Fehr & Peers

Belmont Farms Traffic Impact Study

Prepared for:
Ivory Development

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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 Belmont Farms development located north of 500 S between Legacy Parkway and 1450 N in West Bountiful, Utah. This study includes a traffic impact analysis for 2024, 2031, and 2046 Background and Plus Project conditions at key intersections neighboring the proposed development.

The project location is shown in **Figure 1**. The proposed Belmont Farms site plans are assumed to have an access point at W 400 N. There is no connection to development to the south or east, access will be restricted via emergency crash gate.

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

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 (2031) Background Conditions
4. Future (2031) Plus Project Conditions
5. Future (2046) Background Conditions
6. Future (2046) 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) Background and Plus Project and Future (2031) Background and Plus Project conditions all operated within an acceptable LOS and therefore do not require mitigations. LOS failures were recorded under the Future (2046) Background and Plus Project conditions. Under Background conditions, the NB Legacy Parkway On-Off Ramps / 500 S intersection is anticipated to operate at LOS E under both peak hours. However, this deficient operation is a background condition unrelated to the project, and little to no additional traffic is anticipated to be introduced to the intersection by the project. As such, no mitigations were identified; however, it is recommended that the City continue to monitor for implementation of a signal in once warrants are met.

The Future (2046) Plus Project conditions were shown to have impacts on travel conditions. In both cases, signal warrants were tested and found to not be met under 2046 Plus Project conditions.

- **W 400 N / 1100 W** – LOS E in the PM peak hour
    - Under all scenarios run – 2046 Plus Project conditions being the highest volume – MUTCD warrants for signal implementation were not met. However, as the area continues to grow, signal warrants requirements might be met with the addition of further development. With a signal in place, the LOS in the PM peak hour becomes LOS B (10 sec/veh delay).
    - Although a signal would resolve this anticipated future delay, it is recommended that the City wait to implement such a signal until warrants are met.

Additionally, while no LOS failure was recorded, improvements to Redwood Road / 500 S are suggested given the potential for conflict between the eastbound right and westbound left movements. Both are high volume movements – driven by Future Background conditions - that feed into the southern receiving leg, which is recommended to be widened from one receiving lane to two. This would accommodate dual westbound left turning movements, which would improve intersection operations, and mitigate the potential for conflict. There is sufficient pavement on the southern receiving leg to accommodate two inbound lanes, providing around 700 feet of two lanes prior to the lanes merging.

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

Intersection			Ex Back-ground	Ex +Project	2031 Back-ground	2031 + Project	2046 Back-ground	2046 + Project
ID	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 / 10	B / 13	B / 13	D / 43	D / 43
		PM	A / 8	A / 9	B / 10	B / 10	B / 20	B / 20
2	NB Legacy Pkwy On-Off Ramps/500 S	AM	C / 17	C / 17	C / 24	C / 24	**E / 40**	**E / 40**
		PM	B / 13	B / 13	C / 18	C / 18	**E / 46**	**E / 46**
3	Redwood Rd/500 S	AM	C / 30	D / 37	D / 45	D / 48	D / 49	D / 49
		PM	C / 32	D / 36	D / 48	D / 49	D / 53	D / 53
4	1100 W/500 S	AM	A / 8	A / 9	A / 9	B / 10	B / 12	B / 13
		PM	A / 9	A / 9	B / 10	B / 10	B / 17	B / 19
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
		PM	A / 9	A / 9	A / 9	A / 9	A / 9	A / 9
7	W 400 N/1450 W	AM	A / 8	B / 11	A / 8	B / 11	A / 9	B / 11
		PM	A / 8	A / 9	A / 8	A / 9	A / 9	A / 9
8	Highgate Ave/1100 W	AM	B / 11	B / 12	B / 12	B / 12	C / 15	C / 15
		PM	B / 12	B / 13	B / 14	C / 15	C / 20	C / 22
9	Millbridge Ln/1100 W	AM	B / 12	B / 13	C / 15	C / 16	C / 24	D / 28
		PM	B / 10	B / 12	B / 11	C / 19	C / 18	C / 20
10	400 N/1100 W	AM	A / 9	B / 10	B / 10	B / 10	B / 12	B / 13
		PM	B / 10	B / 12	B / 12	B / 14	C / 25	**E / 38**

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 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 Belmont Farms development located north of 500 S between Legacy Parkway and 1450 N in West Bountiful, Utah.

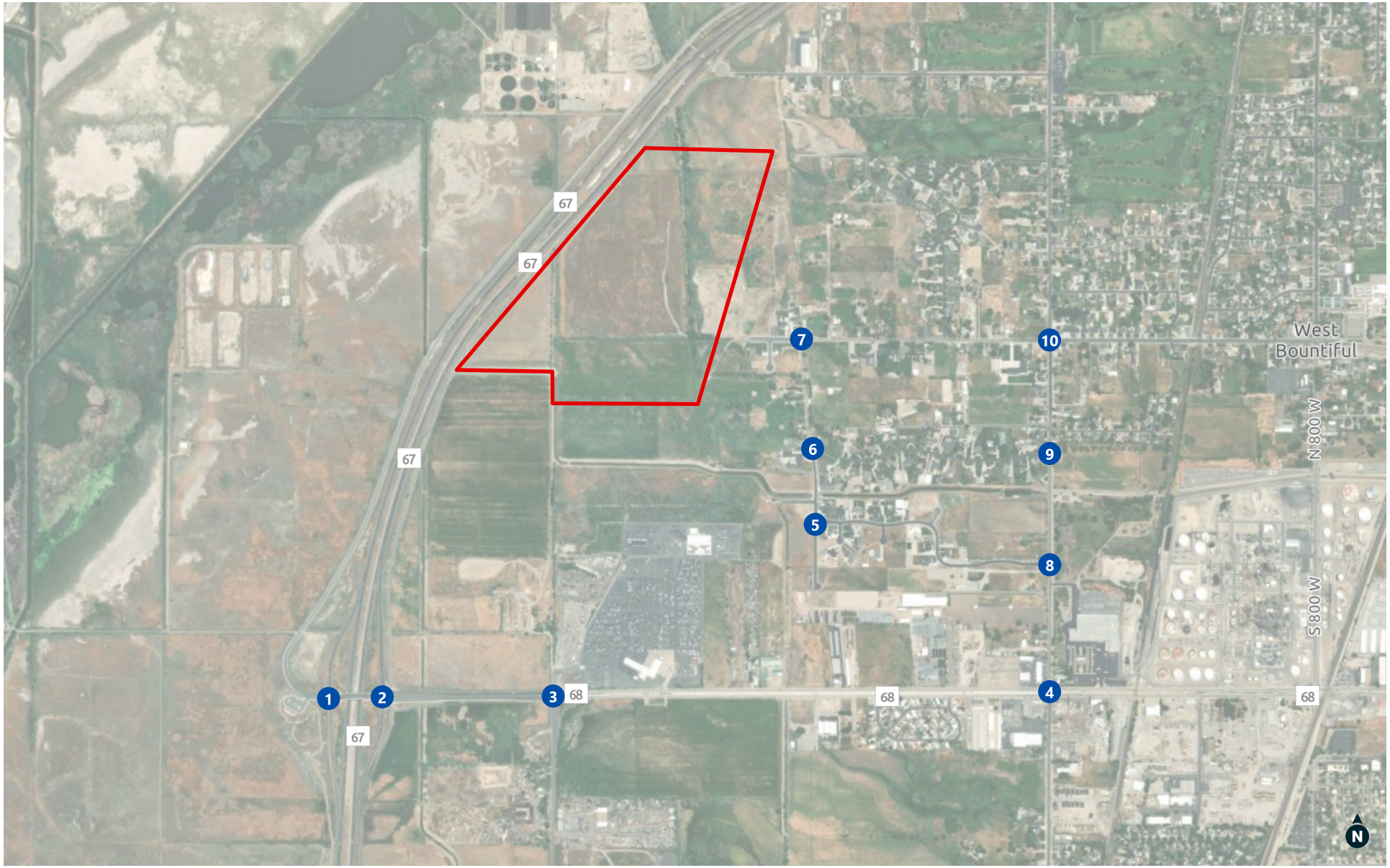
This study analyzes the traffic operations and impacts related to the site for Existing 2024 conditions, Future 2031 conditions, and Future 2046 conditions at key study intersections, described below in the Scope section. Two scenarios were analyzed for each AM and PM peak time period: Background and Plus Project. The Plus Project analysis includes project trips generated from the proposed Belmont Farms 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.

2.2 Scope

This study analyzes the expected traffic impacts from the proposed development at nearby intersections. 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

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



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 7th Edition (HCM 7th 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).

The City of West Bountiful does not have defined intersection LOS standards for its 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	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10	< 10
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10 to 20	> 10 to 15
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20 to 35	> 15 to 25
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35 to 55	> 25 to 35
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55 to 80	> 35 to 50
F	*Forced, Unpredictable Flows / Excessive Delays* 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, 2026 descriptions, based on *Highway Capacity Manual 7th 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					Average Annual Crash Frequency
							Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total	
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 7 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

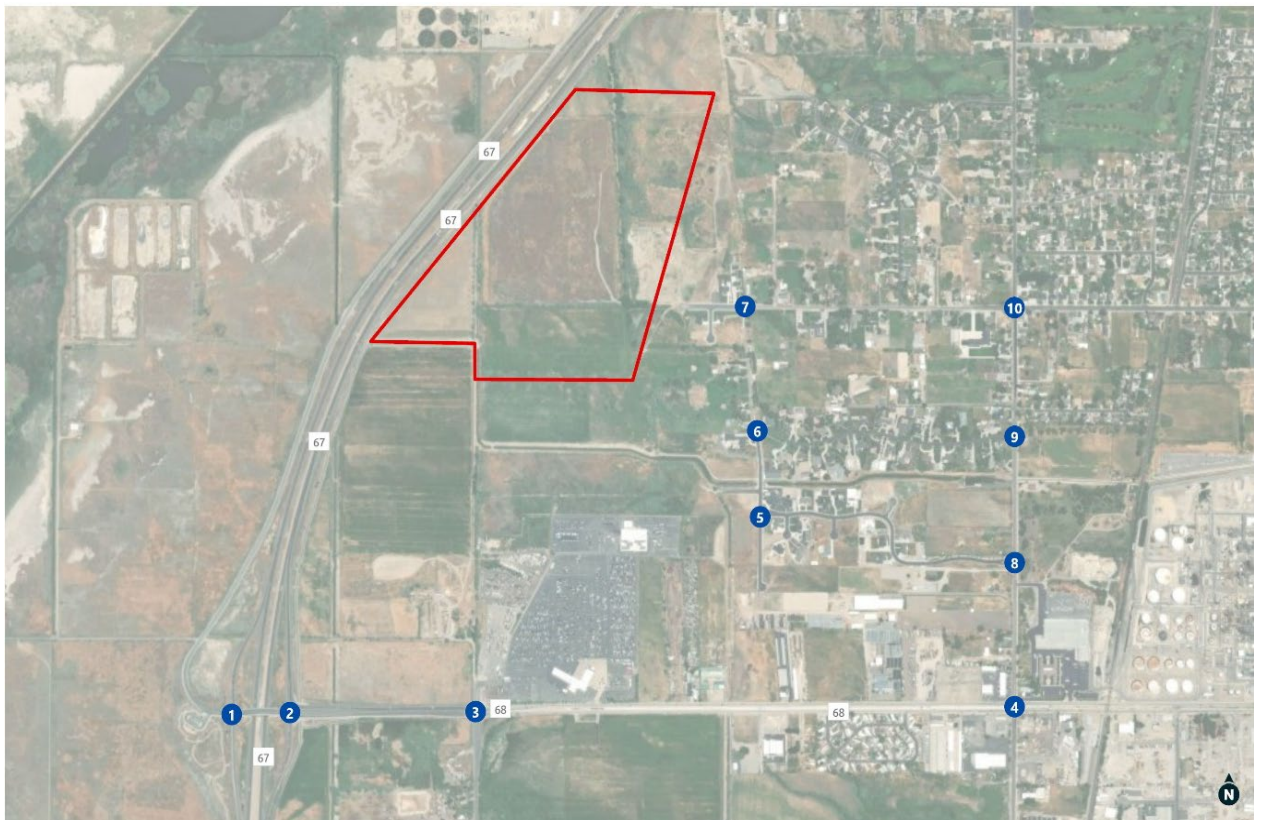
Although all study intersections operate at an acceptable level of service under Existing (2024) Background conditions, the safety analysis identified the intersection of 1100 W / 500 S as having an RMEV exceeding 1.0. The Wasatch Front Regional Council (WFRC) Comprehensive Safety Action Plan (2024) 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 7 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 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.



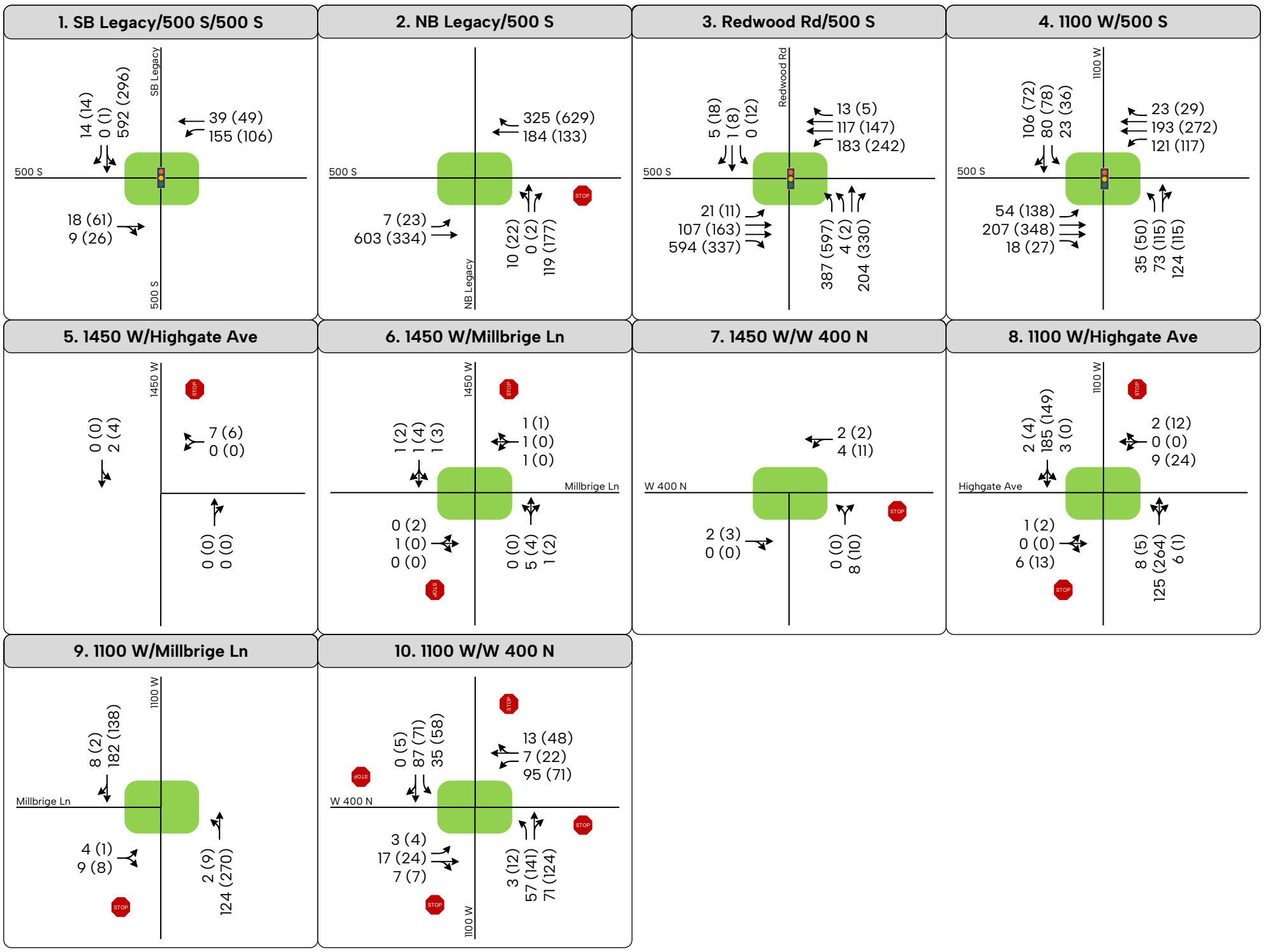


FIGURE #2

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 Belmont Farms development will be located on an 88.82 acre located north of 500 S between Legacy Parkway and 1450 N in West Bountiful, Utah. The development will include 262 units of single-family homes and will have an access point at W 400 N.

The proposed Belmont Farms site plans are assumed to have an access point at W 400 N. There is no connection to development to the south or east, access will be restricted via emergency crash gate.

The Belmont Farms proposed site plan is 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.

The base trip generation numbers are included in **Table 5**.

Table 5: Trip Generation Estimates

Land Use[1]	Quantity	Rate	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Base ITE Trips Generated – Belmont Farms									
(210) Single- Family Detached Housing	*262*	*Daily – 9.09 trips per DU AM Peak –0.7 trips per DU PM Peak – 0.93 trips per DU*	***48***	***129***	***177***	***146***	***89***	***235***	***2,298***

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. 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 Historical Trip Distribution

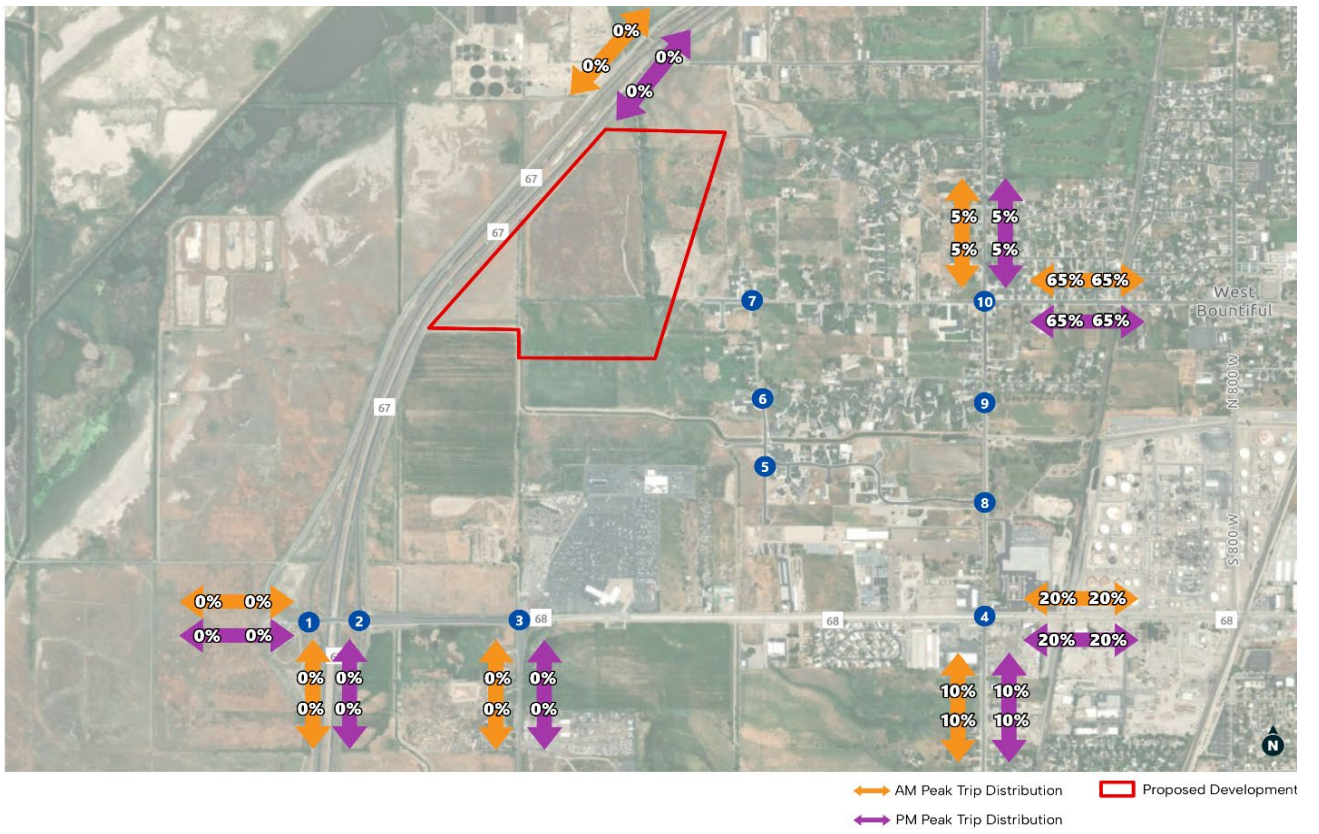
An analysis of historical trip distribution was conducted utilizing data from StreetLight – a data vendor that provides origin-destination data for vehicle mobility utilizing big data. For this analysis, connected vehicle data (CVD) – based off in-vehicle GPS devices - was used as it provides consistent 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 for the proposed Belmont Farms site was heavily influenced by StreetLight results and are shown in **Table 6** and **Figure 3**.

Table 6: Belmont Farms 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	0%	0%	0%	0%
South via Legacy Rd	0%	0%	0%	0%
South via Redwood Rd	0%	0%	0%	0%
South via 1100 W	10%	10%	10%	10%
East via 500 S	20%	20%	20%	20%
East via 400 N	65%	65%	65%	65%
North via 1100 W	5%	5%	5%	5%

Source: Fehr & Peers, 2026.



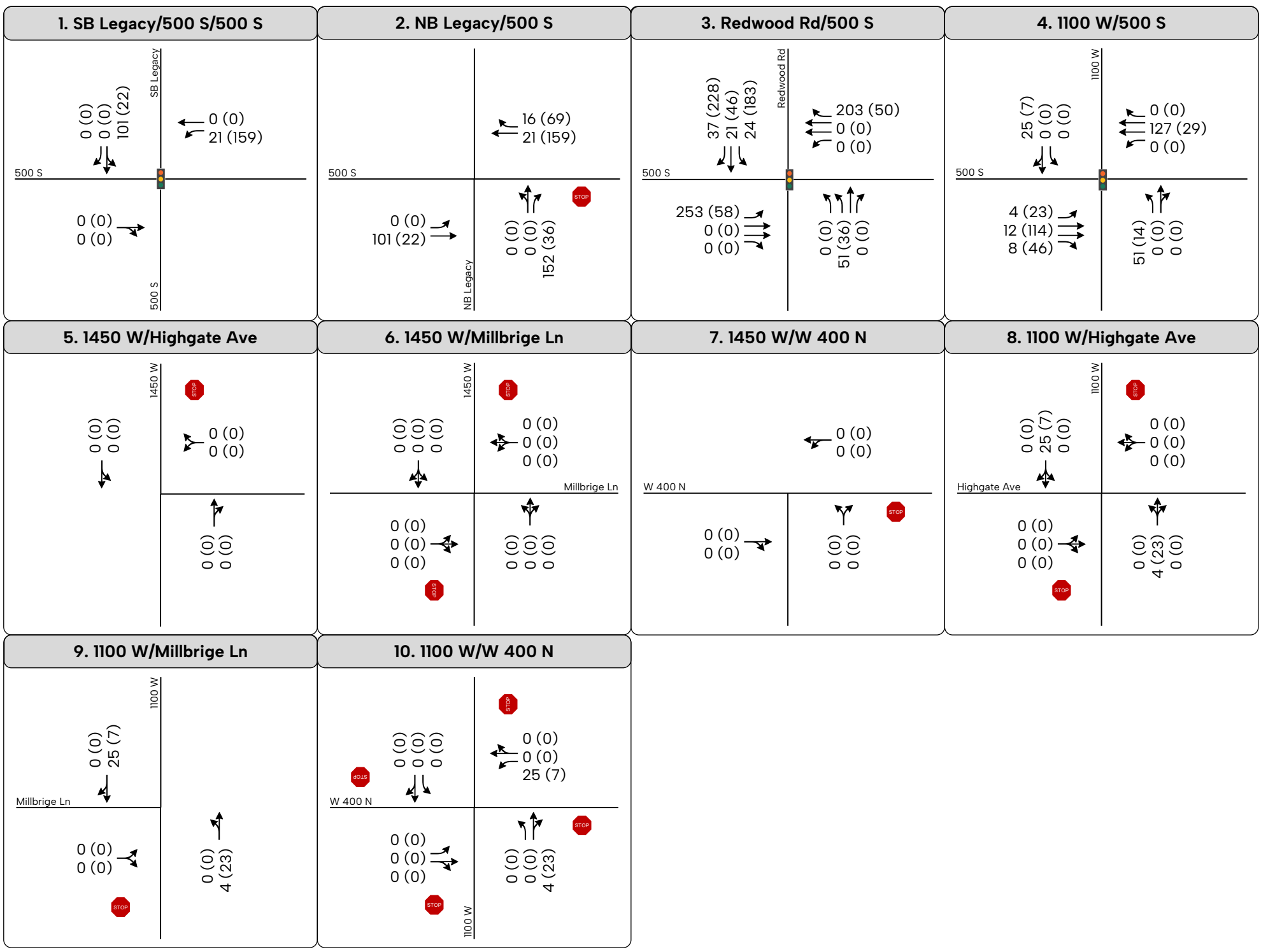


FIGURE #3

Trip Distribution and Assignment

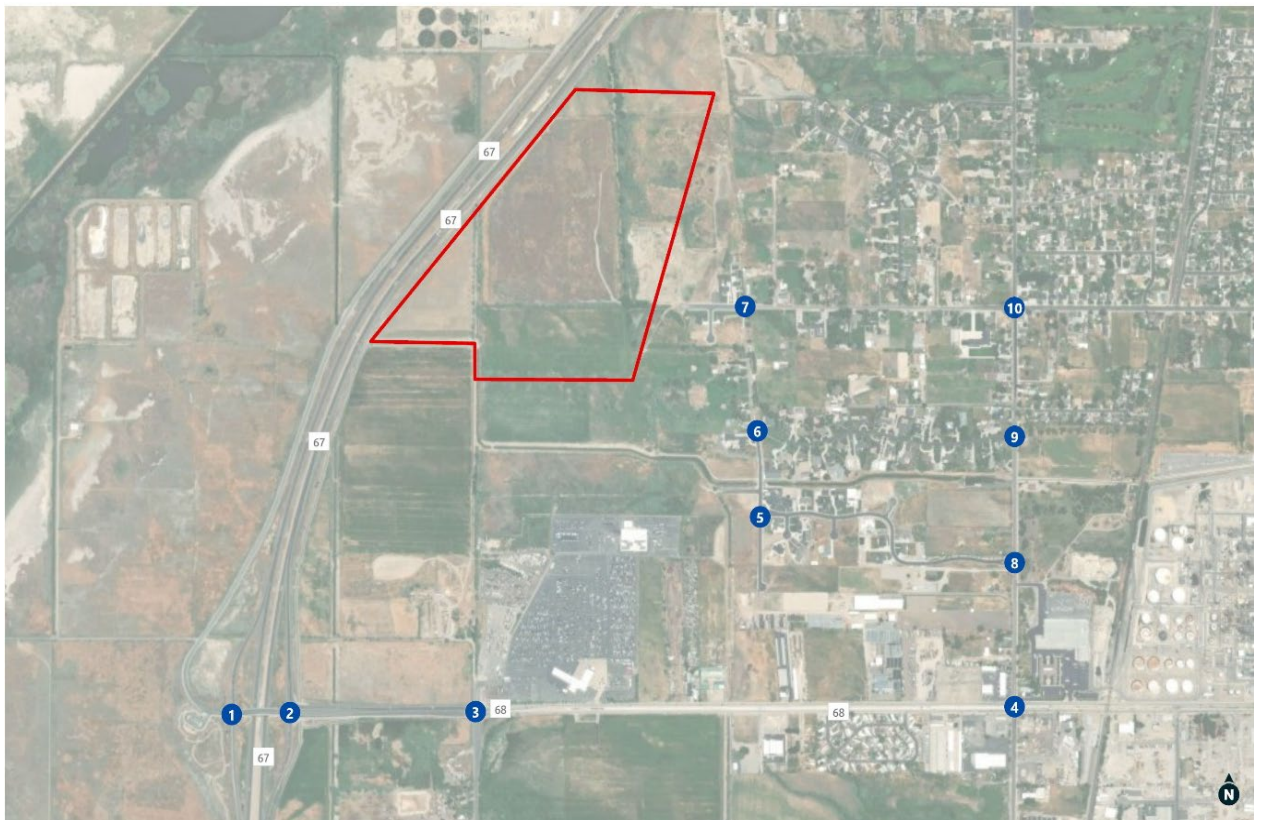
5. Existing (2024) Plus Project Conditions

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**.



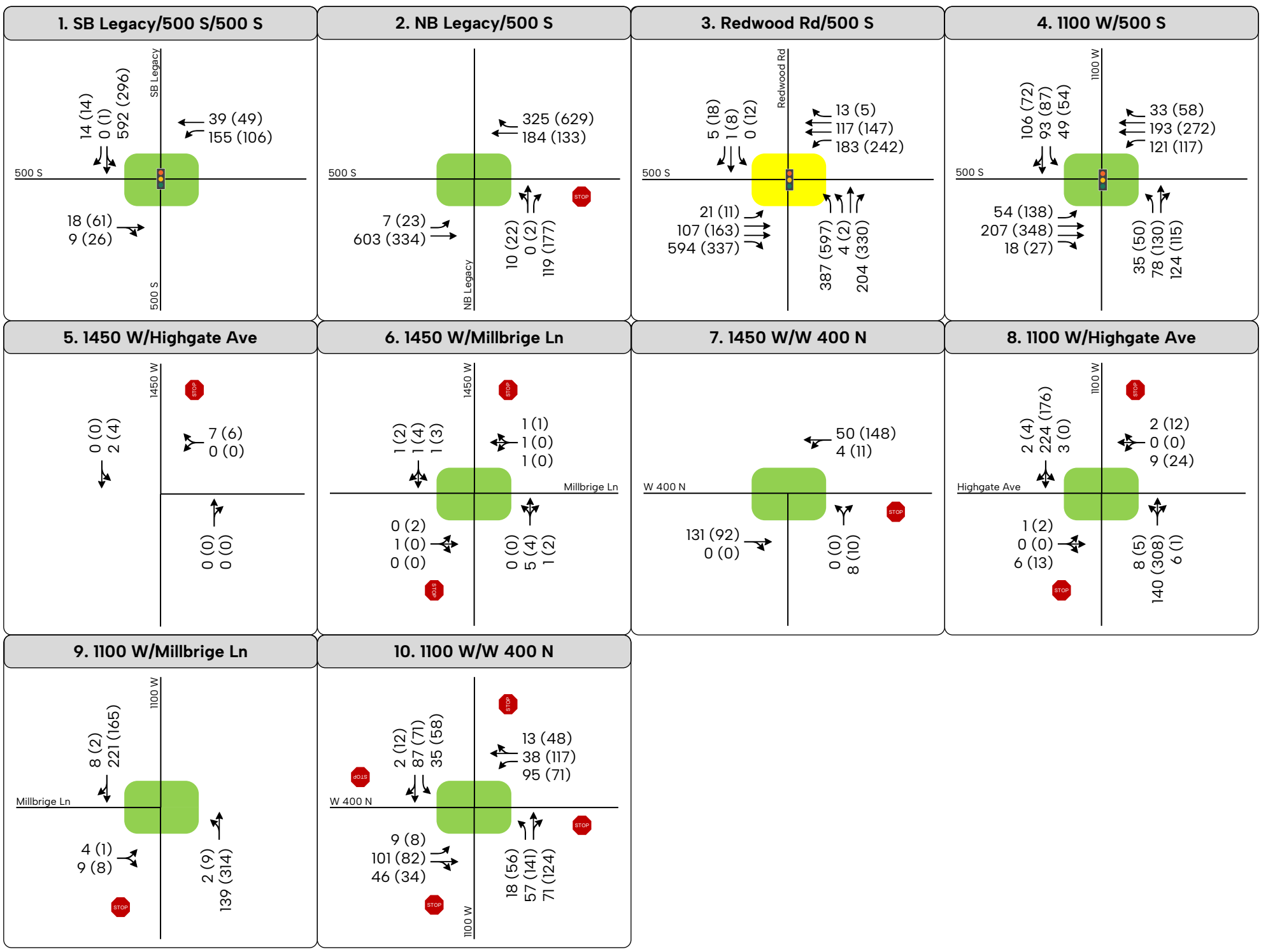


FIGURE #4

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

5.3 Level of Service Analysis

Using Synchro software and the HCM 7 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.

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	-	-	-	10	B
		PM		-	-	-	9	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	-	-	-	37	C
		PM		-	-	-	36	C
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	11	B	-	-
		PM		NB Shared	9	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	12	B	-	-
		PM		WB Shared	13	B	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	13	B	-	-
		PM		EB Shared	12	B	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	10	B
		PM		-	-	-	12	B

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 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 (2031) Background Conditions

6.1 Purpose

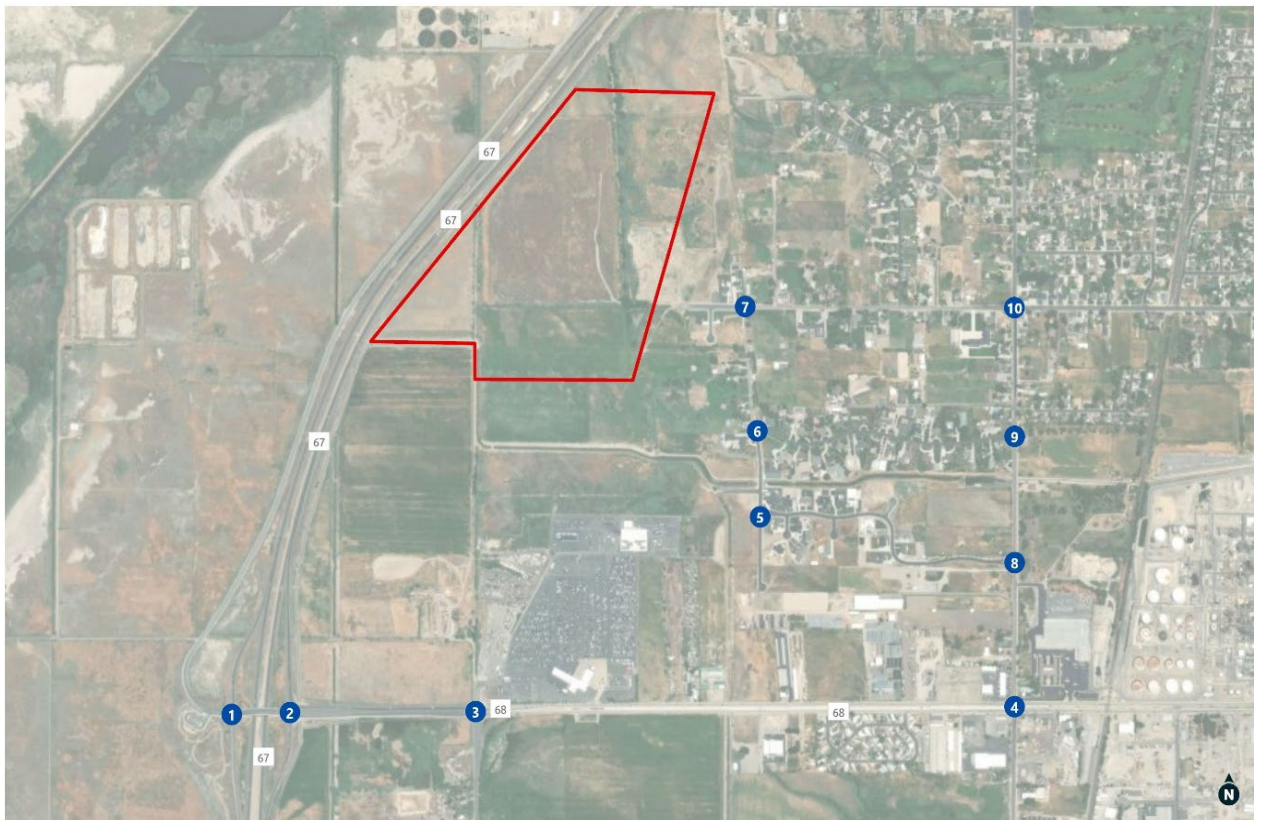
The Future (2031) Background analysis evaluates the study intersections during the peak travel periods of the day under projected future horizon year traffic volumes. This analysis provides a baseline condition for the year 2031, which can be used to determine future project impacts.

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.

In addition to background growth, the Bandon Fields trip generation is included in the Future 2031 and 2046 Background and Plus Project Conditions, as the land use is being vested independently from Bandon Fields but is expected to impact conditions around the site and at the site accesses. Calculations and routing assumptions related to this development can be found within its corresponding TIS.

Figure 5 shows the projected 2031 Background AM and PM weekday day peak hour traffic volumes.



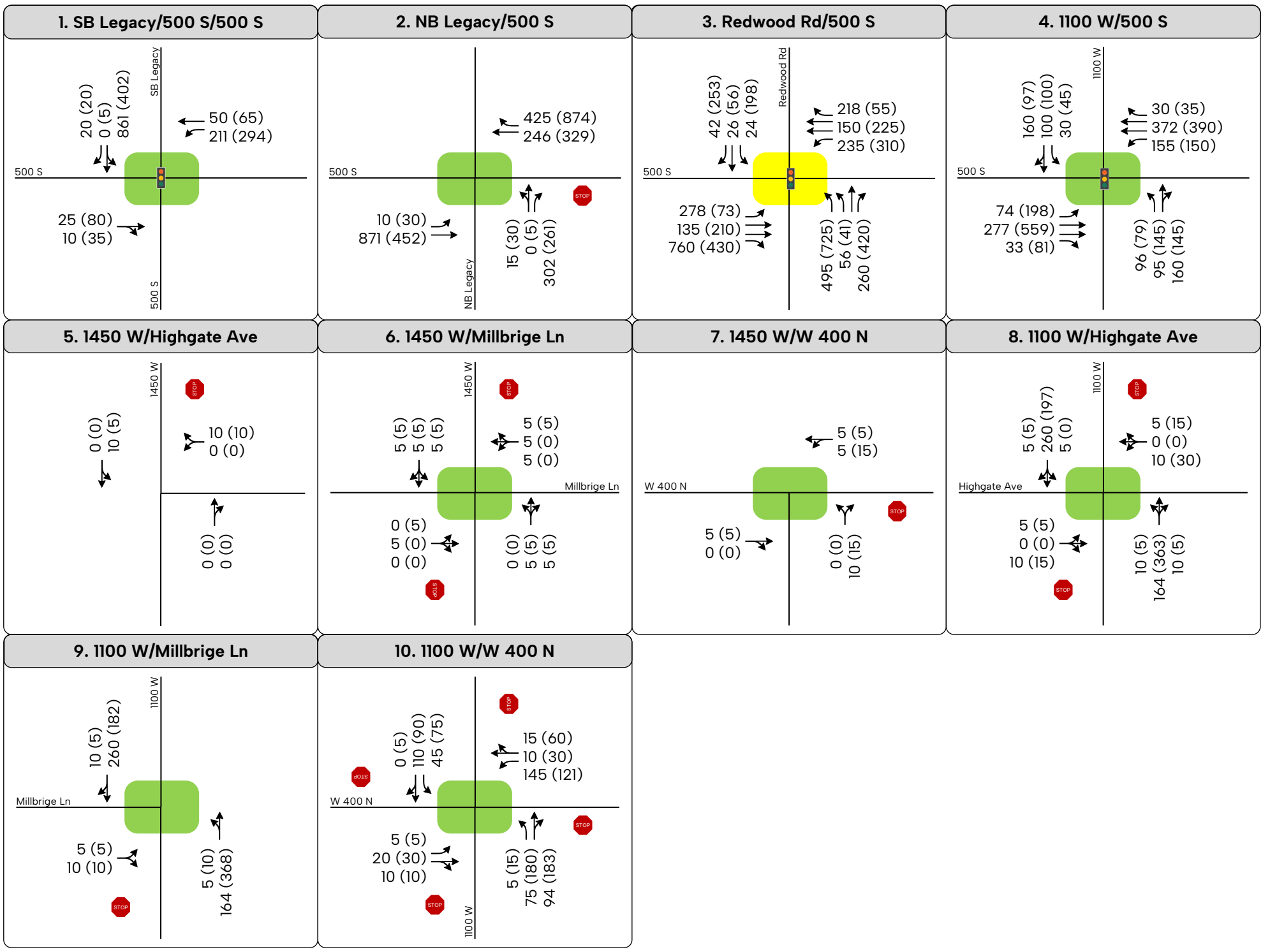


FIGURE #5

Future (2031) Background AM & PM Peak Hour Traffic Conditions

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 7 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2031) 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 (2031) 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 (2031) Background conditions. As such, no mitigations are recommended.

Table 8: Future (2031) 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	-	-	-	13	B
		PM		-	-	-	10	B
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	24	C	-	-
		PM		NB Through	18	C	-	-
3	Redwood Road/ 500 S	AM	Signalized	-	-	-	45	D
		PM		-	-	-	48	D
4	1100 W / 500 S	AM	Signalized	-	-	-	9	A
		PM		-	-	-	10	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	12	B	-	-
		PM		WB Shared	14	B	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	15	C	-	-
		PM		EB Shared	11	B	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	10	B
		PM		-	-	-	12	B

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 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.

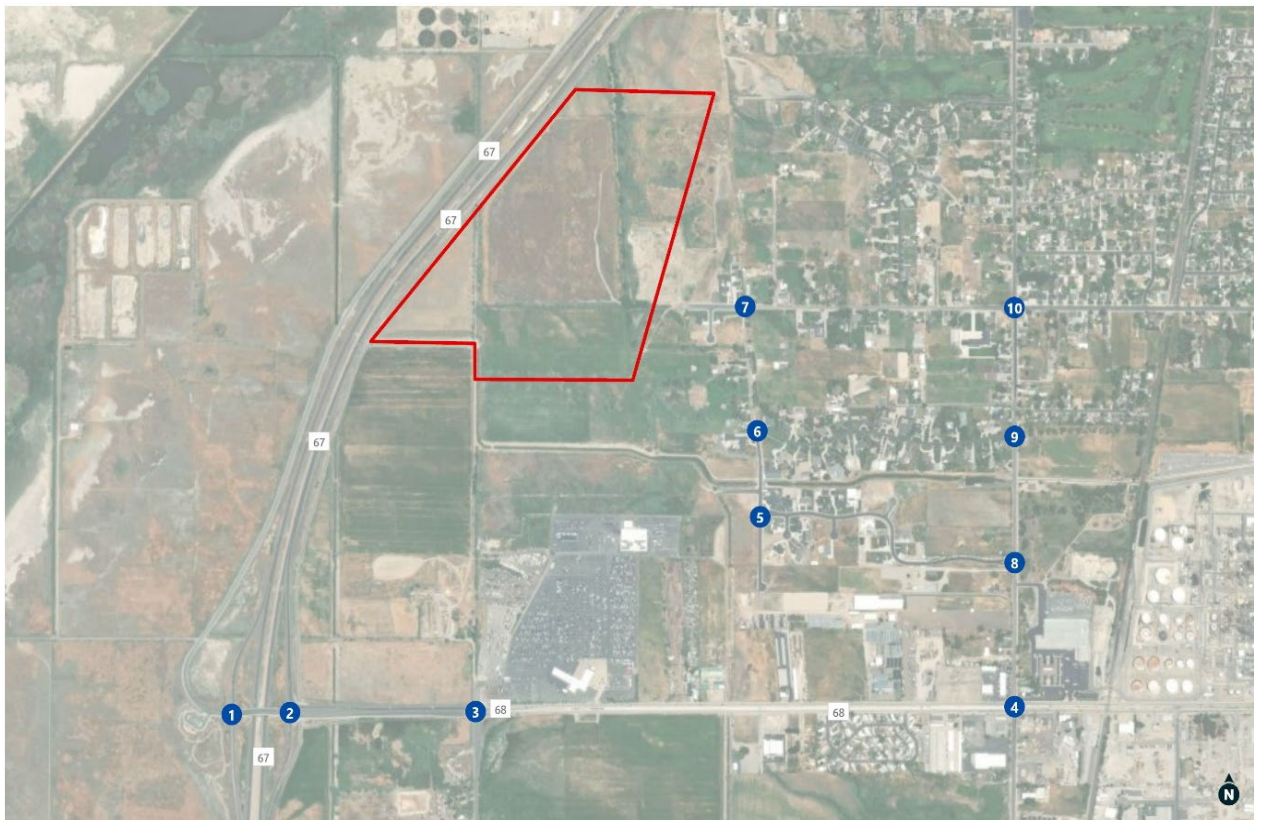
7. Future (2031) Plus Project Conditions

7.1 Purpose

The Future (2031) Plus Project conditions analysis evaluates the impact of the proposed developments' traffic on the surrounding roadway network in the year 2031. To analyze the impact of the development, Fehr & Peers combined the Future (2031) 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 (2031) Background volumes to yield Future (2031) Plus Project weekday peak hour volumes as shown in **Figure 6**.



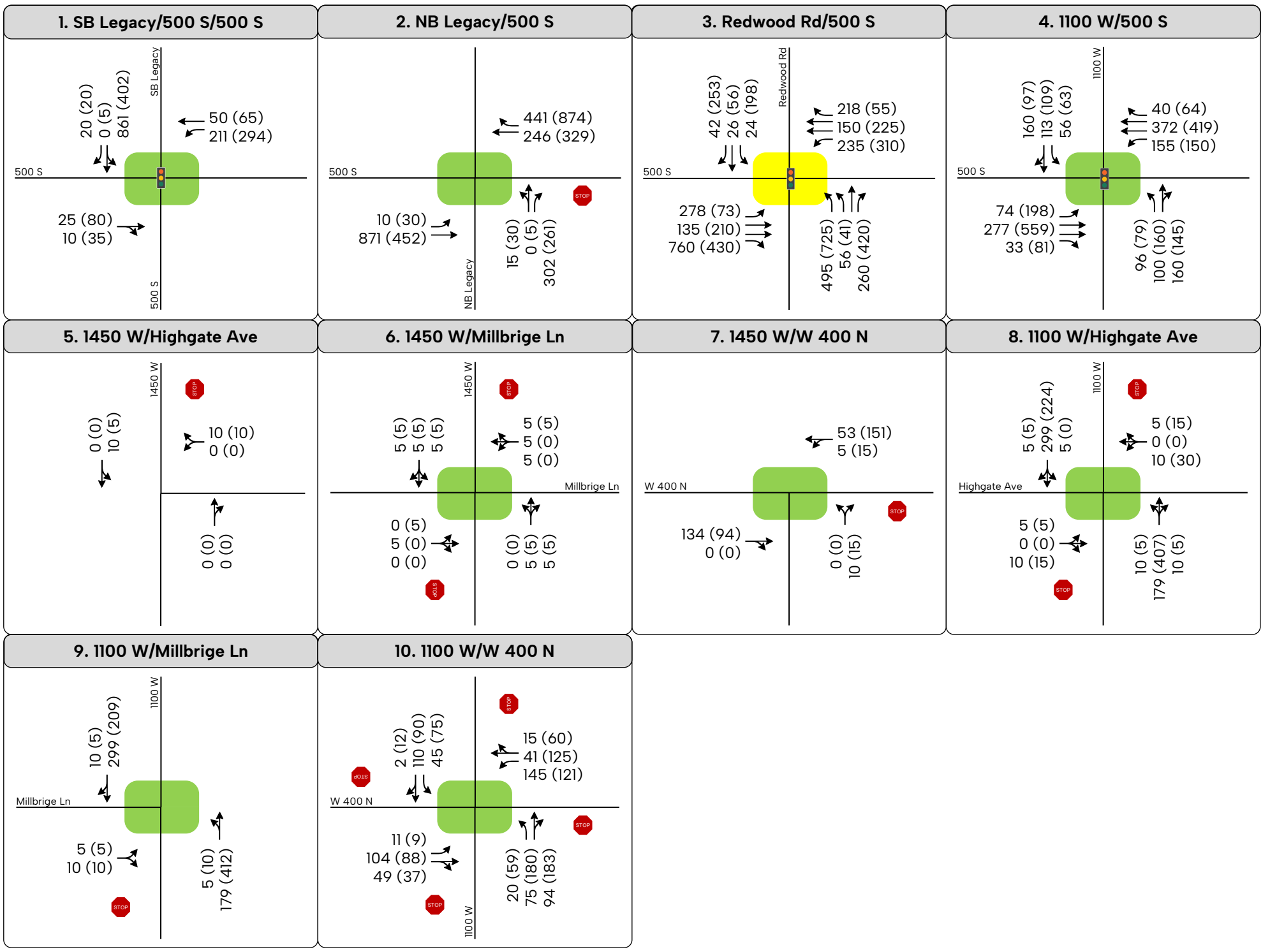


FIGURE #6

Future (2031) Plus Project AM & PM Peak Hour Traffic Conditions

7.3 Level of Service Analysis

Using Synchro software and the HCM 7 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2031) 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 (2031) Plus Project conditions analysis in the AM and PM peak hour.

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 (2031) Plus Project conditions. As such, no mitigations are recommended.

Table 9: Future (2031) 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		-	-	-	10	B
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	24	C	-	-
		PM		NB Through	18	C	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	48	D
		PM		-	-	-	49	D
4	1100 W / 500 S	AM	Signalized	-	-	-	10	B
		PM		-	-	-	10	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	11	B	-	-
		PM		NB Shared	9	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	12	B	-	-
		PM		WB Shared	15	C	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	16	C	-	-
		PM		EB Shared	19	C	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	10	B
		PM		-	-	-	14	B

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 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 (2046) Background Conditions

8.1 Purpose

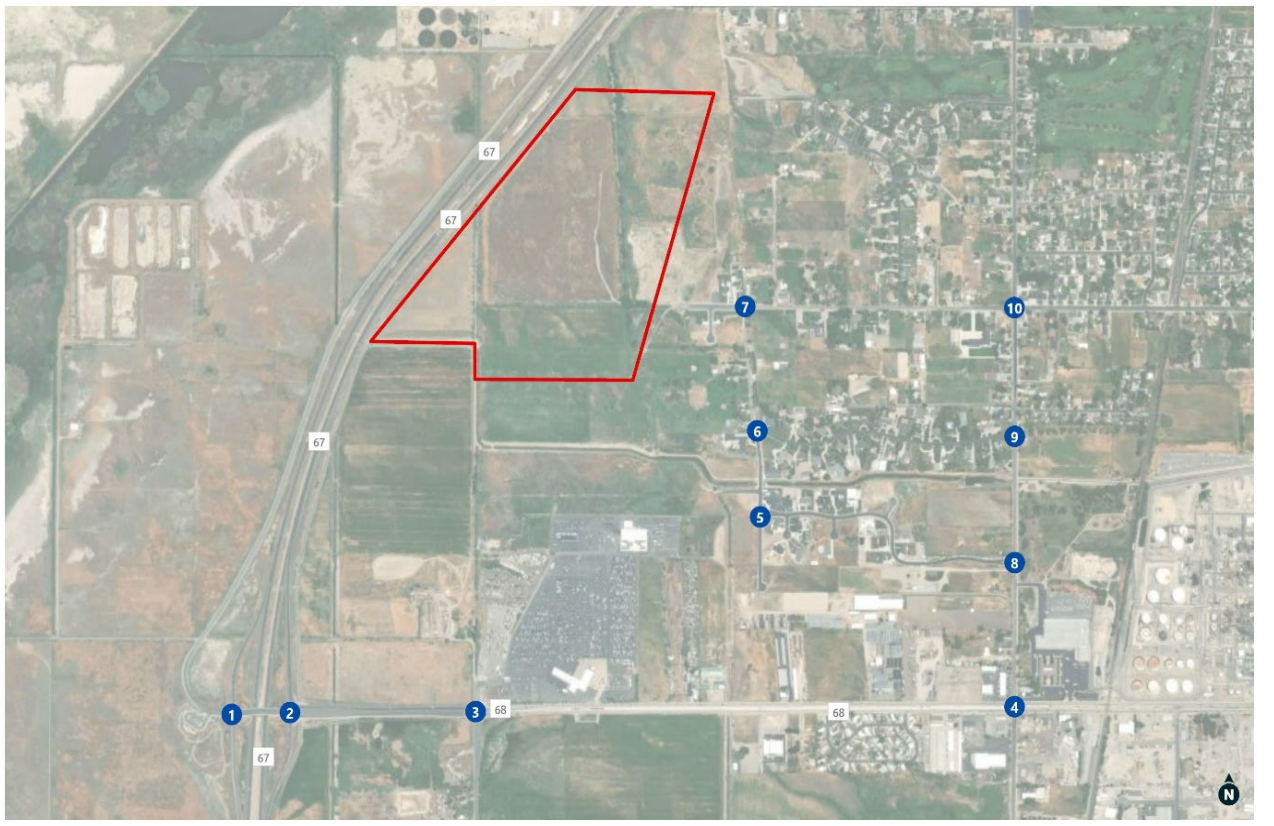
The Future (2046) Background analysis evaluates the study intersections during the peak travel periods of the day under projected future 22-year horizon traffic volumes. This analysis provides a baseline condition for the year 2046, which can be used to determine future project impacts.

8.2 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 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.

In addition to background growth, the Bandon Fields trip generation is included in the Future 2031 and 2046 Background and Plus Project Conditions, as the land use is being vested independently from Bandon Fields but is expected to impact conditions around the site and at the site accesses. Calculations and routing assumptions related to this development can be found within its corresponding TIS.

Figure 7 shows the projected 2046 Background AM and PM weekday day peak hour traffic volumes.



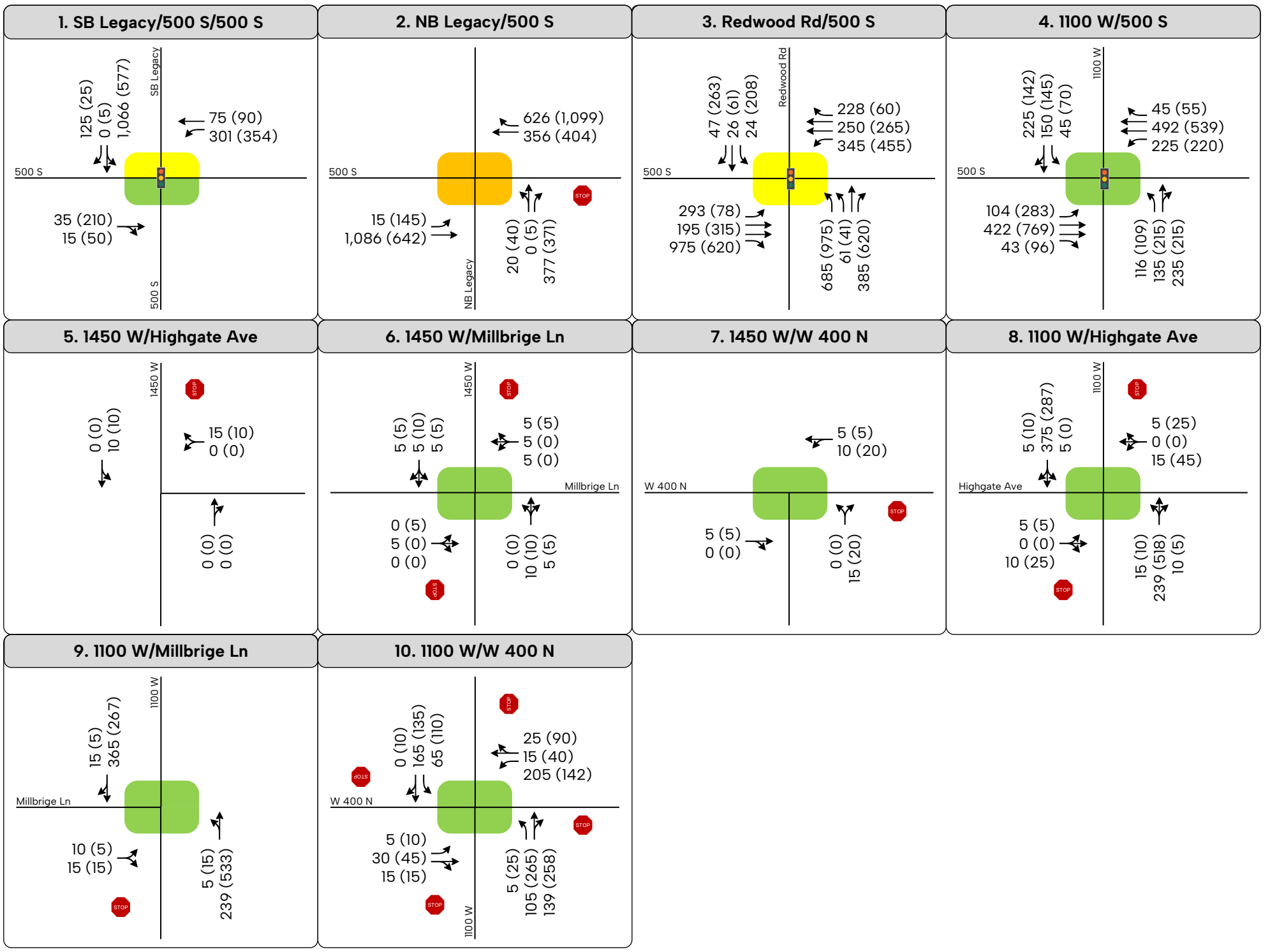


FIGURE #7

Future (2046) Background AM & PM Peak Hour Traffic Conditions

8.3 Level of Service Analysis

Using Synchro software and the HCM 7 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2046) Background condition 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 (2046) Background 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.

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

8.4 Mitigations

Fehr & Peers recommends the following mitigation measures for Future (2046) Background 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 – 2046 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 C (25 and 20 sec/veh delay, in the AM Background and Plus Project and PM Background and Plus Project peak period, respectively).

Additionally, while no LOS failure was recorded, improvements to Redwood Road / 500 S are suggested given the potential for conflict between the eastbound right and westbound left movements. Both are high volume movements that feed into the southern receiving leg, which is recommended to be widened from one receiving lane to two. This would accommodate dual westbound left turning movements, which would improve intersection operations, and mitigate the potential for conflict. There is sufficient pavement on the southern receiving leg to accommodate two inbound lanes, providing around 700 feet of two lanes prior to the lanes merging.

Table 10: Future (2046) 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	-	-	-	43	D
		PM		-	-	-	20	B
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	**40**	**E**	-	-
		PM		NB Through	**46**	**E**	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	49	D
		PM		-	-	-	53	D
4	1100 W / 500 S	AM	Signalized	-	-	-	12	B
		PM		-	-	-	17	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	C	-	-
		PM		WB Shared	20	C	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	24	C	-	-
		PM		EB Shared	18	C	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	12	B
		PM		-	-	-	25	C

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 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.

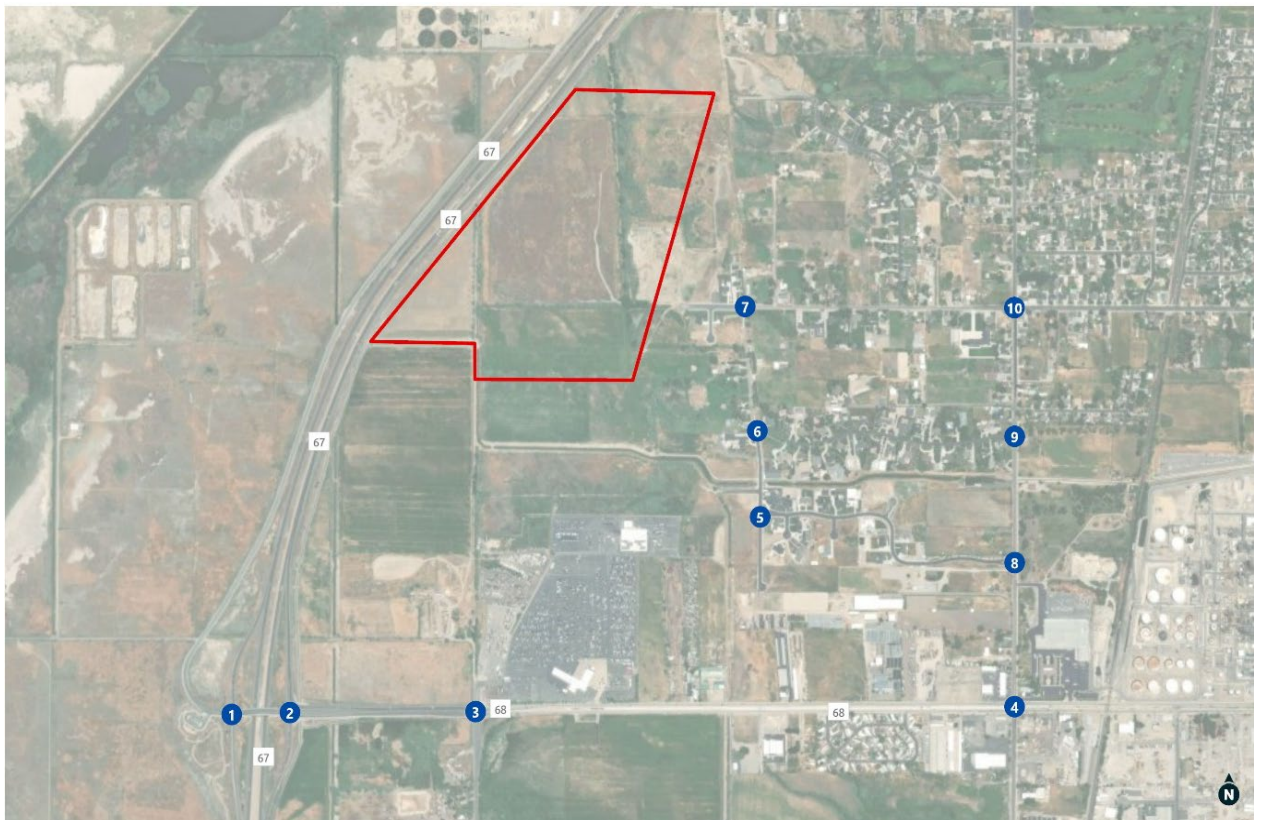
9. Future (2046) Plus Project Conditions

9.1 Purpose

The Future (2046) Plus Project conditions analysis evaluates the impact of the proposed development's traffic on the surrounding roadway network in the year 2046. To analyze the impact of the development, Fehr & Peers combined the 2046 Background traffic volumes with volumes generated by the development during the peak AM and PM periods.

9.2 Traffic Volumes

Fehr & Peers added the project-generated traffic to the Future (2046) Background volumes to yield Future (2046) Plus Project weekday peak hour volumes as shown in **Figure 14**.



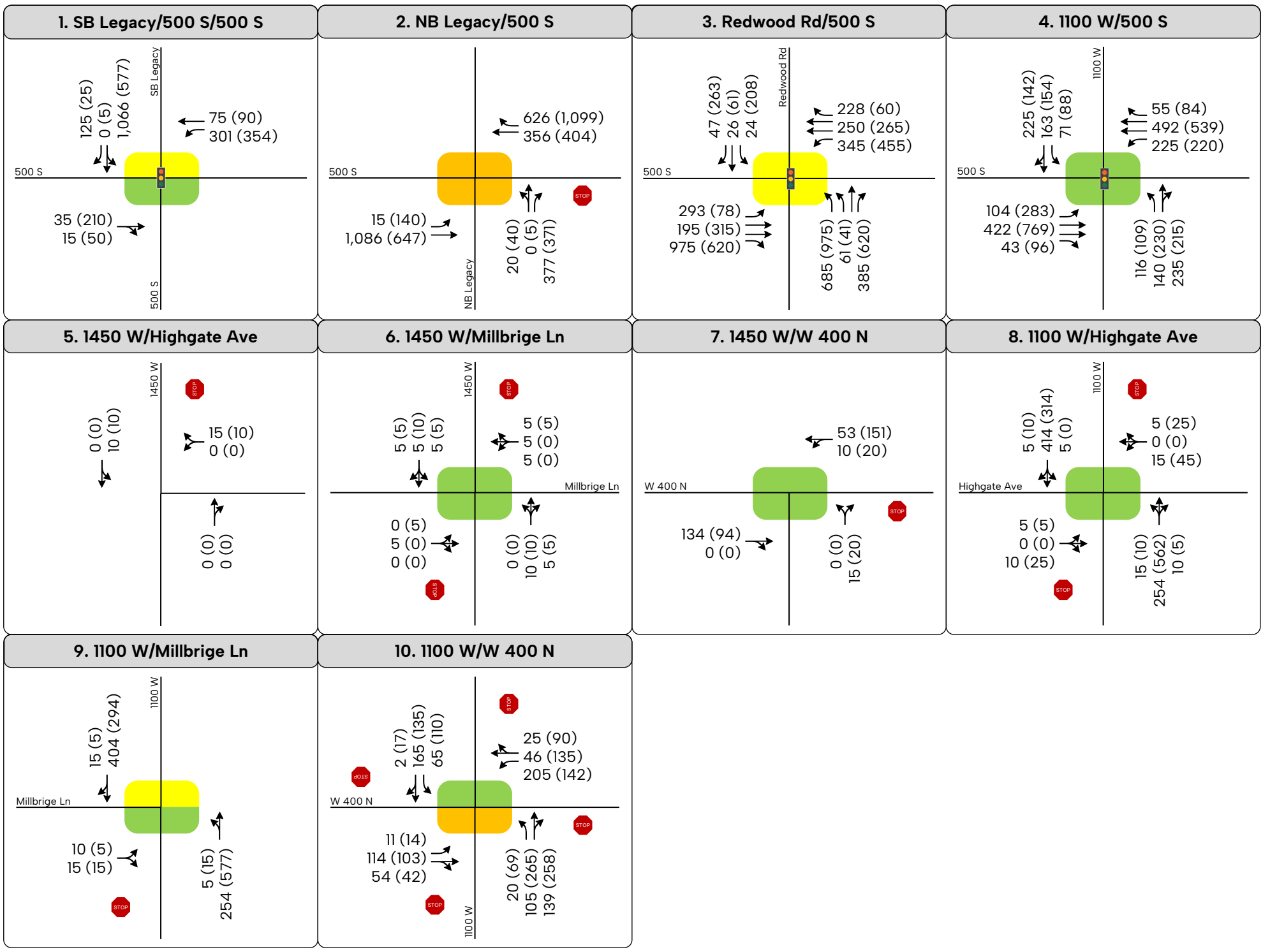


FIGURE #8

Future (2046) Plus Project AM & PM Peak Hour Traffic Conditions

9.3 Level of Service Analysis

Using Synchro software and the HCM 7 delay thresholds outlined in the Introduction, Fehr & Peers computed the Future (2046) Plus Project 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 (2046) 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.
- **W 400 N / 1100 W** - LOS E in the PM peak hour
    - The LOS failure is largely driven by the volume traveling northbound left and through. These vehicles share a lane, which increases each vehicle's wait time at the four-way stop intersection.

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

9.4 Mitigations

Fehr & Peers recommends the following mitigation measures for the Future (2046) Plus Project conditions:

- **NB Legacy Parkway On-Off Ramps / 500 S** – Consistent with Future (2046) Background conditions, it is recommended that the City and UDOT continue to monitor this intersection for future implementation of a signal.
- **W 400 N / 1100 W** - LOS E in the PM peak hour
    - Under all scenarios run – 2046 Plus Project conditions being the highest volume – MUTCD warrants for signal implementation were not met. However, as the area continues to grow, signal warrants requirements might be met with the addition of further development. With a signal in place, the LOS in the PM peak hour becomes LOS B (10 sec/veh delay).
    - Although a signal would resolve this anticipated future delay, it is recommended that the City wait to implement such a signal until warrants are met.

Additionally, while no LOS failure was recorded, improvements to Redwood Road / 500 S are suggested given the potential for conflict between the eastbound right and westbound left movements. Both are high volume movements – driven by Future Background conditions - that feed into the southern receiving leg, which is recommended to be widened from one receiving lane to two. This would accommodate dual westbound left turning movements, which would improve intersection operations, and mitigate the potential for conflict. There is sufficient pavement on the southern receiving leg to accommodate two inbound lanes, providing around 700 feet of two lanes prior to the lanes merging.

Table 11: Future (2046) 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	-	-	-	43	D
		PM		-	-	-	20	B
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	**40**	**E**	-	-
		PM		NB Through	**46**	**E**	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	49	D
		PM		-	-	-	53	D
4	1100 W / 500 S	AM	Signalized	-	-	-	13	B
		PM		-	-	-	19	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	11	B	-	-
		PM		NB Shared	9	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	15	C	-	-
		PM		WB Shared	22	C	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	28	D	-	-
		PM		EB Shared	20	C	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	13	B
		PM		-	-	-	**38**	**E**

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
2. This represents the overall intersection LOS and is only reported for signalized intersections using the HCM 7 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.

10. Conclusion and Recommendations

The purpose of this study is to provide a summary of the potential transportation-related impacts from the proposed Belmont Farms development located north of 500 S between Legacy Parkway and 1450 N in West Bountiful, Utah. While the Bandon Fields development is being vested individually, it was included in the "Future Background 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. However, there is no direct connection between these developments; access will be restricted via emergency crash gate.

The Future (2046) 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:

- **NB Legacy Parkway On-Off Ramps / 500 S** – Under Background conditions, the NB Legacy Parkway On-Off Ramps / 500 S intersection is anticipated to operate at LOS E under both peak hours. However, this deficient operation is a background condition unrelated to the project, and little to no additional traffic is anticipated to be introduced to the intersection by the project. As such, no mitigations were identified; however, it is recommended that the City continue to monitor for implementation of a signal once warrants are met.
- **W 400 N / 1100 W** - LOS E in the PM peak hour
    - Under all scenarios run – 2046 Plus Project conditions being the highest volume – MUTCD warrants for signal implementation were not met. However, as the area continues to grow, signal warrants requirements might be met with the addition of further development. With a signal in place, the LOS in the PM peak hour becomes LOS B (10 sec/veh delay).
    - Although a signal would resolve this anticipated future delay, it is recommended that the City wait to implement such a signal until warrants are met.

