January 14, 2020

Traffic Impact Study

9922 Brentlinger Lane Louisville, KY 40059

Prepared for

Louisville Metro Planning Commission





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INTRODUCTION

The development plan for 9922 Brentlinger Lane in Louisville, KY shows 116 multi-family units. **Figure 1** displays a map of the site. Access to the development will be from an entrance on Brentlinger Lane and Major Lane. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersection of Brentlinger Lane with Leaders Lane.



Figure 1. Site Map

EXISTING CONDITIONS

Brentlinger Lane is maintained by Louisville Metro with an estimated 2019 Average Annual Daily Traffic (AADT) volume of 3,200 vehicles per day between Bardstown Road and Broad Run Road, as estimated by the Kentucky Transportation Cabinet count station 318. The road has two lanes of nine feet and one-foot shoulders through study area. The speed limit is 35 mph. There are no sidewalks along the property. There are sidewalks along the adjacent property to the west. The intersection with Leaders Lane is controlled with a stop sign on Leaders Lane.

Peak hour traffic counts for the intersections were obtained on Thursday, October 17, 2019. The a.m. peak hour occurred between 8:00 and 9:00 and the p.m. peak hour was 4:45 to 5:45. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data for the intersection.

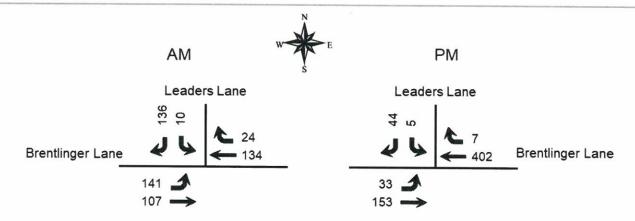


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2022. An annual growth rate of 2.0 percent was applied to the through volumes on Brentlinger Lane. The trips generated by the proposed Southpointe Commons from their traffic study were included on Leaders Lane. A left-turn lane on eastbound Brentlinger Lane is currently in the design phase. **Figure 3** displays the 2022 No Build peak hour volumes.

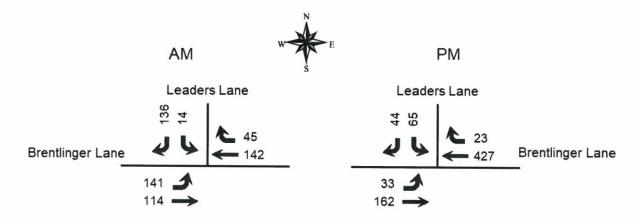


Figure 3. 2022 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 10th Edition contains trip generation rates for a wide range of developments. The land uses of "Multi-Family (Low-Rise) (220)" was reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

	A.M. I	Peak	Hour	P.M. F	Peak	Hour
Land Use	Trips	In	Out	Trips	In	Out
Multi-Family (116 units)	55	13	42	67	42	35



Figure 4. Trip Distribution Percentages

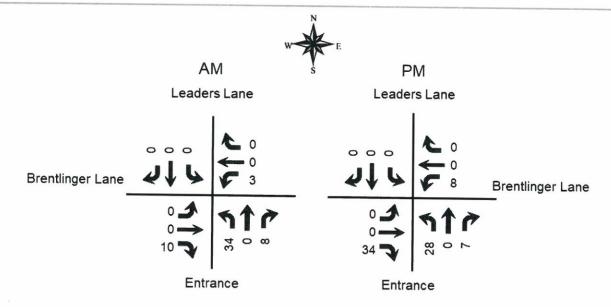


Figure 5. Peak Hour Trips Generated by Site

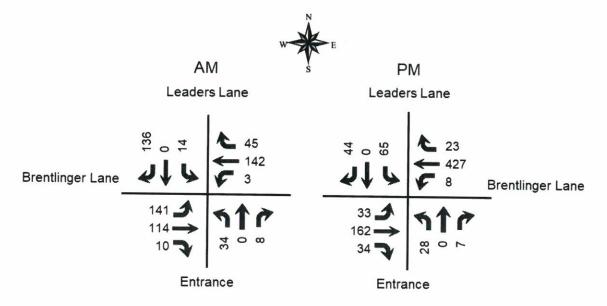


Figure 6. 2022 Build Peak Hour Volumes

ANALYSIS

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

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 6th edition. Future delays and Level of Service were determined

for the intersections using the HCS Streets (version 7.8.5) software. The delays and Level of Service are summarized in **Table 2**.

