




















APPENDIX B

**Intersection Capacity Analyses
2022 Adjusted AM & PM Peak Hours**

Lanes, Volumes, Timings
3: S Main St/North St & Union St

08/31/2022

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	731	52	14	391	229	312	296	44	37	126	69
Future Volume (vph)	30	731	52	14	391	229	312	296	44	37	126	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.990				0.850		0.980				0.850
Flt Protected		0.998			0.998		0.950				0.989	
Satd. Flow (prot)	0	3333	0	0	3336	1495	1719	1773	0	0	3246	1468
Flt Permitted		0.919			0.850		0.538				0.769	
Satd. Flow (perm)	0	3070	0	0	2841	1495	974	1773	0	0	2524	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				244		7				97
Link Speed (mph)		30			30			30				30
Link Distance (ft)		360			280			600				451
Travel Time (s)		8.2			6.4			13.6				10.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.85	0.85	0.85	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	5%	5%	5%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	786	56	15	416	244	367	348	52	45	152	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	874	0	0	431	244	367	400	0	0	197	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		60	60		9	15		9
Turn Type	Perm	NA		Perm	NA	Prot	pm+pt	NA		Perm	NA	Perm
Protected Phases		2			6	6	7	4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6	6	7	4		8	8	8
Switch Phase												
Minimum Initial (s)	38.0	38.0		38.0	38.0	38.0	15.0	30.0		15.0	15.0	15.0
Minimum Split (s)	44.0	44.0		44.0	44.0	44.0	22.0	37.0		22.0	22.0	22.0
Total Split (s)	44.0	44.0		44.0	44.0	44.0	22.0	47.0		25.0	25.0	25.0
Total Split (%)	37.3%	37.3%		37.3%	37.3%	37.3%	18.6%	39.8%		21.2%	21.2%	21.2%

Lanes, Volumes, Timings
 3: S Main St/North St & Union St

08/31/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	23%

Lanes, Volumes, Timings
3: S Main St/North St & Union St

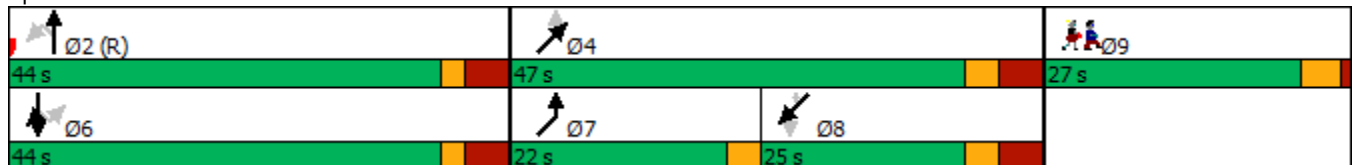
08/31/2022

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Yellow Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	0.0	4.0		4.0	4.0	4.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0			6.0	6.0	3.0	7.0			7.0	7.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
Act Effct Green (s)		38.0			38.0	38.0	44.0	40.0			18.0	18.0
Actuated g/C Ratio		0.32			0.32	0.32	0.37	0.34			0.15	0.15
v/c Ratio		0.88			0.47	0.38	0.76	0.66			0.51	0.27
Control Delay		49.2			34.1	5.4	41.6	38.9			51.2	8.8
Queue Delay		0.0			2.6	0.9	0.0	0.0			0.0	0.0
Total Delay		49.2			36.7	6.3	41.6	38.9			51.2	8.8
LOS		D			D	A	D	D			D	A
Approach Delay		49.2			25.7			40.2			38.7	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)		327			137	0	221	254			73	0
Queue Length 95th (ft)		#442			187	57	297	338			103	28
Internal Link Dist (ft)		280			200			520			371	
Turn Bay Length (ft)												
Base Capacity (vph)		992			914	646	483	605			385	306
Starvation Cap Reductn		0			354	192	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		0.88			0.77	0.54	0.76	0.66			0.51	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 118
 Actuated Cycle Length: 118
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green, Master Intersection
 Natural Cycle: 115
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 39.3 Intersection LOS: D
 Intersection Capacity Utilization 98.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.




















