1 | 0 | | | | | 0 | | _ | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | 3 | 3 | 3 | vided | 1 | 3 | | | | | 0 | | _ | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | eadwa | 3 | 3 | 3 | vided | 1 | 3 | | | | | 0 | | _ | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | eadwa | ys | 0 3 | 3 Undi | vided | 1 | 0 3 | 1 | | 1 | | 0 | | 1 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | eadwa | ys 7.1 | 6.5 | Undi | vided | 7.1 | 0 3 | 6.2 | | 4.1 | | 0 | | 4.1 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) | eadwa | ys | 0 3 | 3 Undi | vided | 1 | 0 3 | 1 | | 1 | | 0 | | 1 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | eadwa | ys 7.1 7.13 | 0 3 6.5 6.53 | Undi | vided | 7.1 | 0 3 0 6.5 6.53 | 6.2 | | 4.1 | | 0 | | 4.1 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 7.13 3.5 3.53 | 6.5 6.53 4.0 | 6.2 6.23 3.3 3.33 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 | 6.2 6.21 3.3 | | 4.1 4.11 2.2 | | 0 | | 4.1 4.11 2.2 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an | | 7.1 7.13 3.5 3.53 | 6.5 6.53 4.0 4.03 | 6.2 6.23 3.3 3.33 | vided | 7.1 7.11 3.5 | 0 3 0 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.1 4.11 2.2 2.21 | | 0 | | 4.1 4.11 2.2 2.21 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) | | 7.1 7.13 3.5 3.53 | 6.5 6.53 4.0 | 6.2 6.23 3.3 3.33 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 | 6.2 6.21 3.3 | | 4.1 4.11 2.2 | | 0 | | 4.1 4.11 2.2 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an | | 7.1 7.13 3.5 3.53 | 6.5 6.53 4.0 4.03 | 6.2 6.23 3.3 3.33 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.1 4.11 2.2 2.21 | | 0 | | 4.1 4.11 2.2 2.21 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 7.13 3.5 3.53 | 6.5 6.53 4.0 4.03 | 6.2 6.23 3.3 3.33 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.1 4.11 2.2 2.21 0 1357 | | 0 | | 4.1 4.11 2.2 2.21 25 1402 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 7.13 3.5 3.53 | 6.5 6.53 4.0 4.03 | 6.2 6.23 3.3 3.33 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 1 4.1 4.11 2.2 2.21 0 1357 0.00 | | 0 | | 4.1 4.11 2.2 2.21 25 1402 0.02 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 7.1 7.13 3.5 3.53 | 6.5 6.53 4.0 4.03 | 6.2 6.23 3.3 3.33 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.1 4.11 2.2 2.21 0 1357 0.00 | | 0 | | 4.1 4.11 2.2 2.21 25 1402 0.02 0.1 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 7.1 7.13 3.5 3.53 | 6.5 6.53 4.0 4.03 | 6.2 6.23 3.3 3.33 | vided | 7.1 7.11 3.5 3.51 | 6.5 6.53 4.0 4.03 11 705 0.02 0.0 | 6.2 6.21 3.3 | | 1 4.1 4.11 2.2 2.21 0 1357 0.00 0.0 7.7 A | | 0 | | 4.1 4.11 2.2 2.21 1402 0.02 0.1 7.6 A | | |

| | | | CS7 | | , | | | | | | | | | | | |
|--|---------|----------------------------|-------------------------|----------------------------|----------|----------------------------|----------|-----------|----------|---|-------|-----------|--------|-------|-------|---|
| General Information | | | | | | | Site | Inforr | natio | 1 | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Transp | ort | | | _ |
| Agency/Co. | Diane | B Zimm | erman 1 | raffic En | gineerin | g | Jurisd | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | West Stre | eet | | Centr | al Transp | ort | | | |
| Analysis Year | 2021 | | | | | | North | /South : | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | PM Pe | eak | | | | | Peak | Hour Fac | ctor | | 0.84 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 14 + X + 15 (| คุร | 1 1 or Y Street: Nor | 141 | 74444 | | | | | | | | |
| Vehicle Volumes and Ad | ljustme | nts | | | iviajor | Street: Nor | tn-south | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | F |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Configuration | | | LR | | | | | | | LT | | | | | | T |
| Volume (veh/h) | | 2 | | 2 | | | | | | 0 | 166 | | | | 214 | 1 |
| Percent Heavy Vehicles (%) | | 50 | | 100 | | | | | | 3 | | | | | | |
| * | | ı | | | | | | | | | | | | | | |
| Proportion Time Blocked | \perp | | | | | | | | | | | | - | | | |
| Proportion Time Blocked Percent Grade (%) | | |) | | | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | |) | | | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | |) | Undi | vided | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized | leadwa | |) | Undi | vided | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | | | Undi | vided | | | | | 4.1 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up F | leadwa | ys | | | vided | | | | | 4.1 4.13 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up F Base Critical Headway (sec) | leadway | 7.1 6.90 3.5 | | 6.2 7.20 3.3 | vided | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an | | 7.1 6.90 3.5 3.95 | ervice | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) | | 7.1 6.90 3.5 3.95 | ervice 5 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 6.90 3.5 3.95 | ervice 5 535 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 0 1303 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 6.90 3.5 3.95 | 5 535 0.01 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 0 1303 0.00 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 7.1 6.90 3.5 3.95 | 5 535 0.01 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 0 1303 0.00 0.0 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 7.1 6.90 3.5 3.95 | 5 535 0.01 0.0 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 0 1303 0.00 0.0 7.8 A | .0 | | | | | |

| | | _ | | | | | _ | | Rep | | | | | _ | | |
|--|---------|----------------------------|-------------------------|----------------------------|----------|-------------|-----------|-----------|----------|---|-------|-----------|--------|-------|-------|----|
| General Information | | | | | | | Site | Inforr | natio | 1 | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Transp | ort | | | |
| Agency/Co. | Diane | B Zimm | erman 1 | raffic En | gineerin | g | Jurisd | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | West Stre | eet | | Centr | al Transp | ort | | | |
| Analysis Year | 2023 | | | | | | North | /South : | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | PM Pe | eak No E | Build | | | | Peak | Hour Fac | ctor | | 0.84 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 14 4 X 4 Y 4 X X | A h | 1 1 + Y | † Pr | 74474 | | | | | | | | |
| Vehicle Volumes and Ad | justme | nts | | | iviajoi | Sueeti 1401 | u1-300ti1 | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | Т | R | U | L | Т | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | \perp | | LR | | | | | | | LT | | | | | | TF |
| Volume (veh/h) | | 2 | | 2 | | | | | | 0 | 169 | | | | 218 | 1 |
| Percent Heavy Vehicles (%) | \perp | 50 | | 100 | | | | | | 3 | | | | | | |
| refeelie fleaty termines (76) | | | | | | | | | | | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | _ |
| Proportion Time Blocked Percent Grade (%) | | (|) | | | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | (|) | | | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | |) | Undi | vided | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | |) | Undi | vided | | | | | | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | | | Undi | vided | | | | | 4.1 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | leadwa | ys | | | vided | | | | | 4.1 4.13 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | leadwa | 7.1 6.90 3.5 | | 6.2 7.20 3.3 | vided | | | | | 4.13 2.2 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up F Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar | | 7.1 6.90 3.5 3.95 | ervice | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) | | 7.1 6.90 3.5 3.95 | ervice 5 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 6.90 3.5 3.95 | ervice 5 529 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 0 1298 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 6.90 3.5 3.95 | 5 529 0.01 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 0 1298 0.00 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 7.1 6.90 3.5 3.95 | 5 529 0.01 0.0 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 0 1298 0.00 0.0 | | | | | | |
| Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 7.1 6.90 3.5 3.95 | 5 529 0.01 0.0 | 6.2 7.20 3.3 4.20 | vided | | | | | 4.13 2.2 2.23 0 1298 0.00 0.0 7.8 A | .0 | | | | | |

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|----------|-------------|---|-------------|-----------------------------|-----------------------------|--|---------------|----------|--------------------------------------|-------|-----------|--------|--------------------------------------|-------|---|
| General Information | | | | | | | Site | Inforn | natio | 1 | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Transp | oort | | | |
| Agency/Co. | Diane | B Zimm | nerman 1 | raffic En | gineerin | g | Jurisd | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | Vest Stre | et | | Centr | al Transp | oort | | | |
| Analysis Year | 2023 | | | | | | North | /South S | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | PM P | eak Build | <u> </u> | | | | Peak | Hour Fac | tor | | 0.84 | | | | | |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 14444 | ์ กา _{Maior} | † † † Y • Street: Nor | † † ř | 7 4 4 4 4 4 L | | | | | | | | |
| Vehicle Volumes and Adj | ustme | nts | | | | | | | | | | | | | | |
| Approach | \vdash | | ound | | | Westl | | | | North | | | | _ | bound | _ |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | \vdash | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | - | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | С |
| Configuration | \perp | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | - | 2 | 0 | 2 | | 9 | 0 | 19 | | 0 | 214 | 0 | | 7 | 235 | 1 |
| Percent Heavy Vehicles (%) | \perp | 50 | 3 | 100 | | 1 | 3 | 1 | | 3 | | | | 1 | | |
| Proportion Time Blocked | - | | | | | | | | | | | | | | | |
| Percent Grade (%) | \vdash | | 0 | | | - |) | | | | | | | | | |
| Right Turn Channelized | \vdash | | | | | | | | | | | | | | | |
| Median Type Storage | | | | Undi | vided | | | | | | | | | | | _ |
| Critical and Follow-up H | eadwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| base critical ricadinaly (see) | | 7.60 | 6.53 | 7.20 | | 7.11 | 6.53 | 6.21 | | 4.13 | | | | 4.11 | | |
| Critical Headway (sec) | | _ | | | | | | | | 2.2 | | | | 2.2 | | |
| | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | | | | | | | |
| Critical Headway (sec) | | 3.5 3.95 | 4.0 4.03 | 3.3 4.20 | | 3.5 3.51 | 4.03 | 3.3 | | 2.23 | | | | 2.21 | | |
| Critical Headway (sec) Base Follow-Up Headway (sec) | d Leve | 3.95 | 4.03 | 4.20 | | | - | | | 2.23 | | | | 2.21 | | |
| Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | d Leve | 3.95 | 4.03 | 4.20 | | | - | | | 2.23 | | | | 2.21 | | |
| Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and | d Leve | 3.95 | 4.03 ervice | 4.20 | | | 4.03 | | | | | | | | | |
| Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) | d Leve | 3.95 | 4.03 ervice | 4.20 | | | 4.03 | | | 0 | | | | 8 | | |
| Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) | d Leve | 3.95 | 4.03 ervice 5 442 | 4.20 | | | 4.03 33 628 | | | 0 1276 | | | | 8 | | |
| 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 | d Leve | 3.95 | 4.03 ervice 5 442 0.01 | 4.20 | | | 4.03 33 628 0.05 | | | 0 1276 0.00 | | | | 8 1316 0.01 | | |
| 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) | d Leve | 3.95 | 4.03 Frvice 5 442 0.01 0.0 | 4.20 | | | 4.03 33 628 0.05 0.2 | | | 0 1276 0.00 0.0 | | | | 8 1316 0.01 0.0 | | |
| Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | d Leve | 3.95 | 4.03 5 442 0.01 0.0 13.2 | 4.20 | | 3.51 | 4.03 33 628 0.05 0.2 11.1 | | | 0 1276 0.00 0.0 7.8 A | .0 | | | 8 1316 0.01 0.0 7.8 A | .3 | |

