

Fehr & Peers

Bandon Fields Traffic Impact Study

Prepared for:
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Submitted on:
January 2026

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1. Executive Summary

The purpose of this study is to provide a summary of the potential transportation-related impacts from the proposed Bandon Fields and Ivory Homes developments located on the northwest corner of the intersection of 500 S and Redwood Road on the border of West Bountiful and Woods Cross, Utah. This study includes a traffic impact analysis for 2024, 2029, and 2044 Background and Plus Project conditions at key intersections neighboring the proposed development. Additionally, 2029 Background and Plus Project conditions were analyzed under a train blockage scenario assuming one or more of the rail crossings along 500 S are blocked during peak commute times of the day.

Additionally, the Ivory Homes development is being vested independent from the proposed Bandon Fields development, but was included in the “Project Conditions” to understand how its vehicle routing would impact conditions within the site and at the site accesses. As such, the results of this analysis are conservative and include project trips generated from both independent developments.

The project location is shown in **Figure 1**.

1.1 Data Location and Collection

Vehicular turning count movement data was collected during the AM and PM peak periods from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Wednesday, October 23, 2024.

Impacts are specifically addressed at the following study intersections:

1. SB Legacy Parkway On-Off Ramps / 500 S
2. NB Legacy Parkway On-Off Ramps / 500 S
3. Redwood Road / 500 S
4. 1100 W / 500 S
5. Highgate Avenue / 1450 W
6. Millbridge Lane / 1450 W
7. W 400 N / 1450 W
8. Highgate Avenue / 1100 W
9. Millbridge Lane / 1100 W
10. W 400 N / 1100 W
101. Wellington Avenue / 1450 W
102. Internal Roundabout

Additionally, train blockage data for the two rail crossings along 500 S – between 1100 W and 700 W – were collected for all hours over a week during January 6–12, 2025. The rail crossing east of 900 W is used by Utah Transit Authority (UTA) for the operation of the FrontRunner and by freight train companies, while the crossing west of 900 W is used by freight train companies who are accessing the adjacent oil refinery.

1.2 Analysis Scenarios

The scope of this study analyzes the traffic operations and impacts under the following scenarios:

1. Existing (2024) Conditions
2. Existing (2024) Plus Project Conditions
3. Future (2029) Background Conditions
4. Future (2029) Plus Project Conditions
5. Future (2029) Background (Train Blockage) Conditions
6. Future (2029) Plus Project (Train Blockage) Conditions
7. Future (2044) Background Conditions
8. Future (2044) Plus Project Conditions

1.3 Traffic Conditions

Table 1 reports unmitigated Level of Service (LOS) at the study intersections under each of the scenarios. For signalized intersections, average vehicular delay and LOS are reported. For unsignalized intersections, the worst movement delay and LOS are reported. Detailed descriptions of the intersection operations can be found in the subsequent chapters. For intersections failing to meet adequate LOS, potential mitigations were proposed.

It was observed that Existing (2024) and Future (2029) under the Background and Plus Project conditions all operated within an acceptable LOS and therefore do not require mitigations. Additionally, two scenarios were analyzed under a train blockage at the rail crossing along 500 S to determine the impacts of drivers re-routing on the surrounding roadway network in the year 2029 for both Background and Plus Project conditions. LOS failures were recorded under both Background and Plus Project conditions at the intersections of 400 N / 1100 W and 1100 W / Highgate Avenue. These LOS failures assume traffic is disrupted such that vehicles re-route along 1100 W and other side roads rather than 500 S. As these failures only occur during these limited disruptions, no mitigations were recommended.

The proposed mitigations, necessary in 2044, which aid in resolving 2044 LOS failures, are as outlined below:

- **Mitigating Future (2044) Background and Plus Project Conditions:**
 - **Redwood Road / 500 S:** It is recommended that UDOT increase the intersection cycle length from 120 to 150 seconds and provide additional green time to the volumes traveling in the east and westbound directions. It is also recommended that the southbound (west leg) and eastbound (south leg) pedestrian crossings be removed, and that the signal timings be adjusted so that the southbound and eastbound pedestrian phases are removed. Doing so would result in the intersection operating at an LOS D (48 sec/veh delay, for both peak periods).
- **Mitigating Future (2044) Plus Project Conditions:**
 - **NB Legacy Parkway On-Off Ramps / 500 S:** Signal warrant requirements are not met for this intersection. Thus, a traffic signal was not evaluated or officially recommended at this intersection. However, it is recommended that UDOT consider implementation of a signal after further development (as assumed in the WFRC Travel Demand Model) occurs west of Legacy Parkway and/or south of 500 S, when signal warrant requirements would likely be met. With a signal in place, the LOS in the AM and PM peak hour becomes LOS B (18 sec/veh delay, for both peak periods).

1.4 Implications of School Routing

The schools likely to serve the proposed site are West Bountiful Elementary School, Bountiful Junior High School, and Viewmont High School. It is anticipated that parents routing to these schools will divide themselves between routing along 400 North via the neighborhoods to the north and west of the site or routing along 500 South. The bell schedule for West Bountiful Elementary School, which would likely be the most impactful to the neighborhoods adjacent to the site, does not overlap with the AM peak hour. However, it is anticipated that most of the parents routing from the site will opt to use 400 North to access this school. That said, it is not anticipated that this routing will lead to traffic at the study intersections that exceeds the AM or PM peak hour traffic, and as such the conditions presented in this report still represent the peak traffic conditions within the study area. If bell schedules should change in the future to where they overlap with the AM peak hour (between 7:30–8:30 AM), the traffic analysis shows that there is available capacity to accommodate additional school-related traffic.

Table 1: Unmitigated AM and PM Peak Hour Level of Service Summary

Intersection			Ex Back- ground	Ex +Project	2029 Back- ground	2029 + Project	2029 Back- round (Train)	2029 + Project (Train)	2044 Back- ground	2044 + Project
ID	LOS & Sec/Veh ¹	LOS & Sec/Veh ^{h1}	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹
1	SB Legacy Pkwy On-Off Ramps/500 S	AM	B / 10	B / 13	B / 10	B / 12	B / 10	B / 12	C / 27	D / 46
		PM	A / 8	A / 9	A / 9	A / 9	A / 9	A / 9	B / 12	B / 15
2	NB Legacy Pkwy On-Off Ramps/500 S	AM	C / 17	C / 19	C / 19	C / 21	C / 19	C / 21	D / 33	E / 38
		PM	B / 13	B / 15	B / 14	C / 16	B / 14	C / 16	D / 31	E / 38
3	Redwood Rd/500 S	AM	C / 30	D / 36	C / 33	D / 41	C / 34	D / 40	D / 47	E / 62
		PM	C / 32	D / 36	D / 41	D / 44	D / 43	D / 45	F / 89	F / 111
4	1100 W/500 S	AM	A / 8	A / 9	A / 8	A / 9	B / 10	B / 12	B / 10	B / 11
		PM	A / 9	A / 9	A / 9	A / 10	B / 11	C / 24	B / 14	B / 15
5	Highgate Ave/1450 W ⁴	AM	-	-	-	-	-	-	-	-
		PM	-	-	-	-	-	-	-	-
6	Millbridge Ln/1450 W	AM	A / 9	A / 9	A / 9	A / 9	A / 9	A / 9	A / 9	A / 9
		PM	A / 9	A / 9	A / 9	A / 9	A / 9	A / 9	A / 9	A / 9
7	W 400 N/1450 W	AM	A / 8	A / 9	A / 8	A / 9	A / 8	A / 9	A / 8	A / 9
		PM	A / 8	A / 9	A / 8	A / 9	A / 8	A / 9	A / 8	A / 9
8	Highgate Ave/1100 W	AM	B / 11	B / 12	B / 11	B / 12	C / 16	C / 21	B / 14	B / 15
		PM	B / 12	B / 14	B / 13	B / 14	D / 27	E / 48	C / 19	C / 22
9	Millbridge Ln/1100 W	AM	B / 12	B / 13	B / 10	C / 15	B / 13	C / 16	B / 11	B / 12
		PM	B / 10	B / 13	B / 10	C / 17	C / 15	C / 20	B / 11	B / 12
10	400 N/1100 W	AM	A / 9	A / 9	A / 9	B / 10	B / 15	D / 28	B / 11	B / 13
		PM	B / 10	B / 13	B / 11	B / 14	F / 76	F / 161	C / 19	C / 23
101	Wellington Ave/1450 W	AM	-	A / 9	-	A / 9	-	A / 9	-	A / 9
		PM	-	A / 9	-	A / 9	-	A / 9	-	A / 9
102	Internal Roundabout	AM	-	A / 4	-	A / 4	-	A / 4	-	A / 4
		PM	-	A / 4	-	A / 4	-	A / 4	-	A / 4

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

2. Introduction

2.1 Purpose

The purpose of this study is to provide a summary of the potential transportation-related impacts from the proposed Bandon Fields and Ivory Homes developments located on the northwest corner of the intersection of 500 S and Redwood Road on the border of West Bountiful and Woods Cross, Utah.

This study analyzes the traffic operations and impacts related to the site for Existing 2024 conditions, Future 2029 conditions, and Future 2044 conditions at key study intersections, described below in the Scope section. Two scenarios were analyzed for each AM and PM peak time period: Background and Plus Project. The Plus Project analysis includes project trips generated from the proposed Bandon Fields development. For each of the evaluation periods, intersections with vehicle delay in excess of Utah Department of Transportation (UDOT) standards (see Section 2.3 for a description of the standards) are identified and mitigation measures recommended.

In addition to the base analysis scenarios, a second set of Future 2029 conditions were analyzed with a focus on how a train blockage at the rail crossing over 500 S just east of 1100 W would impact vehicle routing and traffic conditions within the study area, both with and without the proposed project. 2029 was selected as the most appropriate horizon year for the train blockage condition, as it would represent the likely traffic dynamic at the time that the proposed site is in place, while also not being too far in the future when roadway improvements and traffic growth are more uncertain. It is possible that an intervention would already be in place to mitigate the train blockage by 2044, which is why that horizon year was not used. As this condition represents a traffic disruption rather than typical peak traffic conditions, no mitigations were identified under this condition.

2.2 Scope

This study analyzes the expected traffic impacts from the proposed development at nearby intersections, the one proposed site access, and one internal intersection. Impacts are specifically addressed at the following study intersections:

1. SB Legacy Parkway On-Off Ramps / 500 S
2. NB Legacy Parkway On-Off Ramps / 500 S
3. Redwood Road / 500 S
4. 1100 W / 500 S
5. Highgate Avenue / 1450 W
6. Millbridge Lane / 1450 W
7. W 400 N / 1450 W
8. Highgate Avenue / 1100 W
9. Millbridge Lane / 1100 W
10. W 400 N / 1100 W
101. Wellington Avenue / 1450 W
102. Internal Bandon Fields Roundabout

Wellington Avenue / 1450 W and the Internal Bandon Fields Roundabout currently do not serve any vehicle traffic; they are included as a study intersection to account for their role as a site access and key internal intersection under plus project conditions.

Figure 1 shows the study intersections and project accesses analyzed in the study.

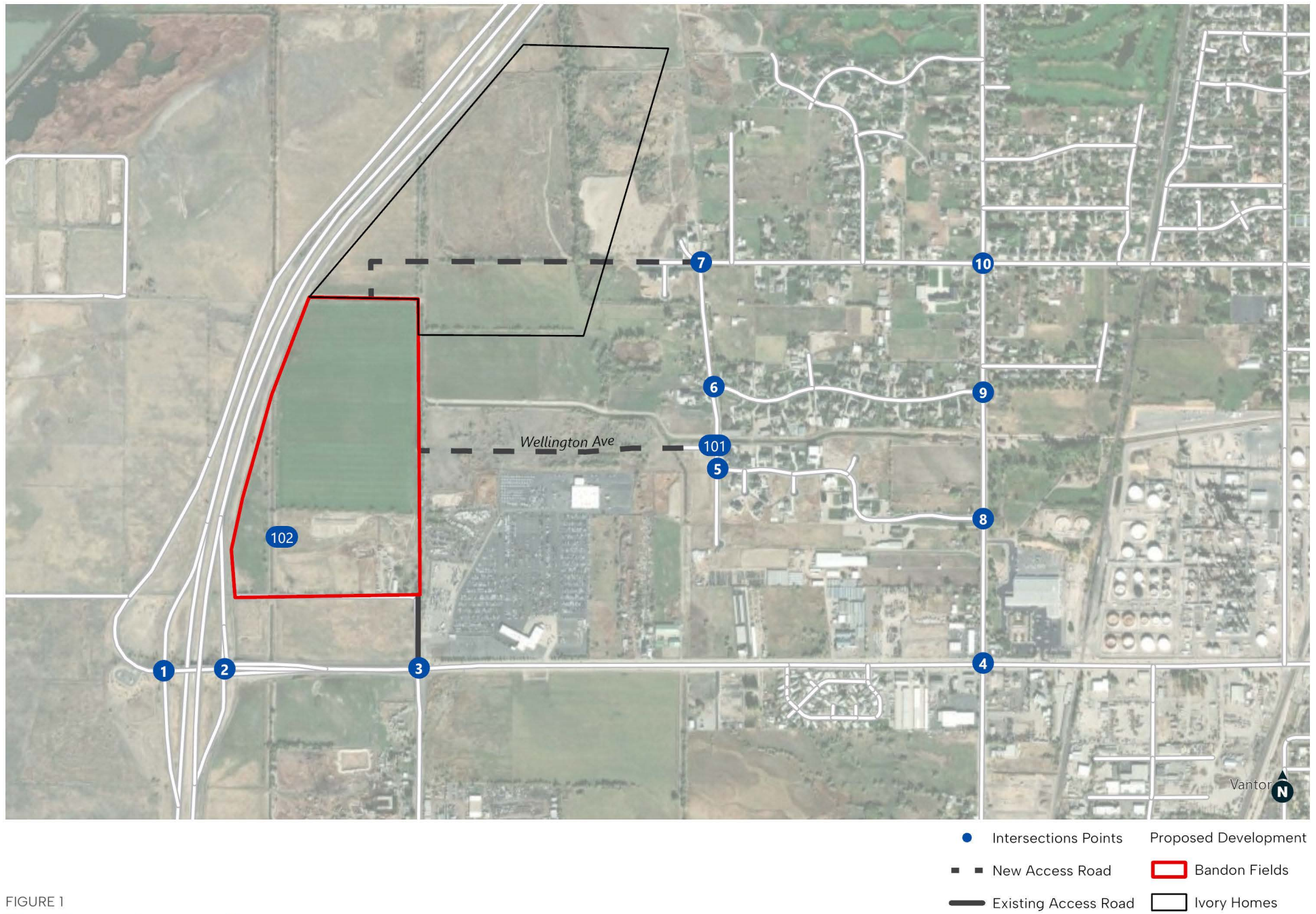


FIGURE 1
Project Location

2.3 Analysis Method

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. For this study, acceptable LOS is defined as LOS A through D; unacceptable LOS is defined as LOS E or F. **Table 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 6th Edition) methodology was used in this study to remain consistent with “state of the practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, the LOS is provided for the worst intersection movement for side-street stop-controlled intersections (SSSC) and for the overall intersection (weighted average of all approach delays) for all-way stop controlled intersections (AWSC).

Neither the City of Woods Cross nor the City of West Bountiful have defined intersection LOS standards for their roadways. As such, the LOS standard of LOS D was assumed for all study intersections, consistent with UDOT’s standard for suburban areas.

Table 2: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10	< 10
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10 to 20	> 10 to 15
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20 to 35	> 15 to 25
D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	> 35 to 55	> 25 to 35
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	> 55 to 80	> 35 to 50
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	> 80	> 50

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peer, 2025 descriptions, based on *Highway Capacity Manual 6th Edition*.

3. Existing (2024) Background Conditions

3.1 Purpose

The Existing (2024) Background conditions analysis examines the nearby study intersection during the peak AM and PM travel period of the day under existing traffic and geometric conditions. Through this analysis, Fehr & Peers can identify existing traffic operations deficiencies and recommend relevant mitigation measures.

3.2 Roadway Systems

The primary roadways that will access the project area are:

- **Redwood Road (SR 68)** is classified by UDOT as a principal arterial (Access Category 5 south of 500 South) and has a posted speed limit of 50 miles per hour (mph). Within the study area, Redwood Road has one travel lane in each direction.
- **500 S (SR 68)** is classified by the Cities of Woods Cross and West Bountiful as a Principal Arterial (Access Category 5 west of 1100 West and Category 6 east of 1100 West), with a posted speed limit of 50 mph. Within the study area, W 500 S has two travel lanes in each direction with a center two-way left-turn lane (TWLTL).
- **400 N** is classified by the City of West Bountiful as a major collector and has a posted speed limit of 30 miles per hour. Within the study area, W 400 N has one travel lane in each direction. West Bountiful Elementary School is located on W 400 N, to the east of the proposed development between N 800 W and N 600 W, occasionally impacting traffic patterns within the study area during the AM peak hour.
- **1100 W** is classified by the City of West Bountiful as a major collector, with a posted speed limit of 30 mph. Within the study area, S 1100 W has one travel lane in each direction.
- **1450 W** is classified by the City of West Bountiful as a local street, with an assumed speed limit of 25 mph. Within the study area, S 1450 W has one travel lane in each direction.
- **Millbridge Lane** is classified by the City of West Bountiful as a local street, with an assumed speed limit of 25 mph. Within the study area, S 1450 W has one travel lane in each direction.
- **Highgate Avenue** is classified by the City of West Bountiful as a local street, with an assumed speed limit of 25 mph. Within the study area, S 1450 W has one travel lane in each direction.

3.3 Crash History

Fehr & Peers reviewed vehicle crash data at each of the ten study intersections near the proposed development during a five-year time period from 2019 to 2023. **Table 3** summarizes the vehicle crash history. No pedestrian and bicycle crashes were reported at any of the study intersections.

For signalized intersections, all crashes within 300 feet were analyzed while a 150-foot radius was used for unsignalized intersections. Crash trends of note were observed at the following study intersections:

- **Redwood Road / 500 S** experienced the highest number of crashes over the five-year time period, and also has an annual crash frequency (Rate per Million Entering Vehicles, or RMEV) approaching 1.0. The majority of these crashes were classified as rear end or sideswipes which caused minimal harm (possible or no apparent injuries) to drivers. Through a trends analysis, it was seen that around one third (34%) of these crashes occurred as a driver attempted to complete a left-hand U-turn traveling on 500 S in either the east or westbound direction.
- **1100 W / 500 S** also experienced numerous crashes over the five-year time period and has an RMEV exceeding 1.0. While none were fatal, two crashes resulted in serious injury and six in minor injuries. The data showed that the majority (65%) of crashes at this intersection were classified as angle crashes, with 52% of angle crashes related to left turns or running the red light.
- **W 400 N / 1450 W** was also flagged as having an RMEV exceeding 1.0. However, this intersection only experienced one crash during the latest 5-year period, which resulted in no injury. As such, no conclusive safety trends can be defined.

Table 3: Vehicle Crash Data Summary by Year, 2019–2023

ID	Intersection	2019	2020	2021	2022	2023	5-Year Crashes				Total	Average Annual Crash Frequency
							Serious Injury	Minor Injury	Possible Injury	No Apparent Injury		
1	SB Legacy Parkway On-Off Ramps / 500 S*	0	0	1	0	0	0	0	1	0	1	0.10
2	NB Legacy Parkway On-Off Ramps / 500 S	0	2	1	0	0	0	0	1	2	3	0.12
3	Redwood Road / 500 S*	3	6	5	10	8	0	1	11	19	32	0.94
4	1100 W / 500 S*	6	2	2	6	10	2	6	6	12	26	1.02
5	Highgate Avenue / 1450 W	0	0	0	0	0	0	0	0	0	0	0
6	Millbridge Lane / 1450 W	0	0	0	0	0	0	0	0	0	0	0
7	W 400 N / 1450 W	1	0	0	0	0	0	0	0	1	1	2.11
8	Highgate Avenue / 1100 W	1	0	0	0	0	0	0	0	1	1	0.12
9	Millbridge Lane / 1100 W	0	0	0	0	0	0	0	0	0	0	0
10	W 400 N / 1100 W	0	0	0	0	0	0	0	0	0	0	0

Source: Adapted from AASHTO SafetyWare (Numetric) Crash Database for Utah, 2024.

*Indicates a signalized intersection

3.4 Traffic Volumes

Fehr & Peers coordinated with Elite Traffic Data Collection to collect intersection turning movement counts at each of the ten study intersections. These counts were used to establish a baseline of existing conditions and operations at the intersections adjacent to the proposed development. Counts were recorded for the AM and PM peak periods from 7:00 AM to 9:00 AM and 4:00 PM to

6:00 PM on Wednesday, October 23, 2024. Based on these traffic counts, the AM and PM peak hours within the study area were identified as 7:30–8:30 AM and 4:45–5:45 PM, respectively. **Figure 2** shows Existing (2024) Background weekday AM and PM peak hour volumes.

All traffic counts are provided in **Appendix B**.

3.5 Active Transportation Conditions

The following active transportation facilities exist within and around the study area:

Shared–Use Facilities:

- The Legacy Parkway Trail is a regional trail that travels north and southbound directly to the west of the proposed site. In the southern direction, Legacy Parkway Trail merges into Jordan River Trail and connects all the way to Lehi while in the northbound direction, the trail connects to Farmington.

Pedestrian Facilities:

- 500 S has a sidewalk on at least one side of the roadway throughout the study area. Of the four study intersections along this roadway:
 - SB Legacy Parkway On–Off Ramps / 500 S has pedestrian crosswalk infrastructure, with a traffic signal, on the southern leg.
 - NB Legacy Parkway On–Off Ramps / 500 S has pedestrian crosswalk infrastructure, without a traffic signal, on the southern leg.
 - Redwood Road / 500 S and 1100 W / 500 S have pedestrian crosswalk infrastructure at all four legs, fully equipped with pedestrian signals and push buttons.
- 1100 W has a sidewalk on the east side of the roadway until the intersection with W 200 N, after which there is no sidewalk along this road. Neither side of the roadway on 1100 W has a protected bicycle lane. Of the three study intersections along this roadway:
 - Highgate Avenue / 1100 W has no pedestrian crossing infrastructure.
 - Millbridge Lane / 1100 W has a striped pedestrian crossing on the northbound leg, for those crossing east or westbound.
 - W 400 N / 1100 W has striped pedestrian crossing on all four legs, despite only having sidewalks on east side of the roadway.
- N 1450 W has sidewalks on both sides of the road for the section between Millbridge Lane and Highgate Ave. Other than this section, there is no pedestrian or bicycle infrastructure. None of the three intersections along N 1450 W have pedestrian crossing infrastructure on any legs.
- Millbridge Lane has a sidewalk on the south side of the road, while Highgate Avenue has a sidewalk on both sides of the roadway.

Bicycle Facilities:

- 500 S has a striped bicycle lane on both sides of the roadway extending between Redwood Road and 500 W.

3.6 Transit Conditions

There are no transit facilities present within the study area. However, the Utah Transit Authority (UTA) maintains a commuter rail line – the FrontRunner – with a station near the study area, just south of 500 S – approximately 1.5 miles east of the proposed development. The Woods Cross FrontRunner Station offers a high-capacity transportation option for commuters seeking to access Ogden, Salt Lake City, and areas further south.

3.7 Level of Service Analysis

Using Synchro software and the HCM 6 delay thresholds outlined in the Introduction, the Existing (2024) Background weekday AM and PM peak hour (7:30 AM – 8:30 AM and 4:45 PM – 5:45 PM, respectively) LOS were computed for each study intersection. The results of this analysis are reported in **Table 4**. As shown in the table, all of the intersections were found to operate at acceptable levels of service in the Existing (2024) Conditions analysis in the AM and PM peak hour.

Detailed LOS reports are found in **Appendix C**.

3.8 Mitigations

Although all study intersections operate at an acceptable level of service under Existing (2024) Background conditions, the safety analysis identified the intersection of 1100 W / 500 S as having an RMEV exceeding 1.0. The Wasatch Front Regional Council (WFRC) Comprehensive Safety Action Plan (2024) identified this intersection as a potential priority location for safety investment (Location #7.34.1). As part of that plan, WFRC recommended a road safety audit be performed at this location and that specific countermeasures be identified. Per the more recent data analyzed in this traffic impact study, we would recommend that this road safety audit be performed and that a particular focus be placed on the impacts of the railroad crossing to the east on the study intersection as well as the potential need for eastbound and westbound left-turn phasing improvements at the study intersection.

Table 4: Existing (2024) Background Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control ³	Movement ⁴	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	SB Legacy Parkway On-Off Ramps / 500 S	AM	Signalized	-	-	-	10	B
		PM		-	-	-	8	A
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	17	C	-	-
		PM		NB Through	13	B	-	-
3	Redwood Road/ 500 S	AM	Signalized	-	-	-	30	C
		PM		-	-	-	32	C
4	1100 W / 500 S	AM	Signalized	-	-	-	8	A
		PM		-	-	-	9	A
5	Highgate Avenue / 1450 W ⁴	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	8	A	-	-
		PM		NB Shared	8	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	11	B	-	-
		PM		WB Shared	12	B	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	12	B	-	-
		PM		EB Shared	10	B	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-			9	A
		PM		-			10	B

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
5. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.

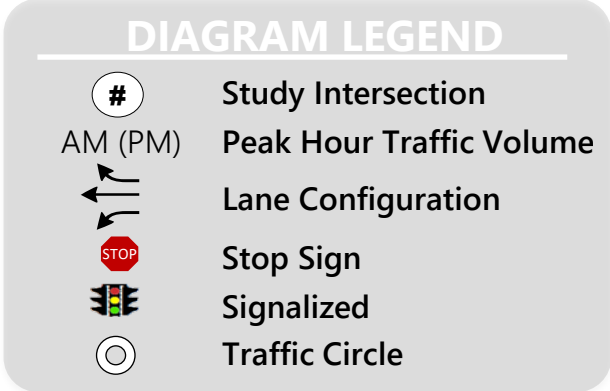
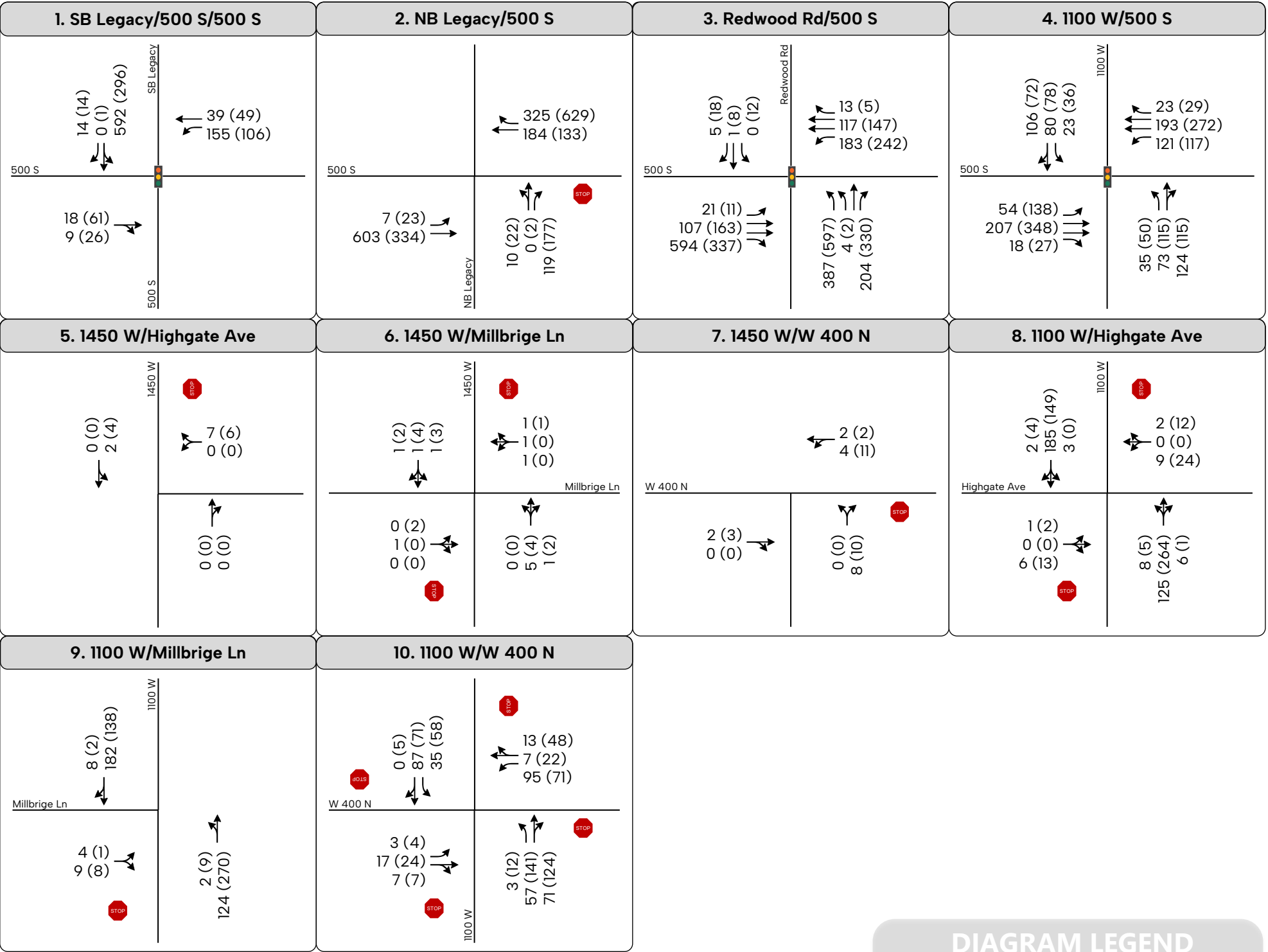
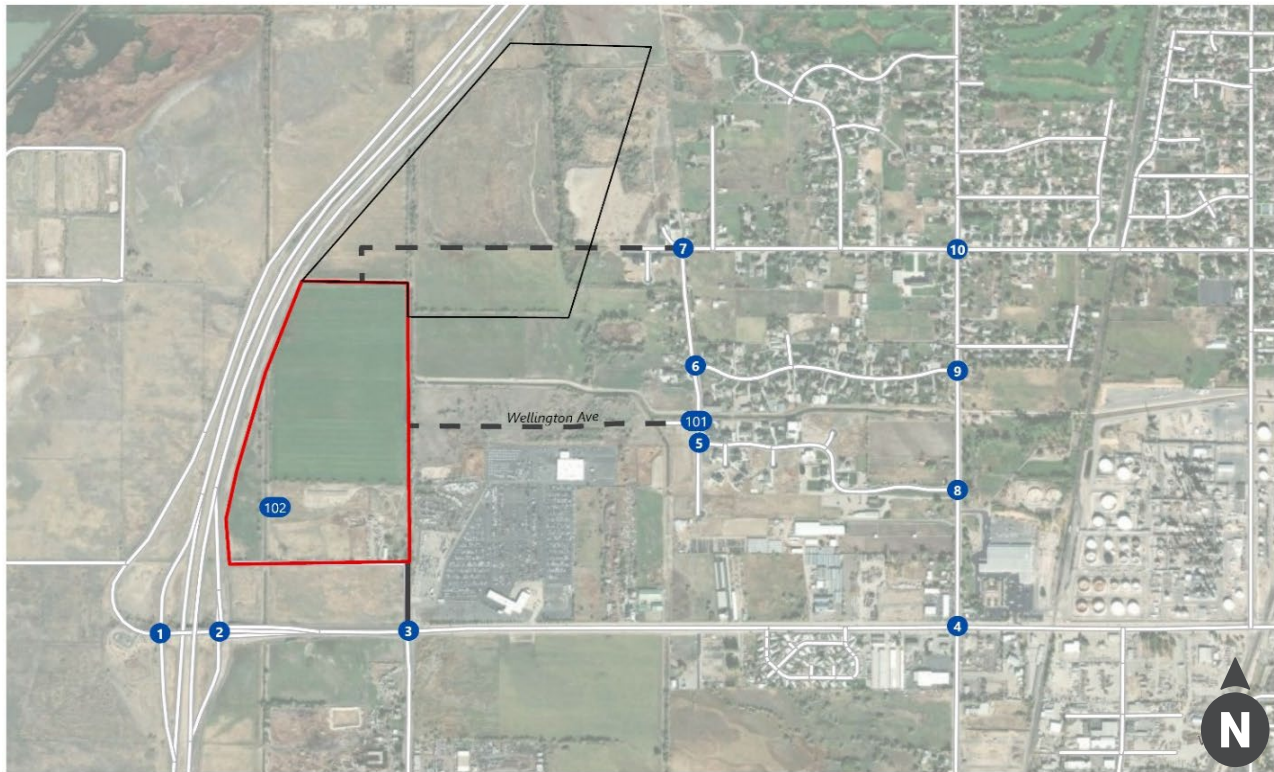


FIGURE #2

Existing (2024) AM & PM Peak Hour Traffic Conditions

4. Project Conditions

4.1 Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction of this report.

4.2 Project Description

The proposed Bandon Fields development will be located on an 85.52 acre lot north of 500 S on the border of West Bountiful and Woods Cross, Utah. The development will include a total of 650 total residential units broken down below:

- 259 units of single-family homes
- 211 townhome units
- 180 condo units

North of the proposed Bandon Fields development lies the proposed Ivory Homes development which will be located on an 88.79 acre lot. The development will include 234 units of single-family homes. This development is being vested independent from the proposed Bandon Fields development, but was included in the “Project Conditions” to understand how its vehicle routing would impact conditions within the site and at the site accesses.

Both the proposed Bandon Fields and Ivory Homes site plans indicate three potential tie-ins between the internal site networks and the larger public roadway network:

- Redwood Road at 500 South
- 400 North
- Wellington Avenue

Both the Bandon Fields and Ivory Home proposed site plans are shown in **Appendix A**.

4.3 Trip Generation

Trip generation for the project was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition, 2025*, and Fehr & Peers’ mixed-use development (MXD) methodology via MainStreet. MXD is a Fehr & Peers web application that captures the traffic benefits of developments by looking at interactions among the mixture of land uses and patron usage of alternative modes (i.e. transit, bicycling, and/or walking). Utilizing MXD outputs, a trip reduction of 3.5% was identified. In reviewing the development’s proximity to the Legacy Parkway regional trail, in addition to a striped bicycle lane that connects the site directly to the Woods Cross Frontrunner Station (1.5 miles from the site), it is anticipated that some residents will opt to use these active mode facilities in lieu of their vehicles for a small proportion of trips, particularly commute trips. As such, the 3.5% reduction identified by MXD was considered appropriate to apply to the trip generation in this case.

Both the base ITE trip generation as well as the reduced trip generation are provided in **Table 5**.

Table 5: Trip Generation Estimates

Land Use¹	Quantity	Rate	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Base ITE Trips Generated									
(210) Single- Family Detached Housing	259	Daily – 9.09 trips per DU AM Peak – 0.7 trips per DU PM Peak – 0.93 trips per DU	49	132	181	149	92	241	2,354
(215) Single- Family Attached Housing	211	Daily – 6.57 trips per DU AM Peak – 0.47 trips per DU PM Peak – 0.51 trips per DU	25	74	99	61	46	108	1,386
(220) Multifamily Housing (Low- Rise)	180	Daily – 6.21 trips per DU AM Peak – 0.41 trips per DU PM Peak – 0.52 trips per DU	18	56	74	58	36	94	1,118
Bandon Fields Total:			92	263	345	269	173	442	4,858
Base ITE Trips Generated – Ivory Homes									
(210) Single- Family Detached Housing	234	Daily – 9.09 trips per DU AM Peak – 0.7 trips per DU PM Peak – 0.93 trips per DU	44	120	164	135	83	218	2,127
Base ITE Trips Generated Grand Total:			136	382	518	404	256	660	6,985

Land Use¹	Quantity	Rate	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Reduced Trips – Bandon Fields</u>									
(210) Single- Family Detached Housing	259	-	47	128	175	144	88	232	2,272
(215) Single- Family Attached Housing	211	-	24	72	96	59	45	104	1,338
(220) Multifamily Housing (Low- Rise)	180	-	17	54	71	56	34	90	2,053
Bandon Fields Total Reduced Trips:			88	254	342	259	167	426	4,688
<u>Base ITE Trips Generated – Ivory Homes</u>									
(210) Single- Family Detached Housing	234	-	43	115	158	130	80	210	2,053
Reduced Trips Generated Grand Total:			131	369	500	389	247	636	6,741

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers – 12th Edition Trip Generation Manual (ITE Manual).

Source: Fehr & Peers, 2026.

4.4 Trip Distribution and Assignment

Project traffic was assigned to the roadway network based on the proximity to major streets and freeways, roadway network, population densities, and regional attractions including elementary, junior high and high schools (particularly during the AM peak hour). The existing travel patterns near the site observed during data collection and historical traffic patterns – provided by StreetLight (see Section 4.4.2 below for more detail) was helpful guidance to establish these distribution percentages. It is expected that once this development is complete, Redwood Road will be extended north of 500 S and W 400 N would extend further west to connect into the developments. Additionally, a new roadway, Wellington Avenue, will be built to connect the development to 1450 W. All of these connections were taken into consideration when routing vehicles through the nearby street network. Fehr & Peers distributed the project-generated trips to and from the study intersections in the project conditions analyses in the following percentage as seen in **Table 6** and **Figure 3**.

4.4.1 Implications of School Routing

The schools likely to serve the proposed site are West Bountiful Elementary School, Bountiful Junior High School, and Viewmont High School. It is anticipated that parents routing to these schools will divide themselves between routing along 400 North via the neighborhoods to the west of the site or routing along 500 South. The bell schedule for West Bountiful Elementary School, which would likely

be the most impactful to the neighborhoods adjacent to the site, does not overlap with the AM peak hour. However, it is anticipated that most of the parents routing from the site will opt to use 400 North to access this school. That said, it is not anticipated that this routing will lead to traffic at the study intersections that exceeds the AM or PM peak hour traffic, and as such the conditions presented in this report still represent the peak traffic conditions within the study area. If bell schedules should change in the future to where they overlap with the AM peak hour (between 7:30–8:30 AM), our traffic analysis shows that there is available capacity to accommodate additional school-related traffic.

4.4.2 Historical Trip Distribution

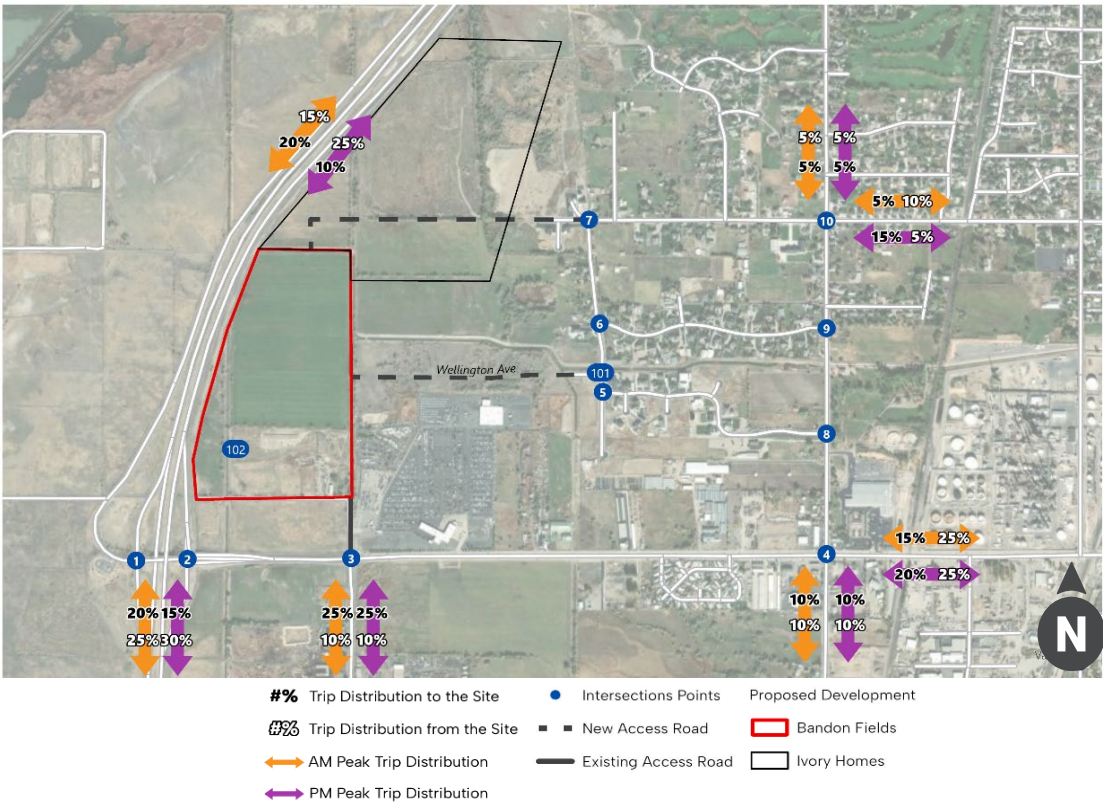
An analysis of historical trip distribution was conducted utilizing data from StreetLight – a data vendor that provides origin–destination data for vehicle mobility utilizing big data. For this analysis, connected vehicle data (CVD) – based off in–vehicle GPS devices – was used as it provides consistent and granular data for the most recent time period (January – October 2024). Origin–destination patterns were observed along the corridor on 500 S, east of the Redwood Road intersection to best capture trends near the proposed development.

Through this analysis, regional travel trends showed high volumes of traffic coming to and from I–15 and Redwood Road. Travel along Legacy Parkway and throughout neighborhoods adjacent to the proposed development was less common. To best align the traffic analysis with regional travel trends, the trip distribution utilized was heavily influenced by StreetLight results and are shown in **Table 6** and **Figure 3**.

Table 6: Trip Distribution

Direction	AM Peak Hour		PM Peak Hour	
	To	From	To	From
West via 500 S	0%	0%	0%	0%
North via Legacy Rd	20%	15%	10%	15%
South via Legacy Rd	20%	25%	15%	30%
South via Redwood Rd	25%	10%	25%	10%
South via 1100 W	10%	10%	10%	10%
East via 500 S	15%	25%	20%	25%
East via 400 N	5%	10%	15%	5%
North via 1100 W	5%	5%	5%	5%

Source: Fehr & Peers, 2025.



1. SB Legacy/500 S/500 S	2. NB Legacy/500 S	3. Redwood Rd/500 S	4. 1100 W/500 S
5. 1450 W/Highgate Ave	6. 1450 W/Millbridge Ln	7. 1450 W/W 400 N	8. 1100 W/Highgate Ave
9. 1100 W/Millbridge Ln	10. 1100 W/W 400 N	101. 1450 W/Wellington Ave	102. Internal Street #2/Internal Street #1

DIAGRAM LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized

Traffic Circle

FIGURE #3

Trip Distribution and Assignment

5. Existing (2024) Plus Project Conditions

5.1 Purpose

The Existing Plus Project conditions analysis evaluates the impact of the proposed development's traffic on the surrounding roadway network. To analyze the impact of the development, Fehr & Peers combined the Existing (2024) Background traffic volumes with volumes generated by the developments during the peak AM and PM periods.

5.2 Traffic Volumes

Fehr & Peers added the project-generated traffic to the Background existing volumes to yield Existing Plus Project weekday peak hour volumes as shown in **Figure 4**.

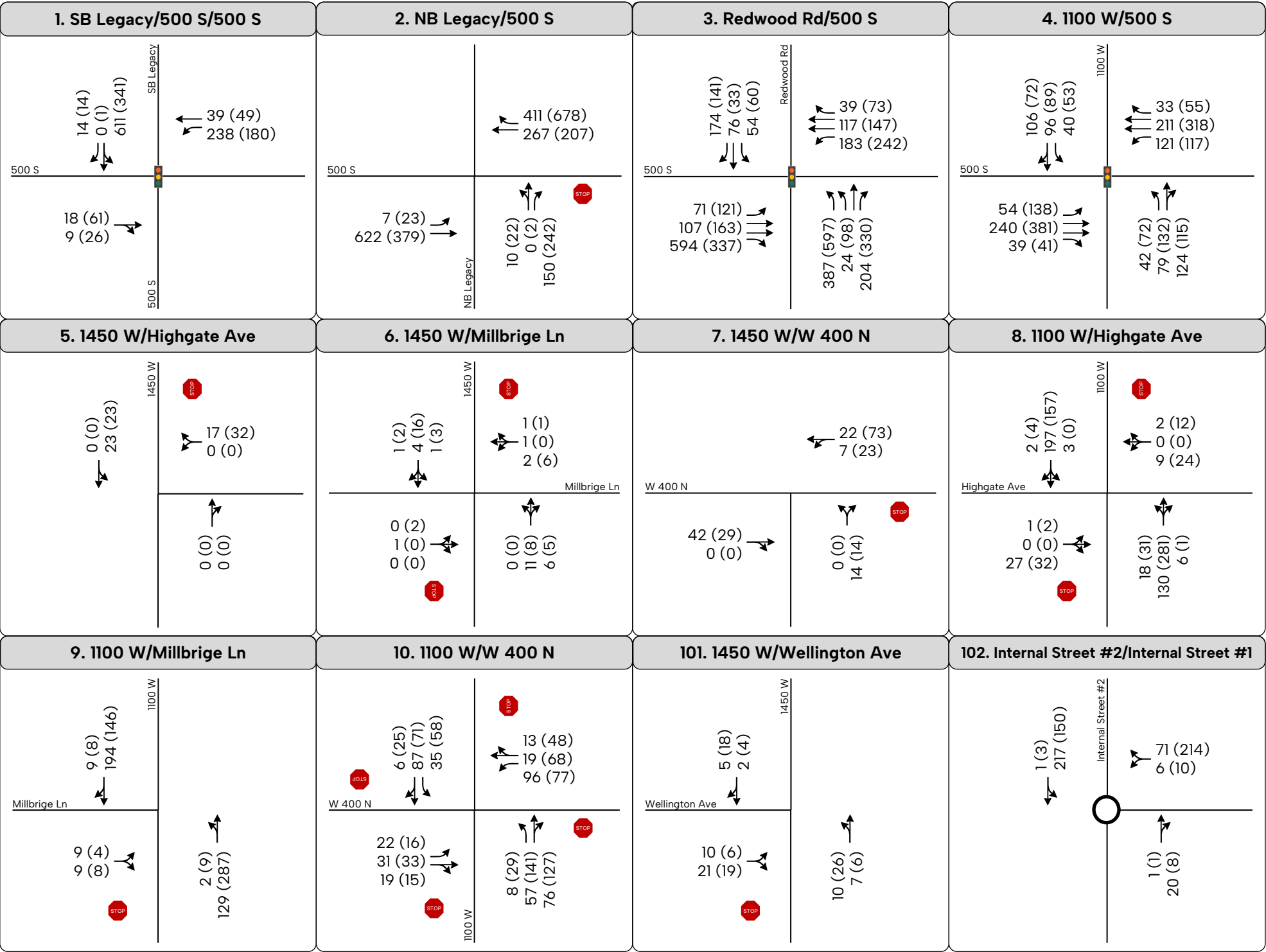
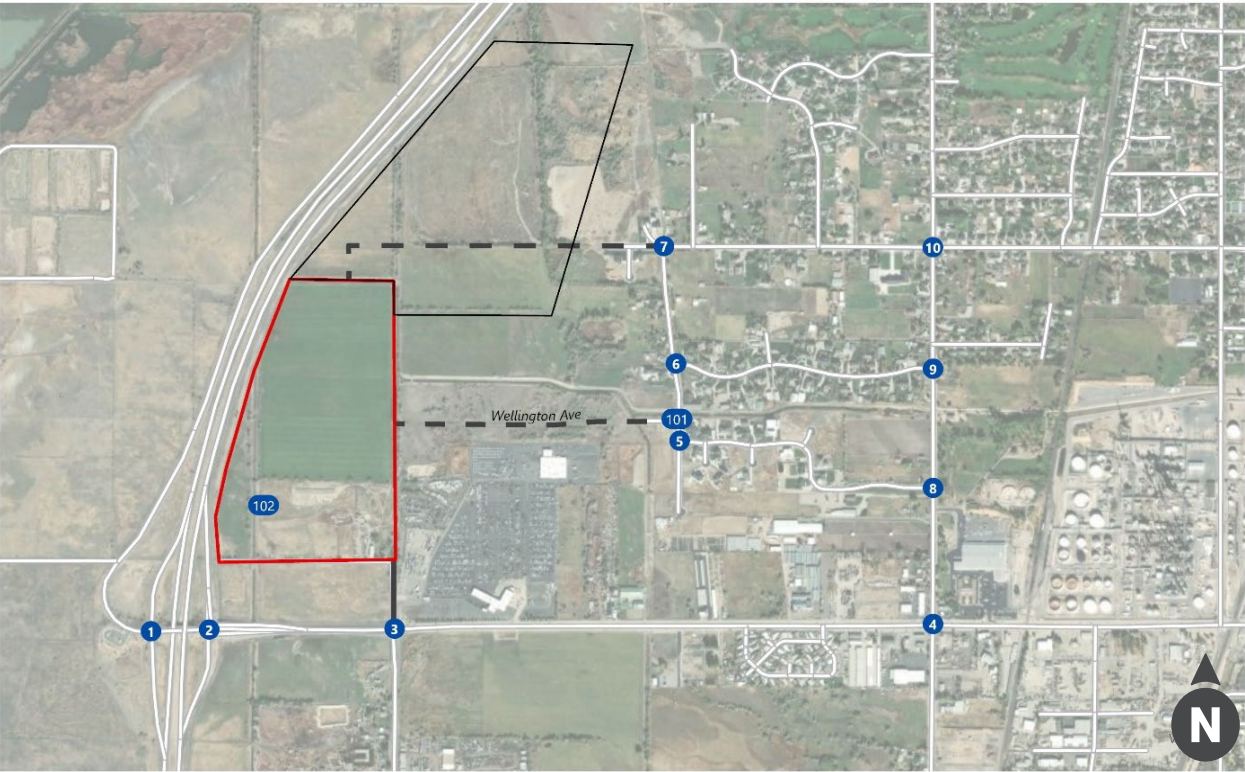


FIGURE #4

Existing (2024) Plus Project AM & PM Peak Hour Traffic Conditions

DIAGRAM LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized

Traffic Circle

5.3 Level of Service Analysis

Using Synchro software and the HCM 6 delay thresholds outlined in the Introduction, Fehr & Peers computed the Existing (2024) Plus Project weekday AM and PM peak hour LOS at each study intersection. **Table 7** reports the results of the weekday AM and PM peak hour level of service. As shown in the table, all study intersections were found to operate at acceptable levels of service in the Existing Plus Project conditions analysis in the AM and PM peak hour.

The school-related traffic and respective routing is accounted for the LOS outputs. Routing, as outlined in the Trip Distribution section, considered the location of schools relative to the proposed site, although it should be noted that the West Bountiful Elementary School bell schedule does not align with the AM peak hour. As stated in that section, the peak hour conditions reported in this TIS represent the peak traffic conditions within the study area.

Detailed LOS reports are found in **Appendix C**.

5.4 Mitigations

All study intersections are anticipated to operate at an acceptable level of service under Existing (2024) Plus Project conditions. As such, no mitigations are recommended.

Table 7: Existing (2024) Plus Project Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control ³	Movement ⁴	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	SB Legacy Parkway On-Off Ramps / 500 S	AM	Signalized	-	-	-	13	B
		PM		-	-	-	9	A
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	19	C	-	-
		PM		NB Through	15	B	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	36	D
		PM		-	-	-	36	D
4	1100 W / 500 S	AM	Signalized	-	-	-	9	A
		PM		-	-	-	9	A
5	Highgate Avenue / 1450 W ⁴	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	9	A	-	-
		PM		NB Shared	9	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	12	B	-	-
		PM		WB Shared	14	B	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	13	B	-	-
		PM		EB Shared	13	B	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	9	A
		PM		-	-	-	11	B
101	Wellington Avenue / 1450 W	AM	EB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
102	Internal Roundabout	AM	Roundabout	-	-	-	4	A
		PM		-	-	-	4	A

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

6. Future (2029) Background Conditions

6.1 Purpose

The Future (2029) Background analysis evaluates the study intersections during the peak travel periods of the day under projected future horizon year traffic volumes. This analysis provides a baseline condition for the year 2029, which can be used to determine future project impacts.

6.2 Traffic Volumes

Future volumes were calculated by applying an average annual growth rate of 4% to the Existing (2024) Background conditions volumes at each intersection. The 4% growth rate was derived from the average growth rates projected along various roadway segments within the study area, per the Wasatch Front Regional Council (WFRC) Travel Demand Model. **Figure 5** shows the projected 2029 Background AM and PM weekday day peak hour traffic volumes.

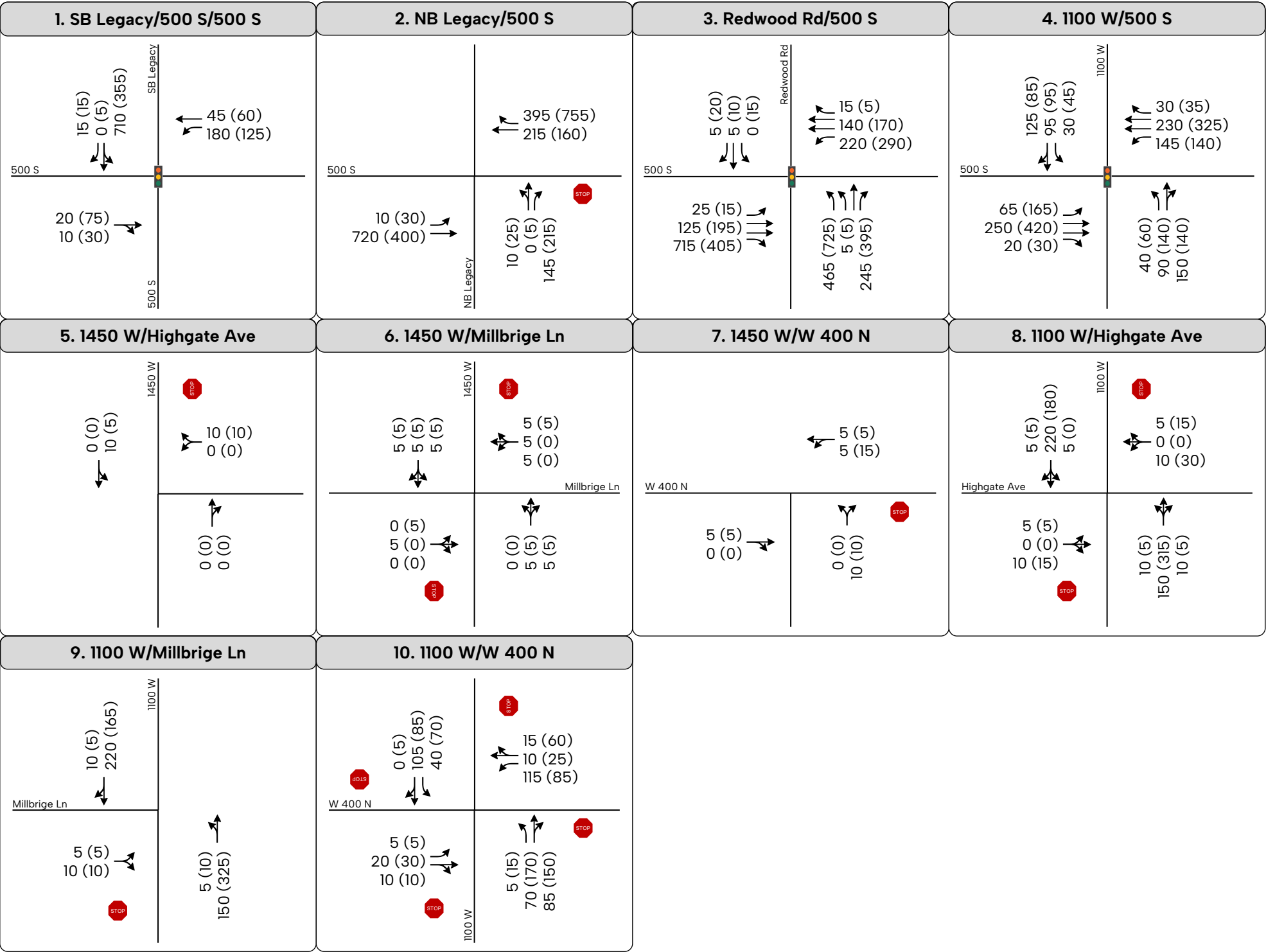
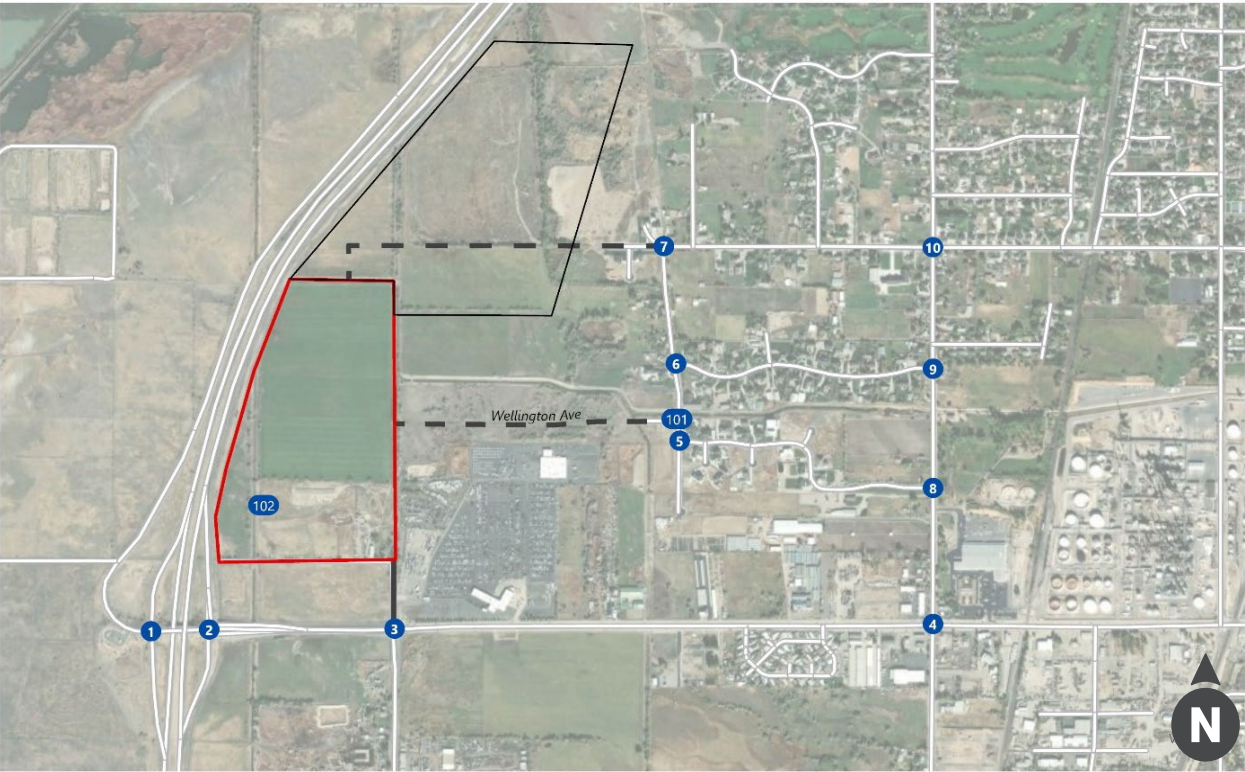


FIGURE #5

Future (2029) Background AM & PM Peak Hour Traffic Conditions

DIAGRAM LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized Traffic Circle

6.3 Future Conditions Signal Changes

In reviewing the signal timing plans provided by UDOT, it was noted that the timing plans for Redwood Road / 500 S and 1100 W / 500 S did not include pedestrian timings for the southbound (west-leg) crossings, even though these crossings are marked with appropriate pedestrian call buttons. The northbound Flash-Don't-Walk timing at these two intersections was too short given the length of the crosswalk, making these signals non-compliant with *Manual on Uniform Traffic Control Devices* (MUTCD) guidelines. This artificially improved the signal operations at these intersections, as inadequate timing had been allotted to pedestrian movements.

To bring signal timing in line with MUTCD guidelines, northbound pedestrian phases were amended so that the Flash-Don't-Walk phase was equal to the approximate length of the crosswalk divided by an assumed average walking speed of 3.5 miles per hour, per industry standards. The rest of the signal splits were optimized while maintaining the current cycle lengths.

Given limitations on cycle length and the unlikelihood that pedestrians were using the west leg crosswalk at Redwood Road / 500 S, this crossing was assumed to be non-existent for future scenarios. However, it is Fehr & Peers' recommendation that the southbound crosswalk either be removed entirely or signal timings at this intersection be reconfigured to provide the pedestrian phase with adequate time to cross along the west leg.

6.4 Level of Service Analysis

Using Synchro software and the HCM 6 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2029) Background condition weekday AM and PM peak hour LOS at each study intersection. **Table 8** reports the results of the weekday AM and PM peak hour level of service. As shown in the table, all study intersections were found to operate at acceptable levels of service in the Future (2029) Background conditions analysis in the AM and PM peak hour.

Detailed LOS reports are found in **Appendix C**.

6.5 Mitigations

All study intersections are anticipated to operate at an acceptable level of service under Future (2029) Background conditions. As such, no mitigations are recommended.

Table 8: Future (2029) Background Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control ³	Movement ⁴	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	SB Legacy Parkway On-Off Ramps / 500 S	AM	Signalized	-	-	-	10	B
		PM		-	-	-	9	A
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	19	C	-	-
		PM		NB Through	14	B	-	-
3	Redwood Road/ 500 S	AM	Signalized	-	-	-	33	C
		PM		-	-	-	41	D
4	1100 W / 500 S	AM	Signalized	-	-	-	8	A
		PM		-	-	-	9	A
5	Highgate Avenue / 1450 W ⁴	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	8	A	-	-
		PM		NB Shared	8	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	11	B	-	-
		PM		WB Shared	13	B	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	10	B	-	-
		PM		EB Shared	10	B	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	9	A
		PM		-	-	-	11	B

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
5. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.

7. Future (2029) Plus Project Conditions

7.1 Purpose

The Future (2029) Plus Project conditions analysis evaluates the impact of the proposed developments' traffic on the surrounding roadway network in the year 2029. To analyze the impact of the development, Fehr & Peers combined the Future (2029) Background traffic volumes with volumes generated by the developments during the peak AM and PM periods.

7.2 Traffic Volumes

Fehr & Peers added the project-generated traffic to the Future (2029) Background volumes to yield Future (2029) Plus Project weekday peak hour volumes as shown in **Figure 6**.

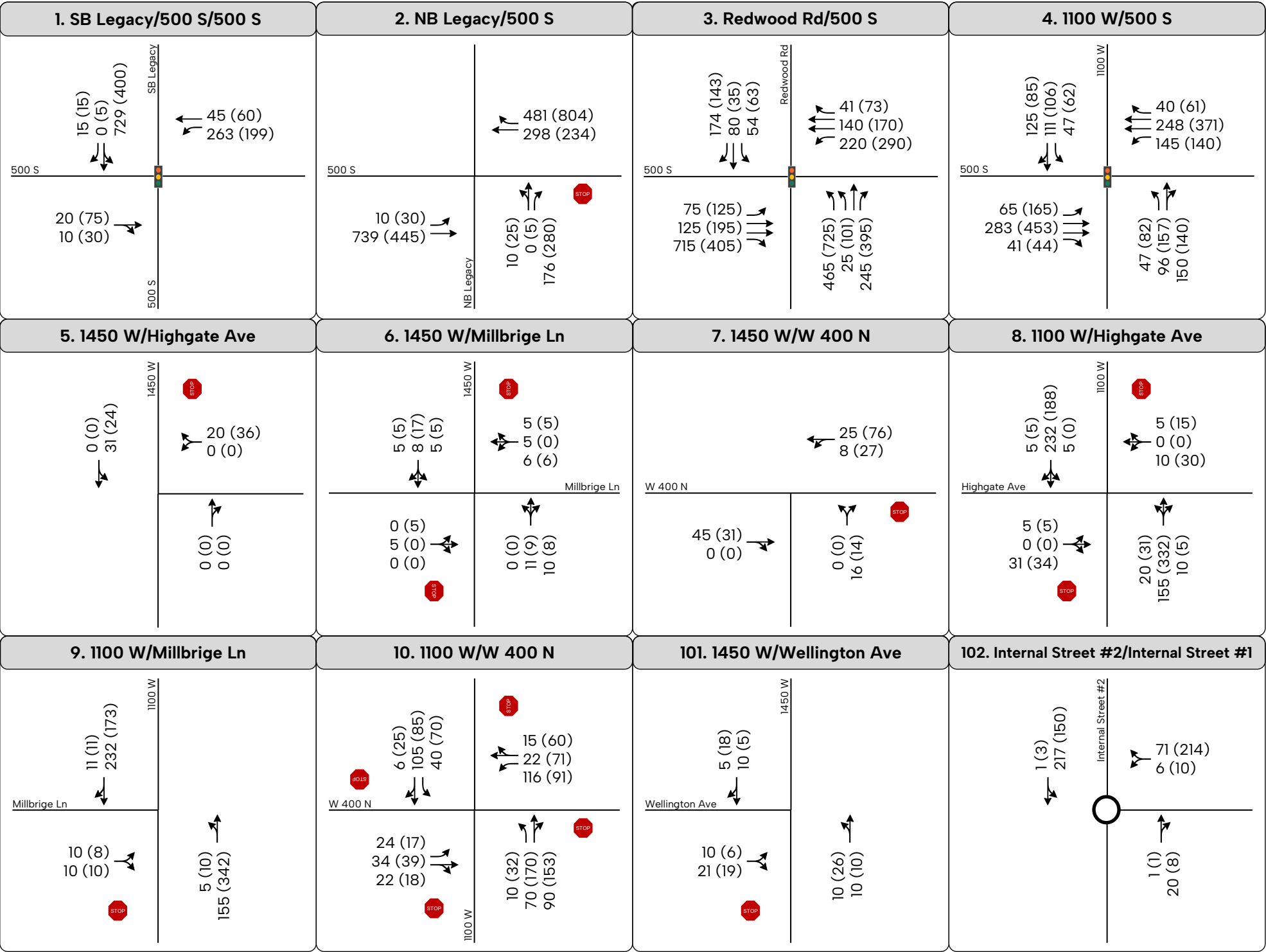
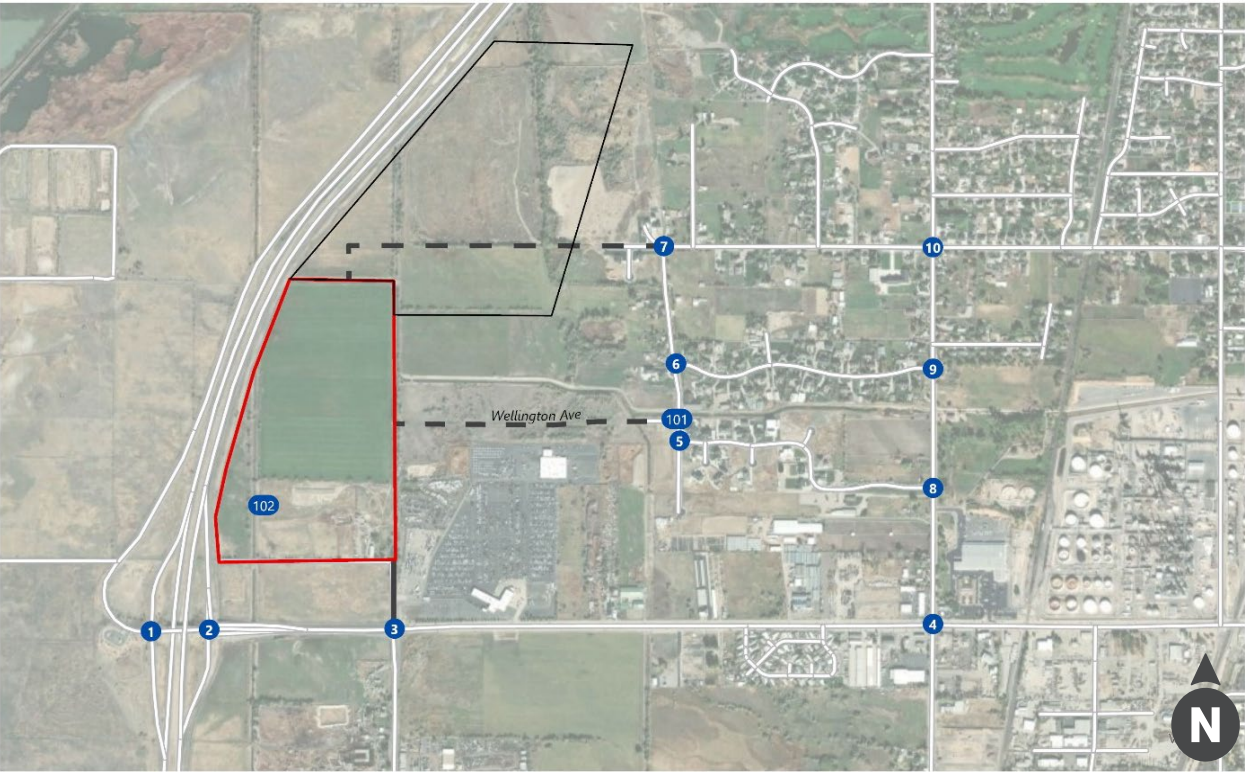


FIGURE #6

Future (2029) Plus Project AM & PM Peak Hour Traffic Conditions

DIAGRAM LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized

Traffic Circle

7.3 Level of Service Analysis

Using Synchro software and the HCM 6 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2029) Plus Project weekday AM and PM peak hour LOS at each study intersection. **Table 9** reports the results of the weekday AM and PM peak hour level of service. As shown in the table, all study intersections were found to operate at acceptable levels of service in the Future (2029) Plus Project conditions analysis in the AM and PM peak hour.

The school-related traffic and respective routing is accounted for the LOS outputs. Routing, as outlined in the Trip Distribution section, considered the location of schools relative to the proposed site. Further, the AM peak hour did not align with the bell schedule for West Bountiful Elementary School. As such, the peak hour conditions reported in this TIS represent the peak traffic conditions within the study area.

Detailed LOS reports are found in **Appendix C**.

7.4 Mitigations

All study intersections are anticipated to operate at an acceptable level of service under Future (2029) Plus Project conditions. As such, no mitigations are recommended.

Table 9: Future (2029) Plus Project Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control ³	Movement ⁴	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	SB Legacy Parkway On-Off Ramps / 500 S	AM	Signalized	-	-	-	12	B
		PM		-	-	-	9	A
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	22	C	-	-
		PM		NB Through	16	C	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	41	D
		PM		-	-	-	44	D
4	1100 W / 500 S	AM	Signalized	-	-	-	9	A
		PM		-	-	-	10	A
5	Highgate Avenue / 1450 W ⁴	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	9	A	-	-
		PM		NB Shared	9	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	12	B	-	-
		PM		WB Shared	14	B	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	15	C	-	-
		PM		EB Shared	17	C	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	9	A
		PM		-	-	-	12	B
101	Wellington Avenue / 1450 W	AM	EB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
102	Internal Roundabout	AM	Roundabout	-	-	-	4	A
		PM		-	-	-	4	A

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

8. Future (2029) Background (Train Blockage) Conditions

8.1 Purpose

The Future (2029) Background (Train Blockage) condition focuses on how a train blockage at the rail crossing over 500 S just east of 1100 W would impact vehicle routing and traffic conditions within the study area. 2029 was selected as the most appropriate horizon year for the train blockage condition, as it would represent the likely traffic dynamic at the time that the proposed site is in place, while also not being too far in the future. It is possible that an intervention would already be in place to mitigate the train blockage by 2044, which is why that horizon year was not used. As this condition represents a traffic disruption rather than typical peak traffic conditions, no mitigations were identified under this condition. As this condition represents a traffic disruption rather than typical peak traffic conditions, no mitigations are identified under this condition. Instead, the purpose of this section is to estimate where drivers might re-route, and how that re-routing might impact intersections that do not typically carry that level of traffic.

8.2 Existing Train Blockage Conditions

The train blockage data collected during the week of January 6, 2025, at the two rail crossings along 500 S was processed to look at statistics summarizing blockage lengths for all hours and for AM and PM peak hours. Additionally, for longer blockage lengths, the time of day for the occurrence was a key factor in the analysis.

The first rail crossing – west of 900 W – is utilized by freight train companies contracted by the neighboring oil refinery. This crossing has more infrequent instances of blockages with no instances of closure during the analysis' AM and PM peak travel hours. **Figure 7** illustrates the maximum, median, and average blockage lengths by the day of week. It can be seen from the median and average blockage lengths, that disruption to traffic is typically minimal (between 1–4 minutes depending on the day, with an 85th percentile blockage length of 03:03 minutes). Further, there were three occurrences where the blockage length exceeded ten minutes, however, these occurred during the late evening hours (7:30 – 8:40 PM).

The second rail crossing – east of 900 W – is utilized by UTA for the FrontRunner and freight train companies and has more frequent instances of blockages. **Figure 8** illustrates the maximum, median, and average blockage lengths by the day of week. **Figure 9** and **Figure 10** illustrate the AM and PM peak hour blockage lengths, respectively. It can be seen in **Figures 8–10** the disruption to traffic is minimal as average and median blockage lengths range from 1–5 minutes. The 85th percentile length of blockage for the AM and PM peak hour was 03:08 and 03:04 minutes, respectively. Further, there were 12 occurrences where the blockage length exceeded ten minutes with 11 of them happening between the hours of 8 PM – 1 AM with the outlier being a blockage between 2:48–2:58 PM.

Overall, the data shows that while train crossings do happen throughout the day, the time disruption is minimal especially during the peak hours used in the analysis. As such, it is unlikely that meaningful amounts of traffic are deterred from traveling along 500 S, particularly in the peak hours used in the analysis. However, as laid out in the next section, some amounts of rerouting due to the blockage

have been accounted for given available alternative roadways and to be conservative in our approach.

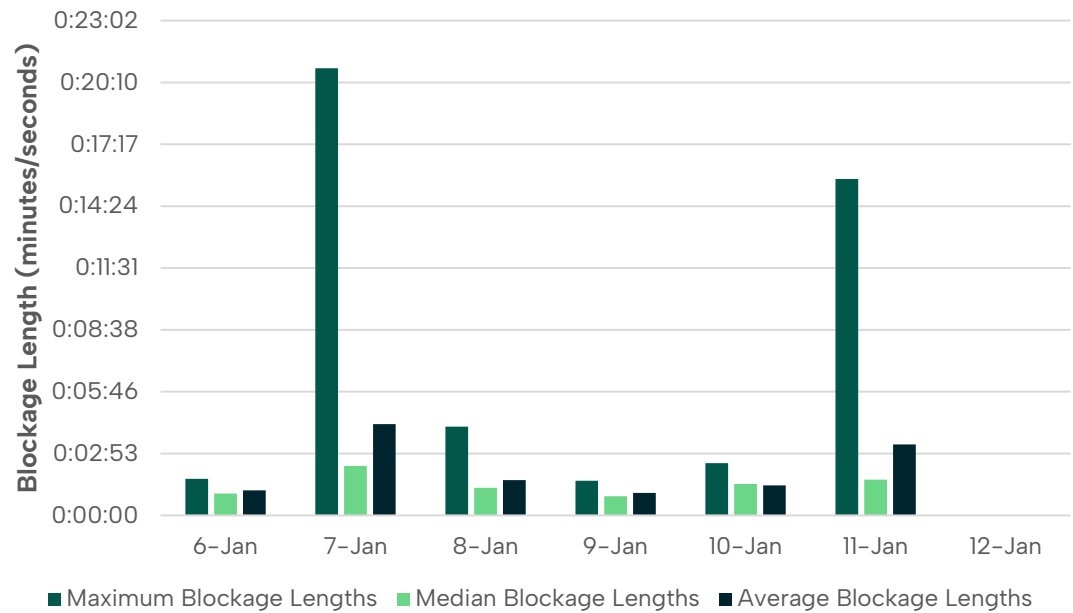


Figure 7: Maximum, Median, and Average Blockage Lengths by Day of Week at RR Xing 500 S west of 900 W (All Hours)

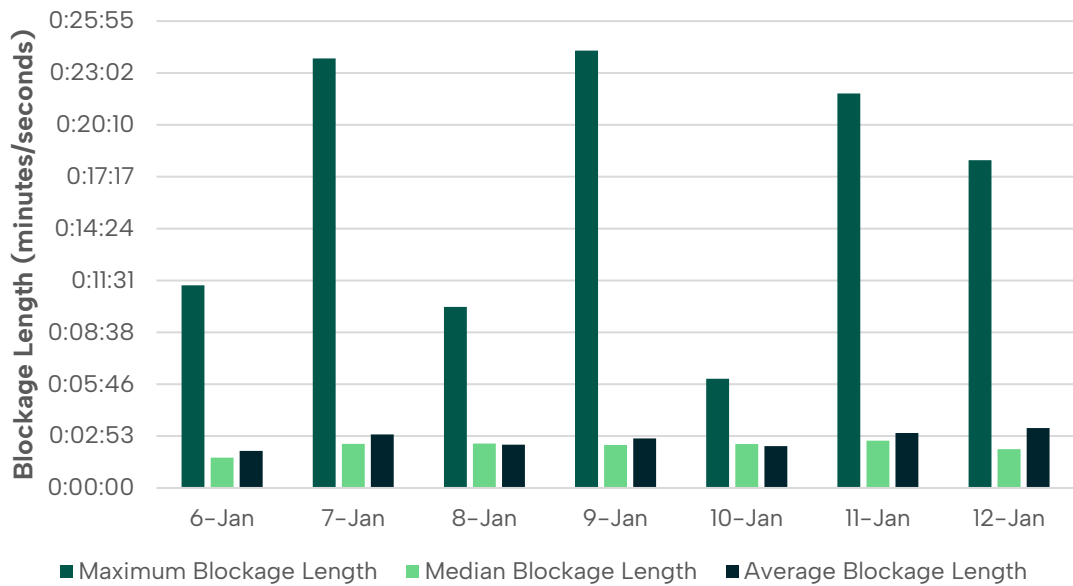


Figure 8: Maximum, Median, and Average Blockage Lengths by Day of Week at RR Xing 500 S east of 900 W (All Hours)

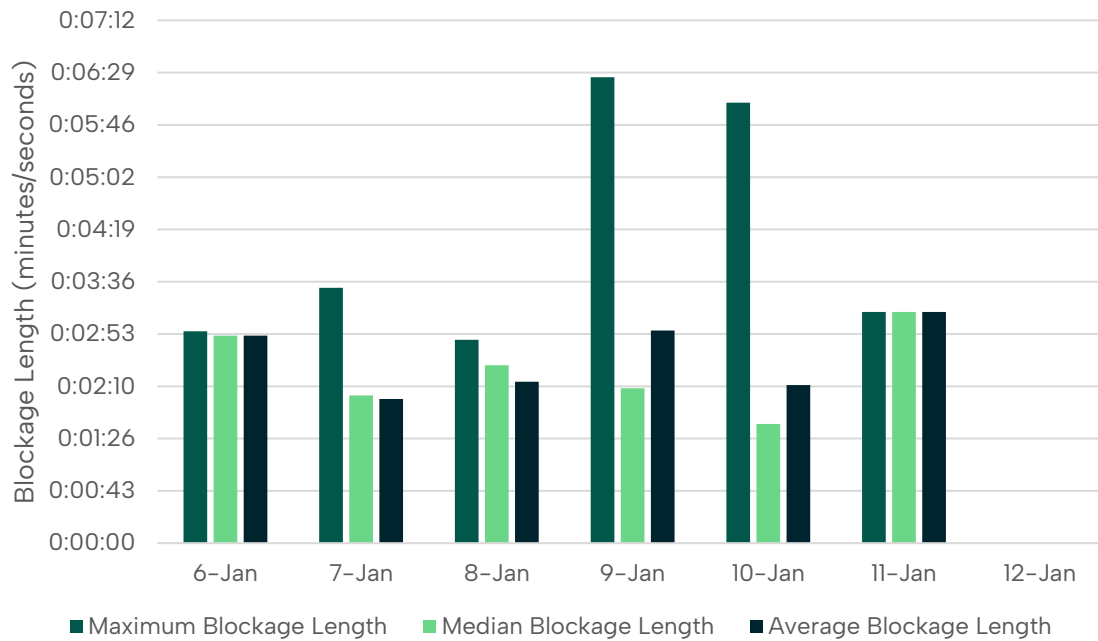


Figure 9: Maximum, Median, and Average Blockage Lengths by Time of Day for AM Peak Hour

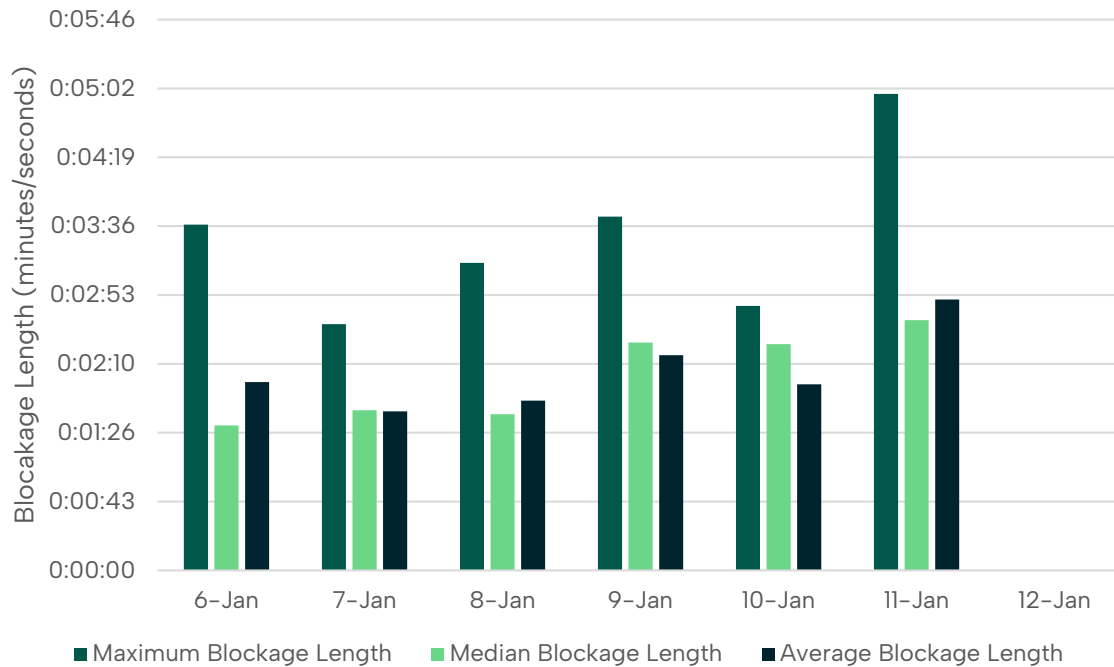


Figure 10: Maximum, Median, and Average Blockage Lengths by Time of Day for PM Peak Hour

8.3 Traffic Volumes

Fehr & Peers utilized the Future (2029) Background conditions volumes as a basis for the train blockage analysis but rerouted trips at Intersection 4 (1100 W / 500 S) to align with available vehicle storage on either side of the rail crossing. Vehicles traveling on either side of the rail crossing have

the option of either waiting for the train to clear or to reroute, and for the purpose of this analysis, it was assumed that vehicles would reroute. Rerouting is a conservative approach as it makes the intersections in the study area worse given the increased number of vehicles traveling throughout, especially given the minimal time disruptions caused by train crossings.

For vehicles traveling eastbound on 500 S, it was found that approximately 40 vehicles could fit between the 1100 W / 500 S intersection and the rail crossing.¹ As such, it was conservatively assumed that only 40 of the vehicles originally traveling eastbound through this intersection would continue routing eastbound, while the remainder would redistribute either north or south. Of those redistributing, it is anticipated that the majority are either travelling to Bountiful's commercial district or the I-15 freeway. The most convenient alternate access to these areas is via 400 N. As such, it was assumed that 90% of redistributed eastbound traffic would route northward, while only 10% would route southward. Similar assumptions were made for the northbound right-turn and southbound left-turn movements, with 20–30 vehicles being left at each movement to simulate vehicles that would opt to wait for the train blockage to clear. Vehicles were manually reassigned through the study intersections to determine how this alternate routing would impact study intersections that currently carry lower traffic.

For vehicles traveling westbound on W 500 S, it was found that approximately 90 vehicles could fit between the rail crossing and next upstream intersection (W 500 S / S 800 W). As such, it was conservatively assumed that only 90 of the vehicles originally traveling westbound at this intersection would continue to do so during a train blockage. The 90 vehicles were distributed proportionally to align with originally observed turning movements while the remainder were assumed to redistribute either north or south at 800 W. Of those redistributing, it is anticipated that the majority are travelling to Legacy Parkway or Redwood Road. The more convenient alternate access to Legacy Parkway is via 400 N, while those routing to Redwood Road would likely opt to route southward along 700 W instead. As such, it was assumed that 60% of redistributed westbound traffic would route northward, while 40% would route southward. These vehicles were manually reassigned through the study intersections to determine how this alternate routing would impact study intersections that currently carry lower traffic.

An alternative approach to analyzing the blockage conditions along 500 S would be to keep all trips routing as they would on a normal day, but stop them at 1100 W / 500 S. To provide a conservative view of the diffuse impact of vehicles potentially redistributing during a train blockage, this was not analyzed. However, observations at the 1100 W / 500 S intersection have shown that during train blockages the intersection experiences high delay, likely in excess of UDOT standards. This can lead to vehicle queue spillbacks along 500 S in both the eastbound and westbound directions.

Future (2029) Background (Train Blockage) conditions weekday peak hour volumes as shown in **Figure 11**.

¹ Assuming an average vehicle length of 20 feet, in line with industry standards for a majority passenger vehicle mix.

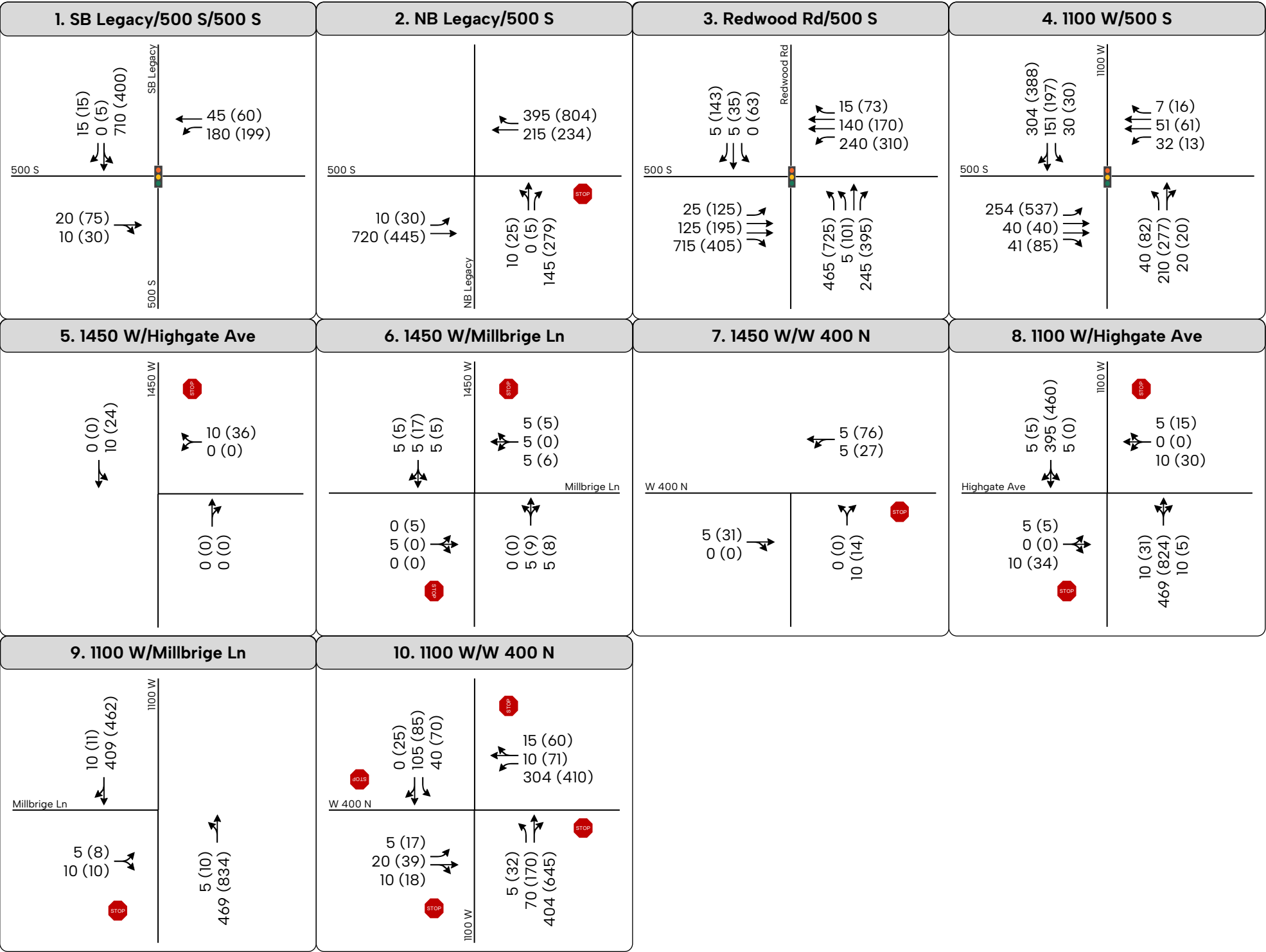
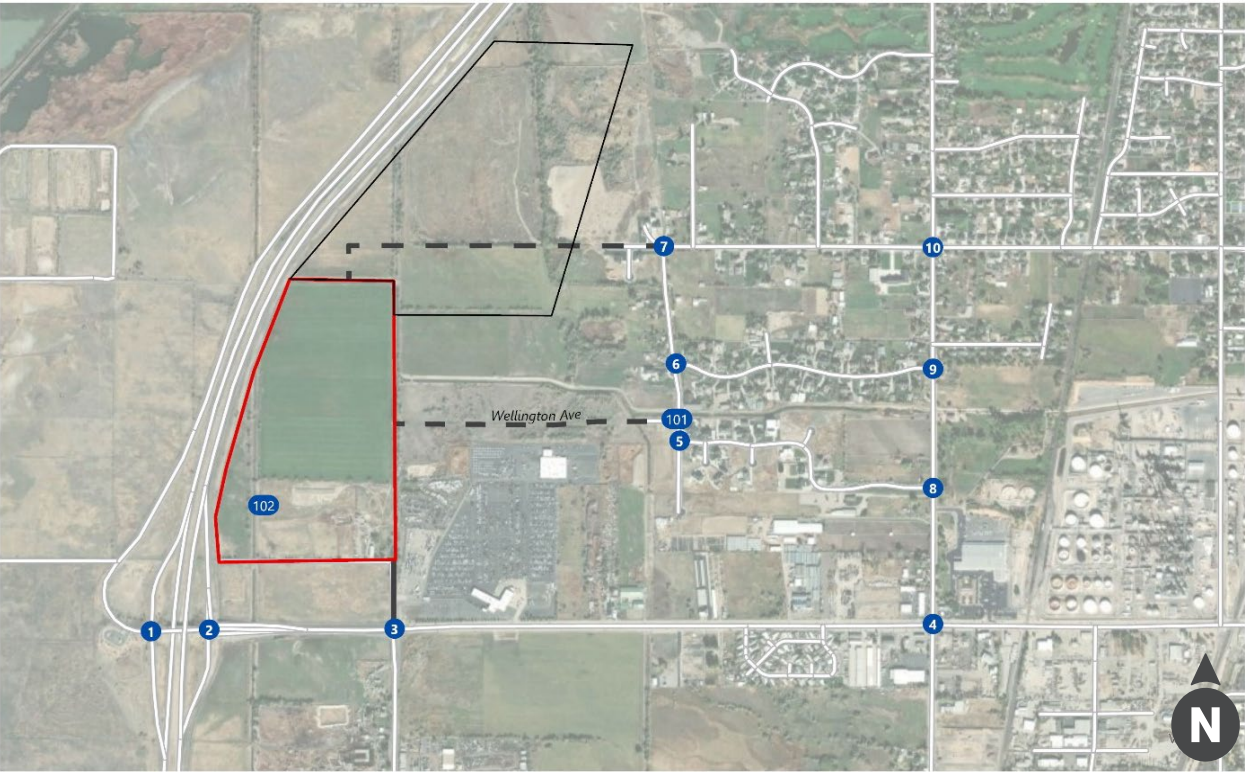


FIGURE #11

Future (2029) Background (Train Blockage) AM & PM Peak Hour Traffic Conditions

DIAGRAM LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized

Traffic Circle

8.4 Level of Service Analysis

Using Synchro software and the HCM 6 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2029) Background (Train Blockage) conditions weekday AM and PM peak hour LOS at each study intersection. **Table 10** reports the results of the weekday AM and PM peak hour level of service. As shown in the table, all study intersections were found to operate at acceptable levels of service in the Future (2029) Background (Train Blockage) conditions analysis in the AM and PM peak hour except for:

- **400 N / 1100 W** – LOS F in the PM peak hour
 - The LOS failure is driven by the high number of existing vehicles traveling northbound combined with those who originally were traveling eastbound through at Intersection 4 but are rerouted around the rail crossing in the northbound direction. Vehicles turning northbound right – the highest delay movement – share a lane with the northbound through movement, which also has a meaningful amount of volume combine to result in a failing LOS.

