



Multi-Way Stop for the Intersection of
Sheridan & N Orchard
City Engineering Department
May 2018

Criteria for Multi-Way Stop Installation
Based on MUTCD 2009 Edition Standards

Criterion 1: Crash Experience

This criterion is **not satisfied** because there were no accidents at this intersection in the past 12 months that could have been prevented by a Multi-Way Stop.

Criterion 2: 8-hour Vehicular Volume

This criterion is **not satisfied** because the vehicles per hour entering the intersection of Sheridan and N Orchard coming from N Orchard is 5, which does not exceed the required minimum 300 vehicles per hour for any 8 hours of an average day. The vehicles per hour entering the intersection from Sheridan is 5 with an average delay to vehicular traffic of 1.40 seconds, which does not exceed the required minimum 200 vehicles per hour for the same 8 hours and the minimum average delay time of 30 seconds per vehicle during the peak hour.

Criterion 3: Major Road Approach Speed

This criterion is **not satisfied** because the 85th-percentile approaching speeds of traffic on N Orchard. does not exceed the required minimum of 40 mph.

Additional Notes

The level of service of the intersection was found to be a **level D** with an average control delay of 1.40 seconds per vehicle.

It should further be noted that there were approximately 1 rolling stop during the time period of observation. All of these rolling stops occurred as traffic was turning onto N Orchard from Sheridan.

Prepared By: Matthew Sexton

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Reviewed By:

Date:

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