| | | | CS7 | TWO- | ·vvay | Stop | J-CO | ntroi | veh | ort | | | | | | |
|--|---------|------------------------------|---------------------------------|---|-----------|-----------------|--------------|-----------|----------|---|-------|-----------|--------|-------|-------|----|
| General Information | | | | | | | Site | Inforr | natio | 1 | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Transp | ort | | | |
| Agency/Co. | Diane | B Zimm | erman 1 | raffic En | gineering | g | Juriso | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/ | Nest Stre | eet | | Centr | al Transp | ort | | | |
| Analysis Year | 2033 | | | | | | North | /South S | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | PM P | eak No E | Build | | | | Peak | Hour Fac | tor | | 0.84 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | | ์ดา | <u>ነ</u> 1ቀፕ | <u>1</u> 4 ↑ | コイヤア すん | | | | | | | | |
| Vehicle Volumes and Ad | ljustme | nts | | | Major | Street: Nor | th-South | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | Т | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | Ш | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Missach an afterna | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Number of Lanes | | | LR | | | | | | | LT | | | | | | TF |
| Configuration | \perp | | | | \Box | | | | | | | | _ | _ | | |
| Configuration Volume (veh/h) | | 2 | EK | 2 | | | | | | 0 | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) | | 2 50 | | 2 100 | | | | | | 0 | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | | 50 | | | | | | | | - | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | 50 | | | | | | | | - | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | 50 | | 100 | | | | | | - | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | 50 | | 100 | vided | | | | | - | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | leadwa | 50 | | 100 | vided | | | | | - | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | 50 | | 100 | vided | | | | | - | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) | leadwa | ys 7.1 6.90 | | Undir | vided | | | | | 4.1 | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | leadwa | ys 7.1 6.90 3.5 | | Undi 6.2 7.20 3.3 | vided | | | | | 4.1 4.13 2.2 | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 4.1 | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 4.1 4.13 2.2 | 187 | | | | 241 | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.90 3.5 3.95 | | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 4.1 4.13 2.2 | 187 | | | | 241 | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar | | 7.1 6.90 3.5 3.95 | ervice | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 4.1 4.13 2.2 2.23 | 187 | | | | 241 | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) | | 7.1 6.90 3.5 3.95 | ervice | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 4.1 4.13 2.2 2.23 | 187 | | | | 241 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 6.90 3.5 3.95 | 5 501 | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 4.1 4.13 2.2 2.23 | 187 | | | | 241 | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 6.90 3.5 3.95 | 5 501 0.01 | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 4.1 4.13 2.2 2.23 0 1268 0.00 | 187 | | | | 241 | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Q95 (veh) | | 7.1 6.90 3.5 3.95 | 5 501 0.01 | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 4.1 4.13 2.2 2.23 0 1268 0.00 0.0 | 187 | | | | 241 | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | ys 7.1 6.90 3.5 3.95 I of Se | 5 501 0.01 0.0 12.3 | 0.2 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 | vided | | | | | 3 4.1 4.13 2.2 2.23 0 1268 0.00 0.0 7.8 A | 187 | | | | 241 | |

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|--------|--|--|------------------------|----------|-----------------------------|---|--------------|----------|--|-------|-----------|--------|--|------------|---|
| General Information | | | | | | | Site | Inforr | natio | n | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Centr | al Transp | oort | | | |
| Agency/Co. | Diane | B Zimm | erman T | raffic En | gineerin | g | Juriso | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | Nest Stre | eet | | Centr | al Transp | oort | | | |
| Analysis Year | 2033 | | | | | | North | /South S | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | PM Pe | eak Build | i | | | | Peak | Hour Fac | tor | | 0.84 | | | | | _ |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 74444 | | † † † Y r Street: Nor | † † ř | 74444 | | | | | | | | |
| Vehicle Volumes and Ad | justme | nts | | | | | | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | _ |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| | | 0 | 1 1 | l 0 | | 0 | l 1 | 0 | l 0 | 0 | l 1 | 0 | 0 | 0 | 1 1 | 0 |
| Number of Lanes | - | ٽ | | | | l ° | | | | , i | | - | | | | - |
| Configuration | | | LTR | | | | LTR | | Ů | | LTR | | | | LTR | |
| Configuration Volume (veh/h) | | 2 | LTR 0 | 2 | | 9 | LTR 0 | 19 | Ů | 0 | | 0 | | 7 | LTR 258 | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) | | | LTR | 2 100 | | | LTR | 19 1 | | | LTR | | | 7 | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | | 2 50 | LTR 0 3 | | | 9 | LTR 0 3 | _ | | 0 | LTR | | | _ | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | 2 50 | LTR 0 | | | 9 | LTR 0 | _ | | 0 | LTR | | | _ | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | 2 50 | LTR 0 3 | 100 | | 9 | LTR 0 3 | _ | | 0 | LTR | | | _ | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | 2 50 | LTR 0 3 | 100 | vided | 9 | LTR 0 3 | _ | | 0 | LTR | | | _ | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | leadwa | 2 50 | LTR 0 3 | 100 | vided | 9 1 | LTR 0 3 | _ | | 0 | LTR | | | _ | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | 2 50 | LTR 0 3 | 100 | vided | 9 | LTR 0 3 | 6.2 | | 0 | LTR | | | _ | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) | leadwa | 2 50 ys 7.1 7.60 | LTR 0 3 3 6.5 6.53 | Undi 6.2 7.20 | vided | 7.1 | LTR 0 3 3 0 0 6.5 6.53 | 6.2 | | 4.1 4.13 | LTR | | | 4.1 | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | leadwa | 2 50 ys 7.1 7.60 3.5 | 6.5 6.5 4.0 | Undi 6.2 7.20 3.3 | vided | 7.1 7.11 3.5 | 6.5 6.5 4.0 | 6.2 6.21 3.3 | | 0 3 4.1 4.13 2.2 | LTR | | | 4.1 4.11 2.2 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 2 50 ys 7.1 7.60 3.5 3.95 | 6.5 6.5 6.53 4.0 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 | LTR 0 3 3 0 0 6.5 6.53 | 6.2 | | 4.1 4.13 | LTR | | | 4.1 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 2 50 ys 7.1 7.60 3.5 3.95 | 6.5 6.5 6.53 4.0 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 7.11 3.5 | 6.5 6.5 4.0 | 6.2 6.21 3.3 | | 0 3 4.1 4.13 2.2 | LTR | | | 4.1 4.11 2.2 | | 1 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 2 50 ys 7.1 7.60 3.5 3.95 | 6.5 6.5 6.53 4.0 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 7.11 3.5 | 6.5 6.5 4.0 | 6.2 6.21 3.3 | | 0 3 4.1 4.13 2.2 | LTR | | | 4.1 4.11 2.2 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar | | 2 50 ys 7.1 7.60 3.5 3.95 | 6.5 6.5 6.53 4.0 4.03 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 | 6.2 6.21 3.3 | | 4.1 4.13 2.2 2.23 | LTR | | | 4.1 4.11 2.2 2.21 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) | | 2 50 ys 7.1 7.60 3.5 3.95 | 6.5 6.5 6.53 4.0 4.03 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 0 3 4.1 4.13 2.2 2.23 | LTR | | | 4.1 4.11 2.2 2.21 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) | | 2 50 ys 7.1 7.60 3.5 3.95 | 6.5 6.53 4.0 4.03 ervice 5 414 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.1 4.13 2.2 2.23 | LTR | | | 4.1 4.11 2.2 2.21 8 1293 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 2 50 ys 7.1 7.60 3.5 3.95 | 6.5 6.53 4.0 4.03 ervice 5 414 0.01 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 598 0.06 | 6.2 6.21 3.3 | | 0 3 4.1 4.13 2.2 2.23 0 1247 0.00 | LTR | | | 4.1 4.11 2.2 2.21 8 1293 0.01 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh) | | 2 50 ys 7.1 7.60 3.5 3.95 | 6.5 6.5 6.53 4.0 4.03 Ervice 5 414 0.01 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 7.11 3.5 | 6.5 6.5 6.53 4.0 4.03 33 598 0.06 0.2 | 6.2 6.21 3.3 | | 0 3 4.1 4.13 2.2 2.23 0 1247 0.00 0.0 | LTR | | | 4.1 4.11 2.2 2.21 8 1293 0.01 0.0 | | |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 2 50 ys 7.1 7.60 3.5 3.95 I of Sc | 6.5 6.5 6.53 4.0 4.03 ervice 5 414 0.01 0.0 13.8 | Undi 6.2 7.20 3.3 4.20 | vided | 7.1 7.11 3.5 3.51 | 6.5 6.5 6.53 4.0 4.03 33 598 0.06 0.2 | 6.2 6.21 3.3 | | 0 3 4.1 4.13 2.2 2.23 0 1247 0.00 0.0 7.9 A | LTR | | | 4.1 4.11 2.2 2.21 8 1293 0.01 0.0 7.8 A | | |