Detailed LOS reports are found in **Appendix C**.

8.5 Mitigations

As previously noted, the Future (2029) Background (Train Blockage) condition analyzes a disruption in traffic, rather than a typical condition. This analysis was instead performed to document how conditions might shift during a train blockage. If this train blockage condition is expected to continue into the future and there is a desire to mitigate its impacts, the following suggestions could be pursued:

- Discuss and coordinate with the oil refinery companies about limiting train activity to a time that does not conflict with the AM and PM peak travel times.
- Evaluate grade-separated options for either the roadway crossing the rail or the rail lines crossing the road.

Table 10: Future (2029) Background (Train Blockage) Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control ³	Movement ⁴	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	SB Legacy Parkway On-Off Ramps / 500 S	AM	Signalized	-	-	-	10	B
		PM		-	-	-	9	A
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	19	C	-	-
		PM		NB Through	14	B	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	34	C
		PM		-	-	-	43	D
4	1100 W / 500 S ⁴	AM	Signalized	-	-	-	10	B
		PM		-	-	-	11	B
5	Highgate Avenue / 1450 W ⁵	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	8	A	-	-
		PM		NB Shared	8	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	16	C	-	-
		PM		WB Shared	27	D	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	13	B	-	-
		PM		EB Shared	15	C	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	15	B
		PM		-	-	-	76	F

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. The assumption for conditions during a train blockage were that, once the eastbound and westbound approaches to 1100 W / 500 S are blocked, vehicles would opt to re-route rather than waiting at the intersection. This artificially improved modelled conditions at 1100 W / 500 S. In reality, it has been observed that train blockage conditions at this intersection are much worse than modelled, likely approaching levels of delay that exceed UDOT standards during the disruption.
 5. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
 6. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

9. Future (2029) Plus Project (Train Blockage) Conditions

9.1 Purpose

The Future (2029) Plus Project (Train Blockage) conditions evaluates the impact of a train blockage at the rail crossing along 500 S consistent with the Future (2029) Background (Train Blockage) analysis but paired with the proposed developments' traffic. To analyze the impact of the train blockage, Fehr & Peers utilized the Future (2029) Background traffic volumes, the proposed developments' generated trips, and redistributed trips to approximate rerouting.

9.2 Traffic Volumes

Fehr & Peers utilized the Future (2029) Plus Project conditions volumes as a basis for the train blockage analysis but rerouted trips at Intersection 4 (1100 W / 500 S) to align with available roadway on either side of the rail crossing. The same method for redistributing background trips outlined in Section 8.2 was utilized under this scenario, with similar logic applied to site-specific trips.

Future (2029) Plus Project (Train Blockage) conditions weekday peak hour volumes as shown in **Figure 12**.

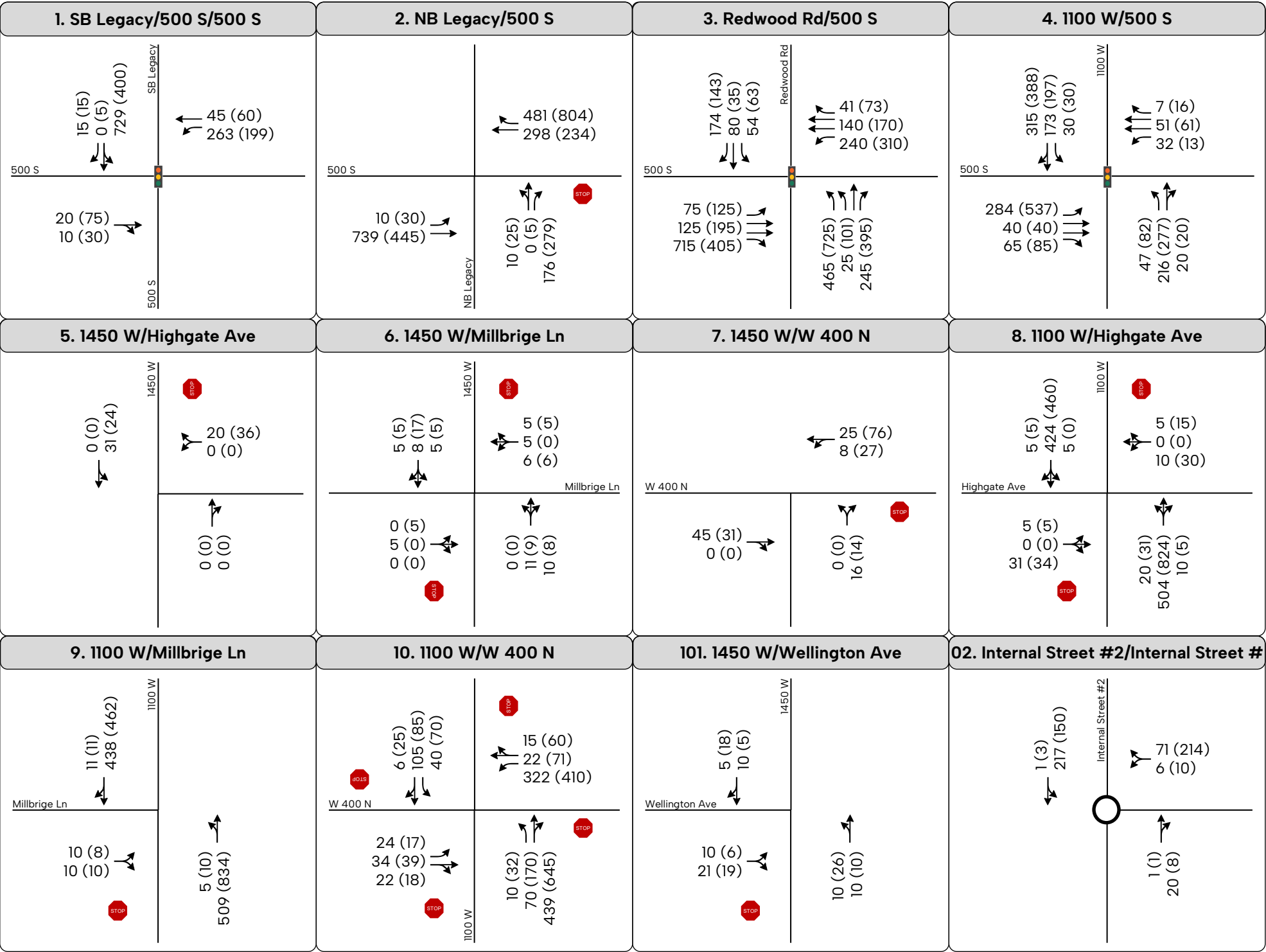
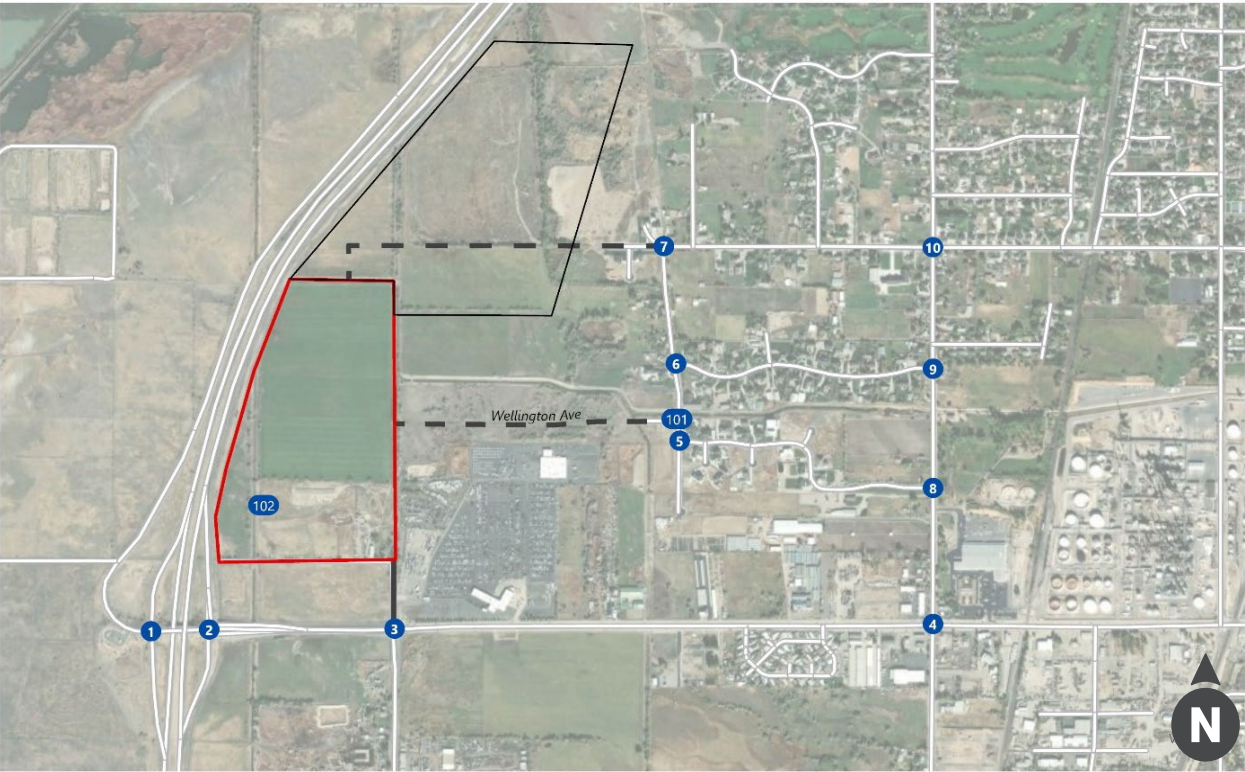


FIGURE #12

Future (2029) Plus Project (Train Blockage) AM & PM Peak Hour Traffic Conditions

DIAGRAM LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized

Traffic Circle

9.3 Level of Service Analysis

Using Synchro software and the HCM 6 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2029) Plus Project (Train Blockage) conditions weekday AM and PM peak hour LOS at each study intersection. **Table 11** reports the results of the weekday AM and PM peak hour level of service. As shown in the table, all study intersections were found to operate at acceptable levels of service in the Future (2029) Plus Project (Train Blockage) conditions analysis in the AM and PM peak hour except for:

- **Highgate Avenue / 1100 W** – LOS E in the PM peak hour
 - This LOS failure is driven by westbound right and left vehicles struggling to find a gap in the large quantity of vehicles traveling in the north and southbound directions. The volume traveling in the north and southbound direction on 1100 W increased due to rerouted traffic.
- **400 N / 1100 W** – LOS F in the PM peak hour
 - The LOS failures are driven by the high volumes traveling northbound right combined by those who are rerouted around the rail crossing in the northbound direction. Vehicles making the northbound right share a lane with the northbound through movement, which also has a meaningful amount of volume.

Detailed LOS reports are found in **Appendix C**.

9.4 Mitigations

As previously noted, the Future (2029) Plus Project (Train Blockage) condition analyzes a disruption in traffic, rather than a typical condition. This analysis was instead performed to document how conditions might shift during a train blockage. If this train blockage condition is expected to continue into the future and there is a desire to mitigate its impacts, the following suggestions could be pursued:

- Discuss and coordinate with the oil refinery companies about limited train activity to time that do not conflict with the AM and PM peak travel times.
- Evaluate grade-separated options for either the roadway crossing the rail or the rail lines crossing the road.

Table 11: Future (2029) Plus Project (Train Blockage) Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control ³	Movement ⁴	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	SB Legacy Parkway On-Off Ramps / 500 S	AM	Signalized	-	-	-	12	B
		PM		-	-	-	9	A
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	22	C	-	-
		PM		NB Through	16	C	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	40	D
		PM		-	-	-	45	D
4	1100 W / 500 S	AM	Signalized	-	-	-	12	B
		PM		-	-	-	24	C
5	Highgate Avenue / 1450 W ⁴	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	9	A	-	-
		PM		NB Shared	9	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	21	C	-	-
		PM		WB Shared	48	E	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	16	C	-	-
		PM		EB Shared	20	C	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	28	D
		PM		-	-	-	161	F
101	Wellington Avenue / 1450 W	AM	EB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
102	Internal Roundabout	AM	Roundabout	-	-	-	4	A
		PM		-	-	-	4	A

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. The assumption for conditions during a train blockage were that, once the eastbound and westbound approaches to 1100 W / 500 S are blocked, vehicles would opt to re-route rather than waiting at the intersection. This artificially improved modelled conditions at 1100 W / 500 S. In reality, it has been observed that train blockage conditions at this intersection are much worse than modelled, likely approaching levels of delay that exceed UDOT standards during the disruption.
 5. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
 6. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

10. Future (2044) Background Conditions

10.1 Purpose

The Future (2044) Background analysis evaluates the study intersections during the peak travel periods of the day under projected future 20-year horizon traffic volumes. This analysis provides a baseline condition for the year 2044, which can be used to determine future project impacts.

10.2 Traffic Volumes

Future volumes were calculated by applying an average annual growth rate of 4% to the Existing (2024) Background conditions volumes at each intersection. The 4% growth rate was derived from the averages growth rates assumed on the study intersection roadways in the WFRC Travel Demand Model. Slight changes in routing were made near Legacy Parkway to account for anticipated development to the west of Legacy Parkway, which per the WFRC model is expected to grow by approximately 50–250 households between 2023 and 2050.

Figure 13 shows the projected 2044 Background AM and PM weekday day peak hour traffic volumes.

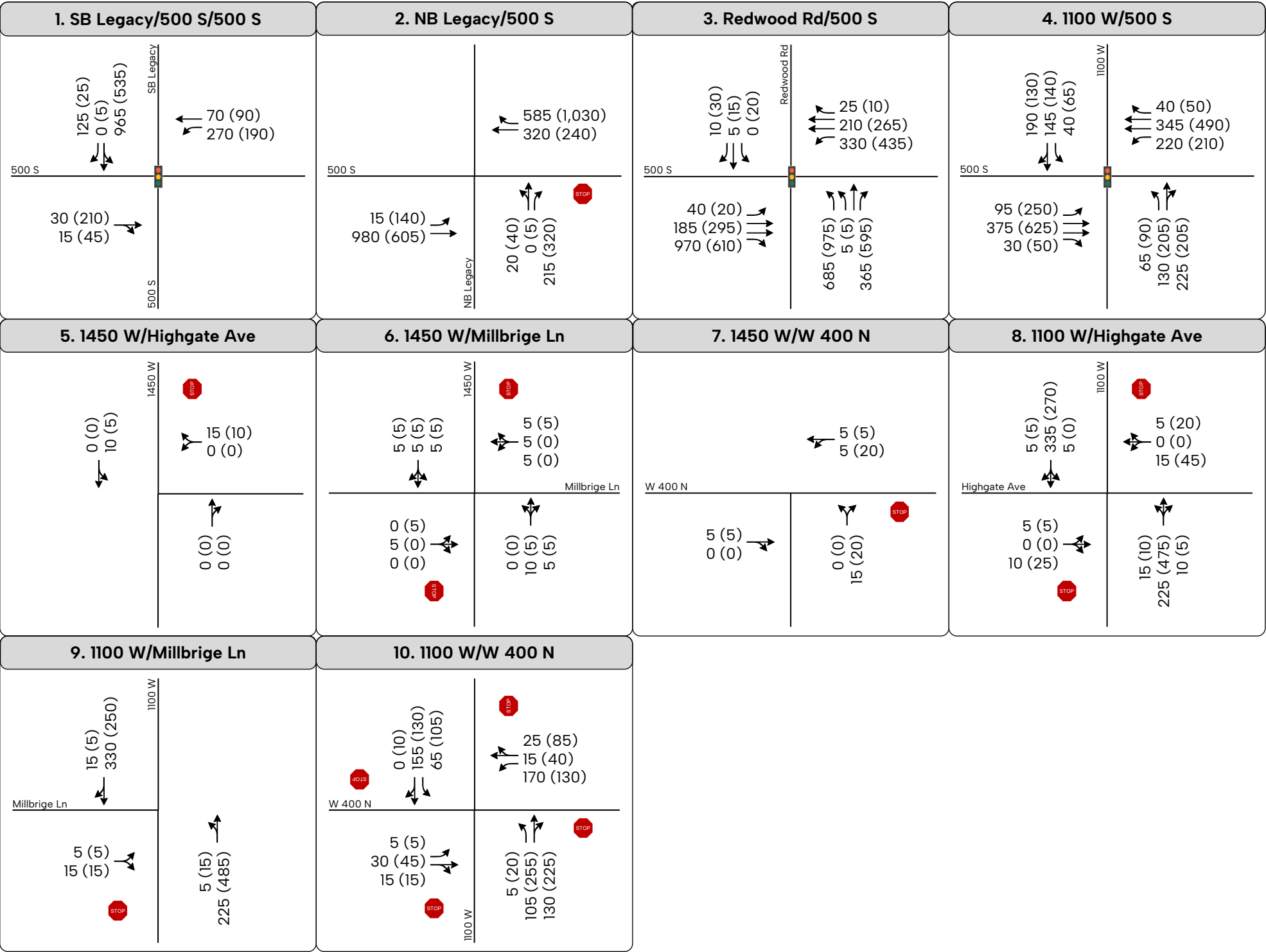
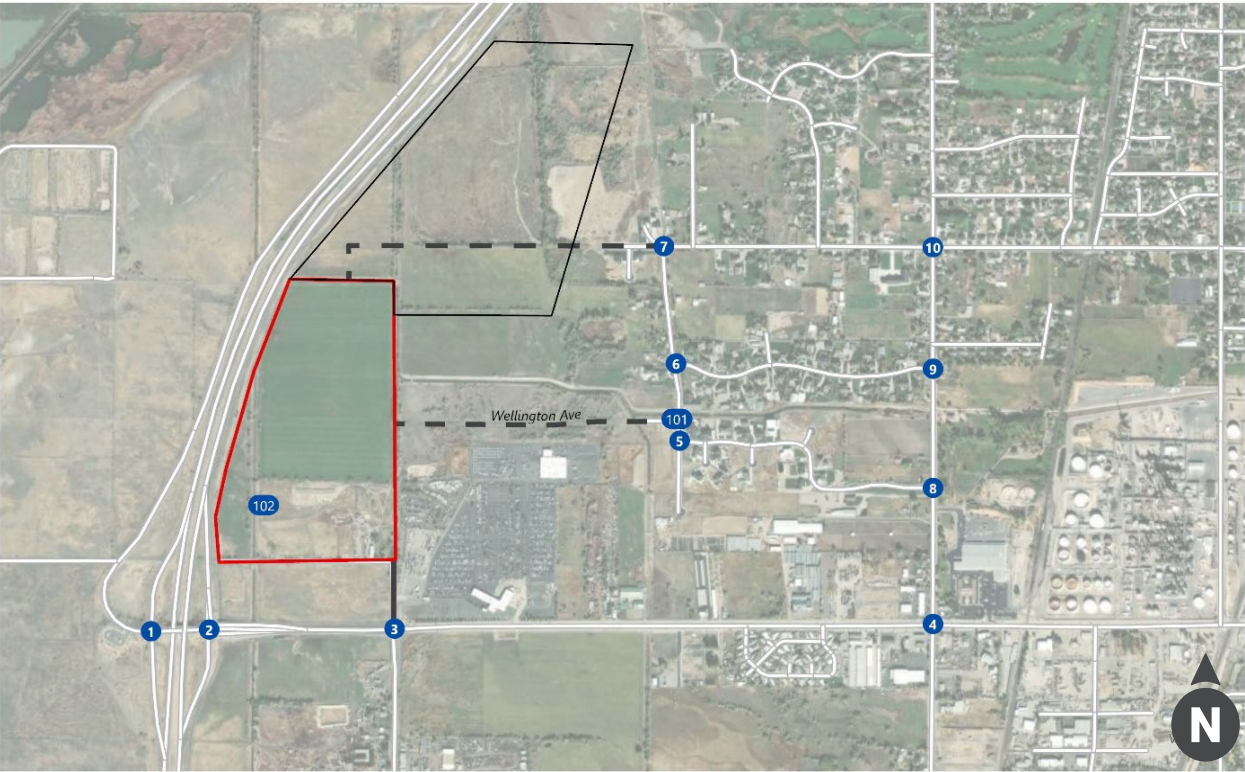


FIGURE #13

Future (2044) Background AM & PM Peak Hour Traffic Conditions

DIAGRAM LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized

Traffic Circle

10.3 Level of Service Analysis

Using Synchro software and the HCM 6 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2044) Background condition weekday AM and PM peak hour LOS at each study intersection. **Table 12** reports the results of the weekday AM and PM peak hour level of service. As shown in the table, all study intersections were found to operate at acceptable levels of service in the Future (2044) Background conditions analysis in the AM and PM peak hour, except for:

- **Redwood Road / 500 S** – LOS F in the PM peak hour
 - The LOS failure is largely driven by the high volumes traveling westbound left as the volume of vehicles attempting to make this movement cannot travel through in a sufficient manner given the signal operations.

Detailed LOS reports are found in **Appendix C**.

10.4 Mitigations

Fehr & Peers recommends the following mitigation measures for Future (2044) Background conditions:

- **Redwood Road / 500 S** – LOS F in the PM peak hour
 - To mitigate this LOS failure, it is proposed that UDOT increase the cycle length from 120 to 150 seconds and provide additional green time to the volumes traveling in the east and westbound directions.
 - It is also recommended that the southbound (west leg) and eastbound (south leg) pedestrian crossings be removed, and that the signal timings be adjusted so that the southbound and eastbound pedestrian phases are removed. To include these pedestrian phases at the levels of traffic demand anticipated in 2044 poses potential operational and safety concerns as vehicles experience high delays and pedestrians do not have adequate time to cross. Based on the projected volume growth by 2044, UDOT will likely desire to prioritize vehicles making the northbound left and eastbound right movements, which are conflicting movements with the pedestrian phases. Additionally, the project team could not identify any existing or future land uses planned at the southwest corner of the intersection that could be served by these problematic crossings.
 - With the recalibrated signal timing which removes the eastbound and northbound pedestrian phases, the intersection no longer fails. The LOS the PM peak hour becomes LOS D (50 sec/veh delay, respectively).

Table 12: Future (2044) Background Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control ³	Movement ⁴	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	SB Legacy Parkway On-Off Ramps / 500 S	AM	Signalized	-	-	-	27	C
		PM		-	-	-	12	B
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	33	D	-	-
		PM		NB Through	31	D	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	47	D
		PM		-	-	-	89	F
4	1100 W / 500 S	AM	Signalized	-	-	-	10	B
		PM		-	-	-	14	B
5	Highgate Avenue / 1450 W ⁴	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	8	A	-	-
		PM		NB Shared	8	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	14	B	-	-
		PM		WB Shared	19	C	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	11	B	-	-
		PM		EB Shared	11	B	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	11	B
		PM		-	-	-	19	C

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

11. Future (2044) Plus Project Conditions

11.1 Purpose

The Future (2044) Plus Project conditions analysis evaluates the impact of the proposed development's traffic on the surrounding roadway network in the year 2044. To analyze the impact of the development, Fehr & Peers combined the 2044 Background traffic volumes with volumes generated by the development during the peak AM and PM periods.

11.2 Traffic Volumes

Fehr & Peers added the project-generated traffic to the Future (2044) existing volumes to yield Future (2044) Plus Project weekday peak hour volumes as shown in **Figure 14**.

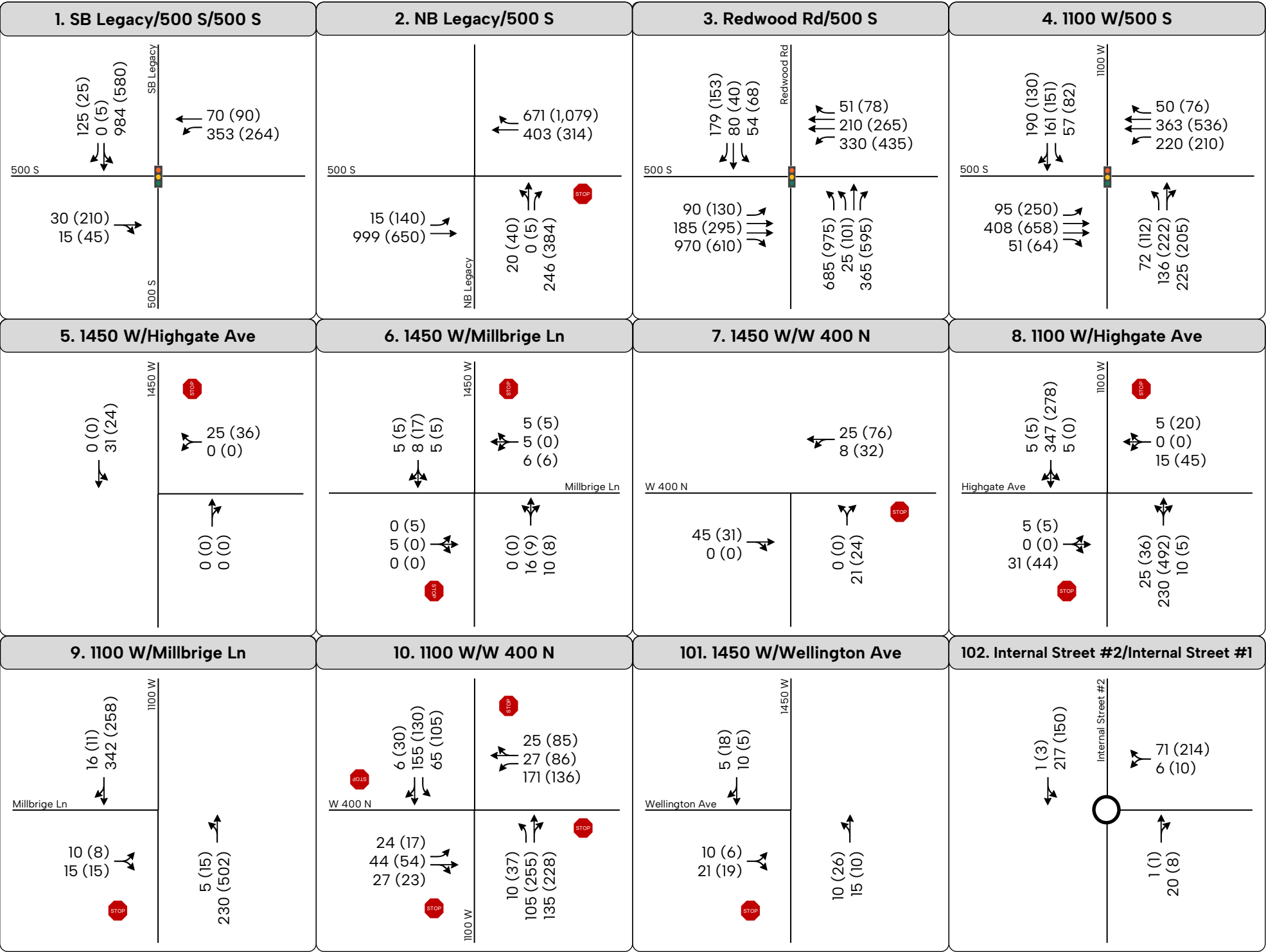
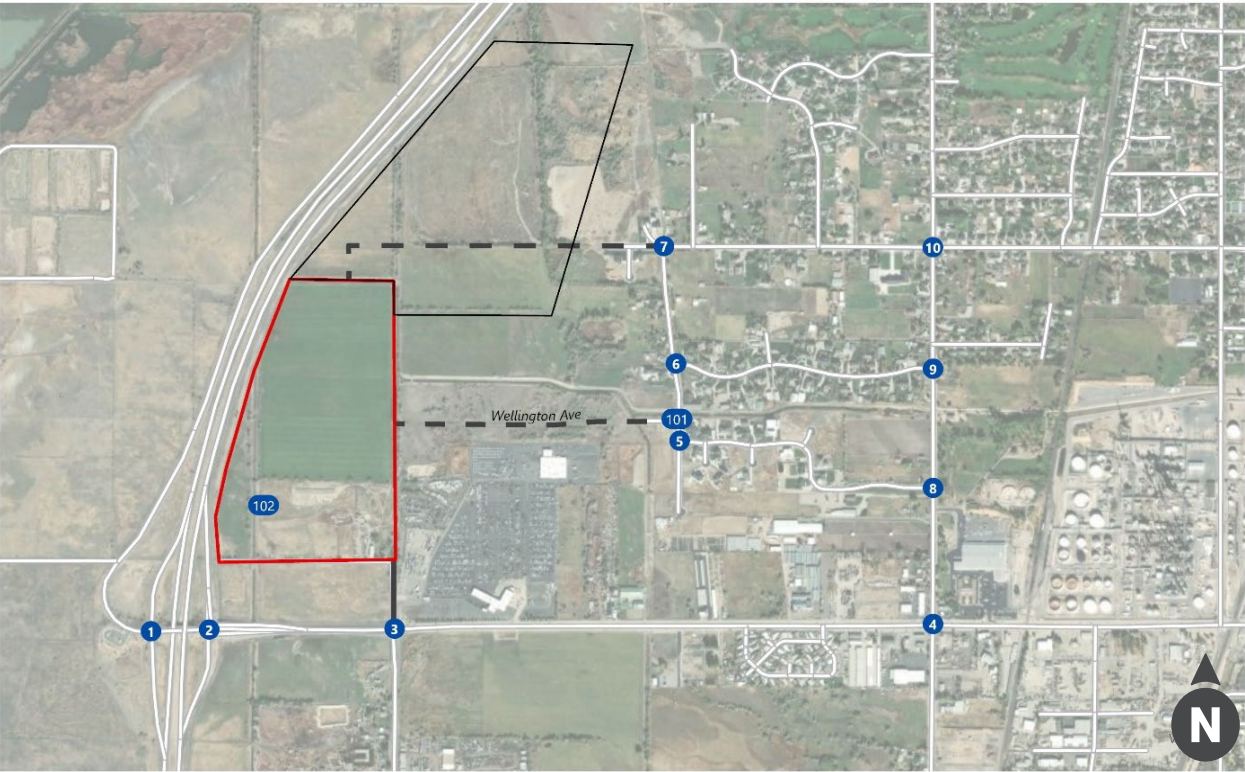


FIGURE #14

Future (2044) Plus Project Peak Hour AM & PM Traffic Conditions

DIAGRAM LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized Traffic Circle

11.3 Level of Service Analysis

Using Synchro software and the HCM 6 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2044) Plus Project weekday AM and PM peak hour LOS at each study intersection. **Table 13** reports the results of the weekday AM and PM peak hour level of service. As shown in the table, all study intersections were found to operate at acceptable levels of service in the Future (2044) Plus Project conditions analysis in the AM and PM peak hour, except for:

- **NB Legacy Parkway On-Off Ramps / 500 S** – LOS E in the AM and PM peak hour
 - The LOS failures are largely driven by the northbound left and through movements struggling to find a gap in the meaningful number of vehicles freely traveling east and westbound on 500 S.
- **Redwood Road / 500 S** – LOS E in the AM peak hour and LOS F in the PM peak hour
 - The LOS failure is largely driven by the high volumes traveling westbound left and eastbound right as the volume of vehicles attempting to make this movement cannot travel through in a sufficient manner given the signal operations.

The school-related traffic and respective routing is accounted for the LOS outputs. Routing, as outlined in the Trip Distribution section, considered the location of schools relative to the proposed site, although it should be noted that the West Bountiful Elementary School bell schedule does not align with the AM peak hour. As stated in that section, the peak hour conditions reported in this TIS represent the peak traffic conditions within the study area

Detailed LOS reports are found in **Appendix C**.

11.4 Mitigations

Fehr & Peers recommends the following mitigation measures for the Future (2044) Plus Project conditions:

- **NB Legacy Parkway On-Off Ramps / 500 S** – LOS E in the AM and PM peak hour
 - Given the intersection geometry, it is proposed that a signal be implemented after development to the west has been built out. Under all scenarios run – 2044 Plus Project conditions being the highest volume – MUTCD warrants for signal implementation were not met; additionally, the level of delay experienced by the northbound direction is just barely worse than UDOT standards, and is only experienced by that specific movement. As such, it is suggested that the city wait until there is an increase in northbound west trips to meet signal warrant requirements. With a signal in place, the LOS in the AM and PM peak hour becomes LOS B (18 sec/veh delay, for both peak hours).
- **Redwood Road / 500 S** – LOS E in the AM peak hour and LOS F in the PM peak hour
 - To mitigate this LOS failure, it is proposed that UDOT increase the cycle length from 120 to 150 seconds and provide additional green time to the volumes traveling in the east and westbound directions.
 - It is also recommended that the southbound (west leg) and eastbound (south leg) pedestrian crossings be removed, and that the signal timings be adjusted so that the southbound and eastbound pedestrian phases are removed. To include these pedestrian phases at the levels of traffic demand anticipated in 2044 poses potential operational and safety concerns as vehicles experience high delays and pedestrians

do not have adequate time to cross. Based on the projected volume growth by 2044, UDOT will likely desire to prioritize vehicles making the northbound left and eastbound right movements, which are conflicting movements with the pedestrian phases. Additionally, the project team could not identify any existing or future land uses planned at the southwest corner of the intersection that could be served by these problematic crossings.

- With the recalibrated signal timing which removes the eastbound and northbound pedestrian phases and considers time of day commuter patterns, the intersection no longer fails. The LOS in the AM and PM peak hour becomes LOS D (48 sec/veh delay, for both peak periods).

Table 13: Future (2044) Plus Project Conditions Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control ³	Movement ⁴	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
1	SB Legacy Parkway On-Off Ramps / 500 S	AM	Signalized	-	-	-	46	D
		PM		-	-	-	15	B
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	38	E	-	-
		PM		NB Through	38	E	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	62	E
		PM		-	-	-	111	F
4	1100 W / 500 S	AM	Signalized	-	-	-	11	B
		PM		-	-	-	15	B
5	Highgate Avenue / 1450 W ⁴	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	9	A	-	-
		PM		NB Shared	9	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	15	B	-	-
		PM		WB Shared	22	C	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	12	B	-	-
		PM		EB Shared	12	B	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	11	B
		PM		-	-	-	23	C
101	Wellington Avenue / 1450 W	AM	EB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
102	Internal Roundabout	AM	Roundabout	-	-	-	4	A
		PM		-	-	-	4	A

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 6 methodology.
 2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 6 methodology.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. Collected data report no conflicting movements at this intersection, thus LOS is not applicable.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.

12. Conclusion and Recommendations

This study summarizes the potential transportation-related impacts of the proposed Bandon Fields and Ivory Homes developments located on the northwest corner of the intersection of 500 S and Redwood Road on the border of West Bountiful and Woods Cross, Utah. While the Ivory Homes development is being vested individually, it was included in the “Project Conditions” to understand how its vehicle routing would impact conditions within the site and at the site accesses as well as to remain conservative in the analysis.

The Future (2044) Background and Plus Project conditions were shown to have impacts on travel conditions. However, through mitigations, these LOS failures were resolved.

The proposed mitigations, which aid in resolving the LOS failures, are outlined below:

- **Mitigating Future (2044) Background and Plus Project Conditions:**
 - **Redwood Road / 500 S:** It is recommended that UDOT increase the cycle length from 120 to 150 seconds and provide additional green time to the volumes traveling in the east and westbound directions. It is also recommended that the southbound (west leg) and eastbound (south leg) pedestrian crossings be removed, and that the signal timings be adjusted so that the southbound and eastbound pedestrian phases are removed
- **Mitigating Future (2044) Plus Project Conditions:**
 - **NB Legacy Parkway On-Off Ramps / 500 S:** Signal warrant requirements are not met for this intersection. Thus, a traffic signal was not evaluated or officially recommended at this intersection. However, it is recommended that UDOT consider implementation of a signal after further development occurs west of Legacy Parkway, when signal warrant requirements would likely be met.

Additionally, two scenarios were analyzed under a train blockage at the rail crossing along 500 S on the surrounding roadway network in the year 2029 for both Background and Plus Project conditions. LOS failures were recorded under both Background and Plus Project conditions at the intersections of 400 N / 1100 W and 1100 W / Highgate Avenue. These LOS failures assume traffic is disrupted such that vehicles re-route along 1100 W and other side roads rather than 500 S. As these failures only occur during these limited disruptions, no mitigations were recommended.

Further, the schools that would serve the residents of the proposed development were taken into consideration when laying out initial trip distribution. It was anticipated that a majority of parents routing from the site will opt to use 400 N to access this school, with an alternative route of and the neighborhoods to the west of the site or 500 S. However, bell schedule for West Bountiful Elementary School, which would likely be the most impactful to the neighborhoods adjacent to the site, does not overlap with the AM peak hour. As such, it is not anticipated that this routing will lead to traffic along study intersections that exceeds the AM or PM peak hours, and as such the conditions presented in this report still represent the peak traffic conditions within the study area.

Appendix A. Development Site Plans



- A Utah Corporation -

ENGINEERS

SURVEYORS

PLANNERS

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NOT FOR
CONSTRUCTION

BANDON FIELDS
WOODS CROSS, UTAH
MANHEIM TRUCK ENTRANCE EXHIBIT
CONCEPT 5C

REVISIONS

1	-
2	-
3	-
4	-
5	-
6	-

LEI PROJECT #:

2024-0018

DRAWN BY:

TJP/BAP

DESIGNED BY:

NKW

SCALE:

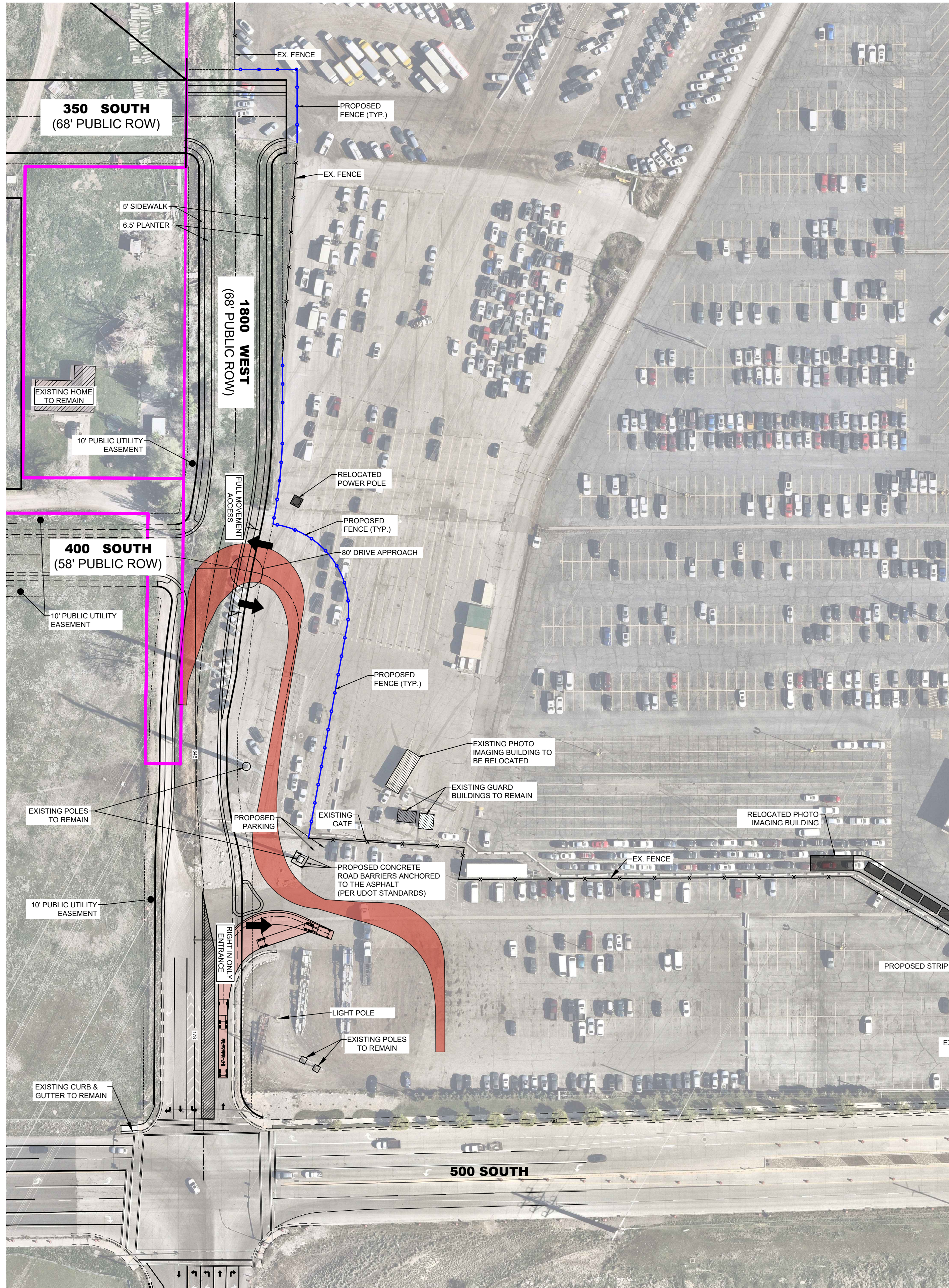
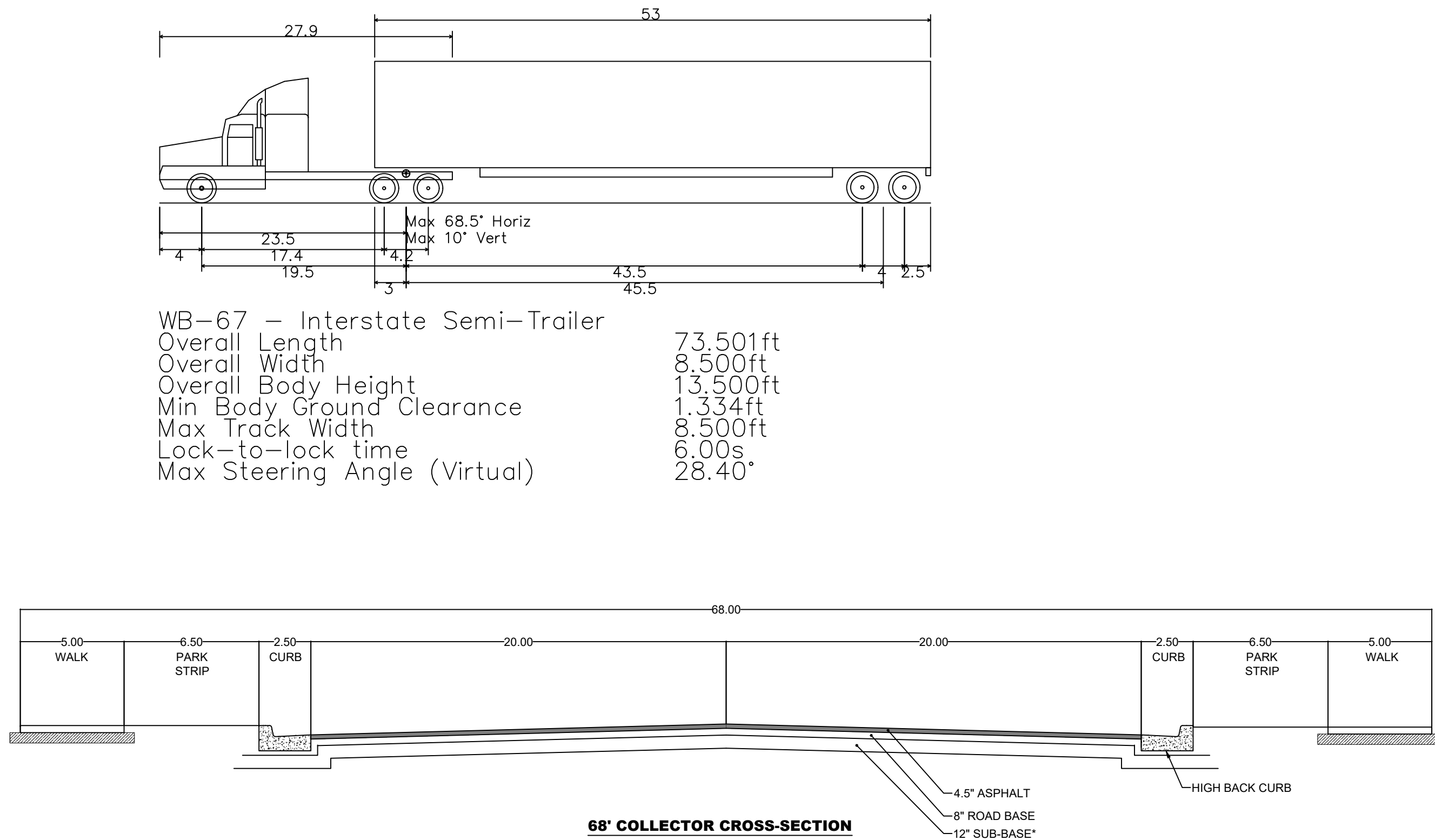
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DATE:

10/01/2025

SHEET

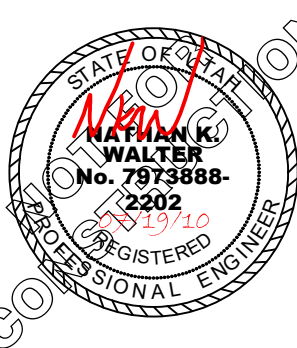
1





- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS

3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

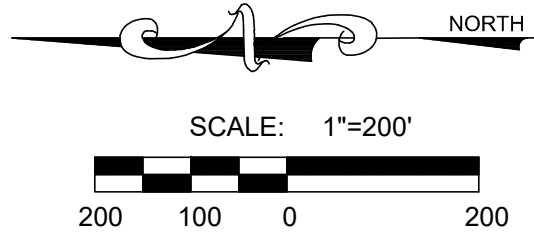


BANDON FIELDS
WOODS CROSS, UTAH
OVERALL CONCEPT PLAN

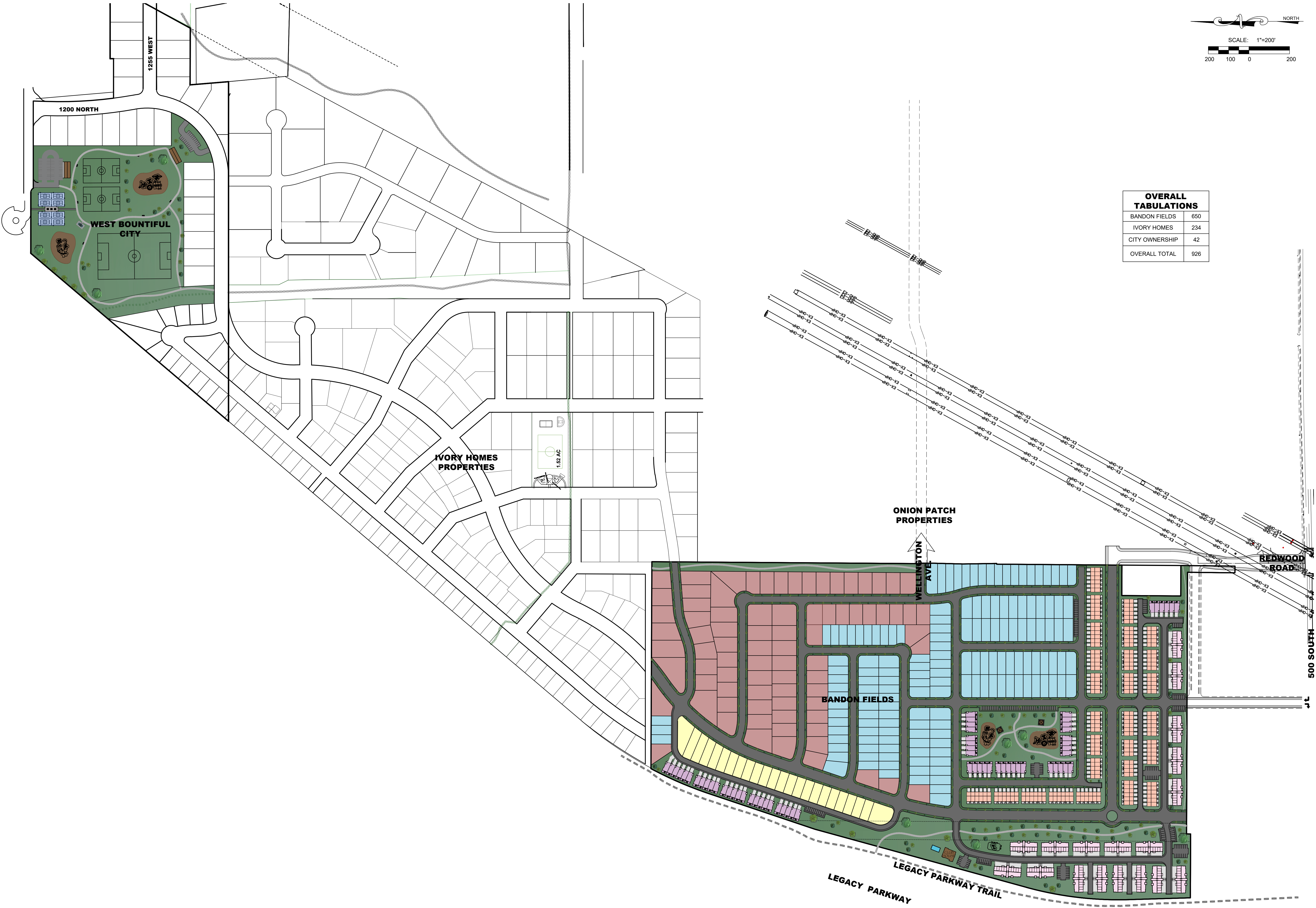
REVISIONS	
1	
2	
3	
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LEI PROJECT #:
2024-0018
DRAWN BY:
BAP
DESIGNED BY:
NKW
SCALE:
1"=200'
DATE:
11/18/2025

SHEET
1

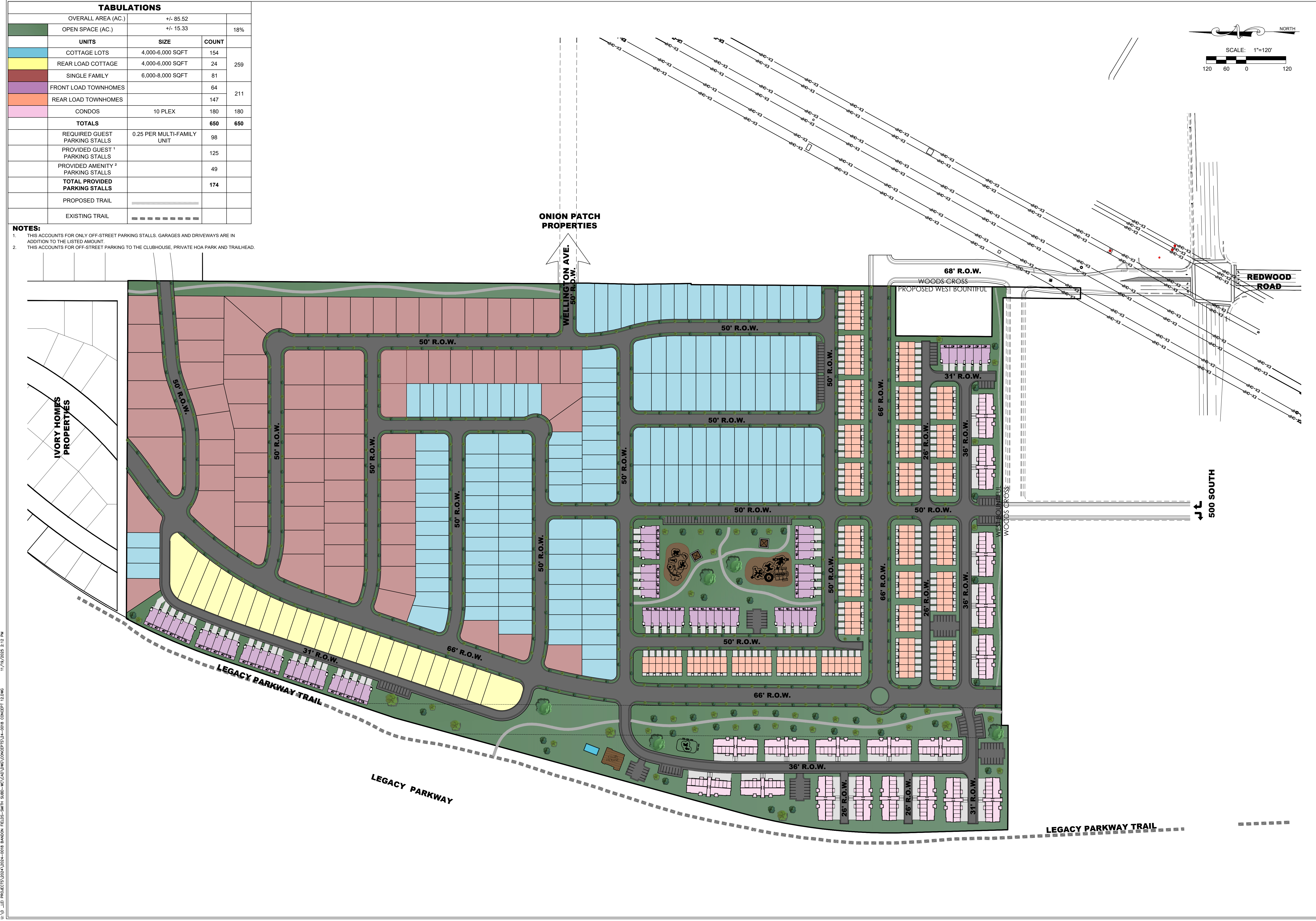


OVERALL TABULATIONS	
BANDON FIELDS	650
IVORY HOMES	234
CITY OWNERSHIP	42
OVERALL TOTAL	926



TABULATIONS				
OVERALL AREA (AC.)		+/- 85.52		
OPEN SPACE (AC.)		+/- 15.33		18%
UNITS	SIZE	COUNT		
COTTAGE LOTS	4,000-6,000 SQFT	154		
REAR LOAD COTTAGE	4,000-6,000 SQFT	24		
SINGLE FAMILY	6,000-8,000 SQFT	81		
FRONT LOAD TOWNHOMES		64		
REAR LOAD TOWNHOMES		147		
CONDOS	10 PLEX	180		
TOTALS		650	650	
REQUIRED GUEST PARKING STALLS	0.25 PER MULTI-FAMILY UNIT	98		
PROVIDED GUEST ¹ PARKING STALLS		125		
PROVIDED AMENITY ² PARKING STALLS		49		
TOTAL PROVIDED PARKING STALLS		174		
PROPOSED TRAIL				
EXISTING TRAIL				

NOTES:
1. THIS ACCOUNTS FOR ONLY OFF-STREET PARKING STALLS. GARAGES AND DRIVEWAYS ARE IN ADDITION TO THE LISTED AMOUNT.
2. THIS ACCOUNTS FOR OFF-STREET PARKING TO THE CLUBHOUSE, PRIVATE HOA PARK AND TRAILHEAD.



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BANDON FIELDS

WOODS CROSS, UTAH

CONCEPT 11

REVISIONS

1

2

3

4

5

6

LEI PROJECT #:

2024-0018

DRAWN BY:

BAP

DESIGNED BY:

NKW

SCALE:

1"=120'

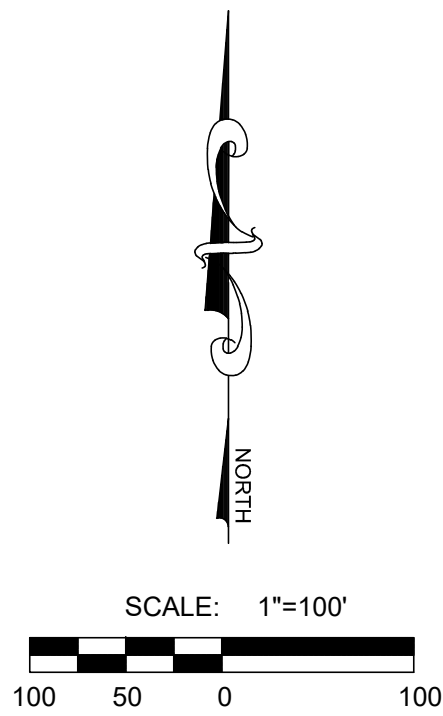
DATE:

11/18/2025

SHEET

2

TABULATIONS			
OVERALL AREA (AC.)		+/- 30.43	
OPEN SPACE (AC.)		+/- 13.97 AC	
UNITS	SIZE	COUNT	
SINGLE FAMILY	6,000-8,000 SQFT	42	



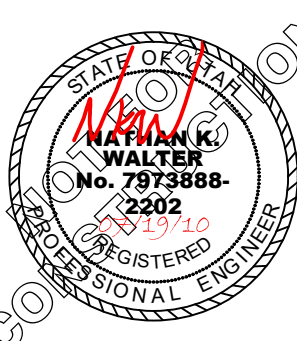
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BANDON FIELDS
WOODS CROSS, UTAH
CITY CONCEPT PLAN

REVISIONS	
1 -	
2 -	
3 -	
4 -	
5 -	
6 -	

LEI PROJECT #:
2024-0018

DRAWN BY:
BAP

DESIGNED BY:
NKW

SCALE:
1"=100'

DATE:
11/18/2025



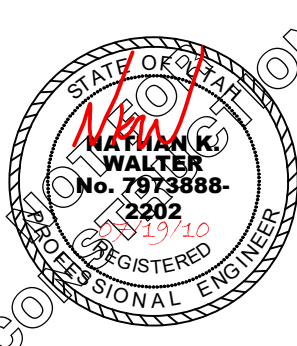
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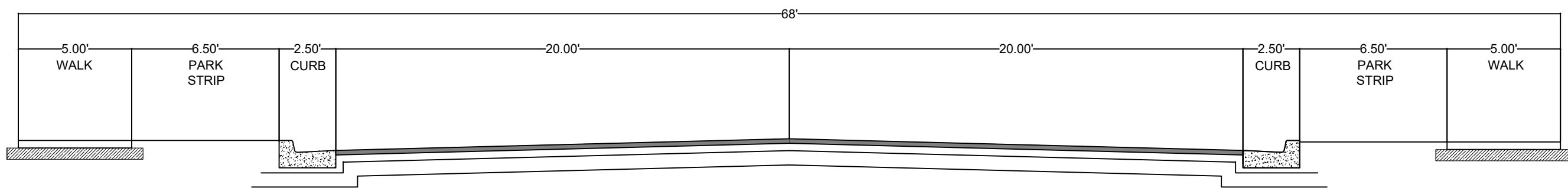


BANDON FIELDS
WOODS CROSS, UTAH
STREET CROSS SECTIONS

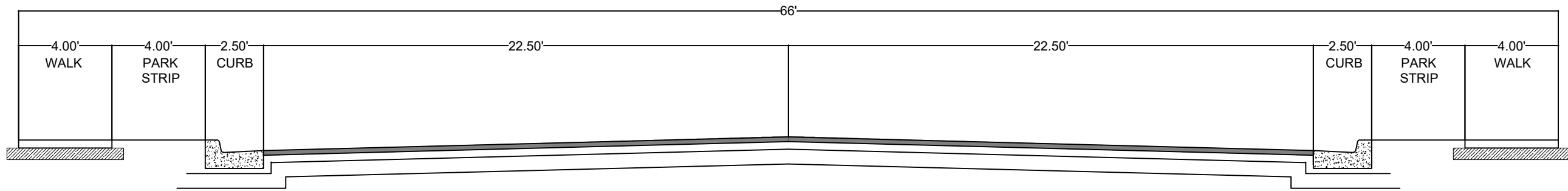
REVISIONS	
1	-
2	-
3	-
4	-
5	-
6	-

LEI PROJECT #:
2024-0018
DRAWN BY:
BAP
DESIGNED BY:
NKW
SCALE:
N.T.S.
DATE:
11/18/2025

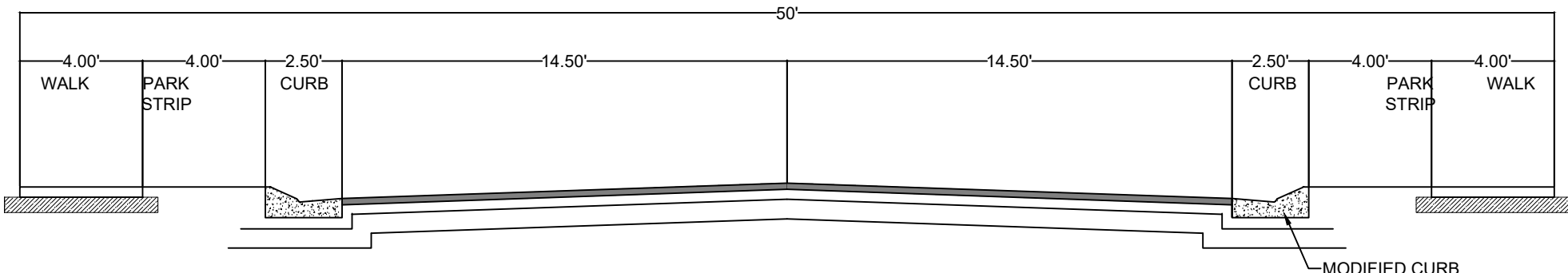
SHEET
4



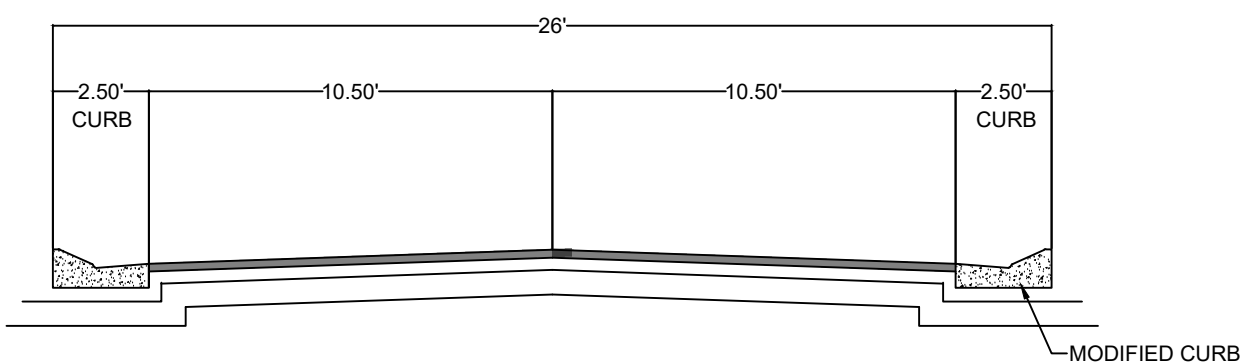
68' COLLECTOR CROSS-SECTION
WOODS CROSS
(REDWOOD ROAD)



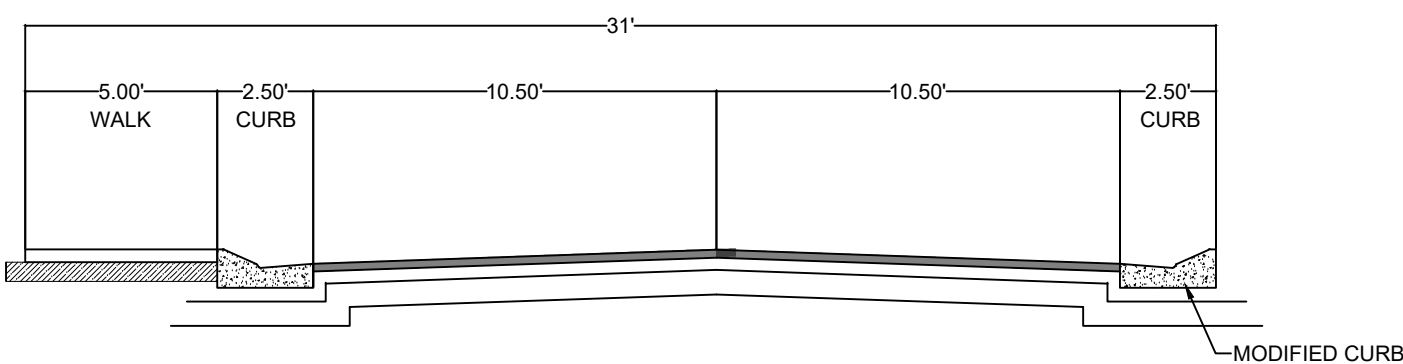
66' COLLECTOR CROSS-SECTION
WEST BOUNTIFUL



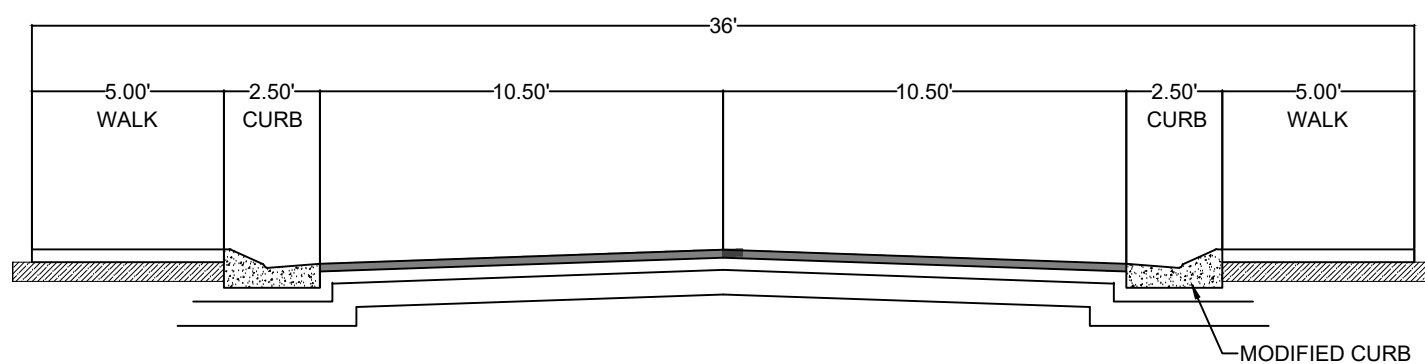
50' LOCAL CROSS-SECTION
WEST BOUNTIFUL



26' PRIVATE CROSS-SECTION



31' PRIVATE CROSS-SECTION



36' PRIVATE CROSS-SECTION

PROJECT STATISTICS

TOTAL AREA	88.79 AC	
LARGE SIGNATURE LOTS (1/2 ACRE)	32	
SIGNATURE LOTS (1/3 ACRE)	43	
COLLECTION LOTS (8,000 SF)	43	
COTTAGE LOTS (6,000 SF)	116	
TOTAL LOTS	234	
DENSITY	2.64 DU / AC	
OPEN SPACE	6.36 AC	



2815 East 3300 South, Salt Lake City, UT 84109
(801) 305-4670 www.edmpartners.com



SCALE: 1" = 120'



DEVELOPER:

Ivory Development
978 East Woodoak Lane
Salt Lake City, UT 84117
801-747-7000



NOTES:

DISCLAIMER:
ARTIST RENDERING ONLY. PLAN MAY BE ALTERED OR
CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS
A CONVENIENCE TO AID YOU IN LOCATING THE LAND
INDICATED HEREON WITH REFERENCES TO STREETS
AND OTHER LAND. NO LIABILITY IS ASSUMED BY
REASON OF ANY RELIANCE HEREON.

Belmont Farms

Conceptual Site Plan

PROJECT:	
DRAWN BY:	NMM
REVIEWED BY:	PMD
REVISIONS:	
No. DATE	REMARKS

DATE: November 24, 2025

SHEET NUMBER:

O-1

C:\Users\nick.EDM\Partners\Dropbox\Projects\Belmont Farms\Drawings\Base - Future - WBC.dwg

Appendix B. Traffic Counts

Elite Traffic Data Collection, LLC

379 East 2700 North

Lehi, Utah, 84043

elitetrafficdata@hotmail.com

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

File Name : SB Legacy and 500 South AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 1

Groups Printed- TMC - Bike

	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	1	100	0	105	0	8	23	0	31	0	0	0	0	0	5	3	0	0	8	144
07:15 AM	4	0	124	0	128	0	4	25	0	29	0	0	0	0	0	1	6	0	0	7	164
07:30 AM	2	0	127	0	129	0	6	51	0	57	0	0	0	0	0	2	5	0	0	7	193
07:45 AM	5	0	197	0	202	0	13	43	0	56	0	0	0	1	1	2	1	0	0	3	262
Total	15	1	548	0	564	0	31	142	0	173	0	0	0	1	1	10	15	0	0	25	763
08:00 AM	5	0	160	0	165	0	8	27	0	35	0	0	0	0	0	1	3	0	0	4	204
08:15 AM	2	0	108	0	110	0	12	29	0	41	0	0	0	0	0	4	9	0	0	13	164
08:30 AM	1	0	99	0	100	0	10	23	0	33	0	0	0	0	0	4	9	0	0	13	146
08:45 AM	0	0	125	0	125	0	11	15	0	26	0	0	0	0	0	1	3	0	0	4	155
Total	8	0	492	0	500	0	41	94	0	135	0	0	0	0	0	10	24	0	0	34	669
Grand Total	23	1	1040	0	1064	0	72	236	0	308	0	0	0	1	1	20	39	0	0	59	1432
Apprch %	2.2	0.1	97.7	0		0	23.4	76.6	0		0	0	0	100		33.9	66.1	0	0		
Total %	1.6	0.1	72.6	0	74.3	0	5	16.5	0	21.5	0	0	0	0.1	0.1	1.4	2.7	0	0	4.1	
TMC	23	1	1040	0	1064	0	72	236	0	308	0	0	0	0	0	20	39	0	0	59	1431
% TMC	100	100	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	99.9
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.1

Elite Traffic Data Collection, LLC

379 East 2700 North
Lehi, Utah, 84043

elitetrafficdata@hotmail.com

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Change These in The Preferences Window

Select File/Preference in the Main Scree

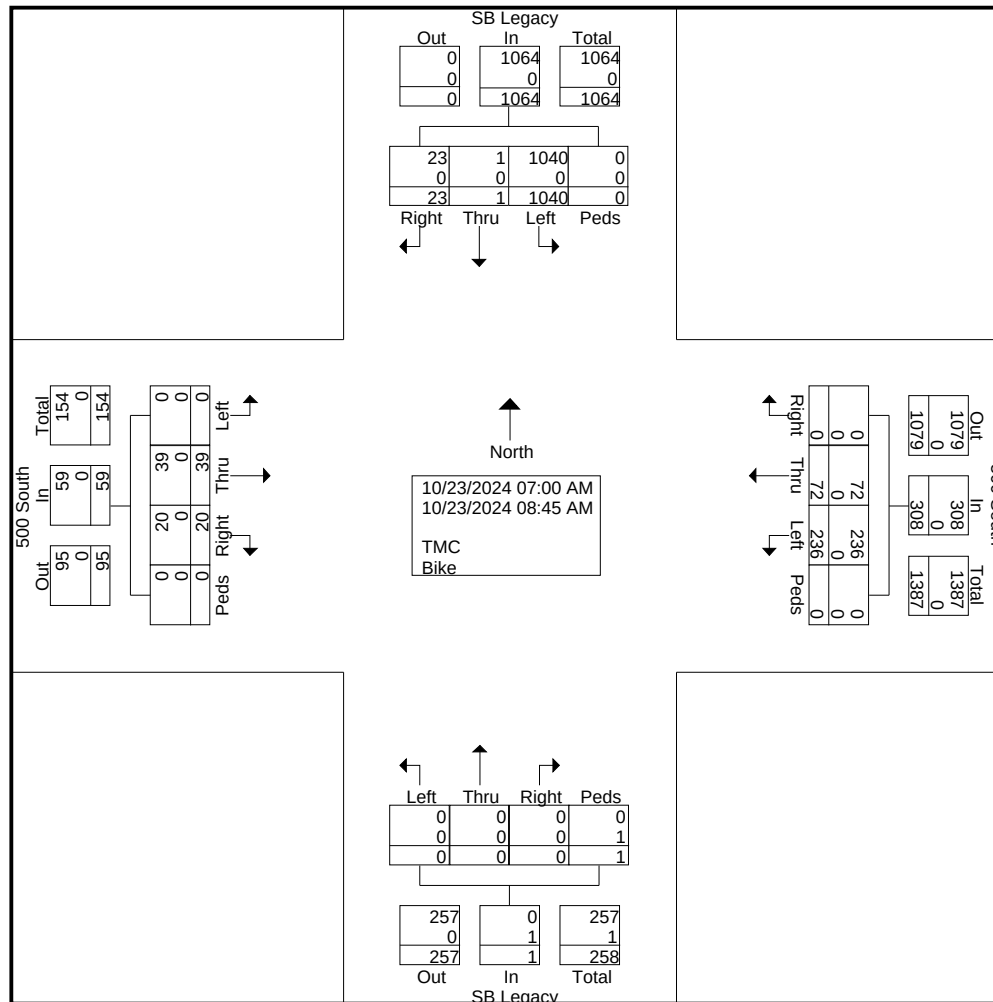
Then Click the Comments Tab

File Name : SB Legacy and 500 South AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 2



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Select File/Preference in the Main Scree

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File Name : SB Legacy and 500 South AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 3

	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	0	124	0	128	0	4	25	0	29	0	0	0	0	0	1	6	0	0	7	164
07:30 AM	2	0	127	0	129	0	6	51	0	57	0	0	0	0	0	2	5	0	0	7	193
07:45 AM	5	0	197	0	202	0	13	43	0	56	0	0	0	1	1	2	1	0	0	3	262
08:00 AM	5	0	160	0	165	0	8	27	0	35	0	0	0	0	0	1	3	0	0	4	204
Total Volume	16	0	608	0	624	0	31	146	0	177	0	0	0	1	1	6	15	0	0	21	823
% App. Total	2.6	0	97.4	0		0	17.5	82.5	0		0	0	0	100		28.6	71.4	0	0		
PHF	.800	.000	.772	.000	.772	.000	.596	.716	.000	.776	.000	.000	.000	.250	.250	.750	.625	.000	.000	.750	.785
TMC	16	0	608	0	624	0	31	146	0	177	0	0	0	0	0	6	15	0	0	21	822
% TMC	100	0	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	99.9
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.1

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Lehi, Utah, 84043

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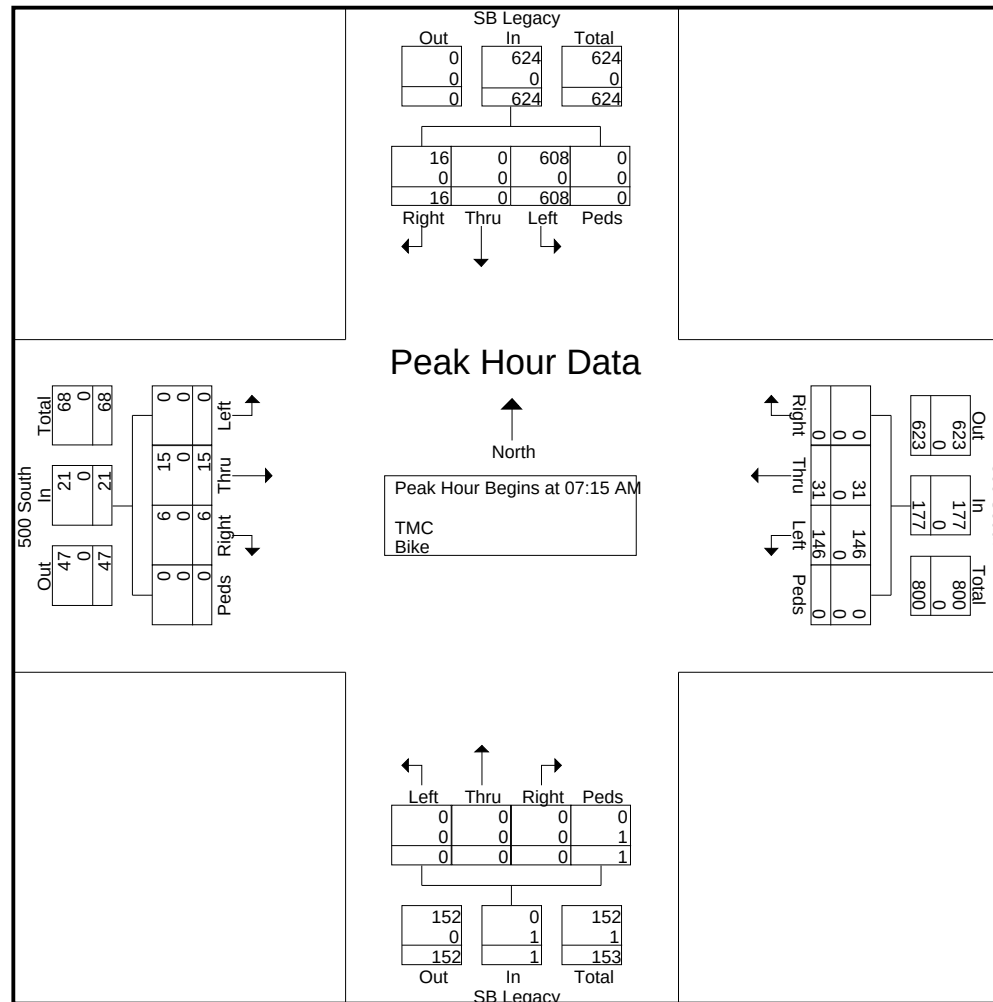
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File Name : SB Legacy and 500 South AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 4



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Lehi, Utah, 84043

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Select File/Preference in the Main Scree

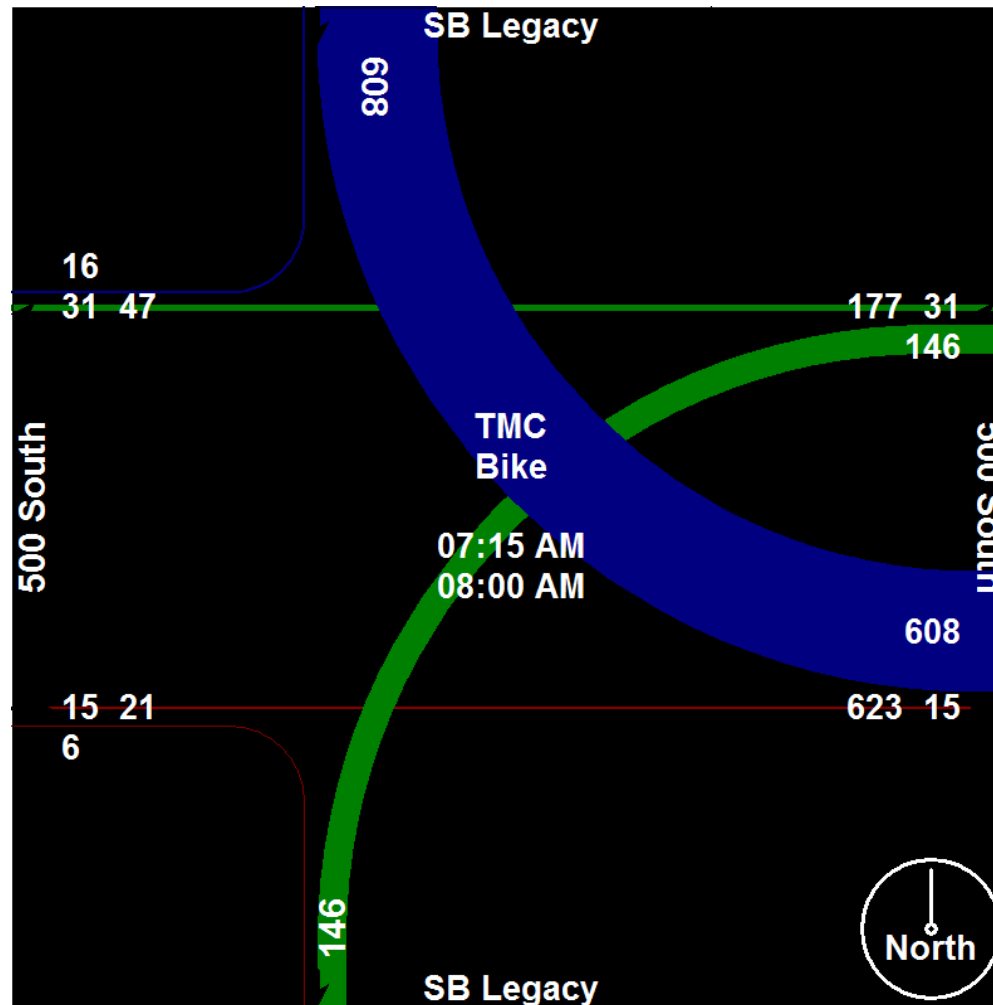
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File Name : SB Legacy and 500 South AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 5



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Lehi, Utah, 84043

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File Name : SB Legacy and 500 South AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 6

	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:30 AM					07:00 AM					08:00 AM				
+0 mins.	4	0	124	0	128	0	6	51	0	57	0	0	0	0	0	1	3	0	0	4
+15 mins.	2	0	127	0	129	0	13	43	0	56	0	0	0	0	0	4	9	0	0	13
+30 mins.	5	0	197	0	202	0	8	27	0	35	0	0	0	0	0	4	9	0	0	13
+45 mins.	5	0	160	0	165	0	12	29	0	41	0	0	0	1	1	1	3	0	0	4
Total Volume	16	0	608	0	624	0	39	150	0	189	0	0	0	1	1	10	24	0	0	34
% App. Total	2.6	0	97.4	0		0	20.6	79.4	0		0	0	0	100		29.4	70.6	0	0	
PHF	.800	.000	.772	.000	.772	.000	.750	.735	.000	.829	.000	.000	.000	.250	.250	.625	.667	.000	.000	.654
TMC	16	0	608	0	624	0	39	150	0	189	0	0	0	0	0	10	24	0	0	34
% TMC	100	0	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0

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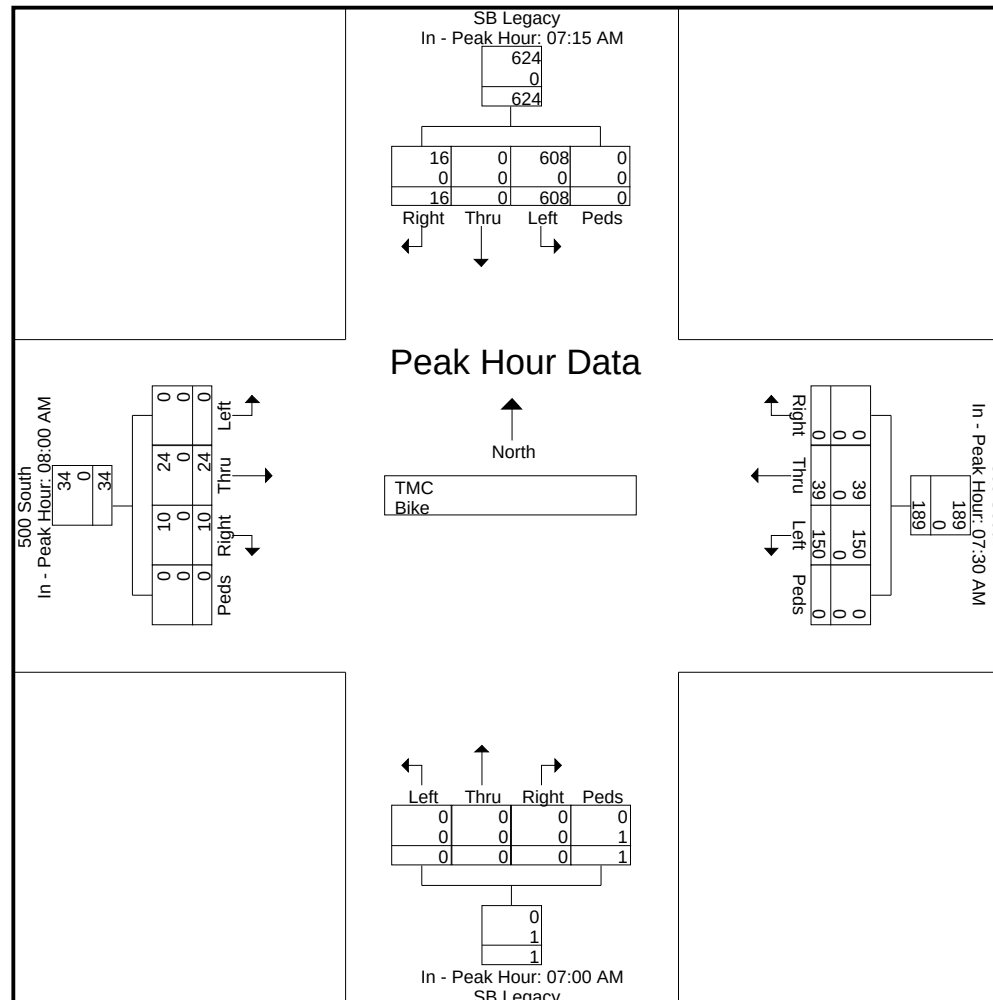
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File Name : SB Legacy and 500 South AM

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Page No : 7



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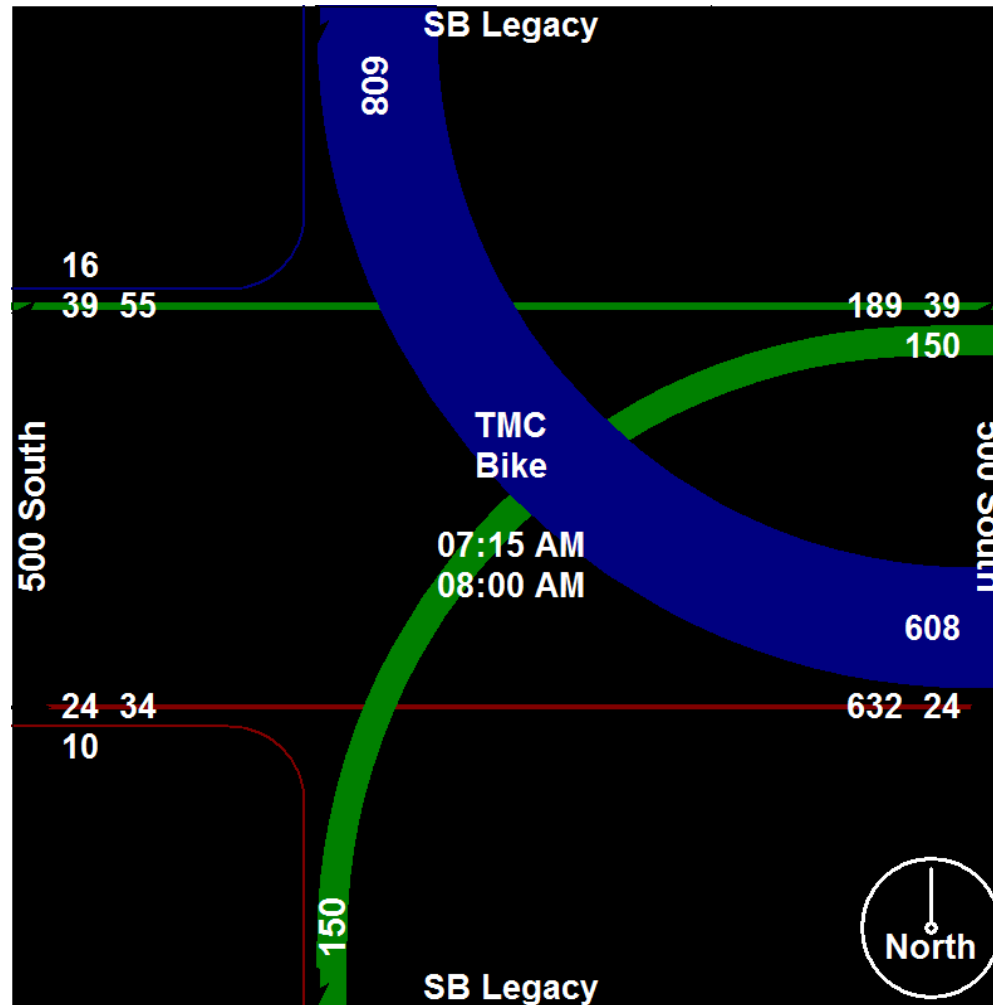
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File Name : SB Legacy and 500 South AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 8



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File Name : SB Legacy and 500 South PM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 1

Groups Printed- TMC - Bike

	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
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04:00 PM	3	1	63	0	67	0	10	21	0	31	0	0	0	0	0	6	13	0	0	19	117
04:15 PM	4	0	70	0	74	0	6	11	0	17	0	0	0	0	0	8	14	0	0	22	113
04:30 PM	4	0	61	0	65	0	6	32	0	38	0	0	0	0	0	6	13	0	0	19	122
04:45 PM	3	0	77	0	80	0	15	19	0	34	0	0	0	0	0	6	10	0	0	16	130
Total	14	1	271	0	286	0	37	83	0	120	0	0	0	0	0	26	50	0	0	76	482
05:00 PM	6	0	72	0	78	0	10	34	0	44	0	0	0	0	0	10	23	0	0	33	155
05:15 PM	5	0	81	0	86	0	12	21	0	33	0	0	0	1	1	8	18	0	0	26	146
05:30 PM	0	1	66	0	67	0	12	31	0	43	0	0	0	0	0	2	10	0	0	12	122
05:45 PM	0	0	70	0	70	0	6	19	0	25	0	0	0	0	0	2	12	0	0	14	109
Total	11	1	289	0	301	0	40	105	0	145	0	0	0	1	1	22	63	0	0	85	532
Grand Total	25	2	560	0	587	0	77	188	0	265	0	0	0	1	1	48	113	0	0	161	1014
Apprch %	4.3	0.3	95.4	0		0	29.1	70.9	0		0	0	0	100		29.8	70.2	0	0		
Total %	2.5	0.2	55.2	0	57.9	0	7.6	18.5	0	26.1	0	0	0	0.1	0.1	4.7	11.1	0	0	15.9	
TMC	25	2	560	0	587	0	77	188	0	265	0	0	0	0	0	48	113	0	0	161	1013
% TMC	100	100	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	99.9
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.1

