

APPENDIX D

CAPACITY CALCULATIONS

EXISTING

| Lake Road / NYS Route 94 AM Peak Hour Existing | D- 1 |
|---|-------|
| Lake Road / Beaver Brook RoadAM Peak Hour Existing | D- 2 |
| Lake Road / Jackson Avenue AM Peak Hour Existing | D- 3 |
| Lake Road / NYS Route 94 PM Peak Hour Existing | D- 4 |
| Lake Road / Beaver Brook Road PM Peak Hour Existing | D- 5 |
| Lake Road / Jackson Avenue PM Peak Hour Existing | D- 6 |
| NO-BUILD | |
| Lake Road / NYS Route 94 AM Peak Hour No-Build | D- 7 |
| Lake Road / Beaver Brook RoadAM Peak Hour No-Build | D- 8 |
| Lake Road / Jackson Avenue AM Peak Hour No-Build | D- 9 |
| Lake Road / NYS Route 94 PM Peak Hour No-Build | D- 10 |
| Lake Road / Beaver Brook Road PM Peak Hour No-Build | D- 11 |
| Lake Road / Jackson Avenue PM Peak Hour No-Build | D- 12 |
| BUILD | |
| Lake Road / NYS Route 94 AM Peak Hour Build | D- 13 |
| Lake Road / Beaver Brook RoadAM Peak Hour Build | D- 14 |
| Lake Road / Jackson Avenue AM Peak Hour Build | D- 15 |
| Lake Road / NYS Route 94 PM Peak Hour Build | D- 16 |
| Lake Road / Beaver Brook Road PM Peak Hour Build | D- 17 |
| Lake Road / Jackson Avenue PM Peak Hour Build | D- 18 |
| SIGN INVENTORY | D-19 |

LAKE ROAD SIGN INVENTORY

Lake Road is a two lane road, which runs in north-south direction and connects Jackson Avenue in the Town of New Windsor to New York State Route (NYS) 94 in the Town of Blooming Grove. Jackson Avenue further north connects to US Route 207. The lane widths of Lake Road, representing total travelway pavement width, varies from 22 feet to 18 feet. Lake Road shoulders tend to be graded with minimal if any paving.

Geometric Design of Highway and Streets (American Association of State Highways and Transportation Officials, 2001) indicates 12 foot lanes are desirable however, ten foot lanes are acceptable on low speed roads. Furthermore, nine foot lanes are appropriate on low volume roads in rural and residential areas.

A Lake Road traffic sign inventory was taken on September 24, 2004. The traffic signs on Lake Road generally are divided into two sub categories.

- 1. Regulatory Signs
- 2. Warning Signs & Traffic Calming Signs

Regulatory signs inform drivers of traffic regulations including stopping, speed limits, and parking regulations. Warning signs identify or provide emphasis of road conditions and are particularly useful for advising drivers unfamiliar with the road. Area warning signs include curve warning, object warning, and narrow bridge warning signs. These signs are sometimes supplemented with advisory speed plates.

Traffic calming signage in the area are not the standard signs found in, <u>Code Rules and Regulations of the State of New York</u>, Title 17, Chapter V of Uniform Traffic Control Devices.

The speed limit on Lake Road in Town of Blooming Grove is 30 miles per hour. The Lake Road at NYS Route 94 intersection is stop sign controlled. The intersection of Lake Road and Route 94 is at approximately a sixty degree angle. There is a one lane bridge on Lake Road just north of the intersection of NYS Route 94 and Lake Road, the warning signs for the bridge are posted in both directions. The advisory signs of "limited sight distance", "entering curve", and "one lane bridge" are posted for the northbound movement entering the bridge. Traffic Calming signs "Please drive slow we love your children" are posted in both directions.

The speed limit on Lake Road from the town line of Blooming Grove north to the Railroad bridge is 30 mile per hour. Speed limit signs, parking signs, advisory signs of "School Bus stop ahead" and Traffic Calming Signs "Drive Slow we love our children" are posted along Lake Road in this section of the road. There is a "Narrow Bridge" sign for the northbound movement just before the railroad bridge. No bridge sign is posted for the southbound movement on Lake Road in this area. There are no curve warning signs posted on Lake Road in either direction for the horizontal curve near Hillcrest Drive and Park Road.

The speed limit on the Lake Road from the railroad bridge and Baxter lane is 40 mile per hour. The speed limit and advisory signs for "Hidden curve, curve, advisory speed on curve, cattle" are posted on the road. No grade sign is posted on the vertical grade between Dutchman Drive and Delio Lane.

Lake Road Sign Inventory March 1, 2005

Area signs could be improved, more clearly indicating road regulations and advising drivers of roadways conditions as discussed below.

"Limited Sight Distance" which is posted for the northbound movement of Lake Road entering the one lane bridge, north of Route 94, is not a standard sign, as it does not indicate the road condition for the speed advisory. A curve warning sign might be more appropriate with a speed advisory than with a "One Lane Bridge" sign. Although most signs lose reflectivity with age this sign is in need of replacement as the paint is peeling off.

Consideration should be given for standardizing the traffic signs. For example the "Narrow Bridge" sign for the northbound movement should be yellow not white, the Bridge object marker is red/white instead of black/yellow for the south bound movement at the one lane bridge.

An advisory speed plate for the southbound Lake Road approach to Dutchman Drive should have a warning sign associated with it. It would seem logical if the railroad bridge is narrow, signs are necessary from both directions, rather than just northbound.

The sign inventory highlights existing regulations, provides emphasis on geometric conditions, and indicates a potential to improve signing.

