# final report

August 19, 2022 Revised November 17, 2022 Revised August 24, 2023

# **Traffic Impact Study**

Mixed Residential Development 1614 Johnson Road (KY 1531) Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet



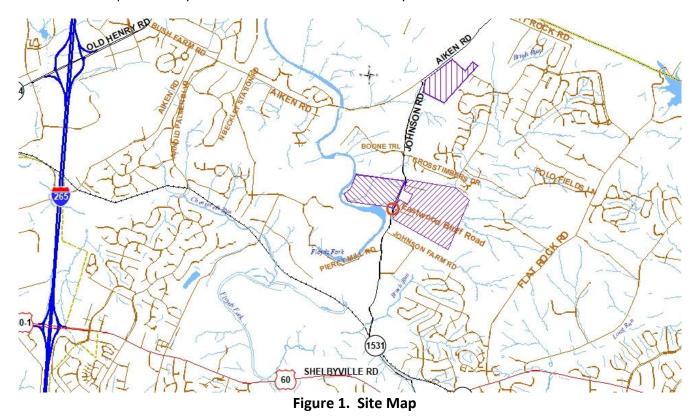


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# INTRODUCTION

The site plan for the mixed residential development shows 97 single-family lots and 96 apartments on Johnson Road (KY 1531) opposite Eastwood Bluff Road in Louisville, KY. **Figure 1** displays a map of the site. Access to the site will be from two entrances on Johnson Road. The site plan is included in the appendix. 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 Johnson Road with Eastwood Bluff Road and the proposed entrance on Johnson Road. A separate study includes intersections in the vicinity.



### **EXISTING CONDITIONS**

Johnson Road, KY 1531, is a state-maintained road with an estimated 2022 ADT of 1,300 vehicles per day south of Eastwood Bluff Road as estimated from the turning movement count and the K Factor of .13 at station 118. The road is a two-lane highway with nine-foot lanes with curb and gutter through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 35 mph. There are no sidewalks, but the Overlook at Eastwood has sidewalks along the frontage. The intersection at Eastwood Bluff Road is controlled with a stop sign.

Peak hour traffic count for the intersections were obtained on Thursday, May 19, 2022. The a.m. peak hour occurred between 7:00 and 8:00 and the p.m. occurred between 4:00 and 5:00. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.

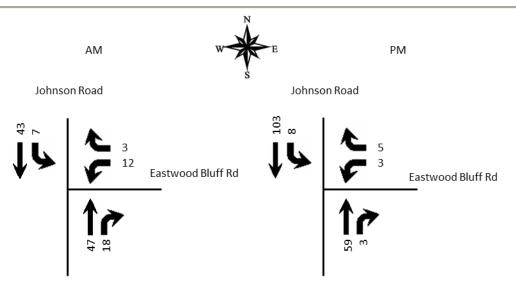


Figure 2. Existing Peak Hour Volumes

# **FUTURE CONDITIONS**

The project completion date is 2027. An annual growth rate of 8.7 percent was applied to the 2022 thru volumes. This is calculated from the traffic impact study *"Aiken North Subdivision"* dated February 23, 2021. The trip generation for the 334 lots in the Overlook at Eastwood was included. The trip distribution is included in the appendix on page 14. **Figure 3** displays the 2027 No Build peak hour volumes.

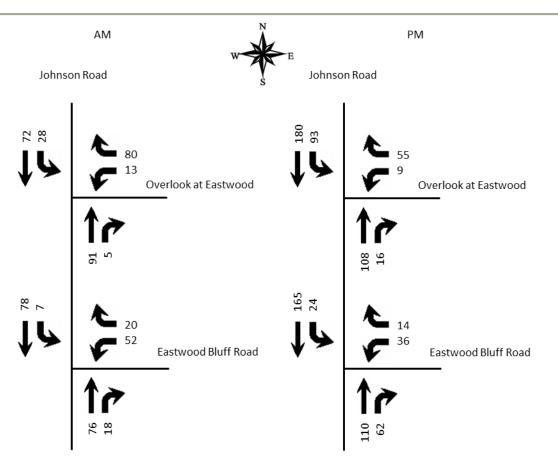


Figure 3. 2027 No Build Peak Hour Volumes

# **TRIP GENERATION**

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 11<sup>th</sup> Edition contains trip generation rates for a wide range of developments. The land uses of "Single-Family Detached (210)" and "Multifamily Housing (Low-Rise) (220)" were 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**. The multifamily trips were assigned to the internal network with 40% of northbound traffic using Meander Way. **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.

	A.M. I	Peak	Hour	P.M. Peak Hour			
Land Use	Trips	In	Out	Trips	In	Out	
Single Family (97 units)	72	18	54	97	61	36	
Multifamily (96 units)	53	13	40	62	39	23	
TOTAL	125	31	94	159	100	59	

Table 1. Peak Hour Trips Generated by Site

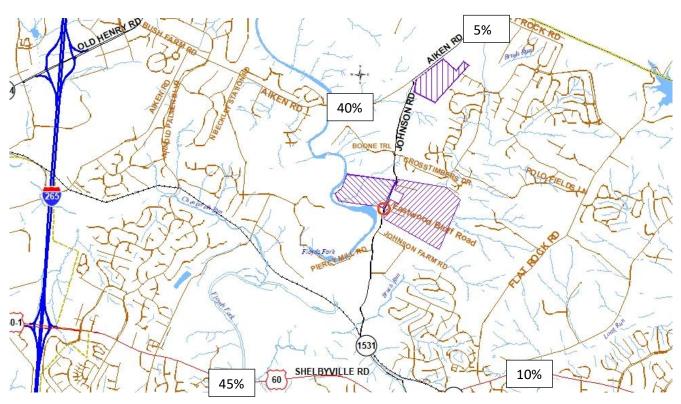


Figure 4. Trip Distribution Percentages

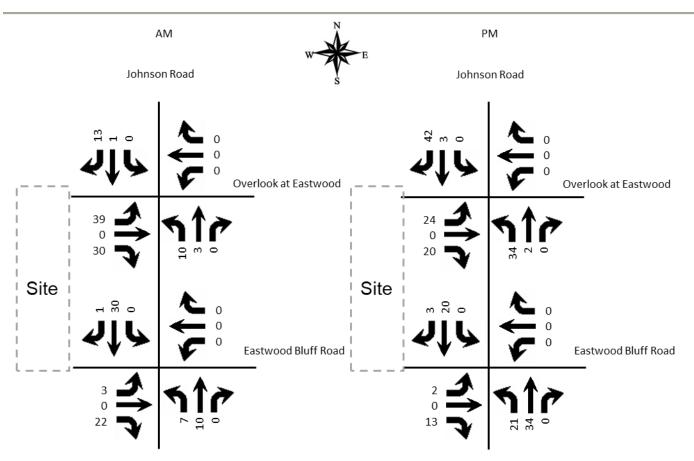


Figure 5. Peak Hour Trips Generated by Site

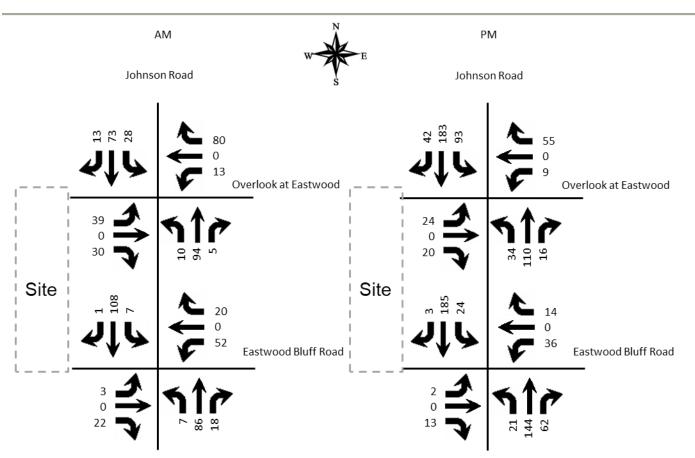


Figure 6. 2027 Build Peak Hour Volumes

### ANALYSIS

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

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

		A.M.			P.M.	
Annraach	2022	2027	2027	2022	2027	2027
Approach	Existing	No Build	Build	Existing	No Build	Build
Johnson Road at Overlook at Eastwood						
Entrance Eastbound		NA	В		NA	С
		11/7	10.7			15.3
Overlook Entrance Westbound		A	A		В	В
		9.4	9.5		10.0	10.7
Johnson Road Northbound (left)		NA	Α		NA	Α
		INA.	7.4		INЛ	7.9
Johnson Road Southbound (left)		A	Α		А	Α
		7.5	7.5		7.7	7.7
Johnson Road at Eastwood Bluff Road						
Entrance Eastbound	NA	NA	Α	NA	NA	В
	11/3	11/2	9.1		11/3	10.1
Eastwood Bluff Road Westbound	A	A	В	А	В	В
	9.1	9.7	10.5	9.2	11.2	13.3
Johnson Road Northbound (left)	NA	NA	Α	NA	NA	Α
	11/4	11/4	7.5		11/4	7.7
Johnson Road Southbound (left)	A	A	A	A	A	Α
	7.6	7.4	7.5	7.4	7.7	7.8

Table 2. P	Peak Hour Level	of Service
------------	-----------------	------------

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance</u> <u>Manual</u> dated July, 2020. The traffic impact policy requires using volumes for ten years beyond opening date, or 2037. The 2037 volumes were determined by using 8.7% annual growth from the 2027 thru volumes. **Figure 7** is the 2037 No Build and **Figure 8** is the Build. The volumes in Figure 8 were utilized to determine turn lane requirements. **Table 3** displays the level of service results for 2037.

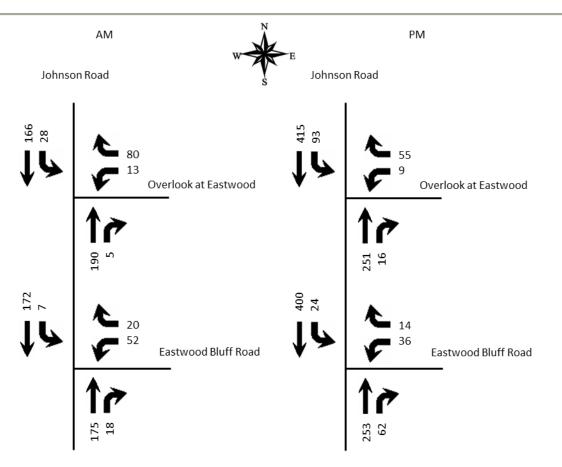


Figure 7. 2037 No Build Peak Hour Volumes

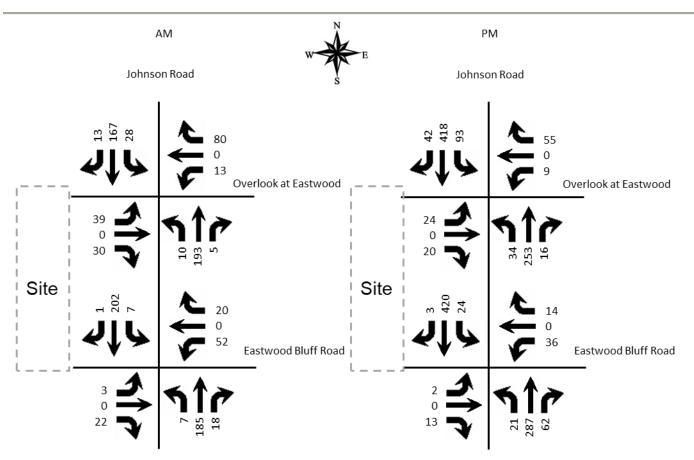


Figure 8. 2037 Build Peak Hour Volumes

Table 3.	Peak Hour	Level of Service 2037
----------	-----------	-----------------------

		A.M.		P.M.			
Approach	2022	2037	2037	2022	2037	2037	
Approach	Existing	No Build	Build	Existing	No Build	Build	
Johnson Road at Overlook at Eastwood							
Entrance Eastbound		NA	В		NA	D	
	INA		12.7			29.0	
Overlook Entrance Westbound		В	В		В	В	
Overlook Entrance Westbound		10.2	10.5		12.4	14.3	
Johnson Road Northbound (left)		NA	А		NA	A	
		11/7	7.6			8.7	
Johnson Road Southbound (left)		A	А		А	A	
		7.7	7.7		8.2	8.2	

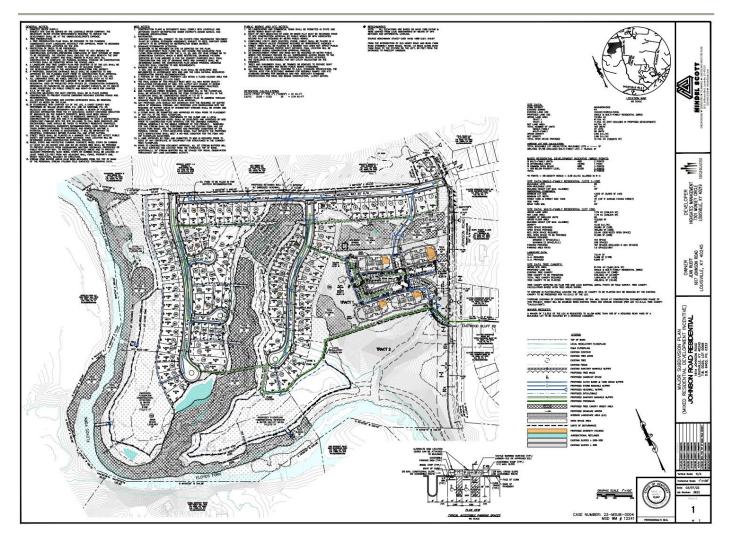
		A.M.		P.M.			
Approach	2022 Existing	2037 No Build	2037 Build	2022 Existing	2037 No Build	2037 Build	
Johnson Road at Eastwood Bluff Road							
Entrance Eastbound	NA	NA	A 9.8	NA	NA	B 13.1	
Eastwood Bluff Road Westbound	А	В	В	А	С	С	
	9.1	11.1	12.4	9.2	16.5	23.2	
Johnson Road Northbound (left)	NA	NA	A	NA	NA	Α	
	IN/A	11/4	7.7		11/4	8.5	
Johnson Road Southbound (left)	A	A	A	A	А	Α	
	7.6	7.7	7.7	7.4	8.1	8.2	

Key: Level of Service, Delay in seconds per vehicle

## CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027 and 2037, there will be a slight impact to the existing highway network. No turn lanes will be required at the entrances.

