

June 1, 2022

# Traffic Impact Study

Prospect Cove 6500 Forrest Cove Lane Louisville, KY

Prepared for

Louisville Metro Planning Commission



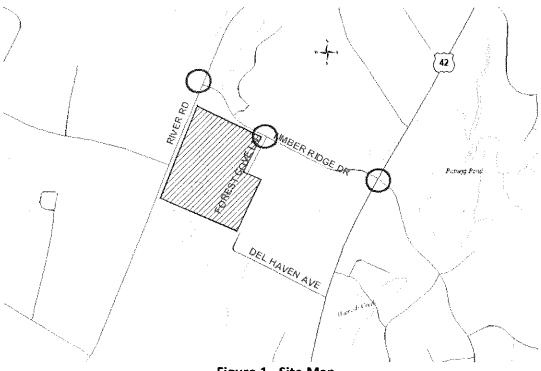


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#### INTRODUCTION

The development plan for an apartment community on Forest Cove Lane in Louisville, KY shows 178 apartment units. **Figure 1** displays a map of the site. Access to the community will be from an entrance on Forest Cove Lane. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Forest Cove Lane with Timber Ridge Drive, Timber Ridge Drive with River Road and US 42.



#### Figure 1. Site Map

#### **EXISTING CONDITIONS**

Timber Ridge Drive is maintained by the city of Prospect with an estimated 2022 ADT of 4,400 vehicles per day between Forest Cove Lane and River Road, as estimated from the turning movement count. The roadway has two twelve-foot lanes, striped bike lanes with curb and gutter. There are sidewalks along the north side and in front of the Kroger Fuel Center along the south side. The intersections of River Road and Forest Cove Lane are controlled with stop signs. The intersection with US 42 is controlled with a traffic signal. Both approaches on US 42 and Timber Ridge Drive eastbound have separate right and left turn lanes. Timber Ridge Drive eastbound has a shared left/thru lane.

Peak hour traffic count for the intersections were obtained on February 15, 2022. The a.m. peak was 7:30 to 8:30 and the p.m. peak hour varied. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

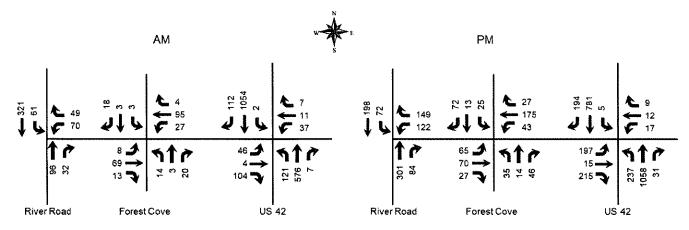


Figure 2. Existing Peak Hour Volumes

#### **FUTURE CONDITIONS**

The projected completion year for this development is 2025. To predict traffic conditions in 2025, one percent annual growth in traffic. This growth is based upon a review of the historical count data at the Kentucky Transportation Cabinet count station 111 and W01. Figure 3 illustrates the 2025 traffic volumes without the development.

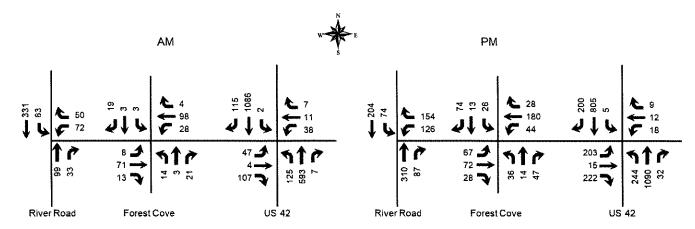


Figure 3. 2025 Peak Hour No Build Volumes

#### TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 11<sup>th</sup> Edition contains trip generation rates for a wide range of developments. The land use of "Multifamily Housing 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 4**. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

	A.M. I	<sup>2</sup> eak	Hour	P.M. F	eak	Hour
Land Use	Trips	ln	Out	Trips	ln	Out
Multifamily Housing Low-Rise (178 units)	78	19	59	1.00	61	39

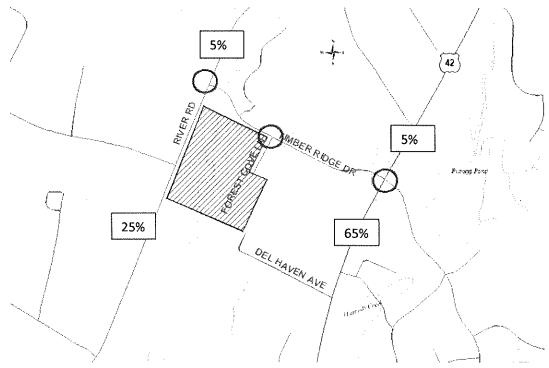


Figure 4. Trip Distribution Percentages

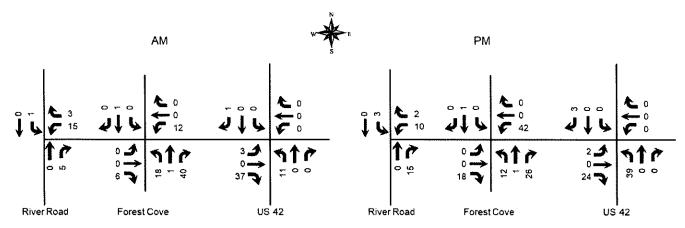


Figure 5. Peak Hour Trips Generated by Site

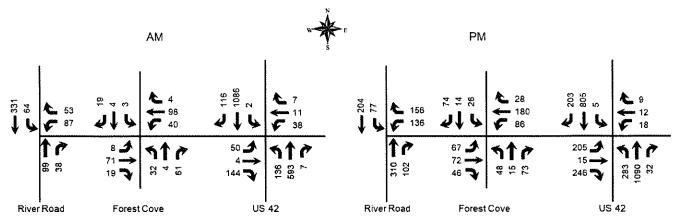


Figure 6. Build Peak Hour Volumes

#### **ANALYSIS**

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

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

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2022	2025	2025	2022	2025	2025
Арргоаст	Existing	No Build	Build	Existing	No Build	Build
River Road at Timber Ridge Drive						
Timber Ridge Drive Westbound	В	В	В	В	В	С
	11.1	11.3	11.9	14.2	14.9	16.0
River Road Southbound (left)	Α	Α	Α	Α	Α	Α
	7.7	7.7	7.8	8.4	8.4	8.5
Timber Ridge Drive at Forest Cove Lane						
Timber Ridge Drive Eastbound (left)	Α	Α	Α	Α	Α	Α
	7.4	7.4	7.4	7.8	7.8	7.8
Timber Ridge Drive Westbound (left)	Α	Α	Α	Α	Α	Α
	7.4	7.4	7.5	7.5	7.5	7.6
Forest Cove Lane Northbound	Α	Α	В	В	В	В
	9.7	9.7	10.1	12.7	13.0	14.9

		A.M.			P.M.	
Approach	2022	2025	2025	2022	2025	2025
	Existing	No Build	Build	Existing	No Build	Build
Shopping Center Southbound	A	A	A	B	B	B
	9.3	9.4	9.5	12.0	12.2	13.3
Timber Ridge Drive at US 42	B	B	C	C	C	C
	18.4	18.7	21.2	20.5	21.0	22.6
Timber Ridge Drive Eastbound	E	E	E	E	E	E
	60.3	60.1	58.3	66.6	65.9	63.5
Timber Ridge Drive Westbound	E	E	E	F	F	F
	73.5	73.6	73.6	82.5	82.9	82.9
US 42 Northbound	B	B	B	B	B	B
	10.3	10.6	12.3	11.7	12.3	13.6
US 42 Southbound	B	B	B	B	B	B
	15.1	15.6	18.2	14.7	15.4	17.8

Key: Level of Service, Delay in seconds per vehicle

The Forest Cove Lane intersection on Timber Ridge Drive was evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance Manual</u> dated July, 2020. Using the volumes in Figure 6, the volume warrant is not met for turn lanes.

#### **CONCLUSIONS**

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2025, there will be a minimal impact to the existing highway network, with the signalized intersection continuing to operate at acceptable levels of service. No improvements are needed at the intersections evaluated.

**APPENDIX** 

#### **Traffic Counts**

#### Classified Turn Movement Count | | All vehicles

Marr Traffic DATA COLLECTION

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Site 3 of 3

River Rd (South) River Rd (North)

Jefferson County, KY

Timber Ridge Dr

Date

Tuesday, February 15, 2022

Weather Fair

43°F

Lat/Long 38.340444°, -85.625339°

0700 - 0900 (Weekday 2h Session) (02-15-2022)

All vehicles

	No	orthbou	nd		ia Sala Sala	50	uthbound	
	Rive	r Rd (Sc	uth)			Rive	r Rd (North)	
	Thru	Right	U-Turn	App	Left	Thru	U-Turn	Арр
TIME	3.1	3.2	3.3	Total	3.4	3.5	3.6	Total
0700 - 0715	13	4	0	17	8	77	0	85
0715 - 0730	15	9	0	24	13	84	0	97
0730 - 0745	22	11	0	33	6	100	0	106
0745 - 0800	21	9	0	8	9	68	0	77
Hourly Total	71	33	0	104	36	329	0	365
0800 - 0815	28	8	0	35	21	80	0	101
0815 - 0830	25	4	0	29	25	73	0	98
0830 - 0845	33	7	0	40	14	70	0	84
0845 - 0900	23	7	0	30	11	47	0	58
Hourly Total	109	26	0	135	71	270	Ö	341
							***************************************	
Grand Total	180	59	0	239	107	599	0	706
Approach %	75.31	24.69	0.00	-	15.16	84.84	0.00	-
Intersection %	15.67	5.13	0.00	20.80	9.31	52.13	0.00	61.44
PHF	0.86	0.73	0.00	0.89	0.61	0.80	0.00	0.90
					I			

	commenced of the con-	estboui	***************************************		
<u> </u>	lim	oer Ridg			
Left		Right	U-Turn	App	Int
3.7		3,8	3.9	Total	Total
13		3	0	16	118
13		6	0	19	140
17		9	0	26	165
16		19	0	35	142
59		37	0	96	565
12		13	0	25	162
25		8	0	33	160
15		7	0	22	146
7		21	0	28	116
59		49	. 0	108	584
118		86	0	204	1149
57.84		42.16	0.00	-	
10.27		7.48	0.00	17.75	1
0.70		0.64	0.00	0.85	0.95

1600 - 1800 (Weekday 2h Session) (02-15-2022)

All vehicles

		No	rthbou	nd				uthbour	ıd	
		Rive	r Rd (Sc	outh)			River	Rd (No	rth)	
		Thru	Rìght	U-Turn	App	Left	Thru		U-Turn	App
TIME		3.1	3.2	3.3	Total	3.4	3.5	į	3.6	Total
1600 - 1615		62	16	0	78	12	31	ĺ	0	43
1615 - 1630	[	68	13	0	81	26	32	[	0	58
1630 - 1645		57	26	0	83	32	33	F	0	65
1645 - 1700		65	22	0	87	24	43		0	67
Hourly Total		252	77	0	329	94	139	ĺ	0	233
1700 - 1715	[	75	23	0	98	26	35		0	61
1715 - 1730		80	22	0	102	18	47		0	65
1730 - 1745		81	13	0	94	20	55		0	75
1745 - 1800		69	26	0	95	8	61	ſ	0	69
Hourly Total		305	84	0	389	72	198		0	270
								-		
Grand Total		557	161	<b>0</b>	718	166	837	ſ	<b>0</b> 000	503
Approach %		77.58	22.42	0.00	-	33.00	67.00		0.00	-
Intersection %		33.00	9.54	0.00	42.54	9.83	19.96		0.00	29.80
PHF		0.94	0.81	0.00	0.95	0.69	0.81	[	0.00	0.90

	Westbour	nd		
Th	mber Ridg	e Dr		
Left	Right	U-Turn	Арр	Int
3.7	3.8	3.9	Total	Total
18	36	0	54	175
11	35	0	46	185
13	39	0	52	200
14	30	0	44	198
56	140	0	196	758
20	33	0	53	212
17	43	0	60	227
32	42	0	74	243
53	31	0	84	248
122	149	0	271	930
178	289	0	467	1688
38.12	61.88	0.00	-	
10.55	17.12	0.00	27.67	
0.58	0.87	0.00	0.81	0.94
				1

#### 



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Site 2 of 3 Driveway (South) Driveway (North) Timber Ridge Dr (West) Timber Ridge Dr (East)

Jefferson County, KY

Date Tuesday, February 15, 2022 Weather

Fair 43°F

Lat/Long 38.339273°, -85.623572°

0700 - 0900 (Weekday 2h Session) (02-15-2022)

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	Left	Thru		U-Turn	App	Left	Thru		U-Turn		Left	Thru		U-Turn		Left	Thru	_	U-Turn		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
0700 - 0715	1	1	3	0	. 5	0	0	0	0	0	0	13	0	0	13	5	13	1	0	19	87.
0715 - 0730	2	0	3	0	. 5	0	1	1		2	2	16	1	0	19	1	14	0	0	315%	41
0730 - 0745	1	2	5	0	8	1	1	4	0	- 6	1	16	0	0	17	8	23	1	0	32	63
0745 - 0800	6	0	5	0	11	1	0	2	0	3	2	13	3	0	18	8	26	2	0	36	68
Hourly Total	10	3	16	0	29	2	2	7	0	11	5	58	4	0	67	22	76	4	0	102	209
0800 - 0815	5	1	3	0	9	1	1	4	0	- 6	3	22	3	0	28	4	25	0	0	29	72
0815 - 0830	2	0	7	0	9	0	1	8	٥	9	2	18	7	0	27	7	21	1	0	29	74
0830 - 0845	4	1	9	0	14	0	0	2	0	2	4	11	7	0	22	4	19	0	0	23	61
0845 - 0900	5	0	7	0	12	6	0	6	0	12	3	13	2	0	1.8	8	18	1	0	27	69
Hourly Total	16	2	26	ಿ೦	44	67.5	2,	20	0	29	12	64	19	0	95	23	83	. 2	0	108	276
•																					
Grand Total	26	5	42	0	73	9	. 4	27	0	40	17	122	23	0	1.62	45	159	6	0	210	4B5
Approach %	35.62	6.85	57.53	0.00	-	22.50	10.00	67.50	0.00	-	10.49	75.31	14.20	0.00	-	21.43	75.71	2.86	0.00	-	
Intersection %	5.36	1.03	8.66	0.00	15.05	1.86	0.82	5.57	0.00	8.25	3.51	25.15	4.74	0.00	33.40	9.28	32.78	1.24	0.00	43.30	1
											I					I					]
PHF	0.58	0.38	0.71	0.00	0.84	0.75	0.75	0.56	0.00	0.67	0.67	0.78	0.46	0.00	0.80	0.84	0.91	0.50	0.00	0.88	0.94
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1600 - 1800 (Weekday 2h Session) (02-15-2022)

All vehicles

	\$0000000000000000000000000000000000000	N	orthbou	nd			Sc	uthbou	nđ			Ε	astbour	ıd			V	estbou	nd		
		Drive	eway (So	outh)			Drive	eway (N	orth)			Timber	Ridge D	r (West)			Timber	Ridge D	r (East)		
	Left	Thru	Rìght	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	Арр	Left	Thru	Rìght	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	5	3	7	0	15	4	1	18	0	23	7	15	11	0	33	9	26	1	0	35	107
1615 - 1630	11	3	14	0	28	5	2	20	0	27	15	20	9	0	44	20	24	7	0	51	150
1630 - 1645	9	2	14	0	25	9	2	14	0	25	21	34	9	0	64	12	27	6	0	45	159
1645 - 1700	3	3	13	0	19	7	4	17	0	28	19	22	7	0	48	12	25	11	0	48	143
Hourly Total	28	11	48	0	87	25	9	69	<b>0</b> 0	103	62	91	36	0	3.89	53	102	25	0	180	559
1700 - 1715	11	5	12	0	28	8	5	13	0	26	17	24	10	0	51	14	34	5	0	53	158
1715 - 1730	10	5	14	0	29	4	4	15	0	23	21	15	8	0	44	10	36	9	0	55	151
1730 - 1745	7	3	8	0	18	6	2	19	0	27	12	15	5	0	32	9	57	4	0	70	147
1745 - 1800	7	1	12	0	20	. 7	2	25	0	34	15	16	4	0	35	10	48	9	0	67	156
Hourly Total	35	14	46	0	95	25	13	72	0	110	65	70	27	0	162	43	175	27	0	245	612
											1										
Grand Total	63	25	94	0	182	50	22	141	0	213	127	161	63	0	351	96	277	<b>-52</b>	0	425	1171
Approach %	34.62	13.74	51.65	0.00	-	23.47	10.33	66.20	0.00	-	36.18	45.87	17.95	0.00		22.59	65.18	12.24	0.00		
Intersection %	5.38	2.13	8.03	0.00	15.54	4.27	1.88	12.04	0.00	18.19	10.85	13.75	5.38	0.00	29.97	8.20	23.65	4.44	0.00	36.29	]
											I			-							]
PHF	0.80	0.70	0.82	0.00	0.82	0.78	0.65	0.72	0.00	0.81	0.77	0.73	0.68	0.00	0.79	0.77	0.77	0.75	0.00	0.88	0.97

#### Classified Turn Movement Count | | All vehicles



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Jefferson County, KY

Site 1 of 3 US-42 W (South) US-42 W (North) Timber Ridge Dr (West) Timber Ridge Dr (East)

Date

Tuesday, February 15, 2022

Weather Fair

43°F

Lat/Long 38.338345°, -85.620354°

0700 - 0900 (Weekday 2h Session) (02-15-2022)

All vehicles

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			12 W (Sc					12 W (N						r (West)			****		r (East)		ĺ
	Left	Thru		U-Turn	App	Left	Thru		U-Turn	Арр	Left	Thru		U-Turn	App	Left	Thru		U-Turn	qqA	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	Total
0700 - 0715	11	92	1	0	104	0	238	21	0	259	2	1	21	0	24	8	3	0	0	11	398
0715 - 0730	21	112	4	0	137	0	298	25	0	323	9	0	22	0	31	9	1	ō	0	10	501
0730 - 0745	29	105	1	0	135	0	336	20	0	356	6	0	23	0	29	13	6	0	0	19	539
0745 - 0800	34	159	1	0	194	0	248	29	0	277	13	0	23	0	36	9	4	2	0	15	522
Hourly Total	95	468	7	0	570	0	1120	95	0	1215	30	1	89	0	120	39	14	2	0	55	1960
0800 - 0815	36	146	2	0	184	2	229	29	0	260	15	2	26	0	43	11	0	3	0	14	501
0815 - 0830	22	166	3	0	191	0	241	34	0	275	12	2	32	0	46	4	1	2	0	7	519
0830 - 0845	23	141	٥	0	164	4	278	22	0	304	12	0	25	0	37	8	2	4	0	14	519
0845 - 0900	35	160	2	0	197	0	239	28	0	267	6	1	38	0	45	16	2	٥	0	18	527
, Hourly Total	116	613	7.	0	736	6	987	113	0	1.106	45	<b>25</b> 3	121	0	171	39	5	9	0	53	2066
Grand Total	211	1081	14	0	1306	6 6 m	2107	208	0	2321	75	625 ES	210	0 🔞	291	. 78	19	11	.0	108	4026
Approach %	16.16	82.77	1.07	0.00	-	0.26	90.78	8.96	0.00	_	25.77	2.06	72.16	0.00		72.22	17.59	10.19	0.00	٠	
intersection %	5.24	26.85	0.35	0.00	32.44	0.15	52.33	5.17	0.00	57.65	1.86	0.15	5.22	0.00	7.23	1.94	0.47	0.27	0.00	2.68	
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PHF	0.84	0.87	0.58	0.00	0.91	0.25	0.78	0.82	0.00	0.82	0.77	0.50	0.81	0.00	0.84	0.71	0.46	0.58	0.00	0.72	0.97
						L					<u> </u>					<u> </u>					j

1600 - 1800 (Weekday 2h Session) (02-15-2022) All vehicles

		No	orthbou	nd		Southbound						Eastbound					Westbound					
		US-4	12 W (Sc	outh)			US-4	12 W (No	orth)		<u> </u>	Timber	Ridge D	r (West)			Timber	Ridge D	r (East)			
	Left	Thru	Right	U-Turn	App	Left	Thru	Rìght	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	Total	
1600 - 1615	49	269	-6	0	324	4	227	47	0	278	37	6	30	0	73	3	1	1	0	5	680	
1615 - 1630	66	259	7	0	332	6	173	61	0	240	45	1	44	0	90	3	0	4	0	7	669	
1630 - 1645	43	243	8	0	294	1	229	51	0	281	41	2	70	0	113	6	2	4	0	12	700	
1645 - 1700	64	262	8	0	334	0	174	44	0	218	57	5	38	0	100	4	1	2	0	7	659	
Hourly Total	222	1033	29	0	1284	11	803	203	<b>0</b>	1017	180	14	182	0	376	16	4	11	0	31	2708	
1700 - 1715	63	273	9	0	345	2	205	44	0	251	41	5	57	0	103	5	3	2	0	10	709	
1715 - 1730	67	280	6	0	353	2	173	55	0	230	59	3	50	0	112	2	6	1	0	9	704	
1730 - 1745	71	207	6	0	284	0	207	48	0	255	51	6	36	0	93	4	2	. 2	0	8	640	
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Intersection %	9.35	38.23	1.07	0.00	48.65	0.29	28.61	7.27	0.00	36.18	6.76	0.59	6.59	0.00	13.94	0.55	0.39	0.29	0.00	1.23	]	
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PHF	0.88	0.94	0.86	0.00	0.94	0.63	0.85	0.88	0.00	0.87	0.84	0.75	0.77	0.00	0.95	0.71	0.50	0.56	0.00	0.79	0.98	
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#### **HCS Reports**

