

Beltway West

Traffic Impact Study



Taylorsville, Utah

September 19, 2019

UT19-1527

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Beltway West development located in Taylorsville, Utah. The proposed project is located on the east side of 2700 West at about 4200 South.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2025 and 2050 conditions were also analyzed. The evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

TABLE ES-1
LOS Analysis - Evening Peak Hour
Taylorsville - Beltway West TIS

Intersection	Level of Service (Sec/Veh) ¹					
	Existing (2019)		Future (2025)		Future (2050)	
	Background	Plus Project	Background	Plus Project	Background	Plus Project
2700 West / 4100 South	C (29.1)	C (30.3)	C (32.8)	C (34.5)	D (51.3)	D (54.3)
Dutch Draw / 2700 West	A (6.3) / WB	A (6.4) / WB	A (8.1) / WB	A (8.0) / WB	B (11.0) / WB	B (11.6) / WB
Winchester Drive / 2700 West	A (9.3) / EB	A (8.8) / EB	B (10.9) / EB	B (12.7) / EB	B (14.6) / EB	C (17.7) / EB
2700 West / 4700 South	E (76.5)	F (>80)	D (53.4)	E (59.0)	E (57.7)	E (69.3)
Project Access / 2700 West ²	-	B (11.1) / WB	-	B (13.1) / WB	-	C (17.8) / WB

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

2. This intersection is a project access and was only analyzed in "plus project" scenarios.

Source: Hales Engineering, September 2019

TABLE ES-2
Recommended Storage Lengths
Taylorsville - Beltway West TIS

Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
2700 West / 4100 South	325	200	400	-	450	-	475	-
2700 West / 4700 South	250	200	350	200	250	225	475	250

Source: Hales Engineering, September 2019

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- The 2700 West / 4700 South intersection is currently operating at LOS E during the evening peak hour.
 - Recommendation: That protected-permissive phasing be used on the northbound left-turn instead of protected only phasing to improve the signal's efficiency.
 - Recommendation: That the outer eastbound lane at the 2700 West / 4700 South intersection be converted to a full travel lane instead of a shared through right-turn pocket.
 - Recommendation: That dual left-turn lanes be installed on the westbound approach of the 2700 West / 4700 South intersection when possible, recognizing that there are some geometric constraints. Dual left-turn lanes are warranted based on existing turning movement counts.
- The development consists of four office buildings plus a potential fifth building in the future. It is anticipated that the project will have access to 2700 West and to a future southbound frontage road along I-215.
 - Due to the upcoming Midvalley Connector bus rapid transit (BRT) route on 2700 West, a 5 percent transit reduction was assumed for the project.
- The 2700 West / 4700 South intersection is anticipated to operate at LOS F during the evening peak hour with project traffic added.
- All study intersections are anticipated to operate at an acceptable LOS during the evening peak hour in future (2025) background conditions with the previous mitigation measures assumed. However, the 2700 West / 4700 South intersection is close to operating at LOS E.
 - Recommendation: That a longer traffic signal cycle length of 150 seconds be implemented at the 2700 West / 4700 South and 2700 West / 4100 South intersections to increase the capacity of the intersections.
 - Recommendation: That a separate westbound right-turn pocket be installed at the 2700 West / 4700 South intersection when possible, recognizing that there are some geometric constraints.
- The 2700 West / 4700 South intersection is anticipated to operate at LOS E during the evening peak hour in future (2025) plus project conditions.
- The 2700 West / 4700 South intersection is anticipated to operate at LOS E during the evening peak hour in future (2050) background conditions with the previous mitigation measures assumed.
 - The raised island and traffic signal at the Chentelle Drive / 4700 South intersection may need to be removed or modified to accommodate sufficient westbound left-turn queue storage at the 2700 West / 4700 South intersection.

- Recommendation: That other improvements be made as needed such as dedicated right-turn pockets or innovative intersection components in order to minimize the high anticipated delays.
- Recommendation: That dual left-turns be installed on the eastbound approach of the 2700 West / 4100 South intersection. It was assumed that these were installed for the future (2050) analyses.
- Recommendation: That the southbound right-turn vehicles at the 2700 West / 4100 had a right-turn overlap signal phase (right-turn arrow). This was also assumed for the future (2050) analyses.
- The 2700 West / 4700 South intersection is anticipated to operate at LOS E during the evening peak hour in future (2050) plus project conditions.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Beltway West development located in Taylorsville, Utah. The proposed project is located on the east side of 2700 West at about 4200 South. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2025 and 2050 conditions were also analyzed.

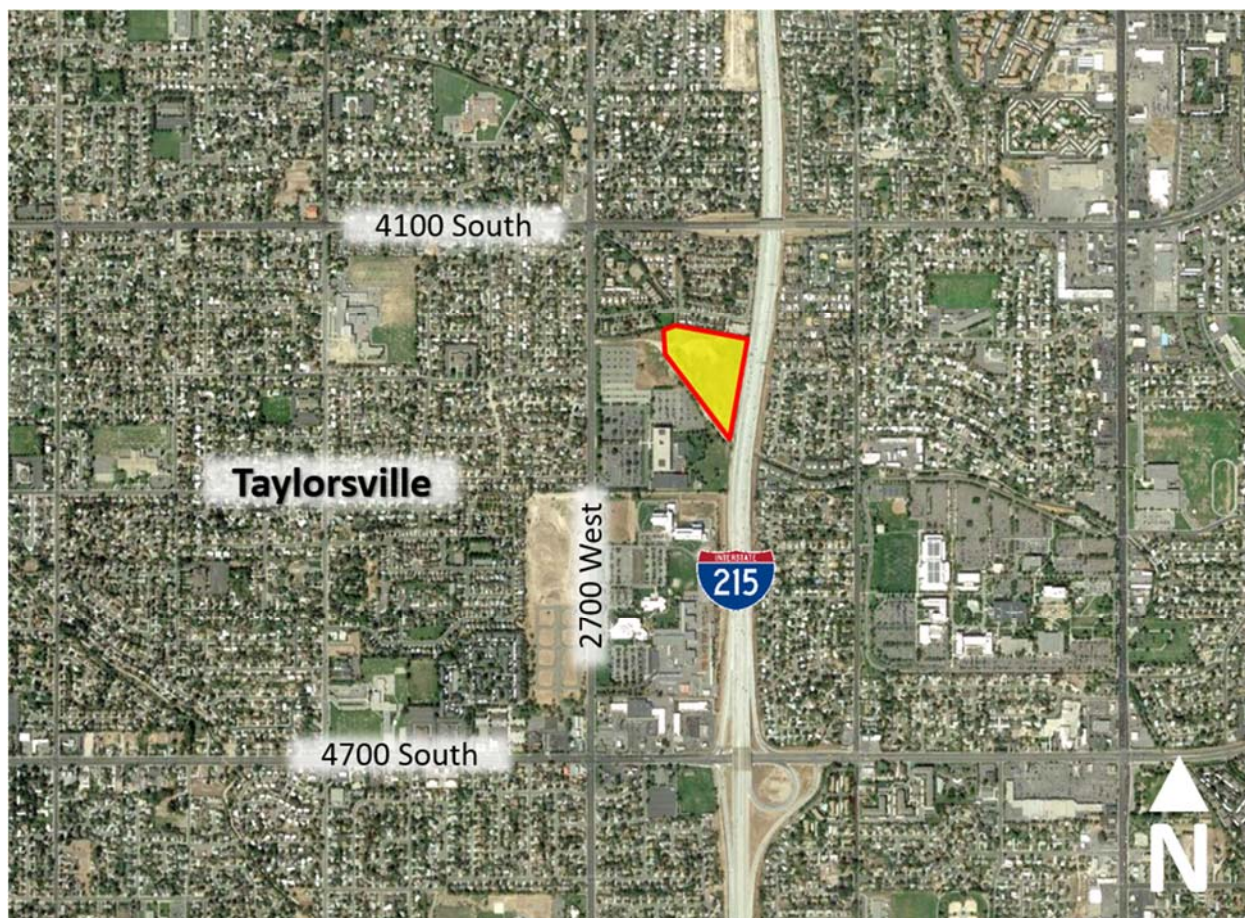


Figure 1: Vicinity map showing the project location in Taylorsville, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 2700 West / 4100 South
- Dutch Draw / 2700 West
- Winchester Drive / 2700 West
- 2700 West / 4700 South
- Project Access / 2700 West

C. Analysis Methodology

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. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Figure 2 provides a visual representation of each LOS letter designation.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 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 and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst approach.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
Signalized Intersections		Overall Intersection
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	$0 \leq 10.0$
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	$> 10.0 \text{ and } \leq 20.0$
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	$>20.0 \text{ and } \leq 35.0$
D	Marginal progression with relatively elevated levels of control delay. Operating conditions are noticeably more constrained.	$> 35.0 \text{ and } \leq 55.0$
E	Poor progression with unacceptably elevated levels of control delay. Operating conditions are at or near capacity.	$> 55.0 \text{ and } \leq 80.0$
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
Unsignalized Intersections		Worst Approach
A	Free Flow / Insignificant Delay	$0 \leq 10.0$
B	Stable Operations / Minimum Delays	$>10.0 \text{ and } \leq 15.0$
C	Stable Operations / Acceptable Delays	$>15.0 \text{ and } \leq 25.0$
D	Approaching Unstable Flows / Tolerable Delays	$>25.0 \text{ and } \leq 35.0$
E	Unstable Operations / Significant Delays Can Occur	$>35.0 \text{ and } \leq 50.0$
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

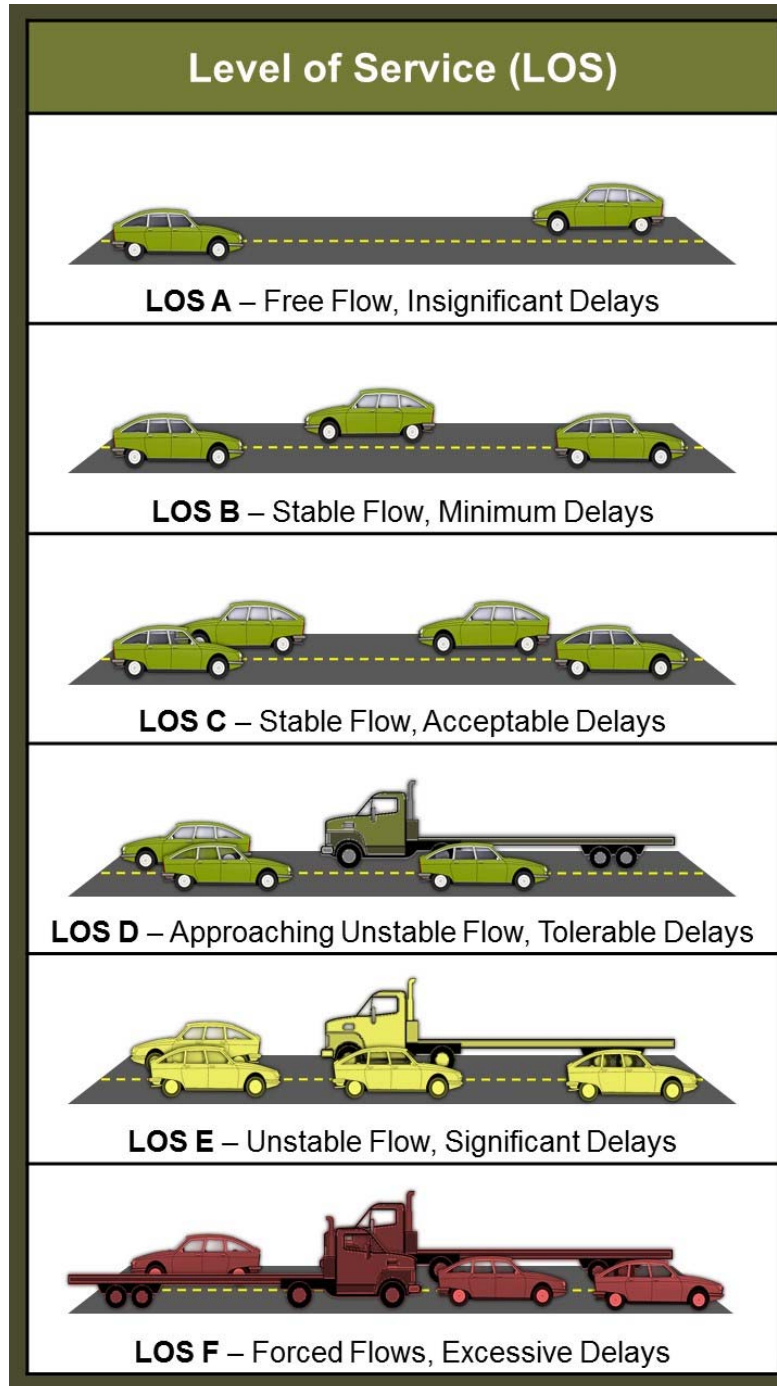


Figure 2: Visual representation of the LOS letter designations

II. EXISTING (2019) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

2700 West – is a city-maintained roadway which is classified by the Taylorsville City General Plan (2006) as an arterial. The roadway has two travel lanes in each direction separated by a center two-way left-turn lane (TWLTL). The posted speed limit is 40 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- 2700 West / 4100 South
- Dutch Draw / 2700 West
- Winchester Drive / 2700 West
- 2700 West / 4700 South

The counts were performed on Thursday, August 22, 2019 and Tuesday, August 27, 2019. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 54% higher than the morning peak hour volumes on 2700 West. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Figure 3 shows the existing evening peak hour volumes as well as intersection geometry at the study intersections.



D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour except for the 2700 West / 4700 South intersection (LOS E), as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2019) conditions.

Table 2: Existing (2019) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
2700 West / 4100 South	Signal	-	-	-	29.1	C
Dutch Draw / 2700 West	WB Stop	WB	6.3	A	-	-
Winchester Drive / 2700 West	EB Stop	EB	9.3	A	-	-
2700 West / 4700 South	Signal	-	-	-	76.5	E

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, September 2019

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The following are the significant 95th percentile queues observed during the evening peak hour:

2700 West / 4700 South

Southbound – 650 feet

Eastbound – 1,408 feet

Westbound – 550 feet

F. Mitigation Measures

At the 2700 West / 4700 South intersection, the northbound left-turn evening peak hour volume does not warrant the protected phasing that is currently being used. It is recommended that protected-permissive phasing be applied to the northbound left-turn movement with a flashing yellow arrow. This will improve the efficiency of the signal timing.



At the 2700 West / 4700 South intersection, it is recommended that the shared through right turn pocket be extended into a full eastbound travel lanes. In the Wasatch Front Regional Council (WFRC) regional transportation plan Wasatch Choice 2050, there is a project planned on 4700 South to widen to roadway to seven lanes from 4000 West to I-215 by 2030.

At the 2700 West / 4700 South intersection, the westbound left-turn evening peak hour volume warrants dual left-turn lanes in existing (2019) background conditions. It is recommended that an additional left-turn lane be installed when funding becomes available and that protected left-turn phasing be applied to the westbound left-turn movement.

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion 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 Chapter I.

B. Project Description

The proposed Beltway West development is located on the east side of 2700 West at about 4200 South. The development will consist of office space. It was assumed that the project was built in three phases for the purposed of the traffic analysis. It was assumed that buildings A and B would be built for the 2019 analysis, buildings C and D would be added for the 2025 analysis, and that an additional proposed building on-site would be added by 2050. The final building has not been planned fully. However, it was assumed that it would include approximately 160,000 square feet of office space in a six-story building. A concept plan for the proposed development is provided in Appendix C.

The proposed land use and phasing for the development has been identified as follows:

- Phase 1 (2019)
 - Office (Buildings A and B) 61,000 sq. ft.
- Phase 2 (2025)
 - Office (Buildings C and D) 55,600 sq. ft.
- Phase 3 (2050) - Speculative
 - Office 160,000 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip Generation for the proposed project is included in Table 3.

The WFRC Wasatch Choice 2050 plan calls for a bus rapid transit (BRT) project called Midvalley Connector to be built by 2030 along 4700 South and 2700 West. This BRT system will be an efficient transit route between the Murray Central and West Valley Central TRAX stations. It is anticipated that the project will be completed by approximately 2022. A BRT station will be built on 2700 West just south of Bedford Road, within ½ mile of the proposed project. Based on census data in Taylorsville, Utah, approximately 4 percent of residents use transit with buses only. It is anticipated that this will be increase with the BRT line with better service and ridership.

Based on this information, a 5 percent transit reduction was assumed for Beltway West project. The actual transit reduction will likely be higher with the Midvalley Connector. However, a 5 percent reduction was assumed to be conservative in the vehicle traffic analysis.

The total trip generation by phase for the development is as follows:

- Phase 1 (2019)
 - Daily Trips: 640
 - Morning Peak Hour Trips: 108
 - Evening Peak Hour Trips: 72
- Phase 2 (2025)
 - Daily Trips: 1,224
 - Morning Peak Hour Trips: 212
 - Evening Peak Hour Trips: 138
- Phase 3 (2050)
 - Daily Trips: 2,814
 - Morning Peak Hour Trips: 381
 - Evening Peak Hour Trips: 308

Table 3
Taylorsville Beltway West TIS
Trip Generation

Weekday Daily		# of	Unit	Trip	%	%	Trips	Trips	Transit	Net Trips	Net Trips	Total Daily
Bldg	Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Reduction	Entering	Exiting	Trips
A	General Office Building (710)	30.5	1,000 Sq. Ft. GFA	336	50%	50%	168	168	5%	160	160	320
B	General Office Building (710)	30.5	1,000 Sq. Ft. GFA	336	50%	50%	168	168	5%	160	160	320
C	General Office Building (710)	27.8	1,000 Sq. Ft. GFA	308	50%	50%	154	154	5%	146	146	292
D	General Office Building (710)	27.8	1,000 Sq. Ft. GFA	308	50%	50%	154	154	5%	146	146	292
E	General Office Building (710)	160	1,000 Sq. Ft. GFA	1,674	50%	50%	837	837	5%	795	795	1,590
Project Total Daily Trips				2,962			1,481	1,481	-148	1,407	1,407	2,814
Morning Peak Hour		# of	Unit	Trip	%	%	Trips	Trips	Transit	Net Trips	Net Trips	Total a.m.
Bldg	Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Reduction	Entering	Exiting	Trips
A	General Office Building (710)	30.5	1,000 Sq. Ft. GFA	56	86%	14%	48	8	5%	46	8	54
B	General Office Building (710)	30.5	1,000 Sq. Ft. GFA	56	86%	14%	48	8	5%	46	8	54
C	General Office Building (710)	27.8	1,000 Sq. Ft. GFA	54	86%	14%	46	8	5%	44	8	52
D	General Office Building (710)	27.8	1,000 Sq. Ft. GFA	54	86%	14%	46	8	5%	44	8	52
E	General Office Building (710)	160	1,000 Sq. Ft. GFA	178	86%	14%	153	25	5%	145	24	169
Project Total a.m. Peak Hour Trips				398			341	57	-17	325	56	381
Evening Peak Hour		# of	Unit	Trip	%	%	Trips	Trips	Transit	Net Trips	Net Trips	Total p.m.
Bldg	Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Reduction	Entering	Exiting	Trips
A	General Office Building (710)	30.5	1,000 Sq. Ft. GFA	38	16%	84%	6	32	5%	6	30	36
B	General Office Building (710)	30.5	1,000 Sq. Ft. GFA	38	16%	84%	6	32	5%	6	30	36
C	General Office Building (710)	27.8	1,000 Sq. Ft. GFA	34	16%	84%	5	29	5%	5	28	33
D	General Office Building (710)	27.8	1,000 Sq. Ft. GFA	34	16%	84%	5	29	5%	5	28	33
E	General Office Building (710)	160	1,000 Sq. Ft. GFA	178	16%	84%	28	150	5%	27	143	170
Project Total p.m. Peak Hour Trips				322			50	272	-14	49	259	308

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, September 2019

D. Trip Distribution and Assignment

Project traffic was assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. A varied distribution was developed for future (2050) conditions, knowing that a southbound frontage road will be built along I-215 by then. The resulting distribution of project generated trips during the evening peak hour is as follows:

To/From Project (2019 and 2025):

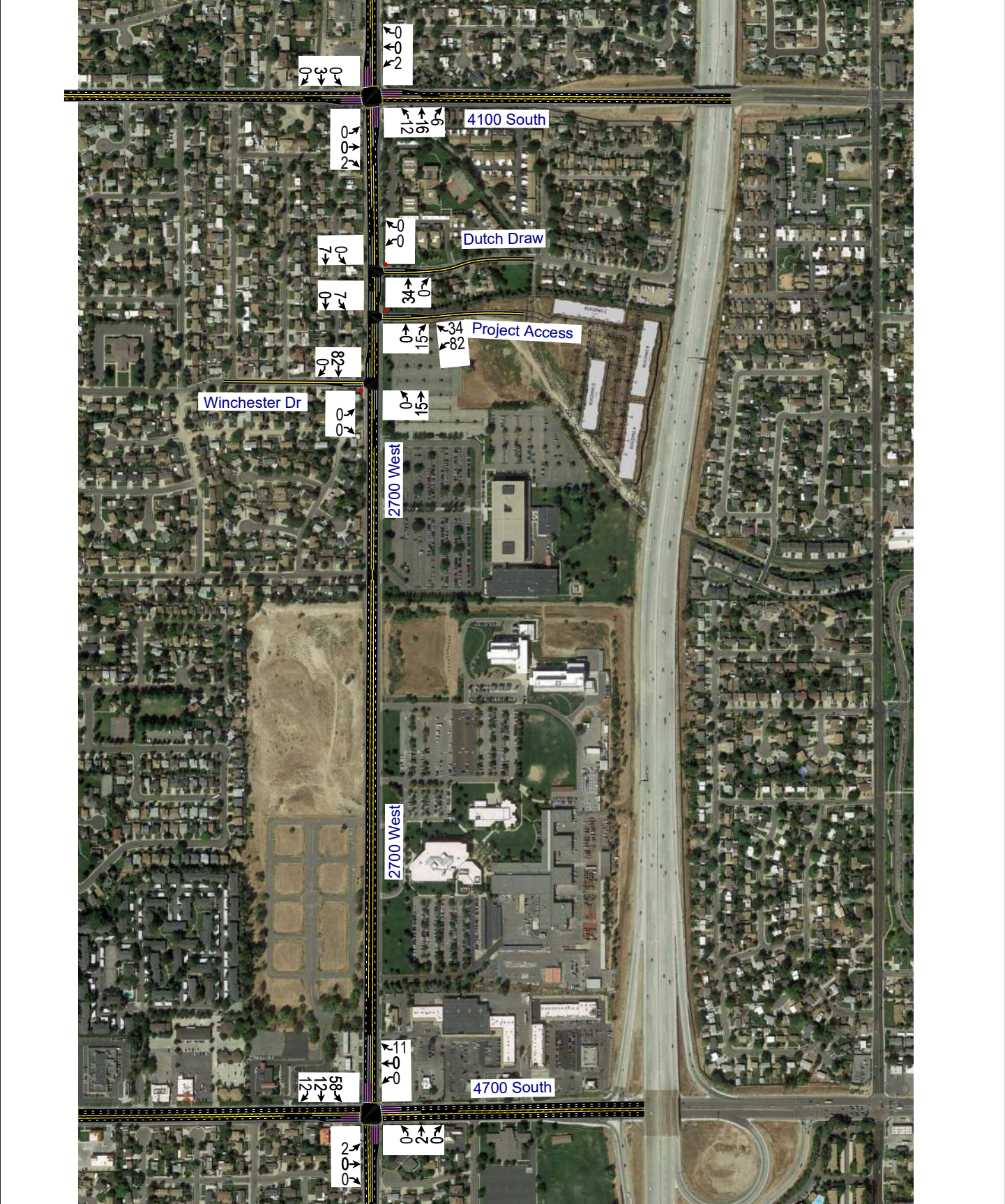
- 15% North
- 10% South
- 5% East via 4100 South
- 50% East via 4700 South
- 10% West via 4100 South
- 10% West via 4700 South

To/From Project (2050):

- 10% North
- 5% South
- 5% East via 4100 South
- 20% East via 4700 South
- 10% West via 4100 South
- 10% West via 4700 South
- 40% via I-215 Frontage Road Access

These trip distribution assumptions were used to assign the evening peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development in 2019, 2025, and 2050 is shown in Figure 4, Figure 5, and Figure 6, respectively.







E. Access

2700 West:

- The Project Access will be located approximately 200 feet south of the Dutch Draw / 2700 West intersection. It will access the project on the east side of 2700 West. It is anticipated that the access will be stop-controlled at the access.

I-215 Frontage Road:

- It is anticipated that the project will have access to the proposed I-215 southbound frontage when it is built (by 2030). This access was not included in the traffic analysis as the frontage road has not been designed yet. However, it was assumed that many project trips in future (2050) conditions will use this access.

IV. EXISTING (2019) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2019) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips to the existing (2019) background traffic volumes to predict turning movement volumes for existing (2019) plus project conditions. Existing (2019) plus project evening peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added, as shown in Table 4.

Table 4: Existing (2019) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
2700 West / 4100 South	Signal	-	-	-	30.3	C
Dutch Draw / 2700 West	WB Stop	WB	6.4	A	-	-
Winchester Drive / 2700 West	EB Stop	EB	8.8	A	-	-
2700 West / 4700 South	Signal	-	-	-	>80	F
Project Access / 2700 West	WB Stop	WB	11.1	B	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, September 2019



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The following are the significant anticipated 95th percentile queues during the evening peak hour:

2700 West / 4700 South

Southbound – 800 feet

Eastbound – 1,600 feet

Westbound – 650 feet

E. Mitigation Measures

No additional mitigation measures are recommended beyond those recommended for existing (2019) background conditions.

V. FUTURE (2025) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2025) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the WFRC Regional Transportation Plan and as mentioned, there is a project planned by 2030 to construct a southbound frontage road along I-215 north of 4700 South. However, it was not assumed that this project would be completed by 2025. The Midvalley Connector BRT route is also planned by 2030. It is anticipated that this project will be completed by 2025. The proposed roadway cross-sections for the BRT project still show seven general purpose lanes on 4700 South and five general purpose lanes on 2700 West.

For the future (2025) analysis, it was assumed that the previous mitigation measures were implemented, including westbound dual left-turn lanes at the 2700 West / 4700 South intersection, a lengthened eastbound outer lane storage, and adjusted signal timing and phasing.

C. Traffic Volumes

Hales Engineering obtained future (2025) forecasted volumes from the WFRC travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2025) evening peak hour turning movement volumes are shown in Figure 8.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2025) background conditions, as shown in Table 5. However, the 2700 West / 4700 South intersection is close to operating at LOS E. These results serve as a baseline condition for the impact analysis of the proposed development for future (2025) conditions.



