

Riggs Development

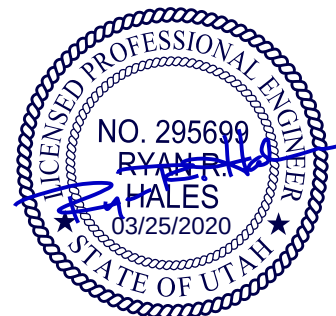
Traffic Impact Study



Nibley, Utah

March 24, 2020

UT20-1612



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Riggs development located in Nibley, Utah. The Riggs project is located on the south side of 3200 South, to the east of 1200 West.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2030 conditions were also analyzed.

The morning and evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1.1 and Table ES-1.2. Recommended storage lengths are shown in Table ES-2.

TABLE ES-1.1 LOS Analysis - Morning Peak Hour Nibley - Riggs TIS				
Intersection	Level of Service (Sec/Veh) ¹			
	Existing (2020) Background	Existing (2020) Plus Project	Future (2030) Background	Future (2030) Plus Project
1200 West / 3200 South	C (15.5) / NB	A (5.9) / NB	A (6.0)	A (6.5)
1000 West / 3200 South	A (4.9) / SB	A (5.3) / NB	A (1.3) / SB	A (6.4) / NB
3300 South / 1200 West ²	-	A (4.1) / WB	-	A (4.1) / WB
Access 3 / 1200 West ²	-	A (3.6) / SB	-	A (2.9) / WB
1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections. 2. This intersection is a project access and was only analyzed in "plus project" scenarios.				
Source: Hales Engineering, March 2020				

TABLE ES-1.2
LOS Analysis - Evening Peak Hour
Nibley - Riggs TIS

Intersection	Level of Service (Sec/Veh) ¹			
	Existing (2020) Background	Existing (2020) Plus Project	Future (2030) Background	Future (2030) Plus Project
1200 West / 3200 South	A (4.9) / NB	A (32.1) / NB	A (7.3)	A (6.6)
1000 West / 3200 South	C (15.3) / SB	A (6.9) / NB	A (5.9) / SB	A (6.9) / NB
3300 South / 1200 West ²	-	A (5.5) / WB	-	A (4.6) / WB
Access 3 / 1200 West ²	-	A (4.1) / SB	-	A (3.4) / WB

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.
2. This intersection is a project access and was only analyzed in "plus project" scenarios.

Source: Hales Engineering, March 2020

TABLE ES-2
Recommended Storage Lengths
Nibley - Riggs TIS

Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
1000 West / 3200 South	-	-	-	-	50	-	50	-

Source: Hales Engineering, March 2020

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- All study intersections are currently operating at an acceptable LOS during the morning and evening peak hours in existing (2020) background conditions.
- The development will consist of residential townhomes and single-family units.
- All study intersections are anticipated to operate at an acceptable LOS during the morning and evening peak hours with project traffic added.
- The north and south legs of the 1200 West / 3200 South intersection are expected to be realigned in a roundabout configuration for future (2030) conditions.
- All study intersections are anticipated to operate at an acceptable LOS during the morning and evening peak hours in future (2030) background and plus project conditions.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Riggs development located in Nibley, Utah. The proposed project is located on the south side of 3200 South, just east of 1200 West. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2030 conditions were also analyzed.

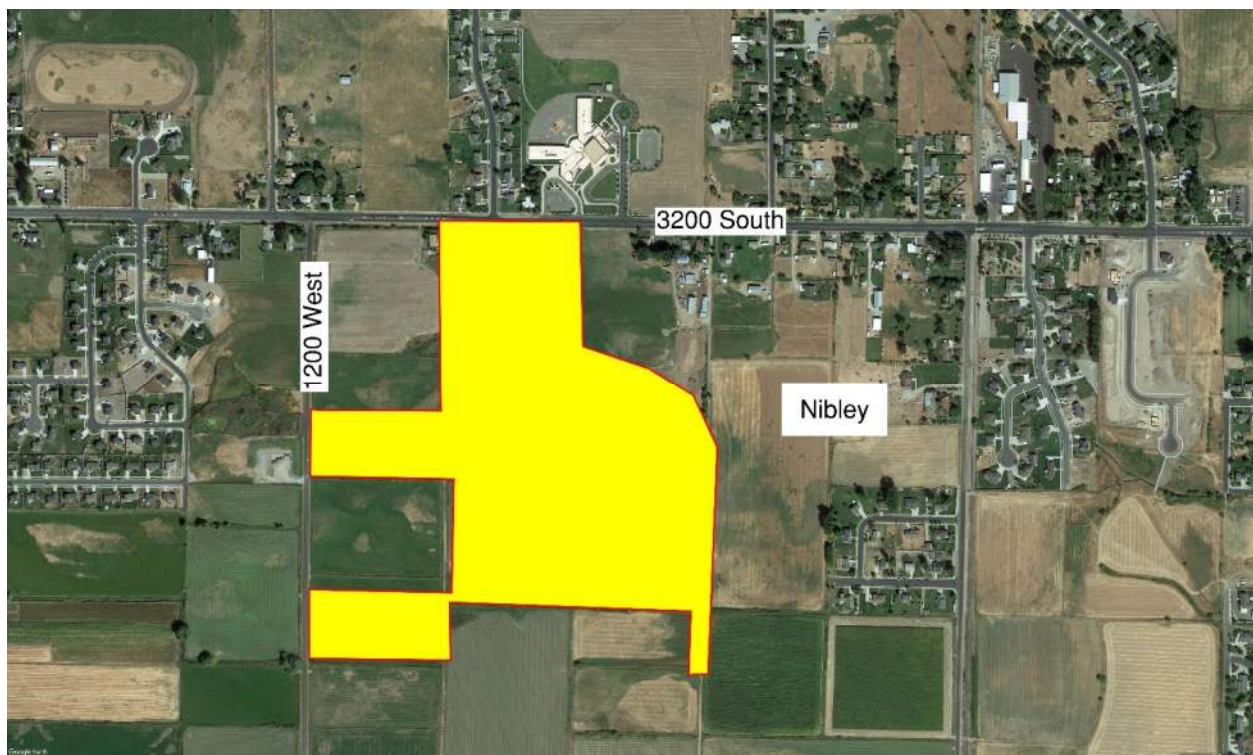


Figure 1: Vicinity map showing the project location in Nibley, Utah

B. Scope

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

- 1200 West / 3200 South
- 1000 West / 3200 South

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Figure 2 provides a visual representation of each LOS letter designation.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst approach.

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

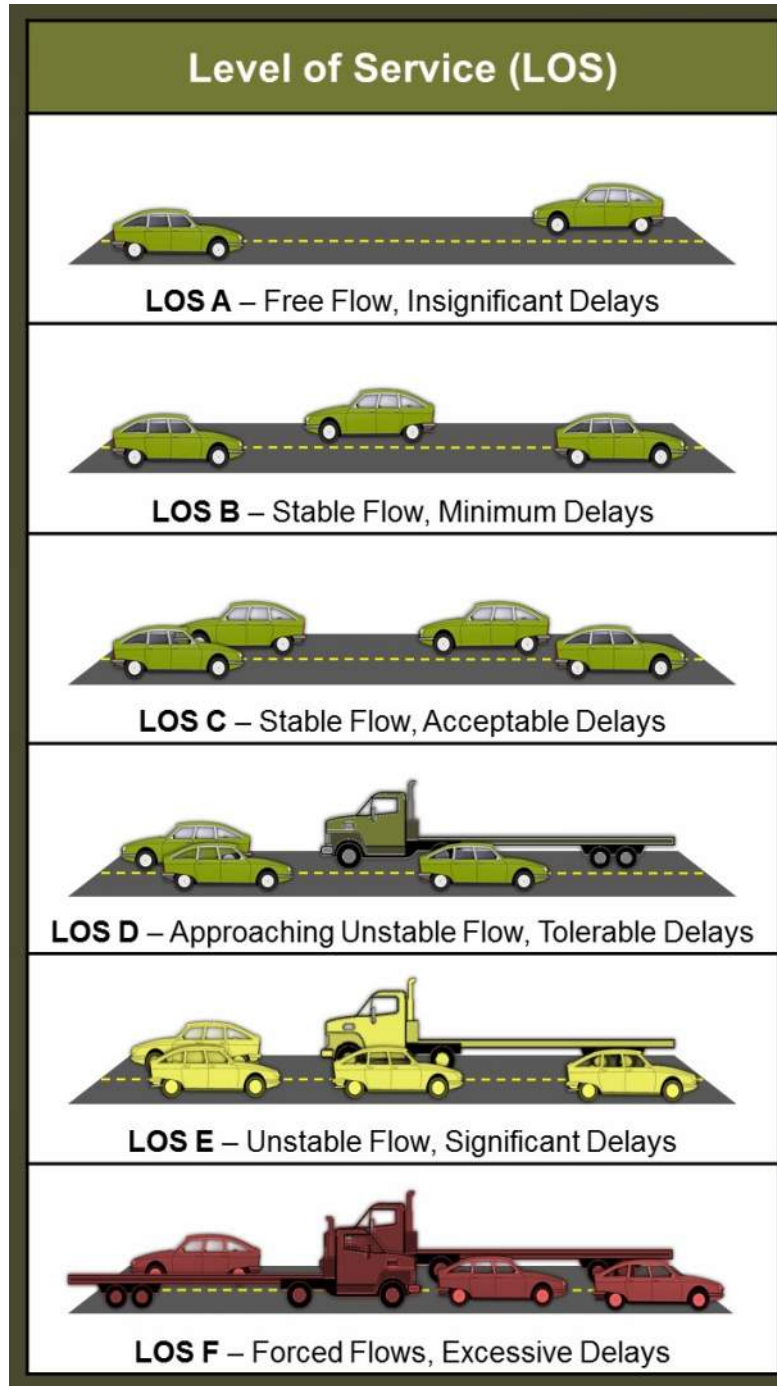


Figure 2: Visual representation of the LOS letter designations

II. EXISTING (2020) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

3200 South – is a city-maintained roadway which is classified by the Nibley Transportation Master Plan (TMP) (December 2018) as a “minor arterial street.” The roadway has one travel lane in each direction separated by a center two-way left-turn lane (TWLTL), with large rectangular medians located before most intersections. The posted speed limit is 35 mph in the study area.

1200 West – is a city-maintained roadway which is classified by the Nibley TMP (December 2018) as a “minor arterial street.” The roadway has one travel lane in each direction. The posted speed limit is 50 mph in the study area. The north and south legs of 1200 West are anticipated to be realigned at 3200 South in a roundabout intersection by the year 2030. It was assumed that this had not taken place for existing (2020) conditions.

C. Traffic Volumes

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

- 1200 West / 3200 South
- 1000 West / 3200 South

The counts were performed on Tuesday, January 21, 2020 and Thursday, March 12, 2020. The morning peak hour was determined to be between 7:30 and 8:30 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 40% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis to represent alternate worst-case conditions. Detailed count data are included in Appendix A.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-165 (ATR #622). In recent years, traffic volumes in January have been equal to approximately 79% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in and Table 3. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2020) conditions.

E. Queuing Analysis

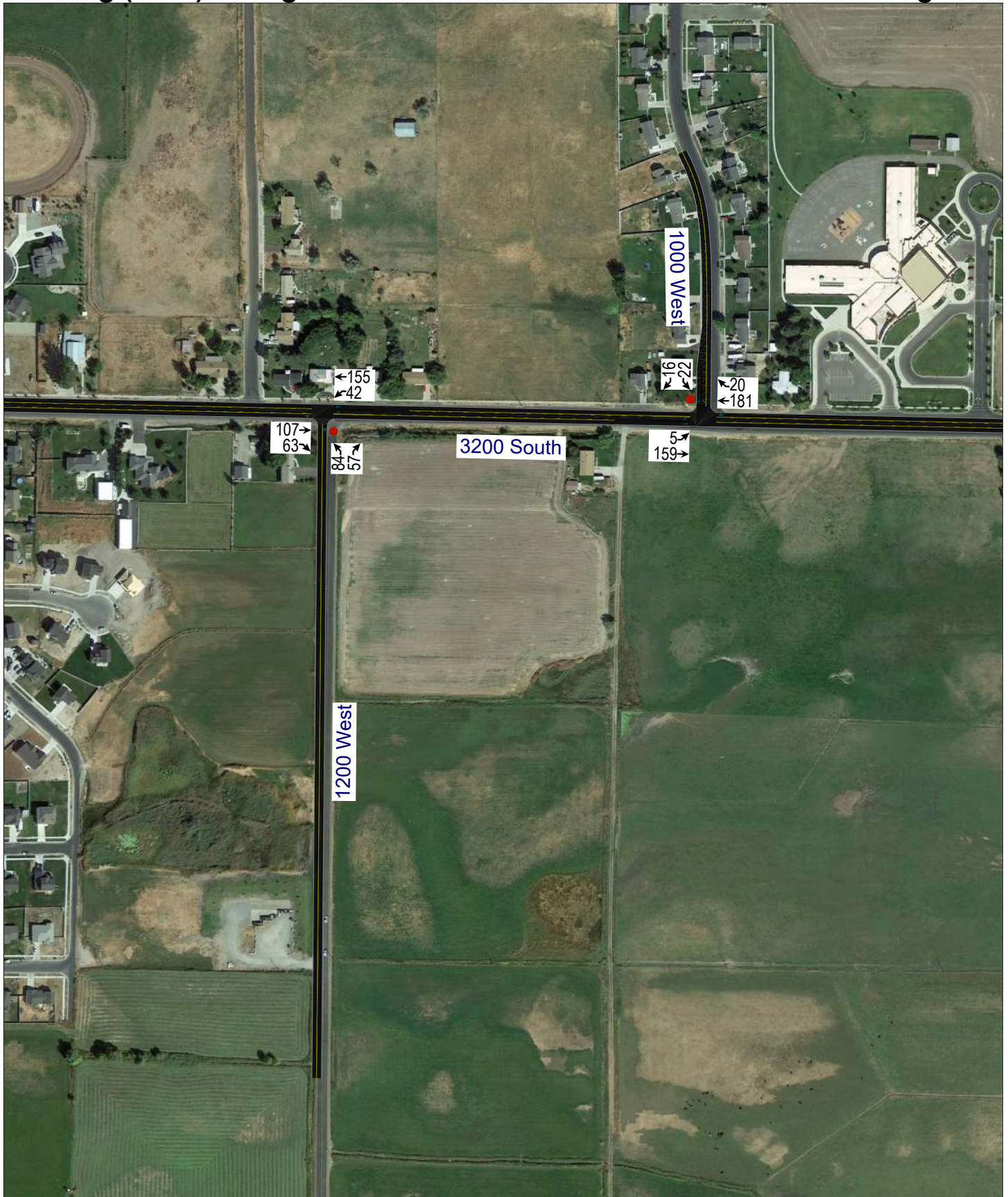
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.

**Nibley - Riggs TIS
Existing (2020) Background**

**Morning Peak Hour
Figure 3**



**Nibley - Riggs TIS
Existing (2020) Background**

**Evening Peak Hour
Figure 3b**

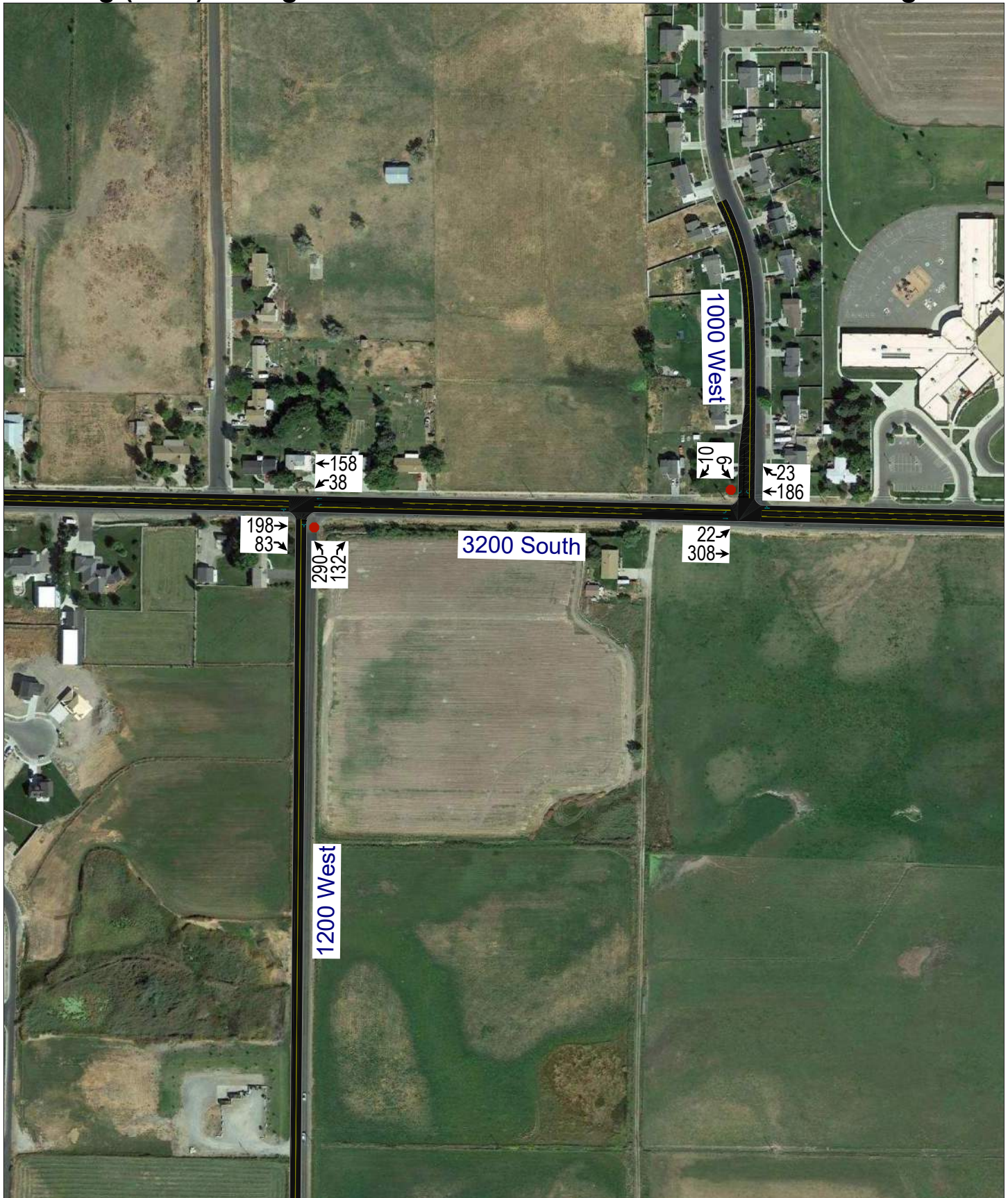


Table 2: Existing (2020) Background Morning Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
1200 West / 3200 South	NB / SB Stop	NB	15.5	C	-	-
1000 West / 3200 South	SB Stop	SB	4.9	A	-	-

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

Source: Hales Engineering, March 2020

Table 3: Existing (2020) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
1200 West / 3200 South	NB / SB Stop	NB	4.9	A	-	-
1000 West / 3200 South	SB Stop	SB	15.3	C	-	-

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

Source: Hales Engineering, March 2020

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Riggs development is located on the south side of 3200 South and on the east side of 1200 West. The development will consist of residential townhome and single-family units. A concept plan for the proposed development is provided in Appendix C.