| | | | CS/ | IWO- | -Way | Stop | o-Co | ntroi | кер | ort | | | | | | |
|---|--------|---|--|---------------------|--------------|----------------------------|--|--|----------|---|-------|----------|--------|---|----------|----------|
| General Information | | | | | | | Site | Inforr | natio | n | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Hugh | es Lane | | | | _ |
| Agency/Co. | Diane | B Zimm | erman 1 | raffic En | gineerin | g | Jurisd | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | Nest Stre | et | | Hugh | es Lane | | | | |
| Analysis Year | 2023 | | | | | | North | /South S | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | AM P | eak Build | d | | | | Peak | Hour Fac | tor | | 0.80 | | | | | |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gr | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 74444 | ብ ጉ Major | † † † Y Street: Nor | ↑ ↑ ↑ th-South | ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ | | | | | | | | |
| Vehicle Volumes and Adj | justme | nts | | | | | | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | _ f |
| | | 10 | 11 | 12 | l | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | |
| Priority | _ | 10 | _ | _ | | _ | | _ | | - | | \vdash | _ | _ | - | \vdash |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | \vdash |
| Number of Lanes Configuration | | 0 | 1 LTR | | | 0 | LTR | | 0 | | LTR | | _ | 0 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) | | 0 | 1 LTR 0 | 0 | | 2 | LTR 0 | 5 | 0 | 0 | | 0 15 | _ | 0 15 | 1 | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) | | 0 | 1 LTR | | | 0 | LTR | | 0 | | LTR | | _ | 0 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | | 0 0 0 | 1 LTR 0 3 | 0 | | 2 | LTR 0 | 5 | 0 | 0 | LTR | | _ | 0 15 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | 0 0 0 | 1 LTR 0 | 0 | | 2 | LTR 0 | 5 | 0 | 0 | LTR | | _ | 0 15 | 1 LTR | C |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | 0 0 0 | 1 LTR 0 3 | 0 0 | | 2 | LTR 0 | 5 | 0 | 0 | LTR | | _ | 0 15 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | 0 0 0 | 1 LTR 0 3 | 0 0 | vided | 2 | LTR 0 | 5 | 0 | 0 | LTR | | _ | 0 15 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | eadwa | 0 0 0 | 1 LTR 0 3 | 0 0 | vided | 2 | LTR 0 | 5 | 0 | 0 | LTR | | _ | 0 15 | 1 LTR | C |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hease Critical Headway (sec) | eadwa | 0 0 0 0 | 1 LTR 0 3 | 0 0 Undi | vided | 7.1 | LTR 0 3 | 5 1 | 0 | 0 0 | LTR | | _ | 15 1 4.1 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Heave (Sec) Critical Headway (Sec) | eadwa | 0 0 0 ys 7.1 7.10 | 1 LTR 0 3 3 6.5 6.53 | 0 0 Undi | vided | 7.1 | LTR 0 3 3 6.5 6.53 | 5 1 6.2 6.21 | 0 | 0 0 4.1 4.10 | LTR | | _ | 0 15 1 4.1 4.11 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | eadwa | 0 0 0 7.1 7.10 3.5 | 1 LTR 0 3 3 6.5 6.53 4.0 | 0 0 Undi | vided | 7.1 7.11 7.11 | 6.5 6.5 4.0 | 6.2 6.21 3.3 | 0 | 0 0 4.1 4.10 2.2 | LTR | | _ | 0 15 1 1 4.1 4.11 2.2 | 1 LTR | C |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 0 0 0 7.1 7.10 3.5 3.50 | 1 LTR 0 3 3 5 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 | LTR 0 3 3 6.5 6.53 | 5 1 6.2 6.21 | 0 | 0 0 4.1 4.10 | LTR | | _ | 0 15 1 4.1 4.11 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an | | 0 0 0 7.1 7.10 3.5 3.50 | 1 LTR 0 3 3 5 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 7.11 | 6.5 6.5 4.0 | 6.2 6.21 3.3 | 0 | 0 0 4.1 4.10 2.2 | LTR | | _ | 0 15 1 1 4.1 4.11 2.2 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) | | 0 0 0 7.1 7.10 3.5 3.50 | 1 LTR 0 3 3 5 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 7.11 | 6.5 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | 0 | 0 0 0 4.1 4.10 2.2 2.20 | LTR | | _ | 0 15 1 4.1 4.11 2.2 2.21 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) | | 0 0 0 7.1 7.10 3.5 3.50 | 1 LTR 0 3 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 7.11 | 6.5 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | 0 | 4.1 4.10 2.2 2.20 | LTR | | _ | 0 15 1 4.1 4.11 2.2 2.21 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 0 0 0 7.1 7.10 3.5 3.50 | 1 LTR 0 3 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 7.11 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | 0 | 0 0 0 4.1 4.10 2.2 2.20 0 1402 0.00 | LTR | | _ | 0 15 1 1 4.1 4.11 2.2 2.21 19 1406 0.01 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 0 0 0 7.1 7.10 3.5 3.50 | 1 LTR 0 3 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 7.11 | 6.5 6.5 6.53 4.0 4.03 9 759 0.01 0.0 | 6.2 6.21 3.3 | 0 | 0 0 0 4.1 4.10 2.2 2.20 0 1402 0.00 0.0 | LTR | | _ | 15 1 1 4.1 4.11 2.2 2.21 19 1406 0.01 0.0 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 0 0 0 7.1 7.10 3.5 3.50 | 1 LTR 0 3 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 7.11 | 6.5 6.5 6.53 4.0 4.03 9 759 0.01 0.0 | 6.2 6.21 3.3 | 0 | 0 0 0 4.1 4.10 2.2 2.20 0 1402 0.00 0.0 7.6 | LTR | | _ | 15 1 1 4.1 4.11 2.2 2.21 19 1406 0.01 0.0 7.6 | 1 LTR | (|
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 0 0 0 7.1 7.10 3.5 3.50 | 1 LTR 0 3 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 3.5 3.51 | 6.5 6.5 6.53 4.0 4.03 9 759 0.01 0.0 | 6.2 6.21 3.3 | 0 | 0 0 0 4.1 4.10 2.2 2.20 0 1402 0.00 0.0 7.6 A | LTR | | _ | 15 1 1 4.1 4.11 2.2 2.21 19 1406 0.01 0.0 7.6 A | 1 LTR | (|

Hughes AM 23 B.xtw

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|----------|----------------------------|---------------------|---------------------|--------------|----------------------------------|--|---|----------|--|------|---------|--------|--|-------|---|
| General Information | | | | | | | Site | Inforn | natio | 1 | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Hugh | es Lane | | | | |
| Agency/Co. | Diane | B Zimm | erman T | raffic En | gineerin | g | Jurisd | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | Vest Stre | et | | Hugh | es Lane | | | | |
| Analysis Year | 2033 | | | | | | North | /South S | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | AM P | eak Build | <u></u> | | | | Peak I | Hour Fac | tor | | 0.80 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | J4 + X + b | ብ ጎ Major | † † Y r Street: Nor | † † r | ↑ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ | | | | | | | | |
| Vehicle Volumes and Adj | ustme | nts | | | | | | | | | | | | | | |
| Approach | - | | ound | | | Westl | | | | North | | | | | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | _ | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | - | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | | 0 | 0 | 0 | | 2 | 0 | 5 | | 0 | 138 | 15 | | 15 | 160 | 0 |
| Percent Heavy Vehicles (%) | | 0 | 3 | 0 | | 1 | 3 | 1 | | 0 | | | | 1 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | - | (|) | | | - |) | | | | | | | | | |
| Right Turn Channelized | - | | | | ., , | | | | | | | | | | | |
| Madian Tona I Channel | | | | Unai | vided | | | | | | | | | | | |
| Median Type Storage | <u> </u> | | | | | | | | | | | | | | | |
| Median Type Storage Critical and Follow-up He | eadwa | ys | | | | | | | | | | | | | | _ |
| | eadwa | ys 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) | eadwa | 7.1 7.10 | 6.53 | 6.20 | | 7.11 | 6.53 | 6.21 | | 4.10 | | | | 4.11 | | |
| Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | eadwa | 7.1 7.10 3.5 | 6.53 4.0 | 6.20 3.3 | | 7.11 3.5 | 6.53 4.0 | 6.21 3.3 | | 4.10 2.2 | | | | 4.11 2.2 | | |
| Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.20 3.3 3.30 | | 7.11 | 6.53 | 6.21 | | 4.10 | | | | 4.11 | | |
| Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.20 3.3 3.30 | | 7.11 3.5 | 6.53 4.0 | 6.21 3.3 | | 4.10 2.2 | | | | 4.11 2.2 | | |
| Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.20 3.3 3.30 | | 7.11 3.5 | 6.53 4.0 | 6.21 3.3 | | 4.10 2.2 | | | | 4.11 2.2 | | |
| Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.20 3.3 3.30 | | 7.11 3.5 | 6.53 4.0 4.03 | 6.21 3.3 | | 4.10 2.2 2.20 | | | | 4.11 2.2 2.21 | | |
| 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 | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.20 3.3 3.30 | | 7.11 3.5 | 6.53 4.0 4.03 9 737 0.01 | 6.21 3.3 | | 4.10 2.2 2.20 0 1384 0.00 | | | | 4.11 2.2 2.21 19 1388 0.01 | | |
| 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) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.20 3.3 3.30 | | 7.11 3.5 | 6.53 4.0 4.03 9 737 0.01 0.0 | 6.21 3.3 | | 4.10 2.2 2.20 0 1384 0.00 0.0 | | | | 4.11 2.2 2.21 19 1388 0.01 0.0 | | |
| Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.20 3.3 3.30 | | 7.11 3.5 | 6.53 4.0 4.03 9 737 0.01 0.0 | 6.21 3.3 | | 4.10 2.2 2.20 0 1384 0.00 0.0 7.6 | | | | 4.11 2.2 2.21 19 1388 0.01 0.0 7.6 | | |
| 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) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.20 3.3 3.30 | | 7.11 3.5 3.51 | 6.53 4.0 4.03 9 737 0.01 0.0 | 6.21 3.3 | | 0 1384 0.00 7.6 A | .0 | | | 4.11 2.2 2.21 19 1388 0.01 0.0 7.6 A | .8 | |

Hughes AM 33 B.xtw

| | | | CS7 | 11110 | vvay | 0.0 | | | пер | • • • | | | | | | |
|--|---------|----------------------------|----------------------------|----------------------------|----------|----------------------------|--|--------------------|----------|---|-------|---------|--------|---|-------|---|
| General Information | | | | | | | Site | Inforr | natio | n | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Hugh | es Lane | | | | |
| Agency/Co. | Diane | B Zimn | nerman 1 | raffic En | gineerin | g | Jurisd | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | West Stre | eet | | Hugh | es Lane | | | | |
| Analysis Year | 2023 | | | | | | North | /South S | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | PM P | eak Build | d | | | | Peak | Hour Fac | tor | | 0.84 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gr | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 744717 | ្សាក | * 1 * Y | ↑ ₩ | 74+44 | | | | | | | | |
| Vehicle Volumes and Ad | ljustme | nts | | | Major | r Street: Nor | th-South | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | F |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Configuration | \perp | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| | | 0 | 0 | 0 | | 6 | 0 | 15 | | 0 | 200 | 5 | | 6 | 240 | C |
| Volume (veh/h) | _ | | | | | | | 1 1 | | 0 | | | | 1 | | |
| Percent Heavy Vehicles (%) | | 0 | 3 | 0 | | 1 | 3 | | _ | | | _ | | | | - |
| | | | | 0 | | | | ' | | | | | | | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | | 3 | 0 | | | 3 | | | | | | | | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | | | | | | | 1 | | | | | | | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | | | | vided | | | | | | | | | | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | leadwa | | | | vided | | | | | | | | | | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | | | | vided | | | 6.2 | | 4.1 | | | | 4.1 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | leadwa | ys | 0 | Undi | vided | | 0 | | | 4.1 4.10 | | | | 4.1 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | leadwa | ys 7.1 | 6.5 6.53 4.0 | Undi 6.2 6.20 3.3 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 | 6.2 6.21 3.3 | | | | | | _ | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 | 6.5 | 6.2 | | 4.10 | | | | 4.11 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 | 6.2 6.21 3.3 | | 4.10 2.2 | | | | 4.11 2.2 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 | 6.2 6.21 3.3 | | 4.10 2.2 | | | | 4.11 2.2 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.10 2.2 2.20 | | | | 4.11 2.2 2.21 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.10 2.2 2.20 | | | | 4.11 2.2 2.21 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.10 2.2 2.20 0 1288 | | | | 4.11 2.2 2.21 7 1328 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.10 2.2 2.20 0 1288 0.00 | | | | 4.11 2.2 2.21 7 1328 0.01 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 25 655 0.04 0.1 | 6.2 6.21 3.3 | | 4.10 2.2 2.20 0 1288 0.00 0.0 | | | | 4.11 2.2 2.21 7 1328 0.01 0.0 | | |
| Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 7.1 7.10 3.5 3.50 | 6.5 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.1 7.11 3.5 3.51 | 6.5 6.53 4.0 4.03 25 655 0.04 0.1 10.7 | 6.2 6.21 3.3 | | 0 1288 0.00 0.00 7.8 | .0 | | | 7 1328 0.01 0.0 7.7 | .2 | |

