

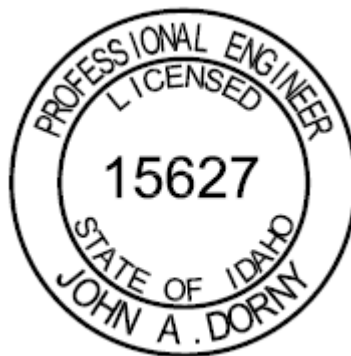
# Mountain Home Downtown District Traffic Study

Mountain Home, ID

PREPARED FOR:



PREPARED BY:



John Dorny, P.E.

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## Executive Summary

This traffic study includes analysis to assist efforts of the City of Mountain Home to revitalize the downtown area. The goals for the downtown area include revitalizing the look of the downtown core, improving pedestrian safety, and business development. This analysis investigates existing conditions as well as other scenarios to determine traffic performance throughout the study area. Improving the roadway infrastructure in the downtown area will assist the City's goals for the downtown area by creating improved pedestrian access, roadway safety and parking.

## Analysis Conclusions

1. Existing Conditions Analysis
  - All study intersections operate at LOS B or better during the AM and PM peak hours
2. Existing Conditions – 20 Year Growth Analysis
  - All study intersections operate at LOS B or better during the AM and PM peak hours
3. Two-Lane Scenario Analysis
  - All study intersections operate at LOS B or better during the AM and PM peak hours
  - Average delay to vehicles decreased slightly when compared to existing conditions.
4. Two-Lane Scenario – 20 Year Growth Analysis
  - All study intersections operate at LOS B or better during the AM Peak hours and LOS C or better during the PM peak hours
5. One-Way Scenario
  - All study intersections operate at LOS B or better during the AM and PM peak hours
  - Average delay to vehicles on roads changed into one-way roads decreased, while it increased for vehicles at other intersections when compared to existing conditions.
6. One-Way Scenario – 20 Year Growth Analysis
  - All study intersections operate at LOS B or better during the AM peak hour and LOS C or higher during the PM peak hour

## Analysis Recommendations

1. The preferred alternative is to reduce Main Street and 2<sup>nd</sup> East to two lanes
  - Reducing 200 North and 400 North to one-lane roads can be implemented with no significant impact to traffic flow on Main Street and 2<sup>nd</sup> East
2. On-street parking will be limited to the northeast side of Main Street and 2<sup>nd</sup> East
3. Include right-turn pocket on 2<sup>nd</sup> East at American Legion Boulevard, 5<sup>th</sup> North, and Jackson Street per ITD standards
4. Include a right-turn pocket on Main Street at 5<sup>th</sup> North per ITD standards
5. Coordinate with Fire Department to determine if closing southeast leg of 2<sup>nd</sup> East and Jackson Street is feasible
6. Install HAWK Signal on Main Street at American Legion Blvd. or Jackson Street to provide safety and efficiency for pedestrians if warranted per MUTCD
7. Removal of a travel lane on Main Street and 2<sup>nd</sup> East allows heavy truck traffic to make proper turning movements

## Introduction

This report presents the findings of a Traffic Study performed for the City of Mountain Home as they plan the future of the downtown district area, including traffic flow and roadway geometry changes.

## Goals for the Downtown Area

This traffic study will assist with the efforts of the City of Mountain Home to revitalize the downtown area. The following outlines the overall goals for the downtown area:

- Revitalize and improve the look of the downtown core
- Improve pedestrian safety
- Place making: Fountain, event venues, art, kids activities, etc.
- Business Development: Increase and diversify businesses downtown

Improving the roadway infrastructure in the downtown area will assist the City's goals for the downtown area by creating improved pedestrian access, roadway safety and parking.

## Downtown Study Area

The downtown study area, included in **Figure 1** has 7 roadway segments and 11 intersections. The Mountain Home Air Force Base located to the southwest impacts traffic in the downtown study area. The following describes the roadway and intersection characteristics within the study area.

## Roadway Characteristics

### 1. Main Street

- Classified as a Principal Arterial south of American Legion Blvd and as a Minor Arterial north of American Legion Blvd.
- One-way road in southeast direction
- 3 Lanes
- On-street parking and sidewalk on both sides of roadway
- 25 mph speed limit

### 2. 2<sup>nd</sup> East

- Classified as a Principal Arterial south of American Legion Blvd and Minor Arterial north of American Legion Blvd
- One-way road in the northwest direction
- 3 Lanes
- On-street parking and sidewalk on both sides of roadway
- 25 mph speed limit

### 3. 5<sup>th</sup> North

- Classified as a Minor Arterial
- On-street parking and sidewalk on both sides of roadway
- 25 mph speed limit

### 4. 4<sup>th</sup> North

- Classified as a Local Road
- On-street parking and sidewalk on both sides of roadway
- 20 mph speed limit

### 5. American legion Boulevard

- Classified as a Principal Arterial
- On-street parking and sidewalk on both sides of roadway

- 25 mph speed limit
- 6. 2<sup>nd</sup> North
  - Classified as a Local Road
  - On-street parking and sidewalk on both sides of roadway
  - 20 mph speed limit
- 7. Jackson Street
  - Classified as a Local Road
  - On-street parking and sidewalk on both sides of roadway
  - 20 mph speed limit

## Intersection Characteristics

1. 2<sup>nd</sup> East and 5<sup>th</sup> North
  - Two way stop controlled intersection
  - Traffic turning left onto 2<sup>nd</sup> East has a left turn pocket
  - Traffic turning right onto 2<sup>nd</sup> East has a right turn pocket
2. Main Street and 5<sup>th</sup> North
  - Two way stop controlled intersection
  - Traffic turning left onto 5<sup>th</sup> north have a left turn pocket
3. 2<sup>nd</sup> East and 4<sup>th</sup> North
  - Two way stop controlled intersection
4. Main Street and 4<sup>th</sup> North
  - Two way stop controlled intersection
5. 2<sup>nd</sup> East and American Legion Boulevard
  - Signalized intersection
  - Shared thru left lane on American Legion Boulevard turning left onto 2<sup>nd</sup> East
6. 2<sup>nd</sup> East U-turn
  - U-turn from 2<sup>nd</sup> East to Main Street
  - No traffic control
  - Exiting traffic has dedicated lane
7. Main Street and American Legion Boulevard
  - Two way stop controlled intersection
  - The westbound approach of American Legion Boulevard has a dedicated left turn lane and a shared thru left lane onto Main Street
8. 2<sup>nd</sup> East and 2<sup>nd</sup> North
  - Two way stop controlled intersection
9. Main Street and 2<sup>nd</sup> North
  - Two way stop controlled intersection
10. 2<sup>nd</sup> East and Jackson Street
  - 5-leg signalized intersection
  - Traffic turning left from Jackson Street onto 2<sup>nd</sup> East has a left turn pocket
  - Traffic turning right from Jackson Street onto 2<sup>nd</sup> East has a right turn pocket
  - South approaches to the intersection are both one-way streets.
11. Main Street and Jackson Street
  - Two way stop controlled intersection
  - The left lane of Main Street is a dedicated left turn lane onto Jackson Street
  - Traffic turning left onto Main Street from Jackson Street has a left turn pocket



Figure 1: Study Area





## Traffic Study Methodology

The following sections describe the methodology used to complete the study for the following items:

- Data Collection
- Traffic Modeling
- Level of Service
- 20-Year Traffic Projections
- Analysis Conditions

### Data Collection

Intersection count data was collected for both AM and PM peak hour for all study area intersections. Existing data establishes a base condition for all analyses, which assists in estimating traffic flow for new traffic throughout the downtown area. The existing count data was collected in October, 2017. The existing turning movement counts for the AM and PM peak hours are included in **Figure 3** and **Figure 4** respectively (Existing Conditions Section).

### Traffic Modeling

The downtown district was modelled using the Synchro 10 software package. An image of the model is included in **Figure 2**. Synchro analyzes roadway networks on a macroscopic level. All intersections for this analysis were analyzed in Synchro using the Highway Capacity Manual’s (HCM) 2010 Edition for all intersections.



**Figure 2: Synchro Model**

There is a tool included as part of the Synchro 10 package called SimTraffic. SimTraffic simulates traffic conditions for every vehicle included in the traffic model. Each vehicle is modeled and displayed traversing the street network. This tool is useful for situations where non-typical intersections, such as Jackson Street and 2<sup>nd</sup> East, are analyzed. Sim Traffic within Synchro 10 was used to determine the performance of all intersections included in the study area.

### Level of Service

Level of Service (LOS) is a term used by the HCM to describe the traffic operations of an intersection, based on congestion and delay. Measurements of LOS are vehicle delay and volume-to-capacity (v/c) ratios. LOS ranges from A (almost no congestion or delay) to F (traffic demand exceeds capacity and intersection experiences long queues and delay). LOS E is the threshold when the intersection exceeds an acceptable standard and intersection improvements are required in the state of Idaho. **Table 1**



includes the delay and v/c criteria used to assign a letter grade to an intersection for signalized and unsignalized intersections.

**Table 1: LOS Delay Criteria**

Level of Service	Average Control Delay (sec/veh)		Volume-to-Capacity Ratio (v/c)
	Signalized	Unsignalized	
A	≤ 10	≤ 10	V/C < 1.0
B	> 10 - 20	> 10 - 15	
C	> 20 - 35	> 15 - 25	
D	> 35 - 55	> 25 - 35	
E	> 55 - 80	> 35 - 50	
F	> 80	> 50	V/C ≥ 1.0

## Corridor Delay

Average delay to a vehicle traveling the entire corridor was also calculated for both Main Street and 2<sup>nd</sup> East using SimTraffic within Synchro 10. For each arterial, the average delay to vehicles moving along the specific route was calculated for each intersection. In the case of Main Street, that would be the average delay from the intersections of the turnaround through Jackson Street. For 2<sup>nd</sup> East, delays from the intersections of Jackson Street through the turnaround were included. The delays used to calculate average delay across the corridor were average delays according to movement. In this case, through movement at each intersection was used. The Synchro reports for arterial level of service may be found in the Appendix.

## 20-Year Traffic Projections

To successfully analyze traffic conditions for future conditions, existing traffic is grown based on the projected growth in the surrounding area. To find an appropriate growth rate, growth factors for the roads within the study area were obtained from Idaho Transportation Department’s Roadway Data Section. From the growth factors, a growth rate of 0.5% was chosen for all study roadways as shown in **Table 2**.

**Table 2: Growth Rate**

Source	Average Annual Growth Rate
ITD Roadway Data Section	0.5%

## Analysis Scenarios

The following indicate the three analysis scenarios included in the traffic study:

- **Existing Conditions**
- **Two-Lane Scenario**
  - Reduce Main Street and 2<sup>nd</sup> East to two lanes
- **One-Way Scenario**
  - Reduce Main Street and 2<sup>nd</sup> East to two lanes
  - Convert 4<sup>th</sup> north into a southwest bound one-way road between Main Street and 2<sup>nd</sup> East
  - Convert 2<sup>nd</sup> North into a northeast bound one-way road between Main Street and 2<sup>nd</sup> East

For each scenario, existing as well as 20-year projected traffic data were used to determine roadway network performance. The following sections describe each scenario and roadway performance in detail.

## Existing Conditions Analysis

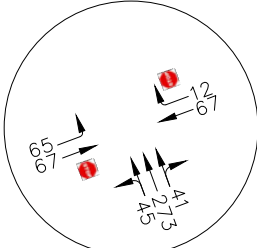
The existing roadway conditions were added to the Synchro 10 traffic model and analyzed using SimTraffic. The roadway configuration and traffic data are included in **Figure 3** and **Figure 4** for the AM Peak and PM Peak hours respectively. Specific information regarding intersection performance can be found in the appendix.

**Table 3** shows the existing traffic conditions at study intersections including average control delay per vehicle and corresponding level of service. Existing traffic conditions show acceptable LOS B or better conditions at all study intersections. During the AM and PM Peak hours, all intersections function at a LOS B or better. During the AM peak hour, the study intersection of 2<sup>nd</sup> East and Jackson Street has the greatest delay of 16.1 seconds. Average delay to vehicles on Main Street was 0.9 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 24.9 seconds. During the PM peak hour, the study intersection of 2<sup>nd</sup> East and Jackson Street has the greatest delay. This intersection’s average delay is 17.3 seconds. Average delay to vehicles on Main Street was 1.7 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 31.7 seconds. No mitigations are recommended at this time. Specific information regarding intersection and corridor performance can be found in the appendix.

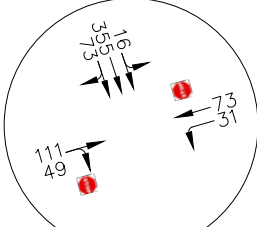
**Table 3: Existing Conditions Analysis**

No.	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Average Control Delay (sec/veh)	Level of Service	V/C Ratio	Average Control Delay (sec/veh)	Level of Service	V/C Ratio
<b>Existing Conditions Analysis</b>								
1	2nd East & 5th North	TWSC	7.7	A	0.14	10.7	B	0.32
2	Main St. & 5th North	TWSC	7.7	A	0.32	10.8	B	0.45
3	2nd East & 4th North	TWSC	4.7	A	0.03	8.2	A	0.13
4	Main St & 4th North	TWSC	3.7	A	0.01	6.2	A	0.05
5	2nd East & American Legion Blvd	Signalized	9.4	A	0.46	12.6	B	0.72
6	Main St & U-Turn	Free	-	-	-	-	-	-
7	Main St & American Legion Blvd	TWSC	9.7	A	0.28	13.5	B	0.44
8	2nd East & 2nd North	TWSC	7.5	A	0.05	11.1	B	0.18
9	Main St & 2nd North	TWSC	5.7	A	0.02	7.6	A	0.10
10	2nd East & Jackson St	Signalized	16.1	B	0.60	17.3	B	0.65
11	Main St & Jackson St	TWSC	8.5	A	0.21	10.7	B	0.28

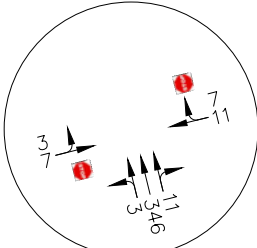
**1** AM PEAK HOUR



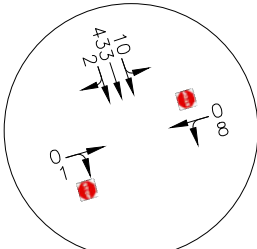
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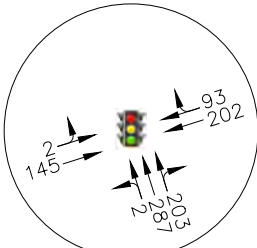
**3** AM PEAK HOUR



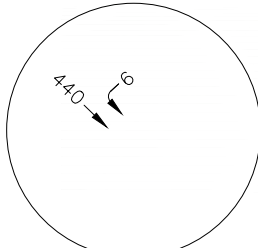
**4** AM PEAK HOUR



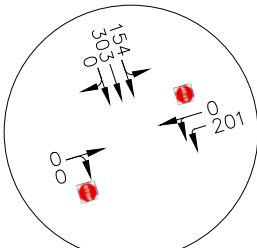
**5** AM PEAK HOUR



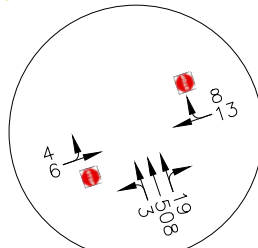
**6** AM PEAK HOUR



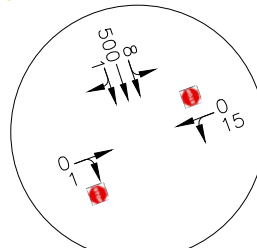
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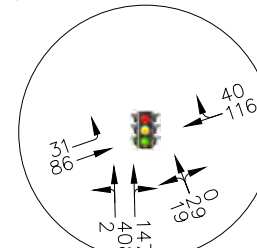
**8** AM PEAK HOUR



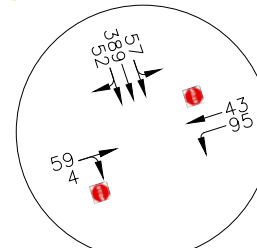
**9** AM PEAK HOUR



**10** AM PEAK HOUR

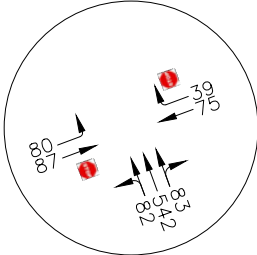


**11** AM PEAK HOUR

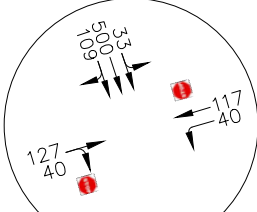




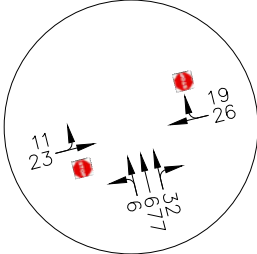
**1** PM PEAK HOUR



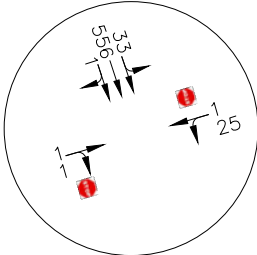
**2** PM PEAK HOUR



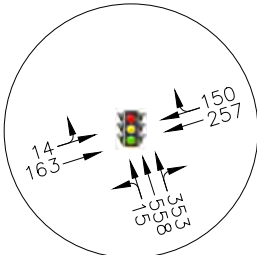
**3** PM PEAK HOUR



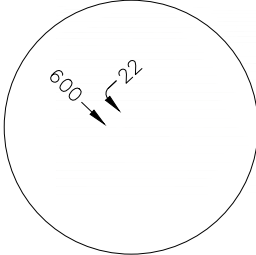
**4** PM PEAK HOUR



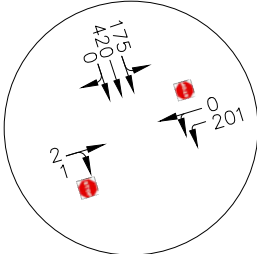
**5** PM PEAK HOUR



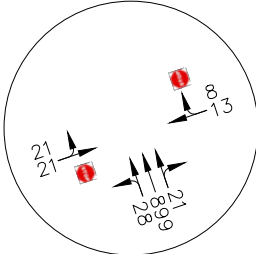
**6** PM PEAK HOUR



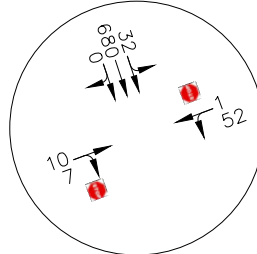
**7** PM PEAK HOUR



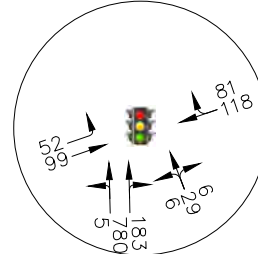
**8** PM PEAK HOUR



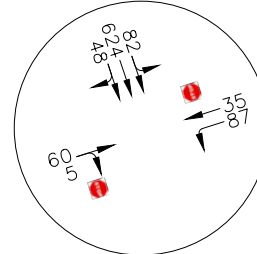
**9** PM PEAK HOUR



**10** PM PEAK HOUR



**11** PM PEAK HOUR





## Existing Conditions – 20-Year Growth Analysis

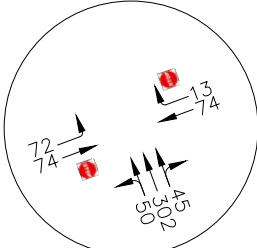
The existing background traffic was grown for 20 years from existing conditions to represent the 20-year existing scenario. Traffic volumes for the 20-year existing scenario are shown in **Figure 5** and **Figure 6**. 20-year traffic conditions show acceptable LOS C or better at all study intersections. During the AM Peak hour, all intersections function at a LOS B or better. During the AM peak hour, the study intersection at 2<sup>nd</sup> East and Jackson Street has the greatest average delay of 16.8 seconds. The intersection of Main Street and Jackson Street remained at LOS A, with an average delay of 9.4 seconds per vehicle. The intersection of Main Street and American Legion Blvd decreased from LOS A to LOS B, with an average delay of 12.0 seconds per vehicle. All other intersections do increase slightly in average delay to vehicles, but not enough to change LOS. Average delay to vehicles on Main Street was 1.1 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 25.7 seconds, an increase of 0.2 and 0.8 seconds, respectively, over delays with existing traffic volumes.

During the PM peak hour, all intersections function at LOS C or better, with the exception of Main St. & American Eagle Blvd (LOS D). During the PM peak hour, the study intersection of Main St and American Legion Blvd. has the greatest delay of 28.5 seconds. LOS decreased from LOS B to LOS C at the intersections of Main St. & 5<sup>th</sup> North and 2<sup>nd</sup> East & American Legion Blvd. Average delay to vehicles on Main Street was 24.1 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 41.1 seconds, an increase of 22.4 and 9.4 seconds, respectively, over delays with existing traffic volumes. No mitigations are recommended at this time. The analysis results are shown in **Table 4**. Further information regarding intersection and corridor performance can be found in the appendix.

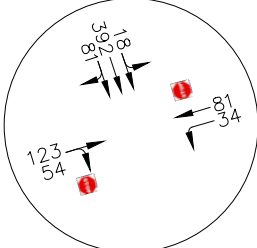
**Table 4: Existing Conditions - 20-Year Growth Analysis**

No.	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Average Control Delay (sec/veh)	Level of Service	V/C Ratio	Average Control Delay (sec/veh)	Level of Service	V/C Ratio
<b>Existing conditions – 20 Year Growth Analysis</b>								
1	2nd East & 5th North	TWSC	7.9	A	0.17	12.0	B	0.40
2	Main St. & 5th North	TWSC	8.0	A	0.38	17.8	C	0.53
3	2nd East & 4th North	TWSC	5.8	A	0.04	9.5	A	0.15
4	Main St & 4th North	TWSC	6.4	A	0.01	20.1	C	0.05
5	2nd East & American Legion Blvd	Signalized	9.8	A	0.50	21.9	C	0.74
6	Main St & U-Turn	Free	-	-	-	-	-	-
7	Main St & American Legion Blvd	TWSC	12.0	B	0.34	28.5	D	0.53
8	2nd East & 2nd North	TWSC	7.4	A	0.06	15.5	C	0.23
9	Main St & 2nd North	TWSC	6.5	A	0.03	9.2	A	0.12
10	2nd East & Jackson St	Signalized	16.8	B	0.61	21.2	C	0.69
11	Main St & Jackson St	TWSC	9.4	A	0.25	10.2	B	0.31

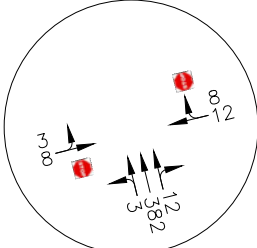
**1** AM PEAK HOUR



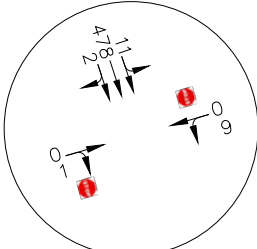
**2** AM PEAK HOUR



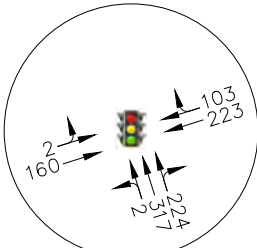
**3** AM PEAK HOUR



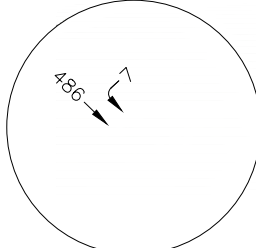
**4** AM PEAK HOUR



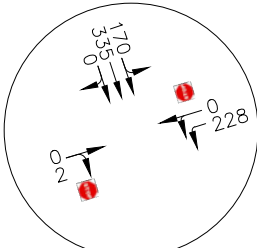
**5** AM PEAK HOUR



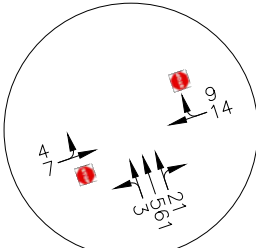
**6** AM PEAK HOUR



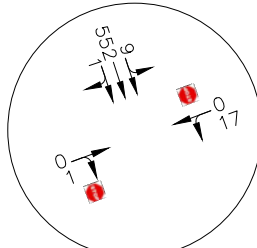
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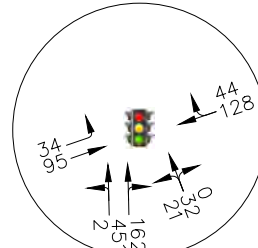
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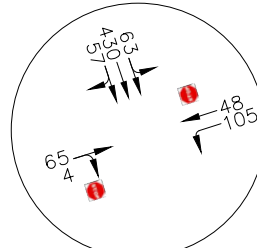
**9** AM PEAK HOUR



**10** AM PEAK HOUR

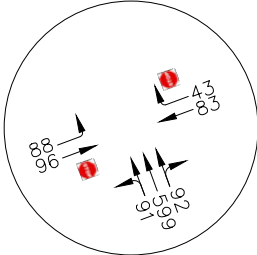


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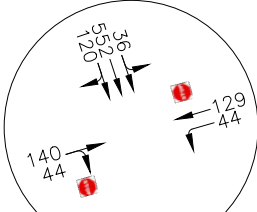




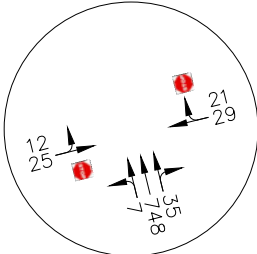
**1** PM PEAK HOUR



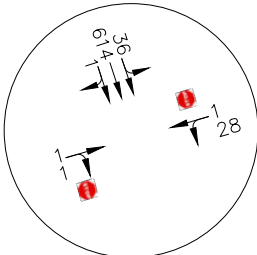
**2** PM PEAK HOUR



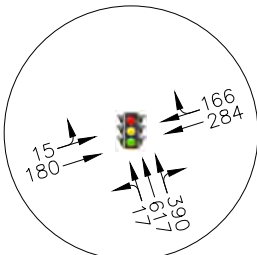
**3** PM PEAK HOUR



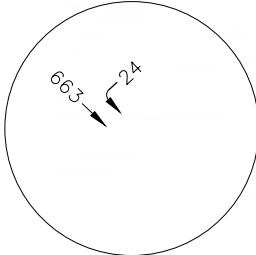
**4** PM PEAK HOUR



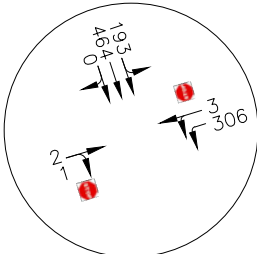
**5** PM PEAK HOUR



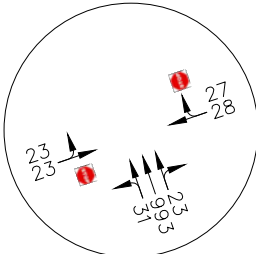
**6** PM PEAK HOUR



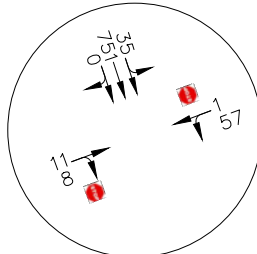
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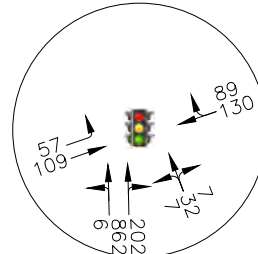
**8** PM PEAK HOUR



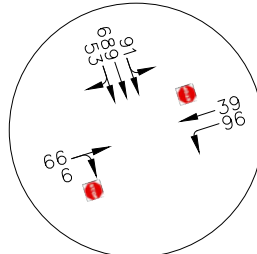
**9** PM PEAK HOUR



**10** PM PEAK HOUR

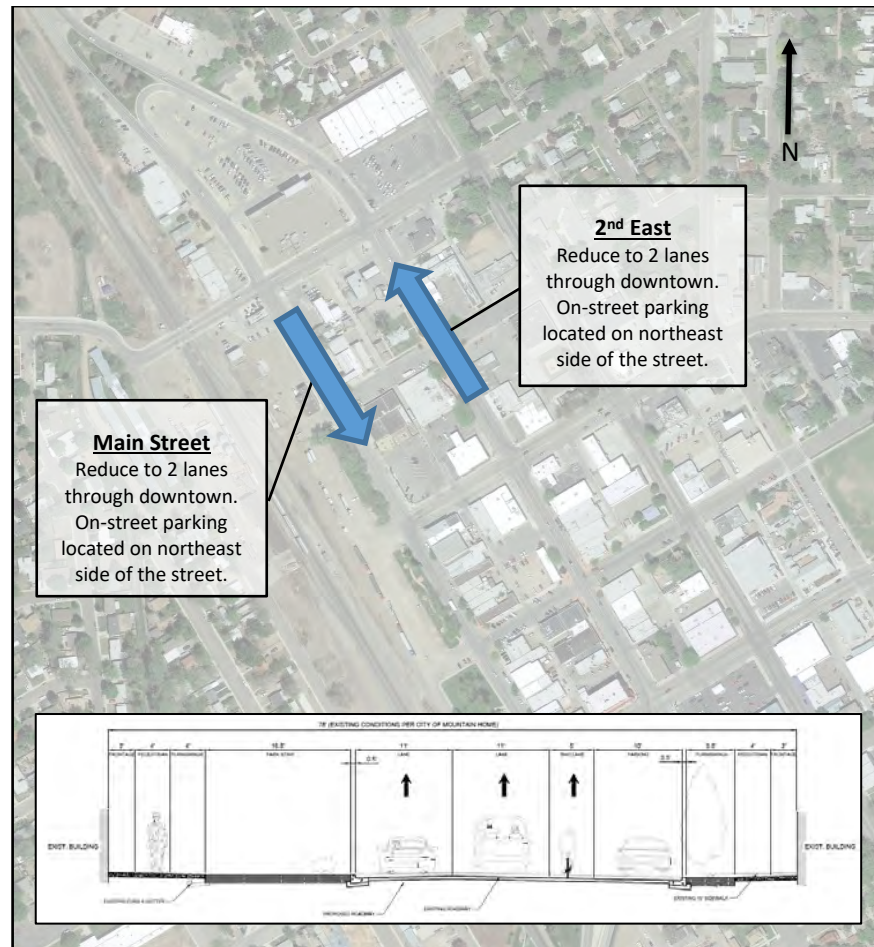


**11** PM PEAK HOUR



## Two-Lane Scenario Existing Conditions Analysis

The Two-Lane Scenario reduces Main Street and 2<sup>nd</sup> East to two lanes. **Figure 7** summarizes the configuration changes for this scenario. Traffic volumes remained the same for this scenario as those of the existing scenario. Roadway geometry changes were made by eliminating a thru lane over the entirety of Main Street through the intersection of Main Street and 2<sup>nd</sup> North. At the intersection of 2<sup>nd</sup> North, the trap left turn lane on the approach of Main Street and Jackson Street was eliminated, with the left turns being serviced by a shared thru-left lane. The middle thru lane from Jackson Street through 5<sup>th</sup> North on 2<sup>nd</sup> East was also eliminated in order to make 2<sup>nd</sup> East into a 2-lane road. Intersection configurations and lane geometries as well as traffic volumes are included for the AM and PM peak hours in **Figure 8** and **Figure 9** respectively.



**Figure 7: Two-Lane Scenario Summary**

On-street parking will be maintained on the northeast side of Main Street and 2<sup>nd</sup> East. Parking on the southwest side of both streets will be converted into a parkstrip. A typical cross-section is included in **Figure 7**. Parking on one side of the road will reduce conflict points for through traffic and will improve pedestrian access by shortening crosswalk distances and visibility.

Traffic conditions show acceptable LOS B or better conditions at all study intersections. During the AM Peak hour, all intersections function at a LOS B or better. During the AM peak hour, the study intersection of 2<sup>nd</sup> East and Jackson Street has the greatest delay, which is 15.0 seconds. When delay and LOS is compared to existing traffic conditions, it can be noted that delay actually decreases for many intersections. This decrease in delay is quite small (usually under 0.5 seconds). This decrease is likely due to improvements in vehicle flow that two lanes offers over three lanes, especially with regards to crossing at two way stops. Average delay to vehicles on Main Street was 2.2 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 24.1 seconds, an increase of 1.3 and decrease of 0.8 seconds, respectively, over delays with no-build existing conditions.

During the PM peak hour, all intersections function at a LOS of B or better. During the PM peak hour, the study intersection of 2<sup>nd</sup> East and Jackson Street has the greatest delay, which is 16.1 seconds. When delay

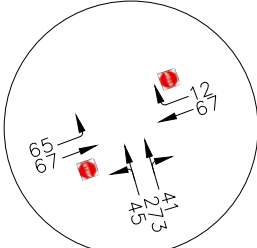


is compared to existing conditions, LOS improves from LOS B to LOS A for the intersection of Main Street and Jackson Street. Average delay to vehicles on Main Street was 3.6 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 34.7 seconds, an increase of 1.9 and 3.0 seconds, respectively, over delays with no-build existing conditions. No mitigations are recommended at this time. The analysis is shown in **Table 5**. Specific information regarding intersection performance can be found in the appendix.

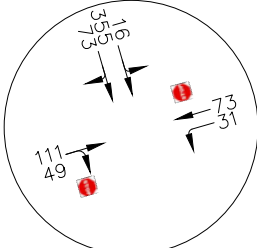
**Table 5: Two Lane Scenario Existing Conditions Analysis**

No.	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Average Control Delay (sec/veh)	Level of Service	V/C Ratio	Average Control Delay (sec/veh)	Level of Service	V/C Ratio
<b>Two Lane Scenario Analysis</b>								
1	2nd East & 5th North	TWSC	7.5	A	0.14	10.9	B	0.32
2	Main St. & 5th North	TWSC	7.3	A	0.31	10.1	B	0.43
3	2nd East & 4th North	TWSC	5.3	A	0.03	8.9	A	0.12
4	Main St & 4th North	TWSC	3.9	A	0.01	5.7	A	0.05
5	2nd East & American Legion Blvd	Signalized	9.4	A	0.54	15.1	B	0.82
6	Main St & U-Turn	Free	-	-	-	-	-	-
7	Main St & American Legion Blvd	TWSC	8.9	A	0.32	12.1	B	0.54
8	2nd East & 2nd North	TWSC	6.4	A	0.05	11.8	B	0.17
9	Main St & 2nd North	TWSC	6.7	A	0.03	7.3	A	0.11
10	2nd East & Jackson St	Signalized	15.0	B	0.58	16.1	B	0.63
11	Main St & Jackson St	TWSC	7.8	A	0.21	9.6	A	0.28

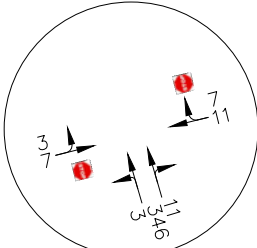
**1** AM PEAK HOUR



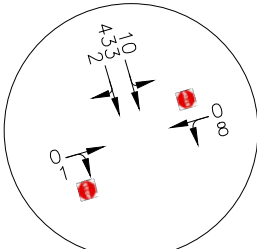
**2** AM PEAK HOUR



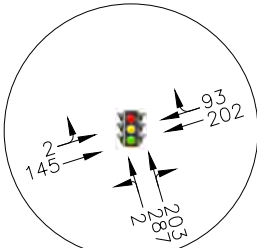
**3** AM PEAK HOUR



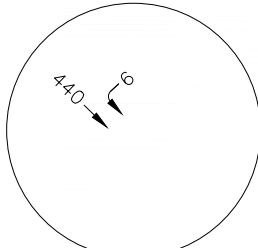
**4** AM PEAK HOUR



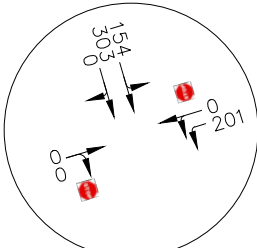
**5** AM PEAK HOUR



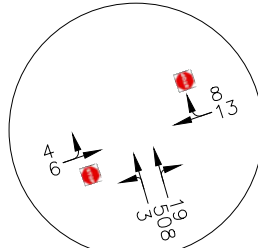
**6** AM PEAK HOUR



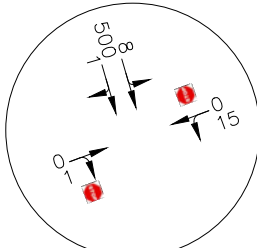
**7** AM PEAK HOUR



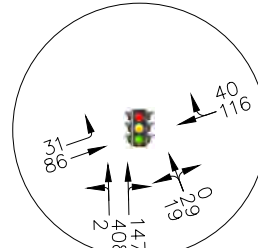
**8** AM PEAK HOUR



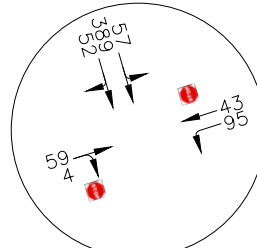
**9** AM PEAK HOUR



**10** AM PEAK HOUR

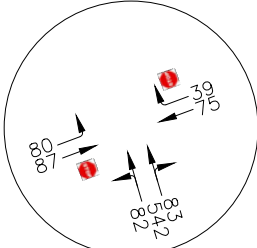


**11** AM PEAK HOUR

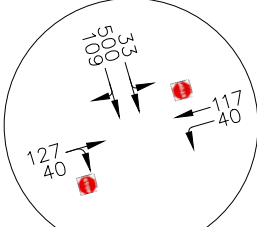




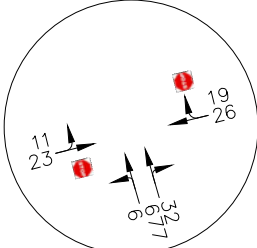
**1** PM PEAK HOUR



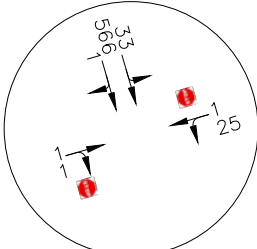
**2** PM PEAK HOUR



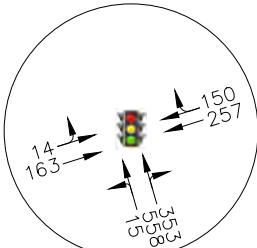
**3** PM PEAK HOUR



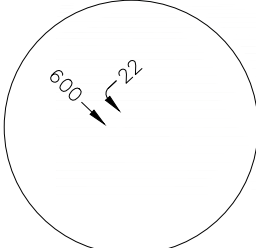
**4** PM PEAK HOUR



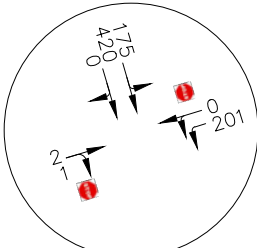
**5** PM PEAK HOUR



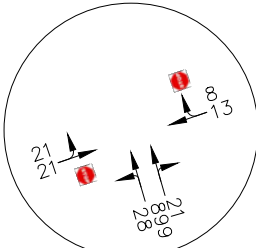
**6** PM PEAK HOUR



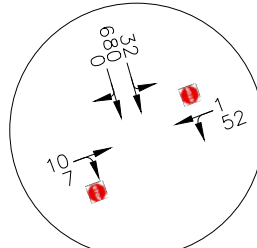
**7** PM PEAK HOUR



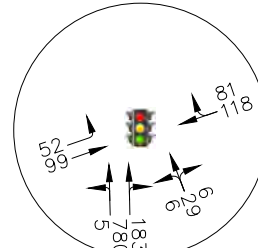
**8** PM PEAK HOUR



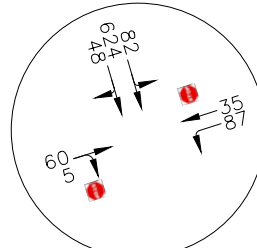
**9** PM PEAK HOUR



**10** PM PEAK HOUR



**11** PM PEAK HOUR



## Two-Lane Scenario – 20-Year Growth Analysis

Traffic Volumes were grown for 20 years to represent the Two-Lane 20-year Scenario. Traffic Volumes can be found in **Figure 10** and **Figure 11**. 20-year traffic conditions in this scenario show an acceptable LOS B or better for all intersections. In the AM peak hour, the worst performing intersection is 2<sup>nd</sup> East and Jackson Street, which has a delay of 16.7 seconds. Average delay to vehicles on Main Street was 2.4 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 27.1 seconds, an increase of 0.2 and 3.0 seconds, respectively, over delays with existing traffic volumes in the two-lane scenario.

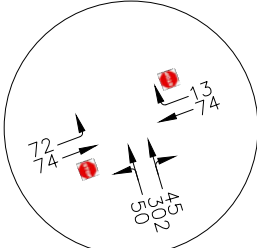
During the PM peak hour, the worst performing intersection is 2<sup>nd</sup> East and Jackson Street, which has a delay of 17.8 seconds. The intersection of Main Street and Jackson Street decreases from LOS A to LOS B and the intersection of 2<sup>nd</sup> East and 2<sup>nd</sup> North decreases from LOS B to LOS C, but all other intersections remain the same LOS as existing traffic volumes. Average delay to vehicles on Main Street was 4.1 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 40.1 seconds, an increase of 0.5 and 5.4 seconds, respectively, over delays with existing traffic volumes in the two-lane scenario. No mitigations are recommended at this time. The LOS analysis can be found below in **Table 6**. Specific information regarding intersection performance can be found in the appendix.

**Table 6: Two-Lane Scenario – 20-year Growth Analysis**

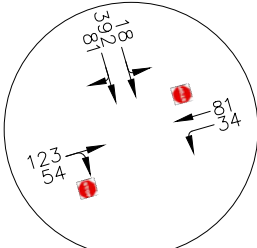
No.	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Average Control Delay (sec/veh)	Level of Service	V/C Ratio	Average Control Delay (sec/veh)	Level of Service	V/C Ratio
<b>Two Lane Scenario – 20 Year Growth Analysis</b>								
1	2nd East & 5th North	TWSC	7.8	A	0.17	12.4	B	0.40
2	Main St. & 5th North	TWSC	7.8	A	0.37	11.4	B	0.52
3	2nd East & 4th North	TWSC	5.0	A	0.04	8.7	A	0.15
4	Main St & 4th North	TWSC	3.6	A	0.02	6.3	A	0.06
5	2nd East & American Legion Blvd	Signalized	10.4	B	0.60	15.4	B	0.83
6	Main St & U-Turn	Free	-	-	-	-	-	-
7	Main St & American Legion Blvd	TWSC	9.7	A	0.40	13.9	B	0.66
8	2nd East & 2nd North	TWSC	6.5	A	0.05	15.4	C	0.22
9	Main St & 2nd North	TWSC	5.8	A	0.03	8.9	A	0.15
10	2nd East & Jackson St	Signalized	16.7	B	0.62	17.8	B	0.68
11	Main St & Jackson St	TWSC	8.4	A	0.25	10.8	B	0.36



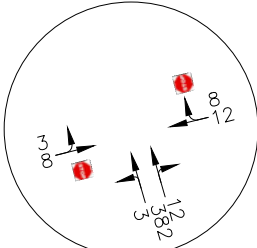
**1** AM PEAK HOUR



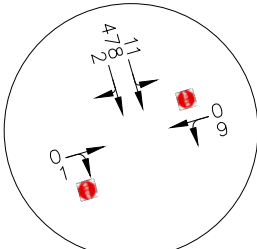
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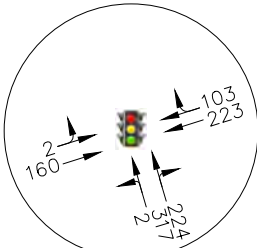
**3** AM PEAK HOUR



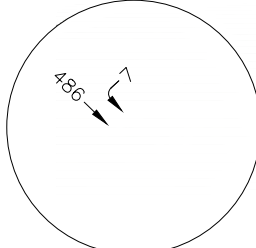
**4** AM PEAK HOUR



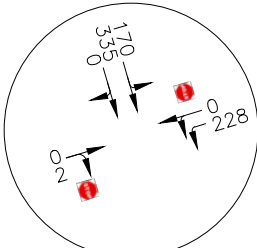
**5** AM PEAK HOUR



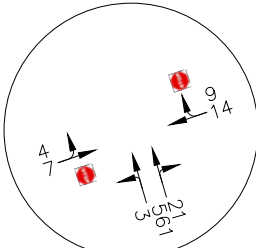
**6** AM PEAK HOUR



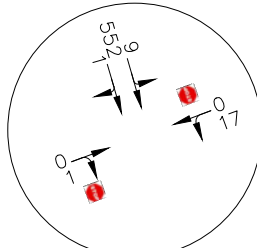
**7** AM PEAK HOUR



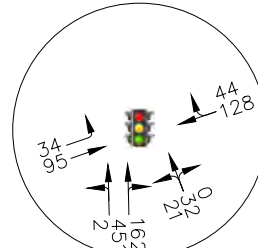
**8** AM PEAK HOUR



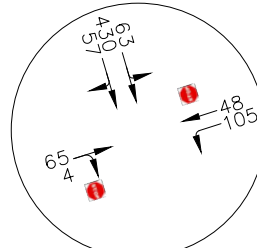
**9** AM PEAK HOUR



**10** AM PEAK HOUR

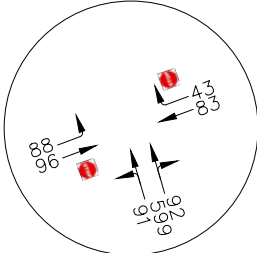


**11** AM PEAK HOUR

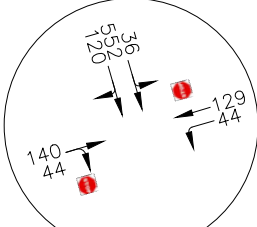




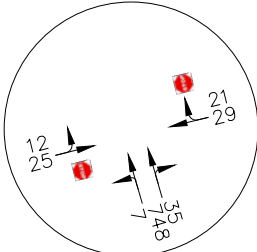
**1** PM PEAK HOUR



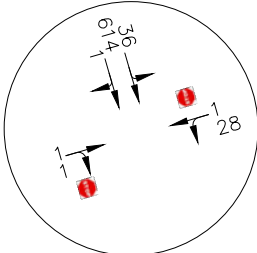
**2** PM PEAK HOUR



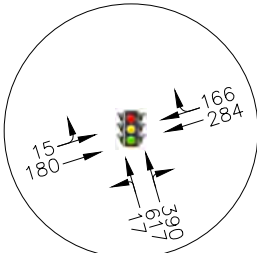
**3** PM PEAK HOUR



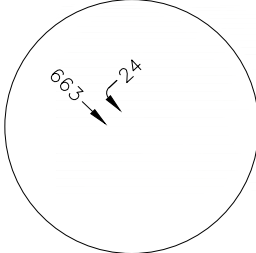
**4** PM PEAK HOUR



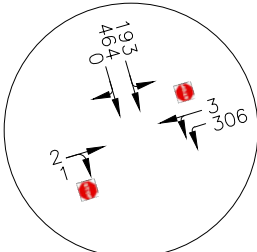
**5** PM PEAK HOUR



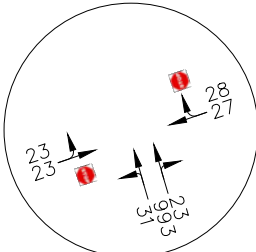
**6** PM PEAK HOUR



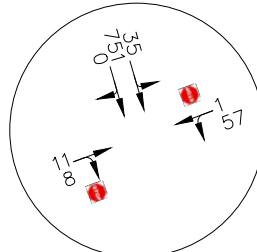
**7** PM PEAK HOUR



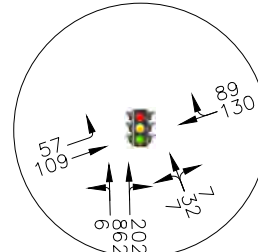
**8** PM PEAK HOUR



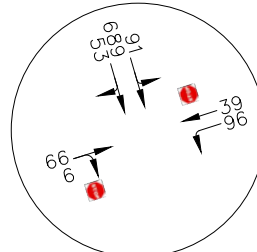
**9** PM PEAK HOUR



**10** PM PEAK HOUR



**11** PM PEAK HOUR



## One-Way Scenario Existing Conditions Analysis

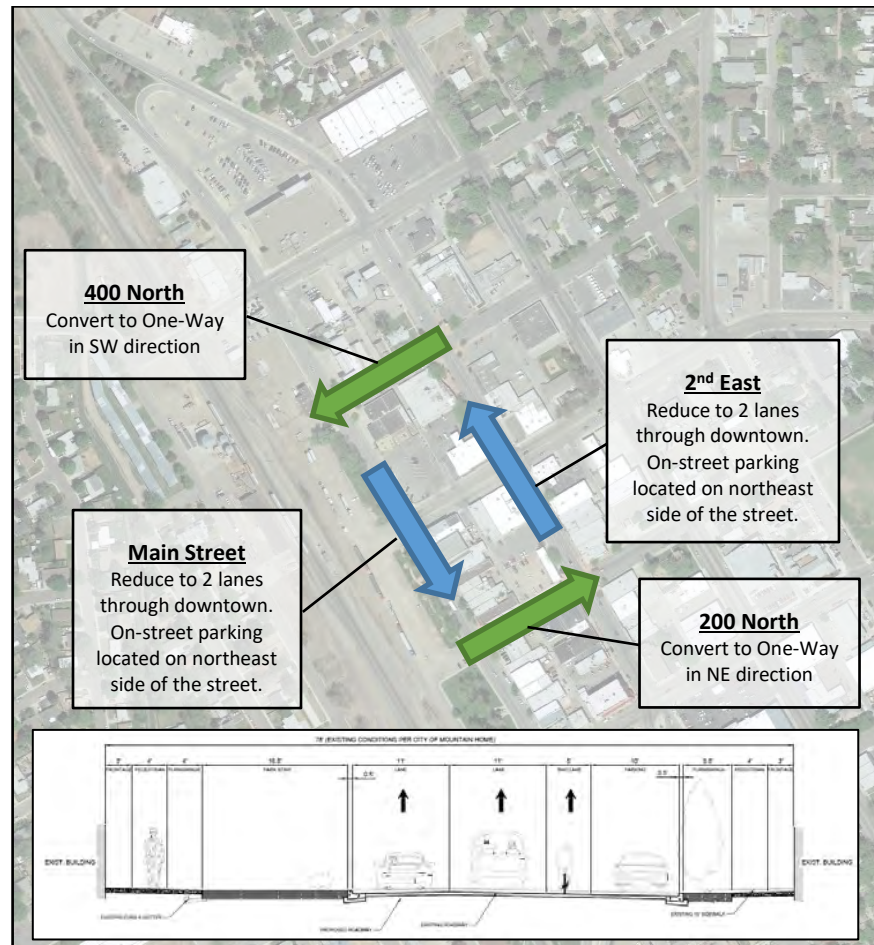
For the One-Way scenario, 4<sup>th</sup> North between Main Street and 2<sup>nd</sup> East was changed into a one-way road in the southwest direction. 2<sup>nd</sup> North between Main Street and 2<sup>nd</sup> East was also changed into a one-way road in the northeast direction. Traffic that would have used those roads were re-routed to utilize American Legion Boulevard. A summary of the scenario can be found in **Figure 12**. Traffic volumes as well as intersection geometries can be found in **Figure 13** and **Figure 14**.

On-street parking will be maintained on the northeast side of Main Street and 2<sup>nd</sup> East. Parking on the southwest side of both streets will be converted into a parkstrip. A typical cross-section is included in **Figure 12**. Parking on one side of the road will reduce conflict points for through traffic and will improve pedestrian access by shortening crosswalk distances and visibility.

Analysis of traffic conditions in the one-way scenario show acceptable LOS B or better conditions at all study intersections. During the AM peak hour, all intersections function at a LOS B or better. During the AM peak hour, the

intersection of 2<sup>nd</sup> East and Jackson Street has the greatest delay of 14.5 seconds. When compared to existing lane configurations, delay increased slightly at intersections which were not altered, but LOS remained unchanged between the two scenarios. Average delay to vehicles on Main Street was 2.2 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 25.9 seconds, an increase 1.3 and 1.0 seconds, respectively, over delays with no-build existing conditions.

During the PM peak hour, all intersections function at a LOS of B or better. The intersection of 2<sup>nd</sup> East and American Legion Boulevard has the greatest delay of 17.7 seconds. When compared to existing lane configurations, delay at intersections not altered tended to increase, but the intersection of Main Street and Jackson Street increased from LOS B to LOS A. Otherwise, LOS remained the same between one-way traffic conditions and existing conditions. Average delay to vehicles on Main Street was 3.8 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 39.8 seconds, an increase 2.1 and 8.1 seconds, respectively, over



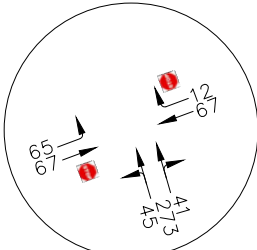


delays with existing conditions. No mitigations are recommended at this time. The analysis is shown in **Table 7**. Specific information regarding intersection performance can be found in the appendix.

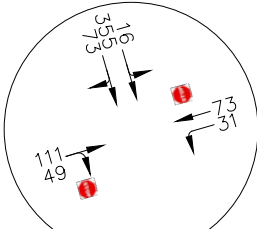
**Table 7: One-Way Scenario Existing Conditions Analysis**

No.	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Average Control Delay (sec/veh)	Level of Service	V/C Ratio	Average Control Delay (sec/veh)	Level of Service	V/C Ratio
<b>One-Lane Scenario Existing Conditions Analysis</b>								
1	2nd East & 5th North	TWSC	8.3	A	0.14	12.5	B	0.32
2	Main St. & 5th North	TWSC	7.4	A	0.31	10.2	B	0.43
3	2nd East & 4th North	TWSC	4.9	A	0.02	8.5	A	0.08
4	Main St & 4th North	TWSC	3.2	A	0.01	5.9	A	0.05
5	2nd East & American Legion Blvd	Signalized	10.3	B	0.53	17.7	B	0.81
6	Main St & U-Turn	Free	-	-	-	-	-	-
7	Main St & American Legion Blvd	TWSC	9.0	A	0.36	12.1	B	0.70
8	2nd East & 2nd North	TWSC	6.0	A	0.02	14.5	B	0.15
9	Main St & 2nd North	TWSC	3.5	A	0.00	6.5	A	0.03
10	2nd East & Jackson St	Signalized	14.5	B	0.50	15.3	B	0.52
11	Main St & Jackson St	TWSC	7.7	A	0.21	9.6	A	0.29

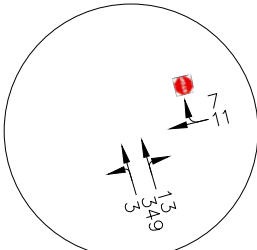
**1** AM PEAK HOUR



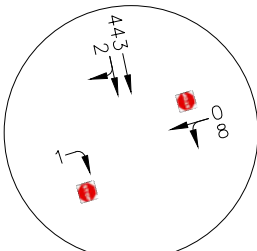
**2** AM PEAK HOUR



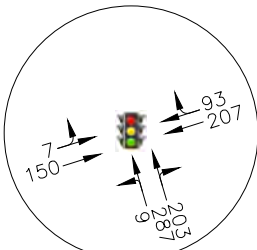
**3** AM PEAK HOUR



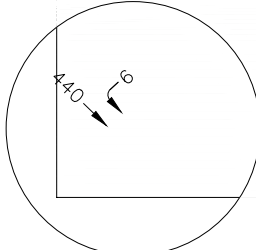
**4** AM PEAK HOUR



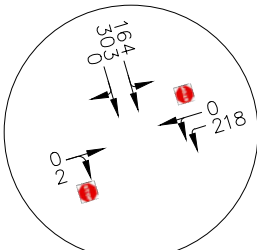
**5** AM PEAK HOUR



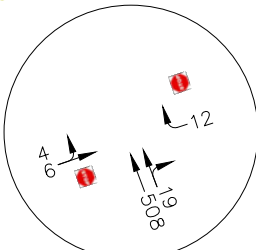
**6** AM PEAK HOUR



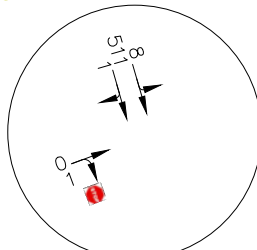
**6** AM PEAK HOUR



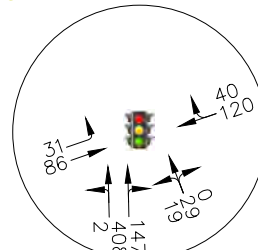
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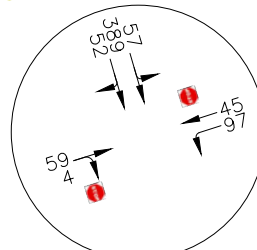
**8** AM PEAK HOUR



**9** AM PEAK HOUR

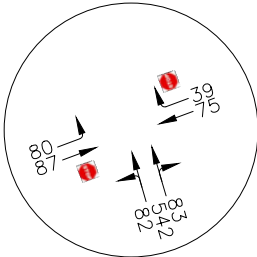


**10** AM PEAK HOUR

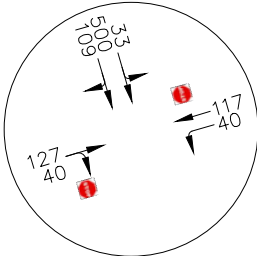




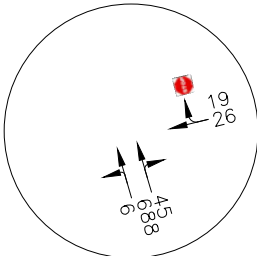
**1** PM PEAK HOUR



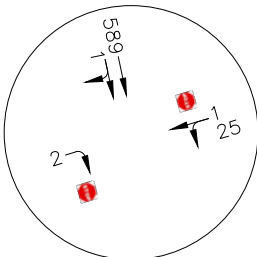
**2** PM PEAK HOUR



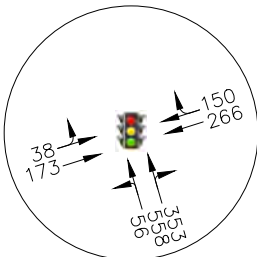
**3** PM PEAK HOUR



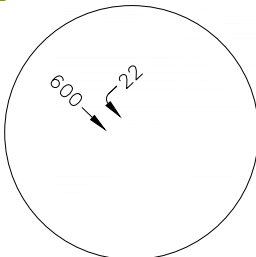
**4** PM PEAK HOUR



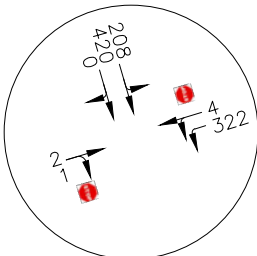
**5** PM PEAK HOUR



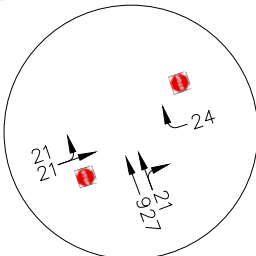
**6** PM PEAK HOUR



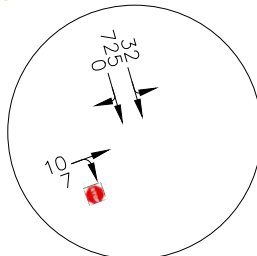
**7** PM PEAK HOUR



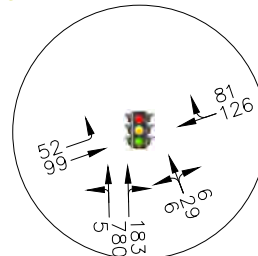
**8** PM PEAK HOUR



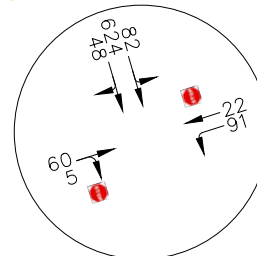
**9** PM PEAK HOUR



**10** PM PEAK HOUR



**11** PM PEAK HOUR





## One-Way Scenario – 20-Year Growth Analysis

Traffic Volumes were grown for 20 years to represent the One-Way 20-year Scenario. Traffic volumes can be found in **Figure 15** and **Figure 16**. 20-year traffic conditions in this scenario show an acceptable LOS C or better for all intersections.

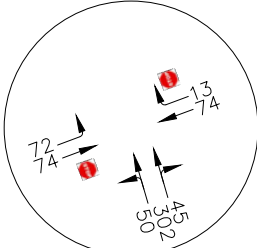
In the AM peak hour, the worst performing intersection is 2<sup>nd</sup> East and Jackson Street, which has a delay of 16.0 seconds. The intersection of 2<sup>nd</sup> East and American Legion Boulevard decreased from LOS A to LOS B, with an average delay of 10.8 seconds per vehicle. For all other intersections, while average delay did increase slightly, LOS remained the same as the one-way scenario with existing traffic volumes. Average delay to vehicles on Main Street was 2.4 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 27.9 seconds, an increase of 0.2 and 2.0 seconds, respectively, over delays with existing traffic volumes in the one-way scenario.

During the PM peak hour, the worst performing intersection is 2<sup>nd</sup> East & 2<sup>nd</sup> North, which has a delay of 34.9 seconds. The intersection of 2<sup>nd</sup> East and 2<sup>nd</sup> North decreased from LOS B to LOS D, and the intersection of Main Street and Jackson Street decreased from LOS A to LOS B. The intersection of 2<sup>nd</sup> East and American Legion Blvd also decreased from LOS B to LOS C. All other LOS values remained the same as the one-way scenario with existing traffic volumes. Average delay to vehicles on Main Street was 4.1 seconds, and average delay to vehicles on 2<sup>nd</sup> East was 47.0 seconds, an increase of 0.3 and 7.2 seconds, respectively, over delays with existing traffic volumes in the one-way scenario. No mitigations are recommended at this time. The LOS analysis can be found below in **Table 8**. Specific information regarding intersection performance can be found in the appendix.

