



# Cedar City

10 North Main Street • Cedar City, UT 84720  
435-586-2950 • FAX 435-586-4362  
www.cedarcityut.gov

**Mayor**  
Steve Nelson

**Council Members**  
Robert Cox  
Waldo D. Galan  
R. Scott Phillips  
Phil E. Schmidt  
Carter Wilkey

**City Manager**  
Paul Bittmenn

## CITY COUNCIL WORK MEETING

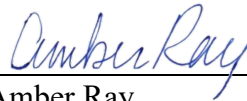
July 1, 2026

5:30 P.M.

The City Council meeting will be held in the Council Chambers at the City Office, 10 North Main Street. The City Council Chambers may be an anchor location for participation by electronic means. The agenda will consist of the following items:


- I. Call to Order
- II. Agenda Order Approval
- III. Administration Agenda
  - Mayor and Council Business
    - America 250 Events. Councilmember Phillips
    - Just Serve Recognition. Mayor Nelson
  - Staff Comments
- IV. Business Agenda
  - Public
    1. Consider removing a speed bump on South Mountain Drive. Kent Fugal/Paul Bittmenn
    2. Public Hearing to consider an ordinance approving a development/deferral agreement for a property located at approximately 2411 W 580 N Bentley Hugie/Randall McUne
- V. Staff
  3. Consider a resolution approving the allotment of RAP Tax funds as recommended by the Parks and Recreation Advisory Board. Chad Westwood/ Randall McUne
  4. Consider a resolution approving the allotment of RAP Tax funds as recommended by the Arts Advisory Board. Joanne Brattain/Randall McUne
  5. Board appointments: Active Transportation Committee-Release Britannia Howe; Airport -Reappoint John Appel; Board of Adjustments-Reappoint Brittany Fisher; Historic Downtown Economic Committee-Release Brent Drew, Appoint Tyler Romeril; Leisure Services Advisory Board-Release Craig Andersen, Reappoint Brad Anderson; Planning Commission- Reappoint Jim Lunt
  6. Consider a contract renewal with Flock Safety in the amount of \$157,500 per year. Darin Adams
  7. Consider an ordinance amendment to 35-10(B) to establish No Parking Zones in the vicinity of 600 South and 1100 West. -Kent Fugal/Randall McUne
  9. Consider a backup generator for the Quichapa Well. Phil Schmidt
  8. Closed Session- Reasonably Imminent Litigation. Randall McUne

Dated this 29<sup>th</sup> day of June 2026.

  
\_\_\_\_\_  
Amber Ray  
City Recorder

CERTIFICATE OF DELIVERY:

The undersigned duly appointed and acting recorder for the municipality of Cedar City, Utah, hereby certifies that a copy of the foregoing Notice of Agenda was delivered to the Daily News, and each member of the governing body this 29<sup>th</sup> day of June 2026.



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Amber Ray  
City Recorder

Cedar City Corporation does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or the provision of services.

If you are planning to attend this public meeting and, due to a disability, need assistance in accessing, understanding or participating in the meeting, please notify the city not later than the day before the meeting and we will try to provide whatever assistance may be required.

Steve Nelson  
(435)590-5586

Robert Cox  
(435)559-0785  
crobert@cedarcityut.gov

Waldo Galan  
(435)592-4116  
gwaldo@cedarcityut.gov

Scott Phillips  
435-701-7884  
sphillips@cedarcityut.gov

Phil Schmidt  
435-559-2522  
sphill@cedarcityut.gov

Carter Wilkey  
801-688-2992  
wcarter@cedarcityut.gov

**CEDAR CITY  
CITY COUNCIL AGENDA ITEM #01  
STAFF INFORMATION SHEET**

**To:** Mayor and City Council

**From:** Kent J. Fugal, P.E., PTOE  
City Engineer

**Council Meeting Date:** July 1, 2026

**Subject:** **Engineering Input Regarding Potential Removal of the Existing Speed Bump on South Mountain Dr**

**Discussion:**

**Background:**

The existing speed bump on South Mountain Dr was installed approximately ten years ago when South Mountain Dr was constructed from the west end of Eagle Ridge @ South Mountain Subdivision Phase 1 (the location of the speed bump) to Westview Dr. That extension of South Mountain Dr was necessary in order to provide a second access to Eagle Ridge that would allow development of additional phases of Eagle Ridge to occur. The exact location of the speed bump was chosen because it was at the edge of the then existing development and it was intended to discourage traffic from Westview cutting through Eagle Ridge to get to the Providence Center area.

**Commentary:**

The following are items that I believe should be considered in determining whether the speed bump should remain or be removed:

1. Speed bumps generally do not belong on public streets. For our purposes here, I will define “speed humps” as devices that are designed to allow traffic to traverse them safely at the desired maximum speed of traffic for the roadway (25 mph in this case). “Speed bumps,” on the other hand, are devices that require traffic to slow down below the desired maximum speed to safely traverse them. The device currently installed on South Mountain Dr is a speed bump and therefore should not be on a public roadway.
2. The vertical curve in the profile of the roadway just east of the speed bump makes it difficult for an unfamiliar driver to detect the presence of the bump while approaching it from the east. The issue is compounded by the fact that the driver’s attention is rightfully focused on the approaching intersection with Eagle

Ridge Dr. This results in drivers inadvertently hitting the bump at too high of a speed (even below the speed limit), creating the potential for vehicle damage and even loss of control. Even if it were a properly designed speed hump, its location with respect to the intersection and the vertical curve is problematic.

3. The speed bump has been ineffective at discouraging traffic from cutting through the Eagle Ridge @ South Mountain Subdivision.
4. With the additional phases of Eagle Ridge @ South Mountain that have been constructed, even traffic within the subdivision is subjected to the speed bump, which was not the case when the bump was constructed. The conditions now present are materially different from what existed when the City approved its construction.
5. Speed humps and speed bumps both create challenges for snow removal and emergency vehicle response, with the effects of speed bumps (such as this one on South Mountain Dr) being especially challenging.

**Recommendation:**

It is my recommendation that the speed bump be removed due to safety concerns, negative effects on snow removal and emergency response, ineffectiveness at meeting its intended purpose, and changed conditions from what existed when initially approved.

CEDAR CITY COUNCIL

AGENDA ITEM – #02

TO: Mayor and City Council

FROM: City Attorney

DATE: June 29, 2026

SUBJECT: Requested Development/Deferral Agreement with Bentley Hugie, 2411 W 580 N (Horse Alley).

DISCUSSION:

Bentley Hugie seeks a deferral agreement for his property at 2411 W 580 N (Horse Alley) to defer the frontage improvements until either (1) any adjacent property is required to install frontage improvements or (2) the City approves a full design for Horse Alley. Please note that the version attached is a redline version from the original agreement proposed by Mr. Hugie. The City has approved a handful of similar deferral agreements for properties on Horse Alley in the past.

The Planning Commission gave a positive recommendation to the attached redline version. Please consider an ordinance and deferral agreement with Mr. Hugie.

1. Public Hearing  
Development/Deferral  
Agreement  
(Recommendation)

2411 W. 580 N.

Bentley Hugie

Don: Apparently, the applicant is not here, but if you guys would like to move forward without the applicant, can you point to that little building, Kent? This is Horse Alley. 580 N, they're essentially rehabbing that building. The buildings quite far gone. They're going to use it for some storage and other miscellaneous things, but in conjunction with a permit that triggers frontage improvements. So, that would be your curb and gutter; there's no sidewalk, I don't think, in Horse Alley that is required. So, the applicant is requesting a deferral. Could you bring up the deferral, Kent? There have been a number of other deferrals out there. The property, I think directly to the east, has a deferral. There are a couple down the street.

Burgess: If there are no sidewalks, what do you need to do?

Don: Curb and gutter and improve the street.

Burgess: Is there curb and gutter on that whole street?

Don: No

Davis: No, there's not.

Lunt: Does that street empty into the prison?

Don: It does, on the west side.

Kent: In theory

Jett: It does, but it's gated off, and the sheriff doesn't want to open it, because he says it's not a good road, that's his words to me.

Don: It is their second access, though.

Kent: I think it's a required second access for them. So, there may be a political struggle there at some point.

Jett: Is each cell considered a lot? We're only allowed 80 units with one entrance and one exit.

Don: That's county land.

Jett: They feed onto city land.

Davis: That's not an agenda item.

Kent: With only the access coming from 850 N, the other one that comes around from the north side, there's already a lot of land uses along that road with only the one-way

in, and then you add the jail, it puts us well beyond being able to serve with a single access. Hence, the connection to Horse Alley. If the Sheriff wants to block that off, that could end up being in dispute at some point here.

Burgess: Even all the new things on 580 North that have had building permits in the last couple of years, nothing has curb and gutter, right?

Kent: Right, there have been a number of deferral agreements processed there. This is intended to be one more. This is something that staff is supportive of having the deferral. We agree that putting in the full improvements right now probably doesn't make a lot of sense. But at such point the city were to go in with a project, then all of these deferral agreements would have the responsibility of paying their share of those improvements, right? Or if someone came in and redeveloped a chunk of it or something, and was putting it in, and now they're adjacent to other improvements that are going in, they would be required to put it in. So, there are a couple of triggers there for them to eventually need to do the improvements, that may never happen, right?

Jett: Full disclosure, I do own a lot that fronts the alley out there.

Lunt: Do you have curb and gutter?

Jett: Nope, I have a deferment.

Kent: So, these have been somewhat routine on that particular roadway.

Davis: It sounds like it.

Davis: So, this is a public hearing, we will now open the public hearing for comments.

### ***Public Hearing Open***

Decker: I just have one question on that. With my tiny little development on Cole Creek, I put in curb and gutter and sidewalk. And then it sat for some time, and then the city decided they wanted to really groom that street up, which I think everybody agrees with. So, the city put in a lot of curb, gutter, and sidewalk that individuals didn't pay for. What happens when all of a sudden we want curb, gutter, and sidewalk in horse alley? And the owners say, no, I don't think so.

Kent: Those who have these agreements would be required.

Jett: That's part of these development agreements; the city has the right to put it in.

Wayne: I know they have the right, but in reality, would that happen?

Kent: Possibly, yeah.

Burgess: It would probably be like a date and anybody who has a deferral that's actually on paper would have to pay. Anybody who had it from before that would probably not, correct?

Decker: It comes back to the same arguments with development agreements: are they enforceable?

Davis: They are.

Decker: I think anybody who has character would do what they're expected to do, right? But there are one or two people on this planet that don't have character.

Davis: There's no good way to fully enforce that. With the deferral agreement, they wouldn't be allowed to further improve their property. Like he said, it would be triggered if the city does come.....

Decker: In this situation, I'm fine with the deferment, but I just wonder in reality, if they say, "Okay, we're ready to develop this."

Kent: Yeah, so deferral agreements can be difficult to enforce when the trigger is met.

Don: Extremely

Kent: When we don't get voluntary compliance, the only choice that we have is to take one of our citizens to court, right?

Decker: That's not going to happen.

Kent: In my last city, I have seen these followed up on, and people pony up and we get them done. I don't know what our track record around here is on these. Some of them, I think, have happened, but it's tough if they don't voluntarily comply.

Decker: Like I say, I think the vast majority would have character and would do it, but you know it's almost impossible to enforce, I think.

Kent: Yeah, I mean, you could certainly go the legal route, and if there were a good enough reason, I think council maybe would.

Decker: Sounds good, thank you.

Kent: What I had on the screen a minute ago we discovered was an old draft. So, what's on the screen now is the current proposal for what those trigger events would be. Right?

Don: So, that the original document that was in your packet and on the screen is what we received from the applicant, and then this is the city's suggestions here. So, those triggers would be when any adjacent property is developed or when the design of 580 N receives city approval. i.e., when we know what we're finally going to do out there. Right?

Davis: Any other questions or comments? So, seeing that there are no other comments, we'll go ahead and close the public hearing and entertain a motion.

### ***Public Hearing Closed***

*(Document showing on screen – screen shot )*

3. CITIZEN acknowledges their obligation to install private landscaping per ordinance and all required public improvements including but not limited curb, gutter, sidewalk, street, street light, water, sewer, and drainage and landscaping improvements along 580 N for the entire frontage of the property. CITIZEN agrees to install such improvements at their own expense at such time as any trigger event occurs. Such improvements must be installed or bonded for within an approved subdivision by CITIZEN within 30 days of any trigger event.
4. TRIGGER EVENTS. The following events shall be considered trigger events.
  - a. When any adjacent property to the East or West side of 2411 W. is also required to install frontage improvements.
  - ~~b. When 580N is connected continuously with 850N and 850N can be utilized for normal entry/exit to the property located on 580N.~~
  - b. The-When the design of 580 North receivingreceives City approval.

**Jett motions to make a positive recommendation for the deferral agreement based on what is presented on the screen. Lunt seconds; all in favor for a unanimous vote.**

**CEDAR CITY ORDINANCE NO. 0710-26**

**AN ORDINANCE APPROVING THE DEVELOPMENT/DEFERRAL AGREEMENT WITH THE BENTLEY C HUGIE LIVING TRUST FOR PROPERTY LOCATED AT 2411 WEST 580 NORTH (HORSE ALLEY), CEDAR CITY UTAH**

**WHEREAS**, the City Council hereby determines that it will be in the best interest of the City to allow use and development of the subject property in accordance with the Deferral Agreement; and

**WHEREAS**, the Deferral Agreement will allow the subject property to be developed pursuant the terms and conditions contained therein;

**WHEREAS**, the City Council is agreeable to delaying the installation of the public improvements until the road is ready to be improved beyond the current property.

**NOW THEREFORE** be it ordained by the City Council of Cedar City, Iron County, State of Utah, that the Deferral Agreement provided in Exhibit A is approved by Cedar City.

Council Vote:

Phillips -  
Cox -  
Wilkey –  
Schmidt –  
Galan -

This ordinance shall take effect immediately upon passage by the City Council and published in accordance with State Law.

Dated this \_\_\_\_ day of July, 2026.

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STEVE NELSON  
MAYOR

[SEAL]  
ATTEST:

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RENON SAVAGE  
RECORDER

# EXHIBIT A

Cedar City's Deferral Agreement with the Bentley C Hugie Living Trust

**DEFERRAL AGREEMENT**

**THIS AGREEMENT**, is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2026, by and between Bentley Hugie, herein referred to as CITIZEN, and Cedar City Corporation, a municipal corporation organized and existing under the laws of the State of Utah, herein referred to as CITY. Collectively the CITIZEN and CITY may be referred to as the PARTIES.

**WITNESSETH:**

**WHEREAS**, CITIZEN owns property located at 2411 W. 580 N in Cedar City, Utah (Iron County Parcel ID B-0003-0002-0041 & B-003-0002-0050); said property being more particularly described as attached in Exhibit A.

**WHEREAS**, said property, pursuant to Ordinance, will not meet certain prerequisites for development;

**NOW THEREFORE**, in consideration of the mutual covenants and agreements contained here, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the PARTIES agree as follows:

1. CITIZEN may obtain construction drawing/final plat approval for projects within the portion of the property on Horse Alley, subject to the terms and conditions set forth herein.
2. CITY agrees to waive certain requirements temporarily subject to the terms and conditions set forth herein.
3. CITIZEN acknowledges their obligation to install private landscaping per ordinance and all required public improvements including but not limited curb, gutter, sidewalk, street, street light, water, sewer, and drainage and landscaping improvements along 580 N for the entire frontage of the property. CITIZEN agrees to install such improvements at their own expense at such time as any trigger event occurs. Such improvements must be installed or bonded for ~~within an approved subdivision~~ by CITIZEN within 30 days of any trigger event.
4. TRIGGER EVENTS. The following events shall be considered trigger events.
  - a. When any adjacent property to the East or West side of 2411 W. is also required to install frontage improvements.
  - ~~b. When 580N is connected continuously with 850N and 850N can be utilized for normal entry/exit to the property located on 580N.~~
  - b. When the design of 580 North receives City approval.
5. CITIZEN acknowledges that no written notice or reminder by CITY is required to start the 30-day time period. If CITIZEN does not improve said property with the improvements outlined under term 3, CITIZEN acknowledges and consents that CITY may elect to



**CITY:**

\_\_\_\_\_  
STEVEN NELSON  
MAYOR

[SEAL]

ATTEST:

\_\_\_\_\_  
AMBER RAY  
CITY RECORDER

STATE OF UTAH )

:ss.

