HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection:	Farley Ave-Regent St
Analyst:	TAM
Project No.:	
Date:	10/19/2011
East/West Street:	Regent St
North/South Street:	Farley Ave
Intersection Orientation: EW	Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	236	207		2	66	
Hourly Flow Rate, HFR	303	296		2	96	
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	1		0	1	
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	1	0	0	30	1	35
Hourly Flow Rate, HFR	4	0	0	32	4	47
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Median Storage	1					
Flared Approach: Exists?		No			No	
Storage						
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Cemetery Entrance (not city street)

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	303	2		4			83	
C(m) (vph)	1398	1277		150			300	
v/c	0.22	0.00		0.03			0.28	
95% queue length	0.95	0.00		0.09			1.28	
Control Delay	8.3	7.8		29.7			21.6	
LOS	A	A		D			C	
Approach Delay				29.7			21.6	
Approach LOS				D			C	