

November 12, 2021 Revised May 25, 2022 August 15,2022 September 22, 2022

Traffic Impact Study

Commerce Crossings Two 9710 Cooper Church Road Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet



DIANE B. ZIMMERMAN
Traffic Engineering, LLC

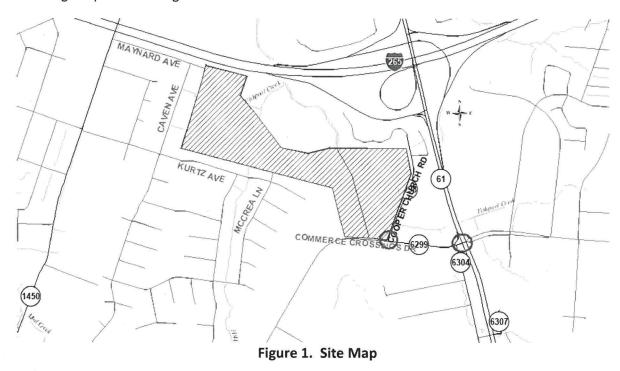
12803 High Meadows Pike
Prospect, KY 40059
502 648.1858
dianebzim@aft.net

Table of Contents

INTRODUCTION	2
Figure 1. Site Map	2
EXISTING CONDITIONS	2
Figure 2. Existing Peak Hour Volumes	3
FUTURE CONDITIONS	3
Figure 3. 2024 No Build Peak Hour Volumes	4
TRIP GENERATION	4
Table 1. Peak Hour Trips Generated by Site	4
Figure 4. Trip Distribution Percentages	5
Figure 5. Peak Hour Trips Generated by Site	6
Figure 6. 2024 Peak Hour Build	7
ANALYSIS	8
Table 2. Peak Hour Level of Service	8
Figure 7. 2034 Peak Hour No Build	10
Figure 8. 2034 Peak Hour Build	11
Table 3. Peak Hour Level of Service for 2034	11
CONCLUSIONS	12
ADDENDIV	12

INTRODUCTION

The development plan for Commerce Crossings Two shows an apartment community with 336 units, 12,000 square feet of office space, and 632,820 square feet of warehouse. **Figure 1** displays a map of the site. Access to the development will be from Commerce Crossings Drive for the warehouses and office. The apartments will have an access on Commerce Crossings Drive and Cooper Church Road. 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 Cooper Church Road with Commerce Crossings and Commerce Crossings at Preston Highway and Preston Highway at Interchange Drive.



EXISTING CONDITIONS

Preston Highway (KY 61) is maintained by the Kentucky Transportation Cabinet with an estimated 2021 ADT of 33,700 vehicles per day south of Commerce Crossing Drive, as estimated from the turning movement count using a K factor of 9.90. The road is a four-lane road with twelve-foot lanes with ten-foot paved shoulders. Northbound widens to three lanes north of Maple Springs Drive to the interchange with I 265. The southbound third lane drops 300 feet south of the intersection at Commerce Crossings Drive. The posted speed limit is 50 mph. There are no sidewalks. The intersections with Commerce Crossing Drive and Interchange Drive are controlled with a traffic signal. At the intersection, there are dual left turn lanes on each approach, except northbound. There is a right turn lane eastbound and southbound, and dual right turn lanes on westbound Cooper Chapel Road. At the intersection with Interchange Drive there are left turn lanes on all approaches and right turn lanes on the southbound and eastbound approaches.

Commerce Crossing Drive (KY 6299) is maintained by the Kentucky Transportation Cabinet with an estimated 2021 ADT of 8,000 vehicles per day between Preston Highway and Cooper Church Road, as estimated from the Kentucky Transportation Cabinet 2020 count at station 885. The road is a two-lane road with twelve-foot lanes with curb and gutter. The posted speed limit is 25 mph. There are sidewalks. The intersection with Cooper Church Road is controlled with a stop sign. At the intersection, there are left turn lanes on Commerce Crossings Drive.

Cooper Church Road (KY 6298) is maintained by the Kentucky Transportation Cabinet with an estimated 2021 ADT of 1,000 vehicles per day north of Commerce Crossings Drive, as estimated from the turning movement count. The road is a two-lane road with twelve-foot lanes with six-foot shoulders. The posted speed limit is 35 mph. There are no sidewalks.

Peak hour traffic counts for the intersections were obtained on August 24, 2021 (see Appendix A). The a.m. peak hour occurred between 7:15 and 8:15 a.m. The p.m. peak hour occurred between 4:15 and 5:15 p.m. Figure 2 illustrates the existing a.m. and p.m. peak hour traffic volumes.

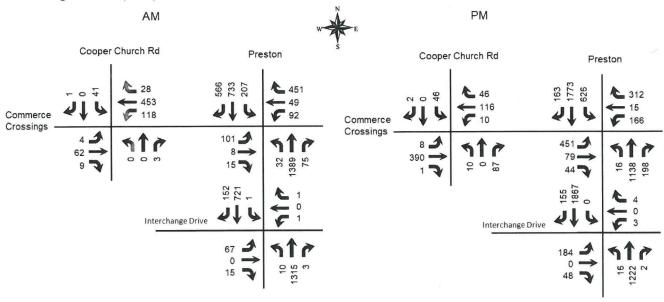


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The requested analysis year for this project is 2024. To predict traffic volumes in 2024, one half percent annual growth in traffic was added to the 2021 volumes. Trip Generation for the recently approved development at Interchange Drive is also included. The traffic impact studies are "Preston Highway at Interchange Drive" dated October 7, 2021 and "Apartments Old Preston Highway" dated January 12, 2022. **Figure 3** displays the 2024 No Build volumes.

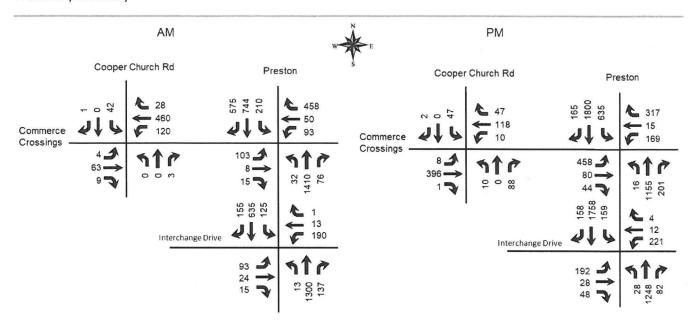


Figure 3. 2024 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers Trip Generation Manual, 11th Edition contains trip generation rates for a wide range of developments. The land use of "Apartments (220)" "Small Office (712)" and "Warehouse (150)", were reviewed and determined to be the best match. The trip generation results are listed in Table 1. Figure 4 shows the trips distribution percentages. Figure 5 shows the trips generated by this development and distributed throughout the road network for the year 2024 during the peak hours. Figure 6 displays the individual turning movements for the year 2024 for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

	A.M.	Peak I	lour	P.M.	Peak I	lour
Land Use	Trips	In	Out	Trips	In	Out
Apartments (336 units)	127	30	97	165	104	61
Office (12,000 sq ft)	27	24	3	29	5	24
Warehouse (632,820 sq ft)	100	77	23	102	29	73
TOTAL	254	131	123	296	138	158

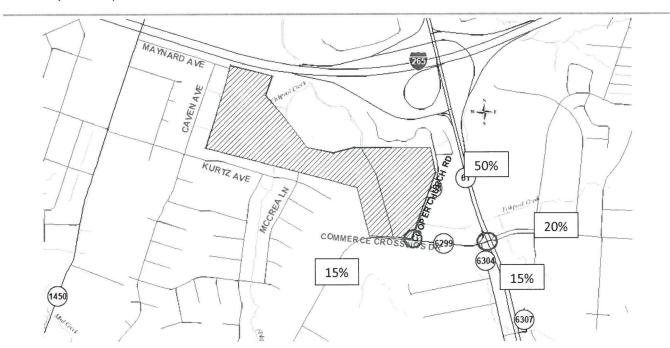
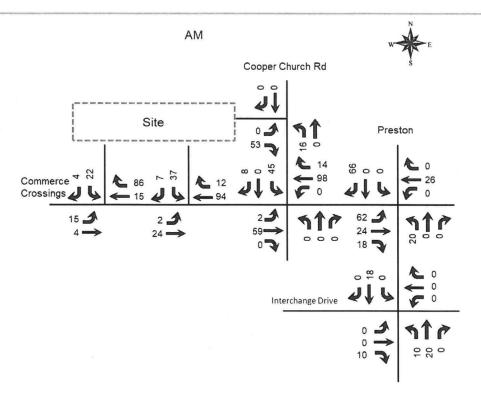


Figure 4. Trip Distribution Percentages



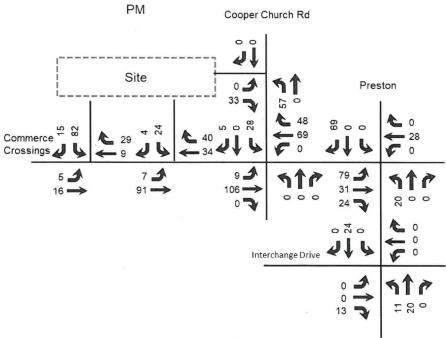


Figure 5. Peak Hour Trips Generated by Site

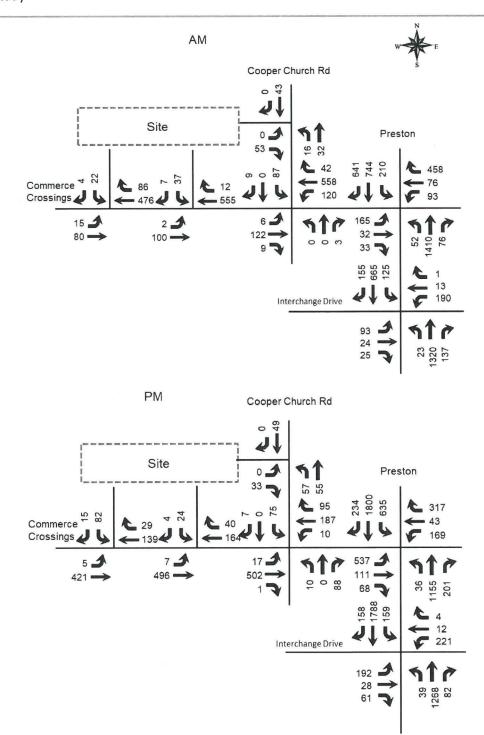


Figure 6. 2024 Peak Hour Build

ANALYSIS

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

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

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2021	2024	2024	2021	2024	2024
Approach	Existing	No Build	Build	Existing	No Build	Build
Preston Highway at Cooper Chapel Road	C 30.2	C 29.9	C 32.6	D 45.7	D 39.5	D 42.2
Commerce Crossings Eastbound	E 59.7	E 56.9	E 56.1	E 73.4	E 73.3	E 71.5
Cooper Chapel Road Westbound	D 43.7	D 42.0	D 44.9	E 60.9	E 60.8	E 61.8
Preston Highway Northbound	C 26.0	C 25.8	C 28.4	D 54.7	C 29.6	C 31.7
Preston Highway Southbound	C 25.4	C 25.4	C 26.7	C 31.9	C 32.5	D 35.3
Commerce Crossings Drive at Cooper Church Rd						
Commerce Crossings Drive Eastbound (left)	A 8.9	A 8.9	A 9.5	A 7.7	A 7.7	A 8.1
Commerce Crossings Drive Westbound (left)	A 7.7	A 7.7	A 7.9	A 8.6	A 8.7	A 9.1
Parking Lot Northbound	NA	NA	NA	B 12.3	B 12.4	B 14.6
Cooper Church Road Southbound	D 25.2	D 25.9	E 49.4	C 19.0	C 19.4	D 28.7
Commerce Crossings Drive at Entrance						
Commerce Crossings Drive Eastbound (left)			A 9.4			A 7.7
Entrance Road Southbound			B 14.8			B 15.0
Commerce Crossings Drive at Apartment Entrance						
Commerce Crossings Drive Eastbound (left)			A 9.3			A 7.8
Entrance Road Southbound			C 16.2			B 14.0

		A.M.			P.M.	
Approach	2021	2024	2024	2021	2024	2024
Approach	Existing	No Build	Build	Existing	No Build	Build
Copper Church Road at Entrance						
Entrance Eastbound			Α		¥:	Α
Entrance Lastbourid			8.8			8.8
Cooper Church Road Northbound			Α			Α
Cooper Charch Nota Northboard			7.4			7.5
Preston Highway at Interchange Drive	Α	С	С	В	D	D
Presion highway at interchange brive	7.4	25.9	26.1	19.3	38.8	39.5
Interchange Drive Factbound	E	E	Е	E	F	F
Interchange Drive Eastbound	72.6	74.1	73.1	75.0	83.0	82.2
Entrance Westbound	F	E	E	F	F	F
Entrance Westbound	87.9	68.0	68.0	84.8	81.2	81.2
Proston Highway Northbound	А	В	В	Α	С	С
Preston Highway Northbound	4.1	15.8	16.1	8.8	28.1	28.2
Dreaten Highway Southhound	А	С	С	В	С	D
Preston Highway Southbound	5.9	23.1	23.0	19.2	34.7	35.8

Key: Level of Service, Delay in seconds per vehicle

The developer proposed to construct a southbound right turn lane on Cooper Church Road at Commerce Crossings Drive. The turn lane needs to be 100' full width with a 50' taper.

The Kentucky Transportation Cabinet evaluates the need and length of auxiliary turn lanes <u>Highway Design Guidance Manual</u> dated July, 2020. The traffic impact policy requires using volumes for ten years beyond build-out, or 2034. The 2034 volumes were determined applying a one-half percent annual growth rate from 2024. **Figure 7** illustrates the 2034 No Build volumes. Figure 8 illustrates the 2034 Build Volumes. Using the volumes in **Figure 8**.

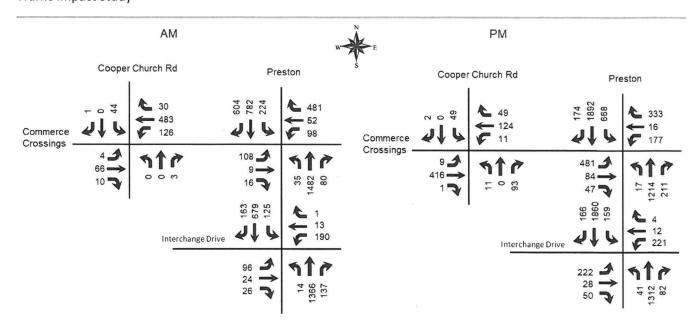
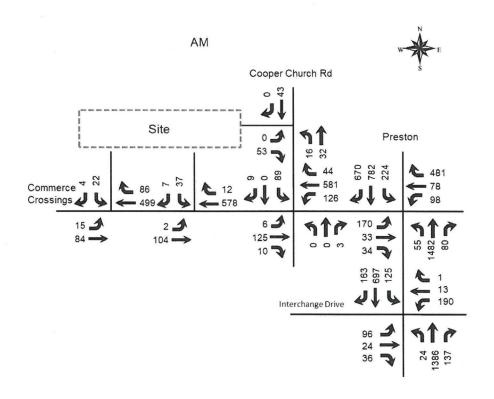


Figure 7. 2034 Peak Hour No Build



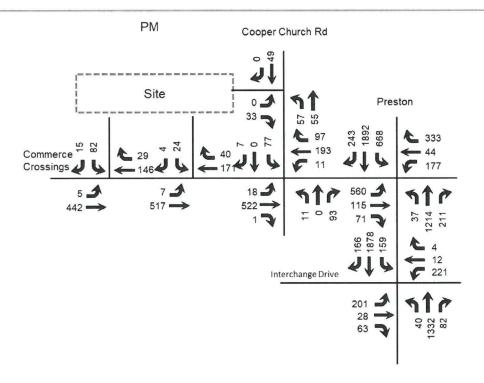


Figure 8. 2034 Peak Hour Build

Table 3. Peak Hour Level of Service for 2034

		A.M.			P.M.	
Annacah	2021	2034	2034	2021	2034	2034
Approach	Existing	No Build	Build	Existing	No Build	Build
Preston Highway at Cooper Chapel Road	С	С	С	D	D	D
	30.2	31.3	34.3	45.7	41.2	44.2
Commerce Crossings Eastbound	Е	E	E	E	E	E
	59.7	59.7	59.0	73.4	72.9	71.4
Cooper Chapel Road Westbound	D	D	D	Е	E	E
	43.7	43.9	47.0	60.9	60.0	61.2
Preston Highway Northbound	С	С	С	D	С	С
	26.0	27.1	30.0	54.7	31.5	33.7
Preston Highway Southbound	С	С	С	С	С	D
	25.4	26.5	27.9	31.9	34.9	38.3
Commerce Crossings Drive at Cooper Church Rd						
Commence Crossings Drive Facther and (laft)	Α	Α	Α	Α	Α	Α
Commerce Crossings Drive Eastbound (left)	8.9	9.0	9.6	7.7	7.7	8.1
Commerce Crassings Drive Weetherind (left)	Α	Α	Α	Α	Α	Α
Commerce Crossings Drive Westbound (left)	7.7	7.7	8.0	8.6	8.7	9.2
Parking Lat Northhound				В	В	С
Parking Lot Northbound	NA	NA	NA	12.3	13.0	15.2

		A.M.			P.M.	Q.
Approach	2021 Existing	2034 No Build	2034 Build	2021 Existing	2034 No Build	2034 Build
Cooper Church Road Southbound	D 25.2	D 28.6	E 49.6	C 19.0	C 19.5	D 32.5
Commerce Crossings Drive at Entrance			24.7		=	
Commerce Crossings Drive Eastbound (left)			A 9.6			A 7.7
Entrance Road Southbound			C 15.2			C 15.4
Commerce Crossings Drive at Apartment Entrance						
Commerce Crossings Drive Eastbound (left)			A 9.4			A 7.8
Entrance Road Southbound			C 17.6			B 14.3
Copper Church Road at Entrance						
Entrance Eastbound			A 8.8			A 8.8
Cooper Church Road Northbound			A 7.4			A 7.5
Preston Highway at Interchange Drive	A 7.4	C 26.1	C 26.4	B 19.3	D 40.4	D 42.1
Interchange Drive Eastbound	E 72.6	E 72.9	E 72.1	E 75.0	F 82.5	F 81.7
	F	E	E	F	F	F
Entrance Westbound	87.9	68.0	68.0	84.8	81.2	81.2
Preston Highway Northbound	A 4.1	B 16.1	B 16.4	A 8.8	C 28.6	C 28.8
Preston Highway Southbound	A 5.9	C 23.0	C 23.0	B 19.2	D 37.2	D 40.1

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2024 and 2034, there will be a minimal impact to the existing highway network. A southbound right turn lane will be provided on Cooper Church Road. The dimensions would be 100 feet of full width with a 50-foot taper.

APPENDIX

Traffic Counts

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Jefferson County, KY

Site 1 of 2

KY-61 Preston Hwy (South)

KY-61 Preston Hwy (North)

Commerce Crossings Dr

Cooper Chapel Rd

Date Tuesday, August 24, 2021 Weather Fair

87°F

Lat/Long 38.103518°, -85.672640°

0700 - 0900 (Weekday 2h Session) (08-24-2021)

All vehicle

	发展的意思	No	orthbou	ınd			So	uthbou	nd			E	astbour	ıd			V	estboui	nd		
1	К	Y-61 Pre	ston Hy	vy (South	1)	K	Y-61 Pre	ston Hw	y (North)		Comme	rce Cros	sings Dr			Coop	er Chap	el Rd		1
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	In
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Tot
0700 - 0715	1	341	11	0	353	20	215	84	0	319	28	1	2	0	31	15	8	162	0	185	888
0715 - 0730	10	369	23	0	402	33	185	111	0	329	22	1	1	0	24	17	8	124	0	149	904
0730 - 0745	5	363	10	0	378	59	199	128	0	386	25	5	5	0	35	21	13	130	0	164	963
0745 - 0800	11	305	17	0	333	62	224	192	0	478	29	2	2	0	33	23	20	104	0	147	993
Hourly Total	27	1378	61	0	1466	174	823	515	0	1512	104	9	10	0	123	76	49	520	0	645	374
0800 - 0815	6	352	25	0	383	53	165	135	0	353	25	0	7	0	32	31	8	93	0	132	90
0815 - 0830	3	311	32	0	346	54	165	87	1	307	19	3	2	0	24	22	9	81	0	112	789
0830 - 0845	3	277	44	0	324	51	165	60	0	276	30	2	6	0	38	24	5	121	0	150	788
0845 - 0900	5	279	28	0	312	62	188	63	1	314	19	2	3	0	24	24	2	99	0	125	77
Hourly Total	17	1219	129	0	1365	220	683	345	2	1250	93	7	18	0	118	101	24	394	0	519	325
Grand Total	44	2597	190	0	2831	394	1506	860	2	2762	197	16	28	0	241	177	73	914	0	1164	699
Approach %	1.55	91.73	6.71	0.00	-	14.27	54.53	31.14	0.07	-	81.74	6.64	11.62	0.00	-	15.21	6.27	78.52	0.00	-	
Intersection %	0.63	37.11	2.72	0.00	40.45	5.63	21.52	12.29	0.03	39.47	2.82	0.23	0.40	0.00	3.44	2.53	1.04	13.06	0.00	16.63	1
PHF	0.73	0.94	0.75	0.00	0.93	0.83	0.86	0.74	0.00	0.81	0.87	0.40	0.54	0.00	0.89	0.74	0.61	0.87	0.00	0.90	0.9

1600 - 1800 (Weekday 2h Session) (08-24-2021)

All vehicles

		No	orthbou	nd			So	uthbou	nd			E	astboun	id			V	/estbou	nd		
	K	Y-61 Pre	ston Hv	vy (South	1)	K	Y-61 Pre	ston Hw	y (North	1)		Comme	rce Cros	sings Dr		-	Coop	er Chap	el Rd		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	In
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Tot
1600 - 1615	3	274	35	0	312	77	330	20	0	427	125	2	5	0	132	38	4	94	0	136	10
1615 - 1630	5	322	42	0	369	135	432	36	0	603	59	12	8	0	79	24	7	73	0	104	115
1630 - 1645	7	289	50	0	346	144	406	41	3	594	138	28	19	0	185	49	3	90	0	142	126
1645 - 1700	2	248	49	0	299	174	472	56	1	703	83	9	9	0	101	46	3	80	0	129	123
Hourly Total	17	1133	176	0	1326	530	1640	153	4	2327	405	51	41	0	497	157	17	337	0	511	466
1700 - 1715	2	279	57	0	338	169	463	30	0	662	170	30	8	1	209	47	2	69	0	118	13
1715 - 1730	2	268	54	0	324	158	444	30	2	634	40	5	9	0	54	43	1	90	0	134	114
1730 - 1745	4	241	43	0	288	160	474	30	0	664	69	9	5	0	83	47	4	102	0	153	118
1745 - 1800	2	250	44	0	296	117	380	30	2	529	43	6	9	0	58	46	0	81	0	127	10:
Hourly Total	10	1038	198	0	1246	604	1761	120	4	2489	322	50 /	31	1	404	183	7	342	0	532	46
Grand Total	27	2171	374	0	2572	1134	3401	273	8	4816	727	101	72	1	901	340	24	679	0	1043	933
Approach %	1.05	84.41	14.54	0.00	-	23.55	70.62	5.67	0.17	- 1	80.69	11.21	7.99	0.11	-	32.60	2.30	65.10	0.00	-	
Intersection %	0.29	23.26	4.01	0.00	27.56	12.15	36.44	2.93	0.09	51.61	7.79	1.08	0.77	0.01	9.65	3.64	0.26	7.28	0.00	11.18	1
PHF	0.57	0.88	0.87	0.00	0.92	0.89	0.94	0.73	0.33	0.91	0.66	0.66	0.58	0.25	0.69	0.85	0.54	0.87	0.00	0.87	0.9

Classified Turn Movement Count | | All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2 of 2

Jefferson County, KY

Driveway Cooper Church Dr Commerce Crossings Dr (West) Commerce Crossings Dr (East)

Date
Tuesday, August 24, 2021

Weather Fair 87°F

Lat/Long 38.103540°, -85.676436°

0700 - 0900 (Weekday 2h Session) (08-24-2021)

All vehicles

	SERVICE SERVICE	No	orthbou	nd		55000	So	uthbou	nd			E	astbour	nd			W	estbou	nd		
	- Annual Control	[Drivewa	У			Coop	er Chur	ch Dr		Con	nmerce	Crossing	gs Dr (We	est)	Cor	nmerce	Crossin	gs Dr (Ea	st)	
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Tota
0700 - 0715	0	0	0	0	0	13	0	1	0	14	2	16	0	0	18	10	74	3	0	87	119
0715 - 0730	0	0	0	0	0	8	0	1	0	9	1	9	3	0	13	31	90	5	0	126	148
0730 - 0745	0	0	1	0	1	9	0	0	0	9	2	20	2	0	24	24	96	8	0	128	162
0745 - 0800	0	0	1	0	1	9	0	0	0	9	3	20	4	0	27	40	169	5	0	214	251
Hourly Total	0	0	2	0	2	39	0	2	0	41	8	65	9	0	82	105	429	21	0	555	680
0800 - 0815	0	0	1	0	1	17	0	0	0	17	0	13	0	0	13	23	98	10	0	131	162
0815 - 0830	0	0	0	0	0	9	0	1	1	11	0	12	0	0	12	13	75	4	0	92	115
0830 - 0845	0	0	2	0	2	15	0	2	0	17	0	20	1	0	21	12	46	6	0	64	104
0845 - 0900	1	0	0	0	1	4	0	0	0	4	1	12	0	0	13	8	50	4	0	62	80
Hourly Total	1	0	3	0	4	45	0	3	1	49	1	57	1	0	59	56	269	24	0	349	461
Grand Total	1	0	5	0	6	84	0	5	1	90	9	122	10	0	141	161	698	45	0	904	114
Approach %	16.67	0.00	83.33	0.00	-	93.33	0.00	5.56	1.11	-	6.38	86.52	7.09	0.00	-	17.81	77.21	4.98	0.00	-	
Intersection %	0.09	0.00	0.44	0.00	0.53	7.36	0.00	0.44	0.09	7.89	0.79	10.69	0.88	0.00	12.36	14.11	61.17	3.94	0.00	79.23	-
PHF	0.00	0.00	0.75	0.00	0.75	0.63	0.00	0.25	0.00	0.65	0.50	0.78	0.56	0.00	0.71	0.74	0.67	0.70	0.00	0.70	0.7

1600 - 1800 (Weekday 2h Session) (08-24-2021)

All vehicles

	THE REAL PROPERTY.	No	orthbou	nd			Sc	uthbou	nd			E	astboun	ıd			W	estbou	nd		
			Drivewa	У			Coop	er Chur	ch Dr		Con	nmerce	Crossing	gs Dr (We	est)	Cor	mmerce	Crossin	gs Dr (Ea	st)	
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Tota
1600 - 1615	0	0	17	0	17	9	0	1	0	10	0	125	0	0	125	3	15	7	0	25	177
1615 - 1630	0	0	9	0	9	9	0	1	0	10	3	54	0	0	57	3	28	10	1	42	118
1630 - 1645	6	0	53	0	59	15	0	0	0	15	1	92	1	0	94	3	30	11	0	44	212
1645 - 1700	1	0	14	0	15	11	0	0	0	11	3	66	0	0	69	0	38	13	0	51	146
Hourly Total	7	0	93	0	100	44	0	2	0	46	7	337	1	0	345	9	111	41	1	162	653
1700 - 1715	3	0	11	0	14	11	0	1	0	12	1	178	0	0	179	2	20	12	1	35	240
1715 - 1730	0	0	6	0	6	4	0	1	0	5	1	40	0	0	41	0	14	12	0	26	78
1730 - 1745	0	0	12	0	12	10	0	0	0	10	2	40	0	0	42	1	14	13	0	28	92
1745 - 1800	1	0	12	0	13	8	0	1	0	9	0	27	1	0	28	0	13	15	0	28	78
Hourly Total	4	0	41	0	45	33	0	3	0	36	4	285	1	0	290	3	61	52	1	117	488
Grand Total	11	0	134	0	145	77	0	5	0	82	11	622	2	0	635	12	172	93	2	279	114:
Approach %	7.59	0.00	92.41	0.00	-	93.90	0.00	6.10	0.00	-	1.73	97.95	0.31	0.00	-	4.30	61.65	33.33	0.72	8	
Intersection %	0.96	0.00	11.74	0.00	12.71	6.75	0.00	0.44	0.00	7.19	0.96	54.51	0.18	0.00	55.65	1.05	15.07	8.15	0.18	24.45	-
PHF	0.42	0.00	0.41	0.00	0.41	0.77	0.00	0.50	0.00	0.80	0.67	0.55	0.25	0.00	0.56	0.67	0.76	0.88	0.50	0.84	0.75

Classified Turn Movement Count | | All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2 of 3

Preston Highway, KY

KY-61 Preston Hwy (South) KY-61 Preston Hwy (North) Old Preston Hwy Local Rd

Date

Tuesday, April 13, 2021

Weather

Cloudy 61°F

Lat/Long 38.096348°, -85.670213°

0700 - 0900 (Weekday 2h Session) (13-04-2021)