COUNTY OF IRON )

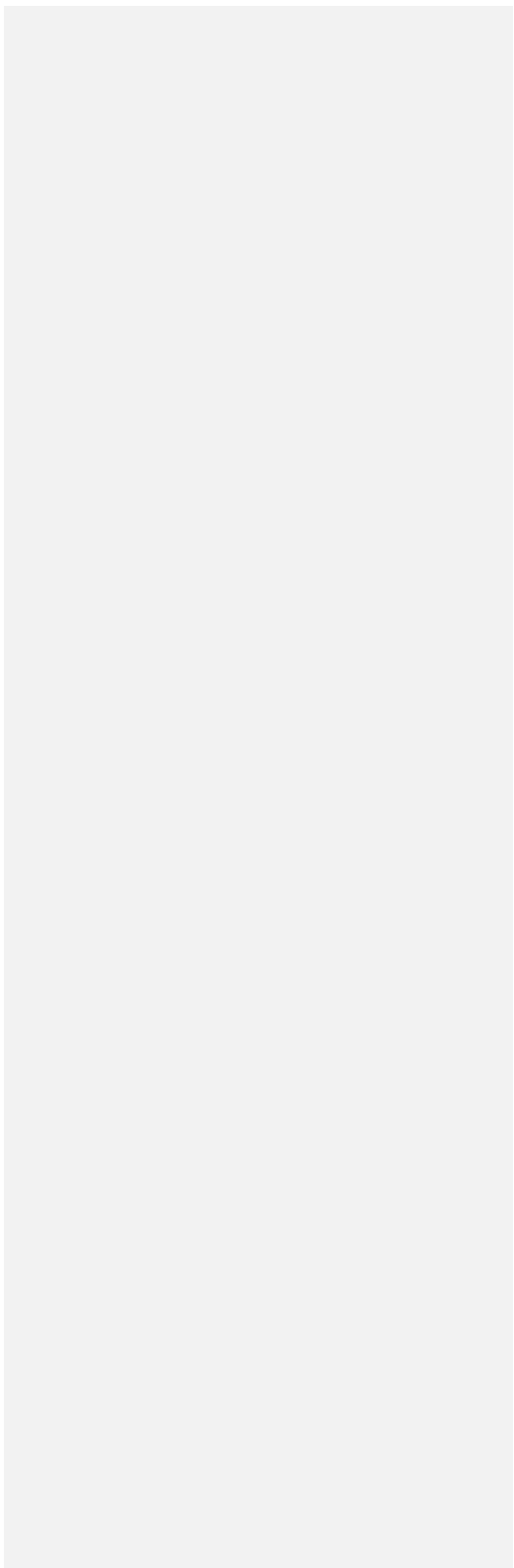
This is to certify that on the \_\_\_ day of \_\_\_\_\_ 2026, before me, the undersigned, a Notary Public, in and for the State of Utah, duly commissioned and sworn as such, personally appeared Steven Nelson, known to me to be the Mayor of Cedar City Corporation, and Amber Ray, known to me to be the City Recorder of Cedar City Corporation, and acknowledged to me that he the said Steven Nelson and she the said Amber Ray executed the foregoing instrument as a free and voluntary act and deed of said corporation, for the uses and purposes therein, and on oath state that they were authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

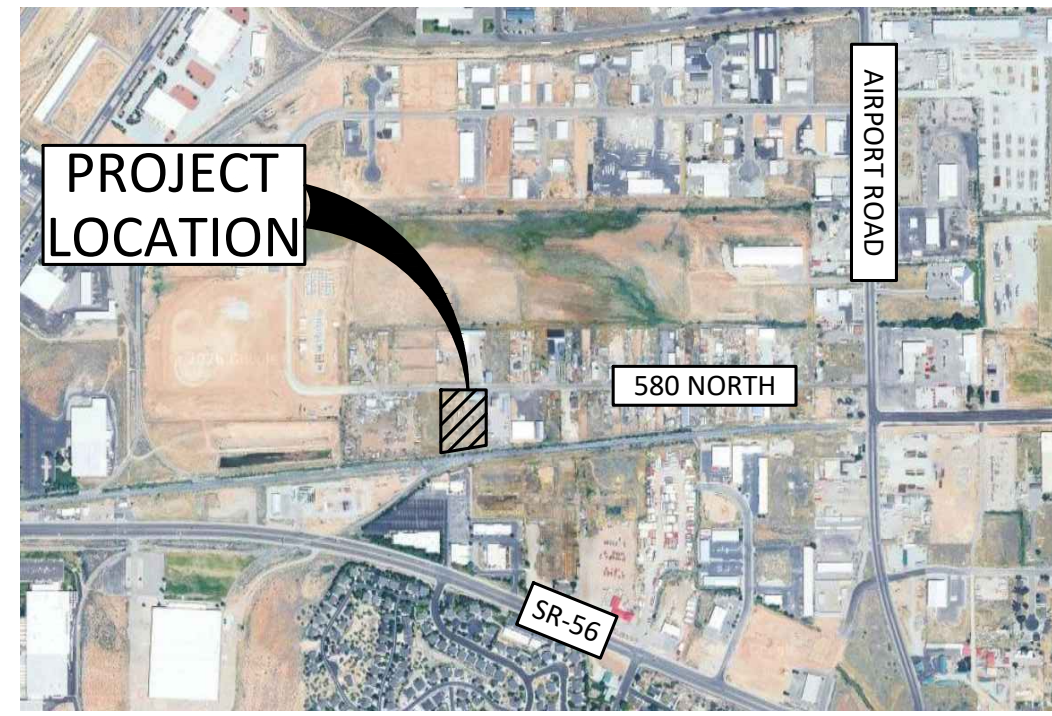
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year hereinabove written.

\_\_\_\_\_  
NOTARY PUBLIC

**EXHIBIT A**  
**- legal description -**

**REFER TO ATTACHED SITE PLAN INCLUDING LEGAL DESCRIPTION**





VICINITY MAP  
NOT TO SCALE

B-0003-0002-0044

**UTILITY CONTACT INFORMATION:**

ROCKY MOUNTAIN POWER - CARYOLYN DELEEUEW	(435) 865-3310
ENBRIDGE - KELLY HIATT	(435) 674-6132
CENTURY LINK, ZACH MATHEWS	(435) 673-9839
TDS, DAVID TRAUTNVEIN	(435) 703-8932
CITY WATER, MATT BAKER	(435) 865-4507
CITY SEWER, ERIC BONZO	(435) 867-9426
CITY STREETS, ERIC WITZKE	(435) 865-4555
CITY STORM DRAIN, ERIC WITZKE	(435) 865-4555
CITY ENGINEERING, KENT FUGAL	(435) 865-2599
CITY PUBLIC WORKS INSPECTOR, TOM CULLISON	(435) 703-4022
BLUE STAKES	811

**KEYNOTES:**

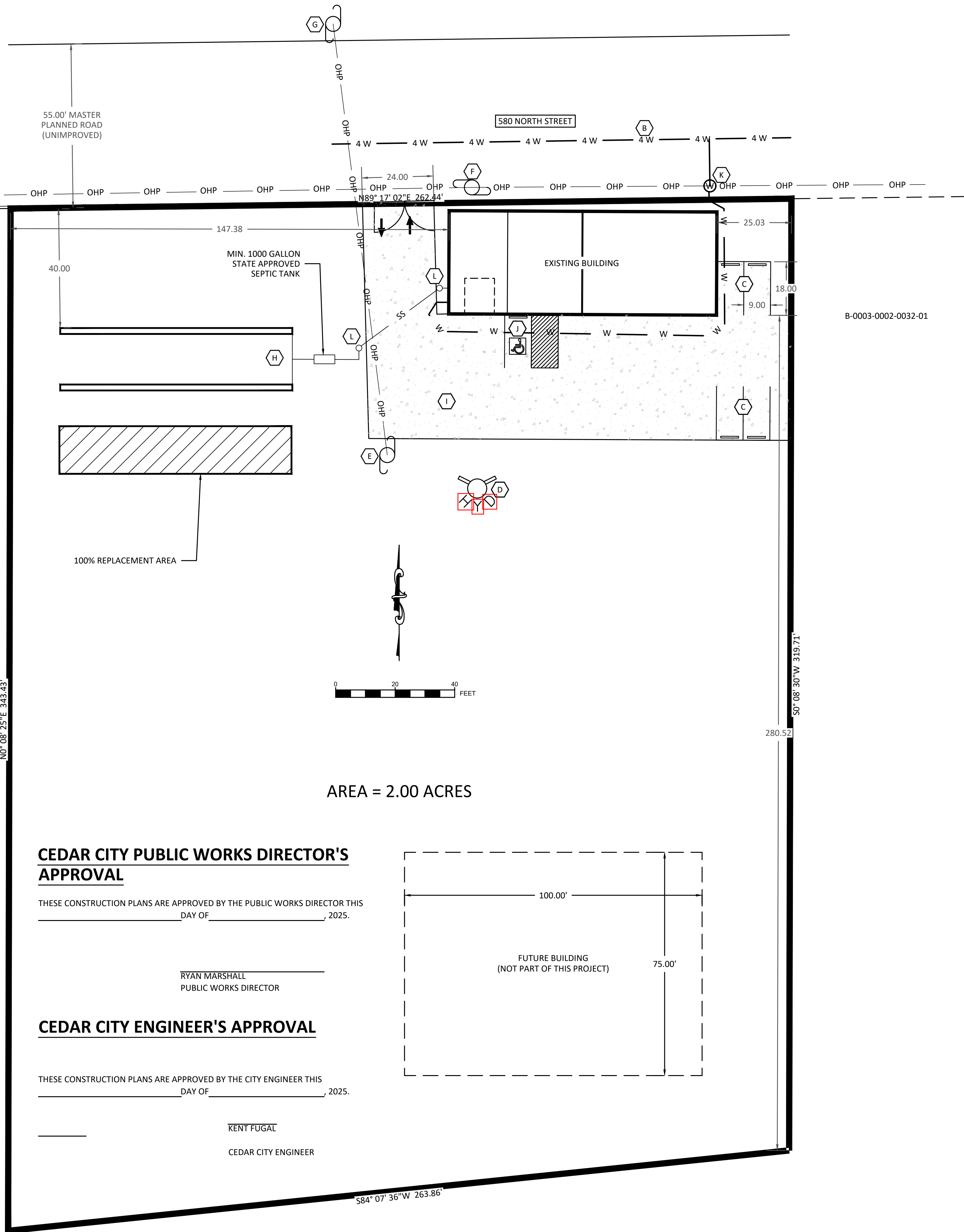
- (A) PRIVATE TRASH ENCLOSURE WITH 6' BLOCK WALL ENCLOSURE
  - (B) EXISTING 4-INCH WATER MAIN IN 580 NORTH STREET
  - (C) 9' X 18' PARKING STALL (TYP.)
  - (D) EXISTING FROST FREE HYDRANT TO BE REMOVED AND ABANDONED
  - (E) EXISTING OVERHEAD POWER POLE
  - (F) EXISTING OVERHEAD POWER POLE
  - (G) EXISTING OVERHEAD POWER POLE
  - (H) PROPOSED SEPTIC SYSTEM (PER WATSON ENGINEERING DESIGN)
- PROJECT NUMBER 25-8087 DATED FEBRUARY 3, 2026  
TO BE APPROVED BY CEDAR CITY CITY COUNCIL
- (I) NEW ASPHALT PAVEMENT. PAVEMENT STRUCTURE PER PROJECT GEOTECHNICAL REPORT
  - (J) ADA PARKING STALLS PER DETAILS
  - (K) EXISTING WATER METER
  - (L) SEWER CLEANOUT

**LEGEND:**

	PROPERTY LINE
	PUBLIC UTILITY EASEMENT
	FUTURE BUILDING
	EXISTING BUILDING
	DEVELOPMENT AREA
	8-INCH WATER MAIN
	SEWER LATERAL
	STORM DRAIN
	ELECTRICAL LINE
	FENCE
	NEW PAVEMENT
	CONCRETE
	EXISTING PAVEMENT
	BUILDING FOOTPRINT
	LANDSCAPE
	HYDRANT
	WATER METER

**ERU:**

BUILDING.....	11,600 SF
CONCRETE.....	7,216 SF
TOTAL.....	5.23



**CEDAR CITY PUBLIC WORKS DIRECTOR'S APPROVAL**

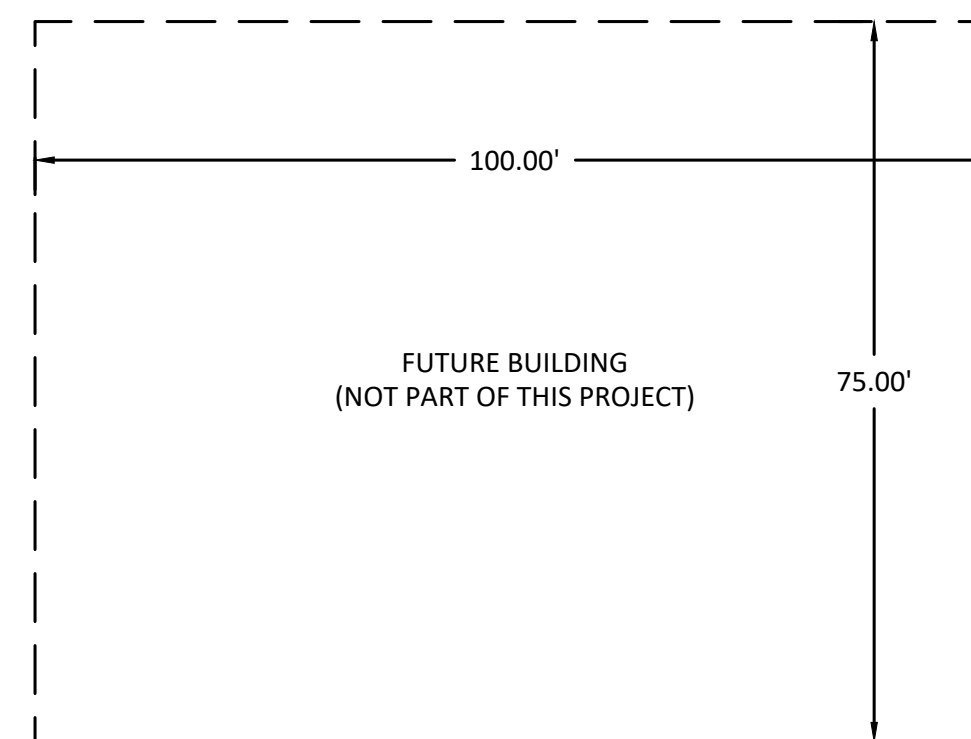
THESE CONSTRUCTION PLANS ARE APPROVED BY THE PUBLIC WORKS DIRECTOR THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

RYAN MARSHALL  
PUBLIC WORKS DIRECTOR

**CEDAR CITY ENGINEER'S APPROVAL**

THESE CONSTRUCTION PLANS ARE APPROVED BY THE CITY ENGINEER THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

KENT FUGAL  
CEDAR CITY ENGINEER



**SITE PLAN FOR BENTLEY HUGIE**

WITHIN NE1/4 OF SECTION 9, T. 36 S., R. 11 W., SLB&M  
2411 WEST 580 NORTH  
CEDAR CITY, IRON COUNTY, UTAH

**PROJECT NOTES**

**LEGAL DESCRIPTION**

BEGINNING AT A POINT THAT IS SITUATED N.0°08'36"W. ALONG THE SECTION LINE 722.18 FEET AND WEST 1906.39 FEET FROM THE EAST 1/4 CORNER OF SECTION 9, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SLB&M. THENCE S.0°08'30"W. 319.71 FEET, THENCE S.84°07'36"W. 263.86 FEET, THENCE N.0°08'25"E. 343.43 FEET, THENCE N.89°17'02"E. 262.44 FEET TO THE POINT OF BEGINNING.

