

## **CAPACITY CALCULATIONS APPENDIX E**

## **EXISTING**

US Route 6 and Windsor Road AM Peak Hour Gay Ridge Road and Curry Street AM Peak Hour Gomer Street and Curry Street AM Peak Hour Jefferson Court and Curry Street AM Peak Hour US Route 6 and Curry Street AM Peak Hour	E-1 E-2 E-3 E-4 E-5
US Route 6 and Windsor Road PM Peak Hour Gay Ridge Road and Curry Street PM Peak Hour Gomer Street and Curry Street PM Peak Hour Jefferson Court and Curry Street PM Peak Hour US Route 6 and Curry Street PM Peak Hour	E-6 E-7 E-8 E-9 E-10
NO-BUILD	
US Route 6 and Windsor Road AM Peak Hour Gay Ridge Road and Curry Street AM Peak Hour Gomer Street and Curry Street AM Peak Hour Jefferson Court and Curry Street AM Peak Hour US Route 6 and Curry Street AM Peak Hour	E-11 E-12 E-13 E-14 E-15
US Route 6 and Windsor Road PM Peak Hour Gay Ridge Road and Curry Street PM Peak Hour Gomer Street and Curry Street PM Peak Hour Jefferson Court and Curry Street PM Peak Hour US Route 6 and Curry Street PM Peak Hour	E-16 E-17 E-18 E-19 E-20
BUILD	
US Route 6 and Windsor Road AM Peak Hour Gay Ridge Road and Curry Street AM Peak Hour Gomer Street and Curry Street AM Peak Hour Jefferson Court and Curry Street AM Peak Hour US Route 6 and Curry Street AM Peak Hour	E-21 E-22 E-23 E-24 E-25
US Route 6 and Windsor Road PM Peak Hour Gay Ridge Road and Curry Street PM Peak Hour Gomer Street and Curry Street PM Peak Hour Jefferson Court and Curry Street PM Peak Hour US Route 6 and Curry Street PM Peak Hour	E-26 E-27 E-28 E-29 E-30
US Route 6 and Site Access AM Peak Hour US Route 6 and Site Access PM Peak Hour US Route 6 and Windsor Road PM Peak Hour Adjusted Peaking US Route 6 and Site Access AM Peak Hour No Exiting Left Turns US Route 6 and Site Access PM Peak Hour No Exiting Left Turns	E-31 E-32 E-33 E-34 E-35

	1 ** 0	-WAY STOP	OOITII	<u> </u>		<b>\</b> 1			
General Information	า		Site I	nforr	nation				
Analyst	JAG		Interse	ection			US Route	e 6/ Winds	or Road
Agency/Co.	TMA		Jurisdi	ction			Town of	Somers	
Date Performed	10/22/03		Analys	is Yea	ar		Existing (	Condition	
Analysis Time Period	AM Peak I	Hour		_		_			
Project Description Yo									
East/West Street: US R			_				or Road (w	est)	
Intersection Orientation:			Study	eriod	(hrs): 0	.25			
Vehicle Volumes ar	nd Adjustme								
Major Street	<del>                                     </del>	Eastbound		-			Westbou	ınd	
Movement	1 L	7 T	3 R	_	4 L		5 T		_ <u>6</u> R
Volume (veh/h)	14	760	0		0		•		
Peak-hour factor, PHF	0.90	0.90	1.00		1.00	)	588 0.91		<u>11</u> 0.91
Hourly Flow Rate (veh/h)		844	0	· -	0	,	646	-	12
Proportion of heavy		1 ,,,	†				Ų-TO	<del>-   -</del>	
vehicles, P <sub>HV</sub>	5		_		0				
Median type	†	1	1	Undi	vided				_
RT Channelized?	1		0						0
Lanes	0	1	0		0		1		0
Configuration	LT	1	Ì						TR
Upstream Signal		0					0		
Minor Street		Northbound		-			Southboo	ınd	
Movement	7	8	9		10		11		12
· <del>-</del>	L	Т	R		L		Т		R
Volume (veh/h)	0	0	0		7		0		_8
Peak-hour factor, PHF	1.00	1.00	1.00		0.75	j	1.00		0.75
Hourly Flow Rate (veh/h)	0	0	0		9		0		10
Proportion of heavy	0	0	0		О		О		0
vehicles, P <sub>HV</sub>	<u> </u>						U		
Percent grade (%)		0					5		
Flared approach		N					N		
Storage		0					0		
RT Channelized?			0						0
Lanes	0	0	0		0		0		0
Configuration							LR		
Control Delay, Queue L	ength, Level o	f Service							
Approach	EB	WB		Northb	ound		S	outhboun	d -
Movement	1	4	7	8		9	10	11	12
Lane Configuration	LT							LR	
Volume, v (vph)	15			_		_		19	$t^{}$
Capacity, c <sub>m</sub> (vph)	916				-	,		208	+
v/c ratio	0.02							0.09	$\vdash$
Queue length (95%)	0.05				_			0.30	├
Control Delay (s/veh)	9.0				_			24.0	<u> </u>
LOS	Α							С	
Approach delay (s/veh)	_							24.0	

	IWO	-WAY STOP	CONTR	OL S	UMM	ARY					
General Information	-		Site I	nforn	natio	n			· -		
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 10/26/03 AM Peak I	Hour	Interse Jurisdi Analys	ction	r		Gay Ridg Street Town of Existing	Yorktowi	า		
Project Description You	ktown Farms						<del></del>				
East/West Street: Gay F			North/	South S	Street	Curry	y Street				
Intersection Orientation:	_			Period			<u> </u>	_			
Vehicle Volumes an	d Adiustme	ents									
Major Street		Northbound					Southbo	und			
Movement	1	2	3			4	5		6		
	L	Ť	R			L	T		R		
/olume	0	215	0_			2	145		0		
Peak-Hour Factor, PHF	1.00	0.87	0.87	<u> </u>	0	.97	0.97		1.00		
Hourly Flow Rate, HFR	0	247	0			2	149		0		
Percent Heavy Vehicles	0		_			0	_				
Median Type		1		Undiv	rided				_		
RT Channelized			0				}		0		
anes	0	1	0	_	_	<u> </u>	1		0		
Configuration		<del> </del>	TR			<u>_T</u>	_				
Jpstream Signal		0	<u> </u>				0				
Minor Street		Westbound					Eastbou	und			
<u>Movement</u>	7	8	9			10	11		12		
<del></del>	L	T	R			<u>L</u>	Т		R		
Volume	0 0 0.42 1.00		5			0	0		0		
Peak-Hour Factor, PHF	0.42 1.00	1.00	<del></del>	0.42	<u> </u>		.00	1.00		1.00	
Hourly Flow Rate, HFR		-	11			0	0		0		
Percent Heavy Vehicles	0	<u> </u>	0			0	0		0		
Percent Grade (%)		-5	<del></del>		_		0	<del></del>			
Flared Approach		N					N	<u> </u>			
Storage		0					0				
RT Channelized			0						0		
_anes	0	0	0			0	0		0		
Configuration		LR					<u> </u>	<u> </u>			
Delay, Queue Length, a	nd Level of S	ervice									
Approach	NB	SB	1	Westbo	ound			Eastbou	nd		
Movement	1	4	7	8		9	10	11	12		
ane Configuration		LT		LR							
/ (vph)		2		11	-	·					
C (m) (vph)		1331		797			†	t	<u> </u>		
//c		0.00		0.01					+		
_		0.00		0.04	_		<del>                                     </del>	1	$\dashv$		
95% queue length								1	+-		
Control Delay		7.7		9.6	-			-	+		
LOS		Α		Α							
Approach Delay				9.6			<u> </u>				
Approach LOS				Α							

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	TWO	-WAY STOP	CONTRO	)L SUI	MMARY			_
General Information	on		Site In	forma	tion			
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 10/29/03 AM Peak	Hour	Intersec Jurisdic Analysis	tion			treet/Curr Yorktown Condition	y Street
Project Description							<u> </u>	
East/West Street: Go.					eet: Curry	/ Street		
Intersection Orientation	n: North-South	)	Study P	eriod (h	rs): 0.25			
Vehicle Volumes a	and Adjustm	ents					•	
Major Street		Northbound				Southbo	und	
Movement	1	2	3		4	5		6
	<u> </u>	Т	R		L	T		R
Volume	4	156	0			52		93
Peak-Hour Factor, PH		0.70	1.00	_	1.00	0.99		0.99_
Hourly Flow Rate, HFR		222	0		0	52		93
Percent Heavy Vehicle	s 0			<u> </u>	. 0	_	L	
Median Type		ſ		<u>Undivid</u>	ed	<del> </del>	<del></del>	
RT Channelized	<del></del>	<del>                                     </del>	0	_		<del>                                     </del>		0
Lanes	0	1	0	-	0	1	<del></del>	0
Configuration	LT	-	<del>                                     </del>			+		TR
Upstream Signal	7-	0	<u> </u>	<del></del>		0		
Minor Street	<del></del>	Westbound	1 4			Eastbou	nd	
Movement	7	8	9	<del></del>	10	11		12
<u></u>	L	Т	R		<u>L</u>	T		R
Volume	0	0	0		59	0		1
Peak-Hour Factor, PH		1.00	1.00	_	0.93	1.00	1	0.93
Hourly Flow Rate, HFR		0	0		63	0		1
Percent Heavy Vehicle	s	<del> </del>	_0		10	0		10
Percent Grade (%)	<del>- </del>	0		_		0		
Flared Approach		N				N		
Storage		0				0		_
RT Channelized			0					0
Lanes	0	0	0		0	0		0
Configuration	<u> </u>	<u> </u>	<u> </u>			<u>LR</u>		
Delay, Queue Length,	and Level of S	Service						
Approach	NB	SB	W	/estbou	nd_	E	Eastbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					ĺ	LR	
v (vph)	5						64	
C (m) (vph)	1450					1	650	<del>                                     </del>
v/c	0.00				1	1	0.10	
95% queue length	0.00				+	1	0.70	†
			<del>                                     </del>	-	1	<del> </del>		<del> </del>
Control Delay	7.5				<del> </del>	-	11.1	<del>                                     </del>
LOS	Α	· · · · · · · · · · · · · · · · · · ·			<u> </u>		В	<u> </u>
Approach Delay	-	. —			<del></del>	<b>↓</b>	11.1	
Approach LOS		_					В	
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	TWO	-WAY STOP	CONTR	OL S	UM	MARY			
General Information	1		Site I	nfor	nat	ion			
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 11/2/03 AM Peak	Hour	Interse Jurisdi Analys	ction	ar		Jeffersor Street Town of Existing	Yorktov	vn
Project Description Yo	rktown Farms	:							
East/West Street: Jeffer	son Court					et: Curry	Street		
Intersection Orientation:	North-South	)	Study	<u>Perioc</u>	(hrs	s): 0.25			
Vehicle Volumes an	d Adjustm	ents							
Major Street		Northbound	_				Southbo	und	
Movement	1	2	3			4	5		6
/-l	L	T 05	R			<u> </u>	T		R
Volume	1.00	85	1			0.76	51	-+	1.00
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	1.00 0	0.86 98	0.86	'		0.76 1	0.76 67	+	1.00 0
Percent Heavy Vehicles	0	96				0	6/		
Median Type	U			Undi	vido:				_
RT Channelized		T	0	Uniul	, ide		T		0
anes	0	1	0			0	1	-	0
Configuration		<del>† '</del>	TR			LT	<b>'</b>		
Jpstream Signal		0	<del> </del>				0	-	_
Minor Street		Westbound					Eastbou	ınd	
Movement	7	8	9			10	11	<u> </u>	12
NO VOINGIR	<u> </u>	T	R			L	<del>                                     </del>	-	R
Volume		0	9		_	0	Ö		0
Peak-Hour Factor, PHF	0.63	1.00	0.63			1.00	1.00	<del>-  -</del>	1.00
Hourly Flow Rate, HFR	1	0	14			0	0		0
Percent Heavy Vehicles	0	0	0			0	0		0
Percent Grade (%)		-6			_		0		
Flared Approach	-	N					N		
Storage		0					0		
RT Channelized			0						0
Lanes	0	0	0			0	0		0
Configuration		LR				<del>-</del>			
Delay, Queue Length, a	nd Level of S	Service							
Approach	NB	SB	1	Westb	ound	<del>j</del>		Eastbou	ınd
Movement	1	4	7	8		9	10	11	12
ane Configuration		LT		LR					
v (vph)		1		15					1
C (m) (vph)		1507		954				†	1
v/c		0.00		0.0					1
95% queue length		0.00		0.0			<u> </u>		
Control Delay		7.4		8.8					
LOS		A A		A	•		<del>                                     </del>	<del>                                     </del>	-
Approach Delay			-	8.8	,			<u> </u>	
					1	<u> </u>			· · ·
Approach LOS		_		A					