Additionally, while no LOS failure was recorded, improvements to Redwood Road / 500 S are suggested given the potential for conflict between the eastbound right and westbound left movements. Both are high volume movements – driven by Future Background conditions - that feed into the southern receiving leg, which is recommended to be widened from one receiving lane to two. This would accommodate dual westbound left turning movements, which would improve intersection operations, and mitigate the potential for conflict. There is sufficient pavement on the southern receiving leg to accommodate two inbound lanes, providing around 700 feet of two lanes prior to the lanes merging.

Appendix A. Development Site Plans

PROJECT STATISTICS

	TOTAL AREA	88.82 AC
	LARGE SIGNATURE LOTS (1/2 ACRE)	30
	SIGNATURE LOTS (1/3 ACRE)	16
	COLLECTION LOTS (8,000 SF)	74
	COTTAGE LOTS (6,000 SF)	142
	TOTAL LOTS	262
	DENSITY	2.95 DU / AC
	OPEN SPACE	6.91 AC
	PROPOSED TRAIL	

CONNECT TO LEGACY PARKWAY TRAIL

LEGACY PARKWAY

CONNECT TO LEGACY PARKWAY TRAIL

PHASE 2B (8 LOTS)

PHASE 2A (11 LOTS)

EXISTING SEWER

EXISTING SEWER

EXISTING SEWER

400 NORTH STREET

OPEN SPACE (0.40 AC)

LEGACY PARKWAY

CONNECT TO LEGACY PARKWAY TRAIL

C:\Users\nick\EDM Partners Dropbox\Projects\Belmont Farms\Drawings\Conceptual Site Plan 260820.dwg

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

NORTH

SCALE: 1" = 120'

0 60 120 240 360

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

IVORYHOMES
Utah's Number One Homebuilder

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 Future Phases

Conceptual Site Plan

PROJECT:
DRAWN BY: NMM
REVIEWED BY: PMD
REVISIONS:

No.	DATE	REMARKS

DATE: August 20, 2026

SHEET NUMBER:
C-1

Appendix B. Traffic Counts

Elite Traffic Data Collection, LLC

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Lehi, Utah, 84043
elitetrafficdata@hotmail.com

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Groups Printed- TMC - Bike

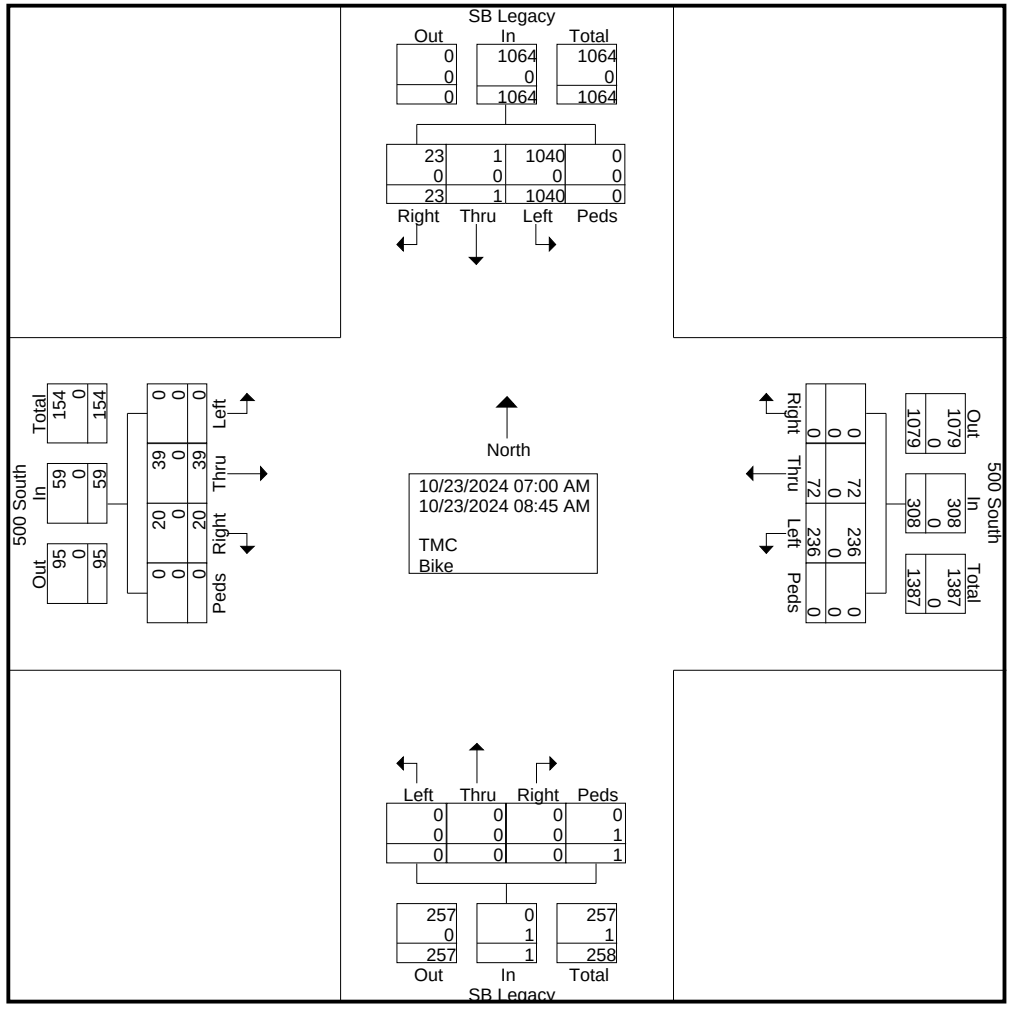
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07:00 AM	4	1	100	0	105	0	8	23	0	31	0	0	0	0	0	5	3	0	0	8	144
07:15 AM	4	0	124	0	128	0	4	25	0	29	0	0	0	0	0	1	6	0	0	7	164
07:30 AM	2	0	127	0	129	0	6	51	0	57	0	0	0	0	0	2	5	0	0	7	193
07:45 AM	5	0	197	0	202	0	13	43	0	56	0	0	0	1	1	2	1	0	0	3	262
Total	15	1	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

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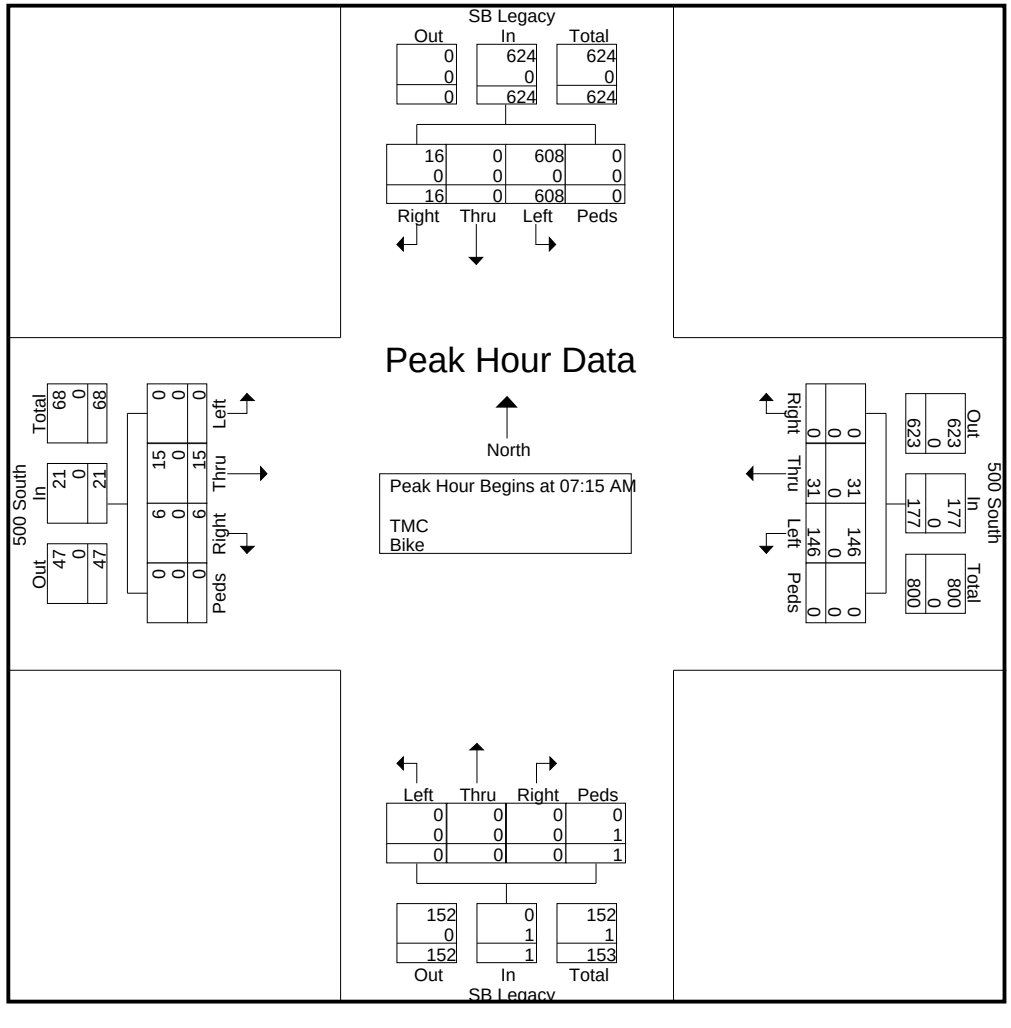
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	0	124	0	128	0	4	25	0	29	0	0	0	0	0	1	**6**	0	0	**7**	164
07:30 AM	2	0	127	0	129	0	6	**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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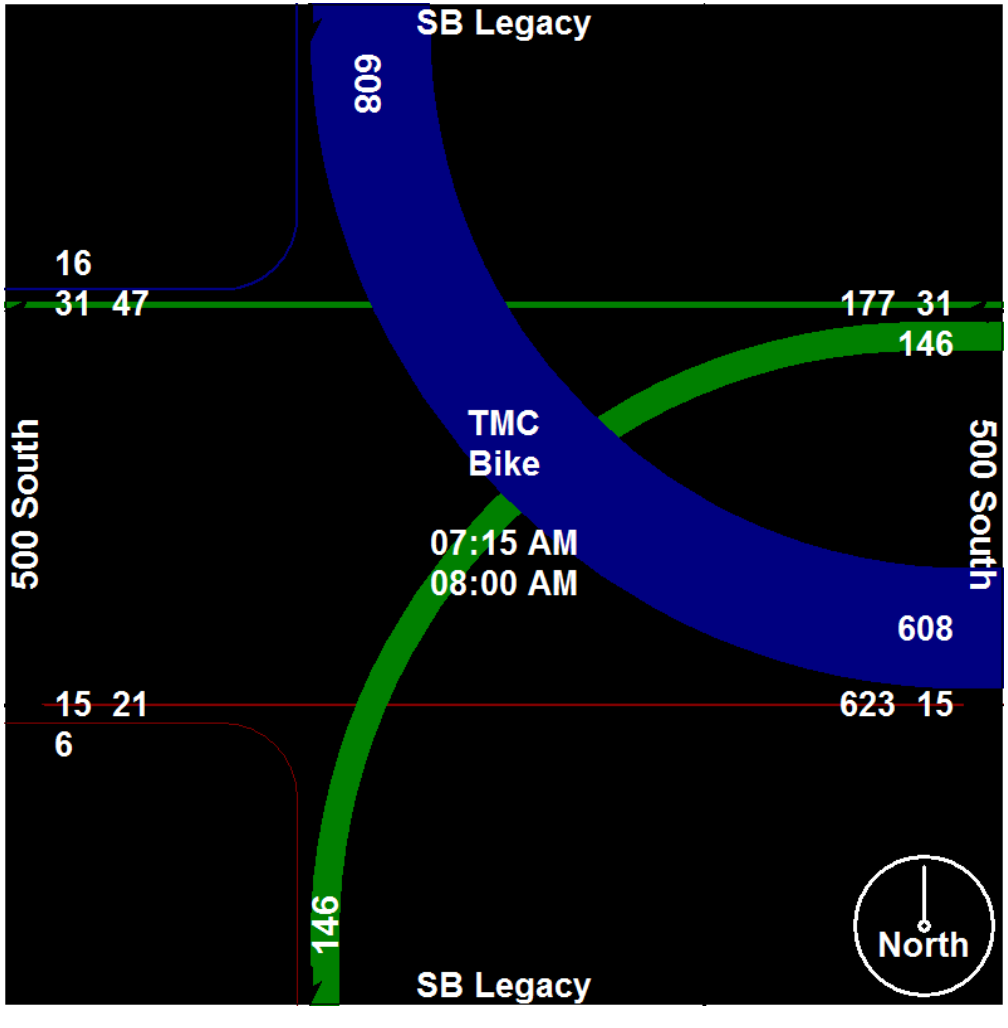


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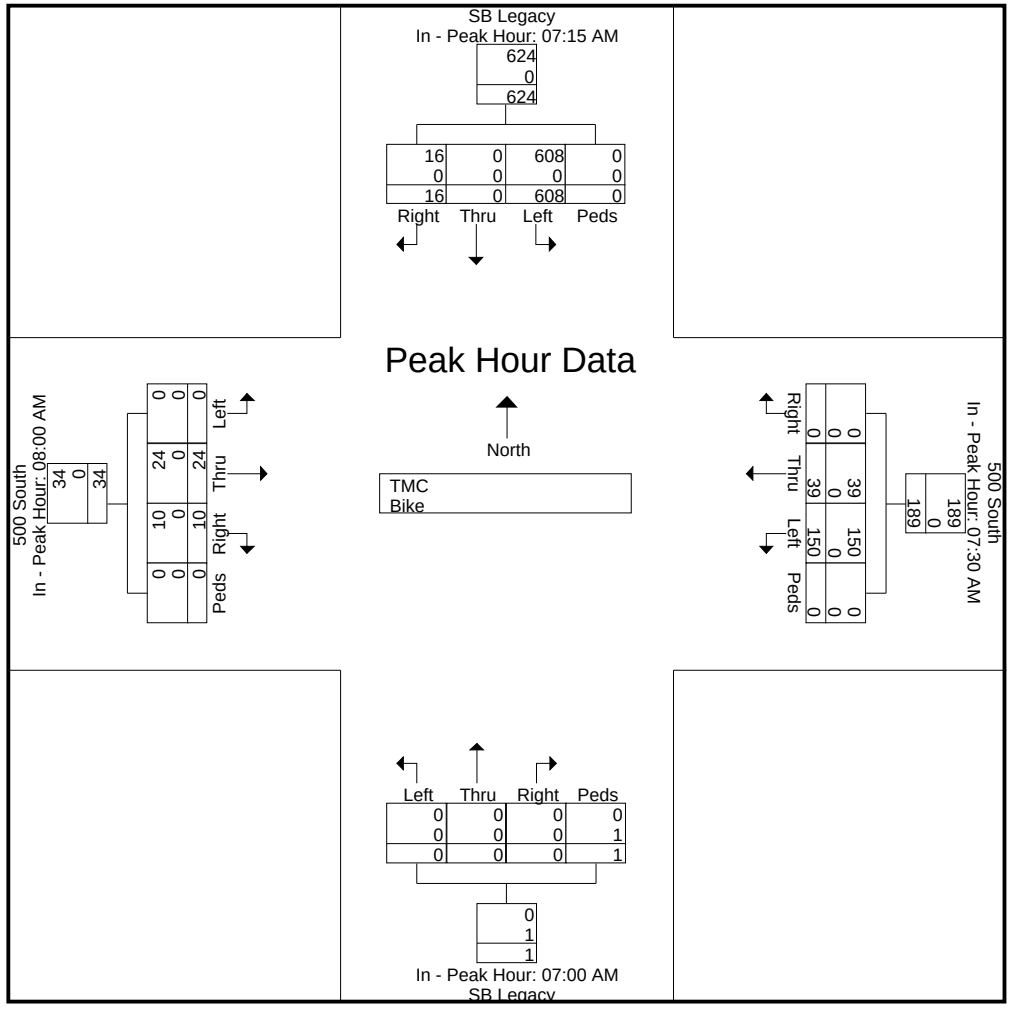
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Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:30 AM					07:00 AM					08:00 AM					
+0 mins.	4	0	124	0	128	0	6	**51**	0	**57**	0	0	0	0	0	1	3	0	0	4	
+15 mins.	2	0	127	0	129	0	**13**	43	0	56	0	0	0	0	0	**4**	**9**	0	0	**13**	
+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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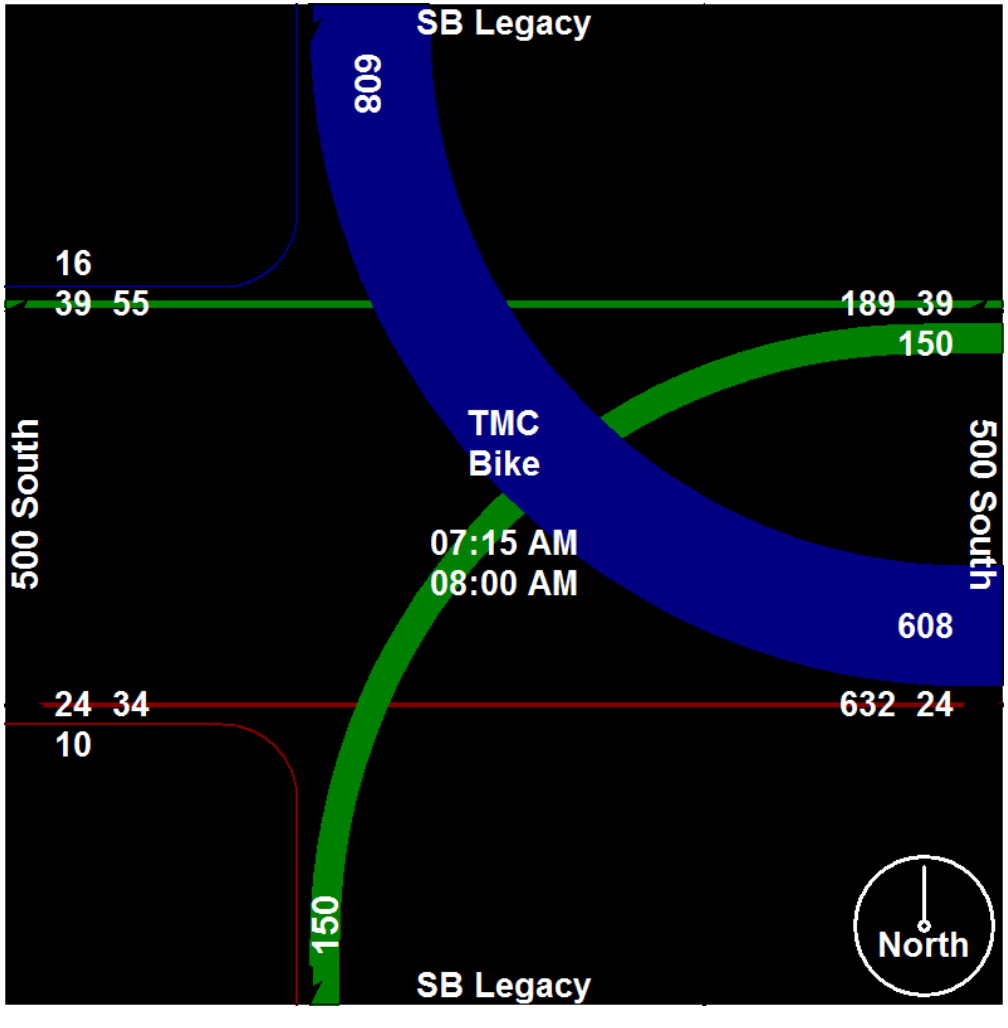


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Groups Printed- TMC - Bike

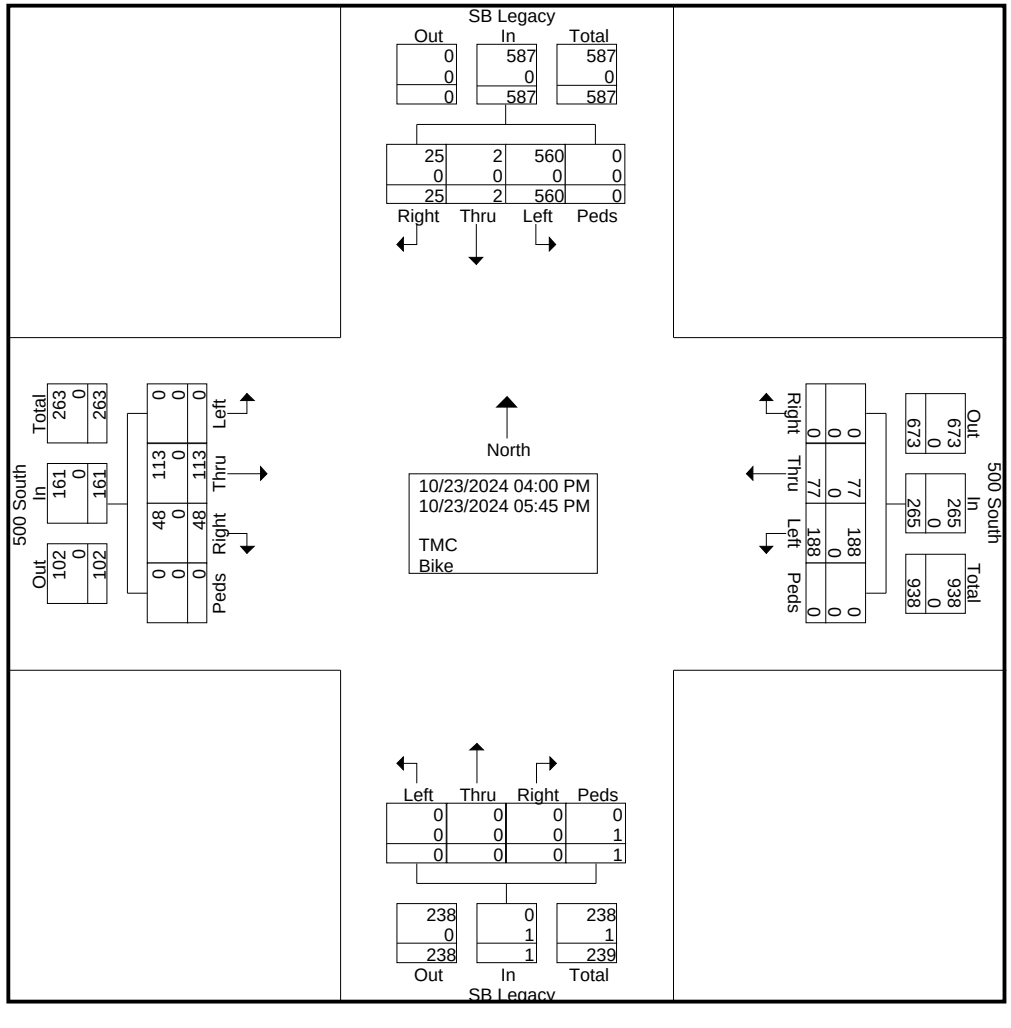
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	1	63	0	67	0	10	21	0	31	0	0	0	0	0	6	13	0	0	19	117
04:15 PM	4	0	70	0	74	0	6	11	0	17	0	0	0	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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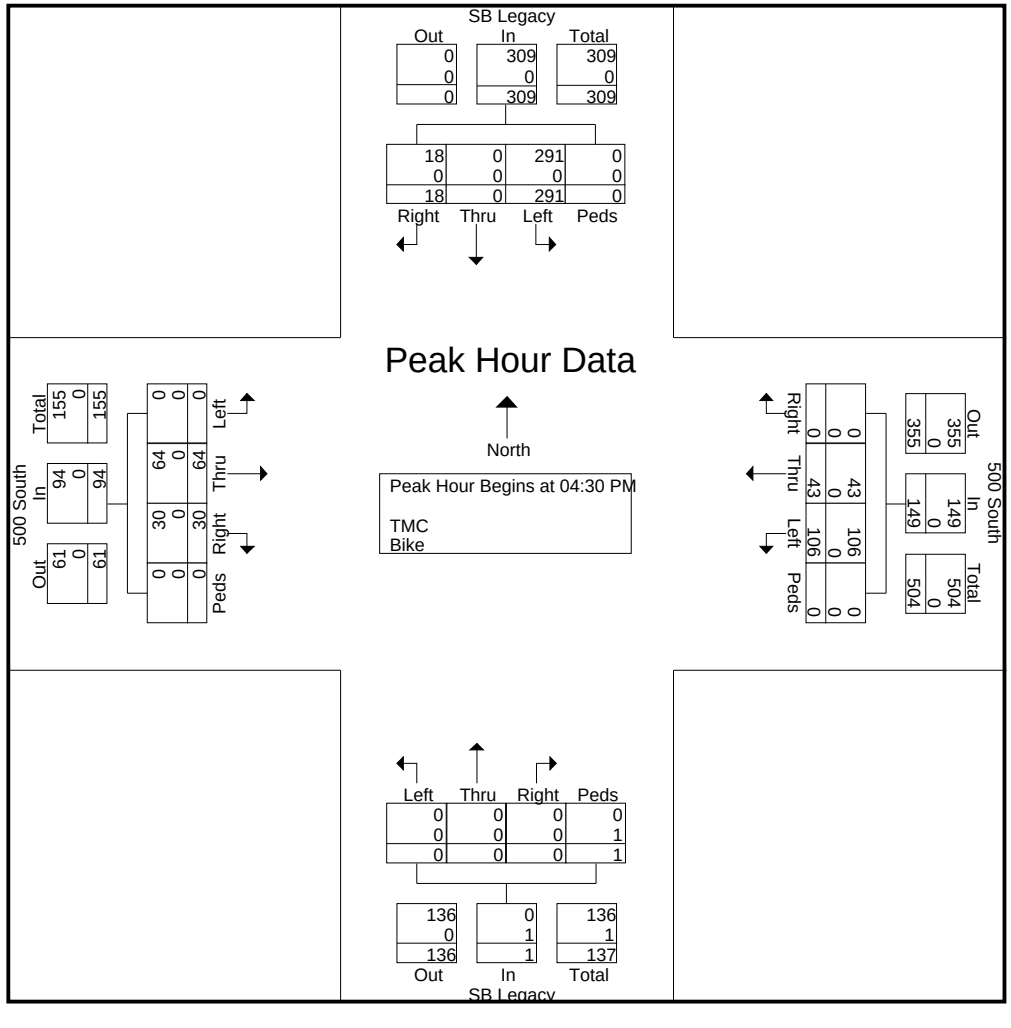
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
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04:45 PM	3	0	77	0	80	0	**15**	19	0	34	0	0	0	0	0	6	10	0	0	16	130
05:00 PM	**6**	0	72	0	78	0	10	**34**	0	**44**	0	0	0	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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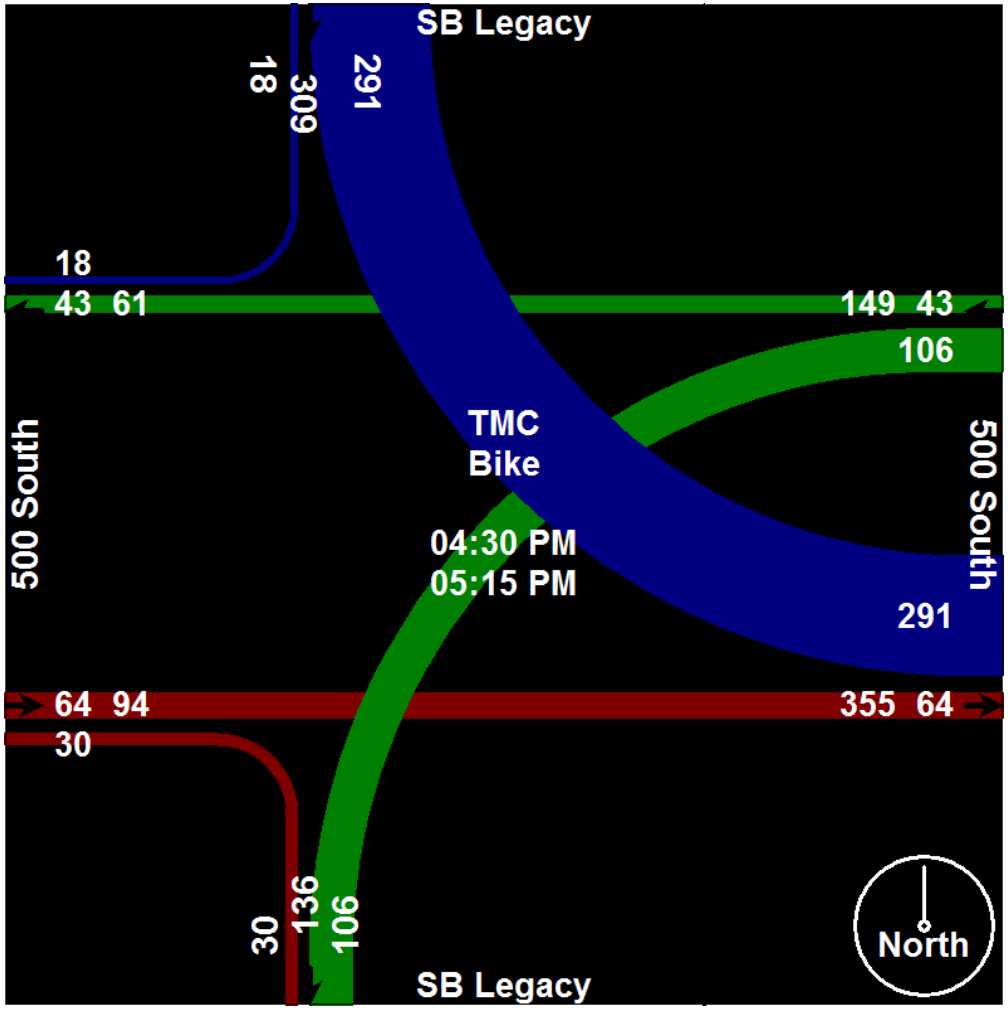


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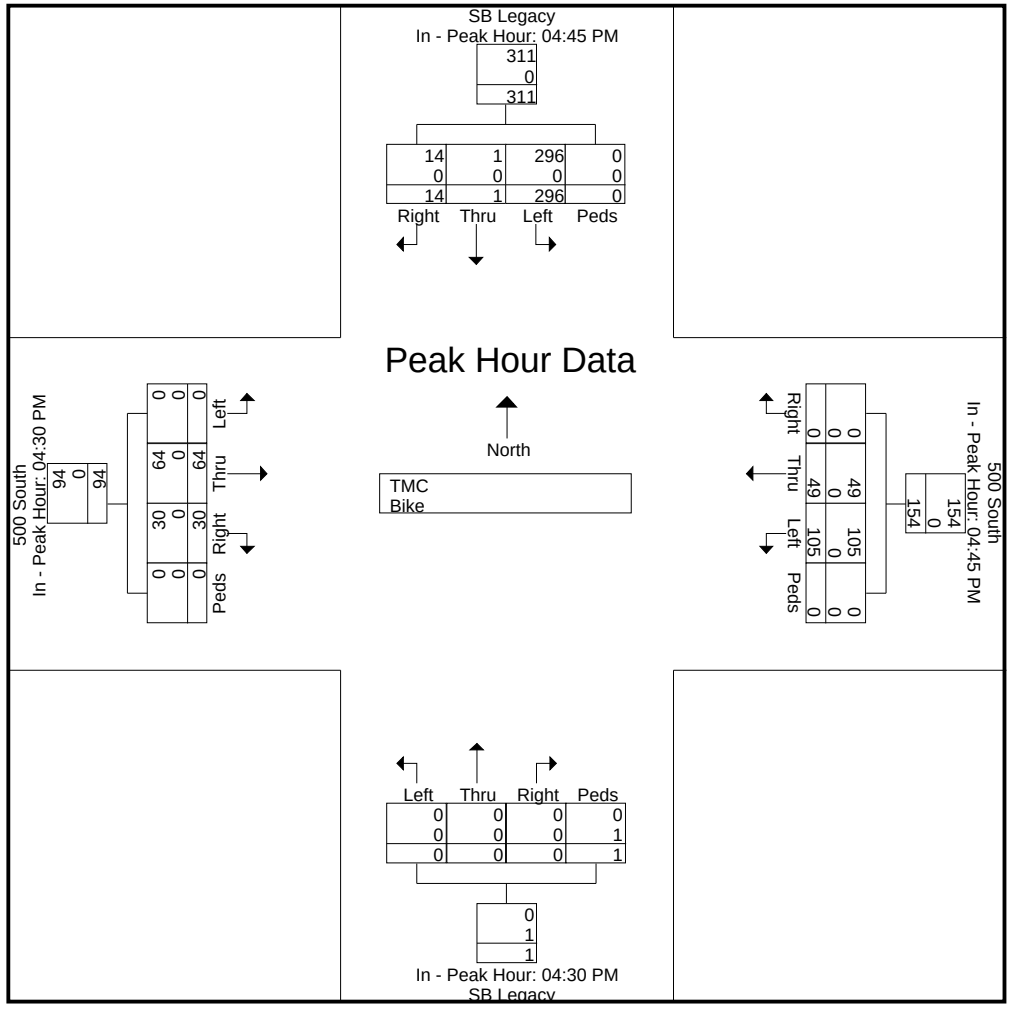
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Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:30 PM					04:30 PM					
+0 mins.	3	0	77	0	80	0	**15**	19	0	34	0	0	0	0	0	6	13	0	0	19	
+15 mins.	**6**	0	72	0	78	0	10	**34**	0	**44**	0	0	0	0	0	6	10	0	0	16	
+30 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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File Name : SB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

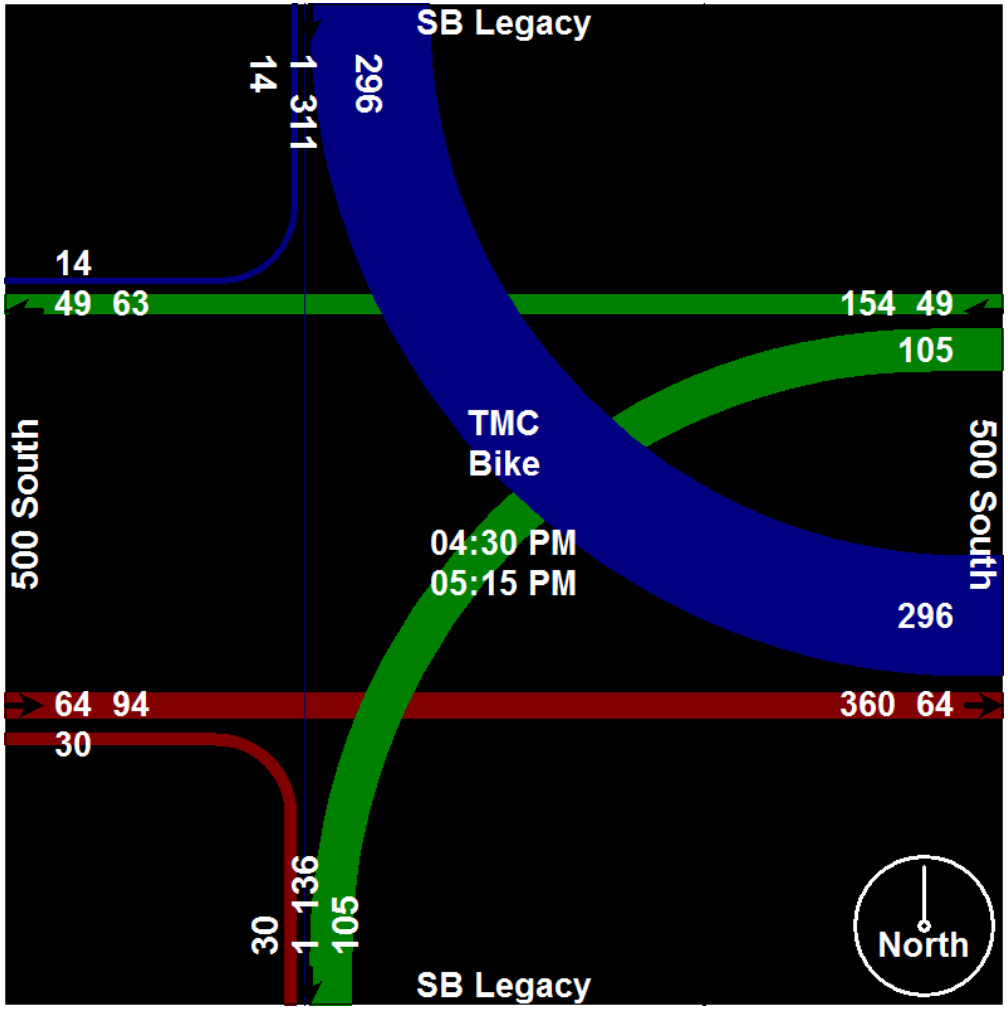


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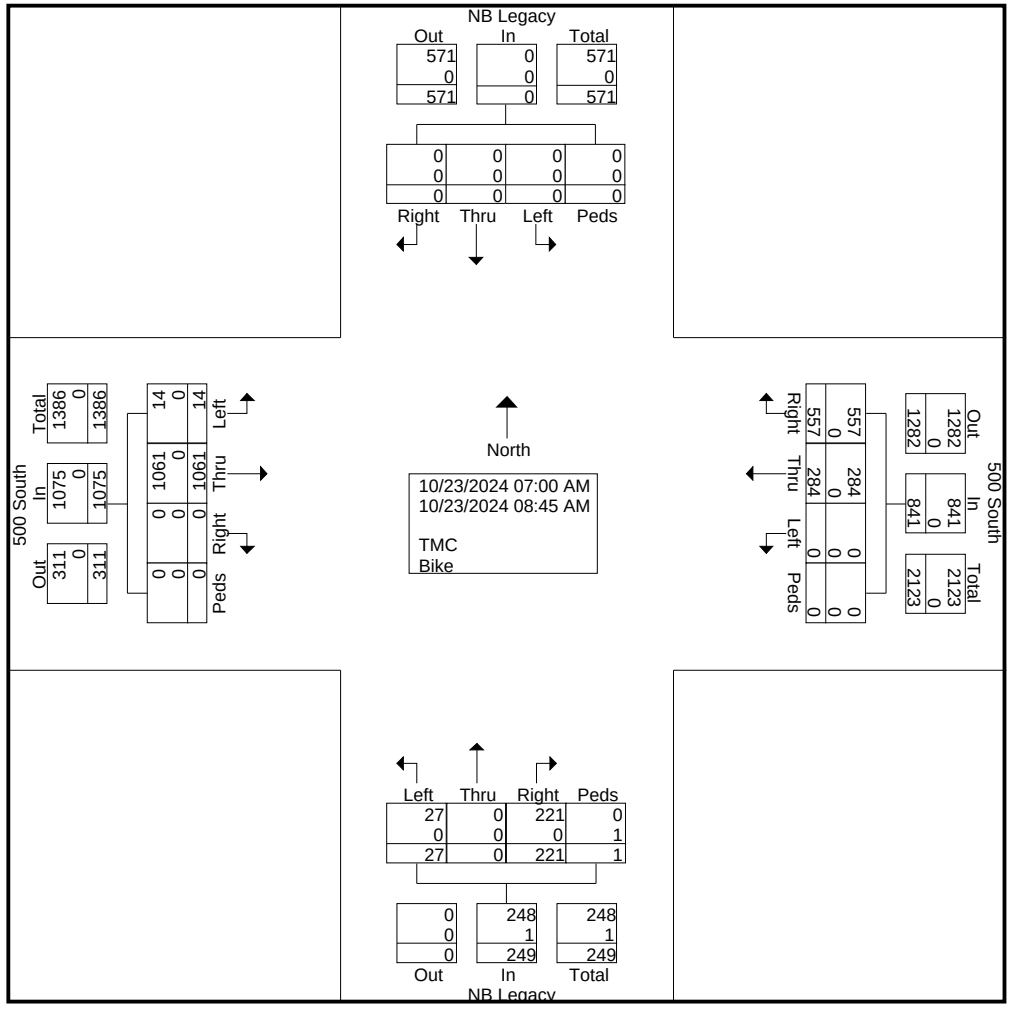
	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	43	24	0	0	67	18	0	7	0	25	0	102	2	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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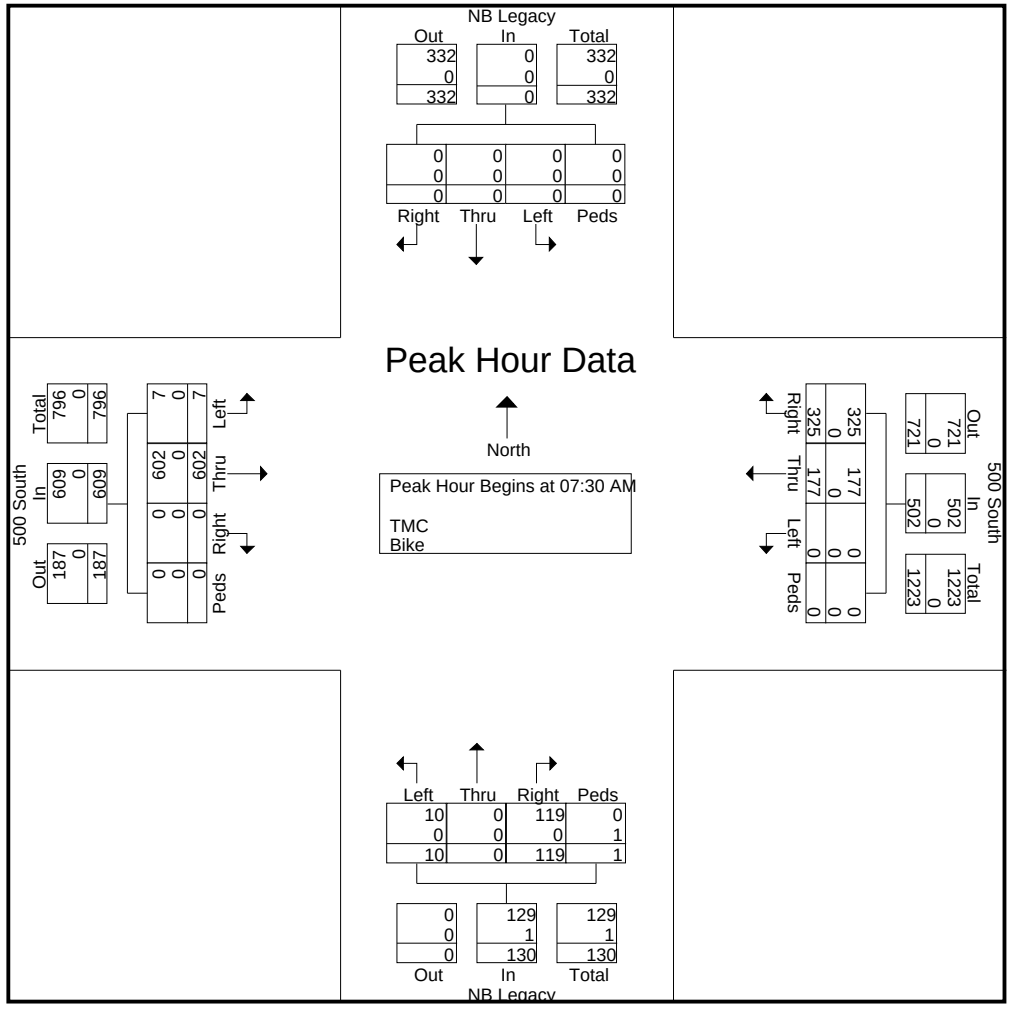
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	69	53	0	0	122	21	0	1	0	22	0	130	**4**	0	134	278
07:45 AM	0	0	0	0	0	71	**55**	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		64.7	35.3	0	0		91.5	0	7.7	0.8		0	98.9	1.1	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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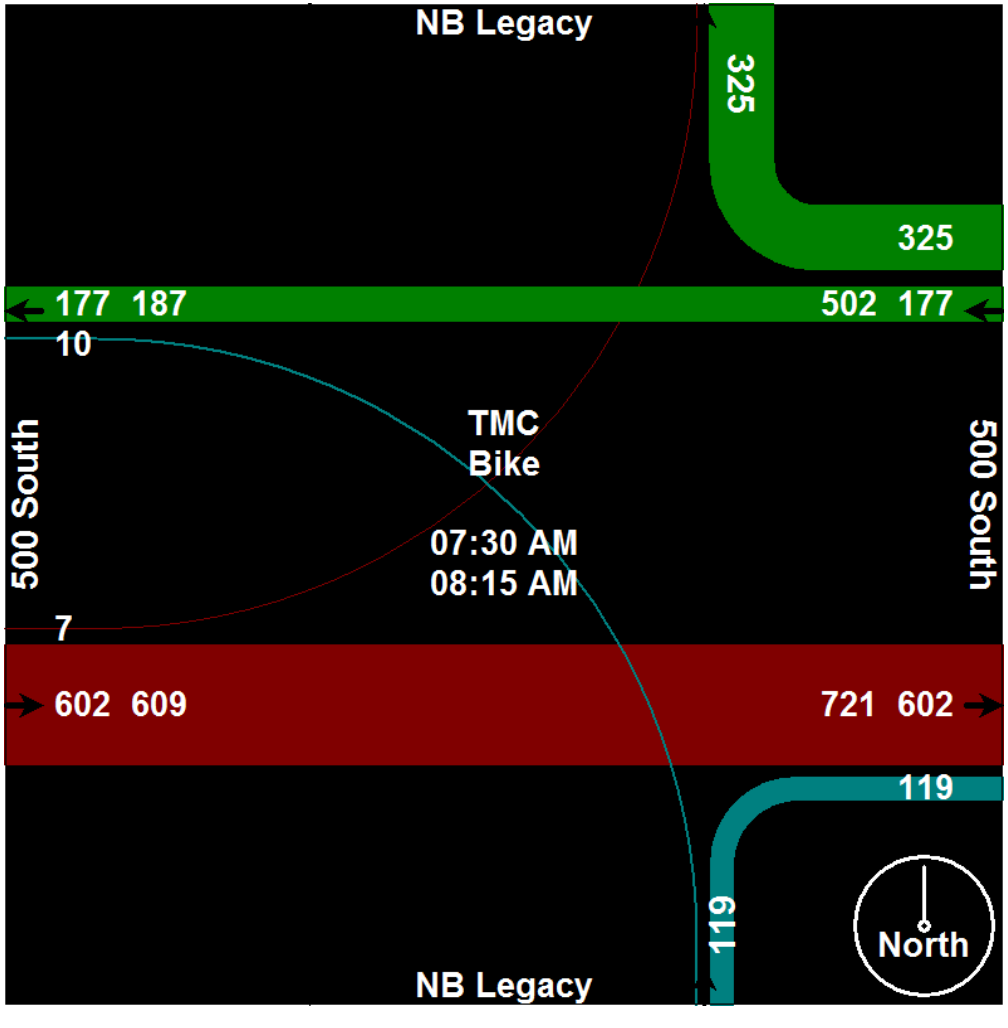


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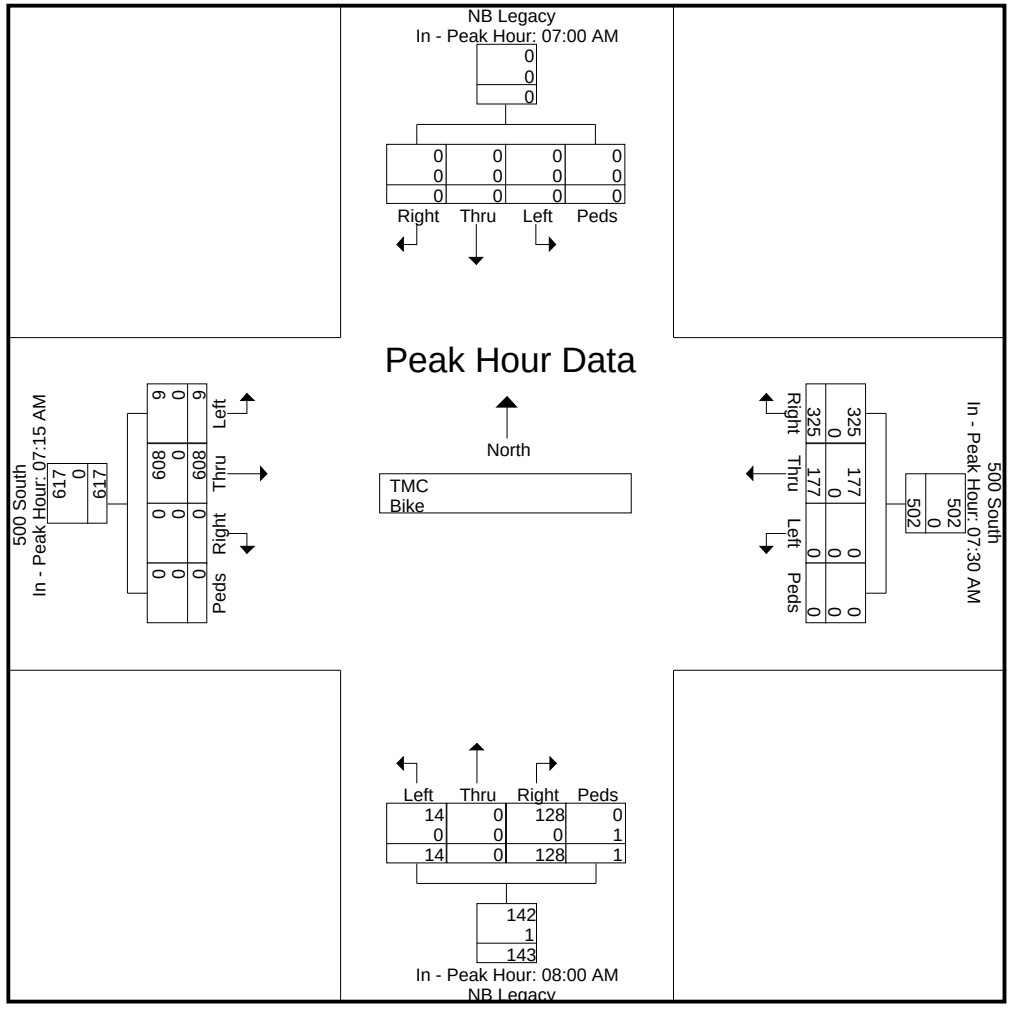
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Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:30 AM					08:00 AM					07:15 AM					
+0 mins.	0	0	0	0	0	69	53	0	0	122	**36**	0	3	**1**	**40**	0	125	3	0	128	
+15 mins.	0	0	0	0	0	71	**55**	0	0	126	34	0	3	0	37	0	130	**4**	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		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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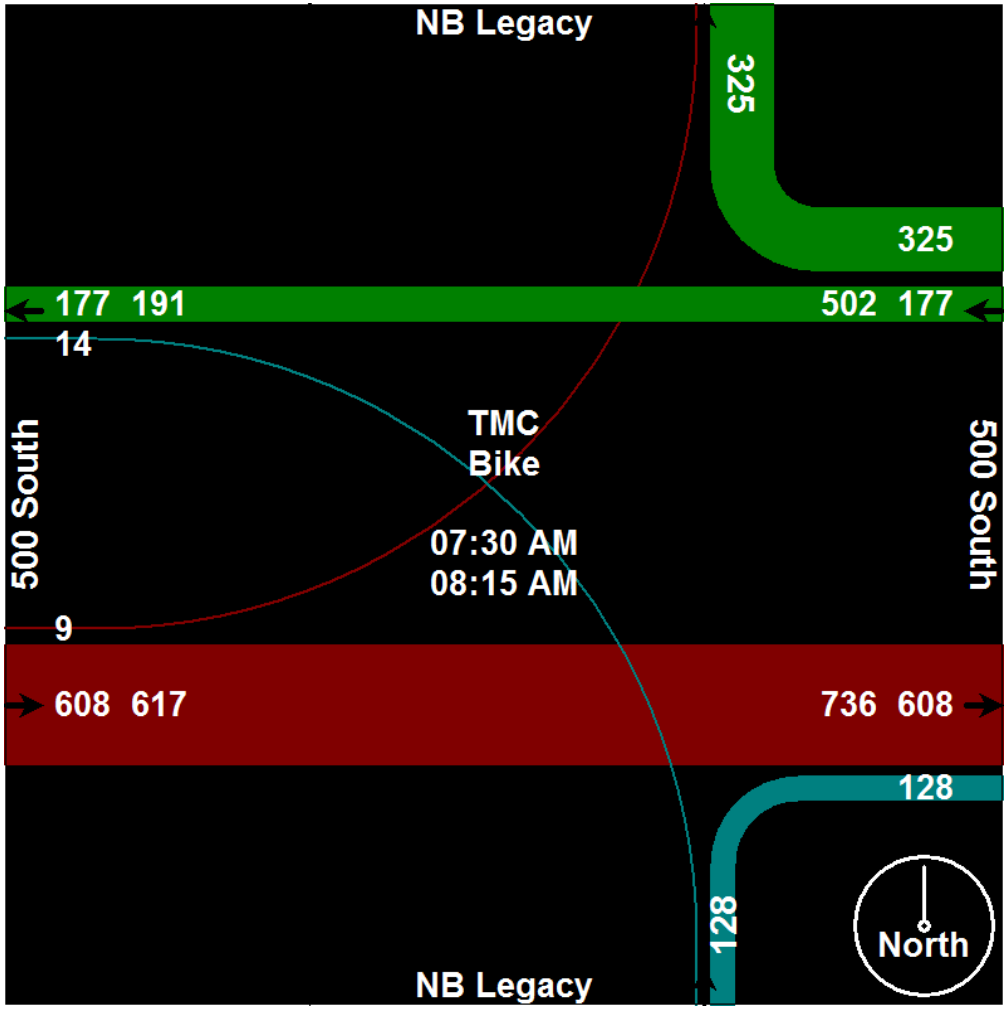


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Groups Printed- TMC - Bike

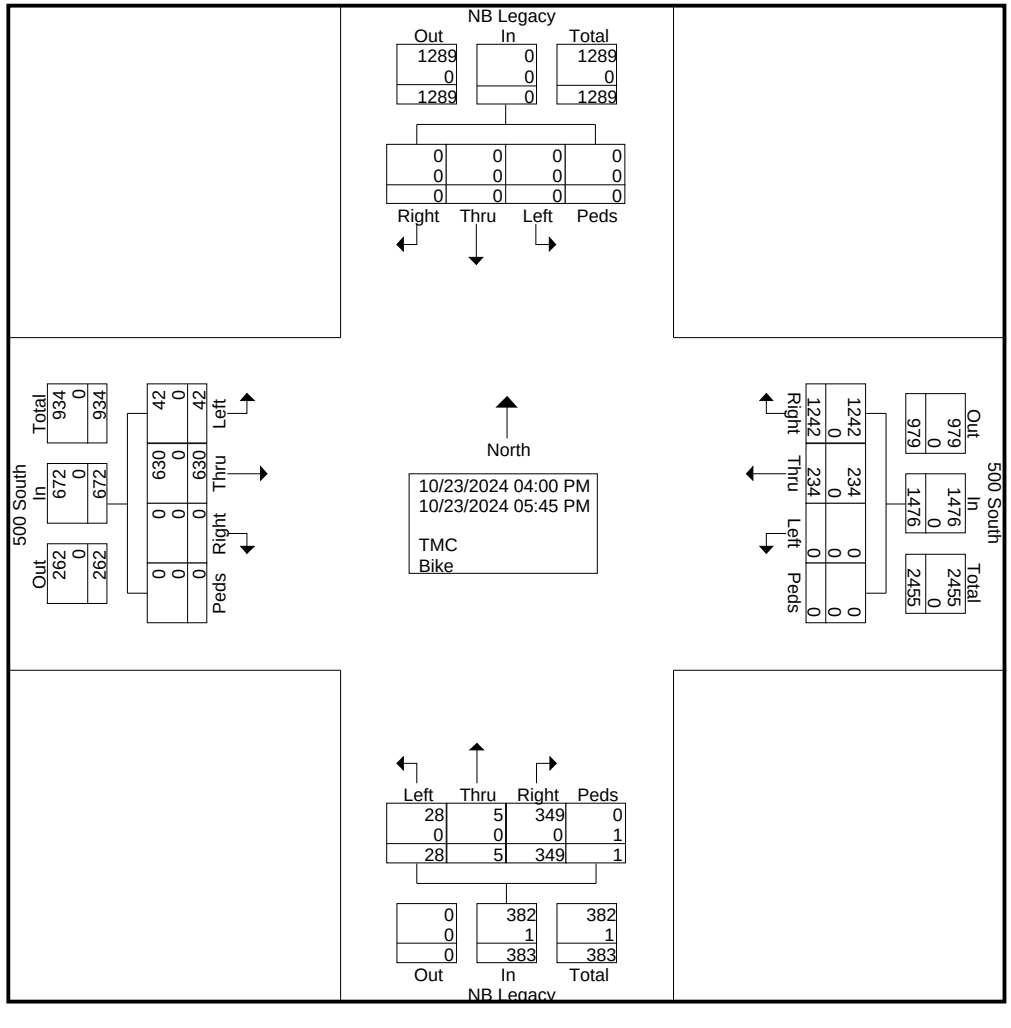
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04:00 PM	0	0	0	0	0	193	27	0	0	220	42	1	2	0	45	0	71	3	0	74	339
04:15 PM	0	0	0	0	0	156	16	0	0	172	39	0	1	0	40	0	77	7	0	84	296
04:30 PM	0	0	0	0	0	168	35	0	0	203	43	2	1	0	46	0	70	4	0	74	323
04:45 PM	0	0	0	0	0	142	29	0	0	171	42	0	4	0	46	0	84	2	0	86	303
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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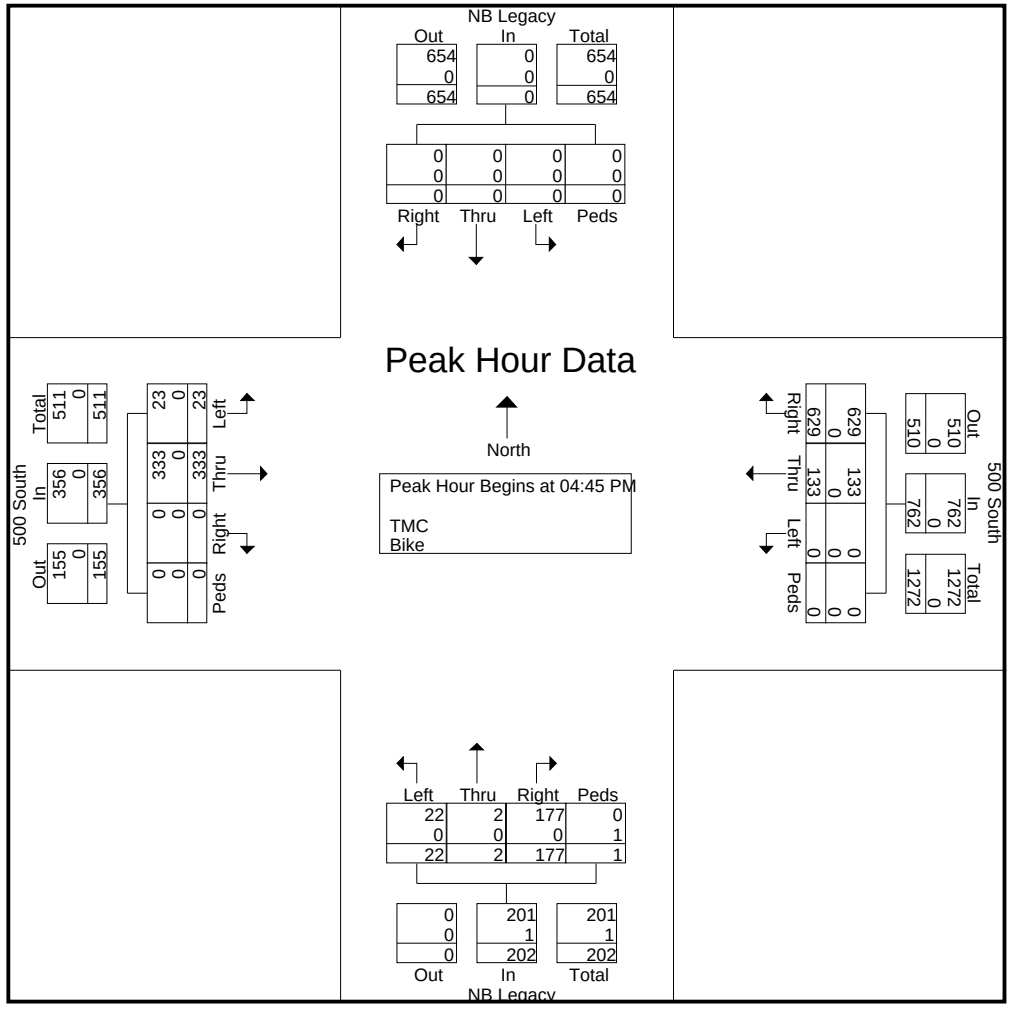
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04:45 PM	0	0	0	0	0	142	29	0	0	171	42	0	4	0	46	0	84	2	0	86	303
05:00 PM	0	0	0	0	0	167	**39**	0	0	206	**55**	0	5	0	**60**	0	85	**11**	0	96	**362**
05:15 PM	0	0	0	0	0	145	27	0	0	172	42	**1**	**8**	**1**	52	0	**93**	7	0	**100**	324
05:30 PM	0	0	0	0	0	**175**	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		82.5	17.5	0	0		87.6	1	10.9	0.5		0	93.5	6.5	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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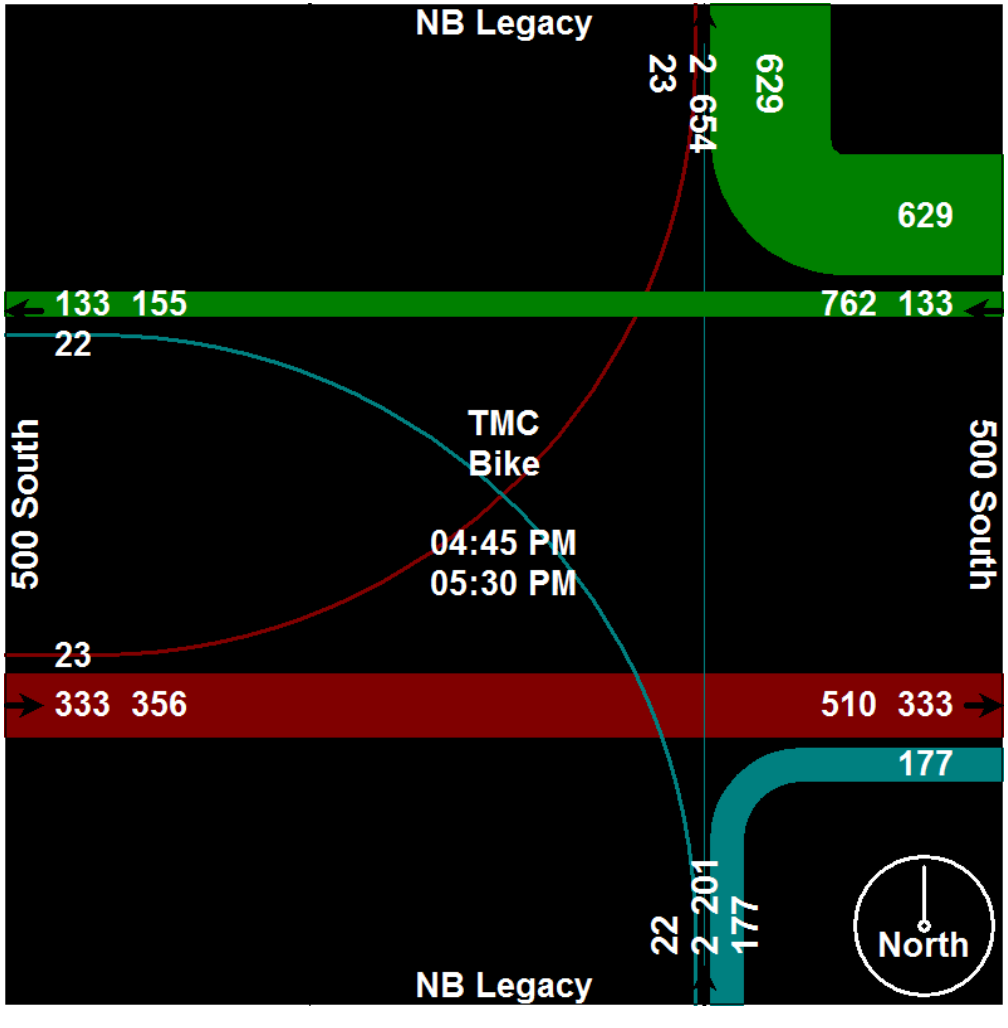


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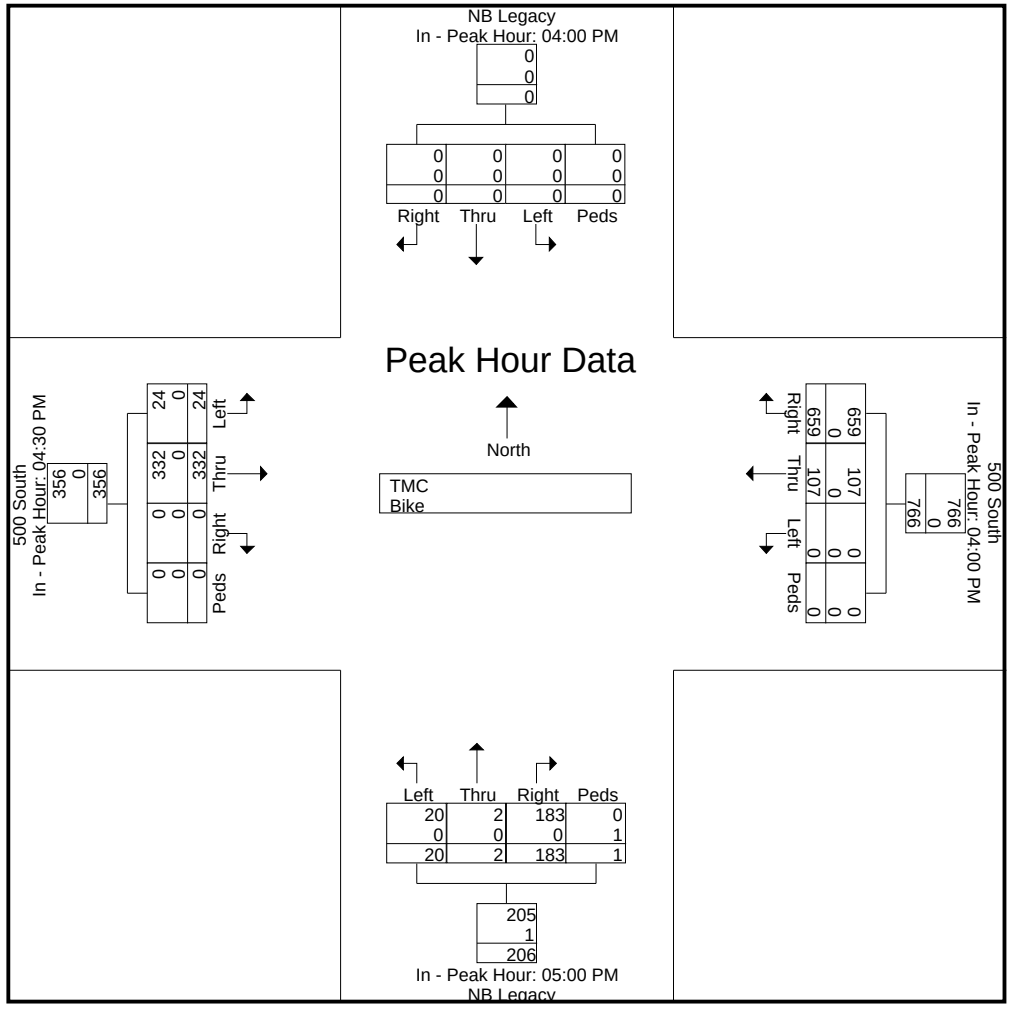
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+0 mins.	0	0	0	0	0	**193**	27	0	0	**220**	**55**	0	5	0	**60**	0	70	4	0	74	
+15 mins.	0	0	0	0	0	156	16	0	0	172	42	**1**	**8**	**1**	52	0	84	2	0	86	
+30 mins.	0	0	0	0	0	168	**35**	0	0	203	38	1	5	0	44	0	85	**11**	0	96	
+45 mins.	0	0	0	0	0	142	29	0	0	171	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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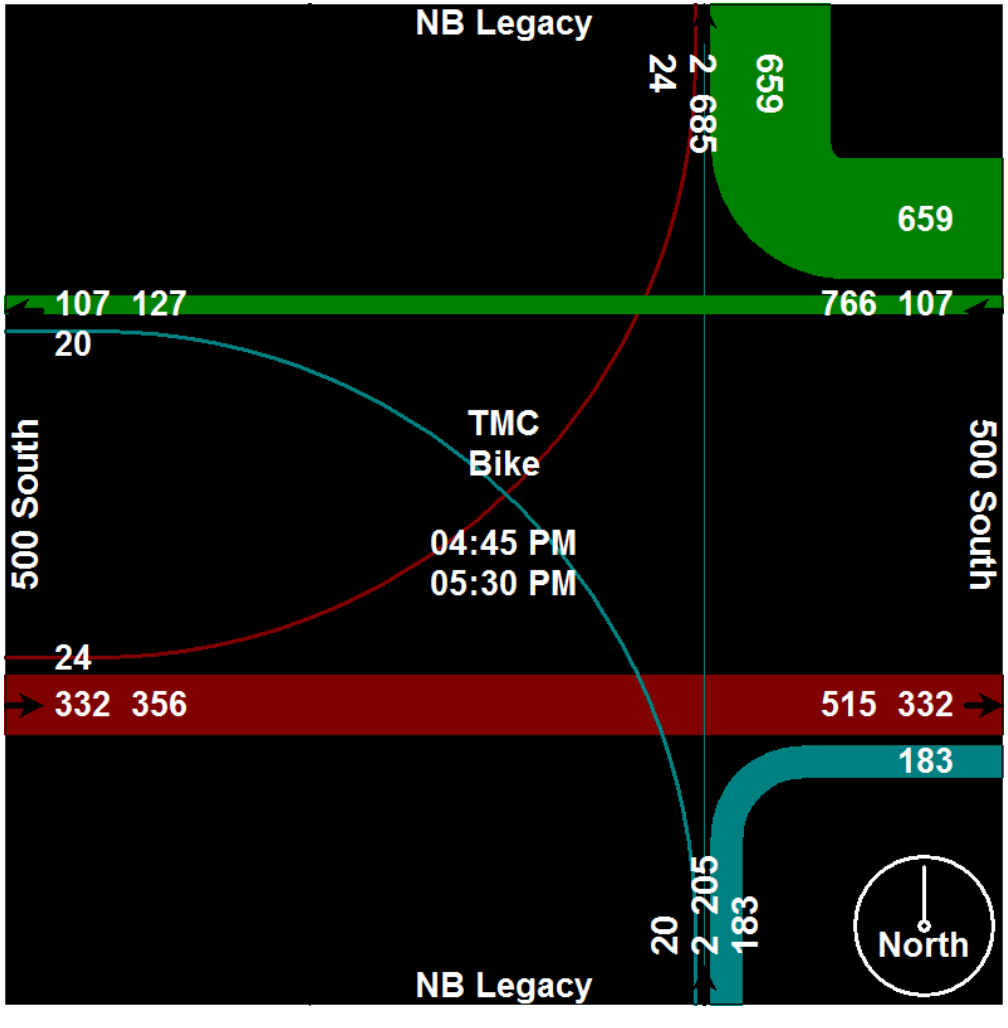


