

APPENDIX F

Wendy's Aug 3,500 sf :

AM in 44
out 42

Pass-By: 86

PM in 30
out 28

Pass-By: 59

Marathon Aug 10 fueling positions

AM in 22
out 22

Pass-By 57

PM in 29
out 29

Pass-By 75

National City Bank 3,500 sf

AM in 13
out 10

Pass-By 20

PM in 24
out 24

Pass-By 42

Shoney's 6,000 sf

AM in ~~20~~ 20
out ~~19~~ 19

pass-by 30

PM in 22
out 16

pass-by 29

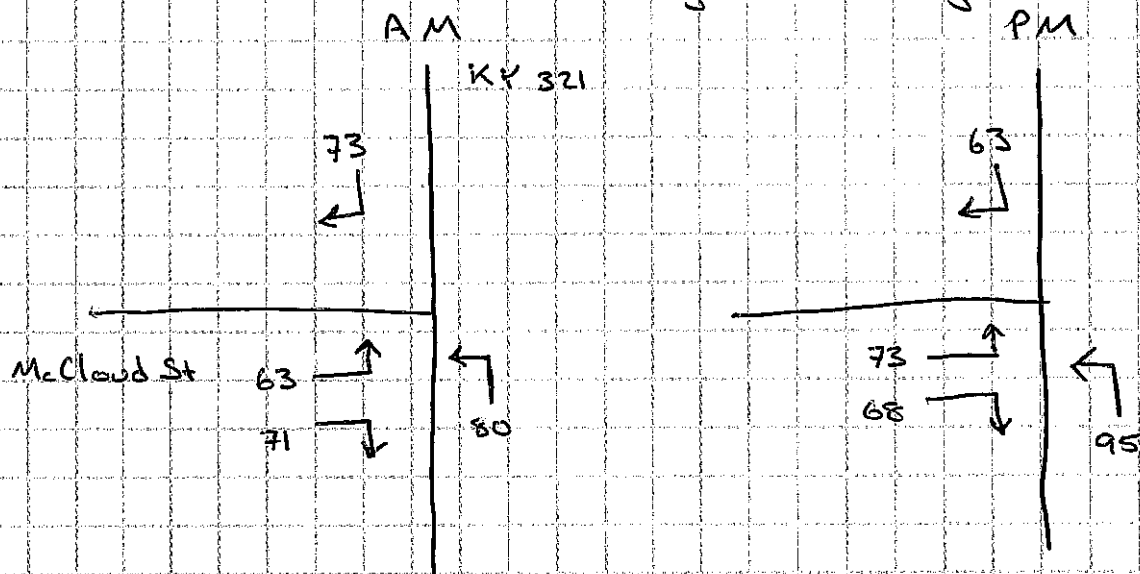
Proposed Restaurant 6,000sf AM in 20 Pass-by 30
 out 19
 PM in 22 Pass-by 29
 out 16

Proposed Hotel 100 rooms AM in 34
 out 22
 PM in 31
 out 28

	AM			PM		
	<u>In</u>	<u>Out</u>	<u>Pass-by</u>	<u>In</u>	<u>Out</u>	<u>Pass-by</u>
Wendy's	44	42	86	30	28	59
Marathon	22	22	57	29	29	75
National City	13	10	20	24	24	42
Shoney's	20	19	30	22	16	29
Proposed Restaurant	20	19	30	22	16	29
Proposed Hotel	34	22	0	31	28	
	<u>153</u>	<u>134</u>	<u>223</u>	<u>158</u>	<u>141</u>	<u>234</u>