**LANDSCAPING CALCULATIONS**

TOTAL FRONTAGE =	262.44 LINEAR FEET
REQUIRED LANDSCAPING =	2624.4 SQ.FT.
LANDSCAPE PROVIDED =	TBD SQ.FT.

**PARKING CALCULATIONS**

WAREHOUSE = 1 STALL PER 4,000 SQUARE FEET  
OFFICE = 1 STALL PER 250 SQUARE FEET

BUILDING SQUARE FOOTAGE:  
WAREHOUSE = 2,275 SQUARE FEET  
OFFICE = 875 SQUARE FEET

WAREHOUSE : 2,275/4,000 = 0.57 -> 1 STALLS  
OFFICE : 875/250 = 3.5 -> 4 STALLS

REQUIRED PARKING FOR BUILDING = 4 STALL PER OFFICE + 1 STALL PER WAREHOUSE => 5 STALLS  
PROVIDED PARKING = 5 STALLS

**NOTES:**

- THE PROJECT CONSISTS IMPROVING THE EXISTING BUILDING INTO AN OFFICE SPACE AND WAREHOUSE SPACE AND COMBINING THE TWO EXISTING PARCELS INTO ONE PARCEL.
- PARCEL NUMBER: ~B-0003-0002-0041~ AND ~B-0003-0002-0050~
- ZONED AS A INDUSTRIAL AND MANUFACTURING 2 ZONE (I&M 1)
- CONTAINS 1.98 ACRES
- THE BASIS OF BEARINGS, COORDINATES, AND ELEVATIONS FOR THIS PROJECT ARE PER THE CEDAR CITY ENGINEER'S GPS BASE STATION AND CALIBRATIONS.
- THE PROPERTY IS LOCATED IN FLOOD ZONE C, AREA OF MINIMAL FLOODING BASED ON FEMA FLOOD INSURANCE RATE MAP, IRON COUNTY, UTAH (UNINCORPORATED AREAS) COMMUNITY PANEL NUMBER 490073 0725 B, EFFECTIVE DATE: JULY 17, 1986.
- THIS PROJECT FALLS IS DEFINED AS "MINIMAL SUSPECT SOILS" PER THE CEDAR CITY HYDROCOMPACTION SUSCEPTIBILITY MAP.
- THE PROPERTY FALLS WITHIN FLOOD ZONE X (AREA OF MINIMAL FLOOD HAZARD).
- PROJECT GEOTECHNICAL REPORT PERFORMED BY GEM ENGINEERING INC. DATED FEBRUARY 10, 2026, REPORT NUMBER 25-8087.
1. LIGHT TRAFFIC: 3.0 INCHES OF ASPHALT OVER 10 INCHES OF AGGREGATE BASE OVER 24 INCHES OF STRUCTURAL FILL.
2. HEAVY TRAFFIC: 3 INCHES OF ASPHALT OVER 12 INCHES OF AGGREGATE BASE OVER 24 INCHES STRUCTURAL FILL.
- THE PROPERTY IS ACCESSED FROM 580 NORTH STREET.
- THE WATER FOR THIS PROJECT IS CURRENTLY CONNECTED TO AN EXISTING 6-INCH LINE IN 580 NORTH STREET.
- FORM 7460 HAS BEEN FILED WITH THE FAA. RESULTS HAVE NOT BEEN PROVIDED.
- TRASH PICK UP SHALL BE PRIVATE
- NO ENLARGEMENTS CAN BE MADE WITHIN THE EXISTING BUILDING AREA.**

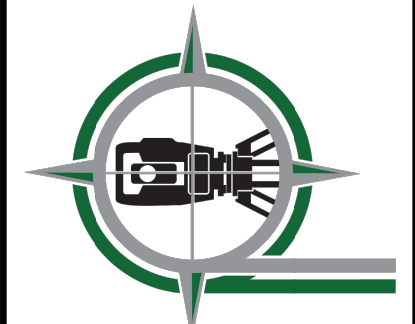


Know what's below. Call 811 before you dig.

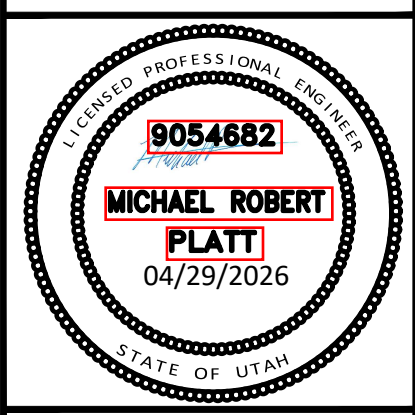
**BLUE STAKES OF UTAH**  
UTILITY NOTIFICATION CENTER, INC.  
www.bluestakes.org  
1-800-662-4111

REVISION	DATE	DESCRIPTION

**PLATT & PLATT, INC.**  
CIVIL ENGINEERS & LAND SURVEYORS  
195 N. 100 E. CEDAR CITY, UTAH 84720  
TEL: (435) 866-6151  
EMAIL: PLATT@INFOWEST.COM



**SITE PLAN FOR BENTLEY HUGIE**  
WITHIN NE1/4 OF SECTION 9, T. 36 S., R. 11 W., SLB&M  
2411 WEST 580 NORTH  
CEDAR CITY, IRON COUNTY, UTAH



DRAWN BY: S.J. CHRISTENSEN  
CHECKED BY: R.B. PLATT  
DATE: Apr 29, 2026  
SCALE: 1" = 20'

NOTE: 11" X 17" SHEETS ARE NOT TO SCALE

TO: Cedar City City Council

FROM: Arts Committee for RAP

RE: Recommendations

Thank you for your consideration of our recommendations. Special thanks to Waldo Galan for his participation on our committee and to Scott Phillips for attending our sessions.

This year, we had a budget of \$427,452 and requests from 23 groups totaling \$513,700.

Since the ordinance specifies that there can be only one request from each 501C3, SUU combined their ask from the Utah Shakespeare Festival, SUMA and Signature Series. We evaluated these individually as they are distinct entities.

We request that the communication to SUU is specific about the final numbers for each group.

There were four new groups requesting funds: Festival City Ballet, Pioneer Legacy (was here in 2024), Signature Series and Utah Symphony. We are recommending zero dollars for the symphony, not because we don't value it, but because we believed that the small amount we could give them was better spent on local organizations. For the other three, we erred on the conservative side until we see a solid track record.

Eight of these groups use their RAP funds to pay their rent in the Heritage Theatre. All groups are seeking funding from grants, sponsors and/or donations. These RAP dollars are continuing to foster a robust artistic and cultural environment in our city.

Thanks for your continued support for our recommendations.

CEDAR CITY COUNCIL  
 AGENDA ITEMS – #03-04  
 DECISION PAPER

TO: Mayor and City Council  
 FROM: City Attorney  
 DATE: June 29, 2026  
 SUBJECT: RAP Tax Allocations

DISCUSSION:

The RAP tax advisory committees met in June and made their recommendations. The budget for arts RAP tax is \$427,452. The total requested from arts RAP tax was \$513,700. The budget for parks and recreation RAP tax is \$809,908. The total requested from parks and recreation RAP tax was \$795,908. In addition to the budgeted amount for parks and recreation RAP tax, Leisure Services requested \$34,000 from the preservation and restoration fund. Both committees did a great job reviewing the applications and making their recommendations.

Below are the amounts requested by each entity and the Arts RAP Tax Committee’s recommendations:

ENTITY NAME	AMOUNT REQUESTED	AMOUNT RECOMMENDED
American Crossroads Theatre	\$25,000	\$19,000
Cedar Chest Quilter's Guild	\$12,500	\$10,302
Cedar Arts Council	\$12,250	\$12,250
Children's Musical Theater	\$28,000	\$25,000
Community Band	\$4,000	\$4,000
Junior Ballet	\$25,000	\$20,000
Music Arts	\$27,000	\$23,500
Livestock Festival	\$35,000	\$22,000
Community Theater	\$25,000	\$22,000
Festival City Ballet	\$9,500	\$8,000
IMPAC Theater	\$15,000	\$13,000
In Jubilo	\$6,500	\$5,500
Jazz Alliance	\$3,000	\$3,000
Johnson Arts Center	\$14,250	\$14,000
Master Singers	\$4,000	\$4,000
OSU	\$23,000	\$22,000
Pioneer Legacy	\$10,000	\$5,200
SO. UT Book Festival	\$15,000	\$11,000
SUU		
·Signature Series	\$7,500	\$4,700
·SUMA	\$57,200	\$50,000
·USF	\$130,000	\$127,000
Suzuki Strings	\$2,000	\$2,000
Utah Symphony	\$23,000	\$0

The funds requested from the arts RAP tax were requests for general operating expenses. More details are contained in the individual applications, which are available to you but not included in this decision paper due to length. General operating expenses qualify for RAP tax funding under the arts portion of the RAP tax.

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The parks and recreation requests were for improvements at publicly owned recreational facilities. Requests for improvements or construction of publicly owned or operated recreational facilities qualify for RAP tax funding.

Below are the amounts requested by each entity and the Parks RAP Tax Committee's recommendations:

ENTITY NAME	AMOUNT REQUESTED	AMOUNT RECOMMENDED
Leisure Services	\$545,908	\$545,908
Rotary	\$250,000	\$250,000
<b>PRESERVATION FUNDS</b>		
Leisure Services	\$34,000	\$34,000

A more detail breakdown of their requests includes the following:

**Leisure Services**

Play Structure for Pool	\$430,091
Sound Panels	\$60,000
Black Widow Drag	\$9,900
Electrical Upgrade for addition	\$45,917

**PRESERVATION FUND:**

Cross Hollow Trail re-pavement	\$34,000
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**Rotary**

Canyon Park	\$212,000
War Memorial restoration	\$38,000

If you have any questions, please give Natasha Nava or me a call. Please consider approving the RAP tax recommendations.

**CEDAR CITY RESOLUTION NO. 26-0708**

**A RESOLUTION OF THE CEDAR CITY COUNCIL APPROVING THE FISCAL YEAR  
2026 – 2027  
PARKS AND RECREATION RAP TAX ALLOCATIONS.**

**WHEREAS**, the voters of Cedar City have approved a local option tax for the funding of Botanical, Cultural, Recreational, and Zoological Organizations and Facilities pursuant to the provisions of UCA § 59-12-1401, et. sec., this tax is known locally as the RAP tax; and

**WHEREAS**, Cedar City has adopted ordinances to administer the RAP tax; and

**WHEREAS**, consistent with Cedar City ordinance the Cedar City Parks and Recreation RAP tax Advisory Board received and reviewed RAP tax applications, conducted an open meeting where those seeking RAP tax funding made funding presentations, conducted public deliberations and made recommendations related to where to spend the fiscal year 2026-2027 Parks and Recreation portion of the RAP tax; and

**WHEREAS**, the Cedar City Council has received the recommendations of the Parks and Recreation RAP tax advisory board and considered the same during an open and public meeting; and

**WHEREAS**, after due consideration of the requests from the various groups seeking funding from the RAP tax and the recommendations of the advisory board, it is the decision of the Cedar City Council that the appropriations contained the attached and incorporated spread sheet (exhibit #1) are in compliance with the purposes for which the RAP tax was adopted, are reasonable and necessary, and will further the goals and purposes of the RAP tax program.

**NOW THEREFORE BE IT RESOLVED**, by the City Council of Cedar City, State of Utah, that the fiscal year 2026-2027 Parks and Recreation portion of the RAP tax shall be allocated in accordance with exhibit #1.

**NOW THEREFORE BE IT FURTHER RESOLVED**, by the City Council of Cedar City, State of Utah, that staff is instructed to draft such agreements that are called for under City Ordinance, or that are customary, or reasonably necessary to facilitate the orderly disbursement of RAP tax funding. Staff is authorized to include such provisions in the agreements that have been discussed by the City Council and typically included in such agreements. The Mayor is authorized to enter the agreements on behalf of the City.

Council Vote:

Phillips -  
Cox -  
Wilkey -  
Schmidt -  
Galan -

Dated this \_\_\_\_ day of July 2026.

---

Steve Nelson, Mayor

[Seal]  
Attest:

---

Amber Ray, Recorder

# Exhibit #1

Cedar City Resolution No. 26-0708

<b>ENTITY NAME</b>	<b>AMOUNT REQUESTED</b>	<b>AMOUNT RECOMMENDED</b>
Leisure Services	\$545,908	\$545,908
Rotary	\$250,000	\$250,000
<b>PRESERVATION FUNDS</b>		
Leisure Services	\$34,000	\$34,000
<b>Leisure Services</b>		
Play Structure for Pool		\$430,091
Sound Panels		\$60,000
Black Widow Drag		\$9,900
Electrical Upgrade for addition		\$45,917
<b>PRESERVATION FUND:</b>		
Cross Hollow Trail re-pavement		\$34,000
<b>Rotary</b>		
Canyon Park		\$212,000
War Memorial restoration		\$38,000

**CEDAR CITY RESOLUTION NO. 26-0708-01**

**A RESOLUTION OF THE CEDAR CITY COUNCIL APPROVING THE FISCAL YEAR  
2026 – 2027  
ARTS RAP TAX ALLOCATIONS**

**WHEREAS**, the voters of Cedar City have approved a local option tax for the funding of Botanical, Cultural, Recreational, and Zoological Organizations and Facilities pursuant to the provisions of UCA § 59-12-1401, et. sec., this tax is known locally as the RAP tax; and

**WHEREAS**, Cedar City has adopted ordinances to administer the RAP tax; and

**WHEREAS**, consistent with Cedar City ordinance the Cedar City Arts RAP tax Advisory Board received and reviewed RAP tax applications, conducted open meetings where those seeking RAP tax funding made funding presentations, conducted public deliberations and made recommendations related to where to spend the fiscal year 2026-2027 Arts portion of the RAP tax; and

**WHEREAS**, the Cedar City Council has received the recommendations of the Arts RAP tax advisory board and considered the same during an open and public meeting; and

**WHEREAS**, after due consideration of the requests from the various groups seeking funding from the RAP tax and the recommendations of the advisory board it is the decision of the Cedar City Council that the appropriations contained the attached and incorporated spread sheet (exhibit #1) are in compliance with the purposes for which the RAP tax was adopted, are reasonable and necessary, and will further the goals and purposes of the RAP tax program.

**NOW THEREFORE BE IT RESOLVED**, by the City Council of Cedar City, State of Utah, that the fiscal year 2026-2027 Arts portion of the RAP tax shall be allocated in accordance with exhibit #1.

**NOW THEREFORE BE IT FURTHER RESOLVED**, by the City Council of Cedar City, State of Utah, that staff is instructed to draft such agreements that are called for under City Ordinance, or that are customary, or reasonably necessary to facilitate the orderly disbursement of RAP tax funding. Staff is authorized to include such provisions in the agreements that have been discussed by the City Council and typically included in such agreements. The Mayor is authorized to enter the agreements on behalf of the City.

