Louisville Metro Planning Commission April 16, 2015

Docket No 14ZONE1057

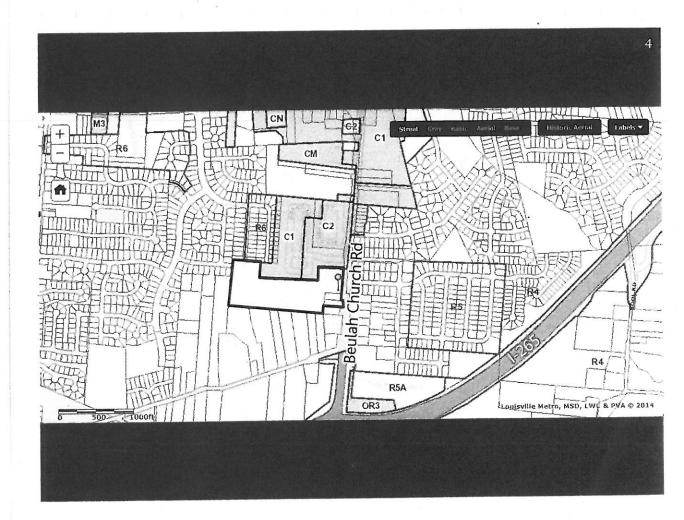
Partial zone change from R-4 to R-5A for apartments with landscape waiver combined with a proposed single-family subdivision on property located at 7508, 7506 and 7504 Beulah Church Road

Ashton Park, LLC c/o Ken Blacketer & David Bright

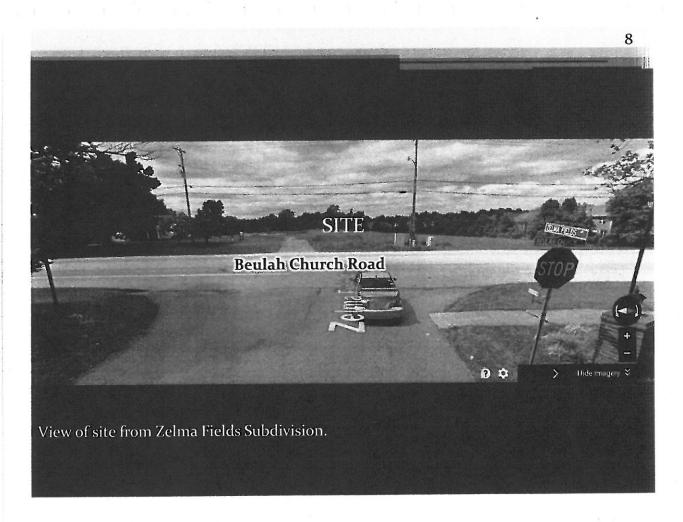
Attorneys: Bardenwerper Talbott & Roberts, PLLC Land Planners, Landscape Architects & Engineers: Land Design & Development, Inc.

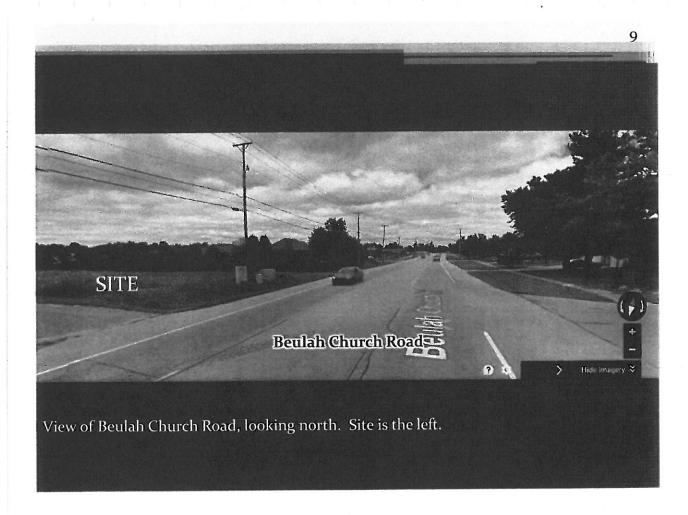
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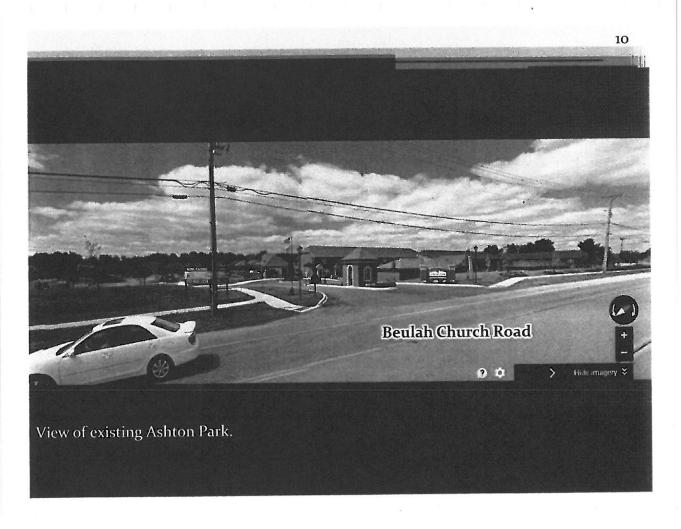
- 1. LOJIC Zoning Map
- 2. Aerial photographs of the site and surrounding area
- 3. Ground level photographs of the site and surrounding area
- 4. Neighborhood meeting notice list map, letter to neighbors inviting them to the meeting, and summary of meeting
- 5. Color Development Plan
- 6. Building elevations, exterior and interior photographs
- 7. Landscape buffer exhibit and photos of existing buffer
- 8. Traffic Study
- Statement of Compliance filed with the original zone change application with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan and Waiver Justification
- 10. Proposed findings of fact pertaining to compliance with the Comprehensive Plan and Waiver criteria

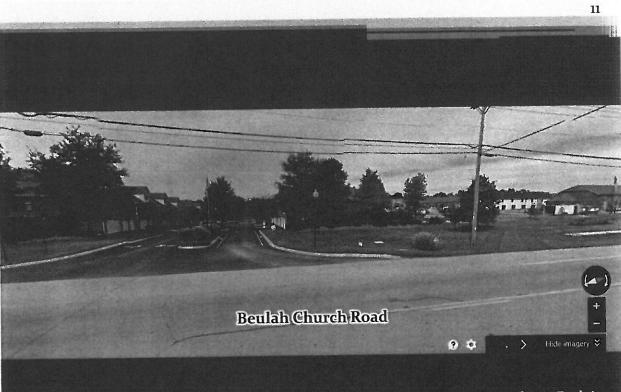




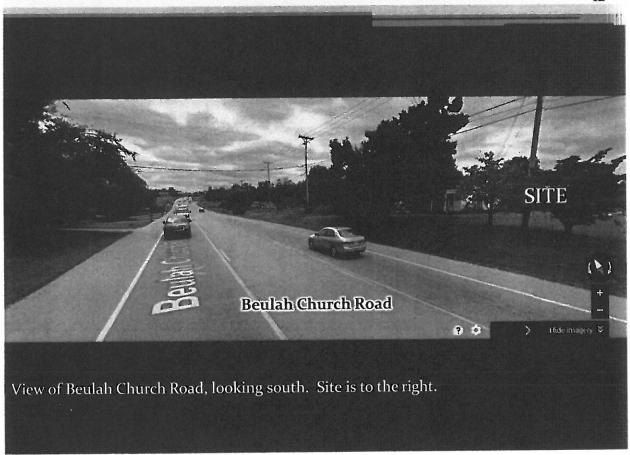






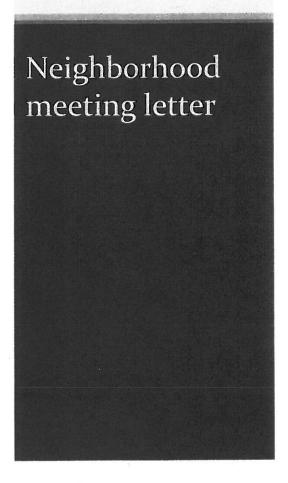


View of The Fountains Condominiums at Grande Cascade Drive. Existing Ashton Park is to the right. Site is to the left.



Notice map inviting 44 first and second tier property owners, plus those on the "Interested Parties" list e-mailed by DPDS





ASHTON PARK, LLC

7600 Beulah Church Road Louisville, KY 40228

November 21, 2014

Dear Neighbor,

RE: Proposed zone change from R-4 to R-5 and R-5A to allow a combination of single-family and multi-family homes. 6.9 acres of the site proposed to be zoned R-5 for single-family use, and the remaining 9.1 acres proposed to be zoned R-5A for multi-family use on property located on the west side of Beulah Church Road just north of E. Mansilck Road at 7506 Beulah Church Road

We are writing to invite you to a meeting regarding our proposed zone change to allow a combined single family and spartment community to be located as above.

A meeting will be held on Wednesday, December 3rd at 7:15 p.m. at the Central Government Center, Room A located at 7201 Outer Loop to discuss the plan with interested neighbors.

If you cannot attend the meeting but have questions or concerns, please call our attorney Bill Bardenwerper at 426-6688 or our land planning and engineering firm representative Kevin Young at 426-9374.

We look forward to seeing you.

Sincerely

Ken Blacketer, Ashton Park, LLC, Membe

c: Hon. James Peden, councilman, District 23 David Wagner, case manager, Department of Planning & Design Services Bill Bardenwerper, attorney with Bardenwerper, Talbott & Roberts, PLLC Kevin Young, land planner with Land Design & Development

E: CLIENT FOLDER/Blacketer-Bright/Beulsh Church/Nov 2014 Zone ChangelNeighbor Meeting/Neigh Ltr 11 21 14 doc AMC Rev. 11/21/2014 4:10 PM

Summary of neighborhood meeting

The Neighborhood Meeting was held at the Central Government Center, Room A located at 7201 Outer Loop on Wednesday, December 3rd, 2014 The meeting was mostly attended by owners of properties in the area, as well as Council Member James Peden.

Nick Pregliasco presented a PowerPoint showing the location, other uses in the area, the design of this property, how it is accessed, and how it will provide screening and buffering. Kevin Young with Land Design and Development, Inc. (LD&D) was present to address technical issues relating thereto, including drainage concerns.

After their presentations, the floor was opened to questions. Most of the questions pertained to traffic and the upcoming traffic improvements in the area. Many of the residents were from the adjoining subdivision and were particularly concerned with the connection from this property to their Apple Valley subdivision by Applevise Lane. Many residents were concerned that this property will become the main cut through in the area and will cause major traffic problems. Ken Blacketer, Kevin Young, and Nick all explained that the applicant would prefer not to connect to Appleview. Lane, but this was Land Development Code requirement for connectivity. Other than the connection, many questions related to the additional traffic on Beulah Church Road, which Kevin Young explained was the reason for the upcoming road improvements.

Other than that, Kevin Young explained access, drainage and screening and buffering along the shared property line with the neighboring subdivision. Ken Backeter explained that the apartments would look very similar to the current apartment project on Beulah Church Road and pictures were shown. Mr. Preglisses, Kevin Young and Councilman Peden explained the process and the fact that the applicant has not yet filed an official application but will do so in the near future to be followed by government agencies reviews, a committee review of the Planning Commission, a full public hearing and then final review and decision by the Metro Council. Kevin explained when those meetings will likely be held, the fact that anyone present or anyone noticed will received added notice of those meetings and will be invited to attend and comment. He also explained that every application has a DPDS case manager who can be contacted as well as officials associated with Metro Transportation Planning & MSD. Many of the residents had already contacted the case manager about this project.

Respectfully submitted,

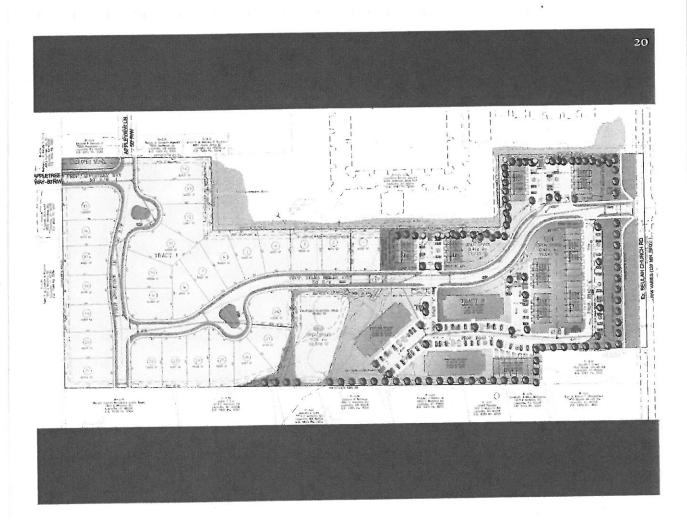
Nicholas Pregliasco



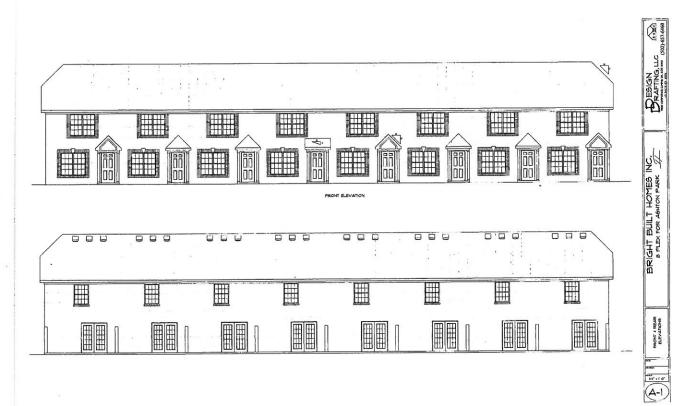


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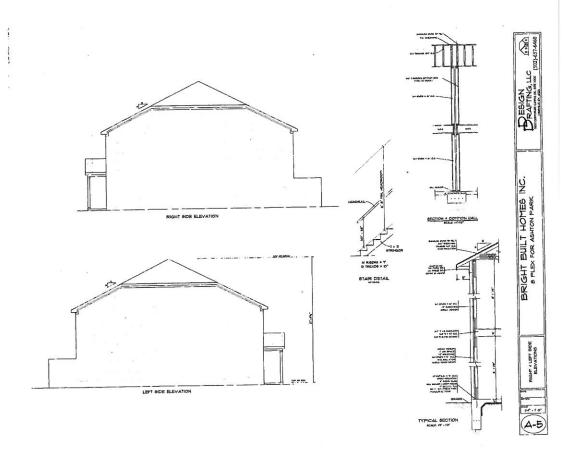
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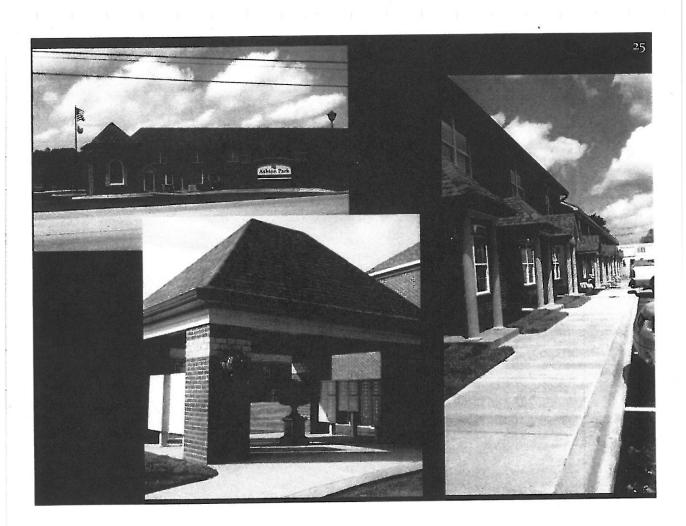




