Fehr & Peers

Providence Industrial Traffic Impact Study

Prepared for:
LEI Engineers & Surveyors

Submitted on:
October 2026

Table of Contents

1. Executive Summary 5

1.1 Data Location and Collection 5

1.2 Analysis Scenarios 5

1.3 Traffic Conditions 5

2. Introduction 8

2.1 Purpose 8

2.2 Scope 8

2.3 Analysis Method 10

3. Existing (2024) Background Conditions 11

3.1 Purpose 11

3.2 Roadway Systems 11

3.3 Crash History 11

3.4 Traffic Volumes 13

3.5 Active Transportation Conditions 14

3.6 Transit Conditions 15

3.7 Level of Service Analysis 15

3.8 Mitigations 15

4. Project Conditions 18

4.1 Purpose 18

4.2 Project Description 18

4.3 Trip Generation 18

4.4 Trip Distribution and Assignment 19

4.4.1 Historical Trip Distribution 19

5. Existing (2024) Plus Project Conditions 22

5.1 Purpose 22

5.2 Traffic Volumes 22

5.3 Level of Service Analysis 24

5.4 Mitigations 24

6. Future (2031) Background Conditions 26

6.1 Purpose 26

6.2 Traffic Volumes 26

6.3 Future Conditions Signal Changes 28

6.4 Level of Service Analysis 28

6.5 Mitigations 28

7. Future (2031) Plus Project Conditions 30
7.1 Purpose 30
7.2 Traffic Volumes 30
7.3 Level of Service Analysis 32
7.4 Mitigations 32
8. Future (2046) Background Conditions 34
8.1 Purpose 34
8.2 Traffic Volumes 34
8.3 Level of Service Analysis 36
8.4 Mitigations 36
9. Future (2046) Plus Project Conditions 38
9.1 Purpose 38
9.2 Traffic Volumes 38
9.3 Level of Service Analysis 40
9.4 Mitigations 40
10. Conclusion and Recommendations 42

Appendices

Appendix A: Development Site Plan
Appendix B: Traffic Counts
Appendix C: Detailed Synchro Reports

List of Figures

Figure 1: Project Location 9
Figure 2: Existing (2024) AM & PM Peak Hour Traffic Conditions 17
Figure 3: Trip Distribution and Assignment 21
Figure 4: Existing (2024) Plus Project AM & PM Peak Hour Traffic Conditions 23
Figure 5: Future (2031) Background AM & PM Peak Hour Traffic Conditions 27
Figure 6: Future (2031) Plus Project AM & PM Peak Hour Traffic Conditions 31
Figure 7: Future (2046) Background AM & PM Peak Hour Traffic Conditions 35
Figure 8: Future (2046) Plus Project Peak Hour AM & PM Traffic Conditions 39

List of Tables

Table 1: Unmitigated AM and PM Peak Hour Level of Service Summary 6
Table 2: Level of Service Descriptions 10
Table 3: Vehicle Crash Data Summary by Year, 2019–2023 13
Table 4: Existing (2024) Background Conditions Level of Service 16
Table 5: Trip Generation Estimates 18
Table 6: Providence Industrial Trip Distribution 20
Table 7: Existing (2024) Plus Project Conditions Level of Service 25
Table 8: Future (2031) Background Conditions Level of Service 29
Table 9: Future (2031) Plus Project Conditions Level of Service 33
Table 10: Future (2046) Background Conditions Level of Service 36
Table 11: Future (2046) Plus Project Conditions Level of Service 40

1. Executive Summary

The purpose of this study is to provide a summary of the potential transportation-related impacts from the proposed Providence Industrial developments located on the northwest corner of the intersection of 500 S and Redwood Road on the border of West Bountiful and Woods Cross, Utah. This study includes a traffic impact analysis for 2024, 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 Providence Industrial site plans are assumed to have an access point at Redwood Road. There is no connection to development to the north 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, Future (2031) Background and Plus Project, and Future (2046) Background conditions all operated within an acceptable LOS and therefore do not require mitigations. LOS failures were recorded under the Future (2046) Plus Project conditions.

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.

- **NB Legacy Parkway On–Off Ramps / 500 S** – LOS E in the AM and PM peak hours
    - 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 left-turning trips accessing the land uses west of the freeway to meet signal warrant requirements. With a signal in place, the LOS in the AM and PM peak hour becomes LOS A and B (7 and 13 sec/veh delay, in the AM and PM peak period, respectively).
    - Although a signal would resolve this anticipated future delay, it is recommended that the City and UDOT wait to implement such a signal until 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 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. Additionally, the eastbound left turning movements are suggested to be phased as protected and permitted under Future (2046) Plus Project conditions to provide a protected phase for the high number of left-turning vehicles entering the site.

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 / 12	B / 11	B / 13	C / 29	D / 43
		PM	A / 8	B / 10	A / 9	B / 10	B / 13	B / 20
2	NB Legacy Pkwy On-Off Ramps/500 S	AM	C / 17	C / 20	C / 21	C / 24	D / 34	**E / 40**
		PM	B / 13	B / 16	C / 15	C / 18	D / 33	**E / 46**
3	Redwood Rd/500 S	AM	C / 30	D / 37	C / 34	D / 48	D / 47	D / 49
		PM	C / 32	D / 43	D / 43	D / 49	D / 49	D / 53
4	1100 W/500 S	AM	A / 8	A / 9	A / 9	B / 10	B / 11	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	A / 8	A / 9	B / 11	A / 9	B / 11
		PM	A / 8	A / 8	A / 9	A / 9	A / 9	A / 9
8	Highgate Ave/1100 W	AM	B / 11	B / 11	B / 12	B / 12	C / 15	C / 15
		PM	B / 12	B / 12	B / 14	C / 15	C / 21	C / 22
9	Millbridge Ln/1100 W	AM	B / 12	B / 13	B / 11	C / 16	D / 25	D / 28
		PM	B / 10	B / 11	B / 11	C / 19	C / 19	C / 20
10	400 N/1100 W	AM	A / 9	A / 9	B / 10	B / 10	B / 12	B / 13
		PM	B / 10	B / 11	B / 14	B / 14	D / 33	**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 Providence Industrial development located on the northwest corner of the intersection of 500 S and Redwood Road in West Bountiful, Utah .

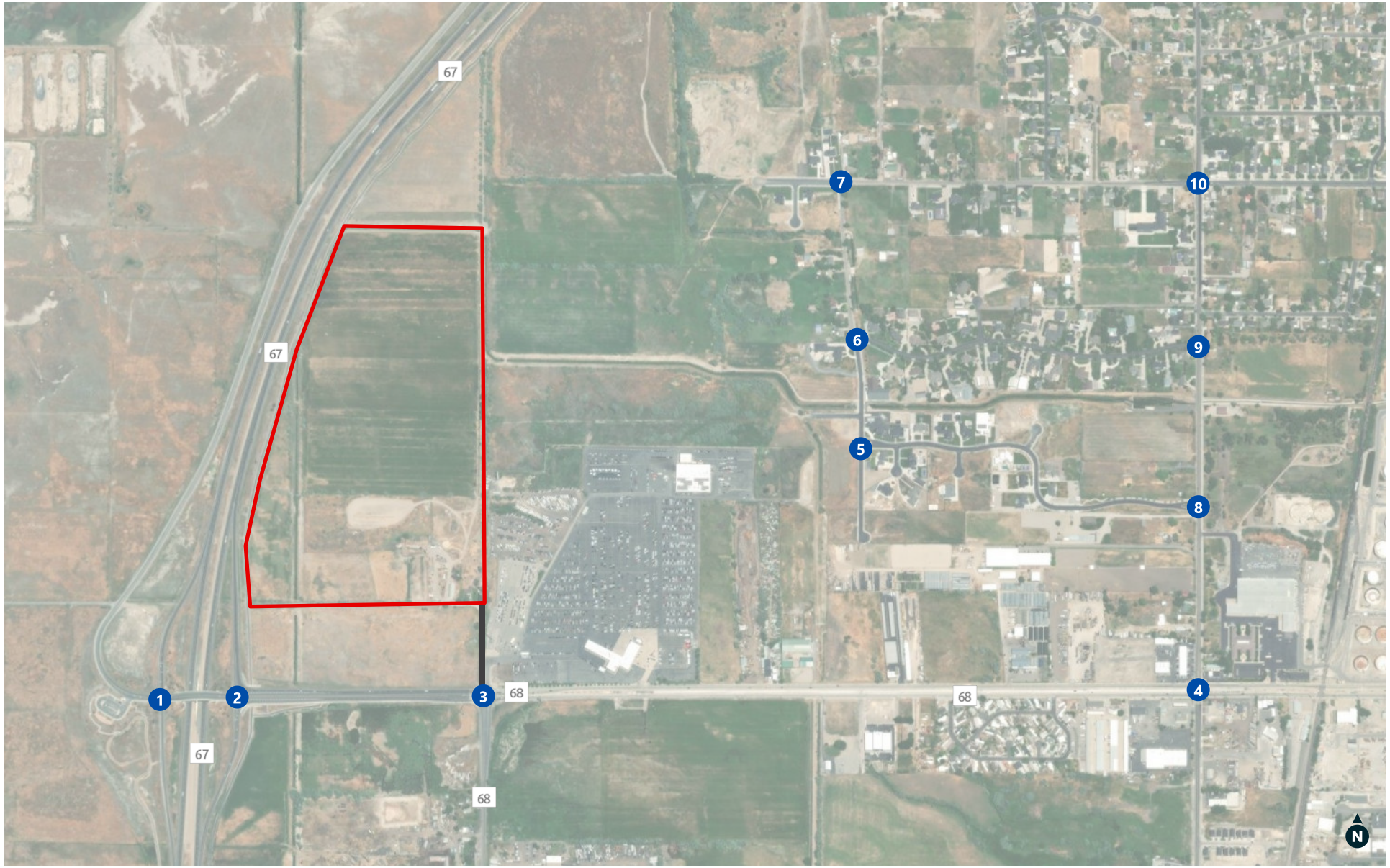
This study analyzes the traffic operations and impacts related to the site for Existing 2024 conditions, Future 2031 conditions, and Future 2046 conditions at key study intersections, described below in the Scope section. Two scenarios were analyzed for each AM and PM peak time period: Background and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

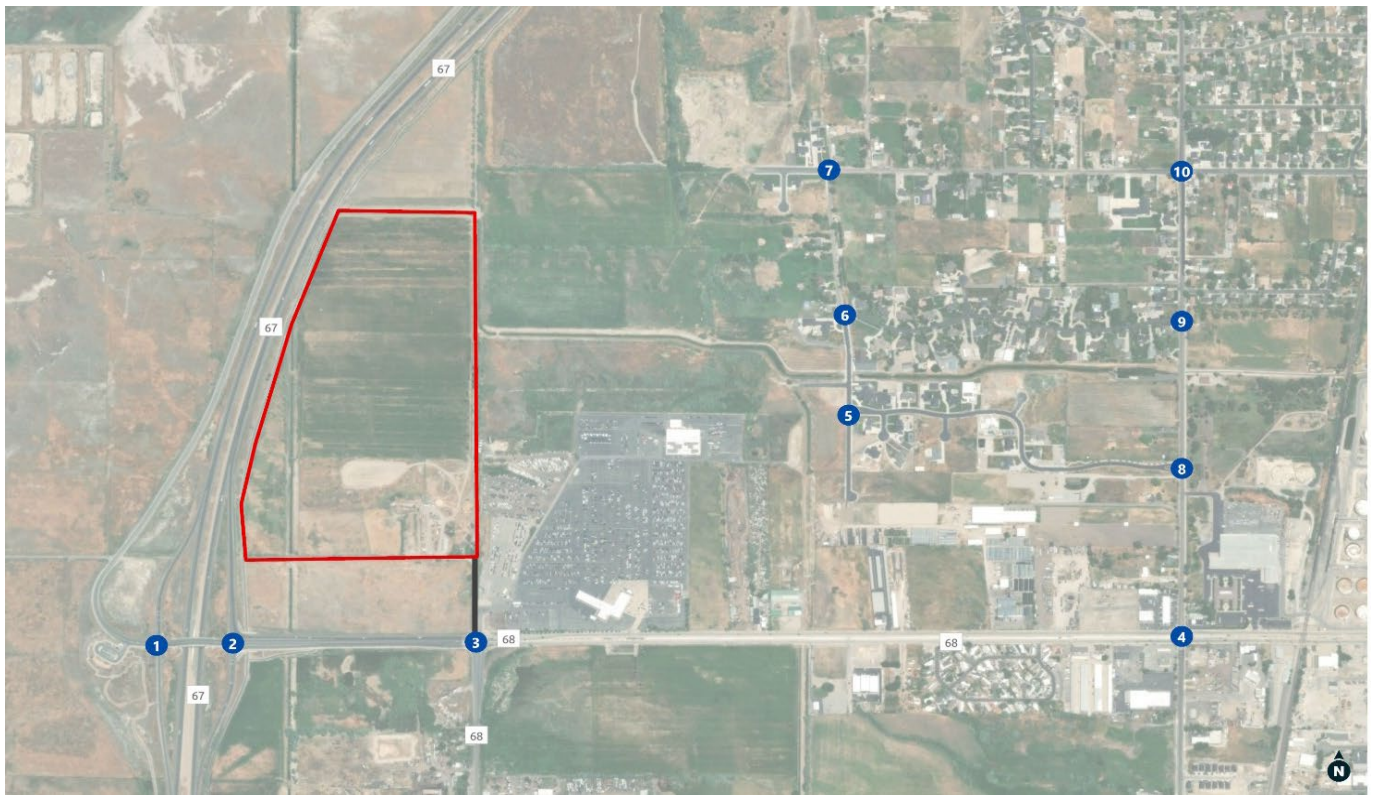
Although all study intersections operate at an acceptable level of service under Existing (2024) Background conditions, the safety analysis identified the intersection of 1100 W / 500 S as having an RMEV exceeding 1.0. The Wasatch Front Regional Council (WFRC) Comprehensive Safety Action Plan (2024) 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.



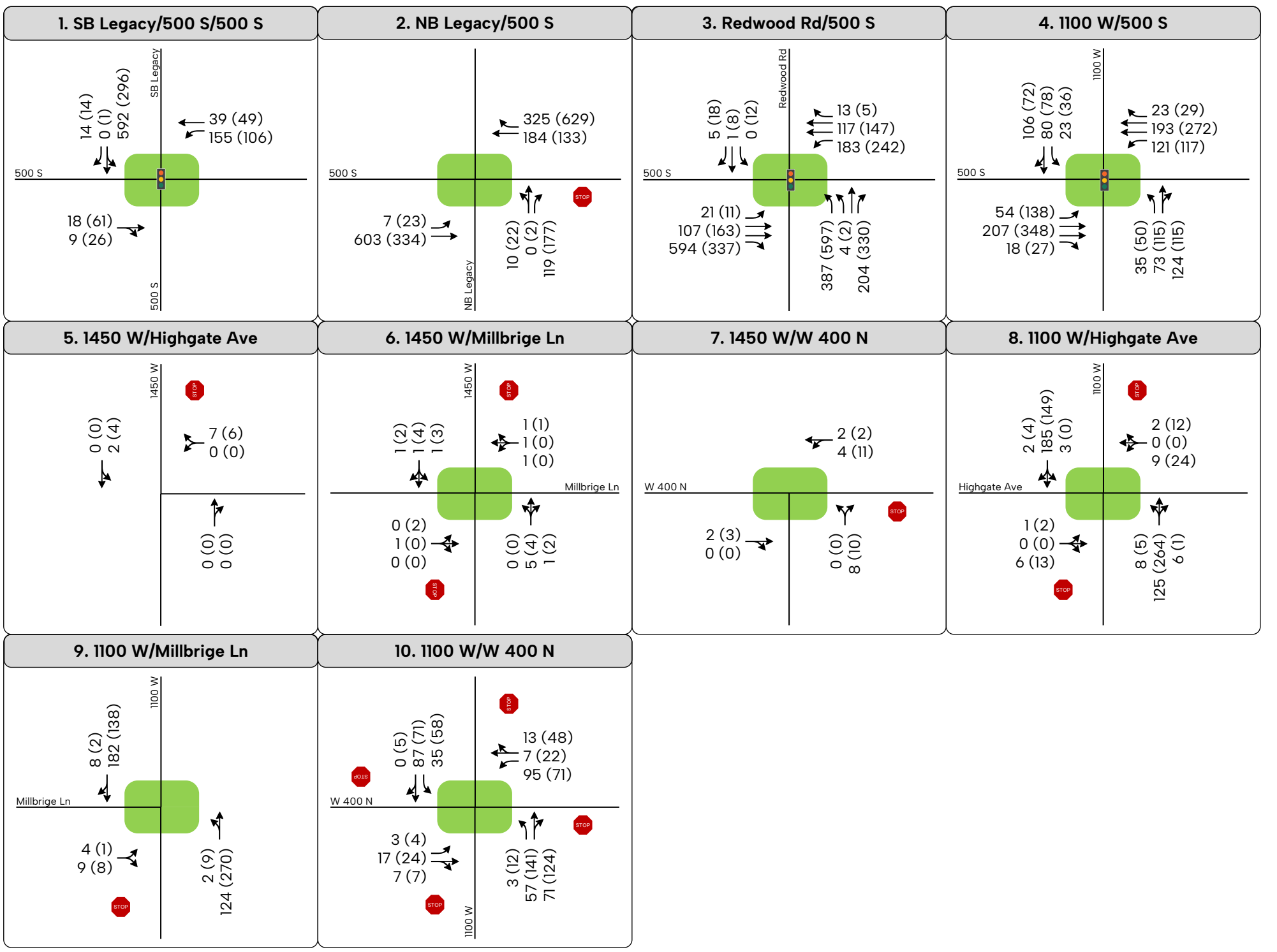


FIGURE #2

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 Providence Industrial development will be located on an 85.52 acre lot north of 500 S in West Bountiful, Utah. The development will include a total of 1,227.52 thousand square feet (ksf) of general light industrial land use and will have an access point at Redwood Road.

The proposed Providence Industrial site plans are assumed to have an access point at Redwood Road. There is no connection to development to the north or east, access will be restricted via emergency crash gate.

The Providence Industrial 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, inclusive of the estimated number of truck trips for the light industrial use, 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 – Providence Industrial									
(110) General Light Industrial – All Vehicles	*1,227.52*	*Daily – 3.6 trips per ksf* *AM Peak –0.48 trips per ksf* *PM Peak – 0.49 trips per ksf*	***507***	***82***	***589***	***144***	***457***	***601***	***4,419***
(110) General Light Industrial – Trucks[2]	*-*	*Daily – 0.25 trips per ksf* *AM Peak –0.01 trips per ksf* *PM Peak – 0.01 trips per ksf*	*7*	*5*	*12*	*6*	*6*	*12*	*307*

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers – 12th Edition Trip Generation Manual (ITE Manual).
2. (110) General Light Industrial – All Vehicles is inclusive of truck traffic. A separate line item for trucks was included to provide further details.

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

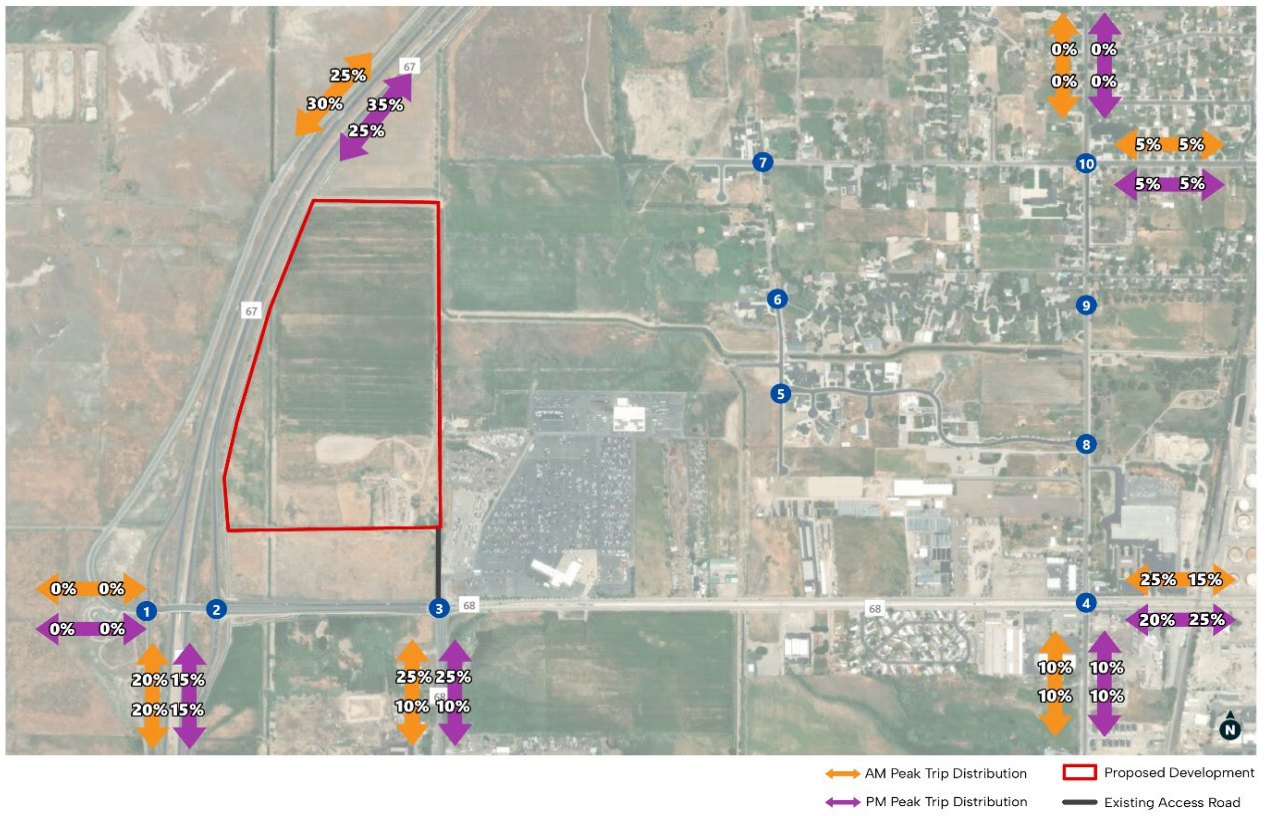
An analysis of historical trip distribution was conducted utilizing data from StreetLight – a data vendor that provides origin-destination data for vehicle mobility utilizing big data. For this analysis, connected vehicle data (CVD) – based off in-vehicle GPS devices - was used as it provides consistent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

Table 6: Providence Industrial Trip Distribution

Direction	AM Peak Hour		PM Peak Hour	
	To	From	To	From
West via 500 S	0%	0%	0%	0%
North via Legacy Rd	20%	20%	15%	15%
South via Legacy Rd	30%	25%	25%	35%
South via Redwood Rd	10%	25%	25%	10%
South via 1100 W	10%	10%	10%	10%
East via 500 S	25%	15%	20%	25%
East via 400 N	5%	5%	5%	5%
North via 1100 W	0%	0%	0%	0%

Source: Fehr & Peers, 2026.



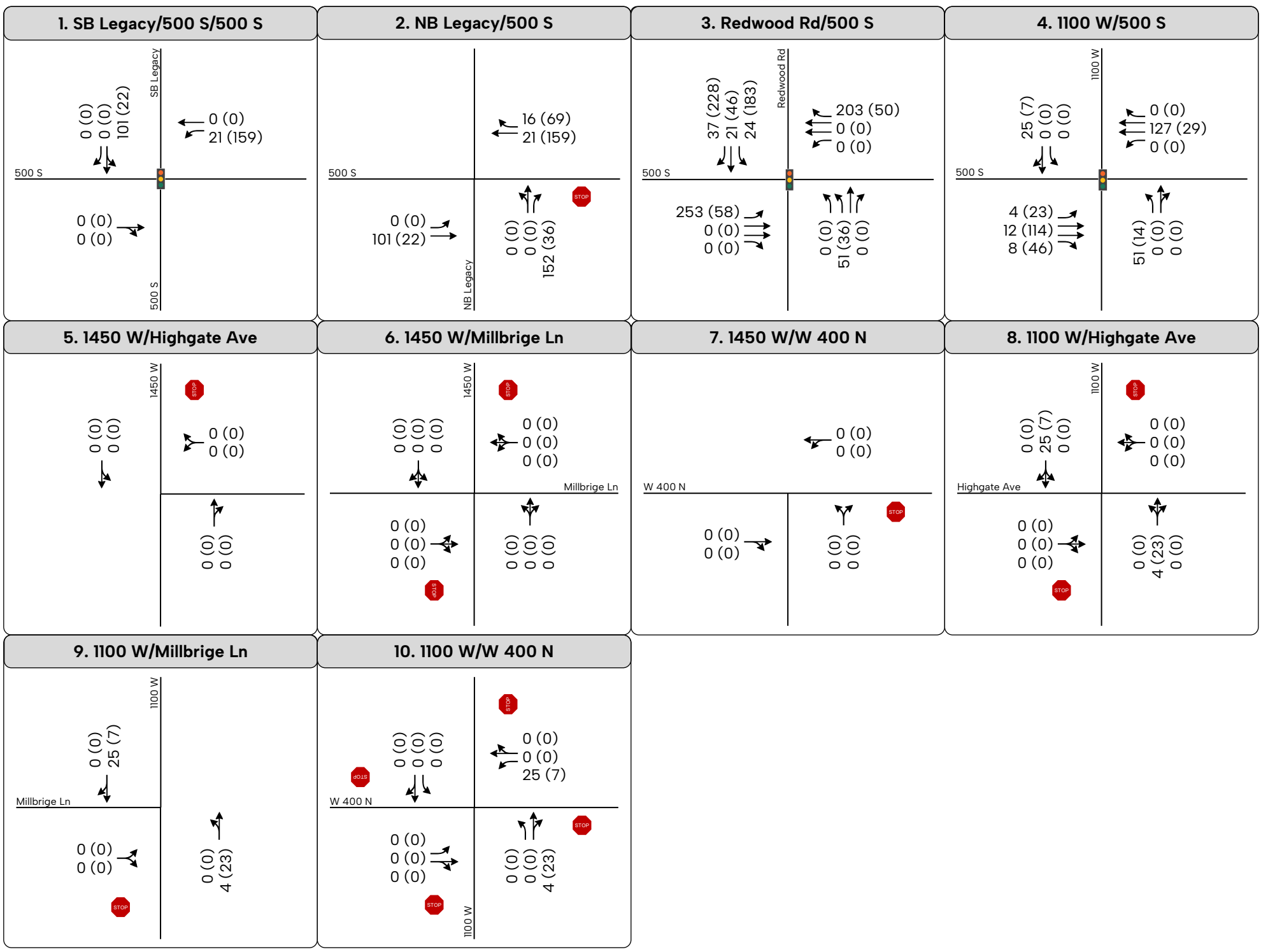


FIGURE #3

Trip Distribution and Assignment

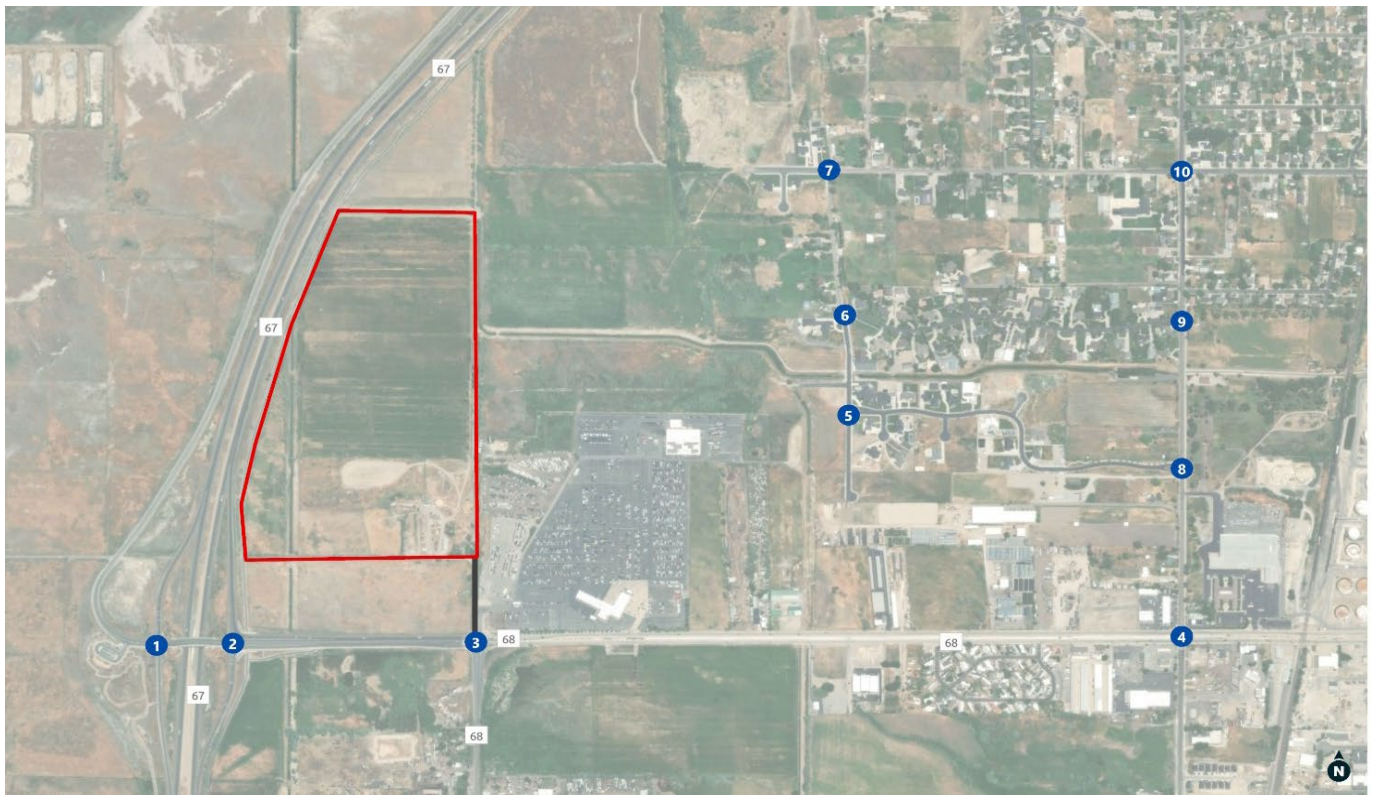
5. Existing (2024) Plus Project Conditions

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**.



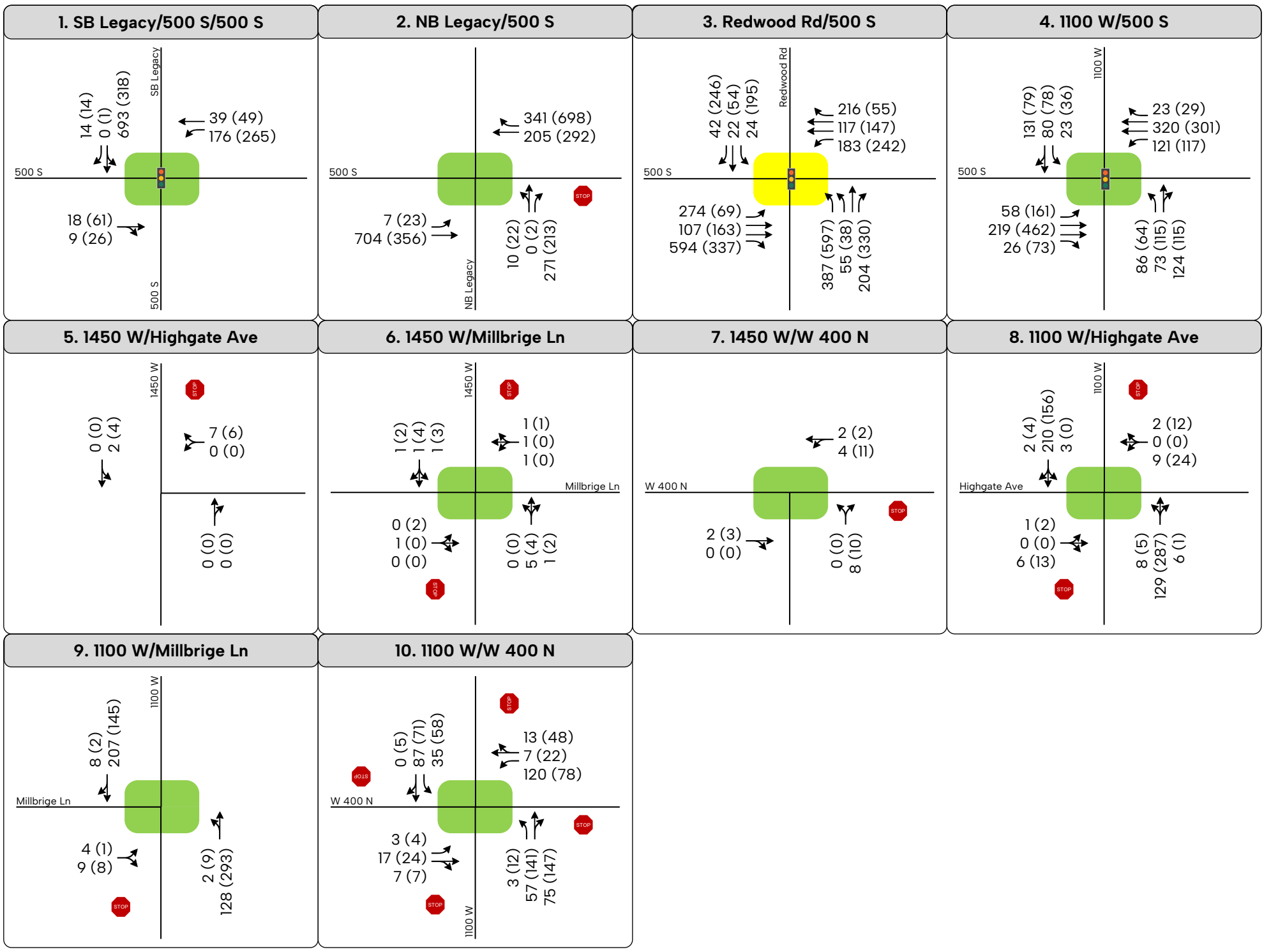


FIGURE #4

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	-	-	-	12	B
		PM		-	-	-	10	B
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	20	C	-	-
		PM		NB Through	16	B	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	37	D
		PM		-	-	-	43	D
4	1100 W / 500 S	AM	Signalized	-	-	-	9	A
		PM		-	-	-	9	A
5	Highgate Avenue / 1450 W[4]	AM	WB Stop Controlled	-	-	-	-	-
		PM		-	-	-	-	-
6	Millbridge Lane / 1450 W	AM	E-WB Stop Controlled	EB Shared	9	A	-	-
		PM		EB Shared	9	A	-	-
7	W 400 N / 1450 W	AM	NB Stop Controlled	NB Shared	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	13	B	-	-
		PM		EB Shared	11	B	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	9	A
		PM		-	-	-	11	B

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 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

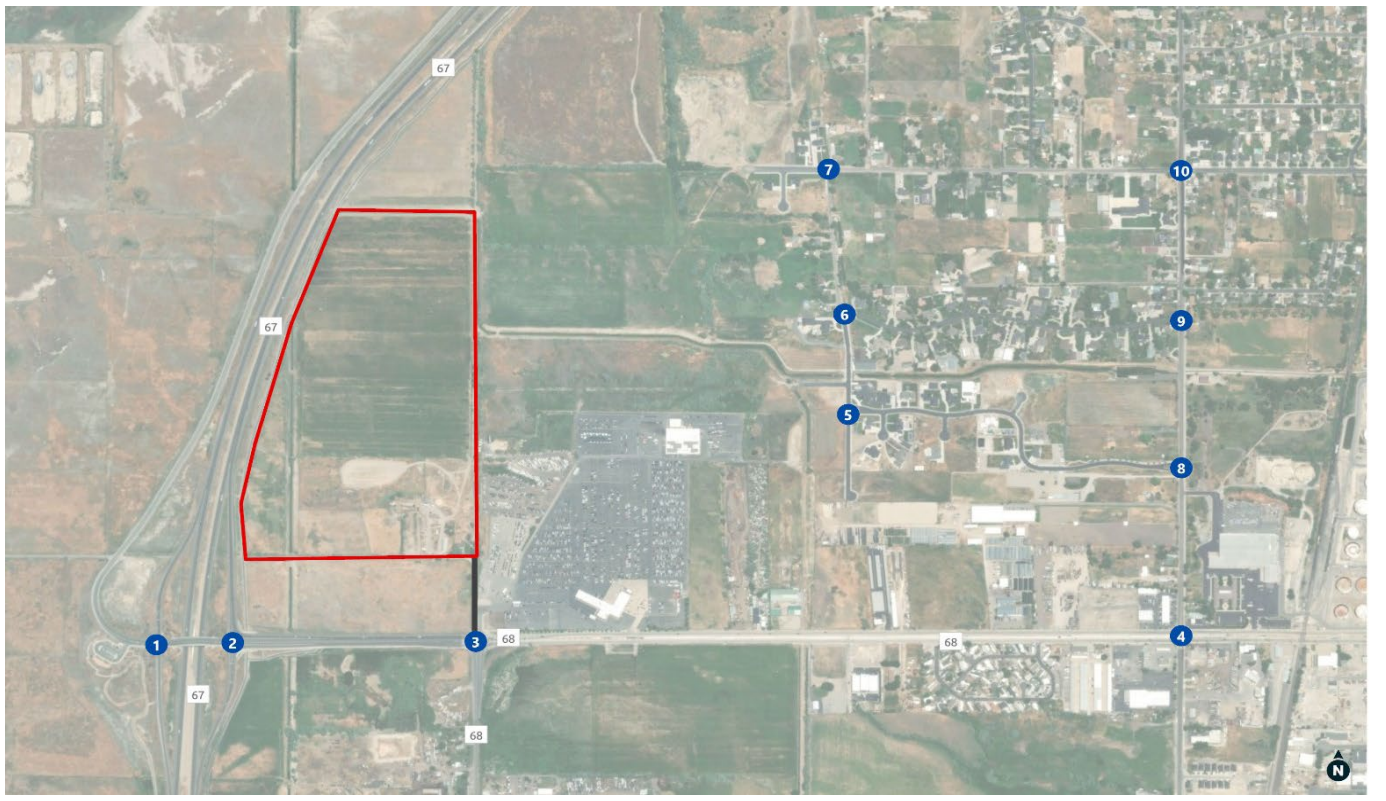
The Future (2031) Background analysis evaluates the study intersections during the peak travel periods of the day under projected future horizon year traffic volumes. This analysis provides a baseline condition for the year 2031, which can be used to determine future project impacts.

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 Brookside Ranch trip generation is included in the Future 2031 and 2046 Background and Plus Project Conditions, as the land use is being vested independently from Providence Industrial 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.



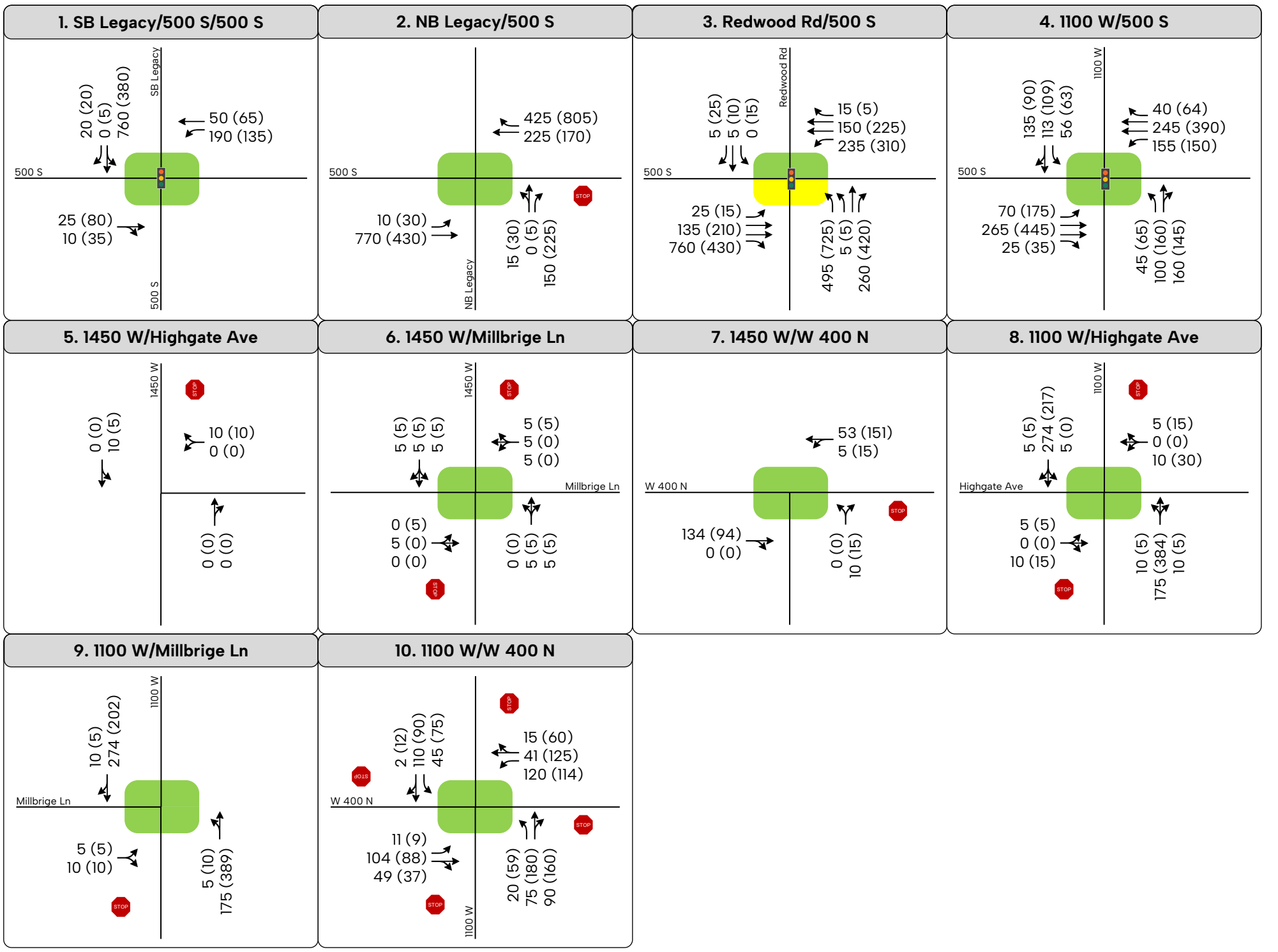


FIGURE #5

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	-	-	-	11	B
		PM		-	-	-	9	A
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	21	C	-	-
		PM		NB Through	15	C	-	-
3	Redwood Road/ 500 S	AM	Signalized	-	-	-	34	C
		PM		-	-	-	43	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	9	A	-	-
		PM		NB Shared	9	A	-	-
8	Highgate Avenue / 1100 W	AM	E-WB Stop Controlled	WB Shared	12	B	-	-
		PM		WB Shared	14	B	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	11	B	-	-
		PM		EB Shared	11	B	-	-
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.

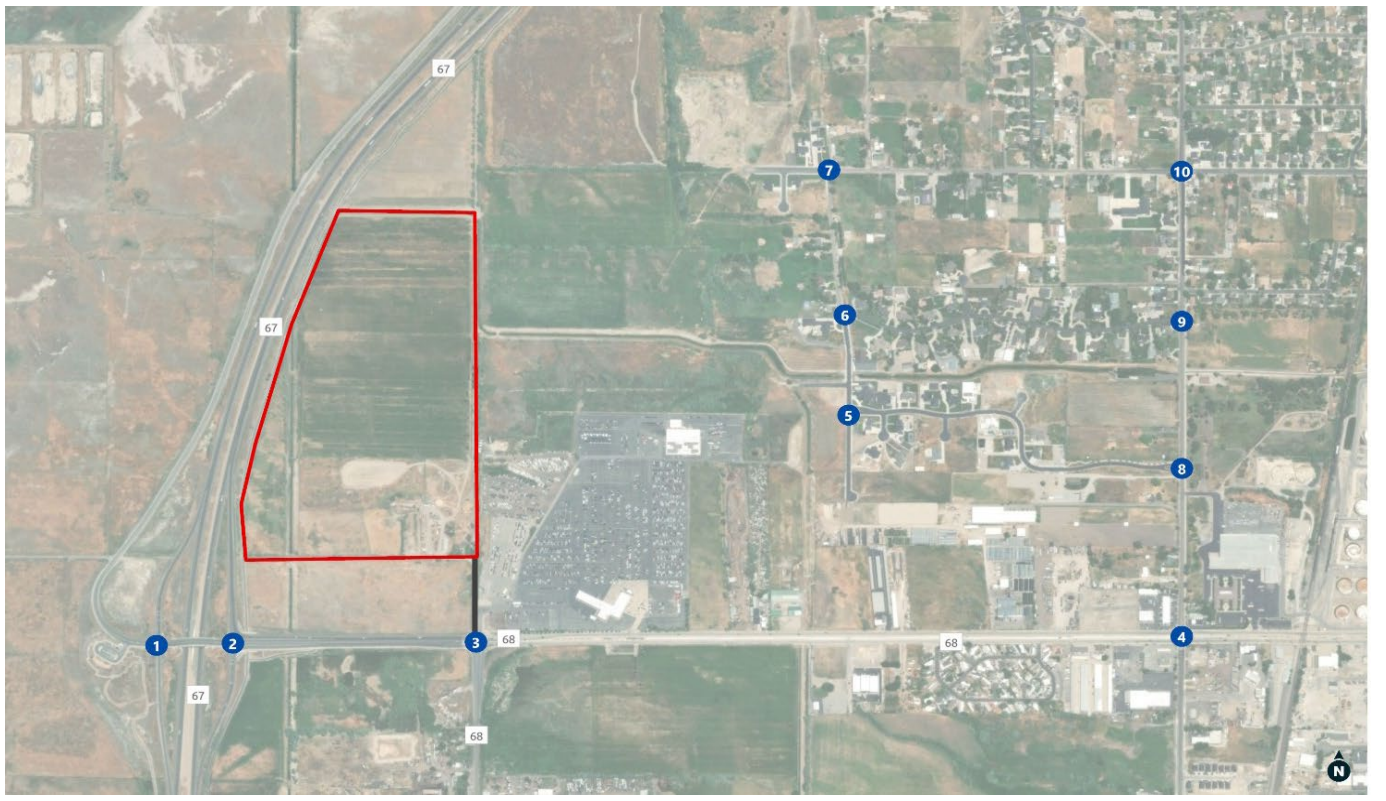
7. Future (2031) Plus Project Conditions

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**.



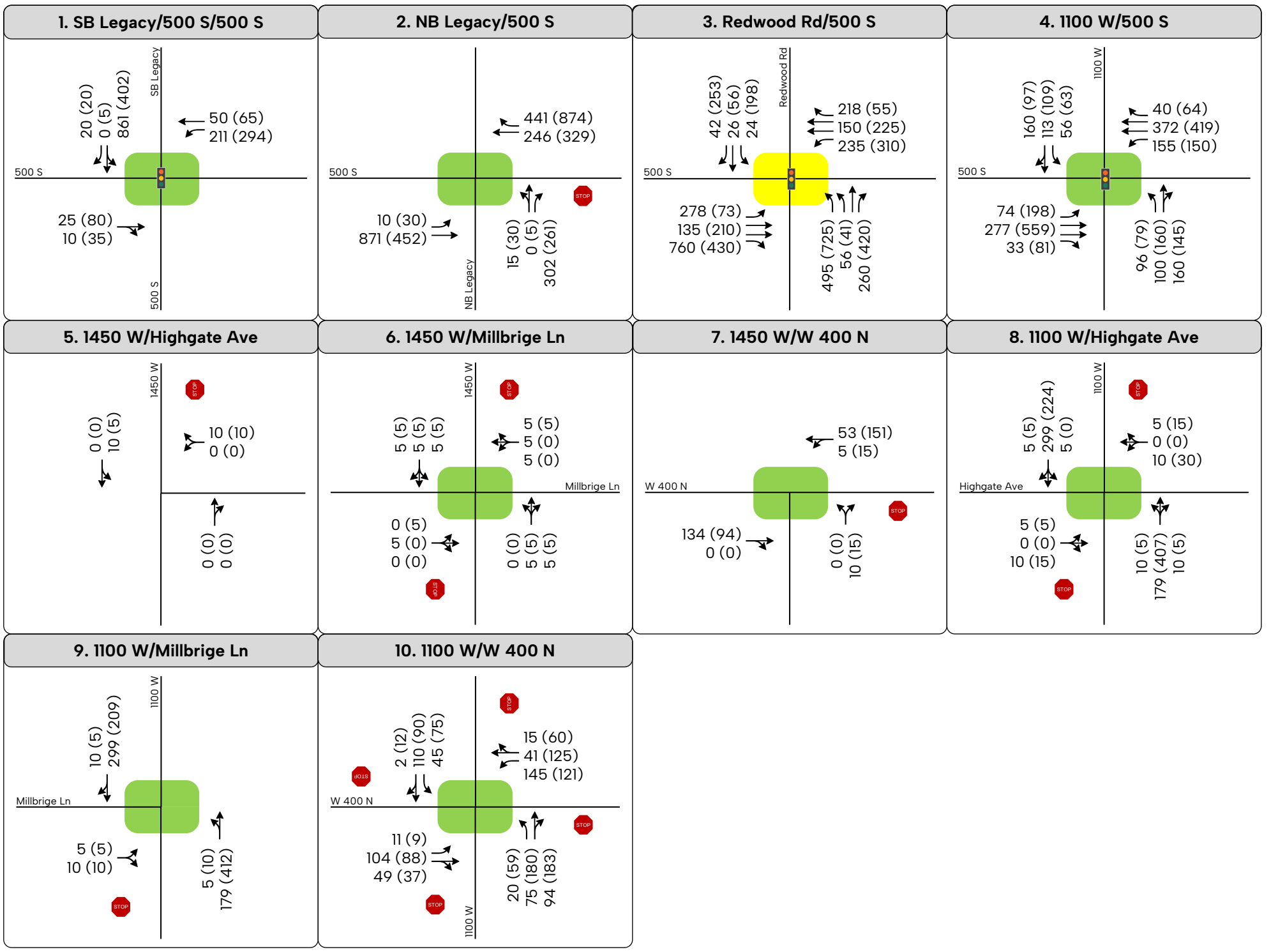


FIGURE #6

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

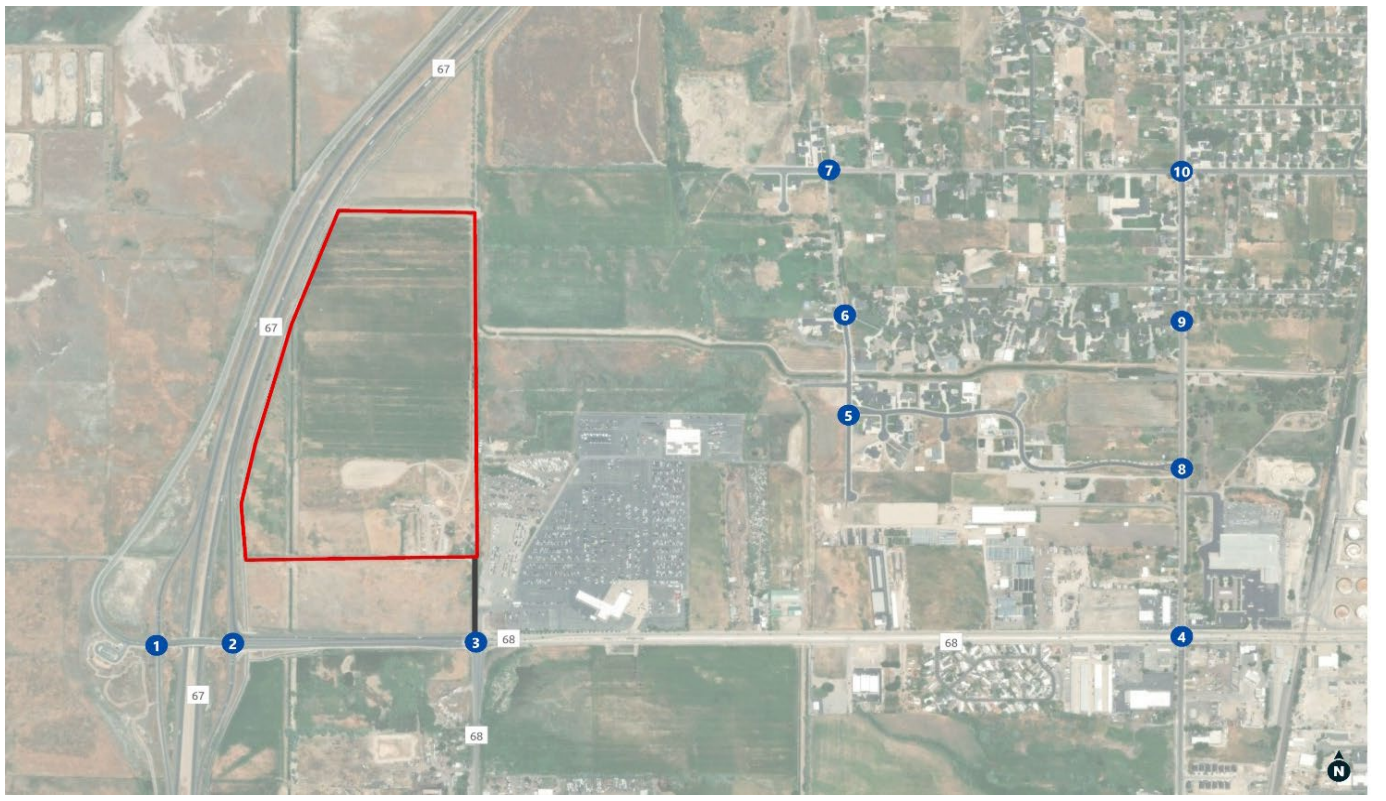
The Future (2046) Background analysis evaluates the study intersections during the peak travel periods of the day under projected future 22-year horizon traffic volumes. This analysis provides a baseline condition for the year 2046, which can be used to determine future project impacts.

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 Brookside Ranch trip generation is included in the Future 2031 and 2046 Background and Plus Project Conditions, as the land use is being vested independently from Providence Industrial 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.



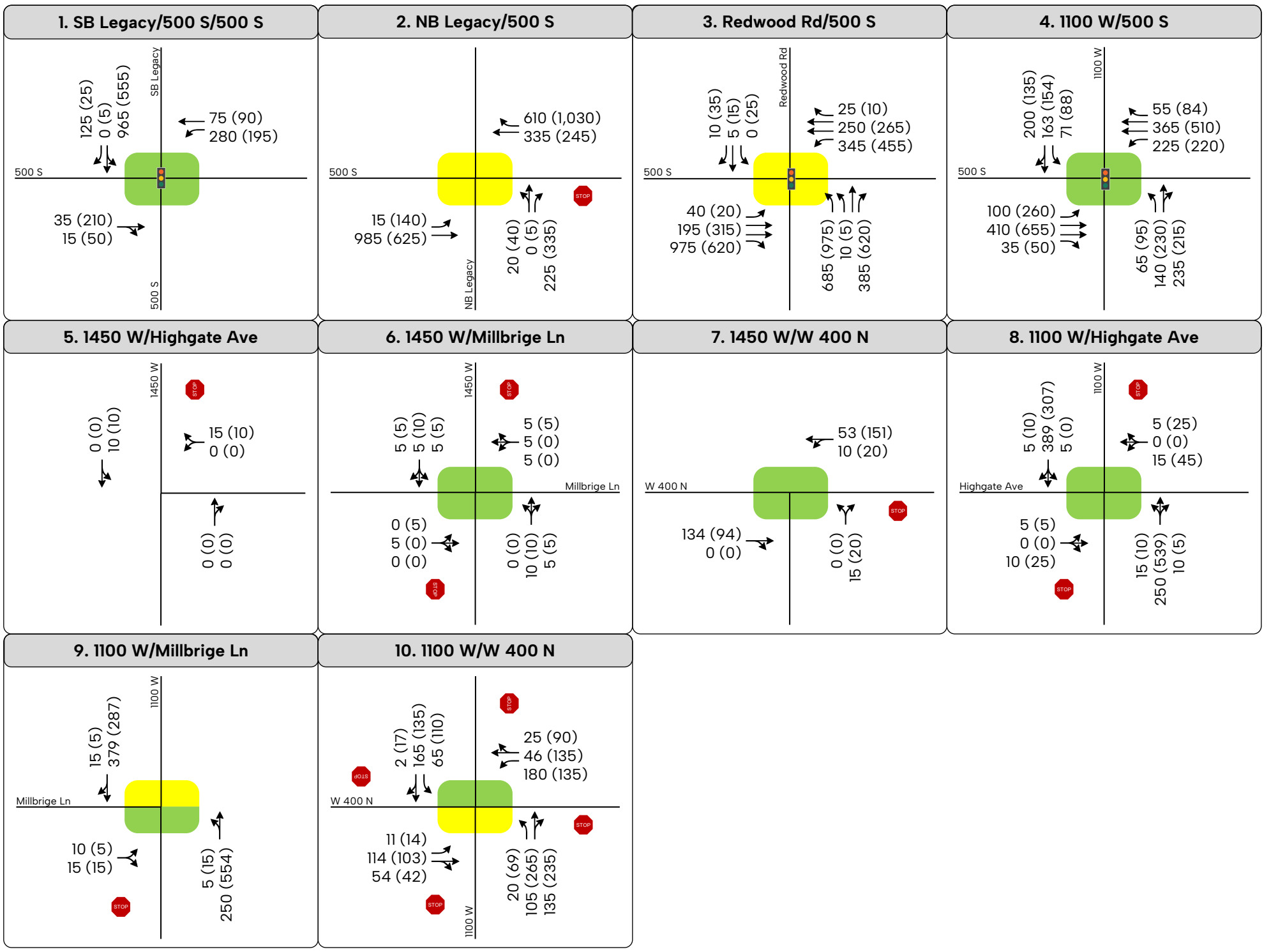


FIGURE #7

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.

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

8.4 Mitigations

All study intersections are anticipated to operate at an acceptable level of service under Future (2046) Background conditions, as such, no mitigations are recommended. However, 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	-	-	-	29	C
		PM		-	-	-	13	B
2	NB Legacy Parkway On-Off Ramps / 500 S	AM	NB Stop Controlled	NB Through	34	D	-	-
		PM		NB Through	33	D	-	-
3	Redwood Road / 500 S	AM	Signalized	-	-	-	47	D
		PM		-	-	-	49	D
4	1100 W / 500 S	AM	Signalized	-	-	-	11	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	21	C	-	-
9	Millbridge Lane / 1100 W	AM	EB Stop Controlled	EB Shared	25	D	-	-
		PM		EB Shared	19	C	-	-
10	W 400 N / 1100 W	AM	All Ways Stop Controlled	-	-	-	12	B
		PM		-	-	-	33	D

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.

