GEOTECHNICAL ENGINEERING STUDY

PROPOSED APARTMENTS 10410 OLD PRESTON HIGHWAY LOUISVILLE, KENTUCKY

ASHER PROJECT No. 21-077

Prepared For:

Mr. Brent Hackworth brent@highgates.com

Prepared By:

Asher Engineering, Inc. 1021 South Floyd Street Louisville, Kentucky 40203

July 13, 2021

Asher Engineering, Inc.

Environmental & Engineering Consulting

July 13, 2021

Mr. Brent Hackworth brent@highgates.com

Re:

Geotechnical Engineering Study Proposed Apartments 10410 Old Preston Highway Louisville, Kentucky

Dear Brent,

Asher Engineering has completed a Geotechnical Engineering Study for the referenced project. This report contains the findings of our subsurface exploration, geotechnical recommendations to aid design of foundations and floor slabs, and construction recommendations with regard to site work, fill placement, and foundation installation and inspection.

We appreciate the opportunity to be of service to you on this project. If we can be of further assistance, or if you have any questions regarding this report, please contact our office.

Sincerely,

Richard A. Linker, P. E.

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TABLE OF CONTENTS

LET	TTER (OF TRANSMITTAL	i
1.0	Proj	ECT INFORMATION	. 1
2.0	SUBS	URFACE EXPLORATION	1
3.0	DESI	GN RECOMMENDATIONS	2
	3.1	Site Development	2
	3.2	Shallow Foundations and Floor Slahs	3
	3.3	Pavement	3
4.0	CONSTRUCTION RECOMMENDATIONS		. 4
	4.1	Subgrade Preparation	. 4
	4.2	Engineered Fill	4
	4.3	Foundation Excavations	. 4

1.0 PROJECT INFORMATION

The project site is located at 10410 Old Preston Highway, in Louisville, Ky.

The site is an open grass-covered flat rectangular shaped tract with scattered mature trees.

A review of historical aerial photographs (Appendix) revealed that the property is previously undeveloped land with some large tilled gardens but no full crop coverage.

Proposed for construction are 3-story, slab on grade apartment buildings. Asphalt paved parking and access drives will be provided throughout.

2.0 SUBSURFACE EXPLORATION

The subsurface conditions were explored by conducting 9 test pits across the site. The test pits were consistent with about 12 in. topsoil layer underlain by moist, firm, brown silty clay soil down to limestone bedrock. A summary of each test pit is included in the Appendix. The depth to refusal at each test pit is summarized below.

Test Pit	Depth to Refusal, Ft.
1	1.5
2	2.6
3	8 ft. no rock encountered
4	7
5	6.3
6	5.5
7	4.0
8	6.9
9	7.0

No water was noted in the test pits. The limestone bedrock can weather resulting in an irregular surface and elevation differenced over short horizontal distances.

3.0 Design and Construction Recommendations

The following design and construction recommendations have been developed on the basis of the previously described project characteristics and subsurface conditions.

3.1 Site Development

We recommend an 8 to 12 in. stripping depth be used. Thicker topsoil/rich soil will be encountered in areas that were once tilled gardens, while other areas will have a less thick topsoil layer.

The silty clay soils on site are suitable for support of the new bldgs and roads, and are suitable for use as structural fill.

It is likely that Limestone bedrock will be encountered in utility trenches and bldg pad / footing excavations. The limestone cannot be ripped with an excavator, and will have to be blasted or hoe rammed.

3.2 Shallow Foundations and Floor Slabs

Footings bearing on firm natural soil, or engineered fill placed over firm soil may be proportioned using a net allowable bearing capacity of 3400 psf. Footings can bear on firm natural soil or bedrock. A Site Classification B should be used for seismic design. Wall footings should be at least 16 in. wide and column footings should be at least 24 in. wide to provide an adequate factor of safety for bearing capacity. All exterior footings and footings in unheated areas must bear at least 24 in. below final exterior grade for frost protection. Interior footings can bear at nominal depths below the floor.

Footing excavations that extend to bedrock do not have to be over-excavated to provide a 'cushion' of soil or crushed stone between the bottom of footing and bedrock. Footings can be poured directly on bedrock even if footing elevations in other portions of the bldg encounter clay soil. However, rock will have to be removed such that the entire footing design thickness and footing design depth can be provided.

The building subgrades should be inspected and approved by the geotechnical engineer prior to the placement of grade raise fill or the stone subbase. The slab should be supported on a 4-in. layer of KY Dense Graded Aggregate (DGA) compacted to 98 percent of the standard Proctor (ASTM D-698).

3.4 Below Grade Walls

Below grade walls should be designed to provide drainage to relieve hydrostatic pressure. A clean, free draining granular fill (KY No. 57 stone) should be used to backfill against below grade walls. The backfill zone should be drained using a perforated pipe at the base of the wall. An Equivalent Hydrostatic Pressure (EHP) of 50 pcf may be used to design below grade walls. A unit weight of 130 pcf should be used for the granular backfill.

3.5 Pavements

New pavement areas should be inspected by the geotechnical engineer to determine the suitability of the subgrade and to provide recommendations for stabilization if necessary. Assuming proper subgrade preparation, a California Bearing Ratio (CBR) value of 5 is recommended. This value applies for both undisturbed soil and the stone subbase that is stable under a proofroll, and for soil that is recompacted to at least 95 percent of the standard Proctor maximum dry density.

The following asphalt pavement section is recommended for areas that will be limited to automobiles and light trucks:

Automobile and Light Truck Areas

1.0 in. asphalt concrete surface2.0 in. asphalt concrete base4.0 in. KY DGA limestone4.0 in. 4-Minus or Surge limestone

Areas that may experience heavier loading conditions should be provided with the following pavement section.

Heavy Truck Areas

1.0 in. asphalt concrete surface3.0 in. asphalt concrete base

4.0 in. KY DGA

6.0 in 4-Minus or Surge limestone

4.0 Construction Recommendations

Variations in subsurface conditions should be expected during construction. It is therefore recommended that the geotechnical engineer be retained by the Owner to review the soils-related phases of the project and to correlate the test data with the soil conditions that are encountered during construction.

4.1 Subgrade Preparation

Prior to construction or the placement of new engineered fill or stone subbase, the exposed subgrade should be evaluated by the project geotechnical engineer. The existing subgrade should be carefully inspected by proofrolling with a loaded dump truck prior to the placement of fill to identify soft areas. Any soft areas identified by the proofroll would be undercut and stabilized with crushed stone. The contractor should exercise discretion when selecting equipment sizes and also control surface water while the subgrade soils are exposed. The severity of this potential problem depends to a great extent on the weather conditions during construction.

4.2 Engineered Fill

Engineered fill should be placed on a prepared subgrade that has been inspected and approved by the project geotechnical engineer. The inspection would include proofrolling of the exposed subgrade with a loaded pan or other suitable rubber-tired piece of equipment. If unsuitable material is disclosed, an appropriate remedial measure would be recommended by the geotechnical engineer at that time. Engineered fill placement and compaction operations should be monitored by the geotechnical engineer or his representative. Field density tests should be performed on each lift as necessary to insure that the specified compaction is being achieved. Soil fill placed in the proposed building area should be compacted to at least 98 percent of the standard Proctor maximum dry density (ASTM D-698). Fill placed in the paved areas should be compacted to 95 percent, and fill placed in green areas to 90 percent.

4.3 Foundation Excavations

All foundation excavations should be evaluated by the geotechnical engineer or his representative to insure adequate foundation support. All concrete for foundations should be poured the same day the excavation is made.

Appendix

Historical Aerial Photographs Summary of Test Pits



High Gates

Proposed Apartments
10410 Old Preston Highway
Louisville, Kentucky

Asher Engineering, Inc. Project No.: 21-077 Photo Date June 2020



High Gates

Proposed Apartments 10410 Old Preston Highway Louisville, Kentucky

Asher Engineering, Inc. Project No.: 21-077 Photo Date March 1993

10410 Old Preston Hwy. High Gates 21-077

Test Pit #1

0" to 7" Topsoil with roots

7" to 18" Silty Clay; moist; firm; brown; silty

18" Limestone; shelf rock; Possible Karst Activity Near-By

Refusal at 1 ft. 6 in.

Test Pit #2

0" to 4" Topsoil with heavy roots

4" to 31" Silty Clay; moist; firm; brown; silty with trace rock fragments and roots

31" Limestone; Surface Rock Outcrop

Refusal at 2 ft. 7 in.

Test Pit #3

0" to 10" Topsoil with roots to 18"

10" to 36" Silty Clay; moist; firm; brown; silty

36" to 96" Silty Clay; moist; firm; red brown

Terminated at 8 ft.

Test Pit #4

0" to 14" Topsoil with heavy roots

14" to 36" Silty Clay; moist; firm; brown; silty

36" to 84" Silty Clay; moist; firm; red brown with gray

84" Limestone

Refusal at 7 ft.

Test Pit #5

0" to 4" Topsoil (minimal)

4" to 36" Silty Clay; very moist; firm; brown; very silty

36" to 76" Silty Clay; moist; firm; red brown

76" Limestone; Karst Activity Near-By

Refusal at 6 ft. 4 in.

Test Pit #6

0" to 12" Topsoil with roots

12" to 36" Silty Clay; very moist; firm; brown; very silty

36" to 66" Silty Clay; moist; firm; red brown with gray; trace limestone floater at 4 ft.

66" Limestone

Refusal at 5 ft. 6 in.

Test Pit #7

0" to 10" Topsoil with roots
10" to 24" Silty Clay; very moist; firm; brown; silty
24" to 48" Silty Clay; moist; firm; red brown with gray
Limestone

Refusal at 4 ft.

Test Pit #8

0" to 10"
Topsoil with roots
10" to 30"
Silty Clay; dry/moist; firm; tan brown; silty with trace roots
Silty Clay; moist; firm; red brown
Limestone

Refusal at 6 ft. 10 in.

Test Pit #9

0" to 12" Topsoil with roots
12" to 84" Silty Clay; moist; firm; red brown; silty
Terminated at 7 ft.

Asher Engineering, Inc.

Environmental & Engineering Consulting

January 15, 2022

Mr. Brent Hackworth brent@highgates.com

Re:

Proposed Old Preston Highway Apartments

10410 and 10414 Old Preston Hwy

On January 15, 2022 Asher Engineering visited the referenced site to interview the residents and inspect the backyards of seven neighboring properties for possible karst activity and sinkholes. The properties visited were: 4600, 4602, 4604, and 4606 Walden Dr., and 10310, 10400, 10412 Old Preston Highway. We spoke with residents at 4600, 4604, and 4606 Walden Drive. No one was available for interview at the other properties at the time of our site visit.

Inspection of the depressed areas at the neighboring properties confirmed these areas are indeed sinkholes. We noted that the sinkholes at the backyards at 4602, 4604, and 4606 Walden Drive, and the sinkholes at 10310 and 10400 Old Preston Highway extend into the subject site. We also noted a sinkhole on the subject site just south of 4602 Walden Drive.

Sinkholes are formed by the dissolution of the underlying limestone bedrock. Depressions in the ground surface can develop when bedrock surfaces dissolve over years of water migrating thru the area. The dissolved rock may leave a void space, or the void may be replaced by soft redeposited soil. Over time, the weight of the soil subsides over the void or soft soil, leaving a visible depression in the ground surface. A review of geographic maps revealed that the site is underlain by the Louisville Limestone formation. This formation is susceptible to karst activity and sinkhole formation.

The subject property is suitable for development with the apartment buildings and pavement areas, provided the site is inspected by a geotechnical engineer during the sitework, bldg, and road construction. This inspection would include a visual observation of the soil subgrade after the site has been stripped of grass and topsoil. A proofroll with a loaded dump truck would be conducted to identify any soft areas in the soil subgrade. Test pits with a backhoe or excavator may also be conducted to inspect any soft subgrade areas identified by the visual inspection and proofroll. If depressed areas and/or sinkholes are identified at the time of the construction inspection, recommendations for stabilizing the sinkholes would be provided on site. While there is some variation in the methods to stabilize sinkholes, the repair would generally be as follows: The sinkhole area would be cleaned of all soft soil down to bedrock. The excavation would be draped with a nonwoven geotextile fabric in the bottom and sides, and the area backfilled with crushed limestone. The geotextile fabric would then be placed over the crushed limestone, and the area backfilled with compacted soil up to finish grade. Any sinkholes that extend over property lines must be repaired on both properties to insure complete stabilization of the sinkhole area.

The Highgates Group has retained Asher Engineering to provide Construction Testing and Inspection during the sitework and building construction for the project. In addition to our normal inspections, we will include monitoring of the adjacent properties to confirm that the construction activities are not impacting the neighboring sites.

Sincerely,

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Richard A. Linker, P.E.

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Received January 18, 2022 Planning & Dosigno 0073 asherinc@de. 1021 S. Floyd Street • Louisville, Kentucky 40203 • Office: (502) 589-0073 asherinc@de. 1020



The Highgates Group

Old Preston Highway Apartments 10410 and 10414 Old Preston Hwy Louisville, KY

Asher Engineering, Inc. Project No.: 21-147 Photo Date February 2018 Apertment
Old Preston Highway (EV 6.304)
Frepared for

Louisville Metro Planning Commission
Kentucky Transportation Cabinet

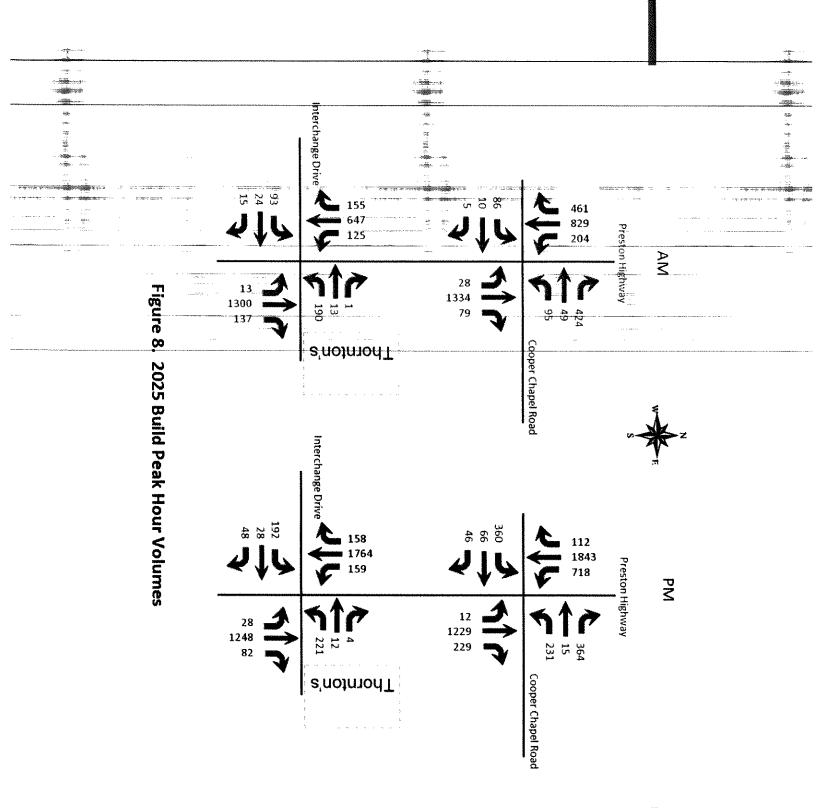
final report

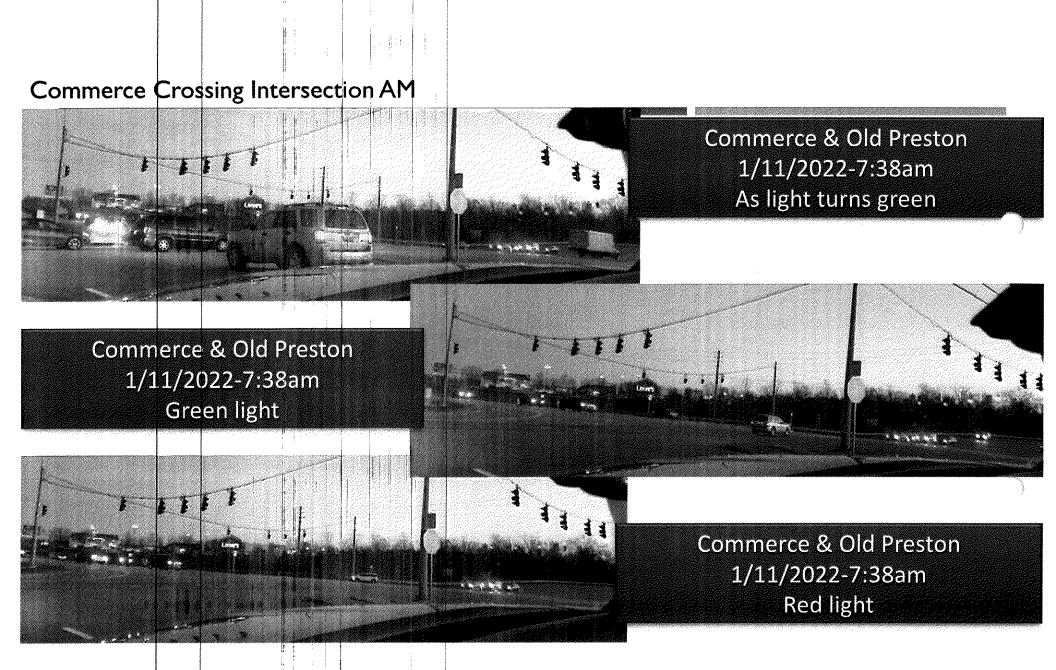
December 22, 2021 Revised January 12, 2022 Level of Service remains unchanged after build

Table 2. Peak Hour Level of Service

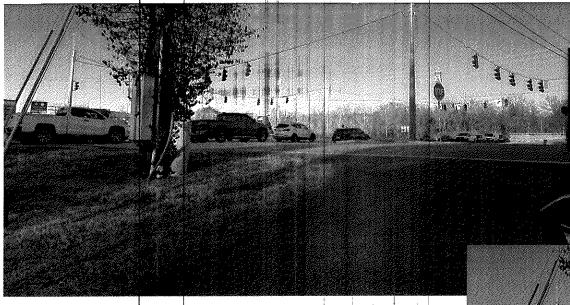
	A.M.			P.M.		
Approach	2021	2024	2024	2021	2024	2024
	Existina	No Build	Build	Existina	No Build	Build
Old Preston at Maple Spring Drive						
Maple Spring Drive Westbound	A	A	A	A	A	A
	8.7	8.7	8.8	8.8	8.8	9.1
Old Preston Southbound	A	A	A	A	A	A
	7.2	7.2	7.3	7.2	7.2	7.3
Old Preston at Entrance						
Entrance Eastbound			A 8.8		·	A 8.9
Old Preston Northbound (left)			A 7.3			A 7.4
Preston Highway at Cooper Chapel Road	C	C	C	D	D	D
	29.6	29.2	29.5	43.6	36.6	36.6
Commerce Crossings Eastbound	E	E	E	E	E	E
	59.2	56.0	56.4	77.6	77.5	77.5
Cooper Chapel Road Westbound	D	D	D	E	E	E
	43.1	41.2	42.3	60.3	60.3	60.5
Preston Highway Northbound	C	C	C	D	C	C
	25.6	25.3	25.4	52.7	25.6	25.9
Preston Highway Southbound	C	C	C	C	C	C
	25.5	25.4	25.5	29.1	29.4	29.2
Preston Highway at Interchange Drive	A	C	C	B	D	D
	7.4	25.8	28.7	19,3	39,5	40.4
Interchange Drive Eastbound	E	E	E	E	E	E
	72.6	74.8	74.1	75.0	74.5	75.4
Entrance Westbound	F	F	E	F	E	E
	87.9	68.2	68.2	84.8	79.1	79.1
Preston Highway Northbound	A	B	C	A	C	C
	4.1	17.5	21.2	8.8	30.1	30.6
Preston Highway Southbound	A	C	C	B	D	D
	5.9	22.6	23.8	19.2	36.4	37.4

Key: Level of Service, Delay in seconds per vehicle





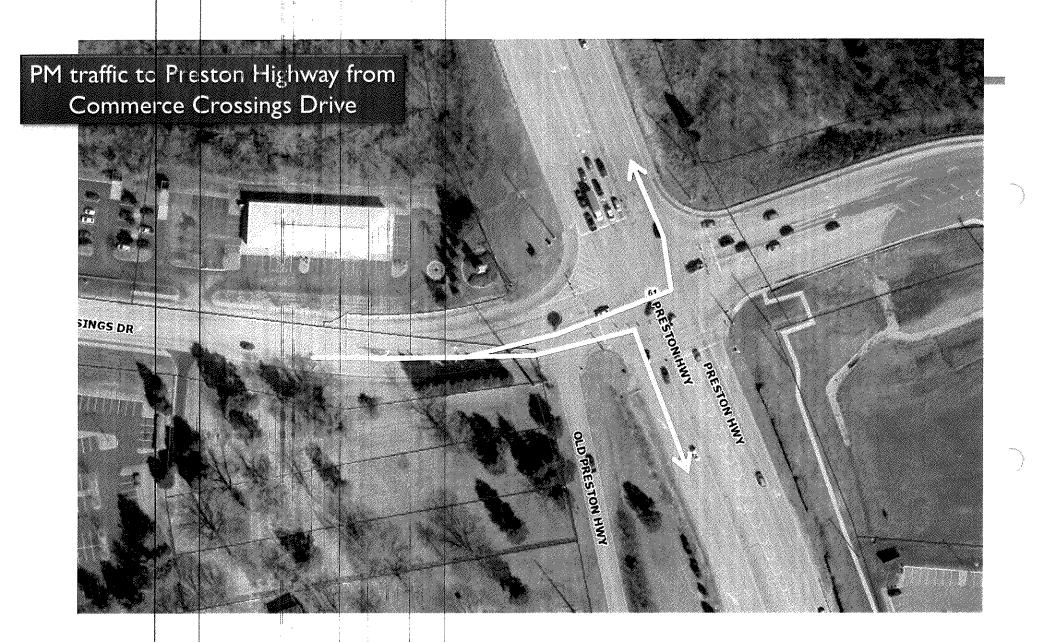
Commerce Crossing Intersection PM

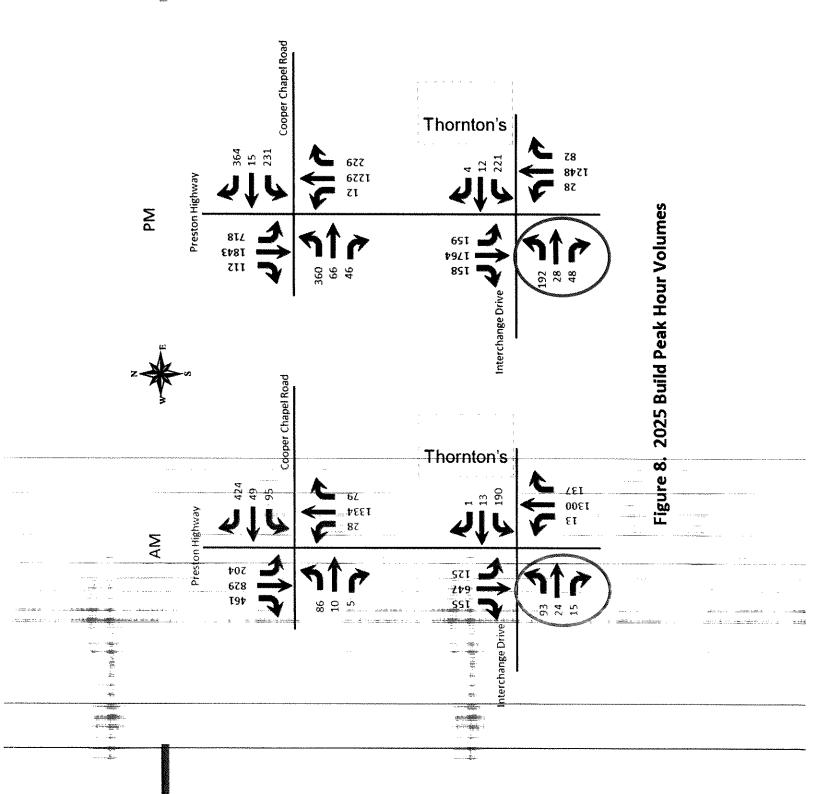


Commerce & Old Preston 1/11/2022-5:10 pm Just turned green

Commerce & Old Preston 1/11/2022-5:11 pm Just turned red

PRESTON HWY OLD PRESTON HWY AM traffic to Commerce Crossings Drive from Preston Highway NGS DR





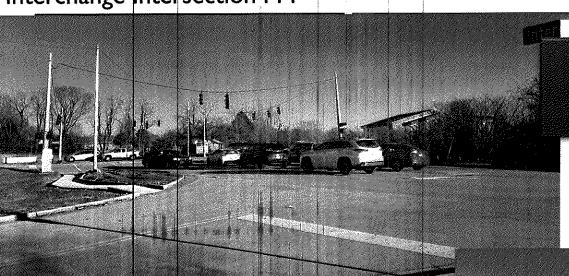
Interchange Intersection AM



Interchange & Old Preston 1/11/2022-7:45 am Green light

Interchange & Old Preston 1/11/2022-7:45am Red light

Interchange Intersection PM



Interchange & Old Preston 1/11/2022- 4:39 pm Red light

Interchange & Old Preston 1/11/2022- 4:40 pm Green light Louisville Metro Planning Commission Public Hearing – February 3, 2022

Louisville Metro Land Development & Transportation Committee – January 13, 2022,

Continued from December 9, 2021

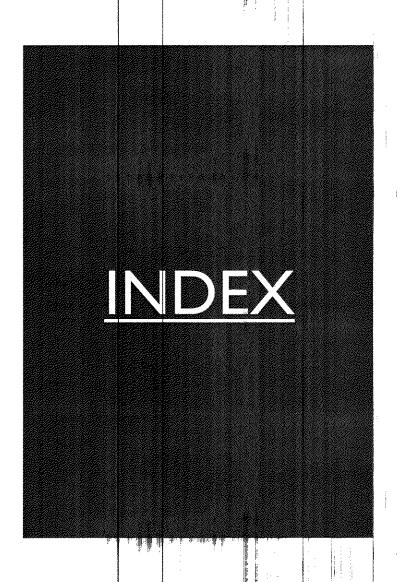
Virtual Neighborhood Meeting – July 15, 2021

DOCKET NO. 21-ZONE-0104

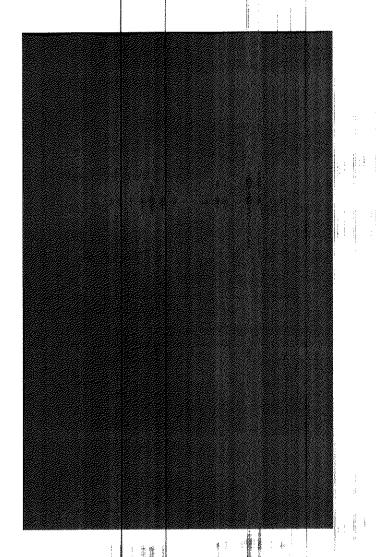
ZONE CHANGE FROM R-4TO R-7TO ALLOW A 174-UNIT MULTI-FAMILY DEVELOPMENT ON PROPERTY LOCATED AT 10410 & 10414 OLD PRESTON HIGHWAY



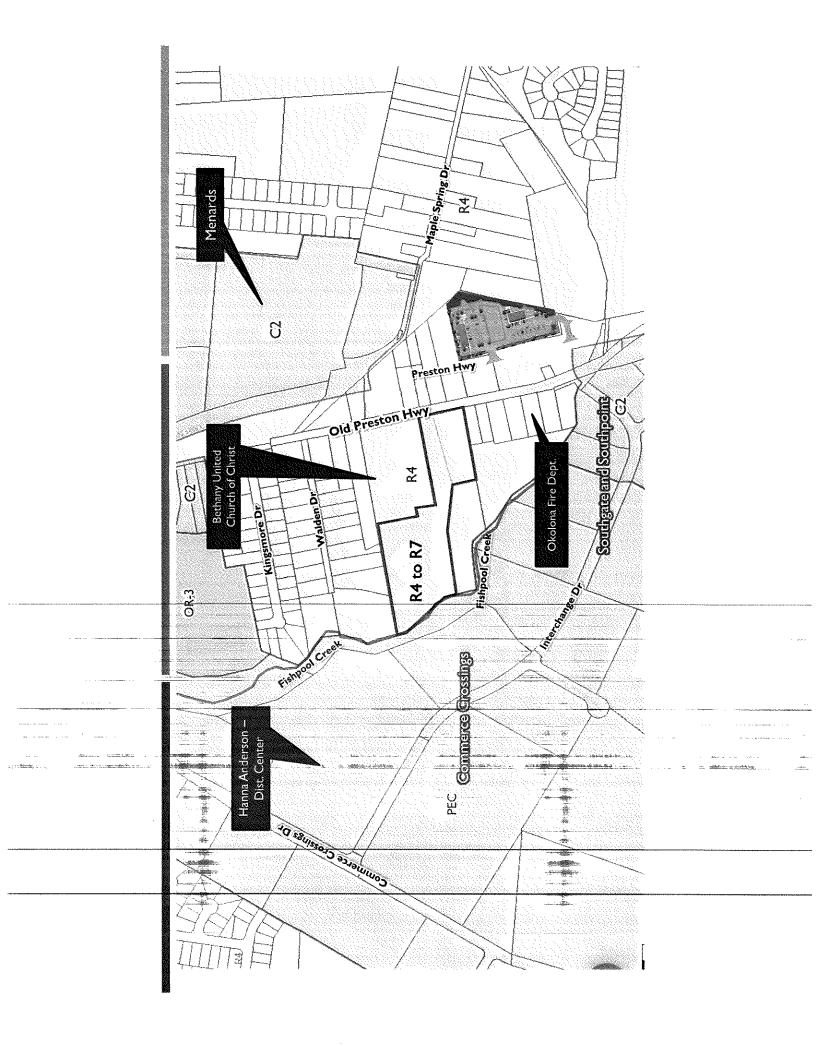
Attorneys: Bardenwerper Talbott & Roberts, PLLC Land Planners, Landscape Architects, & Engineers: Mindel Scott & Associates, Inc.

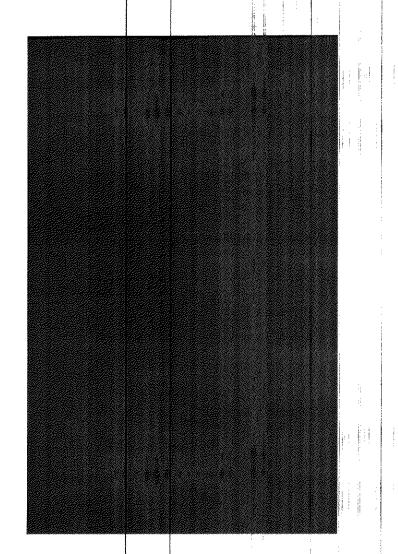


- I. LOJIC Zoning Map
- 2. Aerial photographs of the site and surrounding area
- 3. Ground level photographs of the site and surrounding area
- 4. Development Plan and Geotechnical/Karst report
- 5. Building elevations
- 6. Traffic Study
- 7. Statement of Compliance filed with the original zone change application with all applicable Goals of the 2040 Plan
- 8. Proposed findings of fact pertaining to compliance with the 2040 Plan



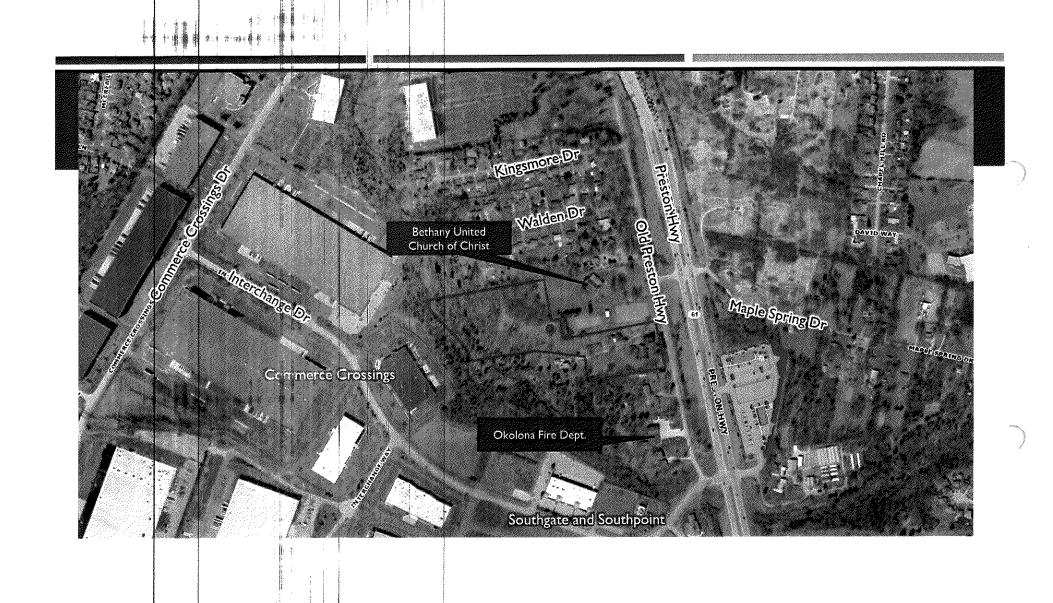
TAB I LOJIC ZONING MAP

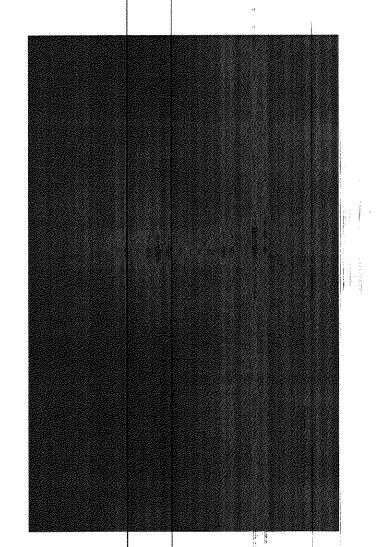




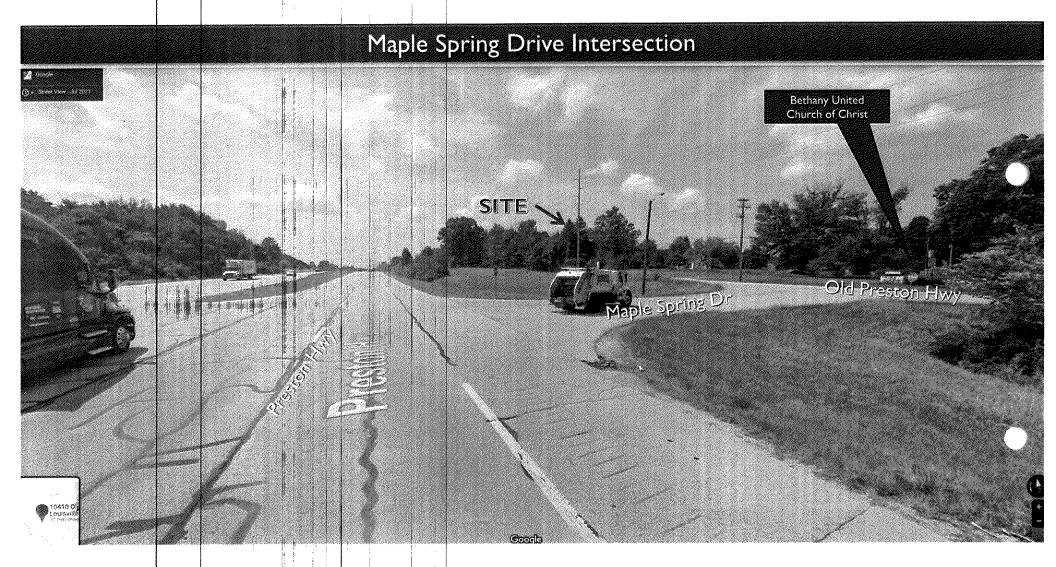
TAB 2 AERIAL PHOTOGRAPH OF THE SITE AND SURROUNDING AREA



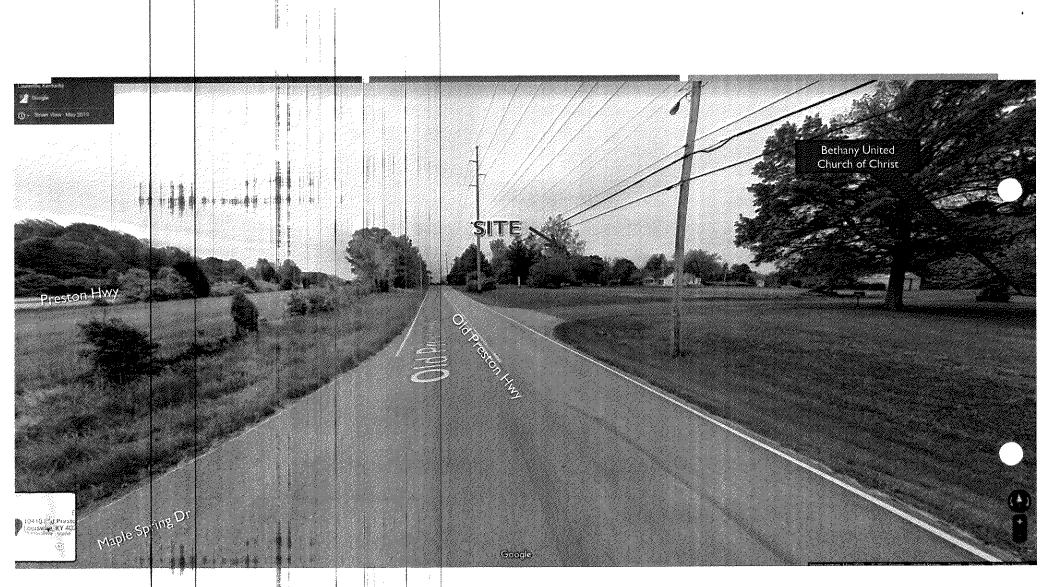




TAB 3 GROUND LEVEL PHOTOGRAPHS OF THE SITE AND SURROUNDING AREA



Looking south down Preston Hwy at Maple Spring Drive access to Old Preston Hwy.

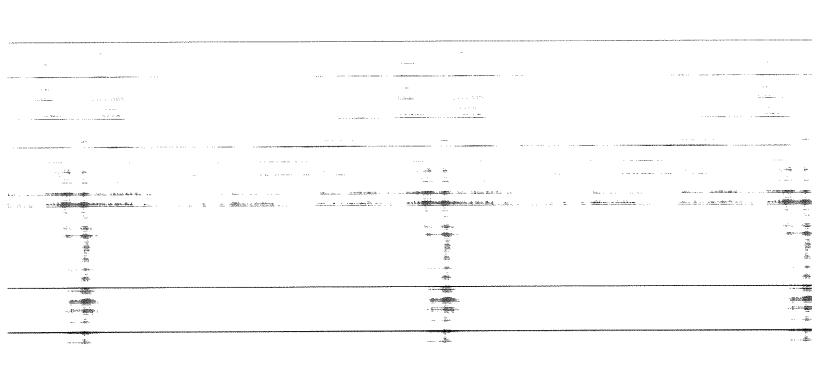


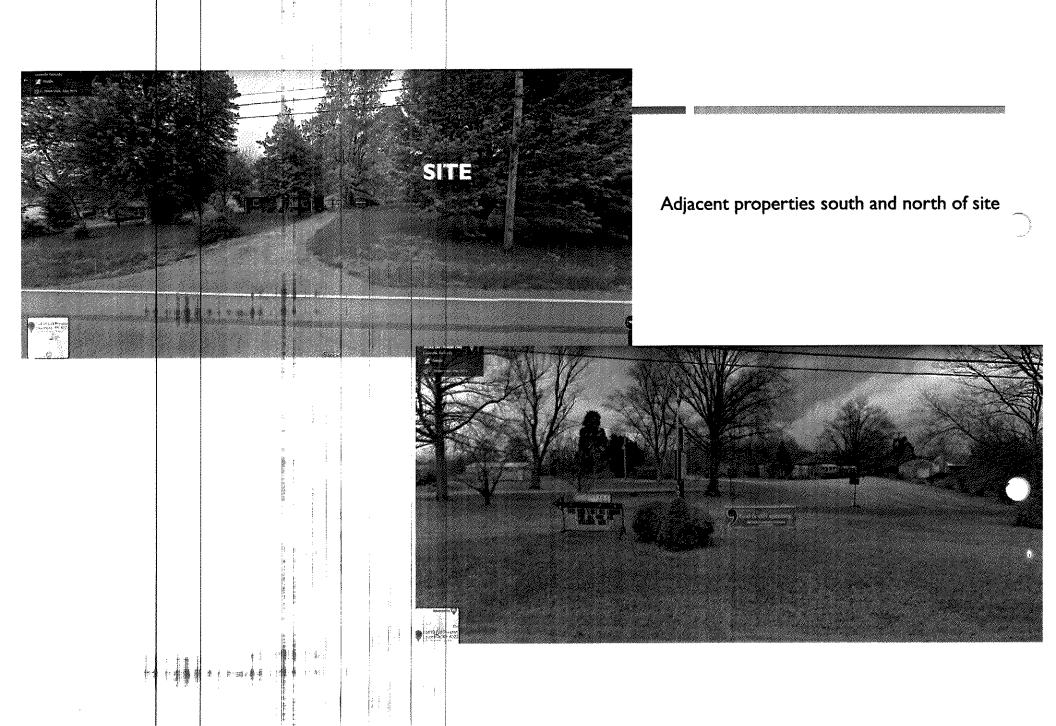
Looking south from Maple Spring Drive down Old Preston Hwy.