**APPENDIX** 



### **Traffic Counts**

### Classified Turn Movement Count || All vehicles

Louisville KY

### Site 7 of 8

KY-1531 Johnson Rd (South) KY-1531 Johnson Rd (North)

Eastwood Bluff Rd

Marr Traffic DATA COLLECTION www.marrtraffic.com

Westbound

Date Thursday, May 19, 2022

Weather

Fair 74°F

Lat/Long 38.255313°, -85.456706°

0700 - 0900	(Weekday 2h Session)	) (05-19-2022)

		No	orthbou	nd			So	outhbou	nd	
	K١	/-1531 Jo	ohnson I	Rd (Sout	:h)	KY-1531 Johnson Rd (North)				
		Thru	Right	U-Turn	Арр	Left	Thru		U-Turn	Арр
TIME		7.1	7.2	7.3	Total	7.4	7.5		7.6	Total
0700 - 0715		9	3	0	12	3	15		0	18
0715 - 0730		13	6	0	19	3	3		0	6
0730 - 0745		10	4	0	14	0	15	]	0	15
0745 - 0800		15	5	0	20	1	10	1	0	11
Hourly Total		47	18	0	65	7	43	1	0	50
0800 - 0815		4	5	0	9	5	8		0	13
0815 - 0830		7	0	0	7	2	4	1	0	6
0830 - 0845		2	2	0	4	3	7	1	0	10
0845 - 0900		0	1	0	1	4	7	1	1	12
Hourly Total		13	8	0	21	14	26	1	1	41
			•				•	•		
Grand Total		60	26	0	86	21	69	1	1	91
Approach %		69.77	30.23	0.00	-	23.08	75.82		1.10	-
Intersection %		27.78	12.04	0.00	39.81	9.72	31.94	]	0.46	42.13
PHF		0.78	0.75	0.00	0.81	0.58	0.72	1	0.00	0.69

### 1600 - 1800 (Weekday 2h Session) (05-19-2022) All vehicles

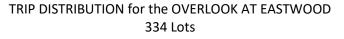
		No	orthbou	nd		Southbound				
	K١	′-1531 Jo	hnson	Rd (Sout	h)	KY	′-1531 Jo	hnson	Rd (Nort	h)
		Thru	Right	U-Turn	Арр	Left	Thru		U-Turn	Арр
TIME		7.1	7.2	7.3	Total	7.4	7.5		7.6	Total
1600 - 1615		16	1	0	17	1	34		0	35
1615 - 1630		17	1	0	18	2	28		0	30
1630 - 1645		16	1	0	17	2	30		0	32
1645 - 1700		10	0	0	10	3	11		0	14
Hourly Total		59	3	0	62	8	103		0	111
1700 - 1715		6	2	0	8	0	17		0	17
1715 - 1730		6	2	0	8	2	7		0	9
1730 - 1745		6	1	0	7	1	8		0	9
1745 - 1800		7	0	0	7	1	4		0	5
Hourly Total		25	5	0	30	4	36		0	40
								-		
Grand Total		84	8	0	92	12	139		0	151
Approach %		91.30	8.70	0.00	-	7.95	92.05		0.00	-
Intersection %		31.82	3.03	0.00	34.85	4.55	52.65		0.00	57.20
PHF		0.87	0.75	0.00	0.86	0.67	0.76		0.00	0.79
								-		

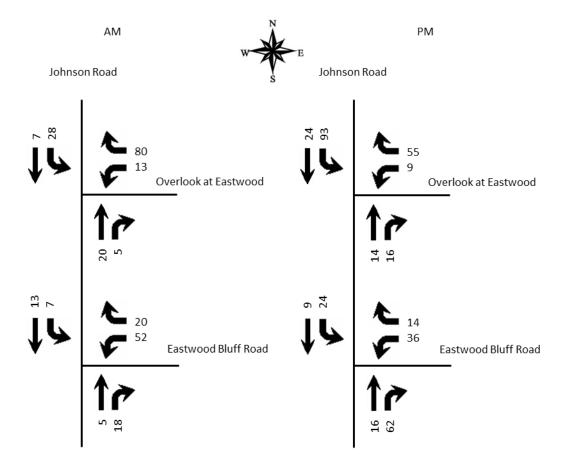
	1			
Left	Арр	Int		
7.7	Right 7.8	U-Turn 7.9	Total	Total
0	1	0	1	53
1	2	0	3	51
2	1	0	3	52
0	1	0	1	25
3	5	0	8	181
2	1	0	3	28
4	1	0	5	22
2	2	0	4	20
1	0	0	1	13
9	4	0	13	83
12	9	0	21	264
57.14	42.86	0.00	-	
4.55	3.41	0.00	7.95	
0.38	0.63	0.00	0.67	0.85

	0700 - 0	0900 (W	eekday	2h Sessio	on) (05-:	19-2022	)			
	All vehi	cles								
							-			
			orthbou					uthbou	-	
	K)		-	Rd (Sout	· ·		-	hnson l	Rd (Nort	
		Thru	Right	U-Turn	Арр	Left	Thru		U-Turn	
TIME		7.1	7.2	7.3	Total	7.4	7.5		7.6	L
0700 - 0715		9	3	0	12	3	15		0	
0715 - 0730		13	6	0	19	3	3		0	
0730 - 0745		10	4	0	14	0	15		0	ĺ
0745 - 0800		15	5	0	20	1	10		0	
Hourly Total		47	18	0	65	7	43		0	ĺ
0800 - 0815		4	5	0	9	5	8		0	ĺ
0815 - 0830		7	0	0	7	2	4		0	ĺ
0830 - 0845		2	2	0	4	3	7		0	ĺ
0845 - 0900		0	1	0	1	4	7		1	
Hourly Total		13	8	0	21	14	26		1	
								_		
Grand Total		60	26	0	86	21	69		1	
Approach %		69.77	30.23	0.00	-	23.08	75.82		1.10	ĺ
Intersection %		27.78	12.04	0.00	39.81	9.72	31.94		0.46	ĺ
								_		
DHE		0.78	0.75	0.00	0.81	0.58	0.72		0.00	

	Eastv	vood Blu	uff Rd		
Left		Right	U-Turn	Арр	Int
7.7		7.8	7.9	Total	Total
0		1	0	1	31
6		1	0	7	32
3		1	0	4	33
3		0	0	З	34
12		3	0	15	130
2		2	0	4	26
3		4	0	7	20
4		3	0	7	21
3		2	1	6	19
12		11	1	24	86
24		14	1	39	216
61.54		35.90	2.56	-	
11.11		6.48	0.46	18.06	
	_				
0.50		0.75	0.00	0.54	0.96
-		-			

	A.M. I	Peak	Hour	P.M. F	Peak H	our
Land Use	Trips	In	Out	Trips	In	Out
Single Family (334 units)	223	58	165	309	195	114





Diane B. Zimmerman Traffice Engineering September 26, 2023

### **HCS Reports**

	_					_										
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	on Rd at	t Overloo	ok		
Agency/Co.	Diane	B. Zimn	nerman	Traffic Er	ngineerir	g	Jurisd	liction								
Date Performed	8/21/	2022					East/	Nest Stre	eet		Overl	ook				
Analysis Year	2027						North	/South S	Street		Johns	on Road	ł			
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.97					
Intersection Orientation	North	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													
Lanes																
				14 1 Y 4 Y 4 P 1		1 1 Street: Nor	th-South	人 ま k u 人								
Vehicle Volumes and Ad	justme															
Approach			ound				bound				bound	-			bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	-	10	11	12	-	7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	0		0	1 LR	0	0	0	1	0 TR	0	0 LT	1	0
Configuration							LK									-
Configuration	-					12		00			01			20		
Volume (veh/h)						13		80			91	5		28	72	
Volume (veh/h) Percent Heavy Vehicles (%)						13 3		80 3			91	5		28 3	72	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						3					91	5			72	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						3	0				91	5			72	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked				Undi	ivided	3	0				91	5			72	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	ys		Undi	ivided	3	0				91	5			72	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	ys		Undi	ivided	3					91	5			72	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys		Undi	ivided	3		3			91	5		3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	ys		Undi	ivided	7.1		6.2			91	5		3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	ivided	3 7.1 6.43		3 6.2 6.23			91			4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		ivided	3 7.1 6.43 3.5		3 6.2 6.23 3.3			91			3 4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		ivided	3 7.1 6.43 3.5	96	3 6.2 6.23 3.3			91			3 4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>			ervice		ivided	3 7.1 6.43 3.5		3 6.2 6.23 3.3			91			3 4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		ivided	3 7.1 6.43 3.5	96	3 6.2 6.23 3.3			91			3 4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		ivided	3 7.1 6.43 3.5	96	3 6.2 6.23 3.3			91			3 4.1 4.13 2.2 2.23 2.9 1488		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice			3 7.1 6.43 3.5	96 920 0.10	3 6.2 6.23 3.3			91 91			3 4.1 4.13 2.2 2.23 29 1488 0.02	0.2	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Image: state	3 7.1 6.43 3.5	96 920 0.10 0.3	3 6.2 6.23 3.3			91 91			3 4.1 4.13 2.2 2.23 2.23 2.9 1488 0.02 0.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)						3 7.1 6.43 3.5 3.53	96 920 0.10 0.3 9.4	3 6.2 6.23 3.3			91			3 4.1 4.13 2.2 2.23 29 1488 0.02 0.1 7.5 A	0.2	

