final report

August 26, 2020

Traffic Impact Study

Residential 8300 Cooper Chapel Road (KY 864) Louisville, KY

Prepared for

Louisville Metro Planning Commission Kentucky Transportation Cabinet



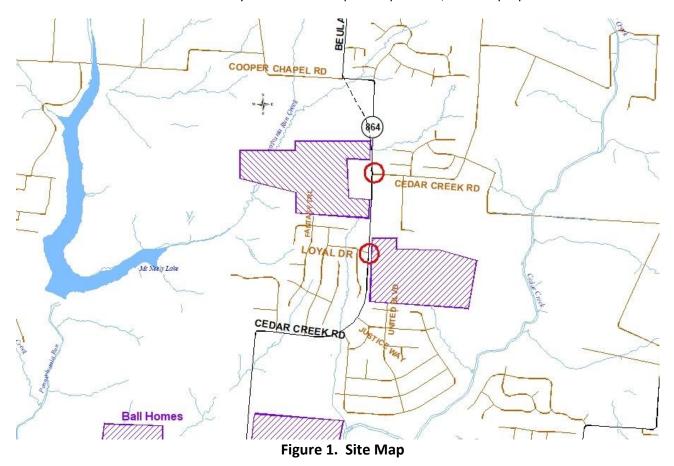


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INTRODUCTION

The site plan for the proposed residential development shows 88 single-family lots and 432 apartments on Cooper Chapel Road (KY 864) at the intersection of Cedar Creek Road in Louisville, KY. **Figure 1** displays a map of the site. Access to the site will be from two entrances, one on Copper Chapel Road and one on Cedar Creek Road (KY 864). A connection will be made to Fantasy Trail to the south. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Cedar Creek Road with Loyal Drive and Cooper Chapel Road, and the proposed entrances.

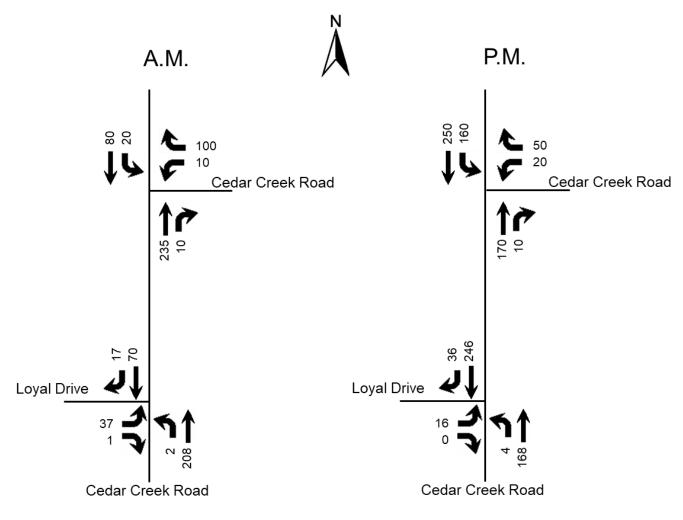


EXISTING CONDITIONS

Cedar Creek Road, KY 864, is a state-maintained road with an estimated 2020 ADT of 2,400 vehicles per day between KY 2053 (Mt. Washington Road) and Cooper Chapel Road as estimated from the 2018 count at Kentucky Transportation Cabinet (KYTC) at station 279. The KYTC functional classification is Urban Major Collector. The road is a two-lane highway with ten-foot lanes with three-foot shoulders through the study area (provided by the Kentucky Transportation Cabinet). The speed limit is 35 mph. There are no sidewalks. The intersection at Loyal Drive is controlled with a stop sign on Loyal Drive. The intersection with Cedar Creek Road is controlled with a stop sign on Cedar Creek Road.

Peak hour traffic count for the intersection of Cedar Creek Road at Loyal Drive was obtained on Wednesday, January 15, 2020. The a.m. peak hour occurred between 7:00 and 8:00 and the p.m. peak hour occurred between 4:45 and

5:45. The turning movement data for the intersection of Cooper Chapel Road at Cedar Creek Road is from the KYTC traffic forecast for Cooper Chapel Road improvements (5-481.0) dated January 2013. The 2013 volumes have been project to 2020. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data.





FUTURE CONDITIONS

The project completion date is 2024. An annual growth rate of 2 percent was applied to the 2020 thru volumes. This was determined by the historical growth at KYTC station 279. Trip generation for 523 lots from approved subdivisions to the south were included (see Appendix for detail). Trip generation for the remaining 62 lots to be accessed from Loyal Drive have been included on Loyal Drive. The Kentucky Transportation Cabinet and Louisville Metro will be constructing improvements to Cooper Chapel Road north to Beulah Church Road. This project will include a two-way left-turn lane. **Figure 3** displays the 2024 No Build peak hour volumes.

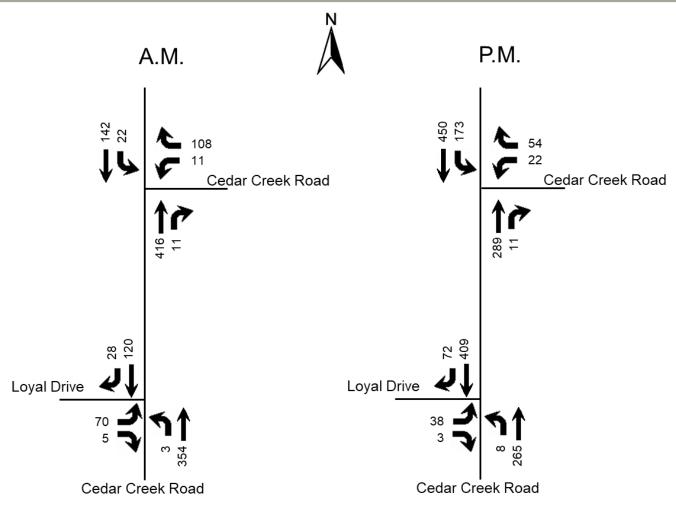


Figure 3. 2024 No Build Peak Hour Volumes

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 "Single-Family Detached (210)" and "Multifamily Housing (Mid-Rise) (221)" were reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The trips were assigned to the highway network with the percentages shown in **Figure 4**. **Figure 5** shows the trips generated by this development and distributed throughout the road network during the peak hours. **Figure 6** displays the individual turning movements for the peak hours when the development is completed.

	A.M. I	Peak	Hour	P.M. F	Peak H	our
Land Use	Trips	In	Out	Trips	In	Out
Single-Family (88 units)	67	17	50	180	110	70
Multifamily (432 units)	144	37	107	180	110	70
TOTAL	211	54	157	270	167	103

Table 1. Peak Hour Trips Generated by Site

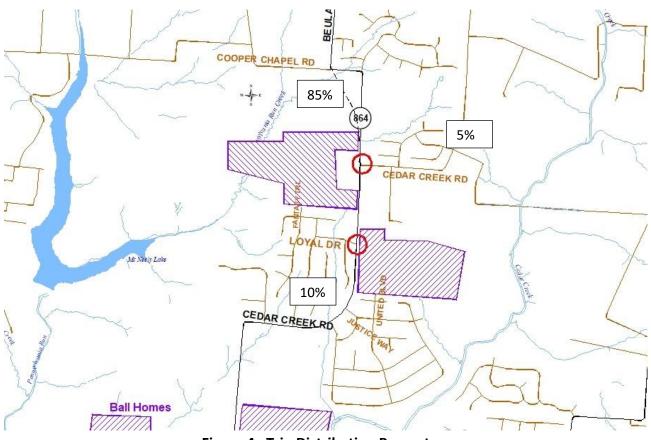


Figure 4. Trip Distribution Percentages

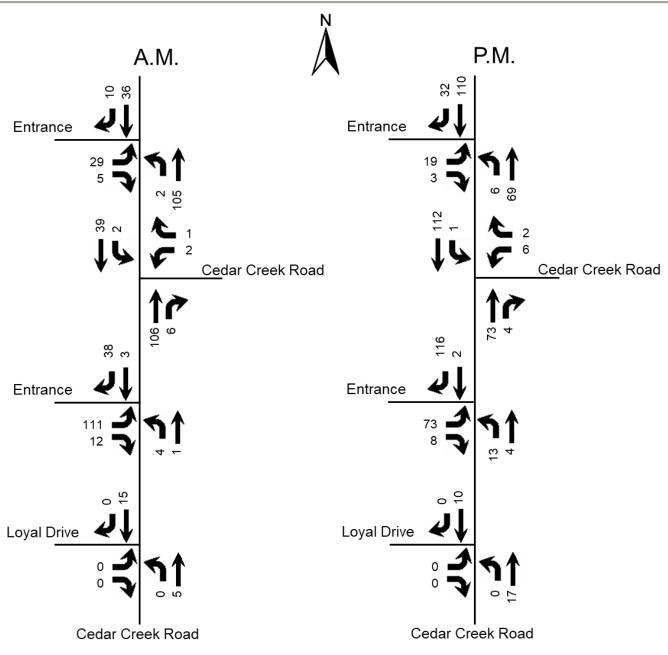


Figure 5. Peak Hour Trips Generated by Site

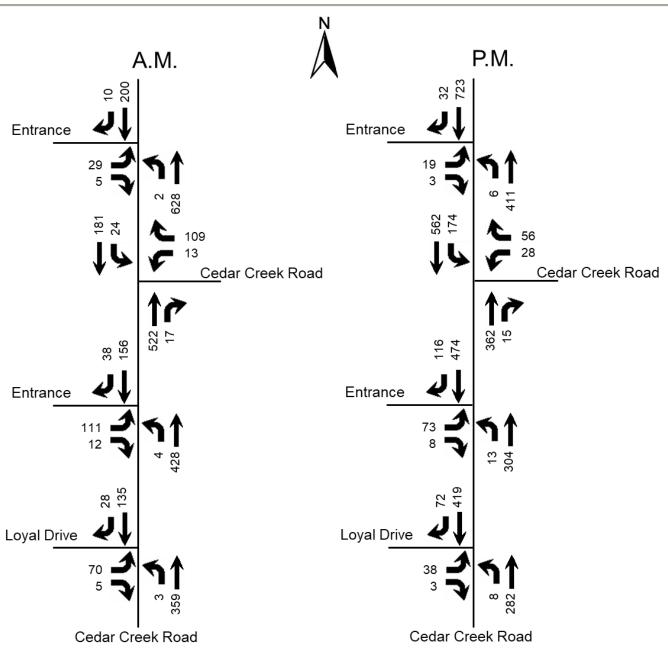


Figure 6. 2024 Build Peak Hour Volumes

ANALYSIS

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

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 6th edition. Future delays and Level of Service were determined for the intersections using the HCS Streets (version 7.9) software. The delays and Level of Service are summarized in **Table 2**.

		A.M.			P.M.	
Approach	2020	2024	2024	2020	2024	2024
	Existing	No Build	Build	Existing	No Build	Build
Cooper Chapel Road at Entrance (N)						
Entrance Eastbound			С			С
			15.1			18.2
Cooper Chapel Road Northbound (left)			Α			A
			7.7			9.8
Cooper Chapel Road at Cedar Creek Road						
Cedar Creek Road Westbound	В	В	В	В	В	С
Cedal Creek Road Westbound	10.7	14.0	16.7	12.1	14.8	18.2
Cooper Chapel Road Southbound (left)	A	A	Α	A	A	Α
	7.9	8.6	9.0	7.9	8.6	9.0
Cedar Creek Road at Loyal Drive						
Loyal Drive Eastbound	В	В	В	В	С	С
	11.0	14.4	14.8	12.3	17.6	18.3
Cedar Creek Road Northbound (left)	A	A	Α	A	A	А
	7.4	7.6	7.6	7.9	8.6	8.6
Cedar Creek Road at Entrance						
Entrance Eastbound			С			С
			18.7			22.8
Cedar Creek Road Northbound (left)			A			A
			7.7			9.0

Table 2. Peak Hour Level of Service

Key: Level of Service, Delay in seconds per vehicle

The entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet <u>Highway Design Guidance</u> <u>Manual</u> dated July, 2020. The traffic impact policy requires using volumes for ten years beyond opening date, or 2034. The 2034 volumes were determined by using 2% annual growth from the 2020 volumes and adding trip generation for all the recently approved lots (770 total). See appendix for trip generation. Figure 7 is the 2034 No Build and Figure 8 is the Build. The volumes in Figure 8 were utilized to determine turn lane requirements. The south entrance will require a southbound right turn lane. Table 3 displays the level of service results for 2034.