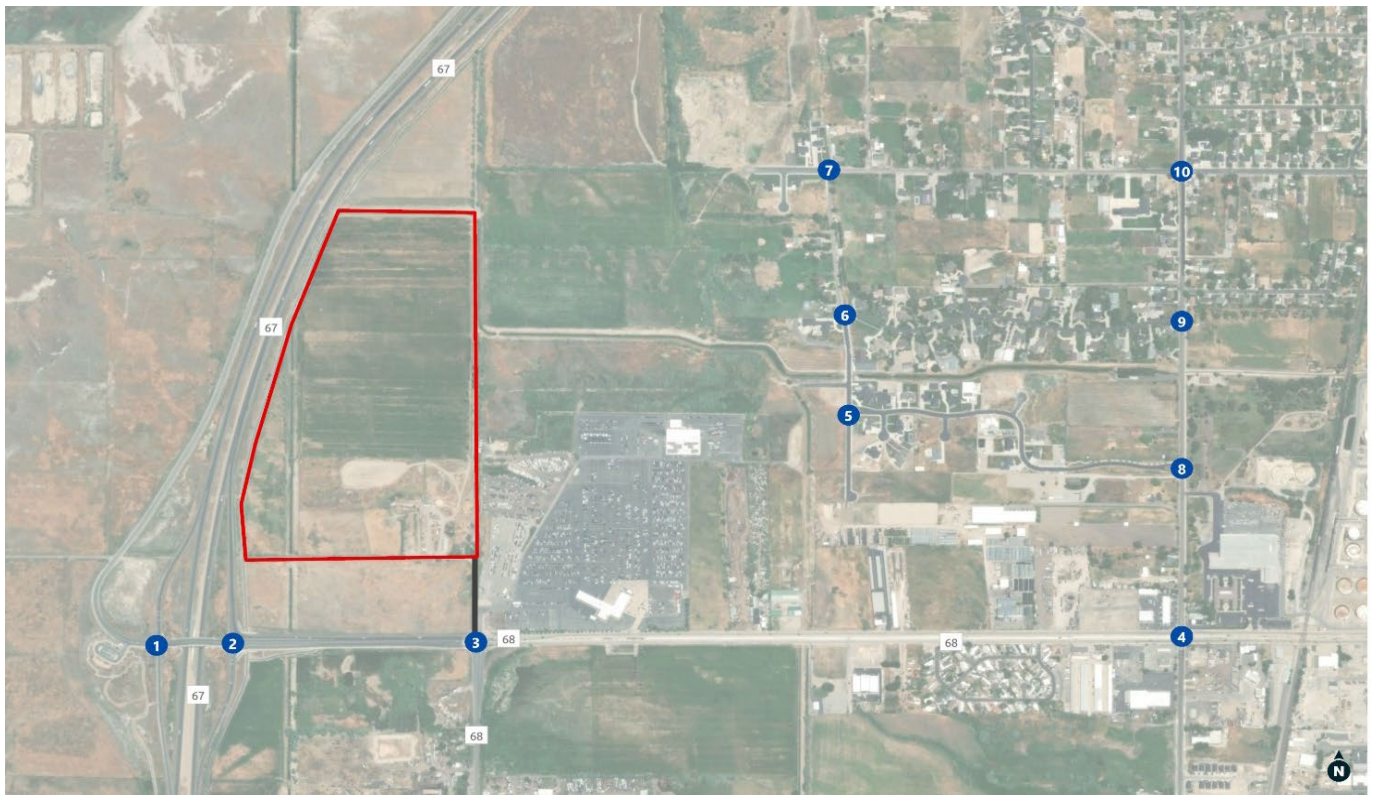
9. Future (2046) Plus Project Conditions

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) volumes to yield Future (2046) Plus Project weekday peak hour volumes as shown in **Figure 8**.



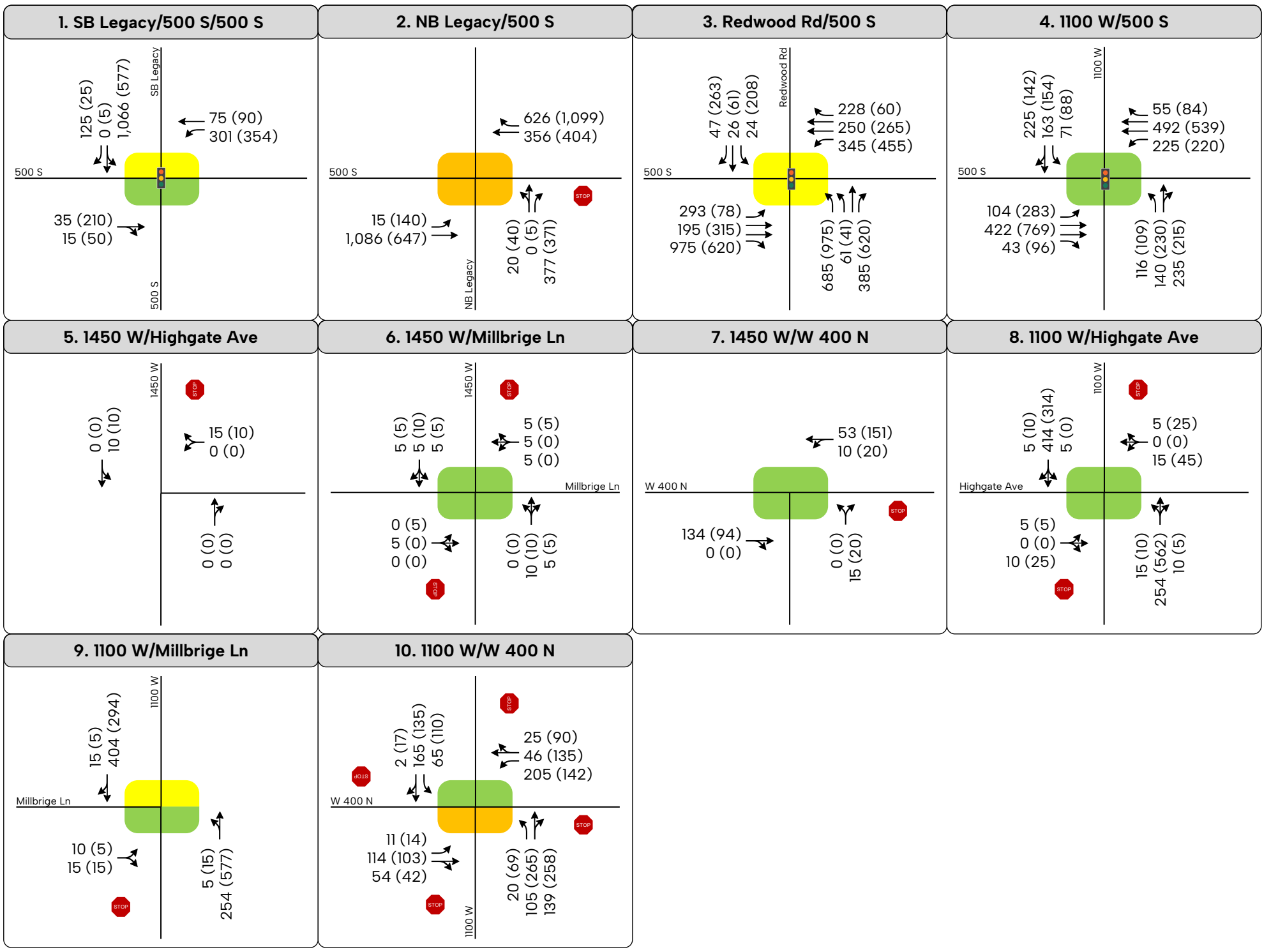


FIGURE #8

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** – LOS E in the AM and PM peak hours
    - 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 left-turning trips accessing the land uses west of the freeway to meet signal warrant requirements. With a signal in place, the LOS in the AM and PM peak hour becomes LOS A and B (7 and 13 sec/veh delay, in the AM and PM peak period, respectively).
    - Although a signal would resolve this anticipated future delay, it is recommended that the City and UDOT wait to implement such a signal until 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 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. Additionally, the eastbound left turning movements are suggested to be phased as protected and permitted under Future (2046) Plus Project conditions to provide a protected phase for the high number of left-turning vehicles entering the site.

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

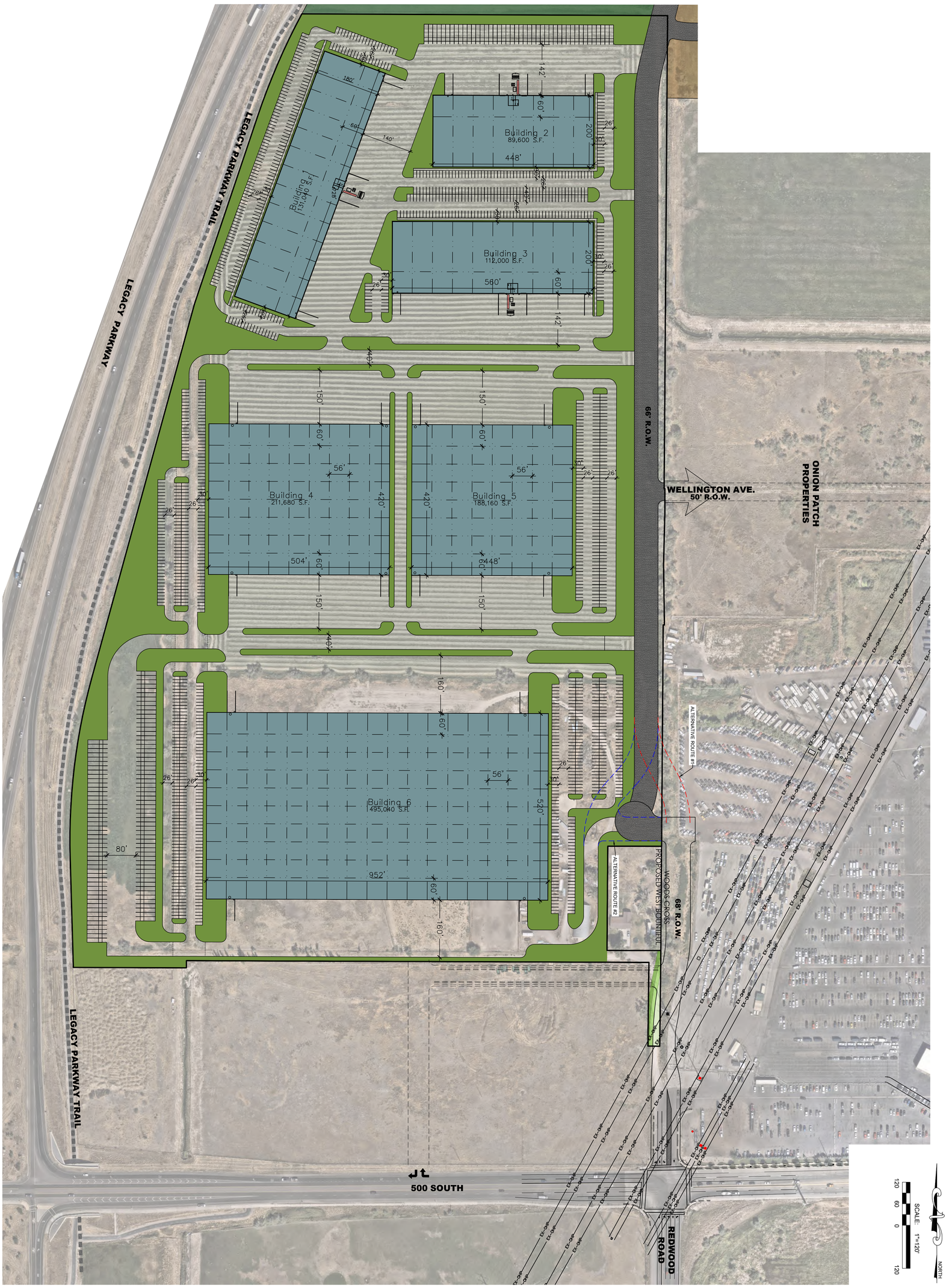
This study summarizes the potential transportation-related impacts of the proposed Providence Industrial development located on the northwest corner of the intersection of 500 S and Redwood Road on the border of West Bountiful and Woods Cross, Utah. While the Brookside Ranch development is being vested 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) Plus Project conditions were shown to have impacts on travel conditions. However, through mitigations, these LOS failures were resolved.

- **NB Legacy Parkway On-Off Ramps / 500 S** – LOS E in the AM and PM peak hours
    - 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 left-turning trips accessing the land uses west of the freeway to meet signal warrant requirements. With a signal in place, the LOS in the AM and PM peak hour becomes LOS A and B (7 and 13 sec/veh delay, in the AM and PM peak period, respectively).
    - Although a signal would resolve this anticipated future delay, it is recommended that the City and UDOT wait to implement such a signal until 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 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. Additionally, the eastbound left turning movements are suggested to be phased as protected and permitted under Future (2046) Plus Project conditions to provide a protected phase for the high number of left-turning vehicles entering the site.

Appendix A. Development Site Plans



PROVIDENCE AT WEST BOUNTIFUL

WEST BOUNTIFUL, UTAH

CONCEPT PLAN

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2024-0018
DRAWN BY: BAP
DESIGNED BY: NKW
SCALE: 1"=120'
DATE: 8/03/2026
SHEET 1

- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

Appendix B. Traffic Counts

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike

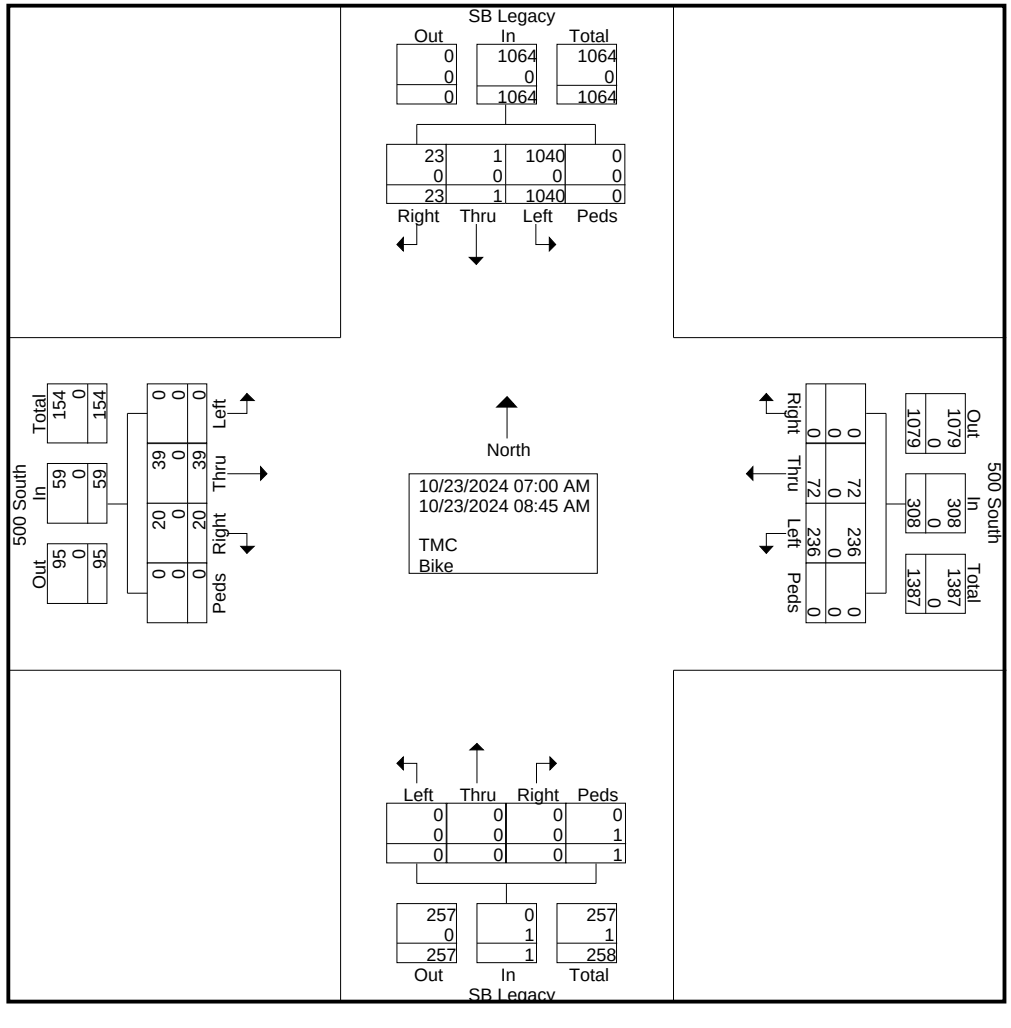
	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	1	100	0	105	0	8	23	0	31	0	0	0	0	0	5	3	0	0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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024

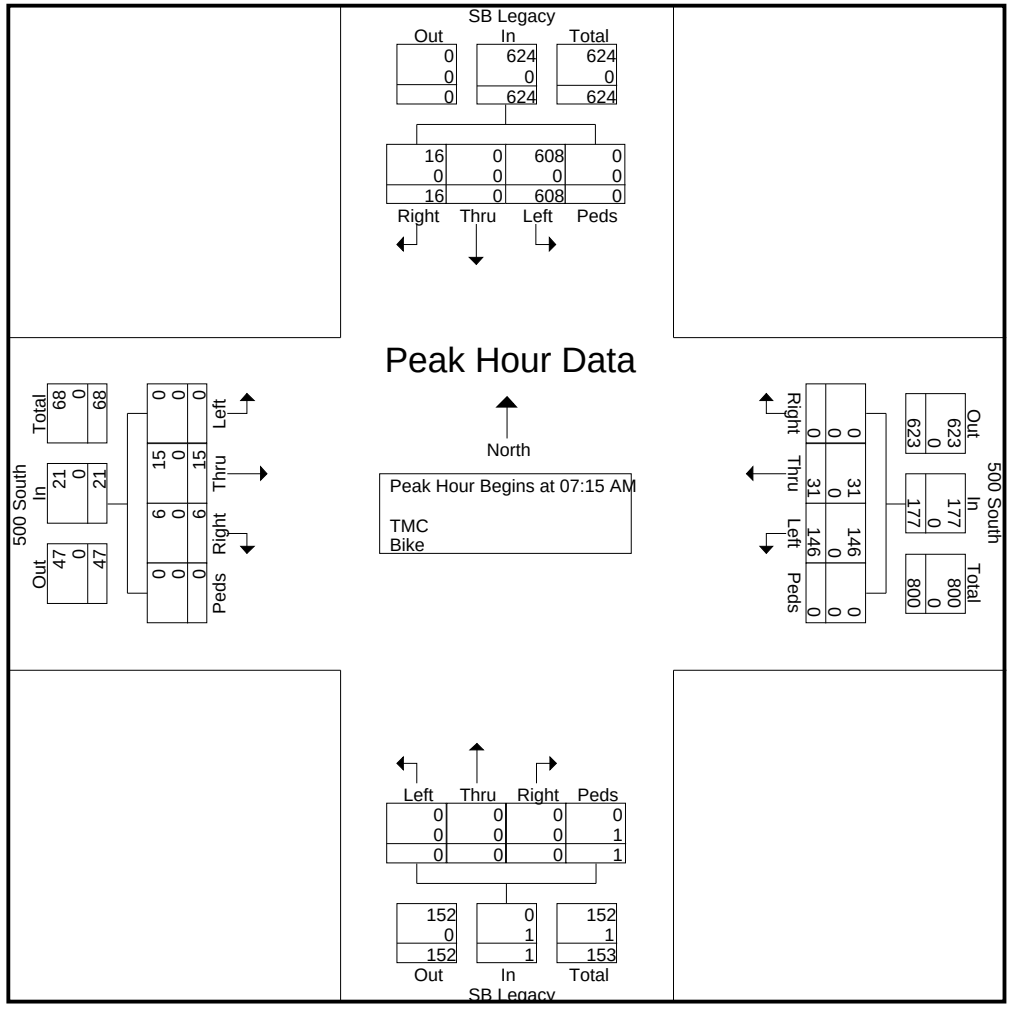
	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

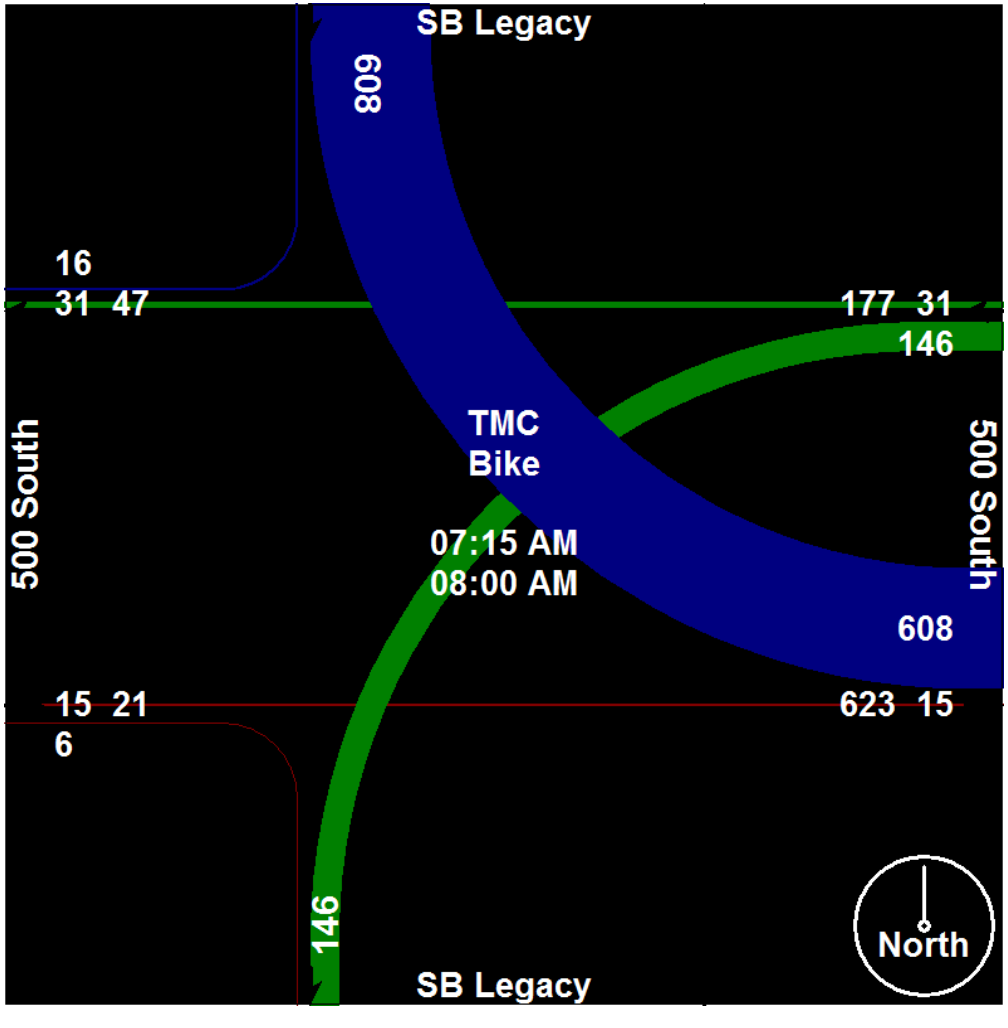


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024

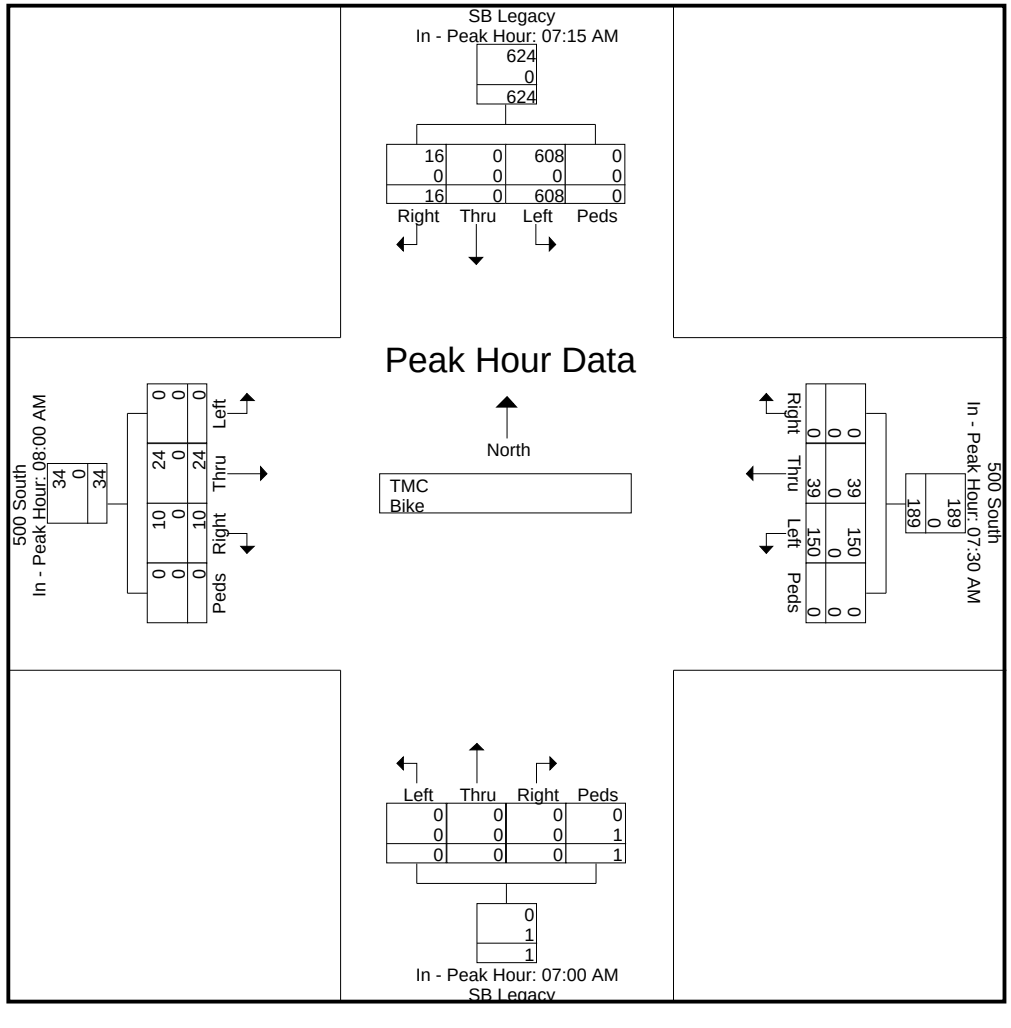
	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:30 AM					07:00 AM					08:00 AM					
+0 mins.	4	0	124	0	128	0	6	**51**	0	**57**	0	0	0	0	0	1	3	0	0	4	
+15 mins.	2	0	127	0	129	0	**13**	43	0	56	0	0	0	0	0	**4**	**9**	0	0	**13**	
+30 mins.	**5**	0	**197**	0	**202**	0	8	27	0	35	0	0	0	0	0	4	9	0	0	13	
+45 mins.	5	0	160	0	165	0	12	29	0	41	0	0	0	**1**	**1**	1	3	0	0	4	
Total Volume	16	0	608	0	624	0	39	150	0	189	0	0	0	1	1	10	24	0	0	34	
% App. Total	2.6	0	97.4	0		0	20.6	79.4	0		0	0	0	100		29.4	70.6	0	0		
PHF	.800	.000	.772	.000	.772	.000	.750	.735	.000	.829	.000	.000	.000	.250	.250	.625	.667	.000	.000	.654	
TMC	16	0	608	0	624	0	39	150	0	189	0	0	0	0	0	10	24	0	0	34	
% TMC	100	0	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

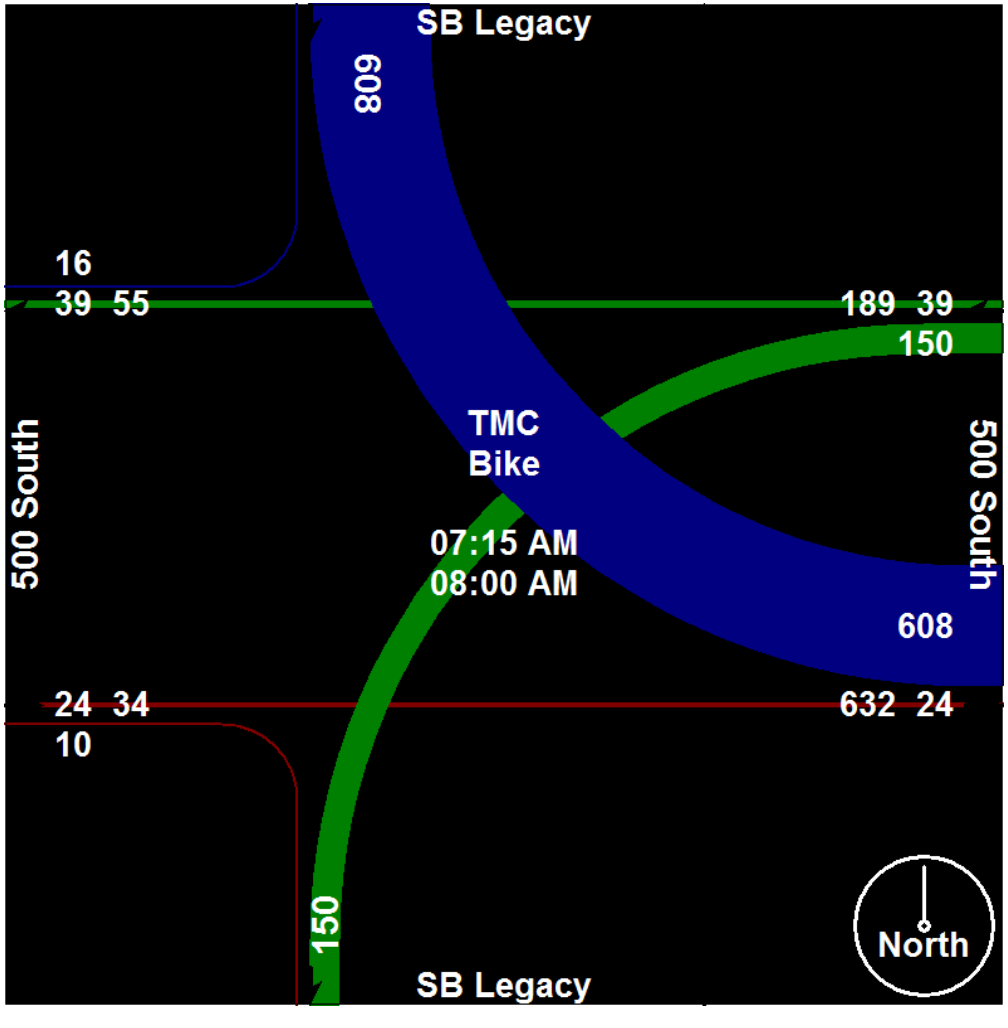


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike

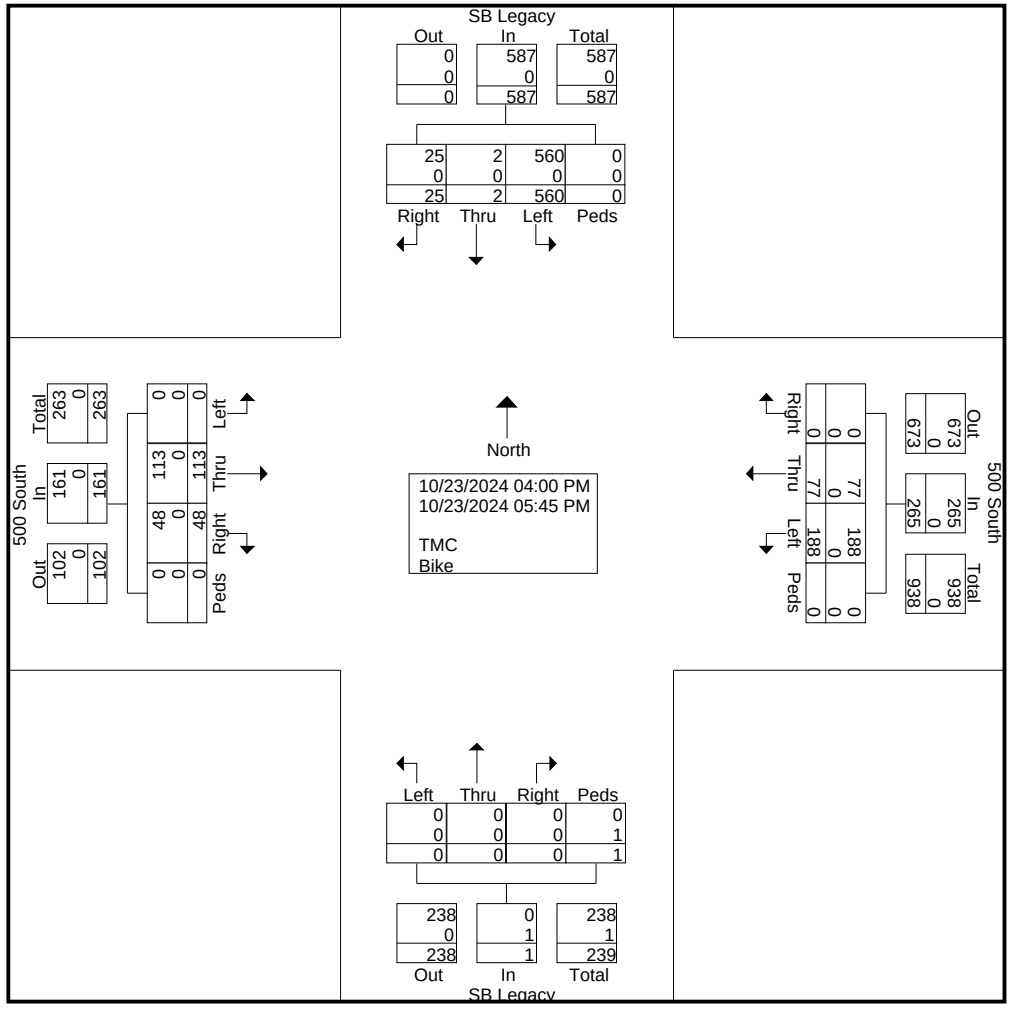
	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	1	63	0	67	0	10	21	0	31	0	0	0	0	0	6	13	0	0	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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024

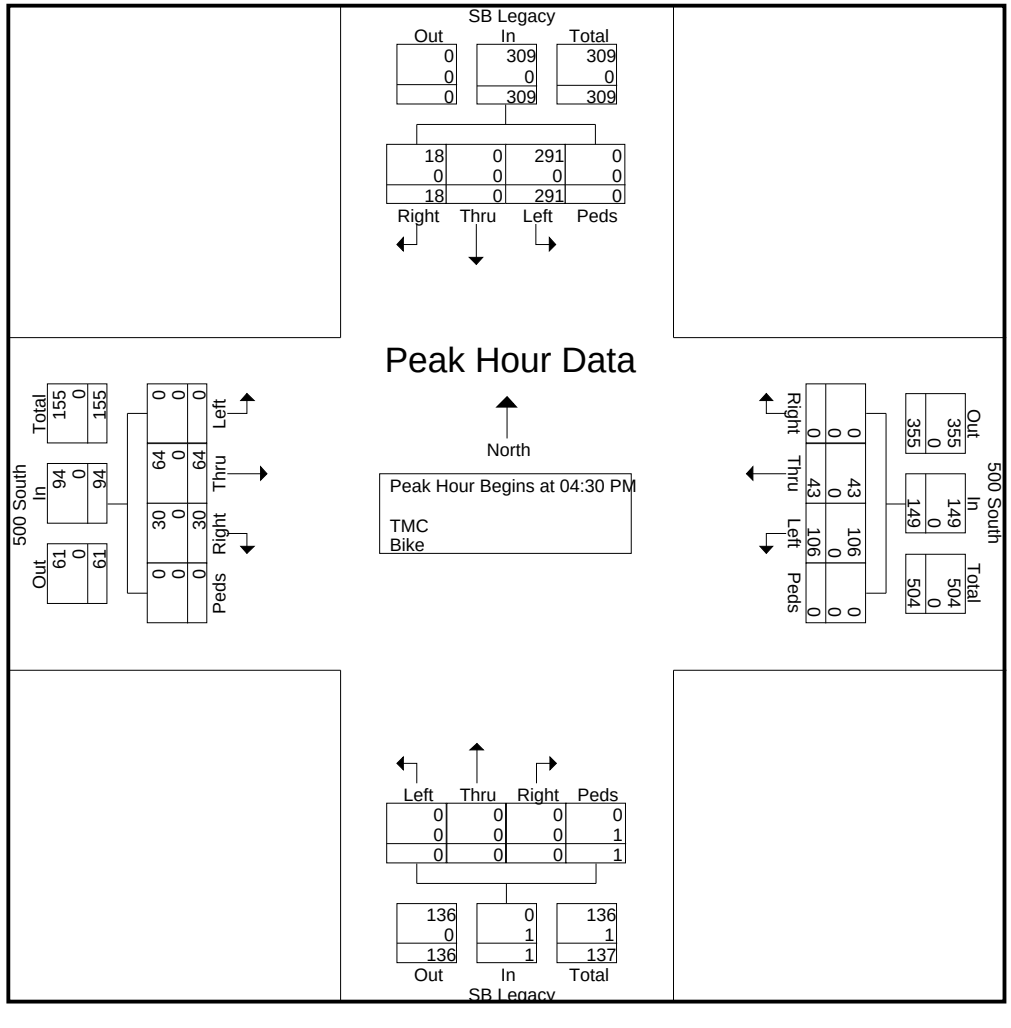
	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

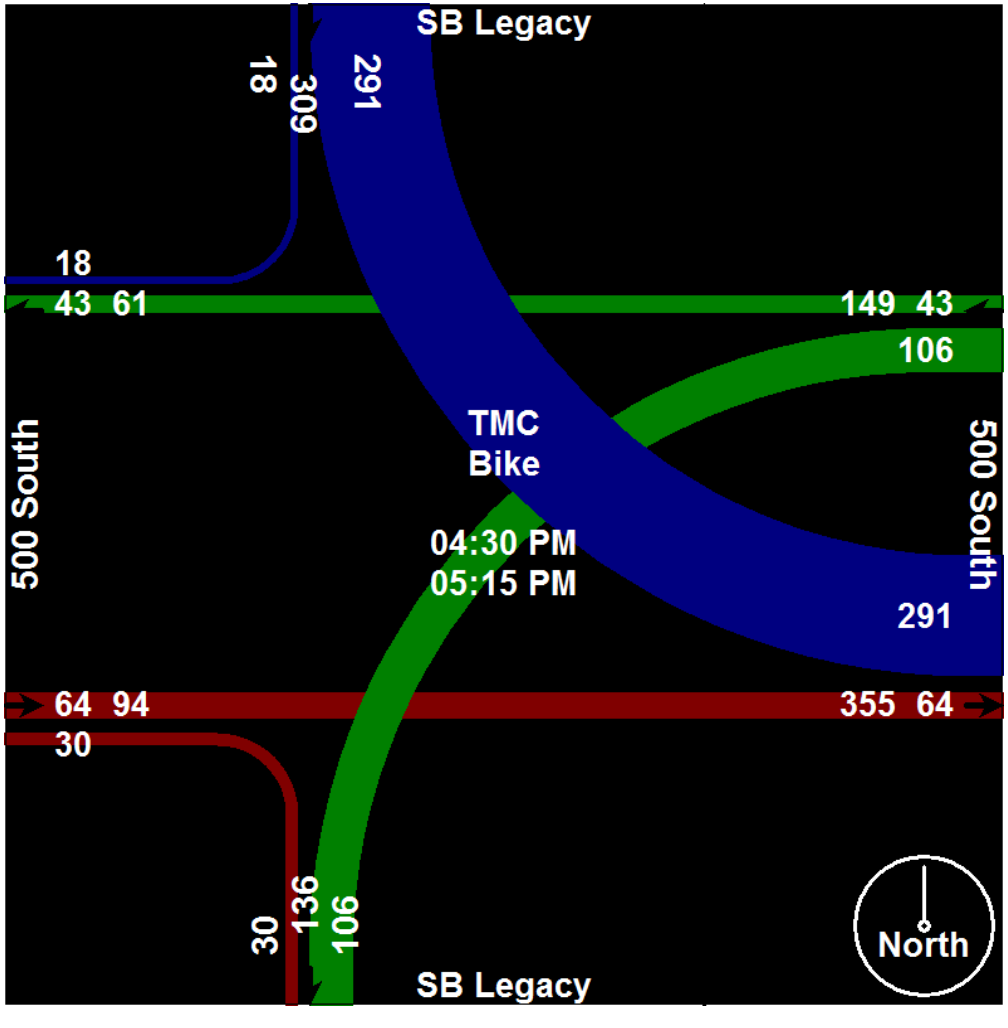


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 6

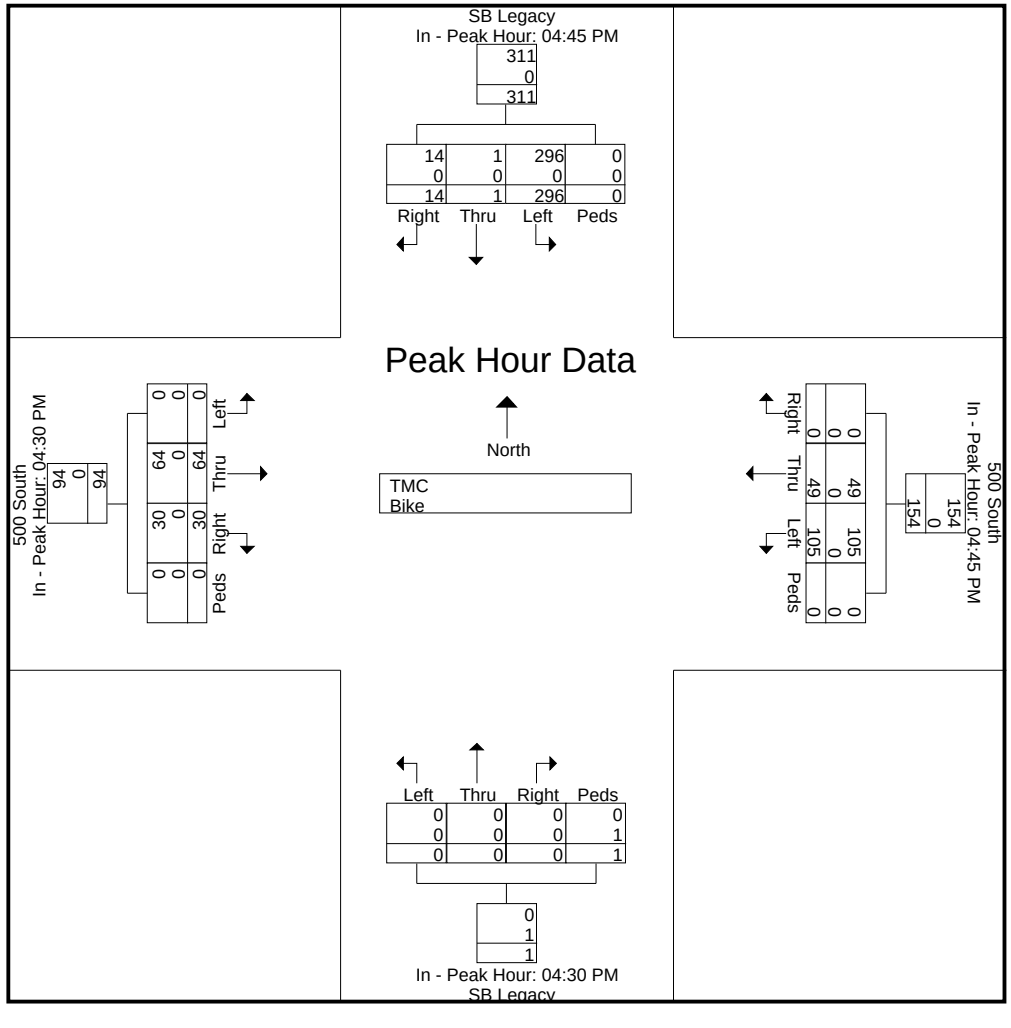
	SB Legacy From North					500 South From East					SB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:30 PM					04:30 PM					
+0 mins.	3	0	77	0	80	0	**15**	19	0	34	0	0	0	0	0	6	13	0	0	19	
+15 mins.	**6**	0	72	0	78	0	10	**34**	0	**44**	0	0	0	0	0	6	10	0	0	16	
+30 mins.	5	0	**81**	0	**86**	0	12	21	0	33	0	0	0	0	0	**10**	**23**	0	0	**33**	
+45 mins.	0	**1**	66	0	67	0	12	31	0	43	0	0	0	**1**	**1**	8	18	0	0	26	
Total Volume	14	1	296	0	311	0	49	105	0	154	0	0	0	1	1	30	64	0	0	94	
% App. Total	4.5	0.3	95.2	0		0	31.8	68.2	0		0	0	0	100		31.9	68.1	0	0		
PHF	.583	.250	.914	.000	.904	.000	.817	.772	.000	.875	.000	.000	.000	.250	.250	.750	.696	.000	.000	.712	
TMC	14	1	296	0	311	0	49	105	0	154	0	0	0	0	0	30	64	0	0	94	
% TMC	100	100	100	0	100	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

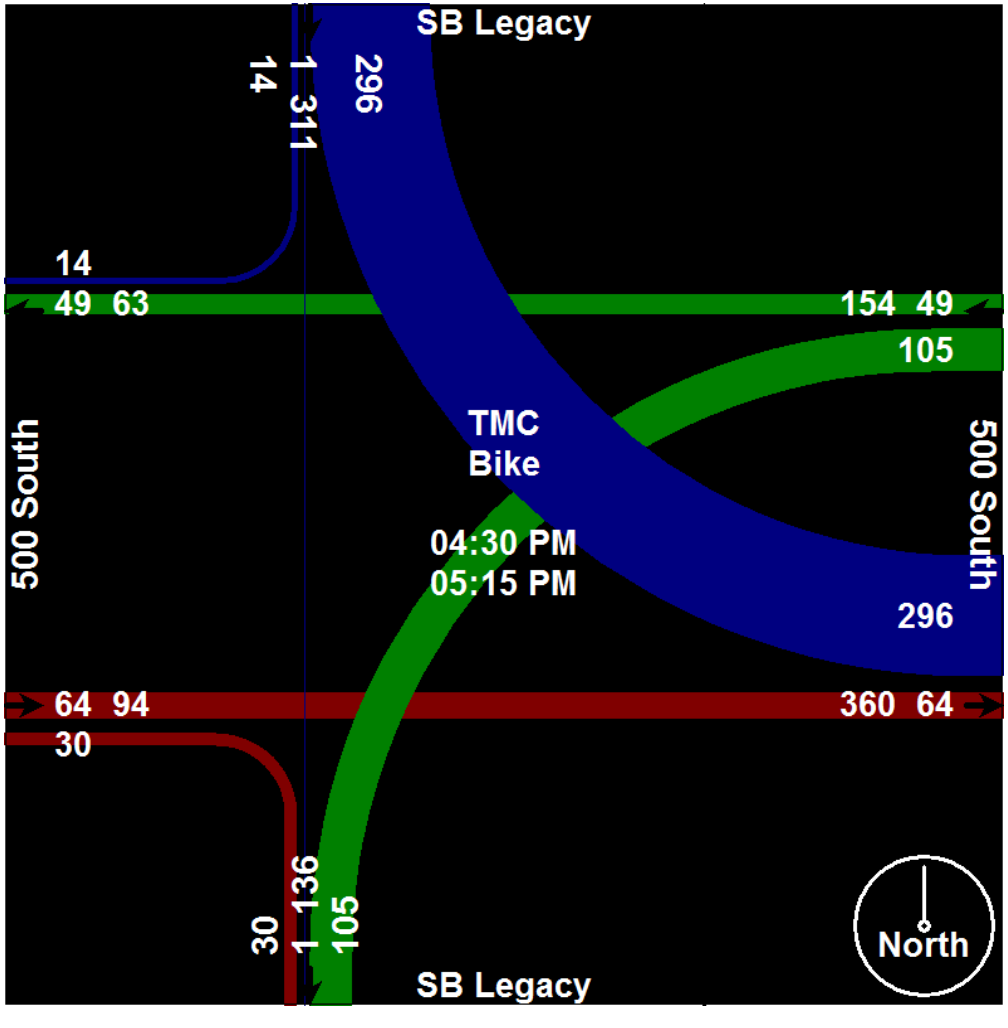


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : SB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike

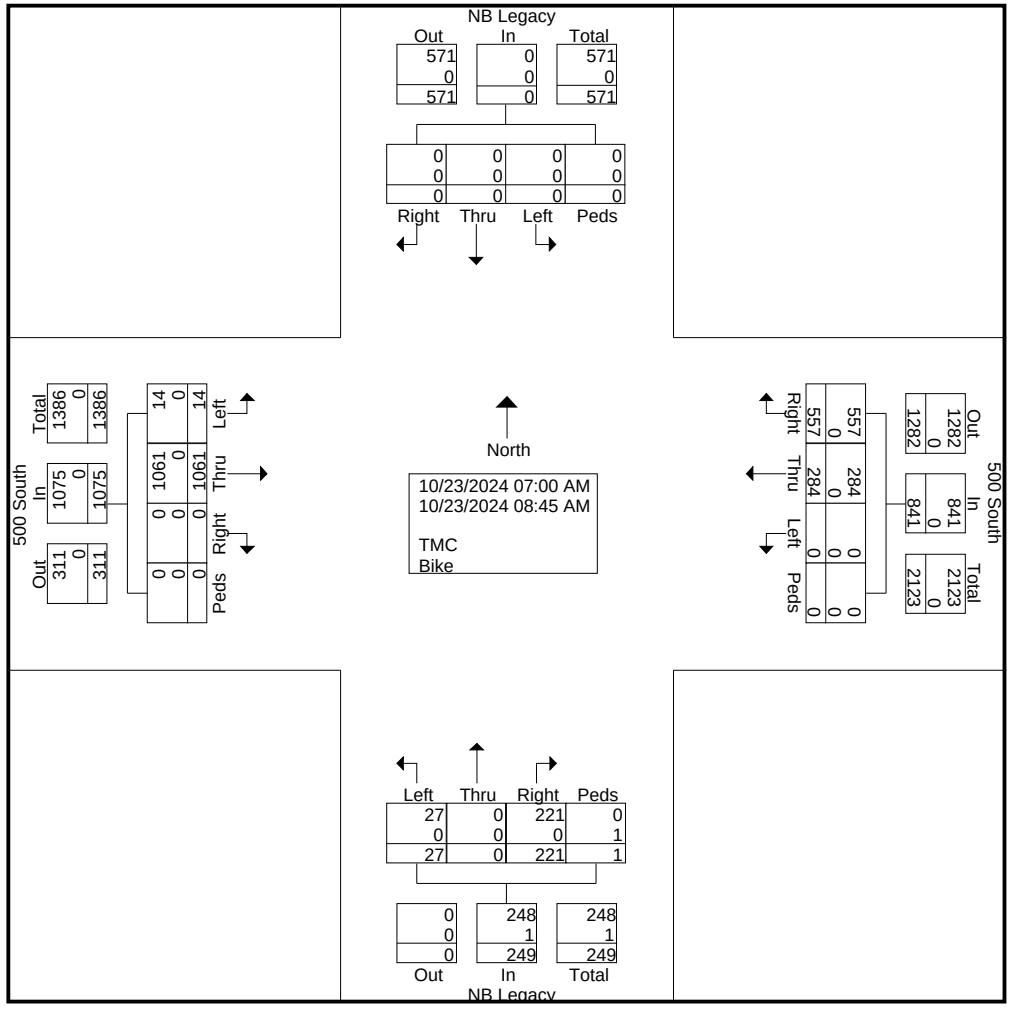
	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	43	24	0	0	67	18	0	7	0	25	0	102	2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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

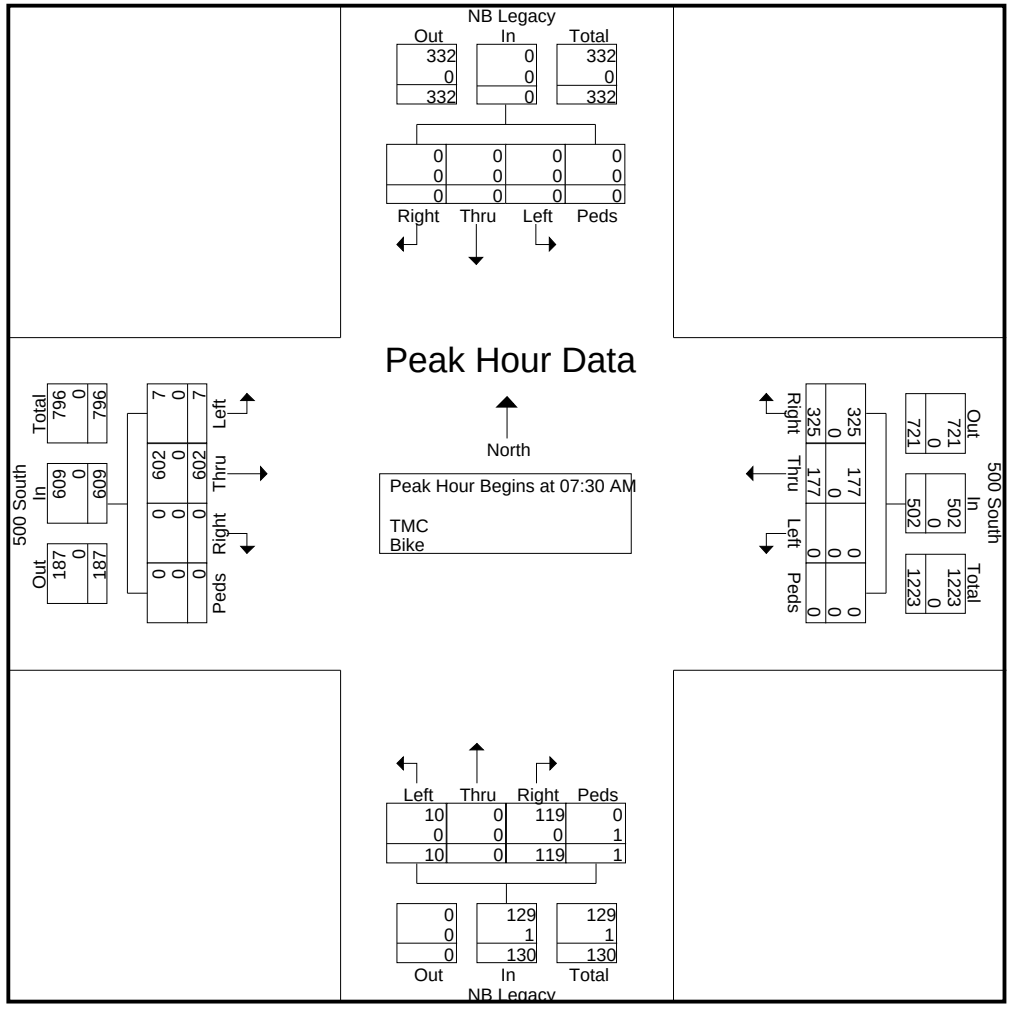
	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	69	53	0	0	122	21	0	1	0	22	0	130	**4**	0	134	278
07:45 AM	0	0	0	0	0	71	**55**	0	0	126	28	0	**3**	0	31	0	**187**	2	0	**189**	**346**
08:00 AM	0	0	0	0	0	72	35	0	0	107	**36**	0	3	**1**	**40**	0	166	0	0	166	313
08:15 AM	0	0	0	0	0	**113**	34	0	0	**147**	34	0	3	0	37	0	119	1	0	120	304
Total Volume	0	0	0	0	0	325	177	0	0	502	119	0	10	1	130	0	602	7	0	609	1241
% App. Total	0	0	0	0		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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