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Approach	2019 Existing	2022 No Build	2022 Build	2019 Existing	2022 No Build	2022 Build
Brentlinger Lane at Leaders Lane						
Brentlinger Lane Eastbound (Left turn)	A 8.1	A 8.3	A 8.3	A 8.3	A 8.4	A 8.4
Brentlinger Lane Westbound (Left turn)			A 7.6			A 7.6
Entrance Northbound			C 21.5			B 14.3
Leaders Lane Southbound	B 11.7	B 12.6	B 12.2	B 11.7	C 15.8	B 14.9

Key: Level of Service, Delay in seconds per vehicle

The intersection of Brentlinger Lane at the entrance was evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance Manual</u> dated March, 2017. Using the volumes in Figure 6, no turn lanes will be required for the entrance.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2022, there will be a minor impact to the existing highway network. No improvements are required for this development.

APPENDIX

Brentlinger Lane Traffic Impact Study

Jefferson County, KY Classified Turn Movement Count

Site 1 of 1 Local Access Brentlinger Ln (East)

Brentlinger Ln (West)

Lat/Long 38.134886°, -85.576344°

Date

Thursday, October 17, 2019

Weather Fair 51°F

Traffic Counts



41 Peabody Street, Nashville, TN 37210
10 Glenlake Parkway, Suite 130, Atlanta, GA 30328
555 Fayetteville Street, Suite 201, Raleigh, NC 27601
1229 South Shelby Street, Louisville, KY 40203
6565 North MacArthur Boulevard, Suite 225, Dallas, TX 75039

hello@marrtraffic.com www.marrtraffic.com

1 (800) 615-3765

			Southbour	d				Nestboun	d				Eastboun	d]
		L	ocal Acce	ss			Bren	linger Ln	(East)			Brent	linger Ln ((West)		
	U-Turn	Left	Right	Peds	App	U-Turn	Thru	Right	Peds	App	U-Turn	Left	Thru	Peds	App	In
0700 - 0715	0	0	8	0	8	0	47	1	0	48	0	2	27	0	29	8
0715 - 0730	0	0	5	0	5	0	43	2	0	45	0	5	36	0	41	9
0730 - 0745	0	1	2	0	3	0	47	0	0	47	0	5	57	0	62	11
0745 - 0800	0	1	3	0	4	0	40	1	0	41	0	1	64	0	65	11
0800 - 0815	0	1	2	0	3	0	39	3	0	42	0	5	31	0	36	8
0815 - 0830	0	1	5	0	6	0	27	1	0	28	0	23	31	0	54	8
0830 - 0845	0	3	64	0	67	0	36	9	0	45	0	50	24	0	74	18
0845 - 0900	0	5	65	0	70	0	32	11	0	43	0	63	21	0	84	19
1530 - 1545	0	1	2	0	3	0	45	2	0	47	0	17	33	0	50	10
1545 - 1600	0	2	49	0	51	0	49	4	0	53	0	20	35	0	55	15
1600 - 1615	0	6	42	0	48	0	60	1	0	61	0	15	36	0	51	16
1615 - 1630	0	1	9	0	10	0	71	2	0	73	0	8	23	0	31	11
1630 - 1645	0	1	4	0	5	0	75	1	0	76	0	9	32	0	41	12
1645 - 1700	0	0	5	0	5	0	85	3	0	88	0	13	29	0	42	13
1700 - 1715	0	4	25	0	29	0	94	3	0	97	0	9	38	0	47	17
1715 - 1730	0	0	8	0	8	0	109	0	0	109	0	3	42	0	45	16
1730 - 1745	0	1	6	0	7	0	114	1	0	115	0	8	44	0	52	17
1745 - 1800	0	0	5	0	5	0	87	0	0	87	0	2	38	0	40	13
0800 - 0815	0	1	2	0	3	0	39	3	0	42	0	5	31	0	36	8
0815 - 0830	0	1	5	0	6	0	27	1	0	28	0	23	31	0	54	8
0830 - 0845	0	3	64	0	67	0	36	9	0	45	0	50	24	0	74	18
0845 - 0900	0	5	65	0	70	0	32	11	0	43	0	63	21	0	84	19
AM PEAK TOTAL	0	10	136	0	146	0	134	24	0	158	o o	141	107	0	248	55
1645 - 1700	0	0	5	0	5	0	85	3	0	88	0	13	29	0	42	13
1700 - 1715	0	4	25	0	29	0	94	3	0	97	0	9	38	0	47	17
1715 - 1730	0	0	8	0	8	0	109	0	0	109	0	3	42	0	45	16
1730 - 1745	0	1	6	0	7	0	114	1	0	115	0	8	44	0	52	17
PM PEAK TOTAL	0	5	44	0	49	0	402	7	0	409	0	33	153	0	186	64