D-1

| | TWC | -WAY STOP | CONTR | OL SU | JMM | ARY | | | | |
|---|--------------------|------------------------|--|----------|-------|-----------------|------------------------|-----------|---------------|--|
| General Information | <u> </u> | | Site I | nform | atior | 1 | | | | |
| Analyst | AAC | | Interse | ection | | | Route 94 | & Lake R | oad | |
| Agency/Co. | TMA | | Jurisdi | ction | | | Town of Blooming Grove | | | |
| Date Performed | 12/22/200 | | Analys | is Year | | | Existing | | | |
| Analysis Time Period | AM Peak | Hour | | | | | | | | |
| | ke Blooming Gr | ove | | | | | | | | |
| East/West Street: Route | | | | | | Lake R | oad | | | |
| ntersection Orientation: | | | Study I | Period (| hrs): | 0.25 | | | | |
| Vehicle Volumes ar | <u>nd Adjustme</u> | nts | | | | | | | | |
| Major Street | | Eastbound | 1 | | | | Westbou | ınd | | |
| Movement | 1 | 2 | 3 | | | 4 | 5 | | 6 | |
| \(\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | L | T | R | | | <u>L</u> | T 170 | | R | |
| Volume (veh/h) Peak-hour factor, PHF | 28 0.88 | 275 0.88 | 2 0.88 | | | <u>2</u> .87 | 172 0.87 | | <i>4</i> 0.87 | |
| Hourly Flow Rate (veh/h) | | 312 | 2 | | | 2 | 197 | | 4 | |
| Proportion of heavy | <u> </u> | 312 | † | + | | | 107 | | • | |
| vehicles, P _{HV} | 4 | | | | | 4 | | | | |
| Median type | | Undivided | | | | | | J | | |
| RT Channelized? | † | 1 | 0 Unalvided | | | | | 0 | | |
| Lanes | 0 | 1 | 0 | | | 0 | 1 | | 0 | |
| Configuration | LTR | <u>'</u> | | | | TR | , | | | |
| Upstream Signal | 277 | 0 | | | | 773 | 0 | | | |
| Minor Street | 1 | Northbound | , | 1 | | | Southboo | ınd | | |
| Movement | 7 | 8 | 9 | | | 10 | 11 | aria | 12 | |
| | L | T | R | | | L | Т | | R | |
| Volume (veh/h) | 3 | 1 | 1 | | : | 30 | 1 | | 86 | |
| Peak-hour factor, PHF | 0.42 | 0.42 | 0.42 | | | .86 | 0.86 | | 0.86 | |
| Hourly Flow Rate (veh/h) | 7 | 2 | 2 | | (| 34 | 1 | | 99 | |
| Proportion of heavy | 0 | 0 | 0 | | | 1 | 1 | | 1 | |
| vehicles, P _{HV} | 0 | 0 | 0 | | | 1 | 1 | | 1 | |
| Percent grade (%) | | 0 | , | | | | 0 | · · | | |
| Flared approach | 1 | N | | | | | N | | | |
| Storage | 1 | 0 | | | | | 0 | | | |
| RT Channelized? | 1 | | 0 | | | | | | 0 | |
| Lanes | 0 | 1 | 0 | | | 0 | 1 | | 0 | |
| Configuration | † | LTR | 1 | | | | LTR | | - | |
| Control Delay, Queue L | ength Levelo | - | 9 | | | | | J | | |
| Approach | EB | WB | ı | Northbo | ound | | į | Southboun | d | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 11 | 12 | |
| _ane Configuration | LTR | LTR | ' | LTR | , | J | 10 | LTR | 12 | |
| | | | | | + | | | | + | |
| Volume, v (vph) | 31 | 2 | | 11 | -+ | | | 134 | - | |
| Capacity, c _m (vph) | 1359 | 1235 | | 393 | | | | 665 | | |
| v/c ratio | 0.02 | 0.00 | | 0.03 | } | | | 0.20 | | |
| Queue length (95%) | 0.07 | 0.00 | | 0.09 |) | | | 0.75 | <u> </u> | |
| Control Delay (s/veh) | 7.7 | 7.9 | | 14.4 | ! | | | 11.8 | | |
| LOS | Α | Α | | В | | | | В | | |
| Approach delay (s/veh) | | | | 14.4 | ! | | | 11.8 | - | |
| Approach LOS | | | | В | | | | В | | |
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| | TWO | D-WAY STOP | CONTR | OL SUI | MMARY | | | | |
|---|------------------------------------|------------|------------------------------|-----------|-----------|---|-----------------------|----------|--|
| General Information | 1 | | Site I | nforma | ition | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | AAC TMA 12/22/200 AM Peak | 93 | Interse Jurisdi Analys | | | Lake Roa Rd Town of I Existing | ad & Beav Blooming | | |
| Project Description La | ke Blooming G | rove | | | | | | | |
| East/West Street: Beav | | | North/S | South Str | eet: Lake | Road | | | |
| Intersection Orientation: | | | | | rs): 0.25 | | | | |
| Vehicle Volumes an | d Adjustme | nts | | | | | | | |
| Major Street | 1 | Northbound | | ĺ | | Southbo | und | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | Т | R | | L | Т | | R | |
| /olume | 0 | 49 | 9 | | 11 | 20 | | 0 | |
| Peak-Hour Factor, PHF | 1.00 | 0.91 | 0.91 | | 0.78 | 0.78 | | 1.00 | |
| Hourly Flow Rate, HFR | 0 | 53 | 9 | | 14 | 25 | | 0 | |
| Percent Heavy Vehicles | 0 | | | | 6 | | | | |
| Median Type | <u> </u> | | | Undivid | led | | | | |
| RT Channelized | <u> </u> | | 0 | | | | | 0 | |
| _anes | 0 | 1 | 0 | | 0 | 1 | | 0 | |
| Configuration | <u> </u> | | TR | | LT | | | | |
| Jpstream Signal | | 0 | | | | 0 | | | |
| Minor Street | | Westbound | | | | Eastbou | ınd | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | Т | R | | L | Т | | R | |
| √olume | 13 | 0 | 22 | | 0 | 0 | | 0 | |
| Peak-Hour Factor, PHF | 0.88 | 1.00 | 0.88 | } | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR | 14 | 0 | 25 | | 0 | 0 | | 0 | |
| Percent Heavy Vehicles | 3 | 0 | 3 | | 0 | 0 | | 0 | |
| Percent Grade (%) | | 0 | | | | 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 Lovel of Se | | | <u> </u> | | | ļ | | |
| Approach | NB | SB | 1 | Westbou | nd | | Eastboun | d | |
| • • | | | | 1 | 1 | | 1 | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| _ane Configuration | | LT | | LR | | | | | |
| / (vph) | | 14 | | 39 | | | | | |
| C (m) (vph) | | 1516 | | 954 | | | | | |
| v/c | | 0.01 | | 0.04 | | | | | |
| 95% queue length | | 0.03 | | 0.13 | | | | | |
| Control Delay | | 7.4 | | 8.9 | | | | | |
| LOS | | A | | A | | | | | |
| | | | | | | + | | <u> </u> | |
| Approach Delay | | | | 8.9 | | | | | |
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Version 4.1d

| | TW | O-WAY STOP | CONTR | OL SUM | MARY | | | |
|--|---------------|------------|---------|--|--|----------------------|------------------|---------|
| General Information | | | Site I | nformat | ion | | | |
| Analyst | AAC | | Interse | ection | | Lake Roa Ave/Deer | ad & Jacks br | on |
| Agency/Co. | TMA | | Jurisdi | ction | | , | Blooming (| Grove |
| Date Performed | 12/22/200 | | | sis Year | | Existing | | |
| Analysis Time Period | AM Peak | | | | | | | |
| Project Description Lake | | rove | h | | | | | |
| ast/West Street: Lake F | | | | | | on Ave/Deei | rbrook Rd | |
| ntersection Orientation: | | | Study I | Period (hrs | s): <i>0.</i> 25 | | | |
| /ehicle Volumes and | d Adjustme | | | | | | | |
| Major Street | | Eastbound | 1 | | | Westbou | ınd | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 |
| | L | T | R | | <u>L</u> | T | | R |
| /olume (veh/h) | 0 | 87 | 3 | | 19 | 26 | | 1 |
| Peak-hour factor, PHF | 0.78 | 0.78 | 0.78 | <u> </u> | 0.77 | 0.77 | _ | 0.77 |
| Hourly Flow Rate (veh/h) | 0 | 111 | 3 | | 24 | 33 | | 1 |
| Proportion of heavy vehicles, P _{HV} | 3 | | | | 5 | | | <u></u> |
| Median type | | Undivided | | | | | | |
| RT Channelized? | | | 0 | | | | | 0 |
| anes | 0 | 1 | 0 | | 0 | 1 | | 0 |
| Configuration | LTR | | | | LTR | | | |
| Jpstream Signal | | 0 | | | | 0 | | |
| /linor Street | | Northbound | | | | Southboo | und | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 |
| | L | Т | R | | L | Т | | R |
| /olume (veh/h) | 1 | 0 | 34 | | 5 | 0 | | 0 |
| Peak-hour factor, PHF | 0.73 | 0.73 | 0.73 | | 0.63 | 0.63 | | 0.63 |
| lourly Flow Rate (veh/h) | 1 | 0 | 46 | | 7 | 0 | | 0 |
| Proportion of heavy | _ | | | | 0 | | | • |
| rehicles, P _{HV} | 2 | 2 | 2 | | 0 | 0 | | 0 |
| Percent grade (%) | | 0 | , | | | 0 | | |
| - lared approach | | N | | | | N | ĺ | |
| Storage | | 0 | | | | 0 | | |
| RT Channelized? | | | 0 | | | | | 0 |
| _anes | 0 | 1 | 0 | | 0 | 1 | | 0 |
| Configuration | | LTR | | | | LTR | | |
| Control Delay, Queue Le | ngth, Level o | of Service | | | | | - | |
| Approach | EB | WB | ı | Northboun | d | S | Southbound | d . |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| ane Configuration | LTR | LTR | | LTR | 1 | | LTR | |
| /olume, v (vph) | 0 | 24 | | 47 | 1 | | 7 | |
| Capacity, c _m (vph) | 1571 | 1457 | | 936 | † | | 698 | |
| /c ratio | 0.00 | 0.02 | | 0.05 | + | | 0.01 | |
| | | | | | + | | | |
| Queue length (95%) | 0.00 | 0.05 | | 0.16 | | | 0.03 | |
| Control Delay (s/veh) | 7.3 | 7.5 | | 9.0 | | | 10.2 | |
| .OS | Α | Α | | Α | | | В |] |
| Approach delay (s/veh) | | | | 9.0 | | | 10.2 | |
| Approach LOS | | | | Α | | | В | |