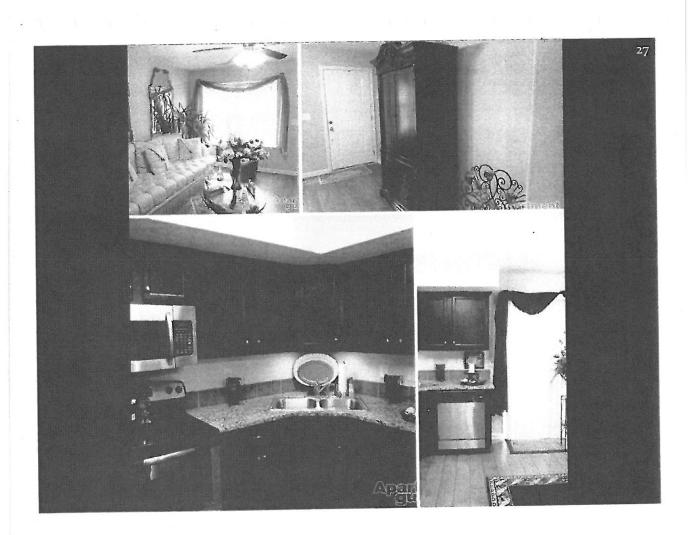


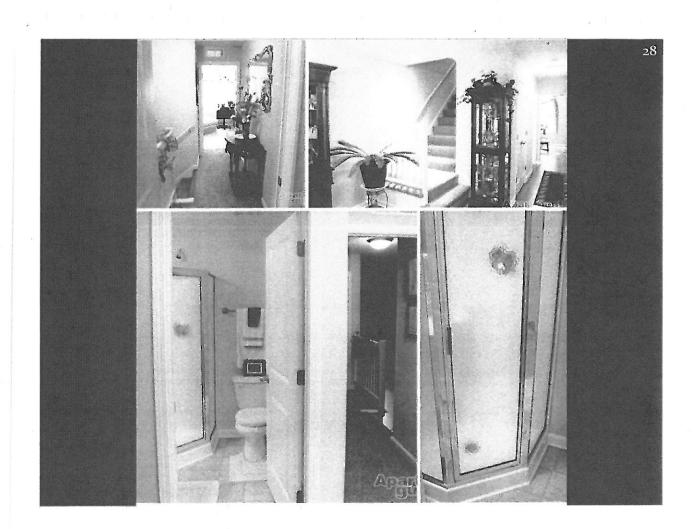
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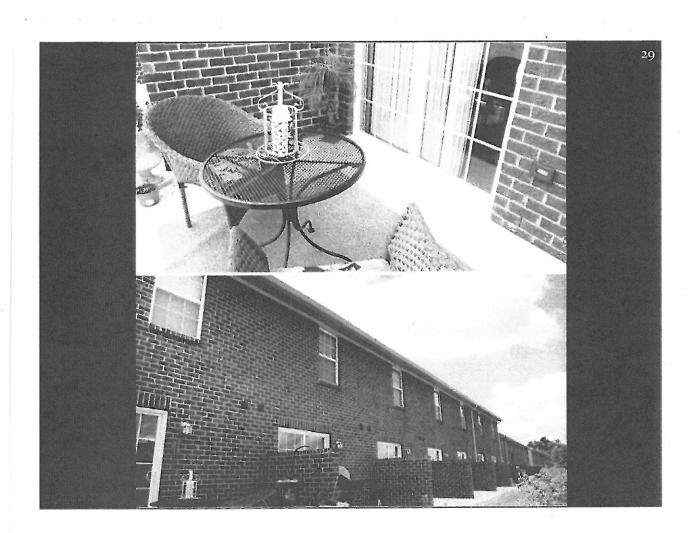


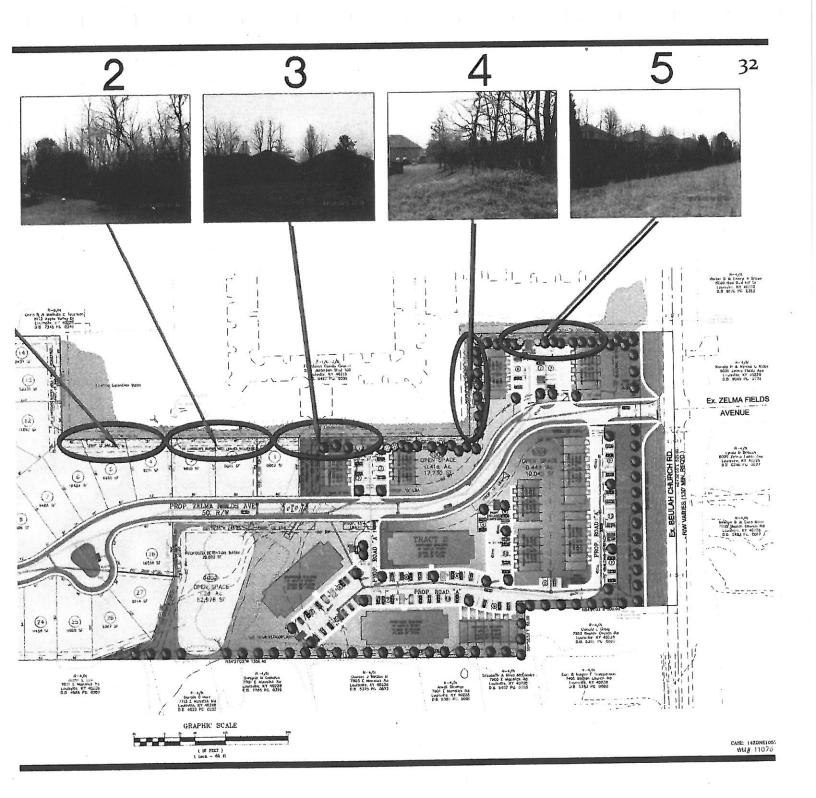






















final report

January 26, 2015 Revised April 7, 2015

Traffic Impact Study

Ashton Park Phase II Beulah Church Road Louisville, KY

Prepared for

Metro Public Works



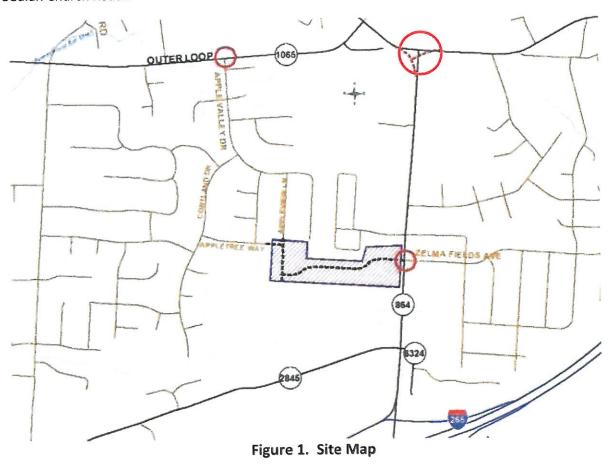
11940 US 42 Goshen, KY 40026 502-228-0393

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INTRODUCTION

The development plan for Ashton Park Phase II on Beulah Church Road shows 28 single family lots and 106 apartment units. **Figure 1** displays a map of the site. Access to the development will be from Beulah Church Road, Appleview Lane, and Appletree Way. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study the impact area was defined to be the Beulah Church Road intersection with Zelma Fields Avenue at the proposed entrance, Apple Valley Drive at Outerloop and Fegenbush Lane at Beulah Church Road..



EXISTING CONDITIONS

Beulah Church Road, KY 864, is a state maintained road with an estimated 2015 ADT of 15,000 vehicles per day between I 265 and the Outer Loop (KY 1065), as provided by the Kentucky Transportation Cabinet at station 296. The road is a three-lane highway with twelve-foot lanes, eight foot paved shoulders (provided by the Kentucky Transportation Cabinet). The speed limit is 45 mph. There is a sidewalk on the east side of Beulah Church Road. The intersection with Zelma Fields Road is controlled with a stop sign. There is a two-way left turn lane. TARC does not provide service along Beulah Church Road.

Jacobs Engineering Group collected a.m. and p.m. peak hour turning movement counts for the intersection of Beulah Church Road and Zelma Field Avenue, on January 13 and 14, 2015. The a.m. peak occurred between 7:00 and

8:00 and the p.m. peak hour occurred between 4:30 and 5:30 p.m. For the Outerloop intersection with Apple Valley Drive a 5/28/09 count was used. The thru volumes on Outerloop were increased by two percent per year. Metro Public Works provided a count made on 5/5/10 for the intersection of Beulah Church Road and Fegenbush Lane. All volumes at the intersection were increased by two percent per year. **Figure 2** illustrates the 2015 peak hour traffic volumes.

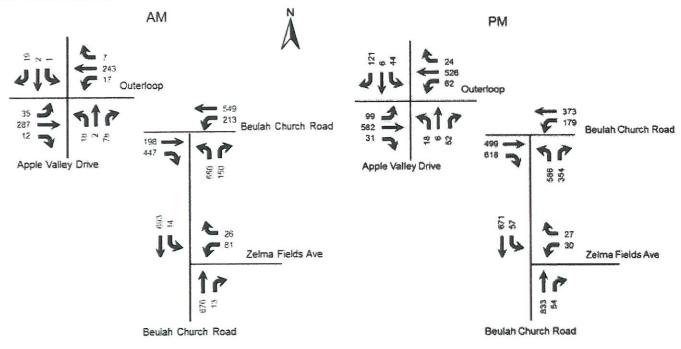


Figure 2. 2015 Peak Hour Volumes

FUTURE CONDITIONS

The projected completion year for this project is 2018, so the analysis year for this study is 2018. To predict traffic conditions in 2018, two and one third percent annual growth in traffic was added to the 2015 volumes on Beulah Church Road, Outerloop and Fegenbush Lane. This growth is Metro Louisville's standard rate. **Figure 3** displays the 2018 No build volumes.

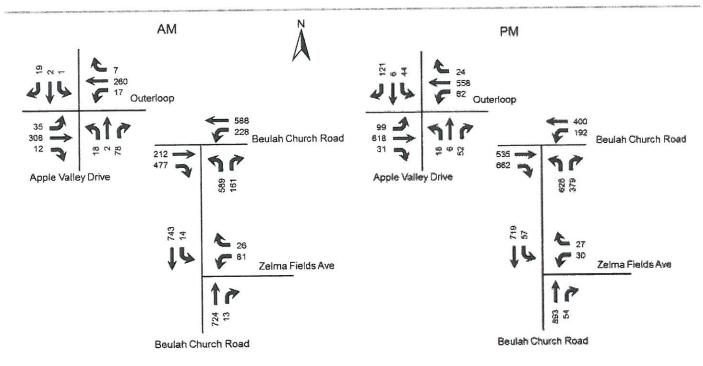


Figure 3. 2018 Peak Hour No Build

TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 9th Edition contains trip generation rates for a wide range of developments. The land uses of "Apartments" and "Single-Family Detached Housing" were reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The results of the trip generation analysis are that this development will generate 85 a.m. peak hour trips and 109 p.m. peak hour trips. The trips were assigned to the highway network with the percentages shown in **Figure 4**. Additionally, forty percent of the traffic to/from Apple Valley and Outerloop east was assumed to be diverted thru Ashton Park. **Figure 5** shows the trips generated by this development and distributed throughout the road network for the year 2018 during the peak hours. **Figure 6** displays the individual turning movements for the year 2018 for the peak hours when the development is completed.

P.M. Peak Hour A.M. Peak Hour OUT OUT % In % OUT IN % OUT IN Trips % In Trips Land Use 45 76 65 35 49 27 11 80 56 20 **Apartments** 37 21 12 33 63 75 7 22 29 25 Single Family 70 39 18 109 67 TOTAL 85

Table 1. Peak Hour Trips Generated by Site



Figure 4. Trips Distribution Percentages

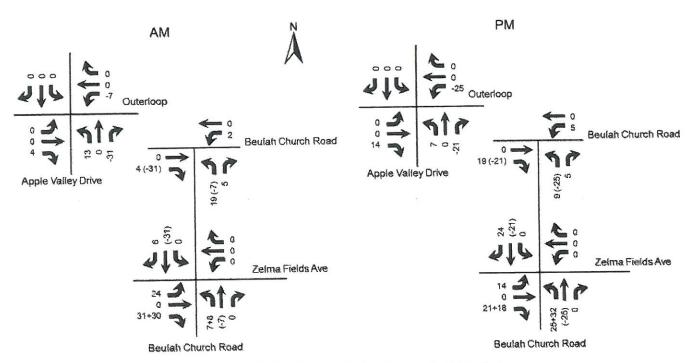


Figure 5. Peak Hour Trips Generated by Site

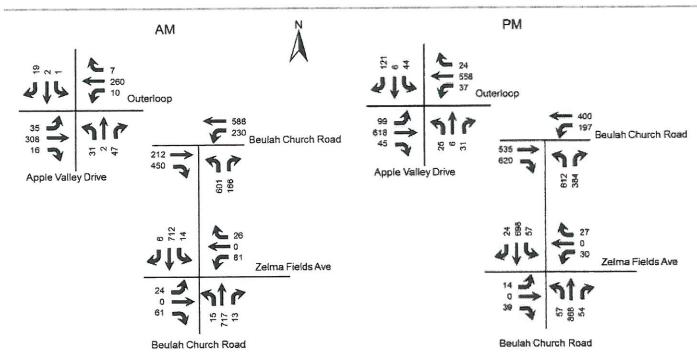


Figure 6. 2018 Peak Hour Build

ANALYSIS

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

To evaluate the impact of the proposed development, the average vehicle delays at the intersection were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 2010 edition. Future delay and LOS were determined for the intersections using the Highway Capacity Software HCS 2010 Streets (version 6.65) and HCS+ (version 5.6).

