DOCKET NO. 21-ZONE-0059

ZONE CHANGE FROM R-R TO R-4 AND A LDC 4.7.7 BALANCED TRANSFER SUBDIVISION TO ALLOW A 180-LOT SINGLE FAMILY SUBDIVISION ON PROPERTY LOCATED AT 10212 AND 10302 OAK GROVE ROAD

(PREVIOUSLY PROPOSED WITH 263 LOTS)

Louisville Metro Planning Commission Public Hearing June 2, 2022

Louisville Metro Land Development & Transportation Committee May 19, 2022

> 2nd Neighborhood Meeting April 12, 2022

Louisville Metro Council
Remanded to Planning Commission
March 17, 2022

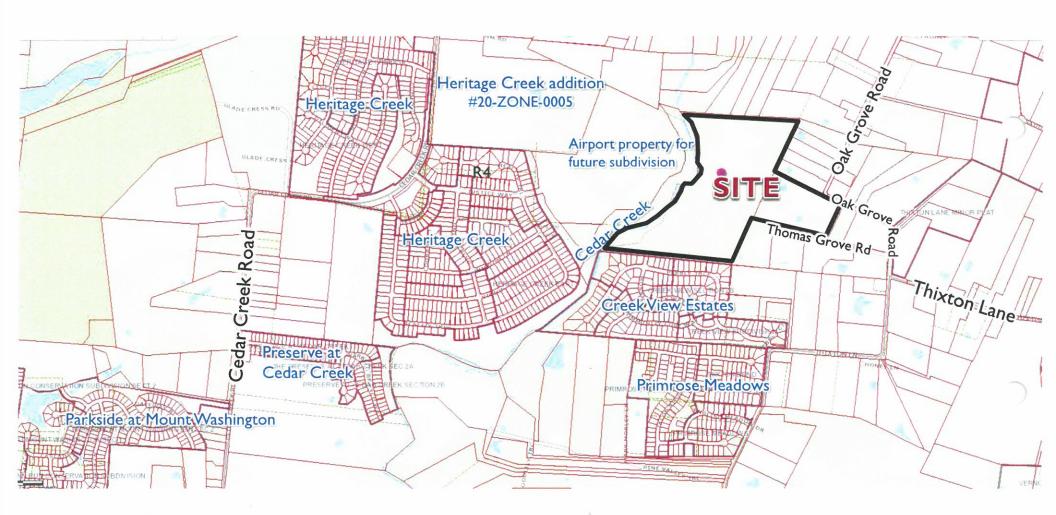
Louisville Metro Planning
Commission Public Hearing
December 16, 2021

Louisville Metro Land Development & Transportation Committee November 11, 2021

> Neighborhood Meeting April 19, 2021

Attorneys: Bardenwerper Talbott & Roberts, PLLC Land Planners, Landscape Architects & Engineers: Mindel Scott & Associates, Inc.

Traffic Engineer: Diane B. Zimmerman Ecological Consultant: RES (Redwing)



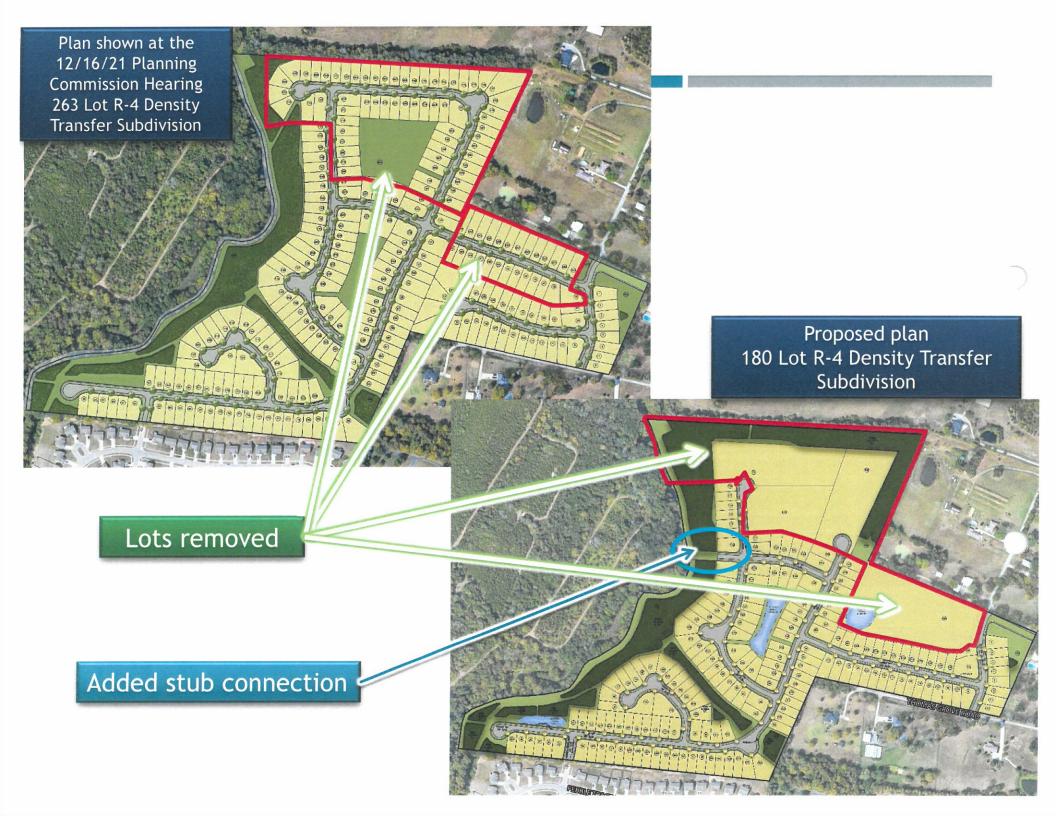


Plan shown at the 12/16/21 Planning Commission Hearing 263 Lot R-4 Density Transfer Subdivision



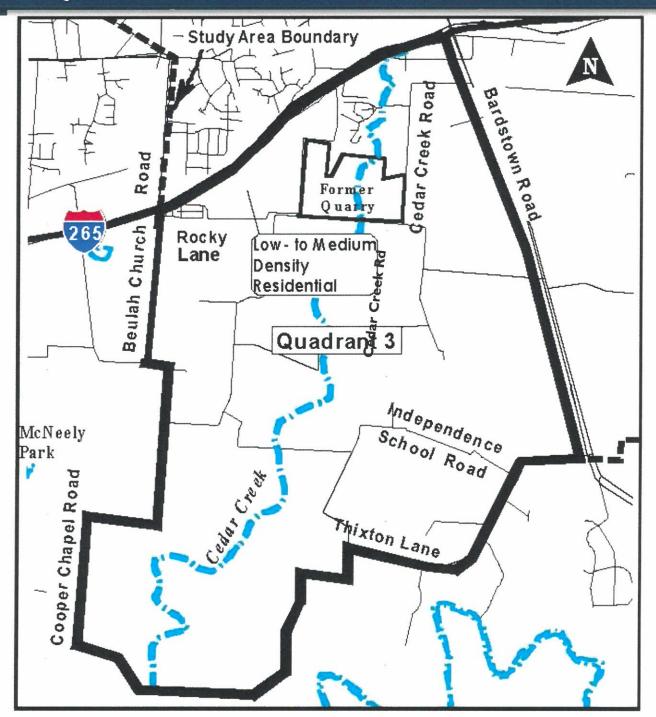
Proposed subdivision plan - 80 fewer lots

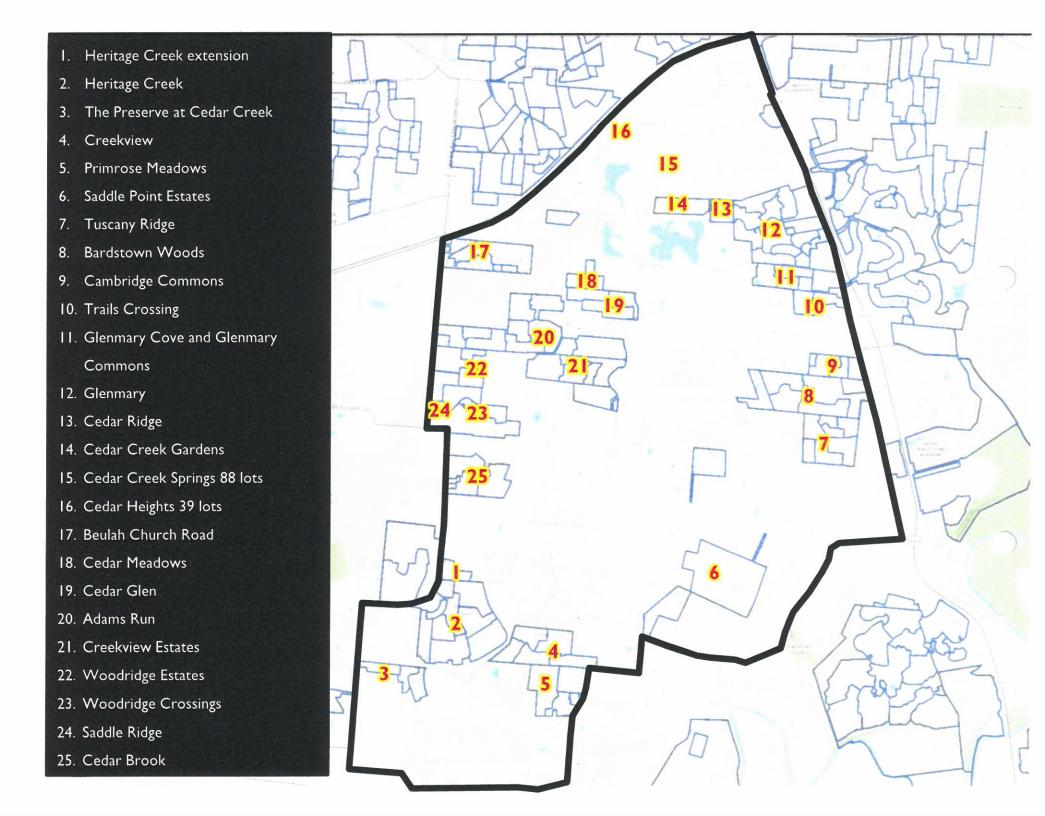


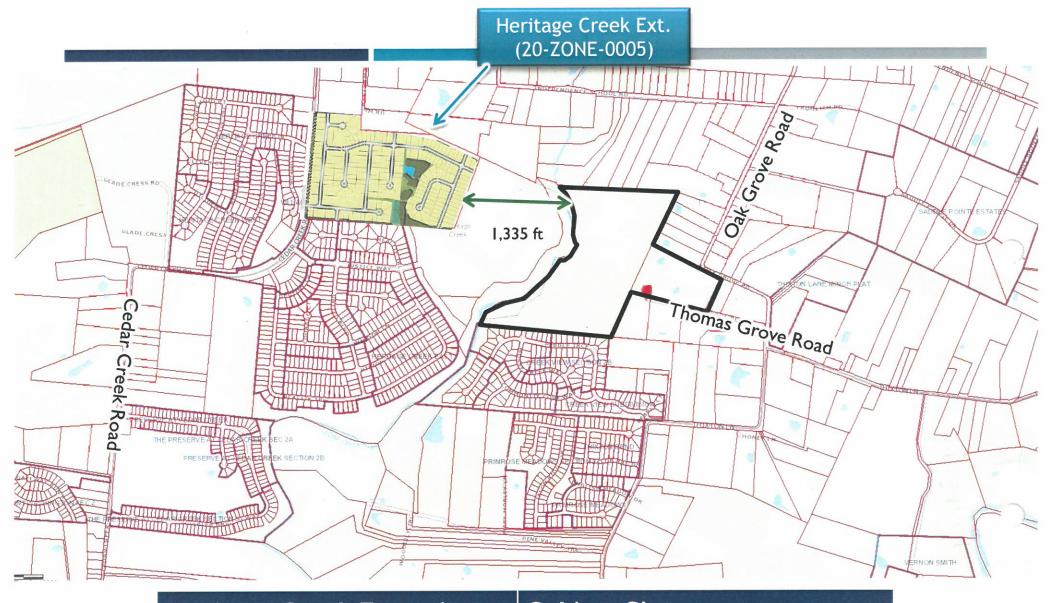


	Previous Plan	Revised Plan	Difference	
Tree Canopy Required (S.F.)	1,194,764	1,194,764	0	
Tree Canopy Preserved (S.F.)	313,479	505,928 (34% of existing)	192,449 (4.4 acres)	
Open Space Required	373,507	373,507	0	
Open Space Provided	687,048	785,659	98,611 (2.25 acres)	

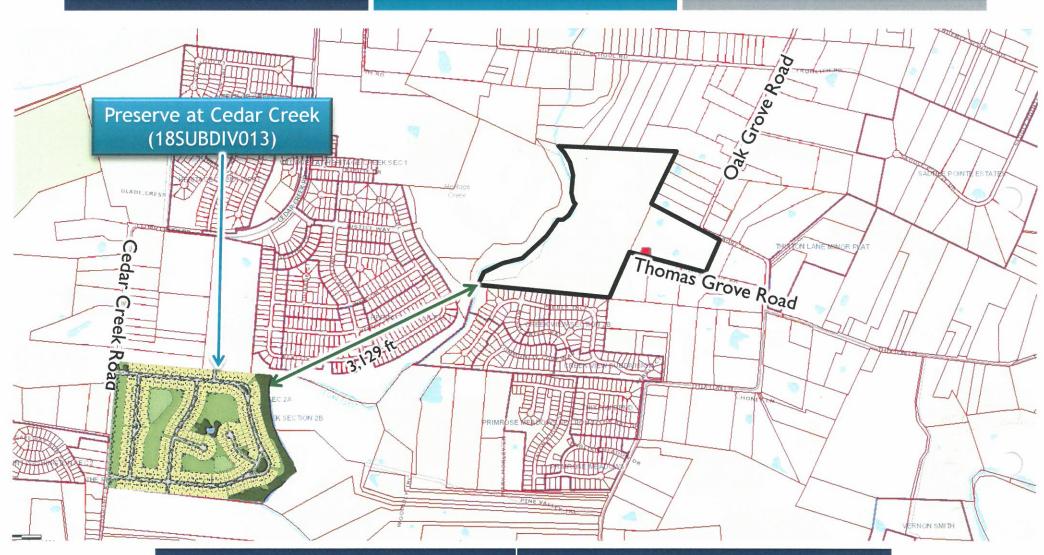
Quadrant 3 of 2001 Fern Creek Small Area Plan



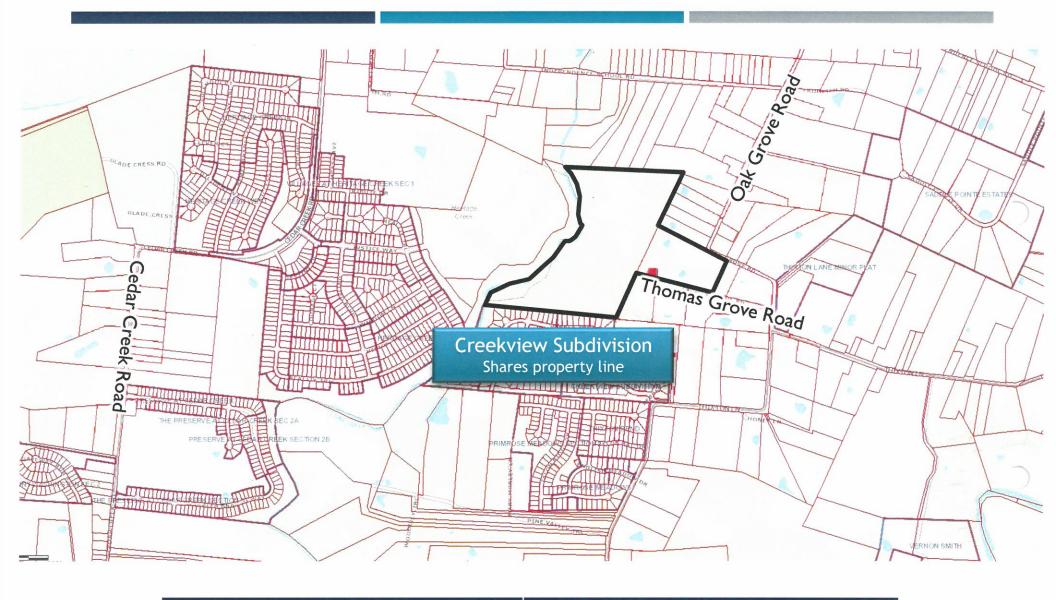




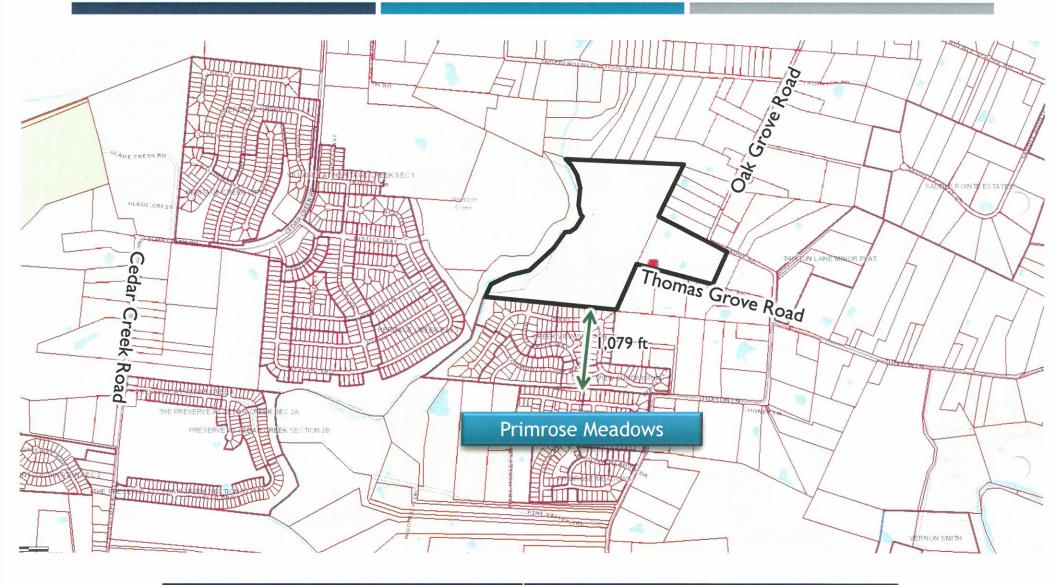
Heritage Creek Extension	Subject Site			
Zoned R-5	R-4 request			
4.02 du/a	2.62 du/a			
No road improvements	Proposed road improvements			



Preserve at Cedar Creek	Subject Site				
Zoned R-4	R-4 request				
3.94 du/a	2.62 du/a				
No road improvements	Proposed road improvements				



Creekview Subdivision	Subject Site			
Zoned R-4	R-4 request			



Primrose Meadows	Subject Site			
Zoned R-4	R-4 request			

May 9, 2022

Traffic Impact Study

Oak Grove Subdivision 10212 Oak Grove Road Louisville, KY

Prepared for

Louisville Metro Planning Commission





Table 2. Peak Hour Level of Service

	A.M.			P.M.		
Approach	2021	2027	2027	2021	2027	2027
	Existing	No Build	Build	Existing	No Build	Build
Cedar Creek Road at Independence School						
Independence School Road Eastbound	A	A	A	A	A	A
	8.8	8.9	8.9	9.1	9.2	9.2
Independence School Road Westbound	B	B	B	B	B	B
	10.1	10.4	10.7	10.9	11.3	11.7
Cedar Creek Road Northbound	A	A	A	A	A	A
	7.3	7.3	7.3	7.3	7.3	7.3
Cedar Creek Road Southbound	A	A	A	A	A	A
	7.7	7.7	7.6	7.9	8.0	8.1
Oak Grove Road at Thixton Lane		85				
Thixton Lane Westbound	A	A	B	B	B	B
	9.5	9.6	10.5	10.0	10.2	11.9
Oak Grove Road Southbound	A	A	A	A	A	A
	8.1	8.2	8.4	7.8	7.8	7.8
Oak Grove Road at Entrance						
Oak Grove Road Westbound			A 8.8			A 9.3
Oak Grove Road Southbound		,	A 7.4			A 7.4
Thixton Lane at Pebble Trace						
Thixton Lane Eastbound	A	A	A	A	A	A
	7.4	7.5	7.5	7.6	7.7	7.8
Pebble Trace Southbound	A	A	B	B	B	B
	9.7	9.8	10.4	10.4	10.6	11.5
Bardstown Road at Thixton Lane	B	B	B	C	C	D
	14.9	16.0	14.9	29.3	32.4	42.7
Thixton Lane Eastbound	D	D	E	E	E	E
	43.3	44.4	68.4	64.8	69.1	67.3
Bardstown Road Northbound	B	B	A	B	B	B
	12.3	13.4	9.9	13.7	16.2	19.9
Bardstown Road Southbound	B	B	B	C	D	D
	15.4	16.3	13.0	32.6	35.4	51.3

Key: Level of Service, Delay in seconds per vehicle

		A.M.		P.M.		
Approach	2021	2027	2027	2021	2027	2027
	Existing	No Build	Build	Existing	No Build	Build
Bardstown Road at Thixton Lane	В	B	B	C	C	D
	14.9	16.0	14.9	29.3	32.4	42.7
Thixton Lane Eastbound	D	D	E	E	E	E
	43.3	44.4	68.4	64.8	69.1	67.3
Bardstown Road Northbound	B	B	A	B	B	B
	12.3	13.4	9.9	13.7	16.2	19.9
Bardstown Road Southbound	B	B	B	C	D	D
	15.4	16.3	13.0	32.6	35.4	51.3

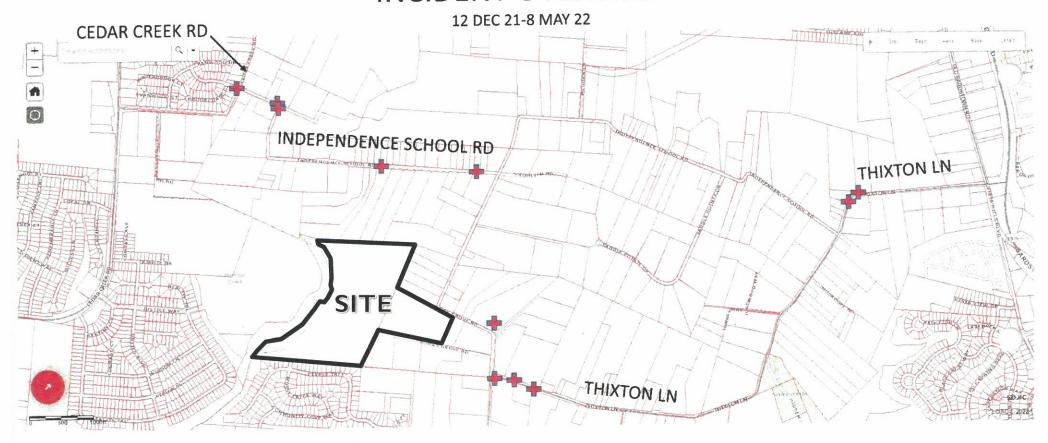
Key: Level of Service, Delay in seconds per vehicle

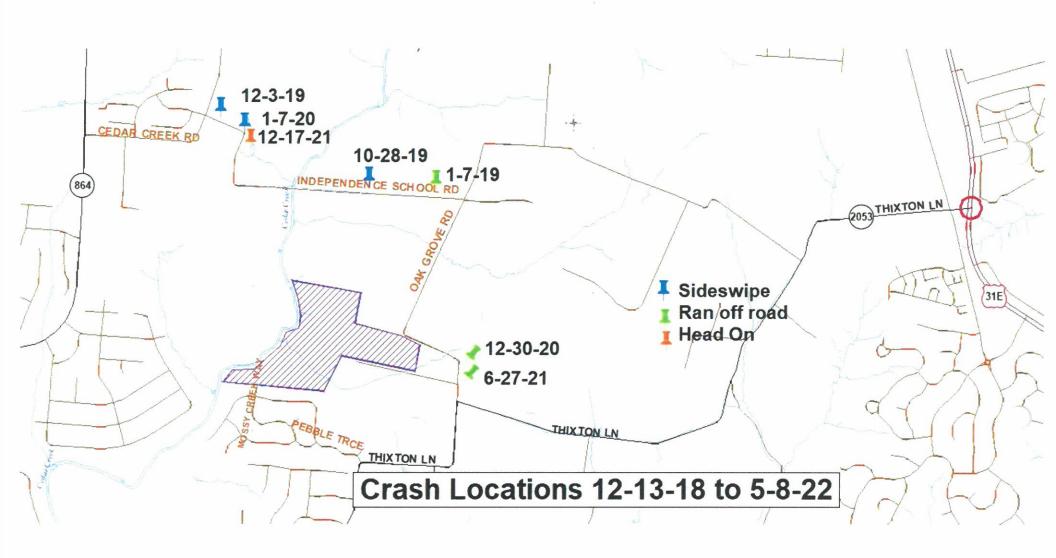
Table 3. Bardstown Road at Thixton Lane with a right turn lane on Thixton Lane

Developer to construct a right-hand turn lane on eastbound Thixton Lane between the west side of Old Bardstown Road to the east side of New Bardstown Road, per details from the Kentucky Transportation Cabinet.

		A.M.	P.M.		
Approach	2027 Build	2027 Build Thixton Ln Right	2027 Build	2027 Build Thixton Ln Right	
Bardstown Road at Thixton Lane	B	B	D	C	
	14.9	10.7	42.7	23.5	
Thixton Lane Eastbound	E	D	E	E	
	68.4	52.0	67.3	64.7	
Bardstown Road Northbound	A	A	B	B	
	9.9	6.7	19.9	11.9	
Bardstown Road Southbound	B	A	D	C	
	13.0	9.4	51.3	22.6	

OAK GROVE INCIDENT OVERVIEW



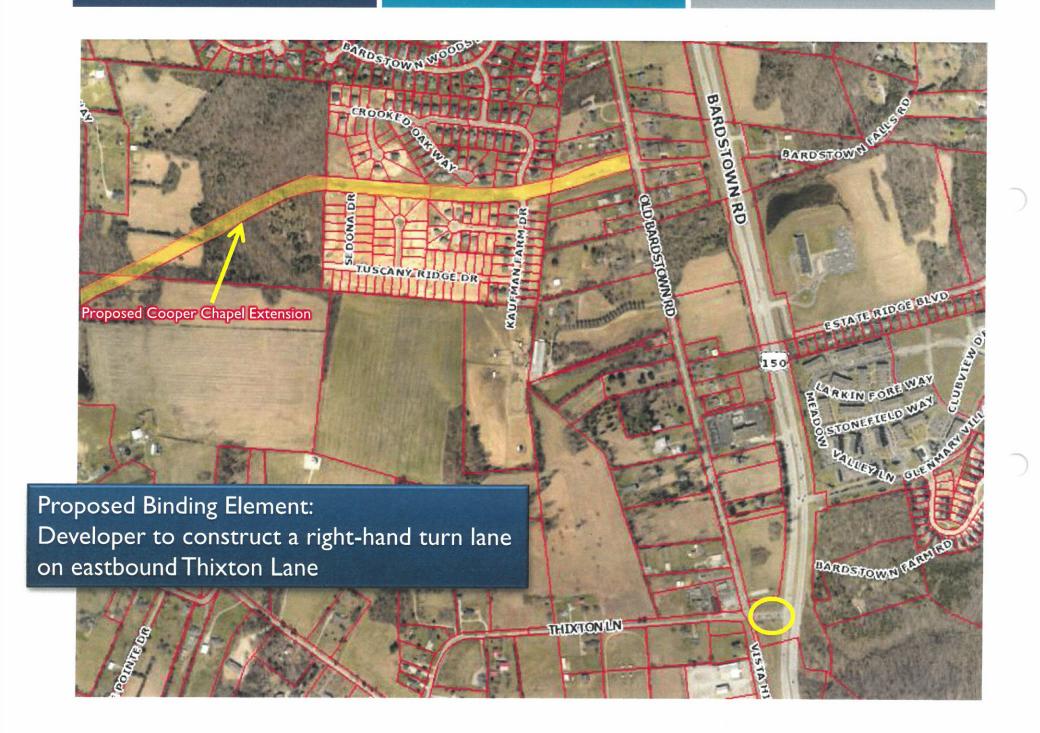


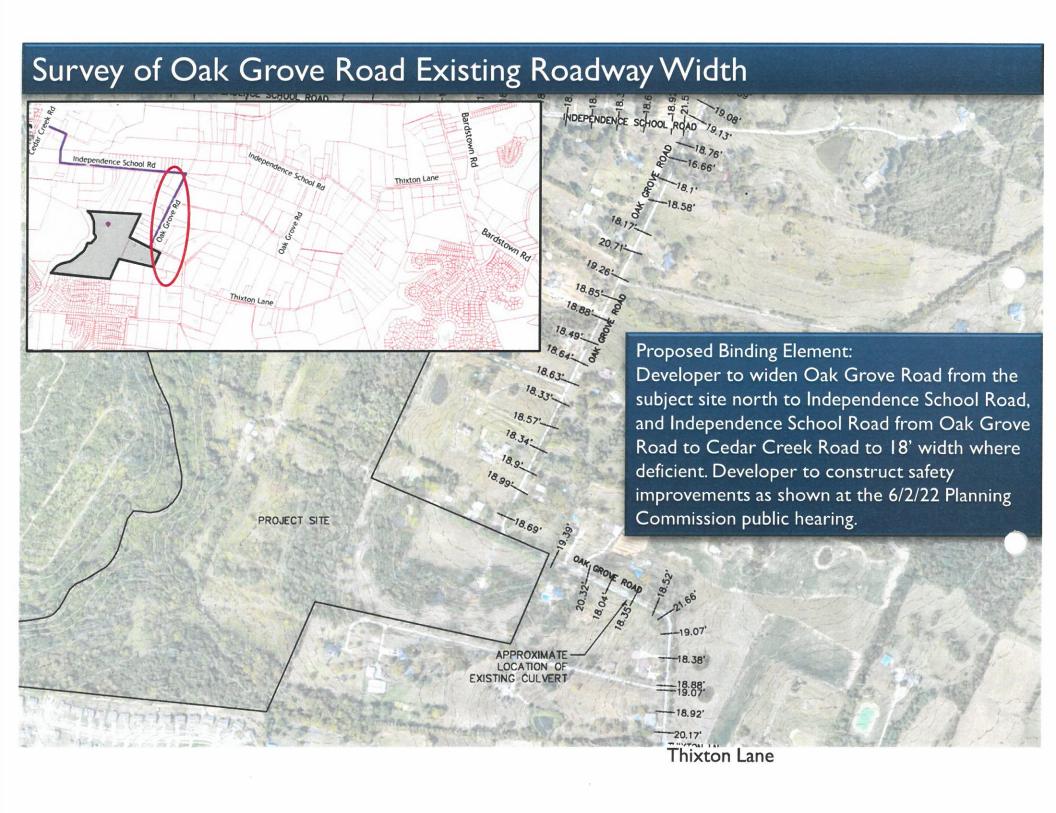
PROPOSED ADDITIONAL BINDING ELEMENTS

- Lots 119, 120, 156, and 181 as shown on the preliminary subdivision plan shall not be further subdivided and the CCRs shall include a restriction against further subdivision of said lots may be enforced by either Louisville Metro Planning Commission or any citizens/residents of Louisville, and that the subdivision restriction could only be removed or amended, but only to be less restrictive, in whole or in part, by the Louisville Metro Planning Commission in its sole discretion.
- All property owners within 500 feet of a proposed blasting location shall be notified 30 days before any blasting operations occur and be offered pre-blast surveys. Any homeowners who opt to have a pre-blast survey conducted shall be provided copies of all materials resulting from that survey, including any photos and/or videos. Any blast survey shall be done in a manner consistent with Kentucky Blasting regulations.

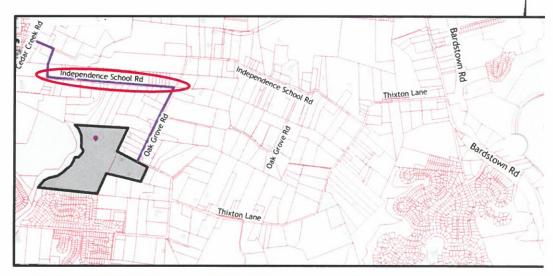
Road Improvement Binding Elements:

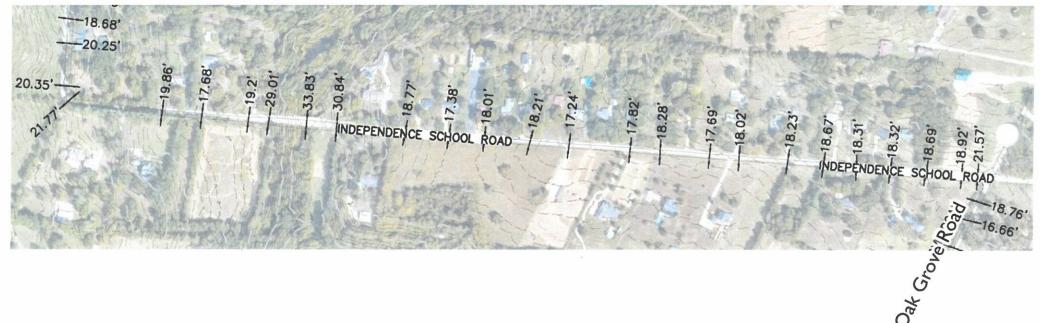
- Covenants, Conditions and Restrictions shall include a notice that the stub streets could potentially become connections.
- Developer to construct a right-hand turn lane on eastbound Thixton Lane between the west side of Old Bardstown Road to the east side of New Bardstown Road, per details from the Kentucky Transportation Cabinet.
- Developer to widen Oak Grove Road from the subject site north to Independence School Road, and Independence School Road from Oak Grove Road to Cedar Creek Road to 18' width where deficient. Developer to construct safety improvements as shown at the 6/2/22 Planning Commission public hearing.
- Developer to widen Independence School Road from Oak Grove Road to Thixton Lane, and Thixton Lane east to Bardstown Road to 18' width where deficient.





Survey of Independence School Road existing roadway width – Developer to improve to minimum 18 ft width from Cedar Creek Road to Oak Grove Road





Survey of Independence School Road Existing Roadway Width – Developer to improve to minimum 18 ft width

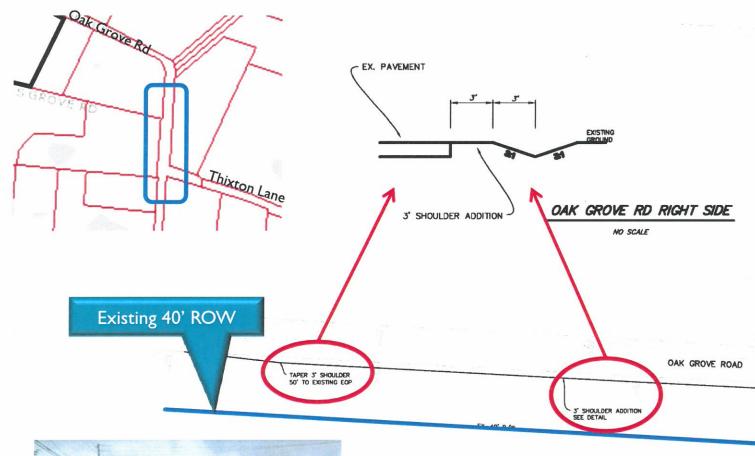




Proposed Binding Element:

Developer to widen Oak Grove Road from the subject site north to Independence School Road, and Independence School Road from Oak Grove Road to Cedar Creek Road to 18' width where deficient. Developer to construct safety improvements as shown at the 6/2/22 Planning Commission public hearing.



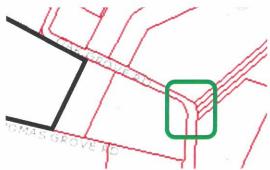




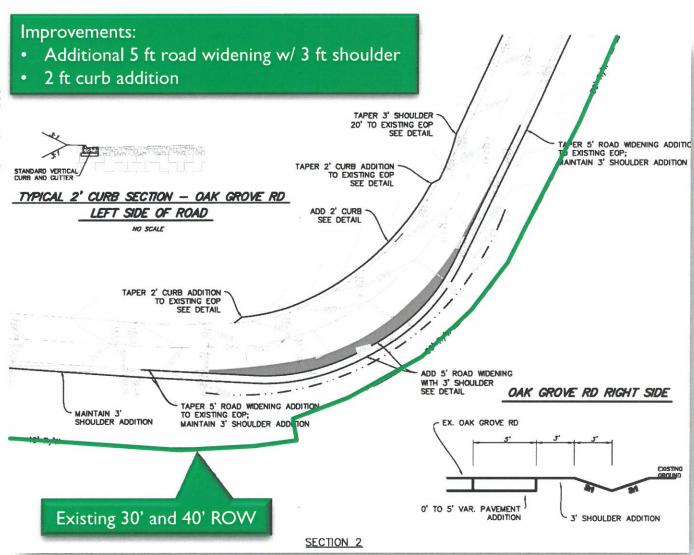
• 3 ft shoulder addition



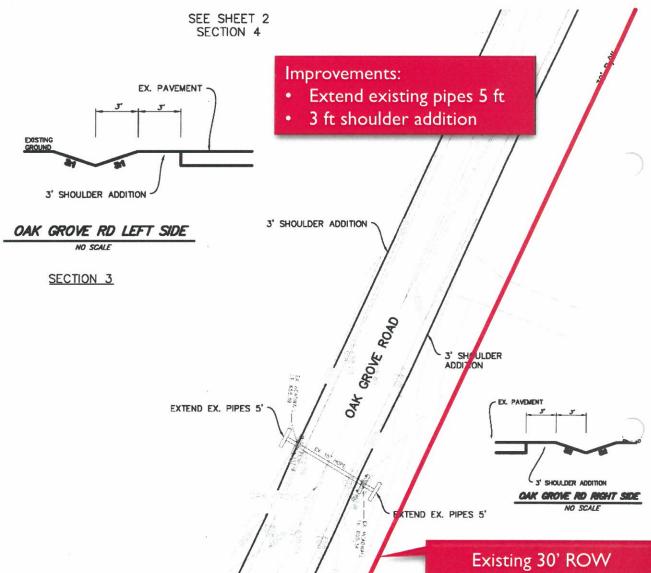






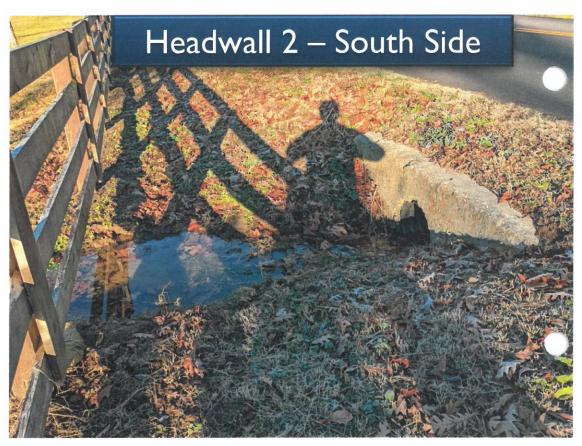


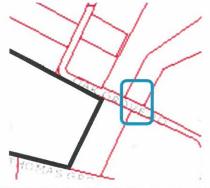




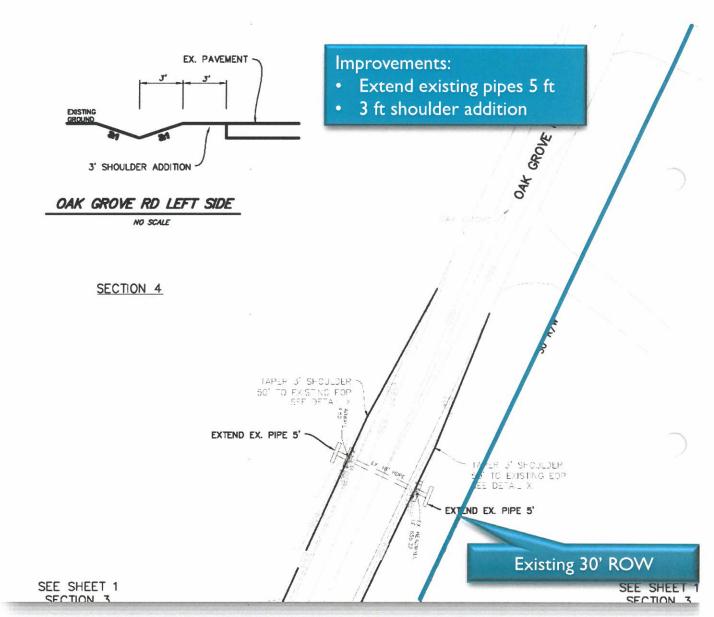
Headwall 2 – North Side

Extend existing pipes 5 ft





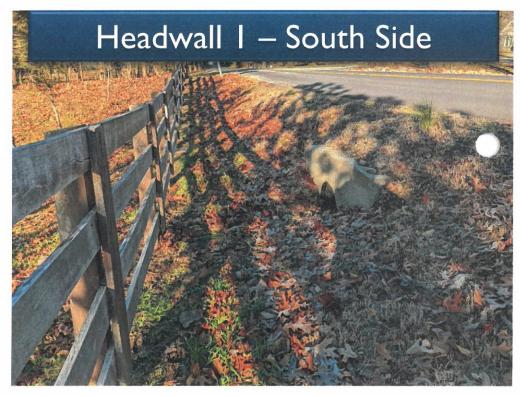




Headwall I – North Side



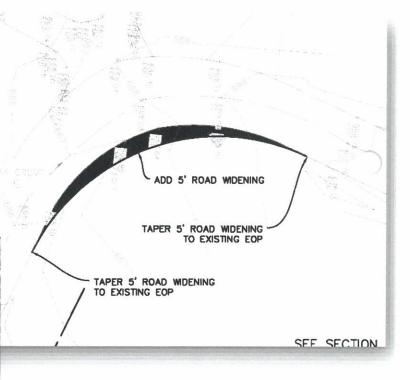
Extend existing pipes 5 ft

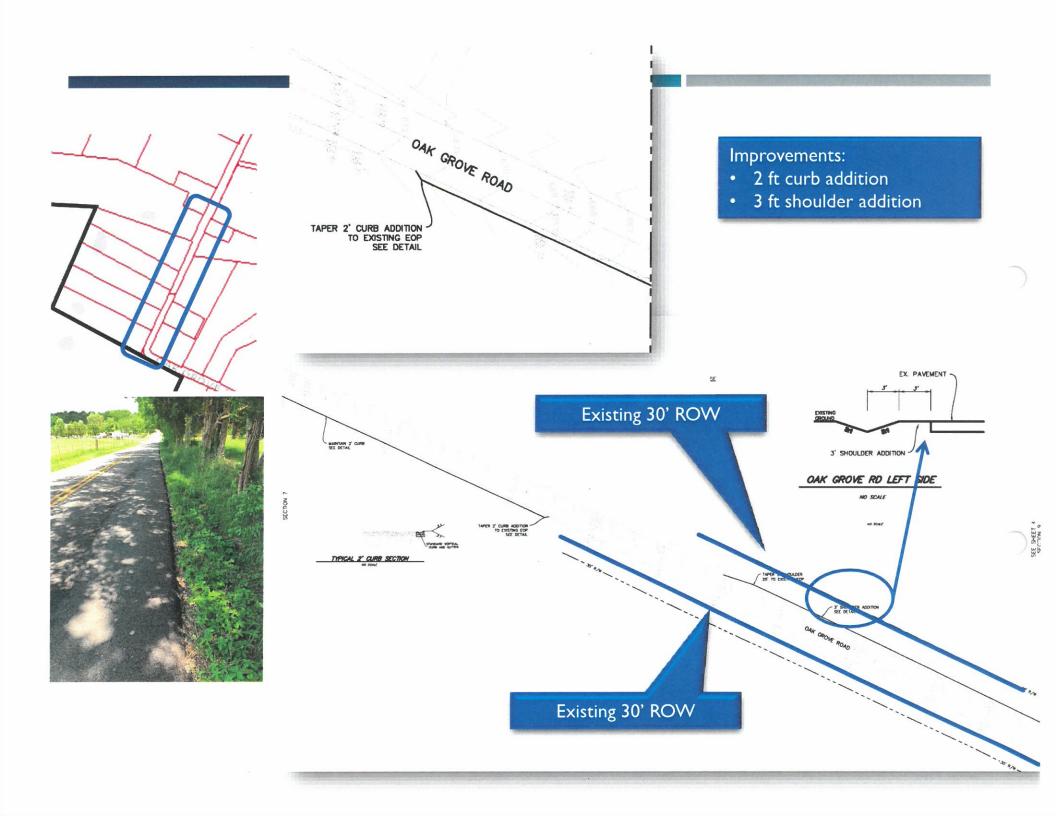




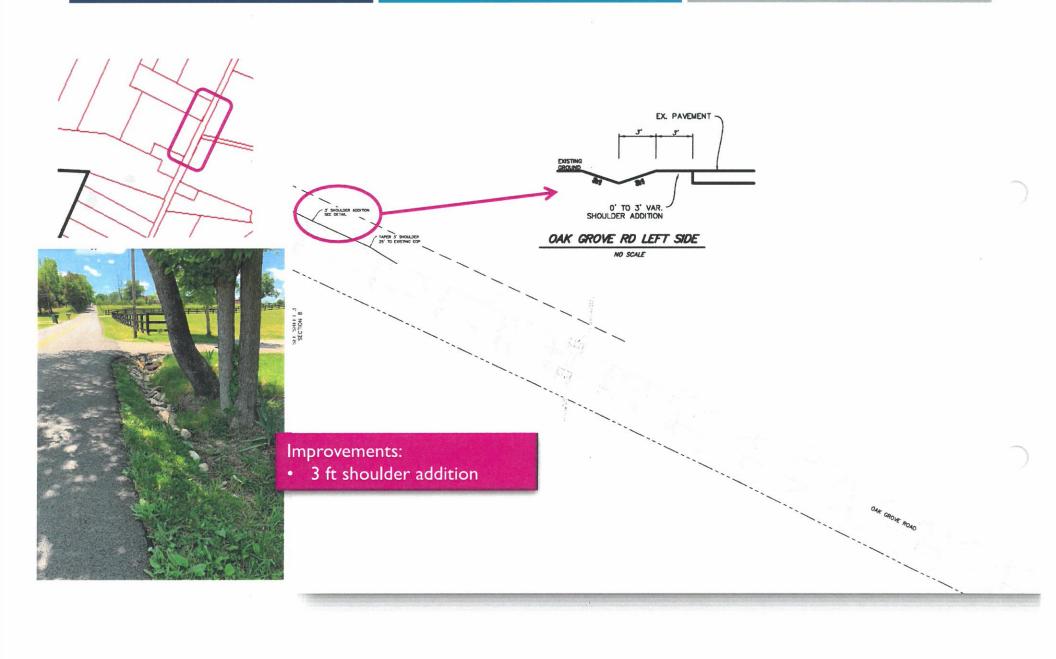
Improvements:5 ft road widening



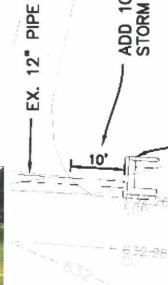










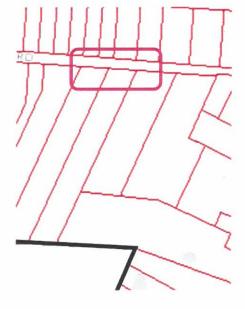


Improvements:

- Add safety headwall
- Add storm pipe



INDEPENDENCE SCHOOL ROAD

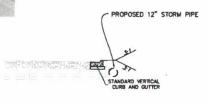


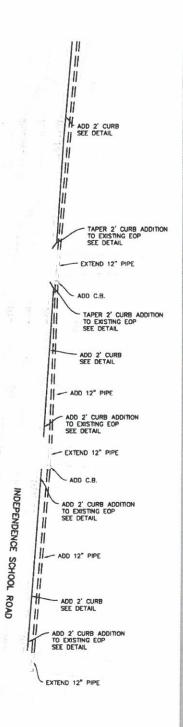
Improvements:

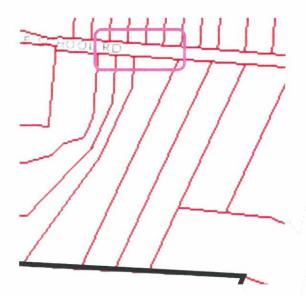
- Add 2 ft curb
- Extend pipe



SECTION 13







Improvements:

- Add 2 ft curb
- Extend pipe



ADD 12' HDPE

TAPER 2' CURB ADDITION
TO EXISTING EOP
SEE DETAIL

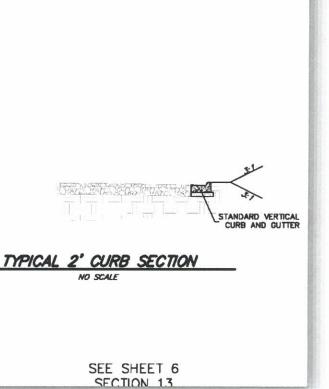
ADD 2' CURB
SEE DETAIL

ADD 12" PIPE

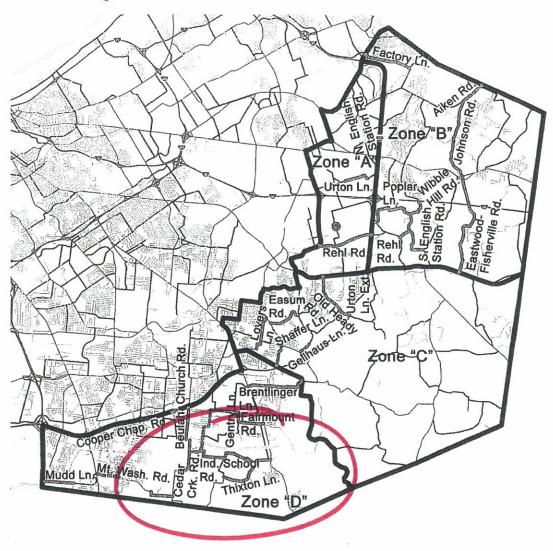
TAPER 2' CURB ADDITION
TO EXISTING EOP
SEE DETAIL

TAPER 2' CURB ADDITION
TO EXISTING EOP
SEE DETAIL

TAPER 2' CURB ADDITION
TO EXISTING EOP
SEE DETAIL









Copyright (c) 2004, LOUISVILLE AND JEFFERSON COUNTY METROPOLITAN SEWER DISTRICT (MSD), LOUISVILLE WATER COMPANY (LWC) and LOUISVILLE METRO GOVERNMENT All Rights Reserved



REVISED 3-29-06

PAGE 1 OF 2

EXHIBIT "A"

System Development Designated Roads Status as of December 31, 2019

	Miles	Status
Zone A		
Rehl Road - Blankenbaker Pkwy to I-265	1.3	Not Started
Tucker Station Road - Bridge Replacement		Complete
Urton Lane (N Pope Lick Rd. To Urton Lane Extension	0.85	Complete
		2.15
Designated Corridor Project		
North English Station Road Aiken Rd. to Old Henry	0.85	Pending - to be completed by KYTC
80/20 Local Match		0.85
Zone Percentage by Milage	7.02%	3
Zone 8		
Aiken Road (Johnson Road to Co. Line)	0.85	Complete
Eastwood-Fisherville Road (US 60 to Taylorsville Road)	3.49	Complete
Eastwood-Fisherville Road (Railroad Underpass)		Not Started
Factory Lane (LaGrange Rd. to Old Henry Rd.)		

Factory Lane (LaGrange Rd. to Old Henry Rd.)
Johnson Road (Shelbyville Rd. to Aiken Rd.)
Poplar Lane (S. Pope Lick Rd. to S. English Station
Rehl Road (S. Pope Lick Rd. to S. English Station R
South English Station Road (Poplar Lane to Echo 1
Wibble Hill Road (S. English Station Rd. to 164)

Beckley Station Road - Added by Committee Aiken & Bush Farm Rd intersection - Added by Co N English Station Rd intersection- Added by Com

Zone C

Easum Road (Billtown Rd. to Cheoweth Run Rd.)
Geihaus Lane (Bus Compound Improvements)
Lovers Lane (Seatonville Rd. to Billtown Rd.)
Old Heady Road (I-265 to Taylorsville Rd.)
Shaffer Lane (Seatonville Rd. to Billtown Rd)
Urton Iane Ext.: Did Heady Rd. to Taylorsville Rd.
Urton Iane Ext.: Old Heady Rd. to Taylorsville Rd.



Zone D
Beulah Church Road (I-265 to Heritage Creek)
Brentlinger Lane (Bardstown Rd. to Seatonville Rd.)
Fairmount Road (Bardstown Rd. to Seatonville Rd.)
Gentry Lane (Fairmount Rd. to Cedar Creek Rd.)
Independence School Road (Cedar Creek Rd. to Thixton Ln.) -
Mt. Washington Road (90 degree bend to Cedar Creek Rd)
Mt. Washington Road (Preston Hwy to Waycross Dr)
Mudd Lane (Blue Lick Rd. to Cody Lane)
Thixton Lane (Bardstown Road to Oak Grove Road)
Cedar Creek Rd (Beulah Church Rd to Gentry Ln)

2	Complete
1.9	Complete
0.71	Complete
0.46	Complete
2.23	(Complete)
0.01	Complete
0.79	Complete
1	Not Started
1.88	Complete
2.61	Complete
	13.59
	- majorijako



Zone Percentage by Milage	42.23%	18.04
80/20 Local Match		4.45
Cooper Chapel Road Phase 3 - Beulah Church to Old Bardstown	2.6	Design
80/20 Local Match		
Cooper Chapel Road Phase 1 - Preston Hwy to Smyrna Rd.	1.85	Substantially Complete
Designated Corridor Project		
		13.59
Cedar Creek Rd (Beulah Church Rd to Gentry Ln)	2.61	Complete
Thixton Lane (Bardstown Road to Oak Grove Road)	1.88	Complete
Mudd Lane (Blue Lick Rd. to Cody Lane)	1	Not Started
Mt. Washington Road (Preston Hwy to Waycross Dr)	0.79	Complete
Mt. Washington Road (90 degree bend to Cedar Creek Rd)	0.01	Complete
Independence School Road (Cedar Creek Rd. to Thixton Ln.)	2.23	[Complete]
Gentry Lane (Fairmount Rd. to Cedar Creek Rd.)	0.46	Complete
Fairmount Road (Bardstown Rd. to Seatonville Rd.)	0.71	Complete
Brentlinger Lane (Bardstown Rd. to Seatonville Rd.)	1.9	Complete
Beulah Church Road (I-265 to Heritage Creek)	2	Complete
Zone D		

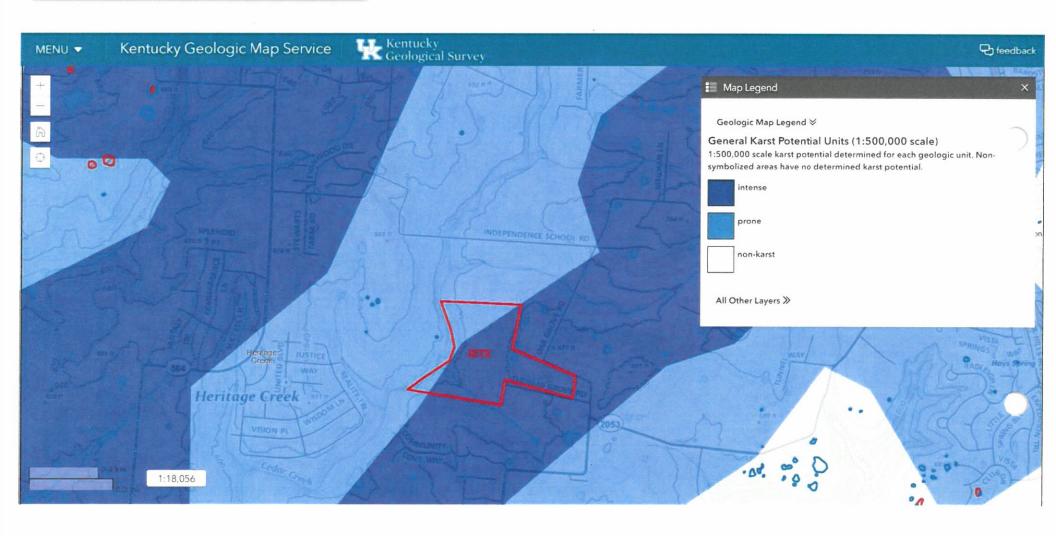
Funds encumbered from bond issued to support system development projects: Funds remaining from bond issued to support system development projects: \$320,407 \$1,801,098

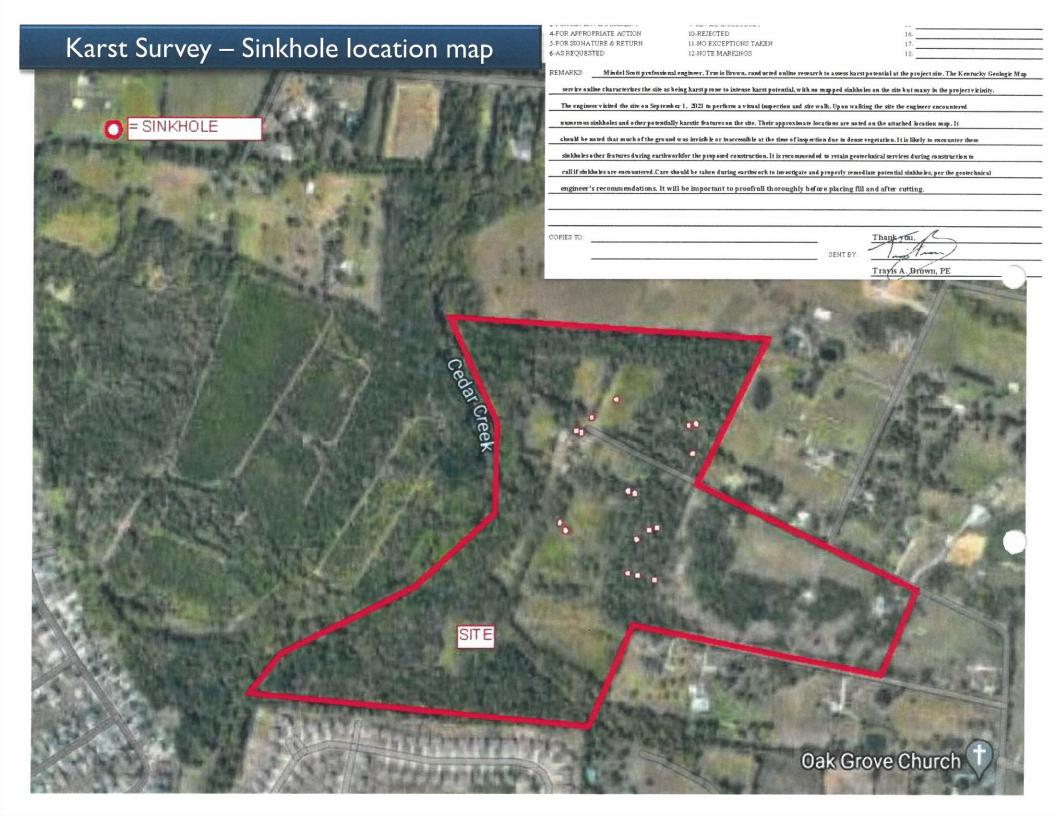
Proposed subdivision plan

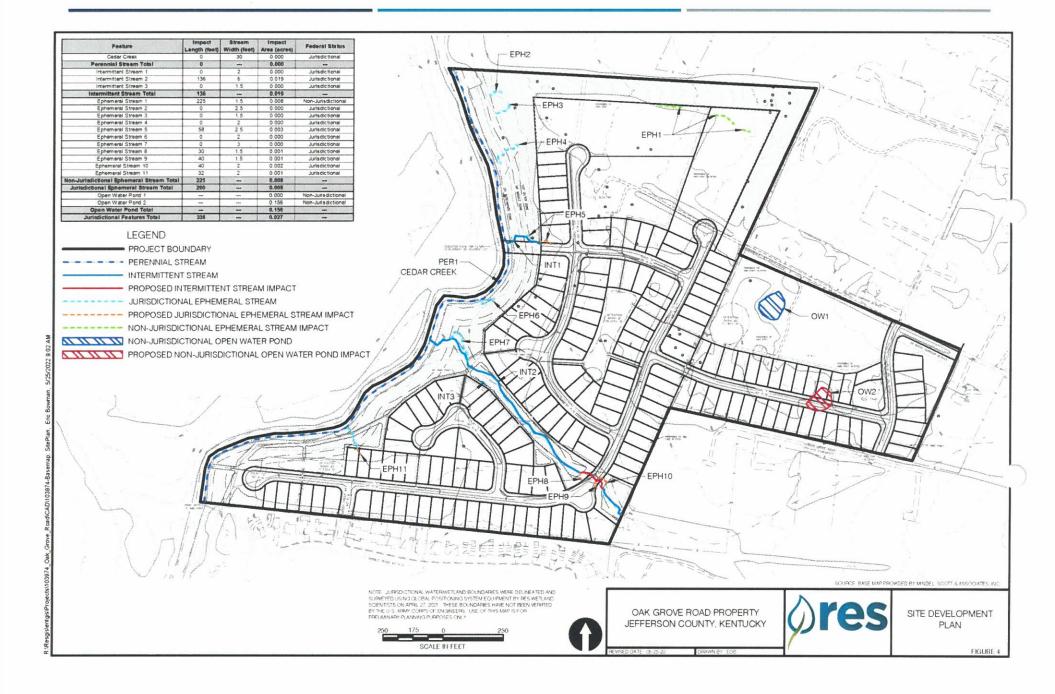


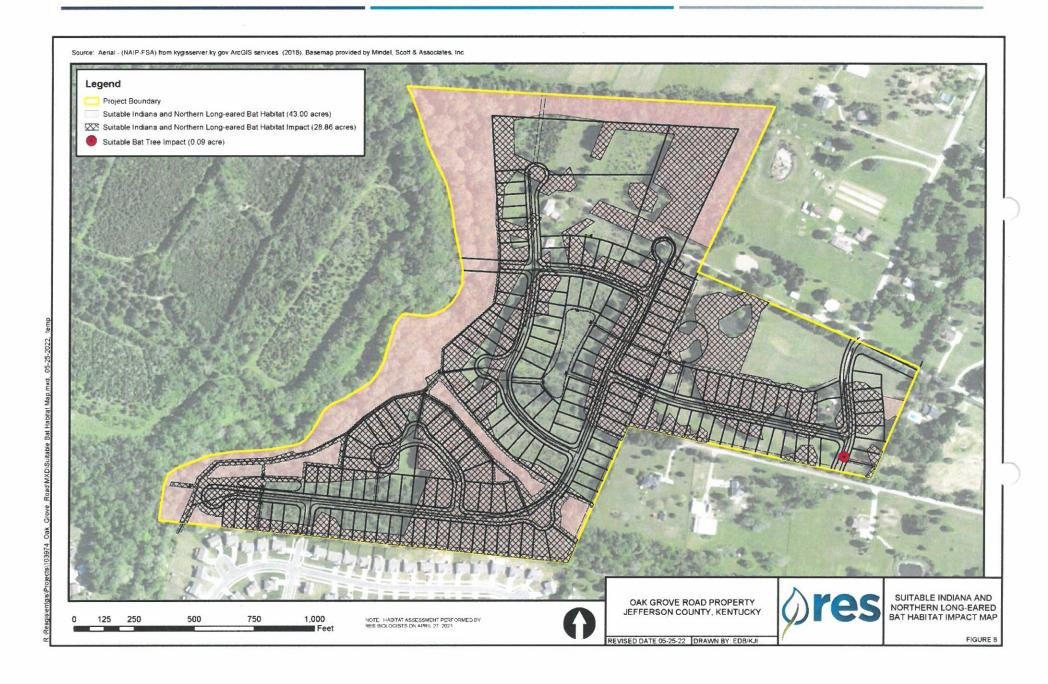
	÷			

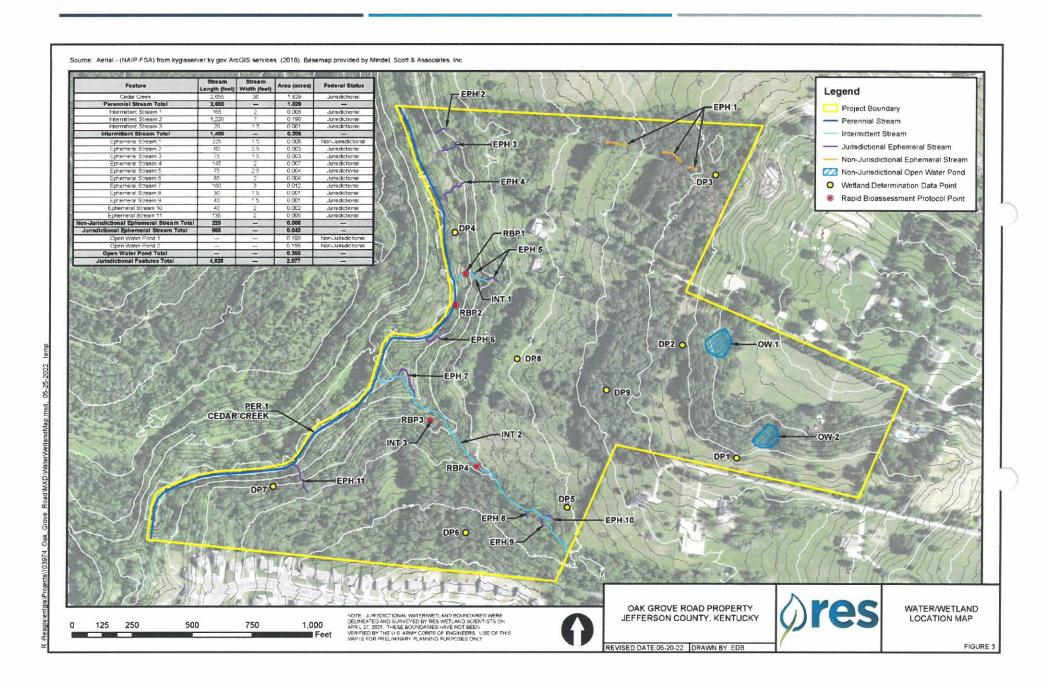
Karst Potential Map

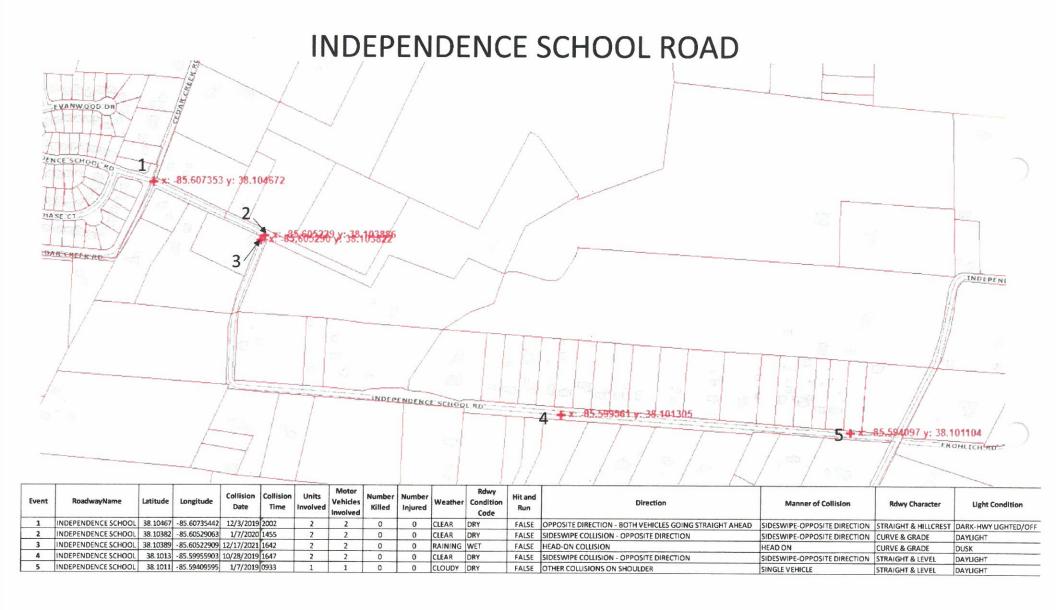




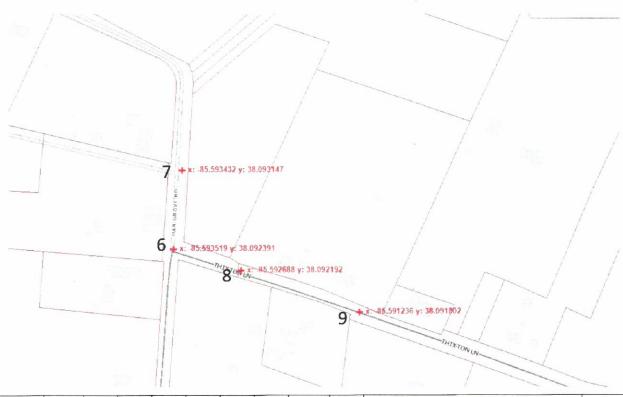








OAK GROVE RD & THIXTON LN



Event	RoadwayName	Latitude	Longitude	Collision Date	Collision Time	Units Involved	Motor Vehicles Involved	Number Killed	Number Injured	Weather	Rdwy Condition Code	Hit and Run	Direction	Manner of Collision	Rdwy Character	Light Condition
6	OAK GROVE	38.09239	-85.59351963	12/31/2020	0720	1	1	0	0	CLOUDY	WET	FALSE	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVEN	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF
7	OAK GROVE	38.09315	-85.59343312	6/27/2021	0519	1	1	0	0	CLEAR	DRY	FALSE	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT CO	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED
8	THIXTON	38.09219	-85.59268699	8/6/2019	1733	2	2	0	0	CLEAR	DRY	FALSE	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
9	THIXTON	38.0918	-85.5912368	11/8/2019	1700	1	1	0	0	CLEAR	DRY	FALSE	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT

Oak Grove Right-of-Way



EXISTIAL OF DAVEMENT

ENGLE OF DAVEMENT

I" +06" EXISTING SHOULDES PAUEMENT

Ordinance for area-wide rezoning in area on 72 parcels, Case #9868

ORDINANCE No. 40 , SERIES 2008

AN ORDINANCE CHANGING THE ZONING FROM R-4 SINGLE-FAMILY RESIDENTIAL TO R-R RURAL RESIDENTIAL ON 732 PARCELS OF PROPERTY, AND 1011 THIXTON LANE (TAX BLOCK 0087 LOT 0243 SUB LOT 0000) SHALL REMAIN R-4 SINGLE-FAMILY RESIDENTIAL, AS IDENTIFIED FURTHER IN THE ATTACHED LEGAL DESCRIPTIONS, LOCATED IN THE THIXTON LANE AREA, CONTAINING 466.03 461.10 ACRES AND BEING IN LOUISVILLE METRO (CASE NO. 9868) (AS AMENDED)

SPONSORED BY: COUNCILMAN TOM OWEN

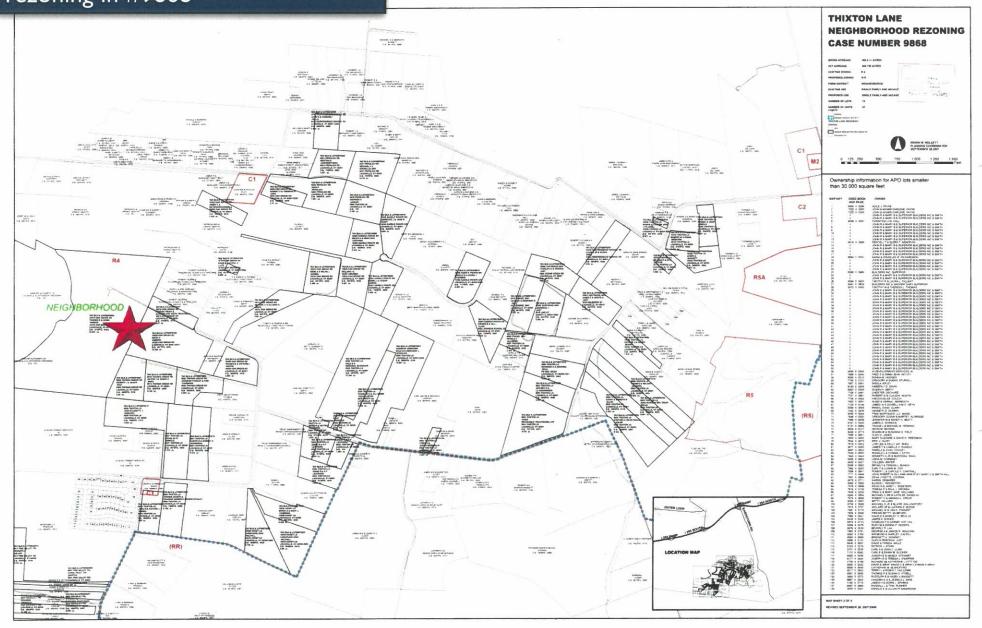
WHEREAS, the Legislative Council of the Louisville/Jefferson County Metro Government (the "Council") has considered the evidence presented at the public hearing held by the Louisville Metro Planning Commission and the recommendations of the Commission and its staff as set out in the minutes and records of the Planning Commission in Case No. 9868; and

WHEREAS, the Council concurs in and adopts the findings of the Planning Commission for the zoning changes in Case No. 9868 and approves and accepts the recommendations of the Planning Commission as set out in said minutes and records;

NOW THEREFORE BE IT ORDAINED BY THE LEGISLATIVE COUNCIL OF THE LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT AS FOLLOWS:

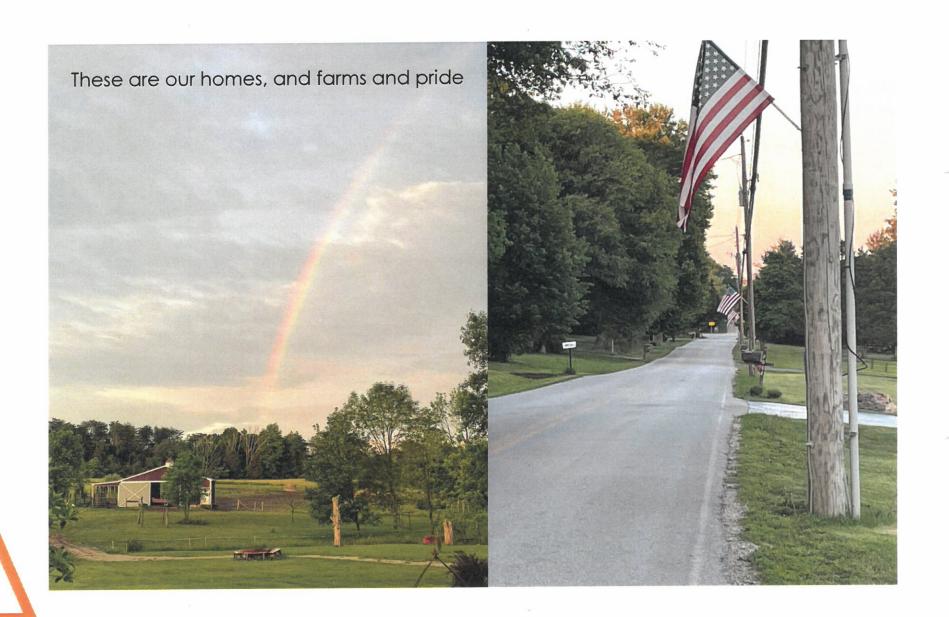
Section I: That the properties located in the Thixton Lane Rezoning Area, as that term is defined in the minutes and records of the Planning Commission in Case No. 9868, containing 466.03 461.10 acres and being in Louisville Metro, more particularly described in said minutes and records, are hereby rezoned from R-4 Single Family

Properties within the area-wide rezoning in #9868



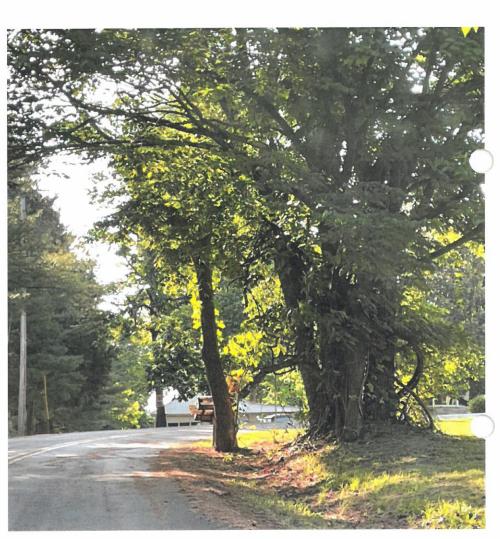




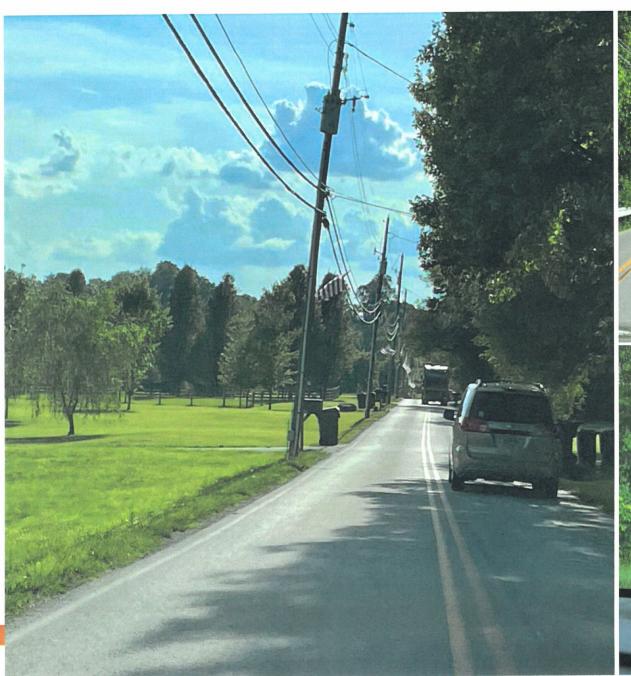






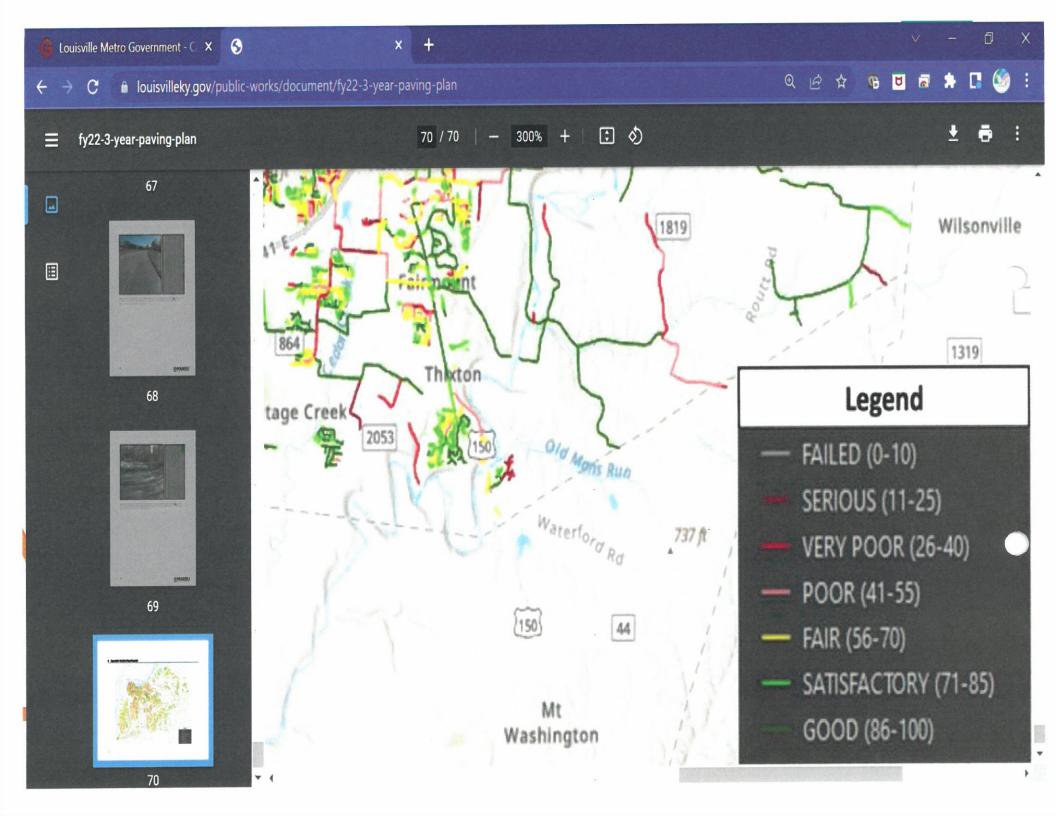


Oak grove shoulder, sign placement and damage and curve at entrance







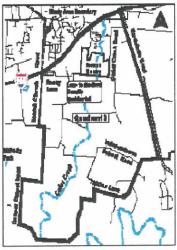


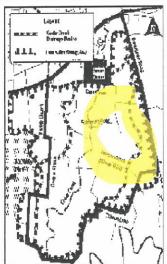
Quadrant III: Southwestern Quadrant

Preserve the existing rural residential and agricultural character of the southwestern quadrant while protecting the most significant natural resource in the quadrant, the Cedar Creek waterahed. Such preservation would include strict regulation of the type and scale of development permitted in area.

Key Implementing Actions

- Conduct a study for a relatively large sparsely developed area south of the Gene Snyder Freeway and west of Bardstown Road to stid in the development of a preservation strategy for the area.
- Promote the use of the Jefferson County Environnestal Frant as a tool for landowners to use for the preservation of their land.
- Encourage only medium to low density zeridential land uses for the vacant land in the southeast quadrant of the Gene Sayder Freeway/Beulah Church Road interchange.
- Designate a bikeway along Coder Creek Road, Gentry Lene, and Fairmount Road to creeks a "loop" network.





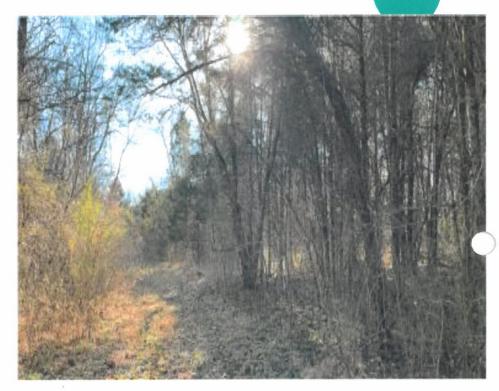
8.2.2 Existing Rural, Agricultural Land

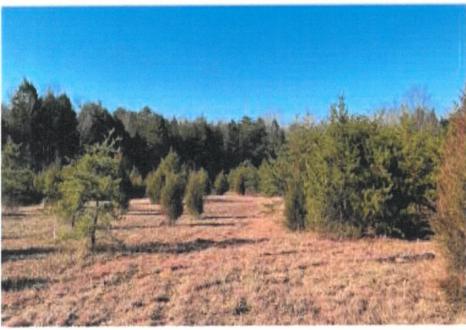
Preservation of the rural, agricultural landscape that characterizes the majority of this area is a top concern of the residents of Quadrant III. In fact, many public comments have recommended land uses no more intense than one house per five acres (*i.e.*, R-R "rural residential" zoning). However, nearly all the land is currently zoned R-4, which permits 4.8 detached houses per acre. Seeking to prevent this type of development, many citizens signed and presented a petition to have the area downzoned. Their action presents the community with several options, which range from permitting the development of numerous of R-4-style residential neighborhoods, to undertaking an area-wide rezoning to R-R.

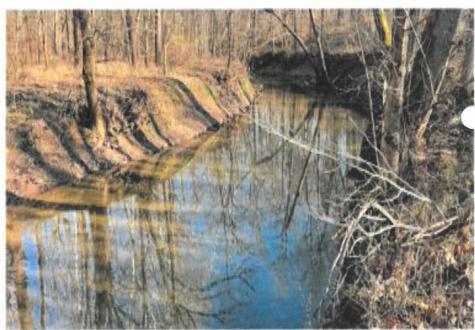
If the area's rural character is to be maintained, there are many interrelated variables and issues that will have to be addressed, including 1) identifying the geographic areas that should be preserved versus those appropriate for development, 2) determining the appropriate intensity of development and associated zoning designation, or mix of zoning designations, that should be used in the quadrant, 3) identifying other options to downzoning, such as the dedication of a conservation easement or easements to a land trust or creating design measures to preserve the area's rural character, and creating a development review overlay district to acheive the residents' goals of environmental protection and rural character preservation, 4) determining what transportation improvements would be needed in the quadrant, and 5) assessing the potential impacts to surrounding areas. These issues are briefly dis-

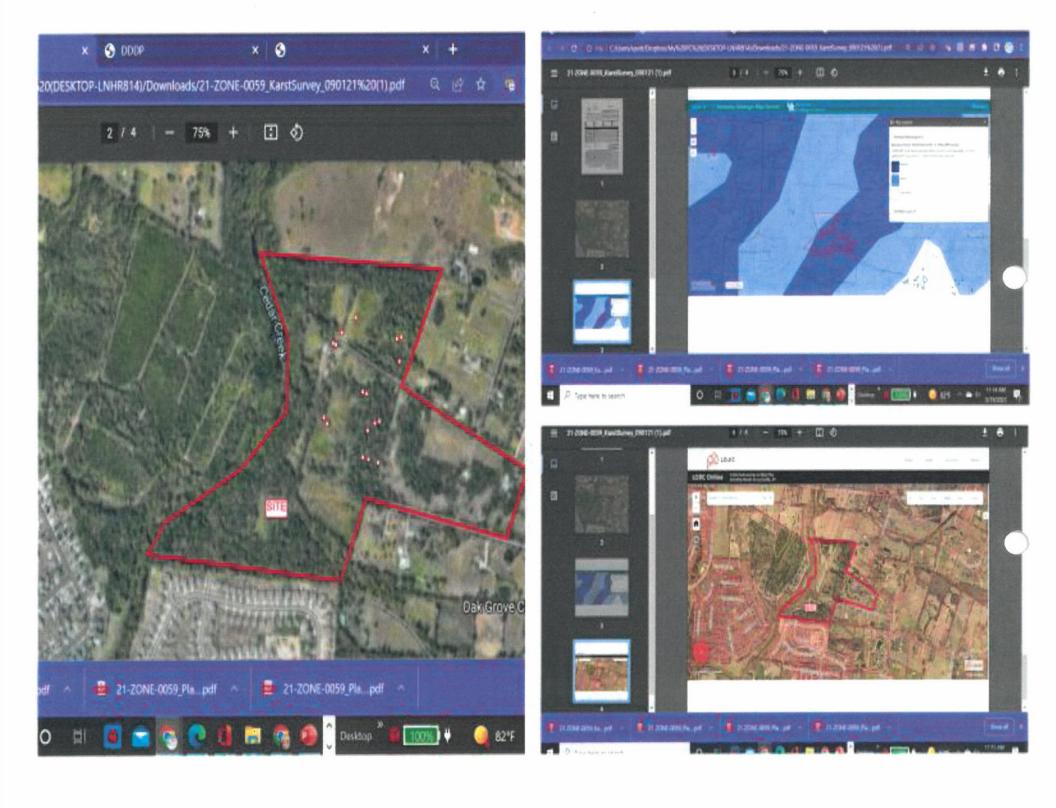












Dear Mr. Schutte:

RES Kentucky, LLC dba Redwing (Redwing) is pleased to provide JSCC, LLC with this Water/Wetland Delineation Summary Report for the Oak Grove Road Property in Jefferson County, Kentucky. The 68-acre site is located on the west side of Oak Grove Road, approximately 0.4 mile south of Independence School Road (Figure 1). The project site is composed of two parcels: 10212 and 10302 Oak Grove Road. The goal of these services was to identify the location and extent of jurisdictional waters/wetlands and federally threatened/endangered (T/E) species habitat within the project area to assist JSCC, LLC and Mindel, Scott & Associates, Inc. (MSA) with preliminary project planning.

Based on the delineation, jurisdictional water/wetland features present on the site include one perennial stream (Cedar Creek) measuring 2,665 linear feet (1.829 acres) and three intermittent streams totaling 1,405 linear feet (0.205 acre) (Figure 2). Non-jurisdictional features on site include 11 ephemeral streams totaling 1,090 linear feet (0.051 acre) and two open water ponds totaling 0.355 acre.

In addition, suitable habitat for federally-listed T/E species on site includes: suitable summer roosting habitat for the Indiana bat (*Myotis sodalis*) and the northern long-eared bat (*Myotis septentrionalis*) in the in the mixed-aged woods; and foraging habitat for the gray bat (*Myotis grisescens*) along Cedar Creek. Although marginal suitable habitat for Kentucky glade cress (*Leavenworthia exigua laciniata*) was identified, no individuals are present. No other suitable habitat for T/E species was identified in the project area.

Under the Section 404 permitting process, the USACE determines if consultation with the U.S. Fish and Wildlife Service (USFWS) is required to address potential impacts to T/E species and if consultation with the State Historic Preservation Office (SHPO) is required to address potential impacts to significant archaeological/historic features.

Based on the development plan provided by MSA, there is only one proposed crossing on the upstream portion of Intermittent Stream 2. If the crossing can be bridged, resulting in no impacts to Intermittent Stream 2, no permit from the USACE or KDOW-WQC Section will be required for the project and therefore, no consultation with the USFWS and SHPO is required. If the crossing will be culverted, the project can be authorized under a NWP 14 for linear transportation without notification to the USACE and no coordination with KDOW-WQC Section would be required. However, coordination with the USFWS and SHPO may be required.

CONCLUSION

Based on the delineation, jurisdictional water/wetland features present on the site include one perennial stream (Cedar Creek) measuring 2,665 linear feet (1.829 acres) and three intermittent streams totaling 1,405 linear feet (0.205 acre) (Figure 2). Non-jurisdictional features identified in the

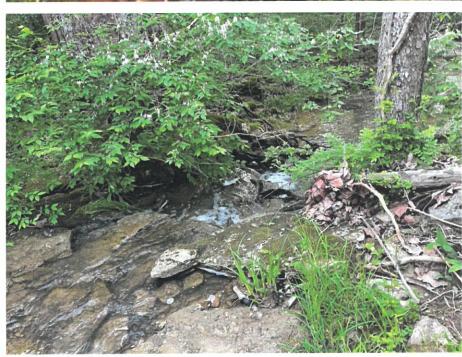
4











100.2111 Alternative regulation for zoning map amendment.

A legislative body or fiscal court may adopt, in lieu of the provisions of KRS 100.211, a regulation to provide as follows:

- (1) A proposal for a map amendment may originate with the planning commission of the unit, with any fiscal court or legislative body which is a member of the unit, or with the owner of the property in question.
- (2) Regardless of the origin of the proposed amendment, it shall be referred to the planning commission before adoption.
- (3) The planning commission shall then hold at least one (1) public hearing after notice as required by KRS Chapter 424 and this chapter and make recommendations to the various bodies or fiscal courts involved.
- (4) A planning commission recommendation relating to the proposed amendment shall become final and the map amendment shall be automatically implemented subject to the provisions of KRS 100.347, all as set forth in the planning commission recommendations, unless within twenty-one (21) days after the final action by the planning commission:
 - (a) Any aggrieved person files a written request with the planning commission that the final decision shall be made by the appropriate legislative body or fiscal court; or
 - (b) The appropriate legislative body or fiscal court files a notice with the planning commission that the legislative body or fiscal court shall decide the map amendment.
- (5) It shall take a majority of the entire legislative body or fiscal court to override the recommendation of the planning commission.
- (6) All procedures for public notice and publication as well as for adoption shall be the same as for the original enactment of a zoning regulation, and the notice of publication shall include the street address of the property in question, or if one is not available, or if it is not practicable due to the number of addresses involved, a geographic description sufficient to locate and identify the property, and the names of the two (2) streets on either side of the property which intersect the street on which the property is located. If the property is located at the intersection of two (2) streets, the notice shall designate the intersection by name of both streets rather than name the two (2) streets on either side of the property.

