

Clore Lane

Multi-Family Development

Oldham County, Kentucky

TRAFFIC ASSESMENT

May 2026

PREPARED FOR:

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MAY 2026

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INTRODUCTION

Qk4 was retained to perform a Traffic Impact Assessment for a proposed multi-family residential development along Clore Lane in Oldham County Kentucky. The approximate location of the proposed development can be seen in **Figure 1** below.



Figure 1. Proposed Site Location

PROPOSED DEVELOPMENT

The proposed development is shown in **Figure 2** and will include 85 multi-family homes. Access is provided via an access point with Clore Lane.



EXISTING CONDITIONS

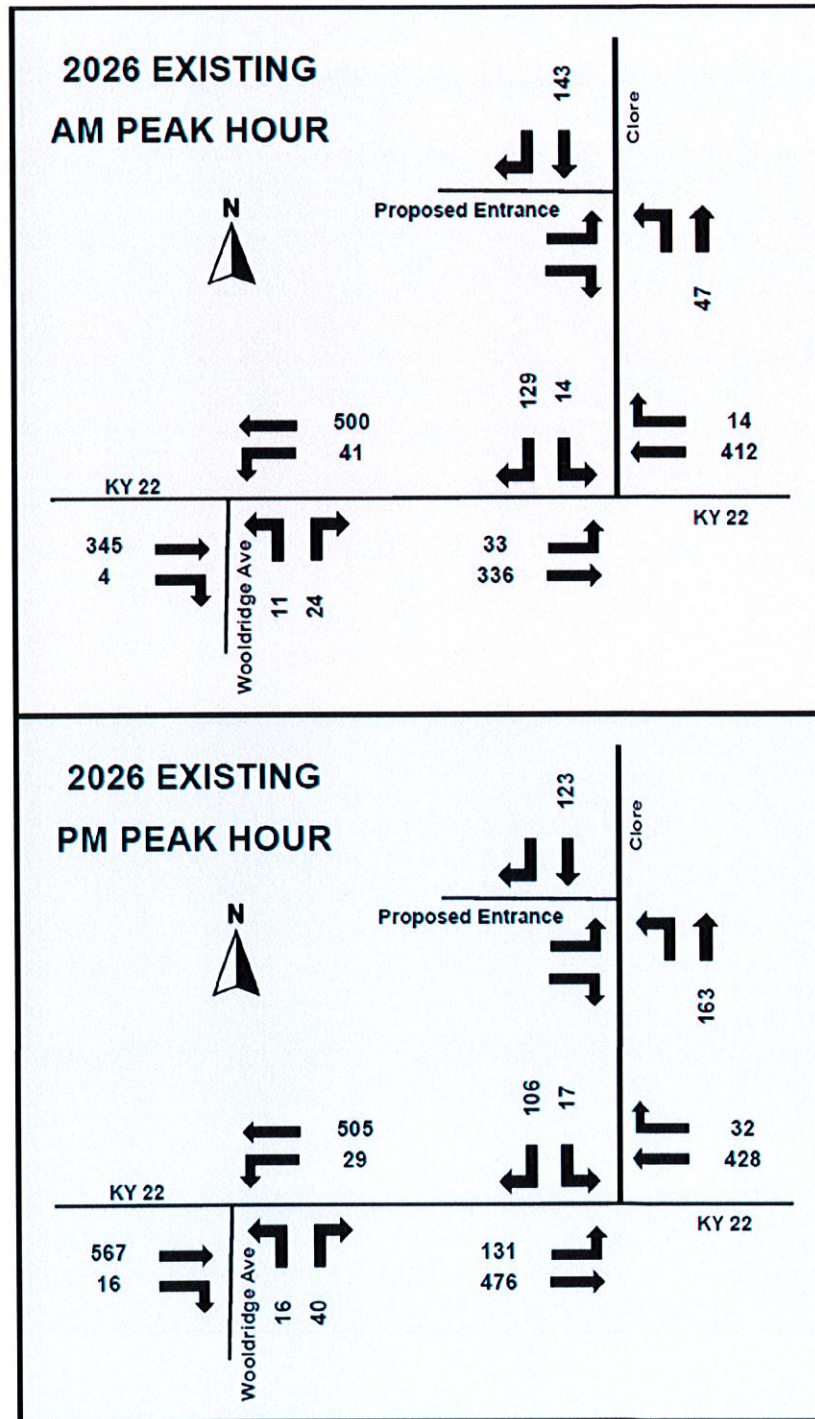
STUDY AREA

The traffic assessment study area includes the proposed driveway connection with Clore Ln and the KY 22 intersection with Clore Lane. It should be noted the KY 22 intersection with Clore Lane will be realigned in future year analysis and include the added Wooldridge leg to the intersection and added eastbound and westbound left turn lanes on KY 22.

TURNING MOVEMENT COUNTS

Turning movement volumes were collected in March of 2026. Existing turning movements are summarized below in **Figure 3**.