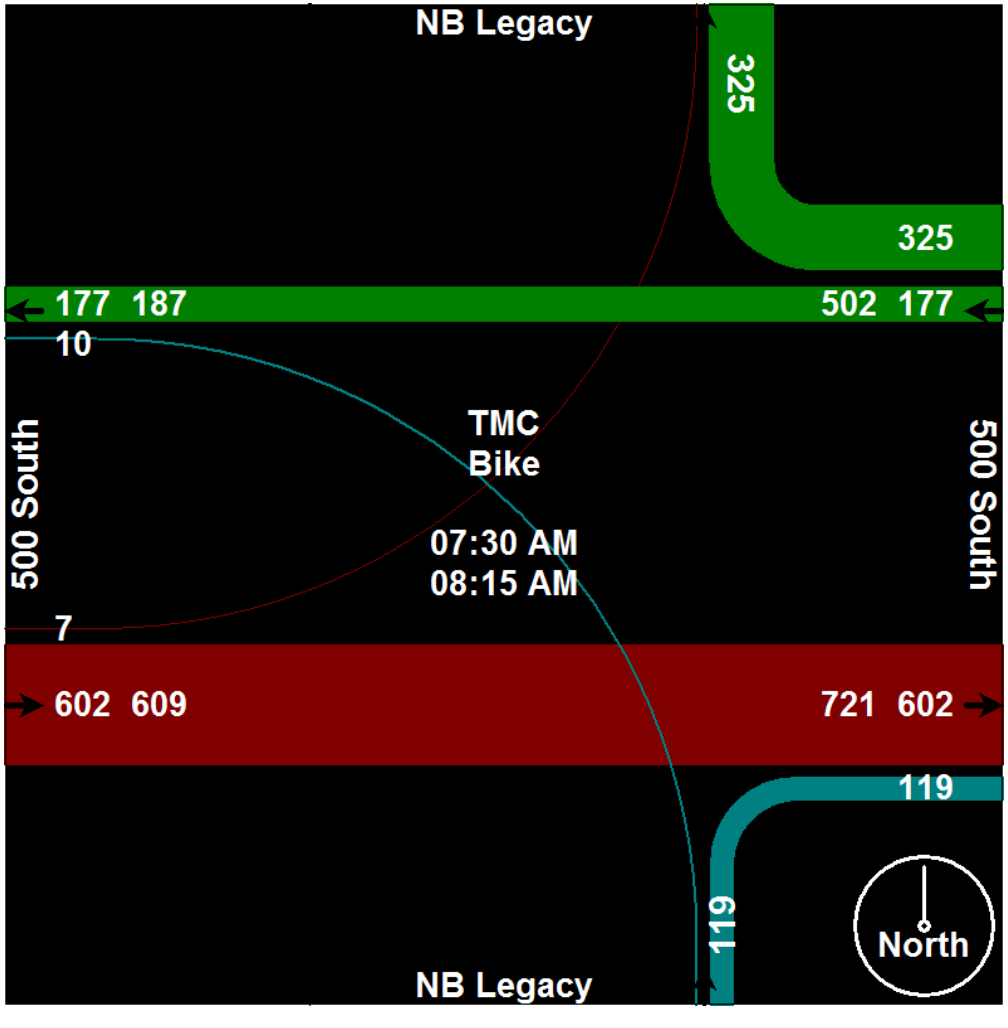


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024

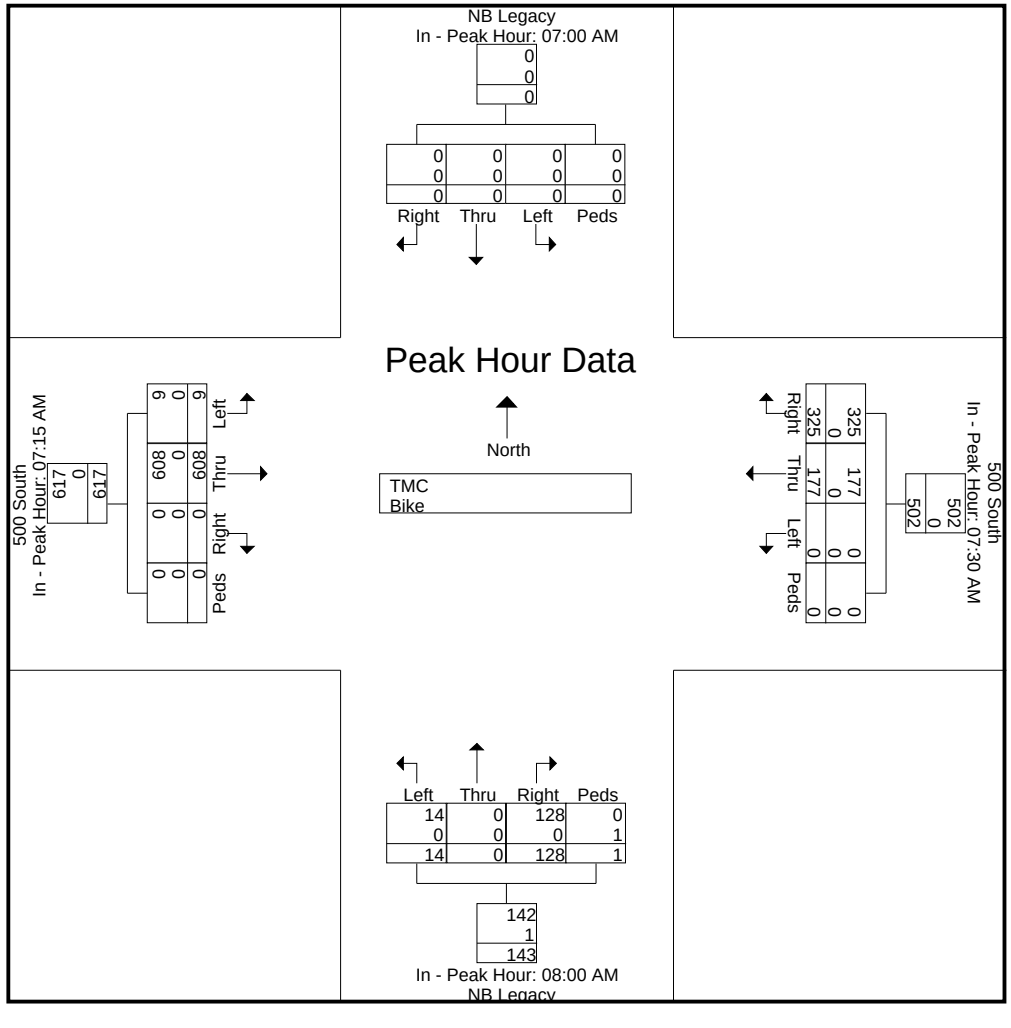
	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:30 AM					08:00 AM					07:15 AM					
+0 mins.	0	0	0	0	0	69	53	0	0	122	**36**	0	3	**1**	**40**	0	125	3	0	128	
+15 mins.	0	0	0	0	0	71	**55**	0	0	126	34	0	3	0	37	0	130	**4**	0	134	
+30 mins.	0	0	0	0	0	72	35	0	0	107	29	0	**5**	0	34	0	**187**	2	0	**189**	
+45 mins.	0	0	0	0	0	**113**	34	0	0	**147**	29	0	3	0	32	0	166	0	0	166	
Total Volume	0	0	0	0	0	325	177	0	0	502	128	0	14	1	143	0	608	9	0	617	
% App. Total	0	0	0	0		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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

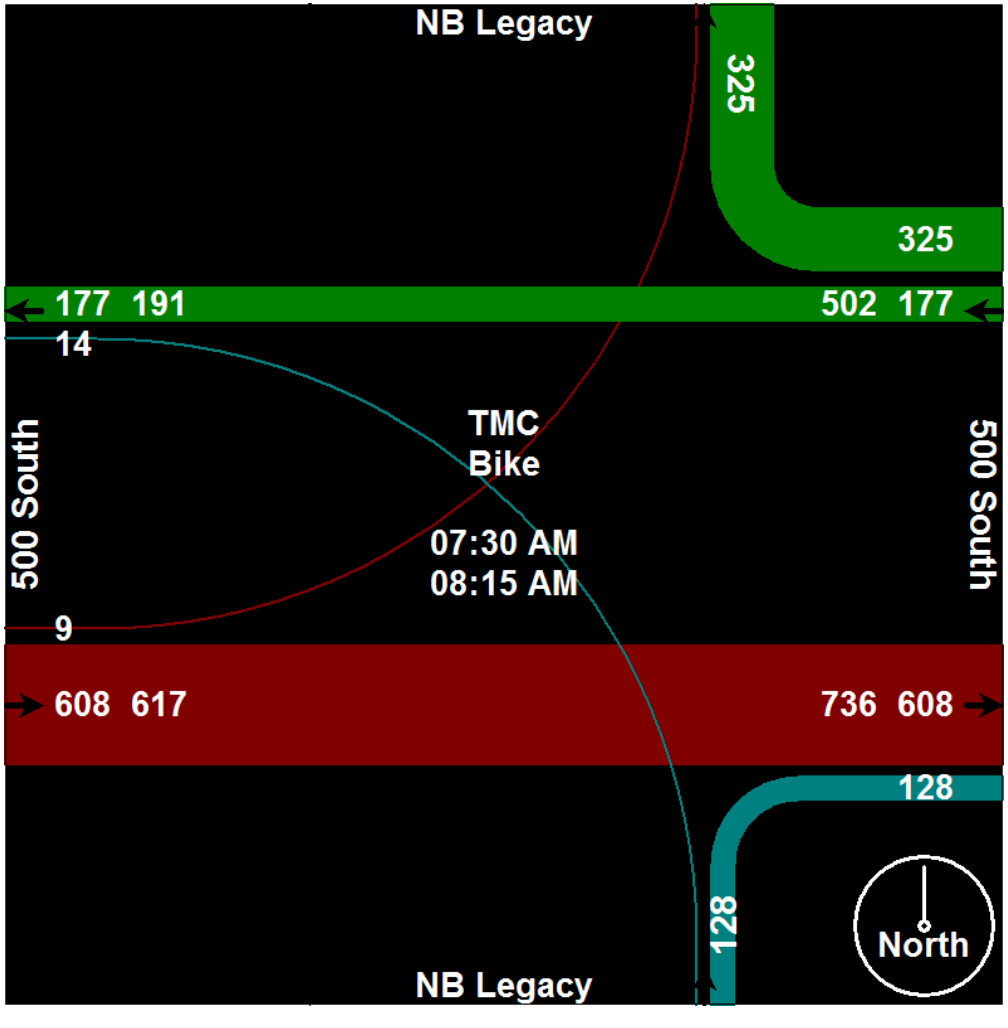


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike

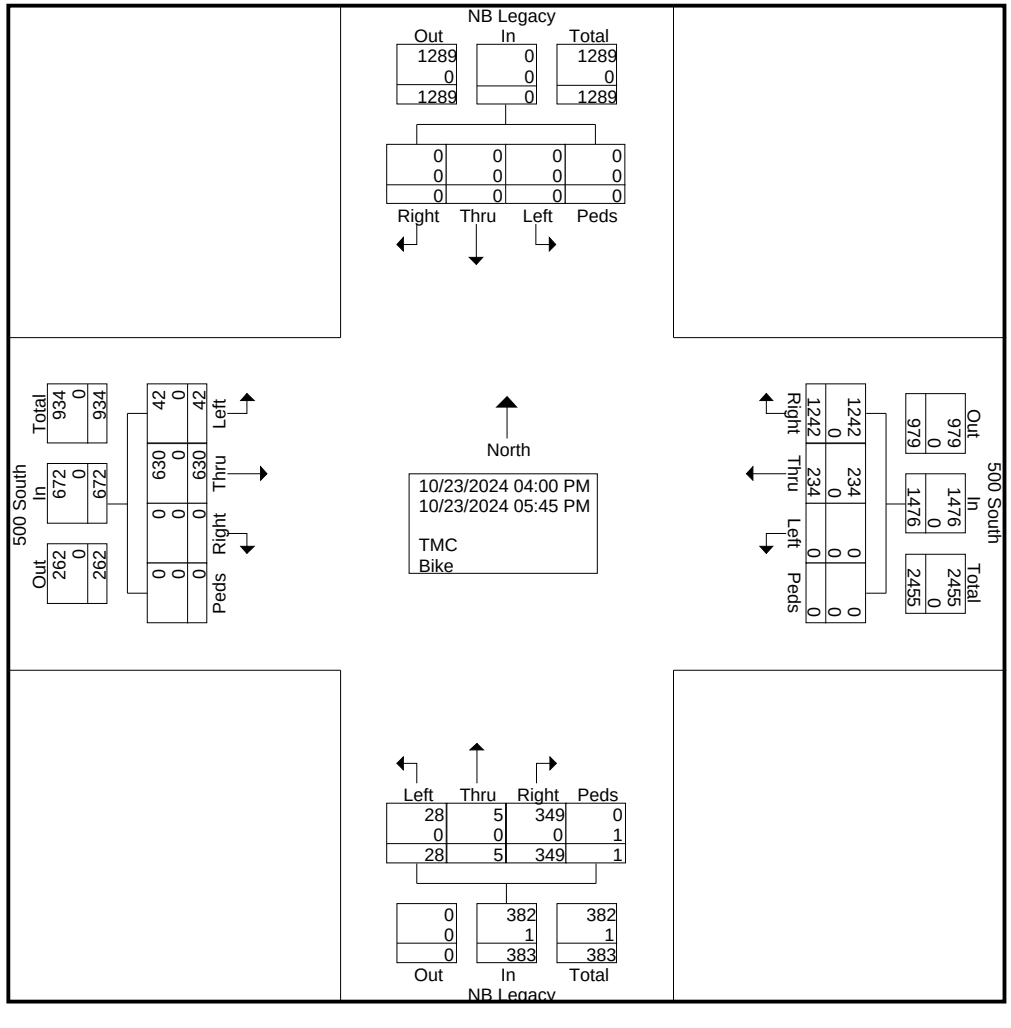
	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	193	27	0	0	220	42	1	2	0	45	0	71	3	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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

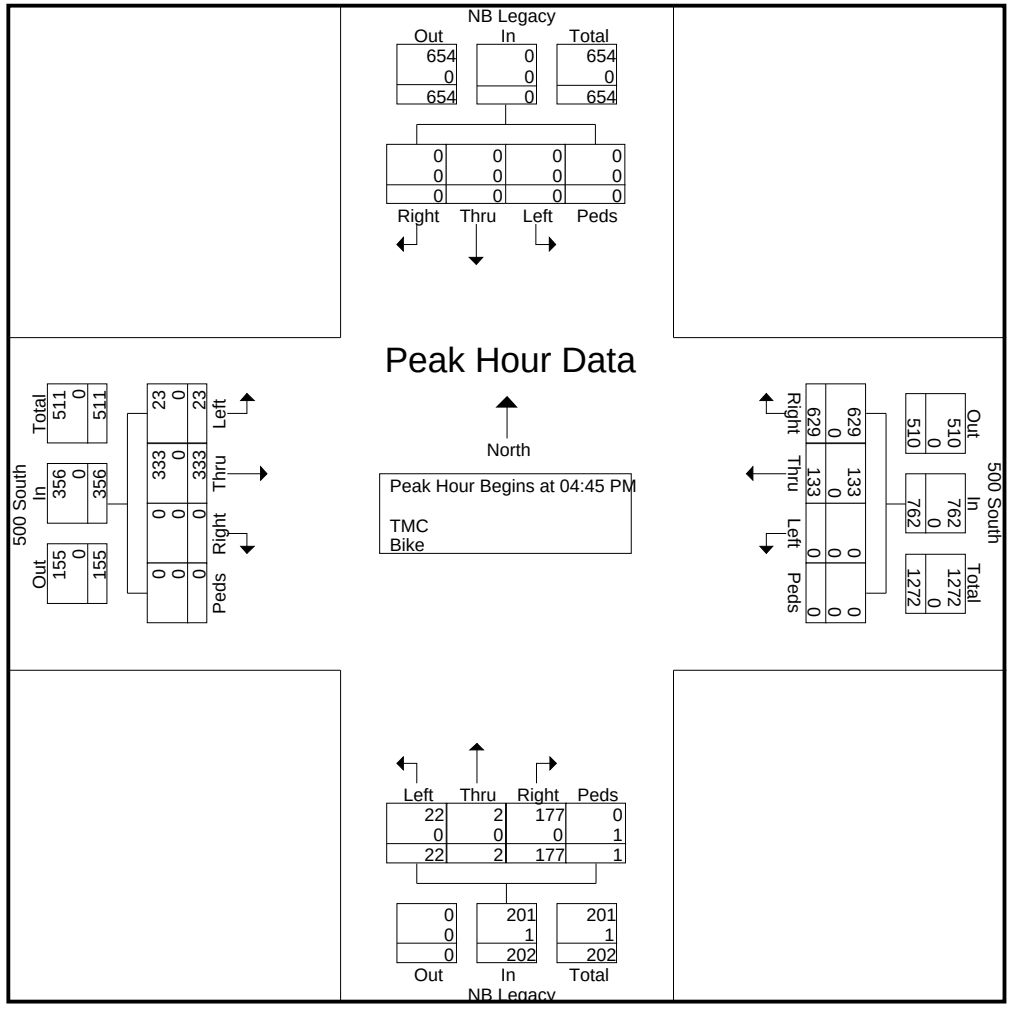
	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

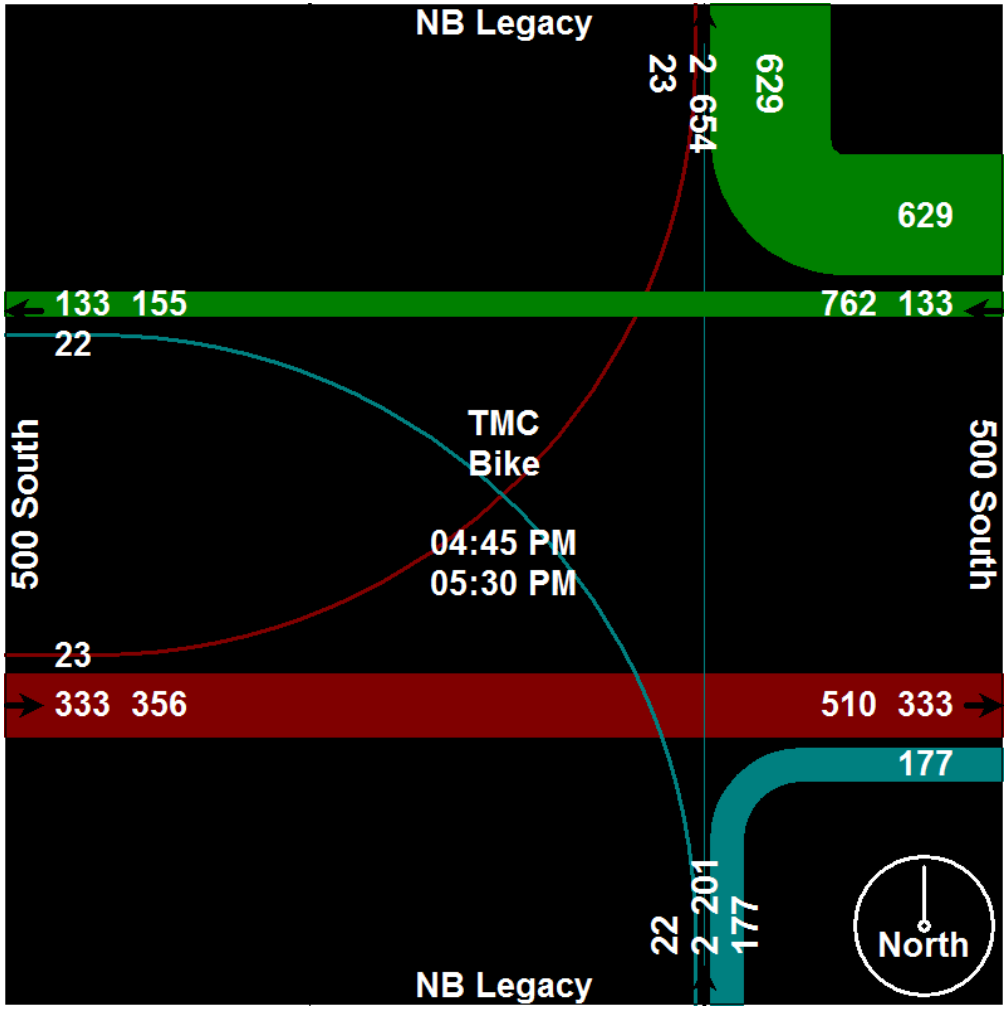


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024

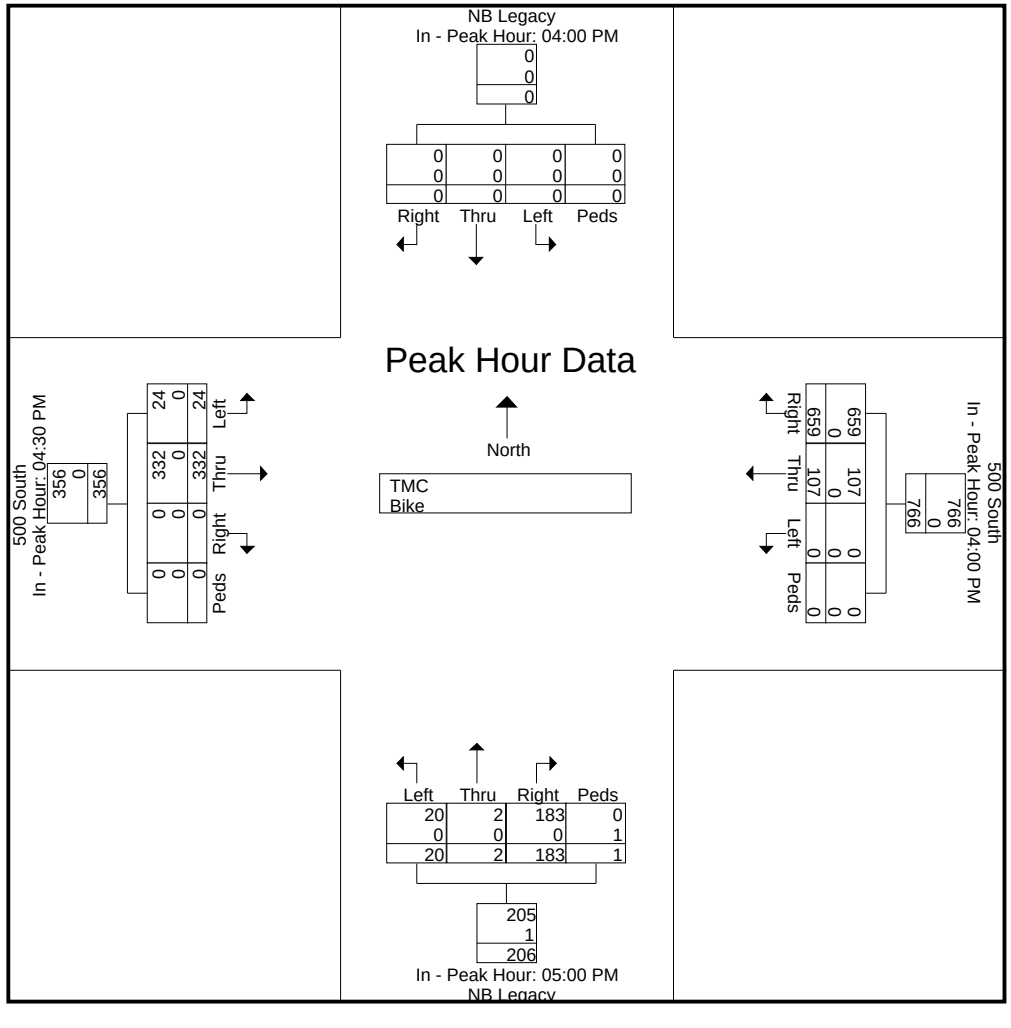
	NB Legacy From North					500 South From East					NB Legacy From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:00 PM					05:00 PM					04:30 PM					
+0 mins.	0	0	0	0	0	**193**	27	0	0	**220**	**55**	0	5	0	**60**	0	70	4	0	74	
+15 mins.	0	0	0	0	0	156	16	0	0	172	42	**1**	**8**	**1**	52	0	84	2	0	86	
+30 mins.	0	0	0	0	0	168	**35**	0	0	203	38	1	5	0	44	0	85	**11**	0	96	
+45 mins.	0	0	0	0	0	142	29	0	0	171	48	0	2	0	50	0	**93**	7	0	**100**	
Total Volume	0	0	0	0	0	659	107	0	0	766	183	2	20	1	206	0	332	24	0	356	
% App. Total	0	0	0	0		86	14	0	0		88.8	1	9.7	0.5		0	93.3	6.7	0		
PHF	.000	.000	.000	.000	.000	.854	.764	.000	.000	.870	.832	.500	.625	.250	.858	.000	.892	.545	.000	.890	
TMC	0	0	0	0	0	659	107	0	0	766	183	2	20	0	205	0	332	24	0	356	
% TMC	0	0	0	0	0	100	100	0	0	100	100	100	100	0	99.5	0	100	100	0	100	
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
% Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

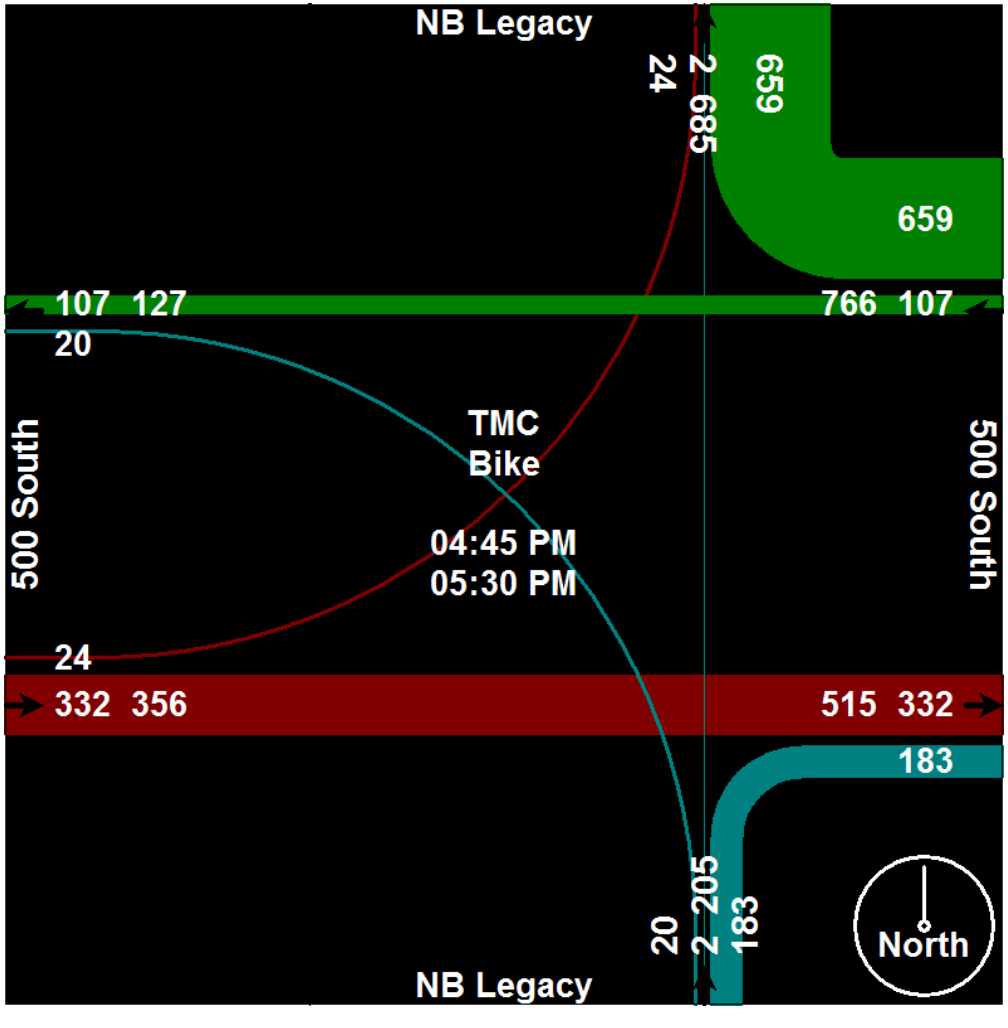


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : NB Legacy and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - turns

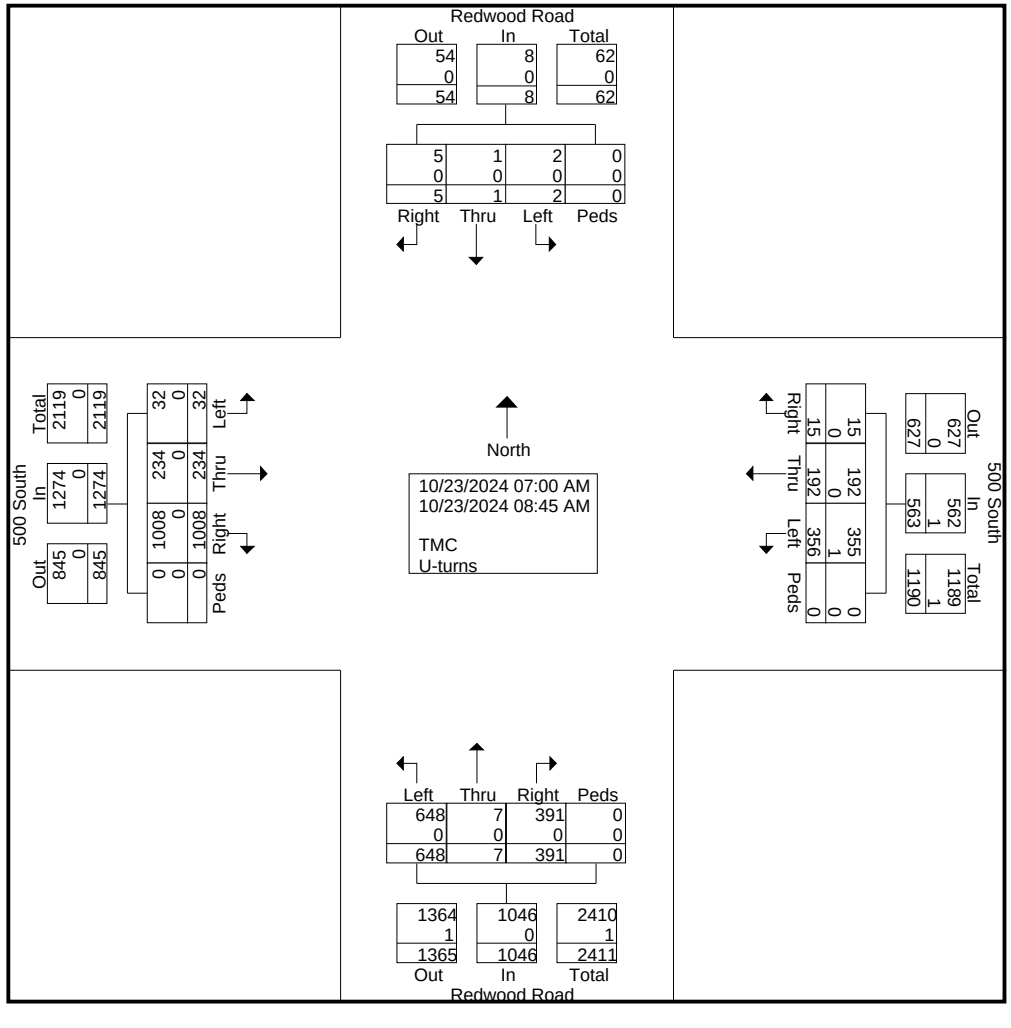
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	15	30	0	45	24	0	55	0	79	94	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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024

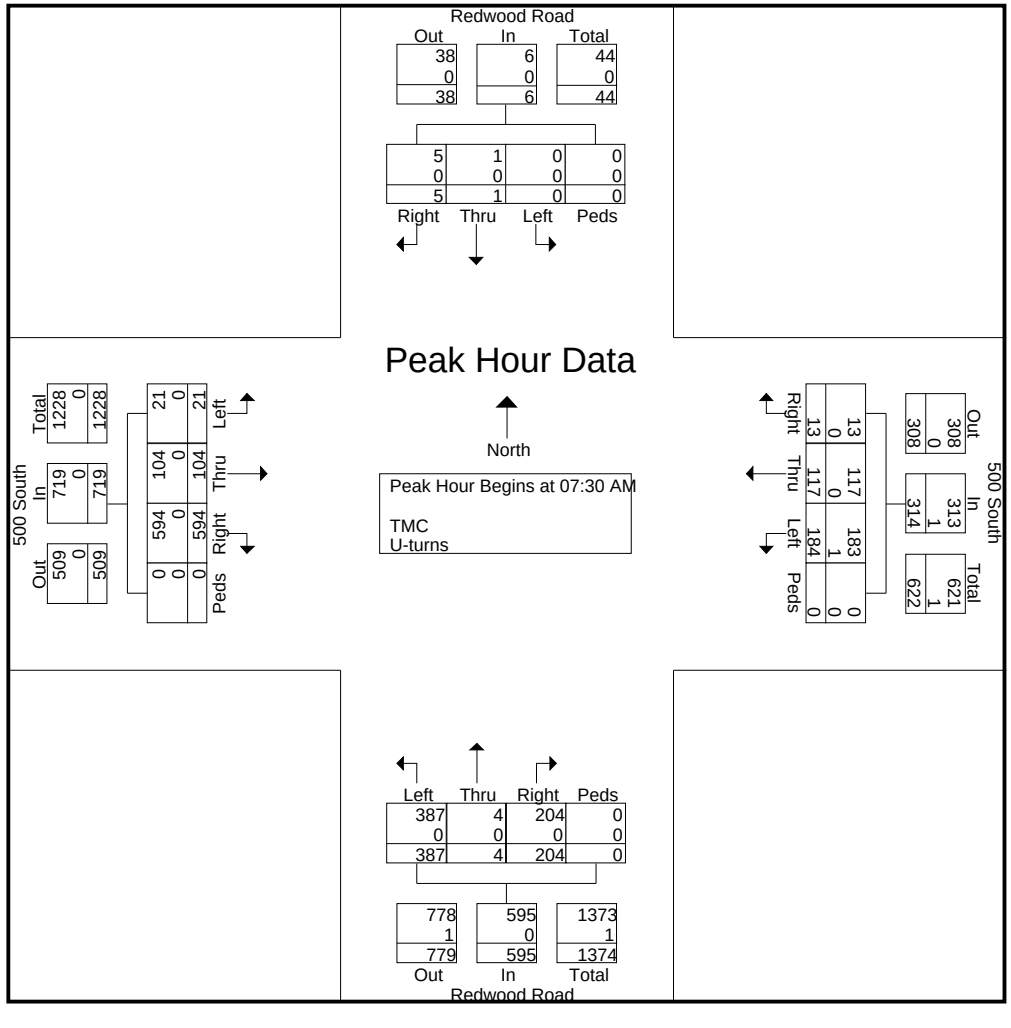
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM -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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

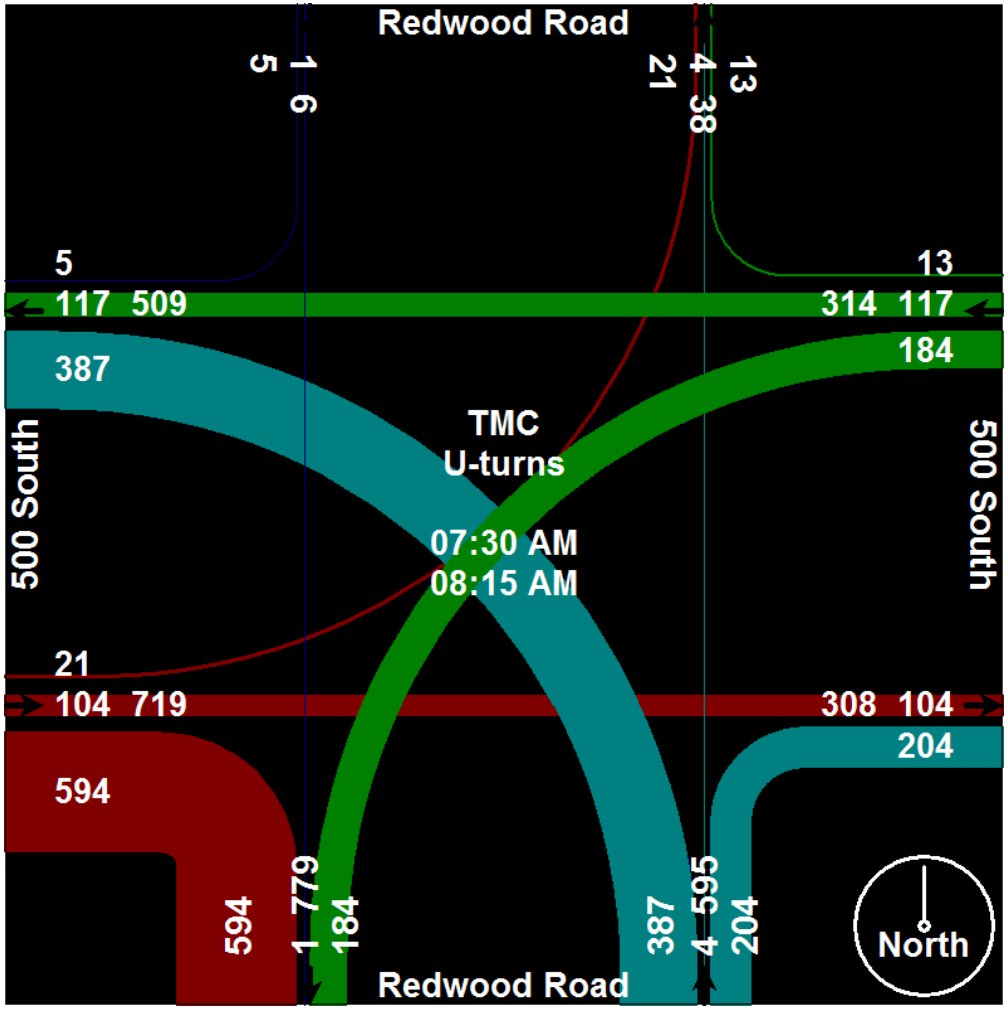


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024

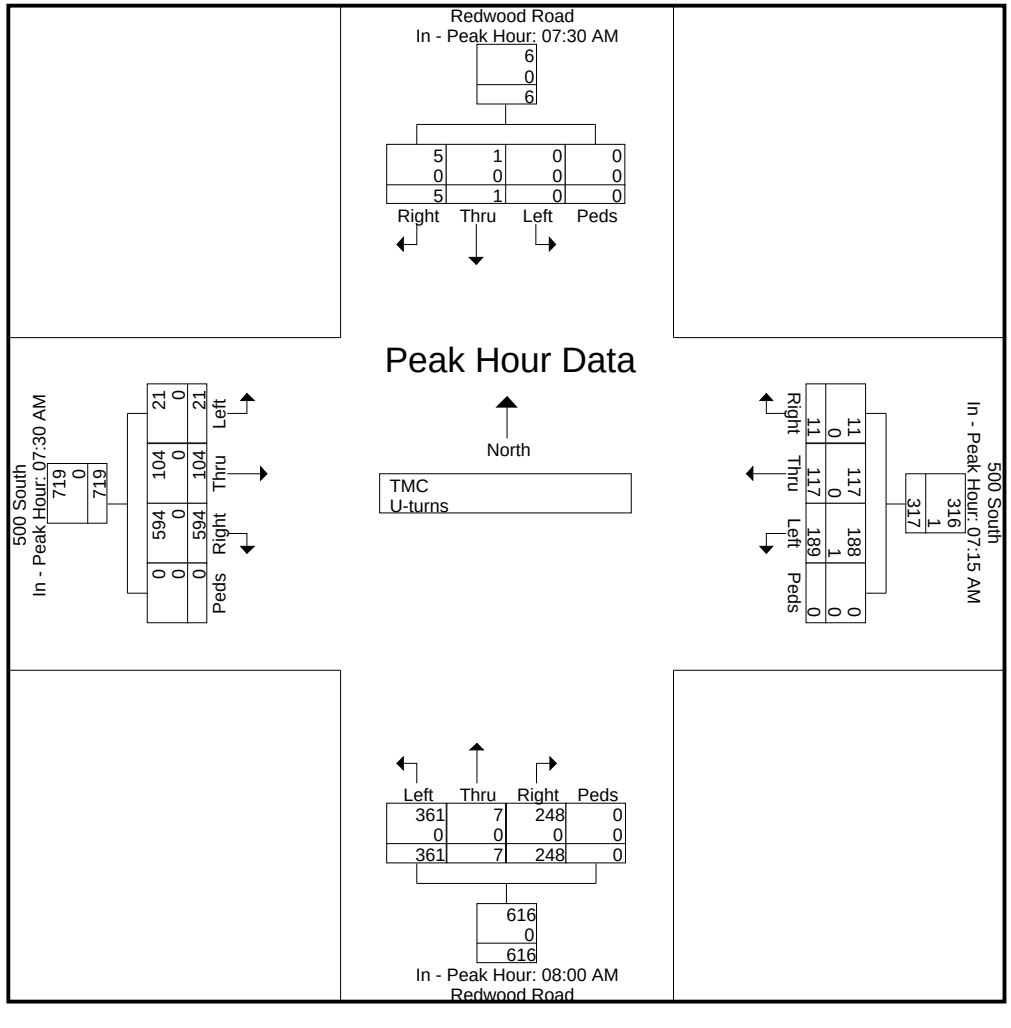
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

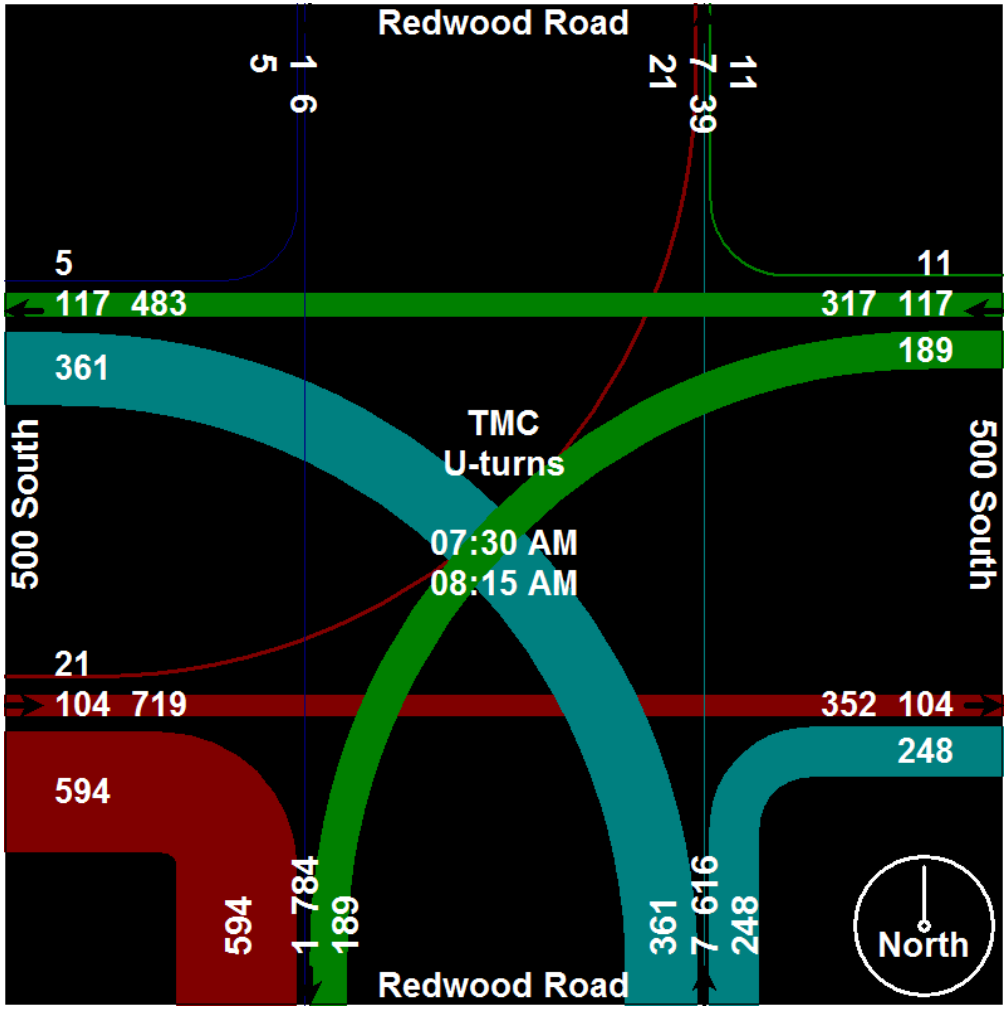


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike - turn

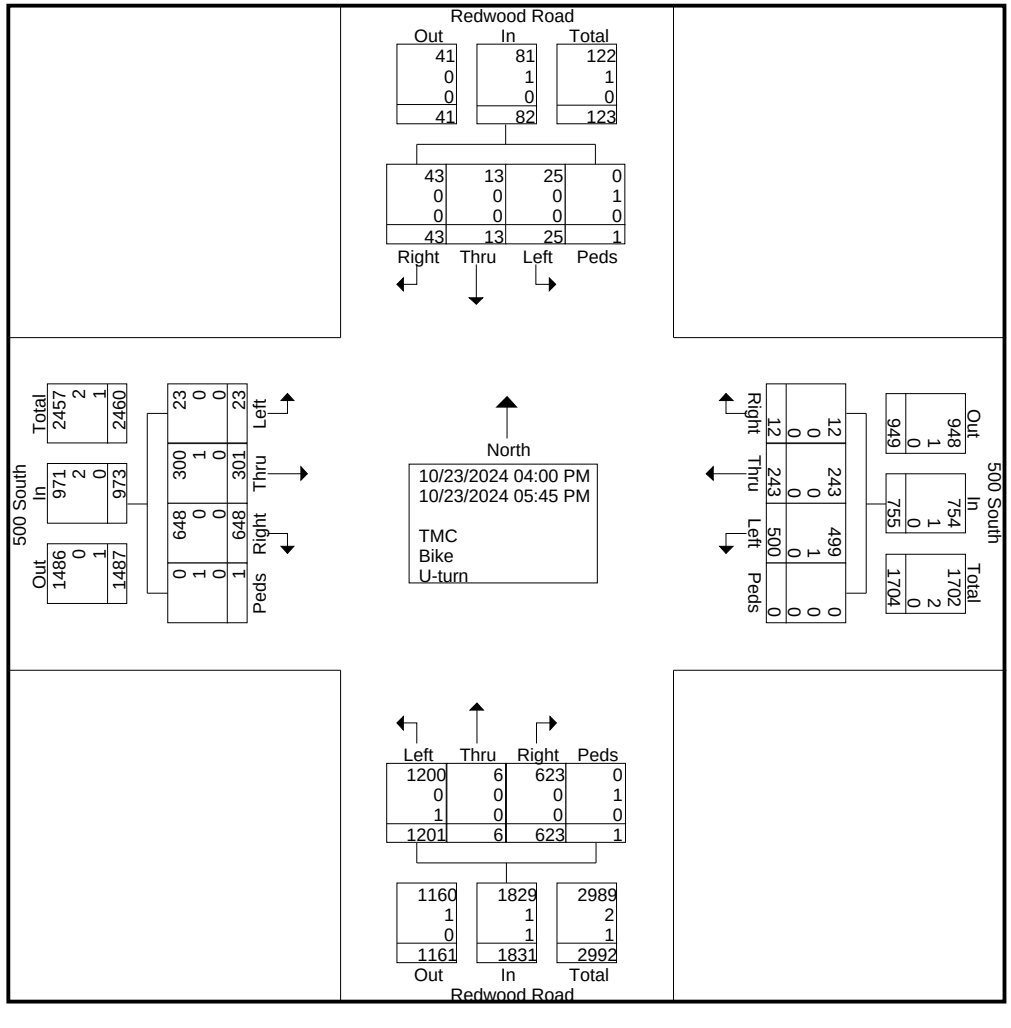
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	4	5	0	13	3	29	63	0	95	76	2	206	0	284	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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

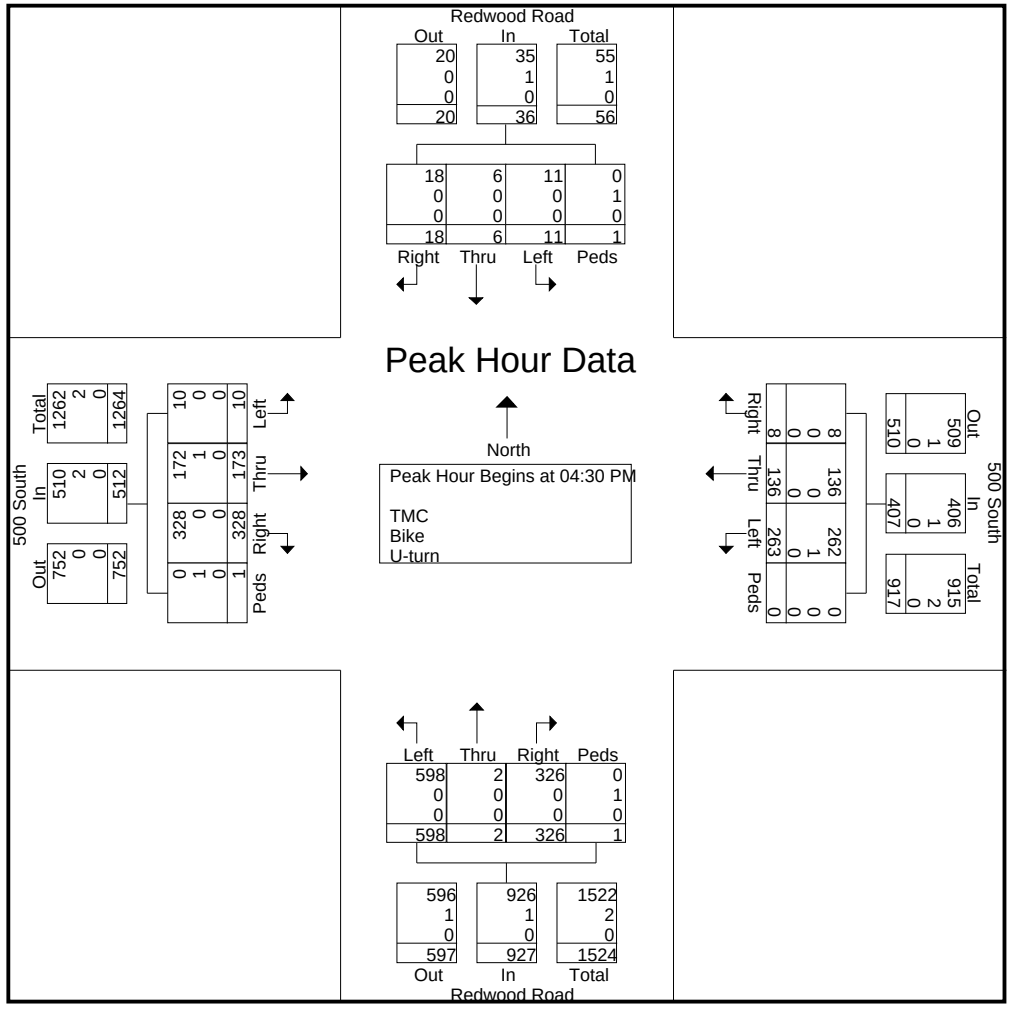
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

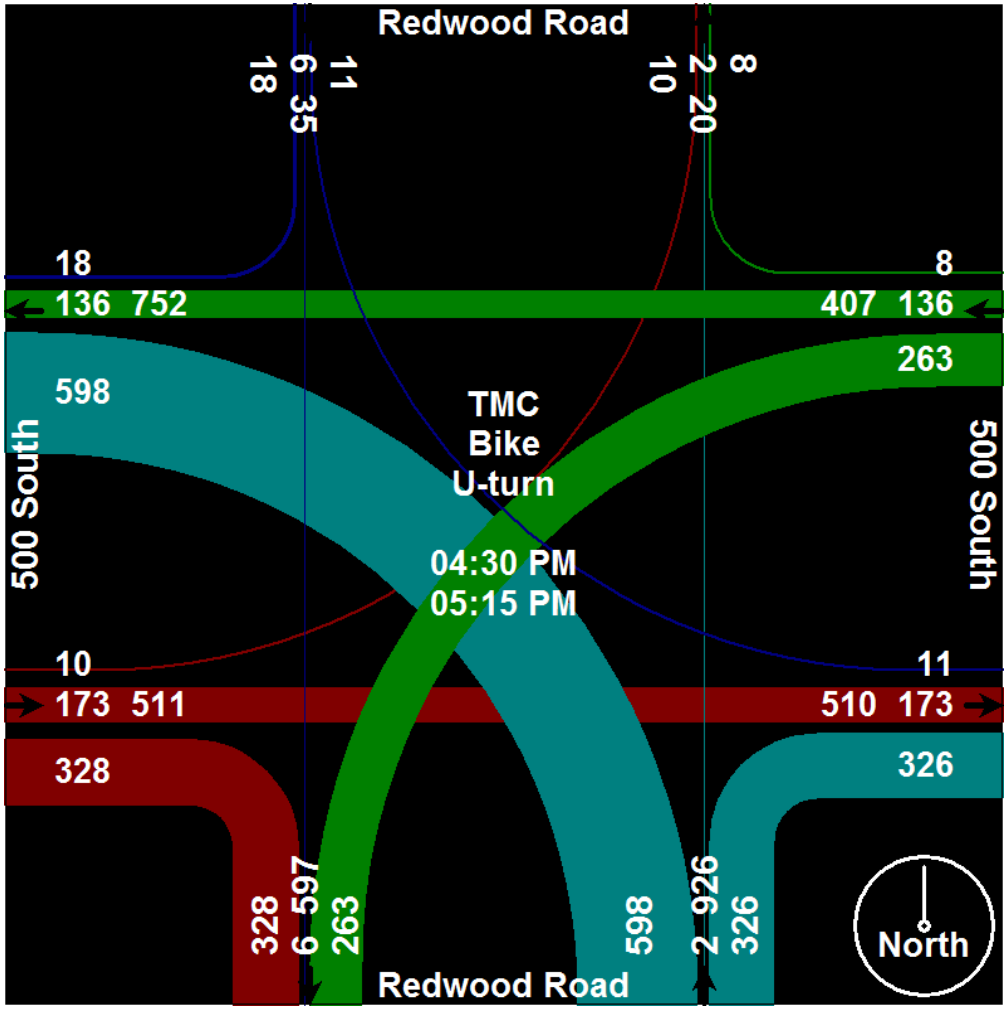


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Redwood Road and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024

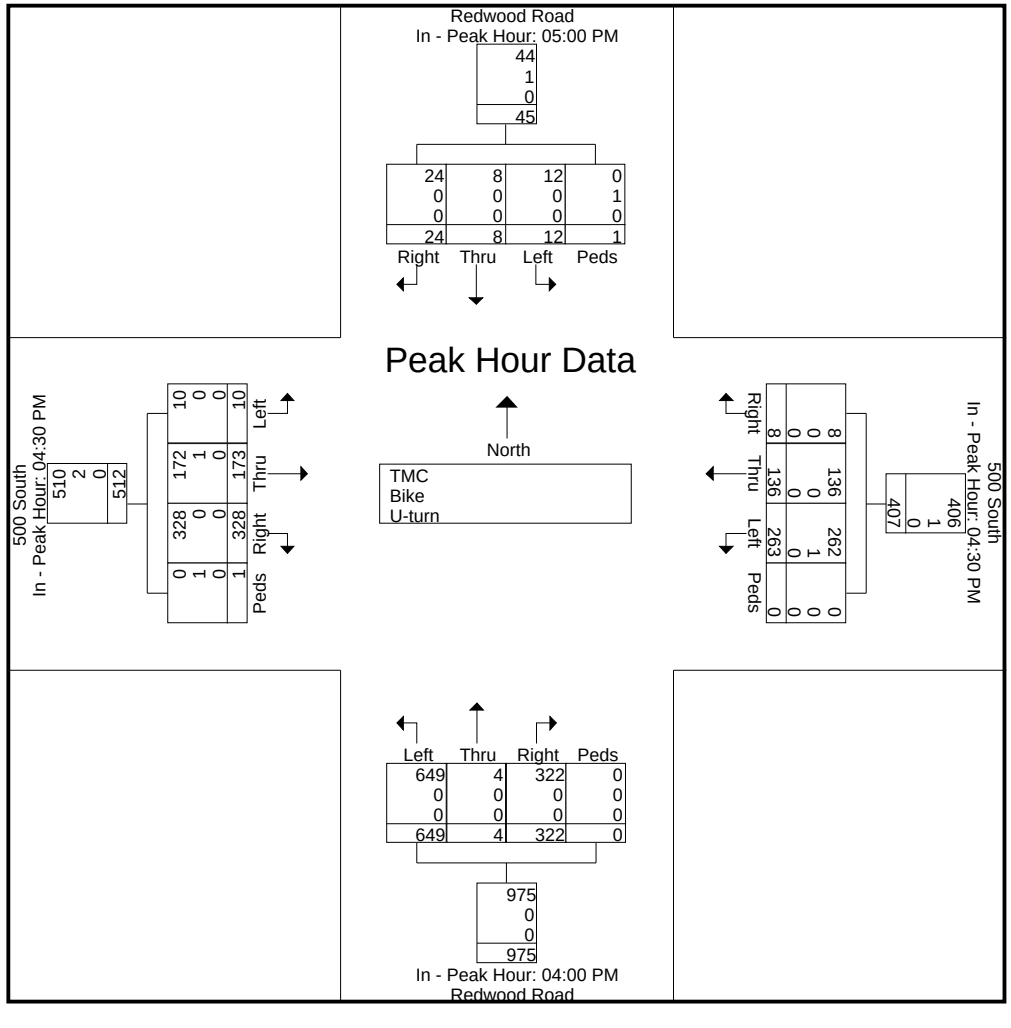
	Redwood Road From North					500 South From East					Redwood Road From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

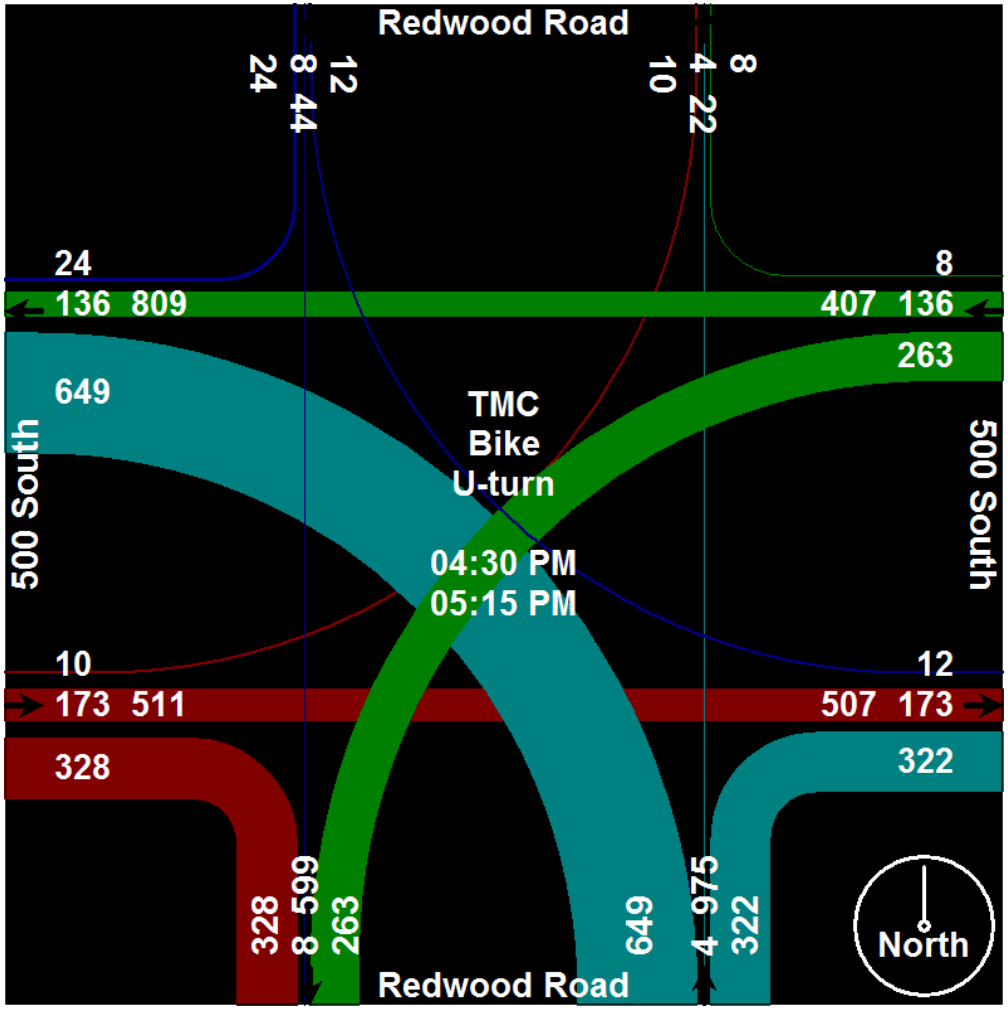


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike - turn

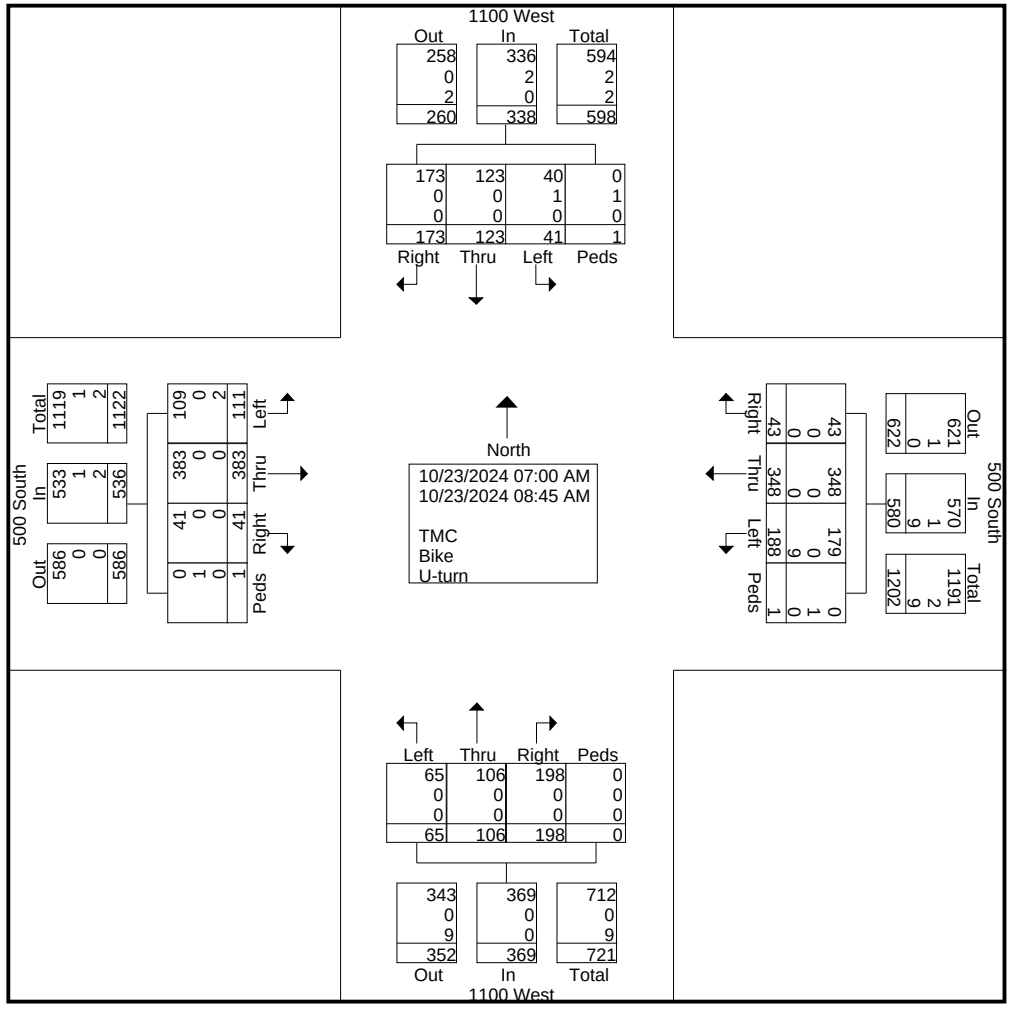
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	10	4	0	32	3	25	7	0	35	19	7	3	0	29	8	21	6	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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