Effective: July 15, 1988

History: Created 1985 Ky. Acts ch. 31, sec. 1, effective July 15, 1985.

100.213 Findings necessary for proposed map amendment - Reconsideration.

- (1) Before any map amendment is granted, the planning commission or the legislative body or fiscal court must find that the map amendment is in agreement with the adopted comprehensive plan, or, in the absence of such a finding, that one (1) or more of the following apply and such finding shall be recorded in the minutes and records of the planning commission or the legislative body or fiscal court:
 - (a) That the existing zoning classification given to the property is inappropriate and that the proposed zoning classification is appropriate;
 - (b) That there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in the adopted comprehensive plan and which have substantially altered the basic character of such area.
- (2) The planning commission, legislative body, or fiscal court may adopt provisions which prohibit for a period of two (2) years, the reconsideration of a denied map amendment or the consideration of a map amendment identical to a denied map amendment.

Effective: July 15, 1996

History: Amended 1986 Ky. Acts ch. 141, sec. 21, effective July 15, 1986. — Amended 1980 Ky. Acts ch. 325, sec. 1, effective July 15, 1980. — Amended 1968 Ky. Acts ch. 198, sec. 1. — Created 1966 Ky. Acts ch. 172, sec., 34.

100.182 Effect of failure to comply strictly with procedural provisions or publication requirements -- Limitation.

All other provisions of this chapter to the contrary notwithstanding, no comprehensive plan, land use or zoning regulation, subdivision regulation, public improvements program, or official map regulation shall be invalidated in its entirety for failure to strictly comply with any procedural provision of this chapter or with the requirements of KRS Chapter 424 in making any publication required to be made under this chapter, unless a court finds that the failure to strictly comply with any procedural requirement results in material prejudice to the substantive rights of an adversely affected person and that such rights cannot be adequately secured by any remedy other than invalidating the comprehensive plan, land use or zoning regulation, subdivision regulation, public improvements program, or official map regulation in its entirety.

Effective: July 15, 1986

History: Amended 1986 Ky. Acts ch. 141, sec. 9, effective July 15, 1986. — Created 1984 Ky. Acts ch. 412, sec. 1, effective July 13, 1984.

ORDINANCE NO. 067 , SERIES 2021

AN ORDINANCE RELATING TO THE ZONING OF PROPERTIES LOCATED AT 8000 AND 8006 CEDAR CREEK ROAD AND PARCEL ID 065600310000 CONTAINING APPROXIMATELY 19.7 ACRES AND BEING IN LOUISVILLE METRO (CASE NO. 20ZONE0060) (AMENDMENT BY SUBSTITUTION).

SPONSORED BY: COUNCIL MEMBER BRENT ACKERSON

WHEREAS, the Legislative Council of the Louisville/Jefferson County Metro Government (the "Council") has considered the evidence presented at the public hearing held by the Louisville Metro Planning Commission (the "Planning Commission") and the recommendations of its Staff as set out in the minutes and records of the Planning Commission in Case No. 20ZONE0060; and

WHEREAS, the Council rejects the findings of the Planning Commission denying the zoning change in Case No. 20-ZONE-0060 and has made alternative findings of fact based on the Planning Commission's record that the proposed zoning change is in compliance with the Goals, Objectives and Policies of the Comprehensive Plan ("Plan 2040") which support the approval of the application to rezone the subject property from R-4 to R-6; and

whereas, the Council makes the following findings of fact based upon the record established before the Planning Commission for Case No. 20ZONE0060 in order to reject the recommendation of the Planning Commission and to change the existing R-4 Residential designation to R-6 on the property located at 8000 and 8006 Cedar Creek Road and Parcel ID No. 065600310000, and being in Louisville Metro; and

WHEREAS, contrary to the Planning Commission's findings, the proposed plan includes stub connections to the north and south such that the approved and existing

100.2111 Alternative regulation for zoning map amendment.

A legislative body or fiscal court may adopt, in lieu of the provisions of KRS 100.211, a regulation to provide as follows:

- A proposal for a map amendment may originate with the planning commission of the unit, with any fiscal court or legislative body which is a member of the unit, or with the owner of the property in question.
- Regardless of the origin of the proposed amendment, it shall be referred to the planning commission before adoption.
- (3) The planning commission shall then hold at least one (1) public hearing after notice as required by KRS Chapter 424 and this chapter and make recommendations to the various bodies or fiscal courts involved.
- (4) A planning commission recommendation relating to the proposed amendment shall become final and the map amendment shall be automatically implemented subject to the provisions of KRS 100.347, all as set forth in the planning commission recommendations, unless within twenty-one (21) days after the final action by the planning commission:
 - (a) Any aggrieved person files a written request with the planning commission that the final decision shall be made by the appropriate legislative body or fiscal court; or
 - (b) The appropriate legislative body or fiscal court files a notice with the planning commission that the legislative body or fiscal court shall decide the map amendment.
- (5) It shall take a majority of the entire legislative body or fiscal court to override the recommendation of the planning commission.
- (6) All procedures for public notice and publication as well as for adoption shall be the same as for the original enactment of a zoning regulation, and the notice of publication shall include the street address of the property in question, or if one is not available, or if it is not practicable due to the number of addresses involved, a geographic description sufficient to locate and identify the property, and the names of the two (2) streets on either side of the property which intersect the street on which the property is located. If the property is located at the intersection of two (2) streets, the notice shall designate the intersection by name of both streets rather than name the two (2) streets on either side of the property.

Effective: July 15, 1988

History: Crested 1988 Ky. Acts ch. 31, sec. 1, effective July 15, 1988.

The meeting with Brent & Jon went fabulously. Brent called Piagentini during our meeting. Piagentini was in a budget meeting but agreed to call him after it. Brent loved our case, will lead the charge with Engel and Piagentini. Said having our case to overturn PC to support development was the perfect counter-balance to the overturns of 2-3 approvals of PC. Said the abortion/sidewalk issue will be debated for the full 90 minute limit (we are after that on the agenda) and that Engel who is pro life will be very animated over the issue. Will work it out to give Engel cover. Will file Bill's ordinance today (which he said the creation of which was the heavy lift that he was glad was already done and made his job much easier and would discuss same with his friend at County Attorney's office).

It goes without saying but I'll say it anyway. We need to make sure David James and the rest of the Dems show up. Sherman I'm counting on you to have Keisha fully informed and make sure David James is on board. Let me know if you have any indication they aren't. I will call Madonna today to work with her and make sure she isn't surprised. I also am likely to call my friend in state government to make sure he touches David James again.

Scott Hagan Principal



On May 19, 2021, at 4:22 PM, Bill Bardenwerper Personal Privacy Scott: So are you saying Robin was insistent that it's his way or the highway — in other words that it has to be sent back to the PC? If so, is he asking them to consider some specific change or concession on your part, or is he asking 2 PCers to simply consider doing a total 180? B

> On May 19, 2021, at 3:32 PM, SCOTT HAGAN Personal Privacy Exemption wrote: I'm with you.

Scott Hagan **Hagan Properties** 12911 Reamers Road Louisville, KY 40245

On May 19, 2021, at 3:02 PM, Layson Hagan Personal Privacy Exemption wrote:

Who is Robin's opponent in the next election? I will be supporting with the maximum campaign contribution .. Sort of rhetorical but not really.

Sent from my iPhone

On May 19, 2021, at 1:43 PM, SCOTT HAGAN Personal Privacy Exemption wrote:

Robin Engel called. Long conversation. He is sending it back for reconsideration not to overturn. Discussed 90 day rule, Dante St Germaine, extensive findings of fact that PC cant overcome, other counties routinely overturning their PCs, need for density to do quality, caught in the middle with PC not wanting to get an approval overturned like with LDG so they just denied us

Scott Hagan

From: SCOTT HAGAN Sent: Wednesday, May 19, 2021 9:42 AM To: Wendy Hagan Personal Privacy Exemption Tommy Edwards John McCarthy Sherman Brown Scott Jones Personal Privacy Exemption Bill Bardenwerper

Subject:

Brent Ackerson

From: Sent:

Personal Privacy Exemption

To: Subject: Wednesday, May 19, 2021 6:32 PM Brent Ackerson

Fwd: Hagan-Cedar Ck

See below.

Scott Hagan Hagan Properties 12911 Reamers Road Louisville, KY 40245

Begin forwarded message:

From: Bill Bardenwerper Personal Privacy Exemption

Date: May 19, 2021 at 5:05:30 PM EDT

To: SCOTT HAGAN Personal Privacy Exemption

Cc: Layson Hagan Personal Privacy Exemption Wendy Hagan Personal Privacy Exemption Tommy

Edwards Personal Privacy Exemption John McCarthy Personal Privacy Exemption Sherman Brown

Personal Privacy Exemption Scott Jones Personal Privacy "Jon Goldberg

Subject: Hagan-Cedar Ck

So I checked the planning commission and Metro Council dates. If the PC reconsiders but doesn't change its vote from no to yes, then at its meeting if June 3, it'll have to take action to return its no vote to MC so MC can finally decide at its schedules June 10 or 24, mtg, as the 90-day clock runs July 12, and yet MC is on summer break until July 22. But if the PC somehow someway miraculously finds a way to reverse itself, then the 90-day clock starts all over again.

I'm betting that, in addition to being a nervous-nelly, Robin is talking with PDS which in turn is discouraging him from allowing an override.

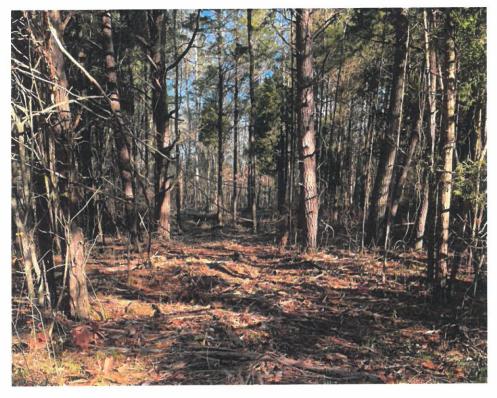
Further, my law partner (and former PC and MC atty) Paul Whitty agrees with me that PDS staff will be uncooperative in helping PCers find ways to reverse itself and make the rezoning work and in writing findings of fact to reverse what the PC said if asked by the PC to do so.

Sadly, PDS staff in the waning years of Fischer's Administration have reverted to their old ways of being overly (negatively) opinionated and unhelpful. Bill

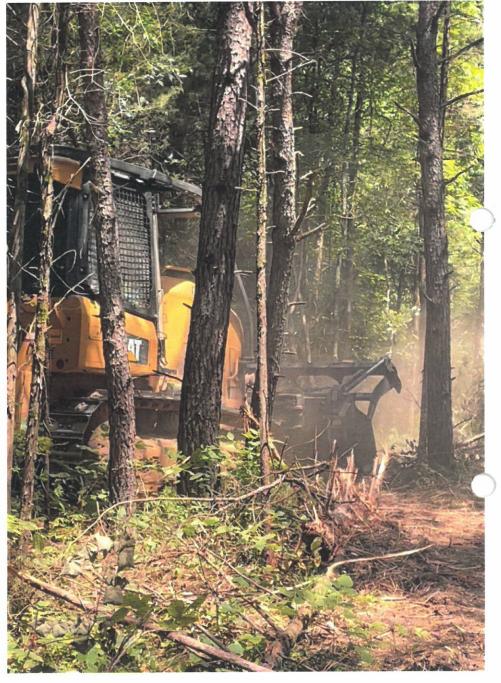
Bill Bardenwerper

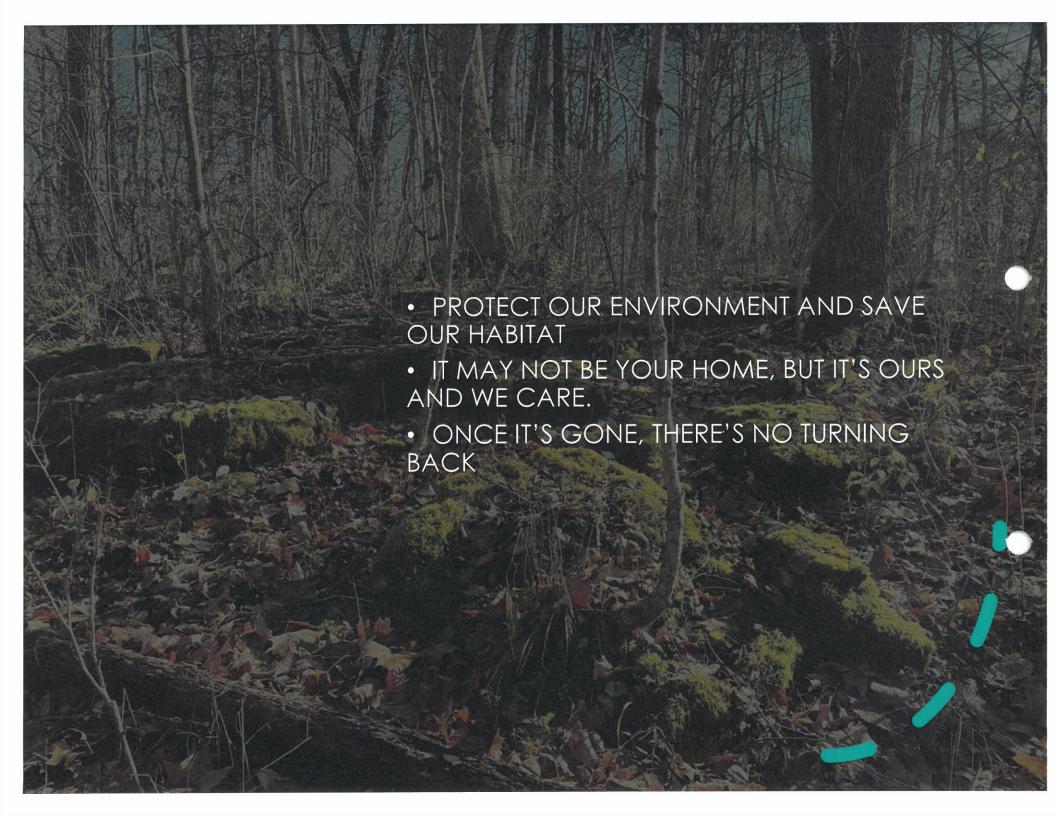
c/o BARDENWERPER TALBOTT & ROBERTS

www.bardlaw.net (Firm Celebrating 35 yrs in 2022)



STOP THE DESTRUCTION AND CORRUPTION!





- PROTECT FERN CREEK, QUADRANT 3
- WATERSHED PRESERVATION

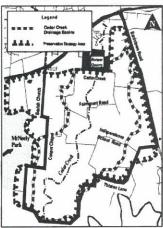
ւմt III: iwestern idrant

ve the existing rural residential and agairal character of the southwestern quadwhile protecting the most significant naturesource in the quadrant, the Cedar Creek ratershed. Such preservation would include strict regulation of the type and scale of development permitted in area.

Key implementing Actions

- Conduct a study for a relatively large sparsely developed area south of the Gene Snyder Freeway and west of Bardstown Road to aid in the development of a preservation strategy for the area.
- Promote the use of the Jefferson County Environmental Trust as a tool for landowners to use for the preservation of their land.
- Encourage only medium to low density residential land uses for the vacant land in the southeast quadrant of the Gene Snyder Freeway/Beulah Church Road interchange.
- Designate a bikeway along Cedar Creek Road, Gentry Lane, and Fairmount Road to create a "loop" network.





DOCKET NO. 21-ZONE-0059

ZONE CHANGE FROM R-R TO R-4 AND A LDC 4.7.7 BALANCED TRANSFER SUBDIVISION TO ALLOW A 180-LOT SINGLE FAMILY SUBDIVISION ON PROPERTY LOCATED AT 10212 AND 10302 OAK GROVE ROAD

(PREVIOUSLY PROPOSED WITH 263 LOTS)

Louisville Metro Land Development & Transportation Committee – May 19, 2022

Neighborhood Meeting April 12, 2022

Louisville Metro Council
Remanded to Planning Commission
March 17, 2022

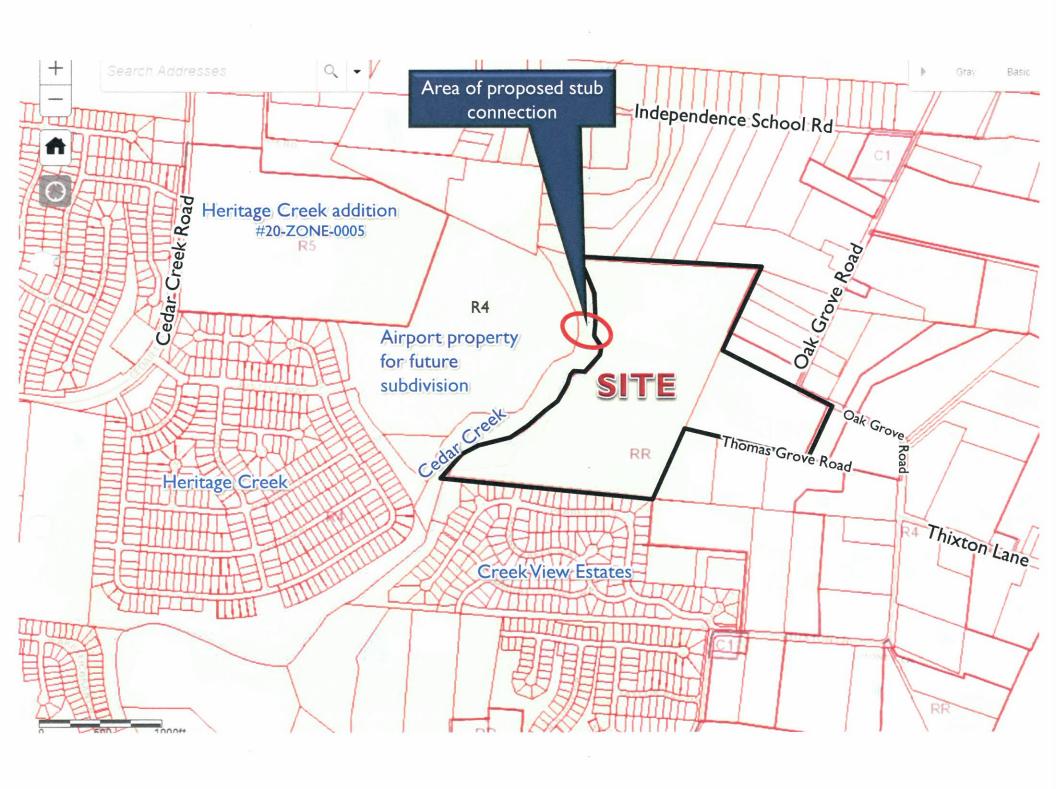
Louisville Metro Planning
Commission Public Hearing
December 16, 2021

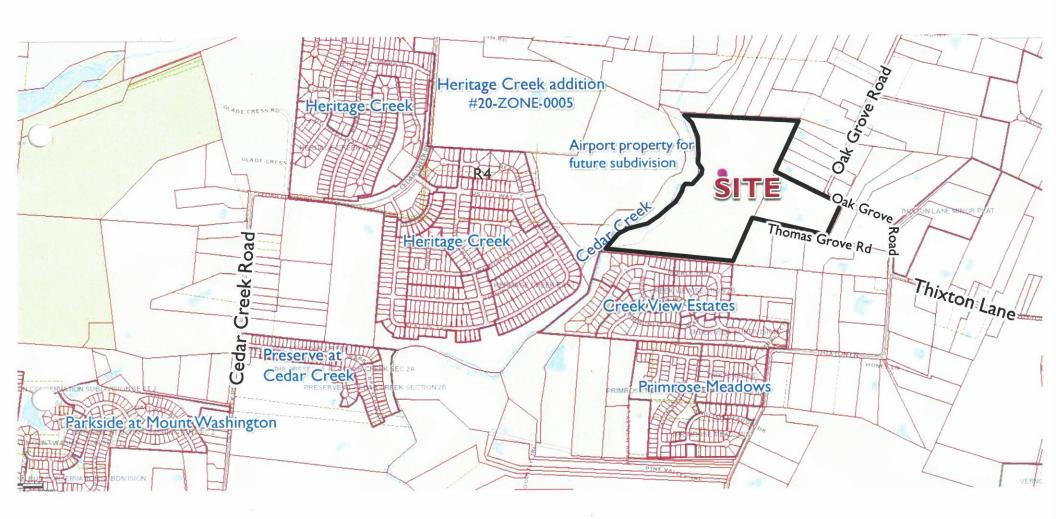
Louisville Metro Land Development & Transportation Committee November 11, 2021

> Neighborhood Meeting April 19, 2021

Attorneys: Bardenwerper Talbott & Roberts, PLLC Land Planners, Landscape Architects & Engineers: Mindel Scott & Associates, Inc.

Traffic Engineer: Diane B. Zimmerman Ecological Consultant: RES (Redwing)





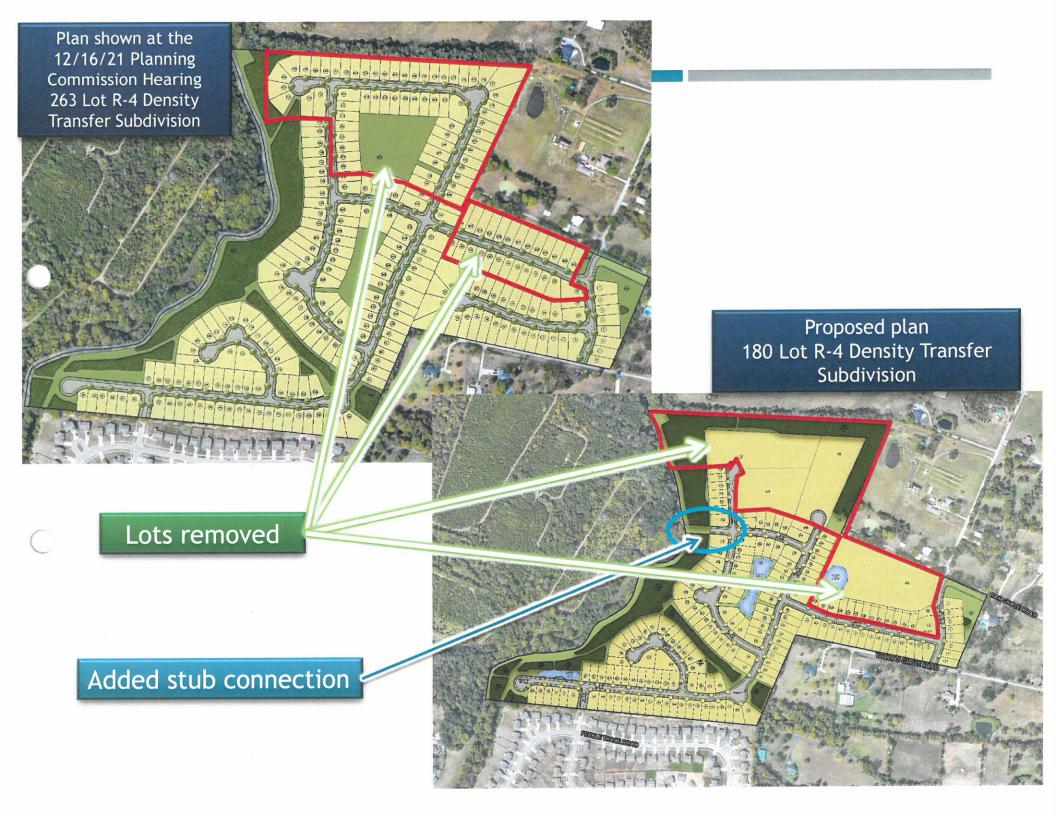


Plan shown at the 12/16/21 Planning Commission Hearing 263 Lot R-4 Density Transfer Subdivision



Proposed subdivision plan





Plan shown at the 12/16/21 Planning Commission Hearing 263 Lot R-4 Density Transfer Subdivision - possible connection location



WEST CONNECTION

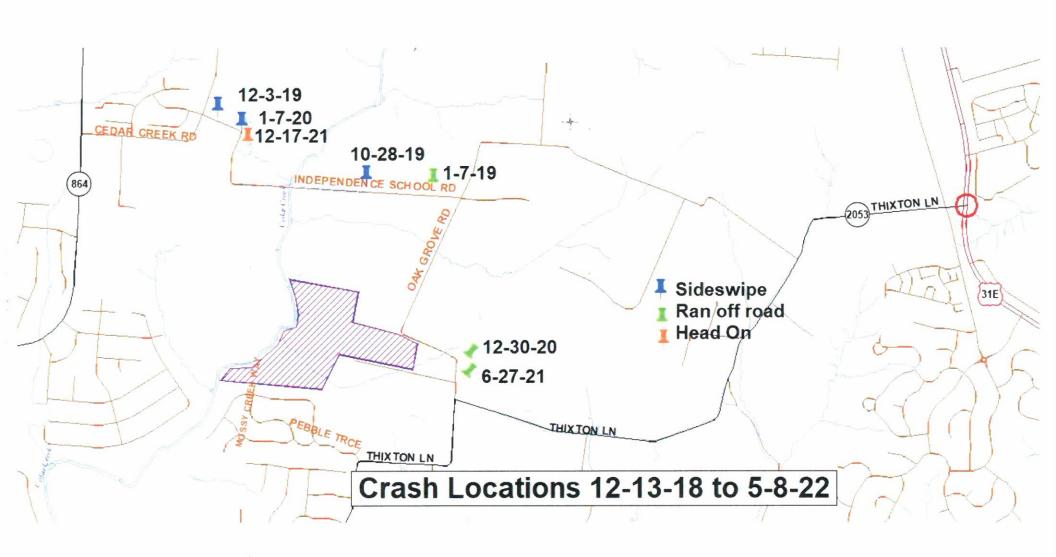
Stub connection constructed to the 100 ft outer zone of Cedar Creek w/ROW dedication to property line

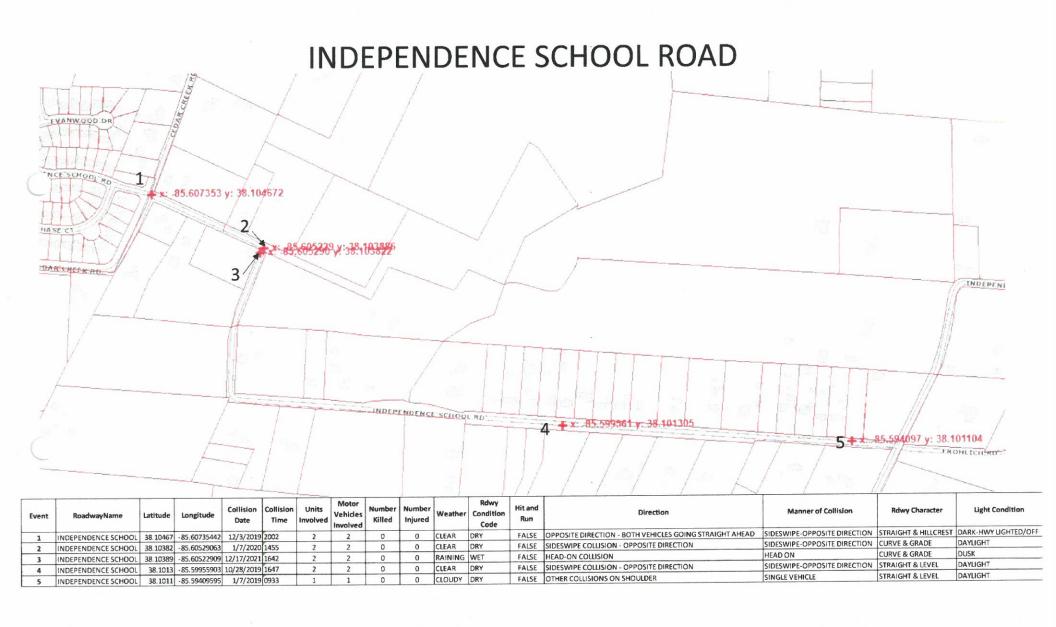
Proposed revised subdivision plan - proposed connection location



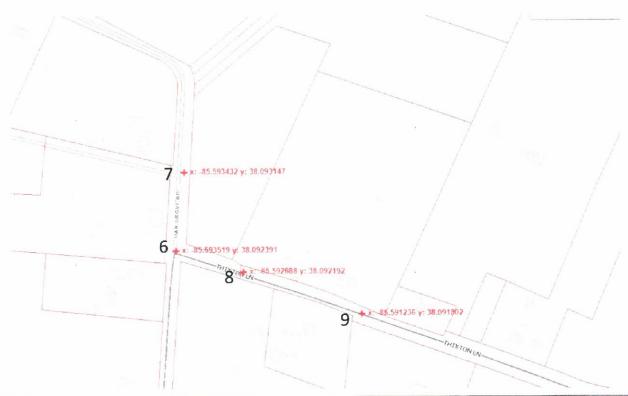
OAK GROVE INCIDENT OVERVIEW







OAK GROVE RD & THIXTON LN



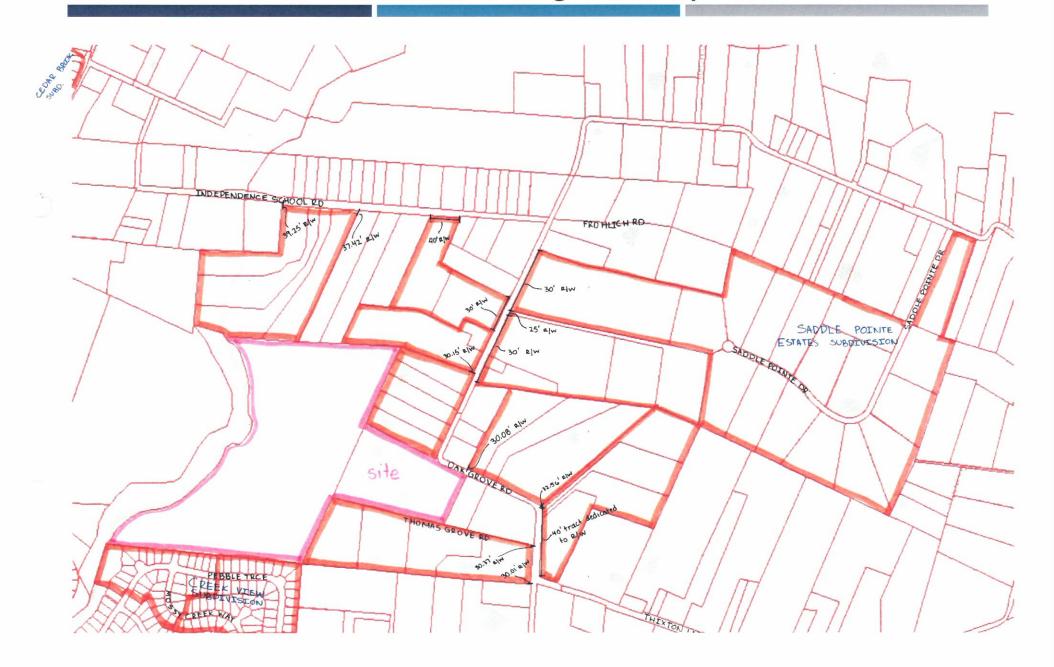
Event	RoadwayName	Latitude	Longitude	Collision Date		Units Involved	Vehicles	Number Killed	Number Injured	Weather	Rdwy Condition Code	Hit and Run	Direction	Manner of Collision	Rdwy Character	Light Condition
6	OAK GROVE	38.09239	-85,59351963	12/31/2020	0720	1	1	0	0	CLOUDY	WET	FALSE	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVEN	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF
7	OAK GROVE	-	-85.59343312		-	1	1	0	0	CLEAR	DRY	FALSE	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT CO	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED
9	THIXTON	38.09219				2	2	0	0	CLEAR	DRY	FALSE	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT
9	THIXTON	38.0918			-	1	1	0	0	CLEAR	DRY	FALSE	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT

INDEPENDENCE SCHOOL RD & THIXTON LN



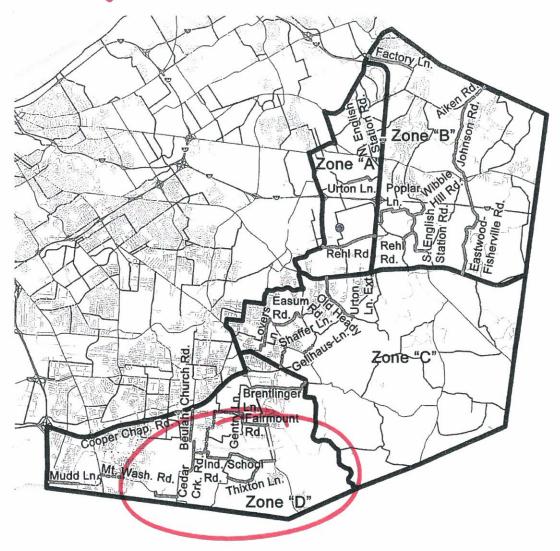
Event	RoadwayName	Latitude	Longitude	Colfision Date	_	Units Involved	Vehicles	Number Killed	Number Injured	Weather	Rdwy Condition Code	Hit and Run	Direction	Manner of Collision	Rdwy Character	Light Condition
10	THIXTON	38.09996	-85.57405058	7/7/2019	1448	2	2	0	0	RAINING	WET	FALSE	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	CURVE & LEVEL	DAYLIGHT
11	THIXTON	38.10007	-85.57394716	6/7/2019	1400	2	2	0	0	RAINING	WET	FALSE	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	CURVE & LEVEL	DAYLIGHT
12	THIXTON	38.10015	-85.57317664	6/16/2019	0708	2	2	0	0	RAINING	WET	FALSE	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT

Oak Grove Right-of-Way



EXISTING OF DAVEMENT PAUEMENT







Copyright (c) 2004, LOUISVILLE AND JEFFERSON COUNTY METROPOLITAN SEWER DISTRICT (MSD), LOUISVILLE WATER COMPANY (LWC) and LOUISVILLE METRO GOVERNMENT All Rights Reserved



REVISED 3-29-06

PAGE 1 OF 2

EXHIBIT "A"

System Development Designated Roads Status as of December 31, 2019

				2			
		Miles	Status				
Zone A							
Rehl Road - Blankenbaker Pkwy to I-265		1.3	Not Started				
Tucker Station Road - Bridge Replacement			Complete .				
Urton Lane (N Pope Lick Rd. To Urton Lane Extensio	n	0.85	Complete				
			2.15				
Designated Corridor Project							
North English Station Road Aiken Rd. to Old Henry		0.85	Pending - to be completed by KYTC				
80/20 Local Match	Zone Percentage by Milage 7.029		0.85				
Zone B	Zone Percentage by Willage 7.023		3				
Aiken Road (Johnson Road to Co. Line)		0.85	Complete				
Eastwood-Fisherville Road (US 60 to Taylorsville Roa	d)	3.49	Complete				
Eastwood-Fisherville Road (Railroad Underpass)		3.11	Not Started				
Factory Lane (LaGrange Rd. to Old Henry Rd.)							
Johnson Road (Shelbyville Rd. to Aiken Rd.)	Zone D						
Poplar Lane (5. Pope Lick Rd. to S. English Station	Boulah Ch	irch Road	(I-265 to Heritage Creek)		2	Complete	
Rehl Road (5. Pope Lick Rd. to S. English Station R							
South English Station Road (Poplar Lane to Echo 1	Brentlinge	r Lane (Ba	rdstown Rd. to Seatonville Rd.)		1.9	Complete	
Wibble Hill Road (S. English Station Rd. to 164)	Fairmount	Road (Bar	rdstown Rd. to Seatonville Rd.)		0.71	Complete	
Beckley Station Road - Added by Committee	Gentry Lar	e (Fairmo	unt Rd. to Cedar Creek Rd.)		0.46	Complete all	
Aiken & Bush Farm Rd Intersection - Added by Co				1	2.23	(Complete)	
N English Station Rd Intersection- Added by Comr	independe	ince School	ol Road (Cedar Creek Rd. to Thixton Ln.	.) —			
Zone C	Mt. Washi	ngton Roa	d (90 degree bend to Cedar Creek Rd)		0.01	Complete	
Easum Road (Bilitown Rd. to Cheoweth Run Rd.)	Mt Washi	ngton Roa	d (Preston Hwy to Waycross Dr)		0.79	Complete	
Gelhaus Lane (Bus Compound Improvements)	1000 to 1000 t				1		
Lovers Lane (Seatonville Rd. to Billtown Rd.)	Mudd Lan	e (Blue Lic	k Rd. to Cody Lane)		1	Not Started	
	ment to a contract to	10 1.	Deed to Oak Cours Deed)		1 00	Complete	

Complete

Complete

13.59

1.88

2.61



Old Heady Road (I-265 to Taylorsville Rd.) Shaffer Lane (Seatonville Rd. to Billtown Rd)

Urton lane Ext.: Lovers Lane to Billtown Road (R/

Urton lane Ext.: Old Heady Rd. to Taylorsville Rd.

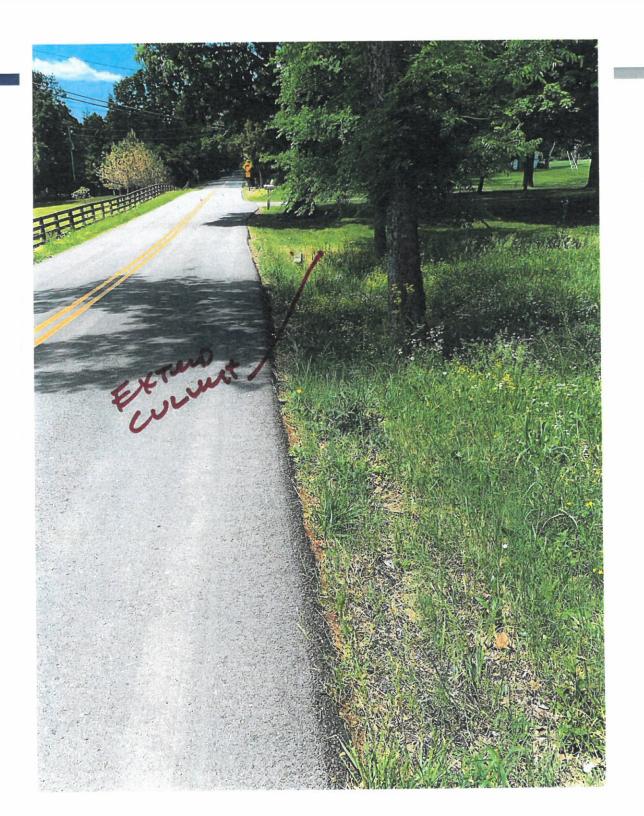
Zone D		
Beulah Church Road (I-265 to Heritage Creek)	2	Complete
Brentlinger Lane (Bardstown Rd. to Seatonville Rd.)	1.9	Complete
Fairmount Road (Bardstown Rd. to Seatonville Rd.)	0.71	Complete
Gentry Lane (Fairmount Rd. to Cedar Creek Rd.)	0.46	Complete a
Independence School Road (Cedar Creek Rd. to Thixton Ln.) -	2.23	(Complete)
Mt. Washington Road (90 degree bend to Cedar Creek Rd)	0.01	Complete
Mt. Washington Road (Preston Hwy to Waycross Dr)	0.79	Complete
Mudd Lane (Blue Lick Rd. to Cody Lane)	1	Not Started
Thixton Lane (Bardstown Road to Oak Grove Road)	1.88	Complete
Cedar Creek Rd (Beulah Church Rd to Gentry Ln)	2.61	Complete
		13.59
Designated Corridor Project		
Cooper Chapel Road Phase 1 - Preston Hwy to Smyrna Rd.	1.85	Substantially Complete
80/20 Local Match		
Cooper Chapel Road Phase 3 - Beulah Church to Old Bardstown	2.6	Design
80/20 Local Match		4.45
Zone Percentage by Milage	42.23%	18.04
Total Miles		42.72

Funds encumbered from bond issued to support system development projects: Funds remaining from bond issued to support system development projects: \$320,407 \$1,801,098

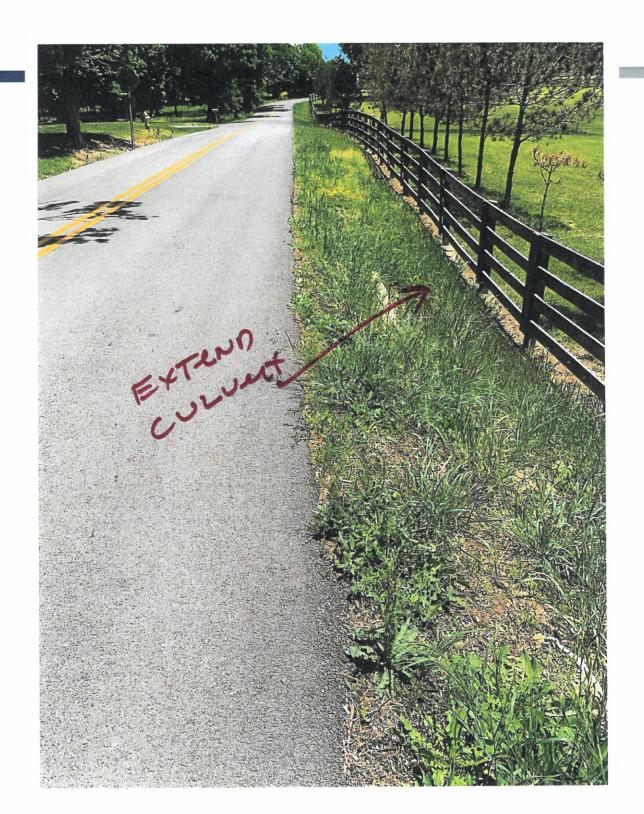
Thixton Lane (Bardstown Road to Oak Grove Road)

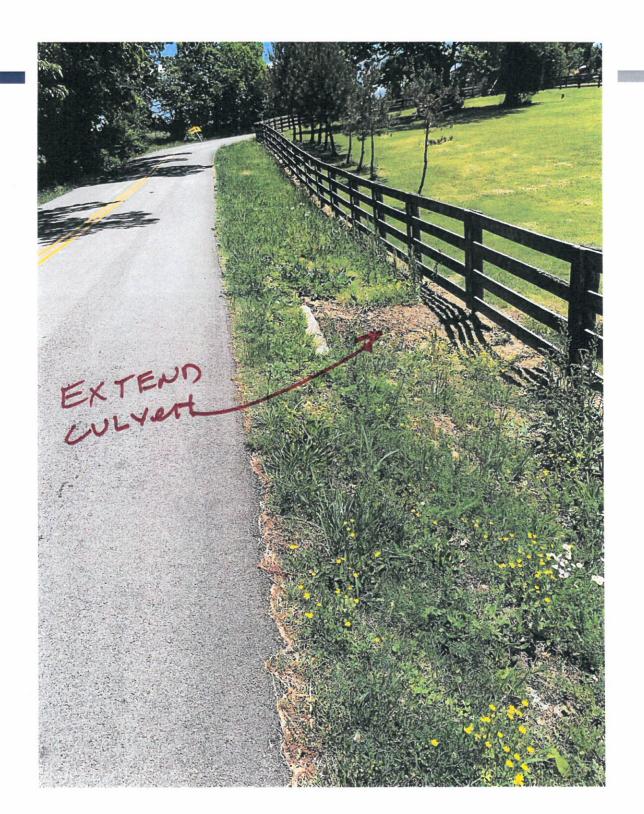
Cedar Creek Rd (Beulah Church Rd to Gentry Ln)

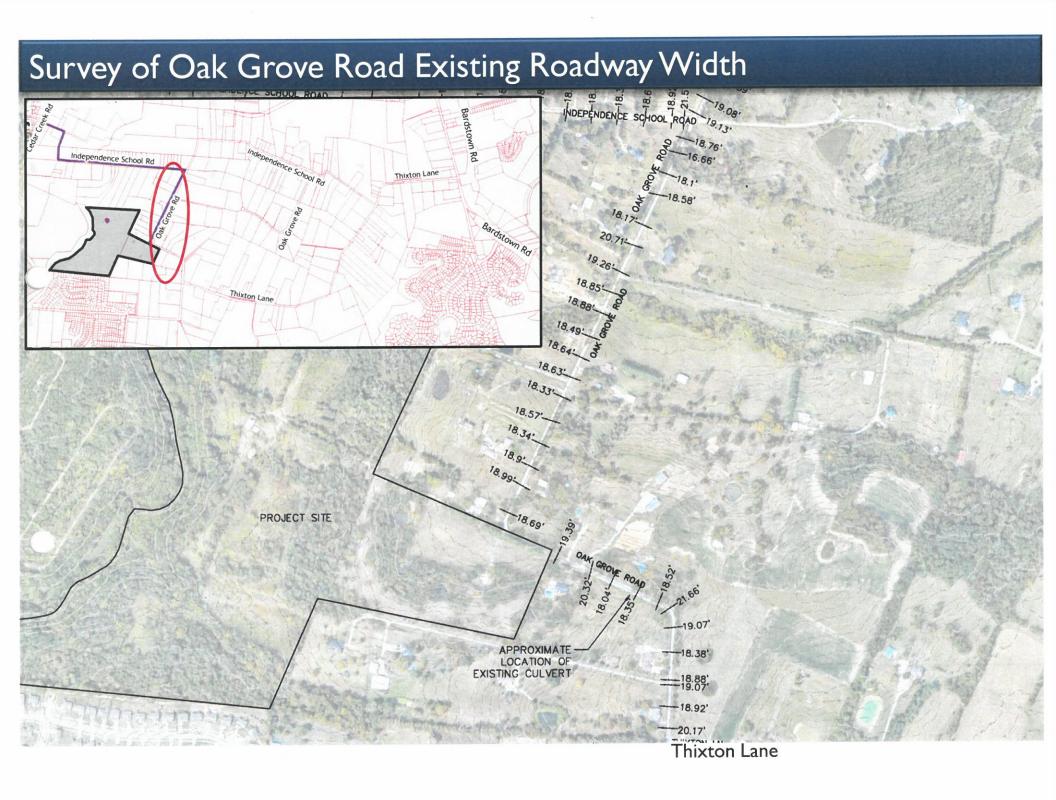




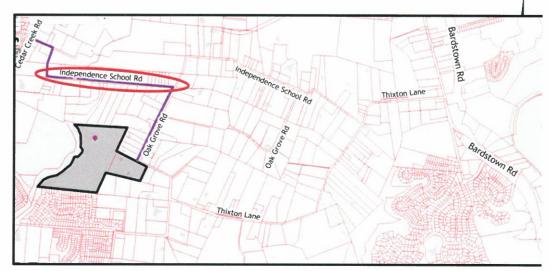


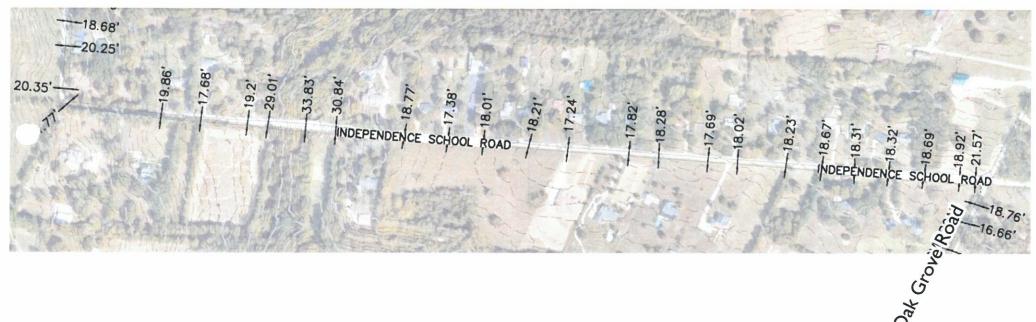




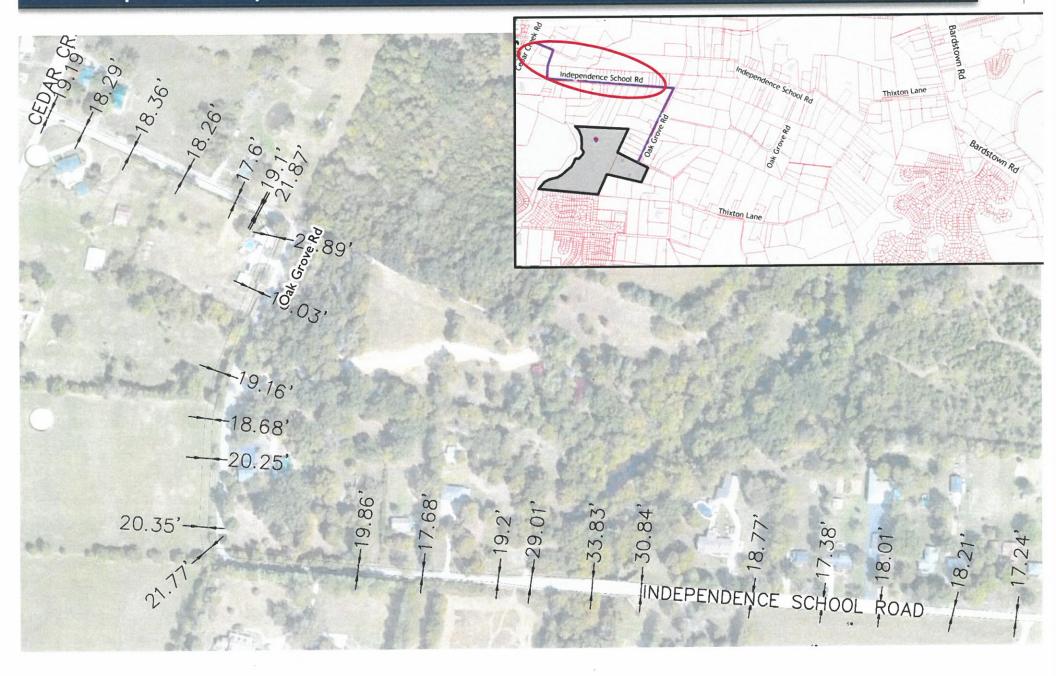


Survey of Independence School Road existing roadway width – Developer to improve to minimum 18 ft width from Cedar Creek Road to Oak Grove Road





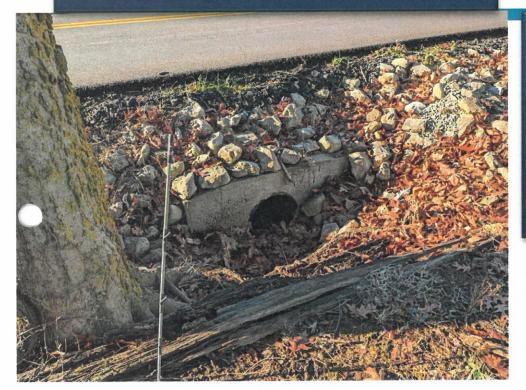
Survey of Independence School Road Existing Roadway Width – Developer to improve to minimum 18 ft width



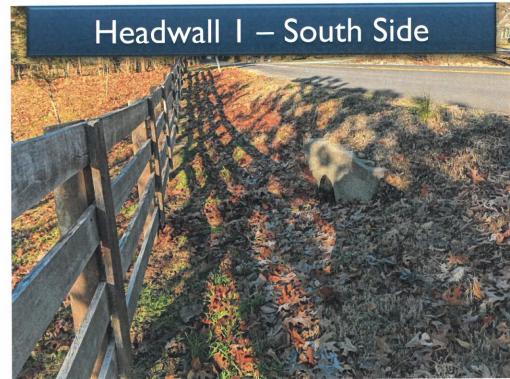
Headwalls on Oak Grove Road - Developer to construct safety improvements including new headwall, guardrails or shoulder improvements as requested by Louisville Metro Public Works to address the headwalls shown at the 12/16/21 Planning Commission public hearing



Headwall I – North Side

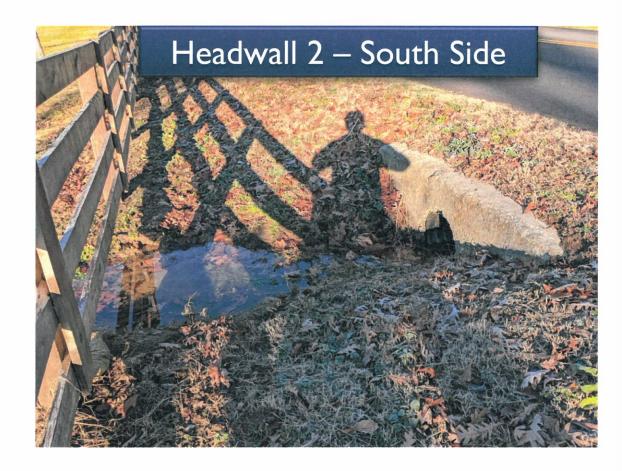


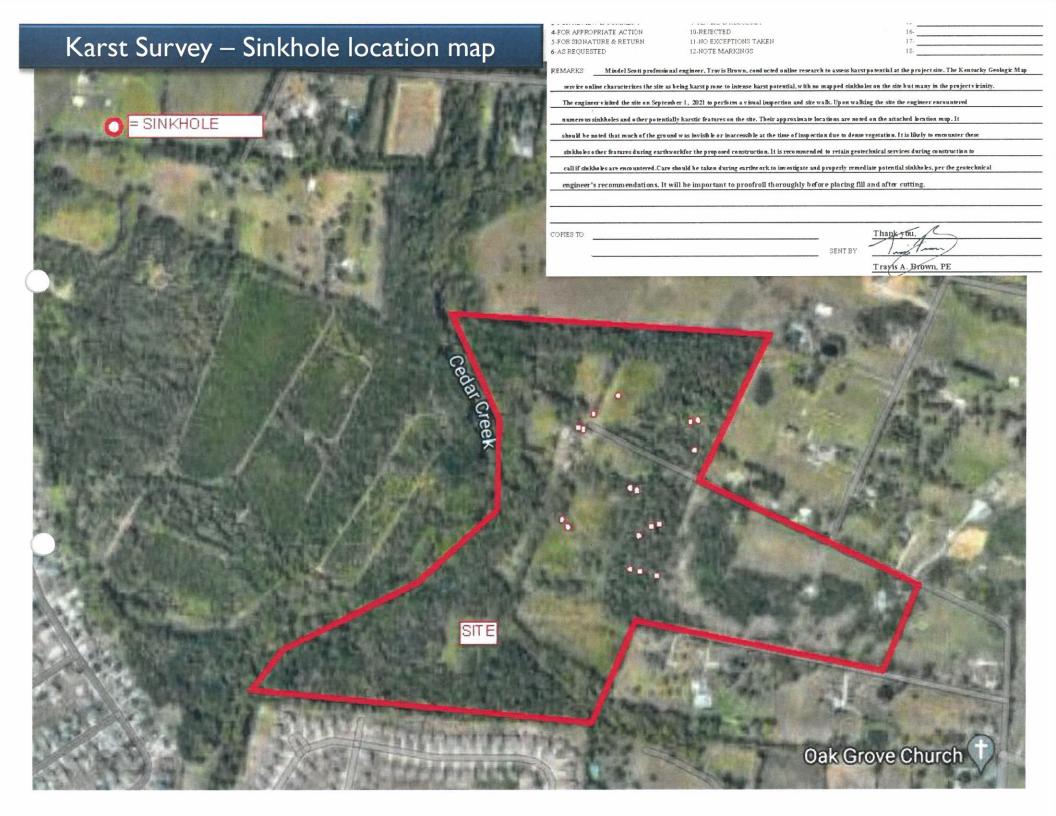
Developer to construct safety improvements including new headwall, guardrails or shoulder improvements as requested by Louisville Metro Public Works to address the headwalls shown at the 12/16/21 Planning Commission public hearing



Headwall 2 – North Side

Developer to construct safety improvements including new headwall, guardrails or shoulder improvements as requested by Louisville Metro Public Works to address the headwalls shown at the 12/16/21 Planning Commission public hearing





Proposed subdivision plan



May 9, 2022

Traffic Impact Study

Oak Grove Subdivision 10212 Oak Grove Road · Louisville, KY

Prepared for

Louisville Metro Planning Commission



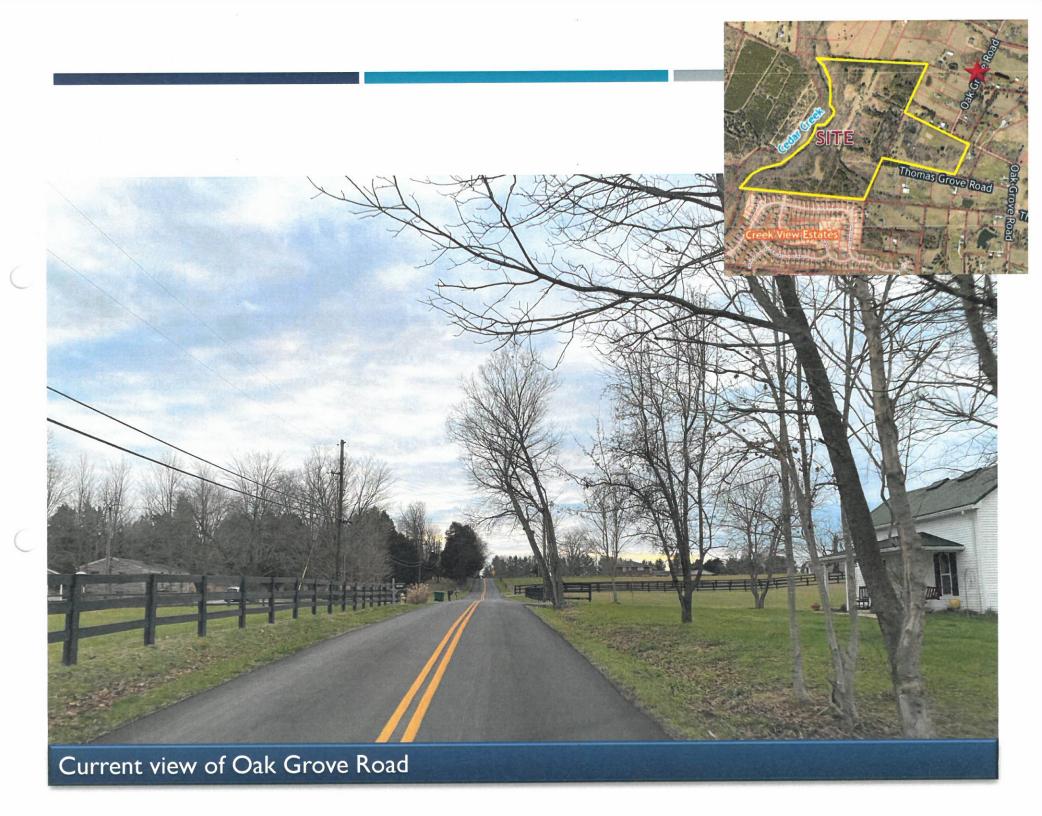


		A.M.			P.M.	
Approach	2021	2027	2027	2021	2027	2027
	Existing	No Build	Build	Existing	No Build	Build
Bardstown Road at Thixton Lane	В	B	В	C	C	D
	14.9	16.0	14.9	29.3	32.4	42.7
Thixton Lane Eastbound	D	D	E	E	E	E
	43.3	44.4	68.4	64.8	69.1	67.3
Bardstown Road Northbound	B	B	A	B	B	B
	12.3	13.4	9.9	13.7	16.2	19.9
Bardstown Road Southbound	B	B	B	C	D	D
	15.4	16.3	13.0	32.6	35.4	51.3

Key: Level of Service, Delay in seconds per vehicle

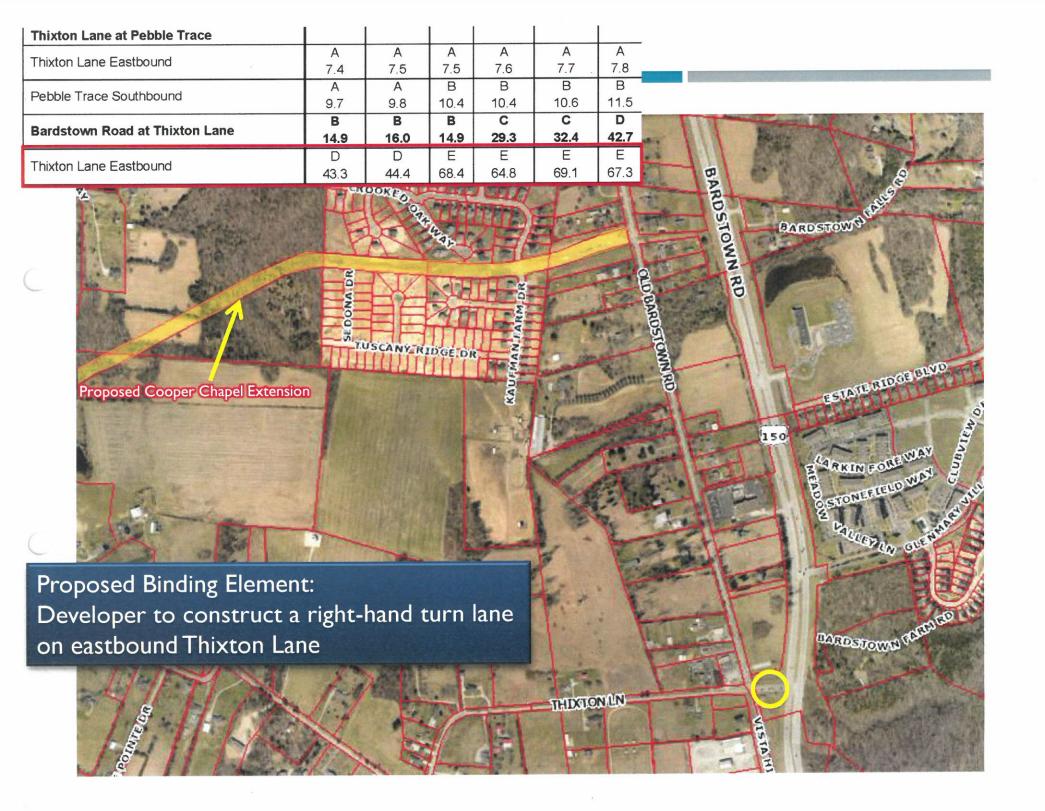
Table 3. Bardstown Road at Thixton Lane with a right turn lane on Thixton Lane

		A.M.	P.M.		
Approach	2027 Build	2027 Build Thixton Ln Right	2027 Build	2027 Build Thixton Ln Right	
Bardstown Road at Thixton Lane	B	B	D	C	
	14.9	10.7	42.7	23.5	
Thixton Lane Eastbound	E	D	E	E	
	68.4	52.0	67.3	64.7	
Bardstown Road Northbound	A	A	B	B	
	9.9	6.7	19.9	11.9	
Bardstown Road Southbound	B	A	D	C	
	13.0	9.4	51.3	22.6	



PROPOSED ADDITIONAL BINDING ELEMENTS

- Developer to construct a right-hand turn lane on eastbound Thixton Lane between the west side of Old Bardstown Road to the east side of New Bardstown Road, per details from the Kentucky Transportation Cabinet.
- Developer to widen Oak Grove Road from the subject site north to Independence School Road, and Independence School Road from Oak Grove Road to Cedar Creek Road to 18' width where deficient.
- □ Developer to widen Independence School Road from Oak Grove Road to Thixton Lane, and Thixton Lane east to Bardstown Road to 18' width where deficient.
- Developer to construct safety improvements including new headwall, guardrails or shoulder improvements as requested by Louisville Metro Public Works to address the headwalls shown at the ______ Planning Commission public hearing.
- All property owners within 500 feet of a proposed blasting location shall be notified 30 days before any blasting operations occur and be offered pre-blast surveys. Any homeowners who opt to have a pre-blast survey conducted shall be provided copies of all materials resulting from that survey, including any photos and/or videos. Any blast survey shall be done in a manner consistent with Kentucky Blasting regulations.
- Covenants, Conditions and Restrictions shall include a notice that the stub streets could potentially become connections.



	Previous Plan	Revised Plan	Difference
Tree Canopy Required (S.F.)	1,194,764	1,194,764	0
Tree Canopy Preserved (S.F.)	313,479	505,928 (34% of existing)	192,449
Open Space Required	373,507	373,507	0
Open Space Provided	687,048	785,659 (26%)	98,611

Proposed subdivision plan



May 9, 2022

Traffic Impact Study

Oak Grove Subdivision 10212 Oak Grove Road Louisville, KY

Prepared for

Louisville Metro Planning Commission





Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2021	2027	2027	2021	2027	2027
Approach	Existing	No Build	Build	Existing	No Build	Build
Cedar Creek Road at Independence School		a				
Independence School Road Eastbound	Α	Α	Α	Α	Α	Α
The period to the trade Lastes and	8.8	8.9	8.9	9.1	9.2	9.2
Independence School Road Westbound	В	В	В	В	В	В
	10.1	10.4	10.7	10.9	11.3	11.7
Cedar Creek Road Northbound	A 7.3	A 7.3	A 7.3	7.3	A 7.3	7.3
	7.3 A	7.3 A	7.3 A	7.3 A	7.3 A	7.3 A
Cedar Creek Road Southbound	7.7	· 7.7	7.6	7.9	8.0	8.1
Oak Grove Road at Thixton Lane	7.7	, 1.1	7.0	7.0	0.0	0.1
	A	Α	В	В	В	В
Thixton Lane Westbound	9.5	9.6	10.5	10.0	10.2	11.9
Only One of Dead On the area	А	Α	Α	Α	Α	Α
Oak Grove Road Southbound	8.1	8.2	8.4	7.8	7.8	7.8
Oak Grove Road at Entrance						
Oak Grove Road Westbound		2015/000	Α			Α
Can Crove Hoad Woodboaria			8.8			9.3
Oak Grove Road Southbound			A			A
Thirden Language Balling Tongs			7.4			7.4
Thixton Lane at Pebble Trace		Α	Α	A	Α	A
Thixton Lane Eastbound	A 7.4	7.5	7.5	7.6	7.7	7.8
	A A	A A	7.0 B	7.0 B	В.	B
Pebble Trace Southbound	9.7	9.8	10.4	10.4	10.6	11.5
	В	В	В	С	С	D
Bardstown Road at Thixton Lane	14.9	16.0	14.9	29.3	32.4	42.7
Thirtee Lane Factbound	D	D	Е	Е	E	Ε
Thixton Lane Eastbound	43.3	44.4	68.4	64.8	69.1	67.3
Bardstown Road Northbound	В	В	Α	В	В	В
Darastown Noad Northbould	12.3	13.4	9.9	13.7	16.2	19.9
Bardstown Road Southbound	В	В	В	С	D	D
Daractorn House Countries	15.4	16.3	13.0	32.6	35.4	51.3

Key: Level of Service, Delay in seconds per vehicle

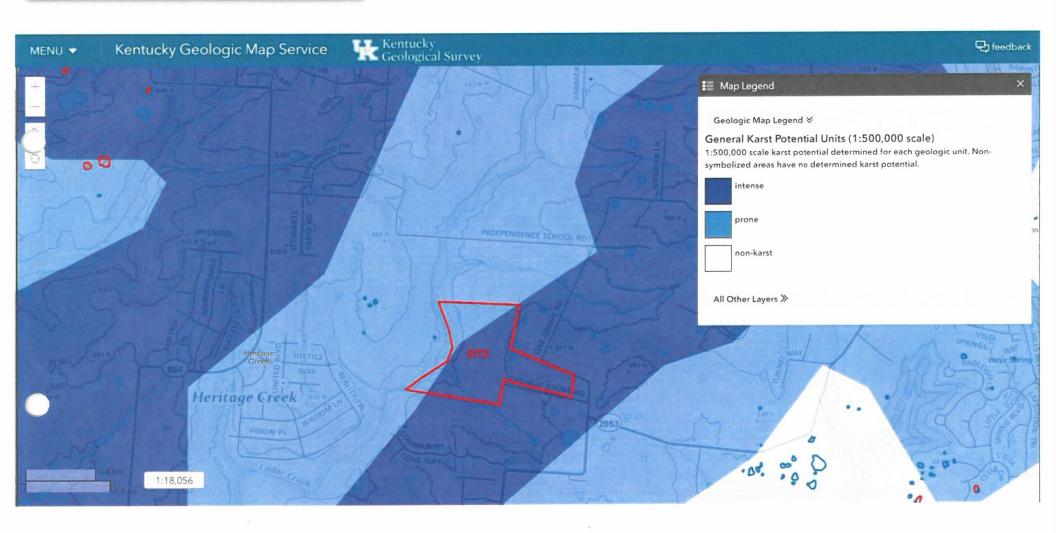
		A.M.			P.M.				
Approach	2021	2027	2027	2021	2027	2027			
	Existing	No Build	Build	Existing	No Build	Build			
Bardstown Road at Thixton Lane	В	В	B	C	C	D			
	14.9	16.0	14.9	29.3	32.4	42.7			
Thixton Lane Eastbound	D	D	E	E	E	E			
	43.3	44.4	68.4	64.8	69.1	67.3			
Bardstown Road Northbound	B	B	A	B	B	B			
	12.3	13.4	9.9	13.7	16.2	19.9			
Bardstown Road Southbound	B	B	B	C	D	D			
	15.4	16.3	13.0	32.6	35.4	51.3			

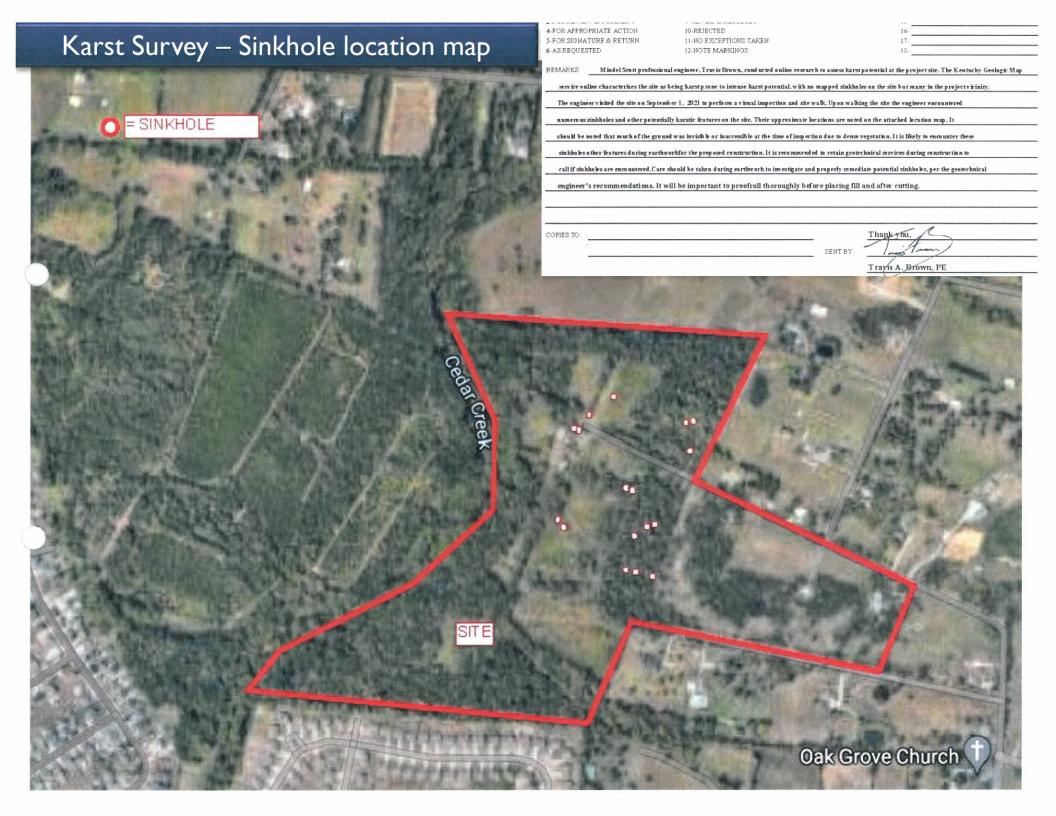
Key: Level of Service, Delay in seconds per vehicle

Table 3. Bardstown Road at Thixton Lane with a right turn lane on Thixton Lane

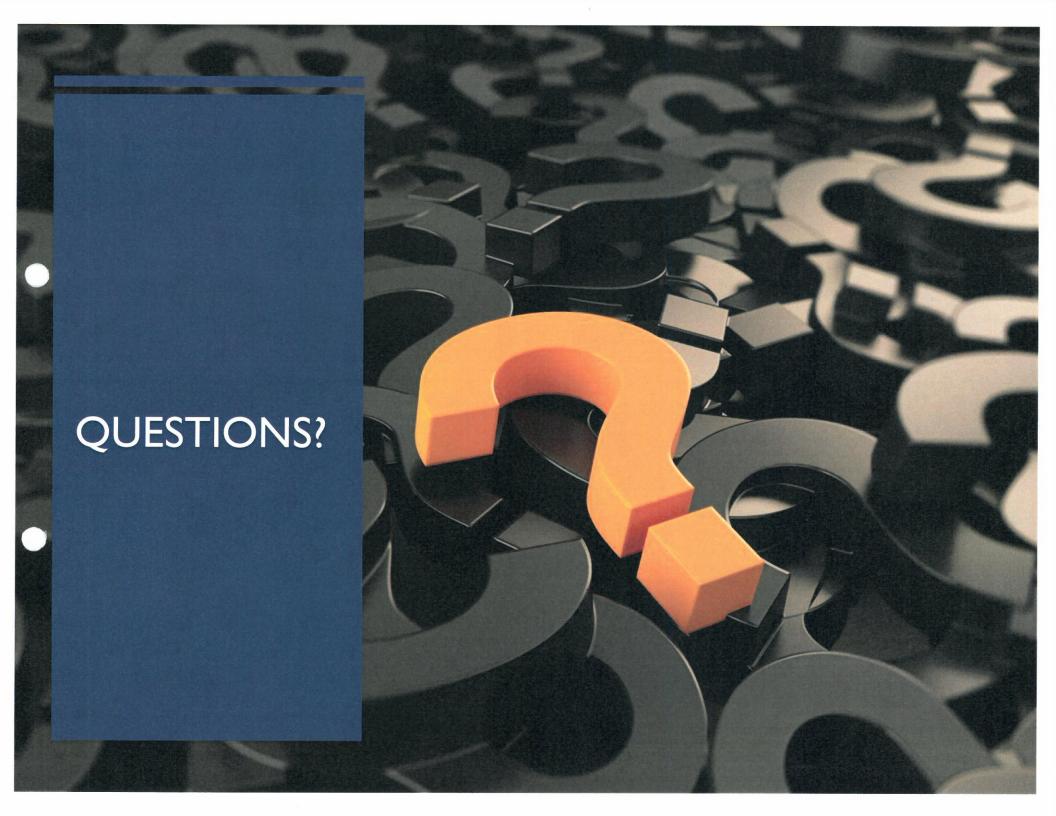
		A.M.		P.M.
Approach	2027 Build	2027 Build Thixton Ln Right	2027 Build	2027 Build Thixton Ln Right
Bardstown Road at Thixton Lane	B	B	D	C
	14.9	10.7	42.7	23.5
Thixton Lane Eastbound	E	D	E	E
	68.4	52.0	67.3	64.7
Bardstown Road Northbound	A	A	B	B
	9.9	6.7	19.9	11.9
Bardstown Road Southbound	B	A	D	C
	13.0	9.4	51.3	22.6

Karst Potential Map









Traffic Counts

Classified Turn Movement Count | | All vehicles

Jefferson County, KY



www.marrtraffic.com

Site 4 of 4

Cedar Creek Rd (South)
Cedar Creek Rd (North)
Independence School Rd (West)
Independence School Rd (East)

Date Tuesday, August 24, 2021 Weather

Fair

Lat/Long

38.104664°, -85.607391°

87°F

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

All vehicles

	E NO	No	orthbou	nd		E CONT.	50	uthbou	nd			E	astboun	d		A STATE OF		estbou			
		Cedar C	reek Rd	(South)			Cedar C	reek Rd	(North)		Inde	pender	ce Scho	ol Rd (W	est)	Indi	epende		ol Rd (E	ast)	_
	Left	Thru		U-Turn		Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn		Left	Thru		U-Tum	App	Int
TIME	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Tota
0700 - 0715	0	5	3	0	8	1	6	0	0	7	0	1	3	0	4	21	0	2	0	23	42
0715 - 0730	1	2	3	0	6	1	5	0	0	6	0	0	1	0	1	22	0	2	0	24	37
0730 - 0745	2	7	3	0	12	0	11	0	0	11	0	0	3	0	3	46	0	2	0	48	74
0745 - 0800	0	3	7	0	10	0	1	0	0	1	0	0	0	0	0	16	1	3	0	20	31
Hourly Total	3	17	16	0	36	2	23	0	0	25	0	1	. 7	0	8	105	1	9	0	115	184
0800 - 0815	0	5	6	0	11	3	6	1	0	10	2	0	2	0	4	19	0	2	0	21	46
0815 - 0830	0	6	8	0	14	٥	12	0	0	12	1	0	1	0	2	12	0	2	0	14	42
0830 - 0845	0	7	5	0	12	0	7	0	0	7	0	0	0	0	0	7	0	3	0	10	29
0845 - 0900	0	2	9	0	11	1	13	0	0	14	0	0	2	0	2	9	0	3	0	12	39
Hourly Total	0	20	28	0	48	4	38	1	0	43	3	0	5	0	8	47	0	10	0	57	156
					1 00				0	68	3	1	12	0	16	152	1	19	0	172	340
Grand Total	3	37	44	0	84	6	61	1		08		6,25	75.00	0.00	-	88.37	0.58	11.05	0.00		
Approach %	3.57	44.05	52.38	-	-	8.82	89.71	1.47	0.00	-	18.75						0.29	5.59	0.00	50.59	1
Intersection %	0.88	10.88	12.94	0.00	24.71	1.76	17.94	0.29	0.00	20.00	0.88	0.29	3.53	0.00	4.71	44.71	0.29	3.33	1 0.00	30.33	1
PHF	0.25	0.75	0.75	0.00	0.84	0.25	0.63	0.25	0.00	0.71	0.38	0.00	0.50	0.00	0.56	0.51	0.25	0.75	0.00	0.54	0.6
FHE	0.23	0.75	1 0.75	1 0.00																	

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

	ROUG	No	orthbou	nd		Southbound				THE W	E	astboun	d		1-63	Westbound					
		Cedar C	reek Rd	(South)			Cedar C	reek Rd	(North)		Inde	penden	ce Schoo	ol Rd (W	est)	Inde	epender	_	ol Rd (E	_	┺
	Left	Thru		U-Turn		Left	Thru	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4, 10	Right 4.11	U-Turn 4,12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App	T
TIME	4.1	4.2	4.3	4.4	Total	4.5	4.6						4.11	0	10101	15	0	2	0	17	
1600 - 1615	3	6	26	0	35	3	10	2	0	15	0	0	1	_	0	6	3	3	0	10	t
1615 - 1630	3	11	25	0	39	3	7	0	0	10	0	0	0	0			1	4	0	16	۲
1630 - 1645	1	17	50	0	68	3	19	2	0	24	1	0	1	0	2	12	0	_	-	15	t
1645 - 1700	1	6	35	0	42	2	6	0	0	8	1	0	1	0	2	10	1	4	0	_	٠
Hourly Total	8	40	136	0	184	11	42	4	0	57	2	0	3	0	5	43	2	13	0	58	+
1700 - 1715	5	20	37	0	62	4	8	0	0	12	0	0	. 5	0	5	6	_ 1	1	0	8	+
1715 - 1730	3	14	30	0	47	4	6	0	0	10	0	0	Û	0	0	3	0	0	0	3	+
1730 - 1745	2	8	22	0	32	2	7	2	0	11	1	0	4	0	5	7	0	4	0	11	+
1745 - 1800	4	4	17	0	25	1	7	1	0	9	3	0	2	0	5	5	0	2	0	-	ŧ
Hourly Total	14	46	106	0	166	11	28	3	0	42	4	0	11	0	15	21	1	7	0	29	ł
	22	86	242	0	350	22	70	7	10	99	6	0	14	0	20	64	3	20	0	87	t
Grand Total	-		-	-	330	22.22	70.71	7.07	0.00	-	30.00	0.00	70.00	0.00	-	73.56	3.45	22.99	0.00		Т
Approach %	6.29	24.57	69.14	0.00					0.00	17.81	1.08	0.00	2.52	0.00	3.60	11.51	0.54	3.60	0.00	15.65	1
ntersection %	3.96	15.47	43.53	0.00	62.95	3.96	12.59	1.26	0.00	17.01	1.00	0.00	2.32	0.00	3.00						1
PHF	0.50	0.71	0.76	0.00	0.81	0.81	0.51	0.25	0.00	0.56	0.50	0.00	0.35	0.00	0.45	0.65	0.50	0.56	0.00	0.66	I

Classified Turn Movement Count | | All vehicles

www.marrtraffic.com

Jefferson County, KY

Site 2 of 4 KY-2053 Thixton Ln (South) Oak Grove Rd

KY-2053 Thixton Ln (East)

Date

Tuesday, August 24, 2021

Fair

Lat/Long

38.09235°, -85.593529°

Weather

87°F

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

All vehicles

1	N	orthbou	ind		Southbound					
	KY-2053	hixton	Ln (South	1)		Oa	k Grove Rd			
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App		
TIME	2.1	2.2	2.3	Total	2.4	2.5	2.6	Total		
0700 - 0715	4	26	0	30	0	3	0	3		
0715 - 0730	6	29	0	35	0	5	0	5		
0730 - 0745	6	18	0	24	1	1	0	2		
0745 - 0800	6	18	0	24	1	4	0	5		
Hourly Total	22	91	0	113	2	13	0	15		
0800 - 0815	6	24	0	30	1	2	0	3		
0815 - 0830	2	18	0	20	1	3	0	4		
0830 - 0845	3	22	0	25	0	2	0	2		
0845 - 0900	1	20	0	21	1	3	0	4		
Hourly Total	12	84	0	96	3	10	0	13		
Grand Total	34	175	0	209	5	23	0	28		
Approach %	16.27	83.73	0.00	-	17.86	82.14	0.00	- 41		
Intersection %	8.81	45.34	0.00	54.15	1.30	5.96	0.00	7.25		
PHF	1.00	0.77	0.00	0.81	0.75	0.60	0.00	0.75		

		nd	estbour	
)	Ln (East	Thixton	KY-205
Int	App	U-Turn	Right	Left
Total	Total	2.9	2.8	2.7
48	15	0	2	13
55	15	0	1	14
58	32	0	2	30
51	22	0	2	20
212	84	0	7	77
59	26	0	0	26
42	18	0	2	16
35	8	0	0	8
38	13	0	1	12
174	65	0	3	62
386	149	0	10	139
	-	0.00	6.71	3.29
	38.60	0.00	2.59	6.01
0.94	0.74	0.00	0.63	0.75

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

5.00	N	orthbou	ind			50	uthbound	
	KY-2053	hixton	Ln (South	1)		Oa	k Grove Rd	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	2.1	2.2	2.3	Total	2.4	2.5	2.6	Total
1600 - 1615	3	29	0	32	3	6	0	9
1615 - 1630	1	24	0	25	2	8	0	10
1630 - 1645	6	43	0	49	3	5	0	8
1645 - 1700	1	45	0	46	1	1	0	2
Hourly Total	11	141	0	152	9	20	0	29
1700 - 1715	1	37	0	38	2	7	0	9
1715 - 1730	1	32	0	33	0	6	0	6
1730 - 1745	3	29	0	32	3	6	0	9
1745 - 1800	4	23	0	27	2	5	0	7
Hourly Total	9	121	0	130	7	24	0	31
Grand Total	20	262	0	282	16	44	0	60
Approach %	7.09	92.91	0.00		26.67	73.33	0.00	
ntersection %	3.44	45.09	0.00	48.54	2.75	7.57	0.00	10.33
PHF	0.38	0.87	0.00	0.85	0.50	0.68	0.00	0.69

		nd	/estbou	UL STORY OF STREET
)	Ln (East	Thixton	KY-20
Int	App	U-Turn	Right	Left
Tota	Total	2.9	2.8	2.7
64	23	0	1	22
53	18	0	0	18
89	32	0	2	30
88	40	0	2	38
294	113	0	5	108
82	35	0	3	32
68	29	0	0	29
73	32	0	0	32
64	30	0	0	30
287	126	0	3	123
581	239	0	8	231
	-	0.00	3.35	96.65
	41.14	0.00	1.38	39.76
0.92	0.85	0.00	0.58	0.85

Classified Turn Movement Count | | All vehicles

Marr Irattic
DATA COLLECTION

www.marrtraffic.com

Jefferson County, KY

Site 3 of 4

KY-2053 Thixton Ln (South)

Pebble Trace

KY-2053 Thixton Ln (East)

Date

Tuesday, August 24, 2021

Weather

Fair 87°F

Lat/Long

38.089712°, -85.598788°

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

All vehicles

	No	rthbou	nd		Table?	Soi	uthbound	
	KY-2053 T	hixton I	n (South	1)		Pet	oble Trace	
	Thru		U-Turn		Left	Thru	U-Tur	App Total
TIME	3.1	3.2	3.3	Total	3.4	3.5	3.6	_
0700 - 0715	0	20	0	20	11	5	0	16
0715 - 0730	1	18	0	19	11	6	0	17
0730 - 0745	4	17	0	21	8	6	0	14
0745 - 0800	2	19	0	21	6	6	0	12
Hourly Total	7	74	0	81	36	23	0	59
0800 - 0815	3	20	0	23	10	8	0	18
0815 - 0830	1	14	0	15	8	10	0	18
0830 - 0845	0	17	0	17	6	2	0	8
0845 - 0900	0	15	0	15	4	2	0	6
Hourly Total	4	66	0	70	28	22	0	50
Grand Total	11	140	0	151	64	45	0	109
Approach %	7.28	92.72	0.00	-	58.72	41.28	0.00	-
Intersection %	2.61	33.18	0.00	35.78	15.17	10.66	0.00	25.83
PHF	0.63	0.93	0.00	0.91	0.80	0.81	0.00	0.85

tbou	nd		
ixton	Ln (East)	
Right	U-Turn	App	Int
3.8	3.9	Total	Total
2	0	14	50
5	0	17	53
2	0	34	69
4	0	24	57
13	0	89	229
4	0	28	69
3	0	20	53
3	0	9	34
2	0	16	37
12	0	73	193
25	0	162	422
15.43	0.00	-	
5.92	0.00	38.39	
0.75	0.00	0.76	0.90
	ixton Right 3.8 2 5 2 4 13 4 3 3 2 12 25 15 15 15 15 15 15 15 15 15 15 15 15 16 16 16 17 16 17 16 17 16 17 16 17 16 17 16 17 17 17 17 17 17 17 17 17 17 17 17 17	Right U-Turn 3.8 3.9 2 0 5 0 2 0 4 0 13 0 4 0 3 0 2 0 12 0 12 0 12 0 15.43 0.00 5.92 0.00	International Color International Color

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

	No	irthbou	na		Southbound				
	KY-2053 T	hixton	In (South	1)		Pel	ble Trace		
	Thru	Right	U-Turn	App	Left	Thru	U	-Turn	App
TIME	3.1	3.2	3.3	Total	3.4	3.5		3.6	Total
1600 - 1615	1	25	0	26	6	1		0	7
1615 - 1630	3	23	0	26	4	4		0	8
1630 - 1645	7	44	0	51	5	2		0	7
1645 - 1700	4	38	0	42	5	2		0	7
Hourly Total	15	130	0	145	20	9		0	29
1700 - 1715	4	33	0	37	4	2		0	6
1715 - 1730	7	29	0	36	5	3		0	8
1730 - 1745	8	29	0	37	4	2		0	6
1745 - 1800	9	22	0	31	5	2		0	7
Hourly Total	28	113	0	141	18	9		0	27
Grand Total	43	243	0	286	38	18		0	56
Approach %	15.03	84.97	0.00	-	67.86	32.14		0.00	-
Intersection %	6.97	39.38	0.00	46.35	6.16	2.92	L	0.00	9.08
PHF	0.79	0.82	0.00	0.81	0.95	0.75		0.00	0.88
	-								

		d	estboun	1
		Ln (East)	Thixton	KY-2053
Int	App	U-Turn	Right	Left
Total	Total	3.9	3.8	3.7
62	29	0	9	20
59	25	0	7	18
93	35	0	5	30
82	33	0	9	24
296	122	0	30	92
87	44	0	15	29
80	36	0	5	31
81	38	0	17	21
73	35	0	9	26
321	153	0	46	107
617	275	0	76	199
		0.00	27.64	72.36
	44.57	0.00	12.32	32.25
0.92	0.84	0.00	0.57	0.92

Classified Turn Movement Count | | All vehicles

Jefferson County, KY

www.marrtraffic.com

Site 1 of 4

US-150 Bardstown Rd (South) US-150 Bardstown Rd (North) KY-2053 Thixton Ln

Date

Weather

Tuesday, August 24, 2021

Fair 87°F

Lat/Long

38.100655°, -85.565656°

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

All vehicles

	the Con	North	bound		50	uthbou	ınd			Eastbour	nd	SUS.
	US	-150 Bardst	own Rd (Sou	th)	US-150 Bar	dstown	Rd (Nor	th)		KY-2053 Thix	ton Ln	
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App
TIME	1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total
0700 - 0715	40	455	0	495	178	8	0	186	28	17	0	45
0715 - 0730	76	459	0	535	157	9	0	166	30	9	0	39
0730 - 0745	75	335	0	410	196	26	0	222	25	14	0	39
0745 - 0800	40	338	0	378	227	13	1	241	14	13	0	27
Hourly Total	231	1587	0	1818	758	56	1	815	97	53	0	150
0800 - 0815	20	336	0	356	198	27	0	225	29	10	0	39
0815 - 0830	24	351	0	375	194	16	0	210	26	10	0	36
0830 - 0845	17	347	0	364	159	8	0	167	34	13	0	47
0845 - 0900	20	308	0	328	169	13	0	182	26	13	0	39
Hourly Total	81	1342	0	1423	720	64	0	784	115	46	0	161
Grand Total	312	2929	0	3241	1478	120	1 1	1599	212	99	0	311
Approach %	9.63	90.37	0.00	-	92.43	7.50	0.06	-	68.17	31.83	0.00	
Intersection %	6.06	56.86	0.00	62.92	28.69	2.33	0.02	31.04	4.12	1.92	0.00	6.04
PHF	0.76	0.86	0.00	0.85	0.83	0.54	0.25	0.85	0.81	0.78	0.00	0.83

5151

0.94

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

All vehicles

		Nor	rthbound		Sc	uthbou	ind		No.	Eastbou	nd	
	US	-150 Bard	istown Rd (Sou	th)	US-150 Bar	dstown	Rd (Nor	th)		KY-2053 Thix	ton Ln	- Vent 7.5
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App
TIME	1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total
1600 - 1615	23	274	0	297	375	37	0	412	23	50	0	73
1615 - 1630	18	257	0	275	422	44	0	466	18	44	0	62
1630 - 1645	23	258	0	281	426	37	0	463	27	58	0	85
1645 - 1700	34	294	0	328	414	40	0	454	35	62	0	97
Hourly Total	98	1083	0	1181	1637	158	0	1795	103	214	0	317
1700 - 1715	22	249	0	271	503	32	0	535	22	43	0	65
1715 - 1730	23	240	0	263	441	32	0	473	23	58	0	81
1730 - 1745	18	252	0	270	483	33	0	516	26	48	0	74
1745 - 1800	19	251	0	270	463	40	0	503	28	34	0	62
Hourly Total	82	992	0	1074	1890	137	0	2027	99	183	0	282
Grand Total	180	2075	0	2255	3527	295	0	3822	202	397	0	599
Approach %	7.98	92.02	0.00	-	92.28	7.72	0.00	-	33.72	66.28	0.00	-
Intersection %	2.70	31.08	0.00	33.78	52.83	4.42	0.00	57.25	3.03	5.95	0.00	8.97
PHF	0.71	0.88	0.00	0.86	0.92	0.86	0.00	0.92	0.76	0.85	0.00	0.82

6676

0.97

final report

May 9, 2022

Traffic Impact Study

Oak Grove Subdivision 10212 Oak Grove Road Louisville, KY

Prepared for

Louisville Metro Planning Commission





MAY 09 2022

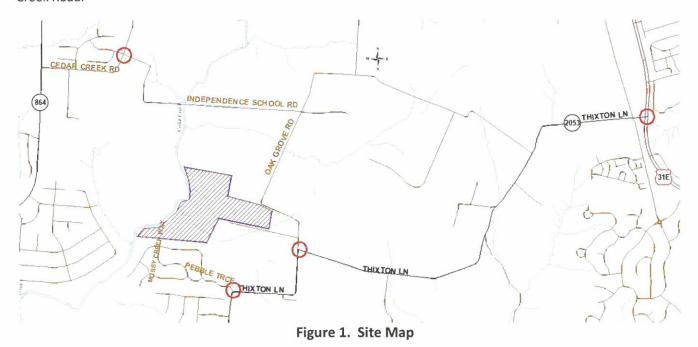
PLANNING & DESIGN SERVICES 2 1-20 NE-0059

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. 2027 No Build Peak Hour Volumes	4
TRIP GENERATION	5
Table 1. Peak Hour Trips Generated by Site	5
Figure 4. Trip Distribution Percentages	5
Figure 5. Peak Hour Trips Generated by Site	6
Figure 6. 2027 Build Peak Hour Volumes	7
ANALYSIS	8
Table 2. Peak Hour Level of Service	8
Table 3. Bardstown Road at Thixton Lane with a right turn lane on Thixton Lane	9
CONCLUSIONS	9
ADDENDIV	10

INTRODUCTION

The site plan for the proposed Oak Grove subdivision shows 180 single-family lots on Oak Grove Road in Louisville, KY. **Figure 1** displays a map of the site. Access to the site will be from Oak Grove Road. The subdivision also connects to Mossy Creek Way. 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 Oak Grove Road with Thixton Lane, Thixton Lane with Pebble Trace and Bardstown Road, and Independence School Road with Cedar Creek Road.