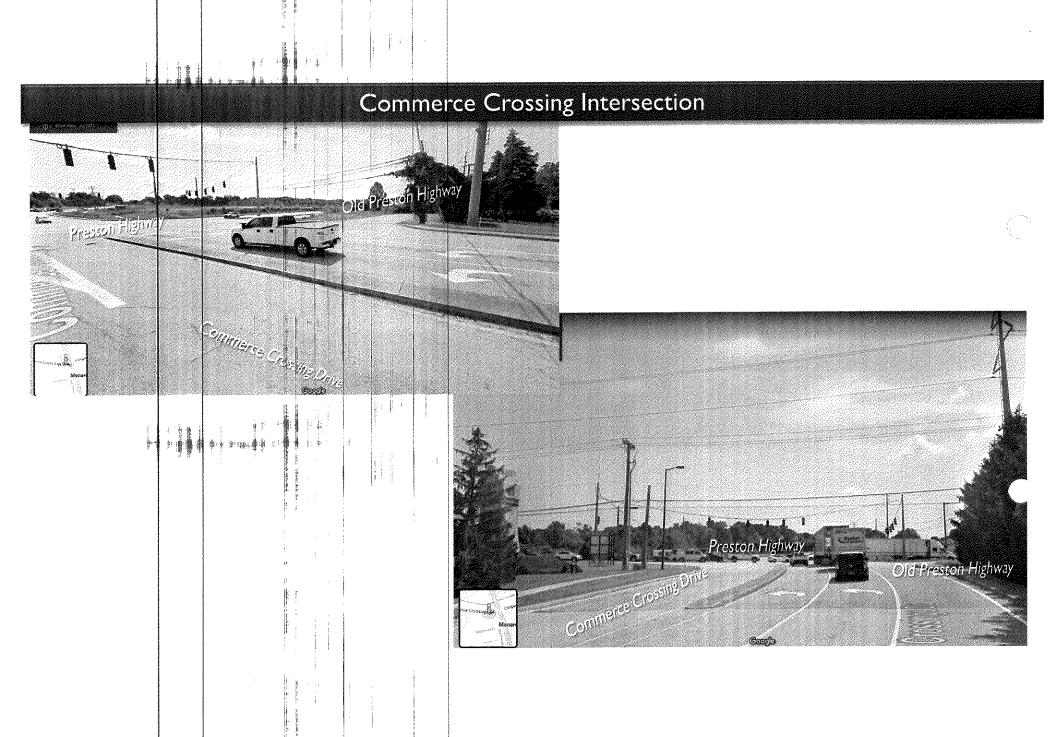


TAB 4 DEVELOPMENT PLAN AND GEOTECHNICAL / KARST REPORT

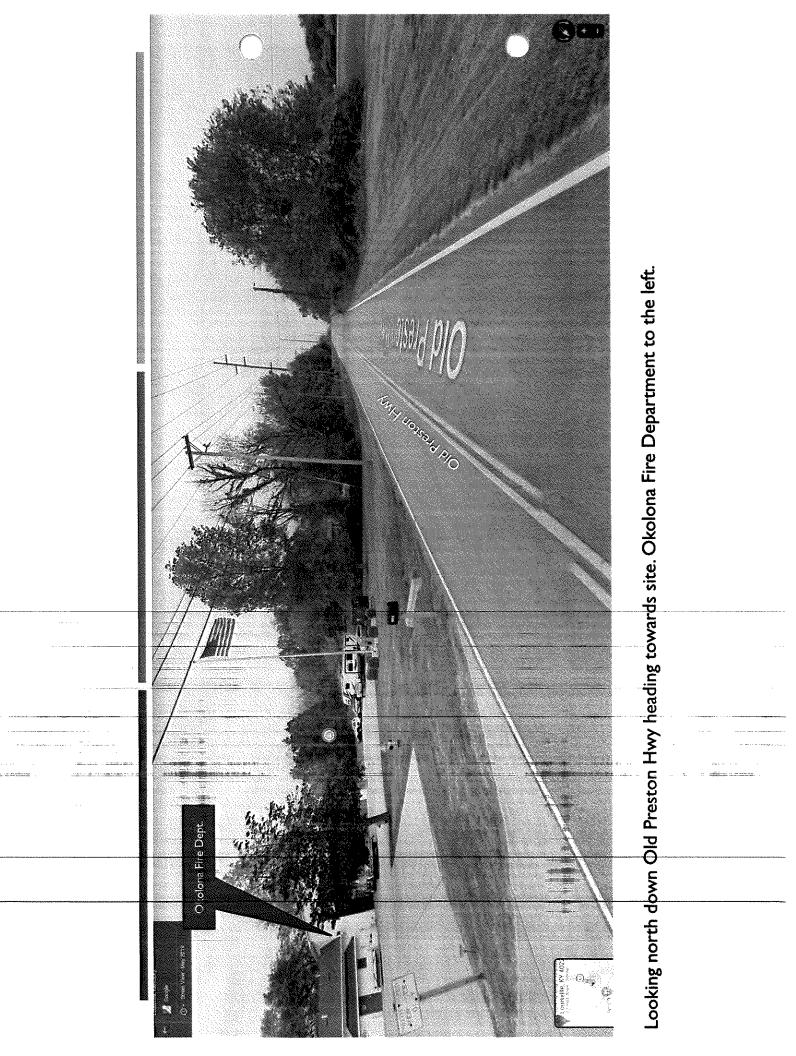
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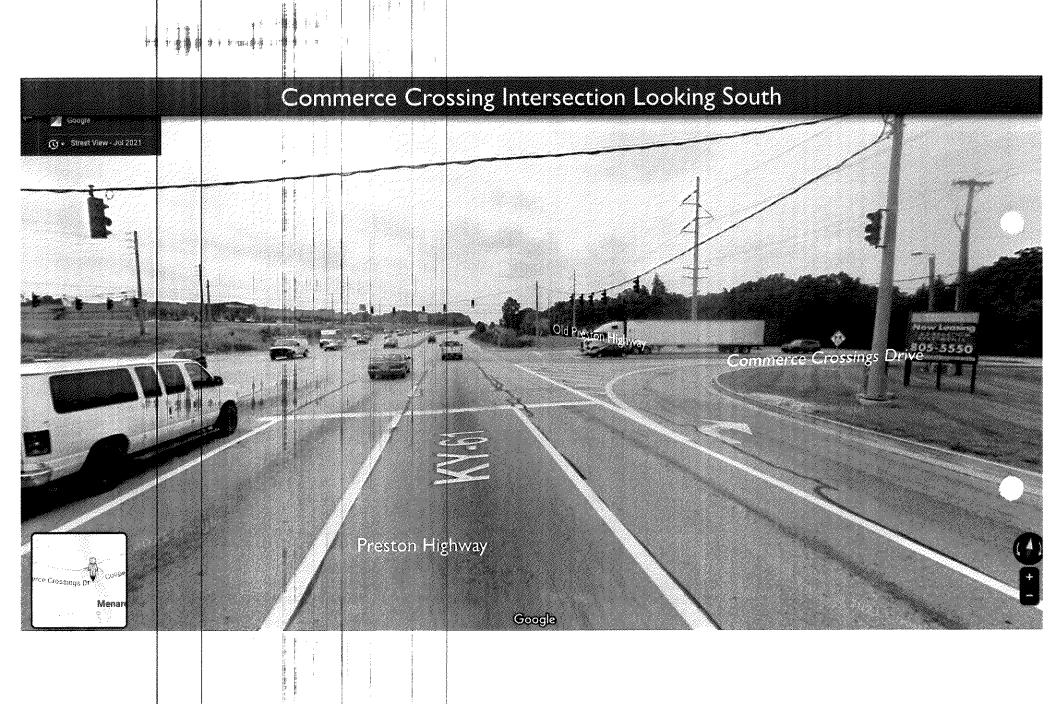


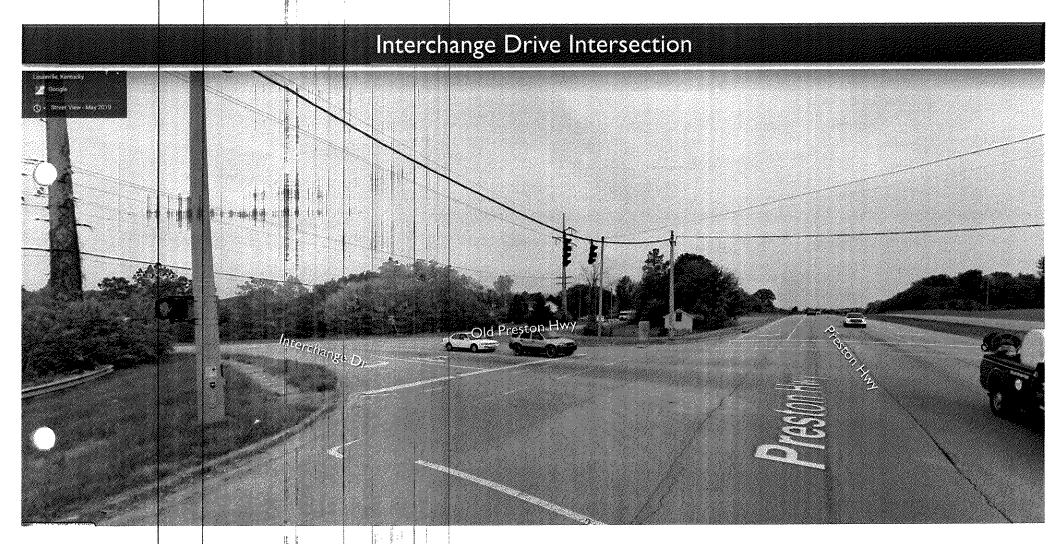




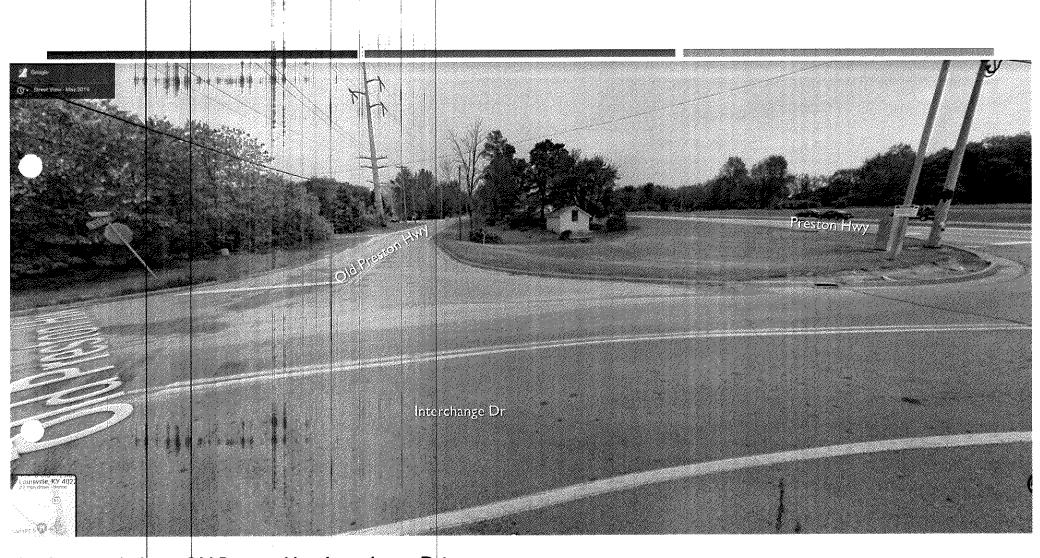








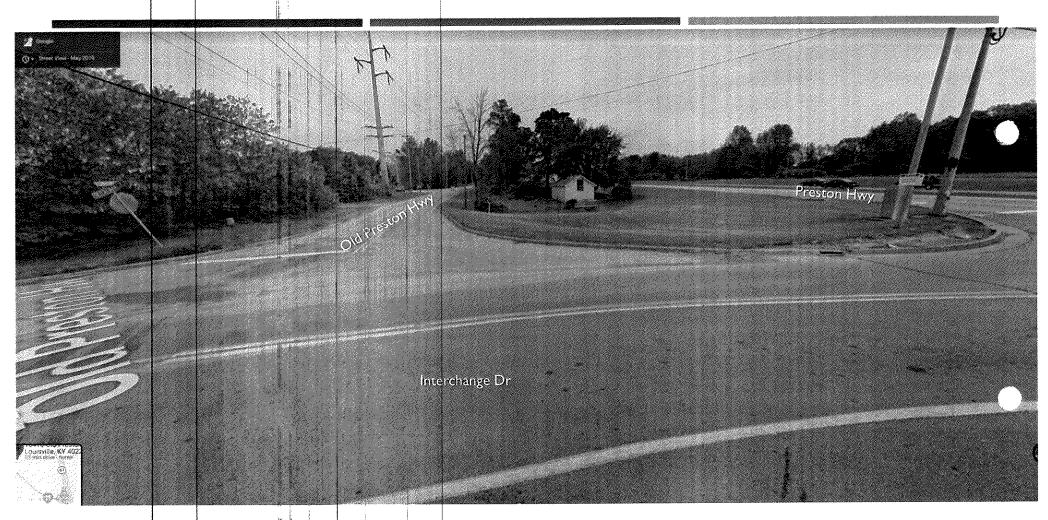
Looking north at entrance to Old Preston Hwy. from Preston Hwy and Interchange Drive.



Looking north down Old Preston Hwy Interchange Drive.

Interchange Drive Intersection (T) · Street Vision - May 2019 terchangero,

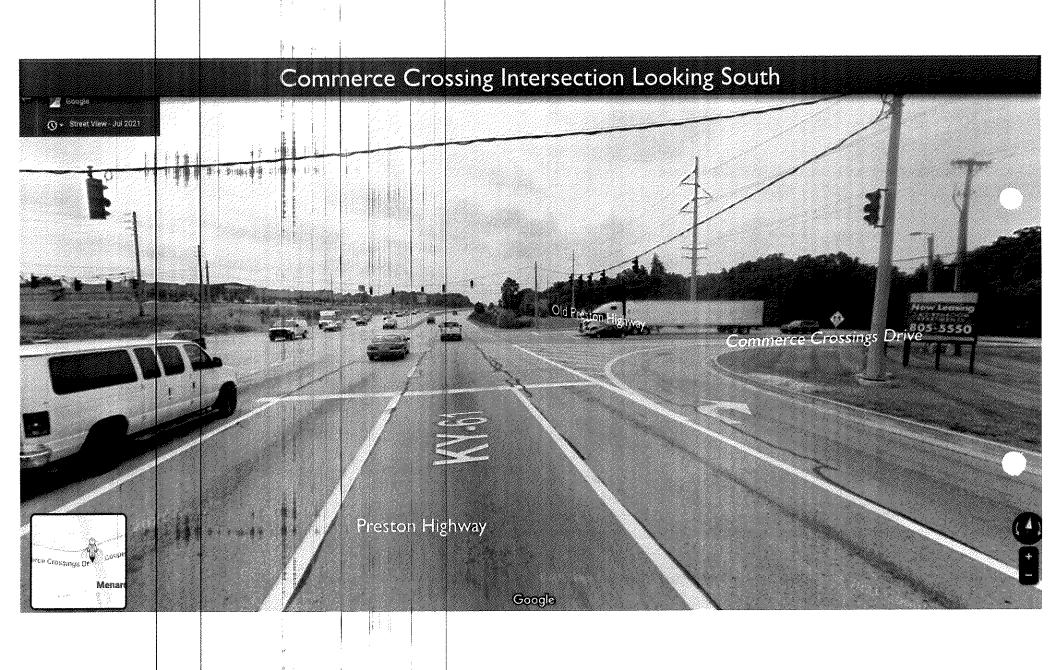
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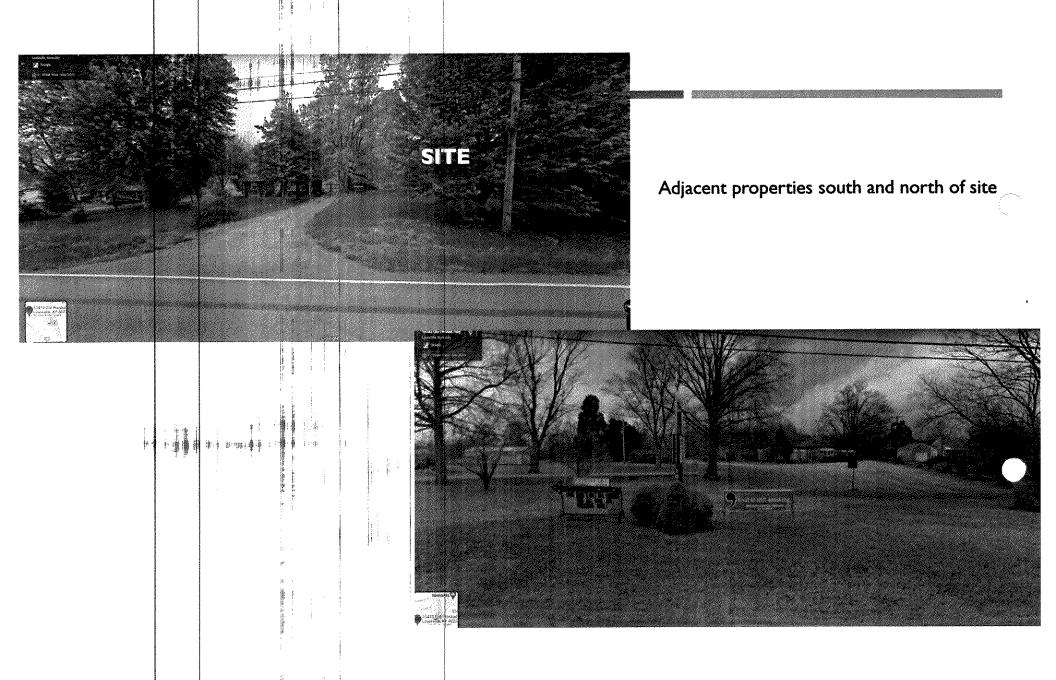
Looking north down Old Preston Hwy Interchange Drive.

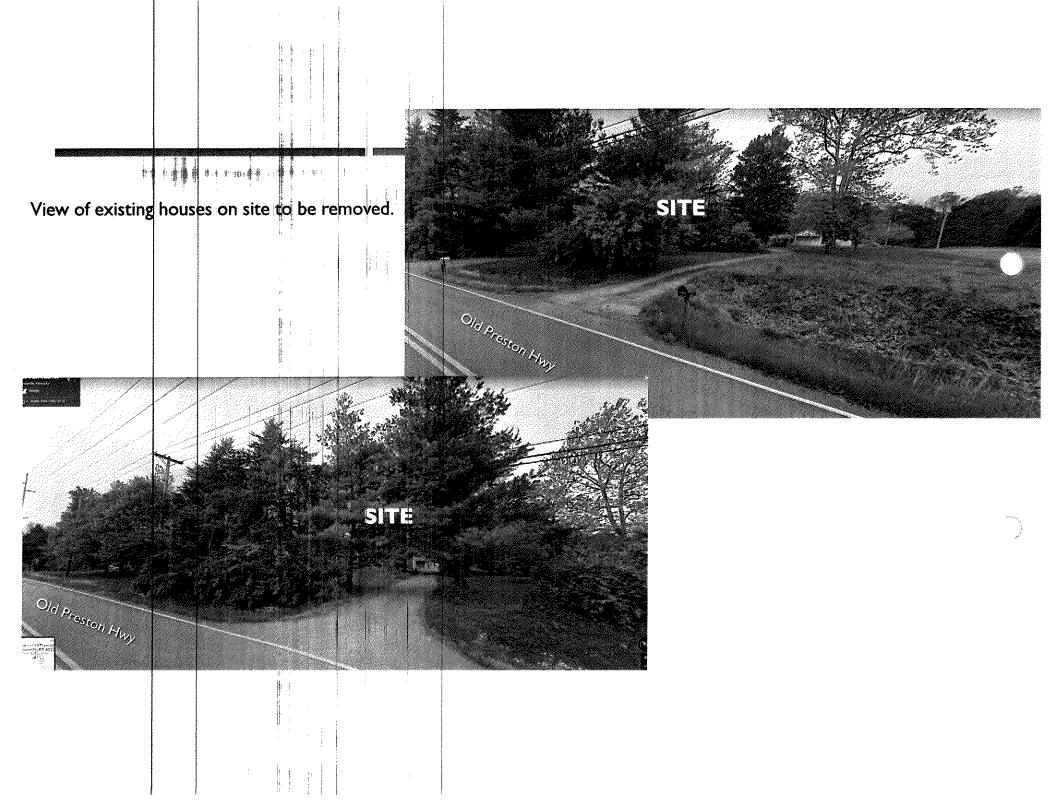


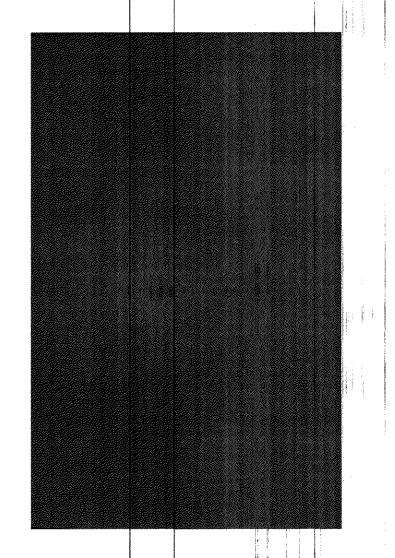
Looking north down Old Preston Hwy heading towards site. Okolona Fire Department to the left.



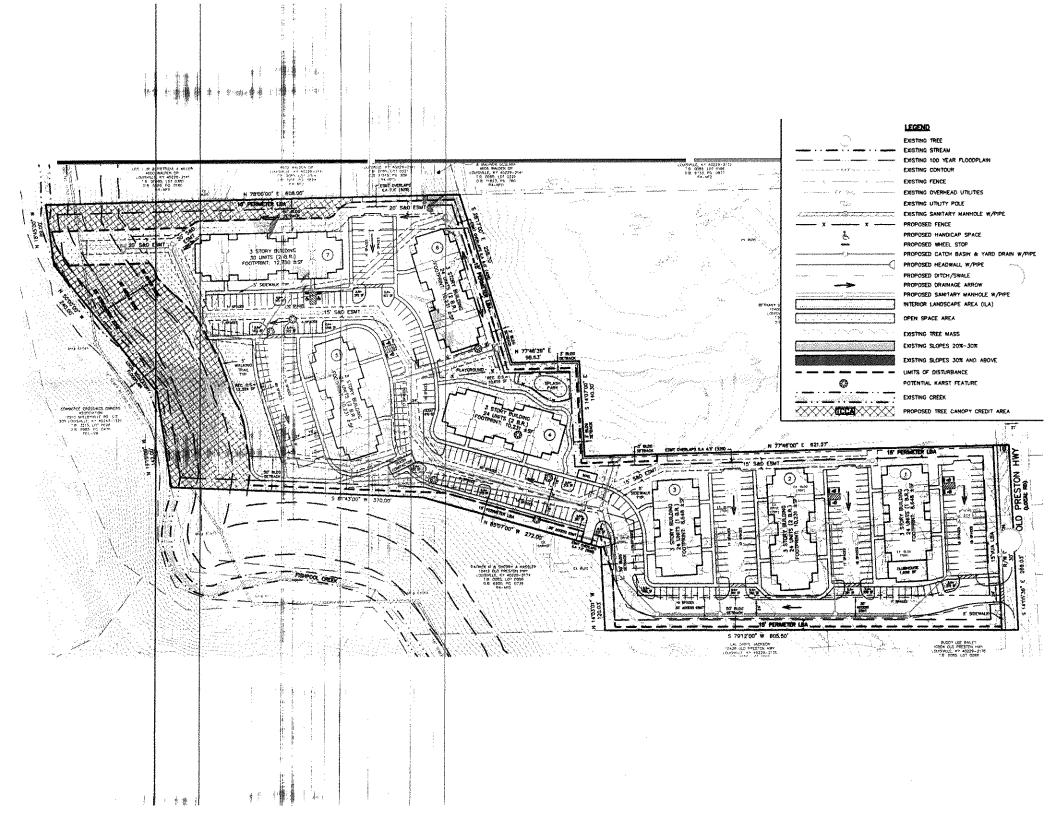
Commerce Crossing Intersection Old Presion Highway Preston Eliginy V Preston Highway Countrie Lage Choiseins Dungs Old Preston Highway







TAB 4 DEVELOPMENT PLAN AND GEOTECHNICAL / KARST REPORT





Karst and Geotechnical Engineering Study

GEOTECHNICAL ENGINEERING STUDY

PROPOSED APARTMENTS 10410 OLD PRESTON HIGHWAY LOUISVILLE, KENTUCKY

ASHER PROJECT No. 21-077

Prepared For:

Mr. Brent Hackworth brent@highgates.com

Prepared By:

Asher Engineering, Inc. 1021 South Floyd Street Louisville, Kentucky 40203

July 13, 2021

January 15, 2022 Karst Update

Asher Engineering, Inc.

Environmental & Engineering Consulting

January, 15, 2022

Mr. Brent Hackworth brent@highgates.com

Re: Proposed Old Preston Highway Apartments 10410 and 10414 Old Preston Hwy

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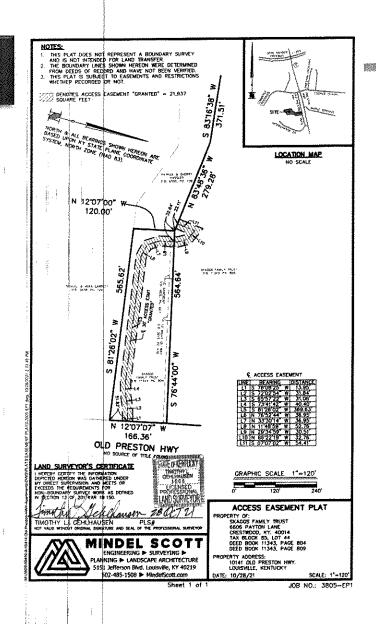
FHILL

Richard A. Linker, P.E.

P (16420 ashering ashering address)

1021 S. Floyd Street . Louisville, Kentucky 40203 . Office: (502) 589-0073 asherine addition

Access provided to the Hassler property



Okolona Fire Dept approving the access provided to the Hassler property



OKOLONA FIRE PROTECTION DISTRICT

Mark 5. Little, Fire Chief 8501 Preston Highway Louisville, Kentucky 40219 Phone (502) 964-5111 Fax (502) 966-8388 www.okolonafire.org

To: Allison Hicks -Mindel Scott

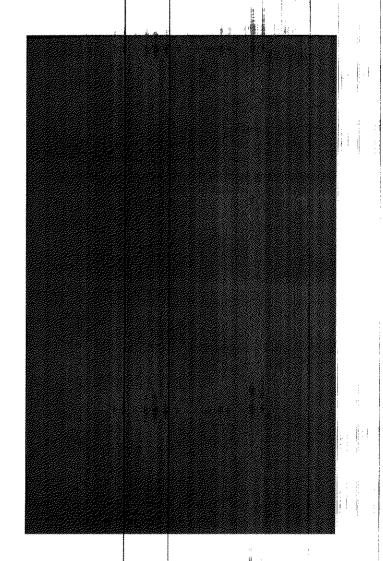
From: Major Frankie Nalley

Date: 1/21/2022

RE: 10410 and 10414 Old Preston Hwy

After meeting at the site today and seeing the proposed site plan for the apartments going in at 10410 and 10414 Old Preston Hwy. The Okolona Fire Department is good with the plans showing the access for 10412 Old Preston Hwy property connecting into the apartment complex. No separate access is needed for the address of 10412 Preston Hwy.

Fire Marshal Major Frankie Nalley



TAB 5 BUILDING ELEVATIONS

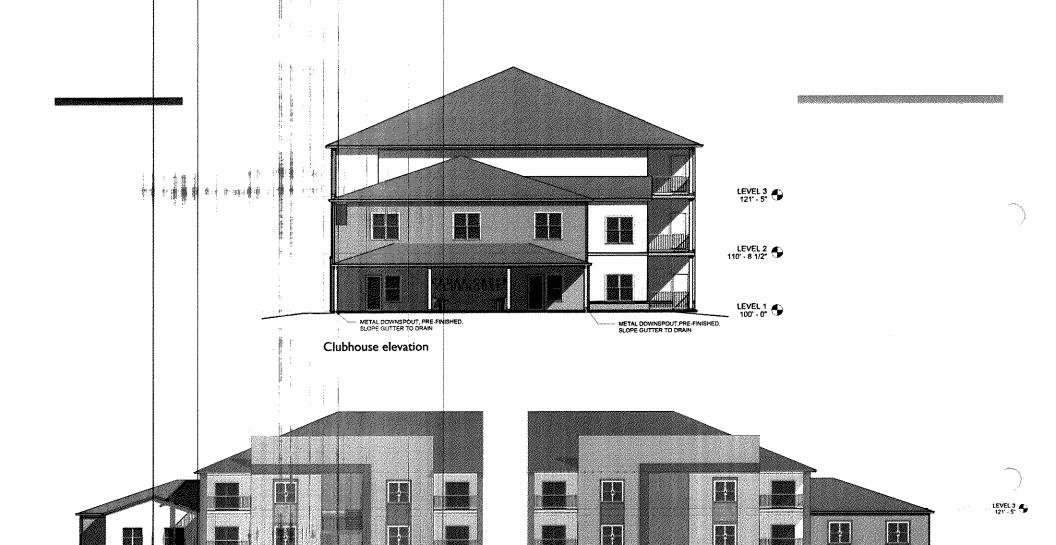










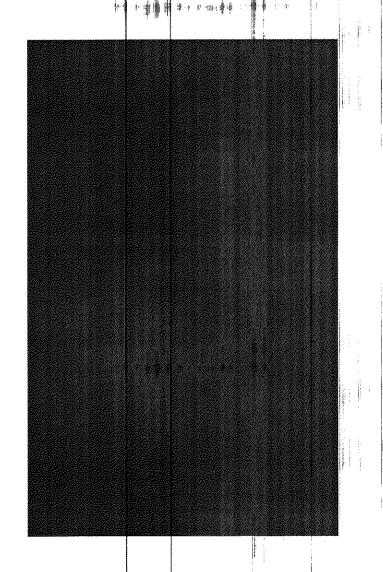


Clubhouse side I elevation

Clubhouse side 2 elevation

150 - 8 1/2"

LEVEL 1 🗣



TAB 6 TRAFFIC STUDY



December 22, 2021 Revised January 12, 2022

Traffic Impact Study

Apartments Old Preston Highway (KY 6304) Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet





Level of Service remains unchanged after build

Table 2. Peak Hour Level of Service

	A.M.			P.M.		
Approach	2021	2024	2024	2021	2024	2024
	Existina	No Build	Build	Existing	No Build	Build
Old Preston at Maple Spring Drive	Existing	140 0030	Dund	LAIGHING	, to Dalla	Dana
	A	Α	Α	Α	Α	A
Maple Spring Drive Westbound	8.7	8.7	8.8	8.8	8.8	9.1
Old Preston Southbound	A	A	A	A	A	A
	7.2	7.2	7.3	7.2	7.2	7.3
Old Preston at Entrance						
Entrance Eastbound			A 8.8			8.9
Old Preston Northbound (left)			A 7.3			A 7.4
Preston Highway at Cooper Chapel Road	C	C	C	D	D	D
	29.6	29.2	29.5	43.6	36.6	36.6
Commerce Crossings Eastbound	E	E	E	E	E	E
	59.2	56.0	56.4	77.6	77.5	77.5
Cooper Chapel Road Westbound	D	D	D	E	E	E
	43.1	41.2	42.3	60.3	60.3	60.5
Preston Highway Northbound	C	C	C	D	C	C
	25.6	25.3	25.4	52.7	25.6	25.9
Preston Highway Southbound	C	C	C	C	C	C
	25.5	25.4	25.5	29.1	29.4	29.2
Preston Highway at Interchange Drive	A 7.4	C 25.8	28.7	8 19.3	D 39.5	D 40.4
Interchange Drive Eastbound	E	E	E	E	E	E
	72.6	74.8	74.1	75.0	74.5	75.4
Entrance Westbound	F	F	E	F	E	E
	87.9	68.2	68.2	84.8	79.1	79.1
Preston Highway Northbound	A	B	C	A	C	C
	4.1	17.5	21.2	8.8	30.1	30.6
Preston Highway Southbound	A	C	C	B	D	D
	5.9	22.6	23.8	19.2	36.4	37.4

Key: Level of Service, Delay in seconds per vehicle

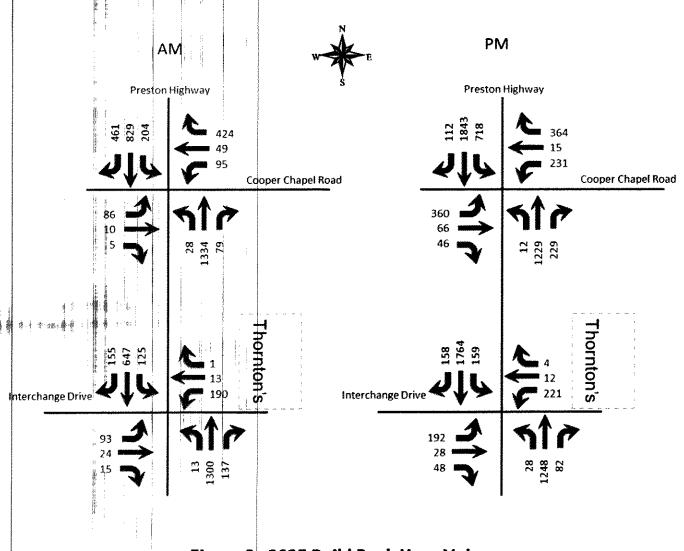
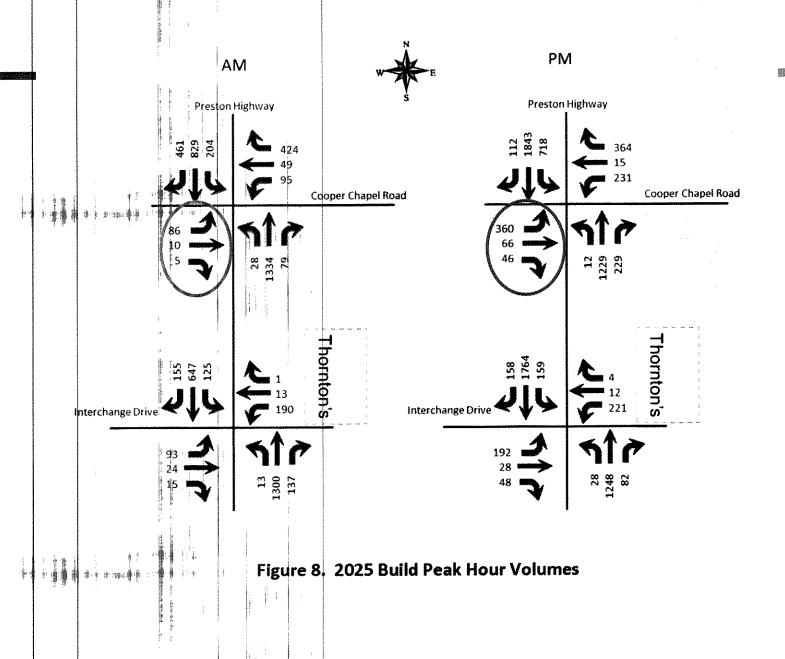
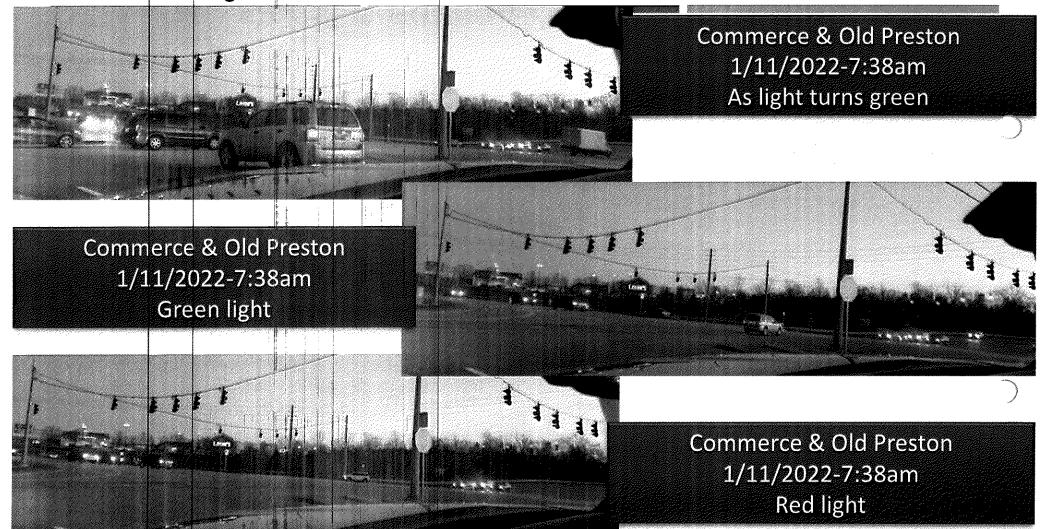


Figure 8. 2025 Build Peak Hour Volumes



Commerce Crossing Intersection AM



Commerce Crossing Intersection PM

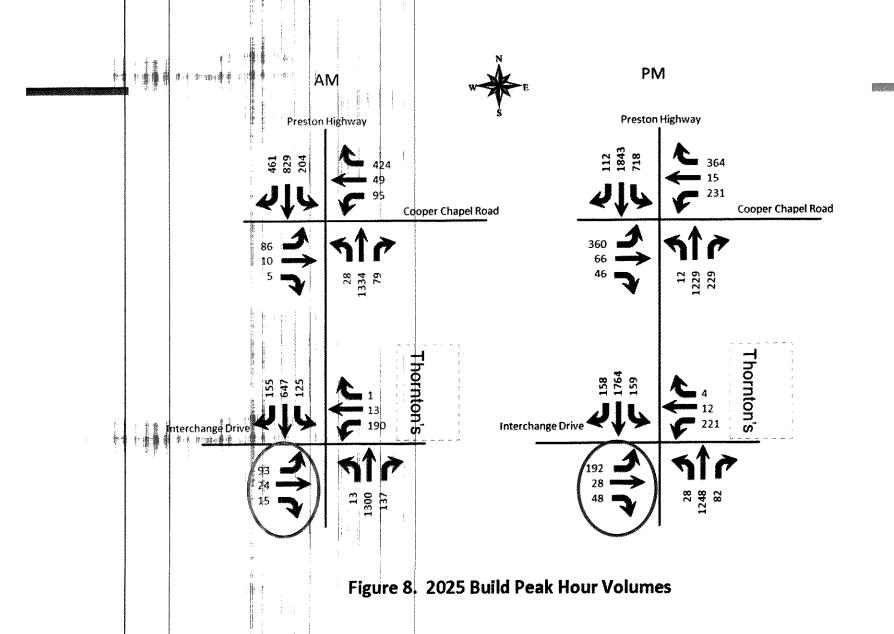


Commerce & Old Preston 1/11/2022-5:10 pm Just turned green

Commerce & Old Preston 1/11/2022-5:11 pm Just turned red







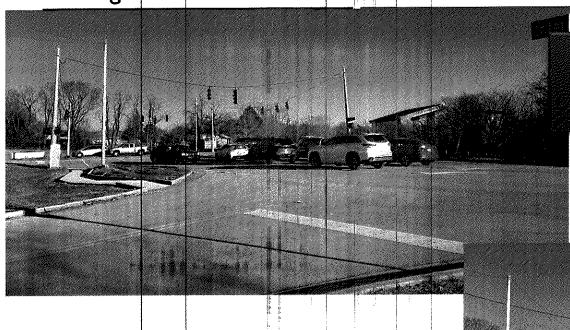
Interchange Intersection AM



Interchange & Old Preston 1/11/2022-7:45 am Green light

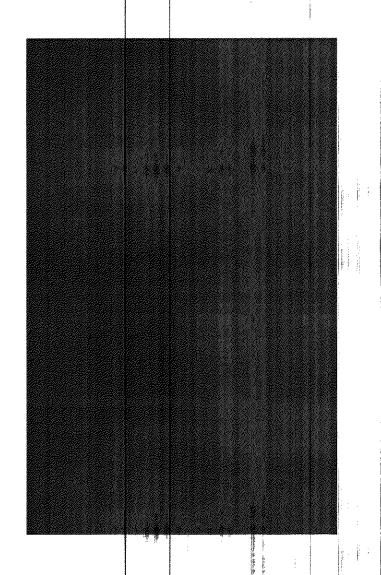
Interchange & Old Preston 1/11/2022-7:45am Red light

Interchange Intersection PM



Interchange & Old Preston 1/11/2022- 4:39 pm Red light

Interchange & Old Preston 1/11/2022- 4:40 pm Green light



TAB 7
STATEMENT OF
COMPLIANCE FILED WITH
THE ORIGINAL ZONE
CHANGE APPLICATION
WITH ALL APPLICABLE
GOALS OF THE 2040 PLAN



December 22, 2021 Revised January 12, 2022

Traffic Impact Study

Apartments Old Preston Highway (KY 6304) Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet



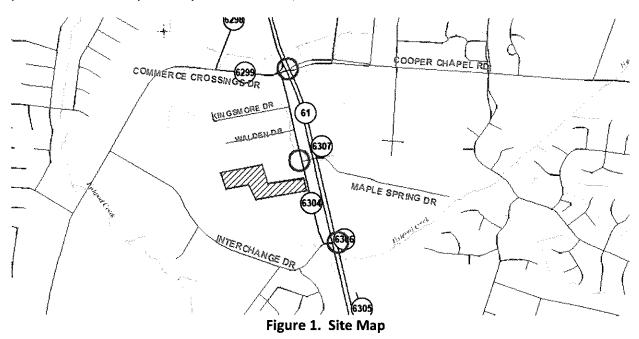


Table of Contents

INTRODUCTION	2
Figure 1. Site Map	2
EXISTING CONDITIONS	2
Figure 2. Existing Peak Hour Volumes Old Preston	3
Figure 3. Existing Peak Hour Volumes Preston Highway	3
FUTURE CONDITIONS	4
Figure 4. 2024 No Build Peak Hour Volumes Old Preston	4
Figure 5. 2024 No Build Peak Hour Volumes Preston Highway	5
TRIP GENERATION	5
Table 1. Peak Hour Trips Generated by Site	6
Figure 6. Trip Distribution Percentages	6
Figure 7. Peak Hour Trips Generated by Site	7
Figure 8. 2025 Build Peak Hour Volumes	8
ANALYSIS	9
Table 2. Peak Hour Level of Service	9
CONCLUSIONS	10
APPENDIX	11

INTRODUCTION

The development plan for apartments on Old Preston Highway shows 174 apartment units. **Figure 1** displays a map of the site. Access to the development will be on Old Preston Highway. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study the impact area was defined to be the Old Preston Highway and Maple Springs Drive and the proposed entrance. Additionally, Louisville Metro requested analysis of the Preston Highway intersections with Commerce Crossings Drive and Interchange Drive, as an update to the traffic impact study dated October 7, 2021.



EXISTING CONDITIONS

Old Preston Highway, KY 6304, is a state-maintained road with an estimated 2021 ADT of 400 vehicles per day between Commerce Crossing Drive and Interchange Drive, as provided by the Kentucky Transportation Cabinet at station 042. The road is a two-lane highway with ten-foot lanes, a one-foot shoulder (provided by the Kentucky Transportation Cabinet). The speed limit is 35 mph. There are no sidewalks. The intersection with Maple Spring Drive is controlled with a stop sign on Maple Spring Drive.

Peak hour traffic count for the intersection was obtained on Tuesday, August 24, 2021. The a.m. peak hour occurred between 7:15 and 8:15 and the p.m. occurred between 4:45 and 5:45. Figure 2 illustrates the existing a.m. and p.m. peak hour traffic volumes. The Preston Highway counts were made April 13, 2021. Figure 3 illustrates the Preston Highway peak hour volumes. The Appendix contains the full count data.

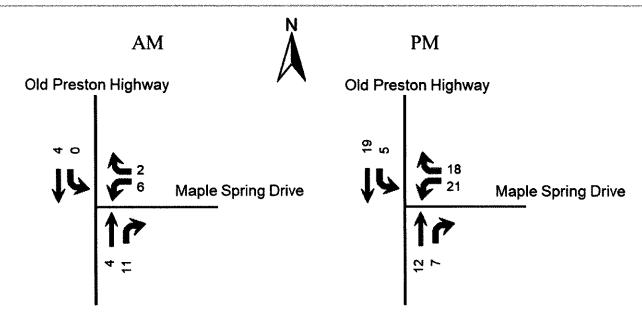


Figure 2. Existing Peak Hour Volumes Old Preston

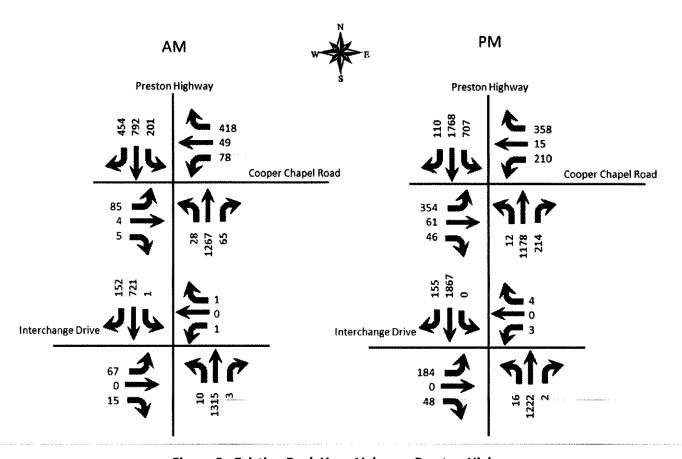


Figure 3. Existing Peak Hour Volumes Preston Highway

FUTURE CONDITIONS

The project completion date is 2024. An annual growth rate of 1.0 percent was applied to the 2021 volumes on Old Preston Highway. Figure 4 displays the 2024 No Build peak hour volumes. For Preston Highway one half percent annual growth in traffic was added to the 2021 volumes as well as the trip generation from the proposed Thornton's and Chick Fil A. The no build volumes in Figure 5 are the build volumes from the previously mention October 7, 2021 traffic impact study, plus the growth rate to arrive at 2024 from 2022.