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

- | | |
|----------------------------------|-----------|
| • Single-family detached housing | 70 Units |
| • Townhomes | 270 Units |

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip Generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- | | |
|----------------------------|-------|
| • Daily Trips: | 2,786 |
| • Morning Peak Hour Trips: | 187 |
| • Evening Peak Hour Trips: | 220 |

Table 4
Nibley - Riggs TIS
Trip Generation

Weekday Daily	# of	Unit	Trip	%	%	Trips	Trips	Total Daily
Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Trips
Single-Family Detached Housing (210)	54	Dwelling Units	590	50%	50%	295	295	590
Multifamily Housing (Low-Rise) (220)	270	Dwelling Units	2,002	50%	50%	1,001	1,001	2,002
Single-Family Detached Housing (210)	16	Dwelling Units	194	50%	50%	97	97	194
Project Total Daily Trips						1,393	1,393	2,786
Morning Peak Hour	# of	Unit	Trip	%	%	Trips	Trips	Total a.m.
Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Trips
Single-Family Detached Housing (210)	54	Dwelling Units	44	25%	75%	11	33	44
Multifamily Housing (Low-Rise) (220)	270	Dwelling Units	124	23%	77%	29	95	124
Single-Family Detached Housing (210)	16	Dwelling Units	18	25%	75%	5	14	19
Project Total a.m. Peak Hour Trips						45	142	187
Evening Peak Hour	# of	Unit	Trip	%	%	Trips	Trips	Total p.m.
Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Trips
Single-Family Detached Housing (210)	54	Dwelling Units	58	63%	37%	37	21	58
Multifamily Housing (Low-Rise) (220)	270	Dwelling Units	144	63%	37%	91	53	144
Single-Family Detached Housing (210)	16	Dwelling Units	18	63%	37%	11	7	18
Project Total p.m. Peak Hour Trips						139	81	220

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

SOURCE: Hales Engineering, March 2020

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hours are as follows:

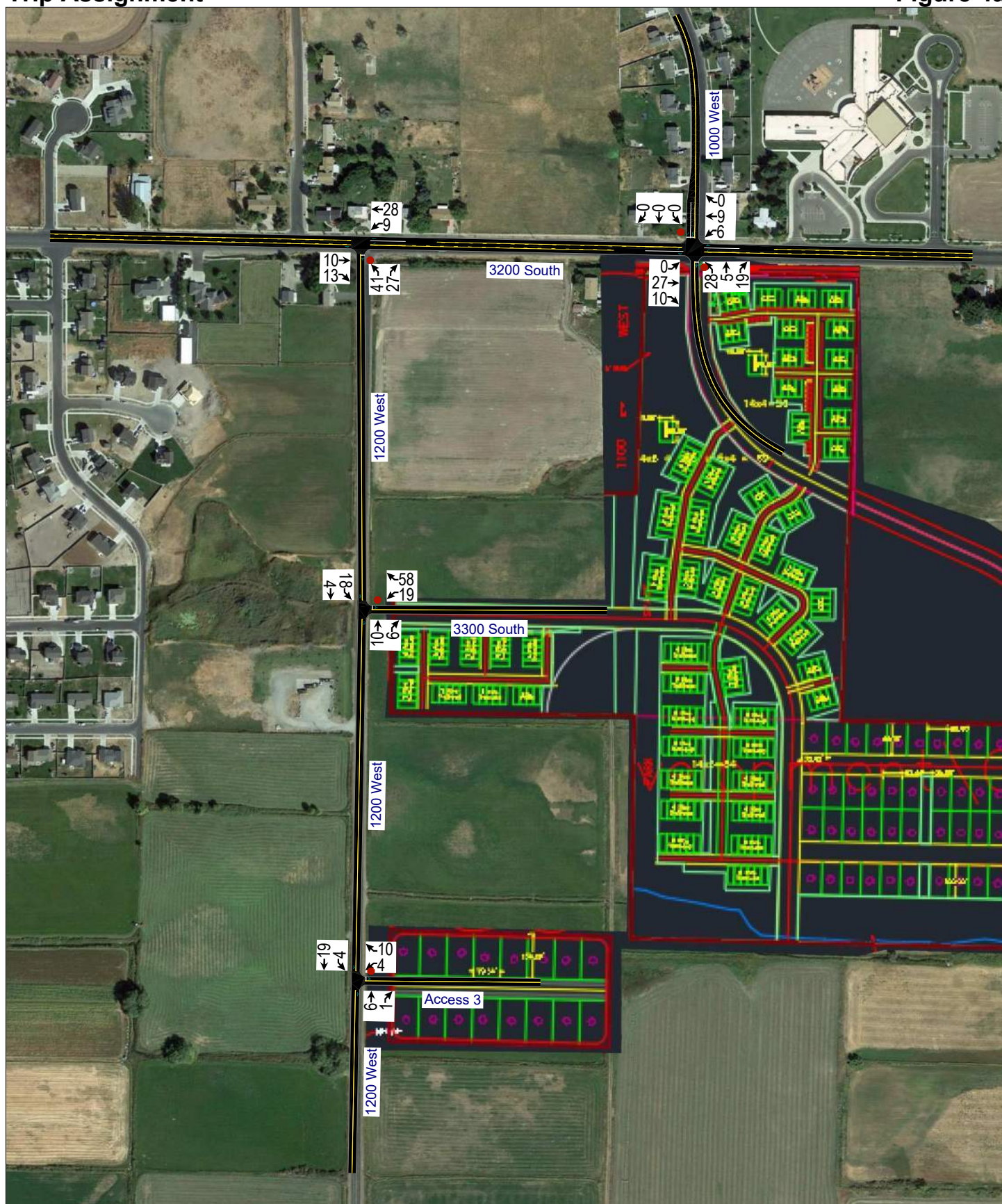
To/From Project:

- 5% North
- 20% South
- 45% West
- 30% East

These trip distribution assumptions were used to assign the morning and evening peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 4.

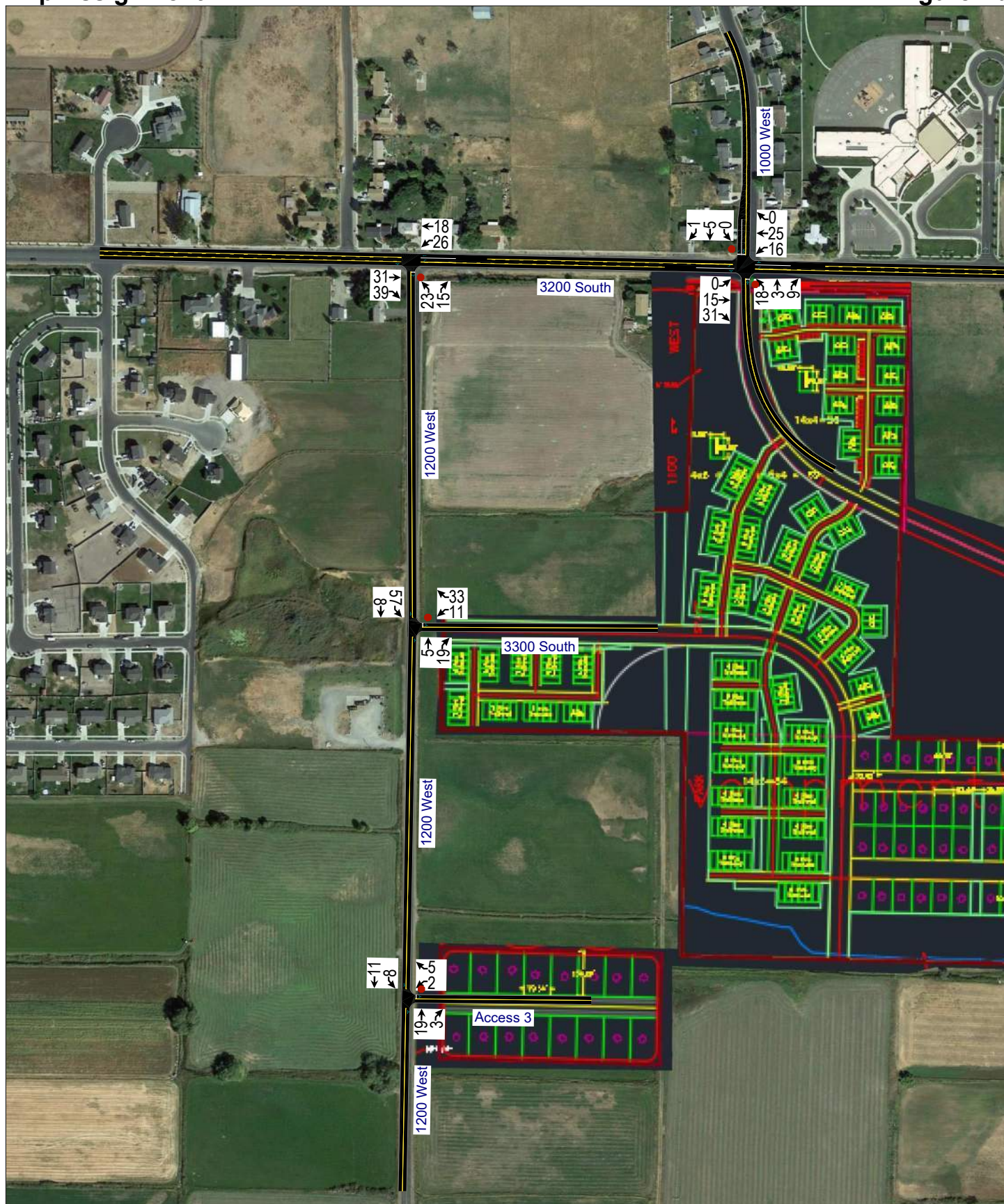
**Nibley - Riggs TIS
Trip Assignment**

**Morning Peak Hour
Figure 4a**



Nibley - Riggs TIS
Trip Assignment

Evening Peak Hour
Figure 4b



E. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

3200 South:

- Access 1 will be located at the south leg of the 1000 West / 3200 South intersection. It will run through the project as a continuation of 1000 West. It is anticipated that the access will be stop-controlled at the access.

1200 West:

- Access 2 will be located approximately 1,000 feet south of the 1200 West / 3200 West intersection. It will access the project on the east side of 1200 West. It is anticipated that the access will be stop-controlled at the access.
- Access 3 will be located approximately 2,100 feet south of the 1200 West / 3200 West intersection. It will access the project on the east side of 1200 West. It is anticipated that the access will be stop-controlled at the access.

F. Auxiliary Lane Requirements

None of the project roadways are UDOT maintained roadways. It is expected that no auxiliary lanes will be required for the proposed accesses onto 3200 South or 1200 West.

IV. EXISTING (2020) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2020) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2020) background traffic volumes to predict turning movement volumes for existing (2020) plus project conditions. Existing (2020) plus project morning and evening peak hour turning movement volumes are shown in Figure 5.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour with project traffic added, as shown in Table 5 and Table 6.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning or evening peak hour.

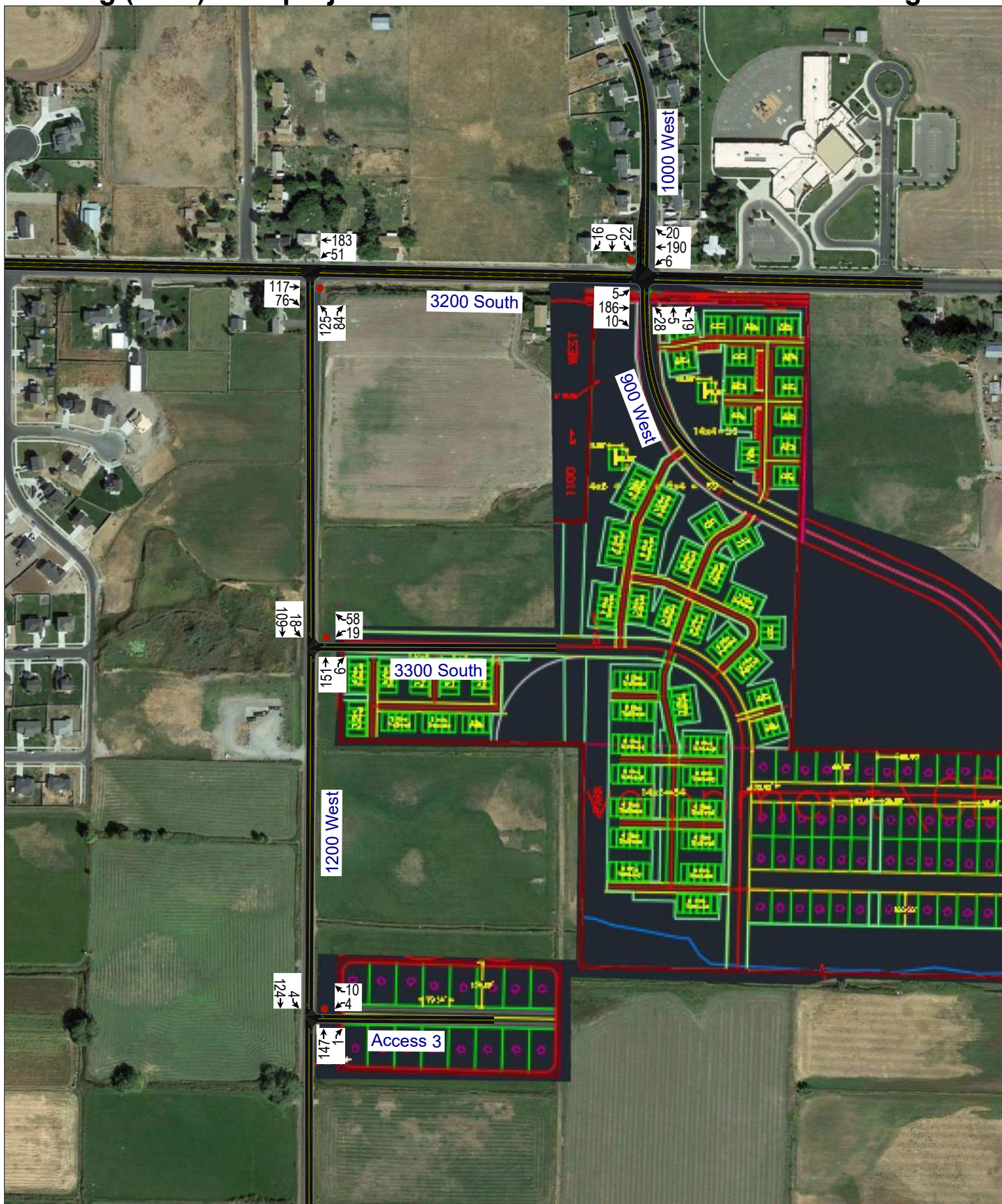
E. Mitigation Measures

No mitigation measures are recommended.

Nibley Riggs TIS

Existing (2020) Plus project

Morning Peak Hour Figure 5a



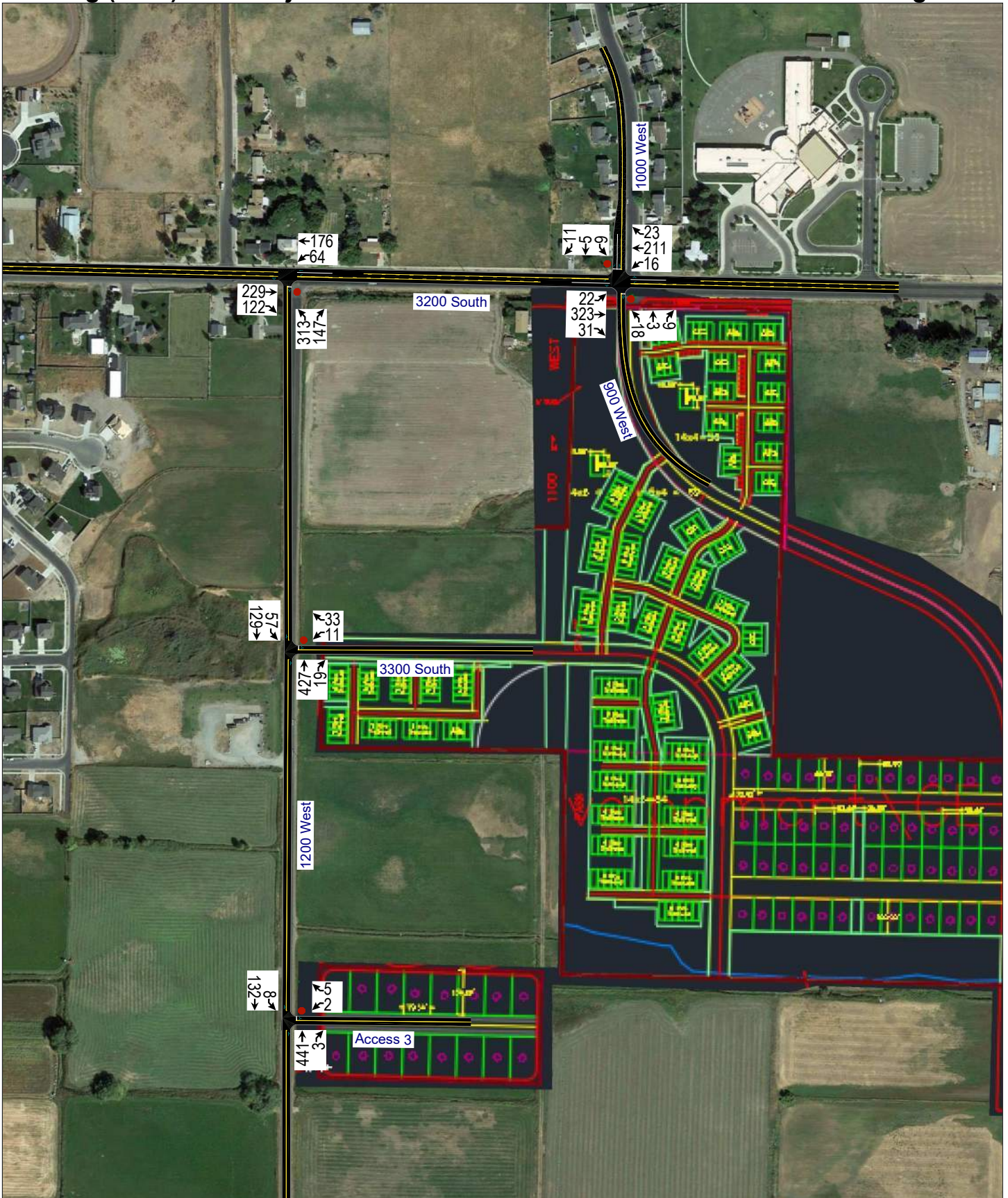


Table 5: Existing (2020) Plus Project Morning Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
1200 West / 3200 South	NB / SB Stop	NB	5.9	A	-	-
1000 West / 3200 South	NB / SB Stop	NB	5.3	A	-	-
3300 South / 1200 West	WB Stop	WB	4.1	A	-	-
Access 3 / 1200 West	WB Stop	WB	3.6	A	-	-

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

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

3. SB = Southbound approach, etc.

Source: Hales Engineering, March 2020

Table 6: Existing (2020) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
1200 West / 3200 South	NB / SB Stop	NB	32.1	D	-	-
1000 West / 3200 South	NB / SB Stop	NB	6.9	A	-	-
3300 South / 1200 West	WB Stop	WB	5.5	A	-	-
Access 3 / 1200 West	WB Stop	WB	4.1	A	-	-

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

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

3. SB = Southbound approach, etc.

Source: Hales Engineering, March 2020

V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2030 in the study area. The Nibley Riggs TMP (December 2018) plans for a realignment of 1200 West at 3200 South as a roundabout intersection by the year 2050. The current offset intersection was modeled as a four-leg roundabout intersection for future 2030 conditions. No further changes were made for the future 2030 background conditions.