EXISTING CONDITIONS

Oak Grove Road is a Metro-maintained road with an estimated 2021 ADT of 400 vehicles per day north of Thixton Lane, as estimated from the turning movement count. The road is a two-lane highway with nine-foot lanes with one-foot stabilized shoulders. The speed limit is 35 mph. There are no sidewalks. The intersection with Thixton Lane is controlled with a stop sign on the westbound approach of Thixton Lane.

Peak hour traffic counts for the intersections were obtained on Tuesday, August 24, 2021. The a.m. and p.m. peak hour varied between the intersections. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

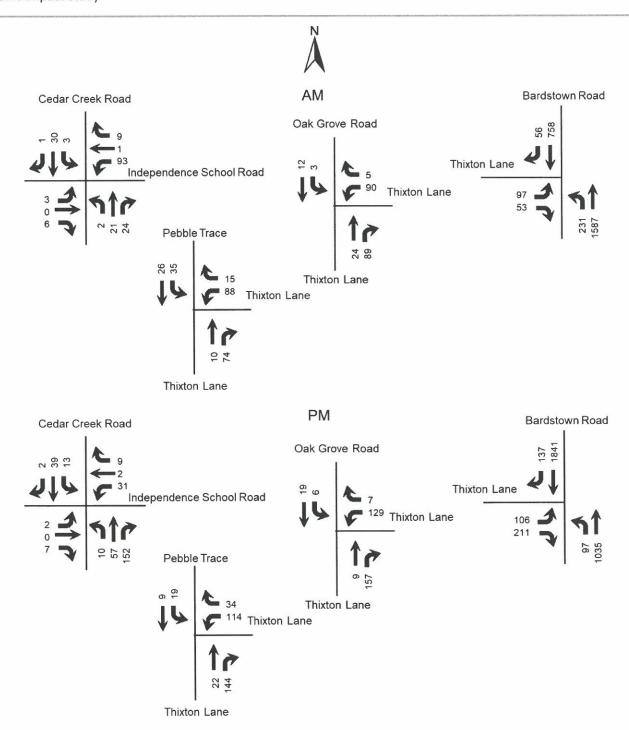
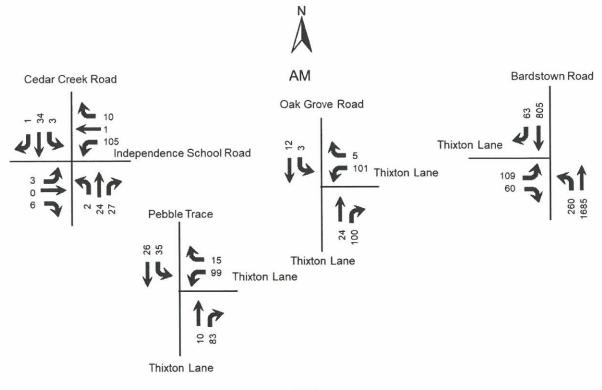


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2027. An annual growth rate of 2 percent was applied to the 2021 thru volumes on Thixton Lane and Cedar Creek Road. This was determined by the historical growth at KYTC station 274. One percent

annual growth was applied to the thru traffic on Bardstown Road. Figure 3 displays the 2027 No Build peak hour volumes.



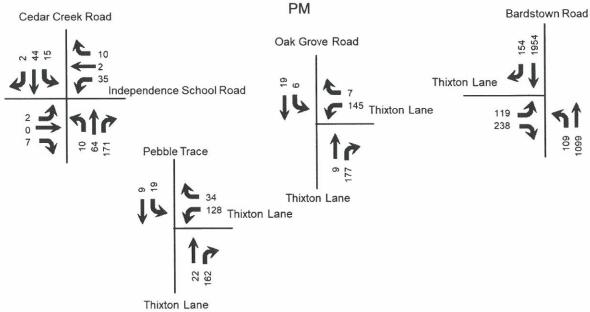


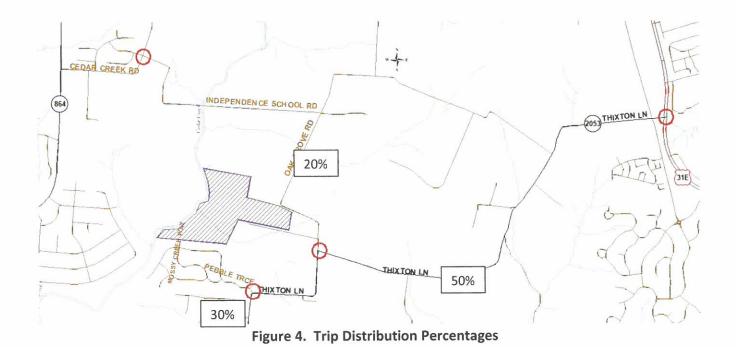
Figure 3. 2027 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 11th Edition contains trip generation rates for a wide range of developments. The land use of "Single-Family Detached (210)" was reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed. The entrance is shown in the diagram with a north/south orientation for simplicity on the figures. At the entrance Oak Grove Road is the southbound approach and the westbound approach and the entrance is the northbound approach.

Table 1. Peak Hour Trips Generated by Site

	A.M. I	Peak	Hour	P.M. F	eak H	our
Land Use	Trips	In	Out	Trips	In	Out
Single-Family (180 units)	127	33	94	173	109	64



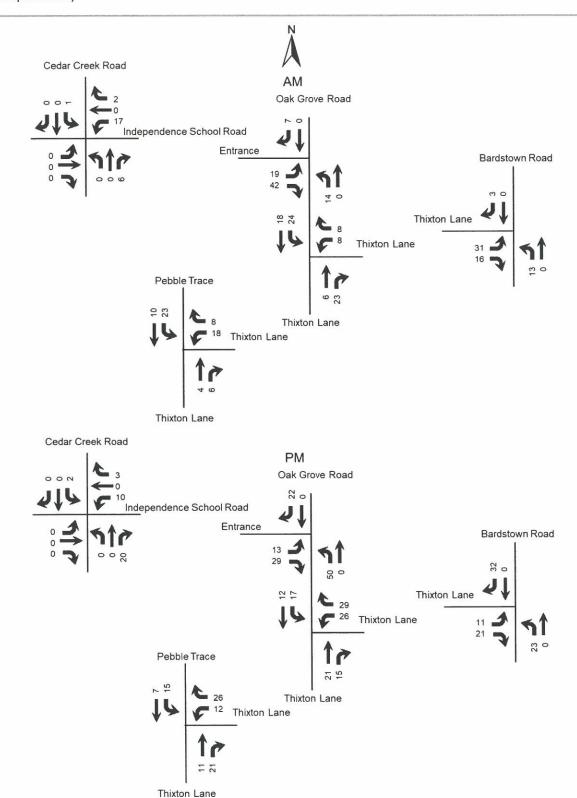


Figure 5. Peak Hour Trips Generated by Site

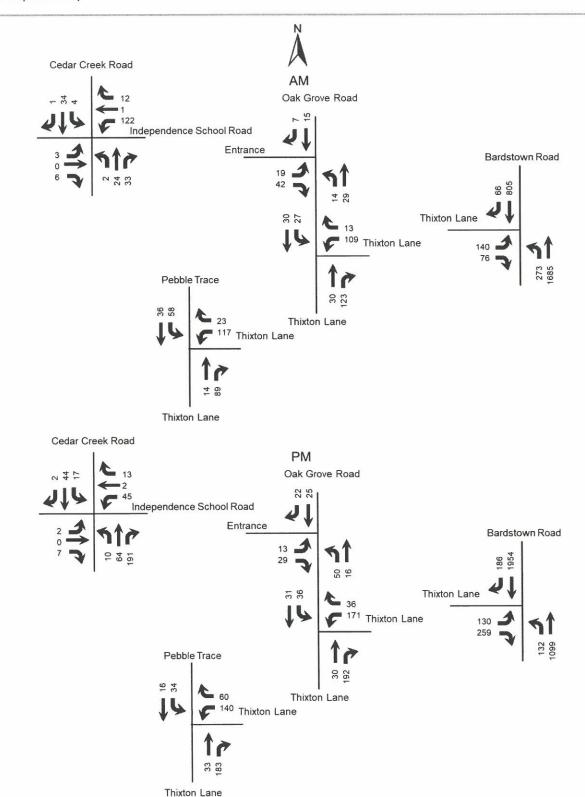


Figure 6. 2027 Build Peak Hour Volumes

ANALYSIS

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

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

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2021	2027	2027	2021	2027	2027
Арргоаст	Existing	No Build	Build	Existing	No Build	Build
Cedar Creek Road at Independence School						
Independence School Road Eastbound	Α	Α	Α	Α	Α	Α
independence denoti read Eastboard	8.8	8.9	8.9	9.1	9.2	9.2
Independence School Road Westbound	В	В	В	В	В	В
maganama concontrata managana	10.1	10.4	10.7	10.9	11.3	11.7
Cedar Creek Road Northbound	A	A	A	A	A	A
	7.3	7.3	7.3	7.3	7.3	7.3
Cedar Creek Road Southbound	A	A	A	A	A	A
	7.7	7.7	7.6	7.9	8.0	8.1
Oak Grove Road at Thixton Lane						
Thixton Lane Westbound	A	A	B	B	B	B
	9.5	9.6	10.5	10.0	10.2	11.9
Oak Grove Road Southbound	A 8.1	A 8.2	8.4	7.8	A 7.8	A 7.8
Oak Grove Road at Entrance	0.1	0.2	0.4	7.0	1.0	7.0
Oak Grove Road at Entrance			A			Α
Oak Grove Road Westbound			8.8			9.3
0-1-0			Α			Α
Oak Grove Road Southbound			7.4			7.4
Thixton Lane at Pebble Trace						
Thixton Lane Eastbound	А	А	Α	Α	Α	Α
Thixton Lane Eastbound	7.4	7.5	7.5	7.6	7.7	7.8
Pebble Trace Southbound	А	А	В	В	В	В
T ebble Trace Southbourid	9.7	9.8	10.4	10.4	10.6	11.5
Bardstown Road at Thixton Lane	В	В	В	С	С	D
Dai a Storm Noda at Till Xtori Earle	14.9	16.0	14.9	29.3	32.4	42.7
Thixton Lane Eastbound	D	D	E	E	E	E
THREET MATERIAL MATER	43.3	44.4	68.4	64.8	69.1	67.3

		A.M.			P.M.	
Annanah	2021	2027	2027	2021	2027	2027
Approach	Existing	No Build	Build	Existing	No Build	Build
Bardstown Road Northbound	В	В	Α	В	В	В
Bardstown Road Northbound	12.3	13.4	9.9	13.7	16.2	19.9
Dandatawa Band Cawthhawad	В	В	В	С	D	D
Bardstown Road Southbound	15.4	16.3	13.0	32.6	35.4	51.3

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance</u> <u>Manual</u> dated July, 2020. Using the volumes in Figure 6, no turn lanes are recommended at the entrance on Oak Grove Road. The spreadsheet results for the turn lanes are in the Appendix. The recommended traffic control is that westbound Oak Grove Road be controlled with a stop sign. This is the same traffic control as the intersection of Thixton Lane and Oak Grove Road.

Louisville Metro Transportation Planning staff requested an evaluation of the Bardstown Road intersection at Thixton Lane to include a right turn lane on Thixton Lane. The results are listed in Table 3.

Table 3. Bardstown Road at Thixton Lane with a right turn lane on Thixton Lane

		A.M.		P.M.
Approach	2027 Build	2027 Build Thixton Ln Right	2027 Build	2027 Build Thixton Ln Right
	В	В	D	С
Bardstown Road at Thixton Lane	14.9	10.7	42.7	23.5
Thixton Lane Eastbound	E	D	E	E
Thixton Lane Eastbound	68.4	52.0	67.3	64.7
Dandeterrin Dand Northborond	Α	A	В	В
Bardstown Road Northbound	9.9	6.7	19.9	11.9
Dandetown Dand Couthhound	В	Α	D	С
Bardstown Road Southbound	13.0	9.4	51.3	22.6

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027, there will be a slight impact to the existing highway network. No improvements are required.

APPENDIX

Traffic Counts

Classified Turn Movement Count | | All vehicles

Marr Traffic DATA COLLECTION

Jefferson County, KY

www.marrtraffic.com

Site 4 of 4

Cedar Creek Rd (South) Cedar Creek Rd (North) Independence School Rd (West) Independence School Rd (East)

Date

Tuesday, August 24, 2021

Weather

Fair 87°F

Lat/Long 38.104664°, -85.607391°

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

All vehicles

	S. Ballin	No	orthbou	nd			So	uthbou	nd			E	astboun	ıd			W	/estbou	nd		
		Cedar C	reek Rd	(South)			Cedar C	reek Rd	(North)		Inde	pendence School Rd (West) Thru Right U-Turn App 4.10 4.11 4.12 Total 1 3 0 4. 0 1 0 1 0 3 0 3 0 0 0 0 1 7 0 8 0 2 0 4 0 1 0 2 0 0 0 0 0 2 0 2 0 5 0 8		est)	Inde	epender	nce Scho	ool Rd (E	ast)		
	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	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Tota
0700 - 0715	0	5	3	0	8	1	6	0	0	7	0	1	3	0	4	21	0	2	0	23	42
0715 - 0730	1	2	3	0	6	1	5	0	0	6	0	0	1	0	1	22	0	2	0	24	37
0730 - 0745	2	7	3	0	12	0	11	0	0	11	0	0	3	0	3	46	0	2	0	48	74
0745 - 0800	0	3	7	0	10	0	1	0	0	1	0	0	0	0	0	16	1	3	0	20	31
Hourly Total	3	17	16	0	36	2	23	0	0	25	0	1	7	0	8	105	1	9	0	115	184
0800 - 0815	0	5	6	0	11	3	6	1	0	10	2	0	2	0	4	19	0	2	0	21	46
0815 - 0830	0	6	8	0	14	0	12	0	0	12	1	0	1	0	2	12	0	2	0	14	42
0830 - 0845	0	7	5	0	12	0	7	0	0	7	0	0	0	0	0	7	0	3	0	10	29
0845 - 0900	0	2	9	0	11	1	13	0	0	14	0	0	2	0	2	9	0	3	0	12	39
Hourly Total	0	20	28	0	48	4	38	1	0	43	3	0	5	0	8	47	0	10	0	57	156
Grand Total	3	37	44	0	84	6	61	1	0	68	3	1	12	0	16	152	1	19	0	172	34
Approach %	3.57	44.05	52.38	0.00	-	8.82	89.71	1.47	0.00	-	18.75	6.25	75.00	0.00	-	88.37	0.58	11.05	0.00	-	
Intersection %	0.88	10.88	12.94	0.00	24.71	1.76	17.94	0.29	0.00	20.00	0.88	0.29	3.53	0.00	4.71	44.71	0.29	5.59	0.00	50.59	1
PHF	0.25	0.75	0.75	0.00	0.84	0.25	0.63	0.25	0.00	0.71	0.38	0.00	0.50	0.00	0.56	0.51	0.25	0.75	0.00	0.54	0.6

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

	TO SEL	No	orthbou	nd			So	uthbou	nd			E	astboun	d			W	estbou	nd		
		Cedar C	reek Rd	(South)			Cedar C	reek Rd	(North)		Inde	penden	ce Scho	ol Rd (W	est)	Inde	epende	nce Scho	ool Rd (E	ast)	
	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	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	To
1600 - 1615	3	6	26	0	35	3	10	2	0	15	0	0	1	0	1	15	0	2	0	17	6
1615 - 1630	3	11	25	0	39	3	7	0	0	10	0	0	0	0	0	6	1	3	0	10	5
1630 - 1645	1	17	50	0	68	3	19	2	0	24	1	0	1	0	2	12	0	4	0	16	11
1645 - 1700	1	6	35	0	42	2	6	0	0	8	1	0	1	0	2	10	1	4	0	15	6
Hourly Total	8	40	136	0	184	11	42	4	0	57	2	0	3	0	- 5	43	2	13	0	58	30
1700 - 1715	5	20	37	0	62	4	8	0	0	12	0	0	5	0	5	6	1	1	0	8	8
1715 - 1730	3	14	30	0	47	4	6	0	0	10	0	0	0	0	0	3	0	0	0	3	6
1730 - 1745	2	8	22	0	32	2	7	2	0	11	1	0	4	0	5	7	0	4	0	11	5
1745 - 1800	4	4	17	0	25	1	7	1	0	9	3	0	2	0	5	5	0	2	0	7	4
Hourly Total	14	46	106	0	166	11	28	3	0	42	4	0	11	0	15	21	1	7	0	29	25
Grand Total	22	86	242	0	350	22	70	7	0	99	6	0	14	0	20	64	3	20	0	87	55
Approach %	6.29	24.57	69.14	0.00	-	22.22	70.71	7.07	0.00	-	30.00	0.00	70.00	0.00	-	73.56	3.45	22.99	0.00	-	
Intersection %	3.96	15.47	43.53	0.00	62.95	3.96	12.59	1.26	0.00	17.81	1.08	0.00	2.52	0.00	3.60	11.51	0.54	3.60	0.00	15.65	-
PHF	0.50	0.71	0.76	0.00	0.81	0.81	0.51	0.25	0.00	0.56	0.50	0.00	0.35	0.00	0.45	0.65	0.50	0.56	0.00	0.66	0.



www.marrtraffic.com

Jefferson County, KY

Site 2 of 4 KY-2053 Thixton Ln (South) Oak Grove Rd

KY-2053 Thixton Ln (East)

Date Tuesday, August 24, 2021

Lat/Long 38.09235°, -85.593529°

Weather

87°F

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

	No	orthbou	nd			Sout	thbound	
	KY-2053 T	hixton	Ln (South	1)		Oak	Grove Rd	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	2.1	2.2	2.3	Total	2.4	2.5	2.6	Total
0700 - 0715	4	26	0	30	0	3	0	3
0715 - 0730	6	29	0	35	0	5	0	5
0730 - 0745	6	18	0	24	1	1	0	2
0745 - 0800	6	18	0	24	1	4	0	5
Hourly Total	22	91	0	113	2	13	0	15
0800 - 0815	6	24	0	30	1	2	0	3
0815 - 0830	2	18	0	20	1	3	0	4
0830 - 0845	3	22	0	25	0	2	0	2
0845 - 0900	1	20	0	21	1	3	0	4
Hourly Total	12	84	0 -	96	3	10	0	13
Grand Total	34	175	0	209	5	23	0	28
Approach %	16.27	83.73	0.00	-	17.86	82.14	0.00	-
Intersection %	8.81	45.34	0.00	54.15	1.30	5.96	0.00	7.25
PHF	1.00	0.77	0.00	0.81	0.75	0.60	0.00	0.75

KY-20	53 Thixton	Ln (East)	
Left	Right	U-Turn	App	Int
2.7	2.8	2.9	Total	Total
13	2	0	15	48
14	1	0	15	55
30	2	0	32	58
20	2	0	22	51
77	7	0	84	212
26	0	0	26	59
16	2	0	18	42
8	0	0	8	35
12	1	0	13	38
62	3	0	65	174
139	10	0	149	386
93.29	6.71	0.00	-	
36.01	2.59	0.00	38.60	
0.75	0.63	0.00	0.74	0.94

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

	No	orthbou	nd			Sout	hbound	
[KY-2053 7	Thixton	Ln (South	1)		Oak	Grove Rd	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	2.1	2.2	2.3	Total	2.4	2.5	2.6	Total
1600 - 1615	3	29	0	32	3	6	0	9
1615 - 1630	1	24	0	25	2	8	0	10
1630 - 1645	6	43	0	49	3	5	0	8
1645 - 1700	1	45	0	46	1	1	0	2
Hourly Total	11	141	0	152	9	20	0	29
1700 - 1715	1	37	0	38	2	7	0	9
1715 - 1730	1	32	0	33	0	6	0	6
1730 - 1745	3	29	0	32	3	6	0	9
1745 - 1800	4	23	0	27	2	5	0	7
Hourly Total	9	121	0	130	7	24	0	31
Grand Total	20	262	0	282	16	44	0	60
Approach %	7.09	92.91	0.00	-	26.67	73.33	0.00	-
Intersection %	3.44	45.09	0.00	48.54	2.75	7.57	0.00	10.33
PHF	0.38	0.87	0.00	0.85	0.50	0.68	0.00	0.69

	NE MEDI	ıd	estbou	200
)	Ln (East)	Thixton	KY-20
Int	App	U-Turn	Right	Left
Total	Total	2.9	2.8	2.7
64	23	0	1	22
53	18	0	0	18
89	32	0	2	30
88	40	0	2	38
294	113	0	.5	108
82	35	0	3	32
68	29	0	0	29
73	32	0	0	32
64	30	0	0	30
287	126	0	3	123
581	239	0	8	231
	-	0.00	3.35	96.65
	41.14	0.00	1.38	39.76
0.92	0.85	0.00	0.58	0.85

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Jefferson County, KY

Site 3 of 4 KY-2053 Thixton Ln (South) Pebble Trace

KY-2053 Thixton Ln (East)

Date

Tuesday, August 24, 2021

Weather Fair 87°F

Lat/Long 38.089712°, -85.598788°

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

All vehicles

	No	orthbou	nd			So	uthbound	
	KY-2053	hixton	Ln (South	1)		Pel	oble Trace	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	3.1	3.2	3.3	Total	3.4	3.5	3.6	Total
0700 - 0715	0	20	0	20	11	5	0	16
0715 - 0730	1	18	0	19	11	6	0	17
0730 - 0745	4	17	0	21	8	6	0	14
0745 - 0800	2	19	0	21	6	6	0	12
Hourly Total	7	74	0	81	36	23	0	59
0800 - 0815	3	20	0	23	10	8	0	18
0815 - 0830	1	14	0	15	8	10	0	18
0830 - 0845	0	17	0	17	6	2	0	8
0845 - 0900	0	15	0	15	4	2	0	6
Hourly Total	4	66	0	70	28	22	0	50
Grand Total	11	140	0	151	64	45	0	109
Approach %	7.28	92.72	0.00	-	58.72	41.28	0.00	
Intersection %	2.61	33.18	0.00	35.78	15.17	10.66	0.00	25.83
PHF	0.63	0.93	0.00	0.91	0.80	0.81	0.00	0.85

0.69	0.75	0.00	0.76	0.90
32.46	5.92	0.00	38.39	
84.57	15.43	0.00	-	
137	25	0	162	422
61	12	0	73	193
14	2	0	16	37
6	3	0	9	34
17	3	0	20	53
24	4	0	28	69
76	13	0	89	229
20	4	0	24	57
32	2	0	34	69
12	5	0	17	53
12	2	0	14	50
3.7	3.8	3.9	Total	Total
Left	Right	U-Turn	App	Int
KY-20	53 Thixton	Ln (East)	
	Westbour	nd	PAR	

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

	No	rthbou	nd			So	uthbound	
	KY-2053 T	hixton I	Ln (South	1)		Pel	oble Trace	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	3.1	3.2	3.3	Total	3.4	3.5	3.6	Total
1600 - 1615	1	25	0	26	6	1	0	7
1615 - 1630	3	23	0	26	4	4	0	8
1630 - 1645	7	44	0	51	5	2	0	7
1645 - 1700	4	38	0	42	5	2	0	7
Hourly Total	15	130	0	145	20	9	0	29
1700 - 1715	4	33	0	37	4	2	0	- 6
1715 - 1730	7	29	0	36	5	3	0	8
1730 - 1745	8	29	0	37	4	2	0	6
1745 - 1800	9	22	0	31	5	2	0	7
Hourly Total	28	113	0	141	18	9	0	27
Grand Total	43	243	0	286	38	18	0	56
Approach %	15.03	84.97	0.00	-	67.86	32.14	0.00	-
Intersection %	6.97	39.38	0.00	46.35	6.16	2.92	0.00	9.08
PHF	0.79	0.82	0.00	0.81	0.95	0.75	0.00	0.88

	250 VI		estbour	
		Ln (East)	Thixton	KY-20
Int	App	U-Turn	Right	Left
Total	Total	3.9	3.8	3.7
62	29	0	9	20
59	25	0	7	18
93	35	0	5	30
82	33	0	9	24
296	122	0	30	92
87	44	0	15	29
80	36	0	5	31
81	38	0	17	21
73	35	0	9	26
321	153	0	46	107
617	275	0	76	199
	-	0.00	27.64	72.36
	44.57	0.00	12.32	32.25
0.92	0.84	0.00	0.57	0.92

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Site 1 of 4

Jefferson County, KY

US-150 Bardstown Rd (South) US-150 Bardstown Rd (North) KY-2053 Thixton Ln

Date Tuesday, August 24, 2021 Weather Fair

87°F

Lat/Long 38.100655°, -85.565656°

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

	F	Nort	hbound	18 18 18	So	uthbou	nd		Waster.	Eastbour	d	STATE
	US	-150 Bards	town Rd (Sout	th)	US-150 Bar	dstown	Rd (Nor	th)		KY-2053 Thix	ton Ln	
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App
TIME	1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total
0700 - 0715	40	455	0	495	178	8	0	186	28	17	0	45
0715 - 0730	76	459	0	535	157	9	0	166	30	9	0	39
0730 - 0745	75	335	0	410	196	26	0	222	25	14	0	39
0745 - 0800	40	338	0	378	227	13	1	241	14	13	0	27
Hourly Total	231	1587	0	1818	758	56	1	815	97	53	0	150
0800 - 0815	20	336	0	356	198	27	0	225	29	10	0	39
0815 - 0830	24	351	0	375	194	16	0	210	26	10	0	36
0830 - 0845	17	347	0	364	159	8	0	167	34	13	0	47
0845 - 0900	20	308	0	328	169	13	0	182	26	13	0	39
Hourly Total	81	1342	0	1423	720	64	0	784	115	46	0	161
Grand Total	312	2929	0	3241	1478	120	1	1599	212	99	0	311
Approach %	9.63	90.37	0.00	-	92.43	7.50	0.06	-	68.17	31.83	0.00	-
Intersection %	6.06	56.86	0.00	62.92	28.69	2.33	0.02	31.04	4.12	1.92	0.00	6.04
PHF	0.76	0.86	0.00	0.85	0.83	0.54	0.25	0.85	0.81	0.78	0.00	0.83

5151

0.94

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

All vehicles

		Nort	hbound			Southbou	ınd			Eastbour	ıd	
	US	-150 Bards	town Rd (Sou	th)	US-150 B	ardstown	Rd (Nor	th)		KY-2053 Thix	ton Ln	
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App
TIME	1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total
1600 - 1615	23	274	0	297	375	37	0	412	23	50	0	73
1615 - 1630	18	257	0	275	422	44	0	466	18	44	0	62
1630 - 1645	23	258	0	281	426	37	0	463	27	58	0	85
1645 - 1700	34	294	0	328	414	40	0	454	35	62	0	97
Hourly Total	98	1083	0	1181	1637	158	0	1795	103	214	0	317
1700 - 1715	22	249	0	271	503	32	0	535	22	43	0	65
1715 - 1730	23	240	0	263	441	32	0	473	23	58	0	81
1730 - 1745	18	252	0	270	483	33	0	516	26	48	0	74
1745 - 1800	19	251	0	270	463	40	0	503	28	34	0	62
Hourly Total	82	992	0	1074	1890	137	0	2027	99	183	0	282
Grand Total	180	2075	0	2255	352	295	0	3822	202	397	0	599
Approach %	7.98	92.02	0.00		92.2	3 7.72	0.00	-	33.72	66.28	0.00	•
Intersection %	2.70	31.08	0.00	33.78	52.8	3 4.42	0.00	57.25	3.03	5.95	0.00	8.97
PHF	0.71	0.88	0.00	0.86	0.92	0.86	0.00	0.92	0.76	0.85	0.00	0.82

0.97

HCS Reports

		H	CS7	Two-	Way	Stop	-Coi	ntrol	Repo	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ			******			Interse	ection			Cedar	Creek a	t Ind Sch	hool		
Agency/Co.	Diane	B Zimm	erman T	raffic Eng	gineering		Jurisd	iction	ACCUPATION OF THE PARTY OF THE							
Date Performed	9/19/2	2021					East/V	Vest Stre	et		Indep	endence	School	Road		
Analysis Year	2021						North	/South S	treet		Cedar	Creek R	load			*********
Time Analyzed	AM Pe	ak					Peak I	Hour Fac	tor		0.65					
Intersection Orientation	North	-South					Analy	sis Time	Period (I	hrs)	0.25					
Project Description	Oak G	rove														
Lanes				723												
				24424	A 1 1	** Y Street: Nor	ተ <mark>ት</mark> ቦ	*****								
Vehicle Volumes and Ad	justme	nts														
Approach			ound			Westl					bound				bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	'
		0	1	0		0	1	0	0	0	1	0	0	0	1	
Number of Lanes						-	LTR	1		1						-
Configuration			LTR								LTR				LTR	
Configuration Volume (veh/h)		3	0	6		93	1	9		2	21	24		3	30	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		3		6		93		9		2		24		3 33	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0	0			1	0					24		-	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	0			1	1					24		-	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0	0	0		1	0					24		-	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0	0	0	vided	1	0					24		-	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	o ys	0 0	0 Undi	vided	1	1 0	0		0		24		33	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	0 () () () () () () () () () (0 0	Undi	vided	7.1	0 6.5	6.2		4.1		24		33	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	0 ys 7.1 7.10	0 0 0 6.5 6.50	0 Undi	vided	7.1	6.5	6.2		4.1 4.10		24		4.1 4.43	-	
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)	leadwa	7.1 7.10 3.5	6.5 6.50 4.0	0 Undi	vided	7.1 7.11 3.5	6.5 6.50 4.0	6.2 6.20 3.3		4.1 4.10 2.2		24		4.1 4.43 2.2	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.00	0 Undi 6.2 6.20 3.3 3.30	vided	7.1	6.5	6.2		4.1 4.10		24		4.1 4.43	-	
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)		7.1 7.10 3.5 3.50	6.5 6.50 4.00	0 Undi 6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0	6.2 6.20 3.3		4.1 4.10 2.2		24		4.1 4.43 2.2	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.00	0 Undi 6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0	6.2 6.20 3.3		4.1 4.10 2.2		24		4.1 4.43 2.2	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	0 Undi 6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		4.1 4.10 2.2 2.20		24		4.1 4.43 2.2 2.50	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	0 Undi 6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		4.1 4.10 2.2 2.20 3 1573 0.00		24		4.1 4.43 2.2 2.50 5 1356 0.00	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.00 ervice 14 958 0.01	0 Undi 6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	1 0 6.5 6.5 6.50 4.00 4.00 158 861 0.18 0.7	6.2 6.20 3.3		4.1 4.10 2.2 2.20 3 1573 0.00 0.0		24		4.1 4.43 2.2 2.50 5 1356 0.00 0.0	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 958 0.01 0.0 8.8	0 Undi 6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	1 0 6.5 6.5 6.50 4.00 4.00 158 861 0.18 0.7 10.1	6.2 6.20 3.3		3 1573 0.00 0.0 7.3		24		33 4.1 4.43 2.2 2.50 5 1356 0.00 0.0 7.7	-	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.00 ervice 14 958 0.01	0 Undi 6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5 3.51	1 0 6.5 6.5 6.50 4.00 4.00 158 861 0.18 0.7	6.2 6.20 3.3		3 1573 0.00 0.0 7.3 A		24		33 4.1 4.43 2.2 2.50 5 1356 0.00 0.0 7.7 A	-	

Copyright © 2021 University of Florida. All Rights Reserved.

HCS TMM TWSC Version 7.9.5 Cedar AM 21.xtw

Generated: 9/19/2021 7:35:57 PM

		Н	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nform	nation	1						
Analyst	DBZ				Sarahina.		Interse	ection		T	Cedar	Creek a	t Ind Sci	hool		
Agency/Co.		B Zimm	erman T	raffic End	nineering	,	Jurisdi									
Date Performed	9/19/					,		Vest Stre	et		Indep	endence	School	Road		
Analysis Year	2027							/South S				Creek R				
Time Analyzed		eak No B	uild					four Fact			0.65					
Intersection Orientation	North	-South		-		17,37	Analys	is Time	Period (1	nrs)	0.25					
Project Description	Oak C	irove														
Lanes		philips														
				****		† † Y Street: Nor		*******								
Vehicle Volumes and Ad	justme	nts									Yes S					
Approach		Eastb		,		West	ound			North				South		
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority	-	10	11	12		7	8	9	1U	1	2	3	4U	4	5	1
	1	0	1	0		0	1	0			C POST CONTRACTOR OF THE	17 Strain Walt 12 / 2 / 2 / 2 / 2 / 2 / 2 / 2 / 2 / 2				1
Number of Lanes				-	-	-		0	0	0	1	0	0	0	1	
Number of Lanes Configuration			LTR				LTR		U		LTR		0		LTR	
Number of Lanes Configuration Volume (veh/h)		3	0	6		105	LTR 1	10	U	2		27	0	3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)				6		105	LTR		U		LTR		0		LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		3 0	0			1	LTR 1 0	10	0	2	LTR		0	3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3 0	0			1	LTR 1	10	O .	2	LTR		0	3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		3 0	0	0	wided	1	LTR 1 0	10		2	LTR		0	3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		3 0	0	0	vided	1	LTR 1 0	10		2	LTR		0	3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	Headwa	3 0	0 0	0 Undi		1	LTR 1 0	10 0		2 0	LTR		0	3 33	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	Headwa	3 0 ys 7.1	0 0	Undi		7.1	LTR 1 0 0 0 0 6.5	10 0		2 0	LTR		0	3 33 33	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	Headwa	3 0 0 ys 7.1 7.10	0 0 0 6.5 6.50	0 Undi		7.1 7.11	LTR 1 0 0 0 6.5 6.50	10 0 6.2 6.20		2 0 4.1 4.10	LTR		0	3 33 33 4.1 4.43	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys 7.1 7.10 3.5	0 0 0 6.5 6.50 4.0	0 Undi		7.1 7.11 3.5	LTR 1 0 0 0 6.5 6.50 4.0	6.2 6.2 6.20 3.3		2 0 4.1 4.10 2.2	LTR		0	3 33 33 4.1 4.43 2.2	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.00	0 Undi		7.1 7.11	LTR 1 0 0 0 6.5 6.50	10 0 6.2 6.20		2 0 4.1 4.10	LTR		0	3 33 33 4.1 4.43	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.10 3.5 3.50	6.5 6.50 4.00	0 Undi		7.1 7.11 3.5	6.5 6.50 4.00	6.2 6.2 6.20 3.3		4.1 4.10 2.2 2.20	LTR		0	3 33 33 4.1 4.43 2.2 2.50	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	0 Undi		7.1 7.11 3.5	6.5 6.50 4.00	6.2 6.2 6.20 3.3		4.1 4.10 2.2 2.20	LTR			3 33 33 4.1 4.43 2.2 2.50	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice	0 Undi		7.1 7.11 3.5	6.5 6.5 6.50 4.0 4.00	6.2 6.2 6.20 3.3		2 0 4.1 4.10 2.2 2.20	LTR			3 33 33 4.1 4.43 2.2 2.50	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 945 0.01	0 Undi		7.1 7.11 3.5	6.5 6.5 6.50 4.0 4.00	6.2 6.2 6.20 3.3		2 0 4.1 4.10 2.2 2.20 3 1564 0.00	LTR			3 33 33 4.1 4.43 2.2 2.50 5 1345 0.00	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 945 0.01	0 Undi		7.1 7.11 3.5	6.5 6.50 4.0 4.00 178 845 0.21 0.8	6.2 6.2 6.20 3.3		2 0 4.1 4.10 2.2 2.20 3 1564 0.00 0.0	LTR			3 33 33 4.1 4.43 2.2 2.50 5 1345 0.00 0.0	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 945 0.01 0.0 8.9	0 Undi		7.1 7.11 3.5	6.5 6.50 4.0 4.00 178 845 0.21 0.8	6.2 6.2 6.20 3.3		2 0 4.1 4.10 2.2 2.20 3 1564 0.00 0.0 7.3	LTR			3 33 33 4.1 4.43 2.2 2.50 5 1345 0.00 0.0 7.7	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 945 0.01	0 Undi		7.1 7.11 3.5 3.51	6.5 6.50 4.0 4.00 178 845 0.21 0.8	6.2 6.2 6.20 3.3		2 0 4.1 4.10 2.2 2.20 3 1564 0.00 0.0 7.3 A	LTR			3 33 33 4.1 4.43 2.2 2.50 5 1345 0.00 0.0 7.7 A	LTR	

Copyright © 2021 University of Florida. All Rights Reserved.

HCS TIME TWSC Version 7.9.5 Cedar AM 27 NB.xtw

Generated: 9/19/2021 7:37:54 PM

		Н	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nform	nation							
Analyst	DBZ		***************************************				Interse	ection			Cedar	Creek a	t Ind Sch	nool		
Agency/Co.		B Zimm	erman T	affic Eng	ineering	,	Jurisdi						2002			
Date Performed	5/9/20			ortic ciry	, meering	-		Vest Stre	et		Indep	endence	School	Road		
Analysis Year	2027							/South S				Creek R				
Time Analyzed		ak Build	i					lour Fact			0.65					
Intersection Orientation		-South						is Time		nrs)	0.25					
Project Description	Oak G															
Lanes			EWNE	0.8252								5,410		ATTE SELV	o espir	
				****		† † † Y Street: Nor		74 + 4 + 6 6								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			Westb	ound			North	bound			South	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	
	1		LTR				LTR				LTR				LTR	_
Configuration			0	6		433	1	12		2	24	33		4	34	
Configuration Volume (veh/h)		3	0	0		122	'									
		3	0	0		1	0	0		0				25		
Volume (veh/h)			-							0				25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	-			1				0				25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0	0	0		1	0			0				25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0	0		vided	1	0			0				25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0	0	0	vided	1	0			0				25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	0	0	0	vided	1	0			4.1				25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys	0	0 Undi	vided	1	0	0								
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 7.1	0 0 6.5	Undi	vided	7.1	6.5	6.2		4.1				4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys 7.1 7.10	0 0 6.5 6.50	0 Undi	vided	7.1	6.5	6.2		4.1 4.10				4.1 4.35		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.0	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0	6.2 6.20 3.3		4.1 4.10 2.2				4.1 4.35 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.0	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0	6.2 6.20 3.3		4.1 4.10 2.2				4.1 4.35 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		4.1 4.10 2.2 2.20				4.1 4.35 2.2 2.43		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		4.1 4.10 2.2 2.20				4.1 4.35 2.2 2.43		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		4.1 4.10 2.2 2.20				4.1 4.35 2.2 2.43		
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		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 939 0.01	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00 208 836 0.25	6.2 6.20 3.3		4.1 4.10 2.2 2.20 3 1564 0.00				4.1 4.35 2.2 2.43 6 1375 0.00		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 939 0.01	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00 208 836 0.25	6.2 6.20 3.3		4.1 4.10 2.2 2.20 3 1564 0.00 0.0				4.1 4.35 2.2 2.43 6 1375 0.00 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 939 0.01 0.0	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5 3.51	6.5 6.50 4.0 4.00 208 836 0.25 1.0	6.2 6.20 3.3		3 1564 0.00 0.0 7.3 A	0.3			4.1 4.35 2.2 2.43 6 1375 0.00 0.0 7.6 A	0.8	

		H	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nform	nation							
Analyst	DBZ						Interse	ection			Cedar	Creek a	t Ind Sch	nool		
Agency/Co.		B Zimm	erman Ti	raffic End	aineerin	a	Jurisdi	ction								
Date Performed	9/19/2						East/V	Vest Stre	et		Indep	endence	School	Road		-
Analysis Year	2021						North	/South S	treet		Cedar	Creek R	oad			
Time Analyzed	PM Pe	ak						lour Fact	-		0.74					
Intersection Orientation	North	-South					Analys	sis Time	Period (I	nrs)	0.25					
Project Description	Oak G	rove														
Lanes			HIEROE.			100					Walk.		5183		9619	
				2 41 13 4 41 15 15		+ + + Y Street: Nort		* † * * F C								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound	,		Westb	ound			North	oound			South		
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	-
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	0	7		31	2	9		10	57	152		13	39	
Percent Heavy Vehicles (%)		0	0	0		0	0	11		0				8		_
Proportion Time Blocked																
Percent Grade (%)			0				0									
Right Turn Channelized	-			11- "	ا ا								4			-
Right Turn Channelized Median Type Storage				Undi	vided	New York Control	2000000			1013KEN					W	
Right Turn Channelized	leadwa				vided											
Right Turn Channelized Median Type Storage Critical and Follow-up Base Critical Headway (sec)	leadwa	7.1	6.5	6.2	vided	7.1	6.5	6.2		4.1				4.1		
Right Turn Channelized Median Type Storage Critical and Follow-up Base Critical Headway (sec) Critical Headway (sec)	leadwa	7.1 7.10	6.50	6.2	vided	7.10	6.50	6.31		4.10				4.18		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	7.1 7.10 3.5	6.50 4.0	6.2 6.20 3.3	vided	7.10 3.5	6.50 4.0	6.31 3.3		4.10 2.2				4.18		
Right Turn Channelized Median Type Storage Critical and Follow-up Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.10	6.50	6.31		4.10				4.18		
Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.10 3.5	6.50 4.0	6.31 3.3		4.10 2.2				4.18		
Right Turn Channelized Median Type Storage Critical and Follow-up Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.10 3.5	6.50 4.0	6.31 3.3		4.10 2.2				4.18		
Right Turn Channelized Median Type Storage Critical and Follow-up Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.10 3.5	6.50 4.0 4.00	6.31 3.3		4.10 2.2 2.20				4.18 2.2 2.27		
Right Turn Channelized 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)		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.10 3.5	6.50 4.0 4.00	6.31 3.3		4.10 2.2 2.20				4.18 2.2 2.27		
Right Turn Channelized Median Type Storage Critical and Follow-up Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice 12 895	6.2 6.20 3.3 3.30	vided	7.10 3.5	6.50 4.0 4.00 57 670	6.31 3.3		4.10 2.2 2.20 14 1562				4.18 2.2 2.27 18 1246		
Right Turn Channelized 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		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice 12 895 0.01	6.2 6.20 3.3 3.30	vided	7.10 3.5	6.50 4.0 4.00 57 670 0.08	6.31 3.3		4.10 2.2 2.20 14 1562 0.01				4.18 2.2 2.27 18 1246 0.01		
Right Turn Channelized Median Type Storage Critical and Follow-up Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, all Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)		7.1 7.10 3.5 3.50	6.50 4.0 4.00 12 895 0.01 0.0	6.2 6.20 3.3 3.30	vided	7.10 3.5	6.50 4.0 4.00 57 670 0.08 0.3	6.31 3.3		4.10 2.2 2.20 14 1562 0.01 0.0				4.18 2.2 2.27 18 1246 0.01 0.0		
Right Turn Channelized Median Type Storage Critical and Follow-up Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50 l of So	6.50 4.0 4.00 ervice 12 895 0.01 0.0 9.1	6.2 6.20 3.3 3.30	vided	7.10 3.5 3.50	6.50 4.0 4.00 57 670 0.08 0.3	6.31 3.3		4.10 2.2 2.20 14 1562 0.01 0.0 7.3 A	.4			4.18 2.2 2.27 18 1246 0.01 0.0 7.9 A	0	

Copyright © 2021 University of Florida. All Rights Reserved.

HCS 1000 TWSC Version 7.9.5 Cedar PM 21.xtw

Generated: 9/19/2021 7:41:00 PM

		H	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nforn	natior	1				and marketic		
Analyst	DBZ						Interse	ection			Cedar	Creek a	t Ind Sci	hool		
Agency/Co.		B Zimm	erman Tı	raffic End	ineerin		Jurisd									
Date Performed	9/19/2							Vest Stre	et		Indep	endence	School	Road	***************************************	
Analysis Year	2027						North	/South S	treet			Creek R				
Time Analyzed		ak No B	uild					lour Fac			0.74				***************************************	
Intersection Orientation	North	-South						sis Time		hrs)	0.25				***************************************	
Project Description	Oak G	rove														
Lanes			y Toyle 2			Men A						in in			1745	
				74 47 4 6		† † † Y Street: Nor		* 7								
Vehicle Volumes and Ad	justme															
Approach		Eastb	ound			West	oound			North	bound			South	bound	
								CONTRACTOR AND ADDRESS.								T
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	
Priority	U	10	11	12	U	7	8	9	1U	1	2	3	4U	4	5	
Priority Number of Lanes	U		11 1		U		8				2				5	
Priority Number of Lanes Configuration	U	10	11 1 LTR	12 0	U	7 0	8 1 LTR	9	1U	0	2 1 LTR	3	4U	4 0	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h)	U	10 0	11 1 LTR 0	12 0 7	U	7 0 35	8 1 LTR 2	9 0	1U	1 0	2	3	4U	4 0	5	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	10	11 1 LTR	12 0	U	7 0	8 1 LTR	9	1U	0	2 1 LTR	3	4U	4 0	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	10 0 2 0	11 1 LTR 0 0	12 0 7	U	7 0 35 0	8 1 LTR 2 0	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U	10 0 2 0	11 1 LTR 0	12 0 7	U	7 0 35 0	8 1 LTR 2	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U	10 0 2 0	11 1 LTR 0 0	7 0		7 0 35 0	8 1 LTR 2 0	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		10 0 2 0	11 1 LTR 0 0	7 0	U	7 0 35 0	8 1 LTR 2 0	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		10 0 2 0	11 1 LTR 0 0 0	12 0 7 0	vided	7 0 35 0	8 1 LTR 2 0	9 0 10 11	1U	1 0 10 0	2 1 LTR	3	4U	15 8	5 1 LTR	
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 2 0 ys	11 1 LTR 0 0 0	12 0 7 0 Undi	vided	7 0 35 0	8 1 LTR 2 0	9 0 10 11 6.2	1U	1 0 10 0	2 1 LTR	3	4U	4 0 15 8	5 1 LTR	
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 2 0 (v) ys 7.1 7.10	11 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10	8 1 LTR 2 0 0 0 6.5 6.50	9 0 10 11 6.2 6.31	1U	1 0 10 0	2 1 LTR	3	4U	4 0 15 8 4.1 4.18	5 1 LTR	
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 2 0 7.1 7.10 3.5	11 1 LTR 0 0 0 0 6.5 6.50 4.0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10 3.5	8 1 LTR 2 0 0 0 6.5 6.50 4.0	9 0 10 11 6.2 6.31 3.3	1U	1 0 0 10 0 4.1 4.10 2.2	2 1 LTR	3	4U	4.0 15 8 4.1 4.1 4.18 2.2	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	leadwa	10 0 2 0 7.1 7.10 3.5 3.50	11 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10	8 1 LTR 2 0 0 0 6.5 6.50	9 0 10 11 6.2 6.31	1U	1 0 10 0	2 1 LTR	3	4U	4 0 15 8 4.1 4.18	5 1 LTR	
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)	leadwa	10 0 2 0 7.1 7.10 3.5 3.50	11 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10 3.5	8 1 LTR 2 0 0 0 6.5 6.50 4.0	9 0 10 11 6.2 6.31 3.3	1U	1 0 0 10 0 4.1 4.10 2.2	2 1 LTR	3	4U	4.0 15 8 4.1 4.1 4.18 2.2	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	leadwa	10 0 2 0 7.1 7.10 3.5 3.50	11 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10 3.5	8 1 LTR 2 0 0 0 6.5 6.50 4.0	9 0 10 11 6.2 6.31 3.3	1U	1 0 0 10 0 4.1 4.10 2.2	2 1 LTR	3	4U	4.0 15 8 4.1 4.1 4.18 2.2	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar	leadwa	10 0 2 0 7.1 7.10 3.5 3.50	11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10 3.5	8 1 LTR 2 0 0 0 6.5 6.50 4.0 4.00	9 0 10 11 6.2 6.31 3.3	1U	1 0 10 0 4.1 4.10 2.2 2.20	2 1 LTR	3	4U	4 0 15 8 4.1 4.1 4.18 2.2 2.27	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar	leadwa	10 0 2 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10 3.5	8 1 LTR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 11 6.2 6.31 3.3	1U	1 0 0 10 0 1 10 0 1 10 10 10 10 10 10 10	2 1 LTR	3	4U	4.0 15 8 4.1 4.18 2.2 2.27	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)	leadwa	10 0 2 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10 3.5	8 1 LTR 2 0 0 6.5 6.50 4.0 4.00	9 0 10 11 6.2 6.31 3.3	1U	1 0 0 10 0 1 10 0 1 10 10 10 10 10 10 10	2 1 LTR	3	4U	4.1 4.1 4.18 2.2 2.27	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadwa	10 0 2 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10 3.5	8 1 LTR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 11 6.2 6.31 3.3	1U	1 0 0 10 0 10 0 10 10 10 10 10 10 10 10	2 1 LTR	3	4U	4 0 15 8 4.1 4.18 2.2 2.27 20 1209 0.02	5 1 LTR	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qes (veh)	leadwa	10 0 2 0 7.1 7.10 3.5 3.50	11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 7 0 Undi	vided	7 0 35 0 7.1 7.10 3.5	8 1 LTR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 11 6.2 6.31 3.3	1U	1 0 0 10 0 10 10 10 10 10 10 10 10 10 10	2 1 LTR	3	4U	4.0 15 8 4.1 4.14.18 2.2 2.27 20 1209 0.02 0.1	5 1 LTR	

Copyright © 2021 University of Florida. All Rights Reserved.

HCS 1000 TWSC Version 7.9.5 Cedar PM 27 NB.xtw Generated: 9/19/2021 7:42:14 PM

		Н	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort							
General Information							Site I	nforn	nation								
Analyst	DBZ						Interse	ection			Cedar	Creek at	t Ind Sch	nool			
Agency/Co.		B Zimm	erman Ti	raffic End	gineering		Jurisd										
Date Performed	5/9/20				, , ,		East/V	Vest Stre	et		Independence School Road						
Analysis Year	2027							/South S				Creek R					
Time Analyzed	PM Pe	eak Build	ı					lour Fac			0.74			***************************************			
Intersection Orientation	North	-South					Analys	is Time	Period (I	nrs)	0.25						
Project Description	Oak G	rove															
Lanes											G. Harri		Carlo de	Eveli			
	·.			144746	A 7 3	+ + Y Street: Nor	1 + C	74 + 7 + 6									
Vehicle Volumes and Adj	justme	nts			wajor.	30 EEU 1907	11-30G(I)										
Approach	T	Eastb	ound			Westb	ound			North	bound			South	bound	-	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T		
Priority	1	10	11	12		7	8	9	1 U	1	2	3	4U	4	5		
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1		
			-			-							<u></u>			_	
Configuration			LTR				LTR				LTR				LTR		
Configuration Volume (veh/h)	-	2	LTR 0	7		45	LTR 2	13		10	LTR 64	191		17	LTR 44	-	
		2		7		4 5		13 11		10 0		191		17			
Volume (veh/h)		-	0				2					191		-			
Volume (veh/h) Percent Heavy Vehicles (%)		0	0				0					191		-			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0	0			0	0					191		-			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	0	0	vided	0	0					191		-			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0	0	0	vided	0	0					191		-			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	0	0	0	vided	0	0					191		-			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys	0 0	0 Undi	vided	0	2 0	11		0		191		8			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 7.1	0 0 0	Undi	vided	7.1	2 0	6.2		4.1		191		4.1			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys 7.1 7.10	0 0 0 0 6.5 6.50	0 Undi	vided	7.1	2 0 6.5 6.50	6.2		4.1 4.10		191		4.1 4.18			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0	0 Undi	vided	7.1 7.10 3.5	6.5 6.50 4.0	6.2 6.31 3.3		4.1 4.10 2.2		191		4.1 4.18 2.2			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0	0 Undi	vided	7.1 7.10 3.5	6.5 6.50 4.0	6.2 6.31 3.3		4.1 4.10 2.2		191		4.1 4.18 2.2			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.10 3.5 3.50	0 0 0 0 6.5 6.50 4.0 4.00	0 Undi	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.31 3.3		4.1 4.10 2.2 2.20		191		4.1 4.18 2.2 2.27			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	0 Undi	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.31 3.3		0 4.1 4.10 2.2 2.20		191		4.1 4.18 2.2 2.27			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0 4.00 ervice	0 Undi	vided	7.1 7.10 3.5	6.5 6.50 4.00 81 620	6.2 6.31 3.3		0 4.1 4.10 2.2 2.20		191		4.1 4.18 2.2 2.27			
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		7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0 4.00 ervice 12 862 0.01	0 Undi	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00 81 620 0.13	6.2 6.31 3.3		4.1 4.10 2.2 2.20 14 1554 0.01		191		4.1 4.18 2.2 2.27 23 1182 0.02			
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, Q95 (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 12 862 0.01	0 Undi	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00 81 620 0.13	6.2 6.31 3.3		4.1 4.10 2.2 2.20 14 1554 0.01 0.0		191		4.1 4.18 2.2 2.27 23 1182 0.02 0.1			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 12 862 0.01 0.0	0 Undi	vided	7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 81 620 0.13 0.4 11.7	6.2 6.31 3.3		0 4.1 4.10 2.2 2.20 14 1554 0.01 0.0 7.3 A		191		4.1 4.18 2.2 2.27 23 1182 0.02 0.1 8.1 A			

						190000000000000000000000000000000000000	Charles	16.01	Rep	UIL						
General Information							Site I	nform	natior	1						
Analyst	DBZ						Interse	ection			Thixto	n at Oal	k Grove			
Agency/Co.	Diane	B Zimm	erman T	raffic Eng	ineering		Jurisdi	ction			-					
Date Performed	9/19/	2021					East/V	Vest Stre	et		Thixto	on			***************************************	
Analysis Year	2021						North,	/South S	treet		Oak 0	rove/Th	ixton			
Time Analyzed	AM Pe	eak					Peak H	lour Fact	tor		0.94					
Intersection Orientation	North	-South					Analys	is Time I	Period (I	hrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				リイナイナト		P P Y		74 47 7								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	oound			Westl	oound			North	bound			South	oound	
Movement	U	L	T	R	U	L	T	R			-	0	U	L	T	
MOVEMENT						L	'	7	U	L	T	R	0			1
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	-
				1								-		-		
Priority		10	11	12		7	8	9	1U	1	1	3 0 TR	4U	4 0 LT	5 1	
Priority Number of Lanes		10	11	12		7	8	9	1U	1	2	3	4U	4 0 LT 3	5	
Priority Number of Lanes Configuration		10	11	12		7	8	9	1U	1	1	3 0 TR	4U	4 0 LT	5 1	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		10	11	12		7 0 90 6	8 1 LR	9 0 5	1U	1	1	3 0 TR	4U	4 0 LT 3	5 1	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		10	11	12		7 0 90 6	8	9 0 5	1U	1	1	3 0 TR	4U	4 0 LT 3	5 1	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		10	11	12		7 0 90 6	8 1 LR	9 0 5	1U	1	1	3 0 TR	4U	4 0 LT 3	5 1	F 6
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		10 0	11	12		7 0 90 6	8 1 LR	9 0 5	1U	1	1	3 0 TR	4U	4 0 LT 3	5 1	6
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		10 0	11	12		7 0 90 6	8 1 LR	9 0 5	1U	1	1	3 0 TR	4U	4 0 LT 3	5 1	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		10 0	11	12		7 0 90 6	8 1 LR	9 0 5 0	1U	1	1	3 0 TR	4U	4 0 LT 3 67	5 1	-
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	11	12		7 0 90 6 7.1 6.46	8 1 LR	9 0 5 0	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77	5 1	-
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	11	12		7 0 90 6 7.1 6.46 3.5	8 1 LR	9 0 5 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77 2.2	5 1	-
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)	eadwa	10 0	11 0	12 0 Undix		7 0 90 6 7.1 6.46	8 1 LR	9 0 5 0	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77	5 1	-
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)	eadwa	10 0	11 0	12 0 Undix		7 0 90 6 7.1 6.46 3.5	8 1 LR	9 0 5 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77 2.2	5 1	
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)	eadwa	10 0	11 0	12 0 Undix		7 0 90 6 7.1 6.46 3.5	8 1 LR	9 0 5 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77 2.2	5 1	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	eadwa	10 0	11 0	12 0 Undiv		7 0 90 6 7.1 6.46 3.5	8 1 LR	9 0 5 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77 2.2 2.80	5 1	
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	eadwa	10 0	11 0	12 0 Undiv		7 0 90 6 7.1 6.46 3.5	8 1 LR 00 0 10 10 10 10 10 10 10 10 10 10 10 1	9 0 5 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77 2.2 2.80 3	5 1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	eadwa	10 0	11 0	12 0 Undiv		7 0 90 6 7.1 6.46 3.5	8 1 LR 00 0 10 10 10 10 10 10 10 10 10 10 10 1	9 0 5 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.0 LT 3 67	5 1	
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) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadwa	10 0	11 0	12 0 Undiv		7 0 90 6 7.1 6.46 3.5	8 1 LR 00 00 10 10 10 10 10 10 10 10 10 10 10	9 0 5 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77 2.2 2.80 3 1147 0.00	5 1	
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, Qog (veh)	eadwa	10 0	11 0	12 0 Undiv		7 0 90 6 7.1 6.46 3.5	8 1 LR 00 0 10 10 10 10 10 10 10 10 10 10 10 1	9 0 5 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 3 67 4.1 4.77 2.2 2.80 3 1147 0.00 0.0 8.1 A	5 1	

HCS TIMI TWSC Version 7.9.5 Oak Grove AM 21.xtw

Copyright © 2021 University of Florida. All Rights Reserved.

Generated: 9/19/2021 7:58:55 PM

		H	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information						23	Site I	nform	nation							
Analyst	DBZ	1948 484				20,000,000	Interse	ection			Thixto	n at Oal	Grove			
Agency/Co.		R 7imm	erman I	raffic En	gineering		Jurisdi		5-1-1							
Date Performed	9/19/2		Cimari	Tome En	giricaring			Vest Stre	et		Thixto	n				
Analysis Year	2027							/South S				rove/Th	ixton			
Time Analyzed		ak No B	luild					lour Fac			0.94					
Intersection Orientation		-South	· Giller					sis Time		nrs)	0.25					
Project Description	Oak G									,						-
Lanes		PERM	1572			Getter	esta i					Neil Sel	Wass	272.33		n.
				DAILMAIL		† T + Y Street: Nort		7487180								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound	,		Westb	ound			North	bound			South	oound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	L
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	_
							LR					TR		LT		L
Configuration	-					101		5			24	100		3	12	_
Volume (veh/h)					-	-				ŧ		1		67		1
Volume (veh/h) Percent Heavy Vehicles (%)						6		0				-		- O		†
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked								0								
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						6)	0								
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized)	0								
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	ivided)	0								
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Undi	ivided)									
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Undi	ivided	7.1		6.2						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	ivided	7.1		6.2						4.1 4.77		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Undi	ivided	7.1 6.46 3.5		6.2 6.20 3.3						4.1 4.77 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	7.1		6.2						4.1 4.77		
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)			ervice		ivided	7.1 6.46 3.5		6.2 6.20 3.3						4.1 4.77 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		ivided	7.1 6.46 3.5	113	6.2 6.20 3.3						4.1 4.77 2.2 2.80		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar			ervice		ivided	7.1 6.46 3.5	113 893	6.2 6.20 3.3						4.1 4.77 2.2 2.80		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)			ervice		vided	7.1 6.46 3.5	113	6.2 6.20 3.3						4.1 4.77 2.2 2.80		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		ivided	7.1 6.46 3.5	113 893	6.2 6.20 3.3						4.1 4.77 2.2 2.80		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		ivided	7.1 6.46 3.5	113 893 0.13	6.2 6.20 3.3						4.1 4.77 2.2 2.80 3 1135 0.00		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		vided	7.1 6.46 3.5	113 893 0.13 0.4	6.2 6.20 3.3						4.1 4.77 2.2 2.80 3 1135 0.00 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh) Control Delay (s/veh)			ervice		vided	7.1 6.46 3.5 3.55	113 893 0.13 0.4 9.6	6.2 6.20 3.3						3 1135 0.00 0.0 8.2 A	7	

		Н	CS7	Two-	Way S	top-0	Cor	itrol	Repo	ort								
General Information						Si	ite li	nform	ation									
Analyst	DBZ					Ir	Intersection					Thixton at Oak Grove						
Agency/Co.		B Zimm	erman T	raffic End	gineering		Jurisdiction											
Date Performed	5/9/20		erman r	raine en	girio e i i i g		East/West Street					Thixton						
Analysis Year	2027							South S			Oak G	irove/Thi	xton					
Time Analyzed		ak Build						our Fact			0.94							
Intersection Orientation		South							Period (h	nrs)	0.25					-		
Project Description	Oak G												-	***************************************	-			
Lanes	4.46.22						755						- / - A X -		Market .	las!		
				コイナスナトロ		<u>የ</u>		74 4 74 4 6 0										
Vehicle Volumes and Ad	ljustmei	nts			Major Stre	eet: North-So	outn											
Approach		Eastb	ound			Westbou	ind			North	bound			South	bound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T			
		10	11	12		7	8	9	1U	1	2	3	4 U	4	5			
Priority			0	0		0	1	0	0		1	0	0	0	1			
Number of Lanes		0				U	'		U	0	'	_				'		
		0					LR		U	0	'	TR		LT		(
Number of Lanes		0						13	U	0	30				30			
Number of Lanes Configuration		0							0	0		TR		LT	30			
Number of Lanes Configuration Volume (veh/h)		0				109		13		0		TR		LT 27	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0				109		13				TR		LT 27	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0				109		13				TR		LT 27	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage					vided	109		13				TR		LT 27	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa					109		13				TR		LT 27	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa				vided	109		13				TR		LT 27	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	Headwa				vided	109 6		13 0				TR		LT 27 67	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Heave Critical Headway (sec)	Headwa				vided	0		13 0				TR		LT 27 67 4.1	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	Headwa				vided	109 6 0		6.2 6.20				TR		LT 27 67 4.1 4.77	30			
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		Undi	vided	7.1 6.46 3.5		6.2 6.2 6.20 3.3				TR		LT 27 67 4.1 4.17 2.2	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys		Undi	vided	7.1 6.46 3.5 3.55		6.2 6.2 6.20 3.3				TR		LT 27 67 4.1 4.17 2.2	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		ys		Undi	vided	7.1 6.46 3.5 3.55	LR	6.2 6.2 6.20 3.3				TR		LT 27 67 4.1 4.77 2.2 2.80	30			
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, au Flow Rate, v (veh/h)		ys		Undi	vided	7.1 6.46 3.5 3.55	LR 130	6.2 6.2 6.20 3.3				TR		LT 27 67 67 4.1 4.77 2.2 2.80 29	30			
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)		ys		Undi	vided	7.1 6.46 3.5 3.55	130 789	6.2 6.2 6.20 3.3				TR		LT 27 67 67 4.1 4.77 2.2 2.80 29 1102	30			
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys		Undi	vided	7.1 6.46 3.5 3.55 C	130 789	6.2 6.2 6.20 3.3				TR		LT 27 67 67 4.1 4.77 2.2 2.80 29 1102 0.03	30			
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)		ys		Undi	vided	7.1 6.46 3.5 3.55 C	130 789 0.16	6.2 6.2 6.20 3.3				TR		LT 27 67 4.1 4.77 2.2 2.80 29 1102 0.03 0.1	30			
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) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys		Undi	vided	7.1 6.46 3.5 3.55 C	130 789 0.16 0.6 10.5 B	6.2 6.2 6.20 3.3				TR		LT 27 67 67 4.1 4.77 2.2 2.80 29 1102 0.03 0.1 8.4 A	30			

		Н	CS7	Two-	Way	Stop	-Coi	ntrol	Repo	ort						
General Information		10					Site I	nforn	nation							
Analyst	DBZ						Inters	ection	***************************************		Thixto	on at Oal	k Grove			
Agency/Co.	Diane	B Zimm	erman 1	raffic En	gineering	g	Jurisd	iction	THE PER					N. A.		
Date Performed	9/19/2						East/\	Vest Stre	et		Thixto	on				
Analysis Year	2021					17.000	North	/South S	treet		Oak (rove/Th	ixton			
Time Analyzed	PM Pe	ak					Peak I	Hour Fact	tor		0.92					
Intersection Orientation	North	-South					Analy	sis Time	Period (I	nrs)	0.25					
Project Description	Oak G	rove														
Lanes		8 W 7	12:46													
				1447176	∩ ↑ i	† † † Y Street: Nor	† ት ር	4 1 4 4 B B B								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			Westt	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	
							LR					TR		LT		Г
Configuration																
Configuration Volume (veh/h)						129		7			9	157		6	19	
						129 3		7			9	157		6 17	19	
Volume (veh/h)											9	157			19	
Volume (veh/h) Percent Heavy Vehicles (%)						3)				9	157			19	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						3)				9	157			19	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Und	vided	3)				9	157			19	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Und	vided	3					9	157			19	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Und	vided	3					9	157			19	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Und	vided	3		0			9	157		17	19	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Und	vided	7.1 6.43 3.5		6.2 6.20 3.3			9	157		4.1 4.27 2.2	19	
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)					vided	7.1 6.43		6.2			9	157		4.1 4.27	19	
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)			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3			9	157		4.1 4.27 2.2	19	
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)			ervice		vided	7.1 6.43 3.5	148	6.2 6.20 3.3			9	157		4.1 4.27 2.2	19	
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			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3			9	157		4.1 4.27 2.2 2.35	19	
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)			ervice		vided	7.1 6.43 3.5	148	6.2 6.20 3.3			9	157		4.1 4.27 2.2 2.35	19	
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)			ervice		vided	7.1 6.43 3.5	148 864	6.2 6.20 3.3			9	157		4.1 4.27 2.2 2.35	19	
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			ervice		vided	7.1 6.43 3.5	148 864 0.17	6.2 6.20 3.3			9	157		4.1 4.27 2.2 2.35 7 1309 0.00	19	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)			ervice		vided	7.1 6.43 3.5	148 864 0.17 0.6	6.2 6.20 3.3			9	157		17 4.1 4.27 2.2 2.35 7 1309 0.00 0.0 7.8 A		
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, Qas (veh) Control Delay (s/veh)			ervice		vided	7.1 6.43 3.5 3.53	148 864 0.17 0.6 10.0	6.2 6.20 3.3			9	157		17 4.1 4.27 2.2 2.35 7 1309 0.00 0.0 7.8 A	.9	

		H	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nform	ation		an make anyon and					
Analyst	DBZ						Interse	ection			Thixto	n at Oak	Grove			********
Agency/Co.		B Zimm	erman T	raffic En	gineering		Jurisdi									
Date Performed	9/19/2							Vest Stre	et		Thixto	on				
Analysis Year	2027			and the second second				/South S	-		Oak G	irove/Th	ixton	***************************************		
Time Analyzed	PM Pe	ak No B	uild					lour Fact			0.92					******
Intersection Orientation	North-	South					Analys	is Time I	Period (h	rs)	0.25					
Project Description	Oak G															
Lanes									25	316,000						
				J 4 4 7 4 6 C		t Y Street Nort		744716								
Vehicle Volumes and Ad	justmer	nts														
Approach		Eastb	ound			Westb	ound			North	bound			South	oound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	L
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	
		0	0	0		0	1	0	0	0	1	0	0	0	1	
Number of Lanes							LR					TR		LT		
Number of Lanes Configuration		PARTICIPATION AND ADDRESS OF THE													40	
						145		7			9	177		6	19	_
Configuration						145 3		7			9	177		6 17	19	
Configuration Volume (veh/h)						3					9	177			19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)											9	177			19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						3					9	177			19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided	3					9	177			19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway	ys		Undi	vided	3					9	177			19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	ys		Undi	vided	3					9	177		17	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	Headwa	ys		Undi	vided	7.1		6.2			9	177		4.1 4.27	19	
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)	Headway	ys		Undi	vided	7.1 6.43 3.5		6.2 6.20 3.3			9	177		4.1 4.27 2.2	19	
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)					vided	7.1		6.2			9	177		4.1 4.27	19	
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)			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3			9	177		4.1 4.27 2.2	19	
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)			ervice		vided	7.1 6.43 3.5	165	6.2 6.20 3.3			9	177		4.1 4.27 2.2	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3			9	177		4.1 4.27 2.2 2.35	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)			ervice		vided	7.1 6.43 3.5	165	6.2 6.20 3.3			9	177		4.1 4.27 2.2 2.35		
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)			ervice		vided	7.1 6.43 3.5	165 851	6.2 6.20 3.3			9	177		4.1 4.27 2.2 2.35		
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			ervice		vided	7.1 6.43 3.5	165 851 0.19	6.2 6.20 3.3			9	177		17 4.1 4.27 2.2 2.35 7 1285 0.01		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		vided	7.1 6.43 3.5	165 851 0.19 0.7	6.2 6.20 3.3			9	177		4.1 4.27 2.2 2.35 7 1285 0.01 0.0		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		vided	7.1 6.43 3.5 3.53	165 851 0.19 0.7 10.2	6.2 6.20 3.3			9	177		17 4.1 4.27 2.2 2.35 7 1285 0.01 0.0 7.8 A	.9	

		H	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nforn	ation							
Analyst	DBZ						Interse	ection			Thixto	n at Oal	c Grove	·····		
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineering	,	Jurisdi	ction								
Date Performed	5/9/20	-			-		East/V	Vest Stre	et		Thixto	n				
Analysis Year	2027						North	/South S	treet	J 18	Oak G	rove/Th	ixton			
Time Analyzed	PM Pe	ak Build					Peak H	lour Fac	tor		0.92					
Intersection Orientation	North-	South					Analys	is Time	Period (h	nrs)	0.25					
Project Description	Oak G															
Lanes	orester.			40400	1487/193				NE SE					Sales,		
				DALKABL		Street North		74471								
Vehicle Volumes and Ad	justmer	nts														
Approach		Eastb	ound			Westb	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
		0	0	0		0	1	0	0	0	1	0	0	0	1	
Number of Lanes										Brown warmen warmer	_					-
Number of Lanes Configuration							LR					TR		LT		
						171	LR	36			30	TR 192		LT 36	31	
Configuration						171	LR	36 0			30				31	
Configuration Volume (veh/h)							LR				30			36	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)						3	LR)				30			36	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						3					30			36	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Und	ivided	3					30			36	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway	ys		Und	ivided	3					30			36	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Und	vided	3					30			36	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadway	ys		Und	vided	3		0			30			36 2	31	
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	ys		Und	vided	7.1		6.2			30			36 2 4.1	31	
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	ys		Und	vided	7.1 6.43		6.2			30			36 2 4.1 4.12	31	
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)			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3			30			36 2 4.1 4.12 2.2	31	
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)			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3			30			36 2 4.1 4.12 2.2	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3			30			4.1 4.12 2.2 2.22	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)			ervice		vided	7.1 6.43 3.5	225	6.2 6.20 3.3			30			4.1 4.12 2.2 2.22	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	7.1 6.43 3.5	225	6.2 6.20 3.3			30			36 2 4.1 4.12 2.2 2.22 39 1325	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.43 3.5	225 744 0.30	6.2 6.20 3.3			30			36 2 4.1 4.12 2.2 2.22 39 1325 0.03	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		vided	7.1 6.43 3.5	225 744 0.30	6.2 6.20 3.3			30			36 2 4.1 4.12 2.2 2.22 39 1325 0.03 0.1	31	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		vided	7.1 6.43 3.5 3.53	225 744 0.30 1.3 11.9	6.2 6.20 3.3			30			36 2 4.1 4.12 2.2 2.22 39 1325 0.03 0.1 7.8 A	31	

General Information							Site I	nforn	ation							
	I DRZ								latioi		Oak	roug at	Entrance			
Analyst	DBZ	D 7		. C. F.			Interse				Oak	rove at	Entrance	!		
Agency/Co.	-		ierman I	raffic En	gineering)	Jurisdi				0.1.6					
Date Performed	5/9/2	022						Vest Stre	-		Oak G					
Analysis Year	2027							/South S				irove/En	trance			
Time Analyzed		eak Build	1					lour Fac			0.94					
Intersection Orientation		-South					Analys	sis Time	Perioa (i	nrs)	0.25					
Project Description	Oak C	rove								000000						09/00
Lanes																
				244746		† † † Y Street: Nor		4 + 4 + C								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	oound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	(
Configuration						3555 M/MESS	LR				1100009100000	TR		LT	200 10000000000000000000000000000000000	
						14		29			19	42		15	7	
Volume (veh/h)		1				0		3						7		
Volume (veh/h) Percent Heavy Vehicles (%)			1													
Percent Heavy Vehicles (%)							0									
Percent Heavy Vehicles (%) Proportion Time Blocked							0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Undi	vided		0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Undi	vided		0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Undi	vided	7.1		6.2						4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Undi	vided		0	6.2						4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Undi	vided	7.1	0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	vided	7.1 6.40	0	6.23						4.17		
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)			ervice		vided	7.1 6.40 3.5	0	6.23 3.3						4.17 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			ervice		vided	7.1 6.40 3.5	46	6.23 3.3						4.17 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 Flow Rate, v (veh/h)			ervice		vided	7.1 6.40 3.5		6.23 3.3						4.17 2.2 2.26		
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)			ervice		vided	7.1 6.40 3.5	46 987	6.23 3.3						4.17 2.2 2.26		
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			ervice		vided	7.1 6.40 3.5	46	6.23 3.3						4.17 2.2 2.26 16 1506		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		vided	7.1 6.40 3.5	46 987 0.05	6.23 3.3						4.17 2.2 2.26 16 1506 0.01		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.40 3.5	46 987 0.05 0.1	6.23 3.3						4.17 2.2 2.26 16 1506 0.01 0.0		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₈₅ (veh) Control Delay (s/veh)			ervice		vided	7.1 6.40 3.5 3.50	46 987 0.05 0.1 8.8	6.23 3.3						4.17 2.2 2.26 16 1506 0.01 0.0 7.4 A	1	

		H	CS7	Two-	Way S	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nform	ation		- in the second					
Analyst	DBZ						Interse	ction			Oak G	rove at I	Entrance			
Agency/Co.		B Zimm	erman T	raffic End	gineering		Jurisdi	ction						-		
Date Performed	5/9/20						East/V	Vest Stre	et		Oak G	rove				
Analysis Year	2027						North.	South S	treet		Oak G	rove/Ent	trance			
Time Analyzed	-	ak Build						lour Fac			0.92		-	***************************************		
Intersection Orientation	North	-South				10 10 10	Analys	is Time	Period (h	nrs)	0.25					
Project Description	Oak G	rove		***************************************												
Lanes	010112012			(Textos	1-93.030	ersicus.	FATE I							ALC: N		
				J4 + Y4 + P	And the Major St.	† †Y	f F C) 4 + LU +								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			Westb	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	-
		_	0	0		0	1	0	0	0	1	0	0	0	1	
Number of Lanes		0							U							-
Number of Lanes Configuration		0					LR		U			TR		LT		
		0				50		16	U		13			LT 25	22	
Configuration		0										TR			22	
Configuration Volume (veh/h)						50		16				TR		25	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)						50	LR	16				TR		25	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						50	LR	16				TR		25	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided	50	LR	16				TR		25	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa			Undi	vided	50	LR	16				TR		25	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa			Undi	vided	50	LR	16				TR		25	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa			Undi	vided	50 0	LR	16 0				TR		25 4	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa			Undi	vided	7.1	LR	16 0				TR		25 4 4 4.1	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa			Undi	vided	7.1 6.40	LR	16 0 6.2 6.20				TR		25 4 4.1 4.14	22	
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			vided	7.1 6.40 3.5	LR	6.2 6.2 6.20				TR		25 4 4.1 4.14 2.2	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys			vided	7.1 6.40 3.5	LR	6.2 6.2 6.20				TR		25 4 4.1 4.14 2.2	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		ys			vided	7.1 6.40 3.5	LR	6.2 6.2 6.20				TR		4.1 4.14 2.2 2.24	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)		ys			vided	7.1 6.40 3.5	LR 72	6.2 6.2 6.20				TR		25 4 4.1 4.14 2.2 2.24	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)		ys			vided	7.1 6.40 3.5	LR	6.2 6.2 6.20				TR		25 4 4.1 4.14 2.2 2.24 27 1549	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys			vided	7.1 6.40 3.5	72 915 0.08	6.2 6.2 6.20				TR		25 4 4.1 4.14 2.2 2.24 27 1549 0.02	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qes (veh)		ys			vided	7.1 6.40 3.5	72 915 0.08	6.2 6.2 6.20				TR		25 4 4.1 4.14 2.2 2.24 27 1549 0.02 0.1	22	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys			vided	7.1 6.40 3.5 3.50	72 915 0.08 0.3 9.3	6.2 6.2 6.20				TR		25 4 4.1 4.14 2.2 2.24 27 1549 0.02 0.1 7.4 A	22	

		Н	CS7	Two-	Way	Stop	o-Col	ntrol	Rep	ort						
General Information							Site	nforn	nation	1						
Analyst	DBZ						Inters	ection			Thixto	n at Peb	ble Trac	e		
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineering	1	Jurisd	iction								
Date Performed	9/19/2						East/\	Vest Stre	et		Thixto	n Lane				
Analysis Year	2021			1 1 1 1			North	/South 9	Street		Pebbl	e Trace				
Time Analyzed	AM Pe	ak					Peak	Hour Fac	tor		0.90					
Intersection Orientation	East-W	Vest					Analy	sis Time	Period (hrs)	0.25					
Project Description	Oak G	rove		-		***************************************										
Lanes	0.00056		WATER STATE													
				01447110		r Street Ea		4 + 4 + 4 6 6								nostaurinniskéssa
Vehicle Volumes and Adj	ustmer	*********											1			
Approach	+		ound	T 5			oound				bound		U	South	T	R
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L		-
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration	+	LT						TR			_	-		35	LR	36
Volume (veh/h)	+	10	74				88	15						35		26
Percent Heavy Vehicles (%)	+	0								_				0		4
Proportion Time Blocked	+		1										-			
Percent Grade (%)	-												_	(,	
Right Turn Channelized	-			11-4	vided											
Median Type Storage	1			Und	vided		100,000,00			-						
					8											
Critical and Follow-up H	1 1	4.1												7.1		6.2
Base Critical Headway (sec)			1	-	1	-		1			1	1		6.40		6.24
Base Critical Headway (sec) Critical Headway (sec)		4.10						_	-		+	1	1		1	3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		4.10 2.2												3.5	-	
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.10 2.2 2.20												3.50		3.34
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		4.10 2.2 2.20	ervice											4		3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.10 2.2 2.20	ervice											4	68	3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		4.10 2.2 2.20 of S	ervice											4	68 839	3.3
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)		4.10 2.2 2.20 of S	ervice											4		3.3
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)		4.10 2.2 2.20 of S	ervice											4	839	3.3
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		4.10 2.2 2.20 1 of So 11 1487 0.01	ervice											4	839 0.08	3.3
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)		4.10 2.2 2.20 1 of S 11 1487 0.01 0.0	ervice											4	839 0.08 0.3	3.3
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		4.10 2.2 2.20 1 of S 11 1487 0.01 0.0 7.4 A	ervice											3.50	839 0.08 0.3 9.7	3.3

Pebble AM 21.xtw

		Н	CS7	Two-	Way	Stop	-Coi	ntrol	Rep	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ						Interse	ection			Thixto	n at Peb	ble Trace	e	energia de la composición del composición de la	
Agency/Co.	Diane	B Zimm	erman T	raffic End	gineering		Jurisd	iction								
Date Performed	9/19/2	2021					East/V	Vest Stre	eet		Thixto	on Lane				
Analysis Year	2027						North	/South S	Street		Pebbl	e Trace				
Time Analyzed	AM Pe	ak No E	Build				Peak I	Hour Fac	tor		0.90				***************************************	
Intersection Orientation	East-V	Vest					Analys	sis Time	Period (hrs)	0.25					
Project Description	Oak G	rove		***************************************												
Lanes		(D. 117)	Start:	i film ta					Yareni.							
				744446	n 4 Majo	*Y	F C	4 1 7 4 7 7 0								
Vehicle Volumes and Adj	justme	nts														
Approach	T	Eastb	ound			West	oound			North	bound			South	oound	
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
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration	1	LT						TR							LR	
		10	83				99	15						35		26
Volume (veh/h)			1		T						1			0		4
Volume (veh/h) Percent Heavy Vehicles (%)		0	1					i		1						
		0														
Percent Heavy Vehicles (%)		0)	
Percent Heavy Vehicles (%) Proportion Time Blocked		0)	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0		Undi	vided											
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa			Undi	vided)	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa			Undi	vided									7.1		6.
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Undi	vided											-
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 4.1		Undi	vided									7.1		6. 6.2 3.
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys 4.1 4.10		Undi	vided									7.1 6.40		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		vided									7.1 6.40 3.5		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		vided									7.1 6.40 3.5	68	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		vided									7.1 6.40 3.5		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 I of S	ervice		vided									7.1 6.40 3.5	68	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 I of S	ervice		vided									7.1 6.40 3.5	68 819	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 of S 11 1472 0.01	ervice		vided									7.1 6.40 3.5	68 819 0.08	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, Qos (veh)		ys 4.1 4.10 2.2 2.20 l of S 11 1472 0.01 0.0	ervice		vided									7.1 6.40 3.5	68 819 0.08 0.3	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) V/c Ratio 95% Queue Length, Q ₉₉ (veh) Control Delay (s/veh)		ys 4.1 4.10 2.2 2.20 1 of S 11 1472 0.01 0.0 7.5	ervice		vided									7.1 6.40 3.5 3.50	68 819 0.08 0.3 9.8	6.2

		H	CS7	Two-	Way	Stop	o-Cor	ntrol	Repo	ort						
General Information							Site I	nforn	nation							
Analyst	DBZ						Interse	ection			Thixto	n at Peb	ble Trace			
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineering	,	Jurisdi	ction				1969				
Date Performed	5/9/20	022					East/V	Vest Stre	et		Thixto	n Lane	***************************************			
Analysis Year	2027						North,	/South S	treet		Pebbl	e Trace				
Time Analyzed	AM Pe	ak Build	l				Peak H	lour Fac	tor		0.90					
Intersection Orientation	East-V	Vest					Analys	is Time	Period (I	nrs)	0.25					
Project Description	Oak G	rove						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						***************************************		
Lanes				inia sa												
				0 1 4 4 Y 1 K C		*Y 1		7417416								
Vehicle Volumes and Ad	justme	nts														
Approach	T	Eastb	ound			West	bound			North	bound			South	bound	10000000
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	0	1	0	0	0	1	0		0	0	0	- 1	0	1	0
Configuration		LT						TR							LR	
			89				117	23						58		36
Volume (veh/h)		14	0,5	-	-		-		-							
Percent Heavy Vehicles (%)		0	0,5											0		4
Percent Heavy Vehicles (%) Proportion Time Blocked																4
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)															0	4
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized															0	4
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0		Und	ivided										0	4
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0		Und	ivided									(0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 4.1		Und	ivided									7.1	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)	leadwa	ys 4.1 4.10		Und	ivided									7.1	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)	leadwa	ys 4.1 4.10 2.2		Und	ivided									7.1 6.40 3.5	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			ivided									7.1	0	6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys 4.1 4.10 2.2 2.20			ivided									7.1 6.40 3.5		6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 4.1 4.10 2.2 2.20 16 S			ivided									7.1 6.40 3.5	104	6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 4.1 4.10 2.2 2.20 16 S 16 1437			ivided									7.1 6.40 3.5	104	6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		9 4.1 4.10 2.2 2.20 16 S 16 1437 0.01			ivided									7.1 6.40 3.5	104 774 0.13	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)		9\$ 4.1 4.10 2.2 2.20 16 1437 0.01 0.0			ivided									7.1 6.40 3.5	104 774 0.13 0.5	6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, as Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		0 4.1 4.10 2.2 2.20 16 1437 0.01 0.0 7.5			ivided									7.1 6.40 3.5	104 774 0.13 0.5 10.4	6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, at 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)		0 4.1 4.10 2.2 2.20 16 1437 0.01 0.0 7.5 A	ervice		ivided									7.1 6.40 3.5 3.50	104 774 0.13 0.5 10.4 B	6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, as Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		0 4.1 4.10 2.2 2.20 16 1437 0.01 0.0 7.5 A			ivided									7.1 6.40 3.5 3.50	104 774 0.13 0.5 10.4	6.2 6.2 3.3

			CS7									part of the second second				
General Information							Site I	nforn	nation							
Analyst	DBZ						Interse	ction			Thixto	n at Peb	ble Trace	2		
Agency/Co.	Diane	B Zimm	erman Ti	raffic Eng	gineering		Jurisdi	ction				4				
Date Performed	9/19/2	2021					East/V	lest Stre	et		Thixto	n Lane				
Analysis Year	2021						North	South S	treet		Pebbl	e Trace				
Time Analyzed	PM Pe	ak					Peak H	lour Fac	tor		0.92					
Intersection Orientation	East-V	Vest					Analys	is Time	Period (1	nrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				ብንተቀጥተ ኮር	↑ •	+Y1	a P C	4 + 4 + 6 6								
Vehicle Volumes and Adj	justme	nts														
Approach	T	Eastb	ound			West	oound			North	bound			Southl	oound	
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
	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Number of Lanes				-	-						The Real Property lies, the Persons lies, the Pe				LR	-
Number of Lanes Configuration		LT						TR							LK	
		LT 22	144				114	TR 34						19	LK	9
Configuration			144				114							19 5	LK	
Configuration Volume (veh/h)		22	144				114								LK	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		22	144				114							5	LR)	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		22	144				114							5		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		22	144	Undi	vided		114							5		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	5	144	Undi	vided		114							5		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	5	144	Undi	vided		114							5		9 111
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	22 5	144	Undi	vided		114							5		6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	22 5 ys 4.1	144	Undi	vided		114							7.1		11
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	22 5 ys 4.1 4.15	144	Undi	vided		114							7.1 6.45		6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		22 5 ys 4.1 4.15 2.2 2.25			vided		114							7.1 6.45 3.5		6.2 6.3 3.3
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)		22 5 ys 4.1 4.15 2.2 2.25			vided		114							7.1 6.45 3.5		6.2 6.3 3.3
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		22 5 ys 4.1 4.15 2.2 2.25			vided		114							7.1 6.45 3.5		6.2 6.3 3.3
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		22 5 ys 4.1 4.15 2.2 2.25 l of S			vided		114							7.1 6.45 3.5	30	6.2 6.3 3.3
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)		22 5 ys 4.1 4.15 2.2 2.25 l of S			vided		114							7.1 6.45 3.5	30 695	6.2 6.3 3.3
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		22 5 ys 4.1 4.15 2.2 2.25 l of S 24 1400 0.02			vided		114							7.1 6.45 3.5	30 695 0.04	6.2 6.3 3.3
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, Q99 (veh)		22 5 4.1 4.15 2.2 2.25 l of S 24 1400 0.02 0.1			vided		114							7.1 6.45 3.5	30 695 0.04 0.1	6.2 6.3 3.3
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		22 5 ys 4.1 4.15 2.2 2.25 l of S 24 1400 0.02 0.1 7.6 A			vided		114							7.1 6.45 3.5 3.55	30 695 0.04 0.1 10.4	6.2 6.3 3.3

		Н	CS7	Two-	Way	Stop	o-Coi	ntrol	Rep	ort						
General Information							Site I	nform	nation	1						
Analyst	DBZ						Inters	ection			Thixto	n at Peb	ble Trace	2		
Agency/Co.		B Zimm	erman T	raffic En	gineering	1	Jurisd									
Date Performed	9/19/2							Vest Stre	et		Thixto	n Lane				
Analysis Year	2027							/South S			Pebbl	e Trace		***************************************		
Time Analyzed	PM Pe	ak No E	uild					Hour Fac			0.92			***************************************		
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (hrs)	0.25					
Project Description	Oak G	irove		***************************************									***************************************	************		************
Lanes																69.9
				7 4 4 4 4 5 6	n d Majo	+ Y	st-West	7.4 + F C 0								
Vehicle Volumes and Ad	justme	nts														
Approach	T	Eastb	ound	***************************************	T	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	0	1	0	0	0	1	0		0	0	0		0	1	0
		1.7						TR			1	1			LR	
Configuration		LT														
Configuration Volume (veh/h)		22	162				128	34						19		9
			162				128							19 5		9
Volume (veh/h)		22	162				128									
Volume (veh/h) Percent Heavy Vehicles (%)		22	162				128)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		22	162				128							5)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		22	162	Und	ivided		128							5)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	5	162	Und	ivided		128							5)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	5	162	Und	ivided		128							5		11
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	22 5	162	Und	ivided		128							5)	6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	22 5 ys 4.1	162	Und	ivided		128							7.1		6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	22 5 ys 4.1 4.15	162	Und	ivided		128							7.1 6.45		6.2 6.31 3.3
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)		22 5 ys 4.1 4.15 2.2 2.25			ivided		128							7.1 6.45 3.5		
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)		22 5 ys 4.1 4.15 2.2 2.25			ivided		128							7.1 6.45 3.5	30	6.2 6.31 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		22 5 ys 4.1 4.15 2.2 2.25 I of S			ivided		128							7.1 6.45 3.5		6.2 6.31 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)		22 5 4.1 4.15 2.2 2.25 l of So			ivided		128							7.1 6.45 3.5	30	6.2 6.31 3.3
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)		22 5 ys 4.1 4.15 2.2 2.25 l of S 24 1382			ivided		128							7.1 6.45 3.5	30 668	6.2 6.31 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		22 5 ys 4.1 4.15 2.2 2.25 l of Se 24 1382 0.02			ivided		128							7.1 6.45 3.5	30 668 0.05	6.2 6.3 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)		22 5 4.1 4.15 2.2 2.25 1 of So 24 1382 0.02 0.1			ivided		128							7.1 6.45 3.5	30 668 0.05 0.1	6.2 6.3 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		22 5 4.1 4.15 2.2 2.25 l of S 24 1382 0.02 0.1 7.7 A			ivided		128							7.1 6.45 3.5 3.55	30 668 0.05 0.1 10.6	6.2 6.3 3.3

		Н	CS7	Two-	Way	Stop	o-Cor	ntrol	Repo	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ						Interse	ection	***************************************		Thixto	n at Peb	ble Trace	3		
Agency/Co.	Diane	B Zimm	erman Ti	raffic En	gineering)	Jurisdi	ction								
Date Performed	5/9/20	022					East/V	Vest Stre	et		Thixto	n Lane				
Analysis Year	2027	0.000					North	/South S	treet		Pebbl	e Trace				
Time Analyzed	PM Pe	ak Build	ı				Peak H	lour Fac	tor		0.92				***************************************	
Intersection Orientation	East-V	Vest					Analys	is Time	Period (t	nrs)	0.25					
Project Description	Oak G	irove														
Lanes																
				カーイナイナト	n if	+Y	st-West	74174						er.		
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	oound	
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	0	1	0	0	0	1	0		0	0	0		0	1	0
		LT						TR		1					LR	
Configuration			-			1	-	-				_	1			
Configuration Volume (veh/h)		33	183				140	60						34		16
		33 5	183	2.00			140	60						34 5		16
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked			183				140	60						5		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			183				140	60)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			183				140	60						5		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		5	183	Und	ivided		140	60						5)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	5	183	Und	ivided		140	60						5)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	5	183	Und	ivided		140	60						5		11
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys.	183	Und	ivided		140	60						5		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 4.1	183	Und	ivided		140	60						7.1		6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 4.1 4.15	183	Und	ivided		140	60						7.1 6.45		6.2 6.3 3.3
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 4.15 2.2 2.25			ivided		140	60						7.1 6.45 3.5		6.2 6.3 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 4.1 4.15 2.2 2.25			ivided		140	60						7.1 6.45 3.5	54	6.2 6.31 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		ys 4.1 4.15 2.2 2.25 l of S			ivided		140	60						7.1 6.45 3.5		6.2 6.31 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		ys 4.1 4.15 2.2 2.25 d of S			ivided		140	60						7.1 6.45 3.5	54	6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 4.1 4.15 2.2 2.25 1 of S 36 1335			ivided		140	60						7.1 6.45 3.5	54 609	6.2 6.31 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 4.1 4.15 2.2 2.25 8 of S 36 1335 0.03			ivided		140	60						7.1 6.45 3.5	54 609 0.09	6.2 6.3 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys 4.1 4.15 2.2 2.25 36 1335 0.03 0.1			ivided		140	60						7.1 6.45 3.5	54 609 0.09 0.3	6.2 6.31 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys 4.1 4.15 2.2 2.25 36 1335 0.03 0.1 7.8 A			ivided		140	60						7.1 6.45 3.5 3.55	54 609 0.09 0.3 11.5	6.2 6.31 3.3

VALUE OF THE REAL PROPERTY.	RESUMENT OF	нсѕ	/ Sig	nalize	d inte	rsect	ion R	esu	lts Sun	nmary		e constant		OSCIONA	
General Inform	nation								Intersect	ion Info	rmatio	n	Ť	41444	
	iation	Diane B. Zimmerma	n Troff	ic Engin	poring		announcement of the second		Duration,		0.250			111	
Agency		DBZ	iii iiaiii	The second second	is Date	0/10/2	021	-	Area Typ	_	Other		4		
Analyst		DBZ	CONTRACTOR OF THE PERSON NAMED IN COLUMN 1	CONTRACTOR DESCRIPTION	MANAGEMENT AND ADDRESS OF THE PARTY OF THE P	A CONTRACTOR OF THE PERSON NAMED IN COLUMN	SALTIFICATION CONTINUES	nanoni i i i i i i i i i i i i i i i i i i	PHF	E	0.94	*************			
Jurisdiction				Time F	NAMES AND ADDRESS OF THE OWNER.	AM Pe	ak		-	D = = ! = =!					
Urban Street		Bardstown Road		-	is Year	-		obsessessessessesses	Analysis	Period	1> 7:0	0			
Intersection		Thixton		File Na	ime	Inixto	n AM 21	.xus	-				- 1	511	
Project Descrip	ition	Oak Grove	XXXXXXXX					W-7-17-17	KIL ALTER TO	AND SOUTH				141441	
Demand Infor	mation				EB	BED EDIN	T	W	3	The same	NB	No. of Street,	T	SB	
Approach Move				L	Т	R	L	Т	-	L	T	R	L	T	R
Demand (v), \	************************			97	0	53				231	1587			758	56
Domaile (17)			498941					HIM							
Signal Informa	ation		w-1000000000000000000000000000000000000			1	3								
Cycle, s	120.0	Reference Phase	2		51	RA	K						Y.		0
Offset, s	0	Reference Point	End	Green	8.8	67.6	23.4	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	and the second second second	5.0	3.6	0.0	econocios vaginos percentantes	0.0	-	. 4			
Force Mode	Fixed	Simult, Gap N/S	On	Red	3.0	2.0	3.0	0.0	0.0	0.0		5	6	7	
and the second s															
Timer Results	-		EDICATE DELICATION OF THE PARTY	EBI	-	EBT	WBL	-	WBT	NBL	- -	NBT	SB	L	SBT
Assigned Phas	e					4		_		5		2			6
Case Number						12.0			D-CO-VARCOTTO DO COMPANSO DE LA COMP	1.0		4.0			7.3
Phase Duration						30.0				15.4		0.0			74.6
Change Period	*************	ACADERA DE ENCUENTA EN ENCUENTA EN ENCUENTA DE ENCUENTA DE ENTRE DE LA COMPANSA DE L'ACADERA DE L'ACADERA DE L				6.6				6.6		7.0			7.0
Max Allow Hea	CONTRACTOR OF THE PARTY OF THE	AND THE RESIDENCE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAME				3.2				3.0		0.0			0.0
Queue Clearar	nce Time	e (gs), s				25.4				8.7					
Green Extension	on Time	(ge), s				0.0				0.2		0.0			0.0
Phase Call Pro	bability					1.00				1.00					
Max Out Proba	ability					1.00				0.18				100 100 100 100 100 100 100 100 100 100	Name and Address of the Owner, where the Owner, which is the Owner
Movement Gr	oun Res	eulte.			EB			WB			NB		1	SB	
Approach Mov				T	T	R	L	T	R	L	T	R	L	T	R
Assigned Move				7	4	14			+	5	2			6	16
Adjusted Flow	-	/ \ voh/h	nonen management	 	160	17		***************************************	_	246	1688	***************************************		806	60
		ow Rate (s), veh/h/l	n	+	1707				+	1781	1766		-	1724	154
Queue Service	THE RESERVE AND PERSONS ASSESSED.				10.0					6.7	33.9		-	16.0	2.1
COMPANIES CONTRACTOR C	NAME OF THE OWNER, OF THE OWNER,	e Time (g $_c$), s		-	10.0			-	1	6.7	33.9		1	16.0	2.1
Green Ratio (e illie (yc), s		1	0.20				-	0.65	0.69		-	0.56	0.56
Capacity (c),	-		-		333				1	481	2444			1941	871
ACCUSION AND ADDRESS OF THE PARTY OF THE PAR	CONTRACTOR OF STREET	atio (X)		1	0.479	-			-		0.691		-	0.415	
Volume-to-Cap	SECULIA SECU	INTERNATIONAL CONTRACTOR CONTRACT		AND DESCRIPTION OF THE PARTY OF	192.6			business verenoses		102.7	CONTRACTOR OF THE PERSON	000000000000000000000000000000000000000	***************************************	257	32.9
A CONTRACTOR OF THE PARTY OF TH	DOSCO, MANAGEMENT AND ADDRESS OF THE PARTY O	/In (95 th percentile) eh/In (95 th percent	*CHONNESS STORY THE SERVICE	-	7.6				-	4.0	16.5			9.8	1.3
NOT THE REAL PROPERTY OF THE P	metoayyemcooyyesepon	RQ) (95 th percent	ACCOMPANIES NAMED IN COLUMN	-	0.00			*************	-	0.34	0.00		-	0.00	0.0
Uniform Delay	CHICKSON SHOULD BE SHOULD SHOW THE SHOW		uicj	1	42.9	-	1		-	10.5	10.9		1	15.0	11.5
Incremental Delay	-	CONTRACTOR AND AND ADDRESS OF THE PARTY OF T		1	0.4	-			1	0.3	1.6	-		0.7	0.2
Initial Queue D	-		***************************************		0.0		-			0.0	0.0		-	0.0	0.0
Control Delay		NAME OF TAXABLE PARTY OF TAXABLE PARTY OF TAXABLE PARTY.		1	43.3	1			-	10.8	12.6		1	15.6	12.
Level of Service	PROTECTION OF THE PROPERTY OF			-	43.3 D	-	1			B	12.0 B		 	B	12.
Level of Service	-	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		43.		D	0.0	T		12.3		В	15.		В
Approach Dolo	DESCRIPTION OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRES			73.		-	4.9		COMMENSATION OF THE PERSON OF	12.			B 13.	·	<u> </u>
Approach Dela				II.						A STATE OF THE PARTY OF THE PAR					100 / 100 mg
Approach Dela Intersection Dela	siay, or v														
					EB			WE	B		NB			SB	

Copyright © 2021 University of Florida, All Rights Reserved.