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2014	2018	2018	2014	2018	2018
	Existing	No Build	Build	Existing	No Build	Build
Beulah Church Road at Zelma Fields Ave						
Beulah Church Road Northbound	NA	NA	A 9.4	NA	NA	A 9.5
Beulah Church Road Southbound	A	A	A	B	B	B
	9.3	9.5	9.4	10.3	10.6	10.4
Zelma Fields Ave Westbound	D	D	E	C	C	D
	25.6	28.4	46.9	22.2	24.1	34.2
Entrance Eastbound			C 22.3			C 23.0
Beulah Church Road at Fegenbush Lane	B	C	C	C	C	C
	19.0	22.6	22.2	26.5	32.2	29.3
Beulah Church Road Eastbound	C	C	C	C	C	C
	24.5	27.4	27.4	27.6	31.6	30.1
Fegenbush Lane Westbound	B	B	B	B	B	B
	14.8	17.2	17.7	15.5	17.6	17.1
Beulah Church Road Northbound	C	C	C	C	D	D
	20.5	25.7	24.3	32.1	41.2	36.1
Outerloop at Apple Valley Drive	B	B	B	B	B	B
	15.3	18.0	18.3	17.2	18.9	19.6
Outerloop Eastbound	A	A	A	B	B	B
	7.6	7.8	7.2	13.1	13.8	13.5
Outerloop Westbound	B	B	C	B	B	C
	15.5	19.1	20.2	16.7	18.8	20.5
Apple Valley Northbound	D	D	D	C	C	C
	35.3	39.7	40.3	28.4	31.6	33.1
Outerloop Plaza Southbound	C	D	D	C	D	D
	31.4	35.2	36.8	32.0	35.6	36.9

Key: Level of Service, Delay in seconds per vehicle

The Kentucky Transportation Cabinet (KYTC) evaluates the need for turn lanes using <u>Highway Design Memorandum</u> No. 03-09 dated July 28, 2009. The volumes for the 2018 Build condition does not meet the warrants for a southbound right turn on Beulah Church Road at the entrance.

KYTC has the intersection of Beulah Church Road and Fegenbush Lane scheduled for construction beginning in 2016. The completed project should fully operational in 2017. The project will relocate the intersection to the west and make the Fegenbush Lane to Beulah Church Road south the through movement. Beulah Church Road east will become the side road. Fegenbush Lane will be widened to four lanes through the Outerloop/Watterson Trail intersection.

Ashton Park Phase II Traffic Impact Study

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2018, there will be manageable impact to the existing highway network. The delays experienced will increase, but will continue to operate at an acceptable Level of Service. Zelma Fields Avenue will experience Level of Service E during the a.m. peak. However, a review of the volume to capacity ratio indicates in both scenarios the ratio is less than 0.6, indicating an additional lane is not needed on the approach.



APPENDIX

Traffic Counts

JACOBS

11940 Highway 42, Suite 1 Goshen, KY 40026

Counted by: Andy Wolak

File Name : Beulah ChurchAM

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JACOBS

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Louisville Metro Traffic Engineering 601 W Jefferson St Louisville, 40202

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Louisville Metro Traffic Engineering 501 W Jefferson St Louisville 40202

File Name Beulah Church Rd & Fegenbush Ln (2)

Site Code 05050234 Start Date 5/5/2010 Page No 7

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from those fee Engage	tractica the	и Водих	20 115 Mile	4			20			4000	1977				710	Fed:	177	- 2	6	Yes	4.10
115 Jan 2014	- 9	4	Dr.	(1)	- 11	9.5	7.5	4.4		1 8 90		.69	121	- 0	210		FAR			200	200
00 \$5 PAE	- 0	3.	51		79	(1	基 5	7.8	15	15.2	57 4	- 0	5 24+	19	7518	124	117			2.00	
No the PM		- A		74	n.	19	946	53	9	847	614		143	15	2667	137	26.0	0	- 01	237	581
	-					- 19	W.5	12	- 0	1.71	Pull.		191	- 10	217	1.54	1.50	0	- 9	****	504
98-13-2M.				74	0,	· · · · · · · · · · · · · · · · · · ·	200			Time .	121	-	531		152	(leg-)	263	5		1994.3	2304
Total Victoria	10	- 0	1.1	54	68	- 13	5.118	10.	12	94,500						44.7			- 4	-	
Se Age, Total	10		2,0	1.0		- 11	57.0	1 1	- 2		377		m				- 14			-	-
	factoric .	1000	A Berry A	+ No. or 1	19/35/4	infla-	\$10 mg	170.4	7830	2.50	Fee	19007	870	11121	473	875	928	1930	13021	2017	35.7

Traffic Counts 5/28/09

Interval	Outer	Loop F	Plaza		ter Lo	-		leVal			ter Lo			
Start Time	Fr	om Nor	th	Fi	rom Eas	st	Fr	om Sou	th	Fr	om We	st		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Hour
7:00	0	1	3	3	44	0	6	2	15	4	28	2	108	
7:15	0	2	2	3	48	0	3	0	23	6	64	3		
7:30	0	0	8	6	66	1	4	0	27	9	74	2		
7:45	0	0	4	2	57	0	6	1	13	13	60	3		618
8:00	1	0	5	6	45	6	5	1	15	7	57	4		662
8:15	2	0	9	1	46	4	9	0	11	16	39	3	140	648
8:30	3	0	9	0	44	6	7	0	13	9	55	0		597
8:45	3	2	15	3	55	4	6	0	7	14	49	1	159	597
														ktaj
16:00	12	3	32	22	120	8	6	0	6	28	134	12	383	
16:15	11	3	37	20	107	2	5	5	13	20	87	8	318	
16:30	5	2	29	15	116	5	4	2	12	27	112	5		
16:45	6	1	33	14	120	5	3	0	17	24	110	7	340	1375
17:00	11	2	39	20	108	7	3	2	7	14	105	8	326	1318
17:15	8	0	23	15	142	9	7	1	12	34	139	5	395	1395
17:30	20	1	23	11	109	3	4	1	18	27	143			1431
17:45	5	3	36	16	108	5	4	2	15	24	130	8	356	1447
AM PEAK														
7:15	0	2	2	3	48	0	3	0	23	6	64	3	154	1
7:30	0	0	8	6	66	1	4	0	27	9	74	2	197	1
7:45	0	0	4	2	57	0	6	1	13	13	60	3	159	1
8:00	1	0	5	6	45	6	5	1	15	7	57	4	152	
	1	2	-	17	216	7	18	2	78	35	255	12	662	1
				***					-					•
PM PEAK	,			and a recorded							1			1
17:00	11	2		20	-		3			14				4
17:15	8	0	23	15		9		1		34		4		4
17:30	20	1	23	11	109	3		1			143			4
17:45	5	3	36	16	THE RESERVE OF THE PERSON NAMED IN	5		2	Annual Control of the	24		-		
	44	6	121	62	467	24	18	6	52	99	517	31	1447	

HCS Reports

General Information			Cito I	nforma	tion	KINA ARRIVERSAN	838 SE	
					tion			
Analyst	DBZ		Interse					
Agency/Co.	Jacobs 4/06/04/	-		is Year		2015		
Date Performed	1/26/2015 AM Peak	,	Allalys	is rear		2010		
Analysis Time Period								
Project Description As East/West Street: Zelm	a Fields Ave		North/S	South Str	eet Reut	ah Church R	nad	
Intersection Orientation:)			rs): 0.25	an onaron n	Jaa	
Vehicle Volumes a								
Major Street	ilu Aujusui	Northbound		T		Southbou	nd	
Movement	1	2	3		4	5		6
NO VOINGIN	L	T	R		L	T		R
Volume (veh/h)		676	13		14	693		
Peak-Hour Factor, PHF	1.00	0.91	0.91		0.91	0.91		1.00
Hourly Flow Rate, HFR	0	742	14		15	761		0
(veh/h)			-		50.70	2 2 2		EAG
Percent Heavy Vehicles	0		T 14	/av. 1 = # :	1 Turn Lane			
Median Type	-	T		ray Leπ	Turn Lane	1		0
RT Channelized		+	0				_	0
Lanes	0	1	0		1	1 T		0
Configuration		0	TR		L	0		
Upstream Signal								
Minor Street	7	Eastbound	9		10	Westbour 11	na	12
Movement	7	8 T	-	_	10 I	T		R
) (-1, (,1- (t-)	L	1 1	R		81		_	26
Volume (veh/h) Peak-Hour Factor, PHF	1.00	1.00	1.00		0.91	1.00		0.91
Hourly Flow Rate, HFR								
(veh/h)	0	0	0		89	0		28
Percent Heavy Vehicles	0	0	0		1	0		1
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage	The state of the s	0				0		
RT Channelized			0					0
Lanes	0	0	0		0	0		0
Configuration				10000		LR		
Delay, Queue Length,	and Level of	Service						
	Northbound	Southbound	1	Vestbou	nd	E	astbound	1
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				1
v (veh/h)	-	15		117				1
an atau ana ana an a	-	859		290		•		1
C (m) (veh/h)	أدواه فالمراض والمستقد المنطقة الماط المنط المراجة والمستقد		er reprise d'unid, en anna destant d'Alien	0.40	ar er su tarif su ar mair sur un sta setta e sell luine di a	. Pergenção Person prima prima prima de la contra del la contra del la contra del la contra de la contra de la contra del la contra de la contra del	The last of the street of the	-
V/C		0.02		************				+
95% queue length		0.05		1.87				-
Control Delay (s/veh)		9.3		25.6			Washington and the state of the state of	
LOS	Manager Caracterial Contract	A		D				1
Approach Delay (s/veh)	and the second s			25.6			and the second	, Let
Approach LOS	_			D				

	TWO-	WAY STOP	CONTR	OL SUM	MARY					
General Information			Site I	nformati	on					
Analyst Agency/Co. Date Performed Analysis Time Period	DBZ Jacobs 1/26/2015 AM Peak		Interse Jurisdi Analys			2018 No	Build			
Project Description Asi	hton Park									
East/West Street: Zelma	a Fields Ave		_			h Church R	Road			
Intersection Orientation:	North-South		Study F	Period (hrs	s): 0.25					
Vehicle Volumes an	d Adjustm	ents		37.5						
Major Street		Northbound				Southbou	nd			
Movement	1	2	3		4	5		6		
	L	T	R		L	T		R		
Volume (veh/h)		724	13		14	743		4.00		
Peak-Hour Factor, PHF	1.00	0.91	0.91		0.91	0.91	_	1.00		
Hourly Flow Rate, HFR (veh/h)	0	795	14		15	816		0		
Percent Heavy Vehicles	0				1					
Median Type			T	lay Left Tu	ırn Lane	1				
RT Channelized			0					0		
Lanes	0	1	0		1	1		0		
Configuration			TR		L					
Upstream Signal		0				0				
Minor Street		Eastbound				Westbou	nd			
Movement	7	8	9		10	11		12		
	L	Т	R		L	T				
Volume (veh/h)					81					
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.91	1.00		0.91		
Hourly Flow Rate, HFR (veh/h)	0	0	0		89	0		28		
Percent Heavy Vehicles	0	0	0		1	0		1		
Percent Grade (%)		0				0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
Lanes	0	0	0		0	0		0		
Configuration	 					LR				
Delay, Queue Length, a	and I aval of	Service				and account to the second				
	Northbound	Southbound	,	Westboun	d	F	Eastbound	d		
		4	7	8	9			12		
Movement	1		_ '	LR	+ -	10		12		
Lane Configuration	i.	L		•	+					
v (veh/h)		15		117			-	1		
C (m) (veh/h)	and a supply on other lasts. And the supply of the	821	-	268	- Salaran Cataliforni to a service		The same and the first part of the desired	-		
V/C		0.02		0.44			ļ	-		
95% queue length		0.06		2.09			-			
Control Delay (s/veh)		9.5		28.4	ALE OF District Control of the Contr	appearance of the same administrative parts	-			
LOS		A		D						
Approach Delay (s/veh)				28.4						
Approach LOS	اند جاهد چو جوز چ <u>ين (مون دمون جون چين پيمون</u> 	P. S. Sandaland & Marriagness Anniques and Sandra St. S	Mary become at the first country and considerate country (i.e. it substrates	D	er gangaget general administration and state of the Principles		had below us	Processor and the continue of		
Copyright © 2010 University of F		1		+CS+™ Ve						

