

CITY OF GLENNS FERRY PEAK HOUR AND ADT INTERSECTION TRAFFIC SUMMARY

Annual Traffic Growth Rate: 2%

HCM "K" Factor for Pk Hr Volumes: .08 (used to convert Pk-Hr Volumes to ADT volumes)

Intersection Location	Intersection Leg	Traffic Direction	Current	20-Yrs Growth	Current	20-Yrs Growth	Current	20-Yrs Growth
			2010 Pk-Hr PM	2030 Pk-Hr PM	2010 ADT	2030 ADT	2010 LEG ADT	2030 LEG ADT
Commercial / First Avenue	WEST LEG	EB-Left	3	5	38	65	3076	4640
		EB-Thru	62	95	775	1190		
		EB-Right	64	95	800	1190		
	EAST LEG	WB-Left	41	60	513	750	2489	3820
		WB- Thru	44	65	550	815		
		WB-Right	5	10	63	125		
	SOUTH LEG	NB-Left	62	95	775	1190	2977	4505
		NB-Thru	13	20	163	250		
		NB-Right	45	70	563	875		
	NORTH LEG	SB-Left	2	5	25	65	590	945
		SB-Thru	13	20	163	250		
		SB-Right	11	15	138	190		
Commercial / Cleveland	WEST LEG	EB-Left	11	15	138	190	239	380
		EB-Thru	0	0	0	0		
		EB-Right	0	0	0	0		
	EAST LEG	WB-Left	4	5	50	65	751	1130
		WB- Thru	5	10	63	125		
		WB-Right	32	50	400	625		
	SOUTH LEG	NB-Left	0	0	0	0	2200	3320
		NB-Thru	62	95	775	1190		
		NB-Right	4	5	50	65		
	NORTH LEG	SB-Left	15	20	188	250	2864	4320
		SB-Thru	106	160	1325	2000		
		SB-Right	3	5	38	65		

South Leg=	NB-Thru	NB-Left	SB-Thru	WB-Left
North Leg=	NB-Thru	SB-Right	SB-Left	WB-Right
West Leg=	NB-Left	EB-Thru	EB-Right	WB-Thru
East Leg=	NB-Right	EB-Thru	WB-Thru	WB-Left

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Montgomery			Intersection	Commercial/1st			
Agency/Co.	JUB Engineers			Jurisdiction	Glenns Ferry			
Date Performed	10/1/2010			Analysis Year	2010			
Analysis Time Period	PPM Peak Hour							
Project Description Glenns Ferry Transportation Plan								
East/West Street: 1st Avenue				North/South Street: Commercial Avenue				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street		Eastbound			Westbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	62	64	41	44	5		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	3	68	71	45	48	5		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street		Northbound			Southbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	62	13	45	2	13	11		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	68	14	50	2	14	12		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LTR			LTR		
v (veh/h)	3	45	132			28		
C (m) (veh/h)	1566	1457	740			736		
v/c	0.00	0.03	0.18			0.04		
95% queue length	0.01	0.10	0.65			0.12		
Control Delay (s/veh)	7.3	7.5	10.9			10.1		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	10.9			10.1		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY									
General Information				Site Information					
Analyst	Montgomery			Intersection	Commercial/1st				
Agency/Co.	JUB Engineers			Jurisdiction	Glenns Ferry				
Date Performed	10/1/2010			Analysis Year	2030				
Analysis Time Period	PPM Peak Hour								
Project Description Glenns Ferry Transportation Plan									
East/West Street: 1st Avenue				North/South Street: Commercial Avenue					
Intersection Orientation: East-West				Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments									
Major Street	Eastbound			Westbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)	5	95	95	60	65	10			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR (veh/h)	5	105	105	66	72	11			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration	LTR			LTR					
Upstream Signal		0			0				
Minor Street	Northbound			Southbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)	95	20	70	5	20	15			
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90			
Hourly Flow Rate, HFR (veh/h)	105	22	77	5	22	16			
Percent Heavy Vehicles	0	0	0	0	0	0			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration		LTR			LTR				
Delay, Queue Length, and Level of Service									
Approach	Eastbound	Westbound	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LTR	LTR	LTR			LTR			
v (veh/h)	5	66	204			43			
C (m) (veh/h)	1527	1373	616			600			
v/c	0.00	0.05	0.33			0.07			
95% queue length	0.01	0.15	1.44			0.23			
Control Delay (s/veh)	7.4	7.8	13.7			11.5			
LOS	A	A	B			B			
Approach Delay (s/veh)	--	--	13.7			11.5			
Approach LOS	--	--	B			B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Montgomery			Intersection	Commercial/Cleveland		
Agency/Co.	JUB Engineers			Jurisdiction	Glenns Ferry		
Date Performed	10/1/2010			Analysis Year	2010		
Analysis Time Period	PPM Peak Hour						
Project Description <i>Glenns Ferry Transportation Plan</i>							
East/West Street: <i>Cleveland Avenue</i>				North/South Street: <i>Commercial Avenue</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	62	4	15	106	3	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	12	0	0	4	5	35	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	11	0	0	4	5	32	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	16	117	3	0	68	4	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LTR	LTR			LTR	
v (veh/h)	0	16	44			12	
C (m) (veh/h)	1480	1541	917			683	
v/c	0.00	0.01	0.05			0.02	
95% queue length	0.00	0.03	0.15			0.05	
Control Delay (s/veh)	7.4	7.4	9.1			10.4	
LOS	A	A	A			B	
Approach Delay (s/veh)	--	--	9.1			10.4	
Approach LOS	--	--	A			B	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	Montgomery			Intersection	Commercial/Cleveland		
Agency/Co.	JUB Engineers			Jurisdiction	Glenns Ferry		
Date Performed	10/1/2010			Analysis Year	2030		
Analysis Time Period	PPM Peak Hour						
Project Description <i>Glenns Ferry Transportation Plan</i>							
East/West Street: <i>Cleveland Avenue</i>				North/South Street: <i>Commercial Avenue</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	95	5	20	160	5	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	16	0	0	5	11	55	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	15	0	0	5	10	50	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR (veh/h)	22	177	5	0	105	5	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LTR		LTR			LTR
v (veh/h)	0	22		71			16
C (m) (veh/h)	1405	1493		836			546
v/c	0.00	0.01		0.08			0.03
95% queue length	0.00	0.04		0.28			0.09
Control Delay (s/veh)	7.6	7.4		9.7			11.8
LOS	A	A		A			B
Approach Delay (s/veh)	--	--		9.7			11.8
Approach LOS	--	--		A			B