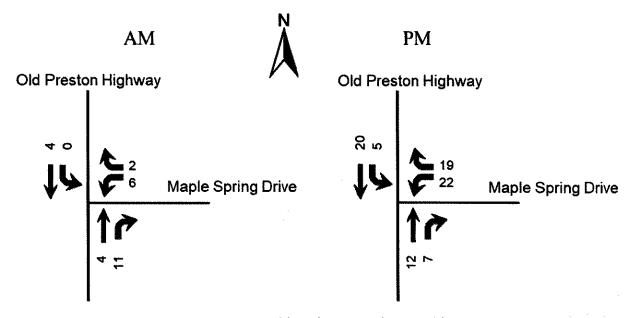


Figure 4. 2024 No Build Peak Hour Volumes Old Preston

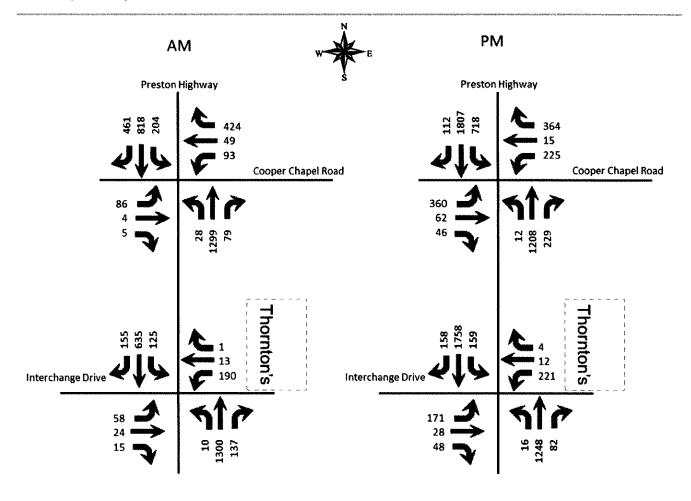


Figure 5. 2024 No Build Peak Hour Volumes Preston Highway

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 "Multi-family (Low-Rise) (220)" 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 6**. **Figure 7** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figures 8 and 9** display the individual turning movements for the peak hours when the development is completed. Traffic to the north have been assigned to use Interchange Drive for analysis of a worst-case scenario.

Table 1. Peak Hour Trips Generated by Site

	A.M. I	Peak	Hour	P.M. F	eak	Hour
Land Use	Trips	ln	Out	Trips	In	Out
Multi-family (Mid-Rise) 174 units	77	18	59	95	60	35

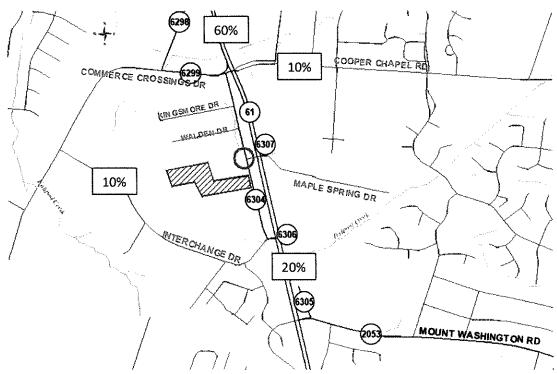


Figure 6. Trip Distribution Percentages

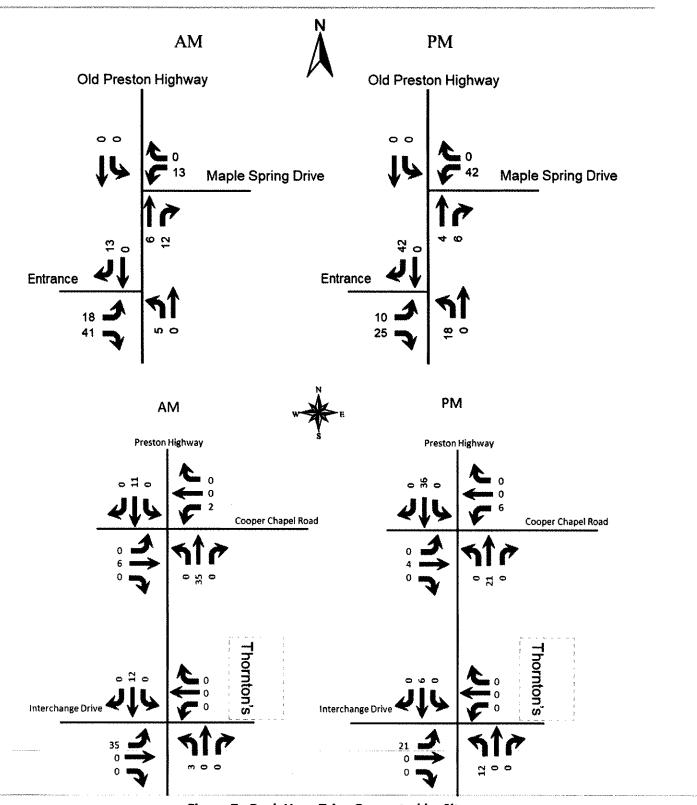


Figure 7. Peak Hour Trips Generated by Site

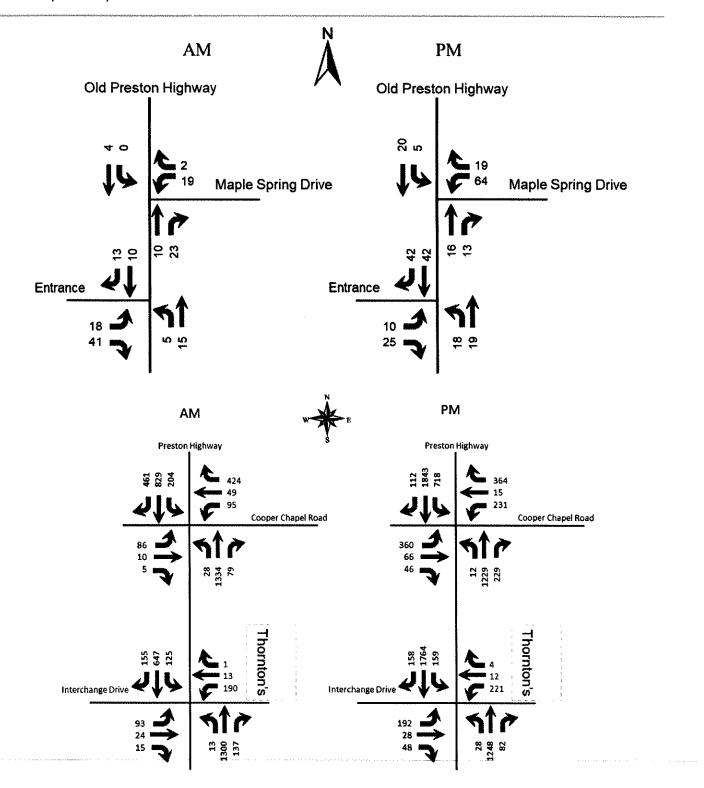


Figure 8. 2025 Build Peak Hour Volumes

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	2024	2024	2021	2024	2024
Approacti	Existing	No Build	Build	Existing	No Build	Build
Old Preston at Maple Spring Drive						
Maple Spring Drive Westbound	Α	Α	Α	Α	Α	Α
The proof of the state of the s	8.7	8.7	8.8	8.8	8.8	9.1
Old Preston Southbound	Α	A	Α	A	Α	A
OLI B	7.2	7.2	7.3	7.2	7.2	7.3
Old Preston at Entrance						
Entrance Eastbound			A 8.8			A 8.9
			0.0 A			0.9 A
Old Preston Northbound (left)			7.3			7.4
	l c	С	C	D	D	D
Preston Highway at Cooper Chapel Road	29.6	29.2	29.5	43.6	36.6	36.6
Commerce Crossings Eastbound	E	E	E	Ε	E	E
Commerce Crossings Lastboard	59.2	56.0	56.4	77.6	77.5	77.5
Cooper Chapel Road Westbound	D	D	D	E	E	E
, ,	43.1 C	41.2 C	42.3 C	60.3 D	60.3 C	60.5 C
Preston Highway Northbound	25.6	25.3	25.4	52.7	25.6	25.9
	C	c	C	C	C	С
Preston Highway Southbound	25.5	25.4	25.5	29.1	29.4	29.2
Preston Highway at Interchange Drive	Α	С	С	В	D	D
Freston Highway at interchange Drive	7.4	25.8	28.7	19.3	39.5	40.4
Interchange Drive Eastbound	E	E	E	E	E	E
Interestating Diffe Eastboard	72.6	74.8	74.1	75.0	74.5	75.4
Entrance Westbound	F	F	Ε	F	E	E
	87.9	68.2	68.2	84.8	79.1	79.1
Preston Highway Northbound	Α	В	С	A	C	С
	4.1	17.5	21.2	8.8	30.1	30.6
Preston Highway Southbound	A 50	- 6	C	B 10.2	D	D 27.4
	5.9	22.6	23.8	19.2	36.4	37.4

Key: Level of Service, Delay in seconds per vehicle

Old Preston Highway Traffic Impact Study

The entrance was evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance</u> <u>Manual</u> dated July, 2020. The volume warrant is not met for turn lanes at the entrance.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2024 there will be a slight impact to the existing highway network. No improvements are needed to the roadway network to mitigate the impact.

APPENDIX

Traffic Counts

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1 of 1
Old Preston Hwy (South)
Old Preston Hwy (North)

Jefferson County, KY

Maple Spring Dr

Date

Tuesday, August 24, 2021

Weather Fair 87°F

Lat/Long 38.099733°, -85.671889°

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

All vehicles

	No	rthbou	nd	1.77		Sout	hbound	
	Old Pres	on Hw	y (South)			Old Presto	n Hwy (North)	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	Арр
TIME	1.1	1.2	1.3	Total	1.4	1.5	1.6	Total
0700 - 0715	1	3	0	4	0	2	0	2
0715 - 0730	2	2	0	4	0	0	0	- 0
0730 - 0745	1	3	0	4	0	2	0	/2//
0745 - 0800	0	1	0	1	O	4	0	4
Hourly Total	4	9	0	13	0	8	0	8
0800 - 0815	1	5	0	- 6	0	0	0	0
0815 - 0830	0	3	0	3	0	0	0	0
0830 - 0845	1	4	0	5	0	1	0	1
0845 - 0900	2	4	0	6	1	1	0	2
Hourly Total	4	16	0	20	1	2	0	3
Grand Total	8	25	1 0	33		10	n "	11
			200000000000000000000000000000000000000		9.09	90.91	0.00	
Approach %	24.24	75.76	0.00					
Intersection %	15.38	48.08	0.00	63.46	1.92	19.23	0.00	21.15
PHF	0.50	0.55	0.00	0.63	0.00	0.38	0.00	0.38

SECTION OF THE	Westbour	nd		
Ŋ	iaple Sprin	g Dr		
Left	Right	U-Turn	App	Int
1.7	1.8	1,9	Total	Total
0	0	0	0	- 6
0	1	0	1	5
2	0	0	2	8
3	1	0	4	9
5	2	0	7	28
1	0	0	1	7
0	0	0	0	3
0	0	0	0	- 6
0	0	0	0	8
1	0	0	1	24
6	2	0	8	52
75.00	25.00	0.00		
11.54	3.85	0.00	15.38	
0.50	0.50	0.00	0.50	0.81

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

	No	orthbou	nd			Sou	hbound	
	Old Pres	ton Hw	y (South)			Old Presto	n Hwy (North)	
	Thru	Right	U-Turn		Left	Thru	U-Turn	4. 10. 1
TIME	1.1	1.2	1.3	Total	1.4	1.5	1.6	Total
1600 - 1615	1	2	٥	3	2	6	0	8
1615 - 1630	4	5	0	9	٥	4	0	4
1630 - 1645	1	2	0	œ	0	3	0	3
1645 - 1700	3	1	0	4	2	3	0	5
Hourly Total	9	10	0	19	4	16	0	20
1700 - 1715	1.	2	0	3	1	3	0	4
1715 - 1730	3	0	0	e e	2	6	0	8
1730 - 1745	5	4	0	9	0	7	0	7
1745 - 1800	6	1	0	7	0	5	0	5
Hourly Total	15	7	0	22	3	21	0	24
Grand Total	24	17	0	41	7	87	0	44
Approach %	58.54	41.46	0.00	-	15.91	84.09	0.00	-
Intersection %	16.44	11.64	0.00	28.08	4.79	25.34	0.00	30.14
PHF	0.60	0.44	0.00	0.53	0.63	0,68	0.00	0.75

Left	Aaple Sprin		75 LE 75	31.4
100000000000000000000000000000000000000	100000000000000000000000000000000000000	U-Turn	500000000000000000000000000000000000000	Int
1.7	1.8	1.9	Total	Tota
2	7	0	9	20
3	2	0	5	18
1	4	0	5	. 11
8	5	0	13	22
14	18	0	32	71
5	- 6	0	11	18
4	4	0	8	19
4	3	0	7	23
3	0	0	3	15
16	13	0	29	75
30	91	0	61	146
49.18	50.82	0.00	-	
20.55	21.23	0.00	41.78	
0.66	0.75	0.00	0.75	0.89

Classified Turn Movement Count | | All vehicles



Preston Highway, KY

www.marrtraffic.com

Site 1 of 3

KY-61 Preston Hwy (South) KY-61 Preston Hwy (North) Commerce Crossings Dr Cooper Chapel Rd

Date Tuesday, April 13, 2021 Weather

Cloudy 61°F

Lat/Long 38.103518°, -85.672625°

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

	1,000		orthbou					uthbou			V\$444		astbour		7,745	WWW.		estbour			l
	K	Y-61 Pre	ston Hv	vy (South)	K	Y-61 Pre	ston Hw	ry (North	1)		Comme	rce Cros	sings Dr			Coop	er Chap	el Rd		L
	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	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Tota
0700 - 0715	2	306	13	0	321	25	144	88	1	258	20	0	2	0	22	15	9	130	0	154	755
0715 - 0730	8	327	16	0	351	34	189	86	1	310	23	1	2	0	26	16	8	109	0	133	820
0730 - 0745	5	365	19	0	389	56	191	93	0	340	24	1	1	0	26	9	14	117	0	140	895
0745 - 0800	10	298	15	0	323	59	221	173	0	453	13	1	1	0	15	24	16	97	0	137	928
Hourly Total	25	1296	63	0	1384	174	745	440	2	1361	80	3	6	0	89	64	47	453	0	564	3391
0800 - 0815	5	277	15	0	297	52	191	102	0	345	25	1	1	0	27	29	11	95	0	135	804
0815 - 0830	6	259	18	0	283	54	155	67	0	276	15	1	3	0	19	21	3	82	0	106	684
0830 - 0845	4	267	26	0	297	39	187	59	0	285	15	5	2	0	22	28	3	106	0	137	742
0845 - 0900	6	253	25	0	284	44	199	51	0	294	28	3	3	0	34	38	7	84	0	129	741
Hourly Total	21	1056	84	0	1161	189	732	279	0	1200	83	10	9	0	102	116	24	367	0	507	297
Grand Total	46	2352	147	0	2545	363	1477	719	2	2561	163	13	15	0	191	180	71	820	0	1071	636
Approach %	1.81	92.42	5.78	0.00	-	14.17	57.67	28.07	0.08	-	85.34	6.81	7.85	0.00	-	16.81	6.63	76.56	0.00	-	
Intersection %	0.72	36.93	2.31	0.00	39.97	5.70	23.19	11.29	0.03	40.22	2.56	0.20	0.24	0.00	3.00	2.83	1.11	12.88	0.00	16.82	1
PHF	0.70	0.87	0.86	0.00	0.87	0.85	0.90	0.66	0.25	0.80	0.85	1.00	0.63	0.00	0.87	0.67	0.77	0.89	0.00	0.97	0.9

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

All vehicles

		No	orthbou	nd 🚟 🔆			St	outhbou	nd 👙			saves, E	astbour	id segre			W estern	estboui	ıd		1
ĺ	K	Y-61 Pre	ston Hy	vy (Souti	۱)	K	Y-61 Pre	ston Hy	vy (North	1)		Comme	rce Cros	sings Dr			Coop	er Chap	el Rd		l
	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	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Tot
1600 - 1615	1	297	49	0	347	173	436	46	2	657	97	12	8	0	117	45	5	116	0	166	128
1615 - 1630	3	261	55	0	319	173	411	48	1	633	60	18	10	0	88	60	4	113	0	177	12
1630 - 1645	4	313	57	0	374	159	380	35	2	576	120	22	17	0	159	45	4	93	1	143	12!
1645 - 1700	1	297	50	1	349	186	445	26	0	657	61	11	9	0	81	54	4	78	0	136	12
Hourly Total	9	1168	211	1	1389	691	1672	155	5	2523	338	63	44	0	445	204	17	400	1	622	49
1700 - 1715	2	272	51	0	325	156	454	39	0	649	122	15	14	0	151	56	6	87	0	149	12
1715 - 1730	4	296	56	0	356	206	489	10	1	706	51	13	6	0	70	54	1	100	0	155	12
1730 - 1745	5	300	47	0	352	158	435	28	1	622	60	8	7	0	75	62	1	109	0	172	12
1745 - 1800	2	280	58	0	340	119	401	23	0	543	36	6	4	0	46	52	3	96	0	151	10
Hourly Total	13	1148	212	0	1373	639	1779	100	2	2520	269	42	31	0	342	224	11	392	0	627	48
Grand Total	22	2316	423	1	2762	1330	3451	255	7	5043	607	105	75	0	787	428	28	792	1	1249	98
Approach %	0.80	83.85	15.31	0.04	-	26.37	68.43	5.06	0.14	-	77.13	13.34	9.53	0.00	-	34.27	2.24	63.41	0.08	-	
Intersection %	0.22	23.53	4.30	0.01	28.07	13.51	35.07	2.59	0.07	51.24	6.17	1.07	0.76	0.00	8.00	4.35	0.28	8.05	0.01	12.69	l
PHE	D.69	0.94	0.94	0.25	0.94	0.86	0.90	0.71	0.38	0.92	0.73	0.69	0.68	0.00	0.72	0.93	0.63	0.90	0.25	0.94	0.9

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Preston Highway, KY

Site 2 of 3 KY-61 Preston Hwy (South) KY-61 Preston Hwy (North) Old Preston Hwy Local Rd

Date Tuesday, April 13, 2021

Weather Cloudy 61°F

Lat/Long 38.096348°, -85.670213°

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

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	K	Y-61 Pre	ston Hw	/γ (Souti	1)	K	Y-61 Pre	ston Hw	γ (North	1)		Old	Preston	Hwy				Local Ro	1		
	Left	Thru	Right	U-Turn	App	Left	Thru	100000000000000000000000000000000000000	U-Turn	App	Left	Thru		U-Turn		Left	Thru	Right	U-Turn	App	ln
TIME	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12		2.13	2.14	2.15	2,16	Total	To
0700 - 0715	5	314	0	0	319	0	100	52	٥	152	23	0	2	0	25	0	0	0	0	0	45
0715 - 0730	0	331	٥	0	331	٥	147	65	0	212	22	٥	2	0	24	0	0	0	0	0	SE
0730 - 0745	4	398	1	٥	403	0	175	33	0	208	19	0	3	0	22	1	0	0	0	1	63
0745 - 0800	4	299	1	1	305	0	199	32	0	231	14	0	7	0	21	0	0	1	٥	1	55
Hourly Total	13	1342	2	1	1358	0	621	182	0	803	78	0	1.4	0	92	1	0	1	0	2	22
0800 • 0815	٥	287	1	1	289	o	200	22	1	223	12	D	3	0	15	0	o	0	0	0	52
0815 - 0830	2	257	0	0	259	1	157	14	0	182	9	0	0	0	9	٥	0	0	0	0	45
0830 - 0845	0	283	0	0	283	1	198	13	0	712	20	0	3	0	23	0	0	٥	0	0	51
0845 - 0900	2	279	1	٥	282	0	234	16	0	250	11	0	1	1	13	0	0	0	0	- 0	54
Hourly Total	4	1105	2	1	1113	2	799	65	1	867	52	0	7	1	60	0	0	0	0	0	20
Grand Total	17	2448	4	2	2471	2	1420	247	1	1670	130	0	21	1	152	4	0	1	0	2	42
Approach %	0.69	99.07	0.16	0.08		0.12	85.03	14.79	0.06		85.53	0.00	13.82	0.66	-	50,00	0.00	50.00	0.00	-	г
Intersection %	0.40	57.00	0.09	0.05	57.53	0.05	33.06	5.75	0.02	38.88	3.03	0.00	0.49	0.02	3.54	0.02	0.00	0.02	0.00	0.05	1
PHF	0.50	0.83	0.75	0.50	0.82	0.00	0.90	0.58	0.25	0.95	0.76	0.00	0.54	0.00	0.85	0.25	0.00	0.25	0.00	0.50	O.

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

		No	erthbou	nd		11,160	So	uthbou	nd			Æ	astbour	ıd			VA.	estbou	nd	watered	
	K	Y-61 Pre	ston Hw	vy (Sout)	١)	K	Y-61 Pre	ston Hv	vy (North	1)		Old	Preston	Hwy				Local Ro	l		1
	Left	Thru	Right	U-Turn	Арр	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1600 - 1615	0	295	2	0	297	٥	391	32	0	423	67	٥	15	0	82	1	1	1	0	9	805
1615 - 1630	6	289	2	0	297	1	467	29	0	497	36	٥	16	0	52	0	0	3	0	3	849
1630 - 1645	1	310	D	0	311	0	424	33	2	459	62	0	1.7	0	79	0	٥	1	0	1	850
1645 - 1700	1	325	1	0	327	0	445	45	0	490	44	0	13	0	57	1	0	1	0	2	876
Hourly Total	8	1219	5	0	1232	1	1727	139	2	1869	209	0	61	0	270	2	1	- 6	0	9	3380
1700 - 1715	3	286	0	0	289	0	464	35	0	499	43	0	12	0	55	1	0	2	0	3	846
1715 - 1730	3	296	1	2	302	0	481	39	0	520	45	0	13	0	58	1	0	1	0	2	882
1730 - 1745	7	315	0	0	322	0	477	36	٥	513	52	٥	10	0	62	٥	0	0	0	0	897
1745 - 1800	7	297	0	1	305	0	397	41	0	438	35	0	3	0	38	0	0	٥	0	0	781
Hourly Total	20	1194	1	3	1218	0	1819	151	0	1970	175	0	38	0	213	2.5	- O_	. 3	0	5	3406
Grand Total	28	2413	6	1 3	2450	1	3546	290	2	3839	384	0	99	0	483	- 4	1	9	l o	14	6786
Approach %	1.14	98.49	0.24	0.12	-	0.03	92.37	7.55	0.05	-	79.50	0.00	20.50	0.00	-	28.57	7.14	64.29	0.00	-	1
Intersection %	0.41	35.56	0.09	0.04	36.10	0.01	52.25	4.27	0.03	56.57	5.66	0.00	1.46	0.00	7.12	0.06	0.01	0.13	0.00	0.21	1
PHF	0.50	0.94	0.50	0.25	0.95	0.00	0.97	0.86	0.00	0.97	0.88	0.00	0.92	0.00	0.94	0.75	0.00	0.50	0.00	0.58	0.98

HCS Reports

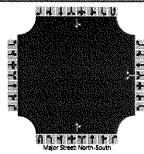
		H	CS7	Two-	-Way	Stop	o-Col	ntrol	Rep	ort						
General Information							Site	Inform	nation	1						
Analyst	DBZ	See Mark Control	0.00.000				Inters	ection			Old P	reston a	t Maple !	Sori	and the second second	
Agency/Co.	******	R 7imm	nerman T	raffic Fo	gineering		01//21/01/01/01/01/01/01/01/01/01/01/01/01/01	iction			Street					
Date Performed	_	/2021	279 505 00 000	aconosas an			***************************************	West Stre	et:		Mapk	e Spring:	s Dr		10000000000000000000000000000000000000	
Analysis Year	2021	ASSESSION OF STREET	i verevere	2000505	40000 SERVICE - 110		***	/South !		(25(198)		reston		(104 <u>0.1951</u>		Syry
Time Analyzed	AM P	NAMES AND ADDRESS OF THE OWNER,	**************************************	CORRESPONDENCE OF THE PERSON NAMED IN	ти по поставания по	elasioner se en la constanta	ansi arana ara	Hour Fac	· · · · · · · · · · · · · · · · · · ·	*-149-200-113001400 <i>-</i>	0.81	garangilian kananga	OHDHOMESHINGS	WHIPHIMINISHIN		************
Intersection Orientation	Norti	n-South		See See 1		Series V	Analy	sis Time	Period (hrs)	0.25	***************************************			NAMES OF THE OWNER, WHICH THE	
Project Description	Old P	reston A	\pt		***************************************		(1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	····		***************************************	<u> </u>	Talentain teritorian	***************************************	**************	***************************************	************
Lanes	NUMBER OF STREET	HE SKWAY PAPAR				COMMINSTON AND AND AND AND AND AND AND AND AND AN				551.000		***************************************	AND THE PROPERTY OF THE PROPER			
						1.4								*****	A-40-10-10-10-1	******
							5.42.10s									
Vehicle Volumes and Adju	stme	souther to move			**************************************	Street Nor								Aty-andress		*********
Approach	l	Easti	bound		l	west	oound		1	North	bound		1	South	bound	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1	1 4	See See 5	900000000			1				\$ 000 Water	* * * * * * * * * * * * * * * * * * *	100 meet	\$500 \$ 0.000	T
Movement	U	l i	T	R 12	υ	L 7	T	R	111	L I	† ;	R	U ALL	L	Ţ	-
Movement Priority	U	10	11	12	U	7	8	9	1U	1	2	3	4U	4	5	(
Movement Priority Number of Lanes	U	-			V	an erstran andrews	8	Constitution of the last of th	-			3		4	Secretario de la compansión de la compan	(
Movement Priority Number of Lanes Configuration	U	10	11	12	V	7	8	9	1U	1	2	3 O TR	4U	4 0 LT	5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h)	U	10	11	12	V	7 0	8	9 0 2	1U	1	2	3	4U	4 0 UT 0	5	(
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	10	11	12	V	7	8	9	1U	1	2	3 O TR	4U	4 0 LT	5 1	(
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	10	11	12		7 0 6 17	8	9 0 2	1U	1	2	3 O TR	4U	4 0 UT 0	5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U	10	11	12		7 0 6 17	8 1 LR	9 0 2	1U	1	2	3 O TR	4U	4 0 UT 0	5 1	(
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U	10	11	12	Vided	7 0 6 17	8 1 LR	9 0 2	1U	1	2	3 O TR	4U	4 0 UT 0	5 1	(
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		10	11	12		7 0 6 17	8 1 LR	9 0 2	1U	1	2	3 O TR	4U	4 0 UT 0	5 1	(
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		10	11	12		7 0 6 17	8 1 LR	9 0 2 0	1U	1	2	3 O TR	4U	4 0 LT 0 0	5 1	(
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)		10	11	12		7 0 6 17	8 1 1 LR	9 0 2 0	10	1	2	3 O TR	4U	4 0 UT 0	5 1	(
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		10	11	12		7 0 6 17	8 1 1 LR	9 0 2 0	10	1	2	3 O TR	4U	4 0 UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 1	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 He Base Critical Headway (sec) Critical Headway (sec)		10	11	12		7 0 6 17 7.1 6.57	8 1 1 LR	9 0 2 0	10	1	2	3 O TR	4U	4 0 UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 1	
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) Follow-Up Headway (sec)	adwa	10 0	11 0	12 0		7 0 6 17 7.1 6.57 3.5	8 1 1 LR	9 0 2 0 0 6.2 6.20 3.3	10	1	2	3 O TR	4U	4.1 4.1 4.10 2.2	5 1	(
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) Pollow-Up Headway (sec)	adwa	10 0	11 0	12 0		7 0 6 17 7.1 6.57 3.5	8 1 LR	9 0 2 0 0 6.2 6.20 3.3	10	1	2	3 O TR	4U	4.1 0.0 0.0 0.0 4.1 4.10 2.2 2.20	5 1	(
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)	adwa	10 0	11 0	12 0		7 0 6 17 7.1 6.57 3.5	8 1 LR	9 0 2 0 0 6.2 6.20 3.3	10	1	2	3 O TR	4U	4.1 4.10 2.2 2.20	5 1	(
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	adwa	10 0	11 0	12 0		7 0 6 17 7.1 6.57 3.5	8 1 LR	9 0 2 0 0 6.2 6.20 3.3	10	1	2	3 O TR	4U	4.1 4.10 2.2 2.20	5 1	(
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	adwa	10 0	11 0	12 0		7 0 6 17 7.1 6.57 3.5	8 1 LR	9 0 2 0 0 6.2 6.20 3.3	10	1	2	3 O TR	4U	4.1 0.0 0.0 4.1 4.10 2.2 2.20 0.1611 0.00	5 1	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 He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Qss (veh)	adwa	10 0	11 0	12 0		7 0 6 17 7.1 6.57 3.5	8 1 LR	9 0 2 0 0 6.2 6.20 3.3	10	1	2	3 O TR	4U	4.1 0.0 0.0 0.0 4.1 4.10 2.2 2.20 0.00 0.00	5 1	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 He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	adwa	10 0	11 0	12 0		7 0 6 17 7.1 6.57 3.5	8 1 LR	9 0 2 0 0 6.2 6.20 3.3	10	1	2	3 O TR	4U	4.1 0.0 0.0 4.1 4.10 2.2 2.20 0.1611 0.00	5 1	

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HCS 1861 TWSC Version 7.9.5 Maple AM 21.xtw

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General Information		Site Information	
Analyst	DBZ	Intersection	Old Preston at Maple Spri
Agency/Co.	Diane 8 Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	12/22/2021	East/West Street	Maple Springs Dr
Analysis Year	2024	North/South Street	Old Preston
Time Analyzed	AM Peak No Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Old Preston Apt	Profit (From the Profit) and (Christian Christian Chri	



Approach	T	Facth	ound		THE REAL PROPERTY.	Wecti	oound			North	bound	MANAGEMENT CONTRACTOR STATES			bound	MERCHANISTER FOR
Movement	U	Last	T T	R	ן ע		***************************************		U	_	***************************************		<u> </u>	***************************************	december of the second	***************************************
	l v	19292	*****	***************************************	U	L.	8 8 3 88	R		L	J	R	U) L ()	T	R
Priority	_	10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes	10.000	0	0	0		0	1	, 0	0	0	1	0	0	0	1	0
Configuration		oveteinkoeluriooo				***************************************	LR	valueiniavaminiavani		maintenantirenanie	<u> </u>	TR		LT		
Volume (veh/h)	A PROPERTY OF THE PROPERTY OF	Pywerkumenu	20.000000			6	1000000000	2		250 (CE) (CE)	4	11		0	4	
Percent Heavy Vehicles (%)						17		0						0		
Proportion Time Blocked		(%)	A ASSESSED	1000000		\$2 (S) (158.55		160.00	900		Visit division			185,000	
Percent Grade (%)						-	0					www.www.www.		AND DESCRIPTION OF THE PROPERTY OF THE PROPERT	TO COMPANY CONTINUES OF	emmy u week which the
Right Turn Channelized																
Median Type Storage		o-emiliation (control		Undi	vided	yy en alekkarnelment helsele	neosyntos missos esse	ALTERNATIVE STREET		***************************************	CONTRACTOR	***************************************		*****************	Mikikaldalamiakadan	dem Andrida
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)		***************************************		- CONTRACTOR CONTRACTO	epizanos contratores	7.1		6.2			- Taranamaninin	THE RESERVE OF THE PERSON NAMED IN		4.1	Miconstructurane	
Critical Headway (sec)	1000	9463	1000			6.57		6.20		1000				4.10		
Base Follow-Up Headway (sec)	uden announce comm			-		3.5		3.3			<u> </u>		1	2.2	 	-
Follow-Up Headway (sec)		·		MIDESTANATANCE	ANNIHL SAMOONS	3.65	anent-mormer	3.30						2,20		
Delay, Queue Length, and	l Leve	of S	ervice													
Flow Rate, v (veh/h)							10		I					0		
Capacity, c (veh/h)			14000	NAVE V			990			100000				1611		
v/c Ratio		***************************************					0.01	1	T			Î	1	0.00	<u> </u>	1
95% Queue Length, Q _{ez} (veh)		33,439.0	10/10/00/00	(3,2,3,5)	332000	issaalaa Needoo	0.0			10/1/201	100.00	4.50	(4)(-15)	0.0	139,390	0.00
Control Delay (s/veh)							8.7	***************************************	***********	Lineanneanneanneanneanneanneanneanneannea	•		*******	7.2	<u> </u>	
Level of Service (LOS)	A SELECTION OF THE SE						Α						1	A		†
Approach Delay (s/veh)	1	L	*			8	.7		1	<u> </u>	£		1	L C	0.0	
Approach LOS		***************************************		Shirit Shiring	<u> </u>	0.850-850-3	A		-	***************************************			‡			May 1954

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HCS IMI TWSC Version 7.9.5 Maple AM 24 NB.xtw

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		H	CS7	Two	Way	Sto	o-Co	ntikel	Rep	ort						
General Information							Site	nforr	natio	1		e e e e e e e e e e e e e e e e e e e				
Analyst	DBZ	*******	*****				Inters	ection		VIII-E-10/14/E-11000	Old P	reston a	t Maple	Spri	•	
Agency/Co.	Diane	8 Zimm	erman l	Traffic En	aineerin	a	Jurisd	iction	celminarios d	/1982/08-50		11050775077		V01.059.0	90.89.08	
Date Performed	1/12/		/ / (/		anaio mana	PANESTA NO PER AND	East/\	Nest Str	eet	1115au/1-115au/115	Mapl	e Spring	s Dr	***********		
Analysis Year	2024	0.05.05	\$5050X		V. 151.10		North	/South:	Street	21507000	Old P	reston		sex near	300000	
Time Analyzed	AM P	eak Build			***************************************	*************	Peak	Hour Fac	itor	ауулганаваны	0.81	**************************************	CONTRACTOR IN		internation and the state of th	on the second
Intersection Orientation	North	-South			800		Analy	sis Time	Period (hrs)	0.25					
Project Description	Old P	reston A	pt				S	0 00,000,000,000,000,000,0	***************************************	POWERODY DOCUMENT				Orleaning Consession	***************************************	and the same of the same
Lanes										WUCHMICONIA	400					***************************************
	murata entre de la composición de la c				-	_	. LU	************		UO-1610VA-1777A	and the second s			National Associations	and the second second	icversaniversi
					1	a de la composição de la c Composição de la composição de	ener.									
Vehicle Volumes and Ad	iustme	nts			Majo	r Street: No	rtn-South									
			······································	*****************	Y	Montal Supervisor	OMESOCO PROPERTY OF	OSWANIA COZECZNY	************	ACCOMPANIES OF REAL PROPERTY.	- Anny Annes (Comp	*************	1			ario andres
Approach		Eastt	ound			***************************************	bound	1		Tarana katalahata	bound			**********	bound	
Approach Movement	U	Eastt L	ŢŢ	R	U	L	T	R	U	[. L	ŢŢ	R	U	L	Ť	R
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Approach Movement Priority Number of Lanes		Eastt L	ŢŢ		U	L	8 1		-	[. L	ŢŢ	3 0	·	4 0	Ť	6
Approach Movement Priority Number of Lanes Configuration		Eastt L 10	1 11	12	U	7	T 8	9	10	1	1 2 1 1	3 O TR	4U	L 4 0 UT	5 1	R 6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)		Eastt L 10	1 11	12	U	L 7 0	8 1	9	10	1	T 2	3 0	4U	L 4 0 LT 0	T 5	6
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Analysis Year	2024					VASS (B)	North	/South 9	Street	12060	-	reston	F (25/8))	
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			ICS7	Two	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Infor	natio	n.						va sevijesti
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Agency/Co.	Diane	B Zinir	nerman '	raffic En	gineerin		Jurisc	iction		eeevreree.				A. C. (1994)	*// 25/11/25/57	W
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Analysis Year	2024					***************************************	Norti	1/South	street	(12) (2) (1)	Old P	reston				
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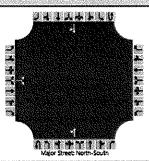
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	HCS7 Two-Way St	op-Control Report	
General Information		Site Information	
Analyst	DBZ.	Intersection	Entrance
Agency/Co.	Diane B Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	1/12/2022	East/West Street	Entrance
Analysis Year	2024	North/South Street	Old Preston
Time Analyzed	PM Peak	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Old Preston Apt	AND THE REAL PROPERTY OF THE P	мен мудом-е (Аванайос-е мен мен мен мен не мен не поставля в мен мен поставля по в запечиловения на година и и В мен мудом-е (Аванайос-е мен мен мен мен не мен не поставля в мен мен поставля в запечиловения на година и и и