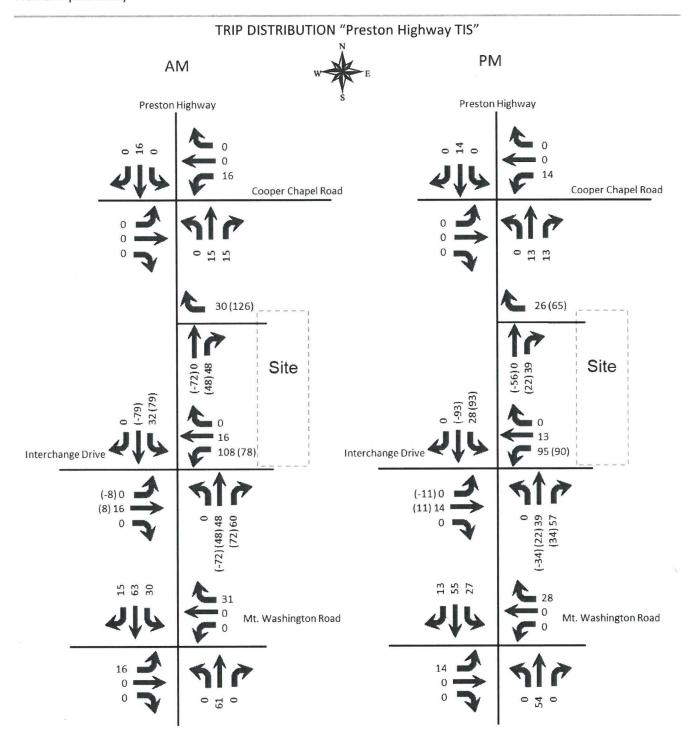
All vehicles

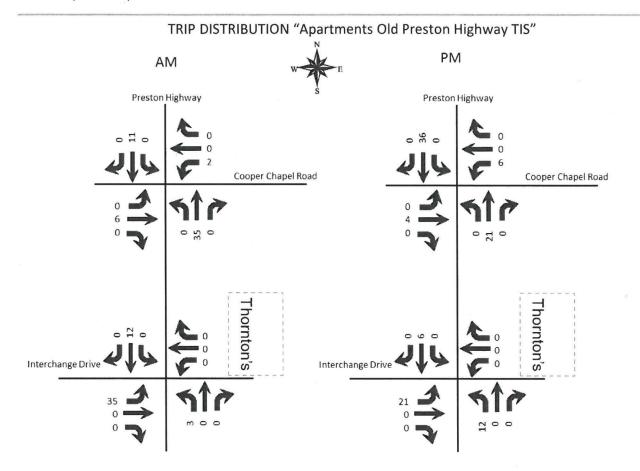
		No	orthbou	nd			So	uthbou	nd			E	astboun	ıd			W	/estbou	nd		4
	K	Y-61 Pre	ston Hv	vy (South	1)	K	Y-61 Pre	ston Hw	y (North	1)		Old	Preston	Hwy				Local Ro	1		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	In
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Tot
0700 - 0715	5	314	0	0	319	0	100	52	0	152	23	0	2	0	25	0	0	0	0	0	49
0715 - 0730	0	331	0	0	331	0	147	65	0	212	22	0	2	0	24	0	0	0	0	0	56
0730 - 0745	4	398	1	0	403	0	175	33	0	208	19	0	3	0	22	1	0	0	0	1	634
0745 - 0800	4	299	1	1	305	0	199	32	0	231	14	0	7	0	21	0	0	1	0	1	558
Hourly Total	13	1342	2	1	1358	0	621	182	0	803	78	0	14	0	92	1	0	1	0	2	225
0800 - 0815	0	287	1	1	289	0	200	22	1	223	12	0	3	0	15	0	0	0	0	0	52
0815 - 0830	2	257	0	0	259	1	167	14	0	182	9	0	0	0	9	0	0	0	0	0	450
0830 - 0845	0	283	0	0	283	1	198	13	0	212	20	0	3	0	23	0	0	0	0	0	518
0845 - 0900	2	279	1	0	282	0	234	16	0	250	11	0	1	1	13	0	0	0	0	0	54
Hourly Total	4	1106	2	1	1113	2	799	65	1	867	52	0	7	1	60	0	0	0	0	0	204
Grand Total	17	2448	4	2	2471	2	1420	247	1	1670	130	0	21	1	152	1	0	1	0	2	429
Approach %	0.69	99.07	0.16	0.08	-	0.12	85.03	14.79	0.06	-	85.53	0.00	13.82	0.66	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.40	57.00	0.09	0.05	57.53	0.05	33.06	5.75	0.02	38.88	3.03	0.00	0.49	0.02	3.54	0.02	0.00	0.02	0.00	0.05	1
PHF	0.50	0.83	0.75	0.50	0.82	0.00	0.90	0.58	0.25	0.95	0.76	0.00	0.54	0.00	0.85	0.25	0.00	0.25	0.00	0.50	0.9

1600 - 1800 (Weekday 2h Session) (13-04-2021)

All vehicles

		No	orthbou	nd			So	uthbou	nd			E	astboun	d			W	estbou	nd		
	K	Y-61 Pre	ston Hv	vy (South	۱)	K	Y-61 Pre	ston Hw	y (North	1)		Old	Preston	Hwy				Local Ro			1
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	In
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Tot
1600 - 1615	0	295	2	0	297	0	391	32	0	423	67	0	15	0	82	1	1	1	0	3	80
1615 - 1630	6	289	2	0	297	1	467	29	0	497	36	0	16	0	52	0	0	3	0	3	84
1630 - 1645	1	310	0	0	311	0	424	33	2	459	62	0	17	0	79	0	0	1	0	1	85
1645 - 1700	1	325	1	0	327	0	445	45	0	490	44	0	13	0	57	1	0	1	0	2	87
Hourly Total	8	1219	5	0	1232	1	1727	139	2	1869	209	0	61	0	270	2	1	6	0	9	33
1700 - 1715	3	286	0	0	289	0	464	35	0	499	43	0	12	0	55	1	0	2	0	3	84
1715 - 1730	3	296	1	2	302	0	481	39	0	520	45	0	13	0	58	1	0	1	0	2	88
1730 - 1745	7	315	0	0	322	0	477	36	0	513	52	0	10	0	62	0	0	0	0	0	89
1745 - 1800	7	297	0	1	305	0	397	41	0	438	35	0	3	0	38	0	0	0	0	0	78
Hourly Total	20	1194	1	3	1218	0	1819	151	0	1970	175	0	38	0	213	2	0	3	0	5	34
Grand Total	28	2413	6	3	2450	1	3546	290	2	3839	384	0	99	0	483	4	1	9	0	14	67
Approach %	1.14	98.49	0.24	0.12	-	0.03	92.37	7.55	0.05	-	79.50	0.00	20.50	0.00	-	28.57	7.14	64.29	0.00	-	
ntersection %	0.41	35.56	0.09	0.04	36.10	0.01	52.25	4.27	0.03	56.57	5.66	0.00	1.46	0.00	7.12	0.06	0.01	0.13	0.00	0.21	1
PHF	0.50	0.94	0.50	0.25	0.95	0.00	0.97	0.86	0.00	0.97	0.88	0.00	0.92	0.00	0.94	0.75	0.00	0.50	0.00	0.58	0.





HCS Reports

General Inform	nation							1	ntersect	ion Info	ormatio	n		43,441	
Agency	-	Diane B. Zimmerma	an Traff	ic Engine	eering			1	Duration,	h	0.250			11117	
Analyst		DBZ			CONTRACTOR OF THE PARTY OF THE	Nov 10	0, 2021	1	Area Typ	e	Other		4-7		*
Jurisdiction				Time F	THE RESERVE OF THE PERSON NAMED IN COLUMN	AM Pe	SHEDOWN SHAROWS	F	PHF		0.95		÷		
Urban Street		Preston Highway	-		is Year	2021		I	Analysis	Period	1> 7:1	5			
Intersection		Cooper Chapel Roa	ad	File Na		AM 21	Presto	eneroneedown						5 + + 6	
Project Descrip	tion	Commerce Crossin	SERVICE OF THE PARTY OF T										5	KIRYI	1-17
												1000			Section
Demand Inforr	nation			-0.5	EB		1	WB	Post C	1.55	NB	988.53		SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	F
Demand (v), v	eh/h		900	101	8	15	92	49	451	32	1389	75	207	733	56
Signal Informa	parameter constitution and				1 6	1211	121	12	12		7	L	•-	_	
Cycle, s	126.8	Reference Phase	2		25		1	2	B	B			2	3	V
Offset, s	0	Reference Point	End	Green	6.0	4.7	58.5	7.0	0.2	25.2					5
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.5	0.0	4.3	3.5	0.0	3.6		14		1	-
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.9	3.0	0.0	2.4	1	.5	6	7	
															25
Timer Results	1000	HER BUSINESS	3 10-16	EBL	-	EBT	WB	L	WBT	NBI	- 17	NBT	SBL	-	SBT
Assigned Phas	е			7		4	3		8	5		2	1		6
Case Number			No. E.	2.0		3.0	2.0	_	3.0	2.0	-	4.0	2.0	-	3.0
Phase Duration	NAME AND ADDRESS OF THE OWNER, WHEN			13.7 6.5		31.4	13.5	-	31.2	12.5	-	64.7	17.2	and the owner, where the owner,	69.4
THE RESERVE OF THE PARTY OF THE	nange Period, (Y+Rc), s					6.0	6.5	_	6.0	6.5	-	6.2	6.5		6.2
Max Allow Hea	ax Allow Headway (MAH), s					5.8	5.1		5.8	3.0		4.9	4.0		4.9
Queue Clearan	ce Time	e (gs), s	falls!	6.4	-	2.6	5.5	-	20.4	4.1	-	25.7	9.9		14.5
Green Extension	n Time	(g e), s		0.8		4.4	0.4		4.8	0.0		32.7	0.8		34.3
Phase Call Pro	bability		P. 1.2	1.00		1.00	1.00)	1.00	1.00)	1.00	1.00		1.00
Max Out Proba	bility			0.00) (0.03	0.00		0.01	0.00) (0.22	0.00		0.17
					ED			VALD			NID			CD	
Movement Gro	-	SuitS	200	-	EB	-		WB	T	7488 //	NB T	R	-	SB	-
Approach Move				L	T	R	L	T	R	L	-		L		F
Assigned Move	CONTRACTOR OF THE PARTY OF THE	\	19 19 19	7	4	14	3	8	18	5	2	12	1	6	1
Adjusted Flow				106	8	16	97	52	475	31	963	468	218	772	28
		ow Rate (s), veh/h/	in	1510	1900	1203	1702	1900	-	1810	1870	1819	1716	1658	15
Queue Service	ASSESSMENT OF THE PARTY OF	CONTRACTOR OF THE PROPERTY OF		4.4	0.5	0.6	3.5	2.8	18.4	2.1	23.7	23.7	7.9	11.7	12
	-	ce Time (g c), s		4.4	0.5	0.6	3.5	2.8	18.4	2.1	23.7	23.7	7.9	11.7	12
Green Ratio (g	-			0.06	0.20	0.25	0.06	0.20	0.28	0.05	0.46	0.46	0.08	0.50	0.
Capacity (c),	Separate Contract of the Contr			171	381	596	188	378	801	86	1727	840	290	2480	88
Volume-to-Cap	-			0.622	0.022	0.027	0.516	0.137	_	0.366	0.558	0.558	0.752	0.311	0.3
		I/In (95 th percentile		93.1	9.7	9.8	73.5	61.2	265.2	43.5	372.2	360.4	160	198.2	19:
		eh/In (95 th percent		3.3	0.4	0.3	2.8	2.4	10.5	1.7	14.7	14.4	6.2	7.6	7.
CONTRACTOR OF THE PARTY OF THE	STATISTICS OF THE OWNER, THE	(RQ) (95 th percen	tile)	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.29	0.20	0.9
Uniform Delay	(d1), s	s/veh		58.5	40.8	36.2	58.3	41.9	39.2	58.6	24.8	24.8	56.8	18.9	15
Incremental De	lay (d	2), s/veh		6.2	0.0	0.0	3.0	0.3	1.2	8.0	0.3	0.7	3.9	0.1	0.
Initial Queue D	nitial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (Control Delay (d), s/veh				40.8	36.2	61.3	42.1	40.3	59.4	25.1	25.5	60.7	19.0	15
Level of Servic	e (LOS)		Е	D	D	E	D	D	E	С	С	E	В	E
Approach Dela	y, s/veh	/LOS		59.7	7	E	43.7	7	D	26.0		С	25.4	1	С
Intersection De	CONTRACTOR OF THE PERSON					30	0.2						С		-
Multimodal Re	NAME OF TAXABLE PARTY.				EB			WB			NB	_		SB	_
Pedestrian LOS	VAPOR DE L'ANDERS DE L'ANDRE DE L			2.60		С	3.28	-	С	2.5		С	2.42	-	В
Bicycle LOS So	core / I	06		0.70)	A	1.53	2	В	1.35	5 1	A	1.18	9	A

		HCS	Sigr	nalize	d Inte	rsect	ion Re	esult	s Sum	mary					1
General Inforn	nation								ntersect		-	-		JIII	
Agency		Diane B. Zimmerma	an Traff	-	and the same of the same of	Ta .		-	Duration,		0.250	-	- mail		
Analyst		DBZ		-	- Control of the Cont	-	0, 2022	more recovering terms	Area Typ	e	Other	CHOCONOLON CONTROL OF	43		
Jurisdiction				Time F		AM Pe	A CONTRACTOR OF THE PARTY OF TH		PHF		0.95				-
Urban Street		Preston Highway		-	is Year	-	No Build		Analysis	Period	1> 7:1	15	-		
Intersection	THE STATE OF	Cooper Chapel Roa	DESCRIPTION OF THE PROPERTY OF	File Na	ame	AM 24	NB Pre	eston.x	us	SUPPLY ALL				1111	
Project Descrip	tion	Commerce Crossin	gs 2					V 2000		BASSES SE	8001945TE		2	3.1577	h)r)
Demand Inform	nation				EB			WB			NB		1000	SB	540.
Approach Move	ement		Aspent proceder, concrete	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	reh/h		le santi	103	14	15	95	50	458	32	1445	76	210	755	575
Signal Informa	tion					TIII		17				4	AND DE		
Signal Informa Cycle, s	122.9	Reference Phase	2		7.	1211	Yes	1	2		= (_	D	/	
Offset, s	0	Reference Point	End		22		1		-3	3		1	2	3	Z
Uncoordinated	Yes	Simult. Gap E/W	On	Green	-	4.6	55.0	7.0	0.1	25.0			+	J.	4
Force Mode	Fixed	Simult. Gap E/W	On	Yellow	3.5	0.0	1.9	3.5	0.0	3.6	-7) "	-	- ,	
T OFOC WIOGC	Tixed	Cirriat: Cap 1470	OII	ricu	10.0	10.0	11.0	10.0	10.0	12.7					
Timer Results	7.70			EBI	-6 56	EBT	WBI	L	WBT	NBI	- 1	NBT	SBI		SBT
Assigned Phas	е			7		4	3		8	5		2	1		6
Case Number	<i>#</i>		her sig	2.0	W ==	3.0	2.0		3.0	2.0	tin de	4.0	2.0		3.0
Phase Duration	1, S			13.6	6 ;	31.1	13.5	5	31.0	12.5	5	61.2	17.1		65.8
Change Period	hange Period, (Y+Rc), s					6.0	6.5		6.0	6.5		6.2	6.5	75	6.2
Max Allow Hea	ax Allow Headway (MAH), s					5.8	5.1		5.8	3.0		4.9	4.0		4.9
Queue Clearar	ce Time	e (gs), s		6.3	53 39	2.8	5.5		20.0	3.8		23.5	9.7		14.9
Green Extension	on Time	(ge), S		0.8		4.6	0.4		5.0	0.0		31.4	0.8		32.4
Phase Call Pro	bability			1.00		1.00	1.00		1.00	1.00)	1.00	1.00)	1.00
Max Out Proba	bility			0.00)	0.04	0.00		0.01	0.00)	0.19	0.00)	0.15
Movement Gre	oup Res	sults			EB			WB			NB			SB	
Approach Move			-	L	T	R	L	T	I R	L	T	R	L	T	R
Assigned Move	-		Activities.	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow		() veh/h		108	15	16	100	53	482	28	900	438	221	795	289
	Martin State Of State	ow Rate (s), veh/h/	In	1510	1900	1203	1702	1900		1810	1870	1820	1716	1658	1547
Queue Service	OSTERNA MARKA PARA PARA PARA PARA PARA PARA PARA			4.3	0.8	0.6	3.5	2.8	18.0	1.8	21.5	21.5	7.7	12.1	12.5
		ce Time (gc), s		4.3	0.8	0.6	3.5	2.8	18.0	1.8	21.5	21.5	7.7	12.1	12.9
Green Ratio (MANUFACTURE OF THE PARTY OF THE	,		0.06	0.20	0.25	0.06	0.20	0.29	0.05	0.45	0.45	0.09	0.48	0.54
Capacity (c),	-			176	389	609	194	386	818	88	1675	815	295	2412	840
Volume-to-Cap	MEDINESTICATED TO THE PROPERTY OF THE PROPERTY	atio (X)	CONTRACTOR OF THE CONTRACTOR	0.617	0.038	0.026	0.516	0.136	-	0.319	0.537	0.537	0.748	0.329	0.34
and the second of the second o	MORNING MINISTER CONTRACTOR	ft/In (95 th percentile	9)	18 x S	1.253	100.700	1797.7	THE S	1 3 60 7	(8/4)060	35,0967	10.00	1000	600000	5768
The second secon	CHARGE STREET,	eh/ln (95 th percent	mentioned and the same	3.2	0.7	0.3	2.8	2.4	10.3	1.5	13.5	13.3	6.1	7.8	7.7
	THE RESERVE AND PERSONS ASSESSED.	(RQ) (95 th percen	SEASON STREET,	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.28	0.20	1.00
Uniform Delay	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND			56.6	39.2	34.5	56.4	40.2	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	56.5	24.7	24.7	54.9	19.4	15.8
-	-		ALC: N	5.9	0.1	0.0	2.9	0.3	1.1	0.6	0.3	0.7	3.8	0.1	0.3
	ncremental Delay (d 2), s/veh nitial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (d), s/veh					34.6	59.3	40.4	38.6	57.2	25.0	25.4	58.7	19.5	16.1
	evel of Service (LOS)					С	Е	D	D	E	С	С	Е	В	В
Level of Service	DATE OF THE PERSON NAMED IN COLUMN 1		A Service	56.9	9	E	42.0	0	D	25.8	3	С	25.4	4	С
Approach Dela	edecomponentes cons		Street Services (Services			2	9.9		NON MANOREMAN PROPERTY.				С		
	elay, s/v	CIT / LOS	NAME OF TAXABLE PARTY.												
Approach Dela Intersection De		en red					PROPERTY	1115		PARCE SALE	A I D				
Approach Dela	esults			2.6	EB	С	3.2	WB	С	2.57	NB	С	2.42	SB	В

10.88 E-1888									s Sum						
General Inforn	nation			A CONTRACTOR OF THE PARTY OF TH				li li	ntersect	ion Info	ormatio	n		41.441	
Agency		Diane B. Zimmerma	an Traff	ic Engine	eering	. (1991)		10	Ouration,	h	0.250			hitin	
Analyst		DBZ	-	-	THE RESERVE AND ADDRESS OF THE PARTY OF THE	Sep 20	0, 2022	-	теа Тур	and the last of th	Other		4-		*_
Jurisdiction			- No. 10	Time F		AM Pe	GEN CONTROL DO CONTROL	Name and Address of the Owner, where	PHF		0.95	Security.	* :		
Urban Street		Preston Highway		-	is Year	-	_	A	nalysis	Period	1> 7:1	5	7		* *
Intersection		Cooper Chapel Roa	ad	File Na		-	B Pres	and the same of the same of	tepantoenum etrenantrotten		199		1	5++4	
Project Descrip	tion	Commerce Crossin	-	1		7							1	4.197.1	10 6
. Toject Descrip		103/11/10/00 0/033/11	30 2												
Demand Inform	mation				EB			WB		T	NB		136	SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v		TEXA 1957 8 8 9		165	38	33	95	76	458	52	1445	76	210	755	641
									2000						B
Signal Informa	ation		3 100		16	1216.	111	15	15		7	L			
Cycle, s	130.0	Reference Phase	2		25		1	2	K	B		4	P	-	*
Offset, s	0	Reference Point	End	Green	6.0	5.0	57.1	7.0	3.7	26.0		1	2	1	¥
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		0.0	4.3	3.5	0.0	3.6	-	1	-	1	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.9	3.0	0.0	2.4	1	5	6	7	
Timer Results				EBI		EBT	WB		WBT	NBI		NBT	SBI	25 18	SBT
Assigned Phas	е	an kokulusus alahikan his si intara musus musukanda ke interas di ke		7		4	3		8	5		2	1		6
Case Number	1000		0925.50	2.0		3.0	2.0		3.0	2.0		4.0	2.0		3.0
Phase Duration	n, s			17.2	-	35.7	13.5		32.0	12.5	5 1	63.3	17.5	5	68.3
_	nange Period, (Y+R c), s					6.0	6.5		6.0	6.5		6.2	6.5	-	6.2
THE RESERVE AND PARTY OF THE PA	ange Period, ()+R c), s ax Allow Headway (MAH), s					5.7	5.1		5.7	3.0		4.9	4.0	-	4.9
	ax Allow Headway (<i>MAH</i>), s leue Clearance Time (<i>g</i> s), s				-	4.2	5.7	100	21.1	5.2	-	24.6	10.2		19.3
Green Extension	AND RESIDENCE AND RESIDENCE	AND DESCRIPTION OF THE PROPERTY OF THE PARTY	AND DESCRIPTION OF THE PARTY OF	9.3	and the same of	4.9	0.4		4.8	0.1	-	32.4	0.8	-	33.2
Phase Call Pro	-			1.00	-	1.00	1.00		1.00	1.00		1.00	1.00		1.00
Max Out Proba	MARKATAN ASSESSMENT			0.00	-	0.07	0.00		0.02	0.00	-	0.21	0.00		0.19
wax Out Flube	Dility			0.00		0.01	0.00		5.02	0.00			0.00		
Movement Gr	oup Re	sults	1257-019	15000	EB			WB			NB		28(2)	SB	
Approach Mov	TOTAL PROPERTY AND ADDRESS OF THE PARTY OF T			L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	NAME OF TAXABLE PARTY.		L. Jacob	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	THE RESERVE AND ADDRESS OF	/), veh/h		174	40	35	100	80	482	45	884	430	221	795	359
A DESCRIPTION OF THE PROPERTY	NAME AND ADDRESS OF THE PARTY O	ow Rate (s), veh/h/	In	1510	1900	1203	1702	1900	1414	1810	1870	1820	1716	1658	154
Queue Service				7.3	2.2	1.4	3.7	4.6	19.1	3.2	22.6	22.6	8.2	12.9	17.
	CONTRACTOR STREET	ce Time (gc), s		7.3	2.2	1.4	3.7	4.6	19.1	3.2	22.6	22.6	8.2	12.9	17.
Green Ratio (13-11-		0.08	0.23	0.27	0.05	0.20	0.29	0.05	0.44	0.44	0.08	0.48	0.5
Capacity (c),	Name and Address of the Owner, where the		V/10-1-1-3-5	248	434	660	183	380	806	83	1643	800	291	2378	867
Volume-to-Cap	-	atio (X)		0.700	0.092	0.053	0.546		-	0.539	0.538	0.538	0.759	0.334	0.41
	-	ft/In (95 th percentile	2)	1.00	350AV		100000	- 35	10000	1000	30/200	9 6 10 8 7		2000	
THE RESIDENCE OF THE PARTY OF T	and the state of the state of	eh/ln (95 th percent	NAME AND POST OF THE PARTY OF T	5.4	1.9	0.7	3.0	4.0	10.9	2.6	14.2	14.0	6.5	8.4	9.7
	-	(RQ) (95 th percen	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.22	1.2
Uniform Delay				58.2	39.6	34.7	60.0	43.5	40.1	60.7	26.8	26.8	58.2	21.1	16.
Incremental De	AND DESCRIPTION OF THE PERSON NAMED IN			6.0	0.1	0.0	3.4	0.4	1.2	1.7	0.3	0.7	4.0	0.1	0.5
Company of the Control of the Contro				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	nitial Queue Delay (d 3), s/veh				39.7	34.8	63.5	43.9	41.3	62.4	27.1	27.5	62.3	21.2	16.
CONTRACTOR OF THE PARTY OF THE	Control Delay (d), s/veh				D D	C C	E	43.8 D	D D	E	C C	C C	62.3 E	C	10. B
	Level of Service (LOS) Approach Delay, s/veh / LOS					E	44.9		D	28.4	L	C	26.		C
Approach Dela	-		SUBAJN.	56.		-	B		U	20.4	1		C 26.		0
Interes t'	ay, s/v	en / LOS		1 2000 Maria	STREET, AL	32	2.6						C C		
Intersection De		CONTRACTOR SELECTION OF SELECTI			EB			WB		A 17.5	NB			SB	
	Itimodal Pacults							AAD			IND		BF	SD	
Multimodal Re		2/108		2.60	-	С	3.28	a T	С	2.57	and the same of th	С	2.43	-	В

		HCS	Sign	nalized	Inte	rsecti	on Re	sult	Sum	mary					
Conovel Inform	a dia m							1.	toroot	ion Info	rm atia	_	0	42411	N. I.
General Inforn	nation	Diane B. Zimmerma	n Troff	io Englis	oring				ntersect	-	0.250	11		ittir	Ļ
Agency			iii iiali	_		Con or	2022		uration,	-					*
Analyst		DBZ	11/12/2011	-	ORDER WHEN PERSON	Sep 20	CONTRACTOR DESCRIPTION OF THE PERSON OF THE	-	rea Type HF		Other				-
Jurisdiction		Drooton Highway	-	Time P		AM Pe	-		Marian Marian Marian	Poriod	0.95	5	4		-
Urban Street	Maria Control Control	Preston Highway	vd.	-	is Year	2034 N		-	nalysis l	-enoa	1> 7:1	J			
Intersection	Al-	Cooper Chapel Roa	NAME AND POST OFFICE ADDRESS OF THE PARTY OF	File Na	irne	AM 34	NB Pre	ston.xi	ıs					1111	
Project Descrip	tion	Commerce Crossin	gs 2										la l	M. I. A. W. I	E T
Demand Inform	nation				EB			WB		200	NB			SB	
Approach Move	ement			L	Т	R	L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h		7	108	15	16	100	52	481	35	1517	80	224	793	604
Ciamal Informa						T m		17				•	GOODS ST		
Signal Informa	129.3	Reference Phase	2	-	20	1211.	924	1	1		7	_	tz	/	
Cycle, s Offset, s	0	Reference Point	End		32		1		3	3	Te.	1	2	3	Z
Uncoordinated	Yes	Simult. Gap E/W	On	Green		5.6	58.0	7.0	0.6	26.9			+	١, ١	4
	разминичения	A CONTRACTOR OF THE PARTY OF TH	PROGRAMMENT OF THE PARTY OF THE	Yellow	-	0.0	1.9	3.5	0.0	3.6	-1	1 3		1	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	10.0	11.9	3.0	10.0	12.4	*		8		99150
Timer Results				EBL		EBT	WBI	100	WBT	NBL		NBT	SBL		SBT
Assigned Phas	e			7		4	3	-	8	5		2	. 1		6
Case Number				2.0	100	3.0	2.0		3.0	2.0		4.0	2.0		3.0
Phase Duration	1, S	The second secon		14.1		33.5	13.5		32.9	12.5		64.2	18.1	-	69.8
THE RESERVE THE PARTY OF THE PA	nange Period, (Y+R c), s					6.0	6.5		6.0	6.5		6.2	6.5	-	6.2
The same of the sa	ax Allow Headway (MAH), s					5.8	5.1		5.8	3.0		4.9	4.0	-	4.9
Queue Clearar	NATIONAL STREET, STREE		July 15	5.6 6.8	(C)	2.9	5.9		21.8	4.0		24.8	10.7		17.2
Green Extension	epital metal production and section of		Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, which i	0.9		4.8	0.5		5.0	0.0	-	33.2	0.9	-	34.3
Phase Call Pro	ethors are proposed or transported		N. C 17 12	1.00		1.00	1.00	188	1.00	1.00		1.00	1.00		1.00
Max Out Proba	-	**************************************		0.00		0.05	0.00	-	0.01	0.00		0.22	0.00		0.19
Movement C-	oun Ber	nulte			CD.		1000 mg	WB		Profession	NB			SB	
Movement Gre	ALCOHOLD STATE OF THE PARTY OF	ouits		L	EB	R	L	T	R	L	L	R	L	SB	D
Approach Move	AND DESCRIPTION OF THE PERSON NAMED IN			7	4	14	3	8	18	5	2	12	1	6	16
Assigned Move		() vob/b		-	16	17	105	55	506	29	904	440	236	835	-
Adjusted Flow	MINISTERNATION OF THE PARTY OF		ln.	114		1203	1702	1900	1414	1810		1820	1716	-	320
		ow Rate (s), veh/h/	111	1510	1900		-	-	-	-	1870	-	_	1658	154
Queue Service	MARKETON MARKETON PO	REPORT OF THE PROPERTY OF THE PARTY OF THE P		4.8	0.9	0.7	3.9	3.0	19.8	2.0	22.8	22.8	8.7	13.3	15.
	STREET, STREET	ce Time (gc), s		4.8	0.9	0.7	3.9	3.0	19.8	2.0	22.8	22.8	8.7	13.3	15.
Green Ratio (apprendiction of the continues			0.06	0.21	0.26	0.05	0.21	0.30	0.05	0.45	0.45	0.09	0.49	0.5
Capacity (c),	CONTRACTOR DESCRIPTION OF THE PERSON OF THE	atio (V)		178	405 0.039	0.027	184 0.572	395 0.138	0.601	0.351	1678	816 0.539	308 0.767	0.341	0.37
Volume-to-Cap	THE REAL PROPERTY AND ADDRESS OF THE PARTY AND	atio (x) ft/in (95 th percentile	2)	0.637	0.039	0.027	0.572	0.138	100.0	0.351	0.559	0.539	0.767	0.341	0.3/
	NAME AND ADDRESS OF THE OWNER, WHEN	eh/in (95 th percent	(DOSTONEY CONTRACTOR	3.6	0.7	0.4	3.2	2.6	11.2	1.7	14.3	14.0	6.9	8.5	8.8
		(RQ) (95 th percen	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.22	1.1
Uniform Delay	Mexican completely		tile)	59.5	40.4	35.7	59.8	41.8	38.9	59.8	26.0	26.0	57.6	20.1	16.
	-			6.3	0.1	0.0	3.8	0.3	1.1	0.8	0.3	0.7	4.0	0.1	0.4
	ncremental Delay (d 2), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
THE RESERVE OF THE PARTY OF THE	nitial Queue Delay (d 3), s/veh					35.8	63.5	42.1	40.0	60.6	26.3	26.6	61.6	20.2	16.
	control Delay (d), s/veh evel of Service (LOS)					D	E	D	D	E	C	C	E	C	В
Approach Dela	CONTRACTOR OF THE PERSON NAMED IN			59.7	D 7	E	43.9		D	27.	Lamengerous	C	26.		C
Intersection Dela	-			33.		Name and Address of the Owner, where the Owner, which is the Owne	1.3			ZI.		OLME A DESCRIPTION OF THE PARTY	C 20.		
Multimodal R	esults				EB			WB			NB		24	SB	
Pedestrian LO	S Score	e/LOS		2.6	0	С	3.2	3	С	2.5	7	С	2.43	2	В
A CONTRACTOR OF THE PARTY OF TH	core / L	0.0		0.7	2	A	1.5	2	В	1.43	2	Α	1.2	- 1	Α