Table 5: Future (2025) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
2700 West / 4100 South	Signal	-	-	-	32.8	C
Dutch Draw / 2700 West	WB Stop	WB	8.1	A	-	-
Winchester Drive / 2700 West	EB Stop	EB	10.9	B	-	-
2700 West / 4700 South	Signal	-	-	-	53.4	D

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, September 2019

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The following are the significant anticipated 95th percentile queues during the evening peak hour:

2700 West / 4700 South

Southbound – 550 feet

Eastbound – 400 feet

Westbound – 530 feet

F. Mitigation Measures

It is recommended that a longer traffic signal cycle length of 150 seconds be implemented at the 2700 West / 4700 South and 2700 West / 4100 South intersections to increase the capacity of the intersections.

An additional westbound lane on 4700 South between I-215 and 2700 West has been proposed along with the 4700 South and Southbound I-215 Frontage Road projects. It is recommended that this be installed be possible to reduce delays.

VI. FUTURE (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2025) background traffic volumes to predict turning movement volumes for future (2025) plus project conditions. Future (2025) plus project evening peak hour turning movement volumes are shown in Figure 9.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2025) plus project conditions except for the 2700 West / 4700 South intersection (LOS E), as shown in Table 6. This LOS E condition is primarily due to background traffic.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The following are the significant anticipated 95th percentile queues during the evening peak hour:

2700 West / 4700 South
Southbound – 630 feet
Eastbound – 550 feet
Westbound – 750 feet

E. Mitigation Measures

No additional mitigation measures are recommended beyond those recommended for future (2050) background conditions.



Table 6: Future (2025) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
2700 West / 4100 South	Signal	-	-	-	34.5	C
Dutch Draw / 2700 West	WB Stop	WB	8.0	A	-	-
Winchester Drive / 2700 West	EB Stop	EB	12.7	B	-	-
2700 West / 4700 South	Signal	-	-	-	59.0	E
Project Access / 2700 West	WB Stop	WB	13.1	B	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, September 2019

VII. FUTURE (2050) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the WFRC Regional Transportation Plan, it was assumed that the southbound I-215 frontage road was completed for the future (2050) analysis. It is also anticipated that a northbound frontage road will be completed by 2050 as well.

As recommended in future (2025) background conditions, it was assumed that a westbound right-turn lane was installed at the 2700 West / 4700 South intersection. It was also assumed that a longer traffic signal cycle length of 150 seconds was implemented at both signalized intersections to increase capacity.

Based on the projected volumes, it is anticipated that dual left-turns on the eastbound approach of the 2700 West / 4100 South intersection will be warranted by 2050. It was assumed that these were installed for the future (2050) analyses. It was also assumed that the southbound right-turn vehicles at the 2700 West / 4100 had a right-turn overlap signal phase (right-turn arrow).

C. Traffic Volumes

Hales Engineering obtained future (2050) forecasted volumes from the WFRC travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2050) background evening peak hour turning movement volumes are shown in Figure 10.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2050) background conditions except for the 2700 West / 4700 South intersection (LOS E), as shown in Table 7.

Table 7: Future (2050) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
2700 West / 4100 South	Signal	-	-	-	51.3	D
Dutch Draw / 2700 West	WB Stop	WB	11.0	B	-	-
Winchester Drive / 2700 West	EB Stop	EB	14.6	B	-	-
2700 West / 4700 South	Signal	-	-	-	57.7	E

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, September 2019

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The following are the significant anticipated 95th percentile queues during the evening peak hour:

2700 West / 4700 South
Southbound – 700 feet
Eastbound – 450 feet
Westbound – 720 feet

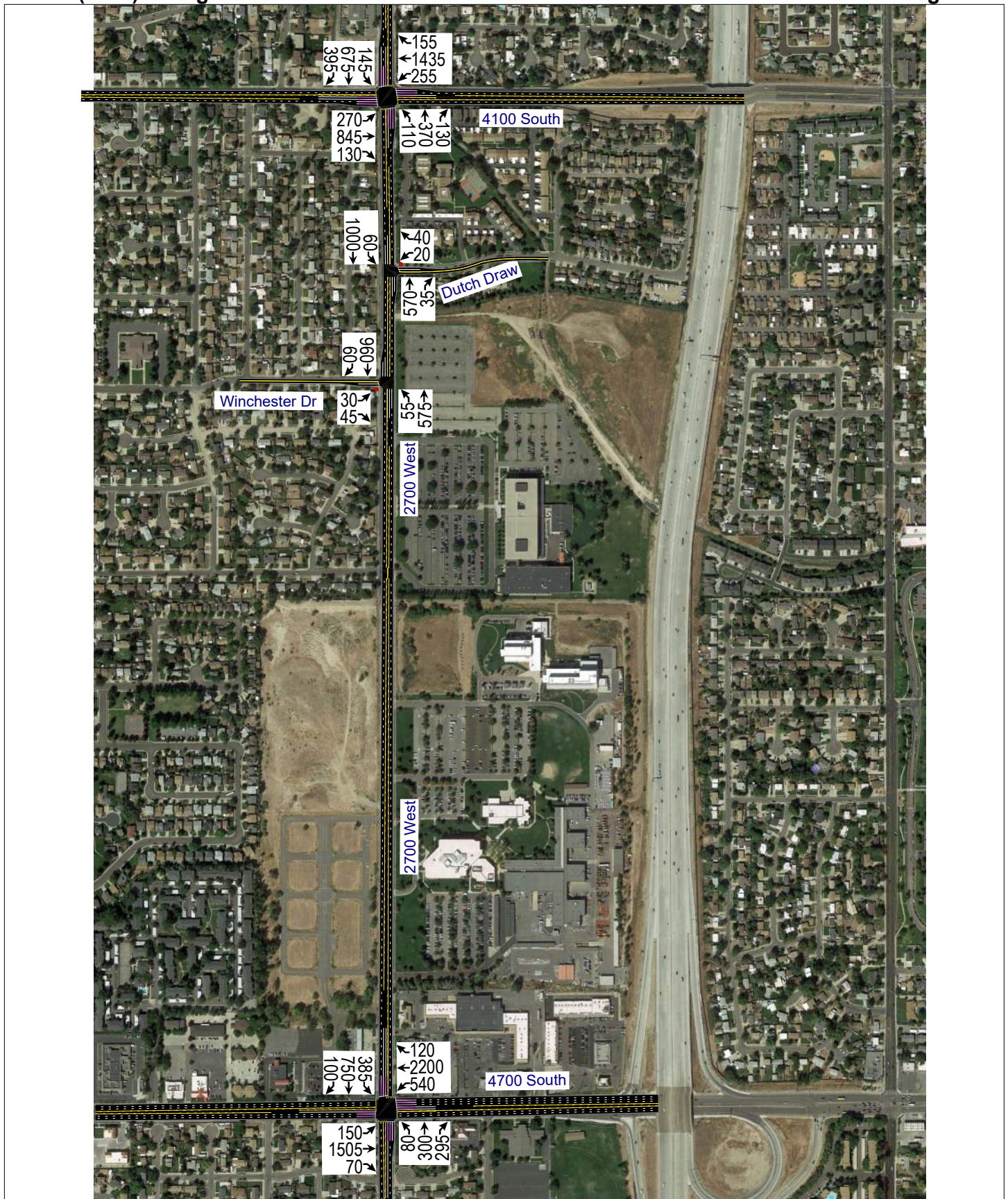
2700 West / 4100 South
Southbound – 540 feet
Eastbound – 340 feet
Westbound – 830 feet

The westbound left-turn 95th percentile queue length is anticipated to be approximately 400 feet, which approximately reaches the Chentelle Drive / 4700 South intersection.

F. Mitigation Measures

Even with the mitigation measures recommended previously, it is anticipated that the 2700 West / 4700 South intersection will operate poorly during peak hours and that additional mitigation measures will be needed. It is recommended that other improvements be made as needed such as dedicated right-turn pockets or innovative intersection components.

The raised island at the Chentelle Drive / 4700 South intersection may need to be removed to accommodate sufficient westbound left-turn queue storage. Therefore, the signal at the Chentelle Drive / 4700 South intersection may need to be removed or modified significantly as well.



VIII. FUTURE (2050) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2050) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) plus project conditions. Future (2050) plus project evening peak hour turning movement volumes are shown in Figure 11.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2050) plus project conditions except for the 2700 West / 4700 South intersection (LOS E), as shown in Table 8.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The following are the significant anticipated 95th percentile queues during the evening peak hour:

2700 West / 4700 South

Southbound – 670 feet

Eastbound – 900 feet

Westbound – 860 feet

2700 West / 4100 South

Southbound – 620 feet

Eastbound – 375 feet

Westbound – 670 feet

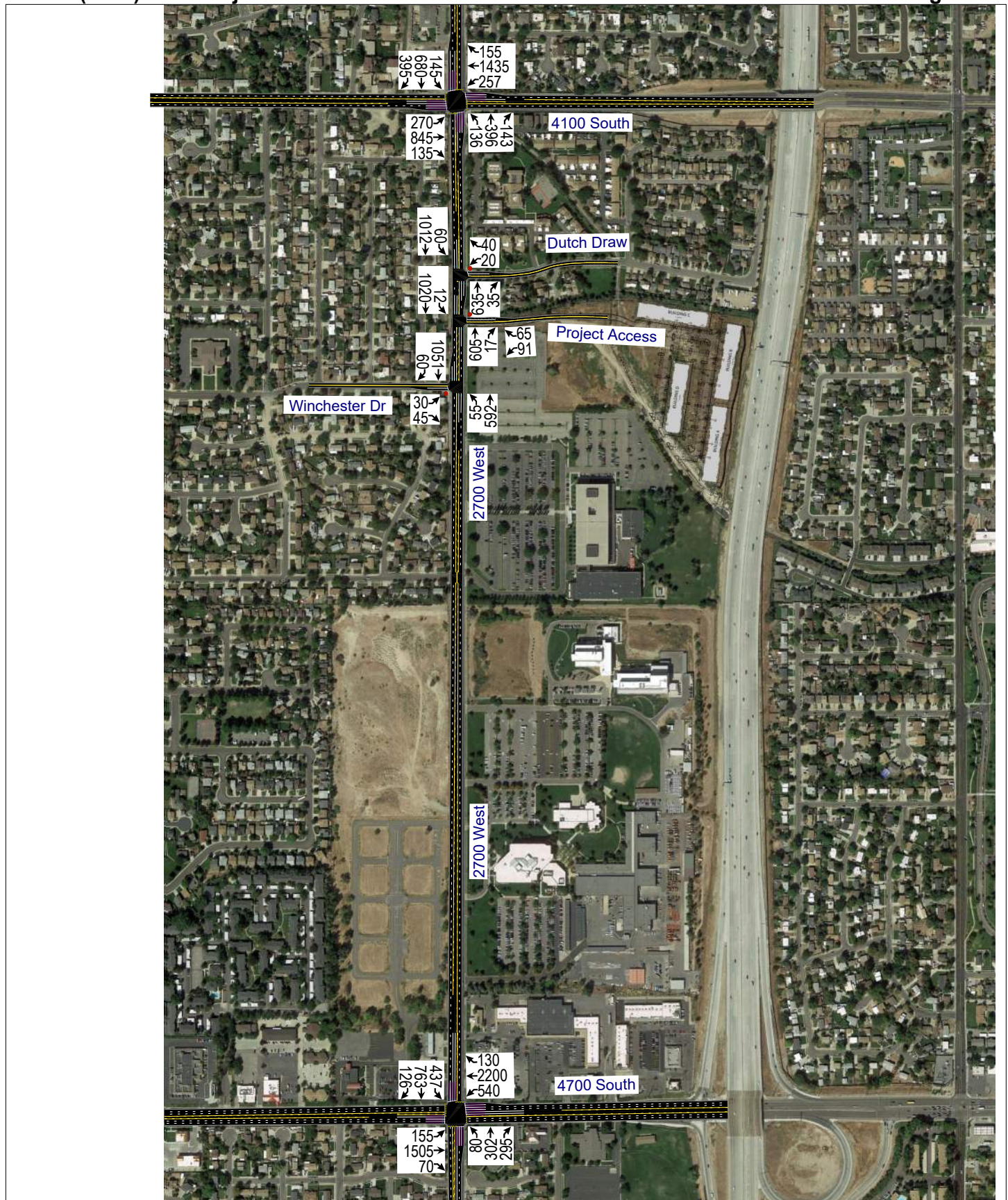


Table 8: Future (2050) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
2700 West / 4100 South	Signal	-	-	-	54.3	D
Dutch Draw / 2700 West	WB Stop	WB	11.6	B	-	-
Winchester Drive / 2700 West	EB Stop	EB	17.7	C	-	-
2700 West / 4700 South	Signal	-	-	-	69.3	E
Project Access / 2700 West	WB Stop	WB	17.8	C	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, September 2019

E. Mitigation Measures

No additional mitigation measures are recommended beyond those recommended previously.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2050) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 9. Intersections shown in Table 9 include new intersections and existing intersections that have recommended storage length changes.

Table 9: Recommended Storage Lengths

Recommended Storage Lengths Taylorsville - Beltway West TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
2700 West / 4100 South	325	200	400	-	450	-	475	-
2700 West / 4700 South	250	200	350	200	250	225	475	250
Source: Hales Engineering, September 2019								

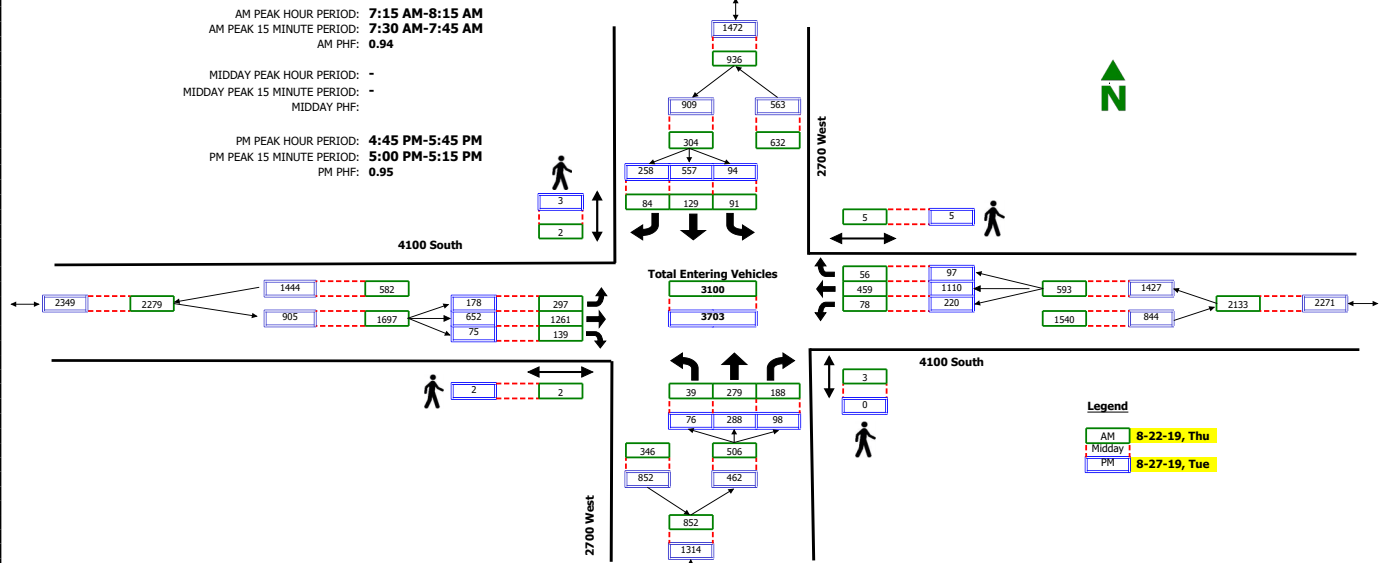
APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: 2700 West / 4100 South
North/South: 2700 West
East/West: 4100 South
Jurisdiction: Taylorsville
Project Title: Taylorsville Beltway West TIS
Project No: UT19-1527
Weather: Clear

Date: 8-22-19, Thu & 8-27-19, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

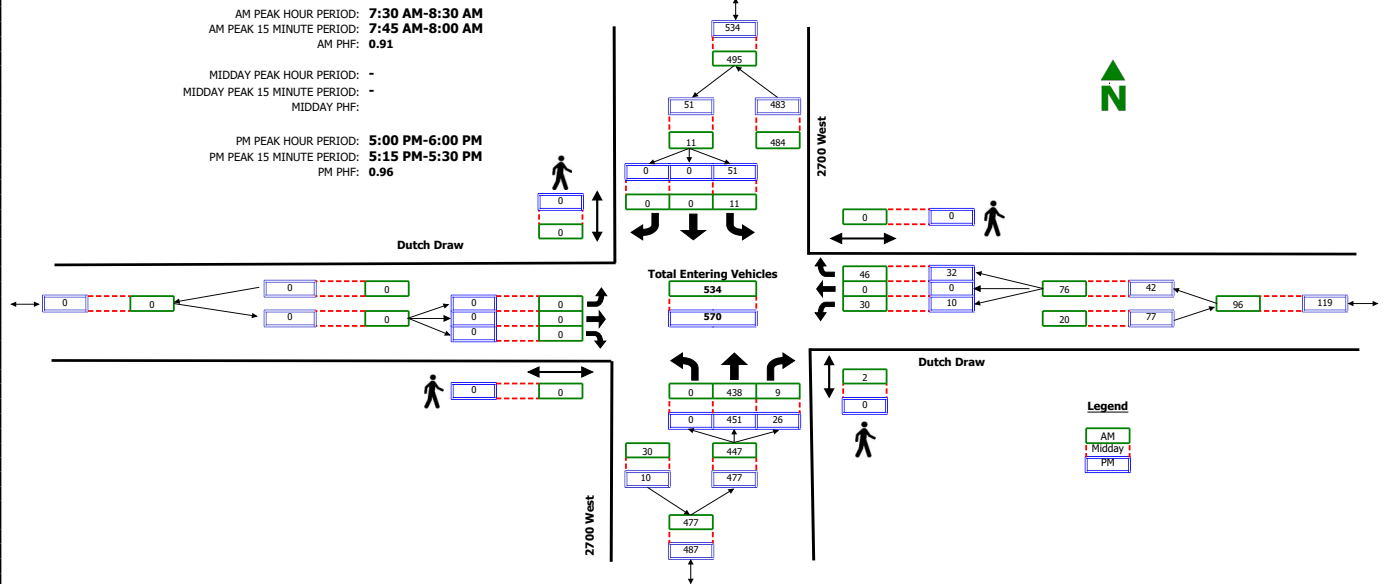


RAW COUNT SUMMARIES	2700 West Northbound				2700 West Southbound				4100 South Eastbound				4100 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	9	44	19	0	17	33	19	0	58	245	35	0	20	103	11	0	613
7:15 - 7:30	10	49	40	0	20	34	29	0	72	281	33	1	20	108	5	1	701
7:30 - 7:45	6	79	42	0	22	40	21	0	72	332	37	0	25	129	23	1	828
7:45 - 8:00	8	71	59	2	18	26	16	0	76	341	32	1	17	116	15	2	795
8:00 - 8:15	15	80	47	1	31	29	18	2	77	307	37	0	16	106	13	1	776
8:15 - 8:30	14	55	61	0	27	48	11	0	52	272	26	0	20	102	8	0	696
8:30 - 8:45	24	46	34	0	21	44	20	0	55	248	32	0	20	108	15	0	667
8:45 - 9:00	9	41	40	0	11	35	19	0	45	234	23	0	25	114	13	0	609
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	21	76	24	0	20	122	60	0	47	167	27	2	47	220	15	0	846
16:15 - 16:30	15	72	26	0	20	133	66	2	47	151	22	0	45	222	23	0	842
16:30 - 16:45	17	62	22	0	19	123	73	4	42	145	11	1	60	249	28	0	851
16:45 - 17:00	13	70	29	0	19	141	72	3	49	138	12	2	61	282	30	1	916
17:00 - 17:15	25	67	22	0	31	153	61	0	43	169	30	0	68	285	25	1	979
17:15 - 17:30	15	83	23	0	19	162	59	0	38	172	6	0	52	281	19	2	929
17:30 - 17:45	23	68	24	0	25	101	66	0	48	173	27	0	39	262	23	1	879
17:45 - 18:00	19	76	14	2	21	103	61	0	34	126	18	0	44	249	26	0	791

Intersection Turning Movement Summary

Intersection: 2700 West / Dutch Draw
North/South: 2700 West
East/West: Dutch Draw
Jurisdiction: Taylorsville
Project Title: Taylorsville Beltway West TIS
Project No: UT19-1527
Weather: Clear

Date: 8-22-19, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

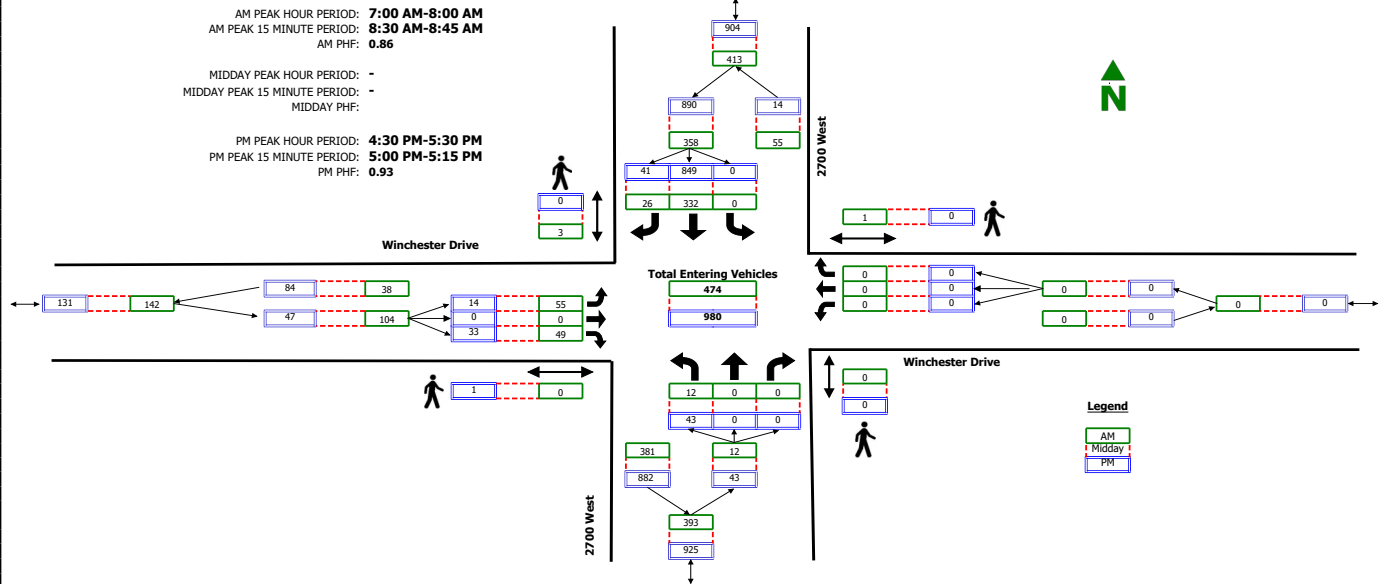


RAW COUNT SUMMARIES	2700 West Northbound				2700 West Southbound				Dutch Draw Eastbound				Dutch Draw Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	58	0	1	2	0	0	0	0	0	0	0	11	0	8	0	79
7:15 - 7:30	0	96	0	0	2	0	0	0	0	0	0	0	6	0	15	0	119
7:30 - 7:45	0	110	0	0	0	0	0	0	0	0	0	0	9	0	13	0	132
7:45 - 8:00	0	123	3	2	2	0	0	0	0	0	0	0	6	0	13	0	147
8:00 - 8:15	0	105	1	0	3	0	0	0	0	0	0	0	8	0	10	0	127
8:15 - 8:30	0	100	5	0	6	0	0	0	0	0	0	0	7	0	10	0	128
8:30 - 8:45	0	83	5	0	5	1	0	0	0	0	0	0	12	0	10	0	116
8:45 - 9:00	0	81	4	1	2	0	0	0	0	0	0	0	7	0	10	0	104
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	118	11	0	6	1	0	0	0	0	0	0	6	0	5	0	147
16:15 - 16:30	0	112	7	0	10	0	0	0	0	0	0	0	7	0	7	0	143
16:30 - 16:45	0	115	5	0	10	0	0	0	0	0	0	0	5	0	7	0	142
16:45 - 17:00	0	98	9	0	16	0	0	0	0	0	0	0	1	0	3	0	127
17:00 - 17:15	0	110	4	0	12	0	0	0	0	0	0	0	3	0	9	0	138
17:15 - 17:30	0	110	13	0	14	0	0	0	0	0	0	0	1	0	10	0	148
17:30 - 17:45	0	120	7	0	13	0	0	0	0	0	0	0	2	0	6	0	148
17:45 - 18:00	0	111	2	0	12	0	0	0	0	0	0	0	4	0	7	0	136

Intersection Turning Movement Summary

Intersection: 2700 West / Winchester Drive
North/South: 2700 West
East/West: Winchester Drive
Jurisdiction: Taylorsville
Project Title: Taylorsville Beltway West TIS
Project No: UT19-1527
Weather: Clear