HCS REPORTS

			1037	IWO	-vvay	Sto	p-co	nuo	Кер	ort						
General Information		FREE S		Sallie			Site	Infor	matio	n				SE		
Analyst	DBZ						Inters	section			Bren	tlinger a	t Leader	s		
Agency/Co.	Diane	B Zimr	nerman i	Fraffic Er	ngineerin	g	Juriso	diction			10000		· ceauci			37.03
Date Performed	1/13/2	_					East/	West Str	eet		Bren	tlinger L	ane			
Analysis Year	2019			La ga	1950	9783	-	n/South		TEVEL	-	ers Lane				
Time Analyzed	AM Pe	eak					Peak	Hour Fa	ctor		0.70					
Intersection Orientation	East-V	West			3880	5-100	Analy	sis Time	Period	(hrs)	0.25	Constitution of the	45 (61)		E. S. F.	
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Vehicle Volumes and Ad	justmei	nts														
Approach		Easti	ound			West	bound			North	bound		I	South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		141	107				134	24					No.	10		13
		0												10		-
Percent Heavy Vehicles (%)	_				-		_							1		1
Proportion Time Blocked	-			16 PA		Car		200	137		-	1330			The	1
Proportion Time Blocked Percent Grade (%)				63			C. In								0	1
Proportion Time Blocked															0	1
Proportion Time Blocked Percent Grade (%)				Undi	vided										0	1
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadway	ys.		Undi	vided										0	1
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadway	/s 4.1		Undi	vided									7.1	0	
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadway			Undi	vided										0	6.2
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadway	4.1		Undi	vided									7.1	0	6.2
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadway	4.10		Undi	vided									7.1 6.50	0	6.2 6.2 3.3
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		4.1 4.10 2.2 2.20	ervice	Undi	vided									7.1 6.50 3.5	0	6.2 6.2 3.3
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.1 4.10 2.2 2.20	ervice	Undi	vided									7.1 6.50 3.5		6.2 6.2 3.3
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		4.1 4.10 2.2 2.20 of Se	ervice	Undi	vided									7.1 6.50 3.5	209	6.2
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 Flow Rate, v (veh/h)		4.1 4.10 2.2 2.20 of Se 201	ervice	Undi	vided									7.1 6.50 3.5	209	6.2 6.2 3.3
Proportion Time Blocked Percent Grade (%) Right Tum Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		4.1 4.10 2.2 2.20 of Se 201 1355	ervice	Undi	vided									7.1 6.50 3.5	209 744 0.28	6.2 6.2 3.3
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		4.1 4.10 2.2 2.20 of Se 201 1355 0.15	ervice	Undi	vided									7.1 6.50 3.5	209 744 0.28 1.1	6.2 6.2 3.3
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₃₅ (veh)		4.1 4.10 2.2 2.20 of Se 201 1355 0.15 0.5	ervice	Undi	vided									7.1 6.50 3.5	209 744 0.28 1.1 11.7	6.2 6.2 3.3
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh) Control Delay (s/veh)		4.1 4.10 2.2 2.20 of Se 201 1355 0.15 0.5 8.1 A	ervice	Undi	vided									7.1 6.50 3.5 3.59	209 744 0.28 1.1	6.2