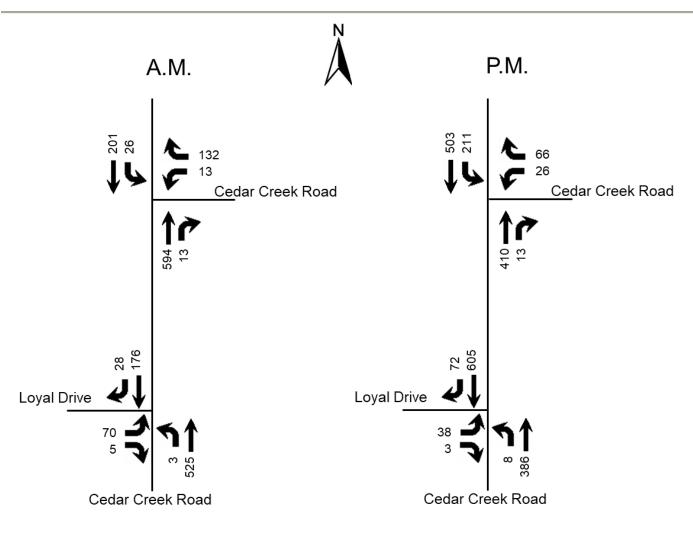


Figure 7. 2034 No Build Peak Hour Volumes

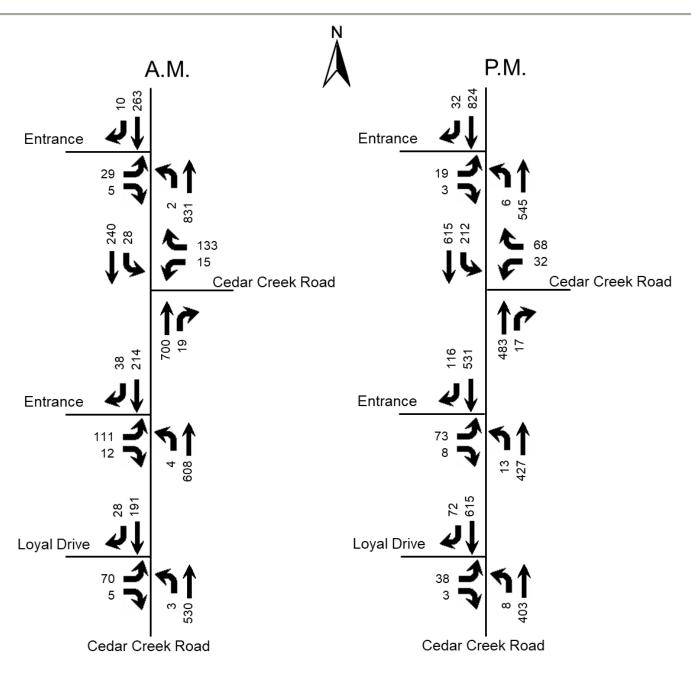


Figure 8. 2034 Build Peak Hour Volumes

		A.M.			P.M.	
Approach	2020	2034	2034	2020	2034	2034
Approach	Existing	No Build	Build	Existing	No Build	Build
Cooper Chapel Road at Entrance (N)						
Entrance Eastbound			С			С
			18.8			21.4
Cooper Chapel Road Northbound (left)			A			В
			7.9			10.3
Cooper Chapel Road at Cedar Creek Road						
Cedar Creek Road Westbound	В	С	D	В	С	D
	10.7	20.5	27.0	12.1	19.1	25.1
Cooper Chapel Road Southbound (left)	A	A	Α	A	A	А
	7.9	9.4	10.0	7.9	9.5	10.0
Cedar Creek Road at Loyal Drive						
Lovel Drive Feetbourd	В	С	С	В	D	D
Loyal Drive Eastbound	11.0	20.2	21.0	12.3	28.8	30.2
Coder Crock Road Northbound (loft)	А	A	Α	A	A	Α
Cedar Creek Road Northbound (left)	7.4	7.7	7.8	7.9	9.4	9.4
Cedar Creek Road at Entrance						
Entrance Eastbound			D			D
			32.1			32.8
Coder Crock Road Northbound (loft)			Α			Α
Cedar Creek Road Northbound (left)			7.9			9.3

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2034, there will be a slight impact to the existing highway network. A southbound right-turn lane will be required at the south entrance. No other improvements are required.

APPENDIX

Jefferson County, KY

Classified Turn Movement Count

Site 6 of 6 KY-864 Cedar Creek Rd (North)

KY-864 Cedar Creek Rd (South) Loyal Dr

Lat/Long

Weather 38.099388°, -85.614268° Cloudy 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

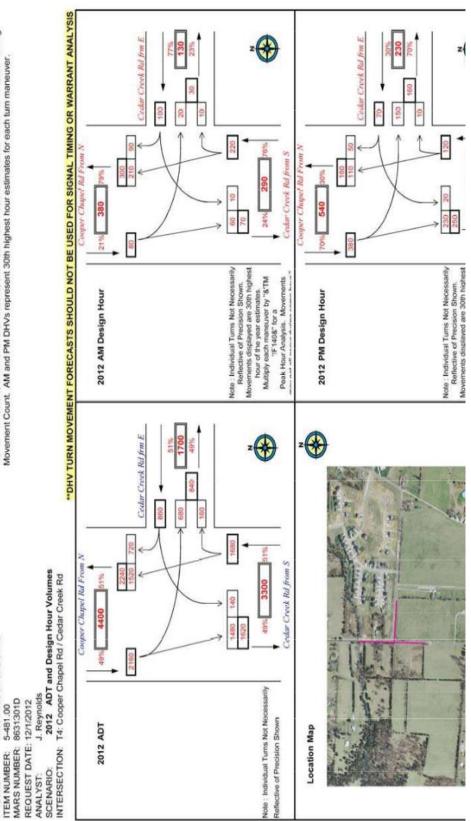
hello@marrtraffic.com www.marrtraffic.com

1 (800) 615-3765

Date Wednesday, January 15, 2020

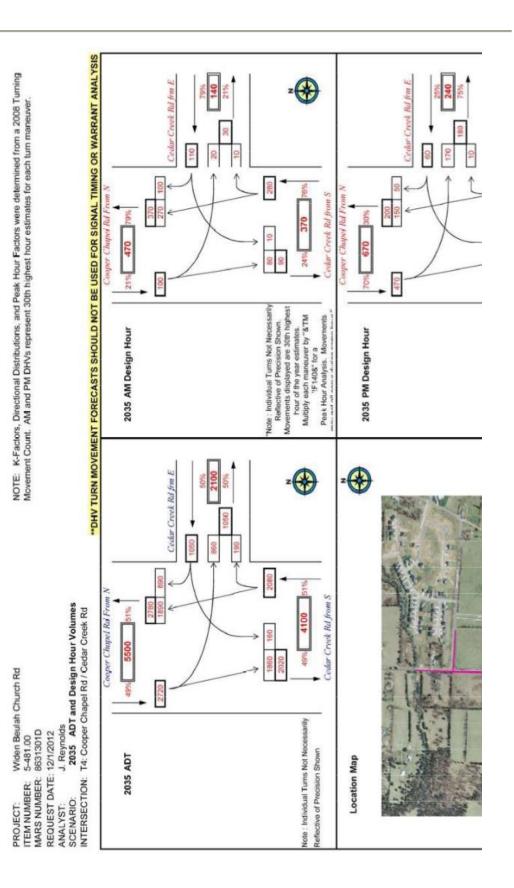
		5	Southbour	ıd			١	Northboun	ıd				Eastboun	d]
	K	Y-864 Ce	dar Creek	Rd (Nort	h)	K	Y-864 Ce	dar Creek	Rd (Sout	h)			Loyal Dr			1
	U-Turn	Thru	Right	Peds	Арр	U-Turn	Left	Thru	Peds	Арр	U-Turn	Left	Right	Peds	Арр	Int
0700 - 0715	0	11	6	0	17	0	0	64	0	64	0	18	1	0	19	100
0715 - 0730	0	19	4	0	23	0	1	69	0	70	0	11	0	0	11	104
0730 - 0745	0	12	2	0	14	0	0	30	0	30	0	3	0	0	3	47
0745 - 0800	0	28	5	0	33	0	1	45	0	46	0	5	0	0	5	84
0800 - 0815	0	17	4	0	21	0	0	45	0	45	0	7	0	0	7	73
0815 - 0830	0	21	3	0	24	0	0	40	0	40	0	7	1	0	8	72
0830 - 0845	0	12	1	0	13	0	0	41	0	41	0	4	0	0	4	58
0845 - 0900	0	14	5	0	19	0	1	31	0	32	0	7	1	0	8	59
1600 - 1615	0	46	12	0	58	0	0	35	0	35	0	4	0	0	4	97
1615 - 1630	0	51	5	0	56	0	0	24	0	24	0	4	0	0	4	84
1630 - 1645	0	55	10	0	65	0	1	38	0	39	0	9	0	0	9	113
1645 - 1700	0	65	11	0	76	0	1	33	0	34	0	2	0	0	2	112
1700 - 1715	0	54	5	0	59	0	1	74	0	75	0	4	0	2	6	140
1715 - 1730	0	59	8	0	67	0	0	33	0	33	0	4	0	0	4	104
1730 - 1745	0	68	12	0	80	0	2	28	0	30	0	6	0	0	6	116
1745 - 1800	0	52	5	1	58	0	1	38	0	39	0	7	4	0	11	108
							•	•	•							
0700 - 0715	0	11	6	0	17	0	0	64	0	64	0	18	1	0	19	100
0715 - 0730	0	19	4	0	23	0	1	69	0	70	0	11	0	0	11	104

0700 - 0715	U	11	0	0	17	U	0	04	0	04	0	10	1	0	19	100
0715 - 0730	0	19	4	0	23	0	1	69	0	70	0	11	0	0	11	104
0730 - 0745	0	12	2	0	14	0	0	30	0	30	0	3	0	0	3	47
0745 - 0800	0	28	5	0	33	0	1	45	0	46	0	5	0	0	5	84
AM PEAK TOTAL	0	70	17	0	87	0	2	208	0	210	0	37	1	0	38	335
1645 - 1700	0	65	11	0	76	0	1	33	0	34	0	2	0	0	2	112
1700 - 1715	0	54	5	0	59	0	1	74	0	75	0	4	0	2	6	140
1715 - 1730	0	59	8	0	67	0	0	33	0	33	0	4	0	0	4	104
1730 - 1745	0	68	12	0	80	0	2	28	0	30	0	6	0	0	6	116
PM PEAK TOTAL	0	246	36	0	282	0	4	168	0	172	0	16	0	2	18	472



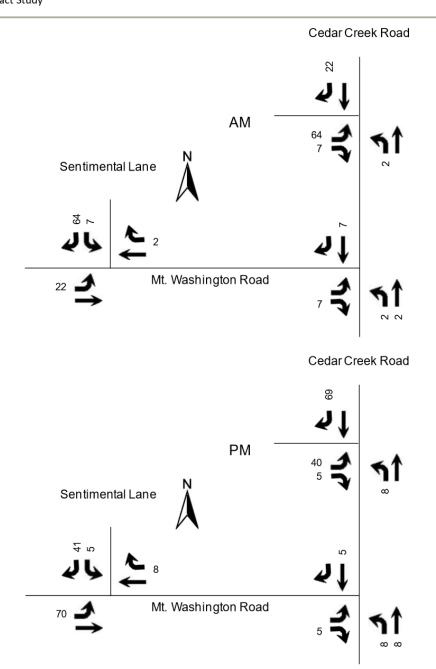
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

Widen Beulah Church Rd 5-481.00 8631301D PROJECT: ITEM NUMBER:





Mt. Washington Road Traffic Impact Study





JACOBS

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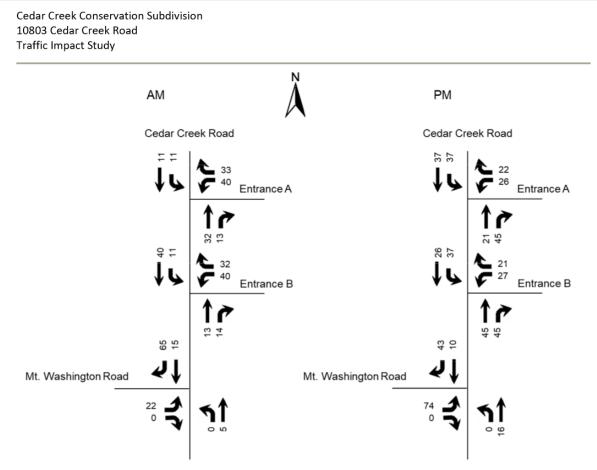


Figure 5. Peak Hour Trips Generated by Site

Diane B. Zimmerman Traffic Engineering, LLC.

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Heritage Creek Extension Cedar Creek Road Traffic Impact Study

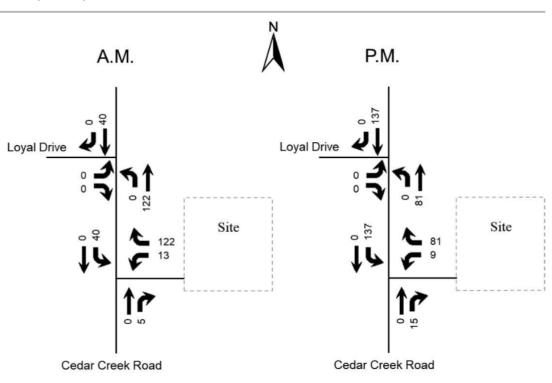


Figure 5. Peak Hour Trips Generated by Site

Diane B. Zimmerman Traffic Engineering, LLC.