Figure 3. Existing Turning Movement Volumes

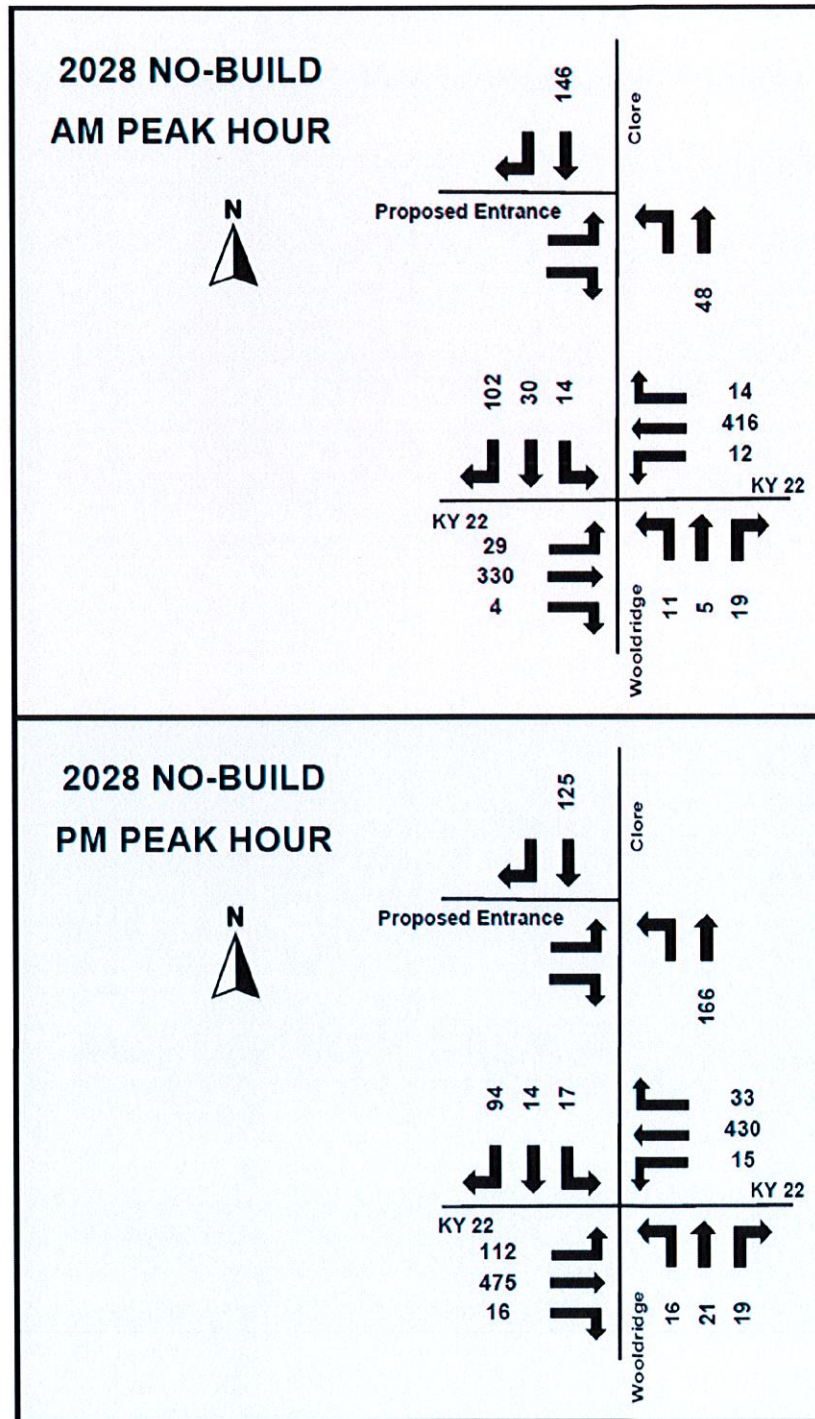


ROJECTED TRAFFIC

BACKGROUND TRAFFIC GROWTH

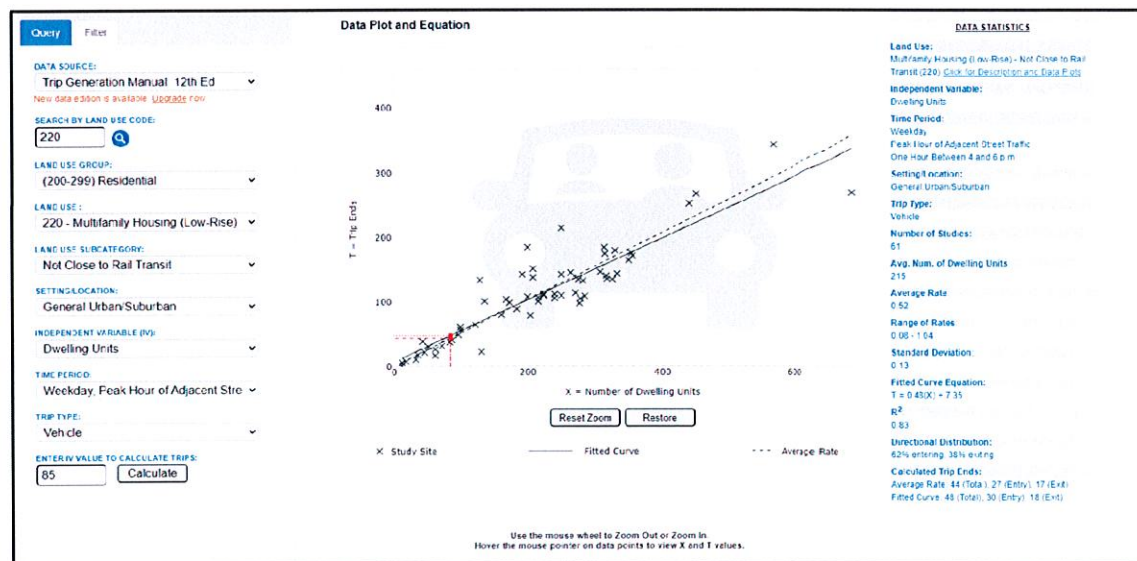
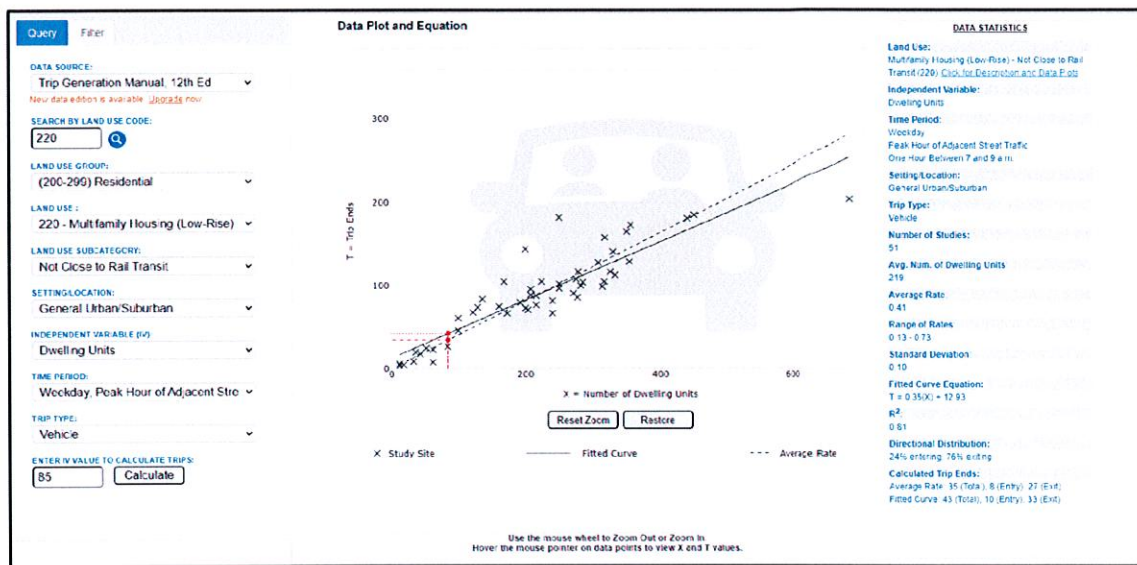
A background growth rate was applied to the existing turning movements to project 2028 no-build volumes as seen on **Figure 4**. These projections include the KY 22 & Clore Lane / Wooldridge Avenue realignment.