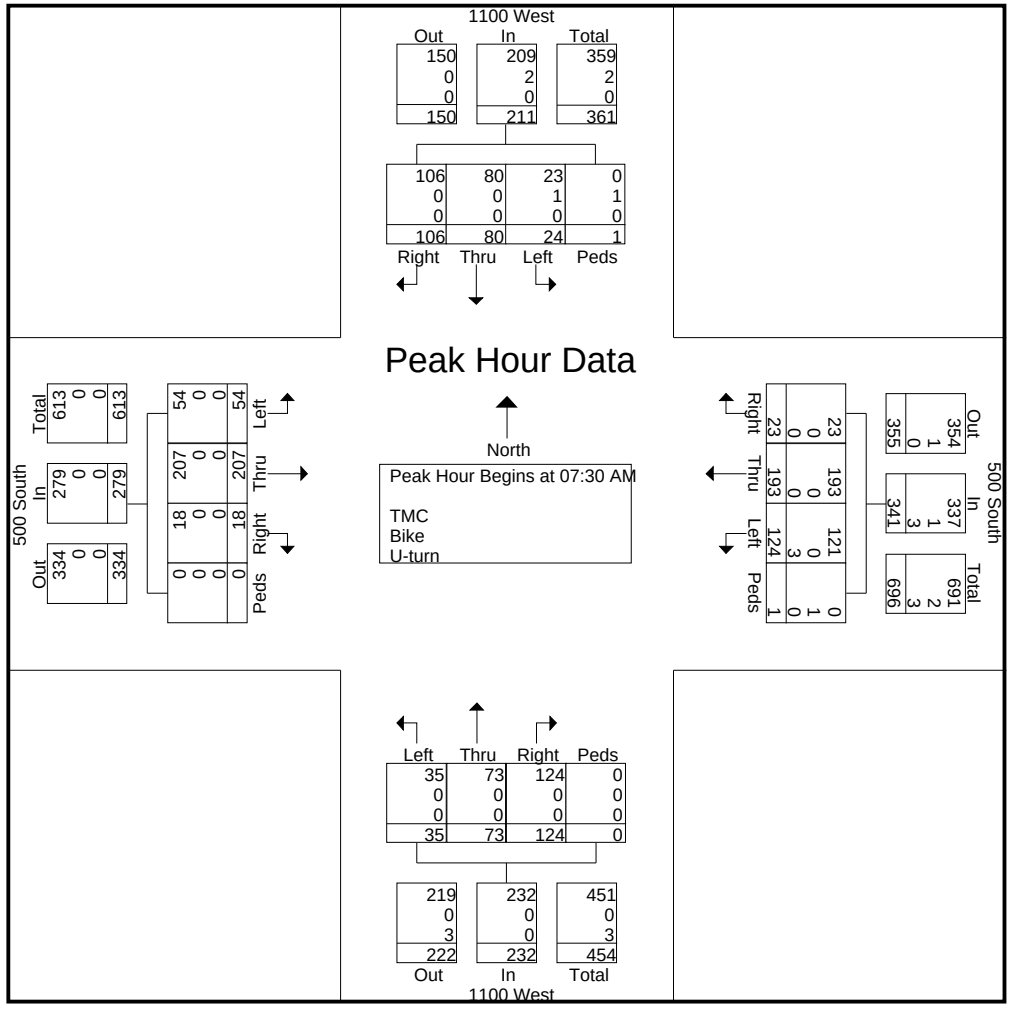
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

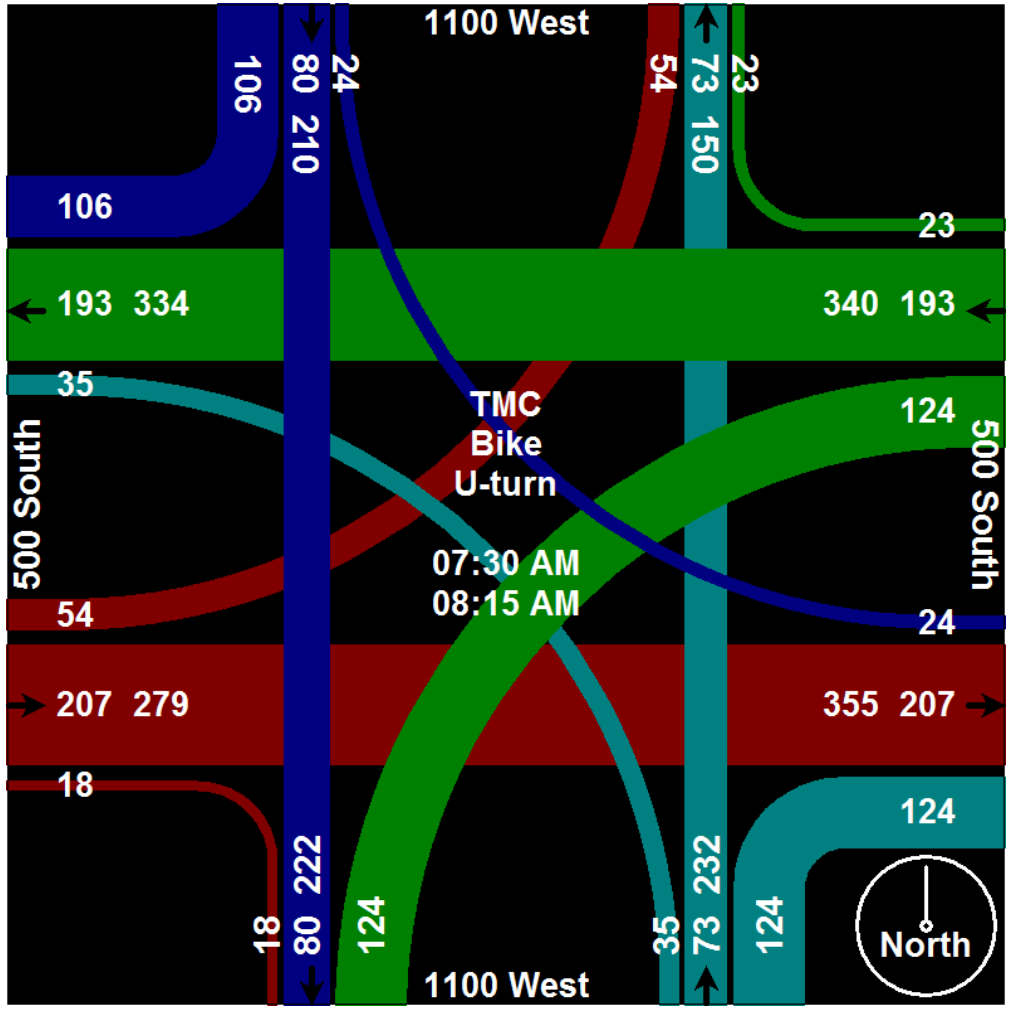


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024

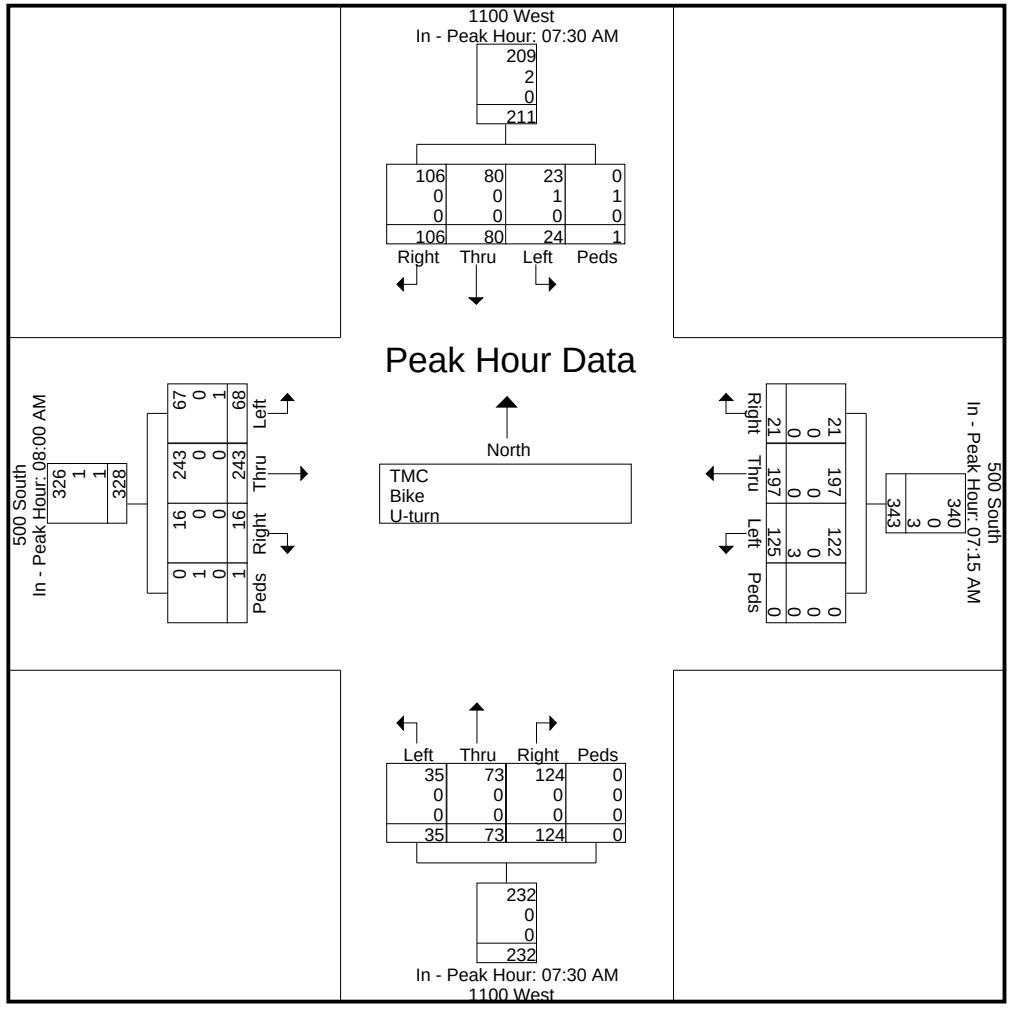
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

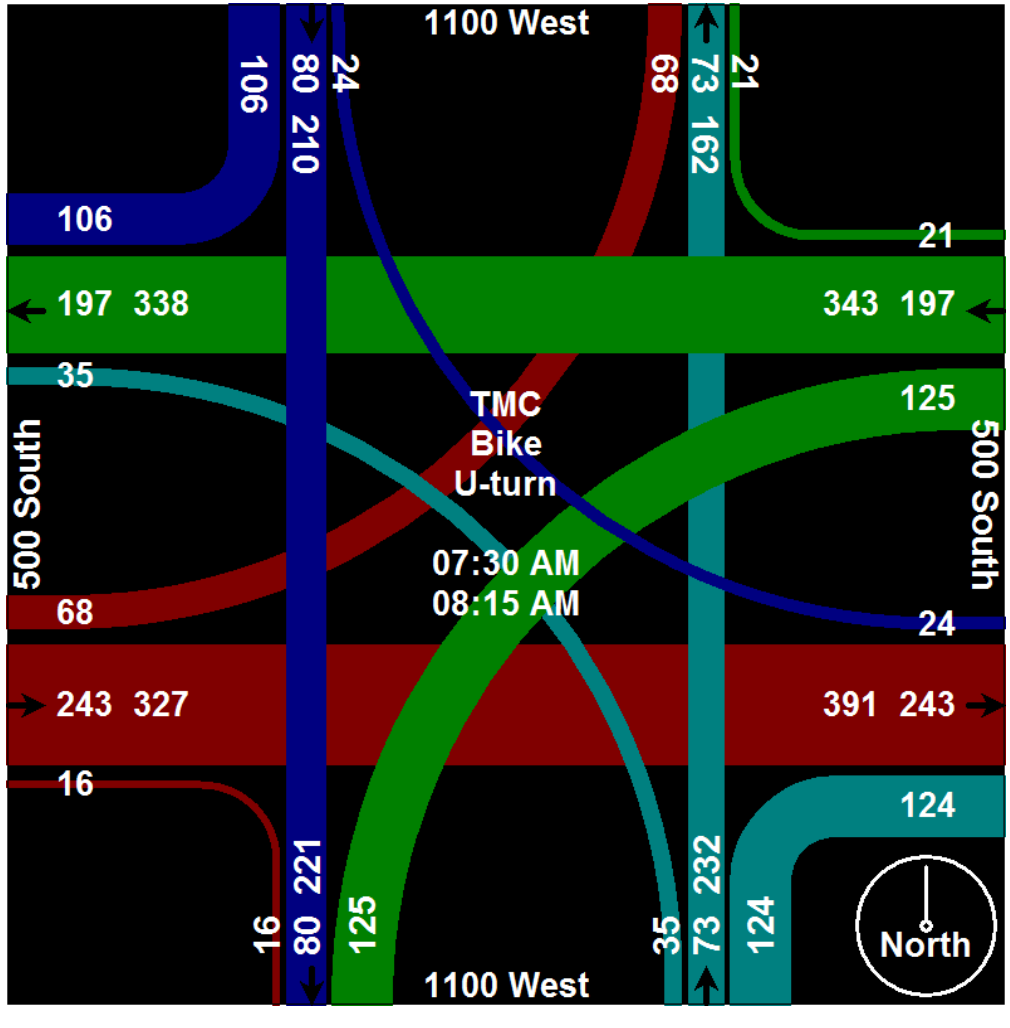


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike - turn

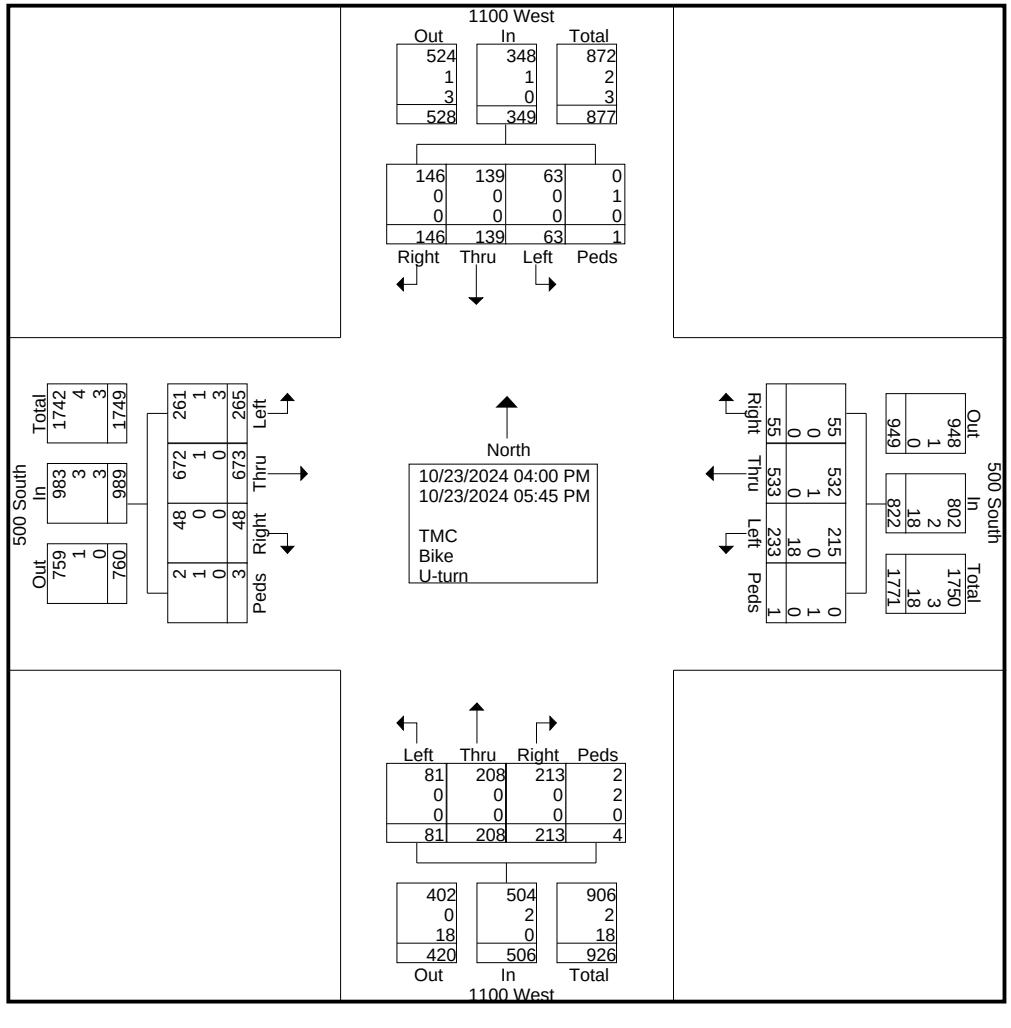
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	13	12	0	39	6	67	28	1	102	29	24	7	0	60	8	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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

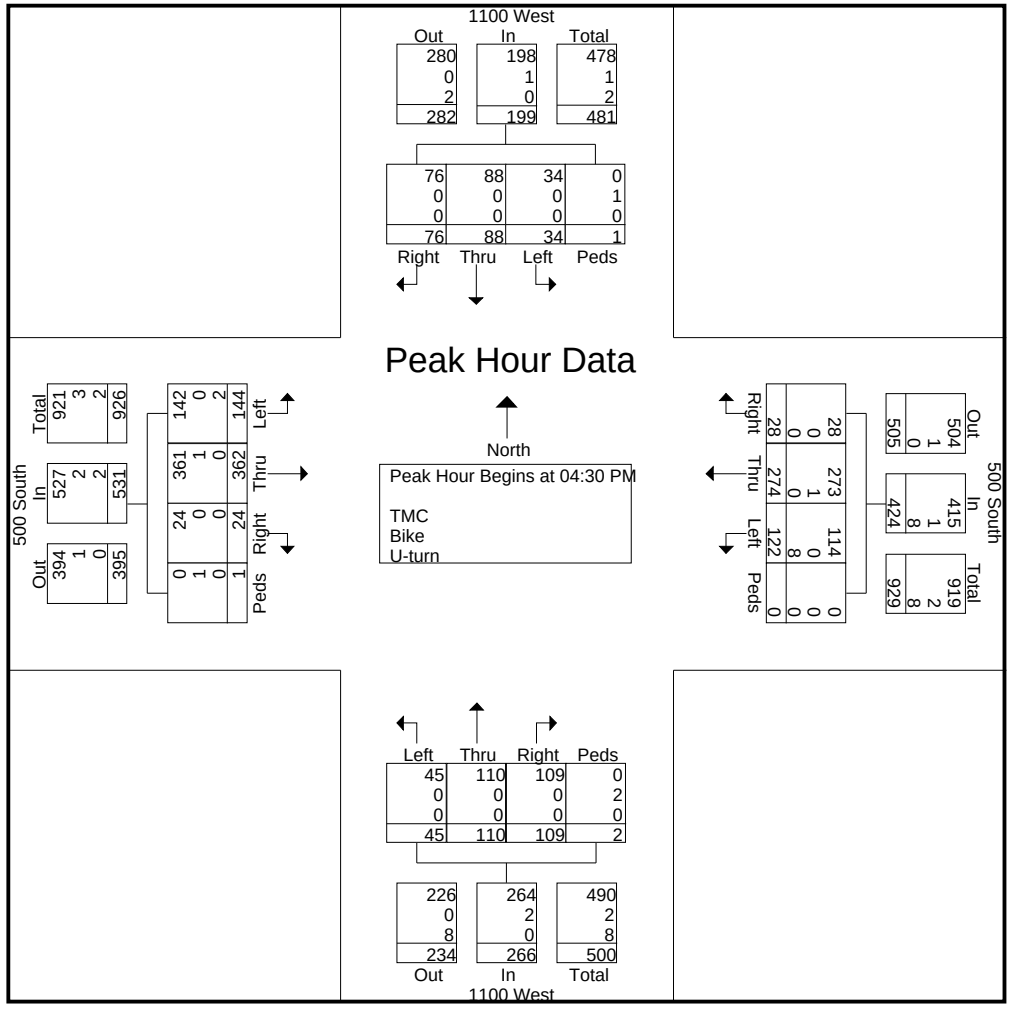
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

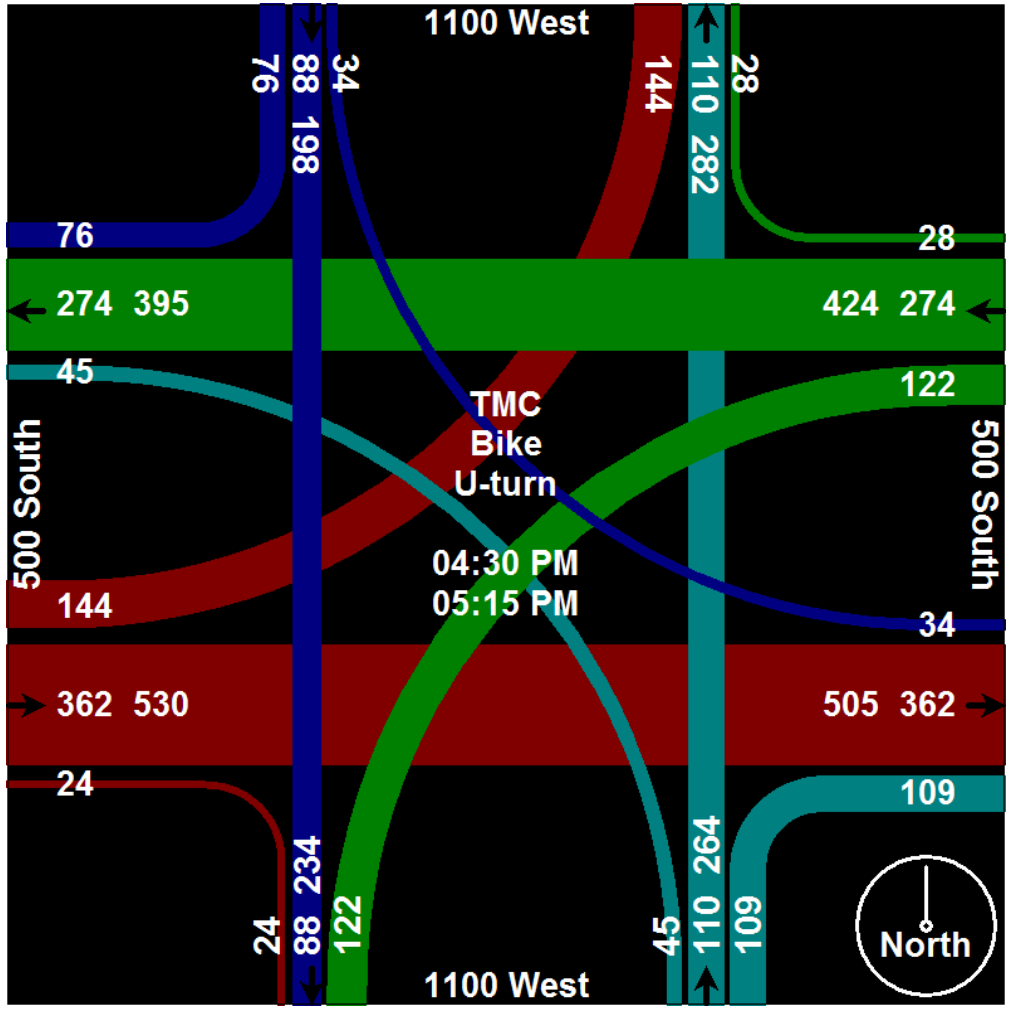


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024

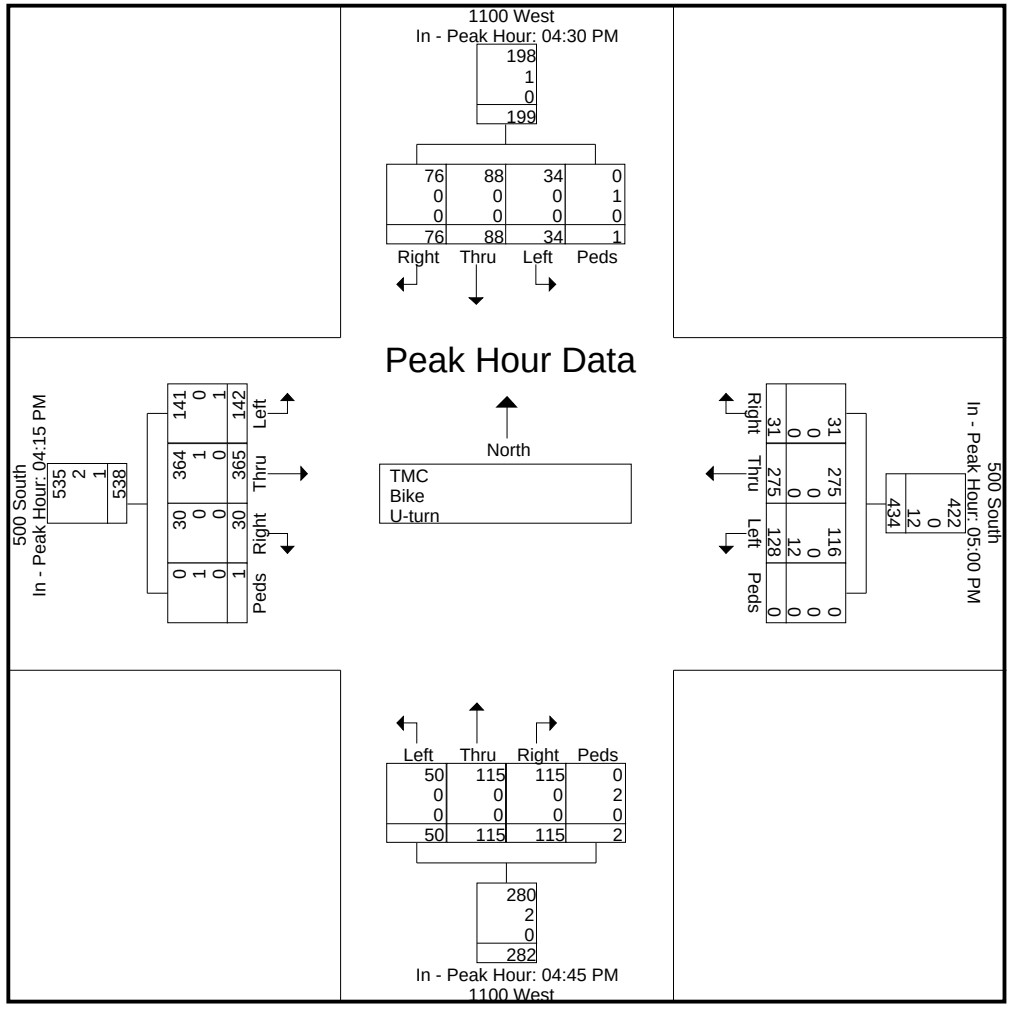
	1100 West From North					500 South From East					1100 West From South					500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

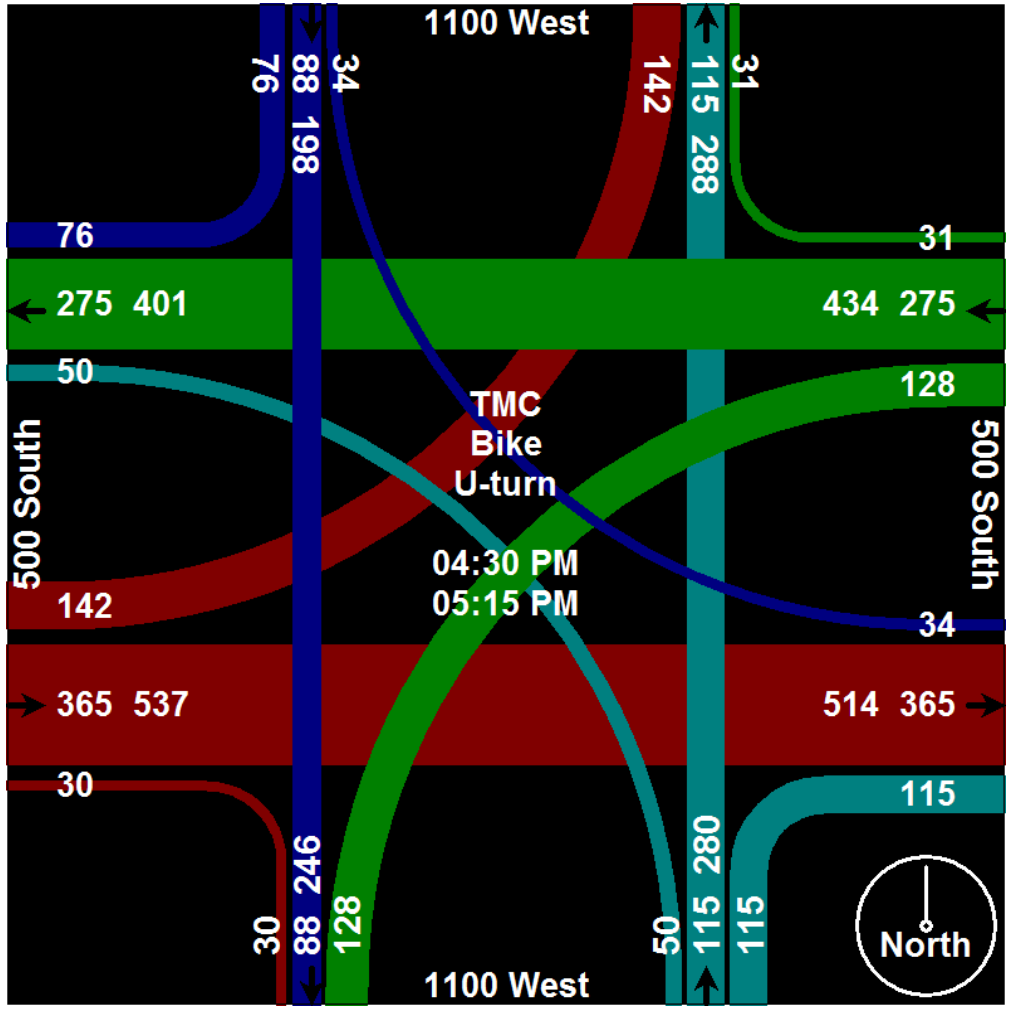


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 1100 West and 500 South PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - turn

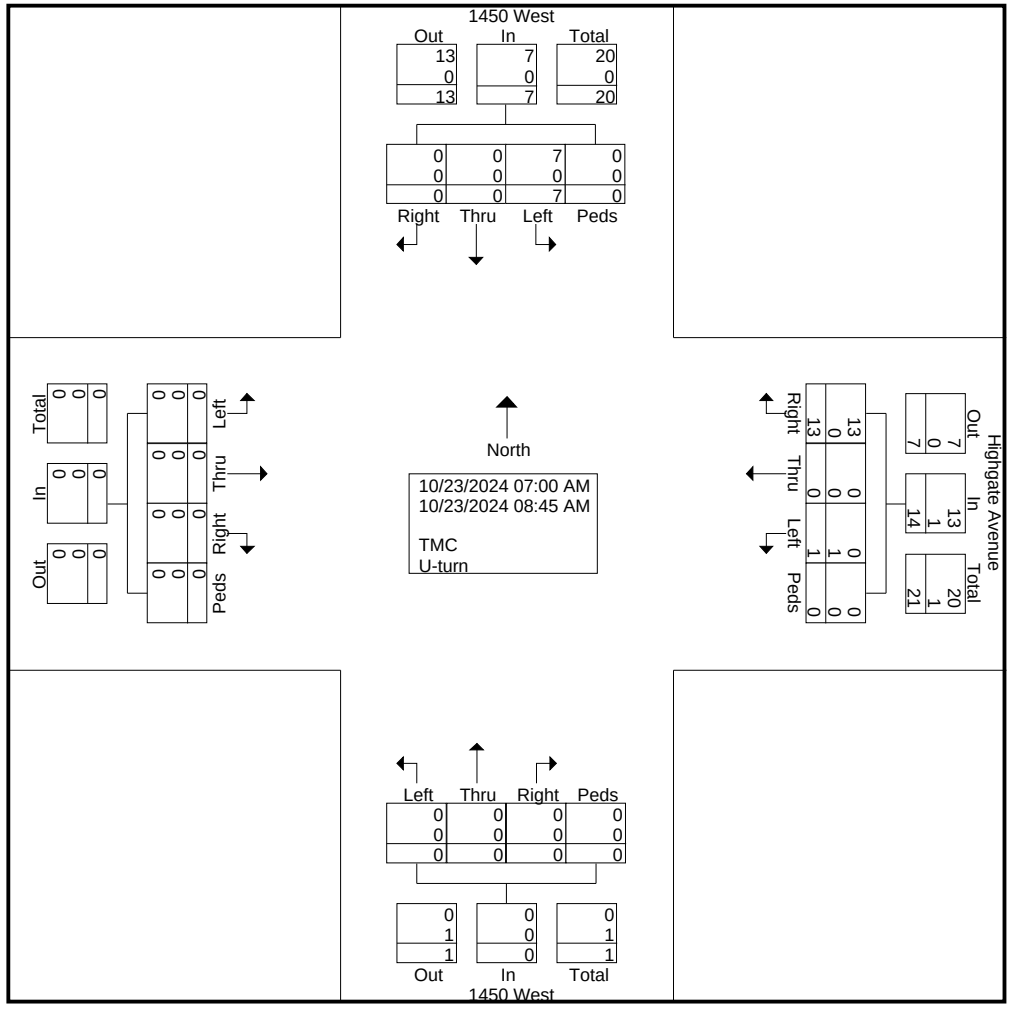
	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

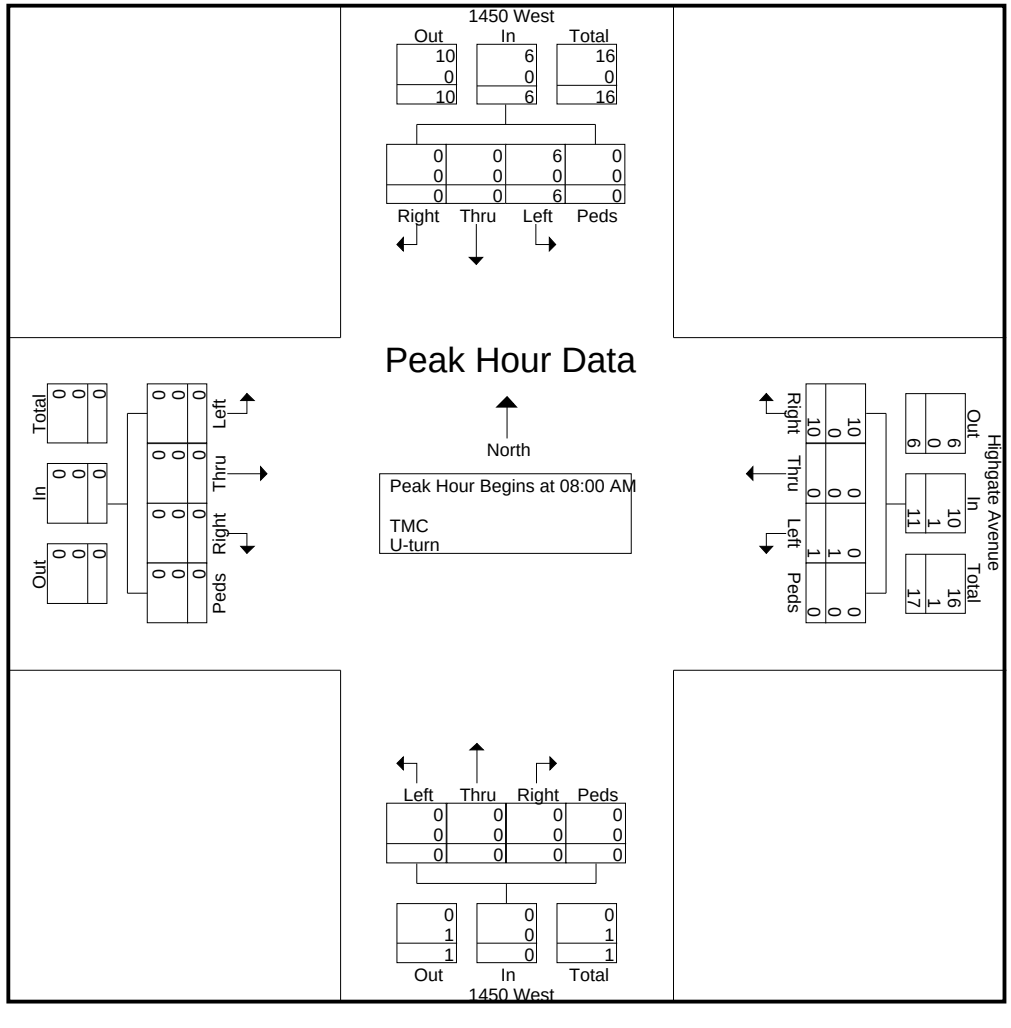
	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

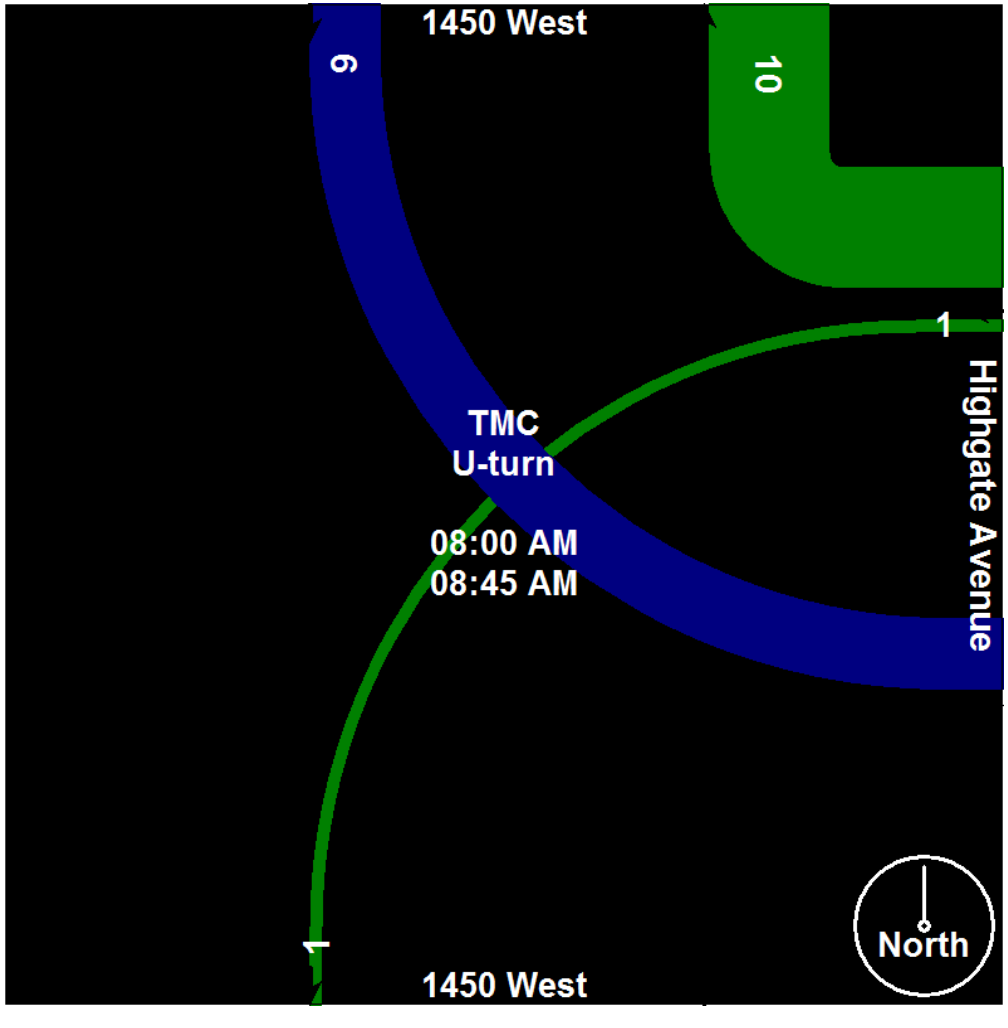


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024

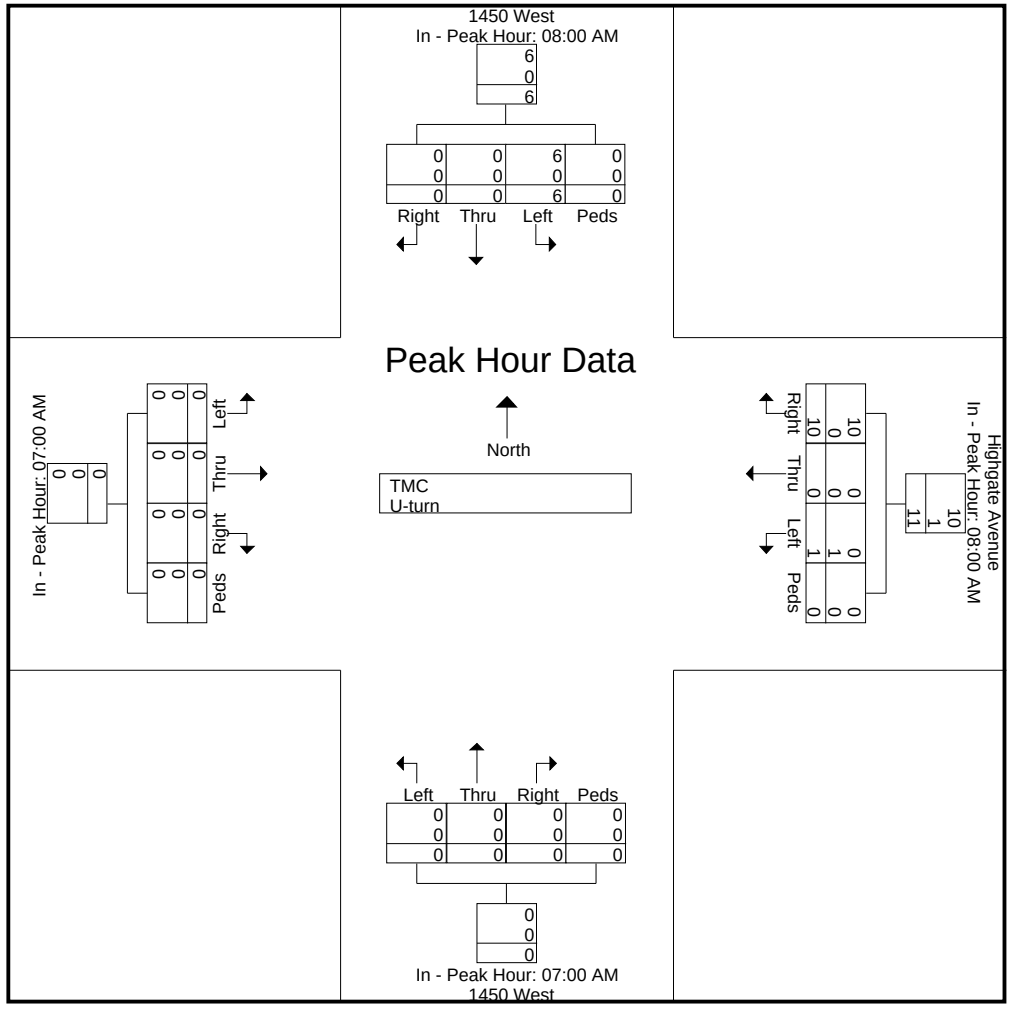
	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

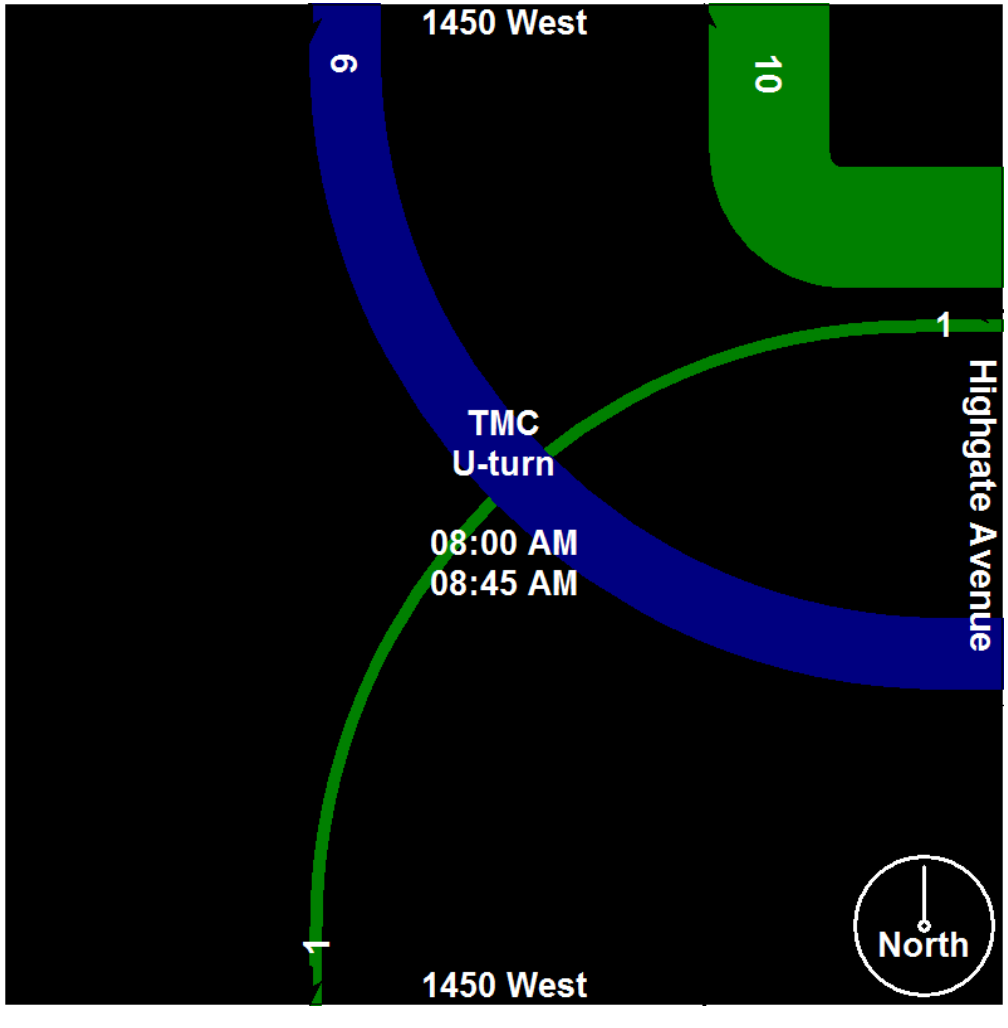


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

Groups Printed- TMC - Bike - turn

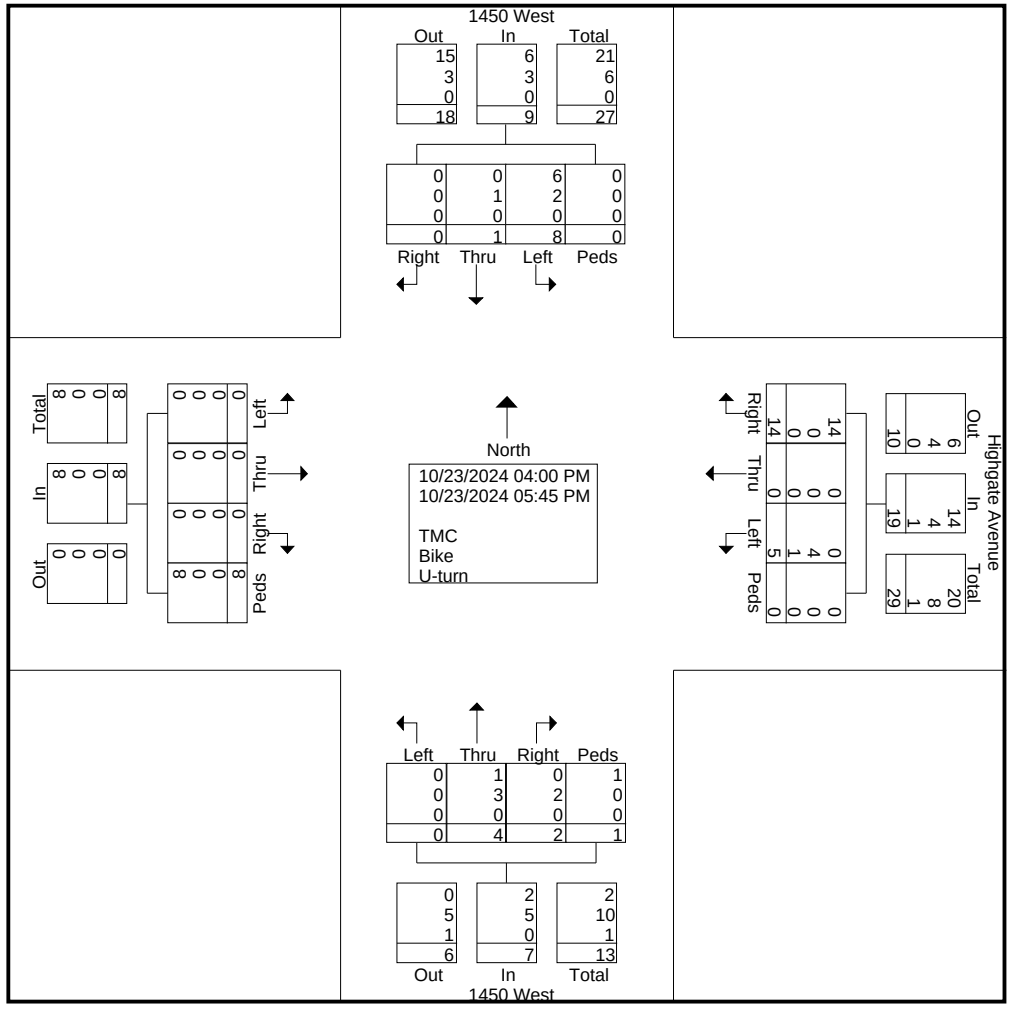
	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	4
04:15 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

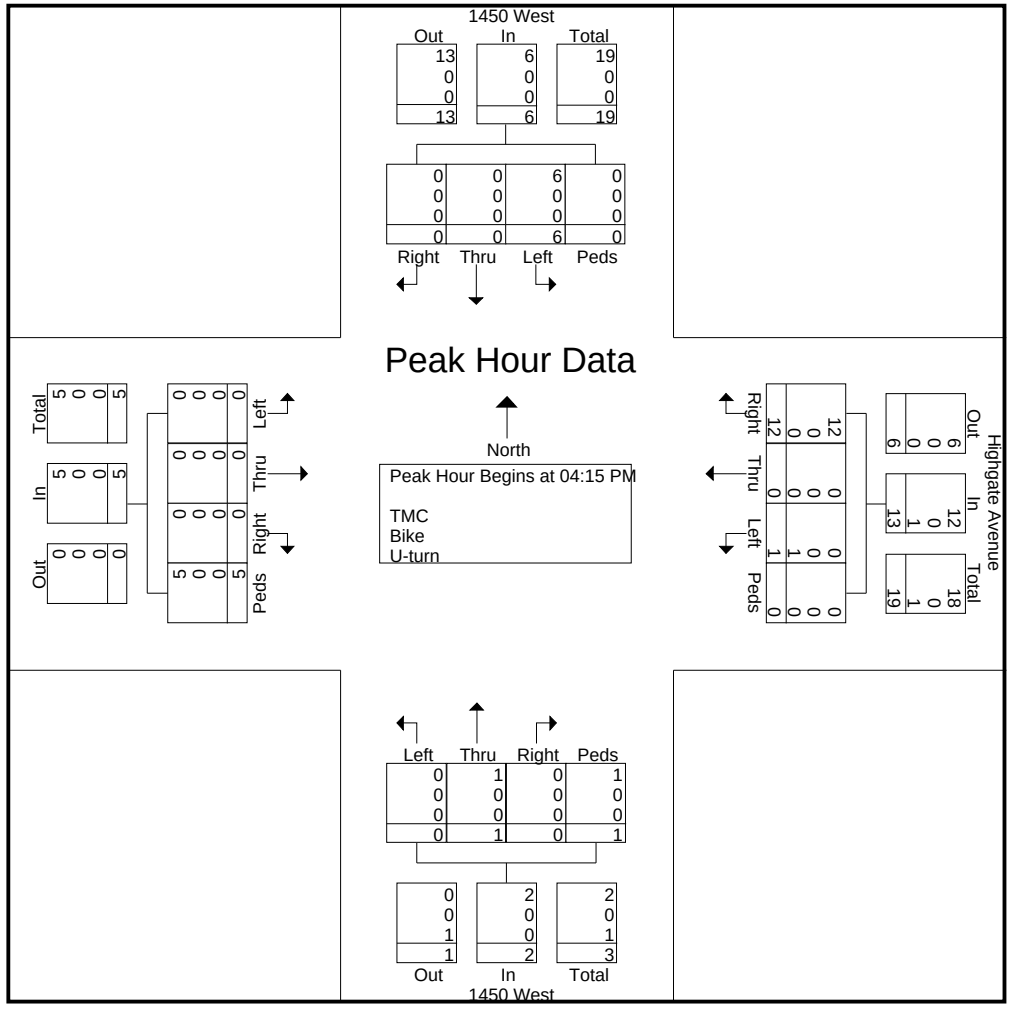
	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

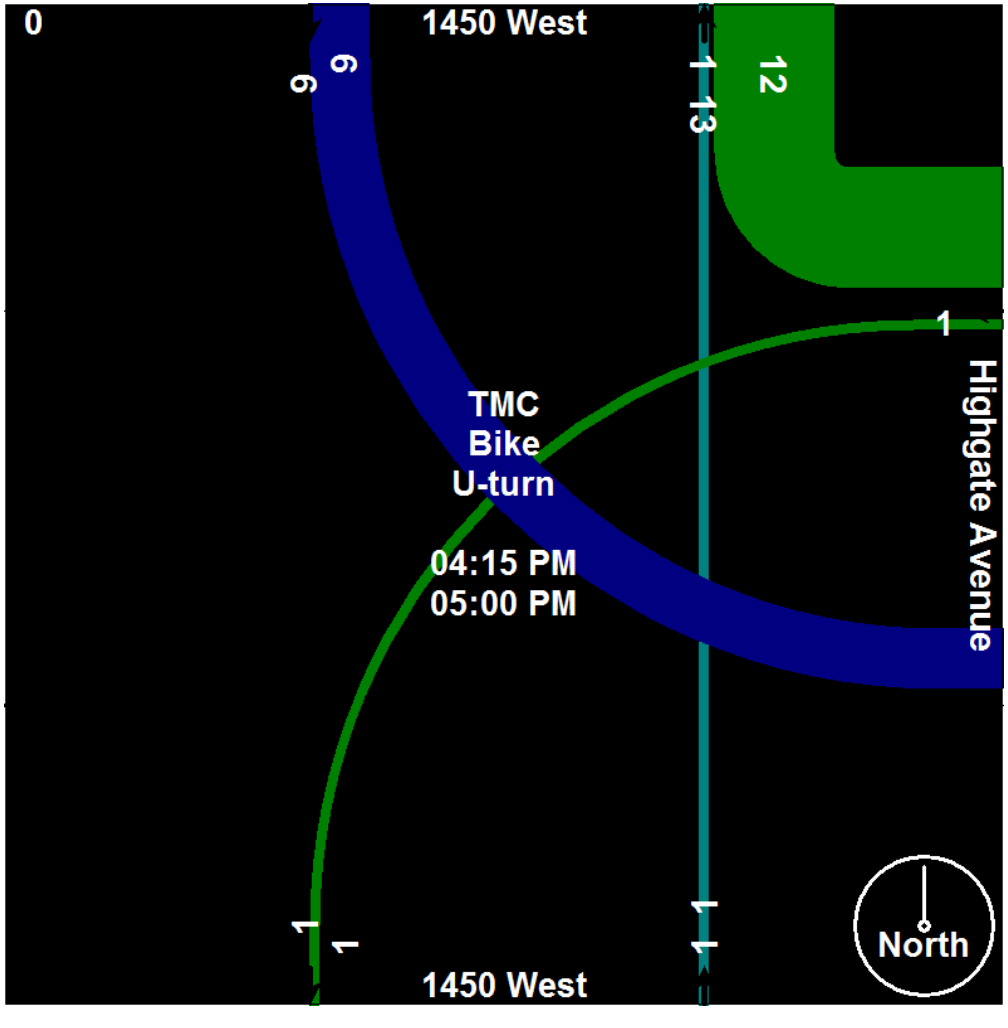


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 6

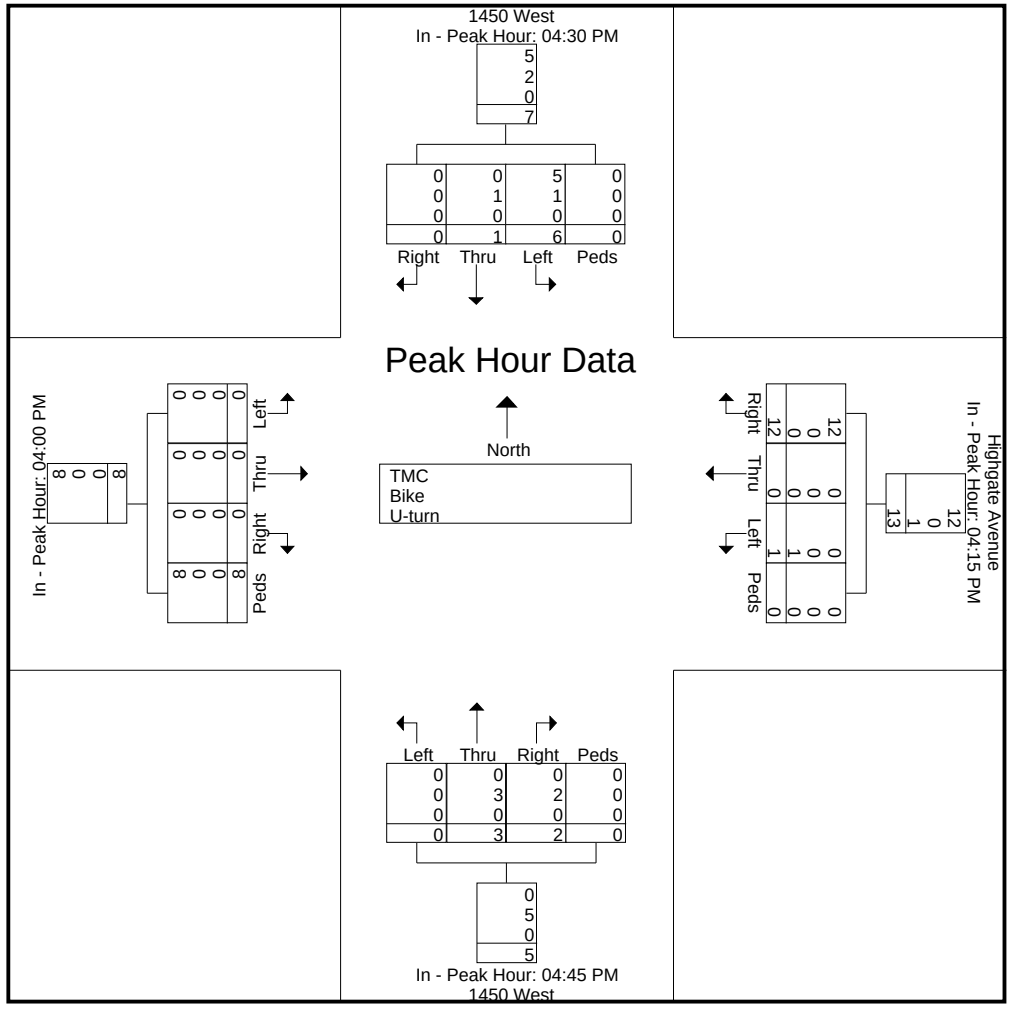
	1450 West From North					Highgate Avenue From East					1450 West From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:15 PM					04:45 PM					04:00 PM					
+0 mins.	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	**3**	**3**	
+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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