C. Traffic Volumes

Hales Engineering obtained future (2030) forecasted volumes from the Cache MPO travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2030) morning and evening peak hour turning movement volumes are shown in Figure 6.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2030) background conditions, as shown in Table 7 and Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning or evening peak hour.





Table 7: Future (2030) Background Morning Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
1200 West / 3200 South	Roundabout	-	-	-	6.0	A

1000 West / 3200 South	SB Stop	SB	1.3	A	-	-
------------------------	---------	----	-----	---	---	---

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

Source: Hales Engineering, March 2020

Table 8: Future (2030) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
1200 West / 3200 South	Roundabout	-	-	-	7.3	A

1000 West / 3200 South	SB Stop	SB	5.9	A	-	-
------------------------	---------	----	-----	---	---	---

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

Source: Hales Engineering, March 2020

F. Mitigation Measures

No mitigation measures are recommended.

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2030) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2030) background traffic volumes to predict turning movement volumes for future (2030) plus project conditions. Future (2030) plus project morning and evening peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour in future (2030) plus project conditions, as shown in Table 9 and Table 10.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during either the morning or evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

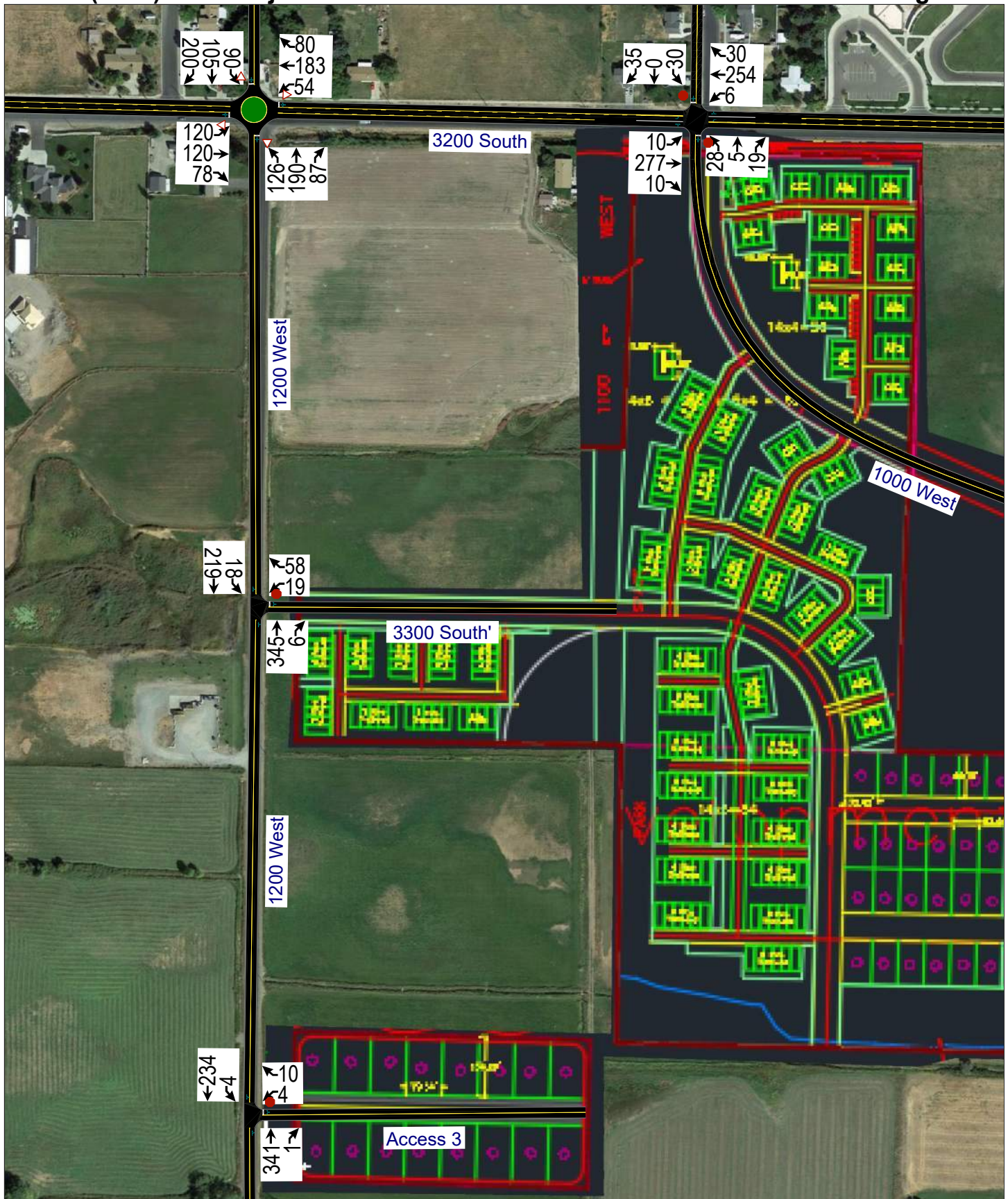




Table 9: Future (2030) Plus Project Morning Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
1200 West / 3200 South	Roundabout	-	-	-	6.5	A
1000 West / 3200 South	NB / SB Stop	NB	6.4	A	-	-
3300 South / 1200 West	WB Stop	WB	4.1	A	-	-
Access 3 / 1200 West	WB Stop	WB	2.9	A	-	-

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

Source: Hales Engineering, March 2020

Table 10: Future (2030) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
1200 West / 3200 South	Roundabout	-	-	-	6.6	A
1000 West / 3200 South	NB / SB Stop	NB	6.9	A	-	-
3300 South / 1200 West	WB Stop	WB	4.6	A	-	-
Access 3 / 1200 West	WB Stop	WB	3.4	A	-	-

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

Source: Hales Engineering, March 2020

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2030) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 11. Intersections shown in Table 11 include new intersections and existing intersections that have recommended storage length changes.

Table 11: Recommended Storage Lengths

Recommended Storage Lengths Nibley - Riggs TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
1000 West / 3200 South	-	-	-	-	50	-	50	-
Source: Hales Engineering, March 2020								

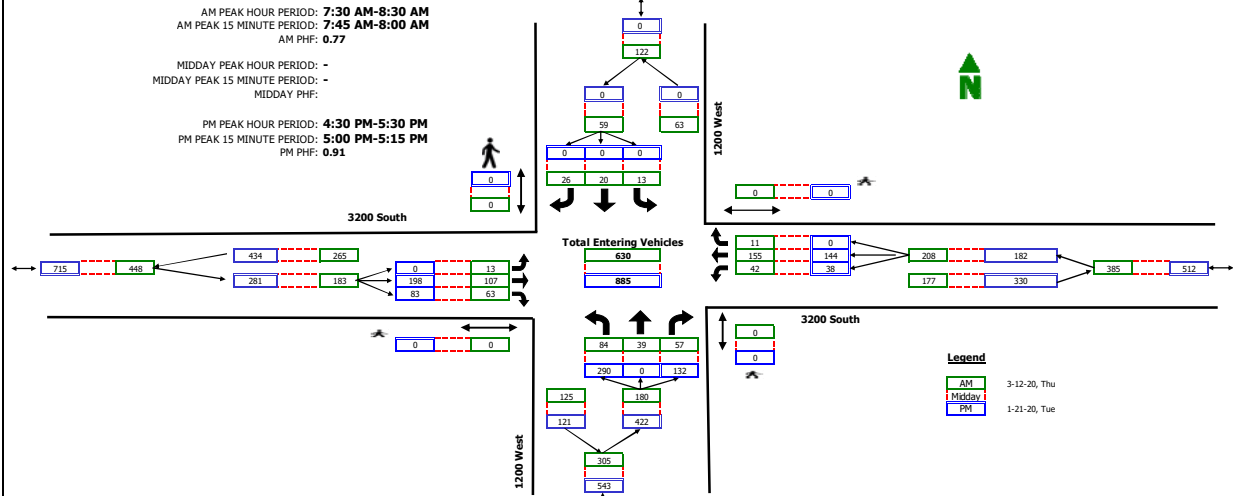
APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: 1200 West / 3200 South
North/South: 1200 West
East/West: 3200 South
Jurisdiction: Nibley
Project Title: Riggs TS
Project No: UT20-1612
Weather: Clear

Date: 1-21-20, Tue & 3-12-20, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 79.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0

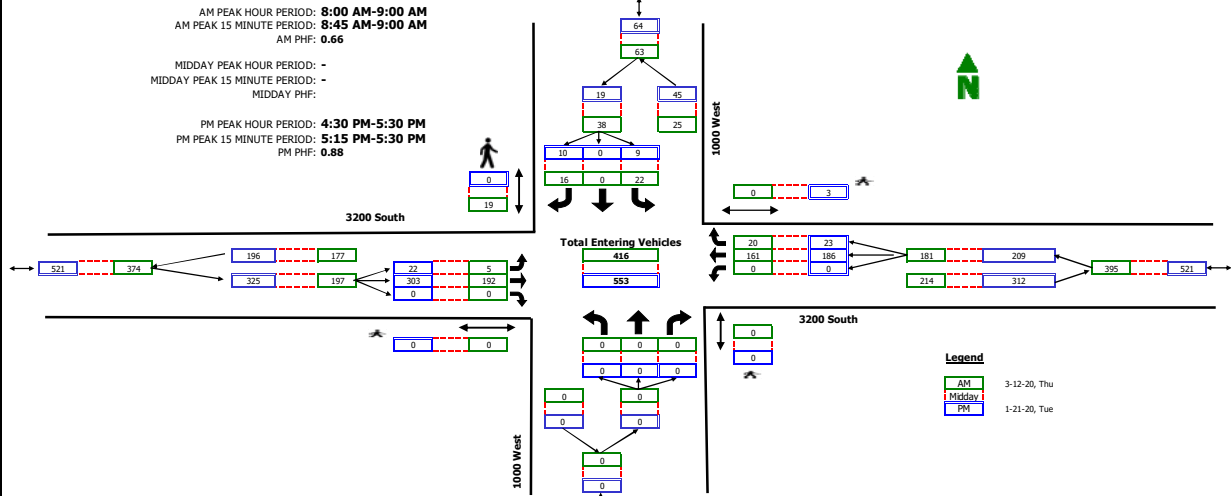


RAW COUNT SUMMARIES	1200 West Northbound				1200 West Southbound				3200 South Eastbound				3200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	14	4	6	0	0	0	5	0	1	18	9	0	10	20	1	0	88
7:15 - 7:30	4	4	4	0	3	4	5	0	4	27	4	0	10	30	1	0	95
7:30 - 7:45	20	8	14	0	4	6	5	0	3	33	14	0	16	39	4	0	166
7:45 - 8:00	34	8	23	0	8	10	9	0	5	39	15	0	9	43	1	0	204
8:00 - 8:15	19	19	15	0	0	3	8	0	4	24	14	0	9	44	5	0	164
8:15 - 8:30	11	4	5	0	1	1	4	0	1	11	20	0	8	29	1	0	96
8:30 - 8:45	13	0	15	0	5	4	0	0	0	42	11	0	4	25	3	0	122
8:45 - 9:00	8	0	22	0	11	4	1	0	3	59	5	0	10	47	5	8	175
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	52	0	15	0	0	0	0	0	0	49	23	0	9	47	0	0	195
16:30 - 16:45	96	0	25	0	0	0	0	0	0	48	18	0	8	34	0	0	229
16:45 - 17:00	49	0	27	0	0	0	0	0	0	58	15	0	6	34	0	0	189
17:00 - 17:15	77	0	39	0	0	0	0	0	0	46	30	0	11	39	0	0	242
17:15 - 17:30	68	0	41	0	0	0	0	0	0	46	20	0	13	37	0	0	225
17:30 - 17:45	30	0	15	0	0	0	0	0	0	39	15	0	4	41	0	0	144
17:45 - 18:00	14	0	6	0	0	0	0	0	0	44	14	0	9	30	0	0	117

Intersection Turning Movement Summary

Intersection: 1000 West / 3200 South
North/South: 1000 West
East/West: 3200 South
Jurisdiction: Nibley
Project Title: Riggs TS
Project No: UT20-1612
Weather: Clear

Date: 1-21-20, Tue & 3-12-20, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 79.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	1000 West Northbound				1000 West Southbound				3200 South Eastbound				3200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	1	20	0	0	0	28	4	0	53
7:15 - 7:30	0	0	0	0	0	0	6	0	1	23	0	0	0	38	3	0	71
7:30 - 7:45	0	0	0	0	0	0	3	0	1	25	0	0	0	25	0	0	54
7:45 - 8:00	0	0	0	0	3	0	1	3	3	41	0	0	0	30	5	0	83
8:00 - 8:15	0	0	0	0	5	0	3	0	3	37	0	0	0	53	1	0	102
8:15 - 8:30	0	0	0	0	4	0	4	3	1	15	0	0	0	27	4	0	55
8:30 - 8:45	0	0	0	0	8	0	6	3	1	59	0	0	0	23	5	0	102
8:45 - 9:00	0	0	0	0	5	0	3	13	0	81	0	0	0	58	10	0	157
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	13	0	4	0	6	63	0	0	0	43	4	3	133
16:15 - 16:30	0	0	0	0	3	0	3	0	5	52	0	0	0	44	4	0	111
16:30 - 16:45	0	0	0	0	3	0	1	0	8	53	0	0	0	48	4	0	117
16:45 - 17:00	0	0	0	0	0	0	3	0	1	86	0	0	0	42	11	0	143
17:00 - 17:15	0	0	0	0	1	0	3	0	4	78	0	0	0	44	5	3	135
17:15 - 17:30	0	0	0	0	5	0	3	0	9	86	0	0	0	52	3	0	158
17:30 - 17:45	0	0	0	0	1	0	5	0	6	58	0	0	0	39	3	0	112
17:45 - 18:00	0	0	0	0	5	0	0	0	5	44	0	0	0	35	5	0	94

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Nibley Riggs TS
Analysis Period: Existing (2020) Background
Time Period: Evening Peak Hour **Project #: UT20-1612**

Intersection: 1200 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	290	286	99	16.6	C
	R	132	131	99	13.2	B
	Subtotal	422	417	99	15.5	C
EB	T	198	202	102	1.5	A
	R	83	87	105	0.7	A
	Subtotal	281	289	103	1.3	A
WB	L	41	37	90	3.1	A
	T	155	156	101	0.8	A
	Subtotal	196	193	98	1.2	A
Total		899	899	100	7.9	A

Intersection: 3200 South & 1000 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	9	8	86	6.8	A
	R	10	11	107	3.5	A
	Subtotal	19	19	100	4.9	A
EB	L	22	21	97	2.8	A
	T	309	314	102	0.7	A
	Subtotal	331	335	101	0.8	A
WB	T	186	182	98	0.5	A
	R	23	26	114	0.3	A
	Subtotal	209	208	100	0.5	A
Total		559	562	101	0.8	A

1: 3200 South & 1000 West Performance by movement Interval #1 7:30

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.2	4.0	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.4	0.5	0.2	5.9	3.1	0.9
Vehicles Entered	1	38	47	5	7	5	103
Vehicles Exited	1	38	48	6	7	5	105
Hourly Exit Rate	4	152	192	24	28	20	420
Input Volume	5	159	181	20	22	16	403
% of Volume	80	96	106	120	127	125	104

1: 3200 South & 1000 West Performance by movement Interval #2 7:45

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	4.1	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.4	0.5	0.1	4.7	3.1	0.8
Vehicles Entered	1	41	45	5	6	4	102
Vehicles Exited	1	40	44	5	6	4	100
Hourly Exit Rate	4	160	176	20	24	16	400
Input Volume	5	159	181	20	22	16	403
% of Volume	80	101	97	100	109	100	99

1: 3200 South & 1000 West Performance by movement Interval #3 8:00

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	3.9	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	0.4	0.5	0.3	5.5	3.1	0.9
Vehicles Entered	1	39	44	5	6	5	100
Vehicles Exited	1	40	44	5	6	5	101
Hourly Exit Rate	4	160	176	20	24	20	404
Input Volume	5	159	181	20	22	16	403
% of Volume	80	101	97	100	109	125	100

1: 3200 South & 1000 West Performance by movement Interval #4 8:15

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.0	0.2	0.1	0.1	4.6	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		0.4	0.3	0.1	6.1	3.7	0.7
Vehicles Entered	0	41	47	4	5	3	100
Vehicles Exited	0	42	47	3	5	3	100
Hourly Exit Rate	0	168	188	12	20	12	400
Input Volume	5	159	181	20	22	16	403
% of Volume	0	106	104	60	91	75	99

1: 3200 South & 1000 West Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	4.1	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.3	0.4	0.4	0.2	5.5	3.2	0.9
Vehicles Entered	4	160	183	19	24	17	407
Vehicles Exited	4	160	182	20	24	17	407
Hourly Exit Rate	4	160	182	20	24	17	407
Input Volume	5	159	181	20	22	16	403
% of Volume	80	101	101	100	109	106	101

2: 1200 West & 3200 South Performance by movement Interval #1 7:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.0	0.4	2.5	0.5	5.6	3.3	1.9
Vehicles Entered	26	17	10	42	22	13	130
Vehicles Exited	26	17	10	41	22	14	130
Hourly Exit Rate	104	68	40	164	88	56	520
Input Volume	107	63	42	155	84	57	508
% of Volume	97	108	95	106	105	98	102

2: 1200 West & 3200 South Performance by movement Interval #2 7:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.9	0.4	2.7	0.6	5.9	3.6	1.9
Vehicles Entered	30	16	9	39	20	12	126
Vehicles Exited	30	16	9	40	20	12	127
Hourly Exit Rate	120	64	36	160	80	48	508
Input Volume	107	63	42	155	84	57	508
% of Volume	112	102	86	103	95	84	100

2: 1200 West & 3200 South Performance by movement Interval #3 8:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.1	0.3	2.4	0.4	6.2	3.2	2.0
Vehicles Entered	27	17	11	38	21	13	127
Vehicles Exited	27	18	10	38	21	13	127
Hourly Exit Rate	108	72	40	152	84	52	508
Input Volume	107	63	42	155	84	57	508
% of Volume	101	114	95	98	100	91	100

2: 1200 West & 3200 South Performance by movement Interval #4 8:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.0	0.4	2.4	0.4	5.5	3.2	1.7
Vehicles Entered	28	16	10	40	17	14	125
Vehicles Exited	27	16	10	40	17	14	124
Hourly Exit Rate	108	64	40	160	68	56	496
Input Volume	107	63	42	155	84	57	508
% of Volume	101	102	95	103	81	98	98

2: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	1.0	0.4	2.5	0.5	6.0	3.4	1.9
Vehicles Entered	110	66	40	159	81	53	509
Vehicles Exited	110	67	40	159	80	53	509
Hourly Exit Rate	110	67	40	159	80	53	509
Input Volume	107	63	42	155	84	57	508
% of Volume	103	106	95	103	95	93	100