	Carlos Ca		0.4.1		-4°			
General Informatio	n		Site I	nforma	ation			
Analyst Agency/Co. Date Performed Analysis Time Period	DBZ Jacobs 1/26/2013 AM Peak		Interse Jurisd Analys			2018 No E	Build	
Project Description A	shton Park							
East/West Street: Zeln			North/s	South St	reet: Beui	ah Church R	oad	
Intersection Orientation:	North-South	7	Study	Period (nrs): 0.25			
Vehicle Volumes a	nd Adjustn	nents					M 3005	
Major Street		Northbound				Southbou	nd	
Movement	1	2	3		4	5		6
	L	T	R		L	T		R
Volume (veh/h)		724	13		14	743		322
Peak-Hour Factor, PHF	1.00	0.91	0.91		0.91	0.91		1.00
Hourly Flow Rate, HFR (veh/h)	0	795	14		15	816		0
Percent Heavy Vehicles	0				1			
Median Type			Two V	Vay Left	Turn Lane			
RT Channelized			0					0
Lanes	0	1	0		1	1		0
Configuration			TR		L	T		
Upstream Signal		0				0		
Minor Street		Eastbound				Westbour	nd	
Movement	7	8	9		10	11		12
	L	T	R		L	T		R
Volume (veh/h)					81			26
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.91	1.00		0.91
Hourly Flow Rate. HFR (veh/h)	0	0	0		89	0		28
Percent Heavy Vehicles	0	0	0		1	0		1
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	0	0		0	0		0
Configuration	 		1			LR		X051
Delay, Queue Length,	and level of	Service						
	Northbound	Southbound	1	Westbou	ind	F	astbound	1
Approach			7	8	9	10	11	12
Movement	1	4		-	9	10	11	12
Lane Configuration		<i>L</i>		LR	+	+		1
v (veh/h)		15		117				L
C (m) (veh/h)		821	Contact anticides halfset remains at the authorities of the	268	name and a second and a second and a second as a second as		************	-
v/c		0.02	a diana and a substitutive and the substitutive and	0.44				
95% queue length		0.06		2.09				
Control Delay (s/veh)	and the second section of the second section of the second section section of the second section secti	9.5		28.4				
LOS	and the second named of the second of the se	A	المورة والما المستعدد والمستعدد المستعدد المستعد	D		Table and the state of the stat	The second section of the second second section (
Approach Delay (s/veh)				28.4				***
Approach LOS	The second section is a second	The second secon	-	D	-		The second second second	

One and left marks	TWO-			formati	on	Nagalage Step H		
General Information Analyst Agency/Co. Date Performed Analysis Time Period	DBZ Jacobs 4/2/2015 AM Peak		Intersed Jurisdic Analysi	ction ction	OII	2018 Buill	d	
Project Description As	hton Park							
East/West Street: Zelm						h Church R	oad	
ntersection Orientation:	North-South	1	Study P	eriod (hrs	s): 0.25			
Vehicle Volumes ar	nd Adjustm	ents	£14 (0.4)	10				
Major Street		Northbound				Southbou	nd	
Movement	1	2	3		4	5		6
	L	T	R		L	T		R
Volume (veh/h)	15	717	13		14	712		6
Peak-Hour Factor, PHF	0.91	0.91	0.91		0.91	0.91	- 0	0.91
Hourly Flow Rate, HFR (veh/h)	16	787	14		15	782		6
Percent Heavy Vehicles	1				1			
Median Type			Two W	ay Left Tu	ırn Lane			
RT Channelized			0					0
Lanes	1	1	0		1	1		0
Configuration	L		TR		L			TR
Upstream Signal		0				0		
Minor Street		Eastbound				Westbou	nd	
Movement	7	8	9		10	11		12
	L	T	R		L	T		R
Volume (veh/h)	24	0	61		81	0		26
Peak-Hour Factor, PHF	0.91	0.91	0.91		0.91	0.91	(0.91
Hourly Flow Rate, HFR (veh/h)	26	0	67		89	0		28
Percent Heavy Vehicles	1	0	1		1	0		1
Percent Grade (%)		0				0		
Flared Approach		N				N	N. COLD ST. AMERICA ST. AMERIC	
Storage		0				1		
RT Channelized			0					0
Lanes	0	1	0	The second secon	0	1		0
Configuration		LTR				LTR		.,,
Delay, Queue Length,	and Level of	Service						
	Northbound	Southbound	٧	Vestboun	d	E	Eastbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
-	16	15		117			93	1
v (veh/h)		827		197			300	Î
C (m) (veh/h)	836	The same of the sa					0.31	†
V/C	0.02	0.02		0.59		<u> </u>	-	-
95% queue length	0.06	0.06		3.30		1.28		
Control Delay (s/veh)	9.4	9.4		46.9			22.3	-
LOS	Α	A		E			C	
Approach Delay (s/veh)	_			46.9	Challed and Share of Share of Share and Share		22.3	
Approach LOS	and the second second section of the second second second section of the second section of the second section of the second section se	AN IN		E			С	

	TWO	-WAY STOP	CONTRO	OL SUN	MARY						
General Information	1		Site Ir	nformat	tion						
Analyst	DBZ	a indication and analysis of Comment Section of Annie (Annie)	Interse								
Agency/Co.	Jacobs		Jurisdi			2015					
Date Performed	1/26/2015)	Analys	is Year		2015					
Analysis Time Period	PM Peak										
Project Description As	hton Park		North/C	auth Str	not: Pouls	h Church R	Poorl				
East/West Street: Zelm			_		s): 0.25	in Chuich A	Uau				
ntersection Orientation:			Study F	enou (ni	5). 0.20						
Vehicle Volumes ar	nd Adjustm					Couthhound					
Major Street		Northbound	1 2			Southbou 5	na	6			
Movement	1	2 T	3 R		4 	T		R			
1.1. (<u> </u>	833	54		57	671		Α			
Volume (veh/h) Peak-Hour Factor, PHF	1.00	0.96	0.96	- -	0.96	0.96	+	1.00			
Hourly Flow Rate, HFR (veh/h)	0	867	56		59	698		0			
Percent Heavy Vehicles	0				1	 					
Median Type		_L		/av l eft T	urn Lane	L					
RT Channelized			0	1	uiri Luiro	T		0			
	0	1	0		1	1		0			
Lanes	U	1	TR		L	T					
Configuration		0	1 IR			0					
Upstream Signal						Westbou	nd				
Minor Street	7	Eastbound 8	9		10	11	nu	12			
Movement		T	R		L	T		R			
	L		R		30	1		27			
Volume (veh/h)	1.00	1.00	1.00		0.96	1.00	_	0.96			
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	1.00		1.00								
(veh/h)	0	0	0 31			0		28			
Percent Heavy Vehicles	0	0	0		1	0		1			
Percent Grade (%)		0				0					
Flared Approach		N				N					
Storage		0				0					
RT Channelized			0					0			
Lanes	0	0	0	Table 1	0	0		0			
Configuration						LR					
Delay, Queue Length,	and Level of	Service		3241763			Sale				
	Northbound	Southbound	V	Vestbour	nd	E	astbound	1			
Movement	1	4	7	8	9	10	11	1 12			
Lane Configuration	•	L	· ·	LR	-			1			
		59		59				t			
v (veh/h)			,	•	+			ŧ			
C (m) (veh/h)		744		268			Manager Share (C	+			
v/c	والمسترد المدافع والمسترد المسترد المس	0.08		0.22				-			
95% queue length	المعارفين والمعارض المعارض والمدار والمعارض والمعارض والمدارس والمعارض والم	0.26	The safe and professional state of the safe and	0.82			Paris and a second	4			
Control Delay (s/veh)	-	10.3		22.2	90° Apr 30° 2020 000 000 000 000 000			1			
LOS		В		С							
Approach Delay (s/veh)				22.2							
Approach LOS				С							

	TWO-	WAY STOP						
General Information	n		Site In	format	ion			
Analyst Agency/Co. Date Performed Analysis Time Period	DBZ Jacobs 1/26/2015 PM Peak		Interse Jurisdic Analys	etion		2018 No E	Build	
Project Description As			h					
East/West Street: Zelm	a Fields Ave		North/S	outh Stre	eet: Beulal	h Church Ro	oad	
ntersection Orientation:			Study F	eriod (hr	s): 0.25			
/ehicle Volumes a		ents						
Major Street	IIQ Adjustin	Northbound				Southbour	nd	
viovement	1 1	2	3		4	5		6
NOVERNORE	T i	T	R		L	T		R
Volume (veh/h)		893	54		57	719		
Peak-Hour Factor, PHF	1.00	0.96	0.96		0.96	0.96		1.00
Hourly Flow Rate, HFR (veh/h)	0	930	56		59	748		0
Percent Heavy Vehicles	0				11			
Median Type			Two W	ay Left T	urn Lane			
RT Channelized			0					0
anes	0	1	0		1	1		0
Configuration			TR		L	T		
Upstream Signal		0				0		
Minor Street	1	Eastbound				Westbour	nd	
Movement	7	8	9		10	11		12
MOVOMOIN	i i	T	R		L	T		R
Volume (veh/h)		· · · · · · · · · · · · · · · · · · ·			30			27
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.96	1.00		0.96
Hourly Flow Rate, HFR (veh/h)		0	0 31		0		28	
Percent Heavy Vehicles	0	0	0 1		0		1	
Percent Grade (%)		0				0	III S	
Flared Approach		T N	T			N		
		0	-			0		
Storage RT Channelized			1 0		A1670-Daily 4120-Daily 120-Daily 120			0
The second secon	0	1 0	1 0		0	0		0
Lanes	-		+			LR		10.20
Configuration								The second second
Delay, Queue Length,				Westbour	nd	Γ -	astbound	1
Approach	Northbound	Southbound				10	11	12
Movement	1	4	7	8	9	10	11	12
Lane Configuration	į	L		LR	1	-		ŧ
v (veh/h)	1	59		59				1
C (m) (veh/h)	and the second	705	Programa discontinuido place de seguina de la constanción del constanción de la cons	247			Paris or allowers of the second second	-
v/c	and the state of t	0.08		0.24	and the state of t		The state of the s	-
95% queue length	1	0.27		0.91			the property and the second of	
Control Delay (s/veh)		10.6		24.1				
LOS		В		C				
Approach Delay	The second desired to the second seco	in and the second secon		24.1			Position to be made to be and the second sec	
(s/veh)		معاونها المعتبين المع		Ċ	The second of th			Per Security of Laboratory (
Approach LOS Copyright © 2010 University of		and the should be set the same him a few agency or the same should be set the same of the	1	HCS+™ V	والمستدور والمستدورة والمستود والمستدورة		ated: 1/26/2	D1E 2.4

			WE CO	THE PARTY NAMED IN	STEELS.							Control of the Contro			
General Inform	ation	CONTROL OF THE CONTRO	argin anni					ln	tersecti	on Info	rmatio	n Carlo Phonosome			
Agency	(A2) (0 1127 4 40)	Jacobs	arrange of the					D	uration.) Actoritoring ment	0.25		-		
Analyst	NAME OF THE PARTY	DBZ	electrolistics beautiful	Analys	s Date	Apr 7	2015	A	rea Type		Other				
Junsdiction				Time P		PM Pe		Р	HF	nautanous parti	0.54	Table Market			
ntersection	an incompany (are made of the	Apple Vailey Drive	SCAPE ASSESSMENT TO CO.	Analys	s Year	2018 N	io Build	A	nalysis F	,euoq	1 > 7 0	G			
File Name	annonda annondri A V	18 PM NB xus		Management (see temperature energy	AAGUSTAS MATERIAL									4	
Project Descrip	hon	Ashton Park II					Name and Address of the Address of t	NAME OF THE OWNER, AND THE OWNER,		A Description of the later of t			- %	W. S. Jr. W. S.	
					EB			WB			NB			SB	
Demand Inform	EXPERIMENT.	an care a surface of the surface of		-	T	T n	-	T	F	L	T	R	T L	T	R
Approach Move	-			L	THE RESIDENCE	31	L 62	558	24	18	6	52	44	6	12
Demand (v), ve	h/h			99	618	31	0.2	008	24	10		02	1	0	12
Signal Informa	tion		FIE S				1 3	1715	T	T					I
Cycle, s	84.1	Reference Phase	2	diameter de la constitución de l	-		-			200	4		6		本
Offset, s	0	Reference Point	End	Green	20	0.3	48.5	14.0	100	00	-	-		-	-
Uncoordinated	Yes	Smult Gap E/W	Qn	Yellow		100	14.3	3.6	0.0	OC		-	7		N
Force Mode	Fixed	Simult Gap N/S	On	Highway Te wrong strongs	20	100	20	20	0.0	0.0			+		
Timer Results				EBL		EBT	WBI	-	WBT	NBL		NBT	SBL		SBT
Assigned Phas	e			5		2	1		6			8	<u></u>		4
Case Number				11	And the Person of the Person of	3.0	11		3.0	***	and the second	8.0	-		8.0
Phase Duration	5			9.6	OMERCHANISM	55.1	93		54.8	Colonia Colonia de la colonia	and the same of th	19.6	<u> </u>		19 6
Change Period (Y+R _e), s				5.5	and a second	63	5.5		6.3	Sept 16. September 197	This section of the last of th	56	-	-	5.6
Max Allow Headway (MAH), s				4.0	money more	39	4 C		39		mark men	52			52
Queue Clearan	Queue Clearance Time (gi) s			42		25.1	4.0		40.5	-	merconstruction and the second	94	-	-	12.7
Green Extension	n Time	(g.) s		0.2	-	9.8	02		31		commencers.	14	ļ	1	1.2
Phase Call Pro	bability			0.94	-	00	0.92		1.00	-	-	1.00		-	1.00
Max Out Proba	bility			0.00		0.10	0.00		0.31			0 02	L		0 06
Movement Gro	win Da	eulte		10072	EB			WB			NB			58	
Approach Move	ALIENSANCHISTORY.		Compared and American	L.	T	R	T	T	R	LI	T	R	L	T	F
Assigned Move	of Value of State of			5	2	12	1	6	16	3	8	18	7	4	1
Adjusted Flow	The second second	1 wah/h	- Participant Constitution	118	738	37	108	968	42		90		52	151	-
AND ASSESSMENT AND ADDRESS OF THE PARTY OF T	membracing day	ow Rate (s) veh/h/kr		1810	1863	1610	1810	1863	1610		1400		1353	1622	
Queue Service	of the section of the last	the safe to be the substitution of the property of the substitution of the substitutio	- Children and Children	2.2	23.1	0.8	20	38.5	0.9	-	01		3.1	7.2	1
Cycle Queue C	AND DESCRIPTION OF THE PARTY.	The state of the s		22	23 1	0.8	20	38.5	0.9		7.4		10.7	72	
Green Ratio (g	A SECURE OF STREET	C Inte (ge), a		0.62	0.58	0.58	0.62	0.58	0.58	Direction of the last of the l	0 17	1	0.17	0 17	
Capacity (c), vi	and the second			244	1079	933	374	1073	928		288		190	272	
Volume to Cap	CONTRACTOR DESCRIPTION	aho (X)	4000	0 483	And in case of	0.040	0.288	Barrer Colores	and another state of	antibelphik (latte	0.314		0 275	0 556	-
	and the second second	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	-	479	1331	1150	614	1331	1150	MONOTON CO.	498	CONTRACTOR OF THE PARTY OF THE	366	483	
NAMES OF TAXABLE PARTY.			1	21	12.6	0.4	11	18 7	0.5	-,	2.9	-	19	51	T
Available Capa	ack of Queue (Q), veh in (95th percentile)			0 10	0.32	0.07	0.22	0.47	0.04		0.71		0.58	0.64	
Available Capa Back of Queue	ueue Storage Ratio (RO) (95th percentile)			173	123	75	10.7	15.7	77	Pyralis. Involvinger/I and	30 8	1	37.2	32 1	T
Available Capa Back of Queue Queue Storage	Mark Carl College Control by Carl	niform Delay (dr), siveh premental Delay (ds), siveh		15	11	00	0.2	4.4	0.0		0.9		1.1	2.5	
Available Capa Back of Queue Queue Storage Uniform Delay	(d), si	the state of the s		B W	Acceptance of the	DO	00	0.0	0.0		0.0	1	0.0	o c	T
Available Capa Back of Queue Queue Storage Uniform Delay Incremental De	(dr), sir Nay (da	i s/ven		6.0	1 11 11		A	die - marie	AND RESIDENCE OF THE PARTY OF T	-	318	-	38.3	34 8	1
Available Capa Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D	(dr), si elay (da elay (d), s/veh		188	13.3	7.6	10.9	20.2	7.8		310		9 70 3	34 13	
Available Capa Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay	(dr), si elay (da elay (d (d) sive), siveh s), siveh sh		18.8	13.3	7.6	10.9 B	20 2 C	7.6 A		C	-	D	C	-
Available Capa Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servic	(dr), sv elay (d: elay (d (d), sve e (LOS), siveh 3), siveh 3h)		18.8 B	13.3 B	7.6 A	В	C	raparus (see) and	31.6	I c	C	THE PERSON NAMED IN COLUMN 2	C	T
Available Capa Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servic Approach Delay	(dr), sind elay (dr elay (d (d) sive e (LOS ny sivel	l siveh b), siveh eh)		18.8	13.3 B	76 A B	and the second	C	Α	31 6	I c	C	D	C	T _D
Available Capa Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servic	(dr), sind elay (dr elay (d (d) sive e (LOS ny sivel	l siveh b), siveh eh)		18.8 B	13.3 B	76 A B	B 18	C	Α	31.6	I c	C	D 35 8	C	D
Available Capa Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay Level of Servic Approach Delay	(dr), single (dr), single (dr), single (LOS), single (LOS), single (dr), single (dr	l siveh b), siveh eh)		18.8 B	13.3 B	76 A B	B 18	C	Α	31 (I c	C	D 35 8	C	D