Received by Planning & Design 10/13/2022

		HCS	Sig	nalize	d Inte	rsect	ion R	esult	s Sum	mary					
O									ntersect	ion Infe	-matic			4141	
General Inform	nation	Diana B. Zimmarmi	n Troff	io Engin	aorina					-	0.250			hilli	
Agency	Mark de	Diane B. Zimmerma	an iraff	Name and Address of the Owner, where the Owner, which the	_	lean or	0 2022	-	ouration,	CHARLES AND ADDRESS OF THE PERSONS	Other	-			
Analyst		DBZ		-	is Date	-		oneseement of the same	krea Typ	е	-	557,182,147,85			-
Jurisdiction				Time F		AM Pe	COMMISSION CONTRACTOR		PHF	Desiral	0.95	1.5			-
Urban Street		Preston Highway		-	is Year	-		-	nalysis	Period	1> 7:	15			
Intersection	Service 2	Cooper Chapel Roa	and the latest design to the l	File Na	ame	AM 34	B Pres	ton.xus	3					<u> 1111</u>	
Project Descrip	ition	Commerce Crossin	gs 2						Research				7	LE SEMIES	
Demand Inform	mation				EB			WB			NB	The style		SB	
Approach Move	ement			L	T	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	/eh/h		5.77	170	39	34	100	78	481	55	1517	80	224	793	670
												•			
Signal Informa	137.0	Reference Phase	2	-	2.	1216	ASI	1	1		= (_	t	-	
Cycle, s Offset, s	0	Reference Point	End		32		1		3	5		1	2	3	Z
Uncoordinated		Simult. Gap E/W	On	Green	-	6.1	60.2	7.0	4.3	28.2			+	J,	4
Force Mode		Simult. Gap E/W	On	Yellow Red	3.5	0.0	1.9	3.5	0.0	3.6		1.4	-	1	
Force Mode	Fixed	Simult. Gap N/S	On	Reu	3.0	10.0	11.8	13.0	10.0	12.4					
Timer Results				EBI		EBT	WBI	L	WBT	NBI		NBT	SBI	L C	SBT
Assigned Phas	e			7		4	3		8	5		2	1		6
Case Number			9635	2.0		3.0	2.0		3.0	2.0		4.0	2.0	150 330	3.0
Phase Duration	1. S			17.8	3 :	38.5	13.5	5	34.2	12.5		66.4	18.6	3	72.5
	hange Period, (Y+R c), s				100	6.0	6.5	100	6.0	6.5	15 15	6.2	6.5	AL NO	6.2
The same of the sa	ax Allow Headway (<i>MAH</i>), s					5.7	5.1	\top	5.7	3.0	1	4.9	4.0		4.9
Queue Clearar				5.6 9.9	-	4.3	6.2	-	23.1	5.4	90 80	26.0	11.2	2	22.0
Green Extension			A STATE OF THE PARTY OF THE PAR	1.4		5.1	0.5	Manual Property lies	5.0	0.1		34.2	0.9		34.8
Phase Call Pro		1	A Charles	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00
Max Out Proba				0.00		0.08	0.00		0.03	0.00		0.25	0.00		0.23
Movement Gr	-	sults			EB		-	WB	T =		NB			SB	-
Approach Mov	-			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	THE RESERVE AND PARTY OF THE PA			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	STATE OF THE PARTY			179	41	36	105	82	506	46	890	433	236	835	389
	-	ow Rate (s), veh/h/	ln	1510	1900	1203	1702	1900	1414	1810	1870	1820	1716	1658	1547
Queue Service	water and the same of the same	CANADA SERVICIO DE SERVICIO DE LA CONTRACTOR DE LA CONTRA		7.9	2.3	1.5	4.2	4.9	21.1	3.4	24.0	24.0	9.2	14.3	20.0
CHARLES OF STREET, STR		ce Time (gc), s		7.9	2.3	1.5	4.2	4.9	21.1	3.4	24.0	24.0	9.2	14.3	20.0
Green Ratio (AND DESCRIPTION OF THE PERSON NAMED IN			0.08	0.24	0.28	0.05	0.21	0.29	0.04	0.44	0.44	0.09	0.48	0.57
Capacity (c),	-			250	451	676	174	391	831	79	1644	800	303	2408	877
Volume-to-Cap	ensperior entrates are related			0.715	0.091	0.053	0.606	0.210	0.609	0.575	0.541	0.541	0.777	0.347	0.44
		ft/in (95 th percentile	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO PERSONS NAMED IN COLUMN TRANSPORT NA	-	0.5	20.0	0.1	4.5	46.0	0.0	45.1	410	7.1	0.1	44.5
	-	eh/In (95 th percent	CONTRACTOR OF THE PARTY OF THE	5.9	2.0	0.8	3.4	4.3	11.9	2.8	15.1	14.9	7.4	9.1	11.0
		(RQ) (95 th percen	tile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.24	1.43
Uniform Delay				61.3	40.8	36.0	63.7	45.2	41.6	64.3	28.3	28.3	61.2	21.9	17.2
Incremental De	-		TUSHES.	6.4	0.1	0.0	4.6	0.4	1.2	2.0	0.3	0.7	4.3	0.1	0.5
Initial Queue D	Company of the Party of the Par			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	Charles and the Control of the Contr			67.7 E	40.9	36.0	68.3	45.7	42.8	66.4	28.6	29.0	65.5	22.1	17.7
	evel of Service (LOS)				D	_ D	E	D	D	E	C	C	E	C	В
Approach Dela	Market Street, Street, St. Str			59.0)	E	47.0	J	D	30.0)	С	27.5	9	С
Intersection De	elay, s/v	eh / LOS	(0)/(0) (S.)			34	4.3				125100		С		
intersection be					EB			WB			NB		7-12-10	SB	
	ltimodal Results						MI			E			88		
Multimodal Re	destrian LOS Score / LOS					С	3.28	В	С	2.57	7	С	2.4	3	В

Received by Planning & Design 10/13/2022

		HCS	7 Sig	nalize	d Inte	ersec	tion R	esul	ts Sun	nmary	/				
General Inforn	nation	Υ							ntersect	-	-	-		4,441	
Agency		Diane B. Zimmerma	n Traffi	_	-	T.		-	Duration,	_	0.250		-		
Analyst		DBZ		-	is Date	-	THE REAL PROPERTY OF THE PERSON NAMED IN COLUMN		Area Typ	e	Other		# 3		~
Jurisdiction	manulcanur suga e sonato			Time P		PM Pe	eak		PHF		0.94		-4		-
Urban Street		Preston Highway		-	is Year	- Sances		warmen de no	Analysis	Period	1> 4:4	15	-		-
Intersection		Cooper Chapel Rd		File Na	ame	PM 21	Presto	n.xus						7117	
Project Descrip	tion	Commerce Crossing	gs 2										2	3157	
Demand Inform	nation				EB		T	WB	Part Control		NB			SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v				451	79	44	166	15	312	16	1138	198	626	1773	163
Signal Informa	presentative			-	2 4	1211	1	2	2			L	4-	_	
Cycle, s	180.0	Reference Phase	2		25		1	Я	" R	3		1	1/2	3	V
Offset, s	0	Reference Point	End	Green	6.0	25.0	66.3	12.1	11.1	21.2		J		1	5
Uncoordinated	No	Simult. Gap E/W	On	Yellow	and the second second second	3.5	4.3	3.5	3.5	3.6		1			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	1	5	6	7	
Timer Results			No.	EBL		EBT	WBI		WBT	NBL		NBT	SBL		SBT
Assigned Phas	e			7		4	3		8	5		2	1		6
Case Number			0750 A 25%	2.0		3.0	2.0		3.0	2.0		4.0	2.0		3.0
Phase Duration	1. S			36.3		44.9	18.6		27.2	12.5		72.5	44.0		104.0
	hange Period, (Y+R c), s				and the second	6.0	6.5	-	6.0	6.5	781 352	6.2	6.5	-	6.2
	ax Allow Headway (<i>MAH</i>), s				-	5.7	5.1		5.7	3.0		0.0	4.0	-	0.0
	ax Allow Headway (<i>MAH</i>), s ueue Clearance Time (<i>g</i> s), s					8.6	11.1		18.3	3.8			35.4	-	-
Green Extension			-	26.5		4.0	1.1		3.0	0.0		0.0	2.0	-	0.0
Phase Call Pro	THE RESERVE OF THE PERSON NAMED OF THE PERSON			1.00	named and	1.00	1.00)	1.00	1.00	100 000		1.00	-	
Max Out Proba	militeraries and scores or			0.06	-	0.00	0.00)	0.12	0.00	-		0.14	-	-
Kanada da da															
Movement Gro		suits			EB			WB	T B		NB		-	SB	
Approach Move				7	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	CONTRACTOR OF THE PARTY OF	() , (a b /b		-	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	-	AND DESCRIPTION OF THE PERSON		480	84	47	177	16	332	16	943	435	666	1886	173
		ow Rate (s), veh/h/l	n	1702	1870	1403	1716	1796	-	1640	1870	1725	1743	1698	152
Queue Service	NAME AND ADDRESS OF THE OWNER, OF TAXABLE PARTY.			24.5	6.6	2.3	9.1	1.4	16.3	1.8	39.3	39.0	33.4	36.3	4.3
Green Ratio (MERCHANICAL MATERIAL	ce Time (g c), s		0.17	0.22	0.25	0.07	0.12	0.33	0.04	0.37	0.37	0.21	36.3	0.7
Capacity (c),	To be designed in the case of		- FEG. 150	582	404	700	251	212	915	64	1378	635	745	2767	107
Volume-to-Cap		atio (X)		0.824	0.208	0.067	0.705	0.075	-	0.259	0.684	0.684	0.894	0.682	0.16
	-	In (95 th percentile	1	430.8	***************************************	37.7	192.1	32.1	246.3	38.4	649.2		558.9	424.2	62
	Mark Committee Control of Control	eh/ln (95 th percent	and the second second	16.7	5.8	1.5	7.5	1.2	9.7	1.4	25.6	24.1	22.2	16.7	2.3
		(RQ) (95 th percent	**********	0.96	0.33	0.30	0.48	0.06	THE RESERVE OF THE PERSON NAMED IN	0.09	0.54	0.51	1.02	0.42	0.3
Uniform Delay				72.0	57.9	51.6	81.5	70.6	_	87.3	51.3	50.2	68.8	16.3	5.0
	with the last of t		11 100	6.2	0.4	0.1	4.9	0.2	0.4	0.7	2.5	5.3	10.2	1.4	0.3
	ncremental Delay (d 2), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (d), s/veh				58.3	51.6	86.5	70.9	46.8	88.0	53.8	55.5	79.0	17.7	5.3
	evel of Service (LOS)				E	D	F	E	D	F	D	E	E	В	A
Approach Dela	CONTRACTOR OF THE PARTY OF THE			73.4	Laconopoum	E	60.9	Annual Property lies of the last of the la	E	54.7	-	D	31.9	A. Carrier	С
Intersection De	-					_	5.7					-	D		ded annual result
					HEALTH IN										
Multimodal Re			12059		EB			WB			NB	12.888		SB	
Pedestrian LO	S Score	LOS	New York Control of the Control of t	2.6		С	2.88	3	С	2.59)	С	2.43	3	В
	core / Lo			1.50		A	1.3	-	A	1.28	. 1	Α	1.99		В

		HCS	Sigr	nalized	Inte	rsect	ion Re	esult	s Sum	mary	S. 18 20 10 10 10 10 10 10 10 10 10 10 10 10 10				
General Inform	ation								ntersect	ion Info	rmatio	n	T U	د د دامار ام	·K
Agency	lation	Diane B. Zimmerma	n Traff	c Engine	pering	Sto Bank	AC 92 (16.24)	-	Ouration,	and the second distribution of	0.250	-		11117	4
		DBZ	III II alli	Springer and the second	is Date	Ison 2	0 2022	-	Area Typ		Other	_	1		~
Analyst		UBZ	11/25/10	Time F	-	PM Pe	MANAGEMENT OF THE PARTY OF	and the same of	PHF		0.94	C. 107(5)			<u>_</u>
Jurisdiction		Drooton Highway		-		-	No Build	_	Analysis	Pariod	1> 4:4	16	77		5
Urban Street		Preston Highway		-	is Year	-	-			renou	11/4.4	10			
Intersection	Alana.	Cooper Chapel Rd	~ O	File Na	ame	PM 24	NB Pre	Ston.x	us				-		- C
Project Descrip	tion	Commerce Crossin	gs z												
Demand Inform	nation			100000	EB		To San	WB			NB		100	SB	
Approach Move				L	Т	R	L	Т	R	L	T	R	L	T	R
Demand (v), v			2615-F25	458	84	44	175	15	317	16	1176	201	635	1836	165
				NEW YORK			200		TORE						
Signal Informa	ition				5	1216	11	12	12			L		_	
Cycle, s	180.0	Reference Phase	2		25		ti	A	K	B		2	P	Y	V
Offset, s	0	Reference Point	End	Green	6.0	25.4	65.3	12.7	11.0	21.5			2	1	R.
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.5	4.3	3.5	3.5	3.6	-	1			4
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	1	5	6	7	
Timer Results				EBL	-	EBT	WB		WBT	NBL	-	NBT	SBI	-64 65	SBT
Assigned Phas	e			7		4	3		8	5		2	1		6
Case Number		NEW YEAR CONTRACT		2.0		3.0	2.0		3.0	2.0		4.0	2.0	-	3.0
Phase Duration				36.7 6.5		44.9	19.2	-	27.5	12.5		71.5	44.4	-	103.4
	hange Period, (Y+R c), s					6.0	6.5		6.0	6.5		6.2	6.5		6.2
	ax Allow Headway (<i>MAH</i>), s					5.7	5.1		5.7	3.0		0.0	4.0	-	0.0
Queue Clearan	ice Time	e (g ≈), s		26.9	-	9.1	11.5		18.5	3.7	34		35.9		
Green Extension		(g e), s		3.3	-	4.1	1.2	-	3.0	0.0		0.0	1.9		0.0
Phase Call Pro				1.00		1.00	1.00	-	1.00	1.00	-	EGRECES.	1.00		
Max Out Proba	bility		NAME OF TAXABLE PARTY.	0.07		0.00	0.00)	0.14	0.00		NEWS CONTROL OF THE PARTY OF TH	0.22	2	
Movement Gro	un Re	eulte			EB			WB			NB			SB	
Approach Move	-	Suito		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	Management of the Park			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	-	() veh/h		487	89	47	186	16	337	15	896	414	676	1953	176
	CONTRACTOR DESCRIPTION OF THE PARTY OF THE P	ow Rate (s), veh/h/	n	1702	1870	1403	1716	1796	1403	1640	1870	1727	1743	1698	152
Queue Service	-			24.9	7.1	2.3	9.5	1.4	16.5	1.7	27.9	26.3	33.9	39.6	4.4
THE RESIDENCE OF THE PARTY OF T	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS ADDRESS	e Time (gc), s	2000	24.9	7.1	2.3	9.5	1.4	16.5	1.7	27.9	26.3	33.9	39.6	4.4
Green Ratio (-	(90),0		0.17	0.22	0.25	0.08	0.12	0.33	0.04	0.36	0.36	0.22	0.54	0.7
Capacity (c),				590	405	701	261	214	924	64	1357	626	753	2750	107
Volume-to-Cap	the manufacture of the latest	atio (X)		0.826	0.221	0.067	0.713	0.075	-	0.238	0.660	0.661	0.898	0.710	0.16
	-	ft/In (95 th percentile	:)	1000	161.55	10000	A TESTS	110	Charles	26155	Skille		Service.	288	
AND REAL PROPERTY AND ADDRESS OF THE PARTY O	and the last party of the last	eh/ln (95 th percent	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN	16.9	6.2	1.5	7.8	1.2	9.8	1.3	14.3	12.2	22.5	18.1	2.4
-	-	RQ) (95 th percen	NAME OF TAXABLE PARTY.	0.97	0.35	0.30	0.50	0.06	0.71	0.08	0.30	0.26	1.03	0.46	0.32
Uniform Delay	named the same of			71.8	58.0	51.5	81.2	70.5	46.0	87.2	27.5	24.5	68.6	17.2	5.1
	MANAGEMENT OF THE PARTY OF THE		2	6.3	0.4	0.1	4.9	0.2	0.4	0.5	1.7	3.7	10.8	1.6	0.3
CONTRACTOR OF THE PROPERTY OF	ncremental Delay (d 2), s/veh nitial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh				78.1	58.4	51.6	86.2	70.7	46.4	87.6	29.2	28.2	79.5	18.7	5.4
	evel of Service (LOS)				Е	D	F	Е	D	F	С	С	Е	В	Α
Approach Dela				73.3	3	E	60.8	3	E	29.6	3	С	32.5	5	С
Intersection De	A CONTRACTOR OF THE PERSONS IN					NAME AND ADDRESS OF THE OWNER,	9.5						D		
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS	S Score	LOS		1.53	THE REAL PROPERTY.	С	2.88	3	С	2.60	-	С	2.43		В
· cutourient Eu	destrian LOS Score / LOS					В	1.38		A	1.30		Α	2.03	1	В

		HCS	Sigr	nalized	d Inte	rsecti	on Re	esult	s Sum	mary					
General Inforn	nation								ntersect	ion Info	rmatio	n	J. U	الطمالية	
Agency	iauon	Diane B. Zimmerma	n Traff	c Engine	ering			-	Duration,	-	0.250) † † † r	
Analyst		DBZ	ai iidil	-	is Date	Sen 20	2022	-	Area Typ	especial formation of the second	Other	And the second of the second	2		K_
Jurisdiction		JUL		Time P		PM Pe	-	-	PHF		0.94		111		-
Urban Street		Preston Highway		-	is Year	-	Name and Address of the Owner, where		Analysis	Period	1> 4:4	15			5
Intersection		Cooper Chapel Rd		File Na	NAME OF TAXABLE PARTY.	-	B Pres			Cilou	112 7.7		-		
Project Descrip	tion	Commerce Crossing	ns 2	T IIC IVE	inc	11 101 27	Dires	ton.xu	3				3	T T TY	+ C
r roject Descrip		Commerce crossing	95 2					18 E S S S							
Demand Inform	mation		150.0	100	EB			WE		100	NB		100	SB	
Approach Move	ement			L	Т	R	L	T	R	L	T	R	L	T	R
Demand (v), v	reh/h		7,000	537	115	68	175	43	317	36	1176	201	635	1836	234
Signal Informa	-			-	7 4	1216	5	2	2			L	4-	_	
Cycle, s	180.0	Reference Phase	2		25		1 ti	7	R	B		1	12	3	V
Offset, s	0	Reference Point	End	Green	6.0	24.7	61.7	12.7	7 15.4	21.3				J	5
Uncoordinated	No	Simult. Gap E/W	On	Yellow	The second desired the second	3.5	4.3	3.5	3.5	3.6		14		1	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	1	5	6	7	el el construir de
Timer Results				EBL		EBT	WBI		WBT	NBL		NBT	SBL		SBT
Assigned Phas				7	-	4	3		8	5	-	2	1	-	6
Case Number	-		15-15	2.0		3.0	2.0	150 10	3.0	2.0		4.0	2.0	TUP USE	3.0
Phase Duration	1 8			41.1		49.2	19.2		27.3	12.5		67.9	43.7		99.1
	***************************************	c \ s		6.5	-	6.0	6.5		6.0	6.5		6.2	6.5		6.2
THE RESIDENCE OF THE PARTY OF T	nange Period, (Y+R c), s ax Allow Headway (MAH), s				-	5.6	5.1	-	5.6	3.0		0.0	4.0		0.0
	ax Allow Headway (<i>MAH</i>), s ueue Clearance Time (<i>g s</i>), s				-	11.6	11.5		18.6	5.7		0.0	36.1	-	0.0
Green Extension				31.1	-	4.7	1.2	-	2.7	0.0		0.0	1.2	-	0.0
Phase Call Pro	DEPARTMENT OF THE PERSON NAMED IN PARTY OF TH	(90),0		1.00		1.00	1.00	-	1.00	1.00		413 (A)	1.00		0.0
Max Out Proba	and the state of t			0.25		0.00	0.00	-	0.46	0.00			0.98	-	**********
Movement Gre	NAME OF TAXABLE PARTY.	sults		10000	EB			WB	T =		NB		10000	SB	
Approach Move	MODERNIC PROPERTY AND PARTY.			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	MANAGEMENT AND DESCRIPTION OF THE PARTY AND		A	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	CHEST AND PROPERTY OF THE PARTY			571	122	72	186	46	337	34	878	406	676	1953	249
		ow Rate (s), veh/h/	n	1702	1870	1403	1716	1796		1640	1870	1727	1743	1698	152
Queue Service	AND DESCRIPTION OF THE PERSON	NAME AND ADDRESS OF THE PARTY O		29.1	9.6	3.5	9.5	4.1	16.6	3.7	28.2	26.7	34.1	44.0	7.1
	and the state of t	ce Time (g c), s	-	29.1	9.6	3.5	9.5	4.1	16.6	3.7	28.2	26.7	34.1	44.0	7.1
Green Ratio (CHICAGO PROPERTY AND ADDRESS OF THE PARTY AND			0.20	0.24	0.27	0.08	0.12		0.04	0.34	0.34	0.21	0.52	0.7
Capacity (c),	NAME AND ADDRESS OF THE OWNER, WHEN	-4:- / X \	despitation described in the second	673	0.273	767	261 0.713	0.215	913	64 0.526	1282 0.685	592 0.686	741 0.912	2630	107
Volume-to-Cap	-		,,	0.849	0.273	0.094	0.713	0.218	0.369	0.526	0.000	0.666	0.912	0.743	0.23
	THE PERSON NAMED IN COLUMN 2 IN COLUMN 2	ft/In (95 th percentile eh/In (95 th percent	CHICATOR CONTROL CONTROL	19.5	8.2	2.2	7.8	3.5	9.8	2.9	14.1	12.1	23.0	20.7	3.8
Comments of the Comment of the Comme	TODAY OF THE PARTY	(RQ) (95 th percen	MAKERI MAKAMPANINI	1.12	8.2 0.46	0.45	7.8	0.17	need to be designed to the second	0.19	0.30	0.26	1.05	0.53	0.50
Uniform Delay	CONTRACTOR DESCRIPTION	ACT THE RESIDENCE OF THE CONTROL OF	ine)	69.6	55.6	48.8	81.2	71.8		88.2	28.3	25.3	69.2	20.4	5.6
Incremental De	-			8.0	0.5	0.1	4.9	0.8	0.4	1.7	2.1	4.4	14.1	1.9	0.5
	et electronic con la contracta de			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NAME OF TAXABLE PARTY.	nitial Queue Delay (d 3), s/veh Control Delay (d), s/veh				56.1	48.9	86.2	72.6	-	89.9	30.4	29.7	83.4	22.4	6.1
ALTERCATION OF THE PARTY OF THE					E	D	F	E	D D	F	C	C	F	C	A
	evel of Service (LOS) pproach Delay, s/veh / LOS				-	E	61.8		E	31.7		C	35.3	-	D
Intersection De	DESCRIPTIONS OF THE PARTY OF THE			71.8			2.2						D		
The Marie Control															
Multimodal Re	esults				EB			WB			NB			SB	
Pedestrian LO	S Score	:/LOS		2.6	1	С	2.8	8	c	2.60)	С	2.43	3	В
	core / L	00		1.7	-	В	1.4	0 1	Α	1.31		A	2.07		В

		нся	Sigr	nalize	d Inte	rsect	ion R	esult	s Sun	nmary					
General Inforn	nation							1	ntersec	tion Info	-			4 A4 1 1	
Agency		Diane B. Zimmerma	an Traff	manufacture and the same of th	THE REAL PROPERTY.	_			Duration	CHARLES OF THE PARTY OF T	0.250	-	-		
Analyst		DBZ		-		-	0, 2022	-	Area Typ	е	Other		<u> </u>		
Jurisdiction				Time F	-	PM Pe	-	-	PHF		0.94		1		-
Urban Street		Preston Highway		-	-	-	No Build	-	Analysis	Period	1> 4:4	15			
Intersection		Cooper Chapel Rd		File Na	ame	PM 34	NB Pre	eston.x	us	A				7117	
Project Descrip	ition	Commerce Crossin	gs 2	THE REAL PROPERTY.					REAL PROPERTY.	TO STATE OF THE PARTY OF THE PA			13	A L AY	HI.C
Demand Inform	mation				EB			WE			NB			SB	
Approach Move	-			L	Т	R	L	T	R	L	Т	R	L	Т	R
Demand (v), v	-		10.00	481	88	47	183	16	333	17	1235	211	668	1928	174
											No.				
Signal Informa	processor and the same of the				1 7	1211	1	2	12		1	L	4-	_	
Cycle, s	180.0	Reference Phase	2		25		t	7	B	3		2 1	12	3	V
Offset, s	0	Reference Point	End	Green	6.0	26.7	62.1	13.2	2 11.8						5
Uncoordinated	-	Simult. Gap E/W	On	Yellow	and productive concerns to the	3.5	4.3	3.5	3.5	3.6		14		1	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	1	6	6	7	
Timer Results				EBI		EBT	WB		WBT	NBI		NBT	SBI		SBT
Assigned Phas	Α		amodinesia (Managan)	7		4	3		8	5	-	2	1	-	6
Case Number				2.0		3.0	2.0		3.0	2.0		4.0	2.0		3.0
Phase Duration	1 S			38.0		46.4	19.7		28.0	12.5	,	68.3	45.7	-	101.5
	hange Period, (Y+R c), s					6.0	6.5	_	6.0	6.5		6.2	6.5		6.2
	nange Period, (Y+R c), s ax Allow Headway (<i>MAH</i>), s					5.7	5.1		5.7	3.0		0.0	4.0		0.0
Queue Clearan	MARKETANISMENT			5.6	-	9.4	12.0		19.2	3.7	15 100	0.0	37.8	-	0.0
Green Extension				3.4		4.3	1.2		2.9	0.0		0.0	1.4		0.0
Phase Call Pro	NAME AND ADDRESS OF THE OWNER, WHEN			1.00	-	1.00	1.00	-	1.00	1.00		3653	1.00		- 100
Max Out Proba	-			0.10	-	0.00	0.00		0.24	0.00			0.80		-
Movement Gro	_	sults			EB			WB			NB	_		SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	AND DESCRIPTION OF THE PARTY OF		200	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	and the special contract of th			512	94	50	195	17	354	16	904	417	711	2051	185
		ow Rate (s), veh/h/l	n	1702	1870	1403	1716	1796	1403	1640	1870	1727	1743	1698	1522
Queue Service	-			26.1	7.4	2.4	10.0	1.5	17.2	1.7	29.7	28.1	35.8	46.1	4.8
		ce Time (g c), s		26.1	7.4	2.4	10.0	1.5	17.2	1.7	29.7	28.1	35.8	46.1	4.8
Green Ratio (g	-			0.18	0.22	0.26	0.08	0.12	0.34	0.04	0.34	0.34 596	0.22	0.53	0.70
Capacity (c), v	NAME AND ADDRESS OF THE OWNER, WHEN	otio (X)		615 0.832	0.223	723	270 0.720	0.077	954	0.243	1290 0.700	0.701	778 0.913	2696 0.761	0.173
	CONTRACTOR OF THE PARTY OF THE	atio (x) ft/In (95 th percentile	1	0.032	0.223	0.009	0.720	0.017	0.371	0.243	0.700	0.701	0.813	0.701	0.17
		eh/ln (95 th percent	-	17.7	6.4	1.6	8.1	1.3	10.1	1.3	14.9	12.8	23.9	21.1	2.7
		(RQ) (95 th percent	ROSE DA LA COLUMNIA DE LA COLUMNIA D	1.01	0.36	0.32	0.52	0.06	0.73	0.08	0.32	0.27	1.10	0.54	0.35
	-)	71.1	57.0	50.5	81.0	70.0	44.9	87.2	28.9	25.8	68.2	19.3	5.4
	Iniform Delay (d 1), s/veh					0.1	4.9	0.2	0.4	0.5	2.1	4.5	13.6	2.1	0.4
Initial Queue D		6.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (Total Control	77.9	57.4	50.6	85.9	70.2	45.3	87.7	31.0	30.4	81.8	21.3	5.7		
	evel of Service (LOS)					D	F	E	D	F	C	C	F	C	A
	Approach Delay, s/veh / LOS					E	60.0		E	31.5		С	34.9		C
Intersection De	-			72.9		-	1.2						D		
Multimodal Re	sults				EB		13.7%	WB	X-1838		NB		77.50	SB	SUM
Dedectrion I Of	S Score	LOS		2.6	1	С	2.88	3	С	2.60)	С	2.43	3	В
Pedestrian LOS	THE RESERVE OF THE PERSON NAMED IN					В									В

		нс	o oigr	ialize	a inte	rsect	юп К	esult	s Sum	imary					
General Inform	nation								ntersect	ion Info	rmatic	n	T V	4141	
Agency	ladon	Diane B. Zimmerma	an Traffi	c Engin	eering		Name of the last of	-	Duration,	-	0.250	-		1111	Ļ
Analyst		DBZ	un nam		-	Sep 2	0 2022	-	Area Typ		Other		4		
Jurisdiction		UUL		Time F	NAMES OF TAXABLE PARTY.	PM Pe		-	PHF		0.94		÷ → →		_ -
Urban Street	M S CONTRACTOR CONTRAC	Preston Highway		-	-	-	NAME AND ADDRESS OF THE OWNER, WHEN		Analysis	Dariod	1> 4:4	15	133		E
Intersection				File Na	is Year	-	B Pres	or property and	THE RESERVE OF THE PERSON NAMED IN	renou	11/4.4	10	-		
	tion	Cooper Chapel Rd	an 2	File IV	anie	PIVI 34	bries	ion.xu	5					1111	- 6
Project Descrip	UON	Commerce Crossin	igs z								08/8850			126.0802041.0	ESTO.
Demand Inforr	nation				EB		- 535.7	WE			NB			SB	
Approach Move	ement		on the second second second	L	T	R	L	T	R	L	T	R	L	Т	R
Demand (v), v	MANUFACTOR PROPERTY.			560	119	71	183	44	333	37	1235	211	668	1928	243
Signal Informa	ation				7.	1216	1	2	2			L		_	
Cycle, s	180.0		2		25		ti	7	TE	=		2	P.		V
Offset, s	0	Reference Point	End	Green	6.0	25.7	59.0	13.2	2 16.1	21.8				1	R.
Uncoordinated	No	Simult. Gap E/W	On	Yellow	_	3.5	4.3	3.5	3.5	3.6	-	14			4
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	1	5	6	7	
Times Beauty						FDT	LAID	1000	MOT	AIP		NOT	000		OFT
Timer Results				EBI	-	EBT 4	WBI	L	WBT	NBL 5	-	NBT	SBI	-	SBT
Assigned Phas Case Number	С			2.0		3.0	2.0		3.0	2.0		4.0	2.0	200	3.0
Phase Duration	1 5		-	42.3	-	50.4	19.7	-	27.8	12.5		65.2	44.7	,	97.4
	hange Period, (Y+R c), s					6.0	6.5		6.0	6.5		6.2	6.5		6.2
	hange Period, (Y+R c), s ax Allow Headway (<i>MAH</i>), s					5.6	5.1	-	5.6	3.0		0.0	4.0	-	0.0
Queue Clearan	-	PERSONAL PROPERTY AND ADDRESS OF THE PERSON		5.6 32.4		11.8	12.0		19.3	5.6	0.2	0.0	38.0		0.0
Green Extension			NON-MAN H. SHA WARRAWANIA	3.4	months in the second	4.9	1.2	-	2.5	0.0		0.0	0.2		0.0
Phase Call Pro	APPENDENCE OF THE PARTY OF THE	(86),3	NATION OF	1.00		1.00	1.00		1.00	1.00		0.0	1.00		0.0
Max Out Proba	-			0.34	-	0.00	0.00	-	0.70	0.00		0.7-7.0-7.	1.00	-	
The same of the sa				0.0			0.00			0.00			1.00		
Movement Gro	oup Re	sults		13.00	EB			WB		Sur S	NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ement		110000	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	Rate (v	/), veh/h		596	127	76	195	47	354	33	887	410	711	2051	259
Adjusted Satura	ation FI	ow Rate (s), veh/h/	'ln	1702	1870	1403	1716	1796	1403	1640	1870	1727	1743	1698	152
Queue Service	Time (g s), S		30.4	9.8	3.6	10.0	4.2	17.3	3.6	30.0	28.5	36.0	50.7	7.6
Cycle Queue C	Clearand	ce Time (g c), s		30.4	9.8	3.6	10.0	4.2	17.3	3.6	30.0	28.5	36.0	50.7	7.6
Green Ratio (g	g/C)			0.20	0.25	0.28	0.08	0.12	0.33	0.04	0.33	0.33	0.22	0.51	0.7
Capacity (c),	veh/h		A July	695	461	785	270	218	935	64	1227	567	759	2583	107
Volume-to-Cap	acity R	atio (X)		0.857	0.275	0.096	0.720	0.215	0.379	0.520	0.723	0.723	0.936	0.794	0.24
Back of Queue	(Q), 1	ft/In (95 th percentile	e)			100	100	10		100		150			
CONTRACTOR OF THE PROPERTY.	ALIENSE PROPERTY AND PROPERTY A	reh/ln (95 th percent	-	20.2	8.3	2.3	8.1	3.6	10.2	2.9	14.9	12.8	24.7	23.9	4.0
CONTRACTOR OF THE PERSON NAMED IN COLUMN 2	DESCRIPTION OF THE PROPERTY OF	(RQ) (95 th percer	itile)	1.16	0.47	0.47	0.52	0.17	THE PERSON NAMED IN COLUMN	0.18	0.31	0.27	1.13	0.61	0.5
Uniform Delay	NAME AND POST OFFICE ADDRESS OF THE OWNER, WHEN THE OWNER, WHE			69.1 8.6	54.8	48.0	81.0	71.4	Deliver and Desired Street, Street, or Street,	88.2	29.9	26.7	69.2	22.6	5.9
	ncremental Delay (d 2), s/veh				0.5	0.1	4.9	0.8	0.4	1.6	2.5	5.3	18.7	2.6	0.5
Initial Queue D		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (77.7	55.3	48.0	85.9	72.2	-	89.8	32.4	32.0	87.9	25.2	6.4		
Level of Servic		E 74	E	_ D	F	E	D	F	C	С	F	C	A		
Approach Dela			Marie Commission Commi	71.	4	E	61.2	4	E	33.7		С	38.3	3	D
Intersection De	eiay, s/v	en / LOS				44	4.2						D		230Z
	esults				EB			WB			NB			SB	
Multimodal Re	Itimodal Results					-	-				necessary and the second		-	20	COLUMN TO SERVICE DE LA COLUMN TO SERVICE DESTRUCTURE DE LA COLUMN TO SERVICE
Multimodal Re	S Score	LOS		2.6	1	С	2.88	8	С	2.60)	С	2.43	3	В