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		H	ICS7	Two-	-Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inform	matio	n						
Analyst	DBZ						Inters	ection		*	Brent	linger at	t Leader	S		
Agency/Co.	Diane	B Zimn	nerman T	raffic En	gineering	9	Jurisd	iction								
Date Performed	1/13/	2020					East/\	Nest Str	eet		Brent	linger La	ane			
Analysis Year	2022				3,28-1		North	/South	Street		Lead	ers Lane				
Time Analyzed	AM P	eak No	Build				Peak	Hour Fac	ctor		0.70		-			
Intersection Orientation	East-	West					Analy	sis Time	Period ((hrs)	0.25				16.5	
Project Description	Brent	linger La	ane													
Lanes												A SECTION		N. Politic		
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Vehicle Volumes and Adj	justme	nts														
Approach		Eastl	oound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
	1U	1	2	3	4U	4	5	6	1	1 -	-			10	11	
Priority	10		-							7	8	9		10	11	12
Priority Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	-
Number of Lanes Configuration		0 LT	1	0	0		1.0	0 TR		-	-	-		0		0
Number of Lanes Configuration Volume (veh/h)		0 LT 141	-	0	0		-	0		-	-	-		-	1	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0 LT	1	0	0		1.0	0 TR		-	-	-		0	1	130
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0 LT 141	1	0	0		1.0	0 TR		-	-	-		14 10	1 LR	130
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0 LT 141	1	0	0		1.0	0 TR		-	-	-		14 10	1	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0 LT 141	1				1.0	0 TR		-	-	-		14 10	1 LR	136
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	0	0 LT 141 0	1		0 vided		1.0	0 TR		-	-	-		14 10	1 LR	130
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	0	0 LT 141 0 ys 4.1 4.10 2.2	1				1.0	0 TR		-	-	-		7.1 6.50 3.5	1 LR	6.2 6.2 3.3
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	0 eadwa	0 LT 141 0 ys 4.1 4.10 2.2 2.20	1 114	Undi			1.0	0 TR		-	-	-		7.1 6.50 3.5	1 LR	6.2 6.2 3.3
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	0 eadwa	0 LT 141 0 ys 4.1 4.10 2.2 2.20 I of So	1 114	Undi			1.0	0 TR		-	-	-		7.1 6.50 3.5	1 LR	6.2 6.2
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Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	0 eadwa	0 LT 141 0 ys 4.1 4.10 2.2 2.20 1 of S 201 1308 0.15 0.5 8.3	1 114	Undi			1.0	0 TR		-	-	-		7.1 6.50 3.5	1 LR 0 0 214 689 0.31	6.2 6.2 3.3
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	0 eadwa	0 LT 141 0 ys 4.1 4.10 2.2 2.20 1 of So 0.15 0.5 8.3 A	1 114	Undi			1.0	0 TR		-	-	-		7.1 6.50 3.5	1 LR 0 0 214 689 0.31 1.3	0 134 1 6.2

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HCS TIME TWSC Version 7.8.5 Leaders AM 22.xtw