| | TWO | D-WAY STOP | CONTR | OL SU | MMARY | | | | | |
|---|-------------------------------------|------------|---------|-----------------|------------|---------|----------|--|--|--|
| General Information | n | | Site I | nform | ation | | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | AAC TMA 12/22/200 P M Peak | | Jurisdi | Intersection Rd | | | | e Road & Beaver Brook on of Blooming Grove sting | | |
| Project Description La | ke Blooming G | rove | Į | | | | | | | |
| East/West Street: Beav | | | North/S | South St | reet: Lake | Road | | | | |
| Intersection Orientation: | North-South | | Study | Period (I | nrs): 0.25 | | | | | |
| Vehicle Volumes ar | nd Adjustme | nts | | | | | | | | |
| Major Street | | Northbound | | | | Southbo | und | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | |
| | L | Т | R | | L | T | | R | | |
| Volume | 0 | 30 | 12 | | 11 | 64 | | 0 | | |
| Peak-Hour Factor, PHF | 1.00 | 0.75 | 0.75 | 5 | 0.82 | 0.82 | | 1.00 | | |
| Hourly Flow Rate, HFR | 0 | 40 | 16 | | 13 0 | 78 | | 0 | | |
| Percent Heavy Vehicles | 0 | | | 11 11 | | | | | | |
| Median Type | | 1 | | Undivi | aea | 1 | | 0 | | |
| RT Channelized | 0 | 1 | 0 | | 0 | 1 | _ | 0 | | |
| Lanes | U | | | - | | | _ | U | | |
| Configuration Upstream Signal | + | 0 | TR | | LT | 0 | | | | |
| | <u> </u> | | ļ | <u> </u> | | | ! | | | |
| Minor Street Movement | 7 | Westbound | 9 | | 10 | Eastbou | ina 📗 | 12 | | |
| wovement | L | 8 T | R | | L | T | | R | | |
| Volume | 8 | 0 | 11 | | 0 | 0 | | 0 | | |
| Peak-Hour Factor, PHF | 0.79 | 1.00 | 0.79 | , | 1.00 | 1.00 | | 1.00 | | |
| Hourly Flow Rate, HFR | 10 | 0 | 13 | | 0 | 0 | | 0 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | | |
| Percent Grade (%) | | 0 | | | | 0 | | | | |
| Flared Approach | | T N | | | | T N | | | | |
| • | | 0 | | | | 0 | | | | |
| Storage RT Channelized | + | - 0 | | -+ | | U | | 0 | | |
| | | | 0 | | 0 | | | 0 | | |
| Lanes | 0 | 0 LR | 0 | | 0 | 0 | | 0 | | |
| Configuration | | | <u></u> | | | | | | | |
| Delay, Queue Length, a | | | | 147 11 | | | - | | | |
| Approach | NB | SB | 8 | Westbo | | | Eastboun | 1 | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Lane Configuration | | LT | | LR | | | | | | |
| v (vph) | | 13 | | 23 | | | <u> </u> | | | |
| C (m) (vph) | | 1562 | | 935 | | | | | | |
| v/c | | 0.01 | | 0.02 | | | | | | |
| 95% queue length | | 0.03 | | 0.08 | | | | | | |
| Control Delay | | 7.3 | | 8.9 | | | | | | |
| LOS | | A A | | A | | | | | | |
| Approach Delay | | | | 8.9 | | | 1 | | | |
| · · | | | | | | | | | | |
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Version 4.1d

| | TW | O-WAY STOP | CONTR | OL SU | JMN | //ARY | | | | |
|--------------------------------|----------------|------------|---------|-------------|------|---------------|----------|---------------|-------|--|
| General Information | 1 | | Site I | nform | atio | on . | | | | |
| Analyst | AAC | | Interse | ection | | | Route 94 | ! & Lal | re Ro | ad |
| Agency/Co. | TMA | | Jurisdi | ction | | | Town of | Bloom | ing G | rove |
| Date Performed | 12/22/200 | | Analys | sis Year | | | Existing | | | |
| Analysis Time Period | PM Peak | | | | | | | | | |
| Project Description Lak | | rove | 1 | | | | | | | |
| East/West Street: Route | | | | | | t: Lake R | oad | | | |
| Intersection Orientation: | | | Study I | Period (| hrs) | : 0.25 | | | | |
| Vehicle Volumes an | d Adjustme | | | 1 | | | | | | |
| Major Street | 1 | Eastbound | | | | | Westbou | ınd | | |
| Movement | 1 | 2 | 3 | | | 4 | 5 T | | | 6 |
| Volume (veh/h) | 84 | 173 | R 2 | | | <u>L</u> 1 | 237 | | | R 28 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | : | | 0.90 | 0.90 | | | 28).90 |
| Hourly Flow Rate (veh/h) | 88 | 182 | 2 | | | 0.90 1 | 263 | | | 31 |
| Proportion of heavy | 1 | 102 | † | | | • | 200 | } | | <u>. </u> |
| vehicles, P _{HV} | 3 | | | | | 1 | | | | |
| Median type | 1 | <u> </u> | j | Undiv | ided | 1 | J. | | | |
| RT Channelized? | | | 0 | 011411 | | | | ſ | | 0 |
| Lanes | 0 | 1 | 0 | | | 0 | 1 | | | 0 |
| Configuration | LTR | | | | | LTR | | | | - |
| Upstream Signal | 1 | 0 | 1 | | | | 0 | | | |
| Minor Street | | Northbound | | | | | Southbo | und | | |
| Movement | 7 | 8 | 9 | | | 10 | 11 | | | 12 |
| | L | Т | R | | | L | Т | | | R |
| Volume (veh/h) | 1 | 2 | 3 | | | 12 | 1 | | | 52 |
| Peak-hour factor, PHF | 0.75 | 0.75 | 0.75 | ; | | 0.81 | 0.81 | | (| 0.81 |
| Hourly Flow Rate (veh/h) | 1 | 2 | 4 | | | 14 | 1 | | | 64 |
| Proportion of heavy | 0 | 0 | 0 | | | 2 | 2 | | | 2 |
| vehicles, P _{HV} | | Ů | U | | | | | | | |
| Percent grade (%) | | 0 | | | | | 0 | | | |
| Flared approach | | N | | | | | N | | | |
| Storage | | 0 | | | | | 0 | | | |
| RT Channelized? | | | 0 | | | | | | | 0 |
| Lanes | 0 | 1 | 0 | | | 0 | 1 | | | 0 |
| Configuration | | LTR | | | | | LTR | | | |
| Control Delay, Queue Lo | ength, Level o | of Service | | | | | | | | |
| Approach | EB | WB | | Northbo | und | | | Southb | ound | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 1 | 1 | 12 |
| Lane Configuration | LTR | LTR | | LTR | | | | LT | R | |
| Volume, v (vph) | 88 | 1 | | 7 | | | | 79 |) | |
| Capacity, c _m (vph) | 1262 | 1397 | | 524 | | | | 62 | | |
| v/c ratio | 0.07 | 0.00 | | 0.01 | _ | | | 0.1 | | |
| Queue length (95%) | 0.07 | 0.00 | | 0.01 | _ | | | 0.1 | | |
| | 8.1 | 7.6 | | 12.0 | _ | | | | | |
| Control Delay (s/veh) | | | | | | | | 11. | | |
| LOS | Α | Α | | B | | | | B | | |
| Approach delay (s/veh) | | | | 12.0 | 1 | | | 11. | b | |
| Approach LOS | | | | В | | | <u> </u> | В | | |

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| | TW | O-WAY STOP | CONTR | OL SUM | MARY | | | | | |
|--|----------------|------------|--|------------------------|----------------|-----------|------------|----------|--|--|
| General Information | | | Site I | nformati | on | | | | | |
| Analyst | AAC | | Interse | ection | | | ad & JAcks | on | | |
| Agency/Co. | TMA | | le cori e alli | -4: | | Ave/Deer | | | | |
| Date Performed | 12/22/20 | 03 | Jurisdi | | | | Blooming (| irove | | |
| Analysis Time Period | PM Peak | | Analys | Analysis Year Existing | | | | | | |
| Project Description Lak | e Blooming G | rove | ļ . | | | | | | | |
| East/West Street: Lake I | Road | | North/S | South Stree | et: Jackso | n Ave/Dee | rbrook Rd | | | |
| Intersection Orientation: | East-West | | Study I | Period (hrs |): <i>0.25</i> | | | | | |
| Vehicle Volumes an | d Adjustme | ents | | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | ınd | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | |
| | L | Т | R | | L | Т | | R | | |
| Volume (veh/h) | 1 | 38 | 4 | | 24 | 79 | | 1 | | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | | 0.81 | 0.81 | | 0.81 | | |
| Hourly Flow Rate (veh/h) | 1 | 42 | 4 | | 29 | 97 | | 1 | | |
| Proportion of heavy vehicles, P _{HV} | 3 | | | | 5 | | | | | |
| Median type | | | | Undivide | d | | <u> </u> | | | |
| RT Channelized? | | 0 0 | | | | | | | | |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 | | |
| Configuration | LTR | | | | LTR | | | | | |
| Upstream Signal | | 0 | | | | 0 | | | | |
| Minor Street | <u>;</u> 1 | Northbound | " | 1 | | Southbo | und | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | una | 12 | | |
| Movement | Ĺ | T | R | | L | Т Т | | R | | |
| Volume (veh/h) | 2 | 1 | 11 | | 0 | 0 | | 1 | | |
| Peak-hour factor, PHF | 0.70 | 0.70 | 0.70 | | 0.75 | 0.75 | | 0.75 | | |
| Hourly Flow Rate (veh/h) | 2 | 1 | 15 | | 0 | 0 | | 1 | | |
| Proportion of heavy | | | 1 | | | | | • | | |
| vehicles, P _{HV} | 2 | 2 | 2 | | 0 | 0 | | 0 | | |
| Percent grade (%) | | 0 | | | | 0 | | | | |
| Flared approach | | Ν | | | | N | | | | |
| Storage | | 0 | | | | 0 | | | | |
| RT Channelized? | | | 0 | | | | | 0 | | |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 | | |
| Configuration | | LTR | | | | LTR | | | | |
| Control Delay, Queue Le | ength, Level o | of Service | | | | | | | | |
| Approach | EB | WB | | Northbound | d | | Southbound | <u> </u> | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Lane Configuration | LTR | LTR | | LTR | | | LTR | | | |
| Volume, v (vph) | 1 | 29 | | 18 | | | 1 | | | |
| Capacity, c _m (vph) | 1489 | 1543 | | 958 | | | 963 | | | |
| v/c ratio | 0.00 | 0.02 | | 0.02 | | | 0.00 | | | |
| Queue length (95%) | 0.00 | 0.06 | 1 | 0.06 | | | 0.00 | 1 | | |
| Control Delay (s/veh) | 7.4 | 7.4 | | 8.8 | | | 8.7 | | | |
| LOS | A | A | | A | | | A | | | |
| Approach delay (s/veh) | | | | 8.8 | | 1 | 8.7 | <u> </u> | | |
| Approach LOS | | | | A | | | A | | | |