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.1	0.1	0.1	0.1	0.4
Total Del/Veh (s)	2.7	2.7	2.8	2.4	2.7
Vehicles Entered	142	138	138	134	553
Vehicles Exited	144	137	140	133	554
Hourly Exit Rate	576	548	560	532	554
Input Volume	1461	1461	1461	1461	1461
% of Volume	39	38	38	36	38

Intersection: 1: 3200 South & 1000 West, Interval #1

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	6	33	31
Average Queue (ft)	1	20	13
95th Queue (ft)	9	45	38
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 3200 South & 1000 West, Interval #2

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	6	31	31
Average Queue (ft)	0	15	12
95th Queue (ft)	6	40	37
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 3200 South & 1000 West, Interval #3

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	6	36	31
Average Queue (ft)	1	17	14
95th Queue (ft)	9	44	39
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 3200 South & 1000 West, Interval #4

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	3	33	30
Average Queue (ft)	0	16	11
95th Queue (ft)	6	42	36
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 3200 South & 1000 West, All Intervals

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	18	38	34
Average Queue (ft)	1	17	13
95th Queue (ft)	8	43	38
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 1200 West & 3200 South, Interval #1

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	30	54
Average Queue (ft)	5	35
95th Queue (ft)	24	54
Link Distance (ft)		1642
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, Interval #2

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	28	63
Average Queue (ft)	7	35
95th Queue (ft)	27	61
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	24	59
Average Queue (ft)	0	6	35
95th Queue (ft)	5	27	61
Link Distance (ft)	862	1642	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 1200 West & 3200 South, Interval #4

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	22	64
Average Queue (ft)	5	34
95th Queue (ft)	24	58
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	35	79
Average Queue (ft)	0	6	35
95th Queue (ft)	2	25	59
Link Distance (ft)	862		1642
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Nibley Riggs TS
Analysis Period: Existing (2020) Background PM
Time Period: Evening Peak Hour **Project #:** UT20-1612

Intersection: 3200 South & 1000 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	9	8	89	7.1	A
	R	10	10	100	3.2	A
	Subtotal	19	18	95	4.9	A
EB	L	22	21	95	2.7	A
	T	309	316	102	0.7	A
	Subtotal	331	337	102	0.8	A
WB	T	186	181	97	0.5	A
	R	23	21	91	0.3	A
	Subtotal	209	202	97	0.5	A
Total		559	557	100	0.8	A

Intersection: 1200 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	290	291	100	16.4	C
	R	132	128	97	12.8	B
	Subtotal	422	419	99	15.3	C
EB	T	198	208	105	1.7	A
	R	83	91	110	0.7	A
	Subtotal	281	299	106	1.4	A
WB	L	38	33	87	3.1	A
	T	158	158	100	0.9	A
	Subtotal	196	191	97	1.3	A
Total		899	909	101	7.8	A

1: 3200 South & 1000 West Performance by movement Interval #1 5:30

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.1	4.5	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	0.7	0.5	0.3	9.3	3.1	0.8
Vehicles Entered	6	77	46	5	2	3	139
Vehicles Exited	6	77	46	5	2	3	139
Hourly Exit Rate	24	308	184	20	8	12	556
Input Volume	22	309	186	23	9	10	559
% of Volume	109	100	99	87	89	120	99

1: 3200 South & 1000 West Performance by movement Interval #2 5:45

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.1	3.8	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	0.6	0.4	0.4	6.1	2.8	0.7
Vehicles Entered	5	79	44	4	2	2	136
Vehicles Exited	5	80	45	4	2	2	138
Hourly Exit Rate	20	320	180	16	8	8	552
Input Volume	22	309	186	23	9	10	559
% of Volume	91	104	97	70	89	80	99

1: 3200 South & 1000 West Performance by movement Interval #3 6:00

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1	4.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	0.7	0.5	0.3	5.9	3.3	0.8
Vehicles Entered	5	80	46	6	2	3	142
Vehicles Exited	5	79	46	6	2	3	141
Hourly Exit Rate	20	316	184	24	8	12	564
Input Volume	22	309	186	23	9	10	559
% of Volume	91	102	99	104	89	120	101

1: 3200 South & 1000 West Performance by movement Interval #4 6:15

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1	4.7	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.7	0.5	0.2	7.0	3.4	0.9
Vehicles Entered	6	81	46	6	3	2	144
Vehicles Exited	5	80	45	6	3	2	141
Hourly Exit Rate	20	320	180	24	12	8	564
Input Volume	22	309	186	23	9	10	559
% of Volume	91	104	97	104	133	80	101

1: 3200 South & 1000 West Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	4.3	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.7	0.7	0.5	0.3	7.1	3.2	0.8
Vehicles Entered	21	316	181	21	9	10	558
Vehicles Exited	21	316	181	21	8	10	557
Hourly Exit Rate	21	316	181	21	8	10	557
Input Volume	22	309	186	23	9	10	559
% of Volume	95	102	97	91	89	100	100

2: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.3	0.4	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.1	0.5
Total Del/Veh (s)	1.8	0.7	2.5	0.8	16.7	13.4	8.2
Vehicles Entered	48	23	8	41	76	33	229
Vehicles Exited	48	23	8	41	77	34	231
Hourly Exit Rate	192	92	32	164	308	136	924
Input Volume	198	83	38	158	290	132	899
% of Volume	97	111	84	104	106	103	103

2: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.3	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.5
Total Del/Veh (s)	1.5	0.7	3.8	0.9	15.7	12.0	7.6
Vehicles Entered	52	21	9	38	73	31	224
Vehicles Exited	52	21	9	38	72	31	223
Hourly Exit Rate	208	84	36	152	288	124	892
Input Volume	198	83	38	158	290	132	899
% of Volume	105	101	95	96	99	94	99

2: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.3	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.5
Total Del/Veh (s)	1.6	0.6	3.4	0.9	15.3	11.8	7.4
Vehicles Entered	53	23	8	40	72	32	228
Vehicles Exited	53	23	8	40	73	32	229
Hourly Exit Rate	212	92	32	160	292	128	916
Input Volume	198	83	38	158	290	132	899
% of Volume	107	111	84	101	101	97	102

2: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.4	0.4	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.1	0.5
Total Del/Veh (s)	1.7	0.7	2.8	0.8	15.5	12.0	7.3
Vehicles Entered	55	23	9	38	70	32	227
Vehicles Exited	55	23	8	38	69	32	225
Hourly Exit Rate	220	92	32	152	276	128	900
Input Volume	198	83	38	158	290	132	899
% of Volume	111	111	84	96	95	97	100

2: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.3	0.4	0.2
Total Delay (hr)	0.1	0.0	0.0	0.0	1.3	0.5	2.0
Total Del/Veh (s)	1.7	0.7	3.1	0.9	16.4	12.8	7.8
Vehicles Entered	209	90	34	158	291	128	910
Vehicles Exited	208	91	33	158	291	128	909
Hourly Exit Rate	208	91	33	158	291	128	909
Input Volume	198	83	38	158	290	132	899
% of Volume	105	110	87	100	100	97	101

Total Network Performance By Interval

Interval Start	5:30	5:45	6:00	6:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.6	0.6	0.6	0.5	2.3
Total Del/Veh (s)	8.8	8.2	8.0	7.9	8.6
Vehicles Entered	236	229	237	237	940
Vehicles Exited	238	231	236	231	938
Hourly Exit Rate	952	924	944	924	938
Input Volume	2389	2389	2389	2389	2389
% of Volume	40	39	40	39	39

Intersection: 1: 3200 South & 1000 West, Interval #1

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	21	30	31
Average Queue (ft)	5	8	11
95th Queue (ft)	22	31	35
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 3200 South & 1000 West, Interval #2

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	18	25	28
Average Queue (ft)	3	8	7
95th Queue (ft)	19	30	28
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 3200 South & 1000 West, Interval #3

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	21	30	28
Average Queue (ft)	4	7	10
95th Queue (ft)	20	29	33
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 3200 South & 1000 West, Interval #4

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	15	28	28
Average Queue (ft)	4	10	7
95th Queue (ft)	21	34	29
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 3200 South & 1000 West, All Intervals

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	31	36	31
Average Queue (ft)	4	8	9
95th Queue (ft)	21	31	31
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 1200 West & 3200 South, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	25	183
Average Queue (ft)	0	5	109
95th Queue (ft)	5	24	203
Link Distance (ft)	862		1642
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 1200 West & 3200 South, Interval #2

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	33	170
Average Queue (ft)	12	98
95th Queue (ft)	37	169
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, Interval #3

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	37	170
Average Queue (ft)	8	104
95th Queue (ft)	32	186
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, Interval #4

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	174
Average Queue (ft)	8	99
95th Queue (ft)	33	175
Link Distance (ft)	1642	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	41	233
Average Queue (ft)	0	8	103
95th Queue (ft)	2	32	184
Link Distance (ft)	862		1642
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Nibley Riggs
Analysis Period: Existing (2020) Plus Project AM
Time Period: Evening Peak Hour **Project #: UT20-1612**

Intersection: 900 West/1000 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	28	100	6.2	A
	T	5	5	100	6.6	A
	R	19	21	111	3.7	A
	Subtotal	52	54	104	5.3	A
SB	L	22	23	105	6.2	A
	R	16	13	81	3.2	A
	Subtotal	38	36	95	5.1	A
EB	L	5	5	100	2.0	A
	T	187	192	103	0.6	A
	R	10	11	110	0.4	A
	Subtotal	202	208	103	0.6	A
WB	L	6	5	83	2.5	A
	T	190	192	101	0.6	A
	R	20	22	110	0.3	A
	Subtotal	216	219	101	0.6	A
Total		508	517	102	1.4	A

Intersection: 1200 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	125	121	97	7.3	A
	R	84	90	107	4.1	A
	Subtotal	209	211	101	5.9	A
EB	T	117	116	99	1.1	A
	R	76	75	99	0.5	A
	Subtotal	193	191	99	0.9	A
WB	L	51	53	104	2.7	A
	T	183	182	99	0.7	A
	Subtotal	234	235	100	1.2	A
Total		636	637	100	2.7	A

SimTraffic LOS Report

Project: Nibley Riggs
Analysis Period: Existing (2020) Plus Project AM
Time Period: Evening Peak Hour **Project #: UT20-1612**

Intersection: 1200 West & 3300 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	152	151	99	0.6	A
	R	6	6	100	0.2	A
	Subtotal	158	157	99	0.6	A
SB	L	18	17	94	1.1	A
	T	109	111	102	0.6	A
	Subtotal	127	128	101	0.7	A
WB	L	19	18	95	5.7	A
	R	58	62	107	3.6	A
	Subtotal	77	80	104	4.1	A
Total		362	365	101	1.4	A

Intersection: 1200 West & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	147	144	98	0.2	A
	R	1	1	100	0.1	A
	Subtotal	148	145	98	0.2	A
SB	L	4	4	100	1.0	A
	T	124	125	101	0.4	A
	Subtotal	128	129	101	0.4	A
WB	L	4	5	125	4.8	A
	R	10	12	120	3.1	A
	Subtotal	14	17	121	3.6	A
Total		290	291	100	0.5	A

1: 900 West/1000 West & 3200 South Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	0.2	0.1	0.1	0.1	0.1	4.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	0.6	0.4	2.7	0.5	0.3	5.3	4.8	4.4	6.5	3.5	1.4
Vehicles Entered	1	48	2	1	47	6	7	2	5	5	3	127
Vehicles Exited	1	48	2	1	46	6	7	2	5	5	3	126
Hourly Exit Rate	4	192	8	4	184	24	28	8	20	20	12	504
Input Volume	5	187	10	6	190	20	28	5	19	22	16	508
% of Volume	80	103	80	67	97	120	100	160	105	91	75	99

1: 900 West/1000 West & 3200 South Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.2	0.2	0.2	0.1	0.1	0.2	3.7	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.2	0.5	0.5	1.8	0.6	0.2	6.9	5.1	4.2	6.0	3.1	1.5
Vehicles Entered	1	45	3	2	51	4	7	2	5	6	4	130
Vehicles Exited	1	46	2	2	52	4	7	2	5	6	4	131
Hourly Exit Rate	4	184	8	8	208	16	28	8	20	24	16	524
Input Volume	5	187	10	6	190	20	28	5	19	22	16	508
% of Volume	80	98	80	133	109	80	100	160	105	109	100	103

1: 900 West/1000 West & 3200 South Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.4	0.2	0.3	0.2	0.1	0.1	0.2	4.3	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	0.6	0.3	1.9	0.7	0.3	6.0	8.1	3.2	6.6	3.4	1.4
Vehicles Entered	2	48	3	2	48	5	7	1	5	6	3	130
Vehicles Exited	2	49	3	2	48	5	8	1	5	6	3	132
Hourly Exit Rate	8	196	12	8	192	20	32	4	20	24	12	528
Input Volume	5	187	10	6	190	20	28	5	19	22	16	508
% of Volume	160	105	120	133	101	100	114	80	105	109	75	104

1: 900 West/1000 West & 3200 South Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.2	0.2	0.2	0.1	0.1	0.1	0.1	4.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	0.7	0.5	2.5	0.5	0.3	5.8	4.9	3.7	5.8	2.8	1.3
Vehicles Entered	1	51	3	1	46	6	7	1	5	6	4	131
Vehicles Exited	1	50	3	1	46	6	7	1	5	6	4	130
Hourly Exit Rate	4	200	12	4	184	24	28	4	20	24	16	520
Input Volume	5	187	10	6	190	20	28	5	19	22	16	508
% of Volume	80	107	120	67	97	120	100	80	105	109	100	102

1: 900 West/1000 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	0.2	0.1	0.1	0.1	0.2	4.0	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	2.0	0.6	0.4	2.5	0.6	0.3	6.2	6.6	3.7	6.2	3.2	1.4
Vehicles Entered	4	192	11	5	193	21	28	5	21	23	14	517
Vehicles Exited	5	192	11	5	192	22	28	5	21	23	13	517
Hourly Exit Rate	5	192	11	5	192	22	28	5	21	23	13	517
Input Volume	5	187	10	6	190	20	28	5	19	22	16	508
% of Volume	100	103	110	83	101	110	100	100	111	105	81	102

2: 1200 West & 3200 South Performance by movement Interval #1 7:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.1	0.7	2.7	0.7	7.4	4.1	2.7
Vehicles Entered	29	18	12	45	31	22	157
Vehicles Exited	29	18	12	45	31	22	157
Hourly Exit Rate	116	72	48	180	124	88	628
Input Volume	117	76	51	183	125	84	636
% of Volume	99	95	94	98	99	105	99

2: 1200 West & 3200 South Performance by movement Interval #2 7:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.2	0.5	2.6	0.8	7.0	3.6	2.5
Vehicles Entered	26	20	14	49	28	22	159
Vehicles Exited	26	19	14	49	28	23	159
Hourly Exit Rate	104	76	56	196	112	92	636
Input Volume	117	76	51	183	125	84	636
% of Volume	89	100	110	107	90	110	100

2: 1200 West & 3200 South Performance by movement Interval #3 8:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.2	0.4	2.5	0.8	7.2	4.0	2.7
Vehicles Entered	29	18	13	45	32	22	159
Vehicles Exited	30	18	13	45	32	22	160
Hourly Exit Rate	120	72	52	180	128	88	640
Input Volume	117	76	51	183	125	84	636
% of Volume	103	95	102	98	102	105	101

2: 1200 West & 3200 South Performance by movement Interval #4 8:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.1	0.5	2.7	0.7	6.8	4.5	2.6
Vehicles Entered	32	19	14	42	30	23	160
Vehicles Exited	32	19	14	42	30	22	159
Hourly Exit Rate	128	76	56	168	120	88	636
Input Volume	117	76	51	183	125	84	636
% of Volume	109	100	110	92	96	105	100

2: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.1	0.5
Total Del/Veh (s)	1.1	0.5	2.7	0.7	7.3	4.1	2.7
Vehicles Entered	116	75	52	182	122	90	637
Vehicles Exited	116	75	53	182	121	90	637
Hourly Exit Rate	116	75	53	182	121	90	637
Input Volume	117	76	51	183	125	84	636
% of Volume	99	99	104	99	97	107	100

3: 1200 West & 3300 South Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	3.5	0.6	0.0	1.1	0.7	1.4
Vehicles Entered	4	16	38	2	4	26	90
Vehicles Exited	4	16	38	1	4	26	89
Hourly Exit Rate	16	64	152	4	16	104	356
Input Volume	19	58	152	6	18	109	362
% of Volume	84	110	100	67	89	95	98

3: 1200 West & 3300 South Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	3.1	0.6	0.2	1.1	0.7	1.3
Vehicles Entered	4	15	37	2	5	28	91
Vehicles Exited	4	15	36	2	5	28	90
Hourly Exit Rate	16	60	144	8	20	112	360
Input Volume	19	58	152	6	18	109	362
% of Volume	84	103	95	133	111	103	99

3: 1200 West & 3300 South Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	3.4	0.5	0.1	0.8	0.4	1.3
Vehicles Entered	6	15	39	2	3	28	93
Vehicles Exited	6	16	39	1	4	28	94
Hourly Exit Rate	24	64	156	4	16	112	376
Input Volume	19	58	152	6	18	109	362
% of Volume	126	110	103	67	89	103	104

3: 1200 West & 3300 South Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	3.9	0.5	0.2	1.3	0.5	1.4
Vehicles Entered	5	16	37	1	4	29	92
Vehicles Exited	5	16	37	1	4	29	92
Hourly Exit Rate	20	64	148	4	16	116	368
Input Volume	19	58	152	6	18	109	362
% of Volume	105	110	97	67	89	106	102

3: 1200 West & 3300 South Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.7	3.6	0.6	0.2	1.1	0.6	1.4
Vehicles Entered	18	62	151	6	17	111	365
Vehicles Exited	18	62	151	6	17	111	365
Hourly Exit Rate	18	62	151	6	17	111	365
Input Volume	19	58	152	6	18	109	362
% of Volume	95	107	99	100	94	102	101

4: 1200 West & Access 3 Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	3.3	0.3		1.0	0.4	0.6
Vehicles Entered	1	3	36	0	1	29	70
Vehicles Exited	1	3	36	0	1	29	70
Hourly Exit Rate	4	12	144	0	4	116	280
Input Volume	4	10	147	1	4	124	290
% of Volume	100	120	98	0	100	94	97

4: 1200 West & Access 3 Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	3.3	0.3		1.0	0.5	0.5
Vehicles Entered	1	2	36	0	2	30	71
Vehicles Exited	1	2	36	0	2	31	72
Hourly Exit Rate	4	8	144	0	8	124	288
Input Volume	4	10	147	1	4	124	290
% of Volume	100	80	98	0	200	100	99

4: 1200 West & Access 3 Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2			0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	2.6	0.2			0.3	0.5
Vehicles Entered	1	4	37	0	0	33	75
Vehicles Exited	2	4	37	0	0	33	76
Hourly Exit Rate	8	16	148	0	0	132	304
Input Volume	4	10	147	1	4	124	290
% of Volume	200	160	101	0	0	106	105

4: 1200 West & Access 3 Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	3.3	0.2		0.7	0.4	0.5
Vehicles Entered	1	3	35	0	1	33	73
Vehicles Exited	1	3	35	0	1	33	73
Hourly Exit Rate	4	12	140	0	4	132	292
Input Volume	4	10	147	1	4	124	290
% of Volume	100	120	95	0	100	106	101