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Start Date : 10/23/2024



Elite Traffic Data Collection, LLC

379 East 2700 North
Lehi, Utah, 84043
elitetrafficdata@hotmail.com

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File Name : Redwood Road and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

Groups Printed- TMC - turns

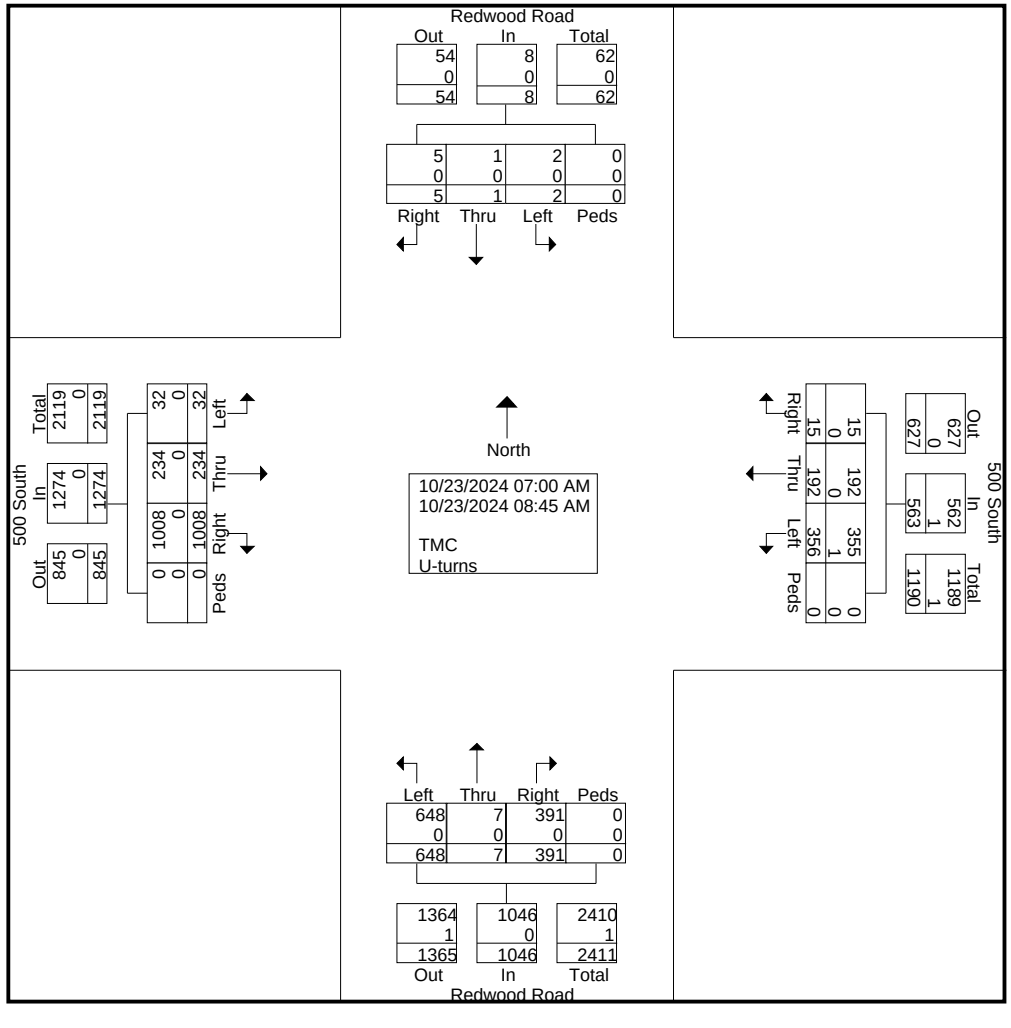
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	15	30	0	45	24	0	55	0	79	94	21	3	0	118	243
07:15 AM	0	0	0	0	0	1	21	38	0	60	31	0	60	0	91	114	34	0	0	148	299
07:30 AM	1	0	0	0	1	1	34	47	0	82	38	0	90	0	128	121	29	2	0	152	363
07:45 AM	2	0	0	0	2	7	38	59	0	104	50	0	82	0	132	189	20	2	0	211	449
Total	3	0	1	0	4	9	108	174	0	291	143	0	287	0	430	518	104	7	0	629	1354
08:00 AM	2	0	0	0	2	2	24	45	0	71	60	3	98	0	161	168	29	6	0	203	437
08:15 AM	0	1	0	0	1	3	21	33	0	57	56	1	117	0	174	116	26	11	0	153	385
08:30 AM	0	0	0	0	0	1	23	43	0	67	61	3	83	0	147	100	32	3	0	135	349
08:45 AM	0	0	1	0	1	0	16	61	0	77	71	0	63	0	134	106	43	5	0	154	366
Total	2	1	1	0	4	6	84	182	0	272	248	7	361	0	616	490	130	25	0	645	1537
Grand Total	5	1	2	0	8	15	192	356	0	563	391	7	648	0	1046	1008	234	32	0	1274	2891
Apprch %	62.5	12.5	25	0		2.7	34.1	63.2	0		37.4	0.7	62	0		79.1	18.4	2.5	0		
Total %	0.2	0	0.1	0	0.3	0.5	6.6	12.3	0	19.5	13.5	0.2	22.4	0	36.2	34.9	8.1	1.1	0	44.1	
TMC	5	1	2	0	8	15	192	355	0	562	391	7	648	0	1046	1008	234	32	0	1274	2890
% TMC	100	100	100	0	100	100	100	99.7	0	99.8	100	100	100	0	100	100	100	100	0	100	100
U-turns	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% U-turns	0	0	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0	0	0

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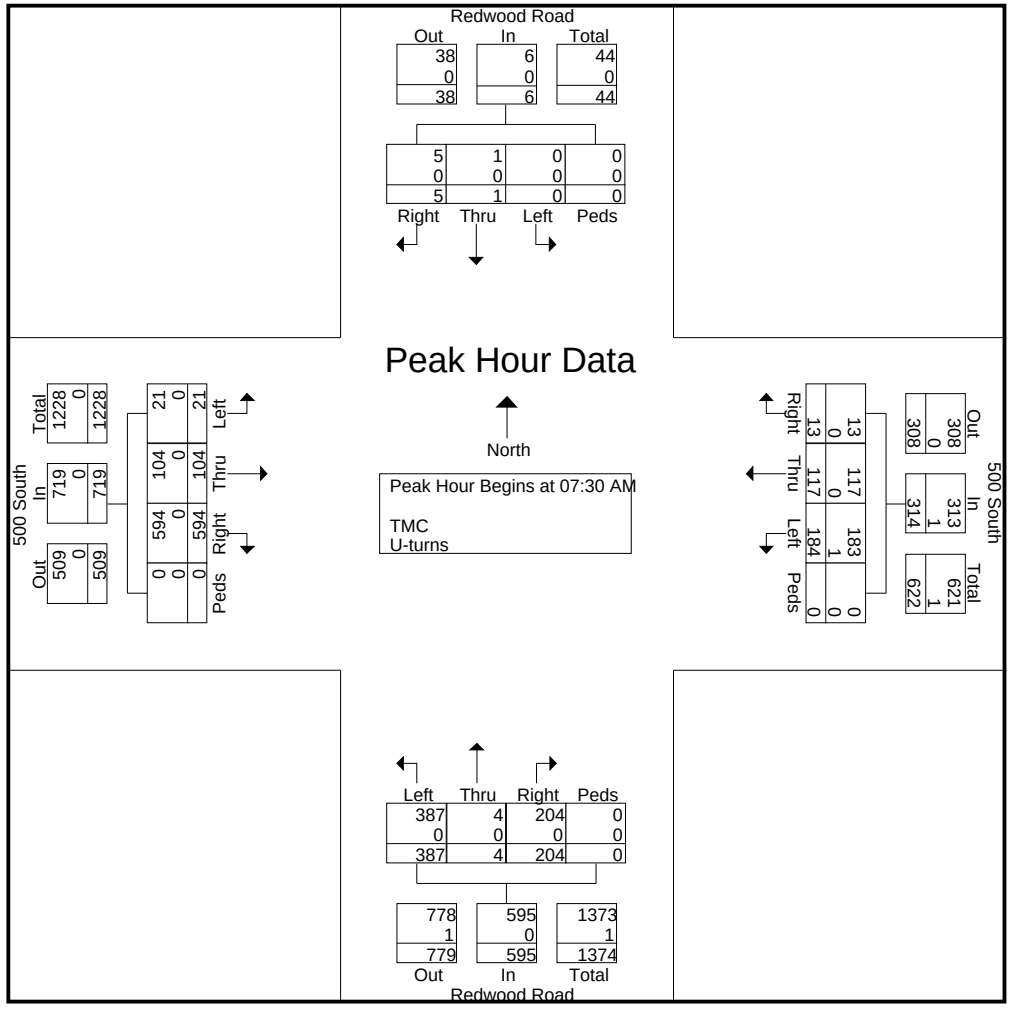
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	0	0	0	1	1	34	47	0	82	38	0	90	0	128	121	**29**	2	0	152	363
07:45 AM	**2**	0	0	0	**2**	**7**	**38**	**59**	0	**104**	50	0	82	0	132	**189**	20	2	0	**211**	**449**
08:00 AM	2	0	0	0	2	2	24	45	0	71	**60**	**3**	98	0	161	168	29	6	0	203	437
08:15 AM	0	**1**	0	0	1	3	21	33	0	57	56	1	**117**	0	**174**	116	26	**11**	0	153	385
Total Volume	5	1	0	0	6	13	117	184	0	314	204	4	387	0	595	594	104	21	0	719	1634
% App. Total	83.3	16.7	0	0		4.1	37.3	58.6	0		34.3	0.7	65	0		82.6	14.5	2.9	0		
PHF	.625	.250	.000	.000	.750	.464	.770	.780	.000	.755	.850	.333	.827	.000	.855	.786	.897	.477	.000	.852	.910
TMC	5	1	0	0	6	13	117	183	0	313	204	4	387	0	595	594	104	21	0	719	1633
% TMC	100	100	0	0	100	100	100	99.5	0	99.7	100	100	100	0	100	100	100	100	0	100	99.9
U-turns	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% U-turns	0	0	0	0	0	0	0	0.5	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1

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379 East 2700 North
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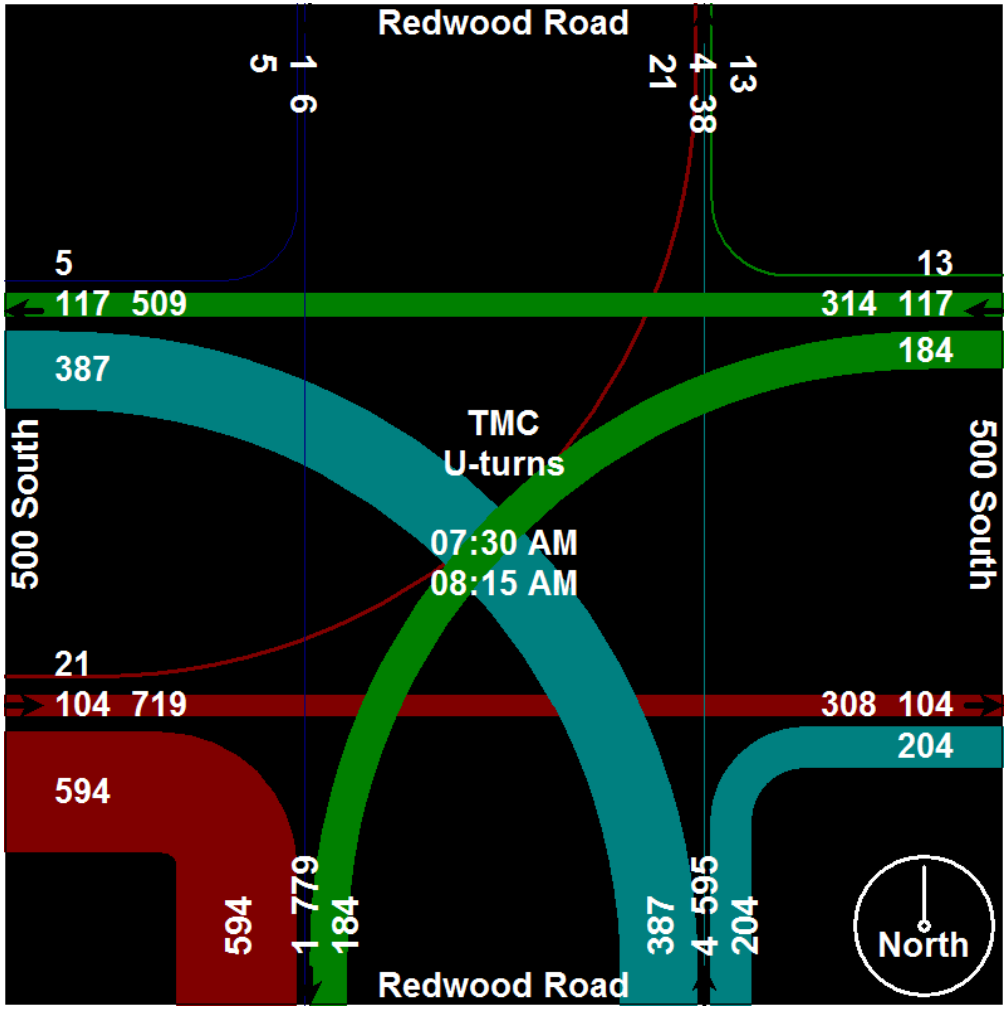


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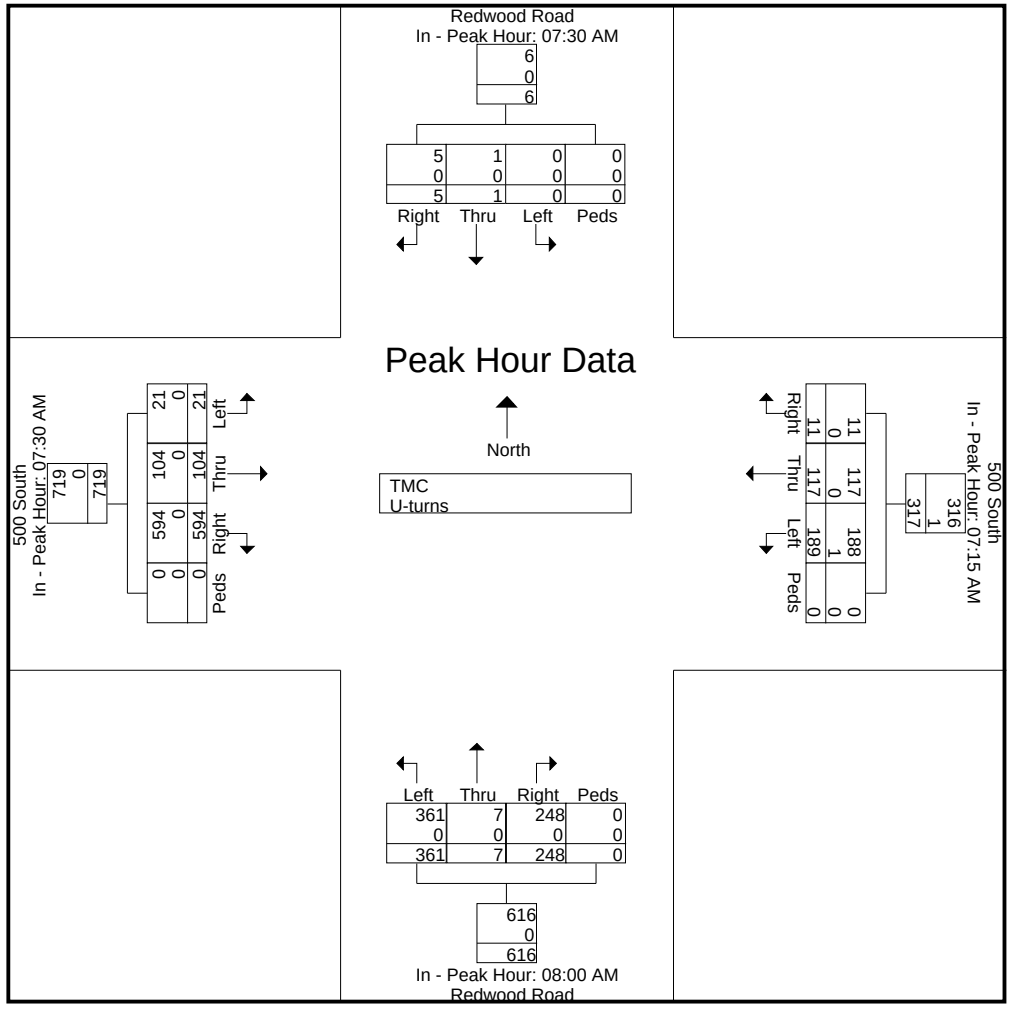
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:15 AM					08:00 AM					07:30 AM					
+0 mins.	1	0	0	0	1	1	21	38	0	60	60	**3**	98	0	161	121	**29**	2	0	152	
+15 mins.	**2**	0	0	0	**2**	1	34	47	0	82	56	1	**117**	0	**174**	**189**	20	2	0	**211**	
+30 mins.	2	0	0	0	2	**7**	**38**	**59**	0	**104**	61	3	83	0	147	168	29	6	0	203	
+45 mins.	0	**1**	0	0	1	2	24	45	0	71	**71**	0	63	0	134	116	26	**11**	0	153	
Total Volume	5	1	0	0	6	11	117	189	0	317	248	7	361	0	616	594	104	21	0	719	
% App. Total	83.3	16.7	0	0		3.5	36.9	59.6	0		40.3	1.1	58.6	0		82.6	14.5	2.9	0		
PHF	.625	.250	.000	.000	.750	.393	.770	.801	.000	.762	.873	.583	.771	.000	.885	.786	.897	.477	.000	.852	
TMC	5	1	0	0	6	11	117	188	0	316	248	7	361	0	616	594	104	21	0	719	
% TMC	100	100	0	0	100	100	100	99.5	0	99.7	100	100	100	0	100	100	100	100	0	100	
U-turns	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
% U-turns	0	0	0	0	0	0	0	0.5	0	0.3	0	0	0	0	0	0	0	0	0	0	

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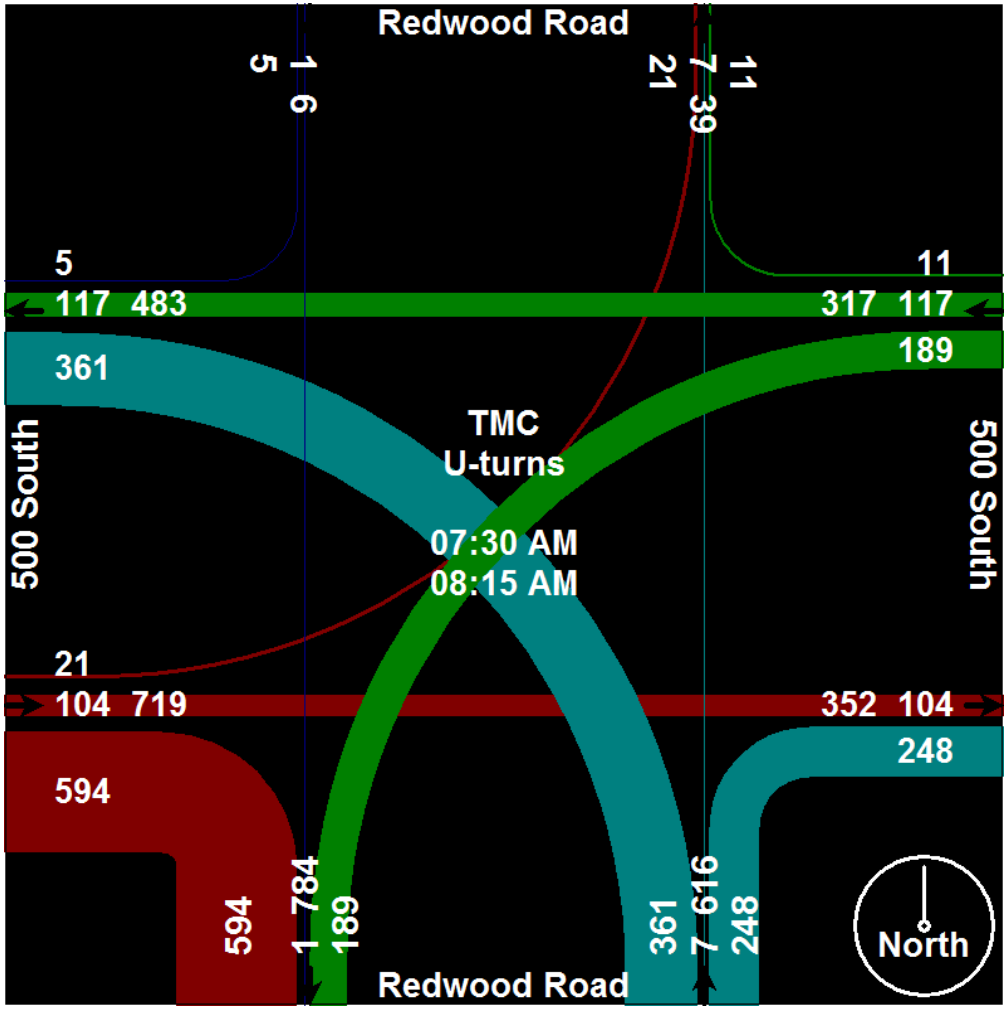


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Page No : 1

Groups Printed- TMC - Bike - turn

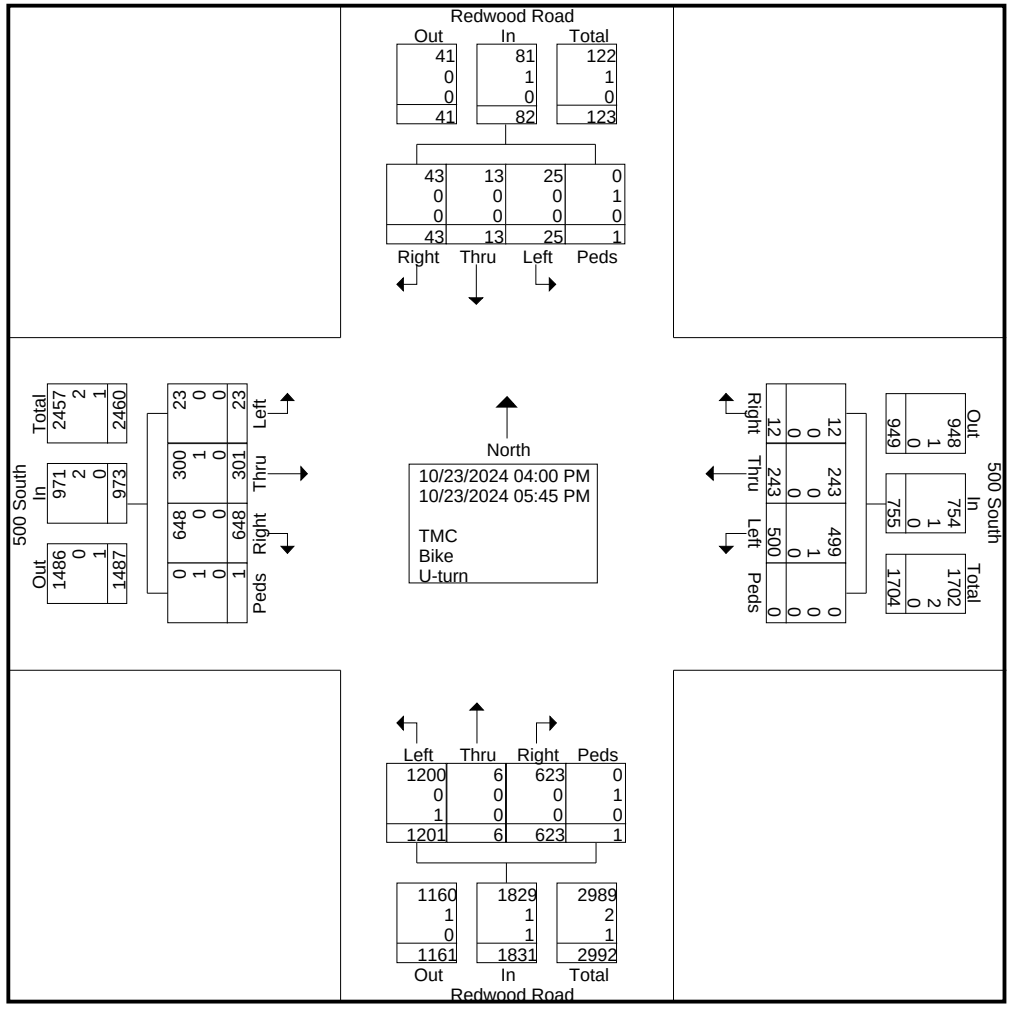
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	4	5	0	13	3	29	63	0	95	76	2	206	0	284	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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379 East 2700 North
Lehi, Utah, 84043
elitetrafficdata@hotmail.com

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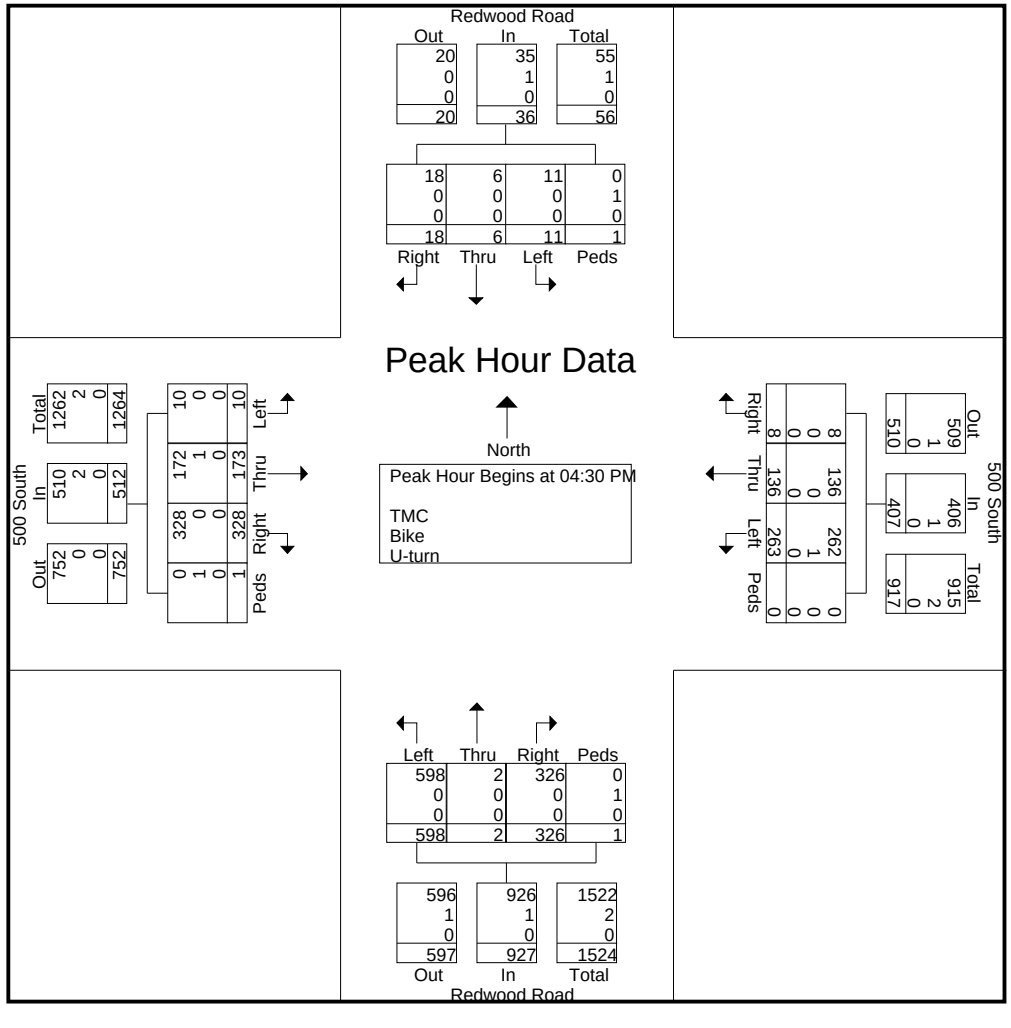
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	6	0	1	0	7	**3**	38	66	0	**107**	70	**1**	**169**	0	240	72	37	**4**	0	113	467
04:45 PM	2	0	**5**	0	7	2	23	72	0	97	**94**	0	135	0	229	77	44	2	0	123	456
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
Total Volume	18	6	11	1	36	8	136	263	0	407	326	2	598	1	927	328	173	10	1	512	1882
% App. Total	50	16.7	30.6	2.8		2	33.4	64.6	0		35.2	0.2	64.5	0.1		64.1	33.8	2	0.2		
PHF	.643	.300	.550	.250	.750	.667	.694	.843	.000	.951	.867	.500	.885	.250	.938	.891	.883	.625	.250	.921	.952
TMC	18	6	11	0	35	8	136	262	0	406	326	2	598	0	926	328	172	10	0	510	1877
% TMC	100	100	100	0	97.2	100	100	99.6	0	99.8	100	100	100	0	99.9	100	99.4	100	0	99.6	99.7
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	2.8	0	0	0.4	0	0.2	0	0	0	100	0.1	0	0.6	0	100	0.4	0.3
U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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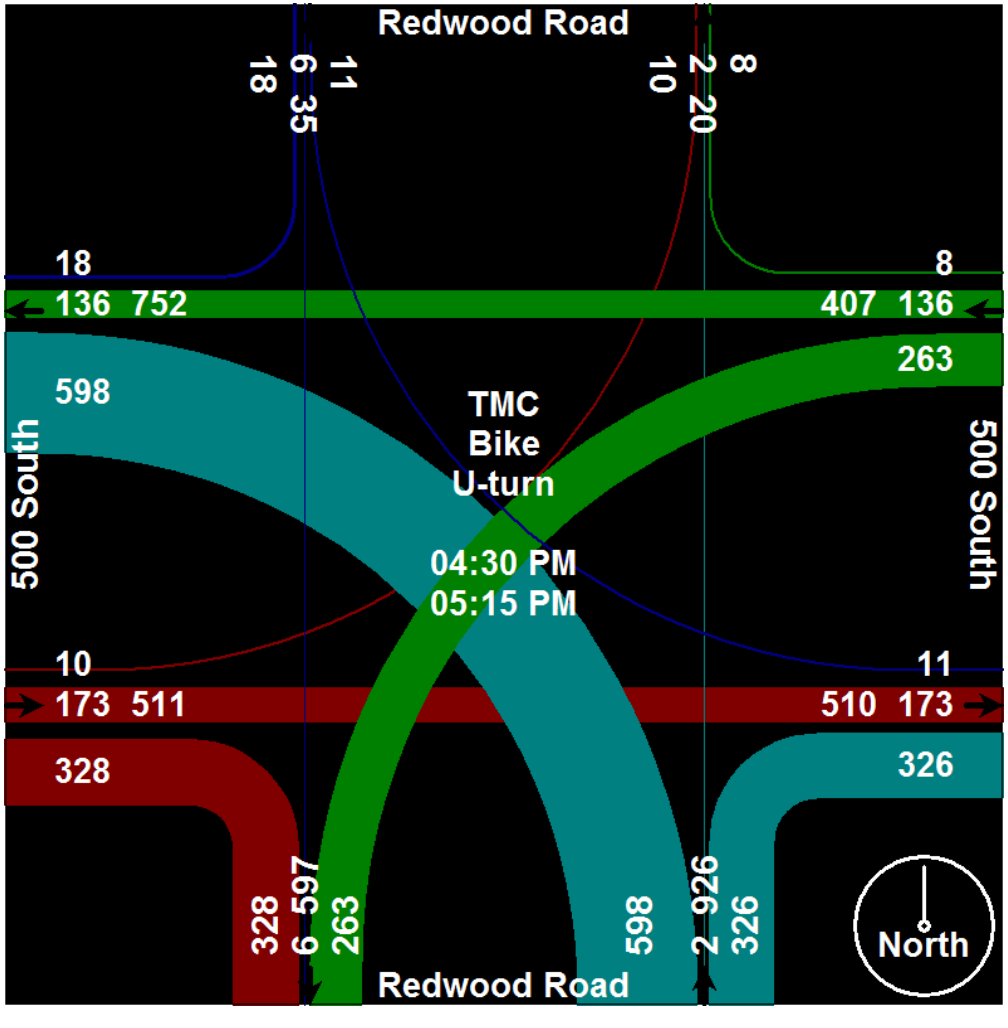


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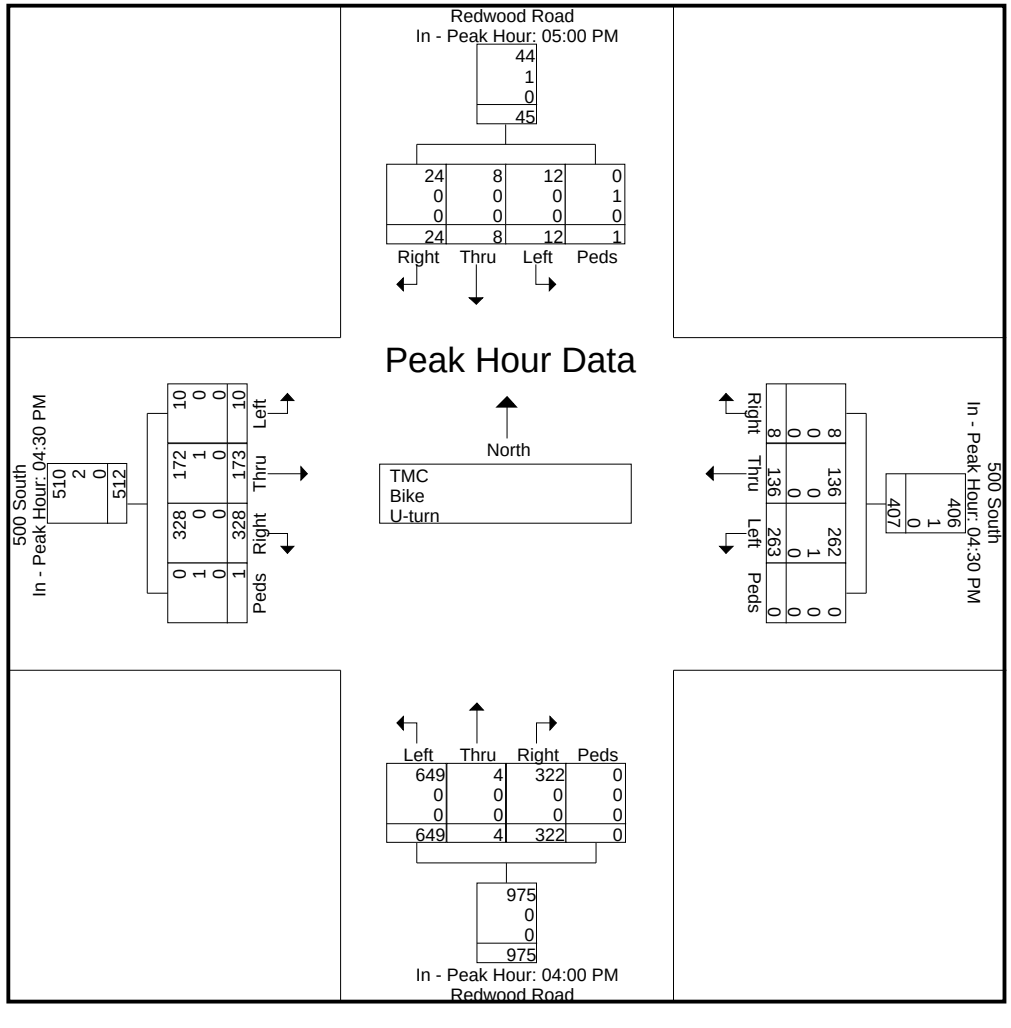
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Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:30 PM					04:00 PM					04:30 PM					
+0 mins.	3	**5**	3	**1**	12	**3**	38	66	0	**107**	76	**2**	**206**	0	**284**	72	37	**4**	0	113	
+15 mins.	7	1	2	0	10	2	23	72	0	97	82	1	139	0	222	77	44	2	0	123	
+30 mins.	6	2	2	0	10	2	**49**	47	0	98	70	1	169	0	240	87	**49**	0	**1**	137	
+45 mins.	**8**	0	**5**	0	**13**	1	26	**78**	0	105	**94**	0	135	0	229	**92**	43	4	0	**139**	
Total Volume	24	8	12	1	45	8	136	263	0	407	322	4	649	0	975	328	173	10	1	512	
% App. Total	53.3	17.8	26.7	2.2		2	33.4	64.6	0		33	0.4	66.6	0		64.1	33.8	2	0.2		
PHF	.750	.400	.600	.250	.865	.667	.694	.843	.000	.951	.856	.500	.788	.000	.858	.891	.883	.625	.250	.921	
TMC	24	8	12	0	44	8	136	262	0	406	322	4	649	0	975	328	172	10	0	510	
% TMC	100	100	100	0	97.8	100	100	99.6	0	99.8	100	100	100	0	100	100	99.4	100	0	99.6	
Bike	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	
% Bike	0	0	0	100	2.2	0	0	0.4	0	0.2	0	0	0	0	0	0	0.6	0	100	0.4	
U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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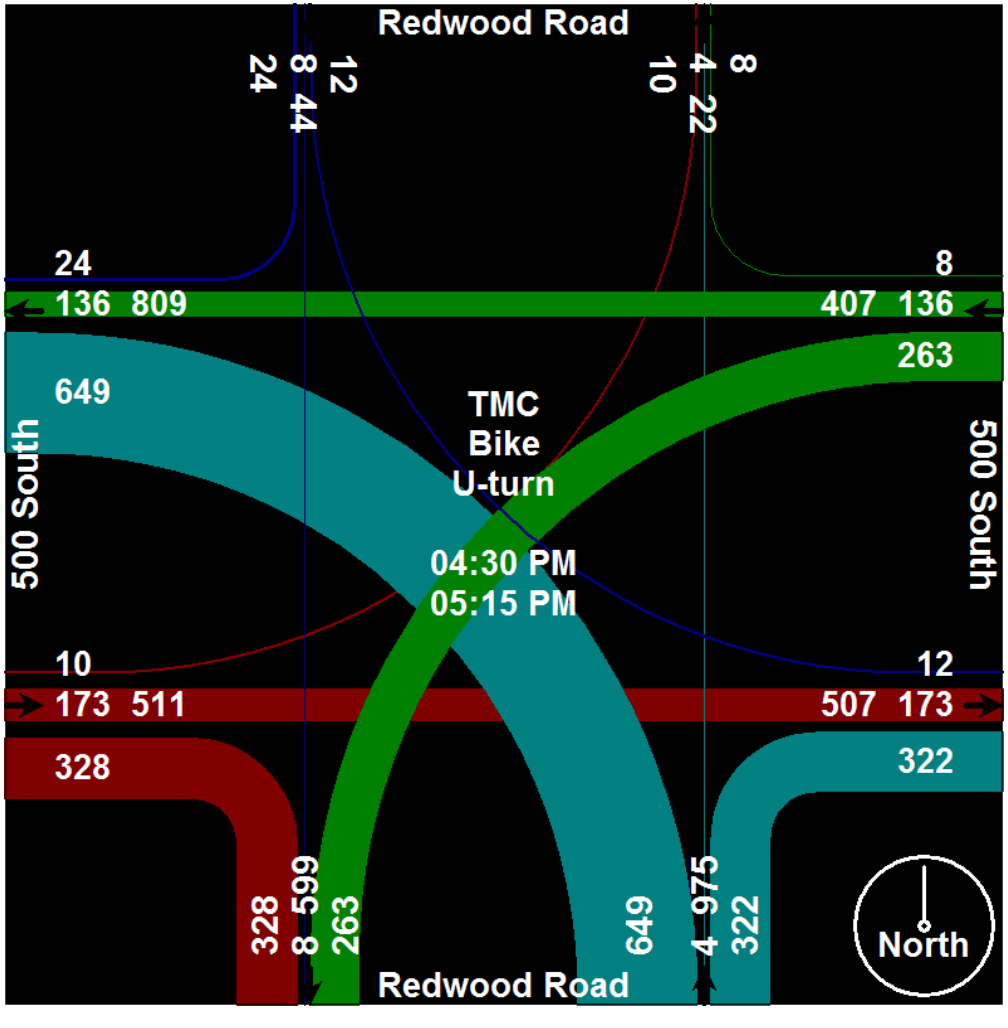


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File Name : Redwood Road and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



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elitetrafficdata@hotmail.com

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File Name : 1100 West and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

Groups Printed- TMC - Bike - turn

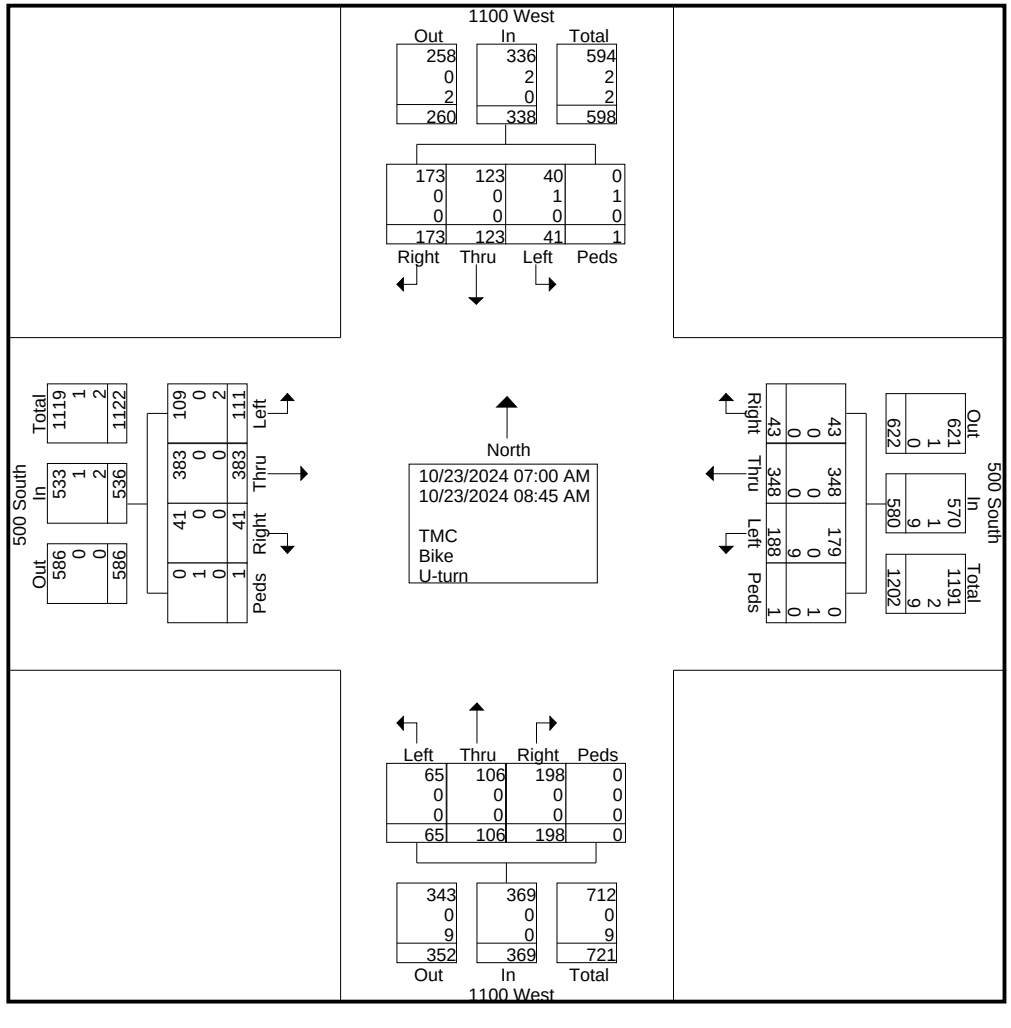
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	10	4	0	32	3	25	7	0	35	19	7	3	0	29	8	21	6	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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File Name : 1100 West and 500 South AM
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Page No : 2



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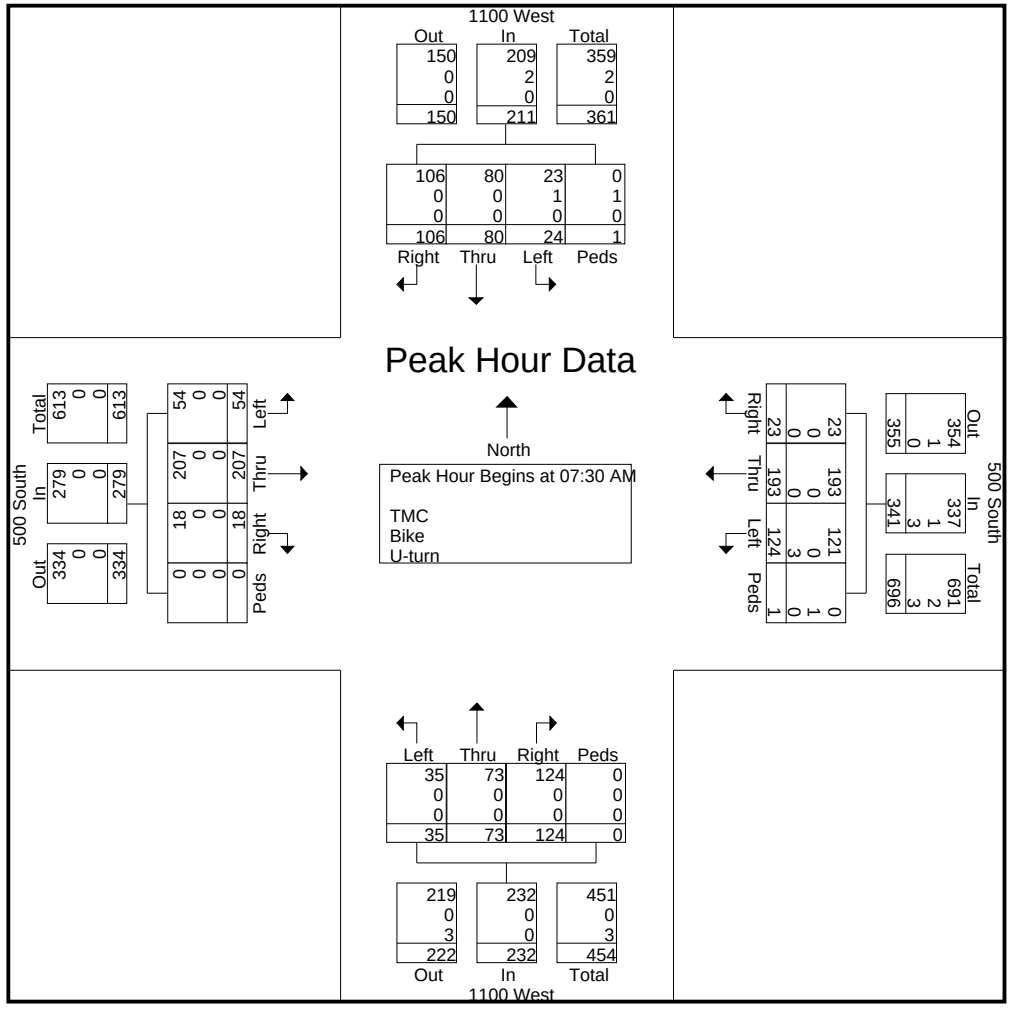
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
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**
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
Total Volume	106	80	24	1	211	23	193	124	1	341	124	73	35	0	232	18	207	54	0	279	1063
% App. Total	50.2	37.9	11.4	0.5		6.7	56.6	36.4	0.3		53.4	31.5	15.1	0		6.5	74.2	19.4	0		
PHF	.883	.645	.750	.250	.824	.639	.778	.721	.250	.748	.674	.760	.972	.000	.734	.563	.809	.844	.000	.851	.841
TMC	106	80	23	0	209	23	193	121	0	337	124	73	35	0	232	18	207	54	0	279	1057
% TMC	100	100	95.8	0	99.1	100	100	97.6	0	98.8	100	100	100	0	100	100	100	100	0	100	99.4
Bike	0	0	1	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
% Bike	0	0	4.2	100	0.9	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0.3
U-turn	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
% U-turn	0	0	0	0	0	0	0	2.4	0	0.9	0	0	0	0	0	0	0	0	0	0	0.3

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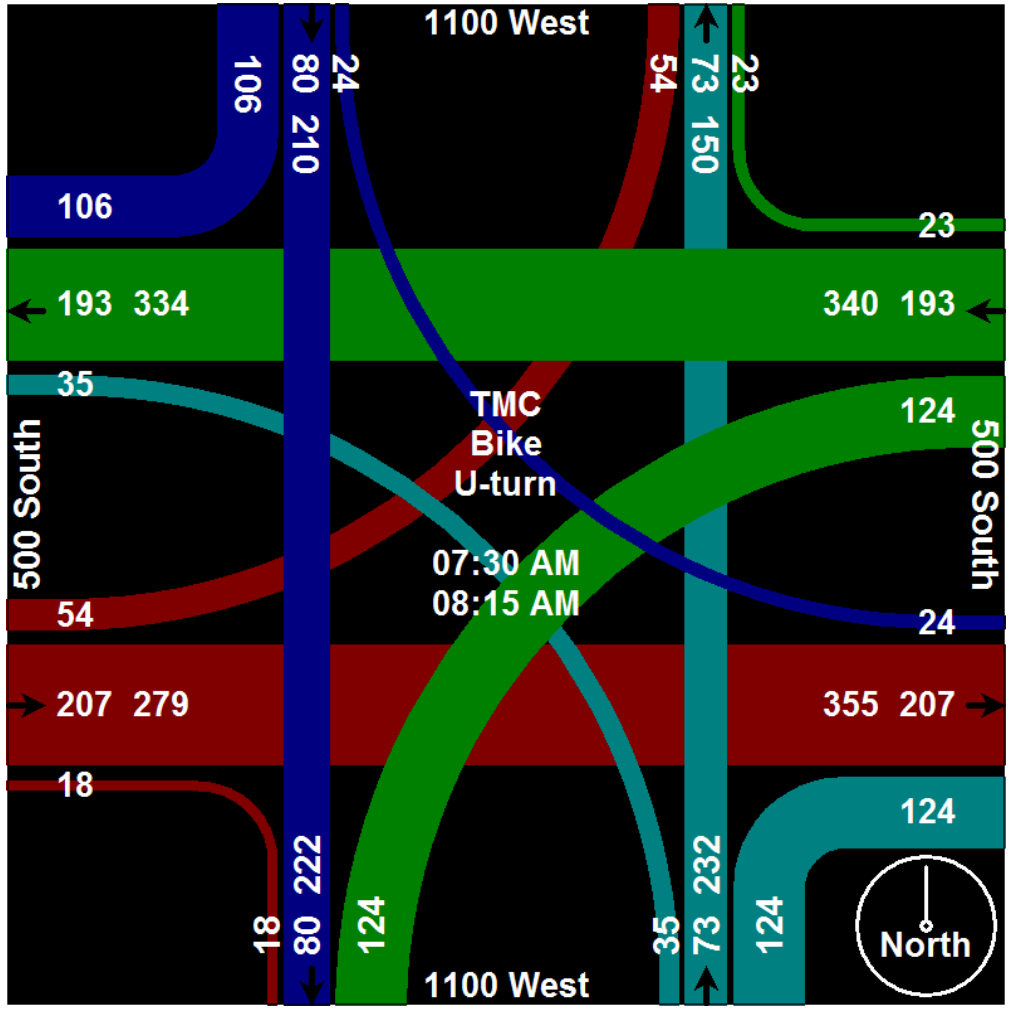


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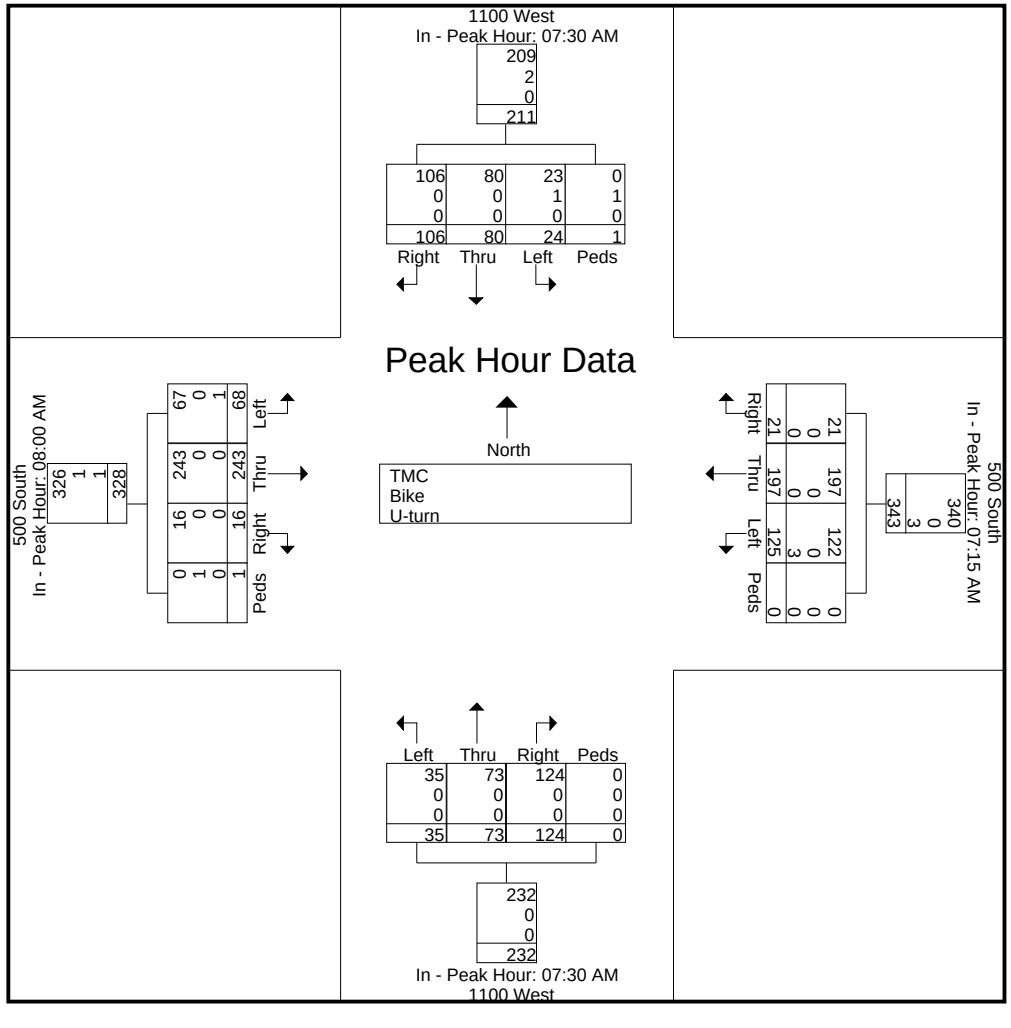
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 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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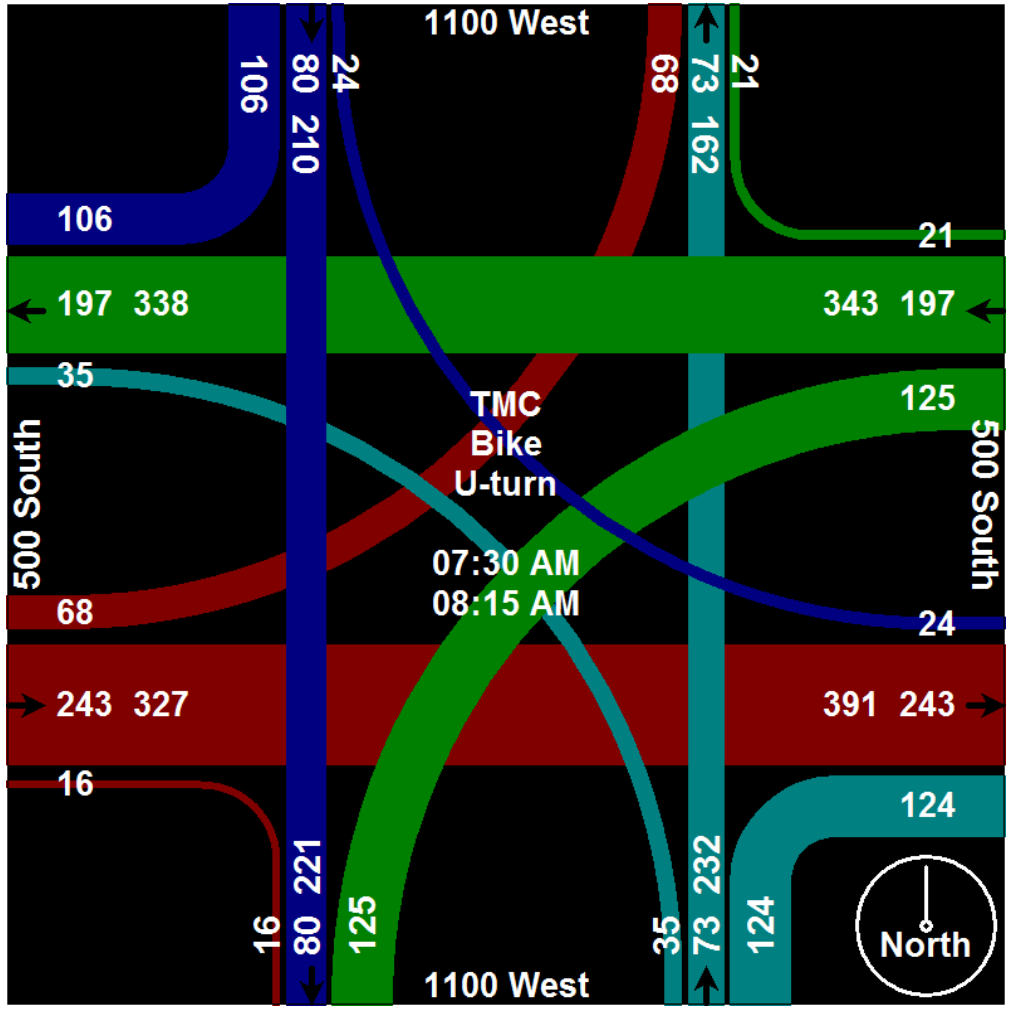


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File Name : 1100 West and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

Groups Printed- TMC - Bike - turn

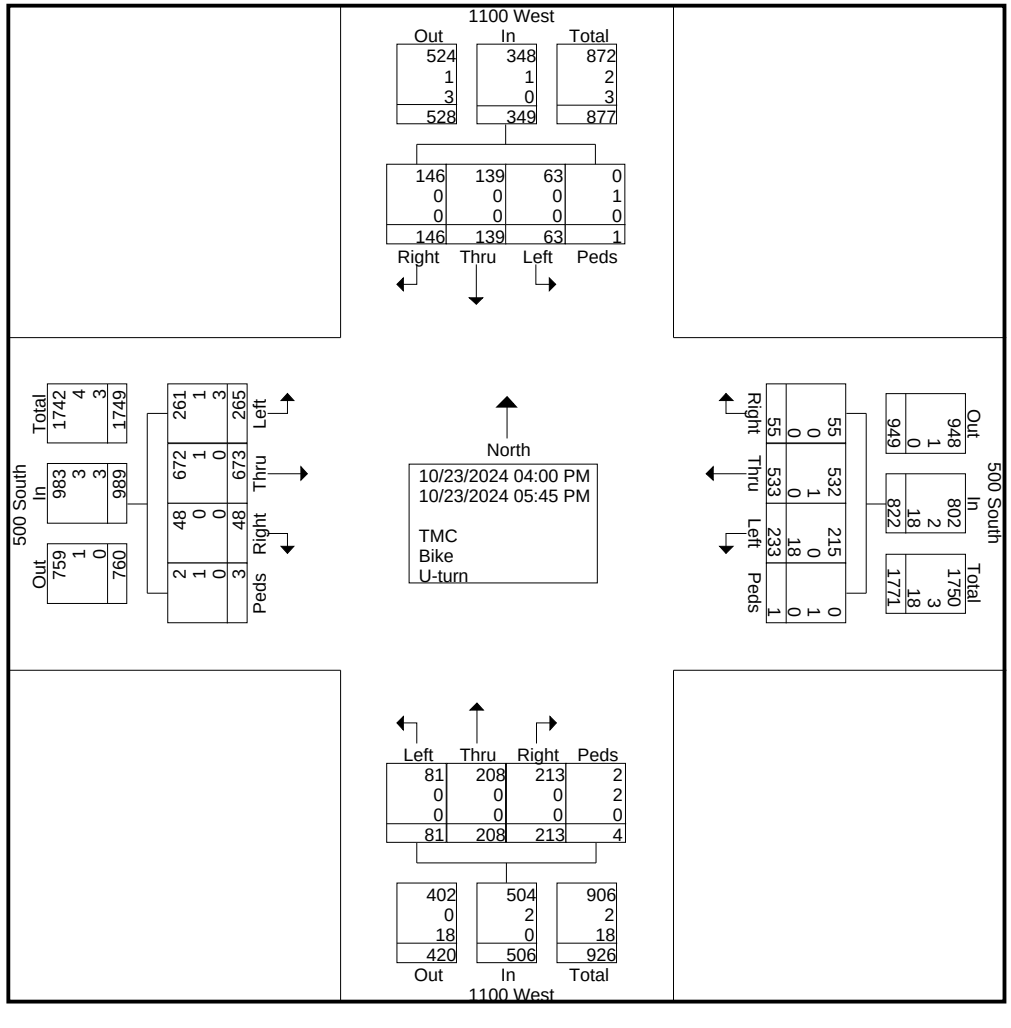
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	13	12	0	39	6	67	28	1	102	29	24	7	0	60	8	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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File Name : 1100 West and 500 South PM
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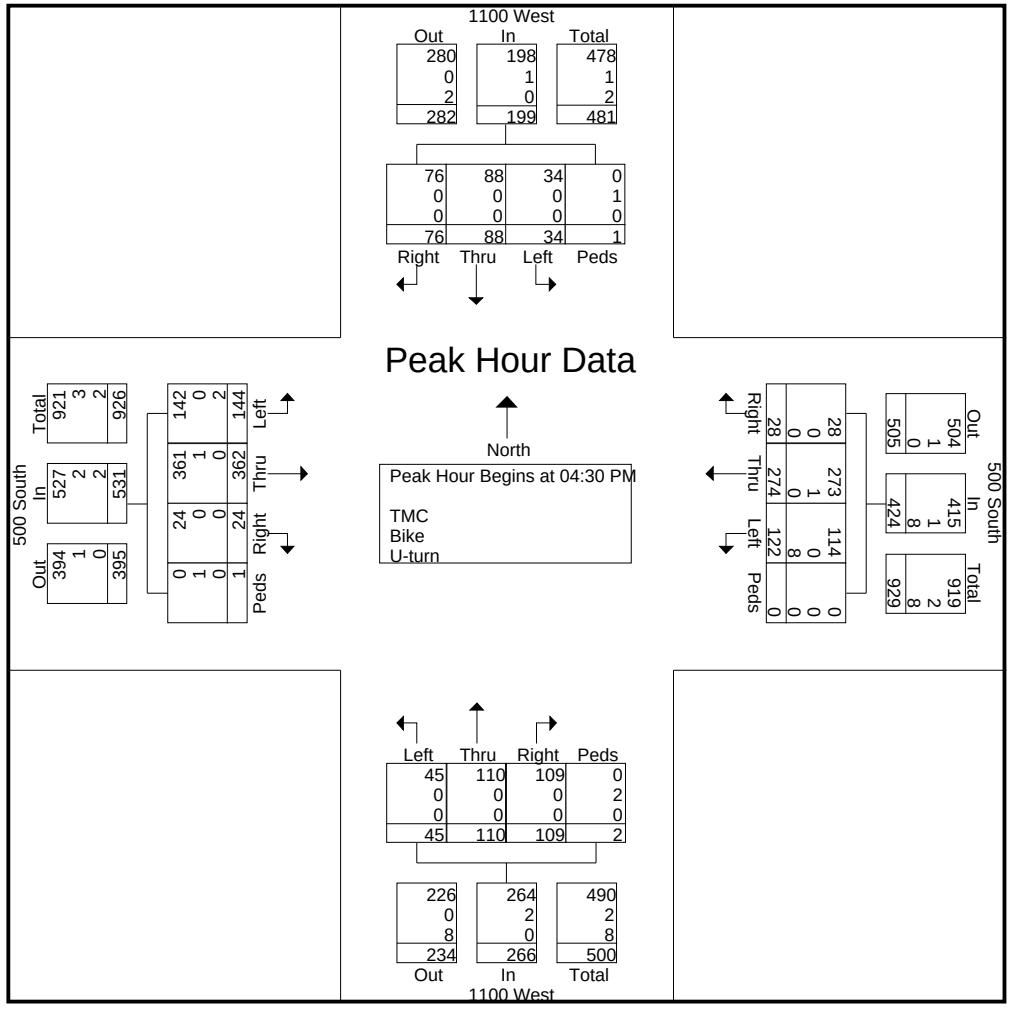
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 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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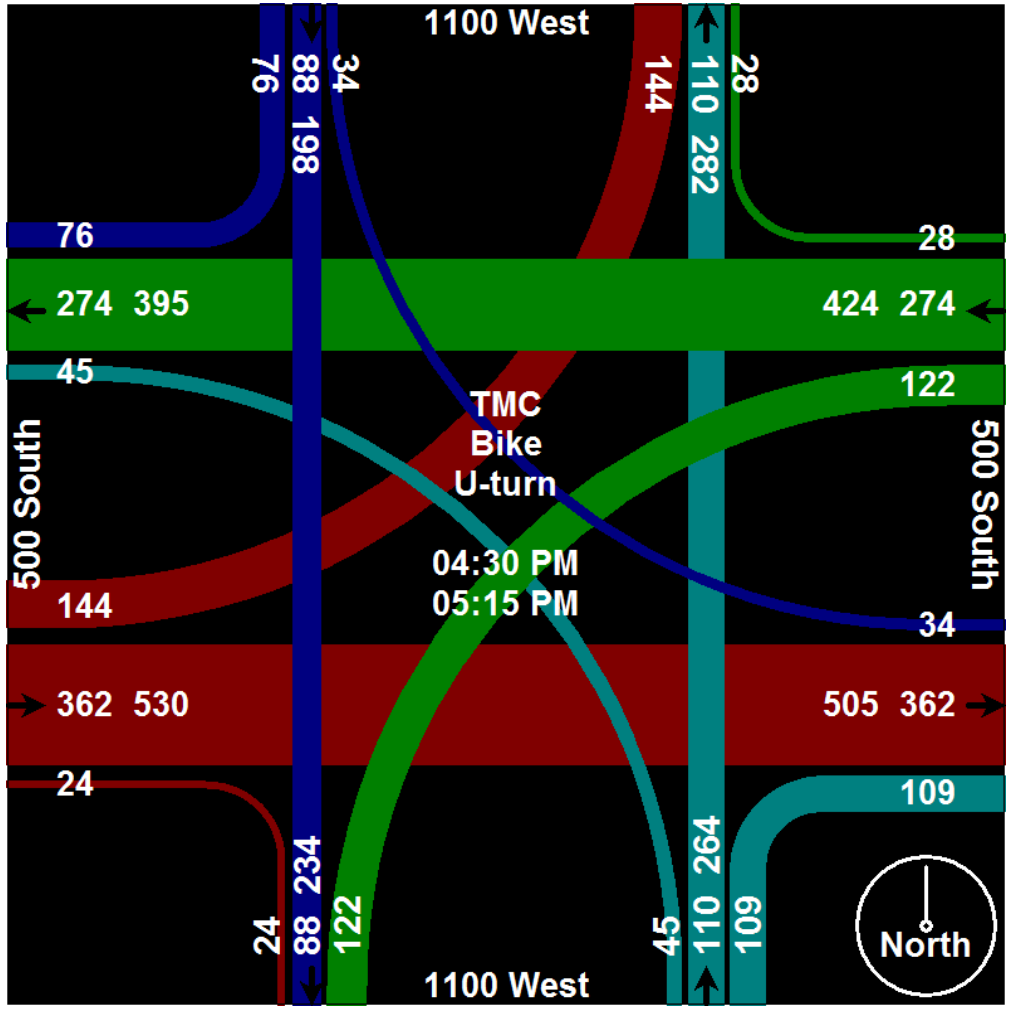