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Configuration		onemornocen.	LR							LT						TR
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Right Turn Channelized		5000000										V000000	Villa San		9 (1.1) (0 <u>(</u>	
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Critical and Follow-up Ho	eadwa	ys														
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Critical Headway (sec)		6,40		6.20				37.53		4.10				F2000000		
Base Follow-Up Headway (sec)		3.5	Control of Control	3.3	-	- Commence	The state of the s	-	Ī	2.2					- Contraction of the Contraction	
Follow-Up Headway (sec)	0.000	3.50	1000	3.30						2.20		1000000		0.0000		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)		ľ	39	T					T	20						
Capacity, c (veh/h)			952		800000					1512				30 NEW 15		
v/c Ratio	ood commonweal	1	0.04							0.01						Ī
95% Queue Length, Q _{at} (veh)	M 2000000	(\$60,000.00 National	0.1	12 10 10 10 10 10 10 10 10 10 10 10 10 10	1 300.00	10.00	700000	4.44.633.0		0.0	\$08.00 (A) \$25.00 (A)	2000000000	20000	74.000.00		F
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Level of Service (LOS)			A					\$ 300		Α						
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General inform	ation					nous and an experience			intersec	tion info	ormatic)N		4	
Agency	 	Diane B. Zimmerma	an Traffi	c Engin	eering				Duration.	h	0.250)	
Analyst		DBZ			is Date	Jun 2,	2021		Area Typ	e	Other				•
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Intersection		Cooper Chapel Roa	ad	File Na	ame	AM 21	Presto	n.xus	mv112,mgm1114,feapm1194,111993	***************************************	erdiamentamentum	terlah sartan carronara		111	
Project Descrip	tion	Old Preston Apt			***************************************					292541140K040111111-03401-034		ilmidd Amiddidd raedn am arg	1 7	4143	**************************************
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Green Extensio	COOMS WAS WAS AND A STATE OF THE PARTY OF TH	terses and the contract of the state of the		0.7	-	4.2	0.1		4.6	0.0	Tale Bridge Company of the Company o	20. <i>1</i> 32.6	10.t 0.8	······································	10.3 34.0
Phase Call Prol		(As)' 2		1.00		1.00	1.00	1	4.0 1.00	1.00	and the second	32.0 1.00	1.00	and the second	34.0 1.00
Max Out Probal	AN CONTRACTOR OF THE PARTY OF T			0.00	aronaeuljaatimen	0.03	0.00	-	0.01	0.00		0.21	0.00	The state of the state of	0.17
The State (UDA)	-1114			3.00		00	0.00		V.U1	0.00		V.£ 1	0.00		V, 1/
Movement Gro	up Res	uits	E 160 160		EB	155.55		WB			NB			SB	
Approach Move	ment		marjus a coccinadas	L	T	R	L	T	R	L	Ţ	R	L	T	Ti
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	1
Adjusted Flow F	OCTON PARODOS CONTROLES), veh/h		93	4	5	86	54	459	30	964	469	221	870	1(
Adjusted Satura	ition Flo	ow Rate (s), veh/h/	ln :	1647	1900	1425	1675	1900	1403	1753	1856	1807	1689	1658	15
Queue Service	MENNING MANAGER	ethin ani strialas straios de bo rregain ymperiolygaeth	, approximate the second s	3.5	0.2	0.2	3.1	3.0	17.7	2.1	23.7	23.7	8.0	13.3	6
Cycle Queue C	learanc	e Time (g c), s		3.5	0.2	0.2	3.1	3.0	17.7	2.1	23.7	23.7	8.0	13.3	6
Green Ratio (g		ravo and all the date of the state of the same of	aminintanimini prosincel	0.06	0.19	0.24	0.06	0.19	0.28	0.05	0.46	0.46	0.09	0.50	0.
Capacity (c), v	Griddientrockteinschmer brookset			183	368	688	186	368	786	84	1721	838	292	2499	8
Volume-to-Capa	acity Ra	atio (X)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.509	0.012	0.008	0.460	0.146	0.584	0.360	0.560	0.560	0.756	0.348	0.1
Back of Queue	(Q), ft	/In (95 th percentile)	73.4	5.1	2.9	65	63.9	258.3	42.8	371	356.9	163.1	218.2	10
Back of Queue	(Q), v	eh/ln (95 th percent	ile)	2.8	0.2	0.1	2.5	2.6	10.2	1.7	14.5	14.3	6.3	8.4	4
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.22	0.
Uniform Delay (d 1), S	/veh		57.7	41.0	36.3	57.6	42.1	39.0	58.0	24.4	24.4	56.2	18.9	13
Incremental De				3.7	0.0	0.0	2.4	0.3	1.1	0.8	0.3	0.7	4.0	0,1	0
nitial Queue De	elay (d	3), s/veh	a quarte de compressor de companyo	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
Control Delay (d), s/vi	eh		61.4	41.0	36.3	60.0	42.4	40.1	58.8	24.8	25.1	60.1	19.0	13
Level of Service	(LOS)			E	D	D	Ε	D	D	E	С	С	E	В	1
Approach Delay	/, s/veh	/Los		59.2	res persi	E	43.1	Kanto Josa:	D	25.6		C	25.5	-1-	Ĉ
Intersection Del	ay, s/ve	eh/LOS				28	9.6						C		
	erilfe				EB.			_WB			NB			SB	
Multimodai Re Pedestrian LOS	STOCKED IN THE STOCKED		· · · · · · · · · · · · · · · · · · ·	2.60	divinient regenstead and	C	3.28	شندوون وأوادها والمادون	С	2.57	antanicita (garanaka)	C	Spirituracyulus	distriction and in the contract of the contrac	

				nalize			. •								
General inform	etion							le.	tersect	ion info	ematio	n]]	47.4	u L
annunda antikisi saksimis kirikisi oo ah oo ah oo ah oo ah		Diane B. Zimmerma	ın Trəffi	c Engine	serina				uration,		0.250				
Agency	FILMEN CHILDREN VIII	DBZ	11 1 (d)))	doine de la constante de la c	pppedarmena	Dec 23	3 ONO4		cialion, rea Type	and the second second second	Other		1:		
Analyst	*******************	UDL	**************************************	Time P	and the state of t	AM Pe	uin market and the second		rearype HF	,	0.91				
Jurisdiction		**************************************		£						7	e di parametra a mara a co	**************************************		*	
Urban Street	·****************	Preston Highway	***************************************	g-comenenteres	*	2024 N	rate, éste resultanesa	»=nuninaniliatest	nalysis I	renoa	1> 7:1	5			
Intersection	***********	Cooper Chapel Roa	ıd	File Na	me	AM 24	Presto	1 NB.XU	is 		***************************************	- April 1900 of the State of th			
Project Descript	ion	Old Preston Apt											1 3		
				Fig. 1	FD			LL/ID			AID			CD.	
Demand Inform	university and the section of		t mestimien se	THE PROPERTY OF	EB	1 .		₩B	1 6		NB	7 5	L .	SB	7
Approach Move	principles de la company de la		angerenamenters	L	T	R	Į L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h			86	4	5	93	49	424	28	1299	79	204	818	46
0111-4						1 111	111	1.7	4	-		•		T	
Signal Informa	er enginera dell'estrablecció	Deference Chase	3000		7 8	JAK.	724	L.	, l	<u>``</u>	I,	_	tz	_	
Cycle, s	119.9	Reference Phase	2	I	7	Co.	1 10	^		BACKLOSSIA.		1	1		7
Offset, s	0	Reference Point	End	Green	6.0	4.6	53.3	7.0	23.8	0.0			4		<u></u>
Uncoordinated	Yes	Simult, Gap E/W	On	Yellow	diameter transcription	0.0	4.3	3.5	3.6	0.0		\		1	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.9	3.0	2.4	0.0	J	1 1	4	7	
					-1-										
Timer Results				EBL		EBT	WBI		WBT	NBL	. 1	NBT	SBL		SBT
Assigned Phase				7		4	3		8	5		2	1		6
Case Number		and the second s	***************************************	2.0	····	3.0	2.0	,	3.0	2.0		4.0	2.0		3.0
Phase Duration	, s			13.5		29.8	13.5		29.8	12.5		59.5	17.1	anne and anne	64.1
Change Period,	(Y+R	c), S		6.5		6.0	6.5	S S	6.0	6.5		6.2	6.5		6.2
Max Allow Head	way (MAH), s		5.6		5.8	5.1		5.8	3.0		4.9	4.0		4.9
Queue Clearan	ce Time	≘(g*),s	ASPER DIVING	5.3		2.2	5.6		19.0	3.8		22.7	9.8		15.7
Green Extensio	anandales se de la companya de la c	ndener entreket Almenton Aleienikle stietunden eitmen Litten intillinis eitmi		0.7	manual presence	4.3	0.5		4.7	0.0		30.6	8.0		31.3
Phase Call Prol	NATURAL PROPERTY OF THE PARTY O	endra ligen er staden er en		1.00		1.00	1.00		1.00	1,00		1.00	1.00) [1.00
Max Out Proba	KSOSCSSCONIA STANCE		THE PARTY OF TAXABLE	0.00	ann an Aireann an Aire	0.03	0.00		0.01	0.00)	0.16	0.00)	0.14
	į														
Movement Gro	up Re	suits			EB		- 0.00	WB			NB	31.00		SB	
Approach Move	ment			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment			7.	4	14	3	8	18	5	2	12	1 3	- 6	16
Adjusted Flow I	Rate (v	/), veh/h		95	4	5	102	54	466	27	879	426	224	899	17
Adjusted Satura	ation Fl	ow Rate (s), veh/h/	ln 🦠	1647	1900	1425	1675	1900	1403	1753	1856	1799	1689	1658	158
Queue Service	**************************************		ecutiva vi venauvacuusi.	3.3	0.2	0.2	3.6	2.8	17.0	1.8	20.7	20.7	7.8	13.7	6.9
		æ Time (g c), s	-	3.3	0.2	0.2	3,6	2.8	17.0	1.8	20.7	20.7	7.8	13.7	6.
Green Ratio (g				0.06	0.20	0.25	0.06	0.20	0.29	0.05	0.44	0.44	0.09	0.48	0.5
Capacity (c), v	AND CONTRACTOR AND CO			192	377	708	195	377	805	88	1651	800	299	2404	85
Volume-to-Cap		atio (X)	Color Transcolor Andrew	0.492	-	\$			0.579		0.532	\$	0.749	0.374	+
	ventrieratori dell'immine	t/in (95 th percentile	V	70.2	4.8	2.7	74.1	60.2	248.8	35.5	330.5	317	156.7	223	106
		reh/in (95 th percent		2.6	0.2	0.1	2.8	2.4	9.8	1.4	12.9	12.7	6.0	8.6	4.
- Control State Acting to the Control of the Contro	regional properties		سعب نيون معانده ويتربعه	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.22	0.0
Uniform Delay	ordenindronese futurale	(RQ) (95 th percen	ui¢)	54.8	38.7	34.0	54.9	39.7	36.6	55.0	24.2	24.2	53.4	19.5	14
e la como consectione de la company de la co	ovvenimentalisme Arrani	DINGER PROGRAMMENT OF THE PROGRA	one de management	de commence con	·		Secretarian construction of the second	- commonwear	do-reconsendental	g-consequences	E-montanimoterni	e sustannenene	&-constant constant of the con	garage and the same	and terrorismon
Incremental De			ri e li coltri e coltri i e coltri e c	3.3	0.0	0.0	2.9	0.3	1.1	0.6	0.3	0.7	3.8	0.1	0.
Initial Queue D	иничит, одуни	ECHNICAL CONTRACTOR CONTRACTOR AND A CONTRACTOR CONTRAC	verseinin Armirol Willia	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (WANTED THE COMPANY	متعلقه والمستقال فيستها فللمستقد والمستقد والمستقال والمستقومة		58.1	38.7	34.0	57.8	40.0	37.7	55.6	24.6	24.9	57.1	19.7	14
Level of Service	· · · · · · · · · · · · · · · · · · ·	ennya negaratkan perturban kehana melipikak tidapat kehilar	California proposition of Particle	E	D	L_C	E	D	D	E	L C	<u>C</u>	E	В	E
Approach Dela	an and a second			56.0)	E	41.		D	25.3	5	С	25.4	9	C
Intersection De	lay, s/v	eh / LOS				29	9.2						С		
				l.											
Multimodal Re			7500 A BOATS		EB-	9. von. 1935	1000000	WB		1000000	NB		1000000	SB-	7076/17/5
Pedestrian LOS	S Score	LOS		2.60)	C	3.2	3	С	2.57	7	C	2.42	2	В
	ore / L	ACTUAL SECTION SECTION SECTION	\$159NON55845	0.6	3 30 W NO	A	1.5	1980	В	1.34	A 20 30	Α	1.20	1 100	Α

			3						ts Sur		•				
General Inform	ation								ntersec	ion Inf	ormatic	10		ر ولايل په	NE L
Agency		Diane B. Zimmerma	an Traffi	c Engin	eering				Duration.	\$15505MN11015-50545MH2	0.250	SHOPPING HAVE HAVE AND A		11111	
Analyst	toboxum woogniraaniy	DBZ	wii ii@fii	Percentional Control	WEEKONEES ON COM	Jan 1:	2 2022		Area Typ		Other	E00/200///47///////	-		
Jurisdiction			dalesk karbana en en en en en	Time F	kamanonakanohamma	AM P		ായായായിയ	PHF	<u>a</u>	0.91	Ribert Application of Association and		÷	
Urban Street	restration of the second	Preston Highway	a-lathinebani-latio	ģ	is Year		and annual annual and a second		Analysis	Darlad	1> 7:	15	- 1	÷.	•
Intersection		Cooper Chapel Roa		File Na	vanorina-rolenan-rokeshen	-	Presto	oranie and a second	***************************************	reixu		10	- 1		
Project Descript	ion	Old Preston Apt	44	THE IN	3111C	AIVI Z	FICSIO	II D.AU	<u> </u>	nia kaniliadajada (propringularya) (pringu	deirienskryyyredisinak	oodinaa oo o	- 1		
riojeci Descripi	IOI I	Old Flesion Apt											1		zeroan
Demand Inform	ation				EB			WE	1		NB		1	SB	
Approach Move	ment		anismus musichesississa	L	T	R	L	T	R	İι	ΤT	R	L	T	R
Demand (v), ve	material and the second		en etimene	86	10	5	95	49	oondaaraan	28	1334		204	829	46
					this is a										
Signal Informa	tion				Π,	JJK	JJ	7		5_		Ł			
Cycle, s	122.4	Reference Phase	2	photos and the same of the sam	1	·	1	7				•	7	7	
Offset, s	0	Reference Point	End	Green	6.0	4.8	55.3	7.0	24.2	0.0		- 1	13	•	¥
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	- Kreenmen	0.0	4.3	3.5	3.6	0.0	- ,		•	٠, ١	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.9	3.0	2.4	0.0	7			7	
Timer Results				EBI	- 1	EBT	WB	L J	WBT	NBI		NBT	SBI		SBT
Assigned Phase)			7	ĺ	4	3		8	5		2	1		6
Case Number		55 (E. 190) (E. 190) (E. 190)	iše veze zav	2.0	escal elles	3.0	2.0		3.0	2.0		4.0	2.0		3.0
Phase Duration,	, \$	\$	mentanini yenini	13.5		30.2	13.5	5	30.2	12.5	5	61.5	17.	3	66.3
Change Period,	(Y+R	c), S	101011/062-002	6.5		6.0	6.5		6.0	6.5		6.2	6.5		6.2
Max Allow Head	iway (A	WAH), s		5.6		5.8	5.1		5.8	3.0		4.9	4.0		4.9
Queue Clearand	æ Time	(gs),s	5000000	5.4	ion less	2.6	5.7		19.4	3.8		23.6	9.9		16.0
Green Extension	ORONO MICHINA PROPERTY.	teknistra ir militar militar til militar militar i		0.7	madata announ	4.3	0.5		4.7	0.0		31.7	0.8	emana je polije o pojece	32.6
Phase Call Prot	ability			1.00	, i	1.00	1.00)	1.00	1.00)	1.00	1.00)	1.00
Max Out Probat	oility	eritariste en time en sien mit violemet ekkimisen es kinnigsis sien in sien sien in sien sien sien		0.00)	0.03	0.00)	0.01	0.00)	0.18	0.00)	0.15
Movement Gro	up Res	iults			EB			WB			NB			S8	
Approach Move	ment			L	Т	R	L	T	R	L	T	R	L	T	R
Assigned Mover	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	≀ate (v), veh/h		95	11	5	104	54	466	27	902	437	224	911	17
		ow Rate (s), veh/h/	In .	1647	1900	1425	1675	1900	1403	1753	1856	1800	1689	1658	158
Queue Service	Time (g	g s), S		3.4	8.0	0.2	3.7	2.9	17.4	1.8	21.6	21.6	7.9	14.0	7.0
Cycle Queue Cl	earanc	e Time (g c), s		3.4	0,6	0.2	3.7	2.9	17.4	1.8	21.6	21.6	7.9	14.0	7.0
Green Ratio (g	(C)	The state of the s		0.06	0.20	0.25	0.06	0.20	0.29	0.05	0.45	0.45	0.09	0.49	0.5
Capacity (c), v	eh/h			188	375	703	191	375	802	86	1676	813	298	2441	86
Volume-to-Capa	city Ra	itio (X)		0.502	0.029	0.008	0.546	0.143	0.581	0.309	0.538	0.538	0.753	0.373	0.2
Back of Queue	(Q), N	In (95 th percentile)	71.9	12.3	2.8	77.8	61.7	253.9	36.4	343.3	329,3	160,5	227.7	107
Back of Queue	(Q), ve	eh/In (95 th percent	ile)	2.7	0.5	0.1	3.0	2.5	10.0	1.4	13.4	13.2	6.2	8.8	4.
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.23	0.8
Uniform Delay (d +), S	/veh	~~~	56.1	39.7	34.9	56.2	40.6	37.5	56.3	24.3	24.4	54.6	19.5	14
Incremental Del	ay (d 2), s/veh	\$2/46/00	3.5	0.0	0.0	3.3	0.3	1.1	0.6	0.3	0.7	3.9	0.1	0.
Initial Queue De			prom ed antilano	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (MANAGEMENT HOSPINGS	karada independukan an matematikan in meneriah mendalan kanalah meneriah meneriah dan beramakan beramakan bera		59.6	39.7	34.9	59.5	40.9	··· · · · · · · · · · · · · · · · · ·	56.9	24.7	25.0	58.4	19.6	14
Level of Service	MINISTER SHOWING SHO	and the state of t	nandaniskohilaikini	E	D	С	Ε	D	D	E	С	С	E	В	В
	-agrammynaine	CONTRACTOR		56.4		E	42.5) [D	25.4		c	25.5	demouragements	С
Approach Delay	MANUFACTOR STORY COMMENT	***************************************		-	to control and a second	A THE PROPERTY OF THE PARTY OF	9.5	in the second				attant to the same and the same	Ċ	in the same of	NOTICE SERVICE OF
nenerous automatica en activo acti	ay, avvo														
Approach Delay Intersection Del	ay, sive														
OF THE PARTY OF TH					EB			_wa		<u>and the Same</u>	NB			— SB	

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General Inform	ation							Intersect	ion Info		424				
Agency Diane B. Zimmerman Traffic					c Engineering					h			Ш_		
Analyst		DBZ		Something throughout against friend			2021	งงงาวงางเหลืองร	Area Typ	salovelovelovelovelovelov	Other	0.250 Other			
Jurisdiction		Time F	(CASTONIS AND ADMINISTRATIO	PM Pe			PHF		0.98		+	e T			
Urban Street Preston Highway			Analys	ls Year	2021	Manufacture Construction		Analysis	State of the Control /del>					٠,	
Intersection Cooper Chapel Rd			File Na	-	enĝonomonumento	Presto	ooraanaadoo	mes were somewhere	neronnenen en en en en	administration and a	tadaminenatriace				
Project Descript	ion	Old Preston Apt	0.00+0+0+0+0+0+1V+0+0+	Assistant resources	deskommelensomersen	absonancemen	witerness was a second	- MOREON TENEN	***************************************		The said of the Paris of the State of the St		-		2002 ≽ ₹
		,													
Demand Inform	nation			10000000	EB			WE	3		NB	60 (62 (6	0.55	SB	
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h			354	61	46	210	15	358	12	1178	214	707	1768	11	
											2.90				
Signal Informa	tion		1504 BA 118		\	JJK.	√₩		2	A COLUMN	A	L			
Cycle, s	180.0	Reference Phase	2	Marin	1	*	l ti	*	Service Services	K			Y.	٠,	₹
Offset, s	0	Reference Point	End	Green	6.0	28.1	67.8	14.	5 2.6	22.8	T				
Uncoordinated	No	Simult, Gap E/W	On	Yellow	allicotrated motors are	3.5	4.3	3.5	3.5	3.6		\ 4		_	
Force Mode	Fixed	Simuit. Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	1		•	7	
Timer Results				EBL	-	EBT	WB	.	WBT	NBI		NBT	SBL		SBT
Assigned Phase				7		4	3		8	5		2	1	CATCOLONIA DI MINISTRALIA	6
Case Number			2.0	encertieren	3.0	2.0		3.0	2.0		4.0	2.0	······	3.0	
Phase Duration, s			30.1	and the same of	38.0	21.0		28.8	12.5		74.0	47.1	warne was	108.6	
Change Period, (Y+R :), s			6.5		6.0	6.5		6.0	6.5		6.2	6.5	************	6.2	
Max Allow Headway (MAH), s			5.6		5.7	5.1		5.7	3.0	and the second	0.0	4.0	, constant de la company	0.0	
Queue Clearance Time (g :), s			20.9	annean ann an	7,0	13.1		19.3	3.3	onannabjaman	W	38.1			
Green Extension Time (g e), s			2.7	anament december	4.2	1.3		3.5	0.0	and the same	0.0	2.4	managaran	0.0	
Phase Call Probability			1.00	usmeno menus	1.00	1.00	······································	1.00	1.00	aring war		1.00	and the same of th	9.69.6	
Max Out Proba	bility			0.00) (0.00	0.00)	0.04	0.00)		0.09) [
Movement Gro	uin Dai	eulte			EB			WB			NB			SB	
Approach Move	antidation and a		***************************************	L	T	R	L	T	R	L	T	R	L	T	TR
Assigned Move	MANGRASIA CONTRACTOR		NAME OF LOCKY OF	7		14	3	8	18	5	2	12	1	6	
Adjusted Flow I	-	/\ veh/h		361	62	47	214	15	365	12	947	435	721	1804	11
araga kana kana ana ana ana ana ana ana ana 	poment and the second	ow Rate (s), veh/h/	in S	1675	1900	1425	1702	1900	and warmen	1697	1885	1733	1743	1870	140
Aujusteu Satura Queue Service	distribution alterna			18.9	5.0	2.4	11.1	1.3	17.3	1.3	38.6	38.2	36.1	15.5	2.
entre ann a bear a stiù ann aireann a deal ann an bhailte ann an aireann ann an aireann ann an aireann ann an	and equal to the control of the control of	e Time (gc), s		18.9	5.0	2.4	11.1	1.3	17.3	1.3	38.6	38.2	36.1	15.5	2.
Green Ratio (g	VARIANDOCCOCACA	vimelacy of	- Andrewski -	0.13	0.18	0.21	0.08	0.13	and a commence of	0.03	0.38	0.38	0.23	0.57	0.7
Capacity (c), v	uniceria de la constitución de la c		***************************************	439	337	601	274	241	996	57	1420	653	805	4255	98
Volume-to-Cap		alio (X)				***************************************		************	3 0.367	0.211	0.667	0.667	0.896	0.424	0.1
market namen a kompani kompani kan	antique (antique para for		\	Commentaria e e como como como como como como como	111.7	Empoyanay magazi		S-MARION PROPERTY	กะรู้บนระยบเหตรและ	26.9	635.5	592.1	593.2	230.1	40
Back of Queue (Q), ft/in (95 th percentile) Back of Queue (Q), veh/in (95 th percentile)			13.4	4.5	1.6	8.8	1.1	10.2	1.0	25.2	23.7	23.5	9.1	1.	
	variation, produced the	(RQ) (95 th percen	vitolitaisistakseen vietaksi	0.78	0.25	0.31	0.57	0.05	only a server and a server	0.06	0.53	0.50	1.08	0.23	0.
	DOMESTIC OF THE PERSON NAMED IN COLUMN 1	territoria de la compania del compania del compania de la compania del la compania de la compani		76.2	62.9	57.0	81.2	69.2		87.5	49.7	48.5	67.1	11.2	4.
Uniform Delay (d :), s/veh Incremental Delay (d 2), s/veh			6.5	0.4	0.1	6.7	0.2	sodivenia intrinse	0.6	2.2	4.8	9,4	0.3	0.	
Initial Queue Delay (d 3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.		
Control Delay (d), s/veh		82.7	63.3	57.1	87.9	69.3	und waterman	88.1	51.9	53.3	76.5	11.6	5.		
Level of Service (LOS)			F	E	E	F	E	D D	F	D	D D	E	B	O.	
Approach Delay, s/veh / LOS			77.6	kumpagagagaga	E	60.3	-	E	52.7	-	D	29.1	Carried States	c	
Intersection De	ArAmirin Shibboah	mar/manachadanamer/mermemensessessessessesses				AND THE PERSON NAMED IN	3.6		-			*************	n zz.		***************************************
		J 100		II.		٠,							-		
Multimodal Results					EΒ			WB			NB			SB	
Pedestrian LOS	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND	/LOS		2.75	mosteroissegasseasse	C	2.99	wiesen magement	С	2.59	- management	C	2.42	desire de la composición dela composición de la composición dela composición del composición dela co	В
CHICATE THE PROPERTY OF THE PARTY OF THE PAR	ore / L		ent a substation	1.20		Ā	1.4	«camphan	À	1,20	and the second 	À	1.58	accessoria de la compansión de la compan	B

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		70-00													ero Se	
General Information Agency Diane B. Zimmerman Traffli										Intersection information						
Agency Analyst	***************************************	Diane B. Zimmerma	an Hall	c Engineering Analysis Date Dec 2			Duration, 3, 2021 Area Typ			เพราะเกราะสายเกราะเกราะสำนักของเกราะสายเกราะสายเกราะสายเกราะสายเกราะสายเกราะสายเกราะสายเกราะสายเกราะสายเกราะส						
Jurisdiction		garanna and a said	entral control of the	PM Pe			HF	G	0.98		- 5					
Urban Street Preston Highway			grammenomerumen monuver dynamics en			vo Build		Analysis	Doring	1> 4:4		- 1:55		1		
Intersection Cooper Chapel Rd			File Na	- Andreades-Andreades-Andreades	viljanarere aaren aan ee	NB Pre	تخششان استحدث وسارا وستواط	тыпостотолуйствологую ть	FCIOU	-4-4	NAME OF THE PROPERTY OF THE PR					
Project Descrip	tion	Old Preston Apt		FIE INC	411C	FIVI 24	NO FIE	SIUII.A	us				-			
rioject Descrip	(IOI)	Old Flesion Apt											1		on on	
Demand Inform	nation				EB			WB			NB		1	SB		
Approach Move	ement		enter et en	L	T	R	L	T	R	L	T	R	L	T	F	
Demand (v), veh/h			360	62	46	225	15	364	12	1208	229	718	1807	111		
Signal informa	ition				ζ.	JJK.	1,1	13	13			L		لب		
Cycle, s	180.0	Reference Phase	2		53		1	79	THE .	H		b	7	"		
Offset, s	0	Reference Point	End	Green	6.0	28.6	66.7	15.3	3 2.1	23.1				\mathbf{T}^{+}		
Uncoordinated	No	Simult, Gap E/W	On	Yellow	3.5	3.5	4.3	3.5	3.5	3.6		\ 4	•		+	
Force Mode	Fixed	Simult, Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	J	1 *	- 5	1		
Timer Results			EBI		EBT	WB		WBT	NBI	: [NBT	SBI		SB		
Assigned Phase			7		4	3		8	5		2	1		6		
Case Number			2.0	annia a provincia	3.0	2.0		3.0	2.0	economy comme	4.0	2.0	and the second	3.0		
Phase Duration, s			30.4	กระการเหติของเกาะ	37.7	21.8		29.1	12.5	, announce de la commence de la comm	72.9	47.6	maringana.	108.		
Change Period, (Y+Rc), s			6.5	anno anno anno anno anno anno anno anno	6.0	6.5		6.0	6.5	······································	6.2	6.5	Market Committee on the Committee of the	6.2		
Max Allow Headway (MAH), s			5.6	and the second	5.7	5.1		5.7	3.0	~~~~~	0.0	4.0	ec-made e e e e	0.0		
Queue Clearance Time (g »), s			21.2	· · · · · · · · · · · · · · · · · · ·	7.1	13.9		19.5	3.2			38.7	and the second			
Green Extension Time (g .), s			2.7	·	4.3	1.4		3.6	0.0		0.0	2.4	emperandament	0.0		
Phase Call Probability			1.00	amaandysaans	1.00	1.00	annone general	1.00	1.00	nancos gressivas		1.00	Name of Particular Par	**(5000)**(**)*		
Max Out Proba	bility			0.01) (0.00	0.00		0.04	0.00			0.14	. [7.50.97.65.	
Movement Gro	vin Per	e salde			EB			WB			NB			SB		
Approach Move	CONTRACTOR OF THE PARTY OF THE			L	T	R	L	T	R	L	T	R	L	T	T F	
Assigned Move	Andrews Street Street Control of the			7	4	14		8	18	5		12	1	6	Hi	
Adjusted Flow	THE RESERVE AND A PARTY OF THE) veh/h		367	63	47	230	15	371	11	894	410	733	1844	11	
SANTONIO DE CONTRA D	asas en ara in come con en), ven/h/ ow Rate (s), veh/h/l	n	1675	1900	1425	1702	1900	1414	1697	1885	1728	1743	1870	14	
Queue Service	CONTRACTOR SPORTS	i estimica en establica de la companya de la compa		19.2	5.1	2.4	11.9	1,3	17.5	1.2	25.2	23.8	36.7	16.3	2	
	mannon marin	e Time (g ε), s	ariahaka washi sand Annaha Sandaha Maraha Sandaha	19.2	5.1	2.4	11.9	1.3	17.5	1,2	25.2	23.8	36.7	16.3	2	
Green Ratio (g	lahindi adab in him kalianian		and the second	0.13	0.18	0.21	0.09	0.13	0.36	0.03	0.37	0.37	0.23	0.57	0.	
Capacity (c), \	ammismanimizirmithio			445	334	596	290	244	1008	57	1398	640	815	4230	91	
Volume-to-Cap	North and the property of the Control	atio (X)			\$	September 1990	- Commission	removement som	0.369	promiserance of	CANSICONS MICHIGAN	0.640	intermentation	0.436	حسستي.	
and the second second second		/in (95 th percentile	Yelli	354.8	à-remembrani	39.4	240.1	MERTINGE THE PROPERTY.	ing and a second	24.5	ENGRAPHO SETTOMO	262.5	603.3	3 	-	
Contractive territories and the contraction of the	murroumic vicent case	eh/in (95 th percent	MINISTER STATE OF STREET	13.5	4.6	1.6	9.3	1.1	10,3	0.9	12.2	10.5	23.9	9.4	1	
Andreadally city of calculate an anima constitution and an anima constitution and anima constitution and anima	***************	RQ) (95 th percen		0.79	0.25	0.31	0.60	0.05	-di-	0.06	0.26	0.22	1.10	0.24	0.	
Uniform Delay	OCCUPANT NO THE PARTY NAMED IN		***************************************	76.0	63.2	57.2	80.8	69.0	42.9	87.5	23.7	21.3	66.9	11.6	4	
Incremental Delay (d 2), s/veh			8.5	0.4	0.1	6.5	0.2	0.4	0.4	1.5	3.3	10.0	0.3	0		
Initial Queue D	elay (d	ı), s/veh	Selfenten vinska	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	
Control Delay (d), s/veh			82.5	63.6	57.3	87.3	69.1	43.3	87.9	25.2	24.6	76.9	12.0	5		
Level of Service (LOS)			F	Ε	Ε	F	Ε	D	F	С	С	Ε	В	1		
Approach Delay, s/veh / LOS				77.5	3241-034182	E	60.3		E 25.6 C					29.4 C		
Intersection De	CONTRACTOR OF THE SAME	KINSTERNITA KATANYKATANYKATANYKA KATANISA PARAMISA PARAMI	- vmv - sis-			36	3.6				**************************************		D			
Multimodal Re	eulte.				ED.			WB-		i e e e	ķίΩ			SB		
Pedestrian LOS	Sentimentendentalenten	/I 08		2.75	annicatoring mainmai	C	2.99	man kanagapakan ka	C	2.59	unicenci y eeinini	C	a de la companya del companya de la companya del companya de la co	oranizajane nia	*******	
. Gucoulan LU3	, 3001E	, 200		1.28		v	2.30		В	2.08		v	2.42 1.60	ดองเพษติษคษ	В	

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General Inform	ation				2500000000			ir	itersect	ion Info	omatio	n	1 2	2.14	
***************************************	MUOII	Diane B. Zimmerma	n Traffi	c Engine	oring				uration,	ara sa mainte entre a filia de com-	0.250		1	4111	
Agency Analyst		DBZ	aii (1 6 11)	Analysis Date Jan 12, 2022					rea Type	MANAGEMENT PROPERTY AND ADDRESS OF THE PARTY A	Other	well with the second	4:		
Jurisdiction	****************	IDDC					automorphism compression compr			encontraction of the contraction			- : E	21	
			Time Period PM Pe			04049-7440-0-00-00-00-00-00-00-00-00-00-00-00-0			71 m ml m ml	0.98	· F	-136			
and the contraction of the contr				descention recommend	Analysis Year 2024 B				nalysis I	renod	1> 4:4	. 5	4 -2		
arana kana kana kana kana kana kana kana					me	PM 24	B Pres	on.xus	COCINICIONINAMONINA	landided with the block of the		Adrian with the transport of	4 9		
Project Descrip	tion	Old Preston Apt												Mary Mary Mary	ris.
						<i>16-16-16</i>		1470			NO			co.	ese.
Demand Information					_E8		.	WB	1 -		NB	1 -	-	SB	T -
Approach Move	MANAGER PROPERTY AND A STREET			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h		50.000	360	66	46	231	15	364	12	1229	229	718	1843	11
											1 1				
Signal Informa	<i>Commence</i>	T			₹, «	7717.	184	ے	L	OWWE	otan	L	Ť=		
Cycle, s	180.0	Reference Phase	2		55		T/	• i ,	Ħ	5					- ()
Offset, s	0	Reference Point	End	Green	6.0	28.6	66.7	15.7	1.7	23.1			عر		5.
Uncoordinated	No	Simult. Gap E/W	On	Yellow	Esseniana menerana	3.5	4.3	3.5	3.5	3.6		\ <		7	
Force Mode	Fixed	Simult, Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	3	1 4	6	- 7	
Timer Results	0.0			EBL		EBT	WBI		WBT	NBI		NBT	SBL		SBT
Assigned Phas	е			7		4	3		8	5		2	1	all and a second	6
Case Number				2.0		3.0	2.0		3,0	2.0		4.0	2.0		3,0
Phase Duration, s				30.4		37.3	22.2		29.1	12.5		72.9	47.6		108.0
Change Period, (Y+Rc), s				6.5	(S) (S)	6.0	6,5		6,0	6.5		6.2	6.5		6,2
Max Allow Headway (MAH), s				5.6		5.7	5.1		5.7	3.0		0.0	4.0		0.0
Queue Clearance Time (g s), s				21.2		7.5	14.2		19.5	3.1			38.7		(710) (111)
Green Extension Time (g e), s				2.7		4.3	1.5		3.6	0.0		0.0	2.4		0.0
Phase Call Probability				1.00		1.00	1.00		1.00	1.00	i 🖠		1.00	7	
Max Out Proba	AND DESCRIPTION OF THE PARTY OF	99.8555-869.85-85.88.88.89.88.89.95-88.95.75.78.88.88.98.98.88.88.88.88.88.88.88.88.88	er, ergeger van ergeger besen. Hoveren som generalen erge	0.01	······································	0.00	0.00	onesweepersones	0.04	0.00	nice named and the second	***************************************	0.14	and the second	HANGE STATE OF
MICK COLT TODA), 0.0			0.00							1	
Movement Gro	oup Re	sults			EB			WB		1960 (BB) (B	NB		0.000	SB	
Approach Move	Emmeration (exercise		ungiament macromore trace	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move				7	4	14	3	8	18	-5	2	12	1	6	16
Adjusted Flow		v). veh/h		367	67	47	236	15	371	11	900	413	733	1881	11
Marian Company of the	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	low Rate (s), veh/h/	în	1675	1900	1425	1702	1900	1414	1697	1885	1730	1743	1870	140
Queue Service	DANAMINE PERSONAL PRINCIPAL PRINCIPA		Marie Commence of the Commence	19.2	5.5	2.4	12.2	1.3	17.5	1.1	25.7	24.3	36.7	16.8	2.
angapang garajung dipagapang pagamaan dii inda iya i	waxaana waxaa waxaa	ce Time (gc), s	**********	19.2	5.5	2.4	12.2	1.3	17.5	1.1	25.7	24.3	36.7	16.8	2.
Green Ratio (g		came(ye), 5 ve	Andreas Andreas (1997)	0.13	0.17	0.21	0.09	0.13	0.36	0.03	0.37	0.37	0.23	0.57	0.7
-commensus gravagement production and the company of the company o	ny misin'i ana mandre			<u> </u>		591	297	244	1008	57	1397	641	815	4229	98
Capacity (c),	WITH COMPANY COMPANY	otio (V)		445	331	entrassumera	-4400000000000000000000000000000000000		<u> </u>	أستشسن			<u> </u>	<u></u>	·
Volume-to-Cap	EQUIPMENT OF STREET	SCORE SANCES CONTRACTOR SANCES			- Carine Caracteristic Caracte	0.079	Section Anticipant	STREET,	0.369	Contractions	0.644	linamentamente constitue	Control of the second	0.445	ogranicanan
Back of Queue (Q), ft/in (95 th percentile)				121,7	39.5	244.8	28.6	259.8	24.3	314.5	Б инониченного изонью	603.3	243.2	a francisco	
Back of Queue (Q), veh/ln (95 th percentile)			13.5	4.9	1.6	9.5	1.1	10.3	0.9	12.5	10.6	23.9	9.6	1.	
Management of the second of th	nación caror ación	(RQ) (95 th percen	tile)	0.79	0.27	0.32	0.61	0.05	0.74	0.06	0.26	0.22	1.10	0.24	0.2
Uniform Delay	<u>encomproproproproproproproproproproproproprop</u>	emidrodesimenta kathamia o terminaren iran -konstriknar konsesioan emissi		76.0	63.6	57.5	80.6	68.9	42.9	87.5	24.1	21.6	66.9	11.7	4.
Incremental De	approximation of the second o	egue la reserviu generiu anno con constante la mentan		6.5	0.4	0.1	6.5	0.2	0.4	0,4	1.5	3,3	10.0	0.3	0.
Initial Queue Delay (d 3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.		
Control Delay (d), s/veh		82.5	64.1	57.6	87.1	69.1	43.3	87.9	25.6	24.9	76.9	12.0	5.		
Level of Service	e (LOS)		F	E	E	F	E	D	F	С	С	E	В	A
Approach Delay, s/veh / LOS					5	Ē	60.	5 [E	25.1	9	C	29.2	2	C
Intersection De	Transmoverson	**************************************		1			8.6	พระเทรงาะที่รถงะเคย	urnumuunummanini		samunsukonunsk		D	eterinis executivos estas	*******
Multimodal Results				Bayananan	EB		WB			100000000000000000000000000000000000000	NB		l SB		
Pedestrian LO	represident representations	e/LOS		2.75		C 2.99		rivarejumento en vid		2.59		C	2.42	-	В
Bicycle LOS Score / LOS					3	A	1.5	, , , , , , , , , , , , , , , , , , ,	В	1.3	emercus frances	A	1.6	description of the second	B

					ersect					,				
General Information							li	ntersect	tion Inf	ormatic	าก		6.44	
***************************************	Diane B. Zimmerma	n Traffi	c Engin	eerina		maranana	-	uration,		0.250	and the second second	- J	2111	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	DBZ		gramman Kamer	community or a	Jun 2,	2021		rea Typ		Other		1488		
Jurisdiction			Time F		AM Pe	OMONOMIC COMPANSA	anno anno an de paramente de la comunicación de la comunicación de la comunicación de la comunicación de la co	HF		0.90		172	*	- 9
	Preston Highway	&wv		is Year				nalysis	Period	1> 7:	15	1,500		
interentational and the committee of the contract of the contr	Interchange Drive		File Na	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	- A CONTRACTOR OF THE PARTY OF	Presto	aarennaanin	***************************************	**********************		didion and an artist and a second			
this was the last the control of the first of the control of the c	Old Preston Apt	~~~~~~~~~					denormondo o o o	V-00204V-1176/7/MING	ma environamento en a	droomonovennoor	***************************************			<b>***</b> *********************************
Demand Information				EB	100		WB			NB			SB	
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	F
Demand ( v ), veh/h			67	51V/357039	15	1	0	1 1	10	1315	i 3	1 1	721	15
Signal Information						**	173						لسر	
Cycle, s 150.0	Reference Phase	2		55	> 717	4 <b>4</b>	<b>*</b>				٠,	7	<b>.</b>	-{
Offset, s 0	Reference Point	End	Green	0.3	5.7	113.1	6.0	0.5	0.0	-			T	
Uncoordinated No	Simult, Gap E/W	Off	Yellow	3.5	0.0	4.3	3.6	3.6	0.0		\ 4	•	ا بر	•
Force Mode Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.4	2.4	0.0	J		ě		
Timer Results			EΘ	-	EBT	WB		WBT	NBI	•	NBT	SBI	• <u> </u>	SBT
Assigned Phase					4			8	5		2	1		6
Case Number				STORES OF THE STORES	9.0			12.0	2.0		4.0	2.0		3.0
Phase Duration, s	daminantani in mandamany in minantana mandalahan in minantani in mandani in mahanda manda in manda minantani m				12.0			6.5	12.5		124.7	6.8		119.0
Change Period, (Y+R	dje sija gjeji gje gje djesje sje si si siste je soon ge ee de gestem noe se en nee				6.0			6.0	6.5		5.9	6.5		5.9
Max Allow Headway ( A	MAH), S				4.0			3.1	4.0	······································	0.0	4.0		0.0
Queue Clearance Time	(g:),s				0.00000			2.2	3.0			2,1		
Green Extension Time	(ge), s				0.0			0.0	0.0		0.0	0.0		0.0
Phase Call Probability								0.09	1.00	)		0.04		
Max Out Probability					l			0.00	0.00	)		0.00	)	
Movement Group Res	uns			EB			WB		450 Mil 18	NB			SB	
Approach Movement		Cesser Cress Course.	L	Ţ	R	L	T	R	L	T	R	L	T	F
Assigned Movement			7	1000 11005 110	14	3	8	18	5	2	12	1	6	1
Adjusted Flow Rate ( v	CONTRACTOR	************	74		17		2	2.5.000.0000	11	700	700	1	782	16
Adjusted Saturation Flo	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	n	1661	recourses s	1359		1704		1527	1856	1854	1810	1724	150
Queue Service Time ( g		***************************************	3.3		1.7		0.2		1.0	12.5	12.5	0.1	10.8	3.
Cycle Queue Clearance	3 IIMe ( g & ), S		3.3		1.7		0.2	<b>!</b>	1.0	12.5	12.5	0.1	10.8	3.
Green Ratio ( g/C )	emeneraniero emercina en comunicación de la comunic		0.04		0.08	ļ	0.00		0.04	0.79	0.79	0.00	0.75	0.7
Capacity ( c ), veh/h	SSESSION CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CO		133	orani di mandala da ma	109		6		61	1470	1468	3	2599	12
Volume-to-Capacity Ra			0.560	tordescorrentescorre	0.153		0.368	<u> </u>	Granica - marinari	0.477	0.477	Spiritus and and an animal	Guarana ang amang ang ang ang ang ang ang ang ang ang	0.1
Back of Queue ( Q ), ft/	indiana aisind intima antonima intima interior	Witth the orton or the	68.7		31.4		4.8		January Marie Comment	***********	135.5	3.8	158.9	43
Back of Queue ( Q ), ve			2.6		1.1		0.2		0.7	5.4	5.4	0.2	6.1	1.
Queue Storage Ratio (		ile)	0.17		0.52		0.00		0.09	0.00	0.00	0.04	0.00	0.1
Uniform Delay ( d + ), sa	<del>erinalista kululuista kaluluista kaina karata ka</del>		70.7		64.3		74.6		71.7	2.8	2.8	74.8	5.9	3.
Incremental Delay ( d 2	his positivi killikoitiin täheteitä kättä kiirin omai kirikin kirikitain kirikitain kirikit	and the same of th	3.7		0.6		13.3		0.9	0.8	0.8	49.9	0.3	0.
Initial Queue Delay ( d			0.0		0.0		0.0	Onomer was reviewed	0.0	0.0	0.0	0.0	0.0	0.
Control Delay ( d ), s/ve			74.4		64.9		87.9		72.6	3.6	3.6	124.7	6.2	3.
Level of Service (LOS)	NATURA DE VIDA CONTRA C		E	independent of the second	E		F		E	A	A	F	A	_ A
Approach Delay, s/veh			72,€		E	87.9	)	F	4.1		Α	5.9		A
Intersection Delay, s/ve	h/LOS				7.	4						A		
Multimodal Results	urangan bermatak di Kritika Mililia			EB			WB			NB			SB	
Pedestrian LOS Score		anno are an an a	2.33	account to all more con	В	2.49		В	1.62		В	2.05	econocers and all discovering the second	В