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Lehi, Utah, 84043

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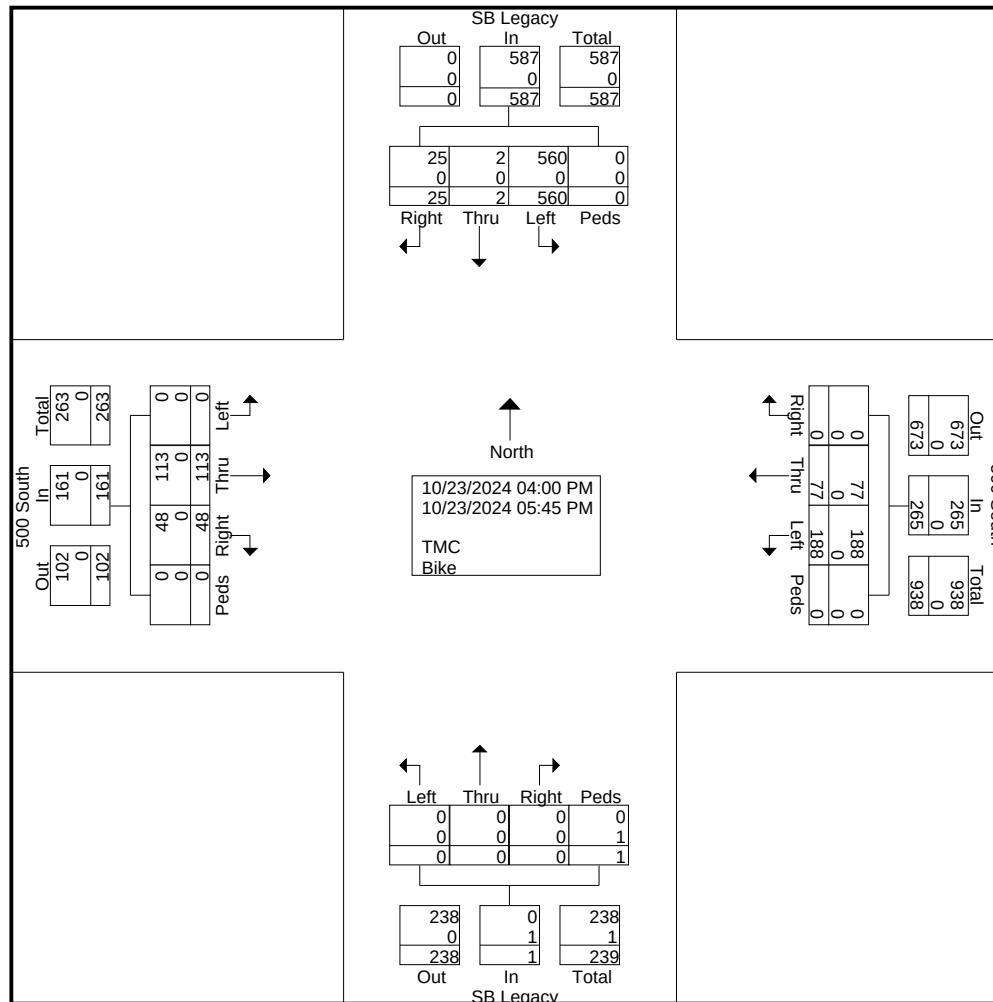
Then Click the Comments Tab

File Name : SB Legacy and 500 South PM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 2



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Lehi, Utah, 84043

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Default Comments

Change These in The Preferences Window

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Then Click the Comments Tab

File Name : SB Legacy and 500 South PM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 3

	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	0	61	0	65	0	6	32	0	38	0	0	0	0	0	6	13	0	0	19	122
04:45 PM	3	0	77	0	80	0	15	19	0	34	0	0	0	0	0	6	10	0	0	16	130
05:00 PM	6	0	72	0	78	0	10	34	0	44	0	0	0	0	0	10	23	0	0	33	155
05:15 PM	5	0	81	0	86	0	12	21	0	33	0	0	0	1	1	8	18	0	0	26	146
Total Volume	18	0	291	0	309	0	43	106	0	149	0	0	0	1	1	30	64	0	0	94	553
% App. Total	5.8	0	94.2	0		0	28.9	71.1	0		0	0	0	100		31.9	68.1	0	0		
PHF	.750	.000	.898	.000	.898	.000	.717	.779	.000	.847	.000	.000	.000	.250	.250	.750	.696	.000	.000	.712	.892
TMC	18	0	291	0	309	0	43	106	0	149	0	0	0	0	0	30	64	0	0	94	552
% TMC	100	0	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	99.8
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.2

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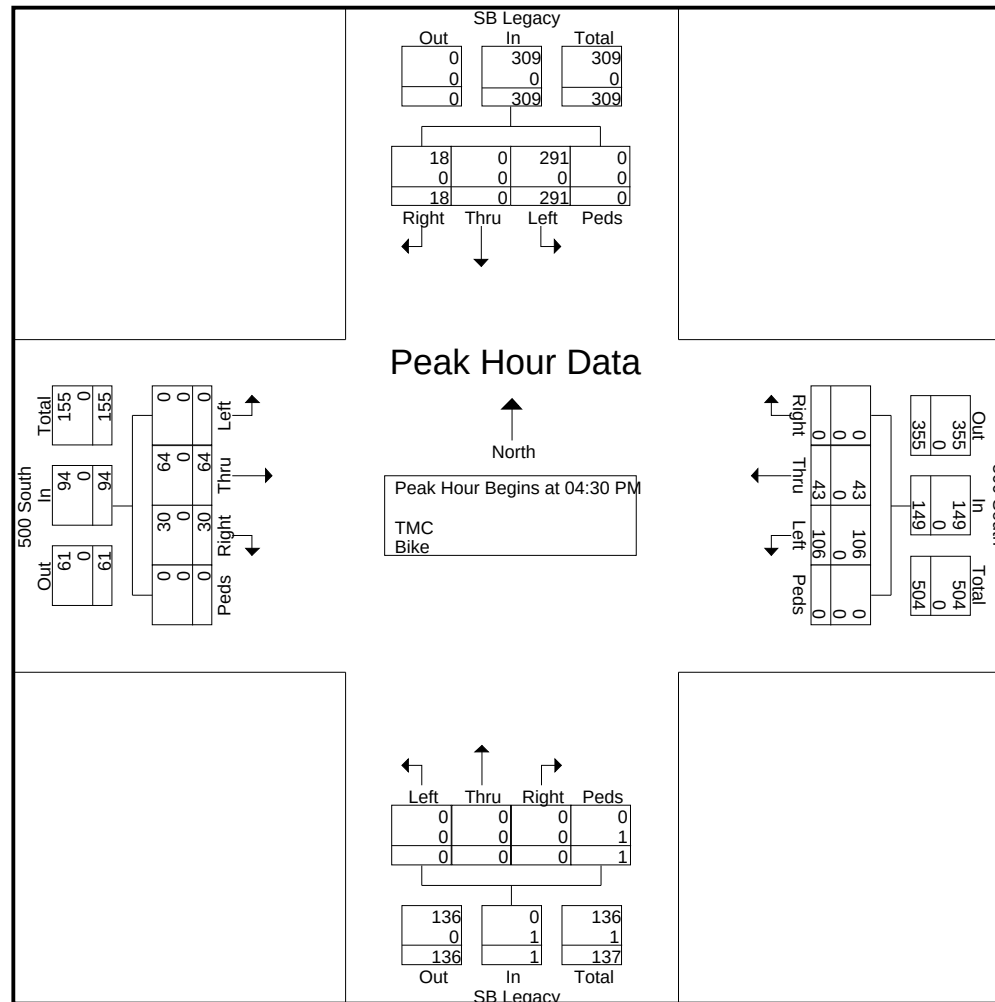
Then Click the Comments Tab

File Name : SB Legacy and 500 South PM

Site Code : 00000000

Start Date : 10/23/2024

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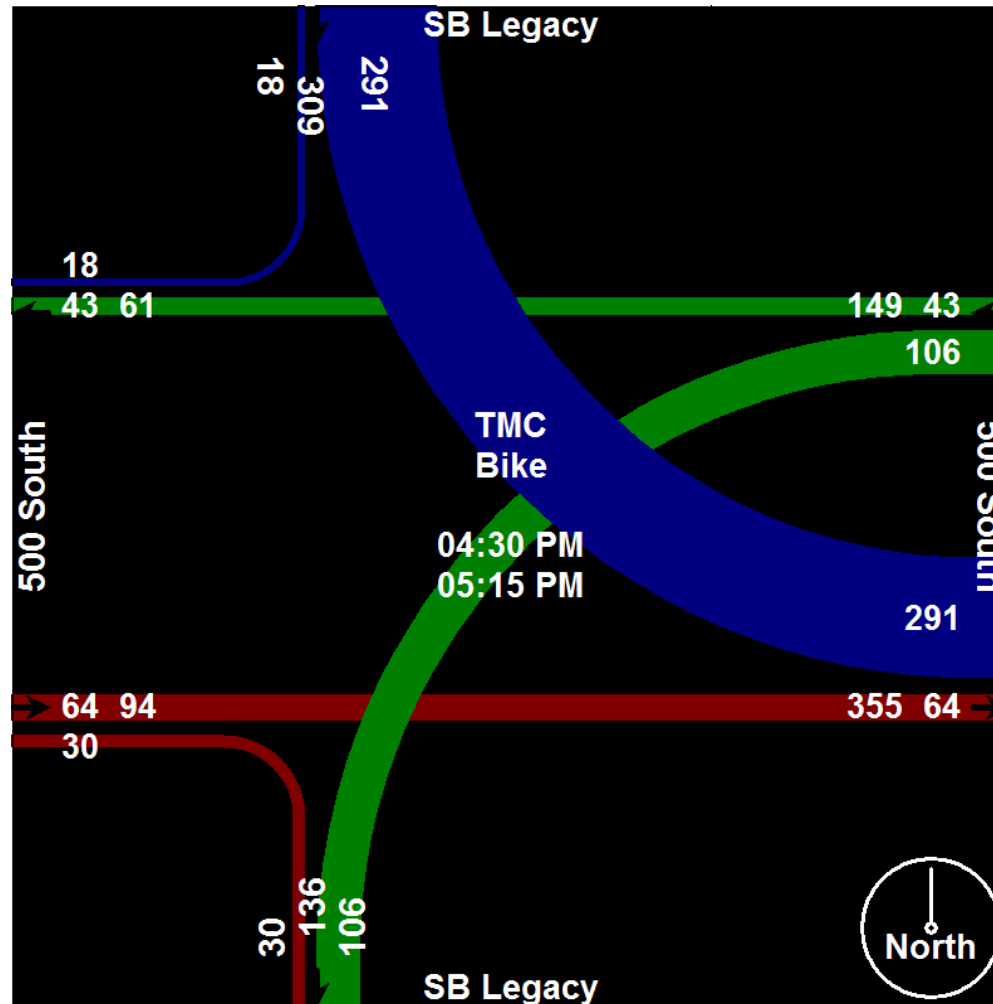
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File Name : SB Legacy and 500 South PM

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Start Date : 10/23/2024

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	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:30 PM					04:30 PM				
+0 mins.	3	0	77	0	80	0	15	19	0	34	0	0	0	0	0	6	13	0	0	19
+15 mins.	6	0	72	0	78	0	10	34	0	44	0	0	0	0	0	6	10	0	0	16
+30 mins.	5	0	81	0	86	0	12	21	0	33	0	0	0	0	0	10	23	0	0	33
+45 mins.	0	1	66	0	67	0	12	31	0	43	0	0	0	1	1	8	18	0	0	26
Total Volume	14	1	296	0	311	0	49	105	0	154	0	0	0	1	1	30	64	0	0	94
% App. Total	4.5	0.3	95.2	0		0	31.8	68.2	0		0	0	0	100		31.9	68.1	0	0	
PHF	.583	.250	.914	.000	.904	.000	.817	.772	.000	.875	.000	.000	.000	.250	.250	.750	.696	.000	.000	.712
TMC	14	1	296	0	311	0	49	105	0	154	0	0	0	0	0	30	64	0	0	94
% TMC	100	100	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0

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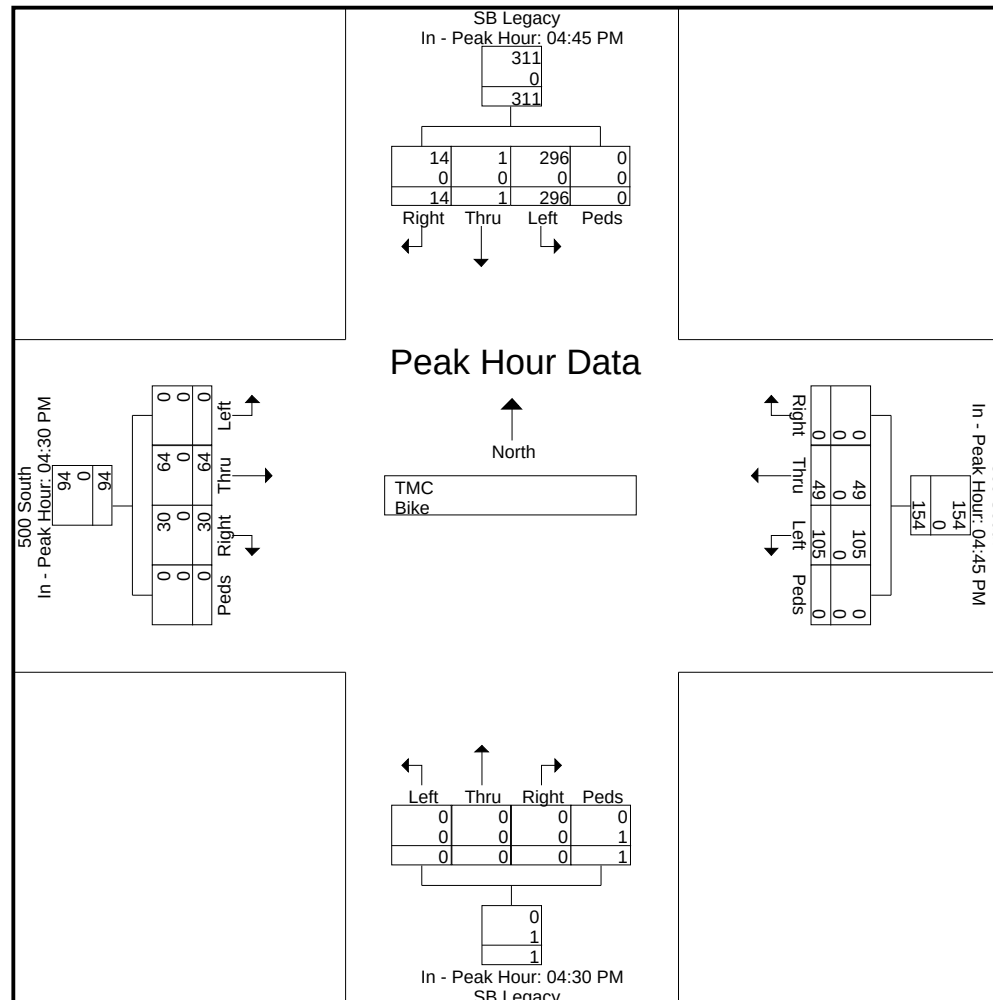
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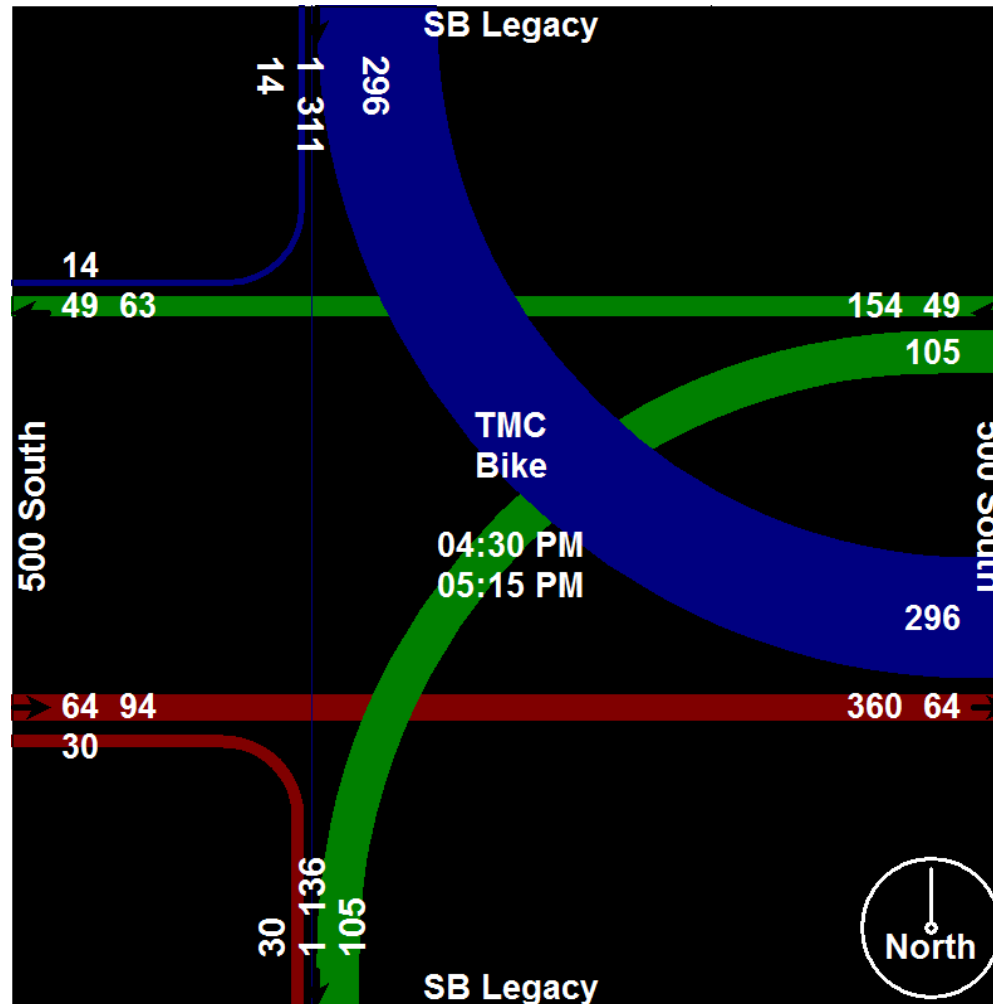
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Groups Printed- TMC - Bike

	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	43	24	0	0	67	18	0	7	0	25	0	102	2	0	104	196
07:15 AM	0	0	0	0	0	50	32	0	0	82	26	0	2	0	28	0	125	3	0	128	238
07:30 AM	0	0	0	0	0	69	53	0	0	122	21	0	1	0	22	0	130	4	0	134	278
07:45 AM	0	0	0	0	0	71	55	0	0	126	28	0	3	0	31	0	187	2	0	189	346
Total	0	0	0	0	0	233	164	0	0	397	93	0	13	0	106	0	544	11	0	555	1058
08:00 AM	0	0	0	0	0	72	35	0	0	107	36	0	3	1	40	0	166	0	0	166	313
08:15 AM	0	0	0	0	0	113	34	0	0	147	34	0	3	0	37	0	119	1	0	120	304
08:30 AM	0	0	0	0	0	83	30	0	0	113	29	0	5	0	34	0	105	2	0	107	254
08:45 AM	0	0	0	0	0	56	21	0	0	77	29	0	3	0	32	0	127	0	0	127	236
Total	0	0	0	0	0	324	120	0	0	444	128	0	14	1	143	0	517	3	0	520	1107
Grand Total	0	0	0	0	0	557	284	0	0	841	221	0	27	1	249	0	1061	14	0	1075	2165
Apprch %	0	0	0	0		66.2	33.8	0	0		88.8	0	10.8	0.4		0	98.7	1.3	0		
Total %	0	0	0	0	0	25.7	13.1	0	0	38.8	10.2	0	1.2	0	11.5	0	49	0.6	0	49.7	
TMC	0	0	0	0	0	557	284	0	0	841	221	0	27	0	248	0	1061	14	0	1075	2164
% TMC	0	0	0	0	0	100	100	0	0	100	100	0	100	0	99.6	0	100	100	0	100	100
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.4	0	0	0	0	0	0

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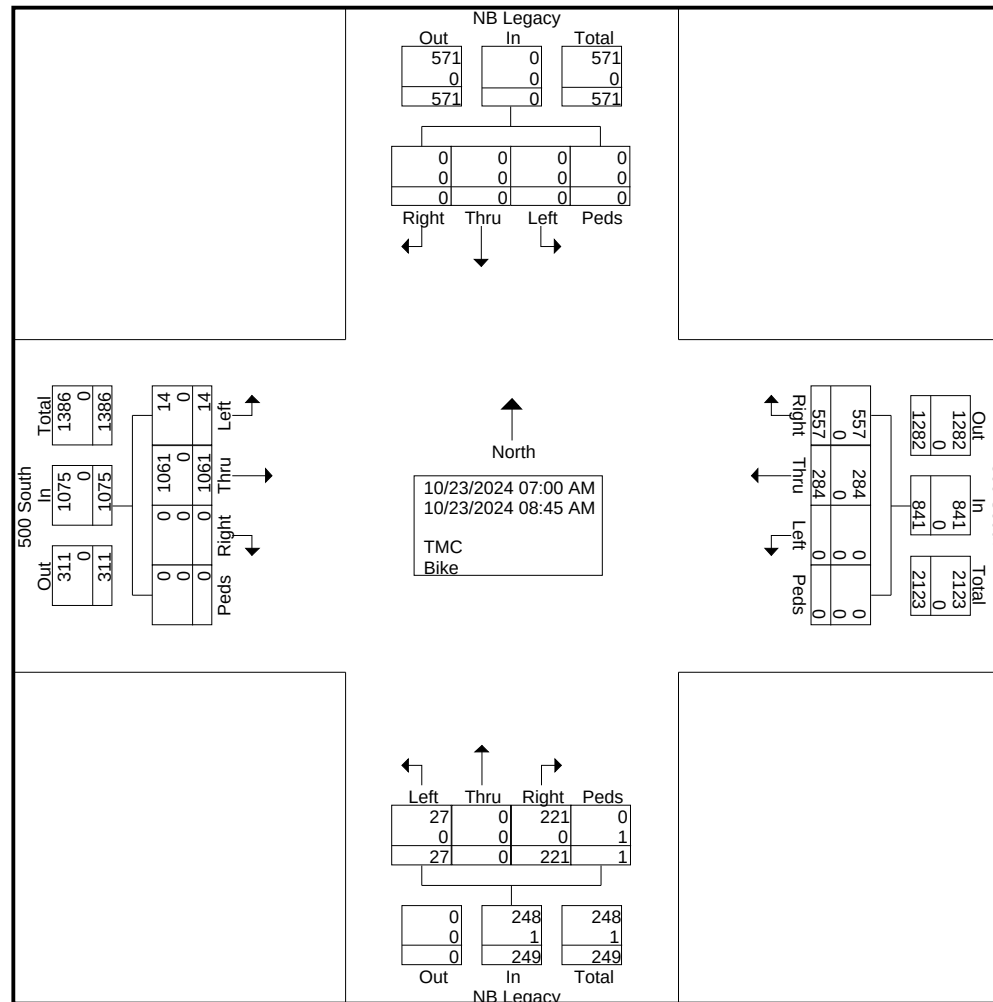
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	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	69	53	0	0	122	21	0	1	0	22	0	130	4	0	134	278
07:45 AM	0	0	0	0	0	71	55	0	0	126	28	0	3	0	31	0	187	2	0	189	346
08:00 AM	0	0	0	0	0	72	35	0	0	107	36	0	3	1	40	0	166	0	0	166	313
08:15 AM	0	0	0	0	0	113	34	0	0	147	34	0	3	0	37	0	119	1	0	120	304
Total Volume	0	0	0	0	0	325	177	0	0	502	119	0	10	1	130	0	602	7	0	609	1241
% App. Total	0	0	0	0	0	64.7	35.3	0	0	0	91.5	0	7.7	0.8	0	0	98.9	1.1	0	0	0
PHF	.000	.000	.000	.000	.000	.719	.805	.000	.000	.854	.826	.000	.833	.250	.813	.000	.805	.438	.000	.806	.897
TMC	0	0	0	0	0	325	177	0	0	502	119	0	10	0	129	0	602	7	0	609	1240
% TMC	0	0	0	0	0	100	100	0	0	100	100	0	100	0	99.2	0	100	100	0	100	99.9
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.8	0	0	0	0	0	0.1

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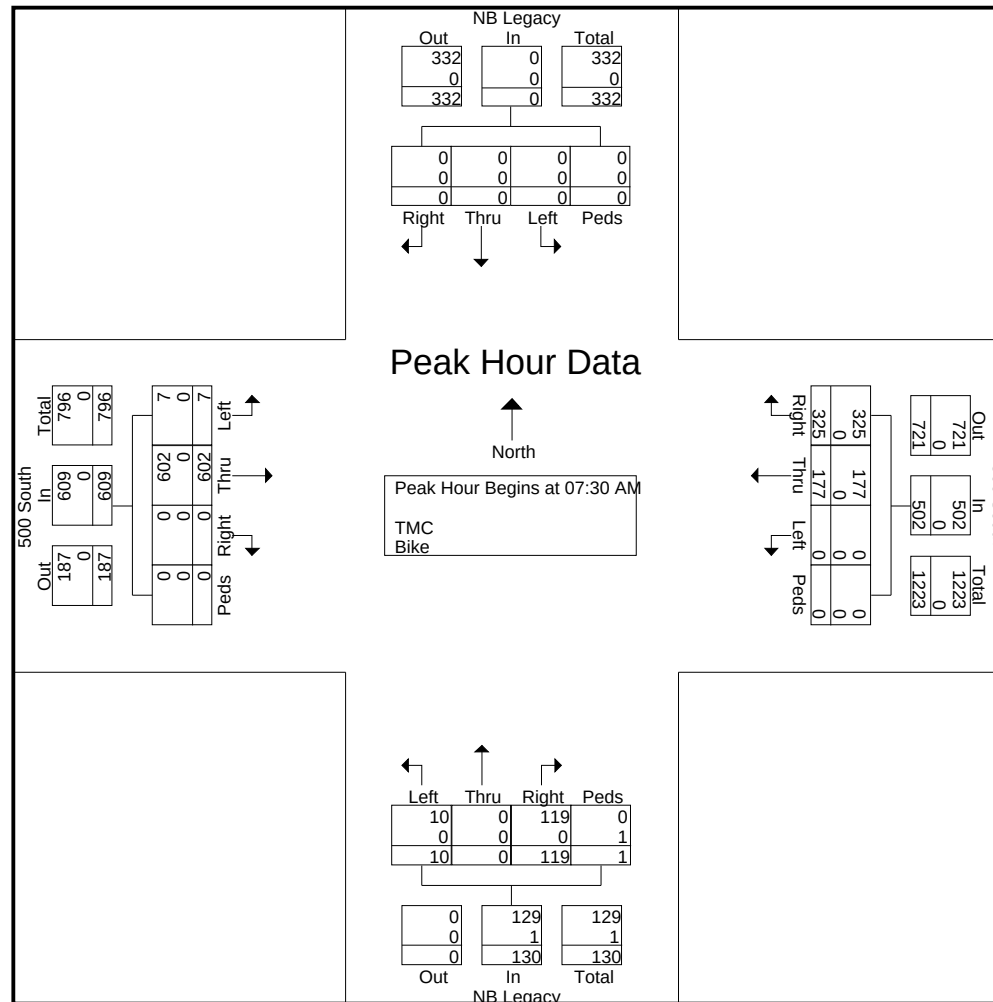
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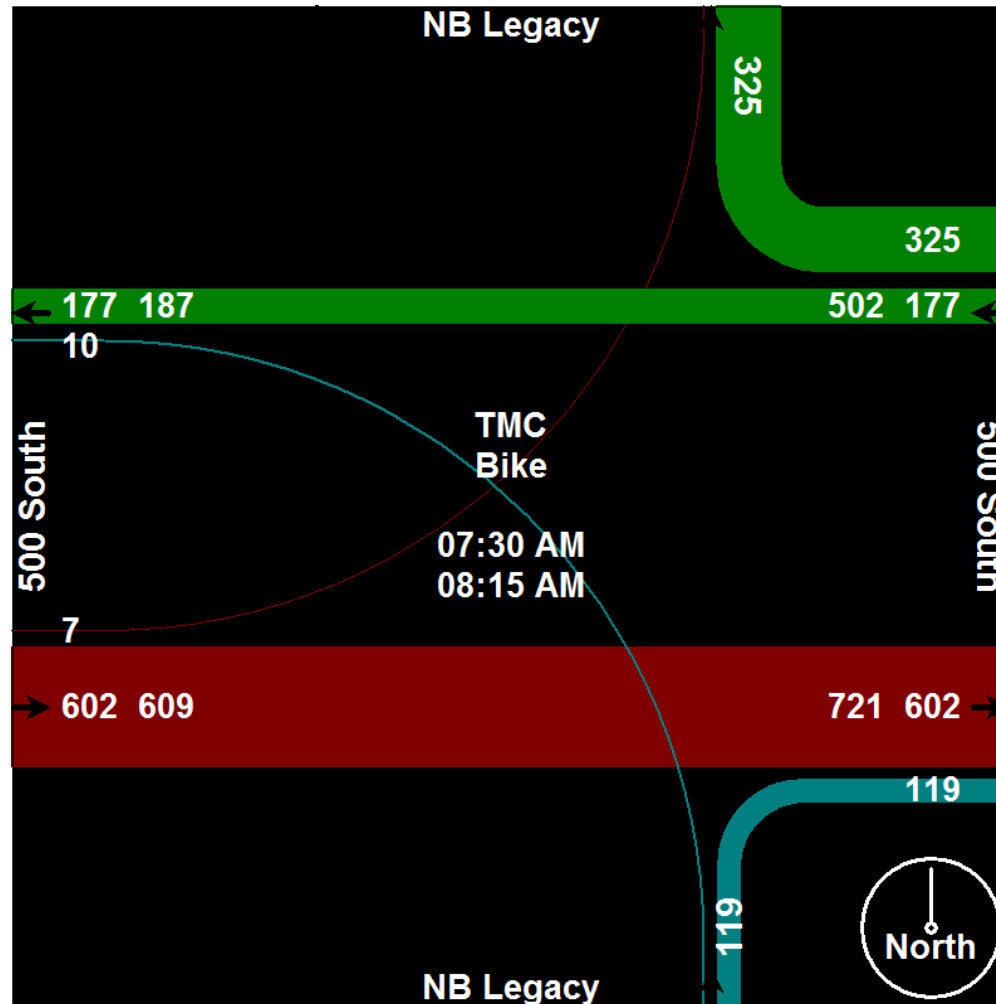
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	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					08:00 AM					07:15 AM				
+0 mins.	0	0	0	0	0	69	53	0	0	122	36	0	3	1	40	0	125	3	0	128
+15 mins.	0	0	0	0	0	71	55	0	0	126	34	0	3	0	37	0	130	4	0	134
+30 mins.	0	0	0	0	0	72	35	0	0	107	29	0	5	0	34	0	187	2	0	189
+45 mins.	0	0	0	0	0	113	34	0	0	147	29	0	3	0	32	0	166	0	0	166
Total Volume	0	0	0	0	0	325	177	0	0	502	128	0	14	1	143	0	608	9	0	617
% App. Total	0	0	0	0	0	64.7	35.3	0	0		89.5	0	9.8	0.7		0	98.5	1.5	0	
PHF	.000	.000	.000	.000	.000	.719	.805	.000	.000	.854	.889	.000	.700	.250	.894	.000	.813	.563	.000	.816
TMC	0	0	0	0	0	325	177	0	0	502	128	0	14	0	142	0	608	9	0	617
% TMC	0	0	0	0	0	100	100	0	0	100	100	0	100	0	99.3	0	100	100	0	100
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.7	0	0	0	0	0

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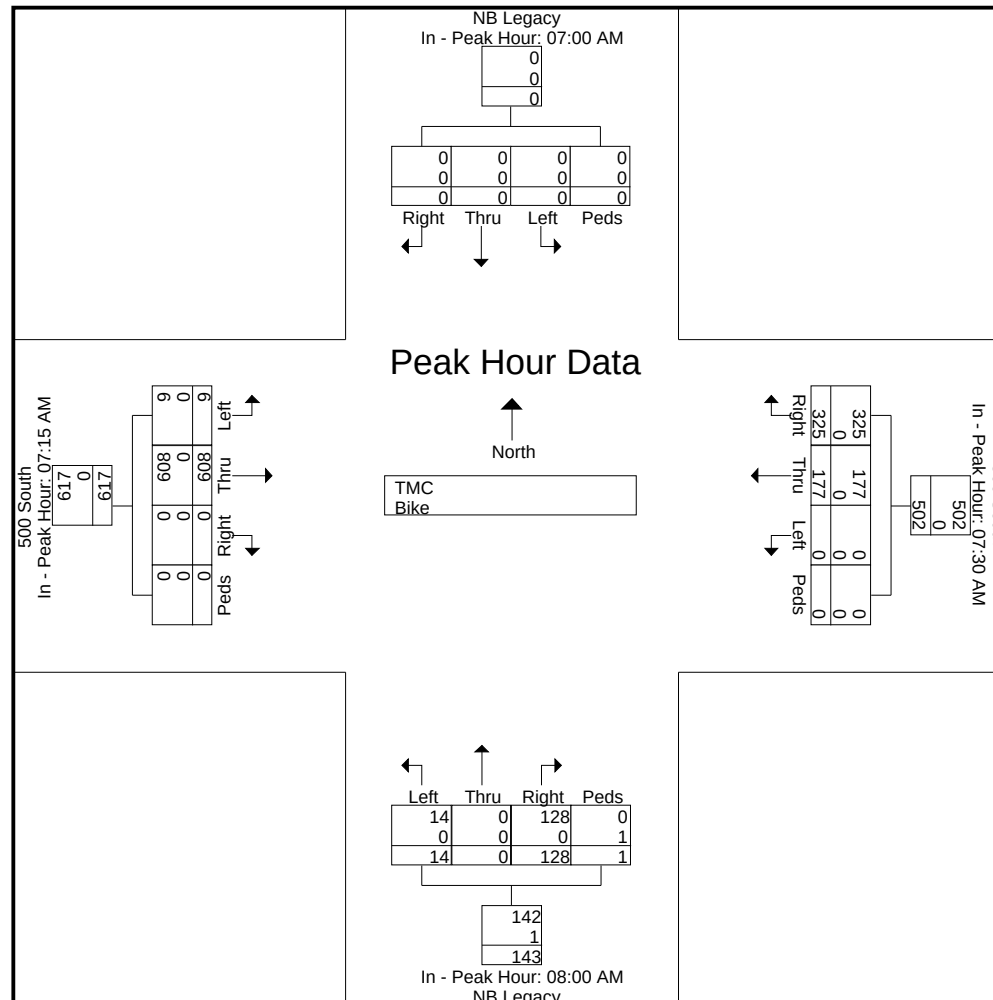
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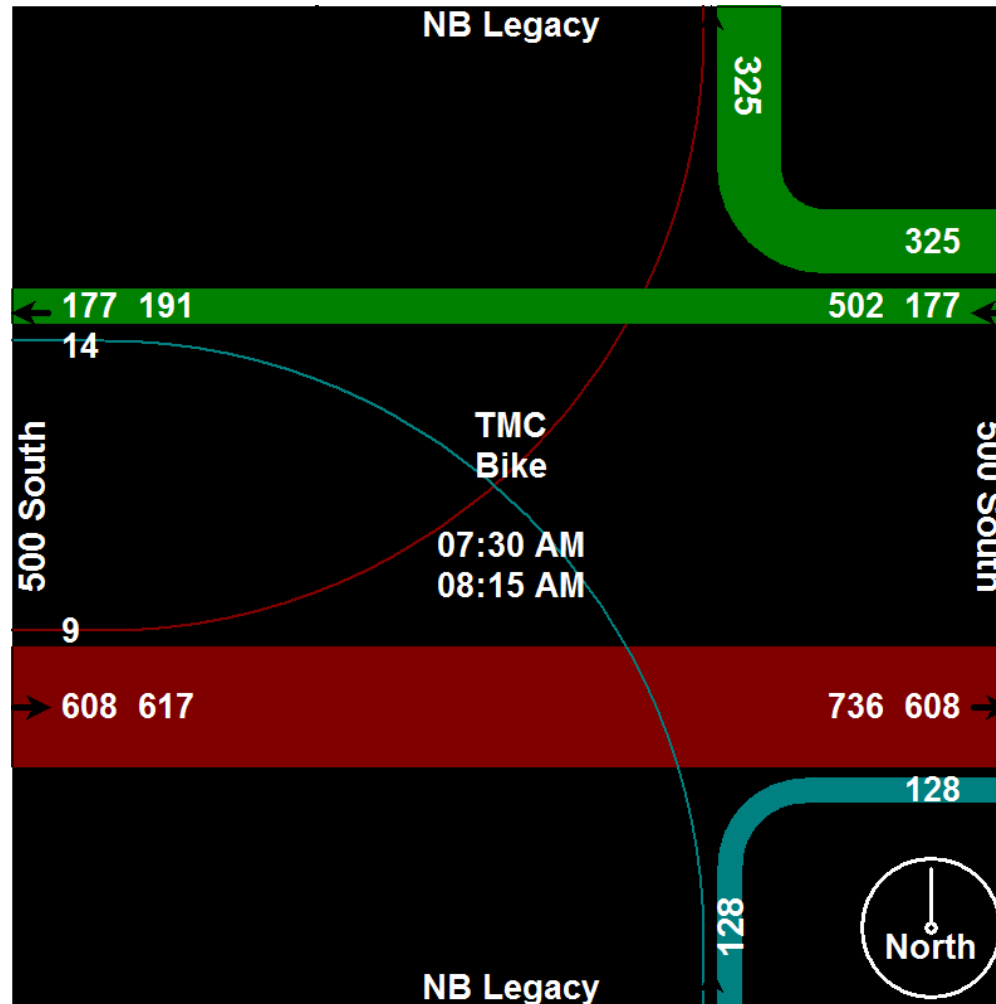
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Groups Printed- TMC - Bike

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	193	27	0	0	220	42	1	2	0	45	0	71	3	0	74	339
04:15 PM	0	0	0	0	0	156	16	0	0	172	39	0	1	0	40	0	77	7	0	84	296
04:30 PM	0	0	0	0	0	168	35	0	0	203	43	2	1	0	46	0	70	4	0	74	323
04:45 PM	0	0	0	0	0	142	29	0	0	171	42	0	4	0	46	0	84	2	0	86	303
Total	0	0	0	0	0	659	107	0	0	766	166	3	8	0	177	0	302	16	0	318	1261
05:00 PM	0	0	0	0	0	167	39	0	0	206	55	0	5	0	60	0	85	11	0	96	362
05:15 PM	0	0	0	0	0	145	27	0	0	172	42	1	8	1	52	0	93	7	0	100	324
05:30 PM	0	0	0	0	0	175	38	0	0	213	38	1	5	0	44	0	71	3	0	74	331
05:45 PM	0	0	0	0	0	96	23	0	0	119	48	0	2	0	50	0	79	5	0	84	253
Total	0	0	0	0	0	583	127	0	0	710	183	2	20	1	206	0	328	26	0	354	1270
Grand Total	0	0	0	0	0	1242	234	0	0	1476	349	5	28	1	383	0	630	42	0	672	2531
Apprch %	0	0	0	0		84.1	15.9	0	0		91.1	1.3	7.3	0.3		0	93.8	6.2	0		
Total %	0	0	0	0	0	49.1	9.2	0	0	58.3	13.8	0.2	1.1	0	15.1	0	24.9	1.7	0	26.6	
TMC	0	0	0	0	0	1242	234	0	0	1476	349	5	28	0	382	0	630	42	0	672	2530
% TMC	0	0	0	0	0	100	100	0	0	100	100	100	100	0	99.7	0	100	100	0	100	100
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0

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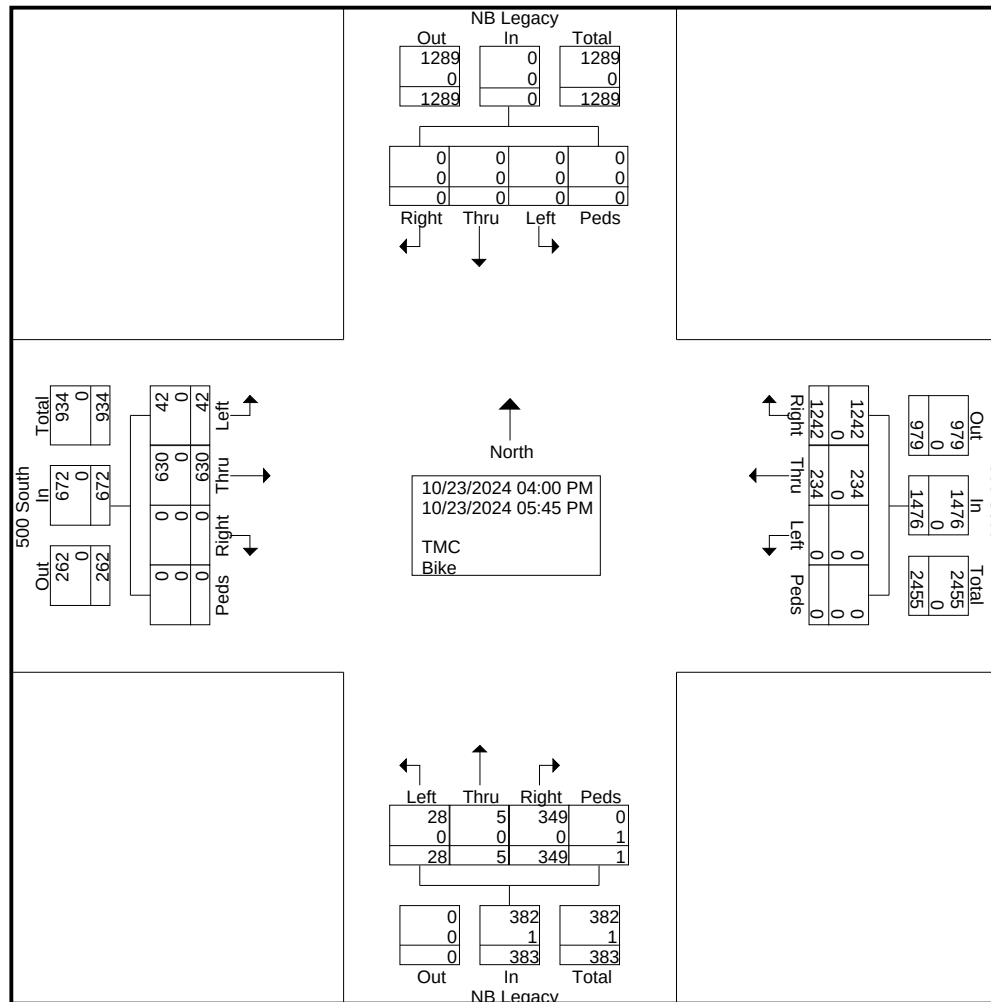
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05:00 PM	0	0	0	0	0	167	39	0	0	206	55	0	5	0	60	0	85	11	0	96	362
05:15 PM	0	0	0	0	0	145	27	0	0	172	42	1	8	1	52	0	93	7	0	100	324
05:30 PM	0	0	0	0	0	175	38	0	0	213	38	1	5	0	44	0	71	3	0	74	331
Total Volume	0	0	0	0	0	629	133	0	0	762	177	2	22	1	202	0	333	23	0	356	1320
% App. Total	0	0	0	0	0	82.5	17.5	0	0	0	87.6	1	10.9	0.5	0	0	93.5	6.5	0	0	0
PHF	.000	.000	.000	.000	.000	.899	.853	.000	.000	.894	.805	.500	.688	.250	.842	.000	.895	.523	.000	.890	.912
TMC	0	0	0	0	0	629	133	0	0	762	177	2	22	0	201	0	333	23	0	356	1319
% TMC	0	0	0	0	0	100	100	0	0	100	100	100	100	0	99.5	0	100	100	0	100	99.9
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0	0.1

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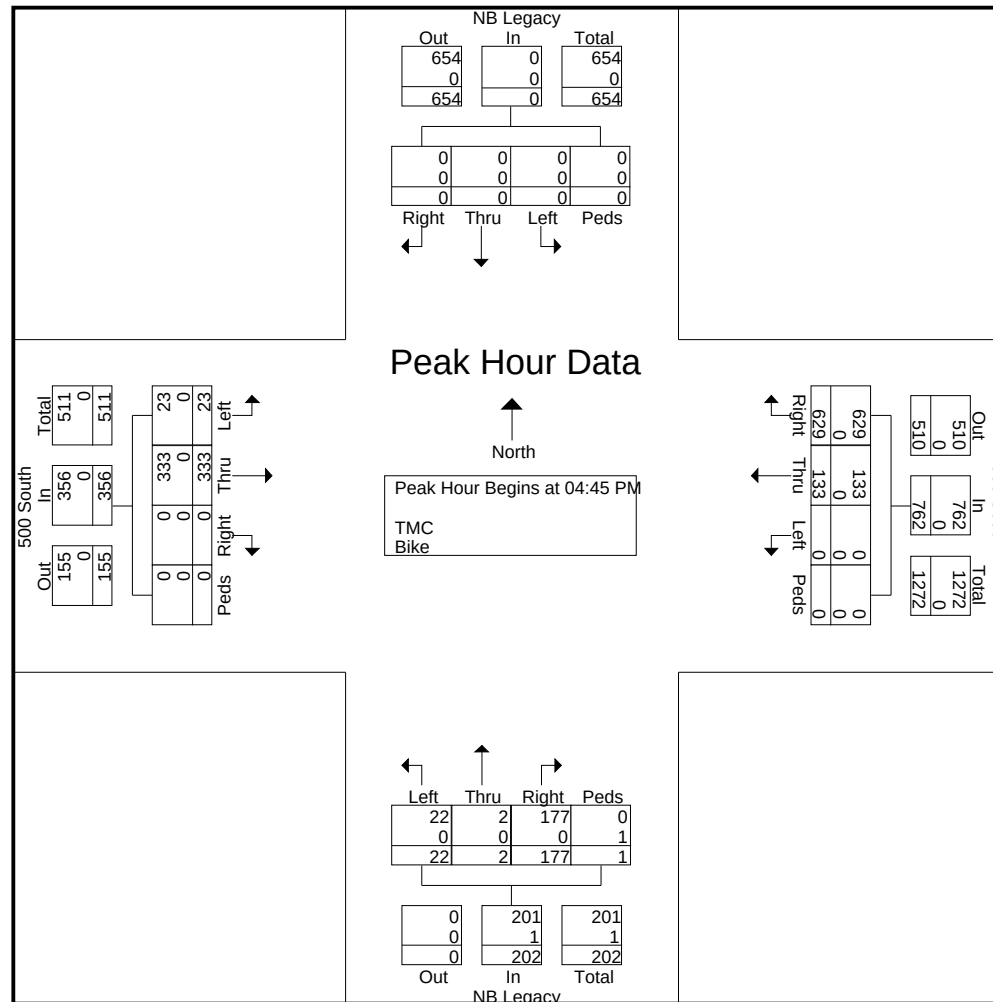
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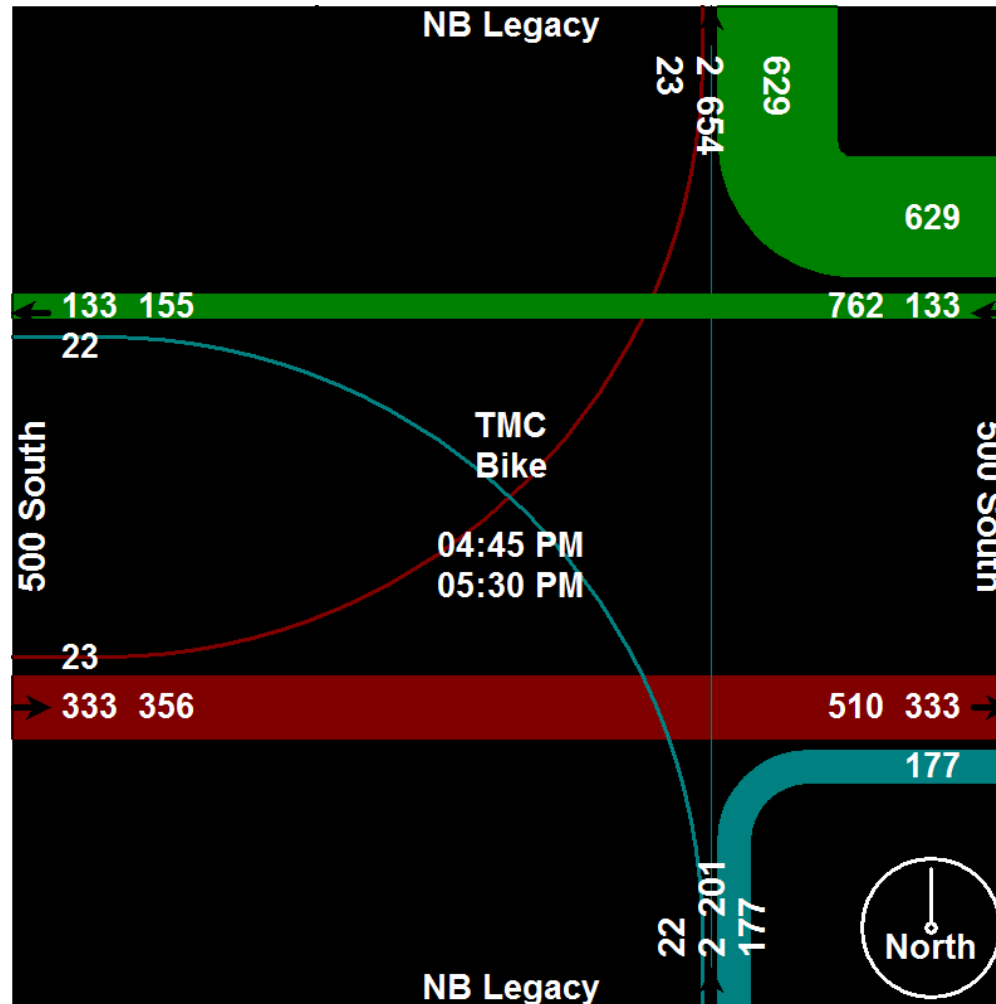
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File Name : NB Legacy and 500 South PM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 6

	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					05:00 PM					04:30 PM				
+0 mins.	0	0	0	0	0	193	27	0	0	220	55	0	5	0	60	0	70	4	0	74
+15 mins.	0	0	0	0	0	156	16	0	0	172	42	1	8	1	52	0	84	2	0	86
+30 mins.	0	0	0	0	0	168	35	0	0	203	38	1	5	0	44	0	85	11	0	96
+45 mins.	0	0	0	0	0	142	29	0	0	171	48	0	2	0	50	0	93	7	0	100
Total Volume	0	0	0	0	0	659	107	0	0	766	183	2	20	1	206	0	332	24	0	356
% App. Total	0	0	0	0		86	14	0	0		88.8	1	9.7	0.5		0	93.3	6.7	0	
PHF	.000	.000	.000	.000	.000	.854	.764	.000	.000	.870	.832	.500	.625	.250	.858	.000	.892	.545	.000	.890
TMC	0	0	0	0	0	659	107	0	0	766	183	2	20	0	205	0	332	24	0	356
% TMC	0	0	0	0	0	100	100	0	0	100	100	100	100	0	99.5	0	100	100	0	100
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0

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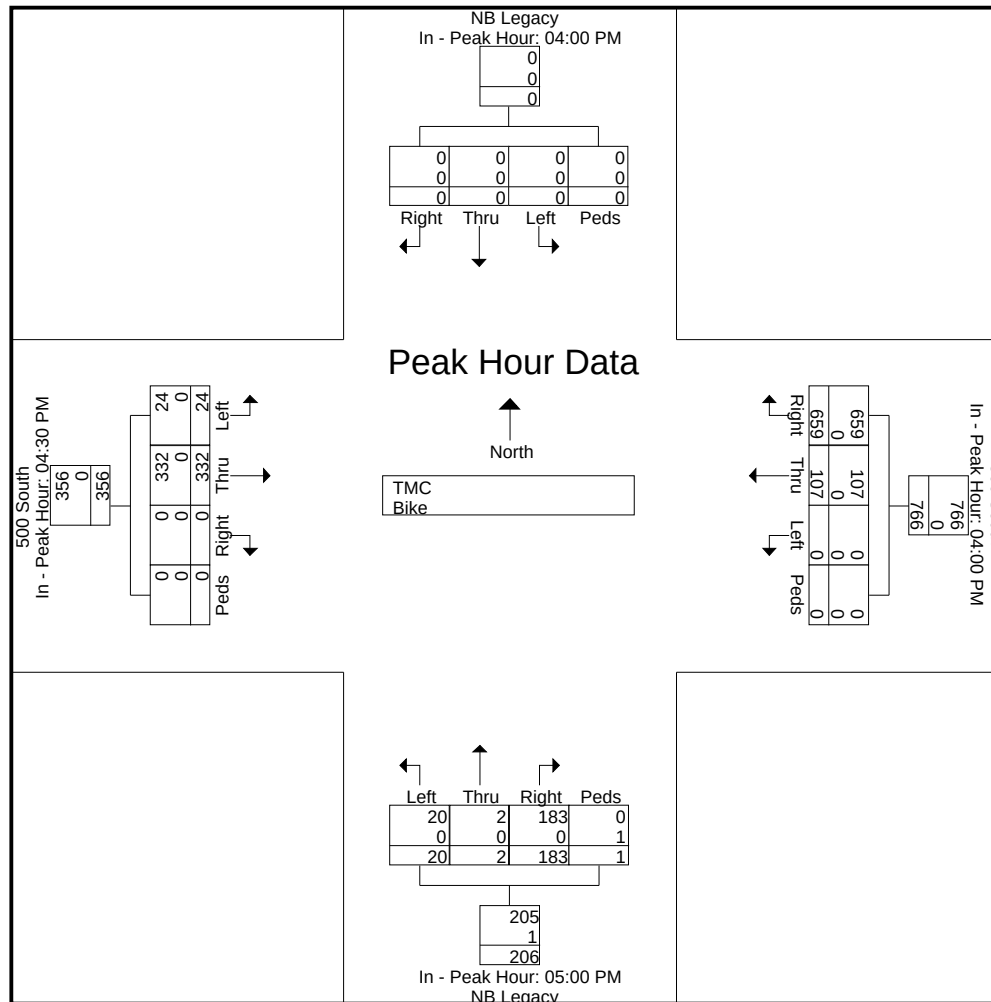
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File Name : NB Legacy and 500 South PM

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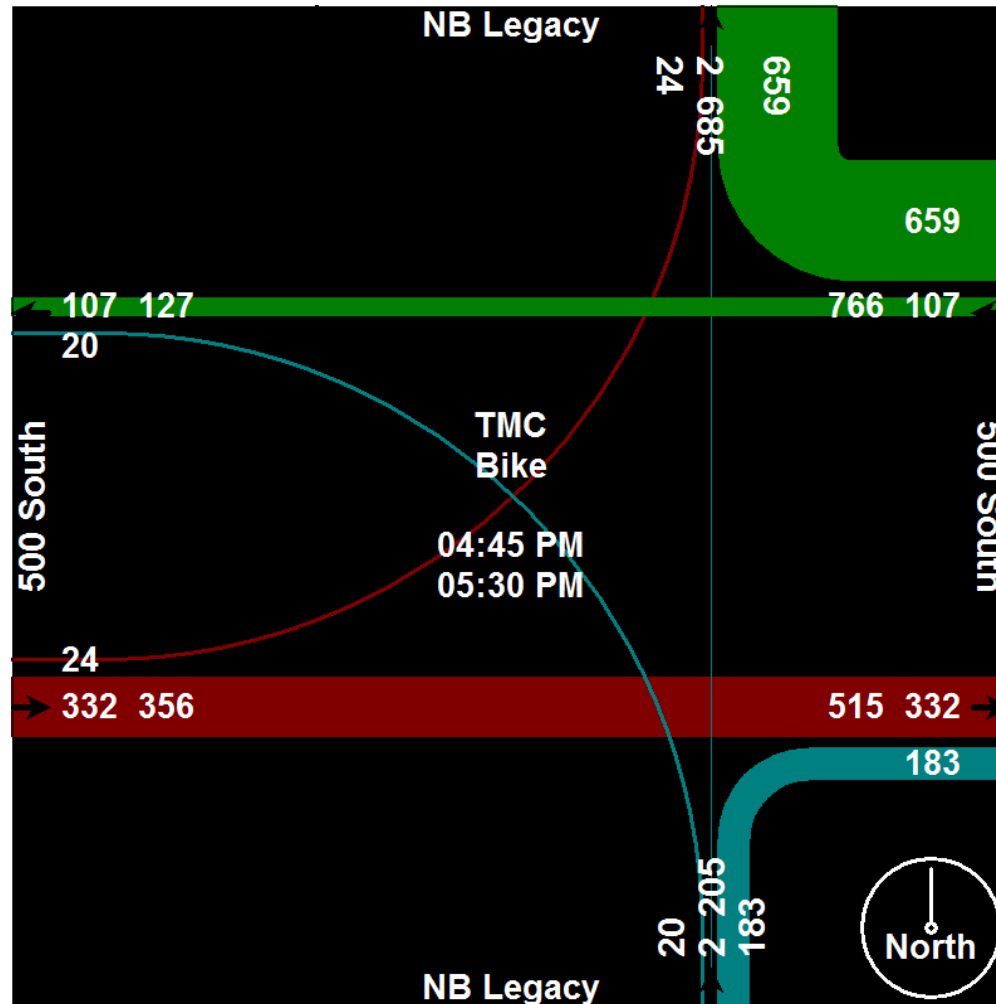
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File Name : Redwood Road and 500 South AM

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Groups Printed- TMC - turns

[illegible]

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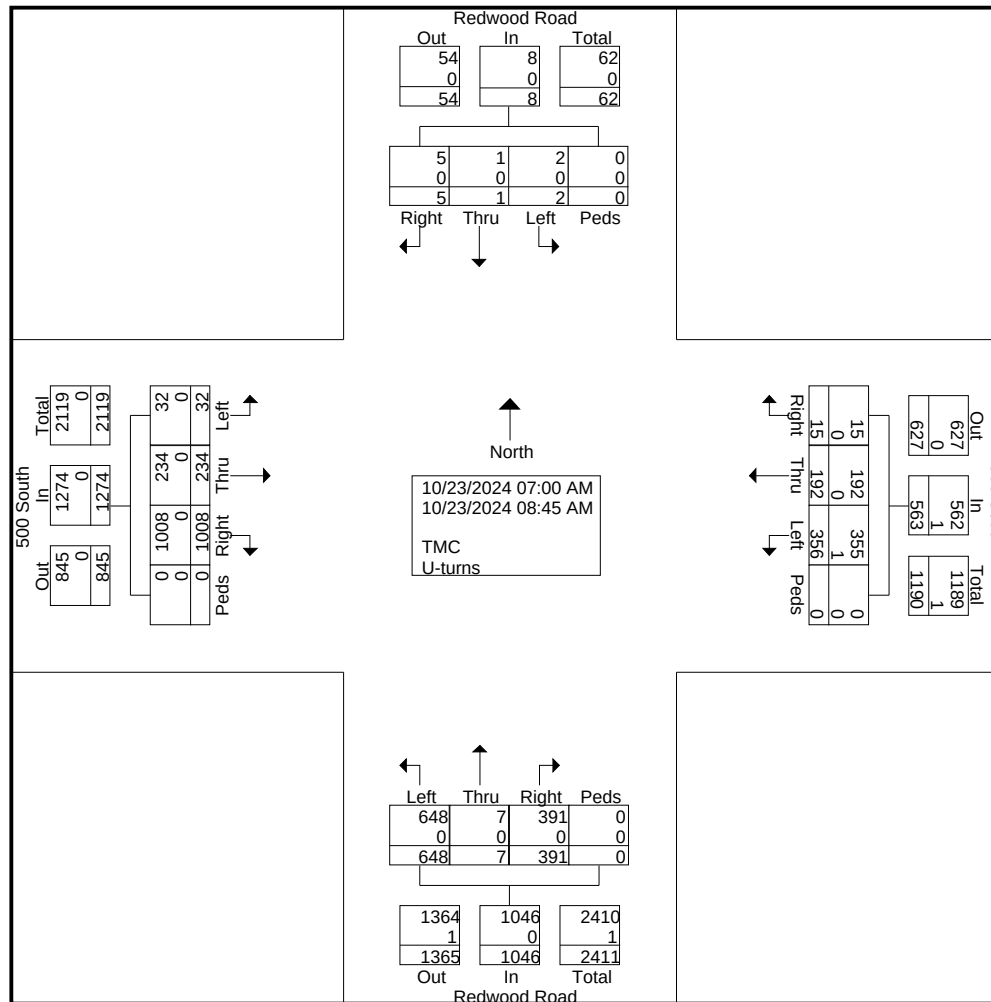
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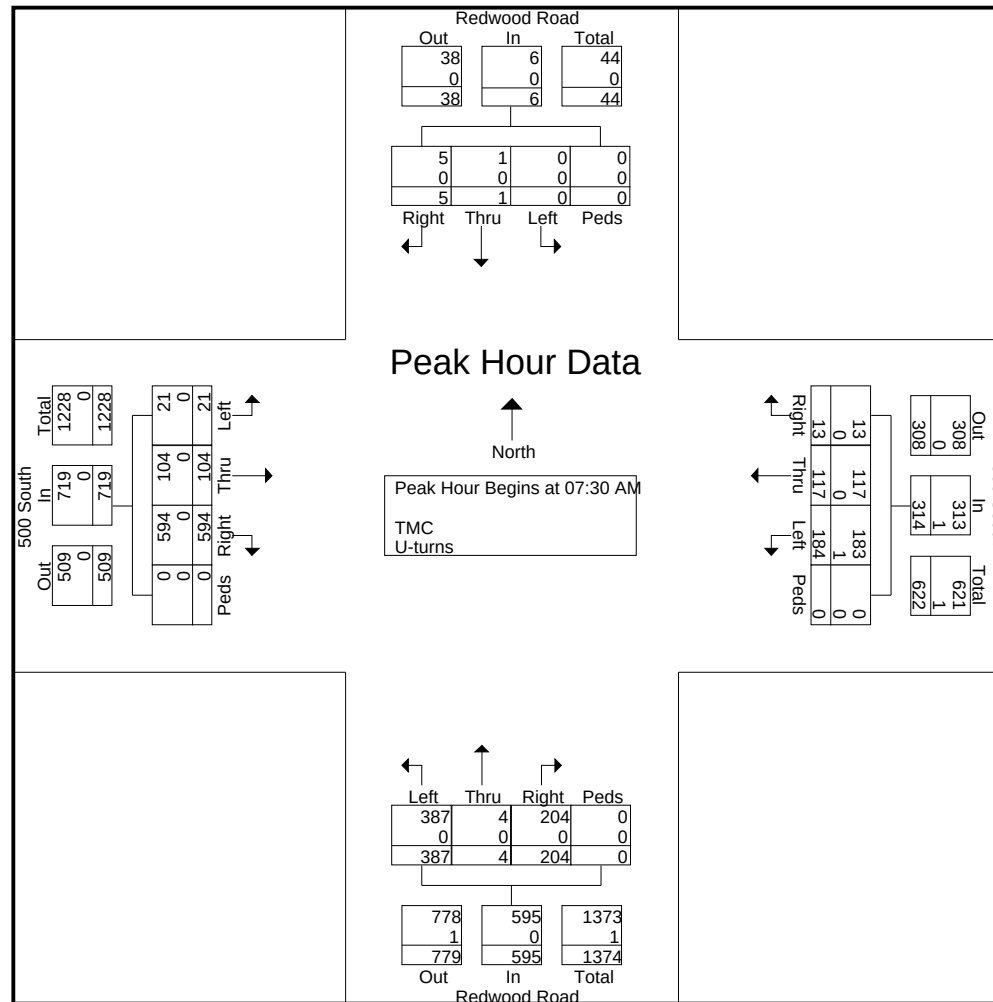
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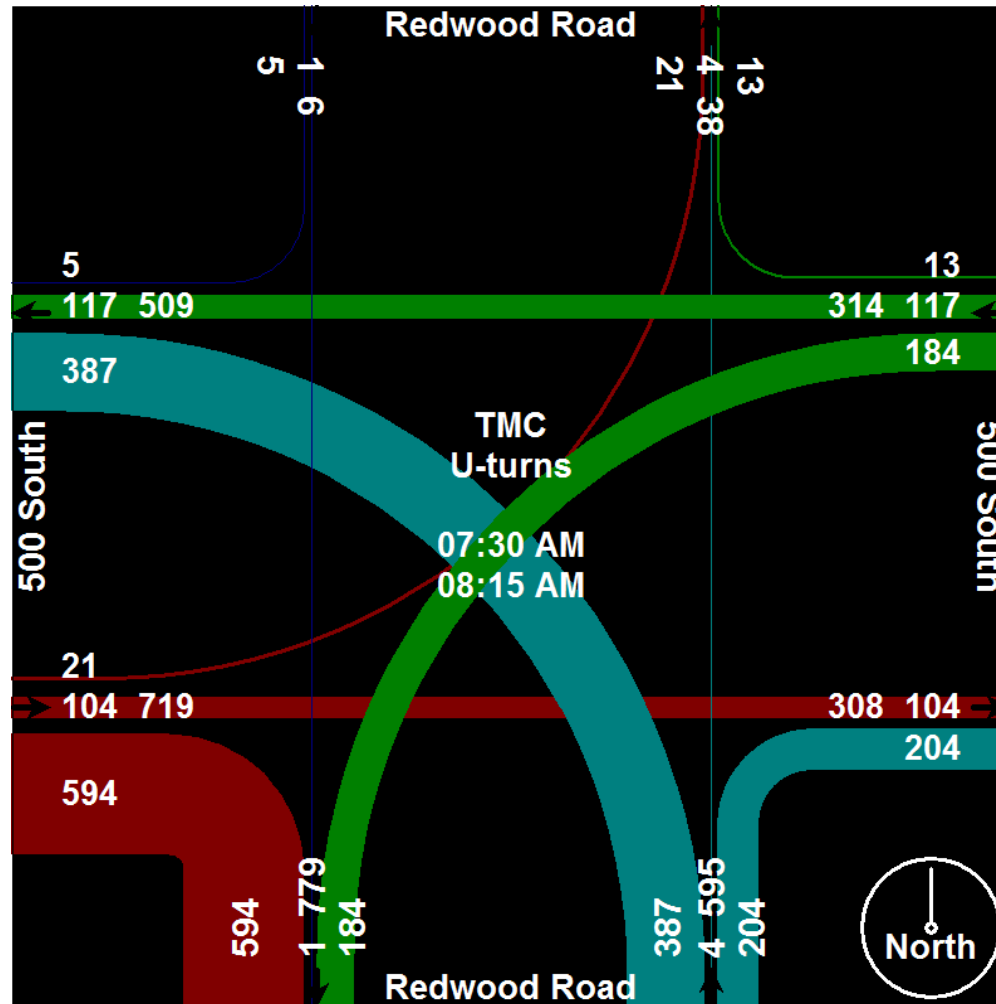
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File Name : Redwood Road and 500 South AM

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	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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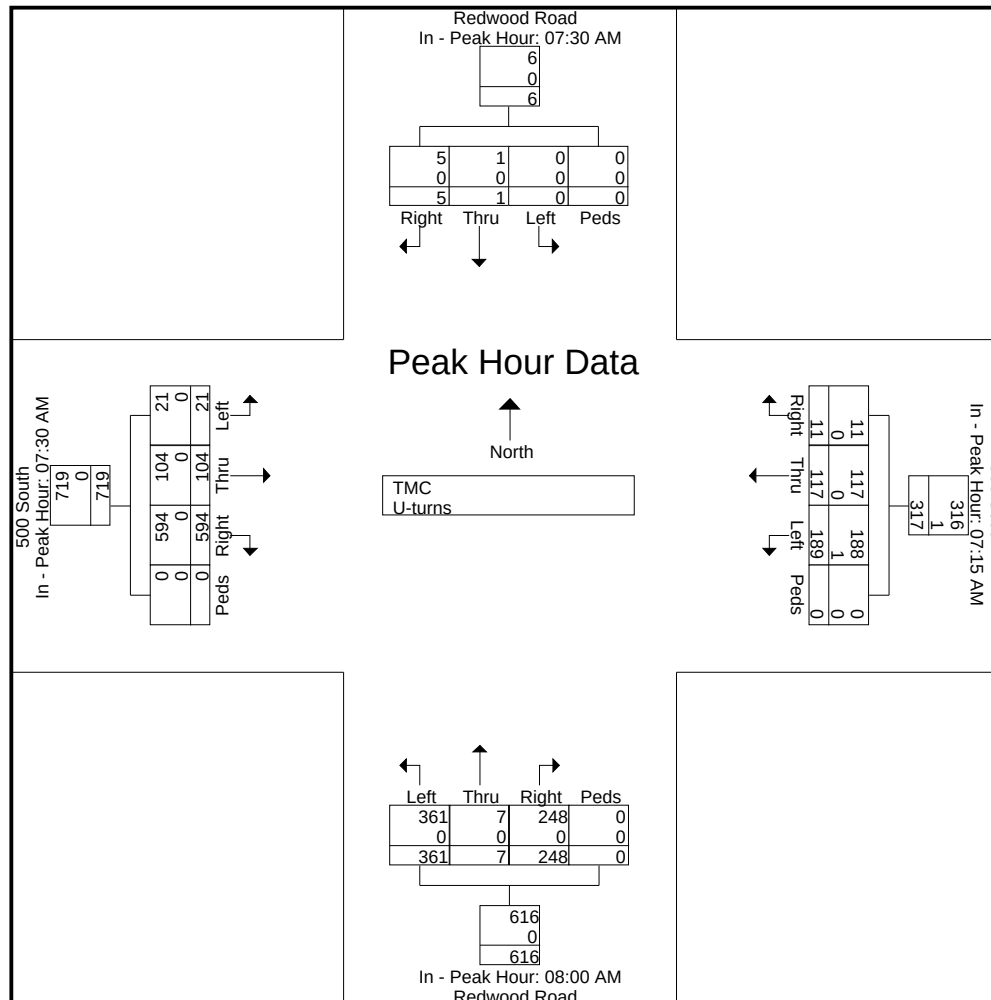
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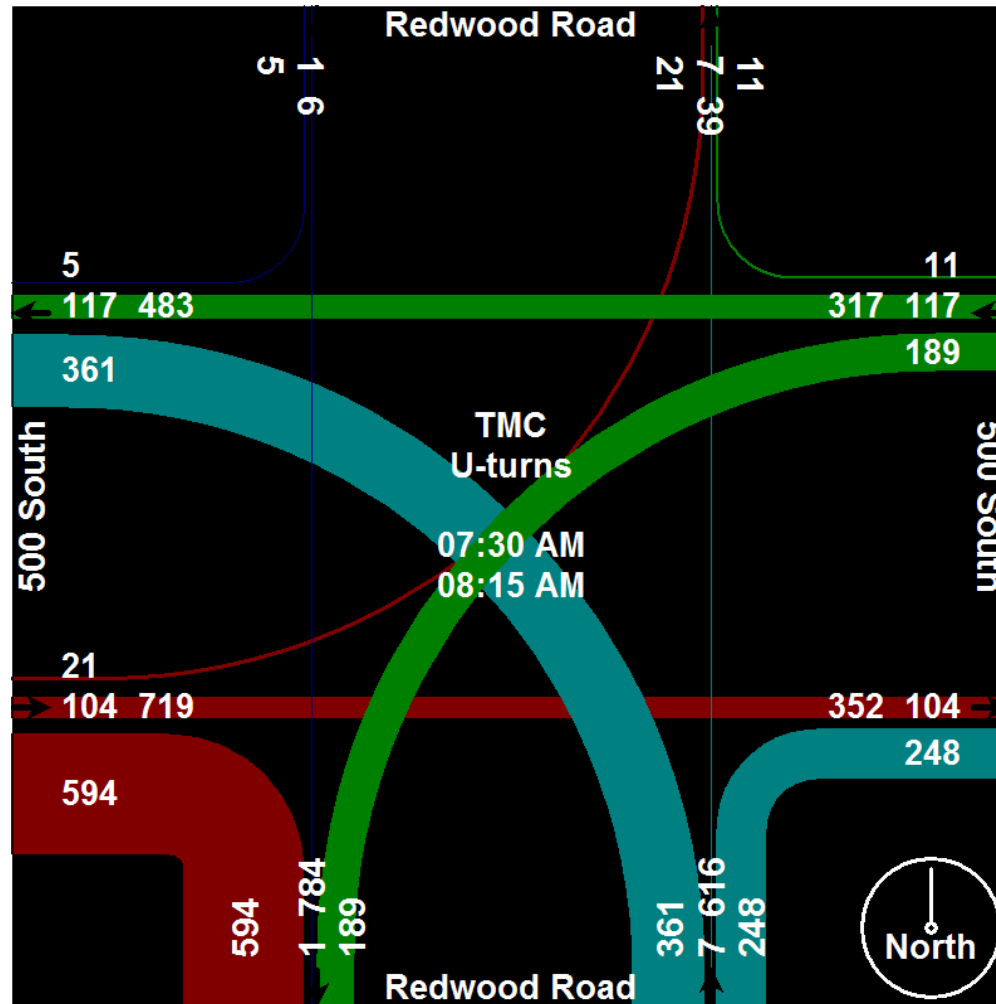
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Groups Printed- TMC - Bike - turn

	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	4	5	0	13	3	29	63	0	95	76	2	206	0	284	69	36	2	0	107	499
04:15 PM	7	1	2	0	10	0	13	64	0	77	82	1	139	0	222	82	35	3	0	120	429
04:30 PM	6	0	1	0	7	3	38	66	0	107	70	1	169	0	240	72	37	4	0	113	467
04:45 PM	2	0	5	0	7	2	23	72	0	97	94	0	135	0	229	77	44	2	0	123	456
Total	19	5	13	0	37	8	103	265	0	376	322	4	649	0	975	300	152	11	0	463	1851
05:00 PM	3	5	3	1	12	2	49	47	0	98	83	0	163	1	247	87	49	0	1	137	494
05:15 PM	7	1	2	0	10	1	26	78	0	105	79	1	131	0	211	92	43	4	0	139	465
05:30 PM	6	2	2	0	10	0	40	45	0	85	74	1	168	0	243	80	27	5	0	112	450
05:45 PM	8	0	5	0	13	1	25	65	0	91	65	0	90	0	155	89	30	3	0	122	381
Total	24	8	12	1	45	4	140	235	0	379	301	2	552	1	856	348	149	12	1	510	1790
Grand Total	43	13	25	1	82	12	243	500	0	755	623	6	1201	1	1831	648	301	23	1	973	3641
Apprch %	52.4	15.9	30.5	1.2		1.6	32.2	66.2	0		34	0.3	65.6	0.1		66.6	30.9	2.4	0.1		
Total %	1.2	0.4	0.7	0	2.3	0.3	6.7	13.7	0	20.7	17.1	0.2	33	0	50.3	17.8	8.3	0.6	0	26.7	
TMC	43	13	25	0	81	12	243	499	0	754	623	6	1200	0	1829	648	300	23	0	971	3635
% TMC	100	100	100	0	98.8	100	100	99.8	0	99.9	100	100	99.9	0	99.9	100	99.7	100	0	99.8	99.8
Bike	0	0	0	1	1	0	0	1	0	1	0	0	0	1	1	0	1	0	1	2	5
% Bike	0	0	0	100	1.2	0	0	0.2	0	0.1	0	0	0	100	0.1	0	0.3	0	100	0.2	0.1
U-turn	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0

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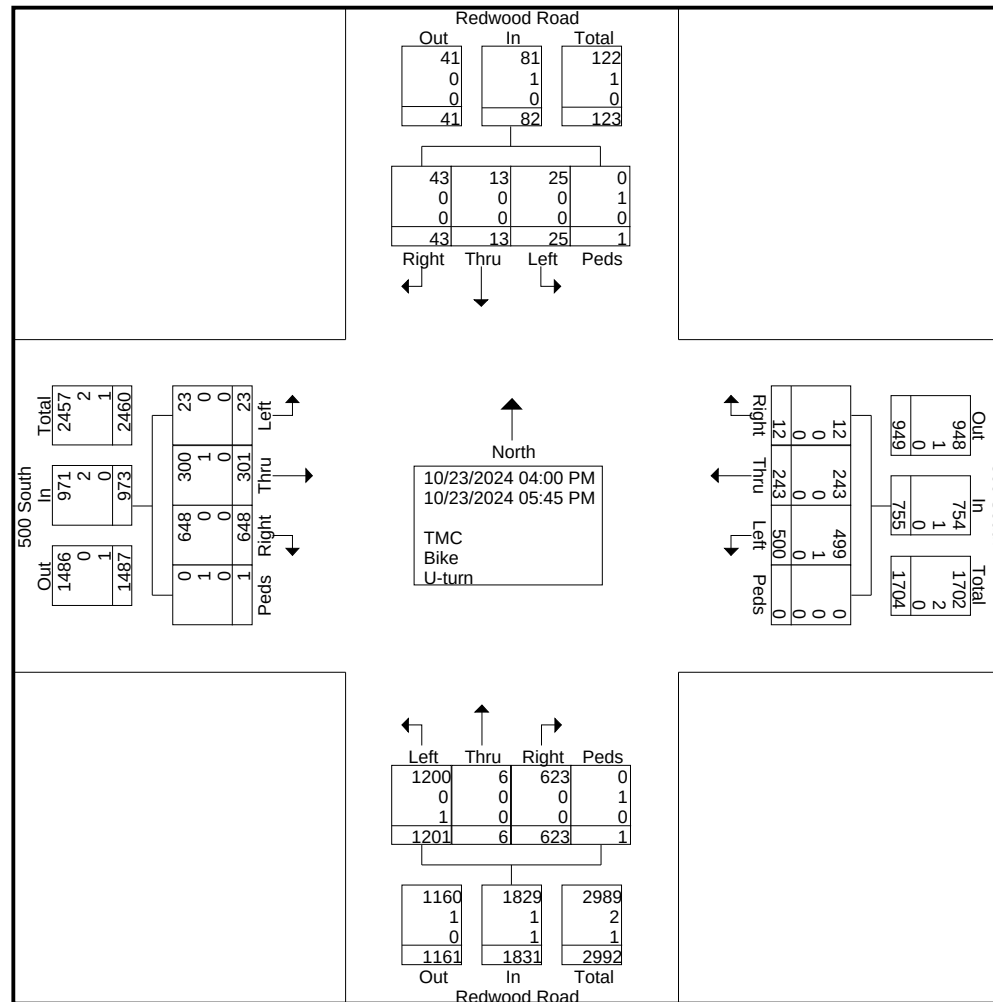
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File Name : Redwood Road and 500 South PM

Site Code : 00000000

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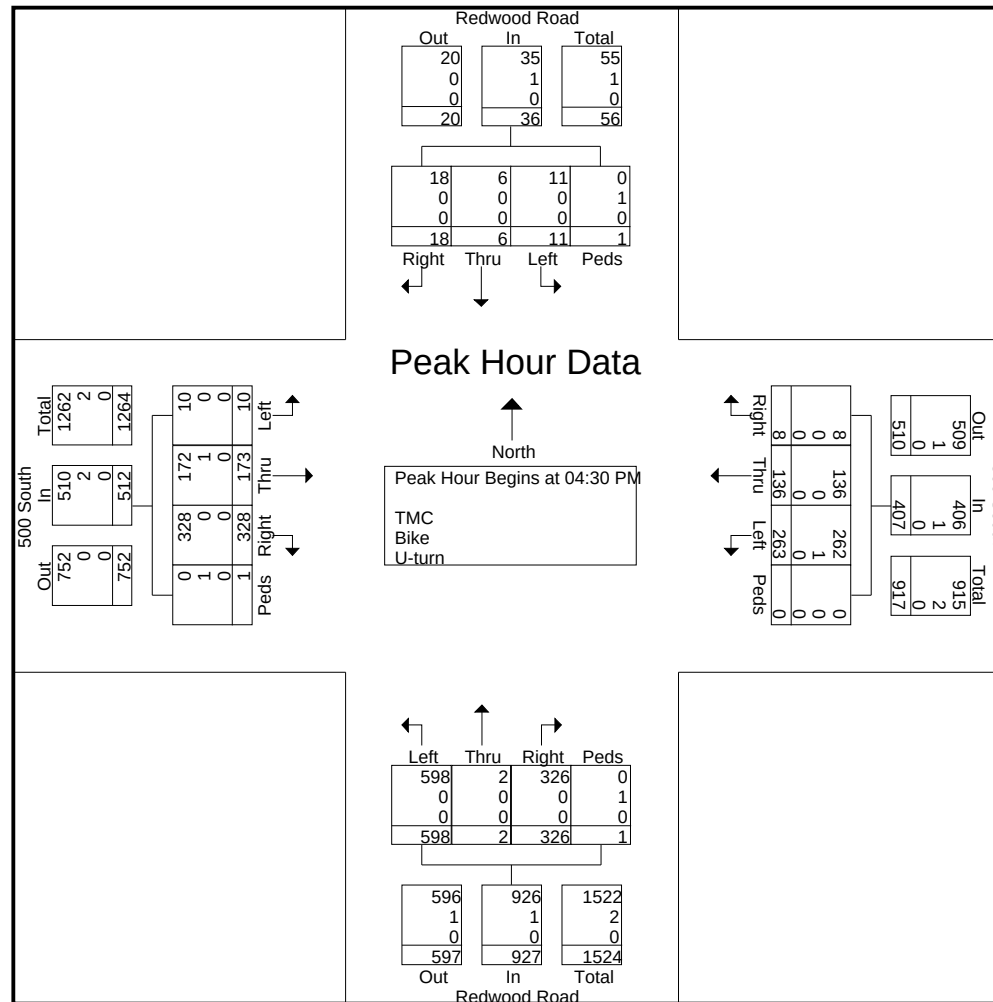
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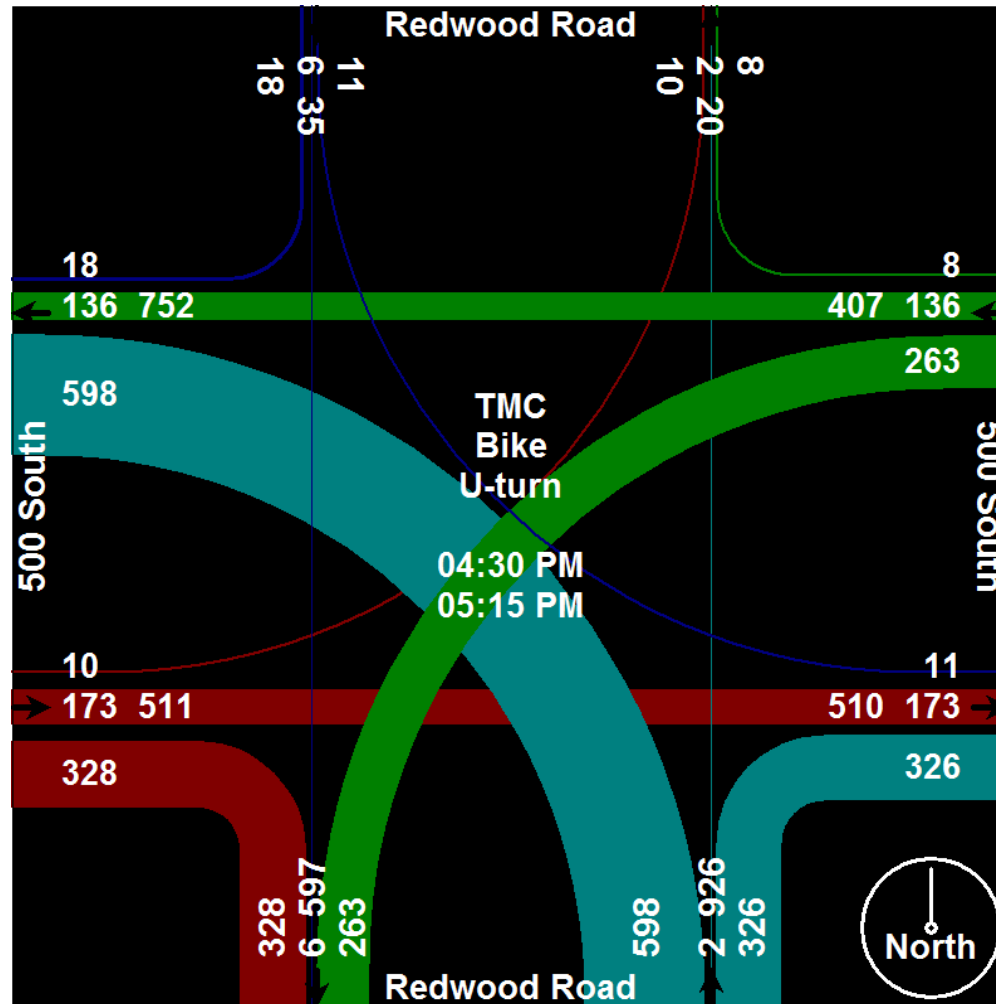
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	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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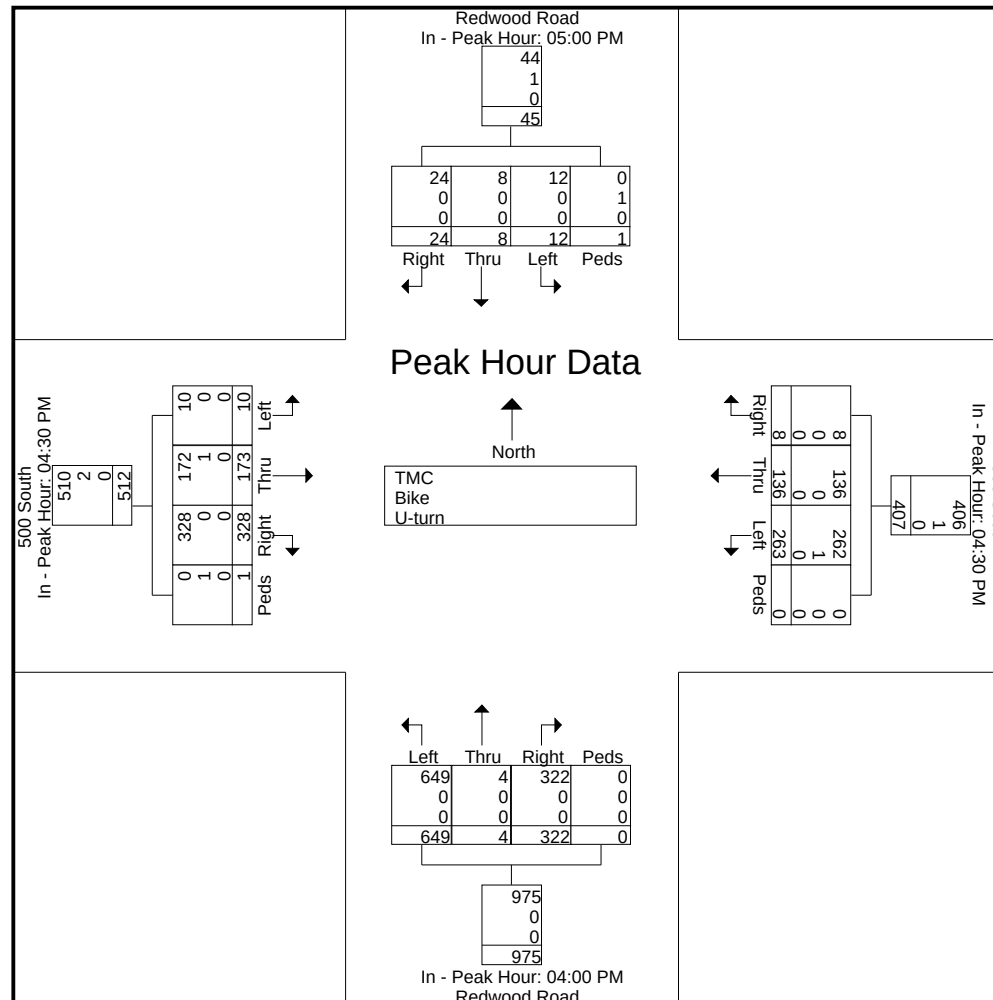
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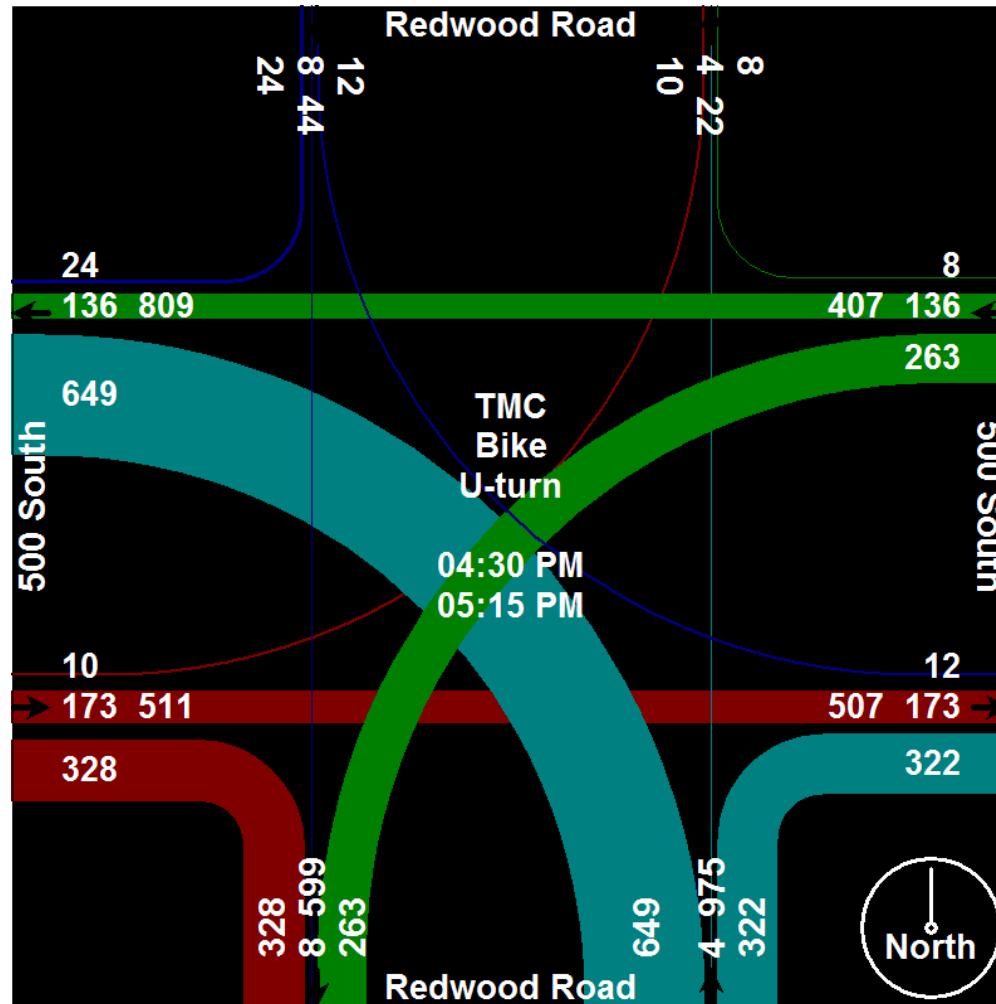
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File Name : 1100 West and 500 South AM