4: 1200 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.4	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	3.1	0.2	0.1	1.0	0.4	0.5
Vehicles Entered	5	12	144	1	4	125	291
Vehicles Exited	5	12	144	1	4	125	291
Hourly Exit Rate	5	12	144	1	4	125	291
Input Volume	4	10	147	1	4	124	290
% of Volume	125	120	98	100	100	101	100

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.2	0.2	0.2	0.2	0.9
Total Del/Veh (s)	4.4	4.2	4.4	4.3	4.5
Vehicles Entered	183	185	187	187	745
Vehicles Exited	183	184	190	188	747
Hourly Exit Rate	732	736	760	752	747
Input Volume	2534	2534	2534	2534	2534
% of Volume	29	29	30	30	29

Arterial Level of Service: EB 3200 South, Interval #0 7:15

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1200 West	2	-	-	0.2	-
900 West	1	-	-	0.2	-
Total		-	-	0.3	-

Arterial Level of Service: EB 3200 South, Interval #1 7:30

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1200 West	2	1.1	17.4	0.2	35
900 West	1	0.6	18.1	0.2	36
Total		1.6	35.5	0.3	36

Arterial Level of Service: EB 3200 South, Interval #2 7:45

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1200 West	2	1.2	18.3	0.2	34
900 West	1	0.5	18.0	0.2	36
Total		1.7	36.3	0.3	35

Arterial Level of Service: EB 3200 South, Interval #3 8:00

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1200 West	2	1.2	18.1	0.2	34
900 West	1	0.7	19.1	0.2	34
Total		1.9	37.2	0.3	34

Arterial Level of Service: EB 3200 South, Interval #4 8:15

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1200 West	2	1.1	17.9	0.2	35
900 West	1	0.7	18.4	0.2	35
Total		1.8	36.2	0.3	35

Arterial Level of Service: EB 3200 South, Entire Run

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1200 West	2	1.1	18.2	0.2	34
900 West	1	0.6	19.1	0.2	34
Total		1.8	37.3	0.3	34

Arterial Level of Service: WB 3200 South, Interval #0 7:15

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1000 West	1	-	-	0.2	-
1200 West	2	-	-	0.2	-
Total		-	-	0.3	-

Arterial Level of Service: WB 3200 South, Interval #1 7:30

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1000 West	1	0.5	15.5	0.2	36
1200 West	2	0.6	18.6	0.2	35
Total		1.1	34.1	0.3	35

Arterial Level of Service: WB 3200 South, Interval #2 7:45

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1000 West	1	0.6	15.8	0.2	35
1200 West	2	0.7	19.2	0.2	34
Total		1.3	35.0	0.3	34

Arterial Level of Service: WB 3200 South, Interval #3 8:00

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1000 West	1	0.7	16.1	0.2	34
1200 West	2	0.7	19.2	0.2	34
Total		1.4	35.3	0.3	34

Arterial Level of Service: WB 3200 South, Interval #4 8:15

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1000 West	1	0.5	15.7	0.2	35
1200 West	2	0.6	19.1	0.2	34
Total		1.1	34.8	0.3	34

Arterial Level of Service: WB 3200 South, Entire Run

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
1000 West	1	0.6	15.9	0.2	35
1200 West	2	0.7	19.4	0.2	33
Total		1.3	35.3	0.3	34

Arterial Level of Service: NB 1200 West, Interval #0 7:15

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Access 3	4	-	-	0.1	-
3300 South	3	-	-	0.2	-
3200 South	2	-	-	0.2	-
Total		-	-	0.5	-

Arterial Level of Service: NB 1200 West, Interval #1 7:30

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Access 3	4	0.3	9.5	0.1	51
3300 South	3	0.6	14.8	0.2	49
3200 South	2	7.9	25.9	0.2	28
Total		8.8	50.2	0.5	39

Arterial Level of Service: NB 1200 West, Interval #2 7:45

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Access 3	4	0.3	9.6	0.1	51
3300 South	3	0.6	14.7	0.2	49
3200 South	2	7.4	25.5	0.2	29
Total		8.2	49.8	0.5	39

Arterial Level of Service: NB 1200 West, Interval #3 8:00

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Access 3	4	0.2	9.7	0.1	51
3300 South	3	0.5	14.9	0.2	49
3200 South	2	7.3	25.4	0.2	29
Total		8.0	50.0	0.5	39

Arterial Level of Service: NB 1200 West, Interval #4 8:15

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Access 3	4	0.2	9.5	0.1	52
3300 South	3	0.5	14.8	0.2	49
3200 South	2	6.7	25.1	0.2	29
Total		7.4	49.4	0.5	39

Arterial Level of Service: NB 1200 West, Entire Run

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Access 3	4	0.2	9.6	0.1	51
3300 South	3	0.6	15.0	0.2	48
3200 South	2	7.6	26.3	0.2	28
Total		8.4	51.0	0.5	38

Arterial Level of Service: SB 1200 West, Interval #0 7:15

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
3300 South	3	-	-	0.2	-
Access 3	4	-	-	0.2	-
Total		-	-	0.4	-

Arterial Level of Service: SB 1200 West, Interval #1 7:30

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
3300 South	3	0.5	19.7	0.2	37
Access 3	4	0.3	14.4	0.2	50
Total		0.8	34.1	0.4	43

Arterial Level of Service: SB 1200 West, Interval #2 7:45

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
3300 South	3	0.4	20.6	0.2	35
Access 3	4	0.4	14.9	0.2	49
Total		0.8	35.5	0.4	41

Arterial Level of Service: SB 1200 West, Interval #3 8:00

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
3300 South	3	0.3	20.2	0.2	36
Access 3	4	0.2	14.6	0.2	50
Total		0.5	34.9	0.4	42

Arterial Level of Service: SB 1200 West, Interval #4 8:15

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
3300 South	3	0.4	20.1	0.2	36
Access 3	4	0.3	14.9	0.2	49
Total		0.7	35.0	0.4	42

Arterial Level of Service: SB 1200 West, Entire Run

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
3300 South	3	0.4	21.1	0.2	35
Access 3	4	0.3	14.8	0.2	49
Total		0.7	35.9	0.4	41

Intersection: 1: 900 West/1000 West & 3200 South, Interval #1

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	7	6	44	35	31
Average Queue (ft)	1	1	28	15	11
95th Queue (ft)	7	11	52	42	35
Link Distance (ft)			642	649	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: 900 West/1000 West & 3200 South, Interval #2

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	TR	LTR	LT	R
Maximum Queue (ft)	7	11	2	52	40	31
Average Queue (ft)	1	2	0	31	18	12
95th Queue (ft)	8	12	0	56	46	37
Link Distance (ft)			768	642	649	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100				100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1: 900 West/1000 West & 3200 South, Interval #3

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	4	11	43	46	28
Average Queue (ft)	1	2	30	21	11
95th Queue (ft)	7	13	51	52	35
Link Distance (ft)			642	649	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: 900 West/1000 West & 3200 South, Interval #4

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	2	8	38	46	31
Average Queue (ft)	0	1	26	16	12
95th Queue (ft)	5	9	48	46	36
Link Distance (ft)			642	649	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: 900 West/1000 West & 3200 South, All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	TR	LTR	LT	R
Maximum Queue (ft)	16	23	2	60	58	31
Average Queue (ft)	1	1	0	29	18	11
95th Queue (ft)	7	11	0	52	47	36
Link Distance (ft)			768	642	649	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100				100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: 1200 West & 3200 South, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	36	79
Average Queue (ft)	0	10	44
95th Queue (ft)	5	38	72
Link Distance (ft)	862		1016
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 1200 West & 3200 South, Interval #2

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	28	72
Average Queue (ft)	7	46
95th Queue (ft)	28	71
Link Distance (ft)	1016	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, Interval #3

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	31	70
Average Queue (ft)	8	46
95th Queue (ft)	30	75
Link Distance (ft)	1016	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	31	80
Average Queue (ft)	0	10	48
95th Queue (ft)	4	34	83
Link Distance (ft)	862	1016	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 1200 West & 3200 South, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	4	39	94
Average Queue (ft)	0	9	46
95th Queue (ft)	3	33	76
Link Distance (ft)	862		1016
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 1200 West & 3300 South, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	68	5
Average Queue (ft)	37	1
95th Queue (ft)	63	8
Link Distance (ft)	674	1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	56	11
Average Queue (ft)	35	3
95th Queue (ft)	57	16
Link Distance (ft)	674	1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	10
Average Queue (ft)	36	1
95th Queue (ft)	58	11
Link Distance (ft)	674	1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	59	15
Average Queue (ft)	38	2
95th Queue (ft)	67	17
Link Distance (ft)	674	1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	77	23
Average Queue (ft)	36	2
95th Queue (ft)	61	14
Link Distance (ft)	674	1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	8
Average Queue (ft)	15	1
95th Queue (ft)	40	10
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	5
Average Queue (ft)	11	1
95th Queue (ft)	35	9
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	3
Average Queue (ft)	15	0
95th Queue (ft)	40	6
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	2
Average Queue (ft)	13	0
95th Queue (ft)	38	5
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	16
Average Queue (ft)	13	1
95th Queue (ft)	38	8
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Nibley Riggs TS
Analysis Period: Existing (2020) Plus Project
Time Period: Evening Peak Hour **Project #: UT20-1612**

Intersection: 1200 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	313	325	104	35.9	E
	R	147	146	99	31.4	D
	Subtotal	460	471	102	34.5	D
EB	T	229	232	101	2.2	A
	R	122	129	106	0.9	A
	Subtotal	351	361	103	1.7	A
WB	L	67	69	103	4.1	A
	T	175	176	101	1.1	A
	Subtotal	242	245	101	1.9	A
Total		1,053	1,077	102	16.2	C

Intersection: 900 West/1000 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	18	18	101	7.5	A
	T	3	4	133	6.7	A
	R	9	11	119	4.0	A
	Subtotal	30	33	110	6.2	A
SB	L	9	10	108	7.2	A
	T	5	7	133	7.6	A
	R	11	12	112	3.7	A
	Subtotal	25	29	116	5.8	A
EB	L	22	22	100	2.8	A
	T	326	330	101	1.2	A
	R	31	30	96	0.8	A
	Subtotal	379	382	101	1.3	A
WB	L	16	14	89	2.6	A
	T	211	212	101	0.6	A
	R	23	25	109	0.3	A
	Subtotal	250	251	100	0.7	A
Total		684	695	102	1.5	A

SimTraffic LOS Report

Project: Nibley Riggs TS
Analysis Period: Existing (2020) Plus Project
Time Period: Evening Peak Hour **Project #: UT20-1612**

Intersection: 1200 West & 3300 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	5	95	0.3	A
	R	19	16	84	0.1	A
	Subtotal	24	21	88	0.1	A
SB	L	57	55	97	1.0	A
	T	132	144	109	0.4	A
	Subtotal	189	199	105	0.6	A
WB	L	11	11	102	4.4	A
	R	34	32	96	2.9	A
	Subtotal	45	43	96	3.3	A
Total		258	263	102	1.0	A

Intersection: 1200 West & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	19	15	79	0.2	A
	R	3	4	133	0.0	A
	Subtotal	22	19	86	0.2	A
SB	L	8	8	97	0.8	A
	T	11	12	112	0.5	A
	Subtotal	19	20	105	0.6	A
WB	L	2	1	50	5.1	A
	R	5	5	95	2.5	A
	Subtotal	7	6	86	2.9	A
Total		48	45	93	0.7	A

1: 900 West/1000 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.2	0.2	0.1	0.1	0.2	0.2	0.1	3.7
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.1	0.7	2.6	0.6	0.3	7.1	7.9	5.0	5.5	10.3	2.8
Vehicles Entered	5	78	7	3	53	6	4	1	3	3	1	3
Vehicles Exited	5	79	7	3	54	6	4	1	3	3	1	3
Hourly Exit Rate	20	316	28	12	216	24	16	4	12	12	4	12
Input Volume	21	312	30	15	201	22	17	3	9	9	5	10
% of Volume	95	101	93	80	107	109	94	133	133	133	80	120

1: 900 West/1000 West & 3200 South Performance by movement Interval #1 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	1.4
Vehicles Entered	167
Vehicles Exited	169
Hourly Exit Rate	676
Input Volume	654
% of Volume	103

1: 900 West/1000 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.3	0.2	0.1	0.1	0.1	0.1	0.1	4.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	1.0	0.7	2.1	0.7	0.3	8.3	5.1	4.5	7.6	7.4	4.0
Vehicles Entered	5	81	6	4	52	8	4	1	3	2	2	2
Vehicles Exited	5	80	6	4	52	8	4	1	3	2	2	2
Hourly Exit Rate	20	320	24	16	208	32	16	4	12	8	8	8
Input Volume	21	312	30	15	201	22	17	3	9	9	5	10
% of Volume	95	103	80	107	103	145	94	133	133	89	160	80

1: 900 West/1000 West & 3200 South Performance by movement Interval #2 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	1.4
Vehicles Entered	170
Vehicles Exited	169
Hourly Exit Rate	676
Input Volume	654
% of Volume	103

1: 900 West/1000 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	3.4	0.3	0.3	0.1	0.1	0.1	0.2	0.1	4.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	1.2	0.8	3.9	0.7	0.3	7.5	3.3	5.1	11.9	8.9	4.1
Vehicles Entered	6	94	9	5	55	8	4	1	2	2	2	4
Vehicles Exited	6	93	9	5	54	8	4	1	2	2	2	4
Hourly Exit Rate	24	372	36	20	216	32	16	4	8	8	8	16
Input Volume	25	367	35	18	240	26	20	3	10	10	6	13
% of Volume	96	101	103	111	90	123	80	133	80	80	133	123

1: 900 West/1000 West & 3200 South Performance by movement Interval #3 6:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.1
Total Del/Veh (s)	1.6
Vehicles Entered	192
Vehicles Exited	190
Hourly Exit Rate	760
Input Volume	773
% of Volume	98

1: 900 West/1000 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	0.2	0.2	0.1	0.1	0.1	0.1	0.1	3.8
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.0	0.7	2.3	0.5	0.3	10.5	6.1	4.1	8.2	11.7	3.4
Vehicles Entered	5	79	7	4	50	5	5	1	2	2	1	2
Vehicles Exited	5	80	8	4	50	6	5	1	2	2	1	2
Hourly Exit Rate	20	320	32	16	200	24	20	4	8	8	4	8
Input Volume	21	312	30	15	201	22	17	3	9	9	5	10
% of Volume	95	103	107	107	100	109	118	133	89	89	80	80

1: 900 West/1000 West & 3200 South Performance by movement Interval #4 6:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	1.4
Vehicles Entered	163
Vehicles Exited	166
Hourly Exit Rate	664
Input Volume	654
% of Volume	102

1: 900 West/1000 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	3.4	0.3	0.2	0.1	0.1	0.1	0.2	0.1	4.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	1.1	0.8	2.8	0.6	0.3	8.5	5.6	4.7	8.0	9.1	3.6
Vehicles Entered	20	332	29	16	210	27	17	4	10	9	6	11
Vehicles Exited	20	332	29	16	210	27	17	3	10	9	6	11
Hourly Exit Rate	20	332	29	16	210	27	17	3	10	9	6	11
Input Volume	22	326	31	16	211	23	18	3	9	9	5	11
% of Volume	91	102	93	102	100	117	96	100	108	97	114	102

1: 900 West/1000 West & 3200 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.3
Total Del/Veh (s)	1.5
Vehicles Entered	691
Vehicles Exited	690
Hourly Exit Rate	690
Input Volume	684
% of Volume	101

2: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.2	0.7
Total Del/Veh (s)	2.0	0.7	3.7	1.0	20.9	16.8	9.6
Vehicles Entered	55	27	17	45	74	34	252
Vehicles Exited	55	26	16	45	73	34	249
Hourly Exit Rate	220	104	64	180	292	136	996
Input Volume	221	118	62	170	303	142	1016
% of Volume	100	88	103	106	96	96	98

2: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.6	0.2	0.9
Total Del/Veh (s)	2.0	0.8	4.1	1.1	27.2	22.8	12.3
Vehicles Entered	55	32	15	44	76	37	259
Vehicles Exited	55	32	15	44	78	37	261
Hourly Exit Rate	220	128	60	176	312	148	1044
Input Volume	221	118	62	170	303	142	1016
% of Volume	100	108	97	104	103	104	103

2: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	1.0	0.0	0.4	1.6
Total Del/Veh (s)	2.1	1.1	3.9	1.1	41.2	4.8	34.4	18.9
Vehicles Entered	63	32	16	47	89	3	44	294
Vehicles Exited	62	32	16	46	82	3	42	283
Hourly Exit Rate	248	128	64	184	328	12	168	1132
Input Volume	252	134	70	203	344	17	162	1182
% of Volume	98	96	91	91	95	71	104	96

2: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.1	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.9	0.0	0.3	1.3
Total Del/Veh (s)	1.9	0.8	4.2	1.0	38.9		32.4	17.5
Vehicles Entered	57	28	16	41	75	0	31	248
Vehicles Exited	57	28	16	42	81	0	34	258
Hourly Exit Rate	228	112	64	168	324	0	136	1032
Input Volume	221	118	62	170	303	0	142	1016
% of Volume	103	95	103	99	107		96	102

2: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.1	0.1	3.0	0.0	1.2	4.4
Total Del/Veh (s)	2.0	0.9	4.0	1.1	34.1	4.8	28.3	15.1
Vehicles Entered	230	119	64	176	314	3	147	1053
Vehicles Exited	229	119	63	177	314	3	147	1052
Hourly Exit Rate	229	119	63	177	314	3	147	1052
Input Volume	229	122	64	178	313	4	147	1058
% of Volume	100	98	98	99	100	71	100	99

3: 1200 West & 3300 South Performance by movement Interval #1 5:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.4	4.1	0.8	0.2	2.4	1.2	1.2
Vehicles Entered	2	9	99	3	13	30	156
Vehicles Exited	2	9	99	4	13	30	157
Hourly Exit Rate	8	36	396	16	52	120	628
Input Volume	10	32	408	18	54	126	648
% of Volume	80	112	97	89	96	95	97

3: 1200 West & 3300 South Performance by movement Interval #2 5:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.4	3.9	1.0	0.5	2.4	1.2	1.3
Vehicles Entered	2	8	103	5	12	34	164
Vehicles Exited	3	8	104	4	13	34	166
Hourly Exit Rate	12	32	416	16	52	136	664
Input Volume	10	32	408	18	54	126	648
% of Volume	120	100	102	89	96	108	102

3: 1200 West & 3300 South Performance by movement Interval #3 6:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.1	5.4	1.4	0.5	3.6	1.5	2.0
Vehicles Entered	4	10	128	6	17	32	197
Vehicles Exited	3	10	127	6	17	32	195
Hourly Exit Rate	12	40	508	24	68	128	780
Input Volume	13	38	486	22	65	147	771
% of Volume	92	105	105	109	105	87	101

3: 1200 West & 3300 South Performance by movement Interval #4 6:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.0	5.2	1.0	0.3	2.1	1.3	1.4
Vehicles Entered	3	7	97	6	13	32	158
Vehicles Exited	3	7	98	6	13	33	160
Hourly Exit Rate	12	28	392	24	52	132	640
Input Volume	10	32	408	18	54	126	648
% of Volume	120	88	96	133	96	105	99

