

3: E Broadway & Front

02/18/2026



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕			↕↕	
Traffic Volume (vph)	7	5	4	23	3	51	7	344	18	54	385	10
Future Volume (vph)	7	5	4	23	3	51	7	344	18	54	385	10
Satd. Flow (prot)	0	1762	0	0	1672	0	0	3511	0	0	3507	0
Flt Permitted		0.861			0.892			0.947			0.862	
Satd. Flow (perm)	0	1553	0	0	1514	0	0	3328	0	0	3042	0
Satd. Flow (RTOR)		4			55			12			5	
Lane Group Flow (vph)	0	17	0	0	83	0	0	402	0	0	488	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Total Split (s)	26.0	26.0		26.0	26.0		54.0	54.0		54.0	54.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		7.5			7.5			65.6			65.6	
Actuated g/C Ratio		0.09			0.09			0.82			0.82	
v/c Ratio		0.11			0.43			0.15			0.20	
Control Delay (s/veh)		29.0			22.4			2.3			2.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		29.0			22.4			2.3			2.4	
LOS		C			C			A			A	
Approach Delay (s/veh)		29.0			22.4			2.3			2.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		6			14			17			23	
Queue Length 95th (ft)		24			53			36			46	
Internal Link Dist (ft)		157			230			329			295	
Turn Bay Length (ft)												
Base Capacity (vph)		410			437			2732			2496	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.19			0.15			0.20	

**Intersection Summary**

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.43  
 Intersection Signal Delay (s/veh): 4.5      Intersection LOS: A  
 Intersection Capacity Utilization 40.5%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: E Broadway & Front



Dial 1 Existing (Off Peak)



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↗	↖	↗	↖	↖	↗
Traffic Volume (vph)	7	5	4	23	3	51	7	344	18	54	385	10
Future Volume (vph)	7	5	4	23	3	51	7	344	18	54	385	10
Satd. Flow (prot)	0	1762	0	0	1672	0	1770	1863	1583	1770	1855	0
Flt Permitted		0.861			0.892		0.512			0.539		
Satd. Flow (perm)	0	1553	0	0	1514	0	954	1863	1583	1004	1855	0
Satd. Flow (RTOR)		4			55				27		3	
Lane Group Flow (vph)	0	17	0	0	83	0	8	374	20	59	429	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2		2	2		
Total Split (s)	28.0	28.0		28.0	28.0		52.0	52.0	52.0	52.0	52.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Act Effct Green (s)		7.5			7.5		65.6	65.6	65.6	65.6	65.6	
Actuated g/C Ratio		0.09			0.09		0.82	0.82	0.82	0.82	0.82	
v/c Ratio		0.11			0.43		0.01	0.24	0.02	0.07	0.28	
Control Delay (s/veh)		29.0			22.4		2.4	2.9	0.9	2.7	3.0	
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		29.0			22.4		2.4	2.9	0.9	2.7	3.0	
LOS		C			C		A	A	A	A	A	
Approach Delay (s/veh)		29.0			22.4			2.8			3.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		6			14		1	36	0	5	43	
Queue Length 95th (ft)		24			53		4	78	4	16	91	
Internal Link Dist (ft)		157			230			329			295	
Turn Bay Length (ft)												
Base Capacity (vph)		449			474		782	1528	1303	823	1522	
Starvation Cap Reductn		0			0		0	0	0	0	0	
Spillback Cap Reductn		0			0		0	0	0	0	0	
Storage Cap Reductn		0			0		0	0	0	0	0	
Reduced v/c Ratio		0.04			0.18		0.01	0.24	0.02	0.07	0.28	

**Intersection Summary**

Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.43  
 Intersection Signal Delay (s/veh): 5.0      Intersection LOS: A  
 Intersection Capacity Utilization 42.8%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: E Broadway & Main



Dial 1 Proposed (Off Peak)



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕			↕↕	
Traffic Volume (vph)	7	3	0	33	3	53	3	244	42	59	322	5
Future Volume (vph)	7	3	0	33	3	53	3	244	42	59	322	5
Satd. Flow (prot)	0	1798	0	0	1681	0	0	3461	0	0	3504	0
Flt Permitted		0.726			0.873			0.953			0.853	
Satd. Flow (perm)	0	1352	0	0	1494	0	0	3299	0	0	3013	0
Satd. Flow (RTOR)					58			43			3	
Lane Group Flow (vph)	0	11	0	0	97	0	0	314	0	0	419	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Total Split (s)	27.0	27.0		27.0	27.0		63.0	63.0		63.0	63.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		8.2			8.2			74.9			74.9	
Actuated g/C Ratio		0.09			0.09			0.83			0.83	
v/c Ratio		0.09			0.51			0.11			0.17	
Control Delay (s/veh)		36.9			27.8			2.0			2.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		36.9			27.8			2.0			2.4	
LOS		D			C			A			A	
Approach Delay (s/veh)		36.9			27.8			2.0			2.4	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		6			22			13			21	
Queue Length 95th (ft)		21			67			28			42	
Internal Link Dist (ft)		185			202			354			308	
Turn Bay Length (ft)												
Base Capacity (vph)		330			409			2751			2506	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.24			0.11			0.17	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 36.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: E Broadway & Main



Dial 2 Existing (6am-9am)