		HCS	7 Sig	nalize	d Inte	rsect	ion R	esul	ts Sui	mmary	/				
										41			1	A Just 1 is	T.
General Inform	nation	la: 5 =:	T		1		-			tion Info			Í	JIII	
Agency		Diane B. Zimmerma	an Traff	the particular section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section in the last section is a section of the last section of the last section is a section of the last section of the last section is a section of the last sect	Secularities of the Secula	I to a final	0001		Ouration	_	0.250		-		18
Analyst		DBZ		-	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	Jun 2,	TOTAL PROPERTY.	-	rea Typ	oe	Other				
Jurisdiction				Time P	-	AM Pe	ak		PHF		0.90				
Urban Street		Preston Highway		9-	is Year	-		Designation of the Parket	nalysis	Period	1> 7:1	15			
Intersection		Interchange Drive		File Na	me	AM 21	Prestor	1.XUS						717	
Project Descrip	tion	Stern								20000000		10000000	I I	A LAY	
Demand Inform	nation				EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	T	R	L	Т	R	L	T	R
Demand (v), v	The second name of the local		Passer	67	200	15	1	0	1	10	1315	3	1	721	152
Signal Informa	150.0	Reference Phase	2		2		71	2	Ħ		1		D	/	~
Cycle, s Offset, s	0	Reference Point	End		21	> 517						1	2	3	1
Uncoordinated	No		Off	Green		5.7	113.1	6.0	0.5	0.0			+	J,	4
Force Mode	Fixed	Simult. Gap E/W Simult. Gap N/S	On	Yellow	3.5	0.0	1.6	3.6	3.6	0.0		1 4	6	1	-
i dice Mode	rixed	Joinfult. Gap 14/3	Oll	Ticu	0.0	10.0	11.0	12.7	2.4	0.0					
Timer Results	No. of the second			EBL		EBT	WBL		WBT	NBI	10	NBT	SBI		SBT
Assigned Phas	е					4			8	5		2	1		6
Case Number	D. D.Les		A TORS			9.0		18 19	12.0	2.0		4.0	2.0		3.0
Phase Duration	nase Duration, s					12.0			6.5	12.5		124.7	6.8	1	19.0
Change Period	nange Period, (Y+R c), s					6.0			6.0	6.5		5.9	6.5	207	5.9
Max Allow Hea	dway (MAH), s				4.0			3.1	4.0		0.0	4.0		0.0
Queue Clearan	ce Time	e (gs), s	4000	100	100 100	43.11	10000		2.2	3.0	YEL SH	ANTO AS	2.1		251
Green Extension	n Time	(ge), s	ng periliberada names baranda		HARMAN STATE OF THE STATE OF TH	0.0			0.0	0.0		0.0	0.0		0.0
Phase Call Pro	bability			100	20 40				0.09	1.00		7000	0.04	168 53	
Max Out Proba	bility								0.00	0.00			0.00)	
Maria man 4 Con	Day				FP			WB			NB			SB	
Movement Gro	THE RESERVE OF THE PERSON NAMED IN	suits			EB	R		T	R	L	T	R	L	T	R
Approach Move	MATERIAL STREET, STREE		-	7		14	L 3	8	18	5	2	12	1	6	16
Assigned Move	STATE OF THE PERSON NAMED IN	()		74		17	3	2	10	11	700	700	1	782	165
Adjusted Flow	-		l-	1661		1359		1704	-	1527	1856	1854	1810	1724	158
		ow Rate (s), veh/h/	111	3.3		1.7		0.2	-	1.0	12.5	12.5	0.1	10.8	3.6
Queue Service	-	The second secon		3.3		1.7	300000000000000000000000000000000000000	0.2	-	1.0	12.5	12.5	0.1	10.8	3.6
		ce Time (g c), s		0.04	-	0.08		0.00		0.60	0.79	0.79	0.00	0.75	0.79
Green Ratio (133		109		6		61	1470	1468	3	2599	125
Capacity (c), Volume-to-Cap	-	etio (Y)		0.560	1.00000	0.153		0.368		0.174	0.477	0.477	0.338	0.301	0.13
AND REAL PROPERTY AND REAL PRO	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS ADDRESS	/In (95 th percentile	1	68.7	P 5 3 2 1 2	31.4		4.8	1	21.6	138.8	135.5	3.8	158.9	43.6
	-	eh/ln (95 th percent	And the Party of t	2.6	10 m	1.1		0.2	-	0.7	5.4	5.4	0.2	6.1	1.7
		RQ) (95 th percen		0.17	22/92	0.52	5 5 5 5	0.00	1555.6	0.09	0.00	0.00	0.04	0.00	0.15
Uniform Delay	AND REAL PROPERTY.	THE RESIDENCE AND THE PROPERTY OF THE PROPERTY	inc)	70.7		64.3		74.6	1	71.7	2.8	2.8	74.8	5.9	3.6
Incremental De	-			3.7	75 757	0.6		13.3		0.9	0.8	0.8	49.9	0.3	0.2
				0.0	-	0.0		0.0	1	0.0	0.0	0.0	0.0	0.0	0.0
	nitial Queue Delay (d 3), s/veh				0.66	64.9	1/2 5/4	87.9		72.6	3.6	3.6	124.7	6.2	3.8
	ontrol Delay (d), s/veh					E		F	-	E	A	A	F	A	A
	evel of Service (LOS) pproach Delay, s/veh / LOS					E	87.9		F	4.1		A	5.9		A
Intersection Dela	-			72.6		7.	L			7.1			Α		
Multimodal Re	sults				EB			WB			NB			SB	
	S Score	LOS		2.33	3	В	2.49	1	В	1.62	2	В	2.0	5	В
Pedestrian LOS Bicycle LOS Se	-		NOWSHICK WAS DONNE	-	-	F	0.49	- Tonara	Α	1.70		В	1.29		A

		HCS	Sig	nalize	d Inte	rsect	ion R	esult	s Sı	mmary	/				000000000000000000000000000000000000000
General Inforn	nation							-	-	ection Inf	-		- 1	4 3 4 4 1 3	
Agency		Diane B. Zimmerma	n Traff	agreement to the second	AND ASSOCIATION OF THE PARTY OF			-	Durati	-	0.250		-		
Analyst		DBZ	-	-	THE RESIDENCE PROPERTY.	Marie Contractor of the Contra	0, 2022	NAME AND ADDRESS OF THE OWNER, WHEN	Area 1	уре	Othe				A.
Jurisdiction				Time F	THE RESERVE OF THE PERSON	AM Pe	and the same of th	-	PHF		0.90		1		-
Urban Street	-	Preston Highway		-		-	No Build	managamaha	accessors records with a	is Period	1> 7:	15	-5		
Intersection		Interchange Drive		File Na	ame	AM 24	NB Pre	eston.x	us					httc	
Project Descrip	tion	Commerce Crossing	gs 2										3	RISY	
Demand Inform	nation		120120		EB			WE	3	2.5	NB			SB	
Approach Move				L	Т	R	L	T	T	₹ L	T	R	T L	T	R
Demand (v), v				93	24	15	190	13		13	1300	137	125	647	155
100 C		的现在分词的													
Signal Informa	Announcement of the last of th	5.27		1	7	1717	71	2	\succeq				-4-	3.7	
Cycle, s	150.0	Reference Phase	2	_	25		F	78	~			_	Y	3	+
Offset, s	0	Reference Point	End	Green	6.0	6.2	82.4	11.4	1 1:	9.6 0.0					5
Uncoordinated	No	Simult. Gap E/W	Off	Yellow		0.0	4.3	3.6	3			1			Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.4	2	4 0.0	1	5	6	7	
Timer Results				EBI		EBT	WB		WBT	NB		NBT	SBI		SBT
Assigned Phas	P		Montaneoustocomen			4	110	-	8	5	_	2	1		6
Case Number			25538	300000	G8 538	9.0	District Control	80 0	10.0	1.1	189 18	3.0	2.0		3.0
Phase Duration	1. S				-	17.4		_	25.6	12.		88.3	18.7		94.5
THE RESERVE OF THE PROPERTY OF	hange Period, (Y+R c), s					6.0	1000		6.0	6.5		5.9	6.5		5.9
-	nange Period, (Y+R c), s ax Allow Headway (<i>MAH</i>), s				-	4.0			3.0	4.0	-	0.0	4.0		0.0
Queue Clearar	and the second name of			75.75		10.9	89a80a		19.2	2.5		and the same	11.9	81 881	
Green Extension					CONTRACTOR OF THE PARTY OF	0.5			0.4	0.0	-	0.0	0.4	_	0.0
Phase Call Pro	-					1.00		3 3	1.00	1.0		5.019181	0.99		
Max Out Proba	************					0.00			0.00	0.0	0		0.00		according to the second consideration
								1115							
Movement Gr		suits			EB	_ <u>_</u>	-	WB	T 5		NB	T 5		SB	
Approach Move	Accession and the second			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	MEDICAL DESIGNATION OF THE PERSON OF THE PER	· \ /b-	MICHIGAN COMMAN	7	4	14	3	8	18	-	2	12	1	6	16
Adjusted Flow	CHARLES STREET, STREET		_	103	27 1900	17	211	16 1876	_	13 1527	1265	133	121 1810	627 1724	150
		ow Rate (s), veh/h/l	11	8.9	2.0	1.6	1810	1.1	+	0.5	30.6	3.3	9.9		1585
Queue Service	THE REAL PROPERTY.	g(s), so the Time $(g(c))$, s		8.9	2.0	1.6	17.2	1.1	+	0.5	30.6	3.3	9.9	13.6	5.2
Green Ratio (PERSONALISATION	e fille (gc), s	-	0.08	0.08	0.12	0.13	0.13	+	0.59	0.55	0.55	0.08	0.59	0.67
Capacity (c),	-		100000	130	144	157	236	245		442	1942	885	147	2038	1057
Volume-to-Cap	INTERNATION OF THE PARTY OF THE	atio (X)		0.796	0.185	0.106	0.893	0.063	3	0.029	-	-	0.823	0.308	0.14
	THE PERSON NAMED IN COLUMN 2 I	ft/In (95 th percentile)	0.700	0.100	0.100	0.000	0.000		0.028	0.002	0.101	0.020	0.000	0.14
	THE RESIDENCE OF THE PERSON NAMED IN	eh/ln (95 th percent	PARTICULAR PROPERTY AND ADDRESS OF THE PARTY A	7.6	1.7	1.0	12.7	0.9	+	0.3	14.2	2.0	8.4	8.8	3.2
_		(RQ) (95 th percent	-	0.50	0.00	0.50	0.00	0.00	9 9360	0.04	0.00	0.00	2.11	0.00	0.27
Uniform Delay	-			68.2	65.0	59.4	64.2	57.2		13.6	15.5	8.2	67.8	15.3	9.2
	and the second second second		de Val	10.5	0.6	0.3	4.7	0.0	1	0.0	1.2	0.2	10.3	0.4	0.3
	ncremental Delay (d 2), s/veh nitlal Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	1	0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (d), s/veh				65.6	59.6	68.8	57.2		13.6	16.6	8.5	78.2	15.7	9.5
	evel of Service (LOS)				E	E	E	E	1	В	В	Α	E	В	A
Approach Dela	SELECTION OF THE PERSON OF THE			74.	1	E	68.0	0	E	15.	8	В	23.		С
Intersection De	The same of the sa						5.9						С		
				10000											
Multimodal Re	THE OWNER WHEN THE PARTY OF THE			100	EB			WB	THE REAL PROPERTY.		NB		52.96	SB	-
Pedestrian LO	S Score	:/LOS		2.4	-	В	2.4	-	В	1.9	-	В	2.09	-	В
Bicycle LOS S				0.73		A	0.8		Α	1.8		В	1.34		Α

		HCS	o Sigi	alize	ınte	rsect	ION K	esull	s Sur	nmary						
General Inform	ation								Interse	tion Infe	ormatic	nn	1	ا يا جاء بار ياء	i Ç	
Agency	ic Engine	eering	(Signal)			Duration		0.250	COLUMN DE CONTROL DE C		TITL					
Analyst		Diane B. Zimmerm	Tull	Analysis Date Sep 20, 2022					Area Ty	-	Other	-	- 4			
Jurisdiction				Time F		AM P	STATE OF THE PARTY	-	PHF		0.90		÷ 4		A.	
Urban Street		Preston Highway		-	is Year	-	-	-	Analysis	Period	1> 7:	15				
Intersection	517/35-1	Interchange Drive		File Na	AND ASSESSMENT OF THE PARTY OF	-	B Pres	no anno market	NAMES OF TAXABLE PARTY.	T CHOO	3 2 3 3					
Project Descrip	tion	Commerce Crossin	ne 2	T IIC TVC	anic	AIVI Z	7 1 1 1 1 1 1 2 3	torr.xu	3				-	H 1 H 17	- 1	
r roject bescrip	LIOIT	Commerce Orossii	ys 2	70.77												
Demand Inforr	nation			0.24	EB			WE	3		NB		0 2 2 2 2	SB		
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	T	R	
Demand (v), v	-		A SA	93	24	25	190	13	-	23	1320	_	125	665	155	
												202200				
Signal Informa	tion			T		IJL	TT	12	N	T						
Cycle, s	150.0	Reference Phase	2		2	1		n E	7			7	V		4	
Offset, s	0	Reference Point	End	Green	60	6.2	82.4	11.4	1 19.	6 0.0	1		2		3 14 4	
Uncoordinated	No	Simult. Gap E/W	Off	Yellow	ağıranın uzu interior	0.0	4.3	3.6	3.6			()	+	1	7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.4	2.4	0.0	1	5	6	7		
Timer Results				EBL		EBT	WBI	L	WBT	NBI		NBT	SB	10 3	SBT	
Assigned Phas	е	nem koju president do do obcepto president in defendi anteriológico a tressadores en inserio unidad.		1		4			8	5		2	1		6	
Case Number					52 00	9.0	1		10.0	1.1	W 12	3.0	2.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3.0	
Phase Duration, s						17.4	4		25.6	12.5	5	88.3		7	94.5	
Change Period, (Y+R c), s					A 5 8	6.0			6.0	6.5		5.9	6.5		5.9	
Max Allow Headway (MAH), s						4.0			3.0	4.0	-	0.0	4.0		0.0	
Queue Clearance Time (g s), s						10.9	1.55		19.2	2.9		East S	11.9		N	
Green Extension Time (g e), s					-	0.5		-	0.4	0.1	-	0.0	0.4	-	0.0	
Phase Call Probability							1.00		0.0	0.99		0.0				
Max Out Proba	-				-	0.00	1200000		0.00	0.00		_				
Wax Out Floba	Dility					0.00		THE REAL PROPERTY.	0.00	0.00		TENNESS OF	0.00		70000	
Movement Gro	up Res	sults			EB			WB			NB			SB		
Approach Move	-			L	Т	R	L	Т	R	L	T	R	L	T	R	
Assigned Move	_			7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow	-	() veh/h		103	27	28	211	16		22	1259	131	121	645	150	
	MATERIAL PROPERTY OF THE PERSON NAMED IN COLUMN	ow Rate (s), veh/h/	ln .	1711	1900	1359	1810	1876		1527	1766	1610	1810	1724	158	
Queue Service				8.9	2.0	2.8	17.2	1.1	1	0.9	30.7	3.3	9.9	14.1	5.2	
		e Time (gc), s		8.9	2.0	2.8	17.2	1.1		0.9	30.7	3.3	9.9	14.1	5.2	
Green Ratio (g		(30)		0.08	0.08	0.12	0.13	0.13	1	0.59	0.55	0.55	0.08	0.59	0.67	
Capacity (c), V	-	San		130	145	158	236	245		434	1941	884	147	2037	105	
-	NAME OF TAXABLE PARTY.	atio (X)		0.794	0.184		0.893	0.063		0.050	0.649	0.148	0.824	0.317	0.14	
Volume-to-Capacity Ratio (X) Back of Queue (Q), ft/ln (95 th percentile)				0.704	5.104	0.170	0.000	0.000	13.5	0.000	0.010	0.140	0.02-1	0.017	0.14	
Back of Queue (Q), veh/ln (95 th percentile)				7.5	1.7	1.7	12.7	0.9	+	0.6	14.3	2.1	8.4	9.1	3.2	
Queue Storage Ratio (RQ) (95 th percentile)					0.00	0.83	0.00	0.00	-	0.07	0.00	0.00	2.11	0.00	0.27	
NAME AND ADDRESS OF THE OWNER, WHEN PERSON AND ADDRESS OF THE PARTY OF	SANTON CALIFORNIA CONTRACTOR	A SECURE OF THE PARTY OF THE PA		0.50 68.1	64.9	59.8	64.2	57.2	_	13.7	15.8	8.5	67.8	15.5	9.2	
Uniform Delay (d 1), s/veh				10.3	0.6	0.5	4.7	0.0		0.0	1.1	0.2	10.3	0.4	0.3	
Incremental Delay (d 2), s/veh				0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	0.4	0.0	
Initial Queue Delay (d 3), s/veh				78.5	65.5	60.3	68.8	57.2	+-	13.7	16.9	8.7	78.2	15.8	9.5	
Control Delay (d), s/veh				-	65.5 E	60.3	68.8 E	57.2 E	+	13.7 B	16.9 B	-	76.2 E	15.6 B	-	
Level of Service (LOS) Approach Delay, s/veh / LOS				E 72.1			-			-	_	A	-		A	
CONTRACTOR OF THE PARTY OF THE	mumoci disorniale, nontre			73.1		E	68.0	,	E	16.1		В	23.0	,	С	
Intersection De	iay, s/ve	en / LOS				26	6.1	0.000000					C			
Andalas - del T				ACCOUNT.	ED			VAID		PERMIT	AID		TOR SERVICE	0.0		
Multimodal Re		11.00	-	0.45	EB	D	0.40	WB	-	10	NB	D	0.00	SB	D	
Pedestrian LOS				2.47	-	В	2.48	-	В	1.91		В	2.09	-	В	
Bicycle LOS So	ore / Lo	OS		0.75		Α	0.86	5	Α	1.84	1	В	1.3	0	Α	

		нся	Sigr	nalized	Inte	rsecti	on Re	esults	s Sun	ımary						
General Inforn	nation							Ir	ntersec	tion Info	ormatio	n	l v	网络种子	Ų.	
Agency	c Engine	perina		No. of the		uration		0.250			7111					
Analyst		Diane B. Zimmerma DBZ	all IIali	·	and the same of th	Sep 20	2022	-	rea Typ	-	Other					
Jurisdiction		DBZ		Time P	-	AM Pe	Contraction of the last of the	-	HF		0.90		\$ 7 4 T		3	
Urban Street		Broston Highway	-	-		2034 N	THE RESIDENCE OF THE PARTY OF T		nalysis	Pariod	1> 7:1	F	- 3		-	
		Preston Highway		-	INTERPORATION AND ADDRESS.	THE PERSON NAMED IN COLUMN TWO	NB Pre	newstransonwerkerwee	CONTRACTOR PROPERTY.	renou	12 7:1	10				
Intersection	41	Interchange Drive	0	File Na	ime	AM 34	NB PIE	eston.xt	JS					1111		
Project Descrip	tion	Commerce Crossin	gs 2					and the					21	CHI		
Demand Inform	nation				EB			WB	50/65		NB		1	SB		
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), v	eh/h			96	24	26	190	13	1	14	1366	137	125	679	166	
Cianal Informa	tion							17				1000 E 1000				
Signal Informa	150.0	Reference Phase	2		2	1717	71	3	K		1		SIZ		A	
Offset, s	0	Reference Point	End		22		F:1					1	2	3	Y	
Uncoordinated	No	Simult. Gap E/W	Off	Green	NAC TO DESCRIPTION OF THE PARTY	6.2	82.1	11.7	19.6	CONTROL OF THE PARTY OF THE PAR			+	J,	4	
Force Mode	Fixed	-	On	Yellow Red	3.5	0.0	1.6	3.6	3.6	0.0) 5	-	_	-	
roice Mode	rixeu	Simult. Gap N/S	Oil	Reu	3.0	10.0	1.0	12.4	12.4	10.0						
Timer Results				EBL E		EBT	WBI	L	WBT	NBI		NBT	SBL		SBT	
Assigned Phase									8	5		2	1		6	
Case Number						9.0			10.0	1.1		3.0	2.0		3.0	
Phase Duration, s						17.7			25.6	12.5		88.0	18.7		94.2	
Change Period, (Y+Rc), s						6.0			6.0	6.5		5.9 6.		6.5 5.9		
Max Allow Headway (MAH), s						4.0			3.0	4.0		0.0 4.		4.0 0.0		
Queue Clearance Time (g s), s						11.2	Sales in		19.2	2.5			11.9	11.9		
Green Extension Time (g e), s						0.5			0.4	0.0		0.0	0.4		0.0	
Phase Call Probability					55 14	1.00	13.55		1.00	1.00)	E PH 286	0.99			
Max Out Probability						0.00			0.00	0.00			0.00)		
					ED.			IAID			NID			00		
Movement Gr	-	suits			EB	-		WB	T 6		NB			SB		
Approach Move	THE RESIDENCE AND ADDRESS OF			L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Move	CONTRACTOR DESCRIPTION		0.00	7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow	NUTCHER SHEET STEET SHEET SHEET SHEET			107	27	29	211	16		13	1271	127	122	660	161	
		ow Rate (s), veh/h/	ln	1711	1900	1359	1810	1876		1527	1766	1610	1810	1724	158	
Queue Service				9.2	2.0	2.9	17.2	1.1	-	0.5	31.0	3.1	9.9	14.6	5.7	
AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	CONTRACTOR SHARE S	ce Time (g c), s		9.2	2.0	2.9	17.2	1.1		0.5	31.0	3.1	9.9	14.6	5.7	
Green Ratio (-			0.08	0.08	0.12	0.13	0.13	-	0.59	0.55	0.55	0.08	0.59	0.67	
Capacity (c),	NEWSTRANSPORT OF STREET, STREE	Ale (V)		134	148	161	236	245	-	426	1933	881	147	2030	105	
Volume-to-Cap	DISTRICTION OF THE PROPERTY OF	MATERIAL CONTRACTOR OF THE PROPERTY OF THE PRO		0.798	0.180	0.180	0.893	0.063	-	0.031	0.657	0.145	0.824	0.325	0.15	
	THE RESERVE OF THE PERSON NAMED IN	ft/ln (95 th percentile	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND		4.7	1.0	40.7	0.0		0.0	44.4	00	0.1	0.0	-	
		eh/ln (95 th percent	-	7.7	1.7	1.8	12.7	0.9		0.3	14.4	2.0	8.4	9.3	3.4	
THE CONTRACTOR OF THE PARTY OF	CHARLEST HARRIST HARRIST	(RQ) (95 th percen	tile)	0.51	0.00	0.87	0.00	0.00		0.04	0.00	0.00	2.11	0.00	0.29	
Uniform Delay (d 1), s/veh				68.0	64.6	59.6	64.2	57.2		13.8	15.7	8.4	67.8	15.7	9.3	
Incremental Delay (d 2), s/veh				10.3	0.6	0.5	4.7	0.0	ALKS ST	0.0	1.2	0.2	10.3	0.4	0.3	
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	
and the object of an expression for the first process, which is	NAME AND POST OFFICE ADDRESS OF THE PARTY OF			78.3	65.2	60.1	68.8	57.2	1000	13.8	16.9	8.6	78.1	16.1	9.6	
Control Delay	-			72.9	E	E	E	E		В	В	A	E	В	A	
Control Delay	Approach Delay, s/veh / LOS				9	E	68.0	U	E	16.	1	В	23.0)	С	
Control Delay Level of Service Approach Dela	and the second second					26	6.1						С			
Control Delay	and the second second	eh / LOS		AND DESIGNATION OF THE PERSON												
Control Delay (Level of Service Approach Dela Intersection De	elay, s/v	eh / LOS			EB			WB		T	NB		1000	SB		
Control Delay Level of Service Approach Dela	elay, s/v			2.4	EB	В	2.4	WB	В	1.9	NB	В	2.09	SB	В	

		HCS	Sigi	nalize	ınte	rsect	on R	esult	s Sur	nmary					MODE OF	
General Inform	nation							11	ntorcor	tion Infe	ormatic	n.		43411		
	nation	Diane B. Zimmerma	on Troff	ic Engin	poring	SPONEN-IN	To the same		ouration		0.250	***		7111		
Agency		DBZ	all Itali	Analysis Date Sep 20, 2022					rea Ty	-	Other		- 2			
Analyst		DDZ	(T) (S) (A)	-		-		-	HF	<i>)</i> E	0.90	830180800	1		*	
Jurisdiction		Decetes Historia		Time F		AM Pe	THE RESIDENCE OF THE PERSON NAMED IN		-	Dariad	1> 7:1	(E	-			
Urban Street		Preston Highway		File Na	Name and Associated their	2034 E	B Pres	the state of the last of the l	-	Period	112 /:	15	-			
Intersection	A1	Interchange Drive	0	File Na	ame	AM 34	B Pres	ion.xus					- 4			
Project Descrip	tion	Commerce Crossin	gs z					00000000						C19-2009-24-0		
Demand Infor	mation			20000	EB			WB			NB			SB		
Approach Move				L	T	R	L	T	R	L	T	T R	L	T	R	
Demand (v), v				96	24	36	190	13	1	24	1386		125	697	16	
Demaria (V),	/CII/II			00		- 00	100				1000		120	1001		
Signal Informa	ation			1	I	IJL	171	12	N	T						
Cycle, s	150.0	Reference Phase	2		25		1	, E	7			2	Ŷ		4	
Offset, s	0	Reference Point	End	Green		6.3	82.0		11.8 19.6		10.575	1 1	2	3	Y	
Uncoordinated	No	Simult. Gap E/W	Off	Yellow	O STREET, STRE	0.0	4.3	3.6	3.6	0.0		(+	1	7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.4	2.4	0.0	1	5	6	7		
						KING THE										
Timer Results				EBI		EBT	WB	L	WBT	NBI		NBT	SBI	L	SBT	
Assigned Phas	e					4			8	5		2	1		6	
Case Number	# 4/9		机保管			9.0			10.0	1.1		3.0	2.0		3.0	
Phase Duration, s						17.8			25.6	12.5	5	87.9 18.8		8.8 94.2		
Change Period, (Y+Rc), s						6.0			6.0	6.5		5.9			5.9	
Max Allow Headway (MAH), s						4.0			3.0	4.0		0.0	4.0		0.0	
Queue Clearance Time (g s), s						11.2			19.2	2.9	2.9		12.0	12.0		
Green Extension Time (g e), s						0.6			0.4	0.1	0.1		0.4		0.0	
Phase Call Probability					54 6	1.00	10000		1.00	1.00			0.99	9		
Max Out Probability						0.00			0.00	0.00			0.00	0		
Movement Gr	-	sults			EB		7	WB			NB	E 107 (3.15)	9629	SB		
Approach Mov	ператирории неможения			L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Move	THE RESERVED FOR THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TRANSPORT OF THE PERSON NAMED IN COLUMN TWO IS			7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow	CORRESPONDED FOR THE PARTY OF T			107	27	40	211	16		22	1264	125	122	680	159	
	-	ow Rate (s), veh/h/	In	1711	1900	1359	1810	1876		1527	1766	1610	1810	1724	158	
Queue Service				9.2	2.0	4.0	17.2	1.1	-	0.9	31.2	3.2	10.0	15.2	5.6	
		ce Time (g c), s		9.2	2.0	4.0	17.2	1.1	1	0.9	31.2	3.2	10.0	15.2	5.6	
Green Ratio (0.08	0.08	0.12	0.13	0.13	-	0.59	0.55	0.55	0.08	0.59	0.6	
Capacity (c),	-			134	149	161	236	245		418	1931	880	148	2029	105	
Volume-to-Cap				0.796	0.179	0.249	0.893	0.063	-	0.052	0.655	0.142	0.824	0.335	0.15	
		t/ln (95 th percentile			1 =		46.7	0.0		-	4110	0.0	0.5	-	-	
AND ADDRESS OF THE PARTY OF THE	STATE OF THE PARTY OF THE PARTY OF THE PARTY.	eh/ln (95 th percent	NAME AND ADDRESS OF THE OWNER, TH	7.7	1.7	2.5	12.7	0.9	-	0.6	14.6	2.0	8.5	9.6	3.4	
	-	RQ) (95 th percen	tile)	0.51	0.00	1.21	0.00	0.00		0.07	0.00	0.00	2.12	0.00	0.2	
Uniform Delay	-			67.9	64.6	60.1	64.2	57.2	-	14.0	16.0	8.6	67.8	15.8	9.3	
Incremental Delay (d 2), s/veh				10.2	0.6	0.8	4.7	0.0		0.0	1.2	0.2	10.3	0.4	0.3	
		EUODANIA DE LA CONTRACTOR DEL CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue D	challenged processor and addressed			78.1 E	65.2	60.9	68.8	57.2		14.0	17.2	8.8	78.1	16.3	9.5	
Initial Queue D Control Delay	Level of Service (LOS)				E	E	E	E		В	В	A	E	В	A	
Initial Queue D Control Delay (Level of Service		Approach Delay, s/veh / LOS				E	68.0	0	E	16.4	1	В	23.0	0	С	
Initial Queue D Control Delay Level of Service Approach Dela	y, s/veh			1			2 /			10			C			
Initial Queue D Control Delay (Level of Service	y, s/veh					26),4 	10 TO		diam'r.		1000000	No. of Concession, Name of Street, or other party of the Concession, Name of Street, or other pa		15155	
Initial Queue D Control Delay Level of Servic Approach Dela Intersection De	ay, s/veh elay, s/ve				FR	26	0,4	WR			NR			SR		
Initial Queue D Control Delay Level of Service Approach Dela	ay, s/veh elay, s/ve esults	eh / LOS		2.4	EB	В	2.48	WB	В	1.9	NB	В	2.0	SB	В	