Site Code : 00000000

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Groups Printed- TMC - Bike - turn

	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	10	4	0	32	3	25	7	0	35	19	7	3	0	29	8	21	6	0	35	131
07:15 AM	16	12	1	0	29	2	40	17	0	59	19	5	12	0	36	5	32	14	0	51	175
07:30 AM	26	31	7	0	64	4	52	43	0	99	31	16	9	0	56	8	40	11	0	59	278
07:45 AM	30	25	5	0	60	9	62	43	0	114	46	24	9	0	79	4	47	12	0	63	316
Total	90	78	17	0	185	18	179	110	0	307	115	52	33	0	200	25	140	43	0	208	900
08:00 AM	27	13	4	0	44	6	43	22	0	71	29	22	9	0	60	3	64	15	0	82	257
08:15 AM	23	11	8	1	43	4	36	16	1	57	18	11	8	0	37	3	56	16	0	75	212
08:30 AM	19	5	6	0	30	8	38	15	0	61	17	8	6	0	31	6	57	18	0	81	203
08:45 AM	14	16	6	0	36	7	52	25	0	84	19	13	9	0	41	4	66	19	1	90	251
Total	83	45	24	1	153	25	169	78	1	273	83	54	32	0	169	16	243	68	1	328	923
Grand Total	173	123	41	1	338	43	348	188	1	580	198	106	65	0	369	41	383	111	1	536	1823
Apprch %	51.2	36.4	12.1	0.3		7.4	60	32.4	0.2		53.7	28.7	17.6	0		7.6	71.5	20.7	0.2		
Total %	9.5	6.7	2.2	0.1	18.5	2.4	19.1	10.3	0.1	31.8	10.9	5.8	3.6	0	20.2	2.2	21	6.1	0.1	29.4	
TMC	173	123	40	0	336	43	348	179	0	570	198	106	65	0	369	41	383	109	0	533	1808
% TMC	100	100	97.6	0	99.4	100	100	95.2	0	98.3	100	100	100	0	100	100	100	98.2	0	99.4	99.2
Bike	0	0	1	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	4
% Bike	0	0	2.4	100	0.6	0	0	0	100	0.2	0	0	0	0	0	0	0	0	100	0.2	0.2
U-turn	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	2	0	2	11
% U-turn	0	0	0	0	0	0	0	4.8	0	1.6	0	0	0	0	0	0	0	1.8	0	0.4	0.6

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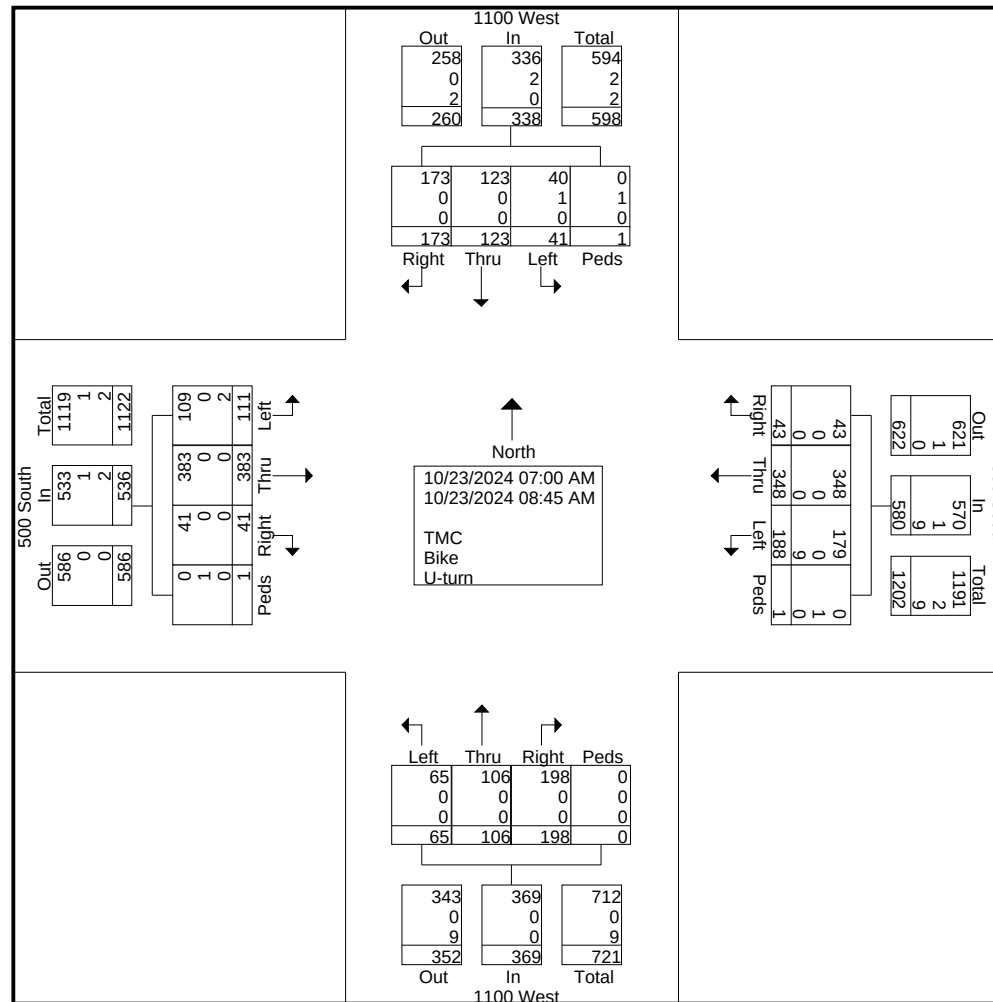
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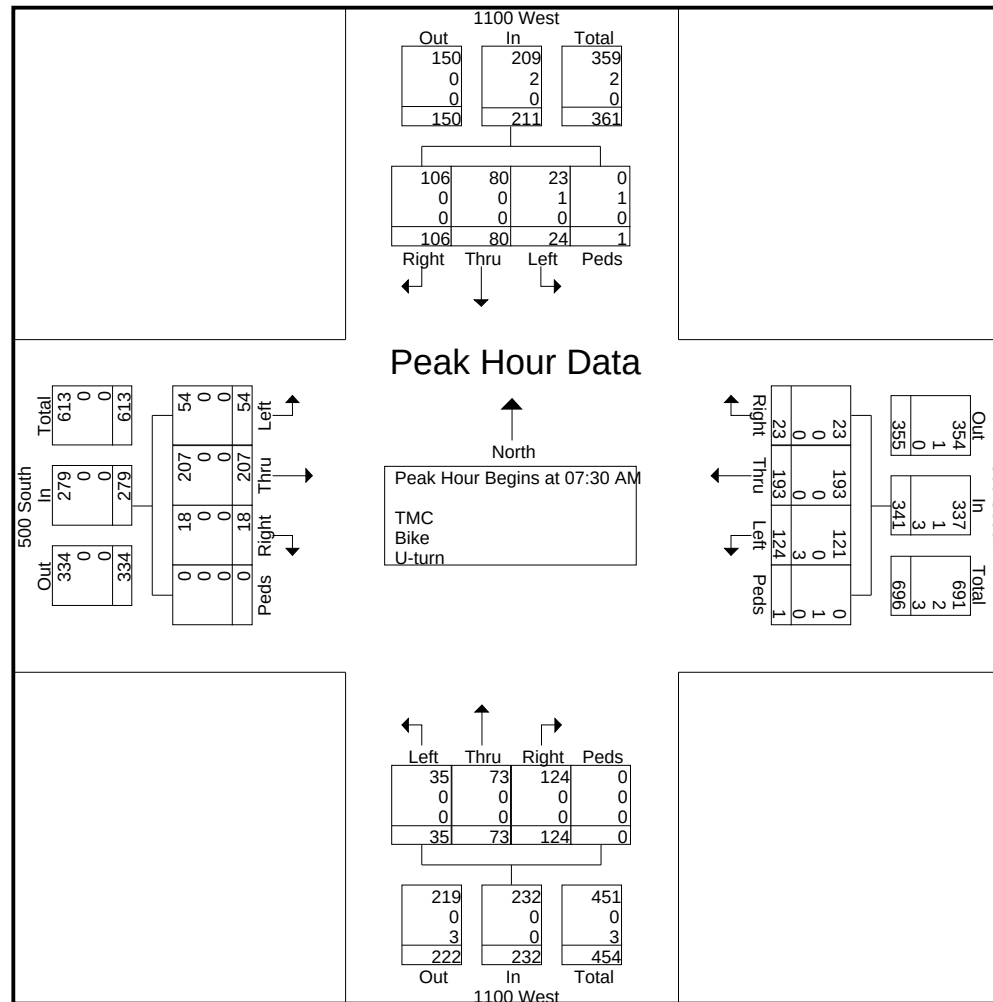
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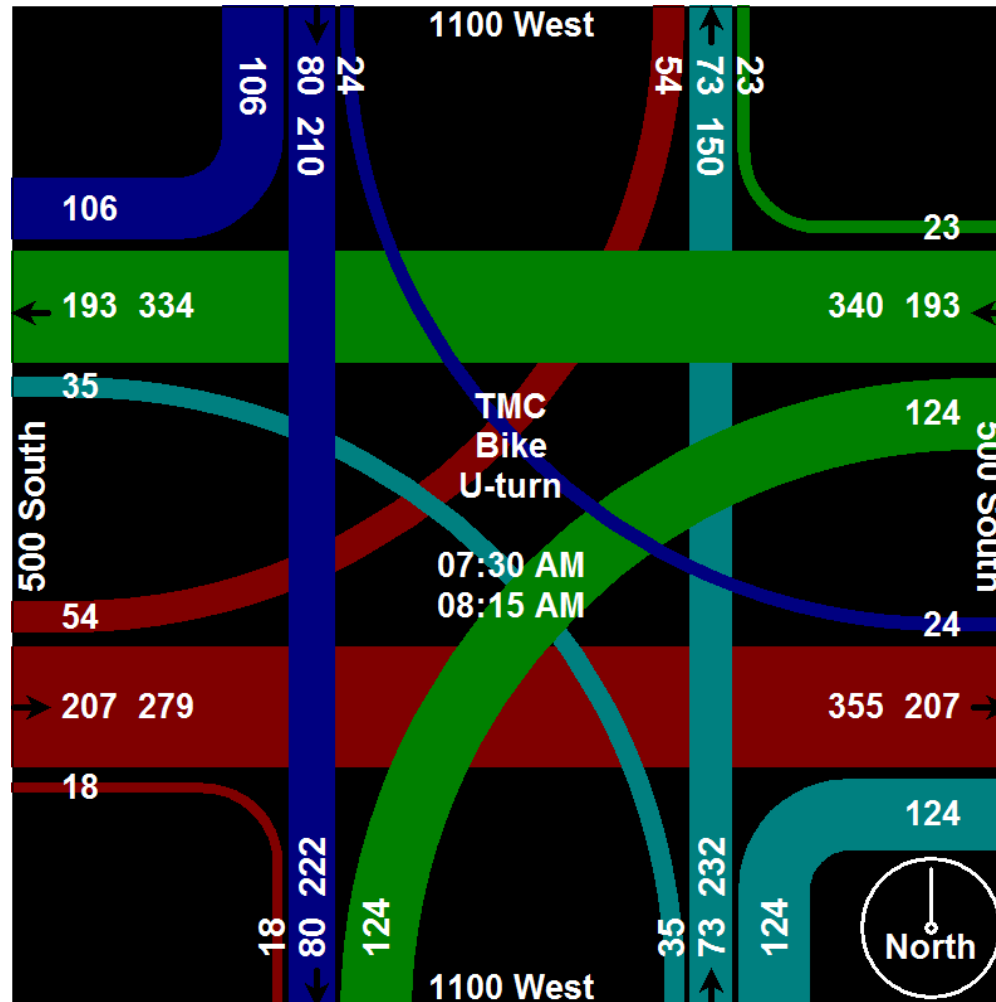
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:15 AM					07:30 AM					08:00 AM				
+0 mins.	26	31	7	0	64	2	40	17	0	59	31	16	9	0	56	3	64	15	0	82
+15 mins.	30	25	5	0	60	4	52	43	0	99	46	24	9	0	79	3	56	16	0	75
+30 mins.	27	13	4	0	44	9	62	43	0	114	29	22	9	0	60	6	57	18	0	81
+45 mins.	23	11	8	1	43	6	43	22	0	71	18	11	8	0	37	4	66	19	1	90
Total Volume	106	80	24	1	211	21	197	125	0	343	124	73	35	0	232	16	243	68	1	328
% App. Total	50.2	37.9	11.4	0.5		6.1	57.4	36.4	0		53.4	31.5	15.1	0		4.9	74.1	20.7	0.3	
PHF	.883	.645	.750	.250	.824	.583	.794	.727	.000	.752	.674	.760	.972	.000	.734	.667	.920	.895	.250	.911
TMC	106	80	23	0	209	21	197	122	0	340	124	73	35	0	232	16	243	67	0	326
% TMC	100	100	95.8	0	99.1	100	100	97.6	0	99.1	100	100	100	0	100	100	100	98.5	0	99.4
Bike	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
% Bike	0	0	4.2	100	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3
U-turn	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1
% U-turn	0	0	0	0	0	0	0	2.4	0	0.9	0	0	0	0	0	0	0	1.5	0	0.3

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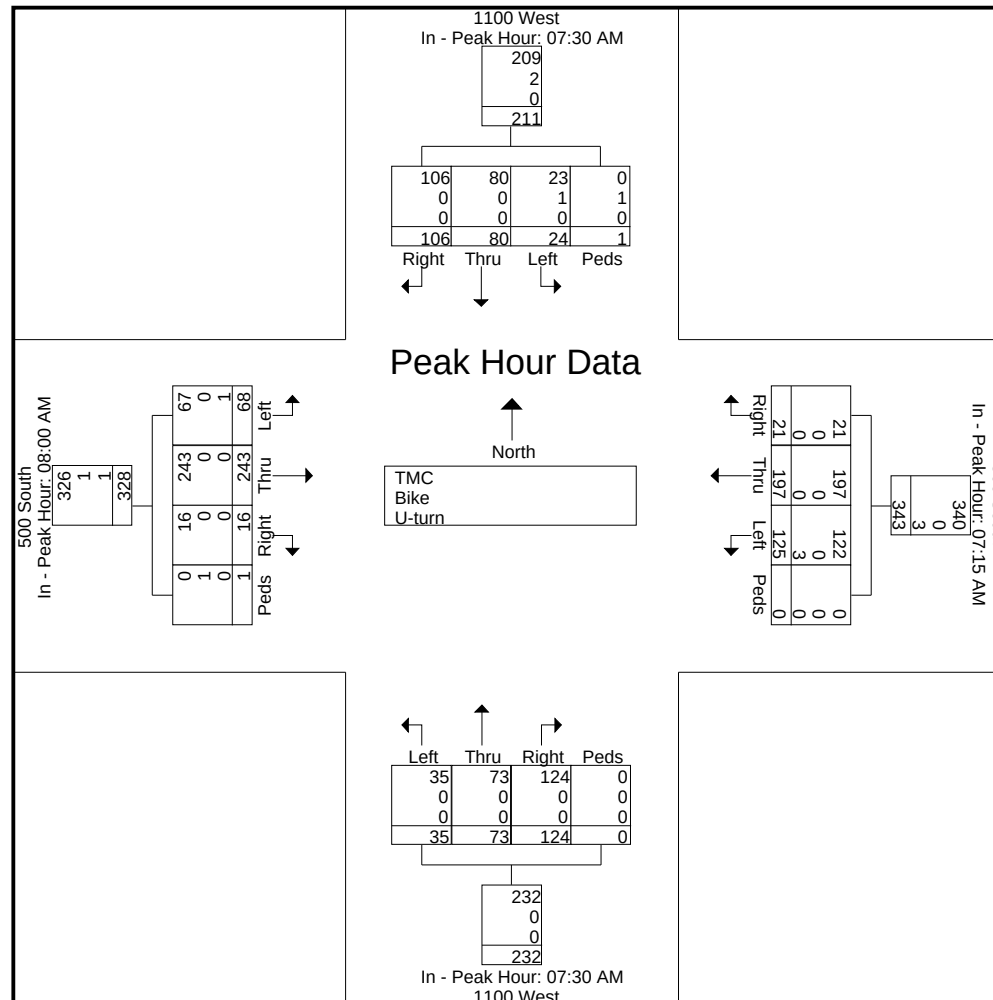
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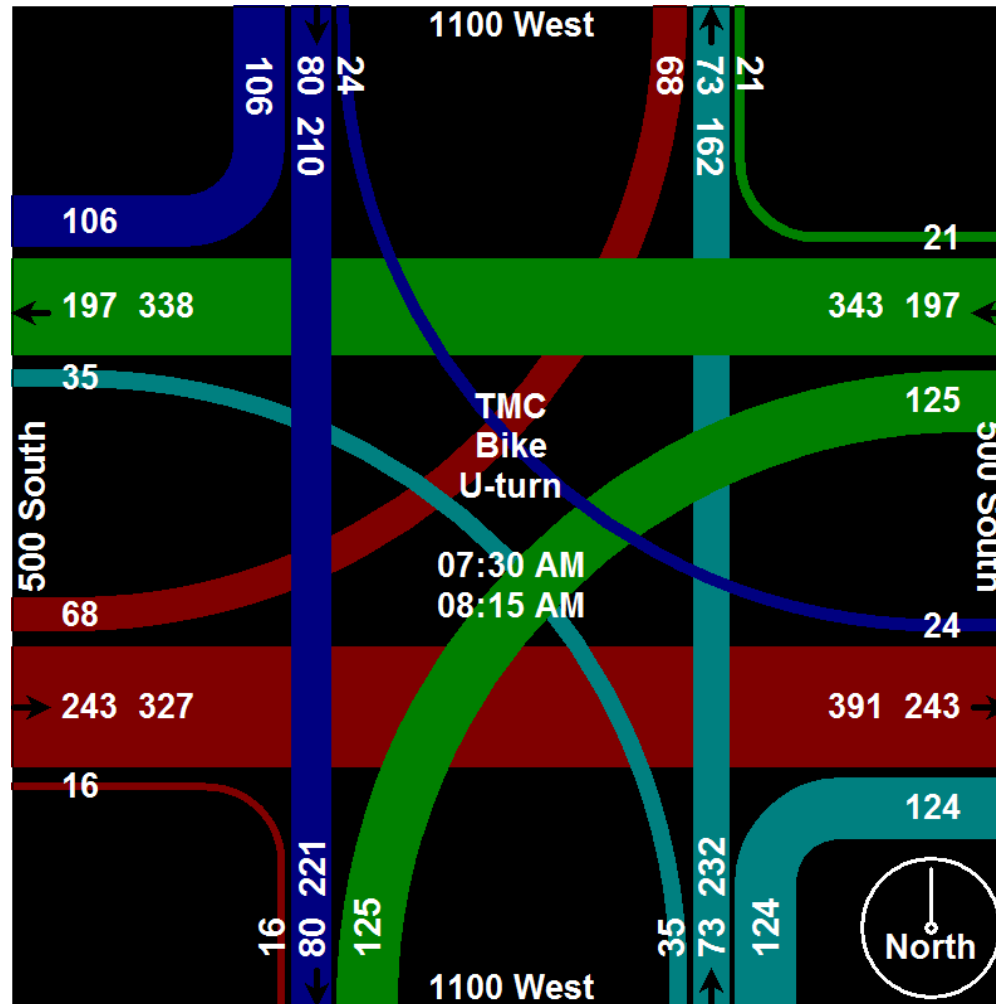
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File Name : 1100 West and 500 South PM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 1

Groups Printed- TMC - Bike - turn

	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	13	12	0	39	6	67	28	1	102	29	24	7	0	60	8	81	24	2	115	316
04:15 PM	22	14	5	0	41	7	55	25	0	87	15	24	7	1	47	8	88	35	0	131	306
04:30 PM	21	17	6	0	44	7	72	22	0	101	24	22	8	0	54	1	80	33	0	114	313
04:45 PM	21	25	11	0	57	4	64	30	0	98	21	31	12	2	66	10	97	36	0	143	364
Total	78	69	34	0	181	24	258	105	1	388	89	101	34	3	227	27	346	128	2	503	1299
05:00 PM	18	24	9	1	52	10	71	34	0	115	37	33	19	0	89	11	100	38	1	150	406
05:15 PM	16	22	8	0	46	7	67	36	0	110	27	24	6	0	57	2	85	37	0	124	337
05:30 PM	17	7	8	0	32	8	70	28	0	106	30	27	13	0	70	4	67	31	0	102	310
05:45 PM	17	17	4	0	38	6	67	30	0	103	30	23	9	1	63	4	75	31	0	110	314
Total	68	70	29	1	168	31	275	128	0	434	124	107	47	1	279	21	327	137	1	486	1367
Grand Total	146	139	63	1	349	55	533	233	1	822	213	208	81	4	506	48	673	265	3	989	2666
Apprch %	41.8	39.8	18.1	0.3		6.7	64.8	28.3	0.1		42.1	41.1	16	0.8		4.9	68	26.8	0.3		
Total %	5.5	5.2	2.4	0	13.1	2.1	20	8.7	0	30.8	8	7.8	3	0.2	19	1.8	25.2	9.9	0.1	37.1	
TMC	146	139	63	0	348	55	532	215	0	802	213	208	81	2	504	48	672	261	2	983	2637
% TMC	100	100	100	0	99.7	100	99.8	92.3	0	97.6	100	100	100	50	99.6	100	99.9	98.5	66.7	99.4	98.9
Bike	0	0	0	1	1	0	1	0	1	2	0	0	0	2	2	0	1	1	1	3	8
% Bike	0	0	0	100	0.3	0	0.2	0	100	0.2	0	0	0	50	0.4	0	0.1	0.4	33.3	0.3	0.3
U-turn	0	0	0	0	0	0	0	18	0	18	0	0	0	0	0	0	0	3	0	3	21
% U-turn	0	0	0	0	0	0	0	7.7	0	2.2	0	0	0	0	0	0	0	1.1	0	0.3	0.8

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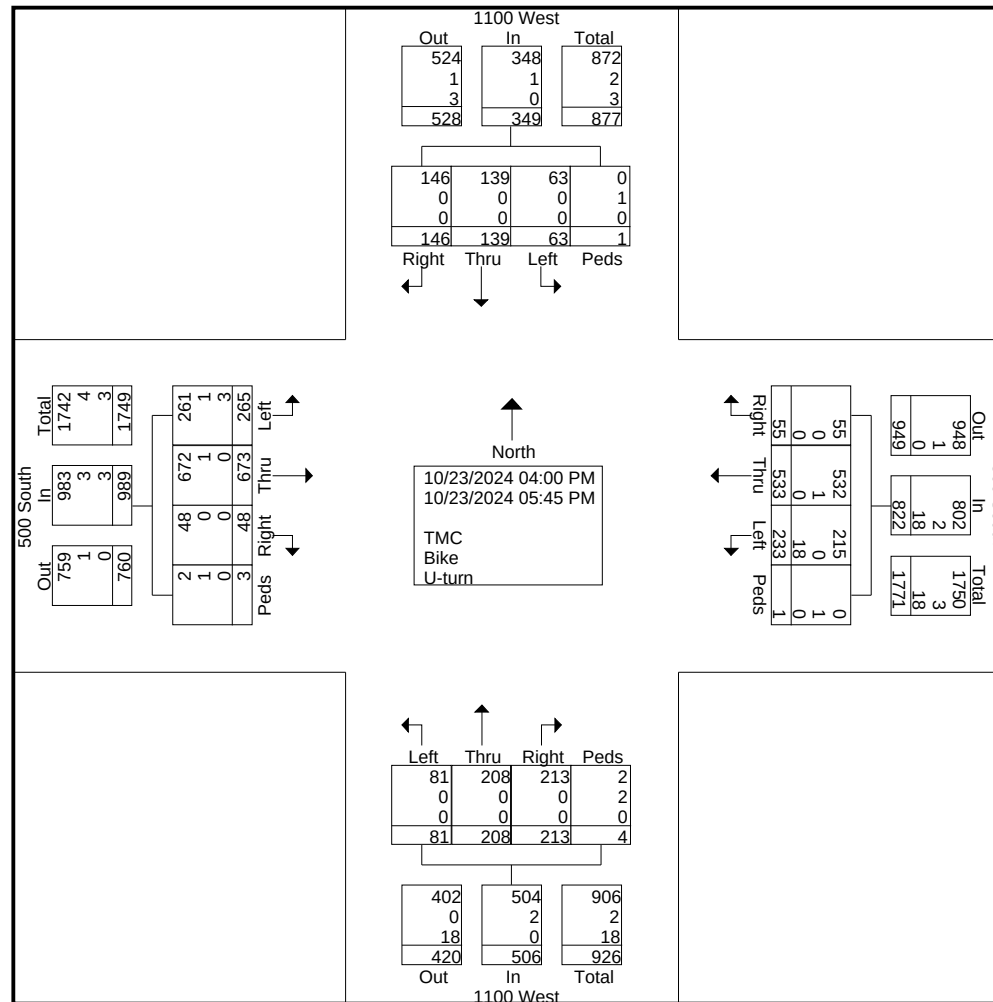
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File Name : 1100 West and 500 South PM

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Start Date : 10/23/2024

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	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	21	17	6	0	44	7	72	22	0	101	24	22	8	0	54	1	80	33	0	114	313
04:45 PM	21	25	11	0	57	4	64	30	0	98	21	31	12	2	66	10	97	36	0	143	364
05:00 PM	18	24	9	1	52	10	71	34	0	115	37	33	19	0	89	11	100	38	1	150	406
05:15 PM	16	22	8	0	46	7	67	36	0	110	27	24	6	0	57	2	85	37	0	124	337
Total Volume	76	88	34	1	199	28	274	122	0	424	109	110	45	2	266	24	362	144	1	531	1420
% App. Total	38.2	44.2	17.1	0.5		6.6	64.6	28.8	0		41	41.4	16.9	0.8		4.5	68.2	27.1	0.2		
PHF	.905	.880	.773	.250	.873	.700	.951	.847	.000	.922	.736	.833	.592	.250	.747	.545	.905	.947	.250	.885	.874
TMC	76	88	34	0	198	28	273	114	0	415	109	110	45	0	264	24	361	142	0	527	1404
% TMC	100	100	100	0	99.5	100	99.6	93.4	0	97.9	100	100	100	0	99.2	100	99.7	98.6	0	99.2	98.9
Bike	0	0	0	1	1	0	1	0	0	1	0	0	0	2	2	0	1	0	1	2	6
% Bike	0	0	0	100	0.5	0	0.4	0	0	0.2	0	0	0	100	0.8	0	0.3	0	100	0.4	0.4
U-turn	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	2	0	2	10
% U-turn	0	0	0	0	0	0	0	6.6	0	1.9	0	0	0	0	0	0	0	1.4	0	0.4	0.7

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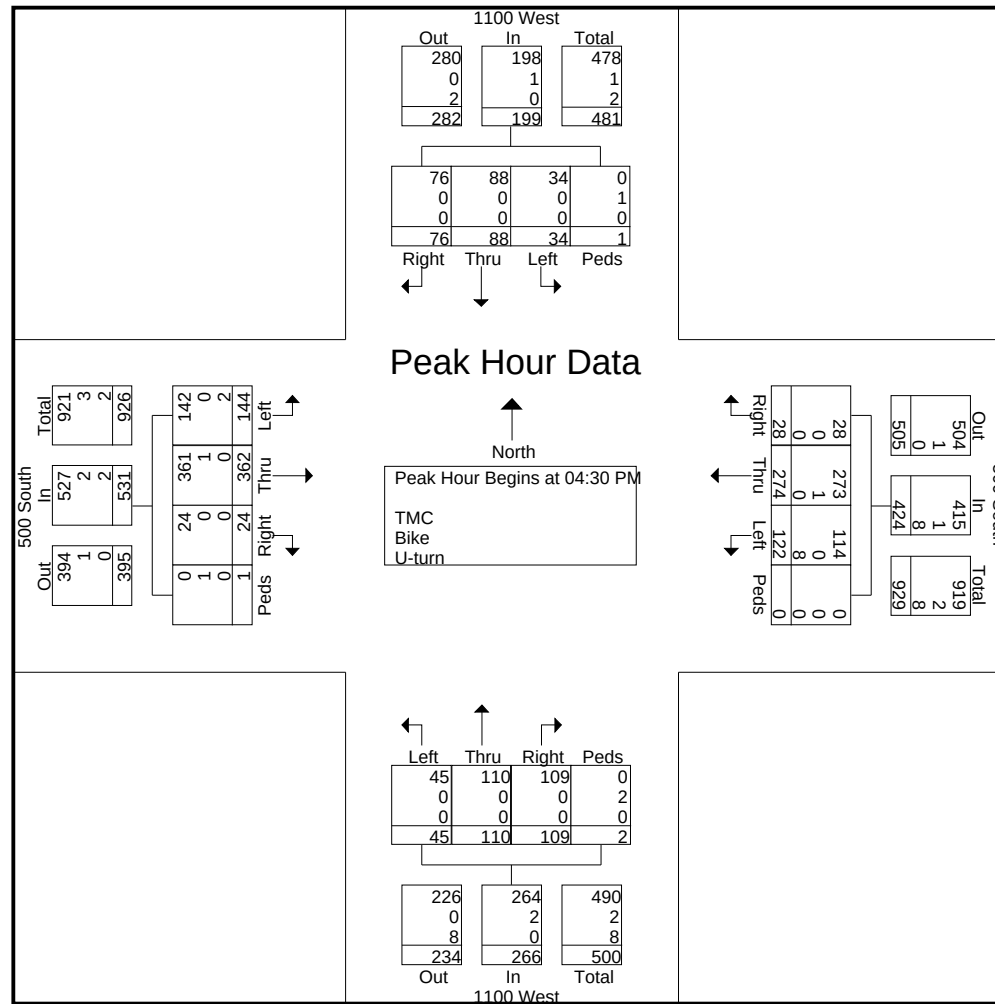
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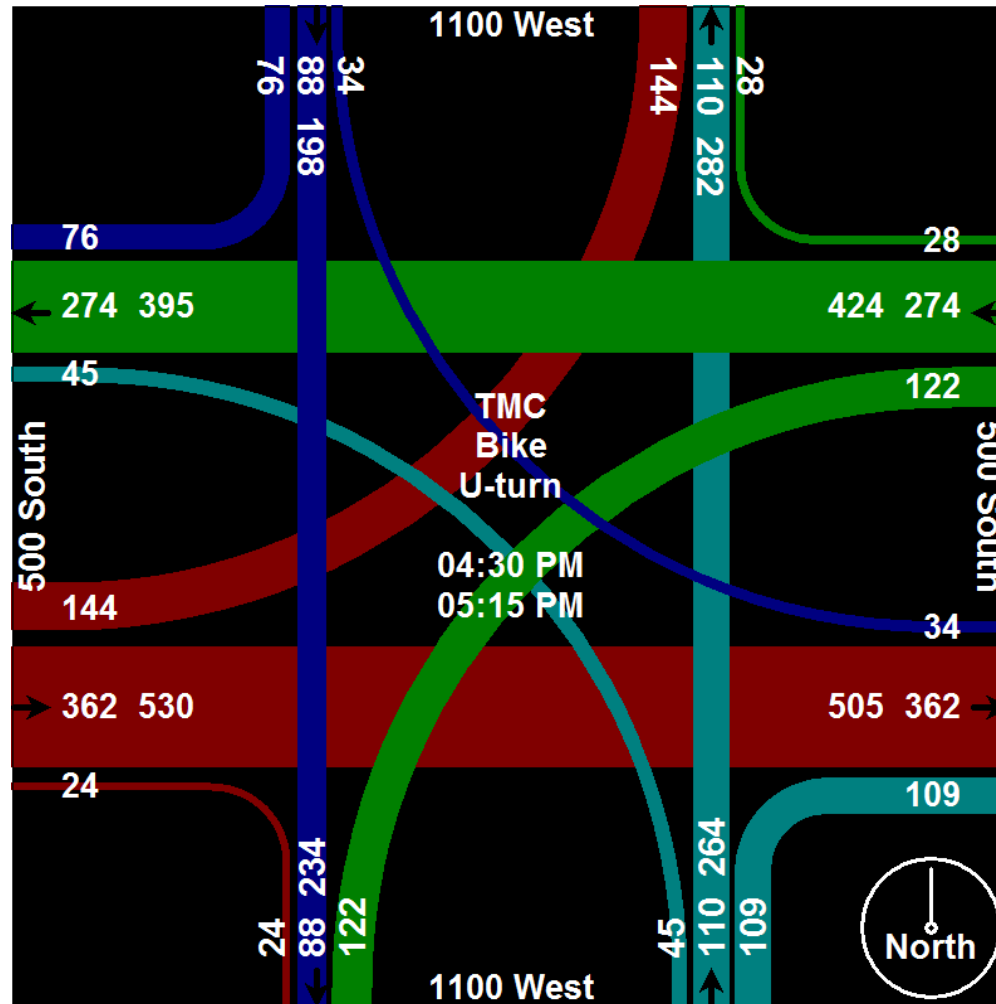
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	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

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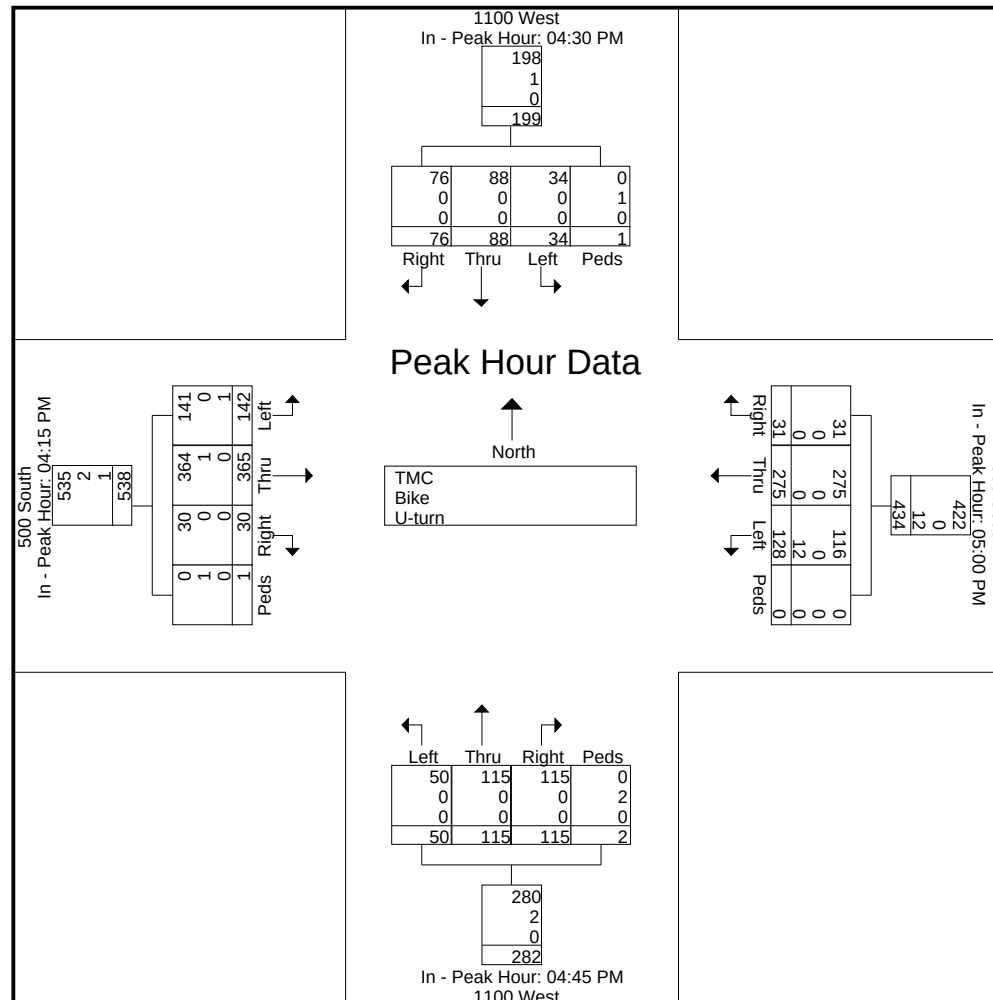
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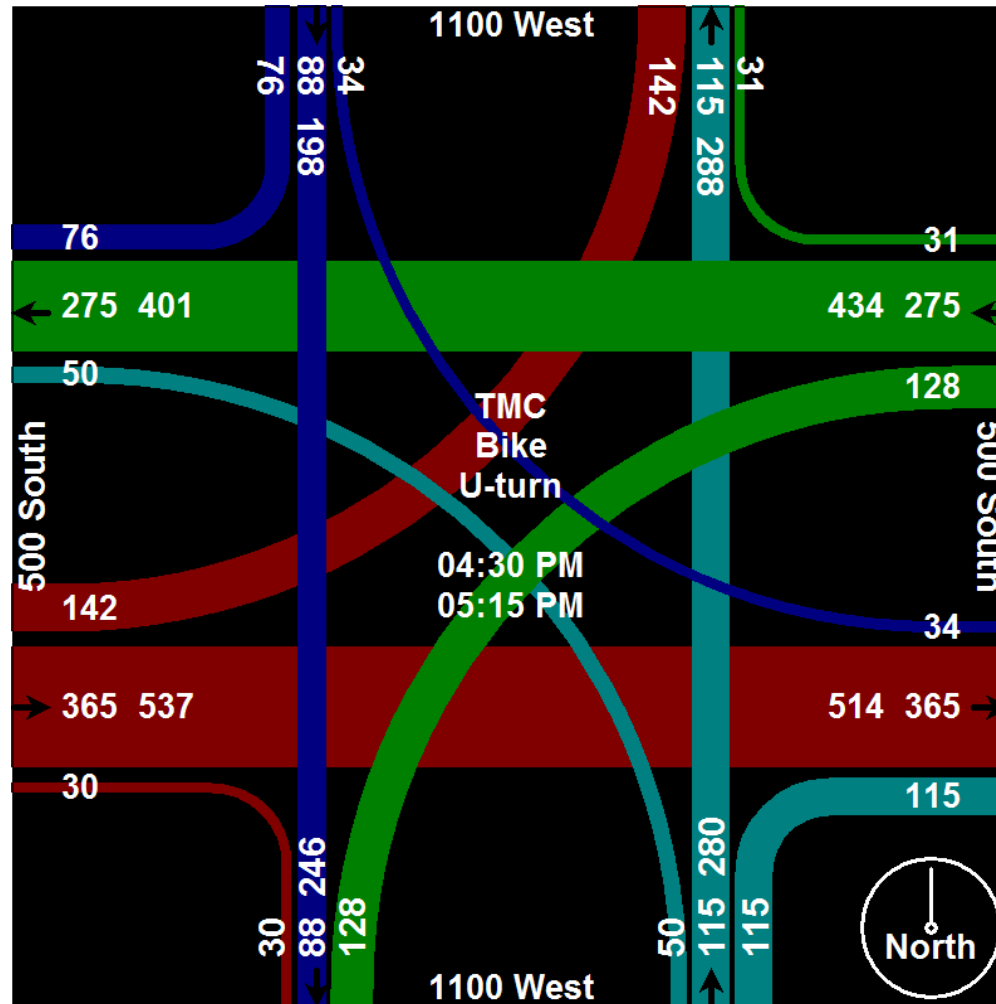
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Groups Printed- TMC - turn

[illegible]

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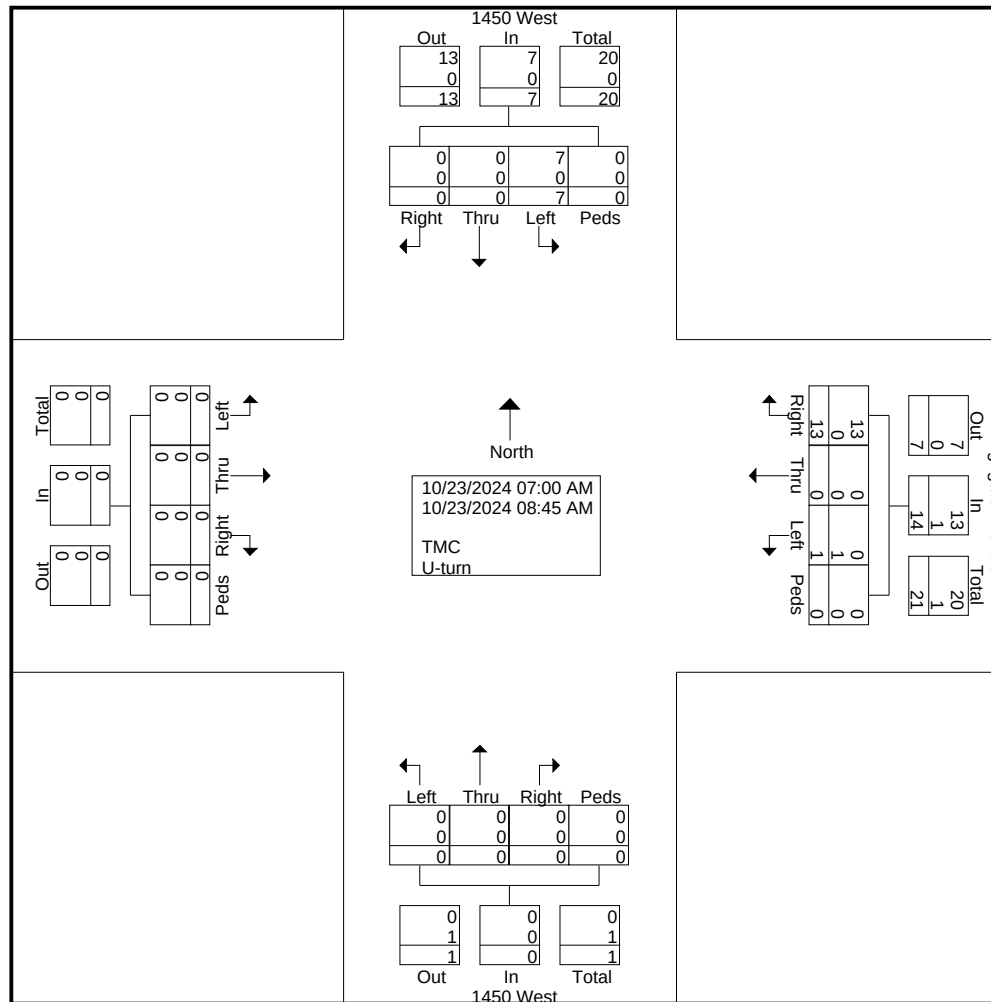
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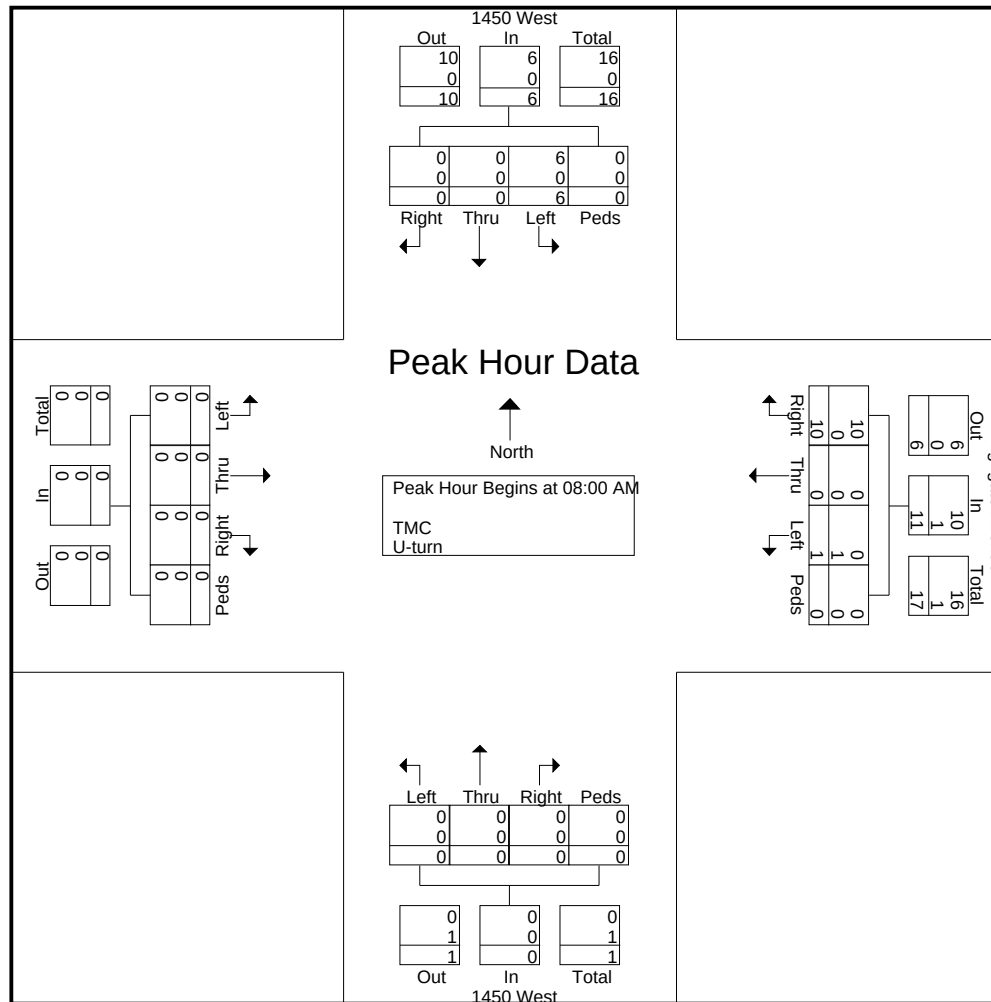
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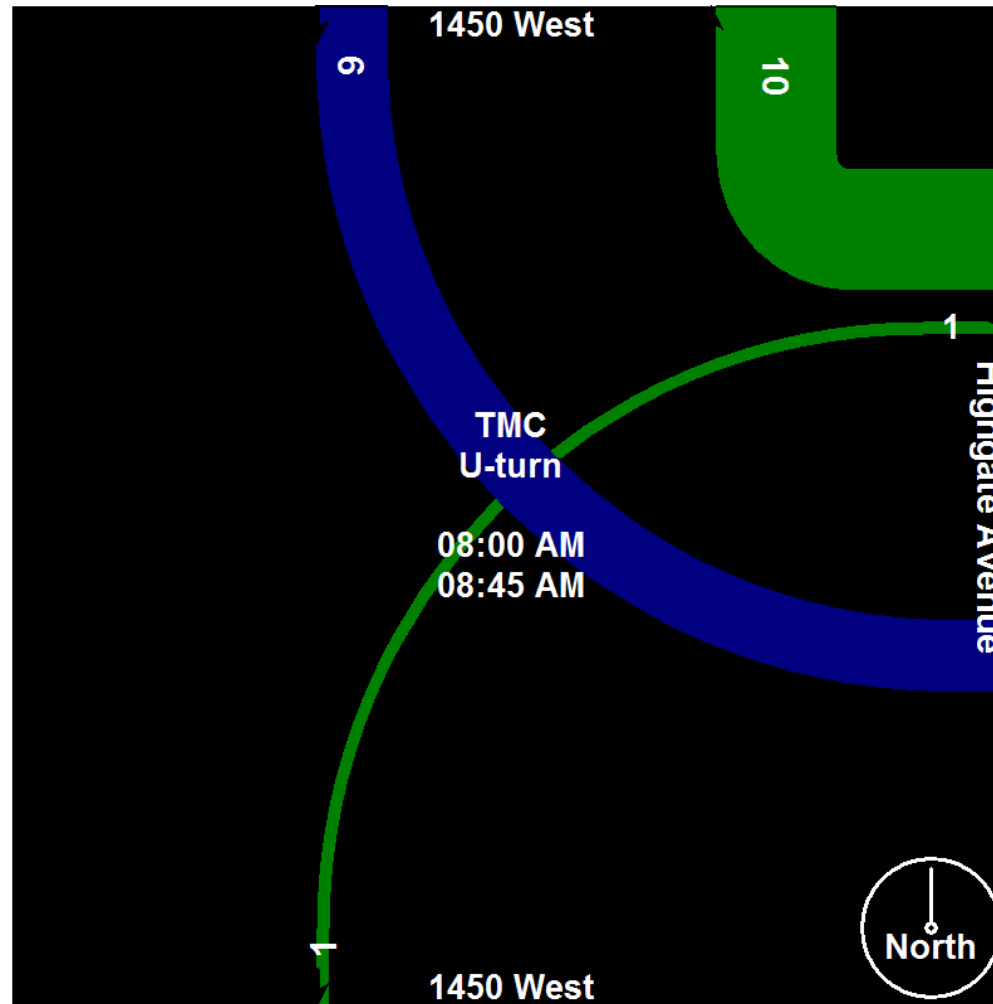
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	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

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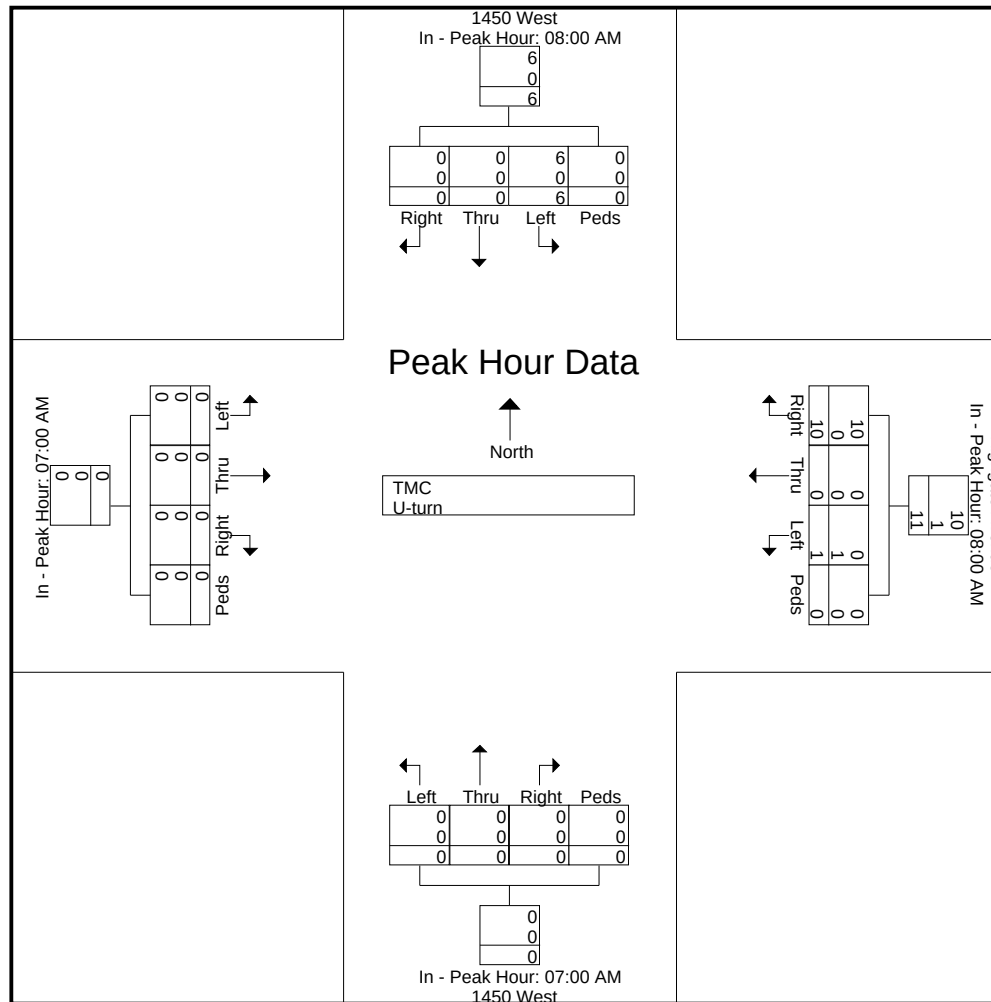
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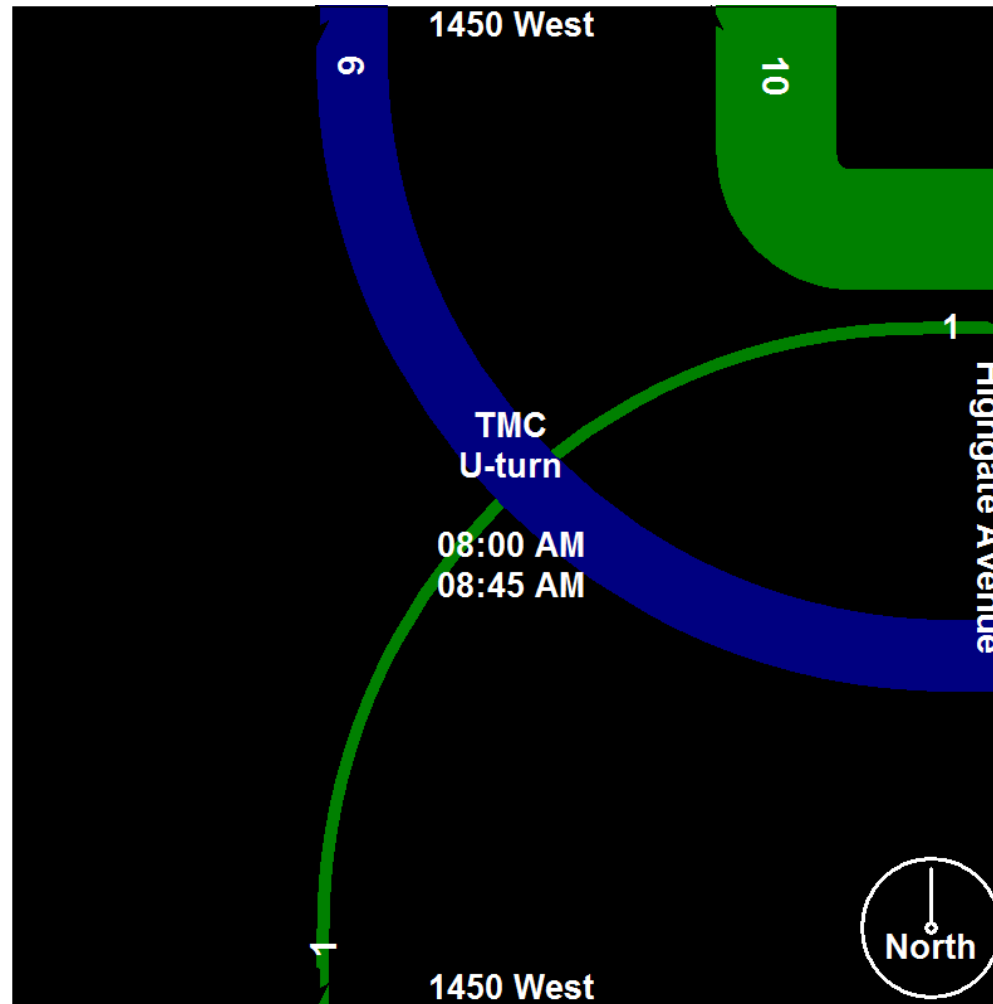
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Groups Printed- TMC - Bike - turn

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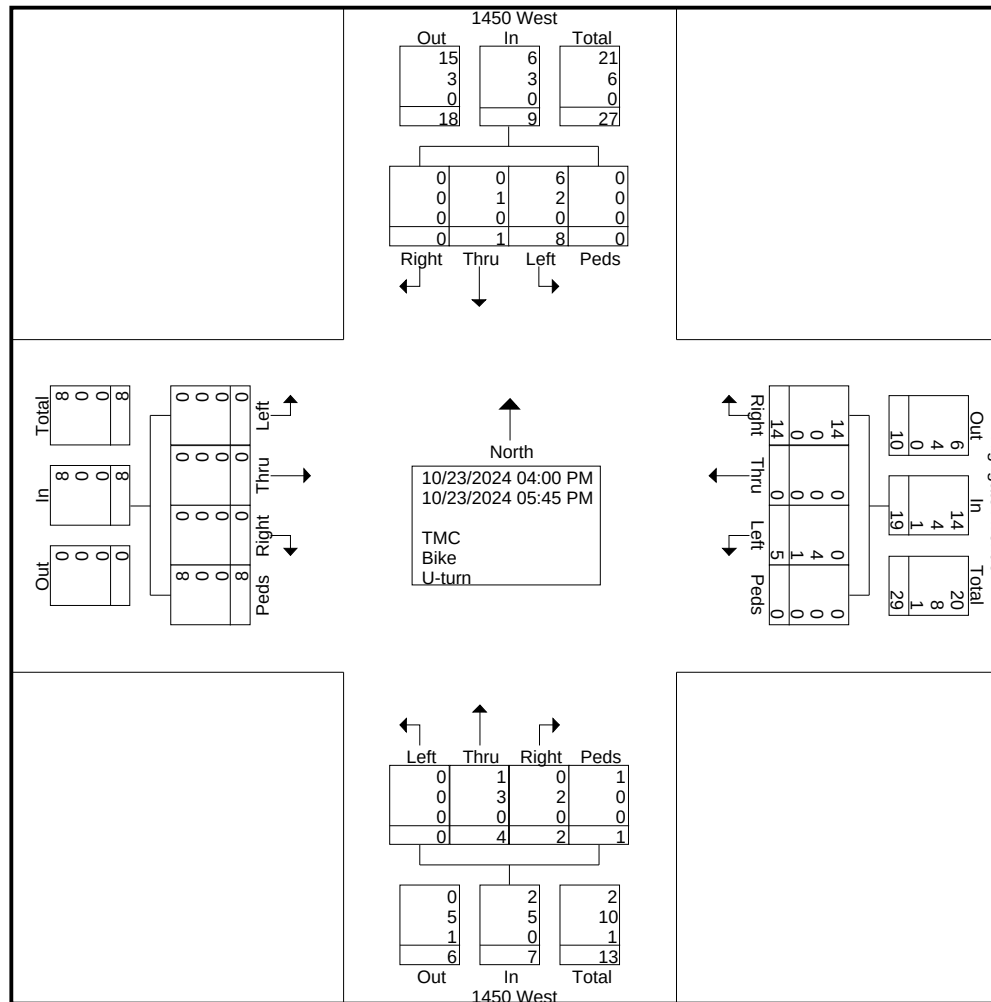
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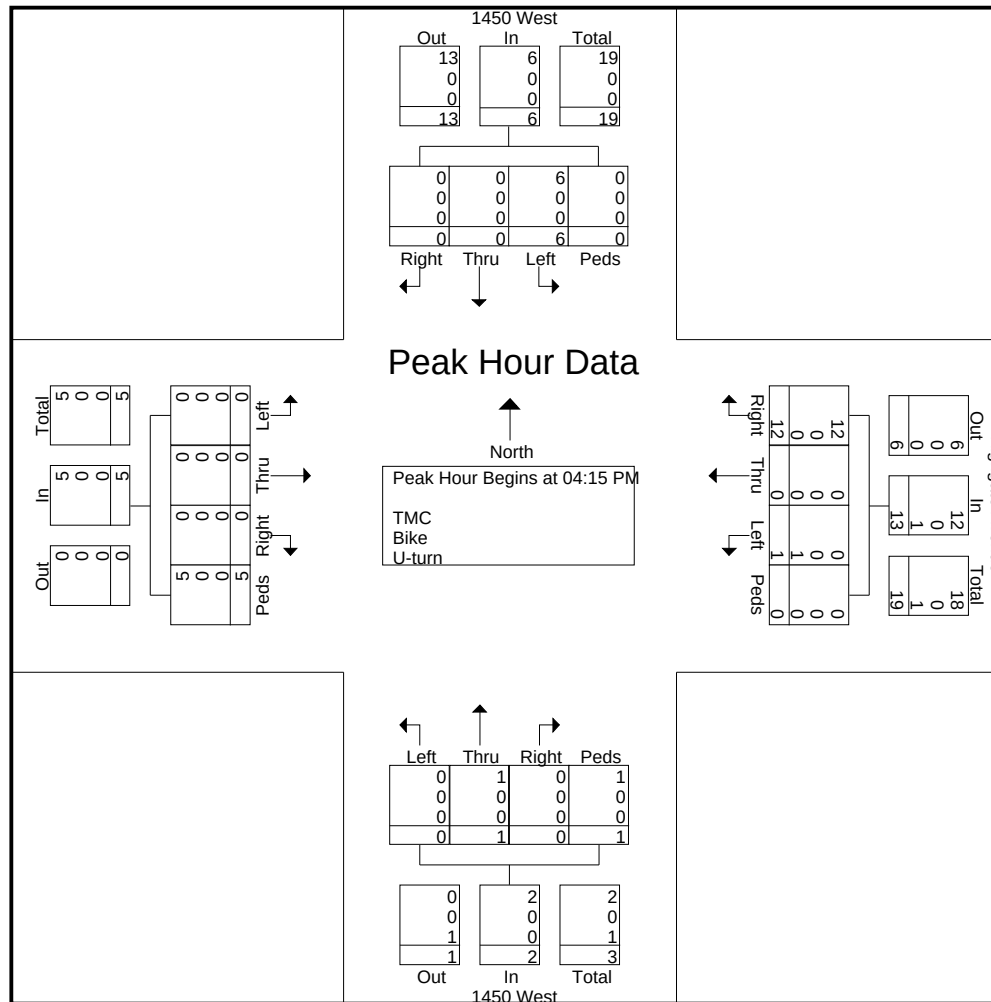
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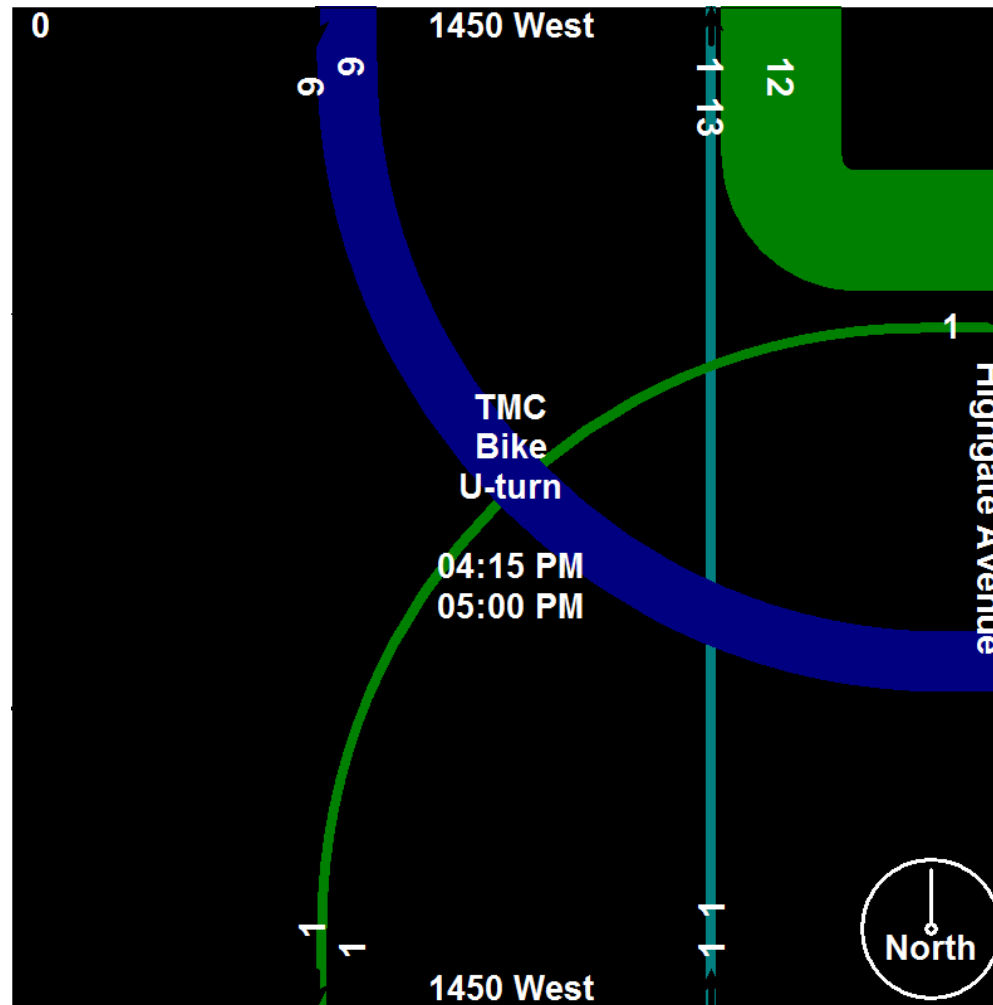
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	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

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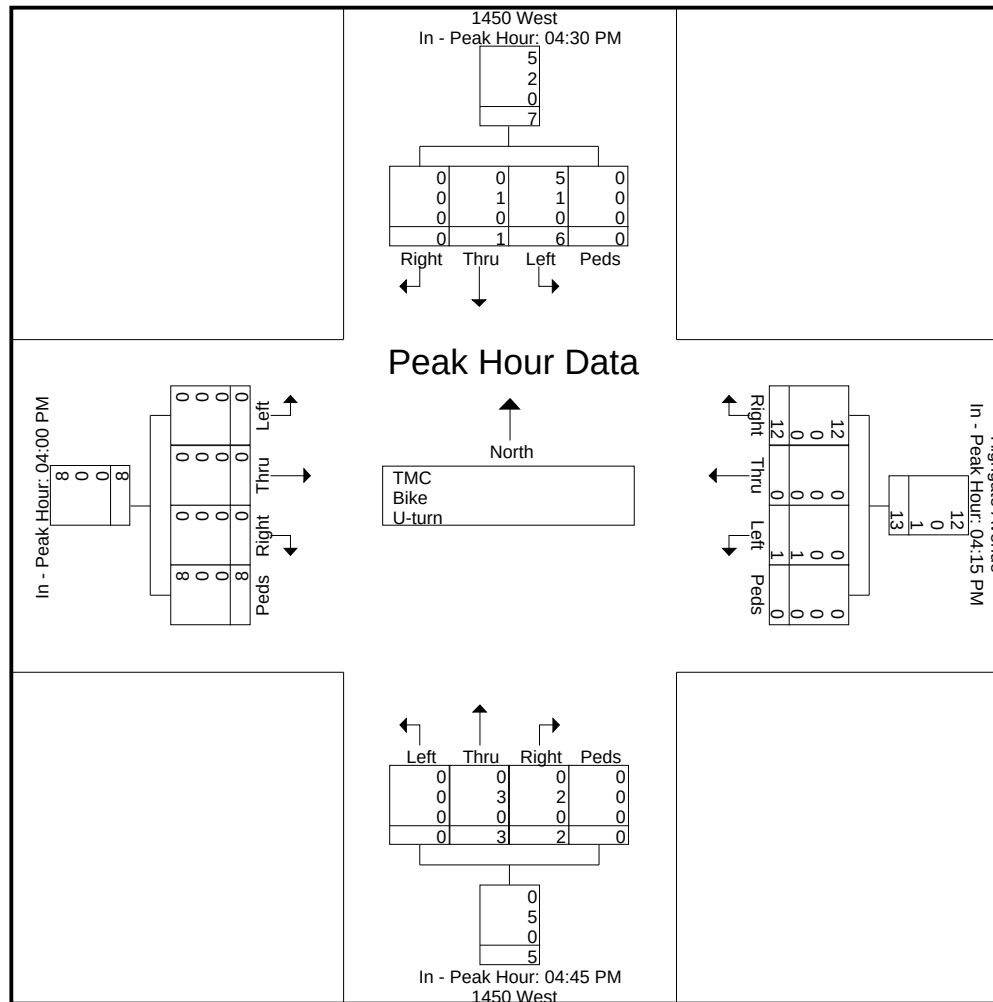
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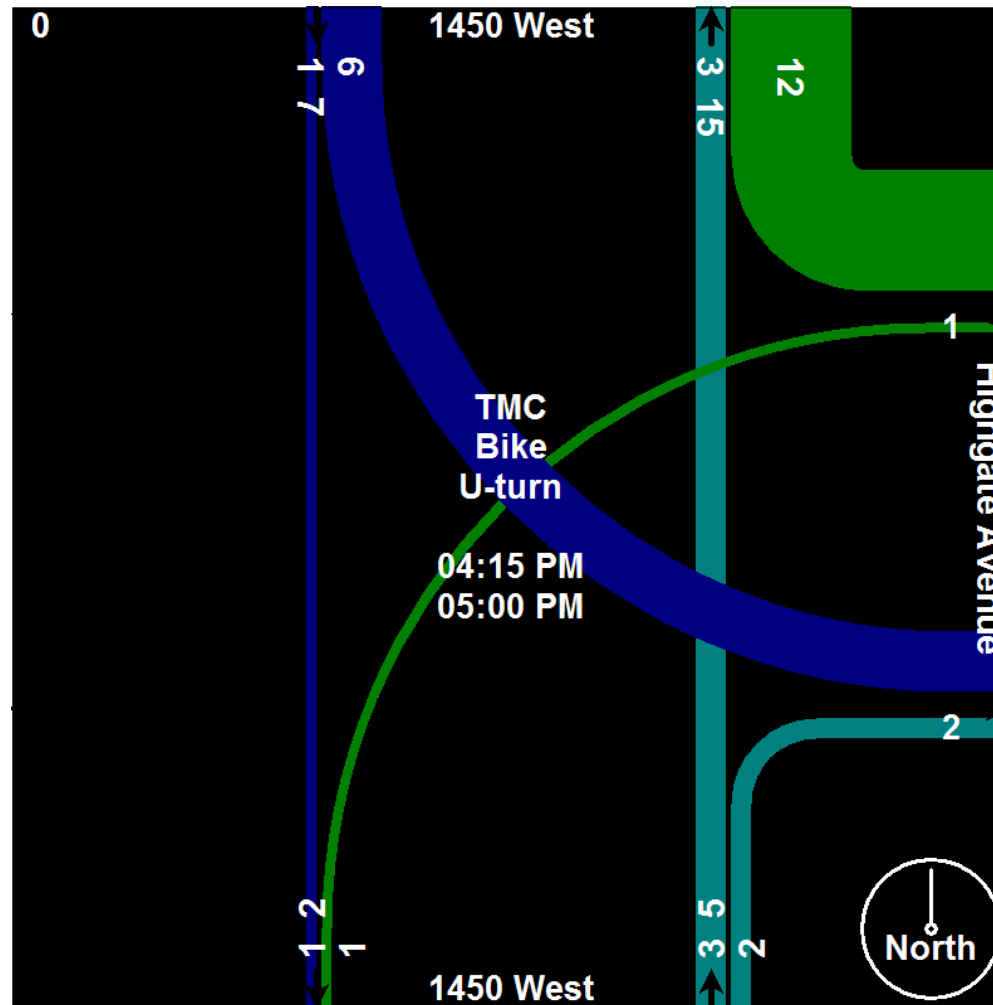
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File Name : Millbridge Lane and 1450 West AM

Site Code : 00000000

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Groups Printed- TMC

	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	4
07:45 AM	0	1	1	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	1	1	0	3	0	0	0	1	1	2	1	0	0	3	0	1	0	0	1	8
08:00 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
08:30 AM	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
08:45 AM	1	3	0	2	6	0	0	0	1	1	2	1	0	0	3	0	0	0	0	0	10
Total	1	5	1	2	9	1	1	1	1	4	2	9	0	0	11	0	0	0	0	0	24
Grand Total	2	6	2	2	12	1	1	1	2	5	4	10	0	0	14	0	1	0	0	1	32
Apprch %	16.7	50	16.7	16.7		20	20	20	40		28.6	71.4	0	0		0	100	0	0		
Total %	6.2	18.8	6.2	6.2	37.5	3.1	3.1	3.1	6.2	15.6	12.5	31.2	0	0	43.8	0	3.1	0	0	3.1	

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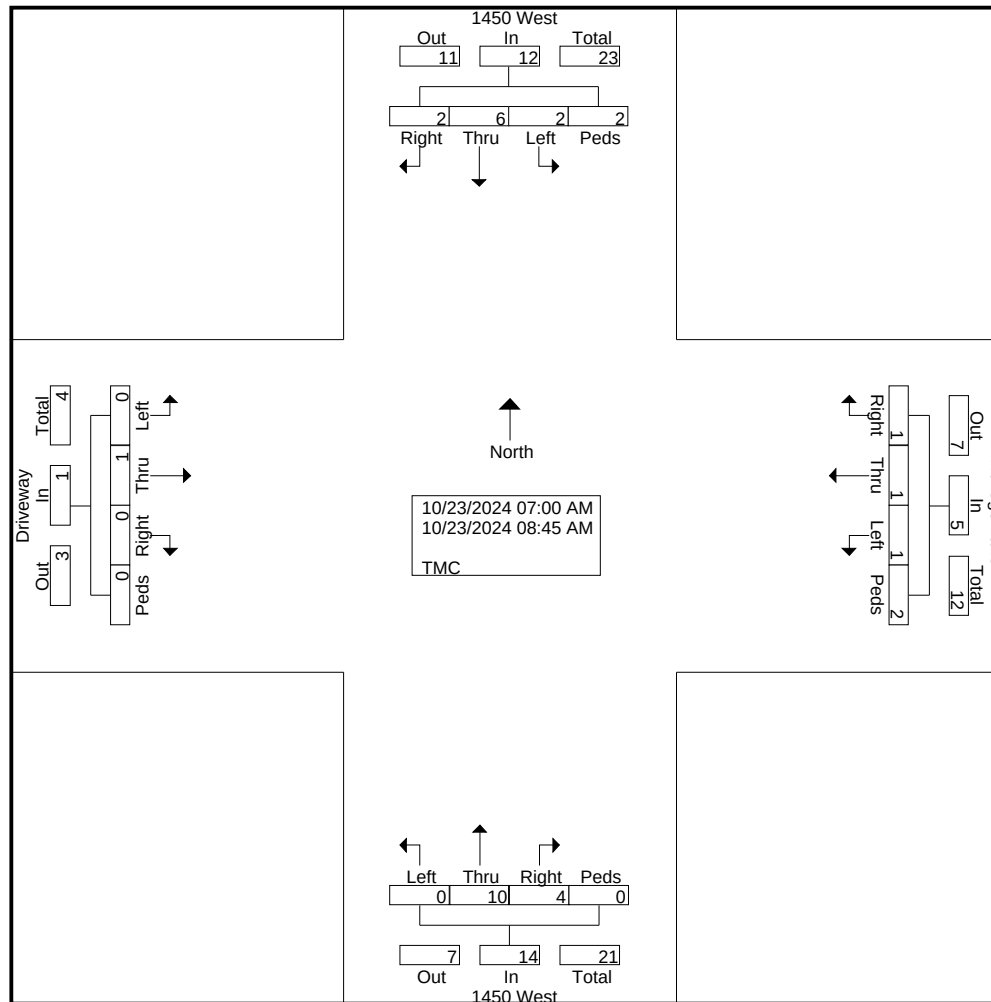
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File Name : Millbridge Lane and 1450 West AM

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File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
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	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
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08:00 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
08:30 AM	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
08:45 AM	1	3	0	2	6	0	0	0	1	1	2	1	0	0	3	0	0	0	0	0	10
Total Volume	1	5	1	2	9	1	1	1	1	4	2	9	0	0	11	0	0	0	0	0	24
% App. Total	11.1	55.6	11.1	22.2		25	25	25	25		18.2	81.8	0	0		0	0	0	0		
PHF	.250	.417	.250	.250	.375	.250	.250	.250	.250	.500	.250	.563	.000	.000	.688	.000	.000	.000	.000	.000	.600

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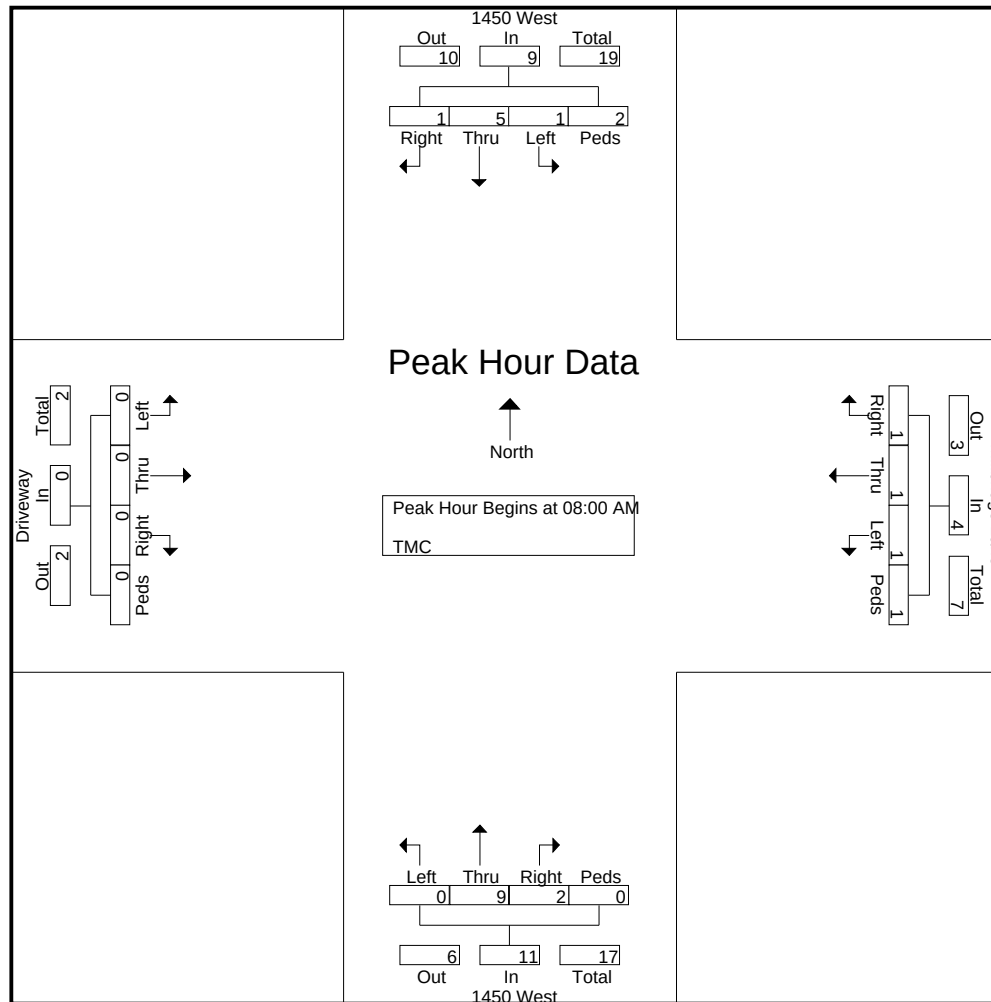
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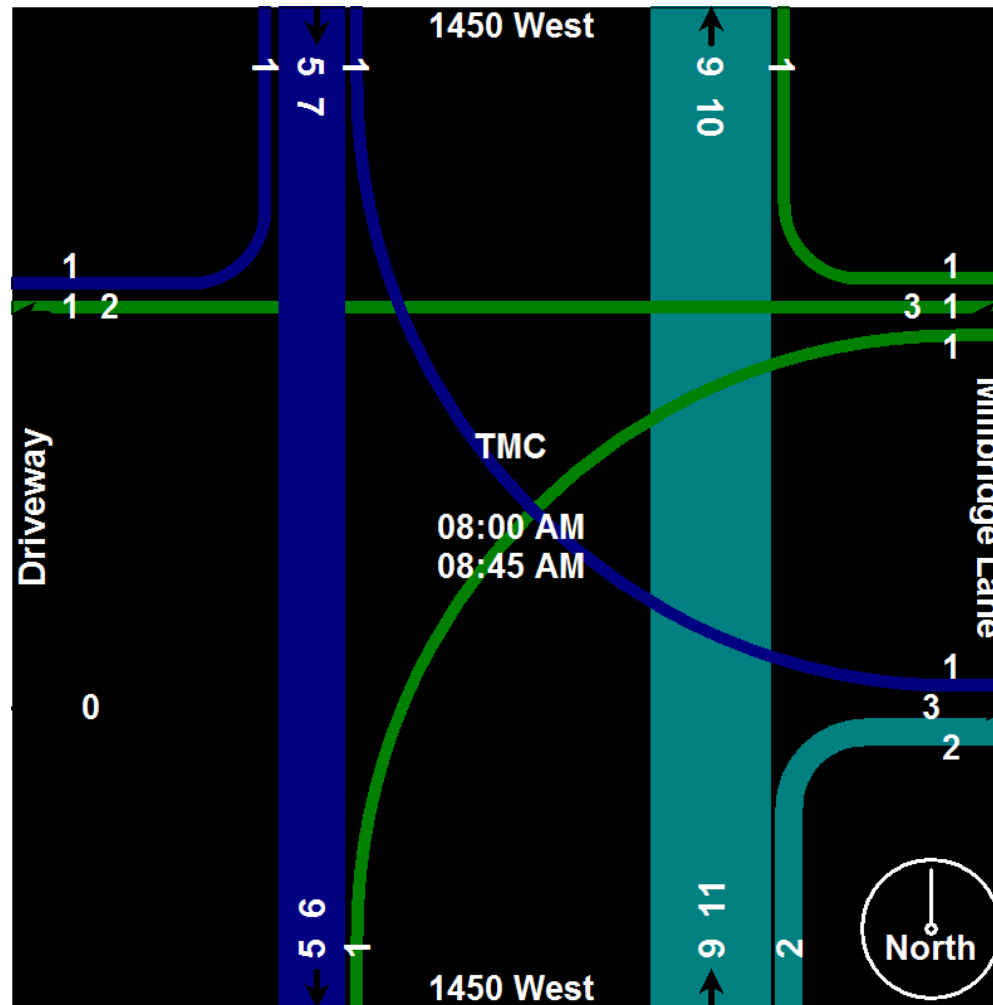
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File Name : Millbridge Lane and 1450 West AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 6

	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					08:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0
+30 mins.	0	2	1	0	3	1	1	0	0	2	0	4	0	0	4	0	1	0	0	1
+45 mins.	1	3	0	2	6	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0
Total Volume	1	5	1	2	9	1	1	1	1	4	2	9	0	0	11	0	1	0	0	1
% App. Total	11.1	55.6	11.1	22.2		25	25	25	25		18.2	81.8	0	0		0	100	0	0	
PHF	.250	.417	.250	.250	.375	.250	.250	.250	.250	.500	.250	.563	.000	.000	.688	.000	.250	.000	.000	.250

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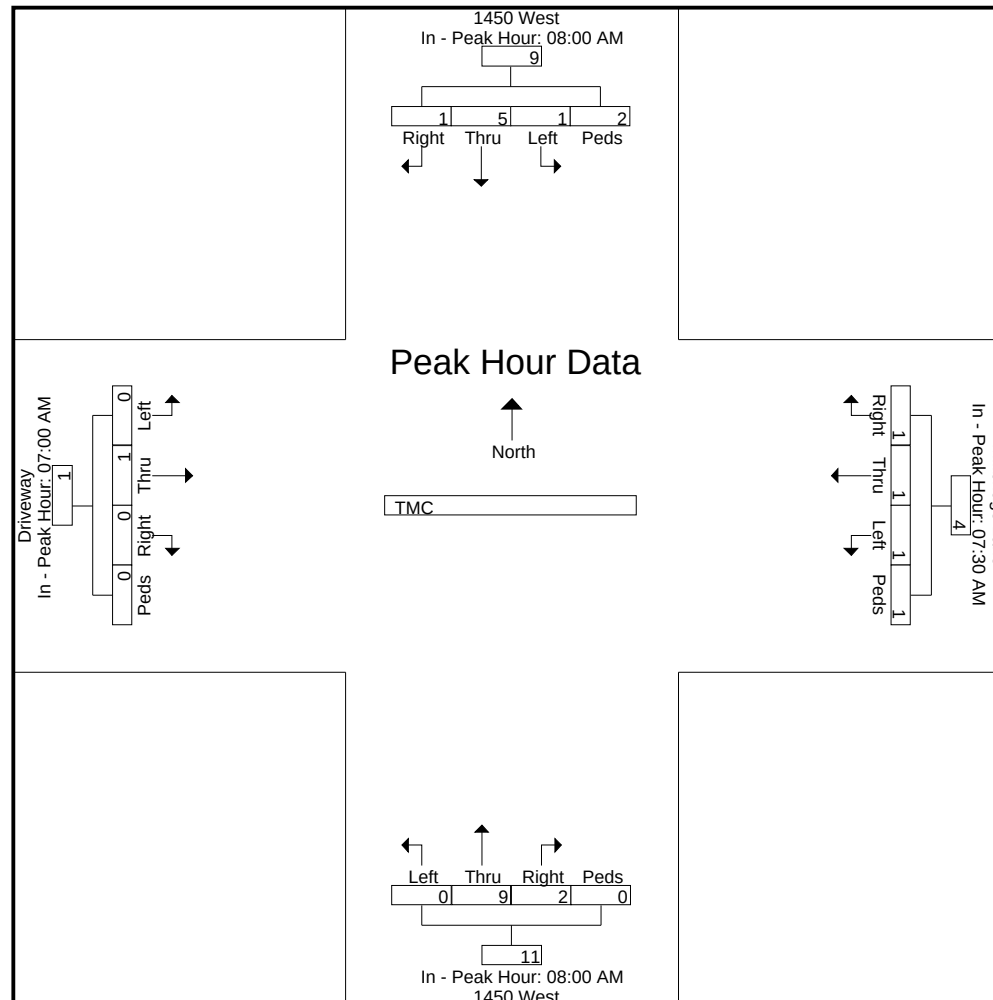
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File Name : Millbridge Lane and 1450 West AM

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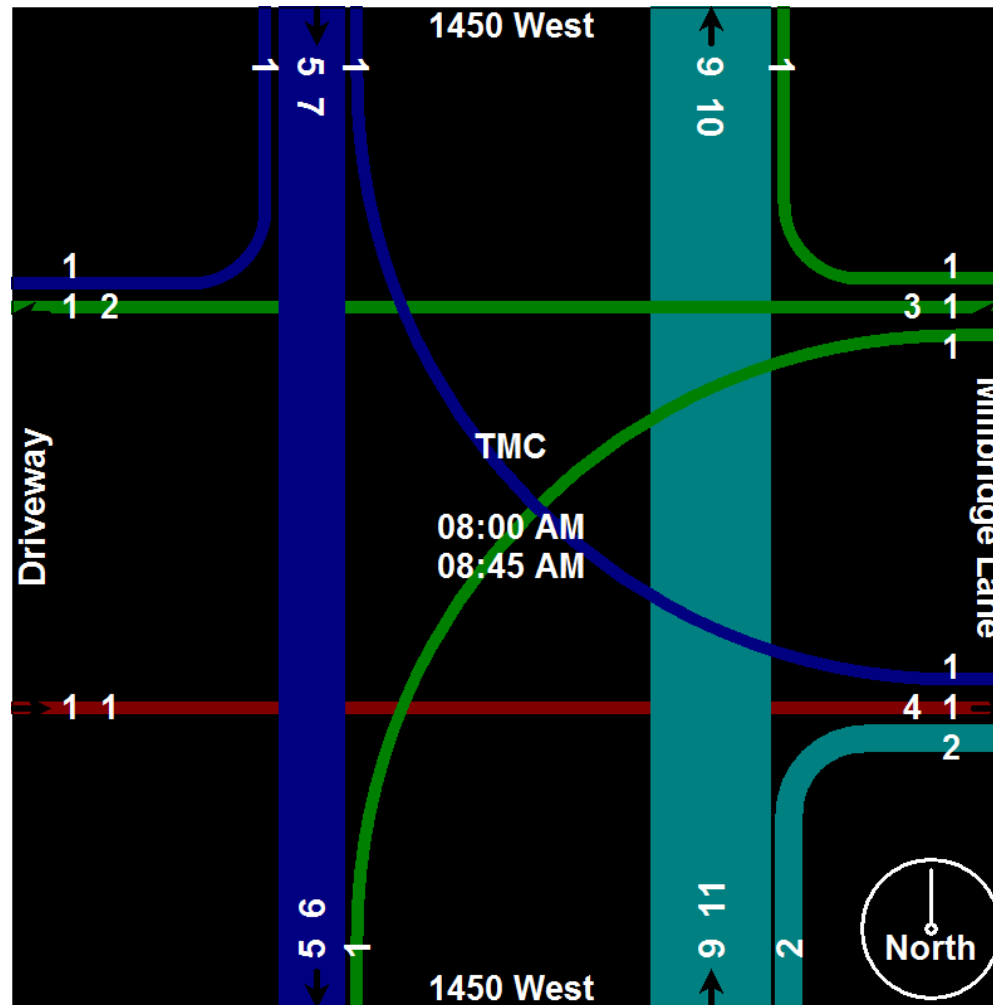
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File Name : Millbridge Lane and 1450 West PM

Site Code : 00000000

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Groups Printed- TMC

	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
04:15 PM	0	0	1	0	1	0	1	1	0	2	1	3	0	0	4	0	0	1	0	1	8
04:30 PM	0	0	0	0	0	0	1	1	0	2	2	3	0	0	5	0	0	0	0	0	7
04:45 PM	2	1	2	0	5	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	8
Total	2	1	5	0	8	2	2	2	0	6	4	8	0	0	12	0	0	1	0	1	27
05:00 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	3	1	0	5	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	11
Grand Total	3	4	6	0	13	2	2	2	0	6	5	11	0	0	16	0	0	3	0	3	38
Apprch %	23.1	30.8	46.2	0		33.3	33.3	33.3	0		31.2	68.8	0	0		0	0	100	0		
Total %	7.9	10.5	15.8	0	34.2	5.3	5.3	5.3	0	15.8	13.2	28.9	0	0	42.1	0	0	7.9	0	7.9	