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↗	↖	↗	↖	↖	↗
Traffic Volume (vph)	7	3	0	33	3	53	3	244	42	59	322	5
Future Volume (vph)	7	3	0	33	3	53	3	244	42	59	322	5
Satd. Flow (prot)	0	1798	0	0	1681	0	1770	1863	1583	1770	1859	0
Flt Permitted		0.726			0.873		0.549			0.596		
Satd. Flow (perm)	0	1352	0	0	1494	0	1023	1863	1583	1110	1859	0
Satd. Flow (RTOR)					58				46		2	
Lane Group Flow (vph)	0	11	0	0	97	0	3	265	46	64	355	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2		2	2		
Total Split (s)	27.0	27.0		27.0	27.0		63.0	63.0	63.0	63.0	63.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Act Effct Green (s)		8.2			8.2		74.9	74.9	74.9	74.9	74.9	
Actuated g/C Ratio		0.09			0.09		0.83	0.83	0.83	0.83	0.83	
v/c Ratio		0.09			0.51		0.00	0.17	0.03	0.07	0.23	
Control Delay (s/veh)		36.9			27.8		2.7	2.6	0.9	2.6	2.8	
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		36.9			27.8		2.7	2.6	0.9	2.6	2.8	
LOS		D			C		A	A	A	A	A	
Approach Delay (s/veh)		36.9			27.8			2.3			2.8	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		6			22		0	26	0	6	36	
Queue Length 95th (ft)		21			67		2	58	7	17	79	
Internal Link Dist (ft)		185			202			354			308	
Turn Bay Length (ft)												
Base Capacity (vph)		330			409		851	1549	1324	923	1546	
Starvation Cap Reductn		0			0		0	0	0	0	0	
Spillback Cap Reductn		0			0		0	0	0	0	0	
Storage Cap Reductn		0			0		0	0	0	0	0	
Reduced v/c Ratio		0.03			0.24		0.00	0.17	0.03	0.07	0.23	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.51  
 Intersection Signal Delay (s/veh): 5.9      Intersection LOS: A  
 Intersection Capacity Utilization 39.2%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: E Broadway & Main



Dial 2 Proposed (6am-9am)



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕			↕↕	
Traffic Volume (vph)	10	6	8	52	4	60	8	385	40	70	539	12
Future Volume (vph)	10	6	8	52	4	60	8	385	40	70	539	12
Satd. Flow (prot)	0	1743	0	0	1694	0	0	3486	0	0	3507	0
Flt Permitted		0.856			0.842			0.943			0.840	
Satd. Flow (perm)	0	1523	0	0	1459	0	0	3291	0	0	2964	0
Satd. Flow (RTOR)		9			56			24			4	
Lane Group Flow (vph)	0	27	0	0	126	0	0	470	0	0	675	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Total Split (s)	27.0	27.0		27.0	27.0		63.0	63.0		63.0	63.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Act Effct Green (s)		10.0			10.0			70.0			70.0	
Actuated g/C Ratio		0.11			0.11			0.78			0.78	
v/c Ratio		0.15			0.60			0.18			0.29	
Control Delay (s/veh)		27.4			33.2			3.0			3.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		27.4			33.2			3.0			3.6	
LOS		C			C			A			A	
Approach Delay (s/veh)		27.4			33.2			3.0			3.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		10			39			26			44	
Queue Length 95th (ft)		32			90			52			85	
Internal Link Dist (ft)		196			229			395			298	
Turn Bay Length (ft)												
Base Capacity (vph)		379			398			2564			2306	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.07			0.32			0.18			0.29	

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay (s/veh): 6.7      Intersection LOS: A  
 Intersection Capacity Utilization 50.9%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: E Broadway & Main



Dial 3 Existing (3pm-6pm)



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	
Traffic Volume (vph)	10	6	8	52	4	60	8	385	40	70	539	12
Future Volume (vph)	10	6	8	52	4	60	8	385	40	70	539	12
Satd. Flow (prot)	0	1743	0	0	1694	0	1770	1863	1583	1770	1857	0
Flt Permitted		0.856			0.842		0.407			0.510		
Satd. Flow (perm)	0	1523	0	0	1459	0	758	1863	1583	950	1857	0
Satd. Flow (RTOR)		9			57				43		2	
Lane Group Flow (vph)	0	27	0	0	126	0	9	418	43	76	599	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2		2	2		
Total Split (s)	28.0	28.0		28.0	28.0		62.0	62.0	62.0	62.0	62.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Act Effct Green (s)		10.0			10.0		70.0	70.0	70.0	70.0	70.0	
Actuated g/C Ratio		0.11			0.11		0.78	0.78	0.78	0.78	0.78	
v/c Ratio		0.15			0.59		0.02	0.29	0.03	0.10	0.41	
Control Delay (s/veh)		27.4			32.8		3.3	3.9	1.2	3.4	4.7	
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		27.4			32.8		3.3	3.9	1.2	3.4	4.7	
LOS		C			C		A	A	A	A	A	
Approach Delay (s/veh)		27.4			32.8			3.6			4.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		10			38		1	52	0	8	85	
Queue Length 95th (ft)		32			90		5	111	8	24	178	
Internal Link Dist (ft)		196			229			395			298	
Turn Bay Length (ft)												
Base Capacity (vph)		395			415		589	1449	1241	739	1445	
Starvation Cap Reductn		0			0		0	0	0	0	0	
Spillback Cap Reductn		0			0		0	0	0	0	0	
Storage Cap Reductn		0			0		0	0	0	0	0	
Reduced v/c Ratio		0.07			0.30		0.02	0.29	0.03	0.10	0.41	

**Intersection Summary**

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay (s/veh): 7.5      Intersection LOS: A  
 Intersection Capacity Utilization 54.7%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: E Broadway & Main



Dial 3 Proposed (3pm-6pm)