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HCS Reports

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ent	N	_	
Agency/Co.	Diane	B Zimm	erman 1	raffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020					East/	Nest Stre	et		Entra	nce Nort	th			_
Analysis Year	2024						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													_
Lanes																
				14486 1		רת רביים Street: Nor		14471								
Vehicle Volumes and Ad	justme															
Approach			ound	-			bound				bound	-			bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	F
Priority		10	11	12 0		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	1 LR	0		0	0	0	0	1 L	1 T	0	0	0	1	Т
Configuration Volume (veh/h)	+	29	LK	5						2	628		<u> </u>		200	1
Percent Heavy Vehicles (%)		29		0						0	020				200	-
		0		0						0			<u> </u>			
	+															
Proportion Time Blocked																
Proportion Time Blocked Percent Grade (%)		()													
Proportion Time Blocked Percent Grade (%) Right Turn Channelized		()	Left	Only								1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage)	Left	Only								1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys			Only								1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 7.1		6.2	Only					4.1			1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys 7.1 6.40		6.2 6.20	Only					4.10			1			
Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys 7.1 6.40 3.5		6.2 6.20 3.3	Only					4.10 2.2			1			
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)		ys 7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	Only					4.10			1			
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		ys 7.1 6.40 3.5 3.50	ervice	6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20						
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)		ys 7.1 6.40 3.5 3.50	ervice 42	6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 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) Capacity, c (veh/h)		ys 7.1 6.40 3.5 3.50	ervice 42 399	6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 2 1317						
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		ys 7.1 6.40 3.5 3.50	42 399 0.11	6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 2 1317 0.00						
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 _{as} (veh)		ys 7.1 6.40 3.5 3.50	42 399 0.11 0.4	6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 2 1317 0.00 0.0						
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 ₉₅ (veh) Control Delay (s/veh)		ys 7.1 6.40 3.5 3.50	42 399 0.11 0.4 15.1	6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 1317 0.00 0.0 7.7						
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 ₉₅ (veh)		ys 7.1 6.40 3.5 3.50 I of Se	42 399 0.11 0.4	6.2 6.20 3.3 3.30	Only Only					4.10 2.2 2.20 1317 0.00 0.0 7.7 A						

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chap	el at Ent	N		
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/						East/	Nest Stre	eet		Entra	nce Nort	th			_
Analysis Year	2034						North	/South S	Street		Соор	er Chap	el Road			
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													
Lanes				P	74	↓	₽ ५ 0	E.								
Vehicle Volumes and Ad	justme	nts		JA 4 X 4 V		<u>ז</u> לי Street: Nor	th-South	144245								
Approach			ound		_	West	bound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	F
Priority	-	10	11	12	0	7	8	9	10	1	2	3	40	4	5	
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	
Configuration	+	, , , , , , , , , , , , , , , , , , ,	LR	-		-		, , , , , , , , , , , , , , , , , , ,	, , , , , , , , , , , , , , , , , , ,	L	T					Т
Volume (veh/h)		29		5						2	831				263	1
Percent Heavy Vehicles (%)	+	0		0						0						
Proportion Time Blocked		-														
Percent Grade (%)	+	()													
Right Turn Channelized	+		-													
Median Type Storage	+			Left	L Onlv								1			
					,								-			_
Critical and Follow-up H	aadwa	VC							_				1	1		_
•	eadwa	-		6.0						4.1						
Base Critical Headway (sec)	eadwa	7.1		6.2						<u> </u>	<u> </u>	<u> </u>				
Base Critical Headway (sec) Critical Headway (sec)	leadwa _:	7.1 6.40		6.20						4.10						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	7.1 6.40 3.5		6.20 3.3						4.10 2.2						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		6.20 3.3 3.30						4.10						E
Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	ervice	6.20 3.3 3.30						4.10 2.2						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	ervice 42	6.20 3.3 3.30						4.10 2.2						
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		7.1 6.40 3.5 3.50		6.20 3.3 3.30						4.10 2.2 2.20						
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)		7.1 6.40 3.5 3.50	42	6.20 3.3 3.30						4.10 2.2 2.20						
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)		7.1 6.40 3.5 3.50	42 303	6.20 3.3 3.30						4.10 2.2 2.20 2.20 2 1233						
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		7.1 6.40 3.5 3.50	42 303 0.14	6.20 3.3 3.30						4.10 2.2 2.20 2 1233 0.00						
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 _{os} (veh)		7.1 6.40 3.5 3.50	42 303 0.14 0.5	6.20 3.3 3.30						4.10 2.2 2.20 1233 0.00 0.0						
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 ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50 I of Se	42 303 0.14 0.5 18.8	6.20 3.3 3.30						4.10 2.2 2.20 1233 0.00 0.0 7.9 A	.0					

General Information							Site	Inforr	natio	n						
Analyst	DBZ	_		_	_	_	Inters	ection			Соор	er Chap	el at Ent	N		_
Agency/Co.	Diane	e B Zimm	ierman T	raffic En	gineerin	g	Juriso	liction								
Date Performed	8/26/	2020					East/	Nest Stre	eet		Entra	nce Nort	th			
Analysis Year	2024						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	PM P	eak					Peak	Hour Fac	tor		0.84					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													_
Lanes					14	↓人本	የግብ									
Vehicle Volumes and Ad	justme	nts		144741 747	ብ ኪ Majo	1 1 r Street: Nor	th-South	4 + 2 4 + 1							_	
Approach	,		ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U		т	R	U	L	Т	F
Priority		10	11	12	0	7	8	9	10	1	2	3	4U	4	5	
Number of Lanes	+	0	1	0		0	0	0	0	1	1	0	0	0	1	
Configuration	+	Ŭ	LR	0		Ŭ	Ŭ	0	0	· ·	T.	0	, v	Ŭ	<u> </u>	Т
Volume (veh/h)	+	19	En	3						6	411				723	3
Percent Heavy Vehicles (%)	+	0		0						0					125	
Proportion Time Blocked	-	Ū		0						Ů						⊢
Percent Grade (%)	-		<u>ן</u>													
Right Turn Channelized	-								<u> </u>							_
Night Full Chambelized	+			Left	Only								1			_
Median Type Storage				LUIU	Only				I							_
Median Type Storage																_
Critical and Follow-up H	eadwa	1											<u> </u>			
Critical and Follow-up H Base Critical Headway (sec)	eadwa	7.1		6.2						4.1						-
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	7.1 6.40		6.20						4.10						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	7.1 6.40 3.5		6.20 3.3						4.10 2.2						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		6.20 3.3 3.30						4.10						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	ervice	6.20 3.3 3.30						4.10 2.2						
Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	26	6.20 3.3 3.30						4.10 2.2						
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		7.1 6.40 3.5 3.50	_	6.20 3.3 3.30						4.10 2.2 2.20						
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)		7.1 6.40 3.5 3.50	26	6.20 3.3 3.30						4.10 2.2 2.20 7						
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)		7.1 6.40 3.5 3.50	26 298	6.20 3.3 3.30						4.10 2.2 2.20 7 764						
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		7.1 6.40 3.5 3.50	26 298 0.09	6.20 3.3 3.30						4.10 2.2 2.20 7 764 0.01						
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 ₀₅ (veh)		7.1 6.40 3.5 3.50	26 298 0.09 0.3	6.20 3.3 3.30						4.10 2.2 2.20 7 764 0.01 0.0						
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 ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50 I of Se	26 298 0.09 0.3 18.2	6.20 3.3 3.30						4.10 2.2 2.20 7 764 0.01 0.0 9.8 A	.1					

AnalysicDBZIntersectionCooper Charpel at Int NAgenzyCo.Diane B Zarrerian State Performed8/26/2022IntersectionSet Tarrerian Set Tarrerian Names'Set Tarrerian Set Tarrerian Se	General Information							Site	Inforr	natio	n						
Date Performed 8/25/2020 East/West Street Entrance North Entrance North Anaysis Year 2034 PM PAI North/South Street Cooper Chapel Road Immer Analysed 0.84 Immer Analysed Immer Analysed </th <th>Analyst</th> <th>DBZ</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Inters</th> <th>ection</th> <th></th> <th></th> <th>Соор</th> <th>er Chap</th> <th>el at Ent</th> <th>N</th> <th></th> <th>_</th>	Analyst	DBZ						Inters	ection			Соор	er Chap	el at Ent	N		_
Analysis Year2034Verture SectorCooper Charge IVerture IVerture IVerture Intersection OrientationPM Paak Hour Factor0.84Verture IVerture IVERUAL IVERUA IVE	Agency/Co.	Diane	B Zimm	nerman 1	Traffic En	gineerin	g	Jurisc	liction								
Time Analyzed PM Peak Vertex U O.84 Intersectiption 8300 Coper Charge Analysis Time Period (Ins) 0.25 Project Description 8300 Coper Charge U Number South 0.25 Failed Description 8300 Coper Charge U	Date Performed	8/26/	2020					East/	Nest Stre	eet		Entra	nce Nort	th			_
Intersection Orientation North-South Analysis Time Period (hrs) 0.25 Project Description 3300 Cooper Chapel U	Analysis Year	2034						North	/South S	Street		Соор	er Chap	el Road			
Project Description 300 Cooper Chapel Lanes Vertice Lanes Lanes Lanes Vertice Lanes Normerot Heady Movement U L T R U L L T R Number of Lanes L R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T	Time Analyzed	PM P	eak					Peak	Hour Fac	tor		0.84					_
Interview of the transmission of transm	Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Approach Souther	Project Description	8300	Cooper	Chapel													_
Vertice of the second	Lanes																
ApproachUEast	Vehicle Volumes and Adi	ustme	nts		14 1 Y 4	ค ำ _{Majo}	1 1 Y	th-South	14471								
MovementULTRULLTRULLTRULTRULTRULTRULTRULTRULTRULTRULTRULTRULLTLLLL </td <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>) A (a at</td> <td></td> <td></td> <td>_</td> <td>N a utila</td> <td>la a con al</td> <td></td> <td></td> <td>Cauth</td> <td>la a con al</td> <td></td>	-) A (a at			_	N a utila	la a con al			Cauth	la a con al	
PriorityIn101112INR891UINR2R34UA4S5Number of LanesI0110100000110001ConfigurationIIIIR<							_						D				
Number of LanesImage: style integrationImage: style integration </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td><u> </u></td> <td></td> <td><u> </u></td> <td><u> </u></td> <td><u> </u></td> <td></td> <td><u> </u></td> <td>F</td>						0				<u> </u>		<u> </u>	<u> </u>	<u> </u>		<u> </u>	F
ConfigurationIR <td></td> <td></td> <td></td> <td><u> </u></td> <td></td> <td></td> <td></td> <td><u> </u></td> <td></td> <td></td> <td></td> <td></td> <td><u> </u></td> <td><u> </u></td> <td></td> <td><u> </u></td> <td></td>				<u> </u>				<u> </u>					<u> </u>	<u> </u>		<u> </u>	
Volume (veh/h) 19 3 3 0 0 0 6 545 0 0 824 Percent Heavy Vehicles (%) 0 <td></td> <td>+</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td> <td>0</td> <td><u> </u></td> <td>Т</td>		+	0					0	0	0			0		0	<u> </u>	Т
Percent Heavy Vehicles (%) 0		-	19	LIX	3		-					<u> </u>				824	3
Proportion Time Blocked I <thi< th=""> I I <thi< th=""></thi<></thi<>	-											545				021	
Percent Grade (%) 0	Volume (veh/h)		0								· ·						
Right Turn Channelized Image: Control Delay (sec) Ima	Volume (veh/h) Percent Heavy Vehicles (%)		0		-												
Median Type Storage Left Unly I <thi< td=""><td>Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></thi<>	Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked																
Critical and Follow-up Headways Base Critical Headway (sec) 7.1 6.2 4.1 1	Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			0													_
Base Critical Headway (sec) 7.1 6.2 4.1	Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			0		Only								1			
Critical Headway (sec) 6.40 6.20 Image: Constraint of the cons	Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		(0		Only								1			
Base Follow-Up Headway (sec)3.53.33.3MMMMD.2MMMMMFollow-Up Headway (sec)3.503.30MMMM2.00MMMMMMDelay, Queue Length, and Level SeverationSeverationM26MMM <td>Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He</td> <td>eadwa</td> <td>ys</td> <td>0</td> <td>Left</td> <td>Only</td> <td></td> <td></td> <td></td> <td></td> <td>41</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td>	Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He	eadwa	ys	0	Left	Only					41			1			
Follow-Up Headway (sec)3.503.303.80III2.20IIIIDelay, Queue Length, and Level of ServiceFlow Rate, v (veh/h)I26III <td>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)</td> <td>eadwa</td> <td>ys 7.1</td> <td>0</td> <td>Left 6.2</td> <td>Only</td> <td></td> <td></td> <td></td> <td></td> <td><u> </u></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td>	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	ys 7.1	0	Left 6.2	Only					<u> </u>			1			
Delay, Queue Length, and Level of Service Flow Rate, v (veh/h) 26 0 7 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	ys 7.1 6.40		6.2 6.20	Only					4.10			1			
Flow Rate, v (veh/h) 26 26 0 0 7 0 0 0 0 Capacity, c (veh/h) 246 246 0 0 689 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) Base Follow-Up Headway (sec)	eadwa	ys 7.1 6.40 3.5		Left 6.2 6.20 3.3	Only					4.10 2.2			1			
Capacity, c (veh/h) Image: Capacity of the state o	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)		ys 7.1 6.40 3.5 3.50		Left 6.2 6.20 3.3 3.30	Only					4.10 2.2						
v/c Ratio 0.11 0 0 0.01 0.01 0 0 0 95% Queue Length, Q ₉₅ (veh) 0.4 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) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys 7.1 6.40 3.5 3.50	ervice	Left 6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20						
95% Queue Length, Q _{os} (veh) 0.4 0.4 0.6 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) Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		ys 7.1 6.40 3.5 3.50	26	Left 6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 7						
Control Delay (s/veh) 21.4 Image: Control Delay (s/veh) 10.3 Image: Control Delay (s/veh)	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, an Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 7.1 6.40 3.5 3.50	26 246	Left 6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 7 689						
	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, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 7.1 6.40 3.5 3.50	26 246 0.11	Left 6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 7 689 0.01						
	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) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys 7.1 6.40 3.5 3.50	26 246 0.11 0.4	Left 6.2 6.20 3.3 3.30	Only Only					4.10 2.2 2.20 7 689 0.01 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) 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 ₉₅ (veh) Control Delay (s/veh)		ys 7.1 6.40 3.5 3.50	26 246 0.11 0.4 21.4	Left 6.2 6.20 3.3 3.30	Only Only					4.10 2.2 2.20 7 689 0.01 0.0 10.3						
Approach Delay (s/veh) 21.4 0.1 Approach LOS C	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, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q _{a5} (veh) Control Delay (s/veh) Level of Service (LOS)		7.1 6.40 3.5 3.50 I of Se	26 246 0.11 0.4 21.4 C	Left 6.2 6.20 3.3 3.30	Only					4.10 2.2 2.20 7 689 0.01 0.0 10.3 B						