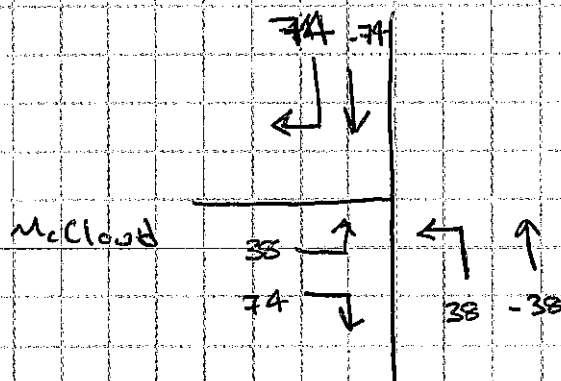
Primary Trips *

* based on traffic distributions entering and leaving walmart

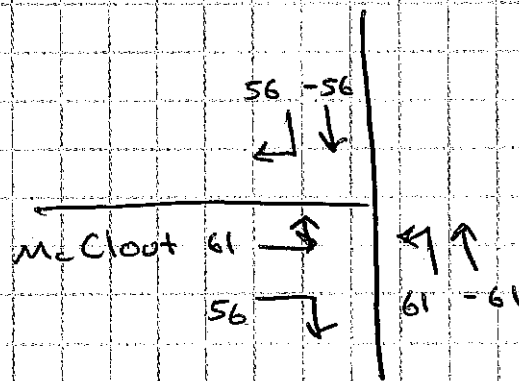


Pass-By Trips

AM

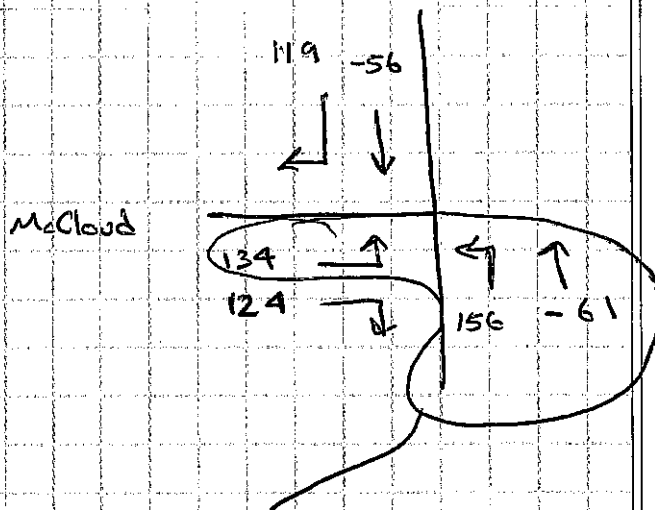
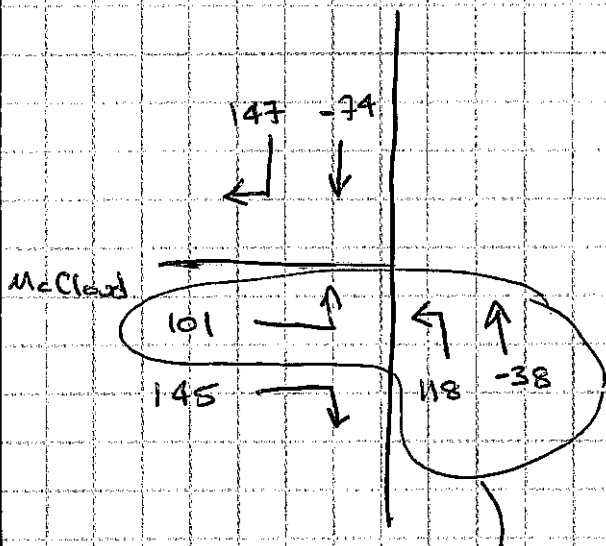


PM

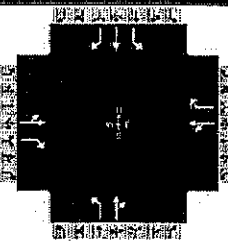


Total AM McCloud Trips

Total PM McCloud Trips



General Information				Intersection Information	
Agency		Analysis Date	Nov 14, 2011	Duration, h	1.00
Analyst		Time Period		Area Type	Other
Jurisdiction		Analysis Year	2011	PHF	0.90
Intersection	KY 321 & New Walmart	Analysis Period	1> 7:00		
File Name	AM KY 321 & New Walmart (McCloud).xus				
Project Description	AM No Build				



Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				181	30	90	40	10	80	268	537	30	130	1125	140

Signal Information															
Cycle, s	160.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On	Green	15.0	5.8	64.8	55.7	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	0.0	4.3	5.0	0.0	0.0					
				Red	1.8	0.0	1.8	1.5	0.0	0.0					

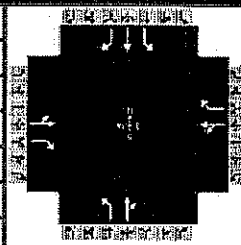
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	8	4	4	5	2	1	6
Phase Number				7.0	7.0	7.0	7.0	2.0	4.0	2.0	3.0
Phase Duration, s				62.2	62.2	62.2	62.2	26.9	76.7	21.1	70.9
Change Period, (Y+R _c), s				6.5	6.5	6.5	6.5	6.1	6.3	6.1	6.3
Max Allow Headway (MAH), s				4.8	4.8	4.8	4.8	4.0	0.0	4.0	0.0
Queue Clearance Time (g _s), s				57.7	57.7	57.7	57.7	22.8		14.9	
Green Extension Time (g _e), s				0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Phase Call Probability				1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability				1.00	1.00	1.00	1.00	1.00		0.19	

Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				234	0	100	56	0	89	298	0	630	144	1250	156
Adjusted Saturation Flow Rate (s), veh/h/ln				0	0	1579	17	0	1579	1774	0	1845	1774	1863	1579
Queue Service time (g _s), s				0.0	0.0	7.1	0.0	0.0	6.2	20.8	0.0	41.8	12.9	64.6	10.4
Cycle Queue Clearance Time (g _c), s				55.7	0.0	7.1	55.7	0.0	6.2	20.8	0.0	41.8	12.9	64.6	10.4
Capacity (c), veh/h				42		550	46		550	231		812	166	752	637
Volume-to-Capacity Ratio (X)				5.604	0.000	0.182	1.199	0.000	0.162	1.291	0.000	0.776	0.868	1.662	0.244
Available Capacity (c _a), veh/h				42		550	46		550	231		812	231	752	637
Back of Queue (Q), veh/ln				98.6		2.8	8.6		2.5	43.1		16.2	6.4	275.2	4.0
Overflow Queue (Q ₃), veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (RQ)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uniform Delay (d ₁), s/veh				80.0		36.3	73.0		36.0	69.6		27.7	71.5	36.9	31.6
Incremental Delay (d ₂), s/veh				8340.0	0.0	0.2	519.5	0.0	0.2	527.0	0.0	0.7	13.1	1194.6	0.4
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh				8420.0		36.5	592.6		36.2	596.6		28.4	84.6	1231.5	32.0
Level of Service (LOS)				F		D	F		D	F		C	F	F	C
Approach Delay, s/veh / LOS				5913.3		F	250.2		F	210.7		F	1004.3		F
Intersection Delay s/veh / LOS				1273.7						F					

MultiModal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.3		B	2.5		B	2.3		B	2.3		B
Bicycle LOS Score / LOS				1.0		A	0.7		A	2.0		B	3.0		C

General Information

Agency		Analysis Date	Nov 14, 2011	Duration, h	1.00
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Intersection	KY 321 & New Walmart	Analysis Period	1> 7:00		
File Name	PM KY 321 & New Walmart (McCloud).xus				
Project Description	PM No Build				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	464	40	300	50	50	190	506	824	40	150	810	230

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	15.3	9.4	44.8	45.7	0.0	0.0		
Priority Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.3	4.3	5.0	0.0	0.0		
				Red	1.8	1.8	1.8	1.5	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	8	8	4	4	5	2	1	6
Phase Number	7.0	7.0	7.0	7.0	2.0	4.0	2.0	3.0
Phase Duration, s	52.2	52.2	52.2	52.2	36.9	66.4	21.4	50.9
Change Period, (Y+R _c), s	6.5	6.5	6.5	6.5	6.1	6.3	6.1	6.3
Max Allow Headway (MAH), s	4.9	4.9	4.9	4.9	4.0	0.0	4.0	0.0
Queue Clearance Time (g _s), s	47.7	47.7	47.7	47.7	32.8		14.9	
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	560	0	333	111	0	211	562	0	960	167	900	256
Adjusted Saturation Flow Rate (s), veh/h/ln	0	0	1579	82	0	1579	1774	0	1847	1774	1863	1579
Queue Service time (g _s), s	0.0	0.0	25.2	0.0	0.0	14.6	30.8	0.0	60.1	12.9	44.6	18.4
Cycle Queue Clearance Time (g _c), s	45.7	0.0	25.2	45.7	0.0	14.6	30.8	0.0	60.1	12.9	44.6	18.4
Capacity (c), veh/h	49		515	65		515	390		793	194	593	503
Volume-to-Capacity Ratio (X)	11.33 6	0.000	0.647	1.705	0.000	0.410	1.441	0.000	1.211	0.858	1.517	0.508
Available Capacity (c _a), veh/h	49		515	65		515	390		793	390	593	503
Back of Queue (Q), veh/ln	257.6		10.2	26.4		5.7	99.5		106.2	6.0	172.2	7.2
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (RQ)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uniform Delay (d ₁), s/veh	70.0		40.3	51.8		36.7	54.6		30.4	61.3	40.3	38.8
Incremental Delay (d ₂), s/veh	18644 .8	0.0	3.0	1331 .9	0.0	0.6	794.3	0.0	381.2	5.6	934.1	1.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	18714 .8		43.3	1383 .6		37.3	848.9		411.6	66.8	974.4	40.5
Level of Service (LOS)	F		D	F		D	F		F	E	F	D
Approach Delay, s/veh / LOS	11747.8	F		501.5	F		573.1	F		679.5	F	
Intersection Delay s/veh / LOS	3060.9						F					

MultiModal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	2.0	A	1.0	A	3.0	C	2.7	B