Figure 4. 2028 No-Build Turning Movements



TRIP GENERATION

Trips were generated based on the ITE Trip Generation Manual 12th Edition which resulted in a total of 43 trips in the AM (10 in / 33 out) and a total of 48 trips in the PM (30 in / 18 out).



TRIP DISTRIBUTION / ASSIGNMENT

Traffic was distributed to and from the proposed development based on existing traffic patterns in the study area. **Figure 5** summarizes the trip distributions through the study area. Future year build turning movements are summarized in **Figure 6**.

Figure 5. Distributed Trips

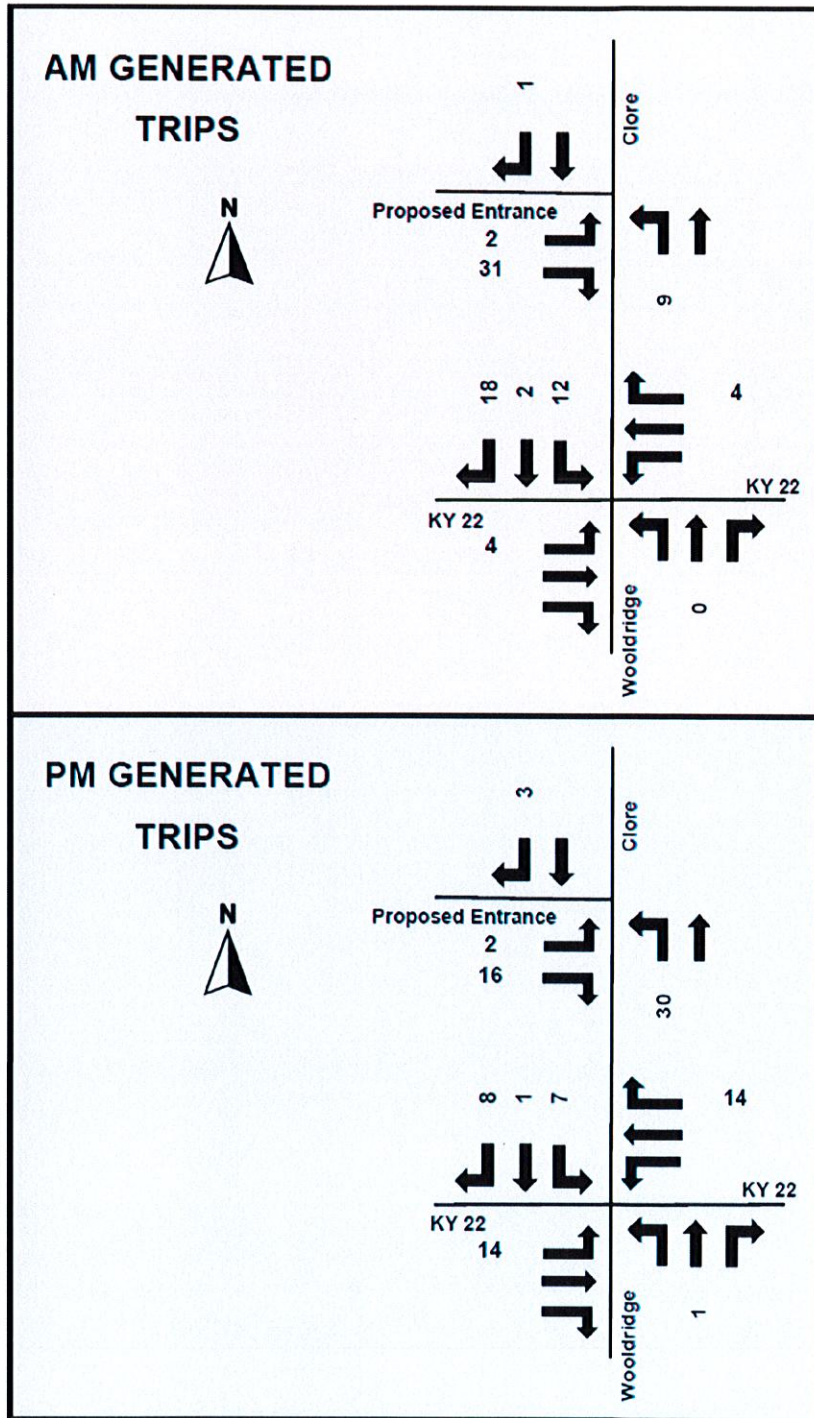
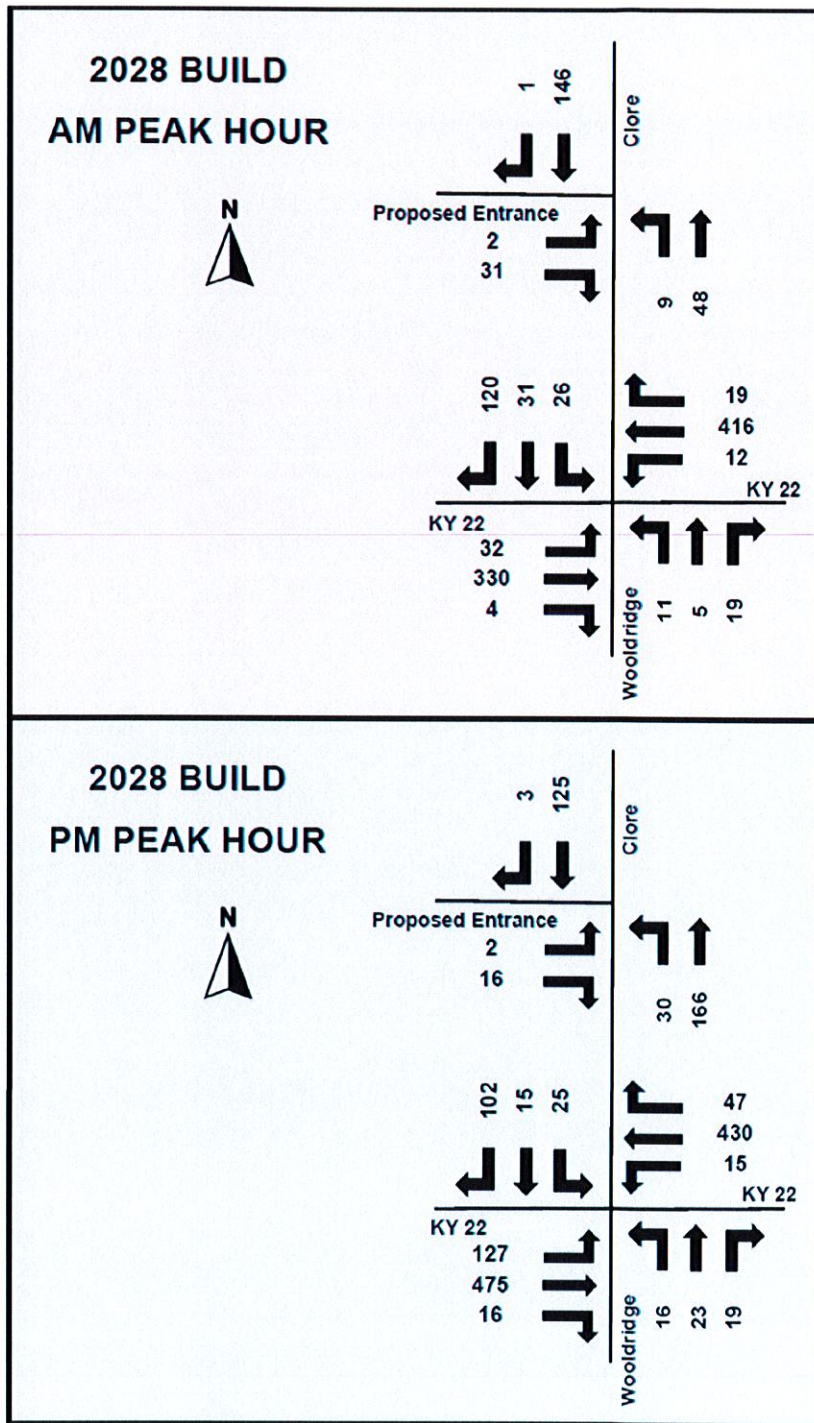


Figure 6. 2028 Build Turning Movements



CAPACITY ANALYSIS/ LEVEL OF SERVICE

Level of service (LOS) is a term that is commonly used to evaluate roadway functions. Level of service is defined as a qualitative measure of operational conditions and the perception of these conditions by motorists. These conditions are usually defined in terms of factors such as speed and travel time, maneuverability, delay, and safety. There are six levels of service, which are designated by the letter's "A" through "F." Level of service "A" represents the best operating conditions, while level of service "F" defines the worst.

The methodology used to analyze the capacity and level of service was based on standard traffic engineering procedures outlined in the *Highway Capacity Manual* (HCM) 7th Edition. The analysis was performed using the latest version of the Highway Capacity software. The procedure considers traffic and geometric conditions of the facility, such as traffic volumes, percent of large vehicles, design speed, lane and shoulder widths, grades, and directional distributions to determine the LOS.

Delay is a critical performance measure on interrupted-flow facilities. Delay is measured as the time a vehicle is slowed by a signalized or stop-controlled intersection compared to the average travel time of a vehicle if it were unimpeded by the intersection. Delay includes the time a vehicle decelerates approaching the intersection and accelerating as it leaves the intersection. Although the definition of delay is the same for both signalized and stop-controlled intersections, the thresholds used to determine LOS differ. LOS thresholds for signalized and unsignalized intersections are summarized below.