Date: 8-22-19, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

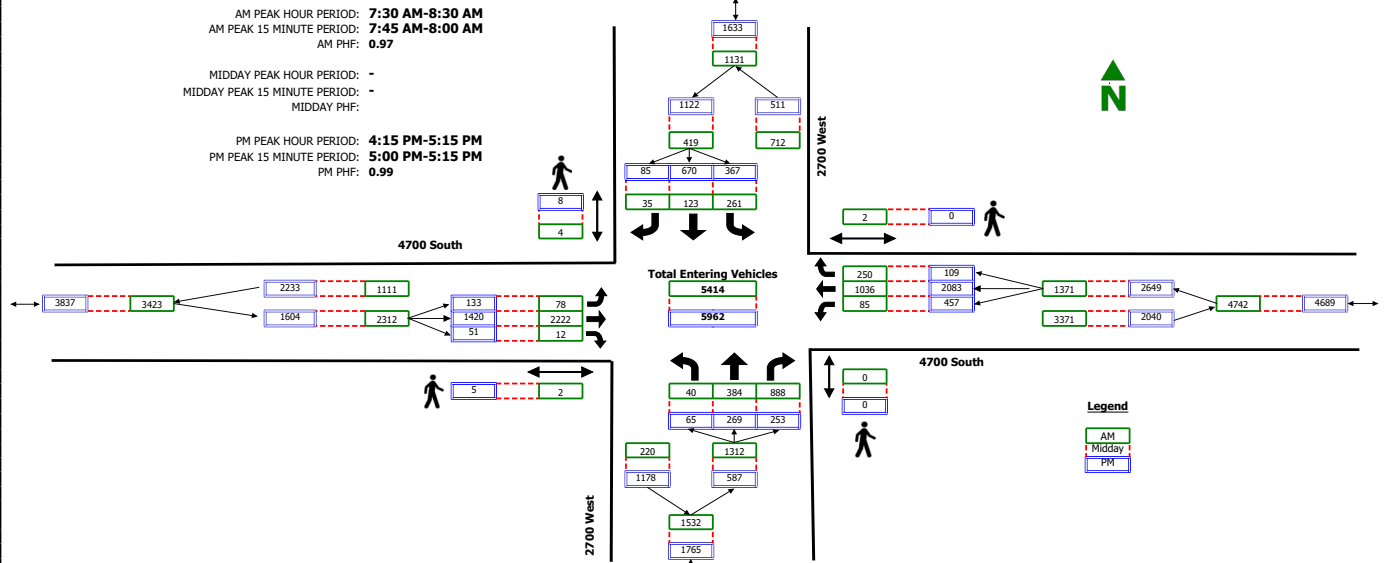


RAW COUNT SUMMARIES	2700 West Northbound				2700 West Southbound				Winchester Drive Eastbound				Winchester Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	0	0	0	0	87	4	0	4	0	19	0	0	0	0	0	115
7:15 - 7:30	5	0	0	0	0	77	10	3	16	0	7	0	0	0	0	0	115
7:30 - 7:45	2	0	0	0	0	82	12	0	23	0	12	0	0	0	0	0	131
7:45 - 8:00	4	0	0	0	0	86	0	0	12	0	11	0	0	0	0	1	113
8:00 - 8:15	3	0	0	0	0	80	1	0	5	0	8	1	0	0	0	1	97
8:15 - 8:30	5	0	0	0	0	91	3	0	6	0	9	0	0	0	0	0	114
8:30 - 8:45	2	0	0	0	0	111	6	0	9	0	10	0	0	0	0	0	138
8:45 - 9:00	1	0	0	0	0	101	2	0	5	0	2	0	0	0	0	0	111
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	14	0	0	0	0	172	14	0	7	0	11	0	0	0	0	0	218
16:15 - 16:30	11	0	0	0	0	204	6	0	3	0	7	1	0	0	0	0	231
16:30 - 16:45	9	0	0	0	0	202	9	0	5	0	8	0	0	0	0	0	233
16:45 - 17:00	9	0	0	0	0	212	11	0	1	0	7	0	0	0	0	0	240
17:00 - 17:15	8	0	0	0	0	235	11	0	1	0	9	0	0	0	0	0	264
17:15 - 17:30	17	0	0	0	0	200	10	0	7	0	9	1	0	0	0	0	243
17:30 - 17:45	18	0	0	0	0	164	10	0	1	0	6	1	0	0	0	0	199
17:45 - 18:00	13	0	0	0	0	156	5	0	7	0	11	0	0	0	0	0	192

Intersection Turning Movement Summary

Intersection: 2700 West / 4700 South
North/South: 2700 West
East/West: 4700 South
Jurisdiction: Taylorsville
Project Title: Taylorsville Beltway West TIS
Project No: UT19-1527
Weather: Clear

Date: 8-27-19, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	2700 West Northbound				2700 West Southbound				4700 South Eastbound				4700 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	8	78	203	0	67	34	8	0	14	583	0	1	9	205	49	0	1258
7:15 - 7:30	10	96	187	0	68	33	8	5	25	556	4	0	27	229	50	1	1293
7:30 - 7:45	14	98	218	0	68	32	5	2	23	560	4	0	17	272	51	0	1362
7:45 - 8:00	5	110	224	0	83	29	9	0	20	558	2	0	18	275	56	0	1389
8:00 - 8:15	10	103	212	0	49	29	6	2	17	539	2	1	23	244	76	1	1310
8:15 - 8:30	11	73	234	0	61	33	15	0	18	565	4	1	27	245	67	1	1353
8:30 - 8:45	24	90	154	0	69	31	10	0	34	586	2	0	21	275	62	0	1358
8:45 - 9:00	31	77	137	0	64	33	11	0	30	484	10	0	25	238	56	0	1196
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	13	59	46	0	79	147	20	3	26	289	14	3	98	491	36	0	1318
16:15 - 16:30	20	61	62	0	96	143	40	3	40	371	11	3	132	505	23	0	1504
16:30 - 16:45	8	81	60	0	102	189	16	0	40	342	9	1	80	550	21	0	1498
16:45 - 17:00	22	61	62	0	77	171	14	1	36	353	20	0	122	478	38	0	1454
17:00 - 17:15	15	66	69	0	92	167	15	4	17	354	11	1	123	550	27	0	1506
17:15 - 17:30	5	67	45	0	112	160	10	0	27	400	14	0	124	436	27	0	1427
17:30 - 17:45	12	67	52	0	73	165	14	1	36	329	22	2	156	446	24	0	1396
17:45 - 18:00	27	56	48	0	72	107	17	4	22	277	22	5	137	465	38	0	1288

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Existing (2019) Background
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & 4100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	76	70	92	51.7	D
	T	288	276	96	39.1	D
	R	98	95	97	7.2	A
	Subtotal	462	441	95	34.2	C
SB	L	94	90	96	43.6	D
	T	557	561	101	46.9	D
	R	258	256	99	18.8	B
	Subtotal	909	907	100	38.6	D
EB	L	178	180	101	34.0	C
	T	652	645	99	21.5	C
	R	75	74	98	6.9	A
	Subtotal	905	899	99	22.8	C
WB	L	220	214	97	24.1	C
	T	1,110	1,106	100	27.1	C
	R	97	98	101	9.6	A
	Subtotal	1,427	1,418	99	25.4	C
Total		3,703	3,665	99	29.1	C

Intersection: 2700 West & Dutch Draw
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	385	95	0.5	A
	R	26	25	95	0.3	A
	Subtotal	432	410	95	0.5	A
SB	L	51	50	98	6.2	A
	T	826	827	100	3.5	A
	Subtotal	877	877	100	3.7	A
WB	L	10	9	88	15.8	C
	R	32	30	94	3.4	A
	Subtotal	42	39	93	6.3	A
Total		1,352	1,326	98	2.8	A

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Existing (2019) Background
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & Winchester Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	43	42	98	5.3	A
	T	468	446	95	0.6	A
	Subtotal	511	488	95	1.0	A
SB	T	797	797	100	0.8	A
	R	41	38	93	0.5	A
	Subtotal	838	835	100	0.8	A
EB	L	14	13	91	18.0	C
	R	33	32	98	5.7	A
	Subtotal	47	45	96	9.3	A
Total		1,396	1,368	98	1.1	A

Intersection: 2700 West & 4700 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	58	89	357.2	F
	T	269	254	95	56.8	E
	R	253	254	100	30.8	C
	Subtotal	587	566	96	75.9	E
SB	L	367	362	99	102.4	F
	T	670	660	99	91.9	F
	R	85	87	102	92.2	F
	Subtotal	1,122	1,109	99	95.4	F
EB	L	133	128	96	106.7	F
	T	1,420	1,364	96	124.9	F
	R	51	52	102	116.0	F
	Subtotal	1,604	1,544	96	123.1	F
WB	L	457	449	98	54.1	D
	T	2,083	2,081	100	36.3	D
	R	109	105	96	29.4	C
	Subtotal	2,649	2,635	99	39.1	D
Total		5,962	5,854	98	76.5	E

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.4	0.2	2.2	1.8	0.3	1.8	0.1	0.0	0.4	2.7	0.4	2.9
Total Delay (hr)	0.4	1.0	0.0	0.3	2.1	0.1	0.3	0.9	0.1	0.3	1.7	0.3
Total Del/Veh (s)	31.4	20.6	6.6	21.1	25.1	9.6	55.8	42.9	7.3	39.7	43.6	18.8
Vehicles Entered	45	158	18	52	277	25	17	74	24	22	136	64
Vehicles Exited	46	166	18	53	286	26	15	70	25	21	125	61
Hourly Exit Rate	184	664	72	212	1144	104	60	280	100	84	500	244
Input Volume	175	641	74	216	1091	95	75	283	96	92	547	253
% of Volume	105	104	97	98	105	109	80	99	104	91	91	96

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	7.4
Total Del/Veh (s)	27.8
Vehicles Entered	912
Vehicles Exited	912
Hourly Exit Rate	3648
Input Volume	3638
% of Volume	100

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.3	0.2	2.4	1.8	0.3	1.6	0.3	0.0	0.2	2.8	0.4	2.8
Total Delay (hr)	0.3	0.9	0.0	0.3	1.8	0.1	0.3	0.8	0.0	0.3	1.8	0.4
Total Del/Veh (s)	29.3	20.0	7.1	21.2	23.2	7.6	52.6	35.7	6.7	39.9	42.6	19.0
Vehicles Entered	40	152	20	54	273	24	20	69	24	24	139	66
Vehicles Exited	38	145	19	53	258	25	20	73	24	25	149	68
Hourly Exit Rate	152	580	76	212	1032	100	80	292	96	100	596	272
Input Volume	175	641	74	216	1091	95	75	283	96	92	547	253
% of Volume	87	90	103	98	95	105	107	103	100	109	109	108

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	7.1
Total Del/Veh (s)	26.5
Vehicles Entered	905
Vehicles Exited	897
Hourly Exit Rate	3588
Input Volume	3638
% of Volume	99

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.1	0.2	2.2	1.8	0.3	1.7	0.2	0.0	0.4	2.6	0.4	2.9
Total Delay (hr)	0.5	1.1	0.0	0.4	2.5	0.1	0.3	0.8	0.0	0.3	1.9	0.4
Total Del/Veh (s)	33.0	21.1	7.5	25.5	27.9	10.9	57.4	39.6	6.9	43.1	45.7	21.0
Vehicles Entered	45	171	20	52	288	25	19	71	24	22	151	67
Vehicles Exited	46	176	20	54	303	24	19	68	24	21	139	65
Hourly Exit Rate	184	704	80	216	1212	96	76	272	96	84	556	260
Input Volume	187	686	79	232	1168	102	80	303	103	99	586	272
% of Volume	98	103	101	93	104	94	95	90	93	85	95	96

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	8.3
Total Del/Veh (s)	29.6
Vehicles Entered	955
Vehicles Exited	959
Hourly Exit Rate	3836
Input Volume	3897
% of Volume	98

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.3	0.2	2.3	1.8	0.3	1.7	0.2	0.0	0.2	2.8	0.4	3.0
Total Delay (hr)	0.4	0.9	0.0	0.3	1.9	0.1	0.2	0.9	0.0	0.3	1.7	0.3
Total Del/Veh (s)	29.4	20.9	5.1	21.5	24.3	7.8	43.1	38.4	6.2	37.7	41.4	17.2
Vehicles Entered	40	156	19	54	263	26	17	76	27	22	131	64
Vehicles Exited	40	149	18	50	255	26	17	79	26	23	142	66
Hourly Exit Rate	160	596	72	200	1020	104	68	316	104	92	568	264
Input Volume	175	641	74	216	1091	95	75	283	96	92	547	253
% of Volume	91	93	97	93	93	109	91	112	108	100	104	104

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	7.0
Total Del/Veh (s)	26.4
Vehicles Entered	895
Vehicles Exited	891
Hourly Exit Rate	3564
Input Volume	3638
% of Volume	98

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	2.3	0.2	2.3	1.8	0.3	1.7	0.2	0.0	0.3	2.7	0.4	2.9
Total Delay (hr)	1.6	3.8	0.1	1.4	8.2	0.3	1.2	3.4	0.2	1.1	7.1	1.4
Total Del/Veh (s)	32.8	21.3	6.7	23.4	26.4	9.3	57.3	41.3	6.9	42.3	45.7	19.7
Vehicles Entered	170	636	76	212	1102	101	72	291	99	91	556	262
Vehicles Exited	170	636	76	210	1102	101	71	290	99	90	555	261
Hourly Exit Rate	170	636	76	210	1102	101	71	290	99	90	555	261
Input Volume	178	652	75	220	1110	97	76	288	98	94	557	258
% of Volume	96	98	101	95	99	104	93	101	101	96	100	101

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.8
Total Delay (hr)	29.8
Total Del/Veh (s)	28.8
Vehicles Entered	3668
Vehicles Exited	3661
Hourly Exit Rate	3661
Input Volume	3703
% of Volume	99

2: 2700 West & Dutch Draw Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	3.9	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	12.6	2.7	0.5	0.2	5.4	3.4	2.6
Vehicles Entered	2	9	99	6	12	191	319
Vehicles Exited	2	9	99	7	12	200	329
Hourly Exit Rate	8	36	396	28	48	800	1316
Input Volume	10	31	399	26	50	812	1328
% of Volume	80	116	99	108	96	99	99

2: 2700 West & Dutch Draw Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.9	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Total Del/Veh (s)	14.2	3.3	0.5	0.2	6.3	3.6	2.8
Vehicles Entered	2	7	101	7	13	214	344
Vehicles Exited	2	8	100	7	12	205	334
Hourly Exit Rate	8	32	400	28	48	820	1336
Input Volume	10	31	399	26	50	812	1328
% of Volume	80	103	100	108	96	101	101

2: 2700 West & Dutch Draw Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.7	0.0	0.1	0.3	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Total Del/Veh (s)	15.6	3.5	0.6	0.4	6.0	3.6	2.8
Vehicles Entered	2	8	99	8	12	209	338
Vehicles Exited	2	7	100	8	13	217	347
Hourly Exit Rate	8	28	400	32	52	868	1388
Input Volume	11	34	428	27	54	870	1424
% of Volume	73	82	93	119	96	100	97

2: 2700 West & Dutch Draw Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.1	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	9.7	3.4	0.5	0.3	5.9	3.5	2.6
Vehicles Entered	2	7	109	6	12	204	340
Vehicles Exited	2	7	108	7	11	196	331
Hourly Exit Rate	8	28	432	28	44	784	1324
Input Volume	10	31	399	26	50	812	1328
% of Volume	80	90	108	108	88	97	100

2: 2700 West & Dutch Draw Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.7	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	0.8	1.0
Total Del/Veh (s)	14.2	3.4	0.5	0.3	6.1	3.6	2.8
Vehicles Entered	8	31	408	28	49	818	1342
Vehicles Exited	8	31	407	28	49	819	1342
Hourly Exit Rate	8	31	407	28	49	819	1342
Input Volume	10	32	406	26	51	826	1352
% of Volume	78	98	100	107	96	99	99

3: 2700 West & Winchester Dr Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	4.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	18.8	4.6	6.5	0.6	0.8	0.4	1.1
Vehicles Entered	2	8	9	118	192	10	339
Vehicles Exited	2	8	9	117	198	10	344
Hourly Exit Rate	8	32	36	468	792	40	1376
Input Volume	14	32	42	465	783	40	1376
% of Volume	57	100	86	101	101	100	100

3: 2700 West & Winchester Dr Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	14.4	5.9	5.3	0.7	0.8	0.5	1.1
Vehicles Entered	4	8	11	117	196	11	347
Vehicles Exited	4	8	11	118	192	11	344
Hourly Exit Rate	16	32	44	472	768	44	1376
Input Volume	14	32	42	465	783	40	1376
% of Volume	114	100	105	102	98	110	100

3: 2700 West & Winchester Dr Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	22.4	6.3	7.4	0.7	0.8	0.6	1.3
Vehicles Entered	3	11	10	113	208	12	357
Vehicles Exited	3	11	10	113	213	12	362
Hourly Exit Rate	12	44	40	452	852	48	1448
Input Volume	15	35	45	476	838	43	1452
% of Volume	80	126	89	95	102	112	100

3: 2700 West & Winchester Dr Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	12.4	4.2	4.3	0.7	0.7	0.4	1.0
Vehicles Entered	5	7	10	122	189	10	343
Vehicles Exited	5	7	10	123	183	9	337
Hourly Exit Rate	20	28	40	492	732	36	1348
Input Volume	14	32	42	465	783	40	1376
% of Volume	143	88	95	106	93	90	98

3: 2700 West & Winchester Dr Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.2	0.0	0.4
Total Del/Veh (s)	16.0	5.4	5.9	0.7	0.8	0.5	1.2
Vehicles Entered	14	34	40	470	785	42	1385
Vehicles Exited	14	34	41	471	785	42	1387
Hourly Exit Rate	14	34	41	471	785	42	1387
Input Volume	14	33	43	468	797	41	1395
% of Volume	98	104	96	101	99	103	99

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.1	0.4	1.9	1.7	0.4	0.4	3.3	0.2	0.3	0.9	0.1	0.3
Total Delay (hr)	0.7	8.7	0.3	2.1	6.0	0.3	1.3	1.0	0.5	2.5	3.1	0.4
Total Del/Veh (s)	67.9	83.7	65.5	59.1	40.2	34.5	233.2	50.0	27.7	86.4	60.5	54.8
Vehicles Entered	34	341	13	112	505	31	16	64	66	96	164	22
Vehicles Exited	35	313	12	119	508	31	15	67	69	88	164	22
Hourly Exit Rate	140	1252	48	476	2032	124	60	268	276	352	656	88
Input Volume	132	1410	51	454	2069	108	65	267	251	365	665	84
% of Volume	106	89	94	105	98	115	92	100	110	96	99	105

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	27.0
Total Del/Veh (s)	60.5
Vehicles Entered	1464
Vehicles Exited	1443
Hourly Exit Rate	5772
Input Volume	5921
% of Volume	97

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.1	0.4	2.0	1.6	0.4	0.4	3.3	0.2	0.3	0.9	0.1	0.2
Total Delay (hr)	0.8	11.0	0.3	1.9	4.7	0.2	1.7	1.1	0.6	2.4	4.3	0.6
Total Del/Veh (s)	82.4	95.5	85.7	57.0	31.3	26.8	261.7	56.7	31.8	86.3	81.6	80.3
Vehicles Entered	32	351	12	114	512	28	18	70	62	87	167	22
Vehicles Exited	30	364	12	108	517	29	15	62	59	93	159	20
Hourly Exit Rate	120	1456	48	432	2068	116	60	248	236	372	636	80
Input Volume	132	1410	51	454	2069	108	65	267	251	365	665	84
% of Volume	91	103	94	95	100	107	92	93	94	102	96	95

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	29.8
Total Del/Veh (s)	65.5
Vehicles Entered	1475
Vehicles Exited	1468
Hourly Exit Rate	5872
Input Volume	5921
% of Volume	99

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.5	2.7	3.7	1.6	0.4	0.4	3.1	0.2	0.3	0.9	0.1	0.2
Total Delay (hr)	1.2	13.9	0.5	1.9	6.1	0.2	2.3	1.2	0.6	3.5	4.9	0.6
Total Del/Veh (s)	103.1	122.9	104.1	54.5	39.6	32.0	357.3	51.8	31.0	113.8	87.3	84.0
Vehicles Entered	36	358	14	112	527	27	15	70	64	102	172	22
Vehicles Exited	34	319	13	118	508	26	13	75	67	87	174	23
Hourly Exit Rate	136	1276	52	472	2032	104	52	300	268	348	696	92
Input Volume	136	1449	52	466	2126	111	66	274	258	374	684	87
% of Volume	100	88	100	101	96	94	79	109	104	93	102	106

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	1.2
Total Delay (hr)	36.9
Total Del/Veh (s)	78.9
Vehicles Entered	1519
Vehicles Exited	1457
Hourly Exit Rate	5828
Input Volume	6083
% of Volume	96

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	1.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	17.1	12.0	10.5	1.7	0.4	0.5	3.2	0.2	0.3	1.0	0.1	0.2
Total Delay (hr)	1.6	16.5	0.5	1.8	4.9	0.2	2.5	1.1	0.6	3.8	4.8	0.7
Total Del/Veh (s)	141.9	135.6	125.8	54.0	32.0	27.8	366.6	53.8	34.0	123.5	94.9	98.1
Vehicles Entered	34	350	12	112	507	26	15	65	59	89	153	21
Vehicles Exited	33	371	12	107	522	27	15	62	56	100	155	21
Hourly Exit Rate	132	1484	48	428	2088	108	60	248	224	400	620	84
Input Volume	132	1410	51	454	2069	108	65	267	251	365	665	84
% of Volume	100	105	94	94	101	100	92	93	89	110	93	100

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	1.6
Denied Del/Veh (s)	3.9
Total Delay (hr)	39.1
Total Del/Veh (s)	84.2
Vehicles Entered	1443
Vehicles Exited	1481
Hourly Exit Rate	5924
Input Volume	5921
% of Volume	100

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.3	1.5	0.1	0.2	0.2	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	6.6	3.9	4.4	1.6	0.4	0.4	3.2	0.2	0.3	1.0	0.1	0.2
Total Delay (hr)	4.3	50.2	1.5	7.7	21.8	1.0	7.9	4.4	2.3	12.2	17.2	2.2
Total Del/Veh (s)	110.8	125.9	106.6	59.8	37.6	31.7	416.6	57.1	32.3	115.9	91.3	89.9
Vehicles Entered	136	1400	51	450	2050	112	64	268	251	373	656	86
Vehicles Exited	132	1367	49	453	2056	113	59	266	251	369	651	86
Hourly Exit Rate	132	1367	49	453	2056	113	59	266	251	369	651	86
Input Volume	133	1420	51	457	2083	109	65	269	253	367	670	85
% of Volume	99	96	96	99	99	104	90	99	99	100	97	101

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	2.5
Denied Del/Veh (s)	1.5
Total Delay (hr)	132.8
Total Del/Veh (s)	79.1
Vehicles Entered	5897
Vehicles Exited	5852
Hourly Exit Rate	5852
Input Volume	5962
% of Volume	98

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.4	0.4	0.7	1.8	3.4
Denied Del/Veh (s)	0.8	0.8	1.2	3.1	1.4
Total Delay (hr)	37.4	39.8	48.3	49.0	174.5
Total Del/Veh (s)	56.7	59.3	70.1	72.1	72.2
Vehicles Entered	2090	2099	2175	2062	8426
Vehicles Exited	2058	2100	2101	2113	8371
Hourly Exit Rate	8232	8400	8404	8452	8371
Input Volume	21956	21956	22980	21956	22212
% of Volume	37	38	37	38	38

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	146	192	191	77	204	321	331	200	92	142	144	70
Average Queue (ft)	102	136	123	24	97	229	231	83	50	69	82	30
95th Queue (ft)	167	195	199	80	208	331	338	226	99	134	143	74
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	0	1	11		0	12	31			0	11	0
Queuing Penalty (veh)	1	1	8		0	27	29			0	10	0

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	113	260	267	160
Average Queue (ft)	55	191	164	91
95th Queue (ft)	118	273	265	186
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)		8	19	5
Queuing Penalty (veh)		7	48	14

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	158	183	157	44	196	291	291	160	95	104	123	51
Average Queue (ft)	77	129	110	19	95	214	207	56	58	65	78	28
95th Queue (ft)	149	198	174	46	205	303	303	176	106	112	126	56
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	1	0	8	0	0	9	26	0			4	0
Queuing Penalty (veh)	2	0	6	0	1	20	24	0			4	0

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	134	281	258	183
Average Queue (ft)	70	202	168	116
95th Queue (ft)	143	286	253	206
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)		10	23	9
Queuing Penalty (veh)		9	59	24

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	163	204	192	56	255	375	359	200	101	127	128	51
Average Queue (ft)	98	149	130	22	121	257	258	85	58	64	73	25
95th Queue (ft)	170	209	199	65	248	370	363	231	114	123	129	51
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	1	1	12		0	18	33	0		0	5	
Queuing Penalty (veh)	3	2	10		2	41	33	0		0	5	

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	174	285	267	195
Average Queue (ft)	67	211	181	110
95th Queue (ft)	168	292	274	210
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	12	23	9
Queuing Penalty (veh)	0	12	62	27

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	133	192	175	33	150	295	296	199	77	139	134	47
Average Queue (ft)	80	133	110	15	87	215	214	72	47	80	86	27
95th Queue (ft)	136	197	190	36	171	308	310	205	85	147	141	53
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	0	1	11		0	9	26	0			8	
Queuing Penalty (veh)	1	2	8		0	20	25	0			8	

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	136	261	246	189
Average Queue (ft)	67	191	160	107
95th Queue (ft)	139	256	241	196
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)		8	19	7
Queuing Penalty (veh)		8	49	19

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	199	224	209	101	299	381	375	200	118	163	162	82
Average Queue (ft)	89	137	118	20	100	229	228	74	53	69	80	27
95th Queue (ft)	158	201	192	60	211	333	334	211	102	131	136	59
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	1	1	11	0	0	12	29	0		0	7	0
Queuing Penalty (veh)	2	1	8	0	1	27	28	0		0	7	0

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	220	310	307	200
Average Queue (ft)	65	198	168	106
95th Queue (ft)	144	278	259	201
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	10	21	8
Queuing Penalty (veh)	0	9	54	21

Intersection: 2: 2700 West & Dutch Draw, Interval #1

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	22	33	40
Average Queue (ft)	6	15	12
95th Queue (ft)	22	35	41
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #2

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	21	33	31
Average Queue (ft)	6	15	11
95th Queue (ft)	23	35	36
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #3

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	28	26	40
Average Queue (ft)	7	13	13
95th Queue (ft)	28	32	40
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #4

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	24	27	4	42
Average Queue (ft)	6	12	1	13
95th Queue (ft)	23	31	6	44
Link Distance (ft)	793			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	75	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 2700 West & Dutch Draw, All Intervals

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	31	44	4	54
Average Queue (ft)	6	14	0	12
95th Queue (ft)	24	33	3	40
Link Distance (ft)	793			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	75	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	24	33	44
Average Queue (ft)	6	16	15
95th Queue (ft)	25	38	45
Link Distance (ft)	722		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 2700 West & Winchester Dr, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	25	29	40
Average Queue (ft)	10	15	13
95th Queue (ft)	30	35	43
Link Distance (ft)	722		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 2700 West & Winchester Dr, Interval #3

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	30	36	40
Average Queue (ft)	9	21	17
95th Queue (ft)	31	43	47
Link Distance (ft)	722		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 2700 West & Winchester Dr, Interval #4

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	29	28	32	6
Average Queue (ft)	13	15	13	1
95th Queue (ft)	35	34	38	10
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	34	48	59	6
Average Queue (ft)	10	17	15	0
95th Queue (ft)	31	38	44	5
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	399	758	734	230	396	577	545	479	192	213	225	193
Average Queue (ft)	225	597	574	227	334	446	408	361	141	147	178	122
95th Queue (ft)	469	962	915	241	459	703	643	560	297	224	240	227
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)		52	57	41	35	32					35	0
Queuing Penalty (veh)		68	296	192	242	145					44	0

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	249	314	392	407
Average Queue (ft)	193	218	314	330
95th Queue (ft)	328	382	467	481
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	1	1	8	
Queuing Penalty (veh)	3	4	30	

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	400	936	901	230	398	538	500	415	245	223	247	174
Average Queue (ft)	274	755	731	227	310	382	360	326	183	150	155	92
95th Queue (ft)	532	1189	1167	246	464	574	525	444	356	272	251	204
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)	0	53	56	48	35	25			4	0	40	1
Queuing Penalty (veh)	0	70	292	225	239	112			6	0	50	1

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	238	328	499	505
Average Queue (ft)	175	220	355	368
95th Queue (ft)	317	410	547	543
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	2	1	17	
Queuing Penalty (veh)	7	5	61	