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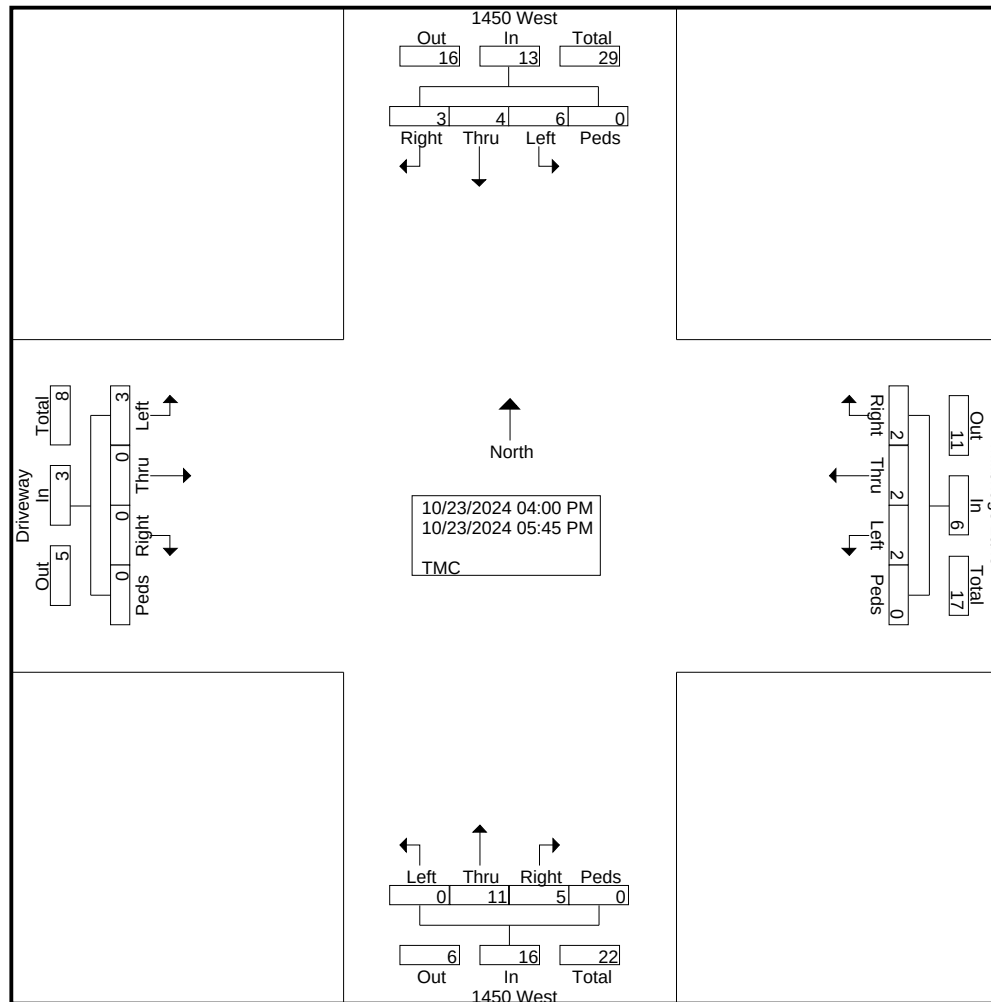
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04:30 PM	0	0	0	0	0	0	1	1	0	2	2	3	0	0	5	0	0	0	0	0	7
04:45 PM	2	1	2	0	5	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	8
05:00 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
Total Volume	2	4	3	0	9	1	2	2	0	5	5	9	0	0	14	0	0	1	0	1	29
% App. Total	22.2	44.4	33.3	0		20	40	40	0		35.7	64.3	0	0		0	0	100	0		
PHF	.250	.333	.375	.000	.450	.250	.500	.500	.000	.625	.625	.750	.000	.000	.700	.000	.000	.250	.000	.250	.906

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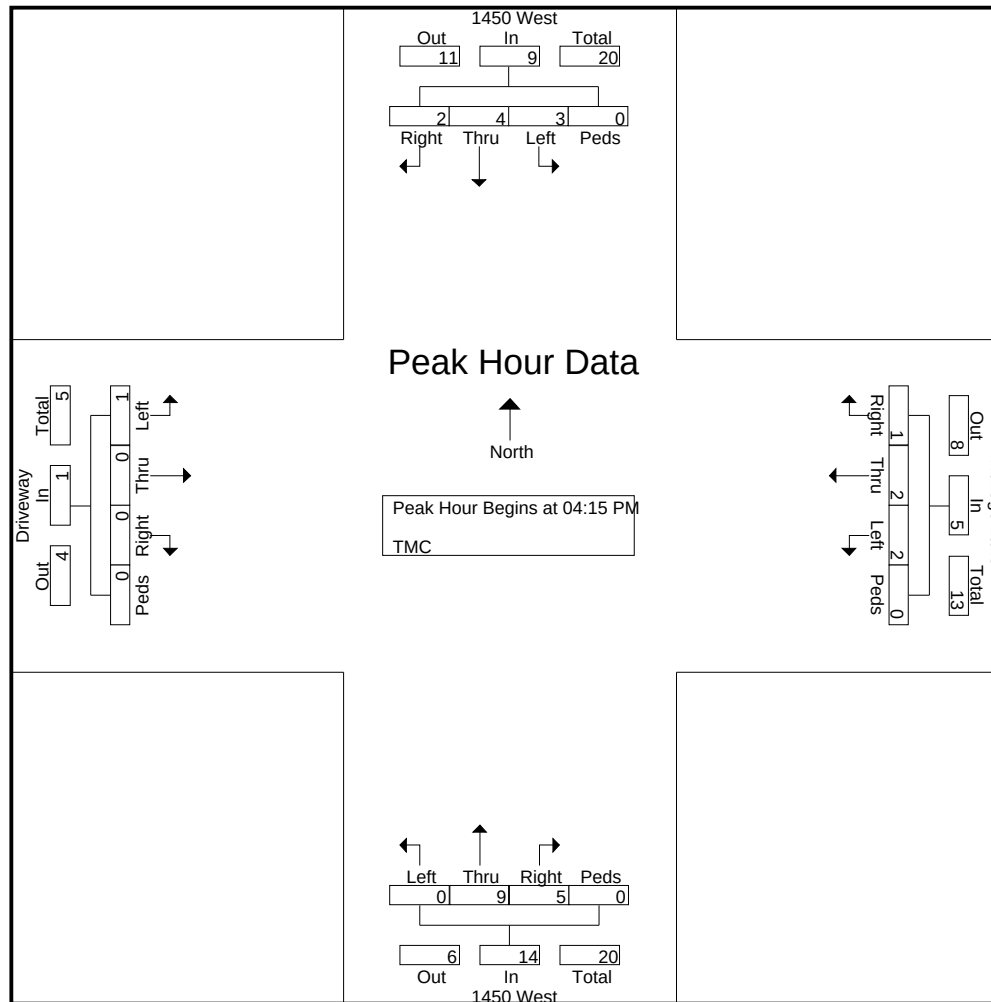
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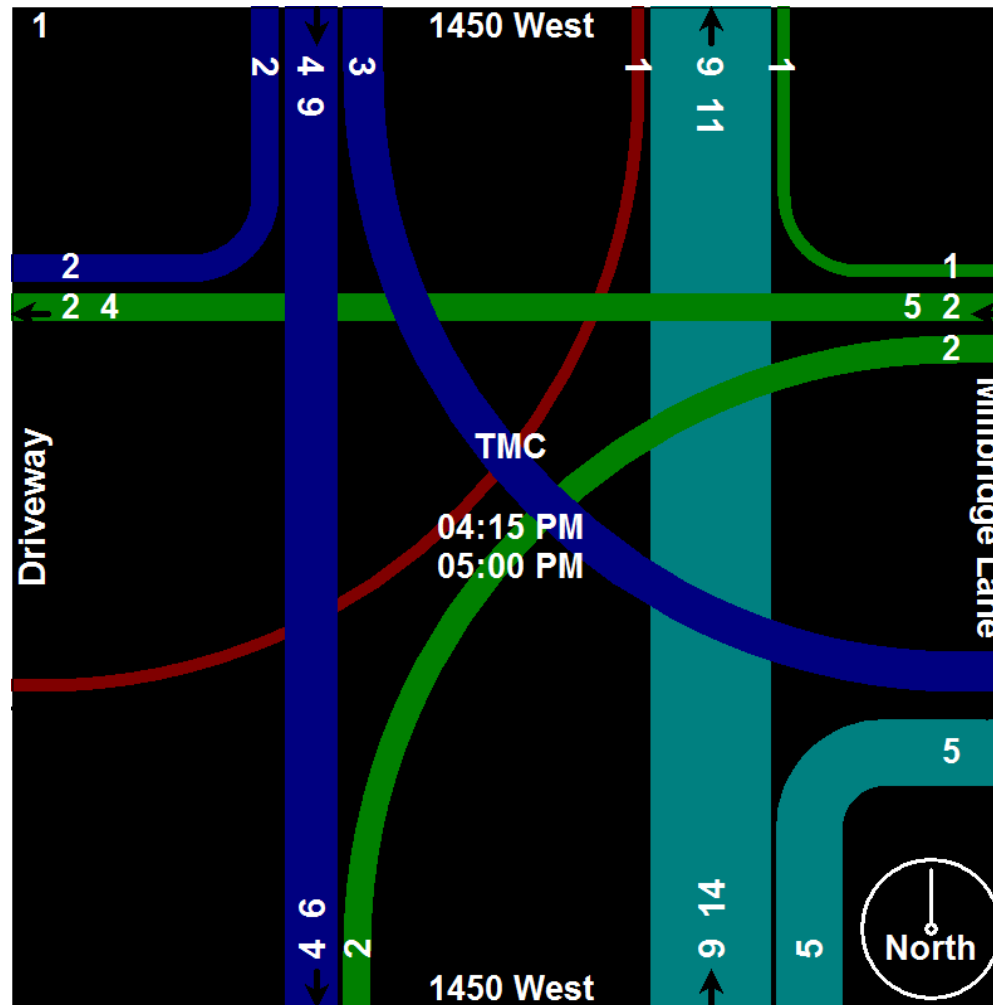
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

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Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:15 PM					04:30 PM				
+0 mins.	0	0	1	0	1	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	2	2	3	0	0	5	0	0	0	0	0
+30 mins.	2	1	2	0	5	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0
+45 mins.	0	3	0	0	3	1	0	0	0	1	1	2	0	0	3	0	0	2	0	2
Total Volume	2	4	3	0	9	2	2	2	0	6	5	9	0	0	14	0	0	2	0	2
% App. Total	22.2	44.4	33.3	0		33.3	33.3	33.3	0		35.7	64.3	0	0		0	0	100	0	
PHF	.250	.333	.375	.000	.450	.500	.500	.500	.000	.750	.625	.750	.000	.000	.700	.000	.000	.250	.000	.250

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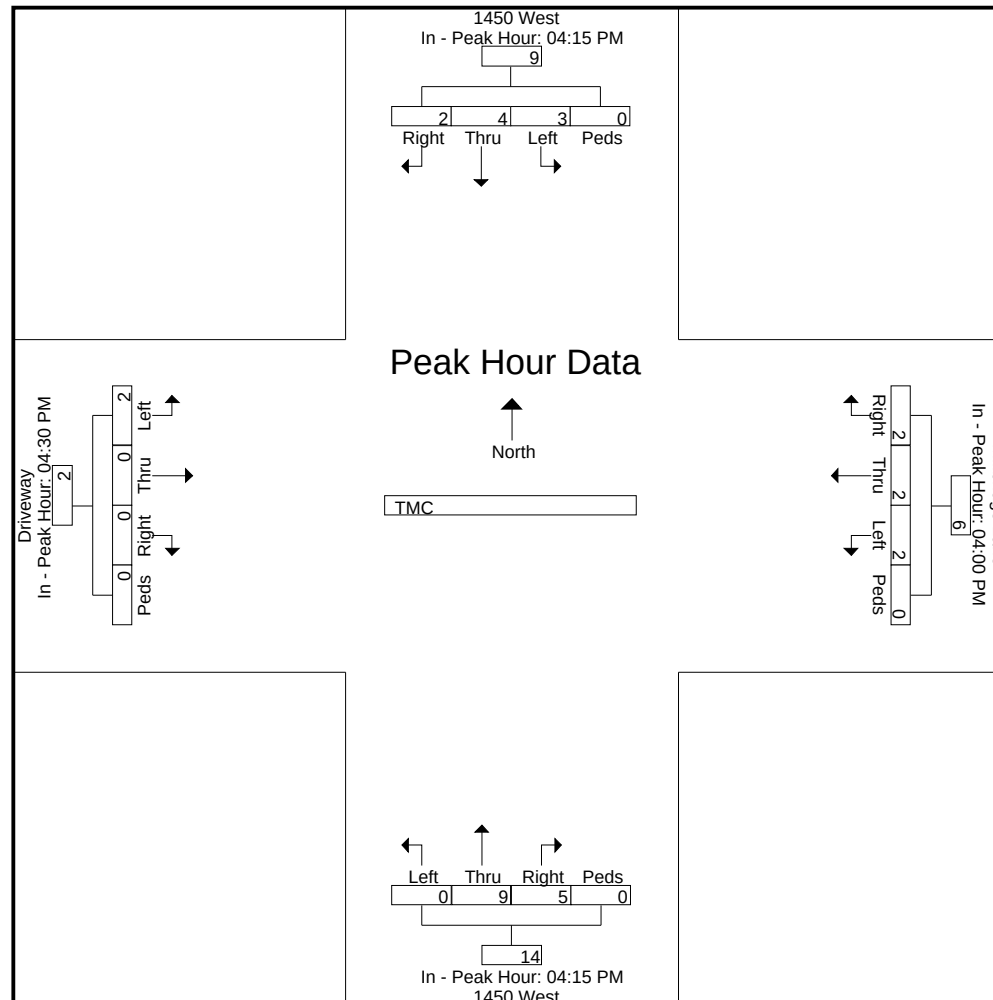
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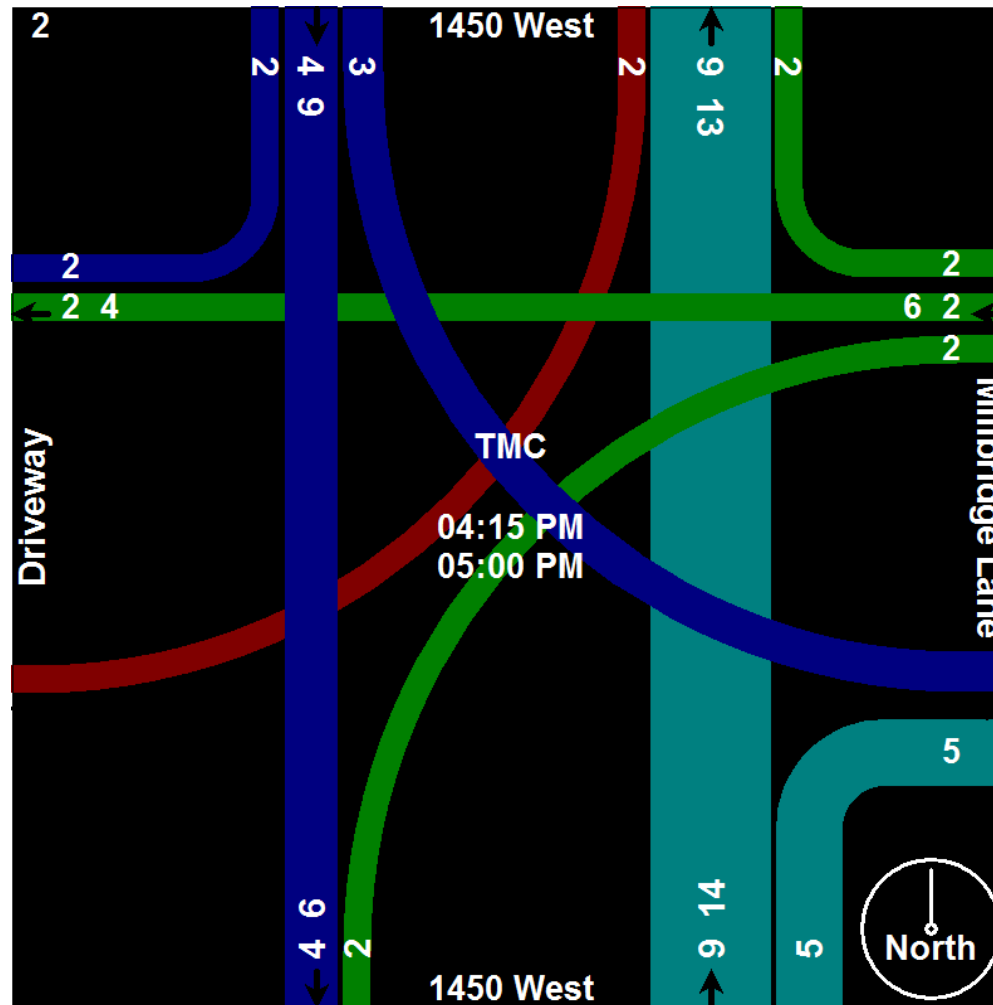
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File Name : 400 North and 1450 West AM

Site Code : 00000000

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Page No : 1

Groups Printed- TMC

	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	4
07:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	0	0	3	0	3	2	0	0	0	2	0	1	0	0	1	7
08:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	1	1	0	2	3	0	0	0	3	0	1	0	0	1	6
08:30 AM	0	0	0	0	0	0	1	3	0	4	6	0	0	0	6	0	1	0	0	1	11
08:45 AM	0	0	0	0	0	0	0	6	0	6	1	0	0	4	5	0	0	0	0	0	11
Total	0	0	0	0	0	0	3	10	0	13	13	0	0	4	17	0	2	0	0	2	32
Grand Total	0	0	1	0	1	0	3	13	0	16	15	0	0	4	19	0	3	0	0	3	39
Apprch %	0	0	100	0		0	18.8	81.2	0		78.9	0	0	21.1		0	100	0	0		
Total %	0	0	2.6	0	2.6	0	7.7	33.3	0	41	38.5	0	0	10.3	48.7	0	7.7	0	0	7.7	

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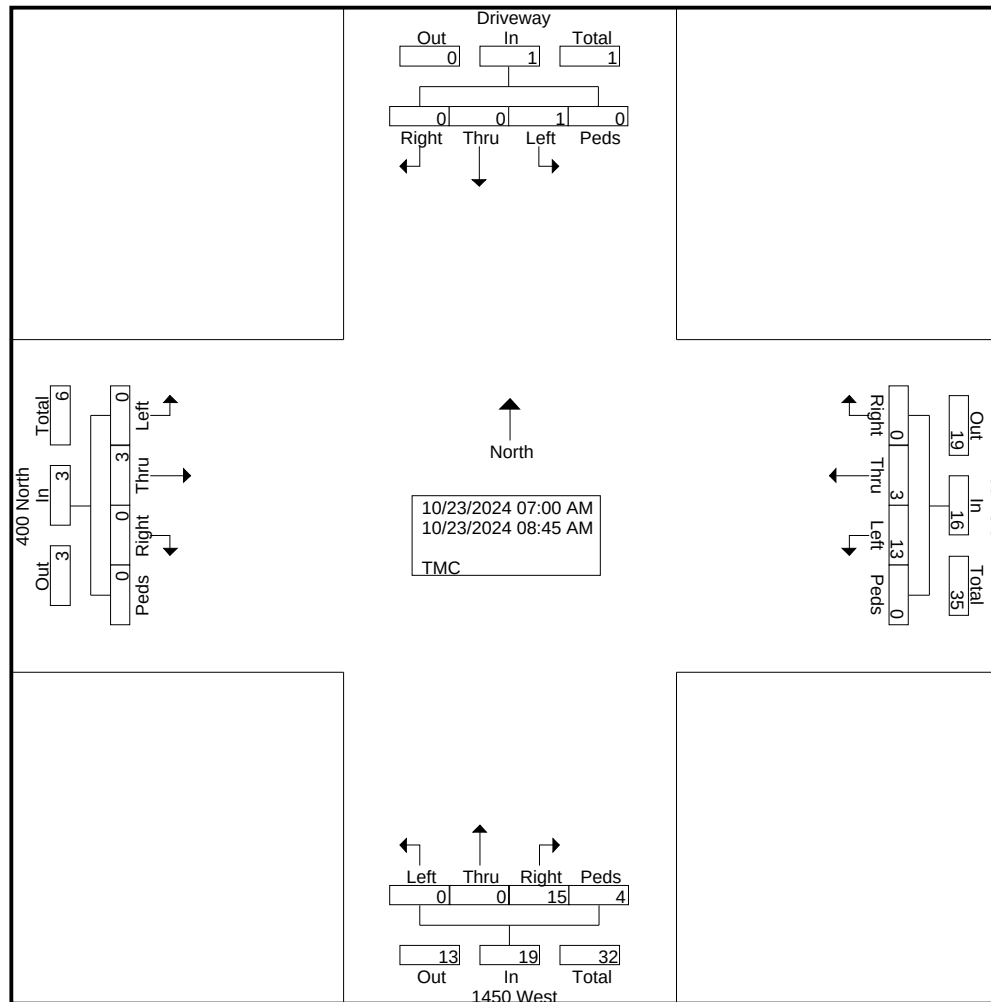
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File Name : 400 North and 1450 West AM

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	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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08:15 AM	0	0	0	0	0	0	1	1	0	2	3	0	0	0	3	0	1	0	0	1	6
08:30 AM	0	0	0	0	0	0	1	3	0	4	6	0	0	0	6	0	1	0	0	1	11
08:45 AM	0	0	0	0	0	0	0	6	0	6	1	0	0	4	5	0	0	0	0	0	11
Total Volume	0	0	0	0	0	0	3	10	0	13	13	0	0	4	17	0	2	0	0	2	32
% App. Total	0	0	0	0		0	23.1	76.9	0		76.5	0	0	23.5		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.417	.000	.542	.542	.000	.000	.250	.708	.000	.500	.000	.000	.500	.727

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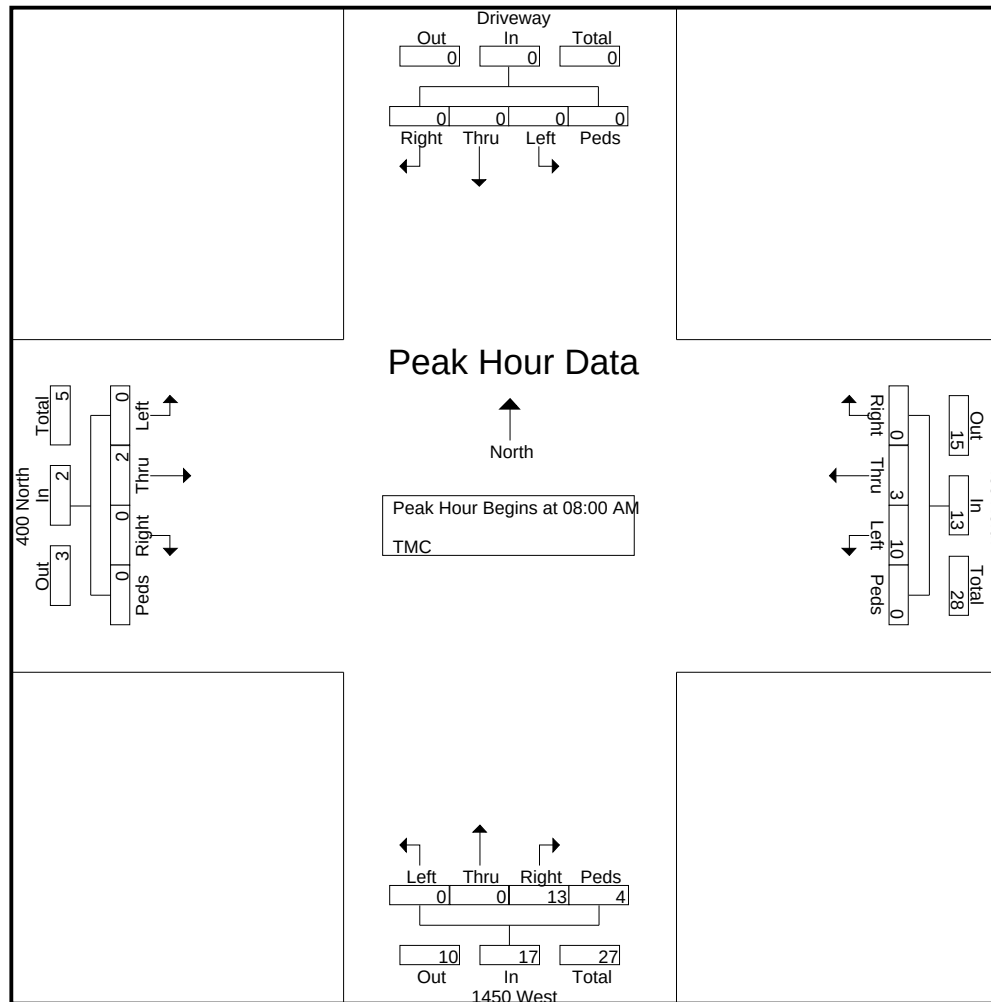
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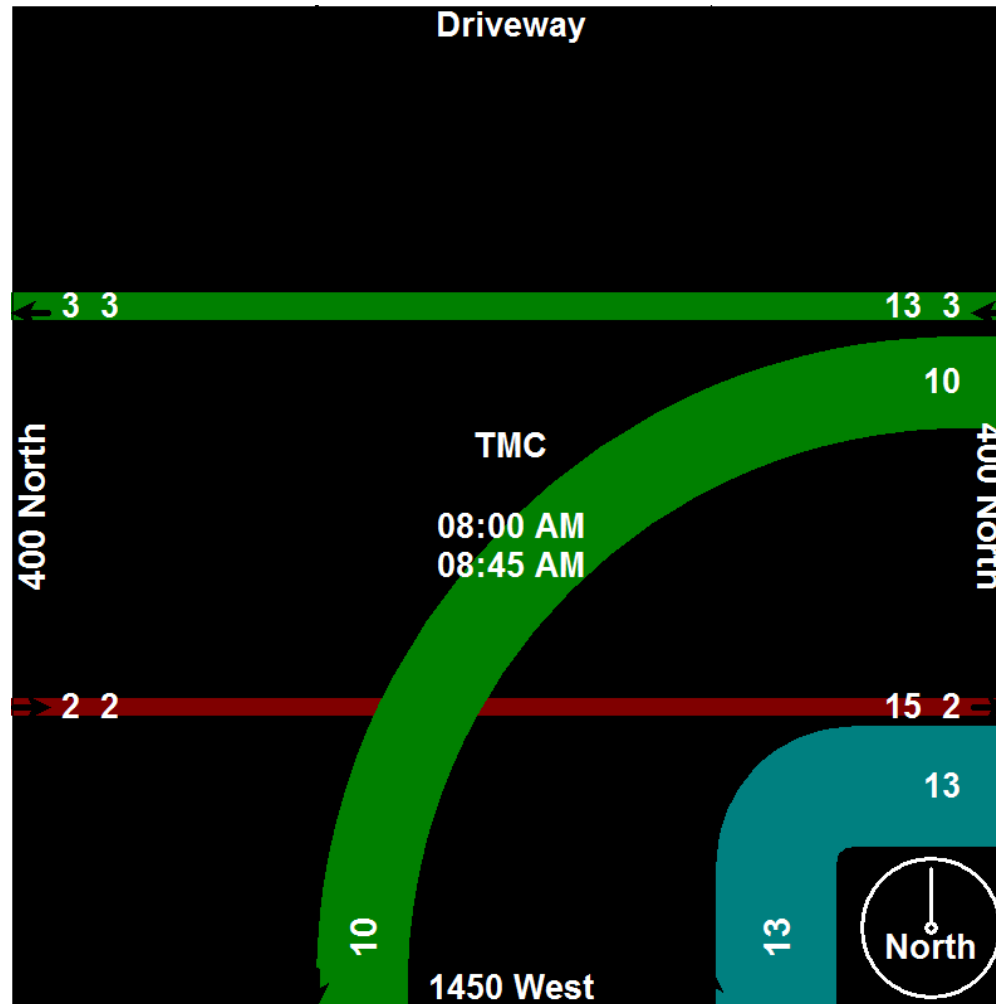
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	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

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+0 mins.	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	1	0	0	1
+15 mins.	0	0	1	0	1	0	1	1	0	2	3	0	0	0	3	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	3	0	4	6	0	0	0	6	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	6	0	6	1	0	0	4	5	0	1	0	0	1
Total Volume	0	0	1	0	1	0	3	10	0	13	13	0	0	4	17	0	2	0	0	2
% App. Total	0	0	100	0		0	23.1	76.9	0		76.5	0	0	23.5		0	100	0	0	
PHF	.000	.000	.250	.000	.250	.000	.750	.417	.000	.542	.542	.000	.000	.250	.708	.000	.500	.000	.000	.500

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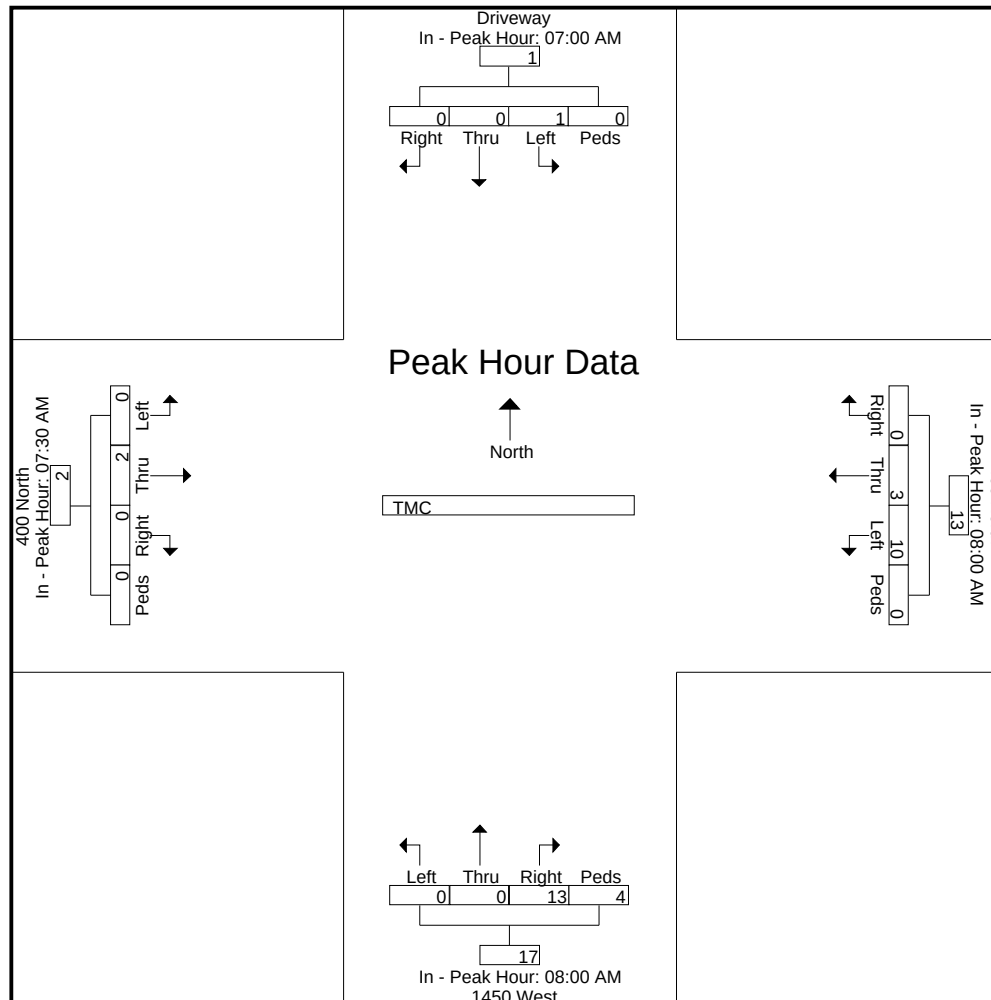
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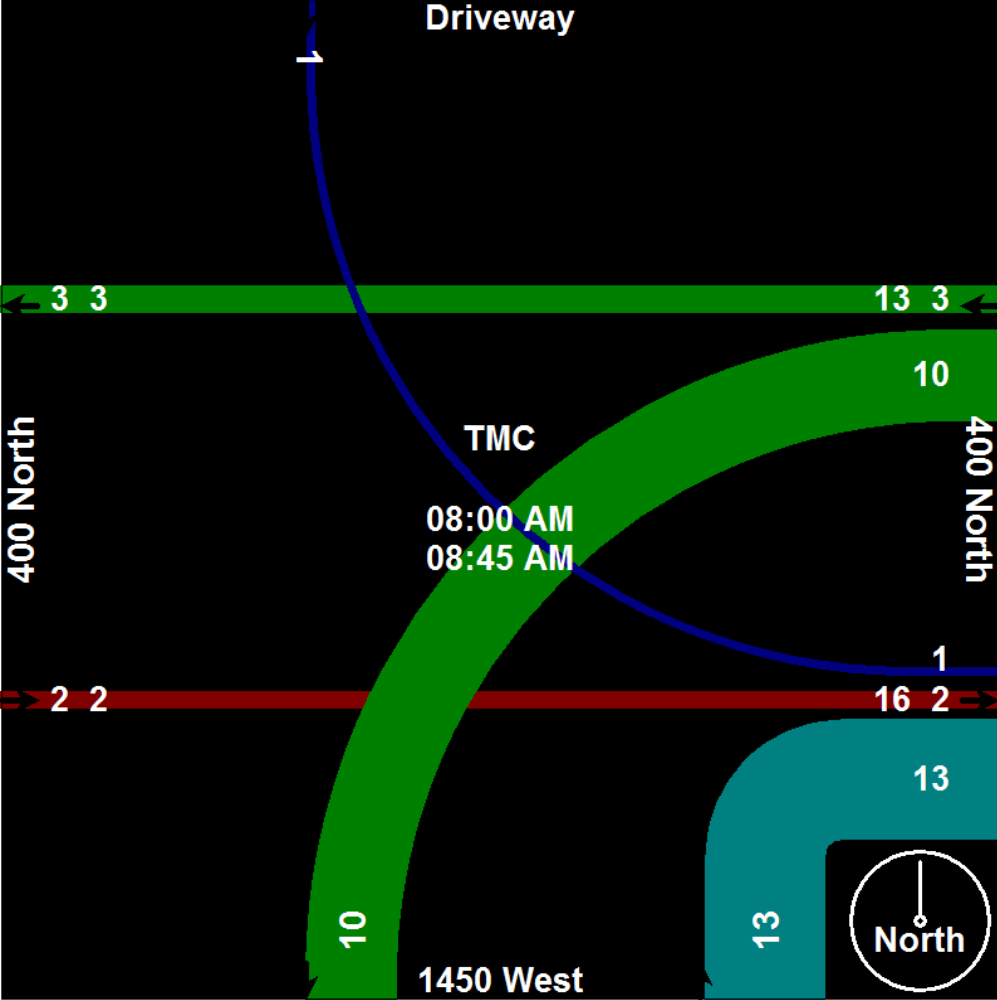
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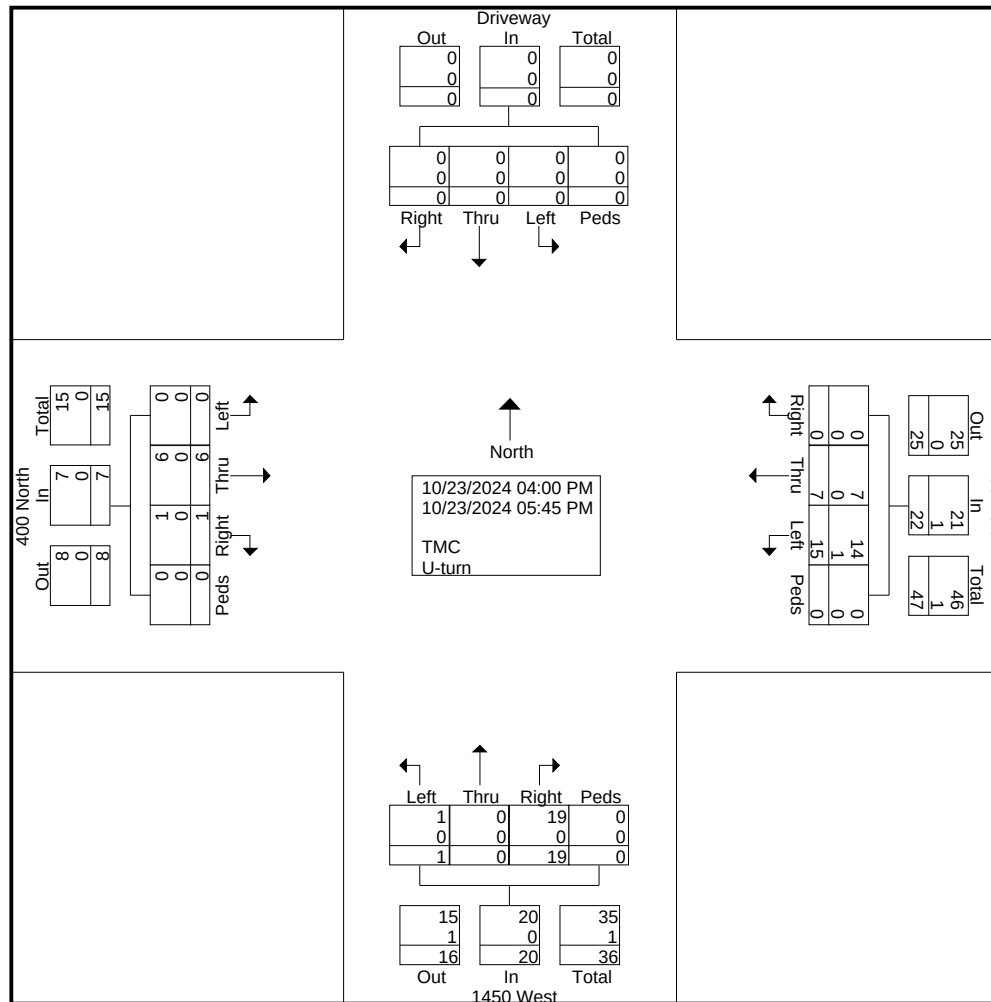
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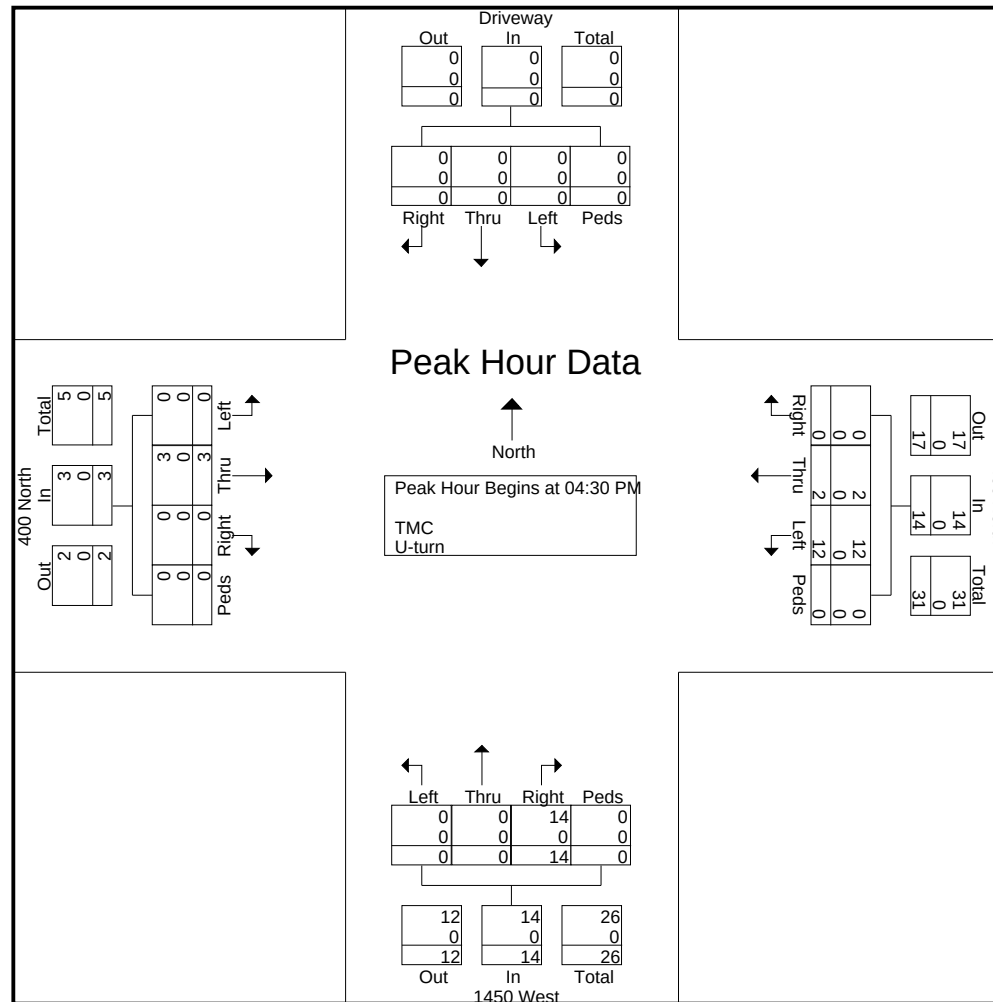
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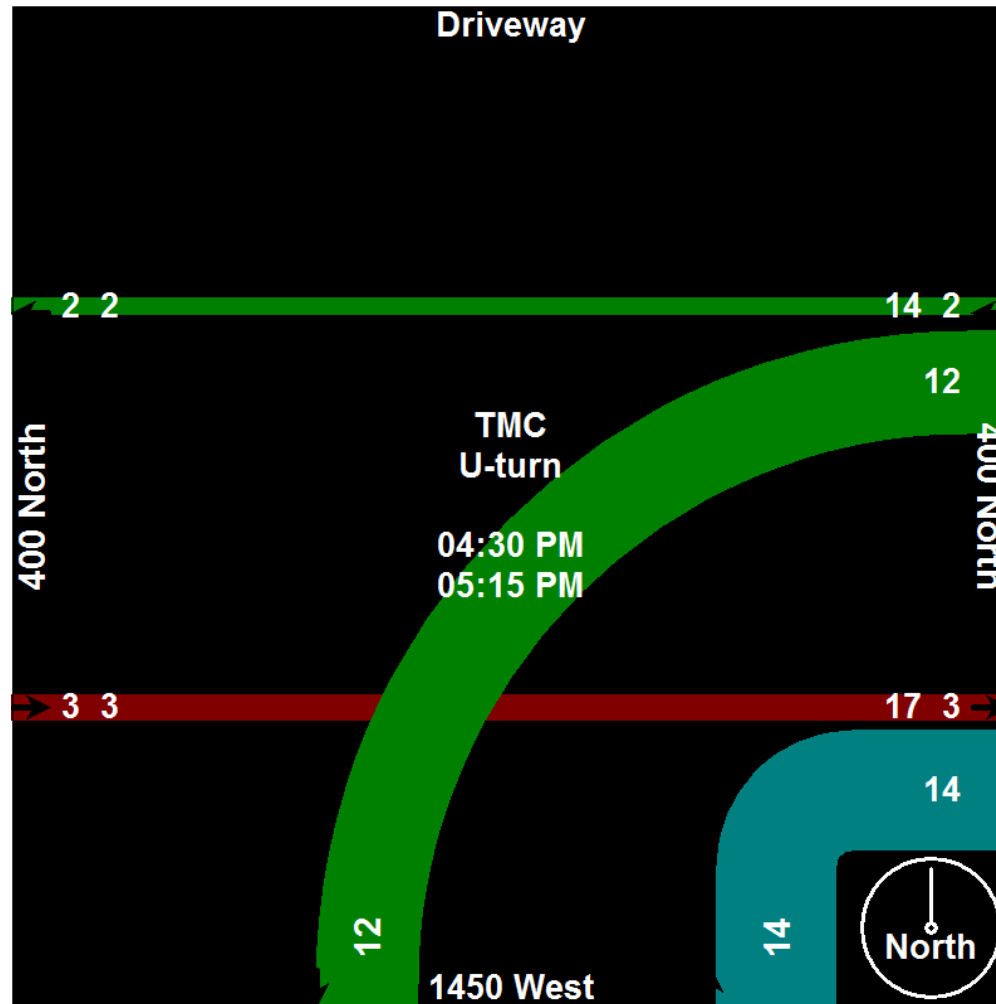
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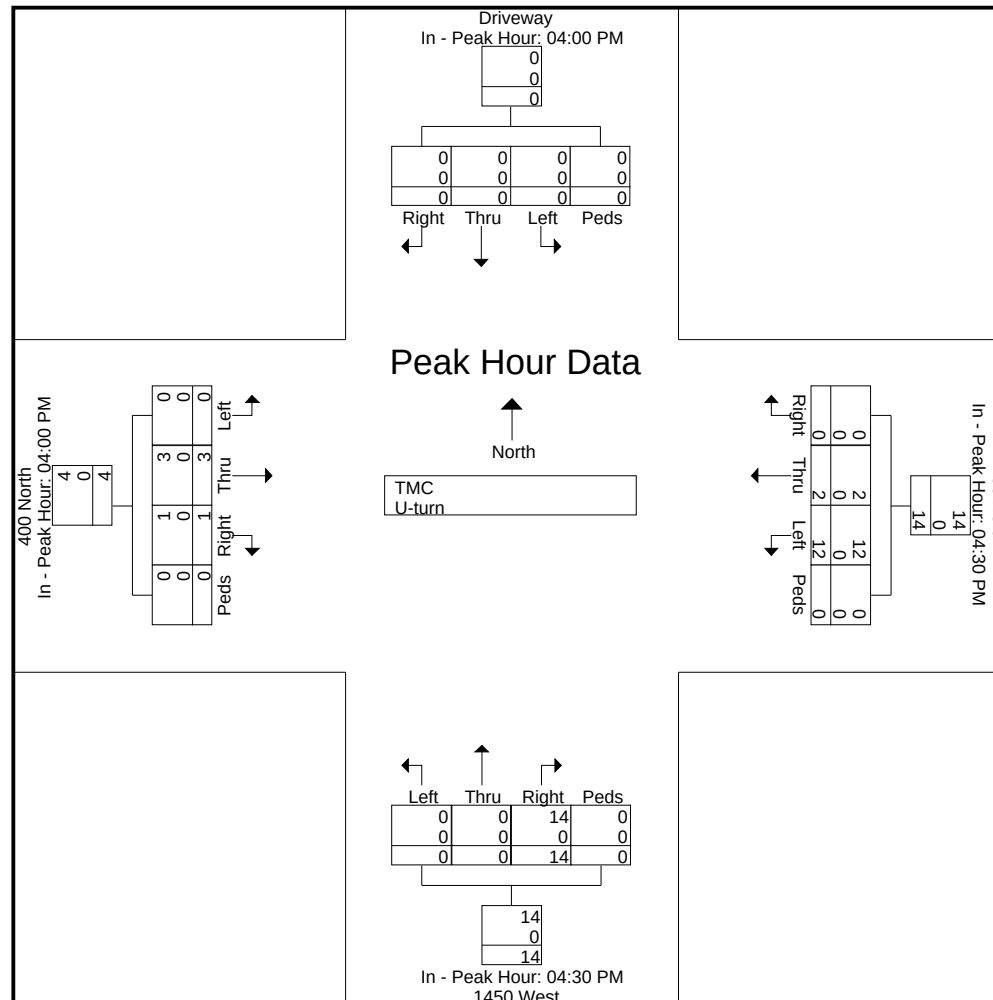
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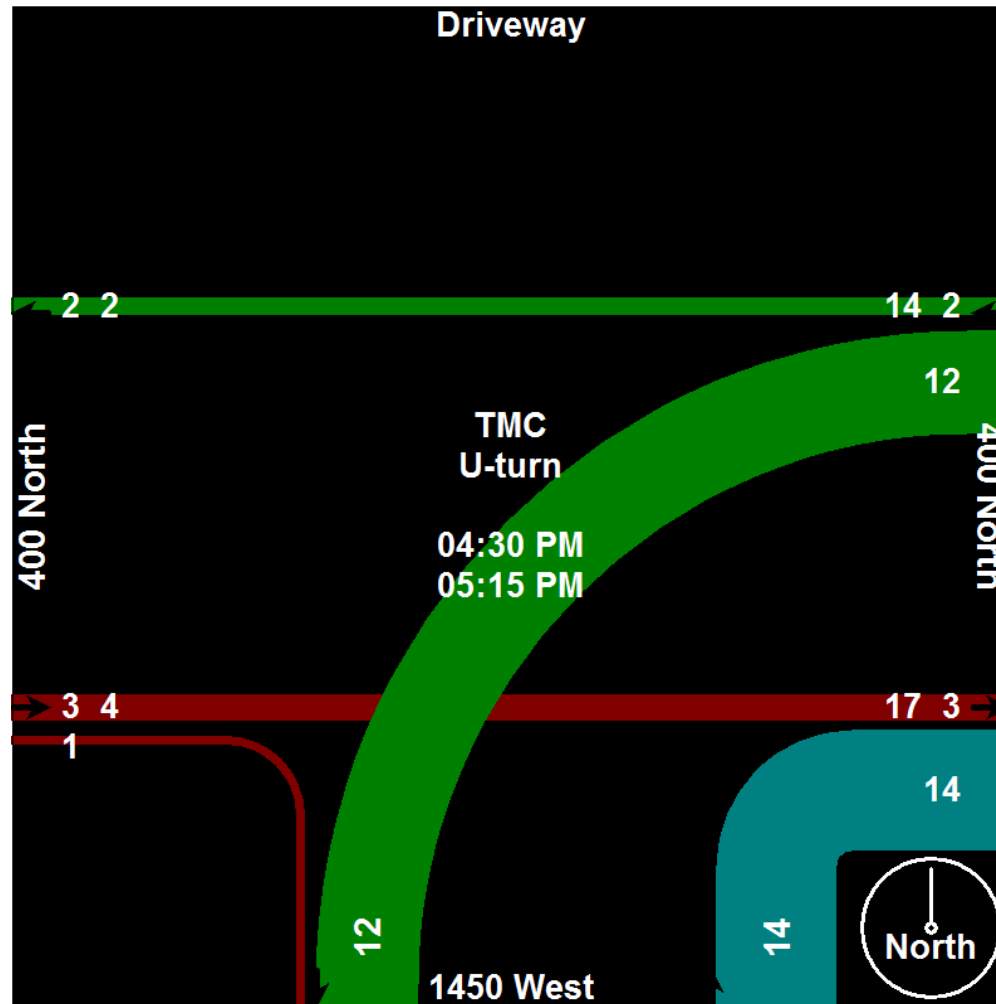
Then Click the Comments Tab

File Name : 400 North and 1450 West PM

Site Code : 00000000

Start Date : 10/23/2024

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File Name : Highgate Ave and 1100 West AM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 1

Groups Printed- TMC - Bike

	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	32	0	0	33	1	0	1	0	2	5	11	2	0	18	2	0	0	0	2	55
07:15 AM	0	34	0	0	34	1	0	2	0	3	4	14	1	0	19	0	0	1	0	1	57
07:30 AM	0	58	1	0	59	2	0	4	0	6	4	24	3	0	31	0	0	0	0	0	96
07:45 AM	1	52	1	0	54	0	0	0	0	0	0	38	2	0	40	4	0	0	0	4	98
Total	2	176	2	0	180	4	0	7	0	11	13	87	8	0	108	6	0	1	0	7	306
08:00 AM	0	42	1	0	43	0	0	1	0	1	1	37	2	0	40	0	0	0	0	0	84
08:15 AM	1	33	0	0	34	0	0	4	1	5	1	26	1	0	28	3	0	1	0	4	71
08:30 AM	1	28	1	0	30	0	0	2	0	2	5	27	2	0	34	1	0	0	0	1	67
08:45 AM	0	32	0	0	32	0	0	3	0	3	2	36	0	0	38	0	0	1	0	1	74
Total	2	135	2	0	139	0	0	10	1	11	9	126	5	0	140	4	0	2	0	6	296
Grand Total	4	311	4	0	319	4	0	17	1	22	22	213	13	0	248	10	0	3	0	13	602
Apprch %	1.3	97.5	1.3	0		18.2	0	77.3	4.5		8.9	85.9	5.2	0		76.9	0	23.1	0		
Total %	0.7	51.7	0.7	0	53	0.7	0	2.8	0.2	3.7	3.7	35.4	2.2	0	41.2	1.7	0	0.5	0	2.2	
TMC	4	310	4	0	318	4	0	17	1	22	22	213	13	0	248	9	0	3	0	12	600
% TMC	100	99.7	100	0	99.7	100	0	100	100	100	100	100	100	0	100	90	0	100	0	92.3	99.7
Bike	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Bike	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7.7	0.3

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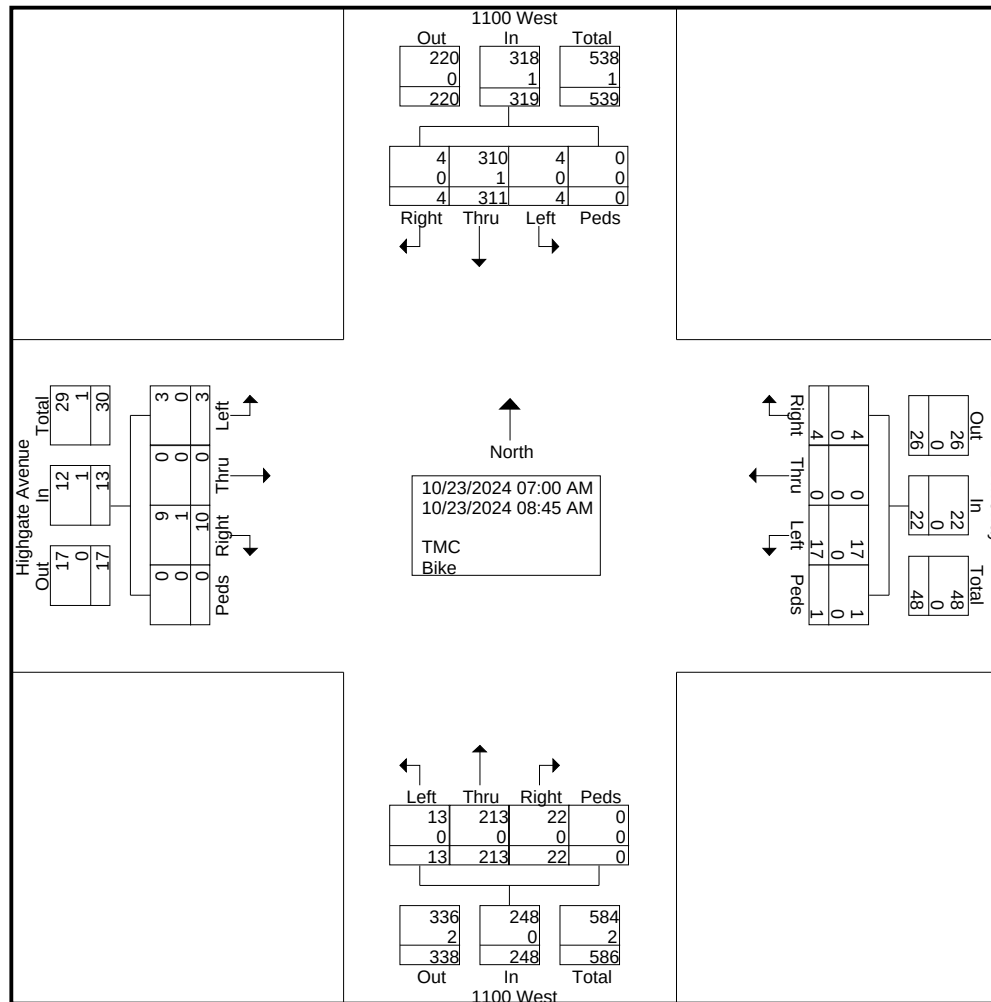
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File Name : Highgate Ave and 1100 West AM

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Start Date : 10/23/2024

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	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	58	1	0	59	2	0	4	0	6	4	24	3	0	31	0	0	0	0	0	96
07:45 AM	1	52	1	0	54	0	0	0	0	0	0	38	2	0	40	4	0	0	0	4	98
08:00 AM	0	42	1	0	43	0	0	1	0	1	1	37	2	0	40	0	0	0	0	0	84
08:15 AM	1	33	0	0	34	0	0	4	1	5	1	26	1	0	28	3	0	1	0	4	71
Total Volume	2	185	3	0	190	2	0	9	1	12	6	125	8	0	139	7	0	1	0	8	349
% App. Total	1.1	97.4	1.6	0		16.7	0	75	8.3		4.3	89.9	5.8	0		87.5	0	12.5	0		
PHF	.500	.797	.750	.000	.805	.250	.000	.563	.250	.500	.375	.822	.667	.000	.869	.438	.000	.250	.000	.500	.890
TMC	2	185	3	0	190	2	0	9	1	12	6	125	8	0	139	6	0	1	0	7	348
% TMC	100	100	100	0	100	100	0	100	100	100	100	100	100	0	100	85.7	0	100	0	87.5	99.7
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	0	0	0	12.5	0.3

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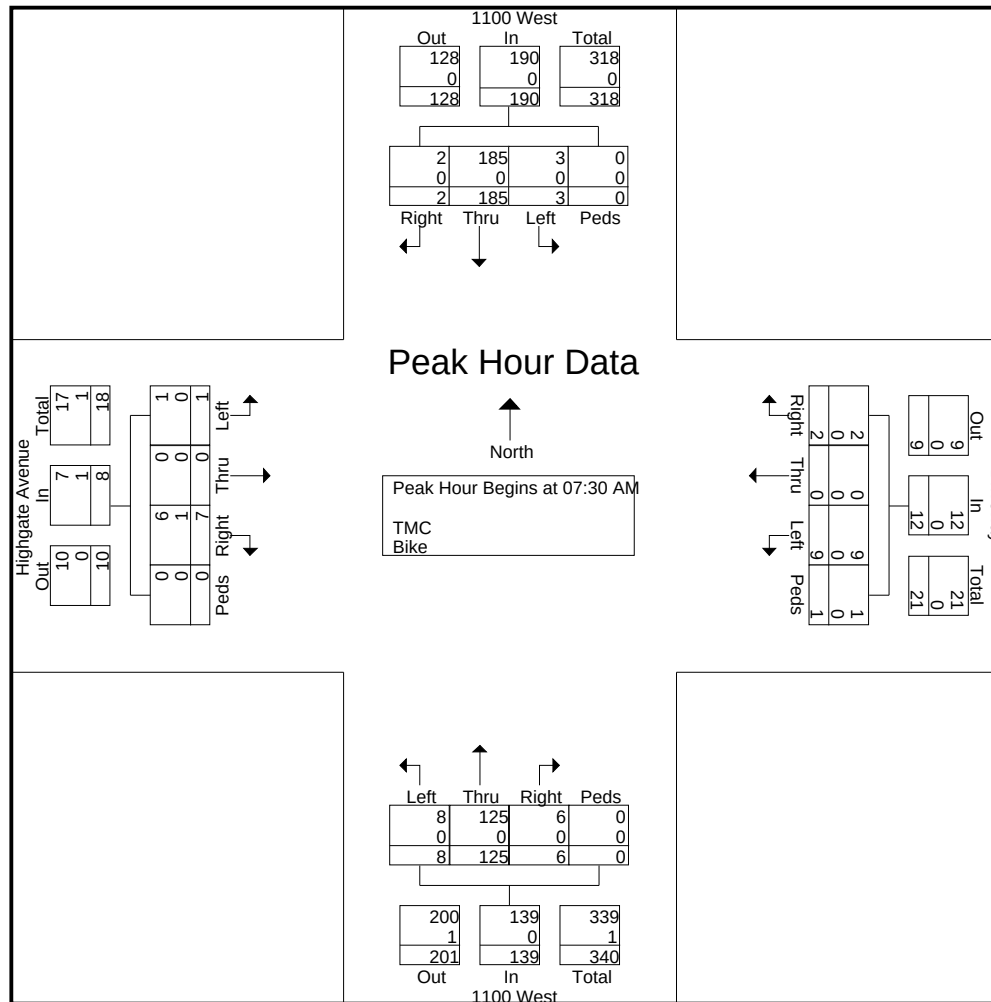
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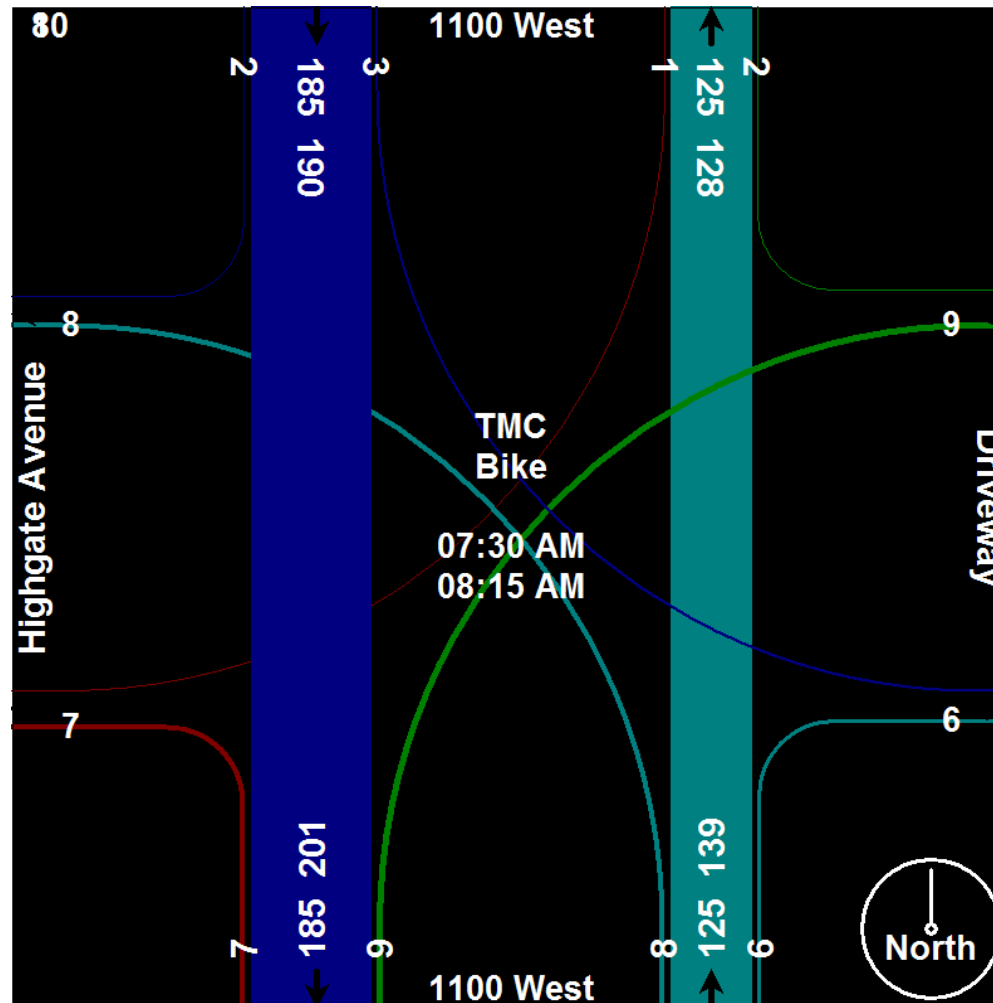
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	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:30 AM					07:45 AM					07:45 AM				
+0 mins.	0	34	0	0	34	2	0	4	0	6	0	38	2	0	40	4	0	0	0	4
+15 mins.	0	58	1	0	59	0	0	0	0	0	1	37	2	0	40	0	0	0	0	0
+30 mins.	1	52	1	0	54	0	0	1	0	1	1	26	1	0	28	3	0	1	0	4
+45 mins.	0	42	1	0	43	0	0	4	1	5	5	27	2	0	34	1	0	0	0	1
Total Volume	1	186	3	0	190	2	0	9	1	12	7	128	7	0	142	8	0	1	0	9
% App. Total	0.5	97.9	1.6	0		16.7	0	75	8.3		4.9	90.1	4.9	0		88.9	0	11.1	0	
PHF	.250	.802	.750	.000	.805	.250	.000	.563	.250	.500	.350	.842	.875	.000	.888	.500	.000	.250	.000	.563
TMC	1	186	3	0	190	2	0	9	1	12	7	128	7	0	142	7	0	1	0	8
% TMC	100	100	100	0	100	100	0	100	100	100	100	100	100	0	100	87.5	0	100	0	88.9
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0	0	11.1

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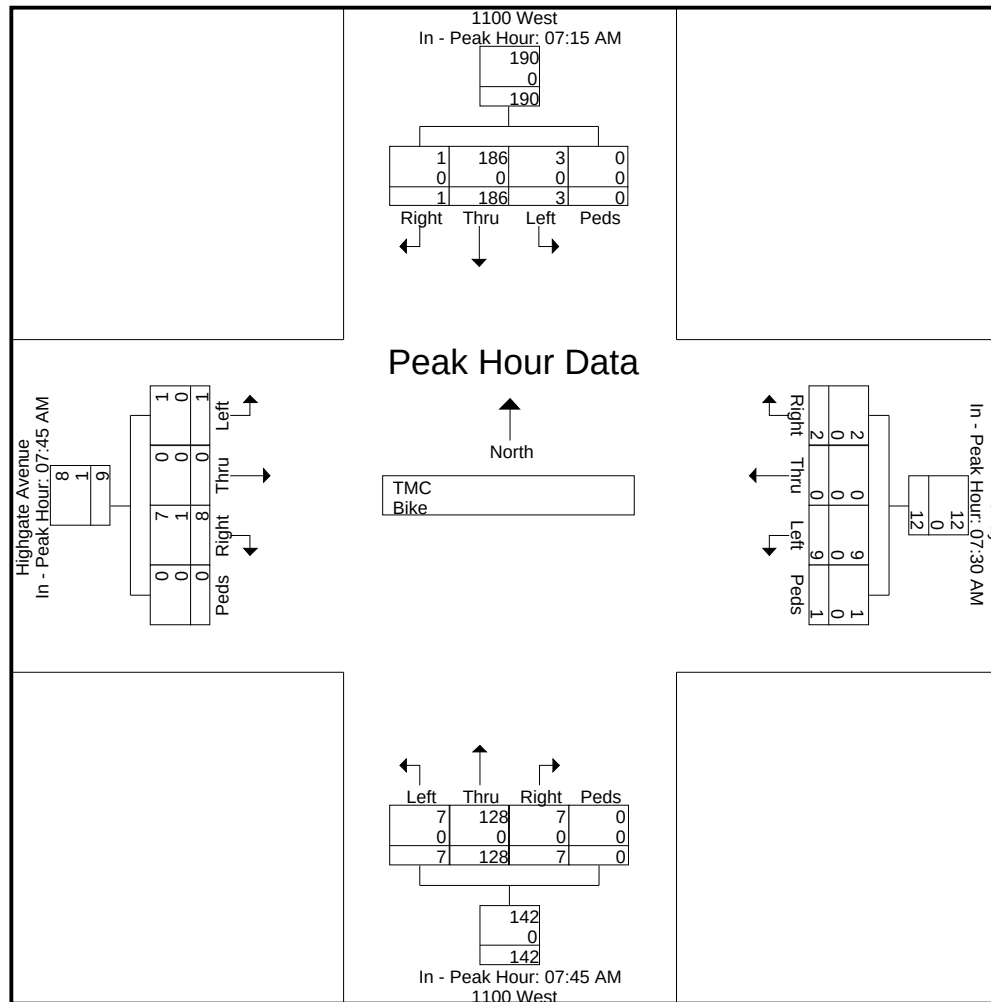
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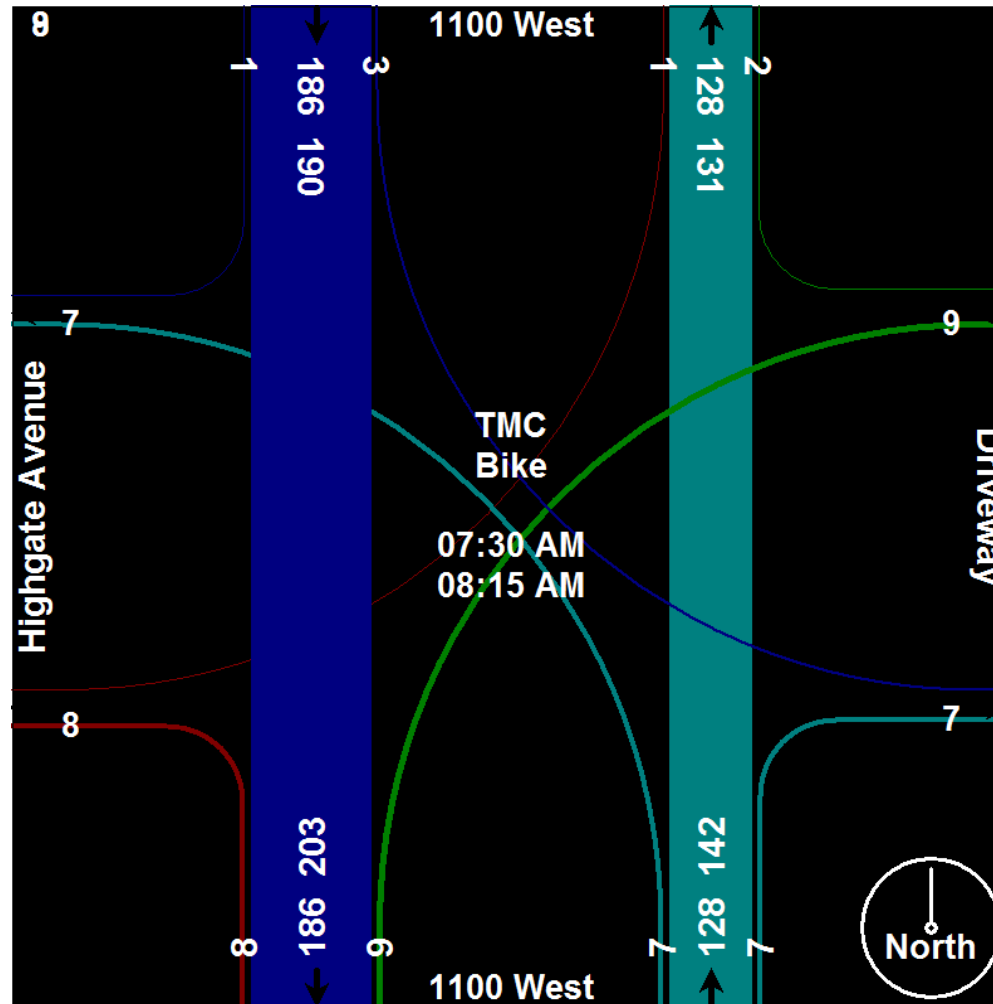
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Groups Printed- TMC - Bike

	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	30	0	0	31	3	0	5	0	8	0	51	2	0	53	1	0	0	0	1	93
04:15 PM	1	37	1	0	39	0	0	4	0	4	4	59	4	0	67	0	0	0	0	0	110
04:30 PM	2	35	0	0	37	2	0	3	0	5	0	59	1	0	60	2	0	0	0	2	104
04:45 PM	1	43	0	0	44	8	0	8	0	16	0	62	1	0	63	3	0	0	0	3	126
Total	5	145	1	0	151	13	0	20	0	33	4	231	8	0	243	6	0	0	0	6	433
05:00 PM	1	36	0	0	37	2	0	10	0	12	1	75	2	0	78	2	0	0	0	2	129
05:15 PM	0	36	0	0	36	0	0	4	0	4	0	68	1	0	69	6	0	2	0	8	117
05:30 PM	1	28	0	0	29	1	0	7	0	8	2	59	1	0	62	0	0	0	0	0	99
05:45 PM	0	29	1	0	30	5	0	5	0	10	1	55	3	0	59	1	0	0	0	1	100
Total	2	129	1	0	132	8	0	26	0	34	4	257	7	0	268	9	0	2	0	11	445
Grand Total	7	274	2	0	283	21	0	46	0	67	8	488	15	0	511	15	0	2	0	17	878
Apprch %	2.5	96.8	0.7	0		31.3	0	68.7	0		1.6	95.5	2.9	0		88.2	0	11.8	0		
Total %	0.8	31.2	0.2	0	32.2	2.4	0	5.2	0	7.6	0.9	55.6	1.7	0	58.2	1.7	0	0.2	0	1.9	
TMC	7	273	2	0	282	21	0	45	0	66	8	486	15	0	509	15	0	2	0	17	874
% TMC	100	99.6	100	0	99.6	100	0	97.8	0	98.5	100	99.6	100	0	99.6	100	0	100	0	100	99.5
Bike	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
% Bike	0	0.4	0	0	0.4	0	0	2.2	0	1.5	0	0.4	0	0	0.4	0	0	0	0	0	0.5

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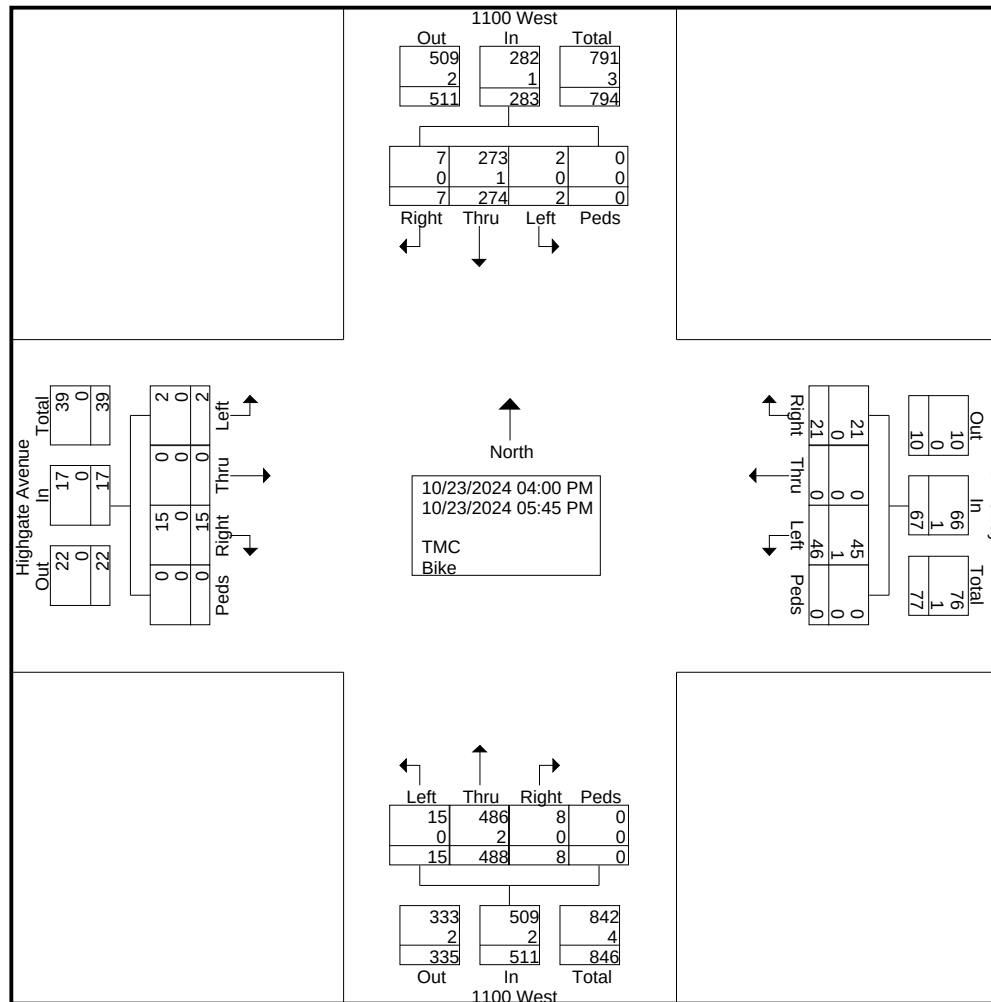
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File Name : Highgate Ave and 1100 West PM
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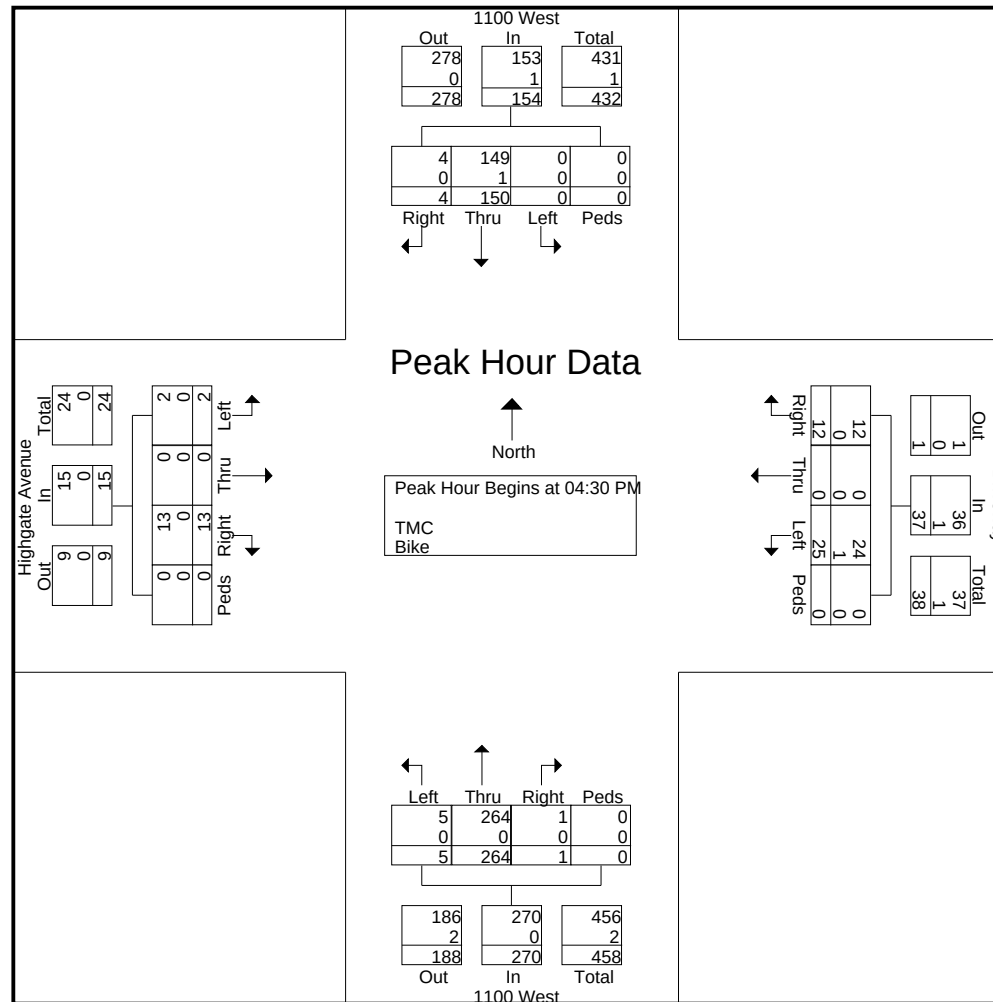
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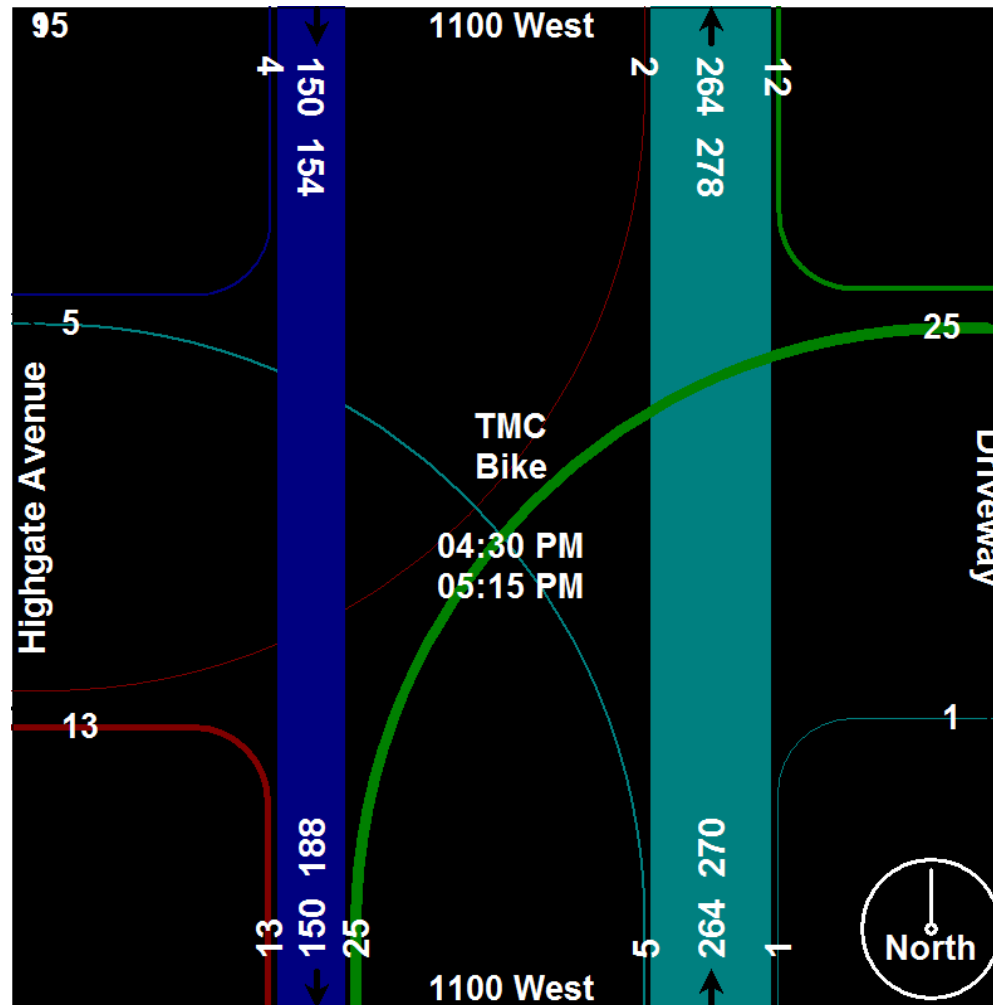
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File Name : Highgate Ave and 1100 West PM

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Page No : 6

	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:45 PM					04:45 PM					04:30 PM				
+0 mins.	1	37	1	0	39	8	0	8	0	16	0	62	1	0	63	2	0	0	0	2
+15 mins.	2	35	0	0	37	2	0	10	0	12	1	75	2	0	78	3	0	0	0	3
+30 mins.	1	43	0	0	44	0	0	4	0	4	0	68	1	0	69	2	0	0	0	2
+45 mins.	1	36	0	0	37	1	0	7	0	8	2	59	1	0	62	6	0	2	0	8
Total Volume	5	151	1	0	157	11	0	29	0	40	3	264	5	0	272	13	0	2	0	15
% App. Total	3.2	96.2	0.6	0		27.5	0	72.5	0		1.1	97.1	1.8	0		86.7	0	13.3	0	
PHF	.625	.878	.250	.000	.892	.344	.000	.725	.000	.625	.375	.880	.625	.000	.872	.542	.000	.250	.000	.469
TMC	5	150	1	0	156	11	0	28	0	39	3	263	5	0	271	13	0	2	0	15
% TMC	100	99.3	100	0	99.4	100	0	96.6	0	97.5	100	99.6	100	0	99.6	100	0	100	0	100
Bike	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0
% Bike	0	0.7	0	0	0.6	0	0	3.4	0	2.5	0	0.4	0	0	0.4	0	0	0	0	0

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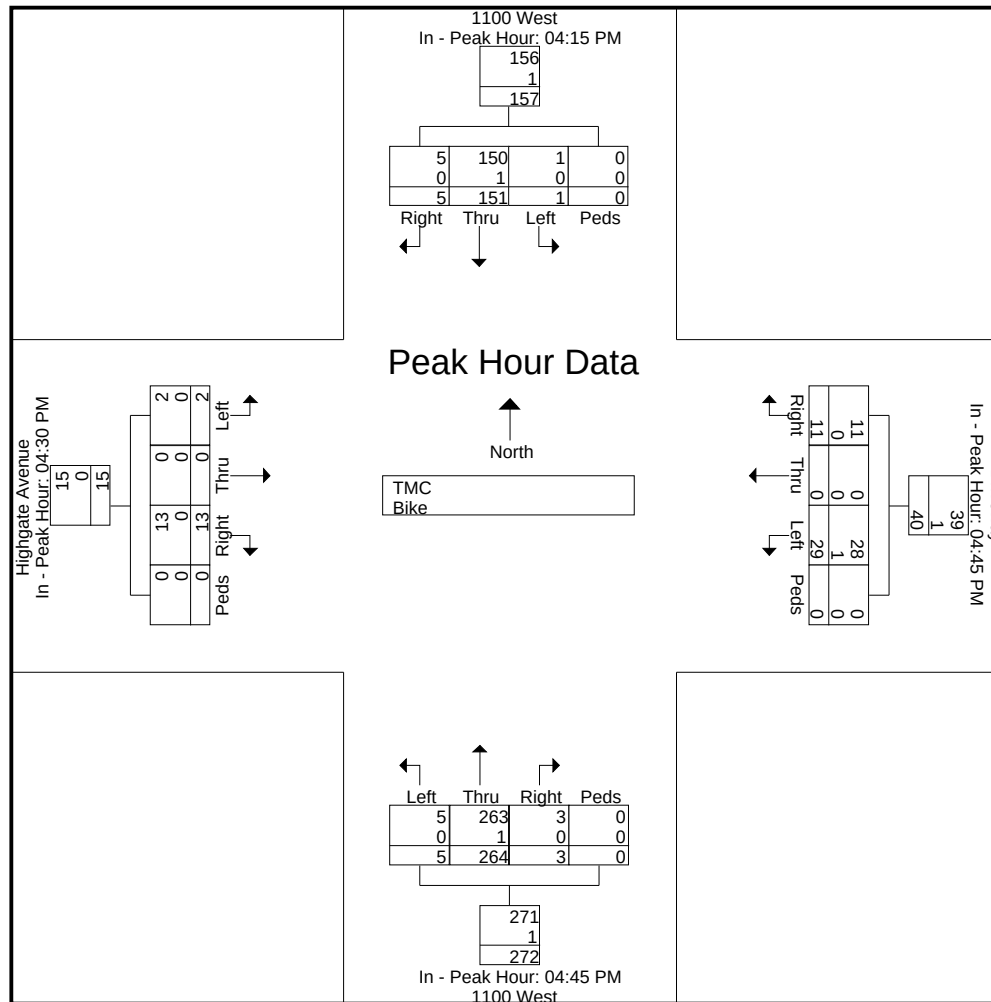
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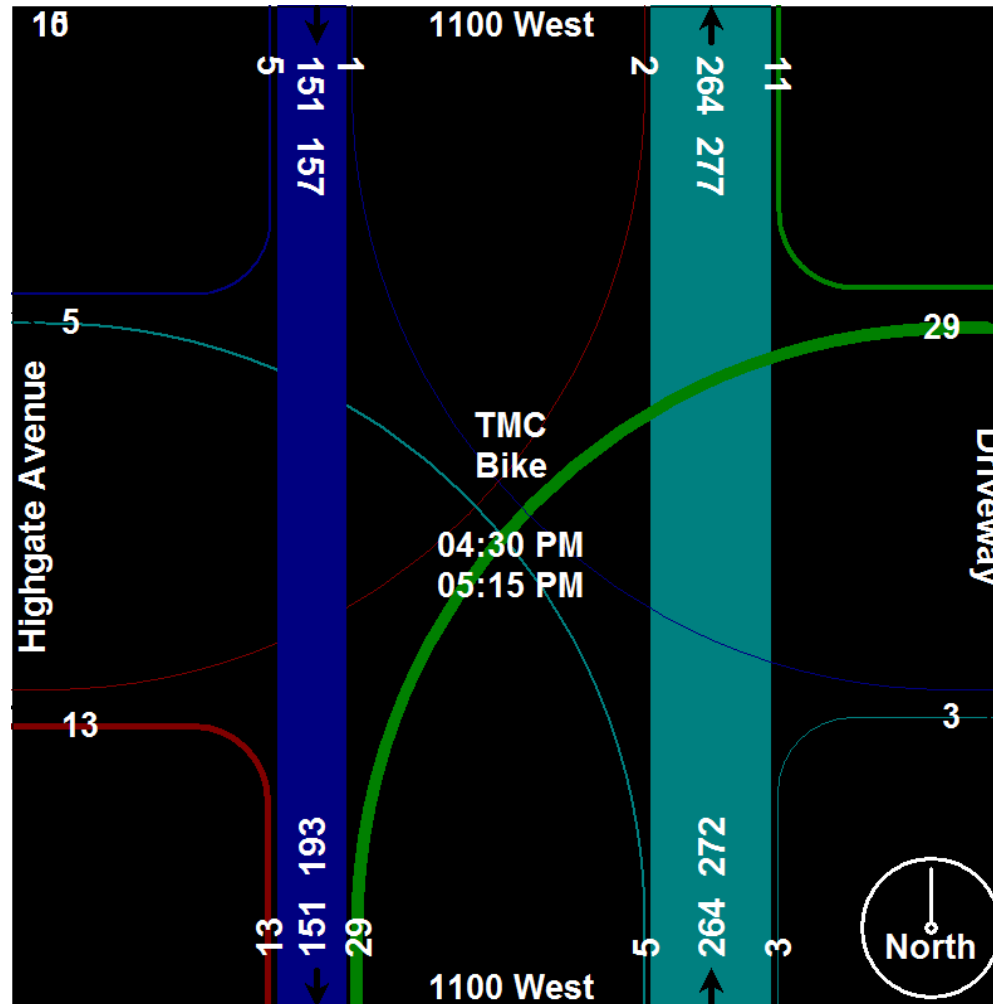
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File Name : Highgate Ave and 1100 West PM