HCS™ Streets Version 7.9.5

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General inform	ation								ntersect	ion inf	ormatic	LD.		ر خاراد	1.
Agency	iauvii	Diane B. Zimmerma	on Traff	c Engine	ootina			···	ouration.	-	0.250	(Intiliano compressora			
Analyst	07 <i>C</i> -0-1/C	DBZ	an man	general militarios	***************************************	Dec 2	2 2024	mana and and			Other	*********			
	\$1465000000000000000000000000000000000000	IODA T	·	Time F	and the second section is a second	-Evenennennen	animakan masan mu	racocacana de la composición de la comp	rea Typ	C	o de la communicación de la communicación de la communicación de la communicación de la computación de la communicación de la computación				٨
Jurisdiction		_	************************	<b>о</b> рганизментно		AM Pe	Santakrim himmone olemene		HF.		0.90		-1-200		**
Urban Street	CPVETCHANCE CONTRACTOR	Preston Highway			is Year	~\$~~~~~	Vo Bullo	เหตากระหาศักราก	\naiysis	Period	1> 7:1	15			
Intersection	Signature Commission of the Co	Interchange Drive	***********	File Na	ıme	AM 24	Presto	n NB.x	US	Più-Xahan-Ausansia	***************************************	×		111	
Project Descript	ion	Old Preston Apt											1	(KIMM)	fr (f [*] :
Demand Inform	PRESCOUZABIONO//Zmi	DEN DE CONTRACTORISMO DE CONTR			EB			WB			NB	<del></del>		SB	regionistation
Approach Move	************************			<u> </u>	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), v	eh/h			58	24	15	190	13	1	10	1300	137	125	635	15
01	41					Tible	- 11-								
Signal Informa	<del>ctate/atotate/late</del>					八八	17	Ľ		and the state of t			<b>+</b> -		-
Cycle, s	150.0	Reference Phase	2		55		1	<b>*</b>	ĸ [	Time of the last					-(-)
Offset, s	0	Reference Point	End	Green	6.0	0.9	83.6	7.9	20.7	0.0					ĸ
Uncoordinated	No	Simult. Gap E/W	Off	Yellow	diagrammy openiones.	3.5	4.3	3.6	3.6	0.0		\ 4		<b>7</b>	7
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.6	2.4	2.4	0.0	<b>]</b>	13	6	7	
Timer Results	5			EBL		EBT	WB		WBT	NBI	. 1	NBT	SBI		SBT
Assigned Phase	<b>3</b>		Marine Strate-Strate (MARINE)		Name of the last o	4			8	5		2	1		6
Case Number						9.0			11.0	2.0	0.00	4.0	2.0		3.0
Phase Duration	, 5					13.9			26.7	12.5	5	89.5	19.9	9	96.9
Change Period,	(Y+R	c), S		888		6.0			6.0	6.5		5.9	6.5		5.9
Max Allow Head	way (	MAH), s	are an initial particular and a second			4.0			3.0	4.0		0.0	4.0		0.0
Queue Clearan	ce Time	(gs).5				7.6			20.3	3.0			13.0	<b>.</b>	
Green Extensio			************		***********	0.3	emenustrious an in	***************************************	0.4	0.0		0.0	0.4	-	0.0
Phase Call Prol	CAROLOW WAREN	<b> </b>				1.00			1.00	1.00	and the second		1.00	aranafaran	MOSSAM
Max Out Proba	MATERIAL CONTRACTOR		***************************************			0.00		***************************************	0.00	0.00	and the same of the same of		0.00	เลงของเหมือนระเน	en e
				8				l.	0.50				ļ	l	
Movement Gro	up Re	suits		130.00	EB		78 (100 (100)	WB		10.500.537	NB	100		SB	
Approach Move	ment		CACA-CONCURS CON	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment			7	4	14	3	- 8	18	5	2	12	1	6	16
Adjusted Flow I	Rate ( v	/ ). veh/h		64	27	17		226	1	10	710	691	135	688	16
WHITE STREET,	OTCH MINISTER CHIEF PART	ow Rate ( s ), veh/h/	in T	1711	1900	1359		1815	1610	1527	1856	1793	1810	1724	158
Queue Service	01976059999999999999	NACHARICAMINE PROCENCIA NACEA E CAMBONIEA	ECONOCCUS IN THE	5.6	2.0	1.7	-	18.3	0.1	1.0	33.2	32.7	11.0	14.7	6.1
Martin and the Commence of the	or opening recommend	æ Time (gc), s		5.6	2.0	1.7	minglik kejir Çimes vindesamı	18.3	0.1	1.0	33.2	32.7	11.0	14.7	6.1
Green Ratio ( a	in color service de la color d	- anio ( A c ) a same	eren (eren eren eren eren Armania eren eren eren eren eren eren eren ere	0.05	0.05	0.09	26.5004.603	0.14	0.14	0.04	0.56	0.56	0.09	0.61	0.6
Capacity ( c ), v	cymerowale years and			90	100	126		251	222	61	1034	999	162	*************	سنخمص في
		ntio / V )		§	NAME AND ADDRESS OF THE PARTY O	<u> </u>	400(000)	Cueromino con co	Lawrence	September de la companya del companya del companya de la companya	<u> </u>	*	E-manue	2092	104
Volume-to-Cap	anserale e e e e e		100 No. 100	<u> Samuellanian de la companya de la</u>		0.132		independent of the second	0.005	-	g-commonous	0.692	0.836	-	nije metanen
	aksonomina an	/in (95 th percentile	Lacores and the second	125.6	45.2	30.8	ļ	335.3		20	405.2	368.7	228.4	242.6	93.
- A CONTRACTOR OF THE PROPERTY		eh/ln ( 95 th percent	***************************************	4.8	1.8	1.1		13.4	- management	0.7	15.8	14.7	9.1	9.3	3.7
AND THE RESERVE OF THE PERSON NAMED IN THE PER	vendalan — veni	(RQ) (95 th percen	tile)	0.31	0.00	0.51	433303	0,00	0.00	80.0	0.00	0.00	2.28	0.00	0.3
Uniform Delay	CONTRACTOR	entra application (protestation or describe the interpretation of the contraction of the	aliconomico de la composição de la compo	69.9	68.3	62.5	and the second of the second o	63.6	55.8	72.4	15.0	14.2	67.2	14.5	9.7
Incremental De	and a substitute of the substi	ann an fein an de an an de de le la company de la comp		10.1	1.4	0.5		4.7	0.0	0.8	2.5	2.6	10.0	0.4	0.3
Initial Queue Do	<del>ermedia esc</del> are	<del>ent i cirilitalinalinaria cara antinalinali</del>		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (	un en	<del>literal konstruction (state de literal de l</del>		80.0	69.7	63.0		68.3	55.8	73.2	17.5	16.9	77.2	14.9	10.
Level of Service	e (LOS	)		F	E	E		E	E	E	В	В	Ε	В	В
Approach Dela	y, s/yeh	HLOS	14.11(45)/60	74.8	3	E	68.2	2	E	17.	5	8	-22.0	3 [	C
Intersection De	lay, s/v	eh / LOS		Ĭ.		2	5.8						C		xxx440404044444
Multimodal Re	sults				EB			WB			_NB			SB	
Pedestrian LOS	Score	/LOS	montanione and	2.32	2	В	2.49	9	В	1.9	1	В	2.09	9 T	8
ouncilosido enticipacion y municipality	ore / L		NO DE CONTROL DE CONTR	0.67	wereinstern begreichten	Α	0.80		Α	1.8	<del>, , , , , , , , , , , , , , , , , , , </del>	В	1.3	waterian distriction of	A

0						and the second									
General Inform	IATION	Dinna B Zimma	. T	o Coole	norica	****************	i ezonomio Statinizacioni	eranera e e e e e e e e e e e e e e e e e e	tersect	N-0000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000-N-1000	<b>matio</b> 0.250	13 		ver i	
Agency		Dlane B. Zimmerma DBZ	ari iraili	<i>Constitution and Contract</i>	WHOSE HERY DOMESTING VIEW	lan 10	2022	anne ann ann agus ann an	uration,	namananan kan	0.250 Other	en e			
Analyst		NOC		Analys	inimate de la companya del la companya de la compan	Jan 12 AM Pe		<del>าวกรางประจั</del> ฐเทตาล	rea Typ HF	3 *************	0.90		132		٠.
Jurisdiction	ernendek karilmir ekramakil	Ozastan I Habiii	en anno anno anno de la compaño de la co	ผู้สาขาดเกาะสาขา	**************	เรื่องเขาของความเกาะเก		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			-				*
Urban Street		Preston Highway	ordwolitedamahitaninis	general meneral parts	is Year	2024 E	ATTENDED TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLU	A	nalysis	reriod	1> 7:1	<b>0</b>	-		
Intersection		Interchange Drive		File Na	ine	AM 24	Presto	1 B.XUS	to annotative de la companie de la c	Verienia i concilente i si i cia	in milina ana mana mana ana ana ana ana ana ana	and the second s	-		
Project Descrip	tion	Old Preston Apt											1 25	108.18,787.90	ecr
Demand Inform	mation			Ī	EB		i i	WB		i lancaria	NB			SB	
Approach Move	articonstrainment	· · · · · · · · · · · · · · · · · · ·		L	T	l R	L	ΤT	T R	ĺι	T	R	1 .	TT	ΙR
Demand ( v ), v				93	24	15	190	13		13	1300	al andrews	125	647	15
Domana ( v ), v	Olivii.				1000	, ,			A March Arts		,,,,,,,,	, ,	12.0		
Signal Informa	tion					IЖ	1,4	12 -	J						
Cycle, s	150.0	Reference Phase	2			1	ğ	•	7		3				_8
Offset, s	0	Reference Point	End	Green	6.0	0.9	80.1	11.4	20.7	0.0			_#.21	- 4	Ŋ.
Uncoordinated	No	Simult. Gap E/W	Off	Yellow	- Description to a transfer commission	3.5	4.3	3.6	3.6	0.0			•	۱,	9
Force Mode	Fixed	Simult, Gap N/S	On	Red	3.0	3.0	1.6	2.4	2.4	0.0	7				_
Timer Results				EBI	_	EBT	WBI	.   1	WBT	NBL		NBT	SBL	.	SBT
Assigned Phas	e				T	4			8	5		2	1		6
Case Number		***************************************		de ubstelle		9,0			11.0	2.0		4.0	2.0		3.0
Phase Duration	, S			Spragence's project (consistent)	successive distributions of the	17.4	eninamentumin am		26.7	12.5		36.0	19.9	)	93.4
Change Period	( Y+R	c), S				6.0			6.0	6.5		5.9	6.5		5.9
Max Allow Hea	WW. 2007 P. 17 P. 17	Water the second se				4.0	ing sing in the second		3.0	4.0		0.0	4.0	1	0.0
Queue Clearan	ce Time	2 ( g a ), s		\$ 100 00		10.9	783775517		20,3	3.2	Scott ero, at	0/10/01/1960	13,1		135 V.C
Green Extension	THE PERSON NAMED IN		annamanananahaine			0.5	phásolutorovántelot	1	0.4	0.0		0.0	0.4	Airest States	0.0
Phase Call Pro	bability					1.00			1.00	1.00			1.00	T T	
Max Out Proba	bility		***************************************			0.00			0.00	0.00			0.00	)	Antonio de Carlos de Carlo
_															
Movement Gro	oup Res	sults		80 50 8	EB			WB	50 (2) 5		NB		2.65 (5.	SB	
Approach Move			North March North Control	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	- 6	16
Adjusted Flow	Rate ( v	'), veh/h		103	27	17		226	1	13	709	690	136	701	16
Adjusted Satura	ation Fk	ow Rate ( s ), veh/h/l	n	1711	1900	1359		1815	1610	1527	1856	1793	1810	1724	158
Queue Service		The state of the s	NEWS OF STREET PARTY OF STREET	8.9	2.0	1.6	anne de la compositación de la	18.3	0.1	1.2	37.0	36.3	11.1	16.0	6.
narion emigration color material contration estimates	atyadat ya tanjingi in misianta	e Time ( g = ), s		8.9	2.0	1.6		18.3	0.1	1.2	37.0	36.3	11.1	16.0	6.
Green Ratio (g			nammonono	0.08	0.08	0.12		0.14	0.14	0.04	0.53	0.53	0.09	0.58	0.6
Capacity ( c ), \	<del>nitratiat application at the</del>		8889.8E	130	144	157		251	222	61	990	957	162	2012	104
Volume-to-Cap	acity Ra	atio (X)		<u> </u>	0.185	Constantina (Constantina Constantina Constantina Constantina Constantina Constantina Constantina Constantina Co			0.005	0.207	0.716		0.836	<del>Š, raskos sa arabana</del>	
and the state of t	marini mangala an mangala	/In ( 95 th percentile	AND CONTRACTOR OF STREET	199.6	43.3	29.8		335.3	1.6	26	473.9	429.6	228.4	261.9	93
nggyanamagangangangangan, magapagangan pagabagan	u de manual de processo	eh/ln ( 95 th percent	garage of the second	7.6	1.7	1.0	wiremone an amount	13.4	0.1	0.9	18.5	17.2	9.1	10.0	3.
Queue Storage	Ratio (	RQ) (95 th percen	tile)	0.50	0.00	0.50		0.00	0.00	0.10	0.00	0.00	2.28	0.00	0.3
Uniform Delay	(d1), s	/veh		68.2	65.0	59.4		63.6	55.8	72.3	18.2	17.1	67.2	16.3	9.
Incremental De	NAMES AND DESCRIPTIONS OF	the community of the second co	111111111111	10.5	0.6	0,3	interior mentionis entre su	4.7	0.0	1,1	3.0	3.1	10.0	0.4	0.
Initial Queue D	elay ( d	3), s/veh		0.0	0.0	0.0	projectory comme	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (	d ), s/v	eh		78.7	65.6	59.6		68.3	55.8	73.4	21.2	20.3	77.2	16.8	10
Level of Service	<del>anna kiriyaa - kakalak</del>	takatakalantajanga sagaga sagagan sagang sa sa sagagan sagan		E	E	E		E	E	E	С	С	E	В	В
Approach Dela	y, s/veh	/LOS	anaradhanan Selember 199	74.		E	68.2		E	21.2		C	23.8	<u> </u>	C
Intersection De		eh / LOS				28							C		
	ente		2000/0800/085	i i	EB-	1000000000		- WB -			NB-		200 Maria (1900)	SB	<u>arioni (ili)</u> eriori
Multimodal Re Pedestrian LOS	NAME AND ADDRESS OF THE OWNER, WHEN	de Citation de Santinion de la companya de la comp	ORDER OF STREET, STREE	2.32	ainiseus againmin	В	2.49	and the second second second	8	1.91	kiristeriti iyi tambi em	В	2.09	animies (animiprotession)	В

			nalize											
General Informat	ion						lo	tareact	ion Info	rmatio	n		44,44	
Agency	Diane B. Zimmerma	an Traffi	c Engine	erina		and description of the second	mandama	uration,		0.250	***************************************	1	1111	
Analyst	DBZ	uii ilaili		muooliidoidmaarii/	Jun 2,	2021	<del>~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</del>	ea Type	*******	Other				
Jurisdiction	NOT TO SECURITION OF THE PROPERTY OF THE PROPE	***************************************	Time P		PM Pe	WANDARD TOTAL TOTA		de Typi de	<u> </u>	0.98		- 1.64		
Urban Street	Preston Highway	novelen on the letter label	Analys	***********	- Britanian	an	namarnikanin	nalysis i	Deriod	1> 4:4	5	1:68	*	
Intersection	Interchange Dr		File Na		\$	Presto	iaccontecuellitamente	ialysis :	F CHOQ		-	4-7		
<del>unananananin'i ani dia dia dia dia dia dia dia dia dia di</del>	and the second s		FIIC IVA	1116	111121	FICSIO	1.805	<del>Activities a</del>				-		N Z
Project Description	i (Old Flesion Apr													
Demand Informat	don			EB			WB		F	NB			SB	
Approach Moveme			L	T	l R	L	T	T R	L	T	R	L	T	R
Demand ( v ), veh	oden de compresenta e transcenta e transcenta de compresenta de compresenta de compresenta de compresenta de c	-	184		48	3	0	4	16	1222	riigumaaniin.	0	1867	15
		December 2	Color Colores								3000	30,00		
Signal informatio	n				Ų	15 4	J							
	30.0 Reference Phase	2	Alexandria (1)	L < 17					200	1	<b>S</b>	17	≠_,	_7
	0 Reference Point	End	Green	3.4	126.2	20.0	6.0	0.0	0.0		1		1	
Uncoordinated	No Simult. Gap E/W	On	Yellow	Scargerane son	4.3	3.6	3.6	0.0	0.0			. +-	ا بر•	-
Force Mode F	ixed Simult, Gap N/S	On	Red	3.0	1.6	2.4	2.4	0.0	0.0			- 6	7	
Timer Results			EBL		EBT	WB	.   3	NBT	NBI		NBT	SBL		SBT
Assigned Phase					4			8	5		2	1		6
Case Number					9.0	V 1855 1856		12.0	2.0		4.0	2.0		3.0
Phase Duration, s		economica de la composición dela composición de la composición dela composición dela composición dela composición de la			26.0			12.0	9.9	1	42.0	0.0		132.1
Change Period, (	Y+Rc),s				6.0			6.0	6.5		5.9	6.5		5.9
Max Allow Headw	ay ( MAH ), s	-			4.0			3.1	4.0		0.0	0.0		0.0
Queue Clearance	Time (ga), s							2.7	3.6					
Green Extension	Time ( g + ), s				0.0			0.0	0.0		0.0	0.0		0.0
Phase Call Probal	oility	5.4						1.00	0.56	)		8 85 85		
Max Out Probabili	ty	e-evenene optiones <del>t i</del> determin				S-MANUAL PROPERTY OF THE PARTY		00.0	0.00	)	- menter tipatan jari teritan terita			***************************************
						200								
Movement Group	makan kalendari di Salah S			EB			WB			NB		-	SB	
Approach Movem	<del>Statistical series or was experient between consider to deliver received on the formation of the consideration of the constant of the constan</del>		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Moveme			7	ijiga (di) M	14	3	8	18	5	2	12	8 3 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	6	16
Adjusted Flow Ra	yNaticianterationilationilationilationilationilationilationilationilationilationilationilationilationilationil		188		49		7	encimicataine enci-	16	630	629	0	1846	15
Nethalaanumussaamiidahaumadariihdekeriikii erii Aferi	on Flow Rate ( s ), veh/h/	/In	1757		1610		1690		1810	1885	1884	1810	1781	159
Queue Service Ti	<u>umaaninga anaanina maanaana anaanaana anaanaanaanaanaanaanaa</u>		9.0		4.9		0.7		1.6	19.9	19.9	0.0	61.1	3.
	arance Time ( g c ), s		9.0	80.000	4.9	400000	0.7	94444	1.6	19.9	19.9	0.0	61.1	3.
Green Ratio (g/C	lacemilia dello destra della fina della constanti della fina della constanti della constanti della constanti d		0.11	-	0.13	PERSONAL PROPERTY AND A SECOND PROPERTY AND A SECOND PROPERTY AND A SECOND PROPERTY AND A SECOND PROPERTY AND A	0.03		0.02	0.76	0.76		0.70	3.0
Capacity ( c ), vet	νh		390	37.137.13	209		56	pend-horizonel-microsof	34	1425	1425	1	2497	129
Volume-to-Capac	ity Ratio (X)		0.481		0.234		0.127		0.486	อักแรงสอดสอดสอดสอดส	0.442	0.000	0.739	and measures
	2), it/in (95 th percentile		183.7		91.7	100000000000000000000000000000000000000	14.6		37.6	Engrangements	266.1	0	788.8	مسسما
Back of Queue (	2), veh/in (95 th percen	tile)	7.3		3.7		0.6		1.5	10.7	10.6	0.0	31.1	1.
A ADMINISTRAÇÃO PRODUCEM A COMPANSA A COMPAN	atio ( RQ ) ( 95 th percer	ntile)	0.46	3874500	1.53		0.00	3000 S	0.15	0.00	0.00	0.00	0.00	0.1
Uniform Delay ( d	and the second s	WWW.	75.1		70.3	Longonomono	84.5		88.8	6.9	6.9	0.0	19.0	3.
Incremental Delay	/ ( d 2 ), s/veh		0.9		0.6		0.4	-	7.5	0.7	0.7	0,0	1.5	0.
Initial Queue Dela	ıy ( <b>d</b> 3 ), s/veh		0.0		0.0		0.0	ļ	0.0	0.0	0.0	0.0	0.0	0.
Control Delay ( d	), s/veh		76.0		70.9	4504.000	84.8		96.3	7.6	7.6	0.0	20.5	3.
Level of Service (	LOS)		E		E		F		F	A	A		С	A
and the state of t	s/veh/LOS		76.0		E	84.	3	F	8,8		Α	19.2	2	В
Approach Delay,	shigh /I OS				19	).3	0000-000-00-00-00-00-00-00-00-00-00-00-					В		
- contract minimum and property operated by the direct state of the contract o	Y, STYCH I LUS													
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Approach Delay,	ilts		2.33	EΒ		2.4	₩B	В	1.6	NΒ	В	2.0	SB	

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Analyst	CHIAN-HOUSE CHIANCE	DBZ	***************************************	Germanna and an annual and a	CONTRACTOR PROPERTY.	Dec 2	3 2021		rea Typ	***********	Other	****************	4 3		
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Urban Street	<del>Quyate <b>q</b> (de</del> llamon) (de <del>l</del> lamon)	Preston Highway		å-commune		American	vo Build		ınalysis	Doriod	1> 4:4		-  :		*
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Intersection		Interchange Dr	lanes a service de la constante de la constant	FIIE No	######################################	PW 24	ND PI	25(011.X)	us ····································	a r cockestonomenesson	milianaraaraaraa		4 N		<b>44</b>
Project Descripti	OH	Old Preston Apt											1 50	1 (B) 11 Jan 190	even Table
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Assigned Phase						4		-  -	8	5		2	1	<del>-  -</del>	6
Case Number						9.0			11.0	2.0		4.0	2.0	-1-	3.0
Phase Duration,	•		acostological trochast	***************************************	***	26.0	***************************************	en anno al marco	31.5	14.5	en establishment de la constant	98.1	24.4	animental proteins	108.0
Change Period,					·	6.0	Constructive contracts		6.0	6.5	and the same of	5.9	6.5	manuel anna	5.9
Max Allow Head	- and the second second second	<del>-</del> NOS <del>- NOS PORTO DE PORTO DE PORTO DE PO</del>				4.0	-		3.0	4.0	<del></del>	0.0	3.0		0.0
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Queue Clearanc		transcommunication and account to the contract of the contract			venesile entre	nonacommunicación (			eministrativi propins	(en emember	anno minima prominente	~ ^	17.6	เดงเกราวงาร์สู้แรกรระแก	West of the last o
Green Extension		(ge),s			ecromodismos	0.8			0.4	0.0	un un mandigramenta	0.0	0.2	<del>สภาคาราช</del> ัยบนกระยา	0.0
Phase Call Prob	***********				นกระเทศที่จะสมเศษ	1.00			1.00	1,00	enmonel process	************	1.00	ดองการระบังสภาพาส	
Max Out Probab	ollity			il .		0.00			0.00	0.00	)		0.00	,	
Movement Gro	un Boc	nite			EB			WB			NB			SB	
Approach Move	NEW PROPERTY OF THE PARTY OF TH			L	T	R	L	Τ	R	L	T	R	L	T	l R
Assigned Mover	CHOOKS INTERPOTEMENT		MINISTRATION	7	***************************************	14	3	8	18	5		12	1	6	16
Adjusted Flow R	BUCOVARION NATION	A vah/h	cuesoumannocus.	105	98	49		238	4	15	636	624	157	1738	150
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	and the second	), verill ow Rate ( s ), veh/h/l		1810	1836	1610		1814	1610	1810	1885	1844	1810	1781	159
Company of the Compan	dia di seria da la manda da da		11	and the second		******						*******************************		Contract Contract	
Queue Service 1		ensormalisment ensiste an array obtains a array of the ensistence	risasystation	9.8	9.1	4.8		23.1	0.4	1.5	41.7	40.6 40.6	15.6	72.3	5.0 5.0
Cycle Queue Cl		e mie (yc), s		9.8	9.1	4.8		\$	0.4	1.5	41.7	Samuel Market Co.	15.6	72.3	· commence
Green Ratio (g/	and the second		Stewarts	0.11	0.11	0.16		0.15	0.15	0.04	0.51	0.51	0.10	0.57	0.6
Capacity (c), ve		w / V \		211	204	250	14556 <u>6</u>	267	228	80	966	945	190	2019	108
Volume-to-Capa			Virginia (Constantino)	gram	0.482	}	A 500 5 5 5 5 5	0.889			<u> </u>	0.660		granaman.	0.14
naivosisminteis kriminino intermetamente mineriale in	SNOWWOOD PRIM	/in (95 th percentile	month party and the	Law is tax management of a confirmation	193.4	88.5		408.8	nality of the security in the	31.4	Communication of the last	566.5	307.4	and the second second	74.
	мисорожный сустания.	eh/In (95 th percenti	CONTRACTOR	8.1	7.7	3.5		16.4	0.3	1.3	24.1	22.7	12.3	38.0	2.8
	mansimien/mei	RQ) (95 th percent	me)	0.51	0.00	1.47		0.00	0.00	0.13	0.00	0.00	3.07	0.00	0.2
Uniform Delay (**************************************		74.5	74.7	66.2		75.3	66.4	83.8	27.7	26.0	87.5	29.5	7.5
Incremental Dela	Namintin municipal (manage)	antamintusimintusimintalista kasilista (1911-1914)	STORY CHILDREN	1.8	1.8	0.4		4.0	0.0	0.8	2.5	2.6	3.1	4.5	0.2
Initial Queue De		*************************************	-	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (والمتراث والمتراد البواث	san salas an birta kalan artikata a rkitata kalan kalan kalan bara salah artikat an k		76.3	76,4	66.6		79.3	66.5	84.6	30.2	28.6	90.6	34.0	8.
Level of Service	and the second second	trada la destina de la composition de la compos	palarian interactory and	E	E	E		E	E	F	C	С	F	C	A
Approach Delay	Aminon passación pro-	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		74:		C	79.		E	30.1		•	36.4	1 1	D
Intersection Dela	ay, s/ve	eh / LOS				39).5						D		
						// Description							Section 1		
Multimodal Res	CONTRACTOR OF STREET		************		E8_	ionement de la constant		_ W8	MC-Water Control of the Control of t		NB	omaleicum conce		SB	in ministra in a
Pedestrian LOS	Score	/LOS		2.33	3	В	2.49	9	В	1.92	2	В	2.10)	В

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General inform	leuon			horientatus Sedenis Reniu	Salaminin desiria.			mannadisaan		ion info	equissest/Austrians	n	- i		
Agency		Diane B. Zimmerma	an Iraffi			11	0000		uration,	*****	0.250	iroshvizazioniliki			
Analyst		DBZ	cu-montesame	Austria de la companya del la companya de la compan	an Gerick de den einstelste ein	Jan 12	nielierneimenteginielimu	and the second	rea Type	2	Other			*	٠.
Jurisdiction	andronisistanismand	B	Militaria de la compositoria della compositoria del	Time F	9545-400-0450-040-0-4	PM Pe			HF		0.98			*	
Urban Street		Preston Highway	, , , , , , , , , , , , , , , , , , , 	guerranementera	is Year	2024 E	-		naiysis	Period	1> 4:4	5			
Intersection		Interchange Dr	**********	File Na	ame	PM 24	B Pres	ion.xus	vecen vermone		mangawa ta aa aa aa	damik terakteri terakt	4	100	
Project Descript	lion	Old Preston Apt											1 3	a day.	acat.
Demand Inform	nation			ı	EB			WB			NB			SB	
Approach Move	mietekoominenikkei	turn manususir manusekseri midteniiniiki kirikirini kiri 4eriusi vusi emilik	Minimization in the second	L	T	ΤR	1	T	Γ R	L	T	T R	l	T	R
Demand (v), v	NAMES OF TAXABLE PARTY OF TAXABLE PARTY.			192	28	48	221	12	4	28	1248	NO DE TRANSPORTE DE LA CONTRACTOR DE LA	159	1764	15
ocinala (*), t	W10/11			102	. 20	, ,,	LLI	1	e Edward Rose		12.10		1 100	11100	, ,
Signal Informa	tion					ДĽ	Ų	775						- 1	
Cycle, s	180.0	Reference Phase	2	oli managa Ma Ma Managa Ma Ma Ma Ma Ma Ma Ma Ma Ma Ma Ma Ma Ma	, r,	1 6 3		. = ?	7	шимаша	^		Þ		_8
Offset, s	0	Reference Point	End	Green	B C	3.6	92.0	20.0	25.5	0.0		- 1	2	. 4	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	ellerania in income	3.5	4.3	3.6	3.6	0.0				ا برا	
Force Mode	Fixed	Simult, Gap N/S	On	Red	3.0	3.0	1.6	2.4	2.4	0.0	7	1 .		7	
Timer Results				EBI		EBT	WBI	. 1	NBT	NBL		NBT	SBL		SBT
Assigned Phase	9					4			8	5		2	1	T	6
Case Number						9.0			11.0	2.0		4.0	2.0		3,0
Phase Duration	, S					26.0			31.5	14.5		97.9	24.6		108.0
Change Period	(Y+R	c), 8		180 000 00		6.0	4.销量		6.0	6.5		5.9	6.5		5.9
Max Allow Head	dway (/	<i>МАН</i>), s				4.0			3.0	4.0		0.0	3.0		0.0
Queue Clearan	ce Time	(g*),5		200 (100)		13.0		1	25.1	4.6			17.8		
Green Extensio	n Time	(ge), s	KUREAK GERMANA			0.9			0.4	0.1		0.0	0.2		0.0
Phase Call Prol	bability					1.00	an was a server a se		1.00	1.00			1.00		
Max Out Proba	bility				(0.00		(0.00	0.00			0.00)	
					FO			IAID			NO				
Movement Gro	UDVINIAN SOMMANICA	suns	CHARACTER CONTRACTOR	L	EB T	R	L	WB T	R	L	NB T	R		SB T	- n
Approach Move Assigned Move	THE PROPERTY OF THE PARTY OF TH			7	4	14	3	8	18	5	2	12	L 1	6	16
Adjusted Flow I	NESTICAL CONTRACTOR AND PARTY.	· · · · · · · · · · · · · · · · · · ·		118	107	49		238	10 4	26	631	618	160	1774	15
NAME OF TAXABLE PARTY OF TAXABLE PARTY.	- Andreas Constitution	ow Rate (s), veh/h/	ln	1810	1834	1610		1814	1610	1810	1885	1844	1810	1781	159
Aujusteu Satura Queue Service	CONTRACTOR OF THE PARTY OF THE	PROFESSIONAL DE LA PROFESSIONAL DE	*11	11.0	9.9	4.8		23.1	0.4	2.6	41.3	40.2	15.9	75.4	108 5.
and the second s	etternennennennennen	ğ. /. e Time (g ε), s	NII-DELFORMATION OF THE PARTY O	11.0	9.9	4.8	***************************************	23.1	0.4	2.6	41.3	40.2	15.9	75.4	5.
Green Ratio (g	NO+04500-40400-4040-4054		, and a second second	0.11	0.11	0.16		0.15	0.15	0.04	0.51	0.51	0.11	0.57	0.6
Capacity (c), v				211	204	250	-marianisportal publica	267	228	80	963	942	192	2019	10
Volume-to-Cap		etio (X)			0.525							0.656	Description of the second	watermoor/one	nagraturana
		/in (95 th percentile)	223.9	<u> Şuverun ermi</u>	88.5	1201112	408.8	7.2	55.1	601.5	561.8	Seeren aan aan aan aan aan aan aan aan aan a	1006.1	popilisas programas progra
nation by a secretary party by the second of	river militari di Sintra d	eh/in (95 th percent		9.0	8.3	3.5		16.4	0.3	2.2	23.9	22.5	12.4	39.6	3.
with the second	NAMES OF TAXABLE PARTY OF TAXABLE PARTY.	RQ) (95 th percen	ivament and the second	0.56	0.00	1.47		0.00	0.00	0.22	0.00	0.00	3.11	0.00	0.2
Uniform Delay	crashertzzikarina bil	PACHMODISTIC III III CONTONIONISTIC ANTINE MICE ANTINE MI		75.1	75.1	66.2	-	75.3	66.4	84.3	27.7	26.1	87.1	30.1	7.
Incremental De	ACOCONTROURD ON THE	ingkanpagibikhakkindebenganpan konskinken kamaner komandin ocksing		2.3	2.1	0.4		4.0	0.0	1.7	2.5	2.5	3.1	5.2	0.
Initial Queue D	خشيسين بالبارية بمرجبه بيسايدن	ىلى يىلىنى دەرىيىلىدىن سىسىلىكى دەرىكىلىنىنىڭ يىلىنىنىڭ يېلىنىنىڭ يېلىنىنىڭ يېلىنىڭ يېلىنىڭ يېلىنىڭ يېلىنىڭ يې ئالىنىڭ ئالىنىڭ يېلىنىڭ ئىلىنىڭ يىلىنىڭ يىلىنىڭ يىلىنىڭ يېلىنىڭ يېلىنىڭ يېلىنىڭ يېلىنىڭ يېلىنىڭ يېلىنىڭ يېلىنى		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (Coc-Microsoft			77.4	77.1	66.8	1000000	79.3	66,5	86.0	30.2	28.6	90.3	35.2	8.
Level of Service	こうていくうさんだんかんさん	Nikoladu iztelektektektektektet (Stillektektektektektektektektektektektektekte	Standard Arbanes (Stands	E	E	E	Parameter Comment	E	E	F	С	С	F	D	A
Approach Dela	accommonwed the contract of th			75.	1 -	E	79.1		E	30.6		C	37,4		D
Thhinani neis			NONCONTROL PROGRAMMON	ľ	ensenneretimen men	4().4	our control to the control		gronescommenios L	men seemänen men men men men men men men men men	n Amilia di Santa di Amilia da	D	omeno megano co	en constantino con
Intersection De		AND AND ADDRESS OF THE PARTY OF													
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		Н	CS7	Two-	Way	Stop	ı-Coi	ntrol	Repo	ort						
General Information					- Charles		Site I	nforn	nation			adale Record	e sita – string		es estato estático	dala sesara
Analyst	T DBZ	account of the control of the contro	March Bonnes Co.	**************************************			inters	ection		40914072411	Herr l	ane at V	Vesboro	erromentari del estera	nancusarren	ehlandarani
Agency/Co.		B Zimm	erman T	raffic En	aineerin	1000	Jurisd	March and the Co. C. C.			80 850 K			(1000)	20. SS 18	
Date Performed		/2020						Vest Stre	et	актанато и	Wesb	oro	and the same of th		and any or and all the	and the second
Analysis Year	2025		***************************************			2V//II//III	**************************************	/South S			Herr	Lane	***************************************	***************************************	***************	***********
Time Analyzed	***************************************	eak Build		1945 - 1946 - 1946 1946 - 194			***********	lour Fac	-	Antonio Contra	0.94	enterente de participa de la compansión de La compansión de la compa	denti idalahakka	***************************************		
Intersection Orientation		-South			(a accedo se	mažen Vitano			Period (I	rrs)	0.25	***************************************	C=07///-0-//N			***************************************
Project Description	Provid	dence Po	int	KEREK KARREMANDA	***************************************	ALVOOR ALVOOR A	***************************************	aunzan (Ninnauxu)	elikarikarikarikari elikarikarikarikari	***************************************				111-11-11-11-11-11-11-11-1		*******
Lanes					300 T			150						186		
						+t										
Vehicle Volumes and Adj	ustme	***************		···	An.	Street: Nor						CHANGE THE STATE		10782 0078 0000		
Approach	1	yesonmannos	ound	y		£	oound	Exercise Section 1		*********	bound	**********	***************************************	***************************************	bound	3 ~~~~~
Movement	U.	L	Т	R	U	L	J.	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	/	0		0		0	1	0	0		1	0	0	1 1	1	<u> </u>
Configuration	20000000000000000000000000000000000000	consiste distributivale	LR	active (ngative)		CONSTRUCTION OF	LR	00000000000	States Species	L	***************************************	TR	White Substantial	L		TF
Volume (veh/h)		10		17	ļ	21		25	*************	26	536	45		64	690	8
		0	1	1 0												de transatus
Percent Heavy Vehicles (%)		L		**************		0	U2024000000000000	4		0				0		Personal State of the State of
Proportion Time Blocked								4		0				0		
Proportion Time Blocked Percent Grade (%)			0				0	4		0						
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December 22, 2021

Traffic Impact Study

Apartments Old Preston Highway (KY 6304) Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet



DIANES ZIMMERIAN Troffic Engineering LLC

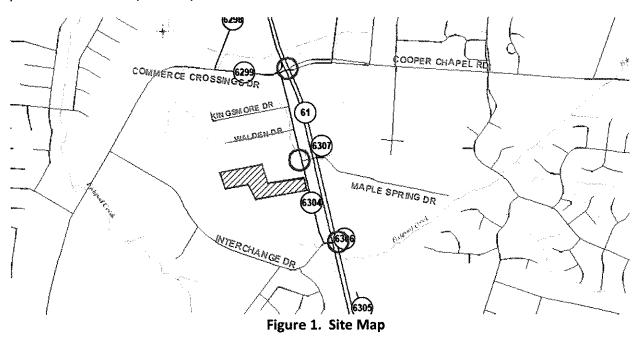
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Table of Contents

INTRODUCTION	2
Figure 1. Site Map	2
EXISTING CONDITIONS	2
Figure 2. Existing Peak Hour Volumes Old Preston	3
Figure 3. Existing Peak Hour Volumes Preston Highway	3
FUTURE CONDITIONS	4
Figure 4. 2024 No Build Peak Hour Volumes Old Preston	4
Figure 5. 2024 No Build Peak Hour Volumes Preston Highway	5
TRIP GENERATION	5
Table 1. Peak Hour Trips Generated by Site	6
Figure 6. Trip Distribution Percentages	6
Figure 7. Peak Hour Trips Generated by Site	7
Figure 8. 2025 Build Peak Hour Volumes	8
ANALYSIS	9
Table 2. Peak Hour Level of Service	9
CONCLUSIONS	10
ADDENIOLY	11

INTRODUCTION

The development plan for apartments on Old Preston Highway shows 174 apartment units. **Figure 1** displays a map of the site. Access to the development will be on Old Preston Highway. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study the impact area was defined to be the Old Preston Highway and Maple Springs Drive and the proposed entrance. Additionally, Louisville Metro requested analysis of the Preston Highway intersections with Commerce Crossings Drive and Interchange Drive, as an update to the traffic impact study dated October 7, 2021.



EXISTING CONDITIONS

Old Preston Highway, KY 6304, is a state-maintained road with an estimated 2021 ADT of 400 vehicles per day between Commerce Crossing Drive and Interchange Drive, as provided by the Kentucky Transportation Cabinet at station 042. The road is a two-lane highway with ten-foot lanes, a one-foot shoulder (provided by the Kentucky Transportation Cabinet). The speed limit is 35 mph. There are no sidewalks. The intersection with Maple Spring Drive is controlled with a stop sign on Maple Spring Drive.

Peak hour traffic count for the intersection was obtained on Tuesday, August 24, 2021. The a.m. peak hour occurred between 7:15 and 8:15 and the p.m. occurred between 4:45 and 5:45. Figure 2 illustrates the existing a.m. and p.m. peak hour traffic volumes. The Preston Highway counts were made April 13, 2021. Figure 3 illustrates the Preston Highway peak hour volumes. The Appendix contains the full count data.

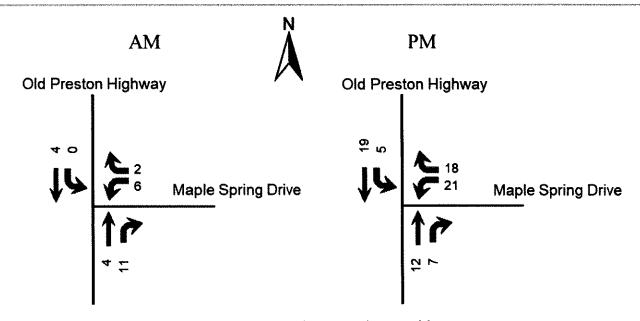


Figure 2. Existing Peak Hour Volumes Old Preston

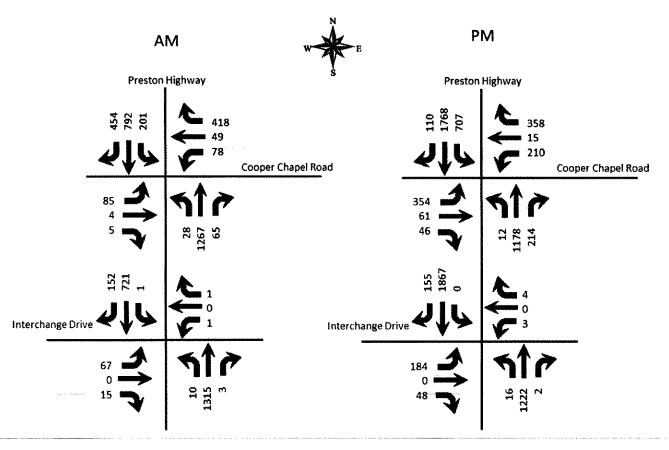


Figure 3. Existing Peak Hour Volumes Preston Highway

FUTURE CONDITIONS

The project completion date is 2024. An annual growth rate of 1.0 percent was applied to the 2021 volumes on Old Preston Highway. **Figure 4** displays the 2024 No Build peak hour volumes. For Preston Highway one half percent annual growth in traffic was added to the 2021 volumes as well as the trip generation from the proposed Thornton's and Chick Fil A. The no build volumes in **Figure 5** are the build volumes from the previously mention October 7, 2021 traffic impact study, plus the growth rate to arrive at 2024 from 2022.

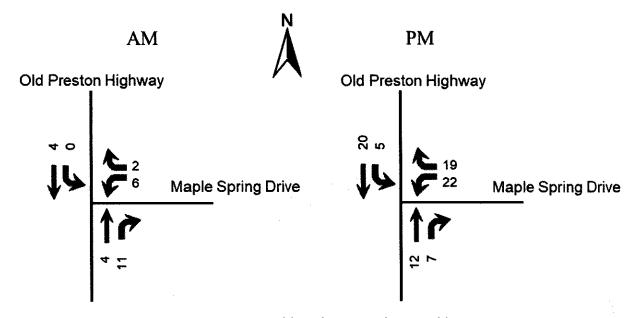


Figure 4. 2024 No Build Peak Hour Volumes Old Preston

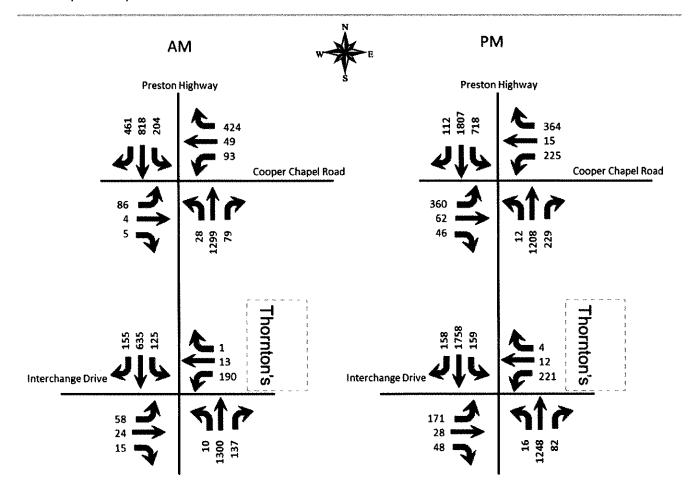


Figure 5. 2024 No Build Peak Hour Volumes Preston Highway

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 "Multi-family (Low-Rise) (220)" 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 6**. **Figure 7** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figures 8 and 9** display the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

	A.M. I	Peak	Hour	P.M. F	eak	Hour
Land Use	Trips	ln	Out	Trips	ln	Out
Multi-family (Mid-Rise) 174 units	77	18	59	95	60	35

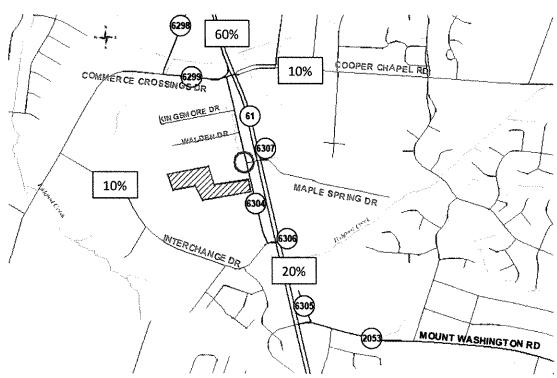


Figure 6. Trip Distribution Percentages

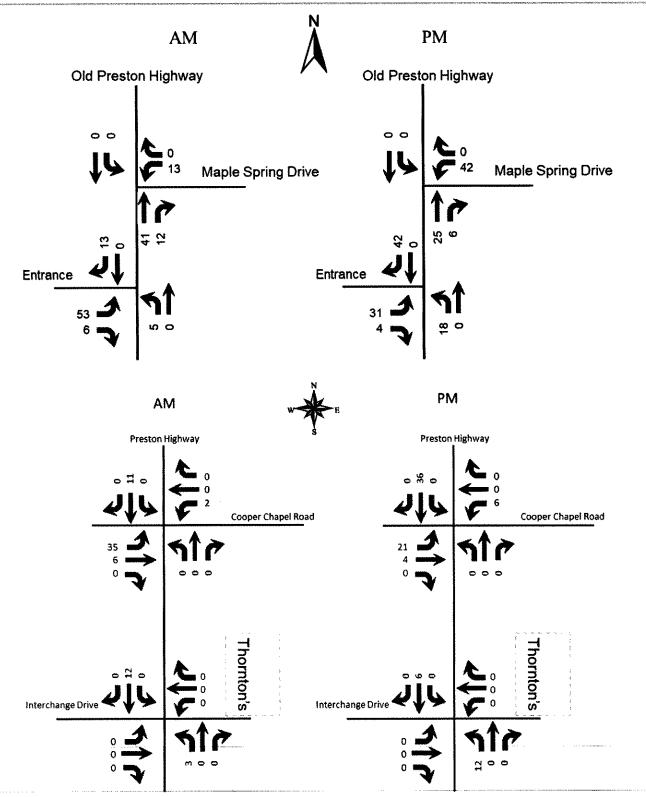


Figure 7. Peak Hour Trips Generated by Site

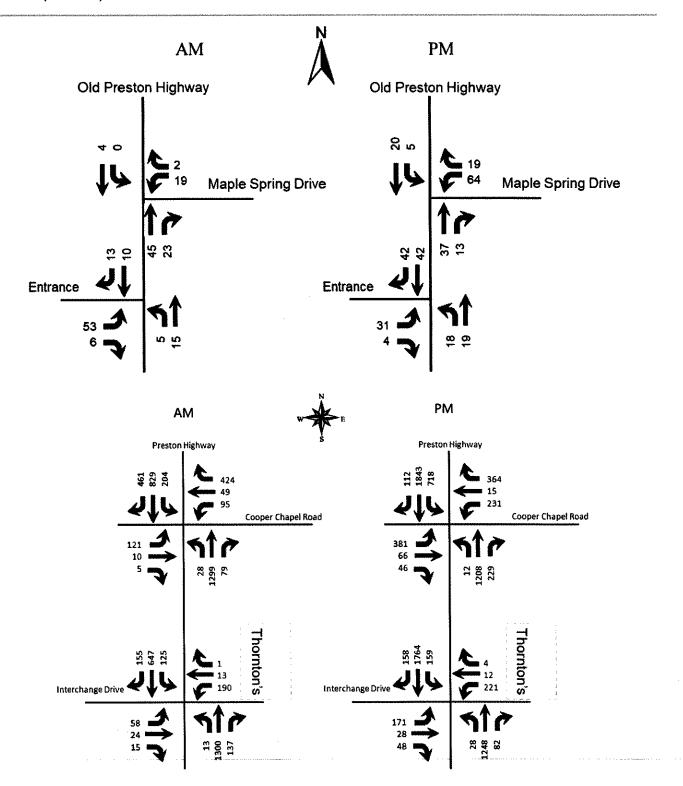


Figure 8. 2025 Build Peak Hour Volumes

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	2024	2024	2021	2024	2024
· `	Existing	No Build	Build	Existing	No Build	Build
Old Preston at Maple Spring Drive						
Maple Spring Drive Westbound	Α	Α	Α	Α	Α	Α
That oping 5110 troops	8.7	8.7	9.0	8.8	8.8	9.3
Old Preston Southbound	Α	Α	Α	Α	Α	Α
	7.2	7.2	7.4	7.2	7.2	7.3
Old Preston at Entrance			-			
Entrance Eastbound			Α			Α
			9.0			9.3
Old Preston Northbound (left)			Α			A
, , , , , , , , , , , , , , , , , , ,			7.3			7.4
Preston Highway at Cooper Chapel Road	C 29.6	C 29.2	C 30.2	D 43.6	D 36.6	D 37.1
Commerce Crossings Eastbound	E	E	E	E	E	E
Odministration of the state of	59.2	56.0	58.1	77.6	77.5	76.9
Cooper Chapel Road Westbound	D	D	D	E	E	E
	43.1	41.2	42.0	60.3	60.3	60.6
Preston Highway Northbound	C 25.6	C 25.3	C 25.9	D 52.7	C 25.6	C 25.8
	C C	C C	C	C	20.0 C	C
Preston Highway Southbound	25.5	25.4	25.9	29.1	29.4	29.8
Barrier III de la companya Barrier	Α	С	С	В	D	D
Preston Highway at Interchange Drive	7.4	25.8	26.0	19.3	39.5	40.1
Interchance Daire Freshound	Е	E	E	Е	Е	Е
Interchange Drive Eastbound	72.6	74.8	74.8	75.0	74.5	74.5
Entrance Westbound	F	F	E	F	E	E
Littatice vvestoutid	87.9	68.2	68.2	84.8	79.1	79.1
Preston Highway Northbound	Α	В	В	Α	С	С
1 Testori Frighway Northbourid	4.1	17.5	18.0	8.8	30.1	30.6
Preston Highway Southbound	A	Е	С	В	D	D
1 Testori Frigriway Goddibodild	5.9	22.6	22.5	19.2	36.4	37.2

Key: Level of Service, Delay in seconds per vehicle

Old Preston Highway Traffic Impact Study

The entrance was evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance</u> <u>Manual</u> dated July, 2020. The volume warrant is not met for turn lanes at the entrance.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2024 there will be a slight impact to the existing highway network. No improvements are needed to the roadway network to mitigate the impact.