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General Information						Site	Inforn	natio	1						
Analyst	Diane	Zimmei	man	·	ilin formium vi u maraica a resistrarium	Inters	ection	- Congression Constitution	***************************************	River	Road at	Timber F	lidge	ATTERNA MATERIA (M.)	
Agency/Co.	Diane	B. Zimn	nerman '	Traffic En	gineering	Juriso	liction	******************************	Cat V Million Construction Cons	-	nodwomomeneeses		***************************************		~//
Date Performed	6/1/20	022	enindronalprieser/pass	77010:CANOMONIA	ronio necessario de la compositación de la com	East/	West Stre	et	ASSOPALAD MINISTER	<b></b>			-		
Analysis Year	2022	***************************************	etion comme			North	VSouth 5	treet			<del>odoćuli zakio morul</del>	***************************************		rechielmeetimeeri	
Time Analyzed	AM Pe	≘āk	<del></del>	tionemite visaturille cit	ilimicomoreniormosoriini	Peak	Hour Fac	tor		0.95		***************************************	CONTRACTOR	NATIONAL PROPERTY.	*********
Intersection Orientation	North	-South		***************************************		Analy	sis Time	Period (	hrs)	0.25				weekstaan ja su	***************************************
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Vehicle Volumes and Ad	justme	nts		188170											
Approach		Eastb	ound		W	estbound			North	bound	<del>amakai katan kata</del> i kata kata kata kata kata kata kata kat		South	ound	**********
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Number of Lanes		0	Q	0	0	1	0	0	0	1	0	0	0	1	0
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General Information			5 (5)				Site I	nforn	natio	1						
Analyst	Diane	Zimme	rman	Sill (ogapose)	Cross Director and	S1579 (2. 493, 43	Inters	ection	**************************************	20,000 00 mg mana	River	Road at	Timber F	Ridoe	Olympia (Color)	10101074450
Agency/Co.	Diane	B. Zimn	nerman '	Traffic En	gineerin	a	Jurisd		HEGHWA:00/JUNE	SAID IN CHICAGO		***************************************	*********	************	darmanylands habbaba	***************************************
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Analysis Year	2025				-		<u> </u>	/South S		***************************************						<del> </del>
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Project Description	Prosp	ect Cove	<del></del>	ederm's company of the		CASTAN CONSTITUTION OF	raminos estermos	SCHOOL SC	Mildaroriordoformon		Lawrence		and workerster where the	N40456447/950******	***************************************	NAMES AND SECOND
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Vehicle Volumes and Adj	ustme	nts			Major	Street: Nor	tn-South			MHIIOMHAMA				25.00		
Approach	**************************************	Easti	opund	*****************	-	Westi	bound			North	bound	***************************************		South	bound	***************************************
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Right Turn Channelized			**************************************							***************************************	***************************************	***************************************			Samuel Sa	COMMUNIC
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Follow-Up Headway (sec)						3.51		3.46			1			2.32	l .	T
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Capacity, c (veh/h)	_	<u> </u>		-	-		700					***************************************		1380	ļ	<del></del>
v/c Ratio		<del> </del>	<b>†</b>	<b>†</b>	<b></b>	***************************************	0.18	-			<del> </del>	<del> </del>		0.05	<b> </b>	1
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Control Delay (s/veh)	<u> </u>	<b></b>	1		_		11.3			<del> </del>	<b>†</b>		<u> </u>	7,7	0.5	1
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Approach LOS

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General Information							Site I	nforn	natior	)						
Analyst	Diane	Zimmer	man	SAMPLE CONTRACTOR	2009/03/2012/03/20	or or or or or or or or or or or or or o	Interse	ection	Carrier and Addition	. Comment of the Comm	River	Road at	Timber I	Ridge		
Agency/Co.	Diane	B. Zimn	nerman i	Fraffic En	gineerin	g	Jurisdi	ction	3,77,77		-	tamasiistimis edahet en		***************************************	973.02.5	
Date Performed	6/1/20	022	***************************************	MARKATAN PARAMETER		***************************************	East/V	Vest Stre	et	***************************************			MENANCH MADERIA	AUDIADONHO ATOM	***************************************	
Analysis Year	2025	<u></u>				***************************************	North	/South S	Street				***************************************			
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Intersection Orientation	North	-South	******				Analy	sis Time	Period (I	nrs)	0.25	······································				-
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Configuration		ļ	ļ				LR					TR	ļ	LΤ		
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Proportion Time Blocked		<u></u>						ļ					1		<u> </u>	L
Percent Grade (%)			oloowad wiindayiidd		<u> </u>	···	0		ļ		***********	nimini-coloniin-col	<u> </u>	Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Marie Ma	<del>moniowasu</del>	
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Analyst	Diane	Zimme	rman	international designation of the later of th	**************************************	oukonimonimi	Inters	ection	iiii maaaii miisa		River	Road at	Timber	Ridge	evno-omizo-oraz	***************************************
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Intersection Orientation	North	-South	Webselman.	COLUMN CONTRACTOR		***************************************	Analy	sis Time	Period (	hrs)	0.25	WARRISH ACCURATE LINE	aria (Anni Languarian Annia)	- II-leanner - Amare	***************************************	A05.00 A00.
Project Description	Prosp	ect Cove	-		***************************************	SHIPPER CHESTOWN	THE SHEET AND STREET ASSESSED.	ECHICARIO ASSESSED ESC		and Artificial Artificians decided		<del>detector/anido</del> cto		**********************	************	amanus
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	į į	10	11	12		7	8	9	10	1	2	3	<b>↓</b> 4U	4	5	6
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Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)		O	C	0		122	LR	149	C C			TR	O	L.T 72	***************************************	
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General Information					60 (60 (5)	Site	Inforr	natio	n			5 (S. S.			
Analyst	Diane	Zimme	rman	ZWYWYWYMDHOWWRNSDICION	STATE OF THE PROPERTY OF	Inters	ection	tomographic tomo		River	Road at	Timber	Ridge	*************	TANGGRAYAGAGG
Agency/Co.	Diane	B. Zimr	nerman	Traffic Engin	eering	Juriso	fiction	-25-25-		<u> </u>	orien <del>i arbena</del> ra	***************************************		NEESCONDINGERS CONTROL	SOMETHING THE
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Analysis Year	2025	***************************************	***************************************			Norti	1/South :	Street		<b>†</b>		***************************************	***************************************	Kalintini katalala	
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Project Description	Prosp	ect Cov	ė	×	kesenasanaanaanaa			***************	<del>boʻstmotmetiki</del>	- <del>desmussm-</del> -	***************************************	-en-whyruseurs wede		elmonousioteness	
Lanes											and the second				
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Movement	U	L	T	<del>  </del>	U L	T	R	U	L	T	R	U	L	T	R
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Analyst	Diane	Zimme	rman	niversi i i i i i i i i i i i i i i i i i i	randanio Novama		inters	ection	and the same of th		River	Road at	Timber I	Ridge		
Agency/Co.	Diane	B. Zimn	nerman '	Traffic Engi	ineering	3	Jurisd	iction		················		National States			**************************************	
Date Performed	6/1/20	022			***************************************		East/V	Nest Stre	et			rivedisiadores emicros	ann munnes and	**************************************	***************************************	
Analysis Year	2025	***************************************	<del></del>	#O+PHOCHENHOSE AND AND AND AND AND AND AND AND AND AND			North	/South S	treet	**************************************			<del>sian listi</del> An <del>ci</del> m		<del></del>	COLONIACEA
Time Analyzed	PM Pe	ak Buik	1	distribution in the contract of the contract o	**************************************	***************************************	Peak I	Hour Fac	tor	- CANADAM PERSONAL PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY PROPERTY P	0.94			20115454545454555644454	***************************************	
Intersection Orientation	North	-South	0-04	NAME OF THE OWNER, WHEN PERSON ASSESSED.	***************************************	***************************************	Analy	sis Time	Period (	hrs)	0.25			***************************************	MD-V-GHAMUMANA MANAGANA	-
Project Description	Prosp	ect Cov	2			<del></del>		***************************************	***************************************	************	desimananan	***************************************	UNICHONOMIA LE STATA	**************************************	and the second s	
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Vehicle Volumes and Ad	justme	<del>an marana an</del> ana an an an an an an an an an an an an			************			Santa Salah Kalaban	r				r —			
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Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
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Number of Lanes	ndraudi senima servarana	0	0	0		0	1	0	0	0	1	0		0	1	(
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Volume (veh/h)						136		156			310	102		77	204	
Percent Heavy Vehicles (%)						136 1		<b>156</b>			310	ļ		<u> </u>	204	
Percent Heavy Vehicles (%) Proportion Time Blocked						1		-			310	ļ		77	204	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						1		-			310	ļ		77	204	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Undivi	ded	1		-			310	ļ		77	204	rialitanio
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage				Undivid	ded	1		-			310	ļ		77	204	
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General Information							Site I	Inforn	natio	n						
Analyst	Diane	Zimmei	man	***************************************	reidiMisersesevierskii	MODERALIN AND AND AND AND AND AND AND AND AND AN	Inters	ection		***************************************	Timbe	er Ridge	at Fores	st Cove		Andrew andrews
Agency/Co.	Diane	B. Zimn	nerman 1	fraffic En	gineerin	1Q	Jurisd	iction			<u> </u>	W		******		***************************************
Date Performed	6/1/20	022	**************************************	ALTERNATION OF THE STREET, STR			East/\	Nest Stre	et	***************************************	Timbe	er Ridge	Drive	Carpenia de la constitución de l		
Analysis Year	2022	THE PARTY OF THE P	///	***********		***************************************	North	/South S	itreet	<del>(1046-1104)</del>		t Cove La	***************************************	NOTE WAS A STATE OF THE STATE O	and the second second	Milioth Control to Service
Time Analyzed	AM Po	eak	**************************************	***************	**************************************	<del>««</del> ««««««««««««««««««««««««««	Peak	Hour Fac	tor	<del>annamatan tak</del> te	0.94	***************************************		·///	overen version v	- Carrier Control Control
Intersection Orientation	East-V	Vest	***************************************	***************************************	OFFICE AND ADDRESS OF THE PERSON NAMED IN	***************************************	Analy	sis Time	Period (	hrs)	0.25	WHOMAS CONTRACTORS	etimbe Education			
Project Description	Prosp	ect Cove	rknishmaanmadrobia 1	http://www.handerschand			-	. <del></del>	******************************	ON THE PROPERTY OF THE PROPERT	And the second second		***************************************	***************************************	***************************************	Sand of Control of Control
Lanes																CONTRACTOR
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Vehicle Volumes and Adju	ıstme	nts			Maji	o/Street Ea	d-West									
Approach	NA PRODUCTION OF THE PARTY OF T	Eastb	ound	······································	PROPERTY AND SECTION OF THE PERSON OF THE PE	Westb	ound		delen elemente menterne	North	bound		promote and described	South	bound	DOMESTIC STREET
Movement	U	L	Т	R	U	L	T	R	U	lι	T	R	U	L	T	R
Priority	1υ	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0	-004	0	1	0	World Manage	0	1	0
Configuration		**************************************	LTR				LTR		****	-	LTR		**************	1	LTR	
Volume (veh/h)		8	69	13		27	95	4	***************	14	3	20		3	3	18
Percent Heavy Vehicles (%)		0				0			ATTOMOTENHOUS	0	0	0		0	0	0
Proportion Time Blocked		***************************************							HA-FONTHIONHI CANCILIN	Sjerioris (Anthonomic	E NA LA GALLANDON MARIAN			1		in the second
Percent Grade (%)						Braice amove con ra	The management of the		***************************************		0	4	***************************************		)	Economicon
Right Turn Channelized		*****					***************************************					***************************************		rdinistarios relativos relativis		
Median Type   Storage				Undi	vided											
Critical and Follow-up He	adwa	ys		16 (2) 16 (5)												
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10	***************************************		************	7.10	6.50	6.20	POPPORTISEMENT N	7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2		ARMINISTON PROPERTY.		2.2				3.5	4.0	3.3	***************************************	3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30
Delay, Queue Length, and	Leve	l of S	ervice	lvo <del>sta jaminus</del>								(27.70)				
Flow Rate, v (veh/h)	1	9	ľ			29				-	39		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		26	-
Capacity, c (veh/h)		1499			Constitution of the Consti	1521					802		,	1	855	
v/c Ratio		0.01	Tarana managan			0.02					0.05			T	0.03	Birminional manual
95% Queue Length, Q <sub>ss</sub> (veh)	l	0.0		i i i i i i i i i i i i i i i i i i i	Į.	0.1			***************************************	1	0.2			1	0.1	
Control Delay (s/veh)		7.4	0.0	0.0	-	7.4	0.1	0.1			9.7	l		T	9.3	Portion of the last of the las
Level of Service (LOS)		Α	Α	Α		А	Α	Α	***********		A		***************************************	1	Α	
Approach Delay (s/veh)		C	.7			1	,7			9	).7			9	1,3	R. JOHN TOWN
Approach LOS	1		A		T		4			**************************************	A	OCTOORS	<del></del>	***********************	A	

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General Information							Rio. vi		nation							
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Analyst		Zimmei						ection		************		er Ridge	at Fores	t Cove		
Agency/Co.	_		nerman T	iraffic En	igineenn	ig .	Jurisd	and the state of t	-	NO CONTINUENCE AND A STATE OF THE STATE OF T		******************				
Date Performed	6/1/2	322 ***********************************	erisekeletenikkeleteni		No samutamento success		-	Vest Stre			ļ	er Ridge		************		***************************************
Analysis Year	2025			o <del>lohalankaraan</del>	denim everor			/South S			-	t Cove Li	ane	Nikisisisisisisisisisisisisisisisisisisi	ndrivenská Složevna slove	
Time Analyzed	-	eak No E	Suid	innini list/aliimtesi	<del>linimitate mais</del>			Hour Fac		***************************************	0.94	*************	NARAN AND AND AND AND AND AND AND AND AND A	***************************************	SOST-WANTE CONTRACTOR	//www.composition
Intersection Orientation	East-\		Ortical administrative of		~~~~	<del></del>	Analy	sis (ime	Period (i	nrs)	0.25	danie w boundarie			- The second second	rate-project metabolic
Project Description  Lanes	Prosp	ect Cove	<u>.</u> 160-cente	0 V8 V444.	(400 G) \$400 G	710600000	N. S.		05/30/00	60000000	36575454,7502	84086253066	30AA \$144 919	10511905/A	C. SANSAGO	Ballines.
Vehicle Volumes and Adj	justme	nts			Maji	Y Y 1										
Approach		Eastb	ound			Westi	ound			North	bound			South	bound	
14	U	L	T	R	U		-									
Movement	U	L			U	L	T	R	U	L L	T	R	υ	L	T	R
Priority	1U	1	2	3	4U	4	5	R 6	U	L 7	T 8	R g	U	L 10	T 11	R 12
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Priority	1U	1	2	3	4U	4	5	6	U	7	8	9	U	10	11	12
Priority  Number of Lanes	1U	1	2	3	4U	4	5 1	6	U	7	8	9		10	11	12
Priority Number of Lanes Configuration	1U	1 0	2 1 LTR	3	4U	0	5 1 LTR	6 0	U	7 0	8 1 LTR	9 0	U	10	11 1 LTR	12 0
Priority  Number of Lanes  Configuration  Volume {veh/h}	1U	1 0 8	2 1 LTR	3	4U	4 0 28	5 1 LTR	6 0		7 0	8 1 LTR 3	9 0 21	U	10	11 1 LTR 3	12 0 19
Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)	1U	1 0 8	2 1 LTR	3	4U	4 0 28	5 1 LTR	6 0		7 0 14 0	8 1 LTR 3	9 0 21	U	10 0 3 0	11 1 LTR 3	12 0 19
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	1U	1 0 8	2 1 LTR	3	4U	4 0 28	5 1 LTR	6 0	U	7 0	8 1 LTR 3 0	9 0 21 0	U	10 0 3 0	11 1 LTR 3 0	12 0 19
Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)	1U	1 0 8	2 1 LTR	3 0	4U	4 0 28	5 1 LTR	6 0	U	7 0	8 1 LTR 3 0	9 0 21 0	U	10 0 3 0	11 1 LTR 3 0	12 0 19
Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized	10	1 0	2 1 LTR	3 0	40	4 0 28	5 1 LTR	6 0	U	7 0	8 1 LTR 3 0	9 0 21 0	U	10 0 3 0	11 1 LTR 3 0	12 0 19
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	10	1 0	2 1 LTR	3 0	40	4 0 28	5 1 LTR	6 0	U	7 0	8 1 LTR 3 0	9 0 21 0		10 0 3 0	11 1 LTR 3 0	12 0 19
Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H	10	1 0 8 0	2 1 LTR	3 0	40	28 0	5 1 LTR	6 0	U	7 0 14 0	8 1 LTR 3 0 0	9 0 21 0	U	10 0 3 0	11 1 LTR 3 0 0	12 0 19 0
Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)	1U 0	1 0 8 0	2 1 LIR 71	3 0 13 Undi	40	28 0	5 1 LTR	6 0	U	7 0 14 0 7.1	8 1 LTR 3 0	9 0 21 0	U	10 0 3 0	11 1 LTR 3 0	12 0 19 0 6.2 6.20
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage  Critical and Follow-up H Base Critical Headway (sec)	1U 0	1 0 8 0 	2 1 LIR 71	3 0 13 Undi	40	4 0 0 28 0 0 4.1 4.10	5 1 LTR	6 0		7 0 14 0 7.1 7.10	8 1 LTR 3 0 0 0 6.5 6.50	9 0 21 0	U	10 0 3 0	11 1 LTR 3 0	12 0 19 0 6.2 6.2 6.20 3.3
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	1U 0	1 0 8 0 4.1 4.10 2.2 2.20	2 1 1IR 71	3 0 13 Undi	40	4.1 4.10 2.2	5 1 LTR	6 0		7 0 14 0 7.1 7.10 3.5	8 1 LTR 3 0 0 0 6.5 6.50 4.0	9 0 21 0 6.2 6.20 3.3		7.1 7.10 3.5	11 1 LTR 3 0	12 0 19 0 6.2 6.20
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	1U 0	1 0 8 0 0 V/S 4.1 4.10 2.2 2.20 I of S	2 1 1IR 71	3 0 13 Undi	40	4.1 4.10 2.2 2.20	5 1 LTR	6 0		7 0 14 0 7.1 7.10 3.5	8 1 LTR 3 0 0 0 6.5 6.50 4.0 4.00	9 0 21 0 6.2 6.20 3.3		7.1 7.10 3.5	11 1 LTR 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 19 0 6.2 6.2 3.3
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an	1U 0	1 0 8 0 4.1 4.10 2.2 2.20 1 of S	2 1 1IR 71	3 0 13 Undi	40	4.1 4.10 2.2 2.20	5 1 LTR	6 0		7 0 14 0 7.1 7.10 3.5	8 1 LTR 3 0 0 0 6.5 6.50 4.00 4.00	9 0 21 0 6.2 6.20 3.3		7.1 7.10 3.5	11 1 1 LTR 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 19 0 6.2 6.2 6.20 3.3
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an	1U 0	1 0 8 0 0 V/S 4.1 4.10 2.2 2.20 I of S	2 1 1IR 71	3 0 13 Undi	40	4.1 4.10 2.2 2.20	5 1 LTR	6 0		7 0 14 0 7.1 7.10 3.5	8 1 LTR 3 0 0 0 0 0 4.0 4.0 4.0 800	9 0 21 0 6.2 6.20 3.3		7.1 7.10 3.5 3.50	11 1 LTR 3 0 0 0 6.5 6.50 4.00 27 853	12 0 19 0 6.2 6.2 6.20 3.3
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio	1U 0	1 0 8 0 4.1 4.10 2.2 2.20 1 of S	2 1 1IR 71	3 0 13 Undi	40	4.1 4.10 2.2 2.20 30 1519 0.02	5 1 LTR	6 0		7 0 14 0 7.1 7.10 3.5	8 1 LTR 3 0 0 0 0 0 4.00 4.00 4.00 8.00 0.05	9 0 21 0 6.2 6.20 3.3		7.1 7.10 3.5 3.50	11 1 LTR 3 0 0 0 6.5 6.50 4.0 4.00 27 853 0.03	12 0 19 0 6.2 6.2 6.20 3.3
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	1U 0	1 0 8 0 	2 1 1IR 71	3 0 13 Undi	40	4.1 4.10 2.2 2.20	5 1 LTR	6 0		7 0 14 0 7.1 7.10 3.5	8 1 LTR 3 0 0 0 0 0 4.0 4.0 4.0 800	9 0 21 0 6.2 6.20 3.3		7.1 7.10 3.5 3.50	11 1 LTR 3 0 0 0 6.5 6.50 4.00 27 853	12 0 19 0 6.2 6.2 3.3
Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles (%)  Proportion Time Blocked  Percent Grade (%)  Right Turn Channelized  Median Type   Storage  Critical and Follow-up H  Base Critical Headway (sec)  Critical Headway (sec)  Base Follow-Up Headway (sec)  Follow-Up Headway (sec)  Delay, Queue Length, an  Flow Rate, v (veh/h)  Capacity, c (veh/h)  v/c Ratio  95% Queue Length, Q <sub>95</sub> (veh)	1U 0	1	tire 71	3 0 13 Undi	40	4.1 4.10 2.2 2.20 30 1519 0.02 0.1	5 1 LTR 98	6 0		7 0 14 0 7.1 7.10 3.5	8 1 LTR 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 21 0 6.2 6.20 3.3		7.1 7.10 3.5 3.50	11 1 LTR 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 19 0 6.2 6.2 6.20 3.3

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Approach LOS

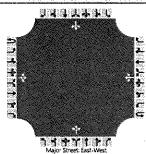
		J	ובאו	IWO-	wway	Stop	-Cor	itroi	керс	)III						
General Information							Site	Infor	natio	n						
Analyst	Diane	Zimme	man	odnied bei mietare ma	yeshen and a	******************	Inters	ection		Annual months of the Control of th	Timb	er Ridge	at Forest (	Cove	***************************************	in Sharaka craite make
Agency/Co.	Diane	B. Zimn	nerman '	Traffic Er	ngineerir	19	Juriso	iction	-CHILLY COLUMNIA		<del>                                     </del>	~~~~~~~	-	·	***************************************	
Date Performed	6/1/2	022	CHES SERVICE SERVICES	ekimitisekumanekine	A	***************************************	East/\	West Str	ee1	***************************************	Timb	er Ridge	Drive	***************************************	AAAAA AAAAA SAAAAAAAAAAAAAAAAAAAAAAAAA	Miner Property
Analysis Year	2025	OF AN ADDRESS OF THE PARTY OF T			*************	<del>e de la companya de </del>	North	/South	Street		Fores	t Cove L	ane	************	***************************************	RETERENTATION
Time Analyzed	AM P	eak Build	i	······································	······································	03/00F##################################	Peak	Hour Fac	tor	oferoiso o o hemmo	0.94	************	<del>VIII e le controlle</del> consideration	***************************************	***************************************	***************************************
Intersection Orientation	East-V	Vest	Mercerol Industrial Const.	THE CONTRACTOR OF THE CONTRACT			Analy	sis Time	Period (	hrs)	0.25	***************			***************************************	***************************************
Project Description	Prosp	ect Cove	2	meet mile to be experienced to the		WAA SII KEESIA KAN MERIKAA A		***************************************		O <del>rtonicus (ortonicus)</del>	-	COCCUTATION AND AND AND AND AND AND AND AND AND AN	<del>ana ana an</del> a ana ana ana ana ana ana ana	Material and Association of the Control of the Cont	THE STATE OF THE S	
Lanes												***************************************				NAME OF TAXABLE PARTY.
Vehicle Volumes and Adj	ustme	nts			Maj	or Street Ea	st-West					V (000 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 -				
Approach	-	Easth	ound	g-Weindenstandische		Westi	oound	ģrVillesdrioinumbruma		North	bound	y formation or total	·rocurrencenque	South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		C	1	0
Configuration	<u> </u>	e))nishmidananimisan	LTR				LTR	ļ			LTR				LTR	
Volume (veh/h)		8	71	19		40	98	4	ļ	32	4	61		3	4	19
Percent Heavy Vehicles (%)	1	0				0			<b></b>	0	0	0		0	0	0
Proportion Time Blocked		ameliatemones				<u> </u>	L			<u> </u>	<u></u>					
Percent Grade (%)	***	***************************************			<u> </u>			-		NAVOGEN MINESKESSES	0	-	•	)	)	datilianiitatuum
Right Turn Channelized		ene-ocal-actific-és	***************************************	na construction of the con	_	**************************************			_	i i i i i i i i i i i i i i i i i i i						
Median Type   Storage		***************************************	Marine Sayandan	Undi	vided		areneteriore	N. S. S. S. S. S. S. S.		and the sec		20 - 20 - 20 - 20 - 20 - 20 - 20 - 20 -		West and	P#####################################	
Critical and Follow-up H	eadwa	ys.														
Base Critical Headway (sec)		4.1				4.1				7,1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	1	2.20	<u> </u>			2.20				3.50	4.00	3.30		3.50	4.00	3.30
Delay, Queue Length, an	d Leve	l of S	ervice									487 (S) (S)				
Flow Rate, v (veh/h)	Total promise the common terms	9	The state of the s	l	<del></del>	43					103		ΠT	CHICAGO CHICAGO	28	2
Capacity, c (veh/h)		1495		-		1511	<del>****</del>		Ť		804	1	t	······································	820	İ
v/c Ratio	Ĭ	0.01				0.03					0.13	1	and the second second second		0.03	<del></del>
95% Queue Length, Q <sub>25</sub> (veh)		0.0	1			0.1	<u> </u>				0.4			************	0.1	
Control Delay (s/veh)	1	7.4	0.0	0.0		7.5	0.2	0.2			10.1	1	t		9.5	<b></b>
THE RESERVE OF THE PROPERTY OF	- Carrier Commerce		E-PROTECTION OF THE PARTY OF TH	\$**D	Same of the same o	· Commenter of the comment	·	ttevkorinikhinnimintoine Et	£	<del></del>	·	disconsistence of the second	<u> </u>	-	}	<del>E</del>
Level of Service (LOS)		Α	Α	A		A	A	A			В		1 1		A	C C C C C C C C C C C C C C C C C C C