Council Vote:

Phillips -  
Cox -  
Wilkey -  
Schmidt -  
Galan -

Dated this \_\_\_\_ day of July 2026.

---

Steve Nelson, Mayor

[Seal]  
Attest:

---

Amber Ray, Recorder

# Exhibit #1

Cedar City Resolution No. 26-0708-01

<b>ENTITY NAME</b>	<b>AMOUNT REQUESTED</b>	<b>AMOUNT RECOMMENDED</b>
American Crossroads Theatre	\$25,000	\$19,000
Cedar Chest Quilter's Guild	\$12,500	\$10,302
Cedar Arts Council	\$12,250	\$12,250
Children's Musical Theater	\$28,000	\$25,000
Community Band	\$4,000	\$4,000
Junior Ballet	\$25,000	\$20,000
Music Arts	\$27,000	\$23,500
Livestock Festival	\$35,000	\$22,000
Community Theater	\$25,000	\$22,000
Festival City Ballet	\$9,500	\$8,000
IMPAC Theater	\$15,000	\$13,000
In Jubilo	\$6,500	\$5,500
Jazz Alliance	\$3,000	\$3,000
Johnson Arts Center	\$14,250	\$14,000
Master Singers	\$4,000	\$4,000
OSU	\$23,000	\$22,000
Pioneer Legacy	\$10,000	\$5,200
SO. UT Book Festival	\$15,000	\$11,000
SUU		
·Signature Series	\$7,500	\$4,700
·SUMA	\$57,200	\$50,000
·USF	\$130,000	\$127,000
Suzuki Strings	\$2,000	\$2,000
Utah Symphony	\$23,000	\$0

**CEDAR CITY COUNCIL  
AGENDA ITEM #06**

**DECISION PAPER**

**TO:** Mayor and City Council

**FROM:** Darin Adams

**DATE:** 25 June 2026

**SUBJECT:** Flock Safety Contract Renewal

**PROBLEM:** The Flock Safety Contract is in need of renewal. The money to fund our Flock Safety cameras was approved in the FY '26-'27 budget. The reason for the renewal is to close a gap in the previous contract. We launched the Flock Safety camera system in March 2025 as part of the PPI (Project Prove It). This was a 90-day trial of the system before final approval and before payment was required. This allowed us the ability to test the system and get to the beginning of the Fiscal Year, July 1, 2025.

Flock reached out recently about requiring payment since the contract began on February 20, 2025, according to their records. I reminded them that was when the PPI began, but on the initial order form under "Billing Frequency" it stated, "*Annual Plan – Invoiced at the end of the pilot period.*" I advised them that to us, it meant the payment would begin after the PPI near July 1<sup>st</sup>. This was discussed with the customer service representative, who walked us through the process and contract finalization. The gap between March and July equaled a payment of \$65,625.03, which Flock stated they required. I informed them of the original agreement and that our budget was set for the amount originally agreed upon.

Through working with them, they concurred and included, in the contract, a one-time concession credit of \$65,625.03.

**RECOMMENDATION:** To enter into an updated contract to show the annual amount owed, which equals \$315,000 over the next two years (\$157,500/year) with the renewed contract date running 02/20/2026 – 7/19/2028. The one-time concession of \$65,625.03 covers the period between 02/20/2026 and 07/01/2026.

**Flock Safety + UT - Cedar City PD**

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Flock Group Inc.  
3284 Northside Parkway NW, Suite 150  
Atlanta, GA 30327

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**MAIN CONTACT:**

Jake Hackworth  
jake.hackworth@flocksafety.com  
9802298691

Quote Number: Q-205592  
Expiration Date: 06/18/2026



**ORDER FORM**

Customer: UT - Cedar City PD  
 Legal Entity Name: UT - Cedar City PD  
 Accounts Payable Email: shellyg@cedarcityut.gov

Initial Term: 29 Months  
 Renewal Term: 12 Months  
 Payment Terms: Net 30

Address: 10 N Main St Cedar City, Utah 84720

Billing Frequency: Annual  
 Retention Period: 30 Days

**Hardware and Software Products**

Recurring amounts over subscription term

Item	Cost	Quantity	Total
<b>Flock Safety Platform</b>			<b>\$157,500.01</b>
<b>Flock Safety Platform</b>			
Flock Safety Platform - Essentials	Included	1	Included
<b>Flock Safety Flock OS</b>			
Enhanced LPR Upgrade	Included	1	Included
<b>Flock Safety Bundles</b>			
Flock Safety Solar Multi-Purpose LPR and Video Fixed w/ LTE Service	Included	6	Included
<b>Flock Safety LPR Products</b>			
Flock Safety LPR, fka Falcon	Included	32	Included
Flock Safety Long-Range LPR, fka Falcon LR	Included	3	Included
<b>Flock Safety Video Products</b>			
Flock Safety Video Camera PTZ w/ LTE Service, fka Condor	Included	3	Included

**Professional Services and One Time Purchases**

Item	Cost	Quantity	Total
<b>One Time Fees</b>			

<b>Subtotal Year 1:</b>	\$157,500.02
<b>Annual Recurring Subtotal:</b>	\$157,500.01
<b>Estimated Tax:</b>	\$0.00
<b>Contract Total:</b>	\$380,625.03

*Taxes shown above are provided as an estimate. Actual taxes are the responsibility of the Customer. This Agreement will automatically renew for successive renewal terms of the greater of one year or the length set forth on the Order Form (each, a "Renewal Term") unless either Party gives the other Party notice of non-renewal at least thirty (30) days prior to the end of the then-current term.*

*The Term for Flock Hardware shall commence upon first installation and validation, except that the Term for any Flock Hardware that requires self-installation shall commence upon execution of the Agreement. In the event a Customer purchases more than one type of Flock Hardware, the earliest Term start date shall control. In the event a Customer purchases software only, the Term shall commence upon execution of the Agreement.*

**Special Terms:**

- The Term of this contract shall be from 02/20/2026 – 07/19/2028.

A one-time concession credit of \$65,625.03 shall be applied to Invoice 1.

Except for the original Master Services Agreement, this Agreement supersedes all previously executed agreement between the Parties, relating to the provision of services by Flock to Customer and any exhibits attached thereto or incorporated therein by reference.

If Customer is located in any of the state(s) listed at <https://www.flocksafety.com/legal/state-required-provisions>, the applicable state-required terms set forth therein are incorporated into the Agreement.

### **Billing Schedule**

<b>Billing Schedule</b>	<b>Amount (USD)</b>
<b>Year 1</b>	
At Contract Signing	\$157,500.02
<b>Annual Recurring after Year 1</b>	\$157,500.01
<b>Contract Total</b>	\$380,625.03

\*Tax not included

## Product and Services Description

Flock Safety Platform Items	Product Description
Enhanced LPR Upgrade	The Enhanced LPR Package is a software add-on for any of the FlockOS™ tiers designed to help detectives and patrol officers conduct more efficient, informed, and collaborative investigations. Its advanced License Plate Recognition (LPR) features streamline investigations, providing officers with immediate access to essential information and improving communication within and across departments.
Flock Safety Solar Multi-Purpose LPR and Video Fixed w/ LTE Service	Law enforcement grade bundled standard range license plate recognition camera and live streamed solar powered fixed camera with 30 days of edge storage, with LTE. VMS included and server free. Installed and maintained by Flock Safety, turn key-no additional software or integrations required. with Vehicle Fingerprint™ technology (proprietary machine learning software) and real-time alerts for unlimited users. AC power is also available if needed.
Flock Safety Platform - Essentials	An integrated public safety platform that detects, centralizes and decodes actionable evidence to increase safety, improve efficiency, and connect the community.
Flock Safety LPR, fka Falcon	Law enforcement grade infrastructure-free (solar power + LTE) license plate recognition camera with Vehicle Fingerprint™ technology (proprietary machine learning software) and real-time alerts for unlimited users.
Flock Safety Long-Range LPR, fka Falcon LR	Law enforcement grade, long range and high vehicle speed license plate recognition camera with Vehicle Fingerprint™ technology (proprietary machine learning software) and real-time alerts for unlimited users, with LTE. AC Power Only.
Flock Safety Video Camera PTZ w/ LTE Service, fka Condor	Law enforcement grade live streamed PTZ camera with 30 days of edge storage. VMS included and server free. Installed and maintained by Flock Safety, turn key-no additional software or integrations required.
Flock Safety LPR, fka Falcon	Law enforcement grade infrastructure-free (solar power + LTE) license plate recognition camera with Vehicle Fingerprint™ technology (proprietary machine learning software) and real-time alerts for unlimited users.
Solar Video Camera Fixed, fka Condor	Law enforcement grade live streamed Solar powered Fixed camera with 30 days edge storage. VMS included and server free. Installed and maintained by Flock Safety, turn key - no additional software or integrations required.

## FlockOS Features & Description

FlockOS Features	Description
Convoy Search	Unearth hidden connections by detecting suspect vehicles that frequently travel together. This tool is invaluable for investigating organized or serial crimes and identifying accomplices.
Visual Search	Transforms any digital photo into a potent investigative lead, enhancing evidence collection. Upload the image of a vehicle into FlockOS™ to initiate a reverse image search that will help you identify crucial suspect vehicle information and unlock dead-end investigations.
Multi Geo Search	Connects the dots between multiple crimes and crime scenes. Link a suspect vehicle to multiple incidents based on location, without needing a vehicle description or plate number.
Custom Hot List Attachments	The ability to add case notes, photos, reports, and other relevant case information to Custom Hot List Alerts
Custom Hot List Deconfliction	Allows Flock Safety users to identify overlapping investigations within their agency and within other law enforcement agencies and provide the contact information of opted-in parties to facilitate collaboration.
Unlimited Vehicle Description Alerts	Users can set up and receive notifications for suspect vehicles based on body type, make, color, location and timeframe. Notifications are sent via app, SMS or email when a vehicle matching the predetermined criteria passes a camera in your organization's network.
Community Network Access	The ability to request direct access to feeds from privately owned Flock Safety LPR cameras located in neighborhoods, schools, and businesses in your community, significantly increasing actionable evidence that clears cases.
Unlimited Users	Unlimited users for FlockOS
State Network (License Plate Lookup Only)	Allows agencies to look up license plates on all cameras opted into the Flock Safety network within your state.
Nationwide Network (License Plate Lookup Only)	With the vast Flock Safety sharing network, law enforcement agencies no longer have to rely on just their devices alone. Agencies can leverage a nationwide system boasting 10 billion additional plate reads per month to amplify the potential to collect vital evidence in otherwise dead-end investigations.
Law Enforcement Network Access	The ability to request direct access to evidence detection devices from Law Enforcement agencies outside of your jurisdiction.
Time & Location Based Search	Search full, partial, and temporary plates by time at particular device locations
License Plate Lookup	Look up specific license plate location history captured on Flock devices
Vehicle Fingerprint Search	Search footage using Vehicle Fingerprint™ technology. Access vehicle type, make, color, license plate state, missing / covered plates, and other unique features like bumper stickers, decals, and roof racks.
Insights & Analytics	Reporting tool to help administrators manage their LPR program with device performance data, user and network audits, plate read reports, hot list alert reports, event logs, and outcome reports.
Real-Time NCIC Alerts on Flock ALPR Cameras	Receive automated alerts when vehicles entered into established databases for missing and wanted persons are detected, including the FBI's National Crime Information Center (NCIC) and National Center for Missing & Exploited Children (NCMEC) databases.
Unlimited Custom Hot Lists	Create a list of vehicles of interest and receive real-time alerts when they're detected by your Flock LPR

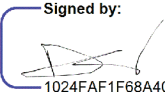
cameras.

**By executing this Order Form, Customer represents and warrants that it has read and agrees all of the terms and conditions contained in the Terms of Service located at <https://www.flocksafety.com/terms-and-conditions>.**

The Parties have executed this Agreement as of the dates set forth below.

**FLOCK GROUP, INC.**

**Customer: UT - Cedar City PD**

By:  Signed by:  
1024FAF1F68A40F..

By: \_\_\_\_\_

Name: Dan Haley

Name: Darin Adams

Title: Chief Legal Officer

Title: \_\_\_\_\_

Date: 6/25/2026

Date: \_\_\_\_\_

PO Number: \_\_\_\_\_

**CEDAR CITY  
CITY COUNCIL AGENDA ITEM #07  
STAFF INFORMATION SHEET**

**To:** Mayor and City Council

**From:** Shane Johnson

**Council Meeting Date:** July 1, 2026

**Subject:** **Consider an amendment to City Ordinance 35-10(B) to establish No Parking zones in the vicinity of 600 South and 1100 West.**

**Discussion:** The new traffic signal at 600 South and 1100 West is proposing to add lane striping for the through- and left-turn lanes for the north, south, east and west bound traffic. To fit the new left turn lanes and operate the traffic signal without split phasing, it would be required to remove on-street parking in certain areas on 1100 West and 600 South. Attached is a drawing showing the location and lengths of proposed red curbing. The striping plan and costs to complete this work are included in the project scope and agreement with Cache Valley Electric.

There are five residences on 1100 West that would be affected and lose part or all of the on-street parking fronting their homes. City staff met with several of the residents to discuss their concerns, here are some of the points that they presented:

- Several homes have special need family members who are regularly picked up and dropped off by large vehicles (buses, vans) on the street.
- No longer would be able to park vehicles, boats, trailers or RVs in front of their homes.
- More likely that trash cans would be in the way of traffic. If trash cans are placed in gutters they could get washed into intersection.
- Annual spring cleanup concerns, no place to put tree branches or other items in the street for pickup.
- Gardener/tree services or other home services have no place to park to do their work.
- Additional costs from home repair or renovation services due to limited access.
- Spillover street parking in front of neighbor's homes will cause inconvenience and agitation.
- Homes may be devalued.

City staff discussed the option to remove the left turn lanes on 1100 West with Kimley-Horn & Associates and model the signal with split phasing for these movements. Split phasing requires the north bound and south bound traffic to each have their own phase in the traffic signal cycle. Operating without split phasing reduces delays because the north and south bound traffic can move through the intersection in the same phase. The results of the analysis found that the traffic signal operates at a level of service of D or better overall with split phasing; however, there are individual movements during the peak hours that operate at a failing level of service of E or worse. The increased delay for split phasing was found to be 11.0 to 25.3 seconds/vehicle depending on the time of day. The full analysis is included with this Information Sheet.

One option that was discussed with the residents would be to remove the left turn lanes and no parking on 1100 West and monitor traffic delays with split phasing, with an eye toward changing the striping and signal head placement in the future, if needed. However, the viability of this option was contingent on the traffic analysis showing that the signal would operate acceptably at least until the new Smith's Marketplace opens. We subsequently had our consultant do the analysis and found that operations would be unacceptable from the start. We therefore do not recommend that option.

The following are the proposed red curb locations that need to be added as part of this project. The new "No Parking" zones would be described in the ordinance as follows:

**No Parking restrictions being proposed:**

32. in the vicinity of the intersection of 600 South and 1100 West:
  - a. on the south side of 600 South 172 feet west and 136 feet east of 1100 West;
  - b. on the north side of 600 South 175 feet east of 1100 West;
  - c. on the west side of 1100 West 134 feet north and 143 feet south of 600 South;
  - d. on the east side of 1100 West 129 feet north and 143 feet south of 600 South.

If approved, City Ordinance section 35-10(B) will need to be amended to add these locations to the list of restricted parking areas.

Proper signage will also need to be installed and maintained by the City, if these No Parking restrictions are approved.

The following items are included with this Information Sheet:

1. Exhibit showing the proposed red curb locations and lengths
2. Signal Timing Analysis Memorandum from Kimley-Horn & Associates, Inc.
3. Proposed amendment to add City Ordinance section 35-10(B)(32).