APPENDIX

Traffic Counts

Marr Traffic DATA COLLECTION

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Jefferson County, KY

Site 1 of 1
Old Preston Hwy (South) Old Preston Hwy (North)

Maple Spring Dr

Date

Tuesday, August 24, 2021

Lat/Long 38.099733°, -85.671889°

Weather Fair 87°F

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

	No	rthbou	nd	2722.00	V.2012)	Sou	thbound	
	Old Pres	ton Hw	(South)			Old Presto	n Hwy (North)	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App
TIME	1.1	1.2	1.3	Total	1.4	ા.5	1.6	Total
0700 - 0715	1	3	0	4	0	2	0	2
0715 - 0730	2	2	0	4	0	0	0	0
0730 - 0745	1	3	0	4	0	2	О	2
0745 - 0800	0	1	0	1	0	4	0	4
Hourly Total	4	9	0	13	0	8	0	- 8
0800 - 0815	1	5	0	6	0	0	0	0
0815 - 0830	0	3	٥	3	0	0	0	0
0830 - 0845	1	4	0	5	0	1	0	1
0845 - 0900	2	4	0	6	1	1	0	2
Hourly Total	4	16	0	20	1	2	0	3
Grand Total	8	25	0	33	1	10	0	11
Approach %	24.24	75.76	0.00	-	9.09	90.91	0.00	-
Intersection %	15.38	48.08	0.00	63.46	1.92	19.23	0.00	21.15
PHF	0.50	0.55	0.00	0.63	0.00	0.38	0.00	0.38

	Westbour aple Sprin			
Left 1.7		U-Turn 1.9	App Total	int Total
O	0	0	0	6
0	1	0	1	5
2	0	0	2	8
3	1	0	4	9
5	2	0	7	28
1	0	0	1	7
0	0	0	0	3
0	0	0	0	6
0	0	0	0	8
1	0	0	1	24
6	2	0	8	52
75.00	25.00	0.00	-	
11.54	3.85	0.00	15.38	
0.50	0.50	0.00	0,50	0.81
<u> </u>				l

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

(4)	No	rthbou	nd			Sout	hbound	
	Old Pres	ton Hw	y (South)			Old Prestor	Hwy (North)	
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total
1600 - 1615	1	2	0	3	2	6	0	8
1615 - 1630	4	5	D	9	٥	4	0	4
1630 - 1645	1	2	0	3	0	3	0	3
1645 - 1700	3	1	0	4	2	3	D	5
Hourly Total	9	10	0	19	4	16	- O	20
1700 - 1715	1	2	0	e.	1	3	0	4
1715 - 1730	3	0	0	œ	2	6	0	8
1730 - 1745	5	4	0	9	O	7	0	7
1745 - 1800	6	1	0	7	0	5	0	5
Hourly Total	15	7	0	22	3	21	0	24
Grand Total	24	17	0	41	7	37	0	44
Approach %	58.54	41.46	0.00	-	15.91	84.09	0.00	*
Intersection %	16.44	11.64	0.00	28.08	4.79	25.34	0.00	30.14
PHF	0.60	0.44	0,00	0.53	0.63	0.68	0.00	0.75

	daple Sprin			,
Left		U-Turn	App	Int
1.7	1.8	1.9	Total	Total
2	7	0	9	20
3	2	0	5	18
1	4	٥	5	11
8	5	0	13	22
14	18	0	32	71
5	6	0	11	18
4	4	0	8	19
4	3	0	7	23
3	0	0	3	15
16	13	0	29	75
30	31	0	61	146
49.18	50.82	0.00		
20.55	21.23	0.00	41.78	
0.66	0.75	0.00	0.75	0.89

Classified Turn Movement Count | | All vehicles



www.marrtraffic.com

Site 1 of 3

Preston Highway, KY

KY-61 Preston Hwy (South) KY-61 Preston Hwy (North) Commerce Crossings Dr Cooper Chapel Rd

Date

Tuesday, April 13, 2021

Weather

Cloudy 61°F

Lat/Long 38.103518°, -85.672625°

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

		N	orthbou	nd			Sc	outhbou	nd			Ε	astbour	d			V	/estbou	nd (yan)		1
[K	Y-61 Pre	ston Hv	vy (Sout	1)	K	Y-61 Pre	ston Hw	y (North	1)		Comme	rce Cros	sings Dr			Coop	er Chap	el Rd		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1,1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Tota
0700 - 0715	2	306	13	0	321	25	144	88	1	258	20	0	2	0	22	15	9	130	0	154	759
0715 - 0730	8	327	16	0	351	34	189	86	1	310	23	1	2	0	26	16	8	109	0	133	820
0730 - 0745	5	365	19	0	389	56	191	93	0	340	24	1	1	0	26	9	14	117	0	140	895
0745 - 0800	10	298	15	0	323	59	221	173	0	453	13	1	1	0	15	24	16	97	0	137	928
Hourly Total	25	1296	63	0	1384	174	745	440	2	1361	80	3	- 6	0	89	64	47	453	0	S64	339
0800 - 0815	5	277	15	0	297	52	191	102	0	345	25	1	1	0	27	29	11	95	0	135	804
0815 - 0830	6	259	18	0	283	54	155	67	O	276	15	1	3	0	19	21	3	82	0	106	684
0830 - 0845	4	267	26	0	297	39	187	59	0	285	15	5	2	0	22	28	3	106	0	137	741
0845 - 0900	6	253	25	0	284	44	199	51	0	294	28	3	3	0	34	38	7	84	0	129	741
Hourly Total	21	1056	84	0	1161	189	732	279	0	1200	83	10	9	0	102	116	24	367	0	507	297
Grand Total	46	2352	147	l o	2545	363	1477	719	2	2561	163	13	15	l a l	191	180	71	820	0	1071	636
Approach %	1.81	92.42	5.78	0.00	44.13	14.17	57.67	28.07	0.08	2302	85.34	6.81	7.85	0.00		2010/00/00/00/00/00	6.63	*************	# 6 SP (SP (SP (SP (SP (SP (SP (SP (SP (SP	1011	030
Intersection %	0.72	36.93	2.31	0.00	39.97			-		40.22					3 00	16.81		76.56	_		1
111721227301139	V.72	30.33	2.32	1 0.00	33.97	5.70	23.19	11.29	0.03	40.22	2.56	0.20	0.24	0.00	3.00	2.83	1.11	12.88	0.00	16.82	1
PHE	0.70	0.87	0.86	0.00	0.87	0.85	0.90	0.66	0.25	0.80	0.85	1.00	0.63	0.00	0.87	0.67	0.77	0.89	0.00	0.97	0.9

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

		N	orthbou	nd			50	iuthbou	nd			E	astboun	id .			· · · · · M	/estbou	nd		
	K	Y-61 Pre	ston Hv	vy (Souti	1)	K	Y-61 Pre	ston Hv	vy (North	1)		Comme	rce Cros	sings Dr			Coop	er Chap	el Rd		Ì
	Left	Thru	2.75	U-Turn	NOSSO 16	Left	Thru		U-Turn	Service of Association	Left	A. VA 169, 100	5 Sept. 10 Sept.	U-Turn	0.00	Left	\$0.50 MARKET	100 m 700 m	U-Turn	Арр	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1,13	1.14	1.15	1.16	Total	Tota
1600 - 1615	. 1	297	49	0	347	173	436	46	2	657	97	12	8	0	117	45	5	116	0	166	1287
1615 - 1630	3	261	55	0	319	173	411	48	1	633	60	18	10	0	88	60	4	113	0	177	1217
1630 - 1645	4	313	57	0	374	159	380	35	2	576	120	22	17	0	159	45	4	93	1	143	1252
1645 - 1700	1	297	50	1	349	186	445	25	0	657	61	11	9	0	81	54	4	78	0	136	1223
Hourly Total	9	1168	211	1	1389	691	1672	155	5	2523	338	63	44	0	445	204	17	400	1	622	4979
1700 - 1715	2	272	51	0	325	156	454	39	0	649	122	15	14	0	151	56	6	87	0	149	1274
1715 - 1730	4	296	56	0	356	206	489	10	1	706	51	13	6	0	70	54	1	100	0	155	1287
1730 - 1745	5	300	47	0	352	158	435	28	1	622	60	8	7	0	75	62	1	109	0	172	1221
1745 - 1800	2	280	58	0	340	119	401	23	0	543	36	6	4	0	46	52	3	96	0	151	1080
Hourly Total	13	1148	212	0	1373	639	1779	100	2	2520	269	42	31	0	342	224	11	392	0	627	4862
Grand Total	22	2316	423	1	2762	1330	3451	255	7	5043	607	105	75	o	787	428	28	792	1	1249	9841
Approach %	0.80	83.85	15.31	0.04	-	26.37	68.43	5.06	0.14	-	77.13	13.34	9.53	0.00	-	34.27	2.24	63.41	0.08	4	
Intersection %	0.22	23.53	4.30	0.01	28.07	13.51	35.07	2.59	0.07	51.24	6.17	1.07	0.76	0.00	8.00	4.35	0.28	8.05	0.01	12.69	
PHE	0.69	0.94	0.94	0.25	0.94	0.86	0.90	0.71	0.38	0.92	0.73	0.69	0.68	0.00	0.72	0.93	0.63	0.90	0.25	0.94	0.98
	L																				

Classified Turn Movement Count | | All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Preston Highway, KY

Site 2 of 3 KY-61 Preston Hwy (South) KY-61 Preston Hwy (North) Old Preston Hwy Local Rd

Date Tuesday, April 13, 2021

Weather Cloudy

Lat/Long 38.096348°, -85.670213°

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

		No	rthbou	nd	0.000	1500	So	uthbou	nd 🚟		3000	E	astboun	C		400000	M. O. A.	/estbou	no de la		l
	K	1-61 Pre	ston Hw	y (South	1)	K	Y-61 Pre	ston Hw	y (North)		Old	Preston	Hwy				Local Ro	1		L
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	ป-โยเก	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	
0700 - 0715	5	314	0	0	319	0	100	52	0	152	23	0	2	0	25	0	0	0	0	0	491
0715 - 0730	0	331	0	0	331	0	147	65	0	212	22	0	2	0	24	0	0	0	0	0	567
0730 - 0745	4	398	1	٥	403	0	175	33	0	208	19	0	3	0	22	1.	٥	0	0	1	634
0745 - 0800	4	299	1	1	305	0	199	32	0	231	14	0	7	0	21	٥	٥	. 1	٥	1	558
Hourly Total	13	1342	2	1	1358	0	621	182	0	803	78	0	14	0	92	1	0	1	0	2	225
0800 - 0815	0	287	1	1	289	0	200	22	1	223	12	0	3	0	15	0	0	0	0	0	527
0815 - 0830	2	257	0	0	259	1	167	14	0	182	9	0	0	0	9	0	0	0	0	0	450
0830 - 0845	0	283	0	0	283	1	198	13	٥	212	20	Ð	3	0	23	0	0	C	0	0	518
0845 - 0900	2	279	1	0	282	0	234	16	٥	250	11	0	1	1	13	0	0	0	0	0	545
Hourly Total	4	1106	2	1	1113	2	799	65	1	867	52	0	7	1	60	0	0	0	0	0	204
Grand Total	17	2448	4	2	2471	2	1420	247	1	1670	130	0	21	1	152	1	0	1	0	2	429
Approach %	0.69	99.07	0.16	0.08	-	0.12	85.03	14.79	0.06	-	85.53	0.00	13.82	0.66	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.40	57.00	0.09	0.05	57.53	0.05	33.06	5.75	0.02	38.88	3.03	0.00	0.49	0.02	3.54	0.02	0.00	0.02	0.00	0.05]
PHF	0.50	0.83	0.75	0.50	0.82	0.00	0.90	0.58	0.25	0.95	0.76	0.00	0.54	0.00	0.85	0.25	0.00	0.25	0.00	0.50	0.9

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

	V(V)	No	orthbou	nd	N. N. S.	HAMARA	50	uthbou	nd			£	astboun	d		747	W	estbou	nd		l
	K	Y-61 Pre	ston Hw	vy (Soutl	ካ }	K	Y-61 Pre	ston Hv	vy (North	1)		Old	Preston	Hwy				Local Ro	l		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	ે2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1600 - 1615	0	295	2	0	297	0	391	32	0	423	67	٥	15	0	82	1	1	1	0	3	805
1615 - 1630	6	289	2	0	297	1	457	29	0	497	36	0	16	0	52	0	0	3	0	3	849
1630 - 1645	1	310	٥	0	311	0	424	33	2	459	62	D	1.7	0	79	0	0	1	0	1	850
1645 - 1700	1	325	1	0	327	0	445	45	0	490	44	0	13	0	57	1	0	1	0	2	876
Hourly Total	8	1219	5	0	1232	1	1727	139	2	1869	209	0	61	0	270	2	1	- 6	0	9	3380
1700 - 1715	3	286	0	0	289	0	464	35	0	499	43	0	12	0	55	1	0	2	0	3	845
1715 - 1730	3	296	1	2	302	0	481	39	0	520	45	0	13	0	58	1	0	1	0	2	882
1730 - 1745	7	315	0	0	322	0	477	36	0	513	52	0	10	0	62	0	0	0	٥	0	897
1745 - 1800	7	297	0	1	305	D	397	41	0	438	35	D	3	0	38	0	0	0	0	0	781
Hourly Total	20	1194	1	3	1218	0	1819	151	0	1970	175	0	38	0	213	2	0	3	0	5	3406
Grand Total	28	2413	6	3	2450	1	3546	290	2	3839	384	0	99	0	483	4	1	9	0	14	6786
Approach %	1.14	98.49	0.24	0.12	-	0.03	92.37	7.55	0.05	-	79.50	0.00	20.50	0.00	-	28.57	7.14	64.29	0.00	-]
Intersection %	0.41	35.56	0.09	0.04	36.10	0.01	52.25	4.27	0.03	56.57	5,66	0.00	1.46	0.00	7.12	0.06	0.01	0.13	0.00	0.21	}
PHF	0.50	0.94	0.50	0.25	0.95	0.00	0.97	0.86	0.00	0.97	0.88	0.00	0.92	0.00	0.94	0.75	0.00	0.50	0.00	0.58	0.98
											<u> </u>]

HCS Reports

		H	CS/	WO-	way	Stop)-(C0)	ntrol	Rep	ort						
General Information							Site I	nforn	nation	1		en sense en e				
Analyst	DBZ		************	CHOCK COSCOR			inters	ection		0.75-230, 0.75-5, 125	Old P	reston a	t Maple	Spri		(A)
Agency/Co.		B Zimm	erman T	raffic Enc	aineering	1	Jurisd	NAME OF GRADE	-		V-1000	66.76		1000 May 1		
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Project Description	Old P	reston /	۱pt			**********	<u> </u>		***************************************	indebbases (Sale	dimensional and	WOODEN TO SERVICE	Strong College Security			
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Date Performed	12/22	/2021	CONTROL CONTROL CONTROL	0.000.00.00.00.00.00.00.00.00.00.00.00.	***************************************	ionicoscocició	East/V	Vest Stre	et:	MTTCOCCHEMOSOCKH	Mapl	e Spring	s Dr	N/11500000000000000000000000000000000000		
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Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
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Analysis Year	2021		39109109	12010000	901980000	0.000		/South 9	**********			reston		.a. 88. s		
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Date Performed	**************	2/2021					East/	West Str	eet	ACCORDIONAL NAME OF THE PROPERTY OF THE PROPER	Maple Springs Dr							
Analysis Year	2024	N95//89//		**************************************	30000000	.50.60	North	/South!	Street	1000000	Old P	reston		***************************************		viewei		
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Agency/Co.	Diane	8 Zimn	ierman '	Traffic En	gineerin	ıg	Juriso	liction		(NGC) 1855 N							
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Intersection Orientation	North	-South				153 (6)	Analy	/sis Time	Period (hrs)	0.25						
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Lanes						100											
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Proportion Time Blocked								.		***************************************	<u> </u>	.		<u> </u>			
Percent Grade (%)	***************************************		0		·	DECORPORADITO POR UNA	*****************			malassan de discoverante Carlos de Salas de Salas de	era (etraso de nemero Selve - 2000 de 1904 de	ne over ene		PERMANAS PERMANA	EMINISTER PROPERTY	em aco	
Right Turn Channelized		***************************************	***************************************		<u> </u>				 				<u></u>	**************************************	***************************************		
Median Type Storage	1		1900 (NO. 1900) 1800 (NO. 1900)	Und	ivided		(40 see 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	104040000000			New York (1986)	10-55-10-50-00	######################################	2000/2000/2000		MARINE PARTY NAMED IN COLUMN TO THE PARTY NAM	
Critical and Follow-up He	adwa	ys				000000000000000000000000000000000000000			0.00000			1911/03/16					
Base Critical Headway (sec)		7.1		6.2	REPRESENTATION OF THE PROPERTY	decement of the second	1			4.1							
Critical Headway (sec)		6.40		6.20						4.10							
Base Follow-Up Headway (sec)	ļ	3.5		3.3				ļ		2.2							
Follow-Up Headway (sec)		3.50	1	3.30						2.20						1	
Delay, Queue Length, and	i Leve	l of S	ervice										10.00		1.05.05		
Flow Rate, v (veh/h)	Marionistrational	Marketon Sistema	39	ng///sommitteese	<u> </u>	ii quantita di iliana	Medical outdoor (Action)	The second second		20		The second	NAME OF TAXABLE PARTY.	PROPERTY OF STREET	ngowindersociations 	STEED SHOWS SHOW	
Capacity, c (veh/h)			869	33.032		100000	1		.	1512					0.55555		
v/c Ratio		<u> </u>	0.05	a de la composição de l	-				Morasopois.	0.01	T	1			1	1	
95% Queue Length, Q ₊₊ (veh)			0.1	************	1	1	1			-0.0					1	-	
	· Commonweal	***************************************	1	1	1	1	1	1	1	7,4	1		***************************************		1	1	
Control Delay (s/veh)			9.3	1	ì	ı	3	I	1	1 .,.	4	ž .	î	1	1	1	
TO THE RESIDENCE OF THE PARTY O		Sulfacestory.	9.3 A			31.763				A	В	Сопктивонамо			-	-	

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General Inform	ation					n-erro-rominologic-bri			Intersect	***************************************		n 		r vi k		
Agency	sucurural manadas	Diane B. Zimmerma	n Traffi	TOTAL CONTRACTOR OF THE PARTY O	······································	***************************************			Duration,	NATIONAL CONTRACTOR CO	0.250	na ann an	-			
Analyst	*********	DBZ	alonings-decimality			Jun 2,	Selection Statement of Selection (Selection	manura di ma	Area Type	3	Other					
Jurisdiction			****************	Time P	eriod	AM Pe	ak		PHF		0.91			**		
Urban Street		Preston Highway		Anaiys	is Year	2021			Analysis I	Period	1> 7:1	5	J			
Intersection		Cooper Chapel Roa	id	File Na	me	AM 21	Prestor	.xus						3111		
Project Descrip	tion	Old Preston Apt											1	有名物分	E.V.	
Demand Inforr	nation			0.000	EB			WB	3		NB		1,000,000	SB		
Approach Move	ement			L	T	R	L.	T	R	L	T	R	L	T	R	
Demand (v), v	eh/h			85	4	5	78	49	418	28	1267	65	201	792	45	
Signal Informa	ition		468418628		7	JJŲ,	121	1		<u> </u>		L				
Cycle, s	125.7	Reference Phase	2	Services Control of the Control of t	1	Management	12	4		- Landane		•]	P	" .	₩	
Offset, s	0	Reference Point	End	Green	60	4.9	58.3	7.0	24.4	0.0			4.	r		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		0.0	4.3	3.5	3.6	0.0			•	' /	-	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.9	3.0	2.4	0.0	7	1 .	6			
Timer Results				EBL		EBT	WBI		WBT	NBL	. 4	NBT	SBL		SBT	
Assigned Phas	е		SERESHWINETH PROSE	7	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	4	3		8	5		2	1		6	
Case Number				2.0		3.0	2.0		3.0	2.0		4.0	2.0		3.0	
Phase Duration	1. S		II KIIR KANDON K	13.5		30.4	13.5		30.4	12.5		34.5	17.4		69.3	
Change Period	antakska musikki	e) s		6.5	meaning passesses	6.0	6.5		6.0	6.5		6.2	6.5		6.2	
Max Allow Hea	CESTAL SOUTHWOOD WAY	CONTRACTOR OF THE PROPERTY OF		5.6		5.8	5.1		5.8	3.0		4.9	4.0		4.9	
Queue Clearan	OCCUPATION OF THE PARTY OF THE			5.5		22	5.1		19.7	4.1		25.7	10.0		15.3	
Green Extension		SOURCE AND SOURCE AND		0.7		4.2	0.4		4.6	0.0	32.6		0.8	nussamely armins	34.0	
Phase Call Pro	CHARLES CONTRACTOR		(entrate) data takalla	1.00	oo waxaadaan oo aa	1.00	1.00		1.00	1.00	inning siens	1.00	1.00	anne ann an Aireann an	1.00	
Max Out Proba	distribution of the second		****************	0.00		0.03	0.00	www.wa.eeee	0.01	0.00		0.21	0.00	***********	0.17	
Max Out Fluba	iDility			0.00		0.03	0.00		0.01	0.00		U.A. I	0.00		0.11	
Movement Gr	oun Re	sults			EB		5 (0.00)	WB			NB		E 80 8	SB		
Approach Move	material de l'économies de l'acceptant de l'accepta	NAME AND DESCRIPTION OF THE PROPERTY OF THE PR	DOMESTICA PARTICIPATION AND AND ADDRESS OF THE PARTICIPATION AND A	L		R	L	T	R	L	Ť	R	L	T	R	
Assigned Move	entracemental delimental de			7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow	esperanturizature	/\ veh/h	**************************************	93	4	5	86	54	459	30	964	469	221	870	16	
- ALLECON THE PROPERTY OF THE		ow Rate (s), veh/h/	in	1647	1900	1425	1675	1900	***	1753	1856	1807	1689	1658	158	
Queue Service	CONTRACTOR TOTAL		DI B	3.5	0.2	0.2	3.1	3.0	17.7	2.1	23.7	23.7	8.0	13.3	6.	
ALCONOMICS CONTRACTOR	portuguis de la constitución de la constitución de la constitución de la constitución de la constitución de la	alligation philippine to establish provide to be because the sixtists of the philippine to the contract of the		3.5	0.2	0.2	3.1	3.0	17.7	2.1	23.7	23.7	8.0	13.3	6.	
-amelicana accumento de la terrativa de la composición del composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición del composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composici		e Time (gc), s		0.06	0.19	0.24	0.06	0.19		0.05	0.46	0.46	0.09	0.50	0.5	
Green Ratio (MANAGEMENT SECRETARY		enzáprovány enferantia náváprá	Branch Company		-	· · · · · · · · · · · · · · · · · · ·	, assay a san a san a san a san a san a san a san a san a san a san a san a san a san a san a san a san a san	and an interest to the second	-	vanjana maranja	-	292	-	, de la company	
Capacity (c),	Kerki (Podanovo prima o de			183	368	688	186	368	andressament	84	1721	838		2499	88	
Volume-to-Cap	ananaman Panyag	ikalanda kaleita ya kii kaleita akiri kama on da wai ayya da ya kaleita ka ili kaleita k		Section Management	ž-veneriesenie	& market and		-	6 0.584	Consentinations	and the same of th	-	0.756	de compression que	-2	
VIII AND AND AND AND AND AND AND AND AND AND		t/in (95 th percentile	Marian Marian Marian Marian	73.4	5.1	2.9	65	63.9	www.commonweat	42.8	371		163.1	218.2		
		reh/ln (95 th percen		2.8	0.2	0.1	2.5	2.6	mingricus commences	1.7	14.5	14.3	6.3	8.4	4.	
TANDESCRIPTION OF THE PROPERTY	CHECK CONTRACTOR	(RQ) (95 th percer	iule)	0.00	0.00	0.00	0.00	0.00	a di manazione	0.00	0.00	0.00	0.30	0.22	0.	
Uniform Delay				57.7	41.0	36.3	57.6	42.1	etenifortschauseren	58.0	24.4	24.4	56.2	18.9	13	
Incremental De				3.7	0.0	0.0	2.4	0.3		0.8	0.3	0.7	4,0	0.1	0.	
Initial Queue D				0.0	0.0	0.0	0.0	0.0	, , , , , , , , , , , , , , , , , , , 	0.0	0.0	0.0	0.0	0.0	. 0.	
Control Delay	and the second second second	mana se constitue de mentral de la la constitue de la constitu		61.4	41.0	36.3	60.0	42.4	and the second	58.8	24.8	25.1	60.1	19.0	13	
Level of Service	nared emination in the	Surrey and South Control of the Cont	100000464	E	D	D	E	D	D	E	C	C	E	В	E	
Approach Dela	ıy, s/vel	1/LOS		59.	2	E	43,		D	25.6	3 100 000	C	25.	5	С	
Intersection De	elay, s/v	eh / LOS				29	9.6					antarahabar	C	- Andreadan - Andreadan		
Multimodal R	esults				EB			WB		4.00	NB			SB		
Pedestrian LO	S Score	·/LOS		2.6	0	С	3.2	3	С	2.5	7	С	2.42	2	В	
ADMINISTRAÇÃO DE ANTIGO DE PARTICIO DE PAR	core / L	ne .		0.6	R I	A	1.4	3	A	1.3		A	1.1	8	Α	

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General Information	1			-2011/09/2012		2,5,6	ı	ntersect	ion Info	ormatic	γn			
Agency	Diane B. Zimmerma	n Traffic	: Engin	eering			ו	Ouration,	h	0.250			J 1 I I I	
Analyst	DBZ		Analys	is Date	Dec 2	3, 2021	1	\rea Typ	е	Other				
Jurisdiction			Time F	Period	AM Pe	eak	F	PHF	***************************************	0.91	***************************************	1		
Urban Street	Preston Highway		Analys	is Year	2024 1	No Bulk	F	Analysis	Period	1> 7:1	15	77		ř
Intersection	Cooper Chapel Roa	d	File Na	ame	AM 24	Presto	n NB.x	us	ariamatan and a same and a same and a same a same a same a same a same a same a same a same a same a same a sa					
Project Description	Old Preston Apt							-						
Demand Informatio	n			EB			WB			NB		1	SB	
Approach Movement			L	T	R	L	T	TR	L	T	│ R	L	T	F
Demand (v), veh/h			86	4	5	93	49	424	28	1299	79	204	818	46
Signal Information						. 1)]	12			1	•		1	
Cycle, s 119.	9 Reference Phase	2		L. ` `	18.12	724				I S		17		
Offset, s 0	Reference Point	End			1	1	4							<u> </u>
Uncoordinated Yes		On	Green Yellow	A STATE OF THE PARTY OF THE PAR	4.6 0.0	53.3 4.3	7.0 3.5	23.8 3.6	0.0			4	J,	Ā
Force Mode Fixe	and the second s	On	Red	3.0	0.0	1.9	3.0	2.4	0.0	7		-	-	
Tollers Tollers	and the second second second second									100				
Timer Results			EBI		EBT	WB		WBT	NBI	.]	NBT	SBL	. 1	SBT
Assigned Phase		ooresaviered.	7	T	4	3		8	5		2	1	T	6
Case Number			2.0		3.0	2.0		3.0	2.0		4.0	2.0		3.0
Phase Duration, s			13.5		29.8	13.5		29.8	12.5	5	59.5	17.1		64.1
Change Period, (Y+	Ra), s		6.5		6.0	6.5		6.0	6.5		6.2	6.5		6.2
Max Allow Headway	(MAH), s		5.6		5.8	5.1		5.8	3.0		4.9	4.0	-	4.9
Queue Clearance Tir	ne (g;), s		5.3		2.2	5.6		19.0	3.8	22.7		9.8		15.7
Green Extension Tim		oler-transferite-princip	0.7		4.3	0.5		4.7	0.0		30.6	0.8	(microstandonionion	31.3
Phase Call Probabili	professionary and prompty consistency and the second-consistency and		1.00)	1.00	1.00		1.00	1.00		1.00	1.00		1.00
Max Out Probability			0.00) (0.03	0.00		0.01	0.00)	0.16	0.00) <u> </u>	0.14
Movement Group R	ĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸ		5 5 6	EB			WB	60.00		NB			SB	
Approach Movement	·		L	T	R	L	T	R	L	T	R	L	T	F
Assigned Movement			7	4	14	3	8	18	5	2	12	1	6	1
Adjusted Flow Rate		==:	95	4	5	102	54	466	27	879	426	224	899	17
CONTRACTOR CONTRACTOR	Flow Rate (s), veh/h/li	n	1647	1900	1425	1675	1900	1403	1753	1856	1799	1689	1658	15
Queue Service Time			3.3	0.2	0.2	3.6	2.8	17.0	1.8	20.7	20.7	7.8	13.7	6.
Cycle Queue Cleara	nce Time (g :), s		3.3	0.2	0.2	3.6	2.8	17.0	1.8	20.7	20.7	7.8	13.7	6.
Green Ratio (g/C)	·		0.06	0.20	0.25	0.06	0.20	0.29	0.05	0.44	0.44	0.09	0.48	0.
Capacity (c), veh/h			192	377	708	195	377	805	88	1651	800	299	2404	88
Volume-to-Capacity		CALLES CO.		0.012	COMPANIES OF THE PARTY OF THE P	<u> </u>		0.579		0.532	ģ-mana		0.374	odnosee;
international contraction in the contraction of the	ft/in (95 th percentile)	internation review n o	70.2	4.8	2.7	74.1	60.2	248.8	35.5	330.5	317	156.7	223	10
mananaran marratar van anamaran marran aran marran aran marran aran a	veh/ln (95 th percentil	animonere d	2.6	0.2	0.1	2.8	2.4	9.8	1.4	12.9	12.7	6.0	8.6	4.
natal physiological and a supply of the angle of the physiological and the second	(RQ) (95 th percent	ne)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.22	0.
Uniform Delay (d 1)		CONTRACTOR OF THE PARTY OF THE	54.8	38.7	34.0	54.9	39.7	36.6	55.0	24.2	24.2	53.4	19.5	14
Incremental Delay (у қырадылын тақту еңізініріктеріні құрақтарын жоғы беттырылық еңізіні еңірінде		3.3	0.0	0.0	2.9	0.3	1.1	0.6	0.3	0.7	3.8	0,1	0.
Initial Queue Delay (and the second s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (d), s			58.1	38.7	34.0	57.8	40.0	37.7	55.6 -	24.6	24.9	57.1	19.7	14
Level of Service (LO	and the commence of the commen	againmain.	E	D	C	E	D	D	E	C	C	E	В	LE
Approach Delay, s/ve	CONTRACTOR OF THE PROPERTY OF		56.0		E	41.2		D	25.3		C	25.4		С
Intersection Delay, s					28).2						С		
Multimodal Results			2.60	EB.		O CO	WB			NB		and the second	SB	**********
Pedestrian LOS Sco					C	3.28		C	2.57		C	2.42		₿

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General Information							ı	ntersect	ioe Info	ormatio	n	2	43.6	5 4
THE PROPERTY OF THE PROPERTY O	Diane B. Zimmerman	Treffic Fooi	inee	ring			according.	ouration,	makina da karenda keranda	0.250				
Name of the Contract of the Co	OBZ				Dec 23	3 2021		rea Type	***************************************	Other				
Jurisdiction	/UL	Time		*	AM Pe		တောကောကတာဆိုသော	eca type HF	*	0.91	***************************************		*	•
and the second s	Preston Highway		Analysis Year 2024 Build						Period	1> 7:1	6	- 3		
	Cooper Chapel Road	nenceromocraficement traces	File Name AM 24 Preston B.xi						CIIOG	***************************************		1		
	Old Preston Apt	FIIC :	IVAII	łC	ANI Z4	LICOLUI	I D.AUS		THE POST OF THE PARTY OF	senitro entre contentrativa	das Visidas valtanes de sitemanes	- 4		
Project Description (JIU FIESIUM API													
Demand Information				EΒ			WB		Lance	NB			SB	
Approach Movement		L	-7	Ť	T R	L	ΤT	R	L	T	R	L	T	R
Demand (v), veh/h		121		10	5	95	49	424	28	1299	diameter.	204	829	461
Signal Information			Т	(,	JJŲ,	121	12	7	T	N.	1			
kentriggirinetakeniyteniytennyetennyeperengilen girin girin menengan menengan menengira.	Reference Phase	2		_ <			, - ²		w.c.oj	7	•	P	✔ .	
การเรียกการเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเกาะสายเ	Reference Point	End Gree	an d	3.0	4.7	53.9	7.0	0.8	24.1	_		13	3	
	Simult. Gap E/W	On Yello	00000000000000	Mary My Company	0.0	4.3	3.5	0.0	3.6			•	ا ر	4
Force Mode Fixed	Simult. Gap N/S	On Red	wasement of the	3.0	0.0	1.9	3.0	0.0	2.4	7	1,	6	7	
				100										
Timer Results		E	BL.		EBT	WBI		WBT	NBL		NBT	SBL	.	SBT
Assigned Phase			7		4	3	Ī	8	5		2	1		6
Case Number		2	0		3.0	2.0		3.0	2.0		4.0	2.0		3.0
Phase Ouration, s		14	1.3		30.9	13.5		30.1	12.5		60.1	17.2		64.8
Change Period, (Y+R c), s	6	.5		6.0	6.5		6.0	6.5		6.2	6.5		6.2
Max Allow Headway (M	<i>AH</i>), s	5	.6		5.8	5.1		5.8	3.0		4.9	4.0		4.9
Queue Clearance Time	and sugar the second second second second second second second second second second second second second second	6	.8		2.6	5.7		19.3	3.8		23.0	9.9		16.2
Green Extension Time (1	.0		4.3	0.5	Ť	4.7	0.0		30.8	0.8		31.6
Phase Call Probability		1.	00		1.00	1.00		1.00	1.00		1.00	1.00	1	1.00
Max Out Probability	makan dada an indisa mendina kan kan kengalah kengan pelakan beranda dah kerincia	0.	00		0.03	0.00		0.01	0.00)	0.17	0.00)	0.14
Movement Group Resu	ilts	31.00		E8			WB	0.00		NB	(32,72) 62	120 (20 0)	SB	
Approach Movement		L		T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		7		4	14	3	- 8	18	5	2	12	1	- 6	16
Adjusted Flow Rate (v)	, veh/h	133	3	11	5	104	54	466	26	877	425	224	911	17
Adjusted Saturation Flor	w Rate (s), veh/h/in	164	7	1900	1425	1675	1900	1403	1753	1856	1799	1689	1658	158
Queue Service Time (g	s), S	4.8		0.6	0.2	3.7	2.9	17,3	1.8	21.0	21.0	7.9	14.2	7.0
Cycle Queue Clearance	Time (g c), s	4.8		0.6	0.2	3.7	2.9	17.3	1.8	21.0	21.0	7.9	14.2	7.0
Green Ratio (g/C)		0.0	6	0.20	0.25	0.06	0.20	0.29	0.05	0.44	0.44	0.09	0.48	0.5
Capacity (c), veh/h	Wagangan agampa Marin	212		389	724	192	376	803	86	1643	796	298	2396	86
Volume-to-Capacity Rat	io (X)	0.62	27 (0.028	0.008	0.543	0.143	0.580	0.307	0.534	0.534	0.752	0.380	0.20
Back of Queue (Q), ft/l		102	2	12	2.8	77.2	61.3	252.3	36.1	336.7	322.9	159.5	230.4	107
Back of Queue (Q), ve	h/ln (95 th percentile	3.8	3	0.5	0.1	2.9	2.5	9.9	1.4	13.2	12.9	6.1	8.9	4.3
Queue Storage Ratio (RQ) (95 th percentil	e) 0.0	0	0.00	0.00	0.00	0,00	0.00	0.00	0.00	0.00	0.29	0.23	0.5
Uniform Delay (d 1), s/		55.	6	38.8	34.0	55.9	40.4	37.2	55.9	24.8	24.8	54.3	20.0	14.
Incremental Delay (d 2	Militaria de la faction de la company de la	5.1		0.0	0.0	3.2	0.3	1.1	0.6	0.3	0.7	3.8	0.1	0.
Initial Queue Delay (d 3), s/veh	0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/ve	h	60.	7	38.8	34.0	59.1	40,6	38,3	56.6	25.1	25.5	58.1	20,2	14.
Level of Service (LOS)		Ε		D	С	E	D	D	E	С	С	E	С	В
Approach Delay, s/veh /	LOS	5	8.1		E	42.0		D	25.9	9	C	25.	9 T	С
Intersection Delay, s/vel	programme to the contract of t		ALICE CONTRACTOR	ecosilinascom	3(0.2	and the state of t	, may 10,000 (11,000 (10,00) (10,000 (10,00) (10,000 (10,00) (10,000 (10,00) (10,000 (10,00) (4	and the second second		C	and the state of t	
Multimodal Results				EB			WB			NB			SB	
CONTROL DE LA CO	LOS		.60		С	3.2	2 1	Ç	2.5	7	C	2.4	3 Î	В