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ced	lar Cr		
Agency/Co.	Diane	e B Zimn	nerman 1	Fraffic En	gineerin	g	Jurisd	liction			· ·					
Date Performed	8/26/							Nest Stre	eet		Ceda	r Creek F	Road			-
Analysis Year	2020						North	n/South S	Street		Соор	er Chape	el Road			
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					_
Project Description	-															_
Vehicle Volumes and Ad	iustme	ntc		J 4 4 Y 4 P C	คา	L L L L L L L L L L L L L L L L L L L	141	1414 144 144								
	jusime															
Approach	<u> </u>		bound				oound				bound				bound	
Movement	U	L 10	T	R	U	L 7	T	R	U	L	T	R	U	L	T	F
Priority		10	11 0	12 0		0	8	9	10	1	2	3	40	4	5	
Number of Lance							1	0	0	0	1	0	0	0	1	
Number of Lanes		0	0	0			LD					то		1 17		
Configuration		0	0				LR	00			210	TR		LT	60	
Configuration Volume (veh/h)		0				10	LR	90			210	TR 10		20	60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		0					LR	90 3			210				60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0				10					210			20	60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0				10	LR D				210			20	60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0				10					210			20	60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Undi	vided	10					210			20	60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa				vided	10					210			20	60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa				vided	10					210			20	60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa				vided	10		3			210			20	60	
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)	leadwa				vided	10 3 7.1 6.43 3.5		3 6.2 6.23 3.3			210			20 3 4.1 4.13 2.2	60	
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa				vided	10 3 7.1 6.43		3 6.2 6.23			210			20 3 4.1 4.13	60	
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)		ys		Undi	vided	10 3 7.1 6.43 3.5		3 6.2 6.23 3.3			210			20 3 4.1 4.13 2.2	60	
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)		ys		Undi	vided	10 3 7.1 6.43 3.5		3 6.2 6.23 3.3			210			20 3 4.1 4.13 2.2		
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, ar		ys		Undi	vided	10 3 7.1 6.43 3.5		3 6.2 6.23 3.3			210			20 3 4.1 4.13 2.2 2.23		
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, ar Flow Rate, v (veh/h)		ys		Undi	vided	10 3 7.1 6.43 3.5	123	3 6.2 6.23 3.3						20 3 4.1 4.13 2.2 2.23		
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) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)		ys		Undi	vided	10 3 7.1 6.43 3.5	123 750	3 6.2 6.23 3.3						20 3 4.1 4.13 2.2 2.23 2.23 1286		
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)		ys		Undi	vided	10 3 7.1 6.43 3.5	123 750 0.16	3 6.2 6.23 3.3						20 3 4.1 4.13 2.2 2.23 25 1286 0.02		
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)		ys		Undi	vided	10 3 7.1 6.43 3.5	123 750 0.16 0.6	3 6.2 6.23 3.3						20 3 4.1 4.13 2.2 2.23 225 1286 0.02 0.1		
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) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys		Undi	vided	7.1 6.43 3.5 3.53	123 750 0.16 10.7	3 6.2 6.23 3.3						20 3 4.1 4.13 2.2 2.23 1286 0.02 0.1 7.9 A	60	

General Information							Site	Inforn	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ced	lar Cr		-
Agency/Co.	Diane	e B Zimm	nerman 1	Fraffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020					East/	West Stre	et		Ceda	r Creek F	Road			
Analysis Year	2024						North	n/South S	Street		Соор	er Chape	el Road			
Time Analyzed	AM P	eak No I	Build				Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description																_
Vehicle Volumes and Adj	ustme		pound	14 * Y * P C	คา	Vest	th-South	14 1 14 4 14		North	bound			South	bound	
Approach		Eastb	ound			West	oound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	40	4	5	-
Priority Number of Lanes		10 0	11 0	12 0		7	1	9 0	1U 0	1 0	2 1	0	4U 0	4	1	-
Priority							<u> </u>						<u> </u>			-
Priority Number of Lanes Configuration Volume (veh/h)						0	1	0				0	<u> </u>	1	1	6
Priority Number of Lanes Configuration						0	1	0			1	0 TR	<u> </u>	1 L	1 T	-
Priority Number of Lanes Configuration Volume (veh/h)						0	1	0			1	0 TR	<u> </u>	1 L 22	1 T	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)						0 11 3	1	0			1	0 TR	<u> </u>	1 L 22	1 T	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						0 11 3	1 LR	0			1	0 TR	<u> </u>	1 L 22	1 T	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				0	Only	0 11 3	1 LR	0			1	0 TR 11	<u> </u>	1 L 22	1 T	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	0		0	Only	0 11 3	1 LR	0			1	0 TR 11	0	1 L 22	1 T	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	0		0	Only	0 11 3	1 LR	0			1	0 TR 11	0	1 L 22	1 T	-
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 Heave	eadwa	0		0	Only	0	1 LR	0 108 3			1	0 TR 11	0	1 L 22 3	1 T	-
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)	eadwa	0		0	Only	0	1 LR	0 108 3 6.2			1	0 TR 11	0	1 L 22 3	1 T	-
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)	eadwa	0		0	Only	0 11 3 7.1 6.43	1 LR	0 108 3 			1	0 TR 11	0	1 L 22 3 	1 T	-
Priority Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec)		0 		Left	Only	0 11 3 7.1 6.43 3.5	1 LR	0 108 3 			1	0 TR 11	0	1 L 22 3	1 T	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec)		0 		Left	Only	0 11 3 7.1 6.43 3.5	1 LR	0 108 3 			1	0 TR 11	0	1 L 22 3	1 T	-
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec)		0 		Left	Only	0 11 3 7.1 6.43 3.5	1 LR	0 108 3 			1	0 TR 11	0	1 22 3 4.1 4.13 2.2 2.23	1 T	-
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 Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		0 		Left	Only	0 11 3 7.1 6.43 3.5	1 LR 0	0 108 3 			1	0 TR 11	0	1 L 22 3	1 T	-
Priority 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) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		0 		Left	Only	0 11 3 7.1 6.43 3.5	1 LR 	0 108 3 			1	0 TR 11	0	1 L 22 3 	1 T	-
Priority 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 Headway (sec) Gritical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Readway (sec) Follow-Up Readway (sec) Follow-Up Readway (sec) Follow-Up Readway (sec) Pelay, Queue Length, Qas (veh)		0 		Left	Only	0 11 3 7.1 6.43 3.5	1 LR 	0 108 3 			1	0 TR 11	0	1 L 22 3 	1 T	-
Priority 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) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Apadway (sec) Follow-Up Headway (sec) Follow-Up H		0 		Left		0 11 3 7.1 6.43 3.5	1 LR 	0 108 3 			1	0 TR 11	0	1 L 22 3 	1 T	-
Priority 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 Headway (sec) Gritical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Readway (sec) Follow-Up Readway (sec) Follow-Up Readway (sec) Follow-Up Readway (sec) Pelay, Queue Length, Qas (veh)		0 		Left	Only	0 11 3 7.1 6.43 3.5 3.53	1 LR 	0 108 3 			1	0 TR 11	0	1 L 22 3 	1 T	-

General Information							Site	Inforr	natio	า						
Analyst	DBZ						Inters	ection			Соор	er Chap	el at Ced	lar Cr		
Agency/Co.	Diane	e B Zimm	nerman 1	Fraffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020			_	-	East/	West Stre	eet		Ceda	r Creek F	Road			_
Analysis Year	2024						North	n/South S	Street		Соор	er Chap	el Road			
Time Analyzed	AM P	eak Buil	d				Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	-															_
Lanes					74	↓.↓.↓ ↓ ↓	<u>ل</u> ا با]								
				7 4 4 Y 1 7 7		t t Street: Nor	th-South	4 4 7 4 8 C								
Vehicle Volumes and Ad	justme															
Approach	-	Eastk	ound			West	oound			North	bound			South	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	-
Configuration				<u> </u>			LR					TR	<u> </u>	L	T	-
Volume (veh/h)						13		109			522	17		24	181	-
Percent Heavy Vehicles (%)				<u> </u>		3		3					<u> </u>	3		
Proportion Time Blocked																
Percent Grade (%)							0						<u> </u>			
Right Turn Channelized	+			1.0												
Median Type Storage				Left	Only								1			_
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)	-					3.5		3.3						2.2		
						3.53		3.33						2.23		
Follow-Up Headway (sec)			mina													
Follow-Up Headway (sec)	d Leve	l of S	ervice				151							30		Γ
Follow-Up Headway (sec)	id Leve	l of S												919		
Follow-Up Headway (sec) Delay, Queue Length, ar	ld Leve	l of S					456							919		
Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)	d Leve	l of S					<u> </u>							0.03		
Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)	d Leve	l of So					456									
Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Leve	l of Se					456 0.33							0.03		
Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	d Leve	l of Se					456 0.33 1.4							0.03 0.1		
Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		l of Se				16	456 0.33 1.4 16.7							0.03 0.1 9.0 A	.1	

General Information							Site	Inform	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ced	lar Cr		
Agency/Co.	Diane	B Zimm	nerman ⁻	Traffic En	gineerin	g	Jurisd	iction								
Date Performed	8/26/							Nest Stre	et		Ceda	r Creek F	Road			
Analysis Year	2034						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	AM P	eak No I	Build				Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	-															_
Lanes	-															
				744747		ት ተ ቀጥ	141	74 474 P								
Vehicle Volumes and Ad	justme	nts			Majo	r Street: Noi	th-South									
Approach		Eastb	ound			West	oound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	
Configuration							LR					TR		L	Т	
						13		132			594	13		26	201	
Volume (veh/h)						3		3						3		
Volume (veh/h) Percent Heavy Vehicles (%)																
Percent Heavy Vehicles (%)							0									
Percent Heavy Vehicles (%) Proportion Time Blocked							D									
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Left	Only		0						1			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Left	Only		0						1			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Left	Only	7.1	D	6.2					1	4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Left	Only			6.2					1	4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Left	Only	7.1								<u> </u>		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Left	Only	7.1		6.23					1	4.13		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		Only	7.1 6.43 3.5		6.23 3.3						4.13 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.43 3.5	0	6.23 3.3						4.13 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and			ervice		Only	7.1 6.43 3.5		6.23 3.3						4.13 2.2 2.23		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		Only Only	7.1 6.43 3.5	179	6.23 3.3						4.13 2.2 2.23 32		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		Only	7.1 6.43 3.5	179	6.23 3.3						4.13 2.2 2.23 32 855		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Readway (sec) Follow-Up Keadway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Keadway (sec) Fol			ervice		Only Only	7.1 6.43 3.5	179 409 0.44	6.23 3.3						4.13 2.2 2.23 32 855 0.04		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Fol			ervice		Only Only	7.1 6.43 3.5	179 409 0.44 2.2	6.23 3.3						4.13 2.2 2.23 32 855 0.04 0.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		Only	7.1 6.43 3.5 3.53	179 409 0.44 2.2 20.5	6.23 3.3						4.13 2.2 2.23 32 855 0.04 0.1 9.4 A	.1	