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General Inform	ation	The second secon	D. P. Marian		oraște tenos de	778 u - 547	1000 -1000	In	tersect	ion Info	rmatio	n	3.	4 4 4 4 4	70
Agency		Jacobs					encular december current	D	uration,	h	0.25				
Analyst		DBZ		Analys	is Date	Apr 3, 2	2015	A	rea Type	3	Other		4		
Jurisdiction			and the same of th	Time P	med witness to sea beautiful.	PM Pe	-	P	HF	and the second	0.92				-
Intersection	MARKET SECTION AND ADDRESS OF THE PARTY.	Beulah Church Roa	d	Analys	is Year	2018 B	uild	A	nalysis	Period	1> 7:0	10			
File Name	Manager	18 PM B.xus	day sactorymetrical	-	entre entre de la company	description of	PLANT WINDS	in supre	a composition in the contract	ential about the financial ticks	e Later Company of the Company			10	
Project Descrip	tion	Ashton Park II											365	4 3 4 4 3	NG.
					ik ak	BUG		110							
Demand Inform	nation				EB			WB	-		NB			SB	7
Approach Move	ment			L	Т	R	L	T	R	L	T	R	L	Т	F
Demand (v) , ve	h/h				535	620	197	400	1	612		384			
Cianal Informa	tion			1	1		T	T	T	7			6015		
Signal Informa Cycle, s	96.3	Reference Phase	2	The same of the sa	7	1 5					W	=-	4		
Offset, s	0	Reference Point	End	<u> </u>	1		100	1	1.5	1		1,	2	3	
Uncoordinated	Yes	Simult, Gap E/W	On	Green Yellow		33.7	37.4	0.0	0.0	0.0	T.NEWS	4	7		-
Force Mode	Fixed	Simult Gap N/S	Off	Red	2.0	1.5	1.5	0.0	0.0	0.0	DOMESTIC .	5	G	7	
I SILCE MISSE	1 IACO	Candit Oup (10													
Timer Results	-			EBI		EBT	WBI		WBT	NBL		NBT	SBL		SB
Assigned Phase	e					2	1		6			8			
Case Number						7.3	1.0		4.0	a 10 mm b		9.0			-
Phase Duration	1. S	WATER TO DESCRIPTION OF THE PARTY OF THE PAR				38.8	15.0		53.8			42.4			
Change Period	(Y+Rc), s				5.6	5.5		56			5.0			
Max Allow Hea	ax Allow Headway (<i>MAH</i>), s					6.1	4.5		5.9			3.1			
Queue Clearan	ueue Clearance Time (g _e), s					25.7	8.9		16.3			36.2			
ort. morrow and a second	reen Extension Time (g _e), s		n			7.5	0.6		3.9			1.1			
Name and Address of the Owner, where the Person of the Owner, where the Person of the Owner, where the Person of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner	rase Call Probability					1.00	1.00		1.00			1.00			
Max Out Proba	bility			9		0.15	0.02		0.00			0.82			
		*						MID			NB			SB	
Movement Gro	manager ways and	sults		-	EB T		L	WB	l R	L	T	R	L	T	Т
Approach Move	THE RESERVE OF THE PERSON NAMED IN			L	2	R 12	1	6	1	3		18			-
Assigned Move	er interested agency		-	-	The same of the sa	The state of the s	214	435		665	THE RESIDENCE	417			+
Adjusted Flow	THE WHEN PERSONS AND PERSONS ASSESSED.	Section Service and Administration of the second service and the second second service and the second service and the second		-	379	439 1610	1810	1900	-	1810		1610	top crising out of party course		+
and the second	والبر يستوعن سوخم يسم	ow Rate (s), veh/h/lr	-	1	1900	23.7	6.9	14.3	-	34.2	-	17.3	Carabida e la carabida de la carabid	Congression and Street Confession	+
Queue Service		NAME AND ADDRESS OF PERSONS ASSESSED AND ADDRESS OF THE PERSON ASSESSED.			15.7	23.7	6.9	14.3		34.2	10000	17.3			+
Cycle Queue C	NAMED IN DOM OF STREET	ce rime (gs), 3		-		0.34	0.47	0.50	-	0.39		0.49		-	+
Green Ratio (g	Date of the Control				0.34 655	555	439	952		704		736			-
Capacity (c), ve	-	atio /V		-	الهداء المحادث	and the second second	0.487	Spirite property and the second	-	0.945		0.531	and the same of the same		+
Volume-to-Cap				+	0.578	835	636	985	77.79	751		328			+
Available Capa	AND DESCRIPTION OF THE PERSON NAMED IN	was the figure to the same and the same that the same to be such a same to be the same of	1	-	10.5	13.4	4.9	9.6	-	24.1		9.7			+
		eh/In (95th percentile		-	0.44	1.11	0.35	0.48		1.20	-	0.48	April, Mark To , Line MA		+
The second second second	Actual value of	(RQ) (95th percentile	3/	-	25.8	28.4	17.7	15.6	1	28.5		17.1	-	-	1
Uniform Delay				-	1.3	4.3	1.0	0.7	1	19.5		0.2		1000	+
Incremental De		AND DESCRIPTION OF THE OWNER, OF THE OWNER, OF THE OWNER,	-	-	0.0	0.0	0.0	0.0	1	0.0	1	0.0			1
Initial Queue D	CONTRACTOR OF THE PARTY OF THE	production of the state of the	Sines en la	-	27.1	32.7	18.7	16.3		47.9	Name - 14 % - 14	17.3	comous surveindos		+
Control Delay	The second section is a second	the same and the same of the same of the same	جوجو ومتوسد ش	-	C	C	B	B		D	-	В	- #10 m 10% read	-	1
Level of Service			7 7 7 7 7 7 7 7 7	30.	1	C	17.	1	В	36.	1	0	0.0		_
Approach Dela	THE R. P. LEWIS CO., LANSING.	No harmonie and alles to the same of the s		-30.	- 1	-	9.3	-1	<u>.</u>	30	. 1	-	C 0.0		and the same of
Intersection De	eray, s/v	ren / LUS	SPA, T	don't	MEY S	23					9000				
Multimodal R	asulte		Allen yes o	1	EB			WB			NB			SB	Part and the second
CARLES THE SECOND SECOND	CONTRACTOR OF THE PARTY OF	2/105	nonico Agondo	2.3	and the same	В	0.7	and the same	A	2.3		В	2.3	3	В
Paragerian In	edestrian LOS Score / LOS								- Aven 2800 De 48	.05			Annual Street	marin Surviva	AND DESCRIPTION

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									-			and the same			
General Inform	ation								ntersecti	ny diamenantana na manana	-	1		4 4 4	
Agency		Jacobs							Duration,		0.25		-		
Analyst		DBZ		Analysi	s Date	Арг 2, 2	2015	-	Area Type	_	Other	and the second second			
Jurisdiction			THE PERSON AND THE	Time P	eriod	AM Pe	ak	arrent -	PHF		0.84	THE THROUGH HITCH			6
Intersection	ALE TO PART OF THE	Apple Valley Drive		Analysi	s Year	2015		1	Analysis F	eriod	1> 7:00	0	-		
File Name	AND THE PROPERTY OF THE PROPER	15 AM.xus												+	
Project Descrip	tion	Ashton Park II						1000 EC					1 10	4 1 4 7 7	
					EB		T	WE			NB		1	SB	
Demand Inform	The state of the s	And the last of th		L	T	R	L	T	R	L	TT	R	TE	T	F
Approach Move				35	287	12	17	243		18	2	78	1	2	1
Demand (v), ve	n/n		NAME OF TAXABLE PARTY.	30	201	12	11	24.		10					
Signal Informa	tion		APOSTAL ISS			1 5	1 5	17	. [1					I
Cycle. s	74.4	Reference Phase	2	1	1	1 2	14 2	1	17		*	-	€.	. 4	17
Offset, s	0	Reference Point	End	Green	2.2	0.9	46.3	7.5	0.0	0.0	-		5		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		0.0	4.3	3.6	0.0	0.0		A	7		K
Force Mode	Fixed	Simult Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	0.0		3	6	7	
Timer Results				EBL		EBT	WBL	-	WBT	NBL	1	NBT	SBL		SBT
Assigned Phas	е			5		2	1		6	an and an annual section of		8			4
Case Number				1.1	- Carried Street	3.0	1.1	-	3.0		Commonday Comments	8.0		and the second or the second	6.0
Phase Duration	1. S			7.8	-	52.6	8.7	1	53.5		-	13.1			13.1
Change Penod, (Y+R ₀), s				5.5		6.3	5.5		6.3		-	5.6			5.6
Max Allow Headway (MAH), s				4.0		3.9	4.0		3.9		-	5.2			5.2
Queue Clearan	ce Time	ê (g3), S		2.6		8.3	3.1		40.1	DWG F IS AND	and the same of	7.2		and the same of	7.3
Green Extension	n Time	(ge). S		0.1		8.4	0.1		7.0			0.6			0.6
Phase Call Pro	bability			0.58		1.00	0.79		1.00			0.95		_	0.95
Max Out Proba	bility			0.00		0.01	0.00		0.20		1	0.00			0.00
					EB			WB			NB		1	SB	
Movement Gro	The same of the same of the same of	SUITS	al al little of a laying to have been		T	R	L	T	R	L	T	R	1-1	T	T
Approach Move	the Real Property lies, the last			L 5	2	12	1	6	16	3	8	18	7	4	1
Assigned Move	Section of the last of the las	N - 1- //-	-	42	342	14	76	1087	-	,	117	10	1	25	-
Adjusted Flow	HONDOCENT CHARLEST AND	WINDOWS SERVICE STREET OF THE REST PROPERTY.	SANCIA SA	-	1863	1610	1810	1863	and the same of		1603	-	1321	1634	
THE RESIDENCE OF THE PROPERTY OF THE PARTY O	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	ow Rate (s), veh/h/li	-	1810	6.3	0.3	1.1	38.1	and the second		2.7	acres marriages	0.1	1.0	-
Queue Service				0.6	6.3	0.3	1.1	38.1			5.2		5.3	1.0	
Cycle Queue C	the second section is a	Le Tune (g ₀), S		0.65	0.62	0.62	0.67	0.63	-		0.10		0.10	0.10	-
Green Ratio (g	ORDER TAKEN PROPERTY.		OR SHEET WATER	DESCRIPTION OF PROPERTY.	1161	1003	744	1182	AND REAL PROPERTY.		218		137	164	1
Capacity (c), ve	perhaps of the second	_6:- //	entre des descriptions	204	a last material land				0 0.031	and a second second second	0.534	-	0.009	0.152	+-
Volume-to-Cap	THE RESERVE AND PERSONS ASSESSED.	the state of the same of the s		512	1501	1297	1032	150	-	155	588		448	549	-
Available Capa			. 1	-	3.3	0.1	0.5	16.1	-	-	3.7	i —	0.0	0.7	1
THE RESERVE THE PARTY OF THE PERSON NAMED IN	E SOUTH STATE OF THE STATE OF T	eh/ln (95th percentile		0.6	0.08	0.02	0.10	0.41	or of the contract		0.93		0.01	0.09	+
CONTRACTOR AND ADDRESS OF THE PROPERTY OF THE	Name and Address of the Owner, where the Publisher of the Owner, where the Publisher of the Owner, where the Owner, which is	(RQ) (95th percentil	3)	15.8	6.5	5.3	4.6	11.9	A STATE OF THE PERSON NAMED IN	-	32.4	1	35.0	30.6	1
Uniform Delay	Married Street, Square, Square			0.5	0.5	0.0	0.0	4.7	-		2.9		0.0	0.6	-
Incremental De	-	Name and Address of the Owner o		-	0.0	0.0	0.0	0.0	-		0.0	1	0.0	0.0	+
Initial Queue D	MARINE STREET	The same of the sa		0.0	OF THE OWNER.	5.3	4.6	16.6	No. of Concession, Name of Street, or other Designation, or other		35.3	-	35.0	31.2	-
Control Delay	Name of Street, or other	manufacture to the large to the special of the particular to the second second	and the same of the same	16.3	6.6	ZUNCHER TENNING	Contraction of the Contraction o	B	A		D D	1	D D	C .	-
Level of Service				B 7.6	A) A	A 15.5		B	35.	-	D	31.4	1	G
Approach Dela	Charles and Control of the Control o	CONTRACTOR OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED ADDRESS OF THE PERSON NAMED AND		7.6		A	Maria Common	,	0	30.	-		B		-
Intersection De	elay, s/v	ren / LOS	The state of	1		1:	5.3	P 8 8 8 1	(C. S. S. S. S.				3	1919	8
					EB		1	WE	3	NB			1	SB	
Minister - Jul C.	Multimodal Results			al .	الساسا		10			10			A		-
Multimodal Re Pedestrian LO	CONDUCTOR OF THE	- 11 00		2.1	power strong to the fact	В	2.2	1	В	2.4		₿	2.4		В