HCS™ Streets Version 7.9.5

Generated: 9/19/2021 8:32:02 PM

		HCS	/ Sig	nalize	a inte	rsect	ion R	esu	lts Sur	nmary					Sulface Sections
General Inform	nation						-1935 -1938/75-1951-25-1	-	Intersect	ion Info	rmatio	n		ا العالم العالم	
	iauon	Diane B. Zimmerma	n Troff	c Engin	ooring	DEPARTMENT OF THE PROPERTY OF THE PARTMENT OF			Duration.	***************	0.250	11		111	
Agency Analyst		DBZ	iii iiaii	-	is Date	0/10/2/	021		Area Typ		Other		- 7		
Jurisdiction		UDZ		Time F	NAMES OF THE PARTY	AM Pe	MINISTER STATES		PHF	C	0.94	40.000.000.000.000.000.000.000.000.000.	÷ ÷		
		Pordatoun Dood		-	CONTRACTOR OF THE PROPERTY OF	-	-	-	-	Dorind	-	^	- 3		
Urban Street		Bardstown Road Thixton		-	is Year	-	No Build	mannemake	Analysis	Period	1> 7:0	U	-		
Intersection	tion	Annual Control of the		File Na	ame	Inixtor	n AM 27	NB.X	us			***************************************	- 4	111	
Project Descrip	lion	Oak Grove				ALI CHEST						V250=10		I.A.J. E.S.	
Demand Inform	mation		No. of the Lot		EB		1	WE	3	7	NB	CONTRACTOR STATE		SB	
Approach Move	***			L	T	R	TL	T	manage out to come man	L	T	R	L	T	R
Demand (v), v	*************			109	0	60		T i		260	1685			805	63
Demand (17),											1000				1
Signal Informa	ation				T	11	T	T		T					
Cycle, s	120.0	Reference Phase	2		51	RA	K						4		4
Offset, s	0	Reference Point	End	Green	11	66.6	23.4	0.0	0.0	0.0		1	2	3	<u> </u>
Uncoordinated	No	Simult. Gap E/W	On	Yellow	n disconnected and the contract of the contrac	5.0	3.6	0.0	ระการเคราะการเลี้ยงพระเพลเลยพระกา	0.0	5	. 2			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	0.0	0.0		5	6	7	
Timer Results				EBI	_	EBT	WBL	-	WBT	NBL	-	VBT	SB	L	SBT
Assigned Phas	е					4			**************************************	5		2			6
Case Number						12.0				1.0		4.0			7.3
Phase Duration	1, S				- 3	30.0				16.4		0.00			73.6
Change Period	, (Y+R	c), S				6.6				6.6		7.0			7.0
Max Allow Hea	dway (MAH), s				3.2				3.0		0.0			0.0
Queue Clearar	ice Time	e (g s), s				25.4				9.6					
Green Extension	on Time	(ge), s				0.0			NAMES AND THE OWNER, WHICH PARTY AND THE OWNER,	0.2		0.0			0.0
Phase Call Pro	bability					1.00				1.00					
Max Out Proba	bility					1.00				0.49					
					ED.			WD			NID			C.D.	
Movement Gr	CHICAGO CONTRACTOR OF THE PARTY	SUITS		-	EB	_		WB		-	NB	-	-	SB	
Approach Move	MARKET AND DESCRIPTION OF THE PARTY OF THE P			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move		A V stab/b	duculos cominado cumos	7	4	14		***************************************	-	5	2	*******************	-	6	16
Adjusted Flow	-			-	180			Name to be desired.	+	277	1793			856	67
	Adequate a social manufacture of the social	ow Rate (s), veh/h/	111	-	1706				-	1781	1766		-	1724	154
Queue Service				-	11.4			Communication (CO)	-	7.6	38.1		-	17.7	2.4
AND THE PROPERTY OF THE PROPER	Chellenger Chellenger Chellenger	ce Time (g c), s			11.4				-	7.6	38.1		-	17.7	2.4
Green Ratio (-	0.20				+	0.65 469	0.69		-	0.55	0.55
Capacity (c),		atio (V)		-	0.540				-	CONSTRUCTION OF THE OWNER,	0.734		-	0.448	0.07
Volume-to-Cap	**************	t/In (95 th percentile	1	-	215.3				-	120.4	468.5		-	279.6	38.3
	CALIFORNIA PARTICIONAL PARTICI	reh/ln (95 th percent	mentary and a second second		8.5			DO MANON NORMAN	-	4.7	18.3	******************************	-	10.7	1.5
HERMAN GREET STREET PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPER	tomoremous source	(RQ) (95 th percent	Designation of the Party of the	-	0.00				-	0.40	0.00		1-	0.00	0.00
Uniform Delay	WHITEHOMOSSHATI PHYCOLO		uic)	1-	43.5				-	11.4	11.6		-	15.8	12.4
Incremental De	************		*****************	1	1.0				+	0.7	2.0		1	0.8	0.2
Initial Queue D	-	***************************************		1	0.0				-	0.0	0.0		1	0.0	0.2
Control Delay	************			1	44.4				-	12.1	13.6	-	-	16.6	12.6
Level of Service	Acres and a second		-	1	D	-		- China Control Control	-	B	B		1	B	12.0 B
Approach Dela	-			44.	<u></u>	D	0.0			13.4		В	16.		В
Intersection Dela	****	****		1 44.			3.0			13.4	1		B 10.	2	U
	Jay, SIV	CIT EUG	ECOLOR			10		SERVICE OF THE PERSON							
intersection De	AND THE PARTY OF	The state of the s	The same same same same same same same sam	The same	EB	Name of Street	360	WE	R CONTRACTOR OF THE PARTY OF TH	1	NB	William Street	1	SB	
	esults														
Multimodal Re		e/LOS		2.3		В	2.32		В	1.35		Α	1.6		В

			- 9						ts Sur						
General Inform	nation							T	Intersec	tion Info	ormatio	n	1	الما المعارفة	T.
Agency		Diane B. Zimmerma	an Traffi	c Engine	ering				Duration	, h	0.250			111	
Analyst		DBZ		Analys	is Date	May 9,	2022		Area Typ	e	Other		4		
Jurisdiction			SECTION THE SERVICE AND ADDRESS OF	Time P	eriod	AM Pe	ak	военияния фув	PHF		0.94	negative structures en			
Urban Street		Bardstown Road	***************************************	Analys	is Year	2027 B	Build		Analysis	Period	1> 7:0	0	4		
Intersection		Thixton		File Na	MARKET CHIEF CONTROL TO CO.	офинентипиненти	AM 27	B.xus	S	concern market and are con-				511	
Project Descrip	tion	Oak Grove	Salada de Principales de Calada			odkomen venema serie							- 0	41477	. 6
Demand Inform	nation				EB	-		WE			NB			SB	-
Approach Move	ement	MAN 200 M	MILITER SALES AND ADDRESS OF THE SALES AND ADD	L	Т	R	L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h			140	0	76				273	1685			805	66
Cianal Informa	Marie Control				364968						alesa a				
Signal Informa	Same of the Contract of the Co	Reference Phase	2			71	1						KÎ		7
Cycle, s Offset, s	120.0	Reference Point	End		1	"	5					1	2	3	A
Uncoordinated	No	Simult, Gap E/W	On	Green	A CONTRACTOR OF THE PROPERTY O	72.3	18.1	0.0	nerseason of the season of the	0.0					
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	3.6	2.0	3.6	0.0	in a second contract of the second contract o	0.0		5	6	7	
Force Mode	FIXCU	Simult. Gap 14/5	Oli	Inca	3.0	12.0	10.0	10.0	10.0	10.0					
Timer Results				EBL		EBT	WBL	and the parties	WBT	NBI		NBT	SBI		SBT
Assigned Phas	MEDITALISMENTALISMENTALISMENT					4				5		2	The same of the sa		6
Case Number						12.0		\top		1.0		4.0			7.3
Phase Duration	1. S			1		24.7		\top		16.0) [95.3			79.3
Change Period	***************************************	c). S				6.6		1		6.6		7.0			7.0
Max Allow Hea	ASSESSMENT OF THE PARTY NAMED IN			-	\top	3.2	-	1	SONOWAY AND THE STREET OF THE	3.0	1	0.0			0.0
Queue Clearan	-		***************************************			17.9		_		9.1					and the second second second
Green Extension	-			1		0.2	**************************************			0.4		0.0	1		0.0
Phase Call Pro	-	(3-7)				1.00				1.00)				
Max Out Proba					1	0.12				0.00)				
100 CO (100 CO)														The state of	
Movement Gre	oup Re	sults			EB			WB			NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	T	R	L	T	R
Assigned Move	ement			7	4	14		parent 175-175 (175-175)		5	2			6	16
Adjusted Flow	Rate (v	/), veh/h			230					290	1793	and the second second		856	70
Adjusted Satur	ation FI	ow Rate (s), veh/h/	ln		1707					1781	1766			1724	1547
Queue Service	ENGINEEN PROPERTY OF THE PROPE				15.9					7.1	32.6			15.8	2.3
The second secon	-	ce Time (g c), s			15.9			Santrania montana	-	7.1	32.6	Description (ONN)	-	15.8	2.3
Green Ratio (CONTRACTOR OF STREET				0.15			-		0.70	0.74			0.60	0.60
Capacity (c),			AND THE PROPERTY OF THE PARTY O		257					504	2601			2078	932
Volume-to-Cap	***************		MANAGEMENT OF THE PARTY OF THE		0.894					0.577	CONTRACTOR OF THE PARTY OF THE	000000000000000000000000000000000000000		0.412	0.07
AND DESCRIPTION OF THE PARTY OF	-	t/In (95 th percentile	CONTRACTOR DESIGNATION OF THE PERSON OF THE		321.2				1	101.3			-	246.7	34.4
	ACCUSATION SANGERS	reh/ln (95 th percent	DATE OF THE PARTY		12.6				-	4.0	14.8			9.4	1.3
	DESCRIPTION OF THE PROPERTY OF	(RQ) (95 th percer	itile)	-	0.00		-	answers section over the		0.34	0.00		-	0.00	0.00
Uniform Delay	-				50.0					8.9	8.5		-	12.6	9.9
Incremental De	***********			-	18.4					0.4	1.5		-	0.6	0.2
Initial Queue D	*************			-	0.0				-	0.0	0.0		-	0.0	0.0
Control Delay	DESCRIPTION OF THE PERSON	CANADA CA			68.4	-			-	9.3	10.0		-	13.2	10.1
Level of Service				- 00	E	_	0.0			A	В	_	40	В	В
Approach Dela	NAMES OF THE OWNER OWNER OF THE OWNER OWN			68.4	+	E 1/	0.0		STRANSPORT CONTRACTOR OF THE PERSON OF THE P	9.9		A	13.	<u> </u>	В
Intersection De	eray, s/v	en / LOS		Lorenza		74	1.9			1			В		
Multimodal R	esults			T	EB			WE	3	-	NB		T The same	SB	
The same of the sa	encommon de la commença del la commença de la comme	2/108		2.33	was an annual resignation of the	В	2.32	anni anni angere	В	1.3	-	Α	1.6	and the same of the same of	В
Pedestrian LO	OCHIP														er er samten bestellt i den er er er

		нсэ	, oig	nalize	u mite	ISECT	ion K	csu	13 3	ull	iiiiaiy					SUN SERVICE
General Inform	nation				APP COURS				Inters	ecti	on Info	rmatio	n		142411	-10
Agency	Idilon	Diane B. Zimmerma	n Traffi	c Engine	eering				Durati	punio e de como e		0.250	***************************************		111	
Analyst	- NAME OF THE OWNER	DBZ				9/19/20	021		Area 1	-	-	Other	-	4		
Jurisdiction	***************************************		***************************************	Time F		PM Pe	Deblook in the section of the section of	nusumumadas	PHF	.)		0.98	Name of the October o	÷ +		
Urban Street		Bardstown Road	and other resolutions and the second section of the section of t	Assessment of the last of the	is Year	A CONTRACTOR OF THE PARTY OF TH	- CIN		Analys	sis F	Period	1> 4:4	5			
Intersection		Thixton		File Na	MANAGEMENT AND ADDRESS OF THE PARTY OF THE P	NAME AND ADDRESS OF THE PARTY O	1 PM 21	sovement and the	Allaly	313 1	CHOO	117 7.7		-		
	tion	Oak Grove		FIIE IN	ine	THIAGO	I FIVI Z I	.xus	-				-	-	1 4 1 4 4	
Project Descrip	UON	Oak Glove				NOTE AND				COL			27/32		A CONTRACTOR	9630
Demand Inform	nation				EB		T	WE	3			NB	Secolog Febru		SB	
Approach Move	ement		***************************************	L	Т	R	L	T		R	L	T	R	L	Т	R
Demand (v), v	eh/h			106	0	211		1			97	1035			1841	137
Signal Informa	Annual Management of the Control of			-		71	L							ĸŤ.		
Cycle, s	140.0	Reference Phase	2		51	RA	3		To the same of the				1	2	3	↔
Offset, s	0	Reference Point	End	Green	5.9	80.5	33.4	0.0	named and the second	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	Marie Ma	5.0	3.6	0.0	mention in the latest	0.0	0.0	_	1	1		
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	10	0.0	0.0	1500.00	5	6	7	
Timer Results				EBI		EBT	WBL		WBT		NBL		NBT	SE	1	SBT
Assigned Phase	Δ		Contract Condition Process reasons	EDI		4	AADL	-	VVDI		5		2	30	L	6
Case Number	-		***************************************			12.0		_	econolitico e major		1.0	_	4.0	1	_	7.3
Phase Duration						40.0		-		-	12.5	-	00.0	+		87.5
	-	- / 6		-		6.6		+			6.6		7.0	-		7.0
Change Period	ACCORDING TO SERVICE STATE OF THE PERSON NAMED IN COLUMN TO SERVICE STATE OF THE PERSON NAMED IN COLUMN TO SERVICE STATE OF THE PERSON NAMED IN COLUMN TO SERVICE STATE OF THE PERSON NAMED IN COLUMN TO SERVICE STATE OF T	Marie Ma			-	3.3		_		\dashv	3.0		0.0	_		0.0
Max Allow Hea	NAME AND ADDRESS OF TAXABLE PARTY.	THE RESERVE OF THE PARTY OF THE		-		35.4		+		-	5.0	-	0.0	+	_	0.0
Queue Clearan		Marie Carlotte Commission Commiss	-			***************************************			-		0.1		0.0	-		0.0
Green Extension	*************	(ge), S		-	-	0.0		-			-		0.0	+		0.0
Phase Call Pro				-		1.00		-			0.98					***************************************
Max Out Proba	DIIILY					1.00		122531			0.00					
Movement Gro	oup Res	sults			EB			WB				NB			SB	
Approach Move	TOTAL PARTY AND ADDRESS OF THE PARTY AND ADDRE		-	L	Т	R	L	T	R	7	L	Т	R	L	T	R
Assigned Move	-			7	4	14			1		5	2			6	16
Adjusted Flow	NAME OF THE OWNER, OF THE OWNER,	/), veh/h	ORIGINAL PROPERTY CONTRACTOR OF THE PROPERTY CON		323						99	1056	DOMESTICAL DESIGNATION OF STREET		1879	140
	SACORI MANUFACTURE SACORI PARTICIPA	ow Rate (s), veh/h/	ln .		1620						1795	1781	-	1	1795	1572
Queue Service			***************************************		26.6				1		3.0	19.8			65.3	5.8
C0002384836032400080021480183804070008887C010888888	NO CONTRACTOR DE LA CON	ce Time (gc), s		1	26.6				1		3.0	19.8			65.3	5.8
Green Ratio (STATE OF THE PERSON NAMED IN THE PERSON NAMED			1	0.24				1	-	0.63	0.66			0.58	0.58
Capacity (c),	and the second second second second				386				+		153	2366		1	2065	904
Volume-to-Cap		atio (X)	DOMINIO CONTRACTOR CON		0.837			-	1		****************	0.446		CONTRACTOR OF THE PARTY OF THE	0.910	0.15
TO SALESHAND SHOULD SEE THE TOTAL SEE THE TO		t/In (95 th percentile)		463.5	LANCOUSE DESCRIPTION			1		89.3	293.1			901.9	94
	and the same of th	reh/in (95 th percent	Mark Control of the C	1	18.0				+	-	3.5	11.5		_	35.8	3.7
	-	(RQ) (95 th percen	ACCOMENTATION DESCRIPTION OF THE PARTY OF TH	-	0.00		-		+-		0.30	0.00			0.00	0.00
Uniform Delay	500180000000000000000000000000000000000		uic)	-	50.7				+		32.3	11.2	-	-	26.5	13.9
	-				14.1				+	-	1.7	0.6		1	7.4	0.4
Incremental De	-			-	0.0	1			-		0.0	0.0		-	0.0	0.4
Initial Queue D	-			-	4	-			+		34.0	11.8		-	33.9	14.2
Control Delay			***************************************	1	64.8	-		-	-		***************************************		-			-
Level of Service				64	E		0.0				C 13.7	В	P	200	C	В
Approach Dela	niemosoon massassassassassassassassassassassassass	***************************************		64.	0	E 20	0.0				13.7		В	C 32	0.	С
Intersection De	ay, SIV	GII / LOS		N.		2:				200						
Multimodal Re	esults				EB	THE REAL PROPERTY.		WE	3	-		NB		1	SB	
	C Coore	2/108		2.3	3	В	2.33	3	В		1.36	3	Α	1.0	67	В
Pedestrian LO	3 3001E	/ LUU														

		HCS	i oig	nanze	a inte	rsect	ION K	esuli	ts Sur	ıımar)		SALES CONTRACTOR			
General Inform	nation							Ti	ntersect	tion Info	ormatio	n	7	المالية	i L
Agency	************	Diane B. Zimmerma	an Traffi	c Engin	eerina				Ouration.		0.250	***************************************		111	
Analyst		DBZ				9/19/20)21		Area Typ		Other		4		
Jurisdiction		A THE RESIDENCE OF THE PROPERTY OF THE PROPERT	***************************************	Time F	BATTLA CONTRACTOR OF THE PERSON CONTRACTOR OF	PM Pe	NAME AND ADDRESS OF THE OWNER, TH	CONTRACTOR OF STREET	PHF		0.98	***************************************	+		
Urban Street		Bardstown Road		Accession	NAMES OF TAXABLE PARTY.	2027 N	animinate and a second		Analysis	Period	1> 4:4	5	- 5		
Intersection		Thixton		File Na	-	гуртынганыныстан	PM 27	непричений	CHICAGO PROPRIO PROPRIO PARA	Teriou			-		
Project Descrip	tion	Oak Grove	NOTES AND DESCRIPTION OF THE PARTY OF THE PA	1110140	arric	THIACO	11 101 27	IND.AC	43		-			11471	10
riojeci Descrip	uon Market	Oak Glove										The second second			
Demand Inforr	nation			T.	EB	MANAGEMENT OF THE PARTY OF THE	T	WB		T	NB	ALCOHOLD SECTION	T	SB	Section in the second
Approach Move			ON CONTRACTOR OF THE PERSON NAMED IN	L	Т	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	MACHINE MARKETON CONTRACTORS			119	0	238				109	1099	-		1954	154
o o maria (+); •					-	STATE OF THE PARTY.	ALC: UNKNOWN						The same		3333
Signal Informa	tion		NO AND RES			171	T	T		T					
Cycle, s	170.0	Reference Phase	2		5.1		E	-					4		4
Offset, s	0	Reference Point	End	Cross	6.2	103.2	40.4	0.0	0.0	0.0	200	1	2	3	<u> </u>
Uncoordinated	No	Simult. Gap E/W	On	Green	TO SECURIO DE PRODUCCIO DE LA CONTRACTOR DE	103.2	3.6	0.0	0.0	0.0	-	1			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	0.0	0.0		5	6	7	
			6615												
Timer Results				EBI		EBT	WBL		WBT	NBL		NBT	SB		SBT
Assigned Phas	e		COLUMN SERVICE			4				5		2			6
Case Number						12.0		1	and the second s	1.0		4.0			7.3
Phase Duration	1. S		***************************************	1	-	17.0				12.8		23.0		1	10.2
Change Period	-	c) s				6.6			-	6.6		7.0			7.0
Max Allow Hea	AND DESCRIPTION OF THE PERSONS	THE RESIDENCE OF THE PROPERTY		1		3.3		_		3.0	-	0.0			0.0
Queue Clearar	NAMES AND PARTY OF THE PARTY OF			1		39.6		_		6.0					
Green Extension			AND PROPERTY OF THE PARTY OF THE			0.8				0.2	_	0.0		***************************************	0.0
Phase Call Pro	ON THE PROPERTY AND THE	(90),3		1	COMPOSITE OF THE PARTY OF	1.00	PROSES AND DESCRIPTION OF THE PROPERTY OF THE	+		0.99	CONTRACTOR DESCRIPTION	0.0			
Max Out Proba	AND DESCRIPTION OF THE PARTY OF			1		0.00		+		0.00				-	
Wax Odi Fioba	Dility		100000	NOT THE REAL PROPERTY.		3.00	70000000	SECTION 1		0.00	ALC: NO.		1000000	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	A Falls
Movement Gre	oup Res	sults			EB			WB			NB			SB	
Approach Move	-		ALCONOMICA CONTRACTOR	L	T	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	ACCUPATION OF THE PARTY OF			7	4	14		Directors		5	2			6	16
Adjusted Flow	Market Ma), veh/h	***************************************		364				1	111	1121			1994	157
CONTRACTOR OF THE PARTY OF THE	CONTRACTOR	ow Rate (s), veh/h/	ln .		1619				1	1795	1781			1795	1572
Queue Service			-		37.6				1	4.0	24.8			83.5	7.4
	MARKET PROPERTY AND ADDRESS OF THE PARTY OF	ce Time (gc), s		1	37.6					4.0	24.8			83.5	7.4
Green Ratio (ENDERSON MODERNAMMENTS		COMPANIES CONTRACTOR		0.24			000000000000000000000000000000000000000	1	0.66	0.68	The same of the sa	Commence of the Commence of th	0.61	0.61
Capacity (c),	***************************************				385				1	133	2430		1	2178	954
Volume-to-Cap		atio (X)	MARISTONICO CONTROLOGICO	-	0.946			MATERIAL CONTRACTOR CO	THE RESERVE OF THE PERSON NAMED IN	0.836	and the second second second	Access to the second second	-	0.915	0.16
	WATER CONTRACTOR OF THE PARTY O	t/In (95 th percentile	Accountments		582.9				-	136.9	Constitution of the Consti		1	1139	123.
TOTAL SALES AND	Consumer and Consu	eh/ln (95 th percen	Newschild Advantage Control		22.6				1	5.4	14.5			45.2	4.8
		(RQ) (95 th percer	NAME OF TAXABLE PARTY.	1	0.00				1	0.46	0.00	-	1	0.00	0.00
Uniform Delay	*******************			1	63.7				1	41.9	12.5		1	29.6	14.6
Incremental De		AND THE RESIDENCE AND THE PARTY OF THE PARTY	primaria de la composição		5.4				-	5.2	0.6			7.5	0.4
				1	0.0				-	0.0	0.0		1	0.0	0.0
Initial Chieffe	AND DESCRIPTION OF THE PARTY OF	ALTONOMICS CONTRACTOR		-	69.1	-			-	47.1	13.2			37.0	15.0
Initial Queue D	CONTRACTOR CONTRACTOR	MANAGEMENT OF THE PARTY OF THE		1	69.1				-	D D	13.2 B			D D	B
Control Delay	-			69.	<u></u>	E	0.0			16.3	L	В	35.	-du-	D
Control Delay Level of Service		MANAGEMENT CONTINUES DE CONTINU		03.	1	***************************************	2.4		na national antiantino (1800) na minima (1800).	10.	-		C 33.		
Control Delay Level of Service Approach Dela	NAME OF TAXABLE PARTY.			N.	W. W. W.	32				-				PA 25,000	
Control Delay Level of Service	NAME OF TAXABLE PARTY.	eh/LOS													
Control Delay Level of Service Approach Dela Intersection De	elay, s/v	eh / LOS		Y	FB			WB		T	NB		T	SB	
Control Delay Level of Service Approach Dela	elay, s/v			2.3	EB	В	2.34	WB	В	1.3	NB	A	1.6	SB	В

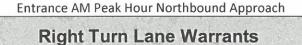
	COLD COLD	HCS	i oig	nanze	u inte	rsect	ion R	esu!	18 3	amm)	ıry			100 50 60 100		
General Inform	ation								Intere	ection I	nfor	matio			7434TI	
	iauon	Diane B. Zimmerma	on Troffi	c Engine	orina				Duratio	-	-	0.250		_	111	
Agency		DBZ	an main	-	_	May 9	2022		Area T			Other		- 2		
Analyst		UDZ	***************************************	Time P	THE CONTRACTOR OF THE CONTRACT	PM Pe			PHF	ype	-	0.98	ORNANIA MANAGARA	÷ ÷		
Jurisdiction		Davidstawa David		A.		-	***********************			la Daria		1> 4:4:		- 3		
Urban Street	and the state of t	Bardstown Road	a menor consumption consistent	-	******	2027 E	-		-	is Perio	u	12 4:4:	3	- 1		
Intersection		Thixton	AND WATER OF THE PARTY OF	File Na	me	THIXIO	n PM 27	B.Xu	5		-				Not select	
Project Descrip	tion	Oak Grove		MINESONE				100000			98089				THE PROPERTY OF	
Demand Inform	nation		THE REAL PROPERTY.		EB		1	WE	3	The same of the sa		NB			SB	
Approach Move				L	Т	I R	1	T	-	2	T	Т	R	L	T	R
Demand (v), v	THE RESIDENCE PROPERTY.		-	130	0	259	-	<u> </u>	-		32	1099			1954	186
Demand (), v				100	NAME OF	200	A. Carrie	1000	2000			1000				100
Signal Informa	tion					U	T	T		T				32.00		
Cycle, s	170.0	Reference Phase	2		54	51	K		and the same of th					4		4
Offset, s	0	Reference Point	End	Green	10.5	95.5	43.8	0.0	0.		.0		1	2	3	<u> </u>
Uncoordinated	No	Simult. Gap E/W	On	Yellow	A CONTRACTOR OF THE PARTY OF TH	5.0	3.6	0.0	annico con conference		.0	-		1		
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	NAMES OF TAXABLE PARTY OF TAXABLE PARTY.		.0		5	6	7	
Timer Results				EBL		EBT	WBL		WBT	1	IBL	1	NBT	S	BL	SBT
Assigned Phas	е					4					5		2			6
Case Number						12.0					1.0		4.0			7.3
Phase Duration	1, S					50.4				1	7.1	1	19.6		1	102.5
Change Period	, (Y+R	c), S				6.6					6.6		7.0			7.0
Max Allow Hea	dway (MAH), s				3.3					3.0		0.0			0.0
Queue Clearan	ce Time	e (gs), s			4	43.0			***************************************	1	0.3					
Green Extension	n Time	(ge), s	***************************************	Ī		0.9					0.2		0.0			0.0
Phase Call Pro	bability					1.00				1	.00					
Max Out Proba	bility				-	0.00				0	.00	T				
						×										
Movement Gro	-	sults			EB			WB	-	-		NB		-	SB	1 -
Approach Move	NAME OF TAXABLE PARTY OF TAXABLE PARTY.			L	T	R	L	T	R	L		T	R	L	T	R
Assigned Move	TURBOLON SOCIOTO DE CONTROL PO			7	4	14		***************************************		5	-	2			6	16
Adjusted Flow	Delete Delete Marris Ma	THE RESIDENCE OF THE PARTY OF T			397				-	13	-	1121		-	1994	190
	_	ow Rate (s), veh/h/	In		1620					179	-	1781		-	1795	1572
Queue Service	NAME AND ADDRESS OF THE OWNER, TH	MADE TO ANALOGO THE PROPERTY OF THE PROPERTY O			41.0			#1100000000000000000000000000000000000	_	8.	-	26.4	e depositor de positiones		93.1	10.2
THE RESIDENCE OF THE PROPERTY	THE REAL PROPERTY AND PARTY AND PARTY.	e Time (gc), s	en a mahammater e		41.0			***************************************	-	8.	-	26.4			93.1	10.2
Green Ratio (g	NAME AND ADDRESS OF THE OWNER, THE		in the same of		0.26					0.6		0.66			0.56	0.56
Capacity (c),	COLUMN TO SERVICE AND SERVICE		MINISTER CONTRACTOR CONTRACTOR		418				_	15	-	2358	Procedura de la company	-	2016	883
Volume-to-Cap	-			1	0.950				-		oneserve on	0.476	MANAGEMENT CONTROL OF THE PARTY	-	0.989	-
	nual to be designed over the control of the	/In (95 th percentile	THE REAL PROPERTY AND ADDRESS OF THE PARTY ADDRESS OF THE PARTY AND ADD		625.8	-		producestationable	-	25	named to good	391.9	***************************************	-	1351.8	
*************	MATERIAL PROPERTY AND PERSONS ASSESSED.	eh/In (95 th percent	MINISTERNATION OF THE PARTY NAMED IN		24.3	ļ		-	-	10		15.4		-	53.6	6.8
	TO LORSON CONTRACTOR OF THE PARTY OF THE PAR	RQ) (95 th percer	tile)		0.00	-				0.8		0.00		-	0.00	0.00
Uniform Delay	MODEL STREET,	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	-	-	62.0				-	56	-	14.2		-	36.7	18.6
Incremental De	STATE OF THE PARTY			1	5.3	-				5.		0.7	PROTECTION	-	17.6	0.6
Initial Queue D				1	0.0			000000000000000000000000000000000000000		0.	**********	0.0			0.0	0.0
Control Delay	NAME AND POST OFFICE ADDRESS OF THE PARTY OF	***************************************		-	67.3	-			+	61		14.9		-	54.4	19.1
Level of Service	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS AND ADDRESS OF THE OWNER, WHEN PERSONS AND ADDRESS OF THE OWNER,				E	<u></u>			1	E	····	В		-	D	В
Approach Dela		ACCRETION OF THE PROPERTY OF T	MANNING LINES AND STREET	67.3	5	E	0.0		HARLES AND THE STREET, NAME OF		19.9		В		1.3	D
Intersection De	elay, s/v	eh / LOS	7.197.200.20			4:	2.7				287.52	A Name	100 March 1980	D		
	ocult-			The same of	EB	18.25 19.4	The same of	WE			BARL	NB	RAIL S	Dept.	SB	No.
Multimodel	SJING				warman damen and				-		*************	one contrage constitution	NAMES AND POST OF THE PARTY OF		اک سسپسسسسس	
Multimodal Re Pedestrian LO	C Coore	/1.08		2.34	1 8	В	2.34		В	3 4	1.37		Α	4	.68	В

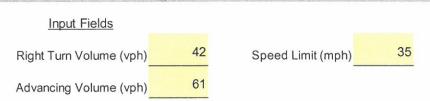
General Inform	nation	\$-00-km	ECENTRAL DESCRIPTION OF THE PARTY OF THE PAR				and a summer of the same		ntersect	-		n	- 1	4 4 4 1 3	
Agency		Diane B. Zimmerma	an Traffi	odenia del constante de la con	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN	4			Duration,	-	0.250		1		100
Analyst		DBZ		The second second second	everance and the second	May 9,	MODERN MANAGEMENT OF THE PARTY	annine medican	Area Typ	е	Other		A		
Jurisdiction				Time P	NAMES OF TAXABLE PARTY.	AM Pe	MICHARD REPORT AND ADDRESS OF THE PARTY OF T		PHF		0.94				
Urban Street		Bardstown Road		Analys	is Year	2027 B		-	Analysis	Period	1> 7:0	0	7		
Intersection		Thixton		File Na	me	Thixtor	1 AM 27	B Rig	ht.xus					111	
Project Descrip	tion	Oak Grove Right to	ırn Thix	ton									1	41471	- 6
A contract of															
Demand Inforr	CONTRACTOR OF THE PARTY OF THE				EB			WB	on any own or was to be	-	NB	-		SB	
Approach Move	-			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h			140		76				273	1685	100000	17.00	805	66
Signal Informa	tion					JĮ.				T	literal in the second				
Cycle, s	120.0	Reference Phase	2			1	1						V		~
Offset, s	0	Reference Point	End		1	F:f	\rightarrow \(\tau_{i} \)					1	2	3	1
Uncoordinated	No	Simult. Gap E/W	On	Green	8.3	79.5	12.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	3.6	2.0	3.6	0.0	0.0	0.0		5		7	
1 Of CE IVIOUE	LIXEG	Silluit. Gap 14/5	Oil	INCU	10.0	12.0	10.0	10.0	10.0	[0.0					
Timer Results		***************************************		EBL		EBT	WBL		WBT	NBL		NBT	SB		SBT
Assigned Phas	e					4		1		5		2			6
Case Number			MARKET PROPERTY AND ADDRESS OF THE PARTY AND A			9.0				1.0		4.0			7.3
Phase Duration	1. S					18.6		-		14.9		01.4			86.5
Change Period	-	c) s				6.6	-	-		6.6	manuscraft annual a	7.0			7.0
Max Allow Hea	TAXABLE SALES OF THE PARTY OF T				Marrow Bosenson	3.2		+		3.0		0.0	1		0.0
Queue Clearan	INDERNATION OF THE PERSON OF THE PERSON			-		11.7				7.9			-		0.0
Green Extension	ASSESSMENT AND ADDRESS OF THE PARTY OF	PROPRIESTO DE LA CONTRACTOR DE PROPRIESTO POR CONTRACTOR DE PROPRIESTO DE LA CONTRACTOR DEL CONTRACTOR DE LA		1		0.3	NEW PROPERTY CONTROL CANADA	+	NAME OF THE OWNER, WHEN	0.4		0.0			0.0
Phase Call Pro	DESIDE CONTRACTOR IN CONTRACTO	(3 = 1, 3		1		1.00	**********************	+		1.00		J.J			0.0
Max Out Proba	-					0.00		-		0.00			 	_	
WIGA OUT FIODA	Unity			020000	CONTRACTOR OF THE PARTY OF THE	0.00	2002000	STATE OF THE PARTY	E SERVICE	0.00	SECTION S.	100000	A STATE OF	NAME OF STREET	ASSESSED AND ADDRESS.
Movement Gre	oup Re	sults			EB			WB		- 22	NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	AND DESCRIPTION OF THE PERSON NAMED IN			7		14				5	2			6	16
Adjusted Flow	CHARLES CONTROL TO CO.	/), veh/h		149	kennungan	81	-	sumoder some crossor		290	1793		1	856	70
	eranous eranous en o	ow Rate (s), veh/h/	ln	1810		1610			1	1781	1766			1724	154
Queue Service		Marie Carlo Ca		9.7		5.3			1	5.9	26.4	hara da a de la companya de la comp		13.4	1.9
48334444444444444444444444444444444444	-	e Time (gc), s		9.7		5.3				5.9	26.4			13.4	1.9
Green Ratio (REPORTED BY A PROPERTY OF THE PARTY OF THE P			0.10		0.17		manter constituent in		0.75	0.79	EMEDING ANALOGO CONSIDERA		0.66	0.66
Capacity (c),	***************			181		273				538	2779	-	1	2283	102
Volume-to-Cap	000040004000000000000000000000000000000	atio (X)	3000004493000000000000000	0.822	MUNICIPALITY CONTROL OF THE PARTY OF THE PAR	0.296		http://doi.org/10.00000		0.539		NECTO AND COMMUNICATION OF STREET	Ī	0.375	0.06
	**************	t/In (95 th percentile)	200.8		94.7				74.8	275.2	4.400.000.000.000.000.000		205.7	27.4
	THE PARTY OF THE P	reh/ln (95 th percent	description of the last of the	8.0		3.8		-	1	2.9	10.7	-		7.9	1.1
The same of the sa	AND DESCRIPTION OF THE PARTY OF	(RQ) (95 th percen	AND THE PERSON NAMED IN	0.00		0.00		Designation (1992)		0.25	0.00	C0000000000000000000000000000000000000		0.00	0.00
Uniform Delay	**************			52.9	estima essectionis (classes	43.6			1	6.3	5.6			9.1	7.2
Incremental De	******************************			3.5		0.2		marjorque reconstructivo de constructivo de co	1	0.3	1.2			0.5	0.1
Initial Queue D			UNITED AND THE PROPERTY OF	0.0		0.0			1	0.0	0.0	*****************	-	0.0	0.0
Control Delay				56.5		43.8				6.7	6.7	***************************************		9.6	7.3
Level of Service	COLUMN DESCRIPTION OF THE PARTY	AND THE RESIDENCE OF THE PARTY	-	E		D			1	A	A		1	A	A
2010101001410	CONTRACTOR OF STREET			52.0		D	0.0	T		6.7	A	Α	9.4	1	A
Approach Dela	CONTRACTOR OF THE PARTY OF THE			02.0).7						В	·L	
Approach Dela	, 3/V	Augustin Company	1												
Approach Dela Intersection De				THE REAL PROPERTY.	Witness St. Co.	-	1	1400	policy of the last	1	NB	THE PARTY NAMED IN	1	00	-
*****************************	esults				EB			WB)		IND			SB	
Intersection De	CONTRACTOR STATEMENT	e/LOS		2.33		В	2.32		В	0.64	and the same of the same of	A	1.8		В

		HCS	/ Sig	nalize	u inte	ersect	юп К	esu	IITS	Sum	ımary				THE STATE OF THE S	
General Inform	nation								Inte	ersecti	on Info	rmatio	n		4441	
Agency	iution .	Diane B. Zimmerma	n Traff	ic Engine	ering			-	-	ation.		0.250			111	
Analyst		DBZ	III II GIII	replacement and replacement of the second	CONTRACTOR DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN CO	May 9,	2022	-	-	a Type	****	Other		- 4		
Jurisdiction		002	NAMES OF THE OWNER, WHEN THE O	Time P	AND DESCRIPTION OF THE PARTY OF	PM Pe			PHI	STANCE SEMINATION OF		0.98	ACCOUNTS AND ADDRESS OF THE PARTY OF THE PAR			
Urban Street		Bardstown Road		Analys		-	-		***********	alysis F	Parind	1> 4:4	5	- 3		
		Thixton	****	File Na	Monotaeaminnaceanid	-	PM 27	B D	***********	-	CHOU	112 4.4				
Intersection	tion	Oak Grove Right		File Na	me	THIXIO	I FIVI ZI	DK	igiit.	XuS					1111	
Project Descrip	UON	Oak Glove Right		(A) (A) (A)				TAGE							W Committee	
Demand Inform	nation			-	EB	And the second		W	В			NB			SB	
Approach Move	ement			L	Т	R	L	1	Г	R	L	T	R	L	T	R
Demand (v), v	eh/h			130		259					132	1099			1954	186
Oi and I la farma	Al			7				qual (T	e production of the contract o		75.2			
Signal Informa Cycle, s	170.0	Reference Phase	2			71	1							KT		7
	0	Reference Point	End		11	" 1	7					2,53	1	2	3	7
Offset, s Uncoordinated	No	Simult. Gap E/W	On	Green		114.5	29.3	0.0	DARKSHARDSHOPPS	0.0	0.0			1		
Force Mode	-	Simult. Gap E/W	On	Yellow Red	3.6	2.0	3.6	0.0	-	0.0	0.0		1 5	+	7	
roice Mode	rixed	Simult. Gap 14/3	Oll	Neu	3.0	12.0	13.0	10.0		10.0	10.0	1 9			4	THE PARTY
Timer Results			W-40	EBL		EBT	WBL		W	вт	NBL	. 1	NBT	SB		SBT
Assigned Phas	е					4		1			5		2			6
Case Number						9.0			- CALLED BRANCH		1.0		4.0			7.3
Phase Duration	1, S	ALL COMPANIES CONTROL OF THE SAME AND				35.9	MANAGEMENT PRINCIPAL	T	nare) recipionals		12.7	1	34.1		1	121.5
Change Period	NONLINE CREMCTOWN DRICKSON	c), S				6.6	TOTAL STATE OF THE		Managementum		6.6		7.0	1		7.0
Max Allow Hea	dway (MAH), s	PORTURA NAMED AND ADDRESS OF THE			3.3					3.0		0.0			0.0
Queue Clearan	NAME AND ADDRESS OF THE OWNER, TH					28.4	PARTICULAR PROPERTY OF THE PARTY OF THE PART				5.9					-
Green Extension	-					0.8		十			0.2		0.0			0.0
Phase Call Pro	Total Section 1997	***************************************	OCHEROPOLIS DE CONTROL	1		1.00	**************************************	一	DEVERTISER PROPERTY.		1.00		0307THOREGOIGO0110			**************************************
Max Out Proba	bility		***************************************			0.00					0.00		***************************************	1		
		•						140				ND			00	
Movement Gro	PRINCIPLE PROPERTY.	suits			EB			WI		-		NB T			SB	
Approach Move	appearage and description of the control of the con			L	T	R	L	T	+	R	L		R	L	-	R
Assigned Move	CONTRACTOR DESCRIPTION OF THE PERSON OF THE			7		14			_		5	2	NO. AND THE RESIDENCE AND		6	16
Adjusted Flow				133	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	264			+		135	1121		-	1994	190
	*******************	ow Rate (s), veh/h/	In	1810	Name and Address of the Owner, or the Owner,	1610			+		1795	1781		-	1795	157
Queue Service		***************************************	ON CONTRACTOR OF THE PARTY OF T	11.1	paneurus exemples de la constant de	26.4		************	+		3.9	19.7	************	-	69.4	7.6
CONTRACTOR	NOTO THE RESIDENCE OF THE PERSON NAMED OF THE	ce Time (gc), s		11.1		26.4			+		3.9	19.7		-	69.4	7.6
Green Ratio (-			0.17		0.21			-		0.72	0.75		-	0.67	0.67
Capacity (c),	Commence of the Commence of th	-4:- / V	arconomic de la companya de la comp	312		335		and the same of th			164	2663	-	-	2417	105
Volume-to-Cap	CONTRACTOR OF THE PARTY AND TH	MANAGEMENT PROGRAMMY CONTRACTOR C		0.426		0.789					0.821	- NAME OF THE OWNER,	passante se son de fonde de	-	0.825	-
	ALTERNATION OF THE PARTY AND ADDRESS AND A	t/ln (95 th percentile	numeracon com la coloreda	222.8		410.6			+		182.4	282.4			902.3	-
		eh/In (95 th percent		8.9		16.4			-		7.2	11.1		-	35.8	4.7
	NAME AND ADDRESS OF THE OWNER, WHEN	(RQ) (95 th percen	ule)	0.00		0.00			-		0.61	0.00			0.00	0.00
Uniform Delay	-			62.8		63.8			-		37.4	7.9		-	20.4	10.3
Incremental De	ACCUPATION AND DESCRIPTION OF THE PARTY OF T		NAME AND POST OFFICE ADDRESS OF THE PARTY OF	0.3		1.6			+		3.8	0.5			3.4	0.4
Initial Queue D	-		0450064400041004F4040000	0.0		0.0					0.0	0.0			0.0	0.0
Control Delay	CONTRACTOR DESCRIPTION OF THE PARTY OF THE P			63.2		65.4			-		41.3	8.4		-	23.8	10.
Level of Service				E		E	-				D	A			C	B
Approach Dela				64.7		E	0.0				11.9	1	В	22.	ь	С
intercaction De	eray, s/v	eh / LOS	74322		83223	23	3.5	10000		1905				С		\$15.05E
intersection be			Manual Land	72250	EB		PARTIES NO.	W	R	Samuel Services		NB	A SHIP COLOR	The state of	SB	March 1
Multimodal R	esults			B					_					18	20	
	sandryoxes/columbia	e/LOS	***************************************	2.34	Martin Market Company	В	2.34	-	-	В	0.6		Α	1.8	manuscon provinces	В



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.







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.

Neighborhood Meeting Summary

A virtual neighborhood meeting was held on Tuesday, April 12, 2022, at 6:00 pm. Those in attendance included the applicant's representatives, Nick Pregliasco, attorney with Bardenwerper, Talbott & Roberts, and David Mindel, land planner and engineer with Mindel Scott and Associates.

Nick Pregliasco started off the virtual neighborhood meeting by showing a Power Point presentation showing the location of the property on both an aerial and LOJIC zoning map, as well as ground level photographs of the site. Nick also explained that this is the second iteration of the plans, as the original application was not approved but instead was remanded back to the Planning Commission for consideration of a scaled back version of the subdivision. Nick explained where the application was currently in the process and to where it was proceeding. The neighbors appeared well-informed about the status of the application and where it was in the zoning process. Nick then explained the new proposed subdivision plan and the reasons for the proposed layout, including the most consequential change from the previous plan, which was the creation of four, five-acre lots at the expense of approximately 80 smaller lots. Nick pointed out that the five-acre lots would be prohibited from being developed into smaller lots in the future through a proposed Binding Element. Nick also described the proposed improvements to the surrounding roadways, including building a right-turn lane at Thixton Lane and Old Bardstown Road/Bardstown Road, and the widening of other roads to a minimum of 18-feet in width. Nick showed the proposed stub connections and right of ways that would be preserved and created on the property. David Mindel then described the sanitary flow design, the water quality, and the tree preservation and tree ordinance and how they affect the property. Nick then opened the floor up for questions, beginning first with the questions that were in the chat and then proceeding to questions from people who wished to unmute and verbally ask questions.

The neighbors' questions regarded three principal areas: lot-size and condition concerns; environmental concerns; traffic and roadway concerns.

Regarding lot-size and condition concerns, neighbors wanted to know if the development could be one-acre lots. David explained that market conditions call for smaller lots, as people do not want to maintain large yards. Neighbors also wanted to know who would be maintaining the five-acre lots, to which Nick and David informed them that the lots were for sale and whoever purchased them and built their residences on them would be responsible for the property's maintenance. Neighbors inquired whether the five-acre lots could be repositioned along Cedar Creek, to which David explained that it would not be feasible to place them there and, additionally, they were placed on the northern side of the property to be adjacent to other five-acre lots. Neighbors also asked whether there would be fences placed between the proposed five-acre lots and the existing five-acre lots as a means of buffering. David explained that there is no obligation to put up fences on these lots as they would be the same size and use. Other neighbors expressed concerns that rezoning to R-4 did not fit with the rural nature of the surrounding properties. Nick explained that the lots were previously zoned R-4 and downzoned to RR in 2008, and this request to rezone is simply to return the properties to their previous zoning.

Regarding environmental concerns, neighbors asked about the creeks, ponds, and waterways throughout the property and how those would be preserved for the wildlife that currently inhabits the property. Neighbors also expressed concern that blasting would occur on the property and disrupt local wildlife and domesticated animals, including the horses that are kept on many people's property. Nick and David explained the blasting process, including when it would occur during the development, how notice would be sent out, and how the people who lived nearby could reach out to the developer to make sure they received notice before blasting occurred. Questions were also posed about the tree canopy, and David explained that there were parts of the plan that included tree preservation, and, additionally, that the required amount of tree canopy would be planted. A neighbor also asked about the ponds on the property, and David discussed that there are a couple of small ponds that may even dry up during a dry season. David explained that an expert has come out to look at potential wetlands, and none of the creeks and ponds were large enough to constitute wetlands. A neighbor asked for the report, and Nick said he would e-mail them to the neighbor. The neighbor said there are endangered animals who live in those creeks and ponds, and even if they aren't big enough to preserve, the developers should be trying to preserve the habitats of these animals. David also showed the neighbors how some tall, white pines that had been planted many years ago and were of interest to the neighbors would be preserved. David noted that developers try to maintain as many trees as possible as they are not only good for the environment, but they also add value to the property.

Regarding the roadways, neighbors were concerned about the width of Independence School Road. Nick explained that we have taken measurements of the road and realize the need to make improvements to get to an 18-foot road. David further explained the need to extend headwalls and to make the road a minimum 18 feet where it is slightly shorter than 18 feet. Regarding roads, another neighbor asked about who would cover the costs of moving telephone poles, mailboxes, paving the roads, and other improvements. Nick reiterated the obligation to widen the road to 18 feet, and David further explained that the need to widen the roads is only by a few inches, so it seems unlikely that too many items would need to be moved. Nonetheless, if something needs to be moved, it will be moved and replaced. A neighbor asked about whether shoulders would be required and whether paving would be done all the way to Bardstown Road. Nick reiterated that the plan calls for improvements on multiple roads surrounding the development with the details being worked out. Other neighbors noted that the surrounding roads are dangerous, including multiple 90-degree turns, and they have had fatalities and wrecks on the roadways. Nick and David showed the improvements that would take place on the roadways to make them safer. David also noted that the stubs and future roadway connections would increase safety as it would give emergency vehicles additional paths of travel. Regarding one of the proposed stubs to Thomas Grove Road, the neighbors were adamant that they did not want it. Nick informed the neighbors of the case manager's information should they wish to inform the case manager of their desire not to have a stub to this private road.

Additionally, a neighbor asked if Louisville Metro Council Member Robin Engel was present. Jared Towns explained that he was here representing Robin Engel. A neighbor expressed dissatisfaction with Engel not being present personally. Nick explained that Council Members

tended to not come to these meetings as the meeting is part of the record that goes to the Planning Commission.

The neighborhood meeting ended at 7:57.



Geotechnical • Construction Materials • Environmental • Facilities

May 4, 2022

Mr. Ben Craven, PLA, ASLA Mindell Scott & Associates 5151 Jefferson Boulevard Louisville, Kentucky 40219

Reference:

Oak Grove Subdivision - Karst Survey

10212 & 10302 Oak Grove Road

Louisville, Jefferson County, Kentucky 40291

ECS Project No. 61-2724

Dear Mr. Craven:

ECS Southeast, LLP (ECS) conducted a karst survey for the referenced site in accordance with ECS Proposal No. 61-P2687, dated April 6, 2021. The karst survey was conducted in general accordance with Chapter 4 Part 9 (Development on Karst Terrain, dated July 2008) of the Louisville-Jefferson County Land Development Code (LDC). The karst survey included the following elements: a visual reconnaissance of site conditions for the karst geologic features defined in the LDC; a review of current and historical aerial photographs; a review of soil survey information; a review of geologic maps; and a review of topographic maps.

Project Information:

The site included approximately 68.57 acres of wooded land and open fields with several residential buildings (residences, barns, etc.), ponds, and remnant structures (abandoned residence, shed, well, etc.). Most of the site will be developed into a subdivision with approximately 180 single-family residential lots, two detention basins, and associated roadways. The western boundary area of the site approaching Cedar Creek is steeply sloped and currently wooded. This portion of the site will likely be developed into an open green space in the future.

Review of Published Documents:

The following geologic information is based on the review of the Jeffersontown and Mount Washington, 24K Quadrangles, Geologic Map, Kentucky, published by the United States Geological Survey (USGS), and information (aerial photos, geologic maps, and topographic maps, etc.) obtained from the Kentucky Geological Survey (KGS) Geologic Information Service website.

No apparent sinkholes or karst features were reported in the historical aerial photographs, soil survey information, and review of topographic maps. Additionally, no apparent features were mapped within the project area, per KGS. However, one (1) feature was reported approximately 400 feet west of the western property boundary.

Geology:

The four (4) formations reportedly underlying the site are "Louisville Limestone", "Waldron Shale", "Laurel Dolomite" and "Osgood Formation and Brassfield Dolomite". The eastern areas of the property, containing existing residences, are underlain by the "Louisville Limestone" and "Waldron Shale" formations. The remainder of the site, including the steeply sloped areas along the western boundary are underlain by the "Laurel Dolomite" formation. Sparse areas to the immediate east of Cedar Creek are underlain by the "Osgood Formation and Brassfield Dolomite" formation.

The majority of the site is reportedly underlain by the "Laurel Dolomite" and "Louisville Limestone" formations, which are designated as having a "Medium" karst potential. The karst potential is based on the tendency for the site to develop or have karst features as shown on the KGS Geologic Map Information Service. Karst potential designation is not definitively indicative of the actual presence or absence of karst activity at the site. According to the KGS

Potential Classification definitions, the development of karst features is variable and dependent on site-specific conditions in formations designated as a "medium" karst potential.

Site Observations:

A site reconnaissance was conducted over two (2) days on April 14, 2022 and April 15, 2022 by Ben Emery of ECS. Most of the site consisted of sparsely to densely wooded areas, interspersed with open fields, existing residences, and remnant structures. One existing residence, 10302 Oak Grove Road, was located on the eastern portion of the site. The site slopes down toward Cedar Creek along the western property boundary. There is approximately 80 feet of fall across the entire site. A tributary stream, mapped on historical topographic maps, was observed running roughly perpendicular to Cedar Creek on the western side of the site. Three (3) ponds were observed onsite.

Several remnant structures were observed throughout the site, including an abandoned home, a remnant foundation, an abandoned well, an abandoned shed, and several piles of discarded rubble. Remnant structures were in close proximity to one another in the north-central cleared portion of the site. Several drainage swales were observed extending downslope on the western portion of the site (toward Cedar Creek). Swales ranged from 3 to 10 feet wide and were frequently observed to contain exposed apparent rock and moist soils. Four (4) existing springs were observed in the western portion of the site, approaching Cedar Creek. Springs were typically observed to contain 1 to 2 inches of running water that would subsequently flow downslope from the spring to form additional drainage swales.

Rock outcroppings typically consisted of isolated boulders, gentle slopes, and/or flat, at-grade exposures of approximately 1 to 8 feet in height with defined jointing, fractures, and pitting. Outcroppings were typically observed in areas of steep relief (typically EL 580 to 600). Most outcroppings occurred along ridgelines running parallel to Cedar Creek. Boulder to cobble-sized rocks were observed at the base of most outcrops, and solution channels were observed within the exposed apparent rock faces. Fracturing of the upper geologic formations was also observed throughout the western wooded portion of the site. These fractures within apparent rock outcropping are typical in karst terrain.

Fifty-four (54) possible karst-related features were identified onsite. Refer to the attached **Karst Feature Location Plan** and **Site Photos** for the approximate location of observed site features and photos of selected features. Brief descriptions of the features are provided in the table below. Areas and/or features with multiple designations (A, B, C, etc.) represent a series of linear features which appeared to be related to a common joint or similar lineation.

Feature	Description	Approximate Dimensions	Approximate Depth
F-1	Oval-shaped closed depression containing three (3) smaller closed depressions. Soil sidewalls, no visible throats.	30' Diameter	3′
F-2	Oval-shaped closed depression underlain by an apparent spring. Audible running water observed below soil bottom. Soil sidewalls observed. Three (3) open throats encountered.	35' Diameter	3'
F-3	Trenchlike closed depression with soil sidewalls and a partially closed throat encountered at the bottom of the depression.	3' Wide 25' Long	3.5'
F-4	Oval-shaped closed depression with soil sidewalls and two partially closed throats encountered at the bottom of the depression. Exposed metal pipes observed at the bottom of the depression.	17' Diameter	2.5'
F-5	Oval-shaped closed depression with soil sidewalls and a partially closed throat encountered at the bottom of the depression. Probe rod extended to apparent rock approximately 3 feet below the bottom of the depression.	7' Wide 17' Long	4'

Feature	Description	Approximate Dimensions	Approximate Depth
F-6	Small opening with rock sidewalls/bottom. Visible water observed at the bottom of the opening.	1' Diameter	> 4'
F-7	Small opening with rock sidewalls/bottom. Visible water observed on the walls of the opening.	2' Diameter	> 4′
F-8	Spring, surrounded by outcropped rock, observed in a hillside. 1-2" of running water observed.	6′ Wide 11′ Long	3'
F-9	Small opening with soil sidewalls. Visibly wet.	1' Diameter	3'
F-10	Oval-shaped closed depression with soil sidewalls.	2' Diameter	2'
F-11	Spring observed in a hillside. Spring forks into 2 separate drainage channels, which drain to Cedar Creek approximately 40-50 feet to the west. 1'2" of running water observed.	5' Wide 20-30' Long	6'
F-12	Oval-shaped closed depression with soil sidewalls. Outcropped rock visible within the center of the depression.	12' Diameter	4'
F-13	Oval-shaped closed depression with soil sidewalls. Outcropped rock visible within the center of the depression.	16' Diameter	3'
F-14	Oval-shaped closed depression with soil sidewalls. Depression was filled with debris.	22' Diameter	3'
F-15	Oval-shaped closed depression with soil sidewalls and a partially closed throat encountered at the bottom of the depression.	2.5' Diameter	4′
F-16	Small opening with soil and rock sidewalls, with apparent rock probed at the bottom of the opening.	1' Diameter	2'
F-17	Small opening with soil sidewalls. Apparent rock probed at the bottom of the opening.	6" Diameter	1.5′
F-18	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 6 inches below the bottom of the depression.	4' Diameter	2′
F-19	Small opening with soil and rock sidewalls. Probe rod extended to apparent rock approximately 1 foot below the bottom of the opening.	2' Diameter	3′
F-20	Possible oval-shaped closed depression with rock and soil sidewalls. Probe rod extended to apparent rock approximately 6 inches below the bottom of the depression. Evidence of apparent human disturbance with perimeter of depression lined with stone blocks.	9' Diameter	3′
F-21	Oval-shaped closed depression with soil sidewalls and a partially closed throat encountered at the bottom of the depression. Probe rod extended to apparent rock approximately 1 foot below the bottom of the depression.	10' Diameter	2.5′
F-22	Oval-shaped closed depression with soil sidewalls. Depression was filled with debris.	17' Diameter	3.5′
F-23	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 3 feet below the bottom of the depression.	7' Diameter	4'

Feature	Description	Approximate Dimensions	Approximate Depth
	A karst basin that contained two smaller closed depressions.	30' Diameter	3′
F-24	A Trenchlike closed depression with soil and rock sidewalls. Probe rod extended to apparent rock approximately 2 feet below the bottom of the depression.	4' Wide 22' Long	3′
	B Oval-shaped closed depression with soil and rock sidewalls.	6' Diameter	4′
F-25	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 3 feet below the bottom of the depression.	7' Diameter	3′
F-26	Oval-shaped closed depression with soil sidewalls and an open throat (1' diameter, > 4' deep) observed at the bottom of the depression. Visible moisture on rock walls of open throat.	10' Diameter	2.5′
F-27	Oval-shaped closed depression with soil sidewalls.	5' Diameter	3′
F-28	Oval-shaped closed depression with soil sidewalls.	6' Diameter	3'
F-29	Oval-shaped closed depression with soil sidewalls. A partially closed throat with rock sidewalls and bottom (6" diameter, 2' deep) was encountered at the bottom of the depression.	6' Diameter	5'
F-30	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 1 foot below the bottom of the depression.	7' Diameter	2′
F-31	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 2 feet below the bottom of the depression. A metal pipe (debris) was observed within the depression.	4' Diameter	2′
F-32	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 6 inches below the bottom of the depression.	5' Diameter	2′
F-33	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 6 inches below the bottom of the depression.	4' Diameter	2′
F-34	Oval-shaped closed depression with soil sidewalls, surrounded by small rock outcroppings. Probe rod extended to apparent rock approximately 1 foot below the bottom of the depression.	24' Diameter	5′
F-35	Apparent spring observed in a hillside. No water observed, rock outcroppings found throughout outlet area.	4' Wide 6-8' Long	2-3'
F-36	Oval-shaped closed depression with soil sidewalls.	9' Diameter	6'
F-37	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 1 foot below the bottom of the depression.	5' Diameter	2′
F-38	Trenchlike closed depression with rock sidewalls. Depression was filled with debris.	4' Wide 38' Long	3′
F-39	Spring observed in a hillside. Rock overhang present at outlet area. Less than 1 inch of running water observed.	4' Wide 5-8' Long	3′

Feature	Description	Approximate Dimensions	Approximate Depth
F-40	Oval-shaped closed depression with soil sidewalls. Depression was filled with debris.	22' Diameter	4′
F-41	Oval-shaped closed depression with soil sidewalls and a partially closed throat observed at the bottom of the depression. Depression was partially filled with debris.	8' Diameter	5′
F-42	Oval-shaped closed depression with soil and rock sidewalls.	6' Diameter	4'
F-43	Oval-shaped closed depression with soil and rock sidewalls. Bottom of depression was visibly wet. A partially closed throat was encountered on the bottom of the depression.	4' Diameter	3'
F-44	Oval-shaped closed depression with soil and rock sidewalls. Probe rod extended to apparent rock approximately 1.5 feet below the bottom of the depression.	5' Diameter	3′
F-45	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 3.5 feet below the bottom of the depression.	7' Diameter	3′
F-46	Trenchlike closed depression with soil and rock sidewalls.	3' Wide 40' Long	2′
F-47	Trenchlike closed depression with soil and rock sidewalls.	2' Wide 7' Long	5'
F-48	Oval-shaped closed depression with soil sidewalls.	4' Diameter	2′
F-49	Trenchlike closed depression with soil and rock sidewalls.	4' Wide 8' Long	3′
F-50	Oval-shaped closed depression with soil sidewalls. Probe rod extended to apparent rock approximately 2.5 feet below the bottom of the depression.	7' Diameter	4'
F-51	Small opening with soil sidewalls and a partially closed throat observed at the bottom of the opening.	1' Diameter	3′
F-52	Oval-shaped closed depression with soil and rock sidewalls and a rock bottom. Walls and bottom of depression were visibly wet.	2.5' Diameter	3.5′
F-53	Oval-shaped closed depression with soil sidewalls. Depression was filed with debris.	7' Diameter	4'
F-54	Oval-shaped closed depression with soil sidewalls. An open throat (6 inches to 1 foot diameter, 3' deep) with a rock bottom was observed at the bottom of the depression.	4' Diameter	3′

No other karst related features were identified during our site reconnaissance. However, the presence of karst features may be obscured by vegetation and other site features (i.e. fill, wooded areas, structures, or debris). The features identified during this survey should be further evaluated during any subsequent geotechnical exploration(s), or the site development and karst feature remediation phase of the project.

Karst Feature Remediation Guidelines:

Typically, karst features in this vicinity and similar to those identified in this survey can be stabilized for development, as needed, for the planned future use of the site. Remediation methods vary based on planned use of the specific area where a karst feature is located and the characteristics of each feature. Treatment methods may vary for features where buildings or other improvements are located, in contrast to features in non-sensitive areas (i.e., pavement or landscaped areas). For this project, the objective of the treatment of a feature is to reduce the risk of future subsidence and to decrease surface water infiltration in and around the active karst feature(s).

An experienced and qualified geotechnical engineer or geologist should be present during remediation to evaluate the characteristics as the feature is excavated, and to recommend specific treatment methods for each feature. Remediation of most karst features identified is anticipated to consist of excavation of the closed depression or slot-features to identify the active feature(s) and determine the appropriate stabilization method. Once the active karst throat or weathered apparent rock area is stabilized, an inverted filter (see attached **Karst Feature Remediation Section**) should be constructed within and over the feature(s).

The filter will reduce future loss of soil into the feature, reducing the risk of subsidence. The area can then be backfilled with clay, with the fill mounded above adjacent grade to reduce surface water infiltration. Clay fill placed above the filter constructed in the karst features should meet the requirements for the "CL" classification, according to the Unified Soil Classification System. The fill should be placed in one-foot lifts and compacted to at least 93% of the Standard Proctor maximum dry density, within 2% of the optimum moisture content. Placement and compaction of the fill in limited horizontal lifts will reduce porosity and surface water infiltration. Periodic observations and compaction testing are recommended to confirm the character and continuity of the clay caps. Grading the site to promote surface drainage in all areas and avoiding ponding water is also important in reducing future subsidence of existing karst features (including sinkholes) and reducing the development of additional karst features.

We appreciate the opportunity to serve as your geotechnical consultants for this project. We look forward to continued association with you in future projects.

Respectfully submitted,

ECS Southeast, LLP

Ben Emery, E.I.T. Project Manager

bemery@ecslimited.com

Liz Blandford Newcomb, P.E.

2/ lewroml

Principal Engineer

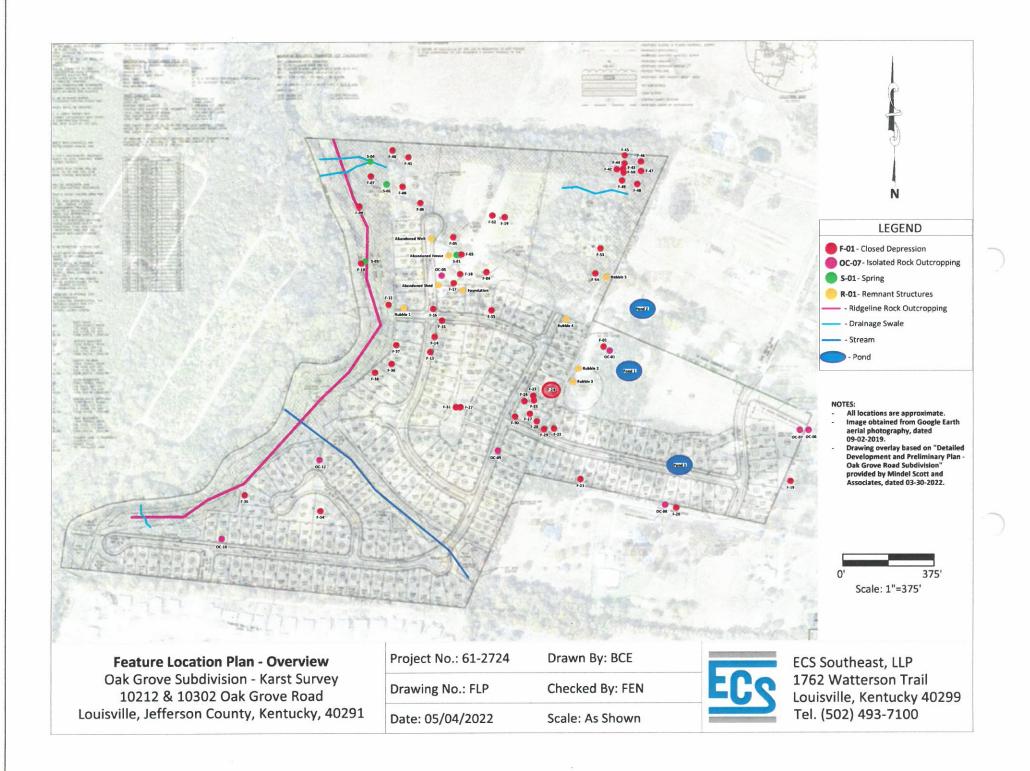
Inewcomb@ecslimited.com

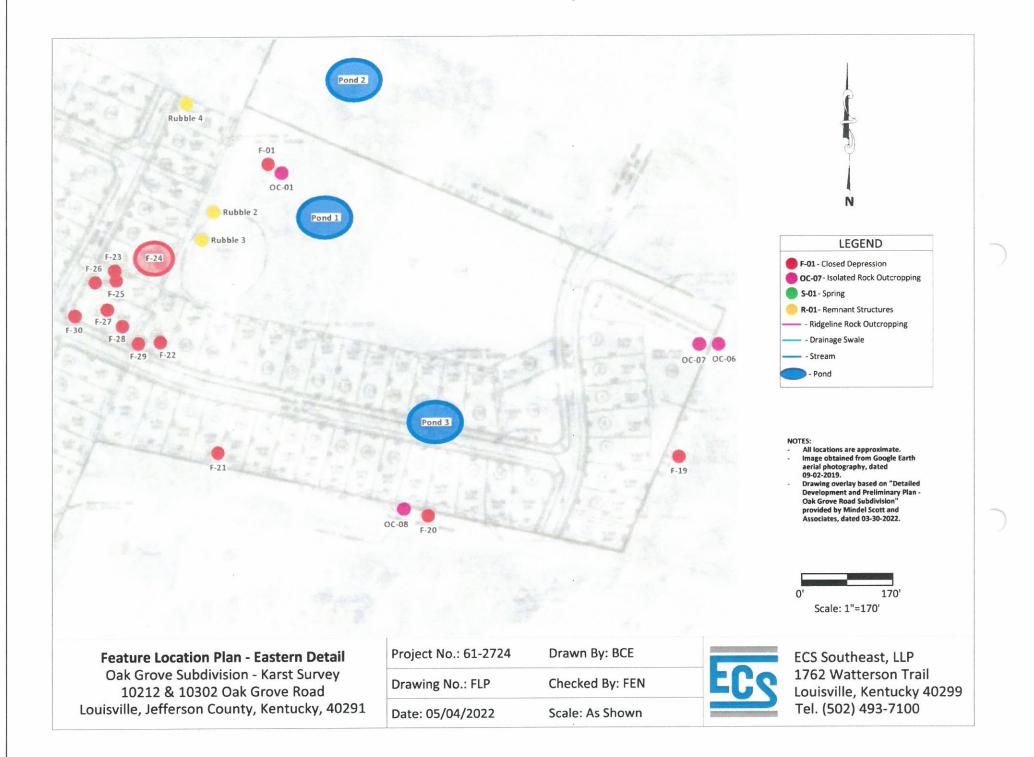
Attachments: Karst Feature Location Plan(s) - 4 pages

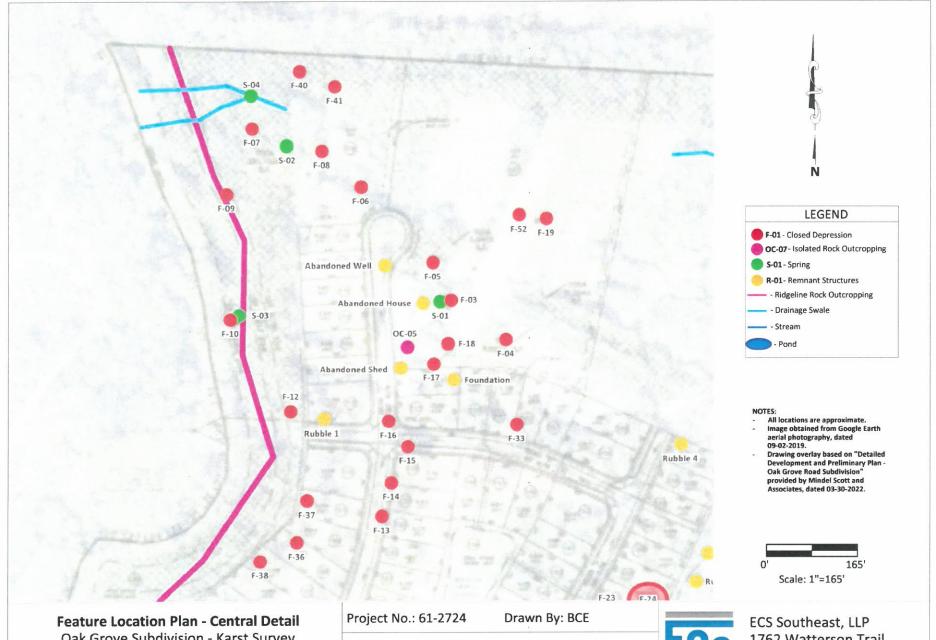
Karst Potential Map (obtained from KGS Geologic Map Information Service website) – 1 page

Site Photos – 11 pages

Karst Feature Remediation Section – 1 page







Feature Location Plan - Central Detail
Oak Grove Subdivision - Karst Survey
10212 & 10302 Oak Grove Road
Louisville, Jefferson County, Kentucky, 40291

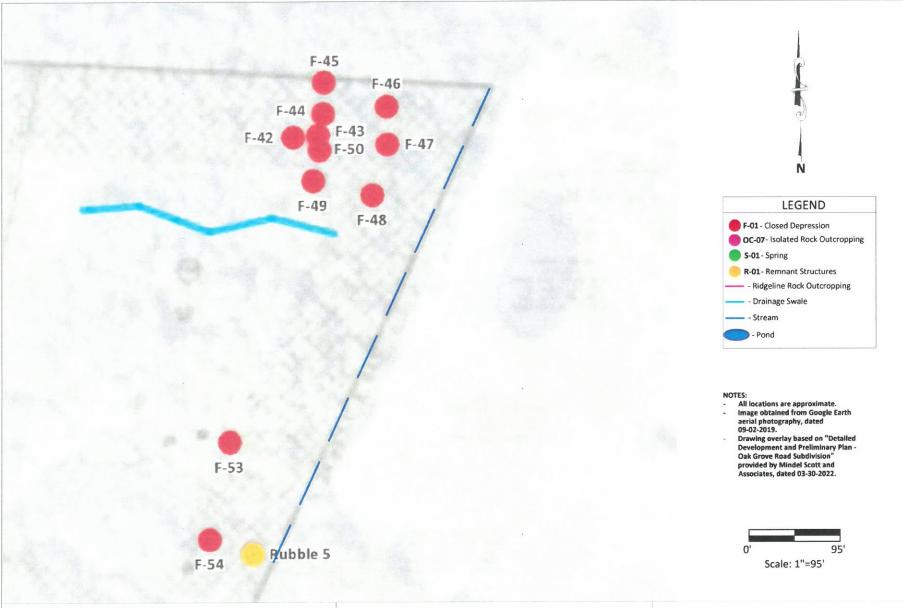
Project No.: 61-2724 Drawn By: BCE

Drawing No.: FLP Checked By: FEN

Date: 05/04/2022 Scale: As Shown



ECS Southeast, LLP 1762 Watterson Trail Louisville, Kentucky 40299 Tel. (502) 493-7100



Feature Location Plan - Northern Detail
Oak Grove Subdivision - Karst Survey
10212 & 10302 Oak Grove Road
Louisville, Jefferson County, Kentucky, 40291

Project No.: 61-2724 Drawn By: BCE

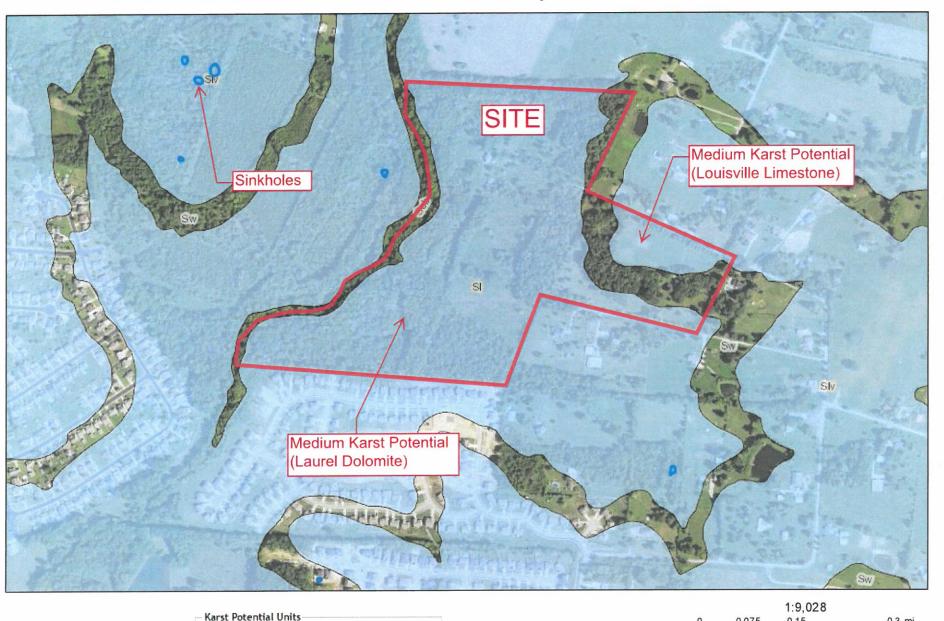
Drawing No.: FLP Checked By: FEN

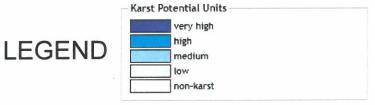
Date: 05/04/2022 Scale: As Shown

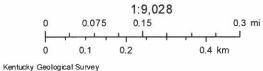


ECS Southeast, LLP 1762 Watterson Trail Louisville, Kentucky 40299 Tel. (502) 493-7100

61-2724: Oak Grove Subdivision Karst Survey - KGS Karst Potential Map







author. Kentucky Geological Survey copyright Kentucky Geological Survey

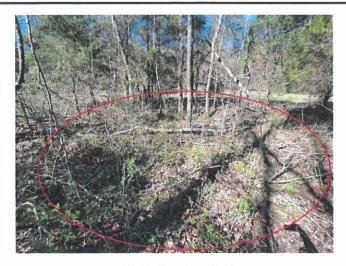


Photo 1 – View of F-1.



Photo 2 - View of F-2.



Photo 3 – View of F-3.



Photo 4 - View of F-4.



Photo 5 – View of F-5.



Photo 6 – View of F-6.