3: 1200 West & 3300 South Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.3
Total Del/Veh (s)	7.9	4.7	1.1	0.4	2.7	1.3	1.5
Vehicles Entered	11	34	427	20	55	128	675
Vehicles Exited	11	34	427	20	56	128	676
Hourly Exit Rate	11	34	427	20	56	128	676
Input Volume	11	34	428	19	57	131	679
% of Volume	102	101	100	105	99	98	100

4: 1200 West & Access 3 Performance by movement Interval #1 5:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.3	0.3	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.6	0.4	0.0	2.5	0.6	0.5
Vehicles Entered	0	1	102	1	1	30	135
Vehicles Exited	0	1	101	1	1	30	134
Hourly Exit Rate	0	4	404	4	4	120	536
Input Volume	2	5	421	3	8	126	565
% of Volume	0	80	96	133	50	95	95

4: 1200 West & Access 3 Performance by movement Interval #2 5:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.3	0.1	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		2.8	0.4	0.1	1.7	0.6	0.5
Vehicles Entered	0	2	106	2	2	33	145
Vehicles Exited	0	2	106	2	2	32	144
Hourly Exit Rate	0	8	424	8	8	128	576
Input Volume	2	5	421	3	8	126	565
% of Volume	0	160	101	267	100	102	102

4: 1200 West & Access 3 Performance by movement Interval #3 6:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.4	0.3	0.0	0.0	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.4	0.5	0.0	2.1	0.6	0.6
Vehicles Entered	0	2	131	1	2	34	170
Vehicles Exited	0	2	132	1	2	34	171
Hourly Exit Rate	0	8	528	4	8	136	684
Input Volume	2	6	501	3	9	152	673
% of Volume	0	133	105	133	89	89	102

4: 1200 West & Access 3 Performance by movement Interval #4 6:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.3	0.3	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		2.1	0.4	0.1	2.6	0.5	0.4
Vehicles Entered	0	1	102	1	1	33	138
Vehicles Exited	0	1	102	1	1	33	138
Hourly Exit Rate	0	4	408	4	4	132	552
Input Volume	2	5	421	3	8	126	565
% of Volume	0	80	97	133	50	105	98

4: 1200 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.3	0.3	0.0	0.0	0.3
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.6	3.6	0.4	0.1	2.1	0.6	0.5
Vehicles Entered	1	5	442	4	6	130	588
Vehicles Exited	1	5	441	4	6	130	587
Hourly Exit Rate	1	5	441	4	6	130	587
Input Volume	2	5	441	3	8	132	592
% of Volume	50	95	100	133	73	98	99

Total Network Performance By Interval

Interval Start	5:30	5:45	6:00	6:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.4	0.3	0.4
Total Delay (hr)	0.9	1.1	1.8	1.5	5.3
Total Del/Veh (s)	10.6	13.1	19.1	17.5	16.1
Vehicles Entered	276	288	332	273	1169
Vehicles Exited	275	287	317	286	1164
Hourly Exit Rate	1100	1148	1268	1144	1164
Input Volume	3989	3989	4687	3989	4164
% of Volume	28	29	27	29	28

Intersection: 1: 900 West/1000 West & 3200 South, Interval #1

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	18	17	44	33	28
Average Queue (ft)	3	3	23	12	8
95th Queue (ft)	16	16	50	38	31
Link Distance (ft)			642	649	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: 900 West/1000 West & 3200 South, Interval #2

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	TR	LTR	LT	R
Maximum Queue (ft)	18	12	6	47	33	31
Average Queue (ft)	4	3	1	22	13	7
95th Queue (ft)	19	17	12	53	39	27
Link Distance (ft)			768	642	649	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100				100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1: 900 West/1000 West & 3200 South, Interval #3

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	19	26	41	33	33
Average Queue (ft)	5	6	22	15	12
95th Queue (ft)	20	25	49	41	36
Link Distance (ft)			642	649	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: 900 West/1000 West & 3200 South, Interval #4

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	TR	LTR	LT	R
Maximum Queue (ft)	16	23	2	45	33	31
Average Queue (ft)	4	4	0	23	10	6
95th Queue (ft)	19	20	4	53	34	25
Link Distance (ft)			768	642	649	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100				100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1: 900 West/1000 West & 3200 South, All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	TR	LTR	LT	R
Maximum Queue (ft)	28	30	8	59	40	34
Average Queue (ft)	4	4	0	22	13	8
95th Queue (ft)	19	20	6	52	38	30
Link Distance (ft)			768	642	649	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100				100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: 1200 West & 3200 South, Interval #1

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	35	194
Average Queue (ft)	18	124
95th Queue (ft)	44	226
Link Distance (ft)		1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 1200 West & 3200 South, Interval #2

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	47	265
Average Queue (ft)	19	160
95th Queue (ft)	51	321
Link Distance (ft)		1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 2: 1200 West & 3200 South, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	45	390
Average Queue (ft)	0	19	218
95th Queue (ft)	4	47	471
Link Distance (ft)	862		1016
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 1200 West & 3200 South, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	6	44	346
Average Queue (ft)	1	18	193
95th Queue (ft)	8	48	443
Link Distance (ft)	862		1016
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 1200 West & 3200 South, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	8	59	454
Average Queue (ft)	0	19	174
95th Queue (ft)	4	48	384
Link Distance (ft)	862		1016
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 3: 1200 West & 3300 South, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	42	38
Average Queue (ft)	28	16
95th Queue (ft)	53	43
Link Distance (ft)	674	1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	55
Average Queue (ft)	25	16
95th Queue (ft)	48	51
Link Distance (ft)	674	1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	45	2	49
Average Queue (ft)	29	0	20
95th Queue (ft)	55	0	50
Link Distance (ft)	674	1008	1016
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 1200 West & 3300 South, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	36
Average Queue (ft)	25	12
95th Queue (ft)	59	38
Link Distance (ft)	674	1016
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	61	2	76
Average Queue (ft)	27	0	16
95th Queue (ft)	54	0	46
Link Distance (ft)	674	1008	1016
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: 1200 West & Access 3, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	22	8
Average Queue (ft)	6	1
95th Queue (ft)	26	12
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	24	12
Average Queue (ft)	6	3
95th Queue (ft)	26	15
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	25	20
Average Queue (ft)	8	3
95th Queue (ft)	29	19
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	24	12
Average Queue (ft)	4	2
95th Queue (ft)	21	12
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 1200 West & Access 3, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	33
Average Queue (ft)	6	2
95th Queue (ft)	26	15
Link Distance (ft)	502	1008
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Nibley - Riggs TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour **Project #:** UT20-1612

Intersection: 1200 West & 3200 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	86	101	5.2	A
	T	190	194	102	8.6	A
	R	60	60	100	5.4	A
	Subtotal	335	340	101	7.2	A
SB	L	90	88	98	5.3	A
	T	105	106	101	8.1	A
	R	200	207	104	5.3	A
	Subtotal	395	401	102	6.0	A
EB	L	120	119	99	4.4	A
	T	110	111	101	5.8	A
	R	65	62	95	4.3	A
	Subtotal	295	292	99	4.9	A
WB	L	45	40	88	4.8	A
	T	155	157	101	6.3	A
	R	80	81	102	5.0	A
	Subtotal	280	278	99	5.7	A
Total		1,305	1,311	100	6.0	A

Intersection: 3200 South & 1000 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	30	28	93	6.9	A
	R	35	36	103	3.7	A
	Subtotal	65	64	98	5.1	A
EB	L	10	10	98	3.4	A
	T	250	251	100	0.9	A
	Subtotal	260	261	100	1.0	A
WB	T	245	244	100	0.7	A
	R	30	34	113	0.3	A
	Subtotal	275	278	101	0.7	A
Total		601	603	100	1.3	A

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.2	0.0	0.0	0.0	0.3	0.3	0.2	0.3	0.4	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	4.3	5.7	3.9	4.6	6.0	4.8	5.2	8.6	5.2	5.1	8.3	5.1
Vehicles Entered	28	27	15	10	39	21	22	48	14	24	26	48
Vehicles Exited	28	27	15	10	39	21	22	48	15	24	27	48
Hourly Exit Rate	112	108	60	40	156	84	88	192	60	96	108	192
Input Volume	116	106	63	44	150	77	82	184	58	87	102	193
% of Volume	97	102	95	91	104	109	107	104	103	110	106	99

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.5
Total Del/Veh (s)	5.9
Vehicles Entered	322
Vehicles Exited	324
Hourly Exit Rate	1296
Input Volume	1262
% of Volume	103

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.2	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	4.5	5.9	4.8	4.1	5.7	4.4	4.2	8.0	4.8	5.2	7.8	5.1
Vehicles Entered	31	27	16	9	39	19	18	45	15	21	26	51
Vehicles Exited	30	27	16	9	40	19	18	45	15	21	25	50
Hourly Exit Rate	120	108	64	36	160	76	72	180	60	84	100	200
Input Volume	116	106	63	44	150	77	82	184	58	87	102	193
% of Volume	103	102	102	82	107	99	88	98	103	97	98	104

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.5
Total Del/Veh (s)	5.7
Vehicles Entered	317
Vehicles Exited	315
Hourly Exit Rate	1260
Input Volume	1262
% of Volume	100

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.2	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	4.4	5.6	4.2	5.4	6.6	5.6	5.2	8.8	5.6	5.4	8.3	5.6
Vehicles Entered	30	29	18	12	42	22	23	51	17	23	27	58
Vehicles Exited	30	30	18	12	42	23	23	51	17	23	27	58
Hourly Exit Rate	120	120	72	48	168	92	92	204	68	92	108	232
Input Volume	132	121	71	49	170	88	93	209	66	99	115	220
% of Volume	91	99	101	98	99	105	99	98	103	93	94	105

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.6
Total Del/Veh (s)	6.2
Vehicles Entered	352
Vehicles Exited	354
Hourly Exit Rate	1416
Input Volume	1433
% of Volume	99

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	4.1	5.6	4.2	4.5	6.1	4.7	5.3	8.3	5.3	4.9	7.8	5.1
Vehicles Entered	30	27	14	11	37	19	23	48	13	20	27	51
Vehicles Exited	30	27	14	10	37	18	24	49	13	20	27	51
Hourly Exit Rate	120	108	56	40	148	72	96	196	52	80	108	204
Input Volume	116	106	63	44	150	77	82	184	58	87	102	193
% of Volume	103	102	89	91	99	94	117	107	90	92	106	106

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.5
Total Del/Veh (s)	5.8
Vehicles Entered	320
Vehicles Exited	320
Hourly Exit Rate	1280
Input Volume	1262
% of Volume	101

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.2	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.3
Total Delay (hr)	0.1	0.2	0.1	0.1	0.3	0.1	0.1	0.5	0.1	0.1	0.2	0.3
Total Del/Veh (s)	4.4	5.8	4.3	4.8	6.3	5.0	5.2	8.6	5.4	5.3	8.1	5.3
Vehicles Entered	120	111	62	41	158	81	86	193	59	88	106	207
Vehicles Exited	119	111	62	40	157	81	86	194	60	88	106	207
Hourly Exit Rate	119	111	62	40	157	81	86	194	60	88	106	207
Input Volume	120	110	65	45	155	80	85	190	60	90	105	200
% of Volume	99	101	95	88	101	102	101	102	100	98	101	104

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	2.2
Total Del/Veh (s)	6.0
Vehicles Entered	1312
Vehicles Exited	1311
Hourly Exit Rate	1311
Input Volume	1305
% of Volume	100

2: 3200 South & 1000 West Performance by movement Interval #1 5:30

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.4	0.1	4.3	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.1	0.9	0.7	0.4	7.7	3.6	1.3
Vehicles Entered	2	63	59	9	6	9	148
Vehicles Exited	3	64	60	9	6	10	152
Hourly Exit Rate	12	256	240	36	24	40	608
Input Volume	10	242	237	29	29	34	581
% of Volume	120	106	101	124	83	118	105

2: 3200 South & 1000 West Performance by movement Interval #2 5:45

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	4.0	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.8	0.6	0.2	7.1	3.4	1.2
Vehicles Entered	3	60	60	9	7	8	147
Vehicles Exited	3	61	59	9	7	8	147
Hourly Exit Rate	12	244	236	36	28	32	588
Input Volume	10	242	237	29	29	34	581
% of Volume	120	101	100	124	97	94	101

2: 3200 South & 1000 West Performance by movement Interval #3 6:00

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.1	4.1	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.9	0.9	0.8	0.3	6.0	3.9	1.3
Vehicles Entered	2	68	66	8	8	10	162
Vehicles Exited	2	66	67	9	8	10	162
Hourly Exit Rate	8	264	268	36	32	40	648
Input Volume	11	276	269	33	33	38	660
% of Volume	73	96	100	109	97	105	98

2: 3200 South & 1000 West Performance by movement Interval #4 6:15

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.2	0.2	3.9	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.7	0.8	0.8	0.3	6.1	3.4	1.2
Vehicles Entered	2	58	58	8	8	9	143
Vehicles Exited	2	59	58	8	8	9	144
Hourly Exit Rate	8	236	232	32	32	36	576
Input Volume	10	242	237	29	29	34	581
% of Volume	80	98	98	110	110	106	99

2: 3200 South & 1000 West Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.2	4.1	0.4
Total Delay (hr)	0.0	0.1	0.1	0.0	0.1	0.0	0.2
Total Del/Veh (s)	3.4	0.9	0.7	0.3	6.9	3.7	1.3
Vehicles Entered	10	250	244	34	28	36	602
Vehicles Exited	10	251	244	34	28	36	603
Hourly Exit Rate	10	251	244	34	28	36	603
Input Volume	10	250	245	30	30	35	601
% of Volume	98	100	100	113	93	103	100

Total Network Performance By Interval

Interval Start	5:30	5:45	6:00	6:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	0.7	0.6	0.8	0.6	2.7
Total Del/Veh (s)	6.6	6.4	7.0	6.5	6.9
Vehicles Entered	335	334	368	336	1375
Vehicles Exited	341	333	367	336	1375
Hourly Exit Rate	1364	1332	1468	1344	1375
Input Volume	3164	3164	3592	3164	3271
% of Volume	43	42	41	42	42

Intersection: 1: 1200 West & 3200 South, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	64	69	79
Average Queue (ft)	28	36	35	39
95th Queue (ft)	70	71	74	78
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	65	64	64	78
Average Queue (ft)	29	36	31	38
95th Queue (ft)	75	71	66	73
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	63	87	66	78
Average Queue (ft)	33	46	34	44
95th Queue (ft)	66	92	67	81
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	58	64	61	73
Average Queue (ft)	27	35	29	42
95th Queue (ft)	64	68	64	80
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	94	93	79	96
Average Queue (ft)	29	38	32	41
95th Queue (ft)	69	76	68	78
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 3200 South & 1000 West, Interval #1

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	15	44	43
Average Queue (ft)	3	21	22
95th Queue (ft)	18	48	50
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #2

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	27	41	39
Average Queue (ft)	5	18	21
95th Queue (ft)	23	47	48
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #3

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	18	37	38
Average Queue (ft)	3	19	25
95th Queue (ft)	18	46	48
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #4

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	11	35	37
Average Queue (ft)	1	22	22
95th Queue (ft)	8	46	46
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, All Intervals

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	30	50	51
Average Queue (ft)	3	20	22
95th Queue (ft)	17	47	48
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Nibley - Riggs TIS
Analysis Period: Future (2030) Background
Time Period: Evening Peak Hour **Project #:** UT20-1612

Intersection: 1200 West & 3200 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	290	290	100	9.1	A
	T	75	77	102	12.3	B
	R	135	141	104	8.7	A
	Subtotal	500	508	102	9.5	A
SB	L	40	38	94	4.5	A
	T	105	108	103	7.1	A
	R	55	56	102	4.2	A
	Subtotal	200	202	101	5.8	A
EB	L	115	116	101	5.4	A
	T	200	209	105	6.7	A
	R	85	88	104	5.3	A
	Subtotal	400	413	103	6.0	A
WB	L	40	40	99	4.9	A
	T	146	147	101	6.3	A
	R	50	48	96	4.9	A
	Subtotal	236	235	100	5.8	A
Total		1,335	1,358	102	7.3	A

Intersection: 3200 South & 1000 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	15	15	98	8.9	A
	R	20	20	101	3.6	A
	Subtotal	35	35	100	5.9	A
EB	L	45	45	99	3.6	A
	T	331	342	103	1.1	A
	Subtotal	376	387	103	1.4	A
WB	T	215	215	100	0.7	A
	R	35	36	103	0.4	A
	Subtotal	250	251	100	0.7	A
Total		661	673	102	1.3	A

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.4	0.4	0.0	0.0	0.0	0.4	0.3	0.4	0.3	0.2	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	5.5	7.1	5.2	4.9	6.2	5.1	8.5	11.2	8.3	3.9	7.1	4.1
Vehicles Entered	29	52	22	11	35	11	68	18	32	10	26	14
Vehicles Exited	29	52	21	11	34	12	70	18	33	10	26	13
Hourly Exit Rate	116	208	84	44	136	48	280	72	132	40	104	52
Input Volume	111	193	82	39	141	48	280	73	131	39	102	53
% of Volume	105	108	102	113	96	100	100	99	101	103	102	98

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.7
Total Del/Veh (s)	7.0
Vehicles Entered	328
Vehicles Exited	329
Hourly Exit Rate	1316
Input Volume	1292
% of Volume	102

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.4	0.4	0.0	0.0	0.0	0.4	0.3	0.4	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	4.9	6.3	4.7	5.4	6.0	4.6	7.6	11.6	7.2	5.0	7.1	4.3
Vehicles Entered	28	48	19	9	38	13	72	18	36	9	28	14
Vehicles Exited	27	48	19	9	39	13	71	18	35	9	28	14
Hourly Exit Rate	108	192	76	36	156	52	284	72	140	36	112	56
Input Volume	111	193	82	39	141	48	280	73	131	39	102	53
% of Volume	97	99	93	92	111	108	101	99	107	92	110	106

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.6
Total Del/Veh (s)	6.6
Vehicles Entered	332
Vehicles Exited	330
Hourly Exit Rate	1320
Input Volume	1292
% of Volume	102

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.4	0.2	0.2	0.3
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	6.2	7.2	5.7	4.8	6.2	5.1	11.2	13.8	10.1	4.1	7.0	4.1
Vehicles Entered	32	57	26	12	38	12	76	23	39	10	28	16
Vehicles Exited	31	57	26	12	38	12	76	22	39	9	28	16
Hourly Exit Rate	124	228	104	48	152	48	304	88	156	36	112	64
Input Volume	126	220	93	44	159	55	319	82	148	44	115	60
% of Volume	98	104	112	109	96	87	95	107	105	82	97	107

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.9
Total Del/Veh (s)	8.1
Vehicles Entered	369
Vehicles Exited	366
Hourly Exit Rate	1464
Input Volume	1465
% of Volume	100

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.4	0.0	0.0	0.0	0.4	0.4	0.3	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	4.5	5.9	4.9	4.4	5.7	4.6	8.1	11.3	7.8	4.8	7.0	3.8
Vehicles Entered	28	52	20	8	36	12	74	18	33	9	27	12
Vehicles Exited	28	51	21	8	36	12	73	18	34	9	26	13
Hourly Exit Rate	112	204	84	32	144	48	292	72	136	36	104	52
Input Volume	111	193	82	39	141	48	280	73	131	39	102	53
% of Volume	101	106	102	82	102	100	104	99	104	92	102	98