General Information							Site	Inforn	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ced	lar Cr		_
Agency/Co.	Diane	B Zimm	nerman T	Fraffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/				-	-	East/\	Nest Stre	et		Ceda	r Creek F	Road			_
Analysis Year	2034						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	AM P	eak Build	ł				Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					_
Project Description																_
Lanes																
				14 4 Y 4 P C	ิภา	<u>ז</u> 1 + ר	141	4 + X + F								
Vehicle Volumes and Ad	justme	nts			Majo	r Street: Nor	th-South									
Approach		Eastb	ound			West	ound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	(
							LR					TR		L	Т	
Configuration	_					15		133			700	19		28	240	
Configuration Volume (veh/h)																
						3		3						3		
Volume (veh/h)						3								3		
Volume (veh/h) Percent Heavy Vehicles (%))							3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked)							3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Left	Only)						1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	leadwa	ys		Left	Only)						1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Left	Only								1	4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Left	Only			3								
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Left	Only	7.1		6.2					1	4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	ys		Left	Only	7.1		3 6.2 6.23						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.43 3.5		3 6.2 6.23 3.3						4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		Only	7.1 6.43 3.5		3 6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		Only	7.1 6.43 3.5	183	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 35		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		Only	7.1 6.43 3.5	183	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 35 759		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Critical (sec) Critical (sec) Follow-Up Headway (sec) Critical (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical (sec) Follow-Up Headway (sec) Follow-Up Head			ervice		Only	7.1 6.43 3.5	183 342 0.53	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 35 759 0.05		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		Only Only	7.1 6.43 3.5	183 342 0.53 3.0	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 35 759 0.05 0.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Fol			ervice		Only Only	7.1 6.43 3.5	183 342 0.53 3.0 27.0	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 35 759 0.05 0.1 10.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)					Only	7.1 6.43 3.5 3.53	183 342 0.53 3.0	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 35 759 0.05 0.1 10.0 A		

General Information							Site	Inforr	natio	า						
Analyst	DBZ			_			Inters	ection		_	Соор	er Chape	el at Ced	lar Cr		
Agency/Co.	Diane	e B Zimm	nerman 1	Fraffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020			_	_	East/	West Stre	eet		Cedar	r Creek F	Road			_
Analysis Year	2020						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	PM P	eak					Peak	Hour Fac	tor		0.84					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	<u> </u>															_
				14 1 Y 4 P C	คา	↓ ↓ ↓ 1 + Y Street: Nor	↓ L U th-South									
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	F
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	(
Configuration							LR					TR		LT		
Volume (veh/h)						20		50			110	10		150	230	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
						7.1		6.2						4.1		
Base Critical Headway (sec)														4.13		
-						6.43		6.23								
Base Critical Headway (sec)						6.43 3.5		6.23 3.3						2.2		
Base Critical Headway (sec) Critical Headway (sec)														2.2		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	d Leve	l of Se	ervice			3.5		3.3						<u> </u>		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	Id Leve	l of S	ervice			3.5	83	3.3						<u> </u>		
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	Id Leve	l of S	ervice			3.5	83	3.3						2.23		
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)	Id Leve	l of Se	ervice			3.5	<u> </u>	3.3						2.23		
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)	Id Leve	l of Se	ervice			3.5	590	3.3						2.23 179 1434		
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	Id Leve	l of Se	ervice			3.5	590 0.14	3.3						2.23 179 1434 0.12		
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 ₉₅ (veh)	id Leve					3.5	590 0.14 0.5	3.3						2.23 179 1434 0.12 0.4		
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 ₉₅ (veh) Control Delay (s/veh)	Id Leve	I of Se	ervice			3.5 3.53	590 0.14 0.5 12.1	3.3						2.23 179 1434 0.12 0.4 7.9 A	8	

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ced	lar Cr		
Agency/Co.	Diane	e B Zimm	nerman ⁻	Fraffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020			-	-	East/\	Nest Stre	et		Ceda	r Creek F	Road			_
Analysis Year	2024						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	PM P	eak No E	Build				Peak	Hour Fac	tor		0.84					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	<u> </u>															_
Vehicle Volumes and Ad Approach Movement	ijustme		pound	7 4 ★ Y ↑ ₹ 7		L L	1 P C	R	U	North	bound	R	U	South	bound	F
Priority		10	11	12	0	7	8	9	10	1	2	3	40	4	5	6
Number of Lanes	+	0	0	0		0	1	0	0	0	1	0	0	1	1	C
Configuration			-				LR	, , , , , , , , , , , , , , , , , , ,		-		TR	-	L	T	
	+					22		54			289	11		173	450	
-														<u> </u>		
Volume (veh/h)	+					3		3						1 3		
Volume (veh/h) Percent Heavy Vehicles (%)						3		3						3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked								3						3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%))	3						3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized				Left	Only)	3					1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only)	3					1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Left	Only								1			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Left	Only	7.1		6.2					1	4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)		ys		Left	Only	7.1		6.2					1	4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Left	Only	7.1 6.43 3.5		6.2 6.23 3.3					1	4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					Only	7.1		6.2						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.43 3.5		6.2 6.23 3.3						4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.43 3.5	90	6.2 6.23 3.3						4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		Only	7.1 6.43 3.5		6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		Only	7.1 6.43 3.5	90	6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		Only	7.1 6.43 3.5	90	6.2 6.23 3.3						4.1 4.13 2.2 2.23 206 1196		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Additional (sec) Follow-Up Headway (sec) Critical Additional (sec) Critical Additional (sec) Critical Additional (sec) Follow-Up Headway (sec) Critical (s			ervice		Only	7.1 6.43 3.5	90 457 0.20	6.2 6.23 3.3						4.1 4.13 2.2 2.23 206 1196 0.17		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-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)			ervice		Only	7.1 6.43 3.5	90 457 0.20 0.7	6.2 6.23 3.3						4.1 4.13 2.2 2.23 206 1196 0.17 0.6		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)					Only	7.1 6.43 3.5 3.53	90 457 0.20 0.7 14.8	6.2 6.23 3.3						4.1 4.13 2.2 2.23 206 1196 0.17 0.6 8.6 A		

General Information							Site	Inforn	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Cec	lar Cr		-
Agency/Co.	Diane	B Zimm	nerman 1	Fraffic En	gineerin	g	Jurisd	iction								
Date Performed	8/26/	2020			-	-	East/\	Nest Stre	et		Ceda	r Creek F	Road			_
Analysis Year	2024						North	/South S	Street		Соор	er Chape	el Road			_
Time Analyzed	PM P	eak Build	ł				Peak	Hour Fac	tor		0.84					_
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	-															_
Lanes																
				744747		t t t t t t t t t t t t t t		7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
Vehicle Volumes and Ad	justme	nts			Iviajoi	r Street; Nor	un-south									
Approach		Eastb	ound			West	ound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	-
Priority		10	11	12		7	8	9	1U	1	2	3	40	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	(
Configuration							LR					TR		L	Т	
						28		56			362	15		174	562	
Volume (veh/h)														l -		
						3		3						3		
Volume (veh/h)						3		3						3		
Volume (veh/h) Percent Heavy Vehicles (%))	3						3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked)	3						3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Left	Only)	3					1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	ys		Left	Only)	3					1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	ys		Left	Only			6.2					1	4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys		Left	Only								1			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys		Left	Only	7.1		6.2					1	4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	ys		Left	Only	7.1 6.43		6.2 6.23					1	4.1 4.13		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.43 3.5		6.2 6.23 3.3						4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		Only	7.1 6.43 3.5		6.2 6.23 3.3						4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		Only	7.1 6.43 3.5		6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		Only	7.1 6.43 3.5	100	6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Additional (sec) Critical Additional (sec) Follow-Up Headway (sec) Critical (sec) Critical (sec) Critical (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical (sec) Follow-Up Headway (sec) Critical (sec) Follow-Up Headway (sec) Critical (sec) Follow-Up Headway (sec) Fo			ervice		Only	7.1 6.43 3.5	100	6.2 6.23 3.3						4.1 4.13 2.2 2.23 207 1106		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q _{os} (veh)			ervice		Only	7.1 6.43 3.5	100 372 0.27	6.2 6.23 3.3						4.1 4.13 2.2 2.23 207 1106 0.19		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice			7.1 6.43 3.5	100 372 0.27 1.1	6.2 6.23 3.3						4.1 4.13 2.2 2.23 207 1106 0.19 0.7		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		Only	7.1 6.43 3.5 3.53	100 372 0.27 1.1 18.2	6.2 6.23 3.3						4.1 4.13 2.2 2.23 207 1106 0.19 0.7 9.0 A	.1	

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ced	lar Cr		
Agency/Co.	Diane	e B Zimm	ierman 1	Traffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020					East/	West Stre	eet		Ceda	r Creek F	Road			-
Analysis Year	2034						North	n/South S	Street		Соор	er Chape	el Road			
Time Analyzed	PM P	eak No E	Build				Peak	Hour Fac	tor		0.84					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	1															_
				744747		1		74 *Y1 PC								
Vehicle Volumes and Ad	justme	nts				1 1 Y	th-South									
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	F
Priority	<u> </u>	10	11	12		7	8	9	1U	1	2	3	4U	4	5	-
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	(
Configuration	<u> </u>						LR					TR		L	Т	
Volume (veh/h)	+					26		66			410	13		211	503	
Percent Heavy Vehicles (%)	<u> </u>					3		3						3		
Proportion Time Blocked	+						0									
Percent Grade (%)	\perp				<u> </u>											
Percent Grade (%) Right Turn Channelized	\square			l a P	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage				Left	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Left	Only								1			
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Left	Only	7.1		6.2					1	4.1		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys		Left	Only	7.1		6.23					1	4.13		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys		Left	Only	7.1 6.43 3.5		6.23 3.3						4.13 2.2		
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)					Only	7.1		6.23						4.13		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.43 3.5		6.23 3.3						4.13 2.2		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	7.1 6.43 3.5	110	6.23 3.3						4.13 2.2		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar			ervice		Only	7.1 6.43 3.5		6.23 3.3						4.13 2.2 2.23		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)			ervice		Only	7.1 6.43 3.5	110	6.23 3.3						4.13 2.2 2.23 2.23		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		Only	7.1 6.43 3.5	110 364 0.30 1.2	6.23 3.3						4.13 2.2 2.23 251 1056 0.24 0.9		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		Only	7.1 6.43 3.5	110 364 0.30 1.2 19.1	6.23 3.3						4.13 2.2 2.23 251 1056 0.24 0.9 9.5		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q _{as} (veh) Control Delay (s/veh) Level of Service (LOS)			ervice		Only	7.1 6.43 3.5 3.53	110 364 0.30 1.2 19.1 C	6.23 3.3						4.13 2.2 2.23 251 1056 0.24 0.9 9.5 A		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice		Only	7.1 6.43 3.5 3.53	110 364 0.30 1.2 19.1	6.23 3.3						4.13 2.2 2.23 251 1056 0.24 0.9 9.5 A	.8	

General Information							Site	Inforn	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Cec	lar Cr		-
Agency/Co.	Diane	B Zimm	ierman 1	Fraffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020			-	-	East/\	Nest Stre	et		Ceda	r Creek F	Road			_
Analysis Year	2034						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	PM P	eak Build	ł				Peak	Hour Fac	tor		0.84					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	-															_
Lanes																
				14 + Y + P P		ት 1 ቀ ነ	141	4 4 X 4 4 V								
Vehicle Volumes and Ad	justme	nts			Majo	r Street: Nor	th-South									
Approach		Eastb	ound			West	ound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	F
Priority		10	11	12		7	8	9	1U	1	2	3	40	4	5	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	(
							LR					TR		L	Т	
Configuration						32		68			483	17		212	615	
Configuration Volume (veh/h)																
						3		3						3		
Volume (veh/h)						<u> </u>								3		
Volume (veh/h) Percent Heavy Vehicles (%)						3)							3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked						3)							3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Left	Only	3)						1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Left	Only	3)						1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	ys		Left	Only	3							1	3		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys		Left	Only	3		3					1			
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys		Left	Only	7.1		6.2						4.1		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	ys		Left	Only	3 7.1 6.43		3 6.2 6.23						4.1 4.13		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		Only	3 7.1 6.43 3.5		3 6.2 6.23 3.3						4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		Only	3 7.1 6.43 3.5	119	3 6.2 6.23 3.3						4.1 4.13 2.2		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		Only	3 7.1 6.43 3.5		3 6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		Only	3 7.1 6.43 3.5	119	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Additional (sec) Critical Additional (sec) Follow-Up Headway (sec) Critical (sec) Critical (sec) Critical (sec) Follow-Up Headway (sec) Critical (sec) Critical (sec) Critical (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical (sec) Critical (sec) Follow-Up (sec) Foll			ervice		Only	3 7.1 6.43 3.5	119	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 2.23 2.23		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q _{os} (veh)			ervice		Only	3 7.1 6.43 3.5	119 296 0.40	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 2.23 2.25 976 0.26		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Additional (sec) Critical Additional (sec) Follow-Up Headway (sec) Critical (sec) Critical (sec) Critical (sec) Follow-Up Headway (sec) Critical (sec) Critical (sec) Critical (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical (sec) Critical (sec) Follow-Up (sec) Foll			ervice		Only	3 7.1 6.43 3.5	119 296 0.40 1.9	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 252 976 0.26 1.0		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)					Only Only	3 7.1 6.43 3.5 3.53	119 296 0.40 1.9 25.1	3 6.2 6.23 3.3						4.1 4.13 2.2 2.23 2.23 2.23 2.23 0.26 1.0 10.0 10.0 A		