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		NI-A	
General Information		Site Information	
Analyst	Diane Zimmerman	Intersection	Timber Ridge at Forest Cove
Agency/Co.	Diane B. Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	6/1/2022	East/West Street	Timber Ridge Drive
Analysis Year	2022	North/South Street	Forest Cove Lane
Time Analyzed	PM Peak	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Prospect Cove	######################################	ээ <u>үүлжилчингалаалыкааны анансыннык наамаламынык наонынаалынын түүчүү</u>



					svage	or accept to	M-ARCN									
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound	en de manuel and ex		Westi	oound	-		North	bound		5944-804-0-0-0-	South	bound	roomoontormonto'
Movement	U	L	T	R	U	L	Ţ	R	U	Ī L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	С	0	1	0		0	1	0	storing delication	C	1	0
Configuration			LTR				LTR			1	LTR				LTR	,
Volume (veh/h)		65	70	27		43	175	27		35	14	46		25	13	72
Percent Heavy Vehicles (%)		С				0				0	0	2	trial standaires confront	0	0	1
Proportion Time Blocked		1		Marean												
Percent Grade (%)		officials obtained a second dis	***************************************			eli izani da arada arada		Manager and Barrier			0	<b>C</b>		- gitamintontonetridonam	0	- Commonweal
Right Turn Channelized			und-market will find													
Median Type   Storage		***************************************	***************************************	Undi	vided		***************************************		7	MATHEMATON M A.	Notiti 4 ant a thair Alba Santin He	bif alli emiate Bantaria e la sià	kututur di katalah kand	tivinessy transportation (Nichta	********	10001111111111111111111111111111111111
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1		-	ľ	4.1	<u> </u>	T	T	7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)	-	4.10		į		4.10	C			7.10	6.50	6.22		7.10	6.50	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	-	2.20		1		2.20		Prince Contraction		3.50	4.00	3.32		3.50	4.00	3.31
Delay, Queue Length, an	d Leve	l of S	ervice					170.05						435	855	
Flow Rate, v (veh/h)		67	_	***************************************		44				PER PER PER PER PER PER PER PER PER PER	98		Andreasement	and the second second	113	PRINCIPAL PROPERTY OF
Capacity, c (veh/h)		1375	1	ĺ		1505	<u> </u>	<u> </u>	1	***************************************	564		*************	<b>†</b>	625	
v/c Ratio		0.05				0.03	e de la constante de la consta				0.17			<u> </u>	0.18	
95% Queue Length, Q <sub>91</sub> (veh)	minute in the second se	0.2	e productiva de la companya de la companya de la companya de la companya de la companya de la companya de la co			0.1	-		1		0.6				0.7	-
Control Delay (s/veh)		7.8	0.4	0.4		7.5	0.2	0.2	Ì		12.7		Been convious of		12.0	
Level of Service (LOS)		T A	A	A		A	A	A		1	В	Ť	<u> </u>		В	
Approach Delay (s/veh)		-	.4	<del></del>	Ì	1	.5	***************************************	and the same	1	2.7	*Shiirrinanerierana	Sandining to make	1	2.0	<del></del>
Approach LOS			A				A	***************************************		*********	B	**************	Ì	************	8	

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		ŀ	ICS	Wo-	Way	Stop	-Cor	ntrol	Repo	ort						
General Information							Site	Infori	matio	n		West State on the	**************************************			
Analyst	Diane	Zimme	rman	***************************************			Inters	ection		1011-11110-11110-11110-11110-11110-11110-11110-11110-11110-11110-11110-11110-11110-11110-11110-11110-11110-11	Timbe	er Ridge	at Fores	1 Cove		
Agency/Co.	Diane	B. Zimo	nerman '	Traffic E	ngineerir	ng	Jurisd	liction	·	-bionelectrical		********	-			
Date Performed	6/1/2	022	K. C. C. C. C. C. C. C. C. C. C. C. C. C.	e0Abrides behabis is min	Samilabania and Assault		East/\	West Str	eet	Krhr/Adel/enhannen	Timbe	er Ridge	Drive	*************************	With almaturatura	
Analysis Year	2025	***************************************	**************	Michigan Martin	***************************************	·····	North	/South	Street	Att Control of the Co	Fores	t Cove L	ane		· · · · · · ·	<del>-</del>
Time Analyzed	PMP	eak No E	Build		***********	***************************************	Peak	Hour Fa	ctor	************	0.97	MANUSTRIP STURING A PARTY	POHOTO DALFATILA	TATA TATO COMMON DATE		Maria de Calendario de Calenda
Intersection Orientation	East-1	West					Analy	sis Time	Period (	hrs)	0.25		THE INCOME A LABORATOR	ministra platistration i	***************************************	***************************************
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Lanes								Will box each								
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Priority	1U	1	2	<del></del>	4U	4	5	6	1	7	8	9		10	11	12
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Configuration		ł	LTR	_	***************************************		LTR			***************************************	LTR	<u> </u>	<u> </u>		LTR	
Volume (veh/h)	1	67	72	28		44	180	28	-	36	14	47		26	13	74
Percent Heavy Vehicles (%)	_	0				0		ļ	a francisco	0	0	2	<u> </u>	0	0	1
Proportion Time Blocked		<b>†</b>		<b>†</b>					<u> </u>		<u> </u>	<b></b>	<u> </u>	**************		<del>                                     </del>
Percent Grade (%)	-	<u> </u>	<del>*************************************</del>	<u></u>	<u> </u>	MI CONTROL MICESCO	bourseases	å.	1		0	terement was			0	\$
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Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1	1	T		4.1	l	ľ	-	7.1	6.5	6.2	ľ	7.1	6.5	6.2
Critical Headway (sec)		4.10	***************************************	germannouna g	n	4.10		<b></b>	<b></b>	7.10	6.50	6.22	<u> </u>	7.10	6.50	6.21
Base Follow-Up Headway (sec)		2.2		T	1	2.2	<b> </b>	<del>*************************************</del>	<del></del>	3.5	4.0	3.3	<del>                                     </del>	3.5	4.0	3.3
Follow-Up Headway (sec)		2.20	-	The second second		2.20		ĺ	1	3.50	4.00	3.32	1	3.50	4.00	3.31
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Control Delay (s/veh)

Level of Service (LOS)

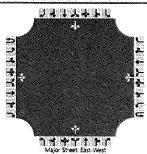
Approach LOS

Approach Delay (s/veh)

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General Information		Site Information	
Analyst	Diane Zimmerman	Intersection	Timber Ridge at Forest Cove
Agency/Co.	Diane B. Zimmerman Traffic Engineering	Jurisdiction	
Date Performed	6/1/2022	East/West Street	Timber Ridge Drive
Analysis Year	2025	North/South Street	Forest Cove Lane
Time Analyzed	PM Peak Build	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	C.25
Project Description	Prospect Cove	<del>ann de ann ann an an an an an an an an an an a</del>	тов на територия и под на принципання на принципання на принципання на принципання на принципання на принципан На принципання на пр



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Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3	T	3.5	4.0	3.3	
Follow-Up Headway (sec)		2.20		•		2.20	-			3.50	4.00	3.32		3.50	4.00	3.31	
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Capacity, c (veh/h)		1368	*************	<b></b>		1478	<u> </u>		T	1	505		<u> </u>	<del>                                     </del>	549	<u> </u>	
v/c Ratio		0.05		1		0.06		***************************************	***************************************	**************************************	0.28	1	<u> </u>	<b></b>	0.21		
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		æ Time (gε), s		3.0	0.2	8.4		3.8	<del></del>	3.4	9.1	0.2	0.1	21.5	3.9
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bananamanamanaman kanana	e-to-Capacity Ratio (X)			U.266	0.023	0.762		0.75	4	0.361	U.ZIZ	0.007	0.004	0.515	0.124
<u> </u>	Queue (Q), ft/ln (90 th percentile)					1		~~		<u> </u>					<del> </del>
Engineering and the second		eh/in ( 90 th percentile)		2.5	0.2	6.0		3.7		2.1	5.5	0.1	0.0	11.9	2.4
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Uniform Delay				50.6	49.4	53.1		56.8	,,	11.0	9.7	8.1	10.2	14.6	11.0
Incremental Di	~~~~			1.4	0.1	11.4		16.7	-	0.8	0.3	0.0	0.0	0.9	0.3
Initial Queue D			A-1144 MARIE WATER	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
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Level of Service	e (LOS	)	diameter and a	D	D	E		E		В	В	A	В	В	В
Approach Dela	ay, s/veh	1/LOS		60.3	3	Е	73.5	5 T	E	10.	3	В	15.	1	В
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	Queue Storage Ratio ( RQ ) ( 90 th percentile)			0.29	0.02	0.73		0.47	na francisco nomenta	0.26	0.25	0.01	0.00	0.70	0.28
	Uniform Delay( d 1), s/veh			50.4	49.1	52.9	Control Manage (Compa	56.8		11.5	9.9	8.2	10.4	15.1	11.2
-cresconsing-investment and an adding-	Incremental Delay ( d z ), s/veh			1.3	0.1	11.3		16.8		0.9	0.3	0.0	0.0	1.0	0.3
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Control Delay ( d ), s/veh			51.7	49.2	64.2		73.6	<b>.</b>	12.4	10.3	8.2	10.4	16,1	11.5	
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Cycle, s	120.0	Reference Phase	6		\	1 11	^ <b>"</b> î	, E		***************************************		<b>ነ</b> ተ	ואַן. י		Y
Offset, s	0	Reference Point	End	Green	0.4	6.2	66.2	5.2	14.8	0.0	-	11	21		
Uncoordinated	No	Simult. Gap E/W	Off	Yellow		0.0	5.1	3.6	3.6	0.0	3	<b>S</b>	KÎZ.		A.
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	0.0	2.4	3.0	3.0	0.0		5	E	7	₹ :
Timer Results	nmer Results			EBI	-	EBT	WB		WBT	NBI		NBT	SBI	. ]	SBT
Assigned Phase	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				instances are	8			4	1		6	5		2
Case Number						9.0		. ]	12.0	1.1	ĺ	3.0	1.1	1	3.0
Phase Duration, s					21.4			11.8	13.1		79.9	6.9		73.7	
Change Period, ( Y+R c ), s					6.6			6.6	6.5		7.5	6.5		7.5	
Max Allow Head			ministra managana			5.3			4.6	4.5		0.0	5.0		0.0
Queue Clearan	ce Time	e (gs), s				13.6			5.9	6.1			2.1		
Green Extensio	n Time	(ge),s				1.2			0.2	0,6		0.0	0.0		0.0
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Assigned Move	***************************************			3	8	18	7	4	14	1	6	16	5	2	12
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Queue Service	<del>and an alternation of the Co</del>	والمنازية والمنازية والمنازية والمنازية والمنازية والمنازية والمنازية والمنازية والمنازية والمنازية والمنازية		3.2	0.2	11.6	_	3.9		4.1	10.3	0.2	0.1	24.4	4.4
Cycle Queue C		e Time ( <i>g c</i> ), s	Call Core Core Call Property	3.2	0.2	11.6	**************************************	3.9		4.1	10.3	0.2	0.1	24.4	4.4
Green Ratio ( g	***************************************	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s		0.12	0.12	0.12		0.04	_	0.62	0.60	0.60	0.55	0.55	0.55
Capacity ( c ), v	/eh/h			216	234	185		76	-	321	2081	972	479	1980	874
Volume-to-Cap	~~~~~~			0.238	0.018	0.803		0.759	)	0.437	0.294	0.007	0.004	0.565	0.137
		t/In ( 90 th percentile	WANTED THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY O												
	eack of Queue ( Q ), veh/in ( 90 th percentile)			2.6	0.2	7.7		3.7		2.7	6.1	0.1	0.0	13.6	2.8
<b>E</b> KANDERSTRONGERSENTATURERDAREN ER HER HER HER HER HER HER HER HER HER	Queue Storage Ratio ( RQ ) ( 90 th percentile)		tile)	0.30	0.02	0.92		0.47		0.31	0.27	0.01	0.01	0.76	0.32
	Jniform Delay ( d 1 ), s/veh			47.5	46.2	51.2		56.8		13.4	11.5	9.5	12.1	17.5	13.0
p.c	ncremental Delay ( d 2 ), s/veh nitial Queue Delay ( d 3 ), s/veh			0.8	0.0	10.9		16.8		1.1	0.4	0.0	0.0	1.2	0.3
		THE RESERVE OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF		0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (				48.3	46.2	62.1		73.6		14.5	11.8	9.5	12.1	18.7	13.4
	Level of Service (LOS)		D	D	E		L E		В	<u>B</u>	Α	В	В	В	
Approach Delay, s/veh / LOS		58.3	3	E	73.6		E	12.	3	В	18.3	2 [	В		
Intersection Delay, s/veh / LOS				2	1.2						С				
Multimodal Re	sults			1	ЕB			WB		NB N			SB		
Pedestrian LOS	Score	/LOS		2.47	7	В	2.46		В	1.60	3	8	2.0	Э [	В
Bicycle LOS So	ore / L0	OS	v=5c	0.82	2	Α	0.58	3	A	1.1	1	A		1.51	
	cle LOS Score / LOS								and a self-older a second self-older				The contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract o		