			ICS 1		,		_	_		_						
General Information							Site	Infor	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	son Rd a	t Overlo	ok		
Agency/Co.	Diane	B. Zimn	nerman 1	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	08/24	/2023					East/	West Str	eet		Overl	ook				
Analysis Year	2027						North	n/South	Street		Johns	son Road	4			
Time Analyzed	_	eak Build	3					Hour Fa			0.97					
Intersection Orientation		-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													
Lanes																
				<u>1111411</u>		+ t + i r Street Nor		* 114717								
Vehicle Volumes and Ad	justme				1											
Approach			ound	-			bound	-			bound	-			bound	
Movement	U	L	T	R 12	U	L	T	R	U 1U	L 1	Т 2	R 3	U 4U	L 4	T 5	F
Defender:																
Priority	-	10	11			7	8	9		-				<u> </u>		-
Number of Lanes		10 0	1	0		0	1	0	0	0	1	0	0	0	1	-
Number of Lanes Configuration								-		-				<u> </u>		6 0 13
Number of Lanes Configuration Volume (veh/h)		0	1 LTR	0		0	1 LTR	0		0	1 LTR	0		0	1 LTR	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0	1 LTR 0	0		0	1 LTR 0	0		0	1 LTR	0		0	1 LTR	0
Number of Lanes Configuration Volume (veh/h)		0 39 3	1 LTR 0	0		0	1 LTR 0	0		0	1 LTR	0		0	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0 39 3	1 LTR 0 3	0		0	1 LTR 0 3	0		0	1 LTR	0		0	1 LTR	C
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0 39 3	1 LTR 0 3	0 30 3	vided	0	1 LTR 0 3	0		0	1 LTR	0		0	1 LTR	C
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0	1 LTR 0 3	0 30 3	vided	0	1 LTR 0 3	0		0	1 LTR	0		0	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	0	1 LTR 0 3	0 30 3	vided	0	1 LTR 0 3	0		0	1 LTR	0		0	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	0 39 3	1 LTR 0 3	0 30 3	vided	0	1 LTR 0 3	80		0	1 LTR	0		0 28 3	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	 	0 39 3 () ys	1 LTR 0 3	0 30 3 Undi	vided	0 13 3 7.1	1 LTR 0 3 6.5	0 80 3		0 10 3 4.1	1 LTR	0		0 28 3	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	0 39 3 7.1 7.13	1 LTR 0 3 	0 30 3 Undi	vided	0 13 3 7.1 7.13	1 LTR 0 3 6.5 6.53	6.2 6.23		0 10 3 4.1 4.13	1 LTR	0		0 28 3 4.1 4.13	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		0 39 3 7.1 7.13 3.5 3.53	1 LTR 0 3 	0 30 3 Undi 6.2 6.23 3.3 3.33	vided	0 13 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0	6.2 6.23 3.3		0 10 3 4.1 4.13 2.2	1 LTR	0		0 28 3 4.1 4.13 2.2	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 39 3 7.1 7.13 3.5 3.53	1 LTR 0 3 	0 30 3 Undi 6.2 6.23 3.3 3.33	vided	0 13 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0	6.2 6.23 3.3		0 10 3 4.1 4.13 2.2	1 LTR	0		0 28 3 4.1 4.13 2.2	1 LTR	C
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>		0 39 3 7.1 7.13 3.5 3.53	1 LTR 0 3 	0 30 3 Undi 6.2 6.23 3.3 3.33	vided	0 13 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0 4.03	6.2 6.23 3.3		0 10 3 4.1 4.13 2.2 2.23	1 LTR	0		0 28 3 4.1 4.13 2.2 2.23	1 LTR	C
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, ar</b> Flow Rate, v (veh/h)		0 39 3 7.1 7.13 3.5 3.53	1 LTR 0 3 6.5 6.5 6.53 4.0 4.03 <b>ervice</b> 71	0 30 3 Undi 6.2 6.23 3.3 3.33	vided	0 13 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.5 6.53 4.0 4.03 96	6.2 6.23 3.3		0 10 3 4.1 4.13 2.2 2.23 10	1 LTR	0		0 28 3 4.1 4.13 2.2 2.23 29	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		0 39 3 7.1 7.13 3.5 3.53	1 LTR 0 3 6.5 6.5 6.53 4.0 4.03 71 701	0 30 3 Undi 6.2 6.23 3.3 3.33	vided	0 13 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.5 6.53 4.0 4.03 96 891	6.2 6.23 3.3		0 10 3 4.1 4.1 2.2 2.23 10 1501	1 LTR	0		0 28 3 	1 LTR	C
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Address (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Critical Address (sec) Follow-Up Headway (sec) Critical Address (sec) Critical Address (sec) Follow-Up Headway (sec)		0 39 3 7.1 7.13 3.5 3.53	1 LTR 0 3 6.5 6.53 4.0 4.03 <b>2</b> <b>7</b> 71 701 0.10	0 30 3 Undi 6.2 6.23 3.3 3.33	vided	0 13 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0 4.03 96 891 0.11	6.2 6.23 3.3		0 10 3 4.1 4.13 2.2 2.23 10 1501 0.01	1 LTR	0		0 28 3 	1 LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 39 3 7.1 7.13 3.5 3.53	1 LTR 0 3 	0 30 3 Undi 6.2 6.23 3.3 3.33	vided	0 13 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0 4.03 96 891 0.11 0.4	6.2 6.23 3.3		0 10 3 4.1 4.13 2.2 2.23 10 1501 0.01 0.0	1 LTR 94			0 28 3 	1 LTR 73	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		0 39 3 7.1 7.13 3.5 3.53 I of Se	1 LTR 0 3 6.5 6.53 4.0 4.03 ervice 71 701 0.10 0.3 10.7	0 30 3 Undi 6.2 6.23 3.3 3.33	vided	0 13 3 7.1 7.13 3.5 3.53	1 LTR 0 3 6.5 6.5 6.53 4.0 4.03 96 891 0.11 0.4 9.5	6.2 6.23 3.3		0 10 3 4.1 4.13 2.2 2.23 10 1501 0.01 0.01 7.4 A	1 LTR 94	0		0 28 3 	1 LTR 73	

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General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	on Rd at	t Overloo	ok		
Agency/Co.			nerman	Traffic Er	ngineerir	ng		liction								
Date Performed	8/21/	2022						West Stre			Overl					_
Analysis Year	2037							n/South !				on Road				
Time Analyzed		eak No I	Build					Hour Fac			0.97					
Intersection Orientation	North	I-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													
Lanes																
				74477		t t t Street: Nor		14 4 J J 4 4 J J 4 4 J J 4 4 J J 4 4 J J 4 4 J J 4 4 J J 4 4 J 4 4 J 4 4 J 4 4 4 J 4								
Vehicle Volumes and Ad	justme															
Approach		Eastb	ound			West	oound				bound			South	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
e e .:							LR					TR		LT		
Configuration						4.2		00			400			20		
Volume (veh/h)						13		80			190	5		28	166	
Volume (veh/h) Percent Heavy Vehicles (%)						13 3		80 3			190	5		28 3	166	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						3					190	5			166	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						3	)				190	5			166	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Lindi	vided	3	)				190	5			166	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage				Undi	vided	3	)				190	5			166	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys		Undi	vided	3		3			190	5		3	166	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		6.2			190	5		3	166	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		6.2 6.23			190	5		4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Undi	vided	3 7.1 6.43 3.5		3 6.2 6.23 3.3			190	5		3 4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	7.1		6.2 6.23				5		4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	3 7.1 6.43 3.5		3 6.2 6.23 3.3				5		3 4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)			ervice		vided	3 7.1 6.43 3.5	96	3 6.2 6.23 3.3				5		3 4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	3 7.1 6.43 3.5		3 6.2 6.23 3.3				5 		3 4.1 4.13 2.2 2.23 2.23 2.9 1365		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		Vided	3 7.1 6.43 3.5	96 788 0.12	3 6.2 6.23 3.3				5 		3 4.1 4.13 2.2 2.23 2.23 1365 0.02		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) 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)			ervice		vided	3 7.1 6.43 3.5	96 788 0.12 0.4	3 6.2 6.23 3.3				5 		3 4.1 4.13 2.2 2.23 29 1365 0.02 0.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Acade (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q <sub>85</sub> (veh) Control Delay (s/veh)			ervice		vided	3 7.1 6.43 3.5	96 788 0.12 0.4 10.2	3 6.2 6.23 3.3				5 		3 4.1 4.13 2.2 2.23 29 1365 0.02 0.1 7.7	0.2	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh) Level of Service (LOS)					vided	3 7.1 6.43 3.5 3.53	96 788 0.12 0.4 10.2 B	3 6.2 6.23 3.3				5 		3 4.1 4.13 2.2 2.23 1365 0.02 0.1 7.7 A		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Acade (sec) Follow-Up Headway Headway (sec) Follow-Up Headway Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec					Vided	3 7.1 6.43 3.5 3.53	96 788 0.12 0.4 10.2	3 6.2 6.23 3.3				5 		3 4.1 4.13 2.2 2.23 1365 0.02 0.1 7.7 A	0.2	

General Information							Site	Inform	natio	ו						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	on Rd at	t Overloo	ok		
Agency/Co.	Diane	B. Zimn	nerman <sup>.</sup>	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	08/24	/2023					East/	West Stre	et		Overl	ook				
Analysis Year	2037						North	/South S	Street		Johns	on Road	1			
Time Analyzed		eak Build	3				Peak	Hour Fac	tor		0.97					
Intersection Orientation		n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													
Lanes																
				1 1 1 7 4 1 1 4 7 1 1 7 4 1		* 1 1 11		↑ 114111								
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR			40	LTR	-			LTR	
Volume (veh/h)		39 3	0	30 3		13 3	0	80 3		10 3	193	5		28	167	13
		5	1 3	5		5	5	5		5				5		
Percent Heavy Vehicles (%)	+															
Proportion Time Blocked																
Proportion Time Blocked Percent Grade (%)	-		0				D									
Proportion Time Blocked			0	Undi	vided		D									
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadway	_	0	Undi	vided		D									
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys			vided			62		41				41		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	<b>ys</b> 7.1	6.5	6.2	vided	7.1	6.5	6.2		4.1				4.1		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys			vided			6.2 6.23 3.3		4.1 4.13 2.2				4.1 4.13 2.2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	<b>ys</b> 7.1 7.13	6.5 6.53	6.2 6.23	vided	7.1	6.5 6.53	6.23		4.13				4.13		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		<b>7.1</b> 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0	6.23 3.3		4.13 2.2				4.13 2.2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0	6.23 3.3		4.13 2.2				4.13 2.2		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03	6.23 3.3		4.13 2.2 2.23				4.13 2.2 2.23		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03	6.23 3.3		4.13 2.2 2.23 10				4.13 2.2 2.23 2.9		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 <b>ervice</b> 71 539	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03 96 753	6.23 3.3		4.13 2.2 2.23 10 1383				4.13 2.2 2.23 29 1361		
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Additional (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Additional (sec) Follow-Up Headway (sec) Critical Additional (sec) Follow-Up Headway (sec) Follow-Up Headw		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 <b>ervice</b> 71 539 0.13 0.5 12.7	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03 96 753 0.13	6.23 3.3		4.13 2.2 2.23 10 1383 0.01	0.1	0.1		4.13 2.2 2.23 29 1361 0.02	0.2	0.2
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh) Level of Service (LOS)		ys 7.1 7.13 3.5 3.53 I of Se	6.5 6.53 4.0 4.03 <b>ervice</b> 71 539 0.13 0.5 12.7 B	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 96 753 0.13 0.4 10.5 B	6.23 3.3		4.13 2.2 2.23 10 1383 0.01 0.0 7.6 A	A	0.1 A		4.13 2.2 2.23 29 1361 0.02 0.1 7.7 A	A	
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		7.1 7.13 3.5 3.53 I of Se	6.5 6.53 4.0 4.03 <b>ervice</b> 71 539 0.13 0.5 12.7	6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 96 753 0.13 0.4 10.5	6.23 3.3		4.13 2.2 2.23 10 1383 0.01 0.0 7.6 A 0				4.13 2.2 2.23 29 1361 0.02 0.1 7.7 A 1		<u> </u>

						_			Repo	_						
General Information							Site	Infor	natio	n						
Analyst	Diane	e Zimme	rman				Inters	ection			Johns	son Rd at	t Overloo	ok		
Agency/Co.	Diane	e B. Zimr	nerman	Traffic Er	ngineerir	ng	Jurisc	liction								
Date Performed	8/21/	2022						West Str			<u> </u>	ook at E				
Analysis Year	2027							n/South			<u> </u>	son Road	1			
Time Analyzed		eak No I	Build				<u> </u>	Hour Fac			0.85					
Intersection Orientation	_	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	son Road	Mixed													_
Lanes																
				74474		t t r Street: Nor		, ↔ ⊬ ⊑								
Vehicle Volumes and Ad	ljustme															
Approach	_		ound				oound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	
		10	11	12	I	7	8	9	10	1	2	3	4U	4	5	L -
Priority			0	0		0	1		0	0	1	0	0	0		
Number of Lanes	+	0	0	0		0	1	0	0	0	1	0 TP	0	0	1	
Number of Lanes Configuration		<u> </u>	0	0			1 LR		0	0		TR	0	LT	1	
Number of Lanes Configuration Volume (veh/h)		<u> </u>	0	0		9		55	0	0	1 108		0	LT 93		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)			0	0					0	0		TR	0	LT	1	
Number of Lanes Configuration Volume (veh/h)			0	0		9		55	0	0		TR	0	LT 93	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked			0	0		9	LR	55	0	0		TR	0	LT 93	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			0		vided	9	LR	55		0		TR		LT 93	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0	0		vided	9	LR	55	0	0		TR	0	LT 93	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	0	0		vided	9	LR	55		0		TR		LT 93	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	Headwa	0			vided	9	LR	3				TR		LT 93 3	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	0			vided	9 3	LR	6.2				TR		LT 93 3	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	0			vided	9 3 7.1 6.43	LR	6.2 6.23				TR		LT 93 3 4.1 4.13	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		0 		Undi	vided	9 3 7.1 6.43 3.5	LR	6.2 6.23 3.3				TR		LT 93 3 4.1 4.13 2.2	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 		Undi	vided	9 3 7.1 6.43 3.5	LR	6.2 6.23 3.3				TR		LT 93 3 4.1 4.13 2.2	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>		0 		Undi	vided	9 3 7.1 6.43 3.5	LR 	6.2 6.23 3.3				TR		LT 93 3 4.1 4.13 2.2 2.23	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		0 		Undi	vided	9 3 7.1 6.43 3.5	LR 	6.2 6.23 3.3				TR		LT 93 3 4.1 4.13 2.2 2.23	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		0 		Undi	vided	9 3 7.1 6.43 3.5	LR 	6.2 6.23 3.3				TR		LT 93 3 4.1 4.13 2.2 2.23 109 1430	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-U		0 		Undi	vided	9 3 7.1 6.43 3.5	LR 	6.2 6.23 3.3				TR		LT 93 3 4.1 4.13 2.2 2.23 109 1430 0.08	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 		Undi	vided	9 3 7.1 6.43 3.5	LR 	6.2 6.23 3.3				TR		LT 93 3 4.1 4.13 2.2 2.23 109 1430 0.08 0.2		
Number of Lanes         Configuration         Volume (veh/h)         Percent Heavy Vehicles (%)         Proportion Time Blocked         Percent Grade (%)         Right Turn Channelized         Median Type   Storage         Critical and Follow-up H         Base Critical Headway (sec)         Critical Headway (sec)         Base Follow-Up Headway (sec)         Follow-Up Headway (sec)         Pelay, Queue Length, and         Flow Rate, v (veh/h)         Capacity, c (veh/h)         v/c Ratio         95% Queue Length, Q <sub>85</sub> (veh)         Control Delay (s/veh)		0 		Undi	Vided	9 3 7.1 6.43 3.5 3.53	LR 	6.2 6.23 3.3				TR		LT 93 3 4.1 4.13 2.2 2.23 109 1430 0.08 0.2 7.7 A	1 180	