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.6
Total Del/Veh (s)	6.6
Vehicles Entered	329
Vehicles Exited	329
Hourly Exit Rate	1316
Input Volume	1292
% of Volume	102

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.4	0.0	0.0	0.0	0.4	0.4	0.4	0.2	0.2	0.2
Total Delay (hr)	0.2	0.4	0.1	0.1	0.3	0.1	0.7	0.3	0.3	0.0	0.2	0.1
Total Del/Veh (s)	5.4	6.7	5.3	4.9	6.3	4.9	9.1	12.3	8.7	4.5	7.1	4.2
Vehicles Entered	116	209	88	40	147	48	290	76	141	38	109	56
Vehicles Exited	116	209	88	40	147	48	290	77	141	38	108	56
Hourly Exit Rate	116	209	88	40	147	48	290	77	141	38	108	56
Input Volume	115	200	85	40	146	50	290	75	135	40	105	55
% of Volume	101	105	104	99	101	96	100	102	104	94	103	102

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	2.8
Total Del/Veh (s)	7.3
Vehicles Entered	1358
Vehicles Exited	1358
Hourly Exit Rate	1358
Input Volume	1335
% of Volume	102

2: 3200 South & 1000 West Performance by movement Interval #1 5:30

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.3	4.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.1	1.1	0.7	0.4	7.9	3.8	1.3
Vehicles Entered	10	85	54	10	3	4	166
Vehicles Exited	10	85	54	9	4	4	166
Hourly Exit Rate	40	340	216	36	16	16	664
Input Volume	44	320	208	34	15	19	640
% of Volume	91	106	104	106	107	84	104

2: 3200 South & 1000 West Performance by movement Interval #2 5:45

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.2	4.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.2	0.9	0.7	0.3	8.4	3.6	1.2
Vehicles Entered	11	82	54	7	4	5	163
Vehicles Exited	11	83	54	8	4	5	165
Hourly Exit Rate	44	332	216	32	16	20	660
Input Volume	44	320	208	34	15	19	640
% of Volume	100	104	104	94	107	105	103

2: 3200 South & 1000 West Performance by movement Interval #3 6:00

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.2	4.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.0	1.2	0.7	0.6	9.6	3.5	1.4
Vehicles Entered	12	94	57	12	4	5	184
Vehicles Exited	12	93	58	11	4	5	183
Hourly Exit Rate	48	372	232	44	16	20	732
Input Volume	49	363	236	38	16	22	724
% of Volume	98	102	98	116	100	91	101

2: 3200 South & 1000 West Performance by movement Interval #4 6:15

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.2	4.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.2	1.0	0.7	0.3	10.0	3.5	1.3
Vehicles Entered	12	82	49	7	3	6	159
Vehicles Exited	12	82	50	8	3	6	161
Hourly Exit Rate	48	328	200	32	12	24	644
Input Volume	44	320	208	34	15	19	640
% of Volume	109	102	96	94	80	126	101

2: 3200 South & 1000 West Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.2	4.1	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	3.6	1.1	0.7	0.4	8.9	3.6	1.3
Vehicles Entered	45	344	214	36	14	20	673
Vehicles Exited	45	342	215	36	15	20	673
Hourly Exit Rate	45	342	215	36	15	20	673
Input Volume	45	331	215	35	15	20	661
% of Volume	99	103	100	103	98	101	102

Total Network Performance By Interval

Interval Start	5:30	5:45	6:00	6:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	0.8	0.8	1.0	0.8	3.3
Total Del/Veh (s)	8.0	7.5	9.2	7.5	8.4
Vehicles Entered	342	342	385	338	1409
Vehicles Exited	342	343	382	338	1406
Hourly Exit Rate	1368	1372	1528	1352	1406
Input Volume	3272	3272	3708	3272	3381
% of Volume	42	42	41	41	42

Intersection: 1: 1200 West & 3200 South, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	95	68	106	53
Average Queue (ft)	43	36	60	30
95th Queue (ft)	106	79	114	64
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	80	65	93	53
Average Queue (ft)	32	34	55	29
95th Queue (ft)	96	73	106	58
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	96	64	152	52
Average Queue (ft)	48	38	77	30
95th Queue (ft)	105	69	160	58
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	73	66	94	55
Average Queue (ft)	34	32	58	30
95th Queue (ft)	77	68	114	59
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	132	88	165	73
Average Queue (ft)	39	35	62	30
95th Queue (ft)	98	73	126	60
Link Distance (ft)	844	1067	1586	552
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 3200 South & 1000 West, Interval #1

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	29	28	31
Average Queue (ft)	10	12	12
95th Queue (ft)	33	36	37
Link Distance (ft)		649	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #2

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	32	35	31
Average Queue (ft)	9	12	17
95th Queue (ft)	31	36	42
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #3

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	35	38	31
Average Queue (ft)	12	14	16
95th Queue (ft)	37	43	42
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, Interval #4

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	30	31	31
Average Queue (ft)	8	12	17
95th Queue (ft)	31	37	42
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 3200 South & 1000 West, All Intervals

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	41	38	32
Average Queue (ft)	10	12	16
95th Queue (ft)	33	38	41
Link Distance (ft)	649		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Nibley - Riggs TIS
Analysis Period: Future (2030) Plus Project
Time Period: Morning Peak Hour **Project #: UT20-1612**

Intersection: 1200 West & 3200 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	126	121	96	5.8	A
	T	190	192	101	9.3	A
	R	87	84	97	5.7	A
	Subtotal	403	397	99	7.5	A
SB	L	90	88	98	5.5	A
	T	105	107	102	8.8	A
	R	200	207	104	5.4	A
	Subtotal	395	402	102	6.3	A
EB	L	120	123	102	4.9	A
	T	120	115	96	5.9	A
	R	78	82	105	4.5	A
	Subtotal	318	320	101	5.2	A
WB	L	54	55	102	5.5	A
	T	184	180	98	7.1	A
	R	80	81	102	6.0	A
	Subtotal	318	316	99	6.5	A
Total		1,434	1,435	100	6.5	A

Intersection: 1000 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	28	100	7.3	A
	T	5	5	100	8.0	A
	R	19	19	101	4.6	A
	Subtotal	52	52	100	6.4	A
SB	L	30	32	107	7.8	A
	R	35	39	111	4.3	A
	Subtotal	65	71	109	5.9	A
EB	L	10	8	78	3.5	A
	T	278	266	96	1.1	A
	R	10	13	127	0.8	A
	Subtotal	298	287	96	1.2	A
WB	L	6	7	112	2.5	A
	T	254	250	98	0.8	A
	R	30	33	110	0.3	A
	Subtotal	290	290	100	0.8	A
Total		706	700	99	1.9	A

SimTraffic LOS Report

Project: Nibley - Riggs TIS
Analysis Period: Future (2030) Plus Project
Time Period: Morning Peak Hour **Project #: UT20-1612**

Intersection: 1200 West & 3300 South'
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	345	344	100	0.8	A
	R	6	8	128	0.2	A
	Subtotal	351	352	100	0.8	A
SB	L	18	17	96	1.9	A
	T	220	227	103	1.0	A
	Subtotal	238	244	103	1.1	A
WB	L	19	20	107	5.8	A
	R	58	53	91	3.5	A
	Subtotal	77	73	95	4.1	A
Total		666	669	100	1.3	A

Intersection: 1200 West & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	341	341	100	0.4	A
	R	1	1	100	0.0	A
	Subtotal	342	342	100	0.4	A
SB	L	4	4	100	1.6	A
	T	235	244	104	0.4	A
	Subtotal	239	248	104	0.4	A
WB	L	4	3	75	4.4	A
	R	10	10	98	2.4	A
	Subtotal	14	13	93	2.9	A
Total		595	603	101	0.5	A

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	4.9	5.6	4.4	4.6	6.6	5.3	5.3	8.7	4.8	5.1	8.7	5.2
Vehicles Entered	28	28	19	13	47	19	28	49	21	22	26	46
Vehicles Exited	28	28	18	13	46	19	28	49	22	21	26	46
Hourly Exit Rate	112	112	72	52	184	76	112	196	88	84	104	184
Input Volume	116	116	75	52	178	77	122	184	84	87	102	193
% of Volume	97	97	96	100	103	99	92	107	105	97	102	95

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.6
Total Del/Veh (s)	6.1
Vehicles Entered	346
Vehicles Exited	344
Hourly Exit Rate	1376
Input Volume	1386
% of Volume	99

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	4.7	5.4	4.0	5.6	6.9	5.4	5.5	8.9	5.6	5.2	8.7	5.3
Vehicles Entered	28	27	21	14	44	20	30	46	20	22	27	51
Vehicles Exited	28	27	21	14	45	20	29	47	19	22	27	51
Hourly Exit Rate	112	108	84	56	180	80	116	188	76	88	108	204
Input Volume	116	116	75	52	178	77	122	184	84	87	102	193
% of Volume	97	93	112	108	101	104	95	102	90	101	106	106

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.6
Total Del/Veh (s)	6.2
Vehicles Entered	350
Vehicles Exited	350
Hourly Exit Rate	1400
Input Volume	1386
% of Volume	101

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.4
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	5.2	6.3	4.8	5.5	7.2	5.6	6.7	10.1	6.5	6.0	9.2	5.7
Vehicles Entered	36	31	23	15	45	24	34	51	23	25	28	57
Vehicles Exited	35	31	23	14	46	24	34	50	24	24	28	57
Hourly Exit Rate	140	124	92	56	184	96	136	200	96	96	112	228
Input Volume	132	132	86	59	202	88	138	209	96	99	115	220
% of Volume	106	94	107	95	91	109	99	96	100	97	97	104

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.8
Total Del/Veh (s)	6.8
Vehicles Entered	392
Vehicles Exited	390
Hourly Exit Rate	1560
Input Volume	1576
% of Volume	99

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	4.3	5.8	4.2	5.8	7.4	7.6	5.2	8.8	5.4	5.2	8.4	5.3
Vehicles Entered	30	30	19	12	44	18	29	45	20	20	26	53
Vehicles Exited	31	29	19	13	44	18	30	46	20	21	26	53
Hourly Exit Rate	124	116	76	52	176	72	120	184	80	84	104	212
Input Volume	116	116	75	52	178	77	122	184	84	87	102	193
% of Volume	107	100	101	100	99	94	98	100	95	97	102	110

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.6
Total Del/Veh (s)	6.2
Vehicles Entered	346
Vehicles Exited	350
Hourly Exit Rate	1400
Input Volume	1386
% of Volume	101

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.4
Total Delay (hr)	0.2	0.2	0.1	0.1	0.4	0.1	0.2	0.5	0.1	0.1	0.3	0.3
Total Del/Veh (s)	4.9	5.9	4.5	5.5	7.1	6.0	5.8	9.3	5.7	5.5	8.8	5.4
Vehicles Entered	122	116	82	54	180	81	121	192	84	88	107	207
Vehicles Exited	123	115	82	55	180	81	121	192	84	88	107	207
Hourly Exit Rate	123	115	82	55	180	81	121	192	84	88	107	207
Input Volume	120	120	78	54	184	80	126	190	87	90	105	200
% of Volume	102	96	105	102	98	102	96	101	97	98	102	104

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	2.6
Total Del/Veh (s)	6.5
Vehicles Entered	1434
Vehicles Exited	1435
Hourly Exit Rate	1435
Input Volume	1434
% of Volume	100

2: 1000 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.9	1.0	0.8	2.3	0.8	0.4	6.5	10.5	3.5	7.5	4.0	1.8
Vehicles Entered	2	65	4	2	60	8	8	1	4	8	10	172
Vehicles Exited	2	65	4	2	60	8	8	1	4	7	10	171
Hourly Exit Rate	8	260	16	8	240	32	32	4	16	28	40	684
Input Volume	10	269	10	6	246	29	27	5	18	29	34	683
% of Volume	80	97	160	133	98	110	119	80	89	97	118	100

2: 1000 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.3	0.3	0.1	0.1	0.2	0.2	0.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.5	1.0	0.6	1.7	0.8	0.3	6.6	9.6	4.0	7.7	4.4	1.8
Vehicles Entered	2	64	3	2	65	8	6	2	4	7	9	172
Vehicles Exited	2	64	3	2	64	8	6	2	4	8	9	172
Hourly Exit Rate	8	256	12	8	256	32	24	8	16	32	36	688
Input Volume	10	269	10	6	246	29	27	5	18	29	34	683
% of Volume	80	95	120	133	104	110	89	160	89	110	106	101

2: 1000 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.3	0.3	0.1	0.1	0.2	0.1	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.5	1.2	0.8	2.2	0.8	0.4	7.6	6.7	5.7	7.0	4.2	2.0
Vehicles Entered	2	72	4	2	68	9	6	2	6	9	10	190
Vehicles Exited	2	72	4	2	68	9	7	1	6	9	9	189
Hourly Exit Rate	8	288	16	8	272	36	28	4	24	36	36	756
Input Volume	11	305	11	7	279	33	31	5	21	33	38	774
% of Volume	73	94	145	114	97	109	90	80	114	109	95	98

2: 1000 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.3	0.2	0.1	0.1	0.1	0.1	0.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.3	0.9	0.8	2.5	0.8	0.3	6.4	5.0	4.8	7.2	4.4	1.7
Vehicles Entered	2	65	3	2	57	8	7	1	4	8	10	167
Vehicles Exited	2	65	3	2	57	8	7	1	4	8	10	167
Hourly Exit Rate	8	260	12	8	228	32	28	4	16	32	40	668
Input Volume	10	269	10	6	246	29	27	5	18	29	34	683
% of Volume	80	97	120	133	93	110	104	80	89	110	118	98

2: 1000 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.3	0.3	0.1	0.1	0.2	0.1	0.1	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.4
Total Del/Veh (s)	3.5	1.1	0.8	2.5	0.8	0.3	7.3	8.0	4.6	7.8	4.3	1.9
Vehicles Entered	8	267	14	7	250	33	27	6	19	32	38	701
Vehicles Exited	8	266	13	7	250	33	28	5	19	32	39	700
Hourly Exit Rate	8	266	13	7	250	33	28	5	19	32	39	700
Input Volume	10	278	10	6	254	30	28	5	19	30	35	706
% of Volume	78	96	127	112	98	110	100	100	101	107	111	99

3: 1200 West & 3300 South' Performance by movement Interval #1 5:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.0	3.5	0.9	0.1	1.4	0.9	1.3
Vehicles Entered	5	13	85	2	4	54	163
Vehicles Exited	5	13	85	2	4	54	163
Hourly Exit Rate	20	52	340	8	16	216	652
Input Volume	18	56	334	6	17	213	644
% of Volume	111	93	102	133	94	101	101

3: 1200 West & 3300 South' Performance by movement Interval #2 5:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.5	3.7	0.8	0.2	2.3	1.0	1.3
Vehicles Entered	5	15	82	2	5	57	166
Vehicles Exited	5	15	81	2	5	57	165
Hourly Exit Rate	20	60	324	8	20	228	660
Input Volume	18	56	334	6	17	213	644
% of Volume	111	107	97	133	118	107	102

3: 1200 West & 3300 South' Performance by movement Interval #3 6:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.7	3.1	0.8	0.2	2.3	1.0	1.2
Vehicles Entered	4	14	94	2	4	61	179
Vehicles Exited	4	14	94	2	4	61	179
Hourly Exit Rate	16	56	376	8	16	244	716
Input Volume	21	64	379	7	20	241	732
% of Volume	76	88	99	114	80	101	98

3: 1200 West & 3300 South' Performance by movement Interval #4 6:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.3	3.2	0.7	0.1	1.5	0.8	1.1
Vehicles Entered	5	11	83	2	4	54	159
Vehicles Exited	5	11	83	2	4	55	160
Hourly Exit Rate	20	44	332	8	16	220	640
Input Volume	18	56	334	6	17	213	644
% of Volume	111	79	99	133	94	103	99

3: 1200 West & 3300 South' Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.1	0.2
Total Del/Veh (s)	5.8	3.5	0.8	0.2	1.9	1.0	1.3
Vehicles Entered	20	53	344	8	17	227	669
Vehicles Exited	20	53	344	8	17	227	669
Hourly Exit Rate	20	53	344	8	17	227	669
Input Volume	19	58	345	6	18	220	666
% of Volume	107	91	100	128	96	103	100

11: 1200 West & Access 3 Performance by movement Interval #1 5:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.3		0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	2.8	0.4		1.3	0.3	0.5
Vehicles Entered	1	2	84	0	1	59	147
Vehicles Exited	1	3	85	0	1	59	149
Hourly Exit Rate	4	12	340	0	4	236	596
Input Volume	4	10	330	1	4	227	576
% of Volume	100	120	103	0	100	104	103

11: 1200 West & Access 3 Performance by movement Interval #2 5:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.3		0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	2.5	0.4		2.6	0.5	0.5
Vehicles Entered	1	2	81	0	1	61	146
Vehicles Exited	1	2	81	0	1	61	146
Hourly Exit Rate	4	8	324	0	4	244	584
Input Volume	4	10	330	1	4	227	576
% of Volume	100	80	98	0	100	107	101

11: 1200 West & Access 3 Performance by movement Interval #3 6:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.3		0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	1.6	0.4		2.3	0.5	0.5
Vehicles Entered	1	3	93	0	1	64	162
Vehicles Exited	1	2	93	0	1	64	161
Hourly Exit Rate	4	8	372	0	4	256	644
Input Volume	4	11	375	1	4	258	653
% of Volume	100	73	99	0	100	99	99

11: 1200 West & Access 3 Performance by movement Interval #4 6:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.3		0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	2.0	0.4		0.3	0.4	0.4
Vehicles Entered	1	3	82	0	1	59	146
Vehicles Exited	1	3	82	0	1	60	147
Hourly Exit Rate	4	12	328	0	4	240	588
Input Volume	4	10	330	1	4	227	576
% of Volume	100	120	99	0	100	106	102

11: 1200 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.3	0.2	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.4	2.4	0.4	0.0	1.6	0.4	0.5
Vehicles Entered	3	10	341	1	4	243	602
Vehicles Exited	3	10	341	1	4	244	603
Hourly Exit Rate	3	10	341	1	4	244	603
Input Volume	4	10	341	1	4	235	595
% of Volume	75	98	100	100	100	104	101

Total Network Performance By Interval

Interval Start	5:30	5:45	6:00	6:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.8	0.9	1.0	0.8	3.6
Total Del/Veh (s)	7.6	7.8	8.3	7.6	8.1
Vehicles Entered	376	383	427	377	1565
Vehicles Exited	377	380	421	380	1565
Hourly Exit Rate	1508	1520	1684	1520	1565
Input Volume	4791	4791	5441	4791	4954
% of Volume	31	32	31	32	32

Intersection: 1: 1200 West & 3200 South, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	63	74	72	91
Average Queue (ft)	30	43	40	43
95th Queue (ft)	74	79	78	91
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	85	77	80
Average Queue (ft)	32	46	42	40
95th Queue (ft)	78	92	82	86
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	86	101	92
Average Queue (ft)	42	50	52	49
95th Queue (ft)	81	87	104	93
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	95	76	82
Average Queue (ft)	33	49	36	44
95th Queue (ft)	69	118	75	89
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	96	114	118	118
Average Queue (ft)	34	47	42	44
95th Queue (ft)	76	97	86	90
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, Interval #1