Site Code : 00000000

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File Name : Millbridge Lane and 1100 West AM
Site Code : 00000000
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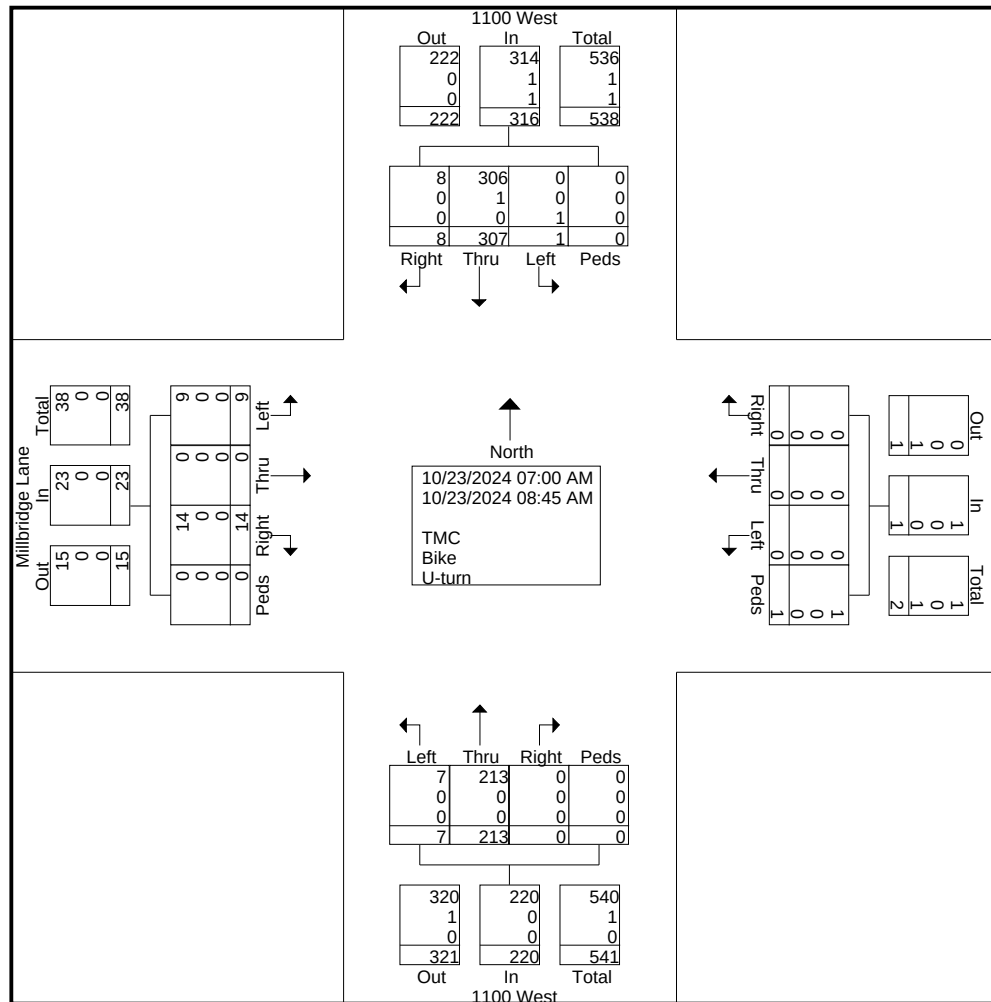
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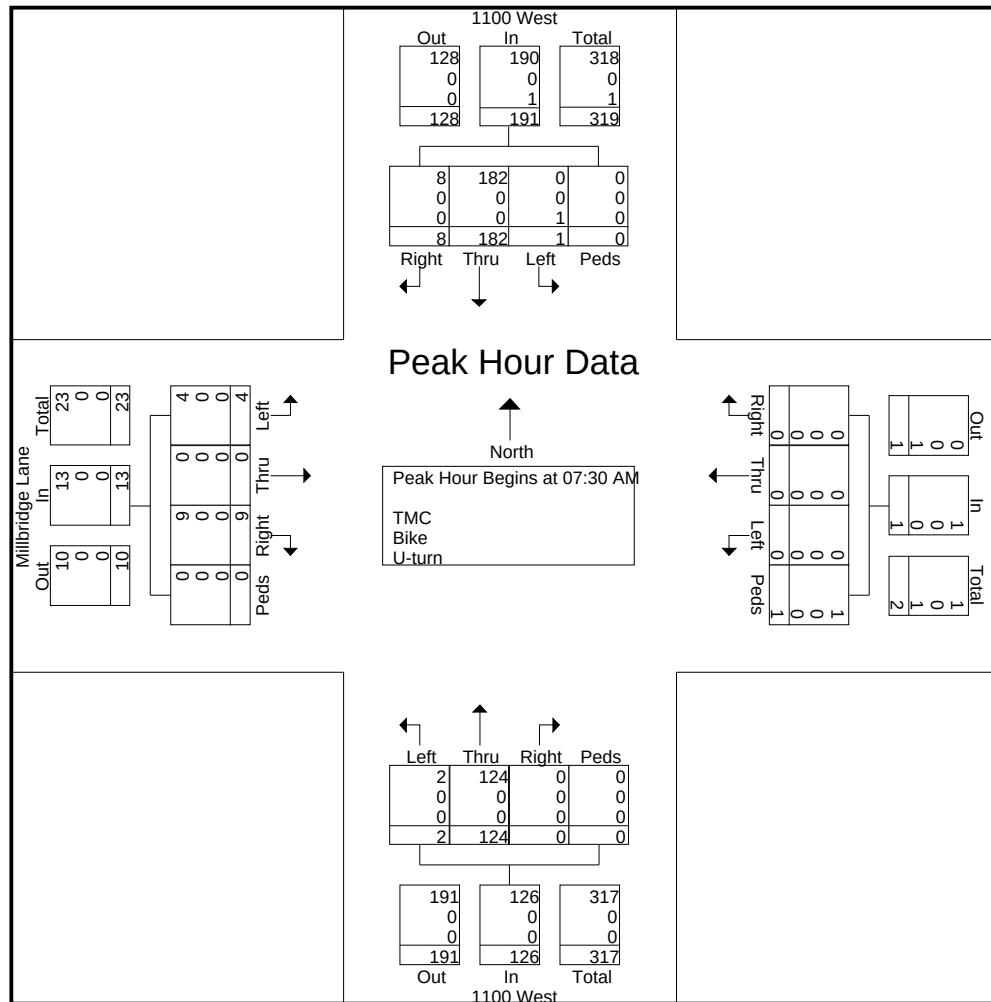
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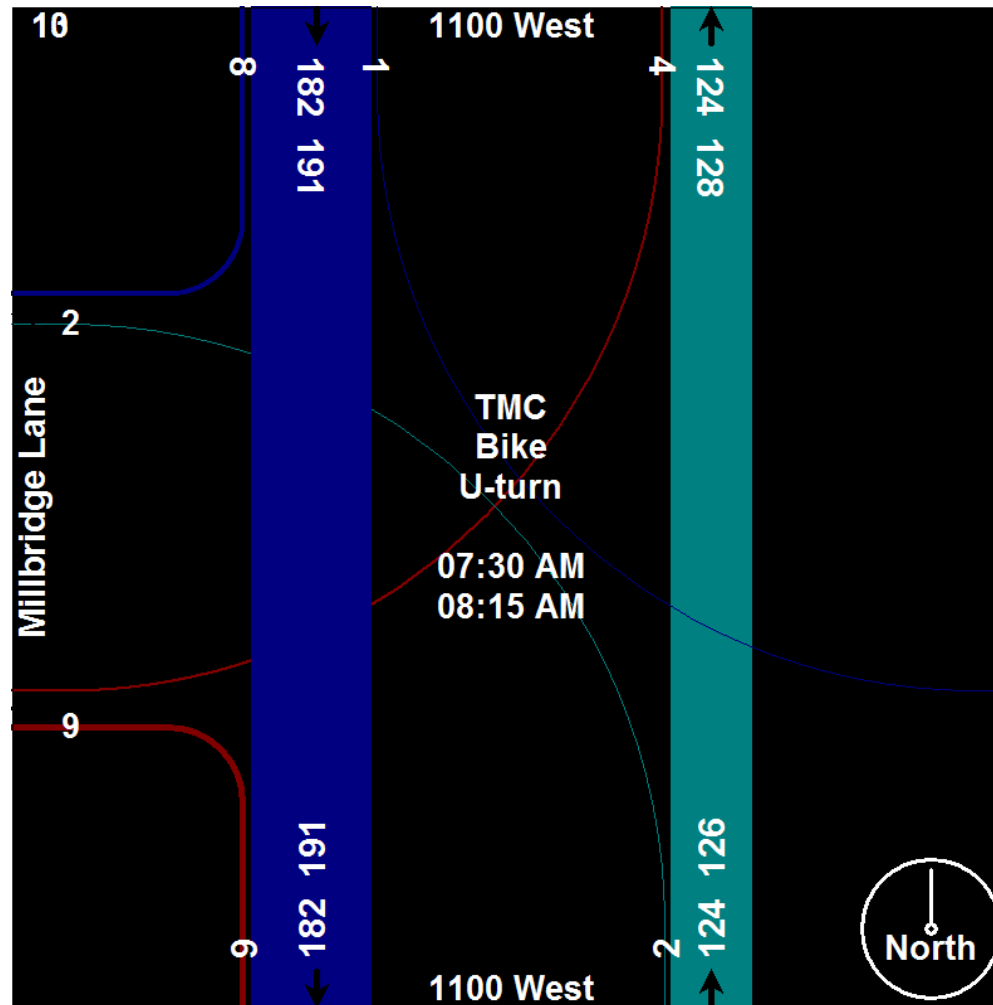
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File Name : Millbridge Lane and 1100 West AM

Site Code : 00000000

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	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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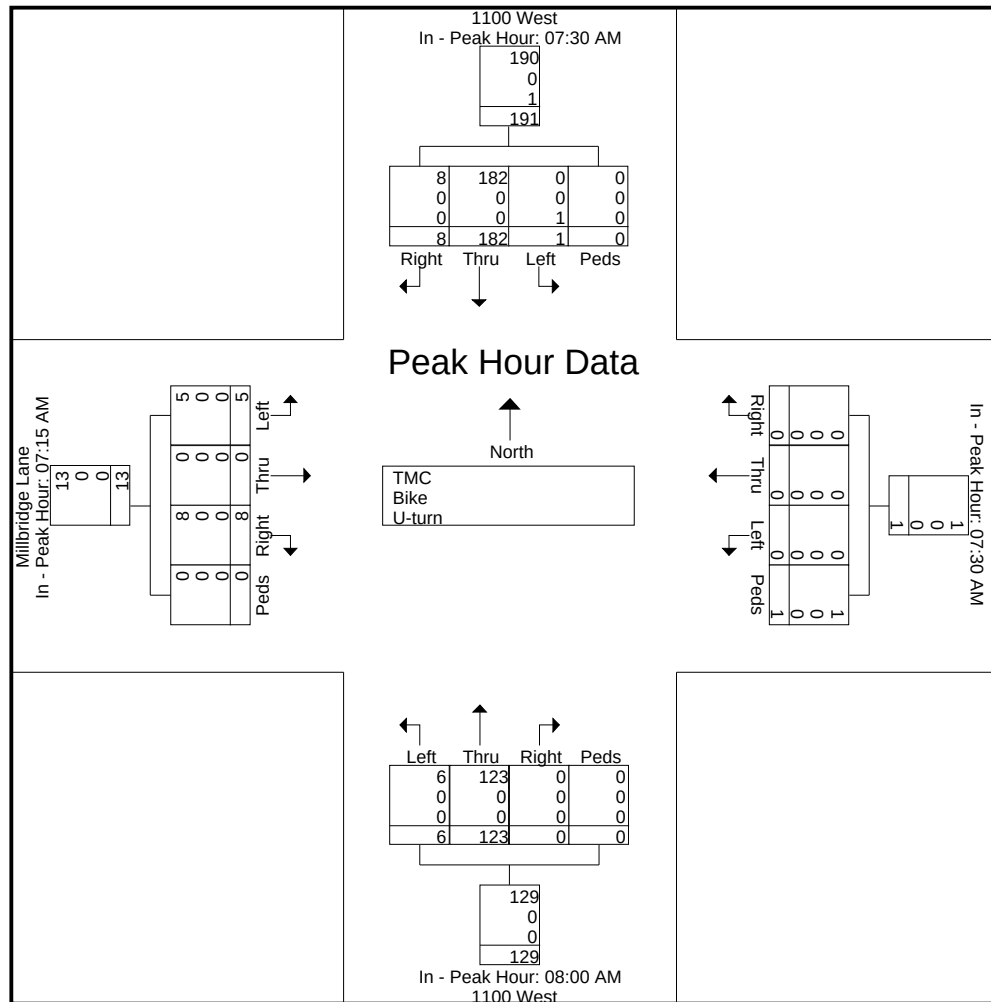
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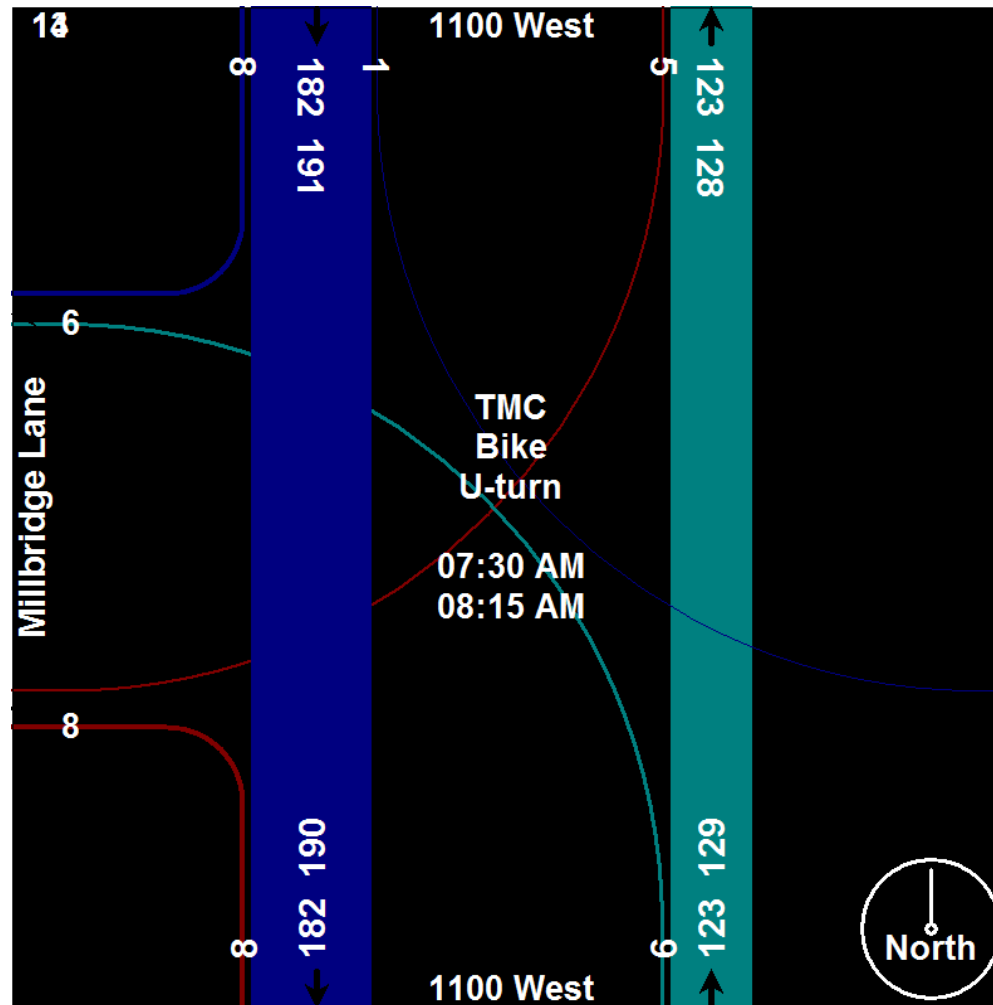
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Groups Printed- TMC - Bike

	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	31	0	1	34	0	0	0	0	0	0	54	2	0	56	3	0	0	0	3	93
04:15 PM	0	38	0	0	38	0	0	0	0	0	0	55	2	0	57	1	0	1	0	2	97
04:30 PM	2	34	0	0	36	0	0	0	0	0	0	61	3	0	64	1	0	0	0	1	101
04:45 PM	1	41	0	0	42	0	0	0	0	0	0	68	3	0	71	3	0	0	0	3	116
Total	5	144	0	1	150	0	0	0	0	0	0	238	10	0	248	8	0	1	0	9	407
05:00 PM	1	35	0	0	36	0	0	0	0	0	0	73	2	0	75	3	0	0	0	3	114
05:15 PM	0	34	0	0	34	0	0	0	0	0	0	70	3	0	73	2	0	1	0	3	110
05:30 PM	0	29	0	0	29	0	0	0	0	0	0	60	1	0	61	0	0	0	0	0	90
05:45 PM	0	30	0	0	30	0	0	0	0	0	0	59	1	0	60	1	0	2	0	3	93
Total	1	128	0	0	129	0	0	0	0	0	0	262	7	0	269	6	0	3	0	9	407
Grand Total	6	272	0	1	279	0	0	0	0	0	0	500	17	0	517	14	0	4	0	18	814
Apprch %	2.2	97.5	0	0.4		0	0	0	0		0	96.7	3.3	0		77.8	0	22.2	0		
Total %	0.7	33.4	0	0.1	34.3	0	0	0	0	0	0	61.4	2.1	0	63.5	1.7	0	0.5	0	2.2	
TMC	6	271	0	1	278	0	0	0	0	0	0	498	17	0	515	14	0	4	0	18	811
% TMC	100	99.6	0	100	99.6	0	0	0	0	0	0	99.6	100	0	99.6	100	0	100	0	100	99.6
Bike	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Bike	0	0.4	0	0	0.4	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.4

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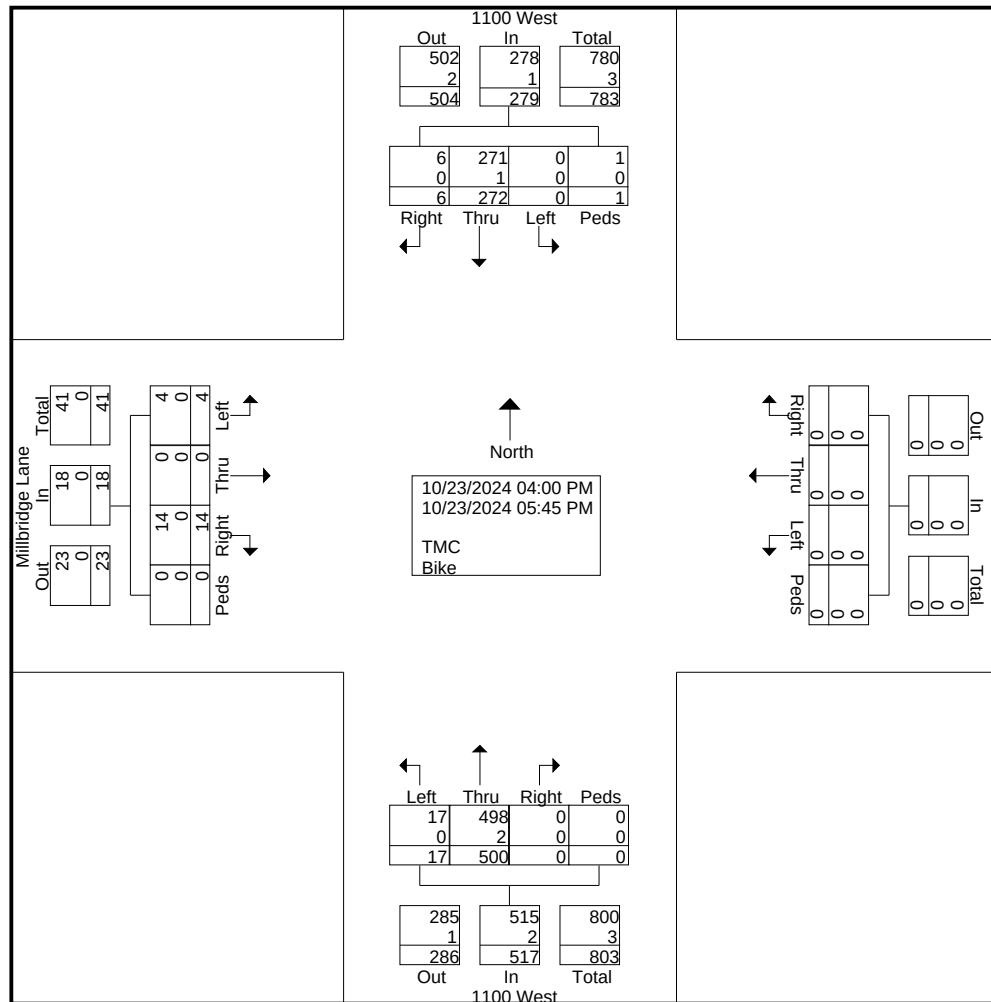
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West PM

Site Code : 00000000

Start Date : 10/23/2024

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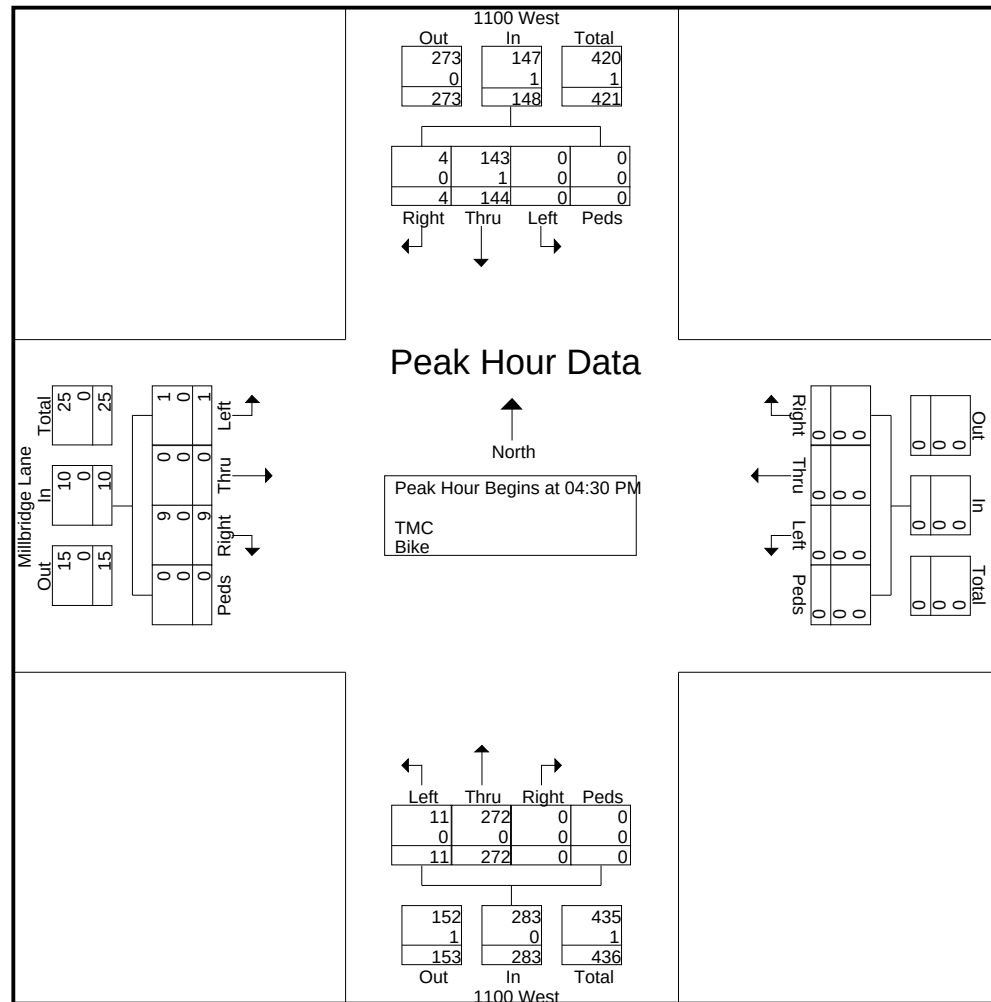
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File Name : Millbridge Lane and 1100 West PM

Site Code : 00000000

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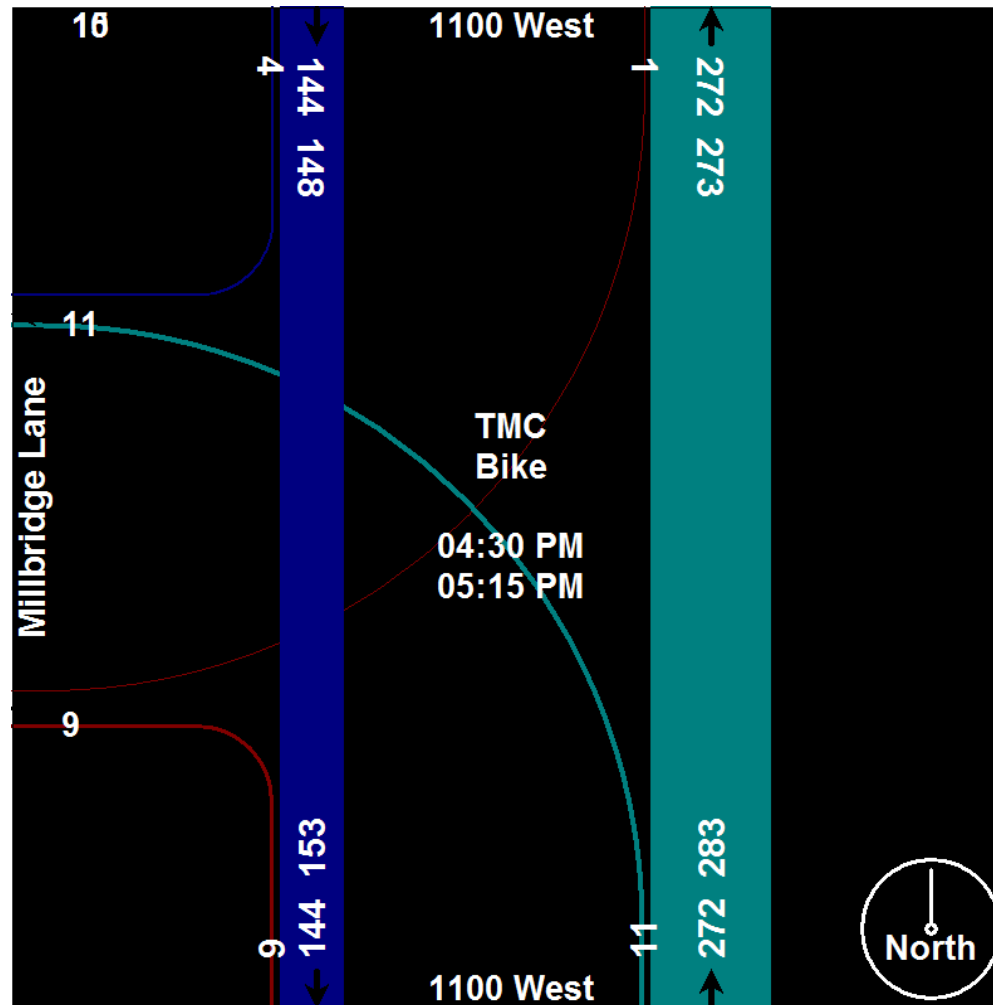
Then Click the Comments Tab

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File Name : Millbridge Lane and 1100 West PM

Site Code : 00000000

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Page No : 6

	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible][illegible]

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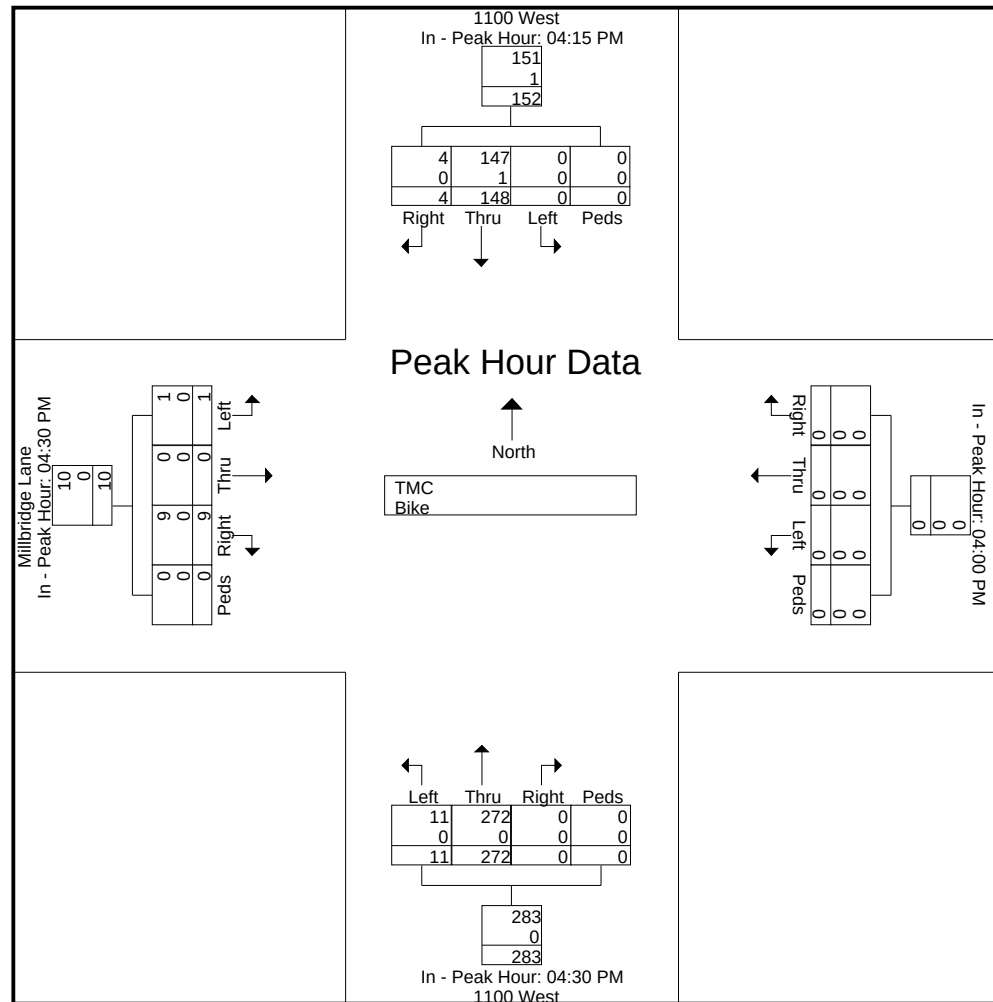
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File Name : Millbridge Lane and 1100 West PM

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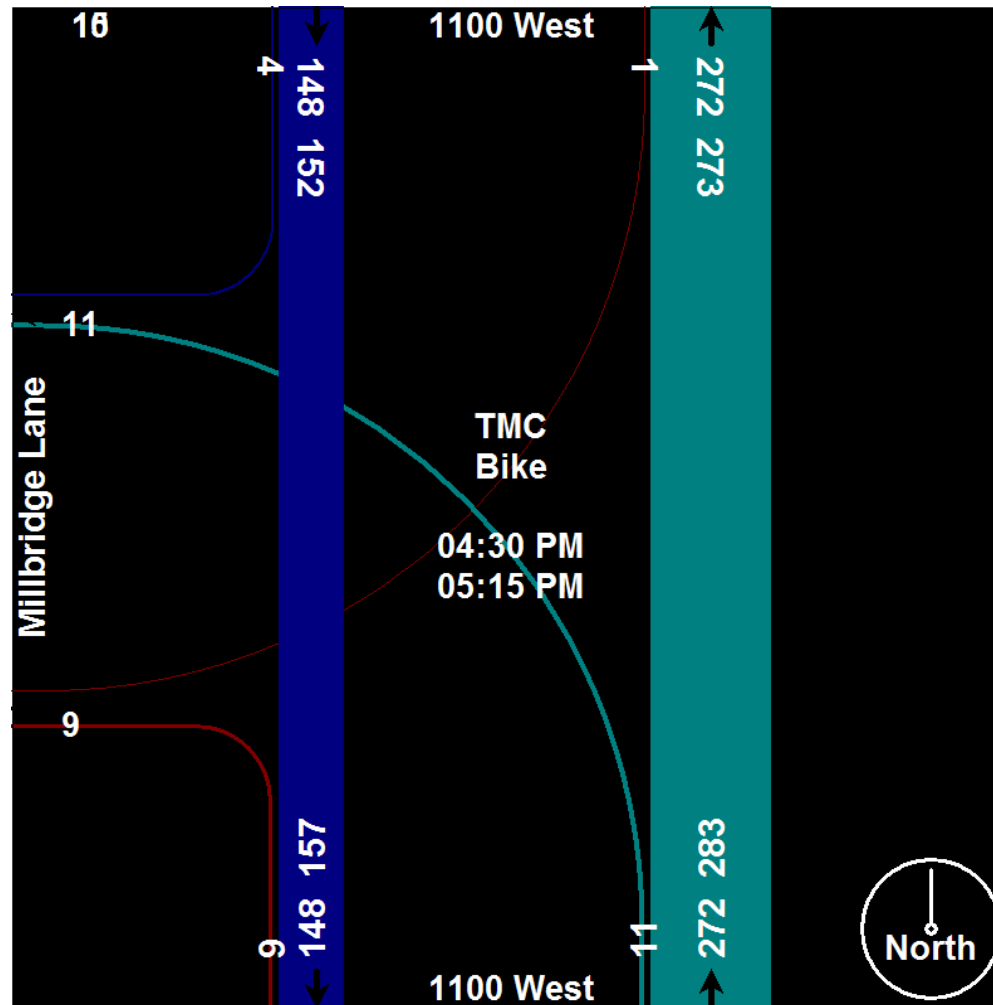
Then Click the Comments Tab

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Groups Printed- TMC - Bike

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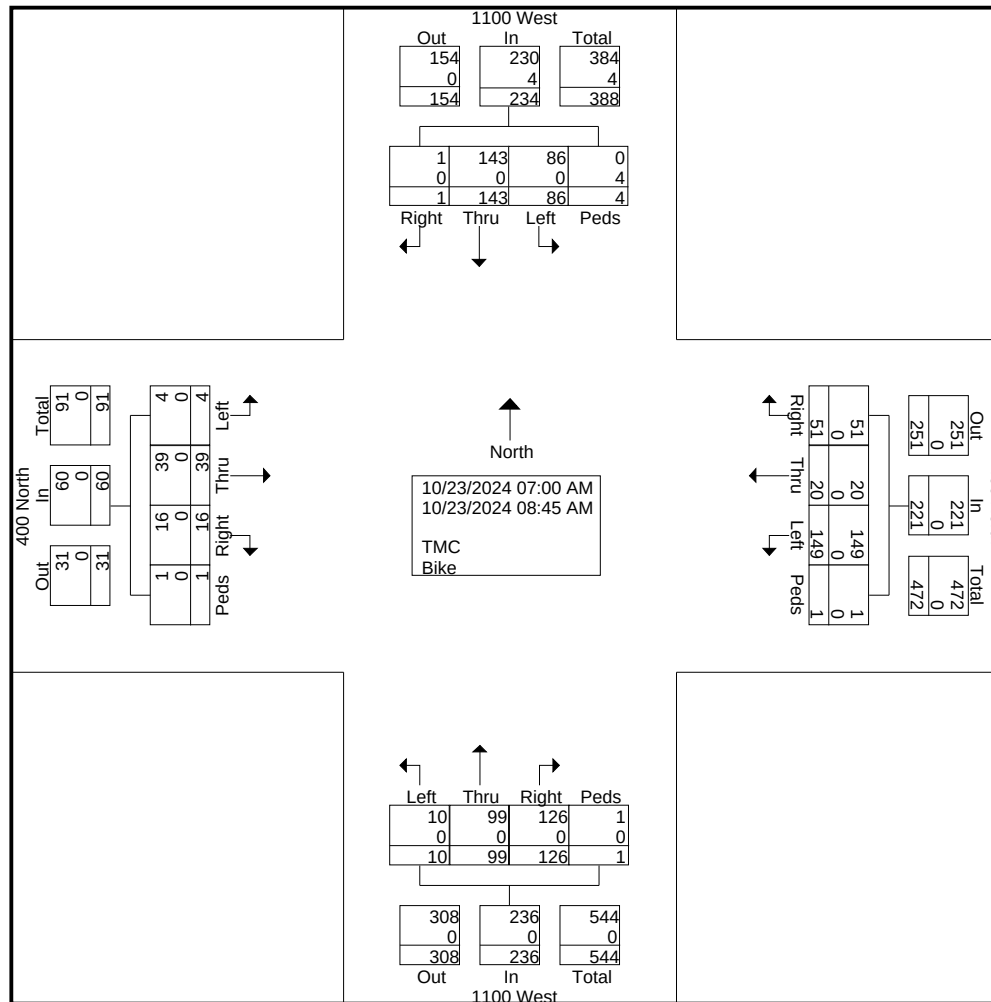
Then Click the Comments Tab

File Name : 400 North and 1100 West AM

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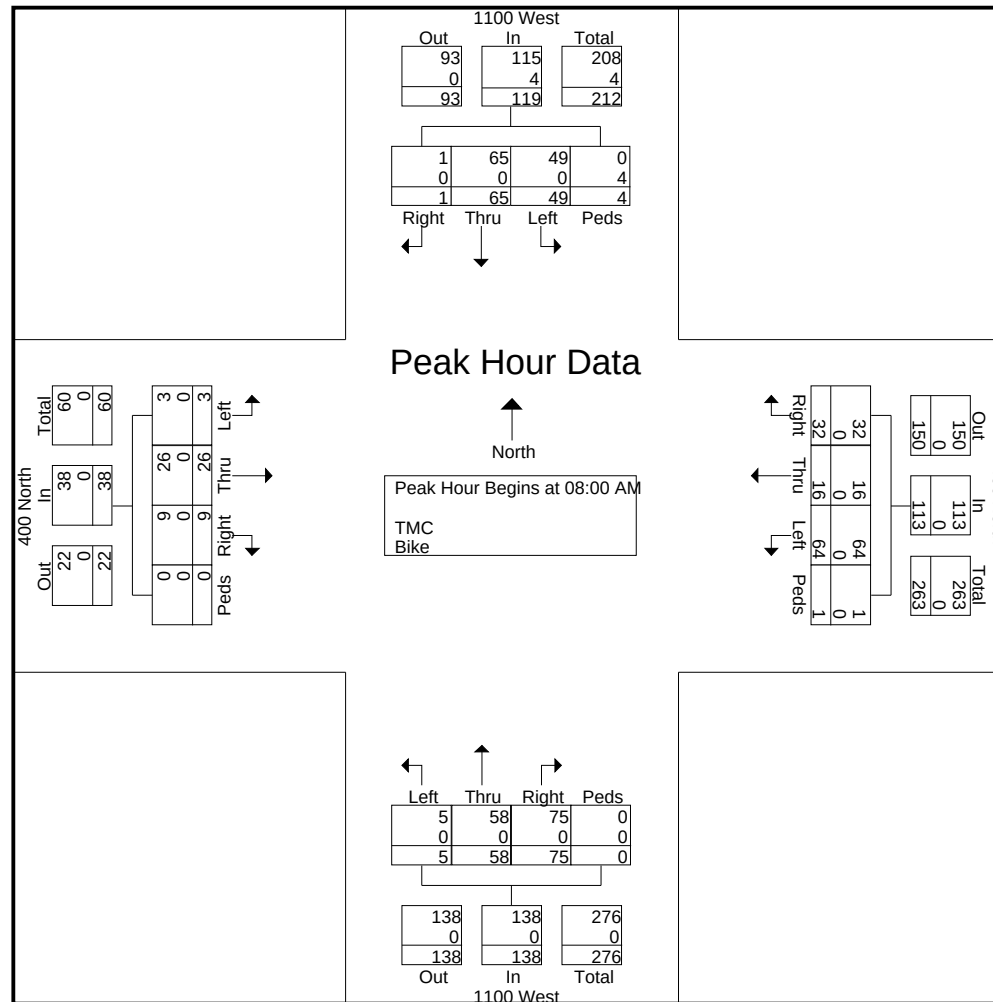
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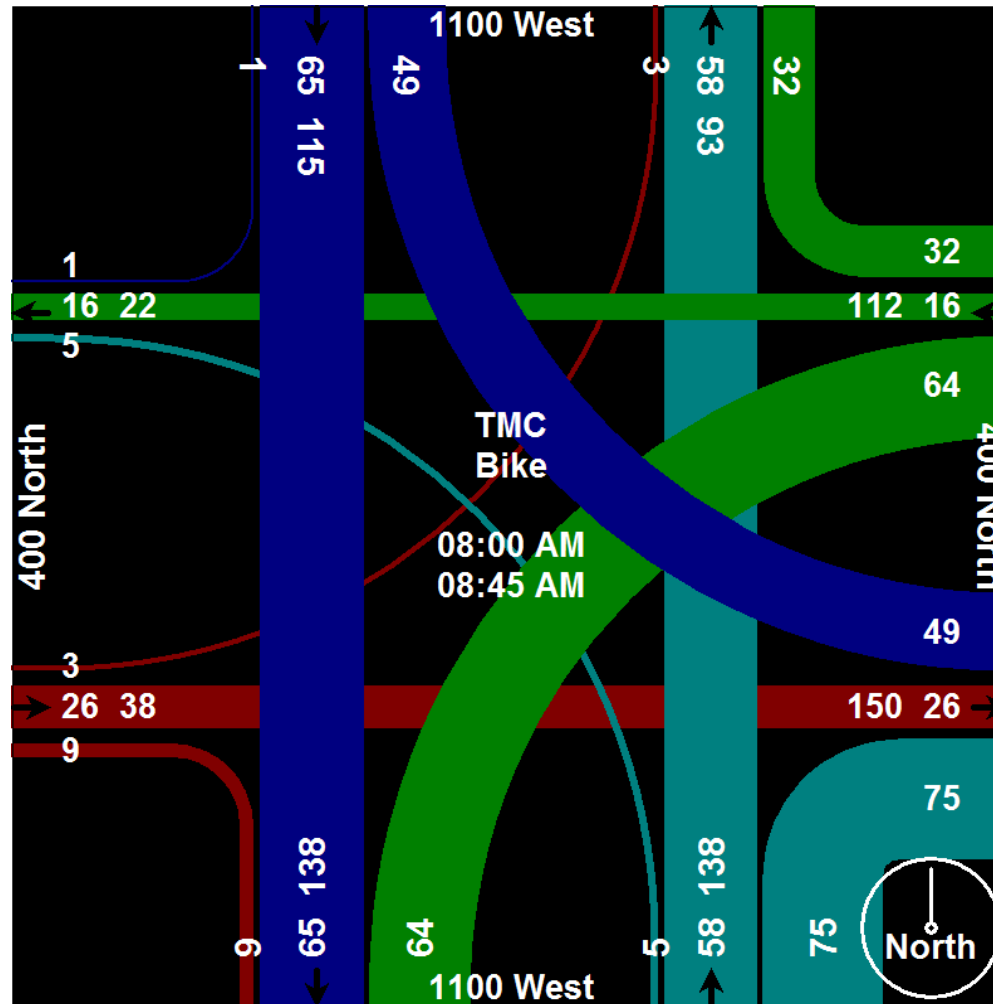
Then Click the Comments Tab

File Name : 400 North and 1100 West AM

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Page No : 6

	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:	07:15 AM					07:15 AM					07:45 AM					08:00 AM				
+0 mins.	0	15	10	0	25	9	0	14	0	23	23	17	3	0	43	2	3	1	0	6
+15 mins.	0	25	12	0	37	5	2	31	0	38	20	20	0	0	40	1	7	1	0	9
+30 mins.	0	20	13	0	33	1	0	28	0	29	15	11	0	0	26	3	9	1	0	13
+45 mins.	0	27	6	2	35	4	3	20	0	27	20	11	1	0	32	3	7	0	0	10
Total Volume	0	87	41	2	130	19	5	93	0	117	78	59	4	0	141	9	26	3	0	38
% App. Total	0	66.9	31.5	1.5		16.2	4.3	79.5	0		55.3	41.8	2.8	0		23.7	68.4	7.9	0	
PHF	.000	.806	.788	.250	.878	.528	.417	.750	.000	.770	.848	.738	.333	.000	.820	.750	.722	.750	.000	.731
TMC	0	87	41	0	128	19	5	93	0	117	78	59	4	0	141	9	26	3	0	38
% TMC	0	100	100	0	98.5	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100
Bike	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike	0	0	0	100	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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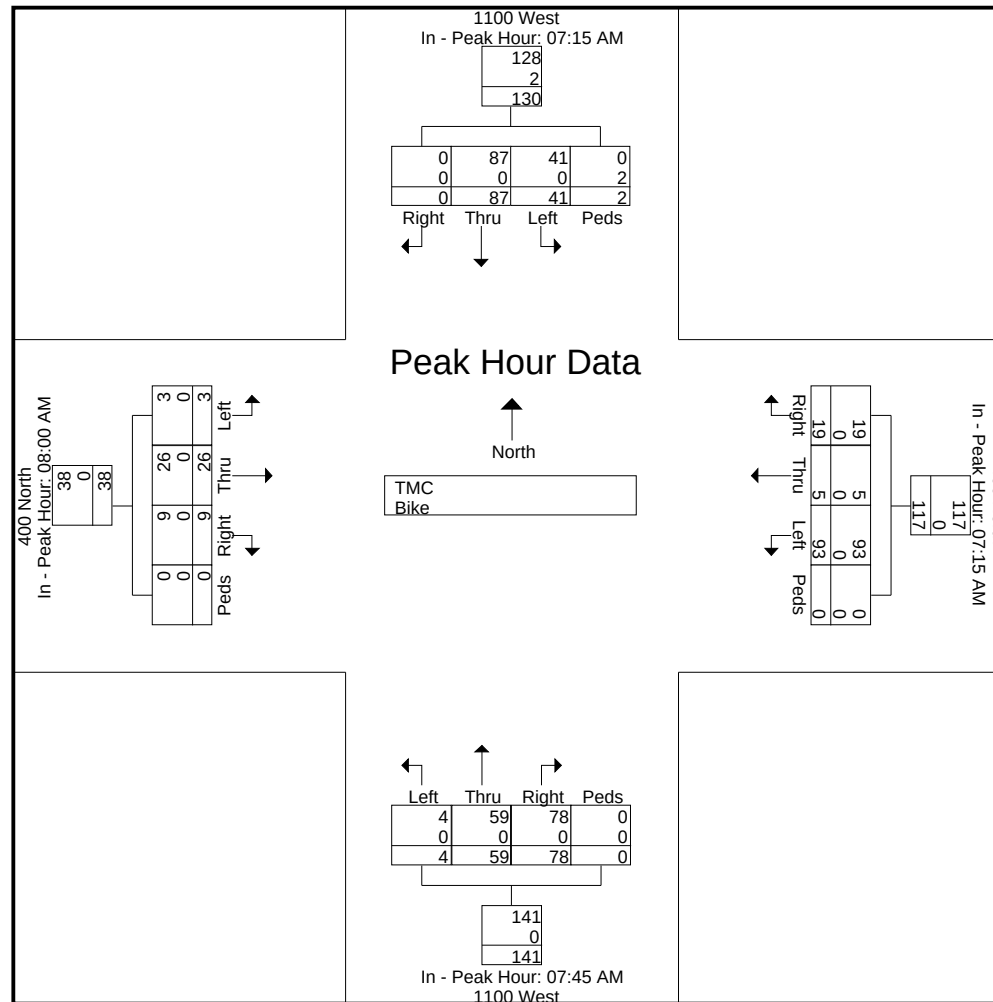
Then Click the Comments Tab

File Name : 400 North and 1100 West AM

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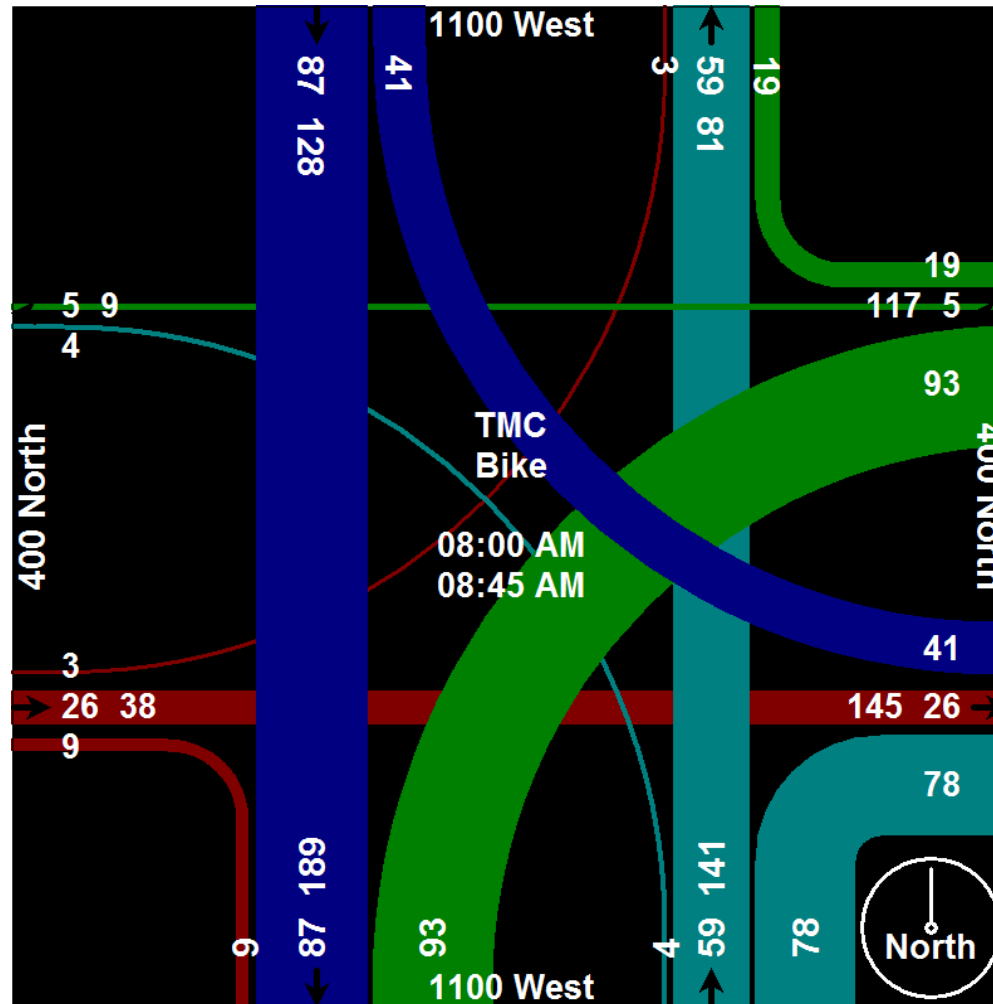
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Site Code : 00000000

Start Date : 10/23/2024

Page No : 1

Groups Printed- TMC - Bike

	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	19	15	0	35	8	4	13	0	25	21	28	2	0	51	0	5	0	0	5	116
04:15 PM	0	19	7	0	26	16	4	17	0	37	28	27	4	0	59	2	6	2	0	10	132
04:30 PM	0	19	10	0	29	7	5	16	0	28	22	32	3	0	57	2	4	1	0	7	121
04:45 PM	2	22	17	0	41	17	7	19	0	43	39	29	3	0	71	3	7	1	0	11	166
Total	3	79	49	0	131	48	20	65	0	133	110	116	12	0	238	7	22	4	0	33	535
05:00 PM	1	21	12	0	34	10	6	21	0	37	29	44	2	0	75	1	2	1	0	4	150
05:15 PM	2	14	12	0	28	11	6	19	0	36	35	32	4	0	71	1	7	2	0	10	145
05:30 PM	0	14	17	0	31	10	3	14	0	27	21	37	3	0	61	2	8	0	0	10	129
05:45 PM	0	9	15	0	24	11	9	19	0	39	29	31	2	0	62	1	5	0	0	6	131
Total	3	58	56	0	117	42	24	73	0	139	114	144	11	0	269	5	22	3	0	30	555
Grand Total	6	137	105	0	248	90	44	138	0	272	224	260	23	0	507	12	44	7	0	63	1090
Apprch %	2.4	55.2	42.3	0		33.1	16.2	50.7	0		44.2	51.3	4.5	0		19	69.8	11.1	0		
Total %	0.6	12.6	9.6	0	22.8	8.3	4	12.7	0	25	20.6	23.9	2.1	0	46.5	1.1	4	0.6	0	5.8	
TMC	6	137	104	0	247	90	44	136	0	270	224	257	23	0	504	12	44	7	0	63	1084
% TMC	100	100	99	0	99.6	100	100	98.6	0	99.3	100	98.8	100	0	99.4	100	100	100	0	100	99.4
Bike	0	0	1	0	1	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	6
% Bike	0	0	1	0	0.4	0	0	1.4	0	0.7	0	1.2	0	0	0.6	0	0	0	0	0	0.6

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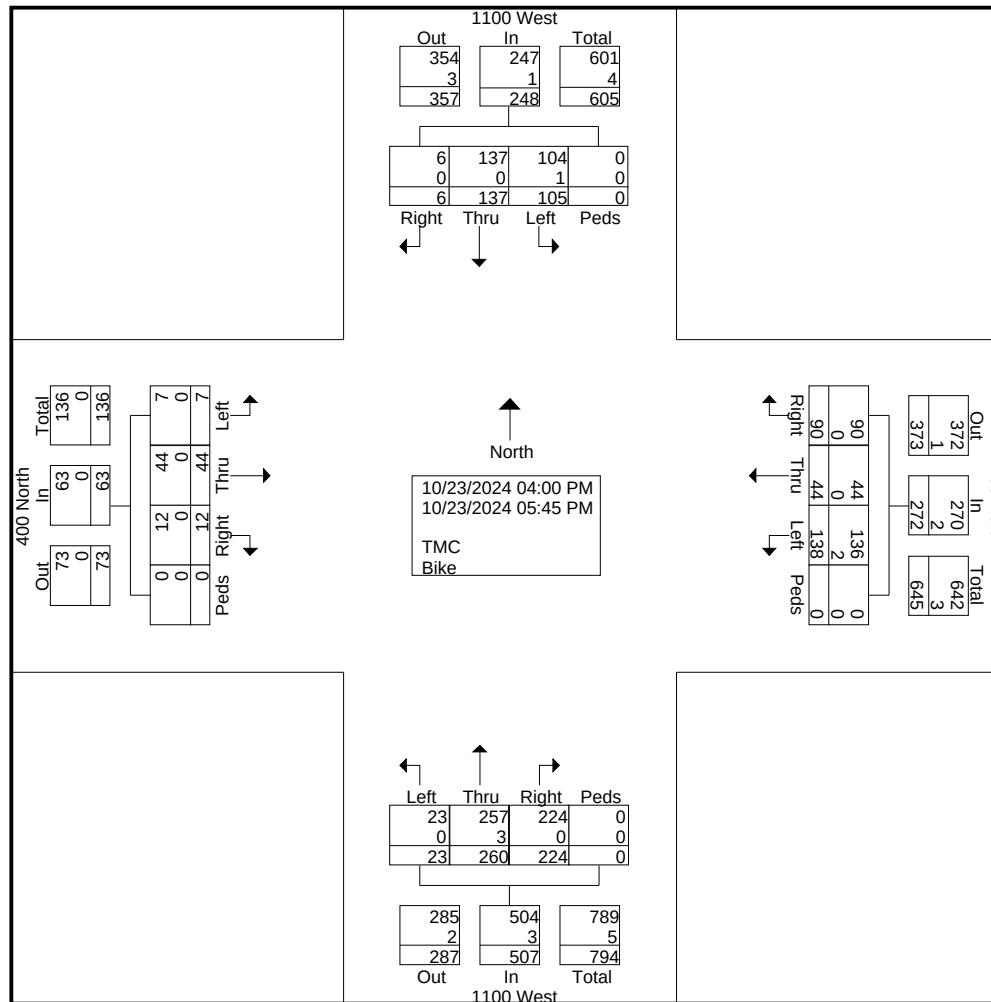
Then Click the Comments Tab

File Name : 400 North and 1100 West PM

Site Code : 00000000

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File Name : 400 North and 1100 West PM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 3

	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	22	17	0	41	17	7	19	0	43	39	29	3	0	71	3	7	1	0	11	166
05:00 PM	1	21	12	0	34	10	6	21	0	37	29	44	2	0	75	1	2	1	0	4	150
05:15 PM	2	14	12	0	28	11	6	19	0	36	35	32	4	0	71	1	7	2	0	10	145
05:30 PM	0	14	17	0	31	10	3	14	0	27	21	37	3	0	61	2	8	0	0	10	129
Total Volume	5	71	58	0	134	48	22	73	0	143	124	142	12	0	278	7	24	4	0	35	590
% App. Total	3.7	53	43.3	0		33.6	15.4	51	0		44.6	51.1	4.3	0		20	68.6	11.4	0		
PHF	.625	.807	.853	.000	.817	.706	.786	.869	.000	.831	.795	.807	.750	.000	.927	.583	.750	.500	.000	.795	.889
TMC	5	71	58	0	134	48	22	71	0	141	124	141	12	0	277	7	24	4	0	35	587
% TMC	100	100	100	0	100	100	100	97.3	0	98.6	100	99.3	100	0	99.6	100	100	100	0	100	99.5
Bike	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
% Bike	0	0	0	0	0	0	0	2.7	0	1.4	0	0.7	0	0	0.4	0	0	0	0	0	0.5

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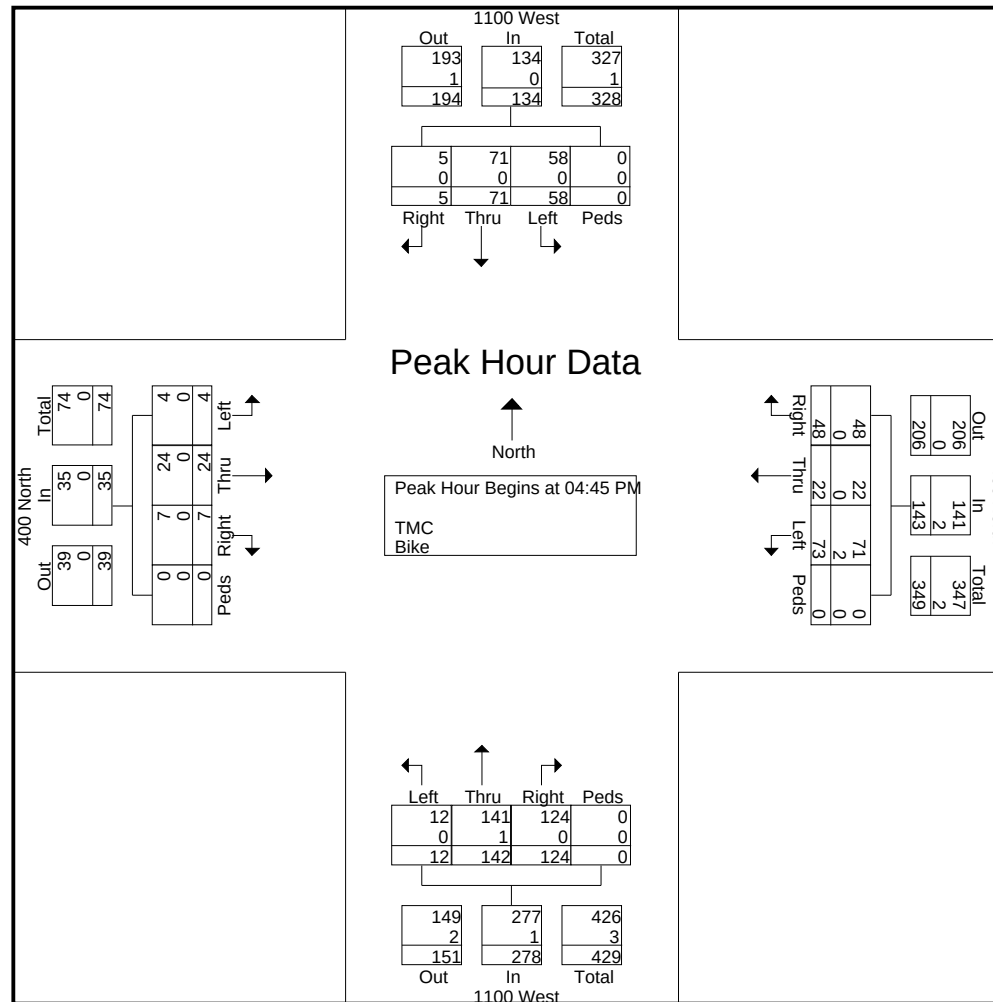
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File Name : 400 North and 1100 West PM

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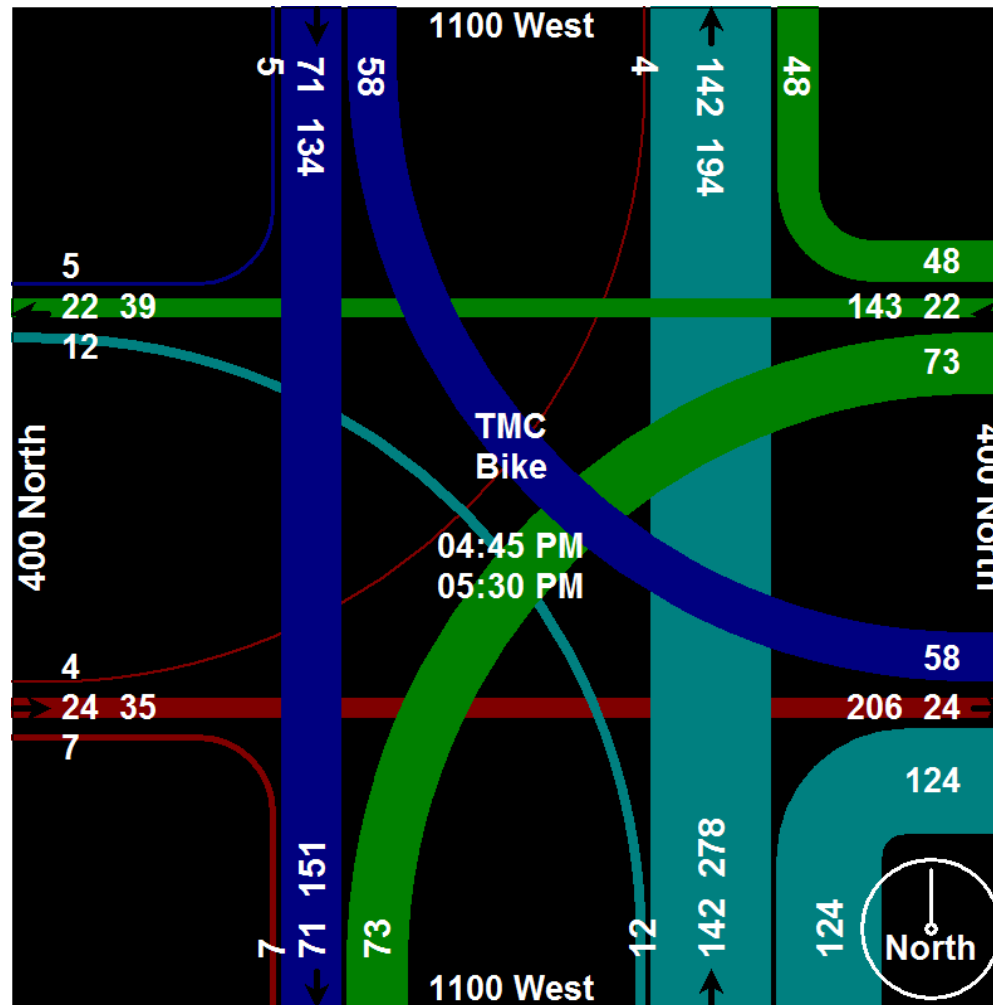
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File Name : 400 North and 1100 West PM

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File Name : 400 North and 1100 West PM

Site Code : 00000000

Start Date : 10/23/2024

Page No : 6

	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:15 PM					04:45 PM					04:45 PM				
+0 mins.	2	22	17	0	41	16	4	17	0	37	39	29	3	0	71	3	7	1	0	11
+15 mins.	1	21	12	0	34	7	5	16	0	28	29	44	2	0	75	1	2	1	0	4
+30 mins.	2	14	12	0	28	17	7	19	0	43	35	32	4	0	71	1	7	2	0	10
+45 mins.	0	14	17	0	31	10	6	21	0	37	21	37	3	0	61	2	8	0	0	10
Total Volume	5	71	58	0	134	50	22	73	0	145	124	142	12	0	278	7	24	4	0	35
% App. Total	3.7	53	43.3	0		34.5	15.2	50.3	0		44.6	51.1	4.3	0		20	68.6	11.4	0	
PHF	.625	.807	.853	.000	.817	.735	.786	.869	.000	.843	.795	.807	.750	.000	.927	.583	.750	.500	.000	.795
TMC	5	71	58	0	134	50	22	71	0	143	124	141	12	0	277	7	24	4	0	35
% TMC	100	100	100	0	100	100	100	97.3	0	98.6	100	99.3	100	0	99.6	100	100	100	0	100
Bike	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0
% Bike	0	0	0	0	0	0	0	2.7	0	1.4	0	0.7	0	0	0.4	0	0	0	0	0

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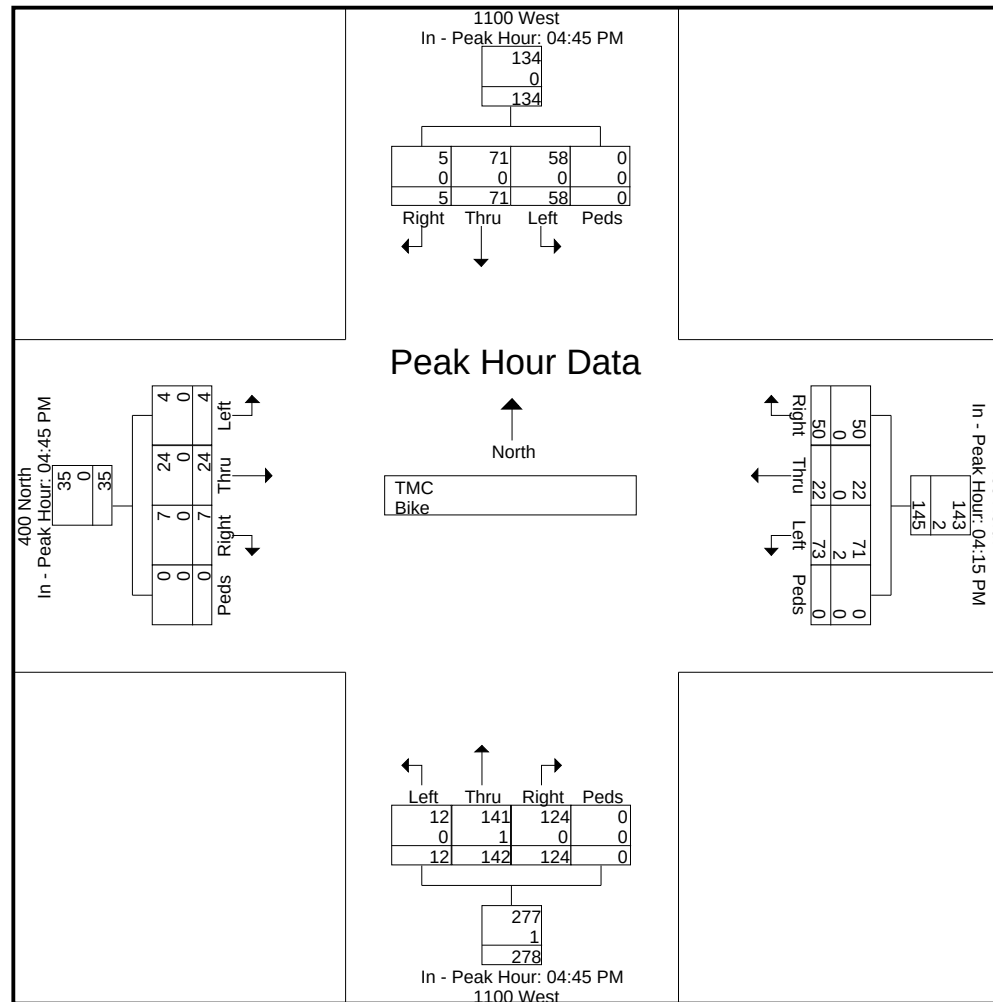
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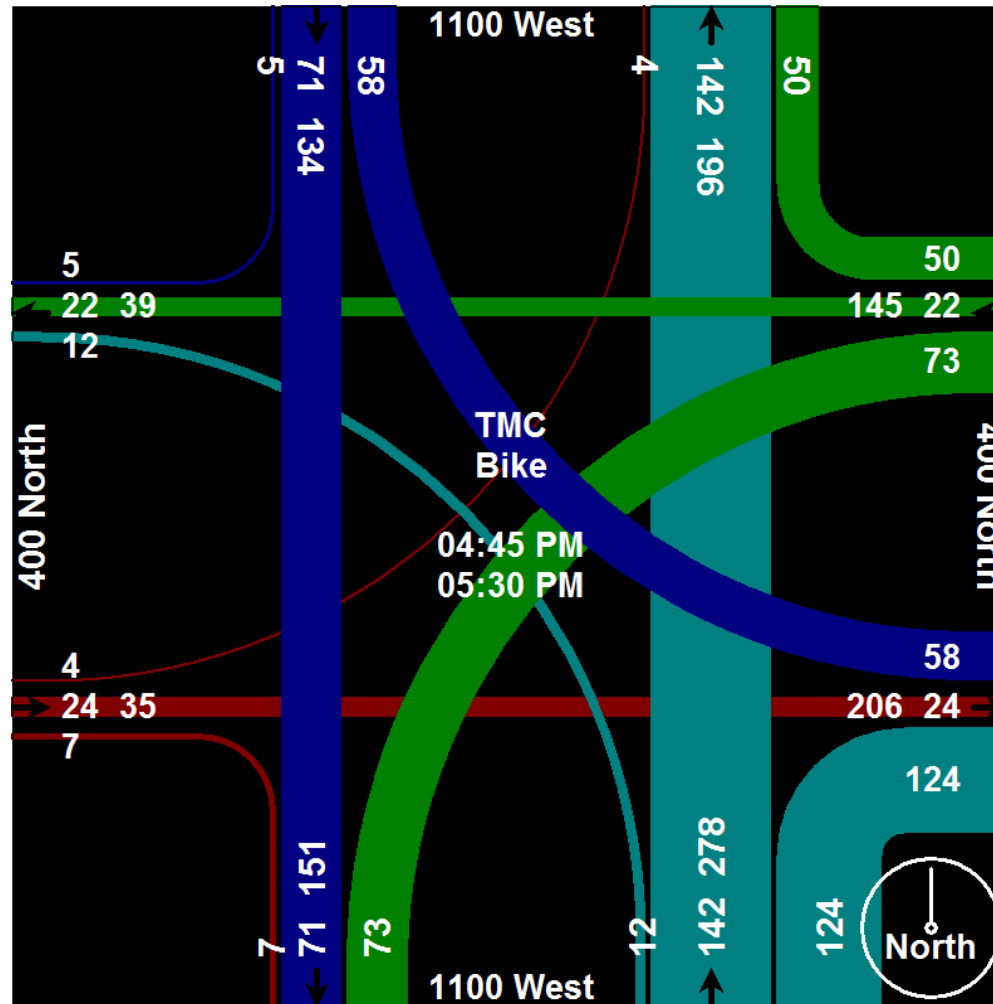
Then Click the Comments Tab

File Name : 400 North and 1100 West PM

Site Code : 00000000

Start Date : 10/23/2024

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Appendix C. LOS Results

Existing (2024) Background Conditions

HCM 6th Signalized Intersection Summary

1: 500 S & SB Legacy

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	18	9	155	39	0	0	0	0	592	0	14
Future Volume (veh/h)	0	18	9	155	39	0	0	0	0	592	0	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	23	1	196	49	0				749	0	8
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79				0.79	0.79	0.79
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	368	16	458	387	0				891	0	793
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	1765	77	1373	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	24	196	49	0				749	0	8
Grp Sat Flow(s),veh/h/ln	0	0	1842	1373	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	0.4	5.2	0.8	0.0				14.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	0.4	5.6	0.8	0.0				14.1	0.0	0.1
Prop In Lane	0.00		0.04	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	384	458	387	0				891	0	793
V/C Ratio(X)	0.00	0.00	0.06	0.43	0.13	0.00				0.84	0.00	0.01
Avail Cap(c_a), veh/h	0	0	1905	1593	1920	0				2286	0	2034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.3	14.5	12.4	0.0				8.2	0.0	4.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.3	0.3	0.0				3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	12.3	14.7	12.5	0.0				9.1	0.0	4.8
LnGrp LOS	A	A	B	B	B	A				A	A	A
Approach Vol, veh/h		24			245						757	
Approach Delay, s/veh		12.3			14.3						9.0	
Approach LOS		B			B						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.4			13.4			25.3				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		2.4			7.6			16.1				
Green Ext Time (p_c), s		0.0			0.2			3.4				
Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱			↱	↰		↰	↱			
Traffic Vol, veh/h	7	603	0	0	184	325	10	0	119	0	0	0
Future Vol, veh/h	7	603	0	0	184	325	10	0	119	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	670	0	0	204	361	11	0	132	0	0	0

Major/Minor	Major1		Major2		Minor1							
Conflicting Flow All	204	0	-	-	-	0	891	890	-	-	-	-
Stage 1	-	-	-	-	-	-	686	686	-	-	-	-
Stage 2	-	-	-	-	-	-	205	204	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-	-	-	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-	-	-	-
Pot Cap-1 Maneuver	1362	-	0	0	-	0	312	281	0	-	-	-
Stage 1	-	-	0	0	-	0	498	446	0	-	-	-
Stage 2	-	-	0	0	-	0	827	731	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1362	-	-	-	-	-	310	0	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	0	-	-	-	-
Stage 1	-	-	-	-	-	-	495	0	-	-	-	-
Stage 2	-	-	-	-	-	-	826	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	310	-	1362	-	-
HCM Lane V/C Ratio	0.036	-	0.006	-	-
HCM Control Delay (s)	17	0	7.7	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	107	594	183	117	13	387	4	204	0	1	5
Future Volume (veh/h)	21	107	594	183	117	13	387	4	204	0	1	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	23	118	41	201	129	4	425	4	111	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	216	441	197	375	1056	471	1468	1029	872	1	120	102
Arrive On Green	0.12	0.12	0.12	0.11	0.30	0.30	0.43	0.55	0.55	0.00	0.06	0.00
Sat Flow, veh/h	1247	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	23	118	41	201	129	4	425	4	111	0	1	0
Grp Sat Flow(s),veh/h/ln	1247	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	2.0	3.6	2.8	11.5	3.2	0.2	9.7	0.1	4.1	0.0	0.1	0.0
Cycle Q Clear(g_c), s	2.0	3.6	2.8	11.5	3.2	0.2	9.7	0.1	4.1	0.0	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	441	197	375	1056	471	1468	1029	872	1	120	102
V/C Ratio(X)	0.11	0.27	0.21	0.54	0.12	0.01	0.29	0.00	0.13	0.00	0.01	0.00
Avail Cap(c_a), veh/h	431	1049	468	434	1783	795	1468	1029	872	184	244	207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	47.5	47.2	37.8	30.6	29.5	22.4	11.9	12.8	0.0	52.5	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.6	1.1	4.8	1.3	0.1	3.7	0.0	1.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	47.6	47.4	38.2	30.6	29.5	22.4	11.9	13.1	0.0	52.5	0.0
LnGrp LOS	D	D	D	D	C	C	C	B	B	A	D	A
Approach Vol, veh/h	182				334				540			
Approach Delay, s/veh	47.5				35.2				20.4			
Approach LOS	D				D				C			
Timer - Assigned Phs	2			3		4		5		6		7
Phs Duration (G+Y+Rc), s	44.2			0.0		75.8		20.9		23.3		58.8
Change Period (Y+Rc), s	8.3			5.5		* 9.2		7.4		8.3		* 7.4
Max Green Setting (Gmax), s	60.7			12.5		* 27		17.6		35.7		* 19
Max Q Clear Time (g_c+I1), s	5.2			0.0		6.1		13.5		5.6		11.7
Green Ext Time (p_c), s	0.4			0.0		0.1		0.1		0.4		0.1
Intersection Summary												
HCM 6th Ctrl Delay	29.8											
HCM 6th LOS	C											
Notes												

HCM 6th Signalized Intersection Summary

4: 1100 W & 500 S

Bandon Fields TIS

12/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	207	18	121	193	23	35	73	124	23	80	106
Future Volume (veh/h)	54	207	18	121	193	23	35	73	124	23	80	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	64	246	7	144	230	9	42	87	55	27	95	53
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	684	1592	709	675	1592	694	334	183	115	338	193	108
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1131	3526	1571	1117	3526	1538	1229	1056	668	1235	1118	624
Grp Volume(v), veh/h	64	246	7	144	230	9	42	0	142	27	0	148
Grp Sat Flow(s),veh/h/ln	1131	1763	1571	1117	1763	1538	1229	0	1723	1235	0	1742
Q Serve(g_s), s	1.2	1.4	0.1	2.9	1.3	0.1	1.1	0.0	2.5	0.7	0.0	2.6
Cycle Q Clear(g_c), s	2.4	1.4	0.1	4.3	1.3	0.1	3.6	0.0	2.5	3.1	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.36
Lane Grp Cap(c), veh/h	684	1592	709	675	1592	694	334	0	298	338	0	301
V/C Ratio(X)	0.09	0.15	0.01	0.21	0.14	0.01	0.13	0.00	0.48	0.08	0.00	0.49
Avail Cap(c_a), veh/h	1872	5296	2360	1848	5296	2310	1192	0	1502	1164	0	1465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	5.4	5.0	6.6	5.4	5.0	14.1	0.0	12.4	13.8	0.0	12.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.3	0.2	0.0	0.2	0.0	0.8	0.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	5.4	5.0	6.7	5.4	5.0	14.1	0.0	12.8	13.9	0.0	12.9
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h	317		383				184			175		
Approach Delay, s/veh	5.5		5.9				13.1			13.0		
Approach LOS	A		A				B			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.5		11.8		21.5		11.8					
Change Period (Y+Rc), s	6.5		6.0		6.5		6.0					
Max Green Setting (Gmax), s	50.0		29.0		50.0		28.0					
Max Q Clear Time (g_c+I1), s	6.3		5.6		4.4		5.1					
Green Ext Time (p_c), s	0.8		0.4		0.9		0.3					
Intersection Summary												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	0	0	2	0
Future Vol, veh/h	0	7	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	16	0	0	4	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	8	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	1010	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1010	-	-	-	-	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	1	1	1	0	5	1	1	1	1
Future Vol, veh/h	0	1	0	1	1	1	0	5	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	0	1	1	1	0	6	1	1	1	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	12	12	2	12	12	8	2	0	0	8	0	0
Stage 1	4	4	-	8	8	-	-	-	-	-	-	-
Stage 2	8	8	-	4	4	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	1003	881	1079	1003	881	1071	1614	-	-	1606	-	-
Stage 1	1016	890	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	887	-	1016	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1000	879	1079	1000	879	1070	1614	-	-	1604	-	-
Mov Cap-2 Maneuver	1000	879	-	1000	879	-	-	-	-	-	-	-
Stage 1	1016	889	-	1010	886	-	-	-	-	-	-	-
Stage 2	1009	886	-	1014	889	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.1		8.7			0			2.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1614	-	-	879	976	1604	-	-				
HCM Lane V/C Ratio	-	-	-	0.001	0.004	0.001	-	-				
HCM Control Delay (s)	0	-	-	9.1	8.7	7.2	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection						
Int Delay, s/veh	6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	0	4	2	0	8
Future Vol, veh/h	2	0	4	2	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	36	36	36	36	36	36
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	6	0	11	6	0	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	6	0	34	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1608	-	977	1077
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	970	1077
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	985	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.8		8.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1077	-	-	1608	-	
HCM Lane V/C Ratio	0.021	-	-	0.007	-	
HCM Control Delay (s)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	6	9	0	2	8	125	6	3	185	2
Future Vol, veh/h	1	0	6	9	0	2	8	125	6	3	185	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	0	7	10	0	2	9	140	7	3	208	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	378	380	209	381	378	144	210	0	0	147	0	0
Stage 1	215	215	-	162	162	-	-	-	-	-	-	-
Stage 2	163	165	-	219	216	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	578	551	829	575	552	901	1355	-	-	1429	-	-
Stage 1	785	723	-	838	762	-	-	-	-	-	-	-
Stage 2	837	760	-	781	722	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	573	546	829	566	547	901	1355	-	-	1429	-	-
Mov Cap-2 Maneuver	573	546	-	566	547	-	-	-	-	-	-	-
Stage 1	780	722	-	832	757	-	-	-	-	-	-	-
Stage 2	829	755	-	773	721	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	9.7		11.1		0.4			0.1				
HCM LOS	A		B									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1355	-	-	779	607	1429	-
HCM Lane V/C Ratio	0.007	-	-	0.01	0.02	0.002	-
HCM Control Delay (s)	7.7	0	-	9.7	11.1	7.5	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	9	2	124	182	8
Future Vol, veh/h	4	9	2	124	182	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	20	4	270	396	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	683	405	413
Stage 1	405	-	-
Stage 2	278	-	-
Critical Hdwy	6.43	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	2.227
Pot Cap-1 Maneuver	413	644	1141
Stage 1	671	-	-
Stage 2	767	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	411	644	1141
Mov Cap-2 Maneuver	411	-	-
Stage 1	668	-	-
Stage 2	767	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1141	-	548	-	-
HCM Lane V/C Ratio	0.004	-	0.052	-	-
HCM Control Delay (s)	8.2	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Intersection Delay, s/veh	8.9											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	17	7	95	7	13	3	57	71	35	87	0
Future Vol, veh/h	3	17	7	95	7	13	3	57	71	35	87	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	20	8	113	8	15	4	68	85	42	104	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.3	9.5	8.7	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	45%	0%	71%	0%	35%	0%	100%
Vol Right, %	0%	55%	0%	29%	0%	65%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	128	3	24	95	20	35	87
LT Vol	3	0	3	0	95	0	35	0
Through Vol	0	57	0	17	0	7	0	87
RT Vol	0	71	0	7	0	13	0	0
Lane Flow Rate	4	152	4	29	113	24	42	104
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.006	0.202	0.006	0.042	0.183	0.032	0.066	0.149
Departure Headway (Hd)	5.673	4.781	5.963	5.254	5.829	4.869	5.665	5.163
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	631	751	599	679	615	734	632	695
Service Time	3.404	2.511	3.711	3.001	3.569	2.609	3.397	2.895
HCM Lane V/C Ratio	0.006	0.202	0.007	0.043	0.184	0.033	0.066	0.15
HCM Control Delay	8.4	8.7	8.7	8.2	9.9	7.8	8.8	8.8
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.8	0	0.1	0.7	0.1	0.2	0.5

Intersection

Intersection Delay, s/veh 0
Intersection LOS -

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0
LT Vol	0	0	0
Through Vol	0	0	0
RT Vol	0	0	0
Lane Flow Rate	0	0	0
Geometry Grp	1	1	1
Degree of Util (X)	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes
Cap	0	0	0
Service Time	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0
HCM Control Delay	6.9	6.9	6.9
HCM Lane LOS	N	N	N
HCM 95th-tile Q	0	0	0

HCM 6th Signalized Intersection Summary

1: 500 S & SB Legacy

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	61	26	106	49	0	0	0	0	296	1	14
Future Volume (veh/h)	0	61	26	106	49	0	0	0	0	296	1	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	69	10	119	55	0				333	1	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	487	71	636	570	0				473	1	422
Arrive On Green	0.00	0.31	0.31	0.31	0.31	0.00				0.27	0.27	0.27
Sat Flow, veh/h	0	1584	230	1308	1856	0				1762	5	1572
Grp Volume(v), veh/h	0	0	79	119	55	0				334	0	4
Grp Sat Flow(s),veh/h/ln	0	0	1814	1308	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	0.8	1.9	0.6	0.0				4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.8	2.7	0.6	0.0				4.5	0.0	0.0
Prop In Lane	0.00		0.13	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	558	636	570	0				474	0	422
V/C Ratio(X)	0.00	0.00	0.14	0.19	0.10	0.00				0.70	0.00	0.01
Avail Cap(c_a), veh/h	0	0	2773	2233	2837	0				3378	0	3005
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	6.6	7.5	6.5	0.0				8.6	0.0	7.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.3	0.1	0.0				1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	6.6	7.6	6.5	0.0				9.4	0.0	7.0
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		79			174						338	
Approach Delay, s/veh		6.6			7.2						9.3	
Approach LOS		A			A						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.3			13.3			12.8				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		2.8			4.7			6.5				
Green Ext Time (p_c), s		0.2			0.2			1.2				
Intersection Summary												
HCM 6th Ctrl Delay			8.4									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	334	0	0	133	629	22	2	177	0	0	0
Future Vol, veh/h	23	334	0	0	133	629	22	2	177	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	25	367	0	0	146	691	24	2	195	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	146	0	-	-	-	0	564	563	-
Stage 1	-	-	-	-	-	-	417	417	-
Stage 2	-	-	-	-	-	-	147	146	-
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-
Pot Cap-1 Maneuver	1430	-	0	0	-	0	485	434	0
Stage 1	-	-	0	0	-	0	663	590	0
Stage 2	-	-	0	0	-	0	878	774	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1430	-	-	-	-	-	476	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	476	0	-
Stage 1	-	-	-	-	-	-	652	0	-
Stage 2	-	-	-	-	-	-	877	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	476	-	1430	-	-
HCM Lane V/C Ratio	0.055	-	0.018	-	-
HCM Control Delay (s)	13	0	7.6	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	163	337	242	147	5	597	2	330	12	8	18
Future Volume (veh/h)	11	163	337	242	147	5	597	2	330	12	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	12	175	30	260	158	2	642	2	147	13	9	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	216	453	197	405	1167	520	1352	859	718	26	125	105
Arrive On Green	0.13	0.13	0.13	0.14	0.33	0.33	0.39	0.46	0.46	0.01	0.07	0.07
Sat Flow, veh/h	1213	3526	1531	1767	3526	1570	3428	1856	1552	1767	1856	1565
Grp Volume(v), veh/h	12	175	30	260	158	2	642	2	147	13	9	1
Grp Sat Flow(s),veh/h/ln	1213	1763	1531	1767	1763	1570	1714	1856	1552	1767	1856	1565
Q Serve(g_s), s	1.0	5.5	2.1	14.8	3.8	0.1	16.7	0.1	6.7	0.9	0.5	0.1
Cycle Q Clear(g_c), s	1.0	5.5	2.1	14.8	3.8	0.1	16.7	0.1	6.7	0.9	0.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	453	197	405	1167	520	1352	859	718	26	125	105
V/C Ratio(X)	0.06	0.39	0.15	0.64	0.14	0.00	0.47	0.00	0.20	0.50	0.07	0.01
Avail Cap(c_a), veh/h	380	931	404	445	1725	768	1352	859	718	214	260	219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	47.9	46.5	36.2	28.1	26.9	27.1	17.3	19.1	58.7	52.5	52.2
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.8	0.0	0.0	0.1	0.0	0.6	5.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.3	0.8	6.3	1.5	0.0	6.5	0.0	2.4	0.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	48.1	46.6	38.0	28.1	26.9	27.2	17.3	19.8	64.2	52.5	52.3
LnGrp LOS	D	D	D	D	C	C	C	B	B	E	D	D
Approach Vol, veh/h		217			420			791			23	
Approach Delay, s/veh		47.8			34.2			25.8			59.1	
Approach LOS		D			C			C			E	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		48.0	7.3	64.7	24.3	23.7	54.7	17.3				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		58.7	14.5	* 27	19.6	31.7	* 20	16.8				
Max Q Clear Time (g_c+I1), s		5.8	2.9	8.7	16.8	7.5	18.7	2.5				
Green Ext Time (p_c), s		0.5	0.0	0.1	0.1	0.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			32.0									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

4: 1100 W & 500 S

Bandon Fields TIS

12/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	138	348	27	117	272	29	50	115	115	36	78	72	
Future Volume (veh/h)	138	348	27	117	272	29	50	115	115	36	78	72	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	159	400	10	134	313	11	57	132	80	41	90	36	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3	
Cap, veh/h	602	1527	665	556	1527	680	390	223	135	319	261	104	
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.21	0.21	0.21	0.21	0.21	0.21	
Sat Flow, veh/h	1046	3526	1535	967	3526	1569	1253	1075	651	1159	1260	504	
Grp Volume(v), veh/h	159	400	10	134	313	11	57	0	212	41	0	126	
Grp Sat Flow(s),veh/h/ln	1046	1763	1535	967	1763	1569	1253	0	1726	1159	0	1764	
Q Serve(g_s), s	3.9	2.5	0.1	3.6	1.9	0.1	1.4	0.0	3.9	1.2	0.0	2.1	
Cycle Q Clear(g_c), s	5.8	2.5	0.1	6.1	1.9	0.1	3.5	0.0	3.9	5.0	0.0	2.1	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.29	
Lane Grp Cap(c), veh/h	602	1527	665	556	1527	680	390	0	358	319	0	366	
V/C Ratio(X)	0.26	0.26	0.02	0.24	0.20	0.02	0.15	0.00	0.59	0.13	0.00	0.34	
Avail Cap(c_a), veh/h	1654	5071	2208	1528	5071	2257	1176	0	1440	1012	0	1421	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	7.9	6.3	5.6	8.2	6.1	5.6	13.3	0.0	12.5	14.7	0.0	11.8	
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.6	0.1	0.0	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.0	0.4	0.3	0.0	0.3	0.0	1.2	0.3	0.0	0.7	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	8.0	6.3	5.6	8.3	6.2	5.6	13.3	0.0	13.0	14.8	0.0	12.0	
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B	
Approach Vol, veh/h		569				458		269				167	
Approach Delay, s/veh		6.8				6.8		13.1				12.7	
Approach LOS		A				A		B				B	
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s		21.6		13.2		21.6		13.2					
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0					
Max Green Setting (Gmax), s		50.0		29.0		50.0		28.0					
Max Q Clear Time (g_c+I1), s		8.1		5.9		7.8		7.0					
Green Ext Time (p_c), s		1.1		0.5		1.7		0.3					
Intersection Summary													
HCM 6th Ctrl Delay			8.6										
HCM 6th LOS			A										

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	0	0	4	0
Future Vol, veh/h	0	6	0	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	42	42	42	42	42	42
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	14	0	0	10	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	20	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	995	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	995	-	-	-	-	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	0	0	1	0	4	2	3	4	2
Future Vol, veh/h	2	0	0	0	0	1	0	4	2	3	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	0	0	0	0	1	0	4	2	3	4	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	17	17	5	16	17	5	6	0	0	6	0	0
Stage 1	11	11	-	5	5	-	-	-	-	-	-	-
Stage 2	6	6	-	11	12	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	995	875	1075	997	875	1075	1608	-	-	1608	-	-
Stage 1	1007	884	-	1015	890	-	-	-	-	-	-	-
Stage 2	1013	889	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	992	873	1075	995	873	1075	1608	-	-	1608	-	-
Mov Cap-2 Maneuver	992	873	-	995	873	-	-	-	-	-	-	-
Stage 1	1007	882	-	1015	890	-	-	-	-	-	-	-
Stage 2	1012	889	-	1005	882	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.6		8.4			0			2.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1608	-	-	992	1075	1608	-	-				
HCM Lane V/C Ratio	-	-	-	0.002	0.001	0.002	-	-				
HCM Control Delay (s)	0	-	-	8.6	8.4	7.2	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	0	11	2	0	10
Future Vol, veh/h	3	0	11	2	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	0	19	3	0	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	46	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1610	-	962	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	950	1075
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	967	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.1		8.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1075	-	-	1610	-	
HCM Lane V/C Ratio	0.016	-	-	0.012	-	
HCM Control Delay (s)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	13	24	0	12	5	264	1	0	149	4
Future Vol, veh/h	2	0	13	24	0	12	5	264	1	0	149	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	2
Mvmt Flow	2	0	14	26	0	13	5	287	1	0	162	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	468	462	164	469	464	288	166	0	0	288	0	0
Stage 1	164	164	-	298	298	-	-	-	-	-	-	-
Stage 2	304	298	-	171	166	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	504	495	878	503	494	749	1406	-	-	1268	-	-
Stage 1	836	761	-	709	665	-	-	-	-	-	-	-
Stage 2	703	665	-	829	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	494	493	878	493	492	749	1406	-	-	1268	-	-
Mov Cap-2 Maneuver	494	493	-	493	492	-	-	-	-	-	-	-
Stage 1	833	761	-	706	662	-	-	-	-	-	-	-
Stage 2	688	662	-	816	759	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.6		12		0.1		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1406	-	-	796	556	1268	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.02	0.07	-	-	-				
HCM Control Delay (s)	7.6	0	-	9.6	12	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	8	9	270	138	2
Future Vol, veh/h	1	8	9	270	138	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	14	16	482	246	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	762	248	250	0	-	0
Stage 1	248	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	371	788	1310	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	788	1310	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1310	-	698	-	-	
HCM Lane V/C Ratio	0.012	-	0.023	-	-	
HCM Control Delay (s)	7.8	0	10.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	24	7	71	22	48	12	141	124	58	71	5
Future Vol, veh/h	4	24	7	71	22	48	12	141	124	58	71	5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	27	8	80	25	54	13	158	139	65	80	6
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.9	9.4	11	9.1
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	53%	0%	77%	0%	31%	0%	93%
Vol Right, %	0%	47%	0%	23%	0%	69%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	265	4	31	71	70	58	76
LT Vol	12	0	4	0	71	0	58	0
Through Vol	0	141	0	24	0	22	0	71
RT Vol	0	124	0	7	0	48	0	5
Lane Flow Rate	13	298	4	35	80	79	65	85
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.022	0.407	0.008	0.056	0.138	0.115	0.107	0.127
Departure Headway (Hd)	5.758	4.926	6.411	5.745	6.238	5.25	5.893	5.343
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	619	727	554	618	572	678	605	667
Service Time	3.514	2.682	4.199	3.534	4.011	3.022	3.66	3.11
HCM Lane V/C Ratio	0.021	0.41	0.007	0.057	0.14	0.117	0.107	0.127
HCM Control Delay	8.6	11.1	9.3	8.9	10	8.7	9.4	8.9
HCM Lane LOS	A	B	A	A	A	A	A	A
HCM 95th-tile Q	0.1	2	0	0.2	0.5	0.4	0.4	0.4