Level of Service (LOS)         C         B         A						_												
Age-rgi/Co.Diare B. Zimmerna Traffic Engineering 04/24/2022JurisdictionFueUUUUUAnalysis Yaar2027North/South SreetJohnson RoadVVJohnson RoadVV <th>General Information</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Site</th> <th>Inforr</th> <th>natio</th> <th>1</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	General Information							Site	Inforr	natio	1							
Date Partformed         Obj/24/2023         East/West Street         Overflook at Eastwood         Use the strong and at the strong at the strong and at the strong and at the strong and	Analyst	_						Inters	ection			Johns	on Rd at	t Overloo	ok			
Analysis Year         2027         North/South Street         Johnson Road         See Second           Intersection Orientation         North-South         Pack Hour Factor         0.25         U         U         U         U         U         0.25         U <t< td=""><td>Agency/Co.</td><td>Diane</td><td>B. Zimn</td><td>nerman <sup>·</sup></td><td>Traffic Er</td><td>ngineerir</td><td>ng</td><td>Jurisd</td><td>liction</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Agency/Co.	Diane	B. Zimn	nerman <sup>·</sup>	Traffic Er	ngineerir	ng	Jurisd	liction									
Interaction Orientation Project Description         PMA Park Buil         Verture         Pask Hour Factor         O.85           Project Description         Johnson Road Mixed         Verture         South South         South	Date Performed	- ·	/2023															
Interaction         North-South         Analysis Time Period (hrs)         Q25           Project Description         Johnson Road Miced         Image: Second Se								<u> </u>					on Road	1				
Induction Interview Int	-			1														
Lanes           Morement         Lanes           Morement         Lanes         Southour           Morement         Lanes         Southour           Morement         U         L         Southour           Number of Lanes         O         O         Southour           Number of Lanes         O         O         Southour           Number of Lanes         O         Southour           Number of Lanes         Southour           Proportion Time Bocked         I <th cols<="" td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Analy</td><td>sis Time</td><td>Period (</td><td>hrs)</td><td>0.25</td><td></td><td></td><td></td><td></td><td></td></th>	<td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Analy</td> <td>sis Time</td> <td>Period (</td> <td>hrs)</td> <td>0.25</td> <td></td> <td></td> <td></td> <td></td> <td></td>								Analy	sis Time	Period (	hrs)	0.25					
Vertice ver		Johns	on Koad	Mixed													_	
Verifies and Adjusture to the series of the series	Lanes																	
Vehicle Volumes and Adjustments           Approach         Eastburnt         Westburnt         Northburnt         Southburnt           Movement         U         L         T         R         R					1111				114.									
Movement       U       L       T       R       U       L	Vehicle Volumes and Ad	justme	nts															
Priority       I <thi< th="">       I       <thi< th=""> <thi< t<="" td=""><td>Approach</td><td></td><td>Eastb</td><td>ound</td><td></td><td></td><td>Westi</td><td>bound</td><td></td><td></td><td>North</td><td>bound</td><td></td><td></td><td>South</td><td>bound</td><td></td></thi<></thi<></thi<>	Approach		Eastb	ound			Westi	bound			North	bound			South	bound		
Control       Contro       Control       Control	Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Configuration         I         <	Priority						-	8	-	10		_	-	4U	4	-	6	
Volume (veh/h)         24         0         20         9         0         55         34         110         16         93         183         42           Percent Heavy Vehicles (%)         3 <t< td=""><td></td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td>0</td><td></td><td>0</td></t<>			0		0		0		0	0	0		0	0	0		0	
Percent Heavy Vehicles (%)       I <thi< th="">       I       I       <thi<< td=""><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></thi<<></thi<>	-																	
Proportion Time Blocked         I <thi< th="">         I         I         I</thi<>	Volume (veh/h)			-			-	-				110	16			183	43	
Percent Grade (%)         Image: Control Integral (%)         Image:	D				1 5		1 5	1 3	3		5				3			
Right Turn Channelized       Image: Storage       Undwitted Storage       Image: Storage			3		-		-											
Median Type   Storage         Undivided         Unditer         Undivided         Unditer	Proportion Time Blocked																	
Base Critical Headway (sec)       7.1       6.5       6.2       7.1       6.5       6.2       4.1       Image: Critical Headway (sec)       4.1       Image: Critical Headway (sec)       7.13       6.53       6.23       7.13       6.53       6.23       4.13       Image: Critical Headway (sec)       4.13       Image: Critical Headway (sec)       3.5       4.0       3.3       3.5       4.0       3.3       2.23       Image: Critical Headway (sec)       3.53       4.03       3.33       3.53       4.03       3.33       4.03       4.01       4.01       4.01       4.01       4.01       4.01       4.01       4.01       4	Proportion Time Blocked Percent Grade (%)							D										
Base Critical Headway (sec)       7.1       6.5       6.2       7.1       6.5       6.2       4.1       Image: Critical Headway (sec)       4.1       Image: Critical Headway (sec)       7.13       6.53       6.23       7.13       6.53       6.23       4.13       Image: Critical Headway (sec)       4.13       Image: Critical Headway (sec)       3.5       4.0       3.3       3.5       4.0       3.3       2.23       Image: Critical Headway (sec)       3.53       4.03       3.33       3.53       4.03       3.33       4.03       4.01       4.01       4.01       4.01       4.01       4.01       4.01       4.01       4	Proportion Time Blocked Percent Grade (%) Right Turn Channelized					vided		D										
Critical Headway (sec)       7.13       6.53       6.23       7.13       6.53       6.23       4.13       <	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadway				vided		0										
Base Follow-Up Headway (sec)       3.5       4.0       3.3       3.5       4.0       3.3       2.2       1       2.2       1       2.2       1 <t< td=""><td>Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H</td><td>leadwa</td><td>ys</td><td>0</td><td>Undi</td><td>vided</td><td></td><td></td><td>62</td><td></td><td>41</td><td></td><td></td><td></td><td>41</td><td></td><td></td></t<>	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys	0	Undi	vided			62		41				41			
Follow-Up Headway (sec)       3.53       4.03       3.33       3.53       4.03       3.33       2.23       0       2.23       0       2.23       0	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	<b>ys</b> 7.1	6.5	Undi	vided	7.1	6.5										
Delay, Queue Length, and Level of Service         75         40         109	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	<b>ys</b> 7.1 7.13	6.5 6.53	Undi 6.2 6.23	vided	7.1	6.5 6.53	6.23		4.13				4.13			
Capacity, c (veh/h)         401         401         710         1294         1294         1427          1427         1427	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	<b>ys</b> 7.1 7.13 3.5	6.5 6.53 4.0	Undi 6.2 6.23 3.3	vided	7.1 7.13 3.5	6.5 6.53 4.0	6.23 3.3		4.13 2.2				4.13 2.2			
v/c Ratio       0.1       0.13       0       0.1       0.03       0.03       0.0       0.08	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		<b>ys</b> 7.1 7.13 3.5 3.53	0 6.5 6.53 4.0 4.03	Undi 6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0	6.23 3.3		4.13 2.2				4.13 2.2			
95% Queue Length, Qas (veh)         0.4         0.4         0.4         0.4         0.1         100         0.2         100         0.2         100         0.1         100<	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage 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		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	Undi 6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03	6.23 3.3		4.13 2.2 2.23				4.13 2.2 2.23			
Control Delay (s/veh)         15.3         10.7         10.7         7.9         0.3         0.3         7.7         0.7 <td>Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage 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)</td> <td></td> <td><b>ys</b> 7.1 7.13 3.5 3.53</td> <td>6.5 6.53 4.0 4.03 ervice 52</td> <td>Undi 6.2 6.23 3.3 3.33</td> <td>vided</td> <td>7.1 7.13 3.5</td> <td>6.5 6.53 4.0 4.03</td> <td>6.23 3.3</td> <td></td> <td>4.13 2.2 2.23 40</td> <td></td> <td></td> <td></td> <td>4.13 2.2 2.23 109</td> <td></td> <td></td>	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage 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)		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice 52	Undi 6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03	6.23 3.3		4.13 2.2 2.23 40				4.13 2.2 2.23 109			
Level of Service (LOS)         C         B         A	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 <b>ErVice</b> 52 401	Undi 6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03 75 710	6.23 3.3		4.13 2.2 2.23 40 1294				4.13 2.2 2.23 109 1427			
Approach Delay (s/veh) 15.3 10.7 1.9 2.8	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 <b>ervice</b> 52 401 0.13	Undi 6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03 75 710 0.11	6.23 3.3		4.13 2.2 2.23 40 1294 0.03				4.13 2.2 2.23 109 1427 0.08			
	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>35</sub> (veh)		<b>ys</b> 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 <b>ervice</b> 52 401 0.13 0.4 15.3	Undi 6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5	6.5 6.53 4.0 4.03 75 710 0.11 0.4	6.23 3.3		4.13 2.2 2.23 40 1294 0.03 0.1	0.3	0.3		4.13 2.2 2.23 109 1427 0.08 0.2	0.7		
Approach LOS C B A A	Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh) Level of Service (LOS)		7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 <b>ervice</b> 52 401 0.13 0.4 15.3 C	Undi 6.2 6.23 3.3 3.33	vided	7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 75 710 0.11 0.4 10.7 B	6.23 3.3		4.13 2.2 2.23 40 1294 0.03 0.1 7.9 A	A			4.13 2.2 2.23 109 1427 0.08 0.2 7.7 A	A		

			_													
General Information							Site	Inforr	natio	n						
Analyst		e Zimme					Inters	ection			Johns	on Rd a	t Overloo	ok		
Agency/Co.	Diane	e B. Zimr	nerman	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	8/21/	2022					East/	West Stre	eet			ook at E				_
Analysis Year	2037							n/South S				on Roac				
Time Analyzed	PM P	eak No I	Build				Peak	Hour Fac	tor		0.85					
Intersection Orientation	North	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	son Road	Mixed													_
<b>Vehicle Volumes and Ad</b> Approach Movement	justme	Eastb	pound T	<b>14 *Y ↑ 1 ∩</b>	คา	L	th-South	R	U	North	bound	R	U	L	bound	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	(
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	(
Configuration							LR					TR		LT		
Volume (veh/h)						9		55			251	16		93	415	
volume (venyny		<u> </u>						3						2		
Percent Heavy Vehicles (%)		I				3		3				I		3		
						3		3						3		
Percent Heavy Vehicles (%)							0	3						3		
Percent Heavy Vehicles (%) Proportion Time Blocked							0	3						3		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Undi	vided		0	3						3		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	ys		Undi	vided		0	3						3		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	ys		Undi	vided		0	6.2						4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys		Undi	vided		0									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		6.2						4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		6.2						4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		vided	7.1 6.43 3.5		6.2 6.23 3.3						4.1 4.13 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	7.1 6.43 3.5		6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		vided	7.1 6.43 3.5	75	6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	7.1 6.43 3.5	75	6.2 6.23 3.3						4.1 4.13 2.2 2.23 109 1240		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.43 3.5	75 562 0.13	6.2 6.23 3.3						4.1 4.13 2.2 2.23 109 1240 0.09		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage 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)			ervice		vided	7.1 6.43 3.5	75 562 0.13 0.5	6.2 6.23 3.3						4.1 4.13 2.2 2.23 109 1240 0.09 0.3		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh)			ervice		vided	7.1 6.43 3.5	75 562 0.13 0.5 12.4	6.2 6.23 3.3						4.1 4.13 2.2 2.23 109 1240 0.09 0.3 8.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Base Follow-Up Headway (sec) Base Follow-Up Headway (sec) Bolay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q₀₅ (veh) Control Delay (s/veh) Level of Service (LOS)			ervice		vided	7.1 6.43 3.5 3.53	75 562 0.13 0.5 12.4 B	6.2 6.23 3.3						4.1 4.13 2.2 2.23 109 1240 0.09 0.3 8.2 A	A	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh)			ervice		vided	7.1 6.43 3.5 3.53	75 562 0.13 0.5 12.4	6.2 6.23 3.3						4.1 4.13 2.2 2.23 109 1240 0.09 0.3 8.2 A A 2		