				нс	520	00™ □	ET	AII E	י ח	DED	ΩP	т			-		_			
General Infor	rmation			110	320	<i>70</i> L	<u> </u>	AILL	_			atio	n							
Analyst Agency or Co. Date Performe Time Period	JAG . TMA ed 9/9/04 AM Peak Hou	ır	-		<u> </u>			<u>-</u>	ini Ar Ju Ar	terse ea T risdic nalys oject	ction ype ction is Ye	1	US All To Ex	other wn of isting	te 6/Curr areas Yorktow Condition	n	treet			-
Volume and	Timing Input		_		-			,		MD					MD					
			LT		EB TH	TR	T.	LT		WB TH	_	RT	┪	LT	NB TH	Т	RT	LT	SB TH	RT
Number of lan	nes, N <sub>1</sub>		1		2	-		1		2		0	寸	0	1	1	0	0	1	0
Lane group	•		L		TR			L		TR					LTR	T			LTR	
Volume, V (vp	oh)		5		599	4	8	50		492		45	7	71	50	1	99	83	49	2
% Heavy vehi	cles, %HV	-	4		4	4	Į.	8		8	ヿ	8		4	4	1	4	7	7	7
Peak-hour fac	tor, PHF		0.98	5	0.95	0.9	95	0.89		0.89	,	0.89		0.85	0.85	7	0.85	0.87	0.87	0.87
Pretimed (P) o	or actuated (A)		Α		Α	7	١	Α		Α		Α		Α	Α	1	Α	Α	Α	Α
Start-up lost ti	ime, I <sub>1</sub>		2.0		2.0			2.0		2.0					2.0	J			2.0	
Extension of e	effective green, e	)	2.0		2.0			2.0		2.0					2.0				2.0	
Arrival type, A	λΤ		3		3			3		3					3	$\int$			3	
Unit extension	ı, UE		3.0		3.0			3.0		3.0	2				3.0				3.0	
Filtering/meter	ring, l		1.00	0	1.000	, [		1.00	0	1.00	0				1.000	T			1.000	
Initial unmet d	lemand, Q <sub>b</sub>		0.0		0.0			0.0		0.0					0.0				0.0	
Ped / Bike / R	TOR volumes		0			0	1	0				0		0			0	0		0
Lane width			12.0	)	12.0			12.0	)	12.0	,				16.0				14.0	
Parking / Grad	de / Parking		N		7	٨	1	N		-4		N		N	-3	T	N	N	6	N
Parking mane	uvers, N <sub>m</sub>																			
Buses stoppin			0		0			0		0					0				0	
-	pedestrians, G <sub>p</sub>				3.2			<u> </u>		3.2					3.2				3.2	
Phasing	EW Perm G = 32.0	WB (		4,	03 G =	3	+	04				Pern 18.0		G	_06		G =	)7	G =	8
Timing	Y = 5	Y = 8		_	Y =			' =			Y =		<u>,                                    </u>	Y			Y =		Y =	
Duration of Ar	nalysis, T = 0.25			<u> </u>										C	/cle Leng	jth,	C = 7	70.0	-	-
Lane Group	Capacity, Conti	ol Del	ay, an			termi	natio	on	3.07						115			1		
		<u></u>	Т.	EB TH		RT	L	Г	TH		RI	-+	LT	· [	NB TH	F	रा	LT	SB TH	RT
Adjusted flow	rate, v			682			56		604						259	Γ			153	
Lane group ca	apacity, c	33	31	1514	4		521	1	202	ю					434				292	
v/c ratio, X		0.0	02	0.45	5		0.1	1	0.3	o					0.60	Γ			0.52	
Total green ra	itio, g/C	0.4	16	0.46	; T		0.6	0	0.6	0					0.26	Γ			0.26	
Uniform delay	•	10	.4	13.0	)		8.2	2	6.8	3					22.8				22.3	
Progression fa		1.0	000	1.00	0		1.00	00	1.00	00					1.000				1.000	
Delay calibrati		0.	11	0.11			0.1	1	0.1	1					0.19				0.13	
Incremental de		0.	0	0.2	$\Box$		0.1	<u>'                                    </u>	0.1			$\Box$			2.2	Ĺ			1.7	
Initial queue d		+			_		<u> </u>									L				<del>                                     </del>
Control delay		10		13.2	2		8.3		6.9			[			25.1	L			24.1	<u> </u>
Lane group LO		В		В			Α		Α		L_				С				С	
Approach dela		$\perp$	13.2	<u> </u>				7.0						25.	_				24.1	
Approach LOS			В					Α						С					С	
Intersection de	elay		13.6	<b>`</b>			X	( <sub>c</sub> = 0	.00				Inte	ersect	ion LOS			L	В	

		-WAY STOP							
<b>General Information</b>			Site I	nforn	natio	n			
Analyst	JAG		Interse	ection		_	US Route	6/Winds	or Road
Agency/Co.	TMA		Jurisdi	ction			Town of S	Southeast	
Date Performed	10/26/03		Analys	sis Yea	ır		Existing (	Condition	
Analysis Time Period	PM Peak I	Hour					<u> </u>		
Project Description York				-					
East/West Street: US Ro			<del>-</del>			: Winds	or Road		
ntersection Orientation:	East-West		Study f	Period	(hrs):	0.25			
Vehicle Volumes and	d Adjustme	nts							
Major Street	-	Eastbound					Westbou	ind	
Movement	1	2	3			4	5		6
	L	Ţ	R			L	Т		R
/olume (veh/h)	3	759	0			0	781		2
Peak-hour factor, PHF	0.95	0.95	1.00		1	1.00	0.90		0.90
Hourly Flow Rate (veh/h)	3	798	0			0	867		2
Proportion of heavy	0		l			0		ļ	
vehicles, P <sub>HV</sub>							L		
Median type		1		Undiv	vided		<del></del>	<u> </u>	
RT Channelized?	^	1	0				<del>                                     </del>		0
_anes	0	1	0			0	1		0
Configuration	LT		ļ						TR
Jpstream Signal		0	<u> </u>				0		
Minor Street		Northbound					Southbou	ınd	
Movement	7	8	9	$\overline{}$		10	11		12
	L	T	R			<u>L</u>	Т		R
/olume (veh/h)	0	0	0			6	0		7
Peak-hour factor, PHF	1.00 0	1.00 0	1.00 0			).36 16	1.00 0		0.36
Hourly Flow Rate (veh/h) Proportion of heavy	U	<del>  '</del>	<u> </u>			10	<u> </u>	_	19
vehicles, P <sub>HV</sub>	0	О	0			0	0		0
			L				<u> </u>		
Percent grade (%)		0	1				5		
Flared approach		N					N		
Storage		0					0		_
RT Channelized?		1	0				ļ		0
anes	0	0	0			0	0		0
Configuration		<u> </u>	L				LR		
Control Delay, Queue Le									
Approach	EB	WB	<u> </u>	Northb	ound		s	outhboun	<u></u>
Movement	1	4	7	8		9	10	11	12
ane Configuration	LT							LR	
/olume, v (vph)	3							35	
Capacity, c <sub>m</sub> (vph)	784	<del></del>			一			171	
//c ratio	0.00		_		-+			0.20	<del>                                     </del>
Queue length (95%)	0.01	<del></del>			$\dashv$		-	0.74	<del>                                     </del>
		-			<del> -</del>				
Control Delay (s/veh)	9.6				$\dashv$			31.4	<b>_</b>
os	Α							D	<u>L</u>
Approach delay s/veh)		<b></b>						31.4	

General Information										
	J		Site I	nform	ation					
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 10/26/03 PM Peak F	lour	Interse Jurisdi Analys			Gay Ridg Street Town of Existing	Yorktowi	n		
Project Description Yo	rktown Farms							-		
East/West Street: Gay F			North/S	South S	treet: Curi	v Street				
Intersection Orientation:			_		hrs): 0.25					
Vehicle Volumes an	d Adjustme	ents						_		
Major Street		Northbound				Southbo	und			
Movement	1	2	3		4	5		6		
	L	Т	R		L	Т		R		
Volume	0	226	3		9	238		0		
Peak-Hour Factor, PHF	1.00	0.79	0.79		0.96	0.96		1.00		
Hourly Flow Rate, HFR	0	286	3		9	247		0		
Percent Heavy Vehicles	0	<u> </u>	_		0			-		
Median Type		Undivided				<del></del>				
RT Channelized			0					0		
Lanes	0	1	0		00	1		0		
Configuration		<b></b>	TR		LT					
Upstream Signal		0				0				
Minor Street		Westbound				Eastbou	ınd			
Movement	7	8	9		10	11		12		
	L	Т	R		<u>L</u>	T		R		
Volume	3	0	8		0	0		0		
Peak-Hour Factor, PHF	0.55	1.00	0.55		1.00	1.00		1.00		
Hourly Flow Rate, HFR	5	0	14			0		0		
Percent Heavy Vehicles	0	0	0		0	0	l	0		
Percent Grade (%)		-5				0				
Flared Approach		N				N N				
Storage		0				0				
RT Channelized			0					0		
Lanes	0	0	0		0	0		0		
Configuration		LR								
Delay, Queue Length, a	nd Level of S	ervice						=		
Approach	NB	SB		Westbo	und		Eastbour	nd		
Movement	1	4	7	8	9	10	11	12		
Lane Configuration		LT	-	LR		1	<u> </u>	<b>T</b>		
v (vph)	<del> </del>	9		19	-	1				
C (m) (vph)		9 1284		664		+				
		0.01		0.03		+	-			
V/C	+				+	<del> </del>				
95% queue length		0.02		0.09				-		
Control Delay		7.8		10.6		1				
LOS		Α		В		1				
			10.6							
Approach Delay				10.6						

	TWO-	WAY STOP	CONTR	OL S	UM	MARY	·		
General Information	n		Site I	nfori	mat	ion			
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 10/29/03 PM Peak F	łour	Interse Jurisdi Analys	ction	ar			treet/Curi Yorktown Condition	y Street
Project Description Y	orktown Farms								
East/West Street: Gon						et: Curry	Street		
Intersection Orientation:	North-South		Study	Period	i (hrs	s): 0.25			
<u>Vehicle Volumes a</u>	nd Adjustme	ents							
Major Street		Northbound					Southbo	und	
Movement	1	2	3			4	5		6
	L	Т	R			L	Т		R
Volume	6	122	0			0	145		96
Peak-Hour Factor, PHF		0.73	1.00	1		1.00	0.94		0.94
Hourly Flow Rate, HFR	8	167	0			0	154		102
Percent Heavy Vehicles	0	_	_			0			
Median Type	<b>_</b>			Undi	vided	<u></u>	_		
RT Channelized			0						0
Lanes	0	1	0		<u> </u>	0	1		0
Configuration	LT								TR
Upstream Signal		0	<u> </u>				0		
Minor Street		Westbound				_	Eastbou	nd	
Movement	7	8	9			10	11		12
	L L	Т	R			L	T		R
Volume	0	0	0			107	0		7
Peak-Hour Factor, PHF	1.00	1.00	1.00			0.78	1.00		0.78
Hourly Flow Rate, HFR	0	0	0			137	0		8
Percent Heavy Vehicles	0	0	0			4	0		4
Percent Grade (%)		0					0		
Flared Approach		N					N		
Storage		0					0		
RT Channelized			0			-			0
Lanes	0	0	0			0	0	_	0
Configuration	<del>†                                      </del>		<del>                                     </del>		_	<del></del>	LR		-
Delay, Queue Length,			<u> </u>		-		LI		
				A/41-			<del>,</del>		
Approach	NB	SB		Westb			<del></del>	Eastbound	
Movement	1	4	7	8		9	10	11	12
Lane Configuration	LT							LR	ļ
v (vph)	8							145	
C (m) (vph)	1321							617	
v/c	0.01							0.24	
95% queue length	0.02							0.91	
Control Delay	7.7							12.6	<del> </del>
LOS				-			<del>                                     </del>	12.0 B	<del>                                     </del>
<del></del>	A								I .
Approach Delay					_			12.6	
Approach LOS		-						В	
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- "	TWO	-WAY STOP	CONTR	OL S	UM	MARY					
General Information			Site I	nforr	nati	ion					
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 11/2/03 PM Peak	Hour	Interse Jurisdi Analys	ction		_	Jefferson Street Town of Existing	Yorkt	own	rry	
Project Description You	rktown Farms	·									
East/West Street: Jeffer			North/	South	Stre	et: Curry	 v Street				
Intersection Orientation:		)				s): 0.25					
Vehicle Volumes an											
Major Street	•	Northbound	-				Southbo	und			
Movement	1	2	3			4	5			6	
-	L	Т	R			L	Т			R	
Volume	0	86	6			6	107			0	
Peak-Hour Factor, PHF	1.00	0.62	0.62	`		0.94	0.94			1.00	
Hourly Flow Rate, HFR	0	138	9			6	113			0	
Percent Heavy Vehicles	0		_			0				-	
Median Type		Undivided					т	-			
RT Channelized			0							0	
Lanes	0	1	0			0	1			0	
Configuration		ļ	TR			LT					
Upstream Signal							0				
Minor Street		Westbound	_				Eastbou	ınd			
Movement	7	8	9			10	11			12	
	L	Т	R		_	L	Т			R	
Volume	1	0	9			0	0			0	
Peak-Hour Factor, PHF	0.63	1.00	0.63			1.00	1.00		1	1.00	
Hourly Flow Rate, HFR	1	0	14			0	0			0	
Percent Heavy Vehicles	20	0	20			0	0			0	
Percent Grade (%)		-6	_				0				
Flared Approach		N					N				
Storage		0					0				
RT Channelized			0				<u> </u>			0	
Lanes	0	0	0			_0	0			0	
Configuration		LR									
Delay, Queue Length, a	nd Level of S	Service									
Approach	NB	SB	,	Westb	ounc	1		Eastb	ound		
Movement	1	4	7	8		9	10	1	11	12	
Lane Configuration		LT		LR							
v (vph)		6		15			1	1		<b> </b>	
C (m) (vph)		1447		845			<u>†                                      </u>	1		<u> </u>	
v/c		0.00		0.02	_			T		<del></del>	
95% queue length		0.01		0.0		_	<del>                                     </del>	$\vdash$		<del>                                     </del>	
								<del>                                     </del>		<del>                                     </del>	
Control Delay		7.5		9.3			<del> </del>	├		<b> </b>	
LOS		Α		A		L		<u> </u>			
Approach Delay		_		9.3			<b> </b>				
Approach LOS Rights Reserved	-			Α							