Table 2. LOS Thresholds

LOS Threshold for Signalized Intersections		
Delay (sec)	LOS	Description
1-10	A	Free Flow
10-20	B	Reasonable Unimpeded Flow
20-35	C	Stable Operation
35-55	D	*Approaching Unstable Flow
55-80	E	Unstable Flow
>80	F	Congested Flow
LOS Threshold for Unsignalized Intersections		
Delay (sec)	LOS	Description
1-10	A	Free Flow
10-15	B	Reasonable Unimpeded Flow
15-25	C	Stable Operation
25-35	D	*Approaching Unstable Flow
35-50	E	Unstable Flow
>50	F	Congested Flow

* LOS D is generally acceptable in an urban environment.

LEVEL OF SERVICE		DESCRIPTION
A		- Average Travel Speed. - Free traffic flow with few restrictions on maneuverability or speed. NO DELAYS
B		- Stable traffic flow. - Speed becoming slightly restricted. - Low restriction on maneuverability. NO DELAYS
C		Stable traffic flow, but less freedom to select speed, change lanes or pass. MINIMAL DELAYS
D		- Traffic flow becoming unstable. - Speeds subject to sudden change. - Passing is difficult. MODERATE DELAYS
E		- Unstable traffic flow. - Speeds change quickly and maneuverability is low. SIGNIFICANT DELAYS
F		- Heavily congested traffic. - Demand exceeds capacity and speeds vary greatly. SIGNIFICANT DELAYS

Figure 24. Level of Service Descriptions

Capacity analyses were performed for all study area intersections for both the AM and PM peak hours for each of the existing, no-build, and build scenarios. Highway Capacity Software 2024 was used to analyze all study area intersections. The capacity analyses included a comparison, expressed as a volume to capacity (v/c) ratio, of the traffic volume to the operating capacity of the road based on its characteristics (number of lanes, shoulder width, grades, etc.). The v/c ratio ranges are defined as follows:

- **v/c = 0:** the flow rate is zero—this is the starting point for the comparison.
- **v/c = 0– 0.999:** the volume of traffic is less than the road's theoretical capacity to handle it.
- **v/c = 1.0:** the flow rate equals the roadway's capacity, i.e., the road is approaching the limits of its ability (capacity) to handle the traffic volume.
- **v/c = > 1.0:** the traffic volume exceeds the road's capacity, producing unacceptable delays and LOS "F."

The resulting delay values, Level of Service (LOS), and v/c ratios produced by the HCS analysis for the existing conditions along with 2028 (build-out year) no-build and build.

I KY 22 & CLORE LANE / WOOLDRIDGE AVENUE

Error! Reference source not found. I lists the resulting capacity data for the KY 22 & Clore Lane / Wooldridge intersection. With development traffic added, all movements maintain their no-build LOS in 2026 and 2036. Build traffic did contribute to a LOS drop from E to F for the Southbound, Left turn movement.

Table I. KY 22 & Clore Lane / Wooldridge Ave Capacity Summary

2026 EXISTING ANALYSIS					
Movement	Peak	v/c Ratio	95% Queue	Delay	Level of Service
Eastbound, Left	AM	0.04	25	8.5	A
	PM	0.13	25	8.8	A
Southbound Left/Right	AM	0.32	35	15.2	C
	PM	0.3	30.2	16.8	C
2028 NO-BUILD ANALYSIS					
Movement	Peak	v/c Ratio	95% Queue	Delay	Level of Service
Eastbound, Left	AM	0.03	25	8.4	A
	PM	0.11	25	8.8	A
Westbound, Left	AM	0.01	25	8	A
	PM	0.02	25	8.5	A
Northbound, Left	AM	0.1	26.9	26.9	D
	PM	0.37	38.3	57.1	F
Northbound, Thru/Right	AM	0.03	25	10.4	B
	PM	0.04	25	11.7	B
Southbound, Left	AM	0.19	25	22.5	C
	PM	0.29	27.5	48.8	E
Southbound, Thru/Right	AM	0.18	25	12.3	B
	PM	0.18	25	12.5	B
2028 BUILD ANALYSIS					
Movement	Peak	v/c Ratio	95% Queue	Delay	Level of Service
Eastbound, Left	AM	0.03	25	8.4	A
	PM	0.13	25	8.9	A
Westbound, Left	AM	0.01	25	8	A
	PM	0.2	25	8.5	A
Northbound, Left	AM	0.1	25	28.6	D
	PM	0.43	45.9	67.4	F
Northbound, Thru/Right	AM	0.03	25	10.4	B
	PM	0.04	25	11.7	B
Southbound, Left	AM	0.25	25	24.7	C
	PM	0.43	45	65.4	F
Southbound, Thru/Right	AM	0.22	25	12.6	B
	PM	0.19	25	12.7	B

2 CLORE LANE & DEVELOPMENT ACCESS

Error! Reference source not found. lists the resulting capacity data for the Clore Lane and Develment Access intersection.

Table 1. Clore Ln & Site Access Capacity Summary

2028 BUILD ANALYSIS					
Movement	Peak	v/c Ratio	95% Queue	Delay	Level of Service
Eastbound, Left/Right	AM	0.04	25	9.4	A
	PM	0.02	25	9.3	A
Northbound, Left/Thru	AM	0.01	25	7.6	A
	PM	0.02	25	7.5	A

TURN LANES

Neither Northbound, Left or Southbound, Right turn lanes were warranted for the proposed site access point.

CONCLUSIONS

The development would have very little impact to any study area intersection. At the KY 22 intersection with Clore Lane / Wooldridge intersection, the Southbound, Left movement did drop from a LOS E to a LOS F with development traffic added. The queue length for that movement is still relatively low with the addition of development traffic.