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		Н	ICS7	Two	-Way	Stop	o-Co	ntro	l Rep	ort						
General Information								-	matio					S SUR		
Analyst	DBZ						Inters	ection			Brent	tlinger at	Leader	5		
Agency/Co.	Dian	e B Zimm	nerman T	raffic En	aineerin	ıa		liction	75.55		Biein	aniger a	Leader	3		
Date Performed	-	/2020				3		West Str	eet		Brent	tlinger La	ane			
Analysis Year	2022					43.5U/A		/South			-	er/Entrar				1497
Time Analyzed	AM F	Peak Build	d					Hour Fa			0.70	er, errerer	100			
Intersection Orientation	-	West			6,050				Period	(hrs)	0.25					12.92
Project Description	Bren	tlinger								()	0.23					
Lanes						STIPS:		W NES	S S S S S S S S S S S S S S S S S S S	TA L		1000-12				VAL.
				ローチャイ・マコ	n d	* Y 1 or Street Ea	r r	4 4 4 7 1								
Vehicle Volumes and Adj	ustme	nts														
						14141								9521 1959	2	
Approach	_	Eastb				vvesti	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	North	bound	R	U	South	T	F
Movement Priority	10	L 1	T 2	3	4U	L 4	T 5	6	U	_		R 9	U	_		-
Movement Priority Number of Lanes	10000	1 1	T	3		L	T 5		U	L	Т		U	L	T	1
Movement Priority Number of Lanes Configuration	10	1 1 1	T 2	3 0 TR	4U	L 4	T 5 1 LTR	6	U	L 7	T 8 1 LTR	9	U	10 0	11 1 LTR	1
Movement Priority Number of Lanes Configuration Volume (veh/h)	10	1 1 1 L	T 2	3	4U	L 4 0	T 5	6	U	7 0	T 8	9 0	U	L 10	1 11 1	1
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	10	1 1 1	T 2	3 0 TR	4U	L 4	T 5 1 LTR	6	U	L 7	T 8 1 LTR	9	U	10 0	11 1 LTR	1
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	10	1 1 1 L	T 2	3 0 TR	4U	L 4 0	T 5 1 LTR	6	U	L 7 0 34 0	T 8 1 LTR 0 0	9 0	U	10 0 14 10	T 11 1 LTR 0 0	1:
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	10	1 1 1 L	T 2	3 0 TR	4U	L 4 0	T 5 1 LTR	6	U	L 7 0 34 0	T 8 1 LTR 0	9 0	U	10 0 14 10	11 1 LTR 0	1:
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	10	1 1 1 L	T 2	3 0 TR 10	4U 0	L 4 0	T 5 1 LTR	6	U	L 7 0 34 0	T 8 1 LTR 0 0	9 0 8 0		10 0 14 10	T 11 1 LTR 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	10 0	L 1 1 L 141 0	T 2	3 0 TR 10	4U	L 4 0	T 5 1 LTR	6	U	L 7 0 34 0	T 8 1 LTR 0 0	9 0 8 0	1	10 0 14 10	T 11 1 LTR 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	10 0	L 1 1 L 141 0	T 2	3 0 TR 10	4U 0	L 4 0	T 5 1 LTR	6	U	L 7 0 34 0	T 8 1 LTR 0 0	9 0 8 0		10 0 14 10	T 11 1 LTR 0 0	1:
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	10 0	L 1 1 L 141 0	T 2	3 0 TR 10	4U 0	L 4 0	T 5 1 LTR	6	U	L 7 0 34 0	T 8 1 LTR 0 0	9 0 8 0		10 0 14 10	T 11 1 LTR 0 0	11
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)	10 0	L 1 1 L 141 0	T 2	3 0 TR 10	4U 0	L 4 0 0 3 0 0	T 5 1 LTR	6	U	L 7 0 34 0	T 8 1 LTR 0 0	9 0 8 0		L 10 0 14 10	1 11 1 LTR 0 0	1 1:
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	10 0	L 1 1 1 L 141 0 9 9 4.1 4.10 2.2	T 2	3 0 TR 10	4U 0	4 0 3 0	T 5 1 LTR	6	U	L 7 0 34 0 7.1	T 8 1 LTR 0 0 0	9 0 8 0		10 0 14 10 7.1	1 11 1 LTR 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	1U 0	L 1 1 1 L 141 0 VS 4.1 4.10 2.2 2.20	T 2 1 1 114	3 0 TR 10	4U 0	4.1 4.10	T 5 1 LTR	6	U	7 0 34 0 7.1 7.10	T 8 1 LTR 0 0 0 0 6.5 6.50	9 0 8 0		10 0 14 10 7.1 7.20	1 11 1 LTR 0 0 0 0 6.5 6.50	11:11:11:11:11:11:11:11:11:11:11:11:11:
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	1U 0	L 1 1 1 L 141 0 VS 4.1 4.10 2.2 2.20	T 2 1 1 114	3 0 TR 10	4U 0	4.1 4.10 2.2	T 5 1 LTR	6	U	7.0 34 0 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 6.5 6.50 4.0	9 0 8 0 6.2 6.20 3.3		10 0 14 10 7.1 7.20 3.5	1 11 1 1 LTR 0 0 0 0 0 6.5 6.50 4.0	11:11:11:11:11:11:11:11:11:11:11:11:11:
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	1U 0	L 1 1 1 L 141 0 VS 4.1 4.10 2.2 2.20	T 2 1 1 114	3 0 TR 10	4U 0	4.1 4.10 2.2	T 5 1 LTR	6	U	7.0 34 0 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 6.5 6.50 4.0	9 0 8 0 6.2 6.20 3.3		10 0 14 10 7.1 7.20 3.5	1 11 1 1 LTR 0 0 0 0 0 6.5 6.50 4.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	1U 0	L 1 1 1 L 141 0 9 9 4.1 4.10 2.2 2.20 I of Se	T 2 1 1 114	3 0 TR 10	4U 0	4.1 4.10 2.2 2.20	T 5 1 LTR	6		7.0 34 0 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 6.5 6.50 4.00 4.00	9 0 8 0 6.2 6.20 3.3		10 0 14 10 7.1 7.20 3.5	11 11 1 LTR 0 0 0 0 6.5 6.50 4.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)	1U 0	L 1 1 1 L 141 0 0 9 4.1 4.10 2.2 2.20 1 of See 201	T 2 1 1 114	3 0 TR 10	4U 0	4.1 4.10 2.2 2.20	T 5 1 LTR	6		7.0 34 0 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 8 0 6.2 6.20 3.3		10 0 14 10 7.1 7.20 3.5	T 11 1 1 LTR 0 0 0 0 0 0 0 4.00 4.00	6 6. 3
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pollow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	1U 0	ys 4.1 4.10 2.2 2.20 l of Se 201 1308	T 2 1 1 114	3 0 TR 10	4U 0	4.1 4.10 2.2 2.20	T 5 1 LTR	6	U	7.0 34 0 7.1 7.10 3.5	T 8 1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 8 0 6.2 6.20 3.3		10 0 14 10 7.1 7.20 3.5	T 11 1 1 LTR 0 0 0 0 0 0 4.00 4.00 4.12	6 6. 3
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	1U 0	L 1 1 1 L 141 0 VS 4.1 4.10 2.2 2.20 l of Se 201 1308 0.15	T 2 1 1 114	3 0 TR 10	4U 0	4.1 4.10 2.2 2.20	T 5 1 LTR	6		7.0 34 0 7.1 7.10 3.5	6.5 6.5 6.50 4.00 60 278 0.22	9 0 8 0 6.2 6.20 3.3		10 0 14 10 7.1 7.20 3.5	11 11 11 11 11 11 0 0 0 0 0 0 6.5 6.50 4.0 4.00 214 712 0.30	6 6. 3
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh)	1U 0	L 1 1 1 L 141 0 0 VS 4.1 4.10 2.2 2.20 l of Se 201 1308 0.15 0.5	T 2 1 1 114	3 0 TR 10	4U 0	4.1 4.10 2.2 2.20 4 1411 0.00 0.0	T 5 1 LTR	6		7.0 34 0 7.1 7.10 3.5	6.5 6.5 6.50 4.0 4.00 60 278 0.22 0.8	9 0 8 0 6.2 6.20 3.3		10 0 14 10 7.1 7.20 3.5	11 11 1 LTR 0 0 0 0 0 6.5 6.50 4.0 4.00 214 712 0.30 1.3	6 6. 3