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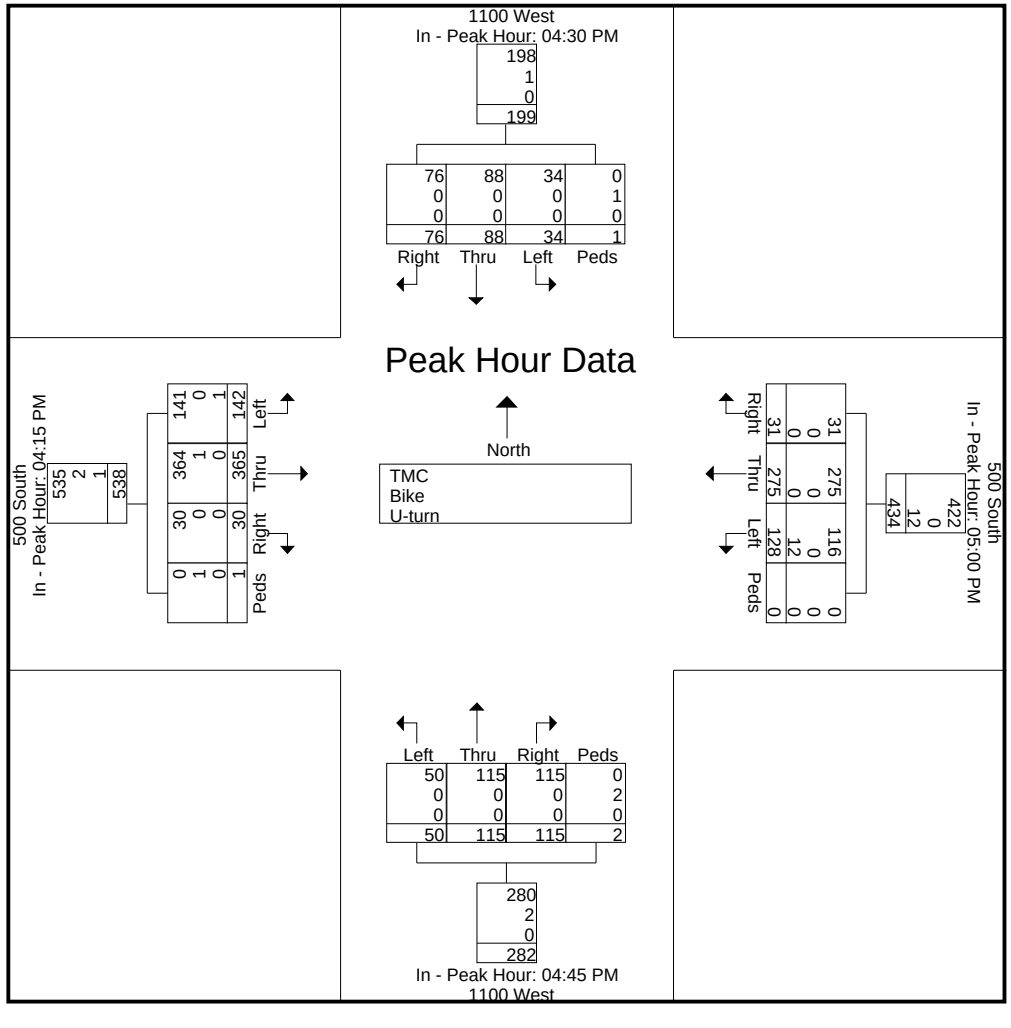
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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Peak Hour for Each Approach Begins at:																					
	04:30 PM					05:00 PM					04:45 PM					04:15 PM					
+0 mins.	**21**	17	6	0	44	**10**	**71**	34	0	**115**	21	31	12	**2**	66	8	88	35	0	131	
+15 mins.	21	**25**	**11**	0	**57**	7	67	**36**	0	110	**37**	**33**	**19**	0	**89**	1	80	33	0	114	
+30 mins.	18	24	9	**1**	52	8	70	28	0	106	27	24	6	0	57	10	97	36	0	143	
+45 mins.	16	22	8	0	46	6	67	30	0	103	30	27	13	0	70	**11**	**100**	**38**	**1**	**150**	
Total Volume	76	88	34	1	199	31	275	128	0	434	115	115	50	2	282	30	365	142	1	538	
% App. Total	38.2	44.2	17.1	0.5		7.1	63.4	29.5	0		40.8	40.8	17.7	0.7		5.6	67.8	26.4	0.2		
PHF	.905	.880	.773	.250	.873	.775	.968	.889	.000	.943	.777	.871	.658	.250	.792	.682	.913	.934	.250	.897	
TMC	76	88	34	0	198	31	275	116	0	422	115	115	50	0	280	30	364	141	0	535	
% TMC	100	100	100	0	99.5	100	100	90.6	0	97.2	100	100	100	0	99.3	100	99.7	99.3	0	99.4	
Bike	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	1	0	1	2	
% Bike	0	0	0	100	0.5	0	0	0	0	0	0	0	0	100	0.7	0	0.3	0	100	0.4	
U-turn	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	1	0	1	
% U-turn	0	0	0	0	0	0	0	9.4	0	2.8	0	0	0	0	0	0	0	0.7	0	0.2	

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File Name : 1100 West and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

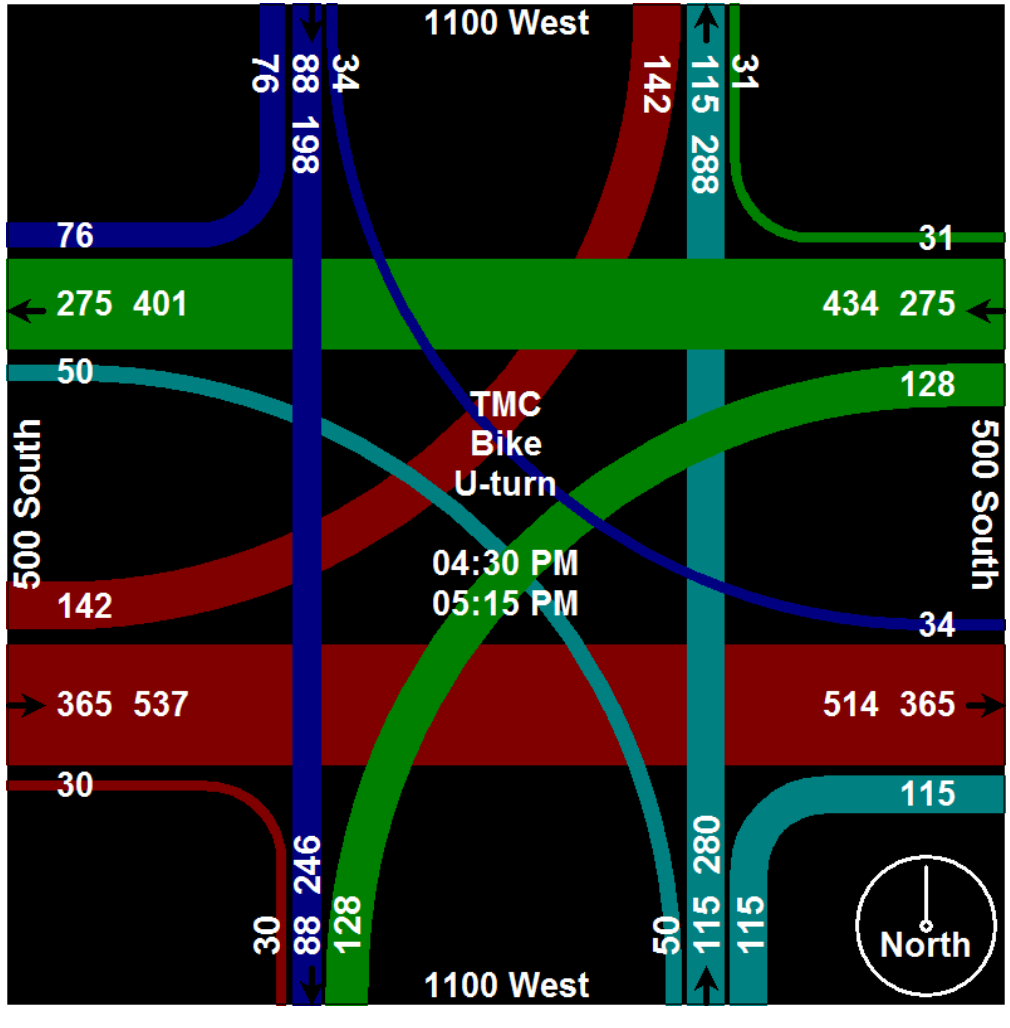


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Page No : 1

Groups Printed- TMC - turn

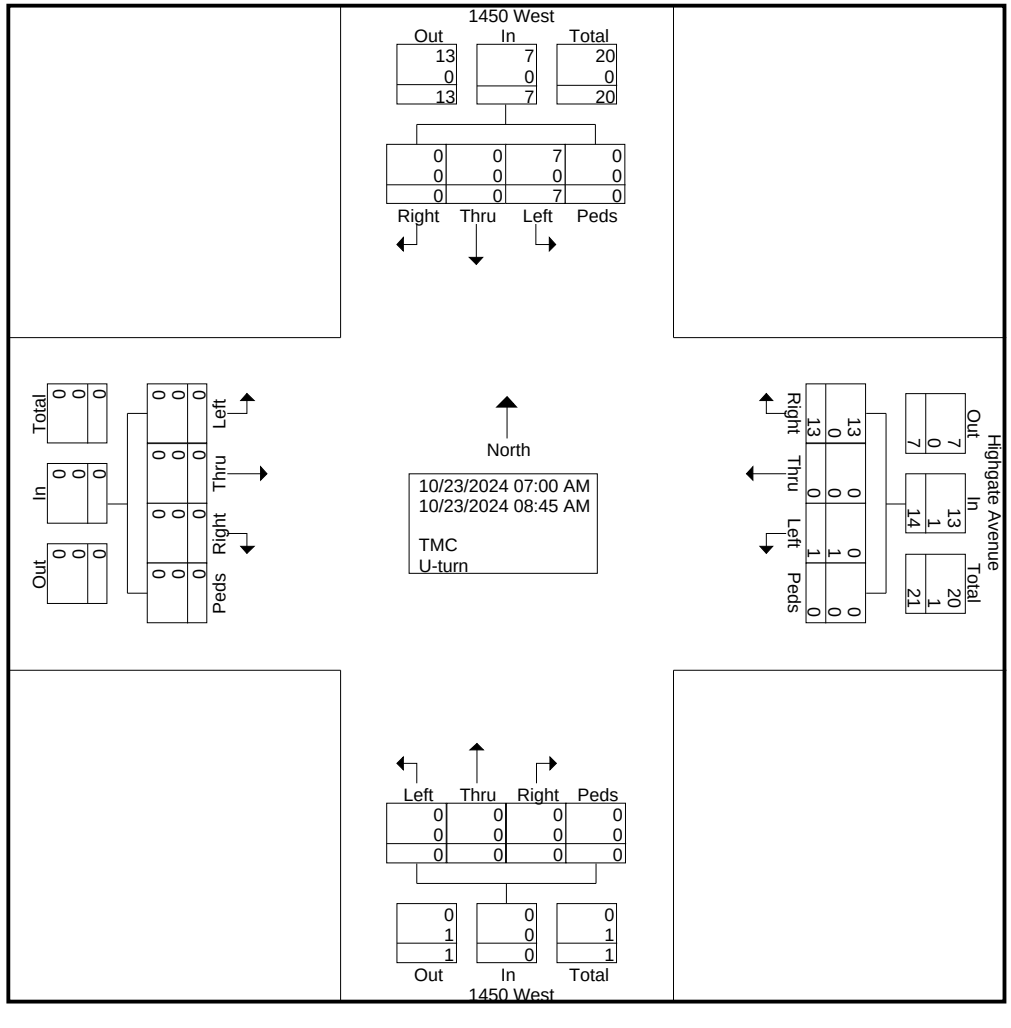
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	2	0	2	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	6	0	6	10	0	1	0	11	0	0	0	0	0	0	0	0	0	0	17
Grand Total	0	0	7	0	7	13	0	1	0	14	0	0	0	0	0	0	0	0	0	0	21
Apprch %	0	0	100	0		92.9	0	7.1	0		0	0	0	0		0	0	0	0		
Total %	0	0	33.3	0	33.3	61.9	0	4.8	0	66.7	0	0	0	0	0	0	0	0	0	0	
TMC	0	0	7	0	7	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	20
% TMC	0	0	100	0	100	100	0	0	0	92.9	0	0	0	0	0	0	0	0	0	0	95.2
U-turn	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% U-turn	0	0	0	0	0	0	0	100	0	7.1	0	0	0	0	0	0	0	0	0	0	4.8

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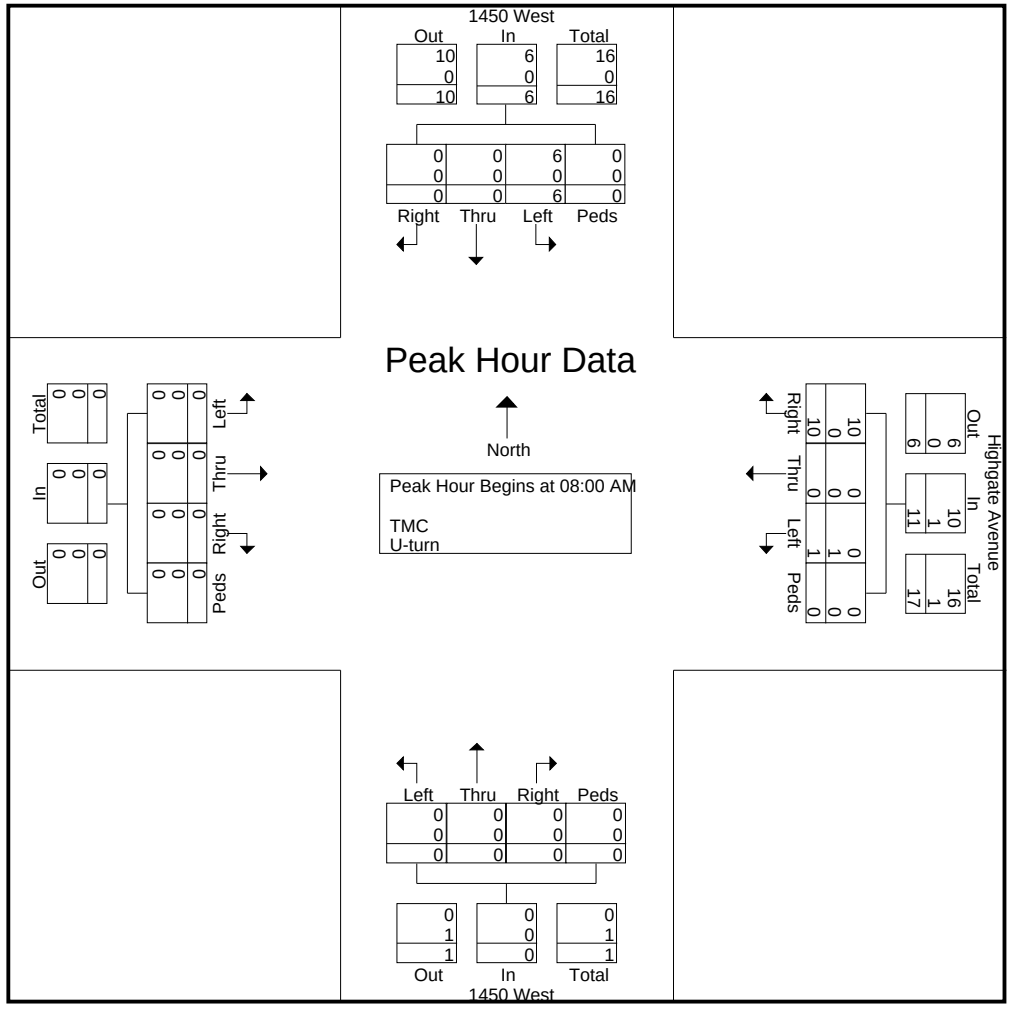
	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	0	1	**4**	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	2	0	2	3	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	**6**
08:45 AM	0	0	**3**	0	**3**	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	0	6	0	6	10	0	1	0	11	0	0	0	0	0	0	0	0	0	0	17
% App. Total	0	0	100	0		90.9	0	9.1	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.500	.000	.500	.625	.000	.250	.000	.688	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.708
TMC	0	0	6	0	6	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	16
% TMC	0	0	100	0	100	100	0	0	0	90.9	0	0	0	0	0	0	0	0	0	0	94.1
U-turn	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% U-turn	0	0	0	0	0	0	0	100	0	9.1	0	0	0	0	0	0	0	0	0	0	5.9

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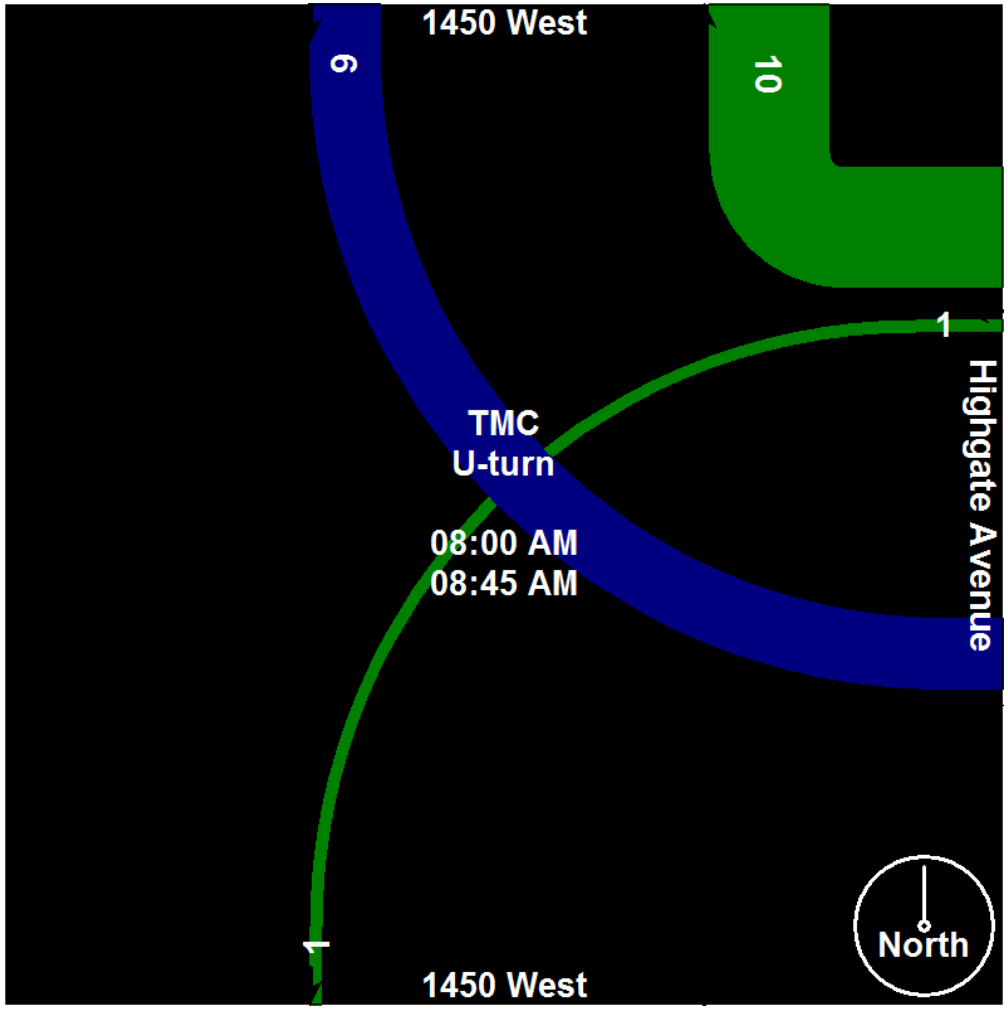


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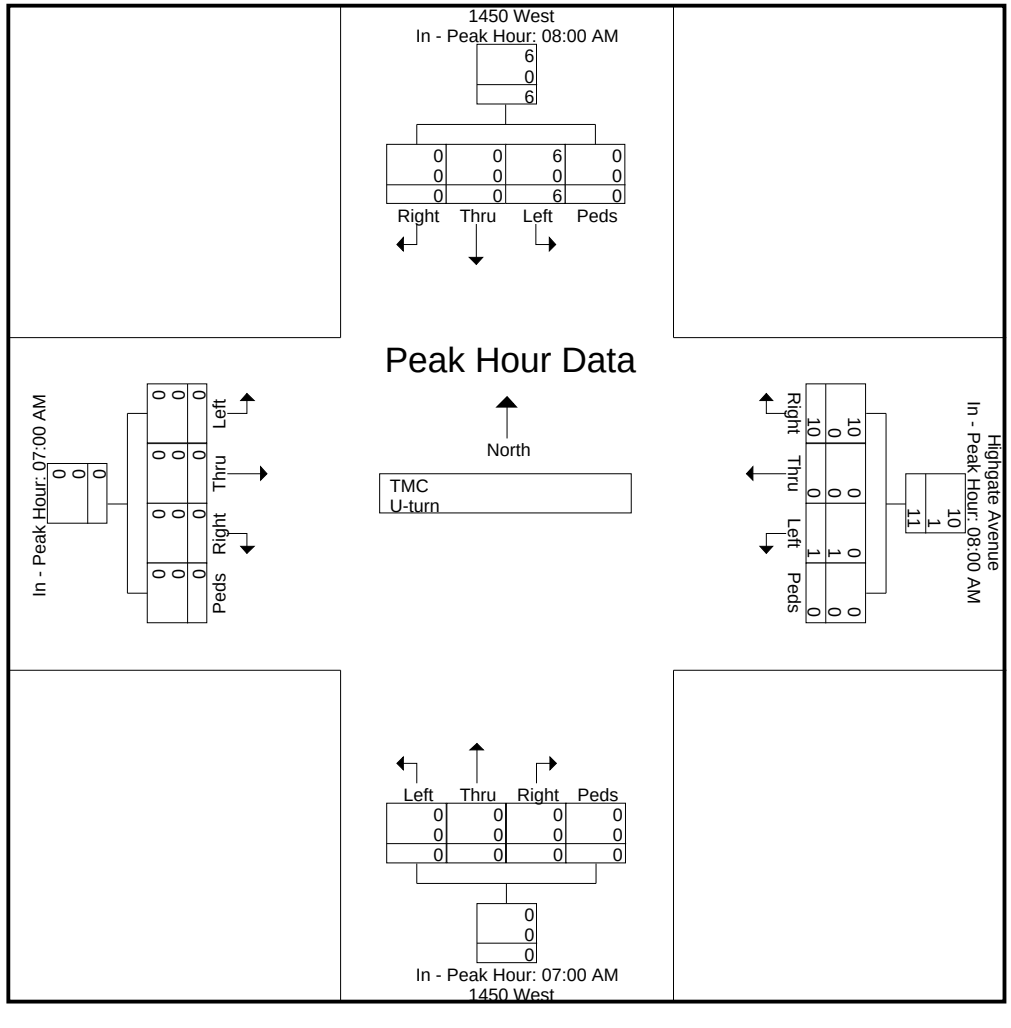
	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					08:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	1	0	1	**4**	0	0	0	**4**	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	2	0	2	3	0	**1**	0	4	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	**3**	0	**3**	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	6	0	6	10	0	1	0	11	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	100	0		90.9	0	9.1	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.500	.000	.500	.625	.000	.250	.000	.688	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	
TMC	0	0	6	0	6	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	
% TMC	0	0	100	0	100	100	0	0	0	90.9	0	0	0	0	0	0	0	0	0	0	
U-turn	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
% U-turn	0	0	0	0	0	0	0	100	0	9.1	0	0	0	0	0	0	0	0	0	0	

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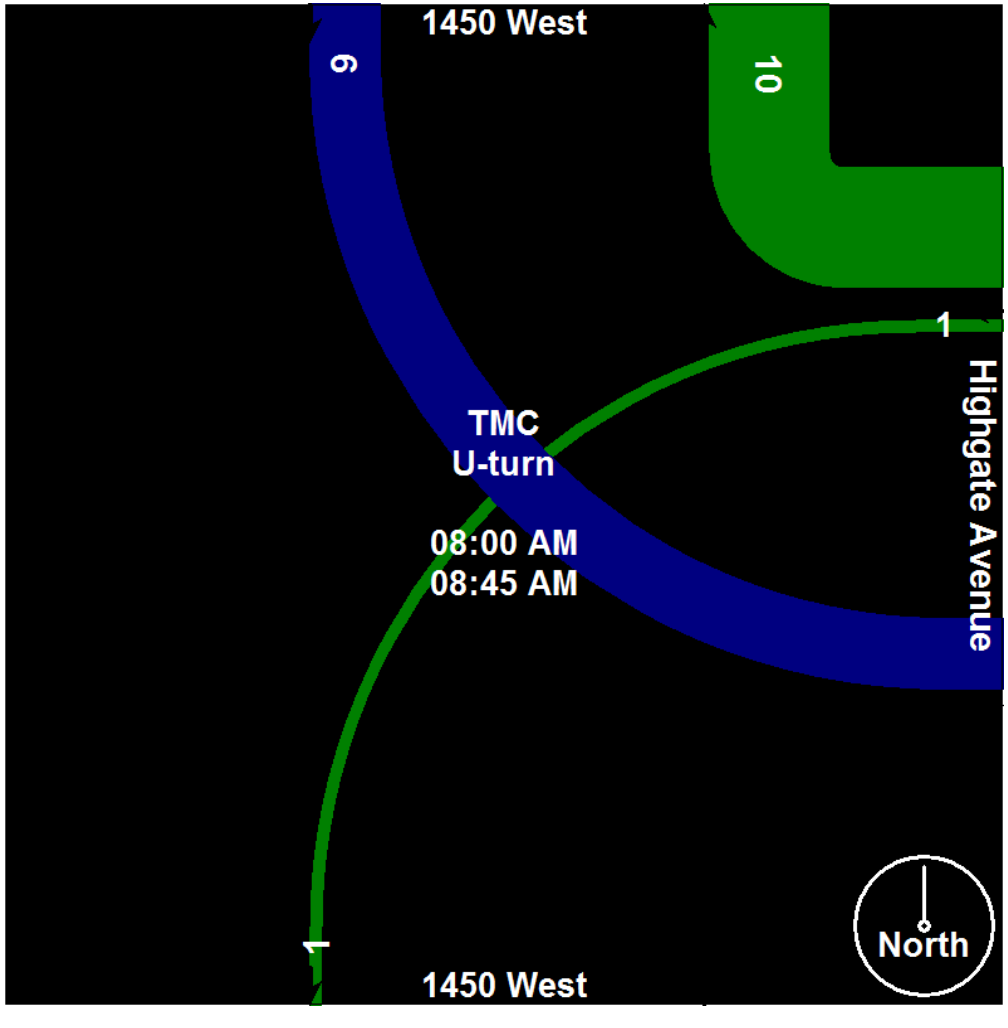


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Page No : 1

Groups Printed- TMC - Bike - turn

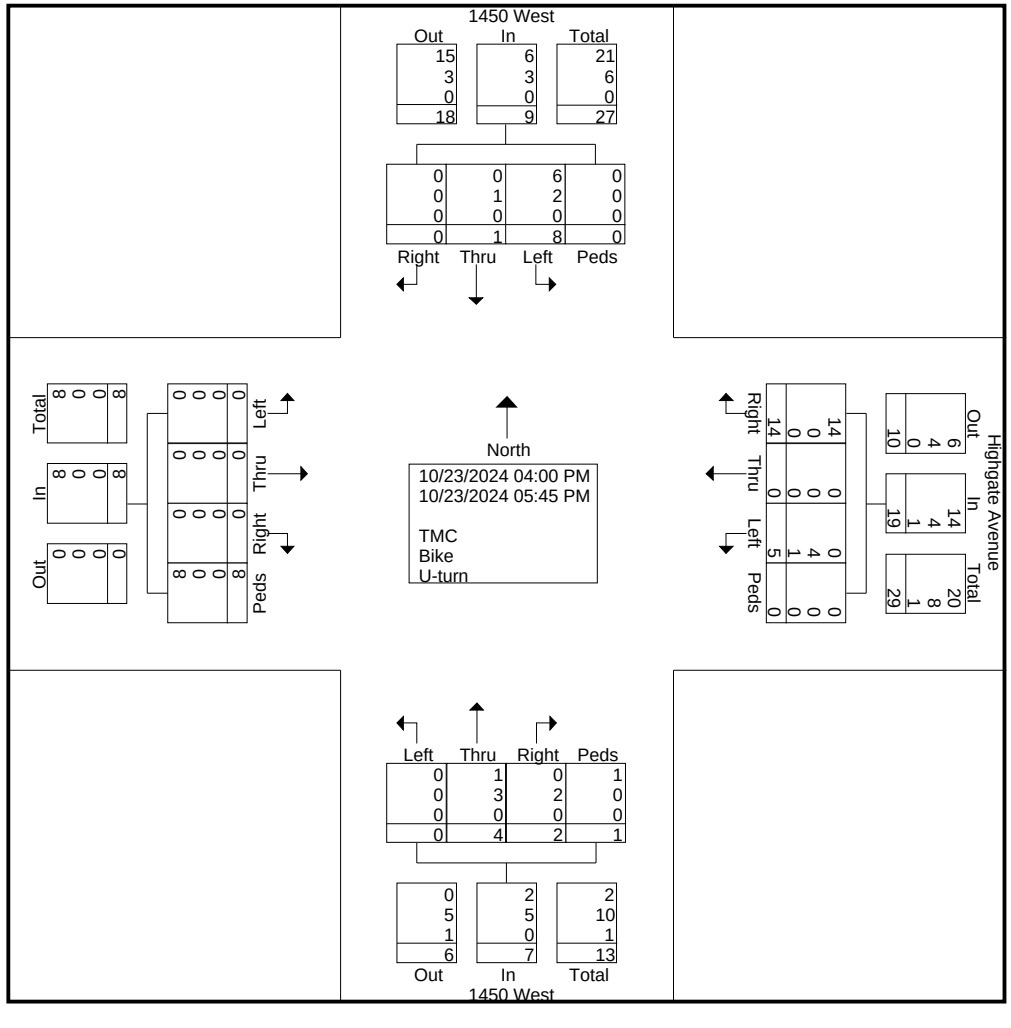
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	4
04:15 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	1	1	0	0	0	3	3	8
04:30 PM	0	0	1	0	1	4	0	0	0	4	0	1	0	0	1	0	0	0	2	2	8
04:45 PM	0	0	1	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	3	0	3	10	0	1	0	11	0	1	0	1	2	0	0	0	8	8	24
05:00 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	1	1	0	2	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	8
05:30 PM	0	0	1	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	5	0	6	4	0	4	0	8	2	3	0	0	5	0	0	0	0	0	19
Grand Total	0	1	8	0	9	14	0	5	0	19	2	4	0	1	7	0	0	0	8	8	43
Apprch %	0	11.1	88.9	0		73.7	0	26.3	0		28.6	57.1	0	14.3		0	0	0	100		
Total %	0	2.3	18.6	0	20.9	32.6	0	11.6	0	44.2	4.7	9.3	0	2.3	16.3	0	0	0	18.6	18.6	
TMC	0	0	6	0	6	14	0	0	0	14	0	1	0	1	2	0	0	0	8	8	30
% TMC	0	0	75	0	66.7	100	0	0	0	73.7	0	25	0	100	28.6	0	0	0	100	100	69.8
Bike	0	1	2	0	3	0	0	4	0	4	2	3	0	0	5	0	0	0	0	0	12
% Bike	0	100	25	0	33.3	0	0	80	0	21.1	100	75	0	0	71.4	0	0	0	0	0	27.9
U-turn	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% U-turn	0	0	0	0	0	0	0	20	0	5.3	0	0	0	0	0	0	0	0	0	0	2.3

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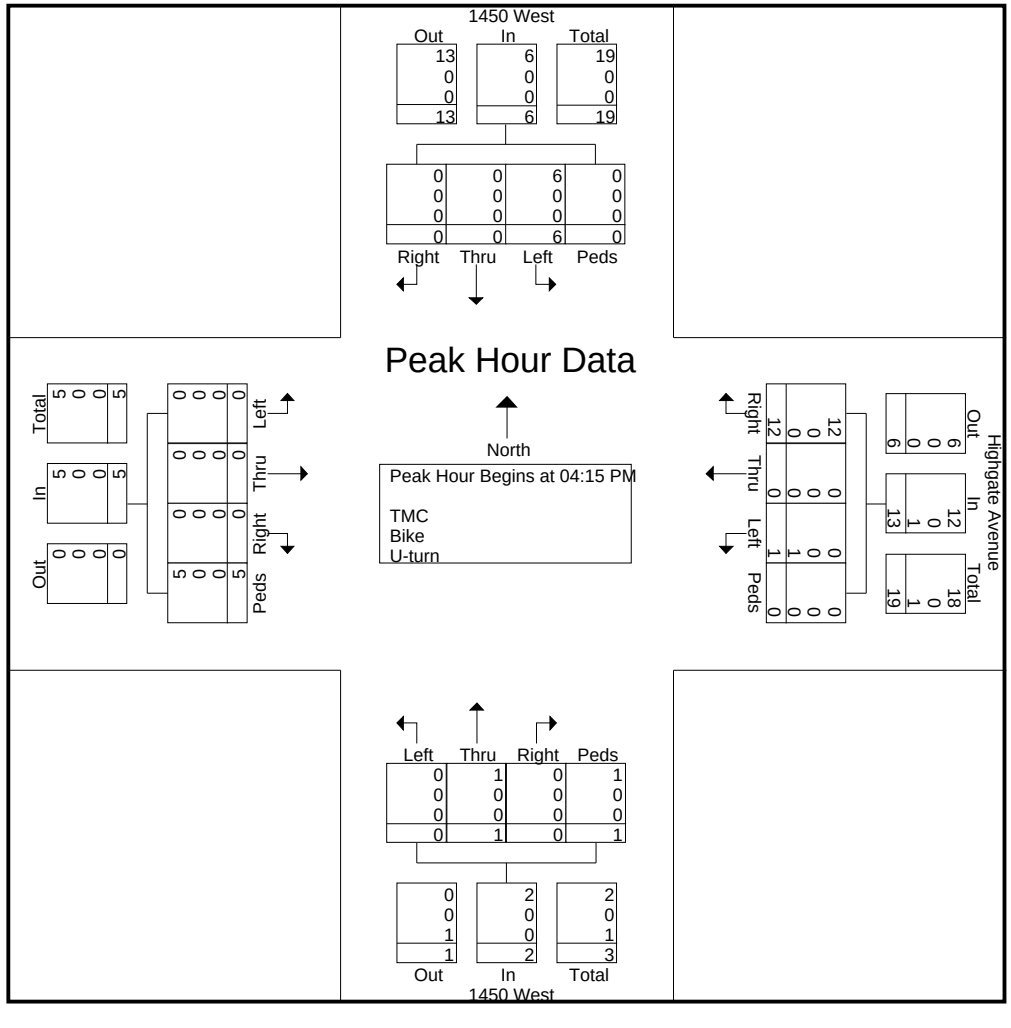
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	**1**	**1**	0	0	0	**3**	**3**	**8**
04:30 PM	0	0	1	0	1	**4**	0	0	0	**4**	0	**1**	0	0	1	0	0	0	2	2	8
04:45 PM	0	0	1	0	1	2	0	**1**	0	3	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	**3**	0	**3**	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	0	6	0	6	12	0	1	0	13	0	1	0	1	2	0	0	0	5	5	26
% App. Total	0	0	100	0		92.3	0	7.7	0		0	50	0	50		0	0	0	100		
PHF	.000	.000	.500	.000	.500	.750	.000	.250	.000	.813	.000	.250	.000	.250	.500	.000	.000	.000	.417	.417	.813
TMC	0	0	6	0	6	12	0	0	0	12	0	1	0	1	2	0	0	0	5	5	25
% TMC	0	0	100	0	100	100	0	0	0	92.3	0	100	0	100	100	0	0	0	100	100	96.2
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
U-turn	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% U-turn	0	0	0	0	0	0	0	100	0	7.7	0	0	0	0	0	0	0	0	0	0	3.8

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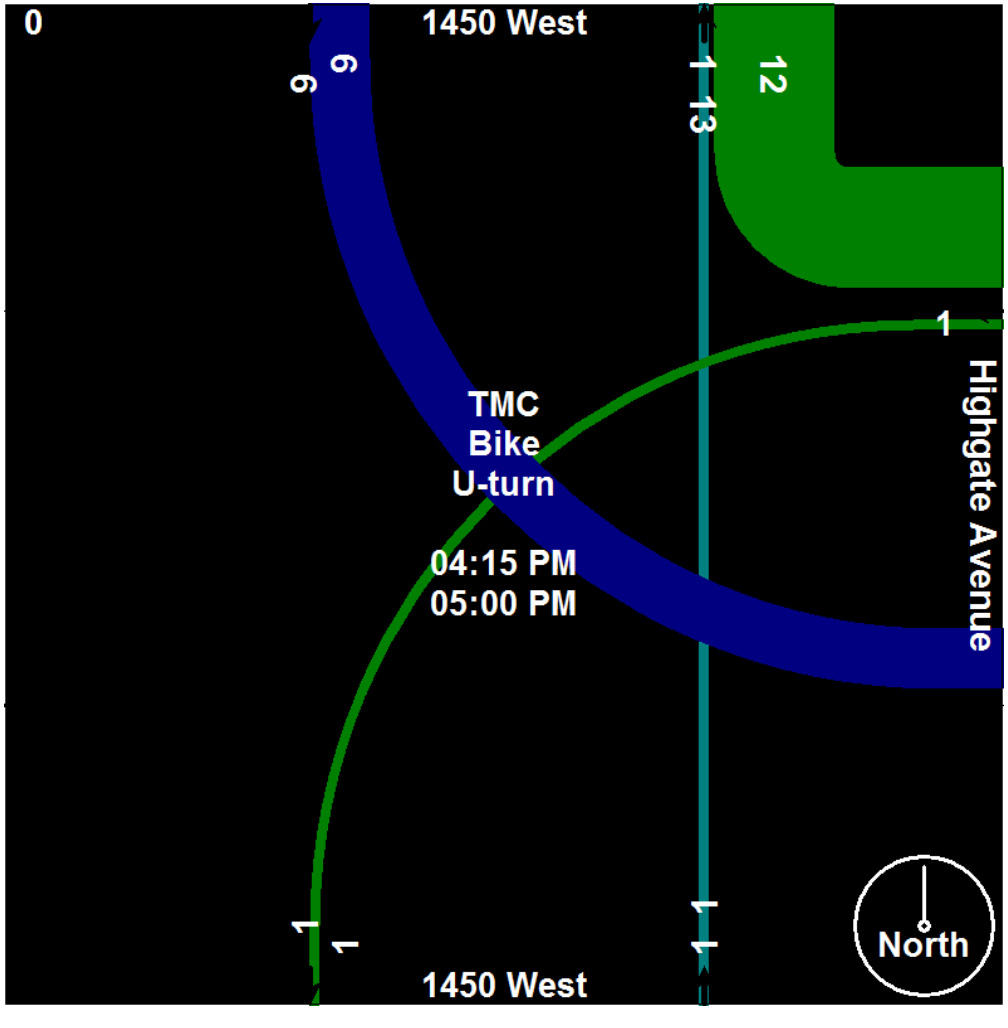


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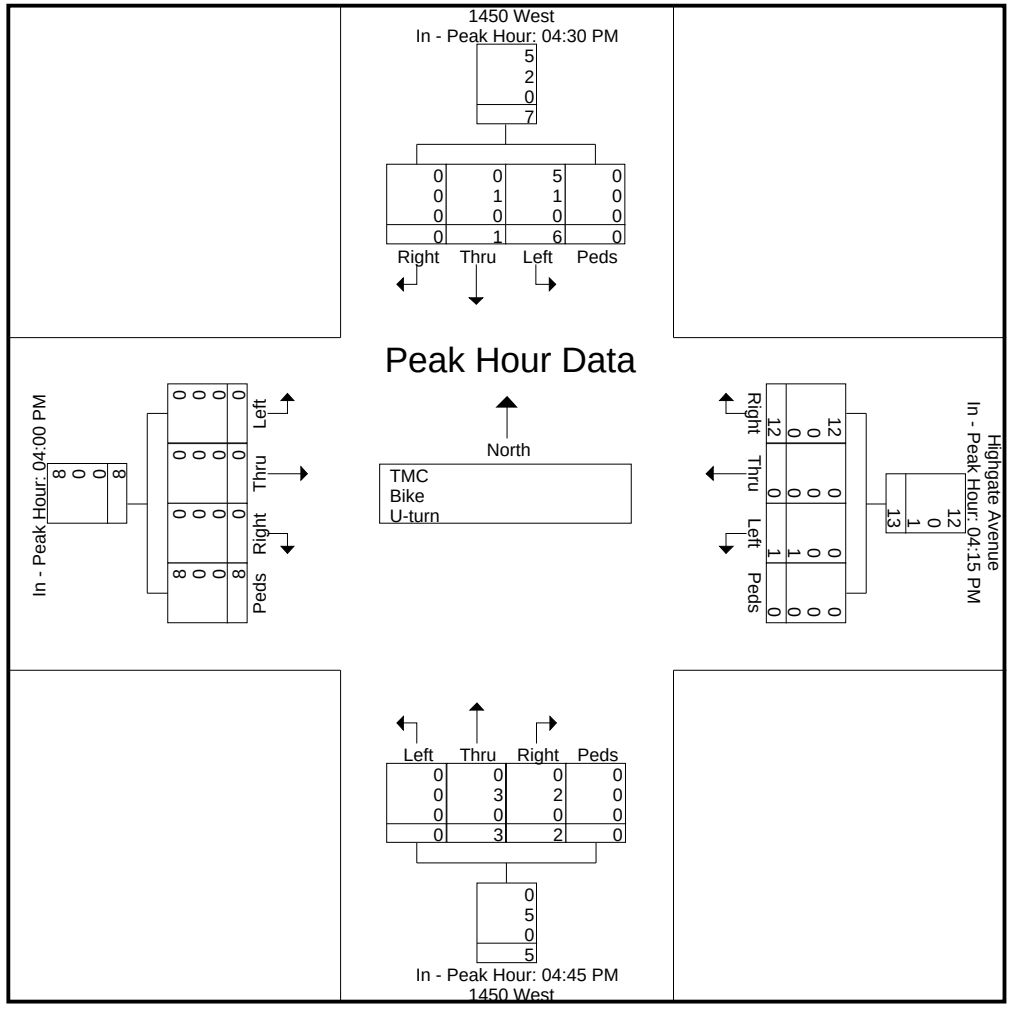
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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+15 mins.	0	0	1	0	1	**4**	0	0	0	**4**	0	0	0	0	0	0	0	0	3	3	
+30 mins.	0	0	**3**	0	**3**	2	0	**1**	0	3	**1**	**2**	0	0	**3**	0	0	0	2	2	
+45 mins.	0	**1**	1	0	2	3	0	0	0	3	1	1	0	0	2	0	0	0	0	0	
Total Volume	0	1	6	0	7	12	0	1	0	13	2	3	0	0	5	0	0	0	8	8	
% App. Total	0	14.3	85.7	0		92.3	0	7.7	0		40	60	0	0		0	0	0	100		
PHF	.000	.250	.500	.000	.583	.750	.000	.250	.000	.813	.500	.375	.000	.000	.417	.000	.000	.000	.667	.667	
TMC	0	0	5	0	5	12	0	0	0	12	0	0	0	0	0	0	0	0	8	8	
% TMC	0	0	83.3	0	71.4	100	0	0	0	92.3	0	0	0	0	0	0	0	0	100	100	
Bike	0	1	1	0	2	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	
% Bike	0	100	16.7	0	28.6	0	0	0	0	0	100	100	0	0	100	0	0	0	0	0	
U-turn	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
% U-turn	0	0	0	0	0	0	0	100	0	7.7	0	0	0	0	0	0	0	0	0	0	

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Default Comments
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File Name : Highgate Ave and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

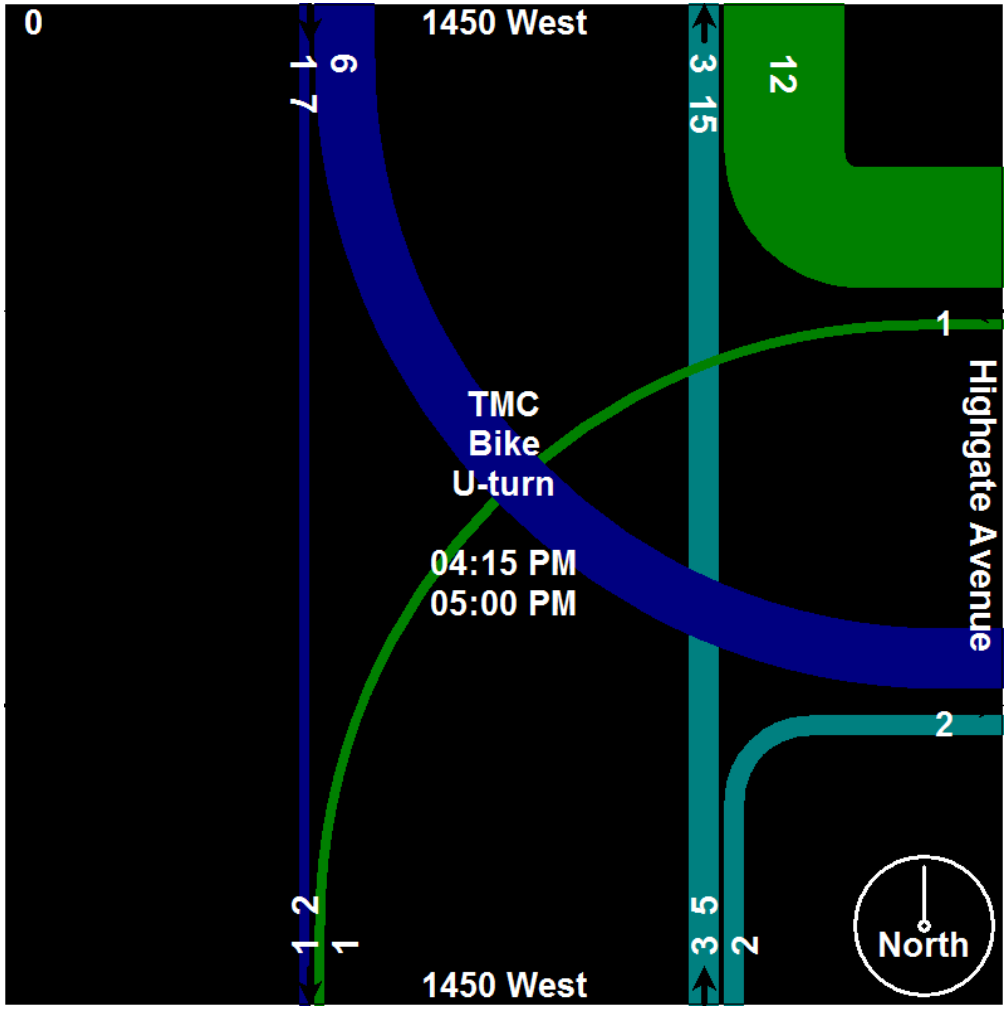


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File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

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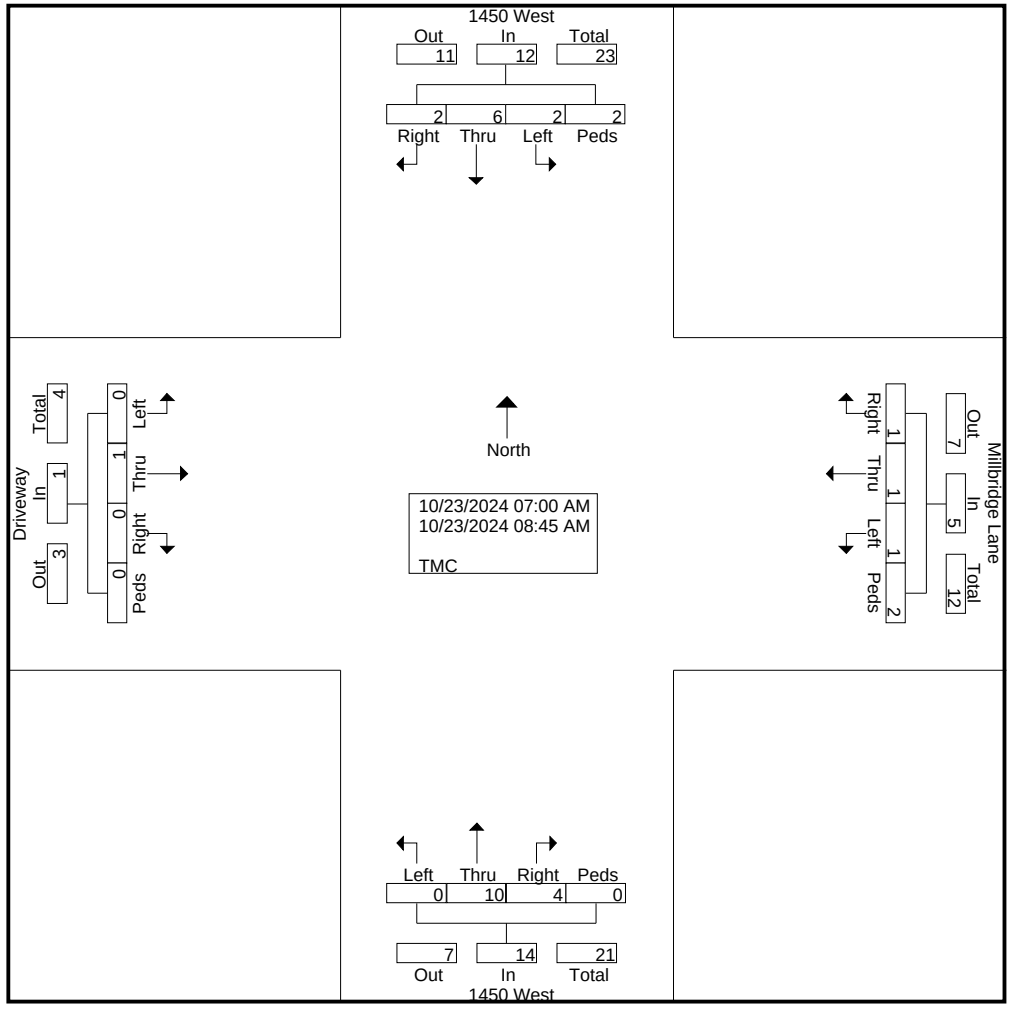
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	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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File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

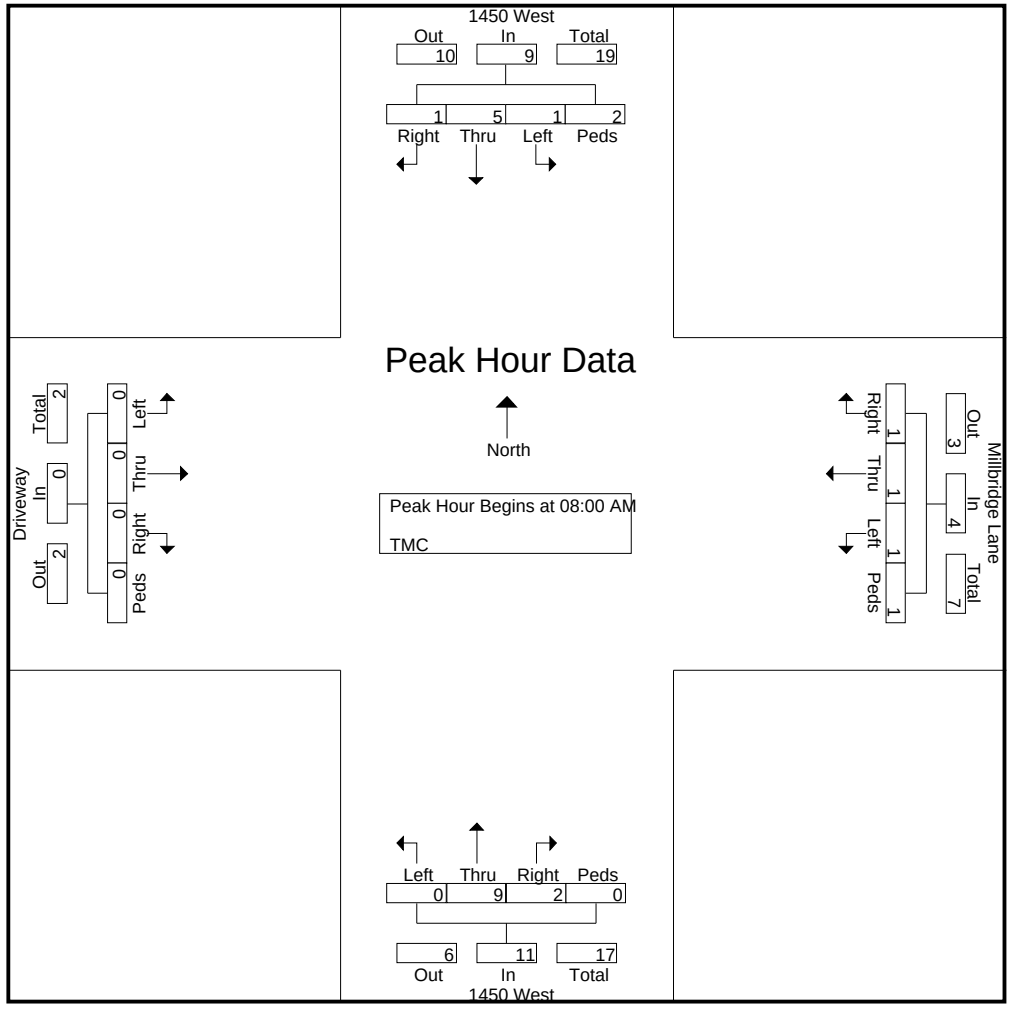
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
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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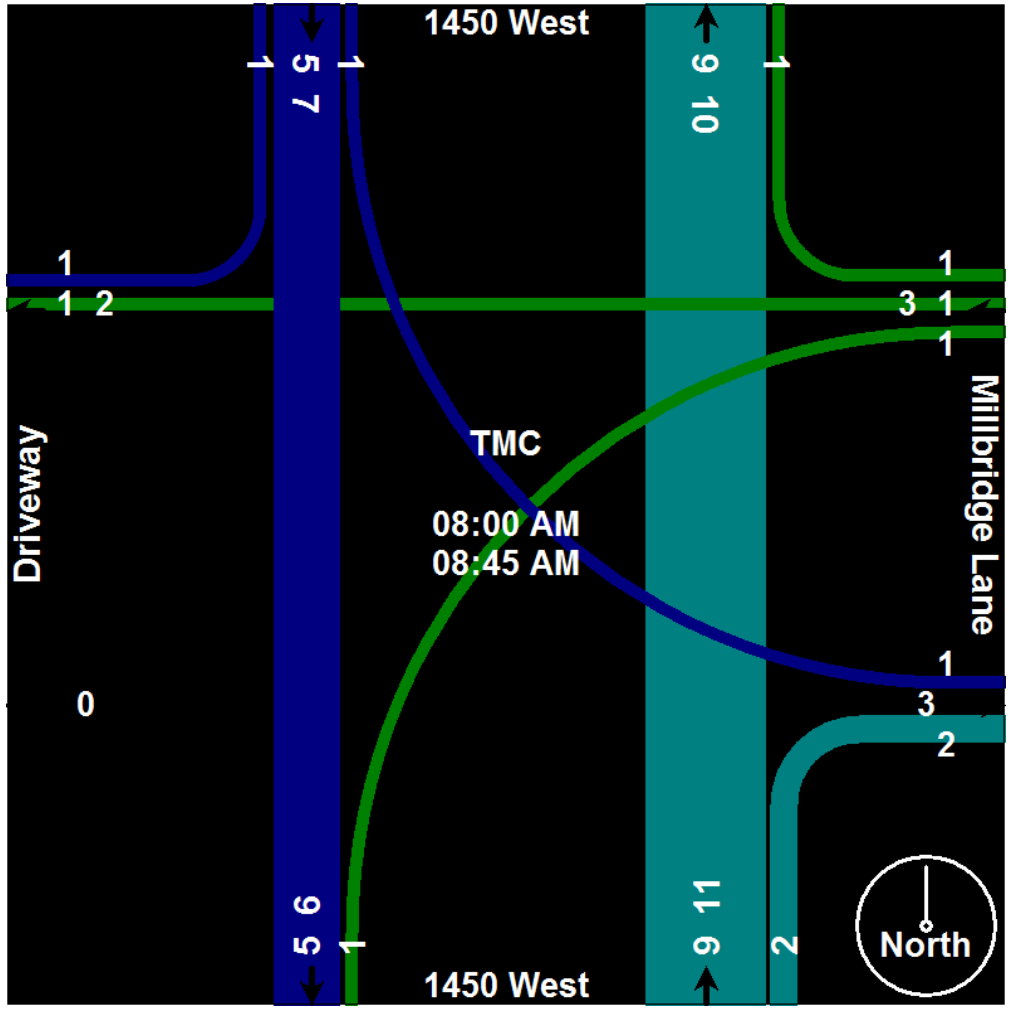


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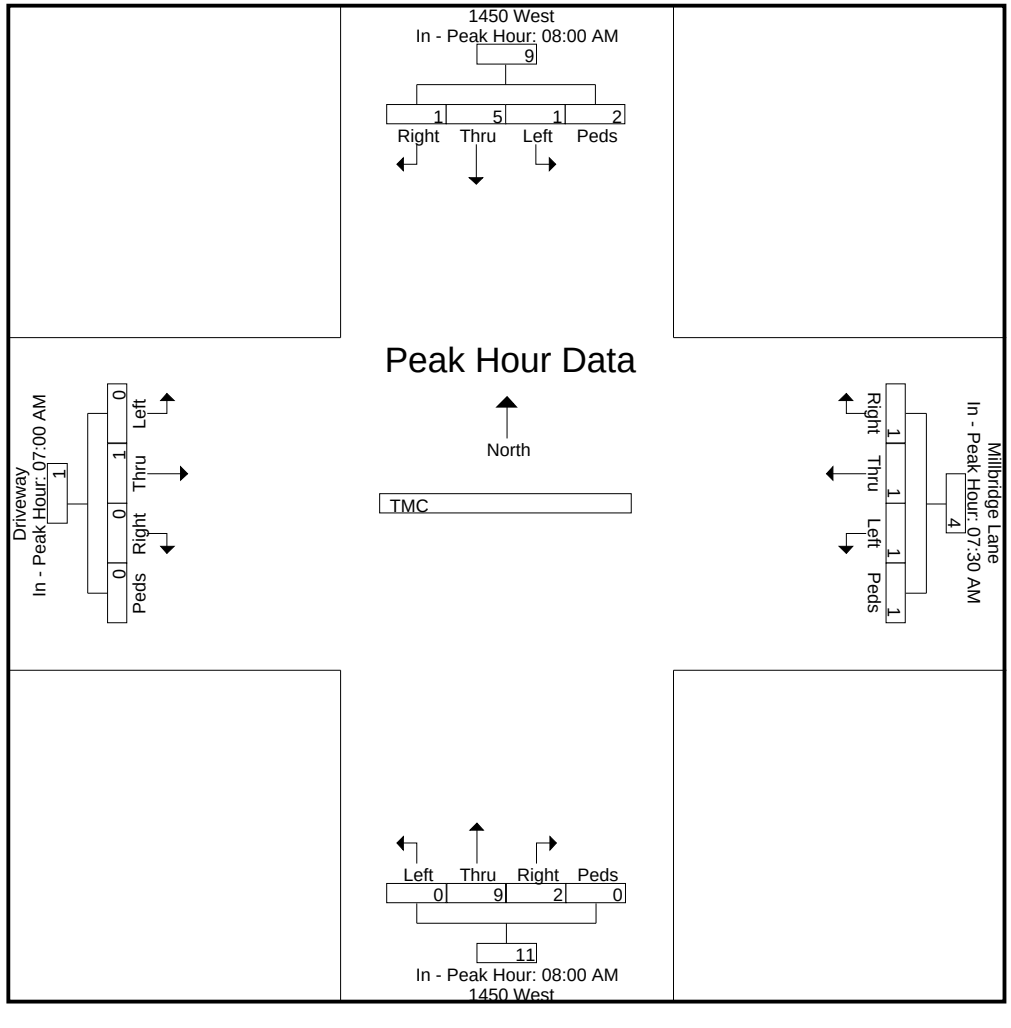
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - 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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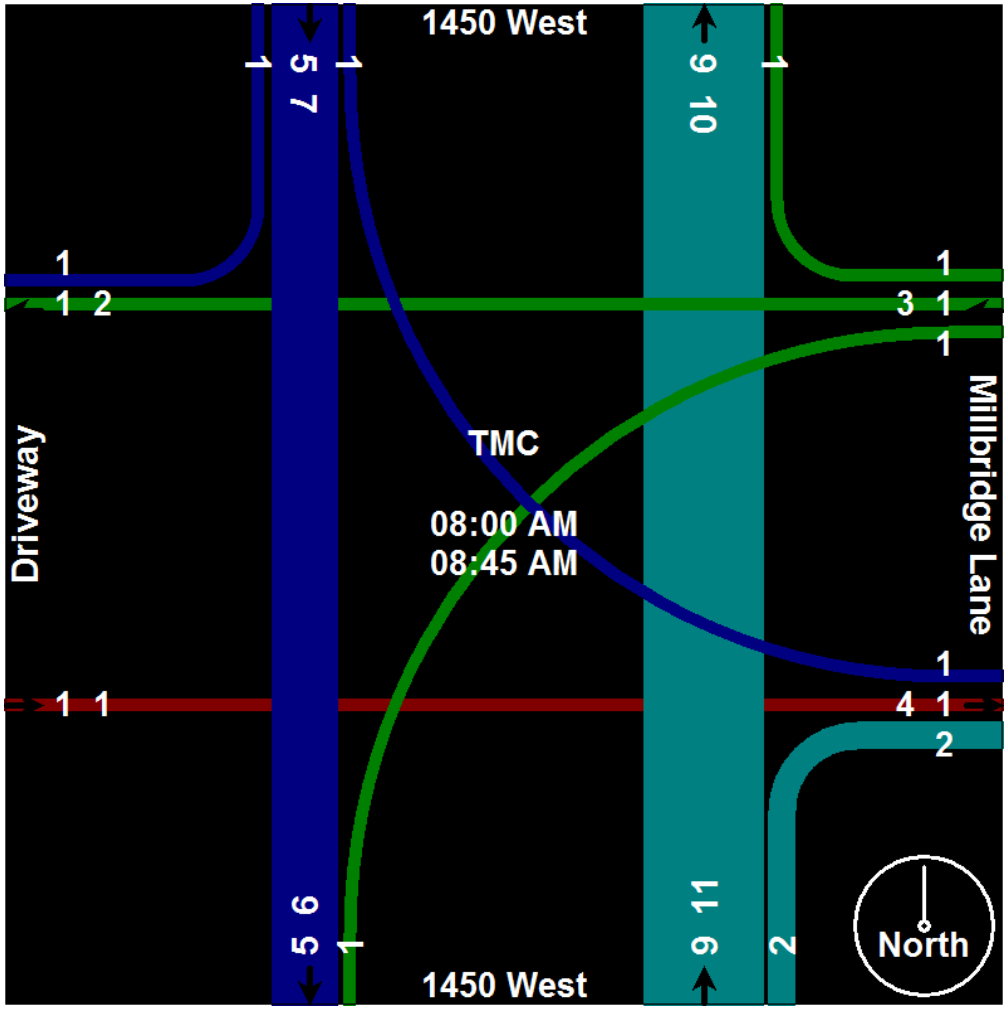


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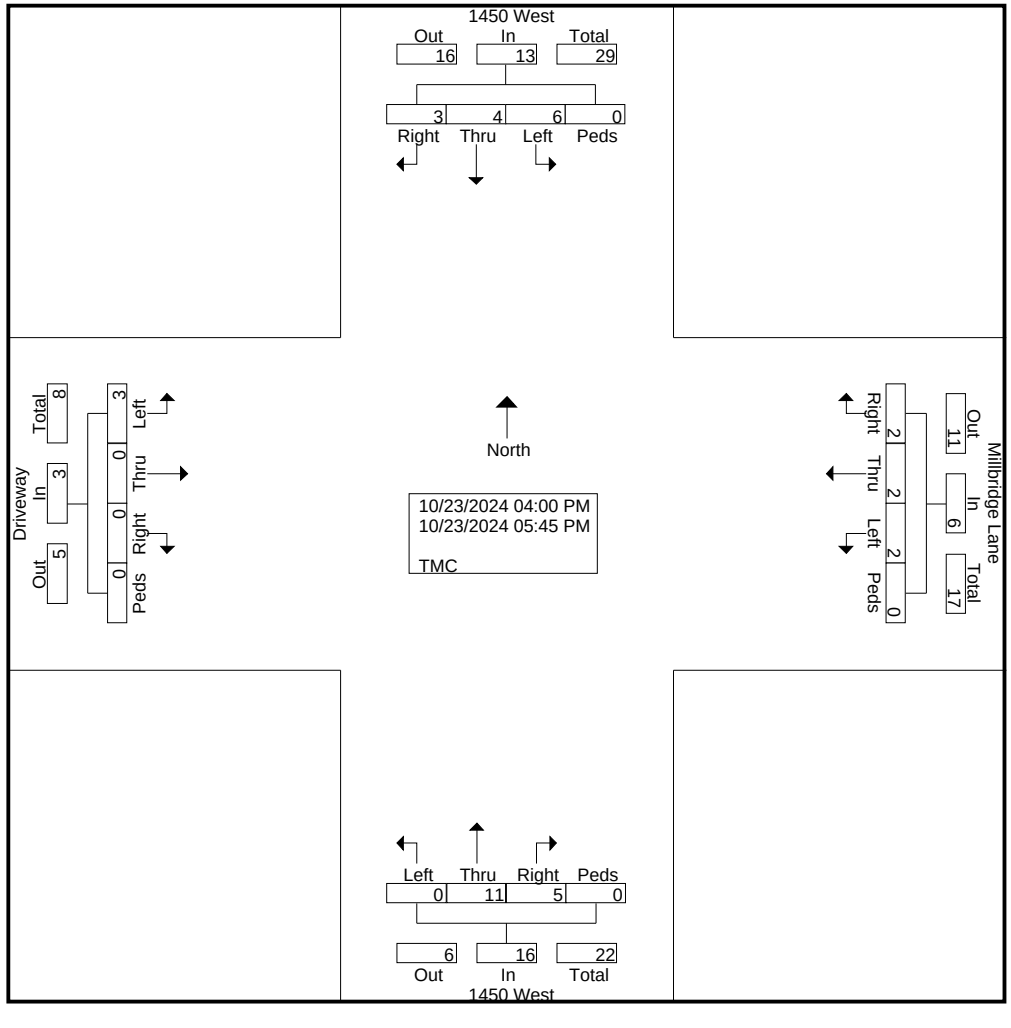
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	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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File Name : Millbridge Lane and 1450 West PM
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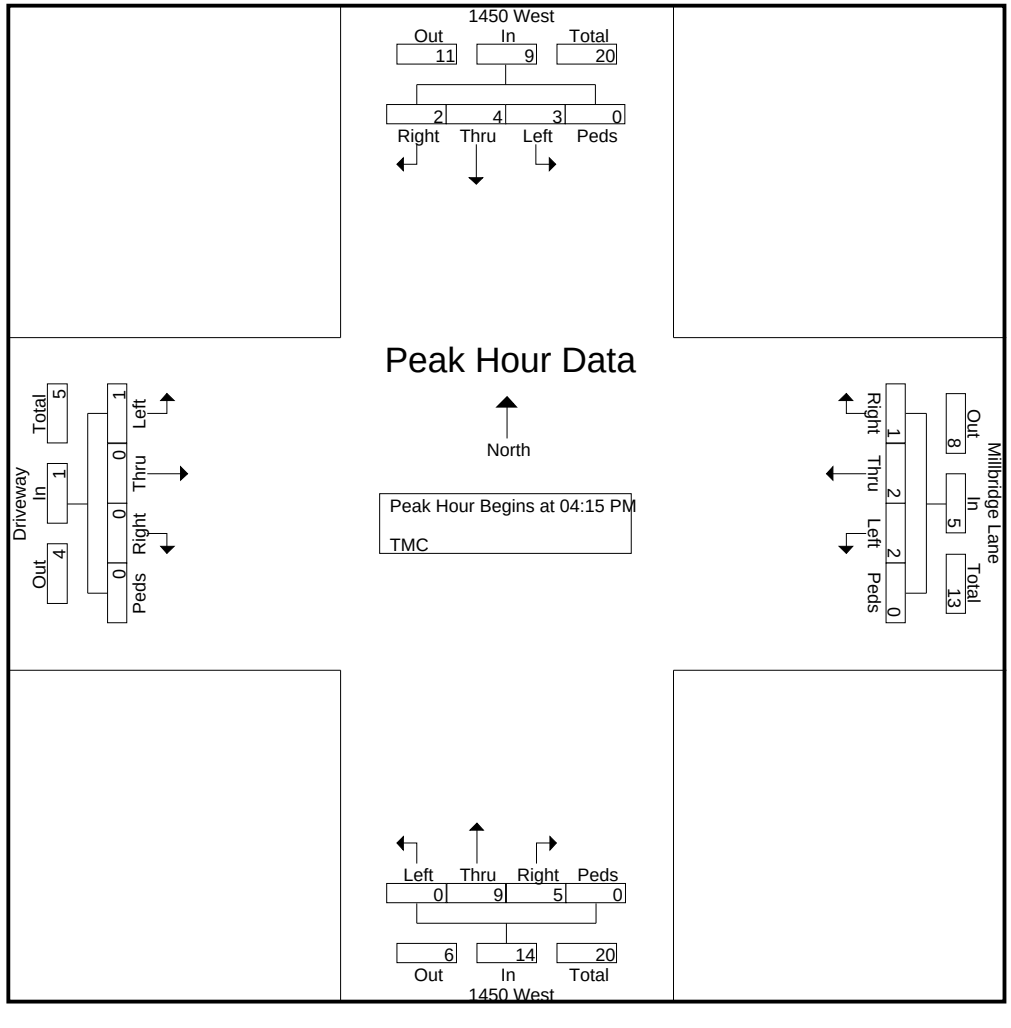
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
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
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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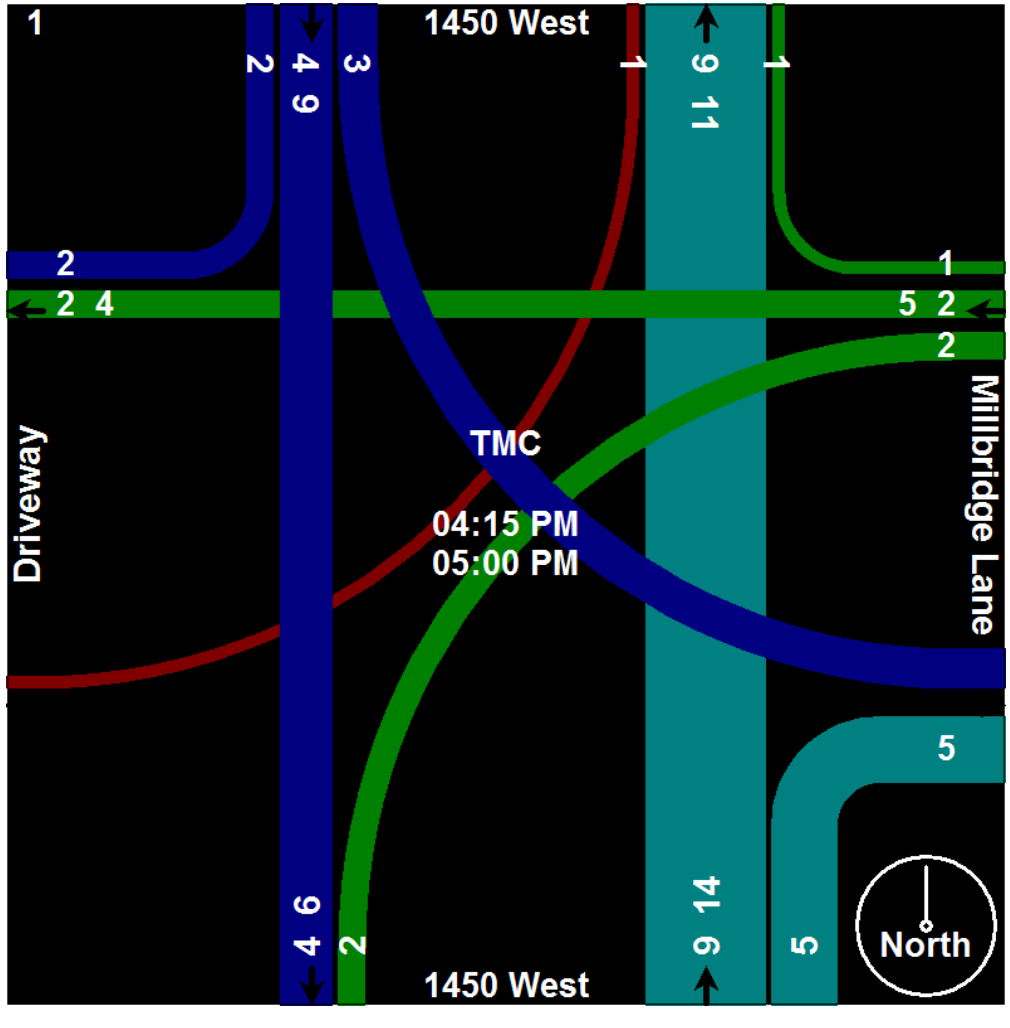


