# 2012 BUILD CONDITIONS W/ BALLAPRK

Analyst: JCE Inter.: PMBD-DRWY-1-BALLPARK Agency: JOHN COLLINS ENGINEERS, P.C. Area Type: All other areas

Date: 4/20/2007

Period: WEEKDAY PEAK PM HIGHWAY HOUR

Jurisd:

Year : 2012 BUILD TRAFFIC VOLUMES

											TE AC	·	
								CTION					
		!	stbour		!	stbou		1	thbou		!	uthboun	!
		L	Т	R	L 	Т	R	L	Т	R	L	T :	R
No.	Lanes	1	3	0	1	3	0	1	1	0	0	1	0
LGC	onfig	L	TR		L	TR		L	TR			LTR	
Vol	ume	33	2564	10	85	1619	105	200	0	100	72	0 1	9
Lan	e Width	12.0	12.0		12.0	12.0		12.0	12.0			12.0	
RTO	R Vol			0	İ		0	İ		0	İ	0	İ
Dur	ation	0.25		Area '			 other Operat						
Pha	se Combi	nation	n 1	2	3	4			5	6	7	8	
EВ	Left			A			NB	Left	A				
	Thru		A				İ	Thru	A				
	Right		A				Ì	Right	. A				
	Peds		X	X			İ	Peds	X				
WB	Left			A			SB	Left	A				
	Thru		A				Ì	Thru	A				
	Right		A				Ì	Right	. A				
	Peds		X	X			İ	Peds	X				
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en		55.0	10.0					20.0	)			
Ye1	low		3.0	3.0					3.0				

Cycle Length: 100.0 secs

		<b>-</b> .		_	~	-	_	.11. 100.0	secs
Appr/ Lane	Lane	Intersec Adj Sat Flow Rate	Rati			_		oach	
	_	(s)		g/C	Delay	LOS	Delay	LOS	
Eastbou	 nd								
L	170	1703	0.21	0.10	42.0	D			
TR	2709	4926	1.03	0.55	49.0	D	48.9	D	
Westbou	nd								
L	172	1715	0.53	0.10	46.0	D			
TR	2682	4877	0.70	0.55	17.3	В	18.6	В	
Northbo	und								
L	253	1263	0.86	0.20	62.8	E			
TR	296	1480	0.37	0.20	35.3	D	53.6	D	
Southbo	und								
LTR	190	950	0.52	0.20	38.3	D	38.3	D	
	Intersec	tion Delay	= 37.6	(sec/ve	h) Ir	nterse	ction I	LOS = D	

Phone: Fax: E-Mail:

\_\_\_\_\_OPERATIONAL ANALYSIS\_\_\_\_\_

Analyst:

JCE JOHN COLLINS ENGINEERS, P.C. Agency/Co.:

Date Performed:

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR
Intersection: PMBD-DRWY-1-BALLPARK
Area Type: All other areas

Area Type: All other areas

Jurisdiction:

Analysis Year: 2012 BUILD TRAFFIC VOLUMES Project ID: 281

E/W St: NEPPERHAN AVENUE N/S St: PROPOSED SITE ACCESS / WAVERLY

## \_\_\_\_\_VOLUME DATA\_\_\_\_\_

	Eas	stbour	nd	Wes	stbour	nd	Noi	thbou	ınd	Sou	ıthboı	ınd
	L	T	R	L	T	R	L	T	R	L	T	R
_												
Volume	33	2564	10	85	1619	105	200	0	100	72	0	19
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	9	697	3	23	440	29	54	0	27	20	0	5
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900			1900	į
ParkExist				ĺ								į
NumPark				ĺ								į
No. Lanes	1	3	0	1	3	0	1	1	0	0	1	0
LGConfig	L	TR		L	TR		L	TR			LTF	١ ا
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0			12.0	į
RTOR Vol			0			0			0			0
Adj Flow	36	2798		92	1874		217	109			99	į
%InSharedLn				ĺ								į
Prop LTs		0.00	0.0	ĺ	0.00	0 0	1.000	0.00	0.0		0.78	88
Prop RTs	0.	.004		0	.061		1.	.000		0.	212	į
Peds Bikes	25	5 (	)	25	5 (	0	25	5 (	)	25	5 (	) j
Buses	0	0		0	0		0	0			0	j
%InProtPhase	2											j
												-

Duration 0.25 Area Type: All other areas

### \_\_\_\_OPERATING PARAMETERS\_\_\_\_\_\_

	Ea	stbou	nd	We	stbour	nd	No	rthbo	ınd	So	uthbo	und	
	L	Т	R	L	Т	R	L	Т	R	L	Т	R	Ì
Init Unmet	  0.0	0.0		0.0	0.0		-	0.0			0.0		
Arriv. Type	3	3		j 3	3		3	3		İ	3		İ
Unit Ext.	3.0	3.0		3.0	3.0		3.0	3.0		İ	3.0		İ
I Factor	İ	1.00	)	İ	1.000	)	İ	1.00	)	İ	1.00	0	İ
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		İ	2.0		İ
Ext of g	2.0	2.0		2.0	2.0		2.0	2.0		İ	2.0		İ
Ped Min q	İ	3.4		İ	3.4		j	3.4		İ	3.4		İ

\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR

Intersection: PMBD-DRWY-#2-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: ELM STREET

North/South Street: PROPOSED SITE DRIVEWAY

				23	oudy pollo	G (111 D)	, 0.20	
	Veh	icle Vol	lumes an	d Adjus	stments			
Major Street:	Approach		astbound	_		stbound	 1	
	Movement	1	2	3	4	5	6	
		L	Т	R	iь	Т	R	
Volume					17	886		
Peak-Hour Facto	or, PHF				0.92	0.92		
Hourly Flow Rat	ce, HFR				18	963		
Percent Heavy V	<i>T</i> ehicles				5			
Median Type/Sto	orage	Undi	/ided		/			
RT Channelized?								
Lanes					0	2		
Configuration					T.	ГТ		
Upstream Signal	?		No		_	No		
op 201 cam 21911a1	- •		1.0			2.0		
Minor Street:	Approach	No	orthboun	 d	So	uthbour	nd	
	Movement	7	8	9	10	11	12	
		L	Т	R	L	Т	R	
Volume		85						
Peak Hour Facto		0.92						
Hourly Flow Rat		92						
Percent Heavy V		5						
Percent Grade (			0			0		
Flared Approach	n: Exists?	/Storage	9		/			/
Lanes		1						
Configuration		]	_					
	Delay,	Queue Le	ength, a	nd Leve	el of Serv	ice		
Approach	EB	WB	Nor	thbound	i	Sout	chbound	
Movement	1	4	7	8	9	10	11	12
Lane Config		LT	L		j			
v (vph)		18	92					
C(m) (vph)		1604	507					
v/c		0.01	0.18					
95% queue lengt	h	0.03	0.66					
Control Delay		7.3	13.7					
LOS		A	В					
Approach Delay			_	13.7				
Approach LOS				в				

Analyst: JCE Inter.: PMBD-DRWY-#3-BALLPARK (9PMBD)

Agency: JOHN COLLINS ENGINEERS, P.C. Area Type: All other areas

Date: 3/26/2007

Jurisd:

Year : 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

E/W St: PALISADES AVENUE / ELM STREET N/S St: PROPOSED SITE ACCESS

Period: WEEKDAY PEAK PM HIGHWAY HOUR

	Eastb		TAT ~ ~	tbou			SUMMA:			thbo	1124	
	East	!	wes L	T	na R	Nor	T	na   R	L L	odnj. T	una R	
No. Lanes	0	0 0			0		1	_ 0			0	
LGConfig	0	0 0	U	LT			$_{ m LT}$	U [	U	TR		
Volume			140		217	152	93			87	26	5
Lane Width			140	12.0	21/		12.0	! 		12.0		5
RTOR Vol				12.0	0		12.0			12.0	0	
Duration	0.25	Area T					<del></del>					
					Operat	ions		 6	<u>-</u> -			
Phase Combi EB Left	ination i	. 2	3	4	l l NB	Left	5 A	б	/		8	
Thru						Thru	A					
Right						Right						
Peds	Х					Peds	X					
WB Left	A				SB	Left						
Thru	A				~-	Thru	А					
Right	A				İ	Right						
Peds	X				į	Peds	X					
NB Right					EB	Right						
SB Right					WB	Right						
Green	35	0.0					35.0					
Yellow	3.	^										
							3.0					
	2.						2.0					
		0		<b>5</b> 6		a	2.0 Cyc	le Leng		80.0		se
All Red	2.	0 Intersec					2.0 Cyc nary					se
All Red Appr/ Lan	2. 	0			ormanc 		2.0 Cyc					se:
All Red  Appr/ Lan Lane Gro	2. ne oup F	0 Intersec Adj Sat		tios		Lane	2.0 Cyc nary	Appr	coach	 L		se:
All Red  Appr/ Lan  Lane Gro  Grp Cap	2. ne oup F	0 Intersec Adj Sat 'low Rate	Ra	tios		Lane	2.0 Cyc ary Group	Appr	coach	 L		se
All Red  Appr/ Lan  Lane Gro  Grp Cap	2. ne oup F	0 Intersec Adj Sat 'low Rate	Ra	tios		Lane	2.0 Cyc ary Group	Appr	coach	 L		se
All Red  Appr/ Lan Lane Gro	2. ne oup F	0 Intersec Adj Sat 'low Rate	Ra	tios		Lane	2.0 Cyc ary Group	Appr	coach	 L		se
All Red  Appr/ Lan Lane Gro Grp Cap  Eastbound	2. ne oup F	0 Intersec Adj Sat 'low Rate	Ra  v/c	tios g		Lane ———— Delay	2.0 Cyc mary Group  LOS	Appr	coach	 L		se
All Red Appr/ Lan Lane Gro Grp Cap Eastbound Westbound	2. ne oup F pacity	O Intersec Adj Sat 'low Rate (s)	Ra  v/c	tios g	/C	Lane ———— Delay	2.0 Cyc mary Group  LOS	Appr	roach LOS	 L		sec
All Red  Appr/ Lan Lane Gro Grp Cap  Eastbound  Westbound  LTR 14  Northbound	2. ne oup F oacity	Intersec Adj Sat 'low Rate (s)	Ra  v/c	tios g	/C	Lane Delay	2.0 Cyc mary Group LOS	Appr Delay	coach LOS	 L		sec
All Red  Appr/ Lan Lane Gro Grp Cap Eastbound  Westbound  LTR 14 Northbound  LT 35	2. ne oup F oacity	O Intersec Adj Sat 'low Rate (s)	Ra  v/c	tios g	/C	Lane Delay	2.0 Cyc mary Group LOS	Appr Delay	roach LOS	 L		sec
All Red  Appr/ Lan Lane Gro Grp Cap  Eastbound  Westbound  LTR 14  Northbound	2. ne oup F oacity	Intersec Adj Sat 'low Rate (s)	Ra v/c	tios g	/C	Lane Delay	2.0 Cyc mary Group LOS	Appr Delay	coach LOS	 L		sec
All Red  Appr/ Lan Lane Gro Grp Cap Eastbound  Westbound  LTR 14 Northbound  LT 35	2. ne pup F pacity	Intersec Adj Sat 'low Rate (s)	Ra v/c	tios g	/C	Lane Delay 20.6	2.0 Cyc mary Group LOS	Appr Delay 20.6	coach LOS	 L		sec

Phone: Fax: E-Mail:

\_\_\_\_OPERATIONAL ANALYSIS\_\_\_\_\_

Analyst: JCE

JOHN COLLINS ENGINEERS, P.C. Agency/Co.:

Date Performed: 3/26/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR Intersection: PMBD-DRWY-#3-BALLPARK (9PMBD)

Area Type: All other areas

Jurisdiction:

2012 BUILD TRAFFIC VOLUMES Analysis Year:

Project ID: 281

E/W St: PALISADES AVENUE / ELM STREET N/S St: PROPOSED SITE ACCESS

### \_\_\_\_\_VOLUME DATA\_\_\_\_\_\_

	Eas	tbou	nd	Wes	stbou	nd	No	rthboı	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	Т	R
   Volume	<del></del>			<u></u> -	614	217	152	93			 87	 265
% Heavy Veh				5	5	5	5	5		i	5	5
PHF				0.92	0.92	0.92	!	0.92		i	0.92	0.92
PK 15 Vol				38	167	59	41	25		İ	24	72
Hi Ln Vol				İ			İ			İ		
% Grade				i	0		İ	0		İ	0	
Ideal Sat				i	1900		İ	1900		i	1900	
ParkExist				i			İ			İ		
NumPark				İ			İ			İ		
No. Lanes	0	0	0	i o	2	0	j 0	1	0	i o	1	0
LGConfig				İ	LTI	R	İ	$_{ m LT}$		İ	TR	
Lane Width				İ	12.0		İ	12.0		İ	12.0	
RTOR Vol				İ		0	İ			İ		0
Adj Flow				İ	1055		İ	266		İ	383	
%InSharedLn				İ			İ			İ		
Prop LTs				İ	0.1	44	İ	0.62	20	İ	0.0	0 0
Prop RTs	İ			j 0	.224		j 0	.000		j o	.752	
Peds Bikes	0			2	5 (	0	İ			j 2	5	0
Buses				İ	0		İ	0		İ	0	
%InProtPhase	<u>.</u>			j			İ			j		

Duration 0.25 Area Type: All other areas

#### \_\_\_\_OPERATING PARAMETERS\_\_\_\_\_

	Eas	stbou	.nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	Т	R	L	T	R	L	Т	R
										.		
Init Unmet					0.0			0.0			0.0	
Arriv. Type				ĺ	3		ĺ	3		İ	3	ĺ
Unit Ext.				İ	3.0		Ì	3.0		İ	3.0	į
I Factor				İ	1.00	0	Ì	1.00	0	İ	1.00	0
Lost Time				İ	2.0		Ì	2.0		İ	2.0	į
Ext of g				İ	2.0		Ì	2.0		İ	2.0	į
Ped Min g		3.2		j	3.4		İ			İ	3.4	į

\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR

Intersection: PMBD-DRWY-#4-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PALISADE AVENUE

North/South Street: PROPOSED SITE DRIVEWAY

	Ve	hicle V	olumes	and Adju	stments_			
Major Street:	Approach		Eastbou			Westboun	 d	
_	Movement	1	2	3	4	5	6	
		L	Т	R	L	T	R	
 Volume						991	40	
Peak-Hour Facto	or, PHF					0.92	0.92	2
Hourly Flow Rat	e, HFR					1077	43	
Percent Heavy V								
Median Type/Sto RT Channelized?	orage	Und	ivided		/			
Lanes						2	0	
Configuration							TR	
Upstream Signal	2		No			No	110	
	- <b>:</b> 					110		
	Approach		Northbo			Southbou		
	Movement	7	8	9	10	11	12	
		L	Т	R	L	Т	R	
 /olume							197	
Peak Hour Facto	or, PHF						0.92	2
Hourly Flow Rat	e, HFR						214	
Percent Heavy V							5	
Percent Grade (			0			0		
Flared Approach	•	?/Stora	qe		/			/
Lanes			<b>J</b>				1	
Configuration							R	
							r.	
							r. 	
	Delay,	Oueue	 Length,	and Lev	el of Se:			
Approach	Delay, EB	Queue WB		and Levorthboun	el of Se:	 rvice	thbound	l
						 rvice		12
Movement	EB	WB	N	orthboun	d	rvice	thbound	
Movement Lane Config	EB	WB	N	orthboun	d	rvice	thbound	12 R
Movement Lane Config Lone (vph)	EB	WB	N	orthboun	d	rvice	thbound	12 R 214
Movement Lane Config  (vph)  (m) (vph)	EB	WB	N	orthboun	d	rvice	thbound	12 R 214 522
Movement Lane Config  (vph)  (m) (vph)	EB 1	WB	N	orthboun	d	rvice	thbound	12 R 214 522 0.41
Movement Lane Config  (vph) (m) (vph) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c	EB 1	WB	N	orthboun	d	rvice	thbound	12 R 214 522 0.41 1.98
Movement Lane Config v (vph) C(m) (vph) v/c 95% queue lengt Control Delay	EB 1	WB	N	orthboun	d	rvice	thbound	12 R 214 522 0.41 1.98 16.6
Approach Movement Lane Config  v (vph) C(m) (vph) v/c 95% queue lengt Control Delay LOS	EB 1	WB	N	orthboun	d	rvice	thbound 11	12 R 214 522 0.41 1.98
Movement Lane Config v (vph) C(m) (vph) v/c 95% queue lengt Control Delay	EB 1	WB	N	orthboun	d	rvice	thbound	12 R 214 522 0.41 1.98 16.6

\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR

Intersection: PMBD-DRWY-#5-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PALISADE AVENUE

North/South Street: PROPOSED SITE DRIVEWAY

				2 3	rady Pollo	S. (112.5	,	_0
	Veh	icle Vol	lumes an	ıd Adjus	stments			
Major Street:	Approach		astbound	_		stbound	 d	
-	Movement	1	2	3	4	5	6	
		L	Т	R	j L	Т	R	
 Volume					140	891		
Peak-Hour Fact	or, PHF				0.92	0.92		
Hourly Flow Ra					152	968		
Percent Heavy					5			
Median Type/St		Undiv	rided		/			
RT Channelized		onar	riaca		,			
Lanes	•				0	2		
					•	T T		
Configuration	1.0		No		Ц			
Upstream Signa	.1 ?		NO			No		
Minor Street:	Approach	N	 orthboun	 ıd	So	uthbou	 nd	
	Movement	7	8	9	10	11	12	
		L	T	R	L	Т	R	
Volume		 152						
Peak Hour Fact	or, PHF	0.92						
Hourly Flow Ra		165						
Percent Heavy		5						
Percent Grade			0			0		
Flared Approac		/Storage	-		/			/
Lanes		1			,			,
Configuration		_	J					
	D = 1	O T		T	.1 af Ga			
Annwasch	Delay, EB	Queue ье WB		thbound	el of Serv		 thboun	
Approach			7				11	
Movement	1	4		8	9	10	ТТ	12
Lane Config		LT	L		I			
v (vph)		 152	165					
C(m) (vph)		1604	392					
V/C		0.09	0.42					
95% queue leng	th	0.31	2.03					
Control Delay	· <del></del>	7.5	20.7					
LOS		A	20.7 C					
Approach Delay	•	Α	C	20.7				
Approach LOS				20.7 C				
Approach nos				C				