**Recommendation:** Engineering recommends that the proposed “No Parking” restriction on 1100 West and 600 South near the intersection of 600 South and 1100 West be approved as presented.

**Requested Action:** Please consider whether to approve the “No Parking” restrictions on 1100 West and 600 South near the intersection of 600 South and 1100 West. Thank you for your consideration of this request.



## MEMORANDUM

To: Shane Johnson, Cedar City Corporation

From: McKay Parkinson, P.E.  
Kimley-Horn and Associates, Inc.

Date: June 16, 2026

Subject: 600 South 1100 West Traffic Signal Timing Analysis

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Kimley-Horn analyzed proposed signal timing for the traffic signal at the 600 South and 1100 West intersection. Per the City's request, split phasing for the northbound and southbound approaches of the intersection was evaluated and compared to permissive/protected (flashing yellow arrow) northbound and southbound phasing. Analysis was conducted using Highway Capacity Manual (HCM 7) methodologies. Analysis results are detailed below.

### Analysis Inputs

Traffic volumes were obtained from the *Cedar City 1100 West / 600 South Signal Warrant Analysis* report provided by the City, and were collected on Tuesday, November 18, 2025. Analysis of the traffic volumes identified four distinct peak periods throughout the day: An AM peak from 7:30 AM – 8:30 AM, a midday peak from 11:45 AM – 12:45 PM, an afternoon school peak from 2:15 PM – 3:15 PM, and a PM peak from 5:00 PM – 6:00 PM. The midday peak from 11:45 AM – 12:45 PM represented the highest demand throughout the day. Signal timing analyses were performed for each of the peak periods. Signal cycle length and splits were optimized for each peak period in analysis.

### Analysis Results

Results of the analysis indicate that the traffic signal operates at an acceptable Level of Service (LOS) of LOS D or better during each peak period under split phasing conditions. However, there are individual movements during the peak hours that operate at a failing LOS (LOS E or worse). These movements are highlighted in **Table 1**.

Split phasing increases delay for each movement and the intersection as a whole for each analysis period, compared to permissive/protected (FYA) phasing. Detailed analysis reports are included in the Appendix.

- AM Peak: Maximum delay of 20.3 seconds/vehicle (sec/veh) (LOS C) to 34.5 sec/veh (LOS C), representing a 14.2 sec/veh increase.
- Midday Peak: Maximum delay of 23.2 sec/veh (LOS C) to 48.5 sec/veh (LOS D), representing a 25.3 sec/veh increase.
- Afternoon School Peak: Maximum delay of 21.6 sec/veh (LOS C) to 41.4 sec/veh (LOS D), representing a 19.8 sec/veh increase.
- PM Peak: Maximum delay of 19.6 sec/veh (LOS B) to 30.6 sec/veh (LOS C), representing a 11.0 sec/veh increase.



Table 1: Level of Service and Delay Analysis Results

Peak Hour	Phasing		Intersection	Approach/Movement LOS and Delay (sec/veh)											
				Eastbound			Westbound			Northbound			Southbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM Peak	FYA	Delay	20.3	11.4	23.9		11.3	18.3		15.8	26.1		18.1	21.3	
		LOS	C	B	C		B	B		B	C		B	C	
	Split	Delay	34.5	17.6	32.8		17.4	25.4		37.3			44.8		
		LOS	C	B	C		B	C		D			D		
Midday Peak	FYA	Delay	23.2	11.4	23.2		11.8	18.1		23.7	27.4		21.1	37.3	
		LOS	C	B	C		B	B		C	C		C	D	
	Split	Delay	48.5	22.4	41.6		22.7	33.8		67.8			73.1		
		LOS	D	C	D		C	C		E			E		
School Peak	FYA	Delay	21.6	12.7	19.0		10.6	25.7		19.1	20.1		16.9	27.0	
		LOS	C	B	B		B	C		B	C		B	C	
	Split	Delay	41.4	19.3	30.1		15.8	64.6		32.5			36.4		
		LOS	D	B	C		B	E		C			D		
PM Peak	FYA	Delay	19.6	10.2	21.6		10.1	17.8		18.0	23.1		19.0	24.3	
		LOS	B	B	C		B	B		B	C		B	C	
	Split	Delay	30.6	15.2	28.1		14.8	24.3		36.4			46.0		
		LOS	C	B	C		B	C		D			D		

APPENDIX

# HCM 7th Signalized Intersection Summary

## 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	69	243	29	4	152	23	46	58	11	98	54	60
Future Volume (veh/h)	69	243	29	4	152	23	46	58	11	98	54	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	357	44	4	227	36	84	97	28	251	76	76
Peak Hour Factor	0.72	0.68	0.66	1.00	0.67	0.64	0.55	0.60	0.39	0.39	0.71	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	504	514	63	402	496	79	425	169	49	483	167	167
Arrive On Green	0.09	0.32	0.32	0.09	0.31	0.31	0.09	0.12	0.12	0.16	0.20	0.20
Sat Flow, veh/h	1781	1632	201	1781	1575	250	1781	1389	401	1781	853	853
Grp Volume(v), veh/h	96	0	401	4	0	263	84	0	125	251	0	152
Grp Sat Flow(s),veh/h/ln	1781	0	1833	1781	0	1824	1781	0	1790	1781	0	1706
Q Serve(g_s), s	1.9	0.0	11.0	0.1	0.0	6.6	2.0	0.0	3.8	6.7	0.0	4.5
Cycle Q Clear(g_c), s	1.9	0.0	11.0	0.1	0.0	6.6	2.0	0.0	3.8	6.7	0.0	4.5
Prop In Lane	1.00		0.11	1.00		0.14	1.00		0.22	1.00		0.50
Lane Grp Cap(c), veh/h	504	0	578	402	0	574	425	0	218	483	0	334
V/C Ratio(X)	0.19	0.00	0.69	0.01	0.00	0.46	0.20	0.00	0.57	0.52	0.00	0.46
Avail Cap(c_a), veh/h	909	0	578	808	0	574	830	0	564	756	0	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	17.2	11.3	0.0	15.7	15.6	0.0	23.7	17.3	0.0	20.3
Incr Delay (d2), s/veh	0.2	0.0	6.7	0.0	0.0	2.6	0.2	0.0	2.4	0.9	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.3	0.0	0.0	2.9	0.8	0.0	1.7	2.7	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.0	23.9	11.3	0.0	18.3	15.8	0.0	26.1	18.1	0.0	21.3
LnGrp LOS	B		C	B		B	B		C	B		C
Approach Vol, veh/h		497			267			209			403	
Approach Delay, s/veh		21.5			18.2			22.0			19.3	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	22.5	9.5	15.7	9.5	22.5	13.7	11.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	2.1	13.0	4.0	6.5	3.9	8.6	8.7	5.8				
Green Ext Time (p_c), s	0.0	1.1	0.1	0.6	0.2	1.0	0.5	0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			20.3									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	243	29	4	152	23	46	58	11	98	54	60
Future Volume (veh/h)	69	243	29	4	152	23	46	58	11	98	54	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	357	44	4	227	36	84	97	28	251	76	76
Peak Hour Factor	0.72	0.68	0.66	1.00	0.67	0.64	0.55	0.60	0.39	0.39	0.71	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	504	514	63	402	496	79	425	169	49	483	167	167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.32	0.32	0.09	0.31	0.31	0.09	0.12	0.12	0.16	0.20	0.20
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.4	0.0	23.9	11.3	0.0	18.3	15.8	0.0	26.1	18.1	0.0	21.3
Ln Grp LOS	B		C	B		B	B		C	B		C
Approach Vol, veh/h		497			267			209				403
Approach Delay, s/veh		21.5			18.2			22.0				19.3
Approach LOS		C			B			C				B
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		9.5	22.5	9.5	15.7	9.5	22.5	13.7	11.5			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0			
Max Allow Headway (MAH), s		3.9	5.4	3.9	5.6	3.9	5.4	3.9	5.5			
Max Q Clear (g_c+I1), s		2.1	13.0	4.0	6.5	3.9	8.6	8.7	5.8			
Green Ext Time (g_e), s		0.0	1.1	0.1	0.6	0.2	1.0	0.5	0.5			
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.02			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1781		1781		1781		1781				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1632		853		1575		1389			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			201		853		250		401			
<b>Left Lane Group Data</b>												
Assigned Mvmt	1	0	3	0	5	0	7	0				

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	4	0	84	0	96	0	251	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.1	0.0	2.0	0.0	1.9	0.0	6.7	0.0
Cycle Q Clear Time (g_c), s	0.1	0.0	2.0	0.0	1.9	0.0	6.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	983	0	1227	0	1114	0	1253	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	18.0	0.0	11.2	0.0	18.0	0.0	7.0	0.0
Perm LT Serve Time (g_u), s	7.0	0.0	6.7	0.0	11.4	0.0	3.2	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.3	0.0	0.6	0.0	0.9	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	402	0	425	0	504	0	483	0
V/C Ratio (X)	0.01	0.00	0.20	0.00	0.19	0.00	0.52	0.00
Avail Cap (c_a), veh/h	808	0	830	0	909	0	756	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	11.3	0.0	15.6	0.0	11.2	0.0	17.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.2	0.0	0.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.3	0.0	15.8	0.0	11.4	0.0	18.1	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.8	0.0	0.7	0.0	2.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.8	0.0	0.7	0.0	2.7	0.0
%ile Storage Ratio (RQ%)	0.01	0.00	0.20	0.00	0.18	0.00	0.67	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	401	0	152	0	263	0	125
Grp Sat Flow (s), veh/h/ln	0	1833	0	1706	0	1824	0	1790
Q Serve Time (g_s), s	0.0	11.0	0.0	4.5	0.0	6.6	0.0	3.8
Cycle Q Clear Time (g_c), s	0.0	11.0	0.0	4.5	0.0	6.6	0.0	3.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.00	0.50	0.00	0.14	0.00	0.22
Lane Grp Cap (c), veh/h	0	578	0	334	0	574	0	218
V/C Ratio (X)	0.00	0.69	0.00	0.46	0.00	0.46	0.00	0.57
Avail Cap (c_a), veh/h	0	578	0	537	0	574	0	564
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.2	0.0	20.3	0.0	15.7	0.0	23.7
Incr Delay (d2), s/veh	0.0	6.7	0.0	1.0	0.0	2.6	0.0	2.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.9	0.0	21.3	0.0	18.3	0.0	26.1
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	1.7	0.0	2.5	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.1	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	1.8	0.0	2.9	0.0	1.7
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.11	0.00	0.13	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

# HCM 7th Signalized Intersection Summary

## 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	243	29	4	152	23	46	58	11	98	54	60
Future Volume (veh/h)	69	243	29	4	152	23	46	58	11	98	54	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	357	44	4	227	36	84	97	28	251	76	76
Peak Hour Factor	0.72	0.68	0.66	1.00	0.67	0.64	0.55	0.60	0.39	0.39	0.71	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	489	60	308	471	75	107	123	36	281	85	85
Arrive On Green	0.06	0.30	0.30	0.06	0.30	0.30	0.15	0.15	0.15	0.26	0.26	0.26
Sat Flow, veh/h	1781	1632	201	1781	1575	250	718	830	239	1092	331	331
Grp Volume(v), veh/h	96	0	401	4	0	263	209	0	0	403	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1833	1781	0	1824	1787	0	0	1753	0	0
Q Serve(g_s), s	2.8	0.0	15.3	0.1	0.0	9.2	8.8	0.0	0.0	17.3	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	15.3	0.1	0.0	9.2	8.8	0.0	0.0	17.3	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.14	0.40		0.13	0.62		0.19
Lane Grp Cap(c), veh/h	409	0	549	308	0	546	266	0	0	451	0	0
V/C Ratio(X)	0.23	0.00	0.73	0.01	0.00	0.48	0.79	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	739	0	549	604	0	546	414	0	0	505	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	0.0	24.5	17.4	0.0	22.4	32.1	0.0	0.0	28.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	8.3	0.0	0.0	3.0	5.3	0.0	0.0	16.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	7.7	0.0	0.0	4.3	4.1	0.0	0.0	9.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	0.0	32.8	17.4	0.0	25.4	37.3	0.0	0.0	44.8	0.0	0.0
LnGrp LOS	B		C	B		C	D			D		
Approach Vol, veh/h		497			267			209			403	
Approach Delay, s/veh		29.9			25.3			37.3			44.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	27.9		24.6	9.5	27.9		16.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	23.4		22.5	19.5	21.9		18.1				
Max Q Clear Time (g_c+I1), s	2.1	17.3		19.3	4.8	11.2		10.8				
Green Ext Time (p_c), s	0.0	1.3		0.8	0.2	1.1		0.7				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			34.5									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	243	29	4	152	23	46	58	11	98	54	60
Future Volume (veh/h)	69	243	29	4	152	23	46	58	11	98	54	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	357	44	4	227	36	84	97	28	251	76	76
Peak Hour Factor	0.72	0.68	0.66	1.00	0.67	0.64	0.55	0.60	0.39	0.39	0.71	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	409	489	60	308	471	75	107	123	36	281	85	85
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.30	0.30	0.06	0.30	0.30	0.15	0.15	0.15	0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	17.6	0.0	32.8	17.4	0.0	25.4	37.3	0.0	0.0	44.8	0.0	0.0
Ln Grp LOS	B		C	B		C	D			D		
Approach Vol, veh/h		497			267			209			403	
Approach Delay, s/veh		29.9			25.3			37.3			44.8	
Approach LOS		C			C			D			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		1.1	4.0	12.0	12.0	1.1	4.0					
Phs Duration (G+Y+Rc), s		9.5	27.9	16.1	24.6	9.5	27.9					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	23.4	18.1	22.5	19.5	21.9					
Max Allow Headway (MAH), s		3.9	5.4	5.5	5.5	3.9	5.4					
Max Q Clear (g_c+I1), s		2.1	17.3	10.8	19.3	4.8	11.2					
Green Ext Time (g_e), s		0.0	1.3	0.7	0.8	0.2	1.1					
Prob of Phs Call (p_c)		1.00	1.00	0.99	1.00	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.44	1.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		718	1092	1781						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1632	830	331		1575					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			201	239	331		250					
Left Lane Group Data												
Assigned Mvmt	1	0	3	7	5	0	0	0				

AM Peak - Split 8:31 am 06/16/2026 Baseline

Synchro 12 Report  
Page 2

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

Lane Assignment	L (Pr/Pm)	L+T+R	L+T+RL (Pr/Pm)					
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	4	0	209	403	96	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1787	1753	1781	0	0	0
Q Serve Time (g_s), s	0.1	0.0	8.8	17.3	2.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.1	0.0	8.8	17.3	2.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	983	0	0	0	1115	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	23.4	0.0	0.0	0.0	23.4	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	8.1	0.0	0.0	0.0	14.2	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.1	0.0	0.0	0.0	0.9	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.40	0.62	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	308	0	266	451	409	0	0	0
V/C Ratio (X)	0.01	0.00	0.79	0.89	0.23	0.00	0.00	0.00
Avail Cap (c_a), veh/h	604	0	414	505	739	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	17.4	0.0	32.1	28.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	5.3	16.9	0.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.4	0.0	37.3	44.8	17.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	3.7	7.0	1.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.4	2.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.1	9.2	1.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.01	0.00	0.22	0.58	0.29	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

AM Peak - Split 8:31 am 06/16/2026 Baseline

Synchro 12 Report  
 Page 3

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	401	0	0	0	263	0	0
Grp Sat Flow (s), veh/h/ln	0	1833	0	0	0	1824	0	0
Q Serve Time (g_s), s	0.0	15.3	0.0	0.0	0.0	9.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.0	0.0	0.0	9.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.13	0.19	0.00	0.14	0.00	0.00
Lane Grp Cap (c), veh/h	0	549	0	0	0	546	0	0
V/C Ratio (X)	0.00	0.73	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	549	0	0	0	546	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.5	0.0	0.0	0.0	22.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.3	0.0	0.0	0.0	3.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.8	0.0	0.0	0.0	25.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.4	0.0	0.0	0.0	3.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.7	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	34.5
HCM 7th LOS	C