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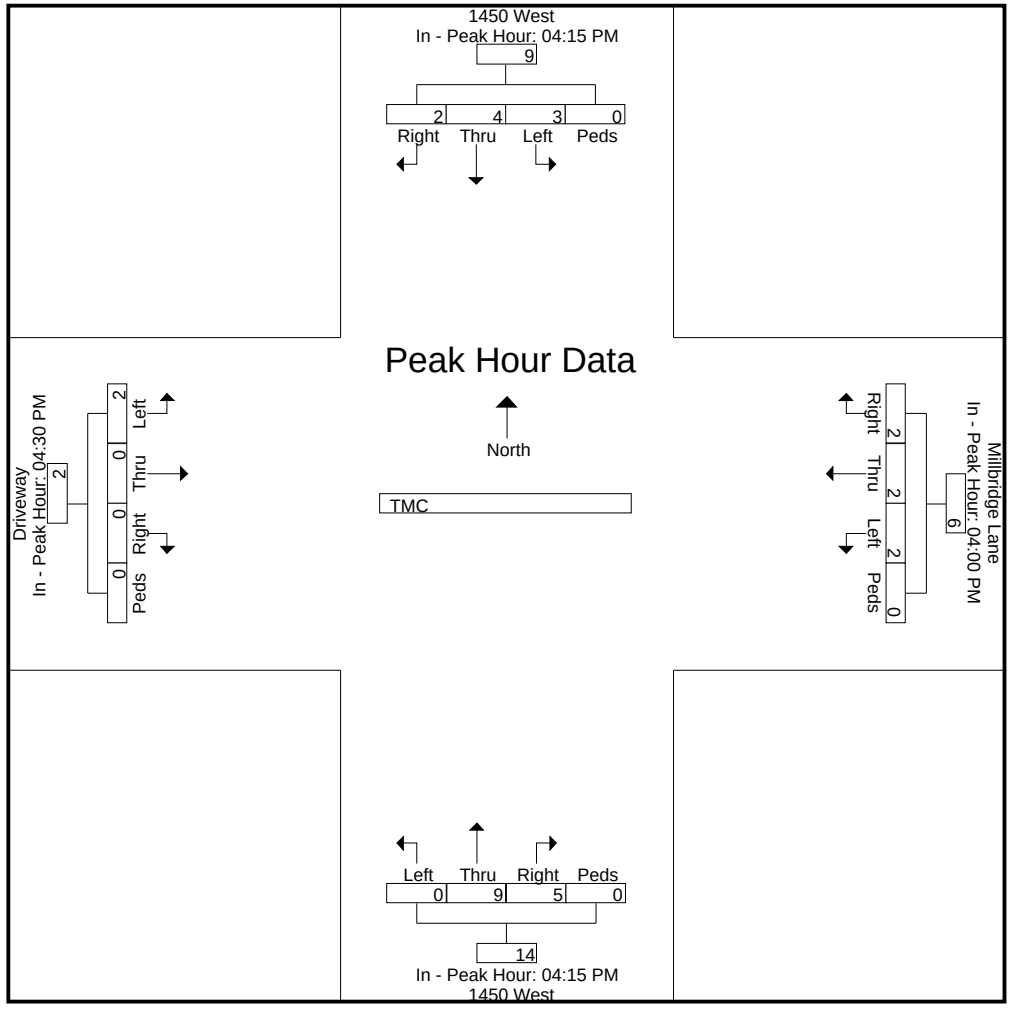
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
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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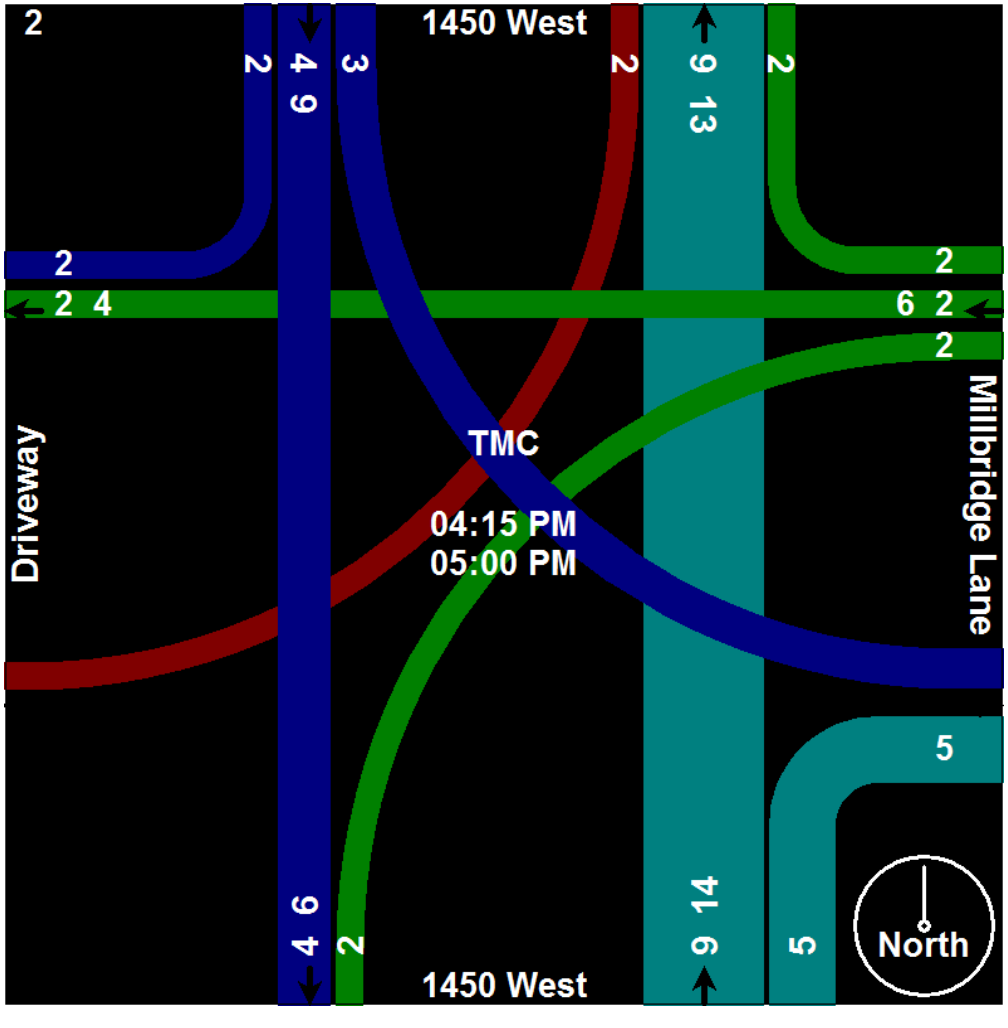


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File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

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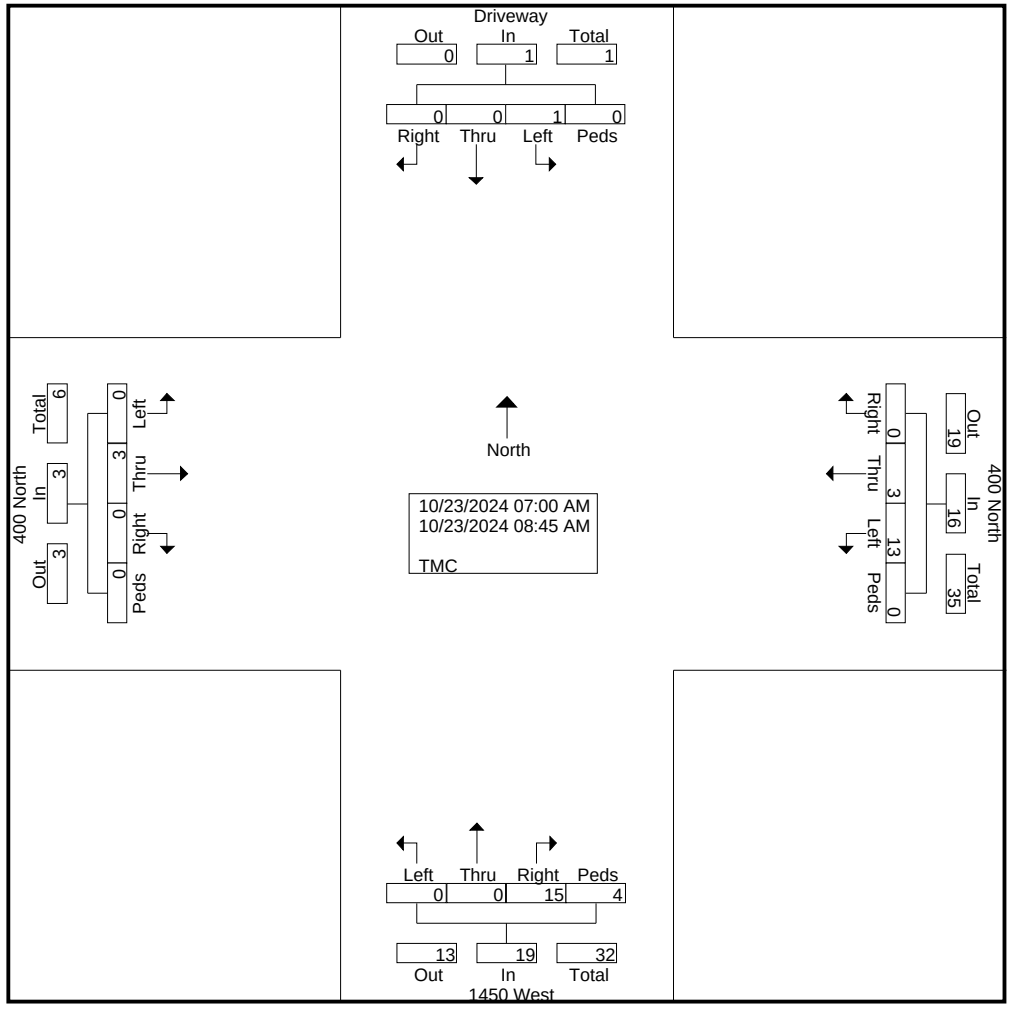
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 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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File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



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Lehi, Utah, 84043
elitetrafficdata@hotmail.com

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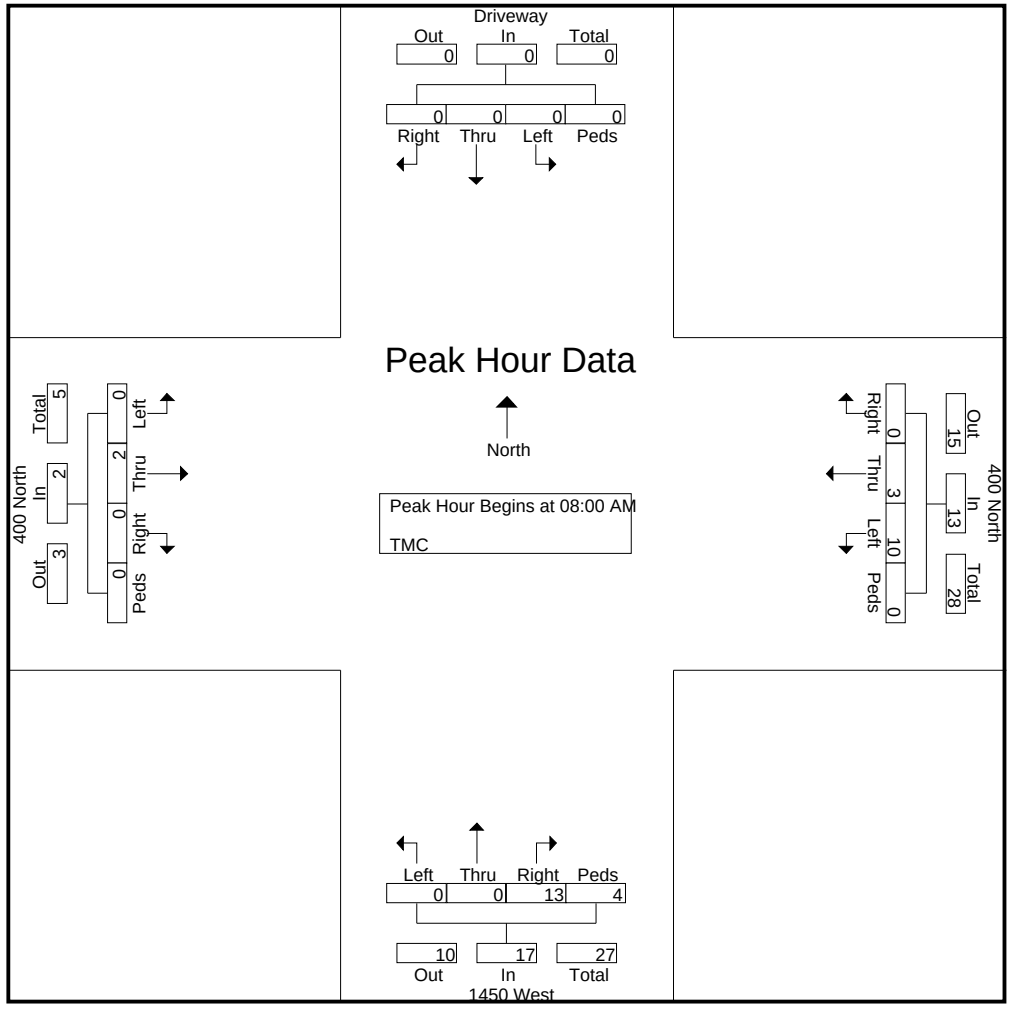
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
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 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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Page No : 4

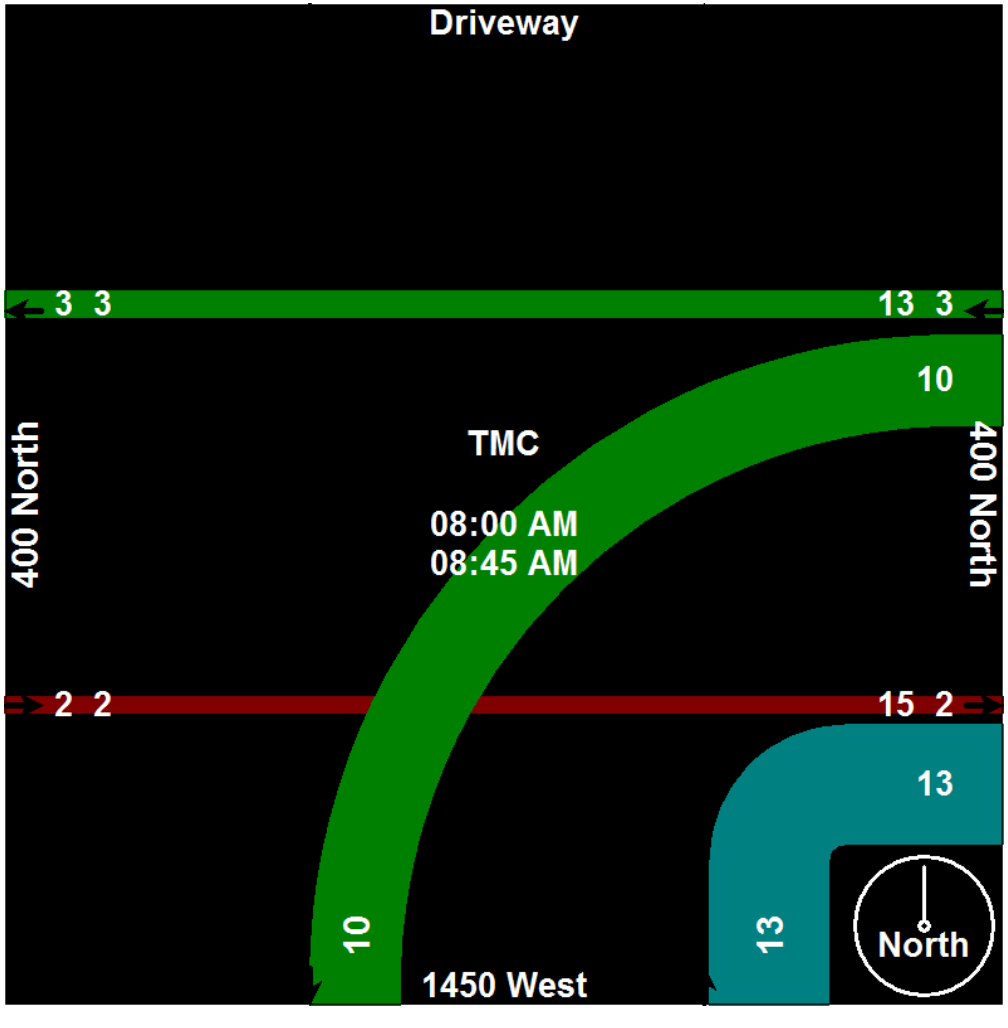


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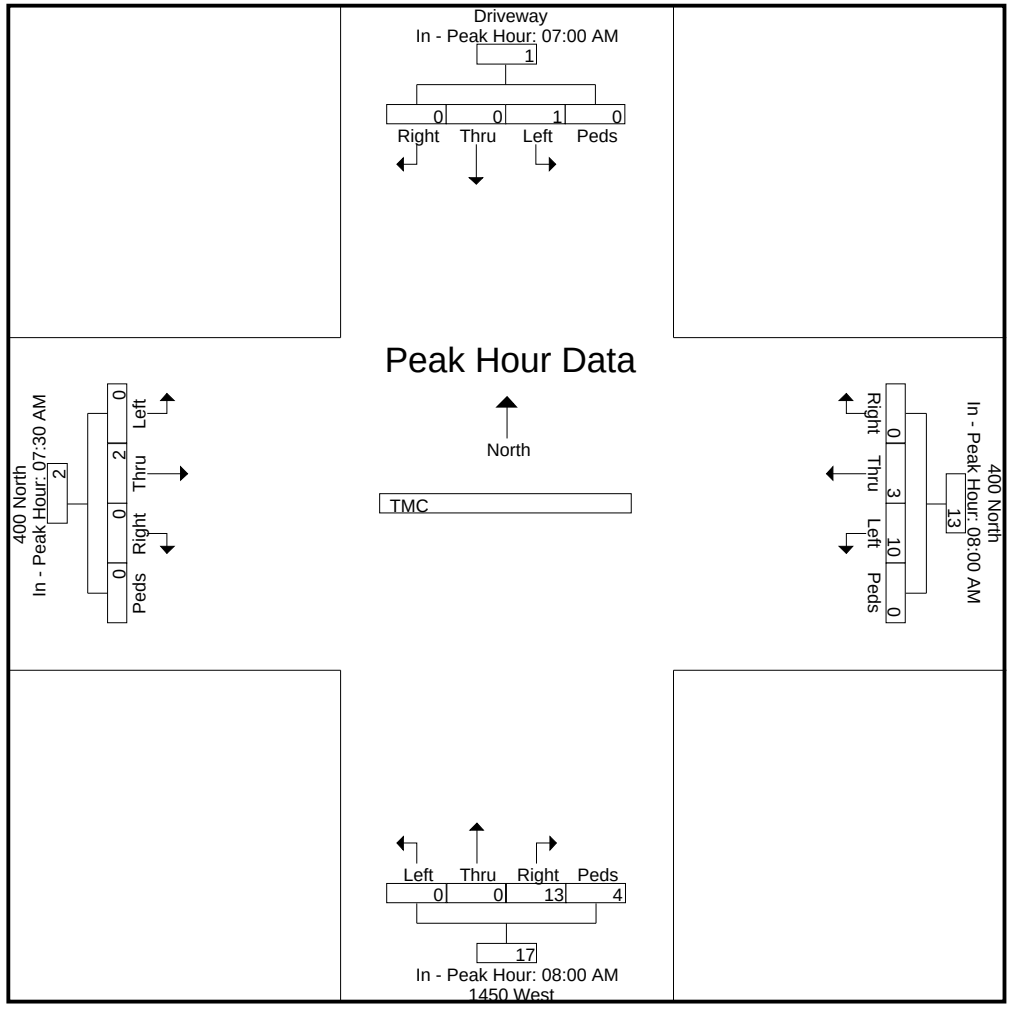
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					08:00 AM					08:00 AM					07:30 AM					
+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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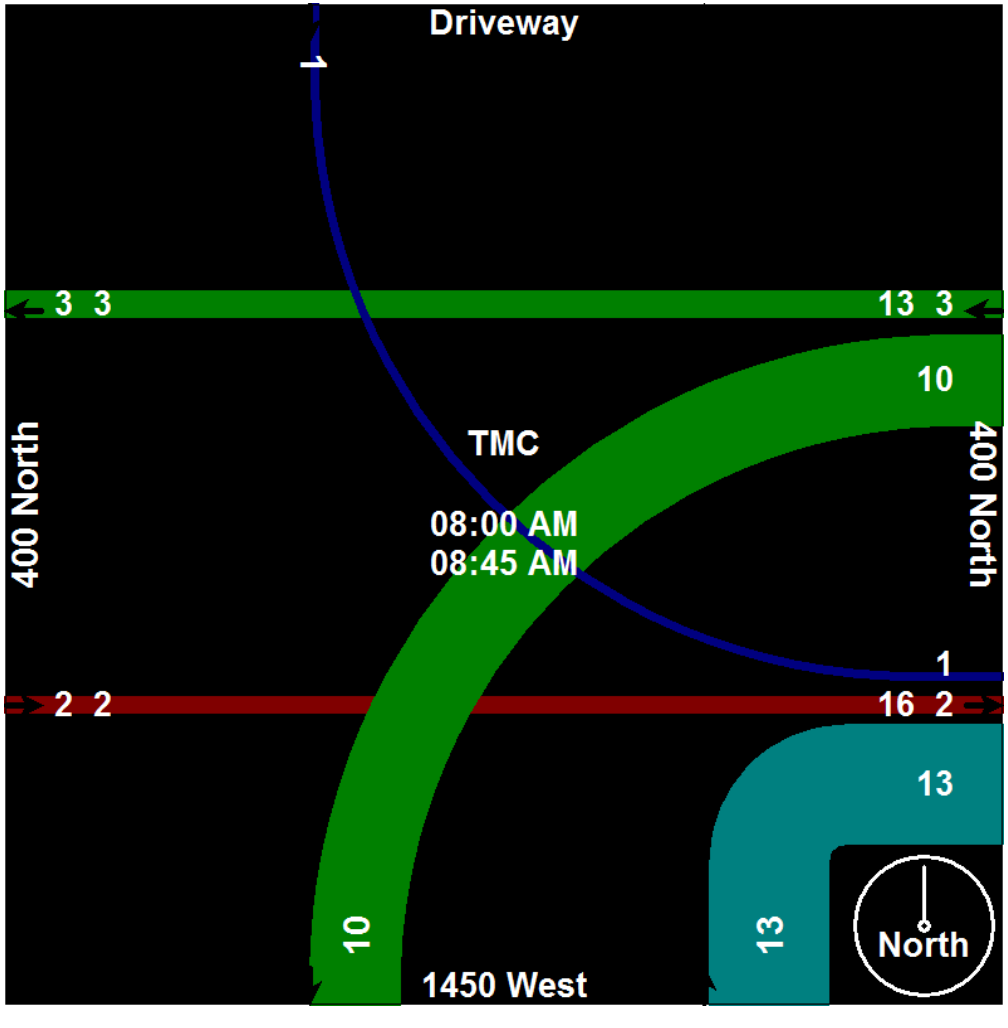


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Groups Printed- TMC - turn

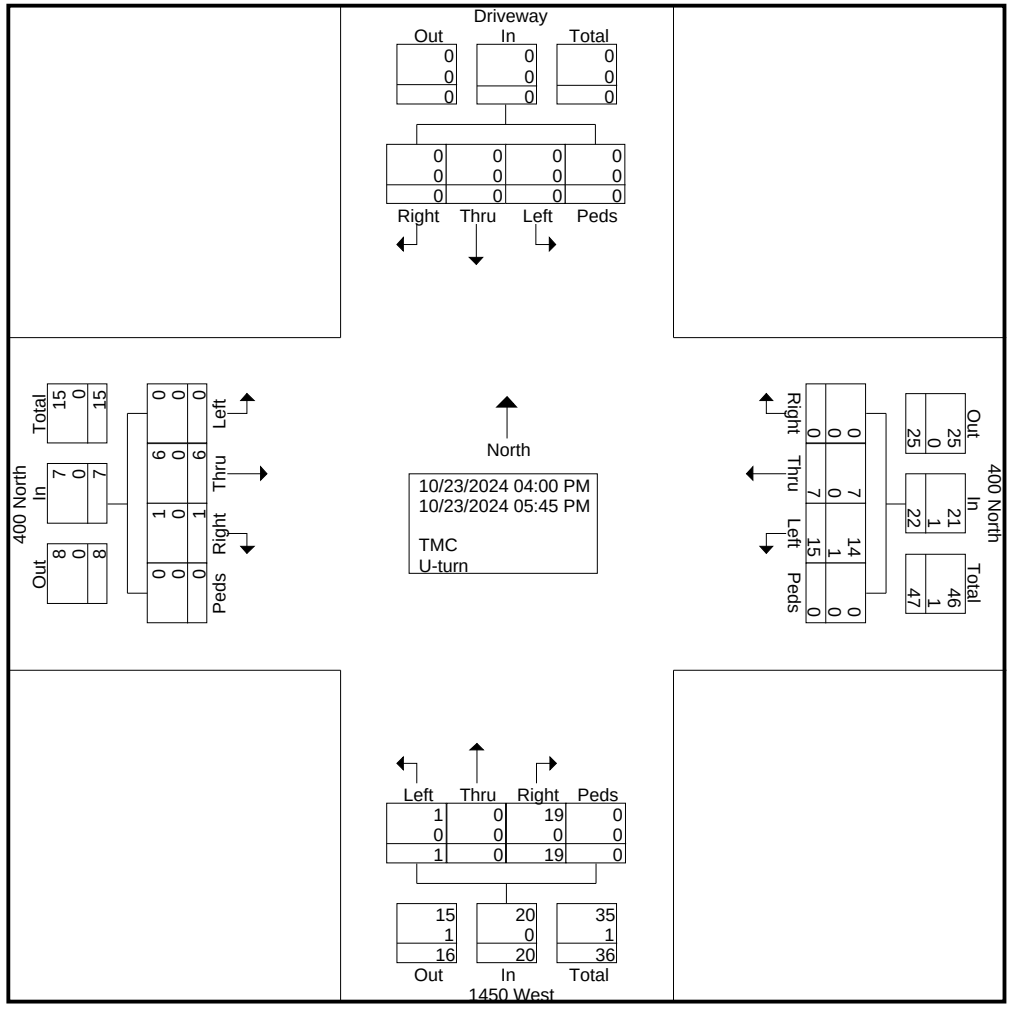
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	1	1	0	0	2	7
04:15 PM	0	0	0	0	0	0	1	0	0	1	3	0	1	0	4	0	1	0	0	1	6
04:30 PM	0	0	0	0	0	0	1	1	0	2	4	0	0	0	4	0	1	0	0	1	7
04:45 PM	0	0	0	0	0	0	0	6	0	6	2	0	0	0	2	0	0	0	0	0	8
Total	0	0	0	0	0	0	4	8	0	12	11	0	1	0	12	1	3	0	0	4	28
05:00 PM	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	2	0	3	6	0	0	0	6	0	2	0	0	2	11
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	3	7	0	10	8	0	0	0	8	0	3	0	0	3	21
Grand Total	0	0	0	0	0	0	7	15	0	22	19	0	1	0	20	1	6	0	0	7	49
Apprch %	0	0	0	0		0	31.8	68.2	0		95	0	5	0		14.3	85.7	0	0		
Total %	0	0	0	0	0	0	14.3	30.6	0	44.9	38.8	0	2	0	40.8	2	12.2	0	0	14.3	
TMC	0	0	0	0	0	0	7	14	0	21	19	0	1	0	20	1	6	0	0	7	48
% TMC	0	0	0	0	0	0	100	93.3	0	95.5	100	0	100	0	100	100	100	0	0	100	98
U-turn	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% U-turn	0	0	0	0	0	0	0	6.7	0	4.5	0	0	0	0	0	0	0	0	0	0	2

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379 East 2700 North
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elitetrafficdata@hotmail.com

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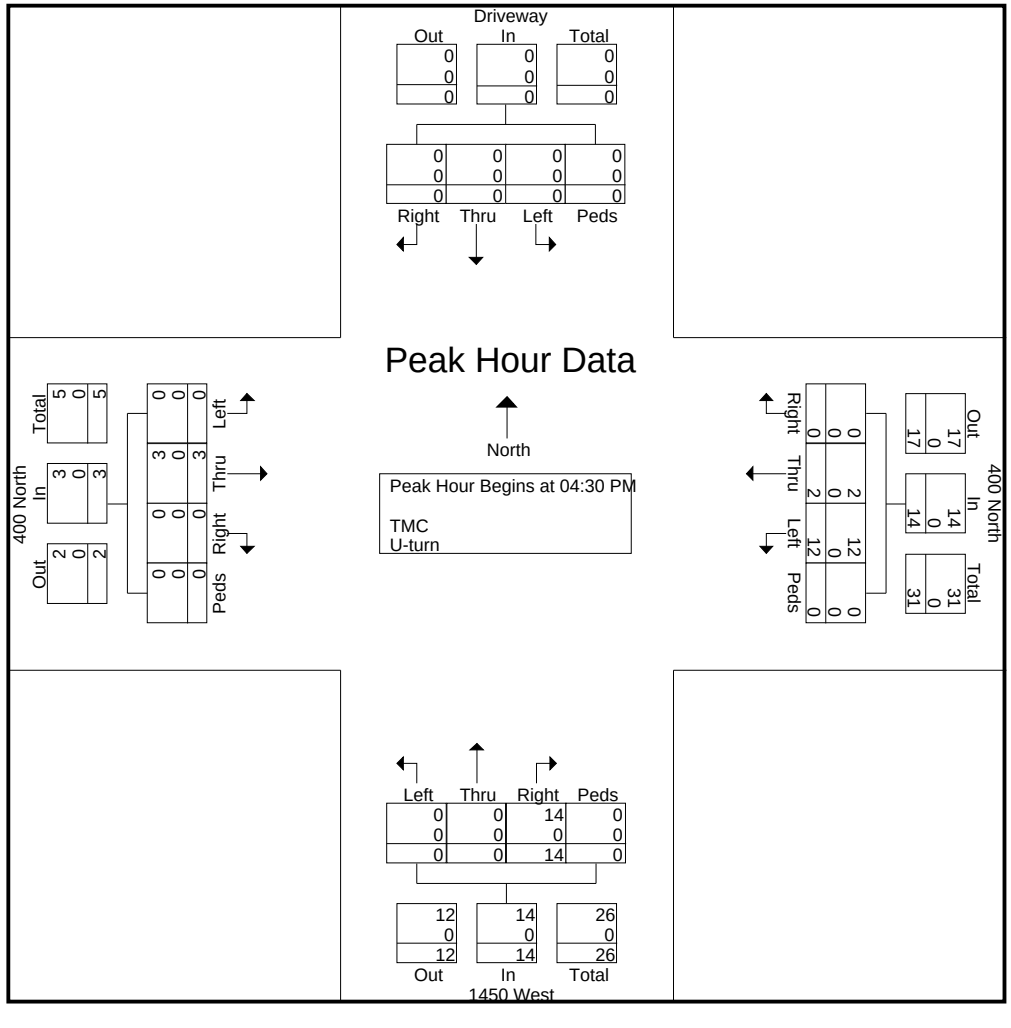
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	**1**	1	0	2	4	0	0	0	4	0	1	0	0	1	7
04:45 PM	0	0	0	0	0	0	0	**6**	0	**6**	2	0	0	0	2	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	2	0	3	**6**	0	0	0	**6**	0	**2**	0	0	**2**	**11**
Total Volume	0	0	0	0	0	0	2	12	0	14	14	0	0	0	14	0	3	0	0	3	31
% App. Total	0	0	0	0		0	14.3	85.7	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.583	.583	.000	.000	.000	.583	.000	.375	.000	.000	.375	.705
TMC	0	0	0	0	0	0	2	12	0	14	14	0	0	0	14	0	3	0	0	3	31
% TMC	0	0	0	0	0	0	100	100	0	100	100	0	0	0	100	0	100	0	0	100	100
U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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379 East 2700 North
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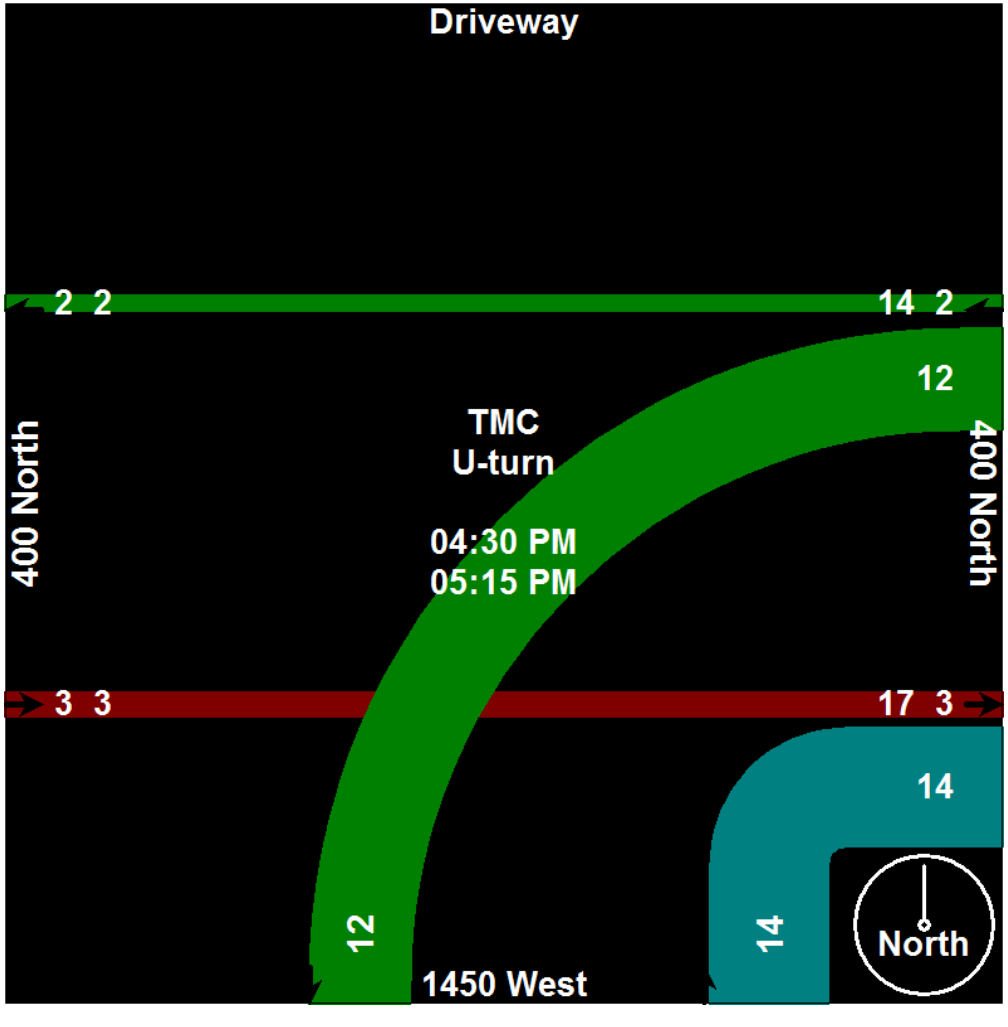


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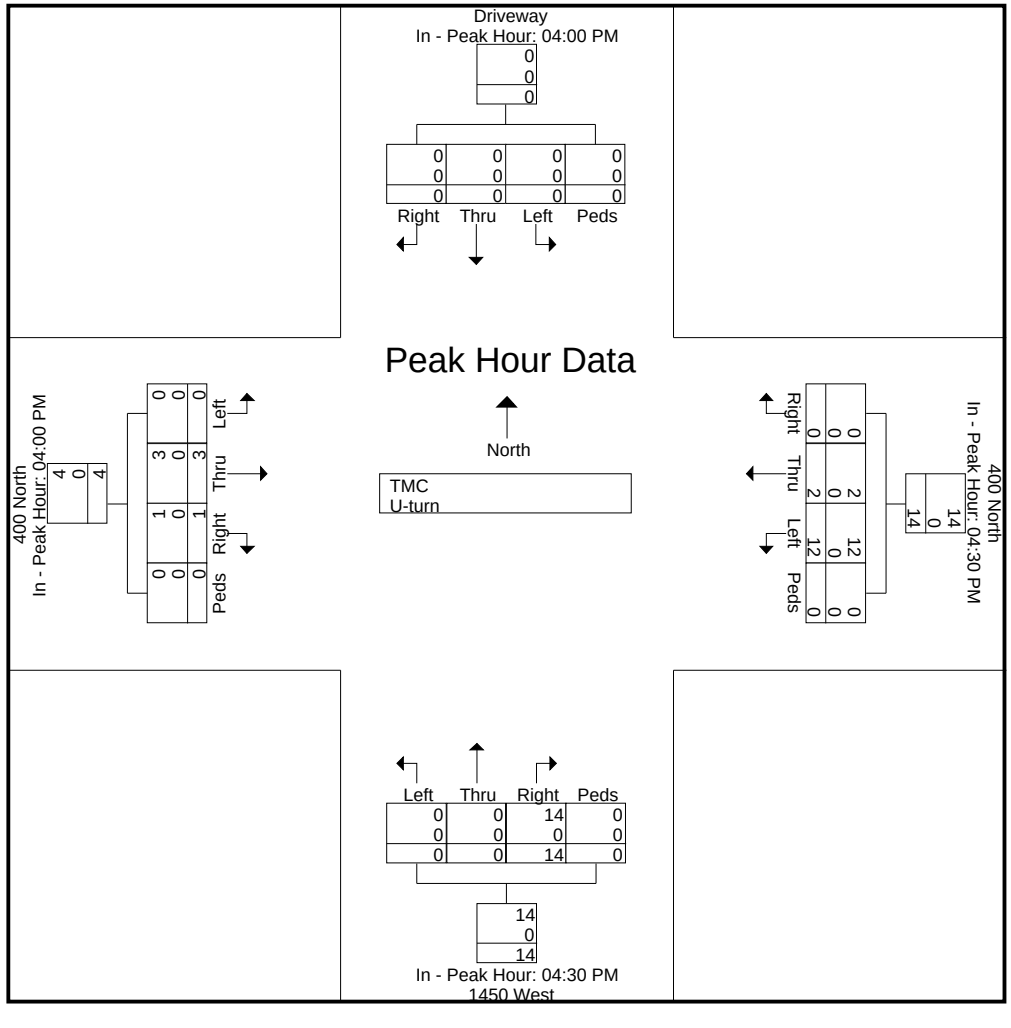
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:30 PM					04:30 PM					04:00 PM					
+0 mins.	0	0	0	0	0	0	**1**	1	0	2	4	0	0	0	4	**1**	**1**	0	0	**2**	
+15 mins.	0	0	0	0	0	0	0	**6**	0	**6**	2	0	0	0	2	0	1	0	0	1	
+30 mins.	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	0	1	0	0	1	
+45 mins.	0	0	0	0	0	0	1	2	0	3	**6**	0	0	0	**6**	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	2	12	0	14	14	0	0	0	14	1	3	0	0	4	
% App. Total	0	0	0	0		0	14.3	85.7	0		100	0	0	0		25	75	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.583	.583	.000	.000	.000	.583	.250	.750	.000	.000	.500	
TMC	0	0	0	0	0	0	2	12	0	14	14	0	0	0	14	1	3	0	0	4	
% TMC	0	0	0	0	0	0	100	100	0	100	100	0	0	0	100	100	100	0	0	100	
U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% U-turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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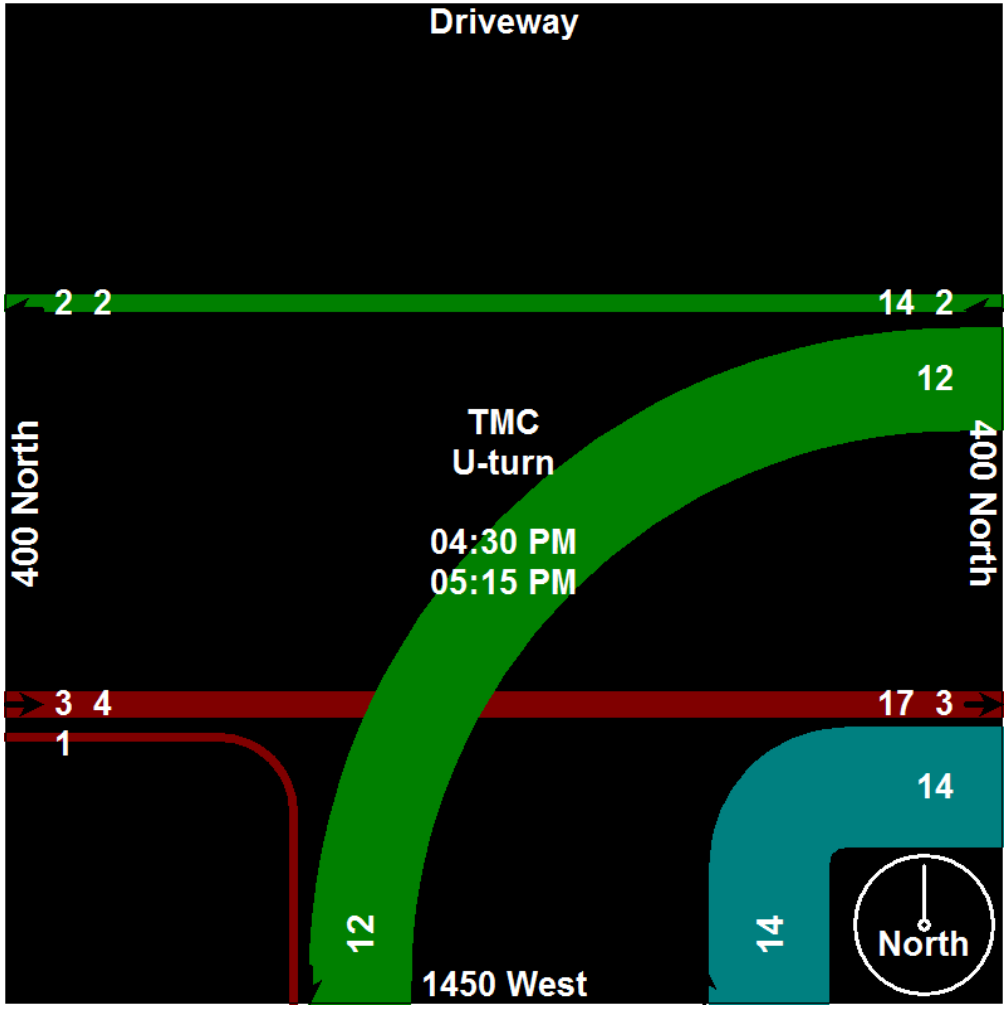


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File Name : Highgate Ave and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

Groups Printed- TMC - Bike

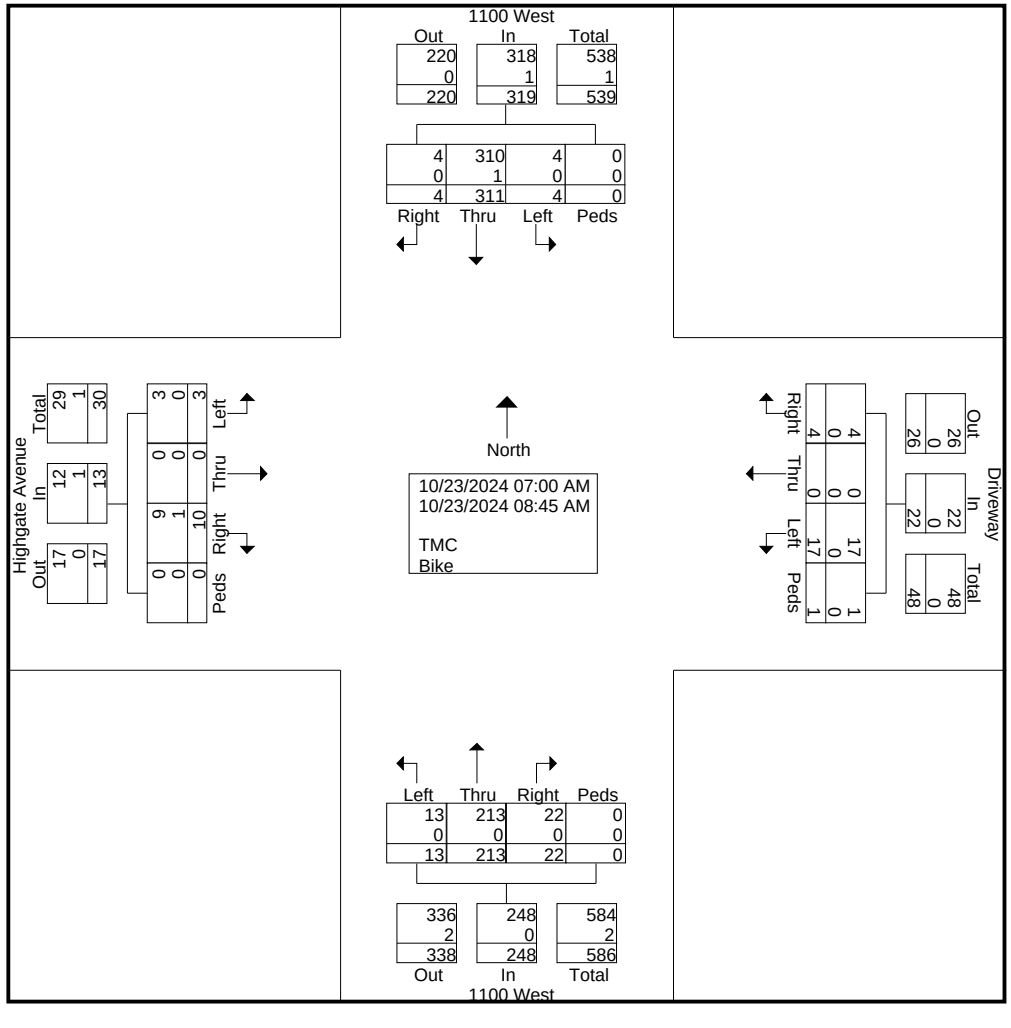
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	32	0	0	33	1	0	1	0	2	5	11	2	0	18	2	0	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
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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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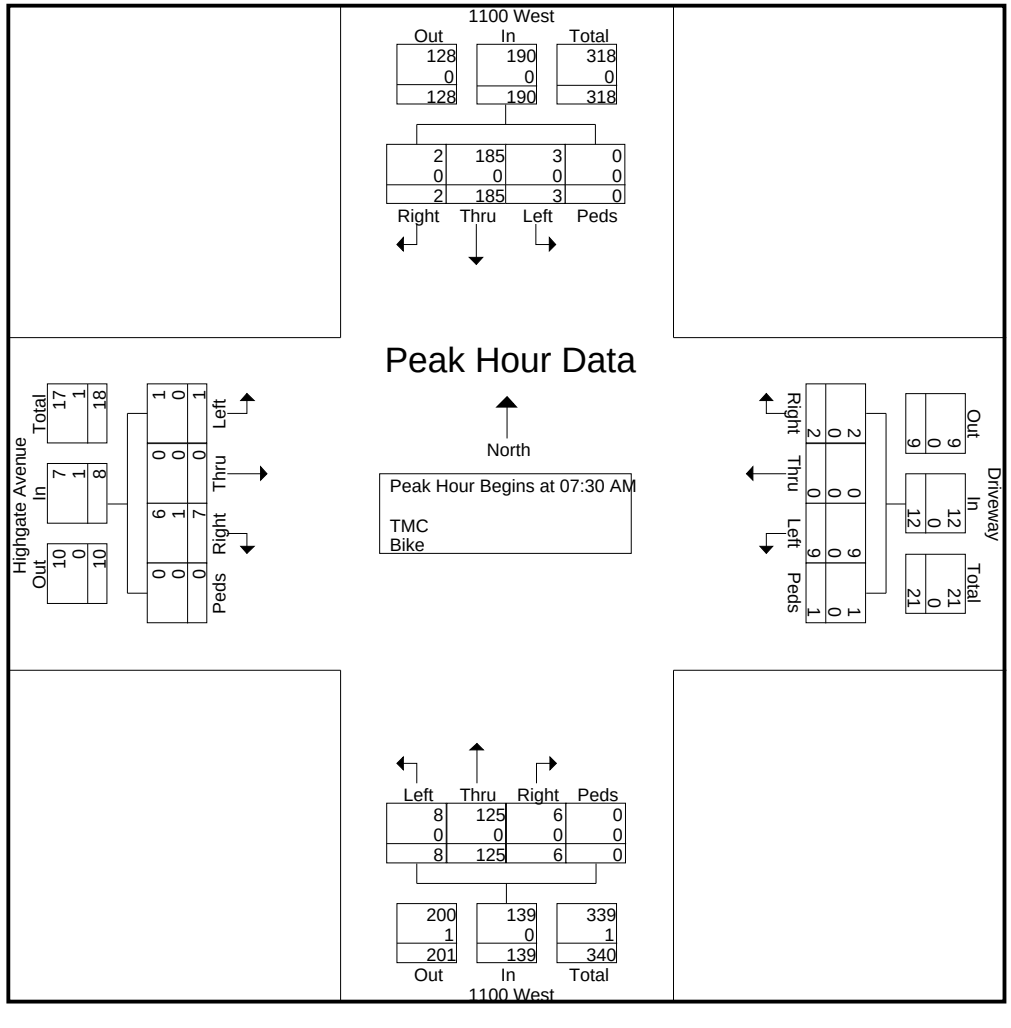
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**58**	**1**	0	**59**	**2**	0	**4**	0	**6**	**4**	24	**3**	0	31	0	0	0	0	0	96
07:45 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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File Name : Highgate Ave and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

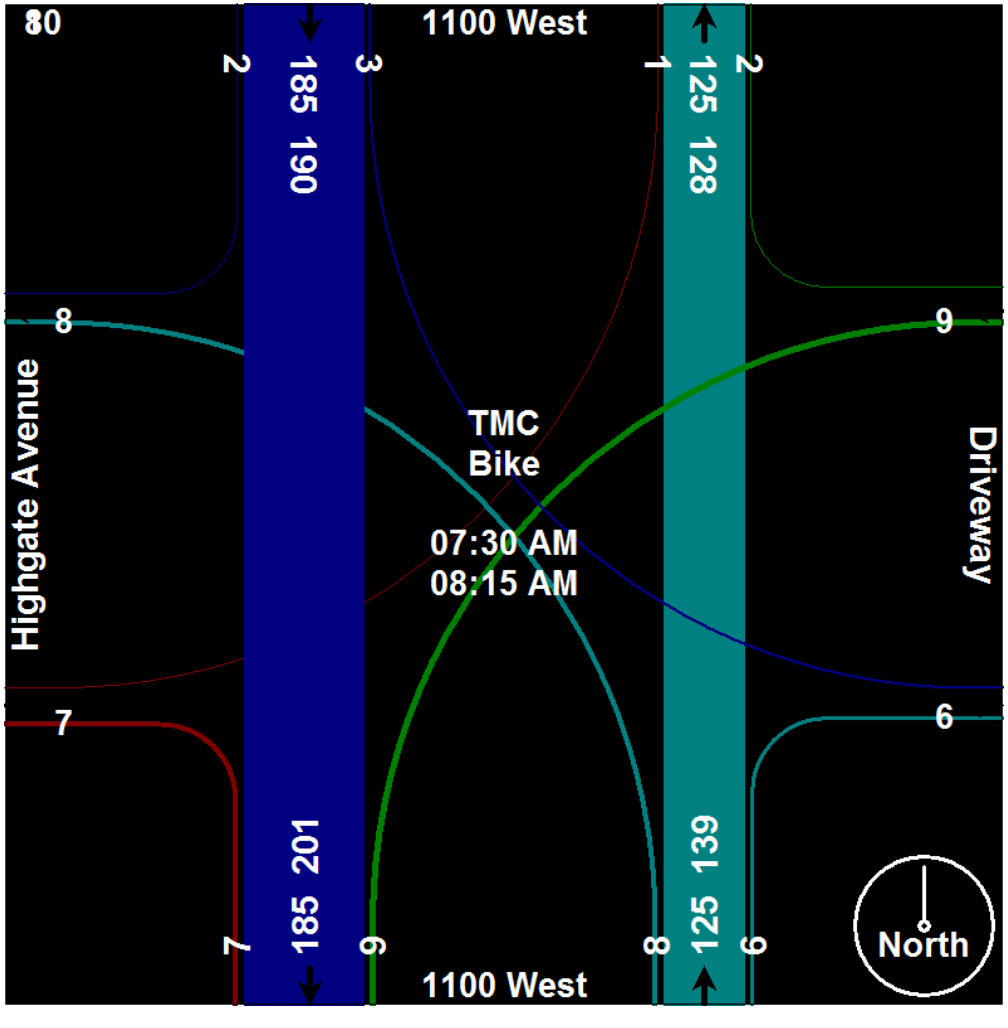


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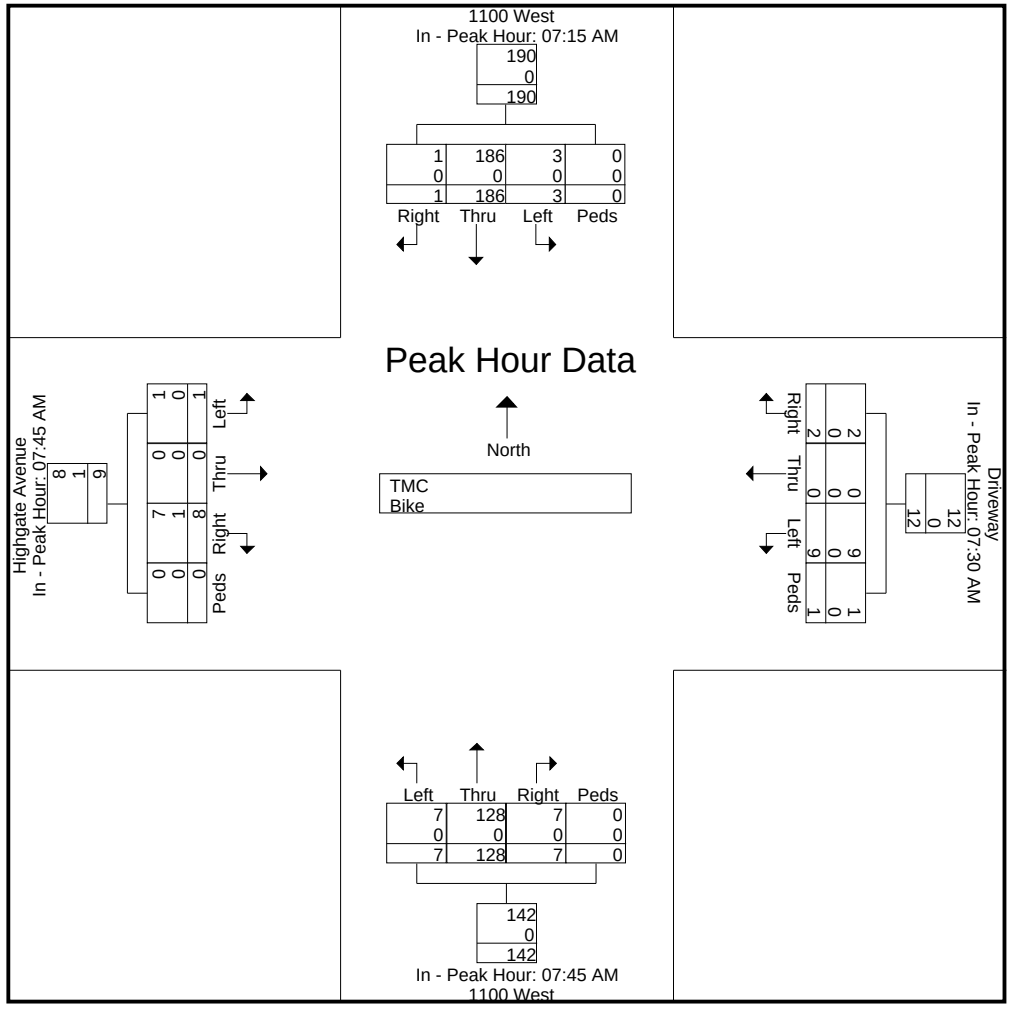
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - 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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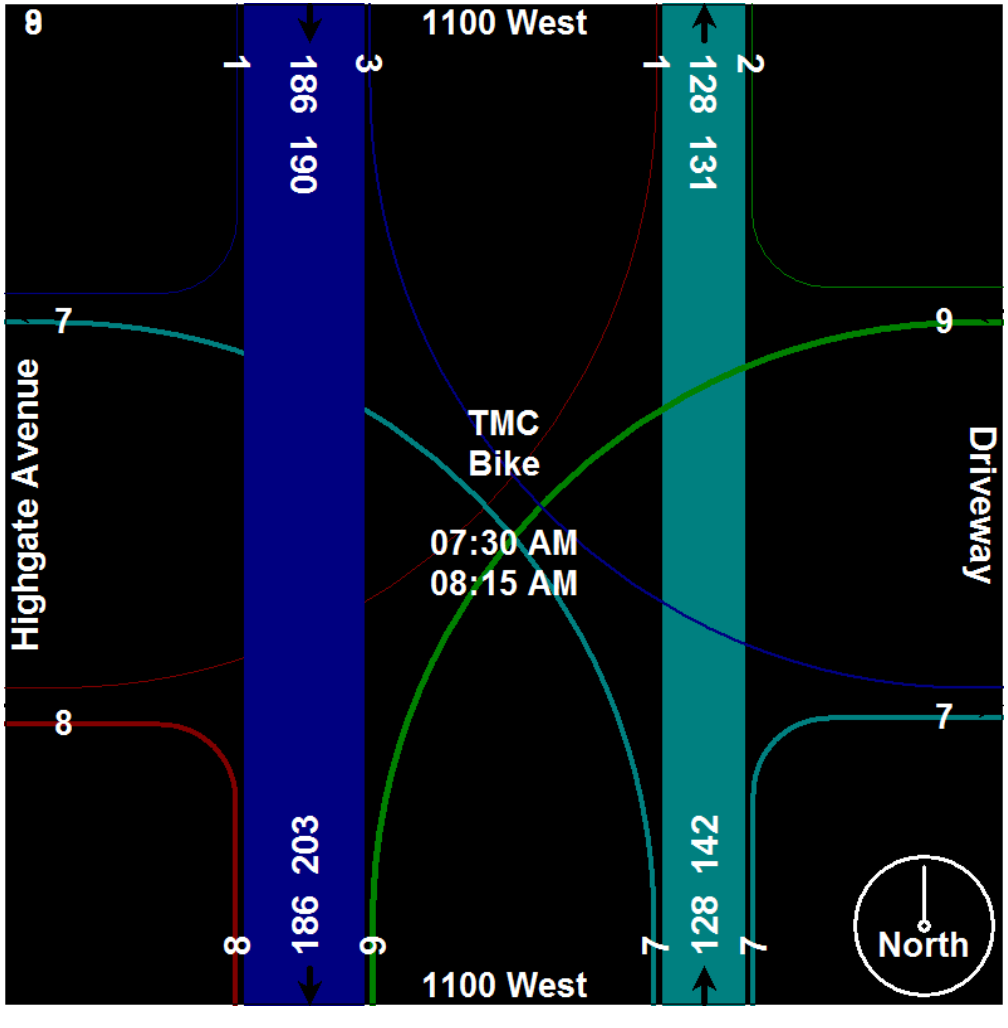


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Groups Printed- TMC - Bike

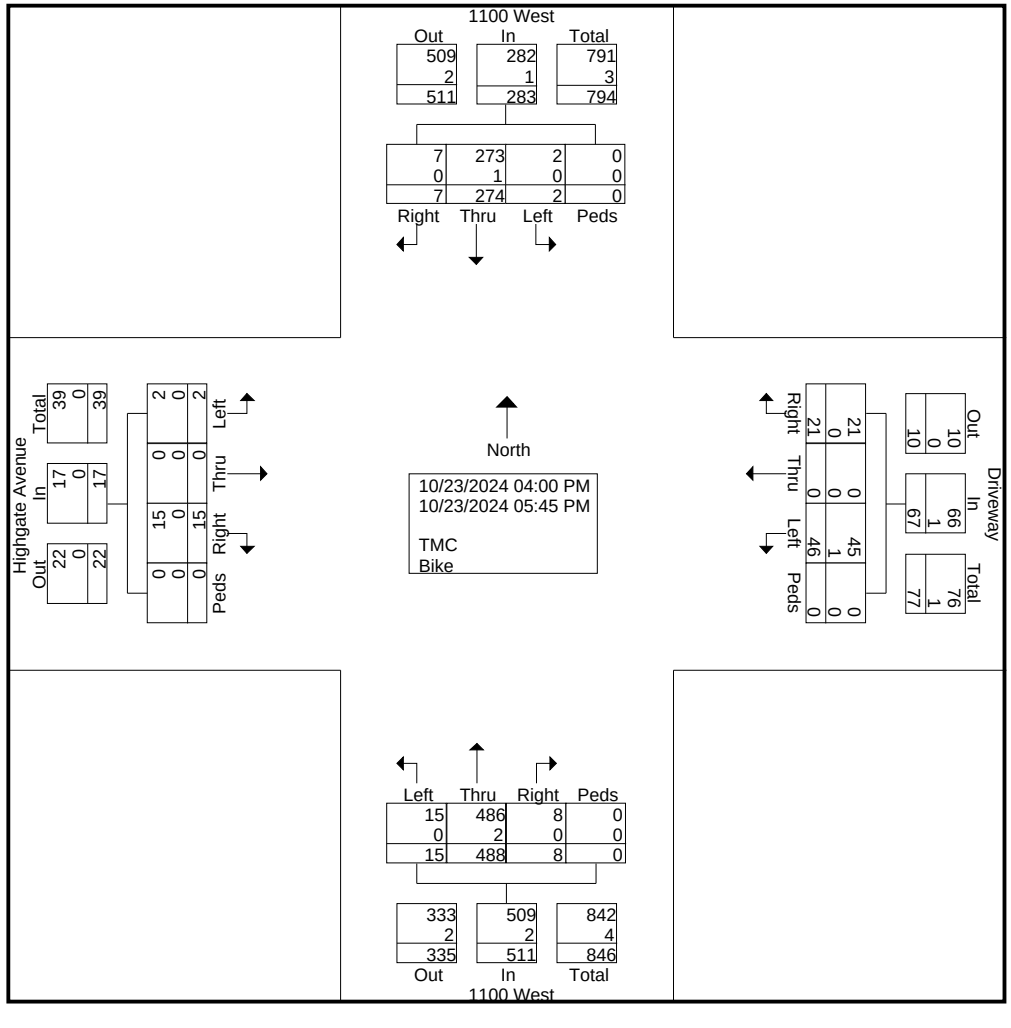
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	30	0	0	31	3	0	5	0	8	0	51	2	0	53	1	0	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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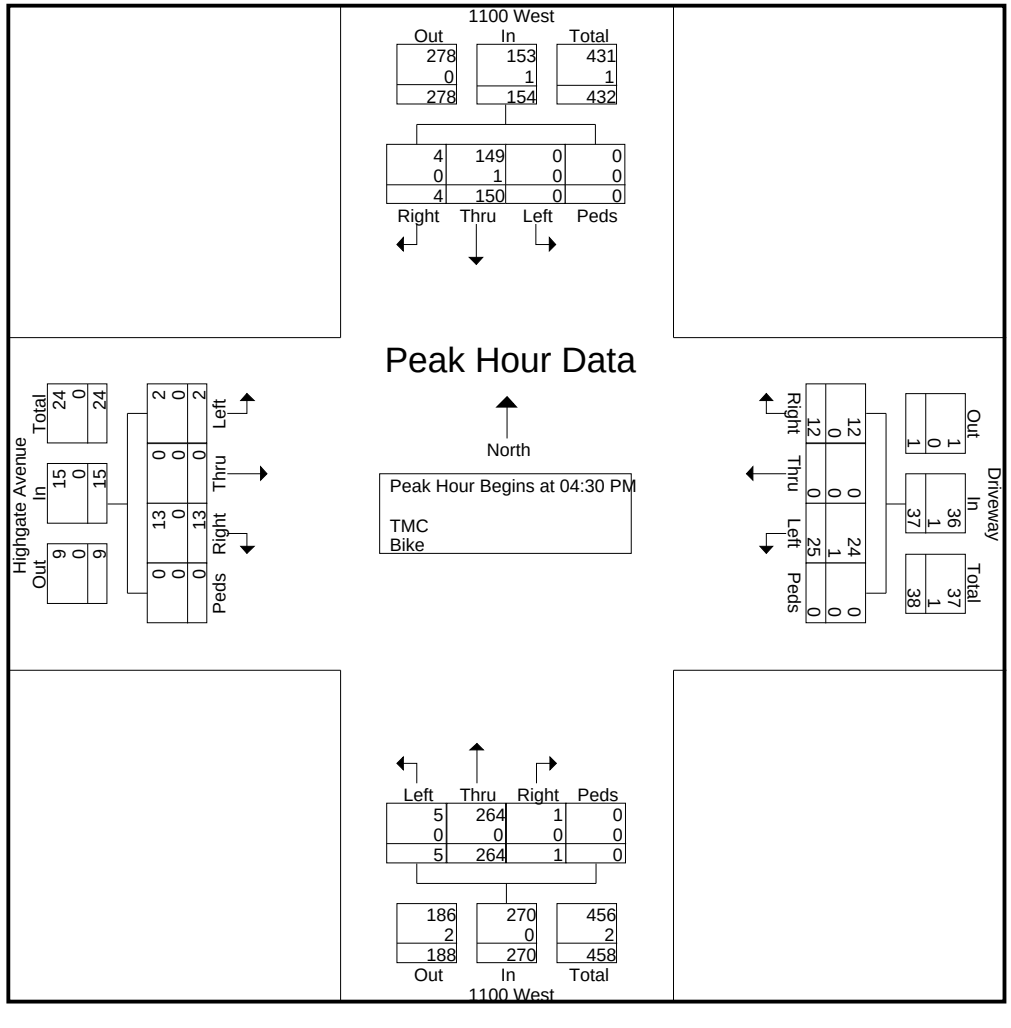
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
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
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
Total Volume	4	150	0	0	154	12	0	25	0	37	1	264	5	0	270	13	0	2	0	15	476
% App. Total	2.6	97.4	0	0		32.4	0	67.6	0		0.4	97.8	1.9	0		86.7	0	13.3	0		
PHF	.500	.872	.000	.000	.875	.375	.000	.625	.000	.578	.250	.880	.625	.000	.865	.542	.000	.250	.000	.469	.922
TMC	4	149	0	0	153	12	0	24	0	36	1	264	5	0	270	13	0	2	0	15	474
% TMC	100	99.3	0	0	99.4	100	0	96.0	0	97.3	100	100	100	0	100	100	0	100	0	100	99.6
Bike	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
% Bike	0	0.7	0	0	0.6	0	0	4.0	0	2.7	0	0	0	0	0	0	0	0	0	0	0.4