	-		_	н	2520	ากก™	DEI	TAILE	<u></u>	RFP	OR							_	
General Infor	mation									ite In			n				<del></del> -		
Analyst Agency or Co. Date Performe Time Period	JAG . TMA	ır							Ar Ju Ar	terse rea T urisdio nalys roject	ype ction is Ye		All To Ex	other a wn of \	orktown Condition		-		
Volume and	Timing Input								_										
			L	LT	EB Th	<del></del>	RT	LT		WB		RT	4	LT	NB TH	Грт	LT	SB	Lot
Number of lan	nes. N		-	1	2	<del>'  </del>	0	1		TH 2	<del>-  </del>	0	┪	0	1	RT 0	0	TH 1	RT 0
Lane group	1			<u>.                                    </u>	TR	$\dashv$				TR	$\dashv$		┪		LTR	+ -	+ -	LTR	╫
Volume, V (vp	oh)		1	23	681	, 1	117	78		635		83	┪	79	58	64	42	57	10
% Heavy vehi	cles, %HV		<del></del>	2	2		2	1		1	T	1	┪	3	3	3	3	3	3
Peak-hour fac	tor, PHF	_	0.	92	0.92	2 0	.92	0.94	1	0.94	ı	0.94		0.88	0.88	0.88	0.65	0.65	0.65
Pretimed (P) o	or actuated (A)		1	A	A		Α	A		Α		Α	┪	Α	Α	A	Α	A	Α
Start-up lost ti	ime, I <sub>1</sub>		2	2.0	2.0			2.0		2.0			寸		2.0	1	1	2.0	$\top$
Extension of e	effective green, e	-	2	2.0	2.0			2.0		2.0					2.0			2.0	
Arrival type, A	ιΤ			3	3			3		3					3			3	
Unit extension	ı, UE		3	3.0	3.0			3.0		3.0	0				3.0			3.0	
Filtering/mete	ring, I		1.	000	1.00	00		1.00	0	1.00	0				1.000			1.000	
Initial unmet d	lemand, Q <sub>b</sub>		7	0.0	0.0			0.0		0.0					0.0	1		0.0	
Ped / Bike / R	TOR volumes			0			o	0				0		0		0	0		0
Lane width	-		1.	2.0	12.0	,		12.0	)	12.0	,				16.0			14.0	1
Parking / Grad	de / Parking		٦,	N	7		N	N		-4		N		N	-3	N	N	6	N
Parking mane	uvers, N <sub>m</sub>																		
Buses stoppin				0	0			0		0					0			0	
Min. time for p	oedestrians, G <sub>p</sub>				3.	2				3.2	2				3.2			3.2	
Phasing	EW Perm G = 32.0	_	3 Only 5.0	-	G =	3	-	04 G =	,	$\dashv$		Perr	_		06		07	0	8
Timing	Y = 5	Y =			<u>G =</u> Y =		1	Y=			С - Y =	18.0 5		G = Y =		G = Y =		G = Y =	
Duration of Ar	nalysis, T = 0.25														le Lengt		70.0		
Lane Group	Capacity, Contr	ol D	elay, a			etern	inat	tion											
		⊦	LT	E		RT	+	LT	W		Ri	$\overline{}$	Lī		NB TH	RT	LT	SB TH	RT
Adjusted flow	rate, v	T	25	867			$\neg$	33	76			一			29		1	168	
Lane group ca	apacity, c	1	269	152	7		4	76	215	50				4	22	_		386	
v/c ratio, X		7	0.09	0.5	7		o.	.17	0.3	6		一		О	.54			0.44	
Total green ra	itio, g/C	7	0.46	0.4	6		o.	60	0.6	60		一		0	.26			0.26	
Uniform delay	<sup>,</sup> , d <sub>1</sub>		10.8	13.	9		10	0.6	7.1	1				2	2.4			21.7	1
Progression fa	actor, PF	1	.000	1.00	00		1.	000	1.0	00				1.	000			1.000	
Delay calibrati	ion, k		0.11	0.1	6		0.	.11	0.1	1				О	.14			0.11	
Incremental d	<u> </u>		0.2	0.5	5		0	0.2	0.1	1				1	1.4			0.8	
Initial queue d		$\bot$																	
Control delay			10.9	14.	4		10	0.8	7.2	2		$\Box$		2	3.9			22.5	
Lane group LO	OS		В	В			1	В	Α						С			С	
Approach dela		$\perp$	14	4.3			$\perp$	7.	6					23.9				22.5	
Approach LOS				В			$\perp$	1						С				С	
Intersection de	elay		1:	3.3				$X_c = 0$	0.00	)			Inte	ersectio	n LOS			В	

_	TWO	-WAY STOP	CONTR	OL SI	JMMARY			
General Information	า		Site Ir	nform	ation			
Analyst	JAG		Interse			US Route	6/ Winds	or Road
Agency/Co.	TMA		Jurisdi	ction		Town of S		
Date Performed	9/09/04		Analys	is Yea	r	No Build	Condition	
Analysis Time Period	AM Peak H	lour						
Project Description Yo								
East/West Street: US R					Street: Winds	or Road (we	st)	
ntersection Orientation:			Study F	Period	(hrs): 0.25	-		
Vehicle Volumes ar	nd Adjustmen							
Major Street		Eastbound	1 -			Westbou	ınd	
Movement	1 1	2	3		4	5		_6
A falsuma a fasa la fla	L	T 070	R		L	T 707		R
Volume (veh/h) Peak-hour factor, PHF	20	879	0		1.00	727 0.91		12
Hourly Flow Rate (veh/h)	0.90	0.90 976	1.00		0	798	<del></del>	0.91 13
Proportion of heavy	22	970	0		<u></u>	790		13
vehicles, P <sub>HV</sub>	5				0			
Median type		<u> </u>	<u> </u>	Undiv	ided			
RT Channelized?			0	T T	1000			0
Lanes	0	1	0		0	1		0
Configuration	LT				<u>-</u>	1		TR
Upstream Signal		0				0		
Minor Street		Northbound	-			Southboo	und	
Movement	7	8	9		10	11		12
	L.	T	R		L	Т		R
Volume (veh/h)	0	0	0		8	0		24
Peak-hour factor, PHF	1.00	1.00	1.00		0.75	1.00		0.75
Hourly Flow Rate (veh/h)	0	0	0		10	0		32
Proportion of heavy	0	0	0		0	0		0
vehicles, P <sub>HV</sub>								
Percent grade (%)		0				5		
Flared approach		N				N		
Storage		0				0		
RT Channelized?			0					0
Lanes	0	0	0	Ì	0	0		0
Configuration						LR		
Control Delay, Queue L	ength, Level of	Service				•		
Approach	EB	WB		Northb	ound	5	Southboun	d _
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	_					LR	
√olume, v (vph)	22						42	
Capacity, c <sub>m</sub> (vph)	802						207	
//c ratio	0.03					1	0.20	<u> </u>
Queue length (95%)	0.08					-	0.74	<del>                                     </del>
Control Delay (s/veh)	9.6						26.8	
LOS	A A	<u></u>		<b></b> -	<del>-  </del> -		20.6 D	+
Approach delay (s/veh)	-		,		<u> </u>			<u> </u>
			-				26.8	
Approach LOS			L				D	

	TWO-1	WAY STOP	CONTR	OL 9		MARY				
General Information	1		Site I	nforn	nati	ion				
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/9/04 AM Peak F	dour	Interse Jurisdi Analys	ction	r		Gay Ridg Street Town of No Build	Yorktov	vn	rry
Project Description Yo	rktown Farms									
East/West Street: Gay I			North/	South :	Stre	et: Curry	Street			
Intersection Orientation:						s): 0.25				
Vehicle Volumes ar	nd Adjustme	ents								
Major Street		Northbound					Southbo	und		
Movement	1	2	3			4	5		e	3
	L	Т	R			L	Т		F	₹
Volume	0	257	0			2	169		0	
Peak-Hour Factor, PHF	1.00	0.87	0.87			0.97	0.97		1.0	
Hourly Flow Rate, HFR	0	295	0			2	174		0	
Percent Heavy Vehicles	0	<u> </u>				0				
Median Type		·	Undivided							
RT Channelized		ļ		0			0			
Lanes	0	1	0			0	1		0	<i>-</i>
Configuration			TR	-		LT				
Upstream Signal		0					0			
Minor Street		Westbound	1 6			4.0	Eastbound			
Movement	7	8	9			10	11		12 R	
	L	T	R			<u>L</u>	T		R	
Volume	0	0	6			0	0	-		
Peak-Hour Factor, PHF	0.42	1.00	0.42			1.00	1.00		1.0	
Hourly Flow Rate, HFR	0	0	14			0	0		0	
Percent Heavy Vehicles	- 0		1 0				0	ļ		
Percent Grade (%)		-5 T W	1	-			_	T	-	
Flared Approach		N					N			
Storage		0					0			
RT Channelized			0						0	
Lanes	0	0	0			0	0		0	<u> </u>
Configuration		LR		l						
Delay, Queue Length, a	nd Level of S	ervice								
Approach	NB	SB	1	Vestbo	ounc	t	l l	Eastbou	und	
Movement	1	4	7	8		9	10	11		12
Lane Configuration		LT		LR						
v (vph)	1	2		14				Ì	一十	
C (m) (vph)		1278		749	_				一	
v/c	<u> </u>	0.00		0.02					-	
95% queue length	<del></del>	0.00		0.06					-+	—
Control Delay	+	7.8		9.9					+	
	<del></del>							<del> </del>	-	
LOS		Α		A				<u> </u>		
Approach Delay				9.9						
Approach LOS				Α			J	_		

-	TWO-	WAY STOP	CONTR	OL S	UM	IMARY				
General Informatio	n		Site I	nfor	nati	ion				
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/09/04	Hour	Interse Jurisdi Analys	ection ction		_	Town of	treet/Curry Yorktown Condition	/ Street	
Project Description You		3								
East/West Street: Gom			North/	South	Stre	et: Curry	Street			
Intersection Orientation:	North-South	1	Study	Period	i (hrs	s): 0.25				
Vehicle Volumes a	nd Adjustm	ents								
Major Street		Northbound					Southboo	und		
Movement	1_	2	3			4	5		6	
	L	Т	R			L	T		R	
Volume	4	187	0			0	62		107	
Peak-Hour Factor, PHF	0.70	0.70	1.00	)		1.00	0.99		0.99	
Hourly Flow Rate, HFR	5	267	0			0	62		108	
Percent Heavy Vehicles	0					0			-	
Median Type				Undi	vided	<del>d</del>	_			
RT Channelized	<u> </u>		0						0	
Lanes	0	1	0			0	1		0	
Configuration	LT								TR	
Upstream Signal		0	<u> </u>				0			
Minor Street		Westbound					Eastbound			
Movement	7	8	9			10	11		12	
	L	Т	R			L	T		R	
Volume	0	0	0			70	0		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00	)		0.93	1.00	(	0.93	
Hourly Flow Rate, HFR	0	0	0			75	0		1	
Percent Heavy Vehicles	0	0	0			10	0		10	
Percent Grade (%)		0					0			
Flared Approach		N					N		· · ·	
Storage		0					0			
RT Channelized		1	0						0	
Lanes	0	0	0			0	0		0	
Configuration		1	† *		_		LR			
Delay, Queue Length,	and level of	Service	-							
Approach	NB	SB	<u> </u>	Westb	Olina		<u> </u>	Eastbound		
Movement		4	7	8		9	10	11	12	
<b></b>	1	4	<i>'</i>	H	1	9	10		12	
Lane Configuration	LT						<u> </u>	LR	<b> </b>	
v (vph)	5							76	<u> </u>	
C (m) (vph)	1420							597		
v/c	0.00							0.13		
95% queue length	0.01							0.43		
Control Delay	7.5							11.9		
LOS	A						<del> </del>	В	<b>†</b>	
Approach Delay							<del> </del>	11.9		
								B		
Approach LOS			L				<u> </u>			