\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR

Intersection: PMBD-DRWY-#6-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PALISADE AVENUE

North/South Street: PROPOSED SITE DRIVEWAY

incersection o	Tiencacion.	TT 44		5 (	cady perio	Ju (III s	5). 0.	23
	Veh	icle Vo	lumes a	nd Adjus	stments			
Major Street:	Approach	E	astbound	d	We	estbour	nd	
	Movement	1	2	3	4	5	6	
		L	Т	R	L	Т	R	
Volume					70	1096	 5	
Peak-Hour Fact	or, PHF				0.92	0.92	2	
Hourly Flow Ra	te, HFR				76	1191	1	
Percent Heavy	Vehicles				5			
Median Type/St		Undi	vided		/			
RT Channelized	. ?				0	0		
Lanes					0	2		
Configuration	1.0		NT -		]	LT T		
Upstream Signa	.1.3		No			No		
Minor Street:	Approach	N	orthbou		S	outhbou	und	
	Movement	7	8	9	10	11	12	
		L	Т	R	L	Т	R	
Volume		76						
Peak Hour Fact	or, PHF	0.92						
Hourly Flow Ra	te, HFR	82						
Percent Heavy	Vehicles	5						
Percent Grade	(%)		0			0		
Flared Approac	h: Exists?	/Storag	е		/			/
Lanes		1						
Configuration		:	L					
		Queue L			el of Serv			
Approach	EB	WB	No	rthbound		Soi	ıthboun	
Movement	1	4	7	8	9	10	11	12
Lane Config		LT	L					
v (vph)		76	82					
C(m) (vph)		1604	358					
V/C		0.05	0.23					
95% queue leng	th	0.15	0.87					
Control Delay		7.4	18.0					
LOS		A	С					
Approach Delay				18.0				
Approach LOS				С				

Analyst: JCE Inter.: PMBD-DRWY-7-BALLPARK

Agency: JOHN COLLINS ENGINEERS, P.C. Area Type: All other areas Date: 4/20/2007 Jurisd: W/ SIGNALIZATION

Period: WEEKDAY PEAK PM HIGHWAY HOUR Year : 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

E/W St: PROPOSED SITE ACCESS N/S St: NEW MAIN STREET

E/W St:	PROPOSED	SITE ACCES			S St: NE			ET	
	Eas	stbound T R	GNALIZEI   Westk   L 7			hbour T	nd	South L T	bound   R
No. Land LGConfig Volume Lane Wic RTOR Vol	g   dth	0 0	   1   L  328  12.0	0 0	0	0	0	04 10	2 0   LT   25
Duration	n 0.25	Area		l other al Operat					
Phase Co EB Left Thru Righ Peds WB Left Thru Righ Peds NB Righ SB Righ Green Yellow All Red	u nt s t u nt s nt	x A X 30.0 3.0 2.0	3	4   NB   NB   SB   EB   WB	Left Thru Right Peds Left Thru Right Right Peds Right Right	5 X A X 50.0 3.0 2.0 Cycl	6 .e Leng	7 7 yth: 90	.0 secs
 Appr/	Lane	Adj Sat	Rati	erformand os		_	Appr	oach	
Lane Grp	Group Capacity	Flow Rate (s)	v/c	g/C	Delay	LOS	 Delay	LOS	
Eastbour Westbour L	nd 573	1719	0.62	0.33	27.4	С	27.4	С	
Northbou									
Southbou		2425	0 5 5	0.55	15 0	_	1	_	
LT	1892	3406						В	
	Intersec	ction Delay	= 19.3	(sec/ve	eh) In	nterse	ection	LOS =	В

Phone: Fax: E-Mail:

\_\_\_\_\_OPERATIONAL ANALYSIS\_\_\_\_\_

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

JCE

JOHN COLLINS ENGINEERS, P.C.

WEEKDAY PEAK PM HIGHWAY HOUR

PMBD-DRWY-7-BALLPARK 

E/W St: PROPOSED SITE ACCESS N/S St: NEW MAIN STREET

## \_\_\_\_\_VOLUME DATA\_\_\_\_\_

	Eas	stbou	nd	Wes	tbou	nd	No:	rthbo	und	So	uthbou	ınd
	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume % Heavy Veh PHF PK 15 Vol Hi Ln Vol % Grade Ideal Sat ParkExist				328   5   0.92   89     1900	0		-             			304   5   0.92   83	1025 5 0.92 279 0 1900	
NumPark No. Lanes LGConfig Lane Width RTOR Vol Adj Flow	0	0	0	   1   L  12.0 	0	0	0	0	0	0	2 LT 12.0	0
%InSharedLn Prop LTs Prop RTs Peds Bikes Buses %InProtPhase	0									0	0.22 .000	:9

Duration 0.25 Area Type: All other areas

# \_\_\_\_OPERATING PARAMETERS\_\_\_\_\_

	Ea	stbou	nd	Wes	stbou	nd	No	rthbo	und	So	uthbo	und	
	L	T	R	L	Т	R	L	Т	R	L	Т	R	
Init Unmet	———- 			-   0.0			-   			-	0.0		
Arriv. Type				3			İ			İ	3	j	
Unit Ext.				3.0							3.0		
I Factor					1.00	0					1.00	0	
Lost Time				2.0							2.0		
Ext of g				2.0							2.0		
Ped Min g		3.2						3.2					

\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR

Intersection: PMBD-DRWY-#8-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PROPOSED SITE ACCESS

North/South Street: NEW MAIN STREET

	rientation:	NS			Study peri	iou (III b	): 0.2	2.0
					stments			
Major Street:	Approach	N	orthbou			Southbou		
	Movement	1	2	3	4	5	6	
		L	Т	R	L	Т	R	
 Volume						1140	213	
Peak-Hour Fact	or, PHF					0.92	0.92	2
Hourly Flow Ra						1239	231	
Percent Heavy								
Median Type/St		Undi	vided		/			
RT Channelized	_	onar	Viaca		,			
ki channeiized Lanes	•					2	0	
							-	
Configuration	10		NT -				ΓR	
Upstream Signa	1:		No			No		
Minor Street:	Approach	W	estbour			Eastboun	d	
	Movement	7	8	9	10	11	12	
		L	Т	R	L	Т	R	
 Volume							63	
Peak Hour Fact	or, PHF						0.92	2
Hourly Flow Ra							68	_
Percent Heavy							5	
Percent Grade			0			0	3	
Flared Approac		/C+0x20			/	O		/
	II. EVIPCP:	/ Scorag	C		/		1	/
Lanes								
Configuration							R	
	Dolarr	0110110 I		and I or	rol of Cor			
 Approach	Delay, NB	SB		and bev	rel of Sei l		 tbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	_	1	,	Ü		10		R
		I			I			
v (vph)								68
C(m) (vph)								415
v/c								0.16
95% queue leng	th							0.58
Jou gueue reng								15.4
Control Delay LOS								С
Control Delay							15.4	

\_\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_\_\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR

Intersection: PMBD-DRWY-#9-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PROPOSED SITE ACCESS