Site Photos ECS Project No. 61-2724



Oak Grove Road Subdivision - Karst Survey 10212 & 10302 Oak Grove Road Louisville, Jefferson County, Kentucky 40291





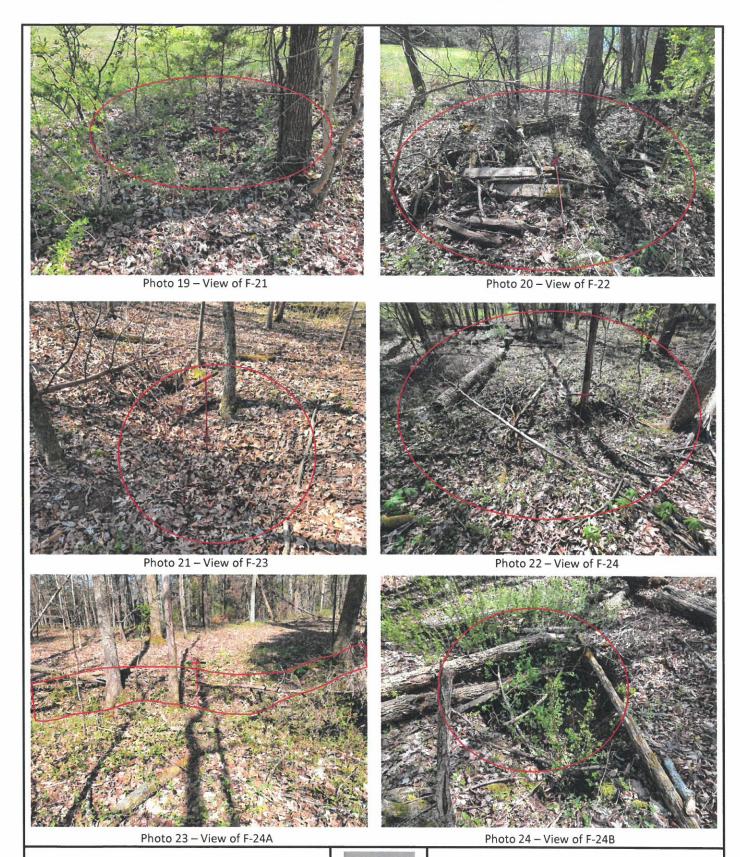






Photo 25 - View of F-25



Photo 26 - View of F-26

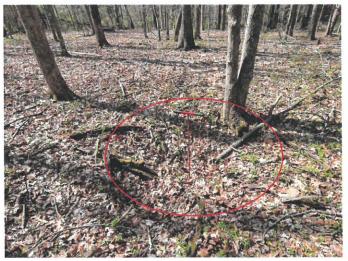


Photo 27 - View of F-27



Photo 28 – View of F-28

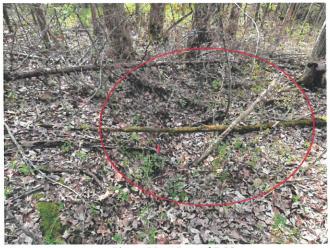
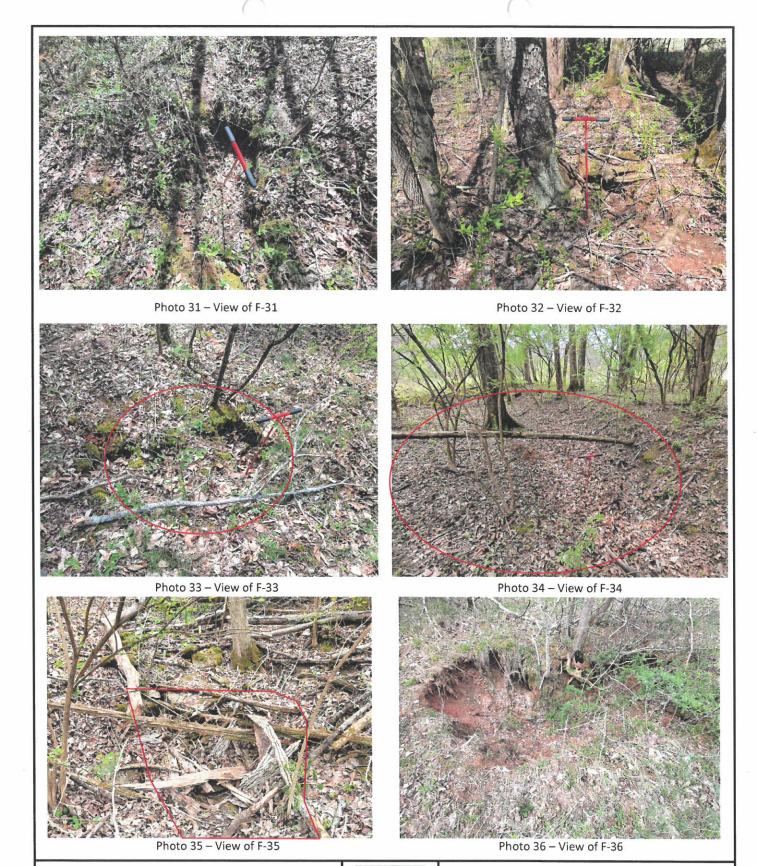


Photo 29 - View of F-29



Photo 30 – View of F-30







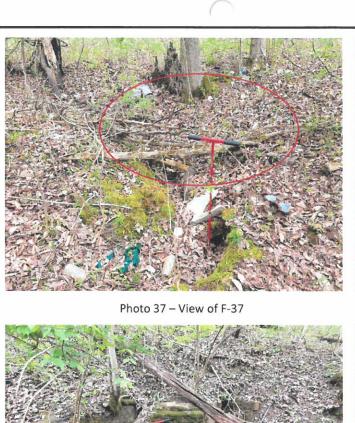




Photo 38 - View of F-38



Photo 39 - View of F-39



Photo 40 – View of F-40

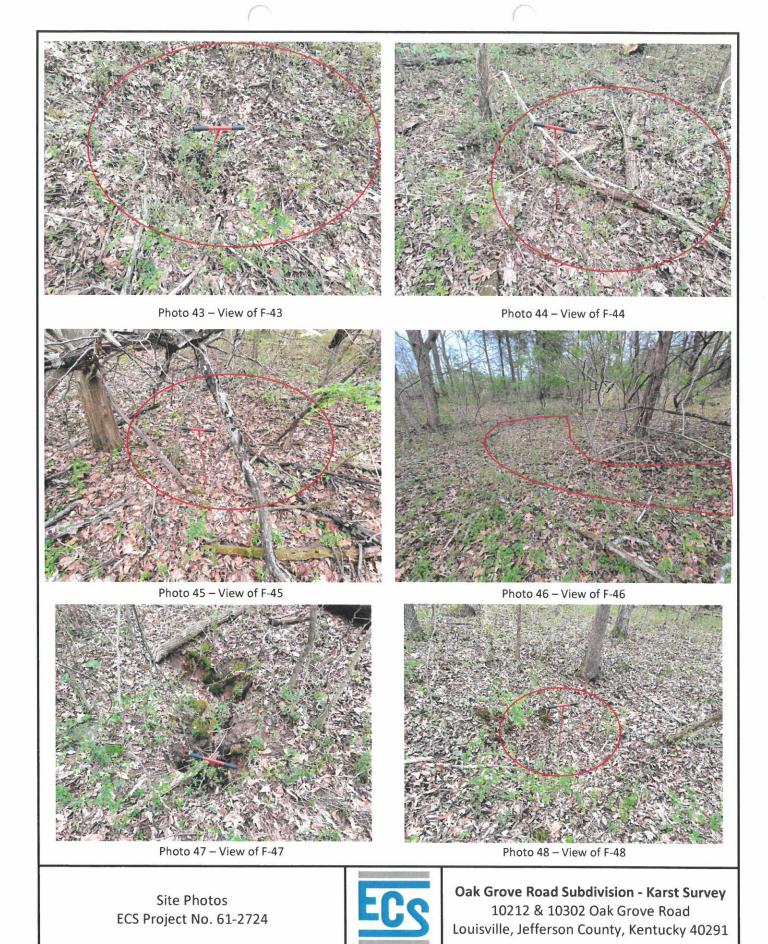


Photo 41 – View of F-41



Photo 42 – View of F-42





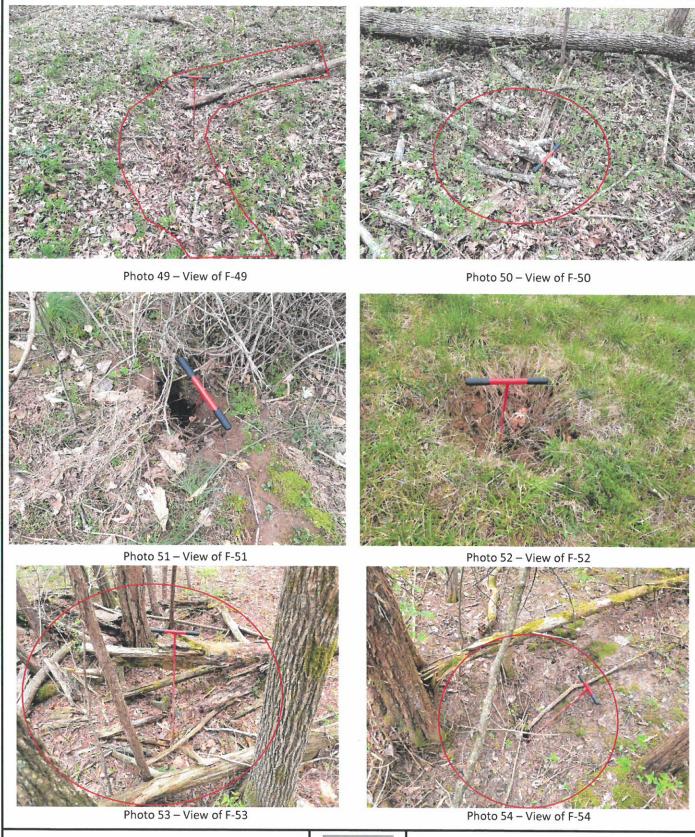






Photo 55 - View of remnant foundation



Photo 56 - View of remnant house



Photo 57 - View of remnant shed



Photo 58 - View of remnant well



Photo 59 - View of typical rubble pile



Photo 60 – View of outcropping near remnant structures





Photo 61 - View of eastern outcropping



Photo 62 – View of outcropping along Cedar Creek



Photo 63 – View of stream

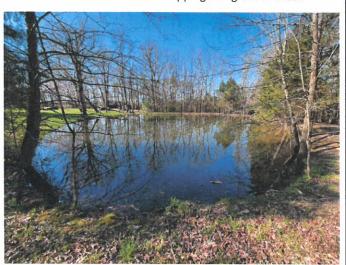


Photo 64 - View of Pond 1



Photo 65 - View of Pond 2



Photo 66 – View of western drainage swale

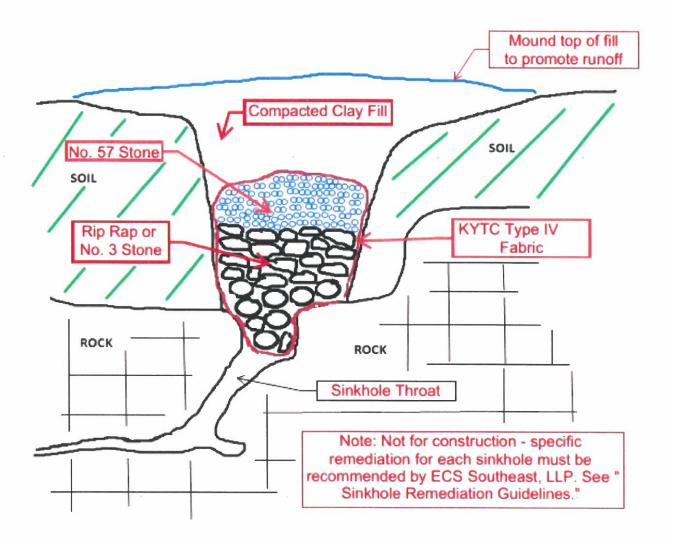


Oak Grove Road Subdivision - Karst Survey 10212 & 10302 Oak Grove Road Louisville, Jefferson County, Kentucky 40291



Geotechnical • Construction Materials • Environmental • Facilities

SINKHOLE REMEDIATION SECTION (Typical)



DOCKET NO. 21-ZONE-0059 ZONE CHANGE FROM RR TO R-4 AND A LDC 4.7.7 DENSITY TRANSFER SUBDIVISION TO ALLOW A 263-LOT SINGLE FAMILY SUBDIVISION ON PROPERTY LOCATED AT 10212 AND 10302 OAK GROVE ROAD

Louisville Metro Planning Commission Public Hearing December 16, 2021

Louisville Metro Land Development & Transportation Committee November 11, 2021

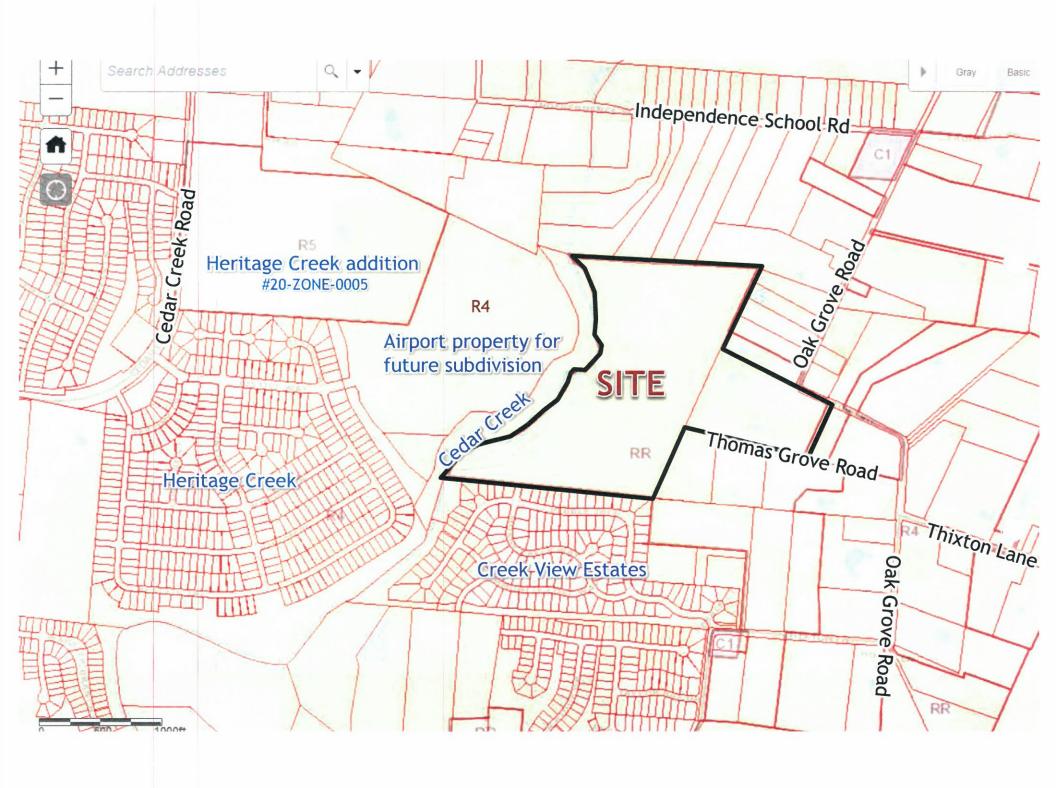
Neighborhood Meeting April 19, 2021

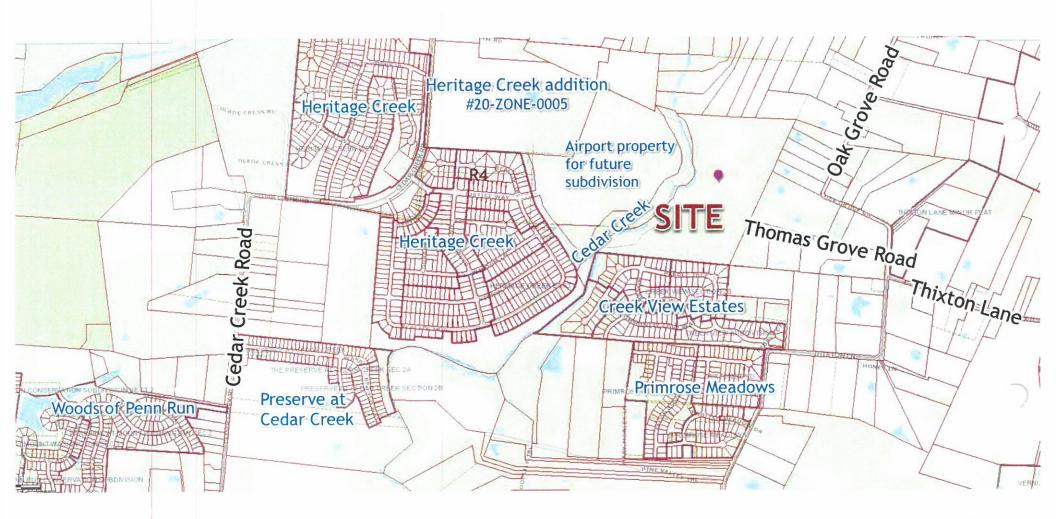
Attorneys: Bardenwerper Talbott & Roberts, PLLC Land Planners, Landscape Architects & Engineers: Mindel Scott & Associates, Inc.

INDEX

- 1. LOJIC Zoning Map
- 2. Aerial photographs of the site and surrounding area
- 3. Ground level photographs of the site and surrounding area
- 4. Neighborhood Meeting notice list map, letter to neighbors inviting them to the meeting and summary of meeting
- 5. Development Plan
- 6. Waivers
- 7. Proposed additional binding elements
- 8. Traffic Study
- 9. Statement of Compliance filed with the original zone change application with all applicable Goals of the 2040 Plan and Waiver Justification
- 10. Proposed findings of fact pertaining to compliance with the 2040 Plan and Waiver criteria

TAB 1 LOJIC ZONING MAP





TAB 2 AERIAL PHOTOGRAPH OF THE SITE AND SURROUNDING AREA



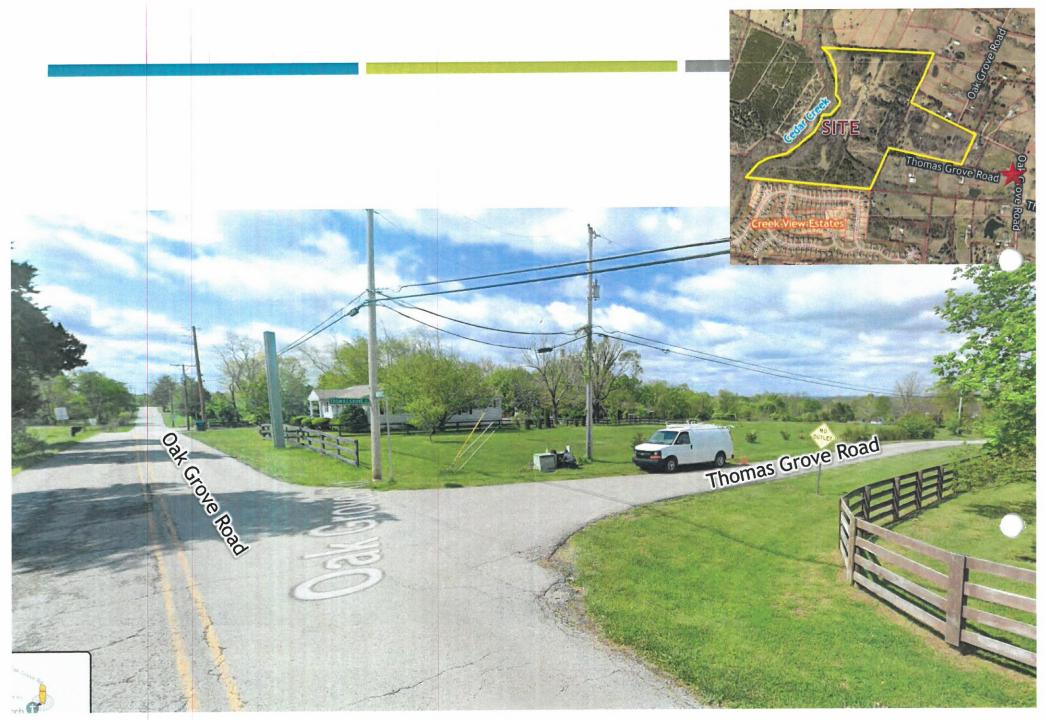
TAB 3 GROUND LEVEL PHOTOGRAPHS OF THE SITE AND SURROUNDING AREA



View of site from Oak Grove Road, looking south toward 90° bend, where proposed subdivision entrance will be located.



View Oak Grove Road looking west toward 90° bend. Site is to the left.



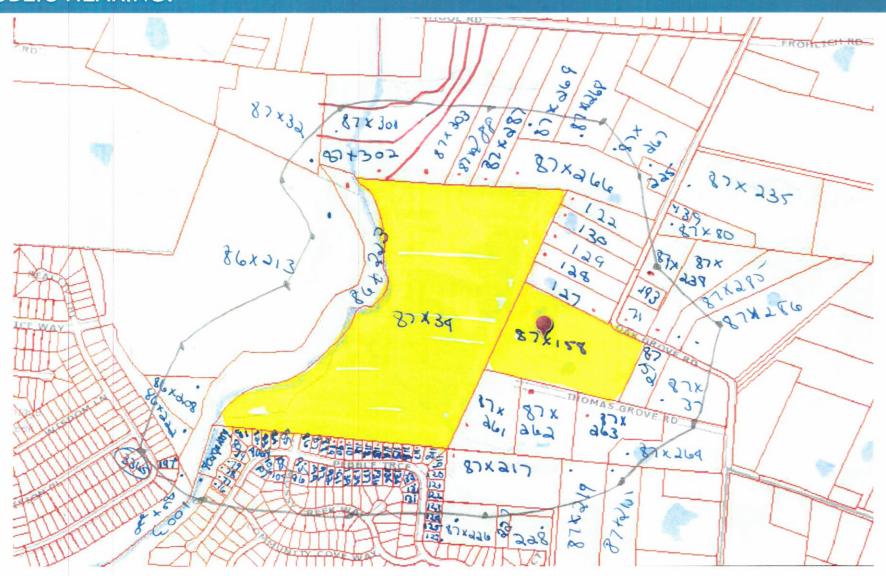
View Oak Grove Road at Thomas Grove Road



View site from Mossy Creek Way

TAB 4
NEIGHBORHOOD MEETING
NOTICE LIST MAP, LETTER
TO NEIGHBORS INVITING
THEM TO THE MEETING AND
SUMMARY OF MEETING

ADJOINING PROPERTY OWNER NOTICE LIST MAP WHEREIN 104 NEIGHBORS PLUS THOSE ON THE DPDS "INTERESTED PARTY LIST" WERE INVITED TO THE NEIGHBORHOOD MEETING AND SUBSEQUENT LD&T AND PLANNING COMMISSION PUBLIC HEARING.



BARDENWERPER, TALBOTT & ROBERTS, PLLC

- ATTORNEYS AT LAW

Building Industry Association of Greater Louisville Bldg \bullet 1000 N. Hurstbourne Parkway \bullet Second Floor \bullet Louisville, Kentucky 40223 (502) 426-6688 \bullet www.Bardlaw.net

Nicholas R. Pregliasco Email: NRP@BARDLAW.NET Mobile: (502) 777-8831

April 5, 2021

RE: Neighborhood meeting for a proposed residential subdivision comprising of 290 single-family lots through a zone change request from R4 & RR to PRD on property located on the west side of Oak Grove Road at 10212 and 10302 Oak Grove Road

Dear Neighbor:

We are writing to notify you about an upcoming "neighborhood meeting" regarding the above referenced project. Because of the COVID-19 emergency orders requiring and/or recommending social distancing, the neighborhood meeting will be held virtually. The details are set forth in this letter and the supporting attachments. If you cannot obtain access to the virtual meeting, we may be able to assist you in that regard or otherwise assure a telephone or in-person conversation.

John Schutte with JS Acquisitions, LLC is seeking approval of a preliminary subdivision plat and detailed district development plan and corresponding rezoning from R4 & RR to PRD on the property referenced above. The project is proposed to consist of 290 single-family lots on approximately 68.57 acres. As such, a plan was filed for pre-application review with Metro Planning and Design Services (PDS) that was assigned case number 21-ZONEPA-0036 and case manager Dante St. Germain.

The virtual meeting will be held on Monday, April 19th beginning at 6:00 p.m.

Enclosed for your review are the following:

- 1. The development plan and aerial photograph sheet
- 2. LOJIC site location zoning map sheet showing the location of the site
- 3. Detailed summary sheet of the project
- 4. Contact information sheet
- 5. Instruction sheet on how to join the virtual meeting.
- Information sheet on how to obtain case information online from PDS' online customer service portal.
- 7. PDS' "After the Neighborhood Meeting" sheet

If you are unable to attend the virtual meeting, or have any questions or comments, please feel free to email or call me, or contact the PDS manager listed on the attached contact information sheet.

We look forward to our opportunity to visit virtually or by phone.

Sincerely,

Nicholas R. Pregliasco

cc: Hon. Robin Engel, Councilman, District 22

Dante St. Germain, Planning & Design Case Manager

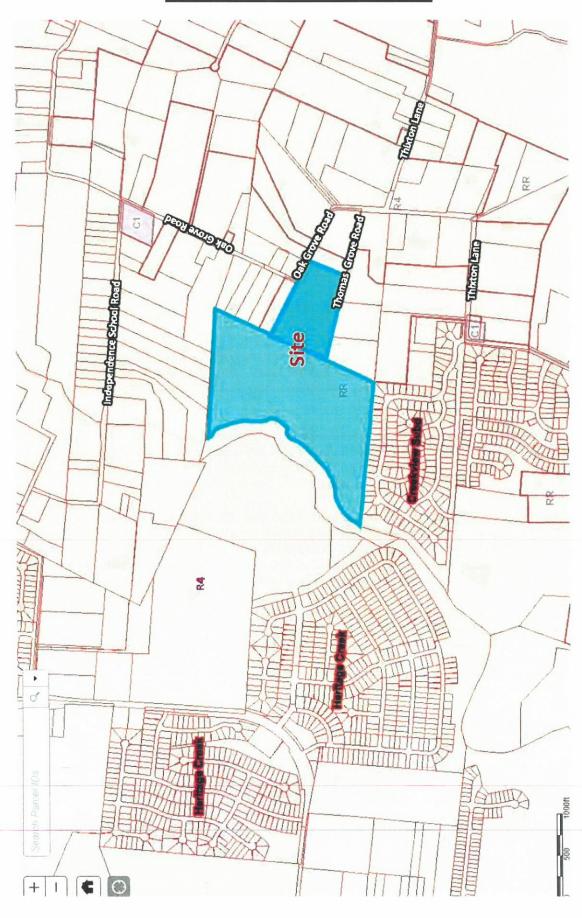
David Mindel & Kathy Linares, land planner with Mindel Scott & Associates, Inc.

John Schutte, applicant with JS Acquisitions, LLC

DEVELOPMENT PLAN



LOJIC SITE LOCATION SHEET



DETAILED SUMMARY SHEET

John Schutte with JS Acquisitions, LLC is seeking approval of a preliminary subdivision plat and detailed district development plan and corresponding rezoning from R4 & RR to PRD on the property referenced above. The project is proposed to consist of 290 single-family lots on approximately 68.57 acres. As such, a plan was filed for pre-application review with Metro Planning and Design Services (PDS) that was assigned case number 21-ZONEPA-0036 and case manager, Dante St. Germain.

The property is located on the west side of Oak Grove Road, just north of Heritage Creek subdivision, as shown on the attached "LOJIC Site Location" attachment.

Landscaping, screening and buffering will contain at least the minimum amount required by Chapter 10 of the Louisville Metro Land Development Code (LDC). Greater detail on this should be available at the time of the neighborhood meeting, which should also include details on the plan for preservation of trees and other vegetation. A tree preservation plan basically accomplishing this will be provided to the planning commission's staff landscape architect for approval prior to commencement of post-approval construction activities.

Sanitary sewer service will be connected to the Cedar Creek Wastewater Treatment Plant by lateral extension agreement.

A traffic analysis is being prepared. When completed, it will be available, like everything else pertaining to this proposed project, on the PDS customer service portal. Any roadway improvements will be determined by Metro Public Works and Transportation Planning (MPW&TP) during the formal review process.

Storm water treatment must assure that post-development rates of run-off does not exceed predevelopment conditions. Detention will be compensated through regional facility fees. Final configuration of drainage pipes and channels shall be determined in the construction plan process. Drainage facilities must conform to MSD requirements.

<u>DEVELOPMENT PLAN CHANGES.</u> Please be advised that this "Detailed Summary" is being provided early in the application process. As such, whereas every effort has been made to assure accuracy, changes may be made to the subdivision/development plan before the now scheduled neighborhood meeting and also after it based on public comments and those of various agencies and PDS staff review. Any changes will be available for public review on the PDS Online Customer Service Portal. Instructions on how to access this information is provided in the PDS's online customer service portal information sheet. Additionally, those changes with the final plan would be presented at the time of the public hearing(s). You may also contact the PDS case manager if you have any questions, or contact any others listed on the Contact Information Sheet where contact information is provided.

CONTACT INFORMATION SHEET

1. PRIMARY CONTACT

Bardenwerper, Talbott & Roberts, PLLC 1000 N. Hurstbourne Pkwy., 2nd Floor Louisville, KY 40223
Attn: Nick Pregliasco – (502) 777-8831
nrp@bardlaw.net

2. ENGINEERING FIRM

Mindel Scott & Associates, Inc.
5151 Jefferson Blvd.
Louisville, Kentucky 40219
Attn: David Mindel or Kathy Linares — (502) 485-1508
dmindel@mindelscott.com or klinares@mindelscott.com

3. APPLICANT

JS Acquisitions, LLC 9707 Shelbyville Road Louisville, KY 40223 John Schutte – <u>jschutte@gerimedgso.com</u>

4. CASE MANAGER OR SUPERVISOR

Dante St. Germain, Planning & Design Case Manager Planning & Design Services 444 South Fifth Street, Suite 300 Louisville, KY 40202 (502) 574-4388 Dante.St. Germain@louisvilleky.gov

INSTRUCTION SHEET ON HOW TO JOIN THE VIRTUAL MEETING

You may join the meeting using a computer, tablet, smart phone, or standard telephone

Schutte/Oak Grove Mon, Apr 19, 2021 6:00 PM - 8:00 PM (EDT)

Please join my meeting from your computer, tablet or smartphone. https://global.gotomeeting.com/join/259343197

You can also dial in using your phone. United States (Toll Free): 1 877 309 2073

United States: +1 (571) 317-3129

Access Code: 259-343-197

New to GoToMeeting? Get the app now and be ready when your first meeting starts: https://global.gotomeeting.com/install/259343197

Note: If anyone would like the connection link emailed to them, or a set of the meeting slides, please email Anna Martinez at amc@bardlaw.net or Nanci Dively at nsd@bardlaw.net

IF YOU ARE UNABLE TO ATTEND THE VIRTUAL MEETING AND HAVE QUESTIONS, PLEASE FEEL FREE TO CONTACT ANY OF THE FOLLOWING:

Nick Pregliasco, Esq. – (502) 777-8831 <u>nrp@bardlaw.net</u> Bardenwerper, Talbott & Roberts, PLLC

David Mindel or Kathy Linares – (502) 485-1508 <u>dmindel@mindelscott.com</u> or <u>klinares@mindelscott.com</u> Mindel Scott & Associates, Inc.

Dante St. Germain, Planning & Design Case Manager (502) 574-4388

<u>Dante.St.Germain@louisvilleky.gov</u>

PLANNING & DESIGN SERVICES (PDS's) ONLINE CUSTOMER SERVICE PORTAL INFORMATION SHEET

To view details of the zone change online, use the link at:

https://aca-louisville.accela.com/LJCMG/Welcome.aspx?TabName=Home&TabList=Home

Click on the "Search" tab Then "Planning Applications" Enter case number in "Record Number" box Click on "Record Info" tab

AFTER THE NEIGHBORHOOD MEETING SHEET

After the Neighborhood Meeting

This Neighborhood Meeting is an opportunity for the applicants and surrounding neighbors to discuss and develop an understanding of the proposal prior to a public hearing. At the conclusion of this neighborhood meeting, the applicant has 90 days to file a formal application with Planning & Design Services. If the formal application is not filed with 90 days, the applicant will be required to have another neighborhood meeting.

Once the formal application is filed, a public hearing will be scheduled to consider the application. This public meeting is your official opportunity to speak in support or opposition to the proposal. If you received a notice regarding this neighborhood meeting, or did not receive a notice but signed the sign in sheet, you will receive a notice of the public meeting. Please contact the case manager if you are interested in learning how to request a night hearing or hearing in the district of the project.

If you are interested in staying informed about this proposal, or have any questions about the formal review process, you may call the Planning & Design Services office at (502) 574-6230. Please refer to the case number in your inquiry. You may also go to https://louisvilleky.gov/government/planning-design to view meeting agendas, search case information, or obtain other Planning & Design Services information.

Neighborhood Meeting Summary

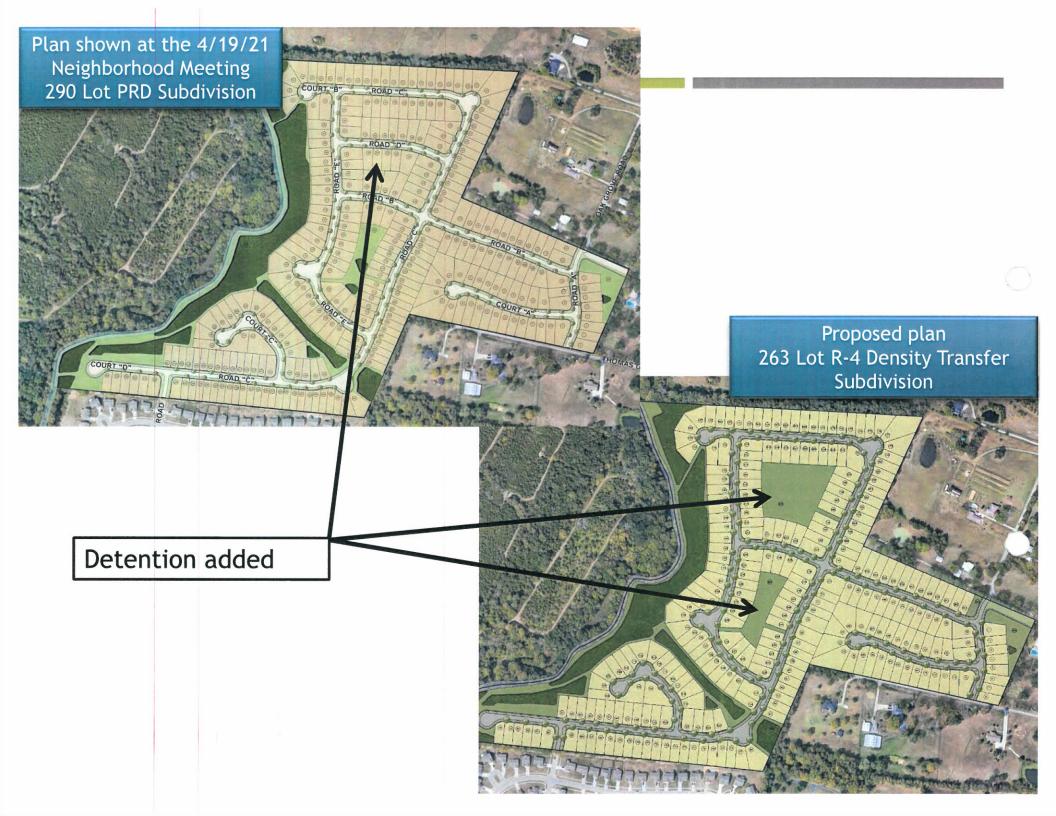
A virtual neighborhood meeting was held on Monday, April 19th at 6:00 pm. Those in attendance included the applicant's representatives, Nick Pregliasco, attorney with Bardenwerper, Talbott & Roberts, and David Mindel, land planner and engineer with Mindel Scott and Associates.

Nick Pregliasco started off the virtual neighborhood meeting by showing a Power Point presentation showing the location of the property on both an aerial and LOJIC zoning map, as well as ground level photographs of the site. Nick showed the other recent subdivisions approved and constructed in the near vicinity of this site. Nick then showed the proposed PRD subdivision plan describing the open space, the entrance off Oak Grove Road and explained that the entrance off Thomas Grove Road would not be a second access point and only a stub connection would be built with the end blocked for access. Nick showed the prior downzoning of a portion of the subject property from R-4 to RR as part of a larger area wide rezoning. Nick explained that the property owner didn't fully understand the impacts of their voluntary inclusion of their property in the downzoning necessitating the current application. Nick, along with David Mindel, explained the proposed subdivision plan and the reasons for the proposed layout due to topography, etc. Nick then described the PRD zoning district and the requirements contained therein and what is allowed. He then explained the rezoning process going through each step and the anticipated timing related to the overall development. David Mindel then described more of the technical details of the subdivision plan and why the lots were laid out in the way it was as well as the potential order of development of the property. He described the stream to the west and the steep topography in that area, as well as the reason for the stub connection to the Creekview Estates subdivision. Nick showed a ground level photograph of the existing stub connection at the end of Mossy Creek Way and the signs put up at the end of the stub connection. Nick then opened the floor up for questions asking those in attendance to send a message in chat so that everyone hears the question and the answer provided.

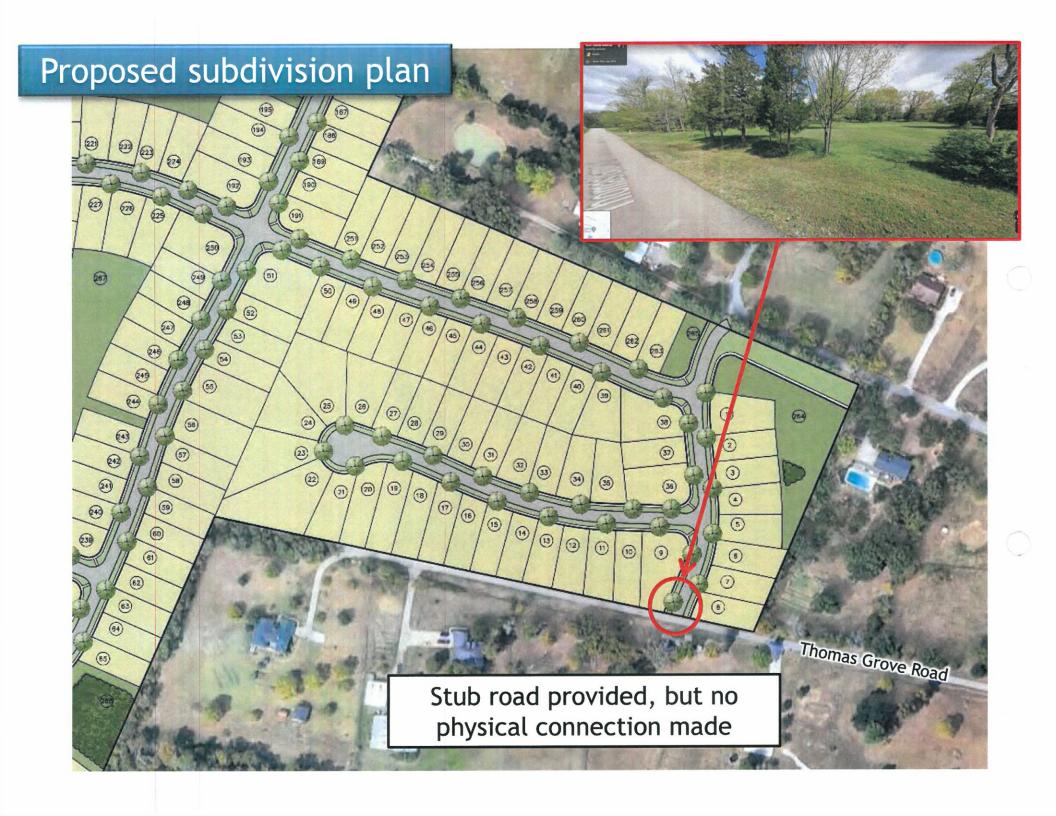
Many of the questions raised related to concerns over additional traffic in the area and in particular along Oak Grove Road as it is currently dangerous, as well as the desire to preserve the area as a more rural area with farms. A few who use Oak Grove Road to pull farm trailers said it is currently dangerous. David explained Oak Grove Road has been reviewed and there are a few areas where the width is not the full 18' of roadway width explaining how the applicant will address same. Nick and David explained the reason for the proposed entrance off Oak Grove Road and the requirement to connect to the stub connection to the south at Mossy Creek Way. David answered questions as to the traffic on Oak Grove Road Cedar Creek Road in relation to other areas of Metro Louisville. David also explained that this application is in the early stages of the process and have not yet received agency comments from Transportation Planning and Public Works. There was significant concern about the proposed stub connection to Thomas Grove Road as it was a private access easement. Multiple persons mentioned that it was a private road and objected to a connection. Nick explained that no connection was proposed, only a stub connection to the property line and the signs that would be installed at the end of the stub to prohibit a connection. Nick explained the other recent subdivisions in the area and the prior subdivision application filed for the subject property including other property as well and how this is a smaller proposed subdivision. David Mindel answered questions as to a request for a connection across Cedar Creek to the west and the reasons same is not proposed due to the topography in the area. Those in attendance asked questions about the glade crest and other endangered species on the site currently as well as the stream. Nick and David explained that the client has engaged Redwing Ecological to evaluate the property for the presence of same. Others in attendance objected to the number of homes and the screening and buffering that will be provided between the rear of the homes and their adjacent properties. Nick and David explained the lot width, being smaller lots, and the reasons this is the lot width that almost all new subdivisions are currently due to the amount of demand for this product.

TAB 5 DEVELOPMENT PLAN









Ordinance for area-wide rezoning in area on 72 parcels, Case #9868

ORDINANCE No. 40 , SERIES 2008

AN ORDINANCE CHANGING THE ZONING FROM R-4 SINGLE-FAMILY RESIDENTIAL TO R-R RURAL RESIDENTIAL ON 732 PARCELS OF PROPERTY, AND 1011 THIXTON LANE (TAX BLOCK 0087 LOT 0243 SUB LOT 0000) SHALL REMAIN R-4 SINGLE-FAMILY RESIDENTIAL, AS IDENTIFIED FURTHER IN THE ATTACHED LEGAL DESCRIPTIONS, LOCATED IN THE THIXTON LANE AREA, CONTAINING 466.03 461.10 ACRES AND BEING IN LOUISVILLE METRO (CASE NO. 9868) (AS AMENDED)

SPONSORED BY: COUNCILMAN TOM OWEN

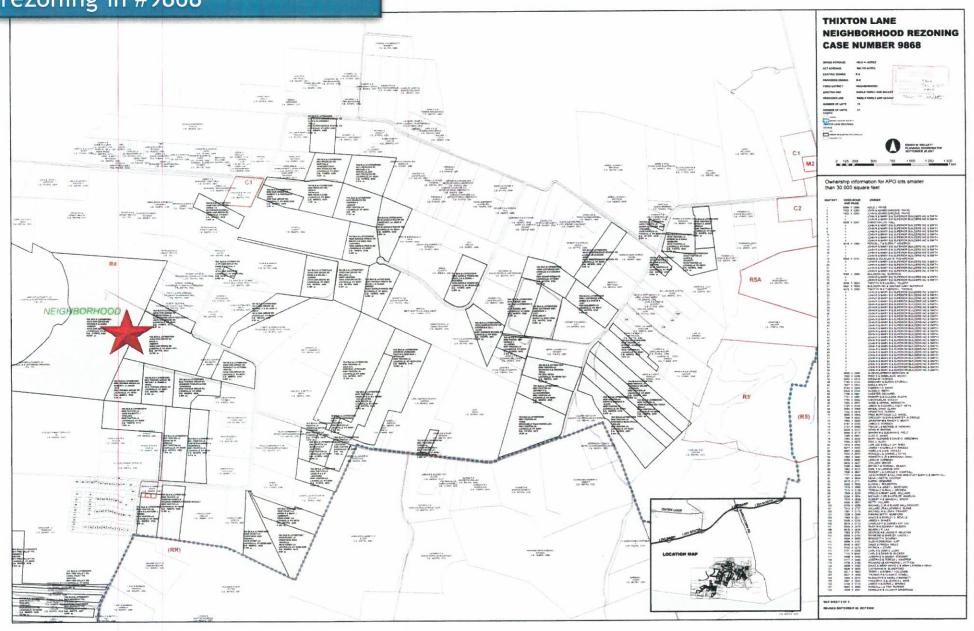
WHEREAS, the Legislative Council of the Louisville/Jefferson County Metro Government (the "Council") has considered the evidence presented at the public hearing held by the Louisville Metro Planning Commission and the recommendations of the Commission and its staff as set out in the minutes and records of the Planning Commission in Case No. 9868; and

WHEREAS, the Council concurs in and adopts the findings of the Planning Commission for the zoning changes in Case No. 9868 and approves and accepts the recommendations of the Planning Commission as set out in said minutes and records;

Now therefore be it ordained by the Legislative Council of the Louisville/Jefferson County Metro Government as follows:

Section I: That the properties located in the Thixton Lane Rezoning Area, as that term is defined in the minutes and records of the Planning Commission in Case No. 9868, containing 466.03 461.10 acres and being in Louisville Metro, more particularly described in said minutes and records, are hereby rezoned from R-4 Single Family

Properties within the area-wide rezoning in #9868





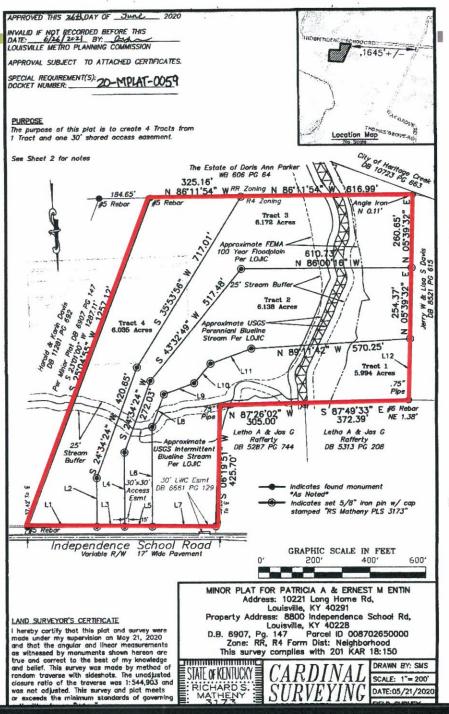
TAB 6 WAIVERS

Waiver from LDC 5.9.2.A.1.a.ii to omit required stub connection



Waiver from LDC 5.9.2.A.1.aii to omit required stub connection



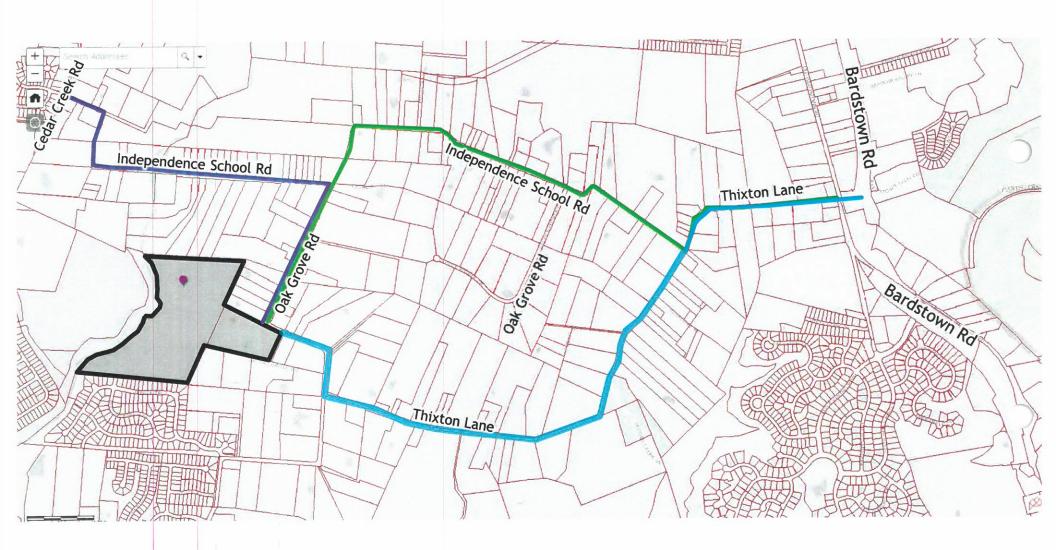


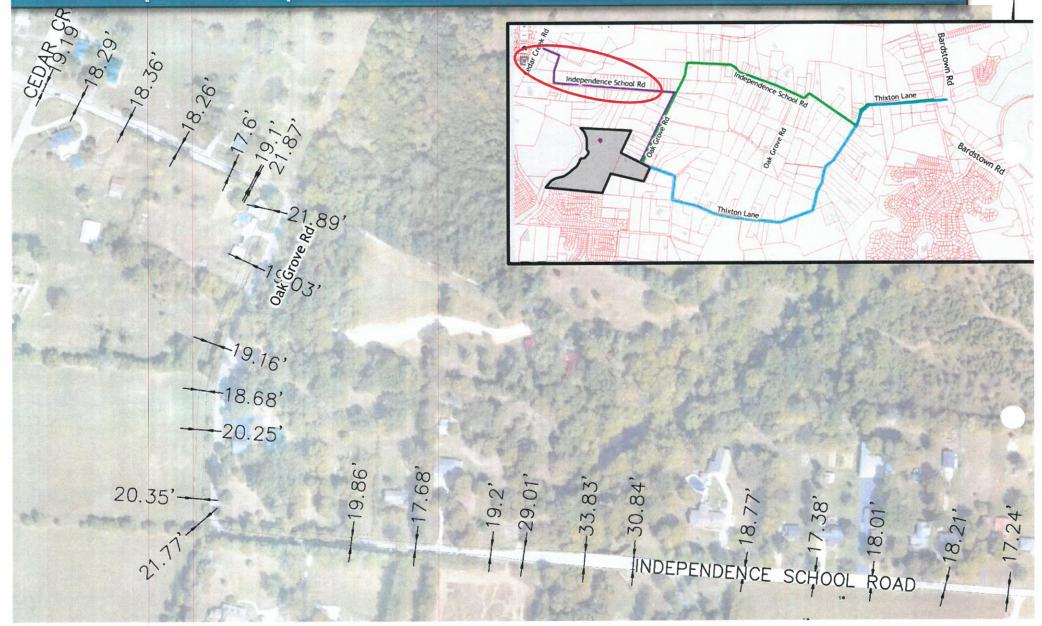
TAB 7 PROPOSED ADDITIONAL BINDING ELEMENTS

PROPOSED ADDITIONAL BINDING ELEMENT

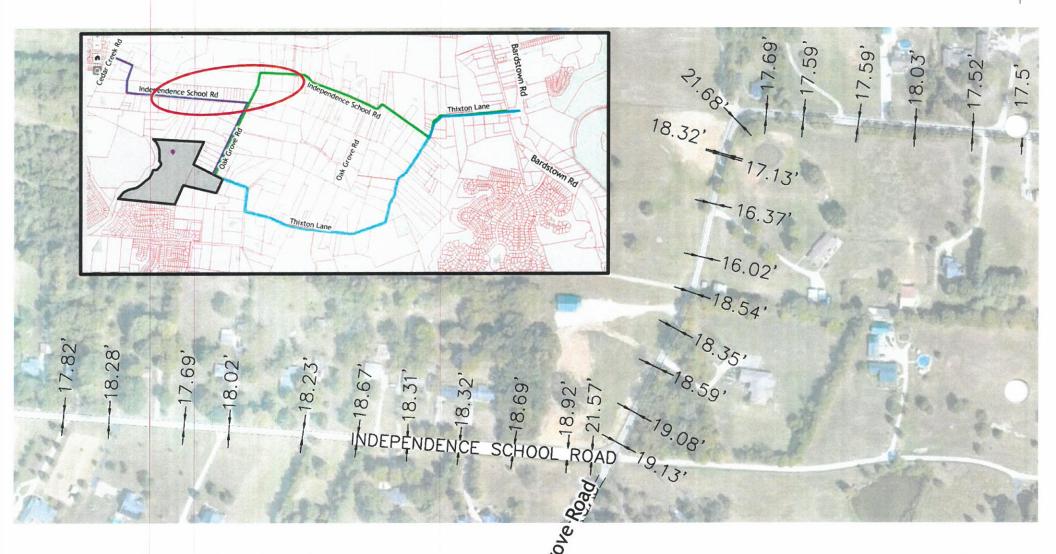
- Developer to construct a right-hand turn lane on eastbound Thixton Lane
- Developer to widen Oak Grove Road,
 Independence School Road and Thixton
 Lane to 18' width where deficient

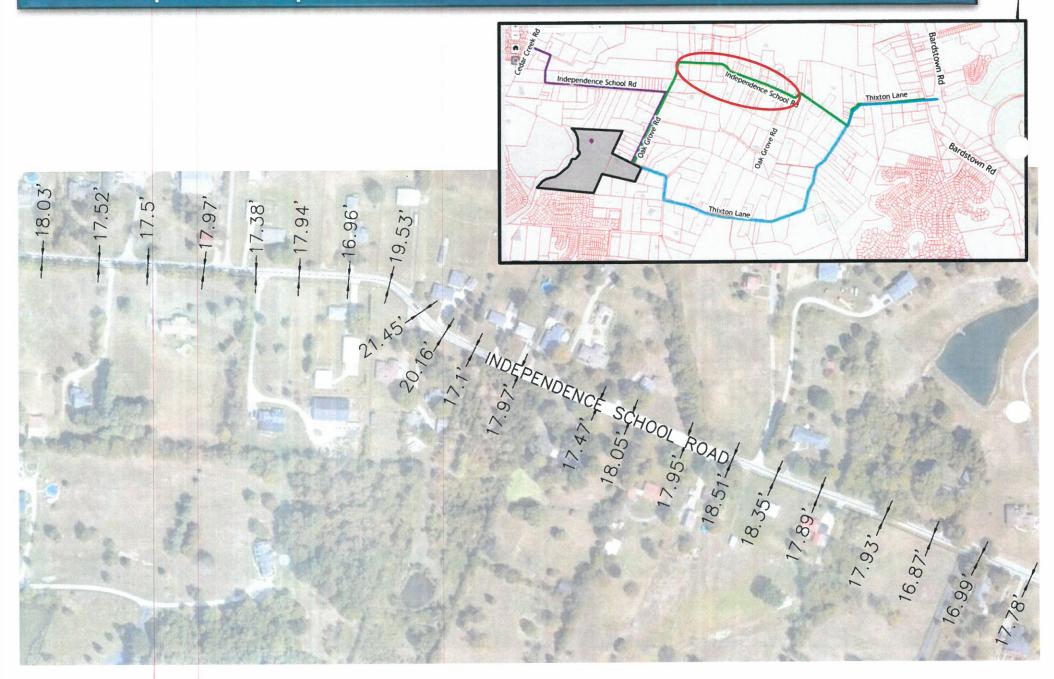
- Developer to improve to minimum 18 ft width



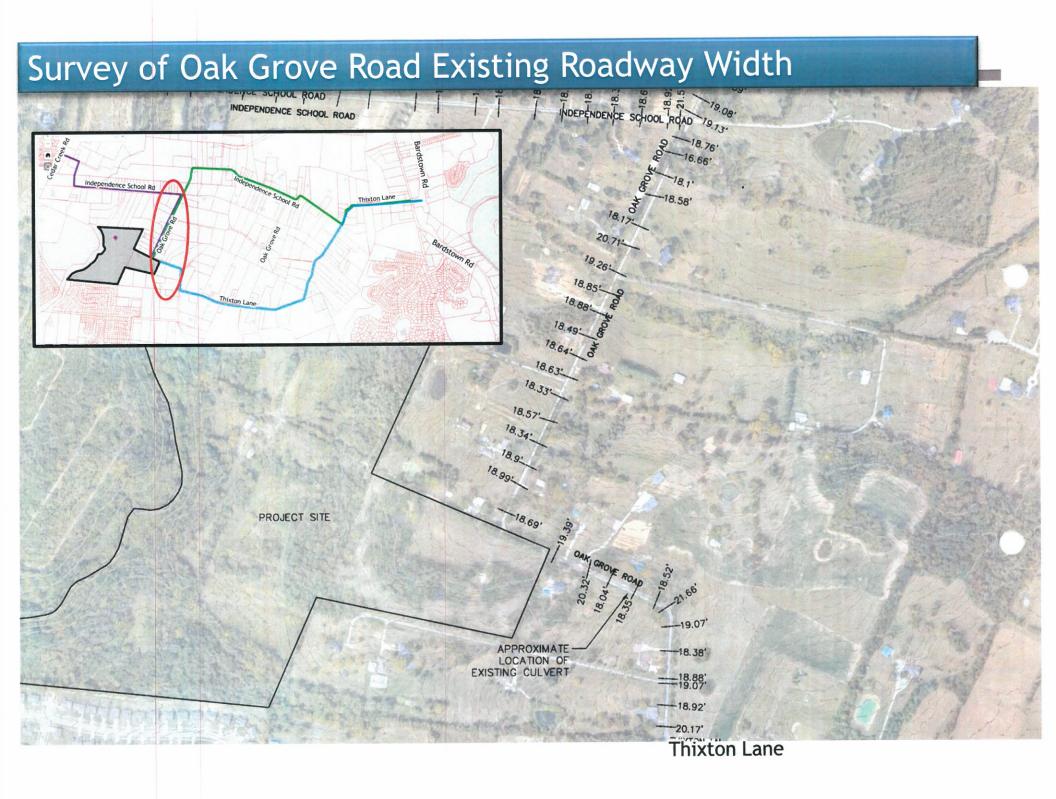


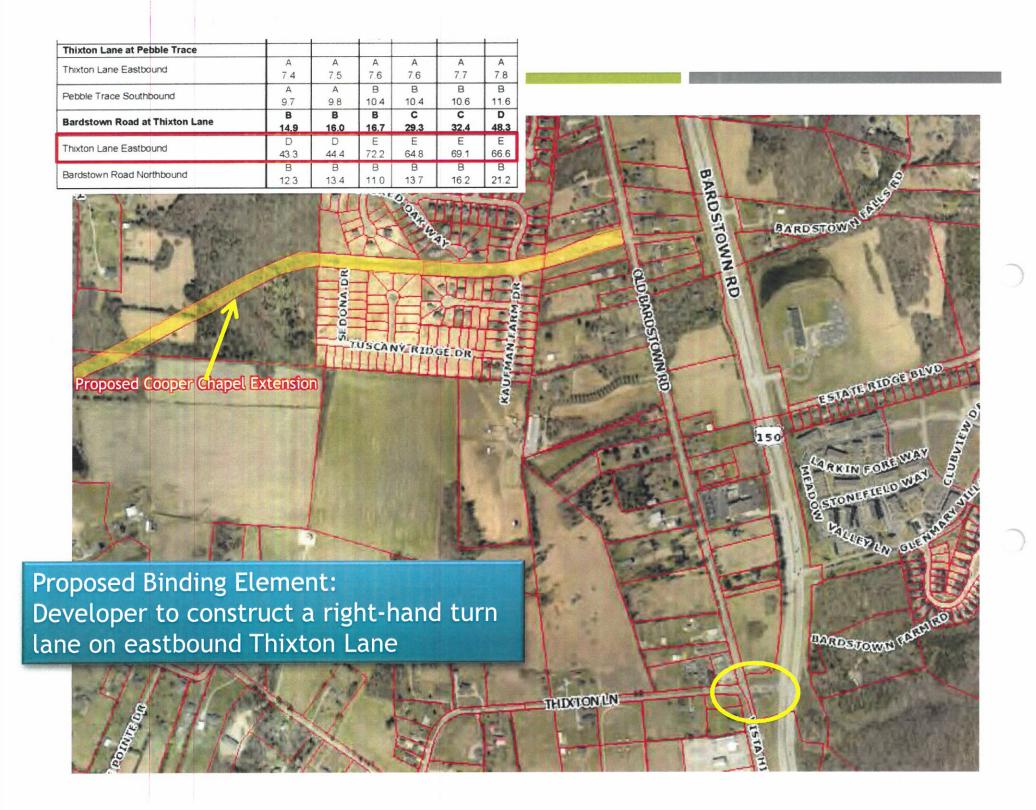












TAB 8 TRAFFIC STUDY

final report

September 16, 2021

Traffic Impact Study

Oak Grove Subdivision 10212 Oak Grove Road Louisville, KY

Prepared for

Louisville Metro Planning Commission





Table 2. Peak Hour Level of Service

	A.M.			P.M.		
	2021	2027	2027	2021	2027	2027
Approach	Existing	No Build	Build	Existing	No Build	Build
Cedar Creek Road at Independence School						
Independence School Road Eastbound	Α	Α	А	Α	Α	Α
	8.8	8.9	8.9	9.1	9.2	9.3
Independence School Road Westbound	В	В	В	В	В	В
	10.1	10.4	10.9	10.9	11.3	11.9
Cedar Creek Road Northbound	Α	Α	Α	Α	Α	Α
	7.3	7.3	7.3	7.3	7.3	7.3
Cedar Creek Road Southbound	Α	Α	Α	Α	Α	Α
Cedar Creek Road Southbound	7.7	7.7	7.6	7.9	8.0	8.1
Oak Grove Road at Thixton Lane						
Thixton Lane Westbound	Α	Α	В	В	В	В
	9.5	9.6	11.3	10.0	10.2	12.6
Oak Grove Road Southbound	Α	А	А	Α	Α	A
	8.1	8.2	8.5	7.8	7.8	7.8
Oak Grove Road at Entrance						
Oak Grove Road Westbound			Α			Α
			9.2			9.9
Oak Grove Road Southbound			Α			A
			7.5			7.4
Thixton Lane at Pebble Trace						
Thixton Lane Eastbound	А	Α	A	A	A	A
	7.4	7.5	7.6	7.6	7.7	7.8
Pebble Trace Southbound	A	Α	В	В	В	В
	9.7	9.8	10.4	10.4	10.6	11.6
Bardstown Road at Thixton Lane	В	В	В	С	С	D
	14.9	16.0	16.7	29.3	32.4	48.3
Thixton Lane Eastbound	D	D	E	E	E	E
	43.3	44.4	72.2	64.8	69.1	66.6
Bardstown Road Northbound	В	В	В	В	В	В
	12.3	13.4	11.0	13.7	16.2	21.2

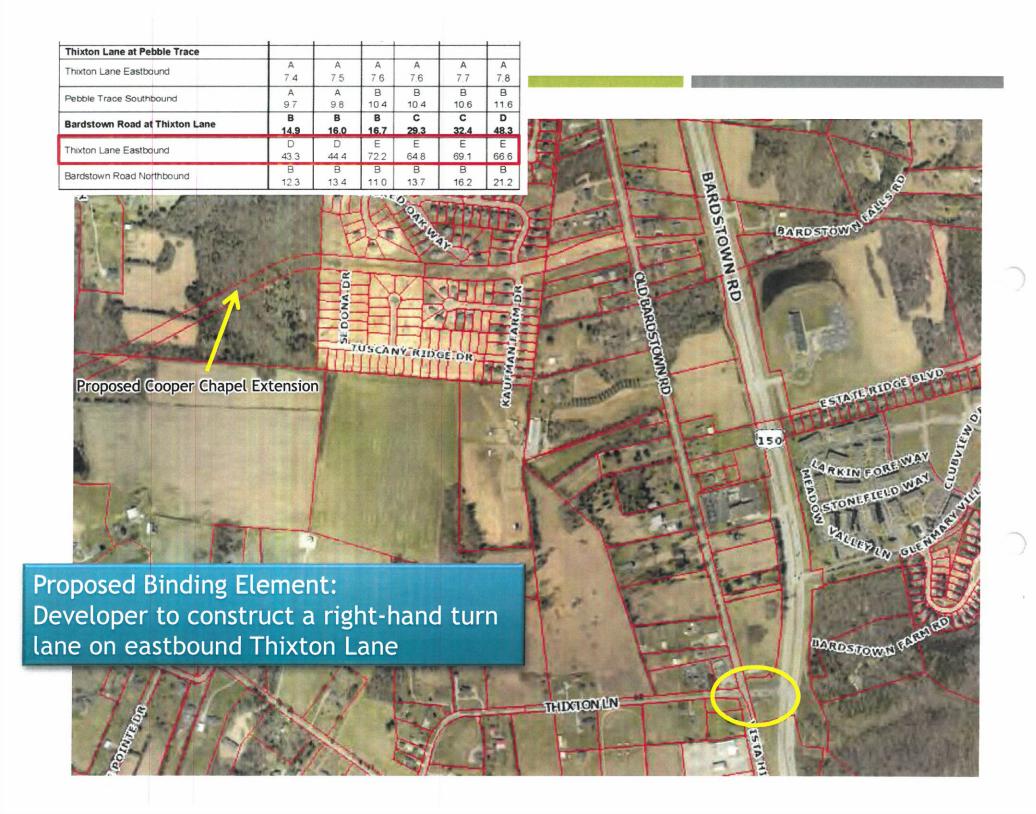
		A.M.			P.M.		
Approach	2021 Existing	2027 No Build	2027 Build	2021 Existing	2027 No Build	2027 Build	
Bardstown Road Southbound	B 15.4	B 16.3	B 14.3	C 32.6	D 35.4	60.5	

Key: Level of Service. Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance Manual</u> dated July, 2020. Using the volumes in Figure 6, no turn lanes are recommended at the entrance. The recommended traffic control is that westbound Oak Grove Road be controlled with a stop sign. Similar to the intersection of Thixton Lane and Oak Grove Road.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027, there will be a slight impact to the existing highway network. No improvements are required.



TAB 9
STATEMENT OF COMPLIANCE
FILED WITH THE ORIGINAL
ZONE CHANGE APPLICATION
WITH ALL APPLICABLE
GOALS OF THE 2040 PLAN
AND WAIVER JUSTIFICATION

TAB 10 PROPOSED FINDINGS OF FACT PERTAINING TO COMPLIANCE WITH THE 2040 PLAN AND WAIVER CRITERIA

BARDENWERPER, TALBOTT & ROBERTS, PLLC

- ATTORNEYS AT LAW -

1000 N. Hurstbourne Parkway • Building Industry Association of Greater Louisville Bldg. • Second Floor • Louisville, Kentucky 40223 (502) 426-6688 • (502) 425-0561 (fax) • www.Bardlaw.net

PROPOSED FINDINGS OF FACT REGARDING COMPLIANCE WITH ALL APPLICABLE GOALS OF THE 2040 PLAN

Applicant: JS Acquisition, LLC

Parker Living Trust; Estate of Doris Ann

Parker

Location: 10212 and 10302 Oak Grove Road

Proposed Use: Single Family Residential Subdivision

Engineers, Land Planners and Landscape Architects: Mindel Scott & Associates

Request: Zone change from RR to R-4

The Louisville Metro Planning Commission, having heard testimony before its Land Development & Transportation Committee, in the Public Hearing held on December 16, 2021 and having reviewed evidence presented by the applicant and the staff's analysis of the application, make the following findings:

COMMUNITY FORM

Owner:

Goal 1 – Guide the form and design of development to respond to distinctive physical, historic and cultural qualities.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 1, and specifically with Policies 7 and 9, because the site is located in the Neighborhood Form District which encourages a diversity of housing types, ranging from low-density residential to higher density providing a range of housing opportunities; this proposed development and the rezoning from RR to R-4 is compatible and in keeping with the current zoning and use of the surrounding properties and those in the area, particularly when it is taken into consideration that the property had previously been zoned R-4, like those in the area, prior to the property owner's voluntary downzoning in 2008; the proposed preliminary subdivision plan shows a return to the prior R-4 zoning district, along with a density transfer subdivision application due to the steep slopes on the property; and because the proposed use fits within and is compatible with the surrounding properties, the subdivision plan demonstrates that the proposal attempts to provide screening and buffering, to the extent possible; and

Goal 2 – Encourage sustainable growth and density around mixed-use centers and corridors.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 2, and specifically with Policy 9 because the area is being developed by numerous other developers with subdivisions providing needed residential options for those

working in the Bardstown Road and other nearby commercial corridors; further, the property preserves a large amount of open space along Cedar Creek due to the 687,000 square feet of proposed open space and 587,000 square feet of natural resource open space; and

Goal 3 – Enhance neighborhood by protecting and integrating open space, watershed and other natural resources.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 3, and specifically with Policy 10 because the proposed development has been designed to preserve the open space areas shown on the plan, which as said, includes 687,000 square feet of open space and 587,000 square feet of natural resource open space, while at the same time providing a very substantial vegetative buffer along Cedar Creek; these open space areas were also designed to be in areas that protect the natural features on the property and reduce the impacts of stormwater drainage with two very large detention basins being provided onsite despite other developments in the immediate area draining directly into Cedar Creek; the result of these proposed detention basins is the fact that this plan exceeds those of other subdivisions in the area as to stormwater management; these open spaces will be owned by the proposed owners in common and maintained by the homeowners association; there are no wet or highly permeable soils and the severe, steep or unstable slopes on the subject property are proposed as natural resource open space to avoid erosion problems; and all streambank setback buffers are being provided in full; and

Goal 4 Promote and preserve the historic and archaeological resources that contribute to our authenticity.

WHEREAS, the proposal complies with all of the applicable Objectives and Policies of Goal 4 specifically Policies 2 and 3 because there are no distinctive cultural or natural features that will not be retained and there or no distinctive historic resources; and

MOBILITY

Goal 1 – Implement an accessible system of alternative transportation modes.

WHEREAS, the proposed zone change complies with all of the applicable, Objectives and Policies 1 and 4 of Goal 1, because this proposed rezoning and DDDP/Subdivision Plan will cater to those who want to live in close proximity to the Bardstown Road corridor and the Cedar Creek Road corridor; sidewalks are being provided along Oak Grove Road frontage and on the internal streets as shown; as previously stated, this proposed subdivision is located in close proximity to the Bardstown Road corridor providing convenient access to goods and services, as well as the employment centers in the area; and

Goal 2 – Plan, build and maintain a safe, accessible and efficient transportation system.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 2, and specifically with Policies 3, 4, 5, and 6, because the access to this single family development is via a secondary collector road (Oak Grove Road) and a primary collector road (Thixton Lane); connections into the adjoining Creekview Estates subdivision to the south and stub streets are provided for future development south of the site along Thomas Grove Road;

Oak Grove Road has been reviewed for roadway width and the applicant is proposing to widen the few areas of Oak Grove Road and Independence School Road with less than 18' of roadway width to a full 18' width; and applicant is committing to pay for and install a dedicated right turn lane on eastbound Thixton Lane at Bardstown Road; and the internal streets were designed to maximize both the pedestrian connectivity and sense of place, but also to provide the best vehicular connectivity with least impervious surface; and

Goal 3 – Encourage land use and transportation patterns that connect Louisville Metro and support future growth.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 3, and specifically with Policies 2, 3, 5, 6, 7, 8, 9, 10 and 21, because this proposed single family development will provided needed housing very close to the activity centers along Bardstown Road; the location of this subdivision close proximity to Bardstown Road activity centers will provide those working in the area with an opportunity to purchase a new home not readily available due to the incredible housing shortage currently in the market; as such, many of the residents will likely live in very close proximity to work or their customary marketplace; a diversity of housing is needed in Louisville Metro to allow its continued growth in corridors like Bardstown Road to reduce vehicle miles traveled for those moving to the area through its proximity to the previously mentioned employment centers and marketplace options and to allow seniors to age in place; and the subject property's close proximity to the above will also help eliminate multiple automobile trips (vehicle miles travelled) for such services; and

COMMUNITY FACILITIES

Goal 2 – Plan for community facilities to improve quality of life and meet anticipated growth.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 2, and specifically with Policies 1, 2, and 3 because the subject property is currently served by existing utilities with sufficient capacity for this proposed development as will be confirmed through all utility providers through this rezoning process; these confirmations specifically include the Louisville Water Company's confirmation of sufficient water service capacity and the Metropolitan Sewer District's confirmation of adequate sanitary sewer capacity; and

LIVABILITY

Goal 1 – Protect and enhance the natural environment and integrate it with the built environment as development occurs.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 1, and specifically with Policies 5, 17 and 21 because the proposed development will add new native species landscaping as shown on the development plan and as demonstrated on the landscape plan that will ultimately be prepared and submitted for approval; the existing Cedar Creek to the west will have all streambank setbacks provided along with additional on-site detention to ensure no adverse effects to Cedar Creek; the surface water runoff will be improved from its current condition; the added detention and water quality unit will not only help mitigate

the impacts of this development but likely help with any existing floodplains; and a karst survey will be provided; and

HOUSING

Goal 1 – Expand and ensure a diverse range of housing choices.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 1, and specifically with Policies 1, 2, and 3, because the proposed plan will add to the variety of housing types in the area providing more options to age in place in a newer home on a smaller lot with less maintenance obligations supports aging in place; it is located in close proximity to the Bardstown Road corridor which provides goods, services including medical offices and other supportive services as well as transportation options; and

Goal 2 – Facilitate the development of connected, mixed-use neighborhoods.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 2, and specifically with Policies 1 and 2 because its design does encourage intergenerational and mixed-income development that is connected to the existing neighborhood and surrounding area within proximity to multi-modal transportation and amenities providing neighborhood goods and services; and

Goal 3 - Ensure long-term affordability and livable options in all neighborhoods.

WHEREAS, the proposed zone change complies with all of the applicable Objectives and Policies of Goal 3, including Policies 1, 2, and 3 because the proposed development provides a variety of ownership and unit costs with an opportunity for people to live in quality, variable priced housing in this area of Metro Louisville and will not displace existing residents with a plan providing smaller lot sizes to enable affordable housing; and

* * *

WHEREAS, for all the reasons explained at LD&T and the Planning Commission public hearing and also in the public hearing exhibit books, on the approved detailed district development plan, this application also complies with all other applicable Goals of the 2040 Plan;

NOW, THEREFORE, the Louisville Metro Planning Commission hereby recommends to the Louisville Metro Council that it rezone the subject property from RR to R-4 and approves the Detailed District Development Plan.

Waiver Finding of Fact

Waiver of Section 5.9.2.A.1.a.ii of the Land Development Code to not provide a stub connection to the adjoining property to the west and to the undeveloped property to the north

WHEREAS, the waiver will not adversely affect adjacent property owners because the only property that the connection to the west would potentially serve is the vacant 49.5 acre tract of the subject site owned by the Regional Airport Authority, who presumably wouldn't want a connection anyway; requiring a connection to the west would only provide access to this adjoining property and not all the way to Cedar Creek Road; the properties to the north along Independence School Road had been a part of a prior development application that also included the subject property, but that owner decided to instead subdivide the property into residential lots large enough to not require sewer and sell; as a result, these lots, while vacant, are already somewhat developed; and the likelihood of these being again consolidated to where a road would make feasible sense is remote; and

WHEREAS, the waiver will not violate the Comprehensive Plan for all the reasons set forth in the Detailed Statement of Compliance with all applicable Guidelines and Policies of the Comp Plan 2040 filed with the rezoning application and because there are no new potential impacts to be mitigated by this request to not provide a connection; and

WHEREAS, the extent of waiver of the regulation is the minimum necessary to afford relief to the applicant because a stub connection to the property to the west would not be feasible due to the enormous ravine and the Cedar Creek crossing; a connection to this property is virtually impossible due to the large ravine that holds Cedar Creek, which is 40 feet lower than the top of both adjoining properties, requiring a very large bridge spanning over 400 feet; this would seem to be a perfect candidate for a situation with a determination of infeasibility due to physical or environmental constraints; as to the property to the north, the waiver is requested as it is arguable whether a connection is even required with the property having just been subdivided and sold for individual home construction; and

WHEREAS, strict application of the provisions of the regulation would deprive the applicant of a reasonable use of the land or would create an unnecessary hardship on the applicant because in order to provide a stub to the adjoining property to the west, a significant bridge would have to be constructed to cross the ravine and Cedar Creek, making the entire project infeasible; the applicant would only have the ability to construct half of the western bridge with no cost sharing agreement with the Regional Airport Authority; as to the property to the north, if any of the 5 acre lots were developed, a roadway through the property would take up the entire width of these narrow lots;

NOW, THEREFORE, the Louisville Metro Planning Commission hereby approves this Waiver.

Waiver Findings of Fact

Waiver of LDC Section 7.3.30.E to allow more than 15% of a required rear yard of a buildable lot to be encompassed by a drainage easement.

WHEREAS, the waiver will not adversely affect adjacent property owners because it is a typical occurrence for sewer and drainage easements to be located in the rear yard, since this does not reduce the depth of the yard and since the easement is needed to provide a space within it that will keep any increased runoff from this development from causing a negative impact to the adjacent properties; and

WHEREAS, the waiver will not violate the Comprehensive Plan for all the reasons set forth in the Detailed Statement of Compliance with all applicable Guidelines and Policies of the Plan 2040 Comprehensive Plan filed with the original rezoning application and since adequate drainage facilities will be provided to serve the development, since this will not affect the applicant's ability to preserve existing vegetation nor affect any other aspect of this developments compliance with either the Plan 2040 or the requirements of the Land Development Code; and

WHEREAS, the extent of waiver of the regulation is the minimum necessary to afford relief to the applicant because in order to allow for the best design of the individual lots; it has been generally accepted that drainage easements be located in the rear yard either along the rear property line or offset from this area typically used to preserve existing vegetation; without the waiver the applicant would be required to locate the drainage way a minimum of 20' from the rear property line and therefore in close proximity to the homes; it would reduce the usable area close to the homes that would otherwise be used by the homeowners as their private yard, an area typically reserved for outdoor dining, entertainment, relaxation and/or recreation; and

WHEREAS, strict application of the provisions of the regulation would deprive the applicant of a reasonable use of the land or would create an unnecessary hardship on the applicant because locating the drainage easement in the rear yard has been the preferred and acceptable practice and now requiring it to be a minimum of 20 feet off the rear property line create an unnecessary hardship for the homeowner by reducing the usable area of the private yard with a ditch separating the area adjacent to the home from the rest of the rear yard;

NOW, THEREFORE, the Louisville Metro Planning Commission hereby approves this Waiver.

September 16, 2021 Revised November 11, 2021

Traffic Impact Study

Oak Grove Subdivision 10212 Oak Grove Road Louisville, KY

Prepared for

Louisville Metro Planning Commission



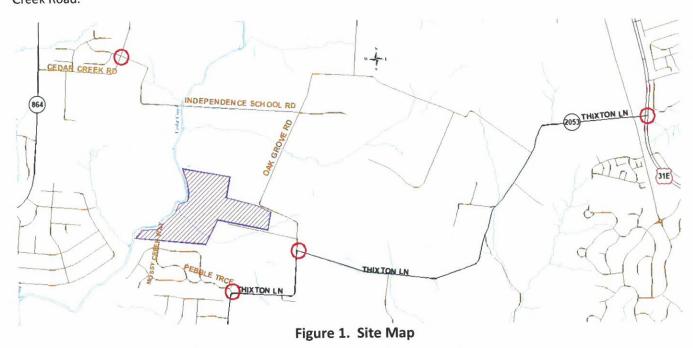


Table of Contents

INTRODUCTION	2
Figure 1. Site Map	2
EXISTING CONDITIONS	2
Figure 2. Existing Peak Hour Volumes	3
FUTURE CONDITIONS	3
Figure 3. 2027 No Build Peak Hour Volumes	4
TRIP GENERATION	5
Table 1. Peak Hour Trips Generated by Site	5
Figure 4. Trip Distribution Percentages	5
Figure 5. Peak Hour Trips Generated by Site	6
Figure 6. 2027 Build Peak Hour Volumes	7
ANALYSIS	8
Table 2. Peak Hour Level of Service	8
Table 3. Bardstown Road at Thixton Lane with a right turn lane on Thixton Lane	9
CONCLUSIONS	9
APPENDIX	10

INTRODUCTION

The site plan for the proposed Oak Grove subdivision shows 263 single-family lots on Oak Grove Road in Louisville, KY. **Figure 1** displays a map of the site. Access to the site will be from Oak Grove Road. The subdivision also connects to Mossy Creek Way. 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 Oak Grove Road with Thixton Lane, Thixton Lane with Pebble Trace and Bardstown Road, and Independence School Road with Cedar Creek Road.



EXISTING CONDITIONS

Oak Grove Road is a Metro-maintained road with an estimated 2021 ADT of 400 vehicles per day north of Thixton Lane, as estimated from the turning movement count. The road is a two-lane highway with nine-foot lanes with one-foot stabilized shoulders. The speed limit is 35 mph. There are no sidewalks. The intersection with Thixton Lane is controlled with a stop sign on the westbound approach of Thixton Lane.

Peak hour traffic counts for the intersections were obtained on Tuesday, August 24, 2021. The a.m. and p.m. peak hour varied between the intersections. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

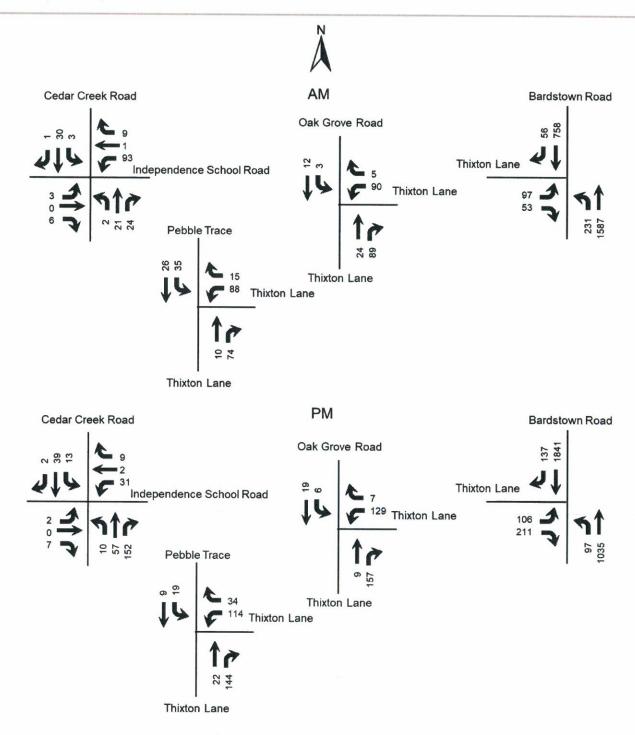


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2027. An annual growth rate of 2 percent was applied to the 2021 thru volumes on Thixton Lane and Cedar Creek Road. This was determined by the historical growth at KYTC station 274. One percent

annual growth was applied to the thru traffic on Bardstown Road. Figure 3 displays the 2027 No Build peak hour volumes.

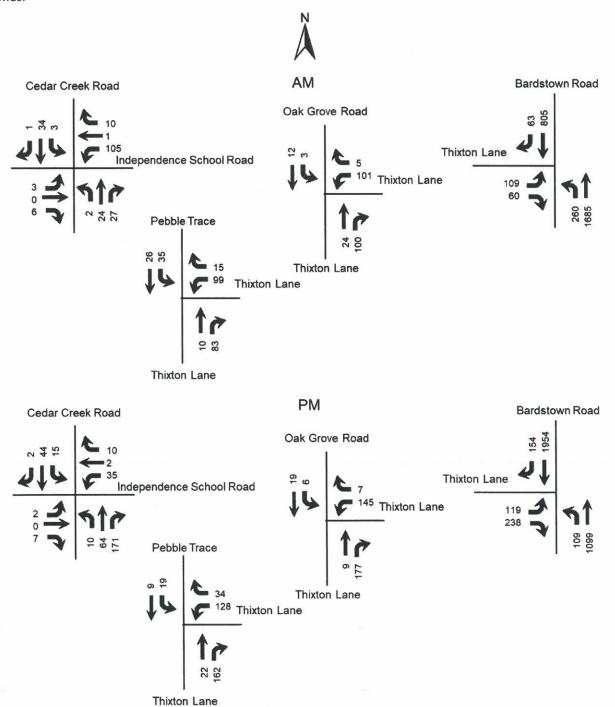


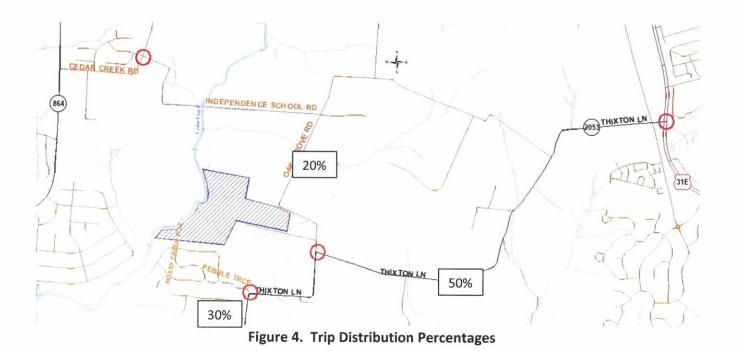
Figure 3. 2027 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 10th Edition contains trip generation rates for a wide range of developments. The land use of "Single-Family Detached (210)" was reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed. The entrance is shown in the diagram with a north/south orientation for simplicity on the figures. At the entrance Oak Grove Road is the southbound approach and the westbound approach.

A.M. Peak Hour P.M. Peak Hour Land Use **Trips** In Out **Trips** In Out Single-Family (263 units) 144 192 48 257 162 95

Table 1. Peak Hour Trips Generated by Site



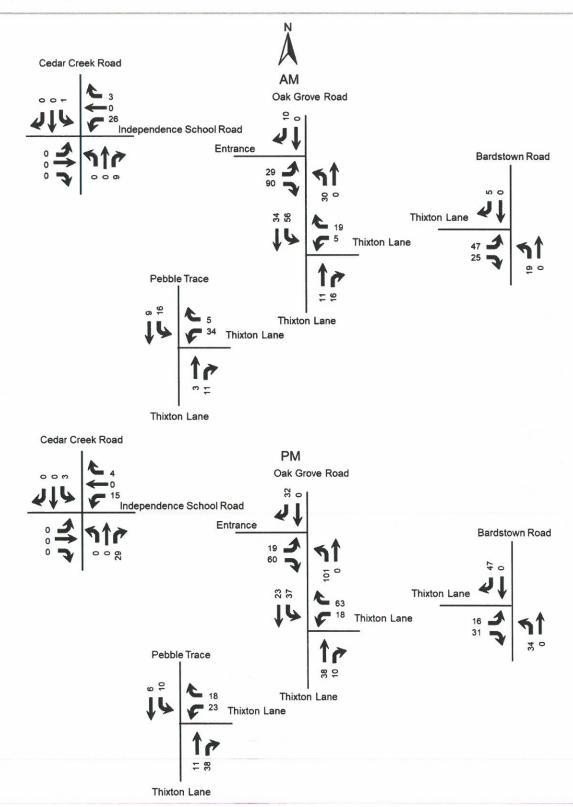


Figure 5. Peak Hour Trips Generated by Site

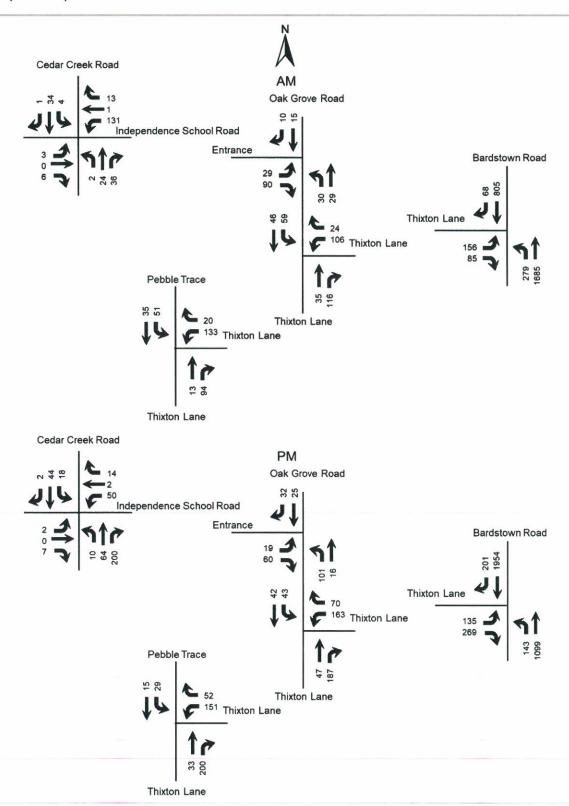


Figure 6. 2027 Build Peak Hour Volumes

ANALYSIS

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

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

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Annanah	2021	2027	2027	2021	2027	2027
Approach	Existing	No Build	Build	Existing	No Build	Build
Cedar Creek Road at Independence School						
Independence School Road Eastbound	Α	Α	Α	Α	Α	Α
macpendence contour road Edotboaria	8.8	8.9	8.9	9.1	9.2	9.3
Independence School Road Westbound	В	В	В	В	В	В
macpondende concentrada Westband	10.1	10.4	10.9	10.9	11.3	11.9
Cedar Creek Road Northbound	Α	Α	Α	Α	Α	Α
	7.3	7.3	7.3	7.3	7.3	7.3
Cedar Creek Road Southbound	Α	Α	Α	Α	Α	Α
company and the contract of th	7.7	7.7	7.6	7.9	8.0	8.1
Oak Grove Road at Thixton Lane				2 1 2		
Thixton Lane Westbound	Α	Α	В	В	В	В
	9.5	9.6	11.3	10.0	10.2	12.6
Oak Grove Road Southbound	Α	A	A	A	A	A
	8.1	8.2	8.5	7.8	7.8	7.8
Oak Grove Road at Entrance						
Oak Grove Road Westbound			A			A
			9.2			9.9
Oak Grove Road Southbound			A			A
Third Annual Control of Public Trees			7.5			7.4
Thixton Lane at Pebble Trace						<u> </u>
Thixton Lane Eastbound	A 7.4	A	A	A	A 7.7	A 7.0
	7.4	7.5	7.6 B	7.6	7.7	7.8
Pebble Trace Southbound	9.7	9.8	10.4	B 10.4	B 10.6	11.6
	9.7 B	9.8 B	10.4 B	10.4 C	10.6 C	11.6 D
Bardstown Road at Thixton Lane	14.9	16.0	16.7	29.3	32.4	48.3
	D	D	E	E	E	E
Thixton Lane Eastbound	43.3	44.4	72.2	64.8	69.1	66.6

		A.M.			P.M.	
Approach	2021	2027	2027	2021	2027	2027
	Existing	No Build	Build	Existing	No Build	Build
Bardstown Road Northbound	B	B	B	B	B	B
	12.3	13.4	11.0	13.7	16.2	21.2
Bardstown Road Southbound	B	B	B	C	D	E
	15.4	16.3	14.3	32.6	35.4	60.5

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance Manual</u> dated July, 2020. Using the volumes in Figure 6, no turn lanes are recommended at the entrance on Oak Grove Road. The spreadsheet results for the turn lanes are in the Appendix. The recommended traffic control is that westbound Oak Grove Road be controlled with a stop sign. This is the same traffic control as the intersection of Thixton Lane and Oak Grove Road.

The Kentucky Transportation Cabinet requested an evaluation of the Bardstown Road intersection at Thixton Lane to include a right turn lane on Thixton Lane. The results are listed in Table 3.

Table 3. Bardstown Road at Thixton Lane with a right turn lane on Thixton Lane

		A.M.	P.M.			
Approach	2027 Build	2027 Build Thixton Ln Right	2027 Build	2027 Build Thixton Ln Right		
Bardstown Road at Thixton Lane	B	B	D	C		
	16.7	11.5	48.3	24.7		
Thixton Lane Eastbound	E	D	E	E		
	72.2	51.3	66.6	63.6		
Bardstown Road Northbound	B	A	B	B		
	11.0	7.3	21.2	12.9		
Bardstown Road Southbound	B	B	E	C		
	14.3	10.1	60.5	24.2		

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027, there will be a slight impact to the existing highway network. No improvements are required.