General Information							Site	Inforr	natio	n						
Analyst	DBZ	_	_	_	_	_	Inters	ection	_	_	Соор	er Chape	el at Ent	S	_	_
Agency/Co.	Diane	e B Zimm	ierman 1	Traffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020					East/	Nest Stre	eet		Entra	nce Sout	th			_
Analysis Year	2024						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													_
Lanes																
				14 1 1 4 1 4 4 1 1 4 4 1 1 4 4 1 1 4 4 1 1 4 4 1 1 4 4 1 1 4 4 1 1 4 1 1 4 1 1 4 1 1 1 1 1 1 1	ብ ጉ _{Majo}	ך ל ל r Street: No	th-South	4 1 7 4 4 7								
Vehicle Volumes and Ad	justme															
Approach			ound			West	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	-
Priority	-	10	11	12		7	8	9	10	1	2	3	40	4	5	-
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	
Configuration			LR							L	Т				T	-
		111		12						4	428				156	3
Volume (veh/h)				0						0						
Percent Heavy Vehicles (%)		0		0								<u> </u>				
Percent Heavy Vehicles (%) Proportion Time Blocked				0												
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%))	0												
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized)											N	lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage)		vided									N	lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa)		vided									N	lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa				vided					4.1				N	lo	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Undi	vided									N		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys 7.1 6.40 3.5		Undi 6.2 6.20 3.3	vided					4.1 4.10 2.2				N		
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)		ys 7.1 6.40 3.5 3.50		Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10				N		
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)		ys 7.1 6.40 3.5 3.50		Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 7.1 6.40 3.5 3.50		Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys 7.1 6.40 3.5 3.50	ervice	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20						
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)		ys 7.1 6.40 3.5 3.50	ervice 152	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 7.1 6.40 3.5 3.50	152 412	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20 5 1339						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (se		ys 7.1 6.40 3.5 3.50	152 412 0.37	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20 5 1339 0.00						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys 7.1 6.40 3.5 3.50	152 412 0.37 1.7	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20 5 1339 0.00 0.0						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50 I of Se	152 412 0.37 1.7 18.7	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20 5 1339 0.00 0.0 7.7 A	.1					

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ent	S		_
Agency/Co.	Diane	e B Zimm	nerman T	raffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020					East/	Nest Stre	eet		Entra	nce Sout	th			
Analysis Year	2034						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.81					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													
Vehicle Volumes and Ad Approach Movement	ljustme		pound	74***	คา	↓ ↓ ↓ ↓ ↓ • Street: Nor Westl	+ + r	R		North	bound	R	U	South	bound	R
	U				U	<u> </u>									<u> </u>	R
Priority	+	10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes	+	0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration	+		LR	42						L	T				T	R
Volume (veh/h)	+	111	<u> </u>	12		<u> </u>	<u> </u>			4	608				214	38
Percent Heavy Vehicles (%)	+	0		0						0					<u> </u>	
D I T DI I I																
Proportion Time Blocked	+		<u> </u>													
Percent Grade (%)			0													
Percent Grade (%) Right Turn Channelized	-		0											Ν	10	
Percent Grade (%) Right Turn Channelized Median Type Storage			0	Undi	vided									N	lo	_
Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa		0	Undi	vided									N	10	
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa		0	Undi 6.2	vided					4.1				N	10	
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys			vided					4.10				N	10	
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys 7.1 6.40 3.5		6.2 6.20 3.3	vided					4.10 2.2						
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)		ys 7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	vided					4.10						
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)		ys 7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	vided					4.10 2.2						
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)		ys 7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	vided					4.10 2.2						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar		ys 7.1 6.40 3.5 3.50	ervice	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 7.1 6.40 3.5 3.50	ervice 152	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 7.1 6.40 3.5 3.50	ervice 152 280	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 5 1261						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		ys 7.1 6.40 3.5 3.50	152 280 0.54	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 5 1261 0.00						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₀₅ (veh)		ys 7.1 6.40 3.5 3.50	152 280 0.54 3.0	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 5 1261 0.00 0.0						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		ys 7.1 6.40 3.5 3.50 I of So 	152 280 0.54 3.0 32.1	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 5 1261 0.00 0.0 7.9 A	.1					

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chap	el at Ent	S		_
Agency/Co.	Diane	e B Zimm	ierman 1	raffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020					East/	West Stre	eet		Entra	nce Sout	th			
Analysis Year	2024						North	n/South S	Street		Соор	er Chap	el Road			
Time Analyzed	PM P	eak					Peak	Hour Fac	tor		0.84					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													
Lanes																
				14 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	ብ ጉ Major	↑↑ t r Street: Nor	th-South	4 1 7 4 8 6								
Vehicle Volumes and Ad	justme															
Approach	-	Eastb	ound			West	oound			North	bound			South	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	-	10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration	-		LR							L	T				T	R
Volume (veh/h)		73		8						13	304				474	11
Percent Heavy Vehicles (%)		0		0						0					<u> </u>	
Proportion Time Blocked																
Percent Grade (%)		()													
Right Turn Channelized															10	
-				Undi	vided											
Median Type Storage				Unu	viucu											
Median Type Storage	eadwa	-			videu										1	
-	eadwa	7.1		6.2						4.1						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	7.1 6.40		6.2 6.20						4.10						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	7.1 6.40 3.5		6.2 6.20 3.3						4.10 2.2						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30						4.10						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		7.1 6.40 3.5 3.50	ervice	6.2 6.20 3.3 3.30						4.10 2.2						
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)		7.1 6.40 3.5 3.50	ervice 96	6.2 6.20 3.3 3.30						4.10 2.2						
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		7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30						4.10 2.2 2.20						
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)		7.1 6.40 3.5 3.50	96	6.2 6.20 3.3 3.30						4.10 2.2 2.20 15						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		7.1 6.40 3.5 3.50	96 297	6.2 6.20 3.3 3.30						4.10 2.2 2.20 15 904						
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		7.1 6.40 3.5 3.50	96 297 0.32	6.2 6.20 3.3 3.30						4.10 2.2 2.20 15 904 0.02						
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 ₉₅ (veh)		7.1 6.40 3.5 3.50	96 297 0.32 1.4	6.2 6.20 3.3 3.30						4.10 2.2 2.20 15 904 0.02 0.1						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50 I of Se	96 297 0.32 1.4 22.8	6.2 6.20 3.3 3.30						4.10 2.2 2.20 15 904 0.02 0.1 9.0 A	.4					

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Соор	er Chape	el at Ent	S		_
Agency/Co.	Diane	e B Zimm	nerman 1	raffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020					East/	West Stre	eet		Entra	nce Sout	:h			
Analysis Year	2034						North	/South S	Street		Соор	er Chape	el Road			
Time Analyzed	PM P	eak					Peak	Hour Fac	tor		0.84					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													
Lanes					14	↓\↓ ↓↓	<u>ኑር</u> ሀ									
	•			144741 147451		ך ליליי r Street: Noi		14 124 2 1								
Vehicle Volumes and Ad	justme															
Approach			ound				bound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority	-	10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes	_	0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		73		8						13	427				531	11
Percent Heavy Vehicles (%)	+	0		0			<u> </u>			0					<u> </u>	-
Proportion Time Blocked																
Percent Grade (%)	+		0												1	
Right Turn Channelized Median Type Storage				Undi	vided									Ň	٩o	
				Und	viaea											
Critical and Follow-up H	leadwa	-														
Base Critical Headway (sec)		7.1		6.2						4.1						
		6.40		6.20						4.10						
Critical Headway (sec)		=		3.3		1	1			2.2						-
Base Follow-Up Headway (sec)		3.5														
Base Follow-Up Headway (sec) Follow-Up Headway (sec)		3.50	-	3.30						2.20						
Base Follow-Up Headway (sec) Follow-Up Headway (sec)	nd Leve	3.50	ervice	3.30						2.20						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h)	nd Leve	3.50	ervice 96	3.30						2.20						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar	nd Leve	3.50		3.30												
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	nd Leve	3.50	96	3.30						15						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h)	nd Leve	3.50	96 223	3.30						15 853						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	nd Leve	3.50	96 223 0.43 2.0 32.8	3.30						15 853 0.02 0.1 9.3						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)	nd Leve	3.50	96 223 0.43 2.0 32.8 D	3.30						15 853 0.02 0.1 9.3 A						
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, ar Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)	nd Leve	3.50	96 223 0.43 2.0 32.8	3.30						15 853 0.02 0.1 9.3 A						

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	at Loyal I	Dr		_
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineerin	g	Jurisd	iction								
Date Performed	8/26/	2020					East/	Nest Stre	eet		Loyal	Dr				_
Analysis Year	2020						North	/South S	Street		Ceda	r Creek F	Rd			
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cedar C	reek													_
Lanes					14	↓↓☆	<u>ل</u> ا با									
Vehicle Volumes and Ad	justme	nts		JALLARU	A " Major	1 1 + Y Street: Nor	th-South	4 + 7 4 7 1								
Approach	1		ound			Wost	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	т	R	U	L	т	R	U	L	Т	F
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes	-	0	1	0		0	0	0	0	0	1	0	0	0	1	
Configuration	+		LR	, , , , , , , , , , , , , , , , , , ,		-		Ŭ	-	LT		-			<u> </u>	Т
Volume (veh/h)		37		1						2	208				70	1
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked		-		-						-						⊢
Percent Grade (%))													
Right Turn Channelized	+		-													
				Undi	vided			_								_
-	1															
Median Type Storage	eadway	ve		ondi	naca											_
Median Type Storage Critical and Follow-up H	eadwa	-								4.1			1			
Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	7.1		6.2						4.1						⊢
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	7.1 6.40		6.2 6.20						4.10						╞
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	7.1 6.40 3.5		6.2 6.20 3.3						4.10 2.2						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30						4.10						
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		7.1 6.40 3.5 3.50	_	6.2 6.20 3.3 3.30						4.10 2.2 2.20						
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)		7.1 6.40 3.5 3.50	47	6.2 6.20 3.3 3.30						4.10 2.2 2.20						
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)		7.1 6.40 3.5 3.50	47 648	6.2 6.20 3.3 3.30						4.10 2.2 2.20 2.20 2 1496						
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		7.1 6.40 3.5 3.50	47 648 0.07	6.2 6.20 3.3 3.30						4.10 2.2 2.20 2 1496 0.00						
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 ₉₅ (veh)		7.1 6.40 3.5 3.50	47 648 0.07 0.2	6.2 6.20 3.3 3.30						4.10 2.2 2.20 2 1496 0.00 0.0						
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 ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50	47 648 0.07 0.2 11.0	6.2 6.20 3.3 3.30						4.10 2.2 2.20 1496 0.00 0.0 7.4						
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, Q₀₅ (veh) Control Delay (s/veh) Level of Service (LOS)		7.1 6.40 3.5 3.50 I of Se	47 648 0.07 0.2 11.0 B	6.2 6.20 3.3 3.30						4.10 2.2 2.20 1496 0.00 0.0 7.4 A						
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 ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50 I of Se	47 648 0.07 0.2 11.0	6.2 6.20 3.3 3.30						4.10 2.2 2.20 1496 0.00 0.0 7.4 A	.1					