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	397	1069	1028	230	396	534	519	480	290	216	232	168
Average Queue (ft)	259	916	892	228	317	421	397	354	226	159	173	109
95th Queue (ft)	513	1608	1562	235	461	648	604	541	430	244	252	217
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)		11	9									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)	3	56	60	53	33	33			11	0	42	1
Queuing Penalty (veh)	14	76	320	255	236	155			15	0	54	4

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	302	454	553	514
Average Queue (ft)	231	321	436	437
95th Queue (ft)	420	580	675	636
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	6	11	25	
Queuing Penalty (veh)	19	39	94	

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	400	1196	1172	230	397	505	477	406	294	241	225	180
Average Queue (ft)	291	1086	1066	228	299	384	354	325	255	154	155	88
95th Queue (ft)	540	1730	1718	235	468	555	505	454	397	278	236	207
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)		26	20									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)	4	55	57	51	31	26				0	42	1
Queuing Penalty (veh)	19	73	298	240	216	120				0	52	3

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	310	394	495	513
Average Queue (ft)	240	322	409	418
95th Queue (ft)	412	570	795	780
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	5	8	22	
Queuing Penalty (veh)	17	25	80	

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	400	1230	1202	230	400	653	618	546	333	292	286	200
Average Queue (ft)	263	838	816	228	315	408	380	341	201	152	165	103
95th Queue (ft)	517	1466	1437	241	465	627	576	506	386	257	248	216
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)		9	7									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)	2	54	57	48	34	29			4	0	40	1
Queuing Penalty (veh)	8	72	302	228	233	133			5	0	50	2

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	347	489	657	620
Average Queue (ft)	210	270	378	388
95th Queue (ft)	377	505	648	635
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	3	5	18	
Queuing Penalty (veh)	11	18	66	

Network Summary

Network wide Queuing Penalty, Interval #1: 1171
Network wide Queuing Penalty, Interval #2: 1217
Network wide Queuing Penalty, Interval #3: 1479
Network wide Queuing Penalty, Interval #4: 1282
Network wide Queuing Penalty, All Intervals: 1287

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Existing (2019) Plus Project
Time Period: Evening Peak Hour **Project #: UT19-1527**

Intersection: 2700 West & 4100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	82	80	97	76.1	E
	T	297	295	99	40.3	D
	R	101	100	99	7.2	A
	Subtotal	480	475	99	39.4	D
SB	L	94	94	100	46.9	D
	T	559	564	101	47.4	D
	R	258	258	100	20.7	C
	Subtotal	911	916	101	39.8	D
EB	L	178	181	102	34.3	C
	T	652	640	98	22.3	C
	R	76	78	102	7.2	A
	Subtotal	906	899	99	23.4	C
WB	L	221	222	100	25.9	C
	T	1,110	1,110	100	26.9	C
	R	97	97	100	9.6	A
	Subtotal	1,428	1,429	100	25.6	C
Total		3,725	3,719	100	30.3	C

Intersection: 2700 West & Dutch Draw
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	424	419	99	0.3	A
	R	26	28	107	0.1	A
	Subtotal	450	447	99	0.3	A
SB	L	51	51	100	6.4	A
	T	830	836	101	3.6	A
	Subtotal	881	887	101	3.8	A
WB	L	10	12	117	14.7	B
	R	32	31	98	3.2	A
	Subtotal	42	43	102	6.4	A
Total		1,373	1,377	100	2.7	A

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Existing (2019) Plus Project
Time Period: Evening Peak Hour **Project #: UT19-1527**

Intersection: 2700 West & Winchester Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	43	42	98	6.8	A
	T	476	474	100	0.7	A
	Subtotal	519	516	99	1.2	A
SB	T	837	841	101	0.5	A
	R	41	44	108	0.2	A
	Subtotal	878	885	101	0.5	A
EB	L	14	12	84	17.3	C
	R	33	34	104	5.8	A
	Subtotal	47	46	98	8.8	A
Total		1,444	1,447	100	1.0	A

Intersection: 2700 West & 4700 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	58	89	444.2	F
	T	270	264	98	57.4	E
	R	253	252	100	31.5	C
	Subtotal	588	574	98	85.1	F
SB	L	397	382	96	152.2	F
	T	676	659	97	113.5	F
	R	91	90	99	112.0	F
	Subtotal	1,164	1,131	97	126.5	F
EB	L	134	130	97	131.9	F
	T	1,420	1,349	95	160.3	F
	R	51	46	90	147.0	F
	Subtotal	1,605	1,525	95	157.5	F
WB	L	457	469	103	69.3	E
	T	2,083	2,084	100	40.2	D
	R	115	120	104	32.3	C
	Subtotal	2,655	2,673	101	45.0	D
Total		6,012	5,903	98	95.2	F

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Existing (2019) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	432	427	99	0.4	A
	R	8	8	100	0.0	A
	Subtotal	440	435	99	0.4	A
SB	L	4	4	100	2.7	A
	T	836	843	101	0.3	A
	Subtotal	840	847	101	0.3	A
WB	L	42	42	101	14.4	B
	R	18	19	104	3.8	A
	Subtotal	60	61	102	11.1	B
Total		1,340	1,343	100	0.8	A

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.3	0.2	2.3	1.7	0.3	1.6	0.2	0.0	0.1	2.9	0.4	2.9
Total Delay (hr)	0.4	1.0	0.0	0.4	2.0	0.1	0.4	0.8	0.1	0.3	1.8	0.3
Total Del/Veh (s)	29.1	20.7	6.8	22.5	24.8	9.0	58.6	38.2	7.0	41.4	47.3	19.7
Vehicles Entered	45	157	19	54	269	23	20	75	24	22	134	60
Vehicles Exited	46	164	19	57	282	23	20	72	25	21	125	59
Hourly Exit Rate	184	656	76	228	1128	92	80	288	100	84	500	236
Input Volume	175	641	75	217	1091	95	81	292	99	92	549	253
% of Volume	105	102	101	105	103	97	99	99	101	91	91	93

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	7.5
Total Del/Veh (s)	28.1
Vehicles Entered	902
Vehicles Exited	913
Hourly Exit Rate	3652
Input Volume	3660
% of Volume	100

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.4	0.2	2.3	1.8	0.4	1.5	0.2	0.0	0.3	2.9	0.4	2.7
Total Delay (hr)	0.4	1.0	0.0	0.5	2.0	0.1	0.4	0.9	0.1	0.3	1.8	0.4
Total Del/Veh (s)	27.3	22.1	6.8	27.5	25.8	9.0	60.7	38.9	7.3	45.9	43.5	19.3
Vehicles Entered	44	159	20	56	274	23	21	80	26	25	140	64
Vehicles Exited	43	152	20	54	261	24	20	83	25	27	150	66
Hourly Exit Rate	172	608	80	216	1044	96	80	332	100	108	600	264
Input Volume	175	641	75	217	1091	95	81	292	99	92	549	253
% of Volume	98	95	107	100	96	101	99	114	101	117	109	104

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	7.9
Total Del/Veh (s)	28.8
Vehicles Entered	932
Vehicles Exited	925
Hourly Exit Rate	3700
Input Volume	3660
% of Volume	101

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	0.2	1.9	1.8	0.4	1.6	0.2	0.0	0.3	2.7	0.4	2.8
Total Delay (hr)	0.6	1.1	0.0	0.4	2.4	0.1	0.6	0.8	0.1	0.4	1.9	0.4
Total Del/Veh (s)	37.1	22.2	6.9	24.8	26.9	10.2	103.6	38.1	7.6	48.7	45.4	21.3
Vehicles Entered	50	172	21	55	293	27	19	69	24	26	147	71
Vehicles Exited	50	177	21	56	304	27	19	66	24	24	137	66
Hourly Exit Rate	200	708	84	224	1216	108	76	264	96	96	548	264
Input Volume	187	686	80	233	1168	102	86	313	106	99	588	272
% of Volume	107	103	105	96	104	106	88	84	91	97	93	97

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	8.7
Total Del/Veh (s)	30.5
Vehicles Entered	974
Vehicles Exited	971
Hourly Exit Rate	3884
Input Volume	3920
% of Volume	99

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.3	0.2	2.1	1.8	0.3	1.7	0.3	0.0	0.2	2.7	0.4	2.9
Total Delay (hr)	0.4	0.9	0.0	0.4	2.1	0.1	0.3	0.8	0.0	0.3	2.0	0.4
Total Del/Veh (s)	34.8	21.3	7.1	23.6	26.1	8.7	57.0	39.6	6.5	39.4	45.1	19.3
Vehicles Entered	42	150	18	56	275	24	19	71	26	21	143	64
Vehicles Exited	43	146	18	55	263	24	20	74	26	23	153	68
Hourly Exit Rate	172	584	72	220	1052	96	80	296	104	92	612	272
Input Volume	175	641	75	217	1091	95	81	292	99	92	549	253
% of Volume	98	91	96	101	96	101	99	101	105	100	111	108

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	7.7
Total Del/Veh (s)	28.8
Vehicles Entered	909
Vehicles Exited	913
Hourly Exit Rate	3652
Input Volume	3660
% of Volume	100

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	2.3	0.2	2.2	1.8	0.3	1.6	0.2	0.0	0.2	2.8	0.4	2.8
Total Delay (hr)	1.8	4.0	0.2	1.6	8.5	0.3	1.7	3.3	0.2	1.2	7.5	1.5
Total Del/Veh (s)	34.3	22.3	7.2	25.9	26.9	9.6	76.1	40.3	7.2	46.9	47.4	20.7
Vehicles Entered	180	638	78	222	1110	97	79	295	100	95	565	258
Vehicles Exited	181	640	78	222	1110	97	80	295	100	94	564	258
Hourly Exit Rate	181	640	78	222	1110	97	80	295	100	94	564	258
Input Volume	178	652	76	221	1110	97	82	297	101	94	559	258
% of Volume	102	98	102	100	100	100	97	99	99	100	101	100

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.8
Total Delay (hr)	31.8
Total Del/Veh (s)	30.3
Vehicles Entered	3717
Vehicles Exited	3719
Hourly Exit Rate	3719
Input Volume	3725
% of Volume	100

2: 2700 West & Dutch Draw Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.5	0.0	0.0	0.2	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	16.7	3.5	0.3	0.1	5.8	3.3	2.5
Vehicles Entered	3	9	104	7	12	196	331
Vehicles Exited	3	9	104	7	13	204	340
Hourly Exit Rate	12	36	416	28	52	816	1360
Input Volume	10	31	416	26	50	815	1348
% of Volume	120	116	100	108	104	100	101

2: 2700 West & Dutch Draw Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.7	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Total Del/Veh (s)	16.4	3.1	0.3	0.2	6.2	3.5	2.6
Vehicles Entered	2	8	113	8	13	215	359
Vehicles Exited	2	8	113	8	12	204	347
Hourly Exit Rate	8	32	452	32	48	816	1388
Input Volume	10	31	416	26	50	815	1348
% of Volume	80	103	109	123	96	100	103

2: 2700 West & Dutch Draw Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.8	0.0	0.1	0.3	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Total Del/Veh (s)	15.6	2.8	0.3	0.1	5.3	3.5	2.7
Vehicles Entered	3	8	98	4	12	209	334
Vehicles Exited	3	8	98	4	14	220	347
Hourly Exit Rate	12	32	392	16	56	880	1388
Input Volume	11	34	447	27	54	875	1448
% of Volume	109	94	88	59	104	101	96

2: 2700 West & Dutch Draw Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.8	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Total Del/Veh (s)	15.4	3.0	0.3	0.1	7.7	3.6	2.8
Vehicles Entered	3	6	104	9	12	218	352
Vehicles Exited	3	7	104	9	12	208	343
Hourly Exit Rate	12	28	416	36	48	832	1372
Input Volume	10	31	416	26	50	815	1348
% of Volume	120	90	100	138	96	102	102

2: 2700 West & Dutch Draw Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.7	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.8	1.0
Total Del/Veh (s)	14.7	3.2	0.3	0.1	6.4	3.6	2.7
Vehicles Entered	12	31	418	28	50	838	1377
Vehicles Exited	12	31	419	28	51	836	1377
Hourly Exit Rate	12	31	419	28	51	836	1377
Input Volume	10	32	424	26	51	830	1373
% of Volume	117	98	99	107	100	101	100

3: 2700 West & Winchester Dr Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	4.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.6	6.0	6.2	0.6	0.5	0.2	1.0
Vehicles Entered	4	9	10	116	206	11	356
Vehicles Exited	4	9	10	115	209	11	358
Hourly Exit Rate	16	36	40	460	836	44	1432
Input Volume	14	32	42	468	822	40	1418
% of Volume	114	112	95	98	102	110	101

3: 2700 West & Winchester Dr Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	4.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	16.0	4.4	5.5	0.7	0.5	0.2	1.0
Vehicles Entered	3	7	12	126	205	11	364
Vehicles Exited	3	8	12	127	202	11	363
Hourly Exit Rate	12	32	48	508	808	44	1452
Input Volume	14	32	42	468	822	40	1418
% of Volume	86	100	114	109	98	110	102

3: 2700 West & Winchester Dr Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	16.1	6.8	8.6	0.7	0.6	0.3	1.1
Vehicles Entered	3	10	9	107	223	12	364
Vehicles Exited	3	10	9	106	225	12	365
Hourly Exit Rate	12	40	36	424	900	48	1460
Input Volume	15	35	45	501	881	43	1520
% of Volume	80	114	80	85	102	112	96

3: 2700 West & Winchester Dr Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	3.8	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	23.0	4.6	6.5	0.7	0.5	0.2	1.0
Vehicles Entered	3	7	12	124	207	10	363
Vehicles Exited	3	7	11	125	205	10	361
Hourly Exit Rate	12	28	44	500	820	40	1444
Input Volume	14	32	42	468	822	40	1418
% of Volume	86	88	105	107	100	100	102

3: 2700 West & Winchester Dr Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.0	0.4
Total Del/Veh (s)	17.3	5.8	6.8	0.7	0.5	0.2	1.0
Vehicles Entered	12	34	42	474	840	44	1446
Vehicles Exited	12	34	42	474	841	44	1447
Hourly Exit Rate	12	34	42	474	841	44	1447
Input Volume	14	33	43	476	837	41	1444
% of Volume	84	104	98	100	101	108	100

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.1	0.4	1.8	1.7	0.4	0.5	3.2	0.2	0.3	1.0	0.1	0.1
Total Delay (hr)	0.9	10.8	0.4	2.3	5.6	0.3	1.4	1.1	0.5	2.6	4.2	0.6
Total Del/Veh (s)	77.9	101.6	86.0	64.6	37.3	29.0	249.7	53.0	28.6	89.6	78.4	71.7
Vehicles Entered	36	345	14	116	515	31	17	64	62	96	166	24
Vehicles Exited	36	315	12	120	503	30	13	69	63	86	169	25
Hourly Exit Rate	144	1260	48	480	2012	120	52	276	252	344	676	100
Input Volume	132	1395	50	449	2046	113	64	265	249	390	664	89
% of Volume	109	90	96	107	98	106	81	104	101	88	102	112

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	30.7
Total Del/Veh (s)	67.7
Vehicles Entered	1486
Vehicles Exited	1441
Hourly Exit Rate	5764
Input Volume	5906
% of Volume	98

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.1	0.4	2.3	1.7	0.3	0.4	3.0	0.2	0.3	1.0	0.1	0.1
Total Delay (hr)	1.1	13.0	0.4	2.0	5.0	0.2	2.0	1.1	0.6	3.3	4.6	0.6
Total Del/Veh (s)	104.5	110.2	93.7	57.7	32.8	25.1	296.8	55.3	31.4	101.8	88.2	88.4
Vehicles Entered	34	355	11	114	505	31	17	66	66	97	164	21
Vehicles Exited	34	361	12	109	512	33	16	62	64	104	159	20
Hourly Exit Rate	136	1444	48	436	2048	132	64	248	256	416	636	80
Input Volume	132	1395	50	449	2046	113	64	265	249	390	664	89
% of Volume	103	104	96	97	100	117	100	94	103	107	96	90

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	33.8
Total Del/Veh (s)	73.0
Vehicles Entered	1481
Vehicles Exited	1486
Hourly Exit Rate	5944
Input Volume	5906
% of Volume	101

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.9	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	9.6	8.8	10.3	1.8	0.5	0.6	2.9	0.2	0.3	0.9	0.1	0.1
Total Delay (hr)	1.3	18.8	0.6	2.5	7.3	0.3	2.3	1.0	0.5	4.7	6.1	0.8
Total Del/Veh (s)	128.7	158.3	156.0	64.3	44.5	38.0	326.7	49.1	25.1	140.1	104.8	101.7
Vehicles Entered	32	365	12	124	558	30	17	66	65	107	181	26
Vehicles Exited	31	316	9	125	537	27	14	68	67	90	173	24
Hourly Exit Rate	124	1264	36	500	2148	108	56	272	268	360	692	96
Input Volume	141	1495	54	481	2193	121	68	284	266	418	712	96
% of Volume	88	85	67	104	98	89	82	96	101	86	97	100

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	2.8
Total Delay (hr)	46.1
Total Del/Veh (s)	94.1
Vehicles Entered	1583
Vehicles Exited	1481
Hourly Exit Rate	5924
Input Volume	6329
% of Volume	94

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.5	4.9	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	55.0	49.0	54.5	1.7	0.4	0.4	3.1	0.2	0.3	1.0	0.1	0.1
Total Delay (hr)	1.8	21.4	0.7	2.5	5.8	0.3	2.9	1.2	0.6	6.7	7.1	1.1
Total Del/Veh (s)	161.7	173.3	160.7	70.4	36.9	29.6	383.9	59.7	35.3	185.9	129.1	131.0
Vehicles Entered	33	334	12	116	512	29	16	67	58	100	160	24
Vehicles Exited	30	356	12	116	532	31	16	65	58	103	158	21
Hourly Exit Rate	120	1424	48	464	2128	124	64	260	232	412	632	84
Input Volume	132	1395	50	449	2046	113	64	265	249	390	664	89
% of Volume	91	102	96	103	104	110	100	98	93	106	95	94

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	5.7
Denied Del/Veh (s)	13.9
Total Delay (hr)	52.0
Total Del/Veh (s)	107.3
Vehicles Entered	1461
Vehicles Exited	1498
Hourly Exit Rate	5992
Input Volume	5906
% of Volume	101

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.7	5.9	0.2	0.2	0.2	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	17.6	14.8	17.2	1.7	0.4	0.5	3.1	0.2	0.3	1.0	0.1	0.1
Total Delay (hr)	5.1	64.0	2.0	9.3	23.6	1.1	8.5	4.3	2.2	17.3	22.0	3.0
Total Del/Veh (s)	131.9	160.3	147.0	69.3	40.2	32.3	444.2	57.4	31.5	152.2	113.5	112.0
Vehicles Entered	134	1399	48	470	2089	120	67	263	251	400	670	94
Vehicles Exited	130	1349	46	469	2084	120	58	264	252	382	659	90
Hourly Exit Rate	130	1349	46	469	2084	120	58	264	252	382	659	90
Input Volume	134	1420	51	457	2083	115	65	270	253	397	676	91
% of Volume	97	95	90	103	100	104	89	98	100	96	97	99

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	7.4
Denied Del/Veh (s)	4.4
Total Delay (hr)	162.6
Total Del/Veh (s)	95.2
Vehicles Entered	6005
Vehicles Exited	5903
Hourly Exit Rate	5903
Input Volume	6012
% of Volume	98

6: 2700 West & Project Access Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	4.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	12.7	3.7	0.4	0.1	2.2	0.3	0.7
Vehicles Entered	8	5	105	1	1	206	326
Vehicles Exited	8	5	106	1	1	208	329
Hourly Exit Rate	32	20	424	4	4	832	1316
Input Volume	41	18	424	8	4	821	1316
% of Volume	78	111	100	50	100	101	100

6: 2700 West & Project Access Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.9	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	14.1	3.8	0.4	0.0	3.2	0.3	0.9
Vehicles Entered	13	6	115	2	1	205	342
Vehicles Exited	13	6	115	2	1	203	340
Hourly Exit Rate	52	24	460	8	4	812	1360
Input Volume	41	18	424	8	4	821	1316
% of Volume	127	133	108	100	100	99	103

6: 2700 West & Project Access Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	16.3	4.3	0.4	0.0	1.2	0.3	0.9
Vehicles Entered	11	5	96	2	1	222	337
Vehicles Exited	11	5	96	2	1	225	340
Hourly Exit Rate	44	20	384	8	4	900	1360
Input Volume	44	19	454	8	4	882	1411
% of Volume	100	105	85	100	100	102	96

6: 2700 West & Project Access Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.8	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	13.9	3.4	0.4	0.0	4.1	0.3	0.8
Vehicles Entered	10	3	110	2	1	210	336
Vehicles Exited	10	3	110	2	1	207	333
Hourly Exit Rate	40	12	440	8	4	828	1332
Input Volume	41	18	424	8	4	821	1316
% of Volume	98	67	104	100	100	101	101

6: 2700 West & Project Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.1	0.3
Total Del/Veh (s)	14.4	3.8	0.4	0.0	2.7	0.3	0.8
Vehicles Entered	42	19	427	8	4	843	1343
Vehicles Exited	42	19	427	8	4	843	1343
Hourly Exit Rate	42	19	427	8	4	843	1343
Input Volume	42	18	432	8	4	836	1340
% of Volume	101	104	99	100	100	101	100

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.5	0.5	1.5	6.0	8.4
Denied Del/Veh (s)	0.8	0.8	2.4	10.2	3.5
Total Delay (hr)	41.1	44.8	58.1	62.9	206.8
Total Del/Veh (s)	62.2	65.4	80.8	89.3	84.1
Vehicles Entered	2100	2128	2264	2083	8574
Vehicles Exited	2046	2138	2138	2142	8464
Hourly Exit Rate	8184	8552	8552	8568	8464
Input Volume	23397	23397	25073	23397	23816
% of Volume	35	37	34	37	36

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	136	187	178	56	189	323	329	199	106	103	112	50
Average Queue (ft)	92	131	123	22	97	219	222	69	60	63	81	26
95th Queue (ft)	151	191	187	65	190	314	323	205	119	111	126	51
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)		0	11		0	11	29				7	
Queuing Penalty (veh)		1	8		0	24	28				7	

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	140	271	258	176
Average Queue (ft)	59	191	163	93
95th Queue (ft)	140	288	267	184
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	10	22	6
Queuing Penalty (veh)	0	9	55	15

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	135	211	203	86	219	333	336	184	111	123	134	51
Average Queue (ft)	86	139	127	25	113	233	229	58	66	80	93	28
95th Queue (ft)	135	217	213	90	229	344	345	182	127	134	142	53
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)		1	13		0	12	28				10	0
Queuing Penalty (veh)		2	10		1	27	27				10	0

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	160	291	260	180
Average Queue (ft)	82	208	172	104
95th Queue (ft)	158	292	259	194
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	12	23	7
Queuing Penalty (veh)	0	11	57	19

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	174	201	195	119	251	378	377	200	148	137	120	51
Average Queue (ft)	113	147	137	27	129	255	248	83	87	69	73	25
95th Queue (ft)	182	208	198	91	261	370	363	226	196	166	127	51
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	1	1	15		0	16	32		5	0	7	
Queuing Penalty (veh)	2	2	12		1	38	33		8	0	7	

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	166	289	265	194
Average Queue (ft)	71	211	178	114
95th Queue (ft)	165	303	273	211
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	13	24	8
Queuing Penalty (veh)	0	13	65	24

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	146	174	170	37	225	317	320	200	105	120	126	50
Average Queue (ft)	88	127	111	15	113	240	234	73	62	69	79	26
95th Queue (ft)	153	186	185	40	222	340	339	214	112	125	126	53
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	0	0	11			13	29				7	
Queuing Penalty (veh)	0	0	8			29	27				7	

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	171	271	253	185
Average Queue (ft)	72	210	174	118
95th Queue (ft)	170	286	260	209
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	14	26	8
Queuing Penalty (veh)	0	13	65	21

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	183	221	218	167	299	411	400	200	158	165	151	63
Average Queue (ft)	95	136	124	22	113	237	233	71	69	70	81	27
95th Queue (ft)	159	202	198	75	228	344	344	208	144	138	131	52
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	0	1	13		0	13	29	0	1	0	8	0
Queuing Penalty (veh)	1	1	10		1	29	29	0	2	0	8	0

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	232	312	299	200
Average Queue (ft)	71	205	172	107
95th Queue (ft)	160	293	265	201
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	12	23	7
Queuing Penalty (veh)	0	12	61	20

Intersection: 2: 2700 West & Dutch Draw, Interval #1

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	25	35	4	40
Average Queue (ft)	8	16	0	14
95th Queue (ft)	28	36	5	43
Link Distance (ft)	793			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	75	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 2700 West & Dutch Draw, Interval #2

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	24	25	4	34
Average Queue (ft)	8	14	1	10
95th Queue (ft)	28	31	7	35
Link Distance (ft)	793			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	75	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 2700 West & Dutch Draw, Interval #3

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	29	28	2	38
Average Queue (ft)	9	15	0	14
95th Queue (ft)	30	35	5	40
Link Distance (ft)	793			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	75	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 2700 West & Dutch Draw, Interval #4

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	24	24	41
Average Queue (ft)	9	13	16
95th Queue (ft)	30	30	44
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, All Intervals

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	34	41	11	52
Average Queue (ft)	9	15	0	13
95th Queue (ft)	29	33	5	41
Link Distance (ft)	793			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	75	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	25	29	34	2
Average Queue (ft)	11	18	14	0
95th Queue (ft)	30	39	38	5
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	31	32	36	2
Average Queue (ft)	9	15	15	0
95th Queue (ft)	30	37	43	4
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #3

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	32	36	44	2
Average Queue (ft)	9	19	17	0
95th Queue (ft)	32	38	49	5
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #4

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	27	29	48
Average Queue (ft)	9	14	16
95th Queue (ft)	31	34	45
Link Distance (ft)	722		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 2700 West & Winchester Dr, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	39	46	54	6
Average Queue (ft)	9	16	15	0
95th Queue (ft)	31	37	44	4
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	399	932	909	230	400	594	523	464	200	253	221	180
Average Queue (ft)	269	734	706	228	333	430	397	333	150	168	161	98
95th Queue (ft)	513	1109	1068	235	461	708	645	458	327	288	233	214
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)	0	57	61	49	40	30			2	0	37	0
Queuing Penalty (veh)	1	75	313	228	270	136			3	0	46	1

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	252	396	497	476
Average Queue (ft)	196	247	388	400
95th Queue (ft)	312	449	608	593
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	1	2	19	
Queuing Penalty (veh)	2	7	73	

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	400	1086	1066	230	383	512	485	411	253	238	229	184
Average Queue (ft)	246	870	846	228	304	390	372	336	201	156	162	101
95th Queue (ft)	500	1420	1367	234	458	591	545	479	408	279	250	223
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)	1	54	56	49	35	25			7	0	40	1
Queuing Penalty (veh)	4	71	288	229	236	114			10	0	50	3