HCS™ Streets Version 2022

Analyst   DBZ			HCS	Sign	alized	l Inte	rsecti	ion Re	esult	s Sum	ımary		·		****	
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Jurisdiction	Agency	************	Diane B. Zimmerma	n Traffic	c Engine	ering	***************************************	- Carlo de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carres de Carre	-	Duration,	h	0.250	***************************************		1116	
Demand   Company   Compa	Analyst	*****************	DBZ		Analys	is Date	Jun 1,	2022	1	Area Typ	е	Other	***************	ΙĒ.		
Demand Information	Jurisdiction	elmentino montro municipality		idazione di Latinazione de California	Time P	erlod	PM Pe	ak	F	PHF 0.98						<b>**</b>
Demand Information	Urban Street		US 42		Analysis Year 2022 Ar											
Demand Information	Intersection	***************************************	Timber Ridge		File Na	me	US 42	PM 22.	XUS			***************************************	SACROMISA (COMPLETA DOS ESTA			M
Demand Information	Project Descrip	tion	<u>Ţ</u> ŗĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸĸ				acharameter and	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s			Charles Communication (Communication	*****************	udalimuu a Puagu, pa yddiguud		式 は 4-1人4	* 1
Approach Movement    L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R																
Signal Information	Demand Inform	nation		*****	214.5	EB	7 5 1 175		WB	3	1 1	NB	K i dingi	1	SB	
Signal Information	Approach Move	ement			L	T	R	L	T	R	L	T	R	L	Т	R
Cycle, s   140,0   Reference Paise   6					197	15	215		12	9	237	1058	31	5	781	194
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Uncoordinated   No   Simult. Gap EW   Off   Yellow   3.5   3.5   3.5   3.6   3.6   0.0	PARTITION TO AN ORDER DESCRIPTION OF THE PARTITION OF THE PARTIES AND THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE PARTITION OF THE		<u> </u>	***********				3 491					1	2	3	A
Timer Results	······································		decrease a companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie de la companie d	otoo-iootiissisisissa mo	\$	<del>genneere e</del> e		nostrumoninos.	<del></del>			_ 1				Sign (Sign)
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Assigned Phase	Force Mode	FIXEG	i Simult. Gap 14/5	Oil	Reu	3.0	3.0	1 2.4	10.0	3.0	10.0	Links	971	I el		
Case Number       9.0       12.0       1.1       3.0       1.1       3.0         Phase Duration, s       20.8       11.3       16.5       100.3       7.6       91.4         Change Period, (Y+Rc), s       6.6       6.6       6.5       7.5       6.5       7.5         Max Allow Headway (MAH), s       5.2       4.7       4.5       0.0       5.0       0.0         Queue Clearance Time (ge), s       2.0       0.1       1.1       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       <	Timer Results				EBL			WBI	-				***************************************	<u> </u>		-
Phase Duration, s    20.8	Assigned Phas	e					8			4	1		6	5		2
Change Period, { Y+R c }, s	Case Number						9.0			12.0	1.1		3.0	, 1.1		3.0
Max Allow Headway ( MAH ), s  Queue Clearance Time ( g v ), s  Green Extension Time ( g v ), s  Max Out Probability  Max Out Probability  Movement Group Results  EB  WB  NB  NB  SB  Approach Movement  Adjusted Flow Rate ( v ), veh/n  Adjusted Saturation Flow Rate ( s ), veh/n/ln  Roueue Service Time ( g s ), s  9,0  7,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0  10,0							20.8			11.3	16.5	1	00.3	7.6		91.4
Queue Clearance Time (g s), s         12.2         5.1         8.9         2.2           Green Extension Time (g s), s         2.0         0.1         1.1         0.0         0.0         0.0           Phase Call Probability         1.00         0.78         1.00         0.00         0.00         0.00           Max Out Probability         0.00         0.00         0.00         0.00         0.00         0.00           Movement Group Results         EB         WB         NB         NB         SB           Approach Movement Assigned Movement 3 8 18 7 4 14 1 1 6 18 6 18 5 2 12         2.1         2.1         2.1         2.1         2.1         2.1         2.1         2.1         3.1         1.0         3.2         5.797         1.98         3.1         3.2         1.0         3.2         5.797         1.98         3.1         3.2         3.2         1.0         3.2         5.797         1.98         3.1         3.2         3.2         1.0         3.2         5.797         1.98         3.1         3.2         3.2         1.0         3.2         1.0         3.2         1.0         3.2         1.0         3.2         1.0         3.2         1.0         3.2         1.0	Change Period,(Y+R c), s						6.6			6.6	6.5		7.5	6.5		7.5
Careen Extension Time ( g ₀ ), s   2.0   0.1   1.1   0.0   0.0   0.0   0.0	Max Allow Hea	dway ( .	MAH), s				5.2			4.7	4.5		0.0	5.0		0.0
Phase Call Probability   1.00   0.78   1.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0	Queue Clearan	ice Time	∃(gs), s				12.2			5.1	8.9		·	2.2		
Movement Group Results         EB         WB         NB         SB           Approach Movement         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T <td>Green Extension</td> <td>on Time</td> <td>(ge),s</td> <td></td> <td></td> <td>1</td> <td>2.0</td> <td></td> <td></td> <td>0.1</td> <td>1.1</td> <td></td> <td>0.0</td> <td>0.0</td> <td></td> <td>0.0</td>	Green Extension	on Time	(ge),s			1	2.0			0.1	1.1		0.0	0.0		0.0
Approach Movement   Coup Results	Phase Call Pro	bability					1.00			0.78	1.00	)		0.18	3	
Approach Movement    L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   R   R   R   R   R   R   R   R	Max Out Proba	blity					0.00			0.00	0.00	)		0.00	)	
Assigned Movement 3 8 18 7 4 14 1 1 6 16 5 2 12  Adjusted Flow Rate ( v ), veh/h 121 96 117 39 242 1080 32 5 797 198  Adjusted Saturation Flow Rate ( s ), veh/h/ln 1810 1810 1560 1714 1795 1795 1572 1810 1766 1560  Queue Service Time ( g s ), s 9.0 7.0 10.2 3.1 6.9 20.3 1.0 0.2 16.3 8.2  Cycle Queue Clearance Time ( g c ), s 9.0 7.0 10.2 3.1 6.9 20.3 1.0 0.2 16.3 8.2  Green Ratio ( g/C ) 0.10 0.10 0.10 0.03 0.68 0.66 0.66 0.66 0.61 0.60 0.60  Capacity ( c ), veh/h 184 184 159 57 511 2380 1043 333 2118 935  Volume-to-Capacity Ratio ( X ) 0.656 0.520 0.740 0.678 0.473 0.454 0.030 0.015 0.376 0.21  Back of Queue ( Q ), rb/in ( 90 th percentile)  0.656 0.520 0.740 0.678 0.38 0.51 0.47 0.07 0.01 0.54 0.51  Uniform Delay ( d r ), s/veh 60.5 59.6 61.1 66.9 9.9 11.4 8.1 11.5 14.5 12.3 incremental Delay ( d 2 ), s/veh 60.5 59.6 61.1 66.9 9.9 11.4 8.1 11.5 14.5 12.3 incremental Delay ( d 2 ), s/veh 66.1 62.9 70.3 82.5 F 11.7 8 18 14.7 8  Approach Delay ( d 3 ), s/veh 66.1 62.9 70.3 82.5 F 11.7 8 18 14.7 8  Back of Outer ( LOS)	Movement Gro	oup Re	sults			EB	Villa Sagis	:: :	WB	nere.	18.1%	NB	100,000	11.50	SB	
Adjusted Flow Rate ( v ), veh/h  Adjusted Flow Rate ( s ), veh/h/ln  Adjusted Saturation Flow Rate ( s ), veh/h/ln  Adjusted Saturation Flow Rate ( s ), veh/h/ln  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo  Balo	Approach Move	ement	#\$444Cmus 00:000-003840004Cusus 04350644400844043519604	CC11010000017-77888	L	T	R	L	T	R	L	Т	R	L	T	R
Adjusted Saturation Flow Rate ( s ), veh/h/ln	Assigned Move	ement			3	8	18	7	4	14	1	6	16	5	2	12
Queue Service Time ( g s ), s	Adjusted Flow	Rate ( v	/ ), veh/h		121	96	117		39	T	242	1080	32	5	797	198
Cycle Queue Clearance Time ( g c ), s       9.0       7.0       10.2       3.1       6.9       20.3       1.0       0.2       16.3       8.2         Green Ratio ( g/C )       0.10       0.10       0.10       0.03       0.68       0.66       0.66       0.61       0.00       0.66         Capacity ( c ), veh/h       184       184       159       57       511       2380       1043       333       2118       935         Volume-to-Capacity Ratio ( X )       0.656       0.520       0.740       0.678       0.473       0.454       0.030       0.015       0.376       0.21         Back of Queue ( Q ), th/in ( 90 th percentile)       7.1       5.7       7.1       2.9       4.6       11.1       0.6       0.1       9.6       5.0         Queue Storage Ratio ( RQ ) ( 90 th percentile)       0.79       0.67       0.82       0.38       0.51       0.47       0.07       0.01       0.54       0.51         Uniform Delay ( d 1), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.3         Initial Queue Delay ( d 2), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       <	Adjusted Satur	ation Fl	ow Rate ( s ), veh/h/	n	1810	1810	1560	S-moneral december	1714		1795	1795	1572	1810	1766	1560
Green Ratio ( g/C )       0.10       0.10       0.10       0.03       0.68       0.66       0.61       0.60       0.68         Capacity ( c ), veh/h       184       184       159       57       511       2380       1043       333       2118       935         Volume-to-Capacity Ratio ( X )       0.656       0.520       0.740       0.678       0.473       0.454       0.030       0.015       0.376       0.21         Back of Queue ( Q ), veh/ln ( 90 th percentile)       7.1       5.7       7.1       2.9       4.6       11.1       0.6       0.1       9.6       5.0         Queue Storage Ratio ( RQ ) ( 90 th percentile)       0.79       0.67       0.82       0.38       0.51       0.47       0.07       0.01       0.54       0.51         Uniform Delay ( d 1 ), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.3         Incremental Delay ( d 2 ), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       0.1       0.0       0.5         Control Delay ( d 3 ), s/veh       66.1       62.9       70.3       82.5       10.7       12.0       8.2       11.5       1	Queue Service	Time (	g s ), S		9.0	7.0	10.2		3.1		6.9	20.3	1.0	0.2	16.3	8.2
Capacity ( c ), veh/h       184       184       159       57       511       2380       1043       333       2118       935         Volume-to-Capacity Ratio ( X )       0.656       0.520       0.740       0.678       0.473       0.454       0.030       0.015       0.376       0.21         Back of Queue ( Q ), ft/In ( 90 th percentile)       7.1       5.7       7.1       2.9       4.6       11.1       0.6       0.1       9.6       5.0         Queue Storage Ratio ( RQ ) ( 90 th percentile)       0.79       0.67       0.82       0.38       0.51       0.47       0.07       0.01       0.54       0.50         Uniform Delay ( d 1), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.4         Incremental Delay ( d 2), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       0.1       0.0       0.5       0.5         Initial Queue Delay ( d 3), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       0.1       0.0       0.0         Control Delay ( d ), s/veh       66.1       62.9       70.3       82.5       10.7       12.0       8.2       1	Cycle Queue C	learand	æ Tīme ( <b>g</b> ε ), s		9.0	7.0	10.2		3.1		6.9	20.3	1.0	0.2	16.3	8.2
Volume-to-Capacity Ratio ( X )         0.656         0.520         0.740         0.678         0.473         0.454         0.030         0.015         0.376         0.21           Back of Queue ( Q ), reh/in ( 90 th percentile)         7.1         5.7         7.1         2.9         4.6         11.1         0.6         0.1         9.6         5.0           Queue Storage Ratio ( RQ ) ( 90 th percentile)         0.79         0.67         0.82         0.38         0.51         0.47         0.07         0.01         0.54         0.51           Uniform Delay ( d 1), s/veh         60.5         59.6         61.1         66.9         9.9         11.4         8.1         11.5         14.5         12.3           Incremental Delay ( d 2), s/veh         5.5         3.2         9.2         15.6         0.8         0.6         0.1         0.0         0.5         0.5           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         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0	Green Ratio ( g	7/C )			0.10	0.10	0.10		0.03		0.68	0.66	0.66	0.61	0.60	0.60
Back of Queue ( Q ), ft/ln ( 90 th percentile)       7.1       5.7       7.1       2.9       4.6       11.1       0.6       0.1       9.6       5.0         Queue Storage Ratio ( RQ ) ( 90 th percentile)       0.79       0.67       0.82       0.38       0.51       0.47       0.07       0.01       0.54       0.51         Uniform Delay ( d 1), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.9         Incremental Delay ( d 2), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.9         Incremental Delay ( d 2), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       0.1       0.0       0.5       0.5         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       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0 </td <td>Capacity ( c ),</td> <td>veh/h</td> <td></td> <td>-</td> <td>184</td> <td>184</td> <td>159</td> <td></td> <td>57</td> <td></td> <td>511</td> <td>2380</td> <td>1043</td> <td>333</td> <td>2118</td> <td>935</td>	Capacity ( c ),	veh/h		-	184	184	159		57		511	2380	1043	333	2118	935
Back of Queue ( Q ), veh/in ( 90 th percentile)       7.1       5.7       7.1       2.9       4.6       11.1       0.6       0.1       9.6       5.0         Queue Storage Ratio ( RQ ) ( 90 th percentile)       0.79       0.67       0.82       0.38       0.51       0.47       0.07       0.01       0.54       0.50         Uniform Delay ( d 1), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.3         incremental Delay ( d 2), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       0.1       0.0       0.5       0.5         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       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.	Volume-to-Cap	acity R	atio (X)	/2-10-02-M2-12-10-02-10-10-10-10-10-10-10-10-10-10-10-10-10-	0.656	0.520	0.740		0.678	3	0.473	0.454	0.030	0.015	0.376	0.212
Queue Storage Ratio ( RQ ) ( 90 th percentile)       0.79       0.67       0.82       0.38       0.51       0.47       0.07       0.01       0.54       0.55         Uniform Delay ( d 1), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.9         Incremental Delay ( d 2), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       0.1       0.0       0.5       0.5         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       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0	Back of Queue					- Annual Company										
Uniform Delay ( d ₁ ), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.3         Incremental Delay ( d ₂ ), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       0.1       0.0       0.5       0.5         Initial Queue Delay ( d ₂ ), s/veh       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0	Back of Queue	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s				5.7	7.1		2.9		4.6	11.1	0.6	0.1	9.6	5.0
Uniform Delay ( d ₁ ), s/veh       60.5       59.6       61.1       66.9       9.9       11.4       8.1       11.5       14.5       12.3         Incremental Delay ( d ₂ ), s/veh       5.5       3.2       9.2       15.6       0.8       0.6       0.1       0.0       0.5       0.5         Initial Queue Delay ( d ₂ ), s/veh       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0	Queue Storage				0.79	0.67	0.82		0.38	1	0.51	0.47	0.07	0.01	0.54	0.58
Incremental Delay ( d 2 ), s/veh   5.5   3.2   9.2   15.6   0.8   0.6   0.1   0.0   0.5   0.5     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     Control Delay ( d ), s/veh   66.1   62.9   70.3   82.5   10.7   12.0   8.2   11.5   15.0   13.4     Level of Service (LOS)   E   E   E   F   B   B   A   B   B   B     Approach Delay, s/veh / LOS   66.6   E   82.5   F   11.7   B   14.7   B     Intersection Delay, s/veh / LOS   20.5   C     Multimodal Results   EB   WB   NB   SB     Pedestrian LOS Score / LOS   2.48   B   2.47   B   1.66   B   2.23   B					60.5	59.6	- Bet-somether strategy		66.9		9.9	11.4	8.1	11.5	14.5	12.9
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       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0 <td></td> <td colspan="3"></td> <td>5.5</td> <td>3.2</td> <td>9.2</td> <td></td> <td>15.6</td> <td>-</td> <td>0.8</td> <td>0.6</td> <td>0.1</td> <td>0.0</td> <td>0.5</td> <td>0.5</td>					5.5	3.2	9.2		15.6	-	0.8	0.6	0.1	0.0	0.5	0.5
Control Delay ( d ), s/veh         66.1         62.9         70.3         82.5         10.7         12.0         8.2         11.5         15.0         13.4           Level of Service (LOS)         E         E         E         E         F         B         B         A         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B					0.0	0.0	0.0	F	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)         E         E         E         E         F         B         B         A         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         A         B         B         B         A         B         B         B         A         B         B         B         A         B         B         B         A         B         B         B         B         A         B         B         B         A         B         B         B         A         B         B         B         A         B         B         B         A         B         B         B         B         B         A         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B		<u></u>			66.1	62.9	70.3		82.5	1	10.7	12.0	8.2	11.5	15.0	13.4
Approach Delay, s/veh / LOS         66.6         E         82.5         F         11.7         B         14.7         B           Intersection Delay, s/veh / LOS         20.5         C         C           Multimodal Results         EB         WB         NB         SB           Pedestrian LOS Score / LOS         2.48         B         2.47         B         1.66         B         2.23         B		TO THE PROPERTY OF THE PARTY OF		***************************************	&	§nechosonmono-	a francisco de la constante de la constante de la constante de la constante de la constante de la constante de	f		***	&-monomer-e-		- province common	}	Žini-mari-man	of management
Intersection Delay, s/veh / LOS         20.5         C           Multimodal Results         EB         WB         NB         SB           Pedestrian LOS Score / LOS         2.48         B         2.47         B         1.66         B         2.23         B			, 	**************************************	<u></u>	turregume	4	82.	5 1	F	<u> </u>	7	***************************************		7	В
Multimodal Results         EB         WB         NB         SB           Pedestrian LOS Score / LOS         2.48         B         2.47         B         1.66         B         2.23         B	######################################					***************************************	S	energene				********	Baraman marine	an a second	3-43-000-1-VA	
Pedestrian LOS Score / LOS         2.48         B         2.47         B         1.66         B         2.23         B											, p					
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Agency	ALLES AND PRODUCED LINE	Diane B. Zimmerma	n Traffi	c Engine	ering		···	10	ouration,	h	0.250	******************		J.11.	
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Case Number	-		CACAMEMARKANAMON			9.0			12.0	1.1		3.0	1.1		3.0
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2-49000000000000000000000000000000000000	<u>ggyan-eggay) og ongogogogo</u>	ow Rate ( s ), veh/h/	n	1810	1810	1560		1715	**************************************	1795	1795	1572	1810	1766	1560
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		æ Time ( <i>g ε</i> ), s	i are outlined and real	9.2	7.2	10.8		3.2	-	7.2	21.5	1.0	0.2	17.3	8.6
Green Ratio (			ericus (constituent on philipse)	0.11	0.11	0.11		0.03		0.68	0.66	0.66	0.60	0.59	0.59
Capacity ( c ),	*******	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	193	193	166		58		498	2360	1034	317	2089	922
Volume-to-Cap		atio (X)		0.644		-		0.688		0.500	STANDARD SOUTH	0.032	0.016	0.393	0.221
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Lancour Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commen	form Delay ( d 1 ), s/veh		60.0	59.1	60.7		66.9	mgaranananananan	10.5	11.9	8.4	12.0	15.2	13.5	
	cremental Delay ( d 2 ), s/veh		5.0	2.9	9.2		16.0	•	0.9	0.7	0.1	0.0	0.6	0.6	
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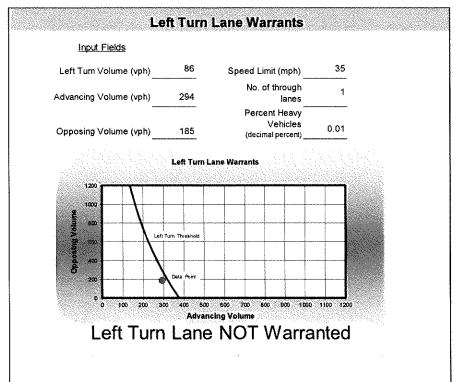
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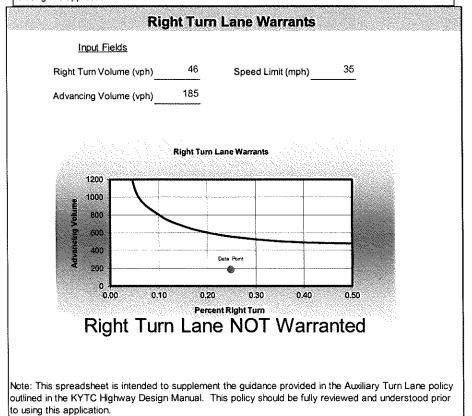
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Back of Queue	ack of Queue ( Q ), veh/in ( 90 th percentile)			7.1	5.7	8.6		3.0		5.8	12.4	0.7	0.1	10.9	5.7
Queue Storage	tueue Storage Ratio ( RQ ) ( 90 th percentile)			0.78	0.67	0.99		0.39		0.65	0.52	0.07	0.02	0.62	0.66
Uniform Delay	Iniform Delay ( d + ), s/veh			57.8	57.0	59.5		66.9		12.1	13.1	9.2	13.7	17.6	15.6
Incremental De	ncremental Delay ( d 2 ), s/veh			3.2	2.0	9.2		16.0		1.3	0.7	0.1	0.0	0,6	0.6
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Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.





# Geotechnical Engineering Report

Prospect Cove Multi-Family Louisville, Jefferson County, Kentucky April 22, 2022 Terracon Project No. 57225022



Prepared for: LDG Development, LLC Louisville, Kentucky

Prepared by: Terracon Consultants, Inc. Louisville, Kentucky

Environmental Facilities Geotechnical Materials

April 22, 2022

LDG Development, LLC 1469 S. 4th Street Louisville, Kentucky 40208



Attn: Mr. Michael Gross - Development Director

P: (502) 638-0534 x2457

E: lbarlow@ldgdevelopment.com

Re: Geotechnical Engineering Report

**Prospect Cove Multi-Family** 

6500 Forest Cove Ln & 7301 River Rd Louisville, Jefferson County, Kentucky

Terracon Project No. 57225022

Dear Mr. Gross:

We have completed the Geotechnical Engineering services for the above referenced project. This study was performed in general accordance with Terracon Proposal No. P57225022 dated March 1, 2022. This report presents the findings of the subsurface exploration and provides geotechnical recommendations concerning earthwork and the design and construction of foundations and floor slabs for the proposed project.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report or if we may be of further service, please contact us.

Sincerely,

Terracon Consultants, Inc.

Munal Pandey, EIT Staff Engineer Benjamin W. Taylor, P.E., P.G. Principal, Regional Manager

Terracon Consultants, Inc. 13050 Eastgate Park Way #101 Louisville, Kentucky 40223 P (502) 456 1256 F (502) 456 1278 terracon.com

#### REPORT TOPICS

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**Note:** This report was originally delivered in a web-based format. Orange Bold text in the report indicates a referenced section heading. The PDF version also includes hyperlinks which direct the reader to that section and clicking on the *GeoReport* logo will bring you back to this page. For more interactive features, please view your project online at <u>client.terracon.com</u>.

### **ATTACHMENTS**

EXPLORATION AND TESTING PROCEDURES PHOTOGRAPHY LOG SITE LOCATION AND EXPLORATION PLANS EXPLORATION RESULTS SUPPORTING INFORMATION

Note: Refer to each individual Attachment for a listing of contents.

# Geotechnical Engineering Report Prospect Cove Multi-Family 6500 Forest Cove Ln & 7301 River Rd Louisville, Jefferson County, Kentucky

Terracon Project No. 57225022 April 22, 2022

#### INTRODUCTION

This report presents the results of our subsurface exploration and geotechnical engineering services performed for the proposed Prospect Cove Multi-Family development to be located at 6500 Forest Cove Ln & 7301 River Rd in Louisville, Jefferson County, Kentucky. The purpose of these services is to provide information and geotechnical engineering recommendations relative to:

- Subsurface soil and rock conditions
- Groundwater conditions
- Site preparation and earthwork
- Pavement design and construction
- Foundation design and construction
- Floor slab design and construction
- Seismic site classification per IBC

The geotechnical exploration Scope of Services for this project included the advancement of 6 test borings to depths ranging from approximately 12 to 42 feet, 2 CPTu soundings to depths ranging from approximately 30 to 34 feet, and 5 geophysical seismic shear wave testing arrays.

Maps showing the site and exploration locations are shown in the Site Location and Exploration Plan sections, respectively. The results of our exploration and the laboratory testing performed on soil samples obtained from the site during the field exploration are included on the boring logs and as separate graphs in the Exploration Results section.

#### **Geotechnical Engineering Report**



## SITE CONDITIONS

The following description of site conditions is derived from our site visit in association with the field exploration and our review of publicly available geologic and topographic maps.

ltem	Description
Parcel Information	The project site is approximately 9.76 acres (3 parcels) located at 6500 Forest Cove Ln & 7301 River Rd in Louisville, Jefferson County, Kentucky. Approximate coordinates: 38.218544, -85.816383.  See Site Location.
Existing Improvements	Vacant residence at south portion of the site will be demolished. Previously razed residential structure to the north of the site. In 2008, aerial imagery indicates site grading for apparent infrastructure and out lots. Review of aerial imagery in Google Earth PRO™ during proposal preparation identified 2 apparent borrow/waste pits across much of the area proposed for development. Our exploration confirmed this as we encountered existing fill within supplemental borings conducted in these areas. Additional exploration, as described in our proposal, is recommended to delineate and better characterize the existing fill.
Current Ground Cover	Predominately grassed with woodland preserve west of the proposed development area. There is a catch basin within a closed depression adjacent to Timber Ridge Drive along with existing asphalt pavement, concrete curbs, and gravel access roads.
Existing Topography Google Earth PROTM USGS Topographic Map ANCHORAGE, KY 1/1/1987	Site grades range from approximately elevation 460 feet on the eastern portion of the site sloping down to approximately elevation 430 toward the woodland preserve area and tributary of Harrods Creek. From review of the <b>Detailed Development Plan DDP</b> , contours indicate existing slopes of up to 30% in the vicinity of the proposed retaining wall at the west side of the proposed development. The existing slopes are discussed in the Steep Slope section.
<b>Geology</b> KGS Geologic Map ANCHORAGE, KY GQ-906	Based on our experience and review of Kentucky Geological Survey (KGS) mapping, the site is located within an area of Outwash underlain by bedrock of the Laurel Dolomite formation. There are no sinkholes mapped by the KGS West of US Highway 42 within about a mile of the site The Laurel Dolomite is reported by the KGS to have a moderate potential for karst development. Below existing fill, our exploration encountered alluvial clays with varying sand content grading into sand and gravel outwash deposits. Dolomitic bedrock was encountered at depths of 27 to 30½ feet below existing site grade.

We also collected photographs at the time of our field exploration program. Representative photos are provided in our Photography Log.

#### **Geotechnical Engineering Report**

Prospect Cove Multi-Family 

Louisville, Jefferson County, Kentucky April 22, 2022 

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#### PROJECT DESCRIPTION

Our initial understanding of the project was provided in our proposal and was discussed during project planning. Much of the project information, including building construction, structural loading, site grading, and finished floor elevation was unknown at the time of this report. Based on the preliminary nature of the project information provided, we request the opportunity to review project details as they progress and update our recommendations, accordingly Our understanding of the project conditions is as follows:

Item	Description
	E-mail request for proposal from LDG Development February 21, 2022, which included:
	Description of requested scope,
	Image from Lojic map outlining the site (3 parcels),
Information Provided	Detailed Development Plan DDP prepared by Sabak Wilson Lingo revised March 25, 2022.
	Additional project details were discussed during a conference call February
	24, 2022 with Laura Barlow, Ted Payne (Architect), and Bryce Fuller (Civil).
	Updated DDP was provided by Kelli Jones of Sabak Wilson Lingo April 14, 2022.
Project Description	Multi-family residential development with paved parking and drive areas.
Proposed Structure	Three-story structure with approximate footprint of 69,674 square feet
Finished Floor Elevation	Not available at the time of this report.
	Based on discussion with the Project Structural Engineer, CW Yong, PE
	with Genesis, we understand that maximum structural loading for
Maximum Loads	continuous wall footings will be on the order of 3 kips per linear foot (klf)
	and up to 100 kips for columns.
Gradina/Slance	Site grading plans were not available at the time of this report. Based on
Grading/Slopes	existing site grades, we anticipate grading will be limited to ±2 feet cut/fill
Below-Grade Structures	Not anticipated
oosaanaanaksi oonaa ka alkii ka salaan oo ahaa oo ahaa ahaa ahaa ahaa ka daabii ka aa dha ka daabii 1999 - 199	Proposed retaining walls are planned along the existing slopes to the
Free-Standing Retaining	western side of the proposed development area. At the time of this report,
Walls	the proposed site characterization and geotechnical engineering services
	for the retaining wall has not been authorized.
	Paved driveway and parking will be constructed around the proposed
Pavements	building. We assume both rigid (concrete) and flexible (asphalt) pavement
raveillenits	sections should be considered. We anticipated less than 50,000 ESALs.
	The pavement design period is 20 years.
Estimated Start of Construction	Unknown at the time of this report.

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## GEOTECHNICAL CHARACTERIZATION

We have developed a general characterization of the subsurface conditions based upon our review of the subsurface exploration, laboratory data, geologic setting and our understanding of the project. This characterization, termed GeoModel, forms the basis of our geotechnical calculations and evaluation of site preparation and foundation options. Conditions encountered at each exploration point are indicated on the individual logs. The individual logs can be found in the Exploration Results section and the GeoModel can be found in the Figures section of this report.

As part of our analyses, we identified the following model layers within the subsurface profile. For a more detailed view of the model layer depths at each boring location, refer to the GeoModel.

1	Existing Fill	Clay, with sand, gravel, and debris including asphalt and brick
2	Stiff Clay	Lean Clay (CL), with silt and sand, stiff to very stiff, brown
3	Sand	Sand with Silt (SP-SM), trace gravel, loose to medium dense, brown

The SPT borings were observed for groundwater while drilling and after completion of borings. The water levels can be found on the logs in Exploration Results. Perched groundwater should also be expected within the existing fill. Groundwater level fluctuations should be expected to occur due to seasonal variations in rainfall, runoff and other factors not evident at the time our exploration was performed. Therefore, groundwater may be encountered during construction or at other times in the life of the structure. The possibility of groundwater level fluctuations should be considered when developing the design and construction plans for the project.

The shear wave velocity cross-sections are displayed on Exploration Results. The approximate top of bedrock was interpreted along the seismic lines based on velocity values and boring logs. The interpreted top of bedrock indicates a potential cutter/pinnacle profile commonly associated with karst terrain. In general, low velocity zones (blue to light green on the color scale) are indicative of overburden, clay seams, potential voids, and weathered/fractured rock. Higher velocity zones (dark green to red on the color scale) are indicative of competent bedrock.