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|---|---------|----------------------------|---------------------|----------------------------|----------|-----------------------------|---|-------------|----------|---|-------|---------|--------|--|-------|---|
| General Information | | | | | | | Site | Inforn | natio | 1 | | | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Hugh | es Lane | | | | |
| Agency/Co. | Diane | B Zimm | erman 1 | Fraffic En | aineerin | ıa | Jurisd | iction | | | Ť | | | | | |
| Date Performed | 8/23/ | | | | | | East/\ | Nest Stre | eet | | Huah | es Lane | | | | |
| Analysis Year | 2033 | | | | | | | /South S | | | _ | Ground | l Road | | | |
| Time Analyzed | PM Pe | eak Build | i | | | | _ | Hour Fac | | | 0.84 | | | | | |
| Intersection Orientation | - | -South | | | | | | | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | , | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 74444 | | 후 작 후 약 r Street: Nor | | 4 + 4 + 1 | | | | | | | | |
| Vehicle Volumes and Adj | ustme | | | | | | | | | | | | | | | |
| Approach | | | ound | | | _ | oound | | | | bound | | | | bound | _ |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | \perp | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | _ | _ | LTR | | | | LTR | | | _ | LTR | | | | LTR | |
| Volume (veh/h) | | 0 | 0 | 0 | | 6 | 0 | 15 | | 0 | 218 | 5 | | 6 | 263 | 0 |
| Percent Heavy Vehicles (%) | | 0 | 3 | 0 | | 1 | 3 | 1 | | 0 | | | | 1 | | |
| Proportion Time Blocked | | | <u></u> | | | | | | | | | | | | | |
| Percent Grade (%) | | |) | | | | 0 | | | | | | | | | |
| | - | | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | Unali | uided. | | | | | | | | | | | |
| Right Turn Channelized Median Type Storage | | | | Undi | vided | | | | | | | | | | | |
| Right Turn Channelized | adwa | ys | | | vided | | | | | | | | | | | |
| Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) | eadwa | 7.1 | 6.5 | 6.2 | vided | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) | eadway | 7.1 7.10 | 6.53 | 6.2 | vided | 7.11 | 6.53 | 6.21 | | 4.10 | | | | 4.11 | | |
| Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | eadway | 7.1 7.10 3.5 | 6.53 4.0 | 6.2 6.20 3.3 | vided | 7.11 3.5 | 6.53 4.0 | 6.21 3.3 | | 4.10 2.2 | | | | 4.11 2.2 | | |
| 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) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.11 | 6.53 | 6.21 | | 4.10 | | | | 4.11 | | |
| Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.11 3.5 | 6.53 4.0 4.03 | 6.21 3.3 | | 4.10 2.2 | | | | 4.11 2.2 | | |
| 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) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.11 3.5 | 6.53 4.0 4.03 | 6.21 3.3 | | 4.10 2.2 2.20 | | | | 4.11 2.2 2.21 | | |
| 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) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.11 3.5 | 6.53 4.0 4.03 25 625 | 6.21 3.3 | | 4.10 2.2 2.20 0 1259 | | | | 4.11 2.2 2.21 7 1304 | | |
| 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 | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.11 3.5 | 6.53 4.0 4.03 25 625 0.04 | 6.21 3.3 | | 4.10 2.2 2.20 0 1259 0.00 | | | | 4.11 2.2 2.21 7 1304 0.01 | | |
| 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) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.11 3.5 | 6.53 4.0 4.03 25 625 0.04 0.1 | 6.21 3.3 | | 4.10 2.2 2.20 0 1259 0.00 0.0 | | | | 4.11 2.2 2.21 7 1304 0.01 0.0 | | |
| 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) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.11 3.5 | 6.53 4.0 4.03 25 625 0.04 0.1 11.0 | 6.21 3.3 | | 4.10 2.2 2.20 0 1259 0.00 0.0 7.9 | | | | 4.11 2.2 2.21 7 1304 0.01 0.0 7.8 | | |
| 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) | | 7.1 7.10 3.5 3.50 | 6.53 4.0 4.03 | 6.2 6.20 3.3 3.30 | vided | 7.11 3.5 3.51 | 6.53 4.0 4.03 25 625 0.04 0.1 | 6.21 3.3 | | 4.10 2.2 2.20 0 1259 0.00 0.0 7.9 A | .0 | | | 7 1304 0.01 7.8 A | .2 | |

Hughes PM 33 B.xtw

| | | Н | CS7 | Two- | -Way | Sto | o-Co | ntrol | Rep | ort | | | | | | |
|--|--|----------|---------------------------------|-----------|----------|----------------------------|--------|-------------|--------|---------------------------------|-------|----------|--------|---|-------|----|
| General Information | | | | | | | Site | Inforr | natio | 1 | | | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Bram | ers Lane | | | | |
| Agency/Co. | Diane | B Zimm | erman T | raffic En | gineerin | q | Juriso | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/ | Nest Stre | eet | | Brame | ers Lane | | | | _ |
| Analysis Year | 2021 | | | | | | North | /South S | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | AM P | eak | | | | | _ | Hour Fac | | | 0.82 | | | | | |
| Intersection Orientation | North | n-South | | | | | | sis Time | | hrs) | 0.25 | | | | | |
| Project Description | + | Camp Gro | ound Rd | | | | | | | , | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 1447477 | | † † † Y r Street: No | | 4 + 4 4 + 4 | | | | | | | | |
| Vehicle Volumes and Adj | ustme | nts | | | | | | | | | | | | | | |
| Approach | — | | ound | | | | bound | | | | bound | | | | bound | _ |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | — | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | ╄ | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | — | | LR | | | | | | | LT | | | | | | TR |
| Volume (veh/h) | | 5 | | 0 | | | | | | 0 | 101 | | | | 88 | 14 |
| Percent Heavy Vehicles (%) | \perp | 40 | | 0 | | | | | | 0 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | \perp | |) | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | | | | Undi | vided | | | | | | | | | | | |
| Critical and Follow-up H | eadwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | \Box | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| | | 6.80 | | 6.20 | | | | | | 4.10 | | | | | | |
| Critical Headway (sec) | _ | | | 3.3 | | | | | | 2.2 | | | | | | |
| Critical Headway (sec) Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | ı | | | | | | | | | | |
| * * * * | | 3.5 | | 3.30 | | | | | | 2.20 | | | | | | |
| Base Follow-Up Headway (sec) | d Leve | 3.86 | ervice | 3.30 | | | | | | 2.20 | | | | | | |
| Base Follow-Up Headway (sec) Follow-Up Headway (sec) | d Leve | 3.86 | ervice 6 | 3.30 | | | | | | 0 | | | | | | |
| Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an | d Leve | 3.86 | _ | 3.30 | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) | d Leve | 3.86 | 6 | 3.30 | | | | | | 0 | | | | | | |
| Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) | d Leve | 3.86 | 6 673 | 3.30 | | | | | | 0 1475 | | | | | | |
| 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 | d Leve | 3.86 | 6 673 0.01 | 3.30 | | | | | | 0 1475 0.00 | | | | | | |
| 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) | d Leve | 3.86 | 6 673 0.01 0.0 | 3.30 | | | | | | 0 1475 0.00 0.0 | | | | | | |
| Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | d Leve | 3.86 | 6 673 0.01 0.0 10.4 | 3.30 | | | | | | 0 1475 0.00 0.0 7.4 | .0 | | | | | |

Bramers AM 21.xtw

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|---------|------------------------------|--|--------------|----------|----------------------------|----------|--------------------|----------|--|-------|----------|--------|-------|-------|----------|
| General Information | | | | | | | Site | Inform | natio | 1 | | | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Bram | ers Lane | | | | |
| Agency/Co. | Diane | B Zimm | nerman 1 | Fraffic En | gineerin | g | Juriso | iction | | | | | | | | |
| Date Performed | 8/23/ | | | | | | East/ | Nest Str | eet | | Bram | ers Lane | | | | |
| Analysis Year | 2023 | | | | | | North | /South | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | AM P | eak No E | Build | | | | | Hour Fa | | | 0.82 | | | | | |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | Camp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 74 4 X 4 4 V | | 1 1 or Y Street: Nor | | 4 ↓ \$ \$ | | | | | | | | |
| Vehicle Volumes and Ad | ljustme | nts | | | Major | Street; Nor | tn-south | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| Movement | U | L | Т | R | U | L | T | R | U | L | T | R | U | L | Т | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | С |
| Number of Lanes | _ | | | | | | | | | | | | | | | l |
| Number of Lanes Configuration | | | LR | | | | | | | LT | | | | | | -" |
| | | 5 | LR | 0 | | | | | | LT 0 | 103 | | | | 90 | \vdash |
| Configuration | | 5 40 | LR | 0 | | | | | | | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) | | _ | LR | | | | | | | 0 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | 40 | LR 0 | | | | | | | 0 | 103 | | | | 90 | TF 14 |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | 40 | | 0 | | | | | | 0 | 103 | | | | 90 | - |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | 40 | | 0 | vided | | | | | 0 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | leadwa | 40 | | 0 | vided | | | | | 0 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | 40 | | 0 | vided | | | | | 0 | 103 | | | | 90 | - |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | leadwa | ys | | 0 Undi | vided | | | | | 0 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | leadwa | 40 ys 7.1 | | Undi | vided | | | | | 0 0 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) | leadwa | ys 7.1 6.80 | | 0 Undi | vided | | | | | 0 0 4.1 4.10 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 6.80 3.5 3.86 | 0 | 0 Undi | vided | | | | | 4.1 4.10 2.2 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.80 3.5 3.86 | 0 | 0 Undi | vided | | | | | 4.1 4.10 2.2 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar | | 7.1 6.80 3.5 3.86 | o | 0 Undi | vided | | | | | 4.1 4.10 2.2 2.20 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) | | 7.1 6.80 3.5 3.86 | o ervice | 0 Undi | vided | | | | | 4.1 4.10 2.2 2.20 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 6.80 3.5 3.86 | 0 ervice 6 669 | 0 Undi | vided | | | | | 0 0 4.1 4.10 2.2 2.20 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 6.80 3.5 3.86 | 0 0 ervice 6 669 0.01 | 0 Undi | vided | | | | | 0 0 4.1 4.10 2.2 2.20 0 1472 0.00 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Q95 (veh) | | 7.1 6.80 3.5 3.86 | 0 0 ervice 6 669 0.01 0.0 | 0 Undi | vided | | | | | 0 0 4.1 4.10 2.2 2.20 0 1472 0.00 0.0 | 103 | | | | 90 | \vdash |
| Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | ys 7.1 6.80 3.5 3.86 I of Se | 0 0 0 0 6 6 669 0.01 0.0 10.4 | 0 Undi | vided | | | | | 0 0 4.1 4.10 2.2 2.20 0 1472 0.00 0.0 7.4 A | .00 | | | | 90 | \vdash |