APPENDIX

Traffic Counts

Classified Turn Movement Count | | All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Jefferson County, KY

Site 4 of 4 Cedar Creek Rd (South) Cedar Creek Rd (North) Independence School Rd (West) Independence School Rd (East)

Date

Tuesday, August 24, 2021

Weather Fair 87°F

Lat/Long 38.104664°, -85.607391°

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

		No	orthbou	nd			So	uthbou	nd			E	astboun	id			V	/estbou	nd		
		Cedar C	reek Rd	(South)			Cedar C	reek Rd	(North)		Inde	penden	ce Scho	ol Rd (W	est)	Inde	epende	nce Scho	ol Rd (E	ast)	
	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	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Tot
0700 - 0715	0	5	3	0	8	1	6	0	0	7	0	1	3	0	4	21	0	2	0	23	42
0715 - 0730	1	2	3	0	6	1	5	0	0	6	0	0	1	0	1	22	0	2	0	24	37
0730 - 0745	2	7	3	0	12	0	11	0	0	11	0	0	3	0	3	46	0	2	0	48	74
0745 - 0800	0	3	7	0	10	0	1	0	0	1	0	0	0	0	0	16	1	3	0	20	31
Hourly Total	3	17	16	0	36	2	23	0	0	25	0	1	7	0	8	105	1	9	0	115	184
0800 - 0815	0	5	6	0	11	3	6	1	0	10	2	0	2	0	4	19	0	2	0	21	46
0815 - 0830	0	6	8	0	14	0	12	0	0	12	1	0	1	0	2	12	0	2	0	14	42
0830 - 0845	0	7	5	0	12	0	7	0	0	7	0	0	0	0	0	7	0	3	0	10	29
0845 - 0900	0	2	9	0	11	1	13	0	0	14	0	0	2	0	2	9	0	3	0	12	39
Hourly Total	0	20	28	0	48	4	38	1	0	43	3	0	5	0	8	47	0	10	0	57	156
Grand Total	3	37	44	0	84	6	61	1	0	68	3	1	12	0	16	152	1	19	0	172	340
Approach %	3.57	44.05	52.38	0.00	-	8.82	89.71	1.47	0.00	-	18.75	6.25	75.00	0.00	-	88.37	0.58	11.05	0.00	- 1/2	34
Intersection %	0.88	10.88	12.94	0.00	24.71	1.76	17.94	0.29	0.00	20.00	0.88	0.29	3.53	0.00	4.71	44.71	0.29	5.59	0.00	50.59	
PHF	0.25	0.75	0.75	0.00	0.84	0.25	0.63	0.25	0.00	0.71	0.38	0.00	0.50	0.00	0.56	0.51	0.25	0.75	0.00	0.54	0.6

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

All vehicles

	STATE OF THE	No	orthbou	nd			So	uthbou	nd			E	astbour	ıd			V	/estbou	nd		
		Cedar C	reek Rd	(South)			Cedar C	reek Rd	(North)		Inde	pender	ce Scho	ol Rd (W	est)	Ind	epende	nce Scho	ool Rd (E	ast)	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	Int
TIME	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Tot
1600 - 1615	3	6	26	0	35	3	10	2	0	15	0	0	1	0	1	15	0	2	0	17	68
1615 - 1630	3	11	25	0	39	3	7	0	0	10	0	0	0	0	0	6	1	3	0	10	59
1630 - 1645	1	17	50	0	68	3	19	2	0	24	1	0	1	0	2	12	0	4	0	16	110
1645 - 1700	1	6	35	0	42	2	6	0	0	8	1	0	1	0	2	10	1	4	0	15	67
Hourly Total	8	40	136	0	184	11	42	4	0	57	2	0	3	0	5	43	2	13	0	58	304
1700 - 1715	5	20	37	0	62	4	8	0	0	12	0	0	5	0	5	6	1	1	0	8	87
1715 - 1730	3	14	30	0	47	4	6	0	0	10	0	0	0	0	0	3	0	0	0	3	60
1730 - 1745	2	8	22	0	32	2	7	2	0	11	1	0	4	0	5	7	0	4	0	11	59
1745 - 1800	4	4	17	0	25	1	7	1	0	9	3	0	2	0	5	- 5	0	2	0	7	46
Hourly Total	14	46	106	0	166	11	28	3	0	42	4	0	11	0	15	21	1	7	0	29	252
					and the state of							04:000 - 000000	995 - 1000000	2 E							
Grand Total	22	86	242	0	350	22	70	7	0	99	6	0	14	0	20	64	3	20	0	87	556
Approach %	6.29	24.57	69.14	0.00		22.22	70.71	7.07	0.00	-	30.00	0.00	70.00	0.00		73.56	3.45	22.99	0.00	-	
Intersection %	3.96	15.47	43.53	0.00	62.95	3.96	12.59	1.26	0.00	17.81	1.08	0.00	2.52	0.00	3.60	11.51	0.54	3.60	0.00	15.65	1
PHF	0.50	0.71	0.76	0.00	0.81	0.81	0.51	0.25	0.00	0.56	0.50	0.00	0.35	0.00	0.45	0.65	0.50	0.56	0.00	0.66	0.7

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Site 2 of 4

KY-2053 Thixton Ln (South)

Oak Grove Rd

KY-2053 Thixton Ln (East)

Jefferson County, KY

Date

Tuesday, August 24, 2021

Weather Fair

87°F

Lat/Long 38.09235°, -85.593529°

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

All vehicles

	No	orthbou	nd			So	uthbound	
	KY-2053 T	hixton l	Ln (South	1)		Oal	Grove Rd	
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
0700 - 0715	4	26	0	30	0	3	0	3
0715 - 0730	6	29	0	35	0	5	0	5
0730 - 0745	6	18	0	24	1	1	0	2
0745 - 0800	6	18	0	24	1	4	0	5
Hourly Total	22	91	0	113	2	13	0	15
0800 - 0815	6	24	0	30	1	2	0	3
0815 - 0830	2	18	0	20	1	3	0	4
0830 - 0845	3	22	0	25	0	2	0	2
0845 - 0900	1	20	0	21	1	3	0	4
Hourly Total	12	84	0	96	3	10	0	13
Grand Total	34	175	0	209	5	23	0	28
Approach %	16.27	83.73	0.00	-	17.86	82.14	0.00	-
Intersection %	8.81	45.34	0.00	54.15	1.30	5.96	0.00	7.25
PHF	1.00	0.77	0.00	0.81	0.75	0.60	0.00	0.75

		nd	/estbou	
)	Ln (East	Thixton	KY-20
Int	App	U-Turn	Right	Left
Total	Total	2.9	2.8	2.7
48	15	0	2	13
55	15	0	1	14
58	32	0	2	30
51	22	0	2	20
212	84	0	7	77
59	26	0	0	26
42	18	0	2	16
35	8	0	0	8
38	13	0	1	12
174	65	0	3	62
386	149	0	10	139
		0.00	6.71	93.29
	38.60	0.00	2.59	36.01
0.94	0.74	0.00	0.63	0.75

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

All vehicles

	No	orthbou	nd			Sout	hbound	
	KY-2053 T	hixton	Ln (South	1)		Oak G	Frove Rd	
	Thru		U-Turn		Left	Thru	U-Turn	
TIME	2.1	2.2	2.3	Total	2.4	2.5	2.6	Tota
1600 - 1615	3	29	0	32	3	6	0	9
1615 - 1630	1	24	0	25	2	8	0	10
1630 - 1645	6	43	0	49	3	5	0	8
1645 - 1700	1	45	0	46	1	1	0	2
Hourly Total	11	141	0	152	9	20	0	29
1700 - 1715	1	37	0	38	2	7	0	9
1715 - 1730	1	32	0	33	0	6	0	6
1730 - 1745	3	29	0	32	3	6	0	9
1745 - 1800	4	23	0	27	2	5	0	7
Hourly Total	9	121	0	130	7	24	0	31
Grand Total	20	262	0	282	16	44	0	60
Approach %	7.09	92.91	0.00	-	26.67	73.33	0.00	-
Intersection %	3.44	45.09	0.00	48.54	2.75	7.57	0.00	10.3
PHF	0.38	0.87	0.00	0.85	0.50	0.68	0.00	0.69

		nd	estbou	
		Ln (East)	Thixton	KY-205
Int	App	U-Turn	Right	Left
Total	Total	2.9	2.8	2.7
64	23	0	1	22
53	18	0	0	18
89	32	0	2	30
88	40	0	2	38
294	113	0	5	108
82	35	0	3	32
68	29	0	0	29
73	32	0	0	32
64	30	0	0	30
287	126	0	3	123
581	239	0	8	231
	-	0.00	3.35	96.65
	41.14	0.00	1.38	39.76
0.92	0.85	0.00	0.58	0.85

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Site 3 of 4

KY-2053 Thixton Ln (South)

Jefferson County, KY

Pebble Trace

KY-2053 Thixton Ln (East)

Date

Tuesday, August 24, 2021

Weather

Fair 87°F

Lat/Long 38.089712°, -85.598788°

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

	No	orthbou	nd		Southbound					
	KY-2053 1	hixton I	Ln (South	1)		Peb	ble Trace			
TIME	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn	App		
0700 - 0715	0	20	0	20	11	5	0	16		
0715 - 0730	1	18	0	19	11	6	0	17		
0730 - 0745	4	17	0	21	8	6	0	14		
0745 - 0800	2	19	0	21	6	6	0	12		
Hourly Total	7	74	0	81	36	23	0	59		
0800 - 0815	3	20	0	23	10	8	0	18		
0815 - 0830	1	14	0	15	8	10	0	18		
0830 - 0845	0	17	0	17	6	2	0	8		
0845 - 0900	0	15	0	15	4	2	0	6		
Hourly Total	4	66	0	70	28	22	0	50		
Grand Total	11	140	0	151	64	45	0	109		
Approach %	7.28	92.72	0.00	-	58.72	41.28	0.00	-		
Intersection %	2.61	33.18	0.00	35.78	15.17	10.66	0.00	25.83		
PHF	0.63	0.93	0.00	0.91	0.80	0.81	0.00	0.85		

KY-2	053 Thixton	Ln (East)	
Left	Right	U-Turn	App	Int
3.7	3.8	3.9	Total	Total
12	2	0	14	50
12	5	0	17	53
32	2	0	34	69
20	4	0	24	57
76	13	0	89	229
24	4	0	28	69
17	3	0	20	53
6	3	0	9	34
14	2	0	16	37
61	12	0	73	193
137	25	0	162	422
84.57	15.43	0.00	-	
32.46	5.92	0.00	38.39	
0.69	0.75	0.00	0.76	0.90

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

	No	orthbou	nd			So	uthbound	
	KY-2053 T	hixton	Ln (South	1)		Pel	bble Trace	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	3.1	3.2	3.3	Total	3.4	3.5	3.6	Total
1600 - 1615	1	25	0	26	6	1	0	7
1615 - 1630	3	23	0	26	4	4	0	8
1630 - 1645	7	44	0	51	5	2	0	7
1645 - 1700	4	38	0	42	5	2	0	7
Hourly Total	15	130	0	145	20	9	0	29
1700 - 1715	4	33	0	37	4	2	0	6
1715 - 1730	7	29	0	36	5	3	0	8
1730 - 1745	8	29	0	37	4	2	0	6
1745 - 1800	9	22	0	31	5	2	0	7
Hourly Total	28	113	0	141	18	9	0	27
Grand Total	43	243	0	286	38	18	0	56
Approach %	15.03	84.97	0.00	-	67.86	32.14	0.00)=0
Intersection %	6.97	39.38	0.00	46.35	6.16	2.92	0.00	9.08
PHF	0.79	0.82	0.00	0.81	0.95	0.75	0.00	0.88

		ıd	estbou	
		Ln (East)	Thixton	KY-205
Int	App	U-Turn	Right	Left
Tota	Total	3.9	3.8	3.7
62	29	0	9	20
59	25	0	7	18
93	35	0	5	30
82	33	0	9	24
296	122	0	30	92
87	44	0	15	29
80	36	0	5	31
81	38	0	17	21
73	35	0	9	26
321	153	0	46	107
617	275	0	76	199
	-	0.00	27.64	72.36
	44.57	0.00	12.32	32.25
0.92	0.84	0.00	0.57	0.92

Classified Turn Movement Count | | All vehicles



Jefferson County, KY

www.marrtraffic.com

Site 1 of 4

US-150 Bardstown Rd (South) US-150 Bardstown Rd (North) KY-2053 Thixton Ln

Date Tuesday, August 24, 2021 Weather

Fair 87°F

Lat/Long 38.100655°, -85.565656°

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

	100	North	bound		So	uthbou	nd			Eastbour	ıd	
	US	-150 Bardste	own Rd (Sout	th)	US-150 Bar	dstown	Rd (Nor	th)	K	Y-2053 Thixt	ton Ln	V 10/20/20
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App
TIME	1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total
0700 - 0715	40	455	0	495	178	8	0	186	28	17	0	45
0715 - 0730	76	459	0	535	157	9	0	166	30	9	0	39
0730 - 0745	75	335	0	410	196	26	0	222	25	14	0	39
0745 - 0800	40	338	0	378	227	13	1	241	14	13	0	27
Hourly Total	231	1587	0	1818	758	56	1	815	97	53	0	150
0800 - 0815	20	336	0	356	198	27	0	225	29	10	0	39
0815 - 0830	24	351	0	375	194	16	0	210	26	10	0	36
0830 - 0845	17	347	0	364	159	8	0	167	34	13	0	47
0845 - 0900	20	308	0	328	169	13	0	182	26	13	0	39
Hourly Total	81	1342	0	1423	720	64	0	784	115	46	0	161
Grand Total	312	2929	0	3241	1478	120	1	1599	212	99	0	311
Approach %	9.63	90.37	0.00	-	92.43	7.50	0.06	-	68.17	31.83	0.00	-
Intersection %	6.06	56.86	0.00	62.92	28.69	2.33	0.02	31.04	4.12	1.92	0.00	6.04
PHF	0.76	0.86	0.00	0.85	0.83	0.54	0.25	0.85	0.81	0.78	0.00	0.83

5151

0.94

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

All vehicles

		Nort	thbound			So	uthbou	nd			Ea	astbour	ıd	
	US	-150 Bards	stown Rd (Sou	th)	US	-150 Bar	dstown	Rd (Nor	th)		KY-20!	53 Thixt	ton Ln	
	Left	Thru	U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App
TIME	1.1	1.2	1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Total
1600 - 1615	23	274	0	297		375	37	0	412	23		50	0	73
1615 - 1630	18	257	0	275		422	44	0	466	18		44	0	62
1630 - 1645	23	258	0	281		426	37	0	463	27		58	0	85
1645 - 1700	34	294	0	328		414	40	0	454	35		62	0	97
Hourly Total	98	1083	0	1181		1637	158	0	1795	103		214	0	317
1700 - 1715	22	249	0	271		503	32	0	535	22		43	0	65
1715 - 1730	23	240	0	263		441	32	0	473	23		58	0	81
1730 - 1745	18	252	0	270		483	33	0	516	26		48	0	74
1745 - 1800	19	251	0	270		463	40	0	503	28		34	0	62
Hourly Total	82	992	0	1074		1890	137	0	2027	99		183	0	282
Grand Total	180	2075	0	2255		3527	295	0	3822	202		397	0	599
Approach %	7.98	92.02	0.00	-		92.28	7.72	0.00	-	33.72		66.28	0.00	-
Intersection %	2.70	31.08	0.00	33.78		52.83	4.42	0.00	57.25	3.03		5.95	0.00	8.97
PHF	0.71	0.88	0.00	0.86		0.92	0.86	0.00	0.92	0.76		0.85	0.00	0.82
	1	2.30	0.00									-		

6676

0.97

HCS Reports

		HCS7	Two	-Way	Sto	р-Со	ntrol	Rep	ort						
General Information						Site	Inform	natio	n						
Analyst	DBZ						ection			Ceda	r Creek a	at Ind Sc	thool		
Agency/Co.	Diane B Zin	merman	Traffic Er	naineerine	a		diction	(15) ES		Ccuo	CICCK	at ma se	.11001		
Date Performed	9/19/2021				5	-	West Str	eet		Inder	endenc	e School	Road		
Analysis Year	2021	South	Water S				n/South				r Creek l		- Tibud		200
Time Analyzed	AM Peak						Hour Fac			0.65	, creek				
Intersection Orientation	North-Sout	n	10/35				sis Time		hrs)	0.25					
Project Description	Oak Grove														
Lanes					Senes:		200			e carrie					
			14 4 7 4 7 6 6			tto	14471								
Vehicle Volumes and Ad	justments			Major	Street: No	rth-South									
Approach	Eas	tbound			West	bound			North	bound			South	bound	
Movement	UL	T	R	U	L	T	R	U	L	T	R	U	L	T	1
Priority	10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes	0	1	0		0	1	0	0	0	1	0	0	0	1	(
Trainber of Earles				2000		100000	A CONTRACTOR OF THE PARTY OF TH		101.75255550000	THE RESERVE TO	THE PROPERTY OF THE PARTY OF		No. of Contract of	And in case of the last of	
Configuration		LTR				LTR				LTR				LTR	
	3	LTR 0	6		93		9		2		24		3	LTR 30	
Configuration		-	6 0			LTR	9		2 0	LTR	24		3 33		
Configuration Volume (veh/h)	3	0			93	LTR 1	-			LTR	24				
Configuration Volume (veh/h) Percent Heavy Vehicles (%)	3	0			93	LTR 1	-			LTR	24				
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	3	0			93	LTR 1 0	-			LTR	24				
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	3	0	0	ivided	93	LTR 1 0	-			LTR	24				
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	3 0	0	0	ivided	93	LTR 1 0	-			LTR	24				
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	3 0	0	0	ivided	93	LTR 1 0	-			LTR	24				
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	a 3 0	0 0	Undi	ivided	93	LTR 1 0	6.2		0	LTR	24		33		
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)	3 0	0 0 0	Undi	ivided	93 1	LTR 1 0	6.2		4.1	LTR	24		33		
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)	3 0 eadways 7.1 7.10	0 0 0 6.5 6.50 4.0	0 Undi	ivided	93 1 7.1 7.11	LTR 1 0 0 6.5 6.50	6.2		4.1	LTR	24		4.1 4.43		
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)	eadways 7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0	0 Undi	ivided	7.1 7.11 3.5	LTR 1 0 0 6.5 6.50 4.0	6.2 6.20 3.3		4.1 4.10 2.2	LTR	24		4.1 4.43 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadways 7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0	0 Undi	ivided	7.1 7.11 3.5	LTR 1 0 0 6.5 6.50 4.0	6.2 6.20 3.3		4.1 4.10 2.2	LTR	24		4.1 4.43 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	eadways 7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0 4.00 Service	0 Undi	ivided	7.1 7.11 3.5	1 0 0 0 6.5 6.50 4.0 4.00	6.2 6.20 3.3		4.1 4.10 2.2 2.20	LTR	24		4.1 4.43 2.2 2.50		
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)	eadways 7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0 4.00 5ervice	0 Undi	ivided	7.1 7.11 3.5	1 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		4.1 4.10 2.2 2.20	LTR	24		4.1 4.43 2.2 2.50		
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)	eadways 7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0 4.00 Service 14 958	0 Undi	ivided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.2 6.20 3.3		4.1 4.10 2.2 2.20	LTR	24		4.1 4.43 2.2 2.50		
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	eadways 7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0 4.00 5ervice 14 958 0.01	0 Undi	ivided	7.1 7.11 3.5	10000000000000000000000000000000000000	6.2 6.20 3.3		4.1 4.10 2.2 2.20 3 1573 0.00	LTR	24		4.1 4.43 2.2 2.50 5 1356 0.00		
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)	eadways 7.1 7.10 3.5 3.50	0 0 0 6.5 6.50 4.0 4.00 Service 14 958 0.01	0 Undi	ivided	7.1 7.11 3.5	100 00 6.5 6.50 4.00 4.00 158 861 0.18	6.2 6.20 3.3		4.1 4.10 2.2 2.20 3 1573 0.00 0.0	LTR	24		4.1 4.43 2.2 2.50 5 1356 0.00 0.0		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	eadways 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 5ervice 14 958 0.01 0.0	0 Undi	ivided	7.1 7.11 3.5 3.51	100 00 6.5 6.50 4.00 4.00 158 861 0.18 0.7	6.2 6.20 3.3		3 1573 0.00 0.0 7.3 A	LTR	24		33 4.1 4.43 2.2 2.50 5 1356 0.00 0.0 7.7 A		

		Н	CS7	Two-	Way	Stop	o-Coi	ntrol	Rep	ort						
General Information							Site	nform	natio	1						
Analyst	DBZ						Inters	ection			Cedar	Creek a	at Ind Sci	hool		
Agency/Co.	Diane	B Zimm	erman T	raffic End	gineering	9	Jurisd	iction	Section.							
Date Performed	9/19/						East/\	West Stre	et		Indep	endenc	e School	Road		
Analysis Year	2027	4					North	/South S	treet			Creek I				185
Time Analyzed	AM Pe	eak No E	uild					Hour Fact			0.65					-
Intersection Orientation	-	-South					Analy	sis Time	Period (hrs)	0.25			A TOTAL ST		331
Project Description	Oak G	_														
Lanes				37193			15000					RES S				7.5
				74 5 74 5 1		1 + Y Street: Nor		4 + 4 + 5								
Vehicle Volumes and Adj	justme	nts			10%		Sept.								Ç E H	
Approach		Eastb	ound			West	oound			North	bound			South	bound	
, de producti	_		Annual Control of the Control													-
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	
	U	L 10	11	R 12	U	L 7	T 8	R 9	U 1U	L 1	T 2	R 3	U 4U	L 4	T 5	-
Movement	U				U								_	-		
Movement Priority	U	10	11	12	U	7	8	9	1U	1 0	2	3	4U	4 0	5	F (
Movement Priority Number of Lanes	U	10	11	12	U	7	8	9	1U	1	2	3	4U	4	5	
Movement Priority Number of Lanes Configuration	U	10	11 1 LTR	12	U	7	8 1 LTR	9	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Movement Priority Number of Lanes Configuration Volume (veh/h)	U	10 0	11 1 LTR 0	12 0 6	U	7 0 105	8 1 LTR 1	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	10 0 3 0	11 1 LTR 0	12 0 6	U	7 0 105 1	8 1 LTR 1	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U	10 0 3 0	11 1 LTR 0 0	12 0 6 0		7 0 105 1	8 1 LTR 1 0	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		10 0 3 0	11 1 LTR 0 0	12 0 6 0	vided	7 0 105 1	8 1 LTR 1 0	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		10 0 3 0	11 1 LTR 0 0	12 0 6 0		7 0 105 1	8 1 LTR 1 0	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		10 0 3 0	11 1 LTR 0 0	12 0 6 0		7 0 105 1	8 1 LTR 1 0	9 0	1U	1 0	2 1 LTR	3	4U	4 0	5 1 LTR	
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		10 0 3 0	11 1 LTR 0 0 0	12 0 6 0		7 0 105 1	8 1 LTR 1 0	9 0 10 0	1U	1 0 2 0	2 1 LTR	3	4U	3 33	5 1 LTR	
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)		10 0 3 0	11 1 LTR 0 0 0	12 0 6 0 Undi		7 0 105 1	8 1 LTR 1 0	9 0 10 0	1U	2 0	2 1 LTR	3	4U	3 33	5 1 LTR	
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)		10 0 3 0 7.1 7.10	11 1 LTR 0 0 0 0 6.5 6.50	12 0 6 0 Undi		7 0 105 1 7.1 7.11	8 1 LTR 1 0 0 0 6.5 6.50	9 0 10 0	1U	1 0 2 0	2 1 LTR	3	4U	4 0 3 33 33	5 1 LTR	
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)	eadwa	10 0 3 0 7.1 7.10 3.5 3.50	11 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undi		7 0 105 1 7.1 7.11 3.5	8 1 LTR 1 0 0 0 6.5 6.50 4.0	9 0 10 0 6.2 6.20 3.3	1U	1 0 2 0 4.1 4.10 2.2	2 1 LTR	3	4U	4.1 4.43 2.2	5 1 LTR	
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)	eadwa	10 0 3 0 7.1 7.10 3.5 3.50	11 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undi		7 0 105 1 7.1 7.11 3.5	8 1 LTR 1 0 0 0 6.5 6.50 4.0	9 0 10 0 6.2 6.20 3.3	1U	1 0 2 0 4.1 4.10 2.2	2 1 LTR	3	4U	4.1 4.43 2.2	5 1 LTR	
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, and	eadwa	10 0 3 0 7.1 7.10 3.5 3.50	11 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undi		7 0 105 1 7.1 7.11 3.5	8 1 LTR 1 0 0 6.5 6.50 4.00	9 0 10 0 6.2 6.20 3.3	1U	1 0 2 0 4.1 4.10 2.2 2.20	2 1 LTR	3	4U	4.1 4.4 4.4 4.2 2.50	5 1 LTR	
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, and	eadwa	10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undi		7 0 105 1 7.1 7.11 3.5	8 1 LTR 1 0 0 0 0 6.5 6.50 4.0 4.00	9 0 10 0 6.2 6.20 3.3	1U	1 0 2 0 4.1 4.10 2.2 2.20	2 1 LTR	3	4U	4.1 4.43 2.2 2.50	5 1 LTR	
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, and Flow Rate, v (veh/h) Capacity, c (veh/h)	eadwa	10 0 3 0 7.1 7.10 3.5 3.50	11 1 LTR 0 0 0 6.5 6.50 4.00 4.00 ervice	12 0 6 0 Undi		7 0 105 1 7.1 7.11 3.5	8 1 LTR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 0 6.2 6.20 3.3	1U	1 0 2 0 4.1 4.10 2.2 2.20	2 1 LTR	3	4U	4.1 4.43 2.2 2.50	5 1 LTR	
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) Follow-Up Headway (sec) Follow-Up Headway (sec) Tellow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	eadwa	10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undi		7 0 105 1 7.1 7.11 3.5	8 1 LTR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 0 6.2 6.20 3.3	1U	1 0 2 0 4.1 4.10 2.2 2.20 3 1564 0.00	2 1 LTR	3	4U	4.1 4.43 2.2 2.50 5 1345 0.00	5 1 LTR	
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) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)	eadwa	10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undi		7 0 105 1 7.1 7.11 3.5	8 1 LTR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 0 6.2 6.20 3.3	1U	1 0 2 0 4.1 4.10 2.2 2.20 3 1564 0.00 0.0	2 1 LTR	3	4U	4.1 4.4 4.43 2.2 2.50 5 1345 0.00 0.0	5 1 LTR	

HCS WAS TWSC Version 7.9.5 Cedar AM 27 NB.xtw

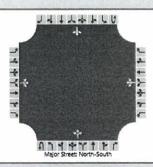
Copyright © 2021 University of Florida. All Rights Reserved.

Generated: 9/19/2021 7:37:54 PM

		Н	CS7	Two-	Way	Stop	o-Co	ntrol	Repo	ort						
General Information							Site	nforn	natior	1						
Analyst	DBZ						Inters	ection			Ceda	Creek a	t Ind Sci	nool		
Agency/Co.		B Zimm	erman T	raffic En	aineerin	a	Jurisd									
Date Performed	9/19/2	_					East/\	West Stre	et	041419	Indep	endence	School	Road		
Analysis Year	2027							/South S		1,500		Creek F			Q1019	
Time Analyzed	AM Pe	eak Build	1				Peak	Hour Fac	tor		0.65					
Intersection Orientation	North	-South			No. of Contract		Analy	sis Time	Period (I	hrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				JANASA		1 1 Y) 4 4 4 4 C								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	ı
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	(
Number of Lanes		0	1	0	27.3	0	1	0	0	0	1	0	0	0	1	-
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	0	6		131	1	13		2	24	36		4	34	
		0	0	0		1	0	0		0				25		
Percent Heavy Vehicles (%)					200	(C. 12)	1									
Proportion Time Blocked						_										
Proportion Time Blocked Percent Grade (%)			0				0					STATE OF THE PARTY		400000000000000000000000000000000000000		-
Proportion Time Blocked Percent Grade (%) Right Turn Channelized			0				0									
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage			0	Undi	vided		0	TE 50								
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		ys			vided											
Proportion Time Blocked Percent Grade (%) Right Turn Channelized		ys	6.5		vided	7.1	6.5	6.2		4.1				4.1		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)		ys			vided			6.2		4.1 4.10				4.1		
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)		7.1 7.10 3.5	6.5 6.50 4.0	6.2 6.20 3.3	vided	7.1 7.11 3.5	6.5 6.50 4.0	6.20		4.10				4.35 2.2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1	6.5 6.50	6.20		4.10				4.35		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0	6.20		4.10				4.35 2.2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0	6.20		4.10				4.35 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, and		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.20		4.10 2.2 2.20				4.35 2.2 2.43		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.20		4.10 2.2 2.20				4.35 2.2 2.43		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 936	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00	6.20		4.10 2.2 2.20 3 1564				4.35 2.2 2.43 6 1370		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 936 0.01	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00 223 833 0.27	6.20		4.10 2.2 2.20 3 1564 0.00				4.35 2.2 2.43 6 1370 0.00		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qss (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 936 0.01 0.0	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5	6.5 6.50 4.0 4.00 223 833 0.27	6.20		3 1564 0.00				4.35 2.2 2.43 6 1370 0.00 0.0		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 14 936 0.01 0.0	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5 3.51	6.5 6.50 4.0 4.00 223 833 0.27 1.1	6.20		3 1564 0.00 7.3 A	.3			4.35 2.2 2.43 6 1370 0.00 0.0 7.6 A	1.8	

General Information		Site Information	
Analyst	DBZ	Intersection	Cedar Creek at Ind School
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	9/19/2021	East/West Street	Independence School Road
Analysis Year	2021	North/South Street	Cedar Creek Road
Time Analyzed	PM Peak	Peak Hour Factor	0.74
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Oak Grove		

Lanes



Approach		Eastb	ound			West	ound			North	oound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	5.5	0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	0	7		31	2	9	178	10	57	152		13	39	2
Percent Heavy Vehicles (%)		0	0	0		0	0	11		0				8		
Proportion Time Blocked														E.		
Percent Grade (%)			0			()									Name of the last
Right Turn Channelized					Ele											
Median Type Storage				Undi	vided											
Critical and Follow-up He	adway	/S														
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		Γ
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.31	1.3	4.10				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)	12.75%	3.50	4.00	3.30	TO TO	3.50	4.00	3.40	20179	2.20		1000	323	2.27	6130	1
Delay, Queue Length, and	Level	of S	ervice													
Flow Rate, v (veh/h)			12			T	57			14			I	18		Г
Capacity, c (veh/h)			895				670			1562				1246		
v/c Ratio			0.01				0.08			0.01				0.01		
95% Queue Length, Q ₉₅ (veh)			0.0				0.3			0.0			1 A US	0.0	1	
Control Delay (s/veh)			9.1				10.9			7.3				7.9		Г
Level of Service (LOS)			A				В			А			United	A	1000	
Approach Delay (s/veh)	1	,	9.1	-		1	0.9		1	0	.4			-	2.0	

Copyright © 2021 University of Florida. All Rights Reserved.

HCS WM TWSC Version 7.9.5 Cedar PM 21.xtw Generated: 9/19/2021 7:41:00 PM

		Н	CS7	Two-	Way	Stop	o-Co	ntrol	Rep	ort						
General Information							Site	Inforn	natio	1						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	t Ind Sci	hool		
Agency/Co.	Diane	B Zimm	erman 1	raffic En	gineerin	g	Juriso	liction								
Date Performed	9/19/	2021					East/	West Stre	et		Indep	endence	School	Road		
Analysis Year	2027						North	/South S	Street		Ceda	r Creek F	Road		2558	
Time Analyzed	PM P	eak No B	luild				Peak	Hour Fac	tor		0.74					
Intersection Orientation	North	-South	1001				Analy	sis Time	Period (hrs)	0.25	100				
Project Description	Oak C	Frove														
Lanes																
				74 1 1 4 4 1 4 1		*** *** ** ** ** ** ** ** **		4								
Vehicle Volumes and Ad	justme															
Approach			ound				oound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12	100 PO 100	7	8	9	10	1	2	3	40	4	5	
Number of Lanes	200000	0	1 LTR	0		0	1 LTR	0	0	0	1 LTR	0	0	0	1 LTR	
Configuration		2	0	7	10000	35	2	10	100000	10	64	171		15	44	
Volume (veh/h)		-	0			0	-	11			04	17.1		8	-14	
Volume (veh/h)		0	0	0			0									
Percent Heavy Vehicles (%)		0	0	0		0	0	11		0		25356		0		
Percent Heavy Vehicles (%) Proportion Time Blocked				0						0						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			0	0			0			0						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized					vided					0						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa				vided											
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys	0	Undi	vided		0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 7.1	6.5	Undi	vided	7.1	6.5	6.2		4.1				4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys	0	Undi	vided		0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 7.1 7.10	6.5	Undi	vided	7.1 7.10	6.5	6.2		4.1 4.10				4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0	6.2 6.31 3.3		4.1 4.10 2.2				4.1 4.18 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, and		ys 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.31 3.3		4.1 4.10 2.2 2.20				4.1 4.18 2.2 2.27		
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)		ys 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.31 3.3		4.1 4.10 2.2 2.20				4.1 4.18 2.2 2.27		
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 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.31 3.3		4.1 4.10 2.2 2.20				4.1 4.18 2.2 2.27		
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 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 12 874 0.01	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.31 3.3		4.1 4.10 2.2 2.20 14 1554 0.01				4.1 4.18 2.2 2.27 20 1209 0.02		
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, Q95 (veh)		ys 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.2 6.31 3.3		4.1 4.10 2.2 2.20				4.1 4.18 2.2 2.27		
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 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 2.874 0.01 0.0	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00 64 637 0.10 0.3	6.2 6.31 3.3		4.1 4.10 2.2 2.20 14 1554 0.01 0.0				4.1 4.18 2.2 2.27 20 1209 0.02 0.1		
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) 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)		ys 7.1 7.10 3.5 3.50 I of So	6.5 6.50 4.0 4.00 12 874 0.01 0.0	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 64 637 0.10 0.3 11.3	6.2 6.31 3.3		4.1 4.10 2.2 2.20 14 1554 0.01 0.0 7.3 A	.4			4.1 4.18 2.2 2.27 20 1209 0.02 0.1 8.0 A		

HCS WM TWSC Version 7.9.5 Cedar PM 27 NB.xtw

Generated: 9/19/2021 7:42:14 PM

		Н	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nform	nation	1						
Analyst	DBZ						Interse	ction			Cedar	Creek a	t Ind Sch	nool		
Agency/Co.	Diane	B Zimm	erman Ti	raffic End	gineering		Jurisdi	ction								
Date Performed	9/19/	_					East/V	Vest Stre	et		Indep	endence	School	Road		
Analysis Year	2027					2005	North	South S	treet		Cedar	Creek R	load			
Time Analyzed	PM P	eak Build					Peak H	lour Fact	tor		0.74					
Intersection Orientation	North	-South					Analys	is Time	Period (I	hrs)	0.25					
Project Description	Oak	rove														
Lanes				18425												
				144711		† † † † Street: Nor		* * * *								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			Westl	ound			North	oound			South	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	1
		10	11	12		7	8	9	1U	1	2	3	4U	4	5	1
Priority				0	HVC02200134					THE RESERVE OF THE PERSON NAMED IN	Name and Address of the Owner, where					-
Priority Number of Lanes		0	1	U		0	1	0	0	0	1	0	0	0	1	
Number of Lanes Configuration			LTR				LTR		0		LTR		0		LTR	
Number of Lanes Configuration Volume (veh/h)		2	LTR 0	7		50	LTR 2	14	0	10		200	0	18		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)			LTR				LTR		0		LTR		0		LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		2	LTR 0 0	7		50	LTR 2 0	14	0	10	LTR		0	18	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		2	LTR 0	7		50	LTR 2	14	0	10	LTR		0	18	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		2	LTR 0 0	7 0	a de	50	LTR 2 0	14	0	10	LTR		0	18	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		2 0	LTR 0 0	7 0	vided	50	LTR 2 0	14	0	10	LTR		0	18	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	2 0	LTR 0 0	7 0 Undi	vided	50 0	LTR 2 0	14	0	10 0	LTR		0	18 8	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	2 0 0 ys 7.1	LTR 0 0 0	7 0 Undi	vided	7.1	LTR 2 0	14 11 6.2	0	10 0	LTR		0	18 8	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 7.1 7.10	LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 Undi	vided	7.1 7.10	LTR 2 0 0 6.5 6.50	14 11 6.2 6.31		10 0 4.1 4.10	LTR			18 8 4.1 4.18	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys 7.1 7.10 3.5	6.5 6.5 6.4.0	7 0 Undi	vided	7.1 7.10 3.5	LTR 2 0 0	6.2 6.31 3.3	0	4.1 4.10 2.2	LTR			4.1 4.18 2.2	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.5 4.0 4.00	7 0 Undi	vided	7.1 7.10	LTR 2 0 0 6.5 6.50	14 11 6.2 6.31	0	10 0 4.1 4.10	LTR			18 8 4.1 4.18	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.10 3.5 3.50	6.5 6.50 4.00	7 0 Undi	vided	7.1 7.10 3.5	6.5 6.5 6.50 4.0	6.2 6.31 3.3	0	4.1 4.10 2.2 2.20	LTR			4.1 4.18 2.2 2.27	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		7.1 7.10 3.5 3.50	6.5 6.50 4.00 4.00	7 0 Undi	vided	7.1 7.10 3.5	6.5 6.50 4.00	6.2 6.31 3.3	0	4.1 4.10 2.2 2.20	LTR			4.1 4.18 2.2 2.27	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.10 3.5 3.50	6.5 6.50 4.00 4.00 ervice 12 857	7 0 Undi	vided	7.1 7.10 3.5	6.5 6.5 6.50 4.00 89 611	6.2 6.31 3.3	0	4.1 4.10 2.2 2.20	LTR			4.1 4.18 2.2 2.27	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.10 3.5 3.50	6.5 6.50 4.00 4.00 857 0.01	7 0 Undi	vided	7.1 7.10 3.5	6.5 6.5 6.50 4.0 4.00	6.2 6.31 3.3		10 0 4.1 4.10 2.2 2.20 14 1554 0.01	LTR			4.1 4.18 2.2 2.27 24 1169 0.02	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 12 857 0.01	7 0 Undi	vided	7.1 7.10 3.5	6.5 6.5 6.50 4.0 4.00 89 611 0.15	6.2 6.31 3.3		10 0 4.1 4.10 2.2 2.20 14 1554 0.01 0.0	LTR			4.1 4.18 2.2 2.27 24 1169 0.02 0.1	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Qos (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 12 857 0.01 0.0	7 0 Undi	vided	7.1 7.10 3.5	6.5 6.5 6.50 4.0 4.00 89 611 0.15 0.5	6.2 6.31 3.3	0	10 0 4.1 4.10 2.2 2.20 14 1554 0.01 0.0 7.3	LTR			4.1 4.18 2.2 2.27 24 1169 0.02 0.1 8.1	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)		2 0 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 12 857 0.01	7 0 Undi	vided	7.1 7.10 3.5 3.50	6.5 6.5 6.50 4.0 4.00 89 611 0.15	6.2 6.31 3.3	0	10 0 4.1 4.10 2.2 2.20 14 1554 0.01 0.0 7.3 A	LTR			18 8 4.1 4.18 2.2 2.27 24 1169 0.02 0.1 8.1 A	LTR	

Copyright © 2021 University of Florida. All Rights Reserved.

HCS WM TWSC Version 7.9.5 Cedar PM 27 B.xtw

Generated: 9/19/2021 7:43:49 PM

		H	CS7	Two-	-Way	Stop	o-Co	ntrol	Repo	ort						
General Information							Site	nform	natior	1						
Analyst	DBZ						Inters	ection			Thixto	on at Oa	k Grove			
Agency/Co.	Diane	B Zimn	erman 1	Traffic En	gineering)	Jurisd	iction		993			a see as		y see	
Date Performed	9/19/2	2021					East/	West Stre	et		Thixto	on				
Analysis Year	2021	disa dia				(text)	North	/South S	treet		Oak C	Grove/Th	ixton	1000	SAN S	
Time Analyzed	AM Pe	ak					Peak	Hour Fac	tor		0.94					
Intersection Orientation	North	-South					Analy	sis Time	Period (I	nrs)	0.25		15000			
Project Description	Oak G	rove														
Lanes						ALC: N										
				ጎ ተ ቀ ነ ነ ተ ር		† † † Y Street: Nor		74 444 64								
Vehicle Volumes and Ad	justme	nts							1							
Approach		Easti	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	L
Configuration							LR					TR		LT		L
Volume (veh/h)						90		5			24	89		3	12	
Percent Heavy Vehicles (%)						6		0						67		L
reicent rieavy venicies (%)											133			100	100	
Proportion Time Blocked							0									_
Proportion Time Blocked Percent Grade (%)					-				ALCO ALCO DE							
Proportion Time Blocked Percent Grade (%) Right Turn Channelized							K M					-				
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided	876										
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Undi	vided											
Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	ys		Undi	vided	7.1		6.2						4.1		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	vided			6.2						4.77		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Undi	vided	7.1 6.46 3.5		6.20						-		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	7.1 6.46		6.20						4.77		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		vided	7.1 6.46 3.5		6.20						4.77 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)			ervice		vided	7.1 6.46 3.5	101	6.20						4.77 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, and			ervice		vided	7.1 6.46 3.5	101 901	6.20						4.77 2.2 2.80		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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)			ervice		vided	7.1 6.46 3.5		6.20						4.77 2.2 2.80		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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)			ervice		vided	7.1 6.46 3.5	901	6.20						4.77 2.2 2.80 3 1147		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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			ervice		vided	7.1 6.46 3.5	901 0.11	6.20						4.77 2.2 2.80 3 1147 0.00		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh)			ervice		vided	7.1 6.46 3.5	901 0.11 0.4	6.20						3 1147 0.00 0.0		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		vided	7.1 6.46 3.5 3.55	901 0.11 0.4 9.5	6.20						3 1147 0.00 0.0 8.1 A	.6	

		Н	CS7	Two-	Way	Stop	o-Cor	ntrol	Repo	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ						Interse	ection			Thixto	n at Oak	Grove			-
Agency/Co.	Diane	B Zimm	erman T	raffic Eng	ineering		Jurisdi	iction						TO US	e le jar	
Date Performed	9/19/2						East/V	Vest Stre	et		Thixto	on				and other last
Analysis Year	2027						North	/South S	treet	987	Oak C	Grove/Th	ixton			
Time Analyzed	AM Pe	ak No E	Build				Peak H	Hour Fac	tor		0.94					
Intersection Orientation	North-	-South					Analys	sis Time	Period (I	hrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				JA BYBE		t or Y		114471								
Vehicle Volumes and Ad	justmer	nts														
Approach		Eastb	ound			Westt	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Priority		THE OWNER WHEN THE PERSON NAMED IN	_		-	The second second	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN		THE RESERVE OF THE PARTY OF	-	No. of Concession, Name of Street, or other party of the Concession, Name of Street, or other pa	10000	0	0	1	
Priority Number of Lanes		0	0	0		0	1	0	0	0	1	0	U	0		1000
		0	U	0		0	1 LR	0	0	0	1	TR	U	LT		
Number of Lanes		0	0	0		101		5	0	0	24				12	
Number of Lanes Configuration		0	0						0	0		TR		LT		
Number of Lanes Configuration Volume (veh/h)		0				101		5	0	0		TR		LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0				101		5	0	0		TR		LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0				101	LR	5	0	0		TR		LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0		Undiv	vided	101	LR	5	0	0		TR		LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway				vided	101	LR	5		0		TR		LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway				vided	101	LR	5	0	0		TR		LT 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	leadway				vided	101	LR	5 0		0		TR		LT 3 67		
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)	leadway				vided	7.1	LR	5 0		0		TR		LT 3 67 4.1		
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)	leadway				vided	7.1 6.46	LR	5 0 6.2 6.20		0		TR		LT 3 67 4.1 4.77		
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		Undix	vided	7.1 6.46 3.5	LR	6.2 6.2 6.20 3.3		0		TR		LT 3 67 4.1 4.77 2.2		
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)		ys		Undix	vided	7.1 6.46 3.5	LR	6.2 6.2 6.20 3.3				TR		LT 3 67 4.1 4.77 2.2		
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		ys		Undix	vided	7.1 6.46 3.5	LR	6.2 6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80		
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)		ys		Undix	vided	7.1 6.46 3.5	LR	6.2 6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80		
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)		ys		Undix	vided	7.1 6.46 3.5	LR 113 893	6.2 6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80		
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		ys		Undix	vided	7.1 6.46 3.5	LR 113 893 0.13	6.2 6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80		
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, Qos (veh)		ys		Undix	vided	7.1 6.46 3.5	113 893 0.13 0.4	6.2 6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80 3 1135 0.00 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, Qos (veh) Control Delay (s/veh)		ys		Undix	vided	7.1 6.46 3.5 3.55	113 893 0.13 0.4 9.6	6.2 6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80 3 1135 0.00 0.0 8.2 A		

		H	CS7	Two	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	nation	1						
Analyst	DBZ						Inters	ection			Thixt	on at Oa	k Grove			
Agency/Co.		B Zimm	nerman 1	Traffic En	aineerin	a		liction			TO SE	on at oa	K GIOVE			35
Date Performed	9/19/2					,		West Stre	et		Thixt	on				_
Analysis Year	2027	New 7				0.674		/South		Na diam		Grove/Th	ixton			
Time Analyzed	AM Pe	ak Build	1					Hour Fac			0.94					
Intersection Orientation	North-	South							Period (hrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				1447176		† † † r Street: Nor		74471								
Vehicle Volumes and Adj	justmen	its														
Approach	T	Eastb	ound			West	oound			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	Г
Number of Lanes		0	0	0	1000	0	1	0	0	0	1	0	0	0	1	
INGINIDEI OI LAITES							LR				-	TR		LT		Г
Configuration																
			100			106		24			35	116		59	46	83
Configuration						106 6		24			35	116		59 67	46	
Configuration Volume (veh/h)											35	116			46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)						6	0				35	116			46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						6	0				35	116			46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided	6					35	116			46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	rs.		Undi	vided	6	0				35	116			46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway	75		Undi	vided	6	0				35	116			46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadway	75		Undi	vided	6		0			35	116		67	46	
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	rs .		Undi	vided	7.1		6.2			35	116		4.1	46	
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)	leadway	rs —		Undi	vided	7.1		6.2			35	116		4.1	46	
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)			ervice		vided	7.1 6.46 3.5		6.2 6.20 3.3			35	116		4.1 4.77 2.2	46	
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)			ervice		vided	7.1 6.46 3.5	138	6.2 6.20 3.3			35	116		4.1 4.77 2.2	46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	7.1 6.46 3.5		6.2 6.20 3.3			35	116		4.1 4.77 2.2 2.80	46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		vided	7.1 6.46 3.5	138	6.2 6.20 3.3			35	116		4.1 4.77 2.2 2.80	46	
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)			ervice		vided	7.1 6.46 3.5	138 706	6.2 6.20 3.3			35	116		4.1 4.77 2.2 2.80	46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.46 3.5	138 706 0.20	6.2 6.20 3.3			35	116		4.1 4.77 2.2 2.80 63 1104 0.06	46	
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)			ervice		vided	7.1 6.46 3.5	138 706 0.20 0.7	6.2 6.20 3.3			35	116		4.1 4.77 2.2 2.80 63 1104 0.06 0.2	46	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		vided	7.1 6.46 3.5 3.55	138 706 0.20 0.7 11.3	6.2 6.20 3.3			35	116		4.1 4.77 2.2 2.80 63 1104 0.06 0.2 8.5 A	.0	

		H	CS7	Two-	Way	Stop	-Coi	ntrol	Repo	ort						
General Information							Site	nforn	nation	1						
Analyst	DBZ						Inters	ection			Thixte	on at Oal	k Grove			
Agency/Co.		B Zimm	erman T	raffic En	gineering	,	Jurisd		71.27	NE DES						
Date Performed	9/19/2							West Stre	et		Thixte	on				
Analysis Year	2021							/South S				Grove/Th	ixton	92000		
Time Analyzed	PM Pe	ak						Hour Fac		Alexander	0.92					
Intersection Orientation	North-		N. S. S.	40526		1000		sis Time		hrs)	0.25		930.546		rie ei v	
Project Description	Oak G															1/4
Lanes											100					
				1447176		† *		1441								
Vehicle Volumes and Ad	justmer	nts			Major	Street: Nor	tn-South								355	
Approach		Eastb	ound			Westl	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Movement		CONTRACTOR OF THE PERSON NAMED IN	Secretarion of the last		The real Property lies	Contract of the last			411			1 2	4U	4	5	
Priority		10	11	12		7	8	9	10	1	2	3	70		700	
		0	0	0		0	1	0	0	0	1	0	0	0	1	-
Priority			_								-	_				-
Priority Number of Lanes			_				1				-	0		0		
Priority Number of Lanes Configuration			_			0	1	0			1	0 TR		0 LT	1	-
Priority Number of Lanes Configuration Volume (veh/h)			_			129	1	7			1	0 TR		0 LT 6	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)			_			129	1	7			1	0 TR		0 LT 6	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked			_			129	1 LR	7			1	0 TR		0 LT 6	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			_	0	ivided	129	1 LR	7			1	0 TR		0 LT 6	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway	0	_	0	ivided	129	1 LR	7			1	0 TR		0 LT 6	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	0	_	0	ivided	129	1 LR	7			1	0 TR		0 LT 6	1	-
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	leadway	0	_	0	ivided	129	1 LR	7 0			1	0 TR		0 LT 6 17	1	-
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)	leadway	0	_	0	ivided	0 129 3	1 LR	7 0			1	0 TR		0 LT 6 17	1	-
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)	leadway	0	_	0	ivided	7.1 6.43	1 LR	0 7 0			1	0 TR		0 LT 6 17	1	-
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 /s	0	Undi	ivided	7.1 6.43 3.5	1 LR	6.2 6.2 6.20			1	0 TR		0 LT 6 17 4.1 4.27 2.2	1	-
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 /s	0	Undi	vided	7.1 6.43 3.5	1 LR	6.2 6.2 6.20			1	0 TR		0 LT 6 17 4.1 4.27 2.2	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		0 /s	0	Undi	vided	7.1 6.43 3.5	1 LR	6.2 6.2 6.20			1	0 TR		0 LT 6 17 4.1 4.27 2.2 2.35	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)		0 /s	0	Undi	ivided	7.1 6.43 3.5	1 LR	6.2 6.2 6.20			1	0 TR		0 LT 6 17 4.1 4.27 2.2 2.35	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)		0 /s	0	Undi	ivided	7.1 6.43 3.5	1 LR	6.2 6.2 6.20			1	0 TR		0 LT 6 17 4.1 4.27 2.2 2.35	1	-
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) Follow-Up Headway (sec) Tollow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec)		0 /s	0	Undi	ivided	7.1 6.43 3.5	1 LR	6.2 6.2 6.20			1	0 TR		0 LT 6 17 4.1 4.27 2.2 2.35	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		0 /s	0	Undi	ivided	7.1 6.43 3.5	1 LR 0 0 148 864 0.17 0.6	6.2 6.2 6.20			1	0 TR		0 LT 6 17 4.1 4.27 2.2 2.35 7 1309 0.00 0.0	1	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		0 /s	0	Undi	ivided	7.1 6.43 3.5 3.53	1 LR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.2 6.20			1	0 TR		0 LT 6 17 4.1 4.27 2.2 2.35 7 1309 0.00 0.0 7.8 A	1	-

		HO	CS7	Two-	Way	Stop	o-Coi	ntrol	Rep	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ					19-24-11-1	Inters	ection			Thixto	on at Oal	k Grove			
Agency/Co.	Diane B Zi	mme	rman T	raffic En	gineering	,	Jurisd									
Date Performed	9/19/2021	-		Torric En	9.110-1111			West Stre	et		Thixto	on.				
Analysis Year	2027							/South S		777.00		rove/Th	ixton	9795-25		
Time Analyzed	PM Peak N	lo Bu	uild					Hour Fac			0.92					
Intersection Orientation	North-Sou		and .					sis Time		hrs)	0.25		5500			
Project Description	Oak Grove						Alluly	313 711110	renou (11137	0.23			10 2 2 2 2		
Lanes	Our Grove				Carlo Sal				10000			NE SERVE				
				14 4 7 4 6 6		۲		74 474 47								
Vehicle Volumes and Adj	_					Street: Nor										
Approach	F.	astbo	ound			Westk	pound			North	bound			South	bound	
тфрическ		_		1		-					T		A SECURITION OF SECURITION SECURI	A STATE OF THE OWNER,	The state of the last	10000
Movement	U	-	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Movement Priority	U 1	0	11	12	U	7	8	9	1U	1	2	3	4U	4	5	
Movement Priority Number of Lanes	U	0			U		8					3	-	4 0		-
Movement Priority	U 1	0	11	12	U	7	8	9	1U	1	1	3 0 TR	4U	4 0 LT	5	-
Movement Priority Number of Lanes	U 1	0	11	12	U	7 0 145	8	9 0 7	1U	1	2	3	4U	4 0 LT 6	5	
Movement Priority Number of Lanes Configuration	U 1	0	11	12	U	7	8	9	1U	1	1	3 0 TR	4U	4 0 LT	5	
Movement Priority Number of Lanes Configuration Volume (veh/h)	U 1	0	11	12	U	7 0 145	8	9 0 7	1U	1	1	3 0 TR	4U	4 0 LT 6	5	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U 1	0	11	12	U	7 0 145 3	8	9 0 7	1U	1	1	3 0 TR	4U	4 0 LT 6	5	-
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U 1	0	11	12 0		7 0 145 3	8 1 LR	9 0 7	1U	1	1	3 0 TR	4U	4 0 LT 6	5	-
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	U I	0	11	12 0	U	7 0 145 3	8 1 LR	9 0 7	1U	1	1	3 0 TR	4U	4 0 LT 6	5	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U I	0	11	12 0		7 0 145 3	8 1 LR	9 0 7	1U	1	1	3 0 TR	4U	4 0 LT 6	5	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	U I	0	11	12 0		7 0 145 3	8 1 LR	9 0 7	1U	1	1	3 0 TR	4U	4 0 LT 6	5	
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	U I	0	11	12 0		7 0 145 3	8 1 LR	9 0 7 0	1U	1	1	3 0 TR	4U	4 0 LT 6 17	5	-
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)	U I	0	11	12 0		7 0 145 3	8 1 LR	9 0 7 0	1U	1	1	3 0 TR	4U	4 0 LT 6 17	5	-
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 I	0	11	12 0		7 0 145 3 7.1 6.43	8 1 LR	9 0 7 0	1U	1	1	3 0 TR	4U	4 0 LT 6 17 4.1 4.27	5	-
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)	eadways		11 0	12 0 Undi		7 0 145 3 7.1 6.43 3.5	8 1 LR	9 0 7 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.0 LT 6 17 4.1 4.27 2.2	5	
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)	eadways		11 0	12 0 Undi		7 0 145 3 7.1 6.43 3.5	8 1 LR	9 0 7 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.0 LT 6 17 4.1 4.27 2.2	5	
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	eadways		11 0	12 0 Undi		7 0 145 3 7.1 6.43 3.5	B 1 LR	9 0 7 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.1 4.27 2.2 2.35	5	
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	eadways		11 0	12 0 Undi		7 0 145 3 7.1 6.43 3.5	8 1 LR	9 0 7 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.0 LT 6 17 4.1 4.27 2.2 2.35	5	-
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	eadways		11 0	12 0 Undi		7 0 145 3 7.1 6.43 3.5	8 1 LR 00 0 165 851	9 0 7 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.1 4.27 2.2 2.35	5	
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)	eadways		11 0	12 0 Undi		7 0 145 3 7.1 6.43 3.5	8 1 LR 00 165 851 0.19	9 0 7 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 6 17 4.1 4.27 2.2 2.35 7 1285 0.01	5	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	eadways		11 0	12 0 Undi		7 0 145 3 7.1 6.43 3.5	8 1 LR 00 00 165 851 0.19 0.7	9 0 7 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4 0 LT 6 17 4.1 4.27 2.2 2.35 7 1285 0.01 0.0	5	-
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) 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)	eadways		11 0	12 0 Undi		7 0 145 3 7.1 6.43 3.5 3.53	8 1 LR 00 165 851 0.19 0.7 10.2	9 0 7 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.1 4.27 2.2 2.35 7 1285 0.01 0.0 7.8 A	5	-

		H	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nform	ation							
Analyst	DBZ						Interse	ection			Thixto	n at Oak	Grove		-	-
Agency/Co.		B Zimm	erman Tı	raffic Enc	jineering		Jurisdi	ction								
Date Performed	9/19/2						East/M	Vest Stre	et		Thixto	n				
Analysis Year	2027						North	/South S	treet		Oak C	rove/Th	ixton			
Time Analyzed	PM Pe	ak Build					Peak H	lour Fact	or		0.92					
Intersection Orientation	North	-South	2E A - 10				Analys	is Time I	Period (h	nrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				74 4 7 4 5 6	คา	} 1 4 Y	t Fr	74 444 6								
Vehicle Volumes and Ad	justme	nts			Major	Street: Nort	n-south									
Approach	T	Eastb	ound			Westb	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	
	THE REAL PROPERTY.	40	11	12		7	8	9	1U	1	2	3	4U	4	5	
Priority		10	1100												The second second second	
Priority Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	
			0	0		0	1 LR	0	0	0	1	0 TR	0	0 LT	1	
Number of Lanes			0	0		163		70	0	0	47		0		42	
Number of Lanes Configuration			0	0					0	0		TR	0	LT		
Number of Lanes Configuration Volume (veh/h)			0	0		163		70	0	0		TR	0	LT 43		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)			0	0		163		70	0	0		TR	0	LT 43		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked			0	0		163	LR	70	0	0		TR	0	LT 43		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			0		vided	163	LR	70	0	0		TR	0	LT 43		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0	0		vided	163	LR	70	0	0		TR	0	LT 43		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	0	0		vided	163	LR	70	0	0		TR	0	LT 43		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	0	0		vided	163	LR	70 0	0	0		TR	0	LT 43 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)	leadwa	0	0		vided	163 3	LR	70 0		0		TR	0	LT 43 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)	leadwa	0	0		vided	7.1 6.43	LR	70 0 6.2 6.20	0	0		TR	0	LT 43 2 2 4.1 4.12		
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)		o ys		Undi	vided	7.1 6.43 3.5	LR	70 0 6.2 6.20 3.3		0		TR	0	LT 43 2 4.1 4.12 2.2		
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)		o ys		Undi	vided	7.1 6.43 3.5	LR	70 0 6.2 6.20 3.3		0		TR	0	LT 43 2 4.1 4.12 2.2		
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		o ys		Undi	vided	7.1 6.43 3.5	LR	70 0 6.2 6.20 3.3		0		TR		4.1 4.12 2.2 2.22		
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, at Flow Rate, v (veh/h)		o ys		Undi	vided	7.1 6.43 3.5	LR 0	70 0 6.2 6.20 3.3				TR		LT 43 2 4.1 4.12 2.2 2.22 47		
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)		o ys		Undi	vided	7.1 6.43 3.5	LR 00 00 00 00 00 00 00 00 00 00 00 00 00	70 0 6.2 6.20 3.3				TR		4.1 4.12 2.2 2.22		
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		o ys		Undi	vided	7.1 6.43 3.5	LR 253 727 0.35	70 0 6.2 6.20 3.3		0		TR		4.1 4.12 2.2 2.22 47 1311 0.04		
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, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)		o ys		Undi	vided	7.1 6.43 3.5	253 727 0.35	70 0 6.2 6.20 3.3				TR		4.1 4.12 2.2 2.22 2.22 47 1311 0.04 0.1		
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) V/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		o ys		Undi	vided	7.1 6.43 3.5 3.53	253 727 0.35 1.6 12.6	70 0 6.2 6.20 3.3				TR		4.1 4.12 2.2 2.22 47 1311 0.04 0.1 7.8 A		

		H	CS7	Two-	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	nation	1						
Analyst	DBZ						Inters	ection			Oak	Frove at	Entrance			
Agency/Co.	Diane	B Zimm	nerman 1	Traffic En	gineering	3		liction	Victor.						0	
Date Performed	9/19/2	AU ENGINEERO					East/	West Stre	et		Oak (rove				
Analysis Year	2027		1					/South S			Oak	Grove/En	trance		100 M	
Time Analyzed	AM Pe	ak Build	j					Hour Fac			0.94					
Intersection Orientation	North	-South						sis Time		hrs)	0.25			N. P. P. P. R.		
Project Description	Oak G	irove														_
Lanes																
				1447120		The Streets Nor	† † r	4 1 7 4 5 6								
Vehicle Volumes and Ad	justmei	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	
Configuration							LR					TR		LT		
						30	1 10	29			29	90		15	9	
Volume (veh/h)						0		3						7		
Volume (veh/h) Percent Heavy Vehicles (%)			14/2/2019	THE ROOM			9.9						197.9	100		15
					-		-									
Percent Heavy Vehicles (%)							0					-	_			
Percent Heavy Vehicles (%) Proportion Time Blocked							0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Undi	vided		b					9275				
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway	ys		Undi	vided		D.									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	ys		Undi	vided	7.1		6.2						4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadway	ys .		Undi	vided			6.2						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)	leadway	ys .		Undi	vided	7.1	0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadway	ys		Undi	vided	7.1 6.40		6.23						4.17		
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)			ervice		vided	7.1 6.40 3.5		6.23						4.17		
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)			ervice		vided	7.1 6.40 3.5	63	6.23						4.17		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	7.1 6.40 3.5		6.23						4.17 2.2 2.26		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		vided	7.1 6.40 3.5	63	6.23						4.17 2.2 2.26		
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)			ervice		vided	7.1 6.40 3.5	63 921	6.23						4.17 2.2 2.26 16 1429		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.40 3.5	63 921 0.07	6.23						4.17 2.2 2.26 16 1429 0.01		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)			ervice		vided	7.1 6.40 3.5	63 921 0.07 0.2	6.23						4.17 2.2 2.26 16 1429 0.01 0.0		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		vided	7.1 6.40 3.5 3.50	63 921 0.07 0.2 9.2	6.23						4.17 2.2 2.26 16 1429 0.01 0.0 7.5	7	

		H	CS7	Two-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site I	nform	ation							
Analyst	DBZ						Interse	ection			Oak G	rove at	Entrance			
Agency/Co.	Diane I	3 Zimm	erman T	raffic En	gineering		Jurisdi	ction	Region	Sales (Takke	
Date Performed	9/19/2						East/V	est Stre	et		Oak G	irove				
Analysis Year	2027						North	South S	treet		Oak C	rove/En	trance			
Time Analyzed	PM Pea	ak Build					Peak H	lour Fact	tor		0.92				***************************************	-
Intersection Orientation	North-	South				3.53	Analys	is Time I	Period (h	nrs)	0.25					
Project Description	Oak Gr	ove														
Lanes																
				7447177		The Street: North		14446								
Vehicle Volumes and Ad	justmer	its														
Approach		Eastb	ound			Westh	ound			North	bound			South	oound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	
0::		10	11	12		7	8	9	1U	1	2	3	4U	4	5	L
Priority			0	0	HARMONE		1	0	0			0	0	0	1	
Number of Lanes		0	0	U		0		U	U	0	1	-	-			-
		0	0	U		U	LR	U	Ü	0	1	TR		LT		
Number of Lanes		0	0	U		101		16		0	19			LT 25	32	
Number of Lanes Configuration		0	0	U						0		TR		LT		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0				101	LR	16		0		TR		LT 25		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0				101		16				TR		LT 25		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0				101	LR	16		0		TR		LT 25		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage					ivided	101	LR	16				TR		LT 25		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway				ivided	101 0	LR	16 0				TR		LT 25 4		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	Headway				ivided	101 0	LR	16 0				TR		LT 25 4		
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)	Headway				ivided	7.1 6.40	LR	16 0 6.2 6.20				TR		LT 25 4 4 4.1 4.14		
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)	leadway				ivided	7.1 6.40 3.5	LR	6.2 6.2 6.20 3.3				TR		LT 25 4 4.1 4.14 2.2		
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)		ys .		Und	ivided	7.1 6.40	LR	16 0 6.2 6.20				TR		LT 25 4 4 4.1 4.14		
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 .		Und	ivided	7.1 6.40 3.5	LR	6.2 6.2 6.20 3.3				TR		4.1 4.14 2.2 2.24		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys .		Und	ivided	7.1 6.40 3.5	LR	6.2 6.2 6.20 3.3				TR		4.1 4.14 2.2 2.24		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		ys .		Und	ivided	7.1 6.40 3.5	LR	6.2 6.2 6.20 3.3				TR		4.1 4.1 4.14 2.2 2.24		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)		ys .		Und	ivided	7.1 6.40 3.5	LR 127 860 0.15	6.2 6.2 6.20 3.3				TR		4.1 4.1 4.14 2.2 2.24 27 1498 0.02		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)		ys .		Und	ivided	7.1 6.40 3.5	127 860 0.15 0.5	6.2 6.2 6.20 3.3				TR		4.1 4.14 2.2 2.24 27 1498 0.02 0.1		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys .		Und	ivided	7.1 6.40 3.5	LR 127 860 0.15	6.2 6.2 6.20 3.3				TR		25 4 4.1 4.14 2.2 2.24 27 1498 0.02 0.1 7.4		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys .		Und	ivided	7.1 6.40 3.5 3.50	127 860 0.15 0.5 9.9 A	6.2 6.2 6.20 3.3				TR		25 4 4.1 4.14 2.2 2.24 27 1498 0.02 0.1 7.4 A	32	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		ys .		Und	ivided	7.1 6.40 3.5 3.50	127 860 0.15 0.5	6.2 6.2 6.20 3.3				TR		25 4 4.1 4.14 2.2 2.24 27 1498 0.02 0.1 7.4 A		

		H	CS7	Two-	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	natio	n						
Analyst	DBZ						Inters	ection			Thixte	on at Peb	ble Trac	e		
Agency/Co.		B Zimn	nerman 1	Traffic En	gineerin	a		liction			LESS STATE					
Date Performed	9/19/						East/	West Str	eet		Thixte	on Lane				
Analysis Year	2021						-	/South		W. S.	Pebb	e Trace				W.D.
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.90					
Intersection Orientation	East-	Vest					Analy	sis Time	Period (hrs)	0.25		LEY, ST	STELSE		
Project Description	Oak (rove														
Lanes																
				144446	n f	ቀ ነገ	st-West	4 1 7 4 4 7 0								
Vehicle Volumes and Adj	justme	nts														
Approach		East	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	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Configuration	Marie Total	10	74				88	15					950	35	304	26
Volume (veh/h)														0		4
		0									-					118
Volume (veh/h)		0								193					0.00	100
Volume (veh/h) Percent Heavy Vehicles (%)		0												(0	-
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0												(0	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0		Undi	vided										0	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa			Undi	vided										0	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa			Undi	vided									7.1	0	6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys		Undi	vided											100000
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys 4.1		Undi	vided									7.1		6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	ys 4.1 4.10		Undi	vided									7.1 6.40		6.2 3.3
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 2.20			vided									7.1 6.40 3.5		6.2 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 4.1 4.10 2.2 2.20			vided									7.1 6.40 3.5	68	6.2 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys 4.1 4.10 2.2 2.20			vided									7.1 6.40 3.5		6.2 3.3
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)		ys 4.1 4.10 2.2 2.20 I of So			vided									7.1 6.40 3.5	68	6.2 3.3
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)		4.1 4.10 2.2 2.20 I of Se 11 1487			vided									7.1 6.40 3.5	68 839	6.2 3.3
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		4.1 4.10 2.2 2.20 1 of So 11 1487 0.01			vided									7.1 6.40 3.5	68 839 0.08	6.2 3.3
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 95% Queue Length, Qas (veh)		4.1 4.10 2.2 2.20 1 of Se 11 1487 0.01 0.0			vided									7.1 6.40 3.5	68 839 0.08 0.3	6.2 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys 4.1 4.10 2.2 2.20 11 1487 0.01 0.0 7.4 A			vided									7.1 6.40 3.5 3.50	68 839 0.08 0.3 9.7	6.2

		H	CS7	Two-V	Nay	Stop	-Coi	ntrol	Rep	ort						
General Information							Site	nform	natio	1						
Analyst	DBZ						Inters	ection			Thixto	on at Pel	oble Trac	e		-
Agency/Co.	Diane	B Zimme	erman T	raffic Engi	neering		Jurisd	iction			E CO			NAME OF		
Date Performed	9/19/	2021					East/\	Vest Stre	et		Thixto	on Lane				-
Analysis Year	2027						North	/South 9	Street		Pebbl	e Trace				
Time Analyzed	AM P	eak No B	uild				Peak I	Hour Fac	tor	-	0.90					
Intersection Orientation	East-\	Vest					Analy	sis Time	Period (hrs)	0.25					
Project Description	Oak C	rove	-													
Lanes																
				34 1 14 1 1 1 1		op 'y' 1 Street Ea		2 4 0								
Vehicle Volumes and Adj	justme															
Approach		Eastb	-			-	oound				bound			_	bound	-
			T	R	U	L	T	R	U	L	T	R	U	L	T	
Movement	U	L					-	-	-	-	-	_		40	44	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority Number of Lanes	-	1 0				4	5	0		-	8	9		10	1	1
Priority Number of Lanes Configuration	10	1 0 LT	1	3	4U		1	0 TR		7	-	-		0		1.
Priority Number of Lanes Configuration Volume (veh/h)	10	1 0 LT 10	2	3	4U			0		7	-	-		35	1	1.
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	10	1 0 LT	1	3	4U		1	0 TR		7	-	-		0	1	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	10	1 0 LT 10	1	3	4U		1	0 TR		7	-	-		0 35 0	1 LR	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	10	1 0 LT 10	1	3	4U		1	0 TR		7	-	-		0 35 0	1	0
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	10	1 0 LT 10	1	3	4U 0		1	0 TR		7	-	-		0 35 0	1 LR	1.
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 0 LT 10 0	1	3 0	4U 0		1	0 TR		7	-	-		0 35 0	1 LR	1.
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	10 0	1 0 LT 10 0	1	3 0	4U 0		1	0 TR		7	-	-		0 35 0	1 LR	11.00
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 0 LT 10 0	1	3 0	4U 0		1	0 TR		7	-	-		35 0	1 LR	11.00
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 0 LT 10 0 0 ys	1	3 0	4U 0		1	0 TR		7	-	-		0 35 0	1 LR	12 0 20 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 H Base Critical Headway (sec)	10 0	1 0 LT 10 0 0 ys 4.1 4.10	1	3 0	4U 0		1	0 TR		7	-	-		7.1 6.40	1 LR	1. 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)	1U 0	1 0 LT 10 0 ys 4.1 4.10 2.2 2.20	2 1 83	Undivi	4U 0		1	0 TR		7	-	-		7.1 6.40 3.5	1 LR	1. 0 20 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 H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	1U 0	1 0 LT 10 0 ys 4.1 4.10 2.2 2.20	2 1 83	Undivi	4U 0		1	0 TR		7	-	-		7.1 6.40 3.5	1 LR	1. 0 20 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 H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	1U 0	1 0 LT 10 0 ys 4.1 4.10 2.2 2.20	2 1 83	Undivi	4U 0		1	0 TR		7	-	-		7.1 6.40 3.5	1 LR	1. 0 20 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 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)	1U 0	1 0 LT 10 0 	2 1 83	Undivi	4U 0		1	0 TR		7	-	-		7.1 6.40 3.5	1 LR	1. 0 20 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 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)	1U 0	1 0 LT 10 0 4.1 4.10 2.2 2.20 1 of Sci	2 1 83	Undivi	4U 0		1	0 TR		7	-	-		7.1 6.40 3.5	1 LR	1.20
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	1U 0	1 0 LT 10 0 9 4.1 4.10 2.2 2.20 1 of Se 11 1472 0.01	2 1 83	Undivi	4U 0		1	0 TR		7	-	-		7.1 6.40 3.5	1 LR 00 68 819 0.08	1. 0 20 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 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)	1U 0	1 0 LT 10 0 0	2 1 83	Undivi	4U 0		1	0 TR		7	-	-		7.1 6.40 3.5	1 LR 00 68 819 0.08 0.3	1. 0 20 4

HCS 1860 TWSC Version 7.9.5 Pebble AM 27 NB.xtw

Generated: 9/19/2021 7:48:48 PM

		H	CS7	Two-	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	natio	n						
Analyst	DBZ						Inters	ection			Thixto	on at Peb	oble Trace			
Agency/Co.		B Zimm	nerman 1	Traffic En	gineerin	a	Jurisd									
Date Performed	9/19/				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	9		West Stre	eet		Thixto	on Lane				
Analysis Year	2027	Nation				ta da	_	/South !				le Trace		NEED CO		2
Time Analyzed		eak Build	d					Hour Fac			0.90					
Intersection Orientation	East-\		THE REAL PROPERTY.	(a 5.25		507473			Period (hrs)	0.25					
Project Description	Oak	-								,,,,	- City					
Lanes					No.											979.3
				ህ ላ ት ኢ ላ ላ ላ ላ ላ ላ ላ ላ ላ ላ ላ ላ ላ ላ ላ ላ ላ		ψΥ or Street Ea		74 144 10								
Vehicle Volumes and Ad	ljustme	nts														
Approach		Eastb	oound			West	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	0	1	0	0	0	1	0		0	0	0		0	1	0
		LT						TR							LR	
Configuration			100 CO. 100 CO	C C C C C C C C C C C C C C C C C C C		STREET, SQUARE, SQUARE,		20	5,75500	Person	777337		200	51		35
Volume (veh/h)		13	94				133	20								
		13	94				133	20						0		4
Volume (veh/h)			94				133	20						0		4
Volume (veh/h) Percent Heavy Vehicles (%)			94				133	20							0	4
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked			94				133	20							0	4
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0	94	Und	vided		133	20							0	4
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	łeadwa	0	94	Und	vided		133	20							0	4
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	łeadwa	0	94	Und	vided		133	20								
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	o ys	94	Und	vided		133	20						(6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	0 ys 4.1	94	Und	vided		133	20						7.1	0	6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	Headwa	0 ys 4.1 4.10	94	Und	vided		133	20						7.1 6.40		6.2 6.2 3.3
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 ys 4.1 4.10 2.2 2.20			vided		133	20						7.1 6.40 3.5		6.2 6.2 3.3
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 ys 4.1 4.10 2.2 2.20			vided		133	20						7.1 6.40 3.5	96	6.2 6.2 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		0 4.1 4.10 2.2 2.20			vided		133	20						7.1 6.40 3.5		6.2 6.2 3.3
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, as Flow Rate, v (veh/h)		0 4.1 4.10 2.2 2.20 1 of So			vided		133	20						7.1 6.40 3.5	96	6.2 6.2 3.3
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)		0 4.1 4.10 2.2 2.20 I of So 14 1420			vided		133							7.1 6.40 3.5	96 761	6.2 6.2 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		0 4.1 4.10 2.2 2.20 1 of So 14 1420 0.01			vided		133							7.1 6.40 3.5	96 761 0.13	6.2 6.2 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		0 4.1 4.10 2.2 2.20 1 of Se 14 1420 0.01 0.0			vided		133							7.1 6.40 3.5	96 761 0.13 0.4	6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh) Control Delay (s/veh)		0 4.1 4.10 2.2 2.20 14 1420 0.01 0.0 7.6 A			vided									7.1 6.40 3.5 3.50	96 761 0.13 0.4 10.4	6.2 6.2 3.3

		H	CS7 1	lwo-	Way	Stop	o-Cor	ntrol	Repo	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ						Interse	ection			Thixto	n at Peb	ble Trace	e		
Agency/Co.	Diane	B Zimme	erman Tr	affic End	gineering	7	Jurisdi	iction	Alege			No.				
Date Performed	9/19/2						East/V	Vest Stre	et		Thixto	n Lane				
Analysis Year	2021						North	/South S	treet	Series.	Pebbl	e Trace	THE P			
Time Analyzed	PM Pe	ak					Peak H	Hour Fac	tor		0.92					-
Intersection Orientation	East-V	Vest	16-516				Analys	sis Time	Period (I	nrs)	0.25					
Project Description	Oak G	rove														
Lanes		etain.						E (5)								
				J4 + 7 + L	ካዘ	۰Y) P.C	4 4 4 4 4 6 10								
Vehicle Volumes and Ad	justme	nts			Majo	or Street: Ea	ist-West									
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Daile aide :	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority				•	Service of the last		The second	100000000000000000000000000000000000000		The second second second	Comment Street, and the	Sales and	Care Contractor	Section Visited		
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
	0	O LT	1	0	0	0	1	TR		0	0	0		0	LR	0
Number of Lanes	0		1 144	0	0	0	114			0	0	0		19		9
Number of Lanes Configuration	0	LT			0			TR		0	0	0				9
Number of Lanes Configuration Volume (veh/h)	0	LT 22			0			TR		0	0	0		19		9
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	0	LT 22		0	0			TR		0	0	0		19		9
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	0	LT 22			0			TR		0	0	0		19	LR	9
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	0	LT 22			vided			TR		0	0	0		19	LR	9
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		LT 22 5						TR		0	0			19	LR	9
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		LT 22 5						TR		0	0			19	LR	9 11
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		LT 22 5						TR		0	0			19 5	LR	9 111
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)		LT 22 5						TR						19 5	LR	9 11 6.2 6.3
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)		LT 22 5 5 4.1 4.15						TR						7.1 6.45	LR	9 11 6.2 6.3 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)	leadwa	LT 22 5 5 4.1 4.15 2.2 2.25	144	Undi				TR						7.1 6.45 3.5	LR	9 11 6.2 6.3 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, ar	leadwa	LT 22 5 5 4.1 4.15 2.2 2.25	144	Undi				TR		0				7.1 6.45 3.5	LR	
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	ys 4.1 4.15 2.2 2.25 I of Se	144	Undi				TR		0				7.1 6.45 3.5	LR	9 11 6.2 6.3 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, ar Flow Rate, v (veh/h)	leadwa	LT 22 5 5 4.1 4.15 2.2 2.25 l of Sc 24	144	Undi				TR						7.1 6.45 3.5	LR 30	9 11 6.2 6.3 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, ar Flow Rate, v (veh/h) Capacity, c (veh/h)	leadwa	VS 4.1 4.15 2.2 2.25 I of Se 24 1400	144	Undi				TR						7.1 6.45 3.5	LR 30 695	9 11 6.2 6.3 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, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadwa	ys 4.1 4.15 2.2 2.25 l of Sc 24 1400 0.02	144	Undi				TR						7.1 6.45 3.5	30 695 0.04	9 11 6.2 6.3 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, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh)	leadwa	ys 4.1 4.15 2.2 2.25 l of So 24 1400 0.02 0.1	144	Undi				TR						7.1 6.45 3.5	30 695 0.04 0.1	9 11 6.2 6.3 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, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	leadwa	LT 22 5 5 4.1 4.15 2.2 2.25 1 of \$6 24 1400 0.02 0.1 7.6 A	144	Undi				TR						7.1 6.45 3.5 3.55	30 695 0.04 0.1 10.4	9 11 6.2 6.3 3.3

		H	CS7	Two-	-Way	Sto	o-Coi	ntrol	Rep	ort						
General Information								BOILESA.	nation							
Analyst	DBZ						Inters	ection	ALAU AL IO		Thixto	on at Peb	ble Trace			
Agency/Co.		B Zimn	nerman T	raffic En	aineerin	a	Jurisd									
Date Performed	9/19/2	_				,		Vest Stre	et		Thixto	on Lane				
Analysis Year	2027							/South S				e Trace				VE D
Time Analyzed		ak No I	Build					Hour Fac			0.92					-
Intersection Orientation	East-V								Period (hrs)	0.25		1357.55			
Project Description	Oak G						and the same of									
Lanes		30ES94		3/4/3						is en	A Company					
				07447140	n d	ቀ ም ' or Street Ea	t F C	4 4 4 4 6 0								
Vehicle Volumes and Ad	justme	nts														
Approach		Easti	oound			West	bound			North	bound			South		
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		22	162				128	34						19		9
		5												5		11
Percent Heavy Vehicles (%)		POST DE LA CONTRACTOR									- 100					
Proportion Time Blocked			-										l .	()	
Proportion Time Blocked Percent Grade (%)											SAME AND DESCRIPTION OF THE PERSON OF THE PE		50000000000	Marie Salary	V100000000	
Proportion Time Blocked Percent Grade (%) Right Turn Channelized				11											Sept.	
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	ivided											
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	ys		Undi	ivided											
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	ys 4.1		Undi	ivided									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)	leadway	4.1 4.15		Undi	ivided									7.1 6.45		6.3
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)	leadway	4.1 4.15 2.2		Undi	ivided									7.1 6.45 3.5		6.3
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 4.15 2.2 2.25			ivided									7.1 6.45		6.3
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 4.15 2.2 2.25	ervice		ivided									7.1 6.45 3.5		6.3
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 4.15 2.2 2.25	ervice		ivided									7.1 6.45 3.5	30	6.3 3.3 3.4
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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 4.15 2.2 2.25 I of S	ervice		ivided									7.1 6.45 3.5	30 668	6.3
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)		4.1 4.15 2.2 2.25 I of S	ervice		ivided									7.1 6.45 3.5		6.3
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 4.15 2.2 2.25 I of S 24 1382	ervice		ivided									7.1 6.45 3.5	668	6.3
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 4.15 2.2 2.25 I of S 24 1382 0.02	ervice		ivided									7.1 6.45 3.5	668 0.05	6.3
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, Qoo (veh)		4.1 4.15 2.2 2.25 I of S 24 1382 0.02 0.1	ervice		ivided									7.1 6.45 3.5	668 0.05 0.1	6.3
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 4.15 2.2 2.25 I of S 24 1382 0.02 0.1 7.7 A	ervice		ivided									7.1 6.45 3.5 3.55	668 0.05 0.1 10.6	6.3

		Н	CS7	Two-	Way	Stop	o-Coi	ntrol	Rep	ort						
General Information							Site I	nforn	nation	1						
Analyst	DBZ						Inters	ection			Thixte	on at Peb	oble Trac	e		
Agency/Co.	Diane	B Zimm	erman Ti	raffic En	gineering	,	Jurisd	iction			200					
Date Performed	9/19/					San San San S	East/V	Vest Stre	et		Thixte	on Lane				
Analysis Year	2027						North	/South S	treet		Pebb	le Trace				
Time Analyzed	PM Pe	ak Build	i				Peak I	Hour Fac	tor		0.92			-		******
Intersection Orientation	East-\	Vest		SMI			Analys	sis Time	Period (hrs)	0.25					
Project Description	Oak G	rove														
Lanes					-											
				97447146	1 1 Major	ቀ ም '	ist-West	4 + 4 + 4 0								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastl	oound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
	411	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority	10	'														
Priority Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
	_	_	1	0	0	0	1	0 TR		0	0	0		0	1 LR	0
Number of Lanes	_	0	200	0	0	0	1 151			0	0	0		29		
Number of Lanes Configuration	_	0 LT		0	0	0		TR		0	0	0				1.5
Number of Lanes Configuration Volume (veh/h)	_	0 LT 33		0	0	0		TR		0	0	0		29		15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	_	0 LT 33		0	0	0		TR		0	0	0		29		15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	_	0 LT 33		0	0	0		TR		0	0	0		29	LR	1.5
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	0	0 LT 33 5			0 vided	0		TR		0	0	0		29	LR	15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	0	0 LT 33 5				0		TR		0	0	0		29	LR	15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	0	0 LT 33 5				0		TR		0	0	0		29	LR	1.5
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	0 LT 33 5				0		TR		0	0	0		29 5	LR	1:
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	0 LT 33 5				0		TR		0	0	0		29 5	LR	1! 1 6. 6.3
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)	0	0 LT 33 5 ys 4.1 4.15				0		TR		0	0	0		29 5 7.1 6.45	LR	6. 6.3
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)	0 leadwa	0 LT 33 5 ys 4.1 4.15 2.2 2.25	200	Undi		0		TR		0	0	0		7.1 6.45 3.5	LR	1! 1 1 1 6. 6.3 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)	0 leadwa	0 LT 33 5 ys 4.1 4.15 2.2 2.25	200	Undi		0		TR		0	0	0		7.1 6.45 3.5	LR	1: 1 - 1 - 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) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	0 leadwa	0 LT 33 5 4.1 4.15 2.2 2.25	200	Undi		0		TR		0	0	0		7.1 6.45 3.5	LR	1! 1 1 1 6. 6.3 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)	0 leadwa	0 LT 33 5 4.1 4.15 2.2 2.25 1 of S	200	Undi		0		TR		0	0	0		7.1 6.45 3.5	LR 00	1! 1 1 1 6. 6.3 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, and Flow Rate, v (veh/h) Capacity, c (veh/h)	0 leadwa	0 LT 33 5 4.1 4.15 2.2 2.25 8 of S	200	Undi				TR		0	0	0		7.1 6.45 3.5	LR 00 00 00 00 00 00 00 00 00 00 00 00 00	1! 1 1 1 6. 6.3 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	0 leadwa	0 LT 33 5 4.1 4.15 2.2 2.25 8 of S 36 1331 0.03	200	Undi				TR		0	0	0		7.1 6.45 3.5	LR 00 00 00 00 00 00 00 00 00 00 00 00 00	6. 6.3
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) V/c Ratio 95% Queue Length, Qss (veh)	0 leadwa	0 LT 33 5 4.1 4.15 2.2 2.25 36 1331 0.03 0.1	200	Undi				TR		0	0	0		7.1 6.45 3.5	LR 48 597 0.08 0.3	1! 1 1 1 6. 6.3 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, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)	0 leadwa	0 LT 33 5 4.1 4.15 2.2 2.25 36 1331 0.03 0.1 7.8 A	200	Undi				TR		0	0			7.1 6.45 3.5 3.55	LR 48 597 0.08 0.3 11.6	6. 6.3

		HCS	/ Sig	nalize	d Inte	rsect	ion R	esu	iits :	sun	ımary					
General Inforn	nation								Inter	react	ion Info	rmatio	n	THE REAL PROPERTY.	4,441	No.
	lation	Dinna B. Zimmarma	n Troffi	c Engin	noring				-	_	-		111			
Agency		Diane B. Zimmerma DBZ	iii iiaili		AND DESCRIPTION OF THE PERSONS ASSESSMENT	9/19/20	021		Duration, h 0.250 Area Type Other					- 2		
Analyst		DBZ		-	The state of the last of the l	-	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND		PHF			0.94		4		
Jurisdiction		Dandataura Dand		Time F					-	-	Pariod	1> 7:0	0	- 3		
Urban Street		Bardstown Road		-	is Year	-	- 454 04		Anai	lysis i	Period	12 7:0	U	-		
Intersection		Thixton	-	File Na	ame	Inixtor	n AM 21	.xus	-			-		- 4	4 1 4 17 1	
Project Descrip	tion	Oak Grove	0000000		100000	A 6 40 M			REAL PROPERTY.				ME INC.	-	C.S. SE.JE., V.S.	
Demand Inform	nation	2 MANUS - 43 MANUS	25-347416		EB			W	/B			NB			SB	
Approach Move				L	T	R	L	1	Г	R	L	T	R	L	T	R
Demand (v), v	-			97	0	53					231	1587			758	56
Signal Informa	_					TT	1							KŤ		7
Cycle, s	120.0	Reference Phase	2		51	50	3						1	2	3	4
Offset, s	0	Reference Point	End	Green	-	67.6	23.4	0.	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	-	5.0	3.6	0.	-	0.0	0.0	_	1 4	1		
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.	0	0.0	0.0	Alexander of the second	5	6	2	SCHOOL SECTION
Timer Results			NA ONE	EBI		EBT	WBL		WE	зт	NBL		NBT	SB		SBT
Assigned Phas	-					4		1			5		2			6
Case Number	1000	100	12.0					1.0		4.0	10000		7.3			
Phase Duration			30.0					15.4	-	90.0			74.6			
Change Period	And in column 2 is not a local	c) s	200	THE RES		6.6	No.				6.6		7.0		- F	7.0
-	NAMES AND ADDRESS OF TAXABLE PARTY.					3.2				-	3.0	-	0.0			0.0
Max Allow Headway (<i>MAH</i>), s Queue Clearance Time (<i>g</i> s), s						25.4			COLUMN TO SERVICE	Name of	8.7	EV 155	0.0		200 500	N. C.
Green Extension	NAME OF TAXABLE PARTY.					0.0					0.2		0.0			0.0
Phase Call Pro	-	(90),0			90 100	1.00	1000		31.85	550	1,00	_		10000	100 BE	
Max Out Proba	-				-	1.00					0.18					
								144				NID			CD	
Movement Gr	-	sults	4000		EB	-		W	-	-		NB T	-		SB	_ D
Approach Mov	The second division in which the second			L	T	R	L	Т	_	R	L	-	R	L	6	R
Assigned Move	_			7	4	14	0.000		-		5	2		1	-	16
Adjusted Flow	_	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.			160	-	-	10000	-		246	1688	10000000		806 1724	154
	_	ow Rate (s), veh/h/	n		1707						1781	1766		1250.00	-	-
Queue Service					10.0			1.000			6.7	33.9	Part Control		16.0	2.1
	-	ce Time (gc), s			10.0				-		6.7	33.9			16.0	0.5
Green Ratio (Name and Address of the Owner, where			-	0.20	-		ESTER		100000	0.65	0.69	50799 013	-	0.56	871
Capacity (c),	-	atio (V)		-	333						481	0.691			0.415	-
Volume-to-Cap	_	Section 1997 Section 2011		1000000	0.479		2000				-	The second second			257	32.
A STATE OF THE PARTY OF THE PAR	THE RESIDENCE PROPERTY.	t/In (95 th percentile	Address of the latest owners to	25/35	192.6	9/10/2000				23.9	4.0	422.7 16.5			9.8	1.3
The second secon		eh/in (95 th percent	And in case of the last of the	Total Care	7.6		100			1500	0.34	0.00	1252705		0.00	0.0
Contract of the Contract of th	AND RESIDENCE OF THE PARTY OF	(RQ) (95 th percen	iie)		0.00			595			10.5	10.9			15.0	11.
Uniform Delay					42.9			900	100	V S S	0.3	1.6	78925	10000	0.7	0.2
ncremental Delay (d 2), s/veh				-	0.4			1000			0.0	0.0			0.0	0.0
Initial Owner 5	nitial Queue Delay (d 3), s/veh				43.3				+		10.8	12.6			15.6	12.
_					43.3 D						B	12.6 B			13.6 B	12. B
Control Delay	vel of Service (LOS)			40		0	0.0			13100	12.3	-	В	15.	1	В
Control Delay Level of Service	oproach Delay, s/veh / LOS tersection Delay, s/veh / LOS			43.	3	D 14	4.9				12.3		Ь	B 15.	7	D
Control Delay Level of Service Approach Dela	and the second second second second	eh / LOS			Marine Contract of	THE OWNER OF THE OWNER,		23628		25 5 6		SHEE				
Control Delay Level of Service Approach Dela	and the second second second second	eh / LOS														
Control Delay Level of Service Approach Dela	elay, s/v	eh / LOS			EB			W	В		-	NB	The section		SB	375
Control Delay Level of Servic Approach Dela Intersection De	elay, s/v			2.3	-	В	2.32	-	В	3	1.35	-	A	1.6	-	В

		HCS	, oig	ııdıiZe	u inte	Sect	ion R	CSL	IIIS	oun	midry					
General Inform	ation								Inte	ersect	ion Info	rmatio	n	1 3	14,441,8	292
Agency	lation	Diane B. Zimmerma	n Traff	ic Engin	eering	-			-	ation,	-	-		111		
Analyst		DBZ	iii iidii	CONTRACTOR OF THE PARTY OF THE	sis Date	9/19/2	021		Duration, h 0.250 Area Type Other					4		
Jurisdiction		-		Time F	-	AM Pe	MARKAGE CONTRACTOR		PHF			0.94		4		
Urban Street		Bardstown Road			-	2027 No Build			-	MANAGEMENT TO	Period	1> 7:0	0	7		
Intersection	DOMESTIC SERVICE PROPERTY.	Thixton		File N		Thixton AM 27 NB.			-	,		1		1	***	
Project Descrip	tion	Oak Grove		11 110 111		Timato		110	7,00			Manager Street	-	1 7	11 147 1	0
				Maria Carlo		967019		TO BE								
Demand Inform	nation				EB			W	/B			NB			SB	
Approach Move	ment			L	T	R	L	1	Г	R	L	T	R	L	Т	R
Demand (v), v	eh/h			109	0	60	125.6				260	1685			805	63
A CONTRACTOR OF STREET	Secretary F	A CONTRACT OF STREET					ALCOHOL: N	Seption 1			STATE OF STREET					
Signal Informa	tion					71	2							-4		
Cycle, s	120.0	Reference Phase	2	1	151	50	R			1			1	1 2	3	0
Offset, s	0	Reference Point	End	Green	9.8	66.6	23.4	0.	0	0.0	0.0			Recei S		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.6	5.0	3.6	0.	0	0.0	0.0	_ 5	14			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.	0	0.0	0.0		6	6	7	
Timer Results					L	EBT	WBI	-	W	ВТ	NBL		NBT	SB	_	SBT
Assigned Phase						4		_			5		2			6
Case Number					-	12.0					1.0	_	4.0			7.3
Phase Duration, s						30.0	Mail Committee of the		BURNING STREET		16.4				-	73.6
Change Period, (Y+Rc), s					200	6.6	9 10 10	-		1	6.6	7.0			-	7.0
Max Allow Headway (MAH), s						3.2					3.0		0.0	_		0.0
	Queue Clearance Time (g s), s					25.4	Descale.				9.6			State		
Green Extension	COLUMN TO COLUMN TO STATE OF THE PARTY OF TH	(ge), s				0.0					0.2		0.0			0.0
Phase Call Pro	-					1.00					1.00	_				
Max Out Proba	Dility		SHOW STAN	_	-	1.00			E	100000000	0.49	100000000000000000000000000000000000000		NAME OF TAXABLE PARTY.	-	100,000
Movement Gro	oup Res	sults			EB	Contract of	10 FE	W	В	55.00		NB	Hereit H	annua.	SB	
Approach Move				L	T	R	L	Т	T	R	L	Т	R	L	T	R
Assigned Move	THE RESERVE OF THE PERSON NAMED IN	SECTION SEC		7	4	14	200				5	2		arso	6	16
Adjusted Flow	STATE OF THE PERSON NAMED IN	/), veh/h			180				1		277	1793			856	67
NAME AND ADDRESS OF TAXABLE PARTY.	NAME OF TAXABLE PARTY.	ow Rate (s), veh/h/	n		1706	988	10000			130	1781	1766			1724	154
Queue Service	THE RESERVE OF THE PERSON NAMED IN		-		11.4						7.6	38.1			17.7	2.4
Cycle Queue C	learand	ce Time (gc), s			11.4	152.00					7.6	38.1	Section 1	1000	17.7	2.4
Green Ratio (en completiny beautiful by	The state of the s			0.20						0.65	0.69			0.55	0.5
Capacity (c),	veh/h				333						469	2444			1913	858
Volume-to-Cap	THE RESERVE THE PERSON NAMED IN	atio (X)			0.540						0.590	0.734			0.448	0.07
Back of Queue	(Q), fi	t/In (95 th percentile)		215.3						120.4	468.5			279.6	38.
Back of Queue	(Q), v	reh/ln (95 th percent	ile)		8.5						4.7	18.3			10.7	1.5
Queue Storage	Ratio ((RQ) (95 th percen	tile)		0.00						0.40	0.00		9	0.00	0.0
Uniform Delay	(d1), s	s/veh			43.5						11.4	11.6			15.8	12.
Incremental De	AND DESCRIPTION OF THE PERSONS ASSESSMENT				1.0			76		200	0.7	2.0			0.8	0.2
Initial Queue D	nitial Queue Delay (d 3), s/veh				0.0						0.0	0.0			0.0	0.0
Control Delay	control Delay (d), s/veh				44.4						12.1	13.6	100		16.6	12.
Level of Service	vel of Service (LOS)				D						В	В			В	В
Approach Dela	AND DESCRIPTION OF THE PERSON NAMED IN			44.	4	D	0.0				13.4		В	16.	3	В
Intersection De	elay, s/v	eh / LOS	Name of the last			16	6.0	12,000				В		PHO SEC		
Multimodal Re	esults				EB			W	В			NB		1350	SB	
					3	В	2.32	-	-	В	1.35	NAME OF TAXABLE PARTY.	Α	1.6	-	В
Pedestrian I O	Pedestrian LOS Score / LOS Bicycle LOS Score / LOS															