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	THE STATE OF THE S					15/15/2020						-				
General Information	1.						Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Brent	linger at	Leaders			
Agency/Co.	Diane	B Zimm	nerman T	raffic En	gineerin	g	Jurisd	iction	17		J. P.					
Date Performed	1/13/	2020					East/\	Nest Str	eet		Brent	linger La	ane			
Analysis Year	2019						North	/South	Street		Lead	ers Lane			35.19	
Time Analyzed	PM Pe	eak					Peak i	Hour Fac	tor		0.93					
Intersection Orientation	East-\	West	1				Analy	sis Time	Period (hrs)	0.25	TELL.		515	Mang.	
Project Description	Brent	linger La	ine													
Lanes																
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			0144Y+FC	n d Maj	ቀ ነ ' or Street Ea	ist-West	4 + 6								
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0	70.00	0	.0	0	137	0	1	0
Configuration		LT						TR							LR	
		33	153			35.3	407	7		1000	5823			5		
Volume (veh/h)	-	-											1	-		-
Percent Heavy Vehicles (%)		0												0		-
Percent Heavy Vehicles (%) Proportion Time Blocked		0	77,53											2.8		-
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0					occ.							2.8	0	-
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0					or is							2.8	0	0
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided									2.8	0	-
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He	eadwa	ys		Undi	vided										0	0
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec)	eadwa	ys 4.1		Undi	vided									7.1	0	6.2
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)	eadwa	ys 4.1 4.10		Undi	vided									7.1 6.40	0	6.2
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	ys 4.1 4.10 2.2		Undi	vided									7.1 6.40 3.5	0	6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 4.1 4.10 2.2 2.20			vided									7.1 6.40	0	6.2
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys 4.1 4.10 2.2 2.20 I of S	ervice		vided									7.1 6.40 3.5		6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		ys 4.1 4.10 2.2 2.20 I of So	ervice		vided									7.1 6.40 3.5	53	6.2 6.2 3.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Ho Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 4.1 4.10 2.2 2.20 1 of So 35	ervice		vided									7.1 6.40 3.5	53 589	6.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 4.1 4.10 2.2 2.20 1 of So 35 1126 0.03	ervice		vided									7.1 6.40 3.5	53 589 0.09	6.3
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up House Critical Headway (sec) Base Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q95 (veh)		ys 4.1 4.10 2.2 2.20 I of S 1126 0.03 0.1	ervice		vided									7.1 6.40 3.5	53 589 0.09 0.3	6 6.2
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 4.1 4.10 2.2 2.20 1 of So 35 1126 0.03	ervice		vided									7.1 6.40 3.5	53 589 0.09	6.3