Glenns Ferry Transportation Plan

2005-2009 Crash Data – Glenns Ferry



THE
LANSDON
GROUP
a JUB Company



Year	Street1	Street2	# Accidents	# Injury Accidents	B Injury Accidents	A Injury Accidents	Fatal	# Injuries
2005	1st Ave	Owyhee St	1	1	0	0	0	1
2005	Bannock Ave	I 84 IC 120 EB Off Ramp	1	0	0	0	0	0
2005	Commercial St	Idaho Ave	1	0	0	0	0	0
2005	Commercial St	Shrum Ave	1	0	0	0	0	0
2005	I 84	MP 121	2	0	0	0	0	0
2006	1st Ave	Old US 30	1	0	0	0	0	0
2006	Arthur Ave	Lincoln St	1	0	0	0	0	0
2006	Bannock Ave	Idaho Ave	1	0	1	0	0	1
2006	Frontage Rd	Pasadena Valley	1				0	0
2006	I 84	MP 120	2	0	1	0	0	4
2006	I 84	MP 121	2	0	1	0	0	2
2006	Joseph Ferry Dr	Madison Ave	1	0	0	0	0	0
2007	1st Ave	Alturas St	1	1	0	0	0	1
2007	1st Ave	Bannock Ave	1	0	0	0	0	0
2007	1st Ave	Frontage Rd	1	0	0	0	0	0
2007	5th East Ave	Oneida St	1	1	0	0	0	1
2007	Arthur Ave	Lincoln St	1	0	1	0	0	1
2007	Commercial St	Garfield Ave	1	0	0	0	0	0
2007	Commercial St	Idaho Ave	1	0	0	0	0	0
2007	I 84	I 84 IC 121 EB On Ramp	1	0	0	0	0	0
2007	I 84	MP 121	1	0	1	0	0	1
2008	Ada St	Arthur Ave	1	0	0	0	0	0
2008	Ada St	Cleveland Ave	1	0	0	0	0	0
2008	Arthur St	Oneida St	1	0	0	0	0	0
2008	Bradbury St	Idaho Ave	1	0	0	0	0	0
2008	I 84	MP 121	4	1	0	0	0	2
2009	1st Ave	Alton Ave	1	0	0	0	0	0
2009	1st Ave	Frontage Rd	1	0	0	0	0	0
2009	Bannock Ave	Frontage Rd	1	0	0	0	0	0
2009	Commercial St	Frontage Rd	1	1	0	0	0	1
2009	Garfield Ave	OWYHEE St	1	0	0	0	0	0
2009	I 84	MP 120	1	0	0	0	0	0