# HCM 7th Signalized Intersection Summary

## 3: 1100 West & 600 South

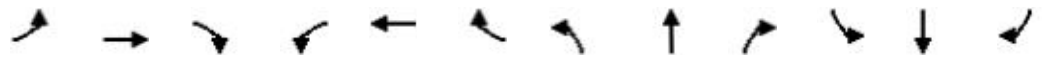
06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	312	25	16	232	41	60	80	18	77	78	126
Future Volume (veh/h)	119	312	25	16	232	41	60	80	18	77	78	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	557	40	20	314	68	107	104	24	171	108	143
Peak Hour Factor	0.66	0.56	0.63	0.80	0.74	0.60	0.56	0.77	0.75	0.45	0.72	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	751	54	359	619	134	261	256	59	370	131	174
Arrive On Green	0.09	0.44	0.44	0.07	0.42	0.42	0.07	0.17	0.17	0.07	0.18	0.18
Sat Flow, veh/h	1781	1724	124	1781	1489	323	1781	1470	339	1781	730	966
Grp Volume(v), veh/h	180	0	597	20	0	382	107	0	128	171	0	251
Grp Sat Flow(s),veh/h/ln	1781	0	1848	1781	0	1812	1781	0	1809	1781	0	1696
Q Serve(g_s), s	4.0	0.0	19.5	0.4	0.0	11.3	3.5	0.0	4.6	5.3	0.0	10.3
Cycle Q Clear(g_c), s	4.0	0.0	19.5	0.4	0.0	11.3	3.5	0.0	4.6	5.3	0.0	10.3
Prop In Lane	1.00		0.07	1.00		0.18	1.00		0.19	1.00		0.57
Lane Grp Cap(c), veh/h	517	0	804	359	0	753	261	0	315	370	0	306
V/C Ratio(X)	0.35	0.00	0.74	0.06	0.00	0.51	0.41	0.00	0.41	0.46	0.00	0.82
Avail Cap(c_a), veh/h	817	0	804	678	0	753	267	0	450	370	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	17.1	11.7	0.0	15.7	22.6	0.0	26.6	23.2	0.0	28.6
Incr Delay (d2), s/veh	0.4	0.0	6.1	0.1	0.0	2.4	1.0	0.0	0.8	0.9	0.0	8.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	9.0	0.2	0.0	4.9	1.5	0.0	2.0	2.4	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.0	23.2	11.8	0.0	18.1	23.7	0.0	27.4	24.1	0.0	37.3
LnGrp LOS	B		C	B		B	C		C	C		D
Approach Vol, veh/h		777			402			235				422
Approach Delay, s/veh		20.4			17.8			25.7				31.9
Approach LOS		C			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	36.0	9.3	17.5	10.9	34.6	9.8	17.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	30.7	5.1	18.2	18.6	30.1	5.3	18.0				
Max Q Clear Time (g_c+I1), s	2.4	21.5	5.5	12.3	6.0	13.3	7.3	6.6				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.7	0.4	2.3	0.0	0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			23.2									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	119	312	25	16	232	41	60	80	18	77	78	126
Future Volume (veh/h)	119	312	25	16	232	41	60	80	18	77	78	126
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	557	40	20	314	68	107	104	24	171	108	143
Peak Hour Factor	0.66	0.56	0.63	0.80	0.74	0.60	0.56	0.77	0.75	0.45	0.72	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	517	751	54	359	619	134	261	256	59	370	131	174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.44	0.44	0.07	0.42	0.42	0.07	0.17	0.17	0.07	0.18	0.18
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.4	0.0	23.2	11.8	0.0	18.1	23.7	0.0	27.4	24.1	0.0	37.3
Ln Grp LOS	B		C	B		B	C		C	C		D
Approach Vol, veh/h		777			402			235				422
Approach Delay, s/veh		20.4			17.8			25.7				31.9
Approach LOS		C			B			C				C
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		9.5	36.0	9.3	17.5	10.9	34.6	9.8	17.1			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		18.0	30.7	5.1	18.2	18.6	30.1	5.3	18.0			
Max Allow Headway (MAH), s		3.9	5.4	3.9	5.6	3.9	5.4	3.9	5.4			
Max Q Clear (g_c+I1), s		2.4	21.5	5.5	12.3	6.0	13.3	7.3	6.6			
Green Ext Time (g_e), s		0.0	2.8	0.0	0.7	0.4	2.3	0.0	0.5			
Prob of Phs Call (p_c)		1.00	1.00	0.88	1.00	1.00	1.00	0.97	1.00			
Prob of Max Out (p_x)		0.00	0.00	1.00	0.88	0.00	0.00	1.00	0.03			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1781		1781		1781		1781				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1724		730		1489		1470			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			124		966		323		339			
<b>Left Lane Group Data</b>												
Assigned Mvmt	1	0	3	0	5	0	7	0				

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	20	0	107	0	180	0	171	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.4	0.0	3.5	0.0	4.0	0.0	5.3	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	3.5	0.0	4.0	0.0	5.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	821	0	1129	0	1001	0	1262	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	31.5	0.0	13.0	0.0	30.1	0.0	12.6	0.0
Perm LT Serve Time (g_u), s	12.0	0.0	2.7	0.0	18.8	0.0	8.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	1.1	0.0	2.5	0.0	1.4	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	359	0	261	0	517	0	370	0
V/C Ratio (X)	0.06	0.00	0.41	0.00	0.35	0.00	0.46	0.00
Avail Cap (c_a), veh/h	678	0	267	0	817	0	370	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	11.7	0.0	22.6	0.0	11.0	0.0	23.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.0	0.4	0.0	0.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.8	0.0	23.7	0.0	11.4	0.0	24.1	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	1.4	0.0	1.5	0.0	2.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	1.5	0.0	1.5	0.0	2.4	0.0
%ile Storage Ratio (RQ%)	0.04	0.00	0.38	0.00	0.38	0.00	0.62	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	597	0	251	0	382	0	128
Grp Sat Flow (s), veh/h/ln	0	1848	0	1696	0	1812	0	1809
Q Serve Time (g_s), s	0.0	19.5	0.0	10.3	0.0	11.3	0.0	4.6
Cycle Q Clear Time (g_c), s	0.0	19.5	0.0	10.3	0.0	11.3	0.0	4.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.57	0.00	0.18	0.00	0.19
Lane Grp Cap (c), veh/h	0	804	0	306	0	753	0	315
V/C Ratio (X)	0.00	0.74	0.00	0.82	0.00	0.51	0.00	0.41
Avail Cap (c_a), veh/h	0	804	0	426	0	753	0	450
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.1	0.0	28.6	0.0	15.7	0.0	26.6
Incr Delay (d2), s/veh	0.0	6.1	0.0	8.7	0.0	2.4	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.2	0.0	37.3	0.0	18.1	0.0	27.4
1st-Term Q (Q1), veh/ln	0.0	7.7	0.0	4.1	0.0	4.4	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	0.7	0.0	0.5	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.0	0.0	4.8	0.0	4.9	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.30	0.00	0.22	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	23.2
HCM 7th LOS	C

# HCM 7th Signalized Intersection Summary

## 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	312	25	16	232	41	60	80	18	77	78	126
Future Volume (veh/h)	119	312	25	16	232	41	60	80	18	77	78	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	557	40	20	314	68	107	104	24	171	108	143
Peak Hour Factor	0.66	0.56	0.63	0.80	0.74	0.60	0.56	0.77	0.75	0.45	0.72	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	664	48	224	515	112	122	118	27	178	112	149
Arrive On Green	0.09	0.39	0.39	0.05	0.35	0.35	0.15	0.15	0.15	0.25	0.25	0.25
Sat Flow, veh/h	1781	1724	124	1781	1489	323	818	795	183	701	443	586
Grp Volume(v), veh/h	180	0	597	20	0	382	235	0	0	422	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1848	1781	0	1812	1796	0	0	1730	0	0
Q Serve(g_s), s	6.9	0.0	31.8	0.7	0.0	18.9	13.9	0.0	0.0	26.1	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	31.8	0.7	0.0	18.9	13.9	0.0	0.0	26.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.18	0.46		0.10	0.41		0.34
Lane Grp Cap(c), veh/h	390	0	712	224	0	627	268	0	0	439	0	0
V/C Ratio(X)	0.46	0.00	0.84	0.09	0.00	0.61	0.88	0.00	0.00	0.96	0.00	0.00
Avail Cap(c_a), veh/h	548	0	712	438	0	627	300	0	0	439	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.5	0.0	30.3	22.5	0.0	29.4	45.2	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	11.4	0.2	0.0	4.4	22.6	0.0	0.0	33.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	16.2	0.3	0.0	9.0	7.9	0.0	0.0	15.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.4	0.0	41.6	22.7	0.0	33.8	67.8	0.0	0.0	73.1	0.0	0.0
LnGrp LOS	C		D	C		C	E			E		
Approach Vol, veh/h		777			402			235				422
Approach Delay, s/veh		37.2			33.2			67.8				73.1
Approach LOS		D			C			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	46.3		32.0	13.8	42.0		20.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	38.4		27.5	18.9	37.5		18.1				
Max Q Clear Time (g_c+I1), s	2.7	33.8		28.1	8.9	20.9		15.9				
Green Ext Time (p_c), s	0.0	1.7		0.0	0.3	2.3		0.3				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			48.5									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	312	25	16	232	41	60	80	18	77	78	126
Future Volume (veh/h)	119	312	25	16	232	41	60	80	18	77	78	126
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	557	40	20	314	68	107	104	24	171	108	143
Peak Hour Factor	0.66	0.56	0.63	0.80	0.74	0.60	0.56	0.77	0.75	0.45	0.72	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	390	664	48	224	515	112	122	118	27	178	112	149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.39	0.39	0.05	0.35	0.35	0.15	0.15	0.15	0.25	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	22.4	0.0	41.6	22.7	0.0	33.8	67.8	0.0	0.0	73.1	0.0	0.0
Ln Grp LOS	C		D	C		C	E			E		
Approach Vol, veh/h		777			402			235				422
Approach Delay, s/veh		37.2			33.2			67.8				73.1
Approach LOS		D			C			E				E
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		1.1	4.0	12.0	12.0	1.1	4.0					
Phs Duration (G+Y+Rc), s		9.5	46.3	20.7	32.0	13.8	42.0					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	38.4	18.1	27.5	18.9	37.5					
Max Allow Headway (MAH), s		3.9	5.4	5.5	5.5	3.9	5.4					
Max Q Clear (g_c+I1), s		2.7	33.8	15.9	28.1	8.9	20.9					
Green Ext Time (g_e), s		0.0	1.7	0.3	0.0	0.3	2.3					
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	1.00	1.00	0.01	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		818	701	1781						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1724	795	443		1489					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			124	183	586		323					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			

Midday Peak - Split 8:32 am 06/16/2026 Baseline

Synchro 12 Report  
Page 2

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

Lane Assignment	L (Pr/Pm)	L+T+R	L+T+RL (Pr/Pm)					
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	20	0	235	422	180	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1796	1730	1781	0	0	0
Q Serve Time (g_s), s	0.7	0.0	13.9	26.1	6.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	13.9	26.1	6.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	821	0	0	0	1001	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	41.8	0.0	0.0	0.0	37.5	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	10.0	0.0	0.0	0.0	18.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.8	0.0	0.0	0.0	4.2	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.46	0.41	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	224	0	268	439	390	0	0	0
V/C Ratio (X)	0.09	0.00	0.88	0.96	0.46	0.00	0.00	0.00
Avail Cap (c_a), veh/h	438	0	300	439	548	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	22.5	0.0	45.2	39.9	21.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	22.6	33.2	0.9	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	22.7	0.0	67.8	73.1	22.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	6.2	11.1	2.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.7	4.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	7.9	15.1	3.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	0.42	0.95	0.76	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	597	0	0	0	382	0	0
Grp Sat Flow (s), veh/h/ln	0	1848	0	0	0	1812	0	0
Q Serve Time (g_s), s	0.0	31.8	0.0	0.0	0.0	18.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	31.8	0.0	0.0	0.0	18.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.10	0.34	0.00	0.18	0.00	0.00
Lane Grp Cap (c), veh/h	0	712	0	0	0	627	0	0
V/C Ratio (X)	0.00	0.84	0.00	0.00	0.00	0.61	0.00	0.00
Avail Cap (c_a), veh/h	0	712	0	0	0	627	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	30.3	0.0	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.4	0.0	0.0	0.0	4.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	41.6	0.0	0.0	0.0	33.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.0	0.0	0.0	0.0	8.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.2	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	16.2	0.0	0.0	0.0	9.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.82	0.00	0.00	0.00	0.39	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