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## **GEOTECHNICAL OVERVIEW**

The near surface, silty soils could become unstable with typical earthwork and construction traffic, especially after precipitation events. Effective drainage should be completed early in the construction sequence and maintained after construction to avoid potential issues. If possible, construction should be performed during the warmer and drier times of the year. If construction is performed during the winter months, an increased risk for possible undercutting and replacement of unstable subgrade will persist.

As noted in Geotechnical Characterization, our exploration encountered existing fill to depths ranging from about 1½ to 10½ feet. Review of historical aerial imagery in Google Earth PRO™ during proposal preparation identified apparent borrow/waste pits across much of the area proposed for the proposed building. Our exploration confirmed the presence of existing fill which consisted of clay with varying amounts of sand and gravel in addition to debris, including asphalt and brick. Supplemental exploration by test pits, as described in our proposal, is recommended to delineate, and better characterize the existing fill. Additionally, it is recommended that records documenting the fill placement and compaction be requested from the property owner to help evaluate the material and support characteristics. Without these records, and noting the debris within the fill, it should be considered uncontrolled and not suitable for direct support.

The existing fill is not suitable for foundation support, all foundation excavations should be extended to completely penetrate the existing fill. Alternatively, Ground Improvement can be implemented to mitigate the uncontrolled fill and increase the allowable bearing capacity. Support of floor slabs and pavements on or above existing fill materials is discussed in this report. However, even with the recommended construction procedures, there is inherent risk for the owner that compressible fill or unsuitable material, within or buried by the fill, will not be discovered. This risk of unforeseen conditions cannot be eliminated without completely removing the existing fill but can be reduced by following the recommendations contained in this report. To take advantage of the cost benefit of not removing the entire amount of undocumented fill, the owner must be willing to accept the risk associated with construction over the undocumented fills following the recommended reworking of the material.

Terracon performed desktop review and field reconaissance of areas at the site proposed for development with slopes at grades of 20% or greater as indicated by the *Detailed Development Plan DDP* prepared by Sabak Wilson Lingo revised March 25, 2022. From review of elevation contours and field reconaissance, the slopes appear to be generally stable. There is an existing cut/fill access road along the slope near the northern part of the site. During our review, we did not observe any indications of deep-seated slope instability or recent landslide features (i.e. scarps, toe bulges, ect.). As development plans proceed past due diligence, Terracon recommends geotechnical exploration of the proposed retaining wall area to perform slope stability analyses and provide geotechnical recommendations for retaining wall design and construction for stability for the proposed pavement and building foundations.

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As noted in the Site Conditions, the site is underlain by dolomite of the Laurel Dolomite formation which is reported to have a moderate karst potential. The MASW cross-sections include an interpreted top of bedrock based on the measured shear wave velocities, which indicates a variable cutter/pinnacle profile, weathered/fractured rock, and potential clay seams/voids commonly associated with karst terrain. We did not observe any surficial indications of sinkholes at the site during field reconaissance and note that KGS has not mapped sinkholes within about a mile of the site West of US Highway 42 where the dolomite is overlain by glacial outwash and alluvium.

The General Comments section provides an understanding of the report limitations.



## STEEP SLOPE ASSESSMENT

The Louisville Metro Land Development Code (November 2021) requires review of steep slopes. In accordance with the LDC Chapter 4 Part 7 Development on Steep Slopes, Terracon has performed desktop review and field reconaissance of areas at the site proposed for development with slopes at grades of 20% or greater as indicated by the **Detailed Development Plan DDP** prepared by Sabak Wilson Lingo revised March 25, 2022. Many of the areas identified as steep slopes are within the proposed woodland preserved area (WPA) and tree canopy which will not be disturbed. The remaining steep slope areas are generally located along and west (outside) of the proposed edge of pavement. Site photos are included in the Photography Log.

From review of elevation contours and field reconaissance, the slopes appear to be generally stable. There is an existing cut/fill access road along the slope near the northern part of the site. During our review, we did not observe any indications of deep-seated slope instability or recent landslide features (i.e. scarps, toe bulges, ect.). We did observe rip-rap sized stone that appears to have been placed on the surface of the slope behind one of the residences, which may be an indication of previous instability or erosion.

The proposed site development and grading include a retaining wall in the vicinity of the existing steep slope to facilitate and increase stability for the proposed development. As construction plans are developed, Terracon recommends geotechnical exploration of the proposed retaining wall area to perform slope stability analyses and provide geotechnical recommendations for retaining wall design and construction for stability for the proposed pavement and building foundations.

Slope stability analyses take into consideration material strength, presence and orientation of weak layers, water (piezometric) pressures, surcharge loads, the slope geometry, and proximity to the stream at the toe of the slope. Mathematical computations are performed using computer-assisted simulations to calculate a Factor of Safety (FS). Minor changes to slope geometry, surface water flow and/or groundwater levels could result in slope instability. Reasonable FS values are dependent upon the confidence in the parameters utilized in the analyses performed, among other factors related to the project itself.

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#### EARTHWORK

Earthwork is anticipated to include clearing and grubbing, excavations, and fill placement. The following sections provide recommendations for use in the preparation of specifications for the work. Recommendations include critical quality criteria, as necessary, to render the site in the state considered in our geotechnical engineering evaluation for foundations, floor slabs, and pavements.

## Site Preparation

As an initial measure of site preparation, existing pavements, vegetation/root mat, topsoil, and any other surficial deleterious material should be completely removed to expose the underlying soil subgrade in the proposed construction areas.

Removal and/or relocation of any "to be abandoned" utilities should also be performed prior to rough site grading activities. We would anticipate removal and relocation, or re-routing, of any existing utilities and catch basins which currently exist within the footprint of the proposed development area that would interfere with new construction. Any abandoned underground pipes, left in place, should be fully grouted. Excavations created due to utility relocations should be backfilled with granular engineered fill material, placed and compacted in accordance with the recommendations provided in the following paragraphs or with lean concrete or flowable fill. If lean concrete is used as backfill, the contractor should refer to the project drawings to confirm that the concrete backfill materials will not conflict with any new item installations or construction. Backfill above utilities to be abandoned in place by grouting should be evaluated in area where these materials will provide subgrade support for new fill or structures. Unsuitable existing backfill should be undercut and replaced with engineered fill.

As noted in Geotechnical Characterization, our exploration encountered existing fill to depths ranging from about 1½ to 10½ feet. The existing fill is not suitable for foundation support and foundation excavations should be extended to completely penetrate the existing fill or Ground Improvement can be implemented to mitigate the existing fill. If the owner elects to construct the floor slabs above existing fill, once stripping and excavation to rough grade has been completed, the area should be undercut 2 feet below the design subgrade and 10 feet beyond the lateral limits of the building area. If the owner elects to construct pavements above existing fill, the fill can be judged for stability by proofrolling.

Following stripping and undercut of existing fill or other unsuitable material and prior to placing any fill, the subgrade should be proofrolled with an adequately loaded vehicle such as a fully-loaded tandem-axle dump truck. The proofrolling should be performed under the direction of the Geotechnical Engineer. Areas excessively deflecting under the proofroll should be delineated and subsequently addressed by the Geotechnical Engineer. Such areas should either be removed and backfilled with engineered fill. Excessively wet or dry material should either be removed, or

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moisture conditioned and recompacted. Once unsuitable materials have been remediated, and the subgrade has passed the proofroll test, the existing and undocumented fill that was removed can be evaluated for reuse as structural fill.

## **Fill Material Types**

Fill required to achieve design grade should be classified as structural fill and general fill. Structural fill is material used below, or within 10 feet of structures, pavements or constructed slopes. General fill is material used to achieve grade outside of these areas. Earthen materials used for structural and general fill should meet the following material property requirements:

Soil Type <sup>1</sup>	USCS Classification	Acceptable Locations
Well graded granular	SW or GW <sup>2</sup>	All locations and elevations
Low Plasticity Cohesive	CL, CL-ML (LL<40, PI<25)	All locations and elevations greater than 3 feet below mat foundations
High Plasticity Cohesive	CH, MH (LL > 50)	Not recommended for use as structural fill
On-Site Soils	CL-ML, SP-SM, GP	On-site soils typically appear suitable for reuse as structural fill following moisture conditioning.

- Structural fill should consist of approved materials free of organic matter and debris. Frozen
  material should not be used, and fill should not be placed on a frozen subgrade. A sample of
  each material type should be submitted to the Geotechnical Engineer for evaluation prior to use.
- 2. Crushed limestone aggregate, limestone screenings, or granular material such as sand, gravel or crushed stone. Free-draining granular material, such as used for capillary break beneath the floor slab, should have less than 5% low plasticity fines.

## Fill Compaction Requirements

Structural and general fill should meet the following compaction requirements.

Item	Structural Fill	General Fill	
Maximum Lift Thickness	8 inches or less in loose thickness when heavy, self-propelled compaction equipment is used		
	4 to 6 inches in loose thickness when hand- guided equipment (i.e. jumping jack or plate compactor) is used	Same as Structural fill	
Minimum Compaction Requirements <sup>1, 2, 3</sup>	98% of max. below foundations and within 1 foot of finished pavement subgrade		
	95% of max. above foundations, below floor slabs, and more than 1 foot below finished pavement subgrade	92% of max.	

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Item	Structural Fill	General Fill
Water Content	Low plasticity cohesive: -2% to +3% of optimum	As required to achieve min.
Range <sup>1</sup>	Granular: -3% to +3% of optimum	compaction requirements

- Maximum density and optimum water content as determined by the standard Proctor test (ASTM D 698).
- High plasticity cohesive fill should not be compacted to more than 100% of standard Proctor maximum dry density.
- 3. If the granular material is a coarse sand or gravel, or of a uniform size, or has a low fines content, compaction comparison to relative density may be more appropriate. In this case, granular materials should be compacted to at least 70% relative density (ASTM D 4253 and D 4254).

## **Utility Trench Backfill**

For low permeability subgrades, utility trenches are a common source of water infiltration and migration. Utility trenches penetrating beneath the building should be effectively sealed to restrict water intrusion and flow through the trenches, which could migrate below the building. The trench should provide an effective trench plug that extends at least 5 feet from the face of the building exterior. The plug material should consist of cementitious flowable fill or low permeability clay. The trench plug material should be placed to surround the utility line. If used, the clay trench plug material should be placed and compacted to comply with the water content and compaction recommendations for structural fill stated previously in this report.

## **Grading and Drainage**

All grades must provide effective drainage away from the building during and after construction and should be maintained throughout the life of the structure. Water retained next to the building can result in soil movements greater than those discussed in this report. Greater movements can result in unacceptable differential floor slab and/or foundation movements, cracked slabs and walls, and roof leaks. The roof should have gutters/drains with downspouts that discharge onto splash blocks at a distance of at least 10 feet from the building.

Exposed ground should be sloped and maintained at a minimum 5% away from the building for at least 10 feet beyond the perimeter of the building. Locally, flatter grades may be necessary to transition ADA access requirements for flatwork. After building construction and landscaping have been completed, final grades should be verified to document effective drainage has been achieved. Grades around the structure should also be periodically inspected and adjusted, as necessary, as part of the structure's maintenance program. Where paving or flatwork abuts the structure, a maintenance program should be established to effectively seal and maintain joints and prevent surface water infiltration.

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#### **Earthwork Construction Considerations**

Shallow excavations for the proposed structure are anticipated to be accomplished with conventional construction equipment. Upon completion of filling and grading, care should be taken to maintain the subgrade water content prior to construction of floor slabs. Construction traffic over the completed subgrades should be avoided. The site should also be graded to prevent ponding of surface water on the prepared subgrades or in excavations. Water collecting over or adjacent to construction areas should be removed. If the subgrade freezes, desiccates, saturates, or is disturbed, the affected material should be removed, or the materials should be scarified, moisture conditioned, and recompacted prior to floor slab construction.

As a minimum, excavations should be performed in accordance with OSHA 29 CFR, Part 1926, Subpart P, "Excavations" and its appendices, and in accordance with any applicable local, and/or state regulations.

Construction site safety is the sole responsibility of the contractor who controls the means, methods, and sequencing of construction operations. Under no circumstances shall the information provided herein be interpreted to mean Terracon is assuming responsibility for construction site safety, or the contractor's activities; such responsibility shall neither be implied nor inferred.

## **Construction Observation and Testing**

The earthwork efforts should be monitored under the direction of the Geotechnical Engineer. Monitoring should include documentation of adequate removal of vegetation and topsoil, proofrolling, and mitigation of areas delineated by the proofroll to require mitigation.

Each lift of compacted fill should be tested, evaluated, and reworked, as necessary, until approved by the Geotechnical Engineer prior to placement of additional lifts. Each lift of fill should be tested for density and water content at a frequency of at least one test for every 2,500 square feet of compacted fill in the building areas and 5,000 square feet in pavement areas. One density and water content test should be performed for every 50 linear feet of compacted utility trench backfill.

In areas of foundation excavations, the bearing subgrade should be evaluated under the direction of the Geotechnical Engineer. If unanticipated conditions are encountered, the Geotechnical Engineer should prescribe mitigation options.

In addition to the documentation of the essential parameters necessary for construction, the continuation of the Geotechnical Engineer into the construction phase of the project provides the continuity to maintain the Geotechnical Engineer's evaluation of subsurface conditions, including assessing variations and associated design changes.

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#### GROUND IMPROVEMENT

The existing, undocumented fill can be improved in-place in lieu of over-excavation and replacement. Ground improvement methods are proprietary systems designed by licensed contractors who could provide further information regarding support options. Terracon is available to coordinate feasibility evaluation for Ground Improvement options, upon request.

One method for ground improvement which we understand the project structural engineer has experience with is the Geopier® system, which uses replacement Rammed Aggregate Pier (RAP) elements to reinforce good to poor soils. Layers of aggregate are then placed into the drilled hole in lifts of about one foot. A beveled tamper rams each layer of aggregate using vertical impact ramming energy. The tamper densifies aggregate vertically and forces aggregate laterally into cavity sidewalls.

Based on our experience, the encountered subsurface conditions, proposed grading, and structural loading, we expect that with ground improvement implemented, shallow foundations could be designed for allowable bearing capacities in the range of 3,000 to 5,000 psf with settlements of less than 1-inch total and ½-inch differential. For additional information on this ground improvement option, contact:

Geopier® Foundation Company
Mark Salveter, PE, Region Engineer
335 Wellington Way
Springboro, OH 45066
(513) 516-1251
msalveter@geopier.com
www.geopier.com

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#### SHALLOW FOUNDATIONS

The existing undocumented fill is not suitable for foundation support, all foundation excavations should completely penetrate the existing fill to bear on stiff native clays or medium dense sands. If the site has been prepared in accordance with the requirements noted in Earthwork, the following design parameters are applicable for shallow foundations.

# **Design Parameters – Compressive Loads**

ltem	Description
Maximum Net Allowable Bearing pressure 1, 2	2,000 psf
Required Bearing Stratum <sup>3</sup>	Stiff native soils, engineered fill, or lean concrete.
Minimum Foundation Dimensions	Columns: 24 inches Continuous: 18 inches
Ultimate Passive Resistance <sup>4</sup> (equivalent fluid pressures)	240 pcf (cohesive backfill)
Ultimate Coefficient of Sliding Friction <sup>5</sup>	0.3
Minimum Embedment below Finished Grade <sup>6</sup>	24 inches
Estimated Total Settlement from Structural Loads <sup>2</sup>	About 1 inch
Estimated Differential Settlement 2,7	About 3/4 of total settlement

- 1. The maximum net allowable bearing pressure is the pressure in excess of the minimum surrounding overburden pressure at the footing base elevation. An appropriate factor of safety has been applied. Values assume that exterior grades are no steeper than 20% within 10 feet of structure.
- Values provided are for maximum loads noted in Project Description.
- 3. Existing fill and otherwise unsuitable or soft soils should be over-excavated and replaced per the recommendations presented in the Earthwork.
- 4. Use of passive earth pressures require the sides of the excavation for the spread footing foundation to be nearly vertical and the concrete placed neat against these vertical faces or that the footing forms be removed and compacted structural fill be placed against the vertical footing face.
- Can be used to compute sliding resistance where foundations are placed on suitable soil/materials. Should be neglected for foundations subject to net uplift conditions.
- 6. Embedment necessary to minimize the effects of frost and/or seasonal water content variations. For sloping ground, maintain depth below the lowest adjacent exterior grade within 5 horizontal feet of the structure.
- 7. Differential settlements are as measured over a span of 50 feet.

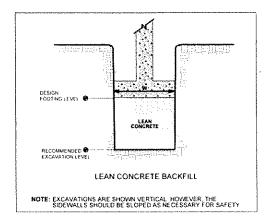
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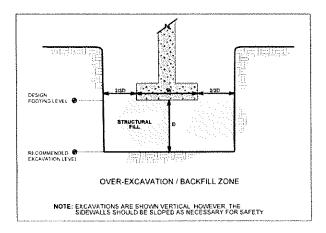
#### **Foundation Construction Considerations**

As noted in Earthwork, the footing excavations should be evaluated under the direction of the Geotechnical Engineer. The base of all foundation excavations should be free of water and loose soil, prior to placing concrete. Concrete should be placed soon after excavating to reduce bearing soil disturbance. Care should be taken to prevent wetting or drying of the bearing materials during construction. Excessively wet or dry material or any loose/disturbed material in the bottom of the footing excavations should be removed/reconditioned before foundation concrete is placed.

If existing fill or unsuitable bearing soils encountered at the base of the planned footing excavation, the excavation should be extended deeper to suitable soils, and the footings could bear directly on these soils at the lower level or on lean concrete backfill placed in the excavations. This is illustrated on the sketch below.



Over-excavation for structural fill placement below footings should be conducted as shown below. The over-excavation should be backfilled up to the footing base elevation, with structural fill placed, as recommended in the Earthwork section.



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## **PAVEMENTS**

#### **General Pavement Comments**

Pavement designs are provided for the traffic conditions and pavement life conditions as noted in Project Description and in the following sections of this report. A critical aspect of pavement performance is site preparation. Pavement designs noted in this section must be applied to the site which has been prepared as recommended in the Earthwork section.

## **Pavement Design Parameters**

Design of Asphaltic Concrete (AC) pavements are based on the procedures outlined in the National Asphalt Pavement Association (NAPA) Information Series 109 (IS-109). Design of Portland Cement Concrete (PCC) pavements are based upon American Concrete Institute (ACI) 330; Guide for Design and Construction of Concrete Parking Lots.

A subgrade CBR of 3 was used for the AC pavement designs, and a modulus of subgrade reaction of 110 pci was used for the PCC pavement designs. This value was empirically derived based upon our understanding of the quality of the subgrade as prescribed by the **Site Preparation** conditions as outlined in Earthwork. A modulus of rupture of 580 psi was used for pavement concrete.

Minimum Recommended Pavement Section Thickness (inches)						
	Pavement	Asphalt Concrete Couse		Portland	Aggregate	Total
Traffic Area	Туре	Surface	Base	Cement Concrete <sup>1</sup>	Base <sup>2</sup>	Thickness
Pavement	AC	1.5	2	over summer forer game of data reason of 5 bloom and a positional forest processing and the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the co	6	9.5
	PCC			5	6	11
Dumpster Pad	PCC	-	_	7	4	11

<sup>1. 4,000</sup> psi compressive strength at 28 days, air entrained mix.

An adequate number of longitudinal and transverse expansion joints should be placed in the rigid pavement in accordance with ACI and/or AASHTO requirements. Control joints should be ¼ of the depth of the concrete and should be cut as soon as the slab can support the weight of a man and saw (usually less than 12 hours). Expansion (isolation) joints must be full depth and should only be used to isolate sections of adjacent slabs or fixed objects within paved areas.

<sup>2.</sup> KYTC crushed limestone dense graded aggregate

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#### **Pavement Maintenance**

The pavement section represents minimum recommended thickness and, as such, periodic maintenance should be anticipated. Therefore, preventive maintenance should be planned and provided for through an on-going pavement management program. Maintenance activities are intended to slow the rate of pavement deterioration and to preserve the pavement investment. Maintenance consists of both localized maintenance (e.g., crack and joint sealing and patching) and global maintenance (e.g., surface sealing). Preventive maintenance is usually the priority when implementing a pavement maintenance program. Additional engineering observation is recommended to determine the type and extent of a cost-effective program. Even with periodic maintenance, some movements and related cracking may still occur, and repairs may be required.

Pavement performance is affected by its surroundings. In addition to providing preventive maintenance, the civil engineer should consider the following recommendations in the design and layout of pavements:

- Final grade adjacent to paved areas should slope down from the edges at a minimum 2%.
- Subgrade and pavement surfaces should have a minimum 2% slope to promote proper surface drainage.
- Install below pavement drainage systems surrounding areas anticipated for frequent wetting.
- Install joint sealant and seal cracks immediately.
- Seal all landscaped areas in or adjacent to pavements to reduce moisture migration to subgrade soils.
- Place compacted, low permeability backfill against the exterior side of curb and gutter.
- Place curb, gutter and/or sidewalk directly on clay subgrade soils rather than on unbound granular base course materials.

#### SEISMIC CONSIDERATIONS

The seismic design requirements for buildings and other structures are based on Seismic Design Category. Site Classification is required to determine the Seismic Design Category for a structure. The Site Classification is based on the upper 100 feet of the site profile defined by a weighted average value of either shear wave velocity, standard penetration resistance, or undrained shear strength in accordance with Section 20.4 of ASCE 7 and the International Building Code (IBC). Based on the soil/bedrock properties encountered at the site and as described by the Expforation Results, it is our professional opinion that the **Seismic Site Classification is C**. Subsurface exploration at this site included a boring extended to a maximum depth of 42 feet and MASW testing to develop wave velocity profiles along 5 lines. The MASW testing was used to calculate weighted average shear wave velocity for each line and ranged from about 1,400 ft/s to 1,500 ft/s.

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## **FLOOR SLABS**

Design parameters for floor slabs assume the requirements for Earthwork have been followed. Specific attention should be given to positive drainage away from the structure and positive drainage of the aggregate base beneath the floor slab.

## Floor Slab Design Parameters

ltem	Description
Floor Slab Support <sup>1</sup>	Existing fill should be undercut at least 2 feet below design subgrade elevation and evaluated for stability prior to backfilling with engineered fill. Minimum 6 inches of free-draining crushed aggregate compacted to at least 95% of ASTM D 698 <sup>2, 3</sup>
Estimated Modulus of Subgrade Reaction <sup>2</sup>	100 pounds per square inch per inch (psi/in) for point loads

- Floor slabs should be structurally independent of building footings or walls to reduce the possibility of floor slab cracking caused by differential movements between the slab and foundation.
- Modulus of subgrade reaction is an estimated value based upon our experience with the subgrade condition, the requirements noted in Earthwork, and the floor slab support as noted in this table. It is provided for point loads. For large area loads the modulus of subgrade reaction would be lower.
- 3. Free-draining granular material should have less than 5% fines (material passing the No. 200 sieve). Other design considerations such as cold temperatures and condensation development could warrant more extensive design provisions.