APPENDIX A

TRAFFIC COUNT DATA

Study Name
Start Date
Start Time
Site Code

KY 22 & Clore / Woolridge
03/04/2026
7:00 AM

Start Time	Clore Ln Southbound				KY 22 Westbound				Woolridge Ave Northbound				KY 22 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	14	8	4	0	1	57	3	0	1	3	0	0	1	79	5	0
7:15 AM	20	3	6	0	2	80	5	0	9	2	4	0	2	91	3	0
7:30 AM	32	10	0	0	3	136	5	0	2	0	1	0	1	84	6	0
7:45 AM	27	10	4	0	4	108	1	0	4	0	3	0	1	79	8	0
8:00 AM	21	6	4	0	5	76	1	0	4	3	3	0	0	63	11	0
8:15 AM	19	6	2	0	4	77	1	0	4	4	2	0	1	97	8	0
8:30 AM	23	6	1	0	4	95	4	0	3	3	2	0	2	103	6	0
8:45 AM	17	9	3	0	3	82	4	0	1	2	1	0	1	75	13	0
3:00 PM	11	6	3	0	6	91	6	0	4	8	3	0	1	90	27	0
3:15 PM	11	0	0	0	7	59	2	0	2	4	1	0	4	78	12	0
3:30 PM	8	2	6	0	8	62	3	0	2	6	1	0	0	98	8	0
3:45 PM	15	2	6	0	7	63	1	0	5	5	1	0	0	114	13	0
4:00 PM	10	1	9	0	7	95	2	0	3	4	0	0	1	112	17	0
4:15 PM	23	7	1	0	12	143	6	0	2	4	3	0	1	86	24	0
4:30 PM	21	2	2	0	10	105	5	0	8	2	7	0	1	109	30	0
4:45 PM	27	6	8	0	7	98	4	0	4	6	3	0	4	111	17	0
5:00 PM	27	4	4	0	5	100	2	0	2	8	3	0	6	112	32	0
5:15 PM	17	2	3	0	10	110	4	0	5	5	3	0	5	125	31	0
5:30 PM	7	0	2	0	1	100	3	0	1	7	2	0	0	101	25	0
5:45 PM	23	0	3	0	5	100	2	0	2	6	1	0	4	96	20	0

PEAK HOURS

APPENDIX B

CAPACITY ANALYSIS

HCS Two-Way Stop-Control Report

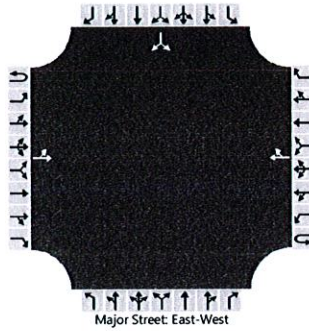
General Information

Analyst	
Agency/Co.	
Date Performed	4/23/2026
Analysis Year	2026
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Clore Lane Development

Site Information

Intersection	KY 22 & Clore Ln
Jurisdiction	KYTC
East/West Street	KY 22
North/South Street	Clore Ln
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		33	336				412	14						14		129
Percent Heavy Vehicles (%)		0												0		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		39													168	
Capacity, c (veh/h)		1073													521	
v/c Ratio		0.04													0.32	
95% Queue Length, Q ₉₅ (veh)		0.1													1.4	
95% Queue Length, Q ₉₅ (ft)		2.5													35.3	
Control Delay (s/veh)		8.5	0.4												15.2	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		1.1												15.2		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

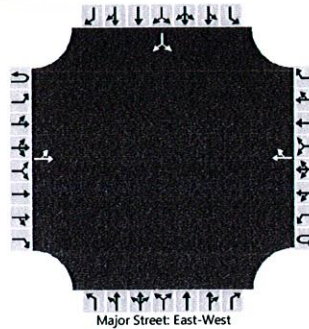
General Information

Analyst	
Agency/Co.	
Date Performed	4/23/2026
Analysis Year	2026
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Clore Lane Development

Site Information

Intersection	KY 22 & Clore Ln
Jurisdiction	KYTC
East/West Street	KY 22
North/South Street	Clore Ln
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		131	476				428	32						17		106
Percent Heavy Vehicles (%)		1												0		1
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.21
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		138													129	
Capacity, c (veh/h)		1084													434	
v/c Ratio		0.13													0.30	
95% Queue Length, Q ₉₅ (veh)		0.4													1.2	
95% Queue Length, Q ₉₅ (ft)		10.1													30.2	
Control Delay (s/veh)		8.8	1.6												16.8	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		3.1												16.8		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

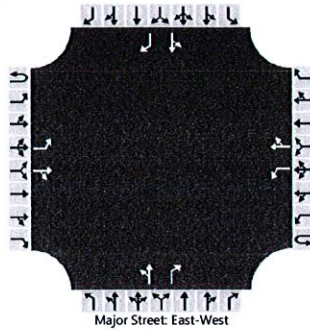
General Information

Analyst	
Agency/Co.	
Date Performed	4/23/2026
Analysis Year	2036
Time Analyzed	AM Peak Hour No Build
Intersection Orientation	East-West
Project Description	Clore Lane Development

Site Information

Intersection	KY 22 & Clore Ln
Jurisdiction	KYTC
East/West Street	KY 22
North/South Street	Clore Ln
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	1
Configuration		L		TR		L		TR		LT		R		LT		R
Volume (veh/h)		29	330	4		12	416	14		11	5	19		14	30	102
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No				No		
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		32				13				17		21		48		111
Capacity, c (veh/h)		1105				1207				182		688		253		604
v/c Ratio		0.03				0.01				0.10		0.03		0.19		0.18
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.3		0.1		0.7		0.7
95% Queue Length, Q ₉₅ (ft)		2.5				0.0				7.5		2.5		17.5		17.6
Control Delay (s/veh)		8.4				8.0				26.9		10.4		22.5		12.3
Level of Service (LOS)		A				A				D		B		C		B
Approach Delay (s/veh)	0.7				0.2				17.9				15.4			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