		HCS	7 Sig	nalize	d Inte	ersect	ion R	esult	s Sur	nmary	1				
General Inforn	nation							le.	ntareac	tion Info	rmatio	n		4741	
	iation	Diane B. Zimmerma	n Traffi	c Engine	oring				uration	****	0.250			7111	
Agency Analyst		DBZ	ari italli			Jun 2	2021		rea Typ	-	Other		4		
Jurisdiction		DOZ	OMACCO CONTRACTOR	Analysis Date Jun 2, 2021 Time Period PM Peak					HF		0.98	NOTO THE OWNER OF THE OWNER OWNER OF THE OWNER OW			*
Urban Street	necosistemento constituto di	Preston Highway		Analys	HARD TO THE REAL PROPERTY AND THE PARTY AND		an		nalysis	Period	1> 4:4	5	- 3		
Intersection		Interchange Dr	***************************************	File Na		PM 21	Presto	·	alaiyala	Cilou	112 4.4	-	-		
Project Descrip	tion	Stern		THE IVA	ille	I WIZI	116310	II.AUS					- 1	11471	. 7
Project Descrip	TUOTI	Stern			RESERVED.						3 9 3 3				
Demand Inform	mation			-	EB			WB	territ.		NB		1000	SB	
Approach Move	ement			L	T	R	L	T	R	L	Т	R	L	Т	R
Demand (v), v	/eh/h			184	1716	48	3	0	4	16	1222	2	0	1867	155
Signal Informa	Proposition conscious	Deference Disease	_			71	13	=					ta.	-	7
Cycle, s	180.0		2 Fnd	-	2 517	17	12 ×					1	2	3	~
Offset, s	0	Reference Point	End	Green	-	126.2	20.0	6.0	0.0	0.0			4		5
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.3	3.6	3.6	0.0	0.0		1 4			7
Force Mode	Fixed	Simult, Gap N/S	On	Red	3.0	1.6	2.4	2.4	0.0	0.0	+	5	6	7	of sections
Timer Results				EBL		EBT	WBI		WBT	NBI		NBT	SBL	C2 8	SBT
Assigned Phase						4			8	5	2		1		6
Case Number						9.0	97ell (18	us s	12.0	2.0		4.0	2.0		3.0
Phase Duration, s					-	26.0	September 1997	-	12.0			42.0	0.0	1	32.1
Change Period, (Y+Rc), s					-	6.0		788	6.0	6.5		5.9	6.5		5.9
Max Allow Headway (MAH), s						4.0		3.1		4.0				0.0 0.0	
Queue Clearar			ARCEL ST	100000		1.0	Sep 2700		2.7	3.6		0.0	0.0	100	0.0
Green Extension Time (g e), s						0.0			0.0	0.0	-	0.0	0.0	_	0.0
Phase Call Probability						0.0	W. Const		1.00	0.56		0.0	0.0		0.0
Max Out Probability									0.00	0.00				_	***************************************
													1985		
Movement Gr	newsolanie verster in d	sults			EB	20.00		WB		100000	NB		35555	SB	
Approach Mov	THE RESIDENCE OF THE PERSON OF			L	Т	R	L	Т	R	L	T	R	L	T	R
Assigned Move	SANATORIS S			7		14	3	8	18	5	2	12	1	6	16
Adjusted Flow	and a second			188		49		7		16	630	629	0	1846	153
		ow Rate (s), veh/h/	In	1757		1610		1690		1810	1885	1884	1810	1781	1598
Queue Service	District Minister Control of the Con			9.0		4.9		0.7	-	1.6	19.9	19.9	0.0	61.1	3.8
Commence of the Commence of th	NAME OF TAXABLE PARTY.	ce Time (g c), s		9.0		4.9		0.7	200	1.6	19.9	19.9	0.0	61.1	3.8
Green Ratio (-			0.11		0.13		0.03	-	0.65	0.76	0.76		0.70	0.81
Capacity (c),	and the continuous property of the females.			390	CHARGE.	209		56	10000	34	1425	1425	1	2497	1298
Volume-to-Cap	MATERIAL PROPERTY AND PROPERTY AND			0.481		0.234		0.127	-	0.486		0.442	0.000	0.739	0.11
	MODERNICO STRUMENTO DE LA CONTRACTO DE LA CONTRACTOR DE L	t/ln (95 th percentile	THE REAL PROPERTY.	183.7		91.7		14.6		37.6	268.5	266.1	0	788.8	48.1
Charles and the contract of th	DOSESSES SERVICES DE L'ANTINO	reh/ln (95 th percent	SALES CONTRACTOR OF THE PARTY O	7.3		3.7		0.6		1.5	10.7	10.6	0.0	31.1	1.9
A COMPANY OF THE PARTY OF THE P	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS NAME AND ADDRESS OF TH	(RQ) (95 th percen	tile)	0.46		1.53		0.00	100000	0.15	0.00	0.00	0.00	0.00	0.16
Uniform Delay	STATE OF THE PARTY			75.1		70.3		84.5		88.8	6.9	6.9	0.0	19.0	3.7
Incremental De	ORGANISM AND AND AND ADDRESS OF THE PARTY NAMED IN			0.9		0.6	8 6 6	0.4	-	7.5	0.7	0.7	0.0	1.5	0.1
Initial Queue D				0.0		0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	-			76.0		70.9		84.8		96.3	7.6	7.6	0.0	20.5	3.8
Level of Service (LOS)				E		E		F	<u></u>	F	A	A		С	_ A
Approach Delay, s/veh / LOS				75.0		E	84.	В	F	8.8	270 150	Α	19.2	2	В
	elay, s/v	eh / LOS				19	1.3						В		
Approach Dela Intersection De				CONTRACTOR OF THE PARTY OF THE			PERMIT	1A/D	A STATE OF THE PARTY OF THE PAR	THE REAL PROPERTY.	NID	TANKS DESIGNATION OF THE PARTY	N. Contraction of the Contractio		
Intersection De	esults		Multimodal Results					WB			NB				
Intersection De		e/LOS		2.33	EB	В	2.4	-	В	1.64	-	В	2.07	SB	В

Received by Planning & Design 10/13/2022

		нся	Sign	nalize	d Inte	rsect	ion R	esult	s Sun	nmary						
Canaral Inform	ation								torcoc	tion Info	rmatic	n	U U	32411	4.5	
General Inform	iauon	Dione B. Zimmorma	n Troff	ic Engin	ooring		None and the		uration.		0.250	11		Titi		
Agency Diane B. Zimmerman Traffic					Analysis Date Sep 20, 2022						Other		2			
Analyst		DBZ		Time F	DOMESTIC OF THE PARTY OF T	PM Pe	THE RESIDENCE AND PERSONS ASSESSMENT	-	rea Typ HF	C	0.98		* *			
Jurisdiction Urban Street		Broston Highway		-	-	-	No Build		nalysis	Pariod	1> 4:4	15			•	
Intersection	30.00	Preston Highway		File Na		-	NB Pre	SAMPLE STATE OF THE PERSON NAMED IN	CONTRACTOR OF THE PERSON NAMED IN	renou	1124.5	10	-			
	tion	Interchange Dr Commerce Crossin	ac 2	File IV	anie	FIVI 24	IND FI	eston.xi	12				- 1	711	10 M	
Project Descrip	LION	Commerce Crossin	ys 2										SECTION AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO			
Demand Inform	nation				EB		1000	WB			NB		1	SB		
Approach Move	NAME AND ADDRESS OF THE OWNER, TH			L	Т	R	L	T	R	L	T	R	L	T	R	
Demand (v), v	-			192	28	48	221	12	4	28	1248	82	159	1764	158	
														A SECTION ASSESSMENT		
Signal Informa	tion					111	171	12	N							
Cycle, s	180.0	Reference Phase	2		25		Fif	a E				a	Y		4	
Offset, s	0	Reference Point	End	Green	4.4	7.4	90.7	22.1	24.5	0.0			2		F.	
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.5	4.3	3.6	3.6	0.0		1			7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.6	2.4	2.4	0.0	1	5	6	7		
														No. of the last		
Timer Results					EBL I		WB	L	WBT	NBI		NBT	SBI	-	SBT	
Assigned Phase						4			8	5		2	1		6	
Case Number						9.0			10.0	1.1		3.0	2.0		3.0	
Phase Duration, s						28.1			30.5 10.		9 96.6		24.8		110.5	
Change Period, (Y+Rc), s						6.0		1	6.0	6.5	6.5		6.5		5.9	
Max Allow Headway (MAH), s						4.0			3.0	4.0		0.0	3.0		0.0	
Queue Clearance Time (g s), s				199		21.2	11111		24.1	3.3			18.1		19.0	
Green Extension Time (g e), s						0.9			0.4	0.1		0.0	0.2	-	0.0	
Phase Call Probability				4500		1.00			1.00	0.73		0.00	1.00)	W. P.	
Max Out Proba	bility					0.00			0.00	0.00			0.00)		
	NAME OF TAXABLE PARTY.				FD			VAID		PERMIT	NID			CD		
Movement Gro		SUITS			EB		-	WB	T 5		NB			SB		
Approach Move	MANAGEMENT OF STREET			L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Move		\		7	4	14	3	8	18	5 26	1172	12 77	1 162	1792	161	
Adjusted Flow	-			196	29	49	226			-		1610	1810	1792	-	
		ow Rate (s), veh/h/	II and a	1810	1900	1610	1810	1818		1810	1795	2.3	16.1	74.4	159	
Queue Service	-			19.2	2.4	4.8	22.1	1.4	-	1.3	40.0	-		-	-	
THE RESIDENCE OF THE PARTY OF T	A STATE OF THE PARTY OF THE PAR	be Time (g c), s	SERVI CO	19.2	2.4	4.8	22.1	1.4		1.3	40.0 0.50	0.50	16.1	74.4	0.70	
Green Ratio (g	CHARLES PROPERTY AND ADDRESS OF THE PARTY AND		AV. (1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	0.12	0.12	0.15	0.14	0.14		0.53	1809	811	184	2070	112	
Capacity (c), veh/h				0.883	0.123	0.207	0.915	-	-	0.208	0.648	0.095	0.878	0.866	0.14	
Volume-to-Capacity Ratio (X) Back of Queue (Q), ft/ln (95 th percentile)				0.003	0.123	0.201	0.010	0.000		0.200	0.040	0.000	0.070	0.000	0.14	
	-	reh/ln (95 th percent	-	14.5	2.1	3.6	15.9	1.2	-	1.0	21.9	1.6	12.0	37.2	2.7	
	-	(RQ) (95 th percent	-	0.91	0.00	1.49	0.00	0.00	P. Carlotte	0.10	0.00	0.00	3.00	0.00	0.23	
Uniform Delay	NAME AND ADDRESS OF THE OWNER, WHEN		cic)	77.7	70.3	67.5	76.7	67.8		32.4	27.8	11.6	88.1	28.5	6.8	
Incremental De	THE RESIDENCE OF THE PERSON NAMED IN			10.9	0.2	0.4	5.5	0.0		0.6	1.3	0.2	3.5	3.5	0.2	
	-			0.0	0.2	0.4	0.0	0.0		0.0	0.0	0.2	0.0	0.0	0.0	
Initial Queue Delay (d 3), s/veh				88.6	70.6	68.0	82.2	67.8		33.0	29.1	11.8	91.6	32.0	7.0	
Control Delay (d), s/veh				F	70.6 E	E	62.2 F	E		C	C	В	F F	C	Α.	
Level of Service (LOS) Approach Delay, s/veh / LOS				83.0		F	81.3	-	F	28.1	-	С	34.7		C	
Intersection Dela	CONTRACTOR OF THE PARTY OF THE			03.0			8.8	-		20.		-	D 34.1			
torocodori De	, 0, 4,															
Multimodal Re	sults				EB	125-135		WB		1000	NB			SB		
Multimodal Results					3	В	2.49	0	В	1.92		В	2.10	2	В	
Pedestrian LOS Score / LOS) [2.7	0	D	1.02	- 1	D	2.10	0		

		HCS	Sigi	nalize	d Inte	rsecti	on R	esult	s Sun	nmary					
General Inform	nation							l le	nterser	tion Infe	ormatic	n.		ا يا ماه يان اه	SIQ.
Agency	ilation	Diane B. Zimmerma	n Traff	ic Engin	eering	e ne i			uration	-	0.250	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS AND ADDRESS OF THE OWNER, WHEN PERSONS AND ADDRESS OF THE OWNER,	0	TITL	
Analyst		DBZ	all IIali	-	is Date	San 20	2022		rea Typ		Other	-	-		
Jurisdiction		DBZ	24220321	Time F		PM Pe	-	ramous realization	HF	Je	0.98	de Massia Marcon Commence Commence	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		a.
Urban Street		Procton Highway		-		2024 E	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND		-	Poriod	1> 4:4	15	-4-		•
****	-	Preston Highway		-	is Year	-	NAME AND ADDRESS OF THE OWNER, WHEN	more and a second	nalysis	Period	12 4:4	+0	-		
Intersection Project Descrip	tion	Interchange Dr Commerce Crossin	ac 2	File Na	ame	PM 24	B Pres	ton.xus		The way of				1111	
Project Descrip	lion	Commerce Crossin	gs z											Philippin III	MIKS.
Demand Infor	mation			2.50	EB			WB			NB	She Since		SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	/eh/h			192	28	61	221	12	4	39	1268	82	159	1788	158
Cianal Inform	Alan					7 111					100				
Signal Informa Cycle, s	180.0	Reference Phase	2	-	6	217	71	2	Ħ		I		KÎZ		
Offset, s	0	Reference Point	End	-	33		F.	75				1	2	3	4
Uncoordinated	-	Simult, Gap E/W	On	Green	and the second second	6.8	90.7	22.1	24.				4	J	4
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	3.5	3.5	1.6	3.6	3.6	0.0		1.4		1	7
Force Mode	rixeu	Simult. Gap 14/5	OII	Reu	3.0	13.0	1.0	12.4	2.4	10.0		3	ь		34000000
Timer Results				EBI		EBT	WB	L	WBT	NBI		NBT	SBI		SBT
Assigned Phas	ned Phase					4			8	5		2	1		6
Case Number	igned Phase					9.0			10.0	1.1	80 10	3.0	2.0		3.0
Phase Duration	1, S					28.1			30.5	11.5	,	96.6	24.8	-	109.9
Change Period	. (Y+R	c), S				6.0			6.0	6.5		5.9	6.5		5.9
Max Allow Hea	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS ADDRESS	Contraction of the Contract of				4.0			3.0	4.0		0.0	3.0	_	0.0
Queue Clearar		THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN	300			21.2	1000153		24.1	3.7	-		18.0	-	
Green Extension	DOMESTIC AND A STREET OF THE STREET			1		1.0		_	0.4	0.1	-	0.0	0.2	-	0.0
Phase Call Pro						1.00	2000		1.00	0.83	-	210-20-1944	1.00		0.0
Max Out Proba	CONTRACTOR CONTRACTOR					0.00			0.00	0.00	-		0.00	-	-
Movement Gr	-	sults			EB			WB			NB			SB	
Approach Mov				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	The second second	Congression of the		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow	CONTRACTOR			196	29	62	226	16		36	1164	75	162	1816	161
The second secon		ow Rate (s), veh/h/	In	1810	1900	1610	1810	1818		1810	1795	1610	1810	1781	159
Queue Service	PRODUCTION OF THE PARTY OF THE			19.2	2.4	6.1	22.1	1.4		1.7	39.7	2.3	16.0	77.4	4.8
Cycle Queue C	metriconier empresentarioni	e Time (gc), s		19.2	2.4	6.1	22.1	1.4		1.7	39.7	2.3	16.0	77.4	4.8
_				0.12	0.12	0.15	0.14	0.14		0.53	0.50	0.50	0.10	0.58	0.7
Green Ratio (veh/h			222	233	243	246	248	7	126	1808	811	184	2057	111
Capacity (c),					0 400		0045	0.066		0.284	0.644	0.093	0.879	0.883	0.14
Capacity (c), Volume-to-Cap	acity Ra			0.881	0.122	0.257	0.915		-	N .		1 1 1 1 1 C C C C C C C C C C C C C C C		7	
Capacity (c), Volume-to-Cap Back of Queue	acity Ra	t/ln (95 th percentile	THE REST OF THE PARTY OF THE PA				5.4050					-			2.8
Capacity (c), Volume-to-Cap Back of Queue Back of Queue	acity Ra (Q), f (Q), v	t/In (95 th percentile eh/In (95 th percent	ile)	14.5	2.1	4.6	15.9	1.2		1.4	21.7	1.6	11.9	38.6	-
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage	e (Q), f (Q), v (Q), v Ratio (t/In (95 th percentile eh/In (95 th percent RQ) (95 th percen	ile)	14.5	2.1	4.6 1.91	15.9	1.2		0.14	0.00	0.00	2.97	0.00	0.2
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay	eacity Ra (Q), f (Q), v (Q), v (Q), v (Q), s	t/In (95 th percentile eh/In (95 th percent (RQ) (95 th percent s/veh	ile)	14.5 0.91 77.6	2.1 0.00 70.3	4.6 1.91 67.5	15.9 0.00 76.7	1.2 0.00 67.8		0.14 34.4	0.00 27.8	0.00	2.97 88.0	0.00 29.5	7.0
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De	e (Q), f (Q), f (Q), v e Ratio ((d1), s elay (d2	tr/in (95 th percentile eh/in (95 th percent (RQ) (95 th percent s/veh (2), s/veh	ile)	14.5 0.91 77.6 10.8	2.1 0.00 70.3 0.2	4.6 1.91 67.5 0.6	15.9 0.00 76.7 5.5	1.2 0.00 67.8 0.0		0.14 34.4 0.9	0.00 27.8 1.3	0.00 11.6 0.2	2.97 88.0 3.3	0.00 29.5 3.8	7.0 0.2
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D	e (Q), f e (Q), v e Ratio ((d 1), s elay (d 2 elay (d	tr/in (95 th percentile eh/in (95 th percent (RQ) (95 th percent s/veh (2), s/veh (3), s/veh	ile)	14.5 0.91 77.6 10.8 0.0	2.1 0.00 70.3 0.2 0.0	4.6 1.91 67.5 0.6 0.0	15.9 0.00 76.7 5.5 0.0	1.2 0.00 67.8 0.0 0.0		0.14 34.4 0.9 0.0	0.00 27.8 1.3 0.0	0.00 11.6 0.2 0.0	2.97 88.0 3.3 0.0	0.00 29.5 3.8 0.0	7.0 0.2 0.2
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay	e (Q), vere Ratio ((d1), selay (d2) elay (d2) elay (d3)	trin (95 th percentile eh/in (95 th percent RQ) (95 th percent RQ) (95 th percen s/veh 2), s/veh 3), s/veh eh	ile)	14.5 0.91 77.6 10.8 0.0 88.4	2.1 0.00 70.3 0.2 0.0 70.5	4.6 1.91 67.5 0.6 0.0 68.1	15.9 0.00 76.7 5.5 0.0 82.2	1.2 0.00 67.8 0.0 0.0 67.8		0.14 34.4 0.9 0.0 35.3	0.00 27.8 1.3 0.0 29.1	0.00 11.6 0.2 0.0 11.8	2.97 88.0 3.3 0.0 91.4	0.00 29.5 3.8 0.0 33.4	0.2 7.0 0.2 0.0 7.1
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Service	eacity Ra (Q), f (Q), v e Ratio ((d1), s elay (d2 elay (d), s/v e (LOS)	trin (95 th percentile eh/in (95 th percent RQ) (95 th percent RQ) (95 th percent RQ), s/veh 3), s/veh eh	ile)	14.5 0.91 77.6 10.8 0.0 88.4 F	2.1 0.00 70.3 0.2 0.0 70.5	4.6 1.91 67.5 0.6 0.0 68.1	15.9 0.00 76.7 5.5 0.0 82.2	1.2 0.00 67.8 0.0 0.0 67.8 E		0.14 34.4 0.9 0.0 35.3 D	0.00 27.8 1.3 0.0 29.1 C	0.00 11.6 0.2 0.0 11.8 B	2.97 88.0 3.3 0.0 91.4	0.00 29.5 3.8 0.0 33.4 C	0.2 7.0 0.2 0.0 7.1 A
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servic Approach Dela	eacity Rate (Q), for (Q), very Ratio (d 1), selay (d 2) elay (d 3), selay (d 3), se	trin (95 th percentile eh/in (95 th percent RQ) (95 th percent RQ) (95 th percent RQ), s/veh g), s/veh eh) / LOS	ile)	14.5 0.91 77.6 10.8 0.0 88.4	2.1 0.00 70.3 0.2 0.0 70.5	4.6 1.91 67.5 0.6 0.0 68.1 E	15.9 0.00 76.7 5.5 0.0 82.2 F	1.2 0.00 67.8 0.0 0.0 67.8 E	F	0.14 34.4 0.9 0.0 35.3	0.00 27.8 1.3 0.0 29.1 C	0.00 11.6 0.2 0.0 11.8 B	2.97 88.0 3.3 0.0 91.4 F	0.00 29.5 3.8 0.0 33.4 C	0.2 7.0 0.2 0.0 7.1
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Service	eacity Rate (Q), for (Q), very Ratio (d 1), selay (d 2) elay (d 3), selay (d 3), se	trin (95 th percentile eh/in (95 th percent RQ) (95 th percent RQ) (95 th percent RQ), s/veh g), s/veh eh) / LOS	ile)	14.5 0.91 77.6 10.8 0.0 88.4 F	2.1 0.00 70.3 0.2 0.0 70.5	4.6 1.91 67.5 0.6 0.0 68.1 E	15.9 0.00 76.7 5.5 0.0 82.2	1.2 0.00 67.8 0.0 0.0 67.8 E	F	0.14 34.4 0.9 0.0 35.3 D	0.00 27.8 1.3 0.0 29.1 C	0.00 11.6 0.2 0.0 11.8 B	2.97 88.0 3.3 0.0 91.4	0.00 29.5 3.8 0.0 33.4 C	0.2 7.0 0.2 0.0 7.1 A
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servic Approach Dela Intersection De	eacity Rate (Q), for (Q), very exact (Q), see Ratio ((d1), see Ratio (d2), see Ratio (d3), see Ratio (d4), s/very (LOS), s/very, s/very (LOS)	trin (95 th percentile eh/in (95 th percent RQ) (95 th percent RQ) (95 th percent RQ), s/veh g), s/veh eh) / LOS	ile)	14.5 0.91 77.6 10.8 0.0 88.4 F	2.1 0.00 70.3 0.2 0.0 70.5 E	4.6 1.91 67.5 0.6 0.0 68.1 E	15.9 0.00 76.7 5.5 0.0 82.2 F	1.2 0.00 67.8 0.0 0.0 67.8 E	F	0.14 34.4 0.9 0.0 35.3 D	0.00 27.8 1.3 0.0 29.1 C	0.00 11.6 0.2 0.0 11.8 B	2.97 88.0 3.3 0.0 91.4 F	0.00 29.5 3.8 0.0 33.4 C	0.2 7.0 0.2 0.0 7.1 A
Capacity (c), Volume-to-Cap Back of Queue Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servic Approach Dela	eacity Rate (Q), for (Q), very exact (Q), so	trin (95 th percentile eh/in (95 th percent RQ) (95 th percent RQ) (95 th percent RQ), s/veh 3), s/veh eh 1/LOS eh / LOS	ile)	14.5 0.91 77.6 10.8 0.0 88.4 F	2.1 0.00 70.3 0.2 0.0 70.5 E	4.6 1.91 67.5 0.6 0.0 68.1 E	15.9 0.00 76.7 5.5 0.0 82.2 F	1.2 0.00 67.8 0.0 0.0 67.8 E	F	0.14 34.4 0.9 0.0 35.3 D	0.00 27.8 1.3 0.0 29.1 C	0.00 11.6 0.2 0.0 11.8 B	2.97 88.0 3.3 0.0 91.4 F	0.00 29.5 3.8 0.0 33.4 C	0.23 7.0 0.2 0.0 7.1 A

		HCS	Sigr	nalize	Inte	rsect	ion Re	esult	s Su	mmary					
Onnerel Inform									ntorno	ction Inf	ormatic	\n		43411	
General Inform	nation	Di D 7:	- T #								-			7111	
Agency		Diane B. Zimmerma	in traffi	-		Con O	2000	-	Duratio	-	0.250 Other	_	-		
Analyst		DBZ		-	THE PERSON NAMED IN COLUMN	Sep 2	-	-	Area T	/pe	-		44		۵.
Jurisdiction		D 1 1111		Time F	-	PM Pe	THE RESERVE OF THE PARTY OF THE	-	PHF	- Devied	0.98	46			-
Urban Street		Preston Highway		and the second contraction of the second	reconnective serve them.		No Build	THE REAL PROPERTY.	-	s Period	1> 4:4	40	-		
Intersection		Interchange Dr		File Na	ame	PM 34	NB Pre	eston.>	us	Walter Street		A-14-16-1		httr	
Project Descrip	tion	Commerce Crossin	gs 2					192510					17	INCHES OF THE P	
Demand Inform	nation				EB			WE	3		NB		1000	SB	
Approach Move	ement			L	Т	R	L	T	F	L	Т	R	L	T	R
Demand (v), v	eh/h		Ban?	201	28	50	221	12	4	29	1312	82	159	1854	166
	A1						111								
Signal Informa	general management	Deference Phase	2		2	111	7	1	Ħ		1		KŽ2		1
Cycle, s	180.0		-		23		F)					1	2	3	Z
Offset, s	0 No	Reference Point	End	Green	and representations of the last	7.5	89.7	23.		OCCUPATION OF THE OWNER, THE OWNE			+	J,	4
Uncoordinated	No	Simult. Cap N/S	On	Yellow	nd-commonwear	3.5	4.3	3.6	2.			1 4		1	-
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.6	12.4	[2.	1 [0.0	+				
Timer Results				EBI		EBT	WBI	L	WBT	NB	L	NBT	SBI		SBT
Assigned Phas	е					4			8	5		2	1		6
Case Number						9.0			10.0	1.1	10	3.0	2.0	959 48	3.0
Phase Duration	1, S					29.0			30.5	10.9	9	95.6	24.8	3 1	09.6
Change Period	, (Y+R	c), S	Fortal P	1000		6.0	13-11-11-11		6.0	6.5	100	5.9	6.5	100	5.9
Max Allow Hea	dway (MAH), s				4.0			3.0	4.0		0.0	3.0		0.0
Queue Clearan	-					22.1	Non tex		24.1	3.3			18.1	33 V.60	
Green Extension	Delignation of the last of the				\top	0.9			0.4	0.1		0.0	0.2		0.0
Phase Call Pro				- 2510	4.6	1.00	155		1.00	0.73	3		1.00)	
Max Out Proba	-					0.00			0.00	0.00	0		0.00		
Mayamant Cr	our Pou	oulto			EB			WB			NB			SB	
Movement Gro	-	Suits		L	T	R	L	T	I R	L	T	R	L	T	R
Approach Move	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS NAMED IN			7	4	14	3	8	18	5	2	12	1	6	16
Assigned Move	And in case of the last of	() vob/b		205	29	51	226	16	10	26	1176	73	162	1888	169
Adjusted Flow	DESCRIPTION OF THE PERSON NAMED IN COLUMN 1	ow Rate (s), veh/h/	ln.	1810	1900	1610	1810	1818	-	1810	1795	1610	1810	1781	159
Queue Service			111	20.1	2.4	5.0	22.1	1.4	-	1.3	40.5	2.2	16.1	84.2	5.0
	Name and Publishers	ce Time (gc), s		20.1	2.4	5.0	22.1	1.4	1	1.3	40.5	2.2	16.1	84.2	5.0
Green Ratio (**************************************	or time (ye), s		0.13	0.13	0.15	0.14	0.14	1	0.52	0.50	0.50	0.10	0.58	0.70
Capacity (c),	-	STANDARD PRODUCTION		231	243	245	246	248	10000	108	1790	803	184	2052	112
Volume-to-Cap	MARKANINA DI SANTANIA MARKA	atio (X)		0.887	0.118	0.208	0.915		3	0.241	-	0.092	0.879	0.920	0.15
		ft/In (95 th percentile	1	0.007	0.110	0.200	0.010	0.000		S.E. T	0.507	0.002	0.010	0.020	0.10
	named and particular state of the later of	eh/in (95 th percent	THE REAL PROPERTY AND PERSONS NAMED IN	15.1	2.1	3.7	15.9	1.2	-	1.0	22.1	1.5	11.8	41.3	2.8
	CARLO CONTRACTOR AND ADDRESS OF THE PARTY OF	(RQ) (95 th percen	NAME AND ADDRESS OF THE PARTY O	0.94	0.00	1,55	0.00	0.00		0.10	0.00	0.00	2.96	0.00	0.24
Uniform Delay	-		iiio)	77.2	69.5	66.8	76.7	67.8	-	37.1	28.1	11.7	88.4	30.1	6.7
Incremental De				10.9	0.2	0.4	5.5	0.0		0.8	1.4	0.2	3.2	5.2	0.2
Initial Queue D	NAME OF TAXABLE PARTY.			0.0	0.0	0.0	0.0	0.0	+	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (-		ES (STORING	88.1	69.7	67.2	82.2	67.8		37.9	29.5	11.9	91.5	35.3	6.9
Level of Service	THE REAL PROPERTY.			F	E	E	F	E	1	D	C	B	F	D	A
Approach Dela	and the last section is not the last section in the last section in the last section is not section in the last section in the last section is not section in the last section in the last section in the last section is not section in the last section in t		A 50 . 10	82.5		F	81.2	-	F	28.		С	37.		D
Intersection Dela	THE REAL PROPERTY.		etrospos de la composição	02.3		NAME AND ADDRESS OF THE OWNER, WHEN PERSONS NAMED IN	01.2			20.		_	D 37.	-	
	, J. V.														
Multimodal Re	sults				EB			WB	A CONTRACTOR AND A STATE OF		NB			SB	
	Cons	1108		2.48	3	В	2.49	9	В	1.9	2	В	2.10	0	В
Pedestrian LO	5 Score	7 200			-	Assertation of the latest service of	The same of the sa	-	The same of the last of the la	_	STATE OF THE PERSON NAMED IN	-		-	