HCS™ Streets Version 7.9.5

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General Inform	ation							l	nterseci	ion Inf	ormatio	n	T	建汽车机	
Agency		Diane B. Zimmerma	an Traffi	c Engine	erina			1	uration,	h	0.250	*******************************		4 (1)	
Analyst	CONTRACTOR OF THE POST	DBZ	naturinan berin			Jun 2,	2021	conservations	rea Typ	NEGENSON NO CONTRACTOR OF CONT	Other	_	1:00		*.
Jurisdiction				Time F	arimiem andarem to home:	PM Pe	namodornomikadnossykri	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	HF.		0.98	}	1.		
Urban Street		Preston Highway		\$	is Year	o gramania a series a series a series a series a series a series a series a series a series a series a series		and the second	nalysis	Period	1> 4:4	15			,
Intersection		Cooper Chapel Rd		File Na		- Carlotte	Presto		u (01 y 010			***************************************	-		
Project Descript	ion	Old Preston Apt	termentustum er er er er	1110116		1			***	************			- 4		
r Toject Descript	NOTE	Old Fileston Apt											1		
Demand Inform	nation			1	EB			WB		a mendess di	NB			SB	
Approach Move	-	tistaatas Historia (1904) ka talata 200 km 200 km km km km km km km km km km km km km	***************************************	L	T	R	L	T	l R	L	T	R	L	T	R
Demand (v), v	***************************************			354	61	46	210	15	358	12	1178	vedennemen.	707	1768	dan mari
Dulliano (1), 1	O1W11			,	•		H (1-1)-1		,	•				,,,,,,	
Signal Informa	tion				Π(.	JŲ	J.J.	77	12			1		T	
Cycle, s	180.0	Reference Phase	2	1	, y,	A * 1 > .							t>	7	
Offset, s	0	Reference Point	End	1	Ü		1					- 1	_L		Y
Uncoordinated	No	Simult. Gap E/W	On	Green	6.0	28.1	67.8	14.5		22.8	3		•	J,	Ā
Force Mode	*****************	Commence and the commence of t	On	Yellow Red	3.5	3.5 3.0	4.3 1.9	3.5 3.0	3.5 3.0	3.6 2.4		1	_	•	
I OLOG MIDGE	CIVER	Ontion, Gap 193	UII	NGU	10.0] U.U	11.0	_] 3.0	10.0	14.7					
Timer Results				EBL		EBT	WB		WBT	NBI		NBT	SBI		SBT
	•			POR CONTRACTOR OF THE PARTY OF	<u>- </u>	A2020000102:::::::::::::::::::::::::::::	Secure Se	-	8	14DI 5	-		- consumers	- -	Antistance of
Assigned Phase			ADALA SERVICIO	7		4	3		anneas ann an	CHAMMA MANAGEMENT	AND AND VIEW	2	1		6
Case Number				2.0	annon Scientific	3.0	2.0	ercecusoria de la companya	3.0	2.0	WANTED TO THE PARTY OF THE PART	4.0	2.0	······································	3.0
Phase Duration	accounteconoscano		Constitution of the con-	30.1 6.5	neeseemikeenssa	38.0	21.0	manandanan	28.8	12.5	amanan kananan	74.0	47.1	но сомника финансии	108.6
*****************************	ange Period, (Y+R c), s x Allow Headway (<i>MAH</i>), s					6.0	6.5		6.0	6.5	ana a sa	6.2	6.5	earneon magnessamm	6.2
akayan enganayi kuloneka kanayaya, anan karanjahaka hiji	indicate production between	nyanannannyanikellösilösilösilösilösilösilösilösilösilös		5,6		5.7	5.1		5.7	3.0	minimização como co	0.0	4.0	·····	0.0
Queue Clearan	ce Time	e(g.),s		20.9		7.0	13.1		19.3	3.3	asreeelyneesis		38,1	*************	
Green Extensio	CONTRACTOR CONTRACTOR	(ge), s	***************************************	2.7		4.2	1.3		3.5	0.0		0.0	2.4		0.0
Phase Call Prol	pability			1.00		1.00	1.00)	1.00	1.00)		1.00		
Max Out Probal	bility			0.00)	0.00	0.00)	0.04	0.00)		0.09) [
Movement Gro	State Commercial	uits			EB	-		WB	-		NB			SB	-
Approach Move	02007/A0097/A			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	THE PROPERTY OF THE PERSON NAMED IN			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	Rate (v	'), veh/h		361	62	47	214	15	365	12	947	435	721	1804	11
Adjusted Satura	ation Fi	ow Rate (s), veh/h/	n	1675	1900	1425	1702	1900	1414	1697	1885	1733	1743	1870	140
Queue Service	Time (g :), s		18.9	5.0	2.4	11.1	1.3	17.3	1.3	38.6	38.2	36.1	15.5	2.7
Cycle Queue C	learanc	e Time (gc), s		18.9	5.0	2.4	11.1	1.3	17.3	1.3	38.6	38.2	36.1	15.5	2.
Green Ratio (g	the second section is the second	agus mainin in tha an ta a	ermenteini üüre	0.13	0.18	0.21	0.08	0.13	0.35	0.03	0.38	0.38	0.23	0.57	0.7
Capacity (c), v	OCCUPATION AND PARTY.			439	337	601	274	241	996	57	1420	653	805	4255	98
Volume-to-Capa		atio (X)		0.823	0.184	0.078	and the second	- mineral management	- Commission of		0.667	0.667			تسنسننك
		/in (95 th percentile	1000000	Consequences and the second	111.7	39.3	227.6		257.3	26.9	635.5	592.1	593.2	(gamenganian) ang amang anara-	40
raija kilomining 4 m kapat milang king king king pang kina mana kapatan kikon	non-Watermann World	eh/In (95 th percent	ansonius viitorom	13.4	4.5	1.6	8.8	1.1	10.2	1.0	25.2	23.7	23.5	9.1	1.
		RQ) (95 th percen		0.78	0.25	0.31	0.57	0.05	0.74	0.06	0.53	0.50	1.08	0.23	0.2
	ment of the second second	CONTRACTOR OF THE STATE OF THE	***************************************	76.2	62.9	57.0	81.2	69.2	43.4	87.5	49.7	48.5	67.1	11.2	4.
Uniform Delay (AND DOWNSON THE CASE OF	<u>~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</u>	23:2000000000000000	6.5	formanimentors.	karanan maran	general meneral con-	gaminensessessessesses	-far-ennousement-of	general productions	фонтинатичностично	\$~~~~~~	San commence	general and the second	rige communica
Incremental De	diametric production of the second			Marie representative established	0.4	0.1	6.7	0.2	0.4	0.6	2.2	4.8	9.4	0.3	0.
Initial Queue Do			GENERAL SE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (- Andrewson and the second	intrication is in <u>a more disconnected and a second</u>		82.7	63.3	57.1	87.9	69.3	43.7	88.1	51.9	53.3	76.5	11.6	5.
Level of Service	orania managan anaris		and the market street of	F	E	<u> </u>	F	E	l D	F	<u> D</u>	<u> </u>	E	В	_ A
Approach Delay	NAME OF TAXABLE PARTY.	NAMES AND AND ADDRESS OF THE PROPERTY OF THE P		77.6		E	60.	5	E	52.		. D	29,		Ç
Intersection De	lay, s/ve	eh / LOS				43	3.6						D		
Multimodal Re	sulfs			Valores	EB	43233033	Transis i	WB		list ASSESS	NB	S V () () ()		SB	
Pedestrian LOS		/I OS	are recorded to a second	2.75	AND THE PROPERTY OF THE PARTY O	C	2.99	gon, et en alaman an an an an	C	2.59		С	2.42	microscopy and the same	В
Cocalial LUC		71.03 D S		1.26	na wakana	A	1.47	american resignaria de la composição de la composição de la composição de la composição de la composição de la	A	1.20		A	1,58	married cons	8

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General Inform	ation							l In	ntersect	ion inf	ormatic			42.41	
ahayaaminanimisadeekaseaaasea.	****	Ninna B. Zimmarma	n Traffi	o Engine	NOTICO						0.250	LE S		PERM	
Agency	ATTICATION OF THE STREET	Diane B. Zimmerma	m Iram	-	armyria (modrif colt e)	TD 00	2 0004	arrangani	uration,		_				
Analyst	Antonoxed Section	DBZ		g-vooranneeren groene		Dec 23	nomunumenten e	nace on the same	rea Typ	e 	Other			ŧ	•
Jurisdiction	CONTRACTION DISCONSIS		***************************************	Time P	4471/4000H/P#######	PM Pe	ARREST CONTRACTOR CONT		HF		0.98				,-
Urban Street		Preston Highway		Analys	MANAGEMENT OF STREET	-\$	to Bulld	entre and the second	nalysis	Period	1> 4:4	15	- J		,
Intersection		Cooper Chapel Rd		File Na	ıme	PM 24	NB Pre	eston.xu	18				where we have	1111	
Project Descript	ion	Old Preston Apt											1	有用手架	h (f
Demand Inform				188 (5) (5)	EB	- Company	-	, WB	-	-	NB		-	SB	
Approach Move	mysercorpectorium	Water Committee on the Committee of the	**************	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), ve	eh/h			360	62	46	225	15	364	12	1208	229	718	1807	11
	U					100	- 11								
Signal Informat	AND THE PROPERTY OF	[a	(68)(80)(6		1	JJV.	⊿• 4•			A STATE OF THE STA	=		4.	_	
Cycle, s	180.0	Reference Phase	2		N 1		l fi	*							₩
Offset, s	0	Reference Point	End	Green	6.0	28.6	66.7	15.3	2.1	23.1			عو ا	1	<u> </u>
Uncoordinated	No	Simult. Gap E/W	On	Yellow	Sapponent access	3.5	4.3	3.5	3.5	3.6		\ 4		7	
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.9	3.0	3.0	2.4	3	14	- 6	Y	
Timer Results				EBL		EBT	WB		WBT	NBI		NBT	SBL		SBT
Assigned Phase			***********	7	umanan kananan	4	3		8	5		2	1		6
Case Number				2.0		3.0	2.0		3.0	2.0		4.0	2.0		3.0
Phase Duration,	S			30.4		37.7	21.8		29.1	12.5	5	72.9	47.6		108.0
Change Period,	(Y+R	c), S	100.000.00	6.5		6.0	6.5		6.0	6.5		6.2	6.5		6.2
Max Allow Head	lway (i	MAH), s		5.6		5.7	5.1		5.7	3.0		0.0	4.0	and the same of th	0.0
Queue Clearano	e Time	(g*),5		21,2		7.1	13.9		19.5	3.2			38,7		
Green Extension	n Time	(ge), s	Harmonicon hai wani di mamadaki	2.7	******	4.3	1.4	wasendizenem	3.6	0.0		0.0	2.4	The second second	0.0
Phase Call Prot	ability			1.00	188	1.00	1.00		1.00	1.00)		1.00)	
Max Out Probat	ollity	arka kanganga mganda ka mamanda maranganga ang mga ang ang ang ang ang ang ang ang ang a		0.01		0.00	0.00		0.04	0.00)	***************************************	0.14		************
Movement Gro	up Re	sults			EВ	(2. 14 G)	22.420.634	WB			NB		A	SB	
Approach Move	ment	and the second control of the second contro	CONTRACTOR CONTRACTOR	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12		6	16
Adjusted Flow F	Rate (v	'), veh/h	***************************************	367	63	47	230	15	371	11	894	410	733	1844	114
Adjusted Satura	tion Fi	ow Rate (s), veh/h/	n	1675	1900	1425	1702	1900	1414	1697	1885	1728	1743	1870	140
Queue Service	donesal/actalizations	na manageri e manageri e e e e e e e e e e e e e e e e e e	teretare un curionate maio	19.2	5.1	2.4	11.9	1.3	17.5	1.2	25.2	23.8	36.7	16.3	2.8
Cycle Queue Cl			************	19.2	5.1	2.4	11.9	1.3	17.5	1.2	25.2	23.8	36.7	16.3	2.6
Green Ratio (g	-	19-77-	MARCHE ARROWED COM	0.13	0.18	0.21	0.09	0.13	0.36	0.03	0.37	0.37	0.23	0.57	0.7
Capacity (c), v	managara (managara)		~~~~	445	334	596	290	244	1008	57	1398	640	815	4230	98
Volume-to-Capa	ANNENDATIONS COLOR	atio (X)		0.825	***************************************	0.079			0.369		formaniemo	0.640	0.899	0.436	0.1
		/in (95 th percentile		354.8	eniman eniman en	39.4	240.1	28.6	259.8	24.5	филипания	262.5	603.3	238.6	42
SAMESTAN CONTRACTOR OF THE PROPERTY OF THE PRO		eh/in (95 th percent		13.5	4.6	1.6	9.3	1,1	10.3	0.9	12.2	10.5	23.9	9.4	1.
-communication and a second	minute contract years	arenezamen in areneza erropia de la manuez a inide	***************************************			÷	0.60	0.05	0.74	-	0.26	0.22	g-merennennennennennennennennennennennennen	francourant construction of	-during
	CHARLES AND THE	RQ) (95 th percen	uic)	76.0	0.25 63.2	0.31	80.8	69.0	42.9	0.06 87.5	23.7	\$0000000000000000000000000000000000000	1.10 66.9	0.24	0.2
Uniform Delay (and the second second	tivitikkasiinnistiksidissidiksimmaissa tilitiisistimmasistikkiin		76.0	, markstronen	57.2	·	- October 1997	ağ-resimmenterese e		gravitation comme	21.3	Securitation of the Contraction	11.6	4.5
Incremental Del	CONTRACTOR CONTRACTOR	ACTION OF THE STATE OF THE STAT	**********	6.5	0.4	0.1	6.5	0.2	0.4	0.4	1.5	3.3	10.0	0,3	0.
Initial Queue De	Maring Maring Maring	**************************************	***************************************	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0. •
Control Delay (000000000000000000000000000000000000000	<u>PERCONNELS A COMO EN PARA POR PORTADO POR ESTADO DO PORTADO A COMO PORTADO POR ESTADO POR PORTADO POR</u>		82.5	63.6	57.3	87.3	69.1	43.3	87.9	25.2	24.6	76.9	12.0	5.
Level of Service	mentalentalen	BODY DE STANDER DE S		F	E	LE.	F	E	D	F	L C	l_c	E	В	l A
Approach Delay	Orthodoxillococonousce			77.)	E	60.3	5 1	E	25 (5	C	29.		C
Intersection Del	ay, s/v	eh / LOS				36	6.6						D		
Multimodal Re	unitematel marie		TO A STATE	100 100 100 100 100 100 100 100 100 100	E8	Secretaria de Colonia.		-₩Đ	Control of the Control		NB-		72.000.00.000.00 20.000.00.000.000.000	SB	ar Gelstalle
Pedestrian LOS	Score	LOS		2.7	5	C	2.99)	С	2.5	9	С	2.42	2	В

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General Information	.							Intersect	ion Infr	rmatio	n	1 2	4.44)
Agency	Diane B. Zimmerma	an Traffi	c Engin	eerina				Duration,	*****	0.250	~ •	│	4.11.1	W
Analyst	DBZ	: (QII)(yezenneinnen	motor restaurant programmer	Dec 23	3, 2021		Area Typ	************	Other	an tarak da da da da da da da da da da da da da			ţ
Jurisdiction	002	*******	Time F	~~~~~~~	PM Pe		~~~~	PHF	* 	0.98			er.	
Urban Street	Preston Highway			is Year	2024 E			Analysis	Period	1> 4:4	5	- EW		
Intersection	Cooper Chapel Rd		File Na	********	y	B Pres	van tution i Ari	man na na na na na na na na na na na na n		4.7				
Project Description	Old Preston Apt	******************************	FIETA	31116	ILIM 54	UFICS	(OII.AU	:3		**************************************				
Project Description	Old Freston Apt											1		
Demand Informatio	n		50.000	EB	15.		W	3		NB		1	SB	Similar
Approach Movement			L	T	R	Tι	T	l R	L	Т	R	L	T	R
Demand (v), veh/h		SENTENNE.	381	66	46	231	1 15		12	1208	อสิกรายเมษายน	718	1843	añococaren
		CONTRACTOR							e promote de					
Signal Information					JJŲ,	JJ	77	7		J.	t			
Cycle, s 180	0 Reference Phase	2		h <			,	<u> </u>	<u></u>	7		P	≠	
Offset, s 0	Reference Point	End	Green		28.4	65.7	15.	7 3.0	23.0		3		-4	- 1
Uncoordinated No	Simult. Gap E/W	On	Yellow	A CONTRACTOR OF THE PARTY OF TH	3.5	4.3	3.5	3.5	3.6	-		•	ا برا	•
Force Mode Fixe	d Simult, Gap N/S	On	Red	3.0	3.0	1.9	3.0		2.4	7				
Timer Results			EBI		EBT	WBI		WBT	NBL	- 1	NBT	SBL		SBT
Assigned Phase			7		4	3	1	8	5		2	1	7	6
Case Number			2.0	1933	3.0	2.0		3.0	2.0		40	2.0		3.0
Phase Duration, s	ekista selista sekekek selata kilak kekista seketa terasa kilak kekista a kalaniara katura basi	energia de la completa del la completa del la completa del la completa de la completa de la completa del la completa de la completa del la completa del la completa del la completa del la completa del la completa del la completa del la completa del la completa d	31.7		38.5	22.2		29.0	12.5		71.9	47.4	T	106.8
Change Period, (Y+	R c), S		6.5		6.0	6.5		6.0	6.5		6.2	6.5		6.2
Max Allow Headway			5.6	T	5.7	5.1		5.7	3.0		0.0	4.0		0.0
Queue Clearance Ti	valantina produkti (piera biraki pieki kilan a (pieka piera produkti piera produkti produkti produkti produkti p		22.3		7.4	14.2		19.5	3.1			38.7	7	***********
Green Extension Tin		eghanjaran kanada da kanada da k	2.8		4.3	1.5	***************************************	3.5	0.0	***************	0.0	2.2	Name of Particular	0.0
Phase Call Probabili			1.00		1.00	1.00		1.00	1.00	T		1.00	j	COMMUNICATION OF THE PERSON OF
Max Out Probability		territorio de la composita	0.01	i	0.00	0.00)	0.06	0.00	······	STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,	0.20)	<i>distriction</i>
,										1				
Movement Group R	tesuits			EB	6 6		WB			NB			SB	
Approach Movemen	t		L	Т	R	L	T	R	L	T	R	L	T	R
Assigned Movement			7	4	14	3	8	18	5	2	12	1	- 6	16
Adjusted Flow Rate	(v), veh/h		389	67	47	236	15	371	11	887	407	733	1881	11
Adjusted Saturation	Flow Rate (s), veh/h/	ln 💮	1675	1900	1425	1702	1900	1414	1697	1885	1728	1743	1870	14(
Queue Service Time	(gs), S		20.3	5.4	2.4	12.2	1.3	17.5	1.1	25.2	23.7	36.7	17.3	2.
Cycle Queue Cleara	nce Time (g c), s		20.3	5.4	2.4	12.2	1.3	17.5	1.1	25.2	23.7	36.7	17.3	2.
Green Ratio (g/C)		***************************************	0.14	0.18	0.21	0.09	0.13	0.36	0.03	0.36	0.36	0.23	0.56	0.7
Capacity (c), veh/h			468	343	610	297	243	1005	57	1375	630	812	4181	98
Volume-to-Capacity	Ratio (X)		0.830	0.196	0.077	0.794	0.063	3 0.370	0.191	0.645	0.646	0.902	0.450	0.1
Back of Queue (Q)	ft/In (95 th percentile)	371.1	120.6	39.1	244.8	28.6	260.1	24.3	304.9	261.2	605.9	251.2	42
Back of Queue (Q)	, veh/ln (95 th percent	ile)	14.2	4.8	1.6	9,5	1.1	10.3	0.9	12.1	10.4	24.0	9.9	1.
Queue Storage Rati	o (RQ) (95 th percen	tile)	0.82	0.27	0.31	0.61	0.05	0.74	0.06	0.25	0.22	1.10	0.25	0.2
Uniform Delay (d +)	y y a politic program program program program program program program program program program program program p	sammono sinis opmenus	75.3	62.7	56.5	80.6	69.0	43.1	87.5	23.8	21.4	67.0	12.3	5.
Incremental Delay (Contraction of the Contraction o		6.4	0.4	0.1	6.5	0.2	0.4	0.4	1.6	3.5	10.6	0.4	0.
Initial Queue Delay (y kandan kandan kalantar ya mataka kandan kandan kandan kandan kandan kandan kandan kandan kandan kandan kanda	ami araminin rinin d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (d),	//veh	Allany systematics	81.7	63.0	56.6	87.1	69.2	43.4	87.9	25.4	24.9	77.7	12.7	5.
Level of Service (LO	NA CHEANNA AGUS AN TAIR AN TAIR AN TAIR AN TAIR AN TAIR AN TAIR AN TAIR AN TAIR AN TAIR AN TAIR AN TAIR AN TAIR	Alleria de Caración de Caració	F	E	E	F	E	D	F	C	C	E	В	A
Approach Delay, s/v	ĸĸĸĸĬ₽ĸĸĸĸĸĊŊĊĸĸĸŊĸĸĸĸĸĸĸĸĸĸĸĸ		76.9	Amorawayerwano	E	60.6		E	25.8	Continuação con esta	С	29.8	According to the contract of	c
Intersection Delay, s	***************************************			onimization in the	rennin merinak	7.1	anno and an			merica banana	and the same of the same of	D	*************	<i>interestativado</i>
, ,														
Multimodal Results				E8_	V/V//VIII		-WB			NB-			SB	
ainamene en international en en international en en en en en en en en en en en en en			2.78	data in a superior de la companior de la compa	C	2.99	7	С	2.60	**************************************	C	2.42	2	В
Pedestrian LOS Sco	re / LOS		g		•			_						

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General Inform	nation	101							ntersect		-	n	4		
Agency	-	Diane B. Zimmerma	in Iram	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	···	· · · · · ·			uration,	******	0.250		4		
Analyst		DBZ		4		Jun 2,			rea Typ	e	Other			•	
Jurisdiction			SANIAS ADDANAS ASSOCIA	Time F		AM Pe	eak	ocaraman di socara	HF		0.90		4	*	
Urban Street	rick Santon block on end brook	Preston Highway	nderfordered orderlands	ญ้างมหมายหมายเลยเลย	ls Year	agartormontenos vas	***************************************	งของคนทางเชิกเลยก	nalysis	Period	1> 7:1	5			
Intersection	******************	Interchange Drive	CHERCAMPONICATIONS	File Na	ime	AM 21	Presto	n.xus		EOMOTE TATAL	manistanen an		4 📕	Mining	
Project Descrip	tion	Old Preston Apt											1 3		in it.
Demand Inforr	nation				EB			WB			NB			SB	
Approach Move	·			L	T	TR	H	T	l R	1	T	ΙR	L	T	l R
Demand (v), v	reminerare management			67		15		Ö	1	10	1315	oute-environment	1	721	15
Demailo (v), v	CINII			וט		, 10		, 0	, ,	10	1010	טון	, 1	121	10
Signal Informa	ition					1	1/4	72	J			7		1	
Cycle, s	150.0	Reference Phase	2	4		W. 10 a 2	<u>E</u>		7	1	18		Þ	7	_,
Offset, s	0	Reference Point	End			120						4	. 12		À
Uncoordinated	No	Simult. Gap E/W	Off	Green Yellow		5.7 0.0	113.1 4.3	6.0 3.6	0.5 3.6	0.0			4	١,	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	1.6	2.4	2.4	0.0	7	1.	٠,	- 7 ,	•
Timer Results		2 (5) (6) (5) (5a) (6) (6)		EBL		EBT	WB		WBT	NBI		NBT	SBI		SBT
Assigned Phas	e		terestoren om			4			8	5		2	1		6
Case Number						9.0			12.0	2.0		4.0	2.0		3.0
Phase Duration	hase Duration, s				nesturon (university	12.0	Suisviniaimesois	azmetevine	6.5	12.5	van mealfyn ner alle	24.7	6.8		119.0
	hange Period, (Y+R c), s					6.0			6.0	6.5		5.9	6.5	prompte operate of	5.9
Max Allow Hea			NOTICE THE PROPERTY OF	1		4.0			3.1	4.0	***************************************	0.0	4.0		0.0
Queue Clearan	CONTRACTOR CONTRACTOR	nyymaniakana katana ka	5000		32 8 3	(a. 25 a 22 a			2.2	3.0	anno de la comercia		2.1		
Green Extension			(Cara-100-100-100-100-100-100-100-100-100-10			0.0		1	0.0	0.0	management	0.0	0.0	and the same of th	0.0
Phase Call Pro	than and a second second								0.09	1.00	anamona di sonora		0.04	and the second second	- A CONTRACTOR
Max Out Proba		and the second of the second s				n final establishment of the land of	Pine medicina di la constanti	mental man	0.00	0.00	-		0.00	***************************************	SUM SACHWARD NO SERVER
Movement Gro	oup Re	suits		923-555-55	EB	5000000	10000000	WB		(1000 X400 X	NB			SB	
Approach Move	ement			L	Ŧ	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment			7		14	3	8	18	5	2	12	1	6	16
Adjusted Flow	Rate (v	′), veh/h		74		17		2		11	700	700	1	782	16
Adjusted Satur	ation Fl	ow Rate (s), veh/h/	n	1661		1359	V-021, 123	1704	100.00	1527	1856	1854	1810	1724	158
Queue Service	Time (g :), S		3.3		1.7		0.2		1.0	12.5	12.5	0.1	10.8	3.6
Cycle Queue C	learanc	æ Time (g c), s		3.3	\$100.00	1.7		0.2		1.0	12.5	12.5	0.1	10.8	3.6
Green Ratio (g	7/C)			0.04		0.08		0.00		0.04	0.79	0.79	0.00	0.75	0.7
Capacity (c),	veh/h			133		109		6		61	1470	1468	3	2599	125
Volume-to-Cap	acity Ra	atio (X)		0.560	,	0.153		0.368		0.174	0.477	0.477	0.338	0.301	0.13
Back of Queue	(Q), ft	/in (95 th percentile)	68.7	3233	31.4		4.8	(VA)	21.6	138.8	135.5	3.8	158.9	43.
Back of Queue	(Q), v	eh/ln (95 th percent	ile)	2.6		1.1		0.2		0.7	5.4	5.4	0.2	6.1	1.
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.17		0.52		0.00		0.09	0.00	0.00	0.04	0.00	0.1
Uniform Delay	(d:), s	/veh		70.7		64.3		74.6		71.7	2.8	2.8	74.8	5.9	3.6
incremental De	lay (d	2), s/veh		3.7	22.00	0.6		13.3		0.9	0.8	0.8	49.9	0.3	0.2
Initial Queue D	elay (d	3), s/veh		0.0		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/v	eh		74.4		64.9		87.9		72,6	3,6	3.6	124.7	6.2	3.8
Level of Servic	e (LOS)		E		E		F		E	Α	Α	F	Α	A
Approach Dela			30.000.00	72.6	5	E	87.9		F	4.1		Α	5.9		A
Intersection De	lay, s/v	eh / LOS				7	.4				9-104-0	Kraftinia (******	Α		
microcoon De															
	Na State State														
Multimodal Re	MARKET PARTIES AND AND AND AND AND AND AND AND AND AND			2.33	EB	В	2.49	WB	В	1.63	NB	В	2.0	SB	В

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General Inform	atio-							/ 1 -	itersect	ion Inf		.n			, iq
	MUON	Diana B 7	on Traff	o Engles	aring		MATTER AUTO-PART		uration.		ormatic 0.250	711		PURE	Ŵ
Agency		Diane B. Zimmerma	भागाति॥	en alamana en en en en en en en en en en en en en	announcement at a table	Do- 22	2004	annon alpen		***			-		
Analyst	20000XXXIII24024094	DBZ		and the second	vacansana-	Dec 23	***************************************		rea Typ	U	Other				٠.
Jurisdiction	7037073033040	Decetor III-bure		Time P		AM Pe	and broken to make the state of the		HF	Daria d	0.90				4
Urban Street	,	Preston Highway	ndynnathyn dd of dynddyn Mynnaidd y dy	******************	*ChristMAINCHA+AAras+	2024 N	(AVVACANCE HEROSONE	ann a season	nalysis	reriod	1> 7:1	0			
Intersection		Interchange Drive	**************	File Na	me	AM 24	Presto	1 NB.XL	IS 	oran en	anarmanna-ana				
Project Descript	ion	Old Preston Apt											1	(Terreson e	(8) (6)
Demand Inform	nation				EB			WB			NB			SB	
Approach Move	and the second second			L	T	R	ÍΓ	T	T R	ĺι	T	R	L	Т	R
Demand (v), v	SANGER CONTRACTOR OF THE PARTY		\$0.00 (\$\$0) (\$6.4	58	24	15	190	13	1	10	1300	endersementer	125	635	15
Demand (*), *	CIBIT			, 00		10	,,,,,,			, ,0	1000	101	12.0	, 000	10
Signal Informa	tion					IJţ	124	17,							
Cycle, s	150.0	Reference Phase	2			N 19.20	1		7		5	.	₽.		
Offset, s	Ō	Reference Point	End	1			1					- 1	, I 4		<u> </u>
Uncoordinated	No	Simult. Gap E/W	Off	Green Yellow	6.0 3.5	0.9 3.5	83.6 4.3	7.9 3.6	20.7 3.6	0.0			•	٠, ا	- 5
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.6	2.4	2.4	0.0			' -		
			-11								7				
Timer Results				EBL		EBT	WB		WBT	NBI	. 1	NBT	SBL		SBT
Assigned Phase					2000	4			8	5		2	1		6
Case Number	(2) (3)					9.0	100000000		11.0	2.0		4.0	2.0		3.0
Phase Duration		S PANSAS HISTORY PANSAN CONTRACTORY CONTRACTORY CONTRACTORY			and the same of th	13.9		arana ayana ayan	26.7	12.5	amintani (province)	89.5	19.9	constitutiva de la constitutiva	96.9
Change Period	*************		C20005		carres di passaren	6.0			6.0	6.5	anne de la como	5.9	6.5	·	5.9
Max Allow Head	********	<u>ŢĸĸĸŢĸĸŢĸĸŢĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸ</u>	ana and an an an an an an an an an an an an an	nusseinensios, visiosia	onskowa Gerseomete	4.0			3.0	4.0	acmendyacoem	0.0	4.0		0.0
Queue Clearan	agamagamagamiga		######################################			7.6	0.000.000		20.3	3.0	and programme	50/23/04	13.0	anned me	0.0
Green Extensio	verestra entra	The state of the s				0.3			0.4	0.0		0.0	0.4		0.0
Phase Call Pro	********	(ya), s		And and the survey of the second	areasingareana	1.00	AMERICAN STREET		1.00	1.00	manager and and	0.0	1.00		U.V
Max Out Proba	and the second second					0.00		ระทบราทรัฐบากบระก	0.00	0.00	en considerations		0.00	naconstruighture	National Association
Wax Out 1 Toba	Diffe					3.00			0.00	0.00			0.00		
Movement Gro	up Res	sults			ЕВ			WB			NB			SB	
Approach Move	*******************	***************************************	MORPH CHICAGO	L	T	R	L	T	R	L	T	R	L.	T	R
Assigned Move	Seemon Communication of	in No. 1 of the one in the contract of the second	sacara kirana kanga	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	AND PROPERTY AND PARTY.	·), veh/h	ndanundurkundurburbhnöwbn	64	27	17		226	1	10	710	691	135	688	16
		ow Rate (s), veh/h/	ln .	1711	1900	1359		1815	1610	1527	1856	1793	1810	1724	158
Queue Service	ANN THE PROPERTY OF THE PARTY O	minimum kontratini kiring meneralah pengangan kentratikan pengangan kentratikan pengangan kentratikan pengangan	/////////////////////////////////////	5.6	2.0	1.7		18.3	0.1	1.0	33.2	32.7	11.0	14.7	6.1
	<u>`</u>	e Time (g c), s	\$2000	5.6	2.0	1.7	252.25	18.3	0.1	1.0	33.2	32.7	11.0	14.7	6.1
Green Ratio (g	various designations designatio		777 and 10 time to 100	0.05	0.05	0.09		0.14	0.14	0.04	0.56	0.56	0.09	0.61	0.6
Capacity (c), v	determination of the second			90	100	126		251	222	61	1034	999	162	2092	
Volume-to-Cap		atio (X)	CONTRACTOR CONTRACTOR	gamentonion a	0.267	0.132	******		0.005			Encorporation of	0.836	A	
		/in (95 th percentile	1	125.6	45.2	30.8		335.3	1.6	20	405.2	368.7	228.4	242.6	angrammananan
- and the second of the second	***********	eh/in (95 th percent	maintenante e a maintena	4.8	1.8	1.1	Service services en	13.4	0.1	0.7	15.8	14.7	9.1	9.3	3.
		RQ) (95 th percen	CONTRACTOR OF THE PARTY OF THE	0.31	0.00	0.51		0.00	0.00	0.08	0.00	0.00	2.28	0.00	-du-
Uniform Delay		N CARTILLA PRODUCTION AND AND AND AND AND AND AND AND AND AN	·s-continues (erace)	69.9	68.3	62.5		63.6	55.8	72.4	15.0	14.2	67.2	14.5	9.
Incremental De	NO CONTRACTOR OF THE PARTY OF T	CONTRACTOR OF THE PROPERTY OF		10.1	1.4	0.5		4.7	0.0	0.8	2.5	2.6	10.0	0.4	0.
Initial Queue Do	and the second	(Paramatika dejariti Comaticalicalicalicalicalicalicalicalicalical		0.0	0.0	0.0	l	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (en en en en en en en en en en en en en e	annania annana anna		80.0	69.7	63.0		68.3	55.8	73.2	17.5	16.9	77.2	14.9	10
Level of Service	and the separate supplies	dikining input mining of interpretation commutes the work of contrast was	elen-venendade	F	Ē	E	***************************************	E	E	E	В	В	T E	В	В
Approach Dela	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	dayil yara karayaya masa ya masa sara saraha yarah yilari ekilika m		74.8		E -	68.2		E	 17.(Announced pressures	8	226	åmecenggeone	i c
Intersection De	THE STREET, ST	Marine Commission of the Commi			one describe	- 25	la mesoca necessaria	[1/2]	. 200 000			innatiisiinin een	C		
	,					0				1					
Multimodal Re	suits				EB			_we_		2000	NB		DVIII VIII	SB	Verse verse
Pedestrian LOS	advinotrategraphores comm	/LOS	uman-madilibrotiraban	2.32	in a series of the series of t	В	2.49		8	1.91	in a residence of the second	B	2.09	ini wini wining mawa	ovidaisimimi B
		· • • • •		0.67			Longon	************************************					1.33	·]	Ā

	нсэ	/ Sigi	nanze	a me	ersect	ion R	esun	s oun	ımary					
General information							le	itersect	ion Info	rmatio	m	T v	4.4.	J. VI.
anteriature et interior de la commencia de la commencia de la composition de la composition de la composition	Diane B. Zimmerma	m Troffi	c Engine				····	uration.		0.250		- I		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	DBZ	ar Ham	and the second		Dec 23	2021		rea Type		Other		- :		
Jurisdiction		***********	Time F	***************************************	AM Pe	WANTED THE COLOR	en en en en en en en en	HF		0.90	***************************************	~ I		٠.
***************************************	Preston Highway	0/10/20/04/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/20/00/	Annonemente en en en en en en en en en en en en en	**********	2024 E	000000000000000000000000000000000000000	monte en consideration	nalysis i	Derind	1> 7:1		1300		•
ที่สารางการการการการการการการการการการการครายสายสายสายสายสายสายสายสายสายสายสายสายสา	Interchange Drive		File Na		-Garanesenere	Presto	****		CIACU	<u> </u>		-		
Adolinia irania de National II de la compaño de Nationa de Carta de La carta de Carta de Carta de Carta de Cart	Old Preston Apt		FIRE INC	H11G	ANI 24	riesioi	I D.AUS				***************************************	- 9		
Project Description	Old Flesion Api													
Demand Information				EB		ĺ	WB		la sa	NB		T .	SB	
Approach Movement	**************************************	***************************************	L	Т	R	L	Т	R	L	T	l R	Ĺ	T	R
Demand (v), veh/h			58	24	15	190	13	1 1	13	1300	137	125	647	150
Signal information				Ţ	121	74	12 5							
Cycle, s 150.0	Reference Phase	2		L <				7	Oxforeson.		L	P		-4
Offset, s 0	Reference Point	End	Green		0.9	83.5	7.9	20.7	0.0		1	1.2		- 1
Uncoordinated No	Simult. Gap E/W	Off	Yellow		3.5	4.3	3.6	3.6	0.0	•		-	•	
Force Mode Fixed	Simult. Gap N/S	On	Red	3.0	3.0	1.6	2.4	2.4	0.0		1 #	6	7	
Timer Results			EBL		EBT	WB		WBT	NBL		NBT	SBI		SBT
Assigned Phase					4			8	5		2	1		6
Case Number			(50.000)		9.0			11.0	2.0		4.0	2.0		3.0
Phase Duration, s	Control of the Contro	.,,			13.9			26.7	12.5		89.4	19.9		96.9
Change Period, (Y+R a), S () ()		941180 E	1884 (20)	6.0	2000000	9-14-5	6.0	6.5		5.9	6.5		5.9
Max Allow Headway (A	/АН), s				4.0		The state of the s	3.0	4.0		0.0	4.0	T	0.0
Queue Clearance Time	(ga),s	years was him	(1837/2597/16		7.6			20,3	3.2	V (1	Visits delevate	13.1		
Green Extension Time ((g e), s		4		0.3			0.4	0.0		0.0	0.4		0.0
Phase Call Probability					1.00			1.00	1.00			1.00		3037.52
Max Out Probability					0.00		Ī	0.00	0.00			0.00)	
Movement Group Res	ults			EB		200	WB		Allver	NB		85.000.000	SB	
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement			7	4	14	3	8	18	5	2	12	1	- 6	16
Adjusted Flow Rate (v), veh/h		64	27	17		226	1	13	709	690	136	701	16
Adjusted Saturation Flo	w Rate (s), veh/h/	n	1711	1900	1359		1815	1610	1527	1856	1793	1810	1724	158
Queue Service Time (g		Manufacture Communication Comm	5.6	2.0	1.7		18.3	0.1	1.2	33.4	33.0	11.1	15.1	6.
Cycle Queue Clearance	Time (g c), s		5.6	2.0	1.7		18.3	0.1	1.2	33.4	33.0	11.1	15.1	6.
Green Ratio (g/C)			0.05	0.05	0.09		0.14	0.14	0.04	0.56	0.56	0.09	0.61	0.6
Capacity (c), veh/h			90	100	126	100,000	251	222	61	1033	999	162	2092	104
Volume-to-Capacity Ra	tio (X)		0.715	0.267	0.132		0.900	0.005	0.207	0.686	0.690	0.836	0.335	0.1
Back of Queue (Q), ft/	In (95 th percentile)	125.6	45.2	30.8		335.3	1.6	26.1	411.7	375.9	228.2	247.2	93
Back of Queue (Q), ve	eh/in (95 th percent	lie)	4.8	1.8	1.1		13.4	0.1	0.9	16.1	15.0	9.1	9.4	3.
Queue Storage Ratio (RQ) (95 th percen	tile)	0.31	0.00	0.51	TANKA AN	0.00	0.00	0.10	0.00	0.00	2.28	0.00	0.3
Uniform Delay (d +), s/	/veh		69.9	68.3	62.5		63.6	55.8	72.5	15.3	14.5	67.2	14.6	9.
Incremental Delay (d 2), s/veh		10.1	1.4	0.5		4.7	0.0	1.1	2.5	2.6	9,9	0.4	0.
Initial Queue Delay (d	3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Control Delay (d), s/ve	∍h	Section (Section)	80.0	69.7	63.0	1000104	68.3	55.8	73.6	17.7	17.1	77.1	15.0	10
Level of Service (LOS)	engan die geste den die geste den geste geste der des des des des des des des des des des		F	E	E		E	E	E	В	В	E	В	8
Approach Delay, s/veh	/LOS		74.1	3	E	68.2	<u>:</u>	E	18:0) [В	22:	5	Ĉ
Intersection Delay, s/ve	h/LOS				26	5.0						C	ymoseononi@amazza.wa	
Multimodal Results				EB	reputation descriptions	50 50 50 50 50 50 50 50 50 50 50 50 50 5	WB		100 000 000 000 000 000 000 000 000 000	NB		400000000000000000000000000000000000000	SB	
	/LOS		2.3	· [В	2.4	\ F	В	1.91		В	2.0	3	В

	HCS7 Siç	nalize	d Inte	ersect	tion R	lesu	lts S	un	nmar	1				
General Information	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		NT POLITICAL PROPERTY WHEN THE	Kr. Samanina d'Evolution di santi	150700+70111100+7011+101+10+10+10+10+10+10+10+10+10+10+10	-	-	************	*************	ormatic) Л	- 6		
	ne B. Zimmerman Trai	thriptoristations comme	***************************************		eunungihmungana.	ana ana ana ana ana ana ana ana ana ana	Durat		epinosymposympos	0.250				
Analyst DB:	Z	-december	is Date	- September 1995	enskirotekskiromanova (Area	Туре) 	Other				
Jurisdiction		Time F	Period	PM Pe	eak		PHF	wew.	**************************************	0.98	dantskirasiir erimoasive		ŧ	•
tratta (killista tiintiin tiintiin (killista varta tartoin on oo too oo	ston Highway	Analys	is Year				Analy	rsis f	Period	1> 4:4	15			
arangan ang kalangan ang kalanggan ang kalanggan ang kalanggan ang kalanggan ang kalanggan ang kalanggan ang k	erchange Dr	File Na	ame	PM 21	Presto	n.xus	rociniorar and			***********			11.7	
Project Description Old	l Preston Apt											1	A 194	K.C
Demand Information		_	. EB ₃			W	Santa Service		 	NB	7	-	, SB	7
Approach Movement		L	T	R	L	T		R	L	T	R	L.	T	R
Demand (v), veh/h		184		48	3	0	ı	4	16	1222	2	0	1867	155
Signal Information		NI.		111	12 x								T	
anna and an ann an	ference Phase 2			1	ڙ تا ۽	7	cappoon			1		1>		,
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	nult. Gap E/W On	Green Yellow		126.2	semicare/romer/mi	6.0	DISCOUNTED COME	0.0	0.0		را	4	١, ١	8
	mult. Gap N/S On	Red	3.0	4.3 1.6	3.6 2.4	3.6 2.4).0).0	0.0		1 5	' ,–	-	*
	July 100	. 100	, 5.0	,	, 4 T	, 7			, 0.0	•	1			
Timer Results	Control of the second second	EBI		EBT	WBI		WB	Г	NBI		NBT	SBI		SBT
Assigned Phase		1		4			8		5	rosot Piiili	2	1		6
Case Number		1 E5 C0		9.0		1	12.0		2.0	70-80 Sevi	4.0	2.0		3.0
Phase Duration, s		1		26.0	****		12.0	-	9.9	Andrews Property and	42.0	0.0	management	132.1
Change Period, (Y+R c), s			***************************************	6.0			6.0		6.5		5.9	6.5	manandirean	5.9
Max Allow Headway (MAF	ON CONTRACTOR OF THE PROPERTY	***************************************	and the second	4.0			3.1		4.0	(110-10-10-10-10-10-10-10-10-10-10-10-1	0.0	0.0		0.0
Queue Clearance Time (g	o de la companya del la companya de	1				-1	2.7		3.6					
Green Extension Time (g		-		0.0	***************************************	***************************************	0.0	en many	0.0	······································	0.0	0.0		0.0
Phase Call Probability		1		SNIT WEST OF THE STATE OF THE S			1.00		0.56	and the second			\neg	
Max Out Probability				**************	***************************************		0.00	and the same of th	0.00	*******	-			
					1	- 1								
Movement Group Results	•		EB			WE	•			NB		1000	SB	
Approach Movement		L	T	R	L	T	F	₹	L	T	R	L	T	R
Assigned Movement		7		14	3	8	1	8	5	2	12	1	6	16
Adjusted Flow Rate (v), v	eh/h	188		49		7		100	16	630	629	0	1846	153
Adjusted Saturation Flow F	Rate (s), veh/h/in	1757	0000000	1610		1690	0		1810	1885	1884	1810	1781	159
Queue Service Time (g =)	, S	9.0		4.9		0.7	1		1.6	19.9	19.9	0.0	61.1	3.8
Cycle Queue Clearance Ti	me(g¢),s	9.0		4.9	71332723	0.7			1.6	19.9	19.9	0.0	61.1	3.8
Green Ratio (g/C)		0.11		0.13		0.03	3		0.02	0.76	0.76		0.70	0.8
Capacity (c), veh/h		390		209		56			34	1425	1425	1	2497	129
Volume-to-Capacity Ratio ((X)	0.481	- Committee of Paral	0.234		0.12	7		0.486	0.442	0.442	0.000	0.739	0.11
Back of Queue (Q), ft/ln (95 th percentile)	183.7	avanta).	91.7	31000000	14.8)		37.6	268.5	266.1	0	788.8	48.
Back of Queue (Q), veh/li	n (95 th percentile)	7.3		3.7	T. Company	0.6			1.5	10.7	10.6	0.0	31.1	1.9
Queue Storage Ratio (RQ) (95 th percentile)	0.46		1.53		0.00)		0.15	0.00	0.00	0.00	0.00	0.1
Uniform Delay (d +), s/vet		75.1		70.3	aum-thachtainean	84.5	5		88.8	6.9	6.9	0.0	19.0	3.7
Incremental Delay (d 2), s	/veh	0.9	NY VIEW	0.6		0.4			7.5	0.7	0.7	0.0	1.5	0.1
Initial Queue Delay (d 3),	s/veh	0.0		0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		76.0		70.9		84.8	3		96.3	7.6	7.6	0.0	20.5	3.8
Level of Service (LOS)		E		E		F			F	Α	Α		С	A
Approach Delay, s/veh / LC)S	75.0		E	84.6	3	F		8.8		Α	19.2	2	В
Intersection Delay, s/veh /	LOS		······································	19	3.3	ere errere anderen			and a second second second second second second second second second second second second second second second	······································	and the second second	В	mandari di Manasi ina	**************************************
														2 - 22 - E
Multimodal Results		0000000000	EB			WE				NB-	and the second	nasty Atten	SB	
Pedestrian LOS Score / LO	DS .	2.33	3	В	2.49	}	В		1.64		В	2.07	7	В
Bicycle LOS Score / LOS			Vev Ives	F	0.50	1	A		1.53	040 1450	В	2.19	3 00000 10000	В