| | | | | | , | | o-Co | | | | | | | | | |
|---|---------|--|--|--------------------------------|-----------------|-------------------------------------|---|--|----------|--|------------|----------|---------|---|-----------|------------|
| General Information | | | | | | | Site | Inforr | natio | 1 | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Brame | ers Lane | | | | |
| Agency/Co. | Diane | B Zimm | erman 1 | Traffic En | gineering | 1 | Jurisd | iction | | | | | | | | |
| Date Performed | 8/23/2 | 2021 | | | | | East/\ | Nest Stre | eet | | Brame | ers Lane | | | | |
| Analysis Year | 2023 | | | | | | North | /South : | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | AM Pe | ak Build | t | | | | Peak | Hour Fac | tor | | 0.82 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 144441 | 유기 네 Major S | † † † Y Street: Nor | ተ ት ር th-South | 7 ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ | | | | | | | | |
| Vehicle Volumes and Adj | iuctmai | nts | | | | | | | | | | | | | | |
| | ustille | 163 | | | | | | | | | | | | | | |
| Approach | ustinei | | ound | | | Westk | oound | | | North | bound | | | South | bound | |
| | U | | ound T | R | U | Westb | oound | R | U | North | bound T | R | U | South | bound | R |
| Approach | | Eastb | | R 12 | U | | _ | R 9 | U 1U | | | R 3 | U 4U | | | _ |
| Approach Movement Priority Number of Lanes | | Eastb | T 11 | | U | L | T 8 | | _ | L | T 2 | | | L | T 5 | 6 |
| Approach Movement Priority Number of Lanes Configuration | | Eastb L 10 | T 11 1 LTR | 12 0 | U | 7 0 | T 8 1 LTR | 9 | 1U | 1 0 | T 2 1 LTR | 3 | 4U | L 4 0 | T 5 1 LTR | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) | | Eastb L 10 | T 11 1 LTR 0 | 12 | U | L 7 | T 8 1 LTR 0 | 9 | 1U | L 1 | T 2 | 3 | 4U | L 4 | T 5 | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) | | Eastb L 10 | T 11 1 LTR | 12 0 | U | 7 0 | T 8 1 LTR | 9 | 1U | 1 0 | T 2 1 LTR | 3 | 4U | L 4 0 | T 5 1 LTR | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | | Eastb L 10 0 5 40 | T 11 1 LTR 0 3 | 12 0 0 | U | L 7 0 4 1 | T 8 1 LTR 0 3 | 9 0 | 1U | L 1 0 0 | T 2 1 LTR | 3 | 4U | L 4 0 | T 5 1 LTR | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | Eastb L 10 0 5 40 | T 11 1 LTR 0 | 12 0 0 | U | L 7 0 | T 8 1 LTR 0 3 | 9 0 | 1U | L 1 0 0 | T 2 1 LTR | 3 | 4U | L 4 0 | T 5 1 LTR | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | Eastb L 10 0 5 40 | T 11 1 LTR 0 3 | 0 0 | | L 7 0 4 1 | T 8 1 LTR 0 3 | 9 0 | 1U | L 1 0 0 | T 2 1 LTR | 3 | 4U | L 4 0 | T 5 1 LTR | 0 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | U | Eastb: 10 0 5 40 | T 11 1 LTR 0 3 | 0 0 | U | L 7 0 4 1 | T 8 1 LTR 0 3 | 9 0 | 1U | L 1 0 0 | T 2 1 LTR | 3 | 4U | L 4 0 | T 5 1 LTR | R 6 0 0 14 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | U | Eastb: 10 0 5 40 | T 11 1 LTR 0 3 | 0 0 | | L 7 0 4 1 | T 8 1 LTR 0 3 | 9 0 | 1U | L 1 0 0 | T 2 1 LTR | 3 | 4U | L 4 0 | T 5 1 LTR | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | U | Eastb: 10 0 5 40 | T 11 1 LTR 0 3 | 0 0 | | L 7 0 4 1 | T 8 1 LTR 0 3 | 9 0 | 1U | L 1 0 0 | T 2 1 LTR | 3 | 4U | L 4 0 | T 5 1 LTR | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) | U | Eastb L 10 0 5 40 /s 7.1 7.50 | T 11 1 LTR 0 3 3 6.5 6.53 | 12 0 0 0 0 Undi | | L 7 0 4 1 1 (0 7.1 7.11 | T 8 1 LTR 0 3 3 6.5 6.53 | 9 0 9 1 | 1U | L 1 0 0 0 0 | T 2 1 LTR | 3 | 4U | 1 32 1 4.1 4.11 | T 5 1 LTR | 0 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | U | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 | T 11 1 1 LTR 0 3 3 5 6.5 6.53 4.0 | 12 0 0 0 0 Undi | | 7.0 4 1 7.1 7.11 3.5 | T 8 1 LTR 0 3 3 0 0 0 6.5 6.53 4.0 | 9 0 9 1 1 6.2 6.21 3.3 | 1U | L 1 0 0 0 0 4.1 4.10 2.2 | T 2 1 LTR | 3 | 4U | L 4 0 0 32 1 1 4.1 4.11 2.2 | T 5 1 LTR | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | eadway | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 3.86 | T 11 1 LTR 0 3 3 6.5 6.53 4.0 4.03 | 12 0 0 0 0 Undi | | L 7 0 4 1 1 (0 7.1 7.11 | T 8 1 LTR 0 3 3 6.5 6.53 | 9 0 9 1 | 1U | L 1 0 0 0 0 | T 2 1 LTR | 3 | 4U | 1 32 1 4.1 4.11 | T 5 1 LTR | 6 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | eadway | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 3.86 | T 11 1 LTR 0 3 3 6.5 6.53 4.0 4.03 | 12 0 0 0 0 Undi | | 7.0 4 1 7.1 7.11 3.5 | T 8 1 LTR 0 3 3 0 0 0 6.5 6.53 4.0 | 9 0 9 1 1 6.2 6.21 3.3 | 1U | L 1 0 0 0 0 4.1 4.10 2.2 | T 2 1 LTR | 3 | 4U | L 4 0 0 32 1 1 4.1 4.11 2.2 | T 5 1 LTR | 0 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | eadway | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 3.86 | T 11 1 LTR 0 3 3 6.5 6.53 4.0 4.03 | 12 0 0 0 0 Undi | | 7.0 4 1 7.1 7.11 3.5 | T 8 1 LTR 0 3 3 0 0 0 6.5 6.53 4.0 | 9 0 9 1 1 6.2 6.21 3.3 | 1U | L 1 0 0 0 0 4.1 4.10 2.2 | T 2 1 LTR | 3 | 4U | L 4 0 0 32 1 1 4.1 4.11 2.2 | T 5 1 LTR | C |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House (Storage) Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and | eadway | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 3.86 | 11 1 1 LTR 0 3 3 5 6.5 6.53 4.0 4.03 | 12 0 0 0 0 Undi | | 7.0 4 1 7.1 7.11 3.5 | T 8 1 LTR 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 9 0 9 1 1 6.2 6.21 3.3 | 1U | L 1 0 0 0 4.1 4.10 2.2 2.20 | T 2 1 LTR | 3 | 4U | 4.1 4.11 2.2 2.21 | T 5 1 LTR | 0 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) | eadway | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 3.86 | 11 1 1 LTR 0 3 3 6.5 6.53 4.0 4.03 ervice 6 | 12 0 0 0 0 Undi | | 7.0 4 1 7.1 7.11 3.5 | T 8 1 LTR 0 3 3 6.5 6.53 4.0 4.03 | 9 0 9 1 1 6.2 6.21 3.3 | 1U | L 1 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 | T 2 1 LTR | 3 | 4U | 4.1 4.11 2.2 2.21 | T 5 1 LTR | 0 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up 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) | eadway | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 3.86 | 11 1 1 LTR 0 3 3 5 6.5 6.53 4.0 4.03 ervice 6 513 | 12 0 0 0 0 Undi | | 7.0 4 1 7.1 7.11 3.5 | 6.5 6.5 6.53 4.0 4.03 | 9 0 9 1 1 6.2 6.21 3.3 | 1U | L 1 0 0 0 0 4.1 4.10 2.2 2.20 | T 2 1 LTR | 3 | 4U | 4.1 4.11 2.2 2.21 | T 5 1 LTR | 0 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | eadway | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 3.86 | 6.5 6.5 6.53 4.0 4.03 ervice 6 513 0.01 0.0 | 12 0 0 0 0 Undi | | 7.0 4 1 7.1 7.11 3.5 | 6.5 6.5 6.53 4.0 4.03 | 9 0 9 1 1 6.2 6.21 3.3 | 1U | 4.1 4.10 2.2 2.20 | T 2 1 LTR | 3 | 4U | 4.1 4.11 2.2 2.21 39 1426 0.03 | T 5 1 LTR | 0 |
| Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House (Sec) Critical Headway (Sec) Base Critical Headway (Sec) Critical Headway (Sec) Base Follow-Up Headway (Sec) Follow-Up Headway (Sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | eadway | Eastb L 10 0 5 40 /s 7.1 7.50 3.5 3.86 | 11 1 1 1 LTR 0 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 12 0 0 0 0 Undi | | 7.1 7.11 7.11 3.5 3.51 | 6.5 6.5 6.53 4.0 4.03 | 9 0 9 1 1 6.2 6.21 3.3 | 1U | L 1 0 0 0 0 4.1 4.10 2.2 2.20 0 1464 0.00 0.0 7.5 A | T 2 1 LTR | 3 | 4U | 4.1 4.11 2.2 2.21 39 1426 0.03 0.1 7.6 A | T 5 1 LTR | 0 |