			ICS 1		,		_	_		_						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	on Rd at	t Overloo	ok		
Agency/Co.	Diane	B. Zimn	nerman '	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	08/24	/2023					East/	West Str	eet		Overl	ook at E	astwood	1		
Analysis Year	2037						North	/South	Street		Johns	on Road	9			
Time Analyzed	PM P	eak Build	ł – – – – – – – – – – – – – – – – – – –				Peak	Hour Fa	tor		0.85					
Intersection Orientation		-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													
Lanes																
				1117411 / *		* 1 * '' r Street Nor		\$ 114511								
Vehicle Volumes and Ad	justme															
Approach			ound	-		-	bound	-			bound	-			bound	
Movement	U	L 10	T	R	U	L 7	т 8	R 9	U	L	T	R	U 4U	L	T	R
			11	12				1 9	10	1	2	3	40	4	5	6
Priority			1	0		<u> </u>		0	0	0	1	0	0	0		
Number of Lanes	+	0	1	0		0	1	0	0	0	1	0	0	0	1	0
Number of Lanes Configuration		0	LTR			0	1 LTR		0		LTR		0		LTR	0
Number of Lanes Configuration Volume (veh/h)		0	LTR 0	20		0	1 LTR 0	55	0	34		0 16	0	93		0 42
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0	LTR			0	1 LTR		0		LTR		0		LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0 24 3	LTR 0 3	20		0 9 3	1 LTR 0 3	55	0	34	LTR		0	93	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0 24 3	LTR 0	20		0 9 3	1 LTR 0	55	0	34	LTR		0	93	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0 24 3	LTR 0 3	20	vided	0 9 3	1 LTR 0 3	55	0	34	LTR			93	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		0	LTR 0 3	20	vided	0 9 3	1 LTR 0 3	55		34	LTR			93	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	eadwa	0 24 3	LTR 0 3	20 3 Undi	vided	9	1 LTR 0 3	55		34	LTR			93	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	eadwa	0 24 3 ys 7.1	LTR 0 3 0	20 3 Undi	vided	0 9 3 7.1	1 LTR 0 3 6.5	6.2		34 3	LTR			93 3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	eadwa	0 24 3 7.1 7.13	LTR 0 3 0 6.5 6.53	20 3 Undi	vided	0 9 3 7.1 7.13	1 LTR 0 3 6.5 6.53	6.2 6.23		34 3 4.1 4.13	LTR			93 3 4.1 4.13	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	0 24 3 ys 7.1	LTR 0 3 0	20 3 Undi	vided	0 9 3 7.1	1 LTR 0 3 6.5	6.2		34 3	LTR			93 3	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 24 3 7.1 7.13 3.5 3.53	LTR 0 3 6.5 6.5 6.53 4.0 4.03	20 3 Undi	vided	0 9 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0	6.2 6.23 3.3		34 3 4.1 4.1 2.2	LTR			93 3 4.1 4.13 2.2	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>		0 24 3 7.1 7.13 3.5 3.53	LTR 0 3 0 6.5 6.53 4.0 4.03	20 3 Undi	vided	0 9 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0 4.03	6.2 6.23 3.3		34 3 4.1 4.13 2.2 2.23	LTR			93 3 4.1 4.13 2.2 2.23	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		0 24 3 7.1 7.13 3.5 3.53	LTR 0 3 6.5 6.53 4.0 4.03 <b>Ervice</b> 52	20 3 Undi	vided	0 9 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.5 6.53 4.0 4.03	6.2 6.23 3.3		34 3 4.1 4.1 2.2 2.23 40	LTR			93 3 4.1 4.13 2.2 2.23	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>		0 24 3 7.1 7.13 3.5 3.53	LTR 0 3 0 6.5 6.53 4.0 4.03	20 3 Undi	vided	0 9 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0 4.03	6.2 6.23 3.3		34 3 4.1 4.13 2.2 2.23	LTR			93 3 4.1 4.13 2.2 2.23	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Addition (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Addition (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Critical (sec) Follow-Up Headway (sec)		0 24 3 7.1 7.13 3.5 3.53	LTR 0 3 6.5 6.53 4.0 4.03 <b>Ervice</b> 52 201	20 3 Undi	vided	0 9 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.5 6.53 4.0 4.03 75 462	6.2 6.23 3.3		34 3 4.1 4.13 2.2 2.23 40 1022	LTR			93 3 3 4.1 4.13 2.2 2.23 109 1238	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		0 24 3 7.1 7.13 3.5 3.53	LTR 0 3 6.5 6.53 4.0 4.03 <b>ervice</b> 52 201 0.26	20 3 Undi	vided	0 9 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0 4.03 75 462 0.16	6.2 6.23 3.3		4.1 4.1 4.13 2.2 2.23 40 1022 0.04	LTR			93 3 3 4.1 4.13 2.2 2.23 109 1238 0.09	LTR	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Ease Follow-Up Headway (sec) Follow-Up Headway (sec)		0 24 3 7.1 7.13 3.5 3.53	LTR 0 3 6.5 6.53 4.0 4.03 <b>ervice</b> 52 201 0.26 1.0	20 3 Undi	vided	0 9 3 7.1 7.13 3.5	1 LTR 0 3 6.5 6.53 4.0 4.03 75 462 0.16 0.6	6.2 6.23 3.3		34 3 4.1 4.13 2.2 2.23 40 1022 0.04 0.1	LTR 253			4.1 4.1 4.13 2.2 2.23 109 1238 0.09 0.3	LTR 418	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>35</sub> (veh) Control Delay (s/veh)		0 24 3 7.1 7.13 3.5 3.53 I of Se	LTR 0 3 6.5 6.53 4.0 4.03 <b>EVICE</b> 52 201 0.26 1.0 29.0	20 3 Undi	vided	0 9 3 7.1 7.13 3.5 3.53	1 LTR 0 3 6.5 6.5 6.53 4.0 4.03 75 462 0.16 0.6 14.3	6.2 6.23 3.3		34 3 4.1 4.13 2.2 2.23 40 1022 0.04 0.1 8.7 A	LTR 253	0.4		93 3 3 4.1 4.13 2.2 2.23 109 1238 0.09 0.3 8.2 A	LTR 418	

Diane B. Zimmerman Traffice Eceiver 26, 2023 Planning & Design

General Information							Cite	Inforr		•						
									natio	1						
Analyst		Zimme						ection			Johns	son Rd at	t Eastwo	od Bluff		
Agency/Co.			nerman	Traffic Er	ngineerir	ng	Jurisd									
Date Performed	8/21/	2022						Nest Stre				ood Blu				
Analysis Year	2022							/South S				son Road				
Time Analyzed	AM P						<u> </u>	Hour Fac			0.97					
Intersection Orientation	_	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	ion Road	Mixed													
Lanes																
				744747	<mark>្រា</mark> Major	T T P Street: Nor	th-South	74 #YY # P C								
Vehicle Volumes and Ad	justme															
Approach			ound				oound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Conferencia				<u> </u>			LR					TR		LT	42	-
Configuration											47	10				
Volume (veh/h)	-					12		3			47	18		7	43	
Volume (veh/h) Percent Heavy Vehicles (%)						12 0		3			47	18		7 28	43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						0					47	18			43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						0	)				47	18			43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Undi	vided	0	)				47	18			43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage				Undi	vided	0	)				47	18			43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys		Undi	vided	0	)	33			47	18		28	43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		6.2			47	18		4.1	43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	vided	0 7.1 6.40		33 6.2 6.53			47			28 4.1 4.38	43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Undi	vided	0 7.1 6.40 3.5		33 6.2 6.53 3.3			47			28 4.1 4.38 2.2	43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	0 7.1 6.40		33 6.2 6.53			47			28 4.1 4.38	43	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	0 7.1 6.40 3.5		33 6.2 6.53 3.3			47			28 4.1 4.38 2.2 2.45		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		vided	0 7.1 6.40 3.5	15	33 6.2 6.53 3.3			47			28 4.1 4.38 2.2 2.45		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	0 7.1 6.40 3.5	15 889	33 6.2 6.53 3.3			47			28 4.1 4.38 2.2 2.45 7 1384		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	0 7.1 6.40 3.5	15 889 0.02	33 6.2 6.53 3.3			47			28 4.1 4.38 2.2 2.45 7 1384 0.01		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) 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)			ervice		vided	0 7.1 6.40 3.5	15 889 0.02 0.1	33 6.2 6.53 3.3						28 4.1 4.38 2.2 2.45 7 1384 0.01 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q <sub>85</sub> (veh) Control Delay (s/veh)			ervice		vided	0 7.1 6.40 3.5	15 889 0.02 0.1 9.1	33 6.2 6.53 3.3						28 4.1 4.38 2.2 2.45 7 1384 0.01 0.0 7.6	0.0	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh) Level of Service (LOS)					vided	0 7.1 6.40 3.5 3.50	15 889 0.02 0.1 9.1 A	33 6.2 6.53 3.3						28 4.1 4.38 2.2 2.45 7 1384 0.01 0.0 7.6 A		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q <sub>85</sub> (veh) Control Delay (s/veh)					vided	0 7.1 6.40 3.5 3.50	15 889 0.02 0.1 9.1	33 6.2 6.53 3.3						28 4.1 4.38 2.2 2.45 7 1384 0.01 0.0 7.6 A	0.0	

General Information							Site	Inforr	natio	n						
Analyst	Diane	e Zimme	rman				Inters	ection			Johns	son Rd at	t Eastwo	od Bluff		
Agency/Co.	Diane	e B. Zimr	nerman	Traffic Er	ngineerir	ng	Juriso	liction								
Date Performed	8/21/	2022					East/	Nest Stre	eet		Eastw	ood Blu	ff Road			
Analysis Year	2027						North	/South S	Street		Johns	son Road	1			
Time Analyzed	AM P	eak No	Build				Peak	Hour Fac	tor		0.97					
Intersection Orientation	North	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	son Road	l Mixed													
Lanes																
				14471		1 1 + Y Street: Nor		74 4 X 4 4 C								
Vehicle Volumes and Ad	justme	nts														
Approach		East	ound			West	ound				bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority	_	10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	C
Configuration							LR					TR		LT		
						52		20			76	18		7	78	
Volume (veh/h)																
Percent Heavy Vehicles (%)						5		5					<u> </u>	5		
Percent Heavy Vehicles (%) Proportion Time Blocked								5						5		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)							)	5						5		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Lindi	ided		)	5								
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage				Undi	vided		)	5								
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys		Undi	vided		)									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		6.2						4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		6.2 6.25						4.1 4.15		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Undi	vided	7.1 6.45 3.5		6.2 6.25 3.3						4.1 4.15 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	7.1		6.2 6.25						4.1 4.15		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	7.1 6.45 3.5		6.2 6.25 3.3						4.1 4.15 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		vided	7.1 6.45 3.5	74	6.2 6.25 3.3						4.1 4.15 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	7.1 6.45 3.5		6.2 6.25 3.3						4.1 4.15 2.2 2.25 7 1478		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.45 3.5	74 836 0.09	6.2 6.25 3.3						4.1 4.15 2.2 2.25 7 1478 0.00		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	7.1 6.45 3.5	74 836	6.2 6.25 3.3						4.1 4.15 2.2 2.25 7 1478 0.00 0.0		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	7.1 6.45 3.5	74 836 0.09 0.3 9.7	6.2 6.25 3.3						4.1 4.15 2.2 2.25 7 1478 0.00		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Fol			ervice		vided	7.1 6.45 3.5 3.55	74 836 0.09 0.3 9.7 A	6.2 6.25 3.3						4.1 4.15 2.2 2.25 7 1478 0.00 0.0	0.0 A	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>ss</sub> (veh) Control Delay (s/veh)			ervice		vided	7.1 6.45 3.5 3.55	74 836 0.09 0.3 9.7	6.2 6.25 3.3						4.1 4.15 2.2 2.25 7 1478 0.00 0.0 7.4 A		