The use of a vapor retarder should be considered beneath concrete slabs on grade covered with wood, tile, carpet, or other moisture sensitive or impervious coverings, or when the slab will support equipment sensitive to moisture. When conditions warrant the use of a vapor retarder, the slab designer should refer to ACI 302 and/or ACI 360 for procedures and cautions regarding the use and placement of a vapor retarder.

Saw-cut control joints should be placed in the slab to help control the location and extent of cracking. For additional recommendations refer to the ACI Design Manual. Joints or cracks should be sealed with a water-proof, non-extruding compressible compound specifically recommended for heavy duty concrete pavement and wet environments.

Where floor slabs are tied to perimeter walls or turn-down slabs to meet structural or other construction objectives, our experience indicates differential movement between the walls and slabs will likely be observed in adjacent slab expansion joints or floor slab cracks beyond the length of the structural dowels. The Structural Engineer should account for potential differential settlement through use of sufficient control joints, appropriate reinforcing or other means.

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#### Floor Slab Construction Considerations

Finished subgrade, within and for at least 10 feet beyond the floor slab, should be protected from traffic, rutting, or other disturbance and maintained in a relatively moist condition until floor slabs are constructed. If the subgrade should become damaged or desiccated prior to construction of floor slabs, the affected material should be removed and engineered fill should be added to replace the resulting excavation. Final conditioning of the finished subgrade should be performed immediately prior to placement of the floor slab support course.

The Geotechnical Engineer should approve the condition of the floor slab subgrades immediately prior to placement of the floor slab support course, reinforcing steel, and concrete. Attention should be paid to high traffic areas that were rutted and disturbed earlier, and to areas where backfilled trenches are located.

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#### GENERAL COMMENTS

Our analysis and opinions are based upon our understanding of the project, the geotechnical conditions in the area, and the data obtained from our site exploration. Natural variations will occur between exploration point locations or due to the modifying effects of construction or weather. The nature and extent of such variations may not become evident until during or after construction. Terracon should be retained as the Geotechnical Engineer, where noted in this report, to provide observation and testing services during pertinent construction phases. If variations appear, we can provide further evaluation and supplemental recommendations. If variations are noted in the absence of our observation and testing services on-site, we should be immediately notified so that we can provide evaluation and supplemental recommendations.

Our Scope of Services does not include either specifically or by implication any environmental or biological (e.g., mold, fungi, bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential for such contamination or pollution, other studies should be undertaken.

Our services and any correspondence or collaboration through this system are intended for the sole benefit and exclusive use of our client for specific application to the project discussed and are accomplished in accordance with generally accepted geotechnical engineering practices with no third-party beneficiaries intended. Any third-party access to services or correspondence is solely for information purposes to support the services provided by Terracon to our client. Reliance upon the services and any work product is limited to our client and is not intended for third parties. Any use or reliance of the provided information by third parties is done solely at their own risk. No warranties, either express or implied, are intended or made.

Site characteristics as provided are for design purposes and not to estimate excavation cost. Any use of our report in that regard is done at the sole risk of the excavating cost estimator as there may be variations on the site that are not apparent in the data that could significantly impact excavation cost. Any parties charged with estimating excavation costs should seek their own site characterization for specific purposes to obtain the specific level of detail necessary for costing. Site safety, and cost estimating including, excavation support, and dewatering requirements/design are the responsibility of others. If changes in the nature, design, or location of the project are planned, our conclusions and recommendations shall not be considered valid unless we review the changes and either verify or modify our conclusions in writing.

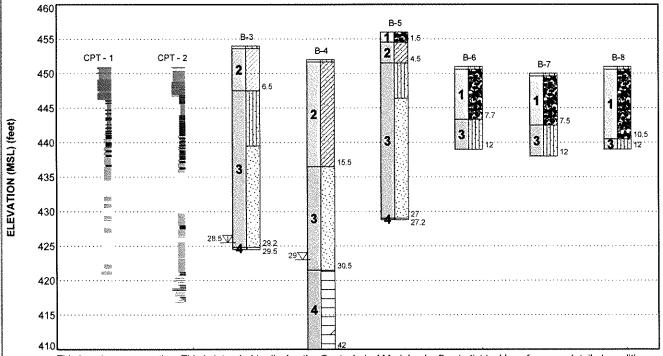
# **FIGURES**

Contents:

GeoModel

#### **GEOMODEL** Prospect Cove Prospect, KY Terracon Project No. 57225022





This is not a cross section. This is intended to display the Geotechnical Model only. See individual logs for more detailed conditions.

Model Layer Layer Name	General Description
1 Existing Fill	Clay, with sand, gravel, and debris including asphalt and brick
2 Stiff Clay	Lean clay (CL) with silt and sand, stiff to very stiff, brown
3 Sand	Sand with Silt (SP-SM), trace gravel, loose to medium dense, brown
4 Bedrock	Dolomite, slightly weathered, medium strong, gray

# **LEGEND**

Topsoil	Poorly-graded Sand	Dolomite
Lean Clay	Weathered Rock	Fill
Silty Sand	Sandy Lean Clay	

individual logs for details.

## ▼ Second Water Observation

# Groundwater levels are temporal. The levels shown are representative of the date and time of our exploration. Significant changes are possible over time. Water levels shown are as measured during and/or after drilling. In some cases, boring advancement methods mask the presence/absence of groundwater. See

# NOTES:

Layering shown on this figure has been developed by the geotechnical engineer for purposes of modeling the subsurface conditions as required for the subsequent geotechnical engineering for this project. Numbers adjacent to soil column indicate depth below ground surface.

# **ATTACHMENTS**

Prospect Cove Multi-Family & Louisville, Jefferson County, Kentucky April 22, 2022 & Terracon Project No. 57225022



#### **EXPLORATION AND TESTING PROCEDURES**

## Field Exploration

Number of Explorations Exploration Depth (feet) Planned Location				
2 (CPT Soundings)	30 to 34 feet	Planned building area		
8 (SPT borings)	12 to 42 feet	Planned building area		

Exploration Layout and Elevations: Terracon personnel provided the exploration layout. Coordinates were obtained with a handheld GPS unit (estimated horizontal accuracy of about ±10 feet) and approximate elevations were obtained from the publicly available database through Google Earth PRO<sup>TM</sup>. If more precise elevations or layout are desired, we recommend locations be surveyed following completion of fieldwork.

#### **Subsurface Exploration Procedures**

Soil Borings with Standard Penetration Testing (SPT): We advanced the borings with a truck-mounted rotary drill rig using hollow stem augers. Four samples were obtained in the upper 10 feet of each boring and at intervals of 5 feet thereafter. In the split-barrel sampling procedure, a standard 2-inch outer diameter split-barrel sampling spoon was driven into the ground by a 140-pound automatic hammer falling a distance of 30 inches. The number of blows required to advance the sampling spoon the last 12 inches of a normal 18-inch penetration is recorded as the Standard Penetration Test (SPT) resistance value. The SPT resistance values, also referred to as N-values, are indicated on the boring logs at the test depths. We observed and recorded groundwater levels during drilling and sampling. For safety purposes, all borings were backfilled with auger cuttings after their completion.

The sampling depths, penetration distances, and other sampling information was recorded on the field boring logs. The samples were placed in appropriate containers and taken to our soil laboratory for testing and classification by a Geotechnical Engineer. Our exploration team prepared field boring logs as part of the drilling operations. These field logs included visual classifications of the materials encountered during drilling and our interpretation of the subsurface conditions between samples. Final boring logs were prepared from the field logs. The final boring logs represent the Geotechnical Engineer's interpretation of the field logs and include modifications based on observations and tests of the samples in our laboratory.

Piezocone Penetration Test (CPTu) Procedures: The Piezocone Penetration Test (CPTu) hydraulically pushes an instrumented cone through the soil while recording to a portable computer. No samples were gathered through this subsurface exploration technique as the soil is tested in its natural state. However, in-situ measurements of tip and side resistance and pore water pressure measurements are recorded practically continuously at 2-cm intervals. We can

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interpret the data from each test to provide the soil type, relative strength, and other soil parameters. It has been our experience that using in-situ testing methods such as these allows the geotechnical engineer to be much less conservative with design as compared with traditional methods alone.

**Seismic Refraction (MASW):** The investigation used a seismograph and a linear array of twenty-four 4.5Hz geophones to collect MASW data. MASW is performed by collecting surface waves created by a seismic source consisting of a sledgehammer striking an aluminum ground plate. The data is then processed using dispersion analysis software (SurfSeis, engineered by the Kansas Geological Survey) that extracts the fundamental-mode dispersion curve(s). The curves are inverted and modeled to yield a 1D shear-wave velocity profile along the array for a corresponding depth. Using subsets of geophones, many 1D profiles are created along an array and then combined to yield a 2D profile. These 2D profiles are then examined for changes in shear wave velocities to indicate the top of bedrock and potential karst features within the bedrock.

MASW Survey Line No.	Approximate Orientation	Array Length (feet)	Geophone Spacing (feet)
1	Northeast to Southwest	230	10
2	Northeast to Southwest	230	10
3	Northeast to Southwest	230	10
4	Northeast to Southwest	230	10
5	Northwest to Southeast	230	10

All geophysical testing methods rely on instrument signals to indicate physical conditions in the field. Signal information can be affected by on-site conditions beyond the control of the operator, such as, but not limited to, cultural features, standing water, ground water, buried objects, and cultural noise (e.g. traffic). Interpretation of those signals is based on a combination of known factors combined with the experience of the operator and geophysical scientist evaluating the results. The provided depth measurements are estimations based on an estimation of the electrical properties of the subsurface material.

This report has been prepared for the application discussed and in accordance with generally accepted geophysical practices. No warranties, expressed or implied, are intended or made. The findings presented in this report are based upon the data obtained from the geophysical surveys and from other information discussed in this report. This report does not reflect variations that may occur in areas not tested or inaccessible to the geophysical equipment, across the site, or due to the modifying effects of construction or weather.

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## **Laboratory Testing**

The project engineer reviewed the field data and assigned laboratory tests to understand the engineering properties of the various soil and rock strata, as necessary, for this project. Procedural standards noted below are for reference to methodology in general. In some cases, variations to methods were applied because of local practice or professional judgment. Standards noted below include reference to other, related standards. Such references are not necessarily applicable to describe the specific test performed.

- ASTM D2216 Standard Test Methods for Laboratory Determination of Water (Moisture)
  Content of Soil and Rock by Mass
- ASTM D4318 Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
- ASTM D422 Standard Test Method for Particle-Size Analysis of Soils
- ASTM D2938 Unconfined Compressive Strength of Intact Rock Core Specimens

The laboratory testing program often included examination of soil samples by an engineer. Based on the material's texture and plasticity, we described and classified the soil samples in accordance with the Unified Soil Classification System.

Rock classification was conducted using locally accepted practices for engineering purposes; petrographic analysis may reveal other rock types. Rock core samples typically provide an improved specimen for this classification. Boring log rock classification was determined using the Description of Rock Properties.

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# PHOTOGRAPHY LOG



Photo 1. Site Looking Northwest



Photo 2. Site Looking Northeast Toward Slope at West Perimeter of Proposed Pavement





Photo 3. Site Looking Northeast Toward Existing Access Road on Slope



Photo 4. Site Looking Northwest Toward Slope at West of Proposed Pavement

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Photo 5. Site Looking Southwest Toward Slope at West of Proposed Pavement

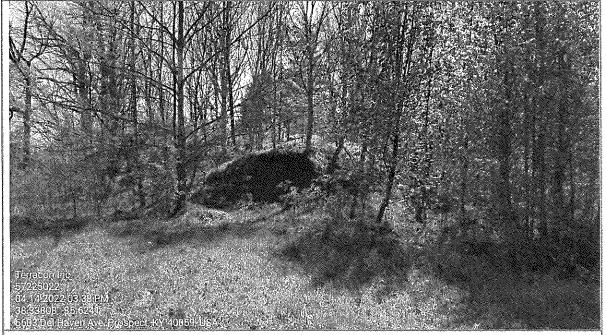


Photo 6. Site Looking South Toward Slope within the Planned Development





Photo 7. Site Looking Southeast Toward Culvert Headwall Structure at West

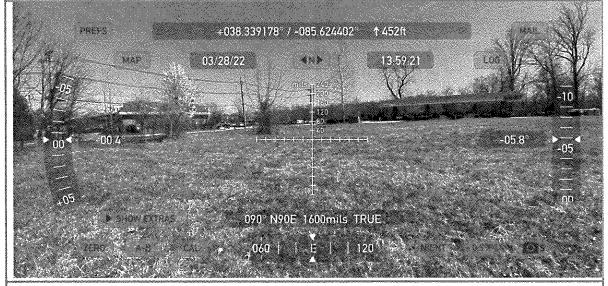


Photo 8: Site Location, looking east

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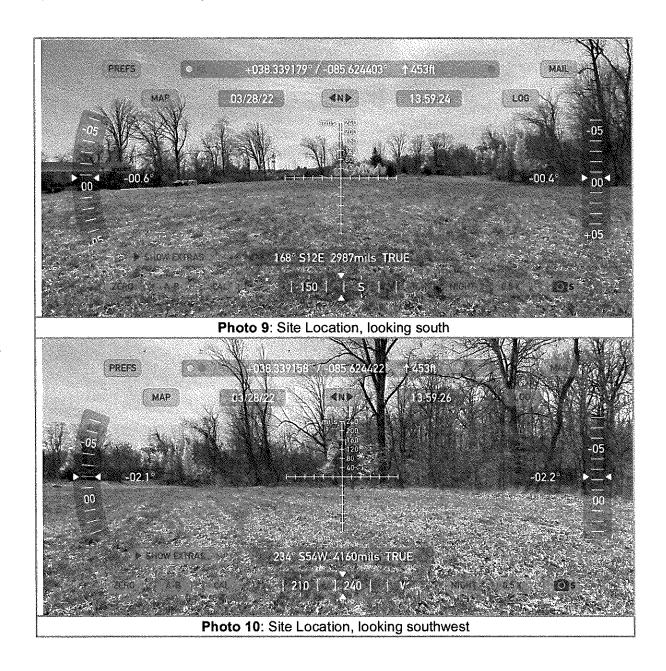






Photo 12: CPT Sounding B-1, looking southeast

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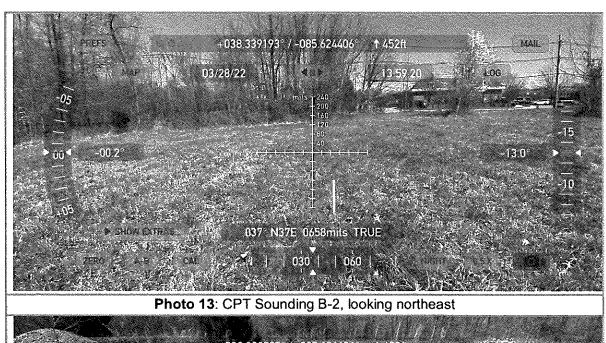


Photo 14: Boring B-3, looking southwest

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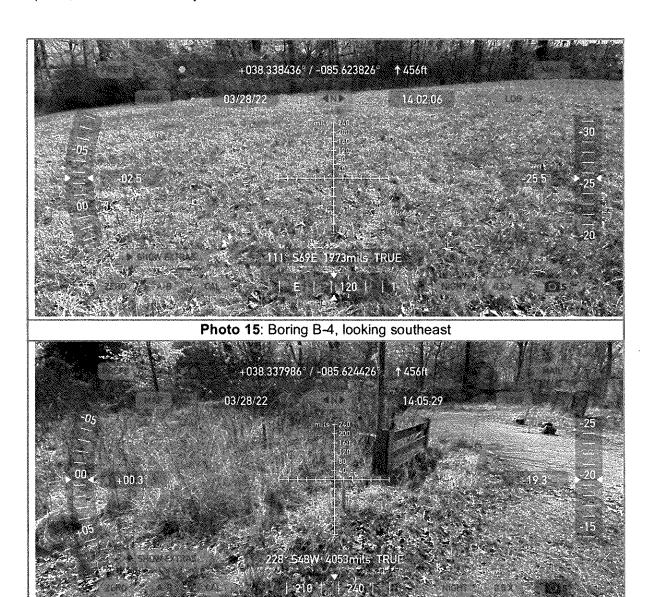


Photo 16: Boring B-5, looking southwest

Responsive & Resourceful & Reliable

# SITE LOCATION AND EXPLORATION PLANS

# Contents:

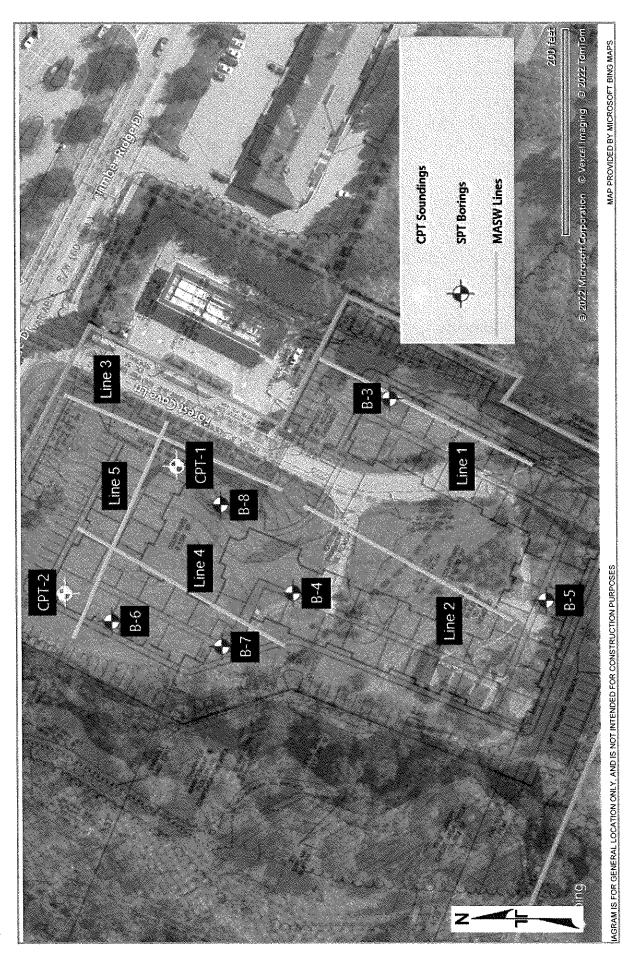
Site Location Plan Exploration Plan

Note: All attachments are one page unless noted above.

MAP PROVIDED BY MICROSOFT BING MAPS DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES April 22, 2022 \* Terracon Project No. 57225022 5 5 **A** 

EXPLORATION PLAN

Prospect Cove Multi-Family Louisville, Jefferson County, Kentucky
April 22, 2022 Terracon Project No. 57225022



# **EXPLORATION RESULTS**

# Contents:

Boring Logs (B-3 through B-8)	6 pages
Atterberg Limits	
Grain Size Distribution	2 pages
CPT Sounding Logs (CPT-1 and CPT-2)	2 pages
CPT Correlative Parameter Logs (CPT-1 and CPT-2)	2 pages
MASW Cross-Sections	
Shear-Wave Velocity (Vs) Model	

Note: All attachments are one page unless noted above.

THE REPORT OF THE PERSON NAMED IN	BORING LOG NO. B-3															
P	PROJECT: Prospect Cove						CLIENT: LDG Development, LLC									
S	ITE:	6500 Forest Cove Lane Prospect, KY			Louisville, KY											
E	90	LOCATION See Exploration Plan	_	NS.	PE	ln.)	<b>-</b> -		≿	STR	ENGTH	TEST	(%)	ATTERBERO LIMITS		
MODEL LAYER	GRAPHIC LOG	Latitude: 38,3383° Longitude: -85.6238°	↑ DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	RQD (%)	LABORATORY HP (fsf)	TEST TYPE	COMPRESSIVE STRENGTH (tsf)	STRAIN (%)	WATER CONTENT (%)	LL-PL-PI		
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3		in the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of th														
		***		<b>⊃</b> E												
		4. 3	***************************************	25-		$\times$	18	4-4-5 N=9								
				20		-										
		<sup>30.7</sup> \ <b>WEATHERED ROCK</b> , gray, highly <sup>♠2</sup>	1.5+/- 1.5+/-	30-		$\leq$	7	3-50/2"								
		weathered  DOLOMITE, gray, close fracture		-			25		57		UC	303.05		906.1		
		spacing, slightly weathered, medium strong		~~		П										
4	Z	3.701.9		35												
						П	105		83		UC	970.24		0.0		
	Z_			-		П										
				40-		П										
		Boring Terminated at 42 Feet	410+/-	***												
	St	 ratification lines are approximate. In-situ, the transition may	y be gra	adual.			L		Hammer Type	: Autom	atic	L		1		
Advancement Method:				See Exploration and Testing Procedures for a No.												
3 1/4 Inch Hollow Stem Auger NX Rock Coring			description of field and laboratory procedures used and additional data (If any).													
Abandonment Method:			See Supporting Information for explanation of symbols and abbreviations.													
E	loring b	ackfilled with Auger Cuttings	-					oogle Earth Pro								
	WATER LEVEL OBSERVATIONS								Boring Started: 03-29-2022				Boring Completed: 03-29-2022			
While drilling			lerracon					Drill Rig: D-50				Driller: D. Hom				
					astga	te Pa	rk Way	Ste 101	Project No.: 57225022							
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P	ROJ	ECT: Prospect Cove				7	CLIE	NT: LDG E	Developme ville, KY	nt, LL	.C				
S	ITE:	6500 Forest Cove Lane Prospect, KY							- mw, 111						
RR	ဗ္ဂ	LOCATION See Exploration Plan		_	NS E	PE	Ē	<del></del>		<u>ئ</u>		NGTH	TEST	(%	ATTERBERO LIMITS
LIAY	HC L	Latitude: 38.3379° Longitude: -85.6245°		DEPTH (Ft.)	VATIC	ĒΤ	ERY (	FIELD TEST RESULTS	RQD (%)	(tsf)	ΥPE	SSIVE	(%)	ENT (	
MODEL LAYER	GRAPHIC LOG	Approximate Surface Elev.: 456 (F		DEPT	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELL	RO	LABORATORY HP (tsf)	TEST TYPE	COMPRESSIVE STRENGTH (tsf)	STRAIN (%)	WATER CONTENT (%)	LL-PL-PI
1			54.5+/-			X	12	3-4-4 N=8		2.0 (HP)				19.1	
2		SANDY LEAN CLAY (CL), with silt, brown, stiff					13	6-5-7		3.0				20.4	36-20-16
		4.5 SILTY SAND (SM), brown, loose to	51.5+/-	5 —				N=12 2-5-7	_	(HP)					
		medium dense		<i>-</i>		Ă	18	N=12	_					17.0	
						$\times$	18	2-3-3 N=6						24.5	
3	HH	9,6 POORLY GRADED SAND (SP),	46.5+/-	10-			12	2-4-5							
		brown, loose to medium dense		-	]		12	N=9							
			İ												
9.0				15-		X	18	3-5-6						0.6	
3				_				N=11							
								,							
				20-		X	12	2-3-4 N=7							
								11-7							
				-	1										
		with gravel below 24.5 ft.		25-	1	X	14	3-3-3 N=6							
TO THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK		:27.0 27.2∖ <b>WEATHERED ROCK</b> , gray, highly ∫	429+/- 429+/-	-		+	ļ								<u> </u>
A 15 A 16 A 16 A 16 A 16 A 16 A 16 A 16		weathered, very weak to weak  Auger Refusal at 27 Feet		l											
COCHO MEE		, and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second													
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SETATALEU FROM ORIGINAL REFORM.	S	I tratification lines are approximate. In-situ, the transition m	ay be gr	adual.			.4	<u></u>	Hammer Typ	e: Autor	natic			•	•
Ac		ent Method: ch Hollow Stem Auger	descri		field a	ınd lal	borato:	ocedures for a y procedures	Notes:						
Σ	andonn	nent Method:	See S		ig Info	rmatic	on for e	explanation of							
2	Boring I	packfilled with Auger Cuttings capped with concrete	1					Google Earth Pro							
<u> </u>		WATER LEVEL OBSERVATIONS	180		D. 1000-111	489° ····		2011 AND 1000	Boring Started:	03-29-2	022	Bori	ing Con	npleted:	03-29-2022
3 1/4 Inch Hollow Stem Auger  3 1/4 Inch Hollow Stem Auger  description of field and laboratory procedures used and additional data (If any).  See Supporting Information for explanation of symbols and abbreviations.  Boring backfilled with Auger Cuttings Surface capped with concrete  WATER LEVEL OBSERVATIONS  Boring Stal  Drill Rig: D  13050 Eastgate Park Way Ste 101 Louisville, KY  Project No						Drill Rig: D-50			Drill	ler: D. I	-lom				
13050 Eastgate Park Way Ste 101 Louisville, KY Project No.: 57225022															