		-WAY STOP							
General Information	<u>1</u>		Site I	<u>nforn</u>	nati	ion			
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/09/04 AM Peak	Hour	Interse Jurisdi Analys		ır		Jeffersor Street Town of No Build	Yorktowr	)
Project Description Yo	rktown Farm	 S					<u>_</u>		
East/West Street: Jeffe		<del>-</del>	North/	South	Stre	et: Curry	Street	_	
Intersection Orientation:	North-Sout	h		Period					_
Vehicle Volumes ar	nd Adjustn	nents					<del></del>		
Major Street		Northbound					Southbo	und	
Movement	1	2	3			4	5		6
	L	T	R			L	Т		R
Volume	0	109	1			1	61		0
Peak-Hour Factor, PHF	1.00	0.86	0.86			0.76	0.76	_	1.00
Hourly Flow Rate, HFR	0	126	1			1	80		0
Percent Heavy Vehicles	0					0			-
Median Type		<del></del>	1 -	Undiv	rided	d .	1	-	
RT Channelized		<del> </del>	0				<del> </del>		0
Lanes	0	1	0			0	1		0
Configuration			TR			LT			
Upstream Signal		0					0	i	
Minor Street		Westbound	<del></del>			4.0	Eastbou	ınd	
Movement	7	8	9			10	11		12
· · · · · · · · · · · · · · · · · · ·	L	T	R	-		<u> </u>	T		R
Volume	1	0	10			0	0		0
Peak-Hour Factor, PHF	0.63	1.00	0.63 15	•		1.00	1.00		1.00
Hourly Flow Rate, HFR	0	0	0			0	0		0
Percent Heavy Vehicles	- 0					U	0		
Percent Grade (%)		<u>-6</u>						<u> </u>	
Flared Approach		N n					N	_	
Storage		0					0		_
RT Channelized			0				Ļ		0
Lanes	0	0	0			0	0		0
Configuration		LR		<u></u>			<u> </u>		
Delay, Queue Length, a									
Approach	NB	SB		Westb	ound		+	Eastbour	_
Movement	1	4	7	8		9	10	11	12
Lane Configuration		LT		LR					
v (vph)		1		16					
C (m) (vph)		1472		919	)				
v/c		0.00		0.02	2	İ			
95% queue length		0.00	<u> </u>	0.0	_			1	<del>                                     </del>
Control Delay		7.4	<del>                                     </del>	9.0				<del>                                     </del>	+-
LOS		A A	<del>                                     </del>	A		<b></b>		<del>                                     </del>	<del> </del>
			<del> </del> -	1	1	<u> </u>	<del> </del>	1	—
Approach Delay			9.0						
Approach LOS			I	Α					

				н	:52	000™ [	)FT	All F	n F	)FD	OR	т				_				
General Info	rmation				, <u>32</u> (	/UU L	<u> </u>	MILL	_			atio	n							
Analyst Agency or Co Date Perform Time Period	JAG . TMA	ır				_	_		Int Ard Ju An	erse ea Ty risdic alysi oject	ction ype ction is Ye	1	US All To No	other own of Build	e 6/Curry areas Yorktown Conditior Farms		et			
Volume and	Timing Input									1115					ND				0.0	
			┝	LT	EB Th		₹T	LT		WB TH	- 1	RT	┥	LT	NB TH	T R		LT	SB TH	RT
Number of lar	nes, N,		$\dashv$	1	2	— t	0	1		2		0	T	0	1	O		0	1	0
Lane group	•		$\dashv$	L	TR		_	L		TR			┪		LTR				LTR	†
Volume, V (vr	oh)			6	738	3 5	 i3	64		585		61	┪	79	55	129	9	117	54	2
% Heavy vehi	cles, %HV		T	4	4	1	4	8		8		8	┪	4	4	4		7	7	7
Peak-hour fac	tor, PHF			0.95	0.9	5 0.	95	0.89	<u>,                                      </u>	0.89	,	0.89	┪	0.85	0.85	0.8	5	0.87	0.87	0.87
Pretimed (P)	or actuated (A)			A	A		4	Α		Α	$\neg$	Α	┪	Ā	A	A		A	Α	Α
Start-up lost t	ime, I,		1	2.0	2.0	<del>,  </del>		2.0		2.0	$\neg$				2.0				2.0	
Extension of e	effective green, e	)		2.0	2.0			2.0	0 2.0						2.0				2.0	
Arrival type, A	ΛT			3	3			3		3					3				3	
Unit extension	n, UE		1	3.0	3.0	,		3.0		3.0	0				3.0				3.0	
Filtering/mete	ring, l		1	.000	1.00	00		1.00	1.000 1.0		1.000		_		1.000				1.000	
Initial unmet o	lemand, Q <sub>b</sub>			0.0	0.0			0.0		0.0					0.0				0.0	
Ped / Bike / R	ed / Bike / RTOR volumes			0		(	,	0				0		0		0		0		0
Lane width	ane width			12.0	12.	0		12.0	12.0 1.		Ĭ				16.0				14.0	
Parking / Grad	de / Parking			N	7	,	N	N		-4		N		N	-3	N		N	6	N
Parking mane	euvers, N <sub>m</sub>																			
Buses stoppir				0	0			0		0					0				0	
Min. time for p	pedestrians, G <sub>p</sub>				3.	2		L		3.2	2				3.2				3.2	
Phasing	EW Perm	•	3 Onl	У		)3	-	04		-		Perr			06	4,	) 3 =	)7		8
Timing	G = 32.0 $Y = 5$	Y =	5.0 5		G = Y =		_	3 = ' =		$\dashv$	Y =	18.0 5	_	G :			<u> </u>		G = Y =	
Duration of A	nalysis, T = 0.25						1							Су	cle Lengt	h, C	= ;	70.0	! · · · · · ·	
Lane Group	Capacity, Conti	rol D	elay,			)eterm	inatio	on												
		╌	LT	EI Ti		RT	+	Т	WI		R	+	L		NB TH	ŔŤ		LT	SB TH	RT
Adjusted flow	rate, v		6	83			72		726					-	310				198	1
Lane group ca	apacity, c		279	151	6		45	9	201	7					428				256	1
v/c ratio, X		-	0.02	0.5	5	-	0.1	6	0.3	6				7	).72				0.77	
Total green ra	atio, g/C	-	0.46	0.4	6		0.6	0	0.6	0		T		- 1	0.26				0.26	
Uniform delay	/, d <sub>1</sub>	1	10.4	13.	8		10.	.1	7.1						23.7				24.1	
Progression fa	actor, PF	1	1.000	1.0	00		1.0	00	1.00	00				1	.000			L	1.000	
Delay calibrat	ion, k	- I	0.11	0.1	5		0.1	1	0.1	1				(	0.28				0.32	
Incremental d			0.0	0.4	1		0.2	2	0.1						6.0				13.7	
Initial queue o		J							_			[								$\perp$
Control delay			10.4	14.	2		10.	2_	7.3	3		ightharpoonup	_		29.7				37.8	ــــــ
Lane group L			В	В			В		Α		L	$\perp$			С				D	
Approach dela			1	14.2		_		7.				29.7					37.8			
Approach LO		$\Box$		В				A					С				D			
Intersection d	elay		1	16.1	$X_{c} = 0.00$			0.00 Intersection LOS					В							

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	TWO	-WAY STOP	CONTR	OL SI	UMM	ARY	-		
General Information			Site I	nform	natio	n	<del>-</del> -		
Analyst	JAG		Interse	ction			US Route	6/Windse	or Road
Agency/Co.	TMA		Jurisdi				Town of S		
Date Performed	9/09/04		Analys	is Yea	r	-	No Build	Condition	
Analysis Time Period	PM Peak I	Hour							
Project Description Yor	ktown Farms		•						
East/West Street: US Ro			North/S	South S	Street:	Windso	r Road		
Intersection Orientation:	East-West		Study F	Period	(hrs):	0.25			
Vehicle Volumes an	d Adjustme	nts							
Major Street		Eastbound					Westbou	nd	
Movement	11	2	3			4	5		6
	L	ТТ	R			L	T		R
Volume (veh/h)	19	968	0			0	949		2
Peak-hour factor, PHF	0.95	0.95	1.00		1	.00	0.90		0.90
Hourly Flow Rate (veh/h)	20	1018	0			0	1054		2
Proportion of heavy	0					0	_		
vehicles, P <sub>HV</sub>					• • •		]		
Median type	<u> </u>	<del></del>	1 0	Undi	/ided				0
RT Channelized?			0						
Lanes	0	1	0			0	1		<u>0</u>
Configuration	LT	0	+				0	-	TR
Upstream Signal	<del>                                     </del>								
Minor Street	ļ <u>.</u>	Northbound	1 0			40	Southbou	und T	40
Movement	7	8	9			10	11		12
	L	T	R			<u>L</u>	T		R
Volume (veh/h)	0	0	0			7	0		17
Peak-hour factor, PHF	1.00 0	1.00	1.00 0			.36 19	1.00	_	0.36 47
Hourly Flow Rate (veh/h) Proportion of heavy	<del>                                     </del>		<del>                                     </del>			19	0		41
vehicles, P <sub>HV</sub>	0	0	0			0	0		0
	+						5		
Percent grade (%)	<del> </del>	0	Т				N S		
Flared approach	<del> </del>	N 0					0		
Storage RT Channelized?	<del>                                     </del>	<del>                                     </del>	0				, U		0
	0	0	0			0	0		0
Lanes	<del> '</del>	<del>  -                                   </del>	<del>                                     </del>			U	LR	-	
Configuration  Control Delay, Queue L	anath Lavala	f Samilas	<u> </u>				LK_		
Approach	EB	WB	1	Northb	ound			Southbour	nd .
Movement	1	4	7	8		9	10	11	12
	LT			۳	<del>  </del>	<del></del>	10	LR	12
Lane Configuration Volume, v (vph)	20			$\vdash$	$\dashv$			66	-
								126	+
Capacity, c <sub>m</sub> (vph)	667	<del></del>		_	<del> </del>				+
v/c ratio	0.03			<del>                                     </del>	$\rightarrow$			0.52	+
Queue length (95%)	0.09			<del> </del>				2.48	+
Control Delay (s/veh)	10.6	-			-+			61.4	<del> </del>
LOS	В			<u> </u>	L			F	
Approach delay (s/veh)								61.4	
Approach LOS	-							F	

	TWO-	WAY STOP	CONTR	OL S	UM	IMARY				
General Information	n		Site I	nfor	nat	ion				
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/09/04 PM Peak F	Hour	Interse Jurisdi Analys	ction	ar		Gay Ridg Street Town of No Build	Yorkto	wn	rry
Project Description Y	orktown Farms									
East/West Street: Gay			North/	South	Stre	et: Curry	Street			
Intersection Orientation		1	_			s): 0.25	Olifect			
Vehicle Volumes a	· · · · · · · · · · · · · · · · · · ·				. (					
Major Street	T Aujustiii	Northbound					Southbo	und		
Movement	1 1	2	3			4	5	und	- 6	3
	L	T	R			Ĺ	Ť		F	
Volume	0	273	3			10	295		0	
Peak-Hour Factor, PHF	1.00	0.79	0.79			0.96	0.96		1.0	00
Hourly Flow Rate, HFR		345	3			10	307		0	
Percent Heavy Vehicles	0					0			_	
Median Type				Undi	vided	d				
RT Channelized			0						0	
anes	0	1	0			0	1		0	
Configuration			TR			LT				
Upstream Signal		0	1				0			
Minor Street	1	Westbound					Eastbou	ınd		
Movement	7	8	9			10	11		1.	2
	L	Т	R			L	Т		F	₹
Volume	3	0	9		0		0		0	
Peak-Hour Factor, PHF	0.55	1.00	0.55	;		1.00	1.00		1.0	0
Hourly Flow Rate, HFR	5	0	16			0	0		0	
Percent Heavy Vehicles	3 0	0	0			0	0		0	
Percent Grade (%)		-5					0			
Flared Approach	Ī	l N					N			
Storage		0					0	<u> </u>		
RT Channelized	1	<del>                                     </del>	0				<del>                                     </del>	+	0	
Lanes	0	0	0	-		0	0	-+	0	
Configuration	<del> </del>	LR	<del>t      </del>				<del>                                     </del>	-+		
	and Lavel of S	-	1							
Delay, Queue Length, Approach	NB	SB	1	Vestb	01101	4	r	-antho	und	
					_		<del></del>	Eastbo	_	40
Movement	1	4	7	8		9	10	11	+	12
Lane Configuration		LT		LR					$\perp$	
v (vph)		10		21						
C (m) (vph)		1222		606	3			<u> </u>		
v/c		0.01		0.0	3				T	
95% queue length		0.02		0.1	1					
Control Delay		8.0		11.	2		1		一	
LOS		A		В			<del> </del>	<u> </u>	十	
Approach Delay				11.:		l	<del> </del>	<b>L</b>		
Approach LOS				B			L			