		_	_		_	_	_	_	_	_			_	_	_	_
General Information							Site	Inform	natio	ı						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	on Rd at	t Eastwo	od Bluff		
Agency/Co.	Diane	B. Zimn	nerman '	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	08/24	/2023					East/	West Stre	eet		Eastw	ood Blu	ff Road			
Analysis Year	2027						North	n/South S	Street		Johns	on Road	1			
Time Analyzed		eak Build	3					Hour Fac			0.97					
Intersection Orientation		n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													_
Lanes																
				111771 1		* 1 4 1 r Street: Nor		↑ 114717								
Vehicle Volumes and Ad	justme															
Approach		Eastb	ound			West	ound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	Т	F
Priority	-	10	11	12	<u> </u>	7	8	9	1U 0	1	2	3	40	4	5	
Number of Lanes		0	1 LTR	0		0	1 LTR	0	0	0	1 LTR	0	0	0	1 LTR	0
Configuration																
Configuration	-	3	0	22		52	0	20		7	86	18		7	108	. 1
Volume (veh/h)		3	0	22 3		52 5	0	20 5		7	86	18		7	108	<u> </u>
-		3	-				-				86	18		-	108	
Volume (veh/h) Percent Heavy Vehicles (%)		3	-			5	-				86	18		-	108	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		3	3			5	3				86	18		-	108	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3	3	3	vided	5	3				86	18		-	108	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	3	3	3	vided	5	3				86	18		-	108	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	3	3	3	vided	5	3				86	18		-	108	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	3 ys	3	3 Undi	vided	5	3	5		3	86	18		5		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	3 ys 7.1	3 3 0 6.5	3 Undi	vided	7.1	6.5	6.2		4.1	86	18		4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	3 ys 7.1 7.13	6.5 6.53	3 Undi	vided	7.1	6.5 6.53	6.2 6.25		4.1	86			4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	3 Undi 6.2 6.23 3.3 3.33	vided	5 7.1 7.15 3.5	6.5 6.53 4.0	6.2 6.25 3.3		3 4.1 4.13 2.2	86			5 4.1 4.15 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	3 Undi 6.2 6.23 3.3 3.33	vided	5 7.1 7.15 3.5	6.5 6.53 4.0	6.2 6.25 3.3		3 4.1 4.13 2.2	86			5 4.1 4.15 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	3 Undi 6.2 6.23 3.3 3.33	vided	5 7.1 7.15 3.5	6.5 6.53 4.0 4.03	6.2 6.25 3.3		3 4.1 4.13 2.2 2.23	86			5 4.1 4.15 2.2 2.25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage 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)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 <b>ervice</b> 26 898 0.03	3 Undi 6.2 6.23 3.3 3.33	vided	5 7.1 7.15 3.5	3 6.5 6.53 4.0 4.03 74 733 0.10	6.2 6.25 3.3		3 4.1 4.13 2.2 2.23 7 1471 0.00	86			5 4.1 4.15 2.2 2.25 7 1465 0.00		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 <b>ervice</b> 26 898 0.03 0.1	3 Undi 6.2 6.23 3.3 3.33	vided	5 7.1 7.15 3.5	6.5 6.53 4.0 4.03 74 733 0.10 0.3	6.2 6.25 3.3		3 4.1 4.13 2.2 2.23 7 1471 0.00 0.0				5 4.1 4.15 2.2 2.25 7 1465 0.00 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) 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>35</sub> (veh) Control Delay (s/veh)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice 26 898 0.03 0.1 9.1	3 Undi 6.2 6.23 3.3 3.33	vided	5 7.1 7.15 3.5	6.5 6.53 4.0 4.03 74 733 0.10 0.3 10.5	6.2 6.25 3.3		3 4.1 4.13 2.2 2.23 7 1471 0.00 0.0 7.5	0.0			5 4.1 4.15 2.2 2.25 7 1465 0.00 0.0 7.5		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qaa (veh) Control Delay (s/veh) Level of Service (LOS)		3 7.1 7.13 3.5 3.53 I of Se	6.5 6.53 4.0 4.03 <b>ervice</b> 26 898 0.03 0.1 9.1 A	3 Undi 6.2 6.23 3.3 3.33	vided	7.1 7.15 3.55 3.55	6.5 6.53 4.0 4.03 74 733 0.10 0.3 10.5 B	6.2 6.25 3.3		3 4.1 4.13 2.2 2.23 7 1471 0.00 0.0 7.5 A	0.0 A			5 4.1 4.15 2.2 2.25 7 1465 0.00 0.0 7.5 A	0.0 A	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) 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>35</sub> (veh) Control Delay (s/veh)		3 7.1 7.13 3.53 I of Se	6.5 6.53 4.0 4.03 ervice 26 898 0.03 0.1 9.1	3 Undi 6.2 6.23 3.3 3.33	vided	7.1 7.15 3.55 3.55	6.5 6.53 4.0 4.03 74 733 0.10 0.3 10.5	6.2 6.25 3.3		3 4.1 4.13 2.2 2.23 7 1471 0.00 0.0 7.5 A 0	0.0			5 4.1 4.15 2.2 2.25 7 1465 0.00 0.0 7.5 A 0 0		0.

a 11.4 i									Repo	_						
General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	son Rd at	t Eastwo	od Bluff		
Agency/Co.	Diane	e B. Zimr	nerman	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	8/21/	2022					East/	Nest Stre	eet			/ood Blu				
Analysis Year	2037							/South S				son Road	i			
Time Analyzed		eak No I	Build					Hour Fac			0.97					
Intersection Orientation		n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													
<b>Vehicle Volumes and Ad</b> Approach	justme		pound	14 1 Y 4 Y 4	คา	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓	141	1411,44 F.U.		North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	B
Priority	-	10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes	+	0	0	0		0	1	0	0	0	1	0	0	0	1	0
							LR					TR		LT		
Configuration		<u> </u>						20					<u> </u>		170	
Configuration Volume (veh/h)		I				52		20			175	18		7	172	
Volume (veh/h)	-					52 5		20			175	18		7	172	
-						<u> </u>					175	18			172	
Volume (veh/h) Percent Heavy Vehicles (%)						5	0				175	18			172	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						5	0				175	18			172	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Undi	vided	5	0				175	18			172	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	vs		Undi	vided	5	0				175	18			172	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys		Undi	vided	5	0	5			175	18		5	172	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	ys		Undi	vided	5		6.2			175			4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		5			175			5		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		5 6.2 6.25			175			4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	5 7.1 6.45 3.5		5 6.2 6.25 3.3			175			5 4.1 4.15 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	5 7.1 6.45 3.5		5 6.2 6.25 3.3			175			5 4.1 4.15 2.2 2.25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		vided	5 7.1 6.45 3.5	74	5 6.2 6.25 3.3						5 4.1 4.15 2.2 2.25		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	5 7.1 6.45 3.5	74	5 6.2 6.25 3.3						5 4.1 4.15 2.2 2.25 7 1356		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	5 7.1 6.45 3.5	74 662 0.11	5 6.2 6.25 3.3						5 4.1 4.15 2.2 2.25 7 1356 0.01		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)			ervice		vided	5 7.1 6.45 3.5	74 662 0.11 0.4	5 6.2 6.25 3.3						5 4.1 4.15 2.2 2.25 7 1356 0.01 0.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q <sub>85</sub> (veh) Control Delay (s/veh)			ervice		Vided	5 7.1 6.45 3.5	74 662 0.11 0.4 11.1	5 6.2 6.25 3.3						5 4.1 4.15 2.2 2.25 7 1356 0.01 0.0 7.7		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized 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) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh) Level of Service (LOS)			ervice		vided	5 7.1 6.45 3.5 3.55	74 662 0.11 0.4 11.1 B	5 6.2 6.25 3.3						5 4.1 4.15 2.2 2.25 7 1356 0.01 0.0 7.7 A	0.0 A	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) v/c Ratio 95% Queue Length, Q <sub>85</sub> (veh) Control Delay (s/veh)					vided	5 7.1 6.45 3.5 3.55	74 662 0.11 0.4 11.1	5 6.2 6.25 3.3						5 4.1 4.15 2.2 2.25 7 1356 0.01 0.00 7.7 A 0		

General Information							Site	Inform	natio	1						
Analyst	Diane	Zimme	man					ection			Johns	on Rd at	t Eastwo	od Bluff		
Agency/Co.			nerman '	Traffic Fr	aineerin	na		liction			201113		Lastwo			
Date Performed	08/24							Nest Stre	et		Eastw	ood Blu	ff Road			
Analysis Year	2037						North	/South S	Street		Johns	on Road	1			
Time Analyzed	AM P	eak Build	3				Peak	Hour Fac	tor		0.97					
Intersection Orientation	North	-South					Analy	sis Time	Period (	nrs)	0.25					
Project Description	Johns	on Road	d Mixed													
Lanes																
				<u>1417411</u>		+ + • Street: Nor		\$ 1141111								
Vehicle Volumes and Adj	ustme													<i>c</i>		
Approach		Eastb	ound	P			ound	P			bound	P			bound	
Approach Movement	ustme U	Eastb L	Т	R 12	U	L	T	R	U 1U	L	T	R	U	L	T	
Approach Movement Priority		Eastb	T 11	R 12 0	U		Т 8	R 9	U 1U 0			R 3	U 4U 0			6
Approach Movement Priority Number of Lanes		Eastb L 10	Т	12	U	L 7	T	9	1U	L 1	Т 2	3	4U	L 4	T 5	6
Approach Movement Priority		Eastb L 10	T 11 1	12	U	L 7	T 8 1	9	1U	L 1	T 2 1	3	4U	L 4	T 5 1	6
Approach Movement Priority Number of Lanes Configuration		Eastb L 10 0	T 11 1 LTR	12 0	U 0	L 7 0	T 8 1 LTR	9	1U	L 1 0	T 2 1 LTR	3	4U	L 4 0	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)		Eastb L 10 0 3	T 11 1 LTR 0	12 0 22		L 7 0 52	T 8 1 LTR 0	9 0 20	1U	L 1 0 7	T 2 1 LTR	3	4U	L 4 0 7	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		Eastb L 10 0 3 3	T 11 1 LTR 0	12 0 22		L 7 0 52 5	T 8 1 LTR 0	9 0 20	1U	L 1 0 7	T 2 1 LTR	3	4U	L 4 0 7	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		Eastb L 10 0 3 3	T 11 1 LTR 0 3	12 0 22		L 7 0 52 5	T 8 1 LTR 0 3	9 0 20	1U	L 1 0 7	T 2 1 LTR	3	4U	L 4 0 7	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		Eastb L 10 0 3 3	T 11 1 LTR 0 3	12 0 22 3	U	L 7 0 52 5	T 8 1 LTR 0 3	9 0 20	1U	L 1 0 7	T 2 1 LTR	3	4U	L 4 0 7	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		Eastb L 10 0 3 3	T 11 1 LTR 0 3	12 0 22 3		L 7 0 52 5	T 8 1 LTR 0 3	9 0 20	1U	L 1 0 7	T 2 1 LTR	3	4U	L 4 0 7	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage		Eastb L 10 0 3 3	T 11 1 LTR 0 3	12 0 22 3		L 7 0 52 5	T 8 1 LTR 0 3	9 0 20	1U	L 1 0 7	T 2 1 LTR	3	4U	L 4 0 7	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up Heave		Eastb 10 0 3 3	T 11 LTR 0 3	12 0 22 3 Undi		L 7 0 52 5	T 8 1 LTR 0 3	9 0 20 5	1U	L 1 7 3	T 2 1 LTR	3	4U	L 4 0 7 5	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec)		Eastb L 10 3 3 3 7.1	T 11 LTR 0 3 0	12 0 22 3 Undi		L 7 0 52 5	T 8 1 LTR 0 3 6.5	9 0 20 5	1U	L 1 7 3 4.1	T 2 1 LTR	3	4U	L 4 0 7 5	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec)		Eastb L 10 3 3 3 7.1 7.13	T 11 LTR 0 3 0	12 0 22 3 Undi		L 7 0 52 5 7.1 7.15	T 8 1 LTR 0 3 6.5 6.53	9 0 20 5 	1U	L 1 7 3 4.1 4.13	T 2 1 LTR	3	4U	L 4 7 5 4.1 4.15	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		Eastb L 10 3 3 3 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 3 0 0 6.5 6.5 6.53 4.0 4.03	12 0 22 3 Undi 6.2 6.23 3.3 3.33		L 7 0 52 5 7.1 7.15 3.5	T 8 1 LTR 0 3 	9 0 20 5 	1U	L 1 7 3 4.1 4.13 2.2	T 2 1 LTR	3	4U	L 4 7 5 4 1 4.1 4.15 2.2	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		Eastb L 10 3 3 3 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 3 0 0 6.5 6.5 6.53 4.0 4.03	12 0 22 3 Undi 6.2 6.23 3.3 3.33		L 7 0 52 5 7.1 7.15 3.5	T 8 1 LTR 0 3 	9 0 20 5 	1U	L 1 7 3 4.1 4.13 2.2	T 2 1 LTR	3	4U	L 4 7 5 4 1 4.1 4.15 2.2	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up Headway (sec) Base Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		Eastb L 10 3 3 3 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 22 3 Undi 6.2 6.23 3.3 3.33		L 7 0 52 5 7.1 7.15 3.5	T 8 1 LTR 0 3 	9 0 20 5 	1U	L 1 7 3 4.1 4.13 2.2 2.23	T 2 1 LTR	3	4U	L 4 0 7 5 	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		Eastb L 10 3 3 3 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 4.03 4.03 26 768 0.03	12 0 22 3 Undi 6.2 6.23 3.3 3.33		L 7 0 52 5 7.1 7.15 3.5	T 8 1 LTR 0 3 6.5 6.53 4.0 4.03 74 558 0.13	9 0 20 5 	1U	L 1 0 7 3 4.1 4.13 2.2 2.23 7 1356 0.01	T 2 1 LTR	3	4U	L 4 0 7 5 4.1 4.15 2.2 2.25 7 1344 0.01	T 5 1 LTR	6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up Hea</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up H		Eastb L 10 3 3 3 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 	12 0 22 3 Undi 6.2 6.23 3.3 3.33		L 7 0 52 5 7.1 7.15 3.5	T 8 1 LTR 0 3 	9 0 20 5 	1U	L 1 0 7 3 4.1 4.13 2.2 2.23 7 7 1356 0.01 0.0	T 2 1 LTR 185		4U	L 4 0 7 5 4.1 4.15 2.2 2.25 7 1344 0.01 0.0	T 5 1 202	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Hea		Eastb L 10 3 3 3 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 3 0 6.5 6.5 6.53 4.0 4.03 4.03 26 768 0.03 0.1 9.8	12 0 22 3 Undi 6.2 6.23 3.3 3.33		L 7 0 52 5 7.1 7.15 3.5	T 8 1 LTR 0 3 	9 0 20 5 	1U	L 1 7 3 4.1 4.1 2.2 2.23 7 1356 0.01 0.0 7.7	T 2 1 185	3 0 18	4U	L 4 7 5 4 1 4.1 4.15 2.2 2.25 7 1344 0.01 0.0 7.7	T 5 1 202	
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up Hea</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up H		Eastb L 10 0 3 3 3 3 7.1 7.13 3.5 3.53 1 of Se	T 11 1 LTR 0 3 	12 0 22 3 Undi 6.2 6.23 3.3 3.33		L 7 0 52 5 7.1 7.1 7.15 3.55 3.55	T 8 1 LTR 0 3 	9 0 20 5 	1U	L 1 0 7 3 4.1 4.13 2.2 2.23 7 1356 0.01 0.0 7.7 7 4	T 2 1 LTR 185		4U	L 4 0 7 5 4.1 4.1 4.15 2.2 2.25 7 1344 0.01 0.0 7.7 A	T 5 1 202	R 6 0 1 1