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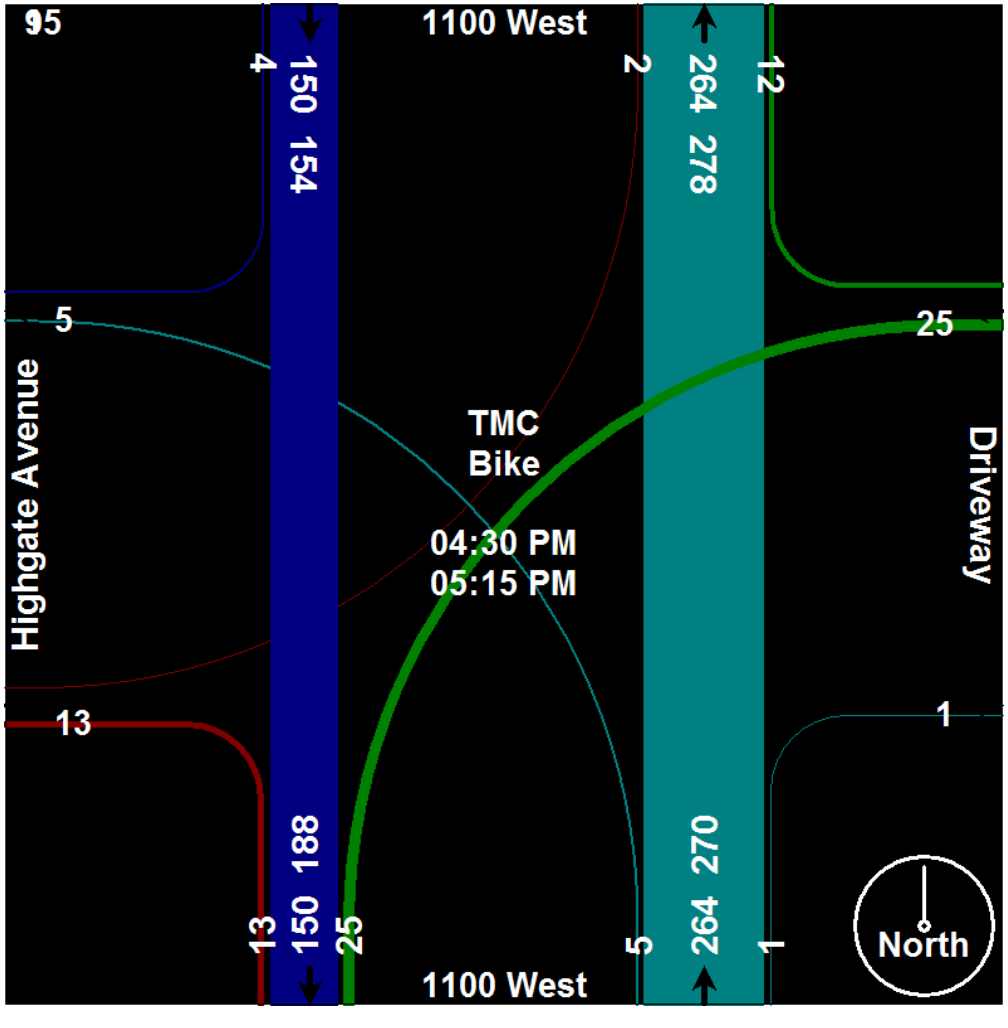


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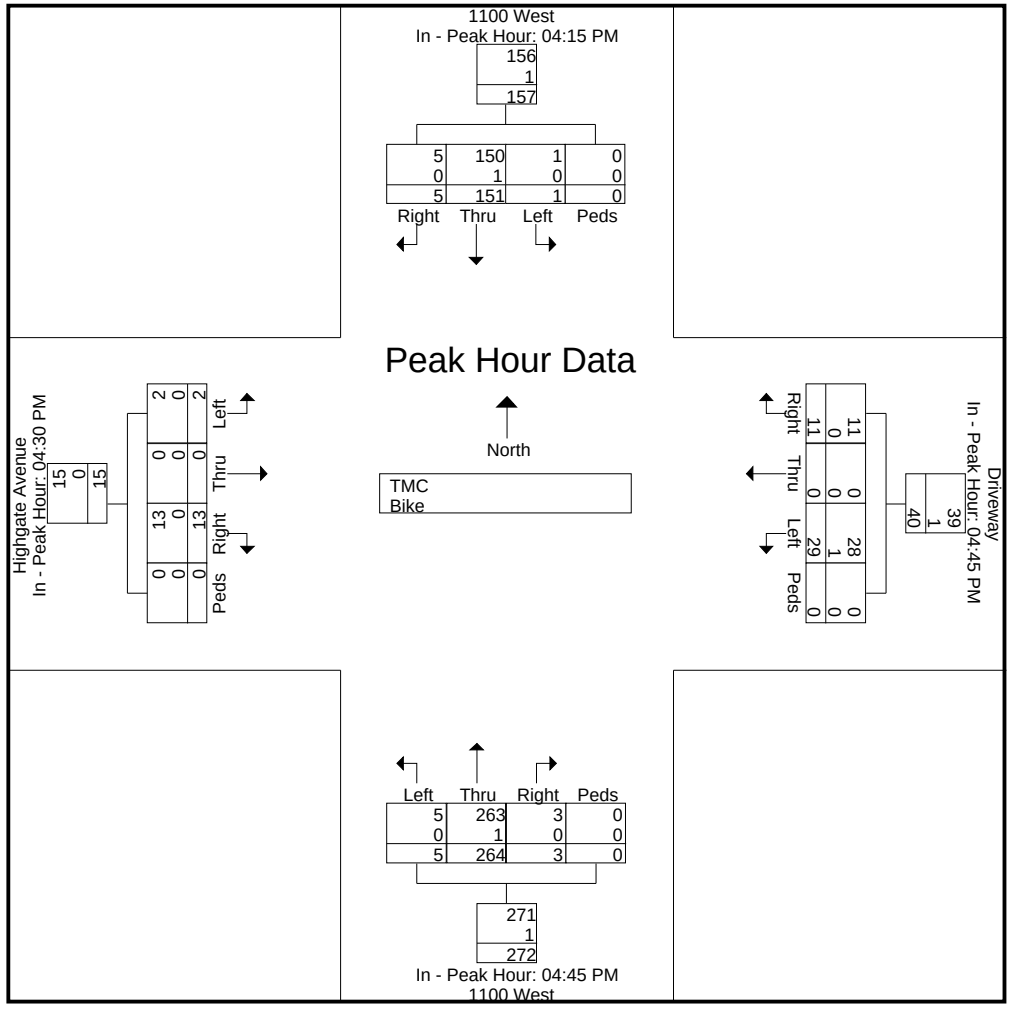
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each 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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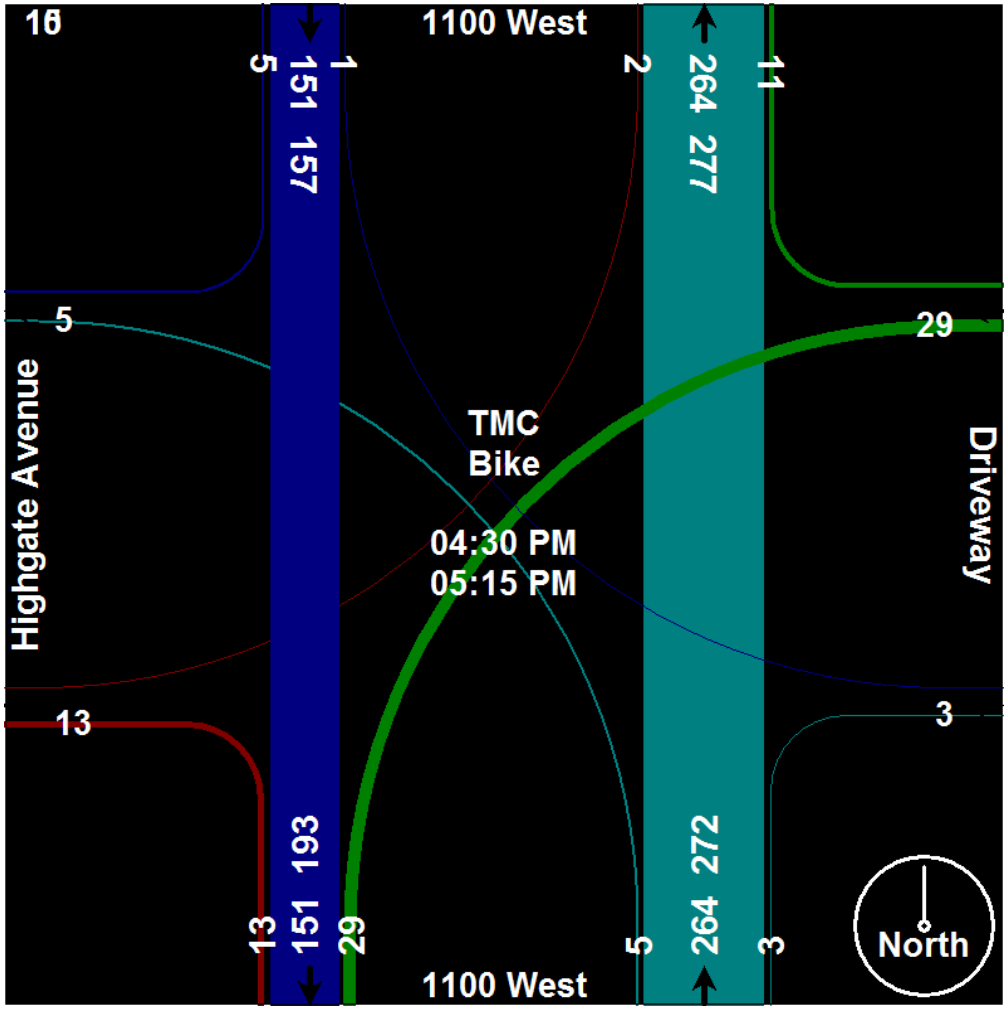


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Page No : 1

Groups Printed- TMC - Bike - turn

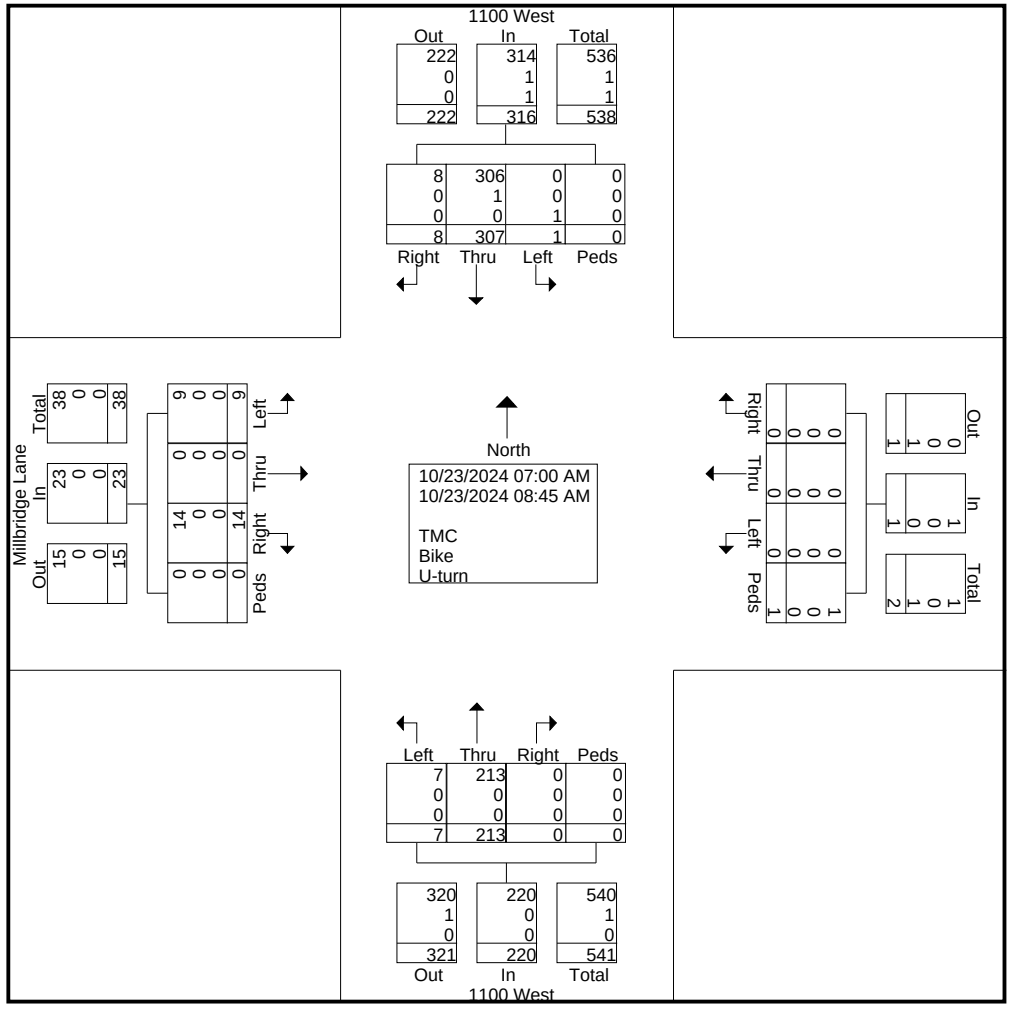
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	34	0	0	34	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	48
07:15 AM	0	33	0	0	33	0	0	0	0	0	0	15	1	0	16	0	0	1	0	1	50
07:30 AM	1	56	0	0	57	0	0	0	0	0	0	26	0	0	26	4	0	0	0	4	87
07:45 AM	2	52	1	0	55	0	0	0	0	0	0	37	0	0	37	3	0	2	0	5	97
Total	3	175	1	0	179	0	0	0	0	0	0	90	1	0	91	7	0	5	0	12	282
08:00 AM	2	40	0	0	42	0	0	0	0	0	0	38	1	0	39	1	0	2	0	3	84
08:15 AM	3	34	0	0	37	0	0	0	1	1	0	23	1	0	24	1	0	0	0	1	63
08:30 AM	0	28	0	0	28	0	0	0	0	0	0	24	2	0	26	2	0	0	0	2	56
08:45 AM	0	30	0	0	30	0	0	0	0	0	0	38	2	0	40	3	0	2	0	5	75
Total	5	132	0	0	137	0	0	0	1	1	0	123	6	0	129	7	0	4	0	11	278
Grand Total	8	307	1	0	316	0	0	0	1	1	0	213	7	0	220	14	0	9	0	23	560
Apprch %	2.5	97.2	0.3	0		0	0	0	100		0	96.8	3.2	0		60.9	0	39.1	0		
Total %	1.4	54.8	0.2	0	56.4	0	0	0	0.2	0.2	0	38	1.2	0	39.3	2.5	0	1.6	0	4.1	
TMC	8	306	0	0	314	0	0	0	1	1	0	213	7	0	220	14	0	9	0	23	558
% TMC	100	99.7	0	0	99.4	0	0	0	100	100	0	100	100	0	100	100	0	100	0	100	99.6
Bike	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bike	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
U-turn	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% U-turn	0	0	100	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2

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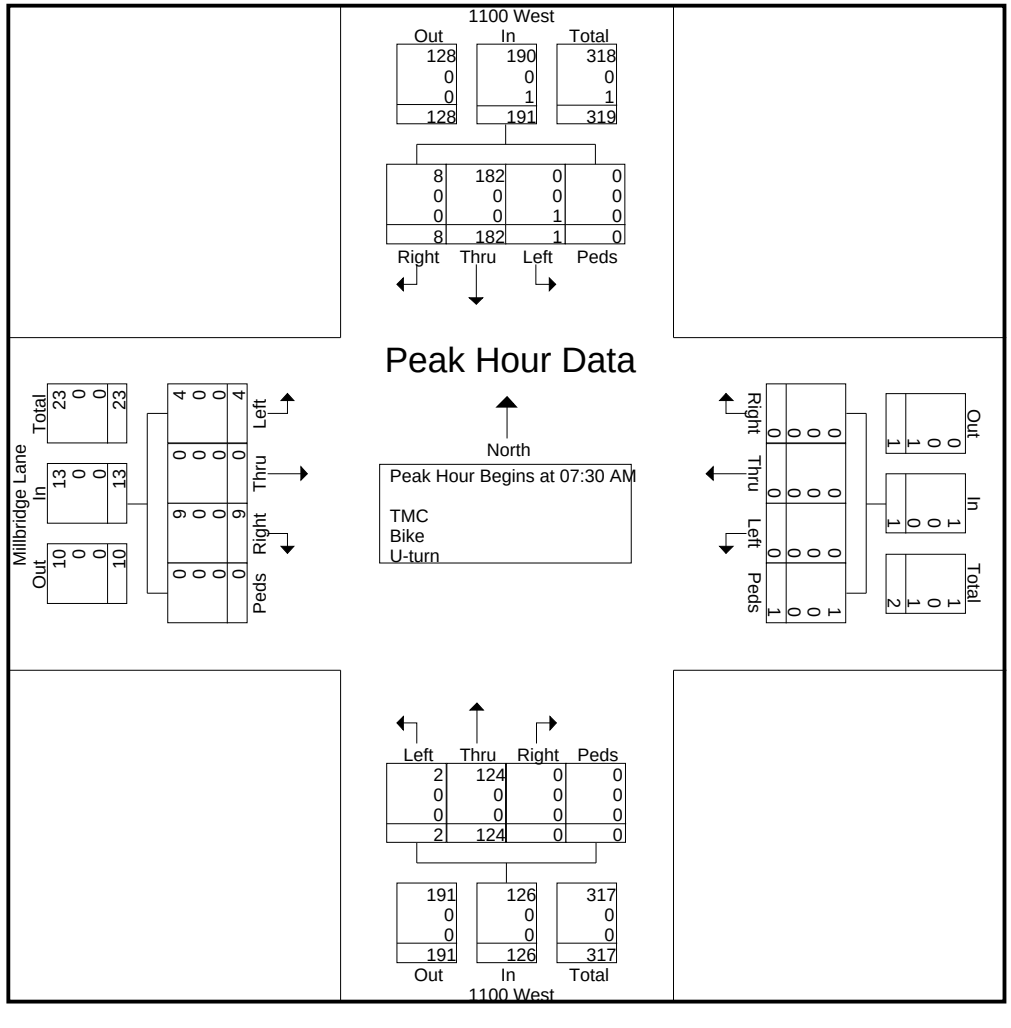
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Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	**56**	0	0	**57**	0	0	0	0	0	0	26	0	0	26	**4**	0	0	0	4	87
07:45 AM	2	52	**1**	0	55	0	0	0	0	0	0	37	0	0	37	3	0	**2**	0	**5**	**97**
08:00 AM	2	40	0	0	42	0	0	0	0	0	0	**38**	**1**	0	**39**	1	0	2	0	3	84
08:15 AM	**3**	34	0	0	37	0	0	0	**1**	**1**	0	23	1	0	24	1	0	0	0	1	63
Total Volume	8	182	1	0	191	0	0	0	1	1	0	124	2	0	126	9	0	4	0	13	331
% App. Total	4.2	95.3	0.5	0		0	0	0	100		0	98.4	1.6	0		69.2	0	30.8	0		
PHF	.667	.813	.250	.000	.838	.000	.000	.000	.250	.250	.000	.816	.500	.000	.808	.563	.000	.500	.000	.650	.853
TMC	8	182	0	0	190	0	0	0	1	1	0	124	2	0	126	9	0	4	0	13	330
% TMC	100	100	0	0	99.5	0	0	0	100	100	0	100	100	0	100	100	0	100	0	100	99.7
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
U-turn	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% U-turn	0	0	100	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3

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File Name : Millbridge Lane and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

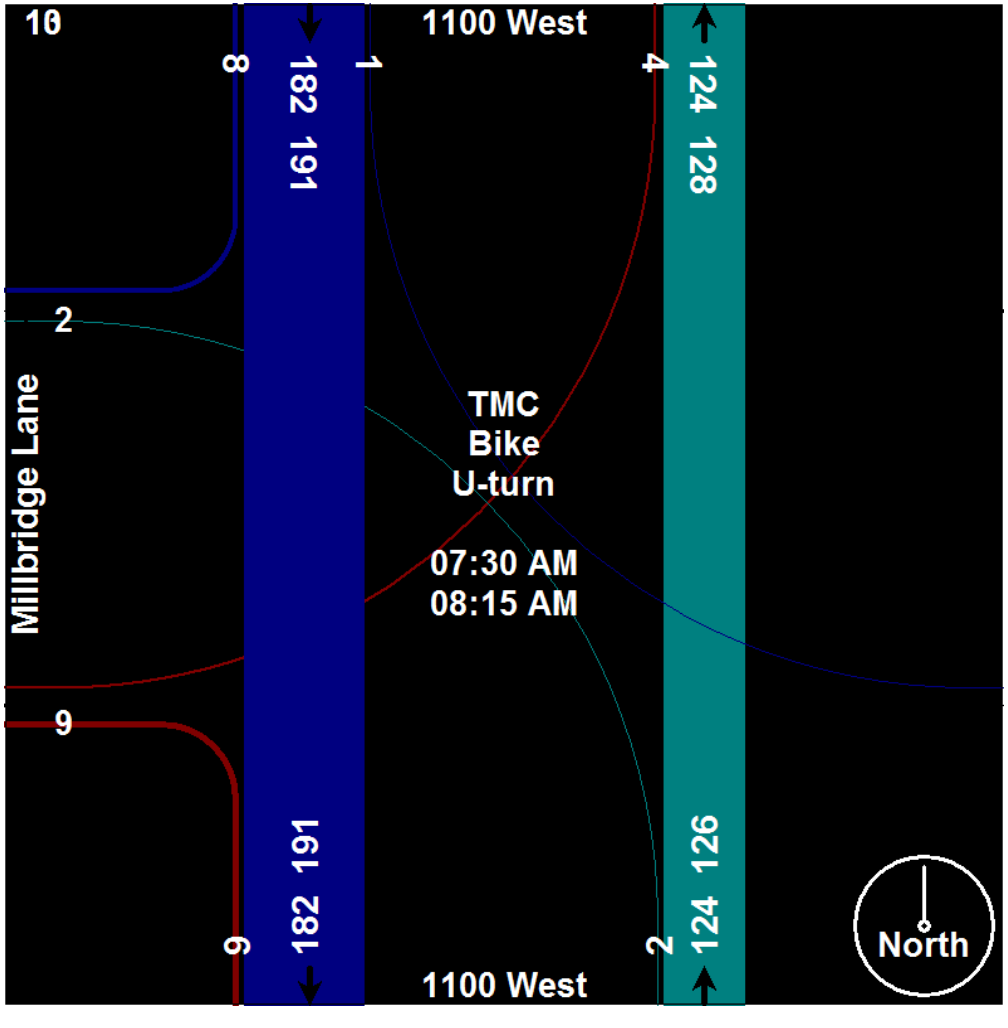


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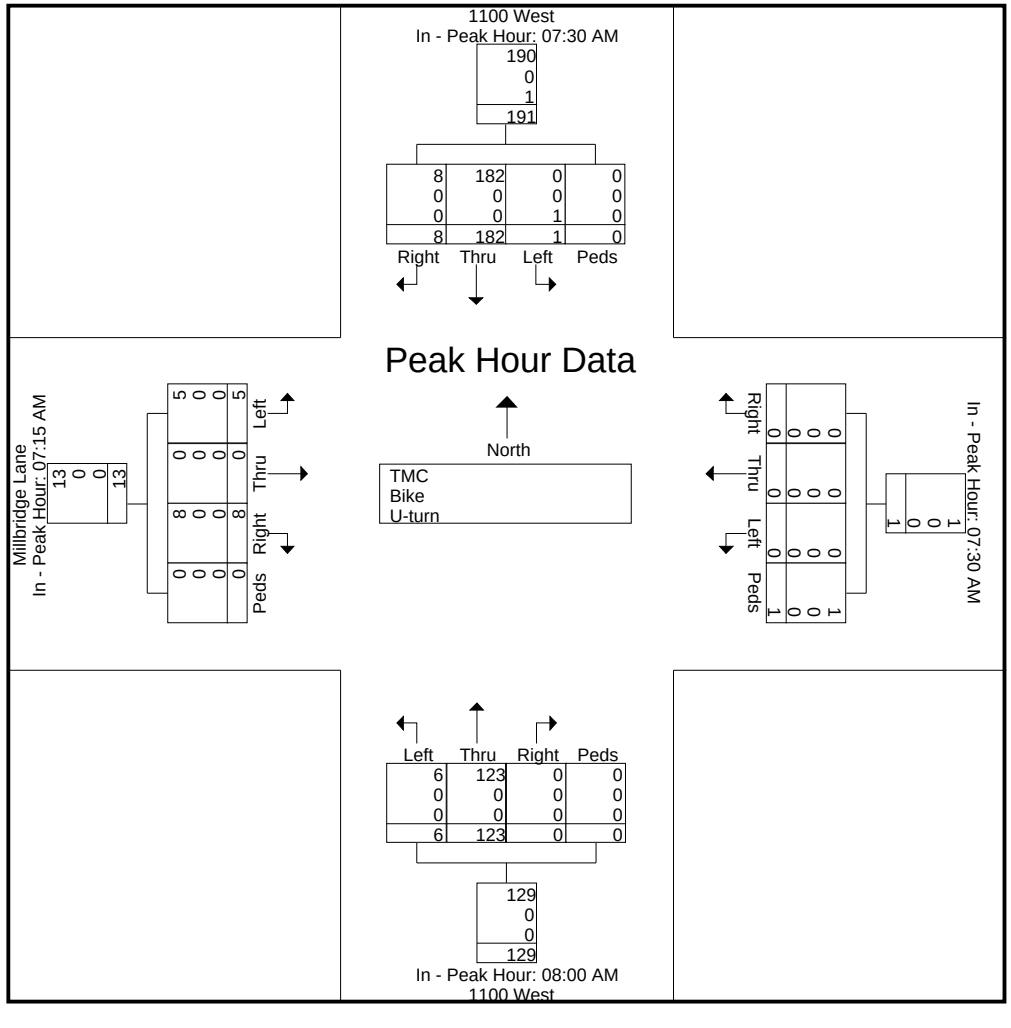
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:30 AM					08:00 AM					07:15 AM					
+0 mins.	1	**56**	0	0	**57**	0	0	0	0	0	0	**38**	1	0	39	0	0	1	0	1	
+15 mins.	2	52	**1**	0	55	0	0	0	0	0	0	23	1	0	24	**4**	0	0	0	4	
+30 mins.	2	40	0	0	42	0	0	0	0	0	0	24	**2**	0	26	3	0	**2**	0	**5**	
+45 mins.	**3**	34	0	0	37	0	0	0	**1**	**1**	0	38	2	0	**40**	1	0	2	0	3	
Total Volume	8	182	1	0	191	0	0	0	1	1	0	123	6	0	129	8	0	5	0	13	
% App. Total	4.2	95.3	0.5	0		0	0	0	100		0	95.3	4.7	0		61.5	0	38.5	0		
PHF	.667	.813	.250	.000	.838	.000	.000	.000	.250	.250	.000	.809	.750	.000	.806	.500	.000	.625	.000	.650	
TMC	8	182	0	0	190	0	0	0	1	1	0	123	6	0	129	8	0	5	0	13	
% TMC	100	100	0	0	99.5	0	0	0	100	100	0	100	100	0	100	100	0	100	0	100	
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
U-turn	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% U-turn	0	0	100	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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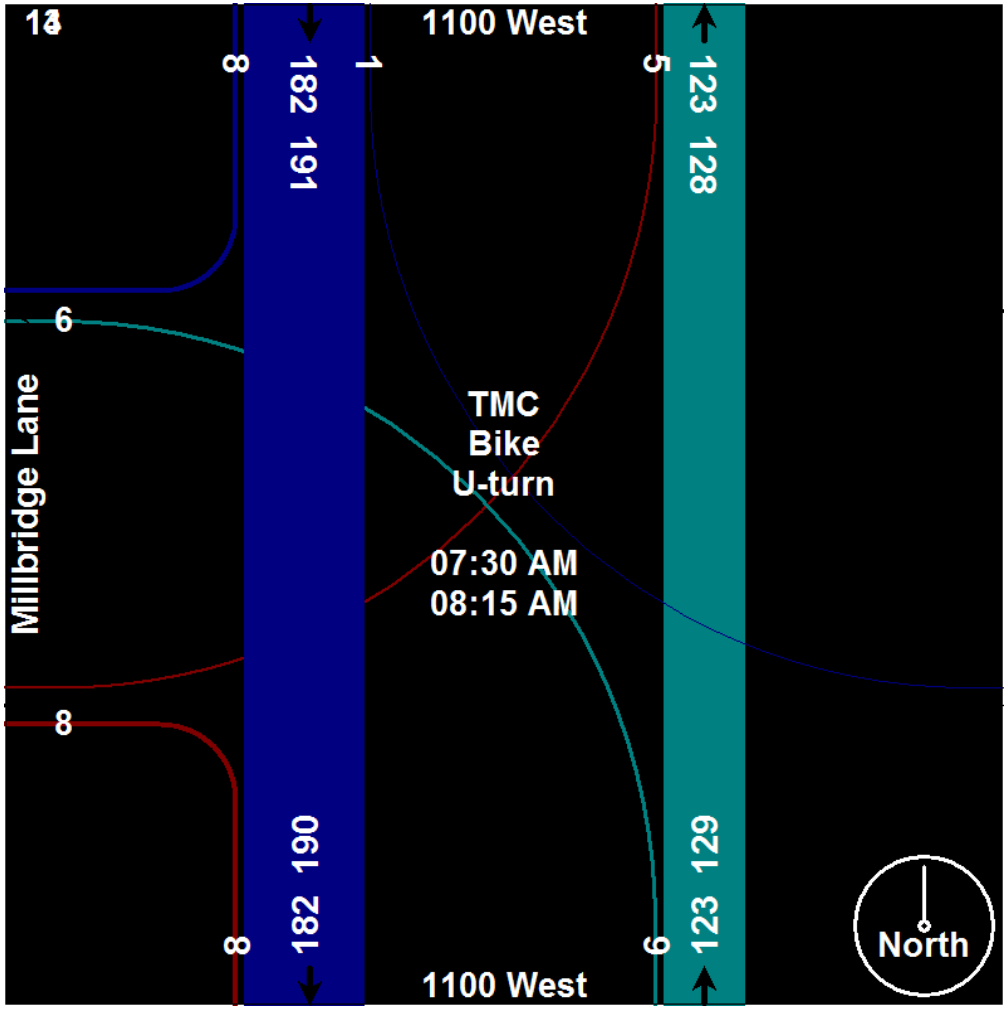


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Groups Printed- TMC - Bike

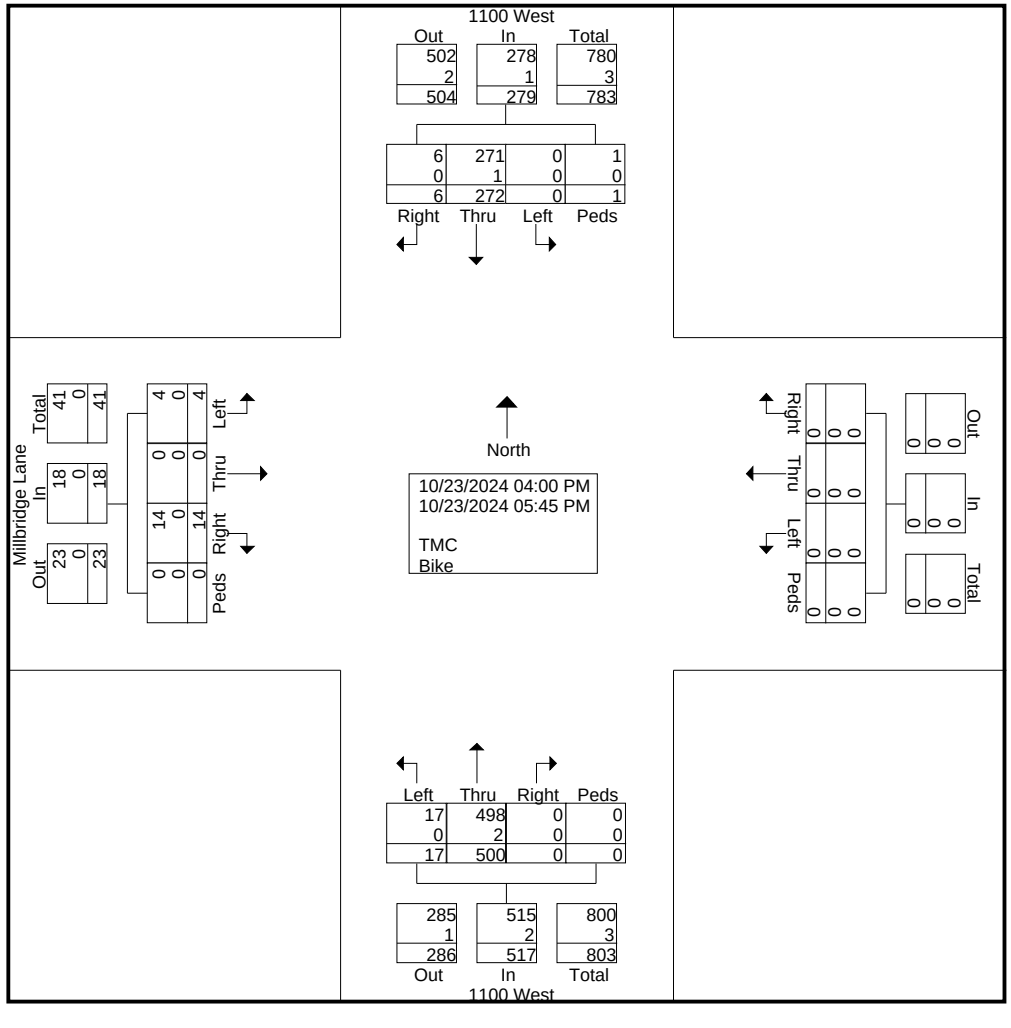
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	31	0	1	34	0	0	0	0	0	0	54	2	0	56	3	0	0	0	3	93
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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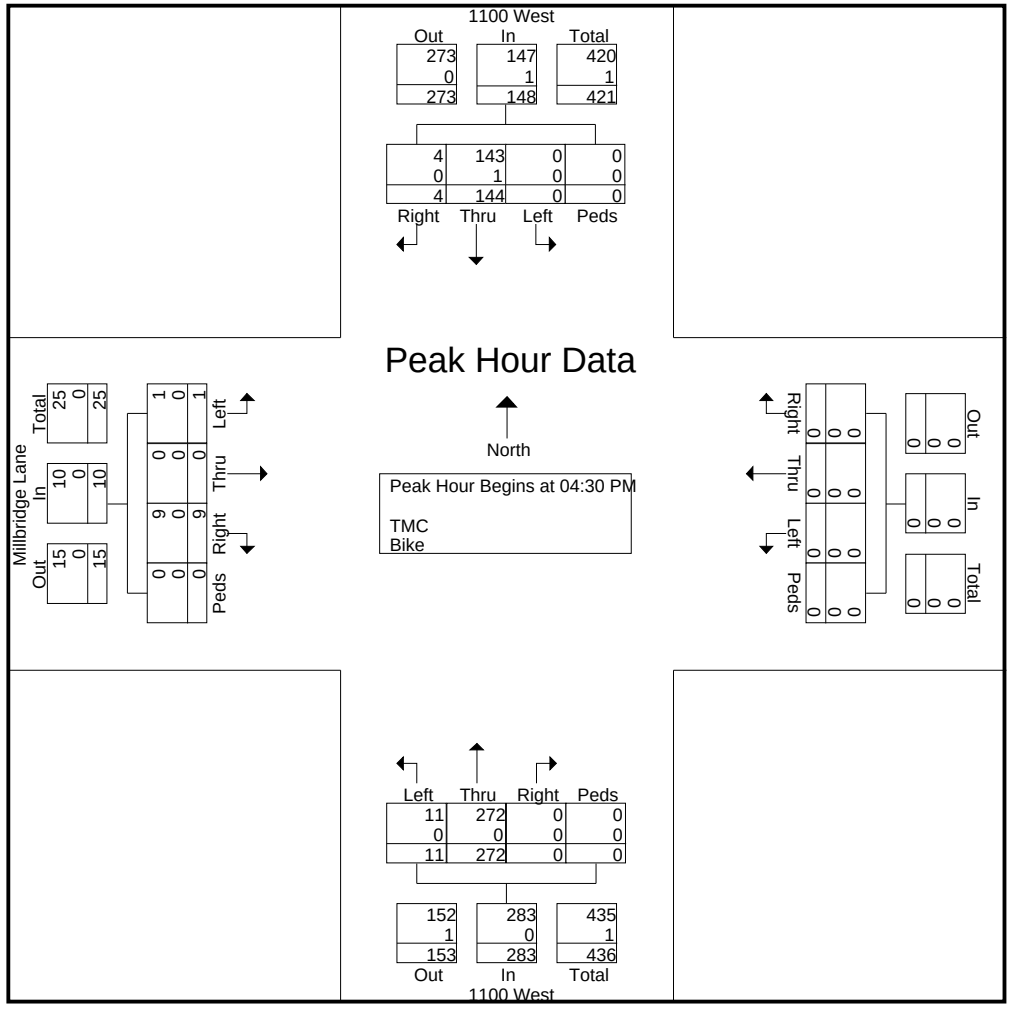
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
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**
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
Total Volume	4	144	0	0	148	0	0	0	0	0	0	272	11	0	283	9	0	1	0	10	441
% App. Total	2.7	97.3	0	0		0	0	0	0		0	96.1	3.9	0		90	0	10	0		
PHF	.500	.878	.000	.000	.881	.000	.000	.000	.000	.000	.000	.932	.917	.000	.943	.750	.000	.250	.000	.833	.950
TMC	4	143	0	0	147	0	0	0	0	0	0	272	11	0	283	9	0	1	0	10	440
% TMC	100	99.3	0	0	99.3	0	0	0	0	0	0	100	100	0	100	100	0	100	0	100	99.8
Bike	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bike	0	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2

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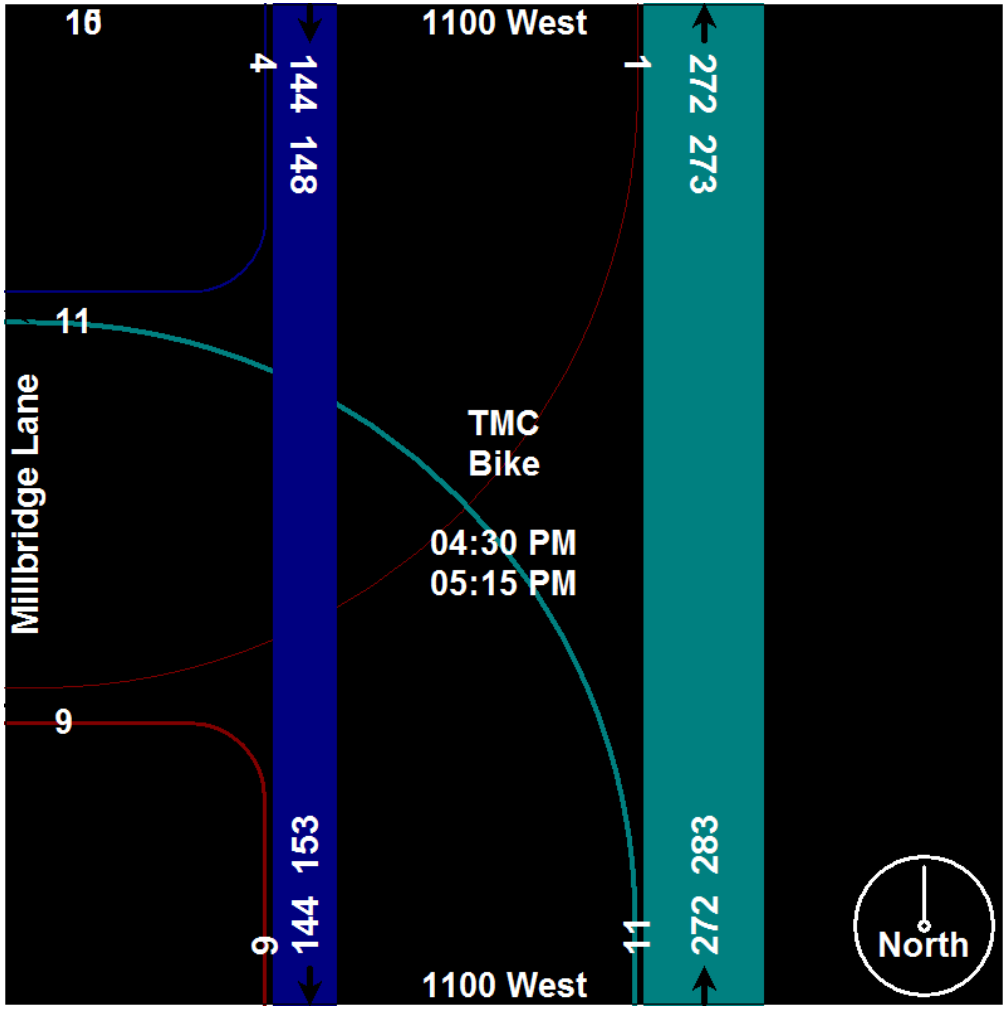


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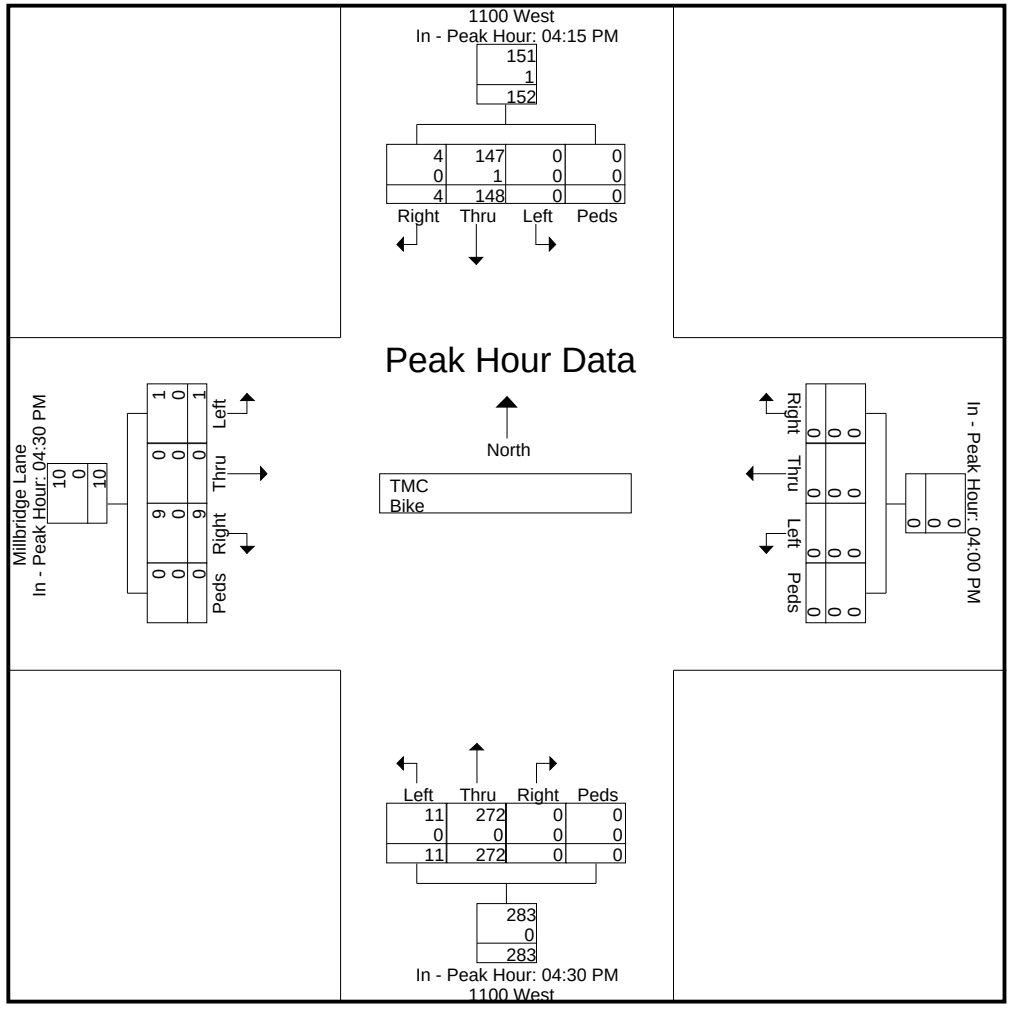
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:00 PM					04:30 PM					04:30 PM					
+0 mins.	0	38	0	0	38	0	0	0	0	0	0	61	**3**	0	64	1	0	0	0	1	
+15 mins.	**2**	34	0	0	36	0	0	0	0	0	0	68	3	0	71	**3**	0	0	0	**3**	
+30 mins.	1	**41**	0	0	**42**	0	0	0	0	0	0	**73**	2	0	**75**	3	0	0	0	3	
+45 mins.	1	35	0	0	36	0	0	0	0	0	0	70	3	0	73	2	0	**1**	0	3	
Total Volume	4	148	0	0	152	0	0	0	0	0	0	272	11	0	283	9	0	1	0	10	
% App. Total	2.6	97.4	0	0		0	0	0	0		0	96.1	3.9	0		90	0	10	0		
PHF	.500	.902	.000	.000	.905	.000	.000	.000	.000	.000	.000	.932	.917	.000	.943	.750	.000	.250	.000	.833	
TMC	4	147	0	0	151	0	0	0	0	0	0	272	11	0	283	9	0	1	0	10	
% TMC	100	99.3	0	0	99.3	0	0	0	0	0	0	100	100	0	100	100	0	100	0	100	
Bike	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bike	0	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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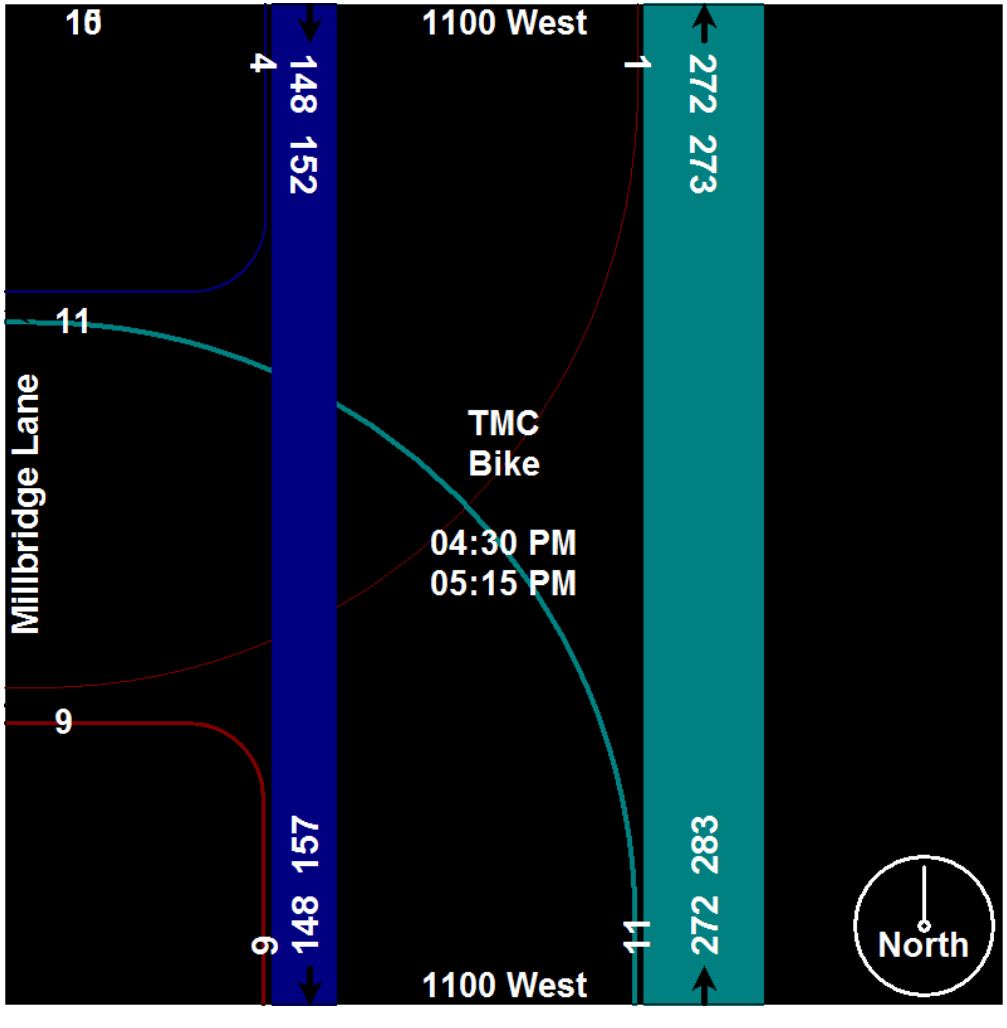


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Groups Printed- TMC - Bike

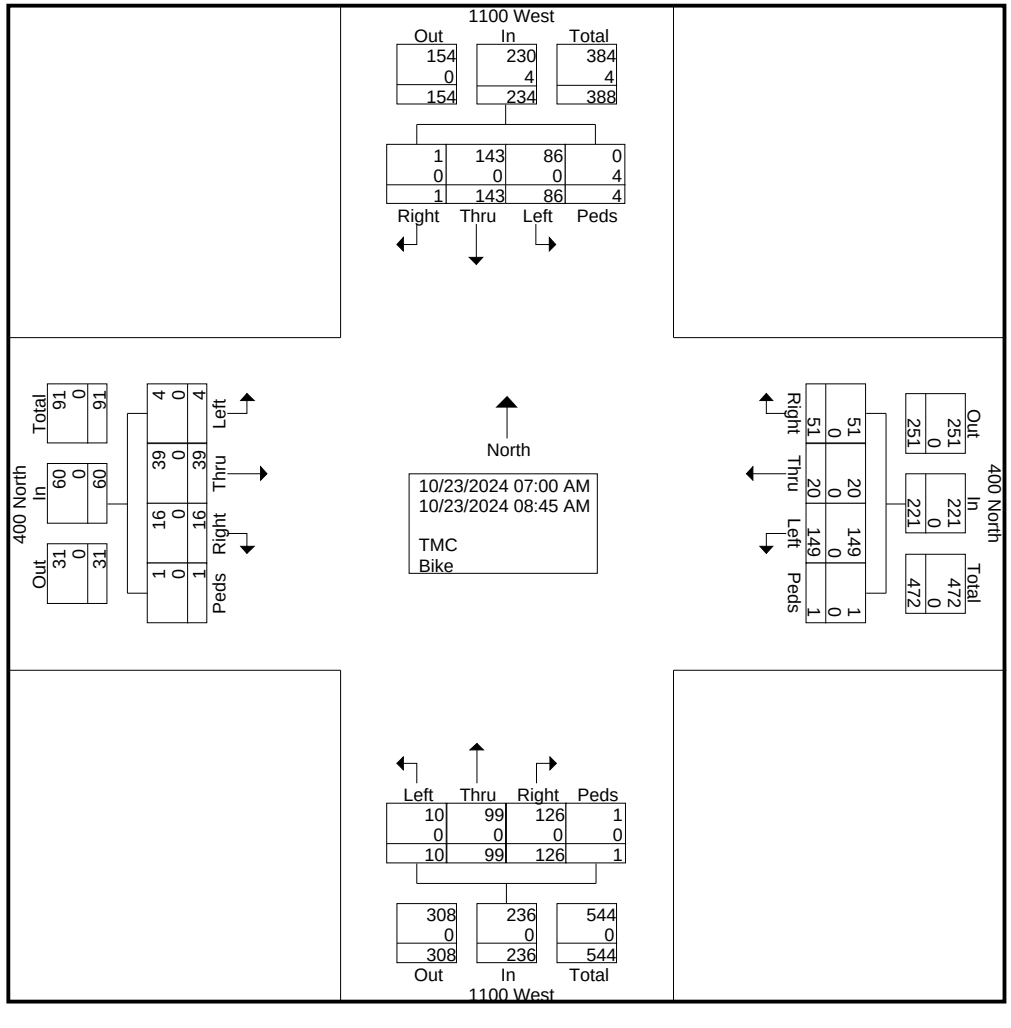
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	18	2	0	20	4	2	12	0	18	7	6	1	0	14	2	1	0	0	3	55
07:15 AM	0	15	10	0	25	9	0	14	0	23	8	9	1	1	19	1	5	0	1	7	74
07:30 AM	0	25	12	0	37	5	2	31	0	38	13	9	0	0	22	2	3	0	0	5	102
07:45 AM	0	20	13	0	33	1	0	28	0	29	23	17	3	0	43	2	4	1	0	7	112
Total	0	78	37	0	115	19	4	85	0	108	51	41	5	1	98	7	13	1	1	22	343
08:00 AM	0	27	6	2	35	4	3	20	0	27	20	20	0	0	40	2	3	1	0	6	108
08:15 AM	0	15	4	0	19	3	2	16	0	21	15	11	0	0	26	1	7	1	0	9	75
08:30 AM	0	13	20	2	35	9	5	13	1	28	20	11	1	0	32	3	9	1	0	13	108
08:45 AM	1	10	19	0	30	16	6	15	0	37	20	16	4	0	40	3	7	0	0	10	117
Total	1	65	49	4	119	32	16	64	1	113	75	58	5	0	138	9	26	3	0	38	408
Grand Total	1	143	86	4	234	51	20	149	1	221	126	99	10	1	236	16	39	4	1	60	751
Apprch %	0.4	61.1	36.8	1.7		23.1	9	67.4	0.5		53.4	41.9	4.2	0.4		26.7	65	6.7	1.7		
Total %	0.1	19	11.5	0.5	31.2	6.8	2.7	19.8	0.1	29.4	16.8	13.2	1.3	0.1	31.4	2.1	5.2	0.5	0.1	8	
TMC	1	143	86	0	230	51	20	149	1	221	126	99	10	1	236	16	39	4	1	60	747
% TMC	100	100	100	0	98.3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	99.5
Bike	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Bike	0	0	0	100	1.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5

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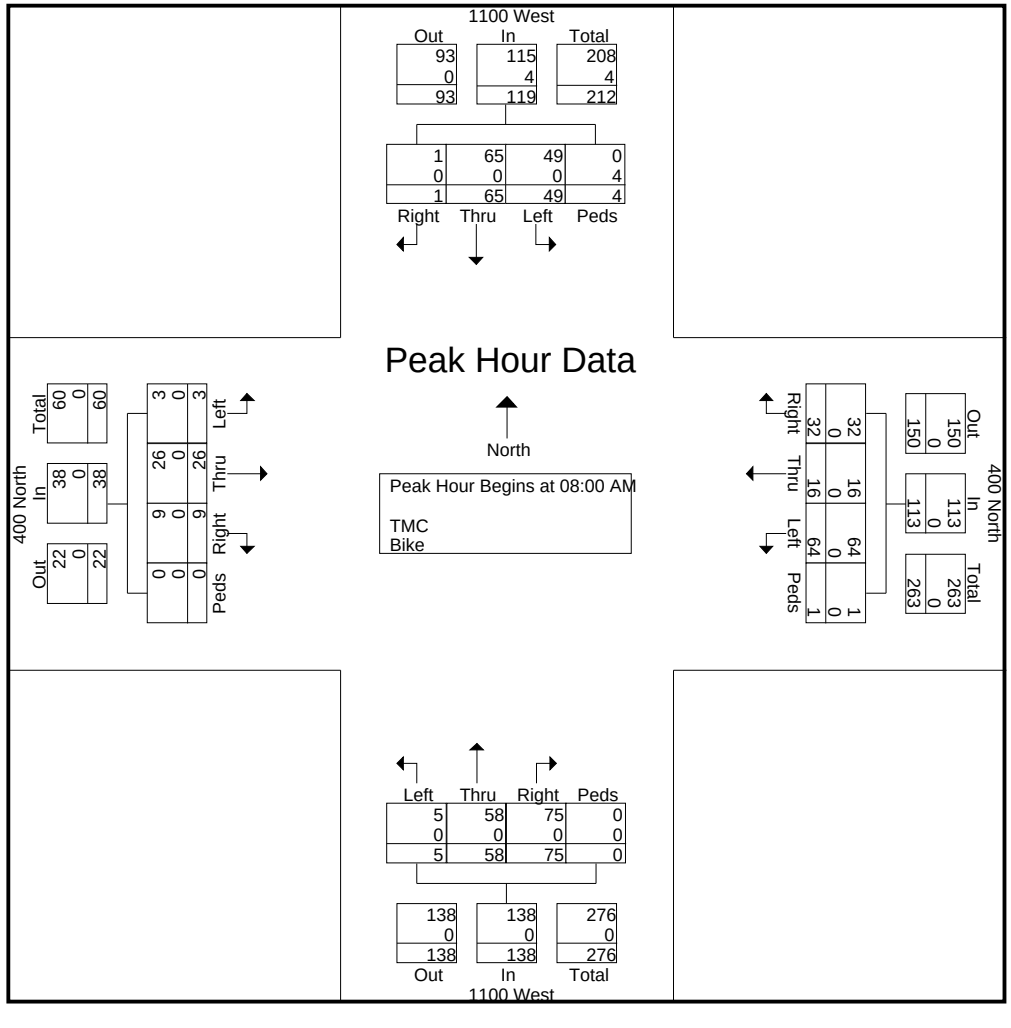
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**27**	6	**2**	**35**	4	3	**20**	0	27	**20**	**20**	0	0	**40**	2	3	**1**	0	6	108
08:15 AM	0	15	4	0	19	3	2	16	0	21	15	11	0	0	26	1	7	1	0	9	75
08:30 AM	0	13	**20**	2	35	9	5	13	**1**	28	20	11	1	0	32	**3**	**9**	1	0	**13**	108
08:45 AM	**1**	10	19	0	30	**16**	**6**	15	0	**37**	20	16	**4**	0	40	3	7	0	0	10	**117**
Total Volume	1	65	49	4	119	32	16	64	1	113	75	58	5	0	138	9	26	3	0	38	408
% App. Total	0.8	54.6	41.2	3.4		28.3	14.2	56.6	0.9		54.3	42	3.6	0		23.7	68.4	7.9	0		
PHF	.250	.602	.613	.500	.850	.500	.667	.800	.250	.764	.938	.725	.313	.000	.863	.750	.722	.750	.000	.731	.872
TMC	1	65	49	0	115	32	16	64	1	113	75	58	5	0	138	9	26	3	0	38	404
% TMC	100	100	100	0	96.6	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	99.0
Bike	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Bike	0	0	0	100	3.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0

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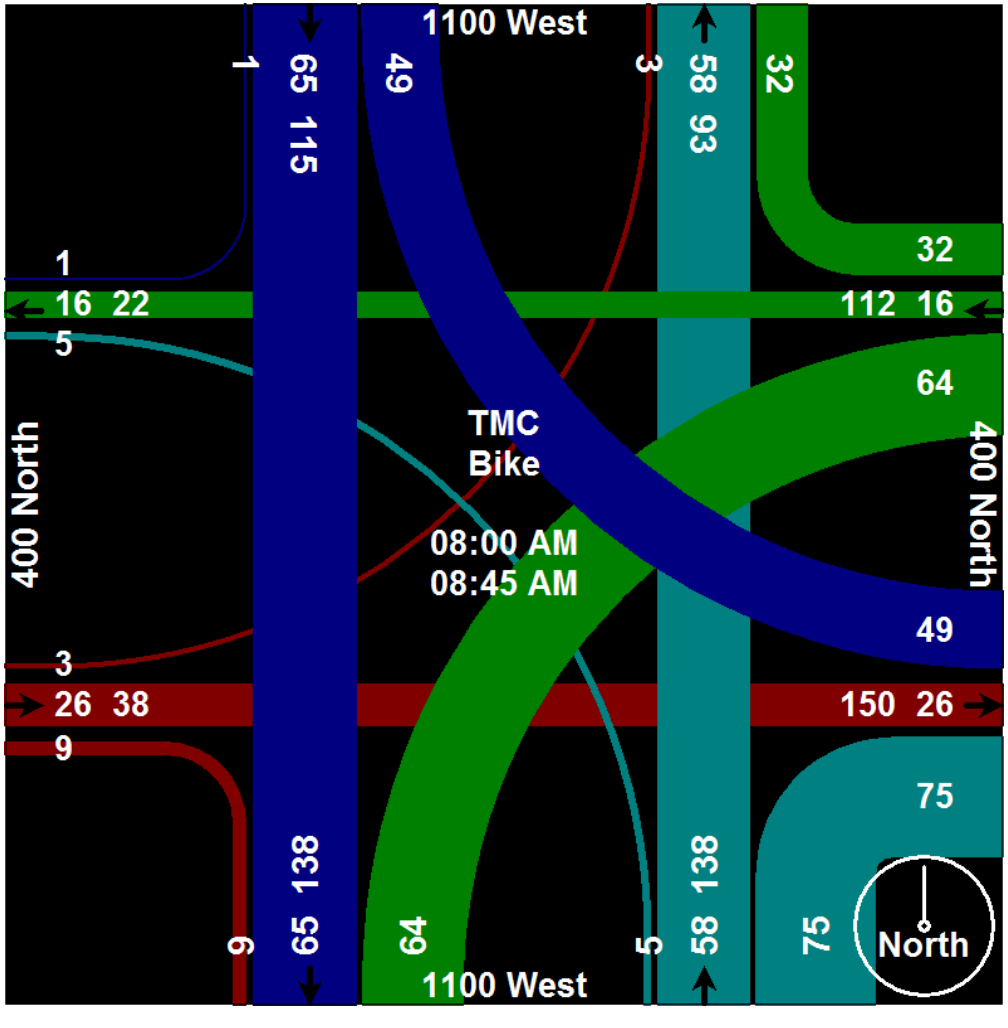


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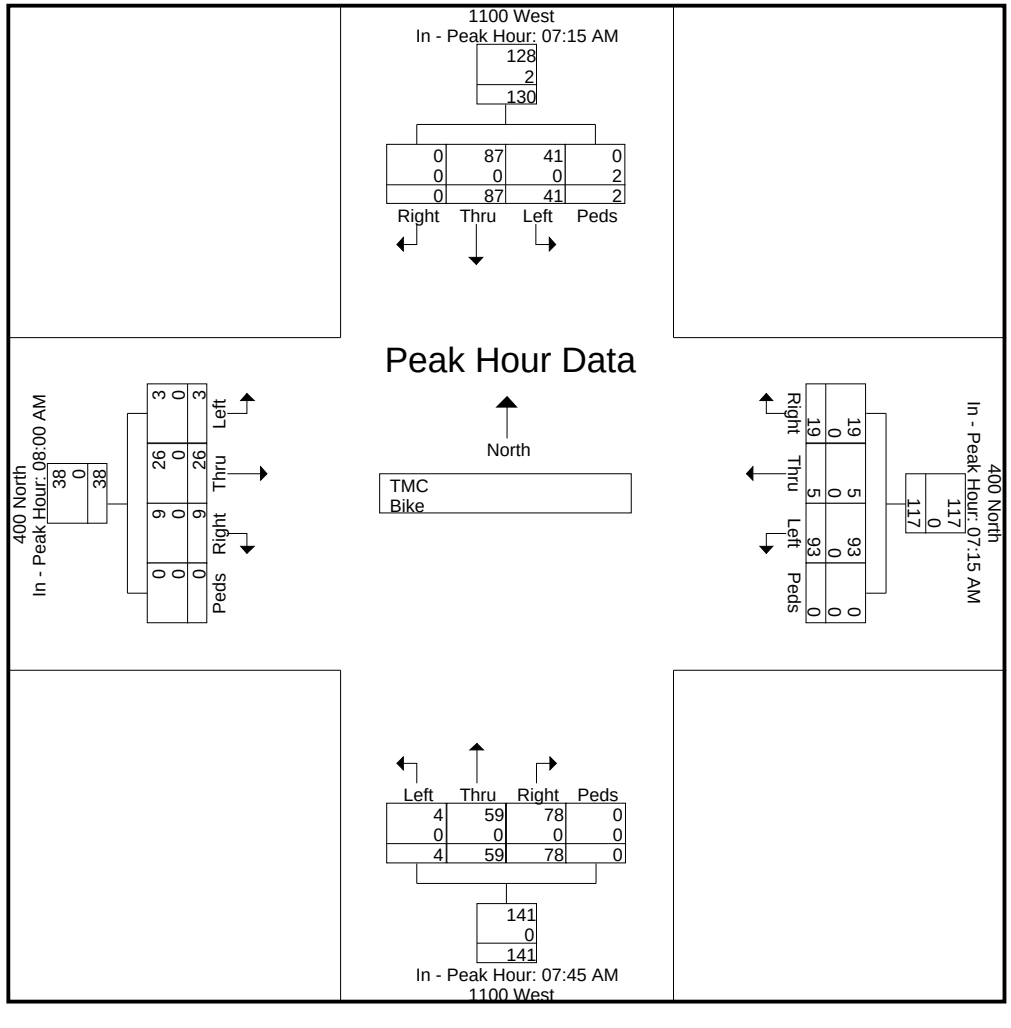
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	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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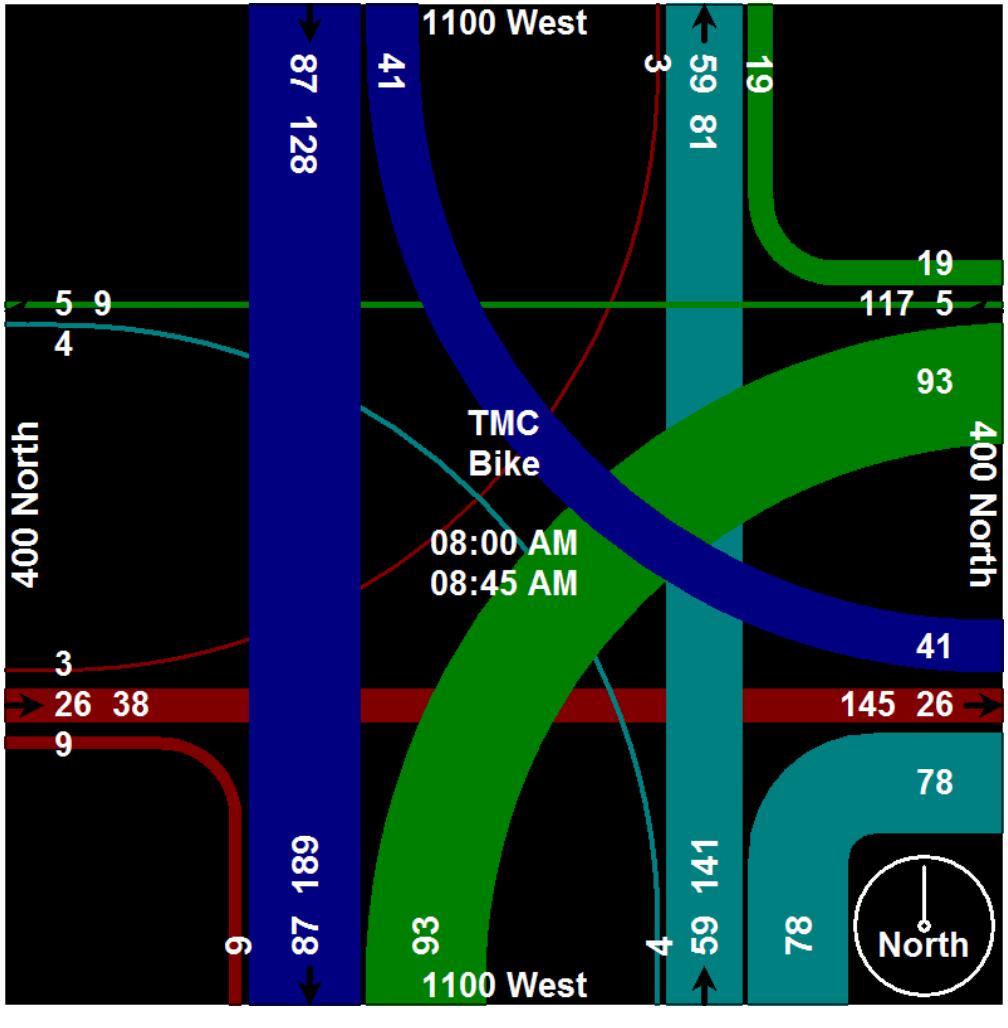