Bramers AM 23 B.xtw

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|--------|----------------------------|-------------------------|----------------------------|----------|---------------------------|-----------|-----------------|----------|--|-------|----------|--------|-------|-------|----|
| General Information | | | | | | | Site | Inforr | natio | n | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Brame | ers Lane | | | | |
| Agency/Co. | Diane | B Zimm | nerman T | Fraffic En | gineerin | g | Juriso | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/ | Nest Str | eet | | Brame | ers Lane | | | | |
| Analysis Year | 2033 | | | | | | North | /South : | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | AM P | eak No E | Build | | | | Peak | Hour Fac | tor | | 0.82 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 14 4 X 4 X L | | † † † Y Street: Nor | | 7 4 4 A 4 A 4 A | | | | | | | | |
| Vehicle Volumes and Ad | justme | nts | | | iviajoi | Street, 1401 | u1-300ti1 | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| | | | LR | | | | | | | LT | | | | | | TF |
| Configuration | | | | 0 | | | | | | 0 | 114 | | | | 99 | 15 |
| Configuration Volume (veh/h) | | 6 | _ | _ | _ | _ | _ | | | | | | | | | |
| | | 40 | | 0 | | | | | | 0 | | | | | | _ |
| Volume (veh/h) | | | | 0 | | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | 40 | 0 | 0 | | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | 40 | 0 | | | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | 40 | 0 | | vided | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | leadwa | 40 | 0 | | vided | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | 40 | 0 | | vided | | | | | 4.1 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | leadwa | 40 ys | 0 | Undi | vided | | | | | | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | leadwa | 40 ys 7.1 | 0 | Undi | vided | | | | | 4.1 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) | leadwa | ys 7.1 6.80 | 0 | Undi | vided | | | | | 4.1 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 6.80 3.5 3.86 | | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.80 3.5 3.86 | | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an | | 7.1 6.80 3.5 3.86 | ervice | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) | | 7.1 6.80 3.5 3.86 | ervice 7 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 6.80 3.5 3.86 | Prvice 7 646 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 6.80 3.5 3.86 | 7 646 0.01 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 0 1457 0.00 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 7.1 6.80 3.5 3.86 | 7 646 0.01 0.0 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 0 1457 0.00 0.0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | ys 7.1 6.80 3.5 3.86 | 7 646 0.01 0.0 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 0 1457 0.00 0.0 7.5 A | .00 | | | | | |

| | | | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|---------|--|--|---------------------|----------|----------------------------|---|----------------------------|----------|--|----------|----------|---------|---|----------|----------|
| General Information | | | | | | | Site | Inform | natio | n | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Brame | ers Lane | | | | |
| Agency/Co. | Diane | B Zimm | nerman T | raffic En | gineerin | g | Jurisd | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | West Str | eet | | Brame | ers Lane | | | | |
| Analysis Year | 2033 | | | | | | North | n/South : | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | AM P | eak Build | d | | | | Peak | Hour Fac | tor | | 0.82 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gr | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 14471 | A 7 | † 1 + Y | ↑ ↑ ↑ | ÷ ÷ ÷ ÷ ÷ ÷ | | | | | | | | |
| Vehicle Volumes and Ad | ljustme | nts | | | 1113/01 | 30000110 | | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| | | | | | | | | | | | | | | | | |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Priority Number of Lanes | | 10 0 | 11 1 | 12 0 | | 7 | 8 1 | 9 | 1U 0 | 1 0 | 2 | 3 | 4U 0 | 0 | 5 1 | \vdash |
| | | _ | _ | 0 | | | _ | 0 | | _ | | | _ | _ | | \vdash |
| Number of Lanes Configuration Volume (veh/h) | | _ | 1 LTR 0 | 0 | | | 1 LTR 0 | _ | | _ | 1 | | _ | _ | 1 | 0 |
| Number of Lanes Configuration | | 0 | 1 LTR | 0 | | 0 | 1 LTR | 0 | | 0 | 1 LTR | 0 | _ | 0 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) | | 6 40 | 1 LTR 0 3 | 0 | | 0 4 1 | 1 LTR 0 3 | 9 | | 0 | 1 LTR | 0 | _ | 32 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) | | 6 40 | 1 LTR 0 | 0 | | 0 4 1 | 1 LTR 0 | 9 | | 0 | 1 LTR | 0 | _ | 32 | 1 LTR | 15 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | | 6 40 | 1 LTR 0 3 | 0 | | 0 4 1 | 1 LTR 0 3 | 9 | | 0 | 1 LTR | 0 | _ | 32 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | 6 40 | 1 LTR 0 3 | 0 0 0 | vided | 0 4 1 | 1 LTR 0 3 | 9 | | 0 | 1 LTR | 0 | _ | 32 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | Headwa | 6 40 | 1 LTR 0 3 | 0 0 0 | vided | 0 4 1 | 1 LTR 0 3 | 9 | | 0 | 1 LTR | 0 | _ | 32 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | Headwa | 6 40 | 1 LTR 0 3 | 0 0 0 | vided | 0 4 1 | 1 LTR 0 3 | 9 | | 0 | 1 LTR | 0 | _ | 32 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | Headwa | 6 40 ys | 1 LTR 0 3 | 0 0 0 | vided | 4 1 | 1 LTR 0 3 | 9 1 | | 0 0 0 | 1 LTR | 0 | _ | 32 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | Headwa | 0 6 40 ys 7.1 | 1 LTR 0 3 3 0 6.5 | 0 0 0 Undi | vided | 0 4 1 7.1 | 1 LTR 0 3 | 9 1 | | 0 0 0 | 1 LTR | 0 | _ | 0 32 1 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | Headwa | 0 6 40 ys 7.1 7.50 | 1 LTR 0 3 3 0 0 6.5 6.53 | 0 0 0 Undi | vided | 7.1 | 1 LTR 0 3 3 0 6.5 6.53 | 0 9 1 | | 0 0 0 4.1 4.10 | 1 LTR | 0 | _ | 0 32 1 4.1 4.11 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 0 6 40 7.1 7.50 3.5 3.86 | 1 LTR 0 3 3 0 0 0 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 3.5 | 1 LTR 0 3 3 6.5 6.53 4.0 | 6.2 6.21 3.3 | | 0 0 0 4.1 4.10 2.2 | 1 LTR | 0 | _ | 32 1 1 4.1 4.11 2.2 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 0 6 40 7.1 7.50 3.5 3.86 | 1 LTR 0 3 3 0 0 0 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 3.5 | 1 LTR 0 3 3 6.5 6.53 4.0 | 6.2 6.21 3.3 | | 0 0 0 4.1 4.10 2.2 | 1 LTR | 0 | _ | 32 1 1 4.1 4.11 2.2 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and | | 0 6 40 7.1 7.50 3.5 3.86 | 1 LTR 0 3 3 0 0 6.5 6.53 4.0 4.03 | 0 0 0 Undi | vided | 7.1 7.11 3.5 | 1 LTR 0 3 3 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 4.1 4.10 2.2 2.20 | 1 LTR | 0 | _ | 4.1 4.11 2.2 2.21 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) | | 0 6 40 7.1 7.50 3.5 3.86 | 1 LTR 0 3 3 0 0 6.5 6.53 4.0 4.03 ervice 7 | 0 0 0 Undi | vided | 7.1 7.11 3.5 | 1 LTR 0 3 3 0 0 0 6.5 6.53 4.0 4.03 | 6.2 6.21 3.3 | | 0 0 0 | 1 LTR | 0 | _ | 32 1 1 4.1 4.11 2.2 2.21 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, all Flow Rate, v (veh/h) Capacity, c (veh/h) | | 0 6 40 7.1 7.50 3.5 3.86 | 1 LTR 0 3 3 0 0 6.5 6.53 4.0 4.03 ervice 7 493 | 0 0 0 Undi | vided | 7.1 7.11 3.5 | 1 LTR 0 3 3 0 0 0 0 1 1 6 .5 1 6 .5 1 4 .0 1 4 .0 3 1 1 6 7 5 3 1 | 6.2 6.21 3.3 | | 0 0 0 0 4.1 4.10 2.2 2.20 | 1 LTR | 0 | _ | 32 1 1 4.1 4.11 2.2 2.21 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 0 6 40 7.1 7.50 3.5 3.86 | 1 LTR 0 3 3 0 0 6.5 6.53 4.0 4.03 ervice 7 493 0.01 | 0 0 0 Undi | vided | 7.1 7.11 3.5 | 1 LTR 0 3 3 6.5 6.53 4.0 4.03 16 753 0.02 | 6.2 6.21 3.3 | | 0 0 0 0 4.1 4.10 2.2 2.20 0 1449 0.00 | 1 LTR | 0 | _ | 32 1 1 4.1 4.11 2.2 2.21 39 1410 0.03 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, all Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 0 6 40 7.1 7.50 3.5 3.86 | 1 LTR 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 0 0 0 Undi | vided | 7.1 7.11 3.5 | 1 LTR 0 3 3 5 6.5 6.53 4.0 4.03 5 753 0.02 0.1 | 6.2 6.21 3.3 | | 0 0 0 0 4.1 4.10 2.2 2.20 0 1449 0.00 0.0 | 1 LTR | 0 | _ | 32 1 1 4.1 4.11 2.2 2.21 39 1410 0.03 0.1 | 1 LTR | 0 |
| Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 0 6 40 7.1 7.50 3.5 3.86 | 1 LTR 0 3 3 0 0 6.5 6.53 4.0 4.03 ervice 7 493 0.01 0.0 12.4 | 0 0 0 Undi | vided | 7.1 7.11 3.5 3.51 | 1 LTR 0 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 6.2 6.21 3.3 | | 0 0 0 0 4.1 4.10 2.2 2.20 0 1449 0.00 0.0 7.5 A | 1 LTR | 0 | _ | 32 1 1 4.1 4.11 2.2 2.21 39 1410 0.03 0.1 7.6 A | 1 LTR | 0 |