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Charles the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company o	P	રા૦૦	ECT: Prospect Cove					CLIE	NT: LDG I	Developme ville, KY	nt, LL	_C			-3"	
-	S	TE:	6500 Forest Cove Lane Prospect, KY				Louis	ville, Ki								
Column 1	œ	ပ္င	LOCATION See Exploration Plan			S	m	7			>		ENGTH	TEST	~	ATTERBERG LIMITS
AMARAGEMENTAL	MODEL LAYER	GRAPHIC LOG	Latitude: 38,3391° Longitude: -85,6246°		OEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	HELD TEST RESULTS	RQD (%)	LABORATORY HP (tsf)	TEST TYPE	COMPRESSIVE STRENGTH (tsf)	STRAIN (%)	WATER CONTENT (%)	LL-PL-PI
MINDATION	Q P	6R/	Approximate Surface Elev.: 451		OE	WAT	SAM	RECC	문문	α.	LAB(	TEST	STRE (t	STRA	200	
		dir.	DEPTH ELEVATION OF A TOPSOIL	JN (Ft.) 450.5±4		<del> </del>		8	1-2-2				O			
-			FILL - EXISTING FILL, clay with		-	1		<del> </del>	N=4							
		v y	sand, gravel and debris including asphalt and brick, brown		-	_		18	6-7-9 N=16							
No.	1		aspirat and prior, provin		-		$\triangle$	14	3-5-7							
and the same					5	1	X	15	N=12 5-7-10							
national in			7 7	443,5+/-	_	-			N=17							
	1500° 554		SILTY SAND (SM), some clay, brown, very loose to medium dense		-		X	18	3-5-6 N=11							
	3		very loose to medium dense		10-											
			12.0	439+/-	-	1	X	18	1-2-2 N=4							
			Boring Terminated at 12 Feet					1								
all and an Ambillion																
The same									Additional							
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2																
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1	Stratification lines are approximate. In-situ, the transition may be gradual.  Hammer Type: Automatic															
			ent Method: h Hollow Stem Auger	descri	ption of	field ar	nd la	borator	ocedures for a y procedures	for a Notes:						
					ınd addi											
			ent Method:	symbo	is and a	orling Information for explanation of nd abbreviations,										
2	5 5	enig Da eface (	ackfilled with Auger Cuttings capped with concrete	Elevat	ions we	re obta	ined	from C	Google Earth Pro							
		·	WATER LEVEL OBSERVATIONS				78 822			Boring Started: 0	4-07-20	22	Borir	ıg Com	pleted: (	04-07-2022
									V Sto 101	Drill Rig: D-50			Drille	er. D. H	om	
2	13050 Eastgate P. Louisvill					анк vval le, KY	y 318 1U1	Project No.: 572	25022							

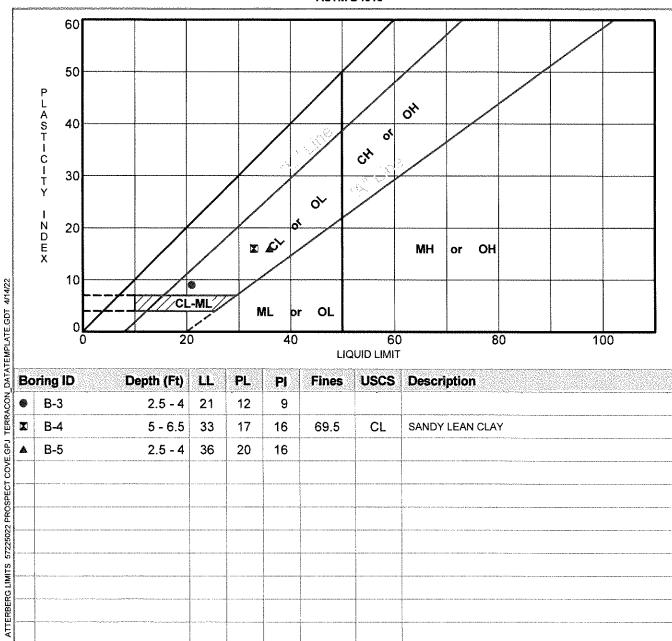
PROJ	ECT: Prospect Cove		(	CLIE	NT: LDG D	evelopme	nt, LL	.C						
SITE:	6500 Forest Cove Lane Prospect, KY						Louis	rille, KY						
MODEL LAYER GRAPHIC LOG	LOCATION See Exploration Plan  Latitude: 38,3388° Longitude: -85,6246°  Approximate Surface Elev.: 450		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	RQD (%)	LABORATORY HP (tsf)	TEST TYPE S	COMPRESSIVE S STRENGTH D ((sf)	STRAIN (%) ST	WATER CONTENT (%)	ATTERBE LIMITS LL-PL-f
	FILL - EXISTING FILL, clay with sand, gravel and debris including asphalt, brown	442.5+/-	5 —			14 15 14 10	3-5-9 N=14 14-14-11 N=25 3-5-5 N=10 5-5-6 N=11 2-3-5 N=8				0			
3 11 11	12.0  Boring Terminated at 12 Feet	438+/-	10— — —		X	18	1-2-2 N=4						3	······
Advancem 3 1/4 In Abandonn Boring I	tratification lines are approximate. In-situ, the transition in the transition in the transition in the transition in the transition in the transition in the theory in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the transition in the tr	See Es descrip used a See Si symbo	xploration of and additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional additional addi	field au tional o g Infor abbrevi	nd lat data ( matic iation	ooraton (If any). on for e	xplanation of	es						
Conform	Surface capped with concrete Elevations were ob  WATER LEVEL OBSERVATIONS  TEC					from G	oogle Earth Pro							

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F	PROJI	ECT: Prospect Cove			(	CLIEN	NT: LDG Louis	Developme sville, KY	ent, Ll	-C				
5	SITE:	6500 Forest Cove Lane Prospect, KY												
Я	ပ္ခ	LOCATION See Exploration Plan		25	<u>μ</u>	l a l	······		>		NGTH 1	TEST	~	ATTERBER
MODEL LAYER	GRAPHIC LOG	Latitude: 38,3388° Longitude: -85.6242°	Pt.) +/-	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (In.)	FIELD TEST RESULTS	RQD (%)	LABORATORY HP (tsf)		COMPRESSIVE STRENGTH (tsf)	STRAIN (%)	WATER CONTENT (%)	LL-PL-PI
MÖ	GR/	Approximate Surface Elev.: 451 (	Ft.) +/- 👸	WAT	SAM	SEC(	뜐쮼	ox.	LAB	TEST	STRE	STRA	^ (S	
╚	13.2.3	DEPTH ELEVATION OF TOPSOIL	N (Ft.) 450.5+1/	- 0	<u> </u>	+-+	3-7-9				8"			
novigenessociate (veneral productions)		FILL - EXISTING FILL, clay with sand, gravel and debris including asphalt, brown				18 16	N=16 7-12-13 N=25 3-6-6 N=12							
1		silty sand with asphalt after 7.5'	5	 	X	18	7-8-9 N=17 3-4-5							
			40	-	<u> </u>	+	N=9							
3		SILTY SAND (SM), some clay, brown, loose	440.5+/- 10· 439+/-		X	18	3-6-3 N≕9							
AND THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPER		Boring Terminated at 12 Feet												
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ANAMALINA INDINA ANTONIO														
BOTTER BOOM BEING														
-	Sti	ratification lines are approximate. In-situ, the transition m	ay be gradual.				***************************************	Hammer Typ	e: Auton	natic				
Ad		ent Method: h Hollow Stem Auger	See Explorated description of used and add	f field a	nd lab	oratory		Notes:						
Ab		ent Method: ackfilled with Auger Cuttings	See Supporti symbols and				planation of	***************************************						
<u></u>	Surface	capped with concrete	Elevations w	ere obta	ined	from Go	ogle Earth Pro							
-		WATER LEVEL OBSERVATIONS			<i>70</i> 500			Boring Started:	04-07-20	22	Borin	g Comp	oleted: (	04-07-2022
distribution of the second				Eastga	te Pa	rk Waγ	<b>Ste 101</b>	Drill Rig: D-50	· · · · · · · · · · · · · · · · · · ·		Drille	r. D. Ho	om	
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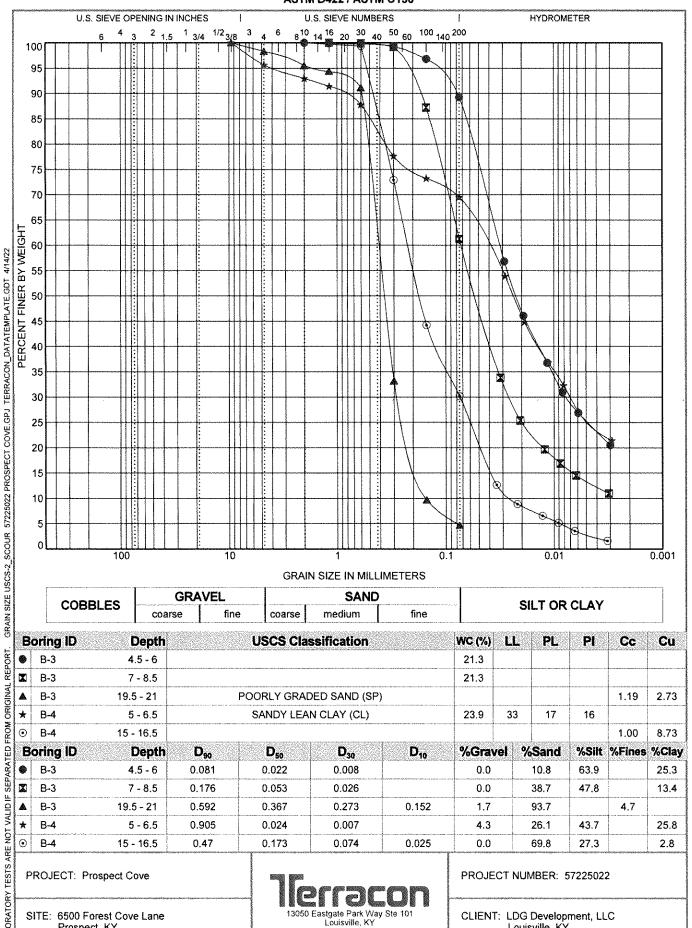
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PROJECT: Prospect Cove		An included to be a second		6			PROJECT NUMBER: 57225022		
PROJECT: Prospect Cove  SITE: 6500 Forest Cove Lane Prospect, KY				13050 Eastgate Park Way Ste 101 Louisville, KY				CLIENT: LDG Development, LLC Louisville, KY	

# **GRAIN SIZE DISTRIBUTIC**

#### ASTM D422 / ASTM C136



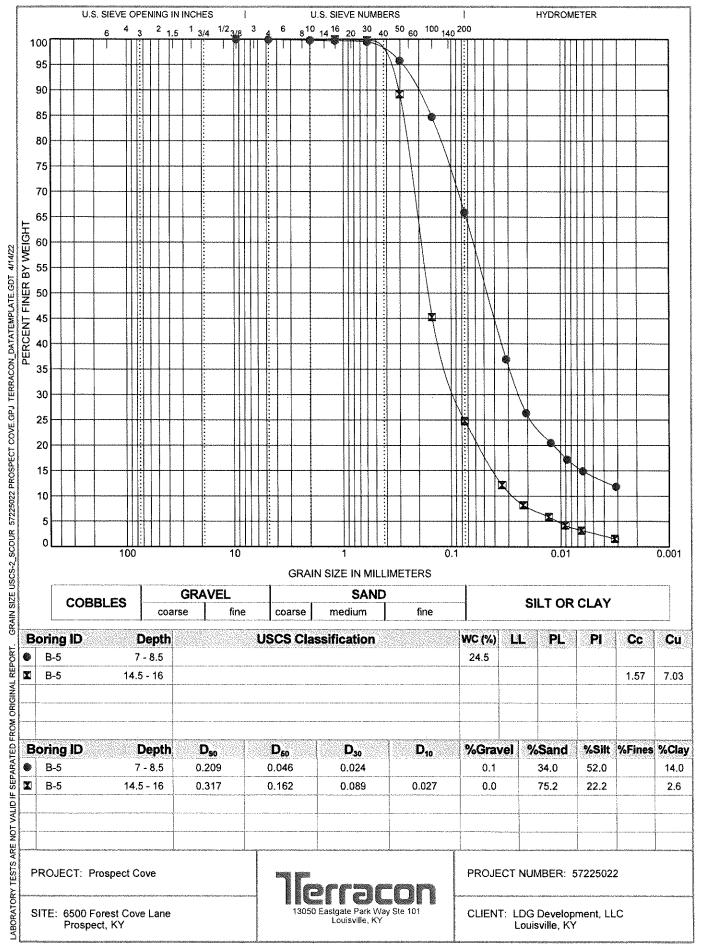
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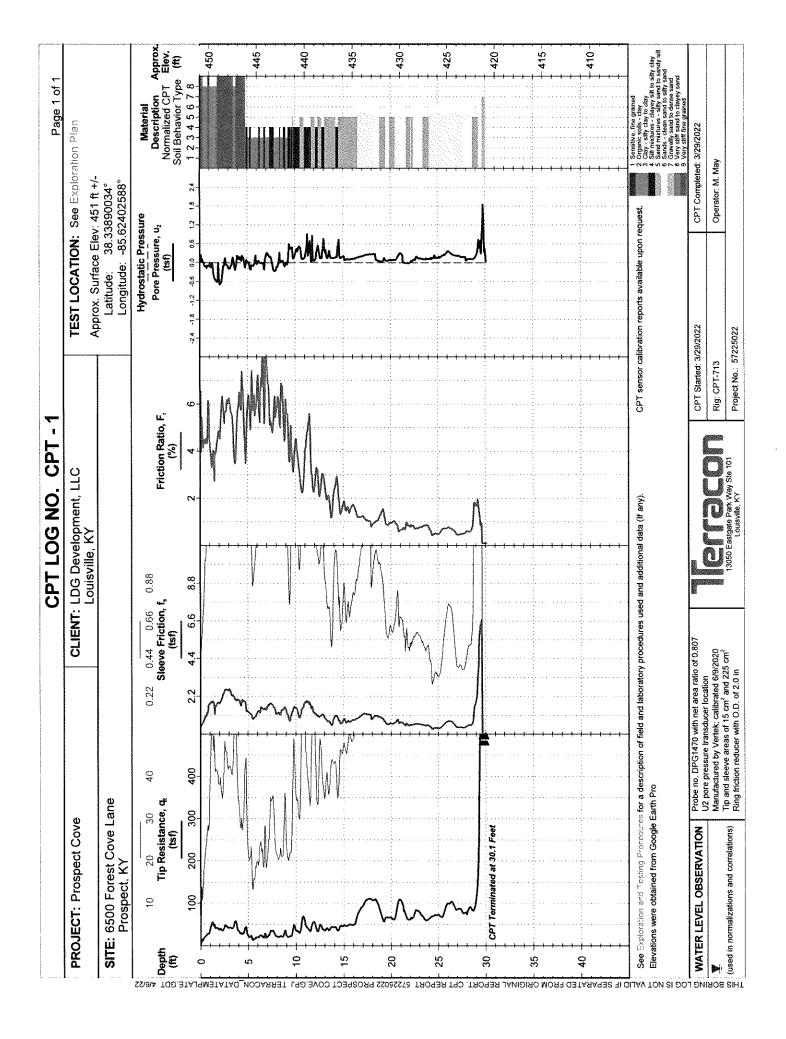
LABORATORY

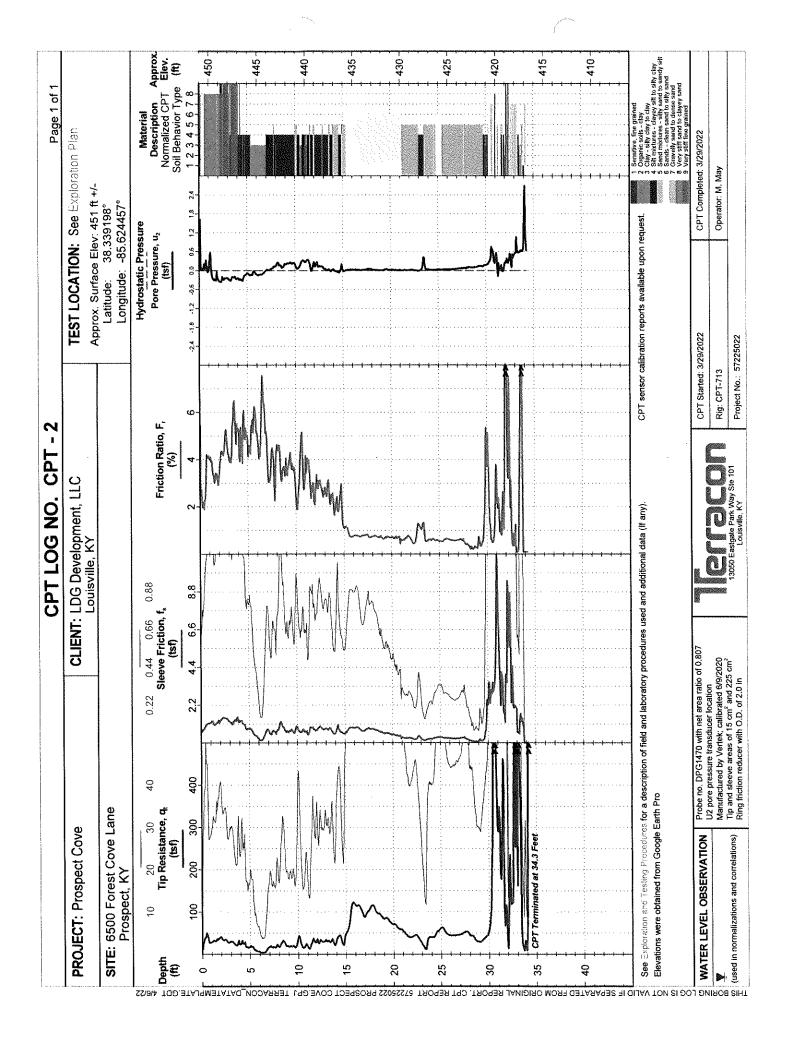
Prospect, KY

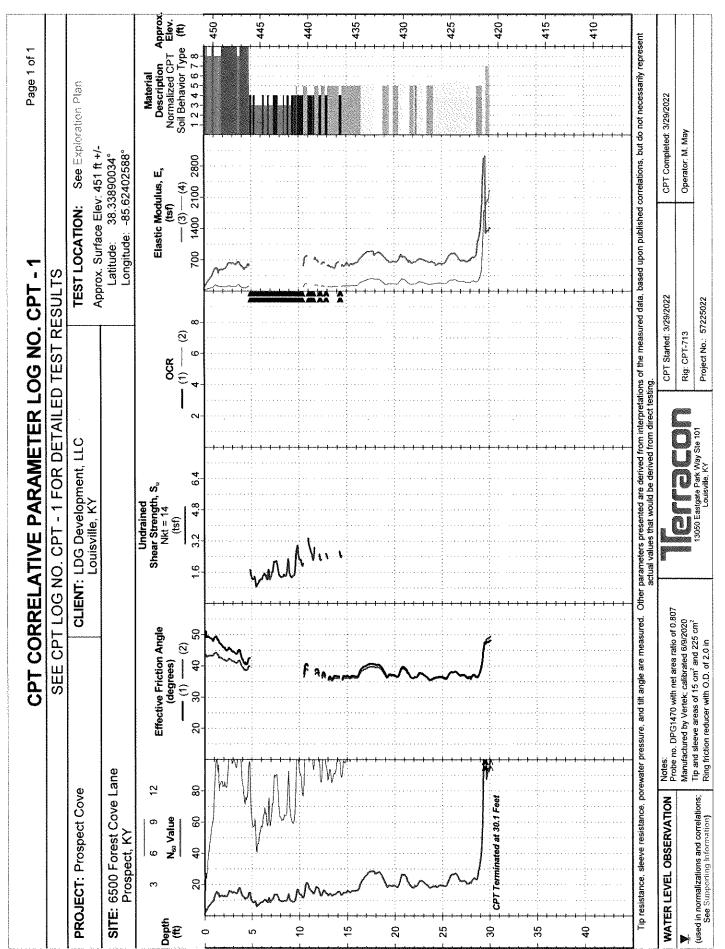
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## **ASTM D422 / ASTM C136**