	TWO-	WAY STOP	CONTR	OL S	SUM	MARY			
General Informatio	n		Site I	nfor	mat	ion			
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/09/04 PM Peak	Hour	Interse Jurisdi Analys	ection ction			Town of	treet/Curry Yorktown Condition	y Street
Project Description You	orktown Farms	3	-						
East/West Street: Gom			North/	South	Stre	et: Curry	Street		
Intersection Orientation:	North-South	7	Study	Period	d (hr	s): 0.25			
Vehicle Volumes a	nd Adjustm	nents							
Major Street		Northbound					Southboo	und	
Movement	1	2	3			4	5		6
	L	T	R			L	T		R
Volume	7	149	0			0	170		118
Peak-Hour Factor, PHF	0.73	0.73	1.00	)		1.00	0.94	(	).94
Hourly Flow Rate, HFR	9	204	0			0	180		125
Percent Heavy Vehicles	0					0			
Median Type				Undi	vide	d			
RT Channelized			0						0
Lanes	0	1	0			0	1		0
Configuration	LT								TR
Upstream Signal		0					0		
Minor Street		Westbound	=				Eastbou	ınd	
Movement	7	8	9			10	11	1	12
	L	Т	R			L	Т		R
Volume	0	0	0			127	0	_	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	)		0.78	1.00		0.78
Hourly Flow Rate, HFR	0	0	0			162	0		10
Percent Heavy Vehicles	0	0	0			4	0	1	4
Percent Grade (%)		0	•				0		
Flared Approach		<u> </u>	I	_			l N		
Storage	<del> </del>	0					0		
	<del>                                     </del>	<del>                                     </del>	0				<del>                                     </del>	<del></del>	0
RT Channelized	<del> </del>	<del>                                     </del>							0
Lanes	0	0	0			0	0	<del> </del>	0
Configuration	<u> </u>		l .				LR		
Delay, Queue Length, a									
Approach	NB	SB		Westb				astbound	
Movement	1	4	7	8	·	9	10	11	12
Lane Configuration	LT							LR	
v (vph)	9							172	
C (m) (vph)	1267	-					<del> </del>	559	
v/c	0.01	-	<del>-</del>	$\vdash$				0.31	
95% queue length	0.02							1.30	<del>                                     </del>
Control Delay	7.9			$\vdash$				14.3	
LOS	$\frac{7.9}{A}$	-		$\vdash$				14.3 B	<del>                                     </del>
						<u> </u>	<del> </del>	l	L
Approach Delay						-	-	14.3	
Approach LOS		<u>-</u>						В	

· .	TWO	-WAY STOP	CONTR	OL S	UM	IMARY			
General Informatio			Site I						
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/9/04 PM Peak	Hour	Interse Jurisdi Analys	ection ction			Jefferson Street Town of No Build	Yorktow	n
Project Description Y	orktown Farm	 S			_				
East/West Street: Jeffe		<u> </u>	North/	South	Stre	et: Curry	Street		
Intersection Orientation:	North-Sout	h				s): 0.25			
Vehicle Volumes a	nd Adiustn	nents							
Major Street	[	Northbound					Southbo	und	_
Movement	1 1	2	3			4	5		6
	L	Т	R			L	Т		R
Volume	0	109	7			7	138		0
Peak-Hour Factor, PHF	1.00	0.62	0.62			0.94	0.94		1.00
Hourly Flow Rate, HFR	0	175	11			7	146	-	0
Percent Heavy Vehicles	<del>                                     </del>			Undiv	ida.		<u> </u>		
Median Type RT Channelized	1	1	0	Unaiv	naec	<u> </u>	1	<u> </u>	0
Lanes	0	1	0			0	1	_	0
Configuration	<del>                                     </del>	<del>'</del>	TR			LT			- 0
Upstream Signal		0	1 1/1				0		
Minor Street	<del> </del>	Westbound	<u> </u>				Eastbou	nd	
Movement	7	8	9	-		10	11	I	12
MO VOINOIR		T	R			L	T		R
Volume	1	<del>-                                    </del>	10			0	o	-	0
Peak-Hour Factor, PHF	0.63	1.00	0.63	}		1.00	1.00		1.00
Hourly Flow Rate, HFR	1	0	15			0	0		0
Percent Heavy Vehicles	20	0	20			0	0		0
Percent Grade (%)		-6					0	-	
Flared Approach		N					N		
Storage	1	0					0		
RT Channelized			0						0
Lanes	0	0	0	Ť		0	0		0
Configuration		LR	Î	Ī					
Delay, Queue Length,	and Level of	Service						_	
Approach	NB	SB	1	Vestbo	ound	<u> </u>	E	astbou	nd
Movement	1	4	7	8		9	10	11	12
Lane Configuration		LT	-	LR				<del></del>	<del>                                     </del>
v (vph)		7		16	_			<u> </u>	+
C (m) (vph)		1401		803					<del></del>
ν/c		0.00		0.02		_			+
95% queue length		0.02		0.06					+
Control Delay		7.6		9.6	_		<del></del>		+
							<u> </u>		
LOS		Α		A 0.0				<u> </u>	
Approach Delay				9.6					
Approach LOS	_			Α					

				н	CS20	000™	DET	AIL	FD I	RFP	OR	т			-					
General Info	rmation			- //(	, U Z U	-50	<i></i>					nation	_							
Analyst Agency or Co Date Perform Time Period	JAG o. TMA ned 9/09/04 PM Peak Hou	ır							Ini Ar Ju Ar	tersec ea Ty irisdic nalysi oject	ction pe tion s Ye	n I ear	US All Tov No	other a wn of \ Build (	6/Curry areas orktown Conditior Farms					
Volume and	Timing Input														_					
			H	<del>-</del>	EB TH		RT	+ [		WB TH		RT	+	LT	NB TH	RT		LT	SB	RT
Number of la	nes, N		1	_	2	+	0	1	_	2		0	$\dagger$	0	1	10		0	1	0
Lane group	1				TR	十		1		TR		_	$\dagger$	<del></del>	LTR	Ť			LTR	t
Volume, V (v	ph)		25		854	_	129	118	8	835		129	+	87	64	94		72	63	11
% Heavy veh	icles, %HV		2	,	2	1	2	1	1 1			1	+	3	3	3		3	3	3
Peak-hour fa	ctor, PHF		0.9	2	0.92	. (	0.92	0.94		0.94		0.94	7	0.88	0.88	0.88		0.65	0.65	0.65
Pretimed (P)	or actuated (A)		A		A	1	Α	A	A A			Α	$\dagger$	Α	Α	A		Α	Α	A
Start-up lost	time, I <sub>1</sub>		2.	0	2.0	7		2.0		2.0			+		2.0				2.0	
Extension of	effective green, e	!	2.	0	2.0			2.0	2.0				$\top$		2.0				2.0	
Arrival type,	ΑT		3	1	3	$\Box$		3		3			1		3				3	
Unit extensio	n, UE		3.	0	3.0			3.0	)	3.0	_		1		3.0				3.0	Ĺ
Filtering/mete	ering, I		1.0	000	1.00	0		1.0	00	1.00	0		T		1.000				1.000	
Initial unmet	demand, Q <sub>b</sub>		0.	0	0.0			0.0	)	0.0					0.0				0.0	
Ped / Bike / F	ed / Bike / RTOR volumes						0	0				0		0		0		0		0
Lane width			12	.0	12.0	7		12.		12.0					16.0				14.0	
Parking / Gra	ide / Parking		٨	1	7		N	N		-4		N	T	N	-3	N		N	6	N
Parking mane	euvers, N <sub>m</sub>																			
Buses stoppi	- 0		0	)	0			0		0					0				0	
	pedestrians, G <sub>p</sub>				3.2			3.2					3.2	1 07			3.2			
Phasing	EW Perm G = 32.0		3 Only 5.0	$\dashv$	G =	3	-	0- G =				<del> </del>					7	G =	3	
Timing	Y = 5	Y =		_	Y =		$\overline{}$	Y =	G = Y = 8			Y =			G = Y =			Y =		
Duration of A	nalysis, T = 0.25													Сус	le Lengt	h, C =	7	0.0		
Lane Group	Capacity, Contr	ol D	elay, a			etern	ninat	ion	187	<u> </u>					UD.		_		<u> </u>	
		上	LT	EI Ti		RT	+	T	W IT T		R	_	LT		VB TH	RT	┪	LT	SB TH	RT
Adjusted flow	rate, v		27	106	8		12	26	102	25				2	279				225	
Lane group o	apacity, c	1	180	153	1		40	05	214	14				4	108				320	
v/c ratio, X		ď	0.15	0.7	0		0.	31	0.4	8				o	.68				0.70	
Total green ra	atio, g/C	(	0.46	0.4	6		0.	60	0.6	0				0	.26				0.26	
Uniform dela	y, d <sub>1</sub>	1	11.1	15.	1		15	5.3	7.9	)				2	3.4				23.6	
Progression f	factor, PF	1	.000	1.0	00		1.0	000	1.0	00				1.	.000				1.000	
Delay calibra		C	0.11	0.2	6		0.	11	0.1	1				0	.25		$\int$		0.27	
Incremental of			0.4	1.4	1		0	.4	0.2	2					1.7		$\prod$		6.8	
Initial queue				_		$oxed{oxed}$			$\perp$					_						
Control delay		$\boldsymbol{-}$	11.5 16.6 15.8				8.0	-		$\perp$		-	8.1		ightharpoonup		30.4			
Lane group L		$\downarrow$	В	В				3	Α			$\dashv$			С		_		С	
Approach del		$\dashv$	16.				4		.9			_		28.1			30.4			
Approach LO		_	В				4		4			_	С			С				
Intersection of	lelay		15.	.6				X <sub>c</sub> =	0.00			1	nte	rsectio	n LOS		$oldsymbol{\perp}$	В		

	TWO	D-WAY STOP	CONTR	OL S	UMN	IARY			
General Information	n		Site I	nforn	natio	n			
Analyst	JAG		Interse	ction			US Route	6/ Windso	or Road
Agency/Co.	TMA		Jurisdi				Town of S		
Date Performed	9/09/04		Analys	is Yea	ır		Build Con	dition	
Analysis Time Period	AM Peak	Hour							
Project Description Yo	rktown Farms								
East/West Street: US R	oute 6		North/S	South S	Street	: Windso	r Road (we	st)	
ntersection Orientation:	East-West		Study F	eriod	(hrs):	0.25			
Vehicle Volumes ai	nd Adjustme	nts						_	
Major Street		Eastbound	_				Westbou	nd	
Movement	1	2	3			_4	5		6
	L	Т	R			L	Т		R
/olume (veh/h)	20	889	0			0	730		12
Peak-hour factor, PHF	0.90	0.90	1.00			1.00	0.91		0.91
Hourly Flow Rate (veh/h	) 22	987	0		<u> </u>	0	802		13
Proportion of heavy	5					0			
vehicles, P <sub>HV</sub>					L				
Median type		<u> </u>	T	Undi	vided				
RT Channelized?	0	1	0			0	1		0
anes Configuration	LT	1	<del> </del>			0	<del>'</del>	-	
Jpstream Signal		0			-		0	<u> </u>	TR
								<u></u>	
finor Street Movement	7	Northbound 8	T 9			10	Southbou	ind	12
wovement	+ '-	T - 0				10	11 T		
(along a for a la /la)	_		R 0			<u>L</u>			R
/olume (veh/h) Peak-hour factor, PHF	1.00	1.00	1.00		_	<u>8</u> 0.75	1.00		<u>24</u> 0.75
lourly Flow Rate (veh/h	_	0	0		<u> </u>	10	0		32
Proportion of heavy	<del>′                                       </del>		<del>                                      </del>		_	70			02
ehicles, P <sub>HV</sub>	0	0	0			0	0		0
Percent grade (%)	<del> </del>	0	<u> </u>				5		
Flared approach		T Ň	T				N		
Storage	1	0	†				0	<u> </u>	
RT Channelized?	1		0						0
anes	0	0	0			0	0		0
Configuration							LR		
Control Delay, Queue L	enath. Level o	f Service	<del>'</del>		•		<u>.</u>		
Approach	EB	WB	ı	Northb	ound		S	outhbound	<del></del>
Movement	1	4	7	8		9	10	11	12
ane Configuration	LT						<u> </u>	LR	
/olume, v (vph)	22				1			42	
Capacity, c <sub>m</sub> (vph)	799	-				-		205	
/c ratio	0.03	_						0.20	
Queue length (95%)	0.08					<u>-</u>		0.75	
Control Delay (s/veh)	9.6							27.0	
.os	Α	1						D	
Approach delay (s/veh)				٠				27.0	
Approach LOS							<del>                                     </del>	D	
CS2000 <sup>TM</sup>		Copyright © 2003 Unive		All Diri	4- D		1		Version 4