General Information							Site	Infor	natio	n						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	at Loyal [Dr		_
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020					East/	West Str	eet		Loyal	Dr				_
Analysis Year	2024						North	n/South	Street		Ceda	r Creek F	Rd			
Time Analyzed	AM P	eak No E	Build				Peak	Hour Fa	ctor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cedar C	eek													_
Lanes																
				14 1 4 4 4 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ብ ጉ _{Majo}	t t Street: Nor	th-South	14 4 24 4 5								
Vehicle Volumes and Adj	justme															
Approach		Eastb					oound				bound				bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	
,				0						0	1	0	0	0	1	
Number of Lanes		0	1	0		0	0	0	0	<u> </u>	<u> </u>					-
,		0	1 LR			0	0	0	0	LT						T
Number of Lanes Configuration Volume (veh/h)		70		5		0	0	0		LT 3	354				120	Т 2
Number of Lanes Configuration						0				LT					120	-
Number of Lanes Configuration Volume (veh/h)		70		5						LT 3					120	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		70	LR	5						LT 3					120	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		70 0	LR	5						LT 3					120	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		70 0	LR	5	vided					LT 3					120	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	70 0	LR	5	vided					LT 3					120	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa	70 0	LR	5	vided					LT 3					120	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	70 0	LR	5 0 Undi	vided					LT 3 0					120	-
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)	eadwa	70 0 () ys 7.1	LR	5 0 Undi	vided					LT 3 0					120	-
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)		70 0 ys 7.1 6.40	LR	5 0 Undi 6.2 6.20	vided					LT 3 0 4.1 4.10						-
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)		70 0 ys 7.1 6.40 3.5 3.50		5 0 Undi 6.2 6.20 3.3 3.30	vided					LT 3 0						-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		70 0 ys 7.1 6.40 3.5 3.50		5 0 Undi 6.2 6.20 3.3 3.30	vided					LT 3 0						-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		70 0 ys 7.1 6.40 3.5 3.50		5 0 Undi 6.2 6.20 3.3 3.30	vided					LT 3 0 4.1 4.10 2.2 2.20						-
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 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)		70 0 ys 7.1 6.40 3.5 3.50	LR	5 0 Undi 6.2 6.20 3.3 3.30	vided					LT 3 0 4.1 4.10 2.2 2.20					120 120	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		70 0 ys 7.1 6.40 3.5 3.50	LR	5 0 Undi 6.2 6.20 3.3 3.30	vided					LT 3 0 4.1 4.10 2.2 2.20 4 1405						-
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)		70 0 ys 7.1 6.40 3.5 3.50	LR 	5 0 Undi 6.2 6.20 3.3 3.30	vided					LT 3 0 4.1 4.10 2.2 2.20 4 1405 0.00						-
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) Foll		70 0 ys 7.1 6.40 3.5 3.50	LR 	5 0 Undi 6.2 6.20 3.3 3.30	vided					LT 3 0 4.1 4.10 2.2 2.20 4 1405 0.00 0.0						-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H 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 ₉₅ (veh)		70 0 ys 7.1 6.40 3.5 3.50 I of Se	LR 	5 0 Undi 6.2 6.20 3.3 3.30	vided					LT 3 0 4.1 4.10 2.2 2.20 4 1405 0.00 7.6 A						-

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	at Loyal (Dr	_	_
Agency/Co.	Diane	B Zimm	erman T	Traffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020					East/	West Stre	et		Loyal	Dr				_
Analysis Year	2024						North	/South :	Street		Ceda	r Creek F	Rd			
Time Analyzed	AM P	eak Buil	d				Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cedar C	reek													_
Lanes																
				14 4 4 4 4 4 4 1		1 1 1 treet: Nor	th-South	44245								
Vehicle Volumes and Ad	justme															
Approach		Eastb					bound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority	-	10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	(
		70	LR	-						LT	250	<u> </u>			425	T
Configuration		70		5						3	359				135	2
Volume (veh/h)																
Volume (veh/h) Percent Heavy Vehicles (%)		0		0						0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0		0						0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%))	0						0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0)							0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0)		vided					0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	0)		vided					0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	0)		vided					4.1						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	0 ys		Undi	vided											
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)	eadwa	0 (ys 7.1		Undi 6.2	vided					4.1						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	0 (ys 7.1 6.40		Undi 6.2 6.20	vided					4.1 4.10						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		0 ys 7.1 6.40 3.5 3.50		Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 ys 7.1 6.40 3.5 3.50		Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		0 ys 7.1 6.40 3.5 3.50	ervice	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		0 ys 7.1 6.40 3.5 3.50	ervice 93	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		0 ys 7.1 6.40 3.5 3.50	93 459	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20 4 1383						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Action		0 ys 7.1 6.40 3.5 3.50	93 459 0.20	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20 4 1383 0.00						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₀₅ (veh)		0 ys 7.1 6.40 3.5 3.50	93 459 0.20 0.7	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20 4 1383 0.00 0.0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Fol		0 ys 7.1 6.40 3.5 3.50 I of Se	93 459 0.20 0.7 14.8	Undi 6.2 6.20 3.3 3.30	vided					4.1 4.10 2.2 2.20 4 1383 0.00 0.0 7.6 A						

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	it Loyal [Dr		
Agency/Co.	Diane	e B Zimm	ierman 1	raffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020					East/	Nest Stre	eet		Loyal	Dr				
Analysis Year	2034						North	n/South S	Street		Ceda	r Creek F	₹d			
Time Analyzed	AM P	eak No E	Build				Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cedar C	reek													
Lanes																
Vehicle Volumes and Ad	iustme	ntc	_	14 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	ብ ጉ Majo	1 1 1 Y r Street: No	↑ ۴ ۴ th-South	4 4 7 4 4 7	_	_	_	_	_			
					_) A (= = t				N a set la	la a con al			Carath	h a const	
Approach	<u> </u>		ound				oound				bound				bound	
Movement	U	L 10	T 11	R 12	U	L 7	Т 8	R 9	U	L	T 2	R 3	U 4U	L 4	T 5	R
Priority Number of Lanes	+	0	1	0		0	0	0	1U 0	1	1	0	40	4	1	6
Configuration	+	0	LR	0		0	0	0	0	LT	<u> </u>	0	0		-	Т
Volume (veh/h)	+	70		5		<u> </u>		<u> </u>		3	525	<u> </u>	<u> </u>		176	28
Percent Heavy Vehicles (%)	+	0		0						0	525				170	20
Fercent fleavy venicles (76)	+									0	<u> </u>					
Proportion Time Plocked																
Proportion Time Blocked		(
Percent Grade (%)		(
Percent Grade (%) Right Turn Channelized		(J	Undi	vided											
Percent Grade (%) Right Turn Channelized Median Type Storage			J	Undi	vided											_
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	ys			vided									1		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	ys 7.1		6.2	vided					4.1						
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	ys 7.1 6.40		6.2 6.20	vided					4.10						
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)	eadwa	ys 7.1 6.40 3.5		6.2 6.20 3.3	vided					4.10 2.2						
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)		ys 7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	vided					4.10						
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		ys 7.1 6.40 3.5 3.50	ervice	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20						
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)		ys 7.1 6.40 3.5 3.50	93	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20						
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)		ys 7.1 6.40 3.5 3.50	93 328	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 4 1325						
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		ys 7.1 6.40 3.5 3.50	93 328 0.28	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 4 1325 0.00						
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 ₉₅ (veh)		ys 7.1 6.40 3.5 3.50	93 328 0.28 1.1	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 4 1325 0.00 0.0						
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 _{as} (veh) Control Delay (s/veh)		ys 7.1 6.40 3.5 3.50	93 328 0.28 1.1 20.2	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 4 1325 0.00 0.0 7.7						
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 _{a5} (veh) Control Delay (s/veh) Level of Service (LOS)		ys 7.1 6.40 3.5 3.50 I of Se	93 328 0.28 1.1 20.2 C	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 4 1325 0.00 0.0 7.7 A						
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 ₉₅ (veh) Control Delay (s/veh)		ys 7.1 6.40 3.5 3.50 I of Se	93 328 0.28 1.1 20.2	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 4 1325 0.00 0.0 7.7 A	.1					

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	at Loyal (Dr		
Agency/Co.	Diane	B Zimm	ierman 1	Fraffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020					East/	Nest Stre	eet		Loyal	Dr				_
Analysis Year	2034						North	/South !	Street		Ceda	r Creek F	Rd			
Time Analyzed	AM P	eak Build	d				Peak	Hour Fac	tor		0.81					_
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cedar C	reek													_
Lanes																
				14 + A + b + b + b + b + b + b + b + b + b	<mark>คา</mark> _{Majo}	1 1 + Y Street: Nor	↑ ↑ ſ th-South	14474								
Vehicle Volumes and Adj	justme															
Approach	-		ound				oound				bound			_	bound	_
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority	-	10	11	12		7	8	9	10	1	2	3	4U	4	5	6
		0	1	0		0	0	0	0	0	1	0	0	0	1	(
Number of Lanes																Ιт
Configuration			LR							LT				<u> </u>		-
Configuration Volume (veh/h)		70	LR	5						3	530				191	2
Configuration Volume (veh/h) Percent Heavy Vehicles (%)		70 0	LR	5							530				191	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0								3	530				191	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0	LR							3	530				191	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0		0						3	530				191	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		0		0	vided					3	530				191	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadwa	0		0	vided					3	530				191	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	eadwa	0		0	vided					3	530				191	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	0 (ys		0 Undi	vided					3	530				191	-
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)	eadwa	0 (ys 7.1		0 Undi	vided					3 0 4.1	530				191	-
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)		0 () ys 7.1 6.40		0 Undi	vided					3 0 4.1 4.10	530				191	-
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 Undi 6.2 6.20 3.3 3.30	vided					3 0 4.1 4.10 2.2	530				191	-
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)		0 () () () () () () () () () () () () ()		0 Undi 6.2 6.20 3.3 3.30	vided					3 0 4.1 4.10 2.2	530				191	-
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		0 () () () () () () () () () () () () ()		0 Undi 6.2 6.20 3.3 3.30	vided					3 0 4.1 4.10 2.2 2.20	530 				191	-
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 () () () () () () () () () () () () ()	93	0 Undi 6.2 6.20 3.3 3.30	vided					3 0 4.1 4.10 2.2 2.20	530 530				191 	-
Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)		0 () () () () () () () () () () () () ()	93 317	0 Undi 6.2 6.20 3.3 3.30	vided					3 0 4.1 4.10 2.2 2.20 4 1305	530 530				191 	-
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		0 () () () () () () () () () () () () ()	93 317 0.29	0 Undi 6.2 6.20 3.3 3.30	vided					3 0 4.1 4.10 2.2 2.20 4 1305 0.00	530 530				191 	-
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, an Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q _{os} (veh)		0 () () () () () () () () () () () () ()	93 317 0.29 1.2	0 Undi 6.2 6.20 3.3 3.30	vided					3 0 4.1 4.10 2.2 2.20 4 1305 0.00 0.0	530 					-
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, an Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh)		0 ys 7.1 6.40 3.5 3.50 I of Se 	93 317 0.29 1.2 21.0	0 Undi 6.2 6.20 3.3 3.30	vided					3 0 4.1 4.10 2.2 2.20 4 1305 0.00 0.0 7.8 A	530					-

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	at Loyal I	Dr		-
Agency/Co.	Diane	B Zimm	erman 1	raffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020					East/	West Stre	eet		Loyal	Dr				
Analysis Year	2020						North	n/South S	Street		Ceda	r Creek F	Rd			
Time Analyzed	PM P	eak					Peak	Hour Fac	tor		0.84					
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													
Lanes																
				$J \downarrow J \downarrow J$	<u>คา</u> Maio	1 1 1 1 Street: Nor	th_South	4 4 4 4 4 4 4								
Vehicle Volumes and Ad	justme	nts			major	- Seccario	01-50001									
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	F
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
			LR							LT						Т
Configuration		10		0						4	168	1			246	3
Configuration Volume (veh/h)		16									100					
-		0		0						0	100					
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		0		-												
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0)	-												
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		0)	0												
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		0)	0	vided											
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	0)	0	vided											
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	0)	0	vided											
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	o (0 Undi	vided					0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	0 (ys 7.1		0 Undi	vided					4.1						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	leadwa	0 () () () () () () () () () () () () ()		0 Undi	vided					0 4.1 4.10						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 ys 7.1 6.40 3.5 3.50		0 Undi 6.2 6.20 3.3 3.30	vided					0 4.1 4.10 2.2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		0 ys 7.1 6.40 3.5 3.50		0 Undi 6.2 6.20 3.3 3.30	vided					0 4.1 4.10 2.2						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		0 ys 7.1 6.40 3.5 3.50	ervice	0 Undi 6.2 6.20 3.3 3.30	vided					0 4.1 4.10 2.2 2.20						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		0 ys 7.1 6.40 3.5 3.50	ervice 19	0 Undi 6.2 6.20 3.3 3.30	vided					0 4.1 4.10 2.2 2.20						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		0 ys 7.1 6.40 3.5 3.50	ervice 19 515	0 Undi 6.2 6.20 3.3 3.30	vided					0 4.1 4.10 2.2 2.20 5 1235						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical A (veh/h) Capacity, c (veh/h) v/c Ratio		0 ys 7.1 6.40 3.5 3.50	19 515 0.04	0 Undi 6.2 6.20 3.3 3.30	vided					0 4.1 4.10 2.2 2.20 5 1235 0.00						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		0 ys 7.1 6.40 3.5 3.50	19 515 0.04 0.1	0 Undi 6.2 6.20 3.3 3.30	vided					0 4.1 4.10 2.2 2.20 5 1235 0.00 0.0						
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) 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 ₉₅ (veh) Control Delay (s/veh)		0 ys 7.1 6.40 3.5 3.50 I of Se 	19 515 0.04 0.1 12.3	0 Undi 6.2 6.20 3.3 3.30	vided					0 4.1 4.10 2.2 2.20 5 1235 0.00 0.0 7.9 A						