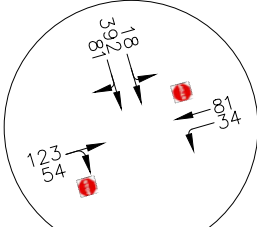
**Table 8: One-Way Scenario – 20-Year Growth Analysis**

No.	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Average Control Delay (sec/veh)	Level of Service	V/C Ratio	Average Control Delay (sec/veh)	Level of Service	V/C Ratio
<b>One-Way Scenario – 20 Year Growth Analysis</b>								
1	2nd East & 5th North	TWSC	8.4	A	0.17	15.3	B	0.40
2	Main St. & 5th North	TWSC	7.7	A	0.37	11.1	B	0.52
3	2nd East & 4th North	TWSC	5.4	A	0.03	9.3	A	0.10
4	Main St & 4th North	TWSC	3.8	A	0.02	6.1	A	0.06
5	2nd East & American Legion Blvd	Signalized	10.8	B	0.58	20.3	C	0.85
6	Main St & U-Turn	Free	-	-	-	-	-	
7	Main St & American Legion Blvd	TWSC	10.0	B	0.44	14.2	B	0.87
8	2nd East & 2nd North	TWSC	6.3	A	0.03	34.9	D	0.19
9	Main St & 2nd North	TWSC	5.0	A	0.00	7.5	A	0.04
10	2nd East & Jackson St	Signalized	16.0	B	0.54	17.3	B	0.56
11	Main St & Jackson St	TWSC	8.8	A	0.26	11.2	B	0.38

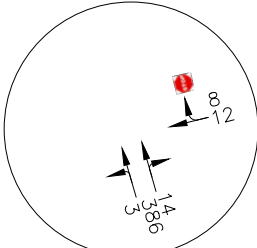
**1** AM PEAK HOUR



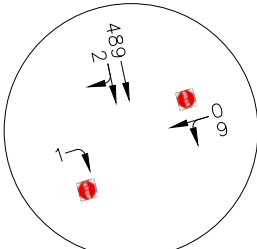
**2** AM PEAK HOUR



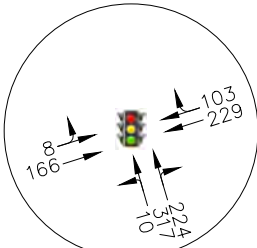
**3** AM PEAK HOUR



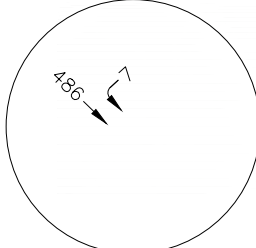
**4** AM PEAK HOUR



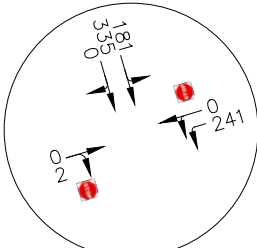
**5** AM PEAK HOUR



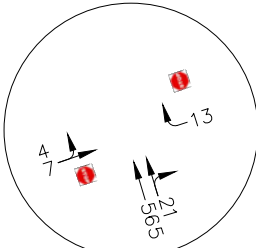
**6** AM PEAK HOUR



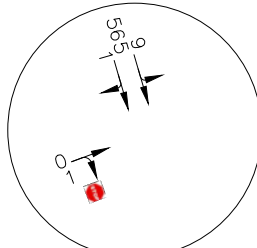
**7** AM PEAK HOUR



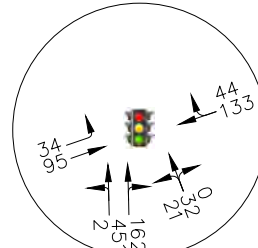
**8** AM PEAK HOUR



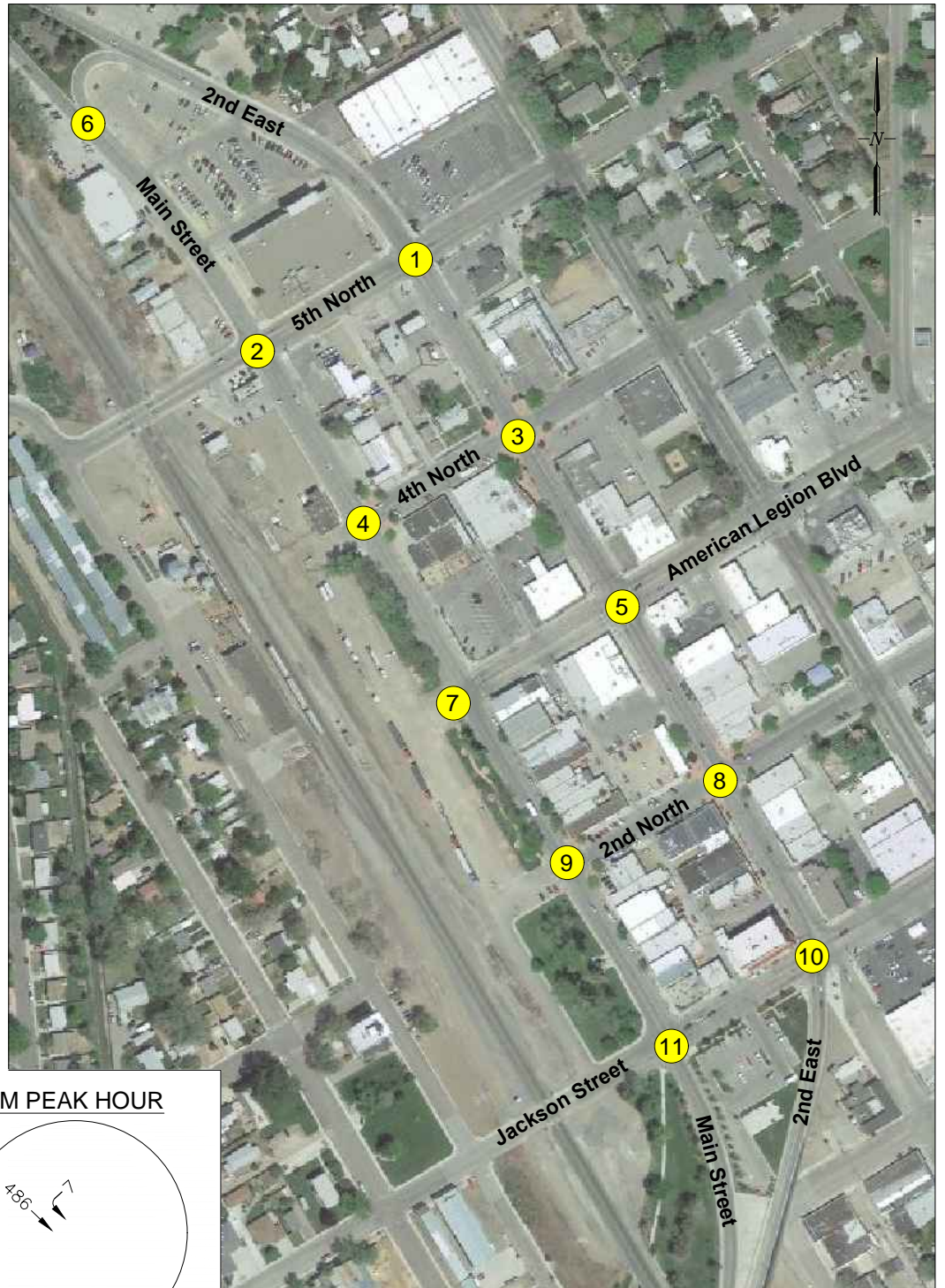
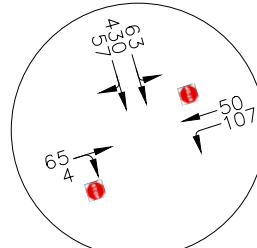
**9** AM PEAK HOUR



**10** AM PEAK HOUR

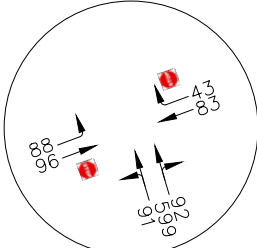


**11** AM PEAK HOUR

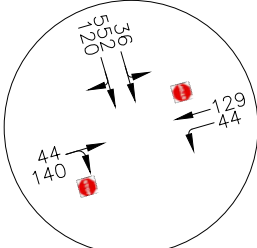




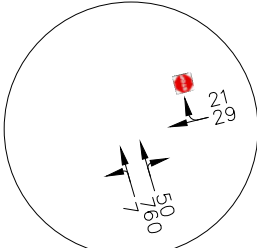
**1** PM PEAK HOUR



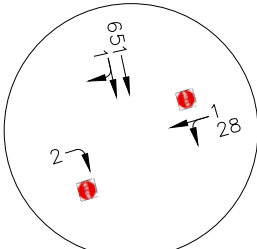
**2** PM PEAK HOUR



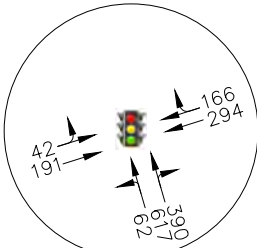
**3** PM PEAK HOUR



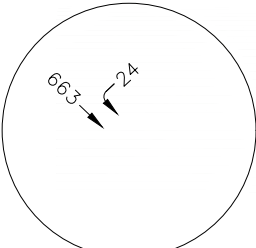
**4** PM PEAK HOUR



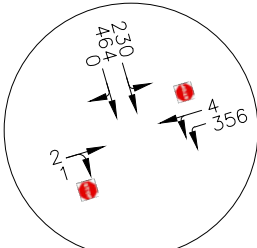
**5** PM PEAK HOUR



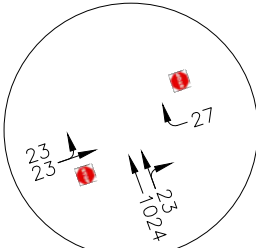
**6** PM PEAK HOUR



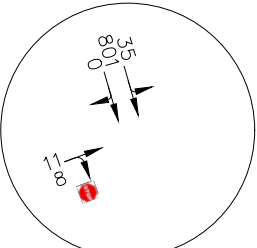
**7** PM PEAK HOUR



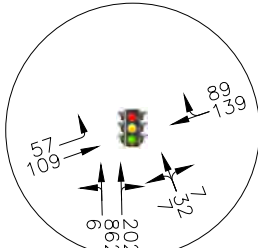
**8** PM PEAK HOUR



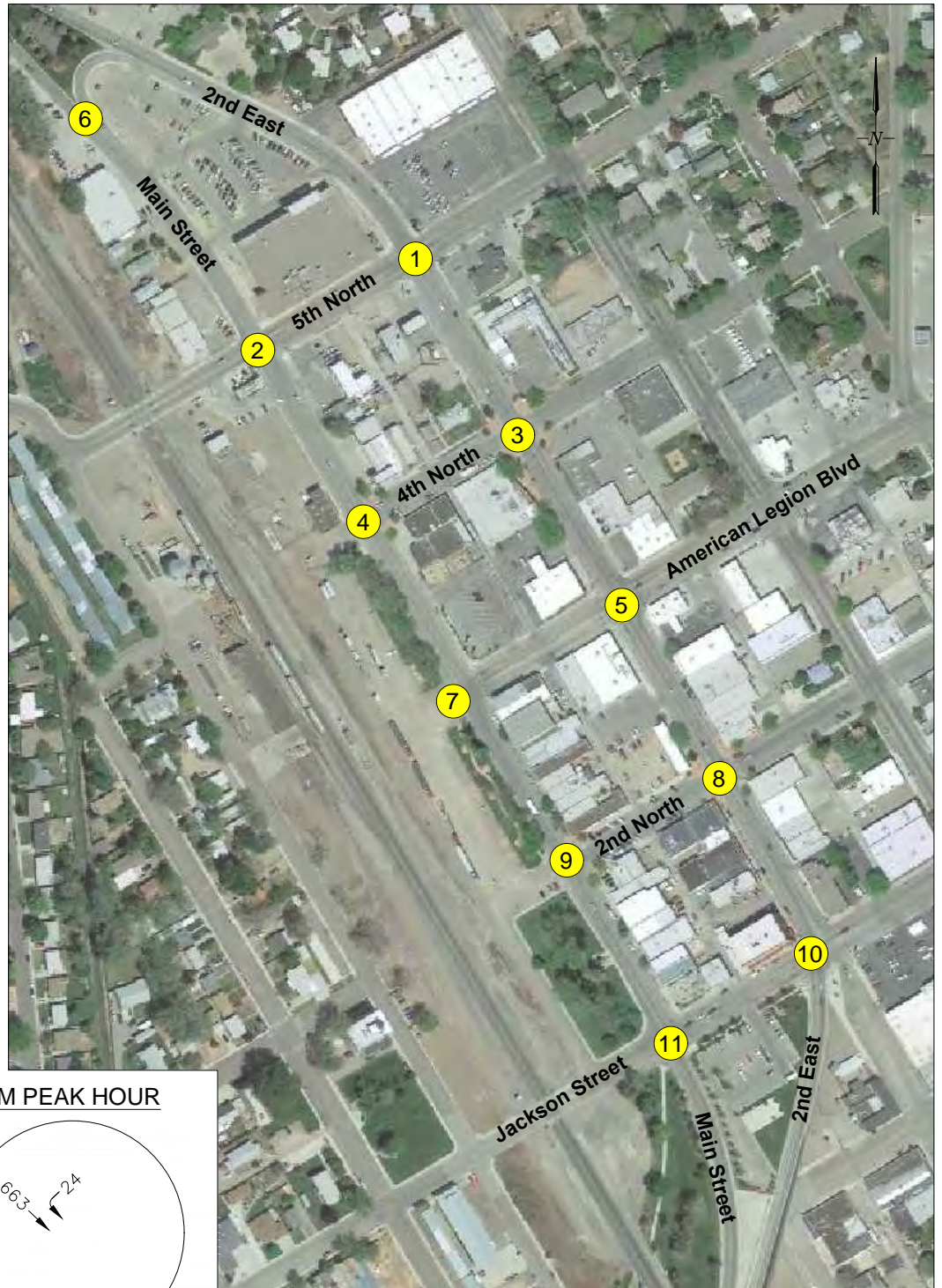
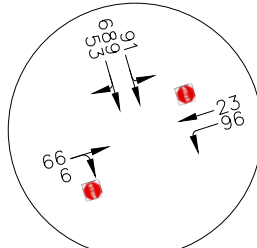
**9** PM PEAK HOUR



**10** PM PEAK HOUR



**11** PM PEAK HOUR





## Other Recommendations

The following are recommendations based on observations based on the traffic data as well as field observations:

### 1. Right turn pockets

It was observed that there are a significant number of right turning vehicles from 2<sup>nd</sup> East onto American Legion Blvd, 5<sup>th</sup> North, and Jackson Street, as well as vehicles turning from Main Street to 5<sup>th</sup> North. The analysis does not show a deficiency there, but adding a right turn pocket will improve traffic flow. The 2012 ITD Traffic Manual section 450 contains guidelines for warranting right turn pockets. With a right turn volume of over 90 vehicles during the peak hour at each intersection, a right turn pocket for the following intersections meets the warrants as recommended by ITD section 450:

- 2<sup>nd</sup> East and American Legion Boulevard
- 2<sup>nd</sup> East and 5<sup>th</sup> North
- 2<sup>nd</sup> East and Jackson Street
- Main Street and 5<sup>th</sup> North

### 2. Remove Southeast leg of intersection at Jackson Street and 2<sup>nd</sup> East

A 5-leg intersection, especially in the downtown area, is not desirable. The Fire department is located close to this intersection and uses this leg of the intersection. It is recommended the City coordinate with the Fire Department to find all alternatives to re-route trucks so this leg of the intersection can be eliminated. This is only justified if there are minimal increases in response time due to removing the leg of the intersection.

### 3. HAWK Pedestrian Signal on Main Street at American Legion Blvd. and Jackson St.

The city is anticipating more pedestrians to access the future park located between Main Street and the railroad tracks. To ensure safety and efficiency for pedestrians, it is recommended to install a High-intensity Activated Crosswalk (HAWK) signals on Main Street at either American Legion Blvd. or Jackson Street. A HAWK signal, shown in



**Figure 17: HAWK Signal**

Source: bikewalkkc.org

**Figure 17**, provides safety to pedestrians by requiring vehicles to stop at the crosswalk and is efficient to the vehicle traffic by allowing vehicles to pass through the signal if a small number of pedestrians are crossing. The following describes how the HAWK signal will function when implemented:

1. When pedestrian presses the button, HAWK Signal flashes Yellow to indicate the crossings has been initiated
2. HAWK Signal shows solid yellow indicating drivers to stop
3. HAWK Signal shows double solid red during the pedestrian walk interval
4. HAWK Signal shows alternating flashing red during pedestrian countdown interval (vehicles can proceed if no pedestrians are located in the crosswalk)
5. HAWK Signal goes dark indicating vehicles are free to pass through the crosswalk.

The 2009 Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines for warranting HAWK signals. These can be found in Chapter 4F of the MUTCD, and include the following:

1. One or more signal warrants in section 4C of the MUTCD is met
2. An engineering study finds that gaps in traffic are not adequate to permit pedestrians to cross or if pedestrian delay is excessive
3. An engineering study finds that the plotted point representing the total vehicles per hour on the major street and the corresponding total of all pedestrians crossing the major street for 1 hour of an average day falls above the curve found in 4F-1.

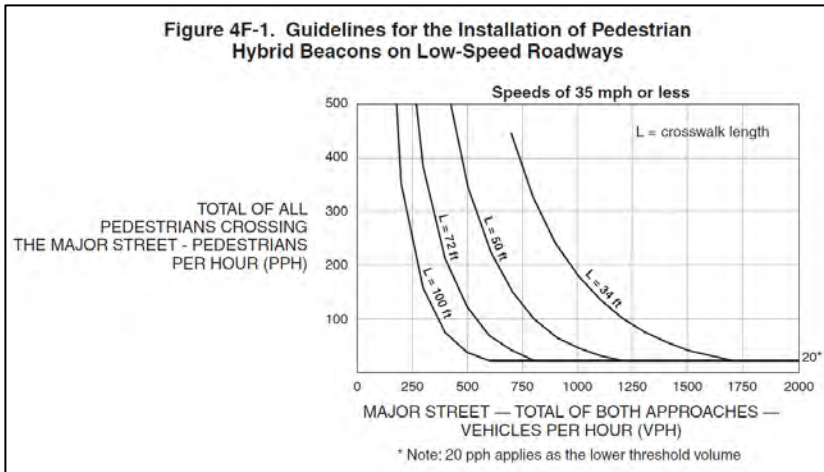


Figure 18: MUTCD HAWK Warrant

Table 4F-1 in the MUTCD includes the HAWK warrant and is included in **Figure 18**. The criteria to warrant the HAWK signal is dependent on the number of pedestrians per hour, the hourly volume on the major roadway, and the crosswalk length. The current length of the crossings on Main Street are over 50 feet and will be reduced as part of the revitalization of the downtown area. As the crosswalk length is shortened, the number of pedestrians per hour required to warrant the HAWK signal increases significantly.

Mountain Home is planning to develop the land southwest of Main Street as a park. Included are many events which will attract visitors to the park. With limited parking on site, it is expected to generate many pedestrians crossing Main Street. It is anticipated that the HAWK signal will be warranted and it is recommended the City conduct a warrant analysis when the HAWK signal is desired. If the HAWK signal is not warranted, the City plans to incorporate a safe crossing for pedestrians and will coordinate with ITD to determine the best solution.

4. Truck Turning Analysis

- o There are heavy vehicles that utilize Main Street, 2<sup>nd</sup> East, and American Legion Blvd. Analysis of truck turning radii was completed at on American Legion Blvd at Main Street and 2<sup>nd</sup> East to ensure that reducing a lane on Main Street and 2<sup>nd</sup> East would not impact the heavy truck turning movements. A program called “AutoTURN” was used in AutoCAD to draw out heavy truck turning movements to ensure there was adequate room for truck turning traffic and is shown in **Figure 19**. Per the analysis, removing a travel lane on Main Street and 2<sup>nd</sup> East allows truck traffic to make proper turning movements.

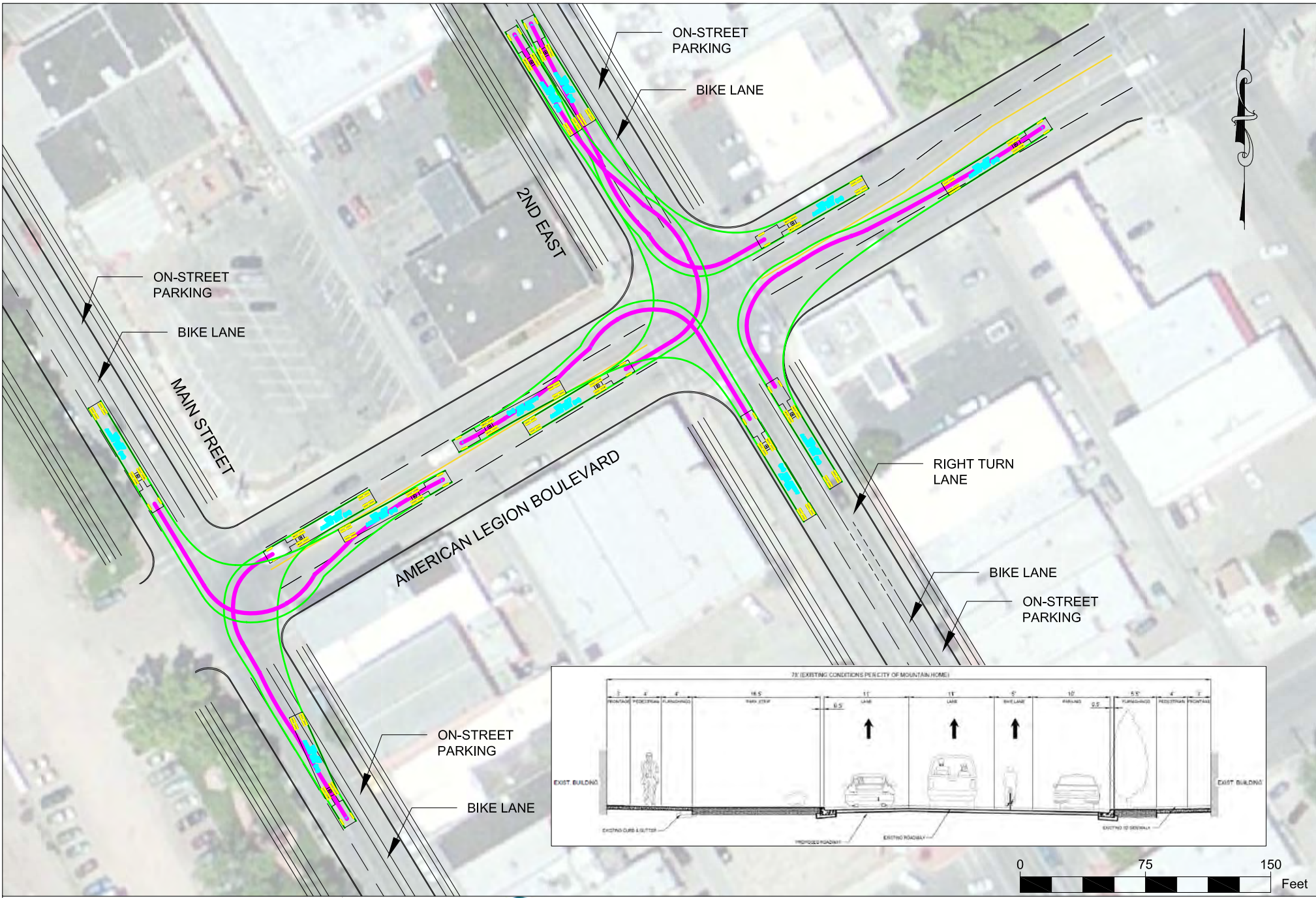


FIGURE 19: TRUCK ANALYSIS



## Analysis Conclusions

1. Existing Conditions Analysis
  - All study intersections operate at LOS B or better during the AM and PM peak hours
2. Existing Conditions – 20 Year Growth Analysis
  - All study intersections operate at LOS B or better during the AM and PM peak hours
3. Two-Lane Scenario Analysis
  - All study intersections operate at LOS B or better during the AM and PM peak hours
  - Average delay to vehicles decreased slightly when compared to existing conditions.
4. Two-Lane Scenario – 20 Year Growth Analysis
  - All study intersections operate at LOS B or better during the AM Peak hours and LOS C or better during the PM peak hours
5. One-Way Scenario
  - All study intersections operate at LOS B or better during the AM and PM peak hours
  - Average delay to vehicles on roads changed into one-way roads decreased, while it increased for vehicles at other intersections when compared to existing conditions.
6. One-Way Scenario – 20 Year Growth Analysis
  - All study intersections operate at LOS B or better during the AM peak hour and LOS C or higher during the PM peak hour

## Analysis Recommendations

1. The preferred alternative is to reduce Main Street and 2<sup>nd</sup> East to two lanes
  - Reducing 200 North and 400 North to one-lane roads can be implemented with no significant impact to traffic flow on Main Street and 2<sup>nd</sup> East
2. On-street parking will be limited to the northeast side of Main Street and 2<sup>nd</sup> East
3. Include right-turn pocket on 2<sup>nd</sup> East at American Legion Boulevard, 5<sup>th</sup> North, and Jackson Street per ITD standards
4. Include a right-turn pocket on Main Street at 5<sup>th</sup> North per ITD standards
5. Coordinate with Fire Department to determine if closing southeast leg of 2<sup>nd</sup> East and Jackson Street is feasible
6. Install HAWK Signals on Main Street at American Legion Blvd. or Jackson Street to provide safety and efficiency for pedestrians if warranted per MUTCD
7. Removal of a travel lane on Main Street and 2<sup>nd</sup> East allows heavy truck traffic to make proper turning movements

## *Appendix*



# Counts

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 2nd North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 2nd North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

Start Time	2nd East From Northwest		2nd North From Northeast				2nd East From Southeast					2nd North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	2	0	3	1	50	0	0	51	2	1	0	3	57
07:15 AM	0	0	1	0	0	1	0	59	0	0	59	0	2	0	2	62
07:30 AM	0	0	2	5	0	7	6	105	1	0	112	3	1	1	5	124
07:45 AM	0	0	3	6	1	10	7	144	1	0	152	1	1	0	2	164
<b>Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>21</b>	<b>14</b>	<b>358</b>	<b>2</b>	<b>0</b>	<b>374</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>407</b>
08:00 AM	0	0	2	1	0	3	2	146	1	0	149	2	2	0	4	156
08:15 AM	0	0	1	1	0	2	4	113	0	0	117	0	0	0	0	119
08:30 AM	0	0	4	1	0	5	3	102	2	0	107	2	4	0	6	118
08:45 AM	0	0	1	1	0	2	9	121	2	0	132	1	2	0	3	137
<b>Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>18</b>	<b>482</b>	<b>5</b>	<b>0</b>	<b>505</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>530</b>
-----																
04:00 PM	0	0	7	0	0	7	6	187	3	0	196	0	7	0	7	210
04:15 PM	2	2	2	5	2	9	7	230	9	0	246	5	3	1	9	266
04:30 PM	0	0	6	5	0	11	4	210	3	3	220	6	3	0	9	240
04:45 PM	0	0	5	4	4	13	5	243	6	0	254	5	9	0	14	281
<b>Total</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>40</b>	<b>22</b>	<b>870</b>	<b>21</b>	<b>3</b>	<b>916</b>	<b>16</b>	<b>22</b>	<b>1</b>	<b>39</b>	<b>997</b>
05:00 PM	0	0	11	11	0	22	5	216	10	0	231	5	6	0	11	264
05:15 PM	0	0	3	4	1	8	1	189	3	0	193	7	11	2	20	221
05:30 PM	1	1	8	3	0	11	7	178	4	0	189	3	7	6	16	217
05:45 PM	0	0	7	8	3	18	1	182	4	0	187	7	2	0	9	214
<b>Total</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>26</b>	<b>4</b>	<b>59</b>	<b>14</b>	<b>765</b>	<b>21</b>	<b>0</b>	<b>800</b>	<b>22</b>	<b>26</b>	<b>8</b>	<b>56</b>	<b>916</b>
<b>Grand Total</b>	<b>3</b>	<b>3</b>	<b>64</b>	<b>57</b>	<b>11</b>	<b>132</b>	<b>68</b>	<b>2475</b>	<b>49</b>	<b>3</b>	<b>2595</b>	<b>49</b>	<b>61</b>	<b>10</b>	<b>120</b>	<b>2850</b>
Apprch %	100		48.5	43.2	8.3		2.6	95.4	1.9	0.1		40.8	50.8	8.3		
Total %	0.1	0.1	2.2	2	0.4	4.6	2.4	86.8	1.7	0.1	91.1	1.7	2.1	0.4	4.2	

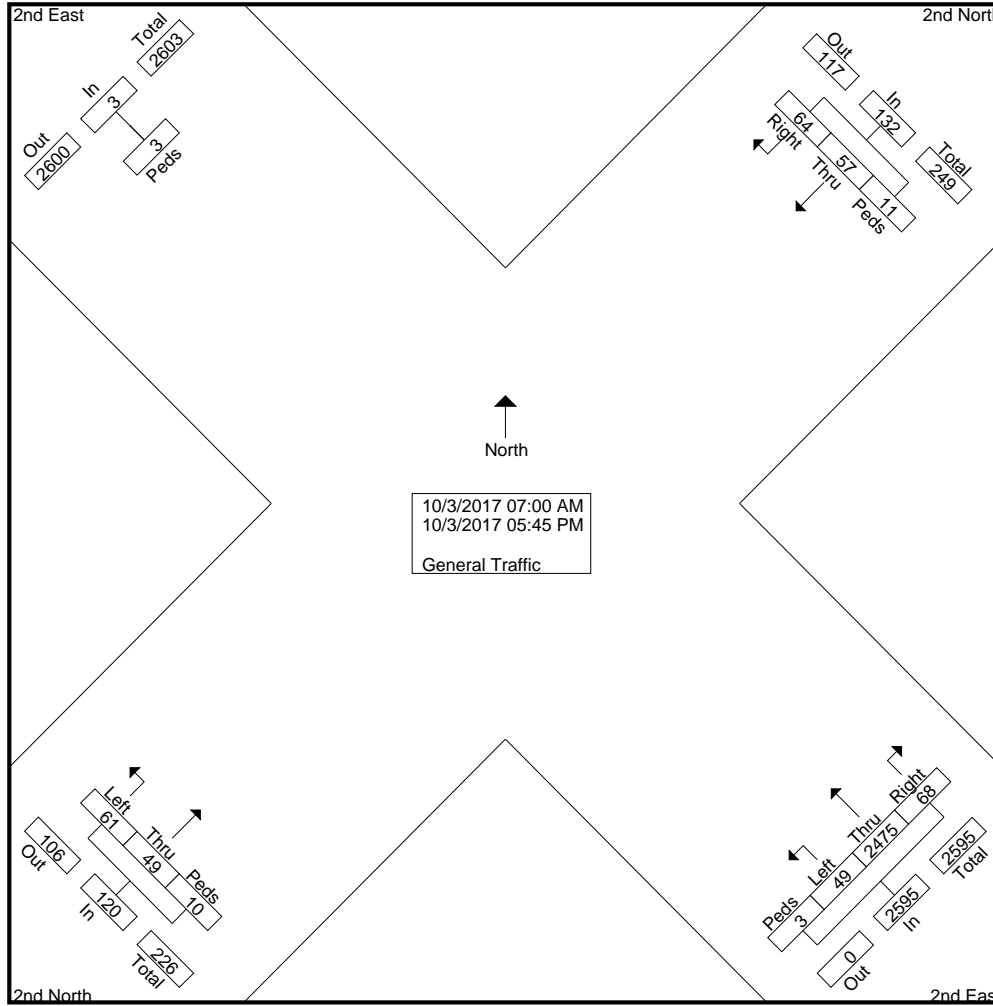


# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 2nd North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 2nd North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2



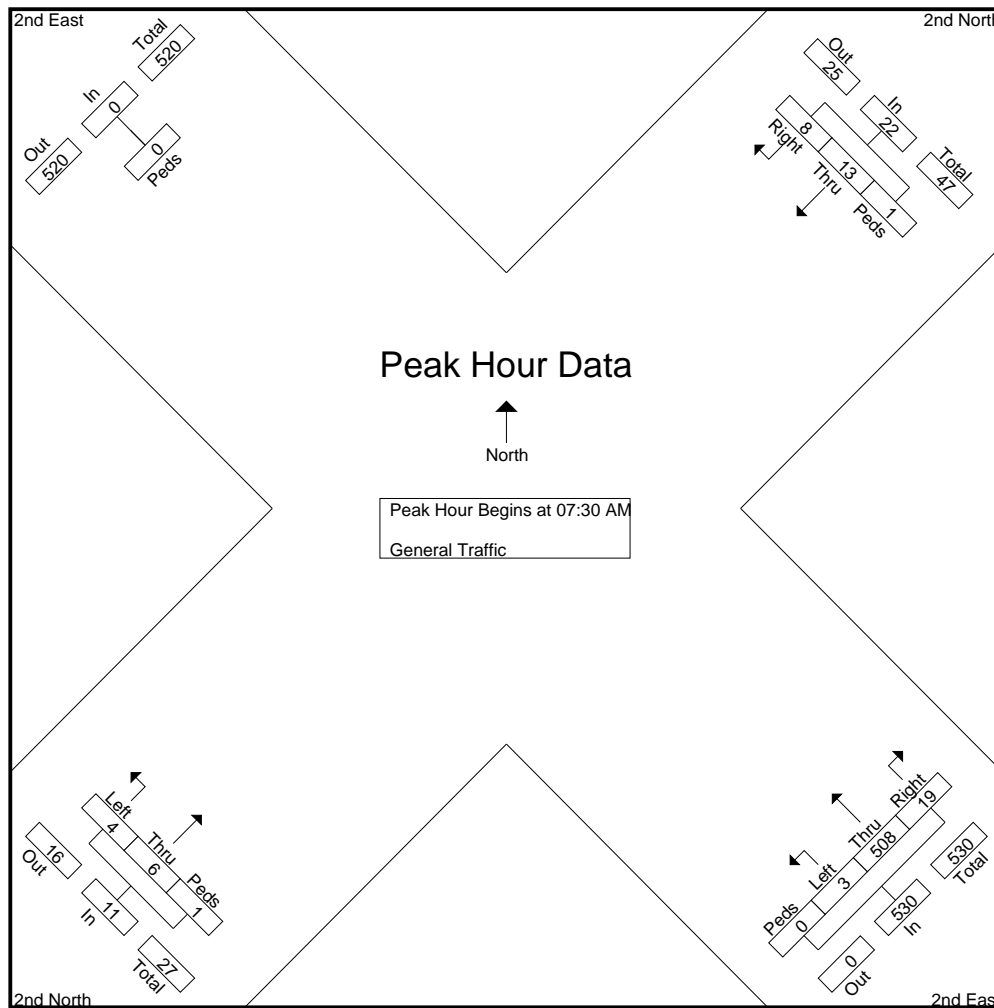
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 2nd North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 2nd North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	2nd East From Northwest		2nd North From Northeast				2nd East From Southeast					2nd North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	0	0	2	5	0	7	6	105	1	0	112	3	1	1	5	124
07:45 AM	0	0	3	6	1	10	7	144	1	0	152	1	1	0	2	164
08:00 AM	0	0	2	1	0	3	2	146	1	0	149	2	2	0	4	156
08:15 AM	0	0	1	1	0	2	4	113	0	0	117	0	0	0	0	119
Total Volume	0	0	8	13	1	22	19	508	3	0	530	6	4	1	11	563
% App. Total	0		36.4	59.1	4.5		3.6	95.8	0.6	0		54.5	36.4	9.1		
PHF	.000	.000	.667	.542	.250	.550	.679	.870	.750	.000	.872	.500	.500	.250	.550	.858





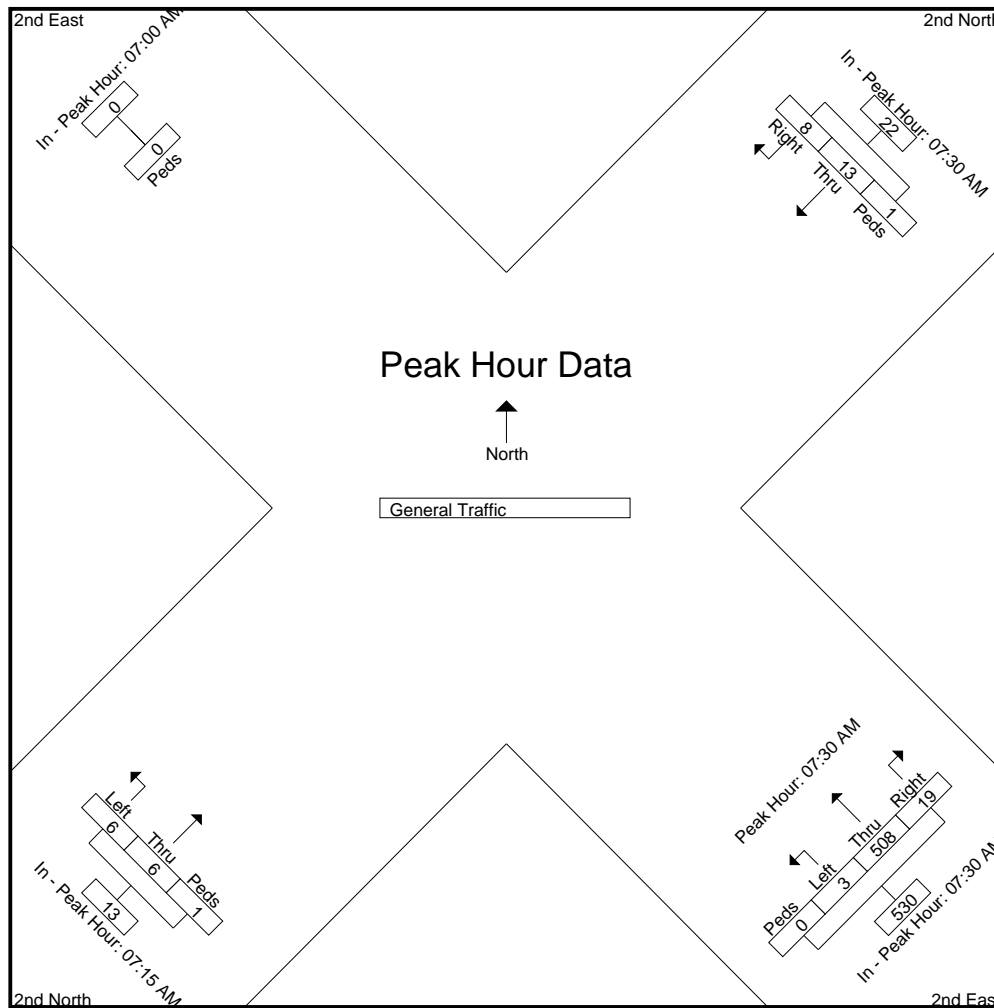
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 2nd North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 2nd North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	2nd East From Northwest		2nd North From Northeast				2nd East From Southeast					2nd North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM		07:30 AM				07:30 AM					07:15 AM				
+0 mins.	0	0	2	5	0	7	6	105	1	0	112	0	2	0	2	
+15 mins.	0	0	3	6	1	10	7	144	1	0	152	3	1	1	5	
+30 mins.	0	0	2	1	0	3	2	146	1	0	149	1	1	0	2	
+45 mins.	0	0	1	1	0	2	4	113	0	0	117	2	2	0	4	
Total Volume	0	0	8	13	1	22	19	508	3	0	530	6	6	1	13	
% App. Total	0	0	36.4	59.1	4.5		3.6	95.8	0.6	0		46.2	46.2	7.7		
PHF	.000	.000	.667	.542	.250	.550	.679	.870	.750	.000	.872	.500	.750	.250	.650	



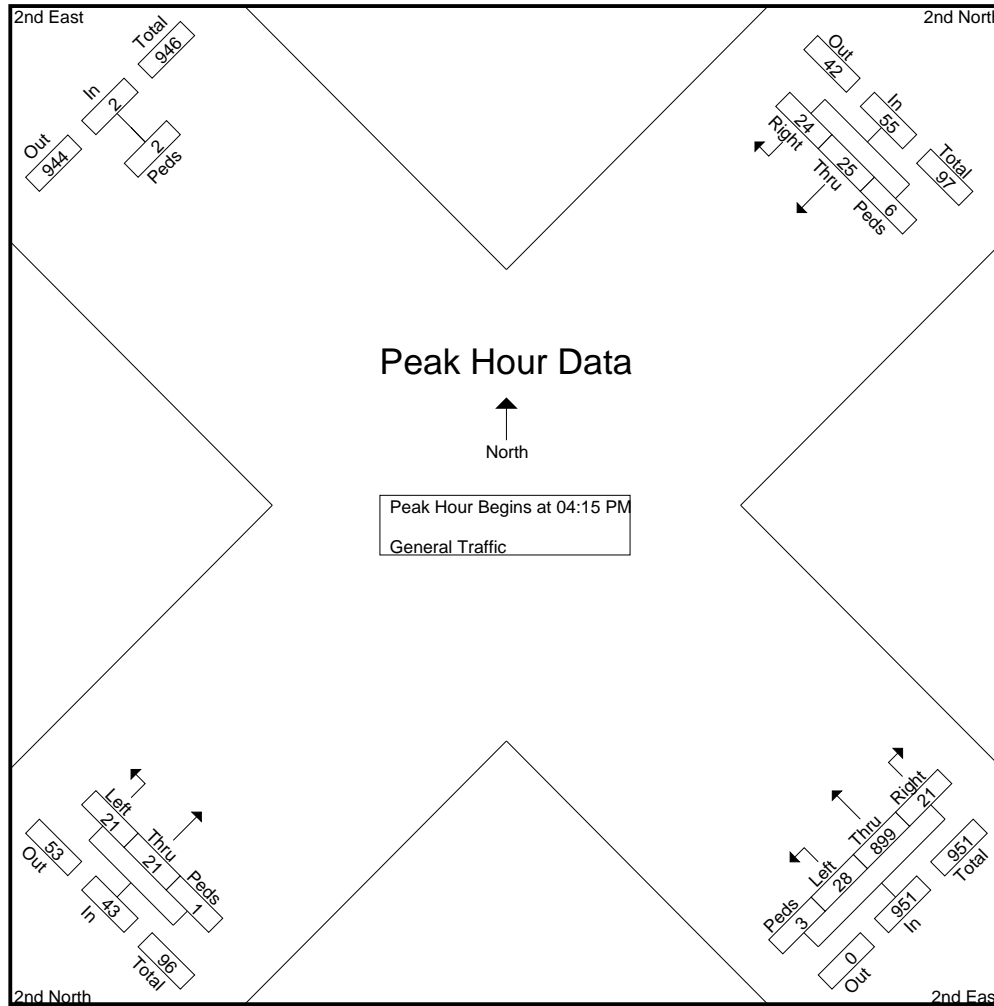
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 2nd North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 2nd North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	2nd East From Northwest		2nd North From Northeast				2nd East From Southeast					2nd North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:15 PM																
04:15 PM	2	2	2	5	2	9	7	230	9	0	246	5	3	1	9	266
04:30 PM	0	0	6	5	0	11	4	210	3	3	220	6	3	0	9	240
04:45 PM	0	0	5	4	4	13	5	243	6	0	254	5	9	0	14	281
05:00 PM	0	0	11	11	0	22	5	216	10	0	231	5	6	0	11	264
Total Volume	2	2	24	25	6	55	21	899	28	3	951	21	21	1	43	1051
% App. Total	100		43.6	45.5	10.9		2.2	94.5	2.9	0.3		48.8	48.8	2.3		
PHF	.250	.250	.545	.568	.375	.625	.750	.925	.700	.250	.936	.875	.583	.250	.768	.935





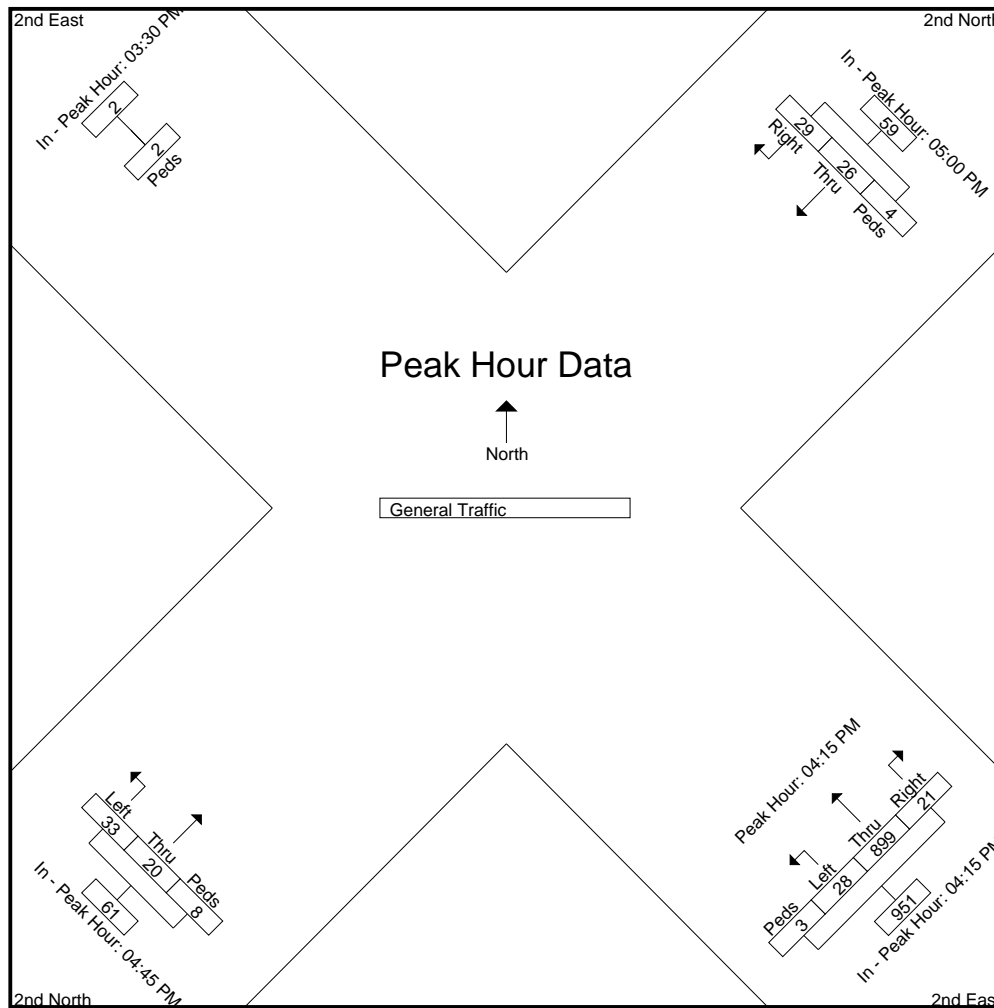
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 2nd North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 2nd North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	2nd East From Northwest		2nd North From Northeast				2nd East From Southeast					2nd North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	03:30 PM		05:00 PM				04:15 PM					04:45 PM				
+0 mins.	0	0	11	11	0	22	7	230	9	0	246	5	9	0	14	
+15 mins.	0	0	3	4	1	8	4	210	3	3	220	5	6	0	11	
+30 mins.	0	0	8	3	0	11	5	243	6	0	254	7	11	2	20	
+45 mins.	2	2	7	8	3	18	5	216	10	0	231	3	7	6	16	
Total Volume	2	2	29	26	4	59	21	899	28	3	951	20	33	8	61	
% App. Total	100		49.2	44.1	6.8		2.2	94.5	2.9	0.3		32.8	54.1	13.1		
PHF	.250	.250	.659	.591	.333	.670	.750	.925	.700	.250	.936	.714	.750	.333	.763	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 2nd North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 2nd North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1





# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 4th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 4th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

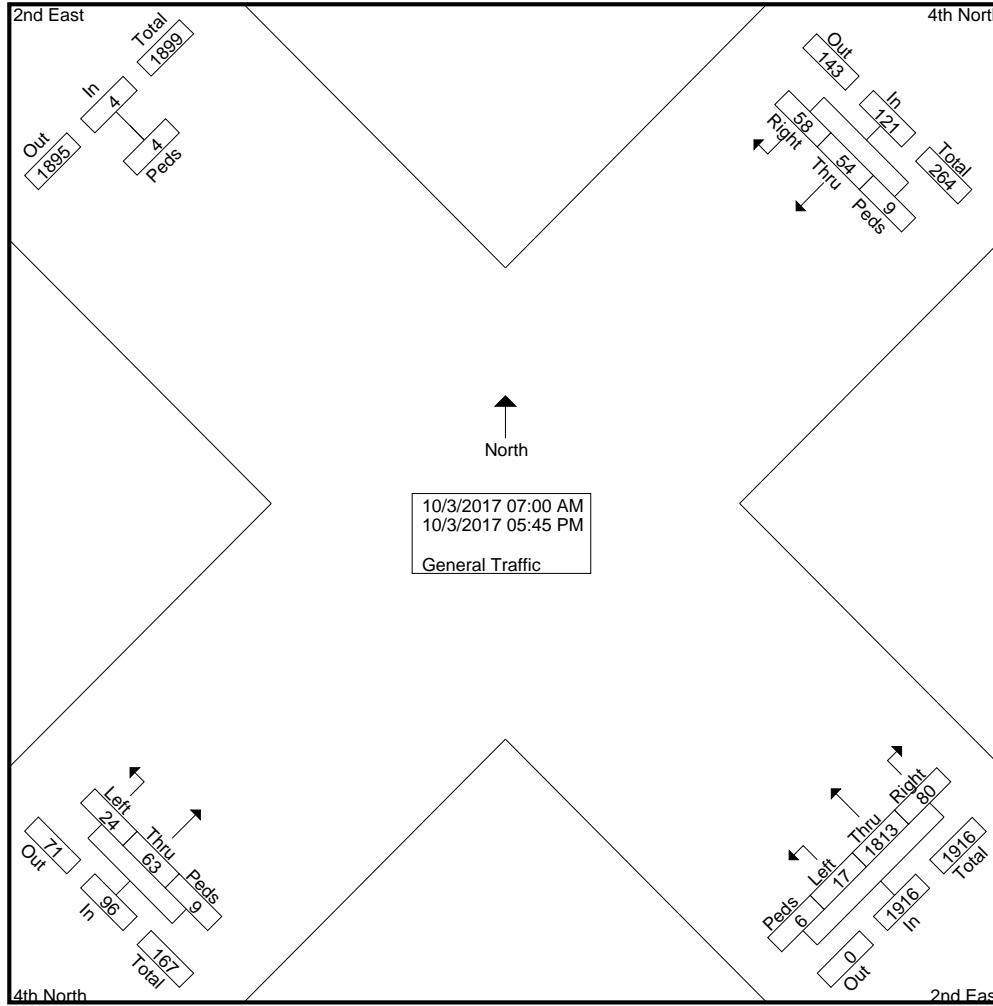
Start Time	2nd East From Northwest		4th North From Northeast				2nd East From Southeast					4th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	1	0	1	2	41	0	0	43	0	0	0	0	44
07:15 AM	0	0	1	2	0	3	0	49	0	1	50	6	0	0	6	59
07:30 AM	0	0	2	4	0	6	3	70	2	0	75	2	0	0	2	83
07:45 AM	0	0	1	2	0	3	1	114	0	0	115	3	0	0	3	121
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>274</b>	<b>2</b>	<b>1</b>	<b>283</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>307</b>
08:00 AM	4	4	1	2	0	3	4	101	0	0	105	1	1	0	2	114
08:15 AM	0	0	3	3	0	6	3	61	1	0	65	1	2	0	3	74
08:30 AM	0	0	0	2	0	2	5	56	0	0	61	0	1	0	1	64
08:45 AM	0	0	3	4	0	7	3	63	0	0	66	2	0	0	2	75
<b>Total</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>15</b>	<b>281</b>	<b>1</b>	<b>0</b>	<b>297</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>327</b>
-----																
04:00 PM	0	0	6	4	3	13	8	157	2	0	167	10	2	0	12	192
04:15 PM	0	0	2	5	4	11	6	151	2	4	163	3	2	0	5	179
04:30 PM	0	0	7	3	0	10	8	147	1	0	156	7	3	0	10	176
04:45 PM	0	0	5	5	1	11	10	177	1	0	188	7	4	0	11	210
<b>Total</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>8</b>	<b>45</b>	<b>32</b>	<b>632</b>	<b>6</b>	<b>4</b>	<b>674</b>	<b>27</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>757</b>
05:00 PM	0	0	5	13	0	18	8	192	2	0	202	6	2	0	8	228
05:15 PM	0	0	10	3	1	14	8	142	1	1	152	5	2	5	12	178
05:30 PM	0	0	6	1	0	7	3	141	3	0	147	5	2	0	7	161
05:45 PM	0	0	6	0	0	6	8	151	2	0	161	5	3	4	12	179
<b>Total</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>17</b>	<b>1</b>	<b>45</b>	<b>27</b>	<b>626</b>	<b>8</b>	<b>1</b>	<b>662</b>	<b>21</b>	<b>9</b>	<b>9</b>	<b>39</b>	<b>746</b>
<b>Grand Total</b>	<b>4</b>	<b>4</b>	<b>58</b>	<b>54</b>	<b>9</b>	<b>121</b>	<b>80</b>	<b>1813</b>	<b>17</b>	<b>6</b>	<b>1916</b>	<b>63</b>	<b>24</b>	<b>9</b>	<b>96</b>	<b>2137</b>
Apprch %	100		47.9	44.6	7.4		4.2	94.6	0.9	0.3		65.6	25	9.4		
Total %	0.2	0.2	2.7	2.5	0.4	5.7	3.7	84.8	0.8	0.3	89.7	2.9	1.1	0.4	4.5	

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 4th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 4th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2



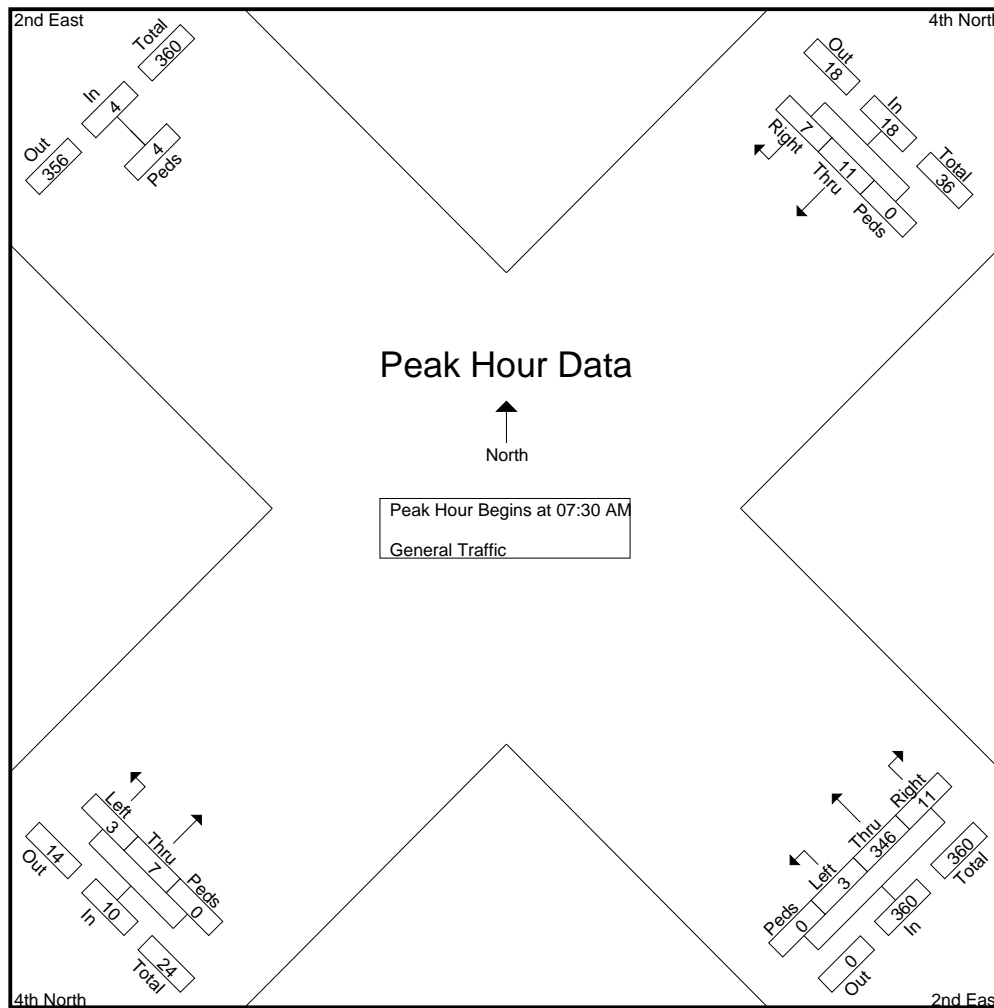
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	2nd East From Northwest		4th North From Northeast				2nd East From Southeast					4th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	0	0	2	4	0	6	3	70	2	0	75	2	0	0	2	83
07:45 AM	0	0	1	2	0	3	1	114	0	0	115	3	0	0	3	121
08:00 AM	4	4	1	2	0	3	4	101	0	0	105	1	1	0	2	114
08:15 AM	0	0	3	3	0	6	3	61	1	0	65	1	2	0	3	74
Total Volume	4	4	7	11	0	18	11	346	3	0	360	7	3	0	10	392
% App. Total	100		38.9	61.1	0		3.1	96.1	0.8	0		70	30	0		
PHF	.250	.250	.583	.688	.000	.750	.688	.759	.375	.000	.783	.583	.375	.000	.833	.810





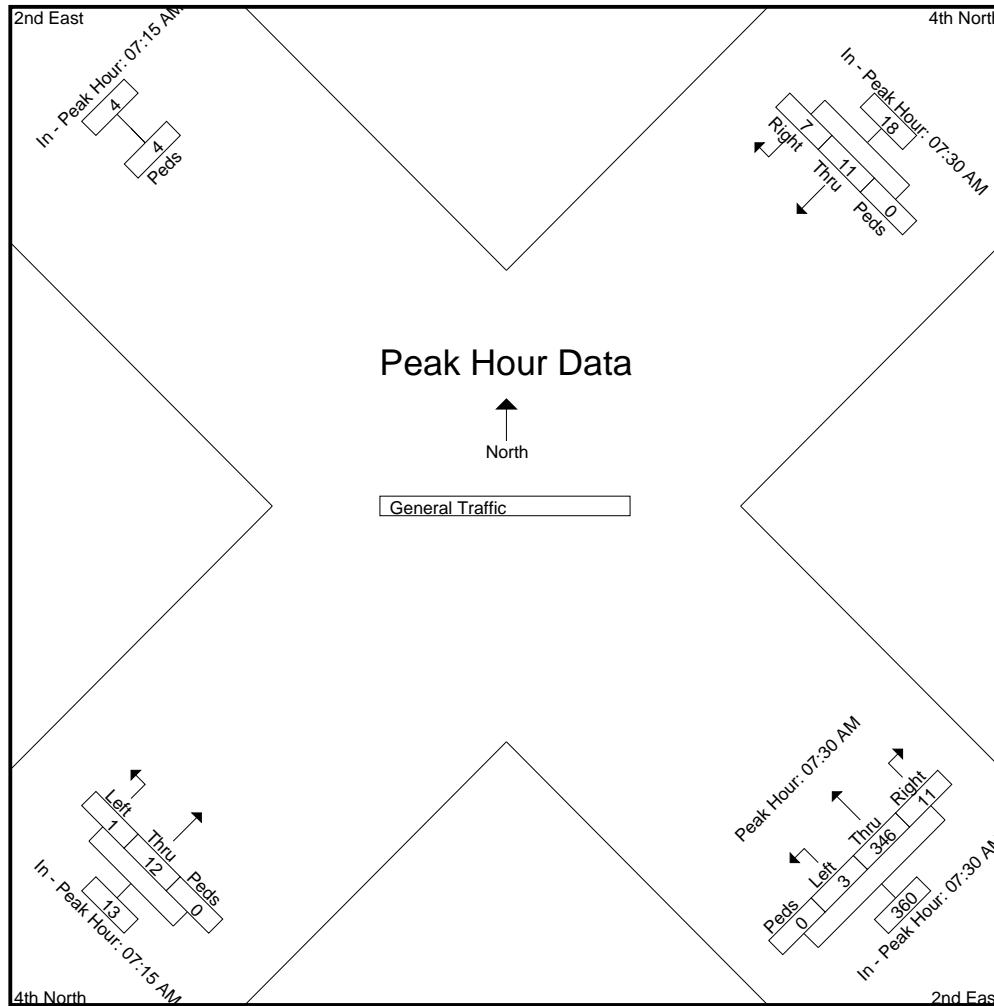
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	2nd East From Northwest		4th North From Northeast				2nd East From Southeast					4th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM		07:30 AM				07:30 AM					07:15 AM				
+0 mins.	0	0	2	4	0	6	3	70	2	0	75	6	0	0	6	
+15 mins.	0	0	1	2	0	3	1	114	0	0	115	2	0	0	2	
+30 mins.	0	0	1	2	0	3	4	101	0	0	105	3	0	0	3	
+45 mins.	4	4	3	3	0	6	3	61	1	0	65	1	1	0	2	
Total Volume	4	4	7	11	0	18	11	346	3	0	360	12	1	0	13	
% App. Total	100		38.9	61.1	0		3.1	96.1	0.8	0		92.3	7.7	0		
PHF	.250	.250	.583	.688	.000	.750	.688	.759	.375	.000	.783	.500	.250	.000	.542	



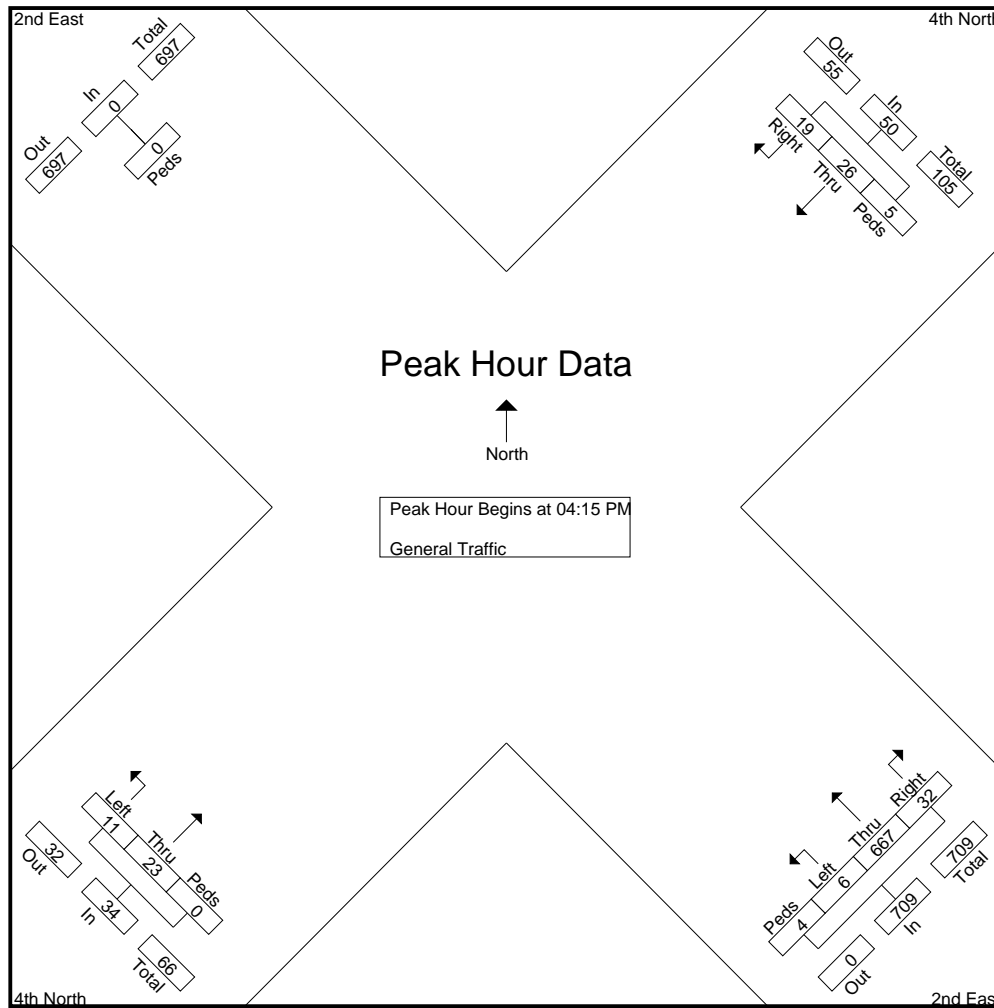
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	2nd East From Northwest		4th North From Northeast				2nd East From Southeast					4th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:15 PM																
04:15 PM	0	0	2	5	4	11	6	151	2	4	163	3	2	0	5	179
04:30 PM	0	0	7	3	0	10	8	147	1	0	156	7	3	0	10	176
04:45 PM	0	0	5	5	1	11	10	177	1	0	188	7	4	0	11	210
05:00 PM	0	0	5	13	0	18	8	192	2	0	202	6	2	0	8	228
Total Volume	0	0	19	26	5	50	32	667	6	4	709	23	11	0	34	793
% App. Total	0		38	52	10		4.5	94.1	0.8	0.6		67.6	32.4	0		
PHF	.000	.000	.679	.500	.313	.694	.800	.868	.750	.250	.877	.821	.688	.000	.773	.870



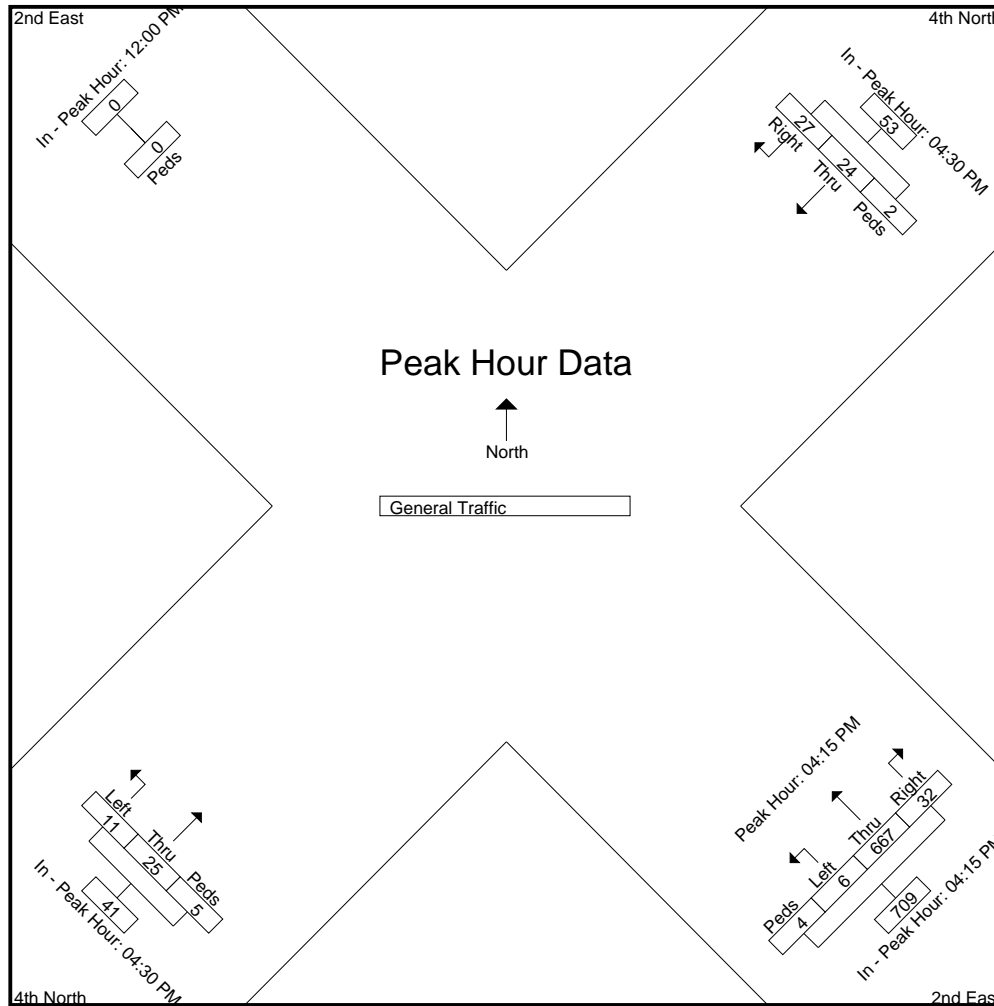
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	2nd East From Northwest		4th North From Northeast				2nd East From Southeast					4th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	12:00 PM		04:30 PM				04:15 PM					04:30 PM				
+0 mins.	0	0	7	3	0	10	6	151	2	4	163	7	3	0	10	
+15 mins.	0	0	5	5	1	11	8	147	1	0	156	7	4	0	11	
+30 mins.	0	0	5	13	0	18	10	177	1	0	188	6	2	0	8	
+45 mins.	0	0	10	3	1	14	8	192	2	0	202	5	2	5	12	
Total Volume	0	0	27	24	2	53	32	667	6	4	709	25	11	5	41	
% App. Total	0	0	50.9	45.3	3.8		4.5	94.1	0.8	0.6		61	26.8	12.2		
PHF	.000	.000	.675	.462	.500	.736	.800	.868	.750	.250	.877	.893	.688	.250	.854	





# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 4th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 4th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 5th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 5th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

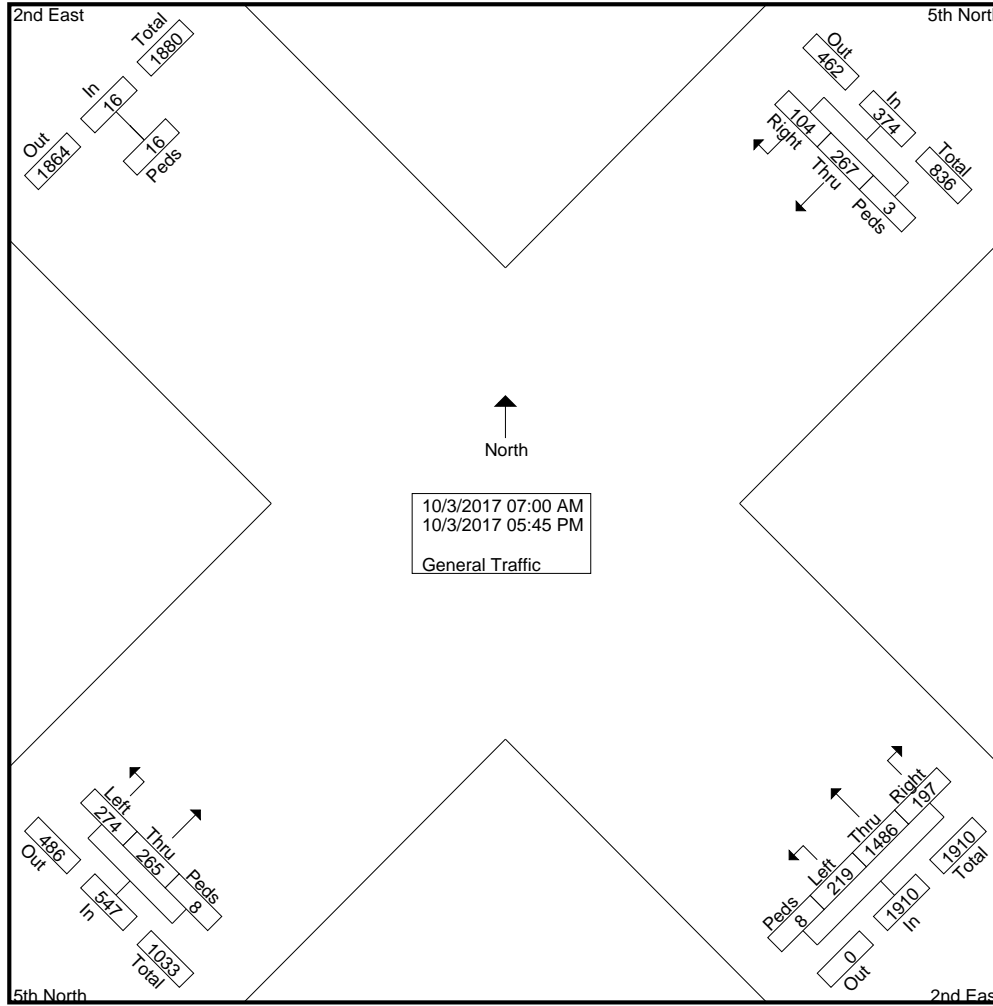
Start Time	2nd East From Northwest		5th North From Northeast				2nd East From Southeast					5th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	12	0	12	2	37	0	0	39	6	22	1	29	80
07:15 AM	0	0	1	7	0	8	6	43	2	1	52	7	9	0	16	76
07:30 AM	0	0	1	16	0	17	4	54	9	0	67	8	11	0	19	103
07:45 AM	0	0	5	23	0	28	20	85	13	0	118	22	13	0	35	181
Total	0	0	7	58	0	65	32	219	24	1	276	43	55	1	99	440
08:00 AM	0	0	2	10	0	12	10	77	12	1	100	17	18	0	35	147
08:15 AM	1	1	4	18	0	22	7	57	11	0	75	20	23	0	43	141
08:30 AM	2	2	8	11	0	19	6	46	5	0	57	11	7	0	18	96
08:45 AM	2	2	6	14	0	20	6	53	8	0	67	12	15	0	27	116
Total	5	5	20	53	0	73	29	233	36	1	299	60	63	0	123	500
-----																
04:00 PM	3	3	8	24	0	32	14	135	15	0	164	20	17	0	37	236
04:15 PM	3	3	15	20	2	37	22	113	15	2	152	22	19	2	43	235
04:30 PM	1	1	11	17	0	28	22	126	17	0	165	20	13	0	33	227
04:45 PM	1	1	11	18	0	29	28	136	18	2	184	26	32	1	59	273
Total	8	8	45	79	2	126	86	510	65	4	665	88	81	3	172	971
05:00 PM	3	3	8	18	0	26	19	145	30	1	195	15	18	0	33	257
05:15 PM	0	0	9	22	0	31	14	135	17	1	167	26	17	3	46	244
05:30 PM	0	0	7	13	1	21	5	121	22	0	148	15	21	0	36	205
05:45 PM	0	0	8	24	0	32	12	123	25	0	160	18	19	1	38	230
Total	3	3	32	77	1	110	50	524	94	2	670	74	75	4	153	936
Grand Total	16	16	104	267	3	374	197	1486	219	8	1910	265	274	8	547	2847
Apprch %	100		27.8	71.4	0.8		10.3	77.8	11.5	0.4		48.4	50.1	1.5		
Total %	0.6	0.6	3.7	9.4	0.1	13.1	6.9	52.2	7.7	0.3	67.1	9.3	9.6	0.3	19.2	

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 5th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 5th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2





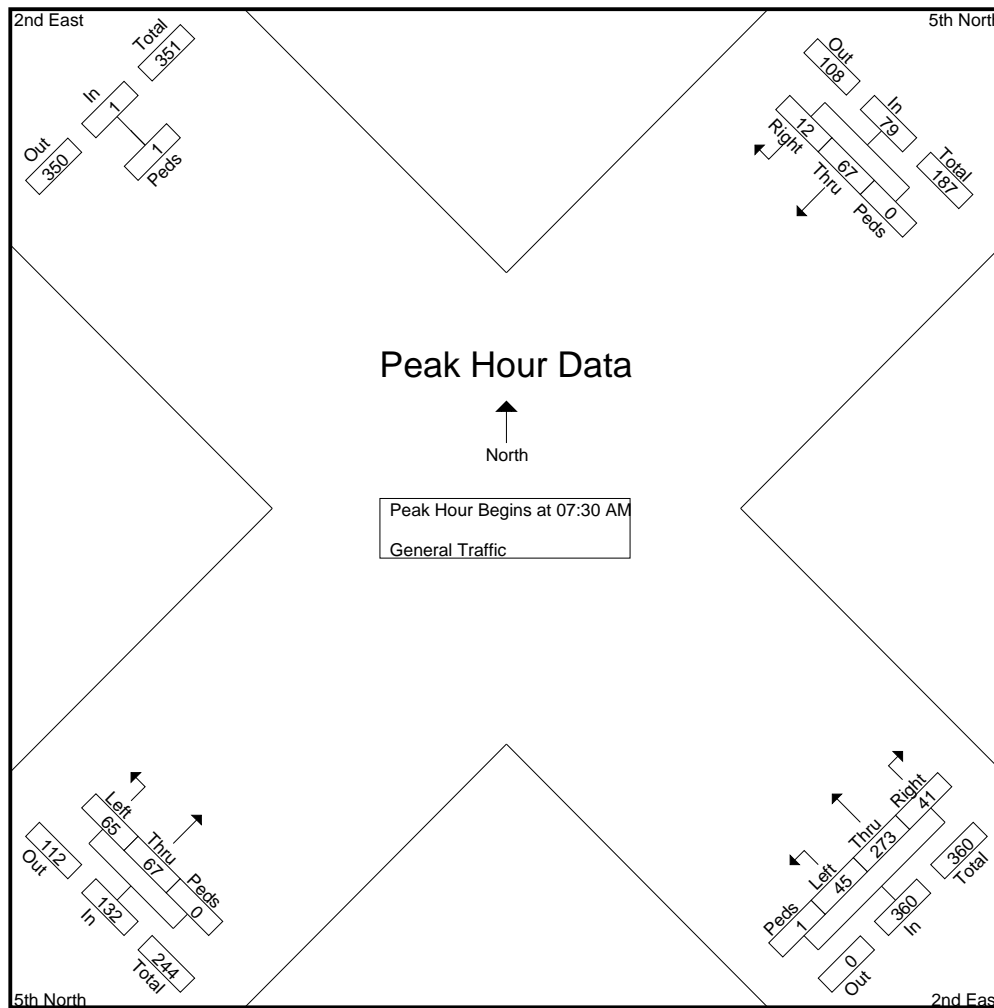
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 5th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 5th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	2nd East From Northwest		5th North From Northeast				2nd East From Southeast					5th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	0	0	1	16	0	17	4	54	9	0	67	8	11	0	19	103
07:45 AM	0	0	5	23	0	28	20	85	13	0	118	22	13	0	35	181
08:00 AM	0	0	2	10	0	12	10	77	12	1	100	17	18	0	35	147
08:15 AM	1	1	4	18	0	22	7	57	11	0	75	20	23	0	43	141
Total Volume	1	1	12	67	0	79	41	273	45	1	360	67	65	0	132	572
% App. Total	100		15.2	84.8	0		11.4	75.8	12.5	0.3		50.8	49.2	0		
PHF	.250	.250	.600	.728	.000	.705	.513	.803	.865	.250	.763	.761	.707	.000	.767	.790



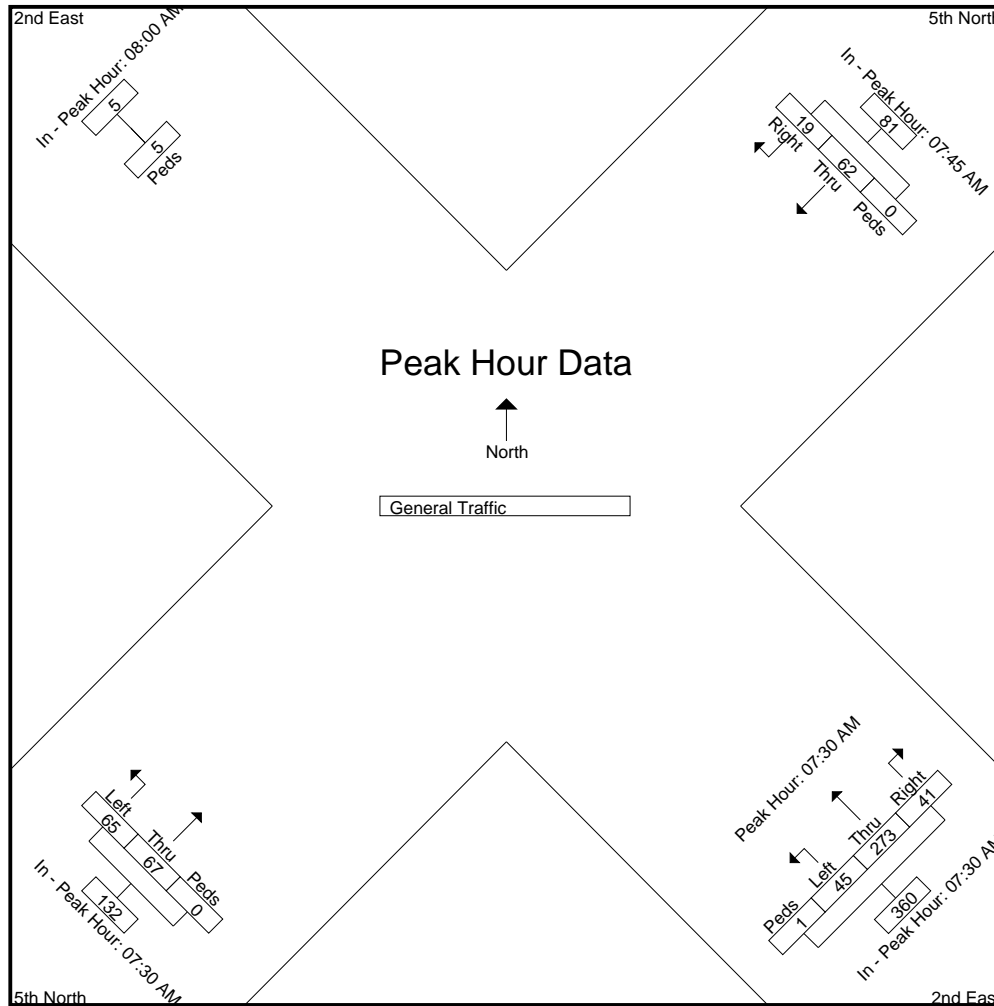
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 5th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 5th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	2nd East From Northwest		5th North From Northeast				2nd East From Southeast					5th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	08:00 AM		07:45 AM				07:30 AM					07:30 AM				
+0 mins.	0	0	5	23	0	28	4	54	9	0	67	8	11	0	19	
+15 mins.	1	1	2	10	0	12	20	85	13	0	118	22	13	0	35	
+30 mins.	2	2	4	18	0	22	10	77	12	1	100	17	18	0	35	
+45 mins.	2	2	8	11	0	19	7	57	11	0	75	20	23	0	43	
Total Volume	5	5	19	62	0	81	41	273	45	1	360	67	65	0	132	
% App. Total	100		23.5	76.5	0		11.4	75.8	12.5	0.3		50.8	49.2	0		
PHF	.625	.625	.594	.674	.000	.723	.513	.803	.865	.250	.763	.761	.707	.000	.767	



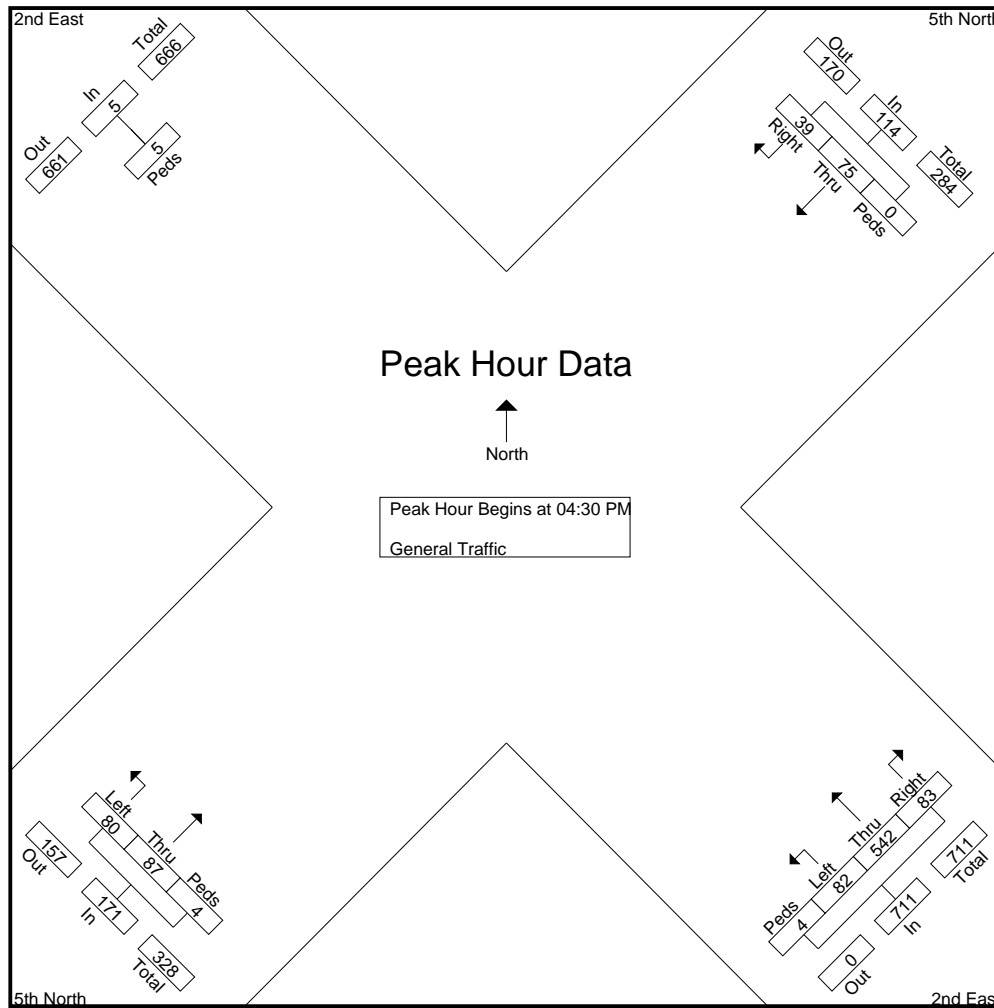
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 5th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 5th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	2nd East From Northwest		5th North From Northeast				2nd East From Southeast					5th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	1	1	11	17	0	28	22	126	17	0	165	20	13	0	33	227
04:45 PM	1	1	11	18	0	29	28	136	18	2	184	26	32	1	59	273
05:00 PM	3	3	8	18	0	26	19	145	30	1	195	15	18	0	33	257
05:15 PM	0	0	9	22	0	31	14	135	17	1	167	26	17	3	46	244
Total Volume	5	5	39	75	0	114	83	542	82	4	711	87	80	4	171	1001
% App. Total	100		34.2	65.8	0		11.7	76.2	11.5	0.6		50.9	46.8	2.3		
PHF	.417	.417	.886	.852	.000	.919	.741	.934	.683	.500	.912	.837	.625	.333	.725	.917





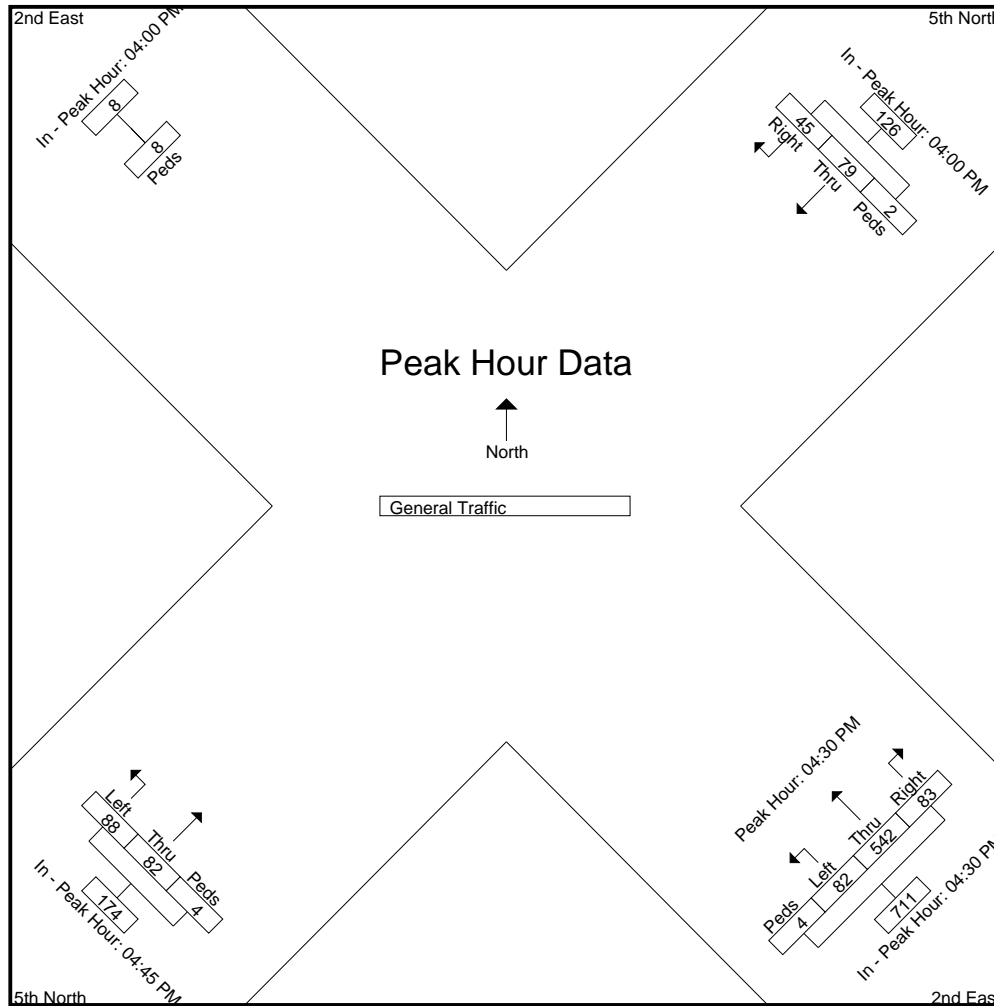
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / 5th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : 2nd East & 5th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	2nd East From Northwest		5th North From Northeast				2nd East From Southeast					5th North From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM		04:00 PM				04:30 PM					04:45 PM				
+0 mins.	3	3	8	24	0	32	22	126	17	0	165	26	32	1	59	
+15 mins.	3	3	15	20	2	37	28	136	18	2	184	15	18	0	33	
+30 mins.	1	1	11	17	0	28	19	145	30	1	195	26	17	3	46	
+45 mins.	1	1	11	18	0	29	14	135	17	1	167	15	21	0	36	
Total Volume	8	8	45	79	2	126	83	542	82	4	711	82	88	4	174	
% App. Total	100		35.7	62.7	1.6		11.7	76.2	11.5	0.6		47.1	50.6	2.3		
PHF	.667	.667	.750	.823	.250	.851	.741	.934	.683	.500	.912	.788	.688	.333	.737	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / 5th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : 2nd East & 5th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / American Legion  
City, State: Mountain Home, Idaho  
Control: Signalized

File Name : 2nd East & American Legion Blvd  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

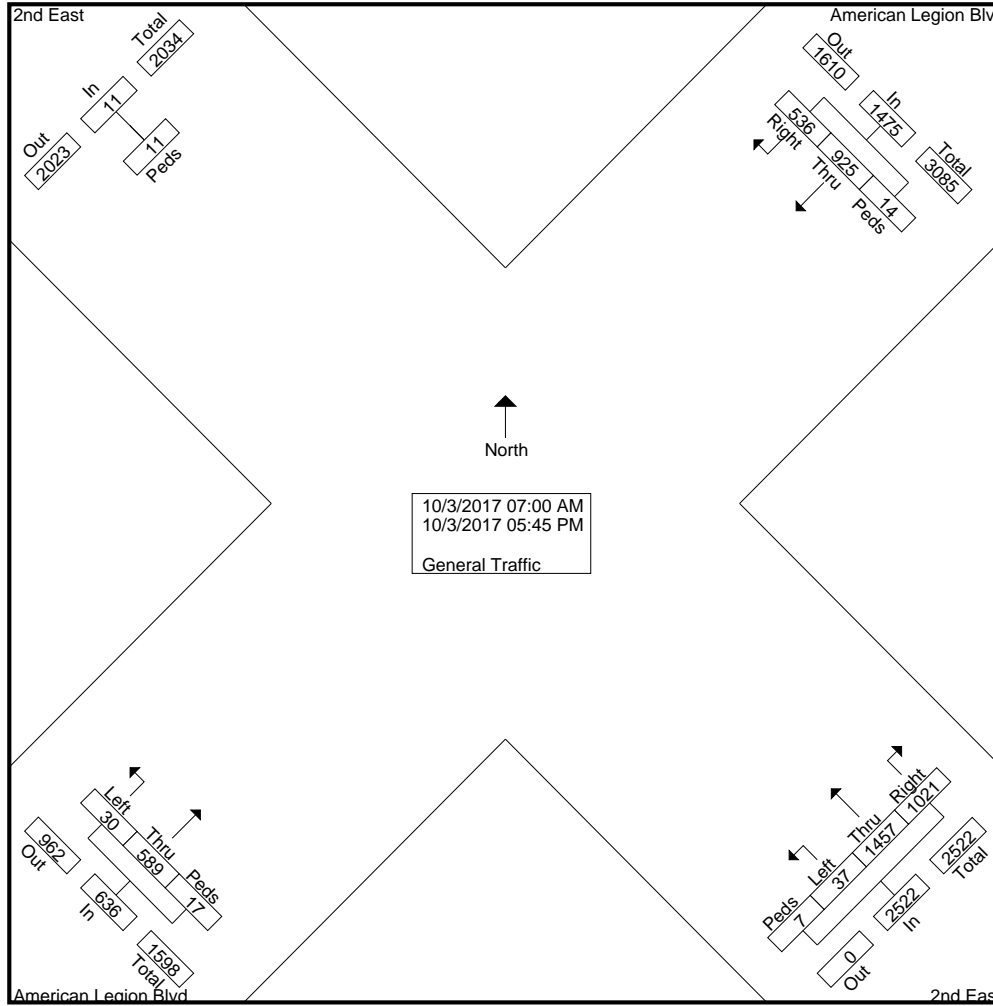
Start Time	2nd East From Northwest		American Legion Blvd From Northeast				2nd East From Southeast					American Legion Blvd From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	0	0	12	54	0	66	21	31	0	0	52	17	0	0	17	135
07:15 AM	1	1	16	50	0	66	27	33	0	0	60	34	2	1	37	164
07:30 AM	1	1	22	46	0	68	45	56	1	0	102	62	1	1	64	235
07:45 AM	0	0	32	56	0	88	56	86	0	0	142	43	0	0	43	273
Total	2	2	82	206	0	288	149	206	1	0	356	156	3	2	161	807
08:00 AM	0	0	22	51	0	73	54	87	1	0	142	23	1	0	24	239
08:15 AM	0	0	17	49	0	66	48	58	0	0	106	17	0	0	17	189
08:30 AM	0	0	17	52	0	69	55	51	4	0	110	26	0	0	26	205
08:45 AM	0	0	20	50	0	70	57	59	3	0	119	23	1	0	24	213
Total	0	0	76	202	0	278	214	255	8	0	477	89	2	0	91	846
-----																
04:00 PM	0	0	59	70	4	133	79	104	3	0	186	45	5	0	50	369
04:15 PM	0	0	38	72	1	111	92	129	2	1	224	49	2	2	53	388
04:30 PM	5	5	46	62	5	113	85	115	4	0	204	28	3	0	31	353
04:45 PM	2	2	45	54	2	101	108	158	3	2	271	44	7	1	52	426
Total	7	7	188	258	12	458	364	506	12	3	885	166	17	3	186	1536
05:00 PM	2	2	59	69	1	129	68	156	6	1	231	42	2	0	44	406
05:15 PM	0	0	49	70	0	119	81	112	7	3	203	41	2	5	48	370
05:30 PM	0	0	40	62	1	103	76	110	1	0	187	51	0	6	57	347
05:45 PM	0	0	42	58	0	100	69	112	2	0	183	44	4	1	49	332
Total	2	2	190	259	2	451	294	490	16	4	804	178	8	12	198	1455
Grand Total	11	11	536	925	14	1475	1021	1457	37	7	2522	589	30	17	636	4644
Apprch %	100		36.3	62.7	0.9		40.5	57.8	1.5	0.3		92.6	4.7	2.7		
Total %	0.2	0.2	11.5	19.9	0.3	31.8	22	31.4	0.8	0.2	54.3	12.7	0.6	0.4	13.7	

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / American Legion  
City, State: Mountain Home, Idaho  
Control: Signalized

File Name : 2nd East & American Legion Blvd  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2





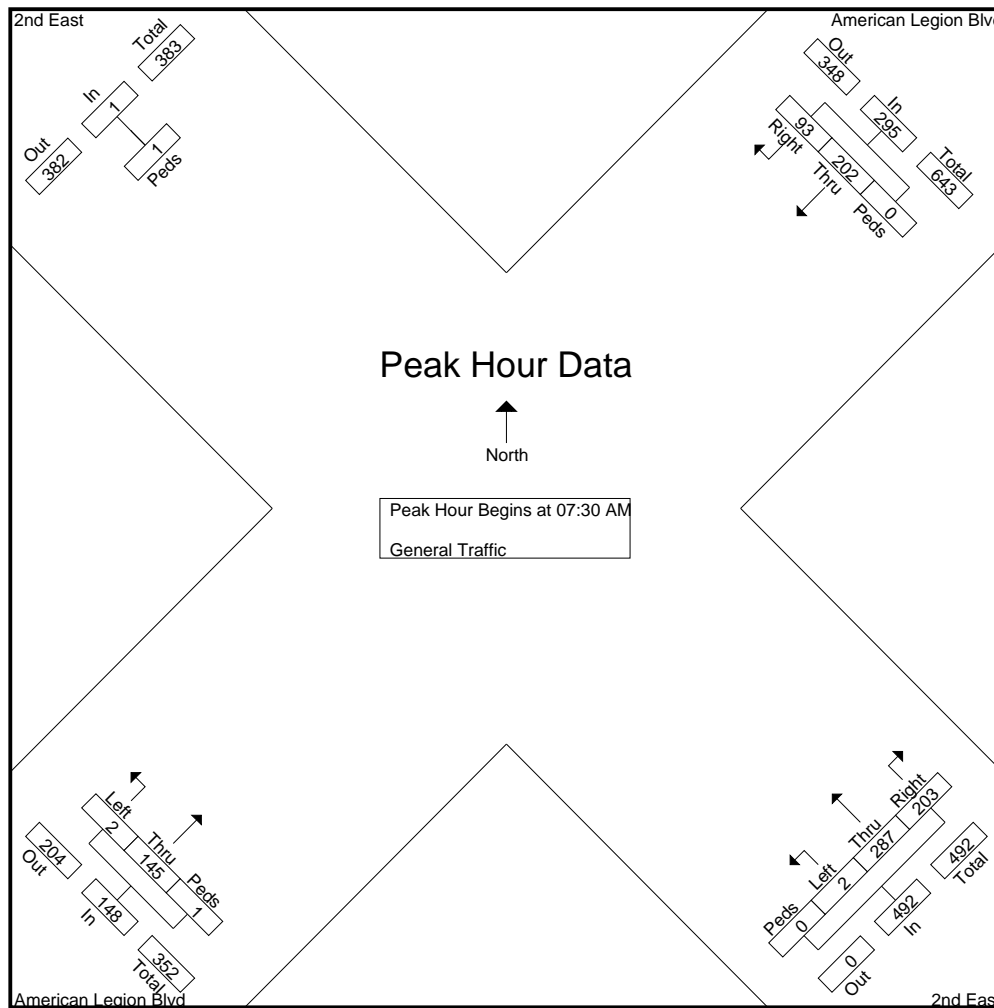
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	2nd East From Northwest		American Legion Blvd From Northeast				2nd East From Southeast					American Legion Blvd From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	1	1	22	46	0	68	45	56	1	0	102	62	1	1	64	235
07:45 AM	0	0	32	56	0	88	56	86	0	0	142	43	0	0	43	273
08:00 AM	0	0	22	51	0	73	54	87	1	0	142	23	1	0	24	239
08:15 AM	0	0	17	49	0	66	48	58	0	0	106	17	0	0	17	189
Total Volume	1	1	93	202	0	295	203	287	2	0	492	145	2	1	148	936
% App. Total	100		31.5	68.5	0		41.3	58.3	0.4	0		98	1.4	0.7		
PHF	.250	.250	.727	.902	.000	.838	.906	.825	.500	.000	.866	.585	.500	.250	.578	.857



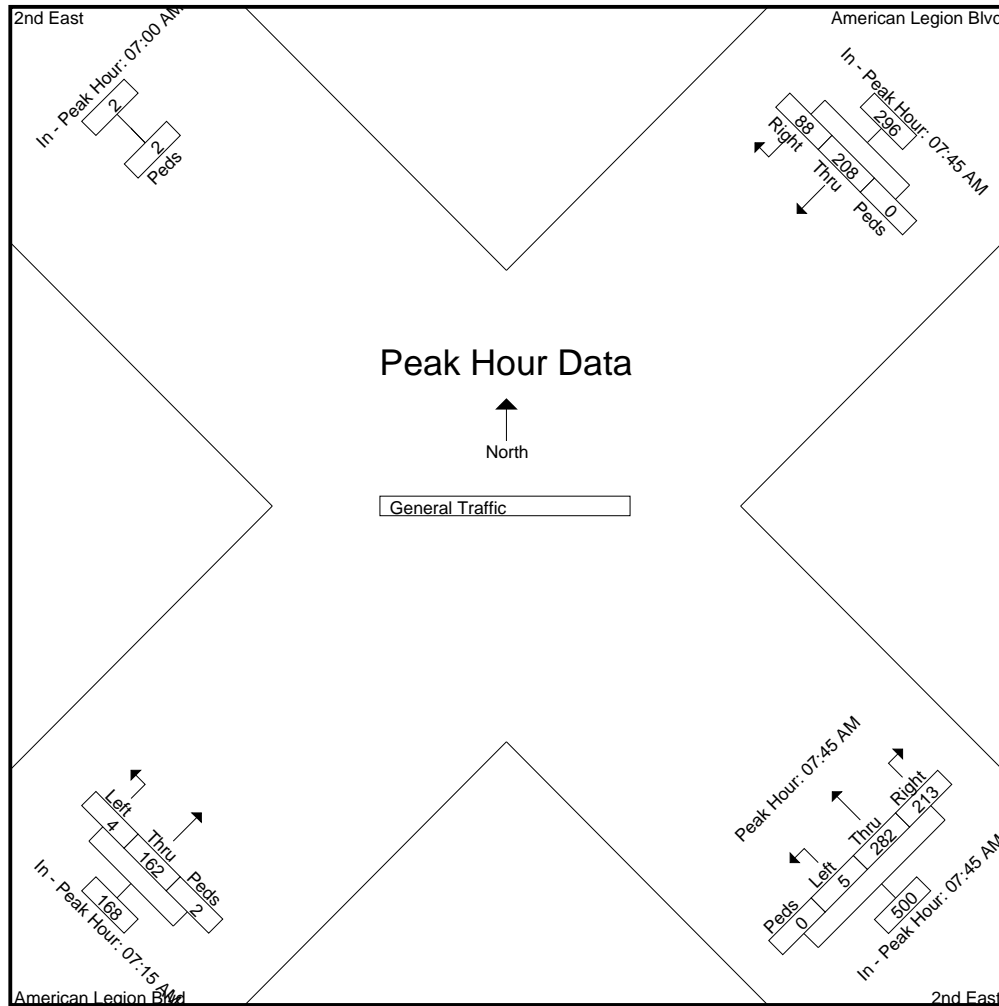
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	2nd East From Northwest		American Legion Blvd From Northeast				2nd East From Southeast					American Legion Blvd From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM		07:45 AM				07:45 AM					07:15 AM				
+0 mins.	0	0	32	56	0	88	56	86	0	0	142	34	2	1	37	
+15 mins.	1	1	22	51	0	73	54	87	1	0	142	62	1	1	64	
+30 mins.	1	1	17	49	0	66	48	58	0	0	106	43	0	0	43	
+45 mins.	0	0	17	52	0	69	55	51	4	0	110	23	1	0	24	
Total Volume	2	2	88	208	0	296	213	282	5	0	500	162	4	2	168	
% App. Total	100		29.7	70.3	0		42.6	56.4	1	0		96.4	2.4	1.2		
PHF	.500	.500	.688	.929	.000	.841	.951	.810	.313	.000	.880	.653	.500	.500	.656	



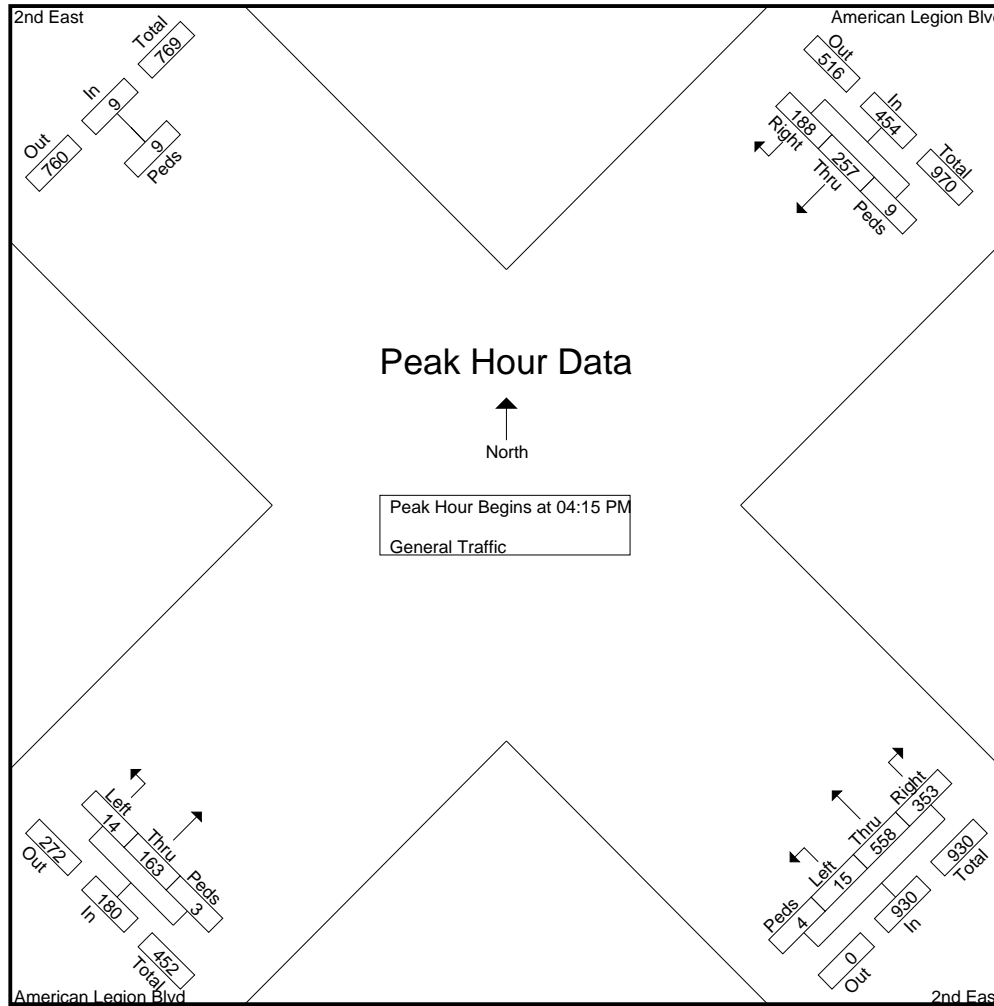
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	2nd East From Northwest		American Legion Blvd From Northeast				2nd East From Southeast					American Legion Blvd From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:15 PM																
04:15 PM	0	0	38	72	1	111	92	129	2	1	224	49	2	2	53	388
04:30 PM	5	5	46	62	5	113	85	115	4	0	204	28	3	0	31	353
04:45 PM	2	2	45	54	2	101	108	158	3	2	271	44	7	1	52	426
05:00 PM	2	2	59	69	1	129	68	156	6	1	231	42	2	0	44	406
Total Volume	9	9	188	257	9	454	353	558	15	4	930	163	14	3	180	1573
% App. Total	100		41.4	56.6	2		38	60	1.6	0.4		90.6	7.8	1.7		
PHF	.450	.450	.797	.892	.450	.880	.817	.883	.625	.500	.858	.832	.500	.375	.849	.923



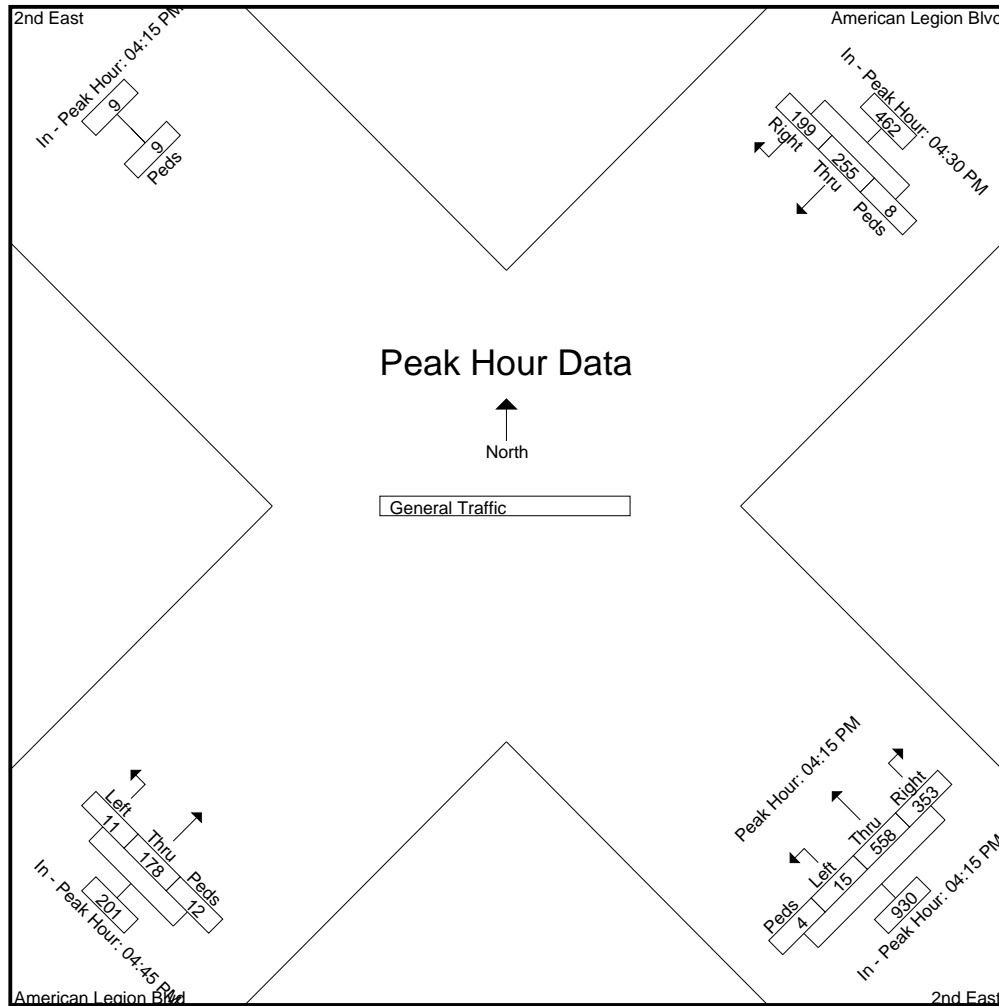
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	2nd East From Northwest		American Legion Blvd From Northeast				2nd East From Southeast					American Legion Blvd From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:15 PM		04:30 PM				04:15 PM					04:45 PM				
+0 mins.	0	0	46	62	5	113	92	129	2	1	224	44	7	1	52	
+15 mins.	5	5	45	54	2	101	85	115	4	0	204	42	2	0	44	
+30 mins.	2	2	59	69	1	129	108	158	3	2	271	41	2	5	48	
+45 mins.	2	2	49	70	0	119	68	156	6	1	231	51	0	6	57	
Total Volume	9	9	199	255	8	462	353	558	15	4	930	178	11	12	201	
% App. Total	100		43.1	55.2	1.7		38	60	1.6	0.4		88.6	5.5	6		
PHF	.450	.450	.843	.911	.400	.895	.817	.883	.625	.500	.858	.873	.393	.500	.882	





# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / American Legion  
City, State: Mountain Home, Idaho  
Control: Signalized

File Name : 2nd East & American Legion Blvd  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / E Jackson St  
City, State: Mountain Home, Idaho  
Control: Signalized

File Name : 2nd East & Jackson St  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

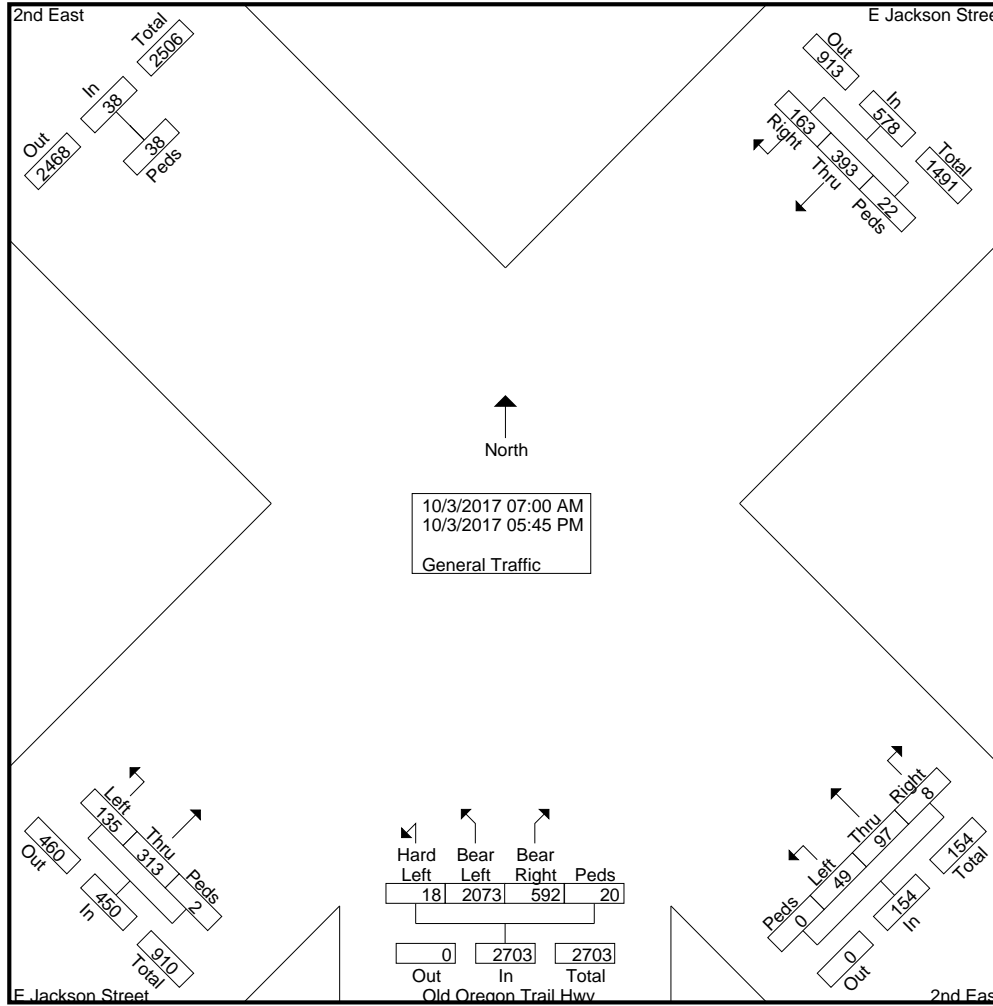
Start Time	2nd East From Northwest		E Jackson Street From Northeast				2nd East From Southeast					Old Oregon Trail Hwy From South					E Jackson Street From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	4	4	1	21	0	22	0	3	2	0	5	23	49	5	2	79	9	1	0	10	120
07:15 AM	1	1	3	11	0	14	0	1	1	0	2	37	56	1	1	95	13	2	0	15	127
07:30 AM	3	3	10	24	1	35	0	8	5	0	13	51	83	1	2	137	27	4	1	32	220
07:45 AM	5	5	19	39	2	60	0	8	10	0	18	44	113	0	1	158	22	9	1	32	273
<b>Total</b>	<b>13</b>	<b>13</b>	<b>33</b>	<b>95</b>	<b>3</b>	<b>131</b>	<b>0</b>	<b>20</b>	<b>18</b>	<b>0</b>	<b>38</b>	<b>155</b>	<b>301</b>	<b>7</b>	<b>6</b>	<b>469</b>	<b>71</b>	<b>16</b>	<b>2</b>	<b>89</b>	<b>740</b>
08:00 AM	0	0	8	32	0	40	0	6	2	0	8	26	115	1	1	143	19	13	0	32	223
08:15 AM	0	0	3	21	1	25	0	7	2	0	9	26	97	0	1	124	18	5	0	23	181
08:30 AM	0	0	7	20	2	29	0	6	3	0	9	19	86	3	0	108	14	7	0	21	167
08:45 AM	0	0	9	16	1	26	1	1	3	0	5	24	107	1	0	132	21	9	0	30	193
<b>Total</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>89</b>	<b>4</b>	<b>120</b>	<b>1</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>31</b>	<b>95</b>	<b>405</b>	<b>5</b>	<b>2</b>	<b>507</b>	<b>72</b>	<b>34</b>	<b>0</b>	<b>106</b>	<b>764</b>
-----																					
04:00 PM	0	0	15	25	0	40	0	8	5	0	13	38	151	0	0	189	21	12	0	33	275
04:15 PM	2	2	18	27	0	45	2	5	2	0	9	51	191	0	1	243	18	12	0	30	329
04:30 PM	5	5	14	29	2	45	4	7	1	0	12	37	173	2	1	213	33	11	0	44	319
04:45 PM	1	1	14	26	2	42	0	7	1	0	8	59	201	3	0	263	24	14	0	38	352
<b>Total</b>	<b>8</b>	<b>8</b>	<b>61</b>	<b>107</b>	<b>4</b>	<b>172</b>	<b>6</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>42</b>	<b>185</b>	<b>716</b>	<b>5</b>	<b>2</b>	<b>908</b>	<b>96</b>	<b>49</b>	<b>0</b>	<b>145</b>	<b>1275</b>
05:00 PM	4	4	15	36	0	51	0	10	2	0	12	36	177	0	0	213	24	15	0	39	319
05:15 PM	1	1	9	15	0	24	0	7	2	0	9	38	163	1	4	206	16	7	0	23	263
05:30 PM	6	6	13	24	3	40	1	7	6	0	14	40	152	0	2	194	15	7	0	22	276
05:45 PM	6	6	5	27	8	40	0	6	2	0	8	43	159	0	4	206	19	7	0	26	286
<b>Total</b>	<b>17</b>	<b>17</b>	<b>42</b>	<b>102</b>	<b>11</b>	<b>155</b>	<b>1</b>	<b>30</b>	<b>12</b>	<b>0</b>	<b>43</b>	<b>157</b>	<b>651</b>	<b>1</b>	<b>10</b>	<b>819</b>	<b>74</b>	<b>36</b>	<b>0</b>	<b>110</b>	<b>1144</b>
<b>Grand Total</b>	<b>38</b>	<b>38</b>	<b>163</b>	<b>393</b>	<b>22</b>	<b>578</b>	<b>8</b>	<b>97</b>	<b>49</b>	<b>0</b>	<b>154</b>	<b>592</b>	<b>2073</b>	<b>18</b>	<b>20</b>	<b>2703</b>	<b>313</b>	<b>135</b>	<b>2</b>	<b>450</b>	<b>3923</b>
<b>Apprch %</b>	<b>100</b>		<b>28.2</b>	<b>68</b>	<b>3.8</b>		<b>5.2</b>	<b>63</b>	<b>31.8</b>	<b>0</b>		<b>21.9</b>	<b>76.7</b>	<b>0.7</b>	<b>0.7</b>		<b>69.6</b>	<b>30</b>	<b>0.4</b>		
<b>Total %</b>	<b>1</b>	<b>1</b>	<b>4.2</b>	<b>10</b>	<b>0.6</b>	<b>14.7</b>	<b>0.2</b>	<b>2.5</b>	<b>1.2</b>	<b>0</b>	<b>3.9</b>	<b>15.1</b>	<b>52.8</b>	<b>0.5</b>	<b>0.5</b>	<b>68.9</b>	<b>8</b>	<b>3.4</b>	<b>0.1</b>	<b>11.5</b>	

# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 2



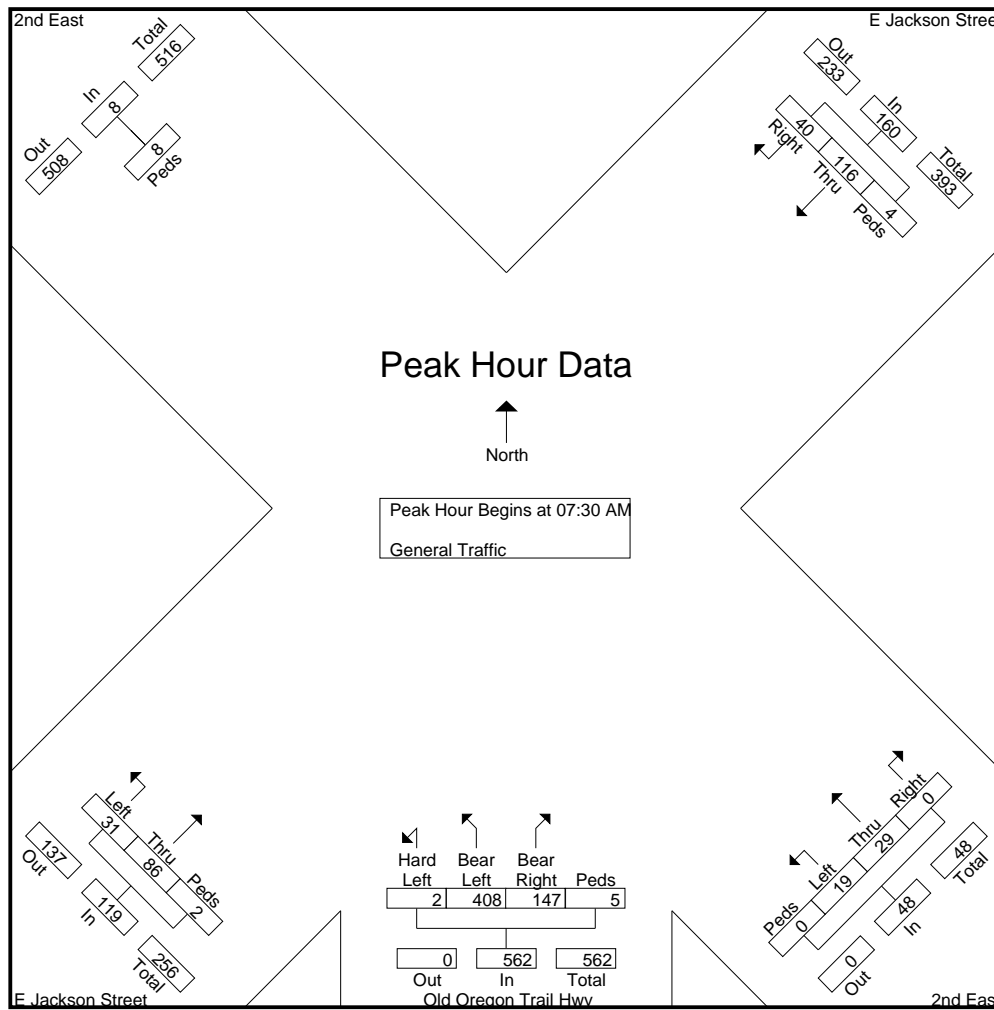
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	2nd East From Northwest		E Jackson Street From Northeast				2nd East From Southeast					Old Oregon Trail Hwy From South					E Jackson Street From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	3	10	24	1	35	0	8	5	0	13	51	83	1	2	137	27	4	1	32	220
07:45 AM	5	5	19	39	2	60	0	8	10	0	18	44	113	0	1	158	22	9	1	32	273
08:00 AM	0	0	8	32	0	40	0	6	2	0	8	26	115	1	1	143	19	13	0	32	223
08:15 AM	0	0	3	21	1	25	0	7	2	0	9	26	97	0	1	124	18	5	0	23	181
Total Volume	8	8	40	116	4	160	0	29	19	0	48	147	408	2	5	562	86	31	2	119	897
% App. Total	100		25	72.5	2.5		0	60.4	39.6	0		26.2	72.6	0.4	0.9		72.3	26.1	1.7		
PHF	.400	.400	.526	.744	.500	.667	.000	.906	.475	.000	.667	.721	.887	.500	.625	.889	.796	.596	.500	.930	.821





# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

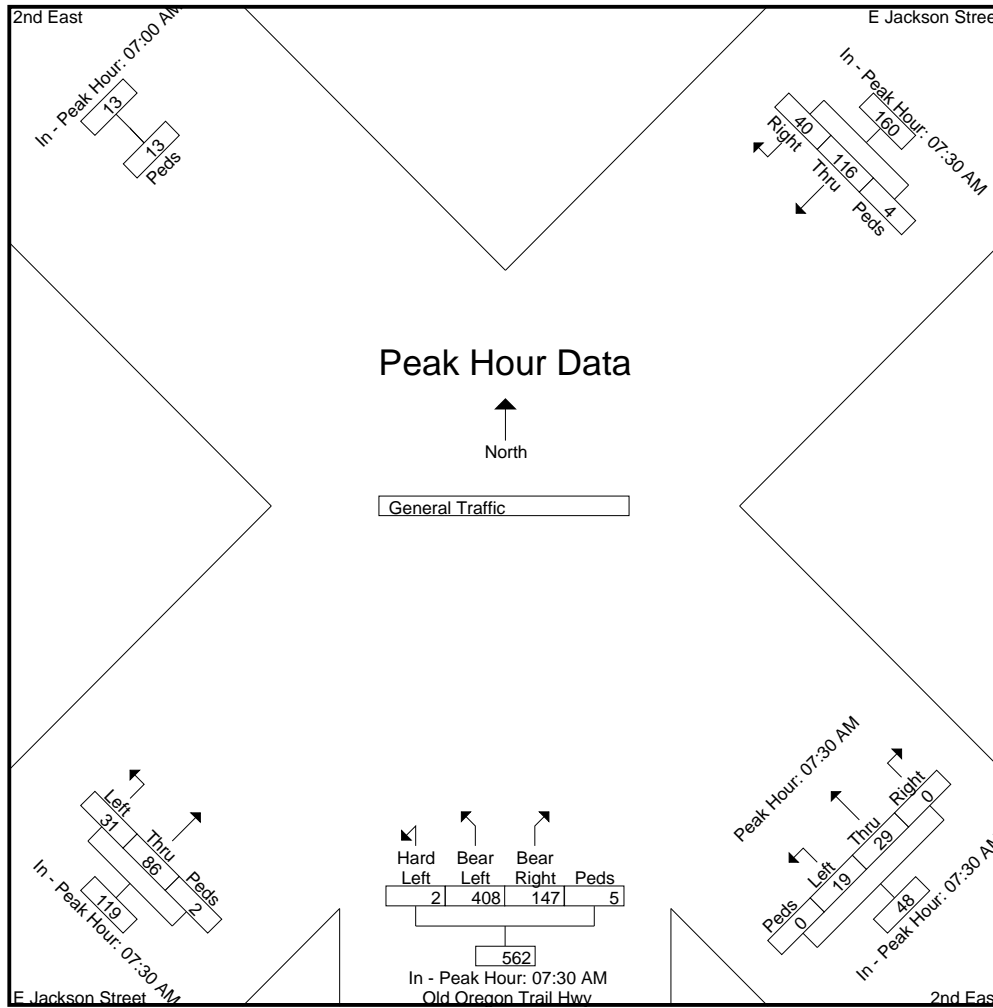
Study: H0RR0038  
 Intersection: 2nd East / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	2nd East From Northwest		E Jackson Street From Northeast				2nd East From Southeast					Old Oregon Trail Hwy From South					E Jackson Street From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	Peds	App. Total	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM		07:30 AM				07:30 AM					07:30 AM					07:30 AM			
+0 mins.	4	4	10	24	1	35	0	8	5	0	13	51	83	1	2	137	27	4	1	32
+15 mins.	1	1	19	39	2	60	0	8	10	0	18	44	113	0	1	158	22	9	1	32
+30 mins.	3	3	8	32	0	40	0	6	2	0	8	26	115	1	1	143	19	13	0	32
+45 mins.	5	5	3	21	1	25	0	7	2	0	9	26	97	0	1	124	18	5	0	23
Total Volume	13	13	40	116	4	160	0	29	19	0	48	147	408	2	5	562	86	31	2	119
% App. Total	100		25	72.5	2.5		0	60.4	39.6	0		26.2	72.6	0.4	0.9		72.3	26.1	1.7	
PHF	.650	.650	.526	.744	.500	.667	.000	.906	.475	.000	.667	.721	.887	.500	.625	.889	.796	.596	.500	.930



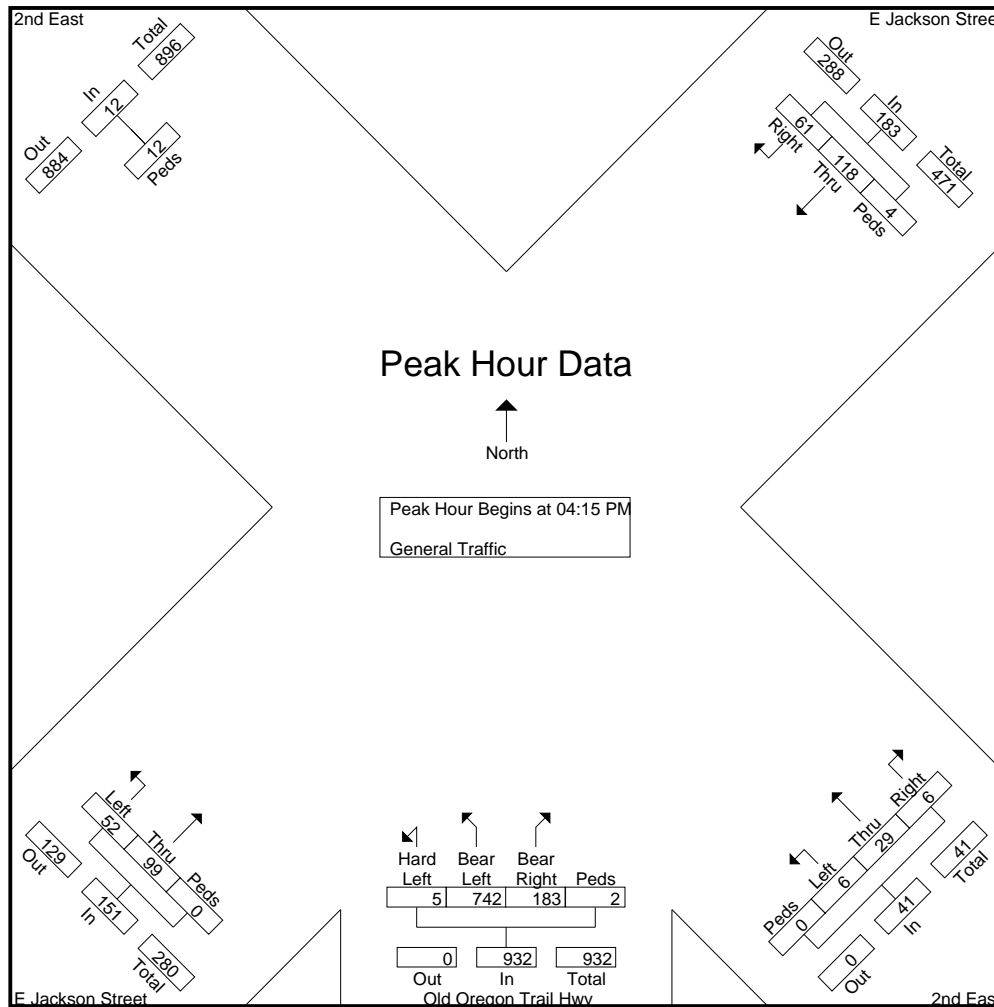
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	2nd East From Northwest		E Jackson Street From Northeast				2nd East From Southeast					Old Oregon Trail Hwy From South					E Jackson Street From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	2	2	18	27	0	45	2	5	2	0	9	51	191	0	1	243	18	12	0	30	329
04:30 PM	5	5	14	29	2	45	4	7	1	0	12	37	173	2	1	213	33	11	0	44	319
04:45 PM	1	1	14	26	2	42	0	7	1	0	8	59	201	3	0	263	24	14	0	38	352
05:00 PM	4	4	15	36	0	51	0	10	2	0	12	36	177	0	0	213	24	15	0	39	319
Total Volume	12	12	61	118	4	183	6	29	6	0	41	183	742	5	2	932	99	52	0	151	1319
% App. Total	100		33.3	64.5	2.2		14.6	70.7	14.6	0		19.6	79.6	0.5	0.2		65.6	34.4	0		
PHF	.600	.600	.847	.819	.500	.897	.375	.725	.750	.000	.854	.775	.923	.417	.500	.886	.750	.867	.000	.858	.937



# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

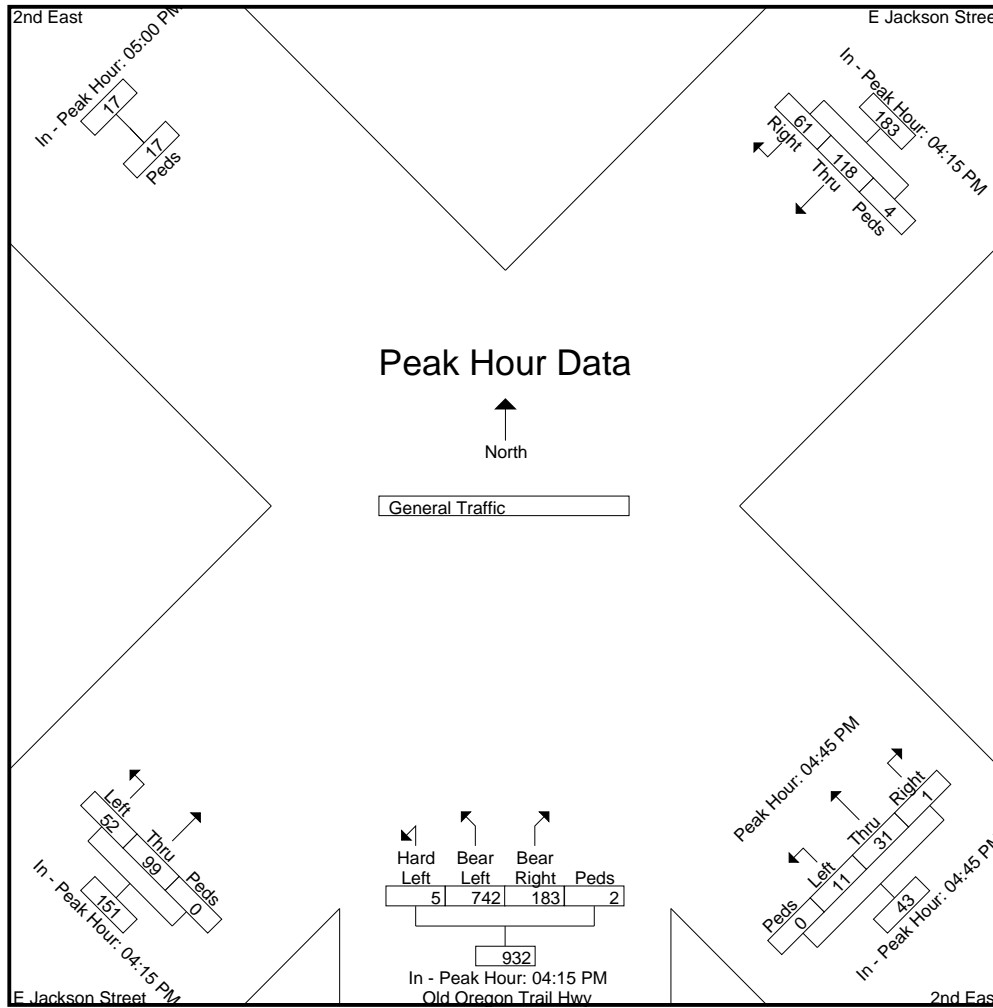
Study: H0RR0038  
 Intersection: 2nd East / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Signalized

File Name : 2nd East & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	2nd East From Northwest		E Jackson Street From Northeast				2nd East From Southeast					Old Oregon Trail Hwy From South					E Jackson Street From Southwest				Int. Total
	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	Peds	App. Total	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM		04:15 PM				04:45 PM					04:15 PM					04:15 PM			
+0 mins.	4	4	18	27	0	45	0	7	1	0	8	51	191	0	1	243	18	12	0	30
+15 mins.	1	1	14	29	2	45	0	10	2	0	12	37	173	2	1	213	33	11	0	44
+30 mins.	6	6	14	26	2	42	0	7	2	0	9	59	201	3	0	263	24	14	0	38
+45 mins.	6	6	15	36	0	51	1	7	6	0	14	36	177	0	0	213	24	15	0	39
Total Volume	17	17	61	118	4	183	1	31	11	0	43	183	742	5	2	932	99	52	0	151
% App. Total	100		33.3	64.5	2.2		2.3	72.1	25.6	0		19.6	79.6	0.5	0.2		65.6	34.4	0	
PHF	.708	.708	.847	.819	.500	.897	.250	.775	.458	.000	.768	.775	.923	.417	.500	.886	.750	.867	.000	.858



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / E Jackson St  
City, State: Mountain Home, Idaho  
Control: Signalized

File Name : 2nd East & Jackson St  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1





# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: No Control

File Name : 2nd East & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 1

### Groups Printed- General Traffic

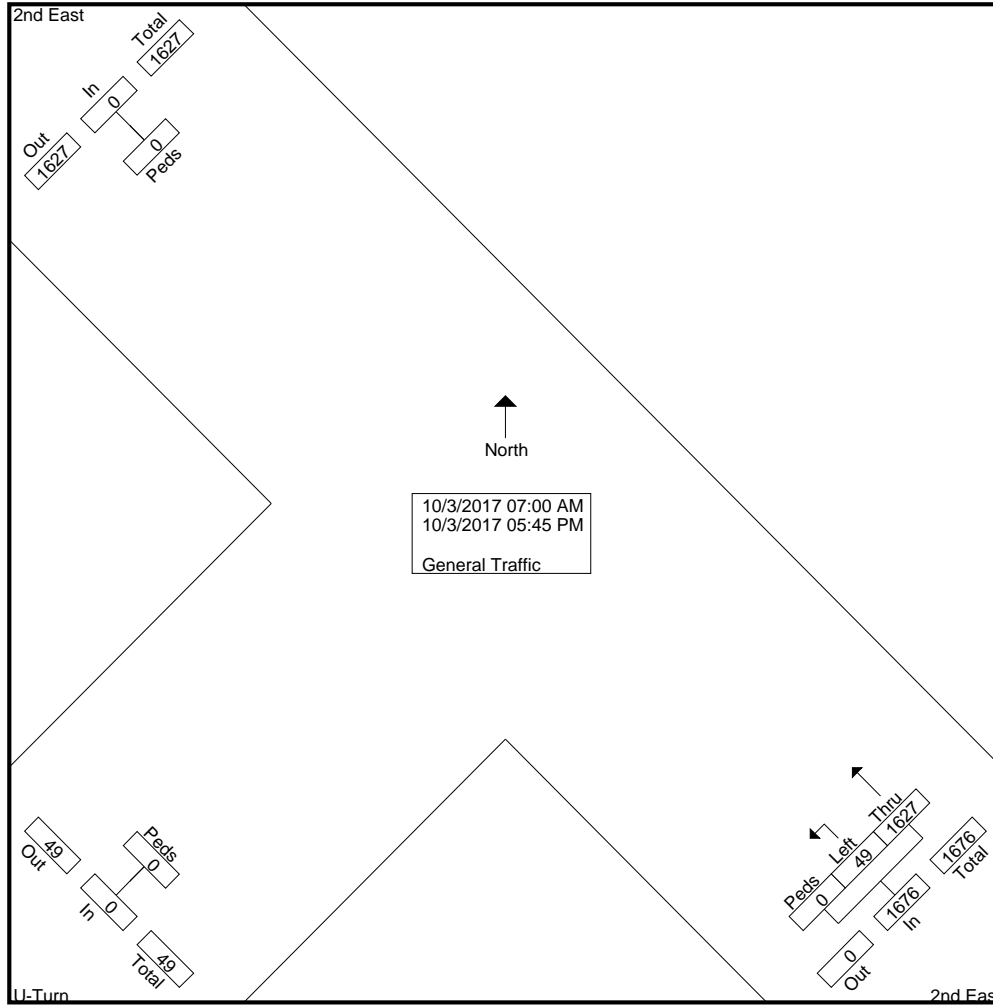
Start Time	2nd East From Northwest		2nd East From Southeast				U-Turn From Southwest		Int. Total
	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	
07:00 AM	0	0	62	0	0	62	0	0	62
07:15 AM	0	0	52	0	0	52	0	0	52
07:30 AM	0	0	62	0	0	62	0	0	62
07:45 AM	0	0	98	1	0	99	0	0	99
Total	0	0	274	1	0	275	0	0	275
08:00 AM	0	0	88	3	0	91	0	0	91
08:15 AM	0	0	78	2	0	80	0	0	80
08:30 AM	0	0	55	1	0	56	0	0	56
08:45 AM	0	0	56	0	0	56	0	0	56
Total	0	0	277	6	0	283	0	0	283
-----									
04:00 PM	0	0	126	3	0	129	0	0	129
04:15 PM	0	0	149	5	0	154	0	0	154
04:30 PM	0	0	124	4	0	128	0	0	128
04:45 PM	0	0	157	5	0	162	0	0	162
Total	0	0	556	17	0	573	0	0	573
05:00 PM	0	0	134	8	0	142	0	0	142
05:15 PM	0	0	142	2	0	144	0	0	144
05:30 PM	0	0	119	10	0	129	0	0	129
05:45 PM	0	0	125	5	0	130	0	0	130
Total	0	0	520	25	0	545	0	0	545
Grand Total	0	0	1627	49	0	1676	0	0	1676
Apprch %	0		97.1	2.9	0		0		
Total %	0		97.1	2.9	0	100	0	0	

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / U-Turn  
City, State: Mountain Home, Idaho  
Control: No Control

File Name : 2nd East & U-Turn  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2



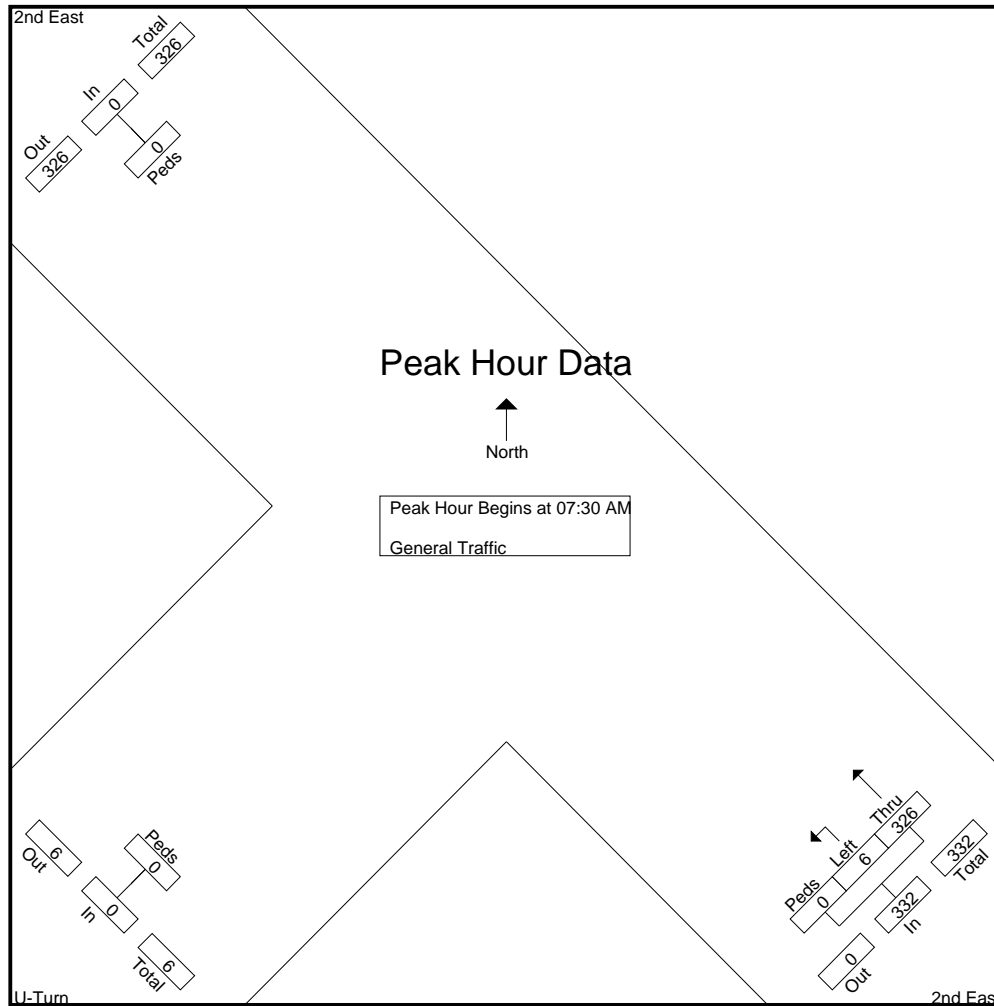
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: No Control

File Name : 2nd East & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	2nd East From Northwest		2nd East From Southeast				U-Turn From Southwest		Int. Total
	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 07:30 AM									
07:30 AM	0	0	62	0	0	62	0	0	62
07:45 AM	0	0	98	1	0	99	0	0	99
08:00 AM	0	0	88	3	0	91	0	0	91
08:15 AM	0	0	78	2	0	80	0	0	80
Total Volume	0	0	326	6	0	332	0	0	332
% App. Total	0	0	98.2	1.8	0		0	0	
PHF	.000	.000	.832	.500	.000	.838	.000	.000	.838



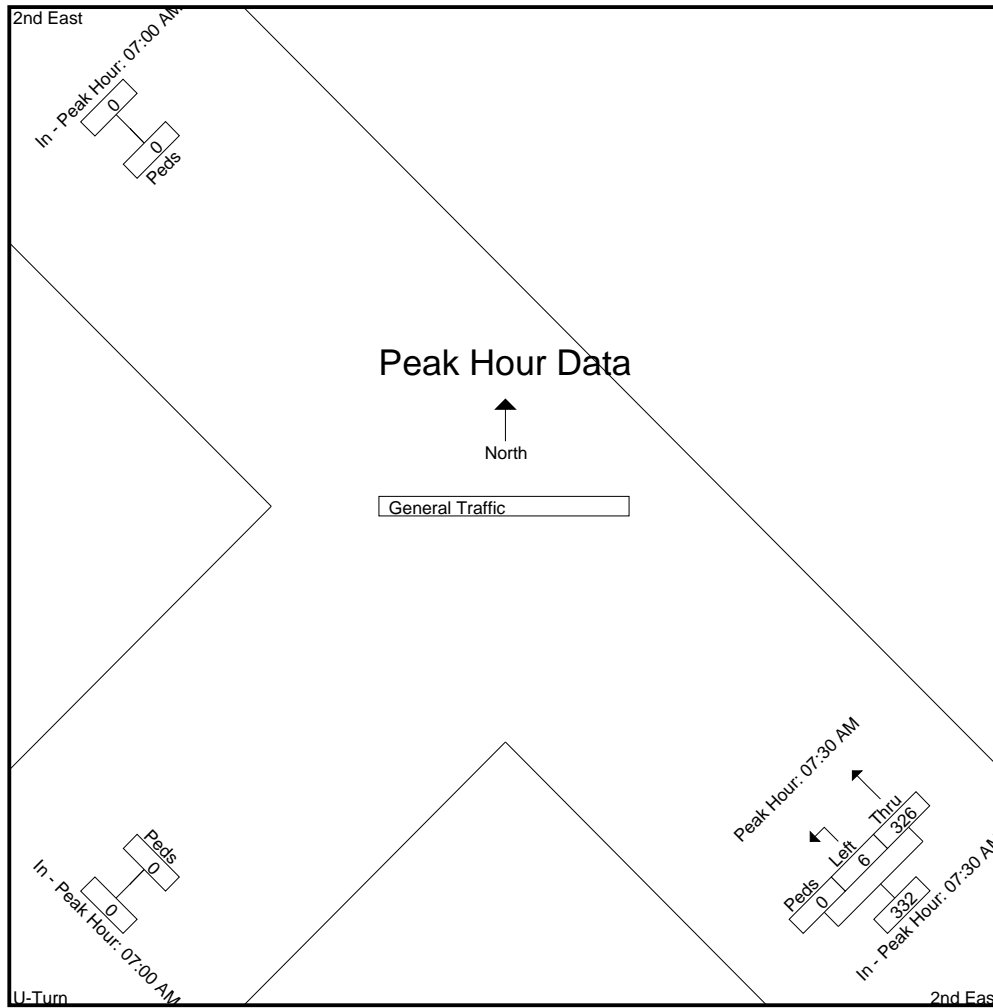
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: No Control

File Name : 2nd East & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	2nd East From Northwest		2nd East From Southeast			U-Turn From Southwest		Int. Total
	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1								
Peak Hour for Each Approach Begins at:								
	07:00 AM		07:30 AM			07:00 AM		
+0 mins.	0	0	62	0	0	62	0	0
+15 mins.	0	0	98	1	0	99	0	0
+30 mins.	0	0	88	3	0	91	0	0
+45 mins.	0	0	78	2	0	80	0	0
Total Volume	0	0	326	6	0	332	0	0
% App. Total	0	0	98.2	1.8	0		0	
PHF	.000	.000	.832	.500	.000	.838	.000	.000





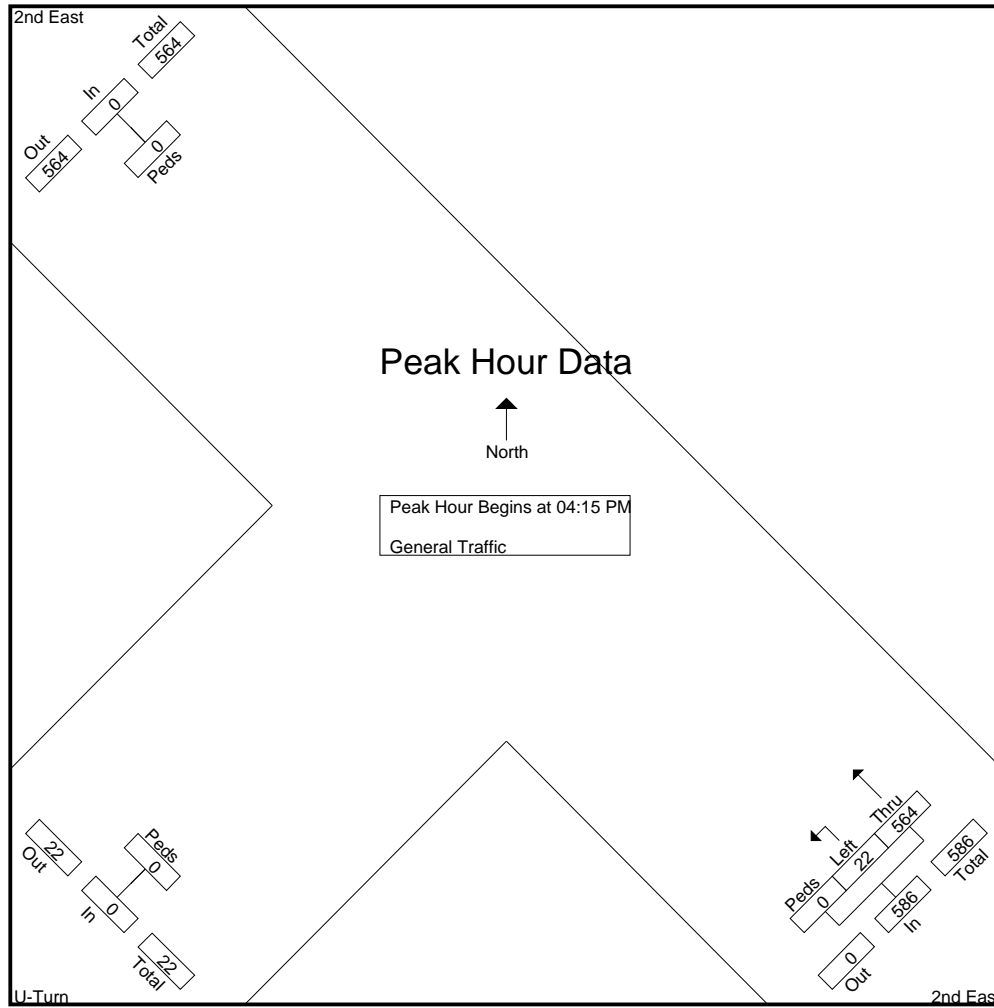
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: No Control

File Name : 2nd East & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	2nd East From Northwest		2nd East From Southeast				U-Turn From Southwest		Int. Total
	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 04:15 PM									
04:15 PM	0	0	149	5	0	154	0	0	154
04:30 PM	0	0	124	4	0	128	0	0	128
04:45 PM	0	0	<b>157</b>	5	0	<b>162</b>	0	0	<b>162</b>
05:00 PM	0	0	134	<b>8</b>	0	142	0	0	142
Total Volume	0	0	564	22	0	586	0	0	586
% App. Total	0		96.2	3.8	0		0		
PHF	.000	.000	.898	.688	.000	.904	.000	.000	.904



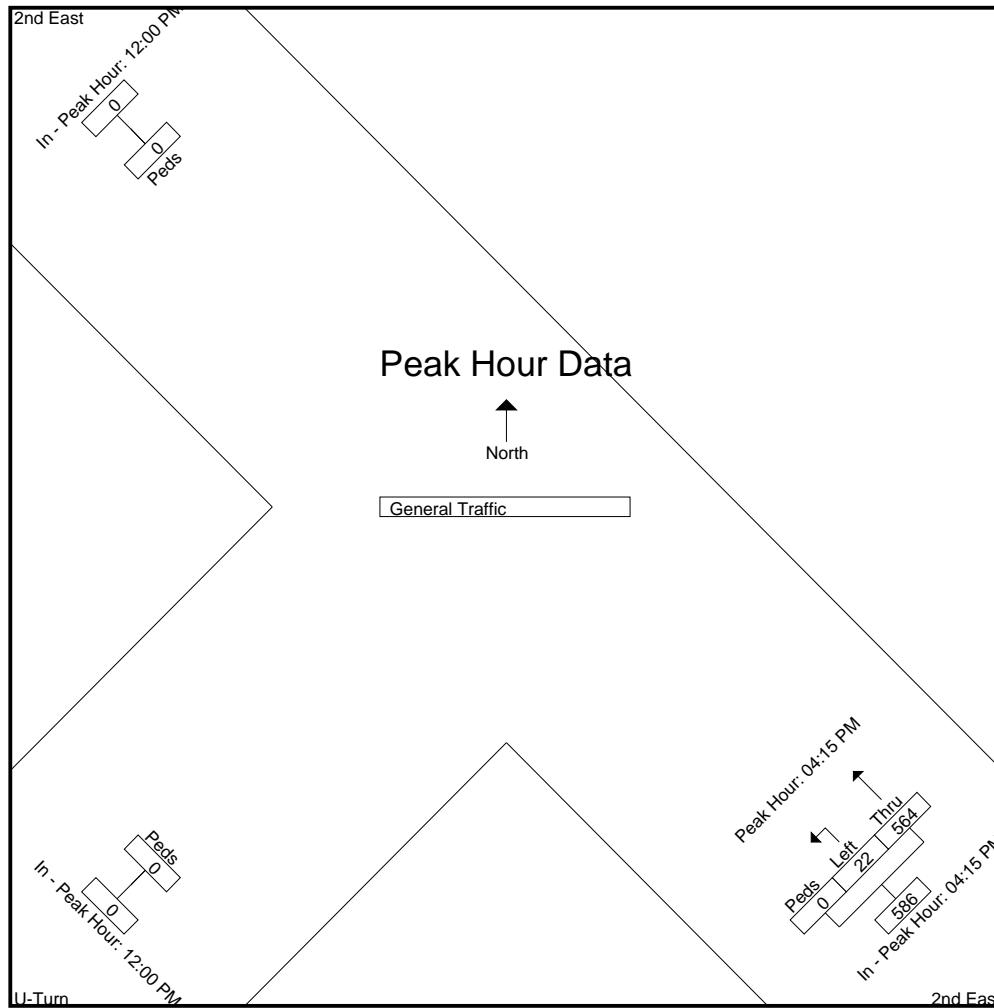
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: 2nd East / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: No Control

File Name : 2nd East & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	2nd East From Northwest		2nd East From Southeast				U-Turn From Southwest		Int. Total
	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1									
Peak Hour for Each Approach Begins at:									
	12:00 PM		04:15 PM				12:00 PM		
+0 mins.	0	0	149	5	0	154	0	0	
+15 mins.	0	0	124	4	0	128	0	0	
+30 mins.	0	0	<b>157</b>	5	0	<b>162</b>	0	0	
+45 mins.	0	0	134	<b>8</b>	0	142	0	0	
Total Volume	0	0	564	22	0	586	0	0	
% App. Total	0	0	96.2	3.8	0		0	0	
PHF	.000	.000	.898	.688	.000	.904	.000	.000	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: 2nd East / U-Turn  
City, State: Mountain Home, Idaho  
Control: No Control

File Name : 2nd East & U-Turn  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / 2nd North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & 2nd North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

Start Time	Main Street From Northwest					2nd North From Northeast				Main Street From Southeast		2nd North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	0	134	1	0	135	0	2	0	2	0	0	1	0	0	1	138
07:15 AM	0	123	3	0	126	0	0	0	0	0	0	0	0	0	0	126
07:30 AM	0	118	2	0	120	0	6	1	7	0	0	0	0	1	1	128
07:45 AM	1	125	2	0	128	0	7	0	7	0	0	0	0	0	0	135
<b>Total</b>	<b>1</b>	<b>500</b>	<b>8</b>	<b>0</b>	<b>509</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>527</b>
08:00 AM	0	109	4	0	113	0	2	0	2	0	0	2	0	0	2	117
08:15 AM	0	116	1	0	117	0	1	0	1	0	0	1	0	0	1	119
08:30 AM	0	109	5	0	114	0	3	0	3	0	0	0	1	0	1	118
08:45 AM	0	121	4	0	125	1	2	0	3	0	0	1	1	1	3	131
<b>Total</b>	<b>0</b>	<b>455</b>	<b>14</b>	<b>0</b>	<b>469</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>485</b>
-----																
04:00 PM	0	141	9	0	150	0	7	1	8	0	0	1	0	0	1	159
04:15 PM	0	144	8	2	154	0	13	5	18	0	0	0	1	0	1	173
04:30 PM	0	172	6	0	178	0	12	2	14	3	3	3	1	3	7	202
04:45 PM	0	163	7	0	170	0	8	3	11	0	0	1	6	1	8	189
<b>Total</b>	<b>0</b>	<b>620</b>	<b>30</b>	<b>2</b>	<b>652</b>	<b>0</b>	<b>40</b>	<b>11</b>	<b>51</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>17</b>	<b>723</b>
05:00 PM	0	191	11	1	203	1	16	2	19	0	0	2	3	1	6	228
05:15 PM	0	162	8	0	170	0	9	5	14	0	0	1	0	0	1	185
05:30 PM	1	153	10	0	164	1	11	5	17	0	0	0	2	1	3	184
05:45 PM	0	143	7	0	150	0	6	0	6	0	0	0	1	0	1	157
<b>Total</b>	<b>1</b>	<b>649</b>	<b>36</b>	<b>1</b>	<b>687</b>	<b>2</b>	<b>42</b>	<b>12</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>11</b>	<b>754</b>
<b>Grand Total</b>	<b>2</b>	<b>2224</b>	<b>88</b>	<b>3</b>	<b>2317</b>	<b>3</b>	<b>105</b>	<b>24</b>	<b>132</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>8</b>	<b>37</b>	<b>2489</b>
Apprch %	0.1	96	3.8	0.1		2.3	79.5	18.2		100		35.1	43.2	21.6		
Total %	0.1	89.4	3.5	0.1	93.1	0.1	4.2	1	5.3	0.1	0.1	0.5	0.6	0.3	1.5	

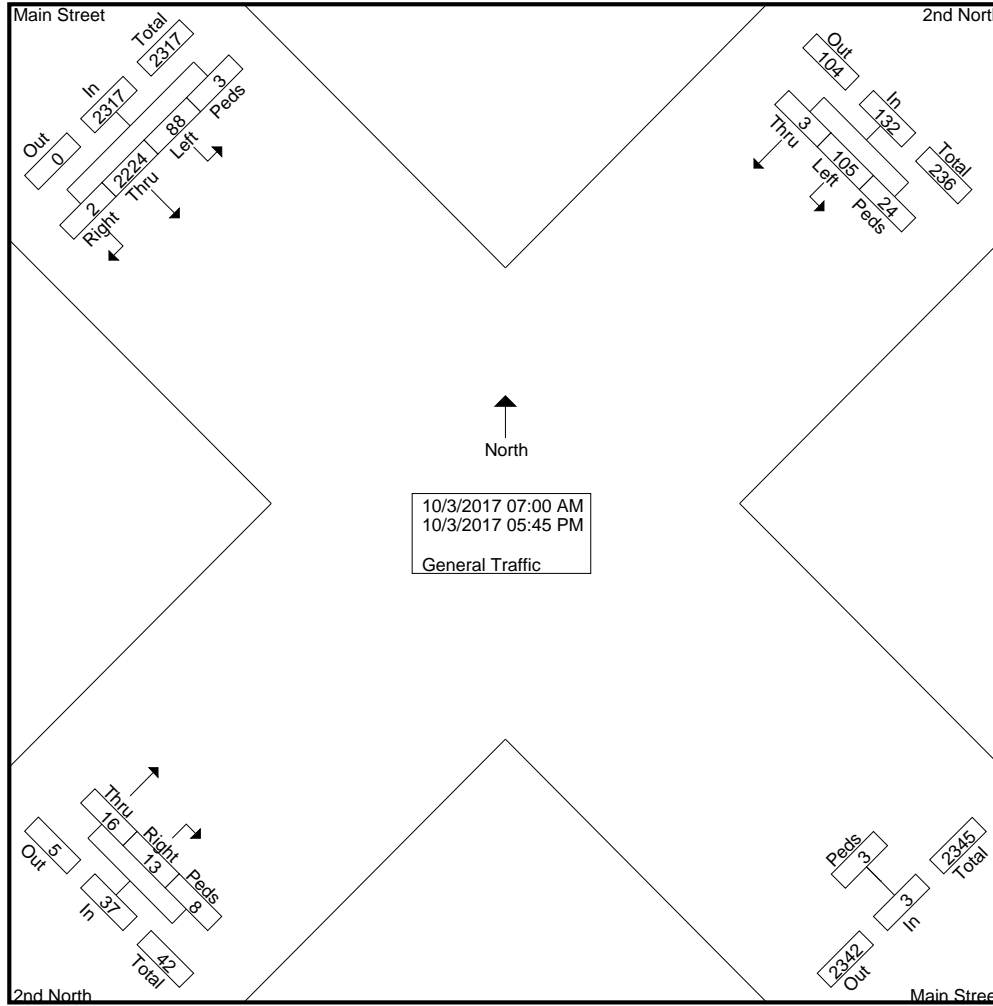


# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / 2nd North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & 2nd North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2



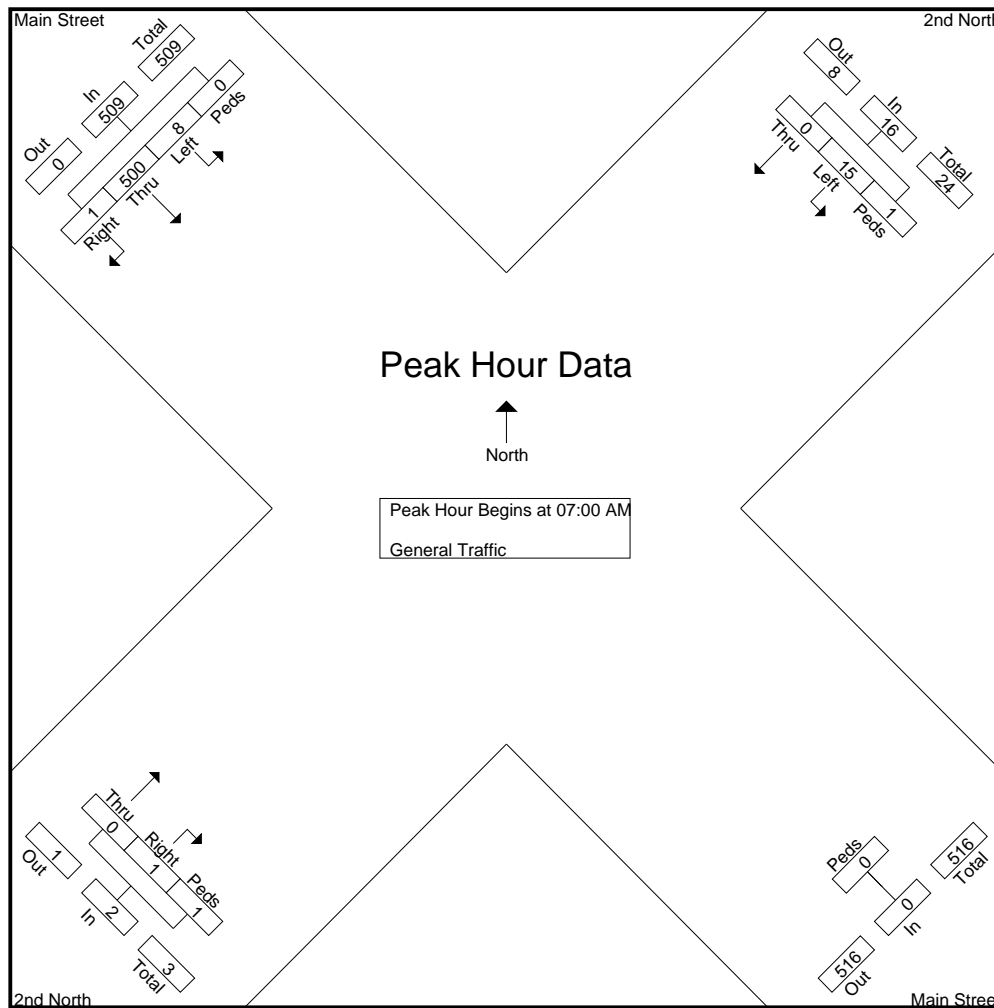
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 2nd North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 2nd North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Main Street From Northwest					2nd North From Northeast				Main Street From Southeast		2nd North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	134	1	0	135	0	2	0	2	0	0	1	0	0	1	138
07:15 AM	0	123	3	0	126	0	0	0	0	0	0	0	0	0	0	126
07:30 AM	0	118	2	0	120	0	6	1	7	0	0	0	0	1	1	128
07:45 AM	1	125	2	0	128	0	7	0	7	0	0	0	0	0	0	135
Total Volume	1	500	8	0	509	0	15	1	16	0	0	1	0	1	2	527
% App. Total	0.2	98.2	1.6	0		0	93.8	6.2		0		50	0	50		
PHF	.250	.933	.667	.000	.943	.000	.536	.250	.571	.000	.000	.250	.000	.250	.500	.955



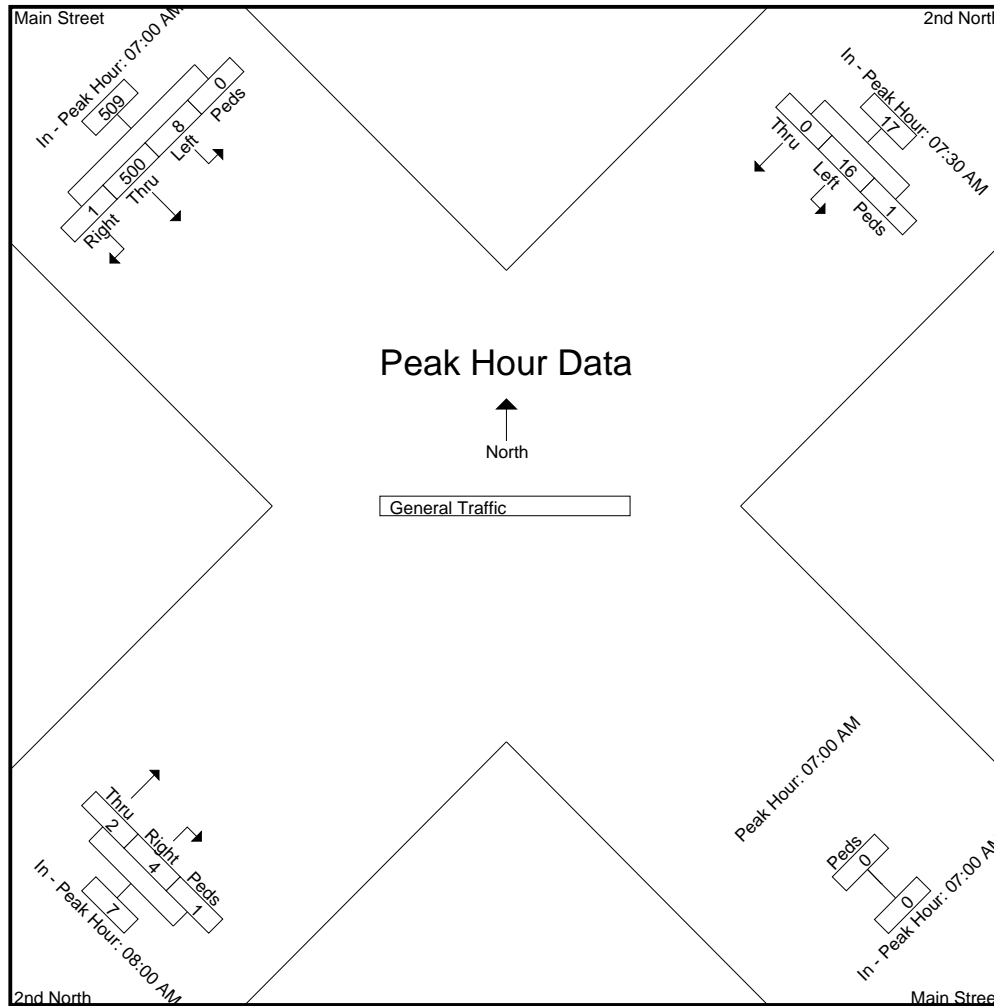
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 2nd North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 2nd North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	Main Street From Northwest					2nd North From Northeast				Main Street From Southeast		2nd North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM					07:30 AM				07:00 AM		08:00 AM				
+0 mins.	0	134	1	0	135	0	6	1	7	0	0	2	0	0	2	
+15 mins.	0	123	3	0	126	0	7	0	7	0	0	1	0	0	1	
+30 mins.	0	118	2	0	120	0	2	0	2	0	0	0	1	0	1	
+45 mins.	1	125	2	0	128	0	1	0	1	0	0	1	1	1	3	
Total Volume	1	500	8	0	509	0	16	1	17	0	0	4	2	1	7	
% App. Total	0.2	98.2	1.6	0		0	94.1	5.9		0		57.1	28.6	14.3		
PHF	.250	.933	.667	.000	.943	.000	.571	.250	.607	.000	.000	.500	.500	.250	.583	



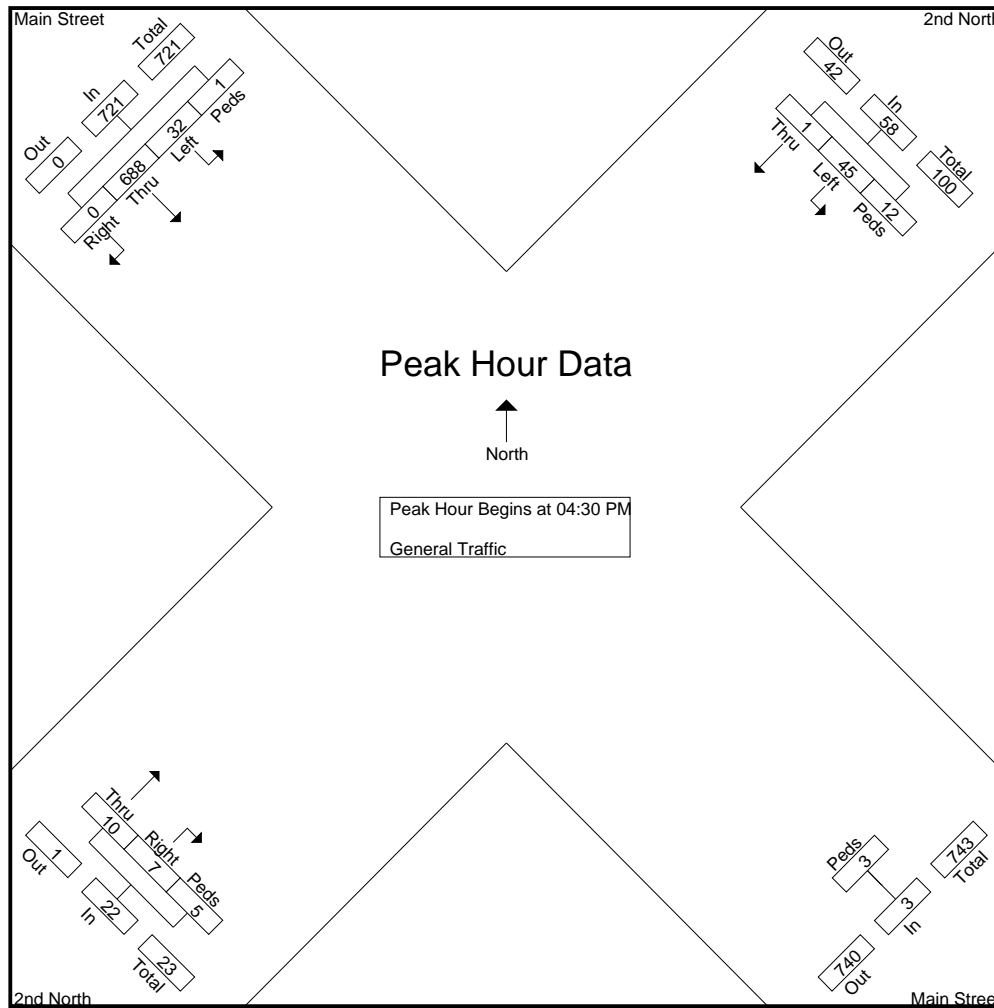
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 2nd North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 2nd North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	Main Street From Northwest					2nd North From Northeast				Main Street From Southeast		2nd North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	0	172	6	0	178	0	12	2	14	3	3	3	1	3	7	202
04:45 PM	0	163	7	0	170	0	8	3	11	0	0	1	6	1	8	189
05:00 PM	0	191	11	1	203	1	16	2	19	0	0	2	3	1	6	228
05:15 PM	0	162	8	0	170	0	9	5	14	0	0	1	0	0	1	185
Total Volume	0	688	32	1	721	1	45	12	58	3	3	7	10	5	22	804
% App. Total	0	95.4	4.4	0.1		1.7	77.6	20.7		100		31.8	45.5	22.7		
PHF	.000	.901	.727	.250	.888	.250	.703	.600	.763	.250	.250	.583	.417	.417	.688	.882





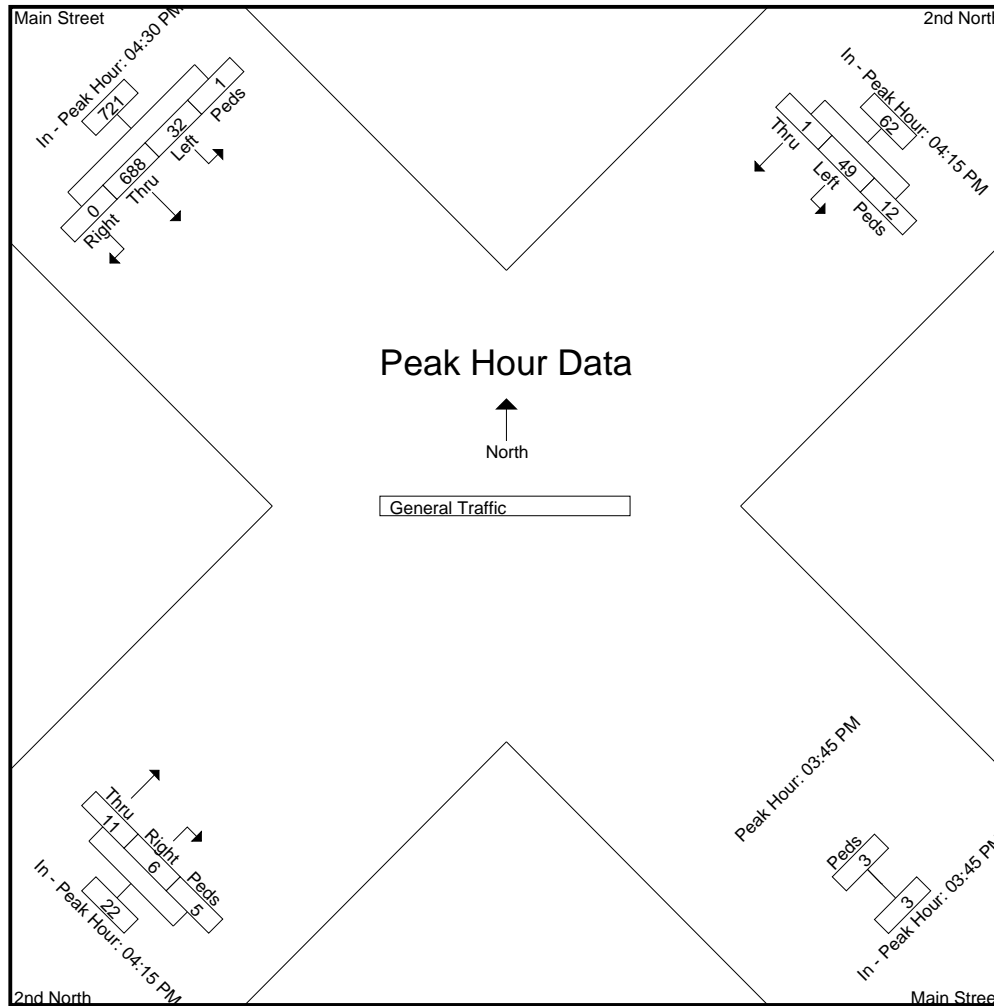
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 2nd North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 2nd North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	Main Street From Northwest					2nd North From Northeast				Main Street From Southeast		2nd North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM					04:15 PM				03:45 PM		04:15 PM				
+0 mins.	0	172	6	0	178	0	13	5	18	0	0	0	1	0	1	
+15 mins.	0	163	7	0	170	0	12	2	14	0	0	3	1	3	7	
+30 mins.	0	191	11	1	203	0	8	3	11	0	0	1	6	1	8	
+45 mins.	0	162	8	0	170	1	16	2	19	3	3	2	3	1	6	
Total Volume	0	688	32	1	721	1	49	12	62	3	3	6	11	5	22	
% App. Total	0	95.4	4.4	0.1		1.6	79	19.4		100		27.3	50	22.7		
PHF	.000	.901	.727	.250	.888	.250	.766	.600	.816	.250	.250	.500	.458	.417	.688	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / 2nd North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & 2nd North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 1

### Groups Printed- General Traffic

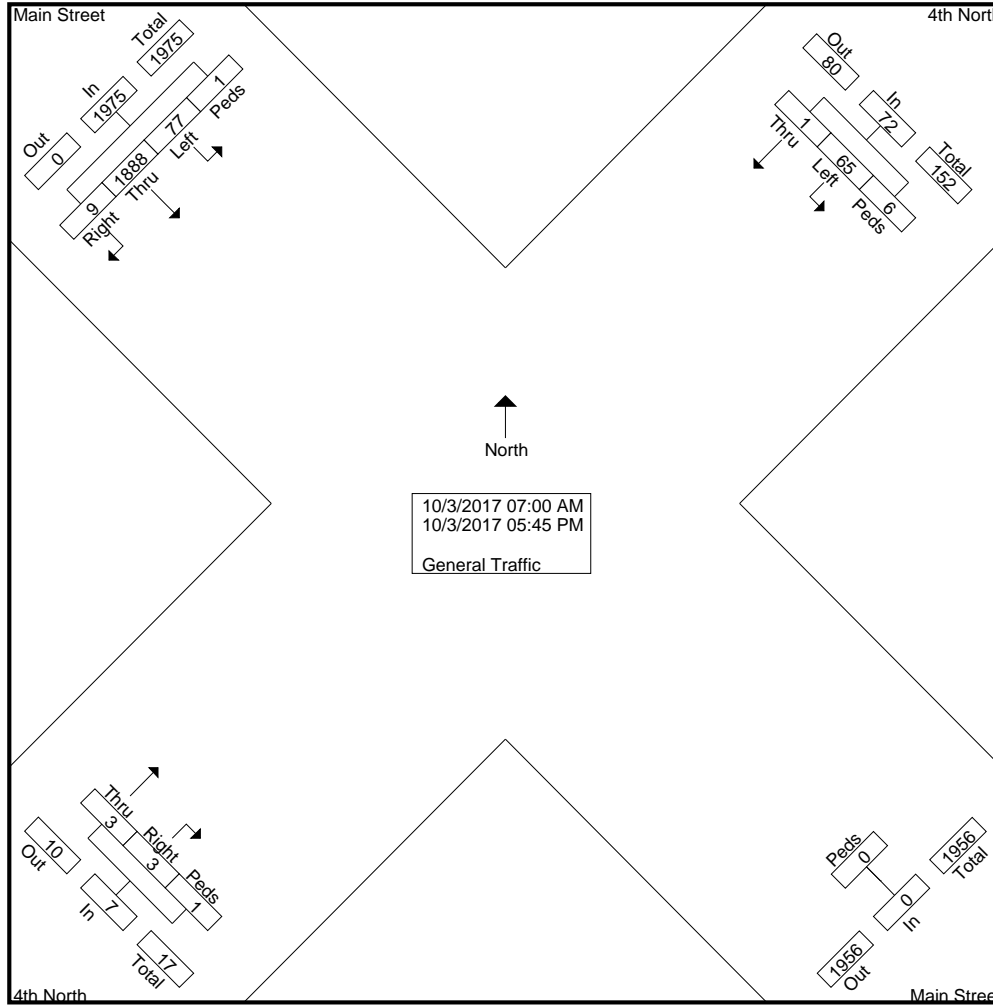
Start Time	Main Street From Northwest					4th North From Northeast				Main Street From Southeast		4th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	0	94	0	0	94	0	1	1	2	0	0	0	0	0	0	96
07:15 AM	0	110	6	0	116	0	2	0	2	0	0	0	0	0	0	118
07:30 AM	0	133	2	0	135	0	3	0	3	0	0	0	0	0	0	138
07:45 AM	2	116	2	0	120	0	2	0	2	0	0	1	0	0	1	123
<b>Total</b>	<b>2</b>	<b>453</b>	<b>10</b>	<b>0</b>	<b>465</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>475</b>
08:00 AM	1	82	1	0	84	0	2	1	3	0	0	0	1	0	1	88
08:15 AM	1	83	2	0	86	0	4	0	4	0	0	0	0	0	0	90
08:30 AM	0	84	1	0	85	0	2	0	2	0	0	0	0	0	0	87
08:45 AM	0	109	1	0	110	0	3	0	3	0	0	0	0	0	0	113
<b>Total</b>	<b>2</b>	<b>358</b>	<b>5</b>	<b>0</b>	<b>365</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>378</b>
-----																
04:00 PM	0	110	8	0	118	0	6	0	6	0	0	1	0	0	1	125
04:15 PM	2	124	4	0	130	0	7	1	8	0	0	0	0	0	0	138
04:30 PM	1	129	8	0	138	0	6	0	6	0	0	0	1	0	1	145
04:45 PM	1	153	12	0	166	0	4	1	5	0	0	1	0	0	1	172
<b>Total</b>	<b>4</b>	<b>516</b>	<b>32</b>	<b>0</b>	<b>552</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>580</b>
05:00 PM	0	146	6	0	152	0	15	0	15	0	0	0	0	0	0	167
05:15 PM	0	140	7	0	147	0	5	0	5	0	0	0	0	0	0	152
05:30 PM	0	144	8	0	152	1	1	1	3	0	0	0	1	1	2	157
05:45 PM	1	131	9	1	142	0	2	1	3	0	0	0	0	0	0	145
<b>Total</b>	<b>1</b>	<b>561</b>	<b>30</b>	<b>1</b>	<b>593</b>	<b>1</b>	<b>23</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>621</b>
<b>Grand Total</b>	<b>9</b>	<b>1888</b>	<b>77</b>	<b>1</b>	<b>1975</b>	<b>1</b>	<b>65</b>	<b>6</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>2054</b>
Apprch %	0.5	95.6	3.9	0.1		1.4	90.3	8.3		0		42.9	42.9	14.3		
Total %	0.4	91.9	3.7	0	96.2	0	3.2	0.3	3.5	0	0	0.1	0.1	0	0.3	

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / 4th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & 4th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2





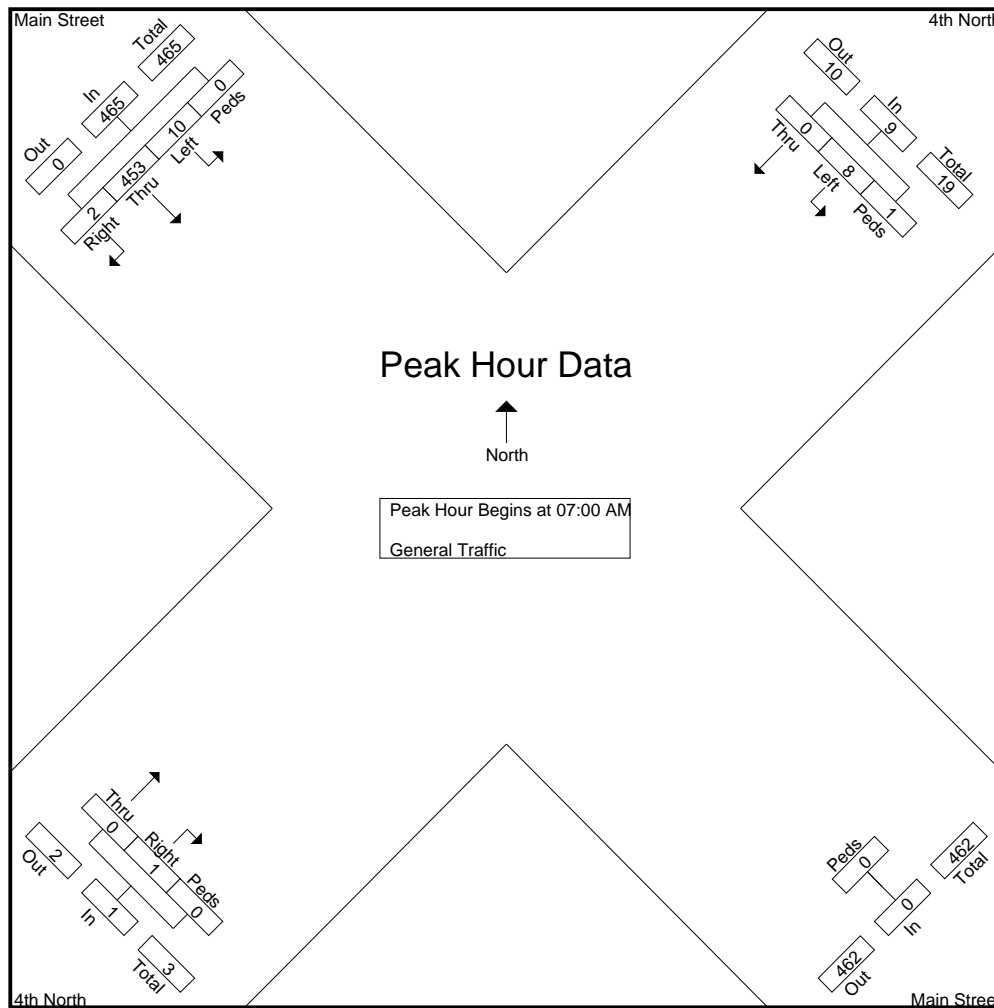
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Main Street From Northwest					4th North From Northeast				Main Street From Southeast		4th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	94	0	0	94	0	1	1	2	0	0	0	0	0	0	96
07:15 AM	0	110	6	0	116	0	2	0	2	0	0	0	0	0	0	118
07:30 AM	0	133	2	0	135	0	3	0	3	0	0	0	0	0	0	138
07:45 AM	2	116	2	0	120	0	2	0	2	0	0	1	0	0	1	123
Total Volume	2	453	10	0	465	0	8	1	9	0	0	1	0	0	1	475
% App. Total	0.4	97.4	2.2	0		0	88.9	11.1		0		100	0	0		
PHF	.250	.852	.417	.000	.861	.000	.667	.250	.750	.000	.000	.250	.000	.000	.250	.861



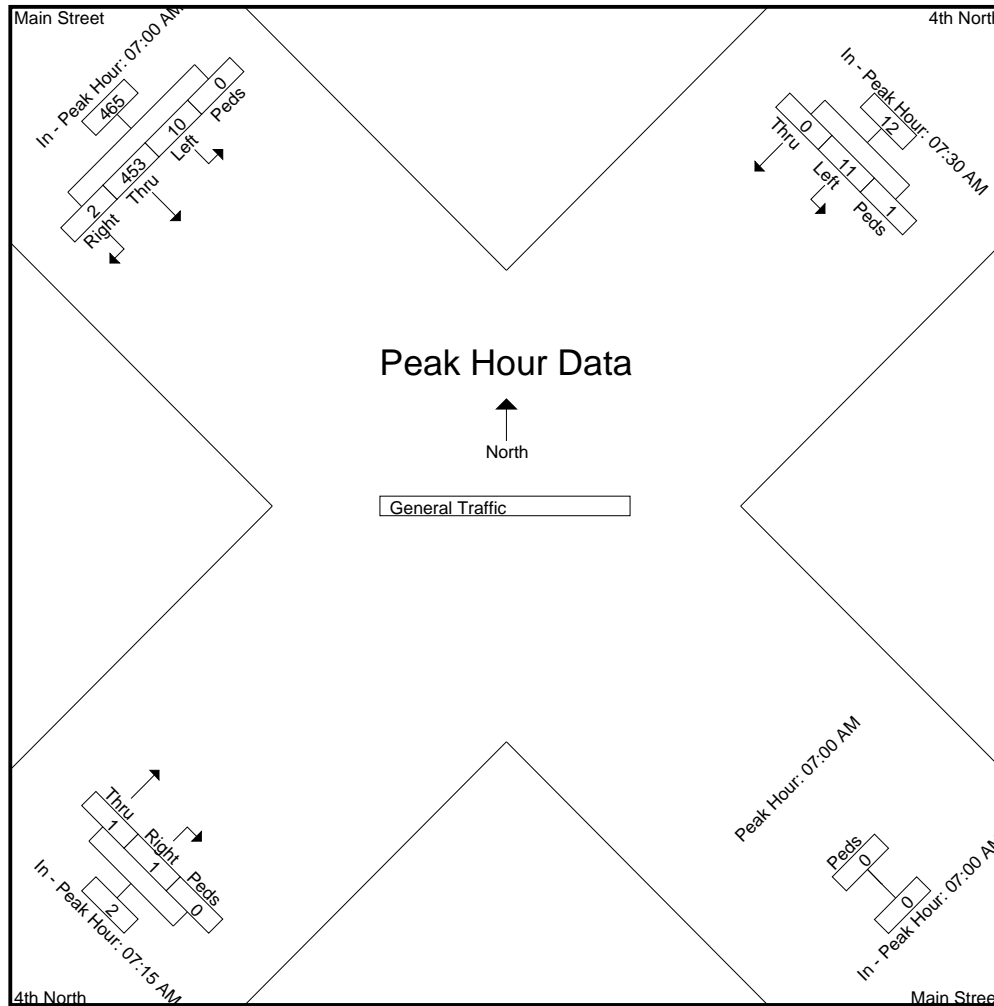
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	Main Street From Northwest					4th North From Northeast				Main Street From Southeast		4th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM					07:30 AM				07:00 AM		07:15 AM				
+0 mins.	0	94	0	0	94	0	3	0	3	0	0	0	0	0	0	0
+15 mins.	0	110	6	0	116	0	2	0	2	0	0	0	0	0	0	0
+30 mins.	0	133	2	0	135	0	2	1	3	0	0	1	0	0	0	1
+45 mins.	2	116	2	0	120	0	4	0	4	0	0	0	1	0	0	1
Total Volume	2	453	10	0	465	0	11	1	12	0	0	1	1	0	0	2
% App. Total	0.4	97.4	2.2	0		0	91.7	8.3		0		50	50	0		
PHF	.250	.852	.417	.000	.861	.000	.688	.250	.750	.000	.000	.250	.250	.000	.500	



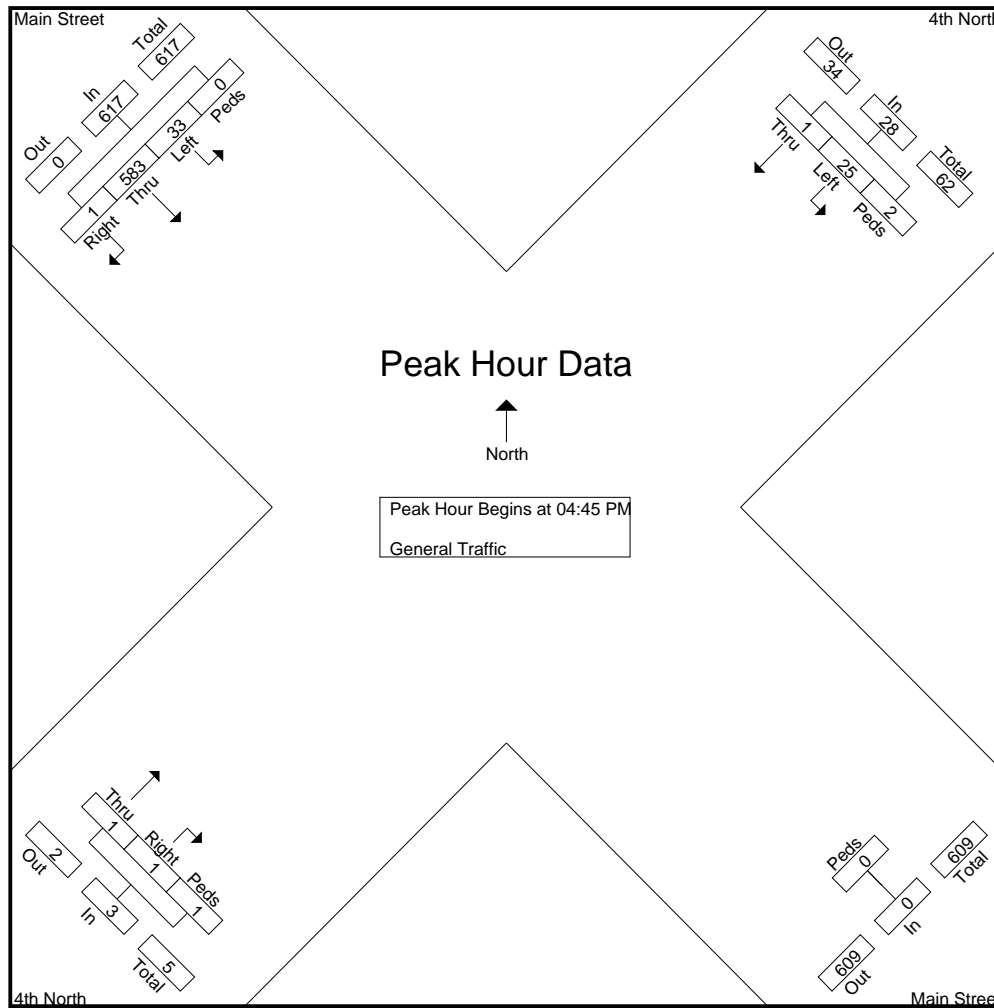
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	Main Street From Northwest					4th North From Northeast				Main Street From Southeast		4th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	1	153	12	0	166	0	4	1	5	0	0	1	0	0	1	172
05:00 PM	0	146	6	0	152	0	15	0	15	0	0	0	0	0	0	167
05:15 PM	0	140	7	0	147	0	5	0	5	0	0	0	0	0	0	152
05:30 PM	0	144	8	0	152	1	1	1	3	0	0	0	1	1	2	157
Total Volume	1	583	33	0	617	1	25	2	28	0	0	1	1	1	3	648
% App. Total	0.2	94.5	5.3	0		3.6	89.3	7.1		0		33.3	33.3	33.3		
PHF	.250	.953	.688	.000	.929	.250	.417	.500	.467	.000	.000	.250	.250	.250	.375	.942