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General Inform	nation	and the second of the second o	and the desired	And Anna			200		Intersec	tion Info	ormatio	n	2	d Relig	4.5
Agency		Jacobs	and a second						Duration	, h	0.25	(Adam day on) and (Adam day on)		46	
Analyst		DBZ	//	Analys	is Date	Арг 3,	2015		Area Typ	be	Other				
Jurisdiction			.,	Time F		AM Pe			PHF		0.84		3		
Intersection	19010-201	Apple Valley Drive	273	A	CONTRACTOR OF STREET, STR.	AND DESCRIPTION OF THE PARTY OF	vo Build		Analysis	Period	1 > 7:0	10			
File Name		18 AM NB.xus	donner, de la constante de la	-	STOCK STREET, STOCK STREET, ST.	de amount	de amond top cylindrice	مأمرحوم		Mary Transport Co.	administration of the second	AMAP AND A STORY AND ASSESSED.	7.4	4	
Project Descrip	tion	Ashton Park II											3	9.29Y1	11.5
										-					
Demand Inform	-				, EB		-	WE	Action and the second		NB			SB	1
Approach Move	THE REAL PROPERTY.			L	T	R	L	T	R	L	T	R	L	T	F
Demand (v), ve	h/h			35	308	12	17	260	7	18	2	78	1	2	1
Signal Informa	tion		lete a local	1	1	TE	5		T	T					I
Cycle, s	83.3	Reference Phase	2	1	10	1 2		Z 1	1.2		1		4	1	4
Offset s	0	Reference Point	End	1	125	100	54.3	3.2	10.0	0.0		-1	A 3	3	
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		0.8	4.3	3.6	STORY STREET	0.0	Carp Marie	7	-		K
Force Mode	Fixed	Simult Gap N/S	On	Red	2.0	0.0	2.0	2.0		0.0		3	9	7	
			PLEX												Janes Ja
Timer Results				EBL		EBT	WBI	-	WBT	NBI		NBT	SBL		SBT
Assigned Phase	е		-	5		2	1		6			8			4
Case Number	EKAGO WAR		of the same of the same	1.1	and the same	3.0	1.1		3.0		CONTRACTOR OF STREET	0.8	-		6.0
Phase Duration	1, S			8.0	1	60.6	8.8		61.5		-	13.8			13.8
Change Peпod, (Y+R₀), s				5.5 4.0		6.3	5.5		6.3		-	5.6			5.6
Max Allow Head	Max Allow Headway (MAH), s					3.9	4.0		3.9	1		5.2			5.2
Queue Clearan	ce Time	e (g₃), s		2.6	- James et	9.1	3.1		49.6		and the second	7.8			79
Green Extension	n Time	(ge), s		0.1		10.0	0.1		5.6	1	-	0.6			0.6
Phase Call Pro	bability			0.62	-	1.00	0.83		1.00		-	0.96		-	0.96
Max Out Proba	bility			0.00)	0.02	0.00)	0.58			0.00			0.00
Movement Gro	un Pa	sults	-		EB			WB		1	NB		1	SB	
Approach Move			The In the State of the State o	L	T	R	L	T	R	L	T	R	L	T	T
Assigned Move			CERTIFICATION OF THE PARTY OF T	5	2	12	1	6	16	3	8	18	7	4	1
Adjusted Flow I	THE REAL PROPERTY.) vehih		42	367	14	77	1171	-	1	117	1	1	25	-
THE RESIDENCE OF THE PARTY OF T	NAME OF TAXABLE PROPERTY.	ow Rate (s) veh/h/lr	1	1810	1863	1610	1810	1863	COLUMN TO SERVICE SERV	1	1603	-	1321	1634	-
Queue Service	AND RESIDENCE PROPERTY.	The Control of the Co		0.6	7.1	0.3	1.1	47.6	and an arrangement	-	3.1	-	0.1	1.2	+
Cycle Queue C		CONTRACTOR OF STREET,		0.6	7.1	0.3	1.1	47.6			5.8		5.9	1.2	
Green Ratio (qu	-	e time (ge), s		0.68	0.65	0.65	0.69	0.66	-	1	0.10		0.10	0.10	1
ATTENDED TO STATE OF THE PARTY	THE PERSON NAMED IN COLUMN			173	1216	1051	745	1234	CONTRACTOR OF THE		209		124	161	
Capacity (c), ve Volume-to-Cap		atio (X)	Adaption (Adaption of the State	The second second	0.302	CONTRACTOR OF THE PARTY OF THE	STATE OF THE PERSON	Salara de la constante de la c	9 0.030	OF WHITE PROPERTY.	0.558	1	0.010	0.155	1
Available Capa	The second second	THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLU		445	1342	1160	999	1342		and the same of	526		390	490	1
AND DESCRIPTION OF THE PERSON	-	h/In (95th percentile	1	0.9	3.8	0.1	0.5	20.6	-	1	4.3	1	0.0	0.8	1
A CALL CONTRACTOR OF CALL CONTRACTOR	CHO XXX FY	(RQ) (95th percentile	the same of the same	0.04	0.10	0.02	0.10	0.52	action are seen	E 2000	1.06		0.01	0.11	-
Uniform Delay	THE CONTRACT OF THE	and the same of th		19.9	6.3	5.1	4.4	12.8	and the second second	1	36.4	1	39.4	34.4	-
Incremental De		the state of the s		0.7	0.3	0.0	0.0	7.7			3.3		0.0	0.6	+
Initial Queue D	THE REAL PROPERTY.	the state of the state of the same party of the state of	ALCOHOL MAG SHOW	0.0	0.0	0.0	0.0	0.0	-	1	0.0	1	0.0	0.0	1
Control Delay (ALC: HOUSE HER PARTY HER	gian an entire to the term of the		20.6	6.4	5.1	4.5	20.4	OR AND THE PARTY OF	1	39.7	1	39.4	35.0	1
Level of Service	SCHOOL SCHOOL STATE	Charles by Market also and market a series of party and amount of the party and an extension of the series of the		C	A	A	A	C	J.A	1	D	1	D	C	1
Approach Dela				7.8		A	19	-	В	39	1	D	35.2	1	D
Intersection De	Autoritation of the second	Andrews of Married State of the Part of th	-	1		AND AND PERSONS AND ADDRESS OF THE PERSONS ASSESSED.	8.0		-	1		-	В		
				H.	1		17.95								
Multimodal Re	sults				EB			WE	3		NB			SB	
THE RESERVED IN THE PROPERTY OF SEC.	PRODUCTION OF THE PERSON NAMED IN	/LOS	- War 1986	2.1		В	2.2		В	2.5	5	В	2.5	,	В
Security of Company of the Company o	edestrian LOS Score / LOS icycle LOS Score / LOS			1.2		A	1.0		A	0.7		A	0.5	, 1	A

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											E Calain		-		
General Inform	nation	100 mm	- State of		No.			lı	ntersecti	on Info	rmatio	n		11	1.75
Agency	THE RESERVE OF THE PARTY OF	Jacobs			untionialize recreamber res	anuasta remirensa anno re	AND TANKS OF THE PERSON NAMED IN		ouration, l	7	0.25			46	
Analyst		DBZ		Analys	is Date	Арг 3,	2015	Δ	rea Type		Other				
Jurisdiction	and the property of			Time P	eriod	AM Pe	ak	F	PHF		0.84				
Intersection	et ingenøupunder), til	Apple Valley Drive	24, beauti - make 65/62	Analys	is Year	2018 E	uild	A	analysis F	eriod	1> 7:0	0			
File Name		18 AM B.xus	ar remark combination from	Accessor Commerces	principal desired and any	A STATE OF THE PARTY OF THE PAR	THE REAL PROPERTY AND ADDRESS OF THE PARTY ADDRESS OF THE PARTY AND ADD	- Albert		II F BEBLUM CHECKLES	hill october 1, tokel megen	C-Brost Attended Attended		*	
Project Descrip	tion	Ashton Park II											30	* 1 4 7 5	e d
					CD			MD			AID			SB	
Demand Inforr	and the second second		and the second second	-	EB	T 5		WB T	R	L	NB T	I R	-	T	T F
Approach Move	-				308	16	10	260		31	2	47	1	2	1
Demand (v), ve	h/h			35	308	10	10	200	-	31	2	41		2	
Signal Informa	ition				1	1 5	1 5	J.J.	T	T			100		1
Cycle, s	84.0	Reference Phase	2		2 6	1 2	-2 2		1		1		4	1	P
Offset, s	0	Reference Point	End	Green	12.	0.2	56.8	7.1	0.0	0.0		1	2 2	9	
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		0.0	4.3	36	0.0	0.0		7	P		K
Force Mode	Fixed	Simult Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	0.0		5	- 6	7	
Timer Results				EBL		EBT	WBI	-	WBT	NBL		NBT	SBL	5, 6	SBT
Assigned Phas	e		-	5		2	1		6			8			4
Case Number			Marian Maria	1.1	POWER PROPERTY.	3.0	1.1		3.0	- F- 1/2 - FF A 1/3	eneuropensonen	8.0		CONTRACTOR STATE	6.0
Phase Duration	1. S			0.8	-	63.1	8.2		63.3	ANTAN PRA SE SESSIONE		12.7		-	12.7
hange Period, (Y+R ₀), s				5.5		6.3	5.5		6.3			5.6			5.6
Max Allow Hea	Max Allow Headway (MAH), s					3.9	4.0		3.9		-	5.2			5.2
Queue Clearan	ice Time	≘ (g₃), s		2.6		8.6	2.6		52.3	-	Marin Santa Santa	6.9			7.0
Green Extension	on Time	(ge), S		0.1	-	10.9	0.1		4.7			0.5			0.5
Phase Call Pro	bability			0.62		1.00	0.66		1.00			0.94			0.94
Max Out Proba	bility			0.00)	0.03	0.00		0.75		(0.00			0.00
	D.			Name of the last	EB			WB			NB	4.		SB	
Movement Gro	action acceptable and a	Suit?	and the same of the same	L	T	R	L	T	TR	L	T	R		T	TF
Approach Move	-		(25)	5	2	12	1	6	16	3	8	18	7	4	1
Assigned Move Adjusted Flow	STATE OF THE PERSON NAMED AND	V v ob /b		42	367	19	47	1213	-	-	95		1	25	+
		THE RESERVE THE PROPERTY OF THE PARTY OF THE	CONTRACTOR NO.	1810	1863	1610	1810	1863	MALE OF THE PARTY	-	1563		1366	1634	-
Queue Service		ow Rate (s), veh/h/lr	S	0.6	6.6	0.3	0.6	50.3	0.6	and the state of t	3.7	ACCO SHEEDING THE SA	0.1	1.2	-
Cycle Queue C	The Park Name of Street, or other Persons.	Cardon and the particular in a second		0.6	6.6	0.3	0.6	50.3	0.6		4.9		5.0	1.2	
Green Ratio (g.	Mary and the second second	e time (ga), 5		0.71	0.68	0.68	0.71	0.68	0.68	-	0.08	and the said of the	0.08	0.08	+
Capacity (c) ve		###### TO 300 200 - 7 . 7 4 000	olenski konstantu	166	1261	1090	760	1265	and of the last of		191		120	137	1
Volume-to-Cap	water to the sale of the land of	atio (X)		0.251	and the same of th	0.017	Annual State of the last	Lawrence and	0.030	****	0.499		0.010	-	1
Available Capa				435	1331	1150	1026	1331			518		412	486	
THE RESERVE OF THE PERSON NAMED IN	THE RESERVE AND PERSONS ASSESSMENT	h/In (95th percentile)	1.0	3.4	0.1	0.3	21.3	-	-	3.5	-	0.0	0.9	1
CONTRACTOR OF TAXABLE PARTY OF TAXABLE PARTY.	The same of the sa	(RQ) (95th percentile	THE PERSON NAMED IN	0.05	0.09	0.02	0.06	0.54	Carrie and the same	Printed Printed St	0.88		0.01	0.11	
Uniform Delay	عادا والمادات المرجاب	The content of the second of t		21.5	5.5	4.4	3.9	12.4	THE PERSON NAMED IN		37.4	-	39.9	35.8	1
Incremental De	STREET, SQUARE,	The state of the s		0.8	0.1	0.0	0.0	8.8	0.0		2.9		0.0	0.9	
Initial Queue D	MALINES AND PARTY OF THE PARTY	the best of the Assessment of the contract of		0.0	0.0	0.0	0.0	0.0	0.0	-	0.0		0.0	0.0	1
THE RESIDENCE OF THE PARTY OF T	ntrol Delay (d), s/veh			22.2	5.6	4.4	3.9	21.2	MANAGEMENT BEFORE	-	40.3		40.0	36.7	
Level of Servic	with measurement and	A CONTRACTOR OF THE PROPERTY OF THE PROPERTY OF THE PARTY	opietii menerini keelis	C	A	A	A	С	A		D		D	D	T
Approach Dela	-			7.2	1	A	20.	-	C	40.3		D	36.8	-	D
Intersection De	-	with the section bearings about contract of the section between the section of	A STATE OF THE PARTY OF THE PAR	1	-	-	3.4		-				В		
				Acceptance of the Control of the Con											
Multimodal Re	sults				EB			WB			NB			S8	-
Pedestrian LO	S Score	/LOS		2.0		В	2.2		В	2.5		В	2.5		В
	edestrian LOS Score / LOS cycle LOS Score / LOS			1.2		A	1.0		Α	0.6		A	0.5		A