-	TWO-	WAY STOP	CONTR	OL S	UM	IMARY	_		
General Information	<u> </u>		Site I	nfori	nat	ion			
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/9/04 AM Peak	Hour	Interse Jurisdi Analys	ection ection		_	Gay Ridg Street Town of Build Col	Yorktow	-
	rktown Farms	5							
East/West Street: Gay I						et: Curry	Street		
Intersection Orientation:			Study	Period	i (hr	s): 0.25			
Vehicle Volumes ar	<u>ıd Adjustm</u>								
Major Street		Northbound	,				Southbo	und	
Movement	1	2	3			4	5		6
	L	T	R	_		<u>L</u>	T 100		R
Volume	0	257	1	,		2	169		0
Peak-Hour Factor, PHF	1.00	0.87	0.87			0.97	0.97 174		1.00
Hourly Flow Rate, HFR	0	295	1			<u>2</u> 0	1/4		0
Percent Heavy Vehicles	U			l landi	ر مامند		-		
Median Type RT Channelized		ľ	0	Undi	vide	u .		<del></del>	0
		1							
Lanes	0	1	0			 LT	1		0
Configuration		0	TR			LI	0		
Upstream Signal		0					<u> </u>		
Minor Street		Westbound	1 ^			40	Eastbou	ind T	40
Movement	7	8	9			10	11	<u> </u>	12
	L	T	R			<u> </u>	T		R
Volume	2	0	6			0	0		0
Peak-Hour Factor, PHF	0.42	1.00	0.42			1.00	1.00		1.00
Hourly Flow Rate, HFR	4	0	14			0	0		0
Percent Heavy Vehicles	0	0	0			0	0		0
Percent Grade (%)		-5	<u> </u>				0		
Flared Approach	<u>.</u>	N					N		
Storage		0					0		
RT Channelized			0						0
Lanes	0	0	0			0	0		0
Configuration		LR							
Delay, Queue Length, a	nd Level of	Service							
Approach	NB	SB	,	Westb	oun	b		Eastbou	nd
Movement	1	4	7	8		9	10	11	12
Lane Configuration		LT		LR			1		
v (vph)		2		18					
C (m) (vph)		1277		693	3				
v/c		0.00		0.0					1
95% queue length		0.00	·	0.0					
Control Delay		7.8		10.		<del>                                     </del>	<del>                                     </del>		+
LOS		7.0 A		B	_	<del>                                     </del>	1		+
				10.		<u> </u>	<del> </del>	<u> </u>	1
Approach LOS					J				
Approach LOS		<u></u>	L	В					

	TWO-	WAY STOP	CONTR	OL S	SUM	MARY			
General Information	<u> </u>		Site I	nfor	mat	ion			
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/09/04 AM Peak I	Hour	Interse Jurisdi Analys	ction	ar	4444		treet/Curr Yorktown ndition	y Street
	rktown Farms								
East/West Street: Gome						et: Curry	Street		
Intersection Orientation:	North-South	) 	Study	Perio	d (hrs	s): 0.25			
Vehicle Volumes an	d Adjustm	ents							
Major Street		Northbound					Southbo	und	_
Movement	1	2	3			4	5		6
	L	Т	R			L	Т		R
Volume	4	188	0			0	63		108
Peak-Hour Factor, PHF	0.70	0.70	1.00	)	<u> </u>	1.00	0.99		0.99
Hourly Flow Rate, HFR	5	268	0			0	63		109
Percent Heavy Vehicles	0				<u> </u>	0			_
Median Type	_		1 -	Undi	vided	<u> </u>			
RT Channelized		<del> </del>	0						0
Lanes	0	1	0			0	1		0
Configuration	LT	ļ.,	<u> </u>						TR
Upstream Signal		0	ļ				0		
Minor Street		Westbound	,				Eastbou	ind	
Movement	7	8	9			10	11		12
	L	Т	R			L.	Т		R
Volume	0	0	0	_		70	0		1
Peak-Hour Factor, PHF	1.00	1.00	1.00	)		0.93	1.00		0.93
Hourly Flow Rate, HFR	0	0	0			75	0		1
Percent Heavy Vehicles	0	0	0		_	10	0		10
Percent Grade (%)		<u> </u>					0		
Flared Approach		N					N		
Storage		0					0		
RT Channelized			0						0
Lanes	0	0	0			0	0		0
Configuration							LR		
Delay, Queue Length, a	nd Level of S	Service							
Approach	NB	SB	١	Westb	ound	i		Eastbound	l
Movement	1	4	7	8		9	10	11	12
Lane Configuration	LT	·	·	ĦŤ		_	<del>                                     </del>	LR	1
v (vph)	5			<del> </del>				76	
C (m) (vph)	1417			$\vdash$			-	595	<del>                                     </del>
	0.00			<del> </del>				0.13	1
V/C		-		<del> </del>					
95% queue length	0.01		_					0.44	
Control Delay	7.5							11.9	<u> </u>
LOS	Α							В	
Approach Delay								11.9	
Approach LOS								В	
D:-1-4- D1									

	TWO-	WAY STOP	CONTR	OL S	UM	IMARY				
General Informatio	 n		Site I	nforr	nat	ion				
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/09/04 AM Peak	Hour	Interse Jurisdi Analys	ection ction			Jeffersor Street Town of Build Co	Yorktov		
Project Description Yo	- orktown Farms			_						
East/West Street: Jeffe		<u> </u>	North/	South	Stre	et: Curry	Street			
Intersection Orientation:	North-South	1	_		_	s): 0.25		-		
Vehicle Volumes a	nd Adjustm	ents								
Major Street	1	Northbound					Southbo	und		
Movement	1	2	3			4	5		6	
	L	T	R			L	Т		R	
/olume	0	110	1			1	62		0	
Peak-Hour Factor, PHF	1.00	0.86	0.86			0.76	0.76		1.00	
Hourly Flow Rate, HFR	0	127	1_			1	81		0	
Percent Heavy Vehicles	0					0				
Median Type		- 1	_	Undiv	/ided	d				
RT Channelized	_		0				ļ		0	
anes	0	1	0			0	1		0	
Configuration			TR			LT				
Jpstream Signal	<u> </u>	0	<u> </u>				0			
Minor Street		Westbound				_	Eastbound			
Movement	7	8	9			10	11		12	
	L	Т	R			L	Т		R	
/olume	1	0	10		_	0	0		0	
Peak-Hour Factor, PHF	0.63	1.00	0.63			1.00	1.00		1.00	
Hourly Flow Rate, HFR	1	0	15			0	0		0	
Percent Heavy Vehicles	0	0	0			0	0		0	
Percent Grade (%)		-6					0			
lared Approach		N					N			
Storage		0					0			
RT Channelized			0						0	
_anes	0	0	0			0	0		0	
Configuration		LR	<b>-</b>							
Delay, Queue Length, a	and Level of	Service		•			•			
Approach	NB	SB	1	Westb	ound		1	Eastbou	ınd	
Movement	1	4	7	8		9	10	11	12	
ane Configuration	· · · · · ·	LT		LR			- 10		<del>                                     </del>	
/ (vph)		1		16		-				
C (m) (vph)		1470		917		-			+	
//c		0.00		0.02				<del>                                     </del>	<del>-  </del>	
95% queue length	-	0.00		0.08						
Control Delay		7.5		9.0			<del>                                     </del>			
					,		-	<del>                                     </del>	+	
OS		Α		A			<u> </u>			
Approach Delay				9.0	1		ļ			
Approach LOS				Α						

	·-·			н	CS2	000™	)FT	-ΔΙΙ	FD I	DEC	OP.	т						_		
General Info	rmation				J J Z		<u>ا تا ر</u>	<u> </u>				natio	n							
Analyst Agency or Co Date Perform Time Period	JAG . TMA	our						_	In Ar Ju Ar	terse rea T urisdi nalys	ctior ype ction	1	US All To Bu	other own of uild Co	Yorktowi		reet	· <u>-</u>		
Volume and	Timing Input						==		<u> </u>											
					EE			Ι.	-	WB		DT			NB	_	DT		SB	1 5-
Number of lar	nes N		ᅱ	LT 1	Th 2	-	RT 0	L 1		T⊦ 2		RT 0	$\dashv$	LT O	TH 1	+	RT 0	LT O	TH 1	RT 0
Lane group	100,71		ᅥ	L	TR	-		L		TR		-	$\dashv$	U	LTR	+		<del>                                     </del>	LTR	+*-
Volume, V (vr	oh)			6	74.		53	64		597		62	┪	79	55	+	129	117	54	2
% Heavy vehi	<u> </u>		┪	4	4		4	8		8		8	┪	4	4	ť	4	7	7	7
Peak-hour fac	tor, PHF			0.95	0.9	5 0	95	0.8	9	0.89	,	0.89	$\exists$	0.85	0.85	10	.85	0.87	0.87	0.87
Pretimed (P)	or actuated (A)			A	A		A	A		A		Α		Α	A	†	Α	Α	Α	A
Start-up lost t	ime, I <sub>1</sub>			2.0	2.0	,		2.0	2	2.0					2.0	$\dagger$		l	2.0	
	effective green,	е	一	2.0	2.0	,		2.0	,	2.0					2.0	$\top$		1	2.0	
Arrival type, A	ΛT			3	3			3		3					3	Ť			3	1
Unit extension	ı, UE		$\neg$	3.0	3.0	,		3.0	,	3.	0				3.0	T		1	3.0	
Filtering/mete	ring, I			1.000	1.0	00		1.0	00	1.00	ю				1.000	T			1.000	
Initial unmet d	lemand, Q <sub>b</sub>			0.0	0.0	,		0.0	2	0.0					0.0	1			0.0	
Ped / Bike / R	TOR volumes			0			0	0				0		0			0	0		0
Lane width				12.0	12.	0		12.	0	12.0	,				16.0	T			14.0	
Parking / Grad	de / Parking			N	7		N	Ν		-4		N		N	-3		N	N	6	N
Parking mane	euvers, N <sub>m</sub>								_											
Buses stoppir				0	0			0		0	1				0				0	
	oedestrians, G <sub>p</sub>				3.	2				3.2	2				3.2			<u> </u>	3.2	
Phasing	EW Perm	_	B On	_		)3	4		4			Perr		<del> </del>	06	_		)7	0	8
Timing	G = 32.0 $Y = 5$	Y =	= 5.0 = 5	,	G = Y =		_	G = Y =			G = Y =	18.0 5	0	G :			G = Y =		G = Y =	
Duration of A	nalysis, T = 0.25		<u> </u>					•			-				cle Leng	th,		70.0		
Lane Group	Capacity, Cont	rol D	elay			eterm	inat	ion												
			LT	<u>E</u>		RT	╂,	т_	W TH		R	-	Lī		NB TH	l R	rT.	LT	SB TH	RT
Adjusted flow	rate, v	一	6	83			1	2	74						310	Ė			198	1
Lane group ca	apacity, c		273	15	16		45	57	201	17		Ì			428	<u> </u>			256	
v/c ratio, X			0.02	0.5	55		0.	16	0.3	7		1			0.72				0.77	
Total green ra	atio, g/C		0.46	0.4	6		0.	60	0.6	0				-	0.26				0.26	
Uniform delay	/, d <sub>1</sub>		10.4	13	8		10	).1	7.2	2					23.7				24.1	
Progression fa	actor, PF		1.000	) 1.0	00		1.0	000	1.0	00				1	.000				1.000	
Delay calibrat	ion, k		0.11	0.1	5		0.	11	0.1	1				- 1	0.28				0.32	
Incremental d	elay, d <sub>2</sub>		0.0	0.	4		0.	.2	0.1	1					6.0				13.7	
Initial queue o							Ĺ									Ĺ				
Control delay			10.5	14	2		10	).3	7.3	3					29.7				37.8	
Lane group Lo	os		В	В			E	3	Α						С				D	
Approach dela	<u> </u>	]		14.2			L	7	.6					29.7	,				37.8	
Approach LO				В			L		Α					С					D	
Intersection d	elay			16.1				X <sub>c</sub> =	0.00	)			Inte	ersecti	on LOS				В	_

	TW	D-WAY STOP	CONTR	OL S	UMN	<b>MARY</b>	-		
General Information	1		Site I	nform	natio	on			
Analyst	JAG		Interse	ction			US Route	6/Winds	or Road
Agency/Co.	TMA		Jurisdi				Town of S		
Date Performed	9/09/04		Analys	is Yea	r		Build Con	dition	
Analysis Time Period	PM Peak	Hour						-	
Project Description Yo	rktown Farms						•		
East/West Street: US R			North/S	South S	Stree	t: Windso	r Road		
Intersection Orientation:	East-West		Study F	Period	(hrs)	: 0.25			
Vehicle Volumes ar	nd Adjustme	ents							
Major Street		Eastbound					Westbou	nd	
Movement	1	2	3			4	5		6
-	L L	т	R			L	Т		R
Volume (veh/h)	19	974	0			0	959		2
Peak-hour factor, PHF	0.95	0.95	1.00			1.00	0.90		0.90
Hourly Flow Rate (veh/h)	20	1025	0			0	1065		2
Proportion of heavy	0	_				0		1	<u></u>
vehicles, P <sub>HV</sub>									
Median type			<del>,</del>	Undi	vided	<u> </u>	<del>,</del>	<u> </u>	
RT Channelized?			0						0
Lanes	0	1	0			0	1		0
Configuration	LT								TR
Upstream Signal							0		
Minor Street		Northbound					Southboo	ınd	
Movement	7	8	9			10	11		12
	L	Т	R			L	Т		R
Volume (veh/h)	0	0	0			7	0		17
Peak-hour factor, PHF	1.00	1.00	1.00			0.36	1.00		0.36
Hourly Flow Rate (veh/h)	0	0	0			19	0		47
Proportion of heavy	0	0				0	0		o
vehicles, P <sub>HV</sub>	0		<u> </u>			U			· I
Percent grade (%)		0					5		
Flared approach		N					N		
Storage	1	0	1				0		
RT Channelized?			0						0
Lanes	0	0	0			0	0		0
Configuration	1	<del>-                                    </del>	† <u>`</u>				LR		
Control Delay, Queue L	ongth Lovel	of Sarvine							
Approach	EB	WB		Northb	ounc	1	l c	outhbour	.d
Movement	1	4	7	8		9	10	11	12
Lane Configuration	LT		•	l			,,,	LR	+ '-
Volume, v (vph)	20							66	+
Capacity, c <sub>m</sub> (vph)	661			<b></b> -				124	
v/c ratio	0.03							0.53	
				<u> </u>					†
Queue length (95%)	0.09	<b></b>						2.53	+
Control Delay (s/veh)	10.6							63.1	+
LOS	В					<u> </u>		F	
Approach delay (s/veh)	<del></del>		-					63.1	
Approach LOS	<del>-</del>	_					L	F	