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	297	392	470	489
Average Queue (ft)	223	281	378	394
95th Queue (ft)	369	502	573	588
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	4	6	21	
Queuing Penalty (veh)	13	21	80	

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	400	1350	1314	230	399	682	634	551	290	284	232	175
Average Queue (ft)	250	1195	1164	228	343	471	449	412	224	175	161	91
95th Queue (ft)	507	1698	1661	235	451	767	693	608	469	356	259	203
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)		23	17									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)		63	65	63	41	37			13	0	29	1
Queuing Penalty (veh)		89	357	313	303	180			18	0	38	3

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	332	515	654	622
Average Queue (ft)	275	395	529	517
95th Queue (ft)	468	631	861	841
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	13	19	36	
Queuing Penalty (veh)	48	66	150	

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	400	1430	1406	230	397	659	625	504	338	300	271	182
Average Queue (ft)	284	1348	1332	229	338	471	445	377	277	223	207	103
95th Queue (ft)	540	1728	1739	235	473	756	724	561	524	526	443	220
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)		48	43									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)		58	61	60	43	28			22	0	43	1
Queuing Penalty (veh)		77	312	281	295	127			29	0	54	3

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	405	526	747	695
Average Queue (ft)	348	463	580	576
95th Queue (ft)	513	633	1094	1071
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	29	37	45	
Queuing Penalty (veh)	95	122	174	

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	TR	R
Maximum Queue (ft)	400	1436	1410	230	400	789	755	604	340	324	302	199
Average Queue (ft)	262	1037	1012	228	330	440	416	364	213	181	173	98
95th Queue (ft)	516	1649	1622	234	464	714	661	538	446	381	317	215
Link Distance (ft)		1471	1471			1370	1370	1370		967	967	
Upstream Blk Time (%)		18	15									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	250			180	200				400			100
Storage Blk Time (%)	0	58	61	55	40	30			11	0	37	1
Queuing Penalty (veh)	1	78	318	263	276	139			15	0	47	2

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	L	T	TR
Maximum Queue (ft)	408	549	793	746
Average Queue (ft)	260	347	469	472
95th Queue (ft)	445	600	838	822
Link Distance (ft)			2731	2731
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350	350		
Storage Blk Time (%)	12	16	30	
Queuing Penalty (veh)	39	54	119	

Intersection: 6: 2700 West & Project Access, Interval #1

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	56	30	6
Average Queue (ft)	24	15	0
95th Queue (ft)	58	40	6
Link Distance (ft)	742		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: 2700 West & Project Access, Interval #2

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	62	30	2	14
Average Queue (ft)	32	16	0	2
95th Queue (ft)	66	40	5	14
Link Distance (ft)	742		280	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: 2700 West & Project Access, Interval #3

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	61	30	3
Average Queue (ft)	28	17	0
95th Queue (ft)	59	41	7
Link Distance (ft)	742		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: 2700 West & Project Access, Interval #4

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	57	30	17
Average Queue (ft)	28	10	3
95th Queue (ft)	63	33	19
Link Distance (ft)	742		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: 2700 West & Project Access, All Intervals

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (ft)	83	30	2	26
Average Queue (ft)	28	15	0	1
95th Queue (ft)	62	39	2	12
Link Distance (ft)	742		280	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty, Interval #1: 1302
Network wide Queuing Penalty, Interval #2: 1283
Network wide Queuing Penalty, Interval #3: 1770
Network wide Queuing Penalty, Interval #4: 1738
Network wide Queuing Penalty, All Intervals: 1523

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2025) Background
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & 4100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	84	99	40.2	D
	T	310	318	102	36.0	D
	R	110	119	108	8.3	A
	Subtotal	505	521	103	30.4	C
SB	L	100	103	103	45.7	D
	T	620	627	101	52.3	D
	R	285	288	101	26.2	C
	Subtotal	1,005	1,018	101	44.2	D
EB	L	190	188	99	44.2	D
	T	690	690	100	24.2	C
	R	105	106	101	8.6	A
	Subtotal	985	984	100	26.3	C
WB	L	235	234	100	31.9	C
	T	1,200	1,204	100	31.4	C
	R	100	104	104	12.5	B
	Subtotal	1,535	1,542	100	30.2	C
Total		4,030	4,065	101	32.8	C

Intersection: 2700 West & Dutch Draw
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	446	458	103	0.6	A
	R	30	28	94	0.4	A
	Subtotal	476	486	102	0.6	A
SB	L	55	53	96	7.2	A
	T	930	940	101	3.8	A
	Subtotal	985	993	101	4.0	A
WB	L	15	16	105	19.1	C
	R	35	39	112	3.6	A
	Subtotal	50	55	110	8.1	A
Total		1,511	1,534	102	3.1	A

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2025) Background
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & Winchester Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	47	105	7.9	A
	T	490	500	102	0.8	A
	Subtotal	535	547	102	1.4	A
SB	T	902	914	101	0.8	A
	R	45	42	94	0.5	A
	Subtotal	947	956	101	0.8	A
EB	L	20	20	99	18.9	C
	R	35	34	98	6.2	A
	Subtotal	55	54	98	10.9	B
Total		1,536	1,557	101	1.4	A

Intersection: 2700 West & 4700 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	73	104	60.7	E
	T	280	289	103	58.7	E
	R	260	268	103	34.0	C
	Subtotal	610	630	103	48.4	D
SB	L	375	366	98	126.5	F
	T	685	690	101	81.7	F
	R	95	94	99	79.0	E
	Subtotal	1,155	1,150	100	95.7	F
EB	L	140	138	99	120.8	F
	T	1,450	1,463	101	35.3	D
	R	60	59	98	24.9	C
	Subtotal	1,650	1,660	101	42.0	D
WB	L	475	481	101	77.7	E
	T	2,120	2,099	99	36.0	D
	R	115	119	104	29.2	C
	Subtotal	2,710	2,699	100	43.1	D
Total		6,125	6,139	100	53.4	D

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.3	0.3	2.2	1.6	0.4	1.9	0.2	0.0	0.2	2.7	0.4	2.7
Total Delay (hr)	0.6	1.1	0.1	0.5	2.8	0.1	0.3	0.7	0.1	0.3	2.2	0.5
Total Del/Veh (s)	36.2	22.5	7.4	29.0	30.8	13.9	40.6	32.9	7.8	41.8	49.6	23.4
Vehicles Entered	50	165	27	55	295	26	22	77	32	23	158	72
Vehicles Exited	52	172	28	55	308	26	21	70	31	22	145	71
Hourly Exit Rate	208	688	112	220	1232	104	84	280	124	88	580	284
Input Volume	187	678	103	231	1179	98	84	305	108	98	609	280
% of Volume	111	101	109	95	104	106	100	92	115	90	95	101

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	9.1
Total Del/Veh (s)	30.8
Vehicles Entered	1002
Vehicles Exited	1001
Hourly Exit Rate	4004
Input Volume	3960
% of Volume	101

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.3	0.2	2.1	1.8	0.3	1.8	0.2	0.0	0.2	2.8	0.4	2.8
Total Delay (hr)	0.5	1.2	0.1	0.5	2.5	0.1	0.2	0.8	0.1	0.4	2.3	0.5
Total Del/Veh (s)	36.9	23.5	8.7	28.0	29.2	10.2	34.1	35.0	8.1	43.7	48.5	22.1
Vehicles Entered	45	173	28	54	292	25	20	77	28	27	153	74
Vehicles Exited	44	167	28	52	280	24	21	83	29	29	165	74
Hourly Exit Rate	176	668	112	208	1120	96	84	332	116	116	660	296
Input Volume	187	678	103	231	1179	98	84	305	108	98	609	280
% of Volume	94	99	109	90	95	98	100	109	107	118	108	106

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	8.9
Total Del/Veh (s)	30.4
Vehicles Entered	996
Vehicles Exited	996
Hourly Exit Rate	3984
Input Volume	3960
% of Volume	101

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	0.3	2.1	1.7	0.4	1.7	0.2	0.0	0.2	2.7	0.5	2.7
Total Delay (hr)	0.7	1.3	0.1	0.7	3.0	0.1	0.3	0.8	0.1	0.4	2.5	0.7
Total Del/Veh (s)	48.6	23.6	9.1	35.0	30.9	13.2	41.1	34.2	8.5	47.2	54.5	30.6
Vehicles Entered	49	182	28	66	319	28	22	85	30	29	162	76
Vehicles Exited	49	188	29	68	327	28	21	78	30	26	153	74
Hourly Exit Rate	196	752	116	272	1308	112	84	312	120	104	612	296
Input Volume	200	726	111	247	1263	105	89	326	116	105	653	300
% of Volume	98	104	105	110	104	107	94	96	103	99	94	99

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	10.6
Total Del/Veh (s)	33.4
Vehicles Entered	1076
Vehicles Exited	1071
Hourly Exit Rate	4284
Input Volume	4241
% of Volume	101

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.4	0.3	2.0	1.8	0.4	1.7	0.2	0.0	0.2	2.7	0.4	2.8
Total Delay (hr)	0.6	1.2	0.1	0.5	2.5	0.1	0.2	0.8	0.1	0.3	2.2	0.5
Total Del/Veh (s)	43.2	24.0	8.9	28.2	28.9	10.9	35.8	34.7	8.0	41.3	46.4	23.9
Vehicles Entered	45	170	23	60	296	25	20	80	28	24	155	65
Vehicles Exited	44	164	22	58	289	26	21	88	29	26	163	68
Hourly Exit Rate	176	656	88	232	1156	104	84	352	116	104	652	272
Input Volume	187	678	103	231	1179	98	84	305	108	98	609	280
% of Volume	94	97	85	100	98	106	100	115	107	106	107	97

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	9.0
Total Del/Veh (s)	30.6
Vehicles Entered	991
Vehicles Exited	998
Hourly Exit Rate	3992
Input Volume	3960
% of Volume	101

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	2.3	0.3	2.1	1.7	0.4	1.8	0.2	0.0	0.2	2.7	0.4	2.8
Total Delay (hr)	2.4	4.7	0.3	2.1	10.7	0.4	0.9	3.2	0.3	1.3	9.2	2.1
Total Del/Veh (s)	44.2	24.2	8.6	31.9	31.4	12.5	40.2	36.0	8.3	45.7	52.3	26.2
Vehicles Entered	190	690	105	235	1202	104	84	318	119	102	628	286
Vehicles Exited	188	690	106	234	1204	104	84	318	119	103	627	288
Hourly Exit Rate	188	690	106	234	1204	104	84	318	119	103	627	288
Input Volume	190	690	105	235	1200	100	85	310	110	100	620	285
% of Volume	99	100	101	100	100	104	99	102	108	103	101	101

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.8
Total Delay (hr)	37.6
Total Del/Veh (s)	32.8
Vehicles Entered	4063
Vehicles Exited	4065
Hourly Exit Rate	4065
Input Volume	4030
% of Volume	101

2: 2700 West & Dutch Draw Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.6	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Total Del/Veh (s)	18.5	3.9	0.6	0.5	6.6	3.7	2.9
Vehicles Entered	4	10	117	7	13	222	373
Vehicles Exited	4	10	116	7	14	231	382
Hourly Exit Rate	16	40	464	28	56	924	1528
Input Volume	15	34	439	29	54	914	1485
% of Volume	107	118	106	97	104	101	103

2: 2700 West & Dutch Draw Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.9	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Total Del/Veh (s)	14.3	3.3	0.7	0.3	7.3	3.7	3.1
Vehicles Entered	4	11	107	6	14	238	380
Vehicles Exited	4	12	108	6	13	226	369
Hourly Exit Rate	16	48	432	24	52	904	1476
Input Volume	15	34	439	29	54	914	1485
% of Volume	107	141	98	83	96	99	99

2: 2700 West & Dutch Draw Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.7	0.0	0.0	0.2	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	22.5	3.7	0.6	0.4	7.9	3.8	3.1
Vehicles Entered	4	10	120	7	13	245	399
Vehicles Exited	4	10	120	7	14	256	411
Hourly Exit Rate	16	40	480	28	56	1024	1644
Input Volume	16	37	468	32	58	979	1590
% of Volume	100	108	103	88	97	105	103

2: 2700 West & Dutch Draw Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.7	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.3
Total Del/Veh (s)	17.7	3.2	0.6	0.4	6.9	3.8	3.0
Vehicles Entered	4	8	114	7	12	237	382
Vehicles Exited	4	8	114	8	12	226	372
Hourly Exit Rate	16	32	456	32	48	904	1488
Input Volume	15	34	439	29	54	914	1485
% of Volume	107	94	104	110	89	99	100

2: 2700 West & Dutch Draw Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.7	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.1	0.0	0.1	0.0	0.1	1.0	1.3
Total Del/Veh (s)	19.1	3.6	0.6	0.4	7.2	3.8	3.1
Vehicles Entered	16	39	459	28	53	941	1536
Vehicles Exited	16	39	458	28	53	940	1534
Hourly Exit Rate	16	39	458	28	53	940	1534
Input Volume	15	35	446	30	55	930	1511
% of Volume	105	112	103	94	96	101	102

3: 2700 West & Winchester Dr Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.4	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	14.4	5.0	7.4	0.8	0.9	0.5	1.4
Vehicles Entered	5	8	13	131	225	10	392
Vehicles Exited	5	9	13	130	231	10	398
Hourly Exit Rate	20	36	52	520	924	40	1592
Input Volume	20	34	44	487	886	44	1515
% of Volume	100	106	118	107	104	91	105

3: 2700 West & Winchester Dr Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.2	0.0	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	17.7	5.2	6.7	0.8	0.8	0.6	1.3
Vehicles Entered	5	8	11	117	220	11	372
Vehicles Exited	5	8	11	118	214	11	367
Hourly Exit Rate	20	32	44	472	856	44	1468
Input Volume	20	34	44	487	886	44	1515
% of Volume	100	94	100	97	97	100	97

3: 2700 West & Winchester Dr Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	19.2	8.4	9.7	0.8	0.9	0.6	1.5
Vehicles Entered	5	10	12	130	251	10	418
Vehicles Exited	5	10	12	129	256	10	422
Hourly Exit Rate	20	40	48	516	1024	40	1688
Input Volume	21	37	47	499	948	47	1599
% of Volume	95	108	102	103	108	85	106

3: 2700 West & Winchester Dr Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.9	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	17.8	4.9	7.8	0.8	0.8	0.5	1.3
Vehicles Entered	5	8	11	122	218	12	376
Vehicles Exited	6	8	11	123	213	11	372
Hourly Exit Rate	24	32	44	492	852	44	1488
Input Volume	20	34	44	487	886	44	1515
% of Volume	120	94	100	101	96	100	98

3: 2700 West & Winchester Dr Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.2	0.0	0.6
Total Del/Veh (s)	18.9	6.2	7.9	0.8	0.8	0.5	1.4
Vehicles Entered	20	35	47	499	914	43	1558
Vehicles Exited	20	34	47	500	914	42	1557
Hourly Exit Rate	20	34	47	500	914	42	1557
Input Volume	20	35	45	490	902	45	1536
% of Volume	99	98	105	102	101	94	101

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.8	0.2	0.2	1.7	0.4	0.5	3.2	0.2	0.3	0.8	0.1	0.1
Total Delay (hr)	1.0	3.4	0.1	2.5	4.9	0.2	0.3	1.3	0.7	3.3	3.2	0.4
Total Del/Veh (s)	87.8	30.7	21.8	69.9	31.3	24.9	57.5	58.9	34.4	104.5	60.2	54.7
Vehicles Entered	36	361	16	121	519	31	20	75	65	97	173	25
Vehicles Exited	33	385	16	112	538	32	20	70	62	95	158	21
Hourly Exit Rate	132	1540	64	448	2152	128	80	280	248	380	632	84
Input Volume	139	1440	60	472	2106	114	70	278	258	372	680	94
% of Volume	95	107	107	95	102	112	114	101	96	102	93	89

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	21.2
Total Del/Veh (s)	45.5
Vehicles Entered	1539
Vehicles Exited	1542
Hourly Exit Rate	6168
Input Volume	6083
% of Volume	101

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.2	0.3	1.7	0.4	0.5	3.0	0.2	0.3	0.7	0.1	0.1
Total Delay (hr)	1.4	3.7	0.1	2.5	5.0	0.2	0.4	1.1	0.6	3.3	3.8	0.5
Total Del/Veh (s)	116.0	34.9	26.0	66.4	33.7	28.0	70.3	50.4	30.4	111.9	70.4	64.8
Vehicles Entered	35	365	14	121	513	26	19	70	68	87	164	22
Vehicles Exited	36	338	12	128	492	26	20	75	71	89	175	25
Hourly Exit Rate	144	1352	48	512	1968	104	80	300	284	356	700	100
Input Volume	139	1440	60	472	2106	114	70	278	258	372	680	94
% of Volume	104	94	80	108	93	91	114	108	110	96	103	106

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	22.6
Total Del/Veh (s)	49.6
Vehicles Entered	1504
Vehicles Exited	1487
Hourly Exit Rate	5948
Input Volume	6083
% of Volume	98

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.2	0.2	1.6	0.4	0.5	3.3	0.2	0.3	0.6	0.0	0.1
Total Delay (hr)	1.3	3.8	0.1	2.7	5.5	0.3	0.3	1.2	0.6	3.1	4.7	0.6
Total Del/Veh (s)	114.7	33.3	22.5	73.5	34.0	28.7	53.1	55.4	34.4	99.4	80.5	82.1
Vehicles Entered	35	367	15	123	542	32	17	72	65	95	189	26
Vehicles Exited	35	393	17	114	554	32	17	67	63	88	168	23
Hourly Exit Rate	140	1572	68	456	2216	128	68	268	252	352	672	92
Input Volume	143	1480	61	485	2163	117	71	286	265	383	699	97
% of Volume	98	106	111	94	102	109	96	94	95	92	96	95

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	24.2
Total Del/Veh (s)	50.3
Vehicles Entered	1578
Vehicles Exited	1571
Hourly Exit Rate	6284
Input Volume	6250
% of Volume	101

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.8	0.2	0.3	1.6	0.4	0.5	3.3	0.2	0.3	0.8	0.1	0.1
Total Delay (hr)	1.2	3.9	0.1	2.9	6.0	0.3	0.3	1.2	0.6	4.0	4.4	0.6
Total Del/Veh (s)	106.8	35.5	25.2	77.0	38.8	31.6	50.9	53.9	30.4	125.1	76.5	73.9
Vehicles Entered	34	373	15	117	529	30	16	72	69	90	166	22
Vehicles Exited	35	347	14	127	515	29	16	77	72	94	190	25
Hourly Exit Rate	140	1388	56	508	2060	116	64	308	288	376	760	100
Input Volume	139	1440	60	472	2106	114	70	278	258	372	680	94
% of Volume	101	96	93	108	98	102	91	111	112	101	112	106

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	25.3
Total Del/Veh (s)	53.9
Vehicles Entered	1533
Vehicles Exited	1541
Hourly Exit Rate	6164
Input Volume	6083
% of Volume	101

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.0	0.2	0.2	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	1.9	0.2	0.3	1.7	0.4	0.5	3.2	0.2	0.3	0.7	0.1	0.1
Total Delay (hr)	4.8	14.8	0.4	10.5	21.5	1.0	1.2	4.8	2.5	13.6	16.0	2.1
Total Del/Veh (s)	120.8	35.3	24.9	77.7	36.0	29.2	60.7	58.7	34.0	126.5	81.7	79.0
Vehicles Entered	140	1467	59	481	2102	119	73	288	267	369	691	94
Vehicles Exited	138	1463	59	481	2099	119	73	289	268	366	690	94
Hourly Exit Rate	138	1463	59	481	2099	119	73	289	268	366	690	94
Input Volume	140	1450	60	475	2120	115	70	280	260	375	685	95
% of Volume	99	101	98	101	99	104	104	103	103	98	101	99

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.5
Total Delay (hr)	93.3
Total Del/Veh (s)	53.4
Vehicles Entered	6150
Vehicles Exited	6139
Hourly Exit Rate	6139
Input Volume	6125
% of Volume	100

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.4	0.4	0.5	0.4	1.8
Denied Del/Veh (s)	0.7	0.7	0.7	0.7	0.7
Total Delay (hr)	33.6	34.7	38.3	37.6	144.2
Total Del/Veh (s)	48.3	49.9	53.0	53.0	56.4
Vehicles Entered	2211	2194	2299	2212	8912
Vehicles Exited	2200	2193	2260	2256	8907
Hourly Exit Rate	8800	8772	9040	9024	8907
Input Volume	23232	23232	24328	23232	23506
% of Volume	38	38	37	39	38

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	172	212	205	122	285	397	413	200	113	140	157	82
Average Queue (ft)	121	151	139	38	150	281	282	99	63	91	101	36
95th Queue (ft)	186	215	214	115	299	400	416	248	120	150	162	82
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	1	1	16		1	23	36				8	0
Queuing Penalty (veh)	2	2	16		6	53	35				9	0

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	146	305	299	199
Average Queue (ft)	73	228	204	130
95th Queue (ft)	192	339	321	231
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	17	30	12
Queuing Penalty (veh)	0	16	83	36

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	158	206	196	101	288	380	371	199	107	149	156	64
Average Queue (ft)	96	159	137	32	141	271	266	83	53	97	106	35
95th Queue (ft)	172	221	212	100	295	393	390	226	103	148	161	67
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	1	1	15	0	0	17	33			0	11	0
Queuing Penalty (veh)	4	3	16	0	1	39	32			0	12	0

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	206	336	318	199
Average Queue (ft)	101	234	204	135
95th Queue (ft)	228	345	327	221
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	19	32	10
Queuing Penalty (veh)	0	18	90	30

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	196	241	239	139	299	425	398	199	103	146	153	90
Average Queue (ft)	130	166	148	47	189	291	291	101	62	101	110	41
95th Queue (ft)	227	263	236	138	336	424	414	246	115	154	165	93
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	5	2	18		4	23	38	0			10	
Queuing Penalty (veh)	18	3	19		26	56	40	2			12	

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	254	350	364	200
Average Queue (ft)	103	257	243	150
95th Queue (ft)	247	373	379	252
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	23	35	19
Queuing Penalty (veh)	0	24	105	61

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	173	229	232	110	273	372	370	200	96	166	170	63
Average Queue (ft)	102	157	139	37	130	271	271	94	58	101	113	32
95th Queue (ft)	187	233	237	123	265	380	381	240	110	165	176	63
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	2	2	14	0	0	19	34			0	12	0
Queuing Penalty (veh)	6	4	15	0	2	43	33			0	13	0

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	234	308	305	194
Average Queue (ft)	82	228	207	131
95th Queue (ft)	195	311	319	217
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	18	29	10
Queuing Penalty (veh)	0	17	82	32

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	223	266	272	185	299	452	448	200	138	174	181	121
Average Queue (ft)	112	158	141	39	152	279	278	94	59	97	108	36
95th Queue (ft)	197	235	226	120	303	400	402	240	112	155	167	78
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	2	2	16	0	1	20	35	0		0	11	0
Queuing Penalty (veh)	7	3	17	0	9	48	35	0		0	12	0

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	298	382	403	200
Average Queue (ft)	90	237	214	137
95th Queue (ft)	218	345	340	231
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	19	31	13
Queuing Penalty (veh)	0	19	90	40

Intersection: 2: 2700 West & Dutch Draw, Interval #1

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	31	32	37
Average Queue (ft)	12	16	16
95th Queue (ft)	34	35	42
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #2

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	29	29	41
Average Queue (ft)	13	16	17
95th Queue (ft)	35	35	44
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #3

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	27	26	45
Average Queue (ft)	12	15	14
95th Queue (ft)	32	32	42
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #4

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	31	30	34
Average Queue (ft)	12	16	12
95th Queue (ft)	35	33	37
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, All Intervals

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	38	42	49
Average Queue (ft)	12	16	15
95th Queue (ft)	34	34	42
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 2700 West & Winchester Dr, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	30	34	58	4
Average Queue (ft)	13	17	18	1
95th Queue (ft)	35	39	51	6
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	30	39	44	2
Average Queue (ft)	13	17	19	0
95th Queue (ft)	37	41	49	5
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #3

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	32	44	49	2
Average Queue (ft)	14	19	23	0
95th Queue (ft)	39	45	54	0
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 3: 2700 West & Winchester Dr, Interval #4

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	34	31	49	6
Average Queue (ft)	15	16	19	1
95th Queue (ft)	38	37	51	11
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	44	54	65	13
Average Queue (ft)	14	17	20	1
95th Queue (ft)	37	41	51	7
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	TR	L	T	TR
Maximum Queue (ft)	185	363	338	309	265	378	452	449	416	105	217	245
Average Queue (ft)	127	301	283	249	191	263	364	360	336	60	155	176
95th Queue (ft)	230	382	358	323	278	414	508	492	468	119	231	259
Link Distance (ft)		1471	1471	1471			1370	1370	1370		961	961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				200	200				400		
Storage Blk Time (%)	1	15			7	19	26					48
Queuing Penalty (veh)	5	21			52	132	123					62

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	TR
Maximum Queue (ft)	190	269	284	333	344
Average Queue (ft)	116	198	219	239	246
95th Queue (ft)	226	299	321	352	355
Link Distance (ft)				2725	2725
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	350	350		
Storage Blk Time (%)	0	0	1	1	
Queuing Penalty (veh)	1	1	2	2	

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	TR	L	T	TR
Maximum Queue (ft)	249	362	354	306	256	320	430	430	400	112	193	214
Average Queue (ft)	172	288	273	227	195	248	335	333	307	70	149	163
95th Queue (ft)	329	382	361	311	275	372	464	463	442	151	211	222
Link Distance (ft)		1471	1471	1471			1370	1370	1370		961	961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				200	200				400		
Storage Blk Time (%)	12	14			8	21	29					42
Queuing Penalty (veh)	58	20			57	148	138					54

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	TR
Maximum Queue (ft)	191	261	319	420	426
Average Queue (ft)	106	203	238	316	311
95th Queue (ft)	217	380	457	564	530
Link Distance (ft)				2725	2725
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	350	350		
Storage Blk Time (%)	1	8	11	13	
Queuing Penalty (veh)	4	28	37	49	

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	TR	L	T	TR
Maximum Queue (ft)	287	407	380	340	266	382	485	477	454	94	208	242
Average Queue (ft)	173	330	308	270	199	265	379	391	379	52	146	167
95th Queue (ft)	334	443	414	362	299	413	523	533	498	97	215	270
Link Distance (ft)		1471	1471	1471			1370	1370	1370		961	961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				200	200				400		
Storage Blk Time (%)	11	18			10	23	29					42
Queuing Penalty (veh)	55	25			72	167	140					56

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	TR
Maximum Queue (ft)	192	256	335	467	473
Average Queue (ft)	103	192	239	329	338
95th Queue (ft)	230	307	458	554	546
Link Distance (ft)				2725	2725
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	350	350		
Storage Blk Time (%)	1	1	2	16	
Queuing Penalty (veh)	2	3	8	62	