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Jacobs DBZ			T. D. Den		1	ntersecti	on Info	n	2	el diene i le	1	
								Intersection Information				
DBZ				-]	Duration, I	7	0.25	Made Librario PM Librario		44	
	Analys	is Date	Apr 3,	2015	1	Агеа Туре		Other		-		
	Time P	eriod	PM Pe	ak	I	PHF		0.84		1:1		-
Apple Valley Drive	Analys	is Year	2015	CONTRACTOR ASSESSMENT		Analysis F	eriod	1> 7:0	0			
15 PM.xus	marin ma	and the second s	A		and the second s	on the second se	particular sur lawy (in 1500 an	and the same in the contract and				
Ashton Park II										10	41445	E.C.
	7	ED.		7	WE	,		NB		7	SB	
	4	EB	TB	-	ng sawanene	Commence of the Commence of th		epiporane positionere	To	-	grammananan	R
		1			1						3	12
	99	582	31	02	520	24	10	0	1 32	44	0	12
	T	T	T	1 5	1万		T					1
Reference Phase 2		- P	¥	₩. E	K	1.2		M		4	M	(D)
Reference Point End	7	27	103	111 C		The state of the second second	100		1	¥ 2		
Simult, Gap E/W On	Yellow	3.5			3.6	0.0	0.0	-		7		N
THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	Red	2.0	0.0	2.0	2.0	0.0	0.0		5	8	7	
	7								UDT	I 00		COT
	_				-		NBL	- - !	-	SBL		SBT 4
	-	+	-	THE PERSON NAMED IN	-		-	-	-		-	6.0
	CONTRACTOR DESCRIPTION	-	OR AND PROPERTY OF THE PARTY OF	NAMES OF TAXABLE PARTY.	-	STEEL STEEL STEEL		-	SCHOOL SECTION	-	The second second	18.6
the control of the co	- Columnia		-		-				and the second livery	 		5.6
And the second s				-								5.2
Max Allow Headway (MAH), s				-	-	-	CONTRACTOR NO. 12				-	11.6
Queue Clearance Time (g₂), s				CONTROL PRODUCTION OF	CONTRACTOR OF THE PARTY OF THE			-	Marie Committee	-		1.3
Green Extension Time (g _e), s				-	THE RESERVE THE PARTY OF THE PA		-	-	MATERIAL PROPERTY.	-	_	1.00
hase Call Probability					-					-		0.04
	0.00	1	บ.บอ	0.00		0.14	NE ST		0.01			0.04
sults	T	E8			WB			NB			SB	
tings gradient og kenning frem i nøre en	L	Т	R	L	T	R	L	T	R	L	Т	R
	5	2	12	1	6	16	3	8	18	7	4	14
/), veh/h	118	693	37	106	896	41	and the same of the same	90		52	151	
The second secon	1810	1863	1610	1810	1863	1610		1456		1353	1622	
A STATE OF THE PARTY OF THE PAR	2.1	20.2	0.8	1.9	31.9	0.9		0.1		2.8	6.5	
	2.1	20.2	0.8	1.9	31.9	0.9		6.6		9.6	6.5	
	0.60	0.55	0.55	0.60	0.55	0.55		0.17		0.17	0.17	
	271	1030	890	380	1022	2 883		308	-	206	278	
Ratio (X)	A CONTRACTOR OF THE PARTY OF TH	AND THE PARTY NAMED IN	A CONTRACTOR OF THE PARTY OF TH	THE PERSON NAMED IN	Secretary Company			0.294	NA THE STATE OF TH	0.255	0.544	
And the second s	532	1465	1267	649	-	1267		547		417	532	
AND DESCRIPTION OF STREET OF STREET, S	1.5	11.0	0.4	1.0	15.5	-		2.5		1.7	4.5	
The state of the s	0.08	A CONTRACTOR OF THE PARTY OF TH	0.07	0.21	CONTRACTOR OF STREET	and the same of the same of	Str. William Str. Oct.	0.63		0.52	0.57	
Page in the Control of the Agency in a large and the control of factors pages (1917), alteres of other control of the	14.7	12.1	7.8	10.3	15.0	0.8	Kapina schullipatoja	27.7		33.4	28.9	I
The Control of the Co	1.1	0.8	0.0	0.2	2.8	0.0		0.7		0.9	2.4	
	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
ENGINEERS OF THE PARTY OF THE P	15.8	12.9	7.8	10.5	17.8	0.8		28.4		34.3	31.2	
The state of the s		В	A	В	В	A		C	ĺ	С	С	Ι
The second secon		-	8	16.	7	В	28.	4	C	32.0)	C
Company of the Compan		4	Contract of the last	1					COLUMN TO THE PER	В	- Armstra	
	14							100.00				
TOTAL		EB			-	CALL THE PARTY NAMED IN	esumultures	NB	Andrew Street		SB	and an age of the
e/LOS	2.1		В	2.2	2	В	-	-	decreased on the later	and December 1 miles and the last	COLUMN TO A STATE OF THE PARTY	B
Reference Point End ordinated Yes Simult. Gap E/W On Mode Fixed Simult. Gap N/S On Results Results Red Phase Number Para Duration, s Reperence Point End On One Provided		Reference Phase 2 Reference Point End Green Yellow Simult. Gap E/W On Red	Reference Phase 2 Reference Point End Green 3 7 Yellow 3.5 Simult. Gap E/W On Red 2 0 EBL 5 1.1 9.5 9.5 On Simult Gap N/S On Red 2 0 EBL 5 1.1 9.5 9.5 On Simult Gap N/S On Red 2 0 EBL 5 1.1 9.5 9.5 On Simult Gap N/S On Red 2 0 On Red 2 0 EBL 5 1.1 9.5 9.5 On On Simult Gap N/S On Red 2 0 On On Simult Gap N/S On Red 2 0 On Simult Gap N/S On Red 2 0 On Simult Gap N/S 0.5 0.5 On On On On On On On	Reference Phase 2 Reference Point End Simult. Gap E/W On Red 2.0 0.0 Simult. Gap E/W On Red 2.0 0.0 Simult. Gap N/S On Red 2.0 0.0 Simult. Gap N/S On Red 2.0 0.0 EBL	Reference Phase 2 Reference Point End Simult. Gap E/W On Yellow 3.5 0.0 4.3 4.5 4.5 9.2 4.5 9.2 4.5 9.2 6.0 5.5 6.3 5.5 6.3 5.5 6.3 5.5 6.3 5.5 6.3 5.5 6.3 5.5 6.3 5.5 6.3 5.5 6.3 6.6 6.5 6.3 6.6 6.5 6.3 6.6 6.5 6.3 6.6 6.5 6.3 6.5 6.5 6.3 6.5	L T R L T R L T R Reference Phase 2 Reference Point End Simult Gap E/W On Red 2.0 0.0 2.0 2.0 2.0	Reference Phase 2 Reference Point End Simult. Gap E/W Cn Yellow 3.5 0.0 4.3 3.6 0.0	Reference Phase 2 Reference Phase 2 Reference Point End Simult. Gap E/W On Simult Gap N/S On Red 2.0 0.0 2.0 2.0 0.0	Reference Phase 2 Reference Point End Simult. Gap E/W Cn Red 20 0.0 2.0 0.	Reference Phase 2 Reference Point End Simult Gap EW On Simult Gap EW On Simult Gap EW On Simult Gap EW On Red 20 0.0 2.0 2.0 0	Reference Phase 2	Reference Phase 2

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General Inform	ation								ntersection	PARTICIPATE PARTICIPATE OF	fyrian ekster listerags eksteristerist			11	À
Agency		Jacobs							ouration, h		0.25		7		
Analyst		DBZ		Analysi	s Date	Apr 7, 2			геа Туре		Other		-		•
Jurisdiction			Continue of the Ci	Time P	With the same of	PM Pea	ENCORPORAÇÃO DE CONTRESE D	THE PERSON NAMED IN	PHF	and a state of the	C.84	ac actions between	-		-
ntersection	and order to the control of the control	Apple Valley Drive		Analysi	s Year	2018 N	o Build	Δ	nalysis P	eriod	1 > 7:00)	i i		
File Name		18 PM NB.xus												*	
Project Descrip	tion	Ashton Park II											761	41411	TO SERVICE STREET
								MID			NB			SB	
Demand Inform	nation				EB		ļ.,	WB	CONTRACTOR OF THE PERSON NAMED IN		T	R	1	T	R
Approach Move	_			L	T	R	L	T	R	L 18	6	52	44	6	12
Demand (v), ve	h/h			99	618	31	62	558	24	10	1 0	02	1 44		12
			1000	F	r	T	7 5		-	7-					1
Signal Informa	The Control of the Co	I D -f Dhana	1 3	1	7 /		100 E	• •	4		1		4		1
Cycle, s	84.1	Reference Phase	2 End			F.	N.	bearing				1	2	3	
Offset, s	0	Reference Point	4	Green	3.8	0.3	48.5	14.0	CONTRACTOR SERVICE AND ADDRESS OF THE PARTY	0.0			A		ar4
Uncoordinated	n-equinimum bin	Simult. Gap E/W	On	Yellow Red	2.0	0.0	2.0	2.0	0.0	0.0		5	6	7	1
Force Mode	Fixed	Simult. Gap N/S	On	Neu	12.0	10.0	12.0	1 2.0	10.0			395		THE REAL PROPERTY.	
				EBL	7	EBT	WBL		WBT	NBL	1	NBT	SBL		SBT
Timer Results				5		2	1	-	6	,,,,,,,	1	8			4
Assigned Phas	9			1.1	-	3.0	1.1		3.0			8.0			6.0
Case Number	mar was a			9.6	-	55.1	9.3	-	54.8	-	and the second	9.6		rus nem disease	19.6
Phase Duration	and the second limited the secon	Control of the sales of the sal		5.5	-		5.5	-	6.3	and the same of the same of		5.6			5.6
Change Period, (Y+R _c), s				4.0		6.3 3.9		-	3.9			5.2		_	5.2
Max Allow Headway (MAH), s				-		25.1		4.0			-	94			12.7
Queue Clearan	MINER - RIPERT	NAME OF TAXABLE PARTY OF TAXABLE PARTY.		42		SAN CONTRACTOR	0.2		40.5 8.1	-	and the same of	1.4	-	_	1.2
Green Extension	-	THE RESIDENCE AND ADDRESS OF THE PARTY OF TH		0.2		9.8	0.92	-+-	1.00			1.00	-	-	1.00
Phase Call Pro	-			0.94	-	0.10	0.00	-	0.31			1.02			0.06
Max Out Proba	bility		The Later	0.00	100 E	0.10	0.00		0.01						
Movement Gre	oun Da	eulte		10000	EB		-	WB			NB			SB	
Approach Mov		Juli J	-	L	Т	R	L	T	R	L	T	R	L	Т	F
				5	2	12	1	6	16	3	3	18	7	4	1
Assigned Move Adjusted Flow	Market and Assessment	A vehih		118	736	37	108	968	42		90		52	151	
The second secon		low Rate (s) veh/h/li	n	1810	1863	1610	1810	1863	-		1400		1353	1622	
Queue Service	Designation of the latest of t	Control of the Contro		2.2	23.1	0.8	2.0	38.5		-	0.1	country at approve a pai	3.1	7.2	
Cycle Queue C		CONTRACTOR OF THE PERSON NAMED IN COLUMN 2		22	23.1	0.8	2.0	38.5	-	15 (E)	7.4		10.7	7.2	
A CONTRACTOR OF THE PERSON NAMED IN	distribution of the latest	es time (ge), 3		0.62	0.58	0.58	0.62	0.58	-		0.17		0.17	0.17	
Green Ratio (g	SECURIOR NUMBER		Total Control of the	244	1079	933	374	1073	overhoos commercial		288		190	272	
Capacity (c) v		latio (V)	paper placed depth highly	0.483	AND DESCRIPTION OF THE PARTY OF	0.040	0.288	Lancing Company	2 0.045	Literature producer (1994) (19	0.314	Name (March State	0.275	0.556	T
Volume-to-Car				479	1331	1150	614	1331	-4		486		366	483	
Available Capa			-1	2.1	12.6	0.4	1.1	18.7	Section of the last of the las		2.9		1.9	5.1	T
		eh/In (95th percentile		0.10	0.32	0.07	0.22	0.47	and the second	-	0.71		0.58	0.64	1
A STATE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	بالماحدة المتعلق المنيات	(RQ) (95th percentil	C)	17.3	12.3	7.6	10.7	15.7	AND ASSESSMENT PARTY.		30.8		37.2	32.1	T
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BARDENWERPER, TALBOTT & ROBERTS, PLLC

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STATEMENT OF COMPLIANCE WITH THE APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

Applicant: Blacketer Company

Owner: Donald L. Craig

The Revocable Trust Agreement with

Margaret D. Greenwell

Location: 7508, 7506, 7504 and 7504 Beulah Church Rd

Proposed Rezoning/Use: Rezoning from R-4 to R-5A

Engineers, Land Planners and

Landscape Architects: Land Design & Development

INTRODUCTORY STATEMENT

This is an application for an apartment community that mirrors the apartment community on the north side of "The Fountains" condominiums. It is proposed by the same developer that built the apartments on the opposite side of The Fountains, and the building designs will be nearly identical. The PowerPoint presentation for the neighborhood meeting, along with the site plan, accompanies this application as evidence of that. This application also includes a standard single-family subdivision. The apartment community requires R-5A zoning, whereas the single-family community will remain R-4 zoning — both the rezoning and development plan accompanying same are compatible with the form of development that has occurred already in the immediate vicinity. After all, as said, there already exists The Fountains "stacked" form of a apartment-style condominium community, plus the referenced apartment community to the north. And part of the Apple Valley subdivision to the west is zoned R-6. Beulah Church Road leads to and from the Snyder Freeway, thus this area is a good location, fronting as this site does on a minor arterial or major collector level roadway, which takes traffic to and from places of employment and places of retail shopping along the Outer Loop and such places of worship as the large Highview Baptist Church not far north of this site.