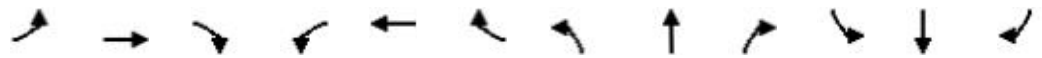
Intersection Summary

HCM 7th Control Delay, s/veh	48.5
HCM 7th LOS	D

# HCM 7th Signalized Intersection Summary

## 3: 1100 West & 600 South

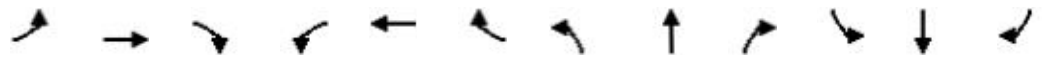
06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	271	21	12	297	78	81	71	13	59	61	116
Future Volume (veh/h)	99	271	21	12	297	78	81	71	13	59	61	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	323	28	28	381	96	153	84	20	68	80	149
Peak Hour Factor	0.83	0.84	0.75	0.43	0.78	0.81	0.53	0.85	0.65	0.87	0.76	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	590	51	470	501	126	332	307	73	430	106	197
Arrive On Green	0.08	0.35	0.35	0.08	0.35	0.35	0.09	0.21	0.21	0.06	0.18	0.18
Sat Flow, veh/h	1781	1696	147	1781	1441	363	1781	1459	347	1781	583	1085
Grp Volume(v), veh/h	119	0	351	28	0	477	153	0	104	68	0	229
Grp Sat Flow(s),veh/h/ln	1781	0	1843	1781	0	1804	1781	0	1806	1781	0	1668
Q Serve(g_s), s	2.4	0.0	9.2	0.5	0.0	14.0	4.1	0.0	2.9	1.7	0.0	7.8
Cycle Q Clear(g_c), s	2.4	0.0	9.2	0.5	0.0	14.0	4.1	0.0	2.9	1.7	0.0	7.8
Prop In Lane	1.00		0.08	1.00		0.20	1.00		0.19	1.00		0.65
Lane Grp Cap(c), veh/h	374	0	642	470	0	628	332	0	380	430	0	303
V/C Ratio(X)	0.32	0.00	0.55	0.06	0.00	0.76	0.46	0.00	0.27	0.16	0.00	0.76
Avail Cap(c_a), veh/h	770	0	642	857	0	628	332	0	547	481	0	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	15.7	10.5	0.0	17.3	18.1	0.0	19.8	16.8	0.0	23.2
Incr Delay (d2), s/veh	0.5	0.0	3.3	0.1	0.0	8.4	1.0	0.0	0.4	0.2	0.0	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.1	0.2	0.0	6.8	1.7	0.0	1.2	0.7	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	0.0	19.0	10.6	0.0	25.7	19.1	0.0	20.1	16.9	0.0	27.0
LnGrp LOS	B		B	B		C	B		C	B		C
Approach Vol, veh/h		470			505			257				297
Approach Delay, s/veh		17.4			24.8			19.6				24.7
Approach LOS		B			C			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	25.3	9.6	15.4	9.5	25.3	7.9	17.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	20.8	5.1	18.1	18.3	20.5	5.1	18.1				
Max Q Clear Time (g_c+I1), s	2.5	11.2	6.1	9.8	4.4	16.0	3.7	4.9				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8	0.2	1.3	0.0	0.4				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			21.6									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	99	271	21	12	297	78	81	71	13	59	61	116
Future Volume (veh/h)	99	271	21	12	297	78	81	71	13	59	61	116
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	323	28	28	381	96	153	84	20	68	80	149
Peak Hour Factor	0.83	0.84	0.75	0.43	0.78	0.81	0.53	0.85	0.65	0.87	0.76	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	374	590	51	470	501	126	332	307	73	430	106	197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.35	0.35	0.08	0.35	0.35	0.09	0.21	0.21	0.06	0.18	0.18
Unsig. Movement Delay												
Ln Grp Delay, s/veh	12.7	0.0	19.0	10.6	0.0	25.7	19.1	0.0	20.1	16.9	0.0	27.0
Ln Grp LOS	B		B	B		C	B		C	B		C
Approach Vol, veh/h		470			505			257				297
Approach Delay, s/veh		17.4			24.8			19.6				24.7
Approach LOS		B			C			B				C
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		9.5	25.3	9.6	15.4	9.5	25.3	7.9	17.1			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		18.0	20.8	5.1	18.1	18.3	20.5	5.1	18.1			
Max Allow Headway (MAH), s		3.9	5.4	3.9	5.6	3.9	5.5	3.9	5.4			
Max Q Clear (g_c+I1), s		2.5	11.2	6.1	9.8	4.4	16.0	3.7	4.9			
Green Ext Time (g_e), s		0.0	1.5	0.0	0.8	0.2	1.3	0.0	0.4			
Prob of Phs Call (p_c)		1.00	1.00	0.92	1.00	1.00	1.00	0.68	1.00			
Prob of Max Out (p_x)		0.00	0.00	1.00	0.33	0.00	0.00	1.00	0.01			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1781		1781		1781		1781				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1696		583		1441		1459			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			147		1085		363		347			
Left Lane Group Data												
Assigned Mvmt	1	0	3	0	5	0	7	0				

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	28	0	153	0	119	0	68	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.5	0.0	4.1	0.0	2.4	0.0	1.7	0.0
Cycle Q Clear Time (g_c), s	0.5	0.0	4.1	0.0	2.4	0.0	1.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1029	0	1149	0	917	0	1286	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	20.8	0.0	10.9	0.0	20.8	0.0	12.6	0.0
Perm LT Serve Time (g_u), s	11.6	0.0	3.1	0.0	6.8	0.0	9.7	0.0
Perm LT Q Serve Time (g_ps), s	0.3	0.0	1.2	0.0	2.1	0.0	0.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	470	0	332	0	374	0	430	0
V/C Ratio (X)	0.06	0.00	0.46	0.00	0.32	0.00	0.16	0.00
Avail Cap (c_a), veh/h	857	0	332	0	770	0	481	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	10.5	0.0	18.1	0.0	12.2	0.0	16.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.0	0.5	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.6	0.0	19.1	0.0	12.7	0.0	16.9	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	1.6	0.0	0.9	0.0	0.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	1.7	0.0	0.9	0.0	0.7	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.43	0.00	0.23	0.00	0.17	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	351	0	229	0	477	0	104
Grp Sat Flow (s), veh/h/ln	0	1843	0	1668	0	1804	0	1806
Q Serve Time (g_s), s	0.0	9.2	0.0	7.8	0.0	14.0	0.0	2.9
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	7.8	0.0	14.0	0.0	2.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.65	0.00	0.20	0.00	0.19
Lane Grp Cap (c), veh/h	0	642	0	303	0	628	0	380
V/C Ratio (X)	0.00	0.55	0.00	0.76	0.00	0.76	0.00	0.27
Avail Cap (c_a), veh/h	0	642	0	505	0	628	0	547
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.7	0.0	23.2	0.0	17.3	0.0	19.8
Incr Delay (d2), s/veh	0.0	3.3	0.0	3.8	0.0	8.4	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	0.0	27.0	0.0	25.7	0.0	20.1
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	2.9	0.0	5.3	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.3	0.0	1.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	3.2	0.0	6.8	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.20	0.00	0.30	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

# HCM 7th Signalized Intersection Summary

3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	271	21	12	297	78	81	71	13	59	61	116
Future Volume (veh/h)	99	271	21	12	297	78	81	71	13	59	61	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	323	28	28	381	96	153	84	20	68	80	149
Peak Hour Factor	0.83	0.84	0.75	0.43	0.78	0.81	0.53	0.85	0.65	0.87	0.76	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	461	40	341	383	97	191	105	25	81	95	178
Arrive On Green	0.08	0.27	0.27	0.07	0.27	0.27	0.18	0.18	0.18	0.21	0.21	0.21
Sat Flow, veh/h	1781	1696	147	1781	1440	363	1066	585	139	388	456	849
Grp Volume(v), veh/h	119	0	351	28	0	477	257	0	0	297	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1843	1781	0	1803	1791	0	0	1693	0	0
Q Serve(g_s), s	3.2	0.0	11.6	0.7	0.0	17.9	9.3	0.0	0.0	11.4	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	11.6	0.7	0.0	17.9	9.3	0.0	0.0	11.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.20	0.60		0.08	0.23		0.50
Lane Grp Cap(c), veh/h	250	0	501	341	0	480	321	0	0	354	0	0
V/C Ratio(X)	0.48	0.00	0.70	0.08	0.00	0.99	0.80	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	582	0	501	683	0	480	476	0	0	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	0.0	22.2	15.7	0.0	24.8	26.6	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	7.9	0.1	0.0	39.8	5.9	0.0	0.0	10.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	5.9	0.3	0.0	12.5	4.4	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	0.0	30.1	15.8	0.0	64.6	32.5	0.0	0.0	36.4	0.0	0.0
LnGrp LOS	B		C	B		E	C			D		
Approach Vol, veh/h		470			505			257			297	
Approach Delay, s/veh		27.4			61.9			32.5			36.4	
Approach LOS		C			E			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	22.9		18.7	9.9	22.5		16.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	18.0		18.0	18.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.7	13.6		13.4	5.2	19.9		11.3				
Green Ext Time (p_c), s	0.0	0.9		0.8	0.2	0.0		0.8				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			41.4									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	271	21	12	297	78	81	71	13	59	61	116
Future Volume (veh/h)	99	271	21	12	297	78	81	71	13	59	61	116
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	323	28	28	381	96	153	84	20	68	80	149
Peak Hour Factor	0.83	0.84	0.75	0.43	0.78	0.81	0.53	0.85	0.65	0.87	0.76	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	250	461	40	341	383	97	191	105	25	81	95	178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.27	0.27	0.07	0.27	0.27	0.18	0.18	0.18	0.21	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.3	0.0	30.1	15.8	0.0	64.6	32.5	0.0	0.0	36.4	0.0	0.0
Ln Grp LOS	B		C	B		E	C			D		
Approach Vol, veh/h		470			505			257			297	
Approach Delay, s/veh		27.4			61.9			32.5			36.4	
Approach LOS		C			E			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		1.1	4.0	12.0	12.0	1.1	4.0					
Phs Duration (G+Y+Rc), s		9.5	22.9	16.6	18.7	9.9	22.5					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.9	5.4	5.5	5.6	3.9	5.5					
Max Q Clear (g_c+I1), s		2.7	13.6	11.3	13.4	5.2	19.9					
Green Ext Time (g_e), s		0.0	0.9	0.8	0.8	0.2	0.0					
Prob of Phs Call (p_c)		1.00	1.00	0.99	1.00	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.61	1.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		1066	388	1781						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1696	585	456		1440					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			147	139	849		363					
<b>Left Lane Group Data</b>												
Assigned Mvmt	1	0	3	7	5	0	0	0				

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

Lane Assignment	L (Pr/Pm)	L+T+R	L+T+RL (Pr/Pm)					
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	28	0	257	297	119	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1791	1693	1781	0	0	0
Q Serve Time (g_s), s	0.7	0.0	9.3	11.4	3.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	9.3	11.4	3.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1028	0	0	0	916	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	18.4	0.0	0.0	0.0	18.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	6.8	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.60	0.23	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	341	0	321	354	250	0	0	0
V/C Ratio (X)	0.08	0.00	0.80	0.84	0.48	0.00	0.00	0.00
Avail Cap (c_a), veh/h	683	0	476	450	582	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	15.7	0.0	26.6	25.7	17.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	5.9	10.7	1.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.8	0.0	32.5	36.4	19.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	3.8	4.4	1.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	1.1	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	4.4	5.5	1.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.23	0.34	0.34	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	351	0	0	0	477	0	0
Grp Sat Flow (s), veh/h/ln	0	1843	0	0	0	1803	0	0
Q Serve Time (g_s), s	0.0	11.6	0.0	0.0	0.0	17.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.6	0.0	0.0	0.0	17.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.08	0.50	0.00	0.20	0.00	0.00
Lane Grp Cap (c), veh/h	0	501	0	0	0	480	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.99	0.00	0.00
Avail Cap (c_a), veh/h	0	501	0	0	0	480	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.2	0.0	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.9	0.0	0.0	0.0	39.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.1	0.0	0.0	0.0	64.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	7.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.0	0.0	5.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	0.0	0.0	12.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.00	0.00	0.54	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	41.4
HCM 7th LOS	D

# HCM 7th Signalized Intersection Summary

## 3: 1100 West & 600 South

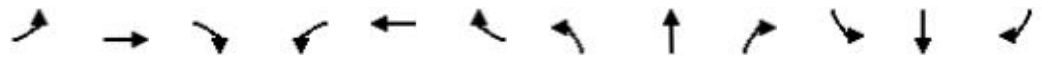
06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	103	348	24	20	236	49	32	62	7	95	63	109
Future Volume (veh/h)	103	348	24	20	236	49	32	62	7	95	63	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.97	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	458	28	28	311	68	44	72	16	140	72	131
Peak Hour Factor	0.80	0.76	0.86	0.71	0.76	0.72	0.73	0.86	0.44	0.68	0.88	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	485	642	39	414	547	120	284	201	45	405	107	194
Arrive On Green	0.09	0.37	0.37	0.09	0.37	0.37	0.04	0.14	0.14	0.09	0.18	0.18
Sat Flow, veh/h	1781	1744	107	1781	1486	325	1781	1473	327	1781	585	1065
Grp Volume(v), veh/h	129	0	486	28	0	379	44	0	88	140	0	203
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1810	1781	0	1800	1781	0	1650
Q Serve(g_s), s	2.4	0.0	12.8	0.5	0.0	9.5	1.1	0.0	2.5	3.7	0.0	6.5
Cycle Q Clear(g_c), s	2.4	0.0	12.8	0.5	0.0	9.5	1.1	0.0	2.5	3.7	0.0	6.5
Prop In Lane	1.00		0.06	1.00		0.18	1.00		0.18	1.00		0.65
Lane Grp Cap(c), veh/h	485	0	682	414	0	667	284	0	246	405	0	301
V/C Ratio(X)	0.27	0.00	0.71	0.07	0.00	0.57	0.15	0.00	0.36	0.35	0.00	0.67
Avail Cap(c_a), veh/h	900	0	682	822	0	667	363	0	571	405	0	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	15.4	10.0	0.0	14.3	17.8	0.0	22.2	18.5	0.0	21.6
Incr Delay (d2), s/veh	0.3	0.0	6.3	0.1	0.0	3.5	0.3	0.0	0.9	0.5	0.0	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	6.0	0.2	0.0	4.1	0.4	0.0	1.1	1.5	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.0	21.6	10.1	0.0	17.8	18.0	0.0	23.1	19.0	0.0	24.3
LnGrp LOS	B		C	B		B	B		C	B		C
Approach Vol, veh/h		615			407			132				343
Approach Delay, s/veh		19.2			17.3			21.4				22.1
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	25.4	7.0	14.8	9.5	25.4	9.6	12.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	20.9	5.0	18.1	18.2	20.7	5.1	18.0				
Max Q Clear Time (g_c+I1), s	2.5	14.8	3.1	8.5	4.4	11.5	5.7	4.5				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.8	0.3	1.6	0.0	0.3				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			19.6									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	103	348	24	20	236	49	32	62	7	95	63	109
Future Volume (veh/h)	103	348	24	20	236	49	32	62	7	95	63	109
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	0.99		0.97	0.98		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	458	28	28	311	68	44	72	16	140	72	131
Peak Hour Factor	0.80	0.76	0.86	0.71	0.76	0.72	0.73	0.86	0.44	0.68	0.88	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	485	642	39	414	547	120	284	201	45	405	107	194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.37	0.37	0.09	0.37	0.37	0.04	0.14	0.14	0.09	0.18	0.18
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.2	0.0	21.6	10.1	0.0	17.8	18.0	0.0	23.1	19.0	0.0	24.3
Ln Grp LOS	B		C	B		B	B		C	B		C
Approach Vol, veh/h		615			407			132				343
Approach Delay, s/veh		19.2			17.3			21.4				22.1
Approach LOS		B			B			C				C
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		9.5	25.4	7.0	14.8	9.5	25.4	9.6	12.3			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		18.0	20.9	5.0	18.1	18.2	20.7	5.1	18.0			
Max Allow Headway (MAH), s		3.9	5.4	3.9	5.6	3.9	5.4	3.9	5.5			
Max Q Clear (g_c+I1), s		2.5	14.8	3.1	8.5	4.4	11.5	5.7	4.5			
Green Ext Time (g_e), s		0.0	1.7	0.0	0.8	0.3	1.6	0.0	0.3			
Prob of Phs Call (p_c)		1.00	1.00	0.50	1.00	1.00	1.00	0.89	1.00			
Prob of Max Out (p_x)		0.00	0.00	1.00	0.17	0.00	0.00	1.00	0.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1781		1781		1781		1781				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1744		585		1486		1473			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			107		1065		325		327			
Left Lane Group Data												
Assigned Mvmt	1	0	3	0	5	0	7	0				

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	28	0	44	0	129	0	140	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.5	0.0	1.1	0.0	2.4	0.0	3.7	0.0
Cycle Q Clear Time (g_c), s	0.5	0.0	1.1	0.0	2.4	0.0	3.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	909	0	1166	0	1002	0	1281	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	20.9	0.0	10.3	0.0	20.9	0.0	7.8	0.0
Perm LT Serve Time (g_u), s	8.1	0.0	3.8	0.0	11.4	0.0	5.2	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.3	0.0	1.4	0.0	0.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	414	0	284	0	485	0	405	0
V/C Ratio (X)	0.07	0.00	0.15	0.00	0.27	0.00	0.35	0.00
Avail Cap (c_a), veh/h	822	0	363	0	900	0	405	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	10.0	0.0	17.8	0.0	10.0	0.0	18.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.0	0.3	0.0	0.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.1	0.0	18.0	0.0	10.2	0.0	19.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.4	0.0	0.8	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.4	0.0	0.9	0.0	1.5	0.0
%ile Storage Ratio (RQ%)	0.04	0.00	0.11	0.00	0.22	0.00	0.38	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	486	0	203	0	379	0	88
Grp Sat Flow (s), veh/h/ln	0	1851	0	1650	0	1810	0	1800
Q Serve Time (g_s), s	0.0	12.8	0.0	6.5	0.0	9.5	0.0	2.5
Cycle Q Clear Time (g_c), s	0.0	12.8	0.0	6.5	0.0	9.5	0.0	2.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.65	0.00	0.18	0.00	0.18
Lane Grp Cap (c), veh/h	0	682	0	301	0	667	0	246
V/C Ratio (X)	0.00	0.71	0.00	0.67	0.00	0.57	0.00	0.36
Avail Cap (c_a), veh/h	0	682	0	526	0	667	0	571
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.4	0.0	21.6	0.0	14.3	0.0	22.2
Incr Delay (d2), s/veh	0.0	6.3	0.0	2.6	0.0	3.5	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.6	0.0	24.3	0.0	17.8	0.0	23.1
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	2.4	0.0	3.5	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	0.2	0.0	0.6	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.0	0.0	2.6	0.0	4.1	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.16	0.00	0.18	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B