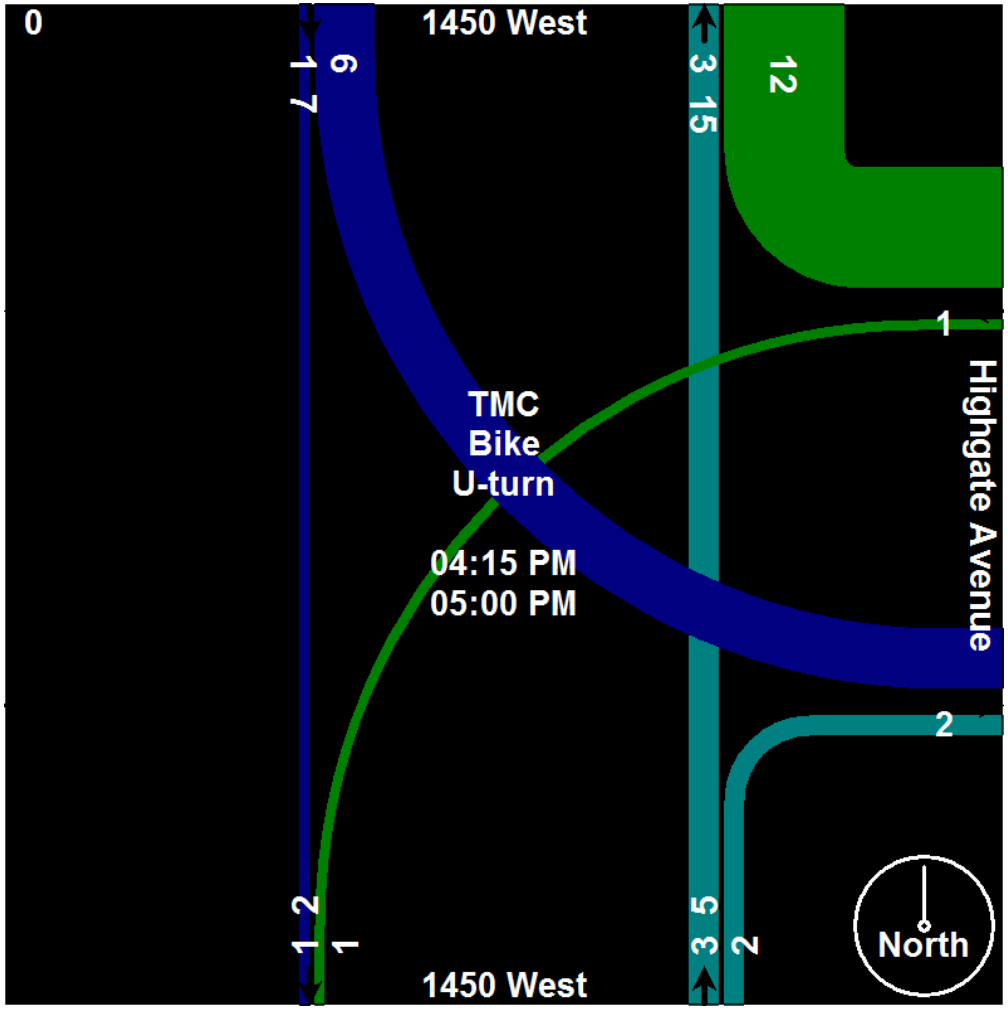


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC

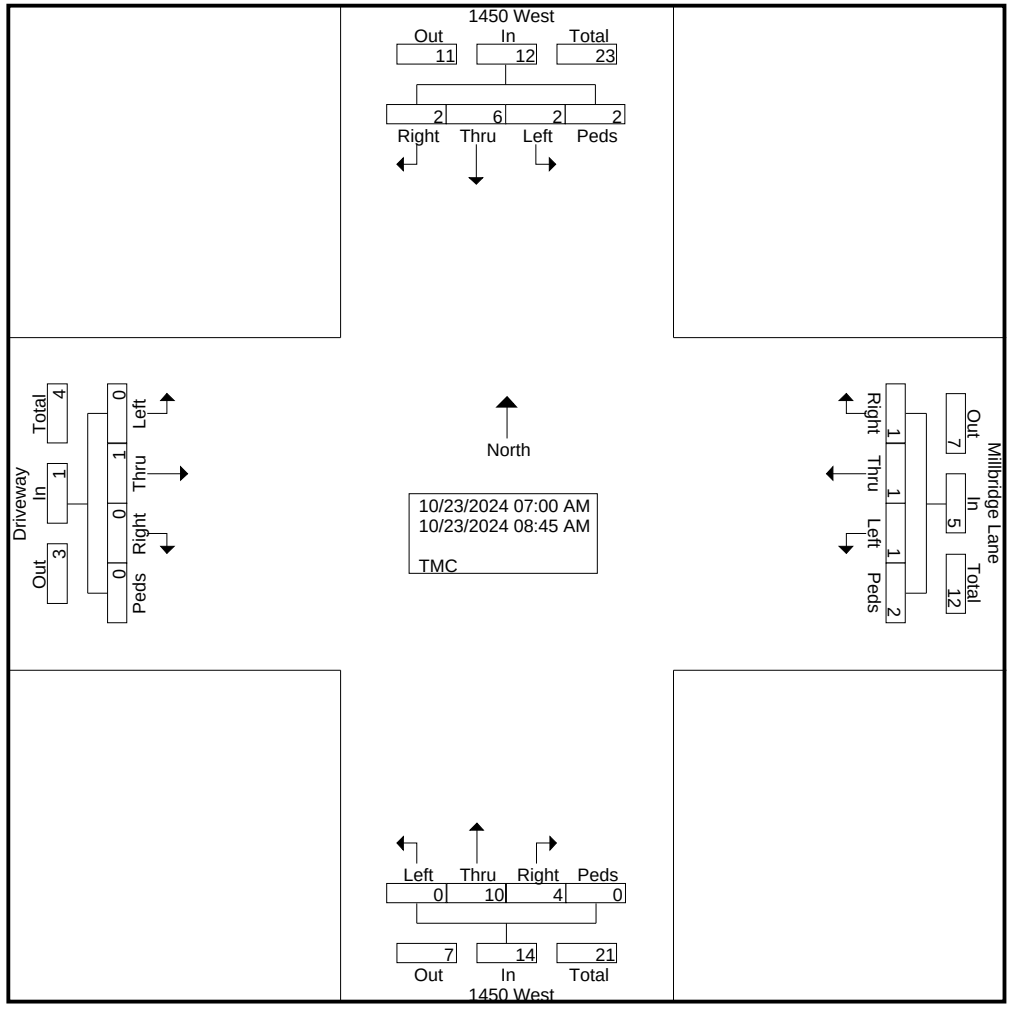
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

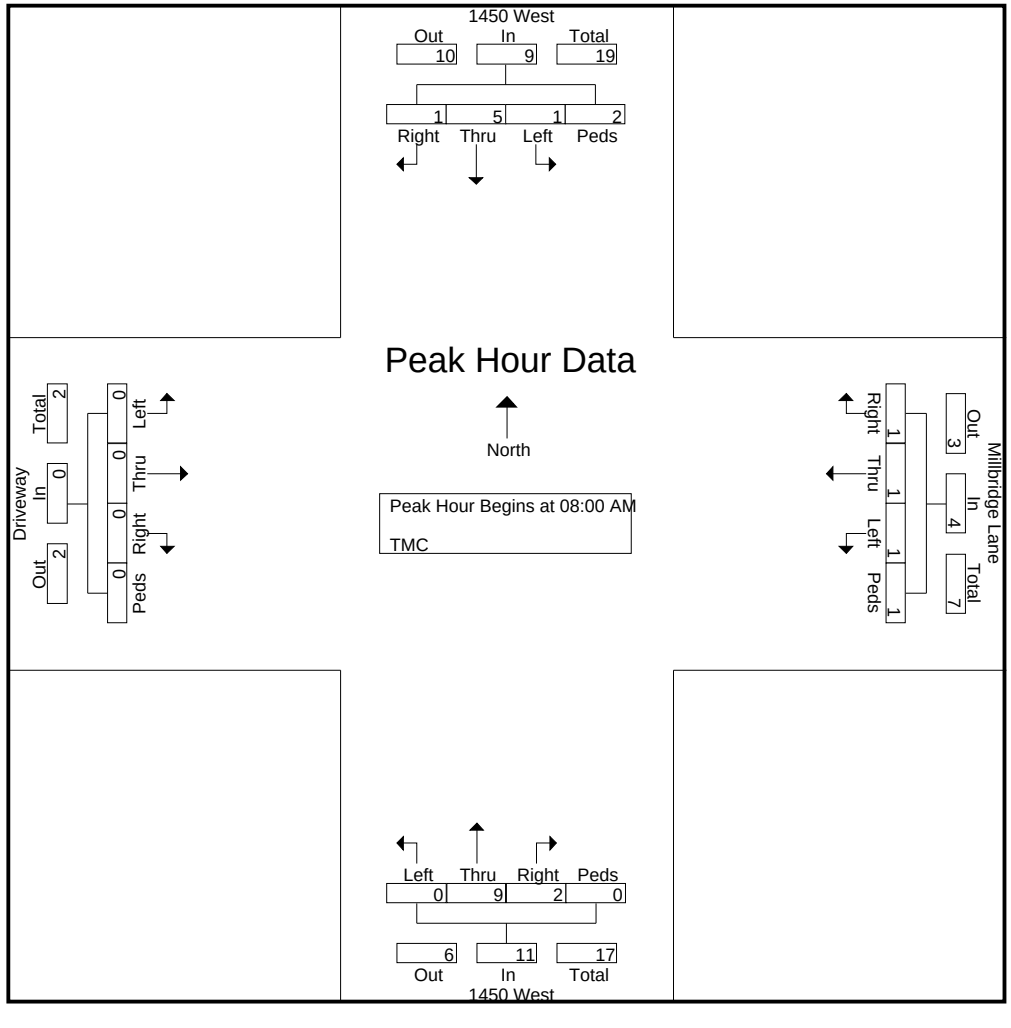
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM -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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

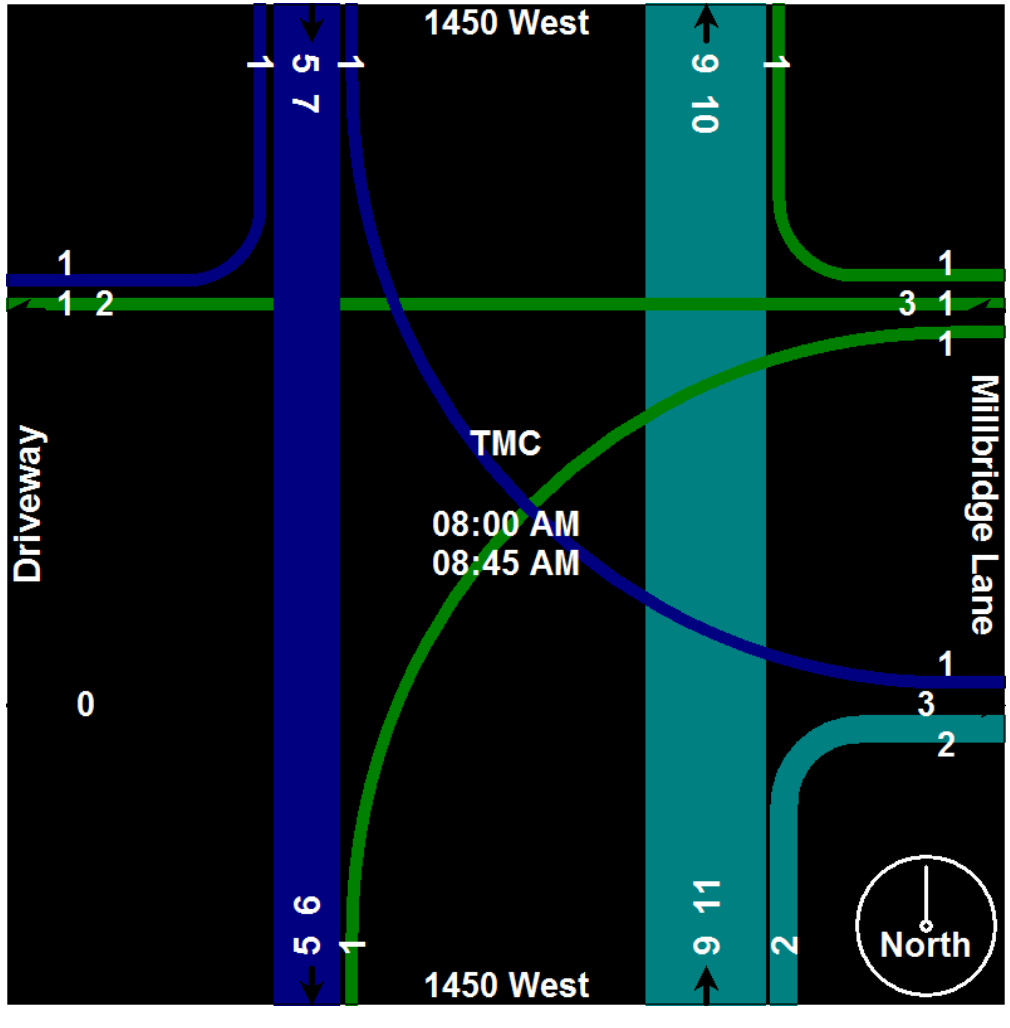


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024

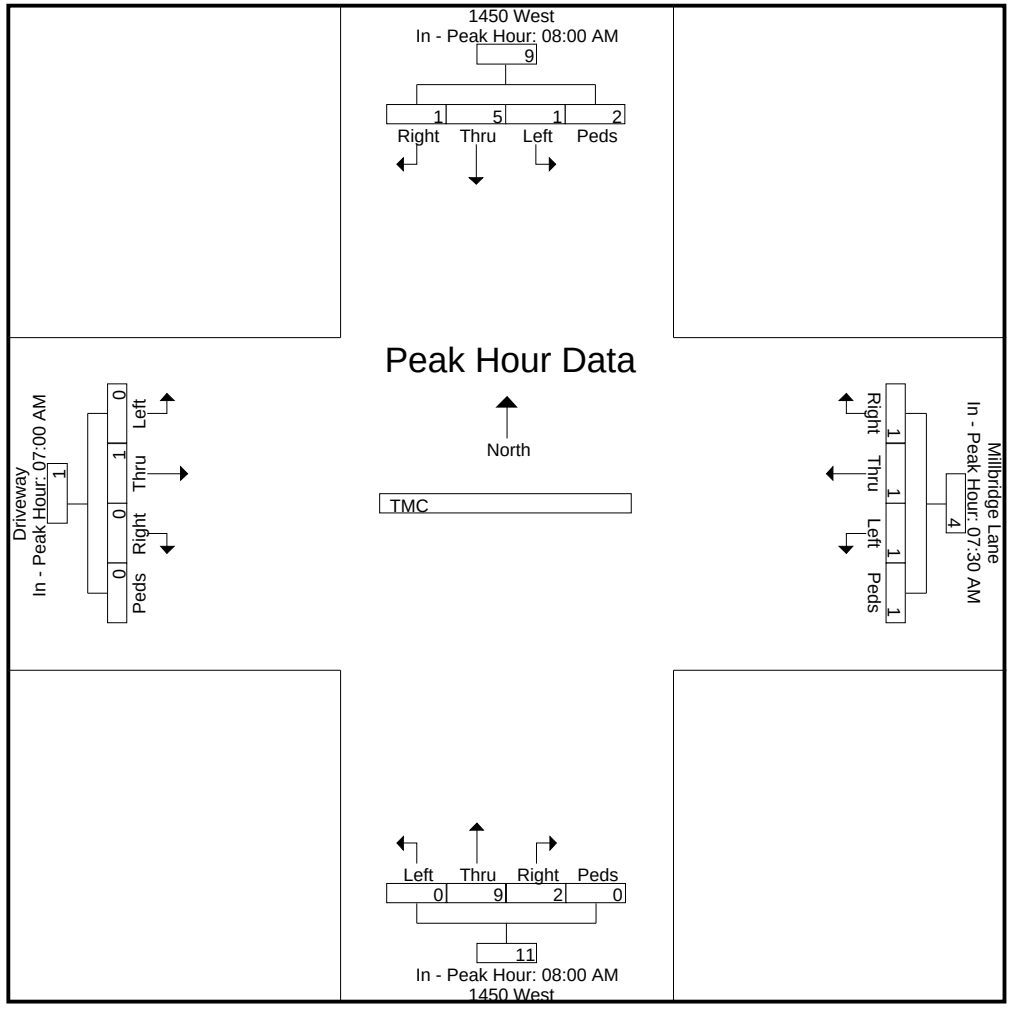
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM -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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

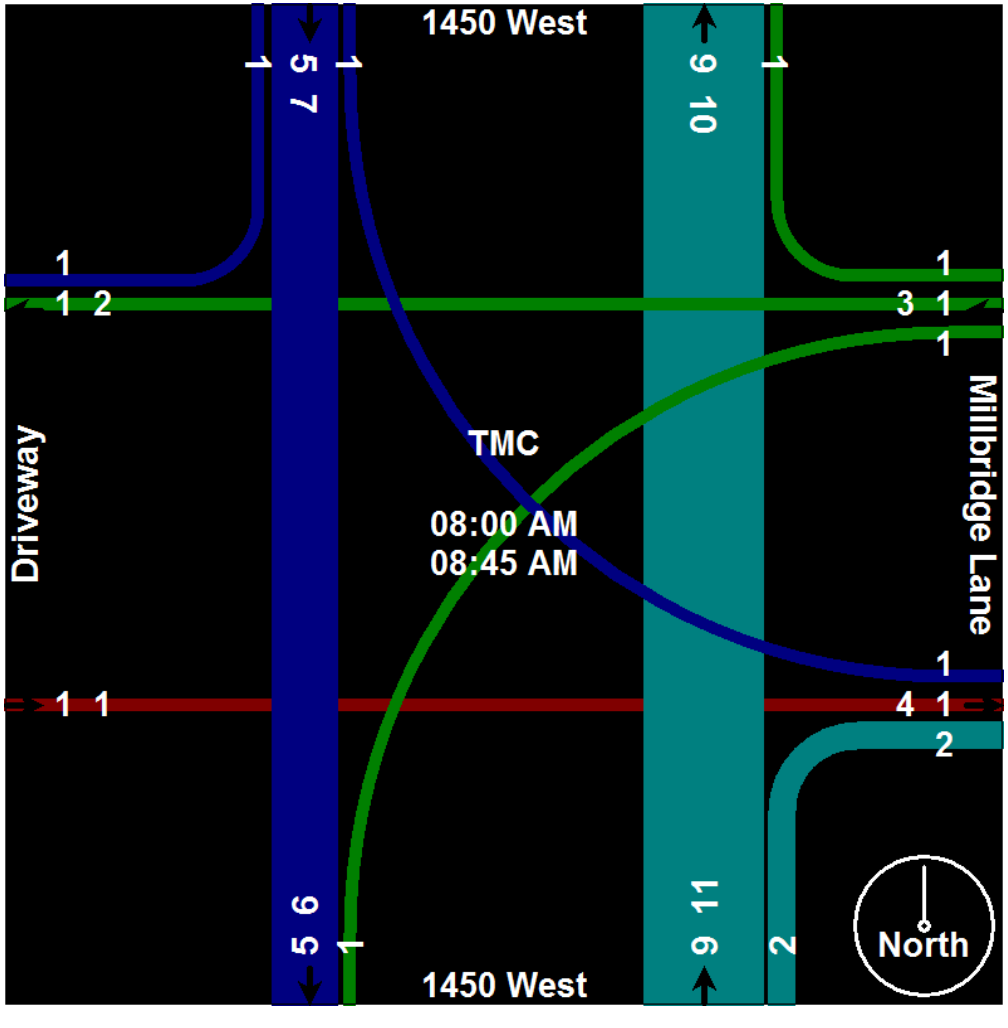


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC

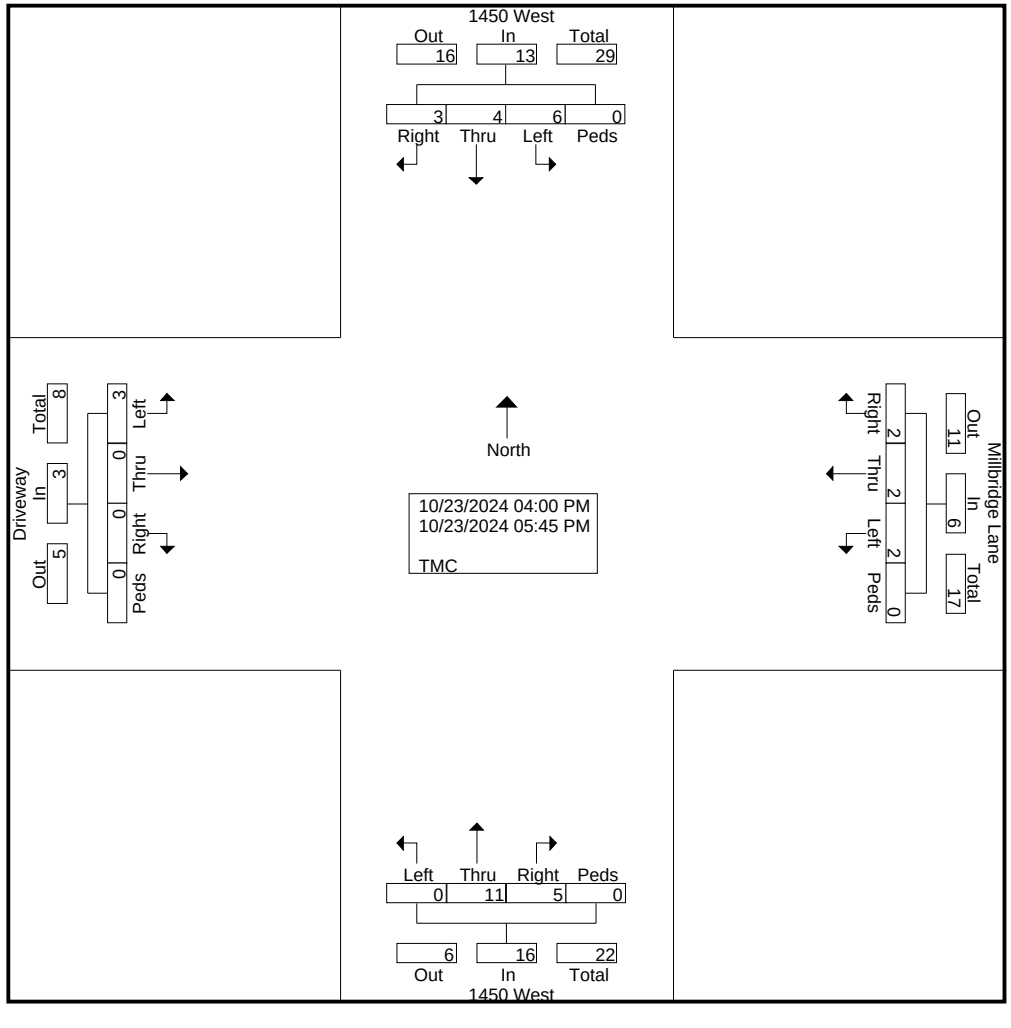
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024

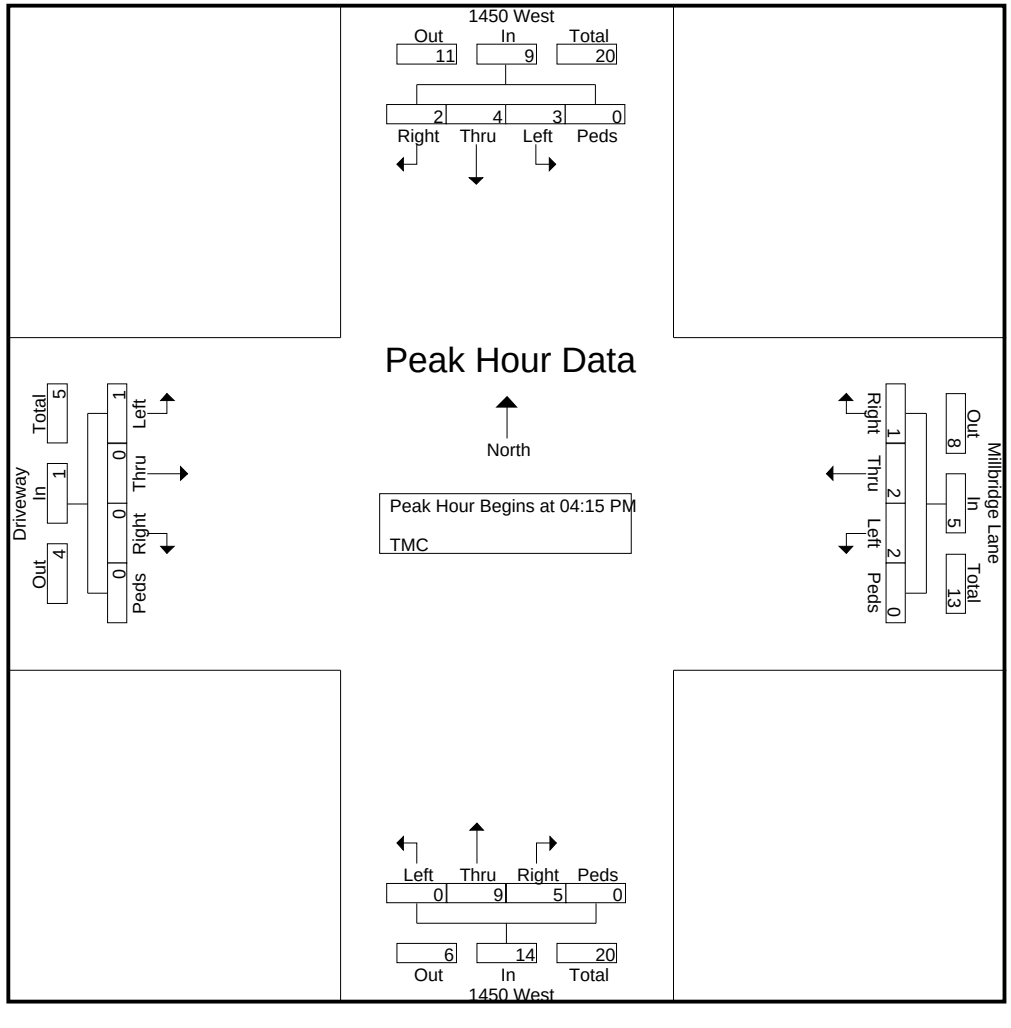
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM -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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

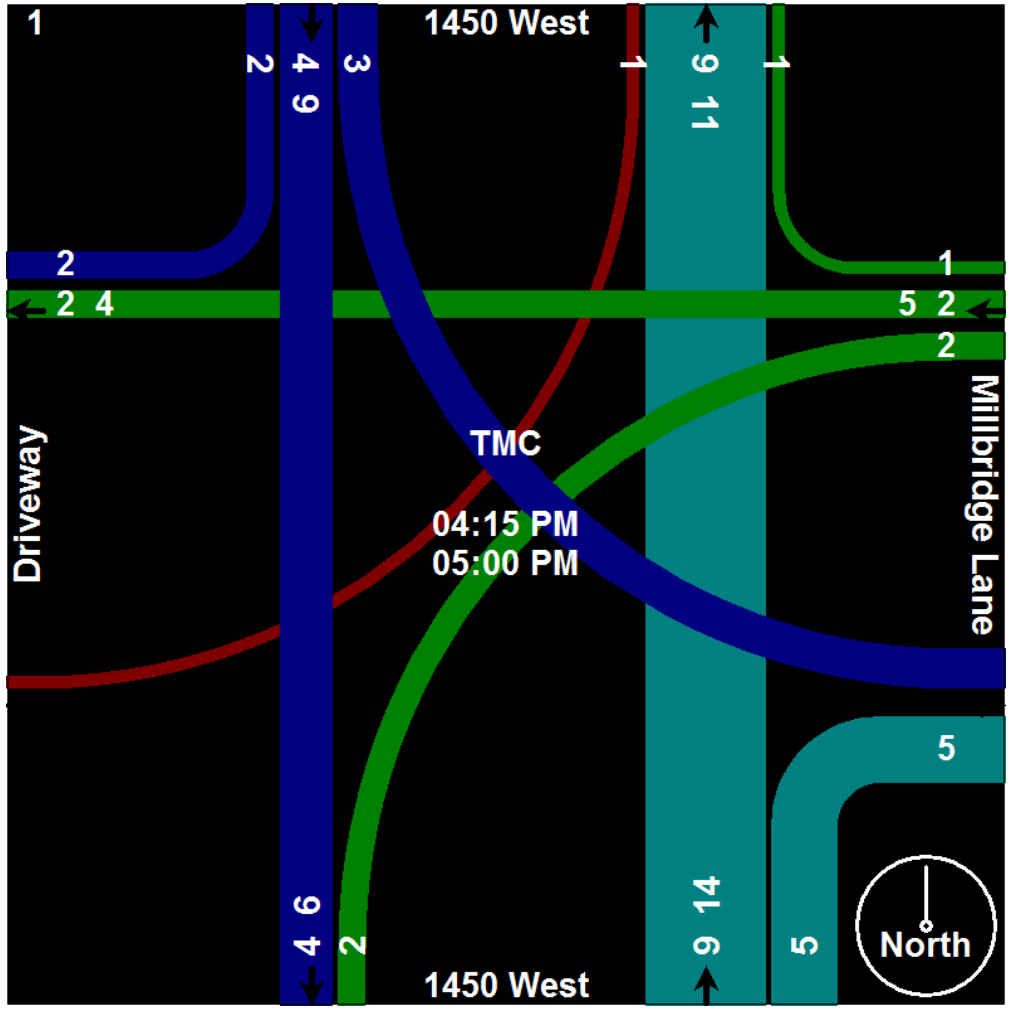


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 6

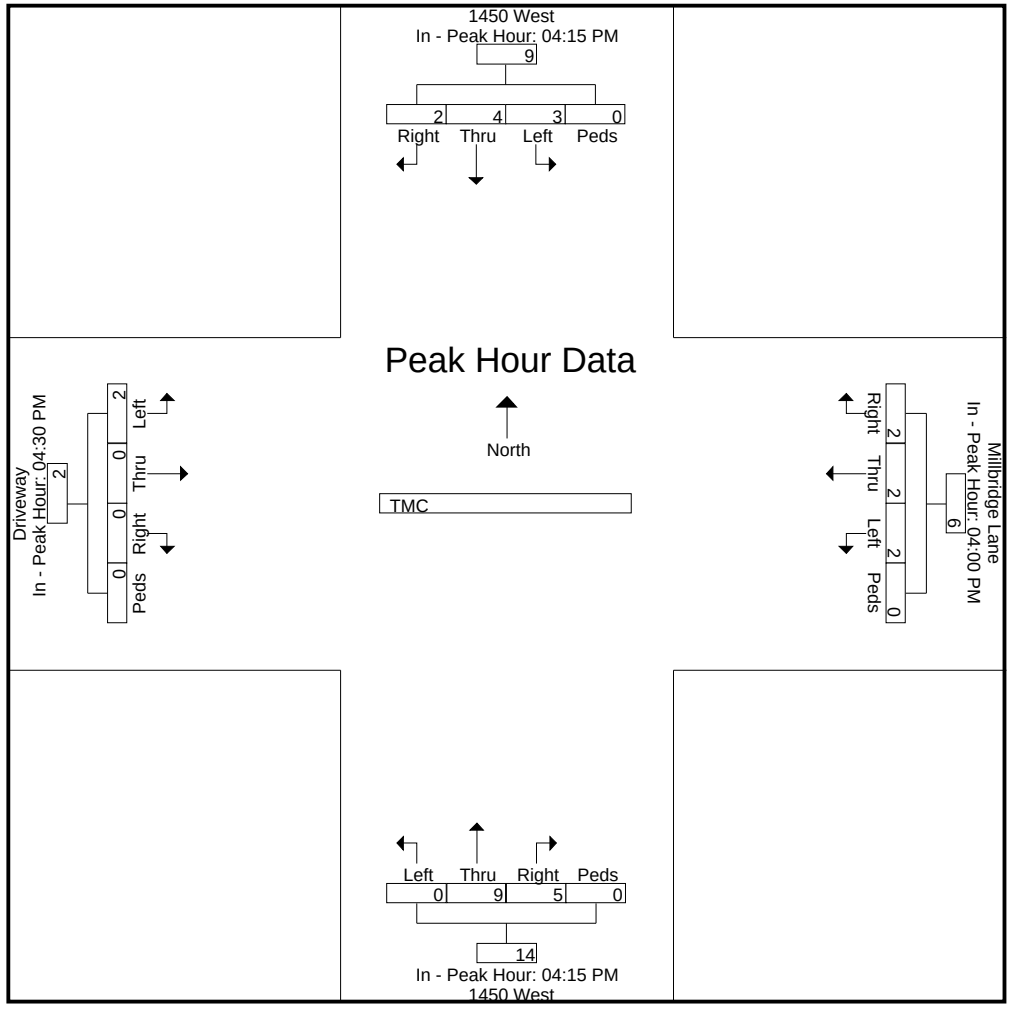
	1450 West From North					Millbridge Lane From East					1450 West From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM -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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

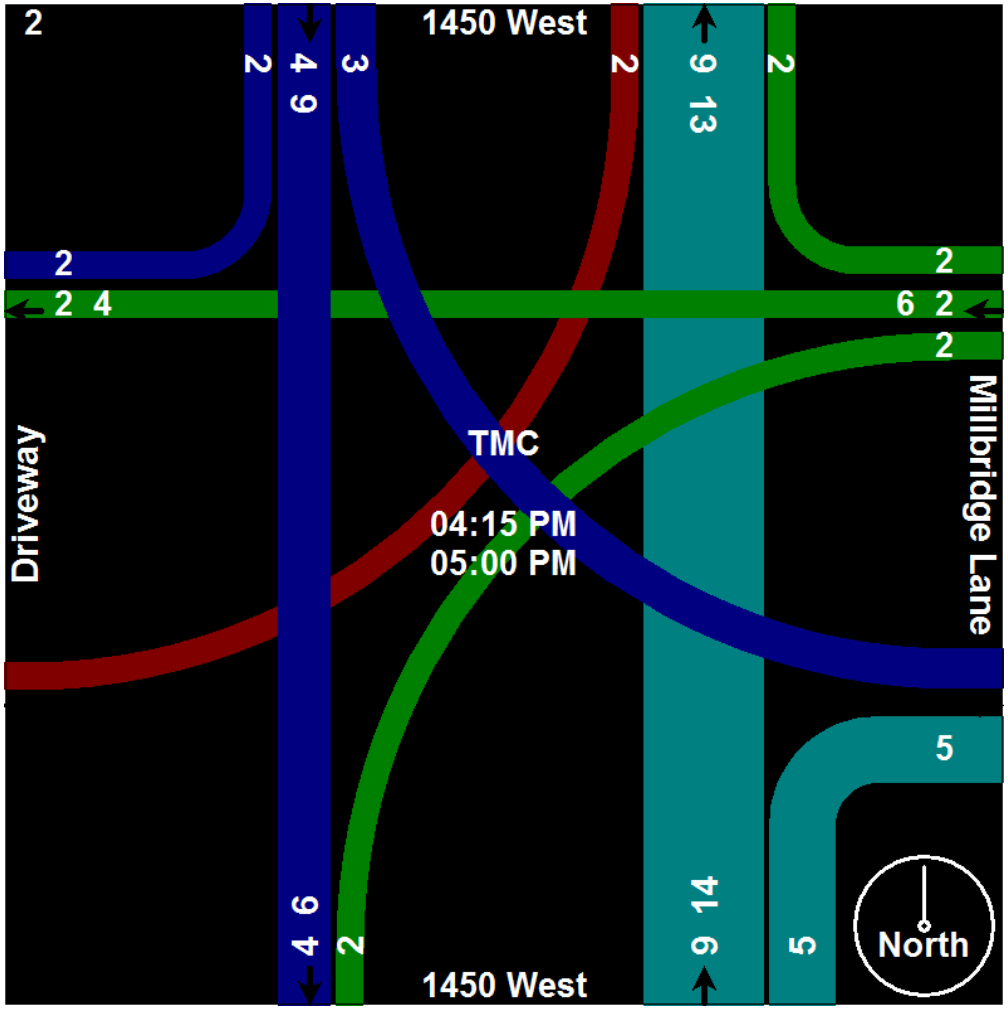


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC

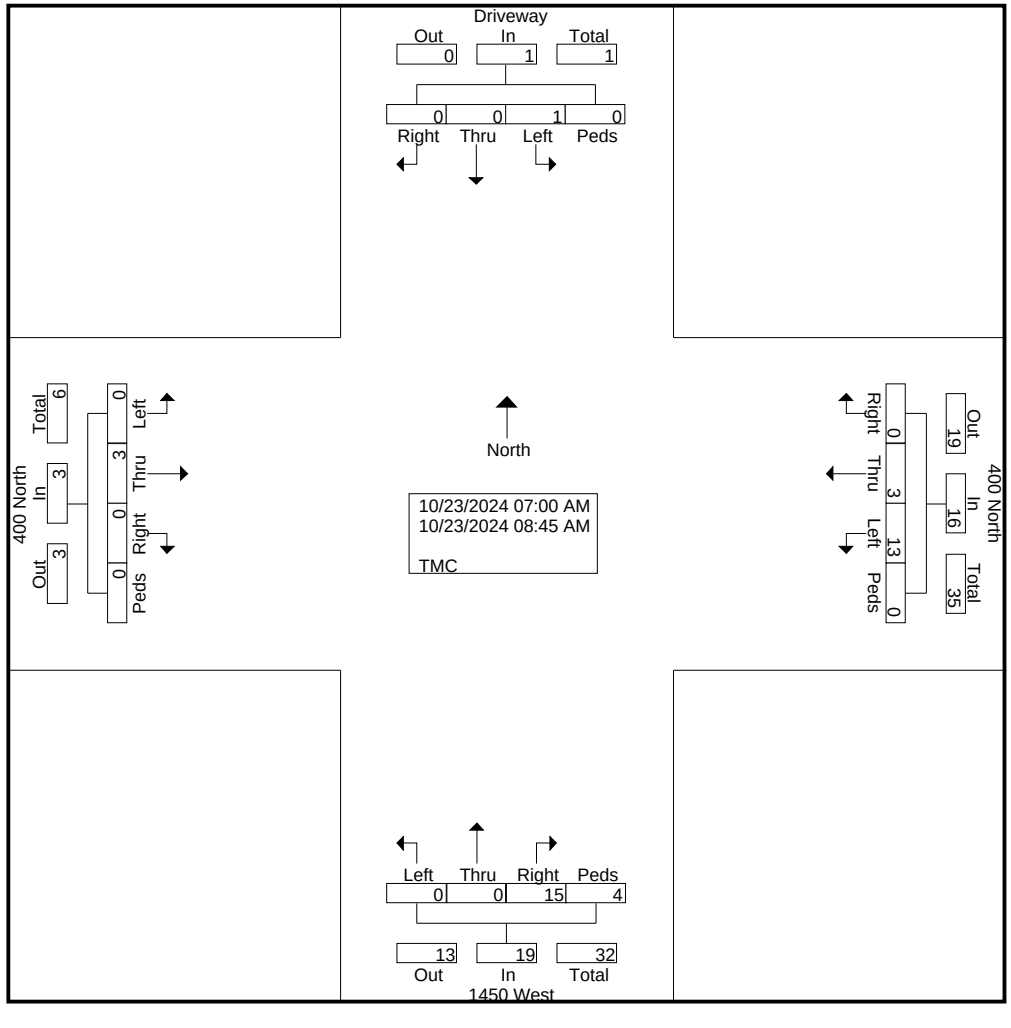
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

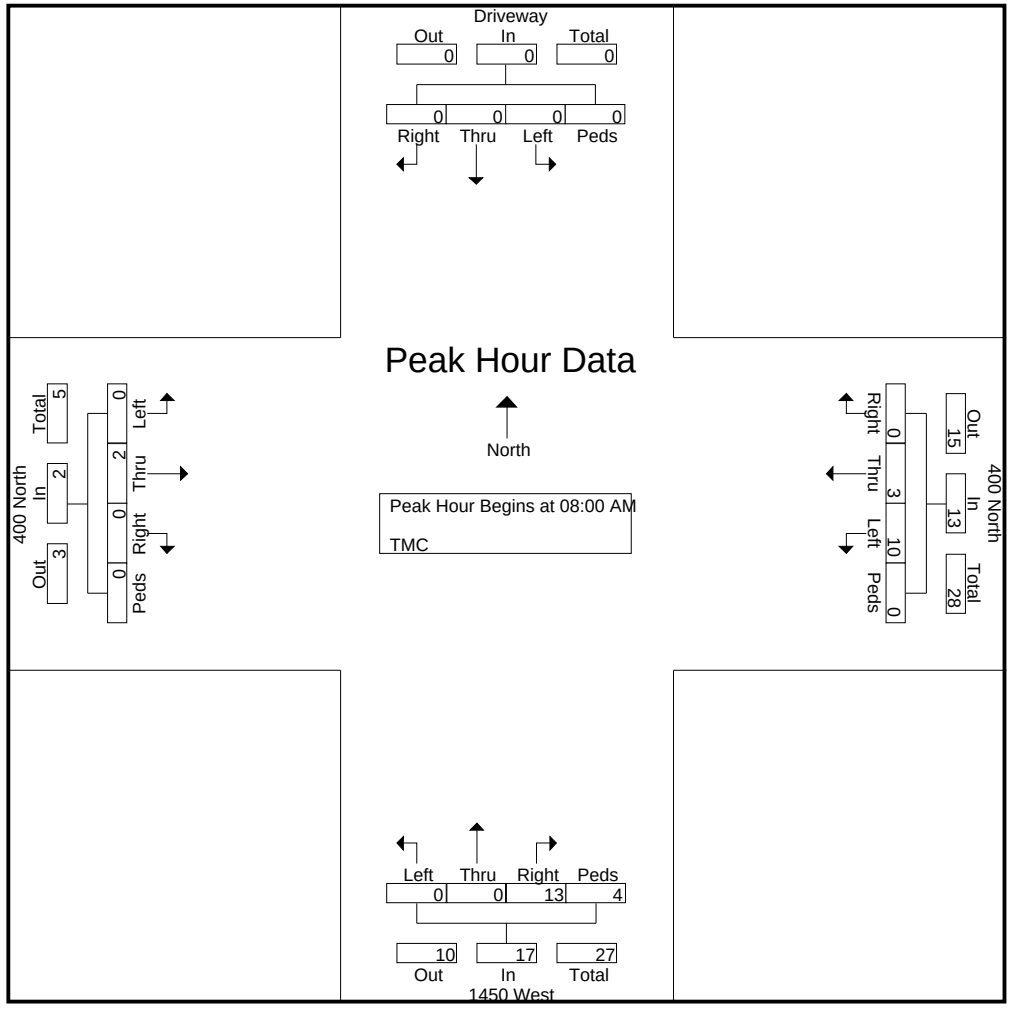
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

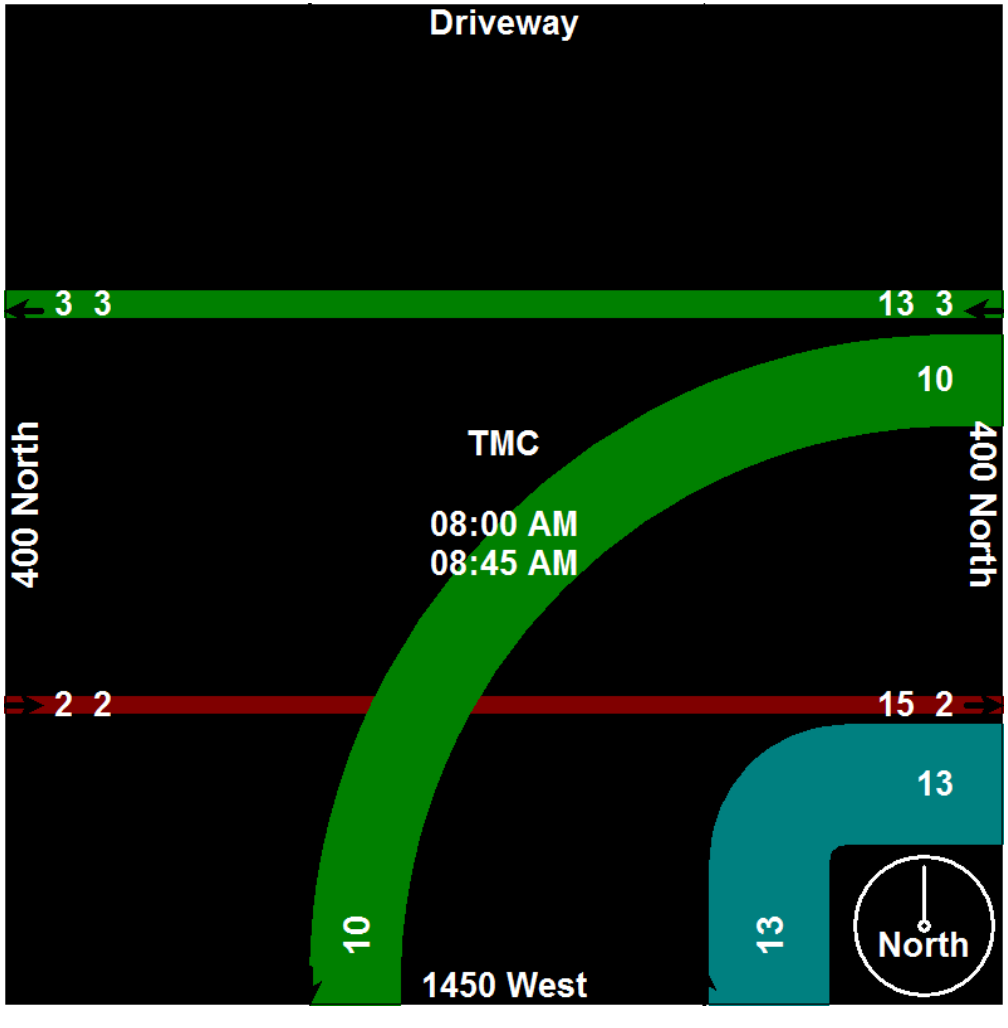


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024

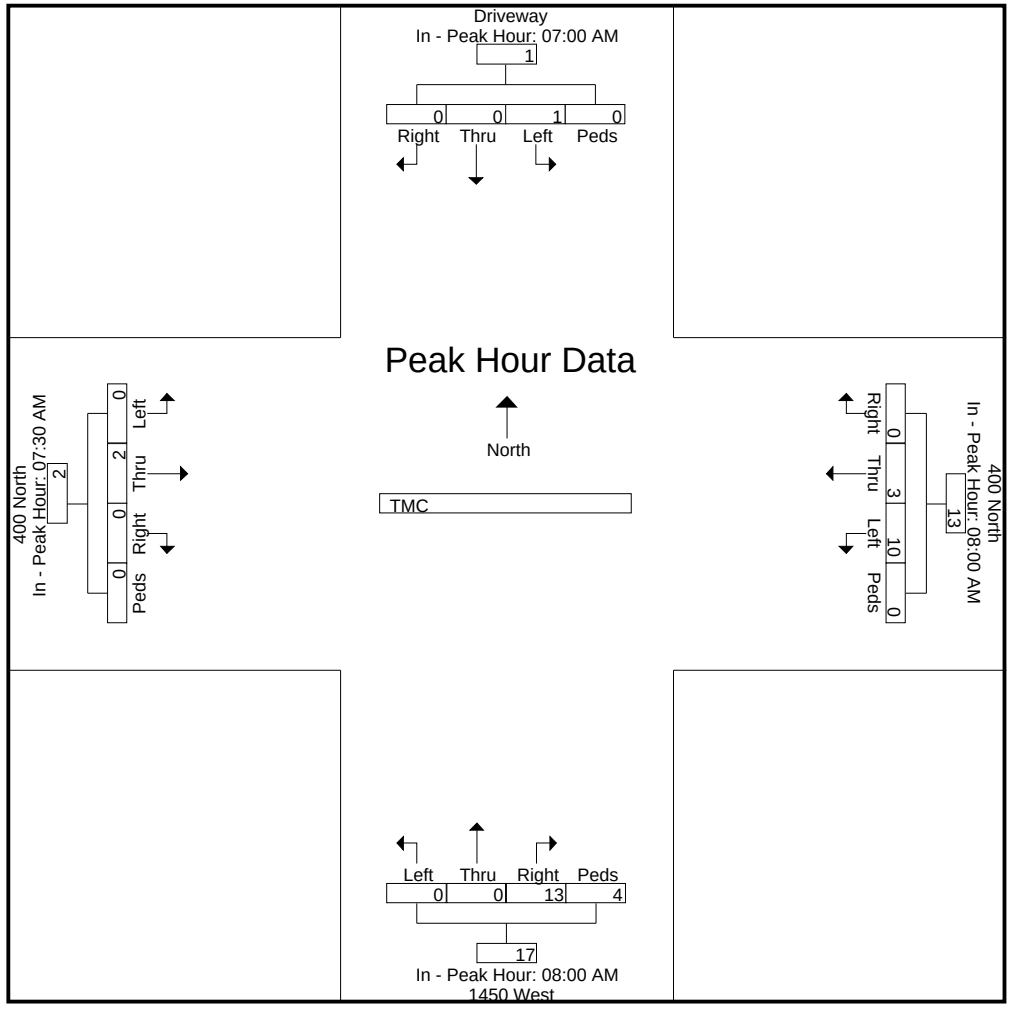
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for 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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

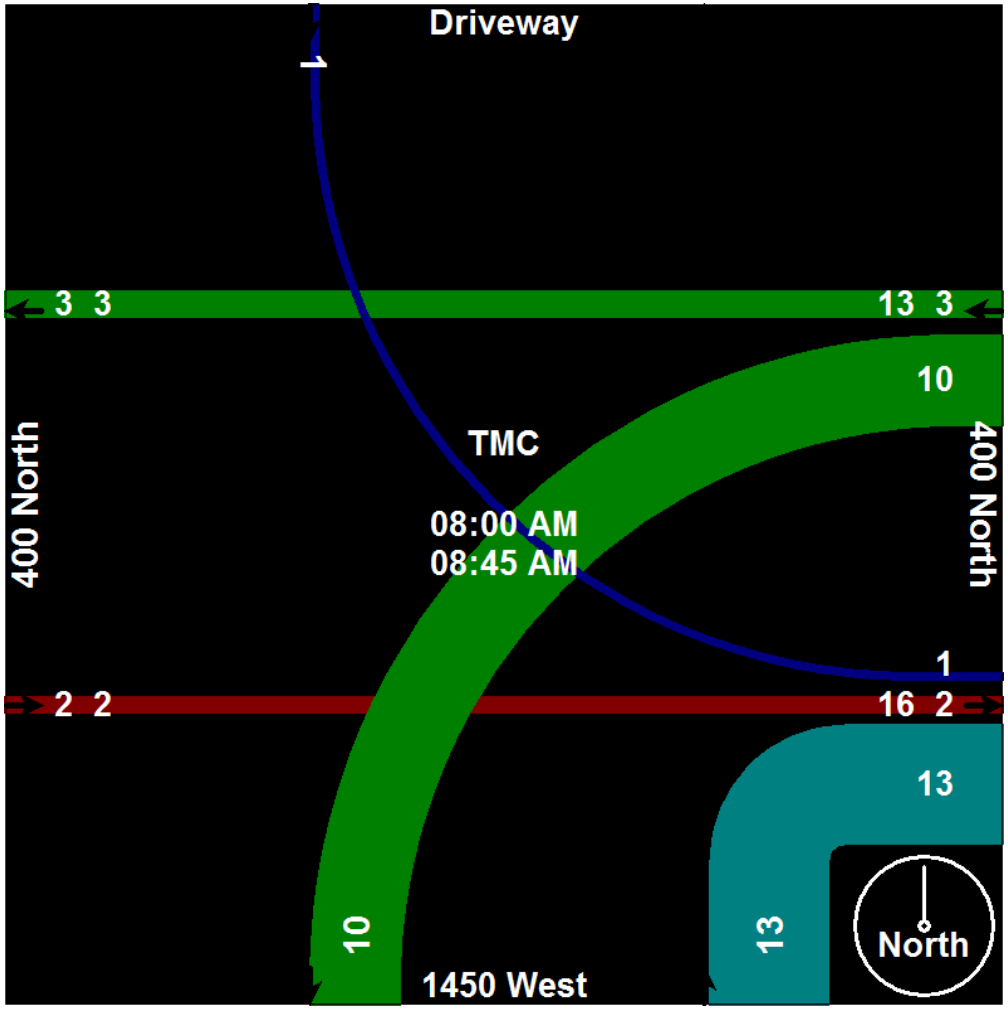


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - turn

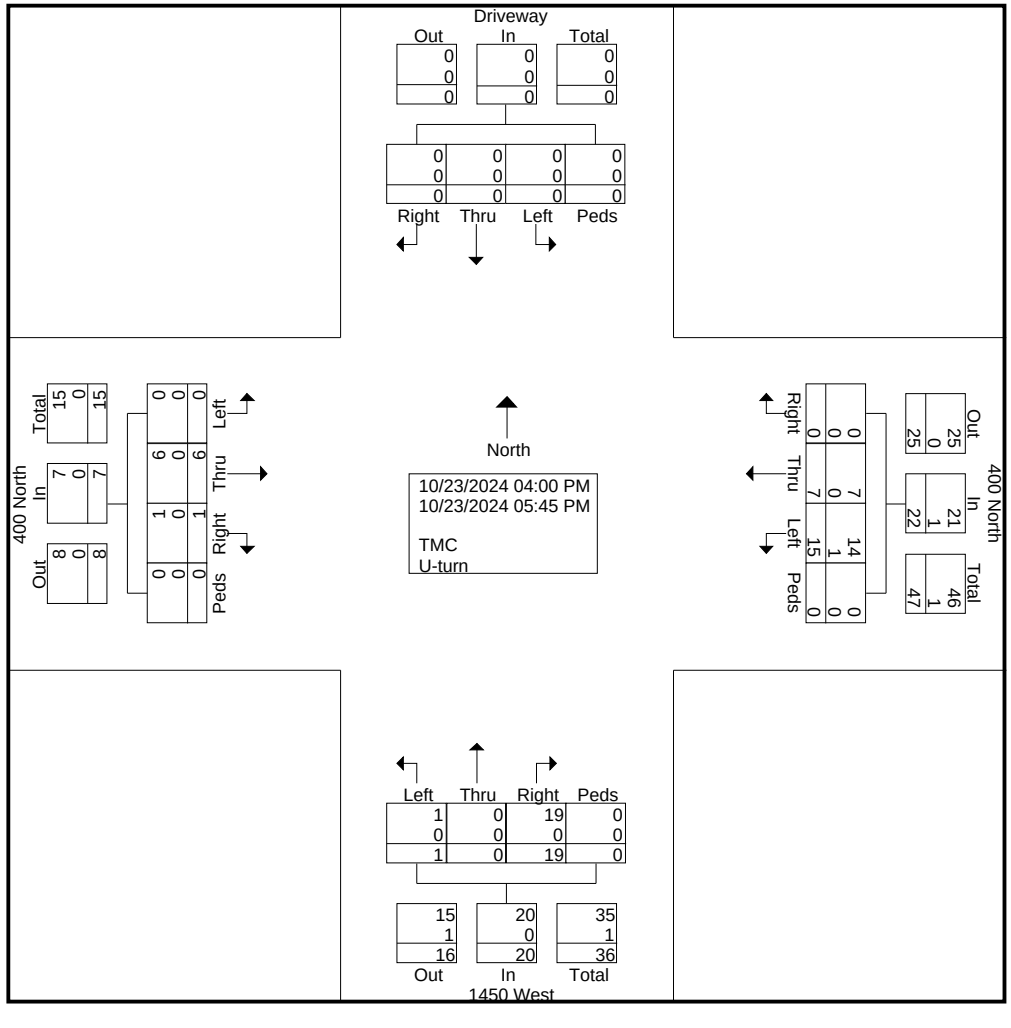
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	1	1	0	0	2	7
04:15 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