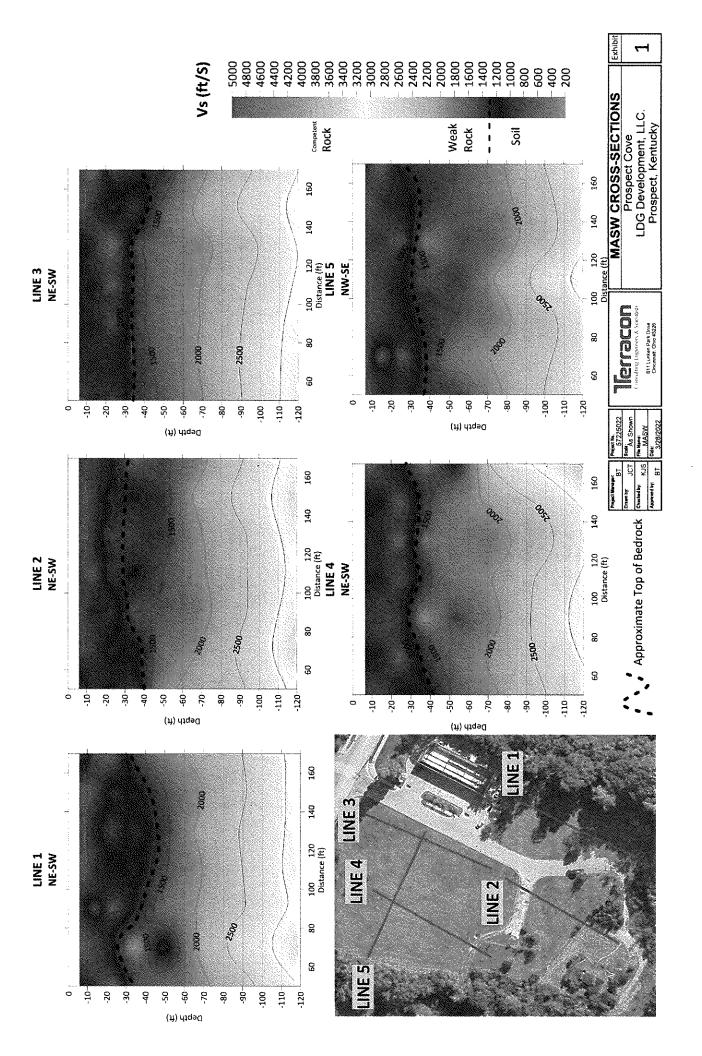




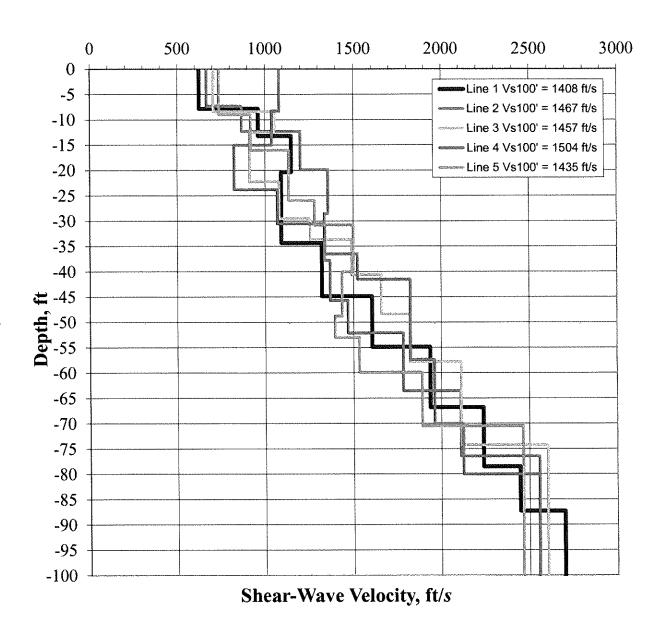




430-415-410-435 420-450 445 440 425 Other parameters presented are derived from interpretations of the measured data, based upon published correlations, but do not necessarily represent actual values that would be derived from direct testing. Material
Description Ap
Normalized CPT E
Soil Behavior Type Page 1 of 1 12345678 See Exploration Plan CPT Completed: 3/29/2022 Operator: M. May Approx. Surface Elev: 451 ft +/-Latitude: 38.33919771° Longitude: -85.62445657° 2800 Elastic Modulus, E, (tsf) — (3) — (4) 1400 2100 TEST LOCATION: 700 CPT CORRELATIVE PARAMETER LOG NO. CPT - 2 SEE CPT LOG NO. CPT - 2 FOR DETAILED TEST RESULTS Project No.: 57225022 CPT Started: 3/29/2022 Rig: CPT-713 3 OCR € 13050 Eastgate Park Way Ste 101 Louisville, KY CLIENT: LDG Development, LLC Louisville, KY 6.4 Undrained Shear Strength, S<sub>u</sub> Nkt = 14 4.8 (tst) 9. Notes: Probe no. DPG1470 with net area ratio of 0.807 Tip resistance, sleeve resistance, porewater pressure, and tilt angle are measured. Manufactured by Vertek; calibrated 6/9/2020 Tip and sleeve areas of 15 cm² and 225 cm² Ring friction reducer with O.D. of 2.0 in Effective Friction Angle (degrees) - (1) —— (2) 30 40 50 NA 20 SITE: 6500 Forest Cove Lane 4 8 PROJECT: Prospect Cove (used in normalizations and correlations; See Supporting Information) WATER LEVEL OBSERVATION N<sub>60</sub> Value 9 ರಾ Prospect, KY 5 9 2 Depth (#3) 9 5 20 25 8 35 6 Ŋ



# **Shear-Wave Velocity (Vs) Model**



# SUPPORTING INFORMATION

# Contents:

General Notes
CPT General Notes
Unified Soil Classification System
Description of Rock Properties

Note: All attachments are one page unless noted above.

# **GENERAL NOTES**

**DESCRIPTION OF SYMBOLS AND ABBREVIATIONS** 

Prospect Cove Prospect, KY Terracon Project No. 57225022



SAMPLING	WATER LEVEL	12 (2) T	FIELD TESTS
	Water Initially Encountered	N	Standard Penetration Test Resistance (Blows/Ft.)
Rock Core Standard Penetration Test	Water Level After a Specified Period of Time	(HP)	Hand Penetrometer
E y 165t	Water Level After a Specified Period of Time	(T)	Torvane
	Cave in Encountered	(DCP)	Dynamic Cone Penetrometer
	Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur	UC	Unconfined Compressive Strength
	over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level	(PID)	Photo-Ionization Detector
	observations.	(OVA)	Organic Vapor Analyzer

#### DESCRIPTIVE SOIL CLASSIFICATION

Soil classification as noted on the soil boring logs is based Unified Soil Classification System. Where sufficient laboratory data exist to classify the soils consistent with ASTM D2487 "Classification of Soils for Engineering Purposes" this procedure is used. ASTM D2488 "Description and Identification of Soils (Visual-Manual Procedure)" is also used to classify the soils, particularly where insufficient laboratory data exist to classify the soils in accordance with ASTM D2487. In addition to USCS classification, coarse grained soils are classified on the basis of their in-place relative density, and fine-grained soils are classified on the basis of their consistency. See "Strength Terms" table below for details. The ASTM standards noted above are for reference to methodology in general. In some cases, variations to methods are applied as a result of local practice or professional judgment.

## **LOCATION AND ELEVATION NOTES**

Exploration point locations as shown on the Exploration Plan and as noted on the soil boring logs in the form of Latitude and Longitude are approximate. See Exploration and Testing Procedures in the report for the methods used to locate the exploration points for this project. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

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RELATIVE DENSITY	OF COARSE-GRAINED SOILS	CONSISTENCY OF FINE-GRAINED SOILS  (50% or more passing the No. 200 sieve.)  Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance								
	retained on No. 200 sieve.) Standard Penetration Resistance									
Descriptive Term (Density)	Standard Penetration or N-Value Blows/Ft.	Descriptive Term (Consistency)	Unconfined Compressive Strength Qu, (tsf)	Standard Penetration or N-Value Blows/Ft.						
Very Loose	0 - 3	Very Soft	less than 0.25	0-1						
Loose	4-9	Soft	0.25 to 0.50	2 - 4						
Medium Dense	10 - 29	Medium Stiff	0.50 to 1.00	4 - 8						
Dense	30 - 50	Stiff	1.00 to 2.00	8 - 15						
Very Dense	> 50	Very Stiff	2.00 to 4.00	15 - 30						
		Hard	> 4,00	> 30						

#### **RELEVANCE OF SOIL BORING LOG**

The soil boring logs contained within this document are intended for application to the project as described in this document. Use of these soil boring logs for any other purpose may not be appropriate.

# CPT GENERAL NOTES

#### **DESCRIPTION OF MEASUREMENTS** AND CALIBRATIONS

To be reported per ASTM D5778:

Uncorrected Tip Resistance, q<sub>c</sub>
Measured force acting on the cone divided by the cone's projected area

Corrected Tip Resistance, q. Cone resistance corrected for porewater and net area ratio effects  $q_t = q_a + u_2(1 - a)$ 

Where a is the net area ratio, a lab calibration of the cone typically between 0.70 and 0.85

Pore Pressure, u

Pore pressure measured during penetration u<sub>1</sub> - sensor on the face of the cone u<sub>2</sub> - sensor on the shoulder (more common)

Sleeve Friction, f<sub>s</sub>
Frictional force acting on the sleeve divided by its surface area

Normalized Friction Ratio, F. The ratio as a percentage of f to q, accounting for overburden pressure

To be reported per ASTM D7400, if collected:

Shear Wave Velocity, V<sub>s</sub>
Measured in a Seismic CPT and provides direct measure of soil stiffness

# **DESCRIPTION OF GEOTECHNICAL CORRELATIONS**

Normalized Tip Resistance, Q  $\begin{aligned} &Q_{tn} = ((q_t - \sigma_{VO})/P_a)(P_a/\sigma_{VO}^*)^n \\ &n = 0.381(I_c) + 0.05(\sigma_{VO}^*/P_a) - 0.15 \end{aligned}$ Over Consolidation Ratio, OCR OCR (1) =  $0.25(Q_{in})$ OCR (2) =  $0.33(Q_{in})$ Undrained Shear Strength, Su  $S_u = Q_m \times \sigma'_{vo}/N_{st}$   $N_u$  is a soil-specific factor (shown on  $S_u$  plot) Sensitivity, S,  $S_t = (q_t - \sigma_{V0}/N_{kt}) \times (1/f_s)$ Effective Friction Angle,  $\phi'$   $\phi'$  (1) = tan<sup>-1</sup>(0.373[log(q/ $\sigma'_{Vo}$ ) + 0.29])  $\phi'$  (2) = 17.6 + 11[log( $Q_{br}$ )] Unit Weight, y

 $\gamma$  = (0.27[log(F,)]+0.36[log(q/atm)]+1.236) x  $\gamma$  water  $\sigma_{vo}$  is taken as the incremental sum of the unit weights Small Strain Shear Modulus, Go

 $G_0(1) = 0.0$   $G_0(2) = 0.015 \times 10^{(0.55/c + 1.68)} (q_t - \sigma_{vo})$ 

```
Soil Behavior Type Index, I_c

I_c = [(3.47 - \log(Q_{tr})^2 + (\log(F_r) + 1.22)^2]^{9.5}
SPT N_{60}

N_{60} = (q_{s}/atm) / 10^{(1.1268 - 0.2817/c)}
Elastic Modulus, E_{\rm s} (assumes q/q_{\rm ultrade} ~ 0.3, i.e. FS = 3) E_{\rm s} (1) = 2.6\psi G_{\rm 0} where \psi = 0.56 - 0.33logQ_{\rm ln,doen\,sand} E_{\rm s} (2) = G_{\rm 0}
       E_s (3) = 0.015 x 10<sup>(0.55/c + 1.58)</sup> (q_t - \sigma_{VO})
       E_{-}(4) = 2.5a
Constrained Modulus, M
       M = \alpha_M(q_t - \sigma_{V0})
       For I<sub>c</sub> > 2.2 (fine-grained soils)
           a<sub>M</sub> = Q<sub>m</sub> with maximum of 14
      For f_c < 2.2 (coarse-grained soils)

\alpha_M = 0.0188 \times 10^{(0.56/c + 1.68)}
Hydraulic Conductivity, k

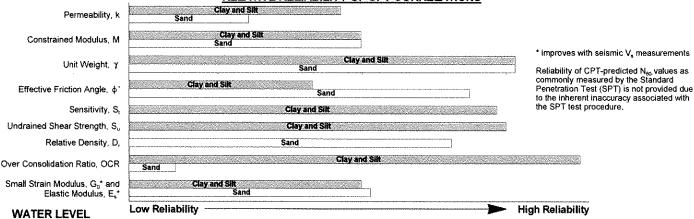
For 1.0 < I_c < 3.27 k = 10^{(0.952 - 3.94c)}

For 3.27 < I_c < 4.0 k = 10^{(-4.52 - 1.37/c)}
Relative Density, D,
D, = (Q<sub>tr.</sub> / 350)<sup>0.5</sup> x 100
```

REPORTED PARAMETERS

CPT logs as provided, at a minimum, report the data as required by ASTM D5778 and ASTM D7400 (if applicable). This minimum data include  $q_{ii}$ ,  $f_{si}$ , and u. Other correlated parameters may also be provided. These other correlated parameters are interpretations of the measured data based upon published and reliable references, but they do not necessarily represent the actual values that would be derived from direct testing to determine the various parameters. To this end, more than one correlation to a given parameter may be provided. The following chart illustrates estimates of reliability associated with correlated parameters based upon the literature referenced below.

#### RELATIVE RELIABILITY OF CPT CORRELATIONS



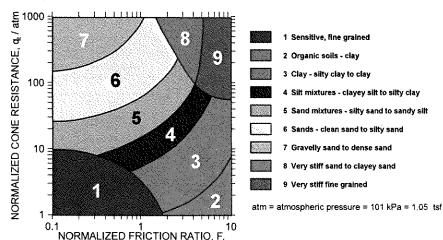
The groundwater level at the CPT location is used to normalize the measurements for vertical overburden pressures and as a result influences the normalized soil behavior type classification and correlated soil parameters. The water level may either be "measured" or "estimated: Measured - Depth to water directly measured in the field

Estimated - Depth to water interpolated by the practitioner using pore pressure measurements in coarse grained soils and known site conditions While groundwater levels displayed as "measured" more accurately represent site conditions at the time of testing than those "estimated," in either case the groundwater should be further defined prior to construction as groundwater level variations will occur over time.

#### **CONE PENETRATION SOIL BEHAVIOR TYPE**

The estimated stratigraphic profiles included in the CPT logs are based on relationships between corrected tip resistance (q<sub>t</sub>), friction resistance (f<sub>s</sub>), and porewater pressure (u2). The normalized friction ratio (F,) is used to classify the soil behavior

Typically, silts and clays have high F, values and generate large excess penetration porewater pressures; sands have lower F,'s and do not generate excess penetration porewater pressures. The adjacent graph (Robertson et al.) presents the soil behavior type correlation used for the logs. This normalized SBT chart, generally considered the most reliable, does not use pore pressure to determine SBT due to its lack of repeatability in onshore CPTs.



#### REFERENCES

Kulhawy, F.H., Mayne, P.W., (1997). "Manual on Estimating Soil Properties for Foundation Design," Electric Power Research Institute, Palo Alto, CA. Mayne, P.W., (2013). "Geotechnical Site Exploration in the Year 2013," Georgia Institue of Technology, Atlanta, GA.
Robertson, P.K., Cabal, K.L. (2012). "Guide to Cone Penetration Testing for Geotechnical Engineering," Signal Hill, CA.
Schmertmann, J.H., (1970). "Static Cone to Compute Static Settlement over Sand," *Journal of the Soil Mechanics and Foundations Division*, 96(SM3), 1011-1043.





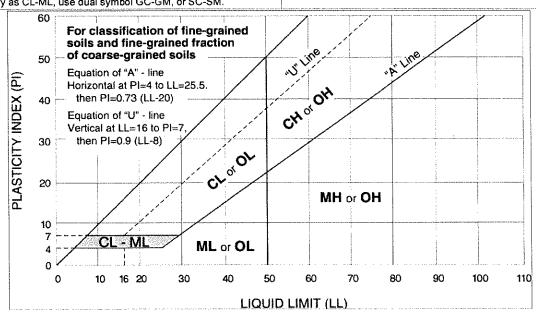
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Criteria for Assigni	ing Group Symbols	and Group Names	Using Laboratory Tests	A Group Symbol	Group Name <sup>®</sup>	
		Clean Gravels:	Cu ≥ 4 and 1 ≤ Cc ≤ 3 <sup>E</sup>	GW	Well-graded gravel F	
	Gravels: More than 50% of	Less than 5% fines <sup>c</sup>	Cu < 4 and/or [Cc<1 or Cc>3.0]	GP GP	Poorly graded gravel F	
	coarse fraction retained on No. 4 sieve	Gravels with Fines:	Fines classify as ML or MH	GM	Silty gravel F, G, H	
Coarse-Grained Soils:	More than 12% fines <sup>©</sup>	Fines classify as CL or CH	GC	Clayey gravel <sup>⊬, G,</sup> ∺		
More than 50% retained on No. 200 sieve		Clean Sands:	Cu ≥ 6 and 1 ≤ Cc ≤ 3 <sup>g</sup>	sw	Well-graded sand <sup>l</sup>	
	Sands: 50% or more of coarse	Less than 5% fines <sup>b</sup>	Cu < 6 and/or [Cc<1 or Cc>3.0]	E SP	Poorly graded sand I	
	fraction passes No. 4	Sands with Fines:	Fines classify as ML or MH	SM	Silty sand <sup>G, H, I</sup>	
	sieve	More than 12% fines <sup>D</sup>	Fines classify as CL or CH	sc	Clayey sand <sup>©, ⋈, ≀</sup>	
		2 111 20 20 11 1 12 20 11 11 11 11 11 11 11 11 11 11 11 11 11	PI > 7 and plots on or above "A"	CL	Lean clay <sup>₭, ₺, ™</sup>	
	Silts and Clays:	Inorganic:	PI < 4 or plots below "A" line J	ML	Silt K, L, M	
	Liquid limit less than 50	Organic:	Liquid limit - oven dried	75 OL	Organic clay <sup>K, L, M, N</sup>	
Fine-Grained Soils:		Organic.	Liquid limit - not dried	3 OL	Organic silt <sup>⊯, L, M, O</sup>	
50% or more passes the No. 200 sieve		Ingranie	PI plots on or above "A" line	CH	Fat clay <sup>K, L, M</sup>	
40. 200 sieve	Silts and Clays:	Inorganic:	PI plots below "A" line	MH	Elastic Silt <sup>K, L, M</sup>	
	Liquid limit 50 or more	Organic:	Liquid limit - oven dried	75 OH	Organic clay <sup>K, L, №, P</sup>	
		Organic.	Liquid limit - not dried	J On	Organic silt K, L, M, Q	
lighly organic soils:	Primarily	organic matter, dark in c	olor, and organic odor	PT	Peat	

- A Based on the material passing the 3-inch (75-mm) sieve.
- <sup>B</sup> If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
- <sup>c</sup> Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.
- <sup>E</sup> Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay.

E Cu = 
$$D_{60}/D_{10}$$
 Cc =  $\frac{(D_{30})^2}{D_{10} \times D_{60}}$ 

- $^{\text{F}}$  If soil contains  $\geq$  15% sand, add "with sand" to group name.
- <sup>6</sup> If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.

- HIf fines are organic, add "with organic fines" to group name.
- ! If soil contains ≥ 15% gravel, add "with gravel" to group name.
- 3 If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.
- $^{\mbox{\sc k}}$  If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.
- $^{\mathbb{L}}$  If soil contains  $\geq$  30% plus No. 200 predominantly sand, add "sandy" to group name.
- M If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.
- <sup>№</sup> Pl ≥ 4 and plots on or above "A" line.
- © PI < 4 or plots below "A" line.
- P PI plots on or above "A" line.
- QPI plots below "A" line.





	WEATHERING
Term	Description
Unweathered	No visible sign of rock material weathering, perhaps slight discoloration on major discontinuity surfaces.
Slightly weathered	Discoloration indicates weathering of rock material and discontinuity surfaces. All the rock material may be discolored by weathering and may be somewhat weaker externally than in its fresh condition.
Moderately weathered	Less than half of the rock material is decomposed and/or disintegrated to a soil. Fresh or discolored rock is present either as a continuous framework or as corestones.
Highly weathered	More than half of the rock material is decomposed and/or disintegrated to a soil. Fresh or discolored rock is present either as a discontinuous framework or as corestones.
Completely weathered	All rock material is decomposed and/or disintegrated to soil. The original mass structure is still largely intact.
Residual soil	All rock material is converted to soil. The mass structure and material fabric are destroyed. There is a large change in volume, but the soil has not been significantly transported.

STRENGTH OR HARDNESS						
Description	Field Identification	Uniaxial Compressive Strength, psi (MPa)				
Extremely weak	Indented by thumbnail	40-150 (0.3-1)				
Very weak	Crumbles under firm blows with point of geological hammer, can be peeled by a pocket knife	150-700 (1-5)				
Weak rock	Can be peeled by a pocket knife with difficulty, shallow indentations made by firm blow with point of geological hammer	700-4,000 (5-30)				
Medium strong	Cannot be scraped or peeled with a pocket knife, specimen can be fractured with single firm blow of geological hammer	4,000-7,000 (30-50)				
Strong rock	Specimen requires more than one blow of geological hammer to fracture it	7,000-15,000 (50-100)				
Very strong	Specimen requires many blows of geological hammer to fracture it	15,000-36,000 (100-250)				
Extremely strong	Specimen can only be chipped with geological hammer	>36,000 (>250)				

	DISCONTINUITY	DESCRIPTION							
Fracture Spacing (Joints, Faults, Other Fractures)  Bedding Spacing (May Include Foliation or Banding)									
Description	Spacing	Description Spacing							
Extremely close	< ¾ in (<19 mm)	Laminated	< ½ in (<12 mm)						
Very close	¾ in – 2-1/2 in (19 - 60 mm)	Very thin	½ in – 2 in (12 – 50 mm)						
Close	2-1/2 in - 8 in (60 - 200 mm)	Thin	2 in – 1 ft. (50 – 300 mm)						
Moderate	8 in - 2 ft. (200 - 600 mm)	Medium	1 ft. – 3 ft. (300 – 900 mm)						
Wide	2 ft 6 ft. (600 mm - 2.0 m)	Thick	3 ft. – 10 ft. (900 mm – 3 m)						
Very Wide	6 ft. – 20 ft. (2.0 – 6 m)	Massive	> 10 ft. (3 m)						

<u>Discontinuity Orientation (Angle)</u>: Measure the angle of discontinuity relative to a plane perpendicular to the longitudinal axis of the core. (For most cases, the core axis is vertical; therefore, the plane perpendicular to the core axis is horizontal.) For example, a horizontal bedding plane would have a 0-degree angle.

ROCK QUALITY DE	SIGNATION (RQD) 1
Description	RQD Value (%)
Very Poor	0 - 25
Poor	25 – 50
Fair	50 – 75
Good	75 – 90
Excellent	90 - 100

The combined length of all sound and intact core segments equal to or greater than 4 inches in length, expressed as a
percentage of the total core run length.

Reference:

U.S. Department of Transportation, Federal Highway Administration, Publication No FHWA-NHI-10-034, December 2009 Technical Manual for Design and Construction of Road Tunnels — Civil Elements