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			1CS/	IWO	-Way	Sto	p-Co	ntro	l Rep	ort						
General Information							Site	Infor	matio	n			100			
Analyst	DBZ						Inter	section			Bren	tlinger at	Leader			
Agency/Co.	Dian	e B Zimi	merman	Traffic E	ngineerin	a	-	diction	SHOW		- Circli	aniger a	Leader	3	4000	-
Date Performed		/2020					East/	West Str	eet		Bren	tlinger La	ane			
Analysis Year	2022		Same of	Legal Po	tear co		-	h/South		100		ers Lane		10-14		
Time Analyzed	PM P	eak No	Build				-	Hour Fa			0.93	CIO CONTE				
Intersection Orientation	East-	West	N. S. S.L.	¥ = 5	(S)(), (4)		Analy	sis Time	Period	(hrs)	0.25		97818		Name :	91921
Project Description	Brent	tlinger L	ane							,						8.50
Lanes									E NOW			YEAR IN				
				ብግ ቁ ቀጥ ተ ድ ፫		ቍ ጕ or Street: Ed		4 + 7 + + 10								
Vehicle Volumes and Adj	justme	nts														
Approach			bound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
		LT						TR							LR	
Configuration		33	162		1000		427	23						65		44
Volume (veh/h)			100									_		-	-	
Volume (veh/h) Percent Heavy Vehicles (%)		0												0		0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked																0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)													1938		0	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Undi	vided										0	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0		Undi	vided										0	0
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He	eadwa	0 ys		Undi	vided										0	0
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)	eadwa	0 ys 4.1		Undi	vided									7.1	0	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	eadwa	0 ys 4.1 4.10		Undi	vided									7.1 6.40	0	6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	9 ys 4.1 4.10 2.2		Undi	vided									7.1 6.40 3.5	0	6.2 6.20 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 ys 4.1 4.10 2.2 2.20			vided									7.1 6.40	0	6.2
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		0 4.1 4.10 2.2 2.20			vided									7.1 6.40 3.5		6.2 6.20 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		95 4.1 4.10 2.2 2.20 1 of So			vided									7.1 6.40 3.5	117	6.2 6.20 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		0 4.1 4.10 2.2 2.20 l of So 35 1089			vided									7.1 6.40 3.5	117 449	6.2 6.20 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Howard (sec) Critical Headway (sec) Base Critical 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		0 4.1 4.10 2.2 2.20 of So 1089 0.03			vided									7.1 6.40 3.5	117 449 0.26	6.2 6.2 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		0 4.1 4.10 2.2 2.20 1 of So 1089 0.03 0.1			vided									7.1 6.40 3.5	117 449 0.26 1.0	6.2 6.2 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qos (veh) Control Delay (s/veh)		9 4.1 4.10 2.2 2.20 1 of So 35 1089 0.03 0.1 8.4			vided									7.1 6.40 3.5	117 449 0.26 1.0	6.2 6.20 3.3
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		0 4.1 4.10 2.2 2.20 1 of So 1089 0.03 0.1 8.4 A			vided									7.1 6.40 3.5 3.50	117 449 0.26 1.0	6.2 6.20 3.3