			Jigi	nalized						ury	2 × 10 × 1				
General Inform	nation							T I	ntersec	tion Info	ormatio	n	y.	4441	e t
Agency	la Wasi	Diane B. Zimmerma	an Traff	ic Engine	eering	1874			ouration	-	0.250	Land Service		httr	
Analyst		DBZ		Approximation of the last of t	And in contrast of the last of	Sep 20	0, 2022		rea Typ	No. of Concession, Name of Street, or other Desires.	Other		7		
Jurisdiction				Time F	THE REAL PROPERTY.	PM Pe	THE RESIDENCE OF THE PARTY OF T	more and the latest of the lat	PHF	£ \$15.658	0.98	A GALLANA	*		4
Urban Street	napřevo svervetno podráve	Preston Highway		Analys	is Year	2034 E	de la constantina della consta	F	nalvsis	Period	1> 4:4	5			
Intersection		Interchange Dr		File Na		-	B Pres		-	1021000				****	
Project Descrip	tion	Commerce Crossin	as 2	1		1	Control Control Control						2	न १ क भ ।	H (
10,000				BETTER A											
Demand Inform	nation				EB			WB		100	NB			SB	
Approach Move	ement		and the second s	L	Т	R	L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h		ar (3.5)	201	28	63	221	12	4	40	1332	82	159	1878	16
Signal Informa	process consensus				2	1217	71	2							
Cycle, s	180.0	Reference Phase	2		25		R	75				-	Y	-	-
Offset, s	0	Reference Point	End	Green	5.0	6.9	89.7	23.1	24.	5 0.0					5
Uncoordinated	No	Simult. Gap E/W	On	Yellow	niferance exercises exercise	3.5	4.3	3.6	3.6	0.0		1			7
Force Mode	Fixed	Simult, Gap N/S	On	Red	3.0	3.0	1.6	2.4	2.4	0.0	1	5	6	7	
				EBL						MANAGE !					
						EBT	WB	L	WBT	NBI	-	NBT	SBI	-	SBT
	ssigned Phase					4		_	8	5	_	2	1		6
	ase Number					9.0			10.0	1.1	_	3.0	2.0	-	3.0
Phase Duration	-	•			-	29.1		_	30.5	11.5		95.6	24.8		109.0
Change Period	#1000000000000000000000000000000000000			a News		6.0	255	-	6.0	6.5		5.9	6.5	-	5.9
Max Allow Hea	DATE OF THE OWNER, WHEN PERSON NAMED IN					4.0		-	3.0	4.0	-	0.0	3.0		0.0
Queue Clearan			-			22.1			24.1	3.7	-	0.0	18.1		0.0
Green Extension	The state of the s	(g e), S				1.0			0.4	0.1		0.0	0.2		0.0
Phase Call Pro	-				-	1.00			1.00	0.83	-	-	1.00		
Max Out Proba	Dility			CONTRACTOR OF THE PARTY OF THE	10000000	0.00		200000000	0.00	0.00			0.00	, ,	71.7 E. S.
Movement Gre	oup Re	sults			EB	1000		WB		155,055	NB			SB	
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	decision management			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow		/). veh/h	-	205	29	64	226	16		35	1168	72	162	1912	16
		ow Rate (s), veh/h/	ln	1810	1900	1610	1810	1818		1810	1795	1610	1810	1781	159
Queue Service	MODEL MONTH OF THE PARTY OF THE			20.1	2.4	6.3	22.1	1.4	1	1.7	40.2	2.2	16.1	88.2	5.3
THE RESIDENCE OF THE PARTY OF T	CONTRACTOR DESCRIPTION	ce Time (gc), s		20.1	2.4	6.3	22.1	1.4	74.57%	1.7	40.2	2.2	16.1	88.2	5.3
Green Ratio (-	(3-71-		0.13	0.13	0.16	0.14	0.14		0.53	0.50	0.50	0.10	0.57	0.7
Capacity (c),	ACTION AND ADDRESS OF THE PARTY			232	243	251	246	248	1	107	1789	802	184	2039	111
Volume-to-Cap	MANAGEMENT OF THE PARTY OF THE	atio (X)		0.885		0.257	0.915	0.066		0.328	0.653	0.090	0.879	0.938	0.15
		ft/In (95 th percentile	e)	JAK CA	46.53		7945	19-7-1	200	10000	5 / 10 / 1	16.12.Yes	5/3/2/S	1000	
	district and deposits of the second	reh/ln (95 th percent	Mercanick strangers and selection	15.1	2.1	4.7	15.9	1.2	1	1.4	21.9	1.5	11.7	43.9	3.0
	-	(RQ) (95 th percen	-	0.94	0.00	1.96	0.00	0.00	1 3 3 3	0.14	0.00	0.00	2.92	0.00	0.2
Uniform Delay	NAME OF TAXABLE PARTY OF TAXABLE PARTY.			77.2	69.5	66.8	76.7	67.8	1	40.1	28.1	11.7	88.0	32.6	7.3
Incremental De	OCCUPATION OF THE PERSON NAMED IN			10.7	0.2	0.5	5.5	0.0	15656	1.3	1.3	0.2	3.0	6.1	0.2
Initial Queue D	THE RESIDENCE OF THE PERSONNELS OF THE PERSONNEL			0.0	0.0	0.0	0.0	0.0	1	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	-			87.9	69.7	67:4	82.2	67.8	- 63	41.4	29.5	11.9	91.0	38.7	7.4
Level of Service	NAME OF TAXABLE PARTY.		**************************************	F	Е	E	F	E	T	D	С	В	F	D	A
Approach Dela				81.7	7	F	81.3	2	F	28.8	3	С	40.		D
Intersection De	NAME AND POST OFFICE ADDRESS OF THE PARTY OF				to the same of the	42	2.1						D	nonneconde de la constante	\$8000000000000000000000000000000000000
										NAME OF					
Multimodal Re					EB			WB	A LONG		NB			SB	-
	S Score	/LOS		2.48	8	В	2.49	9	В	1.92	2	В	2.10)	В
Pedestrian LO Bicycle LOS S			-	0.98			0.8	-		1.7		В	2.34		

Received by Planning & Design 10/13/2022

		Н	CS7	Two-	Way	Stop	o-Coi	ntrol	Rep	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ						Inters	ection			Comr	nerce Cro	ossing at	t Coop		
Agency/Co.		B Zimm	erman 1	raffic En	gineerin	q	Jurisd								27.17	
Date Performed	11/10	-						Vest Stre	et		Comr	nerce Cro	ossing			
Analysis Year	2021	4355		4-10-10	1554A	2.46		/South S	Territoria de la compansión de la compan	152-63	-	er Churcl	-			
Time Analyzed	AM P	eak						Hour Fac			0.72					
Intersection Orientation	East-\		HE LIVE			2 Table	Analy	sis Time	Period (hrs)	0.25	9.34 S. C.		S. Paris		
Project Description	-		ossings	2												
Lanes								Stalk and	FEET OF	26663	1516.60					
				0 7 4 4 7 1 7 6	n n	The street: Ea	t-West	4 + 4 + 10								
Vehicle Volumes and Adj	justme	nts														
Approach		Easth	oound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0	2.00	0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		4	62	9		118	453	28		0	0	3		41	0	1
Percent Heavy Vehicles (%)		0				0				0	0	0		5	0	0
Proportion Time Blocked			1 10		10.00	3000				-Caste		NAME OF	WEEK!	11/11/10/20	25000	
	1										0				0	
Percent Grade (%)									77.7							
Right Turn Channelized		KS/N						and the second second				1	3070-03-0-03	02.507.000		N C-UP
Right Turn Channelized Median Type Storage				Left	Only				2003410000							
Right Turn Channelized	eadwa	ys		Left	Only	, (
Right Turn Channelized Median Type Storage	eadwa	ys 4.1		Left	Only	4.1				7.1	6.5	6.2		7.1	6.5	-
Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa			Left	Only	4.1 4.10				7.1 7.10	6.5 6.50	6.20		7.1 7.15	6.5	-
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	4.1		Left	Only	-					6.50 4.0					6.2
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	4.10		Left	Only	4.10				7.10	6.50	6.20		7.15	6.50	6.2
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		4.1 4.10 2.2 2.20	ervice		Only	4.10				7.10 3.5	6.50 4.0	6.20 3.3		7.15 3.5	6.50 4.0	6.20 3.3
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.1 4.10 2.2 2.20	ervice		Only	4.10				7.10 3.5	6.50 4.0	6.20 3.3		7.15 3.5	6.50 4.0	6.20 3.3
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		4.1 4.10 2.2 2.20	ervice		Only	4.10 2.2 2.20				7.10 3.5	6.50 4.0 4.00	6.20 3.3		7.15 3.5	6.50 4.0 4.00	6.20 3.3
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		4.1 4.10 2.2 2.20 l of Se	ervice		Only	4.10 2.2 2.20				7.10 3.5	6.50 4.0 4.00	6.20 3.3		7.15 3.5	6.50 4.0 4.00	6.20 3.3
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		4.1 4.10 2.2 2.20 l of Se 6 931	ervice		Only	4.10 2.2 2.20 164 1507				7.10 3.5	6.50 4.0 4.00	6.20 3.3		7.15 3.5	6.50 4.0 4.00 58 236	6.20 3.3
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		4.1 4.10 2.2 2.20 l of S 6 931 0.01	ervice		Only	4.10 2.2 2.20 164 1507 0.11				7.10 3.5	6.50 4.0 4.00	6.20 3.3		7.15 3.5	6.50 4.0 4.00 58 236 0.25	6.2 3.3
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		4.1 4.10 2.2 2.20 l of So 6 931 0.01 0.0	ervice		Only	4.10 2.2 2.20 164 1507 0.11 0.4				7.10 3.5	6.50 4.0 4.00	6.20 3.3		7.15 3.5	6.50 4.0 4.00 58 236 0.25 0.9	6.20 3.3
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		4.1 4.10 2.2 2.20 6 931 0.01 0.0 8.9 A	ervice		Only	4.10 2.2 2.20 164 1507 0.11 0.4 7.7 A	.5			7.10 3.5	6.50 4.0 4.00	6.20 3.3		7.15 3.5 3.55	6.50 4.0 4.00 58 236 0.25 0.9 25.2	6.2 3.3

		H	CS7	Two-	Way	Stop	-Coi	ntrol	Repo	ort						
General Information		71.0					Site I	nforn	nation							
Analyst	DBZ						Interse	ection			Comn	nerce Cro	ossing at	t Coop		
Agency/Co.	Diane	B Zimm	nerman 1	raffic En	gineerin	a	Jurisd									
Date Performed	11/10				3			Vest Stre	et		Comn	nerce Cro	ossina		200.00	-
Analysis Year	2024		49565	(J. 28) - 5		Syfe		/South S				er Church				
Time Analyzed		eak No I	Build					lour Fac			0.72					
Intersection Orientation	East-V	Vest						-	Period (I	nrs)	0.25		20/400			
Project Description	-		rossings	2												-
Lanes	ALL BEST															
				U 4 4 7 4 6 6		** ** or Street: Ea		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastl	oound			Westl	ound			North	bound			South	bound	,
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
		4	63	9	3.55	120	460	28		0	0	3		42	0	1
Volume (veh/h)	_			1		0				0	0	0		5	0	0
Volume (veh/h) Percent Heavy Vehicles (%)		0		-	-	-	-		116.000	A Printer		1/11/11			250	100
Percent Heavy Vehicles (%) Proportion Time Blocked		0		132			F 18	262-101	Ber die							
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0							ner ener	(0				0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0									0				0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only					(0				0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa			Left	Only						0		1		0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa			Left	Only	4.1				7.1	6.5	6.2	1	7.1	6.5	6.2
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys		Left	Only	4.1							1			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	ys 4.1 4.10 2.2		Left	Only	4.10				7.1 7.10 3.5	6.5 6.50 4.0	6.2 6.20 3.3		7.1 7.15 3.5	6.5 6.50 4.0	6.2
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)		ys 4.1 4.10 2.2 2.20			Only	4.10				7.1 7.10	6.5 6.50	6.2	1	7.1 7.15	6.5 6.50	6.2
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)		ys 4.1 4.10 2.2 2.20	ervice		Only	4.10				7.1 7.10 3.5	6.5 6.50 4.0	6.2 6.20 3.3		7.1 7.15 3.5	6.5 6.50 4.0	6.2
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)		ys 4.1 4.10 2.2 2.20	ervice		Only	4.10				7.1 7.10 3.5	6.5 6.50 4.0	6.2 6.20 3.3		7.1 7.15 3.5	6.5 6.50 4.0	6.2
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, and		ys 4.1 4.10 2.2 2.20 l of S	ervice		Only	4.10 2.2 2.20				7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.15 3.5	6.5 6.50 4.0 4.00	6.2
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys 4.1 4.10 2.2 2.20 l of S	ervice		Only	4.10 2.2 2.20				7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.15 3.5	6.5 6.50 4.0 4.00	6.2
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, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 4.1 4.10 2.2 2.20 l of S 6 924	ervice		Only	4.10 2.2 2.20 167 1505				7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.15 3.5	6.5 6.50 4.0 4.00	6.2
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, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 4.1 4.10 2.2 2.20 l of S 6 924 0.01	ervice		Only	4.10 2.2 2.20 167 1505 0.11				7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.15 3.5	6.5 6.50 4.0 4.00 60 231 0.26	6.2
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, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys 4.1 4.10 2.2 2.20 I of S 6 924 0.01 0.0	ervice		Only	4.10 2.2 2.20 167 1505 0.11 0.4				7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.15 3.5	6.5 6.50 4.0 4.00 60 231 0.26	6.2
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		4.1 4.10 2.2 2.20 1 of S 6 924 0.01 0.0 8.9 A	ervice		Only	167 1505 0.11 0.4 7.7 A	.5			7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.15 3.5 3.55	6.5 6.50 4.0 4.00 60 231 0.26 1.0 25.9	6.2

		F	ICS T	wo-\	Way	Stop	-Cor	itrol	Repo	ort						
General Information							Site	nforr	natio	1						
Analyst	DBZ						Inters	ection			Comn	nerce Cro	ossing a	t Coop		
Agency/Co.	_	B Zimm	erman T	raffic End	aineerin	a	Jurisd				25-95-87	建 图 商				V
Date Performed	9/22/2						East/\	West Stre	eet		Comn	nerce Cro	ossing			
Analysis Year	2024	3.3744						/South !		in State		er Churc		24122	TELEVIEW .	
Time Analyzed	AM Pe	ak Buil	d					Hour Fac	_		0.72					
Intersection Orientation	East-V			parties in a					Period (hrs)	0.25		Salari I	-8348		
Project Description			ossings 2	2									and the second second			
Lanes								- 1								
				0 1 4 4 7 1 4 6		or Street: Ea		4 + 4 + 4 0								
Vehicle Volumes and Adj	justmei															
Approach		Eastb	oound				oound				bound				bound	
Approach Movement	U	Eastb	T	R	U	L	T	R	U	L	T	R	U	L	Т	R
Approach Movement Priority	U 1U	Eastb L 1	T 2	3	4U	L 4	T 5	6	U	L 7	T 8	9	U	L 10	T 11	12
Approach Movement Priority Number of Lanes	U	Easth L 1	T	3		L 4 1	T	6	U	L	T 8		U	10 1	Т	12
Approach Movement Priority Number of Lanes Configuration	U 1U	Eastb L 1 1	T 2 1	3 0 TR	4U	1 L	T 5	6 0 TR	U	L 7	T 8 1 LTR	9	U	10 1 L	T 11	12 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 1U	Eastb L 1 1 L	T 2	3	4U	L 4 1 L 120	T 5	6	U	L 7 0 0	T 8 1 LTR 0	9 0	U	10 1 L 82	T 11 1 0	12 0 Tf
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U 1U	Eastb L 1 1	T 2 1	3 0 TR	4U	1 L	T 5	6 0 TR	U	L 7	T 8 1 LTR	9	U	10 1 L	T 11	12 0 Tf
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U 1U	Eastb L 1 1 L	T 2 1	3 0 TR	4U	L 4 1 L 120	T 5	6 0 TR	U	L 7 0 0 0 0 0	T 8 1 LTR 0 0	9 0	U	L 10 1 L 82 2	T 11 1 0 0 0	12 0 Tf
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U 1U	Eastb L 1 1 L	T 2 1	3 0 TR	4U	L 4 1 L 120	T 5	6 0 TR	U	L 7 0 0 0 0 0	T 8 1 LTR 0	9 0	U	L 10 1 L 82 2	T 11 1 0	12 0 Tf
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U 1U	Eastb L 1 1 L	T 2 1	3 0 TR 9	4U 0	L 4 1 L 120	T 5	6 0 TR	U	L 7 0 0 0 0 0	T 8 1 LTR 0 0	9 0 3 0		L 10 1 L 82 2	T 11 1 0 0 0	12 0 Tf
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 1U 0	Eastb L 1 1 L 6	T 2 1	3 0 TR 9	4U	L 4 1 L 120	T 5	6 0 TR	U	L 7 0 0 0 0 0	T 8 1 LTR 0 0	9 0 3 0	U	L 10 1 L 82 2	T 11 1 0 0 0	12 0 TF
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U 1U 0	Eastb L 1 1 L 6	T 2 1	3 0 TR 9	4U 0	L 4 1 L 120	T 5	6 0 TR	U	L 7 0 0 0 0 0	T 8 1 LTR 0 0	9 0 3 0		L 10 1 L 82 2	T 11 1 0 0 0	12 0 TF
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 1U 0	Eastb L 1 1 C 6 0	T 2 1	3 0 TR 9	4U 0	L 4 1 L 120 0	T 5	6 0 TR	U	0 0 0 7.1	T 8 1 LTR 0 0	9 0 3 0		L 10 1 L 82 2 7.1	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 TF 9 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 H Base Critical Headway (sec) Critical Headway (sec)	U 1U 0	Eastb L 1 1 L 6 0	T 2 1	3 0 TR 9	4U 0	L 4 1 L 120 0	T 5	6 0 TR	U	7 0 0 0 0 0 1 7.1 7.10	T 8 1 LTR 0 0 0 0 6.5 6.50	9 0 3 0 6.2 6.20		L 10 1 L 82 2 2 7.1 7.12	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.3 00 TH 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	U 1U 0	Eastt L 1 1 1 L 6 0 0 4.1 4.10 2.2	T 2 1	3 0 TR 9	4U 0	L 4 1 L 120 0	T 5	6 0 TR	U	7.0 0 0 7.1 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 6.5 6.50 4.0	9 0 3 0 6.2 6.20 3.3		L 10 1 L 82 2 2 7.1 7.12 3.5	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	122 0 0 TFF 9 0 0 6.3.3.3
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 H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	0 1U 0	Eastt 1 1 1 6 0 4.1 4.10 2.2 2.20	T 2 1 127	3 0 TR 9	4U 0	L 4 1 L 120 0	T 5	6 0 TR	U	7 0 0 0 0 0 1 7.1 7.10	T 8 1 LTR 0 0 0 0 6.5 6.50	9 0 3 0 6.2 6.20		L 10 1 L 82 2 2 7.1 7.12	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.2 0 0 TH 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	0 1U 0	Eastt 1 1 1 6 0 4.1 4.10 2.2 2.20	T 2 1 127	3 0 TR 9	4U 0	L 4 1 L 120 0	T 5	6 0 TR	U	7.0 0 0 7.1 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 6.5 6.50 4.0	9 0 3 0 6.2 6.20 3.3		L 10 1 L 82 2 2 7.1 7.12 3.5	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.3 00 TH 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	0 1U 0	Eastt 1 1 1 6 0 4.1 4.10 2.2 2.20	T 2 1 127	3 0 TR 9	4U 0	L 4 1 L 120 0	T 5	6 0 TR	U	7.0 0 0 7.1 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 6.5 6.50 4.0	9 0 3 0 6.2 6.20 3.3		L 10 1 L 82 2 2 7.1 7.12 3.5	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.2 0 0 TH 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	0 1U 0	Eastt L 1 1 1 L 6 0 0 V 1 1 1 1 L 1 1 1 L 1 1 1 L 1 1 1 L 1 1 1 L 1 1 L 1 1 L	T 2 1 127	3 0 TR 9	4U 0	L 4 1 L 120 0	T 5	6 0 TR	U	7.0 0 0 7.1 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 3 0 6.2 6.20 3.3		10 1 L 82 2 7.1 7.12 3.5 3.52	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6. 6. 2 3. 3. 3. 3
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 H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	0 1U 0	Eastt L 1 1 1 L 6 0 0 4.10 2.2 2.20 d of Sc 8	T 2 1 127	3 0 TR 9	4U 0	L 4 1 L 120 0	T 5	6 0 TR		7.0 0 0 7.1 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 3 0 6.2 6.20 3.3		10 1 L 82 2 7.1 7.12 3.5 3.52	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1:2 0 TH 9 0 0 6.2 3.3 3.5
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 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 1U 0	Eastt 1 1 1 L 6 0 4.1 4.10 2.2 2.20 l of Sc 8 808	T 2 1 127	3 0 TR 9	4U 0	L 4 1 L 120 0 0 4.1 4.10 2.2 2.20 167 1397	T 5	6 0 TR		7.0 0 0 7.1 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5 3.52	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6. 6.2 3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3
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 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	0 1U 0	Eastt L 1 1 1 L 6 0 0 V S S 4.1 4.10 2.2 2.20 I of S 8 808 0.01	T 2 1 127	3 0 TR 9	4U 0	L 4 1 L 120 0 0	T 5	6 0 TR		7.0 0 0 7.1 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 3 0 6.2 6.20 3.3		10 1 1 1 82 2 2 7.1 7.12 3.5 3.52	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.2 3.3 3.3 3.3
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 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 1U 0	Eastt L 1 1 1 L 6 0 0 Vys 4.1 4.10 2.2 2.20 of S6 8 808 0.01 0.0	T 2 1 127	3 0 TR 9	4U 0	L 4 1 L 120 0 0	T 5	6 0 TR		7.0 0 0 7.1 7.1 7.10	T 8 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5 3.52 114 182 0.63 3.6	T 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6. 6.2 3. 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.

		H	ICS T	wo-\	Nay	Stop	-Con	trol	Repo	ort						
General Information							Site I	nforn	natio	1						_
Analyst	DBZ						Inters	ection			Comr	nerce Cro	ossing at	t Coop	2000,000	
Agency/Co.	+	B Zimm	nerman T	raffic End	ineerin	a	Jurisd			and the second	38.18		(Eys)	900.0		
Date Performed	9/21/2	-					East/\	Vest Stre	et		Comr	nerce Cro	ossing			
Analysis Year	2034	ilitiga.					North	/South S	treet			er Churcl	-			10.75
Time Analyzed	AM Pe	ak Buil	d				Peak I	Hour Fac	tor		0.72					-
Intersection Orientation	East-V	Vest	View Li				Analy	sis Time	Period (hrs)	0.25	Sec. 1	West St		Pater	9
Project Description	Comn	nerce Cr	ossings	2												
Lanes																
				1417411		サイ1 サイ1 or Street Ea		74460								
Vehicle Volumes and Adj	ustme	nts										0				
Approach		Eastl	oound			Westl	oound	,		North	bound			South	bound	
				- 1											-	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	R
Movement Priority	10	1 1	2	R 3	U 4U	4	T 5	R 6	U	7	T 8	R 9	U	10	11	-
Priority Number of Lanes	_	1	-	3		4		6	U		8		U		11	-
Priority Number of Lanes Configuration	10	1 1 L	1	3 0 TR	4U	4 1 L	5	6 0 TR	U	7	8 1 LTR	9	U	10	11 1 LTR	12
Priority Number of Lanes Configuration Volume (veh/h)	10	1 1 L	2	3	4U	4 1 L 126	5	6	U	7 0 0	8 1 LTR 0	9 0	U	10 0 89	11 1 LTR 0	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	10	1 1 L	1	3 0 TR	4U	4 1 L	5	6 0 TR	U	7	8 1 LTR	9	U	10	11 1 LTR	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	10	1 1 L	1	3 0 TR	4U	4 1 L 126	5	6 0 TR	U	7 0 0 0	8 1 LTR 0 0	9 0	U	10 0 89 2	11 1 LTR 0 0	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	10	1 1 L	1	3 0 TR	4U	4 1 L 126	5	6 0 TR	U	7 0 0 0	8 1 LTR 0	9 0	U	10 0 89 2	11 1 LTR 0	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	10	1 1 L	1	3 0 TR 10	4U 0	4 1 L 126	5	6 0 TR	U	7 0 0 0	8 1 LTR 0 0	9 0 3 0		10 0 89 2	11 1 LTR 0 0	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	10 0	1 1 L 6 0	1	3 0 TR 10	4U	4 1 L 126	5	6 0 TR	U	7 0 0 0	8 1 LTR 0 0	9 0		10 0 89 2	11 1 LTR 0 0	12
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	10 0	1 1 L 6 0	1	3 0 TR 10	4U 0	4 1 L 126 0	5	6 0 TR	U	7 0 0 0 0	8 1 LTR 0 0 0	9 0 3 0		10 0 89 2	11 1 LTR 0 0 0	9 0
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	1 1 L 6 0	1	3 0 TR 10	4U 0	4 1 L 126 0	5	6 0 TR	U	7 0 0 0 0 7.1	8 1 LTR 0 0	9 0 3 0		10 0 89 2	11 1 LTR 0 0 0	122 0 0 9 0 0
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	1 1 6 0 ys 4.1 4.10	1	3 0 TR 10	4U 0	4 1 L 126 0	5	6 0 TR		7 0 0 0 0	8 1 LTR 0 0	9 0 3 0 0 6.2 6.20		10 0 89 2 7.1 7.12	11 1 LTR 0 0 0 0 6.5 6.50	122 0 9 0 0 6.2 6.2
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)	10 0	1 1 6 0	1	3 0 TR 10	4U 0	4 1 L 126 0	5	6 0 TR		7 0 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 0	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5	11 1 LTR 0 0 0 0 6.5 6.50 4.0	122 0 9 9 0 6.2 6.2 3.3
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)	1U 0	1 1 6 0 ys 4.1 4.10 2.2 2.20	1 125	3 0 TR 10	4U 0	4 1 L 126 0	5	6 0 TR	U	7 0 0 0 0	8 1 LTR 0 0	9 0 3 0 0 6.2 6.20		10 0 89 2 7.1 7.12	11 1 LTR 0 0 0 0 6.5 6.50	122 0 9 9 0 C C C C C C C C C C C C C C C 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) Delay, Queue Length, an	1U 0	1 1 6 0 4.1 4.10 2.2 2.20 I of S	1 125	3 0 TR 10	4U 0	4 1 1 126 0 4.1 4.10 2.2 2.20	5	6 0 TR		7 0 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 0 6.5 6.50 4.0 4.00	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5	11 1 LTR 0 0 0 0	9 0
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	1U 0	1 1 1 6 0 4.1 4.10 2.2 2.20 1 of S	1 125	3 0 TR 10	4U 0	4 1 1 126 0 4.1 4.10 2.2 2.20	5	6 0 TR		7 0 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 0	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5	11 1 LTR 0 0 0 0	122 0 9 9 0 C C C C C C C C C C C C C C C 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) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	1U 0	1 1 6 0 4.1 4.10 2.2 2.20 1 of S	1 125	3 0 TR 10	4U 0	4.1 1.26 0 4.1 4.10 2.2 2.20	5	6 0 TR		7 0 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 0 6.5 6.50 4.0 4.00	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5	11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	122 0 9 9 0 C C C C C C C C C C C C C C C 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) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio	1U 0	1 1 1 6 0 4.1 4.10 2.2 2.20 1 of \$ 8 785	1 125	3 0 TR 10	4U 0	4.1 1.26 0 4.1 4.10 2.2 2.20 175 1399 0.13	5	6 0 TR		7 0 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 0 6.5 6.50 4.0 4.00	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	122 0 9 9 0 C C C C C C C C C C C C C C C 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) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	1U 0	1 1 6 0 4.1 4.10 2.2 2.20 1 of S 8 785 0.01	1 125	3 0 TR 10	4U 0	4 1 1 126 0 4.1 4.10 2.2 2.20 175 1399 0.13 0.4	5	6 0 TR		7 0 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 0 6.5 6.50 4.0 4.00	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5	11 1 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	122 0 9 9 0 C C C C C C C C C C C C C C C 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) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	1U 0	1 1 6 0 4.1 4.10 2.2 2.20 1 of S 8 785 0.01 0.0 9.6	1 125	3 0 TR 10	4U 0	4.1 1.26 0 4.1 4.10 2.2 2.20 175 1399 0.13	5	6 0 TR		7 0 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 0 6.5 6.50 4.0 4.00	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	122 0 9 9 0 C C C C C C C C C C C C C C C 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) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	1U 0	1 1 6 0 4.1 4.10 2.2 2.20 1 of S 8 785 0.01 0.0 9.6 A	1 125	3 0 TR 10	4U 0	4.1 1.26 0 4.1 4.10 2.2 2.20 175 1399 0.13 0.4 7.9 A	5	6 0 TR		7 0 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 0 6.5 6.50 4.0 4.00	9 0 3 0 6.2 6.20 3.3		7.1 7.12 3.5 3.52	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	122 0 9 9 0 C C C C C C C C C C C C C C C C