									Repo	<u>л</u> с						
General Information							Site	Infor	natio	n						
Analyst	Diane	e Zimme	rman				Inters	ection			John	son Rd a	t Eastwo	od Bluff		
Agency/Co.	Diane	e B. Zimr	nerman	Traffic Er	ngineerir	ng	Jurisc	liction								
Date Performed	8/21/	2022					East/	West Str	eet		Eastv	/ood Blu	ff Road			
Analysis Year	2022						North	n/South	Street		John	son Road	ł			
Time Analyzed	PM P	eak					Peak	Hour Fa	tor		0.85					
Intersection Orientation	North	n-South					Analy	rsis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	l Mixed													
Lanes																
				744747		t t r Street: Nor		14 t Y 4 t 7								
Vehicle Volumes and Ad	justme															
Approach	-		ound				bound			_	bound				bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	F
Delevite											l -					
Priority	_	10	11	12		7	8	9	10	1	2	3	40	4	5	
Number of Lanes	+	0	0	0		7	1	9	1U 0	1 0	2	0	40	0	5	
Number of Lanes Configuration						0	<u> </u>	0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT	1	
Number of Lanes Configuration Volume (veh/h)						0	1	0	<u> </u>	<u> </u>		0	<u> </u>	0 LT 8		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)						0	1	0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						0 3 33	1 LR	0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						0 3 33	1	0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked				0	vided	0 3 33	1 LR	0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	0		0	vided	0 3 33	1 LR	0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	0		0	vided	0 3 33	1 LR	0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	0		0	vided	0 3 33	1 LR	0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	0		0	vided	0 3 33 7.1	1 LR	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)		0		0	vided	0 3 33 7.1 6.73	1 LR	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		0 		Undi	vided	0 3 33 7.1 6.73 3.5	1 LR	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0 	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 		Undi	vided	0 3 33 7.1 6.73 3.5	1 LR	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0 	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>		0 		Undi	vided	0 3 33 7.1 6.73 3.5	1 LR 0	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0 	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		0 		Undi	vided	0 3 33 7.1 6.73 3.5	1 LR 0	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0 	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)		0 		Undi	vided	0 3 33 7.1 6.73 3.5	1 LR 0	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0	1	
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-		0 		Undi		0 3 33 7.1 6.73 3.5	1 LR 0	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0 4.1 4.10 2.2 2.20 9 1540 0.01	1	
Number of Lanes         Configuration         Volume (veh/h)         Percent Heavy Vehicles (%)         Proportion Time Blocked         Percent Grade (%)         Right Turn Channelized         Median Type   Storage         Critical and Follow-up H         Base Critical Headway (sec)         Critical Headway (sec)         Follow-Up Headway (sec)         Critical Action         System Rate, v (veh/h)         Capacity, c (veh/h)         v/c Ratio         95% Queue Length, Q <sub>95</sub> (veh)		0 		Undi	vided	0 3 33 7.1 6.73 3.5	1 LR 0 0 9 865 0.01 0.0	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh)		0 		Undi	vided	0 3 33 7.1 6.73 3.5 3.80	1 LR 0 0 9 865 0.01 0.0 9.2	0 5 0	<u> </u>	<u> </u>	1	0 TR	<u> </u>	0 LT 8 0	1 103 	

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General Information							Site	Inforr	natio	n						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	son Rd a	t Eastwo	od Bluff		
Agency/Co.	Diane	B. Zimr	nerman	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	8/21/	2022					East/	Nest Stre	eet		Eastw	ood Blu	ff Road			
Analysis Year	2027						North	/South S	Street		Johns	son Road	1			
Time Analyzed	PM P	eak No E	Build				Peak	Hour Fac	tor		0.85					
Intersection Orientation	North	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	d Mixed													
Lanes																
				744747		1 1 4 7 1 Street: Nor	th-South	7447447								
Vehicle Volumes and Ad	justme															
Approach			bound				oound				bound				bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority	-	10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
··							LR					TR		LT		
Configuration						26					440	62		24	4.00	
Volume (veh/h)			<u> </u>			36		14			110	62		24	165	
Volume (veh/h) Percent Heavy Vehicles (%)						36 3		14 0			110	62		24 0	165	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						3					110	62			165	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						3	)				110	62			165	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized					vided	3	)				110	62			165	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage				Undi	vided	3	)				110	62			165	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	ys		Undi	vided	3	)	0			110	62		0	165	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		6.2			110	62		0	165	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Undi	vided	7.1		0 6.2 6.20			110	62		0 4.1 4.10		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Undi	vided	3 7.1 6.43 3.5		0 6.2 6.20 3.3			110	62		0 4.1 4.10 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	7.1		6.2 6.20				62		0 4.1 4.10		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		vided	3 7.1 6.43 3.5		0 6.2 6.20 3.3				62		0 4.1 4.10 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		vided	3 7.1 6.43 3.5	59	0 6.2 6.20 3.3				62		0 4.1 4.10 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	3 7.1 6.43 3.5		0 6.2 6.20 3.3				62		0 4.1 4.10 2.2 2.20		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		vided	3 7.1 6.43 3.5	59	0 6.2 6.20 3.3				62		0 4.1 4.10 2.2 2.20		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	3 7.1 6.43 3.5	59	0 6.2 6.20 3.3						0 4.1 4.10 2.2 2.20 2.20 1382		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	3 7.1 6.43 3.5	59 639 0.09	0 6.2 6.20 3.3						0 4.1 4.10 2.2 2.20 28 1382 0.02	165 	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>as</sub> (veh)			ervice		vided	3 7.1 6.43 3.5	59 639 0.09 0.3	0 6.2 6.20 3.3						0 4.1 4.10 2.2 2.20 2.20 2.8 1382 0.02 0.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Acade (sec) Follow-Up Headway Headway (sec) Follow-Up Headway Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec			ervice		vided	3 7.1 6.43 3.5 3.53	59 639 0.09 0.3 11.2	0 6.2 6.20 3.3						0 4.1 4.10 2.2 2.20 2.20 1382 0.02 0.1 7.7 A	0.2	

			ICS 1					_		_						
General Information	_						Site	Inform	natio	ו						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	on Rd at	t Eastwo	od Bluff		
Agency/Co.	Diane	B. Zimn	nerman '	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	08/24	/2023						West Stre				ood Blu				
Analysis Year	2027							/South S				on Road				
Time Analyzed		eak Build	1					Hour Fac			0.85					
Intersection Orientation		-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													
Lanes																
				<u>1111411</u>		* 1 1 11		↑ 114111								
Vehicle Volumes and Adj	justme	nts														
Americansh		Eastle	ound							bi - si	bound			South	bound	
Approach		Easic	ouna			Westl	bound			North	bound			5000		
Movement	U	L	T	R	U	Westi L	T	R	U	L	T	R	U	L	T	R
Movement Priority	U	L 10	T 11	12	U	L 7	T 8	9	1U	L 1	Т 2	3	4U	L 4	T 5	6
Movement Priority Number of Lanes	U	L	T 11 1		U	L	T 8 1		-	L	T 2 1		-	L	T 5 1	6
Movement Priority Number of Lanes Configuration		L 10 0	T 11 1 LTR	12	U	L 7 0	T 8 1 LTR	9	1U	L 1 0	T 2 1 LTR	3	4U	L 4 0	T 5 1 LTR	R 6 0
Movement Priority Number of Lanes Configuration Volume (veh/h)		L 10 0 2	T 11 1 LTR 0	12 0 13	U	L 7 0 36	T 8 1 LTR 0	9 0 14	1U	L 1 0 21	T 2 1	3	4U	L 4 0 24	T 5 1	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		L 10 0	T 11 1 LTR	12		L 7 0	T 8 1 LTR	9	1U	L 1 0	T 2 1 LTR	3	4U	L 4 0	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		L 10 0 2 3	T 11 1 LTR 0 3	12 0 13		L 7 0 36 3	T 8 1 LTR 0 3	9 0 14	1U	L 1 0 21	T 2 1 LTR	3	4U	L 4 0 24	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		L 10 0 2 3	T 11 1 LTR 0	12 0 13		L 7 0 36 3	T 8 1 LTR 0	9 0 14	1U	L 1 0 21	T 2 1 LTR	3	4U	L 4 0 24	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		L 10 0 2 3	T 11 1 LTR 0 3	12 0 13 3	U	L 7 0 36 3	T 8 1 LTR 0 3	9 0 14	1U	L 1 0 21	T 2 1 LTR	3	4U	L 4 0 24	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		L 10 0 2 3	T 11 1 LTR 0 3	12 0 13 3		L 7 0 36 3	T 8 1 LTR 0 3	9 0 14	1U	L 1 0 21	T 2 1 LTR	3	4U	L 4 0 24	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H		L 10 0 2 3	T 11 LTR 0 3	12 0 13 3 Undi		L 7 0 36 3	T 8 1 LTR 0 3	9 0 14 0	1U	L 1 21 3	T 2 1 LTR	3	4U	L 4 0 24 0	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)		L 10 0 2 3 3 7.1	T 11 LTR 0 3 0	12 0 13 3 Undi		L 7 0 36 3 7.1	T 8 1 LTR 0 3 6.5	9 0 14 0	1U	L 1 21 3 4.1	T 2 1 LTR	3	4U	L 4 0 24 0	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H		L 10 0 2 3	T 11 LTR 0 3	12 0 13 3 Undi		L 7 0 36 3	T 8 1 LTR 0 3	9 0 14 0	1U	L 1 21 3	T 2 1 LTR	3	4U	L 4 0 24 0	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)		L 10 2 3 7.1 7.13	T 11 LTR 0 3 0 0	12 0 13 3 Undi		L 7 0 36 3 7.1 7.13	T 8 1 LTR 0 3 6.5 6.5	9 0 14 0 6.2 6.2	1U	L 1 21 3 4.1 4.13	T 2 1 LTR	3	4U	L 4 0 24 0 4.1 4.10	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadway	L 10 2 3 7.1 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 3 	12 0 13 3 Undi 6.2 6.23 3.3 3.33		L 7 0 36 3 7.1 7.13 3.5	T 8 1 LTR 0 3 	9 0 14 0 	1U	L 1 21 3 4.1 4.13 2.2	T 2 1 LTR	3	4U	L 4 0 24 0 	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	L 10 2 3 7.1 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 3 	12 0 13 3 Undi 6.2 6.23 3.3 3.33		L 7 0 36 3 7.1 7.13 3.5	T 8 1 LTR 0 3 	9 0 14 0 	1U	L 1 21 3 4.1 4.13 2.2	T 2 1 LTR	3	4U	L 4 0 24 0 	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	eadway	L 10 2 3 7.1 7.1 7.13 3.5 3.53	T 11 1 UTR 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 13 3 Undi 6.2 6.23 3.3 3.33		L 7 36 3 7.1 7.1 7.13 3.5	T 8 1 LTR 0 3 	9 0 14 0 	1U	L 1 21 3 4.1 4.13 2.2 2.23	T 2 1 LTR	3	4U	L 4 0 24 0 	T 5 1 LTR	6
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Readway (sec) Volume Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	eadway	L 10 2 3 7.1 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 0 6.5 6.53 4.0 4.03 4.03 4.03 4.03 4.03 4.03 4.03	12 0 13 3 Undi 6.2 6.23 3.3 3.33		L 7 0 36 3 7.1 7.13 3.5	T 8 1 LTR 0 3 (	9 0 14 0 	1U	L 1 0 21 3 4.1 4.13 2.2 2.23 2.23 25 1342 0.02	T 2 1 LTR	3	4U	L 4 0 24 0 4.1 4.10 2.2 2.20 2.20 28 1336 0.02	T 5 1 LTR	6
Movement Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Kate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>35</sub> (veh)	eadway	L 10 2 3 7.1 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 	12 0 13 3 Undi 6.2 6.23 3.3 3.33		L 7 0 36 3 7.1 7.13 3.5	T 8 1 LTR 0 3 3 6.5 6.53 4.0 4.03 59 492 0.12 0.4	9 0 14 0 	1U	L 1 21 3 4.1 4.13 2.2 2.23 2.23 2.5 1342 0.02 0.1	T 2 1 LTR 144		4U	L 4 0 24 0 4.1 4.10 2.2 2.20 28 1336 0.02 0.1	T 5 1 LTR 185	
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Eollow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Academatical Academatic	eadway	L 10 2 3 7.1 7.1 7.13 3.5 3.53	T 11 1 LTR 0 3 	12 0 13 3 Undi 6.2 6.23 3.3 3.33		L 7 0 36 3 7.1 7.13 3.5	T 8 1 LTR 0 3 3 6.5 6.5 6.53 4.0 4.03 59 492 0.12 0.4 13.3	9 0 14 0 	1U	L 1 21 3 ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	T 2 1 LTR 144	3 0 62	4U	L 4 0 24 0 4.1 4.1 2.2 2.20 2.20 2.20 2.8 1336 0.02 0.1 7.8	T 5 1 LTR 185	
Movement Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Kate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>35</sub> (veh)	eadway	L 10 0 2 3 7.1 7.13 3.5 3.53 I of Se	T 11 1 LTR 0 3 	12 0 13 3 Undi 6.2 6.23 3.3 3.33		L 7 0 36 3 7.1 7.1 7.13 3.5 3.53	T 8 1 LTR 0 3 3 6.5 6.53 4.0 4.03 59 492 0.12 0.4	9 0 14 0 	1U	L 1 0 21 3 ( 1 3 ( 2 1 3 ( 2 1 3 ( 2 2 3 ( 2 5 1 3 42 ( 0.02 ( 0.1) 7.7 ( A	T 2 1 LTR 144		4U	L 4 0 24 0 4.1 4.1 2.2 2.20 2.20 2.20 2.20 2.20 2.20 0.1 7.8 A	T 5 1 LTR 185	