| | TW | O-WAY STOP | CONTR | OL SUN | MMARY | | | | |
|---|----------------|------------------------|--|------------------|-------------|----------|-------------|-------------|--|
| General Information | | | Site I | nforma | tion | | | | |
| Analyst | AAC | | Interse | | | Route 94 | & Lake Ro | nad | |
| Agency/Co. | TMA | | Jurisdi | | | | Blooming (| | |
| Date Performed | 12/22/20 | 03 | | sis Year | | No-Build | | | |
| Analysis Time Period | AM Peak | Hour | | | | | | | |
| Project Description Lak | e Blooming G | rove | | | | | | | |
| East/West Street: Route | | | North/S | South Stre | eet: Lake F | Road | | | |
| Intersection Orientation: | East-West | | Study I | Period (hr | rs): 0.25 | | | | |
| Vehicle Volumes an | d Adjustme | ents | | | | | | | |
| Major Street | <u> </u> | Eastbound | | | | Westbou | ınd | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | <u>L</u> | Т | R | | L | T | | R | |
| Volume (veh/h) | 30 | 305 | 2 | | 2 | 223 | | 4 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | | 0.87 | 0.87 | | 0.87 | |
| Hourly Flow Rate (veh/h) | 34 | 346 | 2 | | 2 | 256 | | 4 | |
| Proportion of heavy vehicles, P _{HV} | 4 | | | | 4 | | | | |
| | | | | I I a alia si al | l = -I | | | | |
| Median type | | Undivided 0 | | | | | | 0 | |
| RT Channelized? | 0 | 1 | | | 0 | 1 | | 0 | |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | U | |
| Configuration | LTR | 0 | | | LTR | 0 | | | |
| Upstream Signal | <u> </u> | * | 1 | <u> </u> | | | | | |
| Minor Street | | Northbound | 1 0 | | 4.0 | Southbou | und | 40 | |
| Movement | 7 | 8 | 9 | | 10 | 11 | _ | 12 | |
| | L | T | R | | L | T | | R | |
| Volume (veh/h) | 3 | 1 | 1 | | 32 | 1 | | 91 | |
| Peak-hour factor, PHF Hourly Flow Rate (veh/h) | 0.42 7 | 0.42 2 | 0.42 2 | | 0.86 37 | 0.86 | | 0.86 105 | |
| Proportion of heavy | / | 2 | | | 37 | ' | | 103 | |
| vehicles, P _{HV} | 0 | 0 | 0 | | 1 | 1 | | 1 | |
| Percent grade (%) | | 0 | | | | 0 | | | |
| Flared approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | | |
| RT Channelized? | | | 0 | | | | | 0 | |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 | |
| Configuration | | LTR | | | | LTR | | | |
| Control Delay, Queue Lo | ength, Level o | of Service | | | | | | | |
| Approach | EB | WB | | Northbou | nd | S | Southbound | t | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| Lane Configuration | LTR | LTR | | LTR | | | LTR | | |
| Volume, v (vph) | 34 | 2 | | 11 | | | 143 | | |
| Capacity, c _m (vph) | 1293 | 1200 | | 335 | | | 593 | | |
| v/c ratio | 0.03 | 0.00 | | 0.03 | | | 0.24 | | |
| Queue length (95%) | 0.08 | 0.01 | | 0.10 | | | 0.94 | | |
| Control Delay (s/veh) | 7.9 | 8.0 | | 16.1 | 1 | | 13.0 | 1 | |
| LOS | A A | A | | C | | | B | | |
| Approach delay (s/veh) | | | | 16.1 | Į. | | 13.0 | Į | |
| Approach delay (s/ven) Approach LOS | | | | 16.1 C | | | | | |
| Approach LOS | | Convright © 2003 Unive | | | | | В | Version 4 | |

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| | TWO | D-WAY STOP | CONTR | OL SUI | MMARY | | | | |
|---|------------------------------------|------------|----------|---|------------|--|--|----------|--|
| General Information | n | | Site I | nforma | tion | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | AAC TMA 12/22/200 AM Peak | 93 | Jurisdi | Intersection Jurisdiction Analysis Year | | Lake Road & Beaver E Rd Town of Blooming Gro No-Build | | | |
| Project Description La | ke Bloomina G | rove | | | | | | | |
| East/West Street: Beav | | | North/S | South Str | eet: Lake | Road | | | |
| Intersection Orientation: | North-South | | | | rs): 0.25 | | | | |
| Vehicle Volumes ar | nd Adiustme | nts | | | | | | | |
| Major Street | 1 | Northbound | | ĺ | | Southbo | und | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | Т | R | | L | Т | | R | |
| Volume | 0 | 52 | 10 | | 12 | 21 | | 0 | |
| Peak-Hour Factor, PHF | 1.00 | 0.91 | 0.91 | <u> </u> | 0.78 | 0.78 | | 1.00 | |
| Hourly Flow Rate, HFR | 0 | 57 | 10 | | 15 | 26 | | 0 | |
| Percent Heavy Vehicles | 0 | | | | 6 | | | | |
| Median Type | | 1 | | Undivid | led | | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| _anes | 0 | 1 | 0 | | 0 | 1 | | 0 | |
| Configuration | | | TR | | LT | | | | |
| Jpstream Signal | | 0 | | | | 0 | | | |
| Minor Street | | Westbound | | | | Eastbou | ınd | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | Т | R | | L | Т | | R | |
| Volume | 14 | 0 | 23 | | 0 | 0 | | 0 | |
| Peak-Hour Factor, PHF | 0.88 | 1.00 | 0.88 | | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR | 15 | 0 | 26 | | 0 | 0 | | 0 | |
| Percent Heavy Vehicles | 3 | 0 | 3 | | 0 | 0 | | 0 | |
| Percent Grade (%) | | 0 | | | | 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 | and Level of Se | rvice | · · | | | | · · · · · · · · · · · · · · · · · · · | | |
| Approach | NB | SB | | Westbou | nd | | Eastboun | d | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| Lane Configuration | • | LT | <u>'</u> | LR | — — | 1.0 | <u> </u> | 1 | |
| | | 15 | | 41 | + | | | + | |
| v (vph) | | | | | + | + | | + | |
| C (m) (vph) | | 1509 | | 946 | + | | | + | |
| v/c | | 0.01 | | 0.04 | | | | | |
| 95% queue length | | 0.03 | ļ | 0.14 | | | ļ | | |
| Control Delay | | 7.4 | <u></u> | 9.0 | | | | <u> </u> | |
| LOS | | Α | | Α | | | | | |
| Approach Delay | | | | 9.0 | | | | | |
| Approach LOS | | | | Α | | | | | |
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Version 4.1d