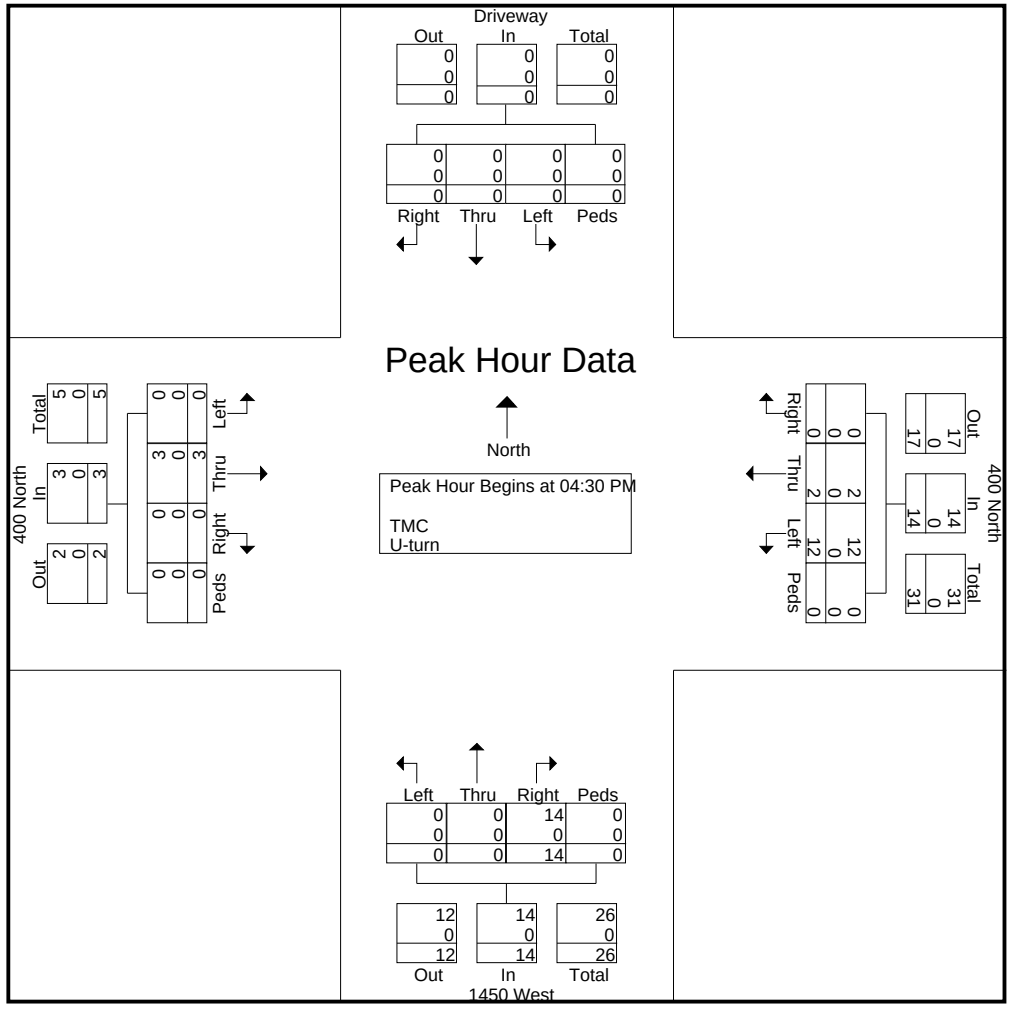
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

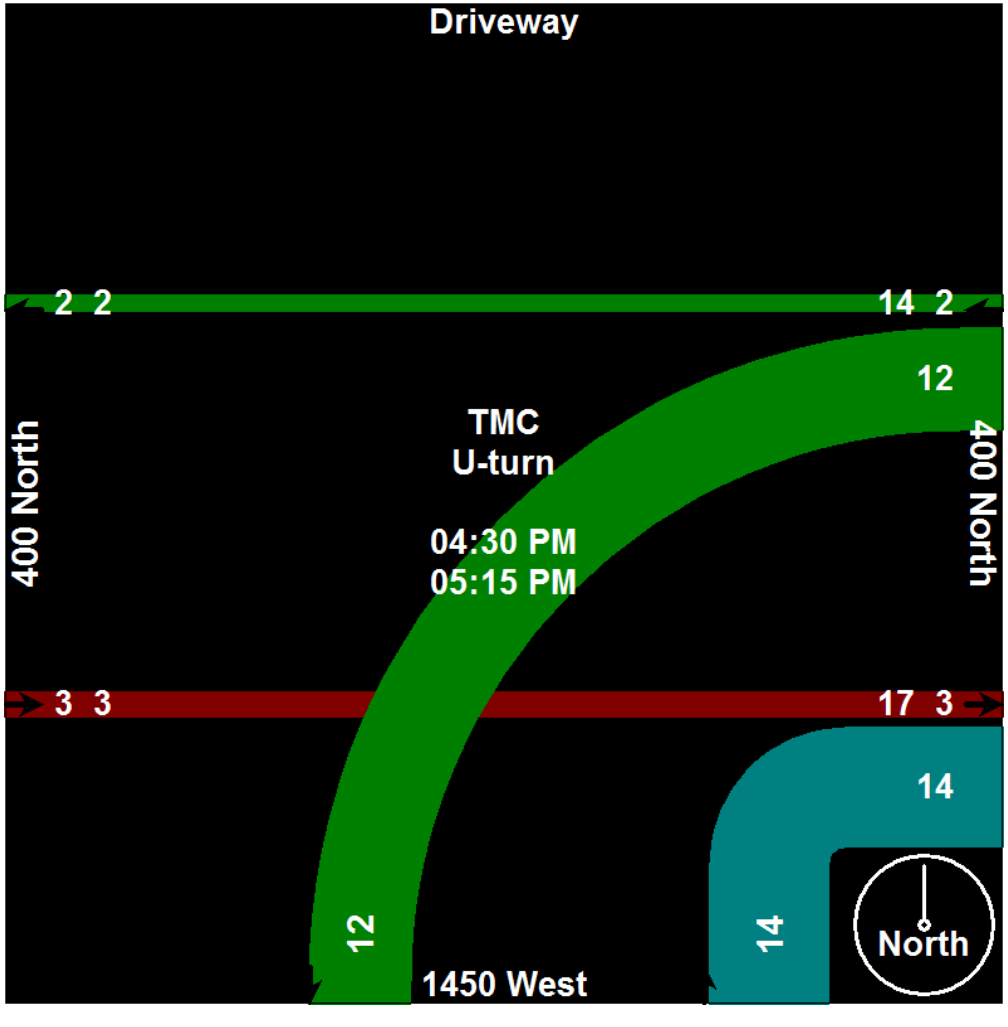


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 6

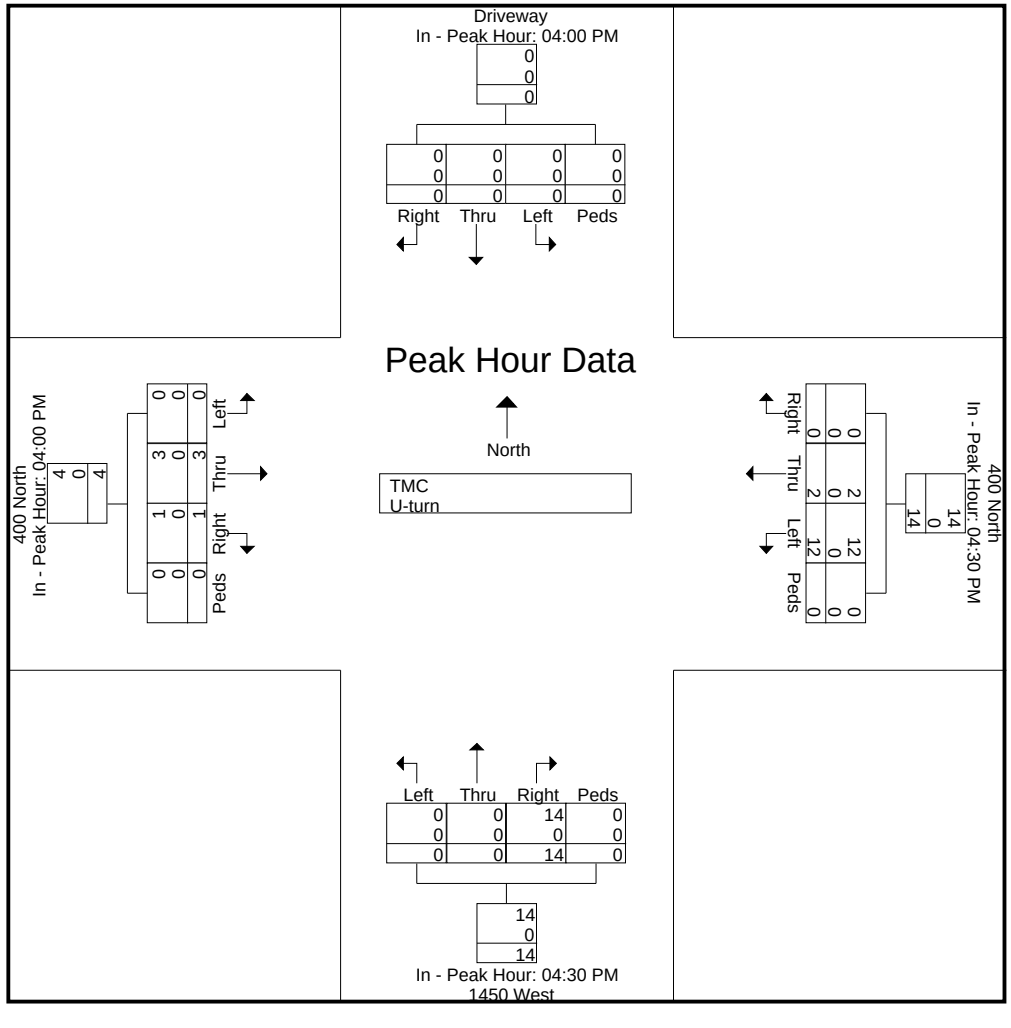
	Driveway From North					400 North From East					1450 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for 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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

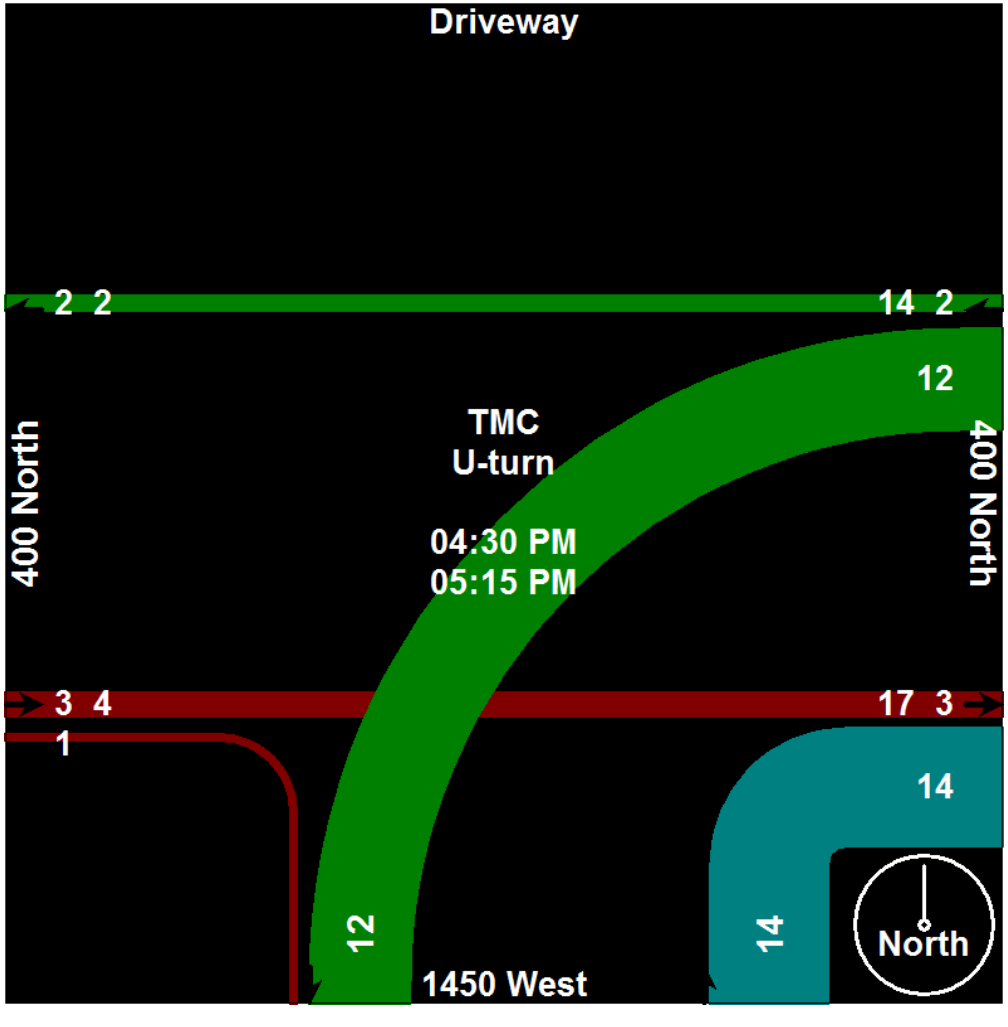


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1450 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike

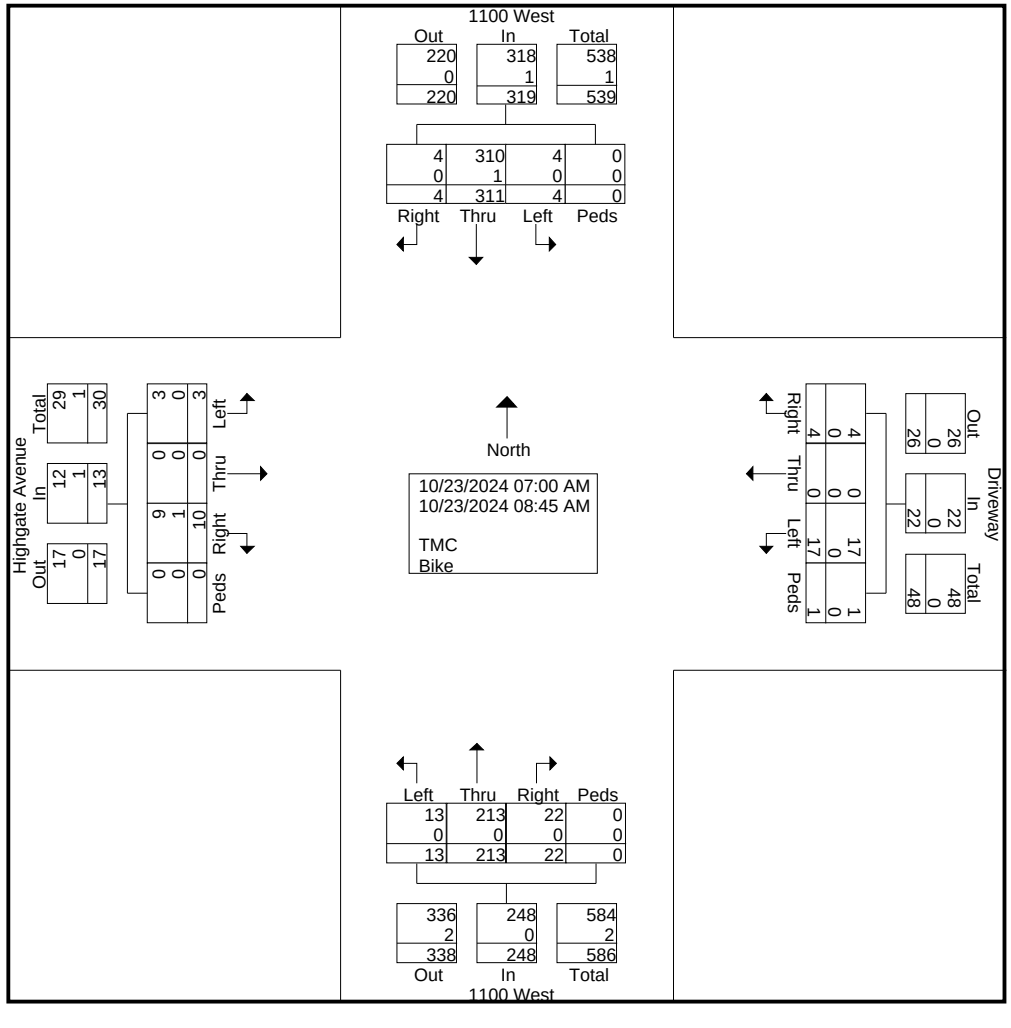
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	32	0	0	33	1	0	1	0	2	5	11	2	0	18	2	0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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024

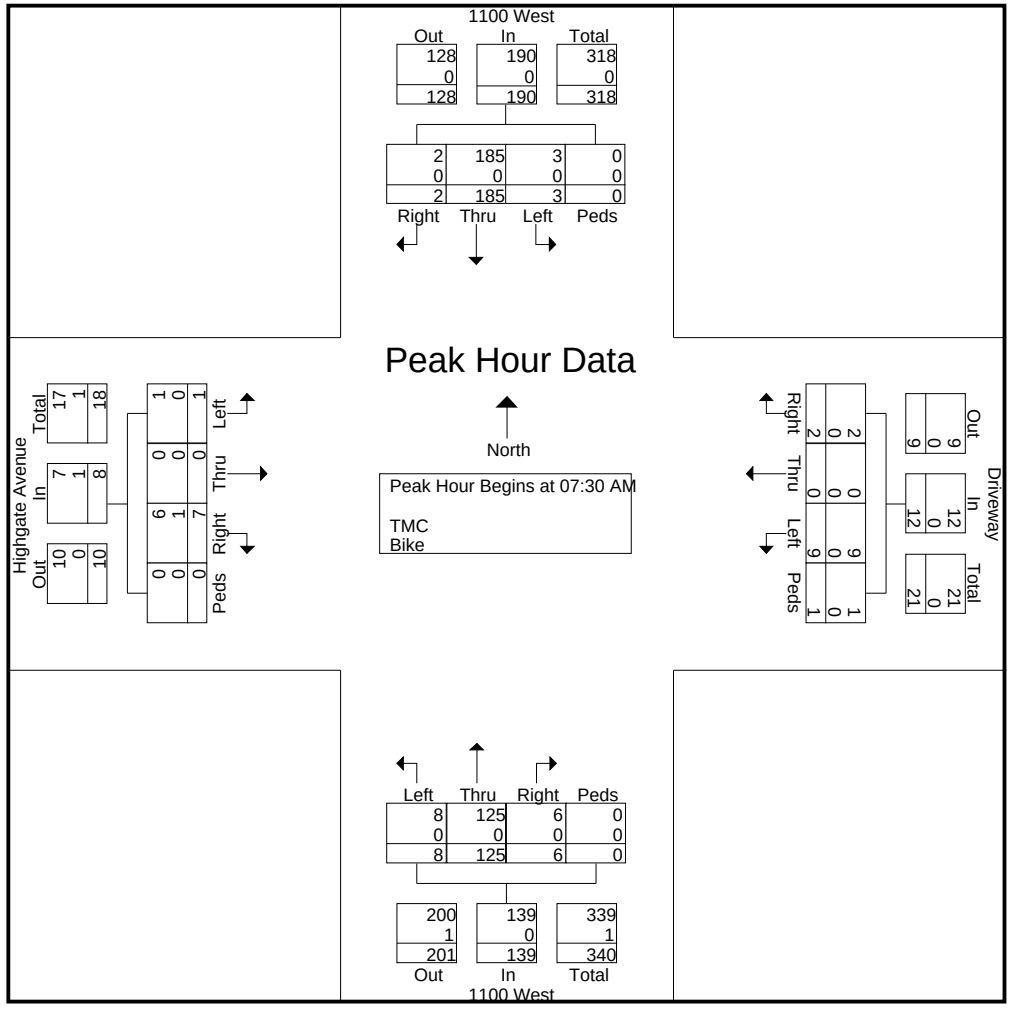
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM -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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

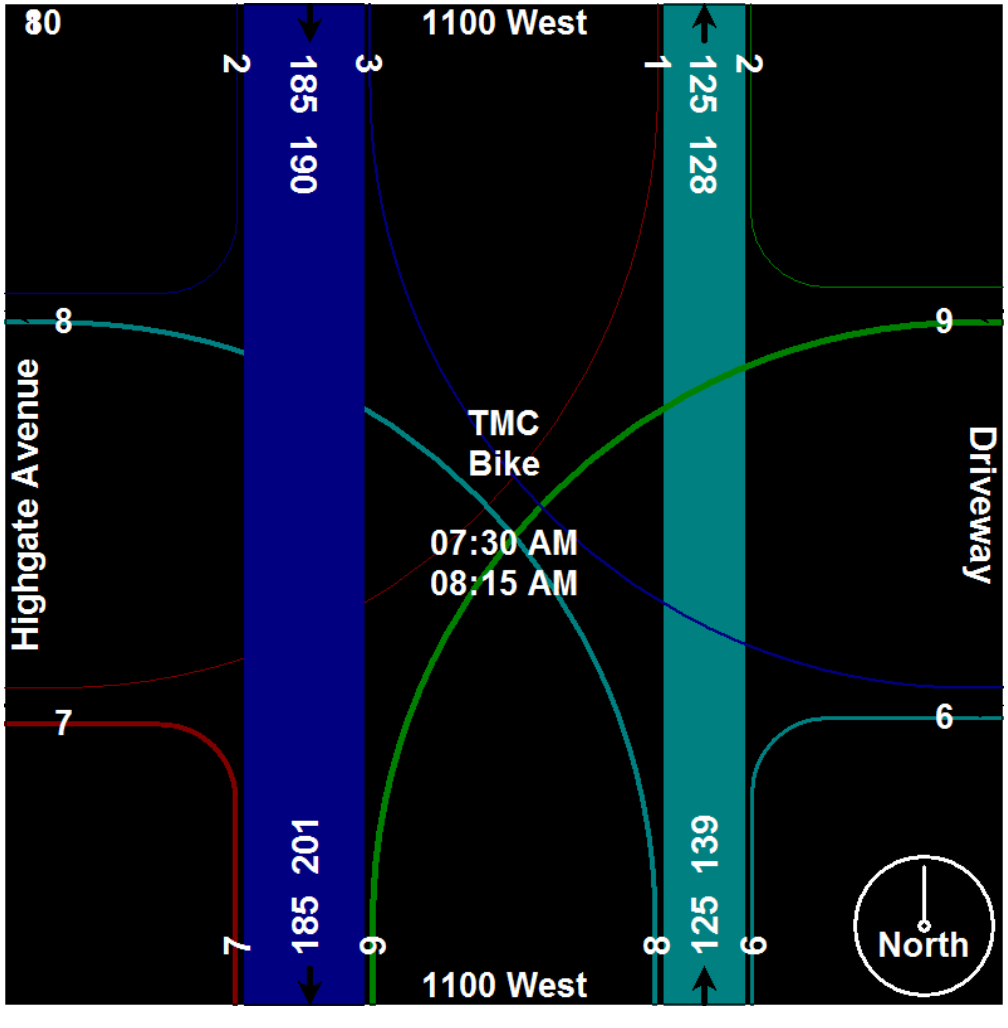


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 6

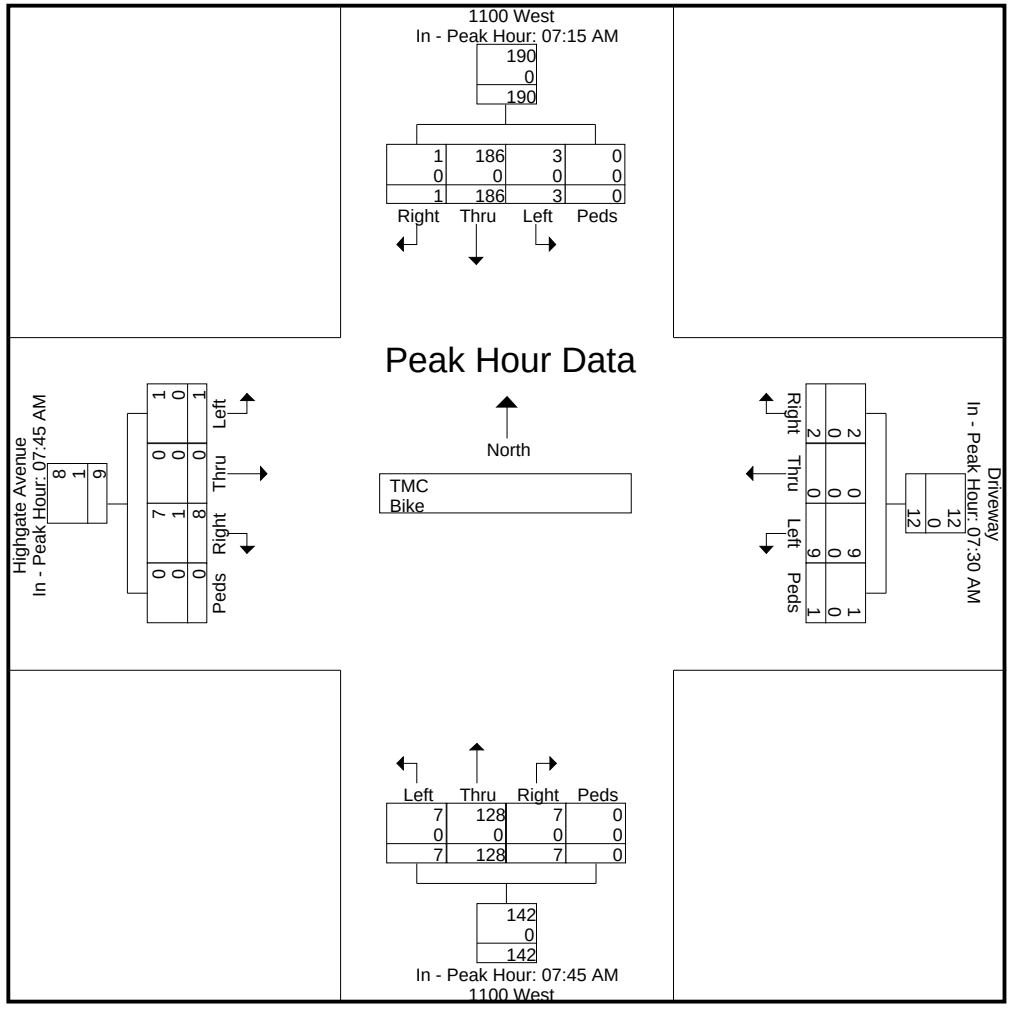
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM -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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

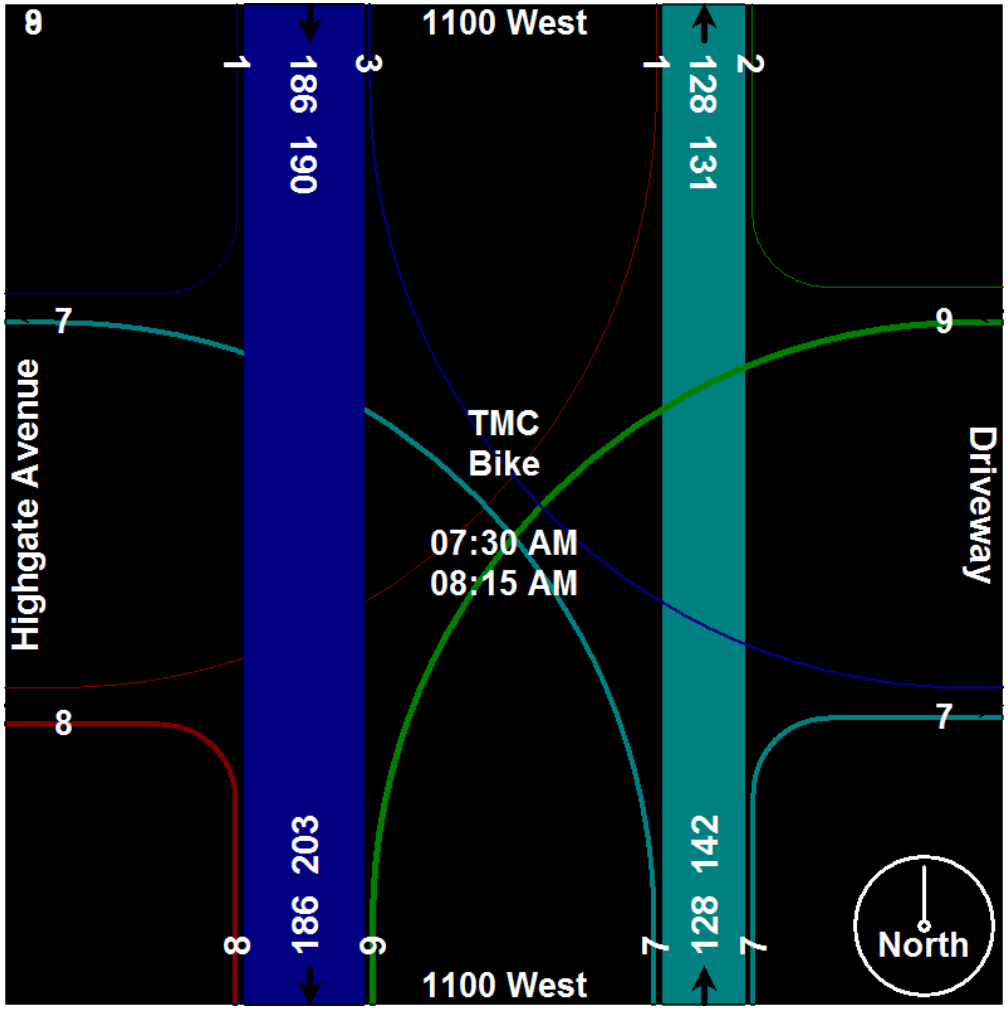


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike

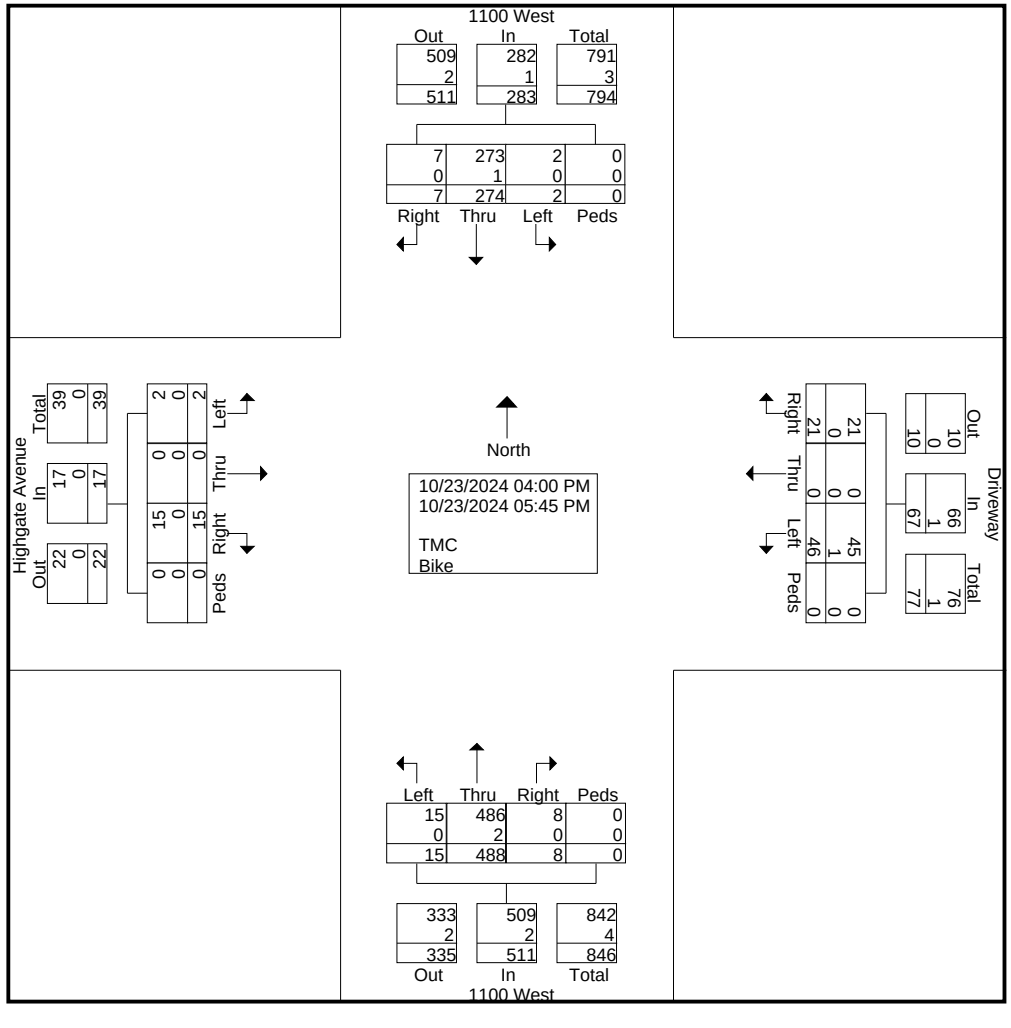
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	30	0	0	31	3	0	5	0	8	0	51	2	0	53	1	0	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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024

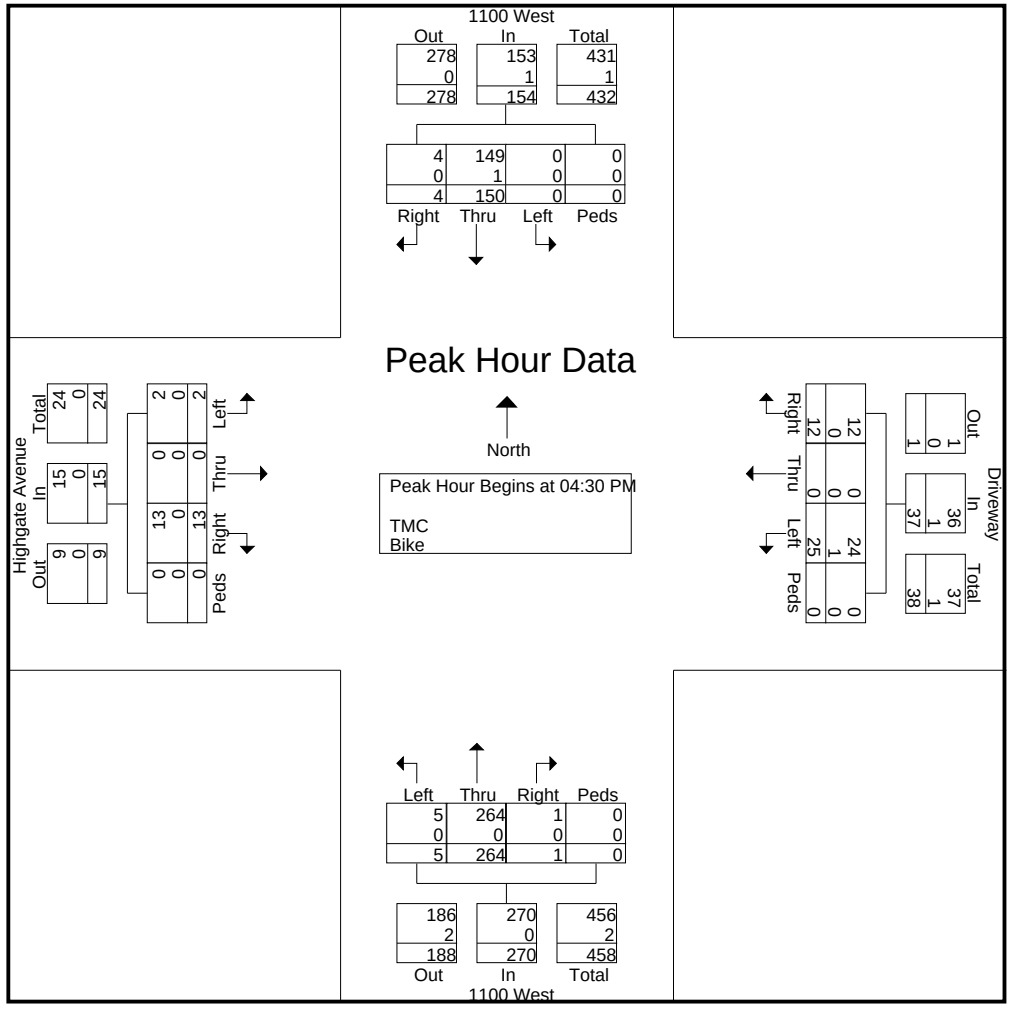
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

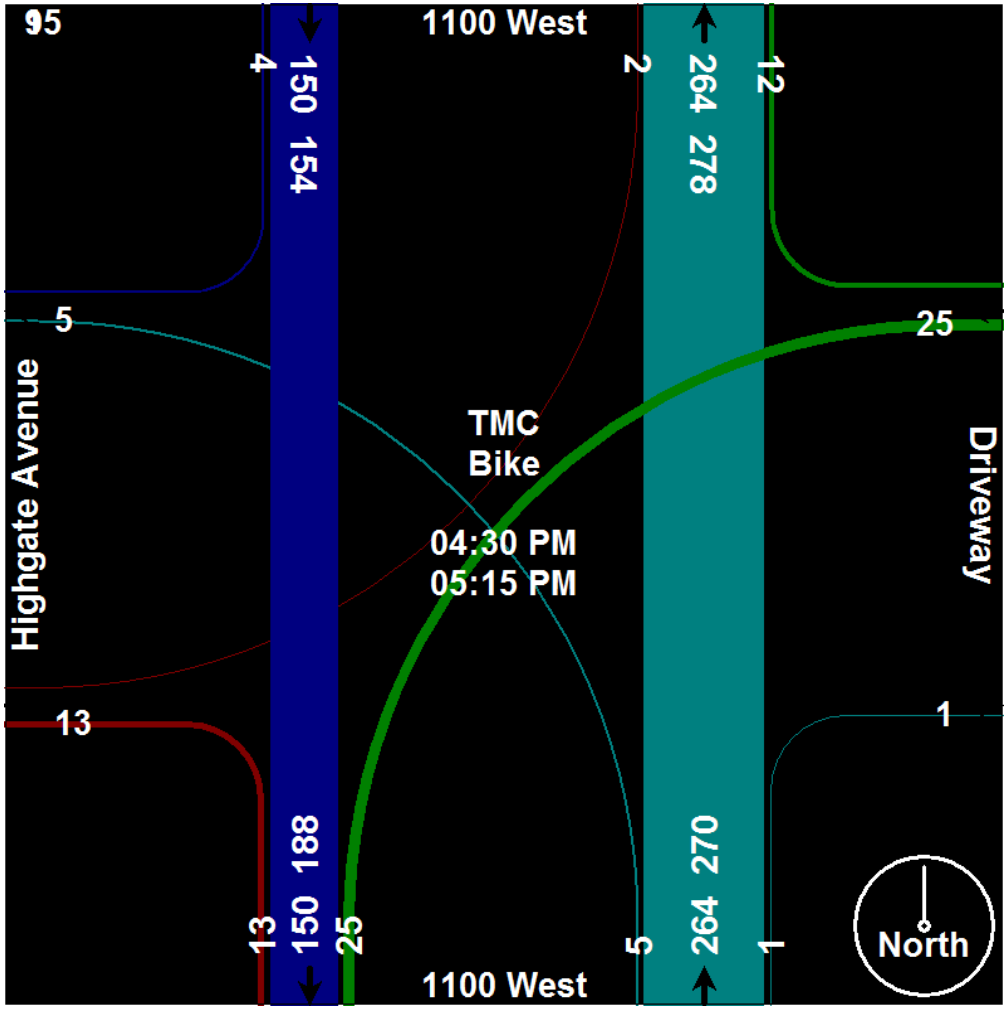


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024

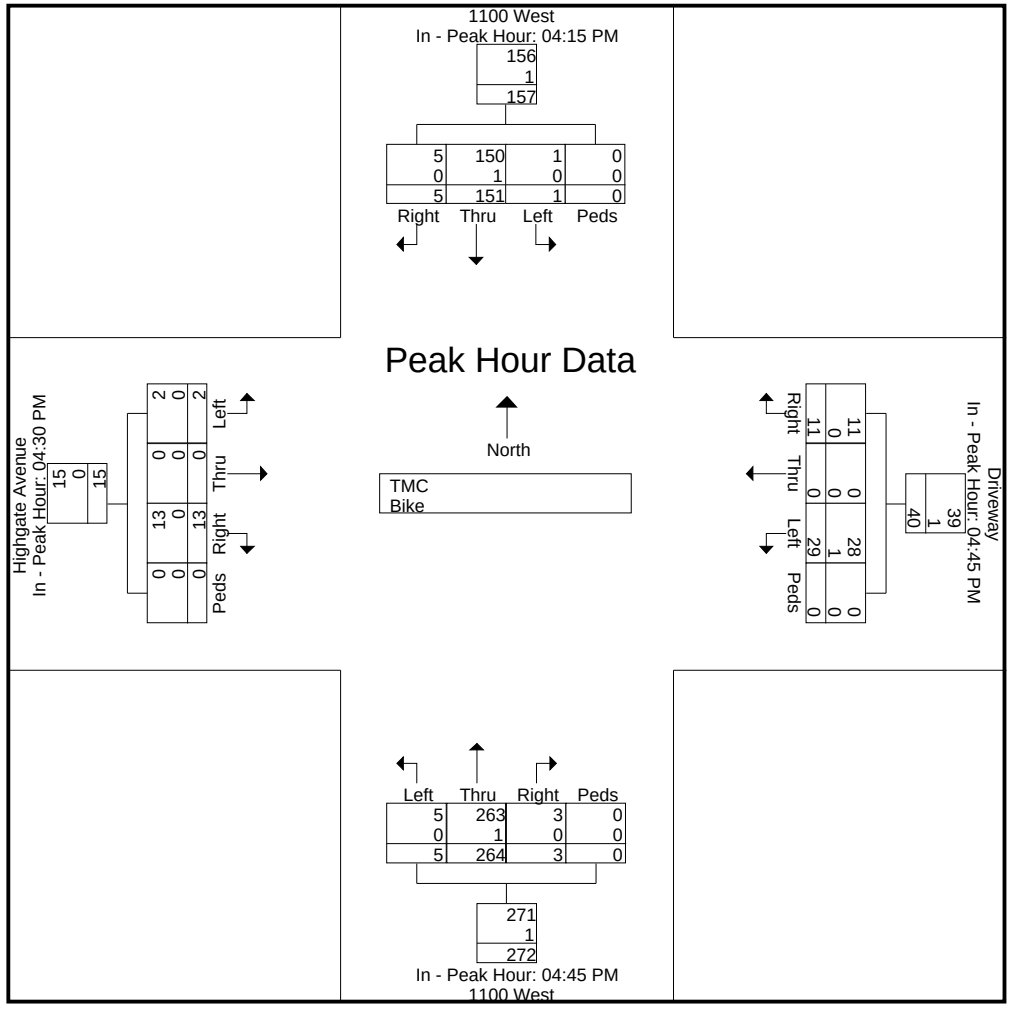
	1100 West From North					Driveway From East					1100 West From South					Highgate Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:45 PM					04:45 PM					04:30 PM					
+0 mins.	1	37	**1**	0	39	**8**	0	8	0	**16**	0	62	1	0	63	2	0	0	0	2	
+15 mins.	**2**	35	0	0	37	2	0	**10**	0	12	1	**75**	**2**	0	**78**	3	0	0	0	3	
+30 mins.	1	**43**	0	0	**44**	0	0	4	0	4	0	68	1	0	69	2	0	0	0	2	
+45 mins.	1	36	0	0	37	1	0	7	0	8	**2**	59	1	0	62	**6**	0	**2**	0	**8**	
Total Volume	5	151	1	0	157	11	0	29	0	40	3	264	5	0	272	13	0	2	0	15	
% App. Total	3.2	96.2	0.6	0		27.5	0	72.5	0		1.1	97.1	1.8	0		86.7	0	13.3	0		
PHF	.625	.878	.250	.000	.892	.344	.000	.725	.000	.625	.375	.880	.625	.000	.872	.542	.000	.250	.000	.469	
TMC	5	150	1	0	156	11	0	28	0	39	3	263	5	0	271	13	0	2	0	15	
% TMC	100	99.3	100	0	99.4	100	0	96.6	0	97.5	100	99.6	100	0	99.6	100	0	100	0	100	
Bike	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	
% Bike	0	0.7	0	0	0.6	0	0	3.4	0	2.5	0	0.4	0	0	0.4	0	0	0	0	0	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

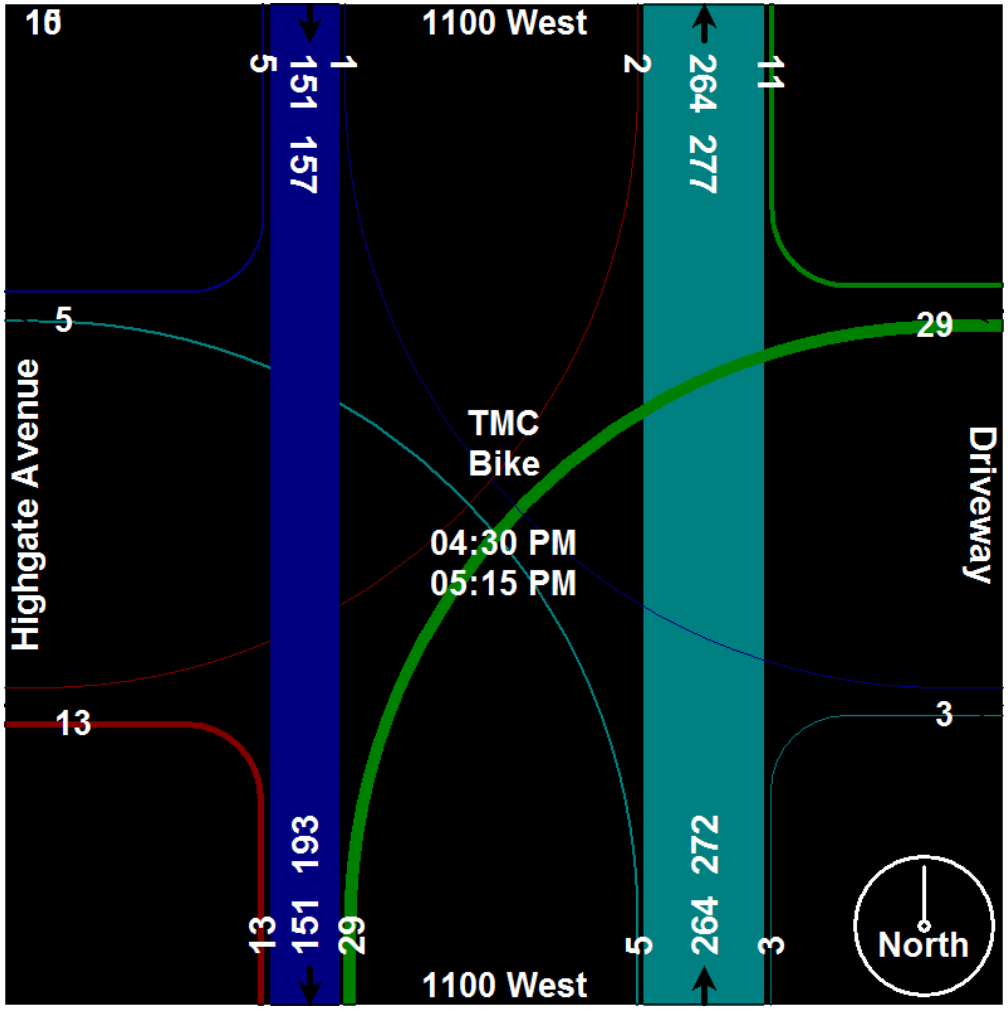


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Highgate Ave and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike - turn

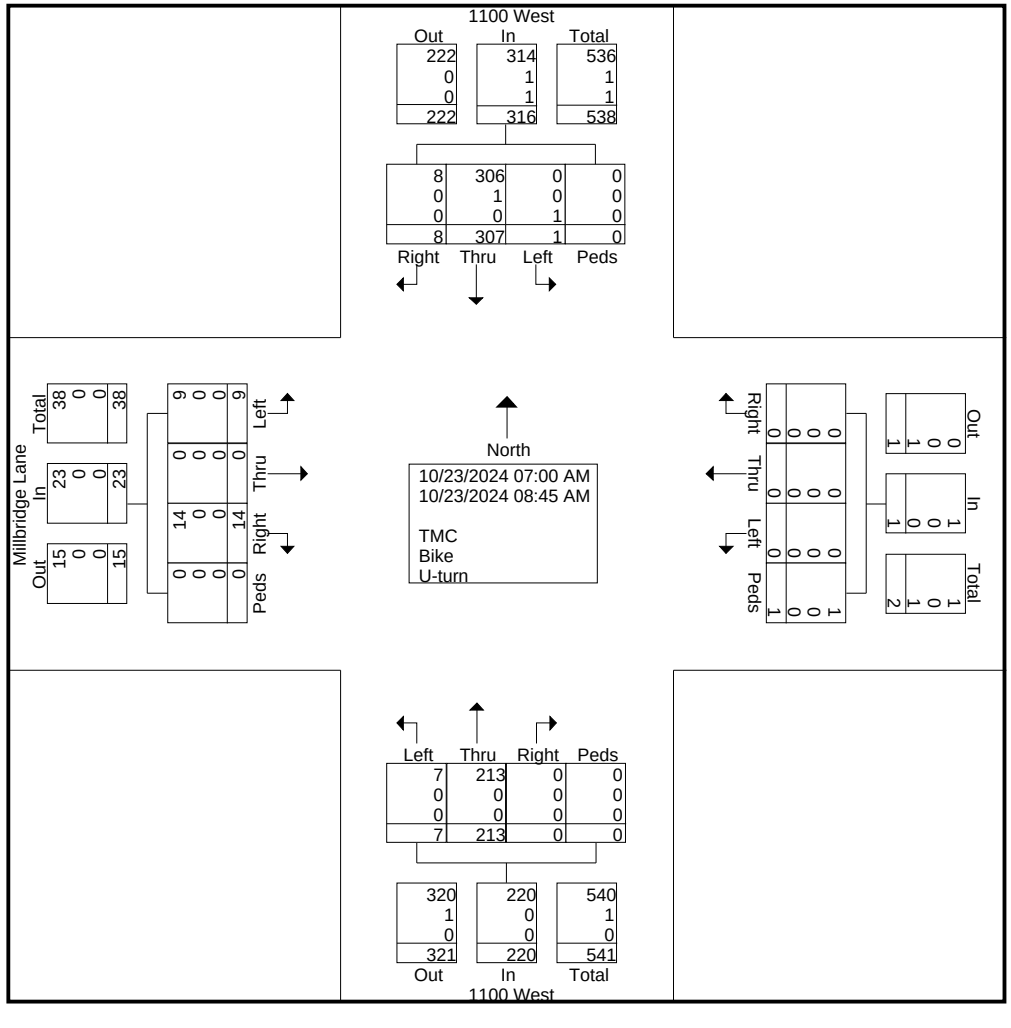
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	34	0	0	34	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	48
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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024

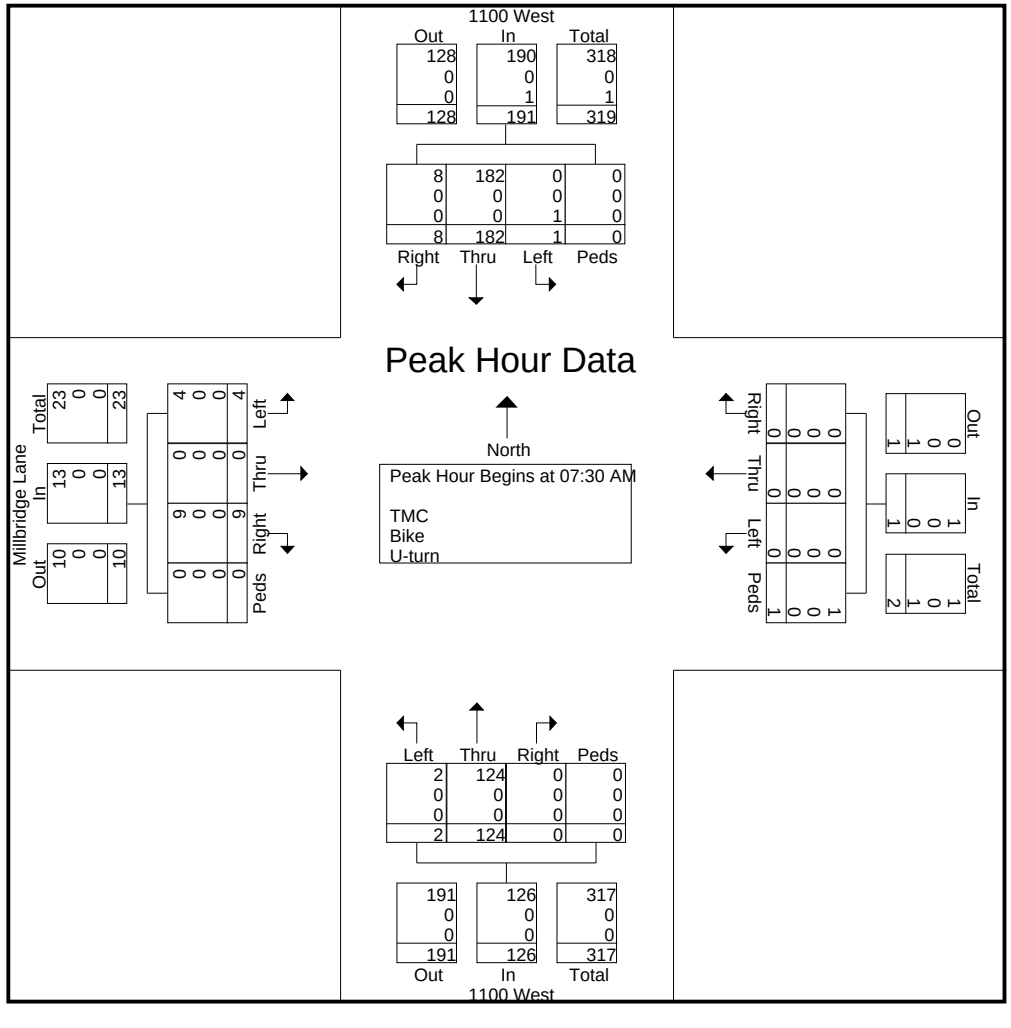
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

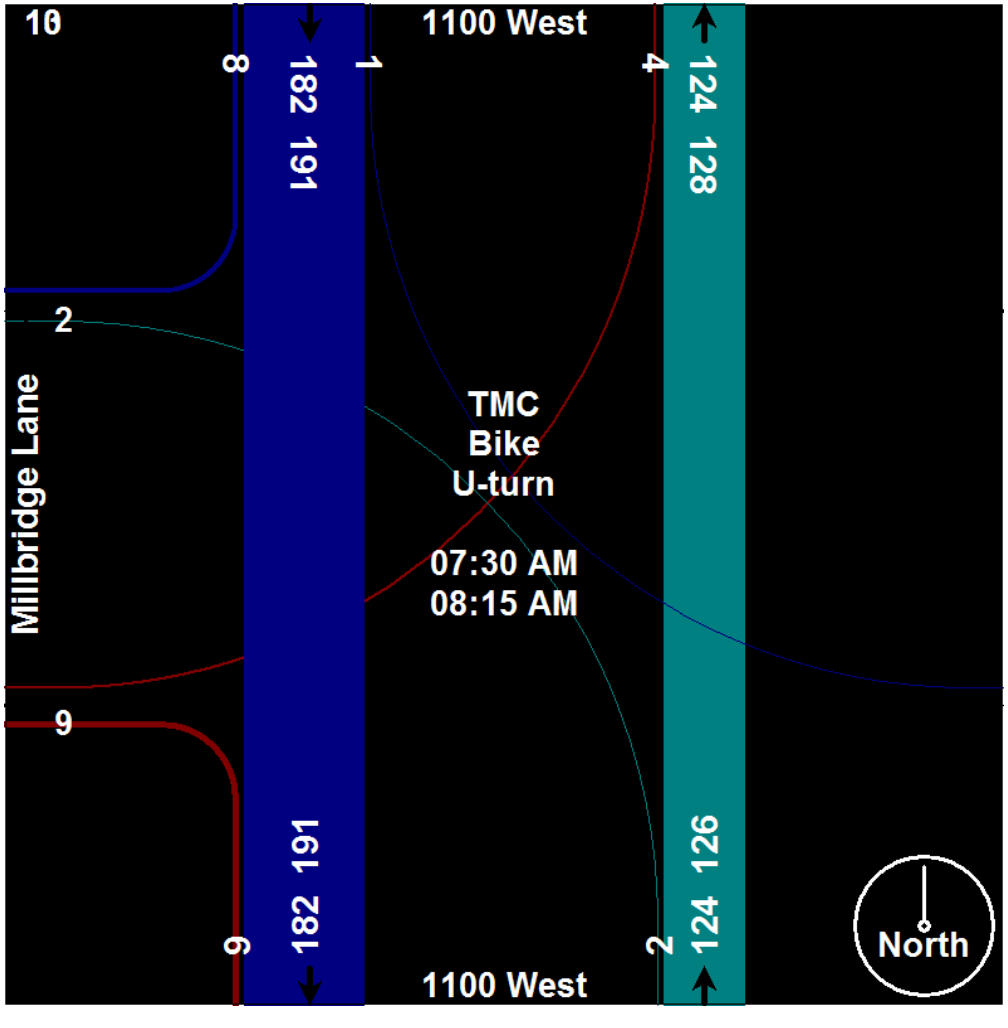


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024

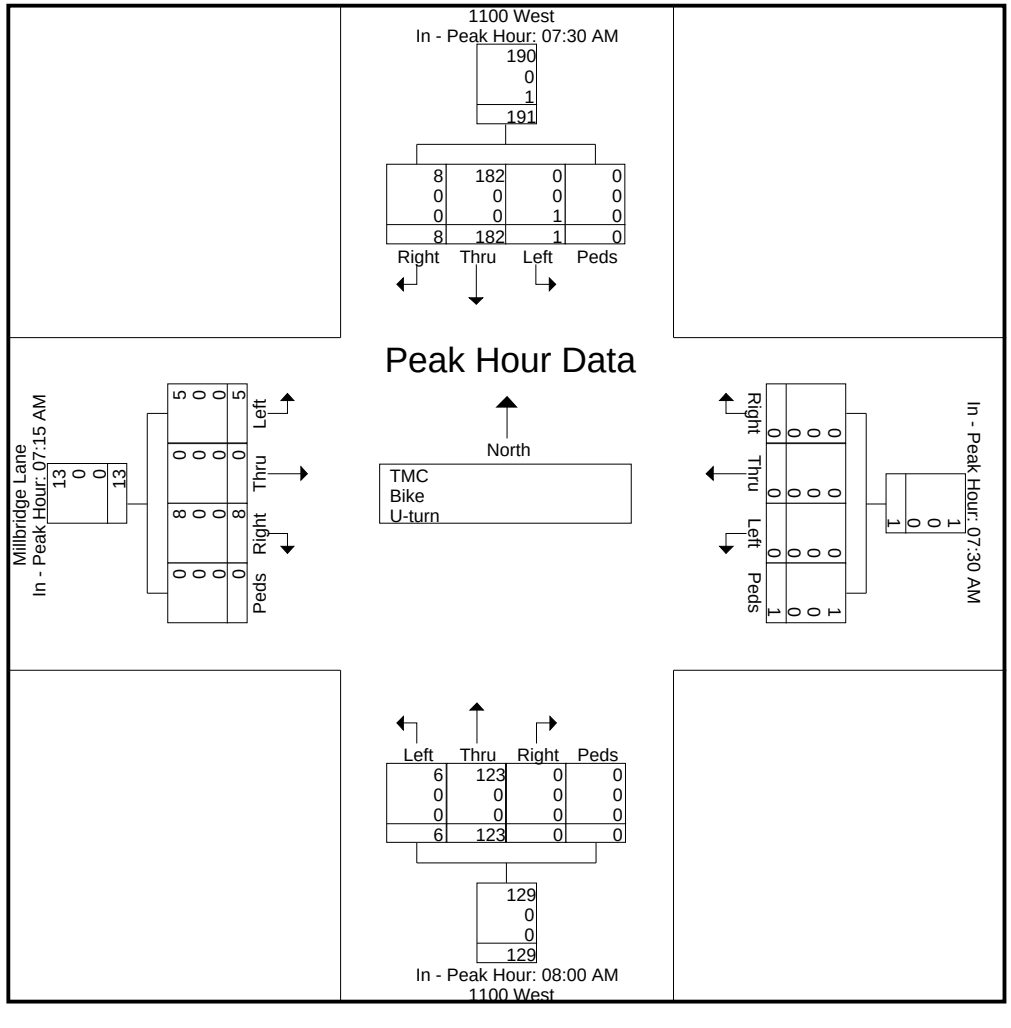
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