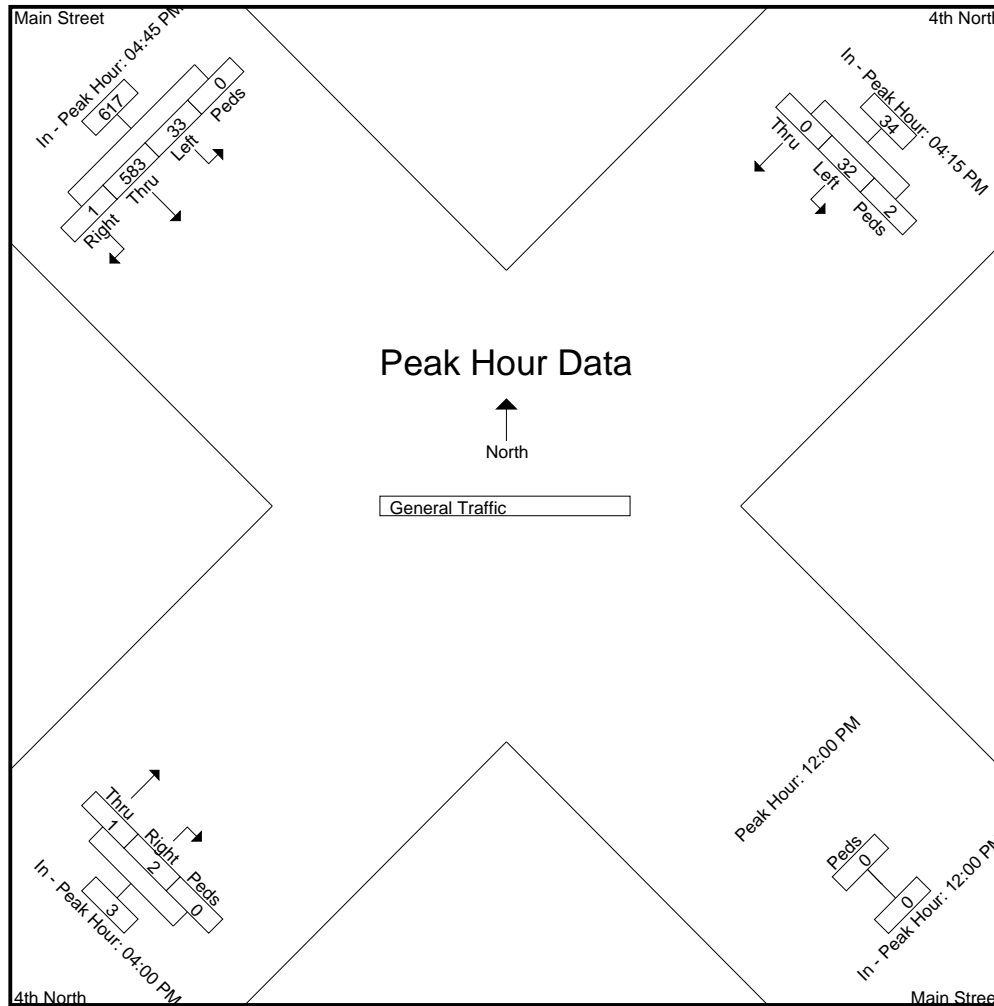
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 4th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 4th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	Main Street From Northwest					4th North From Northeast				Main Street From Southeast		4th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM					04:15 PM				12:00 PM		04:00 PM				
+0 mins.	1	153	12	0	166	0	7	1	8	0	0	1	0	0	1	
+15 mins.	0	146	6	0	152	0	6	0	6	0	0	0	0	0	0	
+30 mins.	0	140	7	0	147	0	4	1	5	0	0	0	1	0	1	
+45 mins.	0	144	8	0	152	0	15	0	15	0	0	1	0	0	1	
Total Volume	1	583	33	0	617	0	32	2	34	0	0	2	1	0	3	
% App. Total	0.2	94.5	5.3	0		0	94.1	5.9		0		66.7	33.3	0		
PHF	.250	.953	.688	.000	.929	.000	.533	.500	.567	.000	.000	.500	.250	.000	.750	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / 4th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & 4th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1





# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / 5th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & 5th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

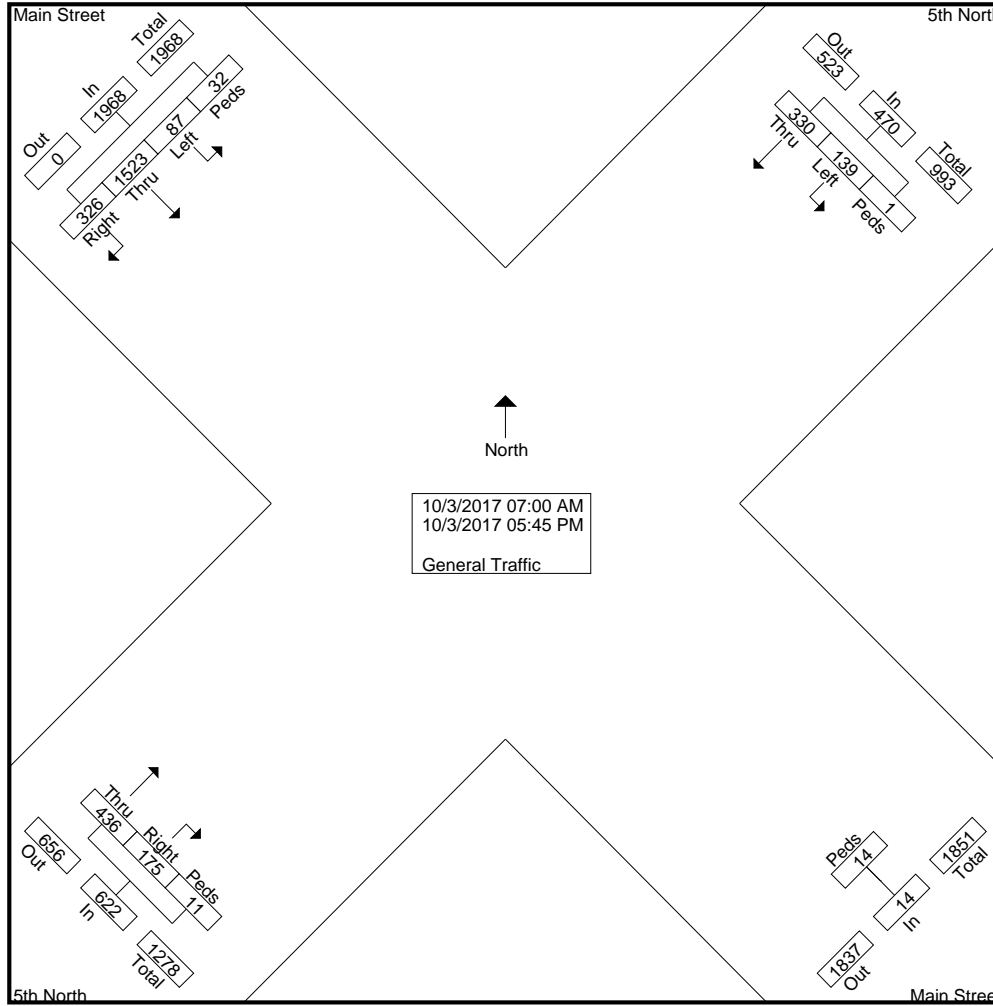
Start Time	Main Street From Northwest					5th North From Northeast				Main Street From Southeast		5th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	7	75	2	0	84	0	9	0	9	1	1	5	22	0	27	121
07:15 AM	8	103	1	0	112	5	1	0	6	1	1	12	16	0	28	147
07:30 AM	20	108	3	1	132	18	6	0	24	0	0	15	18	0	33	189
07:45 AM	16	92	6	3	117	23	10	0	33	0	0	20	26	0	46	196
<b>Total</b>	<b>51</b>	<b>378</b>	<b>12</b>	<b>4</b>	<b>445</b>	<b>46</b>	<b>26</b>	<b>0</b>	<b>72</b>	<b>2</b>	<b>2</b>	<b>52</b>	<b>82</b>	<b>0</b>	<b>134</b>	<b>653</b>
08:00 AM	19	66	3	0	88	16	6	0	22	1	1	8	35	0	43	154
08:15 AM	18	69	4	4	95	16	9	0	25	0	0	6	32	1	39	159
08:30 AM	14	60	3	0	77	10	6	0	16	0	0	12	18	0	30	123
08:45 AM	11	89	2	6	108	16	6	0	22	0	0	14	21	0	35	165
<b>Total</b>	<b>62</b>	<b>284</b>	<b>12</b>	<b>10</b>	<b>368</b>	<b>58</b>	<b>27</b>	<b>0</b>	<b>85</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>106</b>	<b>1</b>	<b>147</b>	<b>601</b>
-----																
04:00 PM	31	93	7	4	135	31	11	0	42	0	0	8	32	0	40	217
04:15 PM	21	92	9	4	126	23	11	1	35	0	0	9	34	0	43	204
04:30 PM	16	107	7	2	132	25	8	0	33	0	0	11	25	2	38	203
04:45 PM	24	114	12	1	151	25	11	0	36	1	1	12	41	1	54	242
<b>Total</b>	<b>92</b>	<b>406</b>	<b>35</b>	<b>11</b>	<b>544</b>	<b>104</b>	<b>41</b>	<b>1</b>	<b>146</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>132</b>	<b>3</b>	<b>175</b>	<b>866</b>
05:00 PM	22	121	6	2	151	36	11	0	47	3	3	9	24	3	36	237
05:15 PM	23	117	8	4	152	27	9	0	36	3	3	10	34	0	44	235
05:30 PM	40	117	7	1	165	29	9	0	38	2	2	9	28	2	39	244
05:45 PM	36	100	7	0	143	30	16	0	46	2	2	15	30	2	47	238
<b>Total</b>	<b>121</b>	<b>455</b>	<b>28</b>	<b>7</b>	<b>611</b>	<b>122</b>	<b>45</b>	<b>0</b>	<b>167</b>	<b>10</b>	<b>10</b>	<b>43</b>	<b>116</b>	<b>7</b>	<b>166</b>	<b>954</b>
<b>Grand Total</b>	<b>326</b>	<b>1523</b>	<b>87</b>	<b>32</b>	<b>1968</b>	<b>330</b>	<b>139</b>	<b>1</b>	<b>470</b>	<b>14</b>	<b>14</b>	<b>175</b>	<b>436</b>	<b>11</b>	<b>622</b>	<b>3074</b>
Apprch %	16.6	77.4	4.4	1.6		70.2	29.6	0.2		100		28.1	70.1	1.8		
Total %	10.6	49.5	2.8	1	64	10.7	4.5	0	15.3	0.5	0.5	5.7	14.2	0.4	20.2	

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / 5th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & 5th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2



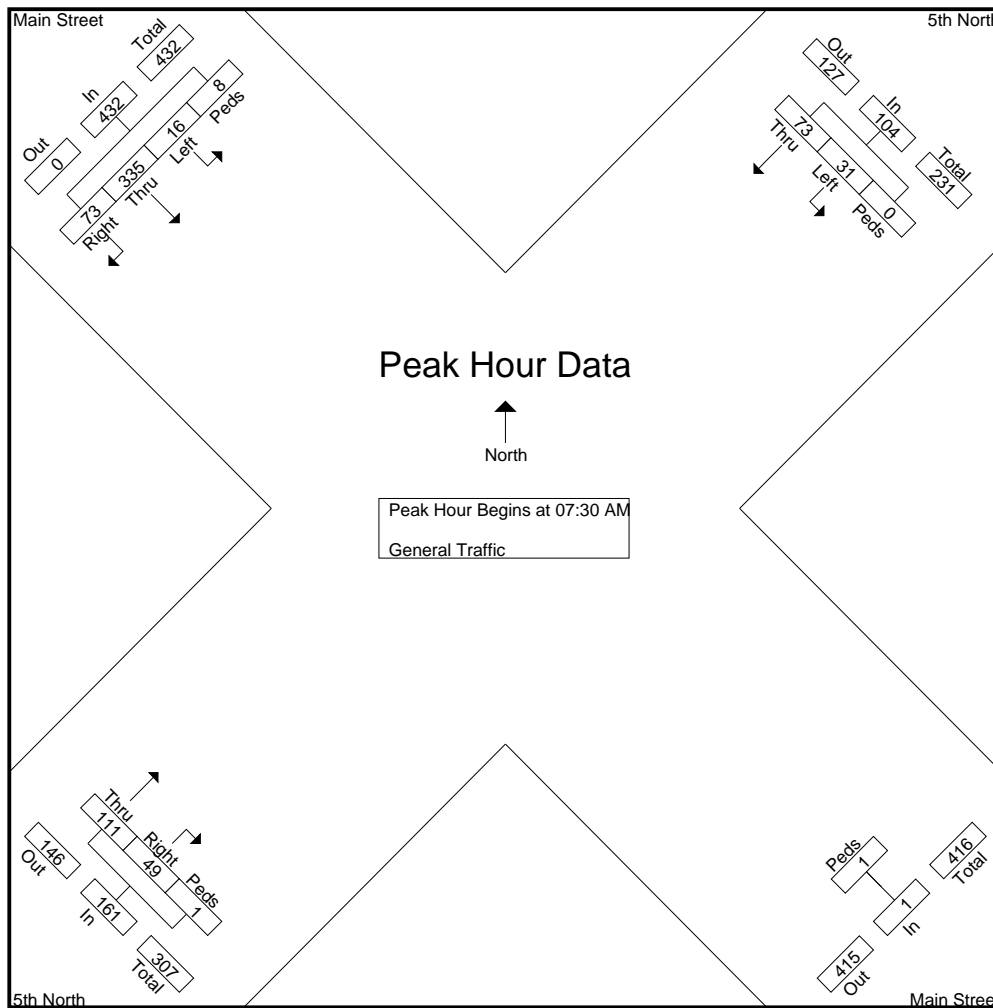
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 5th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 5th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Main Street From Northwest					5th North From Northeast				Main Street From Southeast		5th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	20	108	3	1	132	18	6	0	24	0	0	15	18	0	33	189
07:45 AM	16	92	6	3	117	23	10	0	33	0	0	20	26	0	46	196
08:00 AM	19	66	3	0	88	16	6	0	22	1	1	8	35	0	43	154
08:15 AM	18	69	4	4	95	16	9	0	25	0	0	6	32	1	39	159
Total Volume	73	335	16	8	432	73	31	0	104	1	1	49	111	1	161	698
% App. Total	16.9	77.5	3.7	1.9		70.2	29.8	0		100		30.4	68.9	0.6		
PHF	.913	.775	.667	.500	.818	.793	.775	.000	.788	.250	.250	.613	.793	.250	.875	.890



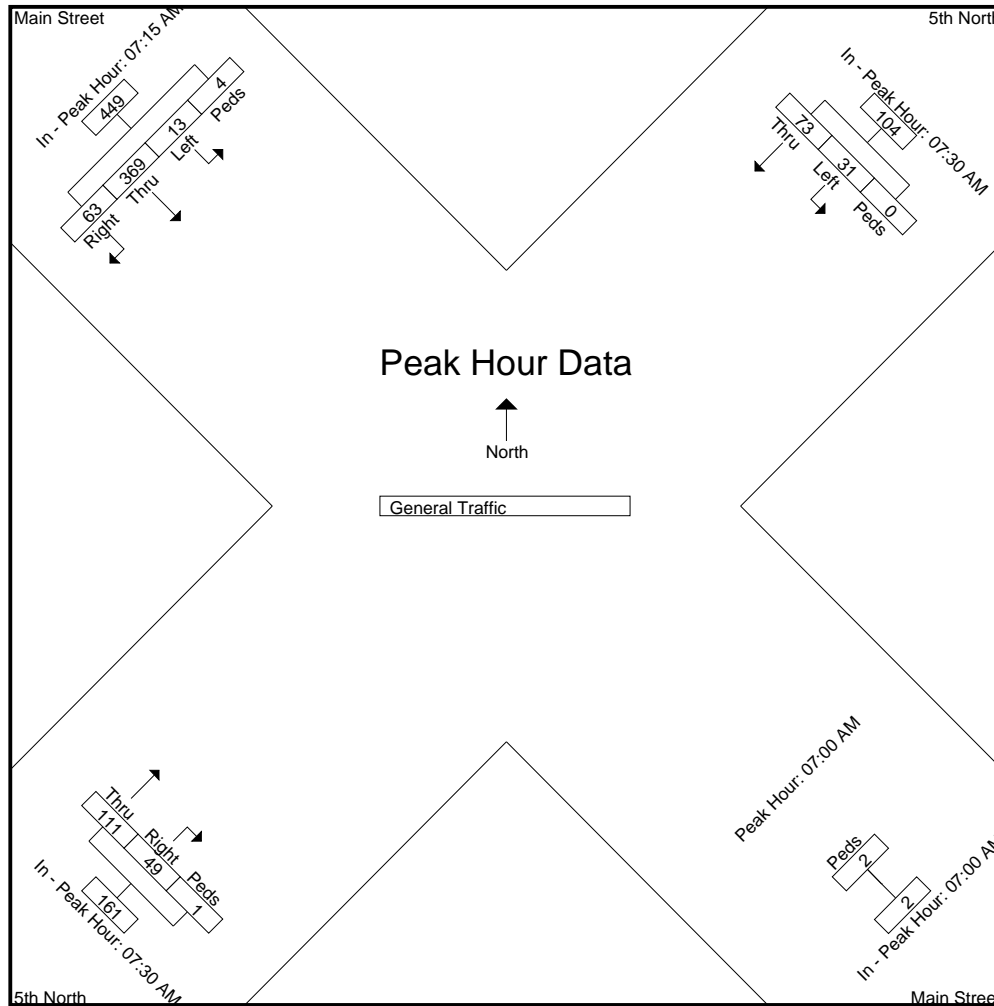
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 5th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 5th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	Main Street From Northwest					5th North From Northeast				Main Street From Southeast		5th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM					07:30 AM				07:00 AM		07:30 AM				
+0 mins.	8	103	1	0	112	18	6	0	24	1	1	15	18	0	33	
+15 mins.	20	108	3	1	132	23	10	0	33	1	1	20	26	0	46	
+30 mins.	16	92	6	3	117	16	6	0	22	0	0	8	35	0	43	
+45 mins.	19	66	3	0	88	16	9	0	25	0	0	6	32	1	39	
Total Volume	63	369	13	4	449	73	31	0	104	2	2	49	111	1	161	
% App. Total	14	82.2	2.9	0.9		70.2	29.8	0		100		30.4	68.9	0.6		
PHF	.788	.854	.542	.333	.850	.793	.775	.000	.788	.500	.500	.613	.793	.250	.875	



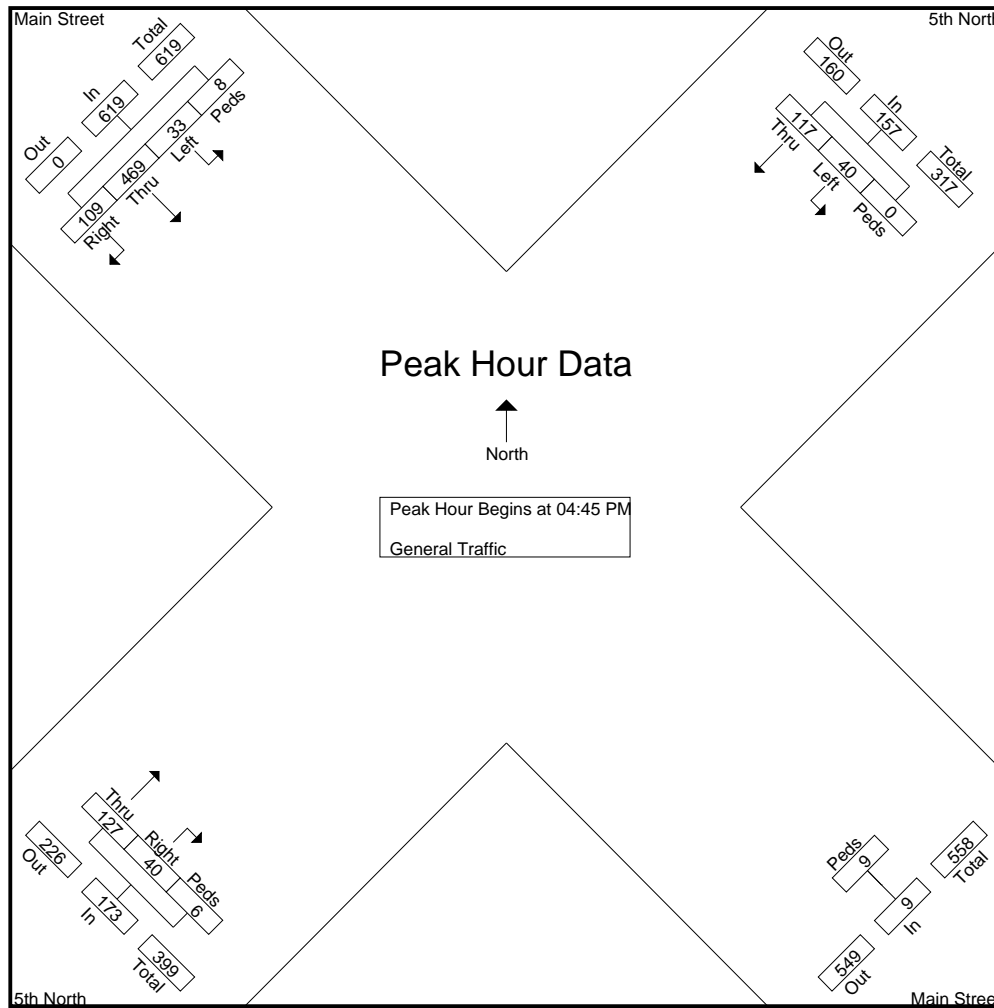
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 5th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 5th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	Main Street From Northwest					5th North From Northeast				Main Street From Southeast		5th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	24	114	12	1	151	25	11	0	36	1	1	12	41	1	54	242
05:00 PM	22	121	6	2	151	36	11	0	47	3	3	9	24	3	36	237
05:15 PM	23	117	8	4	152	27	9	0	36	3	3	10	34	0	44	235
05:30 PM	40	117	7	1	165	29	9	0	38	2	2	9	28	2	39	244
Total Volume	109	469	33	8	619	117	40	0	157	9	9	40	127	6	173	958
% App. Total	17.6	75.8	5.3	1.3		74.5	25.5	0		100		23.1	73.4	3.5		
PHF	.681	.969	.688	.500	.938	.813	.909	.000	.835	.750	.750	.833	.774	.500	.801	.982





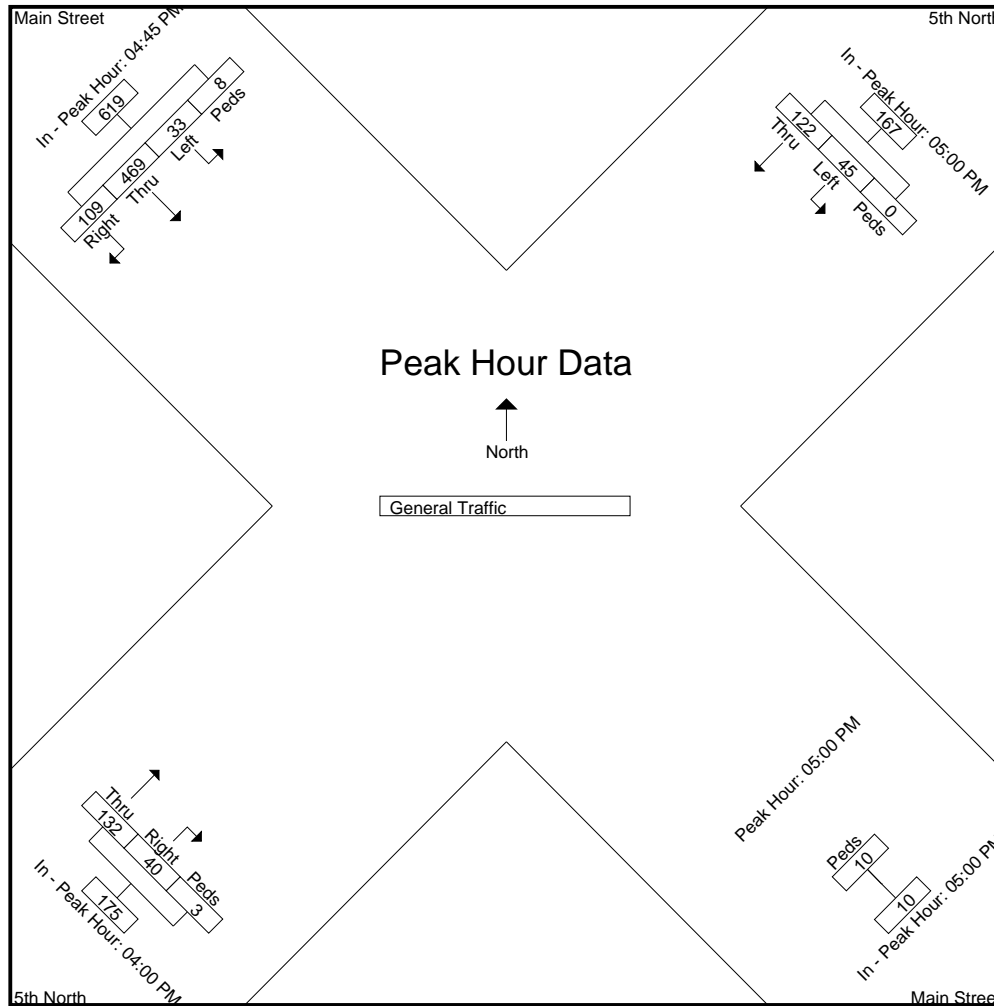
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / 5th North  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & 5th North  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	Main Street From Northwest					5th North From Northeast				Main Street From Southeast		5th North From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM					05:00 PM				05:00 PM		04:00 PM				
+0 mins.	24	114	12	1	151	36	11	0	47	3	3	8	32	0	40	
+15 mins.	22	121	6	2	151	27	9	0	36	3	3	9	34	0	43	
+30 mins.	23	117	8	4	152	29	9	0	38	2	2	11	25	2	38	
+45 mins.	40	117	7	1	165	30	16	0	46	2	2	12	41	1	54	
Total Volume	109	469	33	8	619	122	45	0	167	10	10	40	132	3	175	
% App. Total	17.6	75.8	5.3	1.3		73.1	26.9	0		100		22.9	75.4	1.7		
PHF	.681	.969	.688	.500	.938	.847	.703	.000	.888	.833	.833	.833	.805	.375	.810	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / 5th North  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & 5th North  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / American Legion  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & American Legion Blvd  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

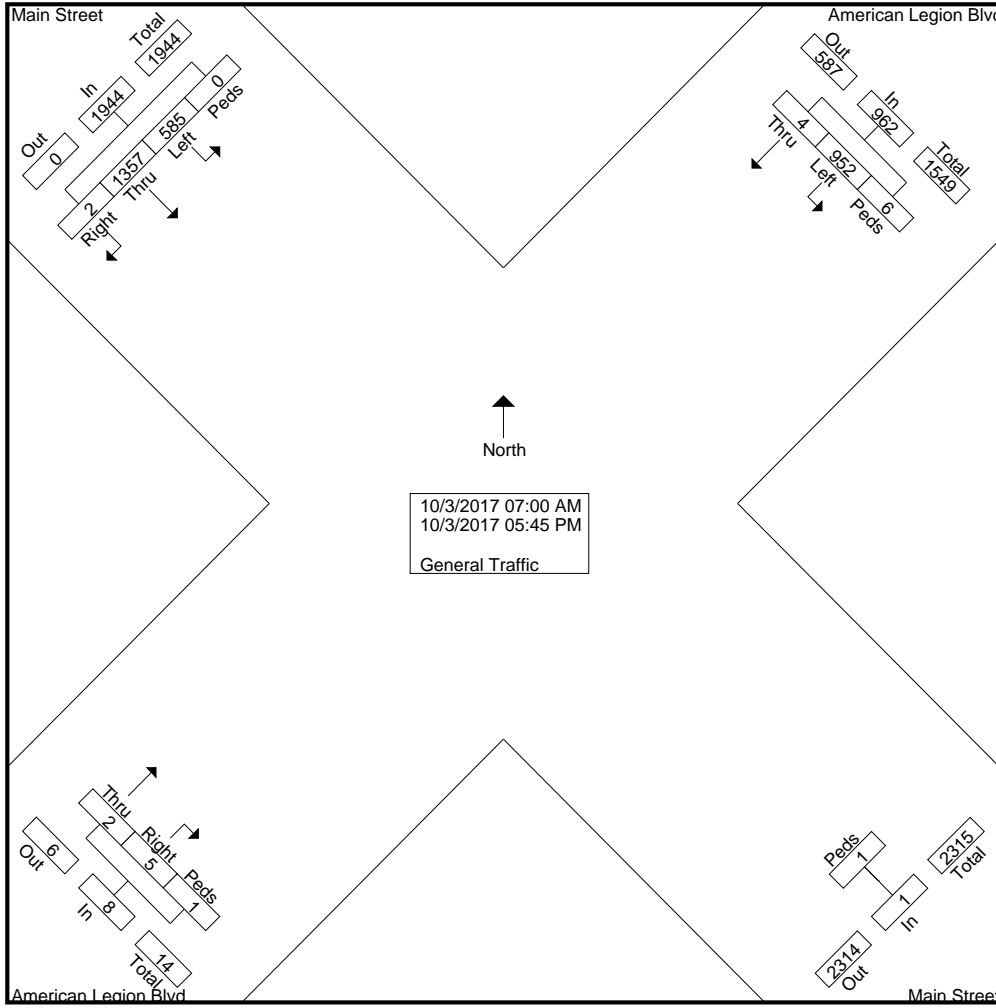
Start Time	Main Street From Northwest					American Legion Blvd From Northeast				Main Street From Southeast		American Legion Blvd From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	0	77	16	0	93	0	52	0	52	0	0	0	0	0	0	145
07:15 AM	0	76	36	0	112	0	52	0	52	0	0	0	0	0	0	164
07:30 AM	0	71	63	0	134	0	47	0	47	0	0	0	0	0	0	181
07:45 AM	0	79	39	0	118	0	50	0	50	0	0	0	0	0	0	168
<b>Total</b>	<b>0</b>	<b>303</b>	<b>154</b>	<b>0</b>	<b>457</b>	<b>0</b>	<b>201</b>	<b>0</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>658</b>
08:00 AM	1	56	23	0	80	0	54	0	54	0	0	1	0	0	1	135
08:15 AM	1	72	17	0	90	0	48	0	48	0	0	0	0	0	0	138
08:30 AM	0	59	23	0	82	0	54	0	54	0	0	1	0	0	1	137
08:45 AM	0	82	26	0	108	0	49	0	49	0	0	0	0	0	0	157
<b>Total</b>	<b>2</b>	<b>269</b>	<b>89</b>	<b>0</b>	<b>360</b>	<b>0</b>	<b>205</b>	<b>0</b>	<b>205</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>567</b>
-----																
04:00 PM	0	83	41	0	124	1	70	0	71	0	0	1	0	0	1	196
04:15 PM	0	79	51	0	130	0	70	1	71	0	0	0	0	0	0	201
04:30 PM	0	99	30	0	129	0	72	1	73	0	0	1	0	0	1	203
04:45 PM	0	113	45	0	158	0	59	1	60	0	0	0	1	1	2	220
<b>Total</b>	<b>0</b>	<b>374</b>	<b>167</b>	<b>0</b>	<b>541</b>	<b>1</b>	<b>271</b>	<b>3</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>820</b>
05:00 PM	0	127	39	0	166	1	79	0	80	0	0	1	0	0	1	247
05:15 PM	0	99	44	0	143	1	70	0	71	1	1	0	1	0	1	216
05:30 PM	0	102	47	0	149	1	69	0	70	0	0	0	0	0	0	219
05:45 PM	0	83	45	0	128	0	57	3	60	0	0	0	0	0	0	188
<b>Total</b>	<b>0</b>	<b>411</b>	<b>175</b>	<b>0</b>	<b>586</b>	<b>3</b>	<b>275</b>	<b>3</b>	<b>281</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>870</b>
<b>Grand Total</b>	<b>2</b>	<b>1357</b>	<b>585</b>	<b>0</b>	<b>1944</b>	<b>4</b>	<b>952</b>	<b>6</b>	<b>962</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>2915</b>
Apprch %	0.1	69.8	30.1	0		0.4	99	0.6		100		62.5	25	12.5		
Total %	0.1	46.6	20.1	0	66.7	0.1	32.7	0.2	33	0	0	0.2	0.1	0	0.3	

# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 2



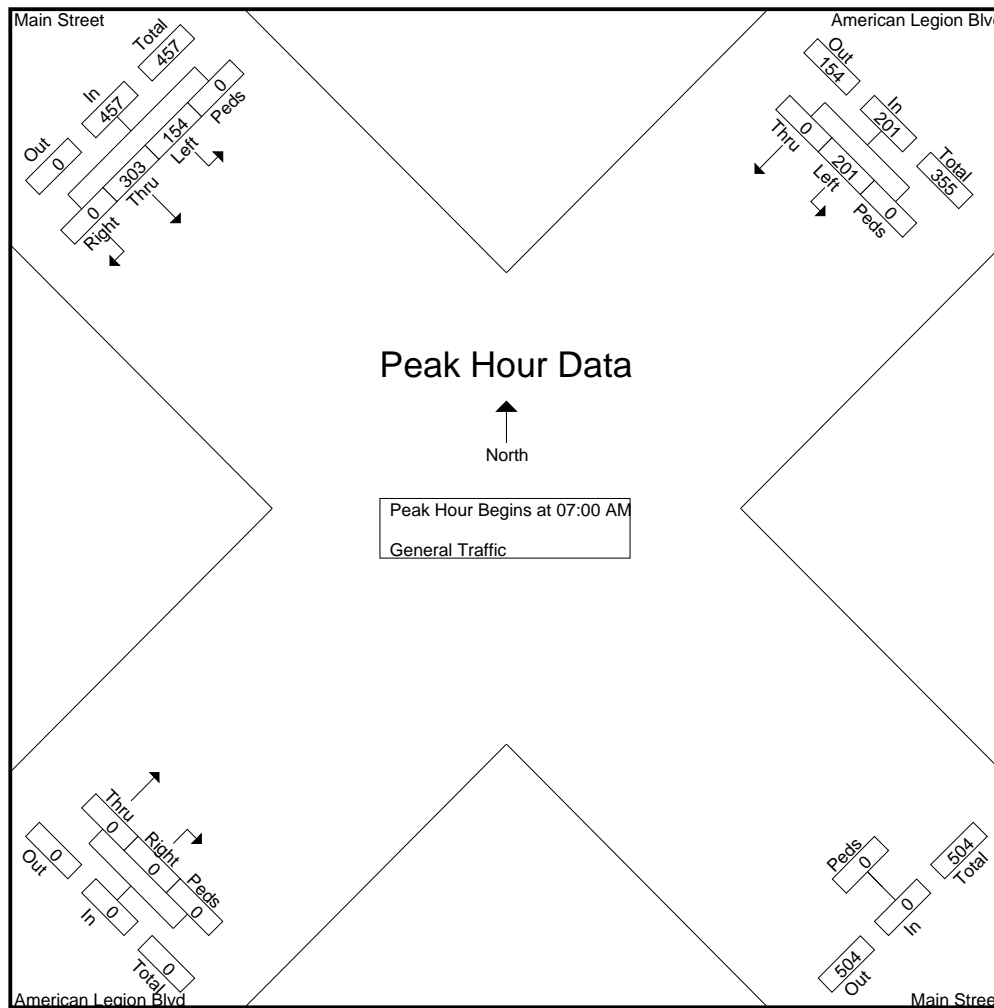
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Main Street From Northwest					American Legion Blvd From Northeast				Main Street From Southeast		American Legion Blvd From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	77	16	0	93	0	52	0	52	0	0	0	0	0	0	145
07:15 AM	0	76	36	0	112	0	52	0	52	0	0	0	0	0	0	164
07:30 AM	0	71	63	0	134	0	47	0	47	0	0	0	0	0	0	181
07:45 AM	0	79	39	0	118	0	50	0	50	0	0	0	0	0	0	168
Total Volume	0	303	154	0	457	0	201	0	201	0	0	0	0	0	0	658
% App. Total	0	66.3	33.7	0		0	100	0		0		0	0	0		
PHF	.000	.959	.611	.000	.853	.000	.966	.000	.966	.000	.000	.000	.000	.000	.000	.909





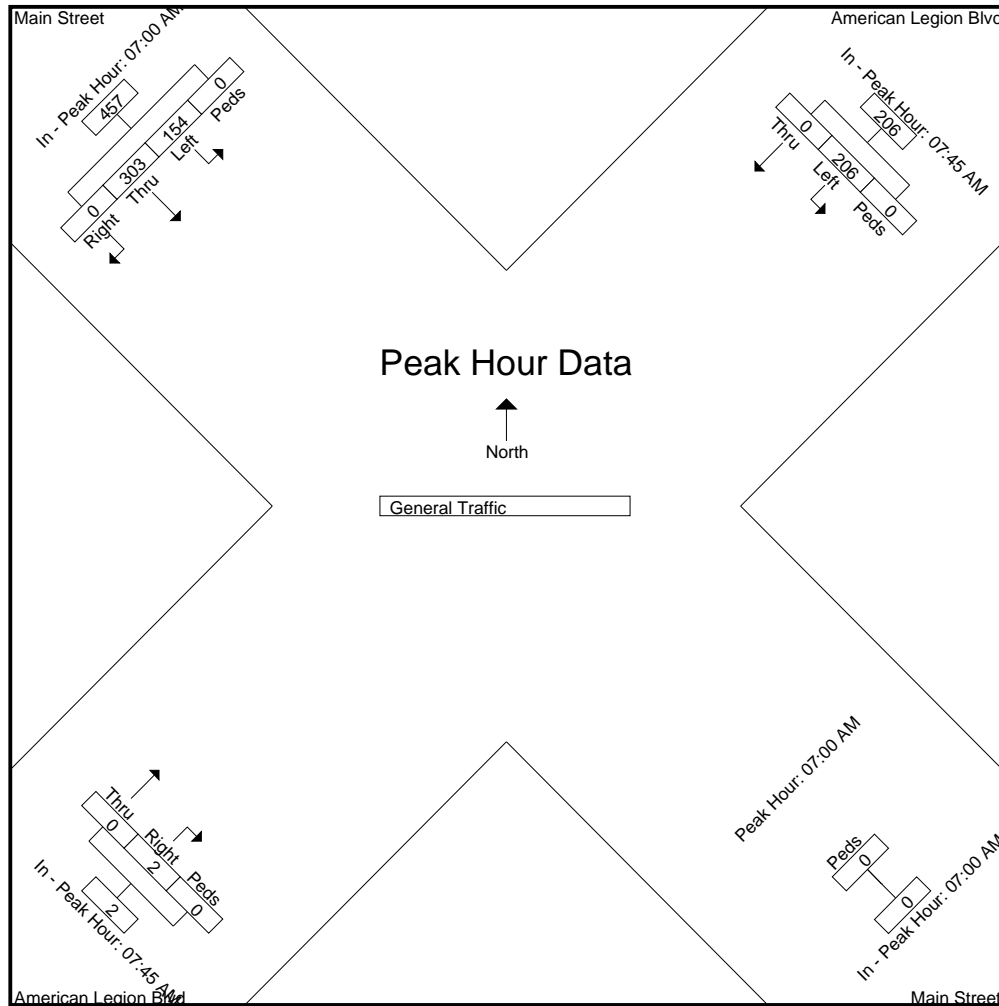
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	Main Street From Northwest					American Legion Blvd From Northeast				Main Street From Southeast		American Legion Blvd From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM					07:45 AM				07:00 AM		07:45 AM				
+0 mins.	0	77	16	0	93	0	50	0	50	0	0	0	0	0	0	0
+15 mins.	0	76	36	0	112	0	54	0	54	0	0	1	0	0	0	1
+30 mins.	0	71	63	0	134	0	48	0	48	0	0	0	0	0	0	0
+45 mins.	0	79	39	0	118	0	54	0	54	0	0	1	0	0	0	1
Total Volume	0	303	154	0	457	0	206	0	206	0	0	2	0	0	0	2
% App. Total	0	66.3	33.7	0		0	100	0		0		100	0	0		
PHF	.000	.959	.611	.000	.853	.000	.954	.000	.954	.000	.000	.500	.000	.000	.500	



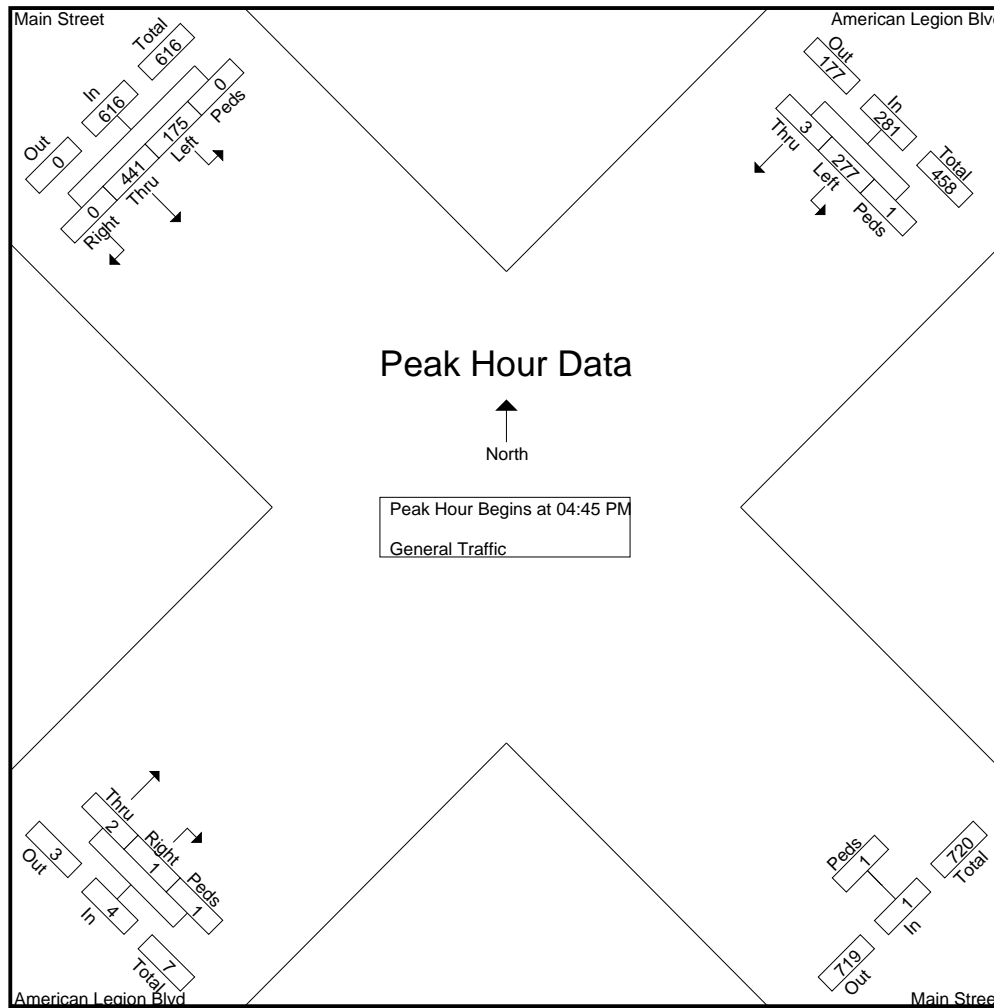
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	Main Street From Northwest					American Legion Blvd From Northeast				Main Street From Southeast		American Legion Blvd From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	0	113	45	0	158	0	59	1	60	0	0	0	1	1	2	220
05:00 PM	0	127	39	0	166	1	79	0	80	0	0	1	0	0	1	247
05:15 PM	0	99	44	0	143	1	70	0	71	1	1	0	1	0	1	216
05:30 PM	0	102	47	0	149	1	69	0	70	0	0	0	0	0	0	219
Total Volume	0	441	175	0	616	3	277	1	281	1	1	1	2	1	4	902
% App. Total	0	71.6	28.4	0		1.1	98.6	0.4		100		25	50	25		
PHF	.000	.868	.931	.000	.928	.750	.877	.250	.878	.250	.250	.250	.500	.250	.500	.913



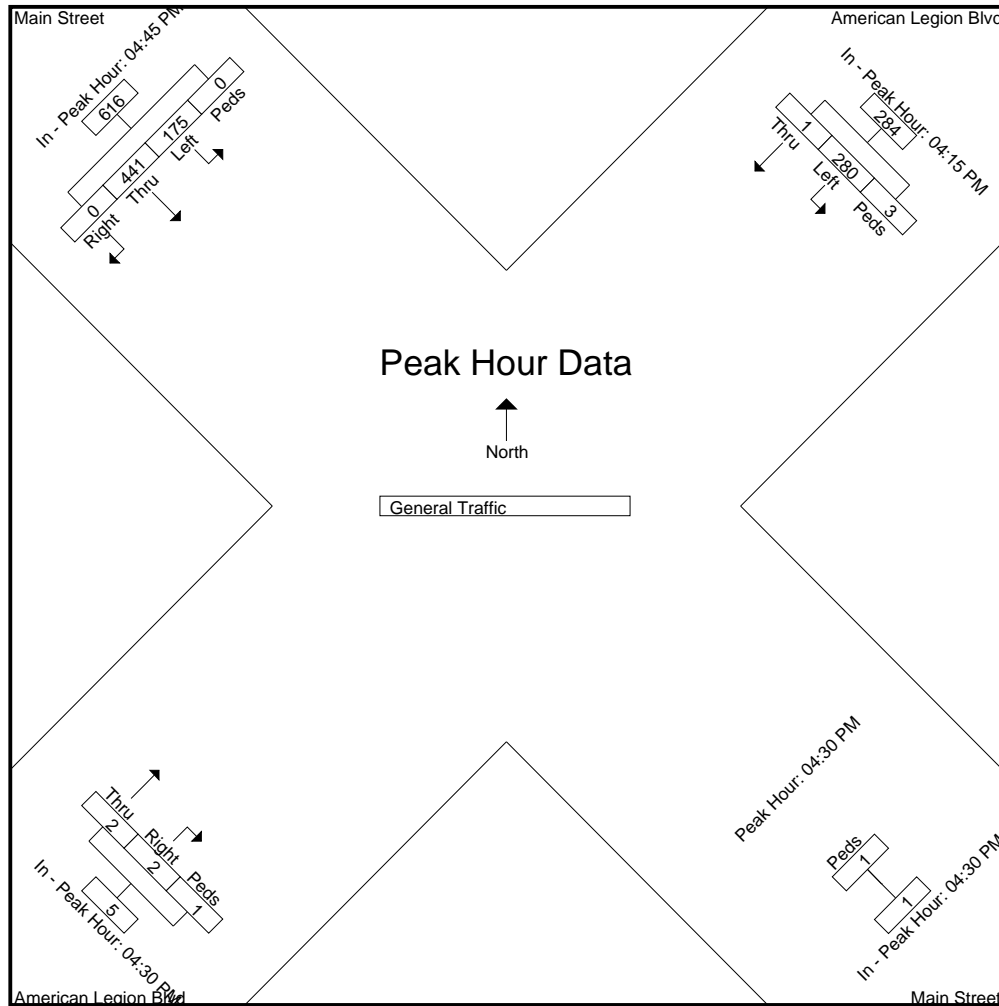
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / American Legion  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & American Legion Blvd  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	Main Street From Northwest					American Legion Blvd From Northeast				Main Street From Southeast		American Legion Blvd From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM					04:15 PM				04:30 PM		04:30 PM				
+0 mins.	0	113	45	0	158	0	70	1	71	0	0	1	0	0	1	
+15 mins.	0	127	39	0	166	0	72	1	73	0	0	0	1	1	2	
+30 mins.	0	99	44	0	143	0	59	1	60	0	0	1	0	0	1	
+45 mins.	0	102	47	0	149	1	79	0	80	1	1	0	1	0	1	
Total Volume	0	441	175	0	616	1	280	3	284	1	1	2	2	1	5	
% App. Total	0	71.6	28.4	0		0.4	98.6	1.1		100		40	40	20		
PHF	.000	.868	.931	.000	.928	.250	.886	.750	.888	.250	.250	.500	.500	.250	.625	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / American Legion  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & American Legion Blvd  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / E Jackson St  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & Jackson St  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

Start Time	Main Street From Northwest					E Jackson Street From Northeast				Main Street From Southeast		E Jackson Street From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	2	123	11	3	139	5	21	0	26	2	2	0	3	0	3	170
07:15 AM	7	108	9	2	126	2	9	0	11	1	1	0	6	0	6	144
07:30 AM	9	101	17	4	131	12	15	0	27	2	2	1	13	1	15	175
07:45 AM	15	99	16	3	133	16	36	0	52	2	2	0	18	0	18	205
<b>Total</b>	<b>33</b>	<b>431</b>	<b>53</b>	<b>12</b>	<b>529</b>	<b>35</b>	<b>81</b>	<b>0</b>	<b>116</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>40</b>	<b>1</b>	<b>42</b>	<b>694</b>
08:00 AM	20	84	13	0	117	9	26	0	35	1	1	1	14	1	16	169
08:15 AM	8	105	11	0	124	6	18	0	24	1	1	2	14	0	16	165
08:30 AM	8	93	6	0	107	2	19	0	21	0	0	2	15	0	17	145
08:45 AM	7	99	14	0	120	7	13	0	20	1	1	1	11	1	13	154
<b>Total</b>	<b>43</b>	<b>381</b>	<b>44</b>	<b>0</b>	<b>468</b>	<b>24</b>	<b>76</b>	<b>0</b>	<b>100</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>54</b>	<b>2</b>	<b>62</b>	<b>633</b>
-----																
04:00 PM	10	124	19	1	154	3	28	0	31	0	0	1	15	0	16	201
04:15 PM	10	122	17	2	151	2	30	1	33	1	1	1	13	2	16	201
04:30 PM	17	150	28	3	198	8	17	0	25	1	1	1	15	0	16	240
04:45 PM	12	140	22	2	176	2	25	1	28	2	2	3	10	2	15	221
<b>Total</b>	<b>49</b>	<b>536</b>	<b>86</b>	<b>8</b>	<b>679</b>	<b>15</b>	<b>100</b>	<b>2</b>	<b>117</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>53</b>	<b>4</b>	<b>63</b>	<b>863</b>
05:00 PM	7	178	16	5	206	5	25	0	30	0	0	1	26	0	27	263
05:15 PM	12	156	16	2	186	3	20	0	23	3	3	0	9	0	9	221
05:30 PM	6	153	9	4	172	5	24	0	29	1	1	0	12	0	12	214
05:45 PM	8	124	13	1	146	5	25	0	30	0	0	1	10	1	12	188
<b>Total</b>	<b>33</b>	<b>611</b>	<b>54</b>	<b>12</b>	<b>710</b>	<b>18</b>	<b>94</b>	<b>0</b>	<b>112</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>57</b>	<b>1</b>	<b>60</b>	<b>886</b>
<b>Grand Total</b>	<b>158</b>	<b>1959</b>	<b>237</b>	<b>32</b>	<b>2386</b>	<b>92</b>	<b>351</b>	<b>2</b>	<b>445</b>	<b>18</b>	<b>18</b>	<b>15</b>	<b>204</b>	<b>8</b>	<b>227</b>	<b>3076</b>
Apprch %	6.6	82.1	9.9	1.3		20.7	78.9	0.4		100		6.6	89.9	3.5		
Total %	5.1	63.7	7.7	1	77.6	3	11.4	0.1	14.5	0.6	0.6	0.5	6.6	0.3	7.4	

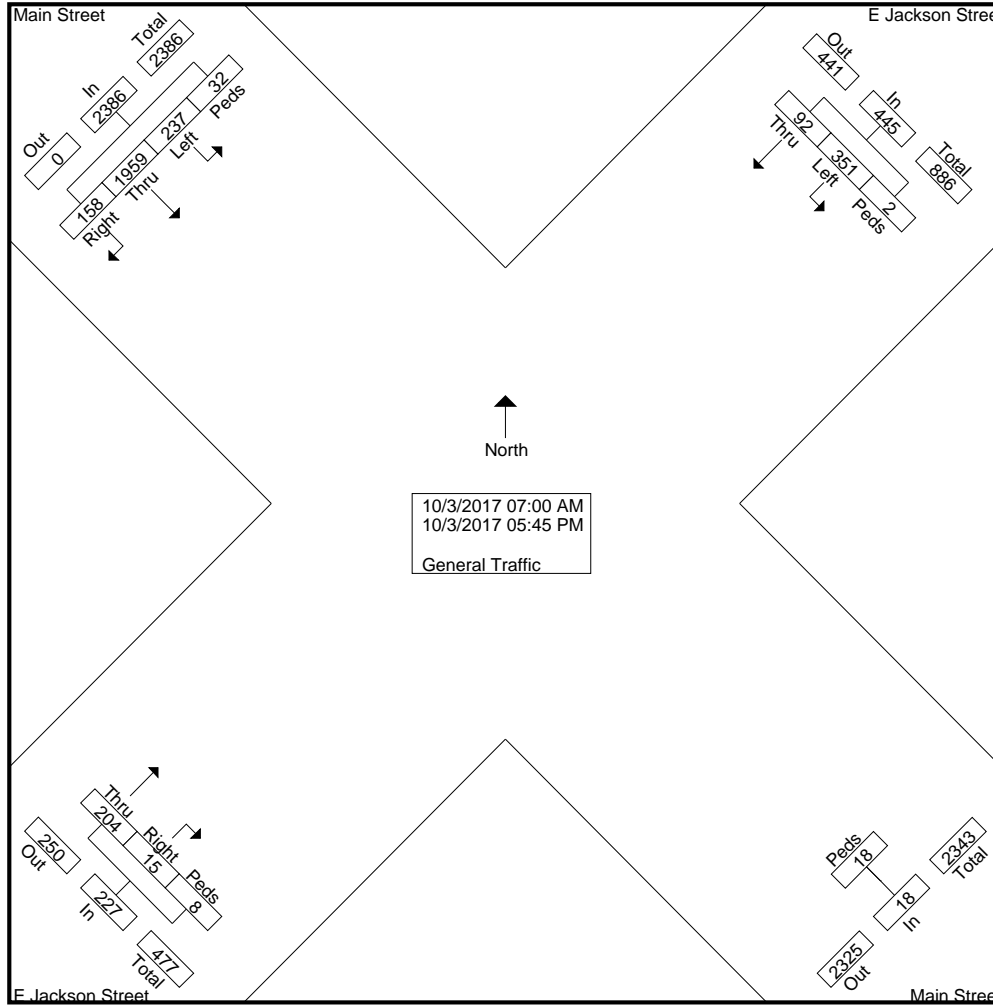


# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / E Jackson St  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & Jackson St  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2



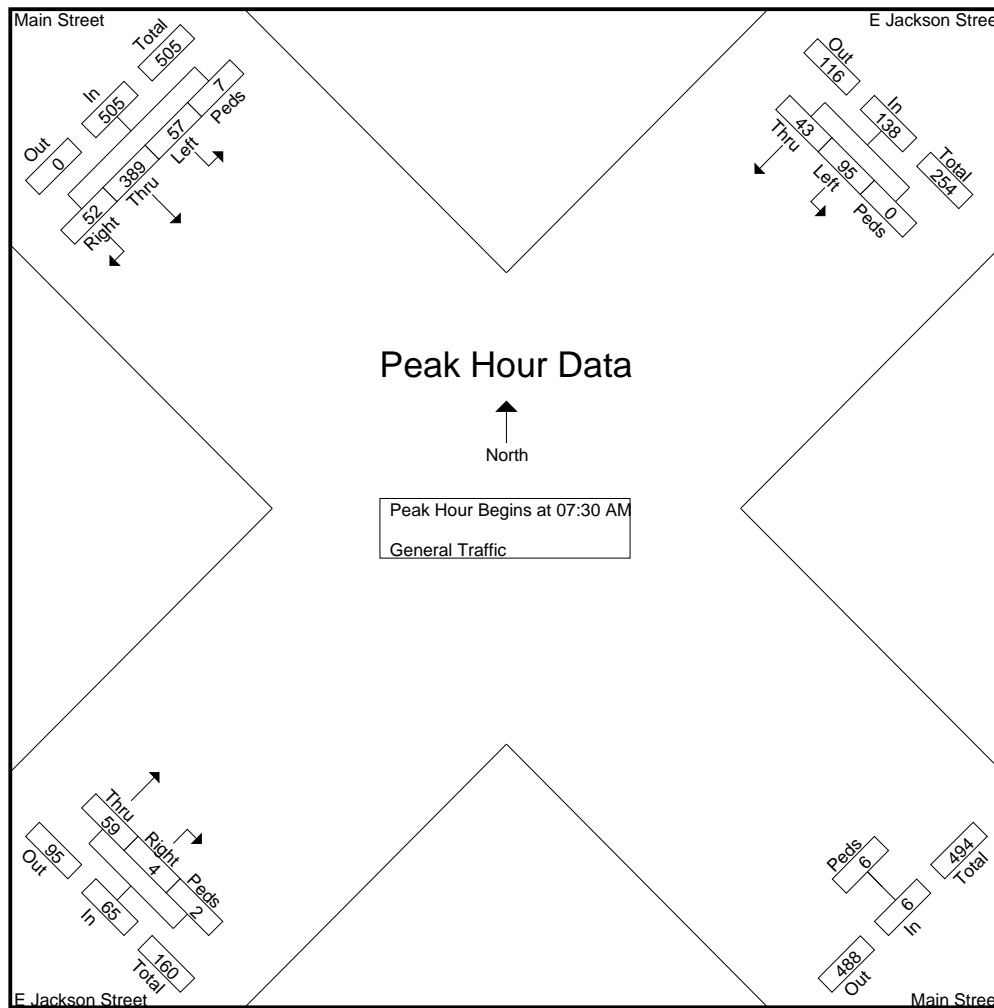
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Main Street From Northwest					E Jackson Street From Northeast				Main Street From Southeast		E Jackson Street From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	9	101	17	4	131	12	15	0	27	2	2	1	13	1	15	175
07:45 AM	15	99	16	3	133	16	36	0	52	2	2	0	18	0	18	205
08:00 AM	20	84	13	0	117	9	26	0	35	1	1	1	14	1	16	169
08:15 AM	8	105	11	0	124	6	18	0	24	1	1	2	14	0	16	165
Total Volume	52	389	57	7	505	43	95	0	138	6	6	4	59	2	65	714
% App. Total	10.3	77	11.3	1.4		31.2	68.8	0		100		6.2	90.8	3.1		
PHF	.650	.926	.838	.438	.949	.672	.660	.000	.663	.750	.750	.500	.819	.500	.903	.871



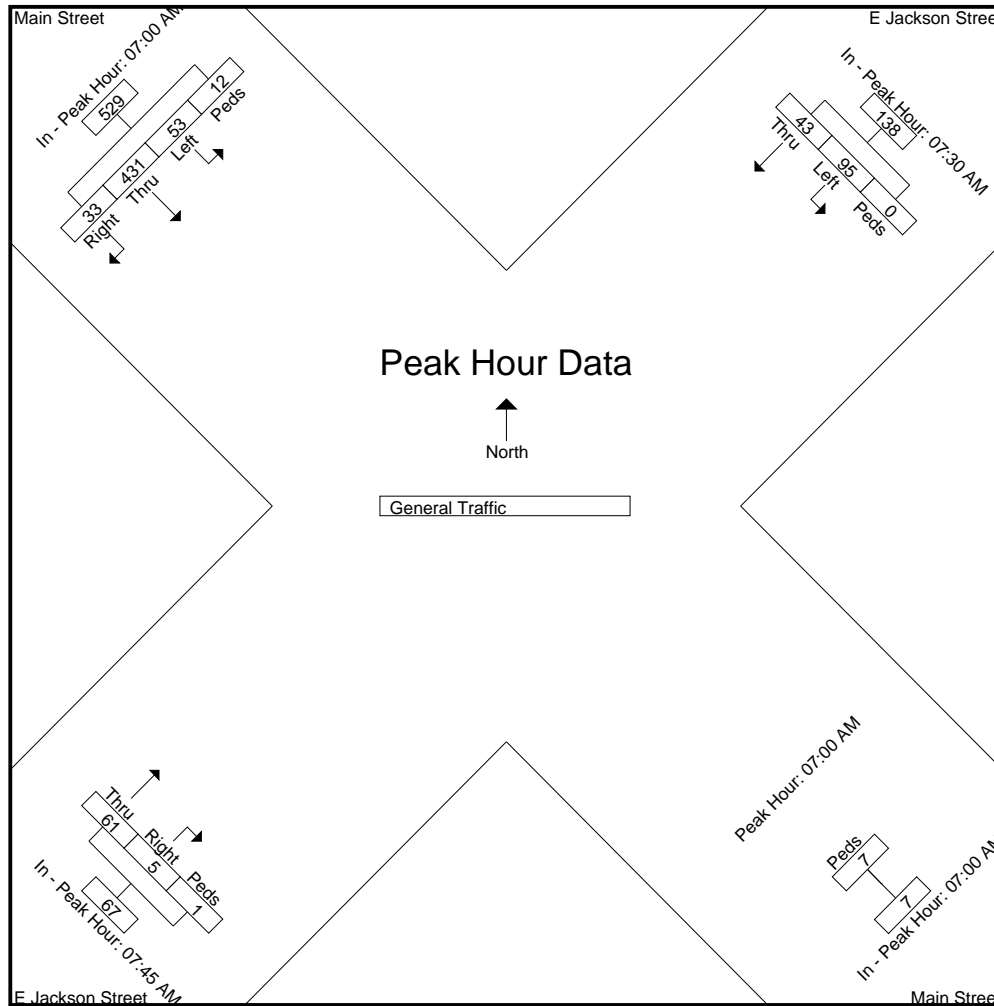
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	Main Street From Northwest					E Jackson Street From Northeast				Main Street From Southeast		E Jackson Street From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM					07:30 AM				07:00 AM		07:45 AM				
+0 mins.	2	123	11	3	139	12	15	0	27	2	2	0	18	0	18	
+15 mins.	7	108	9	2	126	16	36	0	52	1	1	1	14	1	16	
+30 mins.	9	101	17	4	131	9	26	0	35	2	2	2	14	0	16	
+45 mins.	15	99	16	3	133	6	18	0	24	2	2	2	15	0	17	
Total Volume	33	431	53	12	529	43	95	0	138	7	7	5	61	1	67	
% App. Total	6.2	81.5	10	2.3		31.2	68.8	0		100		7.5	91	1.5		
PHF	.550	.876	.779	.750	.951	.672	.660	.000	.663	.875	.875	.625	.847	.250	.931	



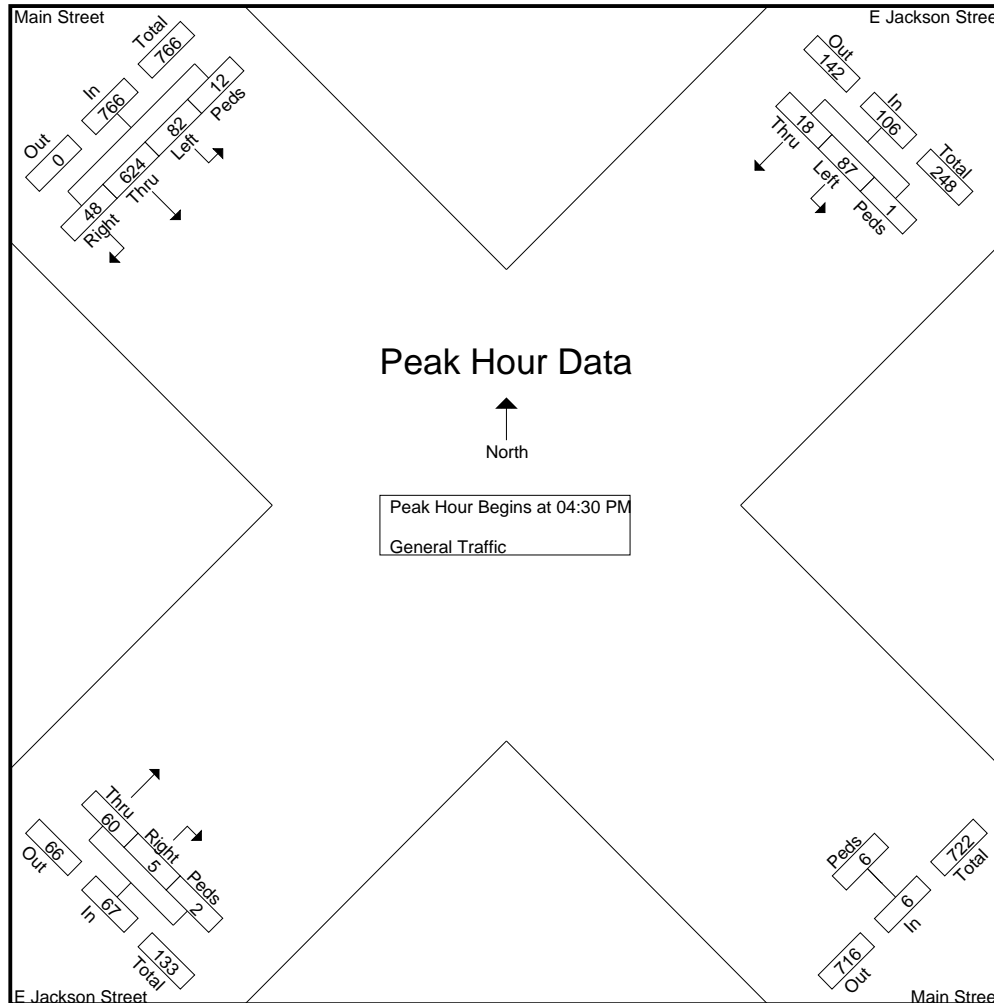
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	Main Street From Northwest					E Jackson Street From Northeast				Main Street From Southeast		E Jackson Street From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	17	150	28	3	198	8	17	0	25	1	1	1	15	0	16	240
04:45 PM	12	140	22	2	176	2	25	1	28	2	2	3	10	2	15	221
05:00 PM	7	178	16	5	206	5	25	0	30	0	0	1	26	0	27	263
05:15 PM	12	156	16	2	186	3	20	0	23	3	3	0	9	0	9	221
Total Volume	48	624	82	12	766	18	87	1	106	6	6	5	60	2	67	945
% App. Total	6.3	81.5	10.7	1.6		17	82.1	0.9		100		7.5	89.6	3		
PHF	.706	.876	.732	.600	.930	.563	.870	.250	.883	.500	.500	.417	.577	.250	.620	.898