| | TV | VO-WAY STOP | CONTR | OL SUN | MARY | | | | | |
|--|-------------|--------------|--------------------------|------------|--|----------------------|-------------------|--|--|--|
| General Information | 1 | | Site I | nformat | tion | | | | | |
| Analyst | AAC | | Interse | ection | | Lake Roa Ave/Deer | ad & Jackso br | on | | |
| Agency/Co. | TMA | | Jurisdi | ction | | | Blooming G | Grove | | |
| Date Performed | 12/22/2 | | Analys | sis Year | | No-Build | <u> </u> | | | |
| Analysis Time Period | AM Pea | ak | | | | | | | | |
| Project Description Lai | ke Blooming | Grove | | | | | | | | |
| East/West Street: Lake | Road | | North/S | South Stre | eet: <i>Jackso</i> | n Ave/Deel | rbrook Rd | | | |
| Intersection Orientation: | East-West | | Study Period (hrs): 0.25 | | | | | | | |
| Vehicle Volumes an | d Adjustn | nents | | | | | | | | |
| Major Street | | Eastbound | | | | Westbou | ınd | | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | | |
| | L | Т | R | | L | Т | | R | | |
| Volume (veh/h) | 0 | 92 | 3 | | 20 | 28 | | 1 | | |
| Peak-hour factor, PHF | 0.78 | 0.78 | 0.78 | | 0.77 | 0.77 | | 0.77 | | |
| Hourly Flow Rate (veh/h) | 0 | 117 | | | 25 | 36 | | 1 | | |
| Proportion of heavy vehicles, P _{HV} | 3 | | | | 5 | | | | | |
| Median type | | | | Undivid | ed | | | | | |
| RT Channelized? | | | 0 | | | | | 0 | | |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 | | |
| Configuration | LTR | | | | LTR | | | | | |
| Upstream Signal | | 0 | | | | 0 | | | | |
| Minor Street | | Northbound | | | | Southboo | und | | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | | |
| | L | Т | R | | L | Т | | R | | |
| Volume (veh/h) | 1 | 0 | 36 | | 5 | 0 | | 0 | | |
| Peak-hour factor, PHF | 0.73 | 0.73 | 0.73 | | 0.63 | 0.63 | | 0.63 | | |
| Hourly Flow Rate (veh/h) | 1 | 0 | 49 | | 7 | 0 | | 0 | | |
| Proportion of heavy | 2 | 2 | 2 | | 0 | 0 | | 0 | | |
| vehicles, P _{HV} | | | | | | · · | | | | |
| Percent grade (%) | | 0 | | | | 0 | | | | |
| Flared approach | | Ν | | | | N | | | | |
| Storage | | 0 | | | | 0 | | | | |
| RT Channelized? | | | 0 | | | | | 0 | | |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 | | |
| Configuration | | LTR | | | | LTR | | | | |
| Control Delay, Queue L | ength, Leve | l of Service | | | - | | | | | |
| Approach | EB | WB | | Northbou | nd | S | Southbound | | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Lane Configuration | LTR | LTR | | LTR | | | LTR | - | | |
| Volume, v (vph) | 0 | 25 | | 50 | + | | 7 | | | |
| · | 1567 | 1449 | | | + | | | | | |
| Capacity, c _m (vph) | | | | 929 | + | | 682 | <u> </u> | | |
| v/c ratio | 0.00 | 0.02 | | 0.05 | | | 0.01 | | | |
| Queue length (95%) | 0.00 | 0.05 | | 0.17 | | | 0.03 | ļ | | |
| Control Delay (s/veh) | 7.3 | 7.5 | | 9.1 | | | 10.3 | | | |
| LOS | Α | Α | | Α | | | В | | | |
| Approach delay (s/veh) | | | | 9.1 | | | 10.3 | | | |
| Approach LOS | | | | Α | | | В | | | |

| | TW | O-WAY STOP | CONTR | OL SU | MMAR' | Y | | | |
|--|----------------|------------------------|--|-------------|-----------------|---|----------|---------------------------------------|-------------|
| General Information | <u> </u> | | Site I | nforma | ation | | | | |
| Analyst | AAC | | Interse | | | | Route 94 | & Lake Ro | nad |
| Agency/Co. | TMA | | Jurisdi | | | | 4 | Blooming (| |
| Date Performed | 12/22/20 | 03 | | sis Year | | | No-Build | · · | |
| Analysis Time Period | PM Peak | Hour | | | | | | | |
| Project Description Lak | ke Blooming G | rove | | | | | | | |
| East/West Street: Route | | | | | reet: <i>La</i> | | ad | | |
| Intersection Orientation: | East-West | | Study I | Period (h | rs): 0.2 | 5 | | | |
| Vehicle Volumes an | d Adjustme | ents | | | | | | | |
| Major Street | | Eastbound | | | | , | Westbou | nd | |
| Movement | 1 | 2 | 3 | | 4 | | 5 | | 6 |
| | L | T | R | | L | | Т | | R |
| Volume (veh/h) | 89 | 215 | 2 | | 1 | | 273 | | 30 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | | 0.90 | | 0.90 | | 0.90 |
| Hourly Flow Rate (veh/h) | 93 | 226 | 2 | | 1 | | 303 | | 33 |
| Proportion of heavy | 3 | | | | 1 | | | | |
| vehicles, P _{HV} | | | | | | | | | |
| Median type | | | 1 | Undivi | ded | ſ | | | |
| RT Channelized? | | | 0 | | | | | | 0 |
| Lanes | 0 | 1 | 0 | | 0 | | 1 | | 0 |
| Configuration | LTR | | | | LTR | | | | |
| Upstream Signal | <u> </u> | 0 | | | | | 0 | | |
| Minor Street | | Northbound | | | | | Southbou | ınd | |
| Movement | 7 | 8 | 9 | | 10 | | 11 | | 12 |
| | L | Т | R | | L | | Т | | R |
| Volume (veh/h) | 1 | 2 | 3 | | 13 | | 1 | | 55 |
| Peak-hour factor, PHF | 0.75 | 0.75 | 0.75 | | 0.81 | | 0.81 | | 0.81 |
| Hourly Flow Rate (veh/h) | 1 | 2 | 4 | | 16 | | 1 | | 67 |
| Proportion of heavy vehicles, P _{HV} | 0 | 0 | 0 | | 2 | | 2 | | 2 |
| Percent grade (%) | | 0 | | | | | 0 | | |
| Flared approach | | N | | | | | Ν | | |
| Storage | | 0 | | | | | 0 | | |
| RT Channelized? | | | 0 | | | | | | 0 |
| Lanes | 0 | 1 | 0 | | 0 | | 1 | | 0 |
| Configuration | | LTR | | | | | LTR | | |
| Control Delay, Queue L | ength, Level o | of Service | | | | | | · · · · · · · · · · · · · · · · · · · | |
| Approach | EB | WB | | Northbo | und | | S | outhbound | |
| Movement | 1 | 4 | 7 | 8 | 9 |) | 10 | 11 | 12 |
| Lane Configuration | LTR | LTR | | LTR | 1 | | | LTR | 1 |
| Volume, v (vph) | 93 | 1 | | 7 | 1 | | | 84 | 1 |
| Capacity, c _m (vph) | 1218 | 1346 | | 467 | 1 | | | 567 | |
| v/c ratio | 0.08 | 0.00 | | 0.01 | | | | 0.15 | 1 |
| Queue length (95%) | 0.25 | 0.00 | | 0.05 | 1 | | | 0.52 | 1 |
| Control Delay (s/veh) | 8.2 | 7.7 | | 12.8 | 1 | | | 12.5 | 1 |
| LOS | A | A | | В | 1 | | | В | 1 |
| Approach delay (s/veh) | | | | 12.8 | | | 12.5 | | • |
| Approach LOS | | | | В | | | | В | |
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| | TWO | D-WAY STOP | CONTR | OL SU | MMARY | | | | |
|---|-------------------------------------|------------|----------|---|------------|------|--|----------|--|
| General Information | າ | | Site I | nforma | ation | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | AAC TMA 12/22/200 P M Peak | | Jurisdi | Intersection Jurisdiction Analysis Year | | | Lake Road & Beaver Brook Rd Town of Blooming Grove No-Build | | |
| Project Description La | ke Bloomina Gi | ove | | | | | | | |
| East/West Street: Beav | | | North/S | South Sti | reet: Lake | Road | | | |
| Intersection Orientation: | North-South | | | | rs): 0.25 | | | | |
| Vehicle Volumes an | d Adjustme | nts | | | | | | | |
| Major Street | 1 | Northbound | | | | | und | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | Т | R | | L | Т | | R | |
| /olume | 0 | 32 | 13 | | 12 | 68 | | 0 | |
| Peak-Hour Factor, PHF | 1.00 | 0.75 | 0.75 | 5 | 0.82 | 0.82 | | 1.00 | |
| Hourly Flow Rate, HFR | 0 | 42 | 17 | | 14 | 82 | | 0 | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | |
| Median Type | <u> </u> | | î | Undivid | ded | _ | | | |
| RT Channelized | <u> </u> | | 0 | | | | | 0 | |
| anes | 0 | 1 | 0 | | 0 | 1 | | 0 | |
| Configuration | <u> </u> | | TR | TR LT | | | | | |
| Jpstream Signal | | 0 | ļ | | | 0 | | | |
| Minor Street | | Westbound | | | | | ınd | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | Т | R | | L | Т | | R | |
| √olume | 9 | 0 | 12 | | 0 | 0 | | 0 | |
| Peak-Hour Factor, PHF | 0.79 | 1.00 | 0.79 |) | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR | 11 | 0 | 15 | | 0 | 0 | | 0 | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Percent Grade (%) | | 0 | | | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Configuration | | LR | 1 | | - | | | - | |
| Delay, Queue Length, a | nd Level of Se | · · | Į. | | | | Ų. | | |
| Approach | NB | SB | | Westbou | ınd | ĺ | Eastboun | d | |
| Movement | | 4 | | 8 | 9 | | 11 | | |
| + | 1 | | 7 | | 9 | 10 | '' | 12 | |
| _ane Configuration | | LT | | LR | + | | | | |
| v (vph) | | 14 | | 26 | | | | | |
| C (m) (vph) | | 1558 | | 931 | | | <u> </u> | | |
| //c | | 0.01 | <u></u> | 0.03 | | | | | |
| 95% queue length | | 0.03 | | 0.09 | | | | | |
| Control Delay | | 7.3 | | 9.0 | | | | | |
| LOS | | Α | | Α | | | | | |
| Approach Delay | | | | 9.0 | | | <u> </u> | <u> </u> | |
| · · · · · · · · · · · · · · · · · · · | | | | | | | | | |
| Approach LOS Rights Reserved | | | <u> </u> | Α | | | | | |