General Information							Site	Infor	natio	n						
Analyst	_	e Zimme					Inters	ection			Johns	son Rd a	t Eastwo	od Bluff		
Agency/Co.	_	e B. Zimn	nerman	Traffic Er	ngineerir	ng	<u> </u>	liction								
Date Performed	8/21/	2022						Nest Str			<u> </u>	ood Blu				
Analysis Year	2037							n/South				son Road	1			
Time Analyzed		eak No E	Build				<u> </u>	Hour Fa			0.85					
Intersection Orientation	_	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	son Road	Mixed													
Lanes																
				744747		t t t street: Nor										
Vehicle Volumes and Ad	ljustme															
Approach			ound		U		oound	D			bound				ibound	-
Movement Priority	U	L 10	T 11	R 12	0	L 7	Т 8	R 9	U 1U	L 1	T 2	R 3	U 4U	L 4	T 5	R 6
Priority		10		0			<u> </u>	<u> </u>	<u> </u>		L	<u> </u>	<u> </u>			
Number of Lanes		0	0			0	1	0	0	0	1	0	0	0	1	
Number of Lanes		0	0	0		0	1 LR	0	0	0	1	0 TR	0	0 LT	1	
Configuration		0	0	0		0 36	1 LR	0	0	0	1 253	0 TR 62	0	0 LT 24	400	
Configuration Volume (veh/h)		0	0				<u> </u>		0	0		TR	0	LT		
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0	0			36	<u> </u>	14	0	0		TR	0	LT 24		
Configuration Volume (veh/h)		0				36	<u> </u>	14	0	0		TR		LT 24		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0				36	LR	14	0	0		TR		LT 24		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0			vided	36	LR	14		0		TR		LT 24		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa				vided	36	LR	14		0		TR		LT 24		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa				vided	36	LR	14				TR		LT 24		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up F	leadwa				vided	36	LR	14 0				TR		LT 24 0		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa				vided	36 3	LR	6.2				TR		LT 24 0		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa				vided	36 3 7.1 6.43	LR	6.2 6.20				TR		LT 24 0 4.1 4.1		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys		Undi	vided	36 3 7.1 6.43 3.5	LR	6.2 6.2 3.3				TR		LT 24 0 4.1 4.1 4.10 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys		Undi	vided	36 3 7.1 6.43 3.5	LR	6.2 6.2 3.3				TR		LT 24 0 4.1 4.1 4.10 2.2		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>		ys		Undi	vided	36 3 7.1 6.43 3.5	LR 	6.2 6.2 3.3				TR		LT 24 0 4.1 4.10 2.2 2.20		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		ys		Undi	vided	36 3 7.1 6.43 3.5	LR 	6.2 6.2 3.3				TR		LT 24 0 4.1 4.1 4.10 2.2 2.20		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (s		ys		Undi	vided	36 3 7.1 6.43 3.5	LR 	6.2 6.2 3.3				TR		LT 24 0 4.1 4.1 4.10 2.2 2.20 2.8 1199		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Capacity, c (veh/h) V/c Ratio		ys		Undi	vided	36 3 7.1 6.43 3.5	LR 	6.2 6.2 3.3				TR		LT 24 0 4.1 4.10 2.2 2.20 2.20 2.20		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (s		ys		Undi		36 3 7.1 6.43 3.5	LR 	6.2 6.2 3.3				TR		LT 24 0 4.1 4.10 2.2 2.20 2.20 2.20 2.20 2.20 0.02 0.02		
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)		ys		Undi	vided	36 3 3 7.1 6.43 3.5 3.53	LR 	6.2 6.2 3.3				TR		LT 24 0 4.1 4.1 2.2 2.20 2.20 2.20 2.20 2.20 0.02 0.01 8.1 8.1 A	400	

						_	_		_	_						
General Information							Site	Inform	natio	ı						
Analyst	Diane	Zimme	rman				Inters	ection			Johns	on Rd a	t Eastwo	od Bluff		
Agency/Co.	Diane	B. Zimn	nerman '	Traffic Er	ngineerir	ng	Jurisd	liction								
Date Performed	08/24	/2023					East/	West Stre	eet		Eastw	ood Blu	ff Road			
Analysis Year	2037						North	n/South S	Street		Johns	ion Road	ł			
Time Analyzed	PM P	eak Build	i					Hour Fac			0.85					
Intersection Orientation		-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Johns	on Road	Mixed													_
Lanes																
				<u>1111411</u>		* 1 * * r Street Nor		114811 114811								
Vehicle Volumes and Ad	justme															
Approach			ound				bound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority Number of Lanes	-	10 0	11	12	<u> </u>	7	8	9	1U 0	1	2	3	4U 0	4	5	6
Number of Lanes		0	LTR				LTR	0	0	0	LTR		0		LTR	-
Configuration			L LUX								L				LIIK	
Configuration	-	2	0	13		36	0	14		21	287	62		24	420	3
Volume (veh/h)		2	0	13 3		36 3	0	14 0		21	287	62		24 0	420	3
-			-				-				287	62			420	3
Volume (veh/h) Percent Heavy Vehicles (%)		3	-			3	-				287	62			420	3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		3	3			3	3				287	62			420	3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3	3	3	vided	3	3				287	62			420	3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	3	3	3	vided	3	3				287	62			420	3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage	leadwa	3	3	3	vided	3	3				287	62			420	3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	3	3	3 Undi	vided	3	3	0		3	287	62		0	420	3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	3 () ys 7.1	3 3 0 6.5	3 Undi	vided	7.1	3 0 6.5	6.2		4.1	287	62		4.1	420	3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	3 ys 7.1 7.13	6.5 6.53	3 Undi	vided	3 7.1 7.13	3 0 6.5 6.53	0 6.2 6.20		4.1	287	62		4.1	420	3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	3 Undi 6.2 6.23 3.3 3.33	vided	3 7.1 7.13 3.5	3 6.5 6.53 4.0	0 6.2 6.20 3.3		3 4.1 4.13 2.2	287	62		0 4.1 4.10 2.2	420	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03	3 Undi 6.2 6.23 3.3 3.33	vided	3 7.1 7.13 3.5	3 6.5 6.53 4.0	0 6.2 6.20 3.3		3 4.1 4.13 2.2	287	62		0 4.1 4.10 2.2	420	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice 18 463	3 Undi 6.2 6.23 3.3 3.33	vided	3 7.1 7.13 3.5	6.5 6.53 4.0 4.03 59 257	0 6.2 6.20 3.3		3 4.1 4.13 2.2 2.23 25 1061	287	62		0 4.1 4.10 2.2 2.20 2.20 2.20		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up He		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice 18 463 0.04	3 Undi 6.2 6.23 3.3 3.33	vided	3 7.1 7.13 3.5	6.5 6.53 4.0 4.03 59 257 0.23	0 6.2 6.20 3.3		3 4.1 4.13 2.2 2.23 25 1061 0.02	287	62		0 4.1 4.10 2.2 2.20 28 1159 0.02		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice 18 463 0.04 0.1	3 Undi 6.2 6.23 3.3 3.33	vided	3 7.1 7.13 3.5	3 6.5 6.53 4.0 4.03 59 257 0.23 0.9	0 6.2 6.20 3.3		3 4.1 4.13 2.2 2.23 25 1061 0.02 0.1				0 4.1 4.10 2.2 2.20 28 1159 0.02 0.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)		3 ys 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 ervice 18 463 0.04 0.1 13.1	3 Undi 6.2 6.23 3.3 3.33	vided	3 7.1 7.13 3.5	6.5 6.53 4.0 4.03 59 257 0.23 0.9 23.2	0 6.2 6.20 3.3		3 4.1 4.13 2.2 2.23 25 1061 0.02 0.1 8.5	0.3	0.3		0 4.1 4.10 2.2 2.20 2.20 2.20 2.20 0.02 0.1 8.2	0.3	0.
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qaa (veh) Control Delay (s/veh) Level of Service (LOS)		3 7.1 7.13 3.5 3.53 I of Se	6.5 6.53 4.0 4.03 <b>ervice</b> 18 463 0.04 0.1 13.1 B	3 Undi 6.2 6.23 3.3 3.33	vided	3 7.1 7.13 3.5 3.53	3 6.5 6.53 4.0 4.03 59 257 0.23 0.9 23.2 C	0 6.2 6.20 3.3		3 4.1 4.13 2.2 2.23 1061 0.02 0.1 8.5 A	0.3 A			0 4.1 4.10 2.2 2.20 2.20 1159 0.02 0.1 8.2 A	0.3 A	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) 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>35</sub> (veh) Control Delay (s/veh)		3 7.1 7.13 3.5 3.53 I of Se	6.5 6.53 4.0 4.03 ervice 18 463 0.04 0.1 13.1	3 Undi 6.2 6.23 3.3 3.33	vided	3 7.1 7.13 3.5 3.53	6.5 6.53 4.0 4.03 59 257 0.23 0.9 23.2	0 6.2 6.20 3.3		3 4.1 4.13 2.2 2.23 25 1061 0.02 0.1 8.5 A 0	0.3	0.3		0 4.1 4.10 2.2 2.20 28 1159 0.02 0.1 8.2 A 0	0.3	3

Diane B. Zimmerman Traffice Eceiver 26, 2023 Planning & Design