| | | Н | CS7 | Two- | -Way | / Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|-------|---|--|---------------------------|----------|----------------------------|--------|----------------------------|----------|---|-------|----------|--------|-------|-------|--------------|
| General Information | | | | | | | Site | Infor | natio | 1 | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Bram | ers Lane | | | | |
| Agency/Co. | Diane | B Zimm | erman T | raffic En | gineerin | ıg | Jurisd | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | West Str | eet | | Bram | ers Lane | | | | |
| Analysis Year | 2021 | | | | | | North | n/South : | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | PM P | eak | | | | | Peak | Hour Fa | tor | | 0.85 | | | | | _ |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | Camp Gro | ound Rd | | | | | | | | | | | | | _ |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 144441 | | † † † Y r Street: No | † † r | \ ↓ ↓ ↓ ↓ ↓ | | | | | | | | |
| Vehicle Volumes and Adj | ustme | nts | | | | | | | | | | | | | | |
| | 1 | Facth | ound | | | West | oound | | l | North | bound | | | South | bound | |
| Approach | | Lasti | | | - | | | _ | - | | | | _ | _ | _ | _ |
| Approach Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | F |
| ··· | U | L 10 | | 12 | U | 7 | 8 | 9 | 1U | 1 | 2 | R 3 | 4U | 4 | T 5 | - |
| Movement | U | L | T 11 | _ | U | | _ | _ | | 1 | _ | _ | | _ | - | (|
| Movement Priority | U | L 10 | T 11 | 12 | U | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | G TI |
| Movement Priority Number of Lanes | U | L 10 | T 11 | 12 | U | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | G TI |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) | U | 10 0 | T 11 | 12 0 | U | 7 | 8 | 9 | 1U | 1 0 LT | 2 | 3 | 4U | 4 | 5 | G TI |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | U | L 10 0 20 0 | T 11 1 LR | 12 0 | U | 7 | 8 | 9 | 1U | 1 0 LT 0 | 2 | 3 | 4U | 4 | 5 | G TI |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | U | L 10 0 20 0 | T 11 | 12 0 | U | 7 | 8 | 9 | 1U | 1 0 LT 0 | 2 | 3 | 4U | 4 | 5 | 6 0 TI |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | U | L 10 0 20 0 | T 11 1 LR | 12 0 | | 7 | 8 | 9 | 1U | 1 0 LT 0 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | L 10 0 0 20 0 | T 11 1 LR | 12 0 | U | 7 | 8 | 9 | 1U | 1 0 LT 0 | 2 | 3 | 4U | 4 | 5 | G TI |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | | L 10 0 0 20 0 | T 11 1 LR | 12 0 | | 7 | 8 | 9 | 1U | 1 0 LT 0 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | L 10 0 0 20 0 | T 11 1 LR | 12 0 | | 7 | 8 | 9 | 1U | 1 0 LT 0 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Heaves | | L 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | T 11 1 LR | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Heave (Sec) | | L 10 0 20 0 | T 11 1 LR | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 | 2 | 3 | 4U | 4 | 5 | G TI |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Heave Critical Headway (sec) | | L 10 0 0 20 0 0 (1) 10 | T 11 1 LR | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an | eadwa | L 10 0 0 20 0 0 7.1 6.40 3.5 3.50 | T 11 1 LR | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 0 4.1 4.10 2.2 2.20 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) | eadwa | L 10 0 0 20 0 0 7.1 6.40 3.5 3.50 | T 11 1 LR | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 0 4.1 4.10 2.2 2.20 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) | eadwa | L 10 0 0 20 0 0 7.1 6.40 3.5 3.50 | T 11 1 LR 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 0 4.1 4.10 2.2 2.20 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | eadwa | L 10 0 0 20 0 0 7.1 6.40 3.5 3.50 | T 11 1 1 LR 10 10 10 10 10 10 10 10 10 10 10 10 10 | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 0 4.1 4.10 2.2 2.20 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | eadwa | L 10 0 0 20 0 0 7.1 6.40 3.5 3.50 | T 11 1 LR 00 00 00 00 00 00 00 00 00 00 00 00 00 | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 0 4.1 4.10 2.2 2.20 0 1327 0.00 0.0 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | eadwa | L 10 0 0 20 0 0 7.1 6.40 3.5 3.50 | T 11 1 1 LR 00 00 00 00 00 00 00 00 00 00 00 00 00 | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 0 4.1 4.10 2.2 2.20 0 1327 0.00 0.0 | 2 | 3 | 4U | 4 | 5 | (T |
| Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | eadwa | L 10 0 0 20 0 0 7.1 6.40 3.5 3.50 I of Se | T 11 1 LR 00 00 00 00 00 00 00 00 00 00 00 00 00 | 12 0 1 0 Undi | | 7 | 8 | 9 | 1U | 1 0 LT 0 0 0 4.1 4.10 2.2 2.20 0 1327 0.00 0.0 7.7 A | 2 | 3 | 4U | 4 | 5 | (T |

| | | Н | CS7 | Two- | -Way | / Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|---------|----------|------------------|-----------|-------------|----------------------------|--------|---------------------------------------|----------|----------|-------|----------|--------|-------|-------|---|
| General Information | | | | | | | Site | Infor | natio | 1 | | | | | | |
| Analyst | DBZ | | | | | | Inters | ection | | | Brame | ers Lane | | | | _ |
| Agency/Co. | Diane | e B Zimn | erman T | raffic En | gineerin | ıg | Jurisc | liction | | | | | | | | |
| Date Performed | 8/23/ | /2021 | | | | | East/ | West Str | eet | | Brame | ers Lane | | | | |
| Analysis Year | 2023 | | | | | | North | n/South : | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | PM P | eak No I | Build | | | | Peak | Hour Fa | tor | | 0.85 | | | | | _ |
| Intersection Orientation | North | h-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | Camp Gr | ound Rd | | | | | | | | | | | | | _ |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 144441 | ្សា Majo | † † † Y r Street: No | † † r | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | | | | | | | | |
| Vehicle Volumes and Adj | ustme | nts | | | | | | | | | | | | | | |
| Approach | | Easth | ound | | | West | bound | | | North | bound | | | South | bound | |
| Movement | U | L | T | R | U | L | Т | R | U | L | T | R | U | L | Т | L |
| Priority | \perp | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | Ľ |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | (|
| Configuration | \bot | | LR | | | | | | | LT | | | | | | I |
| Volume (veh/h) | | 20 | | 1 | | | | | | 0 | 146 | | | | 214 | 1 |
| Percent Heavy Vehicles (%) | \perp | 0 | | 0 | | | | | | 0 | | | | | | L |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | \perp | | 0 | | | | | | | | | | | | | |
| Right Turn Channelized | _ | | | | | | | | | | | | | | | |
| Median Type Storage | \bot | | | Undi | vided | | | | <u> </u> | | | | | | | |
| Critical and Follow-up H | eadwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | Т | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | Г |
| Critical Headway (sec) | | 6.40 | | 6.20 | | | | | | 4.10 | | | | | | Г |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.50 | | 3.30 | | | | | | 2.20 | | | | | | |
| Delay, Queue Length, an | d Leve | l of S | ervice | | | | | | | | | | | | | |
| | | | 25 | | | | | | | 0 | | | | | | |
| Flow Rate, v (veh/h) | | | 597 | | | | | | | 1321 | | | | | | |
| Flow Rate, v (veh/h) Capacity, c (veh/h) | + | | 0.04 | | | | | | | 0.00 | | | | | | |
| | | | 0.0 . | | | | | | | 0.0 | | | | | | |
| Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | | 0.1 | | | | | | | | | | - | | - | _ |
| Capacity, c (veh/h) v/c Ratio | | | 0.1 11.3 | | | | | | | 7.7 | | | | | | |
| Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q _{es} (veh) Control Delay (s/veh) Level of Service (LOS) | | | 0.1 11.3 B | | | | | | | 7.7 A | | | | | | |
| Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | | 0.1 11.3 | | | | | | | 7.7 A | .0 | | | | | |

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|---|----------|-----------|----------------------------|-----------|----------|--------------------------|---------------------|--|----------|-----------------|-------|----------|--------|-------------------------|-------|----------|
| General Information | | | | | | | Site | Inforr | natio | 1 | | | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Bram | ers Lane | | | | _ |
| Agency/Co. | Diane | B Zimm | nerman 1 | raffic En | gineerin | q | Jurisd | iction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | Nest Stre | et | | Bram | ers Lane | | | | |
| Analysis Year | 2023 | | | | | | North | /South S | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | PM P | eak Build | <u> </u> | | | | | Hour Fac | | | 0.85 | | | | | |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | + | amp Gro | ound Rd | | | | | | | , | | | | | | |
| Lanes | 1111 | , | | | | | | | | | | | | | | |
| | | | | 74444 | | す すず r Street: Nor | | 7 ↑ ↑ ↑ ↑ | | | | | | | | |
| Vehicle Volumes and Adj | ustme | | | | | | | | | | | | | | | |
| Approach | \vdash | _ | ound | | | | oound | | | | bound | | | _ | bound | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | \vdash | 10 | 11 | 12 | | 7 | 8 | 9 | 10 | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | ₩ | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | \vdash | | LTR | | | | LTR | | | | LTR | | | | LTR | |
| Volume (veh/h) | ₩ | 20 | 0 | 1 | | 13 | 0 | 30 | | 0 | 151 | 5 | | 11 | 229 | 3 |
| Percent Heavy Vehicles (%) | \vdash | 0 | 3 | 0 | | 1 | 3 | 1 | | 0 | | | | 1 | | |
| Proportion Time Blocked | ╄ | | | | | | | | | | | | | | | |
| Percent Grade (%) | igspace | | 0 | | | | 0 | | | | | | | | | |
| Right Turn Channelized | \perp | | | | | | | | | | | | | | | |
| Median Type Storage | <u></u> | | | Undi | vided | | | | | | | | | | | |
| Critical and Follow-up He | eadwa | ys | | | | | | | | | | | | | | |
| Base Critical Headway (sec) | Т | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 | | 4.1 | | | | 4.1 | | |
| Critical Headway (sec) | | 7.10 | 6.53 | 6.20 | | 7.11 | 6.53 | 6.21 | | 4.10 | | | | 4.11 | | |
| Base Follow-Up Headway (sec) | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | | 2.2 | | | | 2.2 | | |
| | | 3.50 | 4.03 | 3.30 | | 3.51 | 4.03 | 3.31 | | 2.20 | | | | 2.21 | | |
| Follow-Up Headway (sec) | | l of Se | ervice | | | | | | | | | | | | | |
| Delay, Queue Length, and | d Leve | 10130 | | | | | 51 | | | 0 | | | | 13 | | |
| | d Leve | 10130 | 25 | | | | | | | 1302 | | | | 1397 | | |
| Delay, Queue Length, and | d Leve | | 25 473 | | | | 705 | | | | _ | | | 1391 | | \vdash |
| Delay, Queue Length, and Flow Rate, v (veh/h) | d Leve | | _ | | | | 0.07 | | | 0.00 | | | | 0.01 | | |
| Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) | d Leve | | 473 | | | | | | | 0.00 | | | | _ | | |
| Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | d Leve | | 473 0.05 | | | | 0.07 | | | _ | | | | 0.01 | | |
| Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | d Leve | | 473 0.05 0.2 | | | | 0.07 | | | 0.0 | | | | 0.01 | | |
| Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | d Leve | | 473 0.05 0.2 13.0 | | | 10 | 0.07 0.2 10.5 | | | 0.0 7.8 A | .0 | | | 0.01 0.0 7.6 A | .4 | |