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HCS™ Streets Version 7.9.6

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General Inform	dambaandanian da				**************************************				ntersect	and and description to the second		n	4 🎽		
Agency	SANONOVANIONOS	Diane B. Zimmerma	n Traffi			Tan			ouration,		0.250	NAME AND ADDRESS OF THE PARTY O			
Analyst		DBZ	***************************************	\$ 	is Date		******		теа Тур	е	Other	ستنسب ومدوقا ومدادست			
Jurisdiction	· · · · · · · · · · · · · · · · · · ·			Time P		PM Pe		~~~~~~~	PHF		0.98		4:		
Urban Street		Preston Highway		&	-	and the second	Vo Build	เลเองเหมาะเลิมเลเ	unalysis	Period	1> 4:4	5	_ -		
Intersection	*************	Interchange Dr	elderreteriorrias	File Na	ime	PM 24	NB Pre	ston.xı	US	************	waaringii walaa (ankalaana)			111	
Project Descrip	lion	Old Preston Apt											1		eric:
Demand Inform					EB		1	WB			NB		To see a se	SB	
Approach Move	to Contractor Follows Deliver	ti in the constitution of	Tastina i astrii ii liitad	L	T	R	L	T	l R	L	T	TR	L	T	R
Demand (v), v	<i>ACMACHINESTA</i>		over remove the day	171	28	48	221	12	4	16	1248		159	1758	158
Delitario (v), v	CIVII			1000	20	40	1 241	1.2		1 10	1240	1 04	108	1736	100
Signal Informa	tion					IJζ	W.	12	r.J						
Cycle, s	180.0	Reference Phase	2		2	542	1		A	BOWNER	- 5	L	t>		_a
Offset, s	0	Reference Point	End			1	1, 1					- 4	13_		Y
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow	eli unimini e conservacioni	3.3 3.5	92.2 4.3	20.0 3.6	25.5 3.6	0.0	- ,		•	۱, ۱	5 -
Force Mode	Fixed	gaves::::::::::::::::::::::::::::::::::::	On	Red	3.0	3.0	1.6	2.4	2.4	0.0	7] , []	6	•	
Timer Results				EBL	. 1	EBT	WBI	500 200	WBT	NBL		NBT	SBI		SBT
Assigned Phase	e		×			4			8	5	ĺ	2	1		6
Case Number	the state of the s		CONTRACTOR CONTRACTOR			9.0			11.0	2.0		4.0	2.0		3.0
namen makees with the telephone to the contract of the contrac	nase Duration, s					26.0		amana di kamana	31.5	14.5		98.1	24.4	umond anno	108.0
Change Period	nase Duration, s nange Period, (Y+R c), s					6.0	10.056.78		6.0	6.5		5.9	6.5		5.9
Max Allow Head	MANAGEMENT STATE		***************			4.0			3.0	4.0		0.0	3.0		0.0
Queue Clearan	POSSEDBRUKERUS GOOD					11.8			25.1	3,5			17.€	3	
Green Extension	ووجارا لاوويه المستوهم المنو	- CANADA CONTRACTOR DE CONTRAC				0.8			0.4	0.0	-convergences	0.0	0.2	insurisms of marions	0.0
Phase Call Pro	CONTRACTOR PORTOR	<u> </u>				1.00	4.65		1.00	1.00		5 . 16 . 25	1.00	emissocie de la come	
Max Out Proba	_	in the second section of the section of the section	Clean minerancing		www.com	0.00		***************************************	0.00	0.00	and the state of t	THE REAL PROPERTY.	0.00	****	Accession of the
Movement Gro	up Re	suits	68 (55 c)		EB	19.75	8 (8)	WB		V67/60/	NB			SB	94997547
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment			7	4.5	14	3	8	18	5	2	12	1	- 6	16
Adjusted Flow	Rate (v	'), veh/h		105	98	49		238	4	15	636	624	157	1738	156
Adjusted Satur	ation Fi	ow Rate (s), veh/h/	n	1810	1836	1610		1814	1610	1810	1885	1844	1810	1781	1598
Queue Service	Time (g s), S		9.8	9.1	4.8		23.1	0.4	1.5	41.7	40.6	15.6	72.3	5.0
		e Time (g c), s		9.8	9.1	4.8		23.1	0.4	1.5	41.7	40.6	15.6	72.3	5.0
Green Ratio (g	/C)		o de constitución de constituc	0.11	0.11	0.16		0.15	0.15	0.04	0.51	0.51	0.10	0.57	0.68
Capacity (c), 1	/eh/h			211	204	250		267	228	80	966	945	190	2019	1083
Volume-to-Cap	escapes and escapes and	HANDOS TOPONOS POR PORTO POR PORTO POR PORTO POR PORTO POR PORTO POR PORTO POR PORTO POR PORTO POR PORTO PORTO POR PORTO POR PORTO P		Диненический изси	0.482	Бишшенун шагын тү	-	0.889	0.018	TO HEROTONIO POR PRINCIPAL	0.659	di vocassione e constituire di	0.830	nagromaji kanpapitat siyati	lagi missiyanamanyi.
Back of Queue	(Q), ft	/in (95 th percentile)	202.6	193.4	88.5		408.8	manufacture and a second	31,4	606.4	566.5	307.4	965.9	74.2
Compart you company of the company of the company of the company of the company of the company of the company	rafeey in the stay begins to see	eh/in (95 th percent	mpaniemenen rode	8.1	7.7	3,5		16.4	0.3	1,3	24.1	22.7	12.3	38.0	2.9
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.51	0.00	1.47	0,000,000	0.00	0.00	0.13	0.00	0.00	3.07	0.00	0.25
Uniform Delay	(d+), s	s/veh	000000000000000000000000000000000000000	74.5	74.7	66.2		75.3	66.4	83.8	27.7	26.0	87.5	29.5	7.9
Incremental De	lay (d :	2), s/veh		1.8	1.8	0.4	5.VEC(3)	4.0	0.0	0.8	2.5	2.6	3.1	4.5	0.2
Initial Queue D	elay (d	3), s/veh	***************************************	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/v	eh		76.3	76.4	66.6	100	79.3	66.5	84,6	30.2	28.6	90.6	34.0	8.1
Level of Servic	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	Marketaning transportation of the state of	symographic mon-	E	E	E		E	E	F	С	С	F	С	Α
Approach Dela	encarinement (SAN HOLE)	Edition Constitution in the Constitution of th		74.		£	79.1		E	30.1	t — [C	36,4	4	D
Intersection De	lay, s/v	eh / LOS				39	9.5					ansidy framerous arriv	D		
Multimodal Re	_				EB			-WB	SCHOOLSEN AND WARREST		-NB			SB	
Pedestrian LOS				2.33	ו בי	В	2.48	a i	В	1.92	2	В	2.10	Λŧ	В

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	-41							10.				_		4 7.5	
General Inform	ation				on named characteristics			*****	ntersect			n		PREE	900000
Agency	-volumos sistemates	Diane B. Zimmerma	ın ıram	March March Street	www.www.wordubern	N ^-		marin dipina	uration,	****	0.250	NAME AND ADDRESS OF THE PARTY O			
Analyst		DBZ		and the second second	MINISTER PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS	Dec 23	*****	accession and proper	rea Typ	B	Other		-3.		•
Jurisdiction			end-no-Vegas-to-common	Time P		PM Pe			HF.		0.98		- 3		*
Urban Street	DOMESTIC STREET	Preston Highway	***************************************	Queren et exemples de la constante de la const		2024 E	MONTH AND PARTY OF THE PARTY OF THE	National Association of the Particular States	nalysis	Period	1> 4:4	15	1-1		
Intersection	PROGRAMMENT PROGRAMMENT PROGRAMMENT AND ADDRESS OF THE PROGRAM	Interchange Dr	Madews Madeline Andreas	File Na	ime	PM 24	B Pres	eux.no	; 	Silvatustrinnins lietata	PERSONAL PROPERTY.	***************************************		110	
Project Descript	lion	Old Preston Apt											1		100
Demand Inform	aatian				EB			WB		15	NB			SB	
Approach Move	(day) (day) (day) (day)			L	T	R	1 .	TT	l R	L	T	R	1	T	R
Demand (v), v	i grimma kantanan jeretari semara		en ogsett.	171	28	48	221	12	14	28	1248		159	1764	A
Demand (v), v	CINII			7 11	20	100	221	16		, 20	I IETO	, OE	9 100	1000	1 (0)
Signal informa	tion					IJţ	171	17	J	Î					
Cycle, s	180.0	Reference Phase	2		, ,	3 6 8 31	35.7		-		\	a	tr	l.	_2
Offset, s	0	Reference Point	End	L	120	2.0	1 J	2000	75.5			-4-	12	- 4	<u> Y</u>
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		3.6 3.5	92.0 4.3	20.0 3.6	25.5 3.6	0.0			4	۱,	•
Force Mode	one and the second second	Simult. Gap N/S	On	Red	3.0	3.0	1.6	2.4	2.4	0.0	7				
Timer Results				EBL	.	EBT	WBI		WBT	NBI	.	NBT	SBL	.	SBT
Assigned Phase	9					4		1	8	5		2	1	Michigan	6
Case Number			16 18 18 18 18 18 18 18 18 18 18 18 18 18			9.0	V20000000	1	11.0	2.0	80 dati (1861)	4.0	2.0	1	3.0
Phase Duration	. S				o in the second	26.0		1	31.5	14.5	5	97.9	24.6		108.0
Change Period,	(Y+R	c), S				6.0		1	6.0	6.5		5.9	6.5		5.9
Max Allow Head						4.0			3.0	4.0	1	0.0	3.0	~~	0.0
Queue Clearan		naklalannana dikkişlinkiya dezi belingileri ili dezi belingileri ili dezi belingileri ili dezi belindir.				11,8			25.1	4.6			17,9		
Green Extensio	t-construction to the construction of	entra anno de Carros de Ca			manner see See and see assert	0.8	200000000000000000000000000000000000000		0.4	0.1	***************	0.0	0.2	nestinaljanism	0.0
Phase Call Prol	bronzowanekennoù					1.00			1.00	1.00			1.00	· · · · · · · · · · · · · · · · · · ·	
Max Out Probal	ALTERNATION CONTRACTOR CONTRACTOR		************		on acres promotes	0.00	ARTHUR CONTINUES		0.00	0.00)	ORISK WARRING CO.	0.00	Antestarras de la companione de la compa	AND COMPANY OF STREET
Movement Gro	up Res	uits			EB :			WB	100000	0.00	NB			SB	00.00
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	Rate (v	'), veh/h		105	98	49		238	4	26	631	618	160	1774	159
Adjusted Satura	ation Fig	ow Rate (s), veh/h/	n	1810	1836	1610		1814	1610	1810	1885	1844	1810	1781	159
Queue Service	Time (g :), s		9.8	9.1	4.8		23.1	0.4	2.6	41.3	40.2	15.9	75.3	5.0
Cycle Queue C	learanc	e Time (gc), s		9.8	9.1	4.8		23.1	0.4	2.6	41.3	40.2	15.9	75.3	5.0
Green Ratio (g	/C)	THE CASE WAY PROVIDED AND		0.11	0.11	0.16		0.15	0.15	0.04	0.51	0.51	0.11	0.57	0.6
Capacity (c), v	/eh/h			211	204	250		267	228	80	963	942	192	2019	108
Volume-to-Capa	acity Ra	atio (X)		0.496	0.482	0.196		0.889	0.018	0.327	0.655	0.656	0.832	0.878	0.14
Back of Queue	(Q), ft	/in (95 th percentile)	202.6	193.4	88.5		408.8	7.2	55.1	601.5	561.8	310.3	1001.6	74.
Back of Queue	(Q), v	eh/in (95 th percent	ile)	8.1	7.7	3.5		16.4	0.3	2.2	23.9	22.5	12.4	39.4	2.9
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.51	0.00	1.47	and the second	0.00	0.00	0.22	0.00	0.00	3.10	0.00	0.2
Uniform Delay ((d 1), S	/veh		74.5	74.7	66.2		75.3	66.4	84.3	27.7	26.1	87.1	29.9	7.8
Incremental De	lay (da	2), s/veh		1.8	1.8	0.4		4.0	0.0	1.7	2.5	2.5	3.1	5,1	0.3
Initial Queue Do				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (76.3	76.4	66.6		79.3	66.5	86,0	30.2	28.6	90.3	35.0	8.0
Level of Service	e (LOS)	}		E	Ε	E		Ε	Е	F	С	С	F	D	A
Approach Dela	y, s/veh	/LOS		74.8) [-	E	79.1		E	30.6	3	C	37.2	<u>: [</u>	Ð
Intersection De	lay, s/ve	eh / LOS				40).1						D		
Multimodal Re	sults				EB			WB	underwickens also some		NB			SB	***********
Pedestrian LOS	S Score	/LOS		2.33	3	В	2.48		8	1.92	2	В	2.10		В
	ore / LO	ne si e e e e e e	NEW SEWER	0.90	Not been	Α	0.89	rese 1 7660	A	1.63	3 00 00	В	2.24	Land Land	В

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Diane B. Zimmerman Traffic Engineering, LLC.

		H	CS7	Two-	Way	Stop	o-Col	ntrol	Rep	ort						
General Information	Santatys vilvinia	Art - San or Allen		an ann an Aire			Site	nforn	nation	1	estatismiciones		and a color	ava esta esta esta esta esta esta esta est		
Analyst	DBZ	(action and the same product	MADAMAKAKAISID	National Assessment Constitution	akszkraniuk rokulat		Inters	ection	an many con	***************************************	Неп І	ane at V	Vesboro		**************	(11/10/04/)#1/04/04
Agency/Co.	Diano	e B Zimm	erman T	raffic En	gineerin	•	Jurisd	ction				······································		······································		
Date Performed		0/2020		VOLUMENTO DE	eostamaanisatea	and the second	East/\	Vest Stre	et		Wesb	oro	-	***********		************
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5151 Jefferson Boulevard Louisville, KY 40219 (502) 485-1508

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CASE #21-ZONE-0104 – JUSTIFICATION FOR LAND-DISTURBING ACTIVITY ON SLOPES 30% OR GREATER

Project Name and Location: Old Preston Highway Apartments, 10410 & 10414 Old

Preston Highway

Proposed Use: Multi-Family Residential

Request: Zone Change from R-4 to R-7

Owner Skaggs Family Trust

Applicant: Highgates Development

Located north of the intersection with Interchange Drive on Old Preston Highway, the Old Preston Highway Apartment site consists of two contiguous parcels on 9.78 total acres of land. The proposal is for a change of zoning from R-4 to R-7 to construct a 174-unit multi-family development. The overall net density will be 17.79 dwelling units per acre and includes over 110,000 SF of open space provided throughout the development.

Steep slopes are present on this site. Slopes greater than 30% however, are minimal. There is approximately 780 SF of area greater than 30% on the proposed development. This is equivalent to only 0.18% of the total net area. Steep slopes between 20% and 30% are also present on this site. The largest consolidated area of 20%-30% slopes are proposed for preservation. This preserved area is located adjacent to Fishpool Creek and is located at the west end of the site.

Asher Engineering, Inc. has performed geotechnical evaluation of the site and a report has been submitted to Louisville Planning and Design Services. The report did not indicate any negative impacts due to the proposed development. Furthermore, the geotechnical report outlines recommendations for development and indicates that the soils on this site "are suitable for support of new buildings and roads, and are suitable for structural fill".

MEMORANDUM OF UNDERSTANDING

WHEREAS, Patrick Hassler and Sherry Hassler, husband and wife ("Hassler"), with an address of 10412 Old Preston Hwy, Louisville, KY 40229, are the owners of real estate lying to the North and West and contiguous to said real estate of The Skaggs Family Trust, James Mark Skaggs and Jon Skaggs, Co-Trustees, by virtue of a deed September 12, 1994, and recorded in Deed Book 6500, Page 739, of record in the office of the Clerk for Jefferson County, Kentucky (the "Hassler Property"), and

WHEREAS, The Skaggs Family Trust, James Mark Skaggs and Jon Skaggs, Co-Trustees ("Skaggs") has entered into a Real Estate Purchase and Sale Agreement, as amended from time-to-time, with T Big Ventures Inc. ("T Big"). for the sale and purchase of their property located at 10410 and 10414 Old Preston Hwy., Louisville, Kentucky (the "Skaggs' Property"), and

WHEREAS, in anticipation of said sale and transfer of the Skagg's Property to T Big, T Big and Hassler desire to establish and define the location of a future easement across the Skaggs' Property for the benefit of the Hassler Property for ingress and egress.

NOW, therefore, subject to the terms set forth hereinbelow, T Big does hereby agree to grant to Hassler, their heirs and assigns, a perpetual, non-exclusive easement over the that portion of Skaggs' Property and contiguous to the Hasslers' property as shown on the Access Easement Plat (the "Plat") by Mindel Scott and Associates, Inc. attached hereto and marked as Exhibit "A". Said easement is limited to the hatched area, as shown on the attached Plat as shown as "30' ACCESS ESMT GRANTED".

Said easement shall be in the form set forth hereto as Exhibit A, except that the grantor therein may be altered to Joseph Waldman or any other entity owned by him, in part or in whole, or otherwise under the control of Joseph Waldman pursuant to an assignment of the Purchase Agreement on or before closing.

However, in the event T Big (i) does not receive all permits and approvals necessary for its intended use of the property as an apartment complex, or (ii) does not consummate its conveyance pursuant to the Purchase Agreement, T Big's obligation to execute and grant the easement contemplated herein shall terminate and neither party shall have any further obligation to the other.

IN TESTIMONY WHEREOF, witness the authorized signature of the T Big and Hasslers the day and date set forth below.

GRANTOR: T Big Ventures Inc.,

By:	
Printed Name:	·
Its:	

DEED OF ACCESS EASEMENT

Know all men by these presents that, whereas T Big Ventures Inc., hereinafter called the Grantor, is the owner of the following described real estate, to wit:

10410 Old Preston Hwy.

BEGINNING at a point in the center of Preston Highway, f/k/a Louisville & Shepherdsville Pike, 196.8 feet Northwardly from the Southeast corner of Lot 2, Issac Brooks Division, said corner of Joseph Logsdon; thence with the center line of said Preston Highway North 14° 07' West 100 feet, South 77° 46' West 621.27 feet; thence with North 14° 07' West 140.30 feet; thence North 28° 17' West 258.20 feet; thence South 78° West 608 feet to the center of a Branch; thence with a center of said Branch and with its meanders South 18° 45' East 89 feet; East 89 feet; South 50° East 240 feet, South 19-1/4 ° East 142 feet, more or less, to a corner of the 1-2/3 acres conveyed to Robert F. Flora by deed dated December 30, 1937, of record in Deed Book 1660, Page 648, in the Office of the County Clerk of Jefferson County, Kentucky; thence leaving said Branch and with the North line of said 1-2/3 acres, North 81° 43' East 370 feet, more or less; thence South 85° 07' East 272 feet; thence North 74° 46' East 603.3 feet to the beginning.

Being	that	same	property	conveyed	to	T	Big	Vent	ures	Inc.,	by	Deed	dated
			and rec	corded on					in	Deed	Bo	ok	
Page _		, o	f record in	the office	of t	he	Clerl	k for J	effers	on Co	unt	y, Ken	tucky.
AND													

10414 Old Preston Hwy.

BEGINNING at a point in the center line of Preston Street, or Highway, North 14° 07' West 30 feet from the Southeast corner of Lot 2 of the Isaacs Brooks Division recorded in Deed Book 552, Page 335, in the Office of the Clerk of the County Court of Jefferson County, Kentucky; thence with the center line of Preston Highway, North 14° 07' West

166.80 feet to a point in the center line of said Highway; thence South 74° 44' West passing a pipe at 40 feet, continuing on same line to a railroad spike at the Northwest corner of property, in all 604.64 feet; thence South 14° 07' East 120.00 feet to a pin and property corner; thence North 79° 10' East passing a pipe at 565.46 feet, continuing on the same line to the point of beginning, in all 605.50 feet, containing 1.99 acres; said above described property being subject to a 10 foot easement along the entire North line, for ingress and egress to the property conveyed to Joseph E. Hassler and wife as set out in Deed recorded in Deed Book

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3615, Page 47, in the Office of the Clerk aforesaid; and being the remaining portion of the property conveyed to Charles W. Brooks and Wilma Lee Brooks, his wife, for their joint lives with remainder in fee simple to the survivor of them by deed dated February 9, 1951, and recorded in Deed Book 2719, Page 465, in the Office of the Clerk aforesaid, the said Charles W. Brooks, having died February, 1975, thereby vesting the fee simple title to said property in Wilma Lee Brooks, party of the first part.

Being	that	same	property	conveyed	to	T	Big	Ventures	Inc.,	by	Deed	dated
			and rec	corded on _				in	Deed	Bo	ok	,
Page_		, o	f record ir	the office	of t	he	Clerl	c for Jeffers	son Co	unt	y, Ken	tucky.

WHEREAS, PATRICK HASSLER and SHERRY HASSLER, husband and wife, with an address of 10412 Old Preston Hwy, Louisville, KY 40229, herein called the Grantees, are the owners of real estate lying to the North and West and contiguous to said real estate of Grantor by virtue of a deed September 12, 1994, and recorded in Deed Book 6500, Page 739, of record in the office of the Clerk for Jefferson County, Kentucky, and

WHEREAS, the Grantor and Grantees desire to establish and define an easement across Grantor's property for the benefit of Grantees' property for ingress and egress.

NOW, therefore, in consideration of the sum of One Dollar (\$1.00) received to the full satisfaction of the Grantees, the Grantor does hereby grant to the Grantees, their heirs and assigns, a perpetual, non-exclusive easement over the that portion of Grantor's property and contiguous to the Grantees' property as shown on the Access Easement Plat (the "Plat") by Mindel Scott and Associates, Inc. attached hereto and marked as Exhibit "A". Said easement is limited to the hatched area, as shown on the attached Plat as shown as "30' ACCESS ESMT GRANTED".

Said easement includes the right of ingress and egress over Grantor's property to and from the easement for access to Grantee's real estate for its current use as a single-family residence. These presents shall not be deemed to include or grant any right, title, interest, claim or demand in or to said real estate of the Grantor other than the right granted herein. Excepting any damages specifically caused by the Grantee, the Grantor shall have the sole authority and responsibility for the maintenance and upkeep of the easement. This easement shall run with the land and shall bind and inure to the benefit of the Grantor and Grantees, and their successors, assigns, heirs and personal representatives.

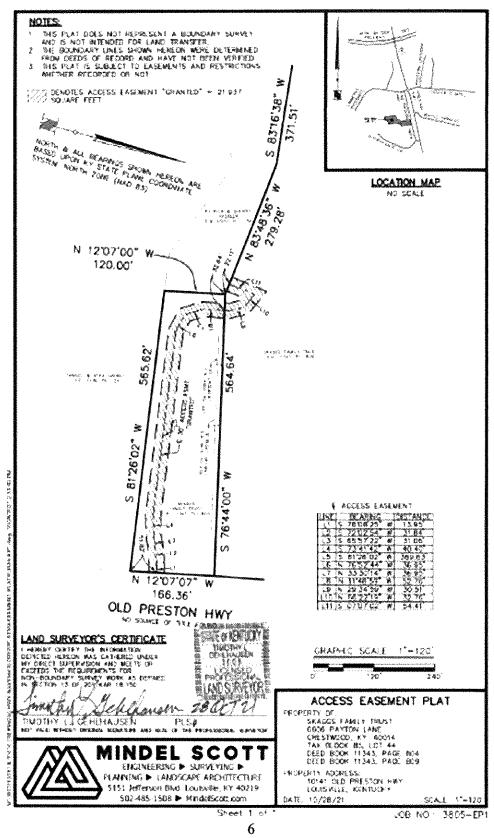
[signature pages to follow]

IN TESTIMONY WHEREOF, witness the authorized signature of the Grantor and Grantees the day and date set forth below.

	GRANTOR: T Big Ventures Inc.,
	By:
	Printed Name:
	Its:
COMMONWEALTH OF KENTUCKY	
COUNTY OF	
I, the under foregoing Access Easement was this date acknowledged before me this day of to be his voluntary act and deed on behalf of the control	rsigned Notary Public, do hereby certify that the y produced to me in said state and county and of, 2021, by T Big Ventures, Inc., f said Trust.
WITNESS my hand and notarial sea	1.
My commission expires:	
	NOTARY PUBLIC

		GRANTEES:	
		PATRICK HASSLER	
		SHERRY HASSLER	
сом	MONWEALTH OF KENTUCKY		
coui	NTY OF		
this SHEI	The foregoing Access Easement day of RRY HASSLER, husband and wife	was subscribed, sworn to and acknowledged before _, 2021, by the Grantees, PATRICK HASSLER : e.	me and
	WITNESS my hand and notarial	seal.	
	My commission expires:		
		NOTARY PUBLIC	
		Printed Signature	

THIS INSTRUMENT PREPARED BY: Jason A. Lopp, #87538 CHURCH LANGDON LOPP & BANET LLC 318 Pearl Street, #200 New Albany, IN 47150 (812)725-8224



Asher Engineering, Inc.

Environmental & Engineering Consulting

October 12, 2021

Mr. Brent Hackworth brent@highgates.com

RE: Slope Stability

Proposed Apartments

10410 Old Preston Highway

Louisville, Ky

Dear Mr. Hackworth.

In July, 2021 Asher Engineering visited the referenced site to conduct a subsurface investigation for the proposed apartment complex. The subsurface conditions were explored by conducting 9 test pits across the site. The test pits were consistent with about 12 in. topsoil layer underlain by moist, firm, brown silty clay soil down to limestone bedrock.

The site topography is generally flat to gently sloping with some areas of the site at slightly steeper slope. While no slope failures were noted during our site visit, the areas with significant slopes will be inspected by the Asher Engineer during the earthwork portion of the site development, and inspected during construction of new building foundations. Placement of any fill in sloped areas must be benched into the slope and placed horizontally, and compacted to 98 percent of the Standard Proctor (ASTM D698). Field density tests would be conducted to confirm that the specified compaction was achieved.

The site should be graded such that water drains away from the structures. Some areas may require additional efforts to insure positive drainage away from the building foundations. This may include perimeter and subfloor drains connected to a sump or French drain. The site should be graded such that water drains away from the structures. Any such recommendations would be made by Asher Engineering at the time of building construction.

Inspection reports would be prepared documenting the sitework and construction of all building pads, including any building areas constructed on slopes.

Sincerely,

Richard A. Linker, P.E.

Rul Lil



GEOTECHNICAL ENGINEERING STUDY

PROPOSED APARTMENTS 10410 OLD PRESTON HIGHWAY LOUISVILLE, KENTUCKY

ASHER PROJECT No. 21-077

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Prepared For:

Mr. Brent Hackworth brent@highgates.com

Prepared By:

Asher Engineering, Inc. 1021 South Floyd Street Louisville, Kentucky 40203

July 13, 2021

21-77 ZONE 1 -0104

Asher Engineering, Inc.

Environmental & Engineering Consulting

July 13, 2021

Mr. Brent Hackworth brent@highgates.com

Re:

Geotechnical Engineering Study

Proposed Apartments

10410 Old Preston Highway

Louisville, Kentucky

Dear Brent,

Asher Engineering has completed a Geotechnical Engineering Study for the referenced project. This report contains the findings of our subsurface exploration, geotechnical recommendations to aid design of foundations and floor slabs, and construction recommendations with regard to site work, fill placement, and foundation installation and inspection.

We appreciate the opportunity to be of service to you on this project. If we can be of further assistance, or if you have any questions regarding this report, please contact our office.

Sincerely,

Richard A. Linker, P. E.

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PROPERSONAL ENGINEERING

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21-17 ZONE 1 - 0104

TABLE OF CONTENTS

LEI	TER (OF TRANSMITTAL	
1.0	Proj	ECT INFORMATION	
2.0	Subsi	URFACE EXPLORATION]
3.0	DESIG	GN RECOMMENDATIONS	
	3.2	Site Development	2
	3.3	Pavement	3
4.0	Cons	TRUCTION RECOMMENDATIONS	4
	4.2	Subgrade Preparation Engineered Fill Foundation Excavations	Δ
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1.0 PROJECT INFORMATION

The project site is located at 10410 Old Preston Highway, in Louisville, Ky.

The site is an open grass-covered flat rectangular shaped tract with scattered mature trees.

A review of historical aerial photographs (Appendix) revealed that the property is previously undeveloped land with some large tilled gardens but no full crop coverage.

Proposed for construction are 3-story, slab on grade apartment buildings. Asphalt paved parking and access drives will be provided throughout.

2.0 SUBSURFACE EXPLORATION

The subsurface conditions were explored by conducting 9 test pits across the site. The test pits were consistent with about 12 in. topsoil layer underlain by moist, firm, brown silty clay soil down to limestone bedrock. A summary of each test pit is included in the Appendix. The depth to refusal at each test pit is summarized below.

Test Pit	Depth to Refusal, Ft.
1	1.5
2	2.6
3	8 ft. no rock encountered
4	7
5	6.3
6	5.5
7	4.0
8	6.9
9	7.0

No water was noted in the test pits. The limestone bedrock can weather resulting in an irregular surface and elevation differenced over short horizontal distances.

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3.0 DESIGN AND CONSTRUCTION RECOMMENDATIONS

The following design and construction recommendations have been developed on the basis of the previously described project characteristics and subsurface conditions.

3.1 Site Development

We recommend an 8 to 12 in. stripping depth be used. Thicker topsoil/rich soil will be encountered in areas that were once tilled gardens, while other areas will have a less thick topsoil layer.

The silty clay soils on site are suitable for support of the new bldgs and roads, and are suitable for use as structural fill.

It is likely that Limestone bedrock will be encountered in utility trenches and bldg pad / footing excavations. The limestone cannot be ripped with an excavator, and will have to be blasted or hoe rammed.

3.2 Shallow Foundations and Floor Slabs

Footings bearing on firm natural soil, or engineered fill placed over firm soil may be proportioned using a net allowable bearing capacity of 3400 psf. Footings can bear on firm natural soil or bedrock. A Site Classification B should be used for seismic design. Wall footings should be at least 16 in. wide and column footings should be at least 24 in. wide to provide an adequate factor of safety for bearing capacity. All exterior footings and footings in unheated areas must bear at least 24 in. below final exterior grade for frost protection. Interior footings can bear at nominal depths below the floor.

Footing excavations that extend to bedrock do not have to be over-excavated to provide a 'cushion' of soil or crushed stone between the bottom of footing and bedrock. Footings can be poured directly on bedrock even if footing elevations in other portions of the bldg encounter clay soil. However, rock will have to be removed such that the entire footing design thickness and footing design depth can be provided.

The building subgrades should be inspected and approved by the geotechnical engineer prior to the placement of grade raise fill or the stone subbase. The slab should be supported on a 4-in. layer of KY Dense Graded Aggregate (DGA) compacted to 98 percent of the standard Proctor (ASTM D-698).

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3.4 Below Grade Walls

Below grade walls should be designed to provide drainage to relieve hydrostatic pressure. A clean, free draining granular fill (KY No. 57 stone) should be used to backfill against below grade walls. The backfill zone should be drained using a perforated pipe at the base of the wall. An Equivalent Hydrostatic Pressure (EHP) of 50 pcf may be used to design below grade walls. A unit weight of 130 pcf should be used for the granular backfill.

3.5 Pavements

New pavement areas should be inspected by the geotechnical engineer to determine the suitability of the subgrade and to provide recommendations for stabilization if necessary. Assuming proper subgrade preparation, a California Bearing Ratio (CBR) value of 5 is recommended. This value applies for both undisturbed soil and the stone subbase that is stable under a proofroll, and for soil that is recompacted to at least 95 percent of the standard Proctor maximum dry density.

The following asphalt pavement section is recommended for areas that will be limited to automobiles and light trucks:

Automobile and Light Truck Areas

1.0 in. asphalt concrete surface 2.0 in. asphalt concrete base

4.0 in. KY DGA limestone

4.0 in. 4-Minus or Surge limestone

Areas that may experience heavier loading conditions should be provided with the following pavement section.

Heavy Truck Areas

1.0 in. asphalt concrete surface3.0 in. asphalt concrete base4.0 in. KY DGA

6.0 in 4-Minus or Surge limestone

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4.0 CONSTRUCTION RECOMMENDATIONS

Variations in subsurface conditions should be expected during construction. It is therefore recommended that the geotechnical engineer be retained by the Owner to review the soils-related phases of the project and to correlate the test data with the soil conditions that are encountered during construction.

4.1 Subgrade Preparation

Prior to construction or the placement of new engineered fill or stone subbase, the exposed subgrade should be evaluated by the project geotechnical engineer. The existing subgrade should be carefully inspected by proofrolling with a loaded dump truck prior to the placement of fill to identify soft areas. Any soft areas identified by the proofroll would be undercut and stabilized with crushed stone. The contractor should exercise discretion when selecting equipment sizes and also control surface water while the subgrade soils are exposed. The severity of this potential problem depends to a great extent on the weather conditions during construction.

4.2 Engineered Fill

Engineered fill should be placed on a prepared subgrade that has been inspected and approved by the project geotechnical engineer. The inspection would include prooffolling of the exposed subgrade with a loaded pan or other suitable rubber-tired piece of equipment. If unsuitable material is disclosed, an appropriate remedial measure would be recommended by the geotechnical engineer at that time. Engineered fill placement and compaction operations should be monitored by the geotechnical engineer or his representative. Field density tests should be performed on each lift as necessary to insure that the specified compaction is being achieved. Soil fill placed in the proposed building area should be compacted to at least 98 percent of the standard Proctor maximum dry density (ASTM D-698). Fill placed in the paved areas should be compacted to ED 95 percent, and fill placed in green areas to 90 percent.

4.3 Foundation Excavations

All foundation excavations should be evaluated by the geotechnical engineer or his representative to insure adequate foundation support. All concrete for foundations should be poured the same day the excavation is made.

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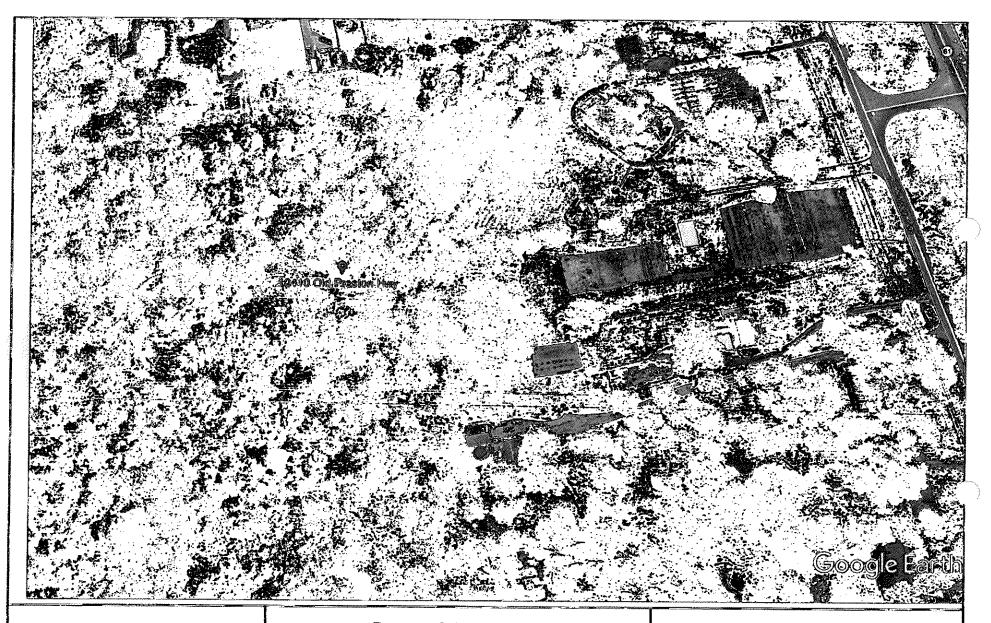
Appendix

Historical Aerial Photographs Summary of Test Pits

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Proposed Apartments
10410 Old Preston Highway
Louisville, Kentucky

Asher Engineering, Inc. Project No.: 21-077 Photo Date June 2020

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High Gates
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Proposed Apartments 10410 Old Preston Highway Louisville, Kentucky

Asher Engineering, Inc. Project No.: 21-077 Photo Date March 1993

OCT 15 2021 PLANNING & DESIGN SERVICES 10410 Old Preston Hwy. High Gates 21-077

Test Pit #1

0" to 7" Topsoil with roots

7" to 18" Silty Clay; moist; firm; brown; silty

18" Limestone; shelf rock; Possible Karst Activity Near-By

Refusal at 1 ft. 6 in.

Test Pit #2

0" to 4" Topsoil with heavy roots

4" to 31" Silty Clay; moist; firm; brown; silty with trace rock fragments and roots

31" Limestone; Surface Rock Outcrop

Refusal at 2 ft. 7 in.

Test Pit #3

0" to 10" Topsoil with roots to 18"

10" to 36" Silty Clay; moist; firm; brown; silty

36" to 96" Silty Clay; moist; firm; red brown

Terminated at 8 ft.

Test Pit #4

0" to 14" Topsoil with heavy roots

14" to 36" Silty Clay; moist; firm; brown; silty

36" to 84" Silty Clay; moist; firm; red brown with gray

84" Limestone

Refusal at 7 ft.

Test Pit #5

0" to 4" Topsoil (minimal)

4" to 36" Silty Clay; very moist; firm; brown; very silty

36" to 76" Silty Clay; moist; firm; red brown Limestone; Karst Activity Near-By

Refusal at 6 ft. 4 in.

Test Pit #6

0" to 12" Topsoil with roots

12" to 36" Silty Clay; very moist; firm; brown; very silty

36" to 66" Silty Clay; moist; firm; red brown with gray; trace limestone floater at 4 ft.

66" Limestone

Refusal at 5 ft. 6 in.



Test Pit #7

0" to 10" Topsoil with roots
10" to 24" Silty Clay; very moist; firm; brown; silty
24" to 48" Silty Clay; moist; firm; red brown with gray
Limestone

Refusal at 4 ft.

Test Pit #8

0" to 10"
Topsoil with roots
10" to 30"
Silty Clay; dry/moist; firm; tan brown; silty with trace roots
Silty Clay; moist; firm; red brown
Limestone

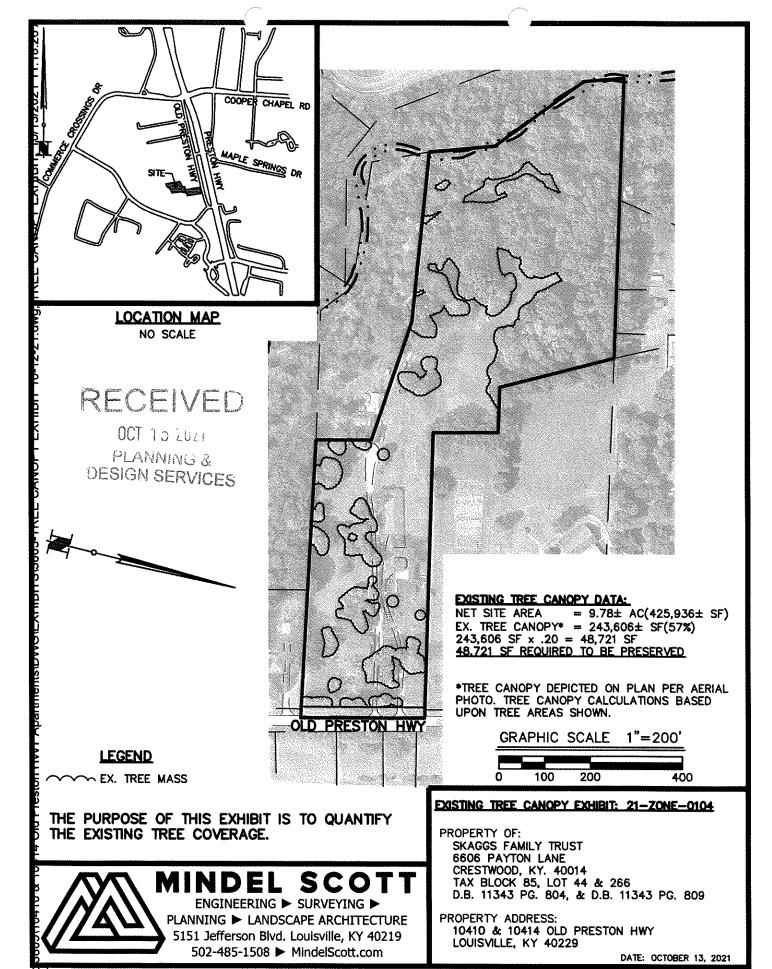
Refusal at 6 ft. 10 in.

Test Pit #9

0" to 12" Topsoil with roots
12" to 84" Silty Clay; moist; firm; red brown; silty
Terminated at 7 ft.

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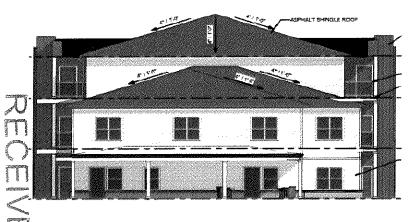
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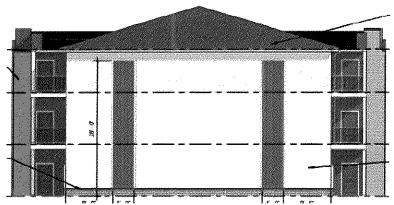




OLD PRESTON ELEVATIONS Leasing Office and Building 1







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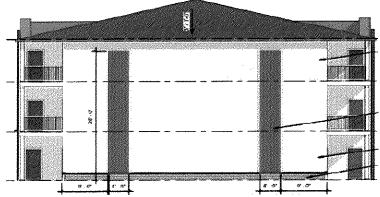


OLD PRESTON ELEVATIONS

1 Bedroom Buildings



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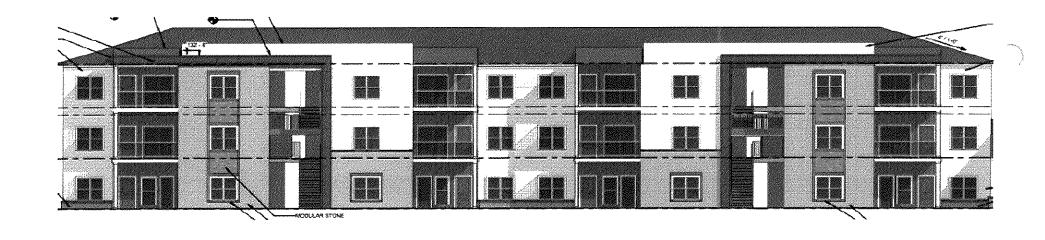
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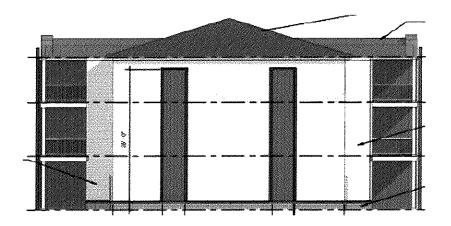


OLD PRESTON ELEVATIONS 2 Bedroom Buildings





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