	TWO	-WAY STOP	CONTR	OL S	SUM	MARY				
General Informatio	n		Site I	nfori	nat	ion	-			
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/09/04 PM Peak	Hour	Interse Jurisdi Analys	ection ction			Gay Ride Street Town of Build Co	Yorkto	own	Curry
	orktown Farm	s				-				
East/West Street: Gay						et: Curry	Street			
Intersection Orientation:			Study	Period	ı (nr	s): <u>0.25</u>				
Vehicle Volumes a	<u>nd Adjustn</u>									
Major Street		Northbound	T .				Southbo	und T		
Movement	1 1	2	3			4	5			6
V-1	L	T 070	R				T	-		R
Volume	1.00	273 0.79	0.79	1		10 0.96	295 0.96	$\rightarrow$		0 1.00
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0	345	7	'		<u>0.96</u> 10	307	$\dashv$		0
Percent Heavy Vehicles	<del></del>	345	+		0		307	-		<del></del>
	<del>                                     </del>			Undi	uido.					
Median Type RT Channelized		1			viue	<i>1</i>		- 1		0
-	0	1	0	0		0	1	+		0
Lanes	<del>  '</del>		TR			LT	· · · ·			U
Configuration Upstream Signal	<del> </del>	0	1 IK	-		LI	0	-		
	<del></del>									
Minor Street	+ -	Westbound	9			10	Eastbound 11			12
Movement_	7	8	+		-	10	<del></del>	$\rightarrow$		
Malaura a	L	T	R			L	T 0			R
Volume	4	0	9			0	<del></del>	_		0
Peak-Hour Factor, PHF	0.55 7	1.00	0.55 16	, .		1.00 0	1.00			0
Hourly Flow Rate, HFR Percent Heavy Vehicles		0	0			0	0			0
	· ·		1 0				0			<u> </u>
Percent Grade (%)		-5	T				<del>, </del>			
Flared Approach		N					N	_		
Storage		0					0			
RT Channelized			0							0
Lanes	0	0	0			0	0			0
Configuration	<u>.                                    </u>	LR								
Delay, Queue Length,	and Level of	Service								
Approach	NB	SB	,	Westb	ound	<u></u>		Eastbo	ound	
Movement	1	4	7	8		9	10	1	1	12
Lane Configuration		LT		LF	?			Ì		
v (vph)		10		23				t	-	
C (m) (vph)	<del></del>	1218	-	582						
v/c		0.01		0.0				1		
								-		<u></u>
95% queue length		0.02		0.1				<del></del>	_	
Control Delay		8.0		11.				<b> </b>		
LOS		Α		В				<u> </u>		
Approach Delay				11.	4					
Approach LOS	_			В						

	TWO	-WAY STOP	CONTR	OL S		IMARY		_	-
General Information			Site						
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/09/04	Hour	Interse Jurisd Analys	ection iction				Street/Curr Yorktown ndition	y Street
Project Description Y		s							
East/West Street: Gon						et: Curry	Street		_
Intersection Orientation:	North-Sout	h	Study	Period	l (hr:	s): 0.25			_
Vehicle Volumes a	nd Adjustn	nents				_			
Major Street		Northbound	-				Southbo	und	
Movement	1	2	3			4	5		6
	L	Т	R			L	T		R
Volume	7	151	0			0	171		118
Peak-Hour Factor, PHF	0.73	0.73	1.00	)		1.00	0.94		0.94
Hourly Flow Rate, HFR	9	206	0			0	181		125
Percent Heavy Vehicles	0	_				0	<u> </u>		
Median Type				Undi	vide	d			
RT Channelized			0						0
Lanes	0	1	0			0	1		0
Configuration	LT								TR
Upstream Signal		0					0		-
Minor Street		Westbound			_		Eastbou	ınd	
Movement	7	8	9			10	11		12
	L	T	R			L	Ţ		R
Volume	0	0	0			128	0		8
Peak-Hour Factor, PHF	1.00	1.00	1.00	)		0.78	1.00		0.78
Hourly Flow Rate, HFR	0	0	0			164	0		10
Percent Heavy Vehicles	0	0	0			4	0		4
Percent Grade (%)		0					0		
Flared Approach		N					N		
Storage		0	†				0		
RT Channelized	<del>                                     </del>	+	0				<del>l      </del>	_	0
Lanes	0	0	1 0			0	0	-+-	
Configuration	<del>                                     </del>	+ -	+			0	LR	<del>-  </del> -	0
	end Level e	<u> </u>	<del>_</del>				L LIN		
Delay, Queue Length,	T		<u> </u>	A/a - **			-		<del></del>
Approach	NB	SB	<del></del>	Westb			ļ	astbound	
Movement	1	4	7	8	_	9	10	11	12
Lane Configuration	LT							LR	
v (vph)	9							174	
C (m) (vph)	1266							556	
v/c	0.01						1	0.31	
95% queue length	0.02	•					<del>                                     </del>	1.33	
Control Delay	7.9						<del></del>	14.4	<del>                                     </del>
LOS	A A	-					<del></del>	B	
				<u> </u>			<u> </u>		
Approach Delay							<u> </u>	14.4	
Approach LOS								В	

	TWO	-WAY STOP	CONTR	OL S	SUM	IMARY				
General Information			Site I	nfor	mat	ion				
Analyst Agency/Co. Date Performed Analysis Time Period	JAG TMA 9/9/04 PM Peak	Hour	Interse Jurisdi Analys	ection iction			Jeffersor Street Town of Build Co	Yorktov	-	
Project Description Yo	rktown Farm:									
East/West Street: Jeffer		<u> </u>	North/	South	Stre	treet: Curry Street				
Intersection Orientation:		h				s): 0.25				
Vehicle Volumes an	d Adjustm	nents								
Major Street	la Aajastii	Northbound			_		Southbo	und		
Movement	1	2	3		_	4	5	T	6	
	L	T	R			Ĺ	Ť		Ř	
Volume	Ö	111	7			7	139		0	
Peak-Hour Factor, PHF	1.00	0.62	0.62			0.94	0.94		1.00	
Hourly Flow Rate, HFR	0	179	11			7	147		0	
Percent Heavy Vehicles	0		_			0			-	
Median Type			-	Undi	vide	d			-	
RT Channelized			0						0	
Lanes	0	1	0			Ō	1		0	
Configuration			TR			LT				
Upstream Signal		0	1				0			
Minor Street		Westbound					Eastbound			
Movement	7	8	9			10	11		12	
	L	Т	R			L	Т		R	
Volume	1	0	10			0	0	<u> </u>	0	
Peak-Hour Factor, PHF	0.63	1.00	0.63	. –		1.00	1.00		1.00	
Hourly Flow Rate, HFR	1	0	15			0	0		0	
Percent Heavy Vehicles	20	0	20		-	0	0		0	
Percent Grade (%)		-6					0			
Flared Approach		l N					N			
Storage		0	<del>                                     </del>		-		0	_		
RT Channelized		<del>                                     </del>	0					-	0	
Lanes	0	1 0	0			0	0	-	0	
Configuration		LR	+ -				<del></del>	_		
			<u> </u>						<u></u>	
<b>Delay, Queue Length, a</b> Approach	NB NB	Service SB	<del></del>	Mooth	0110					
				Vestb				Eastbou		
Movement	1	4	7	8		9	10	11	12	
Lane Configuration		LT_	_	LR		-			_	
v (vph)		7		16						
C (m) (vph)		1396		798	3					
v/c		0.01		0.0	2					
95% queue length		0.02		0.0	6					
Control Delay		7.6		9.6	;	-				
LOS		Α		A						
Approach Delay	<del></del>	<del></del>		9.6		L		<u> </u>		
Approach LOS					•					
Approach LOS			L	A						

	-			НС	CS20	00™ I	DET	AILE	_											
General Infor Analyst Agency or Co. Date Performe Time Period	JAG TMA	ır							Int Ar Ju Ar	terse rea T irisdic nalys roject	ction ype ction	1	US All To Bu	other a own of ` uild Cor	orktown		t			
Volume and	Timing Input												_					, <u> </u>		
			+-	г —	EB TH	-т	RT	LT		WB TH		RT	┥	LT	NB TH	RT		LT	SB TH	TRT
Number of lan	es, N,		1		2		0	1		2		0	┪	0	1	0		0	1	0
Lane group	•		L		TR			L		TR			寸		LTR				LTR	†
Volume, V (vp	h)		25	5	866	1	29	118	}	842		130	T	87	64	94		73	63	11
% Heavy vehic	cles, %HV		2		2	1	2	1		1		1	T	3	3	3		3	3	3
Peak-hour fac	tor, PHF		0.9	2	0.92	0.	.92	0.94	ı	0.94	ţ	0.94	1	0.88	0.88	0.88	}	0.65	0.65	0.65
Pretimed (P) o	or actuated (A)		A		A		Ā	Α		A		Α		Α	Α	Α		Α	Α	A
Start-up lost ti	me, I <sub>1</sub>		2.0	)	2.0	十		2.0		2.0			1		2.0	1			2.0	
Extension of e	effective green, e	;	2.0	)	2.0			2.0		2.0					2.0				2.0	
Arrival type, A	T		3		3			3		3					3				3	
Unit extension	, UE		3.0	)	3.0			3.0		3.0	0				3.0				3.0	
Filtering/meter	ring, I	_	1.0	00	1.00	0		1.00	0	1.00	0		ヿ	ı	1.000				1.000	
Initial unmet d	emand, Q <sub>b</sub>		0.0	)	0.0			0.0		0.0					0.0				0.0	
Ped / Bike / R	TOR volumes		0				0	0				0		0		0		0		0
Lane width			12.	0	12.0	, [		12.0	)	12.0	)				16.0				14.0	Ī
Parking / Grad	de / Parking		N		7		N	N		-4		N		N	-3	N		N	6	N
Parking mane	uvers, N <sub>m</sub>																			
Buses stoppin			0		0			0		0	)				0				0	
Min. time for p	edestrians, G <sub>p</sub>				3.2	?				3.2					3.2				3.2	
Phasing	EW Perm		Only	-		3	4	04				Perr			06	4		)7	0	8
Timing	G = 32.0 Y = 5	G = Y =		_	G = Y =		_	) = ' =			G =	18.0 5	_	G =		Y Y	=		G = Y =	
Duration of Ar	nalysis, T = 0.25			╛	•						<u> </u>				cle Lengt			70.0		
Lane Group (	Capacity, Contr	ol De	lay, aı			eterm	inatio	on												
		<u> </u>	LT	EE		RT	+-	Т	W IT		R	-	Lī		NB TH	RT	_	LT	SB TH	RT
Adjusted flow	rate, v		27	108			12		103		Ë				279				226	<del>  ```</del>
Lane group ca	apacity, c	1	77	153	1		40	1	214	14					108				320	
v/c ratio, X		0.	15	0.7	1		0.3	1	0.4	8				0	.68				0.71	†
Total green ra	tio, g/C	-	46	0.4	6		0.6	60	0.6	60		T		- 10	.26				0.26	†
Uniform delay	, d <sub>1</sub>	1	1.1	15	2		15.	6	7.9	9				2	3.4		_		23.6	†
Progression fa	<u> </u>		000	1.00	$\rightarrow$		1.0	00	1.00	00				1	.000				1.000	
Delay calibrati	on, k	0.	11	0.2	7		0.1	1	0.1	1				d	.25				0.27	
Incremental de	elay, d <sub>2</sub>	0	.4	1.5	5		0.5	5	0.2	2					4.7				7.0	
Initial queue d	elay, d <sub>3</sub>																			
Control delay		1	1.5	16.	7		16.	1	8.1	1				2	28.1				30.6	
Lane group LO	D\$		3	В			В		Α						С				С	
Approach dela	ay		16.	6				8.	9					28.1					30.6	
Approach LOS	3		В					Α	١					С					С	
Intersection de	elay		15.	7			)	ر <sub>د</sub> = (	0.00				Inte	ersection	n LOS				В	