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	TR	L	T	TR
Maximum Queue (ft)	238	355	353	299	268	384	508	502	467	106	204	231
Average Queue (ft)	163	298	278	237	211	298	389	387	362	55	160	178
95th Queue (ft)	282	373	362	326	312	444	599	577	524	110	228	257
Link Distance (ft)		1471	1471	1471			1370	1370	1370		961	961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				200	200				400		
Storage Blk Time (%)	4	19			14	28	33					40
Queuing Penalty (veh)	21	26			96	198	157					52

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	TR
Maximum Queue (ft)	179	288	350	491	472
Average Queue (ft)	113	236	273	365	359
95th Queue (ft)	227	404	499	635	601
Link Distance (ft)				2725	2725
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	350	350		
Storage Blk Time (%)	2	8	13	15	
Queuing Penalty (veh)	5	28	43	57	

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	TR	L	T	TR
Maximum Queue (ft)	341	432	395	351	292	400	570	560	511	135	249	288
Average Queue (ft)	159	305	286	246	199	268	367	368	346	59	152	171
95th Queue (ft)	299	400	377	334	292	414	530	523	491	122	222	254
Link Distance (ft)		1471	1471	1471			1370	1370	1370		961	961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				200	200				400		
Storage Blk Time (%)	7	16			10	23	29					43
Queuing Penalty (veh)	35	23			69	161	140					56

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	TR
Maximum Queue (ft)	200	325	394	530	532
Average Queue (ft)	109	207	242	312	313
95th Queue (ft)	226	354	443	547	526
Link Distance (ft)				2725	2725
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	350	350		
Storage Blk Time (%)	1	4	7	11	
Queuing Penalty (veh)	3	15	23	42	

Network Summary

Network wide Queuing Penalty, Interval #1: 660
Network wide Queuing Penalty, Interval #2: 838
Network wide Queuing Penalty, Interval #3: 959
Network wide Queuing Penalty, Interval #4: 929
Network wide Queuing Penalty, All Intervals: 846

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2025) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & 4100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	97	94	97	61.3	E
	T	326	313	96	48.8	D
	R	116	118	102	10.1	B
	Subtotal	539	525	97	42.3	D
SB	L	100	97	97	47.3	D
	T	623	632	101	53.3	D
	R	285	282	99	25.4	C
	Subtotal	1,008	1,011	100	44.9	D
EB	L	190	187	98	44.2	D
	T	690	685	99	24.9	C
	R	107	107	100	8.6	A
	Subtotal	987	979	99	26.8	C
WB	L	237	242	102	31.6	C
	T	1,200	1,179	98	30.9	C
	R	100	99	99	11.7	B
	Subtotal	1,537	1,520	99	29.8	C
Total		4,070	4,035	99	34.5	C

Intersection: 2700 West & Dutch Draw
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	479	469	98	0.3	A
	R	30	32	108	0.2	A
	Subtotal	509	501	98	0.3	A
SB	L	55	51	93	7.3	A
	T	937	957	102	3.9	A
	Subtotal	992	1,008	102	4.1	A
WB	L	15	16	105	17.5	C
	R	35	34	98	3.6	A
	Subtotal	50	50	100	8.0	A
Total		1,551	1,559	100	3.0	A

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2025) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & Winchester Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	42	94	8.5	A
	T	506	501	99	0.7	A
	Subtotal	551	543	99	1.3	A
SB	T	983	1,001	102	0.6	A
	R	45	47	105	0.3	A
	Subtotal	1,028	1,048	102	0.6	A
EB	L	20	20	99	23.2	C
	R	35	37	106	7.1	A
	Subtotal	55	57	104	12.7	B
Total		1,633	1,648	101	1.3	A

Intersection: 2700 West & 4700 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	67	95	48.8	D
	T	282	277	98	60.8	E
	R	260	266	102	34.3	C
	Subtotal	612	610	100	47.9	D
SB	L	433	435	101	100.1	F
	T	697	706	101	77.4	E
	R	107	106	99	76.4	E
	Subtotal	1,237	1,247	101	85.2	F
EB	L	142	144	101	128.1	F
	T	1,450	1,432	99	44.2	D
	R	60	56	93	29.1	C
	Subtotal	1,652	1,632	99	51.1	D
WB	L	475	475	100	80.9	F
	T	2,120	2,120	100	48.3	D
	R	126	122	97	41.4	D
	Subtotal	2,721	2,717	100	53.7	D
Total		6,223	6,206	100	59.0	E

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2025) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	475	468	98	0.6	A
	R	15	16	105	0.1	A
	Subtotal	490	484	99	0.6	A
SB	L	7	7	100	2.9	A
	T	946	967	102	0.4	A
	Subtotal	953	974	102	0.4	A
WB	L	82	82	100	16.6	C
	R	34	33	98	4.3	A
	Subtotal	116	115	99	13.1	B
Total		1,560	1,573	101	1.4	A

1: 2700 West & 4100 South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	2.3	0.3	2.2	1.8	0.4	1.6	0.2	0.0	0.2	2.7	0.4	2.7
Total Delay (hr)	2.4	4.8	0.3	2.2	10.3	0.3	1.6	4.3	0.3	1.3	9.4	2.0
Total Del/Veh (s)	44.2	24.9	8.6	31.6	30.9	11.7	61.3	48.8	10.1	47.3	53.3	25.4
Vehicles Entered	186	683	106	242	1182	99	95	314	118	96	632	282
Vehicles Exited	187	685	107	242	1179	99	94	313	118	97	632	282
Hourly Exit Rate	187	685	107	242	1179	99	94	313	118	97	632	282
Input Volume	190	690	107	237	1200	100	97	326	116	100	623	285
% of Volume	98	99	100	102	98	99	97	96	102	97	101	99

1: 2700 West & 4100 South Performance by movement

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.8
Total Delay (hr)	39.2
Total Del/Veh (s)	34.5
Vehicles Entered	4035
Vehicles Exited	4035
Hourly Exit Rate	4035
Input Volume	4070
% of Volume	99

2: 2700 West & Dutch Draw Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.7	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	1.0	1.3
Total Del/Veh (s)	17.5	3.6	0.3	0.2	7.3	3.9	3.0
Vehicles Entered	16	34	469	32	51	955	1557
Vehicles Exited	16	34	469	32	51	957	1559
Hourly Exit Rate	16	34	469	32	51	957	1559
Input Volume	15	35	479	30	55	937	1551
% of Volume	105	98	98	108	93	102	100

3: 2700 West & Winchester Dr Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.2	0.0	0.6
Total Del/Veh (s)	23.2	7.1	8.5	0.7	0.6	0.3	1.3
Vehicles Entered	20	37	41	501	1002	47	1648
Vehicles Exited	20	37	42	501	1001	47	1648
Hourly Exit Rate	20	37	42	501	1001	47	1648
Input Volume	20	35	45	506	983	45	1633
% of Volume	99	106	94	99	102	105	101

5: 2700 West & 4700 South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.0	0.2	0.2	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	2.0	0.4	1.9	1.7	0.4	0.5	3.0	0.2	0.3	0.7	0.1	0.1
Total Delay (hr)	5.4	17.8	0.5	11.1	28.9	1.4	0.9	4.8	2.6	12.7	15.8	2.3
Total Del/Veh (s)	128.1	44.2	29.1	80.9	48.3	41.4	48.8	60.8	34.3	100.1	77.4	76.4
Vehicles Entered	147	1431	56	478	2128	122	68	277	267	446	706	106
Vehicles Exited	144	1432	56	475	2120	122	67	277	266	435	706	106
Hourly Exit Rate	144	1432	56	475	2120	122	67	277	266	435	706	106
Input Volume	142	1450	60	475	2120	126	70	282	260	433	697	107
% of Volume	101	99	93	100	100	97	95	98	102	101	101	99

5: 2700 West & 4700 South Performance by movement

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.5
Total Delay (hr)	104.3
Total Del/Veh (s)	59.0
Vehicles Entered	6232
Vehicles Exited	6206
Hourly Exit Rate	6206
Input Volume	6223
% of Volume	100

6: 2700 West & Project Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.9	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.4	0.0	0.1	0.0	0.0	0.1	0.6
Total Del/Veh (s)	16.6	4.3	0.6	0.1	2.9	0.4	1.4
Vehicles Entered	82	33	468	16	7	966	1572
Vehicles Exited	82	33	468	16	7	967	1573
Hourly Exit Rate	82	33	468	16	7	967	1573
Input Volume	82	34	475	15	7	946	1560
% of Volume	100	98	98	105	100	102	101

Total Network Performance

Denied Delay (hr)	2.0
Denied Del/Veh (s)	0.8
Total Delay (hr)	157.5
Total Del/Veh (s)	61.2
Vehicles Entered	8979
Vehicles Exited	8950
Hourly Exit Rate	8950
Input Volume	25578
% of Volume	35

Intersection: 1: 2700 West & 4100 South

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	239	254	263	197	300	452	441	200	153	160	165	113
Average Queue (ft)	110	154	140	40	160	270	269	81	71	88	99	37
95th Queue (ft)	196	222	223	122	313	398	398	224	129	141	153	81
Link Distance (ft)		1548	1548			1819	1819			819	819	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			100	200			100	200			100
Storage Blk Time (%)	2	2	16	0	2	19	34	0	0	0	14	0
Queuing Penalty (veh)	6	3	17	0	10	45	33	0	0	0	16	0

Intersection: 1: 2700 West & 4100 South

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	291	413	388	200
Average Queue (ft)	78	240	215	139
95th Queue (ft)	184	353	337	239
Link Distance (ft)		838	838	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			100
Storage Blk Time (%)	0	20	32	12
Queuing Penalty (veh)	0	20	92	38

Intersection: 2: 2700 West & Dutch Draw

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	40	57	3	6	58
Average Queue (ft)	12	15	0	0	18
95th Queue (ft)	34	37	0	4	46
Link Distance (ft)	793		172		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		75	150
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 3: 2700 West & Winchester Dr

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	48	54	56	4	18
Average Queue (ft)	14	16	16	0	0
95th Queue (ft)	38	38	44	3	6
Link Distance (ft)	722			280	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100	150		75
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: 2700 West & 4700 South

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	TR	L	T	TR
Maximum Queue (ft)	399	620	610	230	293	400	836	786	686	114	264	296
Average Queue (ft)	193	375	361	222	196	307	474	457	427	50	150	178
95th Queue (ft)	385	552	531	253	294	466	781	730	652	104	229	262
Link Distance (ft)		1471	1471				1370	1370	1370		961	961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			180	200	200				400		
Storage Blk Time (%)	15	26	32	13	10	22	37					45
Queuing Penalty (veh)	73	36	172	64	71	154	176					59

Intersection: 5: 2700 West & 4700 South

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	TR
Maximum Queue (ft)	200	421	508	669	648
Average Queue (ft)	124	232	283	372	386
95th Queue (ft)	235	391	505	629	628
Link Distance (ft)				2725	2725
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	350	350		
Storage Blk Time (%)	1	4	6	16	
Queuing Penalty (veh)	2	14	21	71	

Intersection: 6: 2700 West & Project Access

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	92	51	27
Average Queue (ft)	42	21	2
95th Queue (ft)	77	48	16
Link Distance (ft)	742		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1196

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & 4100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	109	99	74.9	E
	T	370	369	100	48.2	D
	R	130	130	100	13.1	B
	Subtotal	610	608	100	45.5	D
SB	L	145	142	98	63.1	E
	T	675	682	101	72.8	E
	R	395	386	98	37.7	D
	Subtotal	1,215	1,210	100	60.5	E
EB	L	270	268	99	107.8	F
	T	845	835	99	30.9	C
	R	130	131	101	13.1	B
	Subtotal	1,245	1,234	99	45.7	D
WB	L	255	257	101	63.5	E
	T	1,435	1,421	99	50.6	D
	R	155	153	99	30.5	C
	Subtotal	1,845	1,831	99	50.7	D
Total		4,915	4,883	99	51.3	D

Intersection: 2700 West & Dutch Draw
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	570	565	99	0.7	A
	R	35	35	101	0.5	A
	Subtotal	605	600	99	0.7	A
SB	L	60	60	100	7.7	A
	T	1,000	1,010	101	4.5	A
	Subtotal	1,060	1,070	101	4.7	A
WB	L	20	22	109	24.4	C
	R	40	43	108	4.2	A
	Subtotal	60	65	108	11.0	B
Total		1,725	1,735	101	3.5	A

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2050) Background
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & Winchester Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	53	96	7.8	A
	T	575	574	100	0.9	A
	Subtotal	630	627	100	1.5	A
SB	T	960	965	101	1.0	A
	R	60	64	107	0.7	A
	Subtotal	1,020	1,029	101	1.0	A
EB	L	30	27	91	24.7	C
	R	45	40	89	7.7	A
	Subtotal	75	67	89	14.6	B
Total		1,724	1,723	100	1.7	A

Intersection: 2700 West & 4700 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	76	95	82.5	F
	T	300	300	100	61.2	E
	R	295	293	99	35.0	C
	Subtotal	675	669	99	52.1	D
SB	L	385	379	98	128.7	F
	T	750	750	100	70.3	E
	R	100	95	95	66.8	E
	Subtotal	1,235	1,224	99	88.1	F
EB	L	150	148	99	89.2	F
	T	1,505	1,478	98	43.3	D
	R	70	72	103	34.3	C
	Subtotal	1,725	1,698	98	46.9	D
WB	L	540	539	100	100.1	F
	T	2,200	2,192	100	41.8	D
	R	120	119	99	21.1	C
	Subtotal	2,860	2,850	100	52.0	D
Total		6,494	6,441	99	57.7	E

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	0.3	2.4	1.9	0.6	1.9	0.0	0.0	0.0	2.6	0.6	2.6
Total Delay (hr)	1.6	1.8	0.1	1.0	4.2	0.3	0.4	1.2	0.1	0.5	3.2	1.0
Total Del/Veh (s)	83.8	29.0	12.3	53.0	39.3	23.2	56.0	46.7	12.7	54.7	64.1	33.4
Vehicles Entered	64	202	31	66	345	38	26	91	32	34	168	103
Vehicles Exited	65	200	32	66	344	38	26	90	32	34	168	101
Hourly Exit Rate	260	800	128	264	1376	152	104	360	128	136	672	404
Input Volume	265	830	128	251	1410	152	108	364	128	142	663	388
% of Volume	98	96	100	105	98	100	96	99	100	96	101	104

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	15.5
Total Del/Veh (s)	43.0
Vehicles Entered	1200
Vehicles Exited	1196
Hourly Exit Rate	4784
Input Volume	4829
% of Volume	99

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.3	0.4	2.2	1.9	0.5	1.8	0.0	0.0	0.0	2.5	0.5	2.7
Total Delay (hr)	1.8	1.9	0.1	0.9	4.3	0.3	0.6	1.3	0.1	0.6	3.0	1.0
Total Del/Veh (s)	88.5	28.6	11.6	49.4	39.0	22.8	73.3	46.9	12.0	52.0	61.8	33.8
Vehicles Entered	68	211	31	64	349	38	27	94	31	37	165	97
Vehicles Exited	67	210	30	62	346	37	27	94	31	36	165	99
Hourly Exit Rate	268	840	120	248	1384	148	108	376	124	144	660	396
Input Volume	265	830	128	251	1410	152	108	364	128	142	663	388
% of Volume	101	101	94	99	98	97	100	103	97	101	100	102

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	15.7
Total Del/Veh (s)	43.0
Vehicles Entered	1212
Vehicles Exited	1204
Hourly Exit Rate	4816
Input Volume	4829
% of Volume	100

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	0.4	2.1	1.8	0.6	1.8	0.0	0.0	0.0	2.5	0.6	2.6
Total Delay (hr)	2.1	2.0	0.1	1.4	5.5	0.4	0.6	1.3	0.1	0.7	3.8	1.1
Total Del/Veh (s)	100.7	29.2	13.8	68.3	47.4	29.9	77.5	48.8	14.8	59.6	71.5	37.6
Vehicles Entered	70	228	36	65	376	41	28	97	33	38	181	98
Vehicles Exited	68	225	36	64	365	40	28	97	32	37	176	97
Hourly Exit Rate	272	900	144	256	1460	160	112	388	128	148	704	388
Input Volume	284	889	137	268	1511	163	116	389	137	153	711	416
% of Volume	96	101	105	96	97	98	97	100	93	97	99	93

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	19.2
Total Del/Veh (s)	49.5
Vehicles Entered	1291
Vehicles Exited	1265
Hourly Exit Rate	5060
Input Volume	5174
% of Volume	98

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.4	0.4	2.2	1.8	0.5	1.7	0.0	0.0	0.0	3.1	1.0	2.9
Total Delay (hr)	2.7	1.7	0.1	1.3	6.6	0.4	0.7	1.2	0.1	0.7	4.2	1.1
Total Del/Veh (s)	128.0	27.1	12.6	66.6	57.8	39.2	76.3	46.9	12.0	69.9	79.7	41.9
Vehicles Entered	69	200	32	63	354	37	28	88	34	34	174	90
Vehicles Exited	69	200	34	65	366	38	28	88	34	35	172	88
Hourly Exit Rate	276	800	136	260	1464	152	112	352	136	140	688	352
Input Volume	265	830	128	251	1410	152	108	364	128	142	663	388
% of Volume	104	96	106	104	104	100	104	97	106	99	104	91

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	20.9
Total Del/Veh (s)	56.3
Vehicles Entered	1203
Vehicles Exited	1217
Hourly Exit Rate	4868
Input Volume	4829
% of Volume	101

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.1	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.1	0.1	0.3
Denied Del/Veh (s)	2.3	0.4	2.2	1.8	0.5	1.8	0.0	0.0	0.0	2.7	0.7	2.7
Total Delay (hr)	8.3	7.4	0.5	4.6	20.6	1.3	2.3	5.0	0.5	2.5	14.1	4.1
Total Del/Veh (s)	107.8	30.9	13.1	63.5	50.6	30.5	74.9	48.2	13.1	63.1	72.8	37.7
Vehicles Entered	271	841	130	257	1424	154	110	370	130	143	689	388
Vehicles Exited	268	835	131	257	1421	153	109	369	130	142	682	386
Hourly Exit Rate	268	835	131	257	1421	153	109	369	130	142	682	386
Input Volume	270	845	130	255	1435	155	110	370	130	145	675	395
% of Volume	99	99	101	101	99	99	99	100	100	98	101	98

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	1.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	71.3
Total Del/Veh (s)	51.3
Vehicles Entered	4907
Vehicles Exited	4883
Hourly Exit Rate	4883
Input Volume	4915
% of Volume	99

2: 2700 West & Dutch Draw Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.5	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	21.1	3.5	0.7	0.5	7.4	4.4	3.4
Vehicles Entered	5	11	137	8	16	250	427
Vehicles Exited	5	11	138	8	16	250	428
Hourly Exit Rate	20	44	552	32	64	1000	1712
Input Volume	20	39	560	34	59	983	1695
% of Volume	100	113	99	94	108	102	101

2: 2700 West & Dutch Draw Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	3.6	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	26.5	3.9	0.7	0.6	7.0	4.4	3.5
Vehicles Entered	6	10	142	8	13	243	422
Vehicles Exited	6	10	141	8	13	244	422
Hourly Exit Rate	24	40	564	32	52	976	1688
Input Volume	20	39	560	34	59	983	1695
% of Volume	120	103	101	94	88	99	100

2: 2700 West & Dutch Draw Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.7	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	26.2	4.5	0.7	0.5	8.0	4.4	3.6
Vehicles Entered	6	11	147	9	15	261	449
Vehicles Exited	6	11	146	9	14	260	446
Hourly Exit Rate	24	44	584	36	56	1040	1784
Input Volume	21	42	600	37	63	1053	1816
% of Volume	114	105	97	97	89	99	98

2: 2700 West & Dutch Draw Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	4.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	23.0	4.1	0.6	0.6	7.3	4.4	3.4
Vehicles Entered	5	10	140	10	15	255	435
Vehicles Exited	5	11	140	10	16	256	438
Hourly Exit Rate	20	44	560	40	64	1024	1752
Input Volume	20	39	560	34	59	983	1695
% of Volume	100	113	100	118	108	104	103

2: 2700 West & Dutch Draw Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.6	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.0	0.1	1.3	1.7
Total Del/Veh (s)	24.4	4.2	0.7	0.5	7.7	4.5	3.5
Vehicles Entered	22	43	566	36	59	1010	1736
Vehicles Exited	22	43	565	35	60	1010	1735
Hourly Exit Rate	22	43	565	35	60	1010	1735
Input Volume	20	40	570	35	60	1000	1725
% of Volume	109	108	99	101	100	101	101

3: 2700 West & Winchester Dr Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	4.2	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	22.2	7.4	6.9	0.9	1.0	0.6	1.6
Vehicles Entered	6	9	15	138	238	17	423
Vehicles Exited	7	9	15	139	239	17	426
Hourly Exit Rate	28	36	60	556	956	68	1704
Input Volume	29	44	54	565	943	59	1694
% of Volume	97	82	111	98	101	115	101

3: 2700 West & Winchester Dr Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	4.0	0.5	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	22.5	6.4	5.7	0.9	1.0	0.7	1.6
Vehicles Entered	6	11	13	145	234	16	425
Vehicles Exited	6	11	14	144	233	16	424
Hourly Exit Rate	24	44	56	576	932	64	1696
Input Volume	29	44	54	565	943	59	1694
% of Volume	83	100	104	102	99	108	100

3: 2700 West & Winchester Dr Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	26.9	8.5	9.2	0.8	1.1	0.8	1.9
Vehicles Entered	7	10	14	147	250	16	444
Vehicles Exited	7	10	13	148	249	16	443
Hourly Exit Rate	28	40	52	592	996	64	1772
Input Volume	32	47	58	605	1011	63	1816
% of Volume	88	85	90	98	99	102	98

3: 2700 West & Winchester Dr Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.0	0.5	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	23.2	7.9	8.3	0.8	0.9	0.7	1.6
Vehicles Entered	7	10	11	143	245	16	432
Vehicles Exited	7	9	11	143	244	16	430
Hourly Exit Rate	28	36	44	572	976	64	1720
Input Volume	29	44	54	565	943	59	1694
% of Volume	97	82	81	101	103	108	102

3: 2700 West & Winchester Dr Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	4.1	0.3	0.0	0.0	0.0	0.1
Total Delay (hr)	0.2	0.1	0.1	0.1	0.3	0.0	0.8
Total Del/Veh (s)	24.7	7.7	7.8	0.9	1.0	0.7	1.7
Vehicles Entered	27	40	52	574	966	64	1723
Vehicles Exited	27	40	53	574	965	64	1723
Hourly Exit Rate	27	40	53	574	965	64	1723
Input Volume	30	45	55	575	960	60	1724
% of Volume	91	89	96	100	101	107	100

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.1	0.2	1.8	0.5	1.5	3.0	0.2	0.3	0.9	0.1	0.1
Total Delay (hr)	1.3	4.6	0.2	3.5	6.0	0.2	0.4	1.2	0.6	2.8	3.8	0.4
Total Del/Veh (s)	106.4	40.2	31.8	89.9	36.6	18.1	64.2	58.0	32.6	88.7	65.7	64.5
Vehicles Entered	40	362	17	130	536	30	18	75	68	100	190	22
Vehicles Exited	40	367	17	132	536	29	18	74	68	96	187	23
Hourly Exit Rate	160	1468	68	528	2144	116	72	296	272	384	748	92
Input Volume	148	1489	69	534	2177	119	79	297	292	381	742	99
% of Volume	108	99	99	99	98	97	91	100	93	101	101	93

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	24.9
Total Del/Veh (s)	51.3
Vehicles Entered	1588
Vehicles Exited	1587
Hourly Exit Rate	6348
Input Volume	6426
% of Volume	99

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.8	0.2	0.2	1.7	0.5	1.4	2.9	0.2	0.3	0.8	0.1	0.1
Total Delay (hr)	0.9	4.3	0.2	3.5	6.3	0.2	0.4	1.2	0.7	3.1	3.7	0.4
Total Del/Veh (s)	79.3	37.9	31.4	86.4	38.3	18.7	65.0	54.5	33.5	103.0	65.5	65.0
Vehicles Entered	37	363	19	138	544	29	19	75	73	94	182	22
Vehicles Exited	39	364	18	135	540	29	19	73	73	92	187	22
Hourly Exit Rate	156	1456	72	540	2160	116	76	292	292	368	748	88
Input Volume	148	1489	69	534	2177	119	79	297	292	381	742	99
% of Volume	105	98	104	101	99	97	96	98	100	97	101	89

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	24.9
Total Del/Veh (s)	51.1
Vehicles Entered	1595
Vehicles Exited	1591
Hourly Exit Rate	6364
Input Volume	6426
% of Volume	99

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.2	0.2	1.8	0.6	1.6	3.2	0.2	0.3	0.8	0.1	0.1
Total Delay (hr)	0.7	4.9	0.2	4.4	7.0	0.2	0.5	1.4	0.8	3.8	3.5	0.5
Total Del/Veh (s)	73.8	41.2	31.8	103.1	40.8	21.0	75.6	62.9	34.2	118.6	62.0	58.6
Vehicles Entered	34	382	19	143	564	30	20	76	76	97	190	26
Vehicles Exited	33	379	20	140	567	29	19	78	76	94	186	26
Hourly Exit Rate	132	1516	80	560	2268	116	76	312	304	376	744	104
Input Volume	155	1552	72	557	2268	124	82	309	304	397	773	103
% of Volume	85	98	111	101	100	94	93	101	100	95	96	101

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.6
Total Delay (hr)	27.8
Total Del/Veh (s)	54.9
Vehicles Entered	1657
Vehicles Exited	1647
Hourly Exit Rate	6588
Input Volume	6696
% of Volume	98

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.2	0.2	1.7	0.5	1.5	3.1	0.2	0.4	0.8	0.1	0.1
Total Delay (hr)	0.7	4.5	0.2	4.0	6.7	0.2	0.7	1.4	0.8	4.7	4.0	0.5
Total Del/Veh (s)	71.0	39.3	32.0	100.3	40.3	21.8	97.9	60.6	35.5	140.3	69.6	64.2
Vehicles Entered	36	368	18	129	548	32	21	77	77	99	189	25
Vehicles Exited	35	368	17	133	549	32	20	76	77	97	190	24
Hourly Exit Rate	140	1472	68	532	2196	128	80	304	308	388	760	96
Input Volume	148	1489	69	534	2177	119	79	297	292	381	742	99
% of Volume	95	99	99	100	101	108	101	102	105	102	102	97

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	28.4
Total Del/Veh (s)	57.0
Vehicles Entered	1619
Vehicles Exited	1618
Hourly Exit Rate	6472
Input Volume	6426
% of Volume	101