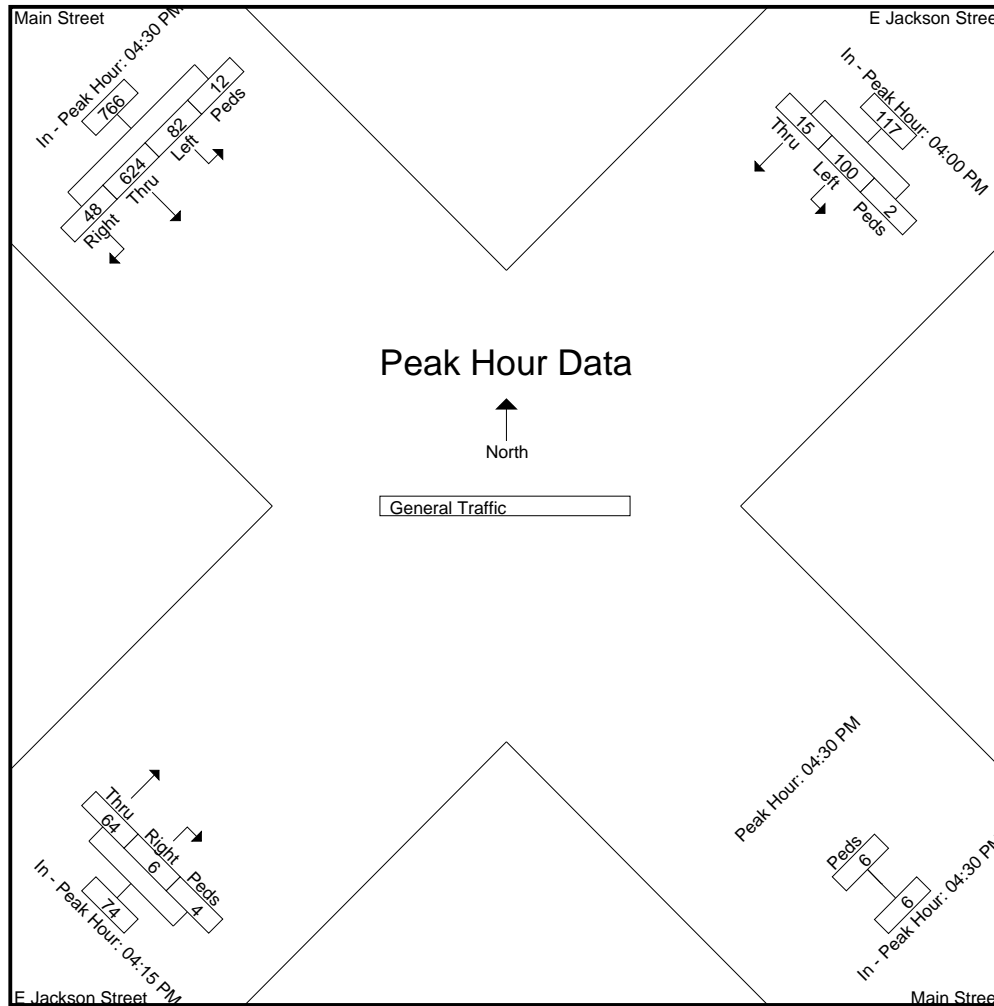
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / E Jackson St  
 City, State: Mountain Home, Idaho  
 Control: Stop Sign

File Name : Main St & Jackson St  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	Main Street From Northwest					E Jackson Street From Northeast				Main Street From Southeast		E Jackson Street From Southwest				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM					04:00 PM				04:30 PM		04:15 PM				
+0 mins.	17	150	28	3	198	3	28	0	31	1	1	1	13	2	16	
+15 mins.	12	140	22	2	176	2	30	1	33	2	2	1	15	0	16	
+30 mins.	7	178	16	5	206	8	17	0	25	0	0	3	10	2	15	
+45 mins.	12	156	16	2	186	2	25	1	28	3	3	1	26	0	27	
Total Volume	48	624	82	12	766	15	100	2	117	6	6	6	64	4	74	
% App. Total	6.3	81.5	10.7	1.6		12.8	85.5	1.7		100		8.1	86.5	5.4		
PHF	.706	.876	.732	.600	.930	.469	.833	.500	.886	.500	.500	.500	.615	.500	.685	





# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / E Jackson St  
City, State: Mountain Home, Idaho  
Control: Stop Sign

File Name : Main St & Jackson St  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / U-Turn  
City, State: Mountain Home, Idaho  
Control: Yield

File Name : Main St & U-Turn  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 1

### Groups Printed- General Traffic

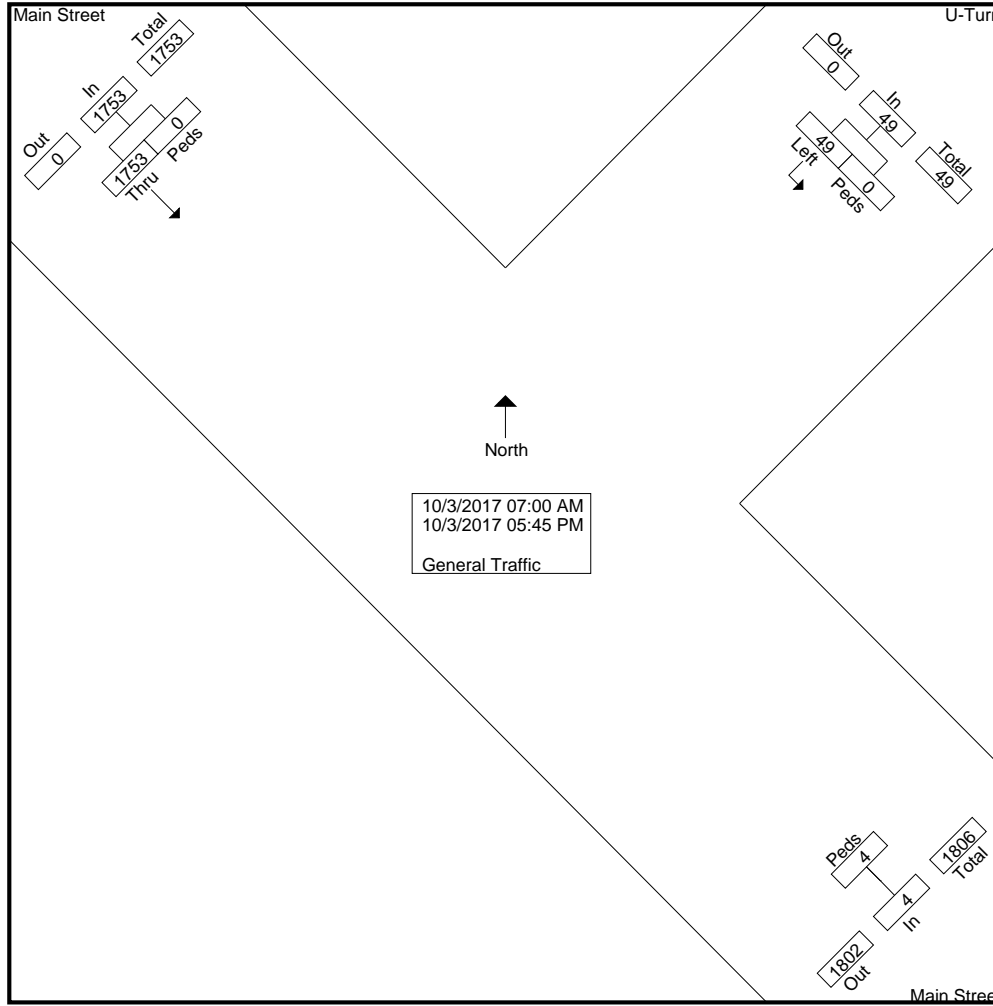
Start Time	Main Street From Northwest			U-Turn From Northeast			Main Street From Southeast		Int. Total
	Thru	Peds	App. Total	Left	Peds	App. Total	Peds	App. Total	
07:00 AM	93	0	93	0	0	0	0	0	93
07:15 AM	114	0	114	0	0	0	0	0	114
07:30 AM	126	0	126	0	0	0	0	0	126
07:45 AM	107	0	107	1	0	1	0	0	108
Total	440	0	440	1	0	1	0	0	441
08:00 AM	90	0	90	3	0	3	0	0	93
08:15 AM	90	0	90	2	0	2	0	0	92
08:30 AM	77	0	77	1	0	1	0	0	78
08:45 AM	97	0	97	0	0	0	0	0	97
Total	354	0	354	6	0	6	0	0	360
-----									
04:00 PM	103	0	103	3	0	3	0	0	106
04:15 PM	106	0	106	5	0	5	0	0	111
04:30 PM	114	0	114	4	0	4	0	0	118
04:45 PM	136	0	136	5	0	5	2	2	143
Total	459	0	459	17	0	17	2	2	478
05:00 PM	120	0	120	8	0	8	0	0	128
05:15 PM	120	0	120	2	0	2	0	0	122
05:30 PM	150	0	150	10	0	10	2	2	162
05:45 PM	110	0	110	5	0	5	0	0	115
Total	500	0	500	25	0	25	2	2	527
Grand Total	1753	0	1753	49	0	49	4	4	1806
Apprch %	100	0		100	0		100		
Total %	97.1	0	97.1	2.7	0	2.7	0.2	0.2	

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
Intersection: Main St / U-Turn  
City, State: Mountain Home, Idaho  
Control: Yield

File Name : Main St & U-Turn  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 2



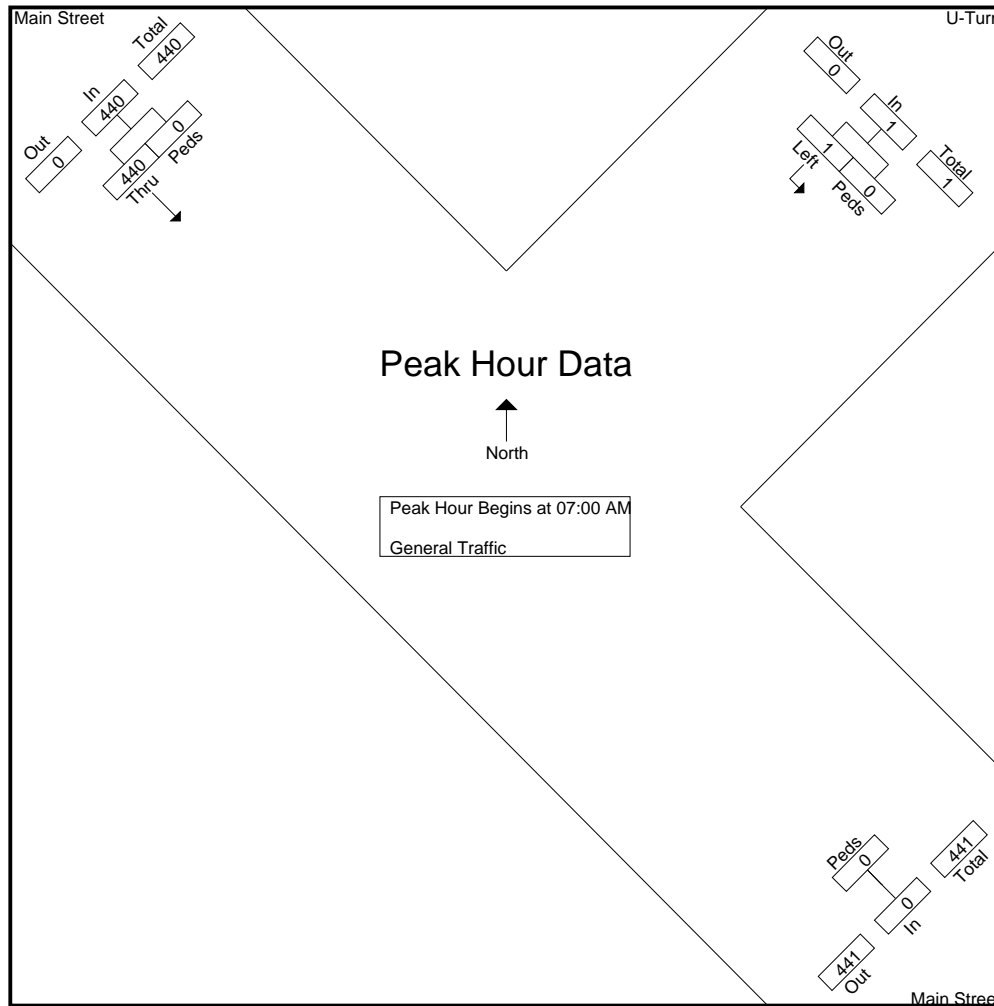
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: Yield

File Name : Main St & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Main Street From Northwest			U-Turn From Northeast			Main Street From Southeast		Int. Total
	Thru	Peds	App. Total	Left	Peds	App. Total	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 07:00 AM									
07:00 AM	93	0	93	0	0	0	0	0	93
07:15 AM	114	0	114	0	0	0	0	0	114
07:30 AM	<b>126</b>	0	<b>126</b>	0	0	0	0	0	<b>126</b>
07:45 AM	107	0	107	1	0	1	0	0	108
Total Volume	440	0	440	1	0	1	0	0	441
% App. Total	100	0		100	0		0		
PHF	.873	.000	.873	.250	.000	.250	.000	.000	.875



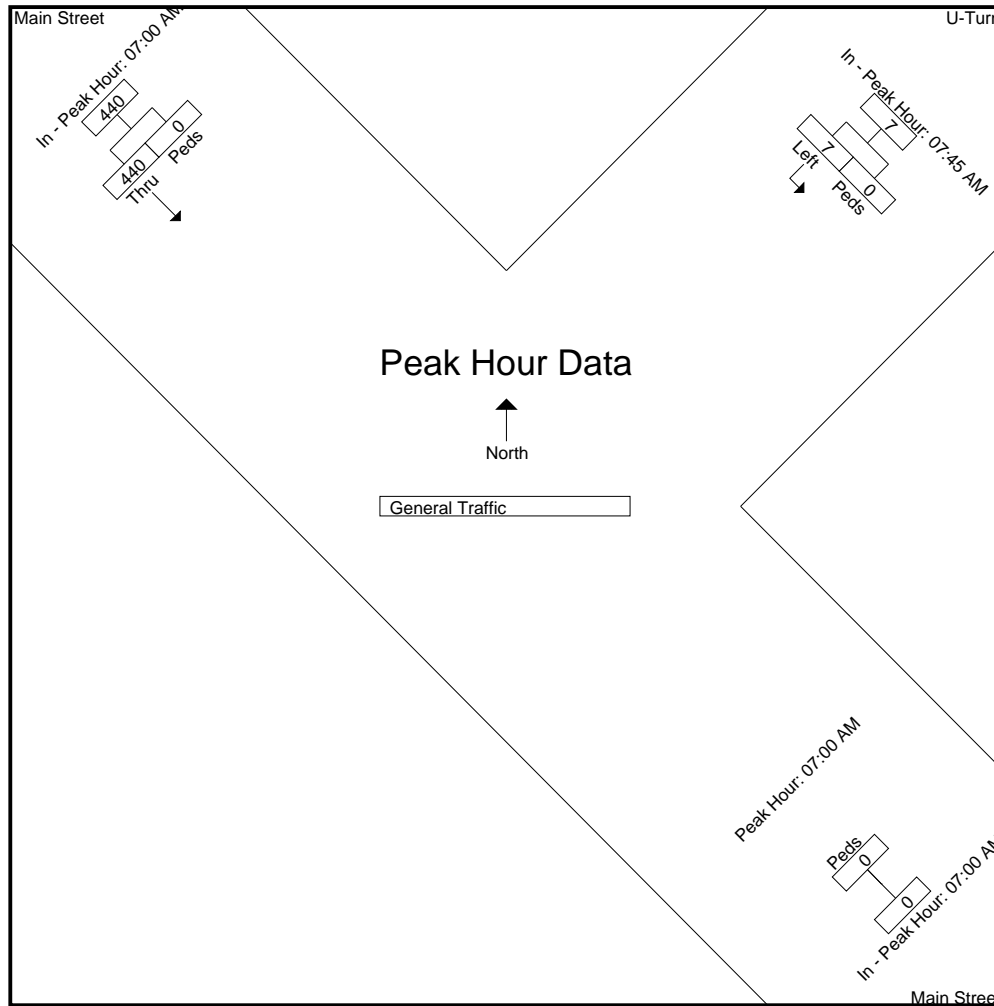
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: Yield

File Name : Main St & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 4

Start Time	Main Street From Northwest			U-Turn From Northeast			Main Street From Southeast		Int. Total
	Thru	Peds	App. Total	Left	Peds	App. Total	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1									
Peak Hour for Each Approach Begins at:									
	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	93	0	93	1	0	1	0	0	
+15 mins.	114	0	114	3	0	3	0	0	
+30 mins.	126	0	126	2	0	2	0	0	
+45 mins.	107	0	107	1	0	1	0	0	
Total Volume	440	0	440	7	0	7	0	0	
% App. Total	100	0		100	0		0		
PHF	.873	.000	.873	.583	.000	.583	.000	.000	





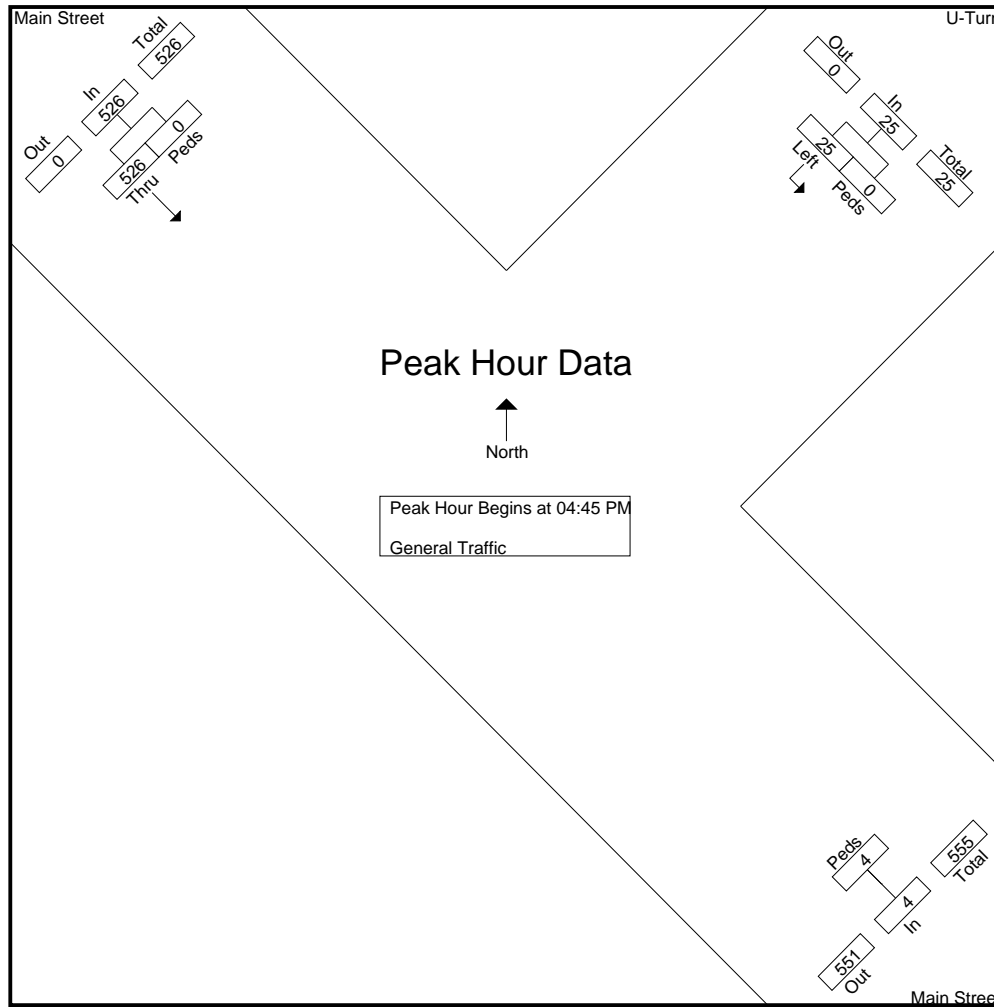
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: Yield

File Name : Main St & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 5

Start Time	Main Street From Northwest			U-Turn From Northeast			Main Street From Southeast		Int. Total
	Thru	Peds	App. Total	Left	Peds	App. Total	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 04:45 PM									
04:45 PM	136	0	136	5	0	5	2	2	143
05:00 PM	120	0	120	8	0	8	0	0	128
05:15 PM	120	0	120	2	0	2	0	0	122
05:30 PM	<b>150</b>	0	<b>150</b>	<b>10</b>	0	<b>10</b>	2	2	<b>162</b>
Total Volume	526	0	526	25	0	25	4	4	555
% App. Total	100	0		100	0		100		
PHF	.877	.000	.877	.625	.000	.625	.500	.500	.856



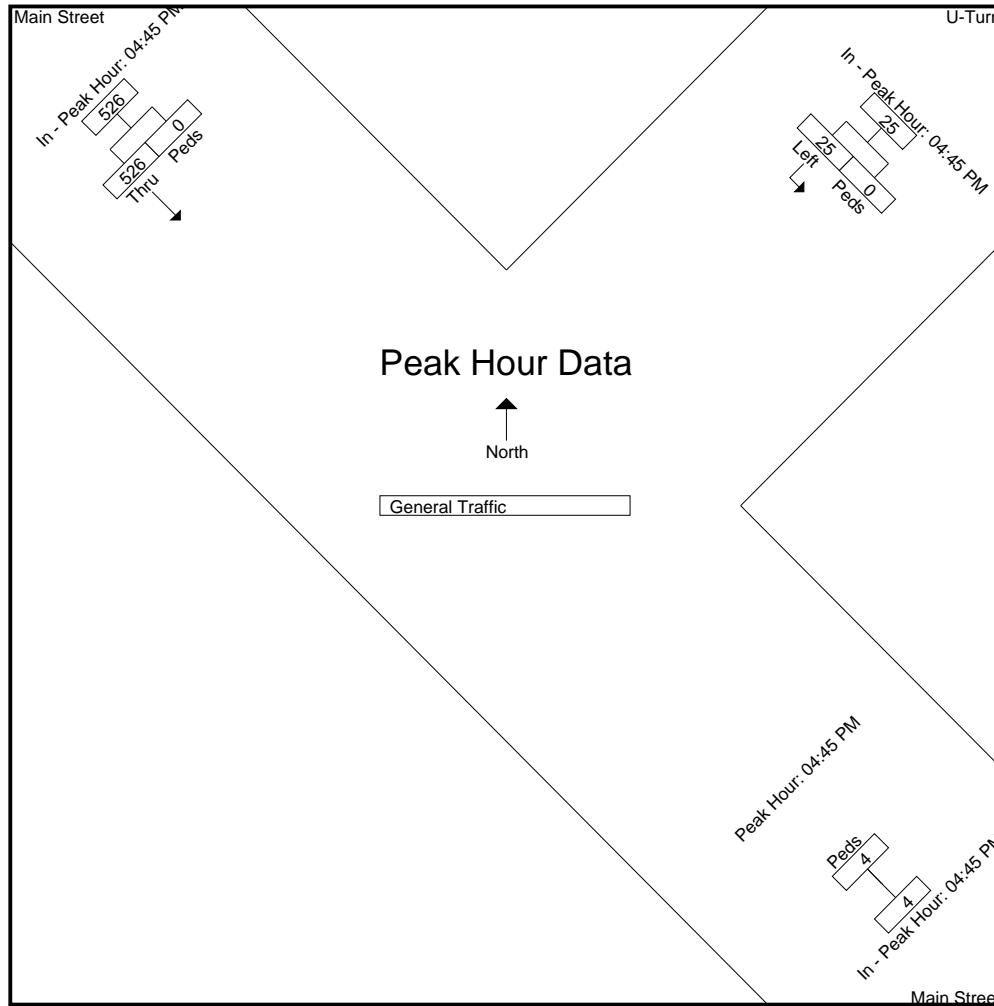
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: H0RR0038  
 Intersection: Main St / U-Turn  
 City, State: Mountain Home, Idaho  
 Control: Yield

File Name : Main St & U-Turn  
 Site Code : 00000000  
 Start Date : 10/3/2017  
 Page No : 6

Start Time	Main Street From Northwest			U-Turn From Northeast			Main Street From Southeast		Int. Total
	Thru	Peds	App. Total	Left	Peds	App. Total	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1									
Peak Hour for Each Approach Begins at:									
	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	136	0	136	5	0	5	2	2	
+15 mins.	120	0	120	8	0	8	0	0	
+30 mins.	120	0	120	2	0	2	0	0	
+45 mins.	<b>150</b>	0	<b>150</b>	<b>10</b>	0	<b>10</b>	2	2	
Total Volume	526	0	526	25	0	25	4	4	
% App. Total	100	0		100	0		100		
PHF	.877	.000	.877	.625	.000	.625	.500	.500	



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Study: H0RR0038  
Intersection: Main St / U-Turn  
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File Name : Main St & U-Turn  
Site Code : 00000000  
Start Date : 10/3/2017  
Page No : 7

Image 1





Year	Route	Segment Code	Beg MP	End MP	AADT 2016	PAAD T 2016	CAADT 2016	Road Name	Desc Beg	Desc End	Pass Grow	Comm Grow
2016	I-84 Bus	001020	3.393	3.720	12000	11480	520	MAIN ST (I-84 BUS)	10TH N ST	8TH N ST (BEG 1-WAY)	0.005	0.015
2016	I-84 Bus	001020	3.720	3.878	6400	6100	300	MAIN ST (I-84 BUS)	8TH N ST (BEG 1-WAY)	CONN FROM 2ND ST N	0.005	0.015
2016	I-84 Bus	001020	3.878	3.970	6400	6100	300	MAIN ST (I-84 BUS)	CONN FROM 2ND ST N	5TH N ST	0.005	0.015
2016	I-84 Bus	001020	3.970	4.116	6800	6560	240	MAIN ST (I-84 BUS)	5TH N ST	AMERICAN LEGION BLVD	0.005	0.015
2016	SH-51	001020	4.116	4.268	8500	8190	310	MAIN ST (SH-51)	AMERICAN LEGION BLVD (I-84 BUS)	JACKSON ST	0.005	0.015
2016	SH-51	001020	4.268	4.309	9200	9030	170	MAIN ST (SH-51)	JACKSON ST	END 1-WAY	0.005	0.015
2016	I-84 Bus	001021	3.644	3.804	6400	6140	260	2ND E ST (I-84 BUS)	N MAIN ST	MAIN ST CONNECTOR	0.005	0.015
2016	I-84 Bus	001021	3.804	3.915	6600	6360	240	2ND E ST (I-84 BUS)	MAIN ST CONNECTOR	5TH N ST	0.005	0.015
2016	I-84 Bus	001021	3.915	4.062	7000	6830	170	2ND E ST (I-84 BUS)	5TH N ST	AMERICAN LEGION BLVD	0.005	0.015
2016	SH-51	001021	4.062	4.206	8400	8220	180	2ND E ST (SH-51)	AMERICAN LEGION BLVD	JACKSON ST	0.005	0.015
2016	SH-51	002170	91.527	91.948	13000	12670	330	AIRBASE RD (SH-51)	HASKETT ST	3RD W ST (OLD HWY 30)	0.010	0.020
2016	SH-51	002170	91.948	92.089	16000	15670	330	AIRBASE RD (SH-51)	3RD W ST (OLD HWY 30)	MAIN ST (END 2-WAY)	0.010	0.020
2016	SH-51	002170	92.089	92.240	6800	6640	160	AIRBASE RD (SH-51)	MAIN ST (BEG 1-WAY)	JACKSON ST	0.010	0.020
2016	I-84 Bus	002170	93.538	93.598	5500	5180	320	AMERICAN LEGION BLVD (I-84 BUS)	N MAIN ST (I-84 BUS)	2ND E ST (I-84 BUS)	0.010	0.020
2016	I-84 Bus	002170	93.598	93.663	10000	9500	500	AMERICAN LEGION BLVD (I-84 BUS)	2ND E ST (I-84 BUS)	3RD E ST	0.010	0.020
2016	I-84 Bus	002170	93.663	93.980	11000	10470	530	AMERICAN LEGION BLVD (I-84 BUS)	3RD E ST	10TH E ST	0.010	0.020
2016	I-84 Bus	002170	93.980	94.233	12000	11360	640	AMERICAN LEGION BLVD (I-84 BUS)	10TH E ST	14TH E ST	0.010	0.020
2016	I-84 Bus	002170	94.233	94.486	12500	12090	410	AMERICAN LEGION BLVD (I-84 BUS)	14TH E ST	18TH E ST	0.010	0.020
2016	I-84 Bus	002170	94.486	95.110	11500	11190	310	AMERICAN LEGION BLVD (I-84 BUS)	18TH E ST	WALMART ENTRANCE	0.010	0.020
2016	I-84 Bus	002170	95.110	95.252	7000	6500	500	AMERICAN LEGION BLVD (I-84 BUS)	WALMART ENTRANCE	8TH N ST	0.010	0.020
2016	I-84 Bus	002170	95.252	95.308	7200	6700	500	AMERICAN LEGION BLVD (I-84 BUS)	8TH N ST	I-84 EB RAMPS IC #95	0.010	0.020

# Intersection Analysis Reports



## 2-Lane/One-Way Scenarios

### Signalized Intersections

Base Saturation Flow Rate	sO	1900
Number of Lane Factor	N	1
Number of Parking Maneuvers	Nm	12
Parking Factor	fP	0.84
Left Turn Factor	fLT	0.95
Right Turn Factor	fRT	0.85

2nd East	sO	SFR
Right Lane	1900	1353
Left Lane	1900	1810

### TWSC Intersections

major street through	1800
major street right/left	1500

## Existing Scenario

### Signalized Intersections

Base Saturation Flow Rate	sO	1900
Number of Lane Factor	N	1
Number of Parking Maneuvers	Nm	12
Parking Factor	fP	0.84
Left Turn Factor	fLT	0.95
Right Turn Factor	fRT	0.85

2nd East	sO	SFR
Right Lane	1900	1353
Thru Lane	1900	1900
Left Lane	1900	1810

### TWSC Intersections

major street through	1800
major street right/left	1500

Existing Scenario  
Existing AM traffic volumes

Main St. & 5th N

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔					↔↔↔		
Traffic Vol, veh/h	0	111	49	31	73	0	0	0	0	16	355	73
Future Vol, veh/h	0	111	49	31	73	0	0	0	0	16	355	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	121	53	34	79	0	0	0	0	17	386	79

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	460	233	249	499	-	0	0	0
Stage 1	-	460	-	0	0	-	-	-	-
Stage 2	-	0	-	249	499	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	497	655	687	472	0	-	-	-
Stage 1	0	564	-	-	-	0	-	-	-
Stage 2	0	-	-	673	542	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	497	655	513	472	-	-	-	-
Mov Cap-2 Maneuver	-	497	-	513	472	-	-	-	-
Stage 1	-	564	-	-	-	-	-	-	-
Stage 2	-	-	-	486	542	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14.9		13.7			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	537	513	472	-	-	-
HCM Lane V/C Ratio	0.324	0.066	0.168	-	-	-
HCM Control Delay (s)	14.9	12.5	14.2	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	1.4	0.2	0.6	-	-	-

Existing Scenario  
Existing AM traffic volumes

2nd East & 5th North

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔↔↔				
Traffic Vol, veh/h	65	67	0	0	67	12	45	273	41	0	0	0
Future Vol, veh/h	65	67	0	0	67	12	45	273	41	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	73	0	0	73	13	49	297	45	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	253	440	-	-	418	171	0	0	0	
Stage 1	0	0	-	-	418	-	-	-	-	
Stage 2	253	440	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	683	510	0	0	524	717	-	-	-	
Stage 1	-	-	0	0	589	-	-	-	-	
Stage 2	669	576	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	599	510	-	-	524	717	-	-	-	
Mov Cap-2 Maneuver	599	510	-	-	524	-	-	-	-	
Stage 1	-	-	-	-	589	-	-	-	-	
Stage 2	576	576	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	12.5		12.6			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	599	510	524	717
HCM Lane V/C Ratio	-	-	-	0.118	0.143	0.139	0.018
HCM Control Delay (s)	-	-	-	11.8	13.2	13	10.1
HCM Lane LOS	-	-	-	B	B	B	B
HCM 95th %tile Q(veh)	-	-	-	0.4	0.5	0.5	0.1

Existing Scenario  
Existing AM traffic volumes


Main St & Jackson St

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑					↔	↔	
Traffic Vol, veh/h	0	59	4	95	43	0	0	0	0	57	389	52
Future Vol, veh/h	0	59	4	95	43	0	0	0	0	57	389	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	4	103	47	0	0	0	0	62	423	57

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	576	240	368	604	-	0	0	0
Stage 1	-	576	-	0	0	-	-	-	-
Stage 2	-	0	-	368	604	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	426	761	563	411	0	-	-	-
Stage 1	0	500	-	-	-	0	-	-	-
Stage 2	0	-	-	624	486	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	426	761	495	411	-	-	-	-
Mov Cap-2 Maneuver	-	426	-	495	411	-	-	-	-
Stage 1	-	500	-	-	-	-	-	-	-
Stage 2	-	-	-	541	486	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	14.7		14.4					
HCM LOS	B		B					

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	438	495	411	-	-	-
HCM Lane V/C Ratio	0.156	0.209	0.114	-	-	-
HCM Control Delay (s)	14.7	14.2	14.9	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	0.5	0.8	0.4	-	-	-

2nd East & Jackson St 

Lane Group	EBL	EBT	WBT	NBT	NWL	NWR
Act Effect Green (s)	12.4	12.4	12.4	47.7	7.2	7.2
Actuated g/C Ratio	0.16	0.16	0.16	0.61	0.09	0.09
v/c Ratio	0.22	0.33	0.60	0.31	0.13	0.22
Control Delay	32.7	32.8	37.5	9.7	36.7	38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	32.8	37.5	9.7	36.7	38.7
LOS	C	C	D	A	D	D
Approach Delay		32.8	37.5	9.7	37.9	
Approach LOS		C	D	A	D	

**Intersection Summary**

Cycle Length: 105  
 Actuated Cycle Length: 78.1  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 19.2  
 Intersection Capacity Utilization 51.5%  
 Analysis Period (min) 15

Intersection LOS: B  
ICU Level of Service A



Main St & 2nd North

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Traffic Vol, veh/h	0	0	1	15	0	0	0	0	0	8	500	1
Future Vol, veh/h	0	0	1	15	0	0	0	0	0	8	500	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	16	0	0	0	0	0	9	543	1

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	562	272	235	562	-	0	0	0
Stage 1	-	562	-	0	0	-	-	-	-
Stage 2	-	0	-	235	562	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	434	619	699	434	0	-	-	-
Stage 1	0	508	-	-	-	0	-	-	-
Stage 2	0	-	-	686	508	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	434	619	698	434	-	-	-	-
Mov Cap-2 Maneuver	-	434	-	698	434	-	-	-	-
Stage 1	-	508	-	-	-	-	-	-	-
Stage 2	-	-	-	685	508	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	10.8		10.3					
HCM LOS	B		B					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	619	698	-	-	-
HCM Lane V/C Ratio	0.002	0.023	-	-	-
HCM Control Delay (s)	10.8	10.3	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0.1	-	-	-

2nd East & 2nd North

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	4	6	0	0	13	8	3	508	19	0	0	0
Future Vol, veh/h	4	6	0	0	13	8	3	508	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	7	0	0	14	9	3	552	21	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	234	579	-	-	569	287	0	0	0	
Stage 1	0	0	-	-	569	-	-	-	-	
Stage 2	234	579	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	700	425	0	0	430	605	-	-	-	
Stage 1	-	-	0	0	504	-	-	-	-	
Stage 2	687	499	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	673	425	-	-	430	605	-	-	-	
Mov Cap-2 Maneuver	673	425	-	-	430	-	-	-	-	
Stage 1	-	-	-	-	504	-	-	-	-	
Stage 2	658	499	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	12.4		12.8			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	
Capacity (veh/h)	-	-	-	498	483
HCM Lane V/C Ratio	-	-	-	0.022	0.047
HCM Control Delay (s)	-	-	-	12.4	12.8
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1

Main Street & American Legion Blvd.

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔↔	
Traffic Vol, veh/h	0	0	0	201	0	0	0	0	0	154	303	0
Future Vol, veh/h	0	0	0	201	0	0	0	0	0	154	303	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	218	0	0	0	0	0	167	329	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	663	165	466	663	-	0	0	0
Stage 1	-	663	-	0	0	-	-	-	-
Stage 2	-	0	-	466	663	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	380	723	519	380	0	-	-	-
Stage 1	0	457	-	-	-	0	-	-	-
Stage 2	0	-	-	499	457	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	380	723	519	380	-	-	-	-
Mov Cap-2 Maneuver	-	380	-	519	380	-	-	-	-
Stage 1	-	457	-	-	-	-	-	-	-
Stage 2	-	-	-	499	457	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	0		14.1					
HCM LOS	A		B					

Minor Lane/Major Mvmt	EBLn1WBLn1WBLn2		SBL	SBT	SBR	
Capacity (veh/h)	-	519	519	-	-	-
HCM Lane V/C Ratio	-	0.281	0.14	-	-	-
HCM Control Delay (s)	0	14.6	13.1	-	-	-
HCM Lane LOS	A	B	B	-	-	-
HCM 95th %tile Q(veh)	-	1.1	0.5	-	-	-

Existing Scenario  
Existing AM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔↔				
Traffic Volume (veh/h)	2	145	0	0	202	93	2	287	203	0	0	0
Future Volume (veh/h)	2	145	0	0	202	93	2	287	203	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1800	1810	1863	1353			
Adj Flow Rate, veh/h	2	158	0	0	220	101	2	312	221			
Adj No. of Lanes	0	2	0	0	2	0	0	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	61	1846	0	0	1274	565	7	1084	486			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.31	0.31	0.31			
Sat Flow, veh/h	8	3544	0	0	2480	1059	22	3535	1583			
Grp Volume(v), veh/h	86	74	0	0	161	160	172	142	221			
Grp Sat Flow(s),veh/h/ln	1857	1610	0	0	1770	1676	1862	1695	1583			
Q Serve(g_s), s	0.0	1.5	0.0	0.0	3.0	3.2	4.6	4.1	7.3			
Cycle Q Clear(g_c), s	1.5	1.5	0.0	0.0	3.0	3.2	4.6	4.1	7.3			
Prop In Lane	0.02		0.00	0.00		0.63	0.01		1.00			
Lane Grp Cap(c), veh/h	1047	860	0	0	945	894	571	520	486			
V/C Ratio(X)	0.08	0.09	0.00	0.00	0.17	0.18	0.30	0.27	0.46			
Avail Cap(c_a), veh/h	1047	860	0	0	945	894	994	905	845			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.4	7.4	0.0	0.0	7.8	7.8	17.3	17.1	18.2			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.4	0.4	0.3	0.3	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.7	0.0	0.0	1.6	1.6	2.4	2.0	3.3			
LnGrp Delay(d),s/veh	7.6	7.6	0.0	0.0	8.2	8.3	17.6	17.4	18.9			
LnGrp LOS	A	A			A	A	B	B	B			
Approach Vol, veh/h		160			321			535				
Approach Delay, s/veh		7.6			8.2			18.1				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		25.2		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+l1), s		3.5		9.3		5.2						
Green Ext Time (p_c), s		0.9		3.6		2.1						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.3								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing Scenario  
Existing AM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Vol, veh/h	0	0	1	8	0	0	0	0	0	10	433	2
Future Vol, veh/h	0	0	1	8	0	0	0	0	0	10	433	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	9	0	0	0	0	0	11	471	2

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	494	237	210	495	-	0	0	0
Stage 1	-	494	-	0	0	-	-	-	-
Stage 2	-	0	-	210	495	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	475	651	722	474	0	-	-	-
Stage 1	0	545	-	-	-	0	-	-	-
Stage 2	0	-	-	710	544	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	475	651	721	474	-	-	-	-
Mov Cap-2 Maneuver	-	475	-	721	474	-	-	-	-
Stage 1	-	545	-	-	-	-	-	-	-
Stage 2	-	-	-	709	544	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10.5		10.1			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	651	721	-	-	-
HCM Lane V/C Ratio	0.002	0.012	-	-	-
HCM Control Delay (s)	10.5	10.1	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-



Existing Scenario  
Existing AM traffic volumes

2nd East & 4th North

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	3	7	0	0	11	7	3	346	11	0	0	0
Future Vol, veh/h	3	7	0	0	11	7	3	346	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	8	0	0	12	8	3	376	12	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	162	394	-	-	388	194	0	0	0	
Stage 1	0	0	-	-	388	-	-	-	-	
Stage 2	162	394	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	768	541	0	0	545	693	-	-	-	
Stage 1	-	-	0	0	607	-	-	-	-	
Stage 2	757	604	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	746	541	-	-	545	693	-	-	-	
Mov Cap-2 Maneuver	746	541	-	-	545	-	-	-	-	
Stage 1	-	-	-	-	607	-	-	-	-	
Stage 2	734	604	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	11.2		11.3			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	590	594
HCM Lane V/C Ratio	-	-	-	0.018	0.033
HCM Control Delay (s)	-	-	-	11.2	11.3
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1

Main St & 5th North

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑					↔↔↔		
Traffic Vol, veh/h	0	127	40	40	117	0	0	0	0	33	500	109
Future Vol, veh/h	0	127	40	40	117	0	0	0	0	33	500	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	138	43	43	127	0	0	0	0	36	543	118

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	674	331	358	733	-	0	0	0
Stage 1	-	674	-	0	0	-	-	-	-
Stage 2	-	0	-	358	733	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	375	567	597	346	0	-	-	-
Stage 1	0	452	-	-	-	0	-	-	-
Stage 2	0	-	-	579	424	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	375	567	393	346	-	-	-	-
Mov Cap-2 Maneuver	-	375	-	393	346	-	-	-	-
Stage 1	-	452	-	-	-	-	-	-	-
Stage 2	-	-	-	371	424	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	20.7		19.8			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	408	393	346	-	-	-
HCM Lane V/C Ratio	0.445	0.111	0.368	-	-	-
HCM Control Delay (s)	20.7	15.3	21.3	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	2.2	0.4	1.6	-	-	-

2nd East & 5th North

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔↔↔				
Traffic Vol, veh/h	80	87	0	0	75	39	82	542	83	0	0	0
Future Vol, veh/h	80	87	0	0	75	39	82	542	83	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	95	0	0	82	42	89	589	90	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	455	857	-	-	812	340	0	0	0	
Stage 1	0	0	-	-	812	-	-	-	-	
Stage 2	455	857	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	526	293	0	0	312	560	-	-	-	
Stage 1	-	-	0	0	390	-	-	-	-	
Stage 2	507	372	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	388	293	-	-	312	560	-	-	-	
Mov Cap-2 Maneuver	388	293	-	-	312	-	-	-	-	
Stage 1	-	-	-	-	390	-	-	-	-	
Stage 2	371	372	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	20.1		17.7			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	388	293	312	560
HCM Lane V/C Ratio	-	-	-	0.224	0.323	0.261	0.076
HCM Control Delay (s)	-	-	-	16.9	23	20.6	12
HCM Lane LOS	-	-	-	C	C	C	B
HCM 95th %tile Q(veh)	-	-	-	0.8	1.4	1	0.2

Main St & Jackson St

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔					↔	↔↔	
Traffic Vol, veh/h	0	60	5	87	35	0	0	0	0	82	624	48
Future Vol, veh/h	0	60	5	87	35	0	0	0	0	82	624	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	65	5	95	38	0	0	0	0	89	678	52

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	882	365	550	908	-	0	0	0
Stage 1	-	882	-	0	0	-	-	-	-
Stage 2	-	0	-	550	908	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	284	632	418	274	0	-	-	-
Stage 1	0	362	-	-	-	0	-	-	-
Stage 2	0	-	-	487	352	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	284	632	341	274	-	-	-	-
Mov Cap-2 Maneuver	-	284	-	341	274	-	-	-	-
Stage 1	-	362	-	-	-	-	-	-	-
Stage 2	-	-	-	396	352	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	20.9		19.8			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	297	341	274	-	-	-
HCM Lane V/C Ratio	0.238	0.277	0.139	-	-	-
HCM Control Delay (s)	20.9	19.6	20.2	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	0.9	1.1	0.5	-	-	-





Existing Scenario  
Existing PM traffic volumes

Main St & 2nd North

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Vol, veh/h	0	10	7	52	1	0	0	0	0	32	680	0
Future Vol, veh/h	0	10	7	52	1	0	0	0	0	32	680	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	8	57	1	0	0	0	0	35	739	0

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	809	370	371	809	-	-	0
Stage 1	-	809	-	0	0	-	-	-
Stage 2	-	0	-	371	809	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.34
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.12
Pot Cap-1 Maneuver	0	313	536	587	313	0	-	-
Stage 1	0	392	-	-	-	0	-	-
Stage 2	0	-	-	569	392	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	313	536	564	313	-	-	-
Mov Cap-2 Maneuver	-	313	-	564	313	-	-	-
Stage 1	-	392	-	-	-	-	-	-
Stage 2	-	-	-	545	392	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	15		12.2					
HCM LOS	C		B					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	378	556	-	-	-
HCM Lane V/C Ratio	0.049	0.104	-	-	-
HCM Control Delay (s)	15	12.2	-	-	-
HCM Lane LOS	C	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	-

2nd East & 2nd North

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	21	21	0	0	25	24	28	899	21	0	0	0
Future Vol, veh/h	21	21	0	0	25	24	28	899	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	23	0	0	27	26	30	977	23	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	464	1060	-	-	1049	500	0	0	0	
Stage 1	0	0	-	-	1049	-	-	-	-	
Stage 2	464	1060	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	520	223	0	0	226	442	-	-	-	
Stage 1	-	-	0	0	303	-	-	-	-	
Stage 2	501	299	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	444	223	-	-	226	442	-	-	-	
Mov Cap-2 Maneuver	444	223	-	-	226	-	-	-	-	
Stage 1	-	-	-	-	303	-	-	-	-	
Stage 2	429	299	-	-	-	-	-	-	-	

Approach	EB		WB		NB		
HCM Control Delay, s	19.3		19.8				
HCM LOS	C		C				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	297	297
HCM Lane V/C Ratio	-	-	-	0.154	0.179
HCM Control Delay (s)	-	-	-	19.3	19.8
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.5	0.6

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔↔	
Traffic Vol, veh/h	0	2	1	277	3	0	0	0	0	175	420	0
Future Vol, veh/h	0	2	1	277	3	0	0	0	0	175	420	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	301	3	0	0	0	0	190	457	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	837	229	564	837	-	0	0	0
Stage 1	-	837	-	0	0	-	-	-	-
Stage 2	-	0	-	564	837	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	301	659	457	301	0	-	-	-
Stage 1	0	380	-	-	-	0	-	-	-
Stage 2	0	-	-	436	380	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	301	659	454	301	-	-	-	-
Mov Cap-2 Maneuver	-	301	-	454	301	-	-	-	-
Stage 1	-	380	-	-	-	-	-	-	-
Stage 2	-	-	-	433	380	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	14.9		17.9					
HCM LOS	B		C					

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	368	454	447	-	-	-
HCM Lane V/C Ratio	0.009	0.442	0.232	-	-	-
HCM Control Delay (s)	14.9	19.1	15.5	-	-	-
HCM Lane LOS	B	C	C	-	-	-
HCM 95th %tile Q(veh)	0	2.2	0.9	-	-	-

Existing Scenario  
Existing PM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔↔				
Traffic Volume (veh/h)	14	163	0	0	257	150	15	558	353	0	0	0
Future Volume (veh/h)	14	163	0	0	257	150	15	558	353	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1800	1810	1863	1353			
Adj Flow Rate, veh/h	15	177	0	0	279	163	16	607	384			
Adj No. of Lanes	0	2	0	0	2	0	0	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	145	1602	0	0	1109	629	30	1174	536			
Arrive On Green	0.51	0.51	0.00	0.00	0.51	0.51	0.34	0.34	0.34			
Sat Flow, veh/h	165	3232	0	0	2271	1236	87	3466	1583			
Grp Volume(v), veh/h	102	90	0	0	225	217	340	283	384			
Grp Sat Flow(s),veh/h/ln	1702	1610	0	0	1770	1645	1858	1695	1583			
Q Serve(g_s), s	0.0	2.0	0.0	0.0	4.9	5.1	10.1	9.0	14.5			
Cycle Q Clear(g_c), s	1.9	2.0	0.0	0.0	4.9	5.1	10.1	9.0	14.5			
Prop In Lane	0.15		0.00	0.00		0.75	0.05		1.00			
Lane Grp Cap(c), veh/h	927	820	0	0	901	837	630	574	536			
V/C Ratio(X)	0.11	0.11	0.00	0.00	0.25	0.26	0.54	0.49	0.72			
Avail Cap(c_a), veh/h	927	820	0	0	901	837	946	863	806			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.7	8.7	0.0	0.0	9.4	9.5	18.3	17.9	19.7			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.7	0.7	0.7	0.7	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.9	0.0	0.0	2.5	2.5	5.3	4.3	6.6			
LnGrp Delay(d),s/veh	9.0	9.0	0.0	0.0	10.1	10.2	19.0	18.6	21.5			
LnGrp LOS	A	A			B	B	B	B	C			
Approach Vol, veh/h		192			442			1007				
Approach Delay, s/veh		9.0			10.2			19.9				
Approach LOS		A			B			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		28.4		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+I1), s		4.0		16.5		7.1						
Green Ext Time (p_c), s		1.2		6.7		3.0						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				16.0								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Main St & 4th North

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Vol, veh/h	0	1	1	25	1	0	0	0	0	33	556	1
Future Vol, veh/h	0	1	1	25	1	0	0	0	0	33	556	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	1	27	1	0	0	0	0	36	604	1

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	677	303	314	677	-	0	0	0
Stage 1	-	677	-	0	0	-	-	-	-
Stage 2	-	0	-	314	677	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	373	591	632	373	0	-	-	-
Stage 1	0	450	-	-	-	0	-	-	-
Stage 2	0	-	-	616	450	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	373	591	629	373	-	-	-	-
Mov Cap-2 Maneuver	-	373	-	629	373	-	-	-	-
Stage 1	-	450	-	-	-	-	-	-	-
Stage 2	-	-	-	613	450	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	12.9		11.2			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	457	613	-	-	-
HCM Lane V/C Ratio	0.005	0.046	-	-	-
HCM Control Delay (s)	12.9	11.2	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0.1	-	-	-

Existing Scenario  
Existing PM traffic volumes

2nd East & 4th North

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	11	23	0	0	26	19	6	677	32	0	0	0
Future Vol, veh/h	11	23	0	0	26	19	6	677	32	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	25	0	0	28	21	7	736	35	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	322	785	-	-	768	386	0	0	0	
Stage 1	0	0	-	-	768	-	-	-	-	
Stage 2	322	785	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	625	323	0	0	330	523	-	-	-	
Stage 1	-	-	0	0	409	-	-	-	-	
Stage 2	609	402	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	561	323	-	-	330	523	-	-	-	
Mov Cap-2 Maneuver	561	323	-	-	330	-	-	-	-	
Stage 1	-	-	-	-	409	-	-	-	-	
Stage 2	545	402	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	15.7		15.5			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	
Capacity (veh/h)	-	-	-	374	391
HCM Lane V/C Ratio	-	-	-	0.099	0.125
HCM Control Delay (s)	-	-	-	15.7	15.5
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.3	0.4



Existing Scenario  
20-year AM traffic volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔					↔↔↔		
Traffic Vol, veh/h	0	123	54	34	81	0	0	0	0	18	392	81
Future Vol, veh/h	0	123	54	34	81	0	0	0	0	18	392	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	134	59	37	88	0	0	0	0	20	426	88

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	510	257	277	554	-	0	0	0
Stage 1	-	510	-	0	0	-	-	-	-
Stage 2	-	0	-	277	554	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	465	632	663	439	0	-	-	-
Stage 1	0	536	-	-	-	0	-	-	-
Stage 2	0	-	-	648	512	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	465	632	467	439	-	-	-	-
Mov Cap-2 Maneuver	-	465	-	467	439	-	-	-	-
Stage 1	-	536	-	-	-	-	-	-	-
Stage 2	-	-	-	441	512	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	16.4		14.7			
HCM LOS	C		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	506	467	439	-	-	-
HCM Lane V/C Ratio	0.38	0.079	0.201	-	-	-
HCM Control Delay (s)	16.4	13.4	15.2	-	-	-
HCM Lane LOS	C	B	C	-	-	-
HCM 95th %tile Q(veh)	1.8	0.3	0.7	-	-	-

Existing Scenario  
20-year AM traffic volumes

2nd East & 5th North

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔↔↔				
Traffic Vol, veh/h	72	74	0	0	74	13	50	302	45	0	0	0
Future Vol, veh/h	72	74	0	0	74	13	50	302	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	80	0	0	80	14	54	328	49	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	279	485	-	-	461	189	0	0	0	
Stage 1	0	0	-	-	461	-	-	-	-	
Stage 2	279	485	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	661	481	0	0	496	698	-	-	-	
Stage 1	-	-	0	0	564	-	-	-	-	
Stage 2	646	550	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	567	481	-	-	496	698	-	-	-	
Mov Cap-2 Maneuver	567	481	-	-	496	-	-	-	-	
Stage 1	-	-	-	-	564	-	-	-	-	
Stage 2	543	550	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	13.2		13.2			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	567	481	496	698
HCM Lane V/C Ratio	-	-	-	0.138	0.167	0.162	0.02
HCM Control Delay (s)	-	-	-	12.4	14	13.7	10.3
HCM Lane LOS	-	-	-	B	B	B	B
HCM 95th %tile Q(veh)	-	-	-	0.5	0.6	0.6	0.1

Existing Scenario  
20-year AM traffic volumes

Main St & Jackson St

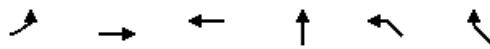
Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑					↔	↔	
Traffic Vol, veh/h	0	65	4	105	48	0	0	0	0	63	430	57
Future Vol, veh/h	0	65	4	105	48	0	0	0	0	63	430	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	4	114	52	0	0	0	0	68	467	62

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	634	265	405	665	-	0	0	0
Stage 1	-	634	-	0	0	-	-	-	-
Stage 2	-	0	-	405	665	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	395	733	530	379	0	-	-	-
Stage 1	0	471	-	-	0	-	-	-	-
Stage 2	0	-	-	593	456	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	395	733	454	379	-	-	-	-
Mov Cap-2 Maneuver	-	395	-	454	379	-	-	-	-
Stage 1	-	471	-	-	-	-	-	-	-
Stage 2	-	-	-	501	456	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	15.9		15.7			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	406	454	379	-	-	-
HCM Lane V/C Ratio	0.185	0.251	0.138	-	-	-
HCM Control Delay (s)	15.9	15.6	16	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	0.7	1	0.5	-	-	-

Existing Scenario  
20-year AM traffic volumes

2nd East & Jackson St 

Lane Group	EBL	EBT	WBT	NBT	NWL	NWR
Act Effect Green (s)	12.7	12.7	12.7	46.9	7.3	7.3
Actuated g/C Ratio	0.16	0.16	0.16	0.60	0.09	0.09
v/c Ratio	0.25	0.34	0.61	0.33	0.14	0.24
Control Delay	33.8	32.6	37.2	10.0	36.9	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	32.6	37.2	10.0	36.9	39.1
LOS	C	C	D	B	D	D
Approach Delay		32.9	37.2	10.0	38.2	
Approach LOS		C	D	B	D	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 77.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 19.4

Intersection LOS: B

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

Main St & 2nd North

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Traffic Vol, veh/h	0	0	1	17	0	0	0	0	0	9	552	1
Future Vol, veh/h	0	0	1	17	0	0	0	0	0	9	552	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	18	0	0	0	0	0	10	600	1

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	621	301	260	621	-	0	0	0
Stage 1	-	621	-	0	0	-	-	-	-
Stage 2	-	0	-	260	621	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	402	593	677	402	0	-	-	-
Stage 1	0	477	-	-	-	0	-	-	-
Stage 2	0	-	-	663	477	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	402	593	676	402	-	-	-	-
Mov Cap-2 Maneuver	-	402	-	676	402	-	-	-	-
Stage 1	-	477	-	-	-	-	-	-	-
Stage 2	-	-	-	662	477	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	11.1		10.5			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	593	676	-	-	-
HCM Lane V/C Ratio	0.002	0.027	-	-	-
HCM Control Delay (s)	11.1	10.5	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0.1	-	-	-

Existing Scenario  
20-year AM traffic volumes

Intersection Report  
02/02/2018

2nd East & 2nd North

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	4	7	0	0	14	9	3	561	21	0	0	0
Future Vol, veh/h	4	7	0	0	14	9	3	561	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	8	0	0	15	10	3	610	23	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	258	639	-	-	628	317	0	0	0	
Stage 1	0	0	-	-	628	-	-	-	-	
Stage 2	258	639	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	679	392	0	0	398	579	-	-	-	
Stage 1	-	-	0	0	474	-	-	-	-	
Stage 2	665	469	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	648	392	-	-	398	579	-	-	-	
Mov Cap-2 Maneuver	648	392	-	-	398	-	-	-	-	
Stage 1	-	-	-	-	474	-	-	-	-	
Stage 2	633	469	-	-	-	-	-	-	-	

Approach	EB		WB		NB		
HCM Control Delay, s	13.1		13.4				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	
Capacity (veh/h)	-	-	-	458	453
HCM Lane V/C Ratio	-	-	-	0.026	0.055
HCM Control Delay (s)	-	-	-	13.1	13.4
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.2



Existing Scenario  
20-year AM traffic volumes

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔↔	
Traffic Vol, veh/h	0	0	2	228	0	0	0	0	0	170	335	0
Future Vol, veh/h	0	0	2	228	0	0	0	0	0	170	335	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	248	0	0	0	0	0	185	364	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	734	182	516	734	-	0	0	0
Stage 1	-	734	-	0	0	-	-	-	-
Stage 2	-	0	-	516	734	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	346	706	486	346	0	-	-	-
Stage 1	0	424	-	-	-	0	-	-	-
Stage 2	0	-	-	466	424	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	346	706	485	346	-	-	-	-
Mov Cap-2 Maneuver	-	346	-	485	346	-	-	-	-
Stage 1	-	424	-	-	-	-	-	-	-
Stage 2	-	-	-	465	424	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	10.1		15.4					
HCM LOS	B		C					

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	706	485	485	-	-	-
HCM Lane V/C Ratio	0.003	0.341	0.17	-	-	-
HCM Control Delay (s)	10.1	16.2	13.9	-	-	-
HCM Lane LOS	B	C	B	-	-	-
HCM 95th %tile Q(veh)	0	1.5	0.6	-	-	-

Existing Scenario  
20-year AM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↑			↑↔			↔↑↔				
Traffic Volume (veh/h)	2	160	0	0	223	103	2	317	224	0	0	0
Future Volume (veh/h)	2	160	0	0	223	103	2	317	224	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1800	1810	1863	1353			
Adj Flow Rate, veh/h	2	174	0	0	242	112	2	345	243			
Adj No. of Lanes	0	2	0	0	2	0	0	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	60	1847	0	0	1269	569	6	1085	486			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.31	0.31	0.31			
Sat Flow, veh/h	7	3546	0	0	2470	1067	20	3537	1583			
Grp Volume(v), veh/h	94	82	0	0	178	176	190	157	243			
Grp Sat Flow(s),veh/h/ln	1857	1610	0	0	1770	1674	1862	1695	1583			
Q Serve(g_s), s	0.0	1.6	0.0	0.0	3.4	3.6	5.1	4.6	8.2			
Cycle Q Clear(g_c), s	1.6	1.6	0.0	0.0	3.4	3.6	5.1	4.6	8.2			
Prop In Lane	0.02		0.00	0.00		0.64	0.01		1.00			
Lane Grp Cap(c), veh/h	1048	860	0	0	945	894	571	520	486			
V/C Ratio(X)	0.09	0.09	0.00	0.00	0.19	0.20	0.33	0.30	0.50			
Avail Cap(c_a), veh/h	1048	860	0	0	945	894	994	905	845			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.5	7.5	0.0	0.0	7.9	7.9	17.4	17.3	18.5			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.4	0.5	0.3	0.3	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.0	0.0	1.7	1.7	2.7	2.2	3.7			
LnGrp Delay(d),s/veh	7.6	7.7	0.0	0.0	8.3	8.4	17.8	17.6	19.3			
LnGrp LOS	A	A			A	A	B	B	B			
Approach Vol, veh/h		176			354			590				
Approach Delay, s/veh		7.7			8.4			18.4				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		25.2		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+I1), s		3.6		10.2		5.6						
Green Ext Time (p_c), s		1.0		4.0		2.4						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.5								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing Scenario  
20-year AM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Vol, veh/h	0	0	1	9	0	0	0	0	0	11	478	2
Future Vol, veh/h	0	0	1	9	0	0	0	0	0	11	478	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	10	0	0	0	0	0	12	520	2

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	545	261	232	546	-	-	0	0	0
Stage 1	-	545	-	0	0	-	-	-	-	-
Stage 2	-	0	-	232	546	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	444	629	702	444	0	-	-	-	-
Stage 1	0	517	-	-	-	0	-	-	-	-
Stage 2	0	-	-	689	516	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	444	629	701	444	-	-	-	-	-
Mov Cap-2 Maneuver	-	444	-	701	444	-	-	-	-	-
Stage 1	-	517	-	-	-	-	-	-	-	-
Stage 2	-	-	-	688	516	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, s	10.7		10.2						
HCM LOS	B		B						

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	629	701	-	-	-
HCM Lane V/C Ratio	0.002	0.014	-	-	-
HCM Control Delay (s)	10.7	10.2	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Existing Scenario  
20-year AM traffic volumes

Intersection Report  
02/02/2018

2nd East & 4th North

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	3	8	0	0	12	8	3	382	12	0	0	0
Future Vol, veh/h	3	8	0	0	12	8	3	382	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	9	0	0	13	9	3	415	13	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	179	434	-	-	428	214	0	0	0	
Stage 1	0	0	-	-	428	-	-	-	-	
Stage 2	179	434	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	751	514	0	0	518	673	-	-	-	
Stage 1	-	-	0	0	583	-	-	-	-	
Stage 2	740	579	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	727	514	-	-	518	673	-	-	-	
Mov Cap-2 Maneuver	727	514	-	-	518	-	-	-	-	
Stage 1	-	-	-	-	583	-	-	-	-	
Stage 2	714	579	-	-	-	-	-	-	-	

Approach	EB		WB		NB		
HCM Control Delay, s	11.6		11.6				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	559	571
HCM Lane V/C Ratio	-	-	-	0.021	0.038
HCM Control Delay (s)	-	-	-	11.6	11.6
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1