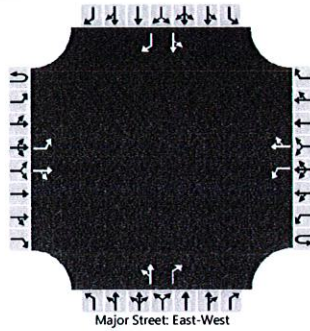
General Information

Analyst	
Agency/Co.	
Date Performed	4/23/2026
Analysis Year	2036
Time Analyzed	PM Peak Hour No Build
Intersection Orientation	East-West
Project Description	Clore Lane Development

Site Information

Intersection	KY 22 & Clore Ln
Jurisdiction	KYTC
East/West Street	KY 22
North/South Street	Clore Ln
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	1
Configuration		L		TR		L		TR		LT		R		LT		R
Volume (veh/h)		112	475	16		15	430	33		16	21	19		17	14	94
Percent Heavy Vehicles (%)		1				0				6	0	0		0	0	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No				No		
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.10				7.16	6.50	6.20		7.10	6.50	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.20				3.55	4.00	3.30		3.50	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		122				16				40		21		34		102
Capacity, c (veh/h)		1066				1044				108		556		115		584
v/c Ratio		0.11				0.02				0.37		0.04		0.29		0.18
95% Queue Length, Q ₉₅ (veh)		0.4				0.0				1.5		0.1		1.1		0.6
95% Queue Length, Q ₉₅ (ft)		10.1				0.0				38.3		2.5		27.5		15.1
Control Delay (s/veh)		8.8				8.5				57.1		11.7		48.8		12.5
Level of Service (LOS)		A				A				F		B		E		B
Approach Delay (s/veh)	1.6				0.3				41.7				21.5			
Approach LOS	A				A				E				C			

HCS Two-Way Stop-Control Report

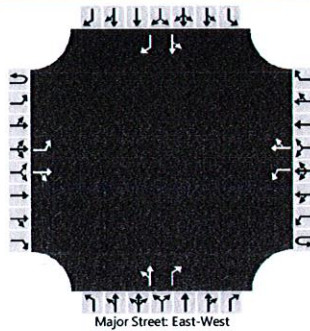
General Information

Analyst	
Agency/Co.	
Date Performed	4/23/2026
Analysis Year	2036
Time Analyzed	AM Peak Hour Build
Intersection Orientation	East-West
Project Description	Clore Lane Development

Site Information

Intersection	KY 22 & Clore Ln
Jurisdiction	KYTC
East/West Street	KY 22
North/South Street	Clore Ln
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	1
Configuration		L		TR		L		TR		LT		R		LT		R
Volume (veh/h)		32	330	4		12	416	19		11	5	19		26	31	120
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No				No		
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		35				13				17		21		62		130
Capacity, c (veh/h)		1100				1207				170		688		244		601
v/c Ratio		0.03				0.01				0.10		0.03		0.25		0.22
95% Queue Length, Q ₉₅ (veh)		0.1				0.0				0.3		0.1		1.0		0.8
95% Queue Length, Q ₉₅ (ft)		2.5				0.0				7.5		2.5		25.0		20.2
Control Delay (s/veh)		8.4				8.0				28.6		10.4		24.7		12.6
Level of Service (LOS)		A				A				D		B		C		B
Approach Delay (s/veh)	0.7				0.2				18.7				16.5			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

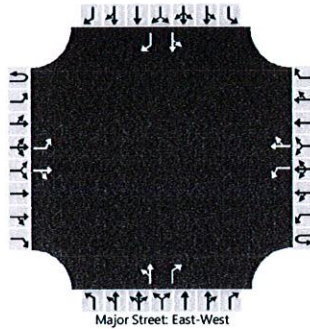
General Information

Analyst	
Agency/Co.	
Date Performed	4/23/2026
Analysis Year	2036
Time Analyzed	PM Peak Hour Build
Intersection Orientation	East-West
Project Description	Clore Lane Development

Site Information

Intersection	KY 22 & Clore Ln
Jurisdiction	KYTC
East/West Street	KY 22
North/South Street	Clore Ln
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	1
Configuration		L		TR		L		TR		LT		R		LT		R
Volume (veh/h)		127	475	16		15	430	47		16	23	19		25	15	102
Percent Heavy Vehicles (%)		1				0				6	0	0		0	0	1
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No				No		
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.11				4.10				7.16	6.50	6.20		7.10	6.50	6.21
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.20				3.55	4.00	3.30		3.50	4.00	3.31

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		138				16				42		21		43		111
Capacity, c (veh/h)		1053				1044				98		556		101		578
v/c Ratio		0.13				0.02				0.43		0.04		0.43		0.19
95% Queue Length, Q ₉₅ (veh)		0.5				0.0				1.8		0.1		1.8		0.7
95% Queue Length, Q ₉₅ (ft)		12.6				0.0				45.9		2.5		45.0		17.6
Control Delay (s/veh)		8.9				8.5				67.4		11.7		65.4		12.7
Level of Service (LOS)		A				A				F		B		F		B
Approach Delay (s/veh)	1.8				0.3				49.1				27.5			
Approach LOS	A				A				E				D			

HCS Two-Way Stop-Control Report

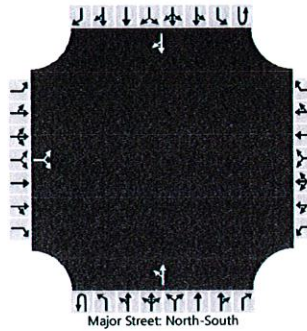
General Information

Analyst	
Agency/Co.	
Date Performed	4/23/2026
Analysis Year	2028
Time Analyzed	AM Peak Hour Build
Intersection Orientation	North-South
Project Description	Clore Lane Development

