



**Multi-Way Stop for the Intersection of
Sixth St. and Brooks St.
City Engineering Department
April 2016**

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 Sixth St. and Brooks St. coming from Sixth St. is **99**, 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 Sixth St. is **104** with an average delay to vehicular traffic of 3.25 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 approach speed of traffic on Sixth St. does not exceed the required minimum of 40 mph.

Additional Notes

The level of service of the intersection was found to be a **level A** with an average control delay of 3.25 seconds per vehicle.

It should be noted that 4 cars attempted to continue west bound on 6th St through the intersection of Brooks but were forced to reverse or make a U-turn due to do-not-enter signs west of the intersection. The majority of rolling stops occurred with vehicles heading north on Brooks and making right hand turns onto east bound 6th St. In addition a yield sign exists for traffic on the northern leg of the Brooks St intersection, not a stop sign as on the south side.

Prepared By: _____

Date: _____

Reviewed By: _____

Date: _____

Encl: 6th and Brooks Field Observations