North/South Street: SOUTH BROADWAY

Peak-Hour Factor, PHF         0.92         0.92           Hourly Flow Rate, HFR         684         63           Percent Heavy Vehicles              Median Type/Storage         Undivided         /         /         RT Channelized?           Lanes         2         0         0         No	intersection o	rientation.	NS		SC	udy peri	loa (III.s	6). 0.2	5
Major Street:         Approach Movement         Northbound L         Southbound Southbound           Movement         1         2         3         4         5         6           Volume         630         58         5         6         1         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         A         L         T         A         L         T         A         L         T         A         L         T         T         R         L         T         R         D         D         N		Veh	icle Vol	lumes and	Adjus	tments			
L T R   L T R     L T R	Major Street:							ind	
Volume Peak-Hour Factor, PHF Peak-Hour Factor, PHF Peak-Hour Flow Rate, HFR Redian Type/Storage For Channelized? Lanes Configuration Upstream Signal?  Volume Peak Hour Factor, PHF Row Redian Type/Storage For Channelized? Lanes For Channelized? Lanes For Configuration Upstream Signal?  No  Minor Street: Approach Movement For Redian Type/Storage For Channelized?  Lanes For Channelized? Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lanes For Channelized?  Lane Configuration For Channelized?  Lane Config For Channelized?  Lane Config For Channelized  Lane Config For Cha		Movement	1	2	3	4	5	6	
Peak-Hour Factor, PHF         0.92         0.92           Hourly Flow Rate, HFR         684         63           Percent Heavy Vehicles              Median Type/Storage         Undivided         /         /         RT Channelized?           Lanes         2         0         0         No         No         No           Minor Street:         Approach Movement         Westbound Movement         Eastbound Eastbound         Eastbound         No </td <td></td> <td></td> <td>L</td> <td>Т</td> <td>R</td> <td>  L</td> <td>T</td> <td>R</td> <td></td>			L	Т	R	L	T	R	
Hourly Flow Rate, HFR	Volume			630	58				
Percent Heavy Vehicles	Peak-Hour Fact	or, PHF		0.92	0.92				
Median Type/Storage         Undivided         /           RT Channelized?         2 0           Lanes         2 0           Configuration         T TR           Upstream Signal?         No           Minor Street:         Approach Movement 7 8 9 10 11 12           L T R         L T R           Volume         143           Peak Hour Factor, PHF         0.92           Hourly Flow Rate, HFR         155           Percent Grade (%)         0 0           Flared Approach:         Exists?/Storage         /           Lanes         1           Configuration         R           Delay, Queue Length, and Level of Service           Approach         NB SB Westbound         Eastbound           Movement         1 4 7 8 9 10 11 12         1           Lane Config         R         155         1           V(vph)         666         0         0           V(yph)         666         0         0           V/C         0.23         0           95% queue length         0.90         0           Control Delay         12.0         0           Los         B         0         0 <t< td=""><td>Hourly Flow Ra</td><td>te, HFR</td><td></td><td>684</td><td>63</td><td></td><td></td><td></td><td></td></t<>	Hourly Flow Ra	te, HFR		684	63				
RT Channelized?   Lanes	Percent Heavy	Vehicles							
Lanes			Undiv	vided		/			
T TR   No No No No No   No No No No No No No No No No No No No				2 0					
Minor Street: Approach									
Movement 7 8 9 10 11 12  L T R L T R  Volume Peak Hour Factor, PHF 0.92 Hourly Flow Rate, HFR 155 Percent Heavy Vehicles 5 Percent Grade (%) 0 0 0 Flared Approach: Exists?/Storage / / / Lanes 1 Configuration R  Delay, Queue Length, and Level of Service Approach NB SB Westbound Eastbound Movement 1 4 7 8 9 10 11 12 Lane Config R  V (vph) 155 C(m) (vph) 666 V/c 0.23 95% queue length 0.90 Control Delay 12.0 Approach Delay 12.0 Approach Delay 12.0 B Approach Delay 12.0		1?					No		
L T R   L T R     L T R	Minor Street:	Approach	₩€	estbound			Eastboun	 .d	
Volume		Movement	7			!		12	
Peak Hour Factor, PHF       0.92         Hourly Flow Rate, HFR       155         Percent Heavy Vehicles       5         Percent Grade (%)       0       0         Flared Approach: Exists?/Storage       /       /         Lanes       1       1         Configuration       R       1         Delay, Queue Length, and Level of Service			L	Т	R	L	Т	R	
Hourly Flow Rate, HFR 155  Percent Heavy Vehicles 5  Percent Grade (%) 0 0  Flared Approach: Exists?/Storage / / Lanes 1  Configuration R   Delay, Queue Length, and Level of Service  Approach NB SB Westbound Eastbound  Movement 1 4 7 8 9 10 11 12  Lane Config R   v (vph) 155  C(m) (vph) 666  v/c 0.23  95% queue length 0.90  Control Delay 12.0  Approach Delay 12.0	Volume								
Percent Heavy Vehicles         5           Percent Grade (%)         0         0           Flared Approach: Exists?/Storage         /         /           Lanes         1         1           Configuration         R									
Percent Grade (%)         0         0           Flared Approach:         Exists?/Storage         /         /           Lanes         1         1           Configuration         R					155				
Flared Approach: Exists?/Storage	_				5				
Lanes       1         Configuration       R	Percent Grade	(%)		0			0		
Configuration         R	Flared Approac	h: Exists?	/Storage	2		/			/
	Lanes			1					
Approach NB SB Westbound Eastbound Movement 1 4 7 8 9 10 11 12 Lane Config R   155 C(m) (vph) 666 v/c 0.23 95% queue length 0.90 Control Delay 12.0 LOS B Approach Delay 12.0	Configuration			R					
Approach NB SB Westbound Eastbound Movement 1 4 7 8 9 10 11 12 Lane Config R   155 C(m) (vph) 666 v/c 0.23 95% queue length 0.90 Control Delay 12.0 LOS B Approach Delay 12.0		Delav	Oueue T.	nath an	d T.eve	.l of Ser	avi de		
Movement 1 4 7 8 9 10 11 12 Lane Config	Approach					or bei		t hound	
Lane Config       R         v (vph)       155         C(m) (vph)       666         v/c       0.23         95% queue length       0.90         Control Delay       12.0         LOS       B         Approach Delay       12.0						9 I			1 2
C(m) (vph)       666         v/c       0.23         95% queue length       0.90         Control Delay       12.0         LOS       B         Approach Delay       12.0	Lane Config	1	1	,	O		10	11	12
v/c       0.23         95% queue length       0.90         Control Delay       12.0         LOS       B         Approach Delay       12.0	v (vph)					155			
95% queue length 0.90 Control Delay 12.0 LOS B Approach Delay 12.0	C(m) (vph)					666			
Control Delay 12.0 LOS B Approach Delay 12.0	V/C					0.23			
LOS B Approach Delay 12.0	95% queue leng	th				0.90			
Approach Delay 12.0	Control Delay					12.0			
	LOS					В			
	Approach Delay				12.0				
	Approach LOS				В				

\_\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_\_\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR

Intersection: PMBD-DRWY-#10-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PROPOSED SITE ACCESS

North/South Street: NEW MAIN STREET

Peak   Hour   Factor   PHF	intersection of	rientation.	NS		5	study peri	od (nrs	) • 0 . 2	25
Major Street: Approach Movement 1 2 3   4 5 6 6		Veh	icle Vo	lumes a	nd Adju	stments			
Movement	Major Street:							 nd	
L T R   L T R     D   D   D   D   D   D   D   D   D	3					4	5	6	
Peak   Hour   Factor   PHF			L	Т		L	Т	R	
Hourly Flow Rate, HFR Percent Heavy Vehicles	Volume						385	106	
Percent Heavy Vehicles	Peak-Hour Fact	or, PHF					0.92	0.92	2
Median Type/Storage         Undivided         /           RT Channelized?         1 0         TR           Lanes         1 0         TR           Configuration         No         No           Minor Street: Approach Movement         Westbound Movement         Eastbound Fastbound           Movement         7 8 9 10 11 12         17 R           Volume Peak Hour Factor, PHF         0.92           Hourly Flow Rate, HFR         17           Percent Grade (%)         0           Percent Grade (%)         0           Flared Approach: Exists?/Storage         /           Lanes         1           Configuration         R    Delay, Queue Length, and Level of Service  Approach NB SB Westbound Eastbound Movement 1 4 7 8 9 10 11 12  Lane Config         TO           V (vph)         593           V/C         0.03           95% queue length         0.09           Control Delay         0.09           LOS         B           Approach Delay         11.2	Hourly Flow Ra	te, HFR					418	115	
### Channelized? Lanes	Percent Heavy	Vehicles							
Lanes			Undi	vided		/			
Configuration Upstream Signal? No No No No No No No No No No No No No		•					1	Λ	
Minor Street: Approach							_	-	
Minor Street: Approach Westbound Eastbound Movement 7 8 9 10 11 12 12 1 T R		12		No				110	
Movement 7 8 9 10 11 12 L T R L T R  Volume Peak Hour Factor, PHF Percent Heavy Vehicles Percent Grade (%) 0 0 Placed Approach: Exists?/Storage Configuration  Delay, Queue Length, and Level of Service Approach Movement 1 4 7 8 9 10 11 12 Lane Config  V (vph) C(m) (vph) C(m) (vph) Control Delay Control Delay Approach Delay Control Delay Control Delay Approach Delay Control Delay Approach Delay Control Delay Approach Delay Control Delay Control Delay Approach Delay Column (V) Colum									
L T R   L T R     L T R	Minor Street:								
Volume		Movement				!			
Peak Hour Factor, PHF			L	Т	R	L	Т	R	
Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Grade (%) Percent Heavy Vehicles Percen	Volume							 16	
Percent Heavy Vehicles 0 0 0 0 Flared Approach: Exists?/Storage / / / / / / / / / / / / / / / / / / /	Peak Hour Fact	or, PHF						0.92	2
Delay, Queue Length, and Level of Service	Hourly Flow Ra	te, HFR						17	
Flared Approach: Exists?/Storage	Percent Heavy	Vehicles						0	
Delay, Queue Length, and Level of Service   Delay, Queue Length, and Level of Service   Delay, Queue Length, and Level of Service   Delay, Queue Length, and Level of Service   Delay   Dela	Percent Grade	(%)		0			0		
Delay, Queue Length, and Level of Service   Approach   NB   SB   Westbound   Eastbound   Movement   1   4   7   8   9   10   11   12   12   12   14   15   15   15   15   15   15   15	Flared Approac	h: Exists?	/Storag	е		/			/
Delay, Queue Length, and Level of Service	Lanes							1	
Approach NB SB Westbound Eastbound Movement 1 4 7 8 9 10 11 12 Lane Config R  V (vph) C(m) (vph) V/c 0.03 95% queue length Control Delay LOS B Approach Delay 11.2	Configuration							R	
Approach NB SB Westbound Eastbound Movement 1 4 7 8 9 10 11 12 Lane Config R  V (vph) C(m) (vph) V/c 0.03 95% queue length Control Delay LOS B Approach Delay 11.2									
Movement 1 4 7 8 9 10 11 12 Lane Config	Annyonah								
Lane Config R  v (vph) 17  C(m) (vph) 593  v/c 0.03  95% queue length 0.09  Control Delay 11.2  Approach Delay 11.2									1.0
v (vph) 17 C(m) (vph) 593 v/c 0.03 95% queue length 0.09 Control Delay 11.2 LOS B Approach Delay 11.2		Τ.	4	/	O	9	10	11	
C(m) (vph)       593         v/c       0.03         95% queue length       0.09         Control Delay       11.2         LOS       B         Approach Delay       11.2	Lane Confing		I			I			K
v/c0.0395% queue length0.09Control Delay11.2LOSBApproach Delay11.2	v (vph)								
95% queue length  Control Delay  LOS  Approach Delay  11.2	C(m) (vph)								
Control Delay 11.2 LOS B Approach Delay 11.2	v/c								
LOS B Approach Delay 11.2	95% queue leng	th							
Approach Delay 11.2	Control Delay								11.2
	LOS								В
7	Approach Delay							11.2	
Approach LUS B	Approach LOS							В	