Bramers PM 23 B.xtw

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|--------|----------------------------|--------------------------|----------------------------|----------|----------------------------|------------|--|----------|--|-------|----------|--------|-------|-------|----|
| General Information | | | | | | | Site | Inforr | natio | n | | | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Bram | ers Lane | | | | |
| Agency/Co. | Diane | B Zimm | erman T | Traffic En | gineerin | g | Jurisd | liction | | | | | | | | |
| Date Performed | 8/23/ | 2021 | | | | | East/\ | Nest Stre | eet | | Bram | ers Lane | | | | |
| Analysis Year | 2033 | | | | | | North | /South : | Street | | Camp | Ground | l Road | | | |
| Time Analyzed | PM P | eak No E | Build | | | | Peak | Hour Fac | tor | | 0.85 | | | | | |
| Intersection Orientation | North | n-South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | Camp Gro | ound Rd | | | | | | | | | | | | | |
| Lanes | _ | | | | | | | | | | | | | | | |
| | | | | 74 4 X 4 X 4 X X | | † † † Y r Street: No | | 4 4 4 4 4 4 4 4 4 4 4 7 7 8 7 8 7 8 7 8 | | | | | | | | |
| Vehicle Volumes and Ad | justme | nts | | | iviajoi | Sireet; Noi | tri-Soutri | | | | | | | | | |
| Approach | | Eastb | ound | | | West | oound | | | North | bound | | | South | bound | |
| Movement | U | L | Т | R | U | L | Т | R | U | L | Т | R | U | L | Т | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | LT | | | | | | TF |
| Configuration | | | | 1 | | | | | | 0 | 161 | | | | 236 | 3 |
| Volume (veh/h) | | 22 | | | | | | | | | | | | | | |
| | | 0 | | 0 | | | | | | 0 | | | | | | |
| Volume (veh/h) | | _ | | 0 | | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) | | 0 | 0 | 0 | | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | | 0 | 0 | 0 | | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | | 0 | 0 | | vided | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | leadwa | 0 | 0 | | vided | | | | | 0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | leadwa | 0 | 0 | | vided | | | | | 4.1 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | leadwa | ys | 0 | Undi | vided | | | | | | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | leadwa | 9 ys 7.1 | 0 | Undi | vided | | | | | 4.1 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) | leadwa | ys 7.1 6.40 | 0 | Undi | vided | | | | | 4.1 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) | | 7.1 6.40 3.5 3.50 | | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | | 7.1 6.40 3.5 3.50 | | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and | | 7.1 6.40 3.5 3.50 | ervice | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an | | 7.1 6.40 3.5 3.50 | ervice 27 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) | | 7.1 6.40 3.5 3.50 | 27 563 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio | | 7.1 6.40 3.5 3.50 | 27 563 0.05 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 0 1293 0.00 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | | 7.1 6.40 3.5 3.50 | 27 563 0.05 0.2 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 0 1293 0.00 0.0 | | | | | | |
| Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | | 7.1 6.40 3.5 3.50 | 27 563 0.05 0.2 | 6.2 6.20 3.3 3.30 | vided | | | | | 4.1 4.10 2.2 2.20 0 1293 0.00 0.0 7.8 A | .00 | | | | | |

| | | Н | CS7 | Two- | -Way | Stop | o-Co | ntrol | Rep | ort | | | | | | |
|--|--------|--|---|---------------------------|----------|---|--|--|----------|---|---------------|----------|--------|--|---------------|--------|
| General Information | | | | | | | Site | Inforr | natio | n | | | | | | _ |
| Analyst | DBZ | | | | | | Inters | ection | | | Bram | ers Lane | | | | |
| Agency/Co. | Diane | B Zimm | nerman T | raffic En | gineerin | g | Jurisd | iction | | | | | | | | |
| Date Performed | 8/27/ | 2021 | | | | | East/\ | Nest Str | eet | | Bram | ers Lane | | | | |
| Analysis Year | 2033 | | | | | | North | /South : | Street | | Camp | Ground | d Road | | | |
| Time Analyzed | PM P | eak Build | d | | | | Peak | Hour Fac | tor | | 0.85 | | | | | |
| Intersection Orientation | North | -South | | | | | Analy | sis Time | Period (| hrs) | 0.25 | | | | | |
| Project Description | Poe C | amp Gr | ound Rd | | | | | | | | | | | | | |
| Lanes | | | | | | | | | | | | | | | | |
| | | | | 7447 | | † † † Y r Street: Nor | | ÷ • | | | | | | | | |
| Vehicle Volumes and Ad | justme | nts | | | | | | | | | | | | | | |
| Approach | | Eastb | ound | | | Westl | oound | | | North | bound | | | South | bound | |
| | | | | | | | | | | | | | | | | |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | U | 10 | 11 | 12 | U | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Priority Number of Lanes | U | _ | 11 1 | | U | _ | 8 | _ | | - | 2 | _ | - | _ | 5 1 | 6 0 |
| Priority Number of Lanes Configuration | U | 10 0 | 11 1 LTR | 12 0 | U | 7 | 8 1 LTR | 9 | 1U | 0 | 2 1 LTR | 3 | 4U | 0 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) | U | 10 0 | 11 1 LTR 0 | 12 0 | U | 7 0 13 | 8 1 LTR 0 | 9 0 30 | 1U | 1 0 | 2 | 3 | 4U | 4 0 | 5 1 | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) | U | 10 0 | 11 1 LTR | 12 0 | U | 7 | 8 1 LTR | 9 | 1U | 0 | 2 1 LTR | 3 | 4U | 0 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked | U | 10 0 22 0 | 11 1 LTR 0 3 | 12 0 | U | 7 0 13 1 | 8 1 LTR 0 3 | 9 0 30 | 1U | 1 0 | 2 1 LTR | 3 | 4U | 4 0 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) | U | 10 0 22 0 | 11 1 LTR 0 | 12 0 | U | 7 0 13 1 | 8 1 LTR 0 | 9 0 30 | 1U | 1 0 | 2 1 LTR | 3 | 4U | 4 0 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized | U | 10 0 22 0 | 11 1 LTR 0 3 | 12 0 | U | 7 0 13 1 | 8 1 LTR 0 3 | 9 0 30 | 1U | 1 0 | 2 1 LTR | 3 | 4U | 4 0 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | 10 0 22 0 | 11 1 LTR 0 3 | 12 0 | | 7 0 13 1 | 8 1 LTR 0 3 | 9 0 30 | 1U | 1 0 | 2 1 LTR | 3 | 4U | 4 0 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage | | 10 0 22 0 | 11 1 LTR 0 3 | 12 0 | | 7 0 13 1 | 8 1 LTR 0 3 | 9 0 30 | 1U | 1 0 | 2 1 LTR | 3 | 4U | 4 0 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H | | 10 0 22 0 | 11 1 LTR 0 3 | 12 0 1 0 Undi | | 7 0 13 1 | 8 1 LTR 0 3 | 9 0 30 1 | 1U | 0 0 | 2 1 LTR | 3 | 4U | 11 1 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) | | 10 0 22 0 ys 7.1 | 11 1 LTR 0 3 | 12 0 1 0 Undi | | 7 0 13 1 1 | 8 1 LTR 0 3 | 9 0 30 1 | 1U | 0 0 0 | 2 1 LTR | 3 | 4U | 4 0 11 1 4.1 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) | | 10 0 22 0 ys 7.1 7.10 | 11 1 LTR 0 3 | 12 0 1 0 Undi | | 7 0 13 1 7.1 7.11 | 8 1 LTR 0 3 | 9 0 30 1 | 1U | 1 0 0 0 0 | 2 1 LTR | 3 | 4U | 4 0 11 1 1 4.1 4.11 | 5 1 LTR | C |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | leadwa | 10 0 22 0 7.1 7.10 3.5 3.50 | 11 1 LTR 0 3 6.5 6.53 4.0 4.03 | 12 0 1 0 Undi | | 7 0 13 1 7.1 7.11 3.5 | 8 1 LTR 0 3 6.5 6.53 4.0 | 9 0 30 1 1 6.2 6.21 3.3 | 1U | 1 0 0 0 0 4.1 4.10 2.2 | 2 1 LTR | 3 | 4U | 4.0 11 1 1 4.1 4.11 2.2 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) | leadwa | 10 0 22 0 7.1 7.10 3.5 3.50 | 11 1 LTR 0 3 6.5 6.53 4.0 4.03 | 12 0 1 0 Undi | | 7 0 13 1 7.1 7.11 3.5 | 8 1 LTR 0 3 6.5 6.53 4.0 | 9 0 30 1 1 6.2 6.21 3.3 | 1U | 1 0 0 0 0 4.1 4.10 2.2 | 2 1 LTR | 3 | 4U | 4.0 11 1 1 4.1 4.11 2.2 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and | leadwa | 10 0 22 0 7.1 7.10 3.5 3.50 | 11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 | 12 0 1 0 Undi | | 7 0 13 1 7.1 7.11 3.5 | 8 1 LTR 0 3 6.5 6.53 4.0 4.03 | 9 0 30 1 1 6.2 6.21 3.3 | 1U | 4.1 4.10 2.2 2.20 | 2 1 LTR | 3 | 4U | 4.1 4.1 4.11 2.2 2.21 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) | leadwa | 10 0 22 0 7.1 7.10 3.5 3.50 | 11 1 LTR 0 3 6.5 6.53 4.0 4.03 | 12 0 1 0 Undi | | 7 0 13 1 7.1 7.11 3.5 | 6.5 6.5 6.53 4.0 | 9 0 30 1 1 6.2 6.21 3.3 | 1U | 1 0 0 0 0 4.1 4.10 2.2 2.20 | 2 1 LTR | 3 | 4U | 4.1 4.1 4.1 2.2 2.21 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) | leadwa | 10 0 22 0 7.1 7.10 3.5 3.50 | 11 1 LTR 0 3 6.5 6.53 4.0 4.03 ervice 27 | 12 0 1 0 Undi | | 7 0 13 1 7.1 7.11 3.5 | 6.5 6.53 4.0 4.03 | 9 0 30 1 1 6.2 6.21 3.3 | 1U | 1 0 0 0 0 4.1 4.10 2.2 2.20 | 2 1 LTR | 3 | 4U | 4.0 11 1 1 4.1 4.11 2.2 2.21 | 5 1 LTR | 6 |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) | leadwa | 10 0 22 0 7.1 7.10 3.5 3.50 | 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 12 0 1 0 Undi | | 7 0 13 1 7.1 7.11 3.5 | 6.5 6.5 6.53 4.0 4.03 | 9 0 30 1 1 6.2 6.21 3.3 | 1U | 1 0 0 0 0 4.1 4.10 2.2 2.20 | 2 1 LTR | 3 | 4U | 4.1 4.1 4.11 2.2 2.21 13 1377 0.01 | 5 1 LTR | C |
| Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) | leadwa | 10 0 22 0 7.1 7.10 3.5 3.50 | 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 12 0 1 0 Undi | | 7 0 13 1 7.1 7.11 3.5 3.51 | 6.5 6.53 4.0 4.03 51 676 0.07 0.2 | 9 0 30 1 1 6.2 6.21 3.3 | 1U | 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2 1 LTR | 3 | 4U | 4.1 4.1 4.11 2.2 2.21 13 1377 0.01 0.0 7.6 A | 5 1 LTR | (|

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