		HCS	/ Sig	nalize	d Inte	ersect	ion R	esu	ts Su	mmar	/				100000000000000000000000000000000000000	
										Alam Ind				4041		
General Inform	ation	Dinas B. Zimmanna	- T-off	a Casia	a a rin a			-	-	tion Info	0.250	n	1	111		
Agency		Diane B. Zimmerma	in Iram	Section and Property lies in which the least	THE R. P. LEWIS CO., LANSING, SANSAN	DIADIDA	204	-	Duration	-	-					
Analyst		DBZ		-	-	9/19/20	Named Spinister Commission	-	Area Ty	oe	Other					
Jurisdiction				Time F		AM Pe	CONTRACTOR DESCRIPTION		PHF		0.94		- 5			
Urban Street		Bardstown Road		-	is Year	THE RESIDENCE AND ADDRESS OF THE PERSON NAMED IN	_	-	Analysis	Period 1> 7:00			-			
Intersection		Thixton		File Na	ame	Thixtor	1 AM 27	B.xu	8				_	711		
Project Descrip	tion	Oak Grove		V-912000									-	18181	P. C.	
Demand Inform	nation				EB			WE	3		NB			SB		
Approach Move	ment			L	T	R	L	Т	R	L	T	R	L	T	R	
Demand (v), v	eh/h			156	0	85				279	1685	199		805	68	
Olamal Informa	diam					111										
Signal Informa	120.0	Reference Phase	2	-		71	3						N			
Cycle, s Offset, s	0	Reference Point	End		1	F 1	3					1	2	3	A	
Uncoordinated	No	Simult. Gap E/W	On	Green		70.0	19.9	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.6	5.0	3.6	0.0	and the last of th	0.0) 5	8	7		
r orce wiede	TIXCO	Olinait: Oap 1470	OII	ricu	10.0	12.0	10.0	10.0	10.0	20.0						
Timer Results			Nacion !	EBI		EBT	WBL		WBT	NBI		NBT	SB	L	SBT	
Assigned Phas	е					4				5		2			6	
Case Number						12.0				1.0		4.0			7.3	
Phase Duration, s					2					16.5	93.5			77.0		
Change Period, (Y+Rc), s						6.6				6.6		7.0			7.0	
Max Allow Hea	dway (MAH), s				3.2				3.0		0.0			0.0	
Queue Clearance Time (g s), s						19.7				9.6		The same	100			
Green Extension	n Time	(ge), s				0.2				0.3		0.0			0.0	
Phase Call Pro	bability			THE		1.00				1.00)		10000			
Max Out Proba	bility					0.66				0.02	2					
Movement Gro	un Res	eulte			EB	5000		WB	13/08/35		NB			SB		
Approach Move	THE RESERVE AND ADDRESS OF THE PARTY NAMED IN	Juita		L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Move	CANADA SERVICIONE		The same	7	4	14	2002		1 10000	5	2	E 1975	0.000	6	16	
Adjusted Flow		(), veh/h			256				1	297	1793	-		856	72	
AND DESCRIPTION OF THE PERSON	-	ow Rate (s), veh/h/	n	150000	1707	1000	2000	1190	2000	1781	1766	0.55	100700	1724	154	
Queue Service	-				17.7					7.6	34.5			16.5	2.5	
THE RESERVE OF THE PARTY OF THE	And in concession in concession in con-	ce Time (gc), s		10000	17.7	5000000	200.000	Merse	B 50000	7.6	34.5			16.5	2.5	
Green Ratio (g	and the latest designation of the latest des	, , , , , , , , , , , , , , , , , , ,			0.17					0.68	0.72			0.58	0.58	
Capacity (c),	-		1010.0	25000	283	200	72 030	DE S	10000	495	2547		10000	2011	902	
Volume-to-Cap	CONTROL DISTRIBUTION	atio (X)			0.907				1	0.600	-			0.426	0.08	
THE RESIDENCE OF THE PERSON NAMED IN	THE RESERVE OF THE PERSON NAMED IN	/In (95 th percentile			362.2			5572		112.8	CONTRACTOR OF THE PARTY OF THE	100000		260.4	38	
Contract to the second	AND DESIGNATION OF THE PERSON NAMED IN	eh/in (95 th percent			14.3					4.4	16.0			9.9	1.5	
	PERSONAL PROPERTY AND ADDRESS OF THE PERSONAL PR	(RQ) (95 th percen	AND DESCRIPTION OF THE PARTY OF		0.00		35.55	1000	1 344	0.38	0.00			0.00	0.00	
Uniform Delay	THE RESIDENCE PROPERTY.	CONTRACTOR DESIGNATION OF THE PARTY OF THE P	,		49.1			-		9.9	9.5			13.9	10.9	
	-				23.0			OBFO E		0.4	1.7			0.7	0.2	
	ncremental Delay (d 2), s/veh nitial Queue Delay (d 3), s/veh				0.0					0.0	0.0			0.0	0.0	
	ontrol Delay (d), s/veh				72.2					10.3	11.1			14.5	11.	
	vel of Service (LOS)				E					В	В			В	В	
THE RESERVE OF THE PERSON NAMED IN	proach Delay, s/veh / LOS			72.		E	0.0			11.0	-	В	14	14.3 B		
	tersection Delay, s/veh / LOS					16	-		and the same of th				В			
Multimodal Re	and the state of t				EB		State St.	WB			NB			SB		
Pedestrian LOS	S Score	LOS		2.33	entrope de la company	В	2.32		В	1.34	MARKET STREET,	Α	1.6	MATERIAL PROPERTY.	В	
	0.9	1 00000	A	ETERNING.	PERSONAL PROPERTY.		2.2	1	В	1.2	5	A				

		HCS	/ Sig	nalize	a inte	rsect	ion R	esu	ITS	Sum	ımary					
General Inform	ation								Inte	rsecti	on Info	rmatio	1	T	al dada to	
No. of Concession, Name of Street, or other party of the Concession, Name of Street, or other pa	lauon	Diane B. Zimmerma	n Traff	ic Engine	eering			-	demonstrates	-		0.250	-		111	
Agency		DBZ	an mail	NAME OF TAXABLE PARTY.	AND DESCRIPTION OF THE PERSON NAMED IN	9/19/20	121	-	Duration, h 0.250 Area Type Other					- 4		
Analyst Jurisdiction		JUDE.		Time F	-	PM Pe	NAME OF TAXABLE PARTY.	-	PHF			0.98	-	*		
Urban Street		Bardstown Road		-	is Year	2021			-	alysis F	Period	1> 4:4	5	- 4		
				File Na	-	-	PM 21	VIIC	Alla	alysis r	eriou	112 4.4	J	-		
Intersection	lian	Thixton		File Na	ame	THIXIO	I FIVI Z I	.xus					-		41471	
Project Descrip	tion	Oak Grove	NAME OF TAXABLE PARTY.						0.556		9999	TO SERVICE	10000			EN LOS
Demand Inform	nation			B B	EB			W	В			NB	10.10		SB	Page 1
Approach Move	ment			L	T	R	L	1		R	L	T	R	L	T	R
Demand (v), v	eh/h			106	0	211					97	1035			1841	137
			STATE OF													
Signal Informa	-	Deference Phase	-	1		TT	1							st		7
Cycle, s	140.0	Reference Phase	2 End	1	51	*	F						1	2	3	4
Offset, s	0	Reference Point	End	Green	NAME AND ADDRESS OF THE OWNER, WHEN PERSON	80.5	33.4	0.0		0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	_	5.0	3.6	0.0	MINISTRATION OF THE PARTY OF TH	0.0	0.0	_	1.	1		
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0		0.0	0.0			6		
Timer Results				EBI		EBT	WBL		W	вт	NBL		NBT	SB		SBT
Assigned Phase						4		-	-		5		2			6
Case Number						12.0	NAME OF			2503	1.0	8 8	4.0	1000		7.3
Phase Duration, s					-	10.0					12.5	-	0.00	T		87.5
Change Period	THE RESERVE AND ADDRESS OF	c), S		1000	-	6.6					6.6		7.0			7.0
Max Allow Hea	minterpretation.	Management of the Control of the Con			-	3.3		1	-		3.0	-	0.0	1		0.0
Queue Clearan	CONTRACTOR DESCRIPTION OF					35.4	(See 18)		15/5		5.0					
Green Extension	-					0.0	***************************************				0.1	-	0.0			0.0
Phase Call Pro	-				-	1.00				303	0.98	SS 25	la ville	1	200 EST	
Max Out Proba						1.00			-		0.00					Paris and the second se
		THE RESERVE OF THE PERSON NAMED IN			ED			14/		-		NB			SB	
Movement Gro	-	suits		1	EB	R	L	W	-	R	L	T	R	L	T	R
Approach Move	and the local division in the local division			7 7	4	14	_	-	+	N.	5	2		-	6	16
Assigned Move	THE RESERVE OF THE PARTY OF THE	() woh/h		-		14			+		99	1056			1879	140
Adjusted Flow	_	AND DESCRIPTION OF THE PARTY OF	In		323	PASSES OF THE PASSES	AN HOUSE	19511	+		1795	1781		0.000	1795	157
The second secon	_	ow Rate (s), veh/h/	111		1620 26.6				-		3.0	19.8		-	65.3	5.8
Queue Service	-	THE RESIDENCE AND ADDRESS OF THE PARTY OF TH		-			100 100		+		3.0	19.8			65.3	5.8
The state of the s	and the last of th	ce Time (g c), s		-	26.6				-		0.63	0.66		-	0.58	0.5
Green Ratio (-			-	386				-		153	2366		+-	2065	90
Capacity (c),	-	otio (V)	-	-	-				-		- CONTRACTOR OF THE PERSON NAMED IN	0.446		-	0.910	-
Volume-to-Cap	THE RESIDENCE OF THE PARTY OF T	MANAGEMENT OF THE PARTY OF THE	1	-	0.837 463.5						89.3	293.1	Marine Control	-	901.9	-
THE RESIDENCE OF THE PERSON NAMED IN	AND RESIDENCE OF THE PERSON NAMED IN	t/ln (95 th percentile	entrector circumstan	-	18.0				-		3.5	11.5		1	35.8	3.7
THE RESIDENCE OF THE PERSON AND THE	materials of the parameter	eh/ln (95 th percent (RQ) (95 th percent	BANKS PROFIT THE PARTY OF		0.00	15-55-78			+		0.30	0.00		1000	0.00	0.0
Uniform Delay	THE RESERVE OF THE PERSON NAMED IN		()		50.7				+		32.3	11.2		-	26.5	13.
Incremental De	Concession of the Concession o	AND DESCRIPTION OF THE PARTY OF			14.1		195.539				1.7	0.6	07.63	2555	7.4	0.4
AND REAL PROPERTY AND PERSONS ASSESSED.	STREET, STREET				0.0				-	-	0.0	0.0	-	1	0.0	0.0
nitial Queue Delay (d 3), s/veh Control Delay (d), s/veh					64.8					EAG.	34.0	11.8	55.025		33.9	14.
_	vel of Service (LOS)			-	E				1		С	В	and the same of th		С	В
	oproach Delay, s/veh / LOS			64.	_	E	0.0				13.		В	32	-	С
	tersection Delay, s/veh / LOS						9.3					С	Carried Parcel			
															Miles.	
Multimodal Re	-				EB			W	-			NB			SB	
Pedestrian LO	THE RESERVE OF THE PERSON NAMED IN COLUMN 1	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS ASSESSED.		1.0	-	В	2.33	3		В	1.30	Marcon and September	A	1.6	MARKON THE PARTY NAMED IN	В
	icycle LOS Score / LOS					A	THE SPECIAL PROPERTY AND ADDRESS OF THE PARTY	THE RESERVE			1.4	4	A	2.1	5	В

		псэ	/ Sig	nanze	d inte	ersect	ion R	esu	ITS :	Sun	nmary			Statistical Control		100 Page 100	
General Inform	ation	DESCRIPTION OF THE PARTY OF THE						2000	Inte	react	ion Info	rmatic	n		4341	K U	
Agency	ation	Diane B. Zimmerma	an Traffi	c Engin	eering		-	\rightarrow	-	ation.	-		111				
Analyst		DBZ	all Italii	age from the state of the last	NAMED AND ADDRESS OF THE OWNER, WHEN	9/19/20	021	-	-	Type	-	0.250 Other	-	- 2			
Jurisdiction		002		Time F	THE REAL PROPERTY.	PM Pe	THE RESERVE OF THE PERSON		PHF			0.98					
Urban Street		Bardstown Road		-	is Year				-	-	Period	1> 4:4	16	- 3			
Intersection		Thixton		File Na		2027 No Build Thixton PM 27 NB.			_	iyəiə i	reliou	12 4.4	10	-			
NAME OF TAXABLE PARTY.	lon	Oak Grove		File IV	arrie	THIXIO	I FIVI 21	IND.	kus	-		-		- 4			
Project Descript	ION	Oak Glove			W. S. C.		ENGINEER C			CALLED STREET	00.753		VESTICATE	S. SULLEY	1,3130,31,103		
Demand Inform	nation		6590		EB			W	В			NB			SB		
Approach Move	ment			L	Т	R	L	T		R	L	T	R	L	T	R	
Demand (v), ve	eh/h			119	0	238					109	1099			1954	154	
Cianal Informa	Alex					111											
Signal Informa	170.0	Reference Phase	2			71	2							st			
Cycle, s	0	Reference Point	_		1	" 1	5						1	2	3	4	
Offset, s Uncoordinated		111111111111111111111111111111111111111	End	Green	The Person Name of Street, or other Designation of the Person of the Per	103.2	and the same of the same of	0.0	The same of the sa	0.0	0.0						
	No	Simult. Gap E/W	On	Yellow	THE RESIDENCE PROPERTY.	5.0	3.6	0.0	-	0.0	0.0		1 4	-			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0		0.0	0.0		5	6	7		
Timer Results	1000		12363/12	EBI		EBT	WBL		WE	зт	NBL		NBT	SB	100	SBT	
Assigned Phase	9		A PROPERTY OF THE PARTY OF THE			4	,,,,,,				5		2			6	
Case Number					100 500	12.0		399		200	1.0	320	4.0	District to		7.3	
Phase Duration, s						47.0			-		12.8		23.0			110.2	
Change Period, (Y+Rc), s						6.6			DE SE	No. A	6.6		7.0			7.0	
Max Allow Head	and the same of the same of				-	3.3			-		3.0		0.0	-	-	0.0	
Queue Clearand	-	A CONTRACTOR OF THE PARTY OF TH	200			39.6	2000		A HOLE	1000	6.0		0.0	0.0000000	200	0.0	
Green Extensio	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW			-	0.8				-	0.2		0.0	-		0.0	
Phase Call Prot	AND DESCRIPTION OF THE PERSON NAMED IN	(90),3	1000	-	***********	1.00	1255360	100	100	4500	0.99		0.0		1000	0.0	
Max Out Probat	STATE OF THE PERSON NAMED IN				-	0.00			-		0.00	-					
Max Out 1 Tobal						0.00					0.00		(ESTE		1995	3000	
Movement Gro	and the local division in which the local division in the local di	sults	D) H	4	EB			WE	-			NB	Na Carlo	1000	SB	1	
Approach Move	-			L	Т	R	L	Т		R	L	T	R	L	T	R	
Assigned Move	ment	ALC: YES		7	4	14					5	2			6	16	
Adjusted Flow F	Rate (v), veh/h			364						111	1121			1994	157	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	in	200	1619	200					1795	1781		250	1795	1572	
Queue Service	Time (g s), S			37.6						4.0	24.8			83.5	7.4	
Cycle Queue Cl	learanc	e Time (gc), s			37.6		B				4.0	24.8	300		83.5	7.4	
Green Ratio (g.	/C)				0.24						0.66	0.68			0.61	0.61	
Capacity (c), v	eh/h		Section 1		385						133	2430		10000	2178	954	
Volume-to-Capa	acity Ra	atio (X)			0.946						0.836	0.462			0.915	0.168	
Back of Queue	(Q), ft	/In (95 th percentile)		582.9						136.9	367.1			1139	123.6	
	CONTRACTOR DESIGNATION AND PARTY.	eh/In (95 th percent	AND RESIDENCE AND RESIDENCE		22.6						5.4	14.5			45.2	4.8	
Queue Storage	Ratio (RQ) (95 th percen	tile)		0.00						0.46	0.00			0.00	0.00	
Uniform Delay (d 1), s	/veh			63.7						41.9	12.5			29.6	14.6	
Incremental Del	lay (da	2), s/veh			5.4						5.2	0.6			7.5	0.4	
Initial Queue De	nitial Queue Delay (d 3), s/veh				0.0						0.0	0.0			0.0	0.0	
Control Delay (d), s/v	eh	ALCOHOL:		69.1		1866				47.1	13.2			37.0	15.0	
Level of Service	(LOS)				E						D	В			D	В	
Approach Delay	, s/veh	/ LOS		69.1		E	0.0				16.2		В	35.4	4	D	
Intersection Del	lay, s/ve	eh / LOS				32	.4							С			
Multimodal Re		11.00		-	EB	_		WE	-			NB	_		SB		
Pedestrian LOS	Score	/LOS OS		1.09	SECURE AND DESCRIPTION OF THE PERSON NAMED IN	B A	2.34		В		1.37	-	В	2.20	-	В	

	Transfer of the last of the la	HCS	, sig	HallZe	d Inte	rsect	ION K	esu	ILS S	oun	imary				THE REAL PROPERTY.	
General Inform	ation								Inter	sect	ion Info	rmatio	n		24245	
Agency		Diane B. Zimmerma	n Traff	ic Engin	eering				Dura	THE REAL PROPERTY.	-	0.250	-		111	
Analyst		DBZ	rrun	Name and Address of the Owner, where	is Date	9/19/20	021		Area	-	THE REAL PROPERTY.	Other		- 2 A		
Jurisdiction				-	Period	PM Pe	CONTRACTOR OF THE PARTY OF	-	PHF	. 7 P	-	0.98		+		
Urban Street	-	Bardstown Road		_	sis Year		THE REAL PROPERTY.	vsis	Period	1> 4:4	5	7				
Intersection		Thixton		File N	AND RESIDENCE AND REAL PROPERTY.	Thixtor	and description in the	, 0.0	0.1.0 4	1		-				
Project Descrip	tion	Oak Grove		1111011	41110	Tribator		Dine		and the same of th			-	-	141971	
									5233	2000					The Control	
Demand Inform	nation				EB			W	В			NB			SB	
Approach Move	ment			L	T	R	L	T	T	R	L	T	R	L	T	R
Demand (v), v	eh/h			135	0	269					143	1099			1954	201
01	41															
Signal Informa	A CONTRACTOR OF STREET	Deference Dhase	2	1		71	2							st		*
Cycle, s	170.0	-	2 Fad		1	* 1	3						1	2	3	4
Offset, s	0	Reference Point	End	December 1	11.8	92.5	45.5	0.0	-	0.0	0.0			ALC:		
Uncoordinated Force Mode	No Fixed	Simult. Gap E/W	On	Yellow	The second second	5.0	3.6	0.0	Name and Address	0.0	0.0		1.			
Force Mode	LIXEO	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0		0.0	0.0		1 9	6	7	
Timer Results			See Ave	EB		ЕВТ	WBL		WB	Т	NBL		NBT	SB		SBT
Assigned Phase	e					4					5		2			6
Case Number						12.0				333	1.0		4.0	3500		7.3
Phase Duration, s					_	52.1	-				18.4				_	99.5
Change Period	-	c), S	I STATES	1500		6.6			100000		6.6	7.0				7.0
Max Allow Hea	Marian Carlo Street Contract C					3.3			-		3.0	_	0.0			0.0
Queue Clearance Time (gs), s						14.5	SIGNS IV			191	11.6		9.45			
Green Extension	-					0.9					0.2		0.0			0.0
Phase Call Pro	TOTAL PROPERTY AND ADDRESS OF THE PARTY AND AD			TEST 1	de la	1.00					1.00				100	
Max Out Proba	bility					0.00	Passar Name and Assistance and Assis				0.00					
				-												
Movement Gro	CONTRACTOR OF THE PERSON	suits		1	EB	-		WB	-	D .	-	NB	-		SB	-
Approach Move	Designation of the local division of the loc			L	T	R	L	T	-	R	L	T	R	L	T	R
Assigned Move	Consideration of the last	·		7	4	14			-		5	2			6	16
Adjusted Flow	-	TARREST THE TARRES	1-	-	412				+	_	146	1121		_	1994	205
THE RESERVE OF THE PERSON NAMED IN	Annual Section Section 2015	ow Rate (s), veh/h/	n	-	1620				-	-	1795	1781			1795	157
Queue Service	THE RESIDENCE OF THE PARTY OF T			192 1931	42.5						9.6	27.1			92.5	11.6
Green Ratio (and the second section is	e Time (g c), s			0.27				-		9.6	0.65		-	92.5	0.54
Capacity (c), v	-			-	433						167	2324			1953	856
Volume-to-Cap	and the latest transfer in the latest transfe	atio (X)			0.952				-		-	0.483			1.021	
THE RESERVE OF THE PERSON NAMED IN	STERROOM STATES	/In (95 th percentile	1		645.9		190000		100		267.5	THE OWNER OF THE OWNER OWNE	2000		1438.6	-
	PACIFIC STREET, STREET	eh/ln (95 th percent	OH STATE		25.0				-		10.6	15.9			57.1	7.8
THE RESIDENCE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.	The STREET CO. LEWIS CO.	RQ) (95 th percen	PROGRAMMA CONTRACTOR		0.00	100000			-		0.89	0.00	250757		0.00	0.00
Uniform Delay	-			-	61.2					-	58.2	15.0			38.8	20.3
Incremental De	THE RESERVE OF THE PERSON NAMED IN				5.4		1000				5.4	0.7	1578	200	25.8	0.7
The state of the s	STATE OF THE PERSON				0.0				-	-	0.0	0.0			0.0	0.0
	nitial Queue Delay (d 3), s/veh				66.6	94974	0.000				63.5	15.7	03058	10000	64.6	21.0
CONTRACTOR SERVICE SER	vel of Service (LOS)			1	E			-	-		E	В	-	-	F	C
THE RESIDENCE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.	proach Delay, s/veh / LOS			66.	-	E	0.0				21.2	-	С	60.		E
Intersection De	Commission of the Party Street, Square, Square	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS AND ADDRESS OF THE PARTY O				and the last of the last of	3.3							D		and the same
						S										
Multimodal Re	sults				EB	100000		WE	3			NB			SB	
Pedestrian LOS		A DESCRIPTION OF THE PARTY OF T		2.3	4	В	2.34		В		1.37		Α	1.6	9	В
-	Bicycle LOS Score / LOS					A						3	В	2.3	ALCOHOLD STREET	В

		HCS	/ Sig	пание	a inte	ersect	ion R	esu	ts St	ımmar	У					
General Inform	netion								Interne	etion Inf	ormetic			4241	L	
-	lation	Diana B. Zimmarma	n Troff	io Engine	oring			-	_	ction Inf	-	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	- 1	111		
Agency		Diane B. Zimmerma DBZ	п пап	THE RESERVE AND PERSONS NAMED IN	THE RESERVE OF THE PERSON.	9/19/20	121	-	Duratio	-	0.250 Other	-	- 2		STATE OF	
Analyst		UBZ		-	-	-		-	Area Ty	pe	0.94		-			
Jurisdiction		Pardataura Dand		Time P					PHF	a Dariad	-	10	-			
Urban Street		Bardstown Road	-	-	Name and Address of the Owner, where the Owner, which is the O	2027 B	and the local division in the local division	manacastaniha	ASSESSMENT OF THE PARTY OF THE	s Period	1> 7:0)()	-			
Intersection	Alam	Thixton	This	File Na	ime	Inixtor	AM 27	BK	gnt.xus				- 1	111		
Project Descrip	tion	Oak Grove Right to	irn I nix	ton			PERSONAL PROPERTY AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS							IN HAVES	F111	
Demand Inforr	nation				EB			W	3		NB			SB		
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), v	eh/h			156		85				279	1685		1 200	805	68	
Signal Informa	per la la company de la compan	Deference Phase	2	-		71	2						KŤ		7	
Cycle, s	120.0	Reference Phase	2		22	R.T	3					1	2	3	~	
Offset, s	0	Reference Point	End	Green	Aurenment	77.9	13.2	0.0	The second residence is not a second							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	-	5.0	3.6	0.0	Name and Address of the Owner, where the Owner, which the	AND DESCRIPTION OF THE PERSON NAMED IN		14				
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	0.0	0.0	+	5	6	7		
Timer Results			STEELS	EBL	62 ES	EBT	WBL	CO E	WBT	NB		NBT	SBI		SBT	
Assigned Phase						4	.,,,,,,			5		2			6	
Case Number						9.0			1	1.0		4.0	PER SE		7.3	
Phase Duration, s					1					15.	3 1	00.2			84.9	
Change Period	(Y+R	c), S		10000		6.6				6.6	7.0		10000		7.0	
Max Allow Hea	NAME AND ADDRESS OF THE OWNER, WHEN					3.2		\top		3.0	0.0				0.0	
Queue Clearan	THE RESERVE TO THE PERSON NAMED IN	Market Street, Square and Street,		1000		12.8	200000			8.3					2 L	
Green Extension						0.4				0.4		0.0			0.0	
Phase Call Pro	_					1.00				1.0	_	To be				
Max Out Proba	-					0.00				0.0	0					
		SUPERIOR STATE					ALC: N								63	
Movement Gro	_	sults		100000	EB			WB	-		NB			SB		
Approach Move	The Real Property lies and the Parket		-	L	T	R	L	Т	R	L	T	R	L	Т	R	
Assigned Move	NAMES OF TAXABLE PARTY.			7		14		and a		5	2			6	16	
Adjusted Flow	Market Street, Square, Street, Square,			166		90		_		297	1793			856	72	
-	The same of the same of	ow Rate (s), veh/h/	n	1810		1610		E DO		1781	1766			1724	154	
Queue Service	CONTRACTOR OF THE PERSON NAMED IN			10.8		5.8			-	6.3	27.6			13.9	2.1	
THE RESERVE OF THE PARTY OF THE	THE RESERVE AND PERSONS NAMED IN	e Time (g c), s		10.8		5.8				6.3	27.6			13.9	2.1	
Green Ratio (g	-			0.11		0.18		aller market and		0.74	0.78			0.65	0.65	
Capacity (c),				198	10.0	293				533	2745	-		2239	100	
Volume-to-Cap	THE RESERVE TO BE ADDRESS OF THE PARTY OF TH			0.837		0.308			-	_	0.653			0.382	0.07	
AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUM	THE OWNER WHEN PERSONS NAMED IN	/In (95 th percentile	Appendix and the second	218.4	A STATE	104.8		P 8 3 8	1	81.8	294.1			214.5	29.8	
Annual Control of the	The second second	eh/ln (95 th percent	AND DESCRIPTION OF THE PERSON NAMED IN	8.7		4.2				3.2	11.5			8.2	1.1	
The same of the sa		RQ) (95 th percen	tile)	0.00		0.00				0.27	0.00			0.00	0.00	
Uniform Delay	THE PERSON NAMED IN			52.4		42.5				6.9	6.1			9.8	7.7	
Incremental De	_			3.6		0.2				0.3	1.2			0.5	0.1	
And in contrast of the last of	itial Queue Delay (d 3), s/veh			0.0		0.0				0.0	0.0			0.0	0.0	
NAME AND ADDRESS OF THE OWNER, WHEN PERSON	ontrol Delay (d), s/veh			55.9		42.7		10		7.2	7.3			10.3	7.9	
	vel of Service (LOS)			E 51.3		D				Α	A			В	A	
THE RESERVE AND ADDRESS OF THE PARTY OF THE	proach Delay, s/veh / LOS					D	0.0			7.3		Α	10.1		В	
Intersection De	ntersection Delay, s/veh / LOS					11	.5				В					
Multimodal Re	sulte	AND DESCRIPTION OF THE PARTY OF			EB			WB		1	NB		SB			
Pedestrian LOS	-	/LOS		2.33	Name and Address of the Owner, where	В	2.32	-	В	0.6	and the last of th	Α	1.88	Name and Parks	В	
		, 200	-	2.00	-	F	2.02		J	0.0			1.00			

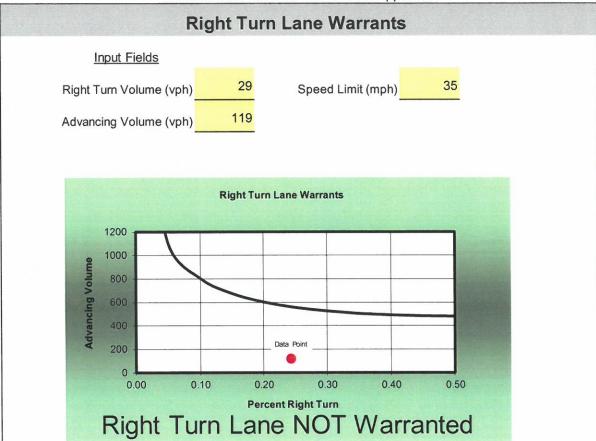
														1	
General Inform	nation	_									ormatio	n	1	4 JL4 1 1	
Agency Diane B. Zimmerman Traffi				ic Engineering			D	Duration, h 0.250				-			
Analyst		DBZ		Analysis Date 9/1		9/19/20	19/2021 Area Typ		геа Тур	oe Other			4		
Jurisdiction				Time P	eriod	PM Pe	ak	P	HF		0.98		4		
Urban Street		Bardstown Road		Analys	is Year	2027 B	uild	Α	nalysis	Period	1> 4:4	5	7		
Intersection Thixton		File Na	me	Thixtor	PM 27	B Righ	nt.xus					htt			
Project Descrip	tion	Oak Grove Right											5	811.974.1	100
	41			MICHAEL CO.	ED.)A/D			ND			CD	
Demand Information			-	EB	T 5		WB	T 5		NB	1 5		SB	-	
Approach Move	-			L	T	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	eh/h		-	135	-	269		-		143	1099			1954	20
Signal Informa	tion					JĮ.		T							
Cycle, s	170.0	Reference Phase	2	1	N. 5.4		-						4		~
Offset, s	0	Reference Point	End	C	201	1107	20.0	0.0	0.0	0.0		1	2	3	7
Uncoordinated	No	Simult. Gap E/W	On	Green	- mediantenana communicati	112.7 5.0	30.2	0.0	0.0	0.0	- 5	/			
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	0.0	0.0	7	5	6	7	
										MARK					
Timer Results				EBL		EBT	WBL		WBT	NBL		NBT	SBI		SBT
Assigned Phase	е					4				5		2			6
Case Number						9.0				1.0		4.0			7.3
Phase Duration, s					36.8				13.5	5 1	33.2		1	19.7	
Change Period, (Y+Rc), s					6.6				6.6	30 75	7.0			7.0	
Max Allow Hea	dway (MAH), s				3.3		T		3.0		0.0			0.0
Queue Clearan	ce Time	e (gs), s		Linford		29.3				6.7	-		BED AS	Res lea	
Green Extension	n Time	(ge), S				0.9				0.2		0.0			0.0
Phase Call Pro	bability					1.00				1.00			100000		
Max Out Proba	bility					0.00				0.00					
										AT BE			NAME OF		
Movement Gro	_	sults			EB	-		WB	-		NB T	-	-	SB	-
Approach Move	and the same of th			L	Т	R	L	T	R	L 5	2	R	L	-	R
Assigned Move	-			7		14				-	-			6	16
Adjusted Flow	-	AND DESCRIPTION OF THE PERSON		138		274				146	1121			1994	20
-		ow Rate (s), veh/h/	in	1810		1610				1795	1781			1795	157
Queue Service	NAME AND ADDRESS OF THE OWNER, WHEN			11.5		27.3		_		4.7	20.1			71.6	8.6
CONTRACTOR OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.	THE RESIDENCE AND PERSONS NAMED IN	ce Time (gc), s		11.5		27.3				4.7	20.1		-	71.6	8.6
Green Ratio (g	-		no security with	0.18		0.22				0.72	0.74			0.66	0.6
Capacity (c),				321		352		1000		168	2644			2379	104
Volume-to-Cap	-			0.429		0.781			-	0.867	0.424		-	0.838	0.19
		t/ln (95 th percentile	-	228.9		421.1				195.4	-			938.3	-
The same of the sa	and the same of the same of	eh/In (95 th percent	weeks the later of	9.2		16.8				7.8	11.4		-	37.2	5.4
	No. of Concession, Name of Street, or other Designation, Name of Street, or other Designation, Name of Street,	(RQ) (95 th percen	tile)	0.00		0.00				0.65	0.00			0.00	0.0
Uniform Delay	-			62.3		62.6			-	40.2	8.2		-	21.7	11.
Incremental De	-			0.3	1000	1.4			-	5.2	0.5		-	3.7	0.4
Initial Queue D	AND DESCRIPTION OF THE PERSON NAMED IN			0.0	-	0.0			-	0.0	0.0			0.0	0.
Control Delay	Name and Address of the Owner, where			62.6		64.0			1	45.3	8.7	3		25.5	11.
Level of Service	-	The second live and the se		E		E				D	A		0.1	C	В
Approach Dela				63.6		E	0.0			12.9	9	В	24.	2	С
Intersection De	elay, s/v	en / LOS	ASSESSED.	-	100000	24	.7			A STATE OF		Supplement of the last	С		Name of Street
Multimodal Re	esults			1 - 5	EB			WB			NB			SB	
THE RESERVE OF THE PARTY OF THE	-	/LOS		2.34	-	В	2.34	-	В	0.6	-	A	1.8	-	В
Pedestrian LOS Score / LOS Bicycle LOS Score / LOS			1 2.0		_	2,07		-	E 0.0			1.0	-	-	

Entrance PM Peak Hour Southbound Approach



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.

Entrance AM Peak Hour Northbound Approach



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.

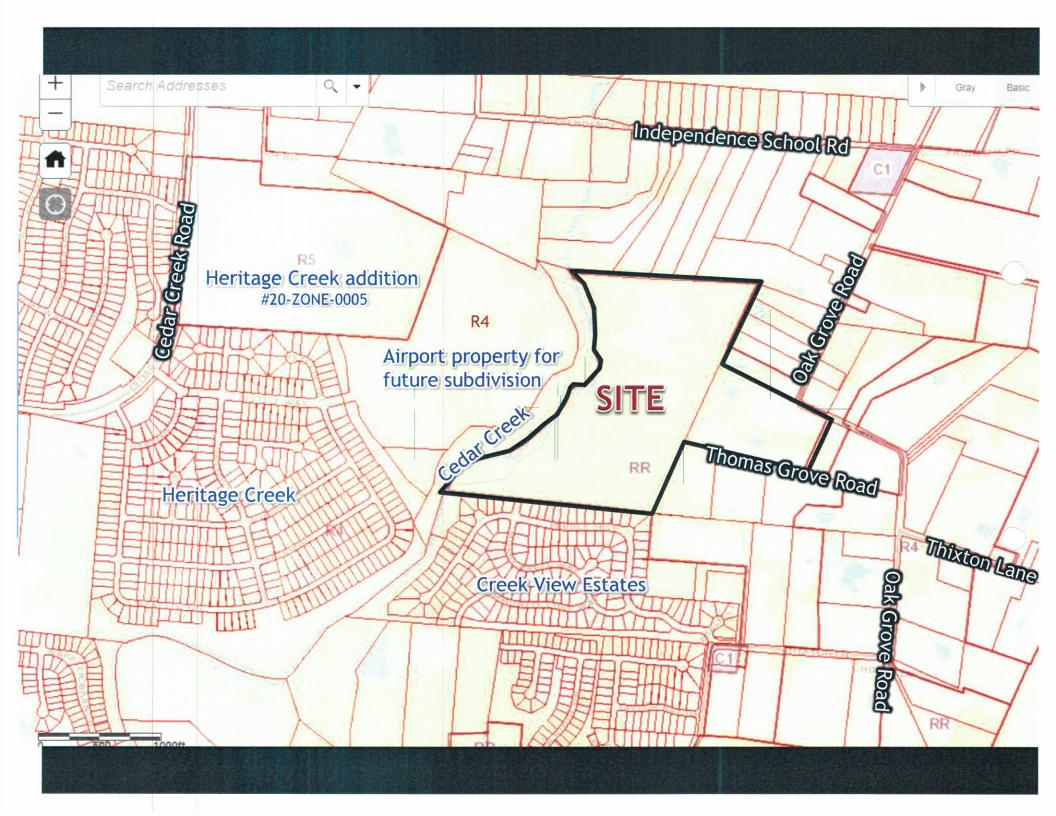
Louisville Metro Land Development & Transportation Committee - November 11, 2021

Neighborhood Meeting - April 19, 2021

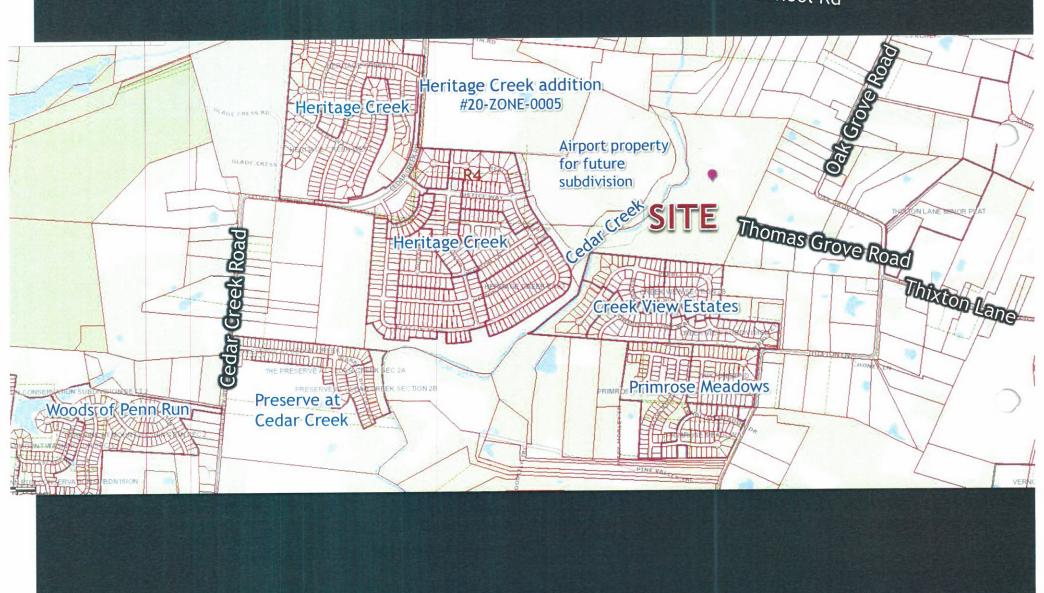
Docket No. 21-ZONE-0059

Zone Change from RR to R-4 and a LDC 4.7.7 density transfer subdivision to allow a 263-lot single family subdivision on property located at 10212 and 10302 Oak Grove Road

Attorneys: Bardenwerper Talbott & Roberts, PLLC Land Planners, Landscape Architects & Engineers: Mindel Scott & Associates, Inc.



Independence School Rd





Ordinance for area-wide rezoning in area on 72 parcels, Case #9868

ORDINANCE No. 40 , SERIES 2008

AN ORDINANCE CHANGING THE ZONING FROM R-4 SINGLE-FAMILY RESIDENTIAL TO R-R RURAL RESIDENTIAL ON 732 PARCELS OF PROPERTY, AND 1011 THIXTON LANE (TAX BLOCK 0087 LOT 0243 SUB LOT 0000) SHALL REMAIN R-4 SINGLE-FAMILY RESIDENTIAL, AS IDENTIFIED FURTHER IN THE ATTACHED LEGAL DESCRIPTIONS, LOCATED IN THE THIXTON LANE AREA, CONTAINING 466.03 461.10 ACRES AND BEING IN LOUISVILLE METRO (CASE NO. 9868) (AS AMENDED)

SPONSORED BY: COUNCILMAN TOM OWEN

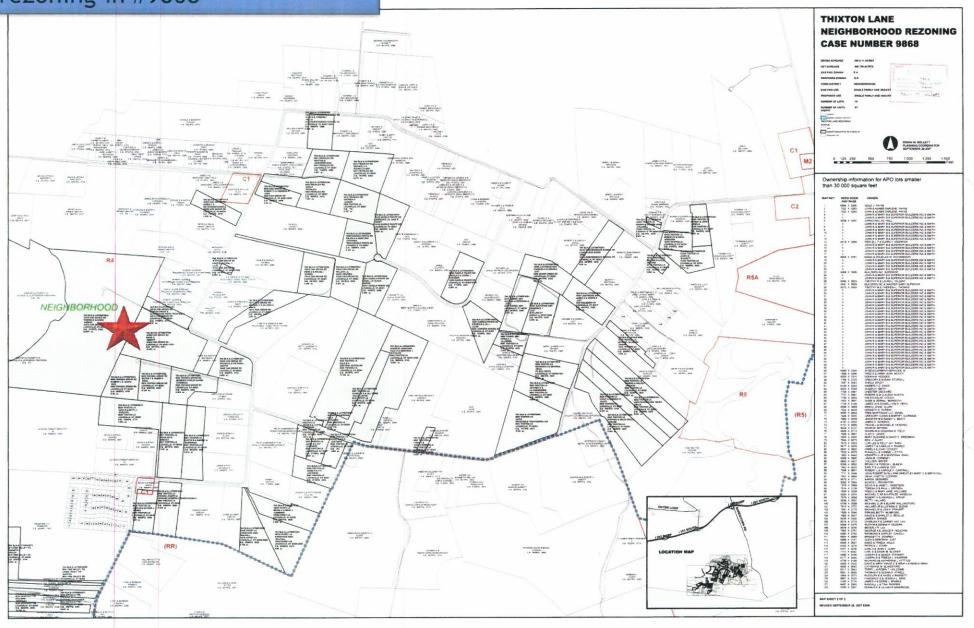
WHEREAS, the Legislative Council of the Louisville/Jefferson County Metro Government (the "Council") has considered the evidence presented at the public hearing held by the Louisville Metro Planning Commission and the recommendations of the Commission and its staff as set out in the minutes and records of the Planning Commission in Case No. 9868; and

WHEREAS, the Council concurs in and adopts the findings of the Planning Commission for the zoning changes in Case No. 9868 and approves and accepts the recommendations of the Planning Commission as set out in said minutes and records;

Now therefore be it ordained by the Legislative Council of the Louisville/Jefferson County Metro Government as follows:

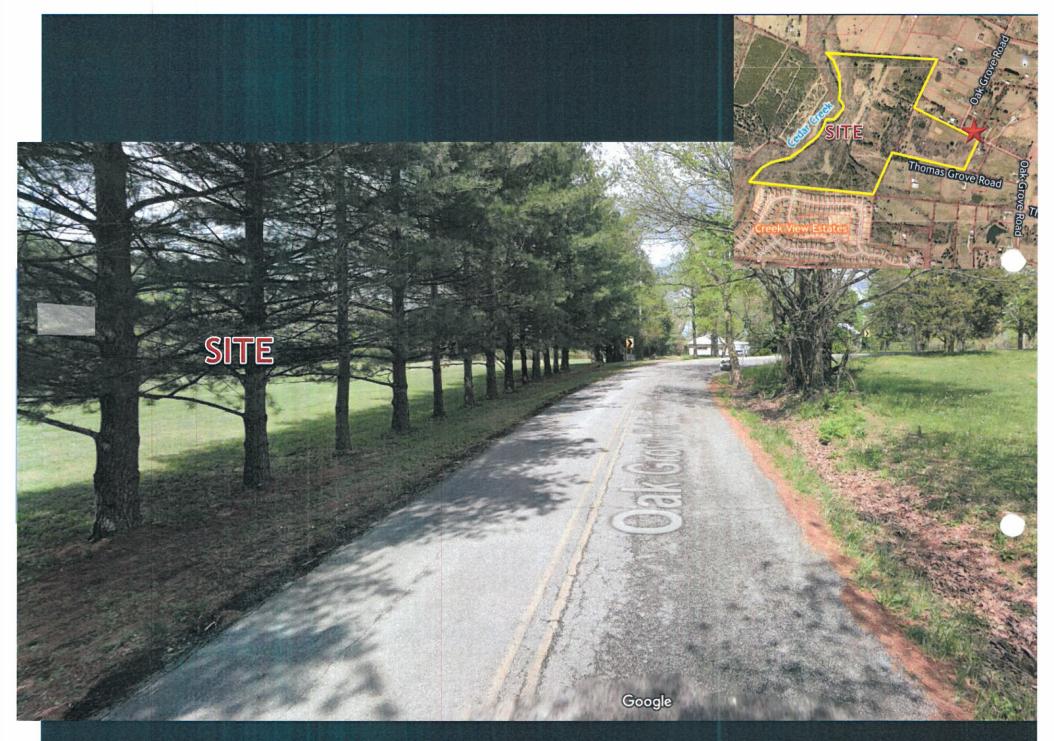
Section I: That the properties located in the Thixton Lane Rezoning Area, as that term is defined in the minutes and records of the Planning Commission in Case No. 9868, containing 466.03 461.10 acres and being in Louisville Metro, more particularly described in said minutes and records, are hereby rezoned from R-4 Single Family

Properties within the area-wide rezoning in #9868





View of site from Oak Grove Road, looking south toward 90° bend, where proposed subdivision entrance will be located.



View Oak Grove Road looking west toward 90° bend. Site is to the left.



View Oak Grove Road at Thomas Grove Road



View site from Mossy Creek Way

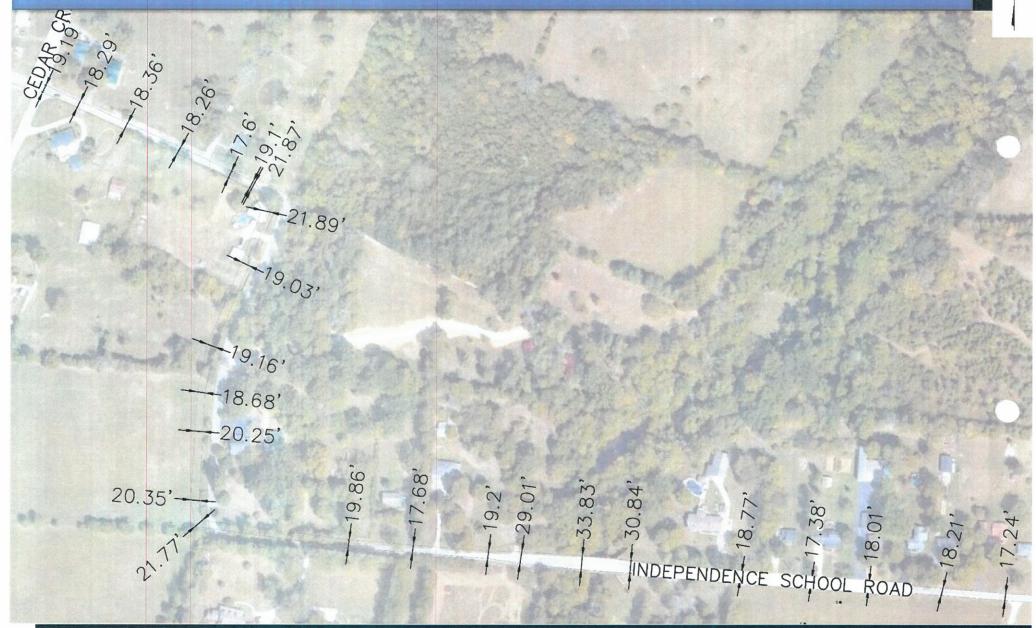


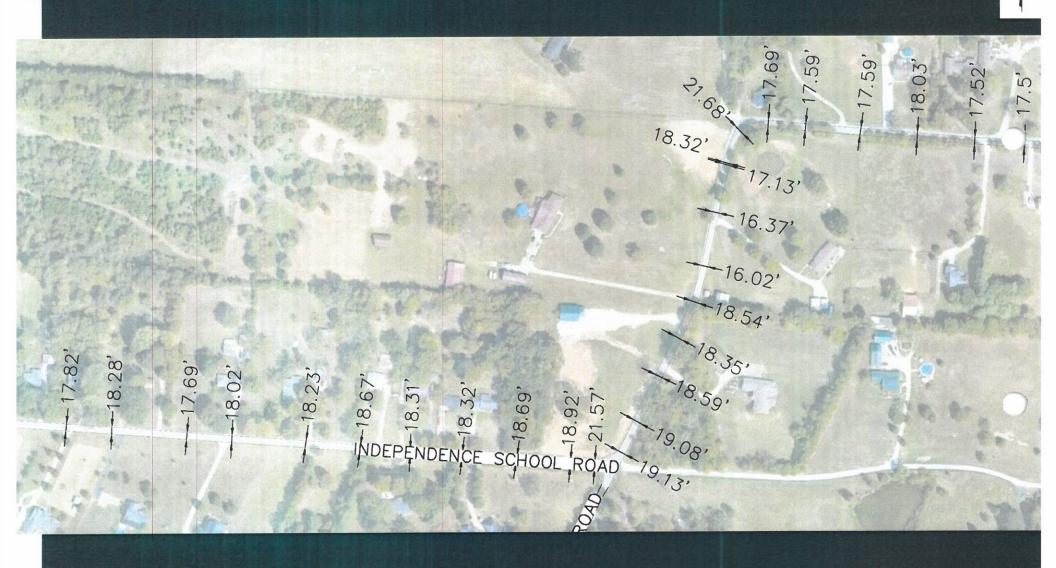




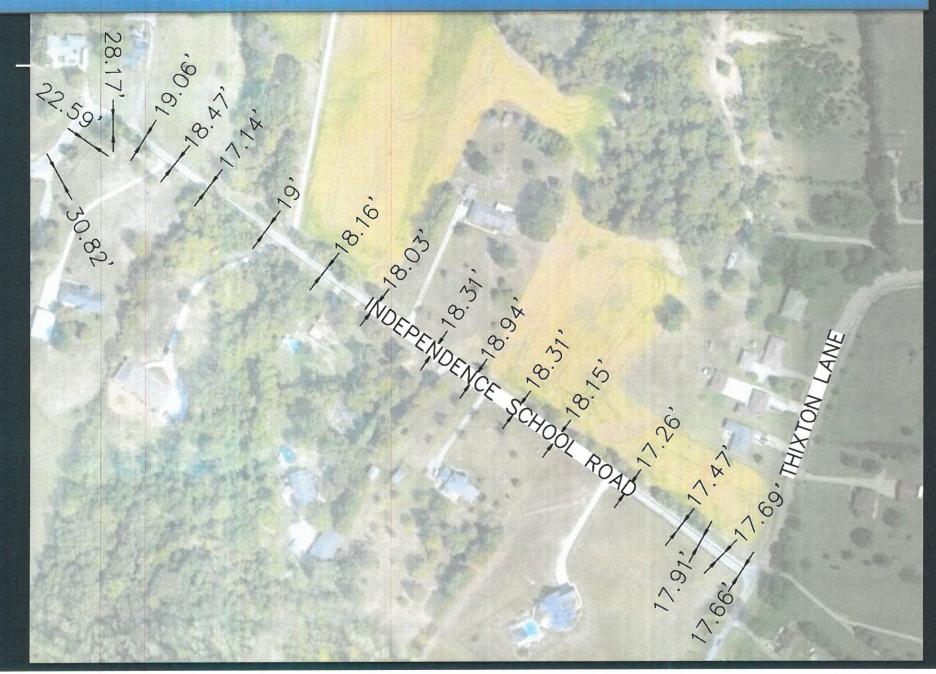














September 16, 2021

Traffic Impact Study

Oak Grove Subdivision 10212 Oak Grove Road Louisville, KY

Prepared for

Louisville Metro Planning Commission





Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2021	2027	2027	2021	2027	2027
дрргоаст	Existing	No Build	Build	Existing	No Build	Build
Cedar Creek Road at Independence School						
Independence School Road Eastbound	Α	А	Α	Α	Α	Α
Independence School Road Eastoodha	8.8	8.9	8.9	9.1	9.2	9.3
Independence School Road Westbound	В	В	В	В	В	В
Independence School Road Westbourid	10.1	10.4	10.9	10.9	11.3	11.9
Cedar Creek Road Northbound	Α	Α	Α	Α	Α	Α
Cedal Creek Noad Northbodha	7.3	7.3	7.3	7.3	7.3	7.3
Cedar Creek Road Southbound	Α	Α	Α	Α	Α	Α
	7.7	7.7	7.6	7.9	8.0	8.1
Oak Grove Road at Thixton Lane						
Thixton Lane Westbound	Α	Α	В	В	В	В
Trixtori Lane Westbourid	9.5	9.6	11.3	10.0	10.2	12.6
Oak Grove Road Southbound	Α	Α	Α	Α	Α	Α
Oak Grove Road Southbound	8.1	8.2	8.5	7.8	7.8	7.8
Oak Grove Road at Entrance						
Oak Grove Road Westbound			Α			Α
Oak Grove Road Westbound			9.2			9.9
Oak Grove Road Southbound			Α			Α
Car Grove Road Gournboand			7.5			7.4
Thixton Lane at Pebble Trace						
Thixton Lane Eastbound	Α	Α	Α	Α	Α	Α
THIRDIT Carie Edistoria	7.4	7.5	7.6	7.6	7.7	7.8
Pebble Trace Southbound	Α	Α	В	В	В	В
Pepple Trace Coulinound	9.7	9.8	10.4	10.4	10.6	11.6
Bardstown Road at Thixton Lane	В	В	В	С	С	D
Daid Storm Node at Till Atom Earle	14.9	16.0	16.7	29.3	32.4	48.3
Thixton Lane Eastbound	D	D	E	E	E	E
THATOIT Lane Eastboard	43.3	44.4	72.2	64.8	69.1	66.6
Bardstown Road Northbound	В	В	В	В	В	В
Dalustowii Road Northboulid	12.3	13.4	11.0	13.7	16.2	21.2

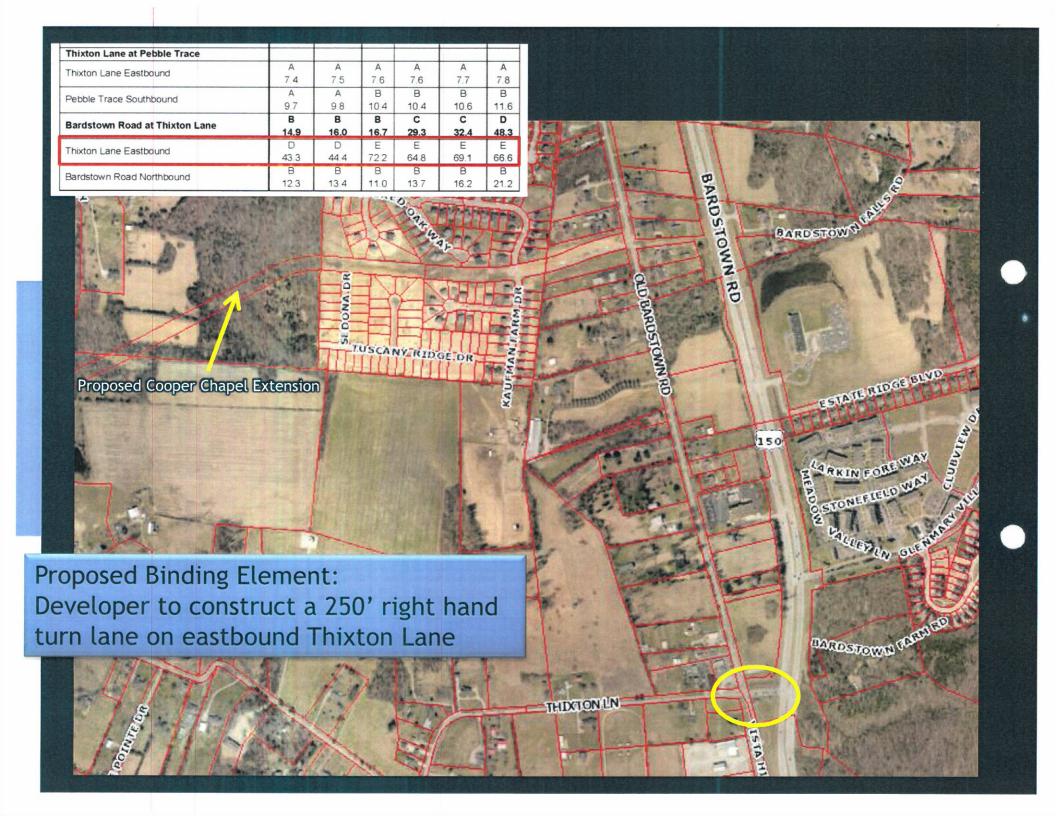
		A.M.	P.M.			
Approach	2021	2027	2027	2021	2027	2027
	Existing	No Build	Build	Existing	No Build	Build
Bardstown Road Southbound	B	B	B	C	D	E
	15.4	16.3	14.3	32.6	35.4	60.5

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance Manual</u> dated July, 2020. Using the volumes in Figure 6, no turn lanes are recommended at the entrance. The recommended traffic control is that westbound Oak Grove Road be controlled with a stop sign. Similar to the intersection of Thixton Lane and Oak Grove Road.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027, there will be a slight impact to the existing highway network. No improvements are required.



Proposed subdivision plan



September 16, 2021

Traffic Impact Study

Oak Grove Subdivision 10212 Oak Grove Road Louisville, KY

Prepared for

Louisville Metro Planning Commission



DIANE B. ZIMMERMAN
Traffic Engineering, LLC

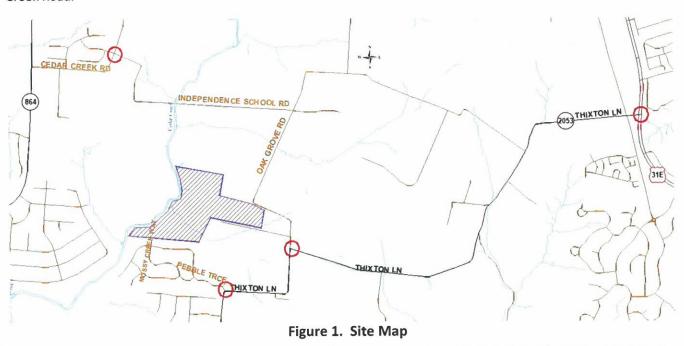
12803 High Meadows Pike
Prospect, KY 40059

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. 2027 No Build Peak Hour Volumes	4
TRIP GENERATION	5
Table 1. Peak Hour Trips Generated by Site	5
Figure 4. Trip Distribution Percentages	5
Figure 5. Peak Hour Trips Generated by Site	6
Figure 6. 2027 Build Peak Hour Volumes	7
ANALYSIS	8
Table 2. Peak Hour Level of Service	8
CONCLUSIONS	9
APPENDIX	10

INTRODUCTION

The site plan for the proposed Oak Grove subdivision shows 263 single-family lots on Oak Grove Road in Louisville, KY. **Figure 1** displays a map of the site. Access to the site will be from Oak Grove Road. The subdivision also connects to Mossy Creek Way. 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 Oak Grove Road with Thixton Lane, Thixton Lane with Pebble Trace and Bardstown Road, and Independence School Road with Cedar Creek Road.



EXISTING CONDITIONS

Oak Grove Road is a Metro-maintained road with an estimated 2021 ADT of 400 vehicles per day north of Thixton Lane, as estimated from the turning movement count. The road is a two-lane highway with nine-foot lanes with one-foot stabilized shoulders. The speed limit is 35 mph. There are no sidewalks. The intersection with Thixton Lane is controlled with a stop sign on the westbound approach of Thixton Lane.

Peak hour traffic counts for the intersections were obtained on Tuesday, August 24, 2021. The a.m. and p.m. peak hour varied between the intersections. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

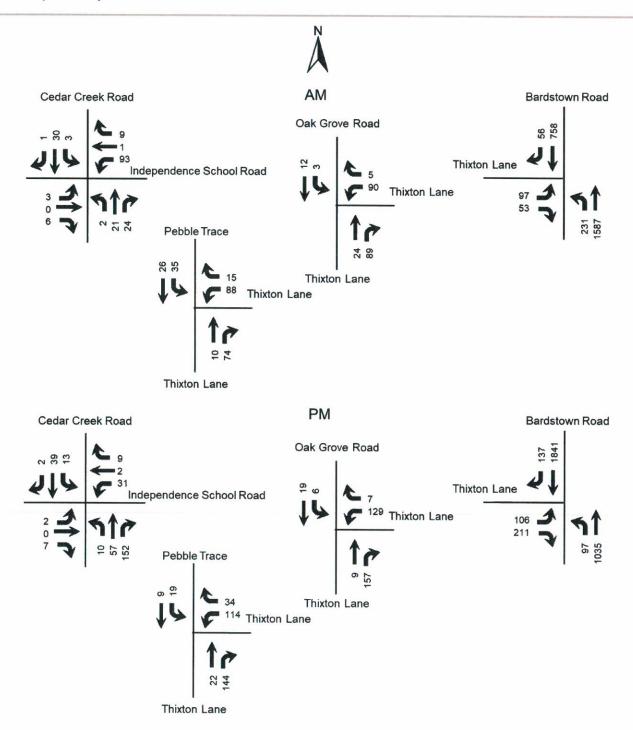


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2027. An annual growth rate of 2 percent was applied to the 2021 thru volumes on Thixton Lane and Cedar Creek Road. This was determined by the historical growth at KYTC station 274. One percent

annual growth was applied to the thru traffic on Bardstown Road. Figure 3 displays the 2027 No Build peak hour volumes.

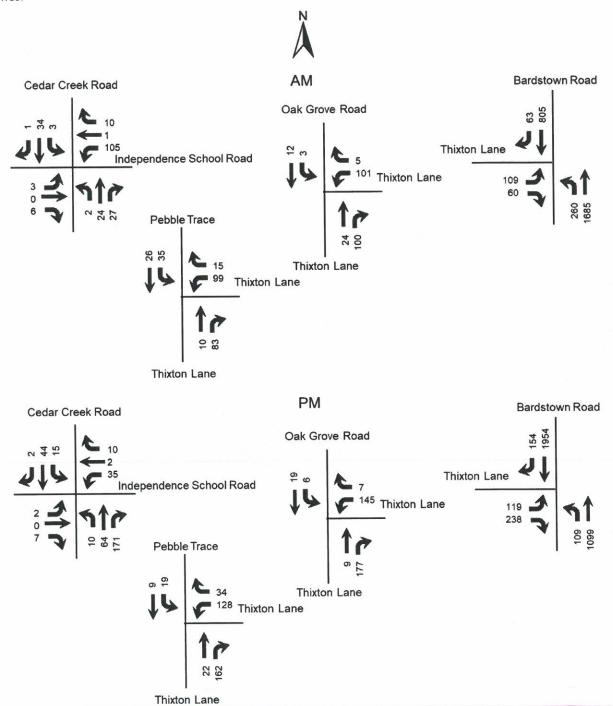


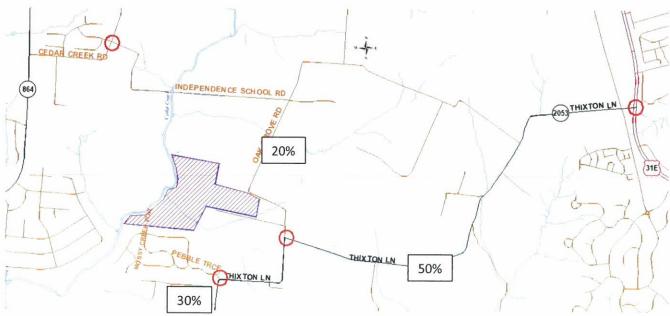
Figure 3. 2027 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 10th Edition contains trip generation rates for a wide range of developments. The land use of "Single-Family Detached (210)" was reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

	A.M. Peak Hour			P.M. Peak Hour			
Land Use	Trips	In	Out	Trips	In	Out	
Single-Family (263 units)	192	48	144	257	162	95	



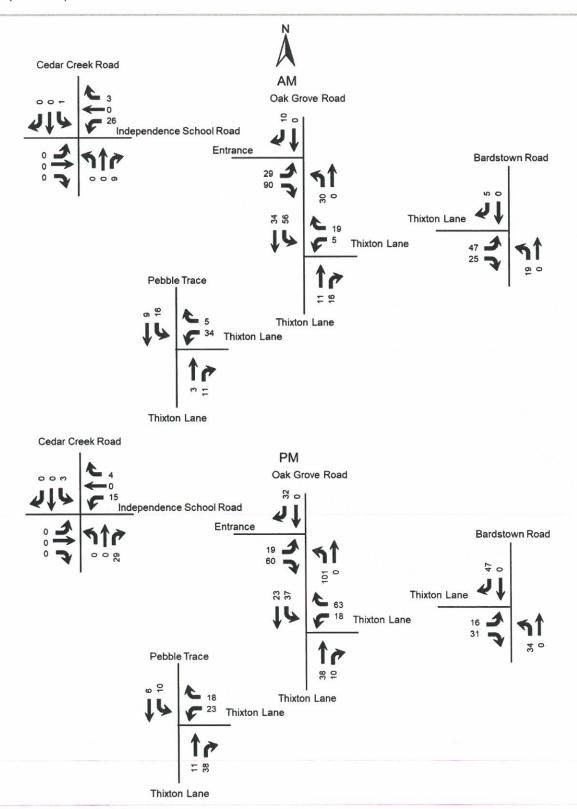


Figure 5. Peak Hour Trips Generated by Site

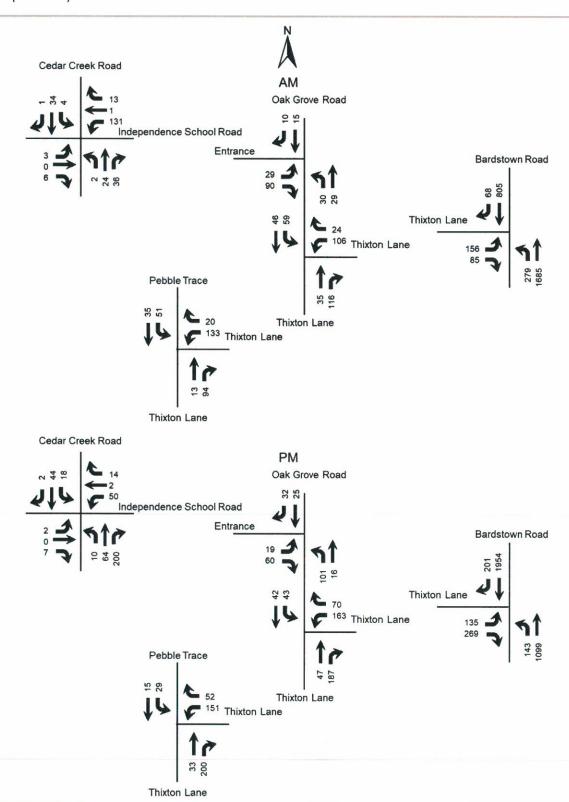


Figure 6. 2027 Build Peak Hour Volumes

ANALYSIS

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

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

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
A	2021	2027	2027	2021	2027	2027
Approach	Existing	No Build	Build	Existing	No Build	Build
Cedar Creek Road at Independence School						
Independence School Bood Footbound	Α	Α	Α	Α	Α	Α
Independence School Road Eastbound	8.8	8.9	8.9	9.1	9.2	9.3
Independence School Road Westbound	В	В	В	В	В	В
independence School Road Westbound	10.1	10.4	10.9	10.9	11.3	11.9
Cedar Creek Road Northbound	Α	Α	Α	Α	A	Α
Cedal Creek (Coad (Volthbodild	7.3	7.3	7.3	7.3	7.3	7.3
Cedar Creek Road Southbound	Α	Α	Α	Α	Α	Α
Cedal Greek Road Southbound	7.7	7.7	7.6	7.9	8.0	8.1
Oak Grove Road at Thixton Lane						
Thixton Lane Westbound	Α	A	В	В	В	В
THIX COT Earle Westboard	9.5	9.6	11.3	10.0	10.2	12.6
Oak Grove Road Southbound	Α	Α	Α	Α	Α	Α
	8.1	8.2	8.5	7.8	7.8	7.8
Oak Grove Road at Entrance						
Oak Grove Road Westbound			Α			Α
Can Crove read vrockboard			9.2			9.9
Oak Grove Road Southbound			Α			Α
			7.5			7.4
Thixton Lane at Pebble Trace						
Thixton Lane Eastbound	A	Α	Α	Α	Α	Α
Thinker Early Earl	7.4	7.5	7.6	7.6	7.7	7.8
Pebble Trace Southbound	Α	Α	В	В	В	В
	9.7	9.8	10.4	10.4	10.6	11.6
Bardstown Road at Thixton Lane	В	В	В	С	С	D
	14.9	16.0	16.7	29.3	32.4	48.3
Thixton Lane Eastbound	D	D	E	E	E	E
	43.3	44.4	72.2	64.8	69.1	66.6
Bardstown Road Northbound	В	В	В	В	В	В
	12.3	13.4	11.0	13.7	16.2	21.2

	A.M. P.M					P.M.		
Approach	2021	2027	2027	2021	2027	2027		
	Existing	No Build	Build	Existing	No Build	Build		
Bardstown Road Southbound	B	B	B	C	D	E		
	15.4	16.3	14.3	32.6	35.4	60.5		

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance Manual</u> dated July, 2020. Using the volumes in Figure 6, no turn lanes are recommended at the entrance. The recommended traffic control is that westbound Oak Grove Road be controlled with a stop sign. Similar to the intersection of Thixton Lane and Oak Grove Road.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027, there will be a slight impact to the existing highway network. No improvements are required.

APPENDIX

Traffic Counts

Classified Turn Movement Count | | All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Jefferson County, KY

Site 4 of 4 Cedar Creek Rd (South) Cedar Creek Rd (North) Independence School Rd (West) Independence School Rd (East)

Date Weather Tuesday, August 24, 2021 Fair 87°F

Lat/Long 38.104664°, -85.607391°

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

All vehicles

		No	orthbou	nd			So	uthbou	nd			E	astboun	ıd			W	estbou	nd		
		Cedar C	reek Rd	(South)			Cedar C	reek Rd	(North)		Inde	penden	ce Scho	ol Rd (W	est)	Inde	epender	nce Scho	ool Rd (Ea	ast)	
	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	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Tota
0700 - 0715	0	5	3	0	8	1	6	0	0	7	0	1	3	0	4	21	0	2	0	23	42
0715 - 0730	1	2	3	0	6	1	5	0	0	6	0	0	1	0	1	22	0	2	0	24	37
0730 - 0745	2	7	3	0	12	0	11	0	0	11	0	0	3	0	3	46	0	2	0	48	74
0745 - 0800	0	3	7	0	10	0	1	0	0	1	0	0	0	0	0	16	1	3	0	20	31
Hourly Total	3	17	16	0	36	2	23	0	0	25	0	1	7	0	8	105	1	9	0	115	184
0800 - 0815	0	5	6	0	11	3	6	1	0	10	2	0	2	0	4	19	0	2	0	21	46
0815 - 0830	0	6	8	0	14	0	12	0	0	12	1	0	1	0	2	12	0	2	0	14	42
0830 - 0845	0	7	5	0	12	0	7	0	0	7	0	0	0	0	0	7	0	3	0	10	29
0845 - 0900	0	2	9	0	11	1	13	0	0	14	0	0	2	0	2	9	0	3	0	12	39
Hourly Total	0	20	28	0	48	4	38	1	0	43	3	0	5	0	8	47	0	10	0	57	156
Grand Total	3	37	44	0	84	6	61	1	0	68	3	1	12	0	16	152	1	19	0	172	340
Approach %	3.57	44.05	52.38	0.00	-	8.82	89.71	1.47	0.00	-	18.75	6.25	75.00	0.00	-	88.37	0.58	11.05	0.00	-	
Intersection %	0.88	10.88	12.94	0.00	24.71	1.76	17.94	0.29	0.00	20.00	0.88	0.29	3.53	0.00	4.71	44.71	0.29	5.59	0.00	50.59	-
PHF	0.25	0.75	0.75	0.00	0.84	0.25	0.63	0.25	0.00	0.71	0.38	0.00	0.50	0.00	0.56	0.51	0.25	0.75	0.00	0.54	0.65

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

		No	orthbou	nd			So	uthbou	nd			E	astboun	d			W	/estbou	nd		
		Cedar C	reek Rd	(South)		-	Cedar C	reek Rd	(North)		Inde	penden	ce Scho	ol Rd (W	est)	Inde	epende	nce Scho	ool Rd (E	ast)	
W	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	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Tota
1600 - 1615	3	6	26	0	35	3	10	2	0	15	0	0	1	0	1	15	0	2	0	17	68
1615 - 1630	3	11	25	0	39	3	7	0	0	10	0	0	0	0	0	6	1	3	0	10	59
1630 - 1645	1	17	50	0	68	3	19	2	0	24	1	0	1	0	2	12	0	4	0	16	110
1645 - 1700	1	6	35	0	42	2	6	0	0	8	1	0	1	0	2	10	1	4	0	15	67
Hourly Total	8	40	136	0	184	11	42	4	0	57	2	0	3	0	5	43	2	13	0	58	304
1700 - 1715	5	20	37	0	62	4	8	0	0	12	0	0	5	0	5	6	1	1	0	8	87
1715 - 1730	3	14	30	0	47	4	6	0	0	10	0	0	0	0	0	3	0	0	0	3	60
1730 - 1745	2	8	22	0	32	2	7	2	0	11	1	0	4	0	5	7	0	4	0	11	59
1745 - 1800	4	4	17	0	25	1	7	1	0	9	3	0	2	0	5	5	0	2	0	7	46
Hourly Total	14	46	106	0	166	11	28	3	0	42	4	0	11	0	15	21	1	7	0	29	252
Grand Total	22	86	242	0	350	22	70	7	0	99	6	0	14	0	20	64	3	20	0	87	556
Approach %	6.29	24.57	69.14	0.00	-	22.22	70.71	7.07	0.00	-	30.00	0.00	70.00	0.00	-	73.56	3.45	22.99	0.00	2	
Intersection %	3.96	15.47	43.53	0.00	62.95	3.96	12.59	1.26	0.00	17.81	1.08	0.00	2.52	0.00	3.60	11.51	0.54	3.60	0.00	15.65	
PHF	0.50	0.71	0.76	0.00	0.81	0.81	0.51	0.25	0.00	0.56	0.50	0.00	0.35	0.00	0.45	0.65	0.50	0.56	0.00	0.66	0.74

Classified Turn Movement Count | | All vehicles



Jefferson County, KY

www.marrtraffic.com

Site 2 of 4

KY-2053 Thixton Ln (South)

Oak Grove Rd

KY-2053 Thixton Ln (East)

Date Tuesday, August 24, 2021 Weather

Fair 87°F

Lat/Long 38.09235°, -85.593529°

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

	No	rthbou	nd			Sout	thbound	
	KY-2053 T	hixton	Ln (South	1)		Oak	Grove Rd	
	Thru	Right			Left	Thru	U-Turn	
TIME	2.1	2.2	2.3	Total	2.4	2.5	2.6	Tota
0700 - 0715	4	26	0	30	0	3	0	3
0715 - 0730	6	29	0	35	0	5	0	5
0730 - 0745	6	18	0	24	1	1	0	2
0745 - 0800	6	18	0	24	1	4	0	5
Hourly Total	22	91	0	113	2	13	0	15
0800 - 0815	6	24	0	30	1	2	0	3
0815 - 0830	2	18	0	20	1	3	0	4
0830 - 0845	3	22	0	25	0	2	0	2
0845 - 0900	1	20	0	21	1	3	0	4
Hourly Total	12	84	0	96	3	10	0	13
Grand Total	34	175	0	209	5	23	0	28
Approach %	16.27	83.73	0.00		17.86	82.14	0.00	
Intersection %	8.81	45.34	0.00	54.15	1.30	5.96	0.00	7.2
PHF	1.00	0.77	0.00	0.81	0.75	0.60	0.00	0.7

		nd	/estbou	
		Ln (East)	Thixton	KY-20
Int	App	U-Turn	Right	Left
Total	Total	2.9	2.8	2.7
48	15	0	2	13
55	15	0	1	14
58	32	0	2	30
51	22	0	2	20
212	84	0	7	77
59	26	0	0	26
42	18	0	2	16
35	8	0	0	8
38	13	0	1	12
174	65	0	3	62
386	149	0	10	139
		0.00	6.71	93.29
	38.60	0.00	2.59	36.01
0.94	0.74	0.00	0.63	0.75

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

All vehicles

100	No	orthbou	nd			Sou	thbound	
	KY-2053 T	hixton	Ln (South)	1	Oak	Grove Rd	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	2.1	2.2	2.3	Total	2.4	2.5	2.6	Total
1600 - 1615	3	29	0	32	3	6	0	9
1615 - 1630	1	24	0	25	2	8	0	10
1630 - 1645	6	43	0	49	3	5	0	8
1645 - 1700	1	45	0	46	1	1	0	2
Hourly Total	11	141	0	152	9	20	0	29
1700 - 1715	1	37	0	38	2	7	0	9
1715 - 1730	1	32	0	33	0	6	0	6
1730 - 1745	3	29	0	32	3	6	0	9
1745 - 1800	4	23	0	27	2	5	0	7
Hourly Total	9	121	0	130	7	24	0	31
Grand Total	20	262	0	282	16	44	0	60
Approach %	7.09	92.91	0.00	2 -	26.67	73.33	0.00	
Intersection %	3.44	45.09	0.00	48.54	2.75	7.57	0.00	10.33
PHF	0.38	0.87	0.00	0.85	0.50	0.68	0.00	0.69

	Westbou			7
KY-20	53 Thixton	Ln (East)		
Left	Right	U-Turn	App	Int
2.7	2.8	2.9	Total	Total
22	1	0	23	64
18	0	0	18	53
30	2	0	32	89
38	2	0	40	88
108	5	0	113	294
32	3	0	35	82
29	0	0	29	68
32	0	0	32	73
30	0	0	30	64
123	3	0	126	287
231	8	0	239	581
96.65	3.35	0.00	-	
39.76	1.38	0.00	41.14	
0.85	0.58	0.00	0.85	0.92

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Site 3 of 4

KY-2053 Thixton Ln (South) Pebble Trace

Jefferson County, KY

KY-2053 Thixton Ln (East)

Date

Tuesday, August 24, 2021

Weather Fair

87°F

Lat/Long 38.089712°, -85.598788°

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

All vehicles

	No	orthbou	nd			So	uthbound	
	KY-2053 1	Thixton I	Ln (South	1)		Pe	bble Trace	
	Thru	PERSONAL PROPERTY.	U-Turn	App	Left	Thru	U-Turn	Lindson or
TIME	3.1	3.2	3.3	Total	3.4	3.5	3.6	Total
0700 - 0715	0	20	0	20	11	5	0	16
0715 - 0730	1	18	0	19	11	6	0	17
0730 - 0745	4	17	0	21	8	6	0	14
0745 - 0800	2	19	0	21	6	6	0	12
Hourly Total	7	74	0	81	36	23	0	59
0800 - 0815	3	20	0	23	10	8	0	18
0815 - 0830	1	14	0	15	8	10	0	18
0830 - 0845	0	17	0	17	6	2	0	8
0845 - 0900	0	15	0	15	4	2	0	6
Hourly Total	4	66	0	70	28	22	0	50
Grand Total	11	140	0	151	64	45	0	109
Approach %	7.28	92.72	0.00	-	58.72	41.28	0.00	-
Intersection %	2.61	33.18	0.00	35.78	15.17	10.66	0.00	25.83
PHF	0.63	0.93	0.00	0.91	0.80	0.81	0.00	0.85

KY-2	Westbour 053 Thixton		1	
Left	Right	U-Turn	App	Int
3.7	3.8	3.9	Total	Total
12	2	0	14	50
12	5	0	17	53
32	2	0	34	69
20	4	0	24	57
76	13	0	89	229
24	4	0	28	69
17	3	0	20	53
6	3	0	9	34
14	2	0	16	37
61	12	0	73	193
137	25	0	162	422
84.57	15.43	0.00	-	
32.46	5.92	0.00	38.39	
0.69	0.75	0.00	0.76	0.90

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

All vehicles

200	N	ortnbou	ina			50	utnbound	
	KY-2053 T	Thixton	Ln (South	1)		Pe	bble Trace	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	3.1	3.2	3.3	Total	3.4	3.5	3.6	Total
1600 - 1615	1	25	0	26	6	1	0	7
1615 - 1630	3	23	0	26	4	4	0	8
1630 - 1645	7	44	0	51	5	2	0	7
1645 - 1700	4	38	0	42	5	2	0	7
Hourly Total	15	130	0	145	20	9	0	29
1700 - 1715	4	33	0	37	4	2	0	6
1715 - 1730	7	29	0	36	5	3	0	8
1730 - 1745	8	29	0	37	4	2	0	6
1745 - 1800	9	22	0	31	5	2	0	7
Hourly Total	28	113	0	141	18	9	0	27
Grand Total	43	243	0	286	38	18	0	56
Approach %	15.03	84.97	0.00	-	67.86	32.14	0.00	-
Intersection %	6.97	39.38	0.00	46.35	6.16	2.92	0.00	9.08
PHF	0.79	0.82	0.00	0.81	0.95	0.75	0.00	0.88

		nd	estbou	
)	Ln (East	Thixton	KY-205
Int	App	U-Turn	Right	Left
Total	Total	3.9	3.8	3.7
62	29	0	9	20
59	25	0	7	18
93	35	0	5	30
82	33	0	9	24
296	122	0	30	92
87	44	0	15	29
80	36	0	5	31
81	38	0	17	21
73	35	0	9	26
321	153	0	46	107
617	275	0	76	199
	-	0.00	27.64	72.36
	44.57	0.00	12.32	32.25
0.92	0.84	0.00	0.57	0.92

Classified Turn Movement Count | | All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Jefferson County, KY

Site 1 of 4 US-150 Bardstown Rd (South) US-150 Bardstown Rd (North) KY-2053 Thixton Ln

Date Tuesday, August 24, 2021 Weather

Fair 87°F

Lat/Long 38.100655°, -85.565656°

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

All vehicles

	Si di	North	bound		So	uthbou	nd			Eastbour	ıd	
	US	-150 Bardst	own Rd (Sout	:h)	US-150 Bar	dstown	Rd (Nor	th)		KY-2053 Thixt	ton Ln	
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App
TIME	1.1	1.2	1.3	Total	1.4	1.5	1.6	Total	1.7	1.8	1.9	Total
0700 - 0715	40	455	0	495	178	8	0	186	28	17	0	45
0715 - 0730	76	459	0	535	157	9	0	166	30	9	0	39
0730 - 0745	75	335	0	410	196	26	0	222	25	14	0	39
0745 - 0800	40	338	0	378	227	13	1	241	14	13	0	27
Hourly Total	231	1587	0	1818	758	56	1	815	97	53	0	150
0800 - 0815	20	336	0	356	198	27	0	225	29	10	0	39
0815 - 0830	24	351	0	375	194	16	0	210	26	10	0	36
0830 - 0845	17	347	0	364	159	8	0	167	34	13	0	47
0845 - 0900	20	308	0	328	169	13	0	182	26	13	0	39
Hourly Total	81	1342	0	1423	720	64	0	784	115	46	0	161
Grand Total	312	2929	0	3241	1478	120	1	1599	212	99	0	311
Approach %	9.63	90.37	0.00	-	92.43	7.50	0.06	-	68.17	31.83	0.00	-
Intersection %	6.06	56.86	0.00	62.92	28.69	2.33	0.02	31.04	4.12	1.92	0.00	6.04
PHF	0.76	0.86	0.00	0.85	0.83	0.54	0.25	0.85	0.81	0.78	0.00	0.83

5151

0.94

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

All vehicles

	The Carrier	INOT	thbound			50	utnbou	ma			Ed	Stboui	IU	
	US	-150 Bard	stown Rd (Sou	th)	US	-150 Bar	dstown	Rd (Nor	th)		KY-205	3 Thix	ton Ln	Director .
	Left	Thru	U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App
TIME	1.1	1.2	1.3	Total		1.4	1.5	1.6	Total	1.7		1.8	1.9	Tota
1600 - 1615	23	274	0	297		375	37	0	412	23		50	0	73
1615 - 1630	18	257	0	275		422	44	0	466	18		44	0	62
1630 - 1645	23	258	0	281		426	37	0	463	27		58	0	85
1645 - 1700	34	294	0	328		414	40	0	454	35		62	0	97
Hourly Total	98	1083	0	1181		1637	158	0	1795	103		214	0	317
1700 - 1715	22	249	0	271		503	32	0	535	22		43	0	65
1715 - 1730	23	240	0	263		441	32	0	473	23		58	0	81
1730 - 1745	18	252	0	270		483	33	0	516	26		48	0	74
1745 - 1800	19	251	0	270		463	40	0	503	28		34	0	62
Hourly Total	82	992	0	1074		1890	137	0	2027	99	[183	0	282
Grand Total	180	2075	0	2255		3527	295	0	3822	202	[397	0	599
Approach %	7.98	92.02	0.00			92.28	7.72	0.00	-	33.72		66.28	0.00	-
Intersection %	2.70	31.08	0.00	33.78		52.83	4.42	0.00	57.25	3.03	[5.95	0.00	8.97
PHF	0.71	0.88	0.00	0.86		0.92	0.86	0.00	0.92	0.76	- [0.85	0.00	0.82

6676

0.97

HCS Reports

HCS7 Two-Way Stop-Control Report General Information Analyst DBZ Intersection Cedar Creek at Ind School Agency/Co. Diane B Zimmerman Traffic Engineering Jurisdiction Date Performed 9/19/2021 East/West Street Independence School Road Analysis Year 2021 North/South Street Cedar Creek Road Time Analyzed AM Peak Peak Hour Factor 0.65 Intersection Orientation North-South Analysis Time Period (hrs) 0.25 Project Description Oak Grove Lanes																
General Information							Site	Inform	natio	n						
Analyst	DBZ						Inters	ection			Ceda	Creek a	at Ind Sc	thool		-
	Diane	B Zimm	erman T	raffic En	gineerin	ıg	Jurisd	liction								
	9/19/2	2021					East/\	West Stre	et		Indep	endence	e School	l Road		
Analysis Year	2021						North	/South S	Street		Ceda	Creek F	Road			
Time Analyzed	AM Pe	ak					Peak	Hour Fac	tor		0.65					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Oak G	irove								oriente in manufacture of						
Lanes																
				1 20	0.7	** ** ** ** ** ** ** ** ** **		4 4								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound				bound				bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Priority	100	1000			2 70000000	IN THE PERSON NAMED IN		CONTRACTOR OF THE PARTY OF THE		1						-
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	-
Number of Lanes Configuration			LTR				LTR		0		LTR		0		LTR	
Number of Lanes Configuration Volume (veh/h)		3	LTR 0	6		93	LTR 1	9	0	2		0 24	0	3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)			LTR				LTR		0		LTR		0		LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		3 0	LTR 0 0	6		93	LTR 1 0	9	0	2	LTR		0	3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3 0	LTR 0	6		93	LTR 1	9	0	2	LTR		0	3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		3 0	LTR 0 0	6 0	vided	93	LTR 1 0	9	0	2	LTR		0	3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		3 0	LTR 0 0	6 0	vided	93	LTR 1 0	9	0	2	LTR		0	3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	3 0	LTR 0 0	6 0 Undi	vided	93	LTR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0	0	2 0	LTR		0	3 33	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	3 0 ys 7.1	LTR 0 0 0	6 0 Undi	vided	93 1	LTR 1 0 0 0 6.5	9 0	0	2 0	LTR		0	3 33 33	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	3 0 (vs 7.1 7.10	LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 Undi	vided	7.1 7.11	LTR 1 0 0 6.5 6.50	9 0 6.2 6.20	0	4.1 4.10	LTR		0	3 33 33 4.1 4.43	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	3 0 7.1 7.10 3.5	LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.2 6.20 3.3	vided	7.1 7.11 7.11 3.5	LTR 1 0 0 6.5 6.50 4.0	6.2 6.2 6.20 3.3	0	2 0 4.1 4.10 2.2	LTR		0	4.1 4.43 2.2	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		3 0 7.1 7.10 3.5 3.50	6.5 6.5 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.11	LTR 1 0 0 6.5 6.50	9 0 6.2 6.20	0	4.1 4.10	LTR		0	3 33 33 4.1 4.43	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		3 0 7.1 7.10 3.5 3.50	6.5 6.5 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.11 7.11 3.5	LTR 1 0 0 6.5 6.50 4.0	6.2 6.2 6.20 3.3	0	2 0 4.1 4.10 2.2	LTR		0	4.1 4.43 2.2	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		3 0 7.1 7.10 3.5 3.50	6.5 6.5 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.11 7.11 3.5	LTR 1 0 0 6.5 6.50 4.0	6.2 6.2 6.20 3.3	0	2 0 4.1 4.10 2.2	LTR			4.1 4.43 2.2	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		3 0 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 958	6.2 6.20 3.3 3.30	vided	7.1 7.11 7.11 3.5	6.5 6.50 4.0 4.00	6.2 6.2 6.20 3.3		4.1 4.10 2.2 2.20	LTR		0	3 33 33 4.1 4.43 2.2 2.50	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		3 0 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 958 0.01	6.2 6.20 3.3 3.30	vided	7.1 7.11 7.11 3.5	6.5 6.5 6.50 4.0 4.00	6.2 6.2 6.20 3.3	0	4.1 4.10 2.2 2.20	LTR			3 33 33 4.1 4.43 2.2 2.50	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pellow-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 0 7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 14 958	6.2 6.20 3.3 3.30	vided	7.1 7.11 7.11 3.5	6.5 6.50 4.0 4.00	6.2 6.2 6.20 3.3	0	4.1 4.10 2.2 2.20	LTR			4.1 4.43 2.2 2.50	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, arr Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		3 0 7.1 7.10 3.5 3.50	6.5 6.50 4.00 4.00 ervice 14 958 0.01 0.0 8.8	6.2 6.20 3.3 3.30	vided	7.1 7.11 7.11 3.5	100 00 6.5 6.50 4.00 4.00 158 861 0.18 0.7	6.2 6.2 6.20 3.3		4.1 4.10 2.2 2.20 3 1573 0.00 0.0 7.3	LTR			4.1 4.43 2.2 2.50 5 1356 0.00	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Tollow-Up Headway (sec) Pollow-Up Headway (sec) Polay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh)		3 0 7.1 7.10 3.5 3.50 I of Se	6.5 6.50 4.00 4.00 958 0.01	6.2 6.20 3.3 3.30	vided	7.1 7.11 3.5 3.51	LTR 1 0 0 6.5 6.50 4.0 4.00 158 861 0.18	6.2 6.2 6.20 3.3		4.1 4.10 2.2 2.20 3 1573 0.00 0.0 7.3 A	LTR			3 33 33 4.1 4.43 2.2 2.50 5 1356 0.00 0.0 7.7 A	LTR	

Copyright © 2021 University of Florida. All Rights Reserved.