Intersection

Intersection Delay, s/veh 0
Intersection LOS -

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0
LT Vol	0	0	0
Through Vol	0	0	0
RT Vol	0	0	0
Lane Flow Rate	0	0	0
Geometry Grp	1	1	1
Degree of Util (X)	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes
Cap	0	0	0
Service Time	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0
HCM Control Delay	6.9	6.9	6.9
HCM Lane LOS	N	N	N
HCM 95th-tile Q	0	0	0

Existing (2024) Plus Project Conditions

1: 500 S & SB Legacy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	18	9	238	39	0	0	0	0	611	0	14
Future Volume (veh/h)	0	18	9	238	39	0	0	0	0	611	0	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	23	1	301	49	0				773	0	7
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79				0.79	0.79	0.79
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	470	20	502	494	0				888	0	790
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	1765	77	1374	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	24	301	49	0				773	0	7
Grp Sat Flow(s),veh/h/ln	0	0	1842	1374	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	0.5	10.0	1.0	0.0				18.5	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	0.5	10.5	1.0	0.0				18.5	0.0	0.1
Prop In Lane	0.00		0.04	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	490	502	494	0				888	0	790
V/C Ratio(X)	0.00	0.00	0.05	0.60	0.10	0.00				0.87	0.00	0.01
Avail Cap(c_a), veh/h	0	0	1537	1284	1549	0				1844	0	1641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.1	17.0	13.3	0.0				10.5	0.0	6.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0				1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	2.8	0.4	0.0				5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	13.1	17.4	13.3	0.0				11.6	0.0	6.0
LnGrp LOS	A	A	B	B	B	A				B	A	A
Approach Vol, veh/h		24			350						780	
Approach Delay, s/veh		13.1			16.8						11.6	
Approach LOS		B			B						B	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		18.0			18.0			29.9				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		2.5			12.5			20.5				
Green Ext Time (p_c), s		0.0			0.3			3.5				
Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2: NB Legacy & 500 S

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	622	0	0	267	411	10	0	150	0	0	0
Future Vol, veh/h	7	622	0	0	267	411	10	0	150	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	691	0	0	297	457	11	0	167	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	297	0	-	-	-	-	0	1005	1004	-	-	-
Stage 1	-	-	-	-	-	-	-	707	707	-	-	-
Stage 2	-	-	-	-	-	-	-	298	297	-	-	-
Critical Hdwy	4.13	-	-	-	-	-	-	6.43	6.53	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Follow-up Hdwy	2.227	-	-	-	-	-	-	3.527	4.027	-	-	-
Pot Cap-1 Maneuver	1259	-	0	0	-	0	0	267	241	0	-	-
Stage 1	-	-	0	0	-	0	0	487	437	0	-	-
Stage 2	-	-	0	0	-	0	0	751	666	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1259	-	-	-	-	-	-	265	0	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	265	0	-	-	-
Stage 1	-	-	-	-	-	-	-	484	0	-	-	-
Stage 2	-	-	-	-	-	-	-	750	0	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	0.1	-	-	0	-	-	19.2	-	-	-	-	-
HCM LOS	-	-	-	-	-	-	C	-	-	-	-	-
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	WBT							
Capacity (veh/h)	265	-	1259	-	-							
HCM Lane V/C Ratio	0.042	-	0.006	-	-							
HCM Control Delay (s)	19.2	0	7.9	-	-							
HCM Lane LOS	C	A	A	-	-							
HCM 95th %tile Q(veh)	0.1	-	0	-	-							

3: Redwood Rd & 500 S

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	107	594	183	117	39	387	24	204	54	76	174
Future Volume (veh/h)	71	107	594	183	117	39	387	24	204	54	76	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	78	118	42	201	129	12	425	26	87	59	84	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	215	441	197	375	1056	471	1201	865	733	76	265	224
Arrive On Green	0.12	0.12	0.12	0.11	0.30	0.30	0.35	0.47	0.47	0.04	0.14	0.14
Sat Flow, veh/h	1238	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	78	118	42	201	129	12	425	26	87	59	84	11
Grp Sat Flow(s),veh/h/ln	1238	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	7.1	3.6	2.9	11.5	3.2	0.6	11.0	0.9	3.8	4.0	4.9	0.7
Cycle Q Clear(g_c), s	7.1	3.6	2.9	11.5	3.2	0.6	11.0	0.9	3.8	4.0	4.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	441	197	375	1056	471	1201	865	733	76	265	224
V/C Ratio(X)	0.36	0.27	0.21	0.54	0.12	0.03	0.35	0.03	0.12	0.78	0.32	0.05
Avail Cap(c_a), veh/h	428	1049	468	434	1783	795	1201	865	733	184	265	224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	47.5	47.2	37.8	30.6	29.7	28.9	17.4	18.1	56.9	46.2	44.4
Incr Delay (d2), s/veh	0.4	0.1	0.2	0.4	0.0	0.0	0.1	0.1	0.3	6.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.6	1.1	4.8	1.3	0.2	4.3	0.4	1.4	1.8	2.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	47.6	47.4	38.2	30.6	29.7	29.0	17.4	18.4	63.2	46.5	44.5
LnGrp LOS	D	D	D	D	C	C	C	B	B	E	D	D
Approach Vol, veh/h		238			342			538			154	
Approach Delay, s/veh		48.2			35.0			26.7			52.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		44.2	10.6	65.1	20.9	23.3	49.4	26.3				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		60.7	12.5	* 27	17.6	35.7	* 19	15.8				
Max Q Clear Time (g_c+I1), s		5.2	6.0	5.8	13.5	9.1	13.0	6.9				
Green Ext Time (p_c), s		0.4	0.0	0.1	0.1	0.4	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			36.1									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

4: 1100 W & 500 S



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	240	39	121	211	33	42	79	124	40	96	106
Future Volume (veh/h)	54	240	39	121	211	33	42	79	124	40	96	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	64	286	15	144	251	13	50	94	62	48	114	65
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	646	1544	688	625	1544	674	336	205	135	353	219	125
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1106	3526	1571	1069	3526	1538	1195	1037	684	1220	1109	632
Grp Volume(v), veh/h	64	286	15	144	251	13	50	0	156	48	0	179
Grp Sat Flow(s),veh/h/ln	1106	1763	1571	1069	1763	1538	1195	0	1720	1220	0	1741
Q Serve(g_s), s	1.3	1.7	0.2	3.3	1.5	0.2	1.3	0.0	2.7	1.2	0.0	3.2
Cycle Q Clear(g_c), s	2.8	1.7	0.2	5.0	1.5	0.2	4.5	0.0	2.7	4.0	0.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.36
Lane Grp Cap(c), veh/h	646	1544	688	625	1544	674	336	0	340	353	0	344
V/C Ratio(X)	0.10	0.19	0.02	0.23	0.16	0.02	0.15	0.00	0.46	0.14	0.00	0.52
Avail Cap(c_a), veh/h	1773	5137	2289	1714	5137	2241	1110	0	1454	1108	0	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	5.9	5.5	7.4	5.8	5.5	14.3	0.0	12.1	13.9	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.3	0.2	0.0	0.3	0.0	0.9	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	5.9	5.5	7.5	5.9	5.5	14.4	0.0	12.5	14.0	0.0	12.8
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h	365					408		206		227		
Approach Delay, s/veh	6.0					6.4		13.0		13.0		
Approach LOS	A					A		B		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	21.5		12.8			21.5		12.8				
Change Period (Y+Rc), s	6.5		6.0			6.5		6.0				
Max Green Setting (Gmax), s	50.0		29.0			50.0		28.0				
Max Q Clear Time (g_c+I1), s	7.0		6.5			4.8		6.0				
Green Ext Time (p_c), s	0.8		0.4			1.1		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									

5: 1450 W & Highgate Ave

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	0	0	23	0
Future Vol, veh/h	0	17	0	0	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	0	51	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	102	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	894	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	894	-	-	-	-	-
Mov Cap-2 Maneuver	894	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

6: 1450 W & Millbrige Ln

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	2	1	1	0	11	6	1	4	1
Future Vol, veh/h	0	1	0	2	1	1	0	11	6	1	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	0	2	1	1	0	13	7	1	5	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	29	6	26	26	18	6	0	0	21	0	0
Stage 1	8	8	-	18	18	-	-	-	-	-	-	-
Stage 2	18	21	-	8	8	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	982	862	1074	982	865	1058	1608	-	-	1588	-	-
Stage 1	1011	887	-	999	878	-	-	-	-	-	-	-
Stage 2	999	876	-	1011	887	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	979	860	1074	979	863	1057	1608	-	-	1586	-	-
Mov Cap-2 Maneuver	979	860	-	979	863	-	-	-	-	-	-	-
Stage 1	1011	886	-	998	877	-	-	-	-	-	-	-
Stage 2	997	875	-	1009	886	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.2		8.8		0		1.2					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1608	-	-	860	964	1586	-	-				
HCM Lane V/C Ratio	-	-	-	0.001	0.005	0.001	-	-				
HCM Control Delay (s)	0	-	-	9.2	8.8	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

7: 1450 W & W 400 N

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	0	7	22	0	14
Future Vol, veh/h	42	0	7	22	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	36	36	36	36	36	36
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	117	0	19	61	0	39
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	117	0	216	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1465	-	770	935
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	760	935
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	910	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.8		9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	935	-	-	1465	-	
HCM Lane V/C Ratio	0.042	-	-	0.013	-	
HCM Control Delay (s)	9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

8: 1100 W & Highgate Ave

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	27	9	0	2	18	130	6	3	197	2
Future Vol, veh/h	1	0	27	9	0	2	18	130	6	3	197	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	0	30	10	0	2	20	146	7	3	221	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	419	421	222	433	419	150	223	0	0	153	0	0
Stage 1	228	228	-	190	190	-	-	-	-	-	-	-
Stage 2	191	193	-	243	229	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	543	522	815	531	524	894	1340	-	-	1421	-	-
Stage 1	772	714	-	809	741	-	-	-	-	-	-	-
Stage 2	808	739	-	758	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	513	815	504	515	894	1340	-	-	1421	-	-
Mov Cap-2 Maneuver	534	513	-	504	515	-	-	-	-	-	-	-
Stage 1	760	713	-	796	729	-	-	-	-	-	-	-
Stage 2	793	727	-	728	712	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.7		11.7		0.9		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1340	-	-	800	547	1421	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.039	0.023	0.002	-	-				
HCM Control Delay (s)	7.7	0	-	9.7	11.7	7.5	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

9: 1100 W & Millbrige Ln

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	9	2	129	194	9
Future Vol, veh/h	9	9	2	129	194	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	20	20	4	280	422	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	720	432	442	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	393	621	1113	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	391	621	1113	-	-	-
Mov Cap-2 Maneuver	391	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1113	-	480	-	-	
HCM Lane V/C Ratio	0.004	-	0.082	-	-	
HCM Control Delay (s)	8.2	0	13.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

10: 1100 W & W 400 N

Intersection												
Intersection Delay, s/veh	9.2											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	31	19	96	19	13	8	57	76	35	87	6
Future Vol, veh/h	22	31	19	96	19	13	8	57	76	35	87	6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	37	23	114	23	15	10	68	90	42	104	7
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay	8.8			9.6			9.1			9.1		
HCM LOS	A			A			A			A		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	43%	0%	62%	0%	59%	0%	94%				
Vol Right, %	0%	57%	0%	38%	0%	41%	0%	6%				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane	8	133	22	50	96	32	35	93				
LT Vol	8	0	22	0	96	0	35	0				
Through Vol	0	57	0	31	0	19	0	87				
RT Vol	0	76	0	19	0	13	0	6				
Lane Flow Rate	10	158	26	60	114	38	42	111				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.016	0.218	0.044	0.087	0.189	0.055	0.068	0.164				
Departure Headway (Hd)	5.873	4.967	6.048	5.276	5.956	5.166	5.873	5.324				
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap	608	719	589	674	600	690	608	671				
Service Time	3.627	2.721	3.815	3.043	3.716	2.926	3.628	3.08				
HCM Lane V/C Ratio	0.016	0.22	0.044	0.089	0.19	0.055	0.069	0.165				
HCM Control Delay	8.7	9.1	9.1	8.6	10.1	8.2	9.1	9.1				
HCM Lane LOS	A	A	A	A	B	A	A	A				
HCM 95th-tile Q	0	0.8	0.1	0.3	0.7	0.2	0.2	0.6				

101: 1450 W & Wellington Ave

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	21	10	7	2	5
Future Vol, veh/h	10	21	10	7	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	23	11	8	2	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	35	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	978	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1078	1614	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	4.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1614	-	1041	-	-	
HCM Lane V/C Ratio	0.007	-	0.032	-	-	
HCM Control Delay (s)	7.2	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

102: Internal Street #2 & Internal Street #1

Intersection			
Intersection Delay, s/veh	4.1		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	23	237
Demand Flow Rate, veh/h	0	23	242
Vehicles Circulating, veh/h	1	241	7
Vehicles Exiting, veh/h	263	8	80
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.5	4.1
Approach LOS	-	A	A
Lane	Left	Left	
Designated Moves	TR	LT	
Assumed Moves	TR	LT	
RT Channelized			
Lane Util	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	
Critical Headway, s	4.976	4.976	
Entry Flow, veh/h	23	242	
Cap Entry Lane, veh/h	1079	1370	
Entry HV Adj Factor	0.999	0.979	
Flow Entry, veh/h	23	237	
Cap Entry, veh/h	1078	1342	
V/C Ratio	0.021	0.177	
Control Delay, s/veh	3.5	4.1	
LOS	A	A	
95th %tile Queue, veh	0	1	

1: 500 S & SB Legacy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	61	26	180	49	0	0	0	0	341	1	14
Future Volume (veh/h)	0	61	26	180	49	0	0	0	0	341	1	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	77	11	228	62	0				432	1	4
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79				0.79	0.79	0.79
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	445	64	567	520	0				587	1	524
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	1587	227	1297	1856	0				1763	4	1572
Grp Volume(v), veh/h	0	0	88	228	62	0				433	0	4
Grp Sat Flow(s),veh/h/ln	0	0	1814	1297	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	1.1	4.6	0.7	0.0				6.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.1	5.7	0.7	0.0				6.2	0.0	0.0
Prop In Lane	0.00		0.12	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	509	567	520	0				589	0	524
V/C Ratio(X)	0.00	0.00	0.17	0.40	0.12	0.00				0.74	0.00	0.01
Avail Cap(c_a), veh/h	0	0	2528	2010	2585	0				3078	0	2739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	7.8	10.0	7.7	0.0				8.5	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.0	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.9	0.2	0.0				1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	7.9	10.1	7.7	0.0				9.1	0.0	6.4
LnGrp LOS	A	A	A	B	A	A				A	A	A
Approach Vol, veh/h		88			290						437	
Approach Delay, s/veh		7.9			9.6						9.1	
Approach LOS		A			A						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.3			13.3			15.4				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		3.1			7.7			8.2				
Green Ext Time (p_c), s		0.2			0.3			1.6				
Intersection Summary												
HCM 6th Ctrl Delay			9.2									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2: NB Legacy & 500 S

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	379	0	0	207	678	22	2	242	0	0	0
Future Vol, veh/h	23	379	0	0	207	678	22	2	242	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	421	0	0	230	753	24	2	269	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	230	0	-	-	-	0	704	703	-			
Stage 1	-	-	-	-	-	-	473	473	-			
Stage 2	-	-	-	-	-	-	231	230	-			
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-			
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-			
Pot Cap-1 Maneuver	1332	-	0	0	-	0	402	361	0			
Stage 1	-	-	0	0	-	0	625	557	0			
Stage 2	-	-	0	0	-	0	805	712	0			
Platoon blocked, %	-											
Mov Cap-1 Maneuver	1332	-	-	-	-	-	394	0	-			
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	0	-			
Stage 1	-	-	-	-	-	-	613	0	-			
Stage 2	-	-	-	-	-	-	804	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s	0.4			0			14.8					
HCM LOS							B					
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	WBT							
Capacity (veh/h)	394		-	1332	-	-						
HCM Lane V/C Ratio	0.068		-	0.019	-	-						
HCM Control Delay (s)	14.8		0	7.8	-	-						
HCM Lane LOS	B		A	A	-	-						
HCM 95th %tile Q(veh)	0.2		-	0.1	-	-						

3: Redwood Rd & 500 S

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	163	337	242	147	73	597	98	330	60	33	141
Future Volume (veh/h)	121	163	337	242	147	73	597	98	330	60	33	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	133	179	28	266	162	24	656	108	131	66	36	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	216	464	207	411	1183	528	1217	788	668	84	189	160
Arrive On Green	0.13	0.13	0.13	0.14	0.34	0.34	0.35	0.42	0.42	0.05	0.10	0.10
Sat Flow, veh/h	1188	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	133	179	28	266	162	24	656	108	131	66	36	9
Grp Sat Flow(s),veh/h/ln	1188	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	13.1	5.6	1.9	15.1	3.8	1.2	18.3	4.3	6.3	4.4	2.1	0.6
Cycle Q Clear(g_c), s	13.1	5.6	1.9	15.1	3.8	1.2	18.3	4.3	6.3	4.4	2.1	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	464	207	411	1183	528	1217	788	668	84	189	160
V/C Ratio(X)	0.62	0.39	0.14	0.65	0.14	0.05	0.54	0.14	0.20	0.78	0.19	0.06
Avail Cap(c_a), veh/h	413	1049	468	418	1783	795	1217	788	668	184	244	207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	47.7	46.1	35.8	27.8	26.9	30.9	21.1	21.6	56.5	49.4	48.7
Incr Delay (d2), s/veh	1.1	0.2	0.1	2.5	0.0	0.0	0.3	0.4	0.7	5.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.4	0.7	6.5	1.6	0.4	7.2	1.8	2.3	2.1	1.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	47.9	46.2	38.4	27.8	26.9	31.1	21.4	22.3	62.3	49.5	48.7
LnGrp LOS	D	D	D	D	C	C	C	C	C	E	D	D
Approach Vol, veh/h		340			452			895			111	
Approach Delay, s/veh		49.4			34.0			28.7			57.1	
Approach LOS		D			C			C			E	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		48.6	11.2	60.2	24.5	24.1	50.0	21.4				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		60.7	12.5	* 27	17.6	35.7	* 19	15.8				
Max Q Clear Time (g_c+l1), s		5.8	6.4	8.3	17.1	15.1	20.3	4.1				
Green Ext Time (p_c), s		0.5	0.0	0.3	0.0	0.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			35.7									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

4: 1100 W & 500 S



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	381	41	117	318	55	72	132	115	53	89	72
Future Volume (veh/h)	138	381	41	117	318	55	72	132	115	53	89	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	164	454	16	139	379	21	86	157	92	63	106	44
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	531	1455	648	496	1455	634	411	266	156	329	304	126
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	976	3526	1571	915	3526	1538	1227	1091	639	1121	1245	517
Grp Volume(v), veh/h	164	454	16	139	379	21	86	0	249	63	0	150
Grp Sat Flow(s),veh/h/ln	976	1763	1571	915	1763	1538	1227	0	1730	1121	0	1762
Q Serve(g_s), s	4.8	3.2	0.2	4.4	2.6	0.3	2.3	0.0	4.6	1.9	0.0	2.6
Cycle Q Clear(g_c), s	7.4	3.2	0.2	7.6	2.6	0.3	4.8	0.0	4.6	6.5	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.29
Lane Grp Cap(c), veh/h	531	1455	648	496	1455	634	411	0	423	329	0	430
V/C Ratio(X)	0.31	0.31	0.02	0.28	0.26	0.03	0.21	0.00	0.59	0.19	0.00	0.35
Avail Cap(c_a), veh/h	1469	4839	2156	1375	4839	2111	1088	0	1377	917	0	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	7.2	6.3	9.8	7.0	6.4	13.4	0.0	12.2	15.0	0.0	11.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.0	0.5	0.5	0.0	0.5	0.0	1.4	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	7.3	6.4	9.9	7.1	6.4	13.5	0.0	12.6	15.1	0.0	11.6
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h	634					539		335		213		
Approach Delay, s/veh	7.8					7.8		12.9		12.6		
Approach LOS	A					A		B		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	21.5		14.9			21.5		14.9				
Change Period (Y+Rc), s	6.5		6.0			6.5		6.0				
Max Green Setting (Gmax), s	50.0		29.0			50.0		28.0				
Max Q Clear Time (g_c+I1), s	9.6		6.8			9.4		8.5				
Green Ext Time (p_c), s	1.3		0.7			2.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

5: 1450 W & Highgate Ave

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	32	0	0	23	0
Future Vol, veh/h	0	32	0	0	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	45	45	45	45	45	45
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	71	0	0	51	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	102	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	894	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	894	-	-	-	-	-
Mov Cap-2 Maneuver	894	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

6: 1450 W & Millbrige Ln

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	6	0	1	0	8	5	3	16	2
Future Vol, veh/h	2	0	0	6	0	1	0	8	5	3	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	0	0	7	0	1	0	9	6	3	19	2
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	39	42	20	39	40	13	21	0	0	16	0	0
Stage 1	26	26	-	13	13	-	-	-	-	-	-	-
Stage 2	13	16	-	26	27	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	963	848	1055	963	850	1064	1588	-	-	1595	-	-
Stage 1	989	872	-	1005	883	-	-	-	-	-	-	-
Stage 2	1005	880	-	989	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	960	845	1055	961	847	1063	1588	-	-	1593	-	-
Mov Cap-2 Maneuver	960	845	-	961	847	-	-	-	-	-	-	-
Stage 1	989	870	-	1004	882	-	-	-	-	-	-	-
Stage 2	1004	879	-	987	869	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	8.8			8.7			0			1		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1588	-	-	960	974	1593	-	-				
HCM Lane V/C Ratio	-	-	-	0.002	0.008	0.002	-	-				
HCM Control Delay (s)	0	-	-	8.8	8.7	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

7: 1450 W & W 400 N

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	0	23	73	0	14
Future Vol, veh/h	29	0	23	73	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	36	36	36	36	36	36
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	81	0	64	203	0	39
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	81	0	412	81
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	331	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1510	-	594	979
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1510	-	565	979
Mov Cap-2 Maneuver	-	-	-	-	565	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	690	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.8		8.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	979	-	-	1510	-	
HCM Lane V/C Ratio	0.04	-	-	0.042	-	
HCM Control Delay (s)	8.8	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

8: 1100 W & Highgate Ave

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	32	24	0	12	31	281	1	0	157	4
Future Vol, veh/h	2	0	32	24	0	12	31	281	1	0	157	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	0	36	27	0	13	35	316	1	0	176	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	571	565	178	583	567	317	180	0	0	317	0	0
Stage 1	178	178	-	387	387	-	-	-	-	-	-	-
Stage 2	393	387	-	196	180	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	430	433	862	422	432	721	1389	-	-	1237	-	-
Stage 1	821	750	-	635	608	-	-	-	-	-	-	-
Stage 2	630	608	-	803	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	412	420	862	395	419	721	1389	-	-	1237	-	-
Mov Cap-2 Maneuver	412	420	-	395	419	-	-	-	-	-	-	-
Stage 1	796	750	-	615	589	-	-	-	-	-	-	-
Stage 2	599	589	-	770	749	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.7		13.5		0.8		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1389	-	-	810	465	1237	-	-				
HCM Lane V/C Ratio	0.025	-	-	0.047	0.087	-	-	-				
HCM Control Delay (s)	7.7	0	-	9.7	13.5	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-	-				

9: 1100 W & Millbrige Ln

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	8	9	287	146	8
Future Vol, veh/h	4	8	9	287	146	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	17	20	624	317	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	990	326	334	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	272	713	1220	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	265	713	1220	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.4	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1220	-	456	-	-	
HCM Lane V/C Ratio	0.016	-	0.057	-	-	
HCM Control Delay (s)	8	0	13.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

10: 1100 W & W 400 N

Intersection

Intersection Delay, s/veh 11.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	33	15	77	68	48	29	141	127	58	71	25
Future Vol, veh/h	16	33	15	77	68	48	29	141	127	58	71	25
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	19	39	18	92	81	57	35	168	151	69	85	30
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.7	10.5	12.6	9.9
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	53%	0%	69%	0%	59%	0%	74%
Vol Right, %	0%	47%	0%	31%	0%	41%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	268	16	48	77	116	58	96
LT Vol	29	0	16	0	77	0	58	0
Through Vol	0	141	0	33	0	68	0	71
RT Vol	0	127	0	15	0	48	0	25
Lane Flow Rate	35	319	19	57	92	138	69	114
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.06	0.478	0.037	0.098	0.169	0.224	0.123	0.182
Departure Headway (Hd)	6.236	5.397	6.912	6.182	6.644	5.845	6.438	5.747
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	670	518	580	541	615	558	625
Service Time	3.961	3.122	4.649	3.919	4.374	3.575	4.168	3.477
HCM Lane V/C Ratio	0.061	0.476	0.037	0.098	0.17	0.224	0.124	0.182
HCM Control Delay	9.4	13	9.9	9.6	10.7	10.3	10.1	9.8
HCM Lane LOS	A	B	A	A	B	B	B	A
HCM 95th-tile Q	0.2	2.6	0.1	0.3	0.6	0.9	0.4	0.7

101: 1450 W & Wellington Ave

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	26	6	4	18
Future Vol, veh/h	6	19	26	6	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	21	28	7	4	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	77	14	24	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	926	1066	1591	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	909	1066	1591	-	-	-
Mov Cap-2 Maneuver	909	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	5.9		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1591	-	1024	-	-	
HCM Lane V/C Ratio	0.018	-	0.027	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

102: Internal Street #2 & Internal Street #1

Intersection			
Intersection Delay, s/veh	3.7		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	10	166
Demand Flow Rate, veh/h	0	10	169
Vehicles Circulating, veh/h	1	166	11
Vehicles Exiting, veh/h	175	14	239
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.2	3.7
Approach LOS	-	A	A
Lane	Left	Left	
Designated Moves	TR	LT	
Assumed Moves	TR	LT	
RT Channelized			
Lane Util	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	
Critical Headway, s	4.976	4.976	
Entry Flow, veh/h	10	169	
Cap Entry Lane, veh/h	1165	1364	
Entry HV Adj Factor	0.998	0.982	
Flow Entry, veh/h	10	166	
Cap Entry, veh/h	1163	1340	
V/C Ratio	0.009	0.124	
Control Delay, s/veh	3.2	3.7	
LOS	A	A	
95th %tile Queue, veh	0	0	

Future (2029) Background Conditions

HCM 6th Signalized Intersection Summary

1: 500 S & SB Legacy

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	10	180	45	0	0	0	0	710	0	15
Future Volume (veh/h)	0	20	10	180	45	0	0	0	0	710	0	15
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	21	0	189	47	0				747	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	388	0	462	388	0				889	0	791
Arrive On Green	0.00	0.21	0.00	0.21	0.21	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	1856	0	1377	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	21	0	189	47	0				747	0	9
Grp Sat Flow(s),veh/h/ln	0	1856	0	1377	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.3	0.0	4.9	0.8	0.0				14.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.3	0.0	5.3	0.8	0.0				14.0	0.0	0.1
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	388	0	462	388	0				889	0	791
V/C Ratio(X)	0.00	0.05	0.00	0.41	0.12	0.00				0.84	0.00	0.01
Avail Cap(c_a), veh/h	0	1924	0	1602	1924	0				2290	0	2038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.2	0.0	14.3	12.4	0.0				8.2	0.0	4.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	1.3	0.3	0.0				3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.2	0.0	14.5	12.4	0.0				9.1	0.0	4.8
LnGrp LOS	A	B	A	B	B	A				A	A	A
Approach Vol, veh/h		21			236						756	
Approach Delay, s/veh		12.2			14.1						9.0	
Approach LOS		B			B						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.4			13.4			25.2				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		2.3			7.3			16.0				
Green Ext Time (p_c), s		0.0			0.2			3.4				
Intersection Summary												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	720	0	0	215	395	10	0	145	0	0	0
Future Vol, veh/h	10	720	0	0	215	395	10	0	145	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	758	0	0	226	416	11	0	153	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	226	0	-	-	-	0	1007	1006	-
Stage 1	-	-	-	-	-	-	780	780	-
Stage 2	-	-	-	-	-	-	227	226	-
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-
Pot Cap-1 Maneuver	1337	-	0	0	-	0	266	240	0
Stage 1	-	-	0	0	-	0	450	404	0
Stage 2	-	-	0	0	-	0	808	715	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1337	-	-	-	-	-	264	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	0	-
Stage 1	-	-	-	-	-	-	446	0	-
Stage 2	-	-	-	-	-	-	807	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	264	-	1337	-	-
HCM Lane V/C Ratio	0.04	-	0.008	-	-
HCM Control Delay (s)	19.2	0	7.7	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	125	715	220	140	15	465	5	245	0	5	5
Future Volume (veh/h)	25	125	715	220	140	15	465	5	245	0	5	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	26	132	78	232	147	3	489	5	157	0	5	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	213	441	197	391	1107	494	1173	1003	850	1	253	215
Arrive On Green	0.12	0.12	0.12	0.13	0.31	0.31	0.34	0.54	0.54	0.00	0.14	0.14
Sat Flow, veh/h	1228	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	26	132	78	232	147	3	489	5	157	0	5	1
Grp Sat Flow(s),veh/h/ln	1228	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	2.3	4.1	5.5	13.3	3.6	0.2	13.1	0.1	6.1	0.0	0.3	0.1
Cycle Q Clear(g_c), s	2.3	4.1	5.5	13.3	3.6	0.2	13.1	0.1	6.1	0.0	0.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	441	197	391	1107	494	1173	1003	850	1	253	215
V/C Ratio(X)	0.12	0.30	0.40	0.59	0.13	0.01	0.42	0.00	0.18	0.00	0.02	0.00
Avail Cap(c_a), veh/h	354	843	376	395	1519	677	1173	1003	850	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	47.7	48.3	37.1	29.5	28.3	30.3	12.7	14.1	0.0	44.8	44.8
Incr Delay (d2), s/veh	0.1	0.1	0.5	1.6	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	2.1	5.7	1.5	0.1	5.2	0.1	2.1	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	47.9	48.8	38.7	29.5	28.3	30.4	12.7	14.6	0.0	44.9	44.8
LnGrp LOS	D	D	D	D	C	C	C	B	B	A	D	D
Approach Vol, veh/h		236			382			651			6	
Approach Delay, s/veh		48.1			35.1			26.4			44.8	
Approach LOS		D			D			C			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		46.0	0.0	74.0	22.7	23.3	48.4	25.6				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		51.7	9.5	* 39	15.6	28.7	* 18	25.8				
Max Q Clear Time (g_c+I1), s		5.6	0.0	8.1	15.3	7.5	15.1	2.3				
Green Ext Time (p_c), s		0.5	0.0	0.2	0.0	0.4	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

4: 1100 W & 500 S

Bandon Fields TIS

12/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	250	20	145	230	30	40	90	150	30	95	125
Future Volume (veh/h)	65	250	20	145	230	30	40	90	150	30	95	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	68	263	8	153	242	13	42	95	62	32	100	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	662	1564	697	651	1564	682	343	195	127	341	209	117
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1115	3526	1571	1099	3526	1538	1220	1041	680	1219	1117	625
Grp Volume(v), veh/h	68	263	8	153	242	13	42	0	157	32	0	156
Grp Sat Flow(s),veh/h/ln	1115	1763	1571	1099	1763	1538	1220	0	1721	1219	0	1742
Q Serve(g_s), s	1.3	1.5	0.1	3.3	1.4	0.2	1.1	0.0	2.8	0.8	0.0	2.7
Cycle Q Clear(g_c), s	2.7	1.5	0.1	4.8	1.4	0.2	3.8	0.0	2.8	3.6	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.36
Lane Grp Cap(c), veh/h	662	1564	697	651	1564	682	343	0	322	341	0	326
V/C Ratio(X)	0.10	0.17	0.01	0.24	0.15	0.02	0.12	0.00	0.49	0.09	0.00	0.48
Avail Cap(c_a), veh/h	1319	3643	1623	1299	3643	1589	1700	0	2236	1696	0	2263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	5.7	5.3	7.1	5.6	5.3	14.0	0.0	12.3	13.9	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.3	0.2	0.0	0.2	0.0	0.9	0.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	5.7	5.3	7.2	5.6	5.3	14.0	0.0	12.7	14.0	0.0	12.7
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h	339			408			199			188		
Approach Delay, s/veh	5.8			6.2			13.0			12.9		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	21.5			12.3			21.5			12.3		
Change Period (Y+Rc), s	6.5			6.0			6.5			6.0		
Max Green Setting (Gmax), s	35.0			44.0			35.0			44.0		
Max Q Clear Time (g_c+I1), s	6.8			5.8			4.7			5.6		
Green Ext Time (p_c), s	0.8			0.4			1.0			0.4		

Intersection Summary

HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	0	0	10	0
Future Vol, veh/h	0	10	0	0	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	11	0	0	11	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	22	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	992	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	992	-	-	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	-	-	-	
HCM Lane LOS	-	-	-	-	-	
HCM 95th %tile Q(veh)	-	-	-	-	-	

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	0	5	5	5	0	5	5	5	5	5
Future Vol, veh/h	0	5	0	5	5	5	0	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	5	0	5	5	5	0	5	5	5	5	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	31	29	8	29	29	9	10	0	0	11	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	13	11	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	975	862	1071	977	862	1070	1603	-	-	1602	-	-
Stage 1	999	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1005	884	-	996	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	963	859	1071	969	859	1069	1603	-	-	1600	-	-
Mov Cap-2 Maneuver	963	859	-	969	859	-	-	-	-	-	-	-
Stage 1	999	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	994	883	-	987	874	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.2		8.8			0			2.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1603	-	-	859	958	1600	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.016	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.2	8.8	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection

Int Delay, s/veh 4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	5	5	0	10
Future Vol, veh/h	5	0	5	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	5	0	5	5	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	5
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.13	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.227	-
Pot Cap-1 Maneuver	-	1610	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1610	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1078	-	-	1610	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	10	10	0	5	10	150	10	5	220	5
Future Vol, veh/h	5	0	10	10	0	5	10	150	10	5	220	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	11	11	0	5	11	158	11	5	232	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	433	436	235	436	433	164	237	0	0	169	0	0
Stage 1	245	245	-	186	186	-	-	-	-	-	-	-
Stage 2	188	191	-	250	247	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	531	512	802	529	514	878	1324	-	-	1402	-	-
Stage 1	756	702	-	813	744	-	-	-	-	-	-	-
Stage 2	811	740	-	752	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	523	505	802	517	507	878	1324	-	-	1402	-	-
Mov Cap-2 Maneuver	523	505	-	517	507	-	-	-	-	-	-	-
Stage 1	749	699	-	806	737	-	-	-	-	-	-	-
Stage 2	799	733	-	739	697	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		11.2		0.5		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1324	-	-	681	599	1402	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.023	0.026	0.004	-	-				
HCM Control Delay (s)	7.7	0	-	10.4	11.2	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	150	220	10
Future Vol, veh/h	5	10	5	150	220	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	11	5	158	232	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	406	238	243	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	599	798	1317	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	597	798	1317	-	-	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1317	-	717	-	-	
HCM Lane V/C Ratio	0.004	-	0.022	-	-	
HCM Control Delay (s)	7.7	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Intersection Delay, s/veh	9.1											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	20	10	115	10	15	5	70	85	40	105	0
Future Vol, veh/h	5	20	10	115	10	15	5	70	85	40	105	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	21	11	121	11	16	5	74	89	42	111	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.4	9.7	8.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	45%	0%	67%	0%	40%	0%	100%
Vol Right, %	0%	55%	0%	33%	0%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	155	5	30	115	25	40	105
LT Vol	5	0	5	0	115	0	40	0
Through Vol	0	70	0	20	0	10	0	105
RT Vol	0	85	0	10	0	15	0	0
Lane Flow Rate	5	163	5	32	121	26	42	111
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.008	0.219	0.009	0.046	0.198	0.036	0.067	0.16
Departure Headway (Hd)	5.726	4.838	6.033	5.294	5.886	4.961	5.724	5.221
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	625	741	592	674	609	720	625	686
Service Time	3.464	2.575	3.786	3.047	3.63	2.705	3.462	2.959
HCM Lane V/C Ratio	0.008	0.22	0.008	0.047	0.199	0.036	0.067	0.162
HCM Control Delay	8.5	8.9	8.8	8.3	10.1	7.9	8.9	9
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0	0.8	0	0.1	0.7	0.1	0.2	0.6

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1622	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th Signalized Intersection Summary

1: 500 S & SB Legacy

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	75	30	125	60	0	0	0	0	355	5	15
Future Volume (veh/h)	0	75	30	125	60	0	0	0	0	355	5	15
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	79	14	132	63	0				374	5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	452	80	595	547	0				522	7	470
Arrive On Green	0.00	0.29	0.29	0.29	0.29	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	1534	272	1291	1856	0				1745	23	1572
Grp Volume(v), veh/h	0	0	93	132	63	0				379	0	5
Grp Sat Flow(s),veh/h/ln	0	0	1806	1291	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	1.0	2.3	0.7	0.0				5.2	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.0	3.4	0.7	0.0				5.2	0.0	0.1
Prop In Lane	0.00		0.15	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	532	595	547	0				529	0	470
V/C Ratio(X)	0.00	0.00	0.17	0.22	0.12	0.00				0.72	0.00	0.01
Avail Cap(c_a), veh/h	0	0	2645	2105	2718	0				3238	0	2879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	7.2	8.4	7.0	0.0				8.5	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.4	0.2	0.0				1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	7.2	8.5	7.1	0.0				9.2	0.0	6.7
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		93			195						384	
Approach Delay, s/veh		7.2			8.0						9.2	
Approach LOS		A			A						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.3			13.3			14.0				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		3.0			5.4			7.2				
Green Ext Time (p_c), s		0.2			0.2			1.4				
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	400	0	0	160	755	25	5	215	0	0	0
Future Vol, veh/h	30	400	0	0	160	755	25	5	215	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	32	421	0	0	168	795	26	5	226	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	168	0	-	-	-	0	654	653	-
Stage 1	-	-	-	-	-	-	485	485	-
Stage 2	-	-	-	-	-	-	169	168	-
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-
Pot Cap-1 Maneuver	1404	-	0	0	-	0	430	385	0
Stage 1	-	-	0	0	-	0	617	550	0
Stage 2	-	-	0	0	-	0	858	758	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1404	-	-	-	-	-	420	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	0	-
Stage 1	-	-	-	-	-	-	603	0	-
Stage 2	-	-	-	-	-	-	857	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	420	-	1404	-	-
HCM Lane V/C Ratio	0.075	-	0.022	-	-
HCM Control Delay (s)	14.3	0	7.6	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	195	405	290	170	5	725	5	395	15	10	20
Future Volume (veh/h)	15	195	405	290	170	5	725	5	395	15	10	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	16	205	38	305	179	1	763	5	233	16	11	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	209	441	197	370	1116	498	1015	880	746	30	333	283
Arrive On Green	0.12	0.12	0.12	0.13	0.32	0.32	0.30	0.47	0.47	0.02	0.18	0.18
Sat Flow, veh/h	1195	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	16	205	38	305	179	1	763	5	233	16	11	3
Grp Sat Flow(s),veh/h/ln	1195	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.4	6.5	2.6	15.6	4.4	0.1	24.2	0.2	11.0	1.1	0.6	0.2
Cycle Q Clear(g_c), s	1.4	6.5	2.6	15.6	4.4	0.1	24.2	0.2	11.0	1.1	0.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	441	197	370	1116	498	1015	880	746	30	333	283
V/C Ratio(X)	0.08	0.47	0.19	0.82	0.16	0.00	0.75	0.01	0.31	0.53	0.03	0.01
Avail Cap(c_a), veh/h	346	843	376	370	1519	677	1015	880	746	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	48.8	47.1	40.2	29.5	28.0	38.2	16.6	19.5	58.5	40.6	40.4
Incr Delay (d2), s/veh	0.1	0.3	0.2	13.1	0.0	0.0	2.8	0.0	1.1	5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.8	1.0	8.9	1.8	0.0	10.1	0.1	4.0	0.5	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	49.1	47.3	53.3	29.5	28.0	41.1	16.6	20.5	63.6	40.6	40.5
LnGrp LOS	D	D	D	D	C	C	D	B	C	E	D	D
Approach Vol, veh/h	259		485				1001		30			
Approach Delay, s/veh	48.6		44.5				36.2		52.9			
Approach LOS	D		D				D		D			
Timer - Assigned Phs	2		3		4		5		6		7	
Phs Duration (G+Y+Rc), s	46.3		7.6		66.1		23.0		23.3		42.9	
Change Period (Y+Rc), s	8.3		5.5		* 9.2		7.4		8.3		* 7.4	
Max Green Setting (Gmax), s	51.7		9.5		* 39		15.6		28.7		* 18	
Max Q Clear Time (g_c+I1), s	6.4		3.1		13.0		17.6		8.5		26.2	
Green Ext Time (p_c), s	0.6		0.0		0.3		0.0		0.6		0.0	
Intersection Summary												
HCM 6th Ctrl Delay	40.5											
HCM 6th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

4: 1100 W & 500 S

Bandon Fields TIS

12/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	420	30	140	325	35	60	140	140	45	95	85
Future Volume (veh/h)	165	420	30	140	325	35	60	140	140	45	95	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	174	442	12	147	342	15	63	147	93	47	100	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	560	1472	656	510	1472	642	408	249	157	326	292	123
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1016	3526	1571	929	3526	1538	1235	1056	668	1130	1240	521
Grp Volume(v), veh/h	174	442	12	147	342	15	63	0	240	47	0	142
Grp Sat Flow(s),veh/h/ln	1016	1763	1571	929	1763	1538	1235	0	1724	1130	0	1761
Q Serve(g_s), s	4.8	3.0	0.2	4.5	2.3	0.2	1.6	0.0	4.5	1.4	0.0	2.4
Cycle Q Clear(g_c), s	7.1	3.0	0.2	7.5	2.3	0.2	4.0	0.0	4.5	5.8	0.0	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.30
Lane Grp Cap(c), veh/h	560	1472	656	510	1472	642	408	0	406	326	0	415
V/C Ratio(X)	0.31	0.30	0.02	0.29	0.23	0.02	0.15	0.00	0.59	0.14	0.00	0.34
Avail Cap(c_a), veh/h	1208	3720	1657	1103	3720	1623	1524	0	1963	1347	0	2005
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	7.0	6.2	9.5	6.8	6.2	13.1	0.0	12.2	14.8	0.0	11.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.0	0.5	0.4	0.0	0.4	0.0	1.4	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	7.0	6.2	9.6	6.8	6.2	13.2	0.0	12.7	14.9	0.0	11.6
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h	628		504				303			189		
Approach Delay, s/veh	7.6		7.6				12.8			12.4		
Approach LOS	A		A				B			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.5		14.5		21.5		14.5					
Change Period (Y+Rc), s	6.5		6.0		6.5		6.0					
Max Green Setting (Gmax), s	38.0		41.0		38.0		41.0					
Max Q Clear Time (g_c+I1), s	9.5		6.5		9.1		7.8					
Green Ext Time (p_c), s	1.2		0.7		1.9		0.4					
Intersection Summary												
HCM 6th Ctrl Delay			9.1									
HCM 6th LOS			A									

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	0	0	5	0
Future Vol, veh/h	0	10	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	11	0	0	5	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	10	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	1008	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1008	-	-	-	-	-
Mov Cap-2 Maneuver	1008	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	5	0	5	5	5	5	5
Future Vol, veh/h	5	0	0	0	0	5	0	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	0	0	0	5	0	5	5	5	5	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	28	29	8	27	29	9	10	0	0	11	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	10	11	-	18	20	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	979	862	1071	980	862	1070	1603	-	-	1602	-	-
Stage 1	999	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1008	884	-	999	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	972	859	1071	977	859	1069	1603	-	-	1600	-	-
Mov Cap-2 Maneuver	972	859	-	977	859	-	-	-	-	-	-	-
Stage 1	999	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	1003	883	-	996	874	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		8.4			0			2.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1603	-	-	972	1069	1600	-	-				
HCM Lane V/C Ratio	-	-	-	0.005	0.005	0.003	-	-				
HCM Control Delay (s)	0	-	-	8.7	8.4	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	15	5	0	10
Future Vol, veh/h	5	0	15	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	5	0	16	5	0	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	42	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1610	-	967	1078
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	957	1078
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	973	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.4		8.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1078	-	-	1610	-	
HCM Lane V/C Ratio	0.01	-	-	0.01	-	
HCM Control Delay (s)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	15	30	0	15	5	315	5	0	180	5
Future Vol, veh/h	5	0	15	30	0	15	5	315	5	0	180	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	16	32	0	16	5	332	5	0	189	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	545	539	192	545	539	335	194	0	0	337	0	0
Stage 1	192	192	-	345	345	-	-	-	-	-	-	-
Stage 2	353	347	-	200	194	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	448	448	847	448	448	705	1373	-	-	1217	-	-
Stage 1	807	740	-	668	634	-	-	-	-	-	-	-
Stage 2	662	633	-	800	738	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	437	446	847	438	446	705	1373	-	-	1217	-	-
Mov Cap-2 Maneuver	437	446	-	438	446	-	-	-	-	-	-	-
Stage 1	804	740	-	665	631	-	-	-	-	-	-	-
Stage 2	645	630	-	785	738	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		12.9		0.1		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1373	-	-	686	501	1217	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.031	0.095	-	-	-				
HCM Control Delay (s)	7.6	0	-	10.4	12.9	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	325	165	5
Future Vol, veh/h	5	10	10	325	165	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	11	11	342	174	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	541	177	179	0	-	0
Stage 1	177	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	500	863	1391	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	863	1391	-	-	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1391	-	692	-	-	
HCM Lane V/C Ratio	0.008	-	0.023	-	-	
HCM Control Delay (s)	7.6	0	10.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Intersection Delay, s/veh	10.8											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	30	10	85	25	60	15	170	150	70	85	5
Future Vol, veh/h	5	30	10	85	25	60	15	170	150	70	85	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	32	11	89	26	63	16	179	158	74	89	5
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.2	9.8	12.1	9.4
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	53%	0%	75%	0%	29%	0%	94%
Vol Right, %	0%	47%	0%	25%	0%	71%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	320	5	40	85	85	70	90
LT Vol	15	0	5	0	85	0	70	0
Through Vol	0	170	0	30	0	25	0	85
RT Vol	0	150	0	10	0	60	0	5
Lane Flow Rate	16	337	5	42	89	89	74	95
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.026	0.472	0.01	0.071	0.162	0.134	0.124	0.145
Departure Headway (Hd)	5.876	5.042	6.729	6.045	6.506	5.403	6.04	5.496
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	605	707	535	596	555	656	588	645
Service Time	3.655	2.821	4.432	3.748	4.206	3.201	3.836	3.292
HCM Lane V/C Ratio	0.026	0.477	0.009	0.07	0.16	0.136	0.126	0.147
HCM Control Delay	8.8	12.3	9.5	9.2	10.5	9.1	9.7	9.2
HCM Lane LOS	A	B	A	A	B	A	A	A
HCM 95th-tile Q	0.1	2.5	0	0.2	0.6	0.5	0.4	0.5

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1622	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Future (2029) Plus Project Conditions

1: 500 S & SB Legacy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	10	263	45	0	0	0	0	729	0	15
Future Volume (veh/h)	0	20	10	263	45	0	0	0	0	729	0	15
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	21	3	277	47	0				767	0	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	400	57	491	468	0				888	0	791
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	1587	227	1374	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	24	277	47	0				767	0	8
Grp Sat Flow(s),veh/h/ln	0	0	1814	1374	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	0.5	8.7	0.9	0.0				17.3	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	0.5	9.1	0.9	0.0				17.3	0.0	0.1
Prop In Lane	0.00		0.12	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	457	491	468	0				888	0	791
V/C Ratio(X)	0.00	0.00	0.05	0.56	0.10	0.00				0.86	0.00	0.01
Avail Cap(c_a), veh/h	0	0	1603	1359	1640	0				1952	0	1737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.8	16.3	13.0	0.0				9.9	0.0	5.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0				1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	2.4	0.3	0.0				4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	12.8	16.7	13.0	0.0				10.9	0.0	5.6
LnGrp LOS	A	A	B	B	B	A				B	A	A
Approach Vol, veh/h		24			324						775	
Approach Delay, s/veh		12.8			16.1						10.8	
Approach LOS		B			B						B	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		16.7			16.7			28.6				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		2.5			11.1			19.3				
Green Ext Time (p_c), s		0.0			0.2			3.5				
Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2: NB Legacy & 500 S

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	739	0	0	298	481	10	0	176	0	0	0
Future Vol, veh/h	10	739	0	0	298	481	10	0	176	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	778	0	0	314	506	11	0	185	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	314	0	-	-	-	-	0	1115	1114	-	-	-
Stage 1	-	-	-	-	-	-	-	800	800	-	-	-
Stage 2	-	-	-	-	-	-	-	315	314	-	-	-
Critical Hdwy	4.13	-	-	-	-	-	-	6.43	6.53	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Follow-up Hdwy	2.227	-	-	-	-	-	-	3.527	4.027	-	-	-
Pot Cap-1 Maneuver	1241	-	0	0	-	0	0	229	207	0	-	-
Stage 1	-	-	0	0	-	0	0	441	396	0	-	-
Stage 2	-	-	0	0	-	0	0	738	654	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1241	-	-	-	-	-	-	227	0	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	227	0	-	-	-
Stage 1	-	-	-	-	-	-	-	437	0	-	-	-
Stage 2	-	-	-	-	-	-	-	737	0	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	0.1	-	-	0	-	-	21.6	-	-	-	-	-
HCM LOS	-	-	-	-	-	-	C	-	-	-	-	-
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	WBT							
Capacity (veh/h)	227	-	1241	-	-							
HCM Lane V/C Ratio	0.046	-	0.008	-	-							
HCM Control Delay (s)	21.6	0	7.9	-	-							
HCM Lane LOS	C	A	A	-	-							
HCM 95th %tile Q(veh)	0.1	-	0	-	-							

3: Redwood Rd & 500 S

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	125	715	220	140	41	465	25	245	54	80	174
Future Volume (veh/h)	75	125	715	220	140	41	465	25	245	54	80	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	79	132	148	232	147	14	489	26	107	57	84	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	212	441	197	384	1107	494	819	841	713	73	445	377
Arrive On Green	0.13	0.13	0.13	0.13	0.31	0.31	0.24	0.45	0.45	0.04	0.24	0.24
Sat Flow, veh/h	1215	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	79	132	148	232	147	14	489	26	107	57	84	25
Grp Sat Flow(s),veh/h/ln	1215	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	7.3	4.1	10.9	13.3	3.6	0.7	15.2	0.9	4.8	3.8	4.3	1.5
Cycle Q Clear(g_c), s	7.3	4.1	10.9	13.3	3.6	0.7	15.2	0.9	4.8	3.8	4.3	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	441	197	384	1107	494	819	841	713	73	445	377
V/C Ratio(X)	0.37	0.30	0.75	0.60	0.13	0.03	0.60	0.03	0.15	0.78	0.19	0.07
Avail Cap(c_a), veh/h	351	843	376	389	1519	677	819	841	713	81	445	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	47.7	50.7	37.1	29.5	28.5	40.5	18.2	19.3	57.0	36.3	35.3
Incr Delay (d2), s/veh	0.4	0.1	2.2	1.8	0.0	0.0	0.8	0.1	0.4	30.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.7	4.3	5.7	1.5	0.3	6.2	0.4	1.7	2.3	1.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	47.9	52.9	38.9	29.5	28.5	41.4	18.3	19.7	87.4	36.4	35.3
LnGrp LOS	D	D	D	D	C	C	D	B	B	F	D	D
Approach Vol, veh/h		359			393			622			166	
Approach Delay, s/veh		50.3			35.0			36.7			53.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		46.0	10.5	63.6	22.7	23.3	36.1	38.0				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		51.7	5.5	* 43	15.6	28.7	* 23	20.8				
Max Q Clear Time (g_c+I1), s		5.6	5.8	6.8	15.3	12.9	17.2	6.3				
Green Ext Time (p_c), s		0.5	0.0	0.2	0.0	0.5	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			41.3									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

4: 1100 W & 500 S



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	283	41	145	248	40	47	96	150	47	111	125
Future Volume (veh/h)	65	283	41	145	248	40	47	96	150	47	111	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	68	298	17	153	261	17	49	101	69	49	117	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	629	1522	678	607	1522	664	343	213	146	354	230	134
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1092	3526	1571	1055	3526	1538	1188	1021	697	1204	1100	639
Grp Volume(v), veh/h	68	298	17	153	261	17	49	0	170	49	0	185
Grp Sat Flow(s),veh/h/ln	1092	1763	1571	1055	1763	1538	1188	0	1718	1204	0	1739
Q Serve(g_s), s	1.4	1.8	0.2	3.7	1.6	0.2	1.3	0.0	3.0	1.3	0.0	3.3
Cycle Q Clear(g_c), s	3.0	1.8	0.2	5.5	1.6	0.2	4.6	0.0	3.0	4.3	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		0.37
Lane Grp Cap(c), veh/h	629	1522	678	607	1522	664	343	0	359	354	0	364
V/C Ratio(X)	0.11	0.20	0.03	0.25	0.17	0.03	0.14	0.00	0.47	0.14	0.00	0.51
Avail Cap(c_a), veh/h	1286	3647	1625	1243	3647	1591	1563	0	2122	1590	0	2149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.0	6.1	5.7	7.8	6.1	5.7	14.2	0.0	12.1	14.0	0.0	12.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	0.4	0.2	0.0	0.3	0.0	0.9	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	6.2	5.7	7.9	6.1	5.7	14.3	0.0	12.4	14.0	0.0	12.6
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h	383					431		219		234		
Approach Delay, s/veh	6.3					6.7		12.9		12.9		
Approach LOS	A					A		B		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	21.5		13.3			21.5		13.3				
Change Period (Y+Rc), s	6.5		6.0			6.5		6.0				
Max Green Setting (Gmax), s	36.0		43.0			36.0		43.0				
Max Q Clear Time (g_c+I1), s	7.5		6.6			5.0		6.3				
Green Ext Time (p_c), s	0.9		0.5			1.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	8.8											
HCM 6th LOS	A											

5: 1450 W & Highgate Ave

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	0	0	31	0
Future Vol, veh/h	0	20	0	0	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	21	0	0	33	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	66	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	937	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	937	-	-	-	-	-
Mov Cap-2 Maneuver	937	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	-	-	-	
HCM Lane LOS	-	-	-	-	-	
HCM 95th %tile Q(veh)	-	-	-	-	-	

6: 1450 W & Millbrige Ln

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	0	6	5	5	0	11	10	5	8	5
Future Vol, veh/h	0	5	0	6	5	5	0	11	10	5	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	5	0	6	5	5	0	12	11	5	8	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	44	45	11	42	42	19	13	0	0	24	0	0
Stage 1	21	21	-	19	19	-	-	-	-	-	-	-
Stage 2	23	24	-	23	23	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	956	845	1067	959	848	1056	1599	-	-	1584	-	-
Stage 1	995	876	-	997	878	-	-	-	-	-	-	-
Stage 2	993	873	-	993	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	945	842	1067	951	845	1055	1599	-	-	1582	-	-
Mov Cap-2 Maneuver	945	842	-	951	845	-	-	-	-	-	-	-
Stage 1	995	873	-	996	877	-	-	-	-	-	-	-
Stage 2	982	872	-	984	871	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.3		8.9		0		2					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1599	-	-	842	943	1582	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.018	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.3	8.9	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

7: 1450 W & W 400 N

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations						
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Traffic Vol, veh/h	45	0	8	25	0	16
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Future Vol, veh/h	45	0	8	25	0	16
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	3	3	3	3	3	2
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Mvmt Flow	47	0	8	26	0	17
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	47
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Stage 1	-	-	47
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Stage 2	-	-	42
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Critical Hdwy	-	4.13	6.43
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Critical Hdwy Stg 1	-	-	5.43
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Critical Hdwy Stg 2	-	-	5.43
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Follow-up Hdwy	-	2.227	3.527
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Pot Cap-1 Maneuver	-	1554	909
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Stage 1	-	-	973
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Stage 2	-	-	978
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	1554	904
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Mov Cap-2 Maneuver	-	-	904
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Stage 1	-	-	973
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Stage 2	-	-	973
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Approach	EB	WB	NB
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HCM Control Delay, s	0	1.8	8.6
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	1022	-	-	1554	-
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HCM Lane V/C Ratio	0.016	-	-	0.005	-
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HCM Control Delay (s)	8.6	-	-	7.3	0
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HCM Lane LOS	A	-	-	A	A
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HCM 95th %tile Q(veh)	0.1	-	-	0	-
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8: 1100 W & Highgate Ave

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	31	10	0	5	20	155	10	5	232	5
Future Vol, veh/h	5	0	31	10	0	5	20	155	10	5	232	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	33	11	0	5	21	163	11	5	244	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	470	473	247	484	470	169	249	0	0	174	0	0
Stage 1	257	257	-	211	211	-	-	-	-	-	-	-
Stage 2	213	216	-	273	259	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	502	488	789	491	490	872	1311	-	-	1397	-	-
Stage 1	745	693	-	789	726	-	-	-	-	-	-	-
Stage 2	787	722	-	731	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	490	477	789	463	479	872	1311	-	-	1397	-	-
Mov Cap-2 Maneuver	490	477	-	463	479	-	-	-	-	-	-	-
Stage 1	732	690	-	775	713	-	-	-	-	-	-	-
Stage 2	768	709	-	698	689	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.2		11.8		0.8		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1311	-	-	727	549	1397	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.052	0.029	0.004	-	-				
HCM Control Delay (s)	7.8	0	-	10.2	11.8	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

9: 1100 W & Millbrige Ln

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	5	155	232	11
Future Vol, veh/h	10	10	5	155	232	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	22	22	11	337	504	24
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	875	516	528	0	-	0
Stage 1	516	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	318	557	1034	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	314	557	1034	-	-	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1034	-	402	-	-	
HCM Lane V/C Ratio	0.011	-	0.108	-	-	
HCM Control Delay (s)	8.5	0	15	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

10: 1100 W & W 400 N

Intersection												
Intersection Delay, s/veh	9.3											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	34	22	116	22	15	10	70	90	40	105	6
Future Vol, veh/h	24	34	22	116	22	15	10	70	90	40	105	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	25	36	23	122	23	16	11	74	95	42	111	6
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	8.8	9.8	9.3	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	44%	0%	61%	0%	59%	0%	95%
Vol Right, %	0%	56%	0%	39%	0%	41%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	160	24	56	116	37	40	111
LT Vol	10	0	24	0	116	0	40	0
Through Vol	0	70	0	34	0	22	0	105
RT Vol	0	90	0	22	0	15	0	6
Lane Flow Rate	11	168	25	59	122	39	42	117
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.017	0.234	0.043	0.087	0.204	0.056	0.069	0.174
Departure Headway (Hd)	5.908	5.008	6.109	5.327	6.001	5.212	5.912	5.371
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	604	714	583	667	595	683	603	665
Service Time	3.665	2.765	3.883	3.101	3.767	2.977	3.672	3.13
HCM Lane V/C Ratio	0.018	0.235	0.043	0.088	0.205	0.057	0.07	0.176
HCM Control Delay	8.8	9.3	9.2	8.6	10.3	8.3	9.1	9.3
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.9	0.1	0.3	0.8	0.2	0.2	0.6

101: 1450 W & Wellington Ave

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	21	10	10	10	5
Future Vol, veh/h	10	21	10	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	22	11	11	11	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	47	14	16	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	963	1066	1602	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1066	1602	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	3.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1602	-	1028	-	-	
HCM Lane V/C Ratio	0.007	-	0.032	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

102: Internal Street #2 & Internal Street #1

Intersection			
Intersection Delay, s/veh	4.1		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	23	237
Demand Flow Rate, veh/h	0	23	242
Vehicles Circulating, veh/h	1	241	7
Vehicles Exiting, veh/h	263	8	80
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.5	4.1
Approach LOS	-	A	A
Lane	Left	Left	
Designated Moves	TR	LT	
Assumed Moves	TR	LT	
RT Channelized			
Lane Util	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	
Critical Headway, s	4.976	4.976	
Entry Flow, veh/h	23	242	
Cap Entry Lane, veh/h	1079	1370	
Entry HV Adj Factor	0.999	0.979	
Flow Entry, veh/h	23	237	
Cap Entry, veh/h	1078	1342	
V/C Ratio	0.021	0.177	
Control Delay, s/veh	3.5	4.1	
LOS	A	A	
95th %tile Queue, veh	0	1	

1: 500 S & SB Legacy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	75	30	199	60	0	0	0	0	400	5	15
Future Volume (veh/h)	0	75	30	199	60	0	0	0	0	400	5	15
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	79	14	209	63	0				421	5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	433	77	566	524	0				574	7	517
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	1534	272	1291	1856	0				1747	21	1572
Grp Volume(v), veh/h	0	0	93	209	63	0				426	0	5
Grp Sat Flow(s),veh/h/ln	0	0	1806	1291	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	1.1	4.2	0.7	0.0				6.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.1	5.3	0.7	0.0				6.1	0.0	0.1
Prop In Lane	0.00		0.15	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	510	566	524	0				581	0	517
V/C Ratio(X)	0.00	0.00	0.18	0.37	0.12	0.00				0.73	0.00	0.01
Avail Cap(c_a), veh/h	0	0	2533	2012	2602	0				3099	0	2756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	7.7	9.7	7.6	0.0				8.5	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.8	0.2	0.0				1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	7.8	9.9	7.6	0.0				9.1	0.0	6.5
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		93			272						431	
Approach Delay, s/veh		7.8			9.4						9.1	
Approach LOS		A			A						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.3			13.3			15.2				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		3.1			7.3			8.1				
Green Ext Time (p_c), s		0.2			0.3			1.6				
Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2: NB Legacy & 500 S

Intersection													
Int Delay, s/veh	1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	30	445	0	0	234	804	25	5	280	0	0	0	
Future Vol, veh/h	30	445	0	0	234	804	25	5	280	0	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None	
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	
Mvmt Flow	32	468	0	0	246	846	26	5	295	0	0	0	
Major/Minor	Major1			Major2			Minor1						
Conflicting Flow All	246	0	-	-	-	0	779	778	-				
Stage 1	-	-	-	-	-	-	532	532	-				
Stage 2	-	-	-	-	-	-	247	246	-				
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-				
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-				
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-				
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-				
Pot Cap-1 Maneuver	1314	-	0	0	-	0	363	326	0				
Stage 1	-	-	0	0	-	0	587	524	0				
Stage 2	-	-	0	0	-	0	792	701	0				
Platoon blocked, %		-			-								
Mov Cap-1 Maneuver	1314	-	-	-	-	-	354	0	-				
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	0	-				
Stage 1	-	-	-	-	-	-	573	0	-				
Stage 2	-	-	-	-	-	-	791	0	-				
Approach	EB			WB			NB						
HCM Control Delay, s	0.5			0			16.2						
HCM LOS							C						
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	WBT								
Capacity (veh/h)	354		-	1314	-	-							
HCM Lane V/C Ratio	0.089		-	0.024	-	-							
HCM Control Delay (s)	16.2		0	7.8	-	-							
HCM Lane LOS	C		A	A	-	-							
HCM 95th %tile Q(veh)	0.3		-	0.1	-	-							

3: Redwood Rd & 500 S

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	195	405	290	170	73	725	101	395	63	35	143
Future Volume (veh/h)	125	195	405	290	170	73	725	101	395	63	35	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	132	205	49	305	179	24	763	106	167	66	37	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	215	468	209	378	1143	510	885	810	686	84	390	331
Arrive On Green	0.13	0.13	0.13	0.13	0.32	0.32	0.26	0.44	0.44	0.05	0.21	0.21
Sat Flow, veh/h	1170	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	132	205	49	305	179	24	763	106	167	66	37	28
Grp Sat Flow(s),veh/h/ln	1170	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	13.2	6.4	3.3	15.6	4.3	1.3	25.5	4.1	8.0	4.4	1.9	1.7
Cycle Q Clear(g_c), s	13.2	6.4	3.3	15.6	4.3	1.3	25.5	4.1	8.0	4.4	1.9	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	468	209	378	1143	510	885	810	686	84	390	331
V/C Ratio(X)	0.61	0.44	0.23	0.81	0.16	0.05	0.86	0.13	0.24	0.78	0.09	0.08
Avail Cap(c_a), veh/h	340	843	376	378	1519	677	885	810	686	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	47.9	46.6	39.3	28.9	27.8	42.5	20.2	21.3	56.5	38.2	38.1
Incr Delay (d2), s/veh	1.1	0.2	0.2	11.0	0.0	0.0	8.4	0.3	0.8	5.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.7	1.3	8.6	1.8	0.5	11.3	1.8	3.0	2.1	0.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	48.2	46.8	50.3	28.9	27.8	50.9	20.6	22.2	62.3	38.2	38.1
LnGrp LOS	D	D	D	D	C	C	D	C	C	E	D	D
Approach Vol, veh/h		386			508			1036			131	
Approach Delay, s/veh		49.3			41.7			43.2			50.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		47.2	11.2	61.6	23.0	24.2	38.4	34.4				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		51.7	9.5	* 39	15.6	28.7	* 18	25.8				
Max Q Clear Time (g_c+I1), s		6.3	6.4	10.0	17.6	15.2	27.5	3.9				
Green Ext Time (p_c), s		0.6	0.0	0.4	0.0	0.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			44.4									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

4: 1100 W & 500 S



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	453	44	140	371	61	82	157	140	62	106	85
Future Volume (veh/h)	165	453	44	140	371	61	82	157	140	62	106	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	174	477	18	147	391	25	86	165	99	65	112	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	510	1423	634	471	1423	621	422	282	169	334	326	134
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	962	3526	1571	895	3526	1538	1218	1080	648	1106	1249	513
Grp Volume(v), veh/h	174	477	18	147	391	25	86	0	264	65	0	158
Grp Sat Flow(s),veh/h/ln	962	1763	1571	895	1763	1538	1218	0	1728	1106	0	1762
Q Serve(g_s), s	5.5	3.5	0.3	5.1	2.8	0.4	2.3	0.0	5.0	2.0	0.0	2.7
Cycle Q Clear(g_c), s	8.3	3.5	0.3	8.5	2.8	0.4	5.0	0.0	5.0	7.0	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.29
Lane Grp Cap(c), veh/h	510	1423	634	471	1423	621	422	0	451	334	0	460
V/C Ratio(X)	0.34	0.34	0.03	0.31	0.27	0.04	0.20	0.00	0.59	0.19	0.00	0.34
Avail Cap(c_a), veh/h	1077	3502	1560	999	3502	1528	1478	0	1949	1293	0	1988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	7.7	6.7	10.6	7.5	6.7	13.2	0.0	12.0	15.1	0.0	11.2
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.0	0.6	0.5	0.1	0.5	0.0	1.5	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	7.7	6.7	10.7	7.5	6.7	13.3	0.0	12.5	15.2	0.0	11.3
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h	669					563		350		223		
Approach Delay, s/veh	8.4					8.3		12.7		12.5		
Approach LOS	A					A		B		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	21.5		15.7			21.5		15.7				
Change Period (Y+Rc), s	6.5		6.0			6.5		6.0				
Max Green Setting (Gmax), s	37.0		42.0			37.0		42.0				
Max Q Clear Time (g_c+I1), s	10.5		7.0			10.3		9.0				
Green Ext Time (p_c), s	1.4		0.7			2.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			9.7									
HCM 6th LOS			A									

5: 1450 W & Highgate Ave

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	0	0	24	0
Future Vol, veh/h	0	36	0	0	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	0	25	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	50	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	957	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	957	-	-	-	-	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

6: 1450 W & Millbrige Ln

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	6	0	5	0	9	8	5	17	5
Future Vol, veh/h	5	0	0	6	0	5	0	9	8	5	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	0	6	0	5	0	9	8	5	18	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	47	49	21	45	47	14	23	0	0	18	0	0
Stage 1	31	31	-	14	14	-	-	-	-	-	-	-
Stage 2	16	18	-	31	33	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	952	841	1054	954	843	1063	1586	-	-	1592	-	-
Stage 1	983	867	-	1004	882	-	-	-	-	-	-	-
Stage 2	1001	878	-	983	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	945	838	1054	951	840	1062	1586	-	-	1590	-	-
Mov Cap-2 Maneuver	945	838	-	951	840	-	-	-	-	-	-	-
Stage 1	983	864	-	1003	881	-	-	-	-	-	-	-
Stage 2	996	877	-	980	863	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		8.7		0		1.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1586	-	-	945	998	1590	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.012	0.003	-	-				
HCM Control Delay (s)	0	-	-	8.8	8.7	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

7: 1450 W & W 400 N

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations						
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Traffic Vol, veh/h	31	0	27	76	0	14
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Future Vol, veh/h	31	0	27	76	0	14
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	3	3	3	3	3	2
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Mvmt Flow	33	0	28	80	0	15
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	33
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.13
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.227
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Pot Cap-1 Maneuver	-	-	1572
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1572
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	1.9	8.5
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	1041	-	-	1572	-
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HCM Lane V/C Ratio	0.014	-	-	0.018	-
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HCM Control Delay (s)	8.5	-	-	7.3	0
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HCM Lane LOS	A	-	-	A	A
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HCM 95th %tile Q(veh)	0	-	-	0.1	-
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8: 1100 W & Highgate Ave

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	34	30	0	15	31	332	5	0	188	5
Future Vol, veh/h	5	0	34	30	0	15	31	332	5	0	188	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	36	32	0	16	33	349	5	0	198	5
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	627	621	201	637	621	352	203	0	0	354	0	0
Stage 1	201	201	-	418	418	-	-	-	-	-	-	-
Stage 2	426	420	-	219	203	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	395	402	837	389	402	689	1363	-	-	1199	-	-
Stage 1	799	733	-	610	589	-	-	-	-	-	-	-
Stage 2	604	588	-	781	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	377	390	837	364	390	689	1363	-	-	1199	-	-
Mov Cap-2 Maneuver	377	390	-	364	390	-	-	-	-	-	-	-
Stage 1	775	733	-	592	571	-	-	-	-	-	-	-
Stage 2	572	570	-	748	732	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	10.3		14.4		0.6			0				
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1363	-	-	724	432	1199	-	-				
HCM Lane V/C Ratio	0.024	-	-	0.057	0.11	-	-	-				
HCM Control Delay (s)	7.7	0	-	10.3	14.4	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-				

9: 1100 W & Millbrige Ln

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	10	10	342	173	11
Future Vol, veh/h	8	10	10	342	173	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	22	22	743	376	24
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1175	388	400	0	-	0
Stage 1	388	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	211	658	1153	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	204	658	1153	-	-	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.3	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1153	-	331	-	-	
HCM Lane V/C Ratio	0.019	-	0.118	-	-	
HCM Control Delay (s)	8.2	0	17.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

10: 1100 W & W 400 N

Intersection												
Intersection Delay, s/veh	11.6											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	39	18	91	71	60	32	170	153	70	85	25
Future Vol, veh/h	17	39	18	91	71	60	32	170	153	70	85	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	18	41	19	96	75	63	34	179	161	74	89	26
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay	9.8			10.6			13.4			10		
HCM LOS	A			B			B			A		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	53%	0%	68%	0%	54%	0%	77%				
Vol Right, %	0%	47%	0%	32%	0%	46%	0%	23%				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane	32	323	17	57	91	131	70	110				
LT Vol	32	0	17	0	91	0	70	0				
Through Vol	0	170	0	39	0	71	0	85				
RT Vol	0	153	0	18	0	60	0	25				
Lane Flow Rate	34	340	18	60	96	138	74	116				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.059	0.513	0.035	0.105	0.179	0.226	0.133	0.187				
Departure Headway (Hd)	6.274	5.434	7.007	6.274	6.727	5.896	6.493	5.826				
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap	572	663	511	571	534	609	553	616				
Service Time	4.005	3.165	4.751	4.018	4.463	3.632	4.231	3.563				
HCM Lane V/C Ratio	0.059	0.513	0.035	0.105	0.18	0.227	0.134	0.188				
HCM Control Delay	9.4	13.8	10	9.8	10.9	10.4	10.2	9.9				
HCM Lane LOS	A	B	A	A	B	B	B	A				
HCM 95th-tile Q	0.2	2.9	0.1	0.4	0.6	0.9	0.5	0.7				

101: 1450 W & Wellington Ave

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	26	10	5	18
Future Vol, veh/h	6	19	26	10	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	20	27	11	5	19
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	80	15	24	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	922	1065	1591	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	906	1065	1591	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	5.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1591	-	1022	-	-	
HCM Lane V/C Ratio	0.017	-	0.026	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

102: Internal Street #2 & Internal Street #1

Intersection			
Intersection Delay, s/veh	3.7		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	10	166
Demand Flow Rate, veh/h	0	10	169
Vehicles Circulating, veh/h	1	166	11
Vehicles Exiting, veh/h	175	14	239
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.2	3.7
Approach LOS	-	A	A
Lane	Left	Left	
Designated Moves	TR	LT	
Assumed Moves	TR	LT	
RT Channelized			
Lane Util	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	
Critical Headway, s	4.976	4.976	
Entry Flow, veh/h	10	169	
Cap Entry Lane, veh/h	1165	1364	
Entry HV Adj Factor	0.998	0.982	
Flow Entry, veh/h	10	166	
Cap Entry, veh/h	1163	1340	
V/C Ratio	0.009	0.124	
Control Delay, s/veh	3.2	3.7	
LOS	A	A	
95th %tile Queue, veh	0	0	

Future (2029)
Background
(Train Blockage)
Conditions

HCM 6th Signalized Intersection Summary

1: 500 S & SB Legacy

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	10	180	45	0	0	0	0	710	0	15
Future Volume (veh/h)	0	20	10	180	45	0	0	0	0	710	0	15
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	21	3	189	47	0				747	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	332	47	459	388	0				889	0	791
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	1587	227	1373	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	24	189	47	0				747	0	9
Grp Sat Flow(s),veh/h/ln	0	0	1814	1373	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	0.4	4.9	0.8	0.0				14.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	0.4	5.3	0.8	0.0				14.0	0.0	0.1
Prop In Lane	0.00		0.12	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	379	459	388	0				889	0	791
V/C Ratio(X)	0.00	0.00	0.06	0.41	0.12	0.00				0.84	0.00	0.01
Avail Cap(c_a), veh/h	0	0	1881	1596	1924	0				2290	0	2038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.2	14.4	12.4	0.0				8.2	0.0	4.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.3	0.3	0.0				3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	12.3	14.6	12.4	0.0				9.1	0.0	4.8
LnGrp LOS	A	A	B	B	B	A				A	A	A
Approach Vol, veh/h		24			236						756	
Approach Delay, s/veh		12.3			14.2						9.0	
Approach LOS		B			B						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.4			13.4			25.2				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		2.4			7.3			16.0				
Green Ext Time (p_c), s		0.0			0.2			3.4				
Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	720	0	0	215	395	10	0	145	0	0	0
Future Vol, veh/h	10	720	0	0	215	395	10	0	145	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	758	0	0	226	416	11	0	153	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	226	0	-	-	-	0	1007	1006	-
Stage 1	-	-	-	-	-	-	780	780	-
Stage 2	-	-	-	-	-	-	227	226	-
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-
Pot Cap-1 Maneuver	1337	-	0	0	-	0	266	240	0
Stage 1	-	-	0	0	-	0	450	404	0
Stage 2	-	-	0	0	-	0	808	715	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1337	-	-	-	-	-	264	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	0	-
Stage 1	-	-	-	-	-	-	446	0	-
Stage 2	-	-	-	-	-	-	807	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	264	-	1337	-	-
HCM Lane V/C Ratio	0.04	-	0.008	-	-
HCM Control Delay (s)	19.2	0	7.7	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	125	715	240	140	15	465	5	245	0	5	5
Future Volume (veh/h)	25	125	715	240	140	15	465	5	245	0	5	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	26	132	80	253	147	4	489	5	140	0	5	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	213	441	197	395	1116	498	1164	997	845	1	253	214
Arrive On Green	0.12	0.12	0.12	0.13	0.32	0.32	0.34	0.54	0.54	0.00	0.14	0.00
Sat Flow, veh/h	1227	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	26	132	80	253	147	4	489	5	140	0	5	0
Grp Sat Flow(s),veh/h/ln	1227	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	2.3	4.1	5.6	14.6	3.6	0.2	13.2	0.1	5.4	0.0	0.3	0.0
Cycle Q Clear(g_c), s	2.3	4.1	5.6	14.6	3.6	0.2	13.2	0.1	5.4	0.0	0.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	441	197	395	1116	498	1164	997	845	1	253	214
V/C Ratio(X)	0.12	0.30	0.41	0.64	0.13	0.01	0.42	0.01	0.17	0.00	0.02	0.00
Avail Cap(c_a), veh/h	353	843	376	395	1519	677	1164	997	845	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	46.9	47.7	48.4	37.3	29.2	28.1	30.5	12.9	14.1	0.0	44.9	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.5	2.7	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	2.2	6.3	1.5	0.1	5.2	0.1	1.9	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	47.9	48.9	40.0	29.3	28.1	30.6	12.9	14.5	0.0	44.9	0.0
LnGrp LOS	D	D	D	D	C	C	C	B	B	A	D	A
Approach Vol, veh/h	238		404				634				5	
Approach Delay, s/veh	48.1		36.0				26.9				44.9	
Approach LOS	D		D				C				D	
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	46.3		0.0	73.7	23.0	23.3	48.2	25.5				
Change Period (Y+Rc), s	8.3		5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s	51.7		9.5	* 39	15.6	28.7	* 18	25.8				
Max Q Clear Time (g_c+I1), s	5.6		0.0	7.4	16.6	7.6	15.2	2.3				
Green Ext Time (p_c), s	0.5		0.0	0.2	0.0	0.4	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	33.8											
HCM 6th LOS	C											
Notes												

HCM 6th Signalized Intersection Summary

4: 1100 W & 500 S

Bandon Fields TIS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	40	41	32	51	7	40	90	150	30	91	304
Future Volume (veh/h)	254	40	41	32	51	7	40	90	150	30	91	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	267	42	17	34	54	3	42	95	62	32	96	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	754	1489	663	756	1489	650	326	236	154	384	164	217
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1334	3526	1571	1332	3526	1538	1148	1042	680	1219	724	958
Grp Volume(v), veh/h	267	42	17	34	54	3	42	0	157	32	0	223
Grp Sat Flow(s),veh/h/ln	1334	1763	1571	1332	1763	1538	1148	0	1722	1219	0	1682
Q Serve(g_s), s	5.2	0.2	0.2	0.5	0.3	0.0	1.2	0.0	2.8	0.8	0.0	4.2
Cycle Q Clear(g_c), s	5.5	0.2	0.2	0.8	0.3	0.0	5.4	0.0	2.8	3.6	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.57
Lane Grp Cap(c), veh/h	754	1489	663	756	1489	650	326	0	390	384	0	381
V/C Ratio(X)	0.35	0.03	0.03	0.04	0.04	0.00	0.13	0.00	0.40	0.08	0.00	0.59
Avail Cap(c_a), veh/h	1503	3468	1545	1503	3468	1513	1486	0	2129	1615	0	2080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.7	6.0	6.0	6.2	6.0	5.9	14.7	0.0	11.7	13.2	0.0	12.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.1	0.1	0.0	0.3	0.0	0.9	0.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	6.0	6.0	6.2	6.0	5.9	14.8	0.0	12.0	13.3	0.0	12.8
LnGrp LOS	A	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h	326		91				199		255			
Approach Delay, s/veh	7.4		6.1				12.6		12.9			
Approach LOS	A		A				B		B			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.5		14.1		21.5		14.1					
Change Period (Y+Rc), s	6.5		6.0		6.5		6.0					
Max Green Setting (Gmax), s	35.0		44.0		35.0		44.0					
Max Q Clear Time (g_c+I1), s	2.8		7.4		7.5		6.2					
Green Ext Time (p_c), s	0.1		0.4		0.4		0.6					
Intersection Summary												
HCM 6th Ctrl Delay	10.1											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	0	0	10	0
Future Vol, veh/h	0	10	0	0	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	11	0	0	11	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	22	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	992	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	992	-	-	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	0	5	5	5	0	5	5	5	5	5
Future Vol, veh/h	0	5	0	5	5	5	0	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	5	0	5	5	5	0	5	5	5	5	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	31	29	8	29	29	9	10	0	0	11	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	13	11	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	975	862	1071	977	862	1070	1603	-	-	1602	-	-
Stage 1	999	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1005	884	-	996	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	963	859	1071	969	859	1069	1603	-	-	1600	-	-
Mov Cap-2 Maneuver	963	859	-	969	859	-	-	-	-	-	-	-
Stage 1	999	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	994	883	-	987	874	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.2		8.8			0			2.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1603	-	-	859	958	1600	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.016	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.2	8.8	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection

Int Delay, s/veh 4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	5	5	0	10
Future Vol, veh/h	5	0	5	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	5	0	5	5	0	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	5
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1078	-	-	1610	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	10	10	0	5	10	339	10	5	395	5
Future Vol, veh/h	5	0	10	10	0	5	10	339	10	5	395	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	11	11	0	5	11	357	11	5	416	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	816	819	419	819	816	363	421	0	0	368	0	0
Stage 1	429	429	-	385	385	-	-	-	-	-	-	-
Stage 2	387	390	-	434	431	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	295	309	632	293	310	680	1133	-	-	1185	-	-
Stage 1	602	582	-	636	609	-	-	-	-	-	-	-
Stage 2	635	606	-	598	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	289	303	632	284	304	680	1133	-	-	1185	-	-
Mov Cap-2 Maneuver	289	303	-	284	304	-	-	-	-	-	-	-
Stage 1	595	579	-	628	602	-	-	-	-	-	-	-
Stage 2	623	599	-	585	578	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		15.7		0.2		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	453 352	1185	-	-
HCM Lane V/C Ratio	0.009	-	-	0.035 0.045	0.004	-	-
HCM Control Delay (s)	8.2	0	-	13.2 15.7	8.1	0	-
HCM Lane LOS	A	A	-	B C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	339	409	10
Future Vol, veh/h	5	10	5	339	409	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	11	5	357	431	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	804	437	442	0	-	0
Stage 1	437	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	351	617	1113	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	349	617	1113	-	-	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.6	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1113	-	491	-	-	
HCM Lane V/C Ratio	0.005	-	0.032	-	-	
HCM Control Delay (s)	8.2	0	12.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	20	10	304	10	15	5	70	274	40	105	0
Future Vol, veh/h	5	20	10	304	10	15	5	70	274	40	105	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	21	11	320	11	16	5	74	288	42	111	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.7	17.6	14.8	10.6
HCM LOS	A	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	20%	0%	67%	0%	40%	0%	100%
Vol Right, %	0%	80%	0%	33%	0%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	344	5	30	304	25	40	105
LT Vol	5	0	5	0	304	0	40	0
Through Vol	0	70	0	20	0	10	0	105
RT Vol	0	274	0	10	0	15	0	0
Lane Flow Rate	5	362	5	32	320	26	42	111
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.01	0.554	0.011	0.057	0.586	0.041	0.08	0.195
Departure Headway (Hd)	6.576	5.506	7.211	6.463	6.592	5.661	6.869	6.361
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	655	495	552	547	632	520	563
Service Time	4.32	3.249	4.975	4.226	4.332	3.401	4.625	4.117
HCM Lane V/C Ratio	0.009	0.553	0.01	0.058	0.585	0.041	0.081	0.197
HCM Control Delay	9.4	14.9	10.1	9.6	18.3	8.6	10.2	10.7
HCM Lane LOS	A	B	B	A	C	A	B	B
HCM 95th-tile Q	0	3.4	0	0.2	3.7	0.1	0.3	0.7

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1622	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th Signalized Intersection Summary

1: 500 S & SB Legacy

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	75	30	125	60	0	0	0	0	355	5	15
Future Volume (veh/h)	0	75	30	125	60	0	0	0	0	355	5	15
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	79	14	132	63	0				374	5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	452	80	595	547	0				522	7	470
Arrive On Green	0.00	0.29	0.29	0.29	0.29	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	1534	272	1291	1856	0				1745	23	1572
Grp Volume(v), veh/h	0	0	93	132	63	0				379	0	5
Grp Sat Flow(s),veh/h/ln	0	0	1806	1291	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	1.0	2.3	0.7	0.0				5.2	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.0	3.4	0.7	0.0				5.2	0.0	0.1
Prop In Lane	0.00		0.15	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	532	595	547	0				529	0	470
V/C Ratio(X)	0.00	0.00	0.17	0.22	0.12	0.00				0.72	0.00	0.01
Avail Cap(c_a), veh/h	0	0	2645	2105	2718	0				3238	0	2879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	7.2	8.4	7.0	0.0				8.5	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.4	0.2	0.0				1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	7.2	8.5	7.1	0.0				9.2	0.0	6.7
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		93			195						384	
Approach Delay, s/veh		7.2			8.0						9.2	
Approach LOS		A			A						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.3			13.3			14.0				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		3.0			5.4			7.2				
Green Ext Time (p_c), s		0.2			0.2			1.4				
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	400	0	0	160	755	25	5	215	0	0	0
Future Vol, veh/h	30	400	0	0	160	755	25	5	215	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	32	421	0	0	168	795	26	5	226	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	168	0	-	-	-	0	654	653	-
Stage 1	-	-	-	-	-	-	485	485	-
Stage 2	-	-	-	-	-	-	169	168	-
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-
Pot Cap-1 Maneuver	1404	-	0	0	-	0	430	385	0
Stage 1	-	-	0	0	-	0	617	550	0
Stage 2	-	-	0	0	-	0	858	758	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1404	-	-	-	-	-	420	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	0	-
Stage 1	-	-	-	-	-	-	603	0	-
Stage 2	-	-	-	-	-	-	857	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	420	-	1404	-	-
HCM Lane V/C Ratio	0.075	-	0.022	-	-
HCM Control Delay (s)	14.3	0	7.6	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	195	405	310	170	5	725	5	395	15	10	20
Future Volume (veh/h)	15	195	405	310	170	5	725	5	395	15	10	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	16	205	38	326	179	2	763	5	199	16	11	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	209	441	197	370	1116	498	1015	880	746	30	333	283
Arrive On Green	0.12	0.12	0.12	0.13	0.32	0.32	0.30	0.47	0.47	0.02	0.18	0.18
Sat Flow, veh/h	1194	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	16	205	38	326	179	2	763	5	199	16	11	2
Grp Sat Flow(s),veh/h/ln	1194	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.4	6.5	2.6	15.6	4.4	0.1	24.2	0.2	9.1	1.1	0.6	0.1
Cycle Q Clear(g_c), s	1.4	6.5	2.6	15.6	4.4	0.1	24.2	0.2	9.1	1.1	0.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	441	197	370	1116	498	1015	880	746	30	333	283
V/C Ratio(X)	0.08	0.47	0.19	0.88	0.16	0.00	0.75	0.01	0.27	0.53	0.03	0.01
Avail Cap(c_a), veh/h	345	843	376	370	1519	677	1015	880	746	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	48.8	47.1	41.5	29.5	28.1	38.2	16.6	19.0	58.5	40.6	40.4
Incr Delay (d2), s/veh	0.1	0.3	0.2	20.0	0.0	0.0	2.8	0.0	0.9	5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.8	1.0	3.7	1.8	0.0	10.1	0.1	3.3	0.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	49.1	47.3	61.5	29.5	28.1	41.1	16.6	19.8	63.6	40.6	40.4
LnGrp LOS	D	D	D	E	C	C	D	B	B	E	D	D
Approach Vol, veh/h		259			507			967			29	
Approach Delay, s/veh		48.6			50.1			36.6			53.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		46.3	7.6	66.1	23.0	23.3	42.9	30.8				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		51.7	9.5	* 39	15.6	28.7	* 18	25.8				
Max Q Clear Time (g_c+I1), s		6.4	3.1	11.1	17.6	8.5	26.2	2.6				
Green Ext Time (p_c), s		0.6	0.0	0.2	0.0	0.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			42.5									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