Existing Scenario  
20-year PM traffic volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑					↔↔↔		
Traffic Vol, veh/h	0	140	44	44	129	0	0	0	0	36	552	120
Future Vol, veh/h	0	140	44	44	129	0	0	0	0	36	552	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	152	48	48	140	0	0	0	0	39	600	130

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	743	365	394	808	-	0	0
Stage 1	-	743	-	0	0	-	-	-
Stage 2	-	0	-	394	808	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-
Pot Cap-1 Maneuver	0	342	540	570	313	0	-	-
Stage 1	0	420	-	-	-	0	-	-
Stage 2	0	-	-	551	392	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	342	540	339	313	-	-	-
Mov Cap-2 Maneuver	-	342	-	339	313	-	-	-
Stage 1	-	420	-	-	-	-	-	-
Stage 2	-	-	-	320	392	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	25.1		23.4			
HCM LOS	D		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	375	339	313	-	-	-
HCM Lane V/C Ratio	0.533	0.141	0.448	-	-	-
HCM Control Delay (s)	25.1	17.4	25.5	-	-	-
HCM Lane LOS	D	C	D	-	-	-
HCM 95th %tile Q(veh)	3	0.5	2.2	-	-	-

Existing Scenario  
20-year PM traffic volumes

Intersection Report  
02/02/2018

2nd East & 5th North

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔↔↔				
Traffic Vol, veh/h	88	96	0	0	83	43	91	599	92	0	0	0
Future Vol, veh/h	88	96	0	0	83	43	91	599	92	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	104	0	0	90	47	99	651	100	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	503	949	-	-	899	376	0	0	0	
Stage 1	0	0	-	-	899	-	-	-	-	
Stage 2	503	949	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	495	259	0	0	277	531	-	-	-	
Stage 1	-	-	0	0	356	-	-	-	-	
Stage 2	474	337	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	338	259	-	-	277	531	-	-	-	
Mov Cap-2 Maneuver	338	259	-	-	277	-	-	-	-	
Stage 1	-	-	-	-	356	-	-	-	-	
Stage 2	323	337	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	24.1		20.1			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	338	259	277	531
HCM Lane V/C Ratio	-	-	-	0.283	0.403	0.326	0.088
HCM Control Delay (s)	-	-	-	19.8	28	24.1	12.4
HCM Lane LOS	-	-	-	C	D	C	B
HCM 95th %tile Q(veh)	-	-	-	1.1	1.8	1.4	0.3



Existing Scenario  
20-year PM traffic volumes

Main St & Jackson St

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑					↔	↔	
Traffic Vol, veh/h	0	66	6	96	39	0	0	0	0	91	589	53
Future Vol, veh/h	0	66	6	96	39	0	0	0	0	91	589	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	72	7	104	42	0	0	0	0	99	640	58

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	867	349	554	896	-	0	0	0
Stage 1	-	867	-	0	0	-	-	-	-
Stage 2	-	0	-	554	896	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	289	647	415	278	0	-	-	-
Stage 1	0	368	-	-	-	0	-	-	-
Stage 2	0	-	-	484	357	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	289	647	332	278	-	-	-	-
Mov Cap-2 Maneuver	-	289	-	332	278	-	-	-	-
Stage 1	-	368	-	-	-	-	-	-	-
Stage 2	-	-	-	386	357	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	21		20.6					
HCM LOS	C		C					

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	303	332	278	-	-	-
HCM Lane V/C Ratio	0.258	0.314	0.152	-	-	-
HCM Control Delay (s)	21	20.7	20.3	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	1	1.3	0.5	-	-	-



Existing Scenario  
20-year PM traffic volumes

Main St & 2nd North

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Vol, veh/h	0	11	8	57	1	0	0	0	0	35	751	0
Future Vol, veh/h	0	11	8	57	1	0	0	0	0	35	751	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	9	62	1	0	0	0	0	38	816	0

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	892	408	408	892	-	-	0	0	0
Stage 1	-	892	-	0	0	-	-	-	-	-
Stage 2	-	0	-	408	892	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	280	506	560	280	0	-	-	-	-
Stage 1	0	358	-	-	-	0	-	-	-	-
Stage 2	0	-	-	541	358	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	280	506	533	280	-	-	-	-	-
Mov Cap-2 Maneuver	-	280	-	533	280	-	-	-	-	-
Stage 1	-	358	-	-	-	-	-	-	-	-
Stage 2	-	-	-	514	358	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, s	16.1		12.8						
HCM LOS	C		B						

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	345	525	-	-	-
HCM Lane V/C Ratio	0.06	0.12	-	-	-
HCM Control Delay (s)	16.1	12.8	-	-	-
HCM Lane LOS	C	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.4	-	-	-

Existing Scenario  
20-year PM traffic volumes

Intersection Report  
02/02/2018

2nd East & 2nd North

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	23	23	0	0	28	27	31	993	23	0	0	0
Future Vol, veh/h	23	23	0	0	28	27	31	993	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	25	0	0	30	29	34	1079	25	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	515	1172	-	-	1160	552	0	0	0	
Stage 1	0	0	-	-	1160	-	-	-	-	
Stage 2	515	1172	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	487	191	0	0	194	409	-	-	-	
Stage 1	-	-	0	0	268	-	-	-	-	
Stage 2	466	264	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	397	191	-	-	194	409	-	-	-	
Mov Cap-2 Maneuver	397	191	-	-	194	-	-	-	-	
Stage 1	-	-	-	-	268	-	-	-	-	
Stage 2	383	264	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	22.3		22.8			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	258	261
HCM Lane V/C Ratio	-	-	-	0.194	0.229
HCM Control Delay (s)	-	-	-	22.3	22.8
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.7	0.9

Existing Scenario  
20-year PM traffic volumes

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔↔	
Traffic Vol, veh/h	0	2	1	306	3	0	0	0	0	193	464	0
Future Vol, veh/h	0	2	1	306	3	0	0	0	0	193	464	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	333	3	0	0	0	0	210	504	0













Major/Minor	Minor2		Minor1		Major2				
Conflicting Flow All	-	924	252	623	924	-	0	0	0
Stage 1	-	924	-	0	0	-	-	-	-
Stage 2	-	0	-	623	924	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	268	637	423	268	0	-	-	-
Stage 1	0	346	-	-	-	0	-	-	-
Stage 2	0	-	-	401	346	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	268	637	420	268	-	-	-	-
Mov Cap-2 Maneuver	-	268	-	420	268	-	-	-	-
Stage 1	-	346	-	-	-	-	-	-	-
Stage 2	-	-	-	398	346	-	-	-	-

Approach	EB		WB		SB		
HCM Control Delay, s	16		20.8				
HCM LOS	C		C				

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	332	420	413	-	-	-
HCM Lane V/C Ratio	0.01	0.528	0.276	-	-	-
HCM Control Delay (s)	16	22.8	17	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	0	3	1.1	-	-	-

Existing Scenario  
20-year PM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔↔				
Traffic Volume (veh/h)	15	180	0	0	284	166	17	617	390	0	0	0
Future Volume (veh/h)	15	180	0	0	284	166	17	617	390	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1800	1810	1863	1353			
Adj Flow Rate, veh/h	16	196	0	0	309	180	18	671	424			
Adj No. of Lanes	0	2	0	0	2	0	0	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	135	1549	0	0	1070	609	32	1252	572			
Arrive On Green	0.49	0.49	0.00	0.00	0.49	0.49	0.36	0.36	0.36			
Sat Flow, veh/h	157	3235	0	0	2269	1238	89	3465	1583			
Grp Volume(v), veh/h	112	100	0	0	250	239	377	312	424			
Grp Sat Flow(s),veh/h/ln	1697	1610	0	0	1770	1644	1858	1695	1583			
Q Serve(g_s), s	0.0	2.4	0.0	0.0	5.9	6.1	11.5	10.2	16.5			
Cycle Q Clear(g_c), s	2.3	2.4	0.0	0.0	5.9	6.1	11.5	10.2	16.5			
Prop In Lane	0.14		0.00	0.00		0.75	0.05		1.00			
Lane Grp Cap(c), veh/h	892	792	0	0	870	809	671	612	572			
V/C Ratio(X)	0.13	0.13	0.00	0.00	0.29	0.30	0.56	0.51	0.74			
Avail Cap(c_a), veh/h	892	792	0	0	870	809	914	834	779			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	9.7	9.7	0.0	0.0	10.6	10.7	18.1	17.7	19.7			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	0.8	0.9	0.7	0.7	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.3	1.1	0.0	0.0	3.0	2.9	6.0	4.9	7.6			
LnGrp Delay(d),s/veh	10.0	10.1	0.0	0.0	11.5	11.6	18.8	18.4	22.2			
LnGrp LOS	B	B			B	B	B	B	C			
Approach Vol, veh/h		212			489			1113				
Approach Delay, s/veh		10.0			11.5			20.0				
Approach LOS		B			B			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		30.8		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+I1), s		4.4		18.5		8.1						
Green Ext Time (p_c), s		1.3		7.0		3.4						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				16.6								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Existing Scenario  
20-year PM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Vol, veh/h	0	1	1	28	1	0	0	0	0	36	614	1
Future Vol, veh/h	0	1	1	28	1	0	0	0	0	36	614	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	1	30	1	0	0	0	0	39	667	1

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	746	334	345	746	-	0	0	0
Stage 1	-	746	-	0	0	-	-	-	-
Stage 2	-	0	-	345	746	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	340	565	607	340	0	-	-	-
Stage 1	0	419	-	-	-	0	-	-	-
Stage 2	0	-	-	590	419	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	340	565	605	340	-	-	-	-
Mov Cap-2 Maneuver	-	340	-	605	340	-	-	-	-
Stage 1	-	419	-	-	-	-	-	-	-
Stage 2	-	-	-	587	419	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	13.5		11.5			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	425	589	-	-	-
HCM Lane V/C Ratio	0.005	0.054	-	-	-
HCM Control Delay (s)	13.5	11.5	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0.2	-	-	-

Existing Scenario  
20-year PM traffic volumes

Intersection Report  
02/02/2018

2nd East & 4th North

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	12	25	0	0	29	21	7	748	35	0	0	0
Future Vol, veh/h	12	25	0	0	29	21	7	748	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	27	0	0	32	23	8	813	38	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	357	867	-	-	848	426	0	0	0	
Stage 1	0	0	-	-	848	-	-	-	-	
Stage 2	357	867	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	598	289	0	0	297	493	-	-	-	
Stage 1	-	-	0	0	376	-	-	-	-	
Stage 2	580	368	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	524	289	-	-	297	493	-	-	-	
Mov Cap-2 Maneuver	524	289	-	-	297	-	-	-	-	
Stage 1	-	-	-	-	376	-	-	-	-	
Stage 2	507	368	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	17.1		16.9			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	338	357
HCM Lane V/C Ratio	-	-	-	0.119	0.152
HCM Control Delay (s)	-	-	-	17.1	16.9
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.4	0.5

2-Lane Scenario  
Existing AM traffic volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	111	49	31	73	0	0	0	0	16	355	73
Future Vol, veh/h	0	111	49	31	73	0	0	0	0	16	355	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	121	53	34	79	0	0	0	0	17	386	79

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	460	233	288	499	-	0	0	0
Stage 1	-	460	-	0	0	-	-	-	-
Stage 2	-	0	-	288	499	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	497	769	642	472	0	-	-	-
Stage 1	0	564	-	-	-	0	-	-	-
Stage 2	0	-	-	695	542	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	497	769	485	472	-	-	-	-
Mov Cap-2 Maneuver	-	497	-	485	472	-	-	-	-
Stage 1	-	564	-	-	-	-	-	-	-
Stage 2	-	-	-	508	542	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14.4		13.8			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	557	485	472	-	-	-
HCM Lane V/C Ratio	0.312	0.069	0.168	-	-	-
HCM Control Delay (s)	14.4	13	14.2	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	1.3	0.2	0.6	-	-	-

2-Lane Scenario  
Existing AM traffic volumes  
2nd East & 5th North

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	65	67	0	0	67	12	45	273	41	0	0	0
Future Vol, veh/h	65	67	0	0	67	12	45	273	41	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	73	0	0	73	13	49	297	45	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	283	440	-	-	418	171	0
Stage 1	0	0	-	-	418	-	-
Stage 2	283	440	-	-	0	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22
Pot Cap-1 Maneuver	647	510	0	0	524	843	-
Stage 1	-	-	0	0	589	-	-
Stage 2	700	576	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	569	510	-	-	524	843	-
Mov Cap-2 Maneuver	569	510	-	-	524	-	-
Stage 1	-	-	-	-	589	-	-
Stage 2	604	576	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	12.7		12.4			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	569	510	524	843
HCM Lane V/C Ratio	-	-	-	0.124	0.143	0.139	0.015
HCM Control Delay (s)	-	-	-	12.2	13.2	13	9.3
HCM Lane LOS	-	-	-	B	B	B	A
HCM 95th %tile Q(veh)	-	-	-	0.4	0.5	0.5	0

2-Lane Scenario  
Existing AM traffic volumes

Intersection Report  
02/02/2018

Main St & Jackson St

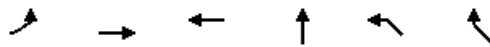
Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑						↔↔	
Traffic Vol, veh/h	0	59	4	95	43	0	0	0	0	57	389	52
Future Vol, veh/h	0	59	4	95	43	0	0	0	0	57	389	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	4	103	47	0	0	0	0	62	423	57

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	576	240	368	604	-	0	0	0
Stage 1	-	576	-	0	0	-	-	-	-
Stage 2	-	0	-	368	604	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	426	761	563	411	0	-	-	-
Stage 1	0	500	-	-	-	0	-	-	-
Stage 2	0	-	-	624	486	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	426	761	495	411	-	-	-	-
Mov Cap-2 Maneuver	-	426	-	495	411	-	-	-	-
Stage 1	-	500	-	-	-	-	-	-	-
Stage 2	-	-	-	541	486	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14.7		14.4			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	438	495	411	-	-	-
HCM Lane V/C Ratio	0.156	0.209	0.114	-	-	-
HCM Control Delay (s)	14.7	14.2	14.9	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	0.5	0.8	0.4	-	-	-

2-Lane Scenario  
Existing AM traffic volumes

2nd East & Jackson St 

Lane Group	EBL	EBT	WBT	NBT	NWL	NWR
Act Effect Green (s)	12.0	12.0	12.0	47.7	7.3	7.3
Actuated g/C Ratio	0.15	0.15	0.15	0.61	0.09	0.09
v/c Ratio	0.22	0.32	0.58	0.30	0.13	0.23
Control Delay	32.9	32.8	36.9	9.5	36.5	38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	32.8	36.9	9.5	36.5	38.7
LOS	C	C	D	A	D	D
Approach Delay		32.8	36.9	9.5	37.9	
Approach LOS		C	D	A	D	

Intersection Summary

Cycle Length: 105  
 Actuated Cycle Length: 77.8  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 19.0  
 Intersection Capacity Utilization 51.0%  
 Analysis Period (min) 15

Intersection LOS: B  
ICU Level of Service A



2-Lane Scenario  
Existing AM traffic volumes

Main St & 2nd North

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Traffic Vol, veh/h	0	0	1	15	0	0	0	0	0	8	500	1
Future Vol, veh/h	0	0	1	15	0	0	0	0	0	8	500	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	16	0	0	0	0	0	9	543	1

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	562	272	290	562	-	0	0	0
Stage 1	-	562	-	0	0	-	-	-	-
Stage 2	-	0	-	290	562	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	434	726	640	434	0	-	-	-
Stage 1	0	508	-	-	-	0	-	-	-
Stage 2	0	-	-	694	508	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	434	726	639	434	-	-	-	-
Mov Cap-2 Maneuver	-	434	-	639	434	-	-	-	-
Stage 1	-	508	-	-	-	-	-	-	-
Stage 2	-	-	-	693	508	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10		10.8			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	726	639	-	-	-
HCM Lane V/C Ratio	0.001	0.026	-	-	-
HCM Control Delay (s)	10	10.8	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0.1	-	-	-

2-Lane Scenario  
Existing AM traffic volumes

2nd East & 2nd North

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	4	6	0	0	13	8	3	508	19	0	0	0
Future Vol, veh/h	4	6	0	0	13	8	3	508	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	7	0	0	14	9	3	552	21	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	289	579	-	-	569	287	0	0	0	
Stage 1	0	0	-	-	569	-	-	-	-	
Stage 2	289	579	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	641	425	0	0	430	710	-	-	-	
Stage 1	-	-	0	0	504	-	-	-	-	
Stage 2	694	499	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	617	425	-	-	430	710	-	-	-	
Mov Cap-2 Maneuver	617	425	-	-	430	-	-	-	-	
Stage 1	-	-	-	-	504	-	-	-	-	
Stage 2	666	499	-	-	-	-	-	-	-	

Approach	EB		WB		NB		
HCM Control Delay, s	12.6		12.5				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	
Capacity (veh/h)	-	-	-	485	506
HCM Lane V/C Ratio	-	-	-	0.022	0.045
HCM Control Delay (s)	-	-	-	12.6	12.5
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1

2-Lane Scenario  
Existing AM traffic volumes

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	0	0	201	0	0	0	0	0	154	303	0
Future Vol, veh/h	0	0	0	201	0	0	0	0	0	154	303	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	218	0	0	0	0	0	167	329	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	663	165	499	663	-	0	0	0
Stage 1	-	663	-	0	0	-	-	-	-
Stage 2	-	0	-	499	663	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	380	850	454	380	0	-	-	-
Stage 1	0	457	-	-	-	0	-	-	-
Stage 2	0	-	-	522	457	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	380	850	454	380	-	-	-	-
Mov Cap-2 Maneuver	-	380	-	454	380	-	-	-	-
Stage 1	-	457	-	-	-	-	-	-	-
Stage 2	-	-	-	522	457	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	15.9	
HCM LOS	A	C	

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	454	454	-	-	-
HCM Lane V/C Ratio	-	0.321	0.16	-	-	-
HCM Control Delay (s)	0	16.6	14.4	-	-	-
HCM Lane LOS	A	C	B	-	-	-
HCM 95th %tile Q(veh)	-	1.4	0.6	-	-	-

2-Lane Scenario  
Existing AM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕				
Traffic Volume (veh/h)	2	145	0	0	202	93	2	287	203	0	0	0
Future Volume (veh/h)	2	145	0	0	202	93	2	287	203	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1800	1810	1775	1353			
Adj Flow Rate, veh/h	2	158	0	0	220	101	2	312	221			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	61	1846	0	0	1274	565	4	575	433			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.31	0.31	0.31			
Sat Flow, veh/h	8	3544	0	0	2480	1059	12	1875	1412			
Grp Volume(v), veh/h	86	74	0	0	161	160	296	0	239			
Grp Sat Flow(s),veh/h/ln	1857	1610	0	0	1770	1676	1774	0	1525			
Q Serve(g_s), s	0.0	1.5	0.0	0.0	3.0	3.2	9.1	0.0	8.4			
Cycle Q Clear(g_c), s	1.5	1.5	0.0	0.0	3.0	3.2	9.1	0.0	8.4			
Prop In Lane	0.02		0.00	0.00		0.63	0.01		0.93			
Lane Grp Cap(c), veh/h	1047	860	0	0	945	894	544	0	468			
V/C Ratio(X)	0.08	0.09	0.00	0.00	0.17	0.18	0.54	0.00	0.51			
Avail Cap(c_a), veh/h	1047	860	0	0	945	894	947	0	814			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.4	7.4	0.0	0.0	7.8	7.8	18.8	0.0	18.6			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.4	0.4	0.9	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.7	0.0	0.0	1.6	1.6	4.6	0.0	3.6			
LnGrp Delay(d),s/veh	7.6	7.6	0.0	0.0	8.2	8.3	19.7	0.0	19.4			
LnGrp LOS	A	A			A	A	B		B			
Approach Vol, veh/h		160			321			535				
Approach Delay, s/veh		7.6			8.2			19.6				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		25.2		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+l1), s		3.5		11.1		5.2						
Green Ext Time (p_c), s		0.9		3.7		2.1						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.1								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

2-Lane Scenario  
Existing AM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Traffic Vol, veh/h	0	0	1	8	0	0	0	0	0	10	433	2
Future Vol, veh/h	0	0	1	8	0	0	0	0	0	10	433	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	9	0	0	0	0	0	11	471	2

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	494	237	258	495	-	0	0	0
Stage 1	-	494	-	0	0	-	-	-	-
Stage 2	-	0	-	258	495	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	475	764	674	474	0	-	-	-
Stage 1	0	545	-	-	-	0	-	-	-
Stage 2	0	-	-	724	544	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	475	764	673	474	-	-	-	-
Mov Cap-2 Maneuver	-	475	-	673	474	-	-	-	-
Stage 1	-	545	-	-	-	-	-	-	-
Stage 2	-	-	-	723	544	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	9.7		10.4					
HCM LOS	A		B					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	764	673	-	-	-
HCM Lane V/C Ratio	0.001	0.013	-	-	-
HCM Control Delay (s)	9.7	10.4	-	-	-
HCM Lane LOS	A	B	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

2-Lane Scenario  
Existing AM traffic volumes

2nd East & 4th North

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	3	7	0	0	11	7	3	346	11	0	0	0
Future Vol, veh/h	3	7	0	0	11	7	3	346	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	8	0	0	12	8	3	376	12	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	200	394	-	-	388	194	0	0	0	
Stage 1	0	0	-	-	388	-	-	-	-	
Stage 2	200	394	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	741	541	0	0	545	815	-	-	-	
Stage 1	-	-	0	0	607	-	-	-	-	
Stage 2	783	604	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	722	541	-	-	545	815	-	-	-	
Mov Cap-2 Maneuver	722	541	-	-	545	-	-	-	-	
Stage 1	-	-	-	-	607	-	-	-	-	
Stage 2	760	604	-	-	-	-	-	-	-	

Approach	EB		WB		NB		
HCM Control Delay, s	11.3		10.9				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	585	626
HCM Lane V/C Ratio	-	-	-	0.019	0.031
HCM Control Delay (s)	-	-	-	11.3	10.9
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1



2-Lane Scenario  
Existing PM traffic volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	127	40	40	117	0	0	0	0	33	500	109
Future Vol, veh/h	0	127	40	40	117	0	0	0	0	33	500	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	138	43	43	127	0	0	0	0	36	543	118

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	674	331	413	733	-	0	0	0
Stage 1	-	674	-	0	0	-	-	-	-
Stage 2	-	0	-	413	733	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	375	665	523	346	0	-	-	-
Stage 1	0	452	-	-	-	0	-	-	-
Stage 2	0	-	-	587	424	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	375	665	349	346	-	-	-	-
Mov Cap-2 Maneuver	-	375	-	349	346	-	-	-	-
Stage 1	-	452	-	-	-	-	-	-	-
Stage 2	-	-	-	381	424	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	20		20.2			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	419	349	346	-	-	-
HCM Lane V/C Ratio	0.433	0.125	0.368	-	-	-
HCM Control Delay (s)	20	16.8	21.3	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	2.1	0.4	1.6	-	-	-

2-Lane Scenario  
Existing PM traffic volumes

2nd East & 5th North

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	80	87	0	0	75	39	82	542	83	0	0	0
Future Vol, veh/h	80	87	0	0	75	39	82	542	83	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	95	0	0	82	42	89	589	90	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	514	857	-	-	812	340	0	0	0	
Stage 1	0	0	-	-	812	-	-	-	-	
Stage 2	514	857	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	443	293	0	0	312	656	-	-	-	
Stage 1	-	-	0	0	390	-	-	-	-	
Stage 2	511	372	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	331	293	-	-	312	656	-	-	-	
Mov Cap-2 Maneuver	331	293	-	-	312	-	-	-	-	
Stage 1	-	-	-	-	390	-	-	-	-	
Stage 2	378	372	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	21.4		17.3			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	331	293	312	656
HCM Lane V/C Ratio	-	-	-	0.263	0.323	0.261	0.065
HCM Control Delay (s)	-	-	-	19.7	23	20.6	10.9
HCM Lane LOS	-	-	-	C	C	C	B
HCM 95th %tile Q(veh)	-	-	-	1	1.4	1	0.2

2-Lane Scenario  
Existing PM traffic volumes

Main St & Jackson St

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	60	5	87	18	0	0	0	0	82	624	48
Future Vol, veh/h	0	60	5	87	18	0	0	0	0	82	624	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	65	5	95	20	0	0	0	0	89	678	52

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	882	365	550	908	-	0	0	0
Stage 1	-	882	-	0	0	-	-	-	-
Stage 2	-	0	-	550	908	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	284	632	418	274	0	-	-	-
Stage 1	0	362	-	-	-	0	-	-	-
Stage 2	0	-	-	487	352	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	284	632	341	274	-	-	-	-
Mov Cap-2 Maneuver	-	284	-	341	274	-	-	-	-
Stage 1	-	362	-	-	-	-	-	-	-
Stage 2	-	-	-	396	352	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	20.9		19.5			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	297	341	274	-	-	-
HCM Lane V/C Ratio	0.238	0.277	0.071	-	-	-
HCM Control Delay (s)	20.9	19.6	19.1	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	0.9	1.1	0.2	-	-	-

2-Lane Scenario  
Existing PM traffic volumes

2nd East & Jackson St



Lane Group	EBL	EBT	WBT	NBT	NWL	NWR
Act Effect Green (s)	13.1	13.1	13.1	45.6	6.0	6.0
Actuated g/C Ratio	0.17	0.17	0.17	0.60	0.08	0.08
v/c Ratio	0.38	0.36	0.63	0.54	0.05	0.20
Control Delay	36.2	31.9	36.2	12.5	37.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	31.9	36.2	12.5	37.2	2.9
LOS	D	C	D	B	D	A
Approach Delay		33.4	36.2	12.5	8.2	
Approach LOS		C	D	B	A	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 76.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 17.9

Intersection LOS: B

Intersection Capacity Utilization 65.9%

ICU Level of Service C

Analysis Period (min) 15

2-Lane Scenario  
Existing PM traffic volumes

Main St & 2nd North

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Traffic Vol, veh/h	0	10	7	45	1	0	0	0	0	32	680	0
Future Vol, veh/h	0	10	7	45	1	0	0	0	0	32	680	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	8	49	1	0	0	0	0	35	739	0

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	809	370	445	809	-	0	0	0
Stage 1	-	809	-	0	0	-	-	-	-
Stage 2	-	0	-	445	809	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	313	627	497	313	0	-	-	-
Stage 1	0	392	-	-	-	0	-	-	-
Stage 2	0	-	-	562	392	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	313	627	478	313	-	-	-	-
Mov Cap-2 Maneuver	-	313	-	478	313	-	-	-	-
Stage 1	-	392	-	-	-	-	-	-	-
Stage 2	-	-	-	540	392	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	14.6		13.5					
HCM LOS	B		B					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	394	473	-	-	-
HCM Lane V/C Ratio	0.047	0.106	-	-	-
HCM Control Delay (s)	14.6	13.5	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.1	0.4	-	-	-

2-Lane Scenario  
Existing PM traffic volumes

2nd East & 2nd North

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	21	21	0	0	25	24	28	899	21	0	0	0
Future Vol, veh/h	21	21	0	0	25	24	28	899	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	23	0	0	27	26	30	977	23	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	562	1060	-	-	1049	500	0	0	0	
Stage 1	0	0	-	-	1049	-	-	-	-	
Stage 2	562	1060	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	410	223	0	0	226	516	-	-	-	
Stage 1	-	-	0	0	303	-	-	-	-	
Stage 2	479	299	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	353	223	-	-	226	516	-	-	-	
Mov Cap-2 Maneuver	353	223	-	-	226	-	-	-	-	
Stage 1	-	-	-	-	303	-	-	-	-	
Stage 2	414	299	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	20.8		18.9			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	
Capacity (veh/h)	-	-	-	273	312
HCM Lane V/C Ratio	-	-	-	0.167	0.171
HCM Control Delay (s)	-	-	-	20.8	18.9
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.6	0.6



2-Lane Scenario  
Existing PM traffic volumes

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	2	1	277	3	0	0	0	0	175	420	0
Future Vol, veh/h	0	2	1	277	3	0	0	0	0	175	420	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	301	3	0	0	0	0	190	457	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	837	229	610	837	-	0	0	0
Stage 1	-	837	-	0	0	-	-	-	-
Stage 2	-	0	-	610	837	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	301	774	378	301	0	-	-	-
Stage 1	0	380	-	-	-	0	-	-	-
Stage 2	0	-	-	448	380	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	301	774	375	301	-	-	-	-
Mov Cap-2 Maneuver	-	301	-	375	301	-	-	-	-
Stage 1	-	380	-	-	-	-	-	-	-
Stage 2	-	-	-	445	380	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14.6		22.8			
HCM LOS	B		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	378	375	372	-	-	-
HCM Lane V/C Ratio	0.009	0.535	0.279	-	-	-
HCM Control Delay (s)	14.6	25.1	18.4	-	-	-
HCM Lane LOS	B	D	C	-	-	-
HCM 95th %tile Q(veh)	0	3	1.1	-	-	-

2-Lane Scenario  
Existing PM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Volume (veh/h)	14	163	0	0	257	150	15	558	353	0	0	0
Future Volume (veh/h)	14	163	0	0	257	150	15	558	353	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1353	1810	1775	1353			
Adj Flow Rate, veh/h	15	177	0	0	279	163	16	607	384			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	134	1486	0	0	1028	584	19	747	514			
Arrive On Green	0.47	0.47	0.00	0.00	0.47	0.47	0.39	0.39	0.39			
Sat Flow, veh/h	165	3232	0	0	2271	1236	50	1932	1330			
Grp Volume(v), veh/h	102	90	0	0	225	217	562	0	445			
Grp Sat Flow(s),veh/h/ln	1702	1610	0	0	1770	1645	1772	0	1540			
Q Serve(g_s), s	0.0	2.3	0.0	0.0	5.7	5.9	21.0	0.0	18.4			
Cycle Q Clear(g_c), s	2.2	2.3	0.0	0.0	5.7	5.9	21.0	0.0	18.4			
Prop In Lane	0.15		0.00	0.00		0.75	0.03		0.86			
Lane Grp Cap(c), veh/h	860	760	0	0	836	777	685	0	595			
V/C Ratio(X)	0.12	0.12	0.00	0.00	0.27	0.28	0.82	0.00	0.75			
Avail Cap(c_a), veh/h	860	760	0	0	836	777	837	0	727			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.9	10.9	0.0	0.0	11.8	11.8	20.3	0.0	19.5			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	0.8	0.9	5.5	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	1.1	0.0	0.0	2.9	2.8	11.2	0.0	8.3			
LnGrp Delay(d),s/veh	11.1	11.2	0.0	0.0	12.6	12.7	25.8	0.0	22.9			
LnGrp LOS	B	B			B	B	C		C			
Approach Vol, veh/h		192			442			1007				
Approach Delay, s/veh		11.2			12.6			24.5				
Approach LOS		B			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		33.7		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+I1), s		4.3		23.0		7.9						
Green Ext Time (p_c), s		1.2		5.5		3.0						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.7								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

2-Lane Scenario  
Existing PM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Traffic Vol, veh/h	0	1	1	25	1	0	0	0	0	33	556	1
Future Vol, veh/h	0	1	1	25	1	0	0	0	0	33	556	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	1	27	1	0	0	0	0	36	604	1

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	677	303	375	677	-	0	0	0
Stage 1	-	677	-	0	0	-	-	-	-
Stage 2	-	0	-	375	677	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	373	693	557	373	0	-	-	-
Stage 1	0	450	-	-	-	0	-	-	-
Stage 2	0	-	-	618	450	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	373	693	555	373	-	-	-	-
Mov Cap-2 Maneuver	-	373	-	555	373	-	-	-	-
Stage 1	-	450	-	-	-	-	-	-	-
Stage 2	-	-	-	616	450	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	12.5		12					
HCM LOS	B		B					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	485	545	-	-	-
HCM Lane V/C Ratio	0.004	0.052	-	-	-
HCM Control Delay (s)	12.5	12	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0.2	-	-	-

2-Lane Scenario  
Existing PM traffic volumes

2nd East & 4th North

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	11	23	0	0	26	19	6	677	32	0	0	0
Future Vol, veh/h	11	23	0	0	26	19	6	677	32	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	25	0	0	28	21	7	736	35	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	396	785	-	-	768	386	0	0	0	
Stage 1	0	0	-	-	768	-	-	-	-	
Stage 2	396	785	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	538	323	0	0	330	612	-	-	-	
Stage 1	-	-	0	0	409	-	-	-	-	
Stage 2	601	402	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	486	323	-	-	330	612	-	-	-	
Mov Cap-2 Maneuver	486	323	-	-	330	-	-	-	-	
Stage 1	-	-	-	-	409	-	-	-	-	
Stage 2	541	402	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	16.1		15			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	
Capacity (veh/h)	-	-	-	362	410
HCM Lane V/C Ratio	-	-	-	0.102	0.119
HCM Control Delay (s)	-	-	-	16.1	15
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.3	0.4

2-Lane Scenario  
20-year AM traffic Volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	123	54	34	81	0	0	0	0	18	392	81
Future Vol, veh/h	0	123	54	34	81	0	0	0	0	18	392	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	134	59	37	88	0	0	0	0	20	426	88

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	510	257	320	554	-	0	0	0
Stage 1	-	510	-	0	0	-	-	-	-
Stage 2	-	0	-	320	554	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	465	742	609	439	0	-	-	-
Stage 1	0	536	-	-	-	0	-	-	-
Stage 2	0	-	-	666	512	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	465	742	436	439	-	-	-	-
Mov Cap-2 Maneuver	-	465	-	436	439	-	-	-	-
Stage 1	-	536	-	-	-	-	-	-	-
Stage 2	-	-	-	460	512	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	15.8		14.8			
HCM LOS	C		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	525	436	439	-	-	-
HCM Lane V/C Ratio	0.366	0.085	0.201	-	-	-
HCM Control Delay (s)	15.8	14	15.2	-	-	-
HCM Lane LOS	C	B	C	-	-	-
HCM 95th %tile Q(veh)	1.7	0.3	0.7	-	-	-

2-Lane Scenario  
20-year AM traffic Volumes

2nd East & 5th North

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	72	74	0	0	74	13	50	302	45	0	0	0
Future Vol, veh/h	72	74	0	0	74	13	50	302	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	80	0	0	80	14	54	328	49	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	312	485	-	-	461	189	0	0	0	
Stage 1	0	0	-	-	461	-	-	-	-	
Stage 2	312	485	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	617	481	0	0	496	821	-	-	-	
Stage 1	-	-	0	0	564	-	-	-	-	
Stage 2	673	550	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	531	481	-	-	496	821	-	-	-	
Mov Cap-2 Maneuver	531	481	-	-	496	-	-	-	-	
Stage 1	-	-	-	-	564	-	-	-	-	
Stage 2	567	550	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	13.5		13.1			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	531	481	496	821
HCM Lane V/C Ratio	-	-	-	0.147	0.167	0.162	0.017
HCM Control Delay (s)	-	-	-	12.9	14	13.7	9.5
HCM Lane LOS	-	-	-	B	B	B	A
HCM 95th %tile Q(veh)	-	-	-	0.5	0.6	0.6	0.1



2-Lane Scenario  
20-year AM traffic Volumes

Main St & Jackson St

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	65	4	105	48	0	0	0	0	63	430	57
Future Vol, veh/h	0	65	4	105	48	0	0	0	0	63	430	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	4	114	52	0	0	0	0	68	467	62

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	634	265	405	665	-	0	0	0
Stage 1	-	634	-	0	0	-	-	-	-
Stage 2	-	0	-	405	665	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	395	733	530	379	0	-	-	-
Stage 1	0	471	-	-	-	0	-	-	-
Stage 2	0	-	-	593	456	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	395	733	454	379	-	-	-	-
Mov Cap-2 Maneuver	-	395	-	454	379	-	-	-	-
Stage 1	-	471	-	-	-	-	-	-	-
Stage 2	-	-	-	501	456	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	15.9		15.7			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	406	454	379	-	-	-
HCM Lane V/C Ratio	0.185	0.251	0.138	-	-	-
HCM Control Delay (s)	15.9	15.6	16	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	0.7	1	0.5	-	-	-



2-Lane Scenario  
20-year AM traffic Volumes

Main St & 2nd North

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Traffic Vol, veh/h	0	0	1	17	0	0	0	0	0	9	552	1
Future Vol, veh/h	0	0	1	17	0	0	0	0	0	9	552	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	18	0	0	0	0	0	10	600	1

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	621	301	320	621	-	-	0
Stage 1	-	621	-	0	0	-	-	-
Stage 2	-	0	-	320	621	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	-	4.14
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	-	2.22
Pot Cap-1 Maneuver	0	402	695	609	402	0	-	-
Stage 1	0	477	-	-	-	0	-	-
Stage 2	0	-	-	666	477	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	402	695	608	402	-	-	-
Mov Cap-2 Maneuver	-	402	-	608	402	-	-	-
Stage 1	-	477	-	-	-	-	-	-
Stage 2	-	-	-	665	477	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10.2		11.1			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	695	608	-	-	-
HCM Lane V/C Ratio	0.002	0.03	-	-	-
HCM Control Delay (s)	10.2	11.1	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0.1	-	-	-

2-Lane Scenario  
20-year AM traffic Volumes

2nd East & 2nd North

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	4	7	0	0	14	9	3	561	21	0	0	0
Future Vol, veh/h	4	7	0	0	14	9	3	561	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	8	0	0	15	10	3	610	23	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	319	639	-	-	628	317	0	0	0	
Stage 1	0	0	-	-	628	-	-	-	-	
Stage 2	319	639	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	610	392	0	0	398	679	-	-	-	
Stage 1	-	-	0	0	474	-	-	-	-	
Stage 2	667	469	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	584	392	-	-	398	679	-	-	-	
Mov Cap-2 Maneuver	584	392	-	-	398	-	-	-	-	
Stage 1	-	-	-	-	474	-	-	-	-	
Stage 2	636	469	-	-	-	-	-	-	-	

Approach	EB		WB		NB		
HCM Control Delay, s	13.3		13				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WB Ln1
Capacity (veh/h)	-	-	-	445	475
HCM Lane V/C Ratio	-	-	-	0.027	0.053
HCM Control Delay (s)	-	-	-	13.3	13
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.2

2-Lane Scenario  
20-year AM traffic Volumes

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	0	2	228	0	0	0	0	0	170	335	0
Future Vol, veh/h	0	0	2	228	0	0	0	0	0	170	335	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	248	0	0	0	0	0	185	364	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	734	182	552	734	-	0	0	0
Stage 1	-	734	-	0	0	-	-	-	-
Stage 2	-	0	-	552	734	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	346	829	416	346	0	-	-	-
Stage 1	0	424	-	-	-	0	-	-	-
Stage 2	0	-	-	486	424	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	346	829	415	346	-	-	-	-
Mov Cap-2 Maneuver	-	346	-	415	346	-	-	-	-
Stage 1	-	424	-	-	-	-	-	-	-
Stage 2	-	-	-	485	424	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	9.4		18.1					
HCM LOS	A		C					

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	829	415	415	-	-	-
HCM Lane V/C Ratio	0.003	0.398	0.199	-	-	-
HCM Control Delay (s)	9.4	19.3	15.8	-	-	-
HCM Lane LOS	A	C	C	-	-	-
HCM 95th %tile Q(veh)	0	1.9	0.7	-	-	-

2-Lane Scenario  
20-year AM traffic Volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕			↕↔			↕↔				
Traffic Volume (veh/h)	2	160	0	0	223	103	2	317	224	0	0	0
Future Volume (veh/h)	2	160	0	0	223	103	2	317	224	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1800	1810	1775	1353			
Adj Flow Rate, veh/h	2	174	0	0	242	112	2	345	243			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	60	1847	0	0	1269	569	3	575	434			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.31	0.31	0.31			
Sat Flow, veh/h	7	3546	0	0	2470	1067	11	1875	1414			
Grp Volume(v), veh/h	94	82	0	0	178	176	328	0	262			
Grp Sat Flow(s),veh/h/ln	1857	1610	0	0	1770	1674	1774	0	1525			
Q Serve(g_s), s	0.0	1.6	0.0	0.0	3.4	3.6	10.2	0.0	9.4			
Cycle Q Clear(g_c), s	1.6	1.6	0.0	0.0	3.4	3.6	10.2	0.0	9.4			
Prop In Lane	0.02		0.00	0.00		0.64	0.01		0.93			
Lane Grp Cap(c), veh/h	1048	860	0	0	945	894	544	0	468			
V/C Ratio(X)	0.09	0.09	0.00	0.00	0.19	0.20	0.60	0.00	0.56			
Avail Cap(c_a), veh/h	1048	860	0	0	945	894	947	0	814			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.5	7.5	0.0	0.0	7.9	7.9	19.2	0.0	18.9			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.4	0.5	1.1	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.8	0.0	0.0	1.7	1.7	5.2	0.0	4.1			
LnGrp Delay(d),s/veh	7.6	7.7	0.0	0.0	8.3	8.4	20.3	0.0	20.0			
LnGrp LOS	A	A			A	A	C		B			
Approach Vol, veh/h		176			354			590				
Approach Delay, s/veh		7.7			8.4			20.2				
Approach LOS		A			A			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		25.2		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+I1), s		3.6		12.2		5.6						
Green Ext Time (p_c), s		1.0		4.0		2.4						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.5								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



2-Lane Scenario  
20-year AM traffic Volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Traffic Vol, veh/h	0	0	1	9	0	0	0	0	0	11	478	2
Future Vol, veh/h	0	0	1	9	0	0	0	0	0	11	478	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	10	0	0	0	0	0	12	520	2

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	545	261	284	546	-	-	0	0	0
Stage 1	-	545	-	0	0	-	-	-	-	-
Stage 2	-	0	-	284	546	-	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	444	738	646	444	0	-	-	-	-
Stage 1	0	517	-	-	-	0	-	-	-	-
Stage 2	0	-	-	699	516	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	444	738	645	444	-	-	-	-	-
Mov Cap-2 Maneuver	-	444	-	645	444	-	-	-	-	-
Stage 1	-	517	-	-	-	-	-	-	-	-
Stage 2	-	-	-	698	516	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, s	9.9		10.7						
HCM LOS	A		B						

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	738	645	-	-	-
HCM Lane V/C Ratio	0.001	0.015	-	-	-
HCM Control Delay (s)	9.9	10.7	-	-	-
HCM Lane LOS	A	B	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

2-Lane Scenario  
20-year AM traffic Volumes

2nd East & 4th North

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	3	8	0	0	12	8	3	382	12	0	0	0
Future Vol, veh/h	3	8	0	0	12	8	3	382	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	9	0	0	13	9	3	415	13	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	220	434	-	-	428	214	0	0	0	
Stage 1	0	0	-	-	428	-	-	-	-	
Stage 2	220	434	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	717	514	0	0	518	791	-	-	-	
Stage 1	-	-	0	0	583	-	-	-	-	
Stage 2	762	579	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	695	514	-	-	518	791	-	-	-	
Mov Cap-2 Maneuver	695	514	-	-	518	-	-	-	-	
Stage 1	-	-	-	-	583	-	-	-	-	
Stage 2	737	579	-	-	-	-	-	-	-	

Approach	EB		WB		NB		
HCM Control Delay, s	11.7		11.2				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	553	601
HCM Lane V/C Ratio	-	-	-	0.022	0.036
HCM Control Delay (s)	-	-	-	11.7	11.2
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1

2-Lane Scenario  
20-year PM traffic volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	140	44	44	129	0	0	0	0	36	552	120
Future Vol, veh/h	0	140	44	44	129	0	0	0	0	36	552	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	152	48	48	140	0	0	0	0	39	600	130

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	743	365	454	808	-	0	0	0
Stage 1	-	743	-	0	0	-	-	-	-
Stage 2	-	0	-	454	808	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	342	632	489	313	0	-	-	-
Stage 1	0	420	-	-	-	0	-	-	-
Stage 2	0	-	-	555	392	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	342	632	294	313	-	-	-	-
Mov Cap-2 Maneuver	-	342	-	294	313	-	-	-	-
Stage 1	-	420	-	-	-	-	-	-	-
Stage 2	-	-	-	327	392	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	24.1		24			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	384	294	313	-	-	-
HCM Lane V/C Ratio	0.521	0.163	0.448	-	-	-
HCM Control Delay (s)	24.1	19.6	25.5	-	-	-
HCM Lane LOS	C	C	D	-	-	-
HCM 95th %tile Q(veh)	2.9	0.6	2.2	-	-	-

2-Lane Scenario  
20-year PM traffic volumes

2nd East & 5th North

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	88	96	0	0	83	43	91	599	92	0	0	0
Future Vol, veh/h	88	96	0	0	83	43	91	599	92	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	104	0	0	90	47	99	651	100	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	569	949	-	-	899	376	0	0	0	
Stage 1	0	0	-	-	899	-	-	-	-	
Stage 2	569	949	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	405	259	0	0	277	622	-	-	-	
Stage 1	-	-	0	0	356	-	-	-	-	
Stage 2	474	337	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	280	259	-	-	277	622	-	-	-	
Mov Cap-2 Maneuver	280	259	-	-	277	-	-	-	-	
Stage 1	-	-	-	-	356	-	-	-	-	
Stage 2	327	337	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	26.3		19.7			
HCM LOS	D		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	280	259	277	622
HCM Lane V/C Ratio	-	-	-	0.342	0.403	0.326	0.075
HCM Control Delay (s)	-	-	-	24.4	28	24.1	11.3
HCM Lane LOS	-	-	-	C	D	C	B
HCM 95th %tile Q(veh)	-	-	-	1.5	1.8	1.4	0.2

2-Lane Scenario  
20-year PM traffic volumes

Main St & Jackson St

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑						↔↔	
Traffic Vol, veh/h	0	66	6	96	39	0	0	0	0	91	689	53
Future Vol, veh/h	0	66	6	96	39	0	0	0	0	91	689	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	72	7	104	42	0	0	0	0	99	749	58

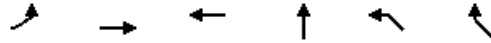
Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	976	404	609	1005	-	0	0	0
Stage 1	-	976	-	0	0	-	-	-	-
Stage 2	-	0	-	609	1005	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	250	596	379	240	0	-	-	-
Stage 1	0	327	-	-	-	0	-	-	-
Stage 2	0	-	-	449	317	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	250	596	292	240	-	-	-	-
Mov Cap-2 Maneuver	-	250	-	292	240	-	-	-	-
Stage 1	-	327	-	-	-	-	-	-	-
Stage 2	-	-	-	347	317	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	24.4		23.8			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	263	292	240	-	-	-
HCM Lane V/C Ratio	0.298	0.357	0.177	-	-	-
HCM Control Delay (s)	24.4	24	23.2	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	1.2	1.6	0.6	-	-	-

2-Lane Scenario  
20-year PM traffic volumes

2nd East & Jackson St



Lane Group	EBL	EBT	WBT	NBT	NWL	NWR
Act Effect Green (s)	17.1	17.1	17.1	44.4	6.0	6.0
Actuated g/C Ratio	0.22	0.22	0.22	0.56	0.08	0.08
v/c Ratio	0.44	0.37	0.74	0.64	0.06	0.21
Control Delay	39.5	31.4	41.4	15.7	38.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	31.4	41.4	15.7	38.4	4.1
LOS	D	C	D	B	D	A
Approach Delay		34.2	41.4	15.7	9.5	
Approach LOS		C	D	B	A	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 79.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 74.0%

ICU Level of Service D

Analysis Period (min) 15



2-Lane Scenario  
20-year PM traffic volumes

Main St & 2nd North

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Traffic Vol, veh/h	0	11	8	57	1	0	0	0	0	35	751	0
Future Vol, veh/h	0	11	8	57	1	0	0	0	0	35	751	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	9	62	1	0	0	0	0	38	816	0

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	892	408	490	892	-	0	0	0
Stage 1	-	892	-	0	0	-	-	-	-
Stage 2	-	0	-	490	892	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	280	593	461	280	0	-	-	-
Stage 1	0	358	-	-	-	0	-	-	-
Stage 2	0	-	-	529	358	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	280	593	439	280	-	-	-	-
Mov Cap-2 Maneuver	-	280	-	439	280	-	-	-	-
Stage 1	-	358	-	-	-	-	-	-	-
Stage 2	-	-	-	504	358	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	15.6		14.7			
HCM LOS	C		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	360	435	-	-	-
HCM Lane V/C Ratio	0.057	0.145	-	-	-
HCM Control Delay (s)	15.6	14.7	-	-	-
HCM Lane LOS	C	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	-

2-Lane Scenario  
20-year PM traffic volumes

2nd East & 2nd North

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	23	23	0	0	28	27	31	993	23	0	0	0
Future Vol, veh/h	23	23	0	0	28	27	31	993	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	25	0	0	30	29	34	1079	25	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	623	1172	-	-	1160	552	0	0	0	
Stage 1	0	0	-	-	1160	-	-	-	-	
Stage 2	623	1172	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	370	191	0	0	194	477	-	-	-	
Stage 1	-	-	0	0	268	-	-	-	-	
Stage 2	440	264	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	305	191	-	-	194	477	-	-	-	
Mov Cap-2 Maneuver	305	191	-	-	194	-	-	-	-	
Stage 1	-	-	-	-	268	-	-	-	-	
Stage 2	366	264	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	24.4		21.8			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	235	274
HCM Lane V/C Ratio	-	-	-	0.213	0.218
HCM Control Delay (s)	-	-	-	24.4	21.8
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.8	0.8

2-Lane Scenario  
20-year PM traffic volumes

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	2	1	306	3	0	0	0	0	193	464	0
Future Vol, veh/h	0	2	1	306	3	0	0	0	0	193	464	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	333	3	0	0	0	0	210	504	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	924	252	673	924	-	0	0	0
Stage 1	-	924	-	0	0	-	-	-	-
Stage 2	-	0	-	673	924	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	268	748	341	268	0	-	-	-
Stage 1	0	346	-	-	-	0	-	-	-
Stage 2	0	-	-	411	346	0	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	-	268	748	338	268	-	-	-	-
Mov Cap-2 Maneuver	-	268	-	338	268	-	-	-	-
Stage 1	-	346	-	-	-	-	-	-	-
Stage 2	-	-	-	408	346	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	15.7		29.5					
HCM LOS	C		D					

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	341	338	335	-	-	-
HCM Lane V/C Ratio	0.01	0.656	0.341	-	-	-
HCM Control Delay (s)	15.7	33.8	21.2	-	-	-
HCM Lane LOS	C	D	C	-	-	-
HCM 95th %tile Q(veh)	0	4.4	1.5	-	-	-

2-Lane Scenario  
20-year PM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕				
Traffic Volume (veh/h)	15	180	0	0	284	166	17	617	390	0	0	0
Future Volume (veh/h)	15	180	0	0	284	166	17	617	390	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1810	1775	1353			
Adj Flow Rate, veh/h	16	196	0	0	309	180	18	671	424			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	125	1436	0	0	992	564	21	789	541			
Arrive On Green	0.46	0.46	0.00	0.00	0.46	0.46	0.41	0.41	0.41			
Sat Flow, veh/h	157	3235	0	0	2269	1238	51	1934	1327			
Grp Volume(v), veh/h	112	100	0	0	250	239	621	0	492			
Grp Sat Flow(s),veh/h/ln	1697	1610	0	0	1770	1644	1772	0	1540			
Q Serve(g_s), s	0.0	2.7	0.0	0.0	6.8	7.1	24.4	0.0	21.2			
Cycle Q Clear(g_c), s	2.7	2.7	0.0	0.0	6.8	7.1	24.4	0.0	21.2			
Prop In Lane	0.14		0.00	0.00		0.75	0.03		0.86			
Lane Grp Cap(c), veh/h	827	734	0	0	806	749	723	0	629			
V/C Ratio(X)	0.14	0.14	0.00	0.00	0.31	0.32	0.86	0.00	0.78			
Avail Cap(c_a), veh/h	827	734	0	0	806	749	807	0	702			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	12.0	12.1	0.0	0.0	13.2	13.2	20.6	0.0	19.7			
Incr Delay (d2), s/veh	0.3	0.4	0.0	0.0	1.0	1.1	8.5	0.0	5.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.3	0.0	0.0	3.6	3.4	13.6	0.0	9.8			
LnGrp Delay(d),s/veh	12.4	12.4	0.0	0.0	14.2	14.4	29.1	0.0	24.9			
LnGrp LOS	B	B			B	B	C		C			
Approach Vol, veh/h		212			489			1113				
Approach Delay, s/veh		12.4			14.3			27.2				
Approach LOS		B			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		36.4		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+I1), s		4.7		26.4		9.1						
Green Ext Time (p_c), s		1.3		4.8		3.3						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.0								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

2-Lane Scenario  
20-year PM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Traffic Vol, veh/h	0	1	1	28	1	0	0	0	0	36	614	1
Future Vol, veh/h	0	1	1	28	1	0	0	0	0	36	614	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	1	30	1	0	0	0	0	39	667	1

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	746	334	412	746	-	0	0	0
Stage 1	-	746	-	0	0	-	-	-	-
Stage 2	-	0	-	412	746	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	340	662	524	340	0	-	-	-
Stage 1	0	419	-	-	-	0	-	-	-
Stage 2	0	-	-	588	419	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	340	662	522	340	-	-	-	-
Mov Cap-2 Maneuver	-	340	-	522	340	-	-	-	-
Stage 1	-	419	-	-	-	-	-	-	-
Stage 2	-	-	-	586	419	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	13.1		12.5					
HCM LOS	B		B					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	449	513	-	-	-
HCM Lane V/C Ratio	0.005	0.061	-	-	-
HCM Control Delay (s)	13.1	12.5	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0.2	-	-	-

2-Lane Scenario  
20-year PM traffic volumes

2nd East & 4th North

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Traffic Vol, veh/h	12	25	0	0	29	21	7	748	35	0	0	0
Future Vol, veh/h	12	25	0	0	29	21	7	748	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	27	0	0	32	23	8	813	38	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	439	867	-	-	848	426	0	0	0		
Stage 1	0	0	-	-	848	-	-	-	-		
Stage 2	439	867	-	-	0	-	-	-	-		
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-		
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-		
Pot Cap-1 Maneuver	502	289	0	0	297	577	-	-	-		
Stage 1	-	-	0	0	376	-	-	-	-		
Stage 2	567	368	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	443	289	-	-	297	577	-	-	-		
Mov Cap-2 Maneuver	443	289	-	-	297	-	-	-	-		
Stage 1	-	-	-	-	376	-	-	-	-		
Stage 2	499	368	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	17.6		16.3				
HCM LOS	C		C				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	326	373
HCM Lane V/C Ratio	-	-	-	0.123	0.146
HCM Control Delay (s)	-	-	-	17.6	16.3
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.4	0.5

One Way Scenario  
Existing AM traffic volumes

Intersection Reports  
02/02/2018

Main St & 5th North

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	111	49	31	73	0	0	0	0	16	355	73
Future Vol, veh/h	0	111	49	31	73	0	0	0	0	16	355	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	121	53	34	79	0	0	0	0	17	386	79

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	460	233	288	499	-	0	0	0
Stage 1	-	460	-	0	0	-	-	-	-
Stage 2	-	0	-	288	499	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	497	769	642	472	0	-	-	-
Stage 1	0	564	-	-	-	0	-	-	-
Stage 2	0	-	-	695	542	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	497	769	485	472	-	-	-	-
Mov Cap-2 Maneuver	-	497	-	485	472	-	-	-	-
Stage 1	-	564	-	-	-	-	-	-	-
Stage 2	-	-	-	508	542	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14.4		13.8			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	557	485	472	-	-	-
HCM Lane V/C Ratio	0.312	0.069	0.168	-	-	-
HCM Control Delay (s)	14.4	13	14.2	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	1.3	0.2	0.6	-	-	-



One Way Scenario  
Existing AM traffic volumes

Intersection Reports  
02/02/2018

2nd East & 5th North

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	65	67	0	0	67	12	45	273	41	0	0	0
Future Vol, veh/h	65	67	0	0	67	12	45	273	41	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	73	0	0	73	13	49	297	45	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	283	440	-	-	418	171	0
Stage 1	0	0	-	-	418	-	-
Stage 2	283	440	-	-	0	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22
Pot Cap-1 Maneuver	647	510	0	0	524	843	-
Stage 1	-	-	0	0	589	-	-
Stage 2	700	576	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	569	510	-	-	524	843	-
Mov Cap-2 Maneuver	569	510	-	-	524	-	-
Stage 1	-	-	-	-	589	-	-
Stage 2	604	576	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	12.7		12.4			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	569	510	524	843
HCM Lane V/C Ratio	-	-	-	0.124	0.143	0.139	0.015
HCM Control Delay (s)	-	-	-	12.2	13.2	13	9.3
HCM Lane LOS	-	-	-	B	B	B	A
HCM 95th %tile Q(veh)	-	-	-	0.4	0.5	0.5	0

One Way Scenario  
Existing AM traffic volumes

Intersection Reports  
02/02/2018

Main St & Jackson St

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	59	4	97	45	0	0	0	0	57	389	52
Future Vol, veh/h	0	59	4	97	45	0	0	0	0	57	389	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	4	105	49	0	0	0	0	62	423	57

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	576	240	368	604	-	0	0	0
Stage 1	-	576	-	0	0	-	-	-	-
Stage 2	-	0	-	368	604	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	426	761	563	411	0	-	-	-
Stage 1	0	500	-	-	-	0	-	-	-
Stage 2	0	-	-	624	486	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	426	761	495	411	-	-	-	-
Mov Cap-2 Maneuver	-	426	-	495	411	-	-	-	-
Stage 1	-	500	-	-	-	-	-	-	-
Stage 2	-	-	-	541	486	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14.7		14.4			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	438	495	411	-	-	-
HCM Lane V/C Ratio	0.156	0.213	0.119	-	-	-
HCM Control Delay (s)	14.7	14.2	14.9	-	-	-
HCM Lane LOS	B	B	B	-	-	-
HCM 95th %tile Q(veh)	0.5	0.8	0.4	-	-	-

One Way Scenario  
Existing AM traffic volumes

2nd East & Jackson St



Lane Group	EBL	EBT	WBT	WBR	NBT	NWL	NWR
Act Effect Green (s)	10.7	10.7	10.7	10.7	48.2	7.1	7.1
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.63	0.09	0.09
v/c Ratio	0.21	0.36	0.50	0.19	0.28	0.13	0.22
Control Delay	33.0	34.3	38.0	4.7	8.6	35.3	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	34.3	38.0	4.7	8.6	35.3	37.3
LOS	C	C	D	A	A	D	D
Approach Delay		34.0	29.7		8.6	36.5	
Approach LOS		C	C		A	D	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 76.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 17.3

Intersection LOS: B

Intersection Capacity Utilization 45.9%

ICU Level of Service A

Analysis Period (min) 15

One Way Scenario  
Existing AM traffic volumes

Intersection Reports  
02/02/2018

Main St & 2nd East

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶									↷	
Traffic Vol, veh/h	0	0	1	0	0	0	0	0	0	8	511	1
Future Vol, veh/h	0	0	1	0	0	0	0	0	0	8	511	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0	0	0	0	9	555	1

Major/Minor	Minor2		Major2			
Conflicting Flow All	-	574	278	0	0	0
Stage 1	-	574	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	0	428	719	-	-	-
Stage 1	0	501	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	0	719	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	10	
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	719	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	10	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

One Way Scenario  
Existing AM traffic volumes

Intersection Reports  
02/02/2018

2nd St & 2nd North

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔		↕↔				
Traffic Vol, veh/h	4	6	0	0	0	12	0	508	19	0	0	0
Future Vol, veh/h	4	6	0	0	0	12	0	508	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	7	0	0	0	13	0	552	21	0	0	0

Major/Minor	Minor2		Minor1			Major1		
Conflicting Flow All	276	573	-	-	-	287	-	0
Stage 1	0	0	-	-	-	-	-	-
Stage 2	276	573	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	-	3.32	-	-
Pot Cap-1 Maneuver	655	428	0	0	0	710	0	-
Stage 1	-	-	0	0	0	-	0	-
Stage 2	707	502	0	0	0	-	0	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	643	428	-	-	-	710	-	-
Mov Cap-2 Maneuver	643	428	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	694	502	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	12.5		10.2		0	
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	494	710
HCM Lane V/C Ratio	-	-	0.022	0.018
HCM Control Delay (s)	-	-	12.5	10.2
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.1	0.1

One Way Scenario  
Existing AM traffic volumes

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	0	2	218	0	0	0	0	0	164	303	0
Future Vol, veh/h	0	0	2	218	0	0	0	0	0	164	303	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	237	0	0	0	0	0	178	329	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	685	165	521	685	-	0	0	0
Stage 1	-	685	-	0	0	-	-	-	-
Stage 2	-	0	-	521	685	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	369	850	438	369	0	-	-	-
Stage 1	0	447	-	-	-	0	-	-	-
Stage 2	0	-	-	507	447	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	369	850	437	369	-	-	-	-
Mov Cap-2 Maneuver	-	369	-	437	369	-	-	-	-
Stage 1	-	447	-	-	-	-	-	-	-
Stage 2	-	-	-	506	447	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	9.2		16.9					
HCM LOS	A		C					

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	850	437	437	-	-	-
HCM Lane V/C Ratio	0.003	0.361	0.181	-	-	-
HCM Control Delay (s)	9.2	17.8	15	-	-	-
HCM Lane LOS	A	C	C	-	-	-
HCM 95th %tile Q(veh)	0	1.6	0.7	-	-	-

One Way Scenario  
Existing AM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Volume (veh/h)	7	150	0	0	207	93	9	287	203	0	0	0
Future Volume (veh/h)	7	150	0	0	207	93	9	287	203	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1353	1810	1863	1353			
Adj Flow Rate, veh/h	8	163	0	0	225	101	10	312	221			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	103	1778	0	0	1283	557	19	595	449			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.31	0.31	0.31			
Sat Flow, veh/h	80	3416	0	0	2497	1044	62	1940	1463			
Grp Volume(v), veh/h	91	80	0	0	164	162	301	0	242			
Grp Sat Flow(s),veh/h/ln	1801	1610	0	0	1770	1678	1860	0	1605			
Q Serve(g_s), s	0.0	1.6	0.0	0.0	3.1	3.3	8.7	0.0	8.0			
Cycle Q Clear(g_c), s	1.6	1.6	0.0	0.0	3.1	3.3	8.7	0.0	8.0			
Prop In Lane	0.09		0.00	0.00		0.62	0.03		0.91			
Lane Grp Cap(c), veh/h	1021	860	0	0	945	896	570	0	492			
V/C Ratio(X)	0.09	0.09	0.00	0.00	0.17	0.18	0.53	0.00	0.49			
Avail Cap(c_a), veh/h	1021	860	0	0	945	896	993	0	856			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.5	7.5	0.0	0.0	7.8	7.8	18.7	0.0	18.5			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.4	0.4	0.8	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.7	0.0	0.0	1.6	1.6	4.5	0.0	3.7			
LnGrp Delay(d),s/veh	7.6	7.7	0.0	0.0	8.2	8.3	19.4	0.0	19.2			
LnGrp LOS	A	A			A	A	B		B			
Approach Vol, veh/h		171			326			543				
Approach Delay, s/veh		7.6			8.2			19.3				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		25.2		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+l1), s		3.6		10.7		5.3						
Green Ext Time (p_c), s		1.0		3.7		2.2						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.9								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



One Way Scenario  
Existing AM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↕	
Traffic Vol, veh/h	0	0	1	8	0	0	0	0	0	0	443	2
Future Vol, veh/h	0	0	1	8	0	0	0	0	0	0	443	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	9	0	0	0	0	0	0	482	2

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	242	241	484	-	-	0
Stage 1	-	-	-	0	0	-	-	-
Stage 2	-	-	-	241	484	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	-	-	-
Pot Cap-1 Maneuver	0	0	759	693	481	0	0	-
Stage 1	0	0	-	-	0	0	-	-
Stage 2	0	0	-	741	550	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	759	692	481	-	-	-
Mov Cap-2 Maneuver	-	-	-	692	481	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	740	550	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	9.8		10.3		0	
HCM LOS	A		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	759	692	-	-
HCM Lane V/C Ratio	0.001	0.013	-	-
HCM Control Delay (s)	9.8	10.3	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0	0	-	-

One Way Scenario  
Existing AM traffic volumes

2nd East & 4th North

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↔			↔↔			
Traffic Vol, veh/h	0	0	0	0	11	7	3	349	13	0	0	0
Future Vol, veh/h	0	0	0	0	11	7	3	349	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	12	8	3	379	14	0	0	0

Major/Minor	Minor1	Major1				
Conflicting Flow All	-	392	197	0	0	0
Stage 1	-	392	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	0	542	811	-	-	-
Stage 1	0	605	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	811	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.5	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	811
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s)	-	-	9.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

One Way Scenario  
Existing PM traffic volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑						↔	
Traffic Vol, veh/h	0	127	40	40	117	0	0	0	0	33	500	109
Future Vol, veh/h	0	127	40	40	117	0	0	0	0	33	500	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	138	43	43	127	0	0	0	0	36	543	118