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Version 4.1d

| | TW | O-WAY STOP | CONTR | OL S | UMN | IARY | | | | |
|--|------------|--|---------|-----------|--------|------------------------|-----------|--------------|------|--------|
| General Information | | | Site I | nforn | natio | n | | | | |
| Analyst | AAC | | Interse | ection | | | | | | |
| Agency/Co. | TMA | | Jurisdi | ction | | Town of Blooming Grove | | | | irove |
| Date Performed | 12/22/20 | | Analys | is Yea | r | | No-Build | | | |
| Analysis Time Period | PM Peak | , | | | | | | | | |
| Project Description Lak | | rove | | | | | | | | |
| East/West Street: Lake I | | | | | | | n Ave/Dee | rbrook | (Rd | |
| Intersection Orientation: | | | Study I | Period | (hrs): | 0.25 | | | | |
| Vehicle Volumes and | d Adjustme | | | | | | | | | |
| Major Street | | Eastbound | | | | 4 | Westbo | und | | 0 |
| Movement | 1 L | 2 T | 3 R | | | 4 L | 5 T | | | 6 R |
| Volume (veh/h) | 1 | 40 | 4 | | | 26 | 84 | | | 1 1 |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | | | 0.81 | 0.81 | 1 | - |).81 |
| Hourly Flow Rate (veh/h) | 1 | 44 | 4 | | | 32 | 103 | | | 1 |
| Proportion of heavy | | 1 | 1 | | | | 1.55 | | | |
| vehicles, P _{HV} | 3 | | | | | 5 | | | | |
| Median type | | | | Undi | vided | | 1 | | | |
| RT Channelized? | | | 0 | | | | | | | 0 |
| Lanes | 0 | 1 | 0 | | | 0 | 1 | | | 0 |
| Configuration | LTR | | | LTR | | LTR | | | | |
| Upstream Signal | | 0 | | | | | 0 | | | |
| Minor Street | | Northbound | , | Southboun | | | und | | | |
| Movement | 7 | 8 | 9 | | | 10 | 11 | | | 12 |
| | L | Т | R | | | L | Т | | | R |
| Volume (veh/h) | 2 | 1 | 12 | | 0 | | 0 | | 1 | |
| Peak-hour factor, PHF | 0.70 | 0.70 | 0.70 | | (| 0.75 | 0.75 | | 0.75 | |
| Hourly Flow Rate (veh/h) | 2 | 1 | 17 | | | 0 | 0 | | | 1 |
| Proportion of heavy vehicles, P _{HV} | 2 | 2 | 2 | | | 0 | 0 | | | 0 |
| | | | | | | | | | | |
| Percent grade (%) | | 0 | | | | | 0 | 1 | | |
| Flared approach | | N | | | | | N | | | |
| Storage | | 0 | | | | | 0 | | | |
| RT Channelized? | | | 0 | | | | | | | 0 |
| Lanes | 0 | 1 | 0 | | | 0 | 1 | | | 0 |
| Configuration | | LTR | | | | | LTR | | | |
| Control Delay, Queue Le | | 1 | | | | | 1 | | | |
| Approach | EB | WB | | Northb | | | ļ | Southb | | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | \ | 1 | 12 |
| Lane Configuration | LTR | LTR | | LTF | _ | | | LT | | |
| Volume, v (vph) | 1 | 32 | | 20 | | | | 1 | | |
| Capacity, c _m (vph) | 1481 | 1540 | | 958 | 8 | | | 95 | 6 | |
| v/c ratio | 0.00 | 0.02 | | 0.0 | 2 | | | 0.0 | 00 | |
| Queue length (95%) | 0.00 | 0.06 | | 0.0 | 6 | | | 0.0 | 00 | |
| Control Delay (s/veh) | 7.4 | 7.4 | | 8.8 | 3 | | | 8. | 8 | |
| LOS | Α | Α | | Α | | | | Α | | |
| Approach delay (s/veh) | | | | 8.8 | | | 8.8 | | 2 | |
| Approach LOS | | | | Α | | | | Α | | |
| ucs2000TM | | <u>, </u> | | | | | 1 | | | |

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| | TW | O-WAY STOP | CONTR | OL SI | JMN | IARY | | | | |
|--|--|-------------------------|-----------|---------------------|--------|------------|------------------------|------------------|------------|--|
| General Information | <u> </u> | | Site I | nform | natio | n | | | | |
| Analyst | AAC | | Interse | ction | | | Route 94 | ! & Lake F | Road | |
| Agency/Co. | TMA | | Jurisdi | | | | Town of Blooming Grove | | | |
| Date Performed | 12/22/20 | 03 | Analys | is Yea | r | | Build | | | |
| Analysis Time Period | AM Peak | Hour | | | | | | | | |
| Project Description Lak | | rove | | | | | | | | |
| East/West Street: Route | | | 1 | | | : Lake R | oad | | | |
| ntersection Orientation: | | | Study I | Period | (hrs): | 0.25 | | | | |
| Vehicle Volumes an | d Adjustme | ents | | | | | | | | |
| Major Street | <u> </u> | Eastbound | 1 | | | | Westbou | ınd | | |
| Movement | 1 | 2 | 3 | | | 4 | 5 | | 6 | |
| () () | L | T | R | | | | T | | R | |
| /olume (veh/h) Peak-hour factor, PHF | 33 | 305 | 2 | | | 2 | 223 | | 9 | |
| Hourly Flow Rate (veh/h) | 0.88 37 | 0.88 346 | 0.88 2 | | | 0.87 2 | 0.87 256 | | 0.87 10 | |
| Proportion of heavy | 3/ | 340 | | | | | 200 | | 10 | |
| ehicles, P _{HV} | 4 | | | | | 4 | | | | |
| Median type | + | <u> </u> | | Undiv | /ided | | | | | |
| RT Channelized? | † | 1 | 0 | Jiidiv | nueu | | | | 0 | |
| _anes | 0 | 1 | 0 | | | 0 | 1 | | 0 | |
| Configuration | LTR | , | | | | LTR | , | | | |
| Jpstream Signal | 277 | 0 | | | LIK | | 0 | | | |
| Minor Street | i | Northbound | y. | 1 | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 9 10 | | 10 | 11 | ana | 12 | |
| NO COMOTIC | L | T | R | | | L | T | | R | |
| /olume (veh/h) | 3 | 1 | 1 | | | 48 | 1 | | 99 | |
| Peak-hour factor, PHF | 0.42 | 0.42 | 0.42 | | (| 0.86 | 0.86 | | 0.86 | |
| Hourly Flow Rate (veh/h) | 7 | 2 | 2 | | | 55 | 1 | | 115 | |
| Proportion of heavy vehicles, P _{HV} | 0 | 0 | 0 | | | 1 | 1 | | 1 | |
| | | | | | | | 0 | | | |
| Percent grade (%) | | 0 | 1 | | | | 0 | | | |
| Flared approach | | N | | | | | N | | | |
| Storage | | 0 | 1 | | | | 0 | | | |
| RT Channelized? | | <u> </u> | 0 | | | | | | 0 | |
| anes | 0 | 1 | 0 | | | 0 | 1 | | 0 | |
| Configuration | <u> </u> | LTR | | ļ | | | LTR | | | |
| Control Delay, Queue Lo | | (| | | | | ſ | | | |
| Approach | EB | WB | | Northb ₀ | | | | Southbour | | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 11 | 12 | |
| ane Configuration | LTR | LTR | | LTF | ₹ | | | LTR | | |
| /olume, v (vph) | 37 | 2 | | 11 | | | | 171 | | |
| Capacity, c _m (vph) | 1286 | 1200 | | 324 | 1 | | | 556 | | |
| /c ratio | 0.03 | 0.00 | | 0.03 | 3 | | | 0.31 | | |
| Queue length (95%) | 0.09 | 0.01 | | 0.11 | 1 | | | 1.30 | | |
| Control Delay (s/veh) | 7.9 | 8.0 | | 16.5 | | | | 14.3 | 1 | |
| _OS | Α | Α | | С | | | | В | | |
| Approach delay (s/veh) | | | | 16.5 | 5 | | 14.3 | | | |
| Approach LOS | | | | C | - | | | <u>14.5</u> В | | |
| Approach LOS | | Convright © 2003 Univer | | | | | 1 | ט | Version 4 | |