GUIDELINE 1: COMMUNITY FORM

The Community Form that this property is located in is the Suburban Neighborhood Form District, which is characterized by predominantly residential uses that vary from low to high density and that blend compatibility into the existing landscape and neighborhood areas. These proposed apartment and single-family uses, as noted above, adjoin multi-family zoning and single-family uses. Plus they are compatible in terms of layout, design and density/intensity to adjoining and nearby uses. Because the Suburban Neighborhood Form recommends diverse housing types, this application does that: adds another small apartment community to the successful one to the north that this same developer recently built, plus some home sites typical

of what builders/developers are wanting to build today for the market that is out there such as this. This is proposed as a low to medium density use, not close to high density, which would in and of itself probably be appropriate, given its location on an arterial or major collector roadway such as Beulah Church Road which is in close proximity to areas of shopping, worship, schools, etc.

Also in conformance with this Guideline of the Comprehensive Plan, the pattern of streets and connectivity are also shown on the site plan, together with street trees, sidewalks and so forth.

GUIDELINE 2: CENTERS

The Intents and applicable Policies 1, 4, 5, 6, 7, 8, 9, 11, 13, 14, 15 and 16 of this Guideline all pertain to the notion of "centers", which is a Comprehensive Plan concept which encourages mixed land uses organized around compact activity centers that are existing, proposed or planned in order to promote efficient uses of land, lower utility costs, reduce commuting time and transportation related air pollution, provide an opportunity for a mixture of residential development and housing types, and add to and encourage vitality and a sense of place in neighborhoods. Within Suburban Neighborhood Form Districts, activity centers should be located at street intersections with at least one of the intersecting streets classified as collector or above. Beulah Church Road is probably a minor arterial or at least a major collector. The entrance to this proposed community of multi- and single-family residences will probably lead to Apple Valley subdivision, such that that entrance road will become a major local street or collector in its own right. For the location of this somewhat higher density/intensity series of residential uses, from this site on the south moving north through The Fountains condominium community to the apartment community on the north of that, this larger development takes on the character of a small Neighborhood Center at this location.

Policies 4 and 5 encourage compact and mixed uses, which this proposal ensures, both by virtue of the site design, including the somewhat smaller single-family lots that are otherwise allowed in the R-4 zoning district. That assures a buyer seeking a higher level of amenities on a smaller lot. Guidelines 6 and 7 encourage a mixture of residential and commercial uses, proximate one as to the other. That is what is shown on this site plan in this case.

Policies 11, 13, 14 and 15 recommend that centers be designed taking into account the development patterns and designs of nearby development projects and also assure well screened and shared parking, well identified safe access, as well as use of existing utilities when possible. All of that occurs in this particular case.

GUIDELINE 3: COMPATIBILITY

The Intents and applicable Policies 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 21, 22, 23, 24, 28 and 29 of this Guideline all pertain to the issues of how to ensure that land uses and transportation facilities are located, designed and constructed so as to be compatible with nearby land uses and to minimize impacts to residential areas, schools and other sensitive features.

This application complies with the Intents and applicable Policies of this Guideline as follows. For example, as said above, the design of this proposed apartment community and single-family subdivision take into account what adjoins them while looking at the way these uses were laid out, as well as the way that the buildings were designed. In this case, materials similar to those

used in the existing apartment community and nearby homes will be utilized on all structures, which is evident in immediate adjoining neighborhoods. Buildings will be one and two-story, not taller. Odors, traffic, noise and commercial type lighting will not be involved in these developments, such that those kinds of impacts will not exist. Lighting will be residential in style and design. Visually speaking, the proposed communities will be compatible with those adjoining it and typical of the area. Again, this is not high density zoning, but it is a type different than standard R-4 single-family housing. But then the current market for new housing does not call for large lot standard single-family housing, but rather for more multi-family and for smaller single-family lots. As evident on the development plan accompanying this application, good transitions, appropriate setbacks, landscape buffers, building heights that do not require variances, suitable LDC compliant signage are all involved in this application and again, evident on the development plan.

GUIDELINES 4 AND 13: OPEN SPACE AND LANDSCAPE CHARACTER

The Intents and applicable Policies 1, 3, 6 and 7 of this Guideline 4 and Policies 1, 2 and 5 of Guideline 13 all pertain to the idea of ensuring well designed, permanently protected open spaces within communities, as well as landscape throughout these communities that protect and enhance the natural environment.

This application complies with these Intents and applicable Policies of this Guideline as follows. Green space and open areas are included within the apartment community. Throughout both the multi-family and single-family zoned communities, there will be abundant trees appropriately located to provide for internal aesthetics, screening and buffering, as well as to all of the requirements pertaining to the tree canopies and landscaping within the LDC.

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

The Intents and applicable Policies 1, 3, 5 and 6 of this Guideline all pertain to the provision of a positive culture for attracting and sustaining a variety of land uses, in this case residential.

This application complies with the Intents and applicable Policies of this Guideline as follows. This is an infill development, meaning that is adjoined by other existing like-kind development for which there is a significant market demand.

GUIDELINES 7, 8 AND 9: CIRCULATION, TRANSPORTATION FACILITIES, AND BICYCLE, PEDESTRIAN AND TRANSIT ACCESS

The Intents and applicable Policies 1, 2, 4, 6, 9, 10, 11, 13, 14, 15 and 16 of Guideline 7, plus Policies 7, 8, 9, 10 and 11 of Guideline 8, plus Policies 1, 2, 3, 4 and 5 of Guideline 9 all pertain to the issues of traffic impacts, access to and circulation through proposed developments and the provision of access by other means of transportation than simply the automobile. As these are low to medium density single-family and multi-family developments along a road that has adequate traffic-carrying capacity, development of this site for residential communities of this type is appropriate. If additional road improvements are required, and if those impacts are proportionate to whatever the road improvements requirements are, they will be provided. That could include additional right-of-way dedication and a center turn lane. But probably nothing more than that would be required. Metro Transportation Planning must review the development

plan filed with this application prior to docketing for the LD&T Committee meeting, which is even before the full-blown Planning Commission public hearing. Consequently, this application will not be reviewed until such time as that agency has determined that, as said, the existing external road system has adequate traffic-carrying capacity as it is believed to have and that access to the site, through the site and to adjoining properties is provided in accordance with the LDC and these Comp Plan Policies. Sidewalks will be provided along Beulah Church Road and internally. Bicycle accommodations will be made within the multi-family development.

GUIDELINES 10 AND 11: FLOODING AND STORMWATER PLUS WATER QUALITY

The Intents and applicable Policies 1, 3, 6, 7, 10 and 11 of Guideline 10 and Policies 3, 5 and 8 of Guideline 11 pertain to the issues of effectively managing stormwater and preventing the degradation of water quality due to water pollution and soil erosion and sedimentation.

This application complies with the Intents and applicable Policies of these Guidelines as follows. MSD has provided regulations that pertain to soil erosion and sedimentation control, which is a construction detail that will be required of this applicant in connection with its developments of these multi-family and single-family communities. Among other things, post-development rates of runoff may not exceed pre-development conditions, and they will not do so in this case. Ordinarily that is accomplished through on-site detention as here. MSD new water quality guidelines will also be accommodated through the design of one or several of multiple measures that are now available to assure best management practices in this regard.

GUIDELINE 12: AIR QUALITY

The Intents and applicable Policies 1, 2, 4, 6, 8 and 9 this Guideline all pertain to the issues of assuring no adverse consequences on air quality and, when possible, even taking measures to improve same.

This application complies with the Intents and applicable Policies of this Guideline as follows. Generally speaking, by filling in the infill, so to speak, which means building next to development that already exists as opposed to in outlying areas, for example outside the Snyder Freeway, is important as a means to assure reduced vehicle miles traveled. That tends to help with air quality because people driving from their homes to places of work, to shopping, to places of worship, to school and so forth will be more proximately located relative to same. That will be the case here.

GUIDELINE 14: INFRASTRUCTURE

The Intents and applicable Policies 2, 3, 4, 6 and 7 of this Guideline all pertain to assuring adequate infrastructure to support a new development project.

This application complies with the Intents and applicable Policies of this Guideline as follows. This site was chosen because it has sanitary sewer service available. Also, water and electric service are available at the site without the need for lengthy extensions. It is always more cost-effective for the developer, and better for the public utilities when existing utility infrastructure can be utilized. And, as said, Beulah Church Road has adequate traffic-carrying capacity for limited amounts of added, especially residential, developments where infill sites like this exist.

General Waiver Justification:

In order to justify approval of any waiver, the Planning Commission or Board of Zoning Adjustment considers four criteria. Please answer all of the following questions. Use additional sheets if needed. A response of yes, no, or N/A is not acceptable.

Waiver of: Section 10.2 to (1) waive the 25 ft LBA adjacent to the Fountains Condominium property along the shared property line with Tract 1; (2) to reduce the 25 ft LBA to 10 ft along the shared property line between Tract 2 and the Fountains Condo Council property and to waive the dumpster and pavement encroachments; and (3) to reduce the required 8 ft screen to 6 ft along the shared property line between Tract 2 and the Fountains Condo Council property line.

Explanation of Waiver:

- 1. The waiver will not adversely affect adjacent property owners because along this eliminated LBA is a multi-family development on the adjoining property with its own LBA, and on this one are a 0.41 acre open space, 6 single family lots and only two small 5,300 sq ft apartment buildings. A 6 ft privacy fence will be provided to meet the screening requirement along the shared property line between the Fountain Condo Council property and Tract 2.
- 2. The waiver will not violate the Comprehensive Plan for all the set forth in the Detailed Statement of Compliance with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan filed with the rezoning application.
- 3. The extent of waiver of the regulation the minimum necessary to afford relief to the applicant because there is added setback and open space in the above referenced yards next to the adjoining multi-family property.
- 4. Strict application of the provisions of the regulation will deprive the applicant of a reasonable use of the land or would create an unnecessary hardship on the applicant because the applicant would end up moving everything to the south, changing configurations of buildings, reducing parking, and changing the configuration of Zelma Fields Avenue.

BARDENWERPER, TALBOTT & ROBERTS, PLLC

- ATTORNEYS AT LAW -

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PROPOSED FINDINGS OF FACT REGARDING COMPLIACE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE2020 COMPREHENSIVE PLAN

Applicant:

Ashton Park, LLC

Owner:

The Revocable Trust Agreement with

Margaret D. Greenwell

Location:

7508, 7506, and 7504 Beulah Church Rd

Proposed Rezoning/Use:

Rezoning from R-4 to R-5A

Engineers, Land Planners and

Landscape Architects:

Land Design & Development

The Louisville Metro Planning Commission, having heard testimony before its Land Development & Transportation Committee, in the Public Hearing held on April 16, 2015 and having reviewed evidence presented by the applicant and the staff's analysis of the application, make the following findings:

INTRODUCTORY STATEMENT

WHEREAS, this is an application for an apartment community and single family subdivision that essentially mirror the apartment community on the north side of "The Fountains" condominiums and the adjoining existing residential subdivision; this mixed single family and apartment community is proposed by the same developer that built the apartments on the opposite side of The Fountains, and the apartment building designs will be nearly identical; the PowerPoint presentation shown at the Public Hearing, along with the site plan, accompanying this application is evidence of that; the apartment community requires R-5A zoning, whereas the single-family community will remain R-4 zoning; both the rezoning and development plan accompanying the R-5A zoning as well as the preliminary subdivision plan relevant to the R-4 zoning are compatible with the form of development that has occurred already in the immediate vicinity; there already exists The Fountains "stacked" form of an apartment-style condominium community, plus the referenced apartment community to the north and part of the Apple Valley subdivision to the west is zoned R-6; Beulah Church Road leads to and from the Snyder Freeway, thus this area is a good location, fronting as this site does on a minor arterial or major collector level roadway, which takes traffic to and from places of employment and places of retail shopping along the Outer Loop and such places of worship as the large Highview Baptist Church not far north of this site; and

GUIDELINE 1: COMMUNITY FORM

WHEREAS, the Community Form that this property is located in is the Suburban Neighborhood Form District, which is characterized by predominantly residential uses that vary from low to

PROPOSED FINDING FOR THE WAIVER

Waiver of: Section 10.2 to (1) waive the 25 ft LBA adjacent to the Fountains Condominium property along the shared property line with Tract 1; (2) to reduce the 25 ft LBA to 10 ft along the shared property line between Tract 2 and the Fountains Condo Council property and to waive the dumpster and pavement encroachments; and (3) to reduce the required 8 ft screen to 6 ft along the shared property line between Tract 2 and the Fountains Condo Council property line.

WHEREAS, the waiver will not adversely affect adjacent property owners because along this eliminated LBA is a multi-family development on the adjoining property with its own LBA, and on this one are a 0.41 acre open space, 6 single family lots and only two small 5,300 sq ft apartment buildings; and a 6 ft privacy fence will be provided to meet the screening requirement along the shared property line between the Fountain Condo Council property and Tract 2; and

WHEREAS, the waiver will not violate the Comprehensive Plan for all the set forth in the Detailed Statement of Compliance with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan filed with the rezoning application; and

WHEREAS, the extent of waiver of the regulation the minimum necessary to afford relief to the applicant because there is added setback and open space in the above referenced yards next to the adjoining multi-family property; and

WHEREAS, strict application of the provisions of the regulation will deprive the applicant of a reasonable use of the land or would create an unnecessary hardship on the applicant because the applicant would end up moving everything to the south, changing configurations of buildings, reducing parking, and changing the configuration of Zelma Fields Avenue;

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

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