Site Information

Intersection	KY 22 & Clore Ln
Jurisdiction	KYTC
East/West Street	Development Access
North/South Street	Clore Ln
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	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						TR
Volume (veh/h)		2		31						9	48				164	1
Percent Heavy Vehicles (%)		0		3						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.23						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.33						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			36							10						
Capacity, c (veh/h)			853							1408						
v/c Ratio			0.04							0.01						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
95% Queue Length, Q ₉₅ (ft)			2.6							0.0						
Control Delay (s/veh)			9.4							7.6	0.1					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		9.4								1.2						
Approach LOS		A								A						

HCS Two-Way Stop-Control Report

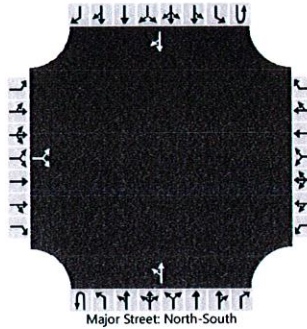
General Information

Analyst	
Agency/Co.	
Date Performed	4/23/2026
Analysis Year	2028
Time Analyzed	PM Peak Hour Build
Intersection Orientation	North-South
Project Description	Clore Lane Development

Site Information

Intersection	KY 22 & Clore Ln
Jurisdiction	KYTC
East/West Street	Development Access
North/South Street	Clore Ln
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

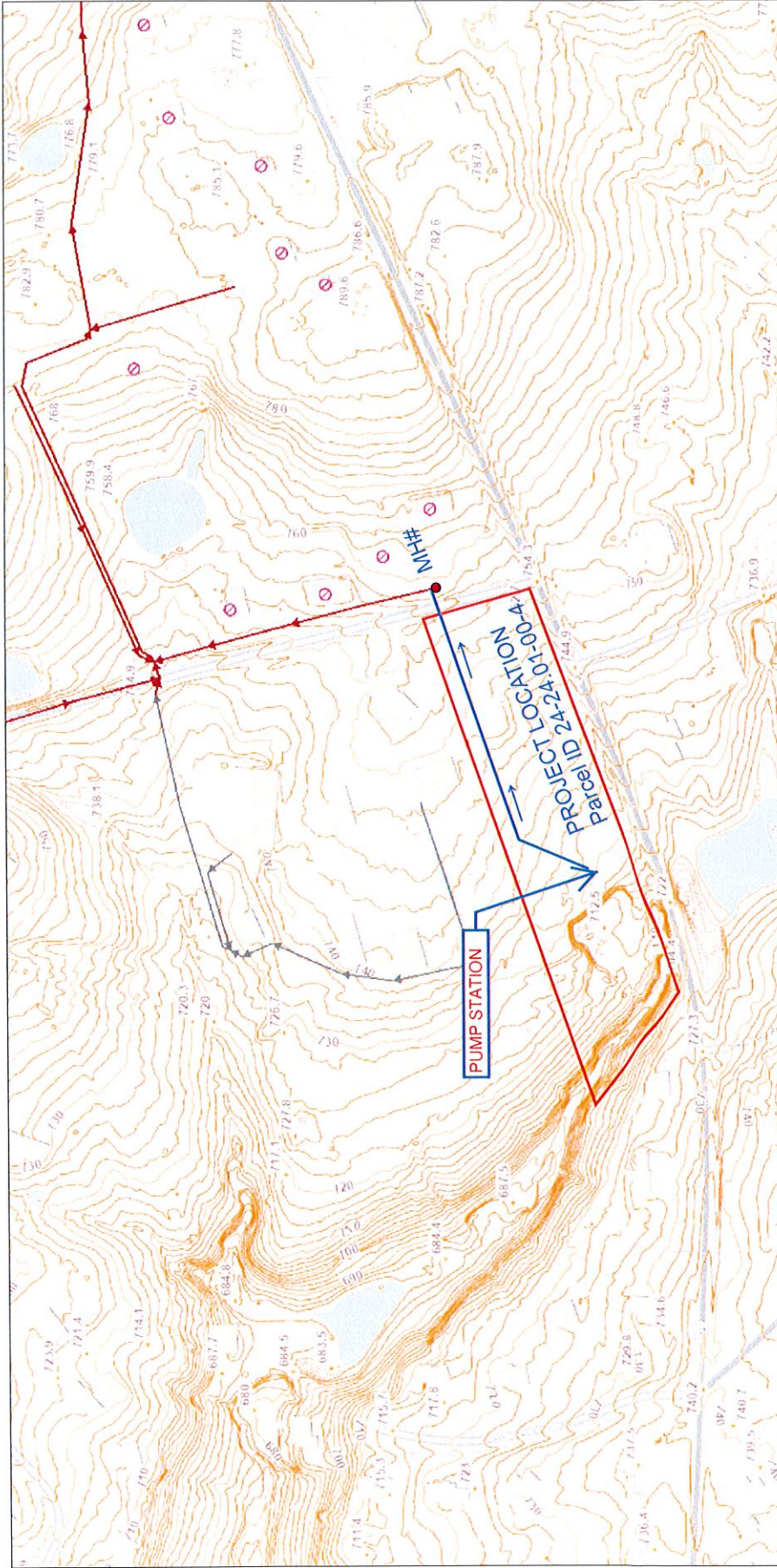
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								LT					TR
Volume (veh/h)		2		16						30	166				125	3
Percent Heavy Vehicles (%)		0		3						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.23						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.33						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20							33						
Capacity, c (veh/h)			861							1457						
v/c Ratio			0.02							0.02						
95% Queue Length, Q ₉₅ (veh)			0.1							0.1						
95% Queue Length, Q ₉₅ (ft)			2.6							2.5						
Control Delay (s/veh)			9.3							7.5	0.2					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		9.3								1.3						
Approach LOS		A								A						



7405 W HWY 22



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