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| | TWO | D-WAY STOP | CONTR | OL SUI | MMARY | | | | |
|---|------------------------------------|-------------|---------|---|-----------|------|---|------|--|
| General Information | 1 | | Site I | nforma | tion | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | AAC TMA 12/22/200 AM Peak | 13 | Jurisdi | Intersection Jurisdiction Analysis Year | | | Lake Road & Beaver Brook Rd Town of Blooming Grove Build | | |
| Project Description La | ke Blooming G | ove | | | | | | | |
| East/West Street: Beav | | | North/S | South Str | eet: Lake | Road | | | |
| Intersection Orientation: | North-South | | | | rs): 0.25 | | | | |
| Vehicle Volumes an | d Adjustme | nts | | | | | | | |
| Major Street | 1 | Northbound | | | | | und | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | Т | R | | L | Т | | R | |
| /olume | 0 | 55 | 10 | | 12 | 22 | | 0 | |
| Peak-Hour Factor, PHF | 1.00 | 0.91 | 0.91 | ' | 0.78 | 0.78 | | 1.00 | |
| Hourly Flow Rate, HFR | 0 | 60 | 10 | | 15 | 28 | | 0 | |
| Percent Heavy Vehicles | 0 | | | | 6 | | | | |
| Median Type | <u> </u> | | | Undivia | led | | - | | |
| RT Channelized | <u> </u> | | 0 | | | | | 0 | |
| anes | 0 | 1 | 0 | | 0 | 1 | | 0 | |
| Configuration | <u> </u> | | TR | | LT | | | | |
| Jpstream Signal | 1 | 0 | | | | 0 | | | |
| Minor Street | | Westbound | | | | | nd | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | Т | R | | L | Т | | R | |
| /olume | 14 | 0 | 23 | | 0 | 0 | | | |
| Peak-Hour Factor, PHF | 0.88 | 1.00 | 0.88 | | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR | 15 | 0 | 26 | | 0 | 0 | | 0 | |
| Percent Heavy Vehicles | 3 | 0 | 3 | | 0 | 0 | | 0 | |
| Percent Grade (%) | | 0 | • | | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| Lanes | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Configuration | 1 | LR | 1 | | | | 1 | | |
| Delay, Queue Length, a | nd Level of Se | · · | | | | | | | |
| Approach | NB | SB | , | Westbou | nd | | Eastboun | d | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| _ane Configuration | ' | LT | | LR | | 10 | | 12 | |
| <u> </u> | | | | | + | + | | + | |
| / (vph) | | 15 | | 41 | | + | <u> </u> | - | |
| C (m) (vph) | | 1506 | | 942 | | | | 4 | |
| ı/c | | 0.01 | | 0.04 | | | <u></u> | | |
| 95% queue length | | 0.03 | | 0.14 | | | | | |
| Control Delay | | 7.4 | | 9.0 | | | | | |
| LOS | | Α | | Α | | | | | |
| Approach Delay | | | | 9.0 | | | | | |
| Approach LOS | | | | A | | | | | |
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Version 4.1d

| | TW | O-WAY STOP | CONTR | OL SUM | MARY | | | |
|--|---------------|------------|------------------|--|------------------|----------------------|-------------------|-----------|
| General Information | | | Site Information | | | | | |
| Analyst | AAC | | Interse | ection | | Lake Roa Ave/Deer | ad & Jackso br | on |
| Agency/Co. | TMA | | Jurisdi | Jurisdiction | | | Blooming G | Grove |
| Date Performed | 12/22/200 | | | Analysis Year | | | | |
| Analysis Time Period | AM Peak | | | | | Build | | |
| Project Description Lake | | rove | N41- /6 | 2 | -t- ll | A /D | ula ura a la Dal | |
| East/West Street: Lake F | | | | | | on Ave/Deei | тргоок Ка | |
| Intersection Orientation: | | | Study I | Period (hrs | s): <i>0.</i> 25 | | | |
| Vehicle Volumes and | d Adjustme | | | 1 | | NA / (I | | |
| Major Street | | Eastbound | 1 2 | | 4 | Westbou | ina | |
| Movement | 1 L | 2 T | 3 R | - | 4 | 5 T | | 6 R |
| Volume (veh/h) | 0 | 95 | 3 | | 20 | 29 | | 1 1 |
| Peak-hour factor, PHF | 0.78 | 0.78 | 0.78 | - - | 0.77 | 0.77 | |).77 |
| Hourly Flow Rate (veh/h) | 0.78 | 121 | 3 | | 25 | 37 | - |).77 1 |
| Proportion of heavy vehicles, P _{HV} | 3 | | | | 5 | | | |
| Median type | | | ļ | Undivide | ed . | | ļ | |
| RT Channelized? | | | 0 | Onarriae | ·u | | | 0 |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 |
| Configuration | LTR | | | | LTR | | | |
| Upstream Signal | | 0 | | | | 0 | | |
| Minor Street | | Northbound | orthbound | | | Southboo | und | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 |
| | L | Т | R | | L | Т | | R |
| Volume (veh/h) | 1 | 0 | 36 | | | 0 | | 0 |
| Peak-hour factor, PHF | 0.73 | 0.73 | 0.73 | | 0.63 | 0.63 | (| 0.63 |
| Hourly Flow Rate (veh/h) | 1 | 0 | 49 | | 7 | 0 | | 0 |
| Proportion of heavy vehicles, P _{HV} | 2 | 2 | 2 | | 0 | 0 | | 0 |
| Percent grade (%) | | 0 | | | | 0 | | |
| Flared approach | | N | | | | N | | |
| Storage | | 0 | | | | 0 | | |
| RT Channelized? | | | 0 | | | | | 0 |
| Lanes | 0 | 1 | 0 | | 0 | 1 | | 0 |
| Configuration | | LTR | | | | LTR | | |
| Control Delay, Queue Le | ngth, Level c | of Service | | | | | | |
| Approach | EB | WB | | Northboun | ıd | S | Southbound | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | LTR | LTR | | LTR | | | LTR | |
| Volume, v (vph) | 0 | 25 | | 50 | | | 7 | |
| Capacity, c _m (vph) | 1566 | 1444 | | 924 | | | 677 | |
| v/c ratio | 0.00 | 0.02 | | 0.05 | | | 0.01 | |
| Queue length (95%) | 0.00 | 0.05 | | 0.17 | | | 0.03 | |
| Control Delay (s/veh) | 7.3 | 7.5 | | 9.1 | | | 10.4 | |
| LOS | A | A | | A | 1 | | В | |
| Approach delay (s/veh) | | | | 9.1 | | | 10.4 | <u> </u> |
| Approach LOS | | | | A | | | В | |
| rage and TM | | ı | <u> </u> | / 1 | | 1 | | |