		H	HCS7	Two	-Wa	y Sto	p-Co	ntro	l Rep	oort						
General Information			UAVE 1						matic					92.004		
Analyst	DBZ						-	section			Pro	atlinger :	t I code			
Agency/Co.	Dian	e B Zim	merman	Traffic F	ngineer	ina	+	diction	200-000		brei	ntlinger a	t Leade	ers		
Date Performed		/2020		Traine E	rigiricei	iiig	-	West St	reet		Dros	tin a a a t				
Analysis Year	2022					2759(180	+	h/South			_	ntlinger L	-	Porto and		
Time Analyzed	_	Peak Bui	ld				-	Hour Fa			0.93	der/Entra	nce			
Intersection Orientation		-West					+	-	e Period	(hec)	-					
Project Description	_	tlinger					Allai	ysis tittle	e Period	(nrs)	0.25					
Lanes		Bake.							150000	367-00 P						
Vehicle Volumes and Ad	justme	ents		2417416		† † † Y jor Street Ea) 4 4 4 4 L U								
Approach	<u> </u>	-	oound			West	bound			North	bound			C- 41		
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	_	nbound	T
Daile sta	1U	1	2	3	4U	4	5	6		7	8	9	U	L	T	R
Priority							1 -									10
Number of Lanes	0	1	1	0	0	0	1	0		-	-	-		10	11	+
	0	1 L	1	0 TR	0	0	1 ITR	0	7.4	0	1	0		0	1	+
Number of Lanes	0	-		TR	0		LTR			0	1 LTR	0		0	1 LTR	0
Number of Lanes Configuration Volume (veh/h)	0	L 33	162		0	8		23		0 28	1 LTR 0	7		65	1 LTR 0	0
Number of Lanes Configuration	0	L		TR	0		LTR			0	1 LTR	0		0	1 LTR	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	0	L 33		TR	0	8	LTR			28	1 LTR 0	7		65	1 LTR 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	0	L 33		TR	0	8	LTR			28	1 LTR 0	7		65	1 LTR 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	0	L 33		TR 34		8	LTR			28	1 LTR 0	7 0		65	1 LTR 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		L 33 0		TR 34	Only	8	LTR			28	1 LTR 0	7 0		65	1 LTR 0	12 0 44 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 Ho		L 33 0		TR 34		8 0	LTR			0 28 0	1 LTR 0 0 0	7 0		65 0	1 LTR 0 0	0 444 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 Ho		L 33 0		TR 34		8 0	LTR			0 28 0	1 LTR 0 0	7 0		65 0	1 LTR 0 0	0 44 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 Heave Critical Headway (sec) Critical Headway (sec)		ys 4.1		TR 34		4.1 4.10	LTR			7.1 7.10	1 LTR 0 0 0 0 6.5 6.50	0 7 0		7.1 7.10	1 LTR 0 0 0 0 6.5 6.50	0 44 0 6.2 6.20
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		ys 4.1 4.10 2.2		TR 34		4.1 4.10 2.2	LTR			7.1 7.10 3.5	1 LTR 0 0 0	6.2 6.20 3.3		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0	6.22 6.20
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hobital Control of the Control of	eadway	ys 4.1 4.10 2.2 2.20	162	TR 34		4.1 4.10	LTR			7.1 7.10	1 LTR 0 0 0 0 6.5 6.50	0 7 0		7.1 7.10	1 LTR 0 0 0 0 6.5 6.50	0 44 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 He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pellay, Queue Length, and	eadway	ys 4.1 4.10 2.2 2.20	162	TR 34		4.1 4.10 2.2 2.20	LTR			7.1 7.10 3.5	1 LTR 0 0 0	6.2 6.20 3.3		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0	6.22
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)	eadway	ys 4.1 4.10 2.2 2.20 of Se	162	TR 34		8 0 0 4.1 4.10 2.2 2.20	LTR			7.1 7.10 3.5	1 LTR 0 0 0	6.2 6.20 3.3		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0	6.2 6.2 3.3
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hollow-up Hollow-up Hollow-up 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)	eadway	L 33 0 4.1 4.10 2.2 2.20 l of Se 35 1089	162	TR 34		8 0 0 4.1 4.10 2.2 2.20	LTR			7.1 7.10 3.5	1 LTR 0 0 0	6.2 6.20 3.3		7.1 7.10 3.5	1 LTR 0 0 0 0 6.5 6.50 4.0 4.00	6.2 6.2 3.3
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	eadway	L 33 0 0 4.1 4.10 2.2 2.20 of Se 35 1089 0.03	162	TR 34		4.1 4.10 2.2 2.20 9 1372 0.01	LTR			7.1 7.10 3.5	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.20 3.3		7.1 7.10 3.5	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2
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 He 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 ₉₅ (veh)	eadway	ys 4.1 4.10 2.2 2.20 4.1 6.10 9.00 0.03 0.1	162	TR 34		8 0 4.1 4.10 2.2 2.20 9 1372 0.01 0.0	LTR			7.1 7.10 3.5	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.20 3.3		7.1 7.10 3.5	1 LTR 0 0 0 0 0 6.5 6.50 4.0 4.00	6.2 6.2 3.3
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up Hollow-up 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)	eadway	4.1 4.10 2.2 2.20 of Se 35 1089 0.03 0.1 8.4	162	TR 34		9 1372 0.01 0.0 7.6	LTR			7.1 7.10 3.5	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.20 3.3		7.1 7.10 3.5	1 LTR 0 0 0 0 0 6.5 6.50 4.0 4.00 117 480 0.24	6.2
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 He 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, Q ₉₅ (veh)	eadway	ys 4.1 4.10 2.2 2.20 4.1 6.10 9.00 0.03 0.1	162	TR 34		8 0 4.1 4.10 2.2 2.20 9 1372 0.01 0.0	LTR 427			7.1 7.10 3.5	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2 6.20 3.3		7.1 7.10 3.5	1 LTR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6.2

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