\_\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: WEEKDAY PEAK PM HIGHWAY HOUR

Intersection: PMBD-DRWY-#11-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: NEPPERHAN AVENUE
North/South Street: PROPOSED SITE ACCESS

				~		,	,	
	Veh	icle Vo	lumes ar	nd Adju	stments			
Major Street:	Approach		astbound	_		estbound	 d	
3	Movement	1	2	3	4	5	6	
		L	T	R	i L	T	R	
					·			
Volume						1564	360	
Peak-Hour Fact						0.92	0.92	2
Hourly Flow Ra						1699	391	
Percent Heavy	Vehicles							
Median Type/St	orage	Undi	vided		/			
RT Channelized	?							
Lanes						2	0	
Configuration						T '	ΓR	
Upstream Signa	1?		No			No		
Minor Street:	Approach		orthbour	nd	S	outhbou	nd	
	Movement	7	8	9	10	11	12	
		L	T	R	L	T	R	
 Volume							 50	
Peak Hour Fact	or PHF						0.92	2
Hourly Flow Ra							54	_
Percent Heavy							5	
Percent Grade			0			0	J	
Flared Approac		/C+0x20	-		/	U		,
	II. EXISCS:	/ Scorag	E		/		1	/
Lanes								
Configuration						]	?	
 Approach	Delay, ( EB	Queue L WB		and Lev thboun	el of Ser		 thbound	
	1	wь 4 I	7	8		10	11	12
Movement	Τ	4	/	Ö	9	10	T T	
Lane Config								R
v (vph)								54
C(m) (vph)								274
V/C								0.20
95% queue leng	t h							0.72
Control Delay	C11							21.3
LOS								21.3 C
							21 2	C
Approach Delay							21.3	
Approach LOS							С	

Analyst: JCE Inter.: SATBD-DRWY-1-BALLPARK Agency: JOHN COLLINS ENGINEERS, P.C.

Date: 4/20/2007
Period: SATURDAY PEAK HOUR

Area Type: All other areas

Jurisd:

Year : 2012 BIIIID TRAFFIC VOLUMES

Period: SAT Project ID:		PEAK	HOUR			Yea	ar : 2	012 BU	JILD TR	AFFI	C VOLUM	ES
E/W St: NEP		N AVEI	NUE			N/S	S St: P	ROPOSE	D SITE	ACC	CESS / W	AVERLY
			SI	GNALI	ZED I	NTERSE	ECTION	SUMMAR	RY			
	Eas	stbour	nd	Wes	stbou	nd	Nor	thbour	nd	Sou	thbound	.
	L	Т	R	L	Т	R	L	Т	R	L	T R	
No. Lanes		3	0	1	3	0	-    1	1	0	0	1 0	 
LGConfig	i L	TR		ĹЬ	TR		i L	TR	İ		LTR	İ
Volume	25	2029	8	68	1814	86	160	0 8	8   8	0	0 22	j
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	j		12.0	j
RTOR Vol	İ		0	İ		0	İ	C	) [		0	İ
Duration	0.25		Area '				areas					
Phase Combi	natio	 า 1	2	s±9	911a1 4		TOIIS	 5	6		8	
EB Left		- <b>-</b>	A	3	-	NB	Left	A	ŭ	,	Ŭ	
Thru		A					Thru	A				
Right		A				i	Right	А				
Peds		X	X			i	Peds	X				
WB Left			А			SB	Left	А				
Thru		A				j	Thru	A				
Right		A				İ	Right	А				
Peds		X	X			İ	Peds	X				
NB Right						EB	Right					
SB Right						WB	Right					
Green		55.0	10.0			·		20.0				
Yellow		3.0	3.0					3.0				
All Red		2.0	2.0					2.0				
							_	_	e Leng	th:	100.0	secs
7 mm = / T o m							e Summ	_				
Appr/ Lan Lane Gro		_	j Sat v Rate		atios		Lane	Group	Appr	oacı.	L	
	acity			v/c	g	/C	Delay	LOS	Delay	LOS	 B	
Eastbound												
L 17	1	170	7	0.10	6 0	.10	41.6	D				
TR 27	09	492	26	0.82	2 0	.55	20.5	С	20.7	С		
Westbound												
L 17	1	170	)9	0.43	3 0	.10	44.1	D				
TR 26	90	489	91	0.7	7 0	.55	18.9	В	19.8	В		
Northbound												
L 25	51	125	53	0.69	9 0	.20	45.1	D				
TR 29	6	148		0.29		.20	34.6	С	41.6	D		
Southbound												
LTR 21	.1	105	55	0.53	3 0	.20	38.2	D	38.2	D		

Intersection Delay = 21.9 (sec/veh) Intersection LOS = C

Phone: Fax: E-Mail:

\_\_\_\_\_OPERATIONAL ANALYSIS\_\_\_\_\_

Analyst: JCE

JOHN COLLINS ENGINEERS, P.C. Agency/Co.:

Agency/Co..

Date Performed: 4/20/200/
Analysis Time Period: SATURDAY PEAK HOUR
SATBD-DRWY-1-BALLPARK

Area Type: All other areas

Jurisdiction:

Analysis Year: 2012 BUILD TRAFFIC VOLUMES Project ID: 281

E/W St: NEPPERHAN AVENUE N/S St: PROPOSED SITE ACCESS / WAVERLY

# \_\_\_\_\_VOLUME DATA\_\_\_\_\_

	Eas	stbou	nd	We	stbour	nd	No	thbou	ınd	Sou	ıthboı	ınd
	L	T	R	L	Т	R	L	T	R	L	T	R
				ļ			ļ ———-			ļ		
Volume	25	2029	8	68	1814	86	160	0	80	80	0	22
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PK 15 Vol	7	551	2	18	493	23	43	0	22	22	0	6
Hi Ln Vol												
% Grade		0		ĺ	0		ĺ	0		ĺ	0	İ
Ideal Sat	1900	1900		1900	1900		1900	1900		İ	1900	İ
ParkExist	İ			j			j			j		į
NumPark	İ			İ			İ			j		į
No. Lanes	1	3	0	1	3	0	1	1	0	j o	1	0 j
LGConfig	L	TR		ĹЬ	TR		L	TR		j	LTI	ર
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		j	12.0	į
RTOR Vol	ĺ		0	j		0	j		0	j		0 j
Adj Flow	27	2214		74	2065		174	87		İ	111	İ
%InSharedLn	İ			j			İ			j		į
Prop LTs	ĺ	0.0	0.0	j	0.00	00	1.000	0.00	0.0	j	0.78	34 j
Prop RTs	0	.004		j o	.045		1	.000		j o	.216	į
Peds Bikes	2!	5	C	2	5 (	0	2!	5 (	)	25	5 (	) į
Buses	0	0		0	0		0	0		İ	0	į
%InProtPhase	<u>-</u>			İ			İ			İ		į
			_	<u>.</u>			•					