		ŀ	HCS T	wo-	Way	Stop	-Con	itrol	Repo	ort						
General Information							Site	nforn	natio	n						
Analyst	DBZ						Inters	ection			Comr	nerce Cro	ossing at	t Coop		
Agency/Co.	Diane	B Zimm	nerman T	raffic En	gineerin	g	Jurisd	iction	100		1000			5 200		
Date Performed	9/22/	-					East/\	West Stre	et		Comr	nerce Cro	ossing			
Analysis Year	2034	150000	16.252				North	/South 9	Street	617171	Соор	er Churc	h Rd	Sys 35	1000	
Time Analyzed	AM P	eak Buil	ld				Peak I	Hour Fac	tor		0.72					-
Intersection Orientation	East-V	West					Analy	sis Time	Period (hrs)	0.25	19.04		5,700	11400	
Project Description	Comn	nerce Cr	rossings	2	-											
Lanes																
				9 7 4 4 Y 1 P C		Y 1 or Street: Ea		4 ← ↓ ↓ ← U								
Vehicle Volumes and Adj	ustme	nts														
Approach			oound				oound				bound				bound	
		L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	U	-						-		_	_					
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	-
Priority Number of Lanes	-	1	1	0	4U 0	1	5	0		7	1	9	471.44	1	11	0
Priority Number of Lanes Configuration	1U	1 1 L	1	0 TR		1 L	1	0 TR		0	1 LTR	0		1 L	1	1. 0
Priority Number of Lanes Configuration Volume (veh/h)	1U	1 1 L	-	0		1 L 126		0		0	1 LTR 0	3		1 L 72	0	0 TI
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	1U	1 1 L	1	0 TR		1 L	1	0 TR		0	1 LTR	0		1 L	1	O TI
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	1U	1 1 L	1	0 TR		1 L 126	1	0 TR		0 0 0	1 LTR 0 0	3		1 L 72 2	0 0	0 TI
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	1U	1 1 L	1	0 TR		1 L 126	1	0 TR		0 0 0	1 LTR 0	3		1 L 72 2	0	TI
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	1U	1 1 L	1	0 TR 10	0	1 L 126	1	0 TR		0 0 0	1 LTR 0 0	3 0		1 L 72 2	0 0	TI
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	10 0	1 1 L 6 0	1	0 TR 10		1 L 126	1	0 TR		0 0 0	1 LTR 0 0	3 0		1 L 72 2	0 0	TI
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	10 0	1 1 L 6 0	1	0 TR 10	0	1 L 126 0	1	0 TR		0 0 0	1 LTR 0 0	3 0		1 L 72 2	0 0	(T T
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)	10 0	1 1 1 6 0	1	0 TR 10	0	1 L 126 0	1	0 TR		0 0 0	1 LTR 0 0 0	3 0		1 L 72 2	0 0	(T T) (C) (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 He Base Critical Headway (sec) Critical Headway (sec)	10 0	1 1 L 6 0 0 ys 4.1 4.10	1	0 TR 10	0	1 L 126 0	1	0 TR		7.1 7.10	1 LTR 0 0 0 0 0 6.5 6.50	0 3 0		1 L 72 2 2	1 0 0 0	6.4
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)	10 0	1 1 1 6 0	1	0 TR 10	0	1 L 126 0	1	0 TR		7.1 7.10 3.5	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.20 3.3		7.1 7.12 3.5	6.5 6.50 4.0	6.6.3
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)	1U 0	1 1 1 6 0 7 4.1 4.10 2.2 2.20	1 142	0 TR 10 Left	0	1 L 126 0	1	0 TR		7.1 7.10	1 LTR 0 0 0 0 0 6.5 6.50	0 3 0		1 L 72 2 2	1 0 0 0	6.6.3
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	1U 0	1 1 1 6 0 4.1 4.10 2.2 2.20 1 of S	1 142	0 TR 10 Left	0	1 L 126 0 4.1 4.10 2.2 2.20	1	0 TR		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.12 3.5 3.52	6.5 6.50 4.0	6. 6. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.
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)	1U 0	1 1 1 6 0 4.1 4.10 2.2 2.20 8	1 142	0 TR 10 Left	0	1 L 126 0 4.1 4.10 2.2 2.20	1	0 TR		7.1 7.10 3.5	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.20 3.3		7.1 7.12 3.5 3.52	6.5 6.50 4.0	6.6.6.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3
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)	1U 0	1 1 1 6 0 4.1 4.10 2.2 2.20 1 of S	1 142	0 TR 10 Left	0	1 L 126 0	1	0 TR		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.12 3.5 3.52	6.5 6.50 4.0	6 6 3 1 36
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) Pelay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio	1U 0	1 1 1 6 0 4.1 4.10 2.2 2.20 1 of S	1 142	0 TR 10 Left	0	1 L 126 0 	1	0 TR		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.12 3.5 3.52 100 168 0.60	6.5 6.50 4.0	6. 6. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.
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) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	1U 0	1 1 1 6 0 0 4.1 4.10 2.2 2.20 1 of S 8 785 0.01	1 142	0 TR 10 Left	0	1 L 126 0 4.1 4.10 2.2 2.20 175 1371 0.13	1	0 TR		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.12 3.5 3.52 100 168 0.60 3.2	6.5 6.50 4.0	6.6.2.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.
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) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Qs5 (veh) Control Delay (s/veh)	1U 0	1 1 1 6 0 4.1 4.10 2.2 2.20 1 of S 8 785 0.01 0.0 9.6	1 142	0 TR 10 Left	0	1 L 126 0 O A 175 1371 O.13 O.4 8.0	1	0 TR		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.12 3.5 3.52 100 168 0.60 3.2 53.9	6.5 6.50 4.0	6.6.3 3.3.3 11 36 0.0
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) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	1U 0	1 1 1 6 0 4.1 4.10 2.2 2.20 1 of S 8 785 0.01 0.0 9.6 A	1 142	0 TR 10 Left	0	1 L 126 0 O A 175 1371 O.13 O.4 8.0 A	1	0 TR		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0 4.00	6.2 6.20 3.3		7.1 7.12 3.5 3.52 100 168 0.60 3.2 53.9 F	6.5 6.50 4.0	66.6.3.3.3.3.113660.0.0

		H	CS7	Two-	Way	Stop	o-Co	ntrol	Rep	ort						
General Information				Taga.			Site	Inform	natio	1				E SE		
Analyst	DBZ					0.00.00	Inters	ection			Comr	nerce Cro	ossing at	Coop		
Agency/Co.		B Zimn	nerman T	raffic Fn	gineerin	0	Jurisd		A DI GERT	14650	100000		2001119 01	СССР	Alignoria.	
Date Performed	-	/2021			9	9		Vest Stre	et		Comr	nerce Cro	ossina			-
Analysis Year	2021		e a Sub-re					/South S			-	er Churc	-	17.16	Shake!	7.10
Time Analyzed	PM P	eak					-	Hour Fac			0.75					
Intersection Orientation	East-\	Vest		1540482		1000	Analy	sis Time	Period (hrs)	0.25	No. State				
Project Description	Comr	nerce Cr	ossings	2												
Lanes				1250							16.20				5 2 10	1911
				カート・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・	n H	** Y 1 or Street Ea	# F	4 4 4 4 4 6 6 6								
Vehicle Volumes and Adj	justme	nts								15 20						
Approach		Eastl	oound			Westi	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0	2.4	0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		8	390	1		10	116	46		10	0	87		46	0	2
Percent Heavy Vehicles (%)		0				10				10	0	0		2	0	0
Proportion Time Blocked	-						12.30									
Percent Grade (%)											0				0	
Right Turn Channelized		-						A YEAR								
Median Type Storage				Left	Only			2000000000			Mary Mary		1	and the second		
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.20			55.5	7.20	6.50	6.20		7.12	6.50	6.2
D F II 11 11 1 ()		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Base Follow-Up Headway (sec)	1	2.20				2.29				3.59	4.00	3.30		3.52	4.00	3.3
Follow-Up Headway (sec)			ervice													
	d Leve	l of S			1	13					129				64	
Follow-Up Headway (sec)	d Leve	of S						CO. III	1	27 19	624		100	Kally.	321	138
Follow-Up Headway (sec) Delay, Queue Length, an	d Leve					1005						-	-	-	-	-
Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	d Leve	11				-					0.21				0.20	
Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh)	d Leve	11 1366 0.01 0.0				1005					-				0.20	
Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	Leve	11 1366 0.01				1005 0.01					0.21 0.8 12.3				-	
Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh)	d Leve	11 1366 0.01 0.0 7.7 A				1005 0.01 0.0 8.6 A					0.21				0.7	
Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qes (veh) Control Delay (s/veh)	d Leve	11 1366 0.01 0.0 7.7 A	0.2			1005 0.01 0.0 8.6 A	0.5				0.21 0.8 12.3			1:	0.7 19.0	

		Н	CS7	Two-	Way	Stop	o-Cor	ntrol	Repo	ort						
General Information							Site I	nforr	natior	1						
Analyst	DBZ		Associated from		T. S. J. S.		Inters	ection			Comm	nerce Cro	ossing at	Coop		
Agency/Co.	_	B Zimm	erman Ti	raffic End	gineerin	g	Jurisd	iction		i or vira						
Date Performed	11/10						East/V	Vest Stre	eet		Comn	nerce Cro	ossing			
Analysis Year	2024		图·普斯 里	in sie			North	/South :	Street		Coope	er Church	n Rd			18/1
Time Analyzed	PM Pe	ak No B	uild				Peak I	Hour Fac	tor		0.75					
Intersection Orientation	East-V	Vest	Takis St.	929123	31-3	53.5	Analy	sis Time	Period (hrs)	0.25					
Project Description	Comn	nerce Cr	ossings 2	2												
Lanes																
	ě			1417450	n d	** or Street: Ea		7 4 4 7 0								
Vehicle Volumes and Ad	justme	nts														
Approach			ound				bound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	1
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0	4	0	1	
Configuration		L		TR		L		TR	200000		LTR	0.0		47	LTR	-
Volume (veh/h)		8	396	1		10	118	47	1000	10	0	88	100	47	0	
Percent Heavy Vehicles (%)		0	200000000000000000000000000000000000000			10		500000	000 AUNO	10	0	0		2	0	-
Proportion Time Blocked	-				1			24.4			0				0	
Percent Grade (%)			200000			45000	12275				U		ac all sad	050000	U	_
Right Turn Channelized				Loft	Only				Septem			N.E. Thirty	1			
Median Type Storage	1		S253046	Leit	Offiny											
Critical and Follow-up H	eadwa	5005 PH														
Base Critical Headway (sec)		4.1			20000000	4.1				7.1	6.5	6.2		7.1	6.5	6
		4.10			200	4.20	185/1	2000	7.1984	7.20	6.50	6.20	15.5535	7.12	6.50	6.
Critical Headway (sec)		2.2	20,000	5-5-5-4		2.2	10000		A CONTRACTOR	3.59	4.00	3.30	S. Table	3.52	4.00	3.
Base Follow-Up Headway (sec)		220			100000000000000000000000000000000000000	1 6.69			1	3.33	7.00	3,30		3.32	4.00	1 3.
Base Follow-Up Headway (sec) Follow-Up Headway (sec)		2.20			a program									I		_
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	nd Leve	l of S	ervice							_					65	1
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	nd Leve	of S	ervice			13					131				-	1
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	nd Leve	11 1361	ervice			998					617		2.6 3.5		315	
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	nd Leve	11 1361 0.01	ervice			998 0.01					617 0.21				315 0.21	
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)	nd Leve	11 1361 0.01 0.0	ervice			998 0.01 0.0					617 0.21 0.8				315 0.21 0.8	8
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh) Control Delay (s/veh)	nd Leve	11 1361 0.01 0.0 7.7	ervice			998 0.01 0.0 8.7					617 0.21 0.8 12.4				315 0.21 0.8 19.4	
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) Level of Service (LOS)	nd Leve	11 1361 0.01 0.0 7.7 A				998 0.01 0.0 8.7 A					617 0.21 0.8 12.4 B				315 0.21 0.8 19.4 C	
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh) Control Delay (s/veh)	nd Leve	11 1361 0.01 0.0 7.7 A	ervice			998 0.01 0.0 8.7 A	0.5				617 0.21 0.8 12.4			-	315 0.21 0.8 19.4	

		ŀ	ICS T	wo-	Way	Stop	-Cor	itrol	Repo	ort						
General Information		H. F.					Site	Inform	natio	1						
Analyst	DBZ						Inters	ection			Comr	nerce Cre	ossing a	t Coop		
Agency/Co.	Diane	B Zimn	nerman T	raffic En	gineerin	ıq	Jurisd		10		57.32					
Date Performed	9/22/	-					East/\	West Stre	eet		Comr	merce Cr	ossina			
Analysis Year	2024				1000			/South S				er Churc	_	Nav 9-s		
Time Analyzed	PM P	eak Build	j					Hour Fac	-		0.75					
Intersection Orientation	East-	West		and the		TOTAL PR	Analy	sis Time	Period (hrs)	0.25					
Project Description	Comr	nerce Cr	ossings	2						-						
Lanes																
			<i>(</i>	A T T T T T T		** ** or Street: Ea		4 + 10								
Vehicle Volumes and Ad	justme	nts														
Approach		Easth	ound			Westi	bound			North	bound	,		South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		17	502	1		10	187	95		10	0	88		75	0	7
Percent Heavy Vehicles (%)		0				10				10	0	0		2	0	0
Proportion Time Blocked	100,1100							10.50				77.15				
Percent Grade (%) Right Turn Channelized	SI RESIDE						ST GO ST	KYSHUTA		Vine in	0	- 1 TO 1 TO 1	CPALE VICE	S. 2001	0	
Right Turn Channelized	-			Loft	Only		Spr. 162						SERVING.	veres.		0.56
Median Type I Storage				Leit	Only	and the same							H 2005/85/4			
Median Type Storage	1-4-1															
Critical and Follow-up H	eadwa			_						7.1	6.5	6.2		7.1	6.5	6.2
Critical and Follow-up H Base Critical Headway (sec)	leadwa	4.1				4.1							A TOTAL STATE OF		6.50	6.2
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	4.10				4.20				7.20	6.50	6.20		7.12		-
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	4.1 4.10 2.2				4.20				7.20 3.5	6.50 4.0	6.20 3.3		3.5	4.0	3.3
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.1 4.10 2.2 2.20				4.20				7.20	6.50	6.20				3.3
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		4.1 4.10 2.2 2.20	ervice			4.20 2.2 2.29				7.20 3.5	6.50 4.0 4.00	6.20 3.3		3.5	4.0	3.3
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		4.1 4.10 2.2 2.20 l of Se	ervice			4.20 2.2 2.29				7.20 3.5	6.50 4.0 4.00	6.20 3.3		3.5 3.52	4.0	3.3 3.3
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)		4.1 4.10 2.2 2.20 l of S	ervice			4.20 2.2 2.29 13 883				7.20 3.5	6.50 4.0 4.00 131 506	6.20 3.3		3.5 3.52 100 239	4.0	3.3 3.3 9 733
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		4.1 4.10 2.2 2.20 l of S	ervice			4.20 2.2 2.29 13 883 0.02				7.20 3.5	6.50 4.0 4.00 131 506 0.26	6.20 3.3		3.5 3.52 100 239 0.42	4.0	3.3 3.3 9 732 0.0
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₂ (veh)		4.1 4.10 2.2 2.20 l of So 23 1194 0.02 0.1	ervice			4.20 2.2 2.29 13 883 0.02 0.0				7.20 3.5	6.50 4.0 4.00 131 506 0.26 1.0	6.20 3.3		3.5 3.52 100 239 0.42 1.9	4.0	3.3 3.3 9 732 0.0
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		4.1 4.10 2.2 2.20 l of S 23 1194 0.02 0.1 8.1	ervice			4.20 2.2 2.29 13 883 0.02 0.0 9.1				7.20 3.5	6.50 4.0 4.00 131 506 0.26 1.0	6.20 3.3		3.5 3.52 100 239 0.42 1.9 30.4	4.0	3.3 3.3 9 732 0.0 0.0
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh) Control Delay (s/veh) Level of Service (LOS)		4.1 4.10 2.2 2.20 l of Si 23 1194 0.02 0.1 8.1 A				4.20 2.2 2.29 13 883 0.02 0.0 9.1 A				7.20 3.5 3.59	6.50 4.0 4.00 131 506 0.26 1.0 14.6	6.20 3.3		3.5 3.52 100 239 0.42 1.9 30.4 D	4.0	3.3 3.3 9 732 0.0
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 ₈₅ (veh) Control Delay (s/veh)		4.1 4.10 2.2 2.20 l of So 23 1194 0.02 0.1 8.1 A	ervice			4.20 2.2 2.29 13 883 0.02 0.0 9.1 A).3 A			7.20 3.5 3.59	6.50 4.0 4.00 131 506 0.26 1.0	6.20 3.3		3.5 3.52 100 239 0.42 1.9 30.4 D	4.0	3.3 3.3 9 73. 0.0 0.0

		H	ICS T	wo-	Way	Stop	-Con	trol	Repo	ort						
General Information							Site I	nforn	natio	n						
Analyst	DBZ						Inters	ection			Comn	nerce Cro	ossing a	t Coop		
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineerin	g	Jurisd	iction			302					
Date Performed	9/21/						East/V	Vest Stre	et		Comr	nerce Cro	ossing			
Analysis Year	2034	Section	in the Carl	12-123	4.11		North	/South S	Street		Coop	er Church	h Rd			
Time Analyzed	PM Pi	eak No E	Build				Peak I	Hour Fac	tor		0.75					
Intersection Orientation	East-\	West	A CASA			A SERVICE	Analys	sis Time	Period (hrs)	0.25		1,000	V. C. V. T.	37(1)	
Project Description	Comr	nerce Cr	ossings 2	2												
Lanes				9 6 6												
				カンイチントで		** or Street Ea		P L 0								
Vehicle Volumes and Adj	justme	nts														
Approach		_	ound				bound				bound			1	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	_
Volume (veh/h)		9	416	1	15.5	11	124	49		11	0	93	200	49	0	2
Percent Heavy Vehicles (%)		0				10				10	0	0		2	0	0
Proportion Time Blocked						1000				100				1000		
Percent Grade (%)			10.157.17			Market See					0			20 E 10 E 10 E 10 E	0	
Right Turn Channelized	64 GE GE			1 6	0.1							182				
				Left	Only					ritins d	AUG SES	1	l Nationis			
Median Type Storage		VS														
Critical and Follow-up H	eadwa	_	T-	7						7.1	6.5	6.2		7.1	6.5	6.
Critical and Follow-up H Base Critical Headway (sec)	leadwa	4.1				4.1					1 2 2 2 2		1	7.12	6.50	6.2
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	4.10				4.20	7-12			7.20	6.50	6.20		-	1.0	
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	4.1 4.10 2.2				4.20				3.5	4.0	3.3		3.5	4.0	-
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.1 4.10 2.2 2.20				4.20				-				-	4.00	-
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		4.1 4.10 2.2 2.20	ervice			4.20				3.5	4.0	3.3		3.5	4.00	-
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		4.1 4.10 2.2 2.20 el of S	ervice			4.20 2.2 2.29				3.5	4.00	3.3		3.5	4.00	-
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)		4.1 4.10 2.2 2.20 8 of S	ervice			4.20 2.2 2.29 15 976				3.5	4.00 4.00 139 591	3.3		3.5	4.00 68 316	-
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		4.1 4.10 2.2 2.20 10f S 12 1349 0.01	ervice			4.20 2.2 2.29 15 976 0.02				3.5	4.00 4.00 139 591 0.23	3.3		3.5	4.00 68 316 0.22	-
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		4.1 4.10 2.2 2.20 1 of S 12 1349 0.01 0.0	ervice			4.20 2.2 2.29 15 976 0.02 0.0				3.5	4.0 4.00 139 591 0.23 0.9	3.3		3.5	4.00 68 316 0.22 0.8	-
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		4.1 4.10 2.2 2.20 10 of S 12 1349 0.01 0.0 7.7	ervice			4.20 2.2 2.29 15 976 0.02 0.0 8.7				3.5	4.0 4.00 139 591 0.23 0.9 13.0	3.3		3.5	4.00 68 316 0.22 0.8 19.5	-
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) Control Delay (s/veh) Level of Service (LOS)		4.1 4.10 2.2 2.20 12 1349 0.01 0.0 7.7				4.20 2.2 2.29 15 976 0.02 0.0 8.7 A				3.5	4.0 4.00 139 591 0.23 0.9 13.0 B	3.3		3.5	4.00 68 316 0.22 0.8 19.5	-
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		4.1 4.10 2.2 2.20 12 1349 0.01 0.0 7.7 A	ervice			4.20 2.2 2.29 15 976 0.02 0.0 8.7 A	0.5 A			3.5	4.0 4.00 139 591 0.23 0.9 13.0	3.3		3.5	4.00 68 316 0.22 0.8 19.5	3.3

			ICS T	WO	vvay	Stop	COI	HIO!	we bu	71 .						
General Information							Site I	nform	natio	n						
Analyst	DBZ			_	-	-	Inters	ection			Comr	nerce Cro	ossing a	t Coop		
Agency/Co.	Diane	B Zimr	nerman T	raffic En	gineerin	g	Jurisd	iction								7.56
Date Performed	9/21/	22	-				East/V	Vest Stre	et		Comr	nerce Cro	ossing			
Analysis Year	2034						North	/South S	Street	dine.	Соор	er Churci	h Rd			
Time Analyzed	PM P	eak Build	i				Peak I	Hour Fac	tor		0.75					
Intersection Orientation	East-\	West		T.A.			Analy	sis Time	Period (hrs)	0.25		tier is	Year.		
Project Description	Comr	nerce Cr	ossings	2	***************************************						-					
Lanes												MI				
				1144717		** Y 1 or Street Ea		P L G								
Vehicle Volumes and Adj	justme															
Approach			oound				oound				bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
				0	0		1	0	12000	0	1	0		1 1	1	
Number of Lanes	0	1	1		0	1	30.3%			-	-	0		-	-	-
Number of Lanes Configuration	0	L		TR	0	L		TR			LTR			L		O TF
Number of Lanes Configuration Volume (veh/h)	0	L 18	522			L 11	193			11	LTR 0	93		L 77	0	TF
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	0	L		TR		L		TR			LTR			L		TF
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	0	L 18		TR		L 11		TR		11 10	LTR 0 0	93		L 77	0	TF
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	0	L 18		TR		L 11		TR		11 10	LTR 0	93		L 77	0	TF
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	0	L 18		TR 1		L 11		TR		11 10	LTR 0 0	93		L 77	0	TF
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		L 18 0		TR 1	Only	L 11		TR		11 10	LTR 0 0	93	1	L 77	0	TF
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		18 0 0 ys		TR 1		L 11 10		TR		11 10	LTR 0 0 0	93 0	1	L 77 2	0 0	TF 7 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)		L 18 0 vs 4.1		TR 1		L 11 10 10 4.1		TR		11 10 7.1	LTR 0 0 0 0 6.5	93 0	1	L 77 2	0 0	7 O
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)		ys 4.1 4.10		TR 1		L 11 10 10 4.1 4.20		TR		7.1 7.20	LTR 0 0 0 0 0 6.5 6.50	93 0 6.2 6.20	1	7.1 7.12	0 0 0	TFF 7 0 0 6.3 6.2
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)		ys 4.1 4.10 2.2		TR 1		L 11 10 10 4.1 4.20 2.2		TR		7.1 7.20 3.5	LTR 0 0 0 0 6.5 6.50 4.0	6.2 6.2 6.3 3.3	1	7.1 7.12 7.5	0 0 0 6.5 6.50 4.0	6.3 6.2
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)	eadwa	ys 4.1 4.10 2.2 2.20	522	TR 1 Left		L 11 10 10 4.1 4.20		TR		7.1 7.20	LTR 0 0 0 0 0 6.5 6.50	93 0 6.2 6.20	1	7.1 7.12	0 0 0	6.3 6.2
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	eadwa	ys 4.1 4.10 2.2 2.20 I of S	522	TR 1 Left		L 11 10 4.1 4.20 2.2 2.29		TR		7.1 7.20 3.5	0 0 0 6.5 6.50 4.0 4.00	6.2 6.2 6.3 3.3	1	7.1 7.12 3.5 3.52	0 0 0 6.5 6.50 4.0	6.6.2 3.3
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	eadwa	ys 4.1 4.10 2.2 2.20 sl of S	522	TR 1 Left		L 11 10 4.1 4.20 2.2 2.29		TR		7.1 7.20 3.5	6.5 6.50 4.00	93 0 6.2 6.20 3.3	1	7.1 7.12 3.5 3.52	0 0 0 6.5 6.50 4.0	6.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3
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)	eadwa	ys 4.1 4.10 2.2 2.20 1 of S	522	TR 1 Left		L 11 10 4.1 4.20 2.2 2.29		TR		7.1 7.20 3.5	6.5 6.50 4.0 4.90	93 0 6.2 6.20 3.3	1	7.1 7.12 3.5 3.52	0 0 0 6.5 6.50 4.0	6.2 6.2 3.3 3.3
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	eadwa	ys 4.1 4.10 2.2 2.20 1183 0.02	522	TR 1 Left		4.1 4.20 2.2 2.29 15 863 0.02		TR		7.1 7.20 3.5	6.5 6.50 4.0 4.00	93 0 6.2 6.20 3.3		7.1 7.12 3.5 3.52 103 222 0.46	0 0 0 6.5 6.50 4.0	6.2 6.2 3.3 3.3 9 72 0.0
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) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	eadwa	ys 4.1 4.10 2.2 2.20 1 of S 24 1183 0.02 0.1	522	TR 1 Left		4.1 4.20 2.2 2.29 15 863 0.02 0.1		TR		7.1 7.20 3.5	6.5 6.50 4.0 4.00 139 490 0.28	93 0 6.2 6.20 3.3	1	7.1 7.12 3.5 3.52 103 222 0.46 2.2	0 0 0 6.5 6.50 4.0	6 6.2 3 3.3 9 72 0.0
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) 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)	eadwa	ys 4.1 4.10 2.2 2.20 1183 0.02 0.1 8.1	522	TR 1 Left		11 10 4.1 4.20 2.2 2.29 15 863 0.02 0.1 9.2		TR		7.1 7.20 3.5	6.5 6.50 4.0 4.00 139 490 0.28 1.2	93 0 6.2 6.20 3.3		7.1 7.12 3.5 3.52 103 222 0.46 2.2 34.5	0 0 0 6.5 6.50 4.0	6.3 6.2 3.3 3.3 9 72 0.0 0.0
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) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	eadwa	ys 4.1 4.10 2.2 2.20 1183 0.02 0.1 8.1 A	522	TR 1 Left		L 11 10 4.1 4.20 2.2 2.29 15 863 0.02 0.1 9.2 A		TR		7.1 7.20 3.5 3.59	6.5 6.50 4.0 4.00 139 490 0.28	93 0 6.2 6.20 3.3		7.1 7.12 3.5 3.52 103 222 0.46 2.2 34.5	0 0 0 6.5 6.50 4.0	6 6.2 3 3.3 9 72 0.0

		F	ICS T	wo-	Way	Stop	-Con	trol	Repo	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ	V COMPANY S					1-10-000				Entra	nce on C	ommero	e Cro		
		B Zimm	erman T	raffic En	aineerin	1					9.75				A STATE	
									et		Comr	nerce Cr	ossinas			
			en file			er is				OVALUE OF			1	117		
	-	eak			10 12070			-	_		0.72					-
		-		178.78		5/4/3				hrs)				a de la		
			ossinas 2	2												
CONTROL CONTRO						100		e milez				Sales and				
				74 7 7 4 7				7 4 4 7 6								
Vehicle Volumes and Ad	justme	nts											- 144			
Approach		Eastb	_			West				North	_			_	_	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	-
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	1
Number of Lanes	0	1	1	0	0	0	1	-		0	0	0		0		(
Configuration		L													LR	L
Volume (veh/h)		15	80		Box	9.16	477	86	2 - 1 - 1				1000	-	Market 1	-
Percent Heavy Vehicles (%)		3												3		
		13/4	200	1000								2000		0 496		
Proportion Time Blocked	- 32			The same of the sa		The same of the sa)	0	
Percent Grade (%)																
Percent Grade (%) Right Turn Channelized			4 5					e Aug	248		N 4		Heres	Kar.		
Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	ys		Left	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys 4.1		Left	Only								1	7.1		6
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa			Left	Only								1	7.1 6.43		-
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	4.1		Left	Only								1	6.43		6.
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	4.13		Left	Only								1	6.43		6.
Percent 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)		4.1 4.13 2.2 2.23	ervice		Only									6.43		6.
Agency/Co. Diane 8 Zimmerman Traffic Engineering Jurisdiction Commerce Crossings S725/22 East/West Street Commerce Crossings S725/22 East/West Commerce Crossings Commer																
Site Information																
Percent 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		4.1 4.13 2.2 2.23	ervice		Only								1	6.43	36 404 0.09	6.
Percent 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)		4.1 4.13 2.2 2.23 1 of Se 21 831	ervice		Only								1	6.43	404	6.
Percent 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		4.1 4.13 2.2 2.23 1 of Se 21 831 0.03	ervice		Only								1	6.43	404 0.09	6.
Percent 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)		4.1 4.13 2.2 2.23 l of Sc 21 831 0.03 0.1	ervice		Only									6.43	404 0.09 0.3	6.
Percent 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)		4.1 4.13 2.2 2.23 1 of Se 21 831 0.03 0.1 9.4 A	ervice		Only									6.43 3.5 3.53	404 0.09 0.3 14.8	6.