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.0	0.3	0.3	0.1	0.1	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	1.9	0.2	0.2	1.8	0.5	1.5	3.0	0.2	0.3	0.8	0.1	0.1
Total Delay (hr)	3.7	18.4	0.7	15.3	26.1	0.7	1.8	5.2	2.9	14.4	15.0	1.8
Total Del/Veh (s)	89.2	43.3	34.3	100.1	41.8	21.1	82.5	61.2	35.0	128.7	70.3	66.8
Vehicles Entered	146	1475	73	539	2192	120	78	303	294	390	751	96
Vehicles Exited	148	1478	72	539	2192	119	76	300	293	379	750	95
Hourly Exit Rate	148	1478	72	539	2192	119	76	300	293	379	750	95
Input Volume	150	1505	70	540	2200	120	80	300	295	385	750	100
% of Volume	99	98	103	100	100	99	95	100	99	98	100	95

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.6
Total Delay (hr)	106.0
Total Del/Veh (s)	57.7
Vehicles Entered	6457
Vehicles Exited	6441
Hourly Exit Rate	6441
Input Volume	6494
% of Volume	99

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.6	0.6	0.6	0.6	2.4
Denied Del/Veh (s)	0.9	0.8	0.9	0.9	0.9
Total Delay (hr)	44.2	44.5	51.1	53.1	192.9
Total Del/Veh (s)	56.8	56.6	62.1	66.4	67.4
Vehicles Entered	2435	2459	2585	2461	9939
Vehicles Exited	2428	2446	2546	2477	9899
Hourly Exit Rate	9712	9784	10184	9908	9899
Input Volume	26050	26050	27535	26050	26421
% of Volume	37	38	37	38	37

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	178	197	308	306	178	299	622	596	200	133	200	229
Average Queue (ft)	129	154	214	209	81	217	444	423	91	86	147	158
95th Queue (ft)	195	210	322	327	215	370	690	661	232	147	204	233
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	200			100	200		
Storage Blk Time (%)			2	28	0	7	31	41	0		1	22
Queuing Penalty (veh)			4	36	1	47	78	62	0		1	28

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	175	282	436	438	290
Average Queue (ft)	67	146	320	311	211
95th Queue (ft)	173	302	463	444	354
Link Distance (ft)			832	832	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	0	36	21	12
Queuing Penalty (veh)	1	1	51	80	40

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	196	229	316	327	199	299	598	586	200	162	212	230
Average Queue (ft)	132	163	221	221	86	215	456	451	109	104	157	160
95th Queue (ft)	212	244	327	336	224	374	649	631	257	195	225	231
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	200			100	200		
Storage Blk Time (%)		0	1	29	0	6	34	40		1	2	22
Queuing Penalty (veh)		0	3	37	0	40	84	61		1	2	28

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	181	281	401	369	287
Average Queue (ft)	74	160	305	272	216
95th Queue (ft)	185	312	411	383	338
Link Distance (ft)			832	832	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	1	34	17	13
Queuing Penalty (veh)	1	3	49	67	44

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	205	286	356	347	200	300	718	720	200	178	231	254
Average Queue (ft)	151	187	244	239	98	249	553	546	96	111	160	170
95th Queue (ft)	226	295	364	360	235	379	845	820	240	207	234	257
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	200			100	200		
Storage Blk Time (%)	0	0	3	30	0	13	36	44	0	3	3	24
Queuing Penalty (veh)	0	2	10	41	1	95	98	71	0	5	4	33

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	170	297	498	484	300
Average Queue (ft)	69	186	365	340	238
95th Queue (ft)	164	348	570	547	355
Link Distance (ft)			832	832	
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	1	2	41	29	9
Queuing Penalty (veh)	2	8	63	121	32

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	237	265	338	318	199	300	875	846	200	185	213	238
Average Queue (ft)	181	207	218	206	79	239	660	646	88	114	143	150
95th Queue (ft)	306	331	336	319	206	380	1029	1005	228	220	224	242
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	200			100	200		
Storage Blk Time (%)	1	4	1	27	1	7	39	45	0	5	1	22
Queuing Penalty (veh)	6	18	4	35	2	46	99	69	2	9	1	28

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	146	299	535	509	292
Average Queue (ft)	58	176	385	364	222
95th Queue (ft)	142	348	668	659	352
Link Distance (ft)			832	832	
Upstream Blk Time (%)			2	2	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	2	42	31	8
Queuing Penalty (veh)	0	8	60	121	27

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	255	326	390	391	200	300	907	866	200	225	256	291
Average Queue (ft)	148	178	224	219	86	230	528	517	96	104	152	160
95th Queue (ft)	244	280	339	338	221	378	845	823	240	195	223	242
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	200			100	200		
Storage Blk Time (%)	0	1	2	29	0	8	35	43	0	2	2	22
Queuing Penalty (veh)	1	5	5	37	1	57	90	66	1	4	2	29

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	200	300	603	583	300
Average Queue (ft)	67	167	344	322	222
95th Queue (ft)	167	330	547	530	351
Link Distance (ft)			832	832	
Upstream Blk Time (%)			1	1	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	1	38	24	11
Queuing Penalty (veh)	1	5	56	97	36

Intersection: 2: 2700 West & Dutch Draw, Interval #1

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	35	31	45
Average Queue (ft)	15	17	18
95th Queue (ft)	40	36	48
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #2

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	39	29	32
Average Queue (ft)	16	15	14
95th Queue (ft)	42	34	41
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #3

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	37	40	44
Average Queue (ft)	17	20	17
95th Queue (ft)	44	42	50
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 2: 2700 West & Dutch Draw, Interval #4

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	33	28	39
Average Queue (ft)	14	18	20
95th Queue (ft)	40	36	47
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, All Intervals

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	53	47	59
Average Queue (ft)	15	17	17
95th Queue (ft)	42	37	47
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 3: 2700 West & Winchester Dr, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	46	33	42	4
Average Queue (ft)	20	16	21	1
95th Queue (ft)	50	37	49	6
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	36	43	48	2
Average Queue (ft)	16	20	19	0
95th Queue (ft)	43	44	52	5
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 3: 2700 West & Winchester Dr, Interval #3

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	54	36	50	4
Average Queue (ft)	24	18	21	1
95th Queue (ft)	55	41	56	7
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #4

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	45	36	45	4
Average Queue (ft)	19	17	19	1
95th Queue (ft)	50	36	50	8
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	63	52	64	9
Average Queue (ft)	20	18	20	1
95th Queue (ft)	50	40	52	7
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	283	459	437	386	299	399	608	568	502	186	104	225
Average Queue (ft)	185	365	346	308	246	341	463	430	389	80	66	168
95th Queue (ft)	357	481	454	405	339	469	679	621	552	224	128	244
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400				200	200				100	400	
Storage Blk Time (%)	0	4			21	37	30		37			
Queuing Penalty (veh)	2	7			151	271	162		44			

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	265	195	276	340	493	509
Average Queue (ft)	194	132	195	253	380	403
95th Queue (ft)	284	241	317	472	641	649
Link Distance (ft)	961				2713	2713
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	44	0	1	1	13	
Queuing Penalty (veh)	64	1	2	5	48	

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	210	420	402	369	299	398	625	593	528	186	109	213
Average Queue (ft)	146	346	330	290	251	342	473	457	423	86	70	159
95th Queue (ft)	240	436	418	385	336	456	692	651	590	230	127	234
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400				200	200				100	400	
Storage Blk Time (%)		2			22	39	33		38			
Queuing Penalty (veh)		4			157	283	176		46			

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	251	194	274	318	507	479
Average Queue (ft)	190	140	213	260	393	390
95th Queue (ft)	257	225	400	516	682	652
Link Distance (ft)	961				2713	2713
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	49	2	7	9	13	
Queuing Penalty (veh)	71	5	26	34	51	

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	227	459	449	422	299	400	744	688	592	199	136	243
Average Queue (ft)	127	379	364	318	273	375	550	516	458	84	80	172
95th Queue (ft)	260	479	465	438	338	464	793	723	640	230	156	252
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400				200	200				100	400	
Storage Blk Time (%)		5			34	49	32		39			
Queuing Penalty (veh)		8			257	368	176		48			

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	293	200	331	375	527	530
Average Queue (ft)	205	140	233	284	435	434
95th Queue (ft)	298	240	424	551	761	699
Link Distance (ft)	961				2713	2713
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	48	2	11	13	10	
Queuing Penalty (veh)	73	7	44	49	42	

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	195	430	404	394	290	399	698	671	558	200	153	238
Average Queue (ft)	123	356	342	308	243	330	533	517	434	81	98	171
95th Queue (ft)	221	451	439	414	323	459	948	882	707	223	211	252
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)							0					
Queuing Penalty (veh)							0					
Storage Bay Dist (ft)	400				200	200				100	400	
Storage Blk Time (%)		3			26	41	31		38			
Queuing Penalty (veh)		4			189	298	167		45			

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	285	199	350	419	588	587
Average Queue (ft)	204	155	280	330	467	452
95th Queue (ft)	290	245	467	583	763	720
Link Distance (ft)	961				2713	2713
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	51	2	16	19	15	
Queuing Penalty (veh)	75	7	60	71	55	

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	349	499	470	441	300	400	844	791	661	200	188	267
Average Queue (ft)	145	362	346	306	253	347	505	480	426	83	78	167
95th Queue (ft)	280	464	446	412	337	466	797	738	631	227	161	246
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)							0					
Queuing Penalty (veh)							0					
Storage Bay Dist (ft)	400				200	200				100	400	
Storage Blk Time (%)	0	4			26	42	32		38			
Queuing Penalty (veh)	0	6			189	305	170		46			

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	325	200	370	464	653	632
Average Queue (ft)	198	142	230	282	419	420
95th Queue (ft)	283	239	412	536	718	683
Link Distance (ft)	961				2713	2713
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	48	2	9	11	13	
Queuing Penalty (veh)	71	5	33	40	49	

Network Summary

Network wide Queuing Penalty, Interval #1: 1187
Network wide Queuing Penalty, Interval #2: 1274
Network wide Queuing Penalty, Interval #3: 1657
Network wide Queuing Penalty, Interval #4: 1506
Network wide Queuing Penalty, All Intervals: 1406

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2050) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1527

Intersection: 2700 West & 4100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	136	128	94	91.5	F
	T	397	382	96	47.0	D
	R	143	144	101	13.1	B
	Subtotal	676	654	97	48.2	D
SB	L	145	150	104	76.0	E
	T	680	675	99	82.6	F
	R	395	386	98	43.3	D
	Subtotal	1,220	1,211	99	69.3	E
EB	L	270	261	97	175.0	F
	T	845	860	102	31.7	C
	R	135	142	105	13.1	B
	Subtotal	1,250	1,263	101	59.2	E
WB	L	257	266	104	54.4	D
	T	1,435	1,443	101	42.6	D
	R	155	162	105	25.6	C
	Subtotal	1,847	1,871	101	42.8	D
Total		4,992	4,999	100	54.3	D

Intersection: 2700 West & Dutch Draw
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	635	616	97	0.4	A
	R	35	35	101	0.2	A
	Subtotal	670	651	97	0.4	A
SB	L	60	59	98	8.3	A
	T	1,012	1,023	101	4.4	A
	Subtotal	1,072	1,082	101	4.6	A
WB	L	20	20	99	24.1	C
	R	40	36	91	4.6	A
	Subtotal	60	56	93	11.6	B
Total		1,802	1,789	99	3.3	A

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS
Analysis Period: Future (2050) Plus Project
Time Period: Evening Peak Hour **Project #: UT19-1527**

Intersection: 2700 West & Winchester Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	50	91	9.6	A
	T	592	576	97	1.0	A
	Subtotal	647	626	97	1.7	A
SB	T	1,052	1,061	101	0.7	A
	R	60	62	103	0.4	A
	Subtotal	1,112	1,123	101	0.7	A
EB	L	30	28	94	34.4	D
	R	45	47	105	7.7	A
	Subtotal	75	75	100	17.7	C
Total		1,833	1,824	99	1.7	A

Intersection: 2700 West & 4700 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	73	91	218.5	F
	T	302	298	99	73.2	E
	R	295	290	98	41.8	D
	Subtotal	677	661	98	75.5	E
SB	L	437	426	98	81.5	F
	T	763	761	100	74.5	E
	R	126	123	97	76.0	E
	Subtotal	1,326	1,310	99	76.9	E
EB	L	155	140	90	290.4	F
	T	1,505	1,504	100	49.3	D
	R	70	74	105	34.6	C
	Subtotal	1,730	1,718	99	68.3	E
WB	L	540	525	97	160.8	F
	T	2,200	2,211	101	42.0	D
	R	130	128	98	19.1	B
	Subtotal	2,870	2,864	100	62.8	E
Total		6,604	6,553	99	69.3	E

SimTraffic LOS Report

Project: Taylorsville Beltway West TIS

Analysis Period: Future (2050) Plus Project

Time Period: Evening Peak Hour

Project #: UT19-1527

Intersection: 2700 West & Project Access

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	606	584	96	0.7	A
	R	17	20	116	0.2	A
	Subtotal	623	604	97	0.7	A
SB	L	12	12	98	3.5	A
	T	1,020	1,031	101	0.4	A
	Subtotal	1,032	1,043	101	0.4	A
WB	L	91	91	100	27.3	D
	R	65	68	105	5.1	A
	Subtotal	156	159	102	17.8	C
Total		1,811	1,806	100	2.1	A

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.4	0.4	2.1	1.8	0.5	1.6	0.0	0.0	0.0	2.6	0.5	2.7
Total Delay (hr)	2.6	1.8	0.1	0.8	4.0	0.3	0.6	1.2	0.1	0.7	3.2	0.9
Total Del/Veh (s)	125.4	27.7	11.0	41.3	36.8	21.3	69.8	45.3	12.5	60.2	65.6	34.6
Vehicles Entered	66	213	36	61	353	40	31	95	37	38	159	92
Vehicles Exited	65	214	36	61	355	41	30	96	36	39	162	92
Hourly Exit Rate	260	856	144	244	1420	164	120	384	144	156	648	368
Input Volume	265	830	133	252	1410	152	134	390	140	142	668	388
% of Volume	98	103	108	97	101	108	90	98	103	110	97	95

1: 2700 West & 4100 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	16.4
Total Del/Veh (s)	44.2
Vehicles Entered	1221
Vehicles Exited	1227
Hourly Exit Rate	4908
Input Volume	4904
% of Volume	100

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	0.4	2.2	1.8	0.5	1.7	0.0	0.0	0.0	2.6	0.6	2.7
Total Delay (hr)	3.0	1.8	0.1	0.9	4.2	0.3	0.8	1.2	0.1	0.6	3.2	1.0
Total Del/Veh (s)	143.6	28.5	11.5	47.1	38.2	23.3	76.6	45.8	12.9	55.7	65.8	36.6
Vehicles Entered	67	203	35	67	356	37	34	94	35	37	163	97
Vehicles Exited	66	204	36	68	352	38	33	94	36	36	163	98
Hourly Exit Rate	264	816	144	272	1408	152	132	376	144	144	652	392
Input Volume	265	830	133	252	1410	152	134	390	140	142	668	388
% of Volume	100	98	108	108	100	100	99	96	103	101	98	101

1: 2700 West & 4100 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	17.3
Total Del/Veh (s)	46.7
Vehicles Entered	1225
Vehicles Exited	1224
Hourly Exit Rate	4896
Input Volume	4904
% of Volume	100

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	0.4	2.3	1.8	0.6	1.8	0.0	0.0	0.0	2.7	0.9	3.1
Total Delay (hr)	3.7	2.1	0.1	1.3	5.3	0.4	0.9	1.4	0.1	1.0	5.0	1.3
Total Del/Veh (s)	168.7	30.0	13.6	62.0	45.6	30.5	89.6	47.5	13.2	89.1	91.1	47.2
Vehicles Entered	70	226	36	72	379	42	33	100	36	38	184	98
Vehicles Exited	65	220	36	68	376	41	32	100	36	37	177	95
Hourly Exit Rate	260	880	144	272	1504	164	128	400	144	148	708	380
Input Volume	284	889	142	271	1511	163	143	417	151	153	716	416
% of Volume	92	99	101	100	100	101	90	96	95	97	99	91

1: 2700 West & 4100 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.0
Total Delay (hr)	22.7
Total Del/Veh (s)	57.4
Vehicles Entered	1314
Vehicles Exited	1283
Hourly Exit Rate	5132
Input Volume	5256
% of Volume	98

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	0.4	2.3	1.8	0.5	1.7	0.0	0.0	0.0	2.6	0.9	3.0
Total Delay (hr)	4.1	2.1	0.1	1.1	4.0	0.3	1.0	1.2	0.1	0.9	4.5	1.4
Total Del/Veh (s)	180.4	30.2	14.3	54.3	35.8	21.2	105.6	45.1	13.2	76.5	86.5	48.6
Vehicles Entered	66	219	34	65	354	42	31	93	35	36	168	99
Vehicles Exited	66	223	34	68	359	42	32	92	36	38	172	101
Hourly Exit Rate	264	892	136	272	1436	168	128	368	144	152	688	404
Input Volume	265	830	133	252	1410	152	134	390	140	142	668	388
% of Volume	100	107	102	108	102	111	96	94	103	107	103	104

1: 2700 West & 4100 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	20.8
Total Del/Veh (s)	54.1
Vehicles Entered	1242
Vehicles Exited	1263
Hourly Exit Rate	5052
Input Volume	4904
% of Volume	103

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.1	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.1	0.1	0.3
Denied Del/Veh (s)	2.3	0.4	2.2	1.8	0.5	1.7	0.0	0.0	0.0	2.6	0.7	2.9
Total Delay (hr)	13.4	7.8	0.5	4.1	17.6	1.2	3.3	5.0	0.5	3.2	15.8	4.7
Total Del/Veh (s)	175.0	31.7	13.1	54.4	42.6	25.6	91.5	47.0	13.1	76.0	82.6	43.3
Vehicles Entered	269	861	141	265	1443	161	129	382	144	149	675	387
Vehicles Exited	261	860	142	266	1443	162	128	382	144	150	675	386
Hourly Exit Rate	261	860	142	266	1443	162	128	382	144	150	675	386
Input Volume	270	845	135	257	1435	155	136	397	143	145	680	395
% of Volume	97	102	105	104	101	105	94	96	101	104	99	98

1: 2700 West & 4100 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	1.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	77.1
Total Del/Veh (s)	54.3
Vehicles Entered	5006
Vehicles Exited	4999
Hourly Exit Rate	4999
Input Volume	4992
% of Volume	100

2: 2700 West & Dutch Draw Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.7	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	22.3	4.3	0.4	0.1	8.0	4.2	3.2
Vehicles Entered	5	9	153	8	14	245	434
Vehicles Exited	5	9	153	8	15	245	435
Hourly Exit Rate	20	36	612	32	60	980	1740
Input Volume	20	39	624	34	59	994	1770
% of Volume	100	92	98	94	102	99	98

2: 2700 West & Dutch Draw Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	21.8	4.7	0.4	0.2	8.5	4.2	3.2
Vehicles Entered	5	8	155	9	15	252	444
Vehicles Exited	5	8	154	9	14	251	441
Hourly Exit Rate	20	32	616	36	56	1004	1764
Input Volume	20	39	624	34	59	994	1770
% of Volume	100	82	99	106	95	101	100

2: 2700 West & Dutch Draw Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.6	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	24.7	4.8	0.4	0.2	8.0	4.5	3.4
Vehicles Entered	5	10	159	11	16	265	466
Vehicles Exited	5	10	158	11	16	264	464
Hourly Exit Rate	20	40	632	44	64	1056	1856
Input Volume	21	42	668	37	63	1066	1897
% of Volume	95	95	95	119	102	99	98

2: 2700 West & Dutch Draw Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.9	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	23.0	4.6	0.4	0.2	7.8	4.4	3.3
Vehicles Entered	4	9	150	7	14	261	445
Vehicles Exited	5	9	150	7	14	263	448
Hourly Exit Rate	20	36	600	28	56	1052	1792
Input Volume	20	39	624	34	59	994	1770
% of Volume	100	92	96	82	95	106	101

2: 2700 West & Dutch Draw Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.8	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.1	0.0	0.1	1.3	1.6
Total Del/Veh (s)	24.1	4.6	0.4	0.2	8.3	4.4	3.3
Vehicles Entered	20	36	616	35	59	1023	1789
Vehicles Exited	20	36	616	35	59	1023	1789
Hourly Exit Rate	20	36	616	35	59	1023	1789
Input Volume	20	40	635	35	60	1012	1802
% of Volume	99	91	97	101	98	101	99

3: 2700 West & Winchester Dr Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	4.2	0.5	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	25.4	7.1	7.8	0.9	0.7	0.4	1.5
Vehicles Entered	7	10	11	145	255	14	442
Vehicles Exited	7	10	11	143	256	14	441
Hourly Exit Rate	28	40	44	572	1024	56	1764
Input Volume	29	44	54	582	1033	59	1801
% of Volume	97	91	81	98	99	95	98

3: 2700 West & Winchester Dr Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	4.2	0.6	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	35.6	6.4	9.6	0.9	0.7	0.4	1.7
Vehicles Entered	6	10	13	146	263	14	452
Vehicles Exited	6	10	13	146	264	14	453
Hourly Exit Rate	24	40	52	584	1056	56	1812
Input Volume	29	44	54	582	1033	59	1801
% of Volume	83	91	96	100	102	95	101

3: 2700 West & Winchester Dr Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	4.1	0.3	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	32.6	8.9	10.2	1.0	0.8	0.5	1.9
Vehicles Entered	7	14	14	149	273	17	474
Vehicles Exited	8	14	14	150	271	17	474
Hourly Exit Rate	32	56	56	600	1084	68	1896
Input Volume	32	47	58	623	1107	63	1930
% of Volume	100	119	97	96	98	108	98

3: 2700 West & Winchester Dr Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.2	0.4	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	31.1	6.7	10.2	1.0	0.7	0.4	1.7
Vehicles Entered	7	12	12	139	269	17	456
Vehicles Exited	7	12	12	137	270	17	455
Hourly Exit Rate	28	48	48	548	1080	68	1820
Input Volume	29	44	54	582	1033	59	1801
% of Volume	97	109	89	94	105	115	101

3: 2700 West & Winchester Dr Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	4.0	0.5	0.0	0.0	0.0	0.1
Total Delay (hr)	0.3	0.1	0.1	0.2	0.2	0.0	0.9
Total Del/Veh (s)	34.4	7.7	9.6	1.0	0.7	0.4	1.7
Vehicles Entered	28	48	50	578	1060	62	1826
Vehicles Exited	28	47	50	576	1061	62	1824
Hourly Exit Rate	28	47	50	576	1061	62	1824
Input Volume	30	45	55	592	1052	60	1833
% of Volume	94	105	91	97	101	103	99

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.2	0.2	1.7	0.5	1.4	3.1	0.2	0.3	0.7	0.1	0.1
Total Delay (hr)	1.5	4.8	0.2	5.2	5.8	0.2	0.9	1.5	0.8	2.0	2.8	0.4
Total Del/Veh (s)	130.2	40.4	30.7	125.4	35.2	15.6	148.0	68.9	37.8	61.4	49.1	46.3
Vehicles Entered	37	376	18	133	544	32	19	73	74	105	188	26
Vehicles Exited	35	376	18	134	541	33	18	74	74	107	187	26
Hourly Exit Rate	140	1504	72	536	2164	132	72	296	296	428	748	104
Input Volume	152	1479	69	531	2161	128	79	297	290	429	750	124
% of Volume	92	102	104	101	100	103	91	100	102	100	100	84

5: 2700 West & 4700 South Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	25.9
Total Del/Veh (s)	52.1
Vehicles Entered	1625
Vehicles Exited	1623
Hourly Exit Rate	6492
Input Volume	6489
% of Volume	100

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.2	0.2	1.7	0.5	1.5	3.1	0.2	0.3	0.7	0.1	0.1
Total Delay (hr)	2.2	4.7	0.2	5.3	6.0	0.2	1.0	1.4	0.8	1.9	3.4	0.6
Total Del/Veh (s)	165.5	40.6	26.5	127.8	36.0	16.1	149.4	64.9	36.5	60.1	58.4	61.3
Vehicles Entered	40	366	19	135	550	32	18	76	73	104	194	32
Vehicles Exited	36	367	19	130	545	32	19	74	73	101	189	32
Hourly Exit Rate	144	1468	76	520	2180	128	76	296	292	404	756	128
Input Volume	152	1479	69	531	2161	128	79	297	290	429	750	124
% of Volume	95	99	110	98	101	100	96	100	101	94	101	103

5: 2700 West & 4700 South Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	27.5
Total Del/Veh (s)	54.8
Vehicles Entered	1639
Vehicles Exited	1617
Hourly Exit Rate	6468
Input Volume	6489
% of Volume	100

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.8	0.2	0.3	1.8	0.6	1.6	3.2	0.2	0.3	0.7	0.1	0.2
Total Delay (hr)	4.1	6.0	0.2	6.8	7.6	0.2	1.3	1.8	1.0	2.9	4.3	0.8
Total Del/Veh (s)	270.4	48.6	34.0	154.4	43.4	23.0	187.9	76.4	45.1	81.3	71.5	71.4
Vehicles Entered	43	397	19	138	578	34	20	76	76	117	195	36
Vehicles Exited	34	388	19	130	570	34	18	78	75	111	192	34
Hourly Exit Rate	136	1552	76	520	2280	136	72	312	300	444	768	136
Input Volume	163	1584	74	568	2316	137	84	318	311	460	803	133
% of Volume	83	98	103	92	98	99	86	98	96	97	96	102

5: 2700 West & 4700 South Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.6
Total Delay (hr)	37.0
Total Del/Veh (s)	69.3
Vehicles Entered	1729
Vehicles Exited	1683
Hourly Exit Rate	6732
Input Volume	6951
% of Volume	97

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.2	0.2	1.8	0.5	1.5	2.8	0.2	0.3	0.8	0.1	0.1
Total Delay (hr)	5.3	5.8	0.2	7.2	6.9	0.2	1.8	1.5	0.8	3.2	5.9	1.0
Total Del/Veh (s)	325.8	49.3	35.5	169.8	41.4	17.7	249.9	67.8	42.3	93.0	96.1	98.5
Vehicles Entered	38	364	19	126	538	31	20	74	69	105	197	33
Vehicles Exited	36	373	19	131	555	30	18	72	69	107	194	32
Hourly Exit Rate	144	1492	76	524	2220	120	72	288	276	428	776	128
Input Volume	152	1479	69	531	2161	128	79	297	290	429	750	124
% of Volume	95	101	110	99	103	94	91	97	95	100	103	103

5: 2700 West & 4700 South Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	39.9
Total Del/Veh (s)	77.6
Vehicles Entered	1614
Vehicles Exited	1636
Hourly Exit Rate	6544
Input Volume	6489
% of Volume	101

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.0	0.3	0.3	0.1	0.1	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	1.9	0.2	0.2	1.8	0.5	1.5	3.1	0.2	0.3	0.7	0.1	0.1
Total Delay (hr)	13.1	21.3	0.7	24.4	26.4	0.7	4.9	6.2	3.4	10.0	16.3	2.7
Total Del/Veh (s)	290.4	49.3	34.6	160.8	42.0	19.1	218.5	73.2	41.8	81.5	74.5	76.0
Vehicles Entered	158	1503	74	532	2210	129	77	299	291	430	774	127
Vehicles Exited	140	1504	74	525	2211	128	73	298	290	426	761	123
Hourly Exit Rate	140	1504	74	525	2211	128	73	298	290	426	761	123
Input Volume	155	1505	70	540	2200	130	80	302	295	437	763	126
% of Volume	90	100	105	97	101	98	91	99	98	98	100	97