Duration 0.25 Area Type: All other areas

## \_\_\_\_\_OPERATING PARAMETERS\_\_\_\_\_

	Ea	stbound	We	stbound	Nor	thbound	Southbound
	L	T R	L	T R	L	T R	L T R
Init Unmet	  0.0	0.0	0.0	0.0	-  <del></del>  0.0	0.0	0.0
Arriv. Type	3	3	3	3	3	3	3
Unit Ext.	3.0	3.0	3.0	3.0	3.0	3.0	3.0
I Factor		1.000	İ	1.000	İ	1.000	1.000
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext of g	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ped Min g	İ	3.4	İ	3.4	İ	3.4	3.4

\_\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: SATURDAY PEAK HOUR Intersection: SATBD-DRWY-#2-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: ELM STREET

North/South Street: PROPOSED SITE DRIVEWAY

incersection o	TIEMCACIOM.	II W		51	cudy per.	IOG (III)	5). 0.	23
	Veh	icle Vo	lumes a	nd Adjus	stments_			
Major Street:	Approach	E	astboun	d	Ţ	Westbou	nd	
	Movement	1	2	3	4	5	6	
		L	Т	R	L	Т	R	
Volume					15	885		
Peak-Hour Fact	or, PHF				0.9	2 0.9	2	
Hourly Flow Ra	te, HFR				16	961		
Percent Heavy	Vehicles				5			
Median Type/St RT Channelized		Undi	vided		/			
Lanes	•					0 2		
Configuration						LT T		
Upstream Signa	12		No			No		
oppeream bigina	<b>.</b> + •		110			110		
Minor Street:	Approach	N	orthbou	 nd	;	Southbo	und	
	Movement	7	8	9	10	11	12	
		L	T	R	L	Т	R	
Volume		13						
Peak Hour Fact	or, PHF	0.92						
Hourly Flow Ra	te, HFR	14						
Percent Heavy	Vehicles	5						
Percent Grade	( % )		0			0		
Flared Approac	h: Exists?	/Storag	е		/			/
Lanes		1						
Configuration			L					
					el of Se		. 1 1	
Approach	EB	WB		rthbound			uthboun	
Movement	1	4	7	8	9	10	11	12
Lane Config		LT	L					
v (vph)		 16	14					
C(m) (vph)		1604	512					
V/C		0.01	0.03					
95% queue leng	th	0.03	0.08					
Control Delay		7.3	12.2					
LOS		A	В					
Approach Delay	•		_	12.2				
Approach LOS				В				

Analyst: JCE Inter.: PMBD-DRWY-#3-BALLPARK (9SATBD)

Agency: JOHN COLLINS ENGINEERS, P.C. Area Type: All other areas

Date: 3/26/2007

Period: SATURDAY PEAK HOUR

Jurisd: Year : 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

E/W St: PAI	TIOADEO	1112		~>= -	, ED =		OTT 03-	GTTN43.4-	211				
		 tbour			ZED I. stbou			SUMMAI thbou			ıthbo		
	Las	T	R R	wes   L 	Т	R R	L	Т	R	L	Т	R R	
No. Lanes LGConfig Volume Lane Width RTOR Vol	0	0	0	0   201	2 LT 524 12.0	0 R 174	0   186	1 LT 110 12.0	0	0	1 TR 118 12.0	0 244 0	-         
Duration	0.25		Area '			other							
Phase Combi	 ination	1	2	SIS	<sub>ЈПат</sub> 4	Operat 	TOHS	5	6	<u>-</u>		 8	
EB Left Thru Right Peds WB Left Thru		X A A				NB	Left Thru Right Peds Left Thru	A A X A					
Right Peds NB Right SB Right		A X				     EB   WB	Right Peds Right Right	X					
Green		35.0											
		3.0						35.0 3.0 2.0 Cycl	le Leng	gth:	80.0	s	ecs
All Red		2.0 Ir						3.0 2.0 Cycl				S:	ecs
All RedAppr/ Lar	 ne	2.0 Ir Ad:	nterse j Sat w Rate	Ra	Perf			3.0 2.0 Cycl		_		s: 	ecs 
Lane Gro		2.0 Ir Ad; Flow	j Sat	Ra	atios		Lane	3.0 2.0 Cycl	App:	roach	 1 	S(	ecs
All Red  Appr/ Lar Lane Gro	 ne oup	2.0 Ir Ad; Flow	j Sat w Rate	Ra	atios		Lane	3.0 2.0 Cycl mary Group	App:	roach	 1 	S (	ecs
All Red  Appr/ Lar Lane Gro Grp Car Eastbound	 ne oup	2.0 Ir Ad; Flow	j Sat w Rate	Ra	atios		Lane	3.0 2.0 Cycl mary Group	App:	roach	 1 	S (	ecs
All Red  Appr/ Lar Lane Gro Grp Car Eastbound  Westbound	 ne oup	2.0	j Sat w Rate	Ra  v/c	atios g		Lane Delay	3.0 2.0 Cycl mary Group	Appr	roach	 1 	S (	ecs
All Red  Appr/ Lar Lane Gro Grp Car Eastbound  Westbound  LTR 14	ne pacity	2.0	j Sat w Rate (s)	Ra  v/c	atios g	/C	Lane Delay	3.0 2.0 Cyclary Group  LOS	Appr	roach	 1 	S (	ecs
All Red  Appr/ Lar Lane Gro Grp Car Eastbound  Westbound  LTR 14	ne pacity	2.0	j Sat w Rate (s)	Ra  v/c	atios  g	/C	Lane Delay	3.0 2.0 Cyclary Group  LOS	Appr	roach	 1 	S (	ecs
All Red  Appr/ Lar Lane Gro Grp Car  Eastbound  Westbound  LTR 14  Northbound  LT 35	ne pup pacity	2.0 Ir Adj Flow	j Sat w Rate (s)	0.68	atios  g	.44	Lane Delay	3.0 2.0 Cyc: mary Group  / LOS	Approperty Delay	roach y LOS	 1 	S	ecs
All Red  Appr/ Lar Lane Gro Grp Car  Eastbound  Westbound  LTR 14  Northbound  LT 35  Southbound	ne pup pacity	2.0 Ir Adj Flov	j Sat w Rate (s)	0.68	atios g 	.44	19.3	3.0 2.0 Cyc: mary Group LOS	Approperty Delay	roach y Los	 1 	S	ecs

Phone: Fax: E-Mail:

\_\_\_\_\_OPERATIONAL ANALYSIS\_\_\_\_\_

Analyst: JCE

JOHN COLLINS ENGINEERS, P.C. Agency/Co.:

Date Performed:

Date Performed: 3/20/2007
Analysis Time Period: SATURDAY PEAK HOUR
Intersection: PMBD-DRWY-#3-BALLPARK (9SATBD)

Area Type: All other areas

Jurisdiction:

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

E/W St: PALISADES AVENUE / ELM STREET N/S St: PROPOSED SITE ACCESS

#### \_\_\_\_\_VOLUME DATA\_\_\_\_\_

	Eas	tbou	nd	Wes	stbou	nd	No:	rthbou	ınd	So	uthbo	und
	L	Т	R	L	T	R	L	Т	R	L	Т	R
7												
Volume				201	524	174	186	110			118	244
% Heavy Veh				5	5	5	5	5		ļ	5	5
PHF				0.92	0.92	0.92	0.92	0.92				0.92
PK 15 Vol				55	142	47	51	30			32	66
Hi Ln Vol												
% Grade				İ	0		ĺ	0		İ	0	j
Ideal Sat				İ	1900		İ	1900		İ	1900	į
ParkExist				İ			İ			İ		į
NumPark				İ			İ			i		į
No. Lanes	0	0	0	j 0	2	0	0	1	0	j 0	1	0
LGConfig		ŭ	· ·		LTI	R		LT	Ū		TR	
Lane Width					12.0		İ	12.0		i i	12.0	
RTOR Vol				] 	12.0	0	i i	12.0		 	12.0	0
					977	U		322		 	393	0
Adj Flow					911			3 2 2			393	
%InSharedLn					0 0	0.0	ļ	0 6	\		0 0	0.0
Prop LTs					0.2	23		0.62	2.7		0.0	00 İ
Prop RTs					.193		j 0	.000		!	.674	ļ
Peds Bikes	0			2!	5 (	0				2	5	0
Buses					0			0			0	
%InProtPhase	3											

Duration 0.25 Area Type: All other areas

### \_\_\_\_\_OPERATING PARAMETERS\_\_\_\_\_

	Eas	stbou	ınd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	Т	R	L	T	R	L	Т	R
										.		
Init Unmet					0.0			0.0			0.0	
Arriv. Type					3			3			3	
Unit Ext.	İ			İ	3.0		Ì	3.0		İ	3.0	į
I Factor				ĺ	1.00	0	ĺ	1.00	0	İ	1.00	0
Lost Time				İ	2.0		Ì	2.0		İ	2.0	į
Ext of g	İ			j	2.0		Ì	2.0		İ	2.0	į
Ped Min g		3.2		j	3.4		İ			İ	3.4	į

\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: SATURDAY PEAK HOUR Intersection: SATBD-DRWY-#4-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PALISADE AVENUE