Splits and Phases: 3: S Main St/North St & Union St



Lane Group	Ø9
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
3: S Main St/North St & Union St

09/01/2022

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	38	528	38	30	712	342	239	189	54	78	338	94
Future Volume (vph)	38	528	38	30	712	342	239	189	54	78	338	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.991				0.850		0.967				0.850
Flt Protected		0.997			0.998		0.950				0.991	
Satd. Flow (prot)	0	3430	0	0	3498	1568	1752	1784	0	0	3440	1553
Flt Permitted		0.715			0.848		0.216				0.823	
Satd. Flow (perm)	0	2460	0	0	2972	1568	398	1784	0	0	2857	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				376		13				104
Link Speed (mph)		30			30			30				30
Link Distance (ft)		360			280			600				451
Travel Time (s)		8.2			6.4			13.6				10.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.88	0.88	0.88	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	41	574	41	33	782	376	272	215	61	87	376	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	656	0	0	815	376	272	276	0	0	463	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		60	60		9	15		9
Turn Type	Perm	NA		Perm	NA	Prot	pm+pt	NA		Perm	NA	Perm
Protected Phases		2			6	6	7	4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6	6	7	4		8	8	8
Switch Phase												
Minimum Initial (s)	38.0	38.0		38.0	38.0	38.0	15.0	30.0		15.0	15.0	15.0
Minimum Split (s)	44.0	44.0		44.0	44.0	44.0	22.0	37.0		25.0	25.0	25.0
Total Split (s)	44.0	44.0		44.0	44.0	44.0	22.0	47.0		25.0	25.0	25.0
Total Split (%)	37.3%	37.3%		37.3%	37.3%	37.3%	18.6%	39.8%		21.2%	21.2%	21.2%

Lanes, Volumes, Timings
 3: S Main St/North St & Union St

09/01/2022

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	23%

Lane Group	Ø9
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
6: Memorial Pkwy & N Main St

08/31/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	131	169	167	908	475	41	
Future Volume (vph)	131	169	167	908	475	41	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Ped Bike Factor							
Frt		0.850			0.988		
Flt Protected	0.950			0.992			
Satd. Flow (prot)	1752	1568	0	3443	3272	0	
Flt Permitted	0.950			0.675			
Satd. Flow (perm)	1752	1568	0	2343	3272	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		225			11		
Link Speed (mph)	30			30	30		
Link Distance (ft)	589			280	457		
Travel Time (s)	13.4			6.4	10.4		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.75	0.75	0.94	0.94	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	4%	4%	9%	9%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	175	225	178	966	516	45	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	175	225	0	1144	561	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Turn Type	Prot	Prot	pm+pt	NA	NA		
Protected Phases	4	4	5	2	6	9	
Permitted Phases			2				
Detector Phase	4	4	5	2	6		
Switch Phase							
Minimum Initial (s)	12.0	12.0	7.5	52.0	15.0	5.0	
Minimum Split (s)	16.5	16.5	12.0	57.0	20.0	20.0	
Total Split (s)	22.5	22.5	12.0	57.0	45.0	20.0	
Total Split (%)	22.6%	22.6%	12.1%	57.3%	45.2%	20%	