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Groups Printed- TMC - Bike

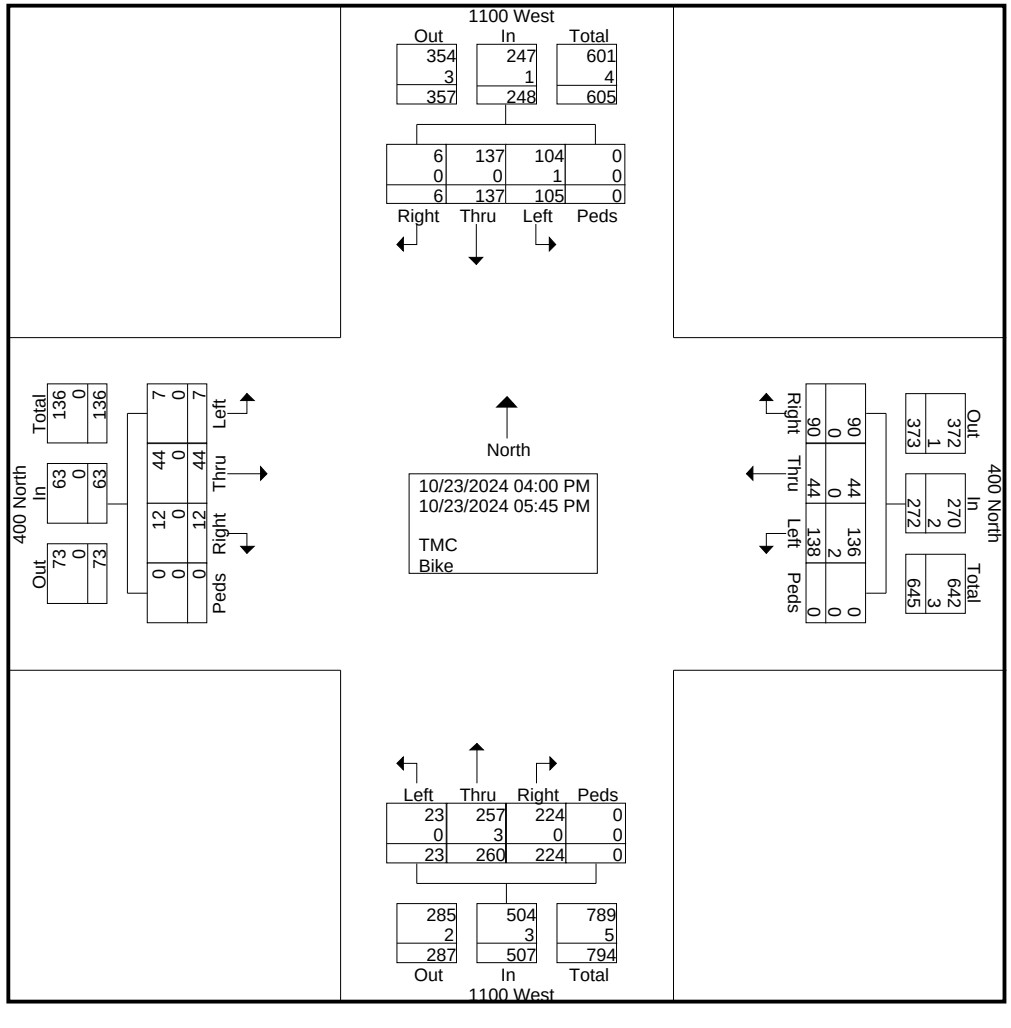
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	19	15	0	35	8	4	13	0	25	21	28	2	0	51	0	5	0	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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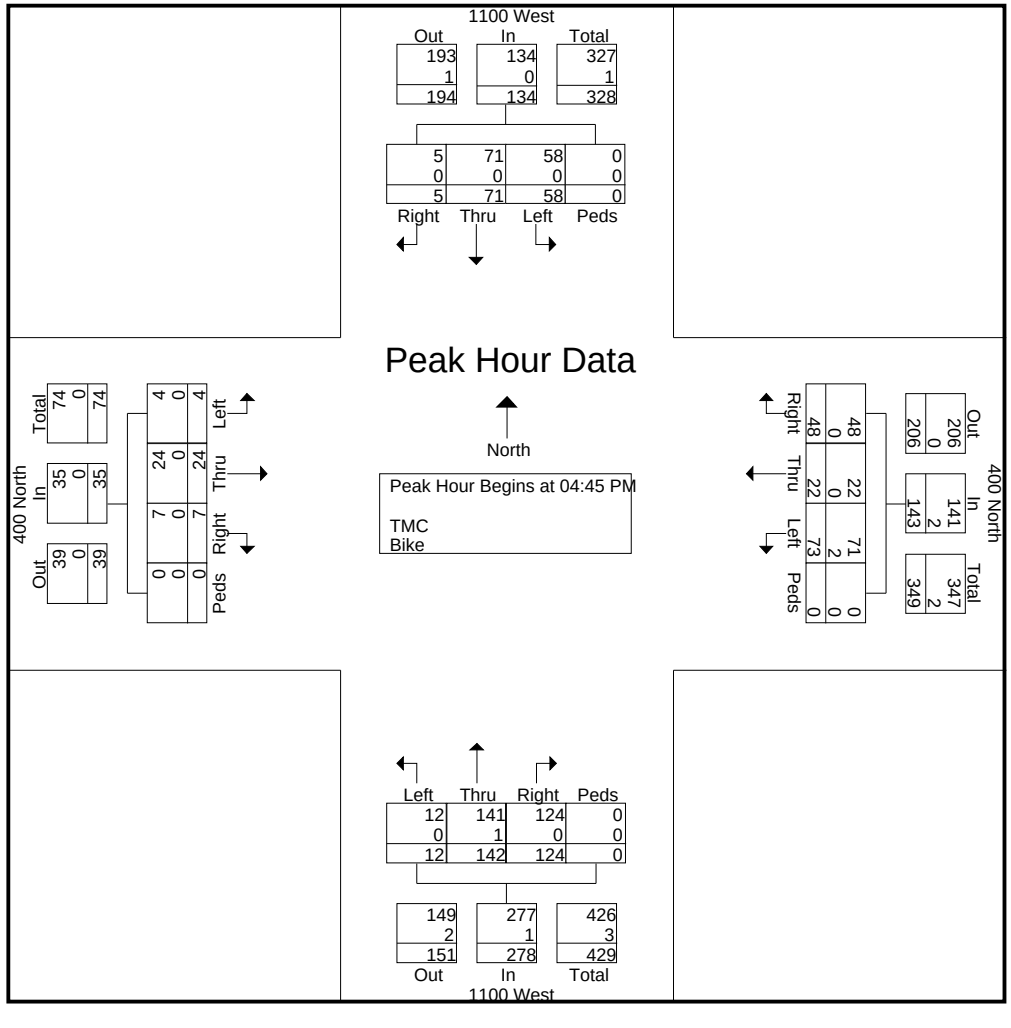
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire 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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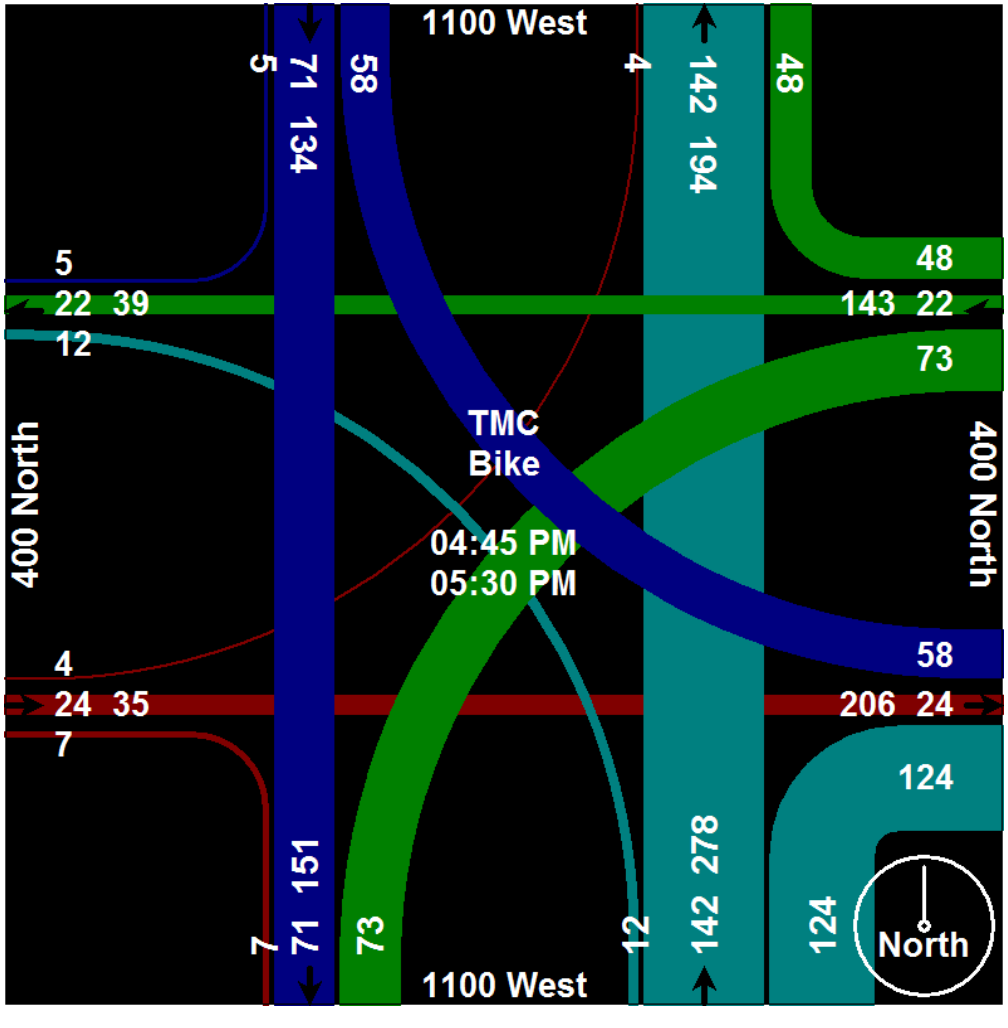


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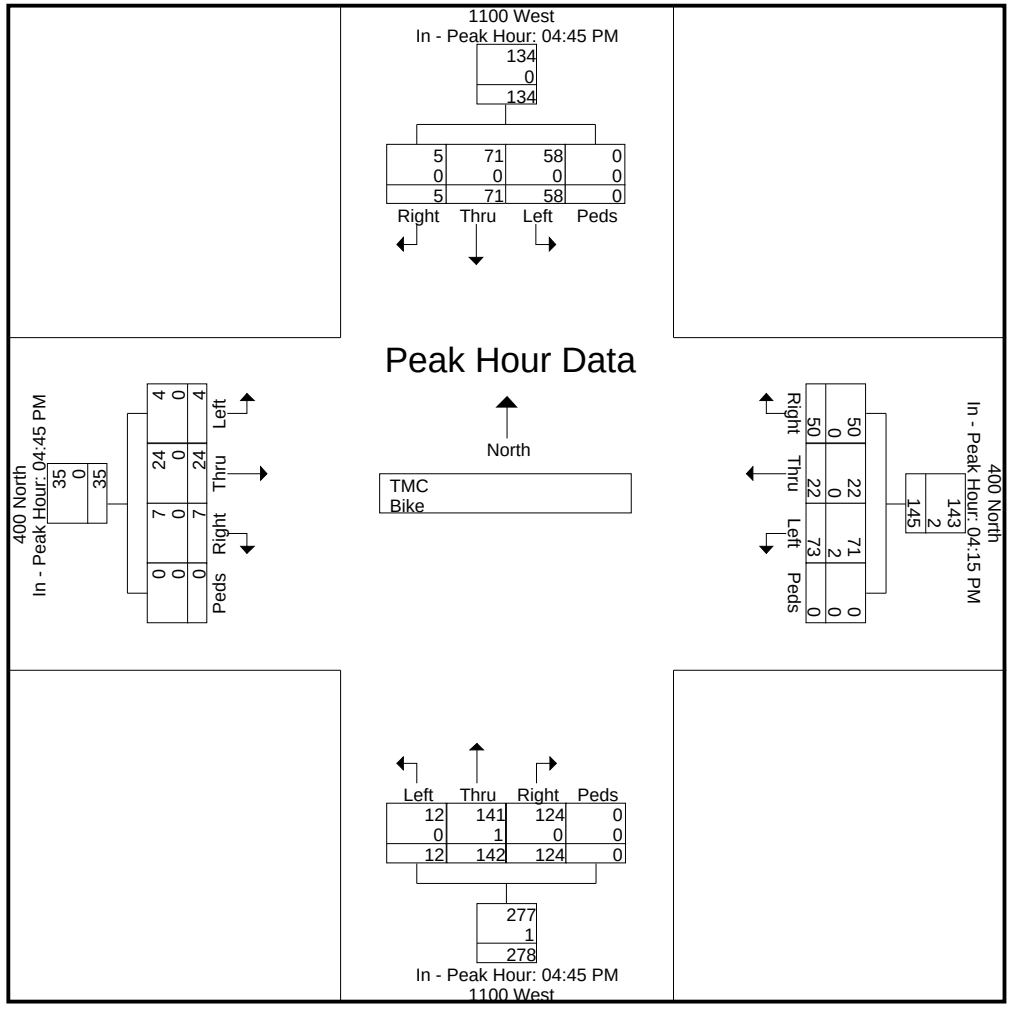
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:15 PM					04:45 PM					04:45 PM					
+0 mins.	**2**	**22**	**17**	0	**41**	16	4	17	0	37	**39**	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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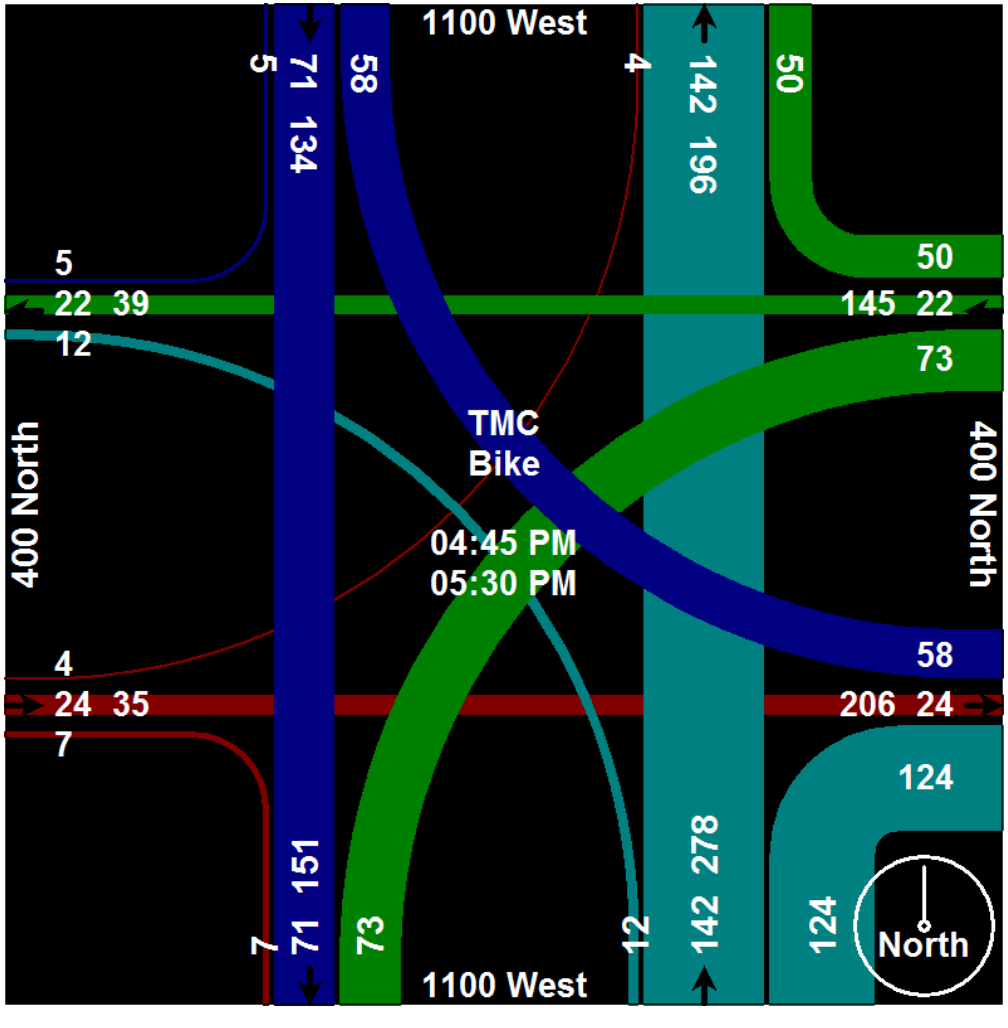


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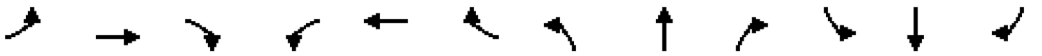
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Appendix C. LOS Results

Existing (2024) Background 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	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
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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			B	B	B					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		40.0				40.0		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 7th Control Delay, s/veh			10.4									
HCM 7th LOS			B									

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	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	1361	-	0	0	-	0	312	281	0
Stage 1	-	-	0	0	-	0	498	447	0
Stage 2	-	-	0	0	-	0	827	731	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1361	-	-	-	-	-	310	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	0	-
Stage 1	-	-	-	-	-	-	495	0	-
Stage 2	-	-	-	-	-	-	826	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.09	0	17.06
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	310	-	1361	-	-
HCM Lane V/C Ratio	0.036	-	0.006	-	-
HCM Control Delay (s/veh)	17.1	0	7.7	-	-
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)	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
Lane Width 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
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		D	
Approach Vol, veh/h		182			334			540			1	
Approach Delay, s/veh		47.5			35.2			20.4			52.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	44.2	0.0	75.8	20.9	23.3	58.8	17.0
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	60.7	12.5	* 27	17.6	35.7	* 19	15.8
Max Q Clear Time (g_c+I1), s	5.2	0.0	6.1	13.5	5.6	11.7	2.1
Green Ext Time (p_c), s	0.4	0.0	0.1	0.1	0.4	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C

Notes

* HCM 7th 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	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
Lane Width 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
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		B	B		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 7th Control Delay, s/veh	8.2
HCM 7th 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	9	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	9	-	-	-	-	-
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	1009	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	-	-	-	-	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	10	12	2	11	12	7	2	0	0	8	0	0
Stage 1	4	4	-	7	7	-	-	-	-	-	-	-
Stage 2	6	8	-	4	5	-	-	-	-	-	-	-
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	1005	881	1080	1003	881	1072	1613	-	-	1606	-	-
Stage 1	1016	890	-	1012	888	-	-	-	-	-	-	-
Stage 2	1013	887	-	1016	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1002	879	1080	1000	879	1071	1613	-	-	1604	-	-
Mov Cap-2 Maneuver	1002	879	-	1000	879	-	-	-	-	-	-	-
Stage 1	1015	890	-	1011	887	-	-	-	-	-	-	-
Stage 2	1010	886	-	1014	889	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	8.7	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1613	-	-	879	977	545	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.004	0.001	-	-
HCM Control Delay (s/veh)	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	33	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	-	-	1609	-	977	1077
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1609	-	971	1077
Mov Cap-2 Maneuver	-	-	-	-	971	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.84	8.41
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1077	-	-	1200	-
HCM Lane V/C Ratio	0.021	-	-	0.007	-
HCM Control Delay (s/veh)	8.4	-	-	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	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	374	381	209	376	379	144	210	0	0	147	0	0
Stage 1	216	216	-	162	162	-	-	-	-	-	-	-
Stage 2	158	165	-	215	217	-	-	-	-	-	-	-
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	581	550	829	579	552	901	1355	-	-	1428	-	-
Stage 1	784	722	-	838	762	-	-	-	-	-	-	-
Stage 2	841	760	-	785	722	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	574	545	829	569	546	901	1355	-	-	1428	-	-
Mov Cap-2 Maneuver	574	545	-	569	546	-	-	-	-	-	-	-
Stage 1	782	720	-	832	757	-	-	-	-	-	-	-
Stage 2	833	754	-	777	720	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.67	11.03	0.44	0.12
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	103	-	-	779	610	28	-	-
HCM Lane V/C Ratio	0.007	-	-	0.01	0.02	0.002	-	-
HCM Control Delay (s/veh)	7.7	0	-	9.7	11	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	404	413	0	-	0
Stage 1	404	-	-	-	-	-
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	414	644	1140	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	412	644	1140	-	-	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.92	0.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	29	-	549	-	-
HCM Lane V/C Ratio	0.004	-	0.051	-	-
HCM Control Delay (s/veh)	8.2	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

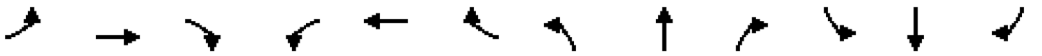
Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

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, s/veh	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	5	5	5	5	5	5	5	5
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, s/veh	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

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	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
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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
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		40.0				40.0		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 7th Control Delay, s/veh			8.4									
HCM 7th LOS			A									

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	0.9

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	565	564	-
Stage 1	-	-	-	-	-	-	418	418	-
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	662	589	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	-	-	-	-	-	-	651	0	-
Stage 2	-	-	-	-	-	-	877	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.49	0	13.01
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/veh)	13	0	7.6	-	-
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)	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
Lane Width 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
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 7th Control Delay, s/veh	32.0
HCM 7th LOS	C

Notes

* HCM 7th 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	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
Lane Width 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
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		B	B		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 7th Control Delay, s/veh	8.6
HCM 7th 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	19	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	19	-	-	-	-	-
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	996	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	996	-	-	-	-	-
Mov Cap-2 Maneuver	996	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	16	18	5	16	18	5	6	0	0	6	0	0
Stage 1	12	12	-	5	5	-	-	-	-	-	-	-
Stage 2	4	6	-	11	13	-	-	-	-	-	-	-
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	996	874	1075	996	874	1075	1608	-	-	1608	-	-
Stage 1	1006	884	-	1014	889	-	-	-	-	-	-	-
Stage 2	1015	888	-	1007	883	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	993	872	1075	994	872	1075	1608	-	-	1608	-	-
Mov Cap-2 Maneuver	993	872	-	994	872	-	-	-	-	-	-	-
Stage 1	1004	882	-	1014	889	-	-	-	-	-	-	-
Stage 2	1014	888	-	1005	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.63	8.35	0	2.41
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1608	-	-	993	1075	563	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.001	0.002	-	-
HCM Control Delay (s/veh)	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	-	-	-	-	1015	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	951	1075
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.15	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1075	-	-	1523	-
HCM Lane V/C Ratio	0.016	-	-	0.012	-
HCM Control Delay (s/veh)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

8: 1100 W & Highgate Ave

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	462	463	164	460	465	288	166	0	0	288	0	0
Stage 1	164	164	-	298	298	-	-	-	-	-	-	-
Stage 2	298	299	-	162	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	508	495	878	510	493	749	1406	-	-	1268	-	-
Stage 1	836	760	-	708	665	-	-	-	-	-	-	-
Stage 2	709	664	-	838	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	497	492	878	499	491	749	1406	-	-	1268	-	-
Mov Cap-2 Maneuver	497	492	-	499	491	-	-	-	-	-	-	-
Stage 1	836	760	-	705	662	-	-	-	-	-	-	-
Stage 2	693	661	-	824	759	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.61	11.89	0.14	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	33	-	-	797	562	1268	-	-
HCM Lane V/C Ratio	0.004	-	-	0.02	0.07	-	-	-
HCM Control Delay (s/veh)	7.6	0	-	9.6	11.9	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	777	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.28	0.25	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	58	-	698	-	-
HCM Lane V/C Ratio	0.012	-	0.023	-	-
HCM Control Delay (s/veh)	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

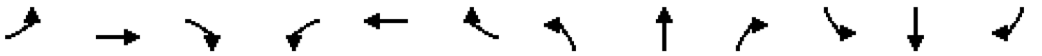
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	24	7	71	22	48	12	141	124	58	71	5
Future Vol, veh/h	4	24	7	71	22	48	12	141	124	58	71	5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	3	3	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, s/veh	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	5	5	5	5	5	5	5	5
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, s/veh	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

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	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
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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				892	0	794
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				892	0	794
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	1227	1087	1237	0				2931	0	2608
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	12.5	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	14.8	12.5	0.0				9.1	0.0	4.8
LnGrp LOS			B	B	B					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	25.8				25.8		64.2					
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 7th Control Delay, s/veh		10.4										
HCM 7th LOS		B										

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	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	1361	-	0	0	-	0	312	281	0
Stage 1	-	-	0	0	-	0	498	447	0
Stage 2	-	-	0	0	-	0	827	731	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1361	-	-	-	-	-	310	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	0	-
Stage 1	-	-	-	-	-	-	495	0	-
Stage 2	-	-	-	-	-	-	826	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.09	0	17.06
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	310	-	1361	-	-
HCM Lane V/C Ratio	0.036	-	0.006	-	-
HCM Control Delay (s/veh)	17.1	0	7.7	-	-
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)	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
Lane Width 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
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	42	201	129	-17	425	4	87	0	1	-175
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	219	441	197	375	1056	471	1468	1029	872	1	120	102
Arrive On Green	0.12	0.12	0.12	0.11	0.30	0.00	0.43	0.55	0.55	0.00	0.06	0.00
Sat Flow, veh/h	1271	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	23	118	42	201	129	-17	425	4	87	0	1	-175
Grp Sat Flow(s),veh/h/ln	1271	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.9	3.6	2.9	11.5	3.2	0.0	9.7	0.1	3.1	0.0	0.1	0.0
Cycle Q Clear(g_c), s	1.9	3.6	2.9	11.5	3.2	0.0	9.7	0.1	3.1	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	219	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	-0.04	0.29	0.00	0.10	0.00	0.01	-1.72
Avail Cap(c_a), veh/h	438	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	0.00	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	0.0	22.4	11.9	12.6	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	0.2	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	0.0	3.7	0.0	1.1	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	0.0	22.4	11.9	12.8	0.0	52.5	0.0
LnGrp LOS	D	D	D	D	C		C	B	B		D	
Approach Vol, veh/h		183			313			516			-174	
Approach Delay, s/veh		47.5			37.1			20.7			0.0	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	44.2	0.0	75.8	20.9	23.3	58.8	17.0
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	60.7	12.5	* 27	17.6	35.7	* 19	15.8
Max Q Clear Time (g_c+I1), s	5.2	0.0	5.1	13.5	5.6	11.7	2.1
Green Ext Time (p_c), s	0.4	0.0	0.1	0.1	0.4	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.0
HCM 7th LOS	D

Notes

* HCM 7th 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	207	18	121	193	33	35	78	124	49	93	106
Future Volume (veh/h)	54	207	18	121	193	33	35	78	124	49	93	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	-10	144	230	13	42	93	62	58	111	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	663	1553	693	663	1553	677	334	199	133	349	212	124
Arrive On Green	0.44	0.44	0.00	0.44	0.44	0.44	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1127	3526	1572	1134	3526	1538	1198	1032	688	1221	1097	642
Grp Volume(v), veh/h	64	246	-10	144	230	13	42	0	155	58	0	176
Grp Sat Flow(s),veh/h/ln	1127	1763	1572	1134	1763	1538	1198	0	1720	1221	0	1739
Q Serve(g_s), s	1.2	1.4	0.0	3.0	1.3	0.2	1.1	0.0	2.7	1.5	0.0	3.1
Cycle Q Clear(g_c), s	2.6	1.4	0.0	4.4	1.3	0.2	4.2	0.0	2.7	4.2	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.37
Lane Grp Cap(c), veh/h	663	1553	693	663	1553	677	334	0	332	349	0	336
V/C Ratio(X)	0.10	0.16	-0.01	0.22	0.15	0.02	0.13	0.00	0.47	0.17	0.00	0.52
Avail Cap(c_a), veh/h	1488	4132	1843	1493	4132	1803	1471	0	1965	1509	0	1987
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	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	5.7	0.0	7.1	5.7	5.4	14.2	0.0	12.2	14.1	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	0.1	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	0.8	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	5.8	0.0	7.1	5.7	5.4	14.3	0.0	12.6	14.2	0.0	12.8
LnGrp LOS	A	A		A	A	A	B		B	B		B
Approach Vol, veh/h		300			387			197			234	
Approach Delay, s/veh		6.1			6.2			12.9			13.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.5	12.6	21.5	12.6
Change Period (Y+Rc), s	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s	40.0	39.0	40.0	39.0
Max Q Clear Time (g_c+I1), s	6.4	6.2	4.6	6.2
Green Ext Time (p_c), s	0.7	0.4	0.9	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th 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	9	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	9	-	-	-	-	-
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	1009	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	-	-	-	-	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	10	12	2	11	12	7	2	0	0	8	0	0
Stage 1	4	4	-	7	7	-	-	-	-	-	-	-
Stage 2	6	8	-	4	5	-	-	-	-	-	-	-
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	1005	881	1080	1003	881	1072	1613	-	-	1606	-	-
Stage 1	1016	890	-	1012	888	-	-	-	-	-	-	-
Stage 2	1013	887	-	1016	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1002	879	1080	1000	879	1071	1613	-	-	1604	-	-
Mov Cap-2 Maneuver	1002	879	-	1000	879	-	-	-	-	-	-	-
Stage 1	1015	890	-	1011	887	-	-	-	-	-	-	-
Stage 2	1010	886	-	1014	889	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	8.7	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1613	-	-	879	977	545	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.004	0.001	-	-
HCM Control Delay (s/veh)	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	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	131	0	4	50	0	8
Future Vol, veh/h	131	0	4	50	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	364	0	11	139	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	364	0	525	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	161	-
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	-	-	1189	-	511	681
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	506	681
Mov Cap-2 Maneuver	-	-	-	-	506	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.6	10.46
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	681	-	-	133	-
HCM Lane V/C Ratio	0.033	-	-	0.009	-
HCM Control Delay (s/veh)	10.5	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	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	1	0	6	9	0	2	8	140	6	3	224	2
Future Vol, veh/h	1	0	6	9	0	2	8	140	6	3	224	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	157	7	3	252	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	435	442	253	437	439	161	254	0	0	164	0	0
Stage 1	260	260	-	179	179	-	-	-	-	-	-	-
Stage 2	175	182	-	258	261	-	-	-	-	-	-	-
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	530	509	783	528	510	882	1305	-	-	1408	-	-
Stage 1	743	691	-	821	750	-	-	-	-	-	-	-
Stage 2	824	747	-	744	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	523	503	783	518	505	882	1305	-	-	1408	-	-
Mov Cap-2 Maneuver	523	503	-	518	505	-	-	-	-	-	-	-
Stage 1	741	689	-	815	744	-	-	-	-	-	-	-
Stage 2	816	741	-	736	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.98	11.57	0.4	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	93	-	-	731	560	24	-	-
HCM Lane V/C Ratio	0.007	-	-	0.011	0.022	0.002	-	-
HCM Control Delay (s/veh)	7.8	0	-	10	11.6	7.6	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	139	221	8
Future Vol, veh/h	4	9	2	139	221	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	302	480	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	800	489	498	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	311	-	-	-	-	-
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	353	577	1061	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	351	577	1061	-	-	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.94	0.12	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	26	-	482	-	-
HCM Lane V/C Ratio	0.004	-	0.059	-	-
HCM Control Delay (s/veh)	8.4	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

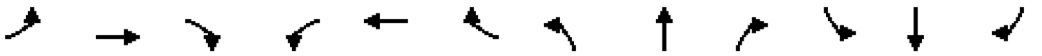
Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	101	46	95	38	13	18	57	71	35	87	2
Future Vol, veh/h	9	101	46	95	38	13	18	57	71	35	87	2
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	11	120	55	113	45	15	21	68	85	42	104	2
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, s/veh	10	9.8	9.6	9.6
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%	69%	0%	75%	0%	98%
Vol Right, %	0%	55%	0%	31%	0%	25%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	128	9	147	95	51	35	89
LT Vol	18	0	9	0	95	0	35	0
Through Vol	0	57	0	101	0	38	0	87
RT Vol	0	71	0	46	0	13	0	2
Lane Flow Rate	21	152	11	175	113	61	42	106
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.037	0.224	0.018	0.262	0.192	0.092	0.072	0.168
Departure Headway (Hd)	6.199	5.303	6.119	5.394	6.115	5.431	6.217	5.697
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	573	669	580	660	581	653	571	623
Service Time	3.992	3.095	3.911	3.185	3.909	3.224	4.012	3.491
HCM Lane V/C Ratio	0.037	0.227	0.019	0.265	0.194	0.093	0.074	0.17
HCM Control Delay, s/veh	9.2	9.6	9	10.1	10.4	8.8	9.5	9.7
HCM Lane LOS	A	A	A	B	B	A	A	A
HCM 95th-tile Q	0.1	0.9	0.1	1	0.7	0.3	0.2	0.6

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	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
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	134	62	0				375	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	469	67	601	549	0				523	1	466
Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	1587	227	1297	1856	0				1763	5	1572
Grp Volume(v), veh/h	0	0	88	134	62	0				376	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	1.0	2.3	0.7	0.0				5.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.0	3.3	0.7	0.0				5.2	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	536	601	549	0				524	0	466
V/C Ratio(X)	0.00	0.00	0.16	0.22	0.11	0.00				0.72	0.00	0.01
Avail Cap(c_a), veh/h	0	0	3253	2543	3327	0				2675	0	2380
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	7.1	8.3	7.0	0.0				8.6	0.0	6.8
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	7.1	8.4	7.0	0.0				9.2	0.0	6.8
LnGrp LOS			A	A	A					A		A
Approach Vol, veh/h		88			196						380	
Approach Delay, s/veh		7.1			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		13.9					
Change Period (Y+Rc), s	5.3				5.3		5.8					
Max Green Setting (Gmax), s	48.8				48.8		41.2					
Max Q Clear Time (g_c+I1), s	3.0				5.3		7.2					
Green Ext Time (p_c), s	0.2				0.2		1.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		8.6										
HCM 7th LOS		A										

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	0.9

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	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	371	0	0	148	699	24	2	197	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	148	0	-	-	-	0	571	570	-
Stage 1	-	-	-	-	-	-	422	422	-
Stage 2	-	-	-	-	-	-	149	148	-
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	1428	-	0	0	-	0	481	430	0
Stage 1	-	-	0	0	-	0	659	586	0
Stage 2	-	-	0	0	-	0	876	773	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1428	-	-	-	-	-	472	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	0	-
Stage 1	-	-	-	-	-	-	647	0	-
Stage 2	-	-	-	-	-	-	876	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.49	0	13.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	472	-	1428	-	-
HCM Lane V/C Ratio	0.057	-	0.018	-	-
HCM Control Delay (s/veh)	13.1	0	7.6	-	-
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)	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
Lane Width 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
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	12	179	28	266	162	-51	656	2	131	13	9	-126
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	219	441	197	405	1164	519	1367	860	729	26	118	100
Arrive On Green	0.12	0.12	0.12	0.14	0.33	0.00	0.40	0.46	0.46	0.01	0.06	0.00
Sat Flow, veh/h	1272	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	12	179	28	266	162	-51	656	2	131	13	9	-126
Grp Sat Flow(s),veh/h/ln	1272	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.0	5.6	1.9	15.2	3.9	0.0	17.1	0.1	5.9	0.9	0.5	0.0
Cycle Q Clear(g_c), s	1.0	5.6	1.9	15.2	3.9	0.0	17.1	0.1	5.9	0.9	0.5	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	219	441	197	405	1164	519	1367	860	729	26	118	100
V/C Ratio(X)	0.05	0.41	0.14	0.66	0.14	-0.10	0.48	0.00	0.18	0.50	0.08	-1.26
Avail Cap(c_a), veh/h	396	931	415	410	1666	743	1367	860	729	243	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	0.98	0.98	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.4	48.4	46.8	36.4	28.2	0.0	26.8	17.3	18.8	58.7	52.9	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	2.9	0.0	0.0	0.1	0.0	0.5	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	2.4	0.7	6.6	1.6	0.0	6.6	0.0	2.1	0.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.4	48.6	46.9	39.3	28.2	0.0	26.9	17.3	19.4	64.2	53.0	0.0
LnGrp LOS	D	D	D	D	C		C	B	B	E	D	
Approach Vol, veh/h		219			377			789			-104	
Approach Delay, s/veh		48.3			39.9			25.6			0.0	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	47.9	7.3	64.8	24.6	23.3	55.2	16.8
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	56.7	16.5	* 27	17.6	31.7	* 23	15.8
Max Q Clear Time (g_c+I1), s	5.9	2.9	7.9	17.2	7.6	19.1	2.5
Green Ext Time (p_c), s	0.5	0.0	0.1	0.0	0.5	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	35.8
HCM 7th LOS	D

Notes

* HCM 7th 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	348	27	117	272	58	50	130	115	54	87	72
Future Volume (veh/h)	138	348	27	117	272	58	50	130	115	54	87	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	414	-1	139	324	25	60	155	92	64	104	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	559	1455	649	520	1455	635	412	265	157	330	302	128
Arrive On Green	0.41	0.41	0.00	0.41	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1023	3526	1572	965	3526	1538	1229	1085	644	1123	1237	523
Grp Volume(v), veh/h	164	414	-1	139	324	25	60	0	247	64	0	148
Grp Sat Flow(s),veh/h/ln	1023	1763	1572	965	1763	1538	1229	0	1729	1123	0	1761
Q Serve(g_s), s	4.5	2.8	0.0	4.1	2.2	0.4	1.5	0.0	4.6	1.9	0.0	2.5
Cycle Q Clear(g_c), s	6.7	2.8	0.0	6.9	2.2	0.4	4.1	0.0	4.6	6.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.30
Lane Grp Cap(c), veh/h	559	1455	649	520	1455	635	412	0	422	330	0	430
V/C Ratio(X)	0.29	0.28	0.00	0.27	0.22	0.04	0.15	0.00	0.59	0.19	0.00	0.34
Avail Cap(c_a), veh/h	1401	4356	1943	1314	4356	1900	1260	0	1614	1105	0	1643
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	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	7.1	0.0	9.4	6.9	6.4	13.0	0.0	12.1	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	0.5	0.0	0.5	0.4	0.1	0.4	0.0	1.4	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	7.2	0.0	9.5	6.9	6.4	13.1	0.0	12.6	15.1	0.0	11.5
LnGrp LOS	A	A		A	A	A	B		B	B		B
Approach Vol, veh/h		577			488			307			212	
Approach Delay, s/veh		7.7			7.7			12.7			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	45.0	34.0	45.0	34.0
Max Q Clear Time (g_c+I1), s	8.9	6.6	8.7	8.5
Green Ext Time (p_c), s	1.1	0.7	1.8	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th 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	45	45	45	45	45	45
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	13	0	0	9	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	18	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	18	-	-	-	-	-
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	997	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	997	-	-	-	-	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	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	0	0	1	0	5	2	3	5	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	17	21	6	18	21	7	7	0	0	8	0	0
Stage 1	13	13	-	7	7	-	-	-	-	-	-	-
Stage 2	5	8	-	12	14	-	-	-	-	-	-	-
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	994	871	1074	993	871	1073	1607	-	-	1606	-	-
Stage 1	1005	883	-	1012	888	-	-	-	-	-	-	-
Stage 2	1015	887	-	1006	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	991	868	1074	990	868	1072	1607	-	-	1604	-	-
Mov Cap-2 Maneuver	991	868	-	990	868	-	-	-	-	-	-	-
Stage 1	1003	881	-	1011	887	-	-	-	-	-	-	-
Stage 2	1014	886	-	1004	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.64	8.36	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	991	1072	562	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.001	0.002	-	-
HCM Control Delay (s/veh)	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	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	0	11	148	0	10
Future Vol, veh/h	92	0	11	148	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	2
Mvmt Flow	156	0	19	251	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	156	0	444	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	288	-
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	-	-	1418	-	569	890
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1418	-	561	890
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.52	9.12
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	890	-	-	125	-
HCM Lane V/C Ratio	0.019	-	-	0.013	-
HCM Control Delay (s/veh)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

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	308	1	0	176	4
Future Vol, veh/h	2	0	13	24	0	12	5	308	1	0	176	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	15	27	0	13	6	346	1	0	198	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	557	558	200	556	560	347	202	0	0	347	0	0
Stage 1	200	200	-	358	358	-	-	-	-	-	-	-
Stage 2	357	358	-	198	202	-	-	-	-	-	-	-
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	439	437	838	440	436	694	1364	-	-	1206	-	-
Stage 1	800	734	-	658	626	-	-	-	-	-	-	-
Stage 2	658	626	-	802	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	429	434	838	431	433	694	1364	-	-	1206	-	-
Mov Cap-2 Maneuver	429	434	-	431	433	-	-	-	-	-	-	-
Stage 1	800	734	-	655	623	-	-	-	-	-	-	-
Stage 2	642	623	-	788	732	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.95	12.96	0.12	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	29	-	-	744	493	1206	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.082	-	-	-
HCM Control Delay (s/veh)	7.7	0	-	10	13	0	-	-
HCM Lane LOS	A	A	-	A	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	1	8	9	314	165	2
Future Vol, veh/h	1	8	9	314	165	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	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	17	20	683	359	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1083	361	363	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	722	-	-	-	-	-
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	239	681	1190	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	681	1190	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.64	0.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	50	-	561	-	-
HCM Lane V/C Ratio	0.016	-	0.035	-	-
HCM Control Delay (s/veh)	8.1	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

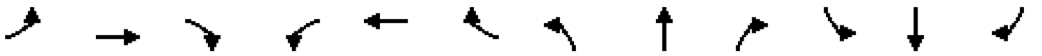
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	82	34	71	117	48	56	141	124	58	71	12
Future Vol, veh/h	8	82	34	71	117	48	56	141	124	58	71	12
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	98	40	85	139	57	67	168	148	69	85	14
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, s/veh	11.2	11.8	13.8	10.6
HCM LOS	B	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%	53%	0%	71%	0%	71%	0%	86%
Vol Right, %	0%	47%	0%	29%	0%	29%	0%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	265	8	116	71	165	58	83
LT Vol	56	0	8	0	71	0	58	0
Through Vol	0	141	0	82	0	117	0	71
RT Vol	0	124	0	34	0	48	0	12
Lane Flow Rate	67	315	10	138	85	196	69	99
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.123	0.509	0.019	0.246	0.162	0.338	0.134	0.174
Departure Headway (Hd)	6.646	5.808	7.14	6.422	6.903	6.189	6.964	6.352
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	539	618	500	557	518	579	513	562
Service Time	4.399	3.56	4.906	4.188	4.661	3.947	4.727	4.115
HCM Lane V/C Ratio	0.124	0.51	0.02	0.248	0.164	0.339	0.135	0.176
HCM Control Delay, s/veh	10.3	14.5	10	11.3	11	12.1	10.8	10.5
HCM Lane LOS	B	B	A	B	B	B	B	B
HCM 95th-tile Q	0.4	2.9	0.1	1	0.6	1.5	0.5	0.6

Future (2031) Background 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	25	10	211	50	0	0	0	0	861	0	20
Future Volume (veh/h)	0	25	10	211	50	0	0	0	0	861	0	20
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	26	0	222	53	0				906	0	14
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	390	0	413	390	0				1014	0	902
Arrive On Green	0.00	0.21	0.00	0.21	0.21	0.00				0.57	0.00	0.57
Sat Flow, veh/h	0	1856	0	1371	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	26	0	222	53	0				906	0	14
Grp Sat Flow(s),veh/h/ln	0	1856	0	1371	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.6	0.0	8.0	1.2	0.0				23.1	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.6	0.0	8.5	1.2	0.0				23.1	0.0	0.2
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	390	0	413	390	0				1014	0	902
V/C Ratio(X)	0.00	0.07	0.00	0.54	0.14	0.00				0.89	0.00	0.02
Avail Cap(c_a), veh/h	0	1444	0	1191	1444	0				1719	0	1529
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	16.3	0.0	19.7	16.5	0.0				9.6	0.0	4.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.1	0.0				1.9	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	0.2	0.0	2.3	0.5	0.0				6.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	16.3	0.0	20.1	16.6	0.0				11.4	0.0	4.7
LnGrp LOS		B		C	B					B		A
Approach Vol, veh/h		26			275						920	
Approach Delay, s/veh		16.3			19.4						11.3	
Approach LOS		B			B						B	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	16.1				16.1		35.3					
Change Period (Y+Rc), s	5.3				5.3		5.8					
Max Green Setting (Gmax), s	40.0				40.0		50.0					
Max Q Clear Time (g_c+I1), s	2.6				10.5		25.1					
Green Ext Time (p_c), s	0.0				0.2		4.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		13.3										
HCM 7th LOS		B										

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	0.4

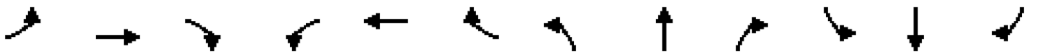
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	871	0	0	246	425	15	0	302	0	0	0
Future Vol, veh/h	10	871	0	0	246	425	15	0	302	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	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	917	0	0	259	447	16	0	318	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	259	0	-	-	-	0	1198	1197	-
Stage 1	-	-	-	-	-	-	938	938	-
Stage 2	-	-	-	-	-	-	260	259	-
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	1300	-	0	0	-	0	204	185	0
Stage 1	-	-	0	0	-	0	379	342	0
Stage 2	-	-	0	0	-	0	781	692	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1300	-	-	-	-	-	202	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	0	-
Stage 1	-	-	-	-	-	-	376	0	-
Stage 2	-	-	-	-	-	-	780	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.09	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	202	-	1300	-	-
HCM Lane V/C Ratio	0.078	-	0.008	-	-
HCM Control Delay (s/veh)	24.3	0	7.8	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	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)	278	135	760	235	150	218	495	56	260	24	26	42
Future Volume (veh/h)	278	135	760	235	150	218	495	56	260	24	26	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	293	142	125	247	158	216	521	59	173	25	27	40
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	299	843	376	498	1479	660	641	678	574	42	345	293
Arrive On Green	0.24	0.24	0.24	0.12	0.42	0.42	0.19	0.37	0.37	0.02	0.19	0.19
Sat Flow, veh/h	1001	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	293	142	125	247	158	216	521	59	173	25	27	40
Grp Sat Flow(s),veh/h/ln	1001	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	28.7	3.8	7.9	12.2	3.3	11.1	17.5	2.5	9.4	1.7	1.4	2.5
Cycle Q Clear(g_c), s	28.7	3.8	7.9	12.2	3.3	11.1	17.5	2.5	9.4	1.7	1.4	2.5
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	299	843	376	498	1479	660	641	678	574	42	345	293
V/C Ratio(X)	0.98	0.17	0.33	0.50	0.11	0.33	0.81	0.09	0.30	0.60	0.08	0.14
Avail Cap(c_a), veh/h	299	843	376	518	1519	677	641	678	574	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	48.3	36.2	37.7	27.5	21.2	23.4	46.8	25.0	27.2	58.0	40.3	40.8
Incr Delay (d2), s/veh	46.0	0.0	0.2	0.3	0.0	0.1	7.4	0.3	1.3	5.1	0.0	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	12.5	1.6	3.0	4.9	1.3	3.9	7.8	1.1	3.6	0.8	0.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	94.2	36.2	37.9	27.7	21.2	23.5	54.1	25.2	28.5	63.1	40.4	40.9
LnGrp LOS	F	D	D	C	C	C	D	C	C	E	D	D
Approach Vol, veh/h		560			621			753			92	
Approach Delay, s/veh		67.0			24.6			46.0			46.8	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	58.6	8.3	53.0	21.6	37.0	29.8	31.5
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	13.1	3.7	11.4	14.2	30.7	19.5	4.5
Green Ext Time (p_c), s	0.8	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	45.3
HCM 7th LOS	D

Notes

* HCM 7th 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)	74	277	33	155	372	30	96	95	160	30	100	160
Future Volume (veh/h)	74	277	33	155	372	30	96	95	160	30	100	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	78	292	22	163	392	13	101	100	72	32	105	92
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	521	1440	642	571	1440	628	377	251	181	398	230	201
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	972	3526	1571	1056	3526	1538	1175	997	718	1202	912	799
Grp Volume(v), veh/h	78	292	22	163	392	13	101	0	172	32	0	197
Grp Sat Flow(s),veh/h/ln	972	1763	1571	1056	1763	1538	1175	0	1714	1202	0	1711
Q Serve(g_s), s	2.1	2.0	0.3	4.3	2.7	0.2	2.9	0.0	3.1	0.8	0.0	3.6
Cycle Q Clear(g_c), s	4.9	2.0	0.3	6.3	2.7	0.2	6.5	0.0	3.1	3.9	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.47
Lane Grp Cap(c), veh/h	521	1440	642	571	1440	628	377	0	432	398	0	431
V/C Ratio(X)	0.15	0.20	0.03	0.29	0.27	0.02	0.27	0.00	0.40	0.08	0.00	0.46
Avail Cap(c_a), veh/h	1048	3353	1494	1144	3353	1463	1487	0	2050	1533	0	2045
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	8.9	7.0	6.5	9.1	7.2	6.5	14.4	0.0	11.4	13.1	0.0	11.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.3
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	0.4	0.1	0.6	0.5	0.0	0.7	0.0	0.9	0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.9	7.0	6.5	9.2	7.3	6.5	14.5	0.0	11.7	13.1	0.0	11.9
LnGrp LOS	A	A	A	A	A	A	B		B	B		B
Approach Vol, veh/h		392			568			273			229	
Approach Delay, s/veh		7.4			7.8			12.7			12.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.5	15.3	21.5	15.3
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	8.3	8.5	6.9	5.9
Green Ext Time (p_c), s	1.2	0.5	1.2	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th 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	21	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	21	-	-	-	-	-
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	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	-	-	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	26	30	8	27	30	9	11	0	0	12	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	8	12	-	18	21	-	-	-	-	-	-	-
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	981	861	1071	980	861	1070	1602	-	-	1601	-	-
Stage 1	998	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1011	884	-	998	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	967	857	1071	970	857	1069	1602	-	-	1599	-	-
Mov Cap-2 Maneuver	967	857	-	970	857	-	-	-	-	-	-	-
Stage 1	995	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	1000	883	-	989	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.23	8.82	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	857	958	545	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.016	0.003	-	-
HCM Control Delay (s/veh)	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	0	21	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	16	-
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	-	-	1609	-	993	1078
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1609	-	990	1078
Mov Cap-2 Maneuver	-	-	-	-	990	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.62	8.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1078	-	-	900	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s/veh)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

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	164	10	5	260	5
Future Vol, veh/h	5	0	10	10	0	5	10	164	10	5	260	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	173	11	5	274	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	481	491	276	483	488	178	279	0	0	183	0	0
Stage 1	287	287	-	199	199	-	-	-	-	-	-	-
Stage 2	194	204	-	284	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	494	477	760	492	478	863	1278	-	-	1386	-	-
Stage 1	718	673	-	801	735	-	-	-	-	-	-	-
Stage 2	806	731	-	721	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	484	470	760	479	472	863	1278	-	-	1386	-	-
Mov Cap-2 Maneuver	484	470	-	479	472	-	-	-	-	-	-	-
Stage 1	715	670	-	793	728	-	-	-	-	-	-	-
Stage 2	794	724	-	708	668	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.78	11.59	0.43	0.14
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	97	-	-	639	562	33	-	-
HCM Lane V/C Ratio	0.008	-	-	0.025	0.028	0.004	-	-
HCM Control Delay (s/veh)	7.8	0	-	10.8	11.6	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

9: 1100 W & Millbrige Ln

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	164	260	10
Future Vol, veh/h	5	10	5	164	260	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	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	22	11	357	565	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	954	576	587	0	-	0
Stage 1	576	-	-	-	-	-
Stage 2	378	-	-	-	-	-
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	286	515	983	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	515	983	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.7	0.26	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	53	-	404	-	-
HCM Lane V/C Ratio	0.011	-	0.081	-	-
HCM Control Delay (s/veh)	8.7	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

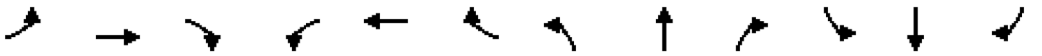
Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	20	10	145	10	15	5	75	94	45	110	0
Future Vol, veh/h	5	20	10	145	10	15	5	75	94	45	110	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	153	11	16	5	79	99	47	116	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, s/veh	8.6	10.3	9.3	9.2
HCM LOS	A	B	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%	67%	0%	40%	0%	100%
Vol Right, %	0%	56%	0%	33%	0%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	169	5	30	145	25	45	110
LT Vol	5	0	5	0	145	0	45	0
Through Vol	0	75	0	20	0	10	0	110
RT Vol	0	94	0	10	0	15	0	0
Lane Flow Rate	5	178	5	32	153	26	47	116
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.009	0.245	0.009	0.047	0.253	0.037	0.077	0.172
Departure Headway (Hd)	5.847	4.952	6.154	5.414	5.958	5.032	5.847	5.344
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	611	722	578	657	600	708	611	669
Service Time	3.596	2.7	3.928	3.188	3.717	2.791	3.598	3.095
HCM Lane V/C Ratio	0.008	0.247	0.009	0.049	0.255	0.037	0.077	0.173
HCM Control Delay, s/veh	8.6	9.3	9	8.5	10.7	8	9.1	9.2
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0	1	0	0.1	1	0.1	0.2	0.6

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	80	35	294	65	0	0	0	0	402	5	20
Future Volume (veh/h)	0	80	35	294	65	0	0	0	0	402	5	20
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	84	19	309	68	0				423	5	10
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	494	112	601	627	0				562	7	506
Arrive On Green	0.00	0.34	0.34	0.34	0.34	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	1464	331	1280	1856	0				1748	21	1572
Grp Volume(v), veh/h	0	0	103	309	68	0				428	0	10
Grp Sat Flow(s),veh/h/ln	0	0	1795	1280	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	1.3	7.3	0.8	0.0				7.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.3	8.6	0.8	0.0				7.1	0.0	0.1
Prop In Lane	0.00		0.18	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	606	601	627	0				569	0	506
V/C Ratio(X)	0.00	0.00	0.17	0.51	0.11	0.00				0.75	0.00	0.02
Avail Cap(c_a), veh/h	0	0	2203	1740	2277	0				2713	0	2412
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	7.6	10.6	7.4	0.0				9.9	0.0	7.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	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	0.3	1.5	0.2	0.0				2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	7.6	10.9	7.4	0.0				10.7	0.0	7.6
LnGrp LOS			A	B	A					B		A
Approach Vol, veh/h		103			377						438	
Approach Delay, s/veh		7.6			10.2						10.6	
Approach LOS		A			B						B	

Timer - Assigned Phs	2				6	8						
Phs Duration (G+Y+Rc), s	16.3				16.3	16.3						
Change Period (Y+Rc), s	5.3				5.3	5.8						
Max Green Setting (Gmax), s	40.0				40.0	50.0						
Max Q Clear Time (g_c+I1), s	3.3				10.6	9.1						
Green Ext Time (p_c), s	0.2				0.4	1.6						

Intersection Summary												
HCM 7th Control Delay, s/veh		10.1										
HCM 7th LOS		B										

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	452	0	0	329	874	30	5	261	0	0	0
Future Vol, veh/h	30	452	0	0	329	874	30	5	261	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	476	0	0	346	920	32	5	275	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	346	0	-	-	-	0	886	885	-
Stage 1	-	-	-	-	-	-	539	539	-
Stage 2	-	-	-	-	-	-	347	346	-
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	1207	-	0	0	-	0	314	283	0
Stage 1	-	-	0	0	-	0	583	520	0
Stage 2	-	-	0	0	-	0	713	633	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1207	-	-	-	-	-	305	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	0	-
Stage 1	-	-	-	-	-	-	567	0	-
Stage 2	-	-	-	-	-	-	712	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.5	0	18.41
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	305	-	1207	-	-
HCM Lane V/C Ratio	0.121	-	0.026	-	-
HCM Control Delay (s/veh)	18.4	0	8.1	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	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)	73	210	430	310	225	55	725	41	420	198	56	253
Future Volume (veh/h)	73	210	430	310	225	55	725	41	420	198	56	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	77	221	65	326	237	54	763	43	259	208	59	248
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	195	441	197	362	1116	498	934	666	565	234	377	320
Arrive On Green	0.13	0.13	0.13	0.13	0.32	0.32	0.27	0.36	0.36	0.13	0.20	0.20
Sat Flow, veh/h	1080	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	77	221	65	326	237	54	763	43	259	208	59	248
Grp Sat Flow(s),veh/h/ln	1080	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	8.1	7.0	4.5	15.6	5.9	2.9	25.0	1.8	15.2	13.9	3.1	17.9
Cycle Q Clear(g_c), s	8.1	7.0	4.5	15.6	5.9	2.9	25.0	1.8	15.2	13.9	3.1	17.9
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	195	441	197	362	1116	498	934	666	565	234	377	320
V/C Ratio(X)	0.39	0.50	0.33	0.90	0.21	0.11	0.82	0.06	0.46	0.89	0.16	0.78
Avail Cap(c_a), veh/h	372	1019	455	362	1695	756	934	666	565	302	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	49.5	49.0	47.9	41.6	30.0	29.0	40.8	25.2	29.5	51.2	39.3	45.2
Incr Delay (d2), s/veh	0.5	0.3	0.4	23.5	0.0	0.0	5.3	0.2	2.7	19.0	0.1	9.1
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	2.1	3.0	1.7	4.2	2.4	1.1	10.7	0.8	5.9	7.2	1.4	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.9	49.3	48.3	65.1	30.1	29.0	46.2	25.4	32.2	70.2	39.4	54.3
LnGrp LOS	D	D	D	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h		363			617			1065			515	
Approach Delay, s/veh		49.3			48.5			41.9			59.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.3	21.4	52.3	23.0	23.3	40.1	33.6
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	57.7	20.5	* 22	15.6	34.7	* 12	25.8
Max Q Clear Time (g_c+I1), s	7.9	15.9	17.2	17.6	10.1	27.0	19.9
Green Ext Time (p_c), s	0.8	0.0	0.2	0.0	0.8	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	48.0
HCM 7th LOS	D

Notes

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

* HCM 7th 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)	198	559	81	150	390	35	79	145	145	45	100	97
Future Volume (veh/h)	198	559	81	150	390	35	79	145	145	45	100	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	208	588	65	158	411	15	83	153	99	47	105	55
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	518	1457	649	426	1457	635	401	254	165	325	279	146
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	953	3526	1571	773	3526	1538	1216	1046	677	1118	1146	600
Grp Volume(v), veh/h	208	588	65	158	411	15	83	0	252	47	0	160
Grp Sat Flow(s),veh/h/ln	953	1763	1571	773	1763	1538	1216	0	1722	1118	0	1747
Q Serve(g_s), s	6.7	4.3	0.9	6.6	2.8	0.2	2.2	0.0	4.7	1.4	0.0	2.8
Cycle Q Clear(g_c), s	9.6	4.3	0.9	10.9	2.8	0.2	5.0	0.0	4.7	6.1	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.34
Lane Grp Cap(c), veh/h	518	1457	649	426	1457	635	401	0	419	325	0	425
V/C Ratio(X)	0.40	0.40	0.10	0.37	0.28	0.02	0.21	0.00	0.60	0.14	0.00	0.38
Avail Cap(c_a), veh/h	1120	3682	1640	914	3682	1606	1475	0	1941	1313	0	1968
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	10.3	7.5	6.5	11.3	7.1	6.3	13.5	0.0	12.2	14.9	0.0	11.5
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	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	0.8	0.8	0.2	0.7	0.5	0.0	0.5	0.0	1.5	0.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	7.6	6.6	11.5	7.1	6.3	13.6	0.0	12.7	15.0	0.0	11.7
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		861			584			335			207	
Approach Delay, s/veh		8.2			8.3			12.9			12.4	
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	38.0	41.0	38.0	41.0
Max Q Clear Time (g_c+I1), s	12.9	7.0	11.6	8.1
Green Ext Time (p_c), s	1.6	0.7	2.7	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th 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	11	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	11	-	-	-	-	-
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	1007	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1007	-	-	-	-	-
Mov Cap-2 Maneuver	1007	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	24	30	8	25	30	9	11	0	0	12	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	5	12	-	16	21	-	-	-	-	-	-	-
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	985	861	1071	984	861	1070	1602	-	-	1601	-	-
Stage 1	998	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1014	884	-	1001	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	977	857	1071	980	857	1069	1602	-	-	1599	-	-
Mov Cap-2 Maneuver	977	857	-	980	857	-	-	-	-	-	-	-
Stage 1	995	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	1009	883	-	998	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.7	8.38	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	977	1069	545	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.005	0.003	-	-
HCM Control Delay (s/veh)	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	5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	15	5	0	15
Future Vol, veh/h	5	0	15	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	16	5	0	16

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	-	-	1609	-	966	1078
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1609	-	957	1078
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.44	8.39
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1078	-	-	1350	-
HCM Lane V/C Ratio	0.015	-	-	0.01	-
HCM Control Delay (s/veh)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	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	5	0	15	30	0	15	5	363	5	0	197	5
Future Vol, veh/h	5	0	15	30	0	15	5	363	5	0	197	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	382	5	0	207	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	603	608	210	603	608	385	213	0	0	387	0	0
Stage 1	210	210	-	395	395	-	-	-	-	-	-	-
Stage 2	393	398	-	207	213	-	-	-	-	-	-	-
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	410	409	828	410	409	661	1352	-	-	1166	-	-
Stage 1	790	727	-	628	603	-	-	-	-	-	-	-
Stage 2	630	601	-	792	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	407	828	400	407	661	1352	-	-	1166	-	-
Mov Cap-2 Maneuver	398	407	-	400	407	-	-	-	-	-	-	-
Stage 1	790	727	-	625	600	-	-	-	-	-	-	-
Stage 2	612	598	-	777	725	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.71	13.71	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	24	-	-	652	460	1166	-	-
HCM Lane V/C Ratio	0.004	-	-	0.032	0.103	-	-	-
HCM Control Delay (s/veh)	7.7	0	-	10.7	13.7	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	368	182	5
Future Vol, veh/h	5	10	10	368	182	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	387	192	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	603	194	197	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	408	-	-	-	-	-
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	845	1370	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	456	845	1370	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.61	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	48	-	658	-	-
HCM Lane V/C Ratio	0.008	-	0.024	-	-
HCM Control Delay (s/veh)	7.6	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

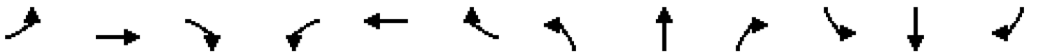
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	30	10	121	30	60	15	180	183	75	90	5
Future Vol, veh/h	5	30	10	121	30	60	15	180	183	75	90	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	32	11	127	32	63	16	189	193	79	95	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, s/veh	9.6	10.6	14.4	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%	50%	0%	75%	0%	33%	0%	95%
Vol Right, %	0%	50%	0%	25%	0%	67%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	363	5	40	121	90	75	95
LT Vol	15	0	5	0	121	0	75	0
Through Vol	0	180	0	30	0	30	0	90
RT Vol	0	183	0	10	0	60	0	5
Lane Flow Rate	16	382	5	42	127	95	79	100
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.027	0.562	0.01	0.074	0.236	0.15	0.14	0.162
Departure Headway (Hd)	6.154	5.294	7.013	6.327	6.684	5.705	6.368	5.825
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	585	684	510	565	537	628	564	616
Service Time	3.854	2.994	4.759	4.072	4.421	3.442	4.098	3.555
HCM Lane V/C Ratio	0.027	0.558	0.01	0.074	0.236	0.151	0.14	0.162
HCM Control Delay, s/veh	9	14.6	9.8	9.6	11.5	9.5	10.1	9.7
HCM Lane LOS	A	B	A	A	B	A	B	A
HCM 95th-tile Q	0.1	3.5	0	0.2	0.9	0.5	0.5	0.6

Future (2031) 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	25	10	211	50	0	0	0	0	861	0	20
Future Volume (veh/h)	0	25	10	211	50	0	0	0	0	861	0	20
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	26	3	222	53	0				906	0	14
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	345	40	410	392	0				1017	0	905
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.58	0.00	0.58
Sat Flow, veh/h	0	1633	188	1367	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	29	222	53	0				906	0	14
Grp Sat Flow(s),veh/h/ln	0	0	1821	1367	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	0.7	8.1	1.2	0.0				23.3	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.0	0.7	8.8	1.2	0.0				23.3	0.0	0.2
Prop In Lane	0.00		0.10	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	385	410	392	0				1017	0	905
V/C Ratio(X)	0.00	0.00	0.08	0.54	0.14	0.00				0.89	0.00	0.02
Avail Cap(c_a), veh/h	0	0	903	798	920	0				2179	0	1939
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	16.4	20.0	16.7	0.0				9.6	0.0	4.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.1	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	0.3	2.4	0.5	0.0				6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	16.5	20.4	16.7	0.0				10.8	0.0	4.7
LnGrp LOS			B	C	B					B		A
Approach Vol, veh/h		29			275						920	
Approach Delay, s/veh		16.5			19.7						10.7	
Approach LOS		B			B						B	

Timer - Assigned Phs	2				6	8						
Phs Duration (G+Y+Rc), s	16.3				16.3	35.7						
Change Period (Y+Rc), s	5.3				5.3	5.8						
Max Green Setting (Gmax), s	25.8				25.8	64.2						
Max Q Clear Time (g_c+I1), s	2.7				10.8	25.3						
Green Ext Time (p_c), s	0.0				0.2	4.7						

Intersection Summary												
HCM 7th Control Delay, s/veh		12.8										
HCM 7th LOS		B										

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	871	0	0	246	441	15	0	302	0	0	0
Future Vol, veh/h	10	871	0	0	246	441	15	0	302	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	917	0	0	259	464	16	0	318	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	259	0	-	-	-	0	1198	1197	-
Stage 1	-	-	-	-	-	-	938	938	-
Stage 2	-	-	-	-	-	-	260	259	-
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	1300	-	0	0	-	0	204	185	0
Stage 1	-	-	0	0	-	0	379	342	0
Stage 2	-	-	0	0	-	0	781	692	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1300	-	-	-	-	-	202	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	0	-
Stage 1	-	-	-	-	-	-	376	0	-
Stage 2	-	-	-	-	-	-	780	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.09	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	202	-	1300	-	-
HCM Lane V/C Ratio	0.078	-	0.008	-	-
HCM Control Delay (s/veh)	24.3	0	7.8	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	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)	278	135	760	235	150	218	495	56	260	24	26	42
Future Volume (veh/h)	278	135	760	235	150	218	495	56	260	24	26	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	293	142	195	247	158	200	521	59	123	25	27	-114
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	303	843	376	484	1479	660	592	678	574	42	372	315
Arrive On Green	0.24	0.24	0.24	0.12	0.42	0.42	0.17	0.37	0.37	0.02	0.20	0.00
Sat Flow, veh/h	1015	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	293	142	195	247	158	200	521	59	123	25	27	-114
Grp Sat Flow(s),veh/h/ln	1015	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	28.7	3.8	12.9	12.2	3.3	10.2	17.8	2.5	6.5	1.7	1.4	0.0
Cycle Q Clear(g_c), s	28.7	3.8	12.9	12.2	3.3	10.2	17.8	2.5	6.5	1.7	1.4	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	303	843	376	484	1479	660	592	678	574	42	372	315
V/C Ratio(X)	0.97	0.17	0.52	0.51	0.11	0.30	0.88	0.09	0.21	0.60	0.07	-0.36
Avail Cap(c_a), veh/h	303	843	376	504	1519	677	646	678	574	81	372	315
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	0.00
Uniform Delay (d), s/veh	48.1	36.2	39.6	27.5	21.2	23.2	48.4	25.0	26.2	58.0	38.9	0.0
Incr Delay (d2), s/veh	42.6	0.0	0.6	0.3	0.0	0.1	11.8	0.3	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	12.2	1.6	4.9	4.9	1.3	3.6	8.3	1.1	2.5	0.8	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.7	36.2	40.2	27.8	21.2	23.3	60.3	25.2	27.1	63.1	39.0	0.0
LnGrp LOS	F	D	D	C	C	C	E	C	C	E	D	
Approach Vol, veh/h		630			605			703			-62	
Approach Delay, s/veh		62.8			24.6			51.5			0.0	
Approach LOS		E			C			D			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	58.6	8.3	53.0	21.6	37.0	28.1	33.2
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	5.5	* 43	15.6	28.7	* 23	20.8
Max Q Clear Time (g_c+I1), s	12.2	3.7	8.5	14.2	30.7	19.8	3.4
Green Ext Time (p_c), s	0.7	0.0	0.2	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	48.3
HCM 7th LOS	D

Notes

* HCM 7th 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)	74	277	33	155	372	40	96	100	160	56	113	160
Future Volume (veh/h)	74	277	33	155	372	40	96	100	160	56	113	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	78	292	9	163	392	17	101	105	79	59	119	104
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	507	1412	629	562	1412	616	372	260	196	404	243	213
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	968	3526	1571	1069	3526	1538	1148	976	735	1189	913	798
Grp Volume(v), veh/h	78	292	9	163	392	17	101	0	184	59	0	223
Grp Sat Flow(s),veh/h/ln	968	1763	1571	1069	1763	1538	1148	0	1711	1189	0	1711
Q Serve(g_s), s	2.2	2.0	0.1	4.4	2.8	0.3	3.1	0.0	3.3	1.6	0.0	4.1
Cycle Q Clear(g_c), s	5.0	2.0	0.1	6.4	2.8	0.3	7.2	0.0	3.3	4.9	0.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.47
Lane Grp Cap(c), veh/h	507	1412	629	562	1412	616	372	0	456	404	0	456
V/C Ratio(X)	0.15	0.21	0.01	0.29	0.28	0.03	0.27	0.00	0.40	0.15	0.00	0.49
Avail Cap(c_a), veh/h	1022	3287	1464	1130	3287	1434	1411	0	2005	1481	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	9.3	7.4	6.8	9.5	7.6	6.8	14.6	0.0	11.3	13.3	0.0	11.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.3
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	0.4	0.0	0.6	0.6	0.0	0.7	0.0	1.0	0.4	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	7.4	6.8	9.6	7.6	6.8	14.8	0.0	11.5	13.4	0.0	11.9
LnGrp LOS	A	A	A	A	A	A	B		B	B		B
Approach Vol, veh/h		379			572			285			282	
Approach Delay, s/veh		7.8			8.2			12.7			12.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.5	16.0	21.5	16.0
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	8.4	9.2	7.0	6.9
Green Ext Time (p_c), s	1.2	0.6	1.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th 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	21	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	21	-	-	-	-	-
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	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	-	-	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	26	30	8	27	30	9	11	0	0	12	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	8	12	-	18	21	-	-	-	-	-	-	-
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	981	861	1071	980	861	1070	1602	-	-	1601	-	-
Stage 1	998	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1011	884	-	998	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	967	857	1071	970	857	1069	1602	-	-	1599	-	-
Mov Cap-2 Maneuver	967	857	-	970	857	-	-	-	-	-	-	-
Stage 1	995	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	1000	883	-	989	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.23	8.82	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	857	958	545	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.016	0.003	-	-
HCM Control Delay (s/veh)	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	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	0	5	53	0	10
Future Vol, veh/h	134	0	5	53	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	36	36	36	36	36	36
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	372	0	14	147	0	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	372	0	547	372
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	175	-
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	-	-	1181	-	496	674
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1181	-	490	674
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.7	10.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	155	-
HCM Lane V/C Ratio	0.041	-	-	0.012	-
HCM Control Delay (s/veh)	10.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