North/South Street: PROPOSED SITE DRIVEWAY

Intersection Or	ientation:	ΕW		St	cudy	perio	d (hrs):	0.2	5
	Veh	icle Vol	umes and	auiba E	stme	nts			
Major Street:	Approach		stbound				stbound		
_	Movement	1	2	3		4	5	6	
		L	T	R		L	Т	R	
Volume							919	35	
Peak-Hour Facto	r, PHF						0.92	0.92	
Hourly Flow Rate							998	38	
Percent Heavy V									
Median Type/Sto	rage	Undiv	rided			/			
RT Channelized?									
Lanes							2 0		
Configuration	0		<b>3</b> T -				T TR		
Upstream Signal	<i>:</i>		No				No		
Minor Street:	Approach	No.	rthbound	 i		So	uthbound		
1	Movement	7	8	9		10	11	12	
		L	T	R		L	T	R	
Volume								30	
Peak Hour Factor	r, PHF							0.92	
Hourly Flow Rate								32	
Percent Heavy V								5	
Percent Grade (			0				0		
Flared Approach	: Exists?	/Storage	<u>.</u>		/		-		/
Lanes							1		
Configuration							R		
7	_		ength, ar	nd Leve thbound		f Serv		bound	
Approach Movement	EB 1	WB 4 l	7	211DOUIIC	ر 9	1		.bouna	12
Lane Config	Τ.	<b>-</b>	1	0	9		10 1	<b>T</b>	R
v (vph)									32
C(m) (vph)									552
V/C									0.06
95% queue lengt	n								0.18
Control Delay LOS									11.9 B
Approach Delay							1	1.9	ъ
Approach LOS								В	

\_\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: SATURDAY PEAK HOUR Intersection: SATBD-DRWY-#5-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PALISADE AVENUE

North/South Street: PROPOSED SITE DRIVEWAY

incersection o	TIEHCACIOH.	17. 44		51	cuay per	100 (111	5). 0.	23
	Veh	icle Vo	lumes a	nd Adjus	stments_			
Major Street:	Approach		astbound			Westbou	nd	
	Movement	1	2	3	4	5	6	
		L	Т	R	L	Т	R	
Volume	··				201	L 753		
Peak-Hour Fact	or, PHF				0.9	0.9	2	
Hourly Flow Ra	te, HFR				218	818		
Percent Heavy	Vehicles				5			
Median Type/St		Undi:	vided		/			
RT Channelized	.?							
Lanes						0 2		
Configuration						LT T		
Upstream Signa	1?		No			No		
Minor Street:	Approach		orthbou	 nd		Southbo	 und	
	Movement	7	8	9	10	11	12	
		L	T	R	L	Т	R	
Volume		186						
Peak Hour Fact	or, PHF	0.92						
Hourly Flow Ra		202						
Percent Heavy	Vehicles	5						
Percent Grade	(%)		0			0		
Flared Approac	h: Exists?	/Storag	е		/			/
Lanes		1						
Configuration		:	L					
	Delay,							
Approach	EB	WB		rthbound			uthboun	
Movement	1	4	7	8	9	10	11	12
Lane Config		LT	L					
v (vph)		218	202					
C(m) (vph)		1604	352					
v/c		0.14	0.57					
95% queue leng	th	0.47	3.42					
Control Delay		7.6	28.1					
LOS		A	D					
Approach Delay				28.1				
Approach LOS				D				

\_\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: SATURDAY PEAK HOUR Intersection: SATBD-DRWY-#6-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PALISADE AVENUE

North/South Street: PROPOSED SITE DRIVEWAY

intersection or	rentation.	ĽW		St	Luay	perioa	(nrs	) • 0 . 2	45
	Veh	icle Vol	umes and	d Adjus	stmer	nts			
Major Street: 1	Approach	Εa	stbound			Wes	tboun	d	
Ī	Movement	1	2	3		4	5	6	
		L	Т	R		L	Т	R	
						100	870		
Peak-Hour Facto:	r, PHF					0.92	0.92		
Hourly Flow Rate	e, HFR					108	945		
Percent Heavy Vo	ehicles					5			
Median Type/Sto	rage	Undiv	rided		/	/			
RT Channelized?									
Lanes						0	2		
Configuration						$_{ m LT}$	Т		
Upstream Signal	?		No				No		
	Approach Movement		rthboun 8		ı		thbou 11	nd 12	
1	Movement	7		9	ļ	10 L			
		L	Т	R	l	Ь	Т	R	
Volume		93							
Peak Hour Factor	•	0.92							
Hourly Flow Rate	e, HFR	101							
Percent Heavy Ve	ehicles	5							
Percent Grade (	웅 )		0				0		
Flared Approach	Exists?	/Storage	<u> </u>		/				/
Lanes		1							
Configuration		I	1						
		Queue Le				Servi			
Approach	EB	WB		thbound		1 -		thbound	
Movement	1	4	7	8	9	1	0	11	12
Lane Config		LT	L			l			
v (vph)		108	101						
C(m) (vph)		1604	381						
V/C		0.07	0.27						
95% queue lengt	n	0.22	1.05						
Control Delay		7.4	17.8						
LOS		A	С						
Approach Delay				17.8					
Approach LOS				С					

Analyst: JCE Inter.: SATBD-DRWY-7-BALLPARK

Agency: JOHN COLLINS ENGINEERS, P.C. Area Type: All other areas Date: 4/20/2007 Jurisd: W/ SIGNALIZATION

Period: SATURDAY PEAK HOUR Year : 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

E/W St: PROPOSED SITE ACCESS N/S St: NEW MAIN STREET

			Q T /	3373 T T C	,		CET ON	~ T T N # N # 70 .	D 7.7			
	Fac	tbou			ED II stbour		CTION :	SUMMA. thbou:		901	 ıthbou	nd
	Eas	T	R	wes   L	T	.1a R	L	T	R	L	T	R I
	"	_	10	-	-	10	"	_	1		_	10
No. Lanes	0	0	0		0	0	0	0	- 0	0	2	 0
LGConfig		Ü	Ü	l L	Ü	Ü		Ü		Ü	LT	
Volume				396					4	126	907	i
Lane Width	i			12.0			İ		į		12.0	į
RTOR Vol									İ			İ
Duration	0.25		Area :			other Operat						
Phase Comb	 ination	 1 1	2	3	4	Jperac 	10115	 5	 6	7	8	
EB Left	111001011		۷	J	-1	l l NB	Left	5	J	,	O	
Thru						111	Thru					
Right						İ	Right					
Peds		X				İ	Peds	Х				
WB Left		A				SB	Left	A				
Thru							Thru	A				
Right						İ	Right					
Peds		X				l I	Peds	Х				
NB Right		21				EB	Right	21				
SB Right						WB	Right					
Green		30.0				1 112	1119110	50.0				
Yellow		3.0						3.0				
All Red												
		2.0						2.0				
		2.0							le Leng	gth:	90.0	sec
		I				ormanc	e Summ	Cyc:				sec
	 ne oup	I: Ad	ntersed j Sat w Rate		Perfo	ormanc 		Cyc:				sec
Lane Gro		I: Ad Flo	j Sat		tios	ormanc  /C		Cyc ary Group	Appı	coach	 1 	sec
Lane Gro	oup	I: Ad Flo	j Sat w Rate	Ra	tios		Lane (	Cyc ary Group	Appı	coach	 1 	sec
Lane Gro Grp Cap ——————Eastbound	oup	I: Ad Flo	j Sat w Rate	Ra	tios		Lane (	Cyc ary Group	Appı	coach	 1 	sec
Lane Gro Grp Cap Eastbound Westbound	oup	I: Ad Flov	j Sat w Rate	Ra  v/c	atios g,		Lane (	Cyc ary Group	Appr	LOS	 1 	sec
Lane Gro Grp Cap —————Eastbound	oup pacity 	I: Ad Flov	j Sat w Rate (s)	Ra  v/c	atios g,	/C	Lane (	Cyc ary Group  LOS	Appı	LOS	 1 	sec
Lane Gro Grp Cap Eastbound Westbound L 5	oup pacity 	I: Ad Flov	j Sat w Rate (s)	Ra  v/c	atios g,	/C	Lane (	Cyc ary Group  LOS	Appr	LOS	 1 	sec
Lane Gro Grp Cap ————Eastbound Westbound	oup pacity 	I: Ad Flov	j Sat w Rate (s)	Ra  v/c	atios g,	/C	Lane (	Cyc ary Group  LOS	Appr	LOS	 1 	sec
Lane Gro Grp Cap Eastbound Westbound L 5' Northbound	oup pacity 	In Add Floor	j Sat w Rate (s)	Ra 	g,	/C	Lane O	Cyc. ary Group  LOS	Approperty Approperty	C C	 1 	sec

Phone: Fax:

E-Mail:

\_\_\_\_\_OPERATIONAL ANALYSIS\_\_\_\_\_

Analyst:

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Project ID: 281

E/W St: PROPOSED SITE Access

JUE

JOHN COLLINS ENGINEERS, P.C.