			ICS T	wo-	Way	Stop	-Con	trol	Repo	ort						
General Information						200	Site I	nforn	nation	1						
Analyst	DBZ					Berewin.	Inters				Entra	nce on C	ommerc	e Cro		
Agency/Co.	+	B Zimm	erman T	raffic En	gineerin	1	Jurisd		101-241-3.	75 (25)						1000
Date Performed	9/21/2	-						Vest Stre	et	Managar parties	Comr	nerce Cr	ossinas			
Analysis Year	2034			1445.78				/South S		a at sta	Entra			7 (8-75)		
Time Analyzed	AM Pe	eak						Hour Fac	-		0.72					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (I	hrs)	0.25				Telephone I	
Project Description	Comm	nerce Cr	ossings	2												
Lanes								Hers								
				114474		ቀ ም '		7 4 4 6 6					8			
Vehicle Volumes and Adj	justme	nts														
Approach			ound				bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0	VA.	0	1	0
Configuration		L	T	1000000000		Senesa		TR		No. of the last of		700			LR	
Volume (veh/h)	33555	15	84	2000			499	86					Parties.	22		4
Percent Heavy Vehicles (%)		3		Canal Section			22			200000		54740 (5870)		3	1,000	3
		- A TEN		1		118/20/2003				10000	1,415			2000		
Proportion Time Blocked					1855,65								1		0	
Proportion Time Blocked Percent Grade (%)					SHAPS(A)	desce			201633		kana.		237230	378		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Left	Only											
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	andwa.	V-		Left	Only								1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa			Left	Only					ì	I		1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	4.1		Left	Only					· ·			1	7.1		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	4.1 4.13		Left	Only								1	7.1 6.43		6.2
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)	eadwa	4.1 4.13 2.2		Left	Only								1	7.1 6.43 3.5		6.23 3.3
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)		4.1 4.13 2.2 2.23	ervice		Only								1	7.1 6.43		6.23 3.3
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		4.1 4.13 2.2 2.23	ervice		Only									7.1 6.43 3.5	26	6.2
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		4.1 4.13 2.2 2.23 l of Se	ervice		Only									7.1 6.43 3.5	36	6.23 3.3
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)		4.1 4.13 2.2 2.23 I of So 21 810	ervice		Only								1	7.1 6.43 3.5	390	6.23 3.3
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		4.1 4.13 2.2 2.23 l of Se	ervice		Only									7.1 6.43 3.5		6.23 3.3
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)		4.1 4.13 2.2 2.23 l of Se 21 810 0.03	ervice		Only									7.1 6.43 3.5	390 0.09	6.23 3.3
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, Qos (veh)		4.1 4.13 2.2 2.23 l of So 21 810 0.03 0.1	ervice		Only									7.1 6.43 3.5	390 0.09 0.3	6.23 3.3
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, Qes (veh) Control Delay (s/veh)		4.1 4.13 2.2 2.23 1 of So 21 810 0.03 0.1 9.6 A	ervice		Only									7.1 6.43 3.5 3.53	390 0.09 0.3 15.2	6.23 3.3

			ICS T	wo-V	Nay :	Stop	-Con	trol	Repo	ort						
General Information							Site I	nforn	natio	1						
Analyst	DBZ						Inters	ection			Entra	nce on C	ommerc	e Cro		
Agency/Co.	Diane	B Zimm	erman T	raffic Eng	ineering		Jurisd	iction								
Date Performed	5/25/	22					East/V	Vest Stre	et		Comr	nerce Cr	ossings			
Analysis Year	2024		- J. J. J.				North	/South 9	street		Entra	nce			double :	
Time Analyzed	PM P	eak					Peak l	Hour Fac	tor		0.75					
Intersection Orientation	East-	West	Virginia (H TA		Analy	sis Time	Period (hrs)	0.25					
Project Description	Comi	merce Cr	ossings 2	2												
Lanes																
				14 1 1 4 5 C B	7 4 Majo	サ ア	t Fr	4 4 4 0								
Vehicle Volumes and Adj	justme															
Approach	-		ound				bound				bound				bound	-
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
	1 0			0				0		_	1 0	0		0	1	0
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Number of Lanes Configuration	0	L	Т	0	0	0		TR		0	0	0			1 LR	
Number of Lanes Configuration Volume (veh/h)	0	L 5		0	0	0	141			0	0	0		82		15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	0	L	Т	0	0	0		TR		0	0	0				15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	0	L 5	Т	0	0	0		TR		0	0	0		82	LR	15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	0	L 5	Т	0	0	0		TR		0	0	0		82		15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	0	L 5	Т			0		TR		0	0		1	82	LR	15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		L 5 3	Т	Left		0		TR		0	0		1	82	LR	15
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		5 3 3 mys	Т			0		TR		0	0		1	82 3	LR	15
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)		5 3	Т			0		TR		0	0		1	82 3	LR	15 3
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)		L 5 3 3 4.1 4.13	Т			0		TR		0	0		1	7.1 6.43	LR	6.2
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)		L 5 3 4.1 4.13 2.2	Т			0		TR		0	0		1	7.1 6.43 3.5	LR	6.2 6.2 3.3
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	L 5 3 4.1 4.13 2.2 2.23	T 421	Left		0		TR		0	0		1	7.1 6.43	LR	155 3 6.2 6.2 3.3
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	leadwa	L 5 3 3 4.1 4.13 2.2 2.23 El of Sel	T 421	Left		0		TR		0	0		1	7.1 6.43 3.5	LR	15 3 3 6.2 6.2
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	leadwa	L 5 3 3 4.1 4.13 2.2 2.23 el of Se 7	T 421	Left		0		TR		0	0		1	7.1 6.43 3.5	LR 00 129	6.2 6.2 3.3
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)	leadwa	L 5 3 3 4.1 4.13 2.2 2.23 el of Se 7 1336	T 421	Left		0		TR		0	0		1	7.1 6.43 3.5	LR 00 129 490	6.2 6.2 3.3
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	leadwa	L 5 3 3 4.1 4.13 2.2 2.23 F of Sel of Sel 0.00	T 421	Left		0		TR		0	0		1	7.1 6.43 3.5	129 490 0.26	6.2 6.2 3.3
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 ₈₅ (veh)	leadwa	L 5 3 3 4.1 4.13 2.2 2.23 Pl of S 0.00 0.0	T 421	Left				TR		0	0		1	7.1 6.43 3.5	129 490 0.26	155 3 6.2 6.2 3.3
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₈₅ (veh) Control Delay (s/veh)	leadwa	L 5 3 3 4.1 4.13 2.2 2.23 F of Se 0.00 0.0 7.7	T 421	Left				TR		0	0			7.1 6.43 3.5	129 490 0.26 1.1 15.0	155 3 6.2 6.2 3.3
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 ₈₅ (veh)	leadwa	L 5 3 3 4.1 4.13 2.2 2.23 7 1336 0.00 0.0 7.7 A	T 421	Left				TR		0	0			7.1 6.43 3.5 3.53	129 490 0.26	155 3 6.2 6.2 3.3

		ŀ	ICS T	wo-	Way	Stop	-Con	trol	Repo	rt						
General Information							Site I	nforn	nation							
Analyst	DBZ						Interse	ection			Entrar	nce on C	ommerce	Cro		
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineering	1 1 2 1	Jurisdi	ction		A HEE	SEE T					
Date Performed	9/21/2	NAME OF TAXABLE PARTY.					East/V	Vest Stre	et		Comn	nerce Cro	ossinas	-		
Analysis Year	2034			Tradie		per de Si		/South S			Entrar				this is	1000
Time Analyzed	PM Pe	ak						lour Fac			0.75					
Intersection Orientation	East-V	Vest	a Gogli			50.30	Analys	is Time	Period (I	nrs)	0.25	Name of		4 5 4 5	73765	
Project Description	Comm	nerce Cr	ossings i	2												ANTE ANTI-ORDER
Lanes																
				174711	n d Majo	サ ヤ 1 or Street: Ea	t F (4 + 4 + 4 0								
Vehicle Volumes and Adj	justme	nts														
Approach		_	ound			West	bound			North	bound			South	oound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0	25.00	0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		5	442	100		April 1	146	29		1,580			70.00	82		15
Percent Heavy Vehicles (%)	\perp	3						15.0000						3		3
Proportion Time Blocked			Market 1			12	45.5						0.000		4500	
Percent Grade (%)	_			NO. (18)	Way San Ta									()	
Distant of Change Band	_		Mark Sala	Lofe	Only			Edita	170000				Difference 1			
Right Turn Channelized				Len	Only											E 15 15 15 15 15 15 15 15 15 15 15 15 15
Median Type Storage																
Median Type Storage Critical and Follow-up H	leadway						T		1	1				7.1		6.2
Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	4.1							200.00		DAMP III			6.45		6.2
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	4.1 4.13											C. A.	6.43		3.5
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	4.1 4.13 2.2											9 (5)	3.5		-
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.1 4.13 2.2 2.23	-													-
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		4.1 4.13 2.2 2.23	ervice											3.5		-
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)		4.1 4.13 2.2 2.23 l of S	ervice											3.5	129	-
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)		4.1 4.13 2.2 2.23 l of S 7 1328	ervice											3.5	475	
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		4.1 4.13 2.2 2.23 l of S 7 1328 0.01	ervice											3.5	475 0.27	
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)		4.1 4.13 2.2 2.23 l of S 7 1328 0.01 0.0	ervice											3.5	475 0.27 1.1	
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		4.1 4.13 2.2 2.23 l of S 7 1328 0.01 0.0 7.7	ervice											3.5	475 0.27 1.1 15.4	3.3
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) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)		4.1 4.13 2.2 2.23 I of S 7 1328 0.01 0.0 7.7 A												3.5	475 0.27 1.1 15.4 C	
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh) Control Delay (s/veh)		4.1 4.13 2.2 2.23 1 of S 7 1328 0.01 0.0 7.7 A	ervice											3.5 3.53	475 0.27 1.1 15.4	

		H	ICS T	wo-	Way !	Stop	-Con	trol	Repo	ort						
General Information							Site I	nform	nation	1						
Analyst	Diane	Zimmer	man				Interse	ection			Comr	nerce Cr	ossing A	pt Ent		
Agency/Co.	Diane	B. Zimn	nerman T	raffic En	gineerin	g	Jurisdi	iction	自治						7/4/23	
Date Performed	9/22/2	2022				-	East/V	Vest Stre	eet		Comr	nerce Cr	ossing D	rive		
Analysis Year	2024		YES LE	100		LK.	North	/South S	Street		Apart	Entrace		THE Y		
Time Analyzed	AM Pe	ak					Peak I	Hour Fac	tor		0.72					
Intersection Orientation	East-V	Vest	1970年4月	a Sylve			Analys	sis Time	Period (hrs)	0.25		443	Park		1.18.
Project Description	Comn	nerce Cr	ossing 2													
Lanes																
				14 4 7 4 F C		*Y		* * 0								
Vehicle Volumes and Adj	ustme	nts												80 B		
Approach		Easth	ound				bound				bound				bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority	_					-		_								_
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Number of Lanes Configuration	_	L	T	0	0	0		TR		0	0	0			1 LR	
Number of Lanes Configuration Volume (veh/h)	_	L 2		0	0	0	555			0	0	0		42		7
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	_	L	T	0	0	0		TR		0	0	0				7
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	_	L 2	T	0	0	0		TR		0	0	0		42	LR	7
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	_	L 2	T	0	0	0		TR		0	0	0		42		7
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	_	L 2	T			0		TR		0	0		1	42	LR	7
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	0	L 2 0	T		Only	0		TR		0	0		1	42	LR	7
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	0	2 0	T			0		TR		0	0		1	42 0	LR	7 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)	0	2 0 vys 4.1	T			0		TR		0	0		1	42 0	LR	6
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)	0	2 0 ys 4.1 4.10	T			0		TR		0	0		1	7.1	LR	7 0 0 6.3 6.2
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	L 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T			0		TR		0	0		1	7.1 6.40 3.5	LR	6.2 6.2 3.3 3.3,3
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)	eadwa	ys 4.1 4.10 2.2 2.20	T 100	Left		0		TR		0	0		1	7.1	LR	6 6.2 3.
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	ys 4.1 4.10 2.2 2.20	T 100	Left		0		TR		0	0		1	7.1 6.40 3.5	LR	6 6.2 3.
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 2 0 0 4.1 4.10 2.2 2.20 I of Sc 3	T 100	Left		0		TR		0	0		1	7.1 6.40 3.5	LR 68	6.3 6.2
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)	eadwa	L 2 0 0 4.1 4.10 2.2 2.20 1 of \$3 841	T 100	Left		0		TR		0	0		1	7.1 6.40 3.5	LR 68 388	6.3 6.2
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadwa	L 2 0 0 4.1 4.10 2.2 2.20 I of Si 841 0.00	T 100	Left		0		TR		0	0		1	7.1 6.40 3.5	LR 68 388 0.18	6.3 6.2
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 2 0 0 4.1 4.10 2.2 2.20 I of S 3 841 0.00 0.0	T 100	Left		0		TR		0	0		1	7.1 6.40 3.5	LR 68 388 0.18 0.6	6 6.2 3.
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	eadwa	L 2 0 0 4.1 4.10 2.2 2.20 I of S 841 0.00 0.0 9.3	T 100	Left		0		TR		0	0			7.1 6.40 3.5	68 388 0.18 0.6 16.2	6 6.2 3.
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 2 0 0 4.1 4.10 2.2 2.20 I of S 841 0.00 0.0 9.3 A	T 100	Left		0		TR		0	0			7.1 6.40 3.5 3.50	LR 68 388 0.18 0.6	6 6.2 3.

		H	ICS T	wo-	Way	Stop	-Con	trol	Repo	ort						
General Information							Site I	nforn	nation	1						
Analyst	Diane	Zimmei	rman				Interse	ection			Comn	nerce Cro	ossing A	pt Ent		
	Diane	B. Zimn	nerman T	raffic Er	gineerin	g	Jurisdi	iction								6
Date Performed	9/22/	2022							et		Comn	nerce Cro	ossing Di	rive		
Analysis Year	2034						North	/South S	treet		Apart	Entrace	noe.			
Time Analyzed	AM P	eak					Peak I	lour Fac	tor		0.72					
Intersection Orientation	East-\	Vest					Analys	sis Time	Period (I	hrs)	0.25	15.7		ale de la		
Project Description	Comr	nerce Cr	ossing 2													
Lanes																
				7 4 1 1	n d Majo	ተ ነገር or Street: Ea	P C	* F L U								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastl	oound			West	bound			North	bound			South	bound	
Movement	U	L	1 T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		2	104	E sheet	-	22.48	578	12			1200		355	57		7
	1	0												0		0
Percent Heavy Vehicles (%)				3000	75.5		-5/46									
Proportion Time Blocked		1000		A. C. COLONIA DE LA COLONIA DE	-	-	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN 1							()	
Proportion Time Blocked Percent Grade (%)											C Section 1					
Proportion Time Blocked Percent Grade (%) Right Turn Channelized														2,577	e biotik	
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only								1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Left	Only								1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	4.1		Left	Only								1	7.1		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	4.10		Left	Only								1	6.40		6.2
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)	leadwa	4.1 4.10 2.2		Left	Only								1	6.40 3.5		6.2 3.3
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)		4.1 4.10 2.2 2.20			Only								1	6.40		6.20 3.3
Analysis Year			6.20 3.3													
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		4.1 4.10 2.2 2.20	ervice		Only									6.40 3.5	89	6.20 3.3
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)		4.1 4.10 2.2 2.20 l of S	ervice		Only									6.40 3.5	374	6.20 3.3
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		4.1 4.10 2.2 2.20 l of S 3 818 0.00	ervice		Only									6.40 3.5	374 0.24	6.2 6.2 3.3 3.3 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, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		4.1 4.10 2.2 2.20 l of S 3 818 0.00 0.0	ervice		Only									6.40 3.5	374 0.24 0.9	6.20 3.3
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)		4.1 4.10 2.2 2.20 l of S 3 818 0.00 0.0 9.4	ervice		Only									6.40 3.5	374 0.24 0.9 17.6	6.20 3.3
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) Level of Service (LOS)		4.1 4.10 2.2 2.20 l of S 3 818 0.00 0.0 9.4 A			Only									6.40 3.5 3.50	374 0.24 0.9 17.6	6.20 3.3
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)		4.1 4.10 2.2 2.20 I of S 3 818 0.00 0.0 9.4 A	ervice		Only									6.40 3.5 3.50	374 0.24 0.9 17.6	6.20 3.3

		H	ICS T	wo-	Way	Stop	-Con	trol	Repo	ort						
General Information							Site I	nforn	natio	1						
Analyst	Diane	Zimme	rman				Interse	ection			Comr	nerce Cr	ossing A	pt Ent		
	Diane	B. Zimn	nerman	Traffic Er	ngineerin	g	Jurisdi	ction	45.10	á min		130 F				
Date Performed	8/15/2	2022					East/V	Vest Stre	et		Comr	nerce Cr	ossing D	rive		-
Analysis Year	2024		177193	ogves:			North	/South S	Street		Apart	Entrace	SALE.	State of the	7.50.5	
Time Analyzed	PM Pe	ak					Peak H	Hour Fac	tor		0.75	-				
Intersection Orientation	East-V	Vest		All pla			Analys	sis Time	Period (hrs)	0.25					
Project Description	Comm	nerce Cr	ossing 2													
Lanes																
				1 1	n d Majo	ΨΥ ·	t tr	P L 0								
	ustme												ı			
								-	5001100							-
			-		-			-	U	-			0			-
			-		-							-	10000	-		
	0		-	U	0	0	1			0	0	0		0		0
				2011			164		7000			1,200		24	LIX	4
	20000	-	430	34,31,41			104	40		,1	100 700 11					-
refeelt fleavy vehicles (76)		0			3,500	200	2753	230		0.25	E. T.		70 E 7 E	- 126.4	F-3420.2	-
Proportion Time Blacked			135				1								0	
Percent Grade (%)									1				1	- 1		
Percent Grade (%)			58.500		-							verilaria.		Program.	3,635	
Percent Grade (%) Right Turn Channelized		270.46		Left	Only			774			Section 2		1	Siria.		
Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	ys		Left	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	ys 4.1		Left	Only								1	7.1		6
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa			Left	Only								1			-
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	4.1		Left	Only								1	7.1		6.2
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	4.1 4.10		Left	Only								1	7.1 6.40		6.2 3.
Percent 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)		4.1 4.10 2.2 2.20	ervice		Only								1	7.1 6.40 3.5		6.2 3.
AgencyCo. Diane Zimmerman Taffic Enjineering AgencyCo. Diane Zimmerman Taffic Enjineering AgencyCo. Diane Zimmerman Taffic Enjineering Aurisdiction Commerce Crossing Apt Ent. East/West Street Commerce Crossing Drive Co																
Site Information																
Percent 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)	Site Information				6.2 3.3											
Percent 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)		4.1 4.10 2.2 2.20 l of S	ervice		Only								1	7.1 6.40 3.5	436	6.2 3.
Percent 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		4.1 4.10 2.2 2.20 l of S 9 1303 0.01	ervice		Only									7.1 6.40 3.5	436 0.09	6.2 3.3
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)		4.1 4.10 2.2 2.20 l of So 9 1303 0.01 0.0	ervice		Only									7.1 6.40 3.5	436 0.09 0.3	6.2 3.
Percent 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)		4.1 4.10 2.2 2.20 l of Se 9 1303 0.01 0.0 7.8 A	ervice		Only									7.1 6.40 3.5 3.50	436 0.09 0.3 14.0	6.2 3.

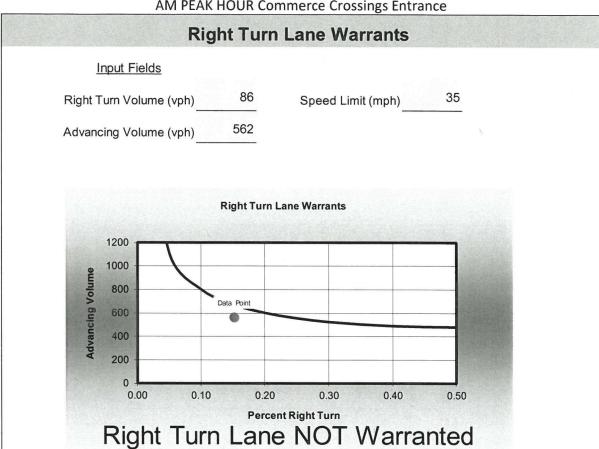
		H	ICS T	wo-\	Way 1	Stop	-Con	trol	Repo	ort						
General Information							Site I	nforn	natio	1						
Analyst	Diane	Zimme	man				Interse	ection			Comr	nerce Cr	ossing A	pt Ent		
Agency/Co.	Diane	B. Zimn	nerman 1	raffic En	gineerin	g	Jurisdi	iction			9-30-3			i Balika		
Date Performed	9/21/2	2022					East/V	Vest Stre	et		Comr	nerce Cr	ossing D	rive		
Analysis Year	2034						North,	/South S	Street		Apart	Entrace				
Time Analyzed	PM Pe	ak					Peak H	Hour Fac	tor		0.75					-
Intersection Orientation	East-V	Vest					Analys	sis Time	Period (hrs)	0.25			4-8-504		
Project Description	Comm	nerce Cr	ossing 2													
Lanes																
ž.		1		14 174 10		** Y ** or Street: Ea		* * C G								
Vehicle Volumes and Ad	justme	nts														
Approach		Easth	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6	725555	7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0	1970	0	1	0
Configuration		L	T				171	TR	24.55.75	10000000		202731			LR	
Volume (veh/h)	5 75	7	517	1955	2000000	3000	171	40			25.85%	10 750	100000	24	(F)	4
Percent Heavy Vehicles (%)		0	The state of	275115-31		100	2126.02				-			0	(S) _4(S)As.	0
Dana antina Tima Diagland							Y. C.					2019/	52.0.10		0	
Proportion Time Blocked								200		S.Lowis	185, 2 May	117 - 2 - 2 - 2	5,500	P. Statillar	U	
Percent Grade (%)		i trata			1000				The Parts							
Percent Grade (%) Right Turn Channelized				Left	Only								1			COMMUNICATION OF THE PARTY OF T
Percent Grade (%) Right Turn Channelized Median Type Storage	landua			Left	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa			Left	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	4.1		Left	Only								1	7.1		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	4.10		Left	Only								1	6.40		6.2
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	4.1 4.10 2.2		Left	Only									6.40 3.5		6.2 3.3
Percent 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)		4.1 4.10 2.2 2.20	ervice		Only								1	6.40		6.2
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		4.1 4.10 2.2 2.20	ervice		Only									6.40 3.5	37	6.2 3.3
Percent 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)		4.1 4.10 2.2 2.20 I of S	ervice		Only									6.40 3.5	37	6.2 6.2 3.3 3.3
Percent 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)		4.1 4.10 2.2 2.20 l of S	ervice		Only									6.40 3.5	423	6.2 3.3
Percent 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		4.1 4.10 2.2 2.20 I of S	ervice		Only									6.40 3.5	-	6.2 3.3
Percent 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 ₈₅ (veh)		4.1 4.10 2.2 2.20 l of S 9 1293 0.01	ervice		Only									6.40 3.5	423 0.09	6.2 3.3
Percent 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		4.1 4.10 2.2 2.20 I of S 9 1293 0.01 0.0	ervice		Only									6.40 3.5	423 0.09 0.3	6.2 3.3
Percent 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 ₈₅ (veh) Control Delay (s/veh)		4.1 4.10 2.2 2.20 I of S 9 1293 0.01 0.0 7.8 A	ervice		Only									6.40 3.5 3.50	423 0.09 0.3 14.3	6.2 3.3

		HCS	Two-\	Way	Stop	-Con	trol	Repo	ort						
General Information						Site I	nforn	nation	1						
Analyst	DBZ		Service in			Inters	ection			Coope	er Churc	h at Entr	ance		
Agency/Co.	Diane B Zin	merman	Traffic End	aineerin	a	Jurisd	iction								
Date Performed	9/22/2022					East/\	Vest Stre	et		Entrar	nce				
Analysis Year	2024					North	/South S	treet		Coope	er Churc	h Road		6.63,634	
Time Analyzed	AM Peak					Peak I	Hour Fac	tor		0.72					
Intersection Orientation	North-Sout	h	(Spines)			Analy	sis Time	Period (I	hrs)	0.25		48.	5/13%		N. E.
Project Description	Commerce	Crossings	2	-											-
Lanes															
			1487110		기 기 수 Y r Street Nor		14446								
Vehicle Volumes and Ad	justments														
Approach	Ea	stbound			West	bound			North	bound			South	bound	
Movement	UL	T	R	U	L	T	R	U	L	T	R	U	L	1	
Priority	10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes	0	1	0		0	0	0	0	0	1	0	0	0	1	
Configuration		LR							LT						T
Volume (veh/h)	0		48		3		2 50	1460	16	32	2000			43	
	3		3						3						
Percent Heavy Vehicles (%)				425.00	7 over	100	100		74.5		1000	100		1	
Percent Heavy Vehicles (%) Proportion Time Blocked				33.6								1			
		0										-			
Proportion Time Blocked		0							377	3.45				Skata	
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0	Undi	vided					4)						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadways	0	Undi	vided											
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadways 7.		Undi	vided					4.1						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H				vided					4.1						
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	7.	3	6.2	vided											
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	6.4	3	6.23	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. 6.4 3.5 3.5	3 3	6.2 6.23 3.3 3.33	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. 6.4 3.5 3.5	3 3	6.2 6.23 3.3 3.33	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. 6.4 3.5 3.5	3 6 3 Service	6.2 6.23 3.3 3.33	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. 6.4 3.5 3.5	3 3 Servic	6.2 6.23 3.3 3.33	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. 6.4 3.5 3.5	3 Servic 67 1003	6.2 6.23 3.3 3.33	vided					4.13 2.2 2.23 22 1538						
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. 6.4 3.5 3.5	3 3 Servic 67 1003 0.07	6.2 6.23 3.3 3.33	vided					4.13 2.2 2.23 22 1538 0.01	0.1					
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	7. 6.4 3.5 3.5	3 3 Servic 67 1003 0.07 0.2	6.2 6.23 3.3 3.33	vided					2.2 2.23 22 1538 0.01 0.0	0.1 A					
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	7. 6.4 3.5 3.5	3 3 Servic 67 1003 0.07 0.2 8.8	6.2 6.23 3.3 3.33	vided					2.2 2.23 2.23 2.23 1538 0.01 0.0 7.4 A	-					

		H	ICS T	wo-\	Nay	Stop	-Cor	trol	Repo	ort						
General Information			-				Site	nforr	natior	1	E.A.S		- 11			
Analyst	DBZ						Inters				Coop	er Churc	h at Entr	ance		
Agency/Co.		Zimm	erman T	raffic End	ineering		Jurisd				2 cop		2. 2.10			
Date Performed	9/22/20	-	Cimari	Tome Eng	jiricering	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Vest Stre	et		Entrar	nce			Series Inch	
Analysis Year	2034	- A	Harris A	L. Stories	no thinks	1-5455		/South !				er Churc	h Road			
Time Analyzed	AM Pea	k						Hour Fac	-		0.72	er endre				
Intersection Orientation	North-S		No 1-50.5		N. FOILE	40.00			Period (I	hrs)	0.25			es si		70.11
Project Description			ossings i	2			Analy	313 111110	Terrou (i	1113)	0.23				e de la company	
Lanes	Commit	ree en	ossings i										STATE OF			
				DATENTE	0.5	1	1 2 6	74471								
Vehicle Volumes and Ad	justmen	ts			Major	Street: Nor	th-South									YER.
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	
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	
		0	1.	0		0	0	0	0	0	1	0	0	0	1	1
Number of Lanes					ALTONOMORPHO SERVICES	-			nigero anno anno anno anno anno anno anno an	-			and the local division in which the local division in the local di			1
Number of Lanes Configuration			LR							LT						Т
		0	LR	36			22.77			LT 16	32			1	43	-
Configuration		0	LR	36 3	1		22.9%				32				43	+
Configuration Volume (veh/h)		-	LR							16	32				43	+
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		3	LR 0							16	32				43	Т (
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		3								16	32				43	+
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3		3	vided					16	32				43	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway	3		3	vided					16	32				43	+
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	3		3	vided					16	32				43	+
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadway	3 (3 Undi	vided					16 3	32				43	-
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)	leadway	3 ('S 7.1		Undi	vided					16 3	32				43	-
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)	leadway	3 (c) (c) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d		Undi	vided					16 3 4.1 4.13	32				43	-
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)		3 7.1 6.43 3.5 3.53	0	6.2 6.23 3.3 3.33	vided					16 3 4.1 4.13 2.2	32				43	+
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)		3 7.1 6.43 3.5 3.53	0	6.2 6.23 3.3 3.33	vided					16 3 4.1 4.13 2.2	32				43	+
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		3 7.1 6.43 3.5 3.53	ervice	6.2 6.23 3.3 3.33	vided					4.1 4.13 2.2 2.23	32				43	+
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)		3 7.1 6.43 3.5 3.53	ervice 50	6.2 6.23 3.3 3.33	vided					4.1 4.13 2.2 2.23	32				43	+
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)		3 7.1 6.43 3.5 3.53	50 1003	6.2 6.23 3.3 3.33	vided					4.1 4.13 2.2 2.23	32				43	-
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		3 7.1 6.43 3.5 3.53	50 1003 0.05	6.2 6.23 3.3 3.33	vided					4.1 4.13 2.2 2.23 22 1538 0.01	32				43	+
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)		3 7.1 6.43 3.5 3.53	50 1003 0.05 0.2	6.2 6.23 3.3 3.33	vided					4.1 4.13 2.2 2.23 1538 0.01 0.0					43	-
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) v/c Ratio 95% Queue Length, Q95 (veh) Control Delay (s/veh)		3 7.1 6.43 3.5 3.53 of Se	50 1003 0.05 0.2 8.8	6.2 6.23 3.3 3.33	vided					16 3 4.1 4.13 2.2 2.23 22 1538 0.01 0.0 7.4 A	0.1				43	-

			HCS T	wo-l	Way	Stop	-001	luoi	veho	ort						
General Information							Site I	nforr	natio	1						
Analyst	DBZ						Inters	ection			Соор	er Churc	h at Entr	ance	ma sachado	MAN SALES
Agency/Co.	Diane	B Zimn	nerman 1	raffic Eng	gineering	9	Jurisd	iction	12004							
Date Performed	8/15/	-					East/\	Vest Stre	eet		Entra	nce				
Analysis Year	2024		10 July 1	Darism C			North	/South :	Street	10.5	Соор	er Churc	h Road	J. 18		
Time Analyzed	PM Pe	eak					Peak I	Hour Fac	ctor		0.75					
Intersection Orientation	North	n-South		Selection .	9854		Analy	sis Time	Period (hrs)	0.25	The State		100		
Project Description	Comr	merce Ci	ossings	2												
Lanes																
				144711		1 + Y Street: Nor	† ት ቦ th-South	4 4 4 4 4 4								
Vehicle Volumes and Ad	ljustme	nts														
Approach		East	oound			Westl	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	
Configuration			LR							LT						T
	3 10 10	0	1	33	100		12.55		200	57	55		74.5		49	
Volume (veh/h)	-		1	3						3						L
Volume (veh/h) Percent Heavy Vehicles (%)		3		3					-	-			demonstration of			
				3							775					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			0	,			less:				725					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			0												i i i i i i i i i i i i i i i i i i i	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage			0	Undi	vided										74435	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	łeadwa		0		vided											
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	ys 7.1	0	Undi	vided					4.1						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys	0	Undi	vided					4.13						
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)	Headwa	ys 7.1 6.43 3.5	0	Undi 6.2 6.23 3.3	vided					4.13 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 6.43 3.5 3.53		6.2 6.23 3.3 3.33	vided					4.13						
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		6.2 6.23 3.3 3.33	vided					4.13 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 6.43 3.5 3.53		6.2 6.23 3.3 3.33	vided					4.13 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 6.43 3.5 3.53	ervice	6.2 6.23 3.3 3.33	vided					4.13 2.2 2.23						
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	ervice	6.2 6.23 3.3 3.33	vided					4.13 2.2 2.23 76						
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 6.43 3.5 3.53	ervice 44 996	6.2 6.23 3.3 3.33	vided					4.13 2.2 2.23 76 1530						
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	ervice 44 996 0.04	6.2 6.23 3.3 3.33	vided					4.13 2.2 2.23 76 1530 0.05	0.4					
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, Qos (veh)		7.1 6.43 3.5 3.53	44 996 0.04 0.1	6.2 6.23 3.3 3.33	vided					4.13 2.2 2.23 76 1530 0.05 0.2	0.4 A					
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh) Control Delay (s/veh)		7.1 6.43 3.5 3.53 8 of S	996 0.04 0.1 8.8	6.2 6.23 3.3 3.33	vided					76 1530 0.05 0.2 7.5 A						

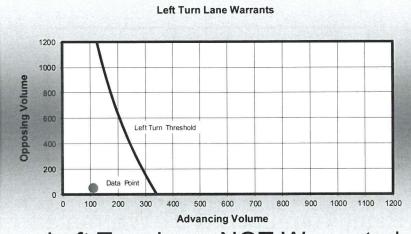
AM PEAK HOUR Commerce Crossings Entrance



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

PM PEAK HOUR Entrance on Cooper Church Road

Left Turn Lane Warrants Input Fields 35 57 Speed Limit (mph) Left Turn Volume (vph) No. of through 1 Advancing Volume (vph) 112 lanes Percent Heavy Vehicles 0.01 Opposing Volume (vph) 49 (decimal percent) **Left Turn Lane Warrants**



Left Turn Lane NOT Warranted

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