4: 1100 W & 500 S

Bandon Fields TIS

12/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	507	40	68	25	59	6	60	140	140	45	58	351
Future Volume (veh/h)	507	40	68	25	59	6	60	140	140	45	58	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	534	42	39	26	62	3	63	147	85	47	61	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	774	1607	716	770	1607	701	385	247	143	304	179	203
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1325	3526	1571	1306	3526	1538	1249	1097	634	1139	794	898
Grp Volume(v), veh/h	534	42	39	26	62	3	63	0	232	47	0	130
Grp Sat Flow(s),veh/h/ln	1325	1763	1571	1306	1763	1538	1249	0	1731	1139	0	1692
Q Serve(g_s), s	14.7	0.3	0.5	0.4	0.4	0.0	1.7	0.0	4.7	1.5	0.0	2.5
Cycle Q Clear(g_c), s	15.1	0.3	0.5	0.7	0.4	0.0	4.3	0.0	4.7	6.2	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.53
Lane Grp Cap(c), veh/h	774	1607	716	770	1607	701	385	0	390	304	0	382
V/C Ratio(X)	0.69	0.03	0.05	0.03	0.04	0.00	0.16	0.00	0.59	0.15	0.00	0.34
Avail Cap(c_a), veh/h	1352	3145	1401	1340	3145	1372	1503	0	1941	1324	0	1898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	5.9	6.0	6.1	5.9	5.8	14.5	0.0	13.6	16.4	0.0	12.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.1	0.1	0.1	0.0	0.4	0.0	1.5	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.5	5.9	6.0	6.1	5.9	5.8	14.6	0.0	14.1	16.5	0.0	12.9
LnGrp LOS	B	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		615			91			295			177	
Approach Delay, s/veh		9.9			6.0			14.2			13.9	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.4		14.9		24.4		14.9				
Change Period (Y+Rc), s		6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s		35.0		44.0		35.0		44.0				
Max Q Clear Time (g_c+I1), s		2.7		6.7		17.1		8.2				
Green Ext Time (p_c), s		0.1		0.6		0.8		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	0	0	5	0
Future Vol, veh/h	0	10	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	11	0	0	5	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	10	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	1008	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1008	-	-	-	-	-
Mov Cap-2 Maneuver	1008	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	-	-	-	
HCM Lane LOS	-	-	-	-	-	
HCM 95th %tile Q(veh)	-	-	-	-	-	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	5	0	5	5	5	5	5
Future Vol, veh/h	5	0	0	0	0	5	0	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	0	0	0	5	0	5	5	5	5	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	28	29	8	27	29	9	10	0	0	11	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	10	11	-	18	20	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	979	862	1071	980	862	1070	1603	-	-	1602	-	-
Stage 1	999	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1008	884	-	999	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	972	859	1071	977	859	1069	1603	-	-	1600	-	-
Mov Cap-2 Maneuver	972	859	-	977	859	-	-	-	-	-	-	-
Stage 1	999	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	1003	883	-	996	874	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		8.4			0			2.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1603	-	-	972	1069	1600	-	-				
HCM Lane V/C Ratio	-	-	-	0.005	0.005	0.003	-	-				
HCM Control Delay (s)	0	-	-	8.7	8.4	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	15	5	0	10
Future Vol, veh/h	5	0	15	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	5	0	16	5	0	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	42	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1610	-	967	1078
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	957	1078
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	973	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.4		8.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1078	-	-	1610	-	
HCM Lane V/C Ratio	0.01	-	-	0.01	-	
HCM Control Delay (s)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	15	30	0	15	5	657	5	0	409	5
Future Vol, veh/h	5	0	15	30	0	15	5	657	5	0	409	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	16	32	0	16	5	692	5	0	431	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1147	1141	434	1147	1141	695	436	0	0	697	0	0
Stage 1	434	434	-	705	705	-	-	-	-	-	-	-
Stage 2	713	707	-	442	436	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	175	200	620	175	200	440	1118	-	-	895	-	-
Stage 1	598	579	-	426	438	-	-	-	-	-	-	-
Stage 2	421	437	-	592	578	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	199	620	170	199	440	1118	-	-	895	-	-
Mov Cap-2 Maneuver	168	199	-	170	199	-	-	-	-	-	-	-
Stage 1	594	579	-	423	435	-	-	-	-	-	-	-
Stage 2	403	434	-	577	578	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	15.3		26.5			0.1			0			
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1118	-	-	371	214	895	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.057	0.221	-	-	-				
HCM Control Delay (s)	8.2	0	-	15.3	26.5	0	-	-				
HCM Lane LOS	A	A	-	C	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0	-	-				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	667	411	5
Future Vol, veh/h	5	10	10	667	411	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	11	11	702	433	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1160	436	438	0	-	0
Stage 1	436	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	215	618	1117	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	618	1117	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1117	-	377	-	-	
HCM Lane V/C Ratio	0.009	-	0.042	-	-	
HCM Control Delay (s)	8.3	0	15	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	76.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	30	10	361	25	60	15	170	492	70	85	5
Future Vol, veh/h	5	30	10	361	25	60	15	170	492	70	85	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	32	11	380	26	63	16	179	518	74	89	5
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12.1	29.5	126.3	12.4
HCM LOS	B	D	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	26%	0%	75%	0%	29%	0%	94%
Vol Right, %	0%	74%	0%	25%	0%	71%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	662	5	40	361	85	70	90
LT Vol	15	0	5	0	361	0	70	0
Through Vol	0	170	0	30	0	25	0	85
RT Vol	0	492	0	10	0	60	0	5
Lane Flow Rate	16	697	5	42	380	89	74	95
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.032	1.204	0.012	0.092	0.783	0.159	0.162	0.194
Departure Headway (Hd)	7.259	6.221	9.21	8.508	7.958	6.94	8.31	7.753
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	495	585	391	424	460	520	434	466
Service Time	4.97	3.933	6.91	6.208	5.658	4.64	6.01	5.453
HCM Lane V/C Ratio	0.032	1.191	0.013	0.099	0.826	0.171	0.171	0.204
HCM Control Delay	10.2	128.9	12	12.1	33.9	10.9	12.6	12.3
HCM Lane LOS	B	F	B	B	D	B	B	B
HCM 95th-tile Q	0.1	25.1	0	0.3	6.9	0.6	0.6	0.7

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	20	9	10	10	7
Future Vol, veh/h	14	20	9	10	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	22	10	11	11	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	46	15	19	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	964	1065	1597	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	958	1065	1597	-	-	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	3.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1597	-	1018	-	-	
HCM Lane V/C Ratio	0.006	-	0.036	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Future (2029) Plus Project (Train Blockage) Conditions

1: 500 S & SB Legacy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	10	263	45	0	0	0	0	729	0	15
Future Volume (veh/h)	0	20	10	263	45	0	0	0	0	729	0	15
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	21	3	277	47	0				767	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	400	57	491	468	0				888	0	791
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	1587	227	1374	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	24	277	47	0				767	0	9
Grp Sat Flow(s),veh/h/ln	0	0	1814	1374	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	0.5	8.7	0.9	0.0				17.3	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	0.5	9.1	0.9	0.0				17.3	0.0	0.1
Prop In Lane	0.00		0.12	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	457	491	468	0				888	0	791
V/C Ratio(X)	0.00	0.00	0.05	0.56	0.10	0.00				0.86	0.00	0.01
Avail Cap(c_a), veh/h	0	0	1603	1359	1640	0				1952	0	1737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.8	16.3	13.0	0.0				9.9	0.0	5.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0				1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	2.4	0.3	0.0				4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	12.8	16.7	13.0	0.0				10.9	0.0	5.6
LnGrp LOS	A	A	B	B	B	A				B	A	A
Approach Vol, veh/h		24			324						776	
Approach Delay, s/veh		12.8			16.1						10.8	
Approach LOS		B			B						B	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		16.7			16.7			28.6				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		2.5			11.1			19.3				
Green Ext Time (p_c), s		0.0			0.2			3.5				
Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2: NB Legacy & 500 S

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	739	0	0	298	481	10	0	176	0	0	0
Future Vol, veh/h	10	739	0	0	298	481	10	0	176	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	778	0	0	314	506	11	0	185	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	314	0	-	-	-	-	0	1115	1114	-	-	-
Stage 1	-	-	-	-	-	-	-	800	800	-	-	-
Stage 2	-	-	-	-	-	-	-	315	314	-	-	-
Critical Hdwy	4.13	-	-	-	-	-	-	6.43	6.53	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Follow-up Hdwy	2.227	-	-	-	-	-	-	3.527	4.027	-	-	-
Pot Cap-1 Maneuver	1241	-	0	0	-	0	0	229	207	0	-	-
Stage 1	-	-	0	0	-	0	0	441	396	0	-	-
Stage 2	-	-	0	0	-	0	0	738	654	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1241	-	-	-	-	-	-	227	0	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	227	0	-	-	-
Stage 1	-	-	-	-	-	-	-	437	0	-	-	-
Stage 2	-	-	-	-	-	-	-	737	0	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	0.1	-	-	0	-	-	21.6	-	-	-	-	-
HCM LOS	-	-	-	-	-	-	C	-	-	-	-	-
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	WBT							
Capacity (veh/h)	227	-	1241	-	-							
HCM Lane V/C Ratio	0.046	-	0.008	-	-							
HCM Control Delay (s)	21.6	0	7.9	-	-							
HCM Lane LOS	C	A	A	-	-							
HCM 95th %tile Q(veh)	0.1	-	0	-	-							

3: Redwood Rd & 500 S

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	125	715	240	140	41	465	25	245	54	80	174
Future Volume (veh/h)	75	125	715	240	140	41	465	25	245	54	80	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	79	132	171	253	147	15	489	26	101	57	84	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	215	450	201	390	1126	502	899	831	704	73	391	332
Arrive On Green	0.13	0.13	0.13	0.13	0.32	0.32	0.26	0.45	0.45	0.04	0.21	0.21
Sat Flow, veh/h	1214	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	79	132	171	253	147	15	489	26	101	57	84	34
Grp Sat Flow(s),veh/h/ln	1214	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	7.3	4.1	12.8	14.5	3.6	0.8	14.7	0.9	4.5	3.8	4.5	2.1
Cycle Q Clear(g_c), s	7.3	4.1	12.8	14.5	3.6	0.8	14.7	0.9	4.5	3.8	4.5	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	450	201	390	1126	502	899	831	704	73	391	332
V/C Ratio(X)	0.37	0.29	0.85	0.65	0.13	0.03	0.54	0.03	0.14	0.78	0.21	0.10
Avail Cap(c_a), veh/h	350	843	376	390	1519	677	899	831	704	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	47.4	51.2	37.1	29.0	28.1	38.1	18.6	19.6	57.0	39.1	38.2
Incr Delay (d2), s/veh	0.4	0.1	3.9	2.9	0.0	0.0	0.4	0.1	0.4	6.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.7	5.1	6.3	1.5	0.3	6.0	0.4	1.7	1.8	2.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	47.6	55.1	40.0	29.0	28.1	38.5	18.6	20.0	63.5	39.2	38.2
LnGrp LOS	D	D	E	D	C	C	D	B	B	E	D	D
Approach Vol, veh/h		382			415			616			175	
Approach Delay, s/veh		51.3			35.7			34.6			47.0	
Approach LOS		D			D			C			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		46.6	10.5	62.9	23.0	23.6	38.9	34.5				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		51.7	9.5	* 39	15.6	28.7	* 18	25.8				
Max Q Clear Time (g_c+I1), s		5.6	5.8	6.5	16.5	14.8	16.7	6.5				
Green Ext Time (p_c), s		0.5	0.0	0.2	0.0	0.5	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			40.3									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

4: 1100 W & 500 S



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	40	65	32	51	7	47	216	20	30	173	315
Future Volume (veh/h)	284	40	65	32	51	7	47	216	20	30	173	315
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	299	42	24	34	54	3	49	227	16	32	182	244
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	638	1268	565	638	1268	553	285	584	41	444	245	329
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1334	3526	1570	1323	3526	1537	954	1711	121	1127	718	963
Grp Volume(v), veh/h	299	42	24	34	54	3	49	0	243	32	0	426
Grp Sat Flow(s),veh/h/ln	1334	1763	1570	1323	1763	1537	954	0	1832	1127	0	1681
Q Serve(g_s), s	7.9	0.3	0.4	0.7	0.4	0.1	2.0	0.0	4.2	0.9	0.0	9.3
Cycle Q Clear(g_c), s	8.3	0.3	0.4	1.0	0.4	0.1	11.3	0.0	4.2	5.1	0.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.57
Lane Grp Cap(c), veh/h	638	1268	565	638	1268	553	285	0	626	444	0	574
V/C Ratio(X)	0.47	0.03	0.04	0.05	0.04	0.01	0.17	0.00	0.39	0.07	0.00	0.74
Avail Cap(c_a), veh/h	1275	2951	1314	1269	2951	1287	962	0	1927	1245	0	1769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	8.7	8.7	9.0	8.7	8.6	17.1	0.0	10.5	12.4	0.0	12.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	0.1	0.1	0.1	0.0	0.4	0.0	1.4	0.2	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	8.7	8.7	9.0	8.7	8.6	17.2	0.0	10.6	12.4	0.0	12.9
LnGrp LOS	B	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h	365				91		292				458	
Approach Delay, s/veh	11.1				8.8		11.7				12.8	
Approach LOS	B				A		B				B	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.5		20.3		21.5		20.3					
Change Period (Y+Rc), s	6.5		6.0		6.5		6.0					
Max Green Setting (Gmax), s	35.0		44.0		35.0		44.0					
Max Q Clear Time (g_c+I1), s	3.0		13.3		10.3		11.3					
Green Ext Time (p_c), s	0.1		0.7		0.5		1.3					
Intersection Summary												
HCM 6th Ctrl Delay	11.7											
HCM 6th LOS	B											

5: 1450 W & Highgate Ave

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	0	0	31	0
Future Vol, veh/h	0	20	0	0	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	21	0	0	33	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	66	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	937	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	937	-	-	-	-	-
Mov Cap-2 Maneuver	937	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

6: 1450 W & Millbrige Ln

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	0	6	5	5	0	11	10	5	8	5
Future Vol, veh/h	0	5	0	6	5	5	0	11	10	5	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	5	0	6	5	5	0	12	11	5	8	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	44	45	11	42	42	19	13	0	0	24	0	0
Stage 1	21	21	-	19	19	-	-	-	-	-	-	-
Stage 2	23	24	-	23	23	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	956	845	1067	959	848	1056	1599	-	-	1584	-	-
Stage 1	995	876	-	997	878	-	-	-	-	-	-	-
Stage 2	993	873	-	993	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	945	842	1067	951	845	1055	1599	-	-	1582	-	-
Mov Cap-2 Maneuver	945	842	-	951	845	-	-	-	-	-	-	-
Stage 1	995	873	-	996	877	-	-	-	-	-	-	-
Stage 2	982	872	-	984	871	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.3		8.9			0			2			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1599	-	-	842	943	1582	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.018	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.3	8.9	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

7: 1450 W & W 400 N

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	0	8	25	0	16
Future Vol, veh/h	45	0	8	25	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	47	0	8	26	0	17
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	47	0	89	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1554	-	909	1022
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1554	-	904	1022
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	973	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1022	-	-	1554	-	
HCM Lane V/C Ratio	0.016	-	-	0.005	-	
HCM Control Delay (s)	8.6	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

8: 1100 W & Highgate Ave

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	31	10	0	5	20	504	10	5	424	5
Future Vol, veh/h	5	0	31	10	0	5	20	504	10	5	424	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	33	11	0	5	21	531	11	5	446	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1040	1043	449	1054	1040	537	451	0	0	542	0	0
Stage 1	459	459	-	579	579	-	-	-	-	-	-	-
Stage 2	581	584	-	475	461	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	207	228	608	203	229	542	1104	-	-	1022	-	-
Stage 1	580	565	-	499	499	-	-	-	-	-	-	-
Stage 2	498	496	-	569	564	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	220	608	187	221	542	1104	-	-	1022	-	-
Mov Cap-2 Maneuver	200	220	-	187	221	-	-	-	-	-	-	-
Stage 1	564	561	-	486	486	-	-	-	-	-	-	-
Stage 2	480	483	-	535	560	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.3		21.1		0.3		0.1					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1104	-	-	474	239	1022	-	-				
HCM Lane V/C Ratio	0.019	-	-	0.08	0.066	0.005	-	-				
HCM Control Delay (s)	8.3	0	-	13.3	21.1	8.5	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-	-				

9: 1100 W & Millbridge Ln

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	5	509	438	11
Future Vol, veh/h	10	10	5	509	438	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	11	5	536	461	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1013	467	473	0	-	0
Stage 1	467	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	264	594	1084	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	262	594	1084	-	-	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.5	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1084	-	364	-	-	
HCM Lane V/C Ratio	0.005	-	0.058	-	-	
HCM Control Delay (s)	8.3	0	15.5	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection												
Intersection Delay, s/veh	28.2											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	34	22	322	22	15	10	70	439	40	105	6
Future Vol, veh/h	24	34	22	322	22	15	10	70	439	40	105	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	25	36	23	339	23	16	11	74	462	42	111	6
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.3	24.2	38.3	12
HCM LOS	B	C	E	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	14%	0%	61%	0%	59%	0%	95%
Vol Right, %	0%	86%	0%	39%	0%	41%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	509	24	56	322	37	40	111
LT Vol	10	0	24	0	322	0	40	0
Through Vol	0	70	0	34	0	22	0	105
RT Vol	0	439	0	22	0	15	0	6
Lane Flow Rate	11	536	25	59	339	39	42	117
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.021	0.89	0.058	0.122	0.7	0.072	0.091	0.235
Departure Headway (Hd)	7.1	5.978	8.232	7.433	7.439	6.641	7.778	7.226
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	611	434	481	488	540	460	497
Service Time	4.82	3.698	5.997	5.199	5.172	4.372	5.532	4.98
HCM Lane V/C Ratio	0.022	0.877	0.058	0.123	0.695	0.072	0.091	0.235
HCM Control Delay	10	38.9	11.5	11.2	25.8	9.9	11.3	12.2
HCM Lane LOS	A	E	B	B	D	A	B	B
HCM 95th-tile Q	0.1	10.6	0.2	0.4	5.4	0.2	0.3	0.9

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	21	10	10	10	5
Future Vol, veh/h	10	21	10	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	23	11	11	11	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	47	14	16	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	963	1066	1602	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1066	1602	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	3.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1602	-	1028	-	-	
HCM Lane V/C Ratio	0.007	-	0.033	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection			
Intersection Delay, s/veh	4.1		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	23	237
Demand Flow Rate, veh/h	0	23	242
Vehicles Circulating, veh/h	1	241	7
Vehicles Exiting, veh/h	263	8	80
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.5	4.1
Approach LOS	-	A	A
Lane	Left	Left	
Designated Moves	TR	LT	
Assumed Moves	TR	LT	
RT Channelized			
Lane Util	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	
Critical Headway, s	4.976	4.976	
Entry Flow, veh/h	23	242	
Cap Entry Lane, veh/h	1079	1370	
Entry HV Adj Factor	0.999	0.979	
Flow Entry, veh/h	23	237	
Cap Entry, veh/h	1078	1342	
V/C Ratio	0.021	0.177	
Control Delay, s/veh	3.5	4.1	
LOS	A	A	
95th %tile Queue, veh	0	1	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	75	30	199	60	0	0	0	0	400	5	15
Future Volume (veh/h)	0	75	30	199	60	0	0	0	0	400	5	15
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	79	15	209	63	0				421	5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	428	81	565	524	0				574	7	517
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	1515	288	1290	1856	0				1747	21	1572
Grp Volume(v), veh/h	0	0	94	209	63	0				426	0	5
Grp Sat Flow(s),veh/h/ln	0	0	1803	1290	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	1.1	4.2	0.7	0.0				6.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.1	5.3	0.7	0.0				6.1	0.0	0.1
Prop In Lane	0.00		0.16	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	509	565	524	0				581	0	517
V/C Ratio(X)	0.00	0.00	0.18	0.37	0.12	0.00				0.73	0.00	0.01
Avail Cap(c_a), veh/h	0	0	2529	2010	2602	0				3099	0	2756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	7.8	9.8	7.6	0.0				8.5	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.8	0.2	0.0				1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	7.8	9.9	7.6	0.0				9.1	0.0	6.5
LnGrp LOS	A	A	A	A	A	A				A	A	A
Approach Vol, veh/h		94			272						431	
Approach Delay, s/veh		7.8			9.4						9.1	
Approach LOS		A			A						A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		13.3			13.3			15.2				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		3.1			7.3			8.1				
Green Ext Time (p_c), s		0.2			0.3			1.6				
Intersection Summary												
HCM 6th Ctrl Delay			9.1									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2: NB Legacy & 500 S

Intersection													
Int Delay, s/veh	1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	30	445	0	0	234	804	25	5	279	0	0	0	
Future Vol, veh/h	30	445	0	0	234	804	25	5	279	0	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None	
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	
Mvmt Flow	32	468	0	0	246	846	26	5	294	0	0	0	
Major/Minor	Major1			Major2			Minor1						
Conflicting Flow All	246	0	-	-	-	0	779	778	-				
Stage 1	-	-	-	-	-	-	532	532	-				
Stage 2	-	-	-	-	-	-	247	246	-				
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-				
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-				
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-				
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-				
Pot Cap-1 Maneuver	1314	-	0	0	-	0	363	326	0				
Stage 1	-	-	0	0	-	0	587	524	0				
Stage 2	-	-	0	0	-	0	792	701	0				
Platoon blocked, %	-												
Mov Cap-1 Maneuver	1314	-	-	-	-	-	354	0	-				
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	0	-				
Stage 1	-	-	-	-	-	-	573	0	-				
Stage 2	-	-	-	-	-	-	791	0	-				
Approach	EB			WB			NB						
HCM Control Delay, s	0.5			0			16.2						
HCM LOS							C						
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	WBT								
Capacity (veh/h)	354		-	1314	-	-							
HCM Lane V/C Ratio	0.089		-	0.024	-	-							
HCM Control Delay (s)	16.2		0	7.8	-	-							
HCM Lane LOS	C		A	A	-	-							
HCM 95th %tile Q(veh)	0.3		-	0.1	-	-							

3: Redwood Rd & 500 S

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	195	405	310	170	73	725	101	395	63	35	143
Future Volume (veh/h)	125	195	405	310	170	73	725	101	395	63	35	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	132	205	49	326	179	24	763	106	167	66	37	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	215	468	209	378	1143	510	885	810	686	84	390	331
Arrive On Green	0.13	0.13	0.13	0.13	0.32	0.32	0.26	0.44	0.44	0.05	0.21	0.21
Sat Flow, veh/h	1170	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	132	205	49	326	179	24	763	106	167	66	37	28
Grp Sat Flow(s),veh/h/ln	1170	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	13.2	6.4	3.3	15.6	4.3	1.3	25.5	4.1	8.0	4.4	1.9	1.7
Cycle Q Clear(g_c), s	13.2	6.4	3.3	15.6	4.3	1.3	25.5	4.1	8.0	4.4	1.9	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	468	209	378	1143	510	885	810	686	84	390	331
V/C Ratio(X)	0.61	0.44	0.23	0.86	0.16	0.05	0.86	0.13	0.24	0.78	0.09	0.08
Avail Cap(c_a), veh/h	340	843	376	378	1519	677	885	810	686	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	47.9	46.6	40.6	28.9	27.8	42.5	20.2	21.3	56.5	38.2	38.1
Incr Delay (d2), s/veh	1.1	0.2	0.2	15.0	0.0	0.0	8.4	0.3	0.8	5.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.7	1.3	3.2	1.8	0.5	11.3	1.8	3.0	2.1	0.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	48.2	46.8	55.6	28.9	27.8	50.9	20.6	22.2	62.3	38.2	38.1
LnGrp LOS	D	D	D	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h		386			529			1036			131	
Approach Delay, s/veh		49.3			45.3			43.2			50.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		47.2	11.2	61.6	23.0	24.2	38.4	34.4				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		51.7	9.5	* 39	15.6	28.7	* 18	25.8				
Max Q Clear Time (g_c+I1), s		6.3	6.4	10.0	17.6	15.2	27.5	3.9				
Green Ext Time (p_c), s		0.6	0.0	0.4	0.0	0.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			45.3									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

4: 1100 W & 500 S



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	537	40	85	13	61	16	82	277	20	30	197	388
Future Volume (veh/h)	537	40	85	13	61	16	82	277	20	30	197	388
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	565	42	40	14	64	8	86	292	18	32	207	307
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	661	1563	697	661	1563	682	207	688	42	384	269	398
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1316	3526	1571	1305	3526	1538	879	1728	107	1061	674	1000
Grp Volume(v), veh/h	565	42	40	14	64	8	86	0	310	32	0	514
Grp Sat Flow(s),veh/h/ln	1316	1763	1571	1305	1763	1538	879	0	1835	1061	0	1675
Q Serve(g_s), s	33.6	0.5	1.1	0.5	0.8	0.2	7.4	0.0	9.7	1.8	0.0	21.0
Cycle Q Clear(g_c), s	34.5	0.5	1.1	1.0	0.8	0.2	28.5	0.0	9.7	11.4	0.0	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.60
Lane Grp Cap(c), veh/h	661	1563	697	661	1563	682	207	0	731	384	0	667
V/C Ratio(X)	0.85	0.03	0.06	0.02	0.04	0.01	0.42	0.00	0.42	0.08	0.00	0.77
Avail Cap(c_a), veh/h	661	1563	697	661	1563	682	347	0	1023	553	0	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	12.4	12.5	12.7	12.5	12.3	33.0	0.0	17.2	21.3	0.0	20.6
Incr Delay (d2), s/veh	10.1	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.3	0.1	0.3	0.1	1.6	0.0	3.9	0.4	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	12.4	12.6	12.7	12.5	12.3	33.5	0.0	17.3	21.4	0.0	22.2
LnGrp LOS	C	B	B	B	B	B	C	A	B	C	A	C
Approach Vol, veh/h	647			86			396			546		
Approach Delay, s/veh	29.8			12.5			20.8			22.1		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.5			37.4			41.5			37.4		
Change Period (Y+Rc), s	6.5			6.0			6.5			6.0		
Max Green Setting (Gmax), s	35.0			44.0			35.0			44.0		
Max Q Clear Time (g_c+I1), s	3.0			30.5			36.5			23.0		
Green Ext Time (p_c), s	0.1			0.8			0.0			1.5		
Intersection Summary												
HCM 6th Ctrl Delay	24.3											
HCM 6th LOS	C											

5: 1450 W & Highgate Ave

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	0	0	24	0
Future Vol, veh/h	0	36	0	0	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	0	25	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	50	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	957	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	957	-	-	-	-	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

6: 1450 W & Millbridge Ln

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	6	0	5	0	9	8	5	17	5
Future Vol, veh/h	5	0	0	6	0	5	0	9	8	5	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	0	6	0	5	0	9	8	5	18	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	47	49	21	45	47	14	23	0	0	18	0	0
Stage 1	31	31	-	14	14	-	-	-	-	-	-	-
Stage 2	16	18	-	31	33	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	952	841	1054	954	843	1063	1586	-	-	1592	-	-
Stage 1	983	867	-	1004	882	-	-	-	-	-	-	-
Stage 2	1001	878	-	983	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	945	838	1054	951	840	1062	1586	-	-	1590	-	-
Mov Cap-2 Maneuver	945	838	-	951	840	-	-	-	-	-	-	-
Stage 1	983	864	-	1003	881	-	-	-	-	-	-	-
Stage 2	996	877	-	980	863	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		8.7		0		1.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1586	-	-	945	998	1590	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.012	0.003	-	-				
HCM Control Delay (s)	0	-	-	8.8	8.7	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

7: 1450 W & W 400 N

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	27	76	0	14
Future Vol, veh/h	31	0	27	76	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	33	0	28	80	0	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	169	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1572	-	819	1041
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1572	-	803	1041
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	871	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.9		8.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1041	-	-	1572	-	
HCM Lane V/C Ratio	0.014	-	-	0.018	-	
HCM Control Delay (s)	8.5	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0.1	-	

8: 1100 W & Highgate Ave

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	34	30	0	15	31	824	5	0	460	5
Future Vol, veh/h	5	0	34	30	0	15	31	824	5	0	460	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	36	32	0	16	33	867	5	0	484	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1431	1425	487	1441	1425	870	489	0	0	872	0	0
Stage 1	487	487	-	936	936	-	-	-	-	-	-	-
Stage 2	944	938	-	505	489	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	112	135	579	110	135	349	1069	-	-	769	-	-
Stage 1	560	549	-	317	342	-	-	-	-	-	-	-
Stage 2	314	342	-	548	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	127	579	98	127	349	1069	-	-	769	-	-
Mov Cap-2 Maneuver	102	127	-	98	127	-	-	-	-	-	-	-
Stage 1	526	549	-	298	321	-	-	-	-	-	-	-
Stage 2	282	321	-	514	548	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	16.2		48.3		0.3		0					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1069	-	-	362	129	769	-	-				
HCM Lane V/C Ratio	0.031	-	-	0.113	0.367	-	-	-				
HCM Control Delay (s)	8.5	0	-	16.2	48.3	0	-	-				
HCM Lane LOS	A	A	-	C	E	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.4	1.5	0	-	-				

9: 1100 W & Millbrige Ln

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	10	10	834	462	11
Future Vol, veh/h	8	10	10	834	462	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	11	11	878	486	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1392	492	498	0	-	0
Stage 1	492	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	156	575	1061	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	575	1061	-	-	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.1	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1061	-	258	-	-	
HCM Lane V/C Ratio	0.01	-	0.073	-	-	
HCM Control Delay (s)	8.4	0	20.1	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection												
Intersection Delay, s/veh	161.3											
Intersection LOS	F											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	39	18	410	71	60	32	170	645	70	85	25
Future Vol, veh/h	17	39	18	410	71	60	32	170	645	70	85	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	18	41	19	432	75	63	34	179	679	74	89	26
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay	13.7			46			279.2			14.1		
HCM LOS	B			E			F			B		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	21%	0%	68%	0%	54%	0%	77%				
Vol Right, %	0%	79%	0%	32%	0%	46%	0%	23%				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane	32	815	17	57	410	131	70	110				
LT Vol	32	0	17	0	410	0	70	0				
Through Vol	0	170	0	39	0	71	0	85				
RT Vol	0	645	0	18	0	60	0	25				
Lane Flow Rate	34	858	18	60	432	138	74	116				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.072	1.585	0.044	0.135	0.919	0.262	0.172	0.249				
Departure Headway (Hd)	7.73	6.653	10.359	9.6	8.82	7.973	9.31	8.622				
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap	463	549	348	376	414	454	388	419				
Service Time	5.478	4.401	8.059	7.3	6.52	5.673	7.01	6.322				
HCM Lane V/C Ratio	0.073	1.563	0.052	0.16	1.043	0.304	0.191	0.277				
HCM Control Delay	11.1	289.7	13.5	13.8	56.4	13.5	13.9	14.2				
HCM Lane LOS	B	F	B	B	F	B	B	B				
HCM 95th-tile Q	0.2	46.2	0.1	0.5	10	1	0.6	1				

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	26	10	5	18
Future Vol, veh/h	6	19	26	10	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	21	28	11	5	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	82	15	25	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	920	1065	1589	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	903	1065	1589	-	-	-
Mov Cap-2 Maneuver	903	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	5.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1589	-	1021	-	-	
HCM Lane V/C Ratio	0.018	-	0.027	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Intersection			
Intersection Delay, s/veh	3.7		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	10	166
Demand Flow Rate, veh/h	0	10	169
Vehicles Circulating, veh/h	1	166	11
Vehicles Exiting, veh/h	175	14	239
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.2	3.7
Approach LOS	-	A	A
Lane	Left	Left	
Designated Moves	TR	LT	
Assumed Moves	TR	LT	
RT Channelized			
Lane Util	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	
Critical Headway, s	4.976	4.976	
Entry Flow, veh/h	10	169	
Cap Entry Lane, veh/h	1165	1364	
Entry HV Adj Factor	0.998	0.982	
Flow Entry, veh/h	10	166	
Cap Entry, veh/h	1163	1340	
V/C Ratio	0.009	0.124	
Control Delay, s/veh	3.2	3.7	
LOS	A	A	
95th %tile Queue, veh	0	0	

Future (2044) Background Conditions

HCM 6th Signalized Intersection Summary

1: 500 S & SB Legacy

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	30	15	270	70	0	0	0	0	965	0	125
Future Volume (veh/h)	0	30	15	270	70	0	0	0	0	965	0	125
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	32	3	284	74	0				1016	0	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	414	39	413	460	0				1069	0	951
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.60	0.00	0.60
Sat Flow, veh/h	0	1670	157	1360	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	35	284	74	0				1016	0	91
Grp Sat Flow(s),veh/h/ln	0	0	1827	1360	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	1.1	15.2	2.4	0.0				40.2	0.0	1.8
Cycle Q Clear(g_c), s	0.0	0.0	1.1	16.3	2.4	0.0				40.2	0.0	1.8
Prop In Lane	0.00		0.09	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	453	413	460	0				1069	0	951
V/C Ratio(X)	0.00	0.00	0.08	0.69	0.16	0.00				0.95	0.00	0.10
Avail Cap(c_a), veh/h	0	0	971	799	986	0				1174	0	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.7	28.0	22.2	0.0				13.8	0.0	6.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.1	0.0				14.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	4.8	1.0	0.0				17.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	21.7	28.7	22.2	0.0				28.5	0.0	6.3
LnGrp LOS	A	A	C	C	C	A				C	A	A
Approach Vol, veh/h		35			358						1107	
Approach Delay, s/veh		21.7			27.4						26.7	
Approach LOS		C			C						C	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		23.9			23.9			51.3				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		3.1			18.3			42.2				
Green Ext Time (p_c), s		0.1			0.3			3.3				
Intersection Summary												
HCM 6th Ctrl Delay			26.8									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	980	0	0	320	585	20	0	215	0	0	0
Future Vol, veh/h	15	980	0	0	320	585	20	0	215	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	1032	0	0	337	616	21	0	226	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	337	0	-	-	-	0	1402	1401	-
Stage 1	-	-	-	-	-	-	1064	1064	-
Stage 2	-	-	-	-	-	-	338	337	-
Critical Hdwy	4.13	-	-	-	-	-	6.43	6.53	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.53	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.527	4.027	-
Pot Cap-1 Maneuver	1217	-	0	0	-	0	153	139	0
Stage 1	-	-	0	0	-	0	330	298	0
Stage 2	-	-	0	0	-	0	720	639	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1217	-	-	-	-	-	151	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	0	-
Stage 1	-	-	-	-	-	-	326	0	-
Stage 2	-	-	-	-	-	-	719	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	32.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	151	-	1217	-	-
HCM Lane V/C Ratio	0.139	-	0.013	-	-
HCM Control Delay (s)	32.7	0	8	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	0	-	-

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	185	970	330	210	25	685	5	365	0	5	10
Future Volume (veh/h)	40	185	970	330	210	25	685	5	365	0	5	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	195	360	347	221	10	721	5	162	0	5	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	333	843	376	455	1519	677	840	786	666	1	216	183
Arrive On Green	0.24	0.24	0.24	0.13	0.43	0.43	0.24	0.42	0.42	0.00	0.12	0.12
Sat Flow, veh/h	1140	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	42	195	360	347	221	10	721	5	162	0	5	7
Grp Sat Flow(s),veh/h/ln	1140	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	3.5	5.3	27.1	15.6	4.6	0.4	24.1	0.2	7.9	0.0	0.3	0.5
Cycle Q Clear(g_c), s	3.5	5.3	27.1	15.6	4.6	0.4	24.1	0.2	7.9	0.0	0.3	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	843	376	455	1519	677	840	786	666	1	216	183
V/C Ratio(X)	0.13	0.23	0.96	0.76	0.15	0.01	0.86	0.01	0.24	0.00	0.02	0.04
Avail Cap(c_a), veh/h	333	843	376	455	1519	677	840	786	666	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	36.8	45.0	29.7	20.7	19.6	43.3	20.0	22.2	0.0	46.9	47.0
Incr Delay (d2), s/veh	0.1	0.1	35.0	6.7	0.0	0.0	8.5	0.0	0.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.2	13.7	8.0	1.8	0.2	10.8	0.1	2.9	0.0	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	36.8	80.1	36.4	20.8	19.6	51.8	20.0	23.1	0.0	47.0	47.1
LnGrp LOS	D	D	F	D	C	B	D	C	C	A	D	D
Approach Vol, veh/h	597				578				888			
Approach Delay, s/veh	62.8				30.1				46.4			
Approach LOS	E				C				D			
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.0		0.0	60.0	23.0	37.0	36.8	23.2				
Change Period (Y+Rc), s	8.3		5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s	51.7		9.5	* 39	15.6	28.7	* 18	25.8				
Max Q Clear Time (g_c+I1), s	6.6		0.0	9.9	17.6	29.1	26.1	2.5				
Green Ext Time (p_c), s	0.7		0.0	0.2	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	46.6											
HCM 6th LOS	D											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: 1100 W & 500 S

Bandon Fields TIS

12/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	375	30	220	345	40	65	130	225	40	145	190
Future Volume (veh/h)	95	375	30	220	345	40	65	130	225	40	145	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	100	395	13	232	363	17	68	137	140	42	153	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	510	1387	618	496	1387	605	340	233	238	339	262	217
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	994	3526	1570	969	3526	1538	1090	835	853	1093	937	778
Grp Volume(v), veh/h	100	395	13	232	363	17	68	0	277	42	0	280
Grp Sat Flow(s),veh/h/ln	994	1763	1570	969	1763	1538	1090	0	1688	1093	0	1715
Q Serve(g_s), s	2.9	2.9	0.2	8.2	2.7	0.3	2.2	0.0	5.4	1.3	0.0	5.4
Cycle Q Clear(g_c), s	5.5	2.9	0.2	11.1	2.7	0.3	7.6	0.0	5.4	6.7	0.0	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.45
Lane Grp Cap(c), veh/h	510	1387	618	496	1387	605	340	0	471	339	0	479
V/C Ratio(X)	0.20	0.28	0.02	0.47	0.26	0.03	0.20	0.00	0.59	0.12	0.00	0.58
Avail Cap(c_a), veh/h	1030	3230	1439	1002	3230	1409	1290	0	1944	1292	0	1975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	7.9	7.1	11.7	7.8	7.1	15.1	0.0	11.9	14.8	0.0	11.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.0	1.1	0.5	0.0	0.5	0.0	1.6	0.3	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	8.0	7.1	12.0	7.9	7.1	15.2	0.0	12.3	14.8	0.0	12.3
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h	508		612				345		322			
Approach Delay, s/veh	8.3		9.4				12.9		12.6			
Approach LOS	A		A				B		B			
Timer - Assigned Phs	2		4				6		8			
Phs Duration (G+Y+Rc), s	21.5		16.7				21.5		16.7			
Change Period (Y+Rc), s	6.5		6.0				6.5		6.0			
Max Green Setting (Gmax), s	35.0		44.0				35.0		44.0			
Max Q Clear Time (g_c+I1), s	13.1		9.6				7.5		8.7			
Green Ext Time (p_c), s	1.4		0.8				1.5		0.8			
Intersection Summary												
HCM 6th Ctrl Delay	10.3											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	0	0	10	0
Future Vol, veh/h	0	15	0	0	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	16	0	0	11	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	22	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	992	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	992	-	-	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	0	5	5	5	0	10	5	5	5	5
Future Vol, veh/h	0	5	0	5	5	5	0	10	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	5	0	5	5	5	0	11	5	5	5	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	37	35	8	35	35	15	10	0	0	17	0	0
Stage 1	18	18	-	15	15	-	-	-	-	-	-	-
Stage 2	19	17	-	20	20	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	966	856	1071	969	856	1062	1603	-	-	1594	-	-
Stage 1	999	878	-	1002	881	-	-	-	-	-	-	-
Stage 2	997	879	-	996	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	954	853	1071	961	853	1061	1603	-	-	1592	-	-
Mov Cap-2 Maneuver	954	853	-	961	853	-	-	-	-	-	-	-
Stage 1	999	875	-	1001	880	-	-	-	-	-	-	-
Stage 2	986	878	-	987	874	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.2		8.8			0			2.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1603	-	-	853	951	1592	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.017	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.2	8.8	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection						
Int Delay, s/veh	5.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	5	5	0	15
Future Vol, veh/h	5	0	5	5	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	5	0	5	5	0	16
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	20	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1610	-	995	1078
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	992	1078
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1002	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.6		8.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1078	-	-	1610	-	
HCM Lane V/C Ratio	0.015	-	-	0.003	-	
HCM Control Delay (s)	8.4	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	10	15	0	5	15	225	10	5	335	5
Future Vol, veh/h	5	0	10	15	0	5	15	225	10	5	335	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	11	16	0	5	16	237	11	5	353	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	643	646	356	646	643	243	358	0	0	248	0	0
Stage 1	366	366	-	275	275	-	-	-	-	-	-	-
Stage 2	277	280	-	371	368	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	385	389	686	383	391	793	1195	-	-	1312	-	-
Stage 1	651	621	-	729	681	-	-	-	-	-	-	-
Stage 2	727	677	-	647	620	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	377	381	686	371	383	793	1195	-	-	1312	-	-
Mov Cap-2 Maneuver	377	381	-	371	383	-	-	-	-	-	-	-
Stage 1	641	618	-	717	670	-	-	-	-	-	-	-
Stage 2	711	666	-	634	617	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.9		13.8		0.5		0.1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1195	-	-	539	428	1312	-	-				
HCM Lane V/C Ratio	0.013	-	-	0.029	0.049	0.004	-	-				
HCM Control Delay (s)	8.1	0	-	11.9	13.8	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	5	225	330	15
Future Vol, veh/h	5	15	5	225	330	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	16	5	237	347	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	602	355	363	0	-	0
Stage 1	355	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	461	687	1190	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	459	687	1190	-	-	-
Mov Cap-2 Maneuver	459	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1190	-	611	-	-
HCM Lane V/C Ratio	0.004	-	0.034	-	-
HCM Control Delay (s)	8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	10.8											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	30	15	170	15	25	5	105	130	65	155	0
Future Vol, veh/h	5	30	15	170	15	25	5	105	130	65	155	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	32	16	179	16	26	5	111	137	68	163	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.3	11.5	11.1	10.2
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	45%	0%	67%	0%	38%	0%	100%
Vol Right, %	0%	55%	0%	33%	0%	62%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	235	5	45	170	40	65	155
LT Vol	5	0	5	0	170	0	65	0
Through Vol	0	105	0	30	0	15	0	155
RT Vol	0	130	0	15	0	25	0	0
Lane Flow Rate	5	247	5	47	179	42	68	163
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.009	0.368	0.01	0.079	0.321	0.064	0.118	0.259
Departure Headway (Hd)	6.248	5.352	6.759	6.015	6.453	5.506	6.225	5.721
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	675	530	596	558	651	577	630
Service Time	3.948	3.052	4.492	3.748	4.179	3.231	3.95	3.445
HCM Lane V/C Ratio	0.009	0.366	0.009	0.079	0.321	0.065	0.118	0.259
HCM Control Delay	9	11.1	9.6	9.3	12.2	8.6	9.8	10.4
HCM Lane LOS	A	B	A	A	B	A	A	B
HCM 95th-tile Q	0	1.7	0	0.3	1.4	0.2	0.4	1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1622	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th Signalized Intersection Summary

1: 500 S & SB Legacy

Bandon Fields TIS

12/16/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	210	45	190	90	0	0	0	0	535	5	25
Future Volume (veh/h)	0	210	45	190	90	0	0	0	0	535	5	25
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	221	38	200	95	0				563	5	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	523	90	428	629	0				687	6	616
Arrive On Green	0.00	0.34	0.34	0.34	0.34	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	1542	265	1111	1856	0				1752	16	1572
Grp Volume(v), veh/h	0	0	259	200	95	0				568	0	11
Grp Sat Flow(s),veh/h/ln	0	0	1807	1111	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	4.6	7.0	1.5	0.0				11.9	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.0	4.6	11.6	1.5	0.0				11.9	0.0	0.2
Prop In Lane	0.00		0.15	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	613	428	629	0				693	0	616
V/C Ratio(X)	0.00	0.00	0.42	0.47	0.15	0.00				0.82	0.00	0.02
Avail Cap(c_a), veh/h	0	0	1752	1128	1798	0				2142	0	1905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	10.5	15.0	9.5	0.0				11.2	0.0	7.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.3	0.0	0.0				0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	1.5	0.5	0.0				3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	10.7	15.3	9.5	0.0				12.2	0.0	7.7
LnGrp LOS	A	A	B	B	A	A				B	A	A
Approach Vol, veh/h		259			295						579	
Approach Delay, s/veh		10.7			13.4						12.1	
Approach LOS		B			B						B	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		19.3			19.3			22.0				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		6.6			13.6			13.9				
Green Ext Time (p_c), s		0.6			0.4			2.3				
Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	605	0	0	240	1030	40	5	320	0	0	0
Future Vol, veh/h	140	605	0	0	240	1030	40	5	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	147	637	0	0	253	1084	42	5	337	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	253	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.13	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.227	-	-
Pot Cap-1 Maneuver	1306	-	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1306	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	1.5	0	31.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	184	-	1306	-	-
HCM Lane V/C Ratio	0.257	-	0.113	-	-
HCM Control Delay (s)	31.2	0	8.1	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	1	-	0.4	-	-

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

Bandon Fields TIS

12/16/2024

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Traffic Volume (veh/h)	20	295	610	435	265	10	975	5	595	20	15	30			
Future Volume (veh/h)	20	295	610	435	265	10	975	5	595	20	15	30			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No			No					
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	21	311	68	458	279	4	1026	5	315	21	16	3			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3			
Cap, veh/h	196	441	197	330	1116	498	1002	873	740	37	340	289			
Arrive On Green	0.13	0.13	0.13	0.13	0.32	0.32	0.29	0.47	0.47	0.02	0.18	0.18			
Sat Flow, veh/h	1087	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572			
Grp Volume(v), veh/h	21	311	68	458	279	4	1026	5	315	21	16	3			
Grp Sat Flow(s),veh/h/ln	1087	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572			
Q Serve(g_s), s	2.1	10.2	4.7	15.6	7.0	0.2	35.1	0.2	15.9	1.4	0.9	0.2			
Cycle Q Clear(g_c), s	2.1	10.2	4.7	15.6	7.0	0.2	35.1	0.2	15.9	1.4	0.9	0.2			
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	196	441	197	330	1116	498	1002	873	740	37	340	289			
V/C Ratio(X)	0.11	0.71	0.35	1.39	0.25	0.01	1.02	0.01	0.43	0.57	0.05	0.01			
Avail Cap(c_a), veh/h	320	843	376	330	1519	677	1002	873	740	140	399	338			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	46.8	50.4	48.0	42.4	30.4	28.1	42.5	16.9	21.0	58.2	40.4	40.1			
Incr Delay (d2), s/veh	0.1	0.8	0.4	191.8	0.0	0.0	34.6	0.0	1.8	5.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	4.4	1.8	19.7	2.9	0.1	18.8	0.1	5.8	0.7	0.4	0.1			
Unsig. Movement Delay, s/veh															
LnGrp Delay(d),s/veh	46.9	51.2	48.4	234.2	30.5	28.1	77.0	16.9	22.8	63.2	40.4	40.1			
LnGrp LOS	D	D	D	F	C	C	F	B	C	E	D	D			
Approach Vol, veh/h	400			741				1346				40			
Approach Delay, s/veh	50.5			156.4				64.1				52.3			
Approach LOS	D			F				E				D			
Timer - Assigned Phs	2			3		4		5		6		7		8	
Phs Duration (G+Y+Rc), s	46.3			8.0		65.7		23.0		23.3		42.5		31.2	
Change Period (Y+Rc), s	8.3			5.5		* 9.2		7.4		8.3		* 7.4		9.2	
Max Green Setting (Gmax), s	51.7			9.5		* 39		15.6		28.7		* 18		25.8	
Max Q Clear Time (g_c+I1), s	9.0			3.4		17.9		17.6		12.2		37.1		2.9	
Green Ext Time (p_c), s	0.9			0.0		0.3		0.0		0.9		0.0		0.0	
Intersection Summary															
HCM 6th Ctrl Delay			88.8												
HCM 6th LOS			F												
Notes															

HCM 6th Signalized Intersection Summary

4: 1100 W & 500 S

Bandon Fields TIS

12/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	625	50	210	490	50	90	205	205	65	140	130
Future Volume (veh/h)	250	625	50	210	490	50	90	205	205	65	140	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	263	658	26	221	516	26	95	216	159	68	147	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	449	1641	731	386	1641	716	363	307	226	247	345	197
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	857	3526	1571	751	3526	1538	1140	987	726	999	1108	633
Grp Volume(v), veh/h	263	658	26	221	516	26	95	0	375	68	0	231
Grp Sat Flow(s),veh/h/ln	857	1763	1571	751	1763	1538	1140	0	1713	999	0	1741
Q Serve(g_s), s	15.5	6.9	0.5	15.3	5.1	0.5	4.0	0.0	10.8	3.6	0.0	5.9
Cycle Q Clear(g_c), s	20.6	6.9	0.5	22.2	5.1	0.5	9.9	0.0	10.8	14.4	0.0	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.36
Lane Grp Cap(c), veh/h	449	1641	731	386	1641	716	363	0	533	247	0	542
V/C Ratio(X)	0.59	0.40	0.04	0.57	0.31	0.04	0.26	0.00	0.70	0.28	0.00	0.43
Avail Cap(c_a), veh/h	586	2206	983	507	2206	962	905	0	1347	722	0	1369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	9.8	8.1	17.1	9.4	8.1	19.2	0.0	17.0	23.3	0.0	15.3
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.5	0.0	0.0	0.1	0.0	0.6	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.8	0.1	2.1	1.4	0.1	1.0	0.0	3.9	0.8	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	9.9	8.1	17.6	9.4	8.1	19.4	0.0	17.6	23.6	0.0	15.5
LnGrp LOS	B	A	A	B	A	A	B	A	B	C	A	B
Approach Vol, veh/h	947					763		470		299		
Approach Delay, s/veh	11.6					11.7		18.0		17.3		
Approach LOS	B					B		B		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	32.5		23.4			32.5		23.4				
Change Period (Y+Rc), s	6.5		6.0			6.5		6.0				
Max Green Setting (Gmax), s	35.0		44.0			35.0		44.0				
Max Q Clear Time (g_c+I1), s	24.2		12.8			22.6		16.4				
Green Ext Time (p_c), s	1.8		1.1			2.8		0.7				
Intersection Summary												
HCM 6th Ctrl Delay	13.6											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	0	0	5	0
Future Vol, veh/h	0	10	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	11	0	0	5	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	10	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	1008	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1008	-	-	-	-	-
Mov Cap-2 Maneuver	1008	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	5	0	5	5	5	5	5
Future Vol, veh/h	5	0	0	0	0	5	0	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	0	0	0	5	0	5	5	5	5	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	28	29	8	27	29	9	10	0	0	11	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	10	11	-	18	20	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	979	862	1071	980	862	1070	1603	-	-	1602	-	-
Stage 1	999	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1008	884	-	999	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	972	859	1071	977	859	1069	1603	-	-	1600	-	-
Mov Cap-2 Maneuver	972	859	-	977	859	-	-	-	-	-	-	-
Stage 1	999	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	1003	883	-	996	874	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.7		8.4			0			2.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1603	-	-	972	1069	1600	-	-				
HCM Lane V/C Ratio	-	-	-	0.005	0.005	0.003	-	-				
HCM Control Delay (s)	0	-	-	8.7	8.4	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	20	5	0	20
Future Vol, veh/h	5	0	20	5	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	5	0	21	5	0	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	52	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1610	-	954	1078
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	942	1078
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	960	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.8		8.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1078	-	-	1610	-	
HCM Lane V/C Ratio	0.02	-	-	0.013	-	
HCM Control Delay (s)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	25	45	0	20	10	475	5	0	270	5
Future Vol, veh/h	5	0	25	45	0	20	10	475	5	0	270	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	26	47	0	21	11	500	5	0	284	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	822	814	287	825	814	503	289	0	0	505	0	0
Stage 1	287	287	-	525	525	-	-	-	-	-	-	-
Stage 2	535	527	-	300	289	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	292	311	750	290	311	567	1267	-	-	1055	-	-
Stage 1	718	673	-	534	528	-	-	-	-	-	-	-
Stage 2	527	527	-	707	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	279	307	750	277	307	567	1267	-	-	1055	-	-
Mov Cap-2 Maneuver	279	307	-	277	307	-	-	-	-	-	-	-
Stage 1	709	673	-	528	522	-	-	-	-	-	-	-
Stage 2	501	521	-	682	671	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.5		18.8		0.2		0					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1267	-	-	585	329	1055	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.054	0.208	-	-	-				
HCM Control Delay (s)	7.9	0	-	11.5	18.8	0	-	-				
HCM Lane LOS	A	A	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0	-	-				

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	15	485	250	5
Future Vol, veh/h	5	15	15	485	250	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	16	16	511	263	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	809	266	268
Stage 1	266	-	-
Stage 2	543	-	-
Critical Hdwy	6.43	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	2.227
Pot Cap-1 Maneuver	348	770	1290
Stage 1	776	-	-
Stage 2	580	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	342	770	1290
Mov Cap-2 Maneuver	342	-	-
Stage 1	763	-	-
Stage 2	580	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1290	-	587	-	-
HCM Lane V/C Ratio	0.012	-	0.036	-	-
HCM Control Delay (s)	7.8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	45	15	130	40	85	20	255	225	105	130	10
Future Vol, veh/h	5	45	15	130	40	85	20	255	225	105	130	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	47	16	137	42	89	21	268	237	111	137	11
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11	12.1	27.3	11.5
HCM LOS	B	B	D	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	53%	0%	75%	0%	32%	0%	93%
Vol Right, %	0%	47%	0%	25%	0%	68%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	480	5	60	130	125	105	140
LT Vol	20	0	5	0	130	0	105	0
Through Vol	0	255	0	45	0	40	0	130
RT Vol	0	225	0	15	0	85	0	10
Lane Flow Rate	21	505	5	63	137	132	111	147
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.038	0.805	0.011	0.126	0.281	0.233	0.212	0.26
Departure Headway (Hd)	6.571	5.733	7.851	7.159	7.382	6.387	6.914	6.355
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	543	632	453	497	484	559	517	563
Service Time	4.328	3.489	5.646	4.953	5.156	4.161	4.688	4.128
HCM Lane V/C Ratio	0.039	0.799	0.011	0.127	0.283	0.236	0.215	0.261
HCM Control Delay	9.6	28	10.7	11	13	11.1	11.6	11.4
HCM Lane LOS	A	D	B	B	B	B	B	B
HCM 95th-tile Q	0.1	8.1	0	0.4	1.1	0.9	0.8	1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1622	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Future (2044) Plus Project Conditions

1: 500 S & SB Legacy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	30	15	353	70	0	0	0	0	984	0	125
Future Volume (veh/h)	0	30	15	353	70	0	0	0	0	984	0	125
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	32	4	372	74	0				1036	0	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	496	62	480	570	0				1002	0	892
Arrive On Green	0.00	0.31	0.31	0.31	0.31	0.00				0.57	0.00	0.57
Sat Flow, veh/h	0	1617	202	1359	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	36	372	74	0				1036	0	87
Grp Sat Flow(s),veh/h/ln	0	0	1819	1359	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	1.2	23.5	2.5	0.0				50.0	0.0	2.2
Cycle Q Clear(g_c), s	0.0	0.0	1.2	24.7	2.5	0.0				50.0	0.0	2.2
Prop In Lane	0.00		0.11	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	558	480	570	0				1002	0	892
V/C Ratio(X)	0.00	0.00	0.06	0.78	0.13	0.00				1.03	0.00	0.10
Avail Cap(c_a), veh/h	0	0	825	679	842	0				1002	0	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.6	30.3	22.0	0.0				19.1	0.0	8.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.1	0.0	0.0				37.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	7.7	1.1	0.0				28.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	21.6	32.5	22.1	0.0				56.6	0.0	8.8
LnGrp LOS	A	A	C	C	C	A				F	A	A
Approach Vol, veh/h		36			446						1123	
Approach Delay, s/veh		21.6			30.7						52.9	
Approach LOS		C			C						D	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		32.4			32.4			55.8				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		3.2			26.7			52.0				
Green Ext Time (p_c), s		0.1			0.3			0.0				
Intersection Summary												
HCM 6th Ctrl Delay			46.0									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2: NB Legacy & 500 S

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	999	0	0	403	671	20	0	246	0	0	0
Future Vol, veh/h	15	999	0	0	403	671	20	0	246	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	1052	0	0	424	706	21	0	259	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	424	0	-	-	-	-	0	1509	1508	-	-	-
Stage 1	-	-	-	-	-	-	-	1084	1084	-	-	-
Stage 2	-	-	-	-	-	-	-	425	424	-	-	-
Critical Hdwy	4.13	-	-	-	-	-	-	6.43	6.53	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Follow-up Hdwy	2.227	-	-	-	-	-	-	3.527	4.027	-	-	-
Pot Cap-1 Maneuver	1130	-	0	0	-	0	0	132	120	0	-	-
Stage 1	-	-	0	0	-	0	0	323	292	0	-	-
Stage 2	-	-	0	0	-	0	0	657	585	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1130	-	-	-	-	-	-	130	0	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	130	0	-	-	-
Stage 1	-	-	-	-	-	-	-	318	0	-	-	-
Stage 2	-	-	-	-	-	-	-	656	0	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	0.1	-	-	0	-	-	38	-	-	-	-	-
HCM LOS	-	-	-	-	-	-	E	-	-	-	-	-
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT							
Capacity (veh/h)	130	-	1130	-	-							
HCM Lane V/C Ratio	0.162	-	0.014	-	-							
HCM Control Delay (s)	38	0	8.2	-	-							
HCM Lane LOS	E	A	A	-	-							
HCM 95th %tile Q(veh)	0.6	-	0	-	-							

3: Redwood Rd & 500 S

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	185	970	330	210	51	685	25	365	54	80	179
Future Volume (veh/h)	90	185	970	330	210	51	685	25	365	54	80	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	195	505	347	221	21	721	26	128	57	84	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	330	843	376	434	1519	677	2777	2023	1714	73	567	480
Arrive On Green	0.24	0.24	0.24	0.13	0.43	0.43	0.81	1.00	1.00	0.04	0.31	0.31
Sat Flow, veh/h	1129	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	95	195	505	347	221	21	721	26	128	57	84	26
Grp Sat Flow(s),veh/h/ln	1129	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	8.4	5.3	28.7	15.6	4.6	0.9	6.1	0.0	0.0	3.8	4.0	1.4
Cycle Q Clear(g_c), s	8.4	5.3	28.7	15.6	4.6	0.9	6.1	0.0	0.0	3.8	4.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	843	376	434	1519	677	2777	2023	1714	73	567	480
V/C Ratio(X)	0.29	0.23	1.34	0.80	0.15	0.03	0.26	0.01	0.07	0.78	0.15	0.05
Avail Cap(c_a), veh/h	330	843	376	434	1519	677	2777	2023	1714	81	567	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	36.8	45.7	30.0	20.7	19.7	2.7	0.0	0.0	57.0	30.3	29.4
Incr Delay (d2), s/veh	0.2	0.1	171.1	9.2	0.0	0.0	0.0	0.0	0.1	30.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.2	28.5	8.3	1.8	0.3	1.2	0.0	0.0	2.3	1.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	36.8	216.8	39.2	20.8	19.7	2.8	0.0	0.1	87.4	30.4	29.5
LnGrp LOS	D	D	F	D	C	B	A	A	A	F	C	C
Approach Vol, veh/h		795			589			875			167	
Approach Delay, s/veh		151.3			31.6			2.3			49.7	
Approach LOS		F			C			A			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		60.0	10.5	142.7	23.0	37.0	106.7	46.4				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		51.7	5.5	* 43	15.6	28.7	* 23	20.8				
Max Q Clear Time (g_c+I1), s		6.6	5.8	2.0	17.6	30.7	8.1	6.0				
Green Ext Time (p_c), s		0.7	0.0	0.2	0.0	0.0	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			61.5									
HCM 6th LOS			E									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

4: 1100 W & 500 S



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	408	51	220	363	50	72	136	225	57	161	190
Future Volume (veh/h)	95	408	51	220	363	50	72	136	225	57	161	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	100	429	21	232	382	20	76	143	145	60	169	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	493	1400	624	470	1400	611	330	248	251	340	282	225
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	974	3526	1571	932	3526	1538	1066	838	850	1082	955	763
Grp Volume(v), veh/h	100	429	21	232	382	20	76	0	288	60	0	304
Grp Sat Flow(s),veh/h/ln	974	1763	1571	932	1763	1538	1066	0	1689	1082	0	1717
Q Serve(g_s), s	3.1	3.4	0.3	9.2	3.0	0.3	2.7	0.0	5.9	2.0	0.0	6.2
Cycle Q Clear(g_c), s	6.1	3.4	0.3	12.6	3.0	0.3	8.8	0.0	5.9	7.9	0.0	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.44
Lane Grp Cap(c), veh/h	493	1400	624	470	1400	611	330	0	499	340	0	507
V/C Ratio(X)	0.20	0.31	0.03	0.49	0.27	0.03	0.23	0.00	0.58	0.18	0.00	0.60
Avail Cap(c_a), veh/h	945	3037	1353	903	3037	1325	1170	0	1829	1192	0	1860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	8.4	7.5	12.7	8.3	7.5	16.0	0.0	12.2	15.5	0.0	12.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.1	1.3	0.6	0.1	0.6	0.0	1.8	0.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	8.5	7.5	13.0	8.3	7.5	16.2	0.0	12.6	15.6	0.0	12.7
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h	550					634		364		364		
Approach Delay, s/veh	8.8					10.0		13.3		13.2		
Approach LOS	A					B		B		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	22.6		18.0			22.6		18.0				
Change Period (Y+Rc), s	6.5		6.0			6.5		6.0				
Max Green Setting (Gmax), s	35.0		44.0			35.0		44.0				
Max Q Clear Time (g_c+I1), s	14.6		10.8			8.1		9.9				
Green Ext Time (p_c), s	1.5		0.9			1.7		0.9				
Intersection Summary												
HCM 6th Ctrl Delay	10.9											
HCM 6th LOS	B											

5: 1450 W & Highgate Ave

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	0	0	31	0
Future Vol, veh/h	0	25	0	0	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	26	0	0	33	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	66	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	937	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	937	-	-	-	-	-
Mov Cap-2 Maneuver	937	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

6: 1450 W & Millbrige Ln

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	0	6	5	5	0	16	10	5	8	5
Future Vol, veh/h	0	5	0	6	5	5	0	16	10	5	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	5	0	6	5	5	0	17	11	5	8	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	49	50	11	47	47	24	13	0	0	29	0	0
Stage 1	21	21	-	24	24	-	-	-	-	-	-	-
Stage 2	28	29	-	23	23	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	949	840	1067	952	843	1050	1599	-	-	1578	-	-
Stage 1	995	876	-	991	873	-	-	-	-	-	-	-
Stage 2	987	869	-	993	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	938	837	1067	944	840	1049	1599	-	-	1576	-	-
Mov Cap-2 Maneuver	938	837	-	944	840	-	-	-	-	-	-	-
Stage 1	995	873	-	990	872	-	-	-	-	-	-	-
Stage 2	976	868	-	984	871	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.3		8.9			0			2			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1599	-	-	837	937	1576	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.018	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.3	8.9	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

7: 1450 W & W 400 N

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations						
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Traffic Vol, veh/h	45	0	8	25	0	21
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Future Vol, veh/h	45	0	8	25	0	21
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	3	3	3	3	3	2
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Mvmt Flow	47	0	8	26	0	22
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	47
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.13
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.227
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Pot Cap-1 Maneuver	-	-	1554
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1554
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	1.8	8.6
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	1022	-	-	1554	-
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HCM Lane V/C Ratio	0.022	-	-	0.005	-
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HCM Control Delay (s)	8.6	-	-	7.3	0
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HCM Lane LOS	A	-	-	A	A
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HCM 95th %tile Q(veh)	0.1	-	-	0	-
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8: 1100 W & Highgate Ave

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	31	15	0	5	25	230	10	5	347	5
Future Vol, veh/h	5	0	31	15	0	5	25	230	10	5	347	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	33	16	0	5	26	242	11	5	365	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	680	683	368	694	680	248	370	0	0	253	0	0
Stage 1	378	378	-	300	300	-	-	-	-	-	-	-
Stage 2	302	305	-	394	380	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	364	370	675	356	372	788	1183	-	-	1306	-	-
Stage 1	642	613	-	707	664	-	-	-	-	-	-	-
Stage 2	705	660	-	629	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	353	359	675	331	360	788	1183	-	-	1306	-	-
Mov Cap-2 Maneuver	353	359	-	331	360	-	-	-	-	-	-	-
Stage 1	625	610	-	689	647	-	-	-	-	-	-	-
Stage 2	682	643	-	596	609	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.4		14.8		0.8		0.1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1183	-	-	599	387	1306	-	-				
HCM Lane V/C Ratio	0.022	-	-	0.063	0.054	0.004	-	-				
HCM Control Delay (s)	8.1	0	-	11.4	14.8	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-				

9: 1100 W & Millbrige Ln

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	5	230	342	16
Future Vol, veh/h	10	15	5	230	342	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	16	5	242	360	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	621	369	377	0	-	0
Stage 1	369	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	449	674	1176	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	447	674	1176	-	-	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1176	-	560	-	-	
HCM Lane V/C Ratio	0.004	-	0.047	-	-	
HCM Control Delay (s)	8.1	0	11.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

10: 1100 W & W 400 N

Intersection												
Intersection Delay, s/veh	11.2											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	44	27	171	27	25	10	105	135	65	155	6
Future Vol, veh/h	24	44	27	171	27	25	10	105	135	65	155	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	25	46	28	180	28	26	11	111	142	68	163	6
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay	9.8			11.8			11.7			10.7		
HCM LOS	A			B			B			B		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	44%	0%	62%	0%	52%	0%	96%				
Vol Right, %	0%	56%	0%	38%	0%	48%	0%	4%				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane	10	240	24	71	171	52	65	161				
LT Vol	10	0	24	0	171	0	65	0				
Through Vol	0	105	0	44	0	27	0	155				
RT Vol	0	135	0	27	0	25	0	6				
Lane Flow Rate	11	253	25	75	180	55	68	169				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.019	0.39	0.048	0.127	0.331	0.088	0.123	0.279				
Departure Headway (Hd)	6.455	5.551	6.881	6.103	6.625	5.778	6.465	5.933				
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap	555	649	520	587	544	620	555	605				
Service Time	4.19	3.285	4.627	3.848	4.364	3.517	4.202	3.67				
HCM Lane V/C Ratio	0.02	0.39	0.048	0.128	0.331	0.089	0.123	0.279				
HCM Control Delay	9.3	11.8	10	9.7	12.6	9.1	10.1	11				
HCM Lane LOS	A	B	A	A	B	A	B	B				
HCM 95th-tile Q	0.1	1.8	0.2	0.4	1.4	0.3	0.4	1.1				

101: 1450 W & Wellington Ave

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	21	10	15	10	5
Future Vol, veh/h	10	21	10	15	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	22	11	16	11	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	52	14	16	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	957	1066	1602	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	950	1066	1602	-	-	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	2.9		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1602	-	1026	-	-	
HCM Lane V/C Ratio	0.007	-	0.032	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

102: Internal Street #2 & Internal Street #1

Intersection			
Intersection Delay, s/veh	4.1		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	23	237
Demand Flow Rate, veh/h	0	23	242
Vehicles Circulating, veh/h	1	241	7
Vehicles Exiting, veh/h	263	8	80
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.5	4.1
Approach LOS	-	A	A
Lane	Left	Left	
Designated Moves	TR	LT	
Assumed Moves	TR	LT	
RT Channelized			
Lane Util	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	
Critical Headway, s	4.976	4.976	
Entry Flow, veh/h	23	242	
Cap Entry Lane, veh/h	1079	1370	
Entry HV Adj Factor	0.999	0.979	
Flow Entry, veh/h	23	237	
Cap Entry, veh/h	1078	1342	
V/C Ratio	0.021	0.177	
Control Delay, s/veh	3.5	4.1	
LOS	A	A	
95th %tile Queue, veh	0	1	

1: 500 S & SB Legacy

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	210	45	264	90	0	0	0	0	580	5	25
Future Volume (veh/h)	0	210	45	264	90	0	0	0	0	580	5	25
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	221	39	278	95	0				611	5	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	597	105	452	721	0				708	6	635
Arrive On Green	0.00	0.39	0.39	0.39	0.39	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	1535	271	1110	1856	0				1754	14	1572
Grp Volume(v), veh/h	0	0	260	278	95	0				616	0	11
Grp Sat Flow(s),veh/h/ln	0	0	1806	1110	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	5.5	12.8	1.8	0.0				17.1	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.0	5.5	18.3	1.8	0.0				17.1	0.0	0.2
Prop In Lane	0.00		0.15	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	702	452	721	0				714	0	635
V/C Ratio(X)	0.00	0.00	0.37	0.62	0.13	0.00				0.86	0.00	0.02
Avail Cap(c_a), veh/h	0	0	1350	850	1387	0				1651	0	1469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	11.7	18.2	10.5	0.0				14.6	0.0	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.5	0.0	0.0				1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.9	2.9	0.6	0.0				5.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	11.8	18.7	10.6	0.0				15.8	0.0	9.6
LnGrp LOS	A	A	B	B	B	A				B	A	A
Approach Vol, veh/h		260			373						627	
Approach Delay, s/veh		11.8			16.6						15.7	
Approach LOS		B			B						B	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		26.1			26.1			27.4				
Change Period (Y+Rc), s		* 5.3			* 5.3			5.8				
Max Green Setting (Gmax), s		* 40			* 40			50.0				
Max Q Clear Time (g_c+I1), s		7.5			20.3			19.1				
Green Ext Time (p_c), s		0.6			0.5			2.6				
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2: NB Legacy & 500 S

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	650	0	0	314	1079	40	5	384	0	0	0
Future Vol, veh/h	140	650	0	0	314	1079	40	5	384	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	147	684	0	0	331	1136	42	5	404	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	331	0	-	-	-	-	0	1310	1309	-	-	-
Stage 1	-	-	-	-	-	-	-	978	978	-	-	-
Stage 2	-	-	-	-	-	-	-	332	331	-	-	-
Critical Hdwy	4.13	-	-	-	-	-	-	6.43	6.53	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.43	5.53	-	-	-
Follow-up Hdwy	2.227	-	-	-	-	-	-	3.527	4.027	-	-	-
Pot Cap-1 Maneuver	1223	-	0	0	-	0	0	175	158	0	-	-
Stage 1	-	-	0	0	-	0	0	363	327	0	-	-
Stage 2	-	-	0	0	-	0	0	725	643	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1223	-	-	-	-	-	-	154	0	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	154	0	-	-	-
Stage 1	-	-	-	-	-	-	-	319	0	-	-	-
Stage 2	-	-	-	-	-	-	-	724	0	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	1.5	-	-	0	-	-	38.4	-	-	-	-	-
HCM LOS	-	-	-	-	-	-	E	-	-	-	-	-
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	WBT							
Capacity (veh/h)	154	-	1223	-	-							
HCM Lane V/C Ratio	0.308	-	0.12	-	-							
HCM Control Delay (s)	38.4	0	8.3	-	-							
HCM Lane LOS	E	A	A	-	-							
HCM 95th %tile Q(veh)	1.2	-	0.4	-	-							

3: Redwood Rd & 500 S

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	295	610	435	265	78	975	101	595	68	40	153
Future Volume (veh/h)	130	295	610	435	265	78	975	101	595	68	40	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	137	311	85	458	279	27	1026	106	328	72	42	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	531	237	357	1207	538	809	769	651	92	398	337
Arrive On Green	0.15	0.15	0.15	0.13	0.34	0.34	0.24	0.41	0.41	0.05	0.21	0.21
Sat Flow, veh/h	1065	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	137	311	85	458	279	27	1026	106	328	72	42	29
Grp Sat Flow(s),veh/h/ln	1065	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	15.1	9.9	5.8	15.6	6.8	1.4	28.3	4.3	18.5	4.8	2.2	1.8
Cycle Q Clear(g_c), s	15.1	9.9	5.8	15.6	6.8	1.4	28.3	4.3	18.5	4.8	2.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	531	237	357	1207	538	809	769	651	92	398	337
V/C Ratio(X)	0.62	0.59	0.36	1.28	0.23	0.05	1.27	0.14	0.50	0.79	0.11	0.09
Avail Cap(c_a), veh/h	315	843	376	357	1519	677	809	769	651	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	47.5	45.8	41.3	28.2	26.4	45.8	21.8	26.0	56.2	37.9	37.7
Incr Delay (d2), s/veh	1.1	0.4	0.3	146.5	0.0	0.0	130.5	0.4	2.8	7.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	4.2	2.2	17.4	2.8	0.5	26.1	1.8	7.0	2.3	1.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	47.9	46.1	187.8	28.2	26.4	176.3	22.2	28.8	63.4	37.9	37.8
LnGrp LOS	D	D	D	F	C	C	F	C	C	E	D	D
Approach Vol, veh/h		533			764			1460			143	
Approach Delay, s/veh		48.3			123.8			132.0			50.7	
Approach LOS		D			F			F			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		49.4	11.7	58.9	23.0	26.4	35.7	34.9				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		51.7	9.5	* 39	15.6	28.7	* 18	25.8				
Max Q Clear Time (g_c+I1), s		8.8	6.8	20.5	17.6	17.1	30.3	4.2				
Green Ext Time (p_c), s		0.9	0.0	0.6	0.0	1.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			110.5									
HCM 6th LOS			F									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

4: 1100 W & 500 S



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	658	64	210	536	76	112	222	205	82	151	130
Future Volume (veh/h)	250	658	64	210	536	76	112	222	205	82	151	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	263	693	33	221	564	40	118	234	164	86	159	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	413	1667	743	360	1667	727	361	336	235	240	372	208
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	809	3526	1571	722	3526	1538	1122	1009	707	978	1117	625
Grp Volume(v), veh/h	263	693	33	221	564	40	118	0	398	86	0	248
Grp Sat Flow(s),veh/h/ln	809	1763	1571	722	1763	1538	1122	0	1717	978	0	1742
Q Serve(g_s), s	19.4	8.3	0.7	18.6	6.5	0.9	5.9	0.0	12.9	5.4	0.0	7.1
Cycle Q Clear(g_c), s	25.9	8.3	0.7	26.9	6.5	0.9	13.0	0.0	12.9	18.3	0.0	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		0.36
Lane Grp Cap(c), veh/h	413	1667	743	360	1667	727	361	0	571	240	0	580
V/C Ratio(X)	0.64	0.42	0.04	0.61	0.34	0.05	0.33	0.00	0.70	0.36	0.00	0.43
Avail Cap(c_a), veh/h	471	1920	855	412	1920	838	756	0	1175	585	0	1193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	11.1	9.1	19.9	10.6	9.2	21.7	0.0	18.6	26.6	0.0	16.7
Incr Delay (d2), s/veh	1.4	0.1	0.0	1.2	0.0	0.0	0.2	0.0	0.6	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	2.4	0.2	2.6	1.9	0.2	1.5	0.0	4.8	1.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	11.2	9.1	21.1	10.7	9.2	21.9	0.0	19.2	26.9	0.0	16.9
LnGrp LOS	C	B	A	C	B	A	C	A	B	C	A	B
Approach Vol, veh/h	989			825			516			334		
Approach Delay, s/veh	13.5			13.4			19.8			19.5		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	36.9			27.4			36.9			27.4		
Change Period (Y+Rc), s	6.5			6.0			6.5			6.0		
Max Green Setting (Gmax), s	35.0			44.0			35.0			44.0		
Max Q Clear Time (g_c+I1), s	28.9			15.0			27.9			20.3		
Green Ext Time (p_c), s	1.5			1.2			2.3			0.8		
Intersection Summary												
HCM 6th Ctrl Delay	15.4											
HCM 6th LOS	B											

5: 1450 W & Highgate Ave

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	0	0	24	0
Future Vol, veh/h	0	36	0	0	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	38	0	0	25	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	50	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	957	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	957	-	-	-	-	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

6: 1450 W & Millbrige Ln

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	6	0	5	0	9	8	5	17	5
Future Vol, veh/h	5	0	0	6	0	5	0	9	8	5	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	0	6	0	5	0	9	8	5	18	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	47	49	21	45	47	14	23	0	0	18	0	0
Stage 1	31	31	-	14	14	-	-	-	-	-	-	-
Stage 2	16	18	-	31	33	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	952	841	1054	954	843	1063	1586	-	-	1592	-	-
Stage 1	983	867	-	1004	882	-	-	-	-	-	-	-
Stage 2	1001	878	-	983	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	945	838	1054	951	840	1062	1586	-	-	1590	-	-
Mov Cap-2 Maneuver	945	838	-	951	840	-	-	-	-	-	-	-
Stage 1	983	864	-	1003	881	-	-	-	-	-	-	-
Stage 2	996	877	-	980	863	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		8.7		0		1.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1586	-	-	945	998	1590	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.012	0.003	-	-				
HCM Control Delay (s)	0	-	-	8.8	8.7	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

7: 1450 W & W 400 N

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	0	32	76	0	24
Future Vol, veh/h	31	0	32	76	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	33	0	34	80	0	25
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	33	0	181	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1572	-	806	1041
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1572	-	787	1041
Mov Cap-2 Maneuver	-	-	-	-	787	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	857	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.2		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1041	-	-	1572	-	
HCM Lane V/C Ratio	0.024	-	-	0.021	-	
HCM Control Delay (s)	8.5	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

8: 1100 W & Highgate Ave

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	44	45	0	20	36	492	5	0	278	5
Future Vol, veh/h	5	0	44	45	0	20	36	492	5	0	278	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	0	46	47	0	21	38	518	5	0	293	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	903	895	296	916	895	521	298	0	0	523	0	0
Stage 1	296	296	-	597	597	-	-	-	-	-	-	-
Stage 2	607	599	-	319	298	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	257	279	741	252	279	553	1258	-	-	1038	-	-
Stage 1	710	666	-	488	490	-	-	-	-	-	-	-
Stage 2	482	489	-	690	665	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	267	741	229	267	553	1258	-	-	1038	-	-
Mov Cap-2 Maneuver	239	267	-	229	267	-	-	-	-	-	-	-
Stage 1	679	666	-	467	469	-	-	-	-	-	-	-
Stage 2	444	468	-	647	665	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.4		22		0.5		0					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1258	-	-	610	279	1038	-	-				
HCM Lane V/C Ratio	0.03	-	-	0.085	0.245	-	-	-				
HCM Control Delay (s)	8	0	-	11.4	22	0	-	-				
HCM Lane LOS	A	A	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.9	0	-	-				

9: 1100 W & Millbrige Ln

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	15	15	502	258	11
Future Vol, veh/h	8	15	15	502	258	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	16	16	528	272	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	838	278	284	0	-	0
Stage 1	278	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	335	758	1273	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	329	758	1273	-	-	-
Mov Cap-2 Maneuver	329	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1273	-	521	-	-	
HCM Lane V/C Ratio	0.012	-	0.046	-	-	
HCM Control Delay (s)	7.9	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

10: 1100 W & W 400 N

Intersection												
Intersection Delay, s/veh	23.2											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	54	23	136	86	85	37	255	228	105	130	30
Future Vol, veh/h	17	54	23	136	86	85	37	255	228	105	130	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	18	57	24	143	91	89	39	268	240	111	137	32
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Approach	EB		WB			NB			SB			
Opposing Approach	WB		EB			SB			NB			
Opposing Lanes	2		2			2			2			
Conflicting Approach Left	SB		NB			EB			WB			
Conflicting Lanes Left	2		2			2			2			
Conflicting Approach Right	NB		SB			WB			EB			
Conflicting Lanes Right	2		2			2			2			
HCM Control Delay	11.8		13.6			36.3			12.6			
HCM LOS	B		B			E			B			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	53%	0%	70%	0%	50%	0%	81%				
Vol Right, %	0%	47%	0%	30%	0%	50%	0%	19%				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane	37	483	17	77	136	171	105	160				
LT Vol	37	0	17	0	136	0	105	0				
Through Vol	0	255	0	54	0	86	0	130				
RT Vol	0	228	0	23	0	85	0	30				
Lane Flow Rate	39	508	18	81	143	180	111	168				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.076	0.879	0.041	0.171	0.309	0.345	0.229	0.319				
Departure Headway (Hd)	7.067	6.222	8.332	7.601	7.768	6.901	7.465	6.819				
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap	510	585	429	472	462	522	481	527				
Service Time	4.767	3.922	6.086	5.355	5.512	4.644	5.206	4.56				
HCM Lane V/C Ratio	0.076	0.868	0.042	0.172	0.31	0.345	0.231	0.319				
HCM Control Delay	10.3	38.3	11.4	11.9	14	13.3	12.4	12.7				
HCM Lane LOS	B	E	B	B	B	B	B	B				
HCM 95th-tile Q	0.2	10.1	0.1	0.6	1.3	1.5	0.9	1.4				

101: 1450 W & Wellington Ave

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	26	10	5	18
Future Vol, veh/h	6	19	26	10	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	21	28	11	5	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	82	15	25	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	920	1065	1589	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	903	1065	1589	-	-	-
Mov Cap-2 Maneuver	903	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	5.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1589	-	1021	-	-	
HCM Lane V/C Ratio	0.018	-	0.027	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

102: Internal Street #2 & Internal Street #1

Intersection			
Intersection Delay, s/veh	3.7		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	0	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	10	166
Demand Flow Rate, veh/h	0	10	169
Vehicles Circulating, veh/h	1	166	11
Vehicles Exiting, veh/h	175	14	239
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.2	3.7
Approach LOS	-	A	A
Lane	Left	Left	
Designated Moves	TR	LT	
Assumed Moves	TR	LT	
RT Channelized			
Lane Util	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	
Critical Headway, s	4.976	4.976	
Entry Flow, veh/h	10	169	
Cap Entry Lane, veh/h	1165	1364	
Entry HV Adj Factor	0.998	0.982	
Flow Entry, veh/h	10	166	
Cap Entry, veh/h	1163	1340	
V/C Ratio	0.009	0.124	
Control Delay, s/veh	3.2	3.7	
LOS	A	A	
95th %tile Queue, veh	0	0	

Mitigated Conditions

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

12/05/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	295	610	435	265	10	975	5	595	20	15	30
Future Volume (veh/h)	20	295	610	435	265	10	975	5	595	20	15	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	21	311	68	458	279	4	1026	5	315	21	16	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	164	375	167	475	1362	607	1342	818	693	34	104	88
Arrive On Green	0.11	0.11	0.11	0.23	0.39	0.39	0.39	0.44	0.44	0.02	0.06	0.06
Sat Flow, veh/h	1087	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	21	311	68	458	279	4	1026	5	315	21	16	3
Grp Sat Flow(s),veh/h/ln	1087	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	2.6	13.0	6.1	34.1	7.9	0.2	39.0	0.2	21.0	1.8	1.2	0.3
Cycle Q Clear(g_c), s	2.6	13.0	6.1	34.1	7.9	0.2	39.0	0.2	21.0	1.8	1.2	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	375	167	475	1362	607	1342	818	693	34	104	88
V/C Ratio(X)	0.13	0.83	0.41	0.96	0.20	0.01	0.76	0.01	0.45	0.61	0.15	0.03
Avail Cap(c_a), veh/h	408	1168	521	475	2155	961	1342	818	693	171	208	176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	65.7	62.6	43.7	30.7	28.3	39.6	23.5	29.3	73.0	67.4	66.9
Incr Delay (d2), s/veh	0.1	1.8	0.6	31.0	0.0	0.0	2.4	0.0	2.1	6.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.8	2.4	18.5	3.3	0.1	16.2	0.1	8.1	0.8	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	67.5	63.2	74.7	30.7	28.3	42.0	23.5	31.5	79.3	67.7	67.0
LnGrp LOS	E	E	E	E	C	C	D	C	C	E	E	E
Approach Vol, veh/h	400				741				1346			
Approach Delay, s/veh	66.5				57.9				39.5			
Approach LOS	E				E				D			
Timer - Assigned Phs	2		3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	66.2		8.4	75.3	42.0	24.2	66.1	17.6				
Change Period (Y+Rc), s	8.3		5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s	91.7		14.5	* 24	34.6	49.7	* 17	16.8				
Max Q Clear Time (g_c+I1), s	9.9		3.8	23.0	36.1	15.0	41.0	3.2				
Green Ext Time (p_c), s	0.9		0.0	0.1	0.0	1.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	49.7											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

2: NB Legacy & 500 S

12/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	999	0	0	403	671	20	0	246	0	0	0
Future Volume (veh/h)	15	999	0	0	403	671	20	0	246	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	16	1052	0	0	424	0	21	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	619	1112	0	0	1112		355	0				
Arrive On Green	0.60	0.60	0.00	0.00	0.60	0.00	0.20	0.00	0.00			
Sat Flow, veh/h	956	1856	0	0	1856	1572	1767	0	1572			
Grp Volume(v), veh/h	16	1052	0	0	424	0	21	0	0			
Grp Sat Flow(s),veh/h/ln	956	1856	0	0	1856	1572	1767	0	1572			
Q Serve(g_s), s	0.4	23.6	0.0	0.0	5.3	0.0	0.4	0.0	0.0			
Cycle Q Clear(g_c), s	5.7	23.6	0.0	0.0	5.3	0.0	0.4	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	619	1112	0	0	1112		355	0				
V/C Ratio(X)	0.03	0.95	0.00	0.00	0.38		0.06	0.00				
Avail Cap(c_a), veh/h	631	1134	0	0	1134		355	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.73	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	6.2	8.3	0.0	0.0	4.7	0.0	14.5	0.0	0.0			
Incr Delay (d2), s/veh	0.0	15.4	0.0	0.0	0.2	0.0	0.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.1	9.9	0.0	0.0	0.7	0.0	0.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	23.7	0.0	0.0	4.8	0.0	14.9	0.0	0.0			
LnGrp LOS	A	C	A	A	A		B	A				
Approach Vol, veh/h	1068			424			A			21		
Approach Delay, s/veh	23.5			4.8			14.9			A		
Approach LOS	C			A			B					
Timer - Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	13.5			31.5			31.5					
Change Period (Y+Rc), s	4.5			4.5			4.5					
Max Green Setting (Gmax), s	8.5			27.5			27.5					
Max Q Clear Time (g_c+I1), s	2.4			25.6			7.3					
Green Ext Time (p_c), s	0.0			1.4			2.2					
Intersection Summary												
HCM 6th Ctrl Delay	18.1											
HCM 6th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

12/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	185	970	330	210	51	685	25	365	54	80	179
Future Volume (veh/h)	90	185	970	330	210	51	685	25	365	54	80	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	195	505	347	221	21	721	26	128	57	84	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	425	1176	524	515	1846	823	865	523	443	73	108	92
Arrive On Green	0.33	0.33	0.33	0.14	0.52	0.52	0.25	0.28	0.28	0.04	0.06	0.06
Sat Flow, veh/h	1129	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	95	195	505	347	221	21	721	26	128	57	84	26
Grp Sat Flow(s),veh/h/ln	1129	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	9.2	5.9	47.3	18.8	4.8	1.0	29.9	1.5	9.5	4.8	6.7	2.4
Cycle Q Clear(g_c), s	9.2	5.9	47.3	18.8	4.8	1.0	29.9	1.5	9.5	4.8	6.7	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	1176	524	515	1846	823	865	523	443	73	108	92
V/C Ratio(X)	0.22	0.17	0.96	0.67	0.12	0.03	0.83	0.05	0.29	0.78	0.78	0.28
Avail Cap(c_a), veh/h	452	1262	563	674	2249	1003	865	523	443	242	195	166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	35.3	49.1	24.9	18.2	17.3	53.1	39.2	42.1	71.3	69.7	67.6
Incr Delay (d2), s/veh	0.0	0.0	13.6	0.8	0.0	0.0	6.7	0.2	1.6	6.7	4.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.5	19.8	7.7	1.9	0.3	13.3	0.7	3.8	2.3	3.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	35.3	62.6	25.6	18.2	17.3	59.8	39.4	43.7	78.0	74.1	68.3
LnGrp LOS	D	D	E	C	B	B	E	D	D	E	E	E
Approach Vol, veh/h		795			589			875			167	
Approach Delay, s/veh		52.8			22.5			56.8			74.5	
Approach LOS		D			C			E			E	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		86.8	11.7	51.5	28.5	58.3	45.2	17.9				
Change Period (Y+Rc), s		8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2				
Max Green Setting (Gmax), s		95.7	20.5	* 14	34.6	53.7	* 14	15.8				
Max Q Clear Time (g_c+I1), s		6.8	6.8	11.5	20.8	49.3	31.9	8.7				
Green Ext Time (p_c), s		0.7	0.0	0.0	0.3	0.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			48.4									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

2: NB Legacy & 500 S

12/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	650	0	0	314	1079	40	5	384	0	0	0
Future Volume (veh/h)	140	650	0	0	314	1079	40	5	384	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	147	684	0	0	331	0	42	5	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	441	801	0	0	801		664	79				
Arrive On Green	0.43	0.43	0.00	0.00	0.43	0.00	0.42	0.42	0.00			
Sat Flow, veh/h	1041	1856	0	0	1856	1572	1587	189	1572			
Grp Volume(v), veh/h	147	684	0	0	331	0	47	0	0			
Grp Sat Flow(s),veh/h/ln	1041	1856	0	0	1856	1572	1776	0	1572			
Q Serve(g_s), s	6.8	19.9	0.0	0.0	7.4	0.0	0.9	0.0	0.0			
Cycle Q Clear(g_c), s	14.2	19.9	0.0	0.0	7.4	0.0	0.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.89		1.00			
Lane Grp Cap(c), veh/h	441	801	0	0	801		743	0				
V/C Ratio(X)	0.33	0.85	0.00	0.00	0.41		0.06	0.00				
Avail Cap(c_a), veh/h	555	1005	0	0	1005		743	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	0.35	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	16.7	15.3	0.0	0.0	11.8	0.0	10.4	0.0	0.0			
Incr Delay (d2), s/veh	0.4	5.5	0.0	0.0	0.1	0.0	0.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	8.4	0.0	0.0	2.3	0.0	0.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	20.9	0.0	0.0	11.9	0.0	10.6	0.0	0.0			
LnGrp LOS	B	C	A	A	B		B	A				
Approach Vol, veh/h	831			331			A			47		
Approach Delay, s/veh	20.2			11.9			10.6					
Approach LOS	C			B			B					
Timer - Assigned Phs	2			4			8					
Phs Duration (G+Y+Rc), s	29.6			30.4			30.4					
Change Period (Y+Rc), s	4.5			4.5			4.5					
Max Green Setting (Gmax), s	18.5			32.5			32.5					
Max Q Clear Time (g_c+I1), s	2.9			21.9			9.4					
Green Ext Time (p_c), s	0.1			4.0			1.7					
Intersection Summary												
HCM 6th Ctrl Delay	17.6											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

3: Redwood Rd & 500 S

12/24/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	295	610	435	265	78	975	101	595	68	40	153
Future Volume (veh/h)	130	295	610	435	265	78	975	101	595	68	40	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	137	311	85	458	279	27	1026	106	328	72	42	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	202	504	225	514	1493	666	1264	681	577	90	67	57
Arrive On Green	0.14	0.14	0.14	0.23	0.42	0.42	0.37	0.37	0.37	0.05	0.04	0.04
Sat Flow, veh/h	1065	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	137	311	85	458	279	27	1026	106	328	72	42	29
Grp Sat Flow(s),veh/h/ln	1065	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	18.3	12.0	7.1	31.1	7.2	1.5	39.1	5.6	24.2	5.8	3.2	2.6
Cycle Q Clear(g_c), s	18.3	12.0	7.1	31.1	7.2	1.5	39.1	5.6	24.2	5.8	3.2	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	504	225	514	1493	666	1264	681	577	90	67	57
V/C Ratio(X)	0.68	0.62	0.38	0.89	0.19	0.04	0.81	0.16	0.57	0.80	0.62	0.51
Avail Cap(c_a), veh/h	216	552	246	530	1573	702	1264	681	577	408	242	205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	58.4	56.3	38.1	26.2	24.5	41.2	30.8	36.7	68.0	68.9	68.6
Incr Delay (d2), s/veh	3.8	0.7	0.2	15.5	0.0	0.0	3.8	0.5	4.0	5.8	3.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.3	2.8	15.1	2.9	0.5	16.5	2.5	9.6	2.7	1.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	59.1	56.5	53.6	26.2	24.5	45.1	31.3	40.8	73.9	72.4	71.2
LnGrp LOS	E	E	E	D	C	C	D	C	D	E	E	E
Approach Vol, veh/h	533				764				1460			
Approach Delay, s/veh	60.2				42.6				43.1			
Approach LOS	E				D				D			
Timer - Assigned Phs	2 3 4 5 6 7 8											
Phs Duration (G+Y+Rc), s	69.7 12.9 62.4 40.7 29.0 60.9 14.5											
Change Period (Y+Rc), s	8.3 5.5 * 9.2 7.4 8.3 * 7.4 9.2											
Max Green Setting (Gmax), s	64.7 33.5 * 27 34.6 22.7 * 37 18.9											
Max Q Clear Time (g_c+I1), s	9.2 7.8 26.2 33.1 20.3 41.1 5.2											
Green Ext Time (p_c), s	0.9 0.0 0.1 0.1 0.4 0.0 0.0											

Intersection Summary

HCM 6th Ctrl Delay 47.6

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.