A/20/2007

SATURDAY PEAK HOUR

SATBD-DRWY-7-BALLPARK

All other areas

W/ SIGNALIZATION

2012 BUILD TRAFFIC VOLUMES

E/W St: PROPOSED SITE ACCESS N/S St: NEW MAIN STREET

# \_\_\_\_\_VOLUME DATA\_\_\_\_\_

	Eas	tbou	nd	Wes	tbou	nd	Noi	thbo	und	So	uthboi	ınd
	L	Т	R	L	Т	R	L	T	R	L	T	R
Volume	 			.   396						_   426	907	
	 			5						420	5	
% Heavy Veh	 			0.92						! -	0.92	
PHF	 			!								
PK 15 Vol	l I			108						116	246	
Hi Ln Vol					0							
% Grade					0						0	
Ideal Sat				1900							1900	
ParkExist										ļ		
NumPark												
No. Lanes	0	0	0	1	0	0	0	0	0	0	2	0
LGConfig				L							$_{ m LT}$	
Lane Width				12.0							12.0	
RTOR Vol												
Adj Flow				430							1449	
%InSharedLn				İ			İ			İ		
Prop LTs				İ			İ			j	0.32	20
Prop RTs				İ			İ			j o	.000	
Peds Bikes	25	5		İ			25	5		į		
Buses				ĺΟ			į			i	0	
%InProtPhase	<u> </u>									İ	-	
Direction			70	П	7 7 7	1	1			ı		

Duration 0.25 Area Type: All other areas

# \_\_\_\_OPERATING PARAMETERS\_\_\_\_\_

	Eas	stbou	ınd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	Т	R	L	Т	R	L	Т	R	L	T	R
				-			-					
Init Unmet				0.0							0.0	
Arriv. Type				3							3	
Unit Ext.				3.0							3.0	
I Factor				Ì	1.00	0	İ			Ì	1.00	0
Lost Time				2.0			İ			İ	2.0	j
Ext of g				2.0			İ			İ	2.0	j
Ped Min g		3.4		İ			İ	3.4		j		į

\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: SATURDAY PEAK HOUR Intersection: SATBD-DRWY-#8-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PROPOSED SITE ACCESS

North/South Street: NEW MAIN STREET

Intersection C	rientation:	NS		S	tudy peri	od (hrs)	: 0.2	25
	Veh	icle Vo	lumes a	nd Adiu	stments			
Major Street:	Approach		orthbou	_		 Southbour	 nd	
	Movement	1	2	3	4	5	6	
		L	Т	R	L	T	R	
Volume						1013	290	
Peak-Hour Fact	or, PHF					0.92	0.92	2
Hourly Flow Ra	ite, HFR					1101	315	
Percent Heavy	Vehicles							
Median Type/St	corage	Undi	vided		/			
RT Channelized	l?							
Lanes						2	0	
Configuration						T T	TR.	
Upstream Signa	al?		No			No		
Minor Street:	Approach	 W	 estboun	 d	 E	astbound	 ì	
	Movement	7	8	9	10	11	12	
		L	Т	R	L	T	R	
Volume							74	
Peak Hour Fact	or, PHF						0.92	2
Hourly Flow Ra	ate, HFR						80	
Percent Heavy	Vehicles						5	
Percent Grade	(%)		0			0		
Flared Approac	ch: Exists?	/Storag	е		/			/
Lanes							1	
Configuration						F	}	
Approach	Delay, NB	Queue ь SB		and Lev stbound	el of Ser		bound	
Movement	1	4	7	8	9	10	11	12
Lane Config	_	-		-		_ •		R
v (vph)								80
C(m) (vph)								430
V/C	. 1							0.19
95% queue leng	jtn							0.68
Control Delay								15.3
LOS							1 5 2	С
Approach Delay	r						15.3	
Approach LOS							С	

\_\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_\_\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: SATURDAY PEAK HOUR Intersection: SATBD-DRWY-#9-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PROPOSED SITE ACCESS

North/South Street: SOUTH BROADWAY

Intersection Orie	entation.	NS		51	tuay peri	.oa (nrs	0.2	5
	Veh	nicle Vol	lumes and	Adjus	stments			
	pproach		orthbound			Southbou	ınd	
Mo	ovement	1	2	3	4	5	б	
		L	Т	R	L	T	R	
Volume			548	110				
Peak-Hour Factor			0.92	0.92				
Hourly Flow Rate	, HFR		595	119				
Percent Heavy Vel	nicles							
Median Type/Stora RT Channelized?	age	Undiv	<i>r</i> ided		/			
Lanes			2 0					
Configuration			T TR					
Upstream Signal?			No			No		
	pproach		estbound	0		Castbour		
Mo	ovement	7	8	9	10	11	12	
		L	T	R	L	Т	R	
Volume				48				
Peak Hour Factor	, PHF			0.92				
Hourly Flow Rate	, HFR			52				
Percent Heavy Vel	nicles			5				
Percent Grade (%	)		0			0		
Flared Approach:	Exists?	/Storage	9		/			/
Lanes			1					
Configuration			R					
Approach	Delay, NB	Queue Le	ength, an	а Leve bound	el of Ser		tbound	
Movement	1	4		8	9	10	11	12
Lane Config	1	4	/	0	R	10	11	12
Lane Config					K			
v (vph)					52			
C(m) (vph)					680			
v/c					0.08			
95% queue length					0.25			
Control Delay					10.7			
LOS					В			
Approach Delay				10.7				
Approach LOS				В				

TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: SATURDAY PEAK HOUR

Intersection: SATBD-DRWY-#10-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: PROPOSED SITE ACCESS

North/South Street: NEW MAIN STREET

Intersection Or	ientation:	NS		S	tudy	period	(hrs):	0.2	5
	Veh	nicle Vol	umes an	d Adiu	stmer	nts			
Major Street:	Approach		rthboun		D CILICI.		 thbound		
	Movement	1	2	3		4	5	6	
		L	T	R		L	T	R	
Volume Peak-Hour Factor Hourly Flow Rate Percent Heavy Vo	e, HFR ehicles	Undiv	 ided		/	,	340 0.92 369	162 0.92 176	
RT Channelized?							1 0		
Configuration							TR		
Upstream Signal	?		No				No		
Minor Street:	Approach	We	 stbound			Eas	tbound		
	Movement	7	8	9		10	11	12	
		L	Т	R		L	T	R	
Volume Peak Hour Factor Hourly Flow Rate Percent Heavy Vo Percent Grade (Section of the Percent Approach Lanes Configuration	e, HFR ehicles %)	//Storage	0		/		0 1 R	5 0.92 5 0	/
	Delay,	Queue Le	ngth, a	nd Lev	el of	Servi	ce		
Approach Movement Lane Config	NB 1	SB 4	Wes 7	tbound 8	9	1	Eastb 0 1	ound 1	12 R
v (vph) C(m) (vph) v/c 95% queue length Control Delay LOS Approach Delay Approach LOS	n							1.0 B	5 608 0.01 0.02 11.0 B

\_\_\_\_TWO-WAY STOP CONTROL SUMMARY\_\_

Analyst: JCE

Agency/Co.: JOHN COLLINS ENGINEERS, P.C.

Date Performed: 4/20/2007

Analysis Time Period: SATURDAY PEAK HOUR

Intersection: SATBD-DRWY-#11-BALLPARK

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2012 BUILD TRAFFIC VOLUMES

Project ID: 281

East/West Street: NEPPERHAN AVENUE
North/South Street: PROPOSED SITE ACCESS

				~		(112.0	,	
	Veh	icle Vo	lumes an	ıd Adju	stments			
Major Street:	Approach		astbound	_		estbound	 d	
3	Movement	1	2	3	4	5	6	
		L	Т	R	i L	Т	R	
					·			
Volume						1316	671	
Peak-Hour Fact						0.92	0.92	2
Hourly Flow Ra	te, HFR					1430	729	
Percent Heavy	Vehicles							
Median Type/St	orage	Undi	vided		/			
RT Channelized	?							
Lanes						2	0	
Configuration						Т	ľR	
Upstream Signa	1 2		No			No		
oppeream bryna	<b>-</b> •		110			110		
Minor Street:	Approach	N	orthboun	.d		outhbour	 nd	
	Movement	7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume							 50	
Peak Hour Fact	or DUE						0.92	2
Hourly Flow Ra							54	<b>Z</b>
_							_	
Percent Heavy			0			0	5	
Percent Grade		/ 61	0		,	0		,
Flared Approach	n: Exists?	/Storag	e		/		_	/
Lanes							1	
Configuration						Ι	R	
7 mm a o o o o	Delay, EB			ınd Lev thboun	el of Ser		 thbound	
Approach		WB 4 l	7		_		11	
Movement	1	4	/	8	9	10	TT	12
Lane Config								R
v (vph)								 54
C(m) (vph)								261
V/C								0.21
95% queue leng	t h							0.76
Control Delay	CII							22.4
_								
LOS							00 4	С
Approach Delay							22.4	
Approach LOS							С	