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	179	10	5	299	5
Future Vol, veh/h	5	0	10	10	0	5	10	179	10	5	299	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	188	11	5	315	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	537	548	317	540	545	194	320	0	0	199	0	0
Stage 1	328	328	-	215	215	-	-	-	-	-	-	-
Stage 2	209	220	-	325	331	-	-	-	-	-	-	-
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	453	443	721	451	444	845	1234	-	-	1367	-	-
Stage 1	683	645	-	785	723	-	-	-	-	-	-	-
Stage 2	790	719	-	685	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	444	436	721	438	438	845	1234	-	-	1367	-	-
Mov Cap-2 Maneuver	444	436	-	438	438	-	-	-	-	-	-	-
Stage 1	680	642	-	778	716	-	-	-	-	-	-	-
Stage 2	778	712	-	672	641	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.2	12.11	0.4	0.12
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	597	522	29	-	-
HCM Lane V/C Ratio	0.009	-	-	0.026	0.03	0.004	-	-
HCM Control Delay (s/veh)	7.9	0	-	11.2	12.1	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	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	179	299	10
Future Vol, veh/h	5	10	5	179	299	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	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	22	11	389	650	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1072	661	672	0	-	0
Stage 1	661	-	-	-	-	-
Stage 2	411	-	-	-	-	-
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	243	461	914	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	461	914	-	-	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.26	0.24	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	49	-	352	-	-
HCM Lane V/C Ratio	0.012	-	0.093	-	-
HCM Control Delay (s/veh)	9	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

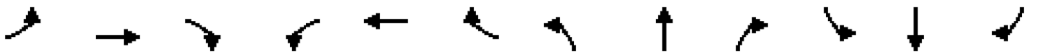
Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	104	49	145	41	15	20	75	94	45	110	2
Future Vol, veh/h	11	104	49	145	41	15	20	75	94	45	110	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
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	12	109	52	153	43	16	21	79	99	47	116	2
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, s/veh	10.3	10.7	10.2	10
HCM LOS	B	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%	44%	0%	68%	0%	73%	0%	98%
Vol Right, %	0%	56%	0%	32%	0%	27%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	169	11	153	145	56	45	112
LT Vol	20	0	11	0	145	0	45	0
Through Vol	0	75	0	104	0	41	0	110
RT Vol	0	94	0	49	0	15	0	2
Lane Flow Rate	21	178	12	161	153	59	47	118
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.038	0.273	0.021	0.255	0.269	0.093	0.085	0.195
Departure Headway (Hd)	6.432	5.532	6.423	5.691	6.346	5.651	6.464	5.946
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	557	649	558	631	568	635	555	604
Service Time	4.163	3.263	4.152	3.42	4.074	3.379	4.195	3.677
HCM Lane V/C Ratio	0.038	0.274	0.022	0.255	0.269	0.093	0.085	0.195
HCM Control Delay, s/veh	9.4	10.3	9.3	10.4	11.4	9	9.8	10.1
HCM Lane LOS	A	B	A	B	B	A	A	B
HCM 95th-tile Q	0.1	1.1	0.1	1	1.1	0.3	0.3	0.7

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	80	35	294	65	0	0	0	0	402	5	20
Future Volume (veh/h)	0	80	35	294	65	0	0	0	0	402	5	20
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	84	20	309	68	0				423	5	10
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	490	117	601	628	0				562	7	505
Arrive On Green	0.00	0.34	0.34	0.34	0.34	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	1448	345	1278	1856	0				1748	21	1572
Grp Volume(v), veh/h	0	0	104	309	68	0				428	0	10
Grp Sat Flow(s),veh/h/ln	0	0	1793	1278	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	1.3	7.3	0.8	0.0				7.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.3	8.6	0.8	0.0				7.1	0.0	0.1
Prop In Lane	0.00		0.19	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	607	601	628	0				568	0	505
V/C Ratio(X)	0.00	0.00	0.17	0.51	0.11	0.00				0.75	0.00	0.02
Avail Cap(c_a), veh/h	0	0	2572	2003	2662	0				2342	0	2083
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	7.6	10.6	7.4	0.0				9.9	0.0	7.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	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	0.3	1.5	0.2	0.0				2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	7.6	10.9	7.4	0.0				10.7	0.0	7.6
LnGrp LOS			A	B	A					B		A
Approach Vol, veh/h		104			377						438	
Approach Delay, s/veh		7.6			10.2						10.6	
Approach LOS		A			B						B	

Timer - Assigned Phs	2				6	8						
Phs Duration (G+Y+Rc), s	16.3				16.3	16.3						
Change Period (Y+Rc), s	5.3				5.3	5.8						
Max Green Setting (Gmax), s	46.8				46.8	43.2						
Max Q Clear Time (g_c+I1), s	3.3				10.6	9.1						
Green Ext Time (p_c), s	0.2				0.4	1.6						

Intersection Summary												
HCM 7th Control Delay, s/veh		10.1										
HCM 7th LOS		B										

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	452	0	0	329	874	30	5	261	0	0	0
Future Vol, veh/h	30	452	0	0	329	874	30	5	261	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	476	0	0	346	920	32	5	275	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	346	0	-	-	-	0	886	885	-
Stage 1	-	-	-	-	-	-	539	539	-
Stage 2	-	-	-	-	-	-	347	346	-
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	1207	-	0	0	-	0	314	283	0
Stage 1	-	-	0	0	-	0	583	520	0
Stage 2	-	-	0	0	-	0	713	633	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1207	-	-	-	-	-	305	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	0	-
Stage 1	-	-	-	-	-	-	567	0	-
Stage 2	-	-	-	-	-	-	712	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.5	0	18.41
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	305	-	1207	-	-
HCM Lane V/C Ratio	0.121	-	0.026	-	-
HCM Control Delay (s/veh)	18.4	0	8.1	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	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)	73	210	430	310	225	55	725	41	420	198	56	253
Future Volume (veh/h)	73	210	430	310	225	55	725	41	420	198	56	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	77	221	76	326	237	5	763	43	193	208	59	143
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	201	441	197	361	1116	498	906	667	565	234	392	333
Arrive On Green	0.13	0.13	0.13	0.13	0.32	0.32	0.26	0.36	0.36	0.13	0.21	0.21
Sat Flow, veh/h	1129	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	77	221	76	326	237	5	763	43	193	208	59	143
Grp Sat Flow(s),veh/h/ln	1129	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	7.7	7.0	5.3	15.6	5.9	0.3	25.3	1.8	10.8	13.9	3.1	9.5
Cycle Q Clear(g_c), s	7.7	7.0	5.3	15.6	5.9	0.3	25.3	1.8	10.8	13.9	3.1	9.5
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	201	441	197	361	1116	498	906	667	565	234	392	333
V/C Ratio(X)	0.38	0.50	0.39	0.90	0.21	0.01	0.84	0.06	0.34	0.89	0.15	0.43
Avail Cap(c_a), veh/h	339	873	389	361	1548	691	906	667	565	243	392	333
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	49.3	49.0	48.3	41.6	30.0	28.1	41.8	25.2	28.1	51.2	38.5	41.0
Incr Delay (d2), s/veh	0.4	0.3	0.5	23.9	0.0	0.0	6.8	0.2	1.6	28.8	0.1	0.3
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	3.0	2.0	4.2	2.4	0.1	11.0	0.8	4.1	7.8	1.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.7	49.3	48.7	65.5	30.1	28.1	48.6	25.4	29.7	80.0	38.6	41.4
LnGrp LOS	D	D	D	E	C	C	D	C	C	F	D	D
Approach Vol, veh/h		374			568			999			410	
Approach Delay, s/veh		49.3			50.4			44.0			60.6	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.3	21.4	52.3	23.0	23.3	39.1	34.6
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	52.7	16.5	* 31	15.6	29.7	* 20	22.8
Max Q Clear Time (g_c+I1), s	7.9	15.9	12.8	17.6	9.7	27.3	11.5
Green Ext Time (p_c), s	0.8	0.0	0.3	0.0	0.8	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	49.3
HCM 7th LOS	D

Notes

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

* HCM 7th 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)	198	559	81	150	419	64	79	160	145	63	109	97
Future Volume (veh/h)	198	559	81	150	419	64	79	160	145	63	109	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	208	588	57	158	441	28	83	168	105	66	115	59
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	484	1438	641	413	1438	627	410	283	177	328	308	158
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	916	3526	1571	779	3526	1538	1200	1062	663	1097	1155	593
Grp Volume(v), veh/h	208	588	57	158	441	28	83	0	273	66	0	174
Grp Sat Flow(s),veh/h/ln	916	1763	1571	779	1763	1538	1200	0	1725	1097	0	1748
Q Serve(g_s), s	7.6	4.5	0.9	6.9	3.2	0.4	2.3	0.0	5.3	2.1	0.0	3.1
Cycle Q Clear(g_c), s	10.9	4.5	0.9	11.5	3.2	0.4	5.4	0.0	5.3	7.4	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.34
Lane Grp Cap(c), veh/h	484	1438	641	413	1438	627	410	0	459	328	0	465
V/C Ratio(X)	0.43	0.41	0.09	0.38	0.31	0.04	0.20	0.00	0.59	0.20	0.00	0.37
Avail Cap(c_a), veh/h	1066	3678	1638	908	3678	1604	1311	0	1755	1152	0	1778
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	8.1	7.0	12.1	7.7	6.8	13.7	0.0	12.3	15.5	0.0	11.5
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	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	0.9	0.9	0.2	0.8	0.6	0.1	0.5	0.0	1.7	0.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.6	8.1	7.0	12.4	7.7	6.9	13.8	0.0	12.7	15.6	0.0	11.7
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		853			627			356			240	
Approach Delay, s/veh		8.9			8.9			13.0			12.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.1	16.2	22.1	16.2
Change Period (Y+Rc), s	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s	40.0	39.0	40.0	39.0
Max Q Clear Time (g_c+I1), s	13.5	7.4	12.9	9.4
Green Ext Time (p_c), s	1.7	0.8	2.8	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th 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	11	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	11	-	-	-	-	-
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	1007	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1007	-	-	-	-	-
Mov Cap-2 Maneuver	1007	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	24	30	8	25	30	9	11	0	0	12	0	0
Stage 1	18	18	-	9	9	-	-	-	-	-	-	-
Stage 2	5	12	-	16	21	-	-	-	-	-	-	-
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	985	861	1071	984	861	1070	1602	-	-	1601	-	-
Stage 1	998	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	1014	884	-	1001	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	977	857	1071	980	857	1069	1602	-	-	1599	-	-
Mov Cap-2 Maneuver	977	857	-	980	857	-	-	-	-	-	-	-
Stage 1	995	875	-	1009	885	-	-	-	-	-	-	-
Stage 2	1009	883	-	998	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.7	8.38	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	977	1069	545	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.005	0.003	-	-
HCM Control Delay (s/veh)	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	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	0	15	151	0	15
Future Vol, veh/h	94	0	15	151	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	99	0	16	159	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	289	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	191	-
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	-	-	1488	-	699	957
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	839	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1488	-	691	957
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.67	8.83
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	957	-	-	163	-
HCM Lane V/C Ratio	0.017	-	-	0.011	-
HCM Control Delay (s/veh)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	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	5	0	15	30	0	15	5	407	5	0	224	5
Future Vol, veh/h	5	0	15	30	0	15	5	407	5	0	224	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	428	5	0	236	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	677	683	238	677	683	431	241	0	0	434	0	0
Stage 1	238	238	-	442	442	-	-	-	-	-	-	-
Stage 2	439	444	-	236	241	-	-	-	-	-	-	-
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	365	371	798	365	371	622	1320	-	-	1121	-	-
Stage 1	763	706	-	593	575	-	-	-	-	-	-	-
Stage 2	595	573	-	765	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	354	369	798	356	369	622	1320	-	-	1121	-	-
Mov Cap-2 Maneuver	354	369	-	356	369	-	-	-	-	-	-	-
Stage 1	763	706	-	590	572	-	-	-	-	-	-	-
Stage 2	577	570	-	750	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.14	14.78	0.09	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	22	-	-	608	415	1121	-	-
HCM Lane V/C Ratio	0.004	-	-	0.035	0.114	-	-	-
HCM Control Delay (s/veh)	7.7	0	-	11.1	14.8	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	412	209	5
Future Vol, veh/h	5	10	10	412	209	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	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	22	22	896	454	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1399	460	465	0	-	0
Stage 1	460	-	-	-	-	-
Stage 2	939	-	-	-	-	-
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	154	599	1091	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	599	1091	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	379	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.6	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	43	-	297	-	-
HCM Lane V/C Ratio	0.02	-	0.11	-	-
HCM Control Delay (s/veh)	8.4	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

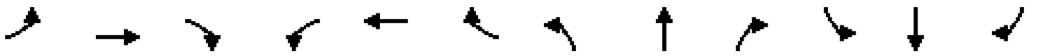
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	88	37	121	125	60	59	180	183	75	90	12
Future Vol, veh/h	9	88	37	121	125	60	59	180	183	75	90	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	93	39	127	132	63	62	189	193	79	95	13
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, s/veh	11.8	12.6	17.5	11.2
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	50%	0%	70%	0%	68%	0%	88%
Vol Right, %	0%	50%	0%	30%	0%	32%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	363	9	125	121	185	75	102
LT Vol	59	0	9	0	121	0	75	0
Through Vol	0	180	0	88	0	125	0	90
RT Vol	0	183	0	37	0	60	0	12
Lane Flow Rate	62	382	9	132	127	195	79	107
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.118	0.634	0.02	0.249	0.254	0.348	0.159	0.198
Departure Headway (Hd)	6.838	5.973	7.525	6.802	7.177	6.437	7.236	6.642
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	600	473	524	498	555	493	537
Service Time	4.609	3.743	5.316	4.593	4.956	4.215	5.024	4.43
HCM Lane V/C Ratio	0.119	0.637	0.019	0.252	0.255	0.351	0.16	0.199
HCM Control Delay, s/veh	10.5	18.6	10.5	11.9	12.4	12.7	11.4	11.1
HCM Lane LOS	B	C	B	B	B	B	B	B
HCM 95th-tile Q	0.4	4.5	0.1	1	1	1.5	0.6	0.7

Future (2046) Background 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	35	15	301	75	0	0	0	0	1066	0	125
Future Volume (veh/h)	0	35	15	301	75	0	0	0	0	1066	0	125
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	37	3	317	79	0				1122	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	432	35	394	474	0				1122	0	999
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.64	0.00	0.64
Sat Flow, veh/h	0	1693	137	1354	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	40	317	79	0				1122	0	91
Grp Sat Flow(s),veh/h/ln	0	0	1831	1354	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	1.7	23.5	3.3	0.0				64.2	0.0	2.3
Cycle Q Clear(g_c), s	0.0	0.0	1.7	25.2	3.3	0.0				64.2	0.0	2.3
Prop In Lane	0.00		0.07	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	467	394	474	0				1122	0	999
V/C Ratio(X)	0.00	0.00	0.09	0.80	0.17	0.00				1.00	0.00	0.09
Avail Cap(c_a), veh/h	0	0	467	394	474	0				1122	0	999
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	28.7	38.3	29.3	0.0				18.4	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.7	0.1	0.0				26.8	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	0.7	8.8	1.5	0.0				31.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	28.7	49.0	29.3	0.0				45.3	0.0	7.2
LnGrp LOS			C	D	C					D		A
Approach Vol, veh/h		40			396						1213	
Approach Delay, s/veh		28.7			45.1						42.4	
Approach LOS		C			D						D	

Timer - Assigned Phs	2				6	8						
Phs Duration (G+Y+Rc), s	31.1				31.1	70.0						
Change Period (Y+Rc), s	5.3				5.3	5.8						
Max Green Setting (Gmax), s	25.8				25.8	64.2						
Max Q Clear Time (g_c+I1), s	3.7				27.2	66.2						
Green Ext Time (p_c), s	0.1				0.0	0.0						

Intersection Summary												
HCM 7th Control Delay, s/veh		42.7										
HCM 7th LOS		D										

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	0.6

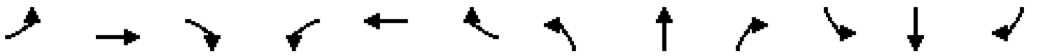
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1086	0	0	356	626	20	0	377	0	0	0
Future Vol, veh/h	15	1086	0	0	356	626	20	0	377	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	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	1143	0	0	375	659	21	0	397	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	375	0	-	-	-	0	1550	1549	-
Stage 1	-	-	-	-	-	-	1175	1175	-
Stage 2	-	-	-	-	-	-	376	375	-
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	1178	-	0	0	-	0	124	113	0
Stage 1	-	-	0	0	-	0	292	264	0
Stage 2	-	-	0	0	-	0	692	615	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1178	-	-	-	-	-	123	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	0	-
Stage 1	-	-	-	-	-	-	288	0	-
Stage 2	-	-	-	-	-	-	692	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.11	0	40.33
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	123	-	1178	-	-
HCM Lane V/C Ratio	0.172	-	0.013	-	-
HCM Control Delay (s/veh)	40.3	0	8.1	-	-
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)	293	195	975	345	250	228	685	61	385	24	26	47
Future Volume (veh/h)	293	195	975	345	250	228	685	61	385	24	26	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	308	205	447	363	263	207	721	64	21	25	27	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	378	1225	546	439	1724	769	717	549	465	42	175	148
Arrive On Green	0.35	0.35	0.35	0.08	0.49	0.49	0.21	0.30	0.30	0.02	0.09	0.00
Sat Flow, veh/h	916	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	308	205	447	363	263	207	721	64	21	25	27	0
Grp Sat Flow(s),veh/h/ln	916	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	39.7	4.8	31.1	9.6	4.9	9.3	25.1	3.0	1.1	1.7	1.6	0.0
Cycle Q Clear(g_c), s	39.7	4.8	31.1	9.6	4.9	9.3	25.1	3.0	1.1	1.7	1.6	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	378	1225	546	439	1724	769	717	549	465	42	175	148
V/C Ratio(X)	0.81	0.17	0.82	0.83	0.15	0.27	1.01	0.12	0.05	0.60	0.15	0.00
Avail Cap(c_a), veh/h	378	1225	546	439	1725	769	717	549	465	258	353	299
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	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.5	27.1	35.7	29.2	16.9	18.0	47.5	30.8	30.2	58.0	49.9	0.0
Incr Delay (d2), s/veh	12.0	0.0	8.9	10.9	0.0	0.1	35.1	0.4	0.2	5.1	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	9.6	2.0	12.6	5.7	1.9	3.2	13.7	1.4	0.4	0.8	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.5	27.2	44.6	40.0	16.9	18.1	82.5	31.3	30.3	63.1	50.1	0.0
LnGrp LOS	D	C	D	D	B	B	F	C	C	E	D	
Approach Vol, veh/h		960			833			806			52	
Approach Delay, s/veh		42.8			27.3			77.1			56.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	67.0	8.3	44.7	17.0	50.0	32.5	20.5
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	58.7	17.5	* 24	9.6	41.7	* 14	22.8
Max Q Clear Time (g_c+I1), s	11.3	3.7	5.0	11.6	41.7	27.1	3.6
Green Ext Time (p_c), s	1.1	0.0	0.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	48.6
HCM 7th LOS	D

Notes

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

* HCM 7th 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)	104	422	43	225	492	45	116	135	235	45	150	225
Future Volume (veh/h)	104	422	43	225	492	45	116	135	235	45	150	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	109	444	26	237	518	22	122	142	150	47	158	164
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	411	1427	636	443	1427	623	336	273	288	359	277	288
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	858	3526	1571	915	3526	1538	1049	820	866	1078	834	865
Grp Volume(v), veh/h	109	444	26	237	518	22	122	0	292	47	0	322
Grp Sat Flow(s),veh/h/ln	858	1763	1571	915	1763	1538	1049	0	1686	1078	0	1699
Q Serve(g_s), s	4.8	4.1	0.5	11.3	4.9	0.4	5.2	0.0	6.7	1.8	0.0	7.4
Cycle Q Clear(g_c), s	9.7	4.1	0.5	15.4	4.9	0.4	12.6	0.0	6.7	8.4	0.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.51
Lane Grp Cap(c), veh/h	411	1427	636	443	1427	623	336	0	561	359	0	565
V/C Ratio(X)	0.27	0.31	0.04	0.53	0.36	0.04	0.36	0.00	0.52	0.13	0.00	0.57
Avail Cap(c_a), veh/h	694	2591	1154	746	2591	1130	957	0	1557	997	0	1570
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	13.3	9.6	8.6	14.9	9.9	8.6	18.3	0.0	12.8	16.2	0.0	13.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.1	0.0	0.2	0.0	0.3	0.1	0.0	0.3
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	1.0	0.1	1.7	1.2	0.1	1.1	0.0	2.1	0.4	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	9.7	8.6	15.3	9.9	8.6	18.5	0.0	13.1	16.3	0.0	13.4
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		579			777			414			369	
Approach Delay, s/veh		10.3			11.5			14.7			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	25.8	21.8	25.8	21.8
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	17.4	14.6	11.7	10.4
Green Ext Time (p_c), s	1.9	1.0	1.9	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th 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	21	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	21	-	-	-	-	-
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	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	-	-	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

6: 1450 W & Millbrige Ln

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	32	35	8	33	35	14	11	0	0	17	0	0
Stage 1	18	18	-	14	14	-	-	-	-	-	-	-
Stage 2	13	17	-	18	21	-	-	-	-	-	-	-
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	974	855	1071	972	855	1063	1602	-	-	1594	-	-
Stage 1	998	878	-	1003	882	-	-	-	-	-	-	-
Stage 2	1005	879	-	998	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	960	852	1071	962	852	1062	1602	-	-	1592	-	-
Mov Cap-2 Maneuver	960	852	-	962	852	-	-	-	-	-	-	-
Stage 1	995	875	-	1002	881	-	-	-	-	-	-	-
Stage 2	994	879	-	989	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.25	8.85	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	852	951	545	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.017	0.003	-	-
HCM Control Delay (s/veh)	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	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	0	10	5	0	15
Future Vol, veh/h	5	0	10	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	36	36	36	36	36	36
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	14	0	28	14	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	14	0	83	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	69	-
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	-	-	1598	-	916	1066
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1598	-	900	1066
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.86	8.51
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1066	-	-	1200	-
HCM Lane V/C Ratio	0.039	-	-	0.017	-
HCM Control Delay (s/veh)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

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	239	10	5	375	5
Future Vol, veh/h	5	0	10	15	0	5	15	239	10	5	375	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	252	11	5	395	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	691	702	397	694	699	257	400	0	0	262	0	0
Stage 1	408	408	-	288	288	-	-	-	-	-	-	-
Stage 2	283	294	-	405	411	-	-	-	-	-	-	-
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	357	361	650	356	363	779	1153	-	-	1296	-	-
Stage 1	618	595	-	717	672	-	-	-	-	-	-	-
Stage 2	722	668	-	620	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	348	354	650	343	355	779	1153	-	-	1296	-	-
Mov Cap-2 Maneuver	348	354	-	343	355	-	-	-	-	-	-	-
Stage 1	615	592	-	706	661	-	-	-	-	-	-	-
Stage 2	705	657	-	607	590	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.38	14.53	0.46	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	101	-	-	504	399	23	-	-
HCM Lane V/C Ratio	0.014	-	-	0.031	0.053	0.004	-	-
HCM Control Delay (s/veh)	8.2	0	-	12.4	14.5	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	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	5	239	365	15
Future Vol, veh/h	10	15	5	239	365	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	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	22	33	11	520	793	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1351	810	826	0	-	0
Stage 1	810	-	-	-	-	-
Stage 2	541	-	-	-	-	-
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	165	378	800	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	378	800	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	37	-	246	-	-
HCM Lane V/C Ratio	0.014	-	0.221	-	-
HCM Control Delay (s/veh)	9.6	0	23.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

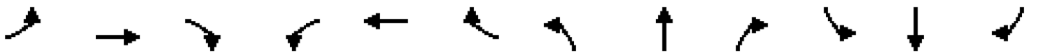
Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	30	15	205	15	25	5	105	139	65	165	0
Future Vol, veh/h	5	30	15	205	15	25	5	105	139	65	165	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	216	16	26	5	111	146	68	174	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, s/veh	9.5	12.6	11.6	10.6
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%	43%	0%	67%	0%	38%	0%	100%
Vol Right, %	0%	57%	0%	33%	0%	63%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	244	5	45	205	40	65	165
LT Vol	5	0	5	0	205	0	65	0
Through Vol	0	105	0	30	0	15	0	165
RT Vol	0	139	0	15	0	25	0	0
Lane Flow Rate	5	257	5	47	216	42	68	174
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.009	0.391	0.01	0.081	0.392	0.065	0.122	0.284
Departure Headway (Hd)	6.394	5.485	6.926	6.181	6.537	5.589	6.394	5.889
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	561	658	517	579	552	641	562	611
Service Time	4.123	3.215	4.667	3.922	4.268	3.319	4.124	3.618
HCM Lane V/C Ratio	0.009	0.391	0.01	0.081	0.391	0.066	0.121	0.285
HCM Control Delay, s/veh	9.2	11.7	9.7	9.5	13.4	8.7	10	10.9
HCM Lane LOS	A	B	A	A	B	A	A	B
HCM 95th-tile Q	0	1.9	0	0.3	1.9	0.2	0.4	1.2

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	50	354	90	0	0	0	0	577	5	25
Future Volume (veh/h)	0	210	50	354	90	0	0	0	0	577	5	25
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	44	373	95	0				607	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	684	136	501	845	0				680	6	609
Arrive On Green	0.00	0.46	0.46	0.46	0.46	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	1502	299	1105	1856	0				1753	14	1572
Grp Volume(v), veh/h	0	0	265	373	95	0				612	0	11
Grp Sat Flow(s),veh/h/ln	0	0	1801	1105	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	6.6	23.0	2.1	0.0				22.9	0.0	0.3
Cycle Q Clear(g_c), s	0.0	0.0	6.6	29.6	2.1	0.0				22.9	0.0	0.3
Prop In Lane	0.00		0.17	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	820	501	845	0				685	0	609
V/C Ratio(X)	0.00	0.00	0.32	0.74	0.11	0.00				0.89	0.00	0.02
Avail Cap(c_a), veh/h	0	0	1015	620	1045	0				1256	0	1117
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	21.8	11.0	0.0				20.3	0.0	13.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	2.7	0.0	0.0				1.7	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	2.4	5.8	0.8	0.0				8.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	12.4	24.5	11.1	0.0				22.0	0.0	13.3
LnGrp LOS			B	C	B					C		B
Approach Vol, veh/h		265			468						623	
Approach Delay, s/veh		12.4			21.8						21.8	
Approach LOS		B			C						C	

Timer - Assigned Phs	2				6	8						
Phs Duration (G+Y+Rc), s	37.5				37.5	33.2						
Change Period (Y+Rc), s	5.3				5.3	5.8						
Max Green Setting (Gmax), s	39.8				39.8	50.2						
Max Q Clear Time (g_c+I1), s	8.6				31.6	24.9						
Green Ext Time (p_c), s	0.7				0.5	2.5						

Intersection Summary												
HCM 7th Control Delay, s/veh		19.9										
HCM 7th LOS		B										

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	2.7

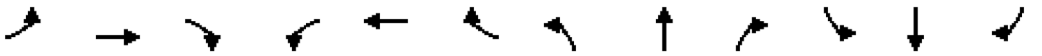
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	647	0	0	404	1099	40	5	371	0	0	0
Future Vol, veh/h	140	647	0	0	404	1099	40	5	371	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	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	681	0	0	425	1157	42	5	391	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	425	0	-	-	-	0	1402	1401	-
Stage 1	-	-	-	-	-	-	976	976	-
Stage 2	-	-	-	-	-	-	426	425	-
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	1129	-	0	0	-	0	153	139	0
Stage 1	-	-	0	0	-	0	364	328	0
Stage 2	-	-	0	0	-	0	656	585	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1129	-	-	-	-	-	133	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	0	-
Stage 1	-	-	-	-	-	-	316	0	-
Stage 2	-	-	-	-	-	-	656	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	1.54	0	46.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	133	-	1129	-	-
HCM Lane V/C Ratio	0.355	-	0.131	-	-
HCM Control Delay (s/veh)	46.2	0	8.7	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	1.5	-	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)	78	315	620	455	265	60	975	41	620	208	61	263
Future Volume (veh/h)	78	315	620	455	265	60	975	41	620	208	61	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	82	332	118	479	279	24	1026	43	268	219	64	17
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	193	441	197	439	1351	603	1229	531	450	245	94	80
Arrive On Green	0.13	0.13	0.13	0.20	0.38	0.38	0.36	0.29	0.29	0.14	0.05	0.05
Sat Flow, veh/h	1068	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	82	332	118	479	279	24	1026	43	268	219	64	17
Grp Sat Flow(s),veh/h/ln	1068	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	8.7	10.9	8.5	23.6	6.4	1.1	32.9	2.0	17.6	14.6	4.1	1.2
Cycle Q Clear(g_c), s	8.7	10.9	8.5	23.6	6.4	1.1	32.9	2.0	17.6	14.6	4.1	1.2
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	193	441	197	439	1351	603	1229	531	450	245	94	80
V/C Ratio(X)	0.42	0.75	0.60	1.09	0.21	0.04	0.84	0.08	0.60	0.89	0.68	0.21
Avail Cap(c_a), veh/h	306	814	363	439	1725	769	1229	531	450	434	198	168
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	49.8	50.7	49.7	37.1	24.8	23.2	35.2	31.3	36.8	50.8	56.0	54.7
Incr Delay (d2), s/veh	0.5	1.0	1.1	68.5	0.0	0.0	4.8	0.3	5.7	4.9	3.2	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	2.3	4.7	3.3	19.0	2.5	0.4	13.7	0.9	7.2	6.6	1.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	51.7	50.8	105.6	24.8	23.2	40.1	31.6	42.6	55.7	59.2	55.1
LnGrp LOS	D	D	D	F	C	C	D	C	D	E	E	E
Approach Vol, veh/h		532			782			1337			300	
Approach Delay, s/veh		51.3			74.2			40.3			56.4	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	54.3	22.2	43.5	31.0	23.3	50.4	15.3
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	29.5	* 12	23.6	27.7	* 24	12.8
Max Q Clear Time (g_c+I1), s	8.4	16.6	19.6	25.6	12.9	34.9	6.1
Green Ext Time (p_c), s	0.9	0.0	0.0	0.0	1.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.9
HCM 7th LOS	D

Notes

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

* HCM 7th 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)	283	769	96	220	539	55	109	215	215	70	145	142
Future Volume (veh/h)	283	769	96	220	539	55	109	215	215	70	145	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	298	809	74	232	567	31	115	226	169	74	153	96
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	433	1767	787	323	1767	771	334	313	234	217	341	214
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	814	3526	1571	624	3526	1538	1121	979	732	981	1066	669
Grp Volume(v), veh/h	298	809	74	232	567	31	115	0	395	74	0	249
Grp Sat Flow(s),veh/h/ln	814	1763	1571	624	1763	1538	1121	0	1712	981	0	1734
Q Serve(g_s), s	24.0	10.4	1.7	24.6	6.7	0.7	6.3	0.0	14.2	5.0	0.0	8.0
Cycle Q Clear(g_c), s	30.7	10.4	1.7	35.0	6.7	0.7	14.3	0.0	14.2	19.3	0.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.39
Lane Grp Cap(c), veh/h	433	1767	787	323	1767	771	334	0	547	217	0	555
V/C Ratio(X)	0.69	0.46	0.09	0.72	0.32	0.04	0.34	0.00	0.72	0.34	0.00	0.45
Avail Cap(c_a), veh/h	433	1767	787	323	1767	771	682	0	1079	521	0	1093
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	19.5	11.3	9.1	23.2	10.3	8.9	24.5	0.0	21.0	29.5	0.0	18.9
Incr Delay (d2), s/veh	3.8	0.1	0.0	6.5	0.0	0.0	0.2	0.0	0.7	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	4.1	3.1	0.5	3.8	2.0	0.2	1.6	0.0	5.4	1.2	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.3	11.3	9.1	29.7	10.4	8.9	24.8	0.0	21.7	29.9	0.0	19.1
LnGrp LOS	C	B	A	C	B	A	C		C	C		B
Approach Vol, veh/h		1181			830			510			323	
Approach Delay, s/veh		14.2			15.7			22.4			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.5	28.3	41.5	28.3
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	37.0	16.3	32.7	21.3
Green Ext Time (p_c), s	0.0	1.2	1.2	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	17.0
HCM 7th 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	21	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	21	-	-	-	-	-
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	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	-	-	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	2.7

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	10	5	5	10	5
Future Vol, veh/h	5	0	0	0	0	5	0	10	5	5	10	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	11	5	5	11	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	34	40	13	35	40	14	16	0	0	17	0	0
Stage 1	24	24	-	14	14	-	-	-	-	-	-	-
Stage 2	11	17	-	21	26	-	-	-	-	-	-	-
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	970	850	1064	968	850	1063	1595	-	-	1594	-	-
Stage 1	992	873	-	1003	882	-	-	-	-	-	-	-
Stage 2	1008	879	-	995	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	962	846	1064	964	846	1062	1595	-	-	1592	-	-
Mov Cap-2 Maneuver	962	846	-	964	846	-	-	-	-	-	-	-
Stage 1	988	871	-	1002	881	-	-	-	-	-	-	-
Stage 2	1003	879	-	992	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.76	8.41	0	1.82
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	962	1062	422	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.005	0.003	-	-
HCM Control Delay (s/veh)	0	-	-	8.8	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	59	59	59	59	59	59
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	8	0	34	8	0	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	85	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	76	-
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	-	-	1605	-	914	1073
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	895	1073
Mov Cap-2 Maneuver	-	-	-	-	895	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.83	8.46
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1073	-	-	1440	-
HCM Lane V/C Ratio	0.032	-	-	0.021	-
HCM Control Delay (s/veh)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

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	25	45	0	25	10	518	5	0	287	10
Future Vol, veh/h	5	0	25	45	0	25	10	518	5	0	287	10
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	26	11	545	5	0	302	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	874	879	307	871	882	548	313	0	0	551	0	0
Stage 1	307	307	-	569	569	-	-	-	-	-	-	-
Stage 2	566	572	-	302	313	-	-	-	-	-	-	-
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	269	285	730	270	284	534	1242	-	-	1014	-	-
Stage 1	700	659	-	505	504	-	-	-	-	-	-	-
Stage 2	507	503	-	705	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	253	282	730	257	281	534	1242	-	-	1014	-	-
Mov Cap-2 Maneuver	253	282	-	257	281	-	-	-	-	-	-	-
Stage 1	700	659	-	499	498	-	-	-	-	-	-	-
Stage 2	476	497	-	680	655	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.87	19.83	0.15	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	34	-	-	555	316	1014	-	-
HCM Lane V/C Ratio	0.008	-	-	0.057	0.233	-	-	-
HCM Control Delay (s/veh)	7.9	0	-	11.9	19.8	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	15	533	267	5
Future Vol, veh/h	5	15	15	533	267	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	56	56	56	56	56	56
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	27	27	952	477	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1487	481	486	0	-	0
Stage 1	481	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
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	136	583	1072	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	583	1072	-	-	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.11	0.23	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	49	-	310	-	-
HCM Lane V/C Ratio	0.025	-	0.115	-	-
HCM Control Delay (s/veh)	8.4	0	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	24.6
Intersection LOS	C

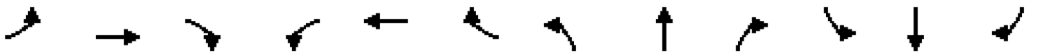
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	45	15	142	40	90	25	265	258	110	135	10
Future Vol, veh/h	10	45	15	142	40	90	25	265	258	110	135	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	47	16	149	42	95	26	279	272	116	142	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, s/veh	11.4	12.8	38	12
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%	51%	0%	75%	0%	31%	0%	93%
Vol Right, %	0%	49%	0%	25%	0%	69%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	523	10	60	142	130	110	145
LT Vol	25	0	10	0	142	0	110	0
Through Vol	0	265	0	45	0	40	0	135
RT Vol	0	258	0	15	0	90	0	10
Lane Flow Rate	26	551	11	63	149	137	116	153
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.049	0.895	0.024	0.132	0.315	0.25	0.229	0.278
Departure Headway (Hd)	6.709	5.852	8.237	7.542	7.594	6.589	7.127	6.568
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	531	617	437	478	471	541	500	543
Service Time	4.482	3.624	5.937	5.242	5.387	4.38	4.921	4.361
HCM Lane V/C Ratio	0.049	0.893	0.025	0.132	0.316	0.253	0.232	0.282
HCM Control Delay, s/veh	9.8	39.3	11.1	11.4	13.9	11.6	12.1	11.9
HCM Lane LOS	A	E	B	B	B	B	B	B
HCM 95th-tile Q	0.2	10.8	0.1	0.5	1.3	1	0.9	1.1

Future (2046) 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	35	15	301	75	0	0	0	0	1066	0	125
Future Volume (veh/h)	0	35	15	301	75	0	0	0	0	1066	0	125
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	37	4	317	79	0				1122	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	420	45	393	474	0				1122	0	999
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.64	0.00	0.64
Sat Flow, veh/h	0	1645	178	1353	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	41	317	79	0				1122	0	87
Grp Sat Flow(s),veh/h/ln	0	0	1823	1353	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	1.7	23.6	3.3	0.0				64.2	0.0	2.2
Cycle Q Clear(g_c), s	0.0	0.0	1.7	25.3	3.3	0.0				64.2	0.0	2.2
Prop In Lane	0.00		0.10	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	465	393	474	0				1122	0	999
V/C Ratio(X)	0.00	0.00	0.09	0.81	0.17	0.00				1.00	0.00	0.09
Avail Cap(c_a), veh/h	0	0	465	393	474	0				1122	0	999
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	28.7	38.3	29.3	0.0				18.4	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.9	0.1	0.0				26.8	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	0.8	8.9	1.5	0.0				31.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	28.7	49.2	29.3	0.0				45.3	0.0	7.1
LnGrp LOS			C	D	C					D		A
Approach Vol, veh/h		41			396						1209	
Approach Delay, s/veh		28.7			45.3						42.5	
Approach LOS		C			D						D	

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		31.1				31.1		70.0				
Change Period (Y+Rc), s		5.3				5.3		5.8				
Max Green Setting (Gmax), s		25.8				25.8		64.2				
Max Q Clear Time (g_c+I1), s		3.7				27.3		66.2				
Green Ext Time (p_c), s		0.1				0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			42.8									
HCM 7th LOS			D									

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	1086	0	0	356	626	20	0	377	0	0	0
Future Vol, veh/h	15	1086	0	0	356	626	20	0	377	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	1143	0	0	375	659	21	0	397	0	0	0

Major/Minor	Major1		Major2			Minor1			
Conflicting Flow All	375	0	-	-	-	0	1550	1549	-
Stage 1	-	-	-	-	-	-	1175	1175	-
Stage 2	-	-	-	-	-	-	376	375	-
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	1178	-	0	0	-	0	124	113	0
Stage 1	-	-	0	0	-	0	292	264	0
Stage 2	-	-	0	0	-	0	692	615	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1178	-	-	-	-	-	123	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	0	-
Stage 1	-	-	-	-	-	-	288	0	-
Stage 2	-	-	-	-	-	-	692	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.11	0	40.33
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	123	-	1178	-	-
HCM Lane V/C Ratio	0.172	-	0.013	-	-
HCM Control Delay (s/veh)	40.3	0	8.1	-	-
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)	293	195	975	345	250	228	685	61	385	24	26	47
Future Volume (veh/h)	293	195	975	345	250	228	685	61	385	24	26	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	308	205	447	363	263	207	721	64	21	25	27	49
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	378	1225	546	439	1724	769	717	549	465	42	175	148
Arrive On Green	0.35	0.35	0.35	0.08	0.49	0.49	0.21	0.30	0.30	0.02	0.09	0.09
Sat Flow, veh/h	916	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	308	205	447	363	263	207	721	64	21	25	27	49
Grp Sat Flow(s),veh/h/ln	916	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	39.7	4.8	31.1	9.6	4.9	9.3	25.1	3.0	1.1	1.7	1.6	3.5
Cycle Q Clear(g_c), s	39.7	4.8	31.1	9.6	4.9	9.3	25.1	3.0	1.1	1.7	1.6	3.5
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	378	1225	546	439	1724	769	717	549	465	42	175	148
V/C Ratio(X)	0.81	0.17	0.82	0.83	0.15	0.27	1.01	0.12	0.05	0.60	0.15	0.33
Avail Cap(c_a), veh/h	378	1225	546	439	1725	769	717	549	465	258	353	299
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	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	27.1	35.7	29.2	16.9	18.0	47.5	30.8	30.2	58.0	49.9	50.8
Incr Delay (d2), s/veh	12.0	0.0	8.9	10.9	0.0	0.1	35.1	0.4	0.2	5.1	0.1	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	9.6	2.0	12.6	5.7	1.9	3.2	13.7	1.4	0.4	0.8	0.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.5	27.2	44.6	40.0	16.9	18.1	82.5	31.3	30.3	63.1	50.1	51.3
LnGrp LOS	D	C	D	D	B	B	F	C	C	E	D	D
Approach Vol, veh/h		960			833			806			101	
Approach Delay, s/veh		42.8			27.3			77.1			53.9	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	67.0	8.3	44.7	17.0	50.0	32.5	20.5
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	58.7	17.5	* 24	9.6	41.7	* 14	22.8
Max Q Clear Time (g_c+I1), s	11.3	3.7	5.0	11.6	41.7	27.1	5.5
Green Ext Time (p_c), s	1.1	0.0	0.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	48.7
HCM 7th LOS	D

Notes

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

* HCM 7th 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)	104	422	43	225	492	55	116	140	235	71	163	225
Future Volume (veh/h)	104	422	43	225	492	55	116	140	235	71	163	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	109	444	12	237	518	25	122	147	155	75	172	172
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	402	1415	630	439	1415	617	329	282	297	361	292	292
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	856	3526	1571	927	3526	1538	1028	821	865	1068	851	851
Grp Volume(v), veh/h	109	444	12	237	518	25	122	0	302	75	0	344
Grp Sat Flow(s),veh/h/ln	856	1763	1571	927	1763	1538	1028	0	1686	1068	0	1702
Q Serve(g_s), s	5.0	4.2	0.2	11.5	5.1	0.5	5.4	0.0	7.0	3.0	0.0	8.2
Cycle Q Clear(g_c), s	10.1	4.2	0.2	15.8	5.1	0.5	13.6	0.0	7.0	10.0	0.0	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.50
Lane Grp Cap(c), veh/h	402	1415	630	439	1415	617	329	0	579	361	0	585
V/C Ratio(X)	0.27	0.31	0.02	0.54	0.37	0.04	0.37	0.00	0.52	0.21	0.00	0.59
Avail Cap(c_a), veh/h	757	2877	1282	824	2877	1255	794	0	1341	844	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	13.8	10.1	8.9	15.4	10.3	8.9	18.8	0.0	12.9	16.8	0.0	13.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.1	0.0	0.3	0.0	0.3	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	0.7	1.1	0.1	1.8	1.3	0.1	1.2	0.0	2.3	0.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	10.1	8.9	15.8	10.4	8.9	19.1	0.0	13.1	17.0	0.0	13.6
LnGrp LOS	B	B	A	B	B	A	B		B	B		B
Approach Vol, veh/h		565			780			424			419	
Approach Delay, s/veh		10.8			12.0			14.8			14.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	26.2	22.9	26.2	22.9
Change Period (Y+Rc), s	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s	40.0	39.0	40.0	39.0
Max Q Clear Time (g_c+I1), s	17.8	15.6	12.1	12.0
Green Ext Time (p_c), s	1.9	1.0	1.9	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.7
HCM 7th 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	21	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	21	-	-	-	-	-
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	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	-	-	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
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	32	35	8	33	35	14	11	0	0	17	0	0
Stage 1	18	18	-	14	14	-	-	-	-	-	-	-
Stage 2	13	17	-	18	21	-	-	-	-	-	-	-
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	974	855	1071	972	855	1063	1602	-	-	1594	-	-
Stage 1	998	878	-	1003	882	-	-	-	-	-	-	-
Stage 2	1005	879	-	998	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	960	852	1071	962	852	1062	1602	-	-	1592	-	-
Mov Cap-2 Maneuver	960	852	-	962	852	-	-	-	-	-	-	-
Stage 1	995	875	-	1002	881	-	-	-	-	-	-	-
Stage 2	994	879	-	989	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.25	8.85	0	2.42
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	852	951	545	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.017	0.003	-	-
HCM Control Delay (s/veh)	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	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	0	10	53	0	15
Future Vol, veh/h	134	0	10	53	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	36	36	36	36	36	36
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	372	0	28	147	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	372	0	575	372
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	203	-
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	-	-	1181	-	478	674
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1181	-	466	674
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.29	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	286	-
HCM Lane V/C Ratio	0.062	-	-	0.024	-
HCM Control Delay (s/veh)	10.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

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	254	10	5	414	5
Future Vol, veh/h	5	0	10	15	0	5	15	254	10	5	414	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	267	11	5	436	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	748	758	438	751	756	273	441	0	0	278	0	0
Stage 1	449	449	-	304	304	-	-	-	-	-	-	-
Stage 2	299	309	-	446	452	-	-	-	-	-	-	-
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	327	335	616	326	336	764	1114	-	-	1279	-	-
Stage 1	587	571	-	703	661	-	-	-	-	-	-	-
Stage 2	708	657	-	589	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	318	328	616	313	329	764	1114	-	-	1279	-	-
Mov Cap-2 Maneuver	318	328	-	313	329	-	-	-	-	-	-	-
Stage 1	584	567	-	691	650	-	-	-	-	-	-	-
Stage 2	691	646	-	576	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.94	15.39	0.45	0.09
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	96	-	-	469	368	21	-	-
HCM Lane V/C Ratio	0.014	-	-	0.034	0.057	0.004	-	-
HCM Control Delay (s/veh)	8.3	0	-	12.9	15.4	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	5	254	404	15
Future Vol, veh/h	10	15	5	254	404	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	46	46	46	46	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	22	33	11	552	878	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1468	895	911	0	-	0
Stage 1	895	-	-	-	-	-
Stage 2	574	-	-	-	-	-
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	140	338	744	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	338	744	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	389	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	27.61	0.19	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	35	-	213	-	-
HCM Lane V/C Ratio	0.015	-	0.255	-	-
HCM Control Delay (s/veh)	9.9	0	27.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

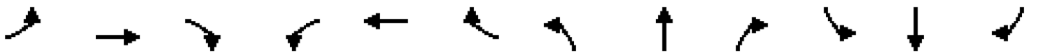
Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	114	54	205	46	25	20	105	139	65	165	2
Future Vol, veh/h	11	114	54	205	46	25	20	105	139	65	165	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
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	12	120	57	216	48	26	21	111	146	68	174	2
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, s/veh	12.1	13.5	13.2	12
HCM LOS	B	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%	43%	0%	68%	0%	65%	0%	99%
Vol Right, %	0%	57%	0%	32%	0%	35%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	244	11	168	205	71	65	167
LT Vol	20	0	11	0	205	0	65	0
Through Vol	0	105	0	114	0	46	0	165
RT Vol	0	139	0	54	0	25	0	2
Lane Flow Rate	21	257	12	177	216	75	68	176
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.041	0.435	0.023	0.317	0.418	0.129	0.134	0.319
Departure Headway (Hd)	7.007	6.093	7.186	6.447	6.975	6.216	7.047	6.529
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	588	495	554	514	573	506	547
Service Time	4.784	3.869	4.968	4.229	4.75	3.991	4.826	4.308
HCM Lane V/C Ratio	0.041	0.437	0.024	0.319	0.42	0.131	0.134	0.322
HCM Control Delay, s/veh	10.1	13.5	10.1	12.2	14.7	9.9	10.9	12.4
HCM Lane LOS	B	B	B	B	B	A	B	B
HCM 95th-tile Q	0.1	2.2	0.1	1.4	2	0.4	0.5	1.4

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	50	354	90	0	0	0	0	577	5	25
Future Volume (veh/h)	0	210	50	354	90	0	0	0	0	577	5	25
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
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	45	373	95	0				607	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	682	139	501	846	0				679	6	609
Arrive On Green	0.00	0.46	0.46	0.46	0.46	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	1496	305	1104	1856	0				1753	14	1572
Grp Volume(v), veh/h	0	0	266	373	95	0				612	0	11
Grp Sat Flow(s),veh/h/ln	0	0	1800	1104	1856	0				1768	0	1572
Q Serve(g_s), s	0.0	0.0	6.7	23.1	2.1	0.0				23.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	0.0	6.7	29.8	2.1	0.0				23.0	0.0	0.3
Prop In Lane	0.00		0.17	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	821	501	846	0				685	0	609
V/C Ratio(X)	0.00	0.00	0.32	0.74	0.11	0.00				0.89	0.00	0.02
Avail Cap(c_a), veh/h	0	0	1016	620	1047	0				1247	0	1109
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	21.8	11.1	0.0				20.3	0.0	13.4
Incr Delay (d2), s/veh	0.0	0.0	0.1	2.7	0.0	0.0				1.7	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	2.5	5.8	0.8	0.0				8.9	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	12.4	24.5	11.1	0.0				22.0	0.0	13.4
LnGrp LOS			B	C	B					C		B
Approach Vol, veh/h		266			468						623	
Approach Delay, s/veh		12.4			21.8						21.9	
Approach LOS		B			C						C	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	37.6				37.6		33.3					
Change Period (Y+Rc), s	5.3				5.3		5.8					
Max Green Setting (Gmax), s	40.0				40.0		50.0					
Max Q Clear Time (g_c+I1), s	8.7				31.8		25.0					
Green Ext Time (p_c), s	0.7				0.5		2.5					

Intersection Summary												
HCM 7th Control Delay, s/veh		20.0										
HCM 7th LOS		B										

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	647	0	0	404	1099	40	5	371	0	0	0
Future Vol, veh/h	140	647	0	0	404	1099	40	5	371	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	681	0	0	425	1157	42	5	391	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	425	0	-	-	-	0	1402	1401	-
Stage 1	-	-	-	-	-	-	976	976	-
Stage 2	-	-	-	-	-	-	426	425	-
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	1129	-	0	0	-	0	153	139	0
Stage 1	-	-	0	0	-	0	364	328	0
Stage 2	-	-	0	0	-	0	656	585	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1129	-	-	-	-	-	133	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	0	-
Stage 1	-	-	-	-	-	-	316	0	-
Stage 2	-	-	-	-	-	-	656	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	1.54	0	46.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	133	-	1129	-	-
HCM Lane V/C Ratio	0.355	-	0.131	-	-
HCM Control Delay (s/veh)	46.2	0	8.7	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	1.5	-	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)	78	315	620	455	265	60	975	41	620	208	61	263
Future Volume (veh/h)	78	315	620	455	265	60	975	41	620	208	61	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	82	332	118	479	279	24	1026	43	268	219	64	17
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	193	441	197	439	1351	603	1229	531	450	245	94	80
Arrive On Green	0.13	0.13	0.13	0.20	0.38	0.38	0.36	0.29	0.29	0.14	0.05	0.05
Sat Flow, veh/h	1068	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	82	332	118	479	279	24	1026	43	268	219	64	17
Grp Sat Flow(s),veh/h/ln	1068	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	8.7	10.9	8.5	23.6	6.4	1.1	32.9	2.0	17.6	14.6	4.1	1.2
Cycle Q Clear(g_c), s	8.7	10.9	8.5	23.6	6.4	1.1	32.9	2.0	17.6	14.6	4.1	1.2
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	193	441	197	439	1351	603	1229	531	450	245	94	80
V/C Ratio(X)	0.42	0.75	0.60	1.09	0.21	0.04	0.84	0.08	0.60	0.89	0.68	0.21
Avail Cap(c_a), veh/h	306	814	363	439	1725	769	1229	531	450	434	198	168
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	49.8	50.7	49.7	37.1	24.8	23.2	35.2	31.3	36.8	50.8	56.0	54.7
Incr Delay (d2), s/veh	0.5	1.0	1.1	68.5	0.0	0.0	4.8	0.3	5.7	4.9	3.2	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	2.3	4.7	3.3	19.0	2.5	0.4	13.7	0.9	7.2	6.6	1.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	51.7	50.8	105.6	24.8	23.2	40.1	31.6	42.6	55.7	59.2	55.1
LnGrp LOS	D	D	D	F	C	C	D	C	D	E	E	E
Approach Vol, veh/h		532			782			1337			300	
Approach Delay, s/veh		51.3			74.2			40.3			56.4	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	54.3	22.2	43.5	31.0	23.3	50.4	15.3
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	29.5	* 12	23.6	27.7	* 24	12.8
Max Q Clear Time (g_c+I1), s	8.4	16.6	19.6	25.6	12.9	34.9	6.1
Green Ext Time (p_c), s	0.9	0.0	0.0	0.0	1.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	52.9
HCM 7th LOS	D

Notes

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

* HCM 7th 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)	283	769	96	220	539	84	109	230	215	88	154	142
Future Volume (veh/h)	283	769	96	220	539	84	109	230	215	88	154	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	298	809	67	232	567	48	115	242	174	93	162	101
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	407	1702	759	306	1702	743	351	344	247	229	368	230
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	801	3526	1571	628	3526	1538	1107	998	717	962	1069	666
Grp Volume(v), veh/h	298	809	67	232	567	48	115	0	416	93	0	263
Grp Sat Flow(s),veh/h/ln	801	1763	1571	628	1763	1538	1107	0	1715	962	0	1735
Q Serve(g_s), s	26.5	11.2	1.7	23.8	7.2	1.2	6.5	0.0	15.2	6.7	0.0	8.5
Cycle Q Clear(g_c), s	33.7	11.2	1.7	35.0	7.2	1.2	15.0	0.0	15.2	21.9	0.0	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.38
Lane Grp Cap(c), veh/h	407	1702	759	306	1702	743	351	0	591	229	0	598
V/C Ratio(X)	0.73	0.48	0.09	0.76	0.33	0.06	0.33	0.00	0.70	0.41	0.00	0.44
Avail Cap(c_a), veh/h	407	1702	759	306	1702	743	642	0	1041	482	0	1053
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	21.9	12.6	10.1	25.6	11.5	10.0	24.1	0.0	20.5	30.0	0.0	18.3
Incr Delay (d2), s/veh	5.9	0.1	0.0	9.5	0.0	0.0	0.2	0.0	0.6	0.4	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	4.8	3.5	0.5	4.4	2.2	0.3	1.6	0.0	5.7	1.5	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.8	12.7	10.1	35.1	11.6	10.0	24.3	0.0	21.1	30.5	0.0	18.5
LnGrp LOS	C	B	B	D	B	B	C		C	C		B
Approach Vol, veh/h		1174			847			531			356	
Approach Delay, s/veh		16.4			17.9			21.8			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.5	31.0	41.5	31.0
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	37.0	17.2	35.7	23.9
Green Ext Time (p_c), s	0.0	1.3	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th 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	21	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	21	-	-	-	-	-
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	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	-	-	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	2.7

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	10	5	5	10	5
Future Vol, veh/h	5	0	0	0	0	5	0	10	5	5	10	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	11	5	5	11	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	34	40	13	35	40	14	16	0	0	17	0	0
Stage 1	24	24	-	14	14	-	-	-	-	-	-	-
Stage 2	11	17	-	21	26	-	-	-	-	-	-	-
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	970	850	1064	968	850	1063	1595	-	-	1594	-	-
Stage 1	992	873	-	1003	882	-	-	-	-	-	-	-
Stage 2	1008	879	-	995	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	962	846	1064	964	846	1062	1595	-	-	1592	-	-
Mov Cap-2 Maneuver	962	846	-	964	846	-	-	-	-	-	-	-
Stage 1	988	871	-	1002	881	-	-	-	-	-	-	-
Stage 2	1003	879	-	992	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.76	8.41	0	1.82
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	962	1062	422	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.005	0.003	-	-
HCM Control Delay (s/veh)	0	-	-	8.8	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	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	0	20	151	0	20
Future Vol, veh/h	94	0	20	151	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	99	0	21	159	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	300	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	201	-
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	-	-	1488	-	689	957
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1488	-	679	957
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.87	8.85
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	957	-	-	211	-
HCM Lane V/C Ratio	0.022	-	-	0.014	-
HCM Control Delay (s/veh)	8.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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	25	45	0	25	10	562	5	0	314	10
Future Vol, veh/h	5	0	25	45	0	25	10	562	5	0	314	10
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	26	11	592	5	0	331	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	948	954	336	946	956	594	341	0	0	597	0	0
Stage 1	336	336	-	615	615	-	-	-	-	-	-	-
Stage 2	613	618	-	331	341	-	-	-	-	-	-	-
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	240	258	704	241	257	503	1212	-	-	975	-	-
Stage 1	676	640	-	477	481	-	-	-	-	-	-	-
Stage 2	478	479	-	681	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	254	704	229	254	503	1212	-	-	975	-	-
Mov Cap-2 Maneuver	224	254	-	229	254	-	-	-	-	-	-	-
Stage 1	676	640	-	471	474	-	-	-	-	-	-	-
Stage 2	447	473	-	655	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.39	22.07	0.14	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	31	-	-	519	284	975	-	-
HCM Lane V/C Ratio	0.009	-	-	0.061	0.26	-	-	-
HCM Control Delay (s/veh)	8	0	-	12.4	22.1	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	15	577	294	5
Future Vol, veh/h	5	15	15	577	294	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	56	56	56	56	56	56
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	27	27	1030	525	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1613	529	534	0	-	0
Stage 1	529	-	-	-	-	-
Stage 2	1084	-	-	-	-	-
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	114	547	1029	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	547	1029	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.38	0.22	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	46	-	270	-	-
HCM Lane V/C Ratio	0.026	-	0.132	-	-
HCM Control Delay (s/veh)	8.6	0	20.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	38.4
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	103	42	142	135	90	69	265	258	110	135	17
Future Vol, veh/h	14	103	42	142	135	90	69	265	258	110	135	17
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	15	108	44	149	142	95	73	279	272	116	142	18
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

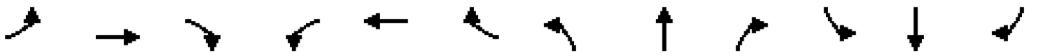
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	14.8	16.7	69	14.2
HCM LOS	B	C	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	51%	0%	71%	0%	60%	0%	89%
Vol Right, %	0%	49%	0%	29%	0%	40%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	523	14	145	142	225	110	152
LT Vol	69	0	14	0	142	0	110	0
Through Vol	0	265	0	103	0	135	0	135
RT Vol	0	258	0	42	0	90	0	17
Lane Flow Rate	73	551	15	153	149	237	116	160
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.155	1.043	0.036	0.339	0.341	0.488	0.262	0.336
Departure Headway (Hd)	7.684	6.819	8.996	8.267	8.447	7.643	8.395	7.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	470	534	400	438	429	474	431	464
Service Time	5.384	4.519	6.696	5.967	6.147	5.343	6.095	5.498
HCM Lane V/C Ratio	0.155	1.032	0.038	0.349	0.347	0.5	0.269	0.345
HCM Control Delay, s/veh	11.8	76.6	12	15.1	15.5	17.4	14	14.4
HCM Lane LOS	B	F	B	C	C	C	B	B
HCM 95th-tile Q	0.5	15.9	0.1	1.5	1.5	2.6	1	1.5

Mitigations

HCM 7th Signalized Intersection Summary
2: NB Legacy & 500 S

09/26/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1086	0	0	356	626	20	0	377	0	0	0
Future Volume (veh/h)	15	1086	0	0	356	626	20	0	377	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1143	0	0	375	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	634	1196	0	0	1196		451	0				
Arrive On Green	0.64	0.64	0.00	0.00	0.64	0.00	0.26	0.00	0.00			
Sat Flow, veh/h	1000	1856	0	0	1856	1572	1767	0	1572			
Grp Volume(v), veh/h	16	1143	0	0	375	0	21	0	0			
Grp Sat Flow(s),veh/h/ln	1000	1856	0	0	1856	1572	1767	0	1572			
Q Serve(g_s), s	0.7	51.3	0.0	0.0	8.1	0.0	0.8	0.0	0.0			
Cycle Q Clear(g_c), s	8.8	51.3	0.0	0.0	8.1	0.0	0.8	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	634	1196	0	0	1196		451	0				
V/C Ratio(X)	0.03	0.96	0.00	0.00	0.31		0.05	0.00				
Avail Cap(c_a), veh/h	658	1239	0	0	1239		451	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	0.15	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	9.1	14.8	0.0	0.0	7.1	0.0	25.2	0.0	0.0			
Incr Delay (d2), s/veh	0.0	15.9	0.0	0.0	0.0	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	0.1	23.1	0.0	0.0	2.4	0.0	0.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	30.7	0.0	0.0	7.1	0.0	25.4	0.0	0.0			
LnGrp LOS	A	C			A		C					
Approach Vol, veh/h		1159			375			21				
Approach Delay, s/veh		30.4			7.1			25.4				
Approach LOS		C			A			C				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		27.5		62.5				62.5				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		20.9		60.1				60.1				
Max Q Clear Time (g_c+I1), s		2.8		53.3				10.1				
Green Ext Time (p_c), s		0.0		4.7				2.1				

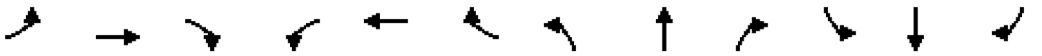
Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
2: NB Legacy & 500 S

09/26/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	642	0	0	404	1099	40	5	371	0	0	0
Future Volume (veh/h)	145	642	0	0	404	1099	40	5	371	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	159	705	0	0	444	0	44	5	0			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	350	827	0	0	827		693	79				
Arrive On Green	0.45	0.45	0.00	0.00	0.45	0.00	0.43	0.43	0.00			
Sat Flow, veh/h	938	1856	0	0	1856	1572	1595	181	1572			
Grp Volume(v), veh/h	159	705	0	0	444	0	49	0	0			
Grp Sat Flow(s),veh/h/ln	938	1856	0	0	1856	1572	1776	0	1572			
Q Serve(g_s), s	11.2	25.5	0.0	0.0	13.1	0.0	1.2	0.0	0.0			
Cycle Q Clear(g_c), s	24.2	25.5	0.0	0.0	13.1	0.0	1.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.90		1.00			
Lane Grp Cap(c), veh/h	350	827	0	0	827		772	0				
V/C Ratio(X)	0.45	0.85	0.00	0.00	0.54		0.06	0.00				
Avail Cap(c_a), veh/h	527	1175	0	0	1175		772	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)	0.94	0.94	0.00	0.00	0.29	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	24.0	18.6	0.0	0.0	15.2	0.0	12.3	0.0	0.0			
Incr Delay (d2), s/veh	0.9	4.2	0.0	0.0	0.2	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	2.4	10.8	0.0	0.0	4.6	0.0	0.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	22.8	0.0	0.0	15.3	0.0	12.5	0.0	0.0			
LnGrp LOS	C	C			B		B					
Approach Vol, veh/h		864			444			49				
Approach Delay, s/veh		23.1			15.3			12.5				
Approach LOS		C			B			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		37.1		37.9				37.9				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		18.5		47.5				47.5				
Max Q Clear Time (g_c+I1), s		3.2		27.5				15.1				
Green Ext Time (p_c), s		0.1		5.9				2.5				

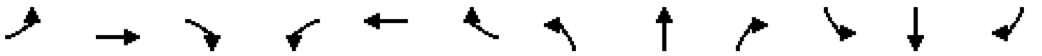
Intersection Summary	
HCM 7th Control Delay, s/veh	20.2
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
2: NB Legacy & 500 S

09/26/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1086	0	0	356	626	20	0	377	0	0	0
Future Volume (veh/h)	15	1086	0	0	356	626	20	0	377	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1143	0	0	375	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	634	1196	0	0	1196		451	0				
Arrive On Green	0.64	0.64	0.00	0.00	0.64	0.00	0.26	0.00	0.00			
Sat Flow, veh/h	1000	1856	0	0	1856	1572	1767	0	1572			
Grp Volume(v), veh/h	16	1143	0	0	375	0	21	0	0			
Grp Sat Flow(s),veh/h/ln	1000	1856	0	0	1856	1572	1767	0	1572			
Q Serve(g_s), s	0.7	51.3	0.0	0.0	8.1	0.0	0.8	0.0	0.0			
Cycle Q Clear(g_c), s	8.8	51.3	0.0	0.0	8.1	0.0	0.8	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	634	1196	0	0	1196		451	0				
V/C Ratio(X)	0.03	0.96	0.00	0.00	0.31		0.05	0.00				
Avail Cap(c_a), veh/h	658	1239	0	0	1239		451	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	0.15	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	9.1	14.8	0.0	0.0	7.1	0.0	25.2	0.0	0.0			
Incr Delay (d2), s/veh	0.0	15.9	0.0	0.0	0.0	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	0.1	23.1	0.0	0.0	2.4	0.0	0.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	30.7	0.0	0.0	7.1	0.0	25.4	0.0	0.0			
LnGrp LOS	A	C			A		C					
Approach Vol, veh/h		1159			375			21				
Approach Delay, s/veh		30.4			7.1			25.4				
Approach LOS		C			A			C				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		27.5		62.5				62.5				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		20.9		60.1				60.1				
Max Q Clear Time (g_c+I1), s		2.8		53.3				10.1				
Green Ext Time (p_c), s		0.0		4.7				2.1				

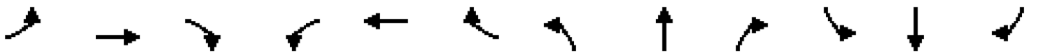
Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
2: NB Legacy & 500 S

09/26/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	647	0	0	404	1099	40	5	371	0	0	0
Future Volume (veh/h)	140	647	0	0	404	1099	40	5	371	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	154	711	0	0	444	0	44	5	0			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	354	832	0	0	832		688	78				
Arrive On Green	0.45	0.45	0.00	0.00	0.45	0.00	0.43	0.43	0.00			
Sat Flow, veh/h	938	1856	0	0	1856	1572	1595	181	1572			
Grp Volume(v), veh/h	154	711	0	0	444	0	49	0	0			
Grp Sat Flow(s),veh/h/ln	938	1856	0	0	1856	1572	1776	0	1572			
Q Serve(g_s), s	10.7	25.7	0.0	0.0	13.0	0.0	1.2	0.0	0.0			
Cycle Q Clear(g_c), s	23.7	25.7	0.0	0.0	13.0	0.0	1.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.90		1.00			
Lane Grp Cap(c), veh/h	354	832	0	0	832		766	0				
V/C Ratio(X)	0.44	0.85	0.00	0.00	0.53		0.06	0.00				
Avail Cap(c_a), veh/h	527	1175	0	0	1175		766	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)	0.95	0.95	0.00	0.00	0.29	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	23.6	18.5	0.0	0.0	15.0	0.0	12.5	0.0	0.0			
Incr Delay (d2), s/veh	0.8	4.3	0.0	0.0	0.2	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	2.3	10.9	0.0	0.0	4.5	0.0	0.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.4	22.8	0.0	0.0	15.2	0.0	12.6	0.0	0.0			
LnGrp LOS	C	C			B		B					
Approach Vol, veh/h		865			444			49				
Approach Delay, s/veh		23.1			15.2			12.6				
Approach LOS		C			B			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		36.9		38.1				38.1				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		18.5		47.5				47.5				
Max Q Clear Time (g_c+I1), s		3.2		27.7				15.0				
Green Ext Time (p_c), s		0.1		5.9				2.5				

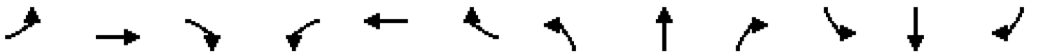
Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
10: 1100 W & W 400 N

09/26/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	103	42	142	135	90	69	265	258	110	135	17
Future Volume (veh/h)	14	103	42	142	135	90	69	265	258	110	135	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	15	108	24	149	142	62	73	279	225	116	142	12
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	297	345	77	357	287	125	645	347	280	240	230	19
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.37	0.37	0.37	0.14	0.14	0.14
Sat Flow, veh/h	1166	1469	326	1244	1223	534	1767	951	767	1767	1687	143
Grp Volume(v), veh/h	15	0	132	149	0	204	73	0	504	116	0	154
Grp Sat Flow(s),veh/h/ln	1166	0	1795	1244	0	1757	1767	0	1718	1767	0	1830
Q Serve(g_s), s	0.6	0.0	3.1	5.7	0.0	5.1	1.4	0.0	13.5	3.1	0.0	4.1
Cycle Q Clear(g_c), s	5.7	0.0	3.1	8.9	0.0	5.1	1.4	0.0	13.5	3.1	0.0	4.1
Prop In Lane	1.00		0.18	1.00		0.30	1.00		0.45	1.00		0.08
Lane Grp Cap(c), veh/h	297	0	422	357	0	413	645	0	627	240	0	249
V/C Ratio(X)	0.05	0.00	0.31	0.42	0.00	0.49	0.11	0.00	0.80	0.48	0.00	0.62
Avail Cap(c_a), veh/h	436	0	635	505	0	622	1047	0	1017	625	0	648
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	16.2	19.8	0.0	16.9	10.8	0.0	14.6	20.4	0.0	20.8
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.8	0.0	0.9	0.1	0.0	2.5	1.5	0.0	2.5
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	0.0	1.2	1.6	0.0	1.9	0.5	0.0	4.8	1.3	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	16.6	20.6	0.0	17.9	10.8	0.0	17.1	21.9	0.0	23.3
LnGrp LOS	B		B	C		B	B		B	C		C
Approach Vol, veh/h		147			353			577			270	
Approach Delay, s/veh		16.9			19.0			16.3			22.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.2	16.5	11.5	16.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.3	18.1	18.1	18.1
Max Q Clear Time (g_c+I1), s	15.5	7.7	6.1	10.9
Green Ext Time (p_c), s	3.2	0.5	0.9	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B