5: 2700 West & 4700 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.6
Total Delay (hr)	130.3
Total Del/Veh (s)	69.3
Vehicles Entered	6604
Vehicles Exited	6553
Hourly Exit Rate	6553
Input Volume	6604
% of Volume	99

6: 2700 West & Project Access Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	4.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	23.7	5.2	0.8	0.2	3.2	0.4	1.9
Vehicles Entered	22	17	144	6	2	248	439
Vehicles Exited	22	18	144	6	2	248	440
Hourly Exit Rate	88	72	576	24	8	992	1760
Input Volume	89	64	595	17	12	1002	1779
% of Volume	99	112	97	141	67	99	99

6: 2700 West & Project Access Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	4.1	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	26.6	4.8	0.7	0.3	5.4	0.4	2.2
Vehicles Entered	25	17	146	6	2	253	449
Vehicles Exited	24	17	146	6	2	254	449
Hourly Exit Rate	96	68	584	24	8	1016	1796
Input Volume	89	64	595	17	12	1002	1779
% of Volume	108	106	98	141	67	101	101

6: 2700 West & Project Access Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.8	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	28.2	5.0	0.7	0.2	3.4	0.4	2.2
Vehicles Entered	22	17	153	4	3	266	465
Vehicles Exited	23	17	153	4	3	266	466
Hourly Exit Rate	92	68	612	16	12	1064	1864
Input Volume	96	68	637	18	13	1074	1906
% of Volume	96	100	96	89	92	99	98

6: 2700 West & Project Access Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.9	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	24.9	5.2	0.7	0.1	3.6	0.4	2.0
Vehicles Entered	22	17	141	4	4	263	451
Vehicles Exited	22	17	141	4	4	263	451
Hourly Exit Rate	88	68	564	16	16	1052	1804
Input Volume	89	64	595	17	12	1002	1779
% of Volume	99	106	95	94	133	105	101

6: 2700 West & Project Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	4.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.7	0.1	0.1	0.0	0.0	0.1	1.0
Total Del/Veh (s)	27.3	5.1	0.7	0.2	3.5	0.4	2.1
Vehicles Entered	91	68	584	20	12	1031	1806
Vehicles Exited	91	68	584	20	12	1031	1806
Hourly Exit Rate	91	68	584	20	12	1031	1806
Input Volume	91	65	606	17	12	1020	1811
% of Volume	100	105	96	116	98	101	100

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.6	0.6	0.7	0.6	2.5
Denied Del/Veh (s)	0.9	0.9	0.9	0.9	0.9
Total Delay (hr)	46.4	49.0	64.2	64.9	224.5
Total Del/Veh (s)	57.7	60.7	74.6	78.3	76.3
Vehicles Entered	2500	2516	2678	2499	10198
Vehicles Exited	2506	2490	2605	2540	10141
Hourly Exit Rate	10024	9960	10420	10160	10141
Input Volume	28394	28394	30423	28394	28901
% of Volume	35	35	34	36	35

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	222	266	326	319	183	399	534	546	200	160	208	235
Average Queue (ft)	172	201	228	210	76	216	405	407	98	109	148	166
95th Queue (ft)	306	329	353	335	203	430	583	590	244	193	223	249
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	300			100	200		
Storage Blk Time (%)	2	5	2	27	0	1	20	40	0	1	2	20
Queuing Penalty (veh)	9	21	5	36	1	4	50	61	1	2	3	29

Intersection: 1: 2700 West & 4100 South, Interval #1

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	200	281	436	396	298
Average Queue (ft)	88	171	320	281	207
95th Queue (ft)	201	327	462	419	325
Link Distance (ft)			832	832	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	1	38	19	9
Queuing Penalty (veh)	1	4	54	75	31

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	260	298	316	314	188	399	584	585	172	192	227	238
Average Queue (ft)	193	221	235	217	87	239	437	432	83	127	151	162
95th Queue (ft)	328	354	356	329	218	462	673	656	224	225	233	252
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	300			100	200		
Storage Blk Time (%)	1	8	1	28	0	1	21	39	0	3	2	21
Queuing Penalty (veh)	6	32	4	37	1	4	53	60	0	6	2	29

Intersection: 1: 2700 West & 4100 South, Interval #2

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	182	299	427	399	299
Average Queue (ft)	71	180	324	288	225
95th Queue (ft)	176	348	473	429	341
Link Distance (ft)			832	832	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	2	37	22	13
Queuing Penalty (veh)	1	6	53	85	42

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	274	307	377	387	188	400	712	698	200	174	250	243
Average Queue (ft)	218	248	260	251	100	317	522	524	108	132	168	172
95th Queue (ft)	327	367	428	400	235	510	763	758	254	243	266	260
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	300			100	200		
Storage Blk Time (%)	3	13	2	32	0	3	28	44	1	8	2	24
Queuing Penalty (veh)	12	57	5	46	1	23	75	71	6	17	4	36

Intersection: 1: 2700 West & 4100 South, Interval #3

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	184	299	605	581	300
Average Queue (ft)	87	215	450	422	252
95th Queue (ft)	208	368	706	707	355
Link Distance (ft)			832	832	
Upstream Blk Time (%)			1	1	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	6	56	39	13
Queuing Penalty (veh)	1	22	85	164	46

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	288	328	396	362	184	399	583	584	199	202	236	252
Average Queue (ft)	229	258	265	248	84	257	429	434	95	140	164	166
95th Queue (ft)	361	381	401	361	210	464	603	607	239	273	297	280
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	300			100	200		
Storage Blk Time (%)	5	15	2	32	1	4	19	38	0	12	1	20
Queuing Penalty (veh)	19	60	6	42	2	28	48	58	1	24	2	28

Intersection: 1: 2700 West & 4100 South, Interval #4

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	183	287	572	524	288
Average Queue (ft)	78	180	437	407	237
95th Queue (ft)	186	343	742	740	365
Link Distance (ft)			832	832	
Upstream Blk Time (%)			1	2	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	4	48	37	14
Queuing Penalty (veh)	1	13	68	144	46

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	305	355	460	434	200	400	761	769	200	241	269	291
Average Queue (ft)	203	232	247	231	87	258	448	449	96	127	158	166
95th Queue (ft)	336	363	388	361	217	476	670	667	241	237	258	261
Link Distance (ft)			1548	1548			1819	1819			813	813
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			100	300			100	200		
Storage Blk Time (%)	3	10	2	30	0	2	22	40	0	6	2	21
Queuing Penalty (veh)	11	43	5	40	1	15	56	63	2	12	3	30

Intersection: 1: 2700 West & 4100 South, All Intervals

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	200	300	629	623	300
Average Queue (ft)	81	186	383	350	230
95th Queue (ft)	194	349	629	613	350
Link Distance (ft)			832	832	
Upstream Blk Time (%)			0	1	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)	100	200			200
Storage Blk Time (%)	0	3	45	29	12
Queuing Penalty (veh)	1	11	65	117	41

Intersection: 2: 2700 West & Dutch Draw, Interval #1

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	39	29	42
Average Queue (ft)	16	14	18
95th Queue (ft)	40	34	46
Link Distance (ft)	793		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 2700 West & Dutch Draw, Interval #2

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	38	27	2	2	49
Average Queue (ft)	14	14	0	0	22
95th Queue (ft)	40	36	5	4	55
Link Distance (ft)	793		172		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		75	150
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: 2700 West & Dutch Draw, Interval #3

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	31	29	2	43
Average Queue (ft)	14	16	0	21
95th Queue (ft)	36	34	5	50
Link Distance (ft)	793			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	75	150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 2700 West & Dutch Draw, Interval #4

Movement	WB	WB	NB	SB
Directions Served	L	R	T	L
Maximum Queue (ft)	33	31	2	44
Average Queue (ft)	14	16	1	16
95th Queue (ft)	39	36	6	47
Link Distance (ft)	793		172	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 2700 West & Dutch Draw, All Intervals

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	49	44	4	4	58
Average Queue (ft)	14	15	0	0	19
95th Queue (ft)	39	35	4	3	50
Link Distance (ft)	793		172		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		75	150
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: 2700 West & Winchester Dr, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	47	31	51	2
Average Queue (ft)	19	18	20	0
95th Queue (ft)	49	36	55	5
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	47	29	46	4
Average Queue (ft)	19	18	25	1
95th Queue (ft)	53	35	52	10
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 3: 2700 West & Winchester Dr, Interval #3

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	40	42	48	11
Average Queue (ft)	21	24	23	2
95th Queue (ft)	47	50	58	11
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, Interval #4

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	42	34	54	2
Average Queue (ft)	24	21	23	0
95th Queue (ft)	52	37	58	5
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 2700 West & Winchester Dr, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	64	49	67	16
Average Queue (ft)	21	20	23	1
95th Queue (ft)	51	40	56	8
Link Distance (ft)	722			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	150	75
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	380	468	454	410	369	484	694	648	487	200	171	257
Average Queue (ft)	226	371	358	317	306	374	485	461	359	83	113	188
95th Queue (ft)	401	468	446	414	434	540	847	786	514	226	274	292
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				300	300				100	400	
Storage Blk Time (%)	15	29			20	33	17		36	0	0	0
Queuing Penalty (veh)	75	44			145	238	92		47	0	0	0

Intersection: 5: 2700 West & 4700 South, Interval #1

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	271	199	247	268	392	405
Average Queue (ft)	203	150	175	185	312	326
95th Queue (ft)	281	239	259	276	433	446
Link Distance (ft)	961				2712	2712
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	54	2	0	0	4	
Queuing Penalty (veh)	79	6	0	1	16	

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	355	535	494	407	354	463	673	667	536	199	172	268
Average Queue (ft)	256	389	371	312	315	377	493	486	396	80	115	178
95th Queue (ft)	448	589	555	448	446	541	813	797	556	218	280	266
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				300	300				100	400	
Storage Blk Time (%)	32	24			25	36	18		38		3	
Queuing Penalty (veh)	155	36			183	259	94		48		5	

Intersection: 5: 2700 West & 4700 South, Interval #2

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	274	198	220	334	459	474
Average Queue (ft)	198	138	162	205	356	376
95th Queue (ft)	293	243	248	399	544	551
Link Distance (ft)	961				2712	2712
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	51	3		0	9	
Queuing Penalty (veh)	75	7		0	40	

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	399	734	713	618	392	499	830	782	595	200	194	305
Average Queue (ft)	322	584	548	391	356	443	641	587	474	97	146	199
95th Queue (ft)	498	997	953	645	458	580	1024	941	717	248	293	301
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				300	300				100	400	
Storage Blk Time (%)	56	26			39	54	21		41			
Queuing Penalty (veh)	295	42			301	419	118		56			

Intersection: 5: 2700 West & 4700 South, Interval #3

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	349	200	292	417	549	548
Average Queue (ft)	234	163	209	257	417	438
95th Queue (ft)	350	255	340	469	590	597
Link Distance (ft)	961				2712	2712
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	63	7	0	1	16	
Queuing Penalty (veh)	97	21	2	4	75	

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	399	766	724	650	380	499	952	896	661	200	266	300
Average Queue (ft)	343	679	646	411	356	441	695	656	456	78	196	196
95th Queue (ft)	514	1232	1184	797	466	590	1194	1135	698	216	412	337
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)		0					1	0				
Queuing Penalty (veh)		0					0	0				
Storage Bay Dist (ft)	250				300	300				100	400	
Storage Blk Time (%)	79	19			43	58	18		38	0	6	
Queuing Penalty (veh)	388	29			306	414	93		49	0	8	

Intersection: 5: 2700 West & 4700 South, Interval #4

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	278	199	296	488	703	691
Average Queue (ft)	206	150	220	355	543	552
95th Queue (ft)	301	243	369	621	856	845
Link Distance (ft)	961				2712	2712
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	56	4	1	3	32	
Queuing Penalty (veh)	82	12	5	12	135	

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	400	800	759	672	392	500	1013	968	707	200	274	358
Average Queue (ft)	287	506	481	358	333	409	579	547	421	85	142	190
95th Queue (ft)	482	927	886	614	457	573	1003	943	640	228	325	302
Link Distance (ft)		1471	1471	1471			1370	1370	1370			961
Upstream Blk Time (%)		0					0	0				
Queuing Penalty (veh)		0					0	0				
Storage Bay Dist (ft)	250				300	300				100	400	
Storage Blk Time (%)	45	24			32	45	18		38	0	2	0
Queuing Penalty (veh)	228	38			234	332	99		50	0	3	0

Intersection: 5: 2700 West & 4700 South, All Intervals

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	L	T	TR
Maximum Queue (ft)	357	200	341	519	742	730
Average Queue (ft)	210	150	192	251	407	423
95th Queue (ft)	310	246	314	479	662	665
Link Distance (ft)	961				2712	2712
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	350	350		
Storage Blk Time (%)	56	4	0	1	15	
Queuing Penalty (veh)	83	12	2	4	67	

Intersection: 6: 2700 West & Project Access, Interval #1

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	94	47	15
Average Queue (ft)	50	29	2
95th Queue (ft)	102	54	16
Link Distance (ft)	742		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	100
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 6: 2700 West & Project Access, Interval #2

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	99	47	14
Average Queue (ft)	54	30	3
95th Queue (ft)	98	49	17
Link Distance (ft)	742		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: 2700 West & Project Access, Interval #3

Movement	WB	WB	SB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	97	48	18	2
Average Queue (ft)	57	31	3	0
95th Queue (ft)	109	52	17	4
Link Distance (ft)	742			172
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: 2700 West & Project Access, Interval #4

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	82	49	26
Average Queue (ft)	49	30	5
95th Queue (ft)	87	53	24
Link Distance (ft)	742		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	100
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 6: 2700 West & Project Access, All Intervals

Movement	WB	WB	SB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	121	58	32	2
Average Queue (ft)	52	30	3	0
95th Queue (ft)	100	52	19	2
Link Distance (ft)	742			172
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Network Summary

Network wide Queuing Penalty, Interval #1: 1129
Network wide Queuing Penalty, Interval #2: 1322
Network wide Queuing Penalty, Interval #3: 2099
Network wide Queuing Penalty, Interval #4: 2125
Network wide Queuing Penalty, All Intervals: 1669

APPENDIX C

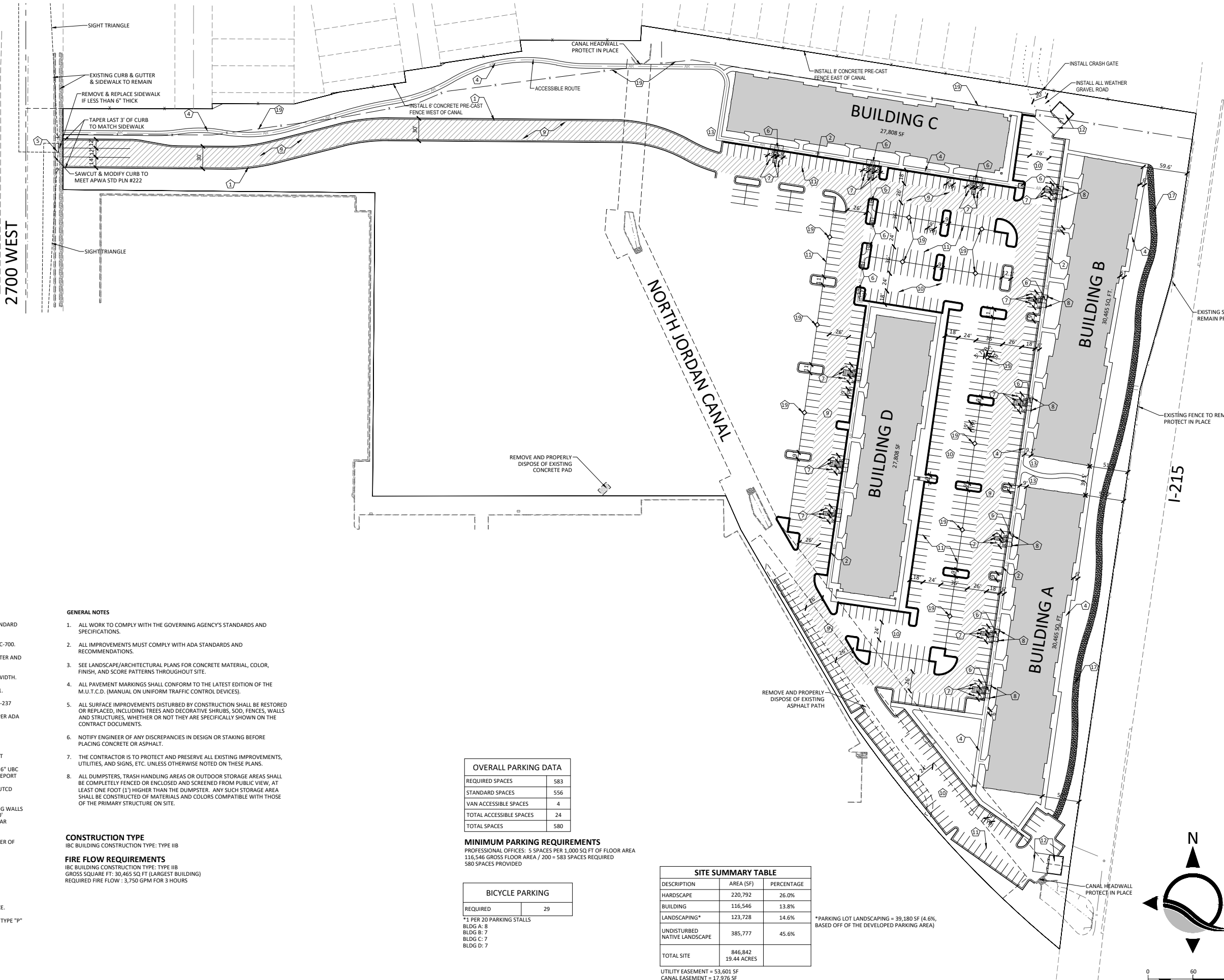
Site Plan

BENCHMARK

ELEVATION = 3000X

Blue Stakes of UTAH811

CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION



- # KEYNOTES #
- 24" COLLECTION CURB AND GUTTER PER APWA STANDARD PLAN NO. 205 TYPE "E."
 - 24" REVERSE PAN CURB AND GUTTER PER DETAIL 3/C-700.
 - TRANSITION BETWEEN COLLECTION CURB AND GUTTER AND REVERSE PAN CURB AND GUTTER.
 - 4" THICK CONCRETE SIDEWALK AND SEE PLAN FOR WIDTH.
 - FLARED DRIVE APPROACH PER APWA STD PLAN #221.
 - HANDICAP ACCESS RAMP PER APWA STD PLAN #235-237
 - PAINTED ADA SYMBOL AND ASSOCIATED STRIPING PER ADA & MUTCD STANDARDS.
 - "HANDICAP PARKING" SIGN PER ADA STANDARDS.
 - ASPHALT PAVEMENT (HATCHED AREA): 3" ASPHALT CONCRETE OVER 9" UBC PER GEOTECHNICAL REPORT
 - ASPHALT PAVEMENT : 3" ASPHALT CONCRETE OVER 6" UBC OVER 6" GRANULAR BARROW PER GEOTECHNICAL REPORT
 - 4" WIDE SOLID WHITE PAVEMENT MARKING PER MUTCD STANDARD PLANS.
 - TRASH ENCLOSURE - SOLID GATE REQ'D & SCREENING WALLS MUST MATCH ARCHITECTURE OF BLDG. PROVIDE 20" CONCRETE APRON: 6.5" THICK, 4" UBC, 8" GRANULAR BORROW. SEE NOTE 8 THIS SHEET.
 - BIKE RACK PER DETAIL 4/C500. SEE PLAN FOR NUMBER OF RACKS AND LOCATION.
 - SITE LIGHTING PER ELECTRICAL SITE PLAN AND PHOTOMETRIC PLAN AS DESIGNED BY OTHERS.
 - CROSSWALK: 12" SOLID WHITE LINES.
 - 8' ALL WEATHER GRAVEL PATH.
 - REMOVE AND PROPERLY DISPOSE OF EXISTING FENCE.
 - 6" CURB WALL PER APWA STANDARD PLAN NO. 209 TYPE "P" AND SPECIFICATIONS.

- GENERAL NOTES
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
 - SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
 - ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
 - ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
 - NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
 - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
 - ALL DUMPSTERS, TRASH HANDLING AREAS OR OUTDOOR STORAGE AREAS SHALL BE COMPLETELY FENCED OR ENCLOSED AND SCREENED FROM PUBLIC VIEW, AT LEAST ONE FOOT (1') HIGHER THAN THE DUMPSTER. ANY SUCH STORAGE AREA SHALL BE CONSTRUCTED OF MATERIALS AND COLORS COMPATIBLE WITH THOSE OF THE PRIMARY STRUCTURE ON SITE.

CONSTRUCTION TYPE

IBC BUILDING CONSTRUCTION TYPE: TYPE IIB

FIRE FLOW REQUIREMENTS

IBC BUILDING CONSTRUCTION TYPE: TYPE IIB

GROSS SQUARE FT: 30,465 SQ. FT. (LARGEST BUILDING)

REQUIRED FIRE FLOW : 3,750 GPM FOR 3 HOURS

OVERALL PARKING DATA	
REQUIRED SPACES	583
STANDARD SPACES	556
VAN ACCESSIBLE SPACES	4
TOTAL ACCESSIBLE SPACES	24
TOTAL SPACES	580

MINIMUM PARKING REQUIREMENTS

PROFESSIONAL OFFICES: 5 SPACES PER 1,000 SQ. FT. OF FLOOR AREA

116,546 GROSS FLOOR AREA / 200 = 583 SPACES REQUIRED

580 SPACES PROVIDED

BICYCLE PARKING	
REQUIRED	29
*1 PER 20 PARKING STALLS	
BLDG A: 8	
BLDG B: 7	
BLDG C: 7	
BLDG D: 7	

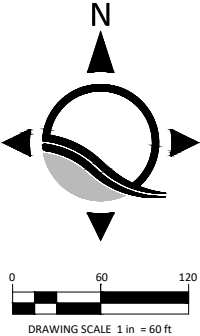
SITE SUMMARY TABLE		
DESCRIPTION	AREA (SF)	PERCENTAGE
HARDSCAPE	220,792	26.0%
BUILDING	116,546	13.8%
LANDSCAPING*	123,728	14.6%
UNDISTURBED NATIVE LANDSCAPE	385,777	45.6%
TOTAL SITE	846,842	
	19.44 ACRES	

UTILITY EASEMENT = 53,601 SF

CANAL EASEMENT = 17,976 SF

LANDSCAPE BUFFER = 65,117 SF

*PARKING LOT LANDSCAPING = 39,180 SF (4.6%, BASED OFF OF THE DEVELOPED PARKING AREA)



CLIENT: St. John Properties
Daniel Thomas
(801) 899-7991
1982 West Pleasant Grove Blvd, Ste D
Pleasant Grove, Ut 84062

REVISIONS:

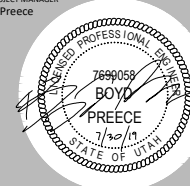
BELTWAY WEST

4235 SOUTH 2700 WEST, TAYLORSVILLE, UT

PROJECT FILE:
1057

DATE PLOTTED:
7-30-19

PROJECT MANAGER
B Preece



SUBMITTAL 7-30-19

SITE PLAN

C100

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Taylorsville Beltway West TIS

Analysis: Existing (2019) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT19-1527

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
2700 West & 4100 South	93	54	119	--	157	203	281	--	168	67	195	--	223	203	357	--
2700 West & 4700 South	383	211	277	252	391	--	623	633	513	--	1,408	236	446	--	550	494
2700 West & Dutch Draw	--	3	--	--	41	--	--	--	--	--	--	--	26	34	--	--
2700 West & Winchester Dr	41	--	--	--	--	2	--	--	32	38	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Taylorsville Beltway West TIS

Analysis: Existing (2019) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT19-1527

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
2700 West & 4100 South	144	52	135	--	160	201	279	--	159	75	200	--	228	208	344	--
2700 West & 4700 South	446	215	381	317	523	--	838	822	516	--	1,636	234	464	--	688	538
2700 West & Dutch Draw	--	5	--	--	41	--	--	--	--	--	--	--	29	33	--	--
2700 West & Project Access	--	--	--	2	12	--	--	--	--	--	--	--	62	39	--	--
2700 West & Winchester Dr	44	--	--	--	--	4	--	--	31	37	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Taylorsville Beltway West TIS

Analysis: Future (2025) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT19-1527

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
2700 West & 4100 South	112	78	161	--	218	231	343	--	197	120	231	--	303	240	401	--
2700 West & 4700 South	122	226	222	254	399	--	547	526	299	--	389	334	353	--	527	491
2700 West & Dutch Draw	--	--	--	--	42	--	--	--	--	--	--	--	34	34	--	--
2700 West & Winchester Dr	51	--	--	--	--	7	--	--	37	41	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Taylorsville Beltway West TIS

Analysis: Future (2025) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT19-1527

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
2700 West & 4100 South	129	81	147	--	184	239	345	--	196	122	223	--	313	224	398	--
2700 West & 4700 South	104	235	229	262	448	--	629	628	385	--	542	253	380	--	756	652
2700 West & Dutch Draw	--	4	0	--	46	--	--	--	--	--	--	--	34	37	--	--
2700 West & Project Access	--	--	--	--	16	--	--	--	--	--	--	--	77	48	--	--
2700 West & Winchester Dr	44	--	--	--	--	6	3	--	38	38	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Taylorsville Beltway West TIS

Analysis: Future (2050) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT19-1527

Intersection	NB				SB				EB				WB		
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T
2700 West & 4100 South	195	167	233	--	330	351	539	--	262	221	339	--	378	240	834
2700 West & 4700 South	161	239	246	283	474	--	718	683	280	--	455	412	402	227	722
2700 West & Dutch Draw	--	--	--	--	47	--	--	--	--	--	--	--	42	37	--
2700 West & Winchester Dr	52	--	--	--	--	7	--	--	50	40	--	--	--	--	--

SimTraffic Queueing Report

Project: Taylorsville Beltway West TIS

Analysis: Future (2050) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT19-1527

Intersection	NB				SB				EB				WB		
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T
2700 West & 4100 South	237	194	260	--	349	350	621	--	350	217	375	--	476	241	669
2700 West & 4700 South	325	246	302	310	397	--	662	665	482	--	907	614	515	228	862
2700 West & Dutch Draw	--	3	4	--	50	--	--	--	--	--	--	--	39	35	--
2700 West & Project Access	--	--	--	--	19	--	2	--	--	--	--	--	100	52	--
2700 West & Winchester Dr	56	--	--	--	--	8	--	--	51	40	--	--	--	--	--