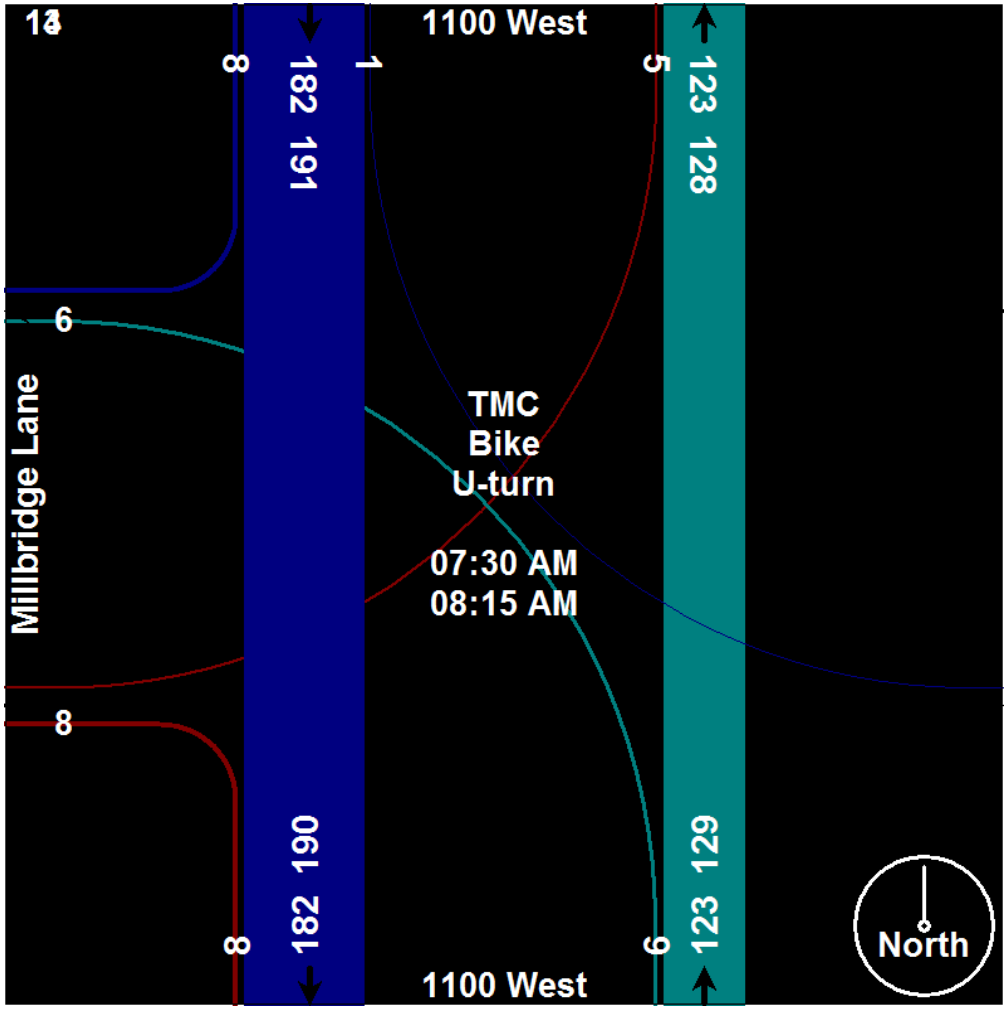


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

Groups Printed- TMC - Bike

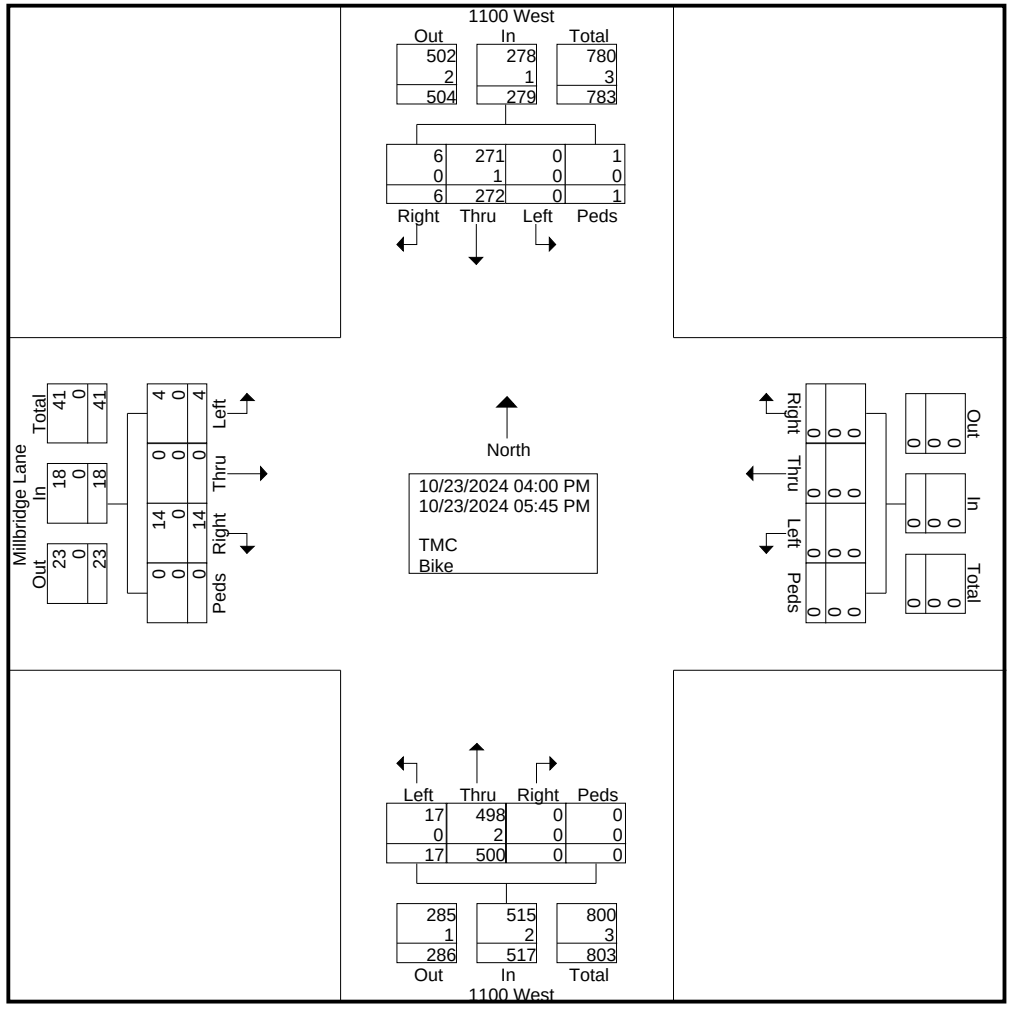
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	31	0	1	34	0	0	0	0	0	0	54	2	0	56	3	0	0	0	3	93
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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024

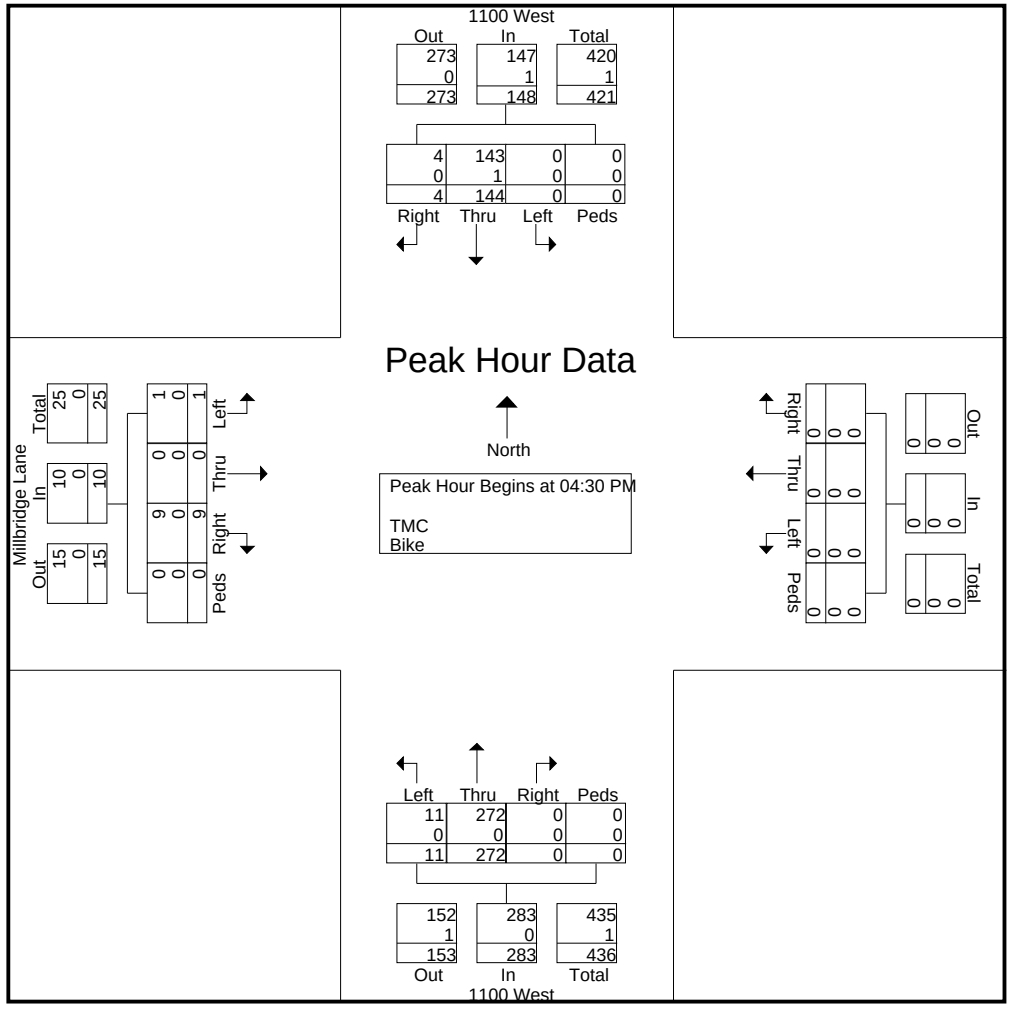
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

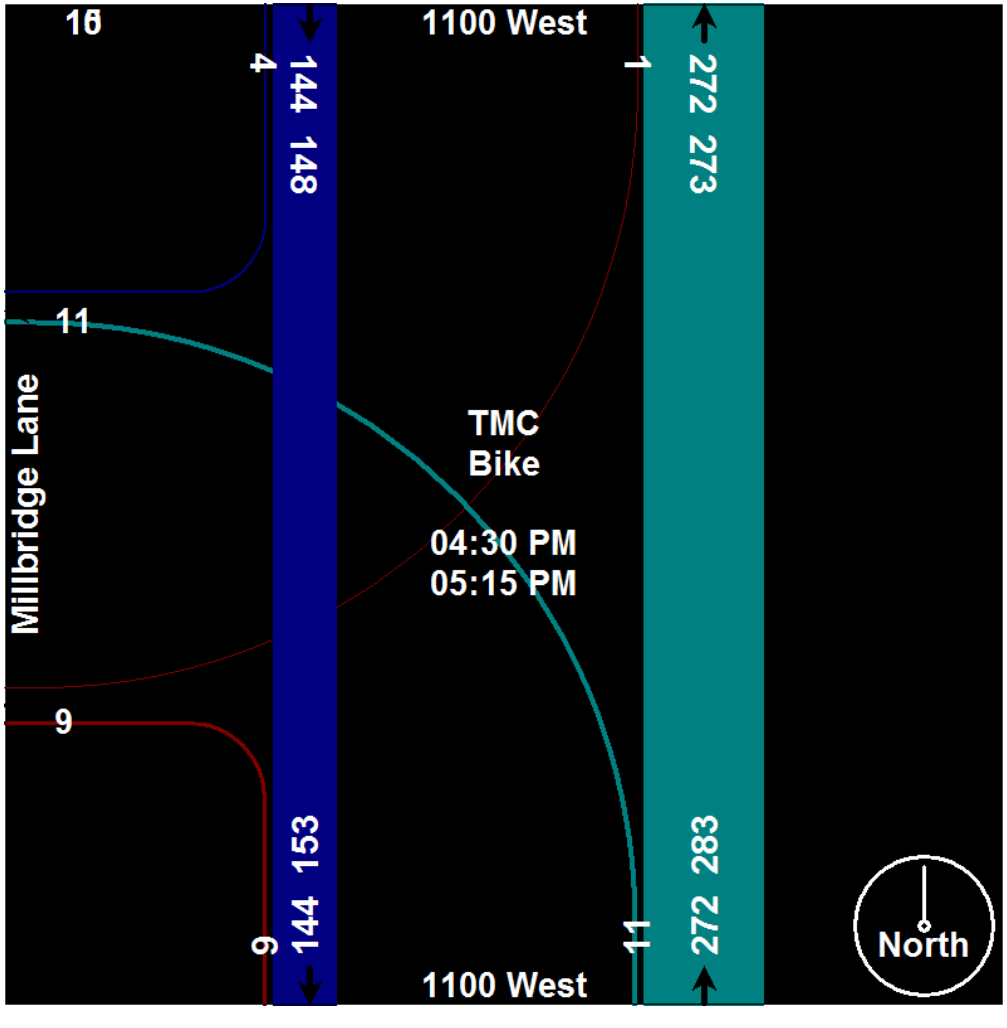


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024

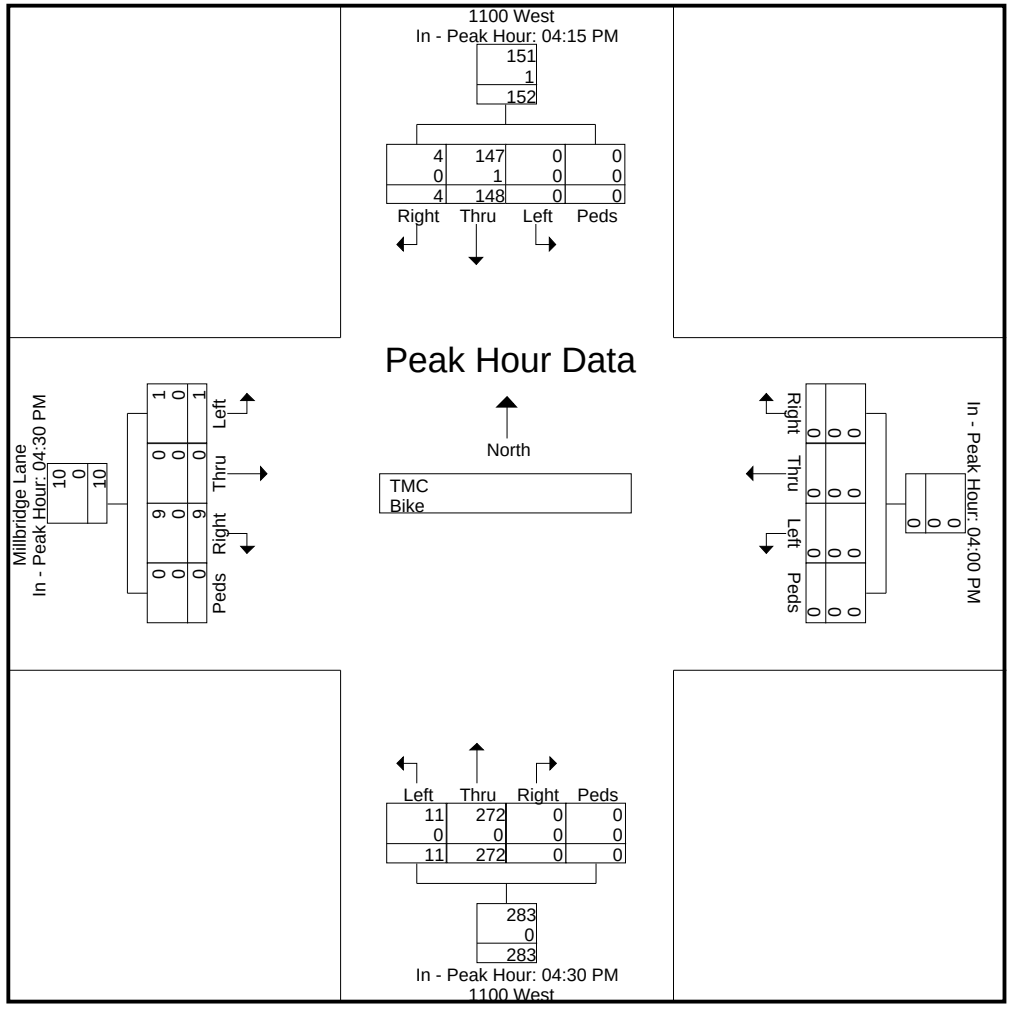
	1100 West From North					From East					1100 West From South					Millbridge Lane From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 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	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

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

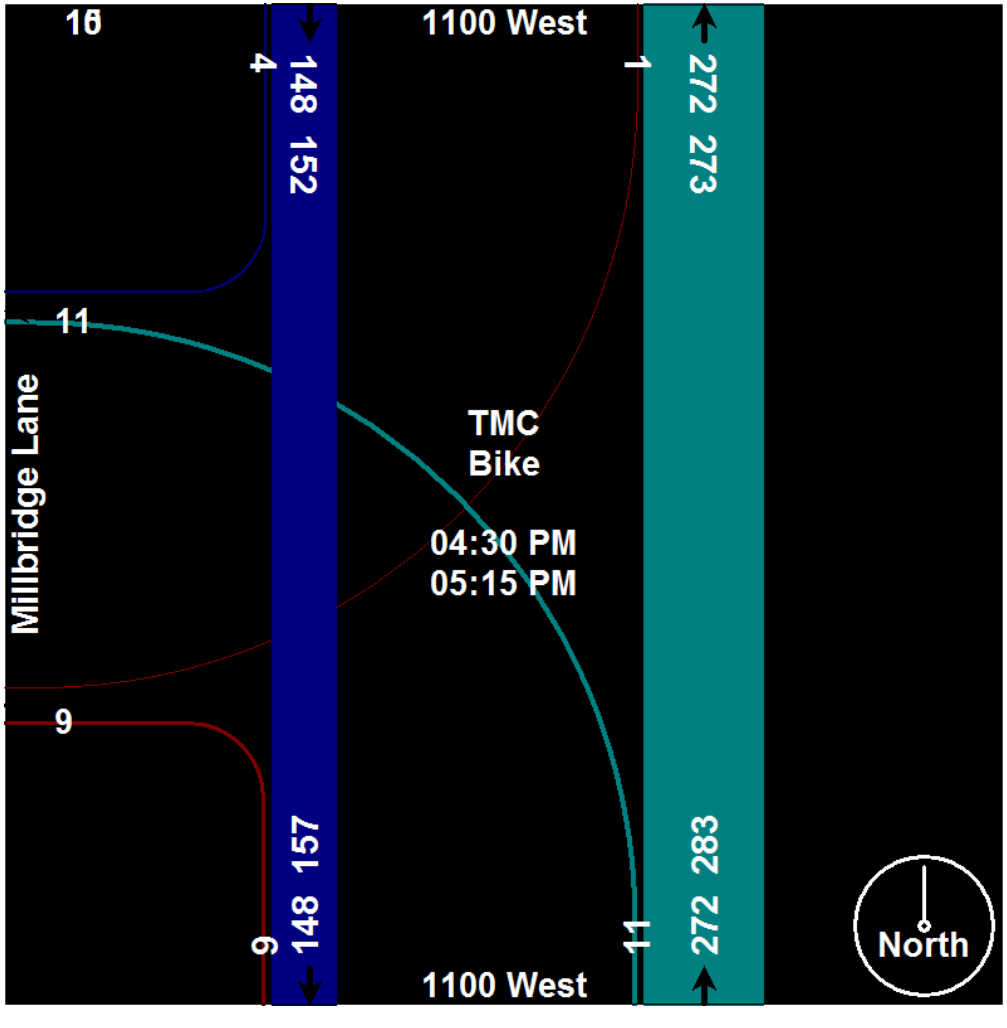


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Millbridge Lane and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

Groups Printed- TMC - Bike

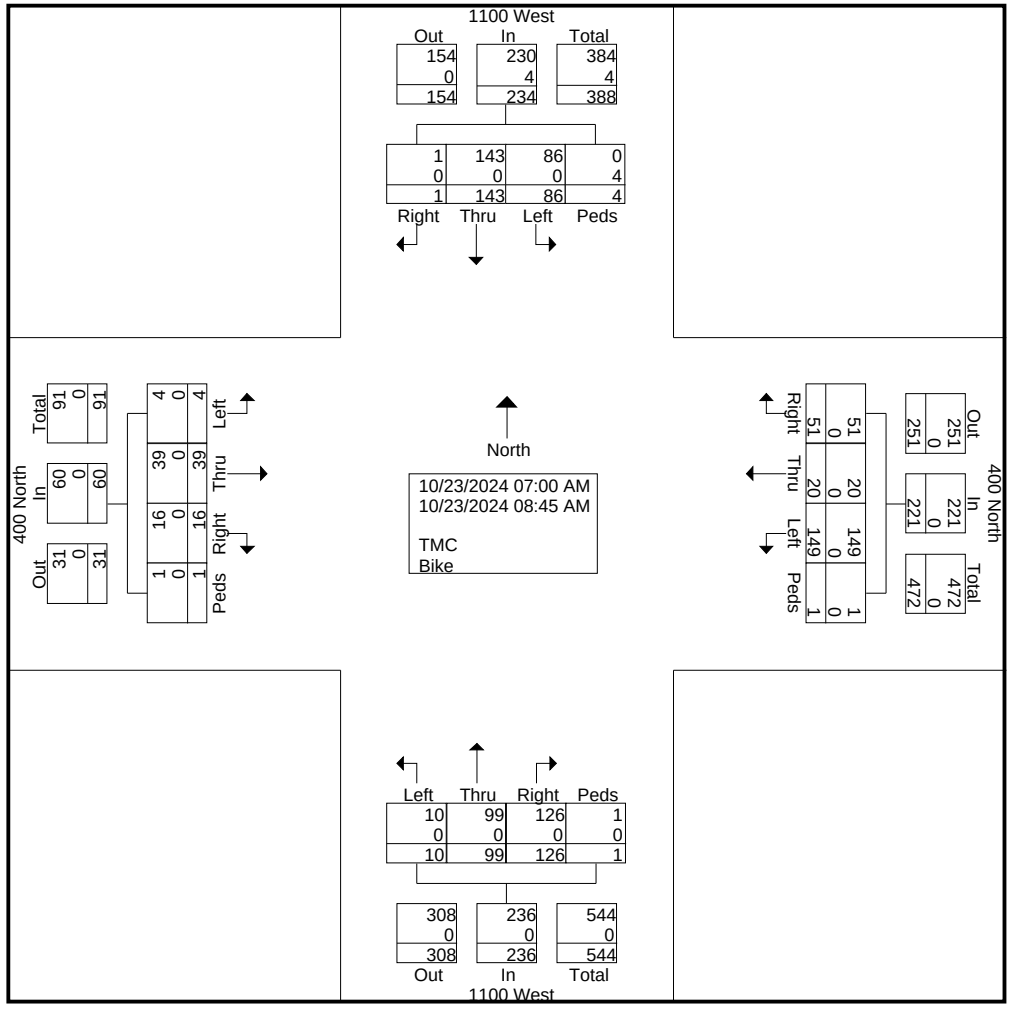
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	18	2	0	20	4	2	12	0	18	7	6	1	0	14	2	1	0	0	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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

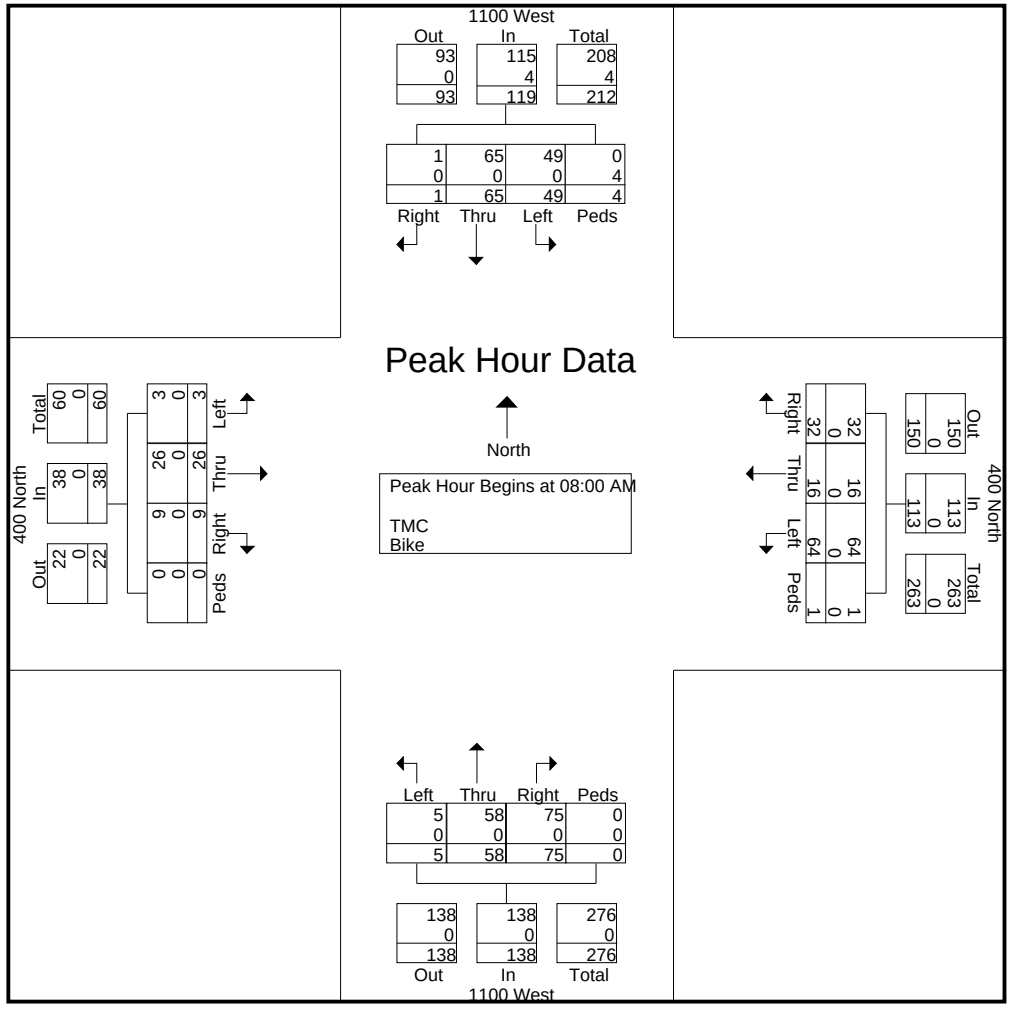
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

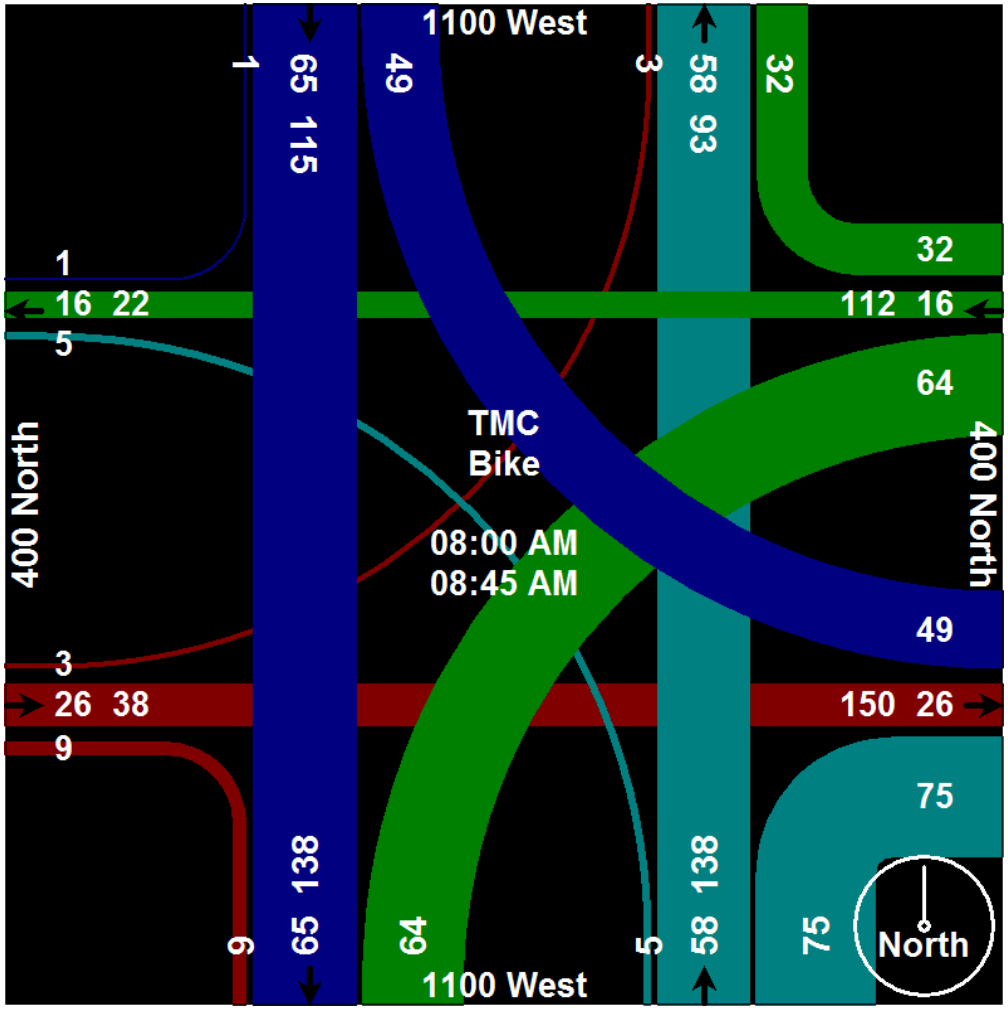


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 5



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024

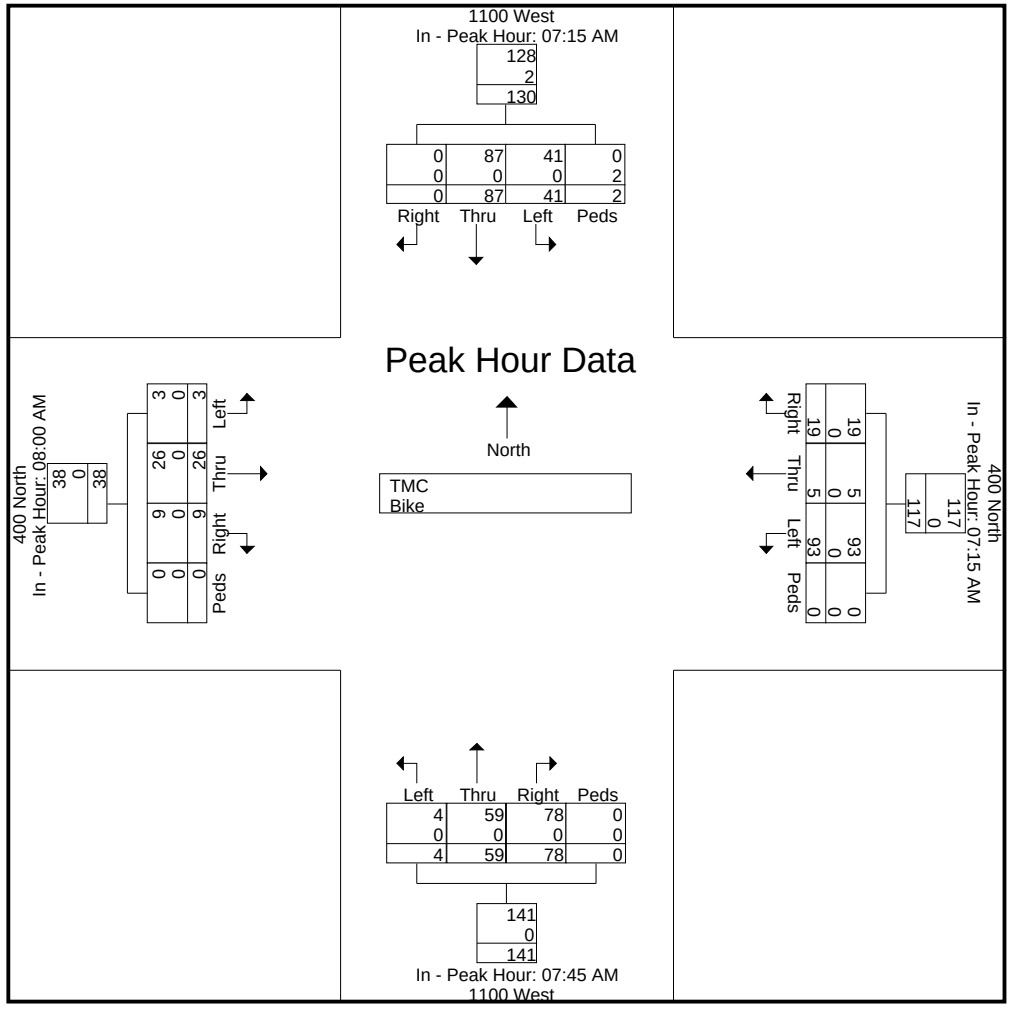
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

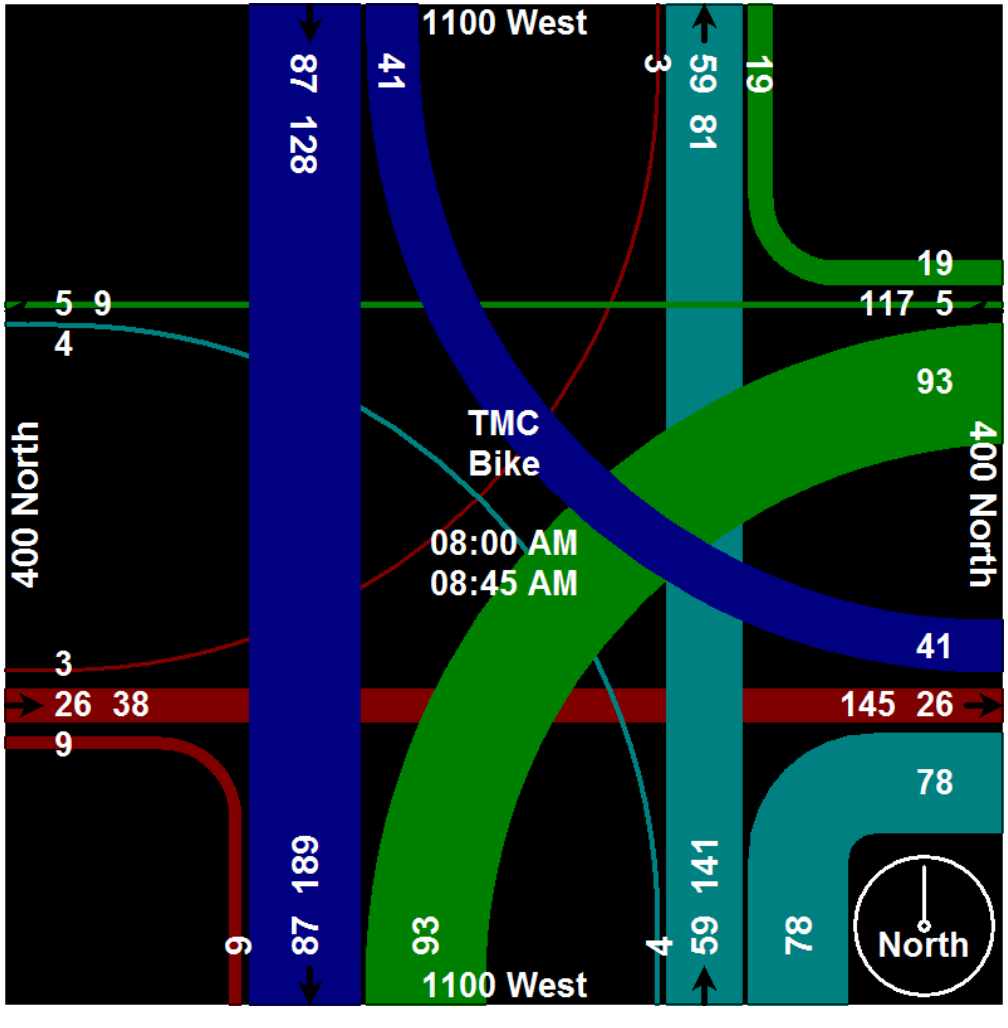


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West AM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 1

Groups Printed- TMC - Bike

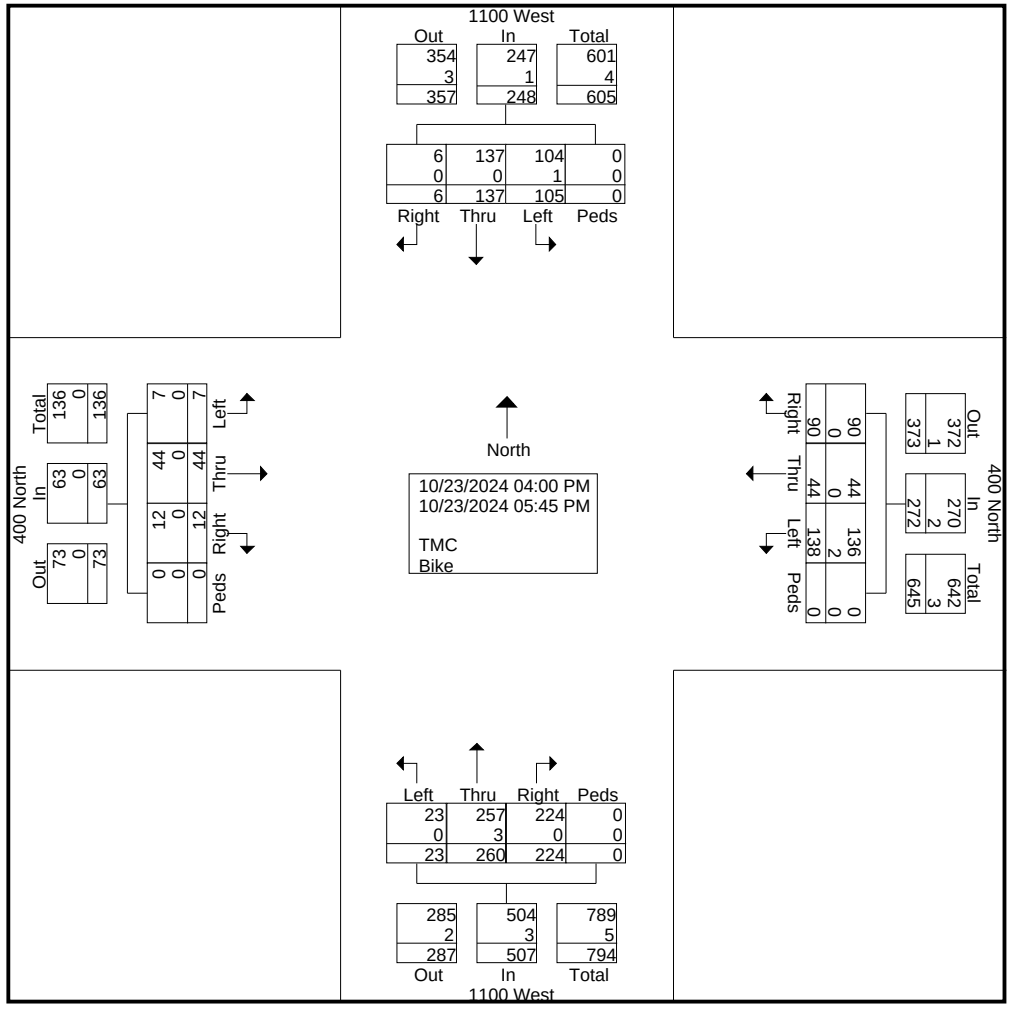
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	19	15	0	35	8	4	13	0	25	21	28	2	0	51	0	5	0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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 2



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 3

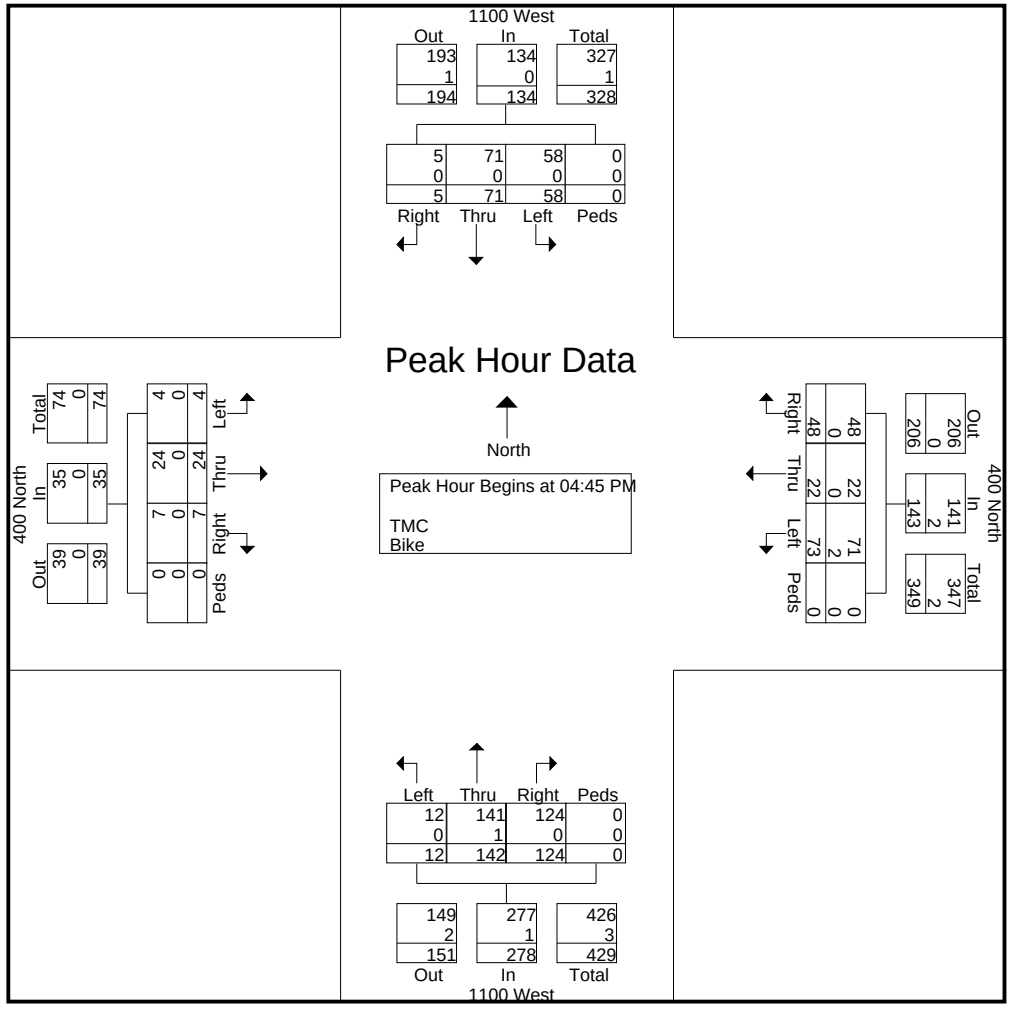
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak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

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 4

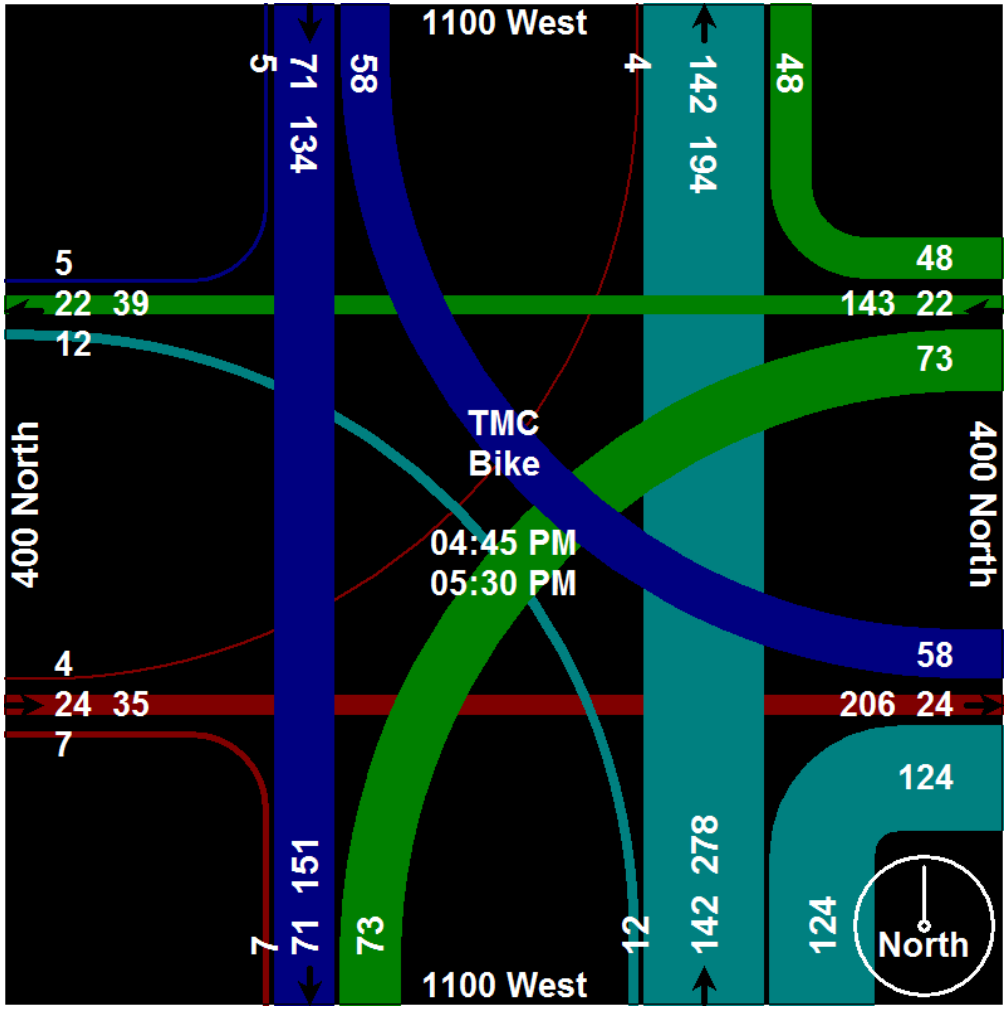


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024



Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024

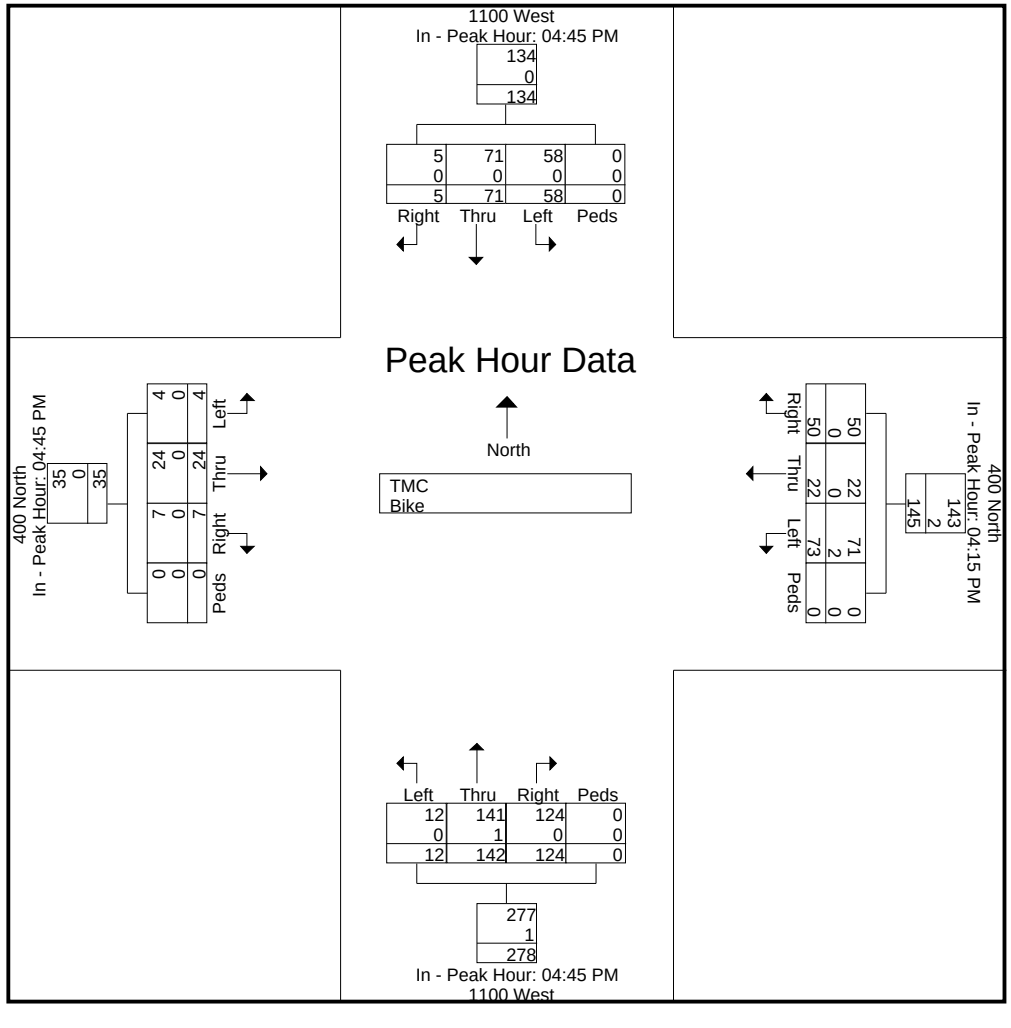
	1100 West From North					400 North From East					1100 West From South					400 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:15 PM					04:45 PM					04:45 PM					
+0 mins.	**2**	**22**	**17**	0	**41**	16	4	17	0	37	**39**	29	3	0	71	**3**	7	1	0	**11**	
+15 mins.	1	21	12	0	34	7	5	16	0	28	29	**44**	2	0	**75**	1	2	1	0	4	
+30 mins.	2	14	12	0	28	**17**	**7**	19	0	**43**	35	32	**4**	0	71	1	7	**2**	0	10	
+45 mins.	0	14	17	0	31	10	6	**21**	0	37	21	37	3	0	61	2	**8**	0	0	10	
Total Volume	5	71	58	0	134	50	22	73	0	145	124	142	12	0	278	7	24	4	0	35	
% App. Total	3.7	53	43.3	0		34.5	15.2	50.3	0		44.6	51.1	4.3	0		20	68.6	11.4	0		
PHF	.625	.807	.853	.000	.817	.735	.786	.869	.000	.843	.795	.807	.750	.000	.927	.583	.750	.500	.000	.795	
TMC	5	71	58	0	134	50	22	71	0	143	124	141	12	0	277	7	24	4	0	35	
% TMC	100	100	100	0	100	100	100	97.3	0	98.6	100	99.3	100	0	99.6	100	100	100	0	100	
Bike	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	
% Bike	0	0	0	0	0	0	0	2.7	0	1.4	0	0.7	0	0	0.4	0	0	0	0	0	

Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 400 North and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 7

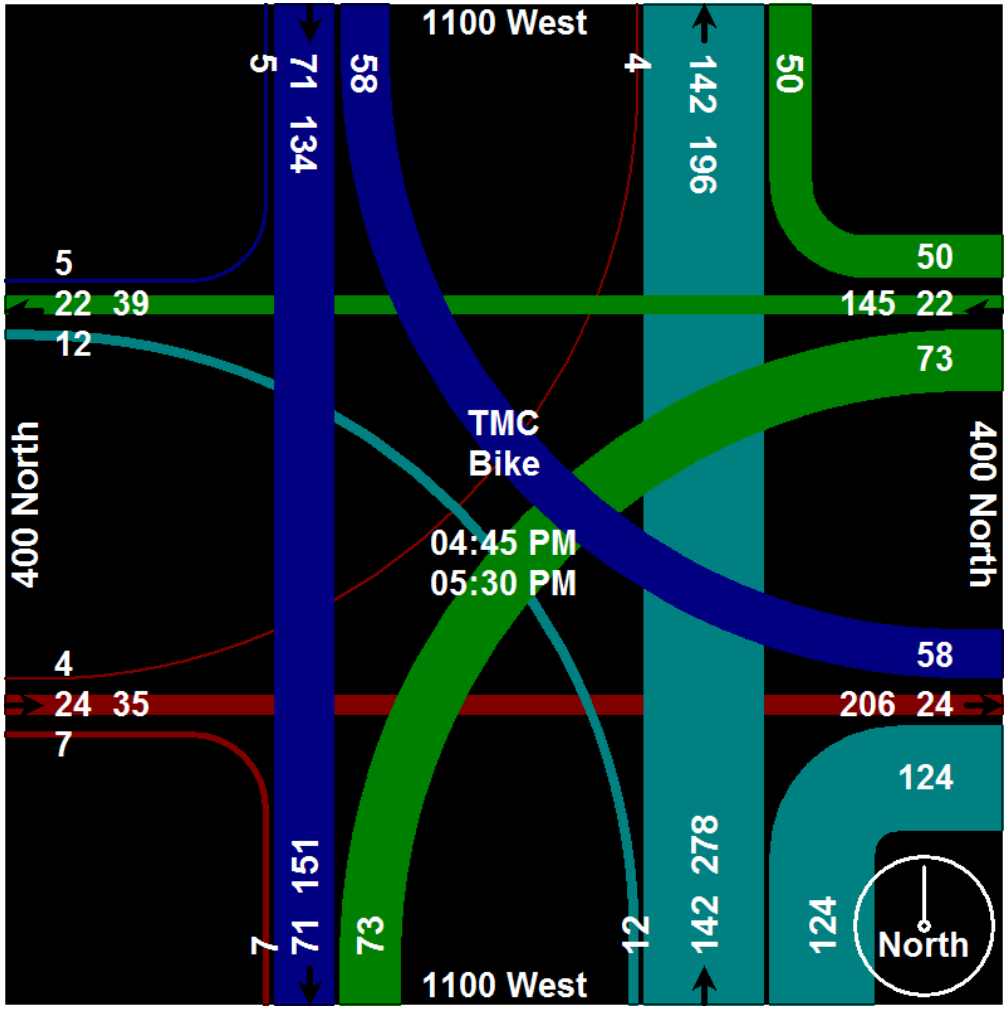


Elite Traffic Data Collection, LLC

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

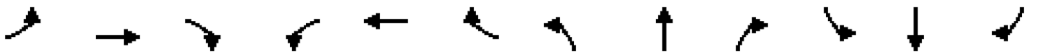
File Name : 400 North and 1100 West PM
Site Code : 00000000
Start Date : 10/23/2024
Page No : 8



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	-	-

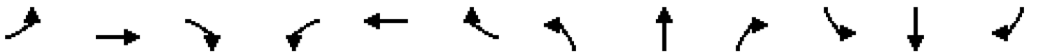
Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