| | TW | O-WAY STOP | CONTR | OL SU | ММ | ARY | | | | |
|--|---------------|------------------------|---------|-----------|----------|--------|----------|----------|-----------|--|
| General Information | <u> </u> | | Site I | nforma | atio | n | | | | |
| Analyst | AAC | | Interse | | | | Route 94 | & Lake R | nad | |
| Agency/Co. | TMA | | Jurisdi | | | | | Blooming | | |
| Date Performed | 12/22/20 | 03 | | is Year | | | Build | | | |
| Analysis Time Period | PM Peak | Hour | | | | | | | | |
| Project Description Lak | ke Blooming G | rove | | | | | | | | |
| East/West Street: Route | | | | | | Lake R | oad | | | |
| Intersection Orientation: | East-West | | Study I | Period (h | nrs): | 0.25 | | | | |
| Vehicle Volumes an | d Adjustme | ents | | | | | | | | |
| Major Street | | Eastbound | | | | | Westbou | nd | | |
| Movement | 1 | 2 | 3 | | | 4 | 5 | | 6 | |
| | L | Т | R | | | L | Т | | R | |
| Volume (veh/h) | 98 | 215 | 2 | | | 1 | 273 | | 47 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | | 0 | 0.90 | 0.90 | | 0.90 | |
| Hourly Flow Rate (veh/h) | 103 | 226 | 2 | | | 1 | 303 | | 52 | |
| Proportion of heavy | 3 | | | | | 1 | | | | |
| vehicles, P _{HV} | | | | | | | | | | |
| Median type | - | | 1 | Undivi | ded | | ſ | 1 | | |
| RT Channelized? | | _ | 0 | | | | | | 0 | |
| Lanes | 0 | 1 | 0 | | | 0 | 1 | | 0 | |
| Configuration | LTR | | | | L | .TR | _ | | | |
| Upstream Signal | <u> </u> | 0 | | | | | 0 | | | |
| Minor Street | | Northbound | | | | | Southboo | und | | |
| Movement | 7 | 8 | 9 | | | 10 | 11 | | 12 | |
| | L | Т | R | | | L | Т | | R | |
| Volume (veh/h) | 1 | 2 | 3 | 23 | | 1 | | 60 | | |
| Peak-hour factor, PHF | 0.75 | 0.75 | 0.75 | | |).81 | 0.81 | | 0.81 | |
| Hourly Flow Rate (veh/h) | 1 | 2 | 4 | | | 28 | 1 | | 74 | |
| Proportion of heavy vehicles, P _{HV} | 0 | 0 | 0 | | | 2 | 2 | | 2 | |
| Percent grade (%) | | 0 | | | | | 0 | | | |
| Flared approach | | N | | | | | N | | | |
| Storage | | 0 | | | | | 0 | | | |
| RT Channelized? | | | 0 | | | | | | 0 | |
| Lanes | 0 | 1 | 0 | | | 0 | 1 | | 0 | |
| Configuration | | LTR | | | | | LTR | | | |
| Control Delay, Queue L | ength, Level | of Service | | | | | | | | |
| Approach | EB | WB | | Northbo | und | | S | outhboun | d | |
| Movement | 1 | 4 | 7 | 8 | | 9 | 10 | 11 | 12 | |
| Lane Configuration | LTR | LTR | | LTR | | | | LTR | | |
| Volume, v (vph) | 103 | 1 | | 7 | | | | 103 | | |
| Capacity, c _m (vph) | 1198 | 1346 | | 445 | | | | 507 | | |
| v/c ratio | 0.09 | 0.00 | | 0.02 | | | | 0.20 | | |
| Queue length (95%) | 0.28 | 0.00 | | 0.05 | \neg | | | 0.75 | | |
| Control Delay (s/veh) | 8.3 | 7.7 | | 13.2 | 十 | | | 13.9 | | |
| LOS | A | Α | | В | | | | В | | |
| Approach delay (s/veh) | | | | 13.2 | <u> </u> | | 13.9 | | • | |
| Approach LOS | | | | В | | | B | | | |
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| | TWO | D-WAY STOP | CONTR | OL SU | MMARY | | | | |
|---|-------------------------------------|------------|------------------------------|-----------|------------|---|----------|------|--|
| General Information | า | | Site I | nforma | ation | | | | |
| Analyst Agency/Co. Date Performed Analysis Time Period | AAC TMA 12/22/200 P M Peak | | Interse Jurisdi Analys | | | Lake Road & Beaver Bro Rd Town of Blooming Grove Build | | | |
| Project Description La | ke Blooming G | rove | | | | | | | |
| East/West Street: Beav | | | North/S | South St | reet: Lake | Road | | | |
| ntersection Orientation: | North-South | | Study I | Period (h | rs): 0.25 | | | | |
| /ehicle Volumes ar | nd Adjustme | nts | | | | | | | |
| Major Street | | Northbound | | | | Southbo | und | | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 | |
| | L | Т | R | | L | Т | | R | |
| /olume | 0 | 34 | 13 | | 12 | 71 | | 0 | |
| Peak-Hour Factor, PHF | 1.00 | 0.75 | 0.75 | 5 | 0.82 | 0.82 | | 1.00 | |
| Hourly Flow Rate, HFR | 0 | 45 | 17 | | 14 | 86 | | 0 | |
| Percent Heavy Vehicles | 0 | | | | 0 | | | | |
| ledian Type | <u> </u> | <u> </u> | 1 | Undivid | ded | 1 | | | |
| RT Channelized | <u> </u> | | 0 | | | | | 0 | |
| anes | 0 | 1 | 0 | | 0 | 1 | | 0 | |
| Configuration | | | TR | TR LT | | 0 | | | |
| Jpstream Signal | | 0 | | | | | | | |
| /linor Street | | Westbound | | | | | ınd | | |
| Movement | 7 | 8 | 9 | | 10 | 11 | | 12 | |
| | L | Т | R | | L | Т | | R | |
| /olume | 9 | 0 | 12 | | 0 | 0 | | 0 | |
| Peak-Hour Factor, PHF | 0.79 | 1.00 | 0.79 | | 1.00 | 1.00 | | 1.00 | |
| Hourly Flow Rate, HFR | 11 | 0 | 15 | | 0 | 0 | | 0 | |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Percent Grade (%) | | 0 | | | | 0 | | | |
| Flared Approach | | N | | | | N | | | |
| Storage | | 0 | | | | 0 | | | |
| RT Channelized | | | 0 | | | | | 0 | |
| _anes | 0 | 0 | 0 | | 0 | 0 | | 0 | |
| Configuration | | LR | 1 | | | | | | |
| Delay, Queue Length, a | and Lovel of Se | , | <u>.</u> | | | | <u> </u> | | |
| Approach | NB | SB | | Westbou | ınd | | Eastboun | 4 | |
| • • | | | | 1 | | | 1 | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 | |
| ane Configuration | | LT | | LR | | | | | |
| / (vph) | | 14 | | 26 | | | | | |
| C (m) (vph) | | 1554 | | 924 | | | | | |
| //c | | 0.01 | | 0.03 | | | | | |
| 95% queue length | | 0.03 | | 0.09 | | | | | |
| Control Delay | | 7.3 | | 9.0 | | | | | |
| OS | | 7.5 A | | 3.0 A | | | | + | |
| | | | | | | | J | | |
| Approach Delay | | | | 9.0 | | | | | |
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Version 4.1d

| | TV | VO-WAY STOP | CONTR | OL SI | JMMAR | <u> </u> | | | | |
|--------------------------------|--------------|-------------|---------|----------------------|------------|---------------|------------------------|-------------|-------|--|
| General Information | | | Site I | nform | ation | | | | | |
| Analyst | AAC | | Interse | ection | | | Lake Roa Ave/Deer | ad & JAcks | on | |
| Agency/Co. | TMA | | luriedi | Jurisdiction | | | Town of Blooming Grove | | | |
| Date Performed | 12/22/2 | 003 | | Analysis Year | | | Build | Siddining C | JIOVE | |
| Analysis Time Period | PM Pea | ık | Allalys | 515 1 C a | l | | Bana | | | |
| | e Blooming | Grove | | | | | | | | |
| East/West Street: Lake F | Road | | North/S | South S | treet: Ja | ckson . | Ave/Deer | rbrook Rd | | |
| ntersection Orientation: | East-West | | Study I | Period | (hrs): 0.2 | 5 | | | | |
| Vehicle Volumes and | d Adjustn | nents | | | | | | | | |
| Major Street | <u> </u> | Eastbound | | | | | Westbou | nd | | |
| Movement | 1 | 2 | 3 | | 4 | | 5 | | 6 | |
| | L | Т | R | | L | | Т | | R | |
| /olume (veh/h) | 1 | 42 | 4 | | 26 | | 87 | | 1 | |
| Peak-hour factor, PHF | 0.90 | 0.90 | 0.90 | | 0.81 | | 0.81 | | 0.81 | |
| Hourly Flow Rate (veh/h) | 1 | 46 | 4 | | 32 | | 107 | | 1 | |
| Proportion of heavy | 3 | | | | 5 | | | | | |
| rehicles, P _{HV} | 3 | | | | <u> </u> | | | | | |
| Median type | | | | Undiv | rided | | | | | |
| RT Channelized? | | | 0 | ĺ | | | | | 0 | |
| anes | 0 | 1 | 0 | | 0 | | 1 | | 0 | |
| Configuration | LTR | | | | LTR | | | | | |
| Jpstream Signal | 1 | 0 | | | | | 0 | | | |
| /linor Street | | Northbound | - | | | | Southbound | | | |
| Movement | 7 | 8 | 9 | | 10 | | 11 | | 12 | |
| | L | Т | R | | L | | Т | | R | |
| /olume (veh/h) | 2 | 1 | 12 | | | | 0 | | 1 | |
| Peak-hour factor, PHF | 0.70 | 0.70 | 0.70 | | 0.75 | | 0.75 | | 0.75 | |
| Hourly Flow Rate (veh/h) | 2 | 1 | 17 | | 0 | | 0 | | 1 | |
| Proportion of heavy | | | | | | | | | | |
| ehicles, P _{HV} | 2 | 2 | 2 | | 0 | | 0 | | 0 | |
| Percent grade (%) | | 0 | | | | ı | 0 | | | |
| lared approach | 1 | N | | | | | Ν | | | |
| Storage | | 0 | | | | | 0 | | | |
| RT Channelized? | | | 0 | | | | | | 0 | |
| anes | 0 | 1 | 0 | | 0 | | 1 | | 0 | |
| Configuration | | LTR | | | | | LTR | | | |
| Control Delay, Queue Le | ength, Level | of Service | | | | | | | | |
| Approach | EB | WB | | Northbo | ound | | S | Southbound | t | |
| /lovement | 1 | 4 | 7 | 8 | 9 | | 10 | 11 | 12 | |
| ane Configuration | LTR | LTR | | LTF | | | | LTR | | |
| /olume, v (vph) | 1 | 32 | | 20 | | | | 1 | | |
| Capacity, c _m (vph) | 1476 | 1537 | | 955 | | | | 951 | | |
| v/c ratio | 0.00 | 0.02 | | 0.02 | · | | | 0.00 | | |
| Queue length (95%) | 0.00 | 0.06 | | 0.06 | 3 | | | 0.00 | | |
| Control Delay (s/veh) | 7.4 | 7.4 | | 8.9 | | | | 8.8 | 1 | |
| OS | A | A A | | A | + | | | | 1 | |
| Approach delay (s/veh) | A | | | 8.9 | Į | $\overline{}$ | 8.8 | | I | |
| Approach LOS | | | | <u> </u> | | + | | A | | |
| CS2000 TM | | | | | | | | | | |