

appendix I

2020 RECOMMENDED ALTERNATIVE TWO-WAY STOP CONTROL ANALYSIS

Analyst	<i>jc</i>	Intersection	<i>yellowstone @ stuart</i>
Agency/Co.	<i>jrh</i>	Jurisdiction	
Date Performed	<i>7/8/02</i>	Analysis Year	<i>2020 recommended</i>
Analysis Time Period	<i>peak</i>		
Project Description			
East/West Street: <i>stuart</i>		North/South Street: <i>yellowstone</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	227	1035	0	0	1035	61
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	227	1035	0	0	1035	61
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	68	0	426
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	68	0	426
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	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (vph)	227					68		426
C (m) (vph)	644					32		485
v/c	0.35					2.13		0.88
95% queue length	1.58					7.78		9.48
Control Delay	13.6					784.9		45.7
LOS	B					F		E
Approach Delay	--	--				147.5		
Approach LOS	--	--				F		

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2020 RECOMMENDED ALTERNATIVE TWO-WAY STOP CONTROL ANALYSIS

TWO-WAY STOP CONTROL SUMMARY								7-08-02
General Information				Site Information				
Analyst	jc			Intersection	linden @ yellowstone			
Agency/Co.	jrh			Jurisdiction				
Date Performed	7/8/02			Analysis Year	2020 recommended			
Analysis Time Period	peak							
Project Description								
East/West Street: linden				North/South Street: yellowstone				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	2038	16	0	1870	7		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	0	2038	16	0	1870	7		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	1	0	2	0		
Configuration		T	R		T	TR		
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	0	0	36	0	0	48		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR	0	0	36	0	0	48		
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	1	0	0	1		
Configuration			R			R		
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (vph)					36			48
C (m) (vph)					238			269
v/c					0.15			0.18
95% queue length					0.52			0.64
Control Delay					22.8			21.3
LOS					C			C
Approach Delay	--	--	22.8			21.3		
Approach LOS	--	--	C			C		