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	674	331	413	733	-	0	0	0
Stage 1	-	674	-	0	0	-	-	-	-
Stage 2	-	0	-	413	733	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	375	665	523	346	0	-	-	-
Stage 1	0	452	-	-	-	0	-	-	-
Stage 2	0	-	-	587	424	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	375	665	349	346	-	-	-	-
Mov Cap-2 Maneuver	-	375	-	349	346	-	-	-	-
Stage 1	-	452	-	-	-	-	-	-	-
Stage 2	-	-	-	381	424	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	20		20.2			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	419	349	346	-	-	-
HCM Lane V/C Ratio	0.433	0.125	0.368	-	-	-
HCM Control Delay (s)	20	16.8	21.3	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	2.1	0.4	1.6	-	-	-

One Way Scenario  
Existing PM traffic volumes

Intersection Report  
02/02/2018

2nd East & 5th North

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	80	87	0	0	75	39	82	542	83	0	0	0
Future Vol, veh/h	80	87	0	0	75	39	82	542	83	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	95	0	0	82	42	89	589	90	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	514	857	-	-	812	340	0	0	0	
Stage 1	0	0	-	-	812	-	-	-	-	
Stage 2	514	857	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	443	293	0	0	312	656	-	-	-	
Stage 1	-	-	0	0	390	-	-	-	-	
Stage 2	511	372	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	331	293	-	-	312	656	-	-	-	
Mov Cap-2 Maneuver	331	293	-	-	312	-	-	-	-	
Stage 1	-	-	-	-	390	-	-	-	-	
Stage 2	378	372	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	21.4		17.3			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	331	293	312	656
HCM Lane V/C Ratio	-	-	-	0.263	0.323	0.261	0.065
HCM Control Delay (s)	-	-	-	19.7	23	20.6	10.9
HCM Lane LOS	-	-	-	C	C	C	B
HCM 95th %tile Q(veh)	-	-	-	1	1.4	1	0.2

One Way Scenario  
Existing PM traffic volumes

Main St & Jackson St

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	60	5	91	22	0	0	0	0	82	624	48
Future Vol, veh/h	0	60	5	91	22	0	0	0	0	82	624	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	65	5	99	24	0	0	0	0	89	678	52

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	882	365	550	908	-	0	0	0
Stage 1	-	882	-	0	0	-	-	-	-
Stage 2	-	0	-	550	908	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	284	632	418	274	0	-	-	-
Stage 1	0	362	-	-	-	0	-	-	-
Stage 2	0	-	-	487	352	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	284	632	341	274	-	-	-	-
Mov Cap-2 Maneuver	-	284	-	341	274	-	-	-	-
Stage 1	-	362	-	-	-	-	-	-	-
Stage 2	-	-	-	396	352	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	20.9		19.7					
HCM LOS	C		C					

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	297	341	274	-	-	-
HCM Lane V/C Ratio	0.238	0.29	0.087	-	-	-
HCM Control Delay (s)	20.9	19.8	19.4	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	0.9	1.2	0.3	-	-	-

One Way Scenario  
Existing PM traffic volumes

2nd East & Jackson St



Lane Group	EBL	EBT	WBT	WBR	NBT	NWL	NWR
Act Effect Green (s)	10.9	10.9	10.9	10.9	46.9	5.9	5.9
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.62	0.08	0.08
v/c Ratio	0.35	0.41	0.52	0.28	0.49	0.05	0.19
Control Delay	35.4	34.2	37.2	7.8	10.4	35.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	34.2	37.2	7.8	10.4	35.2	2.9
LOS	D	C	D	A	B	D	A
Approach Delay		34.7	27.6		10.4	7.8	
Approach LOS		C	C		B	A	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 75.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 60.7%

ICU Level of Service B

Analysis Period (min) 15

One Way Scenario  
Existing PM traffic volumes

Main St & 2nd North

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔	
Traffic Vol, veh/h	0	10	7	0	0	0	0	0	0	32	725	0
Future Vol, veh/h	0	10	7	0	0	0	0	0	0	32	725	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	8	0	0	0	0	0	0	35	788	0

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	858	394		0	0	0
Stage 1	-	858	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.54	6.94		4.14	-	-
Critical Hdwy Stg 1	-	5.54	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.02	3.32		2.22	-	-
Pot Cap-1 Maneuver	0	293	605		-	-	-
Stage 1	0	372	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	605		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	11.1	
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	605	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



One Way Scenario  
Existing PM traffic volumes

2nd East & 2nd North

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔		↕				
Traffic Vol, veh/h	21	21	0	0	0	24	0	927	21	0	0	0
Future Vol, veh/h	21	21	0	0	0	24	0	927	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	23	0	0	0	26	0	1008	23	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	504	1031	-	-	-	516	-	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	504	1031	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	451	232	0	0	0	504	0	-	-
Stage 1	-	-	0	0	0	-	0	-	-
Stage 2	518	309	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	428	232	-	-	-	504	-	-	-
Mov Cap-2 Maneuver	428	232	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	491	309	-	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	19.1		12.5		0	
HCM LOS	C		B			

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	301	504
HCM Lane V/C Ratio	-	-	0.152	0.052
HCM Control Delay (s)	-	-	19.1	12.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.5	0.2

One Way Scenario  
Existing PM traffic volumes

Intersection Report  
02/02/2018

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	2	1	322	4	0	0	0	0	208	420	0
Future Vol, veh/h	0	2	1	322	4	0	0	0	0	208	420	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	350	4	0	0	0	0	226	457	0

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	909	229	682	909	-	0	0	0
Stage 1	-	909	-	0	0	-	-	-	-
Stage 2	-	0	-	682	909	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	273	774	~ 336	273	0	-	-	-
Stage 1	0	352	-	-	-	0	-	-	-
Stage 2	0	-	-	406	352	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	273	774	~ 334	273	-	-	-	-
Mov Cap-2 Maneuver	-	273	-	~ 334	273	-	-	-	-
Stage 1	-	352	-	-	-	-	-	-	-
Stage 2	-	-	-	403	352	-	-	-	-













Approach	EB		WB			SB		
HCM Control Delay, s	15.4		32.1					
HCM LOS	C		D					

Minor Lane/Major Mvmt	EBLn1WBLn1WBLn2		SBL	SBT	SBR	
Capacity (veh/h)	348	334	331	-	-	-
HCM Lane V/C Ratio	0.009	0.699	0.366	-	-	-
HCM Control Delay (s)	15.4	37.3	22	-	-	-
HCM Lane LOS	C	E	C	-	-	-
HCM 95th %tile Q(veh)	0	5	1.6	-	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

One Way Scenario  
Existing PM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Volume (veh/h)	38	173	0	0	266	150	56	558	353	0	0	0
Future Volume (veh/h)	38	173	0	0	266	150	56	558	353	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1353	1810	1863	1353			
Adj Flow Rate, veh/h	41	188	0	0	289	163	61	607	384			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	257	1196	0	0	1040	571	75	756	518			
Arrive On Green	0.47	0.47	0.00	0.00	0.47	0.47	0.39	0.39	0.39			
Sat Flow, veh/h	404	2621	0	0	2300	1212	193	1950	1337			
Grp Volume(v), veh/h	115	114	0	0	230	222	585	0	467			
Grp Sat Flow(s),veh/h/ln	1331	1610	0	0	1770	1649	1853	0	1627			
Q Serve(g_s), s	0.2	3.0	0.0	0.0	5.8	6.1	20.8	0.0	18.2			
Cycle Q Clear(g_c), s	6.3	3.0	0.0	0.0	5.8	6.1	20.8	0.0	18.2			
Prop In Lane	0.36		0.00	0.00		0.73	0.10		0.82			
Lane Grp Cap(c), veh/h	693	759	0	0	834	777	719	0	631			
V/C Ratio(X)	0.17	0.15	0.00	0.00	0.28	0.29	0.81	0.00	0.74			
Avail Cap(c_a), veh/h	693	759	0	0	834	777	873	0	767			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.0	11.1	0.0	0.0	11.9	11.9	20.2	0.0	19.4			
Incr Delay (d2), s/veh	0.5	0.4	0.0	0.0	0.8	0.9	5.0	0.0	3.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.4	0.0	0.0	3.0	3.0	11.5	0.0	8.7			
LnGrp Delay(d),s/veh	11.6	11.5	0.0	0.0	12.7	12.8	25.2	0.0	22.5			
LnGrp LOS	B	B			B	B	C		C			
Approach Vol, veh/h		229			452			1052				
Approach Delay, s/veh		11.5			12.8			24.0				
Approach LOS		B			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		33.8		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+I1), s		8.3		22.8		8.1						
Green Ext Time (p_c), s		1.5		5.8		3.1						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.4								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

One Way Scenario  
Existing PM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↖		↗						↕	
Traffic Vol, veh/h	0	0	2	25	1	0	0	0	0	0	589	1
Future Vol, veh/h	0	0	2	25	1	0	0	0	0	0	589	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	27	1	0	0	0	0	0	640	1

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	321	320	641	-	-	0
Stage 1	-	-	-	0	0	-	-	-
Stage 2	-	-	-	320	641	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	-	-	-
Pot Cap-1 Maneuver	0	0	675	609	391	0	0	-
Stage 1	0	0	-	-	-	0	0	-
Stage 2	0	0	-	666	468	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	675	607	391	-	-	-
Mov Cap-2 Maneuver	-	-	-	607	391	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	664	468	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10.4		11.4		0	
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	675	594	-	-
HCM Lane V/C Ratio	0.003	0.048	-	-
HCM Control Delay (s)	10.4	11.4	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0	0.1	-	-

One Way Scenario  
Existing PM traffic volumes

2nd East & 4th North

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔		↔↔						
Traffic Vol, veh/h	0	0	0	0	26	19	6	688	45	0	0	0	
Future Vol, veh/h	0	0	0	0	26	19	6	688	45	0	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	0	0	0	28	21	7	748	49	0	0	0	

Major/Minor	Minor1		Major1		
Conflicting Flow All	-	787	399	0	0
Stage 1	-	787	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.54	6.94	4.14	-
Critical Hdwy Stg 1	-	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	2.22	-
Pot Cap-1 Maneuver	0	322	601	-	-
Stage 1	0	401	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	601	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.5	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	601
HCM Lane V/C Ratio	-	-	0.081
HCM Control Delay (s)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

One Way Scenario  
20 year AM traffic volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	123	54	34	81	0	0	0	0	18	392	81
Future Vol, veh/h	0	123	54	34	81	0	0	0	0	18	392	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	134	59	37	88	0	0	0	0	20	426	88

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	510	257	320	554	-	0	0	0
Stage 1	-	510	-	0	0	-	-	-	-
Stage 2	-	0	-	320	554	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	465	742	609	439	0	-	-	-
Stage 1	0	536	-	-	-	0	-	-	-
Stage 2	0	-	-	666	512	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	465	742	436	439	-	-	-	-
Mov Cap-2 Maneuver	-	465	-	436	439	-	-	-	-
Stage 1	-	536	-	-	-	-	-	-	-
Stage 2	-	-	-	460	512	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	15.8		14.8			
HCM LOS	C		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	525	436	439	-	-	-
HCM Lane V/C Ratio	0.366	0.085	0.201	-	-	-
HCM Control Delay (s)	15.8	14	15.2	-	-	-
HCM Lane LOS	C	B	C	-	-	-
HCM 95th %tile Q(veh)	1.7	0.3	0.7	-	-	-

One Way Scenario  
20 year AM traffic volumes

Intersection Reports  
02/02/2018

2nd East & 5th North

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	72	74	0	0	74	13	50	302	45	0	0	0
Future Vol, veh/h	72	74	0	0	74	13	50	302	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	80	0	0	80	14	54	328	49	0	0	0

Major/Minor	Minor2		Minor1		Major1		
Conflicting Flow All	312	485	-	-	461	189	0
Stage 1	0	0	-	-	461	-	-
Stage 2	312	485	-	-	0	-	-
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22
Pot Cap-1 Maneuver	617	481	0	0	496	821	-
Stage 1	-	-	0	0	564	-	-
Stage 2	673	550	0	0	-	-	-
Platoon blocked, %							-
Mov Cap-1 Maneuver	531	481	-	-	496	821	-
Mov Cap-2 Maneuver	531	481	-	-	496	-	-
Stage 1	-	-	-	-	564	-	-
Stage 2	567	550	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.5	13.1	
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	531	481	496	821
HCM Lane V/C Ratio	-	-	-	0.147	0.167	0.162	0.017
HCM Control Delay (s)	-	-	-	12.9	14	13.7	9.5
HCM Lane LOS	-	-	-	B	B	B	A
HCM 95th %tile Q(veh)	-	-	-	0.5	0.6	0.6	0.1



One Way Scenario  
20 year AM traffic volumes

Intersection Reports  
02/02/2018

Main St & Jackson St

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑						↔↔	
Traffic Vol, veh/h	0	65	4	107	50	0	0	0	0	63	430	57
Future Vol, veh/h	0	65	4	107	50	0	0	0	0	63	430	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	4	116	54	0	0	0	0	68	467	62

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	634	265	405	665	-	0	0	0
Stage 1	-	634	-	0	0	-	-	-	-
Stage 2	-	0	-	405	665	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	395	733	530	379	0	-	-	-
Stage 1	0	471	-	-	-	0	-	-	-
Stage 2	0	-	-	593	456	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	395	733	454	379	-	-	-	-
Mov Cap-2 Maneuver	-	395	-	454	379	-	-	-	-
Stage 1	-	471	-	-	-	-	-	-	-
Stage 2	-	-	-	501	456	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	15.9		15.8			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	406	454	379	-	-	-
HCM Lane V/C Ratio	0.185	0.256	0.143	-	-	-
HCM Control Delay (s)	15.9	15.6	16.1	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	0.7	1	0.5	-	-	-

One Way Scenario  
20 year AM traffic volumes

2nd East & Jackson St



Lane Group	EBL	EBT	WBT	WBR	NBT	NWL	NWR
Act Effect Green (s)	11.3	11.3	11.3	11.3	48.2	7.3	7.3
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.62	0.09	0.09
v/c Ratio	0.23	0.38	0.54	0.21	0.32	0.14	0.24
Control Delay	33.5	34.4	38.6	5.4	9.2	35.9	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	34.4	38.6	5.4	9.2	35.9	38.0
LOS	C	C	D	A	A	D	D
Approach Delay		34.2	30.3		9.2	37.2	
Approach LOS		C	C		A	D	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 77.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 17.9

Intersection LOS: B

Intersection Capacity Utilization 50.4%

ICU Level of Service A

Analysis Period (min) 15

One Way Scenario  
20 year AM traffic volumes

Intersection Reports  
02/02/2018

Main St & 2nd North

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔	
Traffic Vol, veh/h	0	0	1	0	0	0	0	0	0	9	565	1
Future Vol, veh/h	0	0	1	0	0	0	0	0	0	9	565	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	0	0	0	0	0	0	10	614	1

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	635	308		0	0	0
Stage 1	-	635	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.54	6.94		4.14	-	-
Critical Hdwy Stg 1	-	5.54	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.02	3.32		2.22	-	-
Pot Cap-1 Maneuver	0	394	688		-	-	-
Stage 1	0	471	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	688		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	10.2	
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

One Way Scenario  
20 year AM traffic volumes

2nd East & 2nd North

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔		↕↔				
Traffic Vol, veh/h	4	7	0	0	0	13	0	565	21	0	0	0
Future Vol, veh/h	4	7	0	0	0	13	0	565	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	8	0	0	0	14	0	614	23	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	307	637	-	-	-	319	-	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	307	637	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	622	393	0	0	0	677	0	-	-
Stage 1	-	-	0	0	0	-	0	-	-
Stage 2	678	470	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	609	393	-	-	-	677	-	-	-
Mov Cap-2 Maneuver	609	393	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	664	470	-	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	13.2		10.4		0	
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	451	677
HCM Lane V/C Ratio	-	-	0.027	0.021
HCM Control Delay (s)	-	-	13.2	10.4
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.1	0.1

One Way Scenario  
20 year AM traffic volumes

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	0	2	241	0	0	0	0	0	181	335	0
Future Vol, veh/h	0	0	2	241	0	0	0	0	0	181	335	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	262	0	0	0	0	0	197	364	0













Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	758	182	576	758	-	0	0	0
Stage 1	-	758	-	0	0	-	-	-	-
Stage 2	-	0	-	576	758	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	335	829	400	335	0	-	-	-
Stage 1	0	413	-	-	-	0	-	-	-
Stage 2	0	-	-	470	413	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	335	829	399	335	-	-	-	-
Mov Cap-2 Maneuver	-	335	-	399	335	-	-	-	-
Stage 1	-	413	-	-	-	-	-	-	-
Stage 2	-	-	-	469	413	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	9.4		19.4			
HCM LOS	A		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	829	399	399	-	-	-
HCM Lane V/C Ratio	0.003	0.438	0.219	-	-	-
HCM Control Delay (s)	9.4	20.9	16.5	-	-	-
HCM Lane LOS	A	C	C	-	-	-
HCM 95th %tile Q(veh)	0	2.2	0.8	-	-	-

One Way Scenario  
20 year AM traffic volumes

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕				
Traffic Volume (veh/h)	8	166	0	0	229	103	10	317	224	0	0	0
Future Volume (veh/h)	8	166	0	0	229	103	10	317	224	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1353	1810	1863	1353			
Adj Flow Rate, veh/h	9	180	0	0	249	112	11	345	243			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	104	1774	0	0	1281	559	19	595	449			
Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.31	0.31	0.31			
Sat Flow, veh/h	82	3408	0	0	2493	1048	62	1940	1463			
Grp Volume(v), veh/h	101	88	0	0	182	179	333	0	266			
Grp Sat Flow(s),veh/h/ln	1795	1610	0	0	1770	1678	1860	0	1605			
Q Serve(g_s), s	0.0	1.8	0.0	0.0	3.5	3.6	9.8	0.0	9.0			
Cycle Q Clear(g_c), s	1.7	1.8	0.0	0.0	3.5	3.6	9.8	0.0	9.0			
Prop In Lane	0.09		0.00	0.00		0.62	0.03		0.91			
Lane Grp Cap(c), veh/h	1018	860	0	0	945	896	570	0	492			
V/C Ratio(X)	0.10	0.10	0.00	0.00	0.19	0.20	0.58	0.00	0.54			
Avail Cap(c_a), veh/h	1018	860	0	0	945	896	993	0	856			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.5	7.5	0.0	0.0	7.9	7.9	19.1	0.0	18.8			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.5	0.5	0.9	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.8	0.0	0.0	1.8	1.8	5.1	0.0	4.1			
LnGrp Delay(d),s/veh	7.7	7.7	0.0	0.0	8.4	8.4	20.0	0.0	19.7			
LnGrp LOS	A	A			A	A	C		B			
Approach Vol, veh/h		189			361			599				
Approach Delay, s/veh		7.7			8.4			19.9				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		25.2		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+l1), s		3.8		11.8		5.6						
Green Ext Time (p_c), s		1.2		4.1		2.4						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.3								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

One Way Scenario  
20 year AM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↕↔	
Traffic Vol, veh/h	0	0	1	9	0	0	0	0	0	0	489	2
Future Vol, veh/h	0	0	1	9	0	0	0	0	0	0	489	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	10	0	0	0	0	0	0	532	2

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	267	266	534	-	-	0
Stage 1	-	-	-	0	0	-	-	-
Stage 2	-	-	-	266	534	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	-	-	-
Pot Cap-1 Maneuver	0	0	731	665	451	0	0	-
Stage 1	0	0	-	-	0	0	-	-
Stage 2	0	0	-	716	523	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	731	664	451	-	-	-
Mov Cap-2 Maneuver	-	-	-	664	451	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	715	523	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	9.9		10.5		0	
HCM LOS	A		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	731	664	-	-
HCM Lane V/C Ratio	0.001	0.015	-	-
HCM Control Delay (s)	9.9	10.5	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0	0	-	-



One Way Scenario  
20 year AM traffic volumes

2nd East & 4th North

Intersection													
Int Delay, s/veh	0.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔		↔↔						
Traffic Vol, veh/h	0	0	0	0	12	8	3	386	14	0	0	0	
Future Vol, veh/h	0	0	0	0	12	8	3	386	14	0	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	0	0	0	13	9	3	420	15	0	0	0	

Major/Minor	Minor1		Major1		
Conflicting Flow All	-	434	218	0	0
Stage 1	-	434	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.54	6.94	4.14	-
Critical Hdwy Stg 1	-	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	2.22	-
Pot Cap-1 Maneuver	0	514	786	-	-
Stage 1	0	579	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	786	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	786
HCM Lane V/C Ratio	-	-	0.028
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

One Way Scenario  
20 year PM traffic volumes

Main St & 5th North

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	140	44	44	129	0	0	0	0	36	552	120
Future Vol, veh/h	0	140	44	44	129	0	0	0	0	36	552	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	152	48	48	140	0	0	0	0	39	600	130

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	743	365	454	808	-	0	0	0
Stage 1	-	743	-	0	0	-	-	-	-
Stage 2	-	0	-	454	808	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	342	632	489	313	0	-	-	-
Stage 1	0	420	-	-	-	0	-	-	-
Stage 2	0	-	-	555	392	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	342	632	294	313	-	-	-	-
Mov Cap-2 Maneuver	-	342	-	294	313	-	-	-	-
Stage 1	-	420	-	-	-	-	-	-	-
Stage 2	-	-	-	327	392	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	24.1		24			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	384	294	313	-	-	-
HCM Lane V/C Ratio	0.521	0.163	0.448	-	-	-
HCM Control Delay (s)	24.1	19.6	25.5	-	-	-
HCM Lane LOS	C	C	D	-	-	-
HCM 95th %tile Q(veh)	2.9	0.6	2.2	-	-	-

One Way Scenario  
20 year PM traffic volumes

Intersection Reports  
02/02/2018

2nd East & 5th North

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑	↗		↔				
Traffic Vol, veh/h	88	96	0	0	83	43	91	599	92	0	0	0
Future Vol, veh/h	88	96	0	0	83	43	91	599	92	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	135	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	104	0	0	90	47	99	651	100	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	569	949	-	-	899	376	0	0	0	
Stage 1	0	0	-	-	899	-	-	-	-	
Stage 2	569	949	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	405	259	0	0	277	622	-	-	-	
Stage 1	-	-	0	0	356	-	-	-	-	
Stage 2	474	337	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	280	259	-	-	277	622	-	-	-	
Mov Cap-2 Maneuver	280	259	-	-	277	-	-	-	-	
Stage 1	-	-	-	-	356	-	-	-	-	
Stage 2	327	337	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	26.3		19.7			
HCM LOS	D		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	280	259	277	622
HCM Lane V/C Ratio	-	-	-	0.342	0.403	0.326	0.075
HCM Control Delay (s)	-	-	-	24.4	28	24.1	11.3
HCM Lane LOS	-	-	-	C	D	C	B
HCM 95th %tile Q(veh)	-	-	-	1.5	1.8	1.4	0.2

One Way Scenario  
20 year PM traffic volumes

Intersection Reports  
02/02/2018

Main St & Jackson St

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	66	6	101	24	0	0	0	0	91	689	53
Future Vol, veh/h	0	66	6	101	24	0	0	0	0	91	689	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	72	7	110	26	0	0	0	0	99	749	58

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	976	404	609	1005	-	0	0	0
Stage 1	-	976	-	0	0	-	-	-	-
Stage 2	-	0	-	609	1005	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	250	596	379	240	0	-	-	-
Stage 1	0	327	-	-	-	0	-	-	-
Stage 2	0	-	-	449	317	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	250	596	292	240	-	-	-	-
Mov Cap-2 Maneuver	-	250	-	292	240	-	-	-	-
Stage 1	-	327	-	-	-	-	-	-	-
Stage 2	-	-	-	347	317	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	24.4		24.1			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	263	292	240	-	-	-
HCM Lane V/C Ratio	0.298	0.376	0.109	-	-	-
HCM Control Delay (s)	24.4	24.6	21.8	-	-	-
HCM Lane LOS	C	C	C	-	-	-
HCM 95th %tile Q(veh)	1.2	1.7	0.4	-	-	-

One Way Scenario  
20 year PM traffic volumes

2nd East & Jackson St



Lane Group	EBL	EBT	WBT	WBR	NBT	NWL	NWR
Act Effect Green (s)	11.5	11.5	11.5	11.5	45.5	6.0	6.0
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.61	0.08	0.08
v/c Ratio	0.37	0.41	0.53	0.38	0.56	0.06	0.21
Control Delay	35.9	33.7	36.8	11.5	11.8	36.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	33.7	36.8	11.5	11.8	36.0	4.0
LOS	D	C	D	B	B	D	A
Approach Delay		34.5	26.9		11.8	9.1	
Approach LOS		C	C		B	A	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 74.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 16.4

Intersection LOS: B

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

One Way Scenario  
20 year PM traffic volumes

Intersection Reports  
02/02/2018

Main St & 2nd North

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶									↷	
Traffic Vol, veh/h	0	11	8	0	0	0	0	0	0	35	801	0
Future Vol, veh/h	0	11	8	0	0	0	0	0	0	35	801	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	9	0	0	0	0	0	0	38	871	0

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	947	436		0	0	0
Stage 1	-	947	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.54	6.94		4.14	-	-
Critical Hdwy Stg 1	-	5.54	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.02	3.32		2.22	-	-
Pot Cap-1 Maneuver	0	260	568		-	-	-
Stage 1	0	338	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	568		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	11.6	
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	568	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	11.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

One Way Scenario  
20 year PM traffic volumes

Intersection Reports  
02/02/2018

2nd East & 2nd North

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔		↕↔				
Traffic Vol, veh/h	23	23	0	0	0	27	0	1024	23	0	0	0
Future Vol, veh/h	23	23	0	0	0	27	0	1024	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	25	0	0	0	29	0	1113	25	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	557	1138	-	-	-	569	-	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	557	1138	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	-	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	413	200	0	0	0	465	0	-	-
Stage 1	-	-	0	0	0	-	0	-	-
Stage 2	482	275	0	0	0	-	0	-	-
Platoon blocked, %							-	-	-
Mov Cap-1 Maneuver	387	200	-	-	-	465	-	-	-
Mov Cap-2 Maneuver	387	200	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	452	275	-	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	21.8		13.3		0	
HCM LOS	C		B			

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	264	465
HCM Lane V/C Ratio	-	-	0.189	0.063
HCM Control Delay (s)	-	-	21.8	13.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.7	0.2



One Way Scenario  
20 year PM traffic volumes

Intersection Reports  
02/02/2018

Main St & American Legion Blvd

Intersection												
Int Delay, s/veh	17.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↔↔	
Traffic Vol, veh/h	0	2	1	356	4	0	0	0	0	230	464	0
Future Vol, veh/h	0	2	1	356	4	0	0	0	0	230	464	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	387	4	0	0	0	0	250	504	0

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	1004	252	753	1004	-	0	0	0
Stage 1	-	1004	-	0	0	-	-	-	-
Stage 2	-	0	-	753	1004	-	-	-	-
Critical Hdwy	-	6.54	6.94	7.54	6.54	-	4.14	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	3.52	4.02	-	2.22	-	-
Pot Cap-1 Maneuver	0	240	748	~298	240	0	-	-	-
Stage 1	0	318	-	-	-	0	-	-	-
Stage 2	0	-	-	~368	318	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	240	748	~296	240	-	-	-	-
Mov Cap-2 Maneuver	-	240	-	~296	240	-	-	-	-
Stage 1	-	318	-	-	-	-	-	-	-
Stage 2	-	-	-	~365	318	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	16.7		50.8			
HCM LOS	C		F			













Minor Lane/Major Mvmt	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	310	296	294	-	-	-
HCM Lane V/C Ratio	0.011	0.872	0.454	-	-	-
HCM Control Delay (s)	16.7	63.1	27	-	-	-
HCM Lane LOS	C	F	D	-	-	-
HCM 95th %tile Q(veh)	0	7.7	2.2	-	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

One Way Scenario  
20 year PM traffic volumes

Intersection Reports  
02/02/2018

2nd East & American Legion Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔				
Traffic Volume (veh/h)	42	191	0	0	294	166	62	617	390	0	0	0
Future Volume (veh/h)	42	191	0	0	294	166	62	617	390	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1863	0	0	1863	1353	1810	1863	1353			
Adj Flow Rate, veh/h	46	208	0	0	320	180	67	671	424			
Adj No. of Lanes	0	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	241	1121	0	0	1004	553	79	798	545			
Arrive On Green	0.46	0.46	0.00	0.00	0.46	0.46	0.41	0.41	0.41			
Sat Flow, veh/h	388	2546	0	0	2298	1213	193	1954	1333			
Grp Volume(v), veh/h	125	129	0	0	255	245	645	0	517			
Grp Sat Flow(s),veh/h/ln	1239	1610	0	0	1770	1649	1853	0	1627			
Q Serve(g_s), s	0.4	3.6	0.0	0.0	7.0	7.2	24.1	0.0	21.1			
Cycle Q Clear(g_c), s	7.6	3.6	0.0	0.0	7.0	7.2	24.1	0.0	21.1			
Prop In Lane	0.37		0.00	0.00		0.74	0.10		0.82			
Lane Grp Cap(c), veh/h	629	733	0	0	806	751	757	0	665			
V/C Ratio(X)	0.20	0.18	0.00	0.00	0.32	0.33	0.85	0.00	0.78			
Avail Cap(c_a), veh/h	629	733	0	0	806	751	844	0	741			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	12.3	12.3	0.0	0.0	13.2	13.3	20.5	0.0	19.6			
Incr Delay (d2), s/veh	0.7	0.5	0.0	0.0	1.0	1.2	7.7	0.0	4.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	1.7	0.0	0.0	3.6	3.5	13.8	0.0	10.2			
LnGrp Delay(d),s/veh	13.0	12.8	0.0	0.0	14.3	14.5	28.2	0.0	24.4			
LnGrp LOS	B	B			B	B	C		C			
Approach Vol, veh/h		254			500			1162				
Approach Delay, s/veh		12.9			14.4			26.5				
Approach LOS		B			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		40.0		36.4		40.0						
Change Period (Y+Rc), s		* 5.2		* 5.2		* 5.2						
Max Green Setting (Gmax), s		* 35		* 35		* 35						
Max Q Clear Time (g_c+I1), s		9.6		26.1		9.2						
Green Ext Time (p_c), s		1.7		5.1		3.4						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				21.5								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

One Way Scenario  
20 year PM traffic volumes

Main St & 4th North

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↖		↗						↕	
Traffic Vol, veh/h	0	0	2	28	1	0	0	0	0	0	651	1
Future Vol, veh/h	0	0	2	28	1	0	0	0	0	0	651	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	30	1	0	0	0	0	0	708	1

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	355	354	709	-	-	0
Stage 1	-	-	-	0	0	-	-	-
Stage 2	-	-	-	354	709	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	-	-	-
Pot Cap-1 Maneuver	0	0	641	576	358	0	0	-
Stage 1	0	0	-	-	0	0	-	-
Stage 2	0	0	-	636	435	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	641	574	358	-	-	-
Mov Cap-2 Maneuver	-	-	-	574	358	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	634	435	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	10.6		11.8		0	
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	641	562	-	-
HCM Lane V/C Ratio	0.003	0.056	-	-
HCM Control Delay (s)	10.6	11.8	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0	0.2	-	-

One Way Scenario  
20 year PM traffic volumes

Intersection Reports  
02/02/2018

2nd East & 4th North

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔		↔↔						
Traffic Vol, veh/h	0	0	0	0	29	21	7	760	50	0	0	0	
Future Vol, veh/h	0	0	0	0	29	21	7	760	50	0	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	0	0	0	32	23	8	826	54	0	0	0	

Major/Minor	Minor1		Major1		
Conflicting Flow All	-	869	440	0	0
Stage 1	-	869	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.54	6.94	4.14	-
Critical Hdwy Stg 1	-	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	2.22	-
Pot Cap-1 Maneuver	0	289	565	-	-
Stage 1	0	367	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	565	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	12	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	565
HCM Lane V/C Ratio	-	-	0.096
HCM Control Delay (s)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

# Sim Traffic Reports

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	4.4	6.9	7.9	1.7	0.2	0.2	2.9

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.2	4.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.9	8.4	6.9	3.4	1.7	0.4	0.4	3.0

7: 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.4	0.4

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	4.5	8.2	9.0	1.5	0.2	0.3	2.6

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.2	0.2	0.4	0.1	0.1	0.2
Total Del/Veh (s)	33.6	26.7	26.6	14.6	5.1	9.6	9.9	37.5	33.7	16.1

13: Main St & 2nd North Performance by movement

Movement	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	6.0	1.3	1.8	0.4	0.7	0.6

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	7.3	6.8	3.8	2.3	1.1	1.5	1.4

15: Main St & American Legion Blvd Performance by movement

Movement	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.8	1.4	1.7	0.3	3.4

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.7	8.2	10.3	6.0	11.0	12.1	6.8	9.4

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	6.2	0.8	0.4	0.2	0.1	0.3

19: 2nd East & 4th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	4.4	5.8	3.6	2.5	1.0	1.3	1.3

24: Main St Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	1.0	0.4	0.4

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	17.9



Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
5th North	3	0.2	13.4	0.1	25
4th North	18	0.2	10.7	0.1	24
American Legion Blvd	15	0.2	10.4	0.1	25
2nd North	13	0.1	10.9	0.1	25
Jackson St	9	0.2	10.1	0.1	25
Total		0.9	55.4	0.4	25

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	9.6	25.8	0.2	23
2nd North	14	1.1	12.3	0.1	21
American Legion Blvd	16	12.2	21.8	0.1	12
4th North	19	1.3	11.6	0.1	22
5th North	6	0.4	10.6	0.1	24
	7	0.3	19.4	0.1	24
Total		24.9	101.5	0.6	21

---

### 3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	6.9	7.7	0.3	2.9

---

### 6: 2nd East & 5th North Performance by approach

---

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.8	0.0	0.1
Total Del/Veh (s)	7.7	6.4	0.6	3.0

---

### 7: 2nd East Performance by approach

---

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4

---

### 9: Main St & Jackson St Performance by approach

---

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.8	8.5	0.4	2.6

---

### 10: 2nd East & Jackson St Performance by approach

---

Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.0	0.2	0.3	0.1	0.2
Total Del/Veh (s)	28.7	23.4	9.7	35.0	16.1

---

### 13: Main St & 2nd North Performance by approach

---

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	5.7	0.4	0.6

---

### 14: 2nd East & 2nd North Performance by approach

---

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	7.5	6.0	1.1	1.4

---

### 15: Main St & American Legion Blvd Performance by approach

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Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	9.7	0.7	3.4

---

16: 2nd East & American Legion Blvd Performance by approach

---

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.3	8.8	10.1	9.4

---

18: Main St & 4th North Performance by approach

---

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.7	3.7	0.2	0.3

---

19: 2nd East & 4th North Performance by approach

---

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.7	4.7	1.0	1.3

---

24: Main St Performance by approach

---

Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	1.0	0.4	0.4

---

Total Network Performance

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Denied Del/Veh (s)	0.2
Total Del/Veh (s)	17.9

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	6.3	8.8	11.5	1.7	0.3	0.4	3.7

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.4	12.0	10.4	4.8	1.9	0.7	0.9	3.4

7: 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.6	0.7

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.7	4.5	10.4	11.1	1.6	0.3	0.3	2.5

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	NWR2	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	38.1	24.8	27.4	16.7	8.3	13.3	15.5	39.7	34.8	12.5	17.3

13: Main St & 2nd North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.1	5.0	7.5	9.9	1.8	0.5	1.2

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.8	12.1	13.7	7.0	2.4	1.6	2.3	2.4

15: Main St & American Legion Blvd Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.9	4.4	13.4	16.7	1.7	0.3	4.7

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.2	10.8	12.6	9.4	13.9	13.9	12.5	12.6

18: Main St & 4th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	5.5	7.1	2.5	0.3	0.4	0.6	0.7

19: 2nd East & 4th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	9.0	8.6	4.7	2.3	1.3	1.9	1.9

24: Main St Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.1	1.4	1.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	23.8

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
5th North	3	0.3	13.7	0.1	24
4th North	18	0.3	9.5	0.1	27
American Legion Blvd	15	0.3	10.4	0.1	25
2nd North	13	0.2	10.8	0.1	25
Jackson St	9	0.3	10.2	0.1	25
	21	0.4	17.3	0.1	28
Total		1.7	72.1	0.5	26

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	13.3	29.9	0.2	20
2nd North	14	1.7	13.2	0.1	20
American Legion Blvd	16	13.9	23.7	0.1	11
4th North	19	1.6	12.1	0.1	21
5th North	6	0.7	11.0	0.1	24
	7	0.6	20.2	0.1	24
Total		31.7	110.0	0.6	19

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### 3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.7	10.8	0.4	3.7

---

### 6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.7	8.4	0.9	3.4

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### 7: 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7

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### 9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.4	10.7	0.5	2.5

---

### 10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	29.4	22.9	13.7	31.9	17.3

---

### 13: Main St & 2nd North Performance by approach

---

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.4	7.6	0.5	1.2

---

### 14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.1	10.3	1.6	2.4

---

### 15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	13.5	0.7	4.7



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16: 2nd East & American Legion Blvd Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.3	11.4	13.4	12.6

---

18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.7	6.2	0.4	0.7

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19: 2nd East & 4th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	7.1	1.3	1.9

---

24: Main St Performance by approach

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Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.1	1.4	1.5

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Total Network Performance

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Denied Del/Veh (s)	0.2
Total Del/Veh (s)	23.8

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.0	5.1	7.8	8.2	1.6	0.2	0.3	3.2

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.2	3.9	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.2	8.5	7.8	3.6	1.7	0.4	0.4	3.2

7: 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.4	0.4

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.3	4.0	8.8	10.4	1.5	0.2	0.2	2.8

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.3	0.1	0.2	0.3	0.1	0.1	0.2
Total Del/Veh (s)	34.2	26.5	28.2	16.1	3.9	10.4	10.3	38.1	35.8	16.8

13: Main St & 2nd North Performance by movement

Movement	EBR	WBL	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	6.5	1.8	0.4	0.5	0.6

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.6	7.6	6.6	3.9	2.3	1.2	1.7	1.5

15: Main St & American Legion Blvd Performance by movement

Movement	EBR	WBL	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	12.0	1.7	0.3	4.3

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.3	8.7	10.3	7.3	14.2	12.1	7.7	9.8

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	5.7	0.9	0.3	0.3	0.2	0.4

19: 2nd East & 4th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	5.8	6.9	3.3	2.5	1.1	1.2	1.4

24: Main St Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	1.6	0.4	0.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	19.0

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
5th North	3	0.2	13.4	0.1	25
4th North	18	0.2	10.7	0.1	24
American Legion Blvd	15	0.3	10.4	0.1	25
2nd North	13	0.1	10.9	0.1	24
Jackson St	9	0.2	10.1	0.1	25
Total		1.1	55.5	0.4	25

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	10.4	26.5	0.2	23
2nd North	14	1.3	12.5	0.1	21
American Legion Blvd	16	12.1	21.7	0.1	12
4th North	19	1.3	11.6	0.1	22
5th North	6	0.4	10.6	0.1	25
	7	0.3	16.6	0.1	29
Total		25.7	99.5	0.6	21

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3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	7.9	8.0	0.3	3.2

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6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.8	0.0	0.1
Total Del/Veh (s)	7.9	7.1	0.5	3.2

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7: 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4

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9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	9.4	0.4	2.8

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10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.0	0.3	0.3	0.1	0.2
Total Del/Veh (s)	28.5	25.2	10.4	36.6	16.8

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13: Main St & 2nd North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	6.5	0.5	0.6

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14: 2nd East & 2nd North Performance by approach

---

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	7.4	5.4	1.2	1.5

---

15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	12.0	0.8	4.3

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16: 2nd East & American Legion Blvd Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.7	9.3	10.5	9.8

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18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.4	3.7	0.3	0.4

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19: 2nd East & 4th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.8	5.2	1.1	1.4

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24: Main St Performance by approach

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Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	1.6	0.4	0.5

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Total Network Performance

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Denied Del/Veh (s)	0.2
Total Del/Veh (s)	19.0

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.3
Total Del/Veh (s)	19.8	11.8	19.6	13.1	17.0	9.1	5.2	11.3

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	13.6	11.9	5.1	1.9	0.8	1.0	3.8

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.7	0.7

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.8	4.9	9.9	10.8	1.7	0.3	0.4	2.5

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	NWR2	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	38.3	26.1	29.6	19.0	13.4	18.0	20.4	34.8	40.1	9.8	21.2

13: Main St & 2nd North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.3	5.2	7.1	5.1	1.9	0.5	1.2

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.0	13.2	17.0	13.3	4.2	3.7	2.4	4.6

15: Main St & American Legion Blvd Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.6	0.0	0.6	0.4	0.5
Total Del/Veh (s)	7.5	4.6	26.9	144.8	13.1	2.8	13.1



16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.9	11.3	36.5	43.3	40.8	16.3	14.9	21.9

18: Main St & 4th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.4	3.2	25.5	1.6	12.0	4.2	0.0	5.4

19: 2nd East & 4th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	9.7	9.0	5.6	2.3	1.3	1.8	2.0

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.6	7.6	7.5

Total Network Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	39.0

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	7.6	20.4	0.1	22
5th North	3	9.1	22.4	0.1	15
4th North	18	3.7	14.2	0.1	18
American Legion Blvd	15	2.9	13.6	0.1	20
2nd North	13	0.2	10.8	0.1	25
Jackson St	9	0.3	9.8	0.1	26
	21	0.4	17.3	0.1	28
Total		24.1	108.6	0.6	21

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	18.0	34.6	0.2	17
2nd North	14	3.8	15.3	0.1	17
American Legion Blvd	16	16.3	26.1	0.1	10
4th North	19	1.6	12.1	0.1	21
5th North	6	0.8	11.0	0.1	23
U-Turn	7	0.6	20.3	0.1	24
Total		41.1	119.5	0.6	18

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### 3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.3
Total Del/Veh (s)	17.8	14.4	8.8	11.3

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### 6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.0	9.5	0.9	3.8

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### 7: U-Turn & 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7

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### 9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.3	10.2	0.5	2.5

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### 10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	30.3	25.5	18.4	34.9	21.2

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### 13: Main St & 2nd North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.2	7.0	0.6	1.2

---

### 14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.2	15.5	3.7	4.6

---

### 15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.6	0.5	0.5
Total Del/Veh (s)	6.5	28.5	5.9	13.1

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16: 2nd East & American Legion Blvd Performance by approach

---

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.8	39.0	16.2	21.9

---

18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.3	20.1	4.6	5.4

---

19: 2nd East & 4th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	7.7	1.4	2.0

---

24: Main St & U-Turn Performance by approach

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Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.6	7.6	7.5

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Total Network Performance

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Denied Del/Veh (s)	1.7
Total Del/Veh (s)	39.0

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	4.6	6.9	7.4	1.8	0.4	0.3	2.9

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.2	4.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.6	8.4	7.0	3.8	1.7	0.5	0.4	3.0

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.5	0.5

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	3.1	7.8	8.0	1.6	0.3	0.4	2.5

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.3	0.2	0.4	0.1	0.1	0.2
Total Del/Veh (s)	29.7	25.1	26.8	15.2	7.5	8.5	8.9	36.4	33.3	15.0

13: Main St & 2nd North Performance by movement

Movement	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	6.0	0.9	1.9	0.5	0.5	0.7

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	6.7	7.8	4.2	1.9	1.1	1.6	1.4

15: Main St & American Legion Blvd Performance by movement

Movement	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.1	1.3	1.8	0.4	3.4

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.5	8.7	9.5	4.2	16.2	12.2	7.8	9.4

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	6.3	0.9	0.4	0.3	0.1	0.4

19: 2nd East & 4th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	5.0	4.6	3.5	2.6	1.1	1.2	1.3

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.3	0.3
Total Del/Veh (s)	1.9	0.7	0.7

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	17.3

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	0.7	13.3	0.1	35
5th North	3	0.3	13.5	0.1	25
4th North	18	0.3	10.8	0.1	24
American Legion Blvd	15	0.3	10.5	0.1	25
2nd North	13	0.2	11.0	0.1	24
Jackson St	9	0.3	10.2	0.1	25
Total		2.2	69.2	0.5	26

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	8.5	24.7	0.2	24
2nd North	14	1.1	12.3	0.1	21
American Legion Blvd	16	12.2	21.9	0.1	12
4th North	19	1.3	11.7	0.1	22
5th North	6	0.5	10.7	0.1	24
U-Turn	7	0.4	19.5	0.1	24
Total		24.1	100.8	0.6	21



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3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	6.9	7.3	0.4	2.9

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6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.9	0.0	0.1
Total Del/Veh (s)	7.5	6.4	0.6	3.0

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7: U-Turn & 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5

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9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.8	7.8	0.5	2.5

---

10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.0	0.2	0.2	0.1	0.2
Total Del/Veh (s)	26.5	24.0	8.6	34.5	15.0

---

13: Main St & 2nd North Performance by approach

---

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.7	5.4	0.5	0.7

---

14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.2	6.4	1.1	1.4

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15: Main St & American Legion Blvd Performance by approach

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Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	8.9	0.8	3.4

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16: 2nd East & American Legion Blvd Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.8	7.8	10.5	9.4

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18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.2	3.9	0.3	0.4

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19: 2nd East & 4th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.3	4.1	1.1	1.3

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24: Main St & U-Turn Performance by approach

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Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.3	0.3
Total Del/Veh (s)	1.9	0.7	0.7

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Total Network Performance

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Denied Del/Veh (s)	0.3
Total Del/Veh (s)	17.3

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.6	5.8	7.8	10.9	2.0	0.6	0.6	3.6

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.4	12.1	10.7	5.2	2.1	1.0	1.0	3.7

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.3	0.7	0.7

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.9	5.2	9.7	5.3	1.7	0.5	0.5	2.2

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	NWR2	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.5	26.5	27.0	14.8	9.8	11.9	13.6	35.8	34.9	14.3	16.1

13: Main St & 2nd North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.9	5.0	7.1	1.5	1.9	0.6	1.2

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	12.5	11.8	9.8	2.4	1.8	2.3	2.7

15: Main St & American Legion Blvd Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.6	6.3	12.1	12.0	2.0	0.4	4.6

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.3	11.4	13.1	8.4	16.5	17.6	17.2	15.1

18: Main St & 4th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	4.3	6.9	2.1	0.5	0.4	0.1	0.7

19: 2nd East & 4th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	10.1	10.2	5.9	2.6	1.5	1.7	2.2

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.0	1.0

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	24.3

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	1.0	18.6	0.1	24
5th North	3	0.6	14.2	0.1	23
4th North	18	0.4	10.9	0.1	24
American Legion Blvd	15	0.4	10.7	0.1	24
2nd North	13	0.3	10.9	0.1	24
Jackson St	9	0.5	10.3	0.1	25
	21	0.5	17.4	0.1	28
Total		3.6	93.1	0.6	25

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	11.9	28.6	0.2	21
2nd North	14	1.9	13.2	0.1	20
American Legion Blvd	16	17.6	27.4	0.1	9
4th North	19	1.7	12.3	0.1	21
5th North	6	1.0	11.2	0.1	23
U-Turn	7	0.6	16.7	0.1	29
Total		34.7	109.3	0.6	19

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3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.7	10.1	0.7	3.6

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6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.9	8.8	1.1	3.7

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7: U-Turn & 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7

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9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.6	8.2	0.6	2.2

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10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	28.8	22.6	12.2	32.5	16.1

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13: Main St & 2nd North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.3	6.2	0.7	1.2

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14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.8	10.8	1.9	2.7

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15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	12.1	0.9	4.6

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16: 2nd East & American Legion Blvd Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.9	11.3	17.4	15.1

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18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.7	5.7	0.4	0.7

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19: 2nd East & 4th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.9	8.2	1.5	2.2

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24: Main St & U-Turn Performance by approach

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Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.0	1.0

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Total Network Performance

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Denied Del/Veh (s)	0.2
Total Del/Veh (s)	24.3

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.6	4.7	7.2	8.0	1.8	0.5	0.4	3.2

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.2	4.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.8	8.6	7.5	4.2	1.8	0.6	0.5	3.2

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.5	0.5

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.6	5.0	7.7	9.8	1.7	0.4	0.4	2.6

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.4	0.3	0.2	0.4	0.1	0.1	0.2
Total Del/Veh (s)	37.4	26.1	27.8	17.1	7.3	10.0	10.7	37.5	32.9	16.7

13: Main St & 2nd North Performance by movement

Movement	EBR	WBL	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	5.8	2.1	0.5	0.2	0.7

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.6	6.5	7.8	4.3	2.4	1.2	1.7	1.5

15: Main St & American Legion Blvd Performance by movement

Movement	EBR	WBL	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	9.7	1.9	0.4	3.7



16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.9	8.4	10.5	5.3	11.4	13.4	9.3	10.4

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	5.5	1.0	0.4	0.4	0.5	0.5

19: 2nd East & 4th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	5.3	6.0	3.2	3.2	1.2	1.2	1.4

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.4	0.4
Total Del/Veh (s)	0.9	0.6	0.6

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	19.1

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	0.6	18.1	0.1	25
5th North	3	0.5	13.8	0.1	24
4th North	18	0.3	10.8	0.1	24
American Legion Blvd	15	0.4	10.5	0.1	25
2nd North	13	0.2	11.0	0.1	24
Jackson St	9	0.4	10.2	0.1	25
Total		2.4	74.4	0.5	25

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	10.0	26.2	0.2	23
2nd North	14	1.3	12.5	0.1	21
American Legion Blvd	16	13.4	23.0	0.1	11
4th North	19	1.4	11.8	0.1	22
5th North	6	0.6	10.8	0.1	24
U-Turn	7	0.4	19.5	0.1	24
Total		27.1	103.7	0.6	20

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3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	7.4	7.8	0.6	3.2

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6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.8	0.0	0.1
Total Del/Veh (s)	7.8	7.0	0.7	3.2

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7: U-Turn & 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.5	0.5

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9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Del/Veh (s)	7.5	8.4	0.5	2.6

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10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.0	0.4	0.2	0.1	0.2
Total Del/Veh (s)	29.7	24.9	10.2	34.8	16.7

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13: Main St & 2nd North Performance by approach

---

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.6	5.8	0.5	0.7

---

14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.0	6.5	1.2	1.5

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15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.9	9.7	0.9	3.7

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16: 2nd East & American Legion Blvd Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.5	8.8	11.8	10.4

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18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.7	3.6	0.4	0.5

---

19: 2nd East & 4th North Performance by approach

---

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.9	5.0	1.2	1.4

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24: Main St & U-Turn Performance by approach

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Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.4	0.4
Total Del/Veh (s)	0.9	0.6	0.6

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Total Network Performance

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Denied Del/Veh (s)	0.3
Total Del/Veh (s)	19.1

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	6.2	8.5	11.0	2.0	0.7	0.7	3.9

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.4	13.7	12.2	5.4	2.1	1.1	1.3	4.1

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.8	0.8

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	7.1	10.6	12.7	1.9	0.6	0.6	2.8

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	NWR2	All
Denied Del/Veh (s)	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.2	28.5	28.7	21.5	10.3	15.4	15.3	31.4	32.5	13.3	19.5

13: Main St & 2nd North Performance by movement

Movement	EBT	EBR	WBL	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	7.5	6.9	2.1	0.7	1.3

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.1	16.1	18.0	14.3	2.6	2.3	2.4	3.6

15: Main St & American Legion Blvd Performance by movement

Movement	EBT	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	14.6	17.8	2.1	0.5	5.5

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.9	12.3	14.6	9.1	14.8	18.2	19.3	16.4

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	8.5	1.7	0.5	0.5	0.0	0.9

19: 2nd East & 4th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	8.3	11.1	5.6	3.4	1.6	1.8	2.3

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.0	1.1	1.1

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	28.4

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	1.1	18.9	0.1	24
5th North	3	0.7	14.0	0.1	23
4th North	18	0.4	10.9	0.1	24
American Legion Blvd	15	0.5	10.7	0.1	24
2nd North	13	0.3	10.8	0.1	25
Jackson St	9	0.5	10.4	0.1	24
	21	0.5	17.3	0.1	28
Total		4.1	93.2	0.6	25

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	15.4	32.1	0.2	19
2nd North	14	2.4	13.9	0.1	19
American Legion Blvd	16	18.0	28.0	0.1	9
4th North	19	1.8	12.3	0.1	21
5th North	6	1.1	11.4	0.1	23
U-Turn	7	0.8	20.5	0.1	23
	22	0.4	11.3	0.1	28
Total		40.1	129.5	0.7	19

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### 3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.9	11.4	0.8	4.0

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### 6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.4	9.9	1.1	4.0

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### 7: U-Turn & 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.8	0.8

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### 9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	10.2	0.7	2.6

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### 10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	30.1	24.0	14.0	32.7	17.8

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### 13: Main St & 2nd North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.9	7.3	0.7	1.3

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### 14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.4	14.9	2.2	3.3

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### 15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	13.9	1.0	5.1



16: 2nd East & American Legion Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.1	11.7	17.4	15.4

18: Main St & 4th North Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.5	6.3	0.5	0.8

19: 2nd East & 4th North Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.7	8.5	1.5	2.2

24: Main St & U-Turn Performance by approach

Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.2	1.1	1.2

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	26.5

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.6	4.6	6.9	7.5	1.8	0.5	0.4	2.9

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.2	4.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.4	8.9	7.5	4.6	1.6	0.7	0.7	3.4

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.7	0.7

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.0	4.4	7.3	8.7	1.7	0.4	0.3	2.4

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.3	3.9	0.2	0.2	0.4	0.1	0.1	0.4
Total Del/Veh (s)	33.1	26.2	25.4	5.6	7.8	8.4	8.7	35.4	33.9	14.5

13: Main St & 2nd North Performance by movement

Movement	EBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	1.8	0.5	0.7	0.5

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.0
Total Del/Veh (s)	4.2	7.2	3.9	1.3	1.7	1.4

15: Main St & American Legion Blvd Performance by movement

Movement	EBR	WBL	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	9.0	1.9	0.4	3.5

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.3	8.7	9.7	4.7	15.9	13.4	9.9	10.3

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	5.4	1.0	0.3	0.2	0.4

19: 2nd East & 4th North Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	3.6	1.5	1.2	1.3	1.4

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.4	0.3
Total Del/Veh (s)	0.9	0.5	0.5

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.0

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	0.5	17.8	0.1	26
5th North	3	0.5	14.0	0.1	24
4th North	18	0.3	10.8	0.1	24
American Legion Blvd	15	0.4	10.5	0.1	25
2nd North	13	0.2	11.1	0.1	24
Jackson St	9	0.4	10.2	0.1	25
Total		2.2	74.4	0.5	25

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	8.4	24.5	0.2	24
2nd North	14	1.3	12.5	0.1	21
American Legion Blvd	16	13.3	23.0	0.1	11
4th North	19	1.5	11.9	0.1	21
5th North	6	0.7	10.8	0.1	24
U-Turn	7	0.6	18.7	0.1	24
Total		25.9	101.4	0.6	21

3: Main St & 5th North Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	6.7	7.4	0.5	2.9

6: 2nd East & 5th North Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.9	0.0	0.1
Total Del/Veh (s)	8.3	7.0	0.8	3.4

7: U-Turn & 2nd East Performance by approach

Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7

9: Main St & Jackson St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.9	7.7	0.5	2.4

10: 2nd East & Jackson St Performance by approach

Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.0	1.2	0.2	0.1	0.4
Total Del/Veh (s)	28.5	20.3	8.5	36.0	14.5

13: Main St & 2nd North Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	3.5	0.5	0.5

14: 2nd East & 2nd North Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.0	3.9	1.3	1.4

15: Main St & American Legion Blvd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.7	9.0	0.9	3.5

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16: 2nd East & American Legion Blvd Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.8	8.2	12.1	10.3

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18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.4	3.2	0.3	0.4

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19: 2nd East & 4th North Performance by approach

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Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	4.9	1.2	1.4

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24: Main St & U-Turn Performance by approach

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Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.4	0.3
Total Del/Veh (s)	0.9	0.5	0.5

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Total Network Performance

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Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.0

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	5.4	8.2	10.7	1.9	0.7	0.6	3.6

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.8	13.0	13.3	7.1	1.9	1.4	1.3	4.4

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.0	1.0

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.9	6.3	9.4	5.7	1.7	0.5	0.4	2.3

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	NWR2	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.5	25.3	25.8	8.1	10.0	11.4	13.3	38.0	35.5	10.7	15.3

13: Main St & 2nd North Performance by movement

Movement	EBT	EBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.6	5.0	2.0	0.6	0.8

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	13.8	15.2	12.5	2.4	3.2	3.1

15: Main St & American Legion Blvd Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.0	6.1	12.0	16.7	2.0	0.5	4.9

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.1	13.0	13.0	9.0	16.3	20.8	22.7	17.7

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	6.7	1.9	0.4	0.6	0.7

19: 2nd East & 4th North Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.3	6.5	2.5	1.7	2.1	2.2

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.0	1.0

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	26.6



Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	1.0	17.7	0.1	25
5th North	3	0.7	15.1	0.1	22
4th North	18	0.4	10.9	0.1	24
American Legion Blvd	15	0.5	10.8	0.1	24
2nd North	13	0.3	11.0	0.1	24
Jackson St	9	0.5	10.3	0.1	25
	21	0.5	17.5	0.1	28
Total		3.8	93.2	0.6	25

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	11.4	28.1	0.2	21
2nd North	14	2.5	13.8	0.1	19
American Legion Blvd	16	20.7	30.6	0.1	8
4th North	19	2.1	12.7	0.1	20
5th North	6	1.4	11.6	0.1	22
U-Turn	7	1.0	18.2	0.1	24
	22	0.7	12.7	0.1	28
Total		39.8	127.8	0.7	19

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3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.6	10.2	0.7	3.6

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6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.5	10.9	1.4	4.4

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7: U-Turn & 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.0	1.0

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9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.6	8.2	0.6	2.3

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10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	27.8	20.0	11.8	31.8	15.3

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13: Main St & 2nd North Performance by approach

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Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.5	0.7	0.8

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14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.5	12.5	2.4	3.1

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15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.4	12.1	1.0	4.9

16: 2nd East & American Legion Blvd Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.1	11.5	21.3	17.7

18: Main St & 4th North Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.4	5.9	0.4	0.7

19: 2nd East & 4th North Performance by approach

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	8.5	1.7	2.2

24: Main St & U-Turn Performance by approach

Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.0	1.0

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	26.6

3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.6	5.0	7.1	8.0	1.9	0.5	0.4	3.2

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.0	0.2	4.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.1	8.7	7.9	4.8	1.7	0.8	0.8	3.5

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.7	0.7

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.8	3.1	8.1	10.1	1.7	0.4	0.3	2.7

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	All
Denied Del/Veh (s)	0.1	0.0	0.3	3.8		0.2	0.4	0.1	0.1	0.4
Total Del/Veh (s)	33.6	26.3	27.0	6.2		9.9	11.0	37.8	34.8	16.0

13: Main St & 2nd North Performance by movement

Movement	EBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	1.8	0.5	0.9	0.6

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.2	6.1	5.2	1.4	1.9	1.6

15: Main St & American Legion Blvd Performance by movement

Movement	EBR	WBL	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	10.0	1.9	0.4	3.9

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.5	8.9	9.8	5.2	14.3	13.4	11.4	10.8

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBT	SBR	All
Denied Del/Veh (s)		0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		5.7	1.0	0.4	0.3	0.5

19: 2nd East & 4th North Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	3.6	2.5	1.3	1.5	1.5

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.4	0.4
Total Del/Veh (s)	1.0	0.5	0.5

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	19.5

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	0.5	17.8	0.1	26
5th North	3	0.5	14.0	0.1	24
4th North	18	0.3	10.8	0.1	24
American Legion Blvd	15	0.4	10.6	0.1	25
2nd North	13	0.2	11.1	0.1	24
Jackson St	9	0.4	10.2	0.1	25
<b>Total</b>		<b>2.4</b>	<b>74.6</b>	<b>0.5</b>	<b>25</b>

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	9.9	26.1	0.2	23
	14	1.5	12.6	0.1	21
American Legion Blvd	16	13.4	22.9	0.1	11
4th North	19	1.6	12.0	0.1	21
5th North	6	0.8	11.0	0.1	24
U-Turn	7	0.6	18.7	0.1	24
<b>Total</b>		<b>27.9</b>	<b>103.3</b>	<b>0.6</b>	<b>20</b>

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3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	7.4	7.7	0.5	3.2

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6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.7	0.0	0.1
Total Del/Veh (s)	8.4	7.4	0.9	3.5

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7: U-Turn & 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.7	0.7

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9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.5	8.8	0.5	2.7

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10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.0	1.2	0.2	0.1	0.4
Total Del/Veh (s)	28.4	21.8	10.2	35.9	16.0

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13: Main St & 2nd North Performance by approach

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Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	5.0	0.6	0.6

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14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.3	5.2	1.4	1.6

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15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.2	10.0	1.0	3.9

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16: 2nd East & American Legion Blvd Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	9.1	8.4	12.6	10.8

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18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)		0.0	0.0	0.0
Total Del/Veh (s)		3.8	0.4	0.5

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19: 2nd East & 4th North Performance by approach

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Approach	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	5.4	1.3	1.5

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24: Main St & U-Turn Performance by approach

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Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.4	0.4
Total Del/Veh (s)	1.0	0.5	0.5

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Total Network Performance

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Denied Del/Veh (s)			0.4
Total Del/Veh (s)			19.5



3: Main St & 5th North Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.1	6.3	8.6	12.0	2.0	0.7	0.6	4.0

6: 2nd East & 5th North Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.6	15.9	15.0	8.6	1.9	1.6	1.5	5.3

7: U-Turn & 2nd East Performance by movement

Movement	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	1.4	1.4

9: Main St & Jackson St Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.7	6.3	11.0	6.9	1.7	0.5	0.4	2.6

10: 2nd East & Jackson St Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	NWL	NWR	NWR2	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.5	26.5	26.3	10.7	12.7	14.0	15.8	31.1	35.4	15.3	17.3

13: Main St & 2nd North Performance by movement

Movement	EBT	EBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.0	5.6	1.9	0.7	0.9

14: 2nd East & 2nd North Performance by movement

Movement	EBL	EBT	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.6	19.7	33.6	3.6	4.3	5.0

15: Main St & American Legion Blvd Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.2	4.9	14.2	18.1	2.1	0.6	5.6

16: 2nd East & American Legion Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.0	12.9	13.6	9.3	19.9	24.1	27.8	20.3

18: Main St & 4th North Performance by movement

Movement	EBR	WBL	WBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	7.3	2.0	0.4	0.0	0.7

19: 2nd East & 4th North Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.3	6.5	2.7	1.8	2.2	2.2

24: Main St & U-Turn Performance by movement

Movement	SBL	SET	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.9	1.1	1.1

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	30.9

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
U-Turn	24	1.1	18.1	0.1	25
5th North	3	0.7	14.8	0.1	22
4th North	18	0.4	10.9	0.1	24
American Legion Blvd	15	0.6	10.8	0.1	24
2nd North	13	0.3	11.0	0.1	24
Jackson St	9	0.5	10.3	0.1	25
	21	0.6	17.5	0.1	28
Total		4.1	93.4	0.6	25

Arterial Level of Service: NB 2nd East

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	10	14.0	30.7	0.2	19
2nd North	14	3.7	15.0	0.1	17
American Legion Blvd	16	24.1	34.0	0.1	8
4th North	19	2.1	12.8	0.1	20
5th North	6	1.6	11.8	0.1	22
U-Turn	7	1.4	21.3	0.1	23
Total		47.0	125.6	0.6	17

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### 3: Main St & 5th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.9	11.1	0.8	4.0

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### 6: 2nd East & 5th North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	15.3	12.9	1.6	5.3

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### 7: U-Turn & 2nd East Performance by approach

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Approach	WB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	1.4	1.4

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### 9: Main St & Jackson St Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.2	9.6	0.6	2.6

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### 10: 2nd East & Jackson St Performance by approach

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Approach	EB	WB	NB	NW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	28.7	20.3	14.4	33.3	17.3

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### 13: Main St & 2nd North Performance by approach

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Approach	EB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	7.5	0.7	0.9

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### 14: 2nd East & 2nd North Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.7	34.9	3.6	5.0

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### 15: Main St & American Legion Blvd Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	14.2	1.1	5.6

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16: 2nd East & American Legion Blvd Performance by approach

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Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.1	12.0	25.2	20.3

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18: Main St & 4th North Performance by approach

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Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.7	6.1	0.4	0.7

---

19: 2nd East & 4th North Performance by approach

---

Approach	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	9.3	1.8	2.2

---

24: Main St & U-Turn Performance by approach

---

Approach	SB	SE	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.9	1.1	1.1

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Total Network Performance

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Denied Del/Veh (s)	0.3
Total Del/Veh (s)	30.9