HCS TIMM TWSC Version 7.9.5 Cedar AM 21.xtw

Generated: 9/19/2021 7:35:57 PM

			CS7	Two-	Way	Stop	-Coi	ntrol	Rep	ort						
General Information							Site I	nforn	natio	n						
Analyst	DBZ						Inters	ection			Cedar	Creek a	it Ind Sch	ool		
Agency/Co.	Diane	B Zimm	erman T	raffic End	gineering		Jurisd	iction				nii ber	***			
Date Performed	9/19/	2021					East/\	West Stre	et		Indep	endence	e School	Road		2010
Analysis Year	2027						North	/South S	treet		Cedar	Creek F	Road			
Time Analyzed	AM P	eak No B	uild				Peak I	Hour Fac	tor		0.65					-
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					84
Project Description	Oak G	rove										-				
Lanes																
				74 474 46		THE TO		74474								
	- THE PARTY OF THE							and the same of th	-							-
Vehicle Volumes and Adj	ustme	nts														
Vehicle Volumes and Adj Approach		-	ound			Westh	oound			Northi					bound	
Approach Movement	ustme	Eastb	Ţ	R	U	L	T	R	U	L	Т	R	U	L	T	-
Approach Movement Priority		Eastb L 10	T 11	12	U	L 7	T 8	9	1U	L 1	T 2	3	4U	L 4	T 5	
Approach Movement Priority Number of Lanes		Eastb	11 1	-	U	L	T 8			L	T 2 1		-	L	5 1	
Approach Movement Priority Number of Lanes Configuration		Eastb	T 11 1 LTR	12	U	7 0	T 8 1 LTR	9	1U	1 0	T 2 1 LTR	3	4U	4 0	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)		Eastb L 10 0	T 11 1 LTR 0	12 0	U	L 7 0	T 8 1 LTR 1	9 0	1U	1 0	T 2 1	3	4U	L 4 0	5 1	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		Eastb	T 11 1 LTR	12	U	7 0	T 8 1 LTR	9	1U	1 0	T 2 1 LTR	3	4U	4 0	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		Eastb L 10 0	11 1 LTR 0 0	12 0	U	L 7 0 105 1	T 8 1 LTR 1 0	9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		Eastb L 10 0	T 11 1 LTR 0	12 0	U	L 7 0 105 1	T 8 1 LTR 1	9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		Eastb L 10 0	11 1 LTR 0 0	12 0 6 0	U	L 7 0 105 1	T 8 1 LTR 1 0	9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	U	Eastb L 10 0 3 0	11 1 LTR 0 0	12 0 6 0		L 7 0 105 1	T 8 1 LTR 1 0	9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He	U	Eastb L 10 0 3 0	T 11 1 LTR 0 0 0	12 0 6 0		105 1	T 8 1 LTR 1 0	9 0 10 0	1U	L 1 0 2 0	T 2 1 LTR	3	4U	L 4 0 3 3 33	T 5 1 LTR	
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 Ho	U	Eastb L 10 0 3 0	T 11 1 LTR 0 0	12 0 6 0 Undi		105 1 7	T 8 1 LTR 1 0	9 0 10 0	1U	L 1 0 2 0	T 2 1 LTR	3	4U	L 4 0 3 3 33 4.1	T 5 1 LTR	
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 Ho Base Critical Headway (sec)	U	Eastb L 10 0 3 0	T 11 1 LTR 0 0 0	12 0 6 0		105 1	T 8 1 LTR 1 0	9 0 10 0	1U	L 1 0 2 0	T 2 1 LTR	3	4U	4 0 3 3 33 4.1 4.1 4.43	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	U	Eastb L 10 0 3 0 7.1 7.10	T 11 1 LTR 0 0	12 0 6 0 Undi		105 1 7.1 7.11	T 8 1 LTR 1 0	9 0 10 0	1U	L 1 0 2 0 1 4.1 4.10	T 2 1 LTR	3	4U	L 4 0 3 3 33 4.1	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House (Sec) Critical Headway (Sec) Base Follow-Up Headway (Sec) Follow-Up Headway (Sec)	U	Eastb L 10 0 3 0 7.1 7.10 3.5 3.50	11 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undir		7 0 105 1 7.1 7.11 3.5	T 8 1 LTR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 0 6.2 6.20 3.3	1U	L 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 2 1 LTR	3	4U	L 4 0 3 3 3 3 3 4 1 4 1 4 4 4 3 2 . 2	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	U	Eastb L 10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 6.5 6.50 4.0 4.00	12 0 6 0 Undir		7 0 105 1 7.1 7.11 3.5	T 8 1 1 C 1 0 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C	9 0 10 0 6.2 6.20 3.3	1U	L 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 2 1 LTR	3	4U	4.1 4.43 2.2 2.50	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	U	Eastb L 10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undir		7 0 105 1 7.1 7.11 3.5	T 8 1 LTR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 0 6.2 6.20 3.3	1U	L 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 2 1 LTR	3	4U	4.1 4.43 2.2 2.50	T 5 1 LTR	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House (Sec) Critical Headway (Sec) Base Follow-Up Headway (Sec) Follow-Up Headway (Sec) Delay, Queue Length, an Flow Rate, v (veh/h)	U	Eastb L 10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undir		7 0 105 1 7.1 7.11 3.5	T 8 1 LTR 1 0 0 6.5 6.50 4.0 4.00 178 845	9 0 10 0 6.2 6.20 3.3	1U	4.1 4.1 4.10 2.2 2.20	T 2 1 LTR	3	4U	4.1 4.43 2.2 2.50	T 5 1 LTR	
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 Holiase Critical Headway (sec) Base 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	U	Eastb L 10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undir		7 0 105 1 7.1 7.11 3.5	T 8 1 LTR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 0 6.2 6.20 3.3	1U	L 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 2 1 LTR	3	4U	4.1 4.43 2.2 2.50 5 1345 0.00	T 5 1 LTR	
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 Ho 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)	U	Eastb L 10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undir		7 0 105 1 7.1 7.11 3.5	6.5 6.5 6.50 4.00 178 845 0.21	9 0 10 0 6.2 6.20 3.3	1U	4.1 4.10 2.2 2.20 3 1564 0.00 0.0	T 2 1 LTR	3	4U	4.1 4.43 2.2 2.50 5 1345 0.00 0.0	T 5 1 LTR	
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 Holiase Critical Headway (sec) Base 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	U	Eastb L 10 0 3 0 7.1 7.10 3.5 3.50	11 1 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 6 0 Undir		7 0 105 1 7.1 7.11 3.5	T 8 1 LTR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 10 0 6.2 6.20 3.3	1U	L 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 2 1 LTR	3	4U	4.1 4.43 2.2 2.50 5 1345 0.00	T 5 1 LTR	

Copyright © 2021 University of Florida. All Rights Reserved.

HCS WM TWSC Version 7.9.5 Cedar AM 27 NB.xtw Generated: 9/19/2021 7:37:54 PM

		H	CS7	Two-	-Way	Stop	o-Co	ntrol	Rep	ort						
General Information		56					Site	Inform	nation	1						
Analyst	DBZ						Inters	ection			Ceda	Creek a	t Ind Sci	hool		
Agency/Co.	Diane 8	3 Zimm	erman 1	raffic En	aineerin	a		liction								750
Date Performed	9/19/20	_				-		West Stre	et		Indep	endence	e School	Road		
Analysis Year	2027							/South S	-		-	Creek F			Vinda	380
Time Analyzed	AM Pea	ak Build	i					Hour Fac			0.65					
Intersection Orientation	North-S	South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Oak Gr	ove														
Lanes		686											9.64		07/03	
				144747	ብግ	† 1 † Y	† † f	4								
Vehicle Volumes and Ad	justmen	ts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	0	6		131	1	13		2	24	36		4	34	
Percent Heavy Vehicles (%)		0	0	0		1	0	0		0				25		
Proportion Time Blocked																
Percent Grade (%)		()				0									
Right Turn Channelized					1											
				Undi	vided											
Median Type Storage																
	eadway	s						and the state of			-			4.1		
	eadway	5 7.1	6.5	6.2		7.1	6.5	6.2		4.1						100
Critical and Follow-up H	eadway	-	6.5	6.20		7.1 7.11	6.50	6.20		4.10				4.35		
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadway	7.1 7.10 3.5	6.50 4.0	6.20		7.11 3.5	6.50 4.0	6.20		4.10						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.50 4.0 4.00	6.20 3.3 3.30		7.11	6.50	6.20		4.10				4.35		
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.50 4.0 4.00	6.20 3.3 3.30		7.11 3.5	6.50 4.0	6.20		4.10				4.35 2.2		
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.50 4.0 4.00	6.20 3.3 3.30		7.11 3.5	6.50 4.0	6.20		4.10				4.35 2.2		
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice	6.20 3.3 3.30		7.11 3.5	6.50 4.0 4.00	6.20		4.10 2.2 2.20				4.35 2.2 2.43		
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice	6.20 3.3 3.30		7.11 3.5	6.50 4.0 4.00	6.20		4.10 2.2 2.20				4.35 2.2 2.43		
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice 14 936	6.20 3.3 3.30		7.11 3.5	6.50 4.0 4.00 223 833	6.20		4.10 2.2 2.20 3 1564				4.35 2.2 2.43 6 1370		
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice 14 936 0.01	6.20 3.3 3.30		7.11 3.5	6.50 4.0 4.00 223 833 0.27	6.20		4.10 2.2 2.20 3 1564 0.00				4.35 2.2 2.43 6 1370 0.00		
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) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		7.1 7.10 3.5 3.50	6.50 4.0 4.00 ervice 14 936 0.01 0.0	6.20 3.3 3.30		7.11 3.5	6.50 4.0 4.00 223 833 0.27	6.20		4.10 2.2 2.20 3 1564 0.00 0.0				4.35 2.2 2.43 6 1370 0.00 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 ₉₁ (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50	6.50 4.0 4.00 14 936 0.01 0.0 8.9 A	6.20 3.3 3.30		7.11 3.5 3.51	6.50 4.0 4.00 223 833 0.27 1.1	6.20		3 1564 0.00 7.3 A				4.35 2.2 2.43 6 1370 0.00 0.0 7.6 A	8	

		Н	CS7	Two-	Way	Stop	-Coi	ntrol	Rep	ort						
General Information							Site I	nforn	natio	1						
Analyst	DBZ						Interse	ection			Cedai	Creek a	t Ind Sci	hool		
Agency/Co.	Diane	B Zimm	erman T	raffic End	gineering	,	Jurisd	iction		4330			600			
Date Performed	9/19/						East/V	Vest Stre	et		Indep	endence	School	Road		COL
Analysis Year	2021				SULUE.			/South S				Creek R				
Time Analyzed	PM P	eak						Hour Fac	_		0.74					
Intersection Orientation		-South	10000	(1957)				sis Time		hrs)	0.25					
Project Description	Oak (irove														-
Lanes												71075				167
				74 174 16		† † Y Street: Nor	† † r	÷ * C								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	
			11	12	1	7	8	9					44.4		-	
Priority		10							10	1	2	3	4U	4	5	-
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	-
Number of Lanes Configuration		0	1 LTR	0		0	1 LTR	0		0	1 LTR	0		0	1 LTR	
Number of Lanes Configuration Volume (veh/h)		2	1 LTR 0	7		31	1 LTR 2	9		10	1			13	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0	1 LTR	0		0	1 LTR	0		0	1 LTR	0		0	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		2 0	1 LTR 0 0	7		0 31 0	1 LTR 2 0	9		10	1 LTR	0		13	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		2 0	1 LTR 0	7		0 31 0	1 LTR 2	9		10	1 LTR	0		13	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		2 0	1 LTR 0 0	7 0		0 31 0	1 LTR 2 0	9		10	1 LTR	0		13	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		2 0	1 LTR 0 0	7 0	vided	0 31 0	1 LTR 2 0	9		10	1 LTR	0		13	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0 2 0	1 LTR 0 0	0 7 0 Undi	vided	31 0	1 LTR 2 0	9 11		10	1 LTR	0		13	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	0 2 0 0 ys 7.1	1 LTR 0 0	0 7 0 Undi	vided	0 31 0	1 LTR 2 0	9 11 6.2		0 10 0	1 LTR	0		0 13 8	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	0 2 0 ys 7.1 7.10	1 LTR 0 0	0 7 0 Undi	vided	7.1 7.10	1 LTR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 9 11 6.2 6.31		0 10 0	1 LTR	0		0 13 8 4.1 4.18	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	0 2 0 7.1 7.10 3.5	1 LTR 0 0 0	0 7 0 Undi	vided	7.1 7.10 3.5	1 LTR 2 0	6.2 6.31 3.3		0 10 0 4.1 4.10 2.2	1 LTR	0		0 13 8 4.1 4.18 2.2	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 7.1 7.10 3.5 3.50	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 7 0 Undi	vided	7.1 7.10	1 LTR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 9 11 6.2 6.31		0 10 0	1 LTR	0		0 13 8 4.1 4.18	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys 7.1 7.10 3.5 3.50	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 7 0 Undi	vided	7.1 7.10 3.5	1 LTR 2 0	6.2 6.31 3.3		0 10 0 4.1 4.10 2.2	1 LTR	0		0 13 8 4.1 4.18 2.2	1 LTR	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 7.1 7.10 3.5 3.50	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 7 0 Undi	vided	7.1 7.10 3.5	1 LTR 2 0	6.2 6.31 3.3		0 10 0 4.1 4.10 2.2	1 LTR	0		0 13 8 4.1 4.18 2.2	1 LTR	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		ys 7.1 7.10 3.5 3.50	1 LTR 0 0 0 6.5 6.50 4.0 4.00	0 7 0 Undi	vided	7.1 7.10 3.5	1 LTR 2 0 6.5 6.50 4.0 4.00	6.2 6.31 3.3		4.1 4.10 2.2 2.20	1 LTR	0		0 13 8 4.1 4.18 2.2 2.27	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, are		ys 7.1 7.10 3.5 3.50	1 LTR 0 0 0 6.5 6.50 4.0 4.00	0 7 0 Undi	vided	7.1 7.10 3.5	1 LTR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.31 3.3		4.1 4.10 2.2 2.20	1 LTR	0		0 13 8 4.1 4.18 2.2 2.27	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 7.1 7.10 3.5 3.50	1 LTR 0 0 0 6.5 6.50 4.0 4.00 ervice 12 895	0 7 0 Undi	vided	7.1 7.10 3.5	1 LTR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.31 3.3		0 10 0 4.1 4.10 2.2 2.20	1 LTR	0		13 8 4.1 4.18 2.2 2.27	1 LTR	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 7.1 7.10 3.5 3.50	1 LTR 0 0 0 6.5 6.50 4.0 4.00 ervice 12 895 0.01 0.0	0 7 0 Undi	vided	7.1 7.10 3.5	1 LTR 2 0 6.5 6.50 4.0 4.00 57 670 0.08 0.3 10.9	6.2 6.31 3.3		4.1 4.10 2.2 2.20 14 1562 0.01 0.0	1 LTR	0		13 8 4.1 4.18 2.2 2.27 18 1246 0.01 0.0 7.9	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)		7.1 7.10 3.5 3.50	1 LTR 0 0 0 6.5 6.50 4.0 4.00 ervice 12 895 0.01 0.0	0 7 0 Undi	vided	7.1 7.10 3.5 3.50	1 LTR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.31 3.3		10 0 10 0 4.1 4.10 2.2 2.20 14 1562 0.01 0.0 7.3 A	1 LTR	0		13 8 4.1 4.18 2.2 2.27 18 1246 0.01 0.0 7.9 A	1 LTR	-

			C31	IWO.	-Way	Sto	J-CU	HUOI	veh	OIL						
General Information							Site	Inforn	natio	n						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	at Ind Sc	hool		
Agency/Co.	Diane	B Zimn	nerman 1	Traffic En	gineerin	g	Juriso	liction		302						
Date Performed	9/19/	2021					East/	West Stre	et		Indep	endence	e School	Road		
Analysis Year	2027						North	/South S	Street		Ceda	r Creek F	Road			
Time Analyzed	PM P	eak No I	Build				Peak	Hour Fac	tor		0.74					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	Oak C	Grove														-
Lanes							The state of				E. S.					
				14477		† † Y		4 4 4 4 4 4								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	0	7		35	2	10		10	64	171		15	44	
Percent Heavy Vehicles (%)		0	0	0		0	0	11		0				8		
		1174.05			-		0		1000							537
Proportion Time Blocked			-		-	-										
Proportion Time Blocked Percent Grade (%)			0				0									
Proportion Time Blocked Percent Grade (%) Right Turn Channelized			0				0									
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage			0	Undi	vided	nee.	0									
Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa		0	Undi	vided		0									
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa		6.5	Undi	vided	7.1	6.5	6.2		4.1				4.1		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys			vided			6.2		4.1				4.1		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 7.1	6.5	6.2	vided	7.1	6.5							-		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys 7.1 7.10	6.5	6.2	vided	7.1 7.10	6.5 6.50	6.31		4.10				4.18		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0	6.31		4.10 2.2				4.18		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0	6.31		4.10 2.2				4.18		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.31		4.10 2.2 2.20				4.18 2.2 2.27		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.31		4.10 2.2 2.20				4.18 2.2 2.27		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00	6.31		4.10 2.2 2.20 14 1554				4.18 2.2 2.27 20 1209		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 12 874 0.01	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00 64 637 0.10	6.31		4.10 2.2 2.20 14 1554 0.01				4.18 2.2 2.27 20 1209 0.02		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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 ₉₂ (veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 12 874 0.01	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5	6.5 6.50 4.0 4.00 64 637 0.10 0.3	6.31		4.10 2.2 2.20 14 1554 0.01 0.0				2.2 2.27 20 1209 0.02 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, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh) Control Delay (s/veh)		7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 ervice 12 874 0.01 0.0	6.2 6.20 3.3 3.30	vided	7.1 7.10 3.5 3.50	6.5 6.50 4.0 4.00 64 637 0.10 0.3	6.31		4.10 2.2 2.20 14 1554 0.01 0.0 7.3 A	4			2.2 2.27 20 1209 0.02 0.1 8.0 A	.1	

General Information							Site I	nforn	nation	1						
Analyst	DBZ						Interse	ection			Cedar	Creek at	Ind Sch	ool		
Agency/Co.	Diane	B Zimme	erman Ti	raffic Eng	ineering		Jurisdi	iction								
Date Performed	9/19/2	021					East/V	Vest Stre	et		Indep	endence	School	Road		
Analysis Year	2027						North	/South 5	treet	2007	Cedar	Creek R	oad		STATES I	
Time Analyzed	PM Pe	ak Build					Peak H	lour Fac	tor		0.74					
Intersection Orientation	North	South					Analys	sis Time	Period (I	hrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				* * * * * * * * * * * * * * * * * * *			1 P C	*								
	ljustmei					Street: Nor	th-South	* • •		North	hound			South	hound	
Approach		Eastb	_		Major S	Street: Nor	oound				bound				bound	
Approach Movement	ljustmei	Eastb	T	R		Westb	oound	R	U	L	T	R	U	L	T	-
Approach Movement Priority		Eastb L 10	T 11	R 12	Major S	Westl	pound T 8	R 9	1U	L 1	T 2	3	4U	L 4	T 5	6
Approach Movement Priority Number of Lanes		Eastb	11 1	R	Major S	Westb	oound T 8	R		L	T 2			L	T 5	6
Approach Movement Priority Number of Lanes Configuration		Eastb L 10	T 11 1 LTR	R 12 0	Major S	Westb L 7	oound T 8 1 LTR	R 9	1U	1 0	T 2 1 LTR	3	4U	L 4 0	5 1 LTR	(
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)		Eastb L 10 0	11 1	R 12	Major S	Westl	oound T 8	R 9 0	1U	L 1	T 2	3	4U	L 4	T 5	(
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		Eastb L 10	T 11 1 LTR 0	R 12 0	Major S	Westl: V	oound T 8 1 LTR 2	R 9	1U	1 0	T 2 1 LTR	3	4U	L 4 0	5 1 LTR	(
Movement Priority Number of Lanes Configuration Volume (veh/h)		Eastb L 10 0 2 0	T 11 1 LTR 0	R 12 0	Major S	Westb L 7 0	oound T 8 1 LTR 2	R 9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	5 1 LTR	(
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		Eastb L 10 0 2 0	T 11 1 LTR 0 0	R 12 0	Major S	Westb L 7 0	oound T 8 1 LTR 2 0	R 9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	5 1 LTR	(
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		Eastb L 10 0 2 0	T 11 1 LTR 0 0	R 12 0 7 0	Major S	Westb L 7 0	oound T 8 1 LTR 2 0	R 9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	5 1 LTR	(
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	U	Eastb L 10 0 2 0	T 11 1 LTR 0 0	R 12 0 7 0	Major S	Westb L 7 0	oound T 8 1 LTR 2 0	R 9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	5 1 LTR	(
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	U	Eastb L 10 0 2 0	T 11 1 LTR 0 0	R 12 0 7 0	Major S	Westb L 7 0	oound T 8 1 LTR 2 0	R 9 0	1U	1 0	T 2 1 LTR	3	4U	L 4 0	5 1 LTR	0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	U	Eastb L 10 0 2 0	T 11 1 LTR 0 0	R 12 0 7 0 Undi	Major S	Westh L 7 0 50 0	oound T 8 1 LTR 2 0	R 9 0 14 11	1U	10 0	T 2 1 LTR	3	4U	L 4 0 18 8	5 1 LTR	8 6 00 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

Copyright © 2021 University of Florida. All Rights Reserved.

Delay, Queue Length, and Level of Service

3.50

4.00

857

0.01

0.0

9.3

A

9.3

3.30

HCS TWSC Version 7.9.5 Cedar PM 27 B.xtw

3.50

4.00

89

611

0.15

0.5

11.9

В

11.9

3.40

2.20

14

1554

0.01

0.0

7.3

A

Generated: 9/19/2021 7:43:49 PM

2.27

24

1169

0.02

0.1

8.1

A

Approach LOS

Follow-Up Headway (sec)

95% Queue Length, Q₉₅ (veh)

Flow Rate, v (veh/h)

Capacity, c (veh/h)

Control Delay (s/veh)

Level of Service (LOS)

Approach Delay (s/veh)

v/c Ratio

		F	ICS7	Two	-Way	/ Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	natio	n						
Analyst	DBZ						Inter	section			Thixt	on at Oa	k Grove			900
Agency/Co.	Diane	B Zimn	nerman	Traffic Er	ngineerin	ıq	_	diction		50.576	10000	255253				-
Date Performed	9/19/							West Str	eet		Thixt	on				
Analysis Year	2021	E STATE	alea (F)				_	h/South	_		-	Grove/TI	hixton			
Time Analyzed	AM P	eak					-	Hour Fac	-		0.94					00.6
Intersection Orientation	North	n-South			N 10 10		Anal	ysis Time	Period ((hrs)	0.25					
Project Description	Oak	Grove		department of the last												
Lanes			41 11		1976576											
				ን ቁ ቀ ሃ ተ ዮ ሮ		† † † Y r Street: No		74476								
Vehicle Volumes and Ad	justme															
Approach			ound			West	bound			North	bound			South	bound	_
Movement	U	L	Т	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	
	C. C	0	0	0		0	1	0								-
Number of Lanes				1				-	0	0	1	0	0	0	1	
Number of Lanes Configuration							LR		0	0		TR	0	LT	1	
Number of Lanes Configuration Volume (veh/h)						90		5	0	0	24		0	-	12	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)						90			0	0		TR	0	LT		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						6	LR	5		0		TR	0	LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						6		5		0		TR	0	LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						6	LR	5		0		TR	0	LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided	6	LR	5		0		TR		LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa			Undi	vided	6	LR	5		0		TR		LT 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa			Undi	vided	6	LR	5		0		TR		LT 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	leadwa			Undi	vided	6	LR	5 0		0		TR		LT 3 67		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa			Undi	vided	7.1	LR	5 0		0		TR		LT 3 67 4.1		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa			Undi	vided	7.1 6.46	LR	6.2		0		TR		LT 3 67 4.1 4.77		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys	ervice		vided	7.1 6.46 3.5	LR	6.2 6.20 3.3		0		TR		LT 3 67 4.1 4.77 2.2		
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)		ys	ervice		vided	7.1 6.46 3.5	LR	6.2 6.20 3.3		0		TR		4.1 4.77 2.2 2.80		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys	ervice		vided	7.1 6.46 3.5	LR	6.2 6.20 3.3		0		TR		LT 3 67 4.1 4.77 2.2		
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)		ys	ervice		vided	7.1 6.46 3.5	LR	6.2 6.20 3.3		0		TR		4.1 4.77 2.2 2.80		
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)		ys	ervice		vided	7.1 6.46 3.5	LR 101 901	6.2 6.20 3.3		0		TR		4.1 4.77 2.2 2.80		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys	ervice		vided	7.1 6.46 3.5	101 901 0.11	6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80 3 1147 0.00 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) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys	ervice		vided	7.1 6.46 3.5	101 901 0.11	6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80 3 1147 0.00		
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) Editow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys	ervice		vided	7.1 6.46 3.5 3.55	101 901 0.11 0.4 9.5	6.2 6.20 3.3				TR		4.1 4.77 2.2 2.80 3 1147 0.00 0.0 8.1	12	

HCS7 Two-Way Stop-Control Report Site Information Analyst DBZ Intersection Thixton at Oak Grove Agency/Co. Diane B Zimmerman Traffic Engineering Jurisdiction Date Performed 9/19/2021 East/West Street Thixton Analysis Year 2027 North/South Street Oak Grove/Thixton Time Analyzed AM Peak No Build Peak Hour Factor 0.94 Intersection Orientation North-South Analysis Time Period (hrs) 0.25 Project Description Oak Grove Lanes																
Analyst D8Z Intersection Thixton at Oak Grove Agency/Co. Diane B Zimmerman Traffic Engineering Jurisdiction Date Performed 9/19/2021 East/West Street Thixton Analysis Year 2027 North/South Street Oak Grove/Thixton Time Analyzed AM Peak No Build Peak Hour Factor 0.94 Intersection Orientation North-South Analysis Time Period (hrs) 0.25 Project Description Oak Grove Amalysis Time Period (hrs) 0.25 Approach East/West North-South Westbound North-South South Street Oak Grove/Thixton Approach East U I I I R U L I R U L I R U L I R U L I R C U L I R C OA C C C C C C C C C C C C C C C C C																
Analyst	DBZ						Interse	ction			Thixto	n at Oak	Grove			
Agency/Co.	Diane	B Zimm	erman T	raffic Eng	gineering)	Jurisdi	ction						71.3		
Date Performed	9/19/	2021					East/W	est Stre	et		Thixto	n				
Analysis Year	2027						North/	South S	treet		Oak G	rove/Thi	xton			
Time Analyzed	AM P	eak No B	luild	******************			Peak H	lour Fact	tor		0.94					
Intersection Orientation	North	-South				100	Analys	is Time I	Period (h	nrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				* 0				1								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			Westb	ound			North	bound			South	ound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	1
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	_
Number of Lanes		0	0	0	-	0	1	0	0	0	1	0	0	0	1	_
							LR					_				
Configuration			1970	1	The Party of	101			3535		24	100	No. 75	3	12	130
Configuration Volume (veh/h)							2.65		1000	2000	27	100				-
						6		0			24	100		67		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						6						100				
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						6										
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						6)					100				
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	ivided	6)					100				
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	nys		Undi	vided	6		0						67		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	bys		Undi	vided	6)	6.2						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	bys		Undi	ivided	7.1		6.2						4.1 4.77		
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)	Headwa	ys		Undi	ivided	7.1 6.46 3.5		6.2 6.20 3.3						4.1 4.77 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	7.1		6.2						4.1 4.77		
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)	Site Information															
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)	Site Information															
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			ervice		ivided	7.1 6.46 3.5	113 893	6.2 6.20 3.3						4.1 4.77 2.2 2.80		
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, at Flow Rate, v (veh/h)			ervice		vided	7.1 6.46 3.5	113 893 0.13	6.2 6.20 3.3						4.1 4.77 2.2 2.80		
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, at Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	7.1 6.46 3.5	113	6.2 6.20 3.3						4.1 4.77 2.2 2.80 3 1135 0.00 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.46 3.5	113 893 0.13 0.4 9.6	6.2 6.20 3.3						4.1 4.77 2.2 2.80 3 1135 0.00 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, at Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)			ervice		vided	7.1 6.46 3.5 3.55	113 893 0.13 0.4 9.6 A	6.2 6.20 3.3						4.1 4.77 2.2 2.80 3 1135 0.00 0.0 8.2 A		
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, at Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		ivided	7.1 6.46 3.5 3.55	113 893 0.13 0.4 9.6	6.2 6.20 3.3						4.1 4.77 2.2 2.80 3 1135 0.00 0.0 8.2 A	7.7	

		Н	CS7	Two-	Way S	Stop	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	natio	1						
Analyst	DBZ						Inters	ection			Thixt	on at Oa	k Grove			-
Agency/Co.	Diane 8	B Zimm	erman 1	Traffic Eng	ineering		Juriso	liction	1000	A TOY			in the same			
Date Performed	9/19/2	021					East/	West Stre	eet		Thixt	on				
Analysis Year	2027			8 7 6 8			North	/South S	Street	128	Oak	Grove/Th	ixton		111	
Time Analyzed	AM Pea	ak Build	i				Peak	Hour Fac	tor		0.94					
Intersection Orientation	North-	South	70.76				Analy	sis Time	Period (hrs)	0.25	3723		100		
Project Description	Oak Gr	rove														
Lanes																
				741741	위 기 약 Major Str	treet: Nort		74471								
Vehicle Volumes and Adj	justmen	its														
		Eacth	ound			Westb	ound			North	bound			South	bound	
Approach	-	Lasti		-	-	The same of the sa		The second second								
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Movement Priority	U	L 10	11	12	U	7	8	9	1U	1	2	3	4U	4	5	
Movement Priority Number of Lanes	U	L			U		8					3		4		
Movement Priority Number of Lanes Configuration	U	L 10	11	12		7	8	9	1U	1	1	3 0 TR	4U	4 0 LT	5	-
Movement Priority Number of Lanes Configuration Volume (veh/h)	U	L 10	11	12		7 0 106	8	9 0 24	1U	1	2	3	4U	4 0 LT 59	5	(((((((((((((((((((
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	L 10	11	12		7	8	9	1U	1	1	3 0 TR	4U	4 0 LT	5	-
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	L 10	11	12		7 0 106 6	8 1 LR	9 0 24	1U	1	1	3 0 TR	4U	4 0 LT 59	5	-
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U	L 10	11	12		7 0 106	8 1 LR	9 0 24	1U	1	1	3 0 TR	4U	4 0 LT 59	5	-
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U	L 10	11	12		7 0 106 6	8 1 LR	9 0 24	1U	1	1	3 0 TR	4U	4 0 LT 59	5	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		L 10 0	11	12		7 0 106 6	8 1 LR	9 0 24	1U	1	1	3 0 TR	4U	4 0 LT 59	5	-
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		L 10 0	11	12	ided	7 0 106 6	8 1 LR	9 0 24 0	1U	1	1	3 0 TR	4U	4 0 LT 59 67	5	-
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)		L 10 0	11	12	ided	7 0 106 6	8 1 LR	9 0 24 0	1U	1	1	3 0 TR	4U	4 0 LT 59 67	5	
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)		L 10 0	11	12	ided	7 0 106 6 7.1 6.46	8 1 LR	9 0 24 0	1U	1	1	3 0 TR	4U	4 0 LT 59 67 4.1 4.77	5	
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)		L 10 0	11	12	ided	7 0 106 6 7.1 6.46 3.5	8 1 LR	9 0 24 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.0 LT 59 67	5	
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)	eadway	10 0	11 0	12 0 Undiv	ided	7 0 106 6 7.1 6.46	8 1 LR	9 0 24 0	1U	1	1	3 0 TR	4U	4 0 LT 59 67 4.1 4.77	5	6
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	eadway	10 0	11 0	12 0 Undiv	ided	7 0 106 6 7.1 6.46 3.5	8 1 LR	9 0 24 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.77 2.2 2.80	5	
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) Pollow-Up Headway (sec) Delay, Queue Length, an	eadway	10 0	11 0	12 0 Undiv	ided	7 0 106 6 7.1 6.46 3.5	8 1 LR	9 0 24 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.77 2.2 2.80	5	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized 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)	eadway	10 0	11 0	12 0 Undiv	ided	7 0 106 6 7.1 6.46 3.5	8 1 LR	9 0 24 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.1 4.7 2.2 2.80	5	
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	eadway	10 0	11 0	12 0 Undiv	ided	7 0 106 6 7.1 6.46 3.5	138 706 0.20	9 0 24 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.7 2.80 63 1104 0.06	5	
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, Qas (veh)	eadway	10 0	11 0	12 0 Undiv	ided	7 0 106 6 7.1 6.46 3.5	138 706 0.20	9 0 24 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.77 2.2 2.80 63 1104 0.06 0.2	5	
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) 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)	eadway	10 0	11 0	12 0 Undiv	ided	7 0 106 6 7.1 6.46 3.5	138 706 0.20 0.7	9 0 24 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.77 2.2 2.80 63 1104 0.06 0.2 8.5	5	-
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) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	eadway	10 0	11 0	12 0 Undiv	ided	7 0 106 6 7.1 6.46 3.5 3.55	138 706 0.20	9 0 24 0 6.2 6.20 3.3	1U	1	1	3 0 TR	4U	4.1 4.77 2.2 2.80 63 1104 0.06 0.2 8.5 A	5	-

		H	CS7	Two-	Way	Stop	-Coi	ntrol	Repo	ort						
General Information								nforn								
Analyst	DBZ						Interse	ection			Thixto	on at Oal	k Grove			
Agency/Co.	_	7imm	erman 1	raffic En	gineerine	1	Jurisdi				THIAC	on at our	COIOTE		Sean :	
Date Performed	9/19/20		Citital)	iume en	gineerin	9	2000000	Vest Stre	et		Thixto	on.				
Analysis Year	2021		Const.	h die				/South S		C-1207-E		rove/Th	ixton			
Time Analyzed	PM Pea	ık						lour Fac			0.92	,, ove, 111	ix to it			-
Intersection Orientation	North-		A STORY					sis Time		hrs)	0.25				0.000	
Project Description	Oak Gr						raidly.	JIS THITE	r chou (i	1137	0.25					
Lanes	1 00111															
				241245		ŀ		7 4 4 7 4 1 1								
Vehicle Volumes and Ad	justmen	ts			Major	Street Nor	th-South									
Approach		Eastb	ound			Westl	ound			North	bound			South	oound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	
THE RESERVE THE PARTY OF THE PA		0	0	0	10000	0	1	0	0	0	1	0	0	0	1	
Number of Lanes									-	-		-	-	-		
Number of Lanes Configuration							LR					TR		LT		
Configuration Volume (veh/h)				(V. SOL		129		7			9	TR 157		LT 6	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)				(2.5)								-		-	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						129	LR	7				-		6	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						129		7				-		6	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						129	LR	7				-		6	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided	129	LR	7				-		6	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway			Undi	ivided	129	LR	7				-		6	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway			Undi	ivided	129	LR	7				-		6	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadway			Undi	ivided	129	LR	7 0				-		6 17	19	
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			Undi	ivided	7.1 6.43 3.5	LR	7 0				-		4.1 4.27 2.2	19	
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			Undi	vided	129 3 7.1 6.43	LR	7 0 6.2 6.20				-		6 17 4.1 4.27	19	
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)		/S / = 3	ervice		ivided	7.1 6.43 3.5	LR	7 0 6.2 6.20 3.3				-		4.1 4.27 2.2	19	
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)		/S / = 3	ervice		vided	7.1 6.43 3.5	LR	7 0 6.2 6.20 3.3				-		4.1 4.27 2.2	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		/S / = 3	ervice		ivided	7.1 6.43 3.5	LR	7 0 6.2 6.20 3.3				-		4.1 4.27 2.2 2.35	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)		/S / = 3	ervice		vided	7.1 6.43 3.5	LR 00 148	7 0 6.2 6.20 3.3				-		4.1 4.27 2.2 2.35	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)		/S / = 3	ervice		ivided	7.1 6.43 3.5	LR 148 864	7 0 6.2 6.20 3.3				-		4.1 4.27 2.2 2.35	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		/S / = 3	ervice		ivided	7.1 6.43 3.5	148 864 0.17	7 0 6.2 6.20 3.3				-		4.1 4.27 2.2 2.35 7 1309 0.00	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		/S / = 3	ervice		vided	7.1 6.43 3.5	148 864 0.17 0.6	7 0 6.2 6.20 3.3				-		4.1 4.27 2.2 2.35 7 1309 0.00 0.0	19	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		/S / = 3	ervice		ivided	7.1 6.43 3.5 3.53	148 864 0.17 0.6 10.0	7 0 6.2 6.20 3.3				-		4.1 4.27 2.2 2.35 7 1309 0.00 0.0 7.8 A	19	

		H	CS7	Two	-Way	Stop	o-Co	ntrol	Rep	ort						
General Information								Inforr								
Analyst	DBZ			e e e			Inters	ection			Thixt	on at Oa	k Grove			
Agency/Co.	Diane	B Zimm	nerman '	Traffic Er	aineerin	ıa		liction	O. F. C. S.	O E SH	1111111		(sens	(Cytalogo		98
Date Performed	9/19/2	-				9		West Stre	et		Thixt	on				
Analysis Year	2027	376742						/South			-	Grove/Th	nixton		10000	
Time Analyzed		ak No E	Build					Hour Fac			0.92					
Intersection Orientation	North	-South		1136239				sis Time	-	hrs)	0.25			2010		
Project Description	Oak G										0.20					
Lanes																
				1447176	ĄŢ	†	1 1 1	74 474 47								
Vehicle Volumes and Ad	justme	nts			Majo	T SUPEL NO	01-30001									
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	
							LR					TR		LT		
Configuration	-		275			145	No.	7	The state of		9	177	70.0	6	19	
Configuration Volume (veh/h)			Brown and a second													
						3		0						17		
Volume (veh/h)						3		0						17		
Volume (veh/h) Percent Heavy Vehicles (%)							0	0						17		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized							0	0						17		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Und	vided		0	0						17		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	ys .		Undi	vided			0						17		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway	ys		Undi	vided		0	6.2						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadway	ys		Undi	vided											
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadway	ys		Undi	vided	7.1	0	6.2						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadway	ys		Undi	vided	7.1 6.43		6.2						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3						4.1 4.27 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		vided	7.1 6.43 3.5	165	6.2 6.20 3.3						4.1 4.27 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar			ervice		vided	7.1 6.43 3.5		6.2 6.20 3.3						4.1 4.27 2.2 2.35		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)			ervice		vided	7.1 6.43 3.5	165	6.2 6.20 3.3						4.1 4.27 2.2 2.35		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	7.1 6.43 3.5	165	6.2 6.20 3.3						4.1 4.27 2.2 2.35		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.43 3.5	165 851 0.19	6.2 6.20 3.3						4.1 4.27 2.2 2.35 7 1285 0.01		
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, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)			ervice		vided	7.1 6.43 3.5	165 851 0.19 0.7	6.2 6.20 3.3						4.1 4.27 2.2 2.35 7 1285 0.01 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh) Control Delay (s/veh)			ervice		vided	7.1 6.43 3.5 3.53	165 851 0.19 0.7 10.2	6.2 6.20 3.3						4.1 4.27 2.2 2.35 7 1285 0.01 0.0 7.8 A	9	

		Н	CS7	Two-	Way	Stop	o-Cor	ntrol	Repo	ort						
General Information							Site I	nforn	nation							
Analyst	DBZ						Interse	ection			Thixto	n at Oal	c Grove			
Agency/Co.	_	B Zimm	erman T	raffic En	gineering								Hobel	0.662		3,3
Date Performed	9/19/	2021					East/V	Vest Stre	et		Thixto	on				
Analysis Year	2027						North	/South S	treet		Oak C	rove/Th	ixton			
Time Analyzed	PM Pe	eak Build	ı				Peak H	Hour Fac	tor		0.92					
Intersection Orientation	North	-South					Analys	sis Time	Period (I	hrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				7117	∩ ¬ ·	† † † Y Street: Nor	1 P C	74 4								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	ound			North	bound			South	oound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	700	0	0	0	200	0	1	0	0	0	1	0	0	0	1	0
							LR					TR		LT		
Configuration										1	47	187		43	42	
Configuration Volume (veh/h)		TOY			200				Asset Section 1			1				-
						163 3		0						2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						3								2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						3	0							2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized						3	0							2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Und	ivided	3	0							2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Und	ivided	3)							2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Und	ivided	7.1	0	6.2						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Und	ivided	7.1 6.43		6.2						4.1 4.12		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Und	ivided	7.1 6.43 3.5	0	6.2 6.20 3.3						4.1 4.12 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					ivided	7.1 6.43		6.2						4.1 4.12		
Analyst																
Ceneral Information																
Site Information			ervice		ivided	7.1 6.43 3.5	253	6.2 6.20 3.3						4.1 4.12 2.2 2.22 47 1311		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar			ervice		ivided	7.1 6.43 3.5	253 727 0.35	6.2 6.20 3.3						4.1 4.12 2.2 2.22		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		ivided	7.1 6.43 3.5	253	6.2 6.20 3.3						4.1 4.12 2.2 2.22 47 1311		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)			ervice		ivided	7.1 6.43 3.5	253 727 0.35 1.6 12.6	6.2 6.20 3.3						4.1 4.12 2.2 2.22 2.22 47 1311 0.04 0.1 7.8		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)			ervice		ivided	7.1 6.43 3.5 3.53	253 727 0.35 1.6 12.6 B	6.2 6.20 3.3						4.1 4.12 2.2 2.22 47 1311 0.04 0.1 7.8 A		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)			ervice		ivided	7.1 6.43 3.5 3.53	253 727 0.35 1.6 12.6	6.2 6.20 3.3						4.1 4.12 2.2 2.22 47 1311 0.04 0.1 7.8 A		

		H	ICS7	Two	-Way	Sto	р-Со	ntrol	Rep	ort						
General Information							Site	Inform	natio	n						
Analyst	DBZ						Inters	section			Oak	Grove at	Entranc	e		
Agency/Co.	_	B Zimn	nerman 1	raffic Er	ngineerin	a	-	diction			- Can	0.010 0.	Errerence			
Date Performed	9/19/	-						West Str	eet		Oak	Grove		G12 e0.5		
Analysis Year	2027			Links.			-	h/South			-	Grove/Er	ntrance			
Time Analyzed	AM P	eak Buile	d					Hour Fac			0.94					a tell
Intersection Orientation	North	-South		29.54		S THE	-	sis Time		hrs)	0.25					
Project Description	Oak G	rove														
Lanes																
				1447117		† † Yr r Street No		7447								
Vehicle Volumes and Ad	justme	nts										16				
Approach		Easth	ound			West	bound			North	bound	-		South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	Т	1
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	1
		And the last beautiful discountries.			-	-	-		-	-	-	-	1	-	-	-
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	
Number of Lanes Configuration		0	0	0		0	1 LR	0	0	0	1	0 TR	0	O LT	1	
		0	0	0		30		29	0	0	29	-	0		9	
Configuration		0	0	0					0	0		TR	0	LT		
Configuration Volume (veh/h)		0	0	0		30		29	0	0		TR	0	LT 15		
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0	0	0		30		29	0	0		TR	0	LT 15		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0	0	0		30	LR	29	0	0		TR	0	LT 15		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	0		ivided	30	LR	29	0	0		TR	0	LT 15		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadway		0		ivided	30	LR	29	0	0		TR	0	LT 15		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway		0		ivided	30	LR	29		0		TR	0	LT 15 7		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadway		0		ivided	30 0	LR	29 3		0		TR	0	LT 15		
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		0		ivided	7.1	LR	29 3	0	0		TR	0	LT 15 7		
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		0		ivided	7.1 6.40	LR	29 3 6.2 6.23		0		TR		LT 15 7		
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		Undi	ivided	7.1 6.40 3.5	LR	6.2 6.2 6.23 3.3	0	0		TR	0	LT 15 7 4.1 4.17 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys		Undi	ivided	7.1 6.40 3.5	LR	6.2 6.2 6.23 3.3		0		TR	0	LT 15 7 4.1 4.17 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys		Undi	ivided	7.1 6.40 3.5	LR 00	6.2 6.2 6.23 3.3		0		TR	0	LT 15 7 4.1 4.17 2.2 2.26		
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)		ys		Undi	ivided	7.1 6.40 3.5	LR 00 0 63 921	6.2 6.2 6.23 3.3		0		TR		LT 15 7 4.1 4.17 2.2 2.26 16 1429		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		ys		Undi	ivided	7.1 6.40 3.5	LR 00	6.2 6.2 6.23 3.3		0		TR		LT 15 7 4.1 4.17 2.2 2.26 16 1429 0.01		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys		Undi	ivided	7.1 6.40 3.5	63 921 0.07	6.2 6.2 6.23 3.3		0		TR		4.1 4.17 2.2 2.26 16 1429 0.01 0.0		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys		Undi	ivided	7.1 6.40 3.5	63 921 0.07	6.2 6.2 6.23 3.3		0		TR		LT 15 7 4.1 4.17 2.2 2.26 16 1429 0.01 0.0 7.5		
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) Control Delay (s/veh)		ys		Undi	ivided	7.1 6.40 3.5 3.50	63 921 0.07 0.2 9.2	6.2 6.2 6.23 3.3		0		TR		4.1 4.17 2.2 2.26 16 1429 0.01 0.0	9	

		Н	CS7	Two-	Way	Stop	o-Cor	ntrol	Repo	ort						
General Information							Site I	nforn	nation							
Analyst	DBZ						Interse	ection			Oak C	rove at	Entrance			-
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineerin	g	Jurisdi	iction				100				
Date Performed	9/19/	2021					East/V	Vest Stre	et		Oak C	rove				-
Analysis Year	2027	Male					North	/South S	treet	6188	Oak 0	prove/En	trance			
Time Analyzed	PM P	eak Build	í				Peak H	Hour Fac	tor		0.92					
Intersection Orientation	North	-South					Analys	sis Time	Period (I	nrs)	0.25				E SE	
Project Description	Oak G	rove														
Lanes																
				7417451		† † † Y r Street: Nor		4 1 4 4 6 6								
Vehicle Volumes and Ad	justme	nts														
Approach	T	Easth	ound	No. of the last of		Westl	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	
Configuration							LR					TR		LT		
Volume (veh/h)						101		16	200		19	60		25	32	
Volume (Verlyin)						0		0						4		L
Percent Heavy Vehicles (%)			10000		THE REAL PROPERTY.	10075										
Percent Heavy Vehicles (%) Proportion Time Blocked				-	-	-	-						1			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)							0						-			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				COST TO			0						100	F10.75		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Und	ivided		0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	ys		Und	ivided		0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Und	ivided	7.1		6.2						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		Und	ivided	7.1 6.40		6.20						4.14		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Und	ivided	7.1 6.40 3.5	0	6.20 3.3						4.14		
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)					ivided	7.1 6.40		6.20						4.14		
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)			ervice		ivided	7.1 6.40 3.5		6.20 3.3						4.14		
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)			ervice		vided	7.1 6.40 3.5	127	6.20						4.14		
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			ervice		ivided	7.1 6.40 3.5		6.20						2.2 2.24 2.7 1498		
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			ervice		ivided	7.1 6.40 3.5	127 860 0.15	6.20						2.2 2.24 2.7 1498 0.02		
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, arr Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)			ervice		ivided	7.1 6.40 3.5	127 860 0.15 0.5	6.20						2.2 2.24 2.7 1498 0.02 0.1		
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) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)			ervice		ivided	7.1 6.40 3.5	127 860 0.15 0.5 9.9	6.20						2.2 2.24 2.7 1498 0.02 0.1 7.4		
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) Pelay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh) Level of Service (LOS)			ervice		ivided	7.1 6.40 3.5 3.50	127 860 0.15 0.5 9.9 A	6.20						27 1498 0.02 0.1 7.4 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) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)			ervice		ivided	7.1 6.40 3.5 3.50	127 860 0.15 0.5 9.9	6.20						27 1498 0.02 0.1 7.4 A	3.3	

			CS/	IWO-	-vvay	310	J-CO	ntro	Rep	ort						
General Information							Site	Inform	natio	n						
Analyst	DBZ						Inters	ection			Thixt	on at Pet	oble Trac	e		
Agency/Co.	Diane	e B Zimm	erman 1	raffic En	gineerin	q	Juriso	liction							STUDY	201
Date Performed	9/19/	/2021					East/	West Str	eet		Thixt	on Lane				
Analysis Year	2021	5 122						n/South			-	le Trace			sela,	
Time Analyzed	AM F	eak					-	Hour Fa	-		0.90					
Intersection Orientation	East-	West			E N		Analy	sis Time	Period (hrs)	0.25			61.6		
Project Description	Oak	Grove														
Lanes																
				144746	n Y	۴ ۳	t r	7440								
Vehicle Volumes and Adj	justme	nts														
Approach		Eastb	ound			West	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	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		10	74		1		88	15					723	35		26
														0		4
Percent Heavy Vehicles (%)		0	_	-		_			District Control of							
		0						238					91,09			19
Percent Heavy Vehicles (%)		0													0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0													0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided										0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa			Undi	vided										0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa			Undi	vided									7.1	0	6.
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys		Undi	vided										0	10000
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys 4.1		Undi	vided									7.1		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)	eadwa	ys 4.1 4.10		Undi	vided									7.1 6.40	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)		ys 4.1 4.10 2.2 2.20	ervice		vided									7.1 6.40 3.5		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		vided									7.1 6.40 3.5	68	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 I of Se	ervice		vided									7.1 6.40 3.5		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)		ys 4.1 4.10 2.2 2.20 I of Se	ervice		vided									7.1 6.40 3.5	68	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)		ys 4.1 4.10 2.2 2.20 I of Se 11 1487	ervice		vided									7.1 6.40 3.5	68 839	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		ys 4.1 4.10 2.2 2.20 I of Se 11 1487 0.01	ervice		vided									7.1 6.40 3.5	68 839 0.08	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)		ys 4.1 4.10 2.2 2.20 I of Se 11 1487 0.01 0.0	ervice		vided									7.1 6.40 3.5	68 839 0.08 0.3	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)		ys 4.1 4.10 2.2 2.20 10 Se 11 1487 0.01 0.0 7.4			vided									7.1 6.40 3.5	68 839 0.08 0.3 9.7 A	6.2

		Н	CS7	Two-	Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	nation	1						
Analyst	DBZ						Inters	ection			Thixte	on at Pet	oble Trac	e		
Agency/Co.		B Zimm	erman T	raffic En	gineerin	1		liction	EVI 1918		12010		10000			338
Date Performed	9/19/	-					East/\	Nest Stre	eet		Thixte	on Lane				
Analysis Year	2027				A 19 484			/South !			Pebb	le Trace				
Time Analyzed	AM P	eak No E	Build					Hour Fac	-		0.90					
Intersection Orientation	East-\	Vest					Analy	sis Time	Period (hrs)	0.25					
Project Description	Oak C	irove														************
Lanes										7 313						
				9 1 4 4 4 4 4 6	DUM	er:	i F.C	7								
Vehicle Volumes and Ad	justme	nts			Majo	r Street: Ea	st-west									
Approach		Eastb	ound			West	bound			North	bound			South	bound	-
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
	0	0	1	0	0	0	1	0		0	0	0	48.86	0	1	0
Number of Lanes		LT						TR							LR	
Configuration		ы				_							L			
		10	83				99	15						35		26
Configuration			83				99	15						35 0	ato i	-
Configuration Volume (veh/h)		10	83				99	15						100000000000000000000000000000000000000		-
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		10	83				99	15						0		-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		10	83				99	15						0		-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		10	83	Undi	vided		99	15						0		-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	10 0	83	Undi	vided		99	15						0		-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	10 0	83	Undi	vided		99	15						0		4
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	10 0	83	Undi	vided		99	15						0		6.
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	10 0	83	Undi	vided		99	15						7.1		6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	10 0 ys 4.1 4.10	83	Undi	vided		99	15						7.1		6. 6.2 3.
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 ys 4.1 4.10 2.2 2.20			vided		99	15						7.1 6.40 3.5		6. 6.2 3.
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)		10 0 ys 4.1 4.10 2.2 2.20			vided		99	15						7.1 6.40 3.5		6. 6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		ys 4.1 4.10 2.2 2.20			vided		99	15						7.1 6.40 3.5		6. 6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)		10 0 ys 4.1 4.10 2.2 2.20			vided		99	15						7.1 6.40 3.5	68	6. 6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		10 0 ys 4.1 4.10 2.2 2.20 1 of So 11 1472			vided		99	15						7.1 6.40 3.5	68 819	6. 6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		10 0 ys 4.1 4.10 2.2 2.20 1 of Se 11 1472 0.01			vided		99	15						7.1 6.40 3.5	68 819 0.08	6. 6.2 3.
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, Qes (veh)		10 0 4.1 4.10 2.2 2.20 1 of So 11 1472 0.01			vided		99	15						7.1 6.40 3.5	68 819 0.08 0.3	6. 6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) y/c Ratio 95% Queue Length, Q95 (veh) Control Delay (s/veh)		10 0 0 4.1 4.10 2.2 2.20 1 of Sc 11 1472 0.01 0.0 7.5 A			vided		99	15						7.1 6.40 3.5 3.50	68 819 0.08 0.3 9.8	6. 6.2

		H	CS7	Two	-Way	Sto	p-Co	ntrol	Rep	ort						
General Information								Inforr		NED EAS						
Analyst	DBZ		V 115 115 115 1				Inters	ection			Thixte	on at Pet	oble Trac	e		-
Agency/Co.		B Zimm	nerman 1	Traffic Er	gineerin	a	Jurisd		PER IN		288					
Date Performed	9/19/					-		Vest Stre	eet		Thixt	on Lane				
Analysis Year	2027							/South !			-	le Trace				
Time Analyzed	AM Pe	eak Buile	d					Hour Fac			0.90					
Intersection Orientation	East-V	Vest			TO SERVICE			sis Time		(hrs)	0.25			000768		
Project Description	Oak G	rove											-			
Lanes																
				744440		پند or Street: E	ስ ት ሶ	4 1 4 4 4 6 6								
Vehicle Volumes and Adj	justme	nts														
Approach		Easth	oound			West	bound			North	bound			South	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
	0	0	1	0	0	0	1	0		0	0	0		0	1	
Number of Lanes		LT						TR							LR	
Configuration		THE RESERVE OF				The same of the sa	-	- Contraction of the last of t						-	-	-
Configuration Volume (veh/h)		13	94				133	20						51		3
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		13 0	94				133	20						51		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		-	94				133	20						0		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		-	94				133	20						0	0	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		-	94				133	20						0	0	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0	94	Und	vided		133	20						0	0	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadway	0	94	Und	vided		133	20						0	0	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	0	94	Und	vided		133	20						0	0	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	0 ys	94	Und	vided		133	20						0	0	6
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	0 ys 4.1 4.10 2.2	94	Und	vided		133	20						7.1	0	6 6
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 ys 4.1 4.10 2.2 2.20			vided		133	20						7.1 6.40	0	6 6
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 ys 4.1 4.10 2.2 2.20			vided		133	20						7.1 6.40 3.5	0	6 6
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 ys 4.1 4.10 2.2 2.20			vided		133	20						7.1 6.40 3.5	96	6 6
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 4.1 4.10 2.2 2.20			vided		133	20						7.1 6.40 3.5		6 6
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		0 4.1 4.10 2.2 2.20 1 of So			vided		133	20						7.1 6.40 3.5	96	6.6.3
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 4.1 4.10 2.2 2.20 1 of Se 14 1420			vided		133	20						7.1 6.40 3.5	96 761	6.6.6.3
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 4.1 4.10 2.2 2.20 14 1420 0.01			vided		133	20						7.1 6.40 3.5	96 761 0.13	6 6
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, Qas (veh)		0 4.1 4.10 2.2 2.20 14 1420 0.01 0.00			vided		133	20						7.1 6.40 3.5	96 761 0.13 0.4	6.6.2
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		0 4.1 4.10 2.2 2.20 1 of Sc 14 1420 0.01 0.0 7.6 A			vided		133	20						7.1 6.40 3.5 3.50	96 761 0.13 0.4 10.4	6.6.6.3

General Information							Site I	nforr	nation							
Analyst	DBZ						Inters	ection			Thixto	on at Pet	oble Trac	e	500000	01595
Agency/Co.	-	B Zimm	erman T	raffic En	gineerin	0	Jurisd				E SESSION OF THE PROPERTY OF T	-	Die Trae			418/341
Date Performed	9/19/							Vest Stre	et		Thixto	n Lane				
Analysis Year	2021	No.				16 181		/South !				e Trace	F105-10			5/11
Time Analyzed	PM Pe	ak					-	Hour Fac	_		0.92					
Intersection Orientation	East-\	Vest		26.			Analy	sis Time	Period (nrs)	0.25					3
Project Description	Oak C	rove											10000			
Lanes										700					1	
				27447	Ti H	** ** 1	t-West	4 4 4 4 6 10								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	l	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		22	144				114	34						19		9
Percent Heavy Vehicles (%)		5												5		11
Proportion Time Blocked																
Percent Grade (%)														()	
Right Turn Channelized																
Median Type Storage				Und	ivided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
		4.15												6.45		6.3
Critical Headway (sec)		2.2												3.5		3.3
Critical Headway (sec) Base Follow-Up Headway (sec)												-		3.55		3.4
		2.25						No.								
Base Follow-Up Headway (sec) Follow-Up Headway (sec)	nd Leve		ervice			The Tree							-			Г
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar	nd Leve	l of S	ervice					<u> </u>	Π		T	T			30	
Base Follow-Up Headway (sec) Follow-Up Headway (sec)	nd Leve		ervice												30 695	350
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)	nd Leve	of Se 24	ervice													
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	nd Leve	24 1400	ervice												695	
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, are Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	nd Leve	24 1400 0.02	ervice												695 0.04	
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, Qas (veh)	nd Leve	24 1400 0.02 0.1	ervice												695 0.04 0.1	
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)	nd Leve	24 1400 0.02 0.1 7.6 A	ervice											16	695 0.04 0.1 10.4	

		H	CS7	Two	-Way	Sto	p-Coi	ntrol	Repo	ort						
General Information								DESCRIPTION OF THE PERSON NAMED IN	nation							
Analyst	DBZ					4 7 4 7 9	Inters	ection			Thixte	on at Peb	ble Trac	e		
Agency/Co.		B Zimn	nerman T	raffic En	gineerin	a	Jurisd		166 18					********		5507
Date Performed	9/19/					3		Vest Stre	et		Thixte	on Lane				
Analysis Year	2027					12300		/South !			-	le Trace			SENSE.	
Time Analyzed		ak No I	Build					Hour Fac			0.92					AL.
Intersection Orientation	East-V	Vest	NA STATE				-		Period (I	nrs)	0.25					Shea
Project Description	Oak G	irove														
Lanes		No.														
				A T A A Y T F C		ψΥ pr Street Ex		4 4 4 4 4 6 0								
Vehicle Volumes and Ad	justme	nts														
Approach		Easti	oound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		22	162				128	34						19		9
		5												5		11
Percent Heavy Vehicles (%)		100000000000000000000000000000000000000		HOUSE THE	100000000000000000000000000000000000000	1244					-					
Percent Heavy Vehicles (%) Proportion Time Blocked					10000		Account			-				Section 1997		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)														(0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized														(0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided									(0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	ys		Undi	vided										0	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys 4.1		Undi	vided									7.1	0	6.2
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type Storage Critical and Follow-up H	leadway			Undi	vided											
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadway	4.1		Undi	vided									7.1		6.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	4.1 4.15		Undi	vided									7.1 6.45		6.3 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		4.1 4.15 2.2 2.25	ervice		vided									7.1 6.45 3.5		6.3 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized 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 4.15 2.2 2.25	ervice		vided									7.1 6.45 3.5	30	6.3 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		4.1 4.15 2.2 2.25 of S	ervice		vided									7.1 6.45 3.5		6.3 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		4.1 4.15 2.2 2.25 of Se	ervice		vided									7.1 6.45 3.5	30	6.3 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized 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 4.15 2.2 2.25 of Se 24 1382	ervice		vided									7.1 6.45 3.5	30 668	6.2
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized 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 4.15 2.2 2.25 l of Se 24 1382 0.02	ervice		vided									7.1 6.45 3.5	30 668 0.05	6.3 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		4.1 4.15 2.2 2.25 of So 24 1382 0.02 0.1	ervice		vided									7.1 6.45 3.5	30 668 0.05 0.1	6.3 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		4.1 4.15 2.2 2.25 4 1382 0.02 0.1 7.7 A	ervice		vided									7.1 6.45 3.5 3.55	30 668 0.05 0.1 10.6	6.3 3.3

		Н	CS7	Two-	Way	Sto	o-Coi	ntrol	Rep	ort						
General Information							Site	Inform	natior	1						
Analyst	DBZ						Inters	ection			Thixto	on at Peb	ble Trac	e		
Agency/Co.	Diane	B Zimm	nerman T	raffic En	gineering	3	Jurisd	iction			Earlin					
Date Performed	9/19/						East/\	West Stre	et		Thixte	on Lane				
Analysis Year	2027			1000			North	/South S	street		Pebb	le Trace	ELETERS.			
Time Analyzed	PM P	eak Build	1	-			Peak	Hour Fac	tor		0.92					
Intersection Orientation	East-\	West					Analy	sis Time	Period (I	hrs)	0.25					
Project Description	Oak	rove														
Lanes					1000											
				1447116		ቀ ጉ		744746								
Vehicle Volumes and Adj	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	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
, menny		COLUMN TO SERVICE STATE OF THE PARTY OF THE	1	0		0		Service Control	AND DESCRIPTION		11000-100		THE PROPERTY NAMED IN	-CAN'N STREET	TOTAL STREET	
Number of Lanes	0	0		0	0	U	1	0		0	0	0		0	1	0
	0	0 LT	200		0	0	1	TR		0	0	0		0	1 LR	0
Number of Lanes	0		200		0		151	A COTO		0	0	0		29		
Number of Lanes Configuration	0	LT						TR		0	0	0				15
Number of Lanes Configuration Volume (veh/h)		LT 33						TR		0	0			29		15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	0	LT 33						TR		0	0			29		15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	0	LT 33						TR		0	0	0		29	LR	15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		LT 33 5			vided			TR		0	0	0		29	LR	15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		LT 33 5						TR		0	0			29	LR	15
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		LT 33 5						TR		0	0			29	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		LT 33 5						TR		0				29 5	LR	15 11
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)		ys 4.1 4.15 2.2						TR		0				29 5	LR	6.2 6.3
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)		LT 33 5 5 4.1 4.15						TR		0				7.1 6.45	LR	6.2 6.3 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)	leadwa	ys 4.1 4.15 2.2 2.25	200	Undi				TR		0				7.1 6.45 3.5	LR	6.2 6.3 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)	leadwa	ys 4.1 4.15 2.2 2.25	200	Undi				TR		0				7.1 6.45 3.5	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) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	leadwa	ys 4.1 4.15 2.2 2.25	200	Undi				TR						7.1 6.45 3.5	LR	6.2 6.31 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	ys 4.1 4.15 2.2 2.25 1 of S	200	Undi				TR		0				7.1 6.45 3.5	LR	6.2 6.31 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)	leadwa	ys 4.1 4.15 2.2 2.25 1 of S 36 1331	200	Undi				TR						7.1 6.45 3.5	LR	6.2 6.3 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) Pollow-Up Headway (sec) Tollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadwa	ys 4.1 4.15 2.2 2.25 1 of S 36 1331 0.03	200	Undi				TR						7.1 6.45 3.5	LR 48 597 0.08	6.2 6.3 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) V/c Ratio 95% Queue Length, Qas (veh)	leadwa	ys 4.1 4.15 2.2 2.25 36 1331 0.03 0.1	200	Undi				TR						7.1 6.45 3.5	LR 48 597 0.08 0.3	6.2 6.31 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, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)	leadwa	ys 4.1 4.15 2.2 2.25 1 of S 36 1331 0.03 0.1 7.8 A	200	Undi				TR						7.1 6.45 3.5 3.55	48 597 0.08 0.3 11.6	6.2 6.3 3.3

						ersect										1000
General Inform	ation						NAME OF TAXABLE PARTY.		Inter	sect	ion Info	ormatic	on		24541	KK
Agency	-	Diane B. Zimmerma	an Traff	ic Engin	eering		-		Dura	tion.	h	0.250			111	
Analyst		DBZ		agreement of the later of the l	WHEN PERSON NAMED IN	9/19/2	021	\neg	Area	Type	е	Other		- 4		
Jurisdiction				Time F	THE RESERVE AND ADDRESS OF THE PARTY OF THE	AM Pe	MANAGEMENT CONTRACTOR	THE REAL PROPERTY.	PHF	BATA TRANSPORTER BATA		0.94		-		
Urban Street	-	Bardstown Road		Analys	is Year	2021			Anal	vsis	Period	1> 7:0	00	7		
Intersection		Thixton		File Na	-		n AM 21	-		,		1		-		
Project Descrip	tion	Oak Grove		11.10		Tribate		indo		-					MARRY	to C
Troject Descrip		THE RESERVE TO SERVE	10000			28.400		1986					2525			
Demand Inform	nation				EB			W	3			NB			SB	
Approach Move	ment			L	T	R	L	T	T	R	L	T	R	L	T	R
Demand (v), v	eh/h			97	0	53					231	1587			758	56
Signal Informa	tion					17T										
Cycle, s	120.0	Reference Phase	2				2							K		7
Offset, s	0	Reference Point	End		1	" 1	1						1	2	3	Z
Uncoordinated	No	Simult. Gap E/W	On	Green	and the same of the same of	67.6	23.4	0.0	management of the	0.0	0.0			1		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.6	2.0	3.6	0.0	NAMED OF TAXABLE PARKS	0.0	0.0		1.	+	7	
, STOO WINGO	, incu	Candid Sap 14/5	311	1100	10.0	2.0	10.0	0.0		3.5	3.0			48000		NEO CON
Timer Results				EBI		EBT	WBL		WB	Т	NBL		NBT	SI	BL	SBT
Assigned Phase	е					4					5		2			6
Case Number						12.0	2				1.0		4.0		1000	7.3
Phase Duration	, s				- :	30.0					15.4		90.0			74.6
Change Period,	(Y+R	c), S		100000	500 800	6.6	E 200				6.6		7.0			7.0
Max Allow Head	Name and Address of the Owner, where the Owner, which is the Own					3.2					3.0		0.0			0.0
Queue Clearan	THE RESIDENCE OF THE PERSON NAMED IN					25.4	2505111				8.7	10 3	ALE D			
Green Extensio	-				-	0.0					0.2		0.0			0.0
Phase Call Prol	The Real Property lies and the least				-	1.00	1570.05		MER	(12)	1.00		NAME OF THE OWNER, OWNE	0 200	200	61.0
Max Out Proba	-					1.00					0.18	-		1		
	59 GH															
Movement Gro		sults			EB	-		WB	-			NB			SB	
Approach Move	NAME AND ADDRESS OF THE OWNER, WHEN			L	T	R	L	T	-	R	L	T	R	L	T	R
Assigned Move	and the second second			7	4	14		17.10			5	2			6	16
Adjusted Flow I	-	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.			160				-	_	246	1688		_	806	60
The second secon	_	ow Rate (s), veh/h/	n		1707						1781	1766			1724	154
Queue Service	PARTICIPATION OF THE PARTY NAMED IN COLUMN 1	Market State of the Control of the C			10.0				-		6.7	33.9			16.0	2.1
Name and Address of the Owner, when the Owner,	and the same of th	e Time (gc), s			10.0					MIL!	6.7	33.9			16.0	2.1
Green Ratio (g					0.20				-		0.65	0.69			0.56	0.56
Capacity (c), v	-				333	1000					481	2444			1941	871
Volume-to-Capa	THE RESERVE OF THE PERSON	THE RESERVE AND ADDRESS OF THE PARTY OF THE			0.479						0.510	CONTRACTOR OF THE PERSON NAMED IN			0.415	-
The state of the s	-	/In (95 th percentile	-	4000	192.6				-		102.7	The state of the s			257	32.9
		eh/ln (95 th percent	-		7.6				-		4.0	16.5			9.8	1.3
		RQ) (95 th percen	tile)	10000	0.00			120		1000	0.34	0.00			0.00	0.00
Uniform Delay	-	The second secon			42.9				-		10.5	10.9			15.0	11.9
Incremental De	Market Contract of the Contrac				0.4		E-10-1			930	0.3	1.6			0.7	0.2
Initial Queue De	THE RESIDENCE OF THE PERSONS IN	AND RESIDENCE PROPERTY AND ADDRESS OF THE PARTY OF THE PA	and a constitution	-	0.0				-		0.0	0.0			0.0	0.0
Control Delay (_	The second secon		793	43.3				-		10.8	12.6	1999		15.6	12.1
Level of Service	-	Contract of the Contract of th			D						В	В			В	В
Approach Delay	-			43.3	3	D	0.0				12.3		В	15	.4	В
Intersection De	lay, s/ve	eh / LOS				14	.9			1000				В		
Multimodal Re	sults		1000		EB	25,923	-	WB		110		NB			SB	
Pedestrian LOS		/LOS		2.33	and the local division in which the	В	2.32	-	В		1.35		A	1.0	-	В
I cacomian Loc																CO. 200

General Inform	nation					-		-		tion info	-	n	_	JII	
Agency		Diane B. Zimmerma	an Traffi					_	Duration		0.250		-		A
Analyst		DBZ		-	is Date	-	-	-	Area Ty	pe	Other		A-		
Jurisdiction				Time F		AM Pe			PHF		0.94		2		
Urban Street		Bardstown Road		Analys	is Year	2027 N	lo Build		Analysis	Period	1> 7:0	0	7		
Intersection		Thixton		File Na	ame	Thixto	n AM 27	NB.x	us					511	
Project Descrip	tion	Oak Grove												3 1471	16
Demand Inform	nation			-	EB		B RESISTO	WE			NB			SB	
	_			L	T	R	L	T	-	L	T	R	L	T	R
Approach Move	THE REAL PROPERTY.		Marin Colonia	-	-	-	-	,	R	260	-	-		805	-
Demand (v), v	en/n		100000000	109	0	60		-		260	1685			805	63
Signal Informa	tion				T	171		T	T				95079	3000	
Cycle, s	120.0	Reference Phase	2	1	54	-	3						4	248.08	4
Offset, s	0	Reference Point	End	Cross	0.0	00.0	23.4	0.0	0.0	0.0		1	2	3	Y
Uncoordinated	No	Simult. Gap E/W	On	Green	- Deservations	66.6 5.0	3.6	0.0	CONTRACTOR OF THE PERSON	CONTRACTOR OF THE PARTY OF THE	- 5		4	The same of	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	The second lines with the second	0.0		5	6	7	
	2														
Timer Results				EBI	-	EBT	WBL		WBT	NBI		NBT	SB	L	SBT
Assigned Phase	е					4				5		2			6
Case Number				E ST		12.0	6688	1		1.0		4.0	E 1992	nei isi	7.3
Phase Duration	ı, s					30.0				16.4	1 9	90.0			73.6
Change Period	, (Y+R	c), S				6.6				6.6		7.0			7.0
Max Allow Head	dway (MAH), s				3.2				3.0		0.0			0.0
Queue Clearan	ce Time	e (gs), s				25.4				9.6	an last				
Green Extension	n Time	(ge), S				0.0				0.2		0.0			0.0
Phase Call Pro	bability					1.00				1.00					
Max Out Proba	bility					1.00				0.49					
Movement Gro	un Pa	eulte			EB			WB			NB			SB	
Approach Move	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	Suita		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	THE RESERVE THE PERSON NAMED IN			7	4	14	-	1500		5	2	20070		6	16
Adjusted Flow	and the local division in the local division	() veh/h			180				+	277	1793		-	856	67
The same of the sa		ow Rate (s), veh/h/	In	CHOOL S	1706				E STATE	1781	1766		1 1000	1724	154
Queue Service			""		11.4				-	7.6	38.1		-	17.7	2.4
THE RESIDENCE OF THE PARTY OF T	INCOMES AND ADDRESS OF THE PARTY OF THE PART	ce Time (gc), s		10000	11.4					7.6	38.1	1000		17.7	2.4
Green Ratio (g	STREET, SQUARE, SQUARE	o inic (gr), 3	-	-	0.20			-	1	0.65	0.69		-	0.55	0.5
Capacity (c),	-				333					469	2444		-	1913	858
Volume-to-Cap	Name and Address of the Owner,	atio (X)	-	-	0.540				+	0.590			-	0.448	-
	NAME OF TAXABLE PARTY.	I/In (95 th percentile	1		215.3			5000	+	120.4	-			279.6	- Commonweal
Committee and committee of the committee	- New York of the Late of the	eh/in (95 th percent	The second second	-	8.5				1	4.7	18.3		-	10.7	1.5
	atasanangunatura	(RQ) (95 th percen	Minimum Committee		0.00					0.40	0.00			0.00	0.0
Uniform Delay	-				43.5					11.4	11.6			15.8	12.
Incremental De	Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner,				1.0	100	55.55			0.7	2.0	77.7		0.8	0.2
Initial Queue D				-	0.0				1	0.0	0.0			0.0	0.0
Control Delay (THE RESIDENCE AND PARTY OF THE	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO		70.55	44.4					12.1	13.6	-1915		16.6	12.
Level of Service	-				D				-	B	B		+	B	B
Approach Dela				44.	-	D	0.0			13.4	-	В	16.		В
Intersection De	Name and Address of the Owner, where the Owner, which is the Owner, whic	the contract of the contract o		14.		-	3.0		-	10.		5	В		
A CONTRACTOR	- J, 0. V							1000				100 B			
Multimodal Re	sults				EB			WE	OTE D		NB		H KUS	SB	
Pedestrian LOS	S Score	:/LOS		2.3	3	В	2.32		В	1.3	5	Α	1.6	7	В
															_

		HCS	, sig	Halize	u inte	rsect	ion K	esu	15 51	ımmar	y	St. Albania		A 10 10 10 10	STATE OF THE PERSON NAMED IN
General Inform	nation								Interes	ction Inf	ormatic			4841	N.U.
Agency	iation	Diane B. Zimmerma	n Traff	ic Engin	eering			-	Duratio	_	0.250	-		111	
Analyst		DBZ	all Itali			9/19/2	021	-	Area T	_	Other	-	- 2		
Jurisdiction		DOL		Time F	THE RESERVE OF THE PARTY OF THE	AM Pe	THE RESERVE AND ADDRESS OF THE PARTY.	-	PHF	урс	0.94		4-6		
Urban Street		Bardstown Road		-	is Year	-	-	-		s Period	1> 7:	00	-6		
Intersection		Thixton	green in the later	File Na	-	-	n AM 27	THE PERSON NAMED IN	THE RESERVE OF THE PERSON NAMED IN	o i cilou	11- 1.	-	-		
Project Descrip	tion	Oak Grove		111011	arrio	TTIIACO	1740121	D.Au				***********	-	RIPY	- 1
						59,000		SESS			NAME OF TAXABLE PARTY.				
Demand Inform	nation			E 50	EB			WE	3		NB		1200	SB	
Approach Move	ement			L	T	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	eh/h			156	0	85				279	1685	5		805	68
		A STATE OF THE PARTY OF													
Signal Informa	NAME AND POST OF THE PARTY OF					71	2						-+		
Cycle, s	120.0	Reference Phase	2		51	No.	R					1	Y 2	3	+
Offset, s	0	Reference Point	End	Green		70.0	19.9	0.0	0.0	0.0					78-
Uncoordinated	No	Simult. Gap E/W	On	Yellow	THE PERSONAL PROPERTY.	5.0	3.6	0.0	THE RESERVE THE PERSON NAMED IN	Section 2015 Control of the last of the la		1	l		
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	0.0	0.0		5	8	7	
Timer Results				FDI		CDT	14/04		MIDT	AIP		NIDT	000		CDT
	0			EBI	-	EBT 4	WBL		WBT	NB	-	NBT	SBI	-	SBT
Assigned Phase Case Number	C .				700 045	12.0				1.0		2			6
				-	_	-					_	4.0			7.3
Phase Duration	-	١.			-	26.5		-		16.5		93.5	22200000		77.0
Change Period		The second secon		100000		6.6				6.6		7.0			7.0
Max Allow Head	-	_		-		3.2		-		3.0		0.0	10.000		0.0
Queue Clearan	Charles Control of the Control of th	THE RESIDENCE OF THE PARTY OF T		12200	_	19.7		-		9.6	-	0.0			0.0
Green Extension		(ge), S			_	0.2			V 3-14-14	0.3		0.0	_		0.0
Phase Call Prol	and the local division in which the local division is not the local division in the loca				-	1.00				1.00	_				
Max Out Proba	Dility					0.66				0.02					16090000
Movement Gro	oup Res	sults		17.50	EB		Biograph .	WB			NB	SA SILE	B10000	SB	202
Approach Move	-			L	T	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	ment			7	4	14				5	2	223.20		6	16
Adjusted Flow I	Rate (v), veh/h	nero di senso con con		256					297	1793			856	72
THE RESERVE OF THE PERSON NAMED IN	methodoph territorious	ow Rate (s), veh/h/l	n	15000	1707	150				1781	1766	1000	1000	1724	1547
Queue Service		Married Street, Square and Street, Square Street, S			17.7					7.6	34.5			16.5	2.5
Cycle Queue C	and the local division in which the	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.			17.7					7.6	34.5	(C) (C) (C)	1000	16.5	2.5
Green Ratio (g					0.17					0.68	0.72			0.58	0.58
Capacity (c), v	A STREET, SQUARE, SQUA				283					495	2547		200	2011	902
Volume-to-Capa	acity Ra	atio (X)			0.907					0.600	-	1		0.426	-
Back of Queue	(Q), ft	/In (95 th percentile			362.2		1505			112.8	408.7			260.4	38
Back of Queue	(Q), v	eh/ln (95 th percent	le)		14.3					4.4	16.0			9.9	1.5
Queue Storage	Ratio (RQ) (95 th percent	tile)		0.00	N. H	7		1	0.38	0.00		FRANK	0.00	0.00
Uniform Delay	(d1), s	/veh	-		49.1					9.9	9.5			13.9	10.9
Incremental De	lay (da), s/veh			23.0				1	0.4	1.7			0.7	0.2
Initial Queue De	elay (d	3), s/veh			0.0					0.0	0.0			0.0	0.0
Control Delay (d), s/v	eh			72.2	100				10.3	11.1		0.2323	14.5	11.1
Level of Service	e (LOS)				Е					В	В			В	В
Approach Delay	y, s/veh	/LOS		72.2	2	E	0.0			11.0		В	14.3	3	В
Intersection De	Statement with the last				-	16	.7						В	-	
		ASSESSMENT OF THE PARTY OF THE													
Multimodal Re	sults				EB			WB			NB		Division in	SB	
Pedestrian LOS	Score	/ LOS		2.33	3	В	2.32		В	1.34		Α	1.67		В
	ore / LC	ne	1030 5 100	0.91		A	1100000	0.00		2.2	STATE FOR	В	1.25		Α

General Inform	nation								Interse	ction Inf	ormatio	n	_	111	15
Agency		Diane B. Zimmerma	an Traff						Duration	n, h	0.250				
Analyst		DBZ		Analys	sis Date	9/19/2	021		Area Ty	ре	Other		.5		392
Jurisdiction				Time F	Period	PM Pe	ak		PHF		0.98		4 4		
Urban Street		Bardstown Road		Analys	sis Year	2021			Analysis	s Period	1> 4:4	15	7		
Intersection		Thixton	ANNIA MARKATANA	File Na	ame	Thixtor	n PM 21	1.xus						511	
Project Descrip	tion	Oak Grove	October Services				Maria Carlle Control	***						14147	- (
				4000	12-56-51								No. of London		
Demand Inform	nation			- 1	EB			W	В		NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	eh/h			106	0	211				97	1035	100		1841	137
Signal Informa	tion					11		and the last		PROPERTY.					
Cycle, s	140.0	Reference Phase	2	1			4						N		4
Offset, s	0	Reference Point	End		1	1	3					1	2	3	A
Uncoordinated	No	Simult. Gap E/W	On	Green	THE RESERVE OF THE PARTY OF THE	80.5	33.4	0.0	The second name of the second	CONTRACTOR OF THE PERSON.					
Force Mode	Fixed	Simult. Gap E/V	On	Yellow	3.6	2.0	3.6	0.0	NAME AND ADDRESS OF THE OWNER, WHEN	ACCUMULATION OF THE PARTY OF TH		1 5	•	7	
, order mode	, ixed	Januar. Sup 14/5	311	Tiou	10.0	12.0	10.0	10.0	10.0	10.0					1
Timer Results				EBI		EBT	WBI		WBT	NBI		NBT	SE	BL	SBT
Assigned Phase	е					4				5		2	T		6
Case Number				2015		12.0				1.0		4.0			7.3
Phase Duration), S				-	10.0				12.5	5 1	0.00			87.5
Change Period	STATE OF THE PERSON NAMED IN	c), S		1000		6.6				6.6		7.0		100	7.0
Max Allow Hea	and discount or the last				-	3.3	-			3.0	-	0.0	1		0.0
Queue Clearan	-	CONTRACTOR DE LA CONTRA	E STATE	75000		35.4	REAL PROPERTY.	100	G24 (7.5)	5.0		Table 1	C CONTRACT	18-18-18-18-18-18-18-18-18-18-18-18-18-1	
Green Extension	THE RESERVE OF THE PERSON NAMED IN	The same of the sa	-		-	0.0				0.1	-	0.0			0.0
Phase Call Pro	MANUAL PROPERTY.		De la constantina	1997		1.00	E2/E2/E2/E2		To Alexander	0.98		Wage 1		E 20	
Max Out Proba	_				_	1.00				0.00					
										Marie					
Movement Gro	-	sults			EB			WB	-		NB	186		SB	
Approach Move	NAME OF TAXABLE PARTY.			L	T	R	L	T	R	L	Т	R	L	T	R
Assigned Move				7	4	14				5	2			6	16
Adjusted Flow	-				323					99	1056			1879	140
Adjusted Satura	ation Fl	ow Rate (s), veh/h/	In		1620					1795	1781			1795	157
Queue Service	THE RESERVE OF THE PERSON NAMED IN	RECEIVED AND DESCRIPTION OF THE PROPERTY OF TH			26.6					3.0	19.8	-		65.3	5.8
THE RESERVE OF THE PARTY OF THE	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS NAME AND ADDRESS OF TH	ce Time (gc), s			26.6					3.0	19.8			65.3	5.8
Green Ratio (g	-				0.24					0.63	0.66			0.58	0.58
Capacity (c),	-				386					153	2366			2065	904
Volume-to-Cap	-	THE RESIDENCE OF THE PARTY OF T			0.837					and other parties	0.446			0.910	0.15
	NAME OF TAXABLE PARTY.	t/ln (95 th percentile	The state of the last of the l		463.5					89.3	293.1			901.9	94
AND REAL PROPERTY AND REAL PRO	NAME AND ADDRESS OF THE OWNER, WHEN	eh/ln (95 th percent	ALTONOO AT VALUE OF THE PARTY OF		18.0					3.5	11.5		_	35.8	3.7
The state of the s	-	(RQ) (95 th percen	tile)		0.00					0.30	0.00	1		0.00	0.00
Uniform Delay	STATE OF THE PARTY NAMED IN	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN			50.7					32.3	11.2			26.5	13.9
Incremental De	-				14.1		1			1.7	0.6			7.4	0.4
Initial Queue D	Name and Address of the Owner, where				0.0					0.0	0.0			0.0	0.0
Control Delay (electronic proprietation of the last of th				64.8					34.0	11.8			33.9	14.2
Level of Servic	-				E					С	В			C	В
Approach Dela	y, s/veh	/LOS		64.	8	E	0.0			13.	7	В	32	.6	С
Intersection De	lay, s/v	eh / LOS				29	9.3						С		
	nulta.				C.D.			1A/F		The same	ND	No. of Contract of	1	CD	
Multimedal B.				1	EB	100 Page 100		WE	,		NB			SB	
Multimodal Re		1100	-	2.3	2	В	2.33	2	В	1.3	c	Α	1.6	27	В

	Mark Land	HCS	7 Sig	nalize	ed Inte	ersec	tion R	lesu	ılts	Sun	nmary	/	A SHARE			
General Inform	ation							NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	Inte	oreact	ion Info	rmatic	n		V4241	H C
General Information Agency Diane B. Zimmerman Traffi				So Engineering					-	-		0.250	-	-	111	
			Analysis Date 9/19/2021					Duration, h			Other		- 3			
Analyst DBZ			-	Period	_	PM Peak			Area Type			0.98				
Jurisdiction Lither Street Residence Panel				-	-	A STATE OF THE PARTY OF THE PAR			PHF			15	*			
Urban Street Bardstown Road Intersection Thixton			Analysis Year File Name		2027 No Build Thixton PM 27 NB			Analysis Period			1> 4:45		-			
Project Descrip	tion	Oak Grove	-	File IV	ame	THIXIC	III PIVI Z	/ ND.	xus	-			Market Market State Company		111	
Project Descrip	UOH	Oak Glove		77.6558	000000	1000000		NEW	E ALTO						NAME OF STREET	
Demand Inform	nation				EB			W	/B			NB			SB	
Approach Movement			L	Т	R	L		Г	R	L	T	R	L	T	R	
Demand (v), veh/h			119	0	238					109	1099			1954	154	
Cianal Informa	tion					111										
Signal Informa Cycle, s	170.0	Reference Phase	2			71	1							ĸt		7
Offset, s	0	Reference Point	End		1	" 1	3						- 1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green	NAME AND ADDRESS OF THE OWNER, TH	103.2	CALL STREET, S	0.0		0.0	0.0			1		
Force Mode	Fixed	Simult. Gap E/W	On	Yellow	3.6	2.0	3.6	0.0	NAME AND ADDRESS OF	0.0	0.0) !	-1		
Torce Mode	TIXEU	Simult. Gap 14/3	OII	INCU	10.0	12.0	13.0	0.0		10.0	0.0					-
Timer Results			EBI		EBT	WB	L	W	ВТ	NBL		NBT	SI	3L	SBT	
Assigned Phase					4					5		2			6	
Case Number					12.0					1.0		4.0			7.3	
Phase Duration, s						47.0					12.8	1	23.0			110.2
Change Period, (Y+Rc), s					6.6	2780325		6.6		6.6	7.0					
Max Allow Headway (MAH), s					3.3					3.0	0.0					
Queue Clearance Time (g s), s			3		39.6	3				6.0			1988			
Green Extension Time (g e), s					0.8					0.2		0.0			0.0	
Phase Call Probability					1.00				17.5	0.99				300		
Max Out Probability					0.00					0.00						
Movement Gro	un Res	eulte		DESCRIPTION OF THE PERSON OF T	EB			WE	2	E151-11	Parent	NB			SB	
Approach Move	THE RESERVE OF THE PERSON NAMED IN	Juito		L	T	R	L	T		R	L	T	R	L	T	R
Assigned Move	Manager Street, Square, Square	Principle Committee Commit	127.00	7	4	14	200000			Tion I	5	2	1		6	16
Adjusted Flow Rate (v), veh/h		-	364				-		111	1121			1994	157		
Adjusted Saturation Flow Rate (s), veh/h/ln		557455	1619	E S		1500	95 8	200	1795	1781	100000	U SUN	1795	1572		
Queue Service Time (g s), s			37.6			1230	+		4.0	24.8	2000	-	83.5	7.4		
Cycle Queue Clearance Time (g c), s		1000000	37.6		3857380	1000			4.0	24.8			83.5	7.4		
Green Ratio (g/C)			0.24						0.66	0.68	2000	1	0.61	0.61		
Capacity (c), veh/h		1,9132	385	2330		3950		TO H	133	2430	33.836	10 100000	2178	954		
Volume-to-Capacity Ratio (X)			0.946						0.836				0.915	0.16		
Back of Queue (Q), ft/ln (95 th percentile)		13.5	582.9	55500		35730		100	136.9	367.1	1000		1139	123.		
Back of Queue (Q), veh/ln (95 th percentile)			-	22.6						5.4	14.5			45.2	4.8	
Queue Storage Ratio (RQ) (95 th percentile)			100.50	0.00					6.18	0.46	0.00	200		0.00	0.00	
Uniform Delay (d +), s/veh			63.7				1		41.9	12.5			29.6	14.6		
Incremental Delay (d 2), s/veh			23.00	5.4			17000		1000	5.2	0.6			7.5	0.4	
Initial Queue Delay (d 3), s/veh				0.0						0.0	0.0		1	0.0	0.0	
Control Delay (d), s/veh		-	69.1			1000		0.79	47.1	13.2	SVA		37.0	15.0		
Level of Service	ACCRECATE OF THE PARTY OF THE P		-		E				-		D	В			D	В
Approach Delay, s/veh / LOS			69.1	-	E	0.0				16.2		В	35		D	
Intersection De	-					-	2.4				1012			C		
Multimodal Results				EB					WB		NB			SB		
Pedestrian LOS Score / LOS			2.34	THE RESERVE TO A PERSON NAMED IN COLUMN 1	В	2.34		E	3	1.37	-	Α	1.6		В	
	Bicycle LOS Score / LOS			1.09		A					1.50		В	2.2		В

Consend Inform															
General Information										tion Inf	n	- 1	147411		
Agency Diane B. Zimmerman Traffi								Duration	-	0.250	-	-			
Analyst DBZ			THE REAL PROPERTY.	sis Date	-	9/19/2021			е	Other		A-			
Jurisdiction			-	Period	-	PM Peak				0.98		4-4			
Urban Street Bardstown Road			-		2027 E	2027 Build Ana			Period	1> 4:4	1> 4:45				
Intersection		Thixton	-	File N	ame	Thixton PM 27 B.xus							711		
Project Descrip	tion	Oak Grove	NO.									MCAN SOMEON	7	in the Mil	eif.
Demand Inform	nation				EB			WE			NB			SB	
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h			135	0	269	-	+ i	+ 1	143	1099	-	-	1954	201	
Bemana (v), v	CHAIT			100		200	-	-		140	1000		-	1904	20
Signal Informa	tion				T	11	T	T							
Cycle, s	170.0	Reference Phase	2		51	Nt.	K						4		4
Offset, s	0	Reference Point	End	Green	11.8	92.5	45.5	0.0	0.0	0.0		1	2	3	Y
Uncoordinated	No	Simult. Gap E/W	On	Yellow	THE OWNER OF THE OWNER OWNER OF THE OWNER OWNE	5.0	3.6	0.0	political take a superior production of	0.0		(
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	2.0	3.0	0.0	0.0	0.0		5	6	7	
Timer Results				EBI	_	EBT	WBI	-	WBT	NBI	-	NBT	SB	_	SBT
Assigned Phase			-		4				5		2			6	
Case Number				and the last of th	12.0	10000			1.0	-	4.0			7.3	
Phase Duration, s					-	52.1				18.4	-	17.9			99.5
Change Period, (Y+Rc), s					6.6				6.6	-	7.0			7.0	
Max Allow Headway (MAH), s					3.3		_		3.0		0.0			0.0	
Queue Clearance Time (g s), s			-		44.5				11.6						
Green Extension Time (g e), s					0.9		_		0.2		0.0			0.0	
Phase Call Probability			1000	-	1.00				1.00	-					
Max Out Proba	Dility		September 1	-		0.00		-		0.00			and the same of	-	Section 1
Movement Gro	up Res	suits	TO DE		EB			WB			NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	T	R	L	T	R
Assigned Movement		7	4	14	-90-75			5	2	100	1	6	16		
Adjusted Flow Rate (v), veh/h			412					146	1121	-		1994	205		
Adjusted Saturation Flow Rate (s), veh/h/ln			10000	1620			1		1795	1781			1795	157	
Queue Service Time (g s), s				42.5					9.6	27.1			92.5	11.6	
Cycle Queue Clearance Time (g c), s				42.5			Comments of the Comments of th		9.6	27.1			92.5	11.6	
Green Ratio (g/C)				0.27			-		0.63	0.65	The state of the s		0.54	0.54	
Capacity (c), veh/h				433					167	2324			1953	856	
Volume-to-Capacity Ratio (X)				0.952				1	0.872	0.483			1.021	0.24	
Back of Queue (Q), ft/in (95 th percentile)				645.9			MATERIAL STATE OF THE PARTY OF		The Real Property lies	404.1	1000		1438.6	-	
Back of Queue (Q), veh/ln (95 th percentile)				25.0					10.6	15.9			57.1	7.8	
Queue Storage Ratio (RQ) (95 th percentile)				0.00					0.89	0.00			0.00	0.00	
Uniform Delay (d 1), s/veh				61.2					58.2	15.0			38.8	20.3	
Incremental Delay (d 2), s/veh				5.4					5.4	0.7			25.8	0.7	
Initial Queue Delay (d 3), s/veh				0.0					0.0	0.0			0.0	0.0	
Control Delay (d), s/veh			66.6					63.5	15.7			64.6	21.0		
Level of Service (LOS)				E					E	В			F	C	
Approach Delay, s/veh / LOS			66.	6	E	0.0			21.	2	С	60.	5	E	
Intersection De	lay, s/ve	eh / LOS				48	3.3						D	-	
Maritim - 1-1-													PERS		
Multimodal Results Pedestrian LOS Score / LOS			2.34			2.34		CONTRACTOR OF THE PARTY OF THE		NB A		1.69			
The second second second second	000	11.00				В			В	1.3					В