General Information							Site	Inforr	natio	n						
Analyst	DBZ				_		Inters	ection			Ceda	r Creek a	at Loyal (Dr		
Agency/Co.	Diane	e B Zimm	ierman 1	Traffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020					East/	West Stre	eet		Loyal	Dr				_
Analysis Year	2024						North	n/South S	Street		Ceda	r Creek F	Rd			
Time Analyzed	PM P	eak No E	Build				Peak	Hour Fac	tor		0.84					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													
Lanes						↓人本										
Vehicle Volumes and Ad	justme	nts		14 + Y + Y		1 1 + Y r Street: Nor	th-South	4 + 7 4 * 1								
Approach			ound			West	oound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	F
Priority		10	11	12	-	7	8	9	10	1	2	3	4U	4	5	
		<u> </u>	<u> </u>			<u> </u>		0	0	0	1	0	0	0	1	
		0	1	0		0	0						-	-		
Number of Lanes		0	1 LR	0		0	0	0	0	LT						Т
Number of Lanes Configuration		0	<u> </u>	3		0	0			LT	265				409	Т 7
Number of Lanes Configuration Volume (veh/h)			<u> </u>			0				<u> </u>	265				409	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		38	<u> </u>	3		0				LT 8	265				409	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		38 0	<u> </u>	3		0				LT 8	265				409	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		38 0	LR	3		0				LT 8	265				409	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		38 0	LR	3	vided					LT 8	265				409	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		38 0	LR	3	vided					LT 8	265				409	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadwa	38 0	LR	3 0 Undi	vided					LT 8 0	265				409	-
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)	leadwa	38 0 ys 7.1	LR	3 0 Undi	vided					LT 8 0	265				409	-
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)	eadwa	38 0 ys 7.1 6.40	LR	3 0 Undi	vided					LT 8 0	265				409	-
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)	eadwa	38 0 ys 7.1	LR	3 0 Undi	vided					LT 8 0	265				409	-
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)		38 0 ys 7.1 6.40 3.5 3.50		3 0 Undi 6.2 6.20 3.3 3.30	vided					LT 8 0	265				409	-
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		38 0 ys 7.1 6.40 3.5 3.50		3 0 Undi 6.2 6.20 3.3 3.30	vided					LT 8 0 4.1 4.10 2.2 2.20	265				409	-
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)		38 0 ys 7.1 6.40 3.5 3.50	LR	3 0 Undi 6.2 6.20 3.3 3.30	vided					LT 8 0 4.1 4.10 2.2 2.20	265				409 409	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)		38 0 ys 7.1 6.40 3.5 3.50	LR	3 0 Undi 6.2 6.20 3.3 3.30	vided					LT 8 0 4.1 4.10 2.2 2.20 10 1010	265 265				409 409	-
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)		38 0 ys 7.1 6.40 3.5 3.50	LR	3 0 Undi 6.2 6.20 3.3 3.30	vided					LT 8 0 4.1 4.10 2.2 2.20 10 1010 0.01	265 				409 409	-
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)		38 0 ys 7.1 6.40 3.5 3.50	LR 	3 0 Undi 6.2 6.20 3.3 3.30	vided					LT 8 0 4.1 4.10 2.2 2.20 10 1010 0.01 0.01	265 265				409 409	-
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh)		38 0 ys 7.1 6.40 3.5 3.50	LR	3 0 Undi 6.2 6.20 3.3 3.30	vided					LT 8 0 4.1 4.10 2.2 2.20 10 1010 0.01	265 265				409 409	-
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) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		38 0 7.1 6.40 3.5 3.50 I of Sc	LR 	3 0 Undi 6.2 6.20 3.3 3.30	vided					LT 8 0 4.1 4.10 2.2 2.20 10 1010 0.01 0.01 8.6 A	265				409 409	-

General Information							Site	Inforr	natio	n						
Analyst	DBZ	_					Inters	ection			Ceda	r Creek a	at Loyal I	Dr		_
Agency/Co.	Diane	e B Zimm	erman 1	raffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020					East/	West Stre	eet		Loyal	Dr				_
Analysis Year	2024						North	n/South S	Street		Ceda	r Creek F	٦d			
Time Analyzed	PM P	eak Build	1				Peak	Hour Fac	tor		0.84					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													_
Lanes																
				14 4 A 4 4 4	ค. า Majo	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	th-South	44245								
Vehicle Volumes and Ad	justme															
Approach			ound			_	oound				bound				bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	F
Priority	_	10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes	_	0	1	0		0	0	0	0	0	1	0	0	0	1	(
Configuration			LR			<u> </u>				LT			<u> </u>			Т
		38		3						8	282				419	7
Volume (veh/h)				0						0						
Percent Heavy Vehicles (%)		0				<u> </u>		<u> </u>								
Percent Heavy Vehicles (%) Proportion Time Blocked				0												
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%))													
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized)													
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		()		vided											
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	()		vided											
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	leadwa	(vided					4.1						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	leadwa	ys		Undi	vided					4.1 4.10						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	leadwa	ys 7.1		Undi 6.2 6.20 3.3	vided											
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)		ys 7.1 6.40 3.5 3.50		Undi 6.2 6.20 3.3 3.30	vided					4.10						
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)		ys 7.1 6.40 3.5 3.50		Undi 6.2 6.20 3.3 3.30	vided					4.10 2.2						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys 7.1 6.40 3.5 3.50		Undi 6.2 6.20 3.3 3.30	vided					4.10 2.2						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		ys 7.1 6.40 3.5 3.50	ervice	Undi 6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20						
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)		ys 7.1 6.40 3.5 3.50	ervice 49	Undi 6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys 7.1 6.40 3.5 3.50	ervice 49 320	Undi 6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 1000						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Fo		ys 7.1 6.40 3.5 3.50	49 320 0.15	Undi 6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 1000 0.01						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Fol		ys 7.1 6.40 3.5 3.50	49 320 0.15 0.5	Undi 6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 1000 0.01 0.0						
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50 I of Se	49 320 0.15 0.5 18.3	Undi 6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 1000 0.01 0.0 8.6 A	.3					

General Information							Site	Inforr	natio	n						
Analyst	DBZ				_		Inters	section	_	_	Ceda	r Creek a	at Loyal (Dr		-
Agency/Co.	Diane	B Zimm	erman T	raffic En	gineerin	g	Jurisc	liction								
Date Performed	8/26/	2020					East/	West Str	eet		Loyal	Dr				
Analysis Year	2034						North	n/South	Street		Ceda	r Creek F	Rd			
Time Analyzed	PM P	eak No E	uild				Peak	Hour Fa	tor		0.84					
Intersection Orientation	North	-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													
Lanes							ل یا	1								
Vehicle Volumes and Adj	ustme	nts		144460 7	<mark>្</mark> រាំ _{Major}	1 1 + Y r Street: Nor	th-South	4 1 7 4 1 1								
Approach	1		ound			Wost	bound			North	bound			South	bound	
Approach			Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	F
Movement	U U															
Movement Priority	U	L 10			0		<u> </u>		<u> </u>		<u> </u>		4U			
Priority	U	10	11	12		7	8	9	1U	1	2	3	4U 0	4	5	
Priority Number of Lanes			11 1				<u> </u>		<u> </u>		<u> </u>		4U 0			(
Priority Number of Lanes Configuration		10 0	11	12 0		7	8	9	1U	1 0 LT	2	3		4	5	((
Priority Number of Lanes Configuration Volume (veh/h)		10	11 1	12		7	8	9	1U	1 0	2	3		4	5	(
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U	10 0 38	11 1	12 0 3		7	8	9	1U	1 0 LT 8	2	3		4	5	, T
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U	10 0 38 0	11 1	12 0 3		7	8	9	1U	1 0 LT 8	2	3		4	5	, T
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U 	10 0 38 0	11 1 LR	12 0 3		7	8	9	1U	1 0 LT 8	2	3		4	5	, T
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U 	10 0 38 0	11 1 LR	12 0 3 0	vided	7	8	9	1U	1 0 LT 8	2	3		4	5	T
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		10 0 38 0	11 1 LR	12 0 3 0		7	8	9	1U	1 0 LT 8	2	3		4	5	T
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He		10 0 38 0	11 1 LR	12 0 3 0 Undi		7	8	9	1U	1 0 LT 8 0	2	3		4	5	, T
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec)		10 0 38 0 0	11 1 LR	12 0 3 0 Undir		7	8	9	1U	1 0 LT 8 0	2	3		4	5	T
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)		10 0 38 0 5 7.1 6.40	11 1 LR	12 0 3 0 Undi 6.2 6.20		7	8	9	1U	1 0 LT 8 0	2	3		4	5	T
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)		10 0 38 0 0	11 1 LR	12 0 3 0 Undir		7	8	9	1U	1 0 LT 8 0 	2	3		4	5	T
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 Headway (sec) Critical Headway (sec) Ease Follow-Up Headway (sec) Follow-Up Headway (sec)	eadwa	10 0 38 0 5 7.1 6.40 3.5 3.50	11 1 LR	12 0 3 0 Undi 6.2 6.20 3.3 3.30		7	8	9	1U	1 0 LT 8 0	2	3		4	5	T
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 Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	eadwa	10 0 38 0 5 7.1 6.40 3.5 3.50	11 1 LR	12 0 3 0 Undi 6.2 6.20 3.3 3.30		7	8	9	1U	1 0 LT 8 0 	2	3		4	5	, T
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 Hea Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec)	eadwa	10 0 38 0 5 7.1 6.40 3.5 3.50	11 1 LR 0	12 0 3 0 Undi 6.2 6.20 3.3 3.30		7	8	9	1U	1 0 LT 8 0 	2	3		4	5	
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 Hea Base Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	10 0 38 0 5 7.1 6.40 3.5 3.50	11 1 LR 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 3 0 Undi 6.2 6.20 3.3 3.30		7	8	9	1U	1 0 LT 8 0 	2	3		4	5	T
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 Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Hea	eadwa	10 0 38 0 5 7.1 6.40 3.5 3.50	11 1 LR 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 3 0 Undi 6.2 6.20 3.3 3.30		7	8	9	1U	1 0 LT 8 0 	2	3		4	5	, T
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 Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (eadwa	10 0 38 0 5 7.1 6.40 3.5 3.50	11 1 LR 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 3 0 Undi 6.2 6.20 3.3 3.30		7	8	9	1U	1 0 LT 8 0 	2	3		4	5	T
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 Hea Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec)	eadwa	10 0 38 0 5 7.1 6.40 3.5 3.50	11 1 LR 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 3 0 Undi 6.2 6.20 3.3 3.30		7	8	9	1U	1 0 LT 8 0	2	3		4	5	T
Priority 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 Hea Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headw	eadwa	10 0 38 0 5 7.1 6.40 3.5 3.50 1 of Se 0	11 1 LR 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 3 0 Undi 6.2 6.20 3.3 3.30		7	8	9	1U	1 0 LT 8 0	2	3		4	5	((

General Information							Site	Inforr	natio	n						
Analyst	DBZ						Inters	ection			Ceda	r Creek a	nt Loyal I	Dr		
Agency/Co.	Diane	e B Zimm	ierman T	raffic En	gineerin	g	Jurisd	liction								
Date Performed	8/26/	2020					East/	Nest Stre	eet		Loyal	Dr				
Analysis Year	2034						North	/South S	Street		Ceda	r Creek F	۲d			
Time Analyzed	PM P	eak Build	1				Peak	Hour Fac	tor		0.84					_
Intersection Orientation	North	n-South					Analy	sis Time	Period (hrs)	0.25					
Project Description	8300	Cooper	Chapel													
Lanes					14	↓人本 -{	৮৫৫									
Vehicle Volumes and Ad	justme	nts		14 4 7 4 4 F	A " Majo	1 1 + Y r Street: Nor	th-South	4+24+5								
Approach			ound			West	bound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes	+	0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration	-		LR							LT						T
Volume (veh/h)	+	38		3						8	403				615	7.
Percent Heavy Vehicles (%)	+	0		0						0						
Proportion Time Blocked	+															
Percent Grade (%)	+)													_
	<u> </u>		-													
Right Turn Channelized																_
Right Turn Channelized				Undi	vided											_
Median Type Storage	eadwa	VE		Undi	vided											
Median Type Storage Critical and Follow-up H	eadwa				vided	I				44			1			
Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadwa	7.1		6.2	vided					4.1						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadwa	7.1 6.40		6.2 6.20	vided					4.10						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	7.1 6.40 3.5		6.2 6.20 3.3	vided					4.10 2.2						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	vided					4.10						
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		7.1 6.40 3.5 3.50		6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20						
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)		7.1 6.40 3.5 3.50	49	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10						
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)		7.1 6.40 3.5 3.50	49 191	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 819						
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		7.1 6.40 3.5 3.50	49 191 0.26	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 819 0.01						
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 ₉₅ (veh)		7.1 6.40 3.5 3.50	49 191 0.26 1.0	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 819 0.01 0.0						
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 ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50	49 191 0.26 1.0 30.2	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 819 0.01 0.0 9.4						
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 _{as} (veh) Control Delay (s/veh) Level of Service (LOS)		7.1 6.40 3.5 3.50 I of Se	49 191 0.26 1.0 30.2 D	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 819 0.01 0.0 9.4 A						
Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)		7.1 6.40 3.5 3.50 I of Se	49 191 0.26 1.0 30.2	6.2 6.20 3.3 3.30	vided					4.10 2.2 2.20 10 819 0.01 0.0 9.4 A	.3					