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

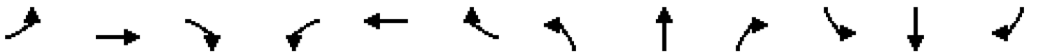
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	24	7	71	22	48	12	141	124	58	71	5
Future Vol, veh/h	4	24	7	71	22	48	12	141	124	58	71	5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	3	3	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	176	39	0	0	0	0	693	0	14
Future Volume (veh/h)	0	18	9	176	39	0	0	0	0	693	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	223	49	0				877	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	373	16	423	392	0				994	0	884
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.56	0.00	0.56
Sat Flow, veh/h	0	1765	77	1373	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	24	223	49	0				877	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	0.5	7.6	1.0	0.0				21.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	0.5	8.1	1.0	0.0				21.1	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	389	423	392	0				994	0	884
V/C Ratio(X)	0.00	0.00	0.06	0.53	0.12	0.00				0.88	0.00	0.01
Avail Cap(c_a), veh/h	0	0	969	855	976	0				2313	0	2058
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	15.5	18.7	15.7	0.0				9.3	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	0.2	2.2	0.4	0.0				5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	15.5	19.1	15.7	0.0				10.4	0.0	4.7
LnGrp LOS			B	B	B					B		A
Approach Vol, veh/h		24			272						885	
Approach Delay, s/veh		15.5			18.5						10.3	
Approach LOS		B			B						B	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	15.7				15.7		33.4					
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	2.5				10.1		23.1					
Green Ext Time (p_c), s	0.0				0.2		4.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		12.3										
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	704	0	0	205	341	10	0	271	0	0	0
Future Vol, veh/h	7	704	0	0	205	341	10	0	271	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	782	0	0	228	379	11	0	301	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	228	0	-	-	-	0	1027	1026	-
Stage 1	-	-	-	-	-	-	798	798	-
Stage 2	-	-	-	-	-	-	229	228	-
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	1335	-	0	0	-	0	259	234	0
Stage 1	-	-	0	0	-	0	442	397	0
Stage 2	-	-	0	0	-	0	807	714	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1335	-	-	-	-	-	257	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	0	-
Stage 1	-	-	-	-	-	-	439	0	-
Stage 2	-	-	-	-	-	-	806	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.08	0	19.64
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	257	-	1335	-	-
HCM Lane V/C Ratio	0.043	-	0.006	-	-
HCM Control Delay (s/veh)	19.6	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)	274	107	594	183	117	216	387	55	204	24	22	42
Future Volume (veh/h)	274	107	594	183	117	216	387	55	204	24	22	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	301	118	42	201	129	206	425	60	87	26	24	-134
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	368	1049	468	558	1596	712	797	615	521	43	199	169
Arrive On Green	0.30	0.30	0.30	0.09	0.45	0.45	0.23	0.33	0.33	0.02	0.11	0.00
Sat Flow, veh/h	1037	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	301	118	42	201	129	206	425	60	87	26	24	-134
Grp Sat Flow(s),veh/h/ln	1037	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	34.5	2.9	2.3	9.1	2.5	9.9	13.0	2.7	4.7	1.7	1.4	0.0
Cycle Q Clear(g_c), s	34.5	2.9	2.3	9.1	2.5	9.9	13.0	2.7	4.7	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	368	1049	468	558	1596	712	797	615	521	43	199	169
V/C Ratio(X)	0.82	0.11	0.09	0.36	0.08	0.29	0.53	0.10	0.17	0.61	0.12	-0.79
Avail Cap(c_a), veh/h	368	1049	468	652	1783	795	797	615	521	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	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.7	30.6	30.4	23.9	18.7	20.7	40.4	27.7	28.4	58.0	48.4	0.0
Incr Delay (d2), s/veh	12.5	0.0	0.0	0.1	0.0	0.1	0.4	0.3	0.7	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	1.2	0.9	3.6	1.0	3.4	5.3	1.2	1.8	0.8	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.3	30.7	30.5	24.0	18.7	20.8	40.7	28.0	29.1	63.1	48.5	0.0
LnGrp LOS	D	C	C	C	B	C	D	C	C	E	D	
Approach Vol, veh/h		461			536			572			-84	
Approach Delay, s/veh		46.0			21.5			37.6			0.0	
Approach LOS		D			C			D			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	62.6	8.4	49.0	18.6	44.0	35.3	22.1
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	11.9	3.7	6.7	11.1	36.5	15.0	3.4
Green Ext Time (p_c), s	0.7	0.0	0.2	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.5
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)	58	219	26	121	320	23	86	73	124	23	80	131
Future Volume (veh/h)	58	219	26	121	320	23	86	73	124	23	80	131
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	69	261	0	144	381	1	102	87	62	27	95	95
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	539	1460	651	606	1460	637	371	242	172	406	205	205
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	993	3526	1572	1109	3526	1538	1183	1001	714	1228	851	851
Grp Volume(v), veh/h	69	261	0	144	381	1	102	0	149	27	0	190
Grp Sat Flow(s),veh/h/ln	993	1763	1572	1109	1763	1538	1183	0	1715	1228	0	1701
Q Serve(g_s), s	1.8	1.7	0.0	3.4	2.6	0.0	2.9	0.0	2.6	0.7	0.0	3.5
Cycle Q Clear(g_c), s	4.4	1.7	0.0	5.1	2.6	0.0	6.4	0.0	2.6	3.3	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.50
Lane Grp Cap(c), veh/h	539	1460	651	606	1460	637	371	0	414	406	0	411
V/C Ratio(X)	0.13	0.18	0.00	0.24	0.26	0.00	0.27	0.00	0.36	0.07	0.00	0.46
Avail Cap(c_a), veh/h	1222	3886	1733	1368	3886	1695	1357	0	1843	1429	0	1828
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	8.4	6.7	0.0	8.3	7.0	6.2	14.5	0.0	11.4	12.8	0.0	11.8
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	0.2	0.3	0.0	0.4	0.5	0.0	0.7	0.0	0.8	0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.5	6.7	0.0	8.4	7.0	6.2	14.6	0.0	11.6	12.8	0.0	12.1
LnGrp LOS	A	A		A	A	A	B		B	B		B
Approach Vol, veh/h		330			526			251			217	
Approach Delay, s/veh		7.1			7.4			12.8			12.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.5	14.8	21.5	14.8
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	7.1	8.4	6.4	5.5
Green Ext Time (p_c), s	1.2	0.5	1.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
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	-

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	129	6	3	210	2
Future Vol, veh/h	1	0	6	9	0	2	8	129	6	3	210	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	145	7	3	236	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	407	413	237	409	411	148	238	0	0	152	0	0
Stage 1	244	244	-	166	166	-	-	-	-	-	-	-
Stage 2	163	170	-	243	245	-	-	-	-	-	-	-
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	553	527	799	551	529	896	1323	-	-	1423	-	-
Stage 1	758	702	-	833	759	-	-	-	-	-	-	-
Stage 2	837	756	-	759	702	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	546	522	799	541	524	896	1323	-	-	1423	-	-
Mov Cap-2 Maneuver	546	522	-	541	524	-	-	-	-	-	-	-
Stage 1	756	700	-	827	753	-	-	-	-	-	-	-
Stage 2	828	751	-	750	700	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.85	11.31	0.43	0.11
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	100	-	-	750	583	25	-	-
HCM Lane V/C Ratio	0.007	-	-	0.01	0.021	0.002	-	-
HCM Control Delay (s/veh)	7.7	0	-	9.9	11.3	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	128	207	8
Future Vol, veh/h	4	9	2	128	207	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	278	450	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	746	459	467	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	287	-	-	-	-	-
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	380	600	1089	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	378	600	1089	-	-	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.5	0.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	28	-	508	-	-
HCM Lane V/C Ratio	0.004	-	0.056	-	-
HCM Control Delay (s/veh)	8.3	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

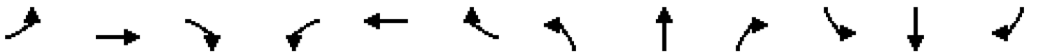
Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	17	7	120	7	13	3	57	75	35	87	0
Future Vol, veh/h	3	17	7	120	7	13	3	57	75	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	143	8	15	4	68	89	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	8.4	10	8.9	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	43%	0%	71%	0%	35%	0%	100%
Vol Right, %	0%	57%	0%	29%	0%	65%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	132	3	24	120	20	35	87
LT Vol	3	0	3	0	120	0	35	0
Through Vol	0	57	0	17	0	7	0	87
RT Vol	0	75	0	7	0	13	0	0
Lane Flow Rate	4	157	4	29	143	24	42	104
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.006	0.212	0.006	0.042	0.232	0.032	0.067	0.151
Departure Headway (Hd)	5.768	4.866	6.02	5.311	5.846	4.886	5.766	5.263
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	620	737	592	671	613	730	621	680
Service Time	3.505	2.602	3.778	3.068	3.593	2.632	3.504	3.001
HCM Lane V/C Ratio	0.006	0.213	0.007	0.043	0.233	0.033	0.068	0.153
HCM Control Delay, s/veh	8.5	8.9	8.8	8.3	10.4	7.8	8.9	8.9
HCM Lane LOS	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0	0.8	0	0.1	0.9	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	265	49	0	0	0	0	318	1	14
Future Volume (veh/h)	0	61	26	265	49	0	0	0	0	318	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	335	62	0				403	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	551	79	632	644	0				540	1	482
Arrive On Green	0.00	0.35	0.35	0.35	0.35	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	1588	227	1297	1856	0				1763	4	1572
Grp Volume(v), veh/h	0	0	88	335	62	0				404	0	4
Grp Sat Flow(s),veh/h/ln	0	0	1814	1297	1856	0				1767	0	1572
Q Serve(g_s), s	0.0	0.0	1.1	7.7	0.7	0.0				6.6	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	1.1	8.7	0.7	0.0				6.6	0.0	0.1
Prop In Lane	0.00		0.12	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	630	632	644	0				542	0	482
V/C Ratio(X)	0.00	0.00	0.14	0.53	0.10	0.00				0.75	0.00	0.01
Avail Cap(c_a), veh/h	0	0	2764	2158	2827	0				2273	0	2023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	7.2	10.2	7.1	0.0				10.0	0.0	7.7
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				1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	7.2	10.4	7.1	0.0				10.8	0.0	7.7
LnGrp LOS			A	B	A					B		A
Approach Vol, veh/h		88			397						408	
Approach Delay, s/veh		7.2			9.9						10.7	
Approach LOS		A			A						B	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	16.4				16.4		15.6					
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	3.1				10.7		8.6					
Green Ext Time (p_c), s	0.2				0.4		1.5					

Intersection Summary												
HCM 7th Control Delay, s/veh		10.0										
HCM 7th LOS		B										

Intersection	
Int Delay, s/veh	0.8

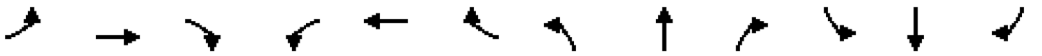
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	356	0	0	292	698	22	2	213	0	0	0
Future Vol, veh/h	23	356	0	0	292	698	22	2	213	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	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	396	0	0	324	776	24	2	237	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	324	0	-	-	-	0	772	771	-
Stage 1	-	-	-	-	-	-	447	447	-
Stage 2	-	-	-	-	-	-	325	324	-
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	1230	-	0	0	-	0	366	329	0
Stage 1	-	-	0	0	-	0	642	572	0
Stage 2	-	-	0	0	-	0	730	648	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1230	-	-	-	-	-	358	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	0	-
Stage 1	-	-	-	-	-	-	629	0	-
Stage 2	-	-	-	-	-	-	729	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.48	0	15.85
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	358	-	1230	-	-
HCM Lane V/C Ratio	0.074	-	0.021	-	-
HCM Control Delay (s/veh)	15.8	0	8	-	-
HCM Lane LOS	C	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)	69	163	337	242	147	55	597	38	330	195	54	246
Future Volume (veh/h)	69	163	337	242	147	55	597	38	330	195	54	246
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	76	179	28	266	162	4	656	42	131	214	59	124
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	211	441	197	405	1164	519	1029	636	539	240	301	255
Arrive On Green	0.12	0.12	0.12	0.14	0.33	0.33	0.30	0.34	0.34	0.14	0.16	0.16
Sat Flow, veh/h	1210	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	76	179	28	266	162	4	656	42	131	214	59	124
Grp Sat Flow(s),veh/h/ln	1210	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	7.0	5.6	1.9	15.2	3.9	0.2	19.9	1.8	7.2	14.3	3.3	8.6
Cycle Q Clear(g_c), s	7.0	5.6	1.9	15.2	3.9	0.2	19.9	1.8	7.2	14.3	3.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	441	197	405	1164	519	1029	636	539	240	301	255
V/C Ratio(X)	0.36	0.41	0.14	0.66	0.14	0.01	0.64	0.07	0.24	0.89	0.20	0.49
Avail Cap(c_a), veh/h	380	931	415	410	1666	743	1029	636	539	243	301	255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	48.4	46.8	36.4	28.2	27.0	36.3	26.5	28.3	51.0	43.5	45.7
Incr Delay (d2), s/veh	0.4	0.2	0.1	2.9	0.0	0.0	1.0	0.2	1.1	30.0	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	2.1	2.4	0.7	6.6	1.6	0.1	8.1	0.8	2.7	8.1	1.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	48.6	46.9	39.3	28.2	27.0	37.4	26.7	29.4	81.0	43.6	46.3
LnGrp LOS	D	D	D	D	C	C	D	C	C	F	D	D
Approach Vol, veh/h		283			432			829			397	
Approach Delay, s/veh		48.7			35.0			35.6			64.6	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	47.9	21.8	50.3	24.6	23.3	43.4	28.7
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	16.3	9.2	17.2	9.0	21.9	10.6
Green Ext Time (p_c), s	0.5	0.0	0.2	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	43.3
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)	161	462	73	117	301	29	64	115	115	36	78	79
Future Volume (veh/h)	161	462	73	117	301	29	64	115	115	36	78	79
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		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	192	550	54	139	358	-9	76	137	92	43	93	52
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	573	1500	668	462	1500	669	388	227	152	319	246	138
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1023	3526	1571	809	3526	1572	1232	1029	691	1142	1117	625
Grp Volume(v), veh/h	192	550	54	139	358	-9	76	0	229	43	0	145
Grp Sat Flow(s),veh/h/ln	1023	1763	1571	809	1763	1572	1232	0	1719	1142	0	1742
Q Serve(g_s), s	5.2	3.8	0.7	5.0	2.3	0.0	2.0	0.0	4.2	1.2	0.0	2.5
Cycle Q Clear(g_c), s	7.5	3.8	0.7	8.7	2.3	0.0	4.5	0.0	4.2	5.5	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.36
Lane Grp Cap(c), veh/h	573	1500	668	462	1500	669	388	0	379	319	0	384
V/C Ratio(X)	0.34	0.37	0.08	0.30	0.24	-0.01	0.20	0.00	0.60	0.13	0.00	0.38
Avail Cap(c_a), veh/h	1441	4492	2001	1149	4492	2003	1303	0	1655	1166	0	1677
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	6.9	6.0	9.9	6.5	0.0	13.6	0.0	12.4	14.8	0.0	11.7
Incr Delay (d2), s/veh	0.1	0.1	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	0.6	0.6	0.1	0.5	0.4	0.0	0.5	0.0	1.3	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	7.0	6.1	10.0	6.5	0.0	13.7	0.0	13.0	14.9	0.0	11.9
LnGrp LOS	A	A	A	B	A		B		B	B		B
Approach Vol, veh/h		796			488			305			188	
Approach Delay, s/veh		7.4			7.6			13.1			12.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.5	13.8	21.5	13.8
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	10.7	6.5	9.5	7.5
Green Ext Time (p_c), s	1.4	0.6	2.4	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.0
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	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	36	36	36	36	36	36
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	8	0	31	6	0	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	75	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	67	-
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	-	926	1074
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1605	-	908	1074
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	935	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.17	8.44
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1074	-	-	1523	-
HCM Lane V/C Ratio	0.026	-	-	0.019	-
HCM Control Delay (s/veh)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

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	287	1	0	156	4
Future Vol, veh/h	2	0	13	24	0	12	5	287	1	0	156	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	322	1	0	175	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	511	512	178	510	514	323	180	0	0	324	0	0
Stage 1	178	178	-	334	334	-	-	-	-	-	-	-
Stage 2	334	335	-	175	180	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	471	464	863	473	463	716	1390	-	-	1231	-	-
Stage 1	822	750	-	677	641	-	-	-	-	-	-	-
Stage 2	678	641	-	824	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	460	461	863	462	460	716	1390	-	-	1231	-	-
Mov Cap-2 Maneuver	460	461	-	462	460	-	-	-	-	-	-	-
Stage 1	822	750	-	674	638	-	-	-	-	-	-	-
Stage 2	662	638	-	810	749	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.76	12.44	0.13	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	31	-	-	773	524	1231	-	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.077	-	-	-
HCM Control Delay (s/veh)	7.6	0	-	9.8	12.4	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	293	145	2
Future Vol, veh/h	1	8	9	293	145	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	637	315	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	993	317	320	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	676	-	-	-	-	-
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	271	721	1235	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	721	1235	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	503	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.15	0.24	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	54	-	605	-	-
HCM Lane V/C Ratio	0.016	-	0.032	-	-
HCM Control Delay (s/veh)	8	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.7
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	78	22	48	12	141	147	58	71	5
Future Vol, veh/h	4	24	7	78	22	48	12	141	147	58	71	5
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	5	29	8	93	26	57	14	168	175	69	85	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	9.1	9.7	12.1	9.3
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%	49%	0%	77%	0%	31%	0%	93%
Vol Right, %	0%	51%	0%	23%	0%	69%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	288	4	31	78	70	58	76
LT Vol	12	0	4	0	78	0	58	0
Through Vol	0	141	0	24	0	22	0	71
RT Vol	0	147	0	7	0	48	0	5
Lane Flow Rate	14	343	5	37	93	83	69	90
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.023	0.474	0.009	0.062	0.165	0.125	0.115	0.137
Departure Headway (Hd)	5.842	4.98	6.698	6.031	6.378	5.389	6.016	5.465
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	609	720	538	597	558	658	591	650
Service Time	3.611	2.748	4.398	3.731	4.169	3.179	3.802	3.251
HCM Lane V/C Ratio	0.023	0.476	0.009	0.062	0.167	0.126	0.117	0.138
HCM Control Delay, s/veh	8.8	12.2	9.5	9.1	10.4	9	9.6	9.1
HCM Lane LOS	A	B	A	A	B	A	A	A
HCM 95th-tile Q	0.1	2.6	0	0.2	0.6	0.4	0.4	0.5

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	190	50	0	0	0	0	760	0	20
Future Volume (veh/h)	0	25	10	190	50	0	0	0	0	760	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	200	53	0				800	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	379	0	438	379	0				934	0	831
Arrive On Green	0.00	0.20	0.00	0.20	0.20	0.00				0.53	0.00	0.53
Sat Flow, veh/h	0	1856	0	1371	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	26	0	200	53	0				800	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	0.5	0.0	5.7	1.0	0.0				16.2	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.5	0.0	6.2	1.0	0.0				16.2	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	379	0	438	379	0				934	0	831
V/C Ratio(X)	0.00	0.07	0.00	0.46	0.14	0.00				0.86	0.00	0.02
Avail Cap(c_a), veh/h	0	1788	0	1478	1788	0				2128	0	1894
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	13.3	0.0	15.8	13.5	0.0				8.4	0.0	4.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.1	0.0				0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	1.5	0.3	0.0				4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	13.4	0.0	16.1	13.6	0.0				9.3	0.0	4.7
LnGrp LOS		B		B	B					A		A
Approach Vol, veh/h		26			253						814	
Approach Delay, s/veh		13.4			15.6						9.3	
Approach LOS		B			B						A	

Timer - Assigned Phs	2				6	8						
Phs Duration (G+Y+Rc), s	13.8				13.8	27.7						
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	2.5				8.2	18.2						
Green Ext Time (p_c), s	0.0				0.2	3.8						

Intersection Summary												
HCM 7th Control Delay, s/veh		10.8										
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	770	0	0	225	425	15	0	150	0	0	0
Future Vol, veh/h	10	770	0	0	225	425	15	0	150	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	90	-	-	-	-	0	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	811	0	0	237	447	16	0	158	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	237	0	-	-	-	0	1069	1068	-
Stage 1	-	-	-	-	-	-	832	832	-
Stage 2	-	-	-	-	-	-	238	237	-
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	1324	-	0	0	-	0	244	221	0
Stage 1	-	-	0	0	-	0	426	383	0
Stage 2	-	-	0	0	-	0	799	707	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1324	-	-	-	-	-	242	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	0	-
Stage 1	-	-	-	-	-	-	422	0	-
Stage 2	-	-	-	-	-	-	799	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.1	0	20.93
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	242	-	1324	-	-
HCM Lane V/C Ratio	0.065	-	0.008	-	-
HCM Control Delay (s/veh)	20.9	0	7.7	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	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)	25	135	760	235	150	15	495	5	260	0	5	5
Future Volume (veh/h)	25	135	760	235	150	15	495	5	260	0	5	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	26	142	125	247	158	3	521	5	173	0	5	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	212	441	197	387	1116	498	1189	997	845	1	240	203
Arrive On Green	0.12	0.12	0.12	0.13	0.32	0.32	0.35	0.54	0.54	0.00	0.13	0.13
Sat Flow, veh/h	1215	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	26	142	125	247	158	3	521	5	173	0	5	1
Grp Sat Flow(s),veh/h/ln	1215	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	2.3	4.4	9.1	14.2	3.8	0.2	14.0	0.1	6.9	0.0	0.3	0.1
Cycle Q Clear(g_c), s	2.3	4.4	9.1	14.2	3.8	0.2	14.0	0.1	6.9	0.0	0.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	441	197	387	1116	498	1189	997	845	1	240	203
V/C Ratio(X)	0.12	0.32	0.64	0.64	0.14	0.01	0.44	0.01	0.20	0.00	0.02	0.00
Avail Cap(c_a), veh/h	351	843	376	387	1519	677	1189	997	845	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	47.9	49.9	37.2	29.3	28.1	30.2	12.9	14.4	0.0	45.6	45.5
Incr Delay (d2), s/veh	0.1	0.2	1.3	2.7	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.9	3.5	6.2	1.6	0.1	5.5	0.1	2.4	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	48.0	51.2	39.9	29.4	28.1	30.3	12.9	15.0	0.0	45.6	45.5
LnGrp LOS	D	D	D	D	C	C	C	B	B		D	D
Approach Vol, veh/h		293			408			699			6	
Approach Delay, s/veh		49.3			35.7			26.4			45.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.3	0.0	73.7	23.0	23.3	49.0	24.7
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	51.7	9.5	* 39	15.6	28.7	* 18	25.8
Max Q Clear Time (g_c+I1), s	5.8	0.0	8.9	16.2	11.1	16.0	2.3
Green Ext Time (p_c), s	0.5	0.0	0.2	0.0	0.5	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.9
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)	70	265	25	155	245	40	45	100	160	56	113	135
Future Volume (veh/h)	70	265	25	155	245	40	45	100	160	56	113	135
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	74	279	13	163	258	23	47	105	72	59	119	66
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	624	1514	674	616	1514	660	349	218	149	353	239	133
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	1089	3526	1571	1078	3526	1538	1188	1019	699	1197	1121	622
Grp Volume(v), veh/h	74	279	13	163	258	23	47	0	177	59	0	185
Grp Sat Flow(s),veh/h/ln	1089	1763	1571	1078	1763	1538	1188	0	1718	1197	0	1743
Q Serve(g_s), s	1.6	1.7	0.2	3.9	1.6	0.3	1.3	0.0	3.2	1.6	0.0	3.3
Cycle Q Clear(g_c), s	3.1	1.7	0.2	5.6	1.6	0.3	4.5	0.0	3.2	4.8	0.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		0.36
Lane Grp Cap(c), veh/h	624	1514	674	616	1514	660	349	0	367	353	0	372
V/C Ratio(X)	0.12	0.18	0.02	0.26	0.17	0.03	0.13	0.00	0.48	0.17	0.00	0.50
Avail Cap(c_a), veh/h	1245	3525	1570	1230	3525	1538	1588	0	2159	1602	0	2190
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	7.1	6.2	5.7	7.9	6.2	5.8	14.1	0.0	12.1	14.2	0.0	12.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	0.4	0.2	0.0	0.3	0.0	1.0	0.4	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	6.2	5.8	8.0	6.2	5.8	14.2	0.0	12.4	14.2	0.0	12.5
LnGrp LOS	A	A	A	A	A	A	B		B	B		B
Approach Vol, veh/h		366			444			224			244	
Approach Delay, s/veh		6.4			6.8			12.8			12.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.5	13.5	21.5	13.5
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	7.6	6.5	5.1	6.8
Green Ext Time (p_c), s	0.9	0.5	1.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
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)	-	-	-	-	-

6: 1450 W & Millbrige Ln

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	0.6

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	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	141	0	5	56	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	207	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	66	-
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	-	-	1436	-	779	907
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	776	907
Mov Cap-2 Maneuver	-	-	-	-	776	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.65	9.02
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	907	-	-	155	-
HCM Lane V/C Ratio	0.012	-	-	0.004	-
HCM Control Delay (s/veh)	9	-	-	7.5	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	175	10	5	274	5
Future Vol, veh/h	5	0	10	10	0	5	10	175	10	5	274	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	184	11	5	288	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	507	517	291	509	515	189	294	0	0	195	0	0
Stage 1	302	302	-	211	211	-	-	-	-	-	-	-
Stage 2	205	216	-	299	304	-	-	-	-	-	-	-
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	475	461	746	473	462	850	1262	-	-	1372	-	-
Stage 1	705	663	-	789	726	-	-	-	-	-	-	-
Stage 2	794	722	-	708	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	465	454	746	460	456	850	1262	-	-	1372	-	-
Mov Cap-2 Maneuver	465	454	-	460	456	-	-	-	-	-	-	-
Stage 1	702	660	-	782	719	-	-	-	-	-	-	-
Stage 2	782	716	-	695	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.95	11.83	0.4	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	91	-	-	621	543	32	-	-
HCM Lane V/C Ratio	0.008	-	-	0.025	0.029	0.004	-	-
HCM Control Delay (s/veh)	7.9	0	-	10.9	11.8	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	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	175	274	10
Future Vol, veh/h	5	10	5	175	274	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	11	5	184	288	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	488	294	299	0	-	0
Stage 1	294	-	-	-	-	-
Stage 2	195	-	-	-	-	-
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	537	743	1257	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	534	743	1257	-	-	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.61	0.22	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	50	-	658	-	-
HCM Lane V/C Ratio	0.004	-	0.024	-	-
HCM Control Delay (s/veh)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	104	49	120	41	15	20	75	90	45	110	2
Future Vol, veh/h	11	104	49	120	41	15	20	75	90	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	126	43	16	21	79	95	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	10.1	10.2	10	9.8
HCM LOS	B	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%	45%	0%	68%	0%	73%	0%	98%
Vol Right, %	0%	55%	0%	32%	0%	27%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	165	11	153	120	56	45	112
LT Vol	20	0	11	0	120	0	45	0
Through Vol	0	75	0	104	0	41	0	110
RT Vol	0	90	0	49	0	15	0	2
Lane Flow Rate	21	174	12	161	126	59	47	118
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.037	0.263	0.02	0.251	0.222	0.092	0.084	0.191
Departure Headway (Hd)	6.338	5.447	6.351	5.62	6.316	5.621	6.362	5.844
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	566	660	565	639	570	638	564	615
Service Time	4.061	3.17	4.077	3.345	4.04	3.345	4.087	3.568
HCM Lane V/C Ratio	0.037	0.264	0.021	0.252	0.221	0.092	0.083	0.192
HCM Control Delay, s/veh	9.3	10.1	9.2	10.2	10.8	8.9	9.7	9.9
HCM Lane LOS	A	B	A	B	B	A	A	A
HCM 95th-tile Q	0.1	1.1	0.1	1	0.8	0.3	0.3	0.7

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	430	0	0	170	805	30	5	225	0	0	0
Future Vol, veh/h	30	430	0	0	170	805	30	5	225	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	453	0	0	179	847	32	5	237	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	179	0	-	-	-	0	696	695	-
Stage 1	-	-	-	-	-	-	516	516	-
Stage 2	-	-	-	-	-	-	180	179	-
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	1391	-	0	0	-	0	406	365	0
Stage 1	-	-	0	0	-	0	597	533	0
Stage 2	-	-	0	0	-	0	849	749	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1391	-	-	-	-	-	397	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	0	-
Stage 1	-	-	-	-	-	-	584	0	-
Stage 2	-	-	-	-	-	-	848	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.5	0	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	397	-	1391	-	-
HCM Lane V/C Ratio	0.093	-	0.023	-	-
HCM Control Delay (s/veh)	15	0	7.6	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

3: Redwood Rd & 500 S

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	210	430	310	225	5	725	5	420	15	10	25
Future Volume (veh/h)	15	210	430	310	225	5	725	5	420	15	10	25
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	16	221	65	326	237	1	763	5	259	16	11	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	202	441	197	362	1116	498	1015	880	746	30	333	283
Arrive On Green	0.13	0.13	0.13	0.13	0.32	0.32	0.30	0.47	0.47	0.02	0.18	0.18
Sat Flow, veh/h	1133	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	16	221	65	326	237	1	763	5	259	16	11	8
Grp Sat Flow(s),veh/h/ln	1133	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.5	7.0	4.5	15.6	5.9	0.1	24.2	0.2	12.4	1.1	0.6	0.5
Cycle Q Clear(g_c), s	1.5	7.0	4.5	15.6	5.9	0.1	24.2	0.2	12.4	1.1	0.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	441	197	362	1116	498	1015	880	746	30	333	283
V/C Ratio(X)	0.08	0.50	0.33	0.90	0.21	0.00	0.75	0.01	0.35	0.53	0.03	0.03
Avail Cap(c_a), veh/h	331	843	376	362	1519	677	1015	880	746	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	49.0	47.9	41.6	30.0	28.0	38.2	16.6	19.8	58.5	40.6	40.6
Incr Delay (d2), s/veh	0.1	0.3	0.4	23.5	0.0	0.0	2.8	0.0	1.3	5.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	1.7	4.2	2.4	0.0	10.1	0.1	4.5	0.5	0.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	49.3	48.3	65.1	30.1	28.0	41.1	16.6	21.1	63.6	40.6	40.6
LnGrp LOS	D	D	D	E	C	C	D	B	C	E	D	D
Approach Vol, veh/h		302			564			1027			35	
Approach Delay, s/veh		49.0			50.3			35.9			51.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.3	7.6	66.1	23.0	23.3	42.9	30.8
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	51.7	9.5	* 39	15.6	28.7	* 18	25.8
Max Q Clear Time (g_c+I1), s	7.9	3.1	14.4	17.6	9.0	26.2	2.6
Green Ext Time (p_c), s	0.8	0.0	0.3	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	42.5
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)	175	445	35	150	390	64	65	160	145	63	109	90
Future Volume (veh/h)	175	445	35	150	390	64	65	160	145	63	109	90
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	184	468	17	158	411	45	68	168	99	66	115	48
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	492	1418	632	473	1418	618	421	287	169	335	327	137
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	927	3526	1571	903	3526	1538	1212	1088	641	1103	1243	519
Grp Volume(v), veh/h	184	468	17	158	411	45	68	0	267	66	0	163
Grp Sat Flow(s),veh/h/ln	927	1763	1571	903	1763	1538	1212	0	1729	1103	0	1761
Q Serve(g_s), s	6.3	3.4	0.2	5.5	2.9	0.7	1.8	0.0	5.0	2.1	0.0	2.8
Cycle Q Clear(g_c), s	9.2	3.4	0.2	8.9	2.9	0.7	4.6	0.0	5.0	7.1	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.29
Lane Grp Cap(c), veh/h	492	1418	632	473	1418	618	421	0	456	335	0	464
V/C Ratio(X)	0.37	0.33	0.03	0.33	0.29	0.07	0.16	0.00	0.59	0.20	0.00	0.35
Avail Cap(c_a), veh/h	1062	3584	1596	1028	3584	1563	1431	0	1897	1254	0	1932
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	10.7	7.7	6.8	10.8	7.6	6.9	13.0	0.0	12.0	15.1	0.0	11.2
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	0.0	0.0	0.1	0.0	0.4	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	0.7	0.0	0.7	0.6	0.1	0.4	0.0	1.6	0.4	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	7.8	6.8	10.9	7.6	6.9	13.1	0.0	12.4	15.2	0.0	11.3
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		669			614			335			229	
Approach Delay, s/veh		8.6			8.4			12.6			12.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.5	15.9	21.5	15.9
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	10.9	7.0	11.2	9.1
Green Ext Time (p_c), s	1.5	0.7	2.1	0.5

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	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	384	5	0	217	5
Future Vol, veh/h	5	0	15	30	0	15	5	384	5	0	217	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	404	5	0	228	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	646	651	231	646	651	407	234	0	0	409	0	0
Stage 1	231	231	-	417	417	-	-	-	-	-	-	-
Stage 2	415	420	-	228	234	-	-	-	-	-	-	-
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	383	386	806	383	386	642	1328	-	-	1144	-	-
Stage 1	770	711	-	611	589	-	-	-	-	-	-	-
Stage 2	613	588	-	772	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	372	384	806	374	384	642	1328	-	-	1144	-	-
Mov Cap-2 Maneuver	372	384	-	374	384	-	-	-	-	-	-	-
Stage 1	770	711	-	608	586	-	-	-	-	-	-	-
Stage 2	595	585	-	757	709	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.97	14.3	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	23	-	-	624	434	1144	-	-
HCM Lane V/C Ratio	0.004	-	-	0.034	0.109	-	-	-
HCM Control Delay (s/veh)	7.7	0	-	11	14.3	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	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	389	202	5
Future Vol, veh/h	5	10	10	389	202	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	409	213	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	646	215	218	0	-	0
Stage 1	215	-	-	-	-	-
Stage 2	431	-	-	-	-	-
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	435	822	1346	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	430	822	1346	-	-	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.85	0.19	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	45	-	631	-	-
HCM Lane V/C Ratio	0.008	-	0.025	-	-
HCM Control Delay (s/veh)	7.7	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

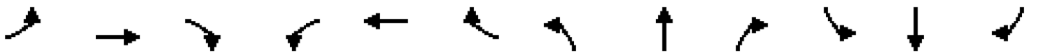
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	88	37	114	125	60	59	180	160	75	90	12
Future Vol, veh/h	9	88	37	114	125	60	59	180	160	75	90	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	93	39	120	132	63	62	189	168	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	11.6	12.3	16.1	11.1
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%	53%	0%	70%	0%	68%	0%	88%
Vol Right, %	0%	47%	0%	30%	0%	32%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	340	9	125	114	185	75	102
LT Vol	59	0	9	0	114	0	75	0
Through Vol	0	180	0	88	0	125	0	90
RT Vol	0	160	0	37	0	60	0	12
Lane Flow Rate	62	358	9	132	120	195	79	107
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.117	0.592	0.02	0.245	0.237	0.344	0.157	0.196
Departure Headway (Hd)	6.798	5.957	7.422	6.701	7.097	6.357	7.155	6.562
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	525	601	480	533	504	563	499	543
Service Time	4.566	3.724	5.208	4.486	4.87	4.13	4.937	4.343
HCM Lane V/C Ratio	0.118	0.596	0.019	0.248	0.238	0.346	0.158	0.197
HCM Control Delay, s/veh	10.5	17.1	10.4	11.7	12.1	12.5	11.3	11
HCM Lane LOS	B	C	B	B	B	B	B	B
HCM 95th-tile Q	0.4	3.9	0.1	1	0.9	1.5	0.6	0.7

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	-	-

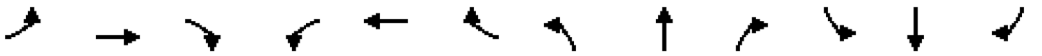
Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

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

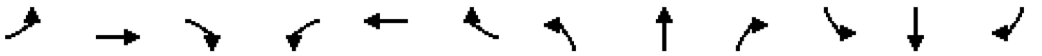
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	88	37	121	125	60	59	180	183	75	90	12
Future Vol, veh/h	9	88	37	121	125	60	59	180	183	75	90	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	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	280	75	0	0	0	0	965	0	125
Future Volume (veh/h)	0	35	15	280	75	0	0	0	0	965	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	295	79	0				1016	0	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	436	35	419	478	0				1061	0	944
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.60	0.00	0.60
Sat Flow, veh/h	0	1693	137	1354	1856	0				1767	0	1572
Grp Volume(v), veh/h	0	0	40	295	79	0				1016	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	1.3	16.5	2.6	0.0				42.3	0.0	1.9
Cycle Q Clear(g_c), s	0.0	0.0	1.3	17.8	2.6	0.0				42.3	0.0	1.9
Prop In Lane	0.00		0.07	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	472	419	478	0				1061	0	944
V/C Ratio(X)	0.00	0.00	0.08	0.70	0.17	0.00				0.96	0.00	0.10
Avail Cap(c_a), veh/h	0	0	937	763	950	0				1131	0	1006
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	22.0	28.8	22.5	0.0				14.7	0.0	6.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.1	0.0				16.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	5.2	1.1	0.0				18.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	22.0	29.6	22.5	0.0				31.4	0.0	6.6
LnGrp LOS			C	C	C					C		A
Approach Vol, veh/h		40			374						1107	
Approach Delay, s/veh		22.0			28.1						29.4	
Approach LOS		C			C						C	

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		25.4				25.4		52.7				
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				19.8		44.3				
Green Ext Time (p_c), s		0.1				0.3		2.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			28.9									
HCM 7th LOS			C									

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	985	0	0	335	610	20	0	225	0	0	0
Future Vol, veh/h	15	985	0	0	335	610	20	0	225	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	1037	0	0	353	642	21	0	237	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	353	0	-	-	-	0	1422	1421	-
Stage 1	-	-	-	-	-	-	1068	1068	-
Stage 2	-	-	-	-	-	-	354	353	-
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	1201	-	0	0	-	0	149	136	0
Stage 1	-	-	0	0	-	0	329	297	0
Stage 2	-	-	0	0	-	0	708	629	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1201	-	-	-	-	-	147	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	0	-
Stage 1	-	-	-	-	-	-	324	0	-
Stage 2	-	-	-	-	-	-	708	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.12	0	33.52
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	147	-	1201	-	-
HCM Lane V/C Ratio	0.143	-	0.013	-	-
HCM Control Delay (s/veh)	33.5	0	8	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	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)	40	195	975	345	250	25	685	10	385	0	5	10
Future Volume (veh/h)	40	195	975	345	250	25	685	10	385	0	5	10
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	42	205	365	363	263	10	721	11	183	0	5	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	322	843	376	450	1519	677	840	786	666	1	216	183
Arrive On Green	0.24	0.24	0.24	0.13	0.43	0.43	0.25	0.42	0.42	0.00	0.12	0.12
Sat Flow, veh/h	1097	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	42	205	365	363	263	10	721	11	183	0	5	7
Grp Sat Flow(s),veh/h/ln	1097	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	3.6	5.6	27.6	15.6	5.5	0.4	24.1	0.4	9.1	0.0	0.3	0.5
Cycle Q Clear(g_c), s	3.6	5.6	27.6	15.6	5.5	0.4	24.1	0.4	9.1	0.0	0.3	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	843	376	450	1519	677	840	786	666	1	216	183
V/C Ratio(X)	0.13	0.24	0.97	0.81	0.17	0.01	0.86	0.01	0.27	0.00	0.02	0.04
Avail Cap(c_a), veh/h	322	843	376	450	1519	677	840	786	666	140	399	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	36.9	45.2	30.8	21.0	19.6	43.3	20.1	22.6	0.0	46.9	47.0
Incr Delay (d2), s/veh	0.1	0.1	38.3	9.4	0.0	0.0	8.5	0.0	1.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.3	14.3	8.8	2.2	0.2	10.7	0.2	3.4	0.0	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	36.9	83.6	40.2	21.0	19.6	51.8	20.1	23.6	0.0	47.0	47.1
LnGrp LOS	D	D	F	D	C	B	D	C	C		D	D
Approach Vol, veh/h		612			636			915			12	
Approach Delay, s/veh		64.7			31.9			45.8			47.0	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	60.0	0.0	60.0	23.0	37.0	36.8	23.2
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	51.7	9.5	* 39	15.6	28.7	* 18	25.8
Max Q Clear Time (g_c+I1), s	7.5	0.0	11.1	17.6	29.6	26.1	2.5
Green Ext Time (p_c), s	0.9	0.0	0.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.1
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)	100	410	35	225	365	55	65	140	235	71	163	200
Future Volume (veh/h)	100	410	35	225	365	55	65	140	235	71	163	200
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	105	432	18	237	384	33	68	147	150	75	172	138
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	491	1416	631	472	1416	618	322	245	250	329	280	224
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	961	3526	1571	932	3526	1538	1060	835	853	1073	953	764
Grp Volume(v), veh/h	105	432	18	237	384	33	68	0	297	75	0	310
Grp Sat Flow(s),veh/h/ln	961	1763	1571	932	1763	1538	1060	0	1688	1073	0	1717
Q Serve(g_s), s	3.4	3.4	0.3	9.5	3.0	0.5	2.4	0.0	6.2	2.6	0.0	6.4
Cycle Q Clear(g_c), s	6.4	3.4	0.3	13.0	3.0	0.5	8.8	0.0	6.2	8.8	0.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.45
Lane Grp Cap(c), veh/h	491	1416	631	472	1416	618	322	0	496	329	0	504
V/C Ratio(X)	0.21	0.31	0.03	0.50	0.27	0.05	0.21	0.00	0.60	0.23	0.00	0.61
Avail Cap(c_a), veh/h	925	3008	1340	893	3008	1312	1148	0	1810	1165	0	1841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	8.4	7.4	12.8	8.2	7.5	16.3	0.0	12.4	16.2	0.0	12.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.1	0.0	0.5
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	0.5	0.8	0.1	1.3	0.7	0.1	0.5	0.0	1.9	0.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	8.4	7.4	13.1	8.3	7.5	16.4	0.0	12.9	16.3	0.0	12.9
LnGrp LOS	B	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		555			654			365			385	
Approach Delay, s/veh		8.8			10.0			13.5			13.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	18.0	23.0	18.0
Change Period (Y+Rc), s	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s	35.0	44.0	35.0	44.0
Max Q Clear Time (g_c+I1), s	15.0	10.8	8.4	10.8
Green Ext Time (p_c), s	1.5	0.9	1.7	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	11.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	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

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	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	2
Mvmt Flow	141	0	11	56	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	218	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	77	-
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	-	-	1436	-	768	907
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	762	907
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	937	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.19	9.04
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	907	-	-	286	-
HCM Lane V/C Ratio	0.017	-	-	0.007	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	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	15	0	5	15	250	10	5	389	5
Future Vol, veh/h	5	0	10	15	0	5	15	250	10	5	389	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	263	11	5	409	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	717	728	412	720	725	268	415	0	0	274	0	0
Stage 1	423	423	-	300	300	-	-	-	-	-	-	-
Stage 2	295	305	-	420	425	-	-	-	-	-	-	-
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	343	349	638	342	350	768	1139	-	-	1284	-	-
Stage 1	607	586	-	707	664	-	-	-	-	-	-	-
Stage 2	711	660	-	609	585	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	333	341	638	329	343	768	1139	-	-	1284	-	-
Mov Cap-2 Maneuver	333	341	-	329	343	-	-	-	-	-	-	-
Stage 1	604	583	-	695	653	-	-	-	-	-	-	-
Stage 2	695	649	-	596	581	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.61	14.92	0.45	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	97	-	-	489	384	22	-	-
HCM Lane V/C Ratio	0.014	-	-	0.032	0.055	0.004	-	-
HCM Control Delay (s/veh)	8.2	0	-	12.6	14.9	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	250	379	15
Future Vol, veh/h	10	15	5	250	379	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	543	824	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1405	840	857	0	-	0
Stage 1	840	-	-	-	-	-
Stage 2	565	-	-	-	-	-
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	153	364	780	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	150	364	780	-	-	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.28	0.19	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	35	-	231	-	-
HCM Lane V/C Ratio	0.014	-	0.235	-	-
HCM Control Delay (s/veh)	9.7	0	25.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

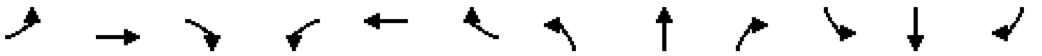
Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	114	54	180	46	25	20	105	135	65	165	2
Future Vol, veh/h	11	114	54	180	46	25	20	105	135	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	189	48	26	21	111	142	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	11.9	12.6	12.9	11.7
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%	44%	0%	68%	0%	65%	0%	99%
Vol Right, %	0%	56%	0%	32%	0%	35%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	240	11	168	180	71	65	167
LT Vol	20	0	11	0	180	0	65	0
Through Vol	0	105	0	114	0	46	0	165
RT Vol	0	135	0	54	0	25	0	2
Lane Flow Rate	21	253	12	177	189	75	68	176
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.04	0.421	0.023	0.312	0.365	0.128	0.132	0.313
Departure Headway (Hd)	6.903	5.995	7.095	6.357	6.938	6.179	6.93	6.413
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	517	599	503	562	517	578	515	557
Service Time	4.667	3.759	4.866	4.127	4.704	3.945	4.699	4.182
HCM Lane V/C Ratio	0.041	0.422	0.024	0.315	0.366	0.13	0.132	0.316
HCM Control Delay, s/veh	10	13.1	10	12	13.7	9.9	10.8	12.1
HCM Lane LOS	A	B	A	B	B	A	B	B
HCM 95th-tile Q	0.1	2.1	0.1	1.3	1.7	0.4	0.5	1.3

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	195	90	0	0	0	0	555	5	25
Future Volume (veh/h)	0	210	50	195	90	0	0	0	0	555	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	205	95	0				584	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	518	103	421	639	0				702	6	630
Arrive On Green	0.00	0.34	0.34	0.34	0.34	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	1502	299	1105	1856	0				1753	15	1572
Grp Volume(v), veh/h	0	0	265	205	95	0				589	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	4.9	7.6	1.5	0.0				13.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	0.0	4.9	12.6	1.5	0.0				13.0	0.0	0.2
Prop In Lane	0.00		0.17	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	0	621	421	639	0				708	0	630
V/C Ratio(X)	0.00	0.00	0.43	0.49	0.15	0.00				0.83	0.00	0.02
Avail Cap(c_a), veh/h	0	0	1646	1049	1695	0				2037	0	1812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	11.0	15.8	9.9	0.0				11.7	0.0	7.9
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.3	0.0	0.0				1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	1.6	0.5	0.0				4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	11.1	16.1	9.9	0.0				12.7	0.0	7.9
LnGrp LOS			B	B	A					B		A
Approach Vol, veh/h		265			300						600	
Approach Delay, s/veh		11.1			14.2						12.6	
Approach LOS		B			B						B	

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	20.3				20.3		23.3					
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	6.9				14.6		15.0					
Green Ext Time (p_c), s	0.7				0.5		2.4					

Intersection Summary												
HCM 7th Control Delay, s/veh		12.7										
HCM 7th LOS		B										

2: NB Legacy & 500 S

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	625	0	0	245	1030	40	5	335	0	0	0
Future Vol, veh/h	140	625	0	0	245	1030	40	5	335	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	658	0	0	258	1084	42	5	353	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	258	0	-	-	-	0	1212	1211	-
Stage 1	-	-	-	-	-	-	953	953	-
Stage 2	-	-	-	-	-	-	259	258	-
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	1301	-	0	0	-	0	200	182	0
Stage 1	-	-	0	0	-	0	373	336	0
Stage 2	-	-	0	0	-	0	782	692	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	1301	-	-	-	-	-	177	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	0	-
Stage 1	-	-	-	-	-	-	331	0	-
Stage 2	-	-	-	-	-	-	781	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	1.49	0	32.52
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT
Capacity (veh/h)	177	-	1301	-	-
HCM Lane V/C Ratio	0.267	-	0.113	-	-
HCM Control Delay (s/veh)	32.5	0	8.1	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	1	-	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)	20	315	620	455	265	10	975	5	620	25	15	35
Future Volume (veh/h)	20	315	620	455	265	10	975	5	620	25	15	35
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	21	332	73	479	279	4	1026	5	257	26	16	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	196	441	197	455	1381	616	1231	728	617	43	77	66
Arrive On Green	0.13	0.13	0.13	0.20	0.39	0.39	0.36	0.39	0.39	0.02	0.04	0.04
Sat Flow, veh/h	1087	3526	1572	1767	3526	1572	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	21	332	73	479	279	4	1026	5	257	26	16	2
Grp Sat Flow(s),veh/h/ln	1087	1763	1572	1767	1763	1572	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	2.1	10.9	5.1	24.6	6.3	0.2	32.8	0.2	14.2	1.7	1.0	0.1
Cycle Q Clear(g_c), s	2.1	10.9	5.1	24.6	6.3	0.2	32.8	0.2	14.2	1.7	1.0	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	196	441	197	455	1381	616	1231	728	617	43	77	66
V/C Ratio(X)	0.11	0.75	0.37	1.05	0.20	0.01	0.83	0.01	0.42	0.61	0.21	0.03
Avail Cap(c_a), veh/h	302	784	350	455	1725	769	1231	728	617	272	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	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	50.7	48.2	36.5	24.1	22.3	35.2	22.2	26.5	58.0	55.6	55.2
Incr Delay (d2), s/veh	0.1	1.0	0.4	55.6	0.0	0.0	4.8	0.0	2.1	5.1	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.7	2.0	18.1	2.5	0.1	13.7	0.1	5.4	0.8	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.9	51.7	48.6	92.2	24.1	22.3	39.9	22.2	28.5	63.1	56.1	55.2
LnGrp LOS	D	D	D	F	C	C	D	C	C	E	E	E
Approach Vol, veh/h		426			762			1288			44	
Approach Delay, s/veh		50.9			66.9			37.6			60.2	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	55.3	8.4	56.3	32.0	23.3	50.5	14.2
Change Period (Y+Rc), s	8.3	5.5	* 9.2	7.4	8.3	* 7.4	9.2
Max Green Setting (Gmax), s	58.7	18.5	* 23	24.6	26.7	* 21	15.8
Max Q Clear Time (g_c+I1), s	8.3	3.7	16.2	26.6	12.9	34.8	3.0
Green Ext Time (p_c), s	0.9	0.0	0.2	0.0	0.9	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	49.1
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)	260	655	50	220	510	84	95	230	215	88	154	135
Future Volume (veh/h)	260	655	50	220	510	84	95	230	215	88	154	135
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	274	689	26	232	537	61	100	242	169	93	162	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	415	1675	746	358	1675	731	365	347	242	237	386	212
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	814	3526	1571	730	3526	1538	1119	1011	706	967	1125	618
Grp Volume(v), veh/h	274	689	26	232	537	61	100	0	411	93	0	251
Grp Sat Flow(s),veh/h/ln	814	1763	1571	730	1763	1538	1119	0	1717	967	0	1744
Q Serve(g_s), s	21.6	8.8	0.6	20.9	6.5	1.5	5.2	0.0	14.2	6.3	0.0	7.6
Cycle Q Clear(g_c), s	28.1	8.8	0.6	29.6	6.5	1.5	12.8	0.0	14.2	20.5	0.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		0.35
Lane Grp Cap(c), veh/h	415	1675	746	358	1675	731	365	0	589	237	0	598
V/C Ratio(X)	0.66	0.41	0.03	0.65	0.32	0.08	0.27	0.00	0.70	0.39	0.00	0.42
Avail Cap(c_a), veh/h	443	1796	800	384	1796	784	698	0	1100	524	0	1117
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	19.9	11.8	9.6	21.4	11.2	9.9	22.2	0.0	19.5	28.4	0.0	17.3
Incr Delay (d2), s/veh	2.5	0.1	0.0	2.5	0.0	0.0	0.1	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	8.6	2.7	0.2	3.2	2.0	0.4	1.3	0.0	5.3	1.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.4	11.8	9.6	23.9	11.2	9.9	22.4	0.0	20.1	28.7	0.0	17.5
LnGrp LOS	C	B	A	C	B	A	C		C	C		B
Approach Vol, veh/h		989			830			511			344	
Approach Delay, s/veh		14.7			14.7			20.5			20.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	39.1	29.6	39.1	29.6
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	31.6	16.2	30.1	22.5
Green Ext Time (p_c), s	1.0	1.2	1.8	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
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	539	5	0	307	10
Future Vol, veh/h	5	0	25	45	0	25	10	539	5	0	307	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	567	5	0	323	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	917	922	328	914	925	570	334	0	0	573	0	0
Stage 1	328	328	-	591	591	-	-	-	-	-	-	-
Stage 2	588	594	-	323	334	-	-	-	-	-	-	-
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	252	269	711	253	268	519	1220	-	-	995	-	-
Stage 1	682	645	-	491	493	-	-	-	-	-	-	-
Stage 2	493	491	-	687	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	266	711	240	265	519	1220	-	-	995	-	-
Mov Cap-2 Maneuver	236	266	-	240	265	-	-	-	-	-	-	-
Stage 1	682	645	-	485	487	-	-	-	-	-	-	-
Stage 2	462	485	-	661	642	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.19	21.05	0.14	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	532	297	995	-	-
HCM Lane V/C Ratio	0.009	-	-	0.059	0.248	-	-	-
HCM Control Delay (s/veh)	8	0	-	12.2	21.1	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	554	287	5
Future Vol, veh/h	5	15	15	554	287	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	989	513	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1560	517	521	0	-	0
Stage 1	517	-	-	-	-	-
Stage 2	1043	-	-	-	-	-
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	123	556	1040	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	116	556	1040	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.42	0.23	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	47	-	285	-	-
HCM Lane V/C Ratio	0.026	-	0.125	-	-
HCM Control Delay (s/veh)	8.6	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	32.9
Intersection LOS	D

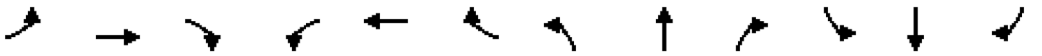
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	103	42	135	135	90	69	265	235	110	135	17
Future Vol, veh/h	14	103	42	135	135	90	69	265	235	110	135	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	108	44	142	142	95	73	279	247	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	16.5	56.9	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%	53%	0%	71%	0%	60%	0%	89%
Vol Right, %	0%	47%	0%	29%	0%	40%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	500	14	145	135	225	110	152
LT Vol	69	0	14	0	135	0	110	0
Through Vol	0	265	0	103	0	135	0	135
RT Vol	0	235	0	42	0	90	0	17
Lane Flow Rate	73	526	15	153	142	237	116	160
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.154	0.992	0.036	0.343	0.328	0.494	0.266	0.341
Departure Headway (Hd)	7.634	6.786	8.827	8.099	8.308	7.505	8.26	7.664
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	469	532	404	443	432	478	433	467
Service Time	5.393	4.545	6.611	5.883	6.079	5.276	6.036	5.44
HCM Lane V/C Ratio	0.156	0.989	0.037	0.345	0.329	0.496	0.268	0.343
HCM Control Delay, s/veh	11.8	63.1	11.9	15.1	15.1	17.4	14	14.4
HCM Lane LOS	B	F	B	C	C	C	B	B
HCM 95th-tile Q	0.5	13.7	0.1	1.5	1.4	2.7	1.1	1.5

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	-	-

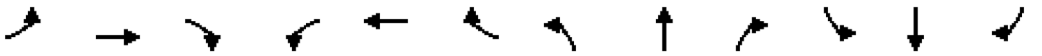
Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

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

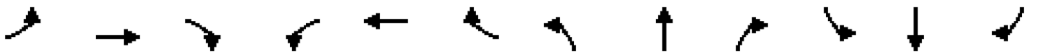
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	14.8	16.7	69	14.2
HCM LOS	B	C	F	B

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

Mitigated Conditions

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

09/20/2026



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	776	1347	0	0	1347		220	0				
Arrive On Green	0.73	0.73	0.00	0.00	0.73	0.00	0.12	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	0.3	26.5	0.0	0.0	4.2	0.0	0.6	0.0	0.0			
Cycle Q Clear(g_c), s	4.5	26.5	0.0	0.0	4.2	0.0	0.6	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	776	1347	0	0	1347		220	0				
V/C Ratio(X)	0.02	0.85	0.00	0.00	0.28		0.10	0.00				
Avail Cap(c_a), veh/h	1271	2266	0	0	2266		220	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	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	3.6	5.9	0.0	0.0	2.8	0.0	23.3	0.0	0.0			
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.1	0.0	0.9	0.0	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.6	0.0	0.0	0.4	0.0	0.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.6	7.5	0.0	0.0	2.9	0.0	24.2	0.0	0.0			
LnGrp LOS	A	A			A		C					
Approach Vol, veh/h		1159			375			21				
Approach Delay, s/veh		7.5			2.9			24.2				
Approach LOS		A			A			C				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		12.0		48.2				48.2				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		7.5		73.5				73.5				
Max Q Clear Time (g_c+I1), s		2.6		28.5				6.2				
Green Ext Time (p_c), s		0.0		15.2				2.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

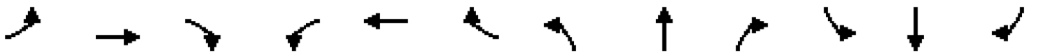
Notes

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

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

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

09/20/2026



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	147	681	0	0	425	0	42	5	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	428	855	0	0	855		576	69				
Arrive On Green	0.46	0.46	0.00	0.00	0.46	0.00	0.36	0.36	0.00			
Sat Flow, veh/h	955	1856	0	0	1856	1572	1587	189	1572			
Grp Volume(v), veh/h	147	681	0	0	425	0	47	0	0			
Grp Sat Flow(s),veh/h/ln	955	1856	0	0	1856	1572	1776	0	1572			
Q Serve(g_s), s	6.5	15.9	0.0	0.0	8.2	0.0	0.9	0.0	0.0			
Cycle Q Clear(g_c), s	14.7	15.9	0.0	0.0	8.2	0.0	0.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.89		1.00			
Lane Grp Cap(c), veh/h	428	855	0	0	855		644	0				
V/C Ratio(X)	0.34	0.80	0.00	0.00	0.50		0.07	0.00				
Avail Cap(c_a), veh/h	690	1365	0	0	1365		644	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	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	14.7	11.7	0.0	0.0	9.6	0.0	10.6	0.0	0.0			
Incr Delay (d2), s/veh	0.5	1.7	0.0	0.0	0.4	0.0	0.2	0.0	0.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.3	5.5	0.0	0.0	2.2	0.0	0.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.2	13.5	0.0	0.0	10.1	0.0	10.9	0.0	0.0			
LnGrp LOS	B	B			B		B					
Approach Vol, veh/h		828			425			47				
Approach Delay, s/veh		13.8			10.1			10.9				
Approach LOS		B			B			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		23.0		28.0				28.0				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		18.5		37.5				37.5				
Max Q Clear Time (g_c+I1), s		2.9		17.9				10.2				
Green Ext Time (p_c), s		0.1		5.5				2.3				

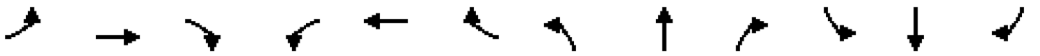
Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

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

09/23/2026



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	44	149	142	95	73	279	272	116	142	18
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	391	348	142	463	288	193	708	401	390	383	749	95
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1132	1252	510	1222	1035	693	1217	863	841	850	1614	205
Grp Volume(v), veh/h	15	0	152	149	0	237	73	0	551	116	0	160
Grp Sat Flow(s),veh/h/ln	1132	0	1762	1222	0	1728	1217	0	1704	850	0	1819
Q Serve(g_s), s	0.4	0.0	2.4	3.8	0.0	4.0	1.3	0.0	8.9	4.4	0.0	1.8
Cycle Q Clear(g_c), s	4.4	0.0	2.4	6.2	0.0	4.0	3.1	0.0	8.9	13.3	0.0	1.8
Prop In Lane	1.00		0.29	1.00		0.40	1.00		0.49	1.00		0.11
Lane Grp Cap(c), veh/h	391	0	490	463	0	481	708	0	791	383	0	844
V/C Ratio(X)	0.04	0.00	0.31	0.32	0.00	0.49	0.10	0.00	0.70	0.30	0.00	0.19
Avail Cap(c_a), veh/h	662	0	912	756	0	895	940	0	1117	545	0	1192
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	12.4	0.0	10.0	12.4	0.0	10.5	6.4	0.0	7.4	12.7	0.0	5.5
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.4	0.0	0.8	0.1	0.0	1.1	0.4	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	0.1	0.0	0.7	0.9	0.0	1.2	0.2	0.0	2.1	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	0.0	10.3	12.8	0.0	11.3	6.5	0.0	8.5	13.1	0.0	5.6
LnGrp LOS	B		B	B		B	A		A	B		A
Approach Vol, veh/h		167			386			624			276	
Approach Delay, s/veh		10.5			11.9			8.3			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.7	14.2	20.7	14.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.9	18.1	22.9	18.1
Max Q Clear Time (g_c+I1), s	10.9	6.4	15.3	8.2
Green Ext Time (p_c), s	3.2	0.6	0.9	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.6
HCM 7th LOS	A