Two-Way Stop Control Page E-31

•	TW	O-WAY STOP	CONTR	OL SI	JMN	IARY			
General Information			Site I	nform	natio	n			
Analyst	JAG	<del></del>	Interse	ction			US Route	6/Site A	ccess
Agency/Co.	TMA		Jurisdi	ction			Town of		
Date Performed	9/9/04		Analys	is Yea	r		Build Cor	ndition	
Analysis Time Period	AM Peak	Hour							
Project Description York						_			
East/West Street: US Ro			_			: Site Ac	cess		
ntersection Orientation:			Study F	eriod	(hrs):	0.25			
Vehicle Volumes and	d Adjustme								
Major Street		Eastbound	1 .				Westbou	ınd	
Movement	1	2 -	3			4	5	-+	6
/aluma (uah/h)	L	T	R 4				751	<del></del>	0 0
Volume (veh/h) Peak-hour factor, PHF	1.00	899 0.90	0.90	-		<u></u> 0.91	0.91	<del>-  </del> -	1.00
Hourly Flow Rate (veh/h)	0	998	4		'	3	825	<del>-  </del>	0
Proportion of heavy	<del>                                     </del>	1	T			_	020		
vehicles, P <sub>HV</sub>	0	_	-			0	-		
Median type			<u> </u>	Undiv	/ided		1	1	
RT Channelized?			0	Ţ., <b>u</b> ,					0
Lanes	0	1	0			0	1		0
Configuration			TR			LT			
Upstream Signal		_0					0		
Minor Street	]	Northbound					Southbo	und	
Movement	7	8	9			10	11		12
	L	Т	R			L	Т		R
Volume (veh/h)	13	0	10		0		0		0
Peak-hour factor, PHF	0.95	1.00	0.95			1.00	1.00		1.00
Hourly Flow Rate (veh/h)	13	0	10			0	0		0
Proportion of heavy	0	0	0			o ·	0		0
vehicles, P <sub>HV</sub>									
Percent grade (%)		-6					0		
Flared approach		N					N		
Storage		0					0		
RT Channelized?			0						0
Lanes	0	0	0			0	0		0
Configuration		LR				·		<u>L</u>	
Control Delay, Queue Le	ngth, Level o	of Service							
Approach	EB	WB		Northb	ound			Southbou	ind
Movement	1	4	7	8		9	10	11	12
Lane Configuration		LT		LR					
Volume, v (vph)		3		23				Ī	1
Capacity, c <sub>m</sub> (vph)	<del></del>	699		123	-		1	1	
//c ratio		0.00		0.1	_		1	<u> </u>	
Queue length (95%)	· <u>-</u>	0.01		0.6	_		<del> </del>	<del>                                     </del>	
	-	10.2		t —			1	<del>                                     </del>	+
Control Delay (s/veh)				40.	<del>"</del>		1	<del>                                     </del>	+
LOS	_	В		E			<del> </del>	<u>.                                    </u>	
Approach delay (s/veh)				40.	9		<del>                                     </del>		
Approach LOS				Ε		<u> </u>	<u> </u>		

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	TW	O-WAY STOP	CONTR	OL SI	JMN	<b>MARY</b>				
General Information		<u></u>	Site I	nform	natio	on				
Analyst	JAG		Interse	ction			US Route	6/Site A	ccess	
Agency/Co.	TMA		Jurisdi	ction			Town of	Yorktown		
Date Performed	9/9/04		Analys	is Yea	r		Build Cor	ndition		
Analysis Time Period	PM Pea	k Hour								
Project Description York	ktown Farms	1								
East/West Street: US Ro			North/S	South S	Street	t: Site Ac	cess			
Intersection Orientation:			Study F	eriod	(hrs):	: 0.25				
Vehicle Volumes and	d Adjustm	ents						•		
Major Street		Eastbound	_				Westbou	ınd		
Movement	1	2	3			4	5		6	
_	L	Ţ	R			L	T		R	
Volume (veh/h)	0	987	13			10	966		0	
Peak-hour factor, PHF	1.00	0.95	0.95			0.90	0.90		1.00	
Hourly Flow Rate (veh/h)	0	1038	13	]		11	1073		0	
Proportion of heavy										
vehicles, P <sub>HV</sub>	0	-	-			0	-			
Median type				Undiv	/ided		•	•		
RT Channelized?			0						0	
Lanes	0	1	0			0	1		0	
Configuration			TR			LT				
Upstream Signal		0					0			
Minor Street		Northbound					Southbo	und		
Movement	7	8	9		10		11		12	
	L	Т	R			L	Т		R	
Volume (veh/h)	8	0	6			0	0		0	
Peak-hour factor, PHF	0.95	1.00	0.95			1.00	1.00		1.00	
Hourly Flow Rate (veh/h)	8	0	6		0		0		0	
Proportion of heavy						_			_	
vehicles, P <sub>HV</sub>	0	О	0			0	0		0	
Percent grade (%)		-6	<u> </u>							
Flared approach			T -				N N			
		0	<del> </del>				0			
Storage		- 0	<del>                                     </del>				+		0	
RT Channelized?			0				<del>                                     </del>		0	
Lanes	0	0	1 0			0	0	_	0	
Configuration	<u> </u>	LR	<u> </u>				<u> </u>			
Control Delay, Queue Le Approach	engtn, Level EB	WB	T .	Northb	ound		1 .	Southbou	nd	
Movement	1	4	7	8	_	9	10	11	12	
Lane Configuration	1	LT	<u> </u>	LR	_		<del>                                     </del>	<del>  '''</del>		
Volume, v (vph)		11		14			1	<del>                                     </del>		
		670		83				<del> </del>		
Capacity, c <sub>m</sub> (vph) v/c ratio		0.02	-	0.17				-	-	
			-	_			+		+	
Queue length (95%)		0.05		0.5	_		+	<del>                                     </del>	_	
Control Delay (s/veh)		10.5		57.0	,		<del> </del>			
LOS		В		F					<u> </u>	
Approach delay (s/veh)		-		57.0	)	<u>.</u>				
Approach LOS	·			F			1			

	TW	O-WAY STOP	CONTR	OL S	UMN	MARY			
General Information			Site I	nform	natio	on .			
Analyst	JAG		Interse	ection			US Route	6/Winds	or Road
Agency/Co.	TMA	-	Jurisdi				Town of S		
Date Performed	9/09/04	<u>-</u>	Analys	is Yea	r		Build Con	dition Pe	aking
Analysis Time Period	PM Peak	Hour				_			
	ktown Farms								
East/West Street: US Ro			_		_	t: Windso	or Road		
Intersection Orientation:			Study F	Period	(hrs)	: 0.25			
Vehicle Volumes an	d Adjustme	ents							
Major Street		Eastbound					Westbou	nd	
Movement	1	2	3			4	5		<u>6</u>
	L L	T	R			L	T		R
Volume (veh/h)	19	974	0			0	959		2
Peak-hour factor, PHF Hourly Flow Rate (veh/h)	0.95 20	0.95 1025	1.00			1.00 0	0.90 1065		0.90 2
Proportion of heavy	20	1023	+			U	7005		
vehicles, P <sub>HV</sub>	0					0			
Median type				Undi	idoo	,			
RT Channelized?			0	Onan	riued	,			0
Lanes	0	1	0			0	1		0
Configuration	LT	<u>'</u>	Ť				<u>'</u>		TR
Upstream Signal	<del> </del>	0	<u>†                                      </u>			<u> </u>	0		
Minor Street	<del>†</del>	Northbound				-	Southbou	ınd	<u>-</u>
Movement	7	8	9			10	11	1110	12
	L	T	R			L	T		R
Volume (veh/h)	0	0	0			7	0		17
Peak-hour factor, PHF	1.00	1.00	1.00			0.75	1.00		0.75
Hourly Flow Rate (veh/h)	0	0	0			9	0		22
Proportion of heavy						•			_
vehicles, P <sub>HV</sub>	0	0	0			0	0		0
Percent grade (%)	Ì	0					5		
Flared approach		N					N		
Storage		0	1				0		
RT Channelized?	<del></del>		0						0
Lanes	0	0	1 0			0	0		0
Configuration		-					LR		_
Control Delay, Queue Le	enath Level	of Service					•		
Approach	EB	WB		Northb	ounc	<u> </u>	s	outhbour	nd
Movement	1	4	7	8		9	10	11	12
Lane Configuration	LT	<del>'</del>	•	۳			<del>                                     </del>	LR	<del>+ '-</del>
Volume, v (vph)	20			<del>                                     </del>	_			31	+
	661			-					+
Capacity, c <sub>m</sub> (vph)	_	<del>                                     </del>		-				124	-
v/c ratio	0.03		-	-				0.25	+
Queue length (95%)	0.09	ļ						0.93	
Control Delay (s/veh)	10.6			<u> </u>				43.4	
LOS	В							Ε	
Approach delay (s/veh)								43.4	
Approach LOS								Ε	

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	TW	D-WAY STOP	CONTR	OL S	UMI	MARY				
General Information	-		Site I	nform	natio	on				
Analyst	JAG		Interse	ection			US Route	6/Site	Acce	ss
Agency/Co.	TMA		Jurisdi				Town of			
Date Performed	9/9/04		Analys	is Yea	r		Build Cor	ndition n	o left	exit
Analysis Time Period	AM Peak	Hour								
Project Description York	ctown Farms					· ·				
East/West Street: US Ro	ute 6		North/S	South S	Stree	t: Site Ac	cess			
Intersection Orientation:	East-West		Study F	Period	(hrs)	: 0.25				
Vehicle Volumes and	d Adjustme	ents								
Major Street		Eastbound					Westbou	ınd		
Movement	1	2	3			4	5		6	
	L	T	R			L	T			R
Volume (veh/h)	0	899	4			3 751				
Peak-hour factor, PHF	1.00	0.90	0.90			0.91	0.91		1.0	
Hourly Flow Rate (veh/h)	0	998	4			3	825		0	
Proportion of heavy vehicles, P <sub>HV</sub>	0		-			0			_	
		<u> -</u> L		I I a ali						
Median type	-	<del></del>	1 0	Undi	/Iaea	<u> </u>	1	T		`
RT Channelized?		+	0				1			
Lanes	0	1	0 TR			LT	7			<u> </u>
Configuration Upstream Signal		0	1 IK				0	-		
			<u> </u>				Southbound			
Minor Street	7	Northbound	9			10	Southbound 11		12	
Movement		8 T	-				T	<del>  </del> -		
V = 1, = (,  = ()= )	L		R			<u>L</u>	<u> </u>	<del></del>		R
Volume (veh/h) Peak-hour factor, PHF	0 0.95	1.00	10 0.95			1.00	1.00	-+	1.0	
Hourly Flow Rate (veh/h)	0.95	0	10			0	0		7.0	
Proportion of heavy		<del>                                     </del>	<del>                                     </del>				<del>                                     </del>	<del></del>		<u>'</u>
vehicles, P <sub>HV</sub>	0	0	0			0	0		C	)
Percent grade (%)		<b></b> -6					0			
	<u></u>		1							
Flared approach	<u> </u>	N .					N			
Storage		0	+				0	-		
RT Channelized?		<del></del>	0							)
Lanes	0	0	0			0	0	<b></b> -⊦	(	)
Configuration	<u>;</u>	LR								
Control Delay, Queue Le				N I I I		<u>.</u>	1 6	N a Alla la .a.		
Approach	EB	WB	7	Northb			<del> </del>	Southbo	una	12
Movement	1	4	/	8		9	10	11	$\dashv$	12
Lane Configuration		LT		LR		<del>                                     </del>	-	<del> </del>	+	
Volume, v (vph)		3		10		<u> </u>	<del> </del>		-	
Capacity, c <sub>m</sub> (vph)		699		298					$\dashv$	
v/c ratio		0.00		0.0		<u> </u>	-	<u> </u>	_	_
Queue length (95%)		0.01		0.1		<u> </u>				
Control Delay (s/veh)		10.2		17.	5					_
LOS		В		С						
Approach delay (s/veh)				17.	5					
Approach LOS				С						
uccanaTM							<del>* -</del>			

1		Site I	nform	ation			
JAG		Interse	ction	*	US Route	6/Site A	ccess
TMA							
9/9/04		Analys	is Year		Build Cor	ndition no	left exit
PM Peak	Hour						
					ccess		
East-West		Study F	Period (	hrs): 0.25			
ıd Adjustme	ents						_
<b>_</b>						ınd	
							6
		_					R
			-+			—}	1.00
		_	-			-	0
<del>1                                    </del>	7000	+ '3	$\longrightarrow$		10/3	<del> </del>	<del></del>
О			1	0	_		-
+		<u> </u>	Undiv	ided	<u> </u>		
<del>                                     </del>	1	0	<u> </u>				0
0	1	0		0	1		0
		TR		LT			
	0	-	Ì	•	0		
	Northbound				Southbo	und	·
7	8	9		10	11		12
L.	Τ	R		L	Т		R
0	0	6		0	0		0
0.95	1.00	_		1.00	1.00		1.00
0	0	6		0	0		0
o	0	0		0	0		0
<del> </del>	-6						
<del>                                     </del>	N				N		
	0			_	0		
		0					0
0	0	0		0	0		0
						L_	
	ł –						
EB	WB	•		_			
1	4	7	8	9	10	11	12
	LT		LR				
	11		6				
	670		281				
	0.02		0.02				
	0.05		0.07				
	10.5		18.1				
	В		С				
i i	, <i>D</i>						
			18.1	L		<u> </u>	•
	9/9/04 PM Peak rktown Farms oute 6 East-West  1 L 0 1.00 0 0 0 0 7 L 0 0.95 0 0 ength, Level of EB	TMA   9/9/04   PM Peak Hour   rktown Farms   oute 6   East-West	TMA	TMA	TMA   9/9/04   PM Peak Hour   PM P	TMA   9/904	TMA