Lanes, Volumes, Timings
6: Memorial Pkwy & N Main St

08/31/2022

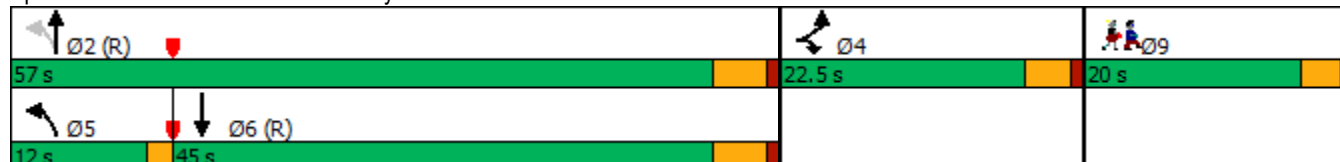


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø9
Yellow Time (s)	3.5	3.5	2.0	4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.5	4.5		5.0	5.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max
Act Effct Green (s)	18.0	18.0		52.0	40.0		
Actuated g/C Ratio	0.18	0.18		0.52	0.40		
v/c Ratio	0.55	0.48		0.88	0.42		
Control Delay	44.6	8.7		29.2	22.2		
Queue Delay	0.0	0.0		47.9	0.0		
Total Delay	44.6	8.7		77.2	22.2		
LOS	D	A		E	C		
Approach Delay	24.4			77.2	22.2		
Approach LOS	C			E	C		
Queue Length 50th (ft)	102	0		260	129		
Queue Length 95th (ft)	139	30		#344	176		
Internal Link Dist (ft)	509			200	377		
Turn Bay Length (ft)							
Base Capacity (vph)	316	467		1301	1321		
Starvation Cap Reductn	0	0		395	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.55	0.48		1.26	0.42		

Intersection Summary

Area Type: Other
 Cycle Length: 99.5
 Actuated Cycle Length: 99.5
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 52.5 Intersection LOS: D
 Intersection Capacity Utilization 79.9% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Memorial Pkwy & N Main St



Lanes, Volumes, Timings
6: Memorial Pkwy & N Main St

08/31/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø9
Lane Configurations							
Traffic Volume (vph)	143	277	177	666	771	30	
Future Volume (vph)	143	277	177	666	771	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Ped Bike Factor							
Frt		0.850			0.994		
Flt Protected	0.950			0.990			
Satd. Flow (prot)	1787	1599	0	3470	3518	0	
Flt Permitted	0.950			0.534			
Satd. Flow (perm)	1787	1599	0	1872	3518	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		351			5		
Link Speed (mph)	30			30	30		
Link Distance (ft)	589			280	457		
Travel Time (s)	13.4			6.4	10.4		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.79	0.79	0.91	0.91	0.89	0.89	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	1%	1%	3%	3%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	181	351	195	732	866	34	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	181	351	0	927	900	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Turn Type	Prot	Prot	pm+pt	NA	NA		
Protected Phases	4	4	5	2	6	9	
Permitted Phases			2				
Detector Phase	4	4	5	2	6		
Switch Phase							
Minimum Initial (s)	12.0	12.0	10.0	52.0	15.0	5.0	
Minimum Split (s)	16.5	16.5	12.0	57.0	20.0	20.0	
Total Split (s)	22.5	22.5	12.0	57.0	45.0	20.0	
Total Split (%)	22.6%	22.6%	12.1%	57.3%	45.2%	20%	

Lanes, Volumes, Timings
6: Memorial Pkwy & N Main St

08/31/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø9
Yellow Time (s)	3.5	3.5	2.0	4.0	4.0		3.0
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.5	4.5		5.0	5.0		
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	Max	Max	Max	Max	Max		Max
Act Effct Green (s)	18.0	18.0		52.0	40.0		
Actuated g/C Ratio	0.18	0.18		0.52	0.40		
v/c Ratio	0.56	0.61		0.85	0.64		
Control Delay	44.7	9.0		27.4	26.2		
Queue Delay	0.0	0.0		48.9	0.0		
Total Delay	44.7	9.0		76.4	26.2		
LOS	D	A		E	C		
Approach Delay	21.2			76.4	26.2		
Approach LOS	C			E	C		
Queue Length 50th (ft)	106	0		192	235		
Queue Length 95th (ft)	151	40		#252	297		
Internal Link Dist (ft)	509			200	377		
Turn Bay Length (ft)							
Base Capacity (vph)	323	576		1090	1417		
Starvation Cap Reductn	0	0		309	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.56	0.61		1.19	0.64		

Intersection Summary

Area Type: Other
 Cycle Length: 99.5
 Actuated Cycle Length: 99.5
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 95
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 44.8
 Intersection LOS: D
 Intersection Capacity Utilization 87.7%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Memorial Pkwy & N Main St