# HCM 7th Signalized Intersection Summary

## 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	348	24	20	236	49	32	62	7	95	63	109
Future Volume (veh/h)	103	348	24	20	236	49	32	62	7	95	63	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	458	28	28	311	68	44	72	16	140	72	131
Peak Hour Factor	0.80	0.76	0.86	0.71	0.76	0.72	0.73	0.86	0.44	0.68	0.88	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	625	38	332	519	114	65	106	24	159	82	149
Arrive On Green	0.07	0.36	0.36	0.07	0.35	0.35	0.11	0.11	0.11	0.23	0.23	0.23
Sat Flow, veh/h	1781	1744	107	1781	1485	325	597	977	217	696	358	651
Grp Volume(v), veh/h	129	0	486	28	0	379	132	0	0	343	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1810	1792	0	0	1705	0	0
Q Serve(g_s), s	3.4	0.0	17.2	0.7	0.0	13.0	5.3	0.0	0.0	14.7	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	17.2	0.7	0.0	13.0	5.3	0.0	0.0	14.7	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.18	0.33		0.12	0.41		0.38
Lane Grp Cap(c), veh/h	407	0	663	332	0	633	195	0	0	389	0	0
V/C Ratio(X)	0.32	0.00	0.73	0.08	0.00	0.60	0.68	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	722	0	663	639	0	633	430	0	0	427	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.7	0.0	21.1	14.7	0.0	20.2	32.3	0.0	0.0	28.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	7.1	0.1	0.0	4.2	4.1	0.0	0.0	17.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	8.4	0.3	0.0	6.0	2.5	0.0	0.0	7.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.2	0.0	28.1	14.8	0.0	24.3	36.4	0.0	0.0	46.0	0.0	0.0
LnGrp LOS	B		C	B		C	D			D		
Approach Vol, veh/h		615			407			132				343
Approach Delay, s/veh		25.4			23.7			36.4				46.0
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	31.5		21.7	10.1	30.9		12.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	27.0		18.9	19.0	26.0		18.1				
Max Q Clear Time (g_c+I1), s	2.7	19.2		16.7	5.4	15.0		7.3				
Green Ext Time (p_c), s	0.0	2.0		0.5	0.3	1.8		0.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			30.6									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	348	24	20	236	49	32	62	7	95	63	109
Future Volume (veh/h)	103	348	24	20	236	49	32	62	7	95	63	109
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	458	28	28	311	68	44	72	16	140	72	131
Peak Hour Factor	0.80	0.76	0.86	0.71	0.76	0.72	0.73	0.86	0.44	0.68	0.88	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	407	625	38	332	519	114	65	106	24	159	82	149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.36	0.36	0.07	0.35	0.35	0.11	0.11	0.11	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.2	0.0	28.1	14.8	0.0	24.3	36.4	0.0	0.0	46.0	0.0	0.0
Ln Grp LOS	B		C	B		C	D			D		
Approach Vol, veh/h		615			407			132			343	
Approach Delay, s/veh		25.4			23.7			36.4			46.0	
Approach LOS		C			C			D			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		1.1	4.0	12.0	12.0	1.1	4.0					
Phs Duration (G+Y+Rc), s		9.5	31.5	12.7	21.7	10.1	30.9					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	27.0	18.1	18.9	19.0	26.0					
Max Allow Headway (MAH), s		3.9	5.4	5.5	5.6	3.9	5.4					
Max Q Clear (g_c+I1), s		2.7	19.2	7.3	16.7	5.4	15.0					
Green Ext Time (g_e), s		0.0	2.0	0.5	0.5	0.3	1.8					
Prob of Phs Call (p_c)		1.00	1.00	0.94	1.00	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.04	1.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		597	696	1781						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1744	977	358		1485					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			107	217	651		325					
<b>Left Lane Group Data</b>												
Assigned Mvmt	1	0	3	7	5	0	0	0				

PM Peak - Split 8:54 am 06/16/2026 Baseline

Synchro 12 Report  
Page 2

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

Lane Assignment	L (Pr/Pm)	L+T+R	L+T+RL (Pr/Pm)					
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	28	0	132	343	129	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1792	1705	1781	0	0	0
Q Serve Time (g_s), s	0.7	0.0	5.3	14.7	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	5.3	14.7	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	910	0	0	0	1003	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	27.0	0.0	0.0	0.0	26.4	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	9.8	0.0	0.0	0.0	13.4	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.0	0.0	1.9	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.33	0.41	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	332	0	195	389	407	0	0	0
V/C Ratio (X)	0.08	0.00	0.68	0.88	0.32	0.00	0.00	0.00
Avail Cap (c_a), veh/h	639	0	430	427	722	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	14.7	0.0	32.3	28.1	14.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	4.1	17.9	0.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.8	0.0	36.4	46.0	15.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	2.3	5.8	1.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	1.9	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	2.5	7.7	1.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.13	0.49	0.34	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM Peak - Split 8:54 am 06/16/2026 Baseline

Synchro 12 Report  
 Page 3

HCM 7th Signalized Intersection Capacity Analysis  
 3: 1100 West & 600 South

06/16/2026

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	486	0	0	0	379	0	0
Grp Sat Flow (s), veh/h/ln	0	1851	0	0	0	1810	0	0
Q Serve Time (g_s), s	0.0	17.2	0.0	0.0	0.0	13.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.2	0.0	0.0	0.0	13.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.12	0.38	0.00	0.18	0.00	0.00
Lane Grp Cap (c), veh/h	0	663	0	0	0	633	0	0
V/C Ratio (X)	0.00	0.73	0.00	0.00	0.00	0.60	0.00	0.00
Avail Cap (c_a), veh/h	0	663	0	0	0	633	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.1	0.0	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.1	0.0	0.0	0.0	4.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.1	0.0	0.0	0.0	24.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	0.0	0.0	5.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.4	0.0	0.0	0.0	6.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.00	0.00	0.26	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

**CEDAR CITY  
ORDINANCE 0708-26-1**

**AN ORDINANCE AMENDING 35-10 PROHIBITING PARKING NEAR THE  
INTERSECTION OF 600 SOUTH AND 1100 WEST.**

**WHEREAS**, Cedar City has adopted Chapter 35, Section 10 of the ordinance of Cedar City, Utah, and said provisions contain specific parking restrictions; and

**WHEREAS**, an upgrade from the all-way stop at the intersection of 600 South and 1100 West is warranted based on a recent study completed by the Engineering Department; and

**WHEREAS**, the City seeks to improve the intersection of 600 South and 1100 West by adding traffic lights and dedicated turn lanes; and

**WHEREAS**, with these modifications, additional no parking restrictions are necessary and prudent for the safety of the public traversing the intersection; and

**WHEREAS**, the City Council finds that it is in the best interests of the health, safety, and general welfare of the citizens of Cedar City to prohibit parking in the listed location to prevent parking from interfering with the safety and efficacy of the intersection redesign.

**NOW THEREFORE**, be it ordained by the City Council of the Cedar City, in the State of Utah, as follows:

**SECTION 1:**        **AMENDMENT** “Section 35-10 Parking Restrictions” of the Cedar City Municipal Code is hereby *amended* as follows:

AMENDMENT

Section 35-10 Parking Restrictions

- A. The parking restrictions contained herein shall be marked with upright signs complying with standards set forth in the Uniform Manual on Traffic Control Devices and where appropriate painting the curb in a color as designated in the Uniform Manual on Traffic Control Devices.
- B. No parking shall be allowed in the following areas:
  - 1. from 1000 West to Interstate 15 Freeway on the north side of 200 North in Cedar City, Utah;
  - 2. sixteen feet south of the 200 North right of way on the West side of 100 West;
  - 3. along 4050 West extending from the crosswalk in front of Iron Springs Elementary in the following manner: on the east side of the street 85 feet to the south of the crosswalk and 50 feet north of the crosswalk; and on the west

- side of the street 50 feet south of the crosswalk and 85 feet north of the crosswalk;
4. on the north side of 1045 North Street extending east 56 feet from the point of curvature of the east curb return on the intersection of Country Side Terrace Drive (250 West);
  5. an approximate 16-foot-long area on the north side of Center Street at approximately 46 West, the center of which is located 179 feet west of the southeast corner of lot 1, Block 36, Plat B, Cedar City Town Survey;
  6. the south side of 200 North from Main Street to 100 East;
  7. the south side of College Avenue from 100 West to 300 West;
  8. along Royal Hunte Drive:
    - a. extending from the crosswalk in front of Cedar Middle School in the following manner: on the North Side of the street 150 feet to the east of the crosswalk and 50 feet west of the crosswalk;
    - b. on the south side of the street 50 feet east of the crosswalk and 150 feet west of the crosswalk;
    - c. from the east entrance of the Aquatic Center parking lot extending 220 feet to the east; and
    - d. on the south side of the street extending from 1850 West to 2200 West.
  9. on the south side of Cross Hollow Road extending 150 feet west from the main entrance and exit to Walmart (said entrance/exit is the second entrance/exit on the south side of Cross Hollow Road located west of the Royal Hunte Drive and Cross Hollow Road intersection);
  10. beginning at the intersection of Main Street and 1925 North and extending west along the north and south side of 1925 North for 1300 lineal feet;
  11. along 1895 West Cross Hollow Drive, beginning at the Walmart Northeast entrance and running west to the CATS bus stop;
  12. on the east side of Cove Drive from the centerline of the LDS Temple entrance extending south to the north side of the intersection of Cove Drive and Silver Crest Circle; and on the west side of Cove Drive from the centerline of the LDS Temple entrance extending 250 feet to the north;
  13. on the north side of DL Sargent Drive for 35 feet in front of the Public Safety Building;
  14. in front of the SUU Sports Performance Building for 250 feet on each side of the street;
  15. in front of the South Elementary School for 100 feet on the southside of 400 South starting from the crosswalk going west and 100 feet on the northside of 400 South starting from the crosswalk going east;
  16. along the south side of Coal Creek Road starting at 300 West and going 80 feet to the west;
  17. on the west side of 450 West starting at 245 South and going to 280 South;
  18. on the west side of Cove Drive from the trail crosswalk 30 feet to the north, and on the east side of Cove Drive from the trail crosswalk 30 feet to the south;

19. along the southerly half of Lot 1 on Eagle Ridge Drive in the Canyon at Eagle Ridge Phase 2 subdivision; and
20. on the south side of 800 South from the crosswalk 20 feet to the east and 20 feet to the west, and on the north side of 800 South from the crosswalk 20 feet to the east and 20 feet to the west, and on the north side of 800 South from the east parking lot entrance 50 feet to the east.
21. Beginning at the intersection of Royal Hunte Drive and Sage Drive and extending east/northeast along the south and east side of Sage Drive to the Pioneer Center PUD entrance and extending east/northeast along the north and west side of Sage Drive to Regency Road.
22. on the south side of Harding Avenue between 100 West and Main Street with a loading zone of 40 feet placed on the north side of Harding Avenue beginning 35 feet east of 100 West extending to 75 feet east of 100 West.
23. on the west side of 500 West beginning 125 feet north of 200 North extending 175 feet north of 200 North.
24. on the west side of 400 East beginning at the south edge of the driveway entrance into East Gate PUD Unit 2 and extending 50 feet south of the driveway entrance.
25. on the east side of Airport Road beginning at the intersection of Kitty Hawk Drive and extending 380 feet south of the intersection.
26. on the north side of Kitty Hawk Drive beginning at the intersection of Airport Road and extending 224 feet east of the intersection.
27. on the north and south sides of Canyon Ranch Drive beginning at the intersection of Main Street and extending east until Canyon Ranch Drive intersects with Auto Mall Drive and Wedgewood Lane, and extending west to the west side of 2610 North Canyon Ranch Drive.
28. on the north and south sides of the reduced width roadway between the cul-de-sacs on 2125 South Circle and Moon Crest Drive.
29. in the vicinity of the intersection of 600 South and 860 West:
  - a. on the south side of 600 South Street 250 feet west and 60 feet east of 860 West;
  - b. on the north side of 600 South Street 120 feet west and 200 feet east of 860 West;
  - c. on the north side of 600 South Street 100 feet east of 780 West;
  - d. on the west side of 860 West Street 80 feet starting 144 feet south of the center of 600 South; and
  - e. on the east side of 860 West Street 62 feet south and 100 feet north of the Cedar High School bus entrance.
30. in the vicinity of the intersections of 1045 North with 400 West and Northfield Road:
  - a. on the west side of Northfield Road 160 feet north of 1045 North;
  - b. on the north side of 1045 North 65 feet west and 113 feet east of Northfield Road; and
  - c. on the south side of 1045 North 110 feet west and 330 feet east of 400 West.

31. on the north side of 200 North 60 feet west and 52 feet east of 100 East.

32. in the vicinity of the intersection of 600 South and 1100 West:

a. on the south side of 600 South 172 feet west and 136 feet east of 1100 West;

b. on the north side of 600 South 175 feet east of 1100 West;

c. on the west side of 1100 West 134 feet north and 143 feet south of 600 South; and

d. on the east side of 1100 West 129 feet north and 143 feet south of 600 South.

C. The following areas shall have the following restrictions on parking, stopping, and standing:

1. on the east side of the street in front of the County office building located at 82 North and 100 East fifteen (15) minute parking only;
2. student pick up and drop off only between 8:30 a.m. and 4 p.m. along 400 South adjacent to South Elementary;
3. from 1 p.m. to 4 p.m. Monday through Friday on the north side of 200 North extending from 600 West to 500 West; and the east side of 600 West extending 185 feet north from the intersection of 200 North and 600 West;
4. student pick up and drop off only between 8:00 a.m. and 4 p.m. along the northside of 70 South (College Avenue) for 400 feet, with approximately 200 feet going west of 300 East and 200 feet going east of 300 East;
5. school bus loading and drop-off zone only between 8:00 a.m. and 4:00 p.m. Monday through Friday on the east side of 4100 West for a distance of 472 feet along the frontage of Iron Springs Elementary School; and
6. no parking from 8 p.m. to 6 a.m. on 900 North beginning 850 feet west of Main Street to 300 West.

AMENDED BY CEDAR CITY ORDINANCE NO. 0112-11, 0209-11, 1023-13, 1211-13, 0611-14, 0813-14-1, 0708-15, 0921-16-1, 0208-17-1, 0913-17, 0927-17-1, 0124-18-1, 0725-18-2, 0626-19-1, 0129-20, 0708-20-8, 1028-20-1, 0324-21-1, 0713-22-9, 0914-22, and 1214-22.

PASSED AND ADOPTED BY THE CEDAR CITY CITY COUNCIL

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	<b>AYE</b>	<b>NAY</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Phillips	_____	_____	_____	_____
Cox	_____	_____	_____	_____
Wilkey	_____	_____	_____	_____
Schmidt	_____	_____	_____	_____
Galan	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
STEVE NELSON, MAYOR, Cedar  
City

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AMBER RAY, RECORDER, Cedar  
City