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	18	12	53	57
Average Queue (ft)	3	2	32	34
95th Queue (ft)	16	13	56	61
Link Distance (ft)			1883	649
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, Interval #2

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	15	8	50	62
Average Queue (ft)	2	1	30	32
95th Queue (ft)	16	11	57	67
Link Distance (ft)			1883	649
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, Interval #3

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	15	12	57	51
Average Queue (ft)	3	2	31	32
95th Queue (ft)	19	14	64	59
Link Distance (ft)			1883	649
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, Interval #4

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	14	15	44	52
Average Queue (ft)	2	2	26	33
95th Queue (ft)	14	16	51	58
Link Distance (ft)			1883	649
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, All Intervals

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	30	24	69	76
Average Queue (ft)	3	2	30	33
95th Queue (ft)	16	13	58	62
Link Distance (ft)			1883	649
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 1200 West & 3300 South', Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	50	20
Average Queue (ft)	29	4
95th Queue (ft)	55	18
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South', Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	47	21
Average Queue (ft)	30	4
95th Queue (ft)	50	20
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South', Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	45	20
Average Queue (ft)	28	4
95th Queue (ft)	49	20
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South', Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	16
Average Queue (ft)	28	3
95th Queue (ft)	48	17
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South', All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	61	28
Average Queue (ft)	29	4
95th Queue (ft)	51	19
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	26	5
Average Queue (ft)	8	1
95th Queue (ft)	30	8
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	24	13
Average Queue (ft)	8	2
95th Queue (ft)	29	12
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	24	10
Average Queue (ft)	9	2
95th Queue (ft)	29	21
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, Interval #4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	25
Average Queue (ft)	10
95th Queue (ft)	31
Link Distance (ft)	696
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: 1200 West & Access 3, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	34	22
Average Queue (ft)	9	1
95th Queue (ft)	30	13
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Nibley - Riggs TIS
Analysis Period: Future (2030) Plus Project
Time Period: Evening Peak Hour **Project #: UT20-1612**

Intersection: 1200 West & 3200 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	290	288	99	8.2	A
	T	75	78	104	10.4	B
	R	135	137	101	8.1	A
	Subtotal	500	503	101	8.5	A
SB	L	40	40	99	4.4	A
	T	105	106	101	6.9	A
	R	55	56	102	4.1	A
	Subtotal	200	202	101	5.6	A
EB	L	115	115	100	4.7	A
	T	200	199	100	6.0	A
	R	85	86	101	4.5	A
	Subtotal	400	400	100	5.3	A
WB	L	40	39	97	4.8	A
	T	146	146	100	6.1	A
	R	50	47	94	4.8	A
	Subtotal	236	232	98	5.6	A
Total		1,336	1,337	100	6.6	A

Intersection: 1000 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	18	19	107	8.5	A
	T	3	4	133	7.4	A
	R	9	10	108	3.7	A
	Subtotal	30	33	110	6.9	A
SB	L	15	16	105	6.6	A
	T	5	6	120	8.4	A
	R	20	19	96	3.7	A
	Subtotal	40	41	103	5.5	A
EB	L	45	45	99	3.2	A
	T	299	298	100	1.3	A
	R	31	31	100	1.0	A
	Subtotal	375	374	100	1.5	A
WB	L	16	16	102	2.4	A
	T	197	193	98	0.7	A
	R	35	34	97	0.4	A
	Subtotal	248	243	98	0.8	A
Total		694	691	100	1.7	A

SimTraffic LOS Report

Project: Nibley - Riggs TIS
Analysis Period: Future (2030) Plus Project
Time Period: Evening Peak Hour **Project #: UT20-1612**

Intersection: 1200 West & 3300 South'
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	468	470	101	1.1	A
	R	19	19	101	0.4	A
	Subtotal	487	489	100	1.1	A
SB	L	57	54	95	3.1	A
	T	174	177	102	1.5	A
	Subtotal	231	231	100	1.9	A
WB	L	11	12	107	7.3	A
	R	33	32	97	3.6	A
	Subtotal	44	44	100	4.6	A
Total		761	764	100	1.5	A

Intersection: 1200 West & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	481	482	100	0.4	A
	R	3	2	67	0.1	A
	Subtotal	484	484	100	0.4	A
SB	L	8	9	109	2.1	A
	T	176	178	101	0.6	A
	Subtotal	184	187	102	0.7	A
WB	L	2	1	50	4.9	A
	R	5	6	120	3.1	A
	Subtotal	7	7	100	3.4	A
Total		675	678	100	0.5	A

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	4.7	6.0	4.4	4.6	6.4	4.7	7.0	9.7	6.7	4.0	6.9	4.2
Vehicles Entered	27	48	20	10	32	11	69	20	35	10	27	13
Vehicles Exited	27	48	20	10	32	11	69	20	35	10	26	13
Hourly Exit Rate	108	192	80	40	128	44	276	80	140	40	104	52
Input Volume	111	193	82	39	141	48	280	73	131	39	102	53
% of Volume	97	99	98	103	91	92	99	110	107	103	102	98

1: 1200 West & 3200 South Performance by movement Interval #1 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.6
Total Del/Veh (s)	6.2
Vehicles Entered	322
Vehicles Exited	321
Hourly Exit Rate	1284
Input Volume	1292
% of Volume	99

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	4.2	5.5	3.8	4.5	5.7	4.6	7.5	9.4	7.8	4.5	7.2	4.2
Vehicles Entered	29	43	23	9	36	11	71	19	33	10	27	14
Vehicles Exited	29	43	23	9	36	11	70	19	34	10	27	14
Hourly Exit Rate	116	172	92	36	144	44	280	76	136	40	108	56
Input Volume	111	193	82	39	141	48	280	73	131	39	102	53
% of Volume	105	89	112	92	102	92	100	104	104	103	106	106

1: 1200 West & 3200 South Performance by movement Interval #2 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.6
Total Del/Veh (s)	6.2
Vehicles Entered	325
Vehicles Exited	325
Hourly Exit Rate	1300
Input Volume	1292
% of Volume	101

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	5.5	6.4	4.9	5.9	6.2	4.6	9.9	11.9	9.8	4.5	6.9	4.2
Vehicles Entered	34	58	24	10	40	14	78	20	38	10	28	15
Vehicles Exited	33	57	25	10	40	14	79	20	37	9	28	15
Hourly Exit Rate	132	228	100	40	160	56	316	80	148	36	112	60
Input Volume	126	220	93	44	160	55	319	82	148	44	115	60
% of Volume	105	104	108	91	100	102	99	98	100	82	97	100

1: 1200 West & 3200 South Performance by movement Interval #3 6:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.8
Total Del/Veh (s)	7.4
Vehicles Entered	369
Vehicles Exited	367
Hourly Exit Rate	1468
Input Volume	1466
% of Volume	100

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	5.7	4.2	4.3	5.7	4.5	7.3	9.0	6.8	4.4	6.5	3.8
Vehicles Entered	26	50	18	10	38	10	70	19	31	10	25	14
Vehicles Exited	26	50	18	10	38	11	70	20	31	10	24	14
Hourly Exit Rate	104	200	72	40	152	44	280	80	124	40	96	56
Input Volume	111	193	82	39	141	48	280	73	131	39	102	53
% of Volume	94	104	88	103	108	92	100	110	95	103	94	106

1: 1200 West & 3200 South Performance by movement Interval #4 6:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.6
Total Del/Veh (s)	6.0
Vehicles Entered	321
Vehicles Exited	322
Hourly Exit Rate	1288
Input Volume	1292
% of Volume	100

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.2	0.3	0.1	0.1	0.3	0.1	0.7	0.2	0.3	0.0	0.2	0.1
Total Del/Veh (s)	4.7	6.0	4.5	4.8	6.1	4.8	8.2	10.4	8.1	4.4	6.9	4.1
Vehicles Entered	115	199	86	39	146	47	287	78	137	40	106	56
Vehicles Exited	115	199	86	39	146	47	288	78	137	40	106	56
Hourly Exit Rate	115	199	86	39	146	47	288	78	137	40	106	56
Input Volume	115	200	85	40	146	50	290	75	135	40	105	55
% of Volume	100	100	101	97	100	94	99	104	101	99	101	102

1: 1200 West & 3200 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.5
Total Del/Veh (s)	6.6
Vehicles Entered	1336
Vehicles Exited	1337
Hourly Exit Rate	1337
Input Volume	1336
% of Volume	100

2: 1000 West & 3200 South Performance by movement Interval #1 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.3	0.2	0.3	0.1	0.1	0.1	0.1	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.2	1.3	2.7	0.7	0.3	6.8	11.1	5.7	6.6	7.3	4.4
Vehicles Entered	9	76	7	4	45	7	4	1	2	4	2	4
Vehicles Exited	9	76	7	4	45	7	4	1	2	4	2	4
Hourly Exit Rate	36	304	28	16	180	28	16	4	8	16	8	16
Input Volume	44	289	30	15	191	34	17	3	9	15	5	19
% of Volume	82	105	93	107	94	82	94	133	89	107	160	84

2: 1000 West & 3200 South Performance by movement Interval #1 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	1.7
Vehicles Entered	165
Vehicles Exited	165
Hourly Exit Rate	660
Input Volume	671
% of Volume	98

2: 1000 West & 3200 South Performance by movement Interval #2 5:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.2	0.3	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	1.1	0.8	2.4	0.7	0.4	6.9	4.3	3.1	7.6	12.3	4.2
Vehicles Entered	12	69	7	3	46	9	4	1	3	4	1	5
Vehicles Exited	11	69	7	3	46	9	4	1	3	4	1	5
Hourly Exit Rate	44	276	28	12	184	36	16	4	12	16	4	20
Input Volume	44	289	30	15	191	34	17	3	9	15	5	19
% of Volume	100	96	93	80	96	106	94	133	133	107	80	105

2: 1000 West & 3200 South Performance by movement Interval #2 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	1.7
Vehicles Entered	164
Vehicles Exited	163
Hourly Exit Rate	652
Input Volume	671
% of Volume	97

2: 1000 West & 3200 South Performance by movement Interval #3 6:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.3	0.3	0.2	0.1	0.1	0.1	0.1	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	1.4	1.3	2.4	0.7	0.3	9.5	6.8	4.4	7.7	7.1	3.5
Vehicles Entered	14	82	8	6	53	8	6	1	3	4	2	5
Vehicles Exited	14	82	8	6	52	8	7	1	3	4	1	5
Hourly Exit Rate	56	328	32	24	208	32	28	4	12	16	4	20
Input Volume	49	330	34	18	216	38	20	3	10	16	5	22
% of Volume	114	99	94	133	96	84	140	133	120	100	80	91

2: 1000 West & 3200 South Performance by movement Interval #3 6:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	2.0
Vehicles Entered	192
Vehicles Exited	191
Hourly Exit Rate	764
Input Volume	761
% of Volume	100

2: 1000 West & 3200 South Performance by movement Interval #4 6:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.2	0.4	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	1.2	0.8	1.9	0.8	0.3	8.7	7.2	3.5	6.2	9.2	3.7
Vehicles Entered	10	72	9	3	49	9	4	1	2	3	1	4
Vehicles Exited	11	72	9	3	50	10	4	1	2	3	1	4
Hourly Exit Rate	44	288	36	12	200	40	16	4	8	12	4	16
Input Volume	44	289	30	15	191	34	17	3	9	15	5	19
% of Volume	100	100	120	80	105	118	94	133	89	80	80	84

2: 1000 West & 3200 South Performance by movement Interval #4 6:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	1.6
Vehicles Entered	167
Vehicles Exited	170
Hourly Exit Rate	680
Input Volume	671
% of Volume	101

2: 1000 West & 3200 South Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.2	0.3	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	1.3	1.0	2.4	0.7	0.4	8.5	7.4	3.7	6.6	8.4	3.7
Vehicles Entered	45	299	32	16	193	34	19	4	11	16	6	19
Vehicles Exited	45	298	31	16	193	34	19	4	10	16	6	19
Hourly Exit Rate	45	298	31	16	193	34	19	4	10	16	6	19
Input Volume	45	299	31	16	197	35	18	3	9	15	5	20
% of Volume	99	100	100	102	98	97	107	133	108	105	120	96

2: 1000 West & 3200 South Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.3
Total Del/Veh (s)	1.7
Vehicles Entered	694
Vehicles Exited	691
Hourly Exit Rate	691
Input Volume	694
% of Volume	100

3: 1200 West & 3300 South' Performance by movement Interval #1 5:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.7	3.5	1.1	0.4	2.6	1.5	1.5
Vehicles Entered	3	9	114	4	13	43	186
Vehicles Exited	3	9	115	4	13	43	187
Hourly Exit Rate	12	36	460	16	52	172	748
Input Volume	11	32	452	18	55	168	736
% of Volume	109	112	102	89	95	102	102

3: 1200 West & 3300 South' Performance by movement Interval #2 5:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.6	3.8	1.0	0.5	3.3	1.4	1.5
Vehicles Entered	3	7	115	5	14	44	188
Vehicles Exited	4	7	115	5	14	44	189
Hourly Exit Rate	16	28	460	20	56	176	756
Input Volume	11	32	452	18	55	168	736
% of Volume	145	88	102	111	102	105	103

3: 1200 West & 3300 South' Performance by movement Interval #3 6:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.8	4.1	1.1	0.2	3.4	1.8	1.6
Vehicles Entered	3	9	127	5	15	49	208
Vehicles Exited	2	9	126	5	15	49	206
Hourly Exit Rate	8	36	504	20	60	196	824
Input Volume	12	36	514	21	63	190	836
% of Volume	67	100	98	95	95	103	99

3: 1200 West & 3300 South' Performance by movement Interval #4 6:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.3	3.0	1.0	0.4	2.7	1.4	1.4
Vehicles Entered	3	7	114	5	12	40	181
Vehicles Exited	3	7	114	5	12	40	181
Hourly Exit Rate	12	28	456	20	48	160	724
Input Volume	11	32	452	18	55	168	736
% of Volume	109	88	101	111	87	95	98

3: 1200 West & 3300 South' Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1	0.3
Total Del/Veh (s)	7.3	3.6	1.1	0.4	3.1	1.5	1.5
Vehicles Entered	12	32	470	19	54	177	764
Vehicles Exited	12	32	470	19	54	177	764
Hourly Exit Rate	12	32	470	19	54	177	764
Input Volume	11	33	468	19	57	174	761
% of Volume	107	97	101	101	95	102	100

11: 1200 West & Access 3 Performance by movement Interval #1 5:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.4		0.0	0.0	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		2.4	0.4		2.9	0.5	0.5
Vehicles Entered	0	1	117	0	1	44	163
Vehicles Exited	0	2	117	0	1	44	164
Hourly Exit Rate	0	8	468	0	4	176	656
Input Volume	2	5	465	3	8	170	653
% of Volume	0	160	101	0	50	104	100

11: 1200 West & Access 3 Performance by movement Interval #2 5:45

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.3	0.5	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.4	0.1	2.2	0.5	0.4
Vehicles Entered	2	120	1	2	45	170
Vehicles Exited	2	119	1	2	46	170
Hourly Exit Rate	8	476	4	8	184	680
Input Volume	5	465	3	8	170	653
% of Volume	160	102	133	100	108	104

11: 1200 West & Access 3 Performance by movement Interval #3 6:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.4	0.2	0.0	0.0	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.1	0.4	0.1	2.7	0.7	0.5
Vehicles Entered	0	2	129	1	2	50	184
Vehicles Exited	0	2	130	1	2	49	184
Hourly Exit Rate	0	8	520	4	8	196	736
Input Volume	2	5	529	3	9	193	741
% of Volume	0	160	98	133	89	102	99

11: 1200 West & Access 3 Performance by movement Interval #4 6:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.3		0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		1.8	0.4		2.3	0.6	0.5
Vehicles Entered	0	2	117	0	3	40	162
Vehicles Exited	0	2	117	0	3	40	162
Hourly Exit Rate	0	8	468	0	12	160	648
Input Volume	2	5	465	3	8	170	653
% of Volume	0	160	101	0	150	94	99

11: 1200 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.3	0.4	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.9	3.1	0.4	0.1	2.1	0.6	0.5
Vehicles Entered	1	6	482	2	9	178	678
Vehicles Exited	1	6	482	2	9	178	678
Hourly Exit Rate	1	6	482	2	9	178	678
Input Volume	2	5	481	3	8	176	675
% of Volume	50	120	100	67	109	101	100

Total Network Performance By Interval

Interval Start	5:30	5:45	6:00	6:15	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.8	0.8	1.1	0.8	3.5
Total Del/Veh (s)	7.9	7.7	9.2	7.5	8.6
Vehicles Entered	349	355	401	348	1456
Vehicles Exited	352	356	398	352	1453
Hourly Exit Rate	1408	1424	1592	1408	1453
Input Volume	4757	4757	5398	4757	4917
% of Volume	30	30	29	30	30

Intersection: 1: 1200 West & 3200 South, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	72	99	67
Average Queue (ft)	34	34	56	28
95th Queue (ft)	78	84	97	69
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	63	114	59
Average Queue (ft)	28	34	63	32
95th Queue (ft)	61	67	117	65
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	81	65	139	54
Average Queue (ft)	40	36	77	31
95th Queue (ft)	84	72	141	60
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	56	117	61
Average Queue (ft)	29	33	58	31
95th Queue (ft)	65	65	113	64
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 1200 West & 3200 South, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	92	95	158	83
Average Queue (ft)	33	34	63	30
95th Queue (ft)	73	73	119	65
Link Distance (ft)	844	872	989	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, Interval #1

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	24	24	38	40
Average Queue (ft)	5	5	21	24
95th Queue (ft)	24	23	48	50
Link Distance (ft)			1883	649
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, Interval #2

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	30	12	40	38
Average Queue (ft)	7	3	22	26
95th Queue (ft)	29	18	48	47
Link Distance (ft)			1883	649
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, Interval #3

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	33	27	4	50	38
Average Queue (ft)	13	6	1	26	25
95th Queue (ft)	38	27	6	55	49
Link Distance (ft)			769	1883	649
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: 1000 West & 3200 South, Interval #4

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	27	15	40	33
Average Queue (ft)	9	3	18	21
95th Queue (ft)	31	18	45	46
Link Distance (ft)			1883	649
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 1000 West & 3200 South, All Intervals

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	36	28	4	55	51
Average Queue (ft)	8	4	0	22	24
95th Queue (ft)	31	22	3	50	48
Link Distance (ft)			769	1883	649
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: 1200 West & 3300 South', Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	45	35
Average Queue (ft)	23	12
95th Queue (ft)	46	38
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South', Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	41
Average Queue (ft)	22	19
95th Queue (ft)	48	48
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South', Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	44
Average Queue (ft)	24	18
95th Queue (ft)	50	47
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South', Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	33
Average Queue (ft)	22	12
95th Queue (ft)	46	38
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 1200 West & 3300 South', All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	55	54
Average Queue (ft)	23	16
95th Queue (ft)	48	43
Link Distance (ft)	749	989
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	23	16
Average Queue (ft)	6	3
95th Queue (ft)	24	16
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	20	16
Average Queue (ft)	5	3
95th Queue (ft)	22	18
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	23	18
Average Queue (ft)	7	4
95th Queue (ft)	25	21
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	23	16
Average Queue (ft)	5	4
95th Queue (ft)	22	19
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 1200 West & Access 3, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	27	32
Average Queue (ft)	6	3
95th Queue (ft)	23	19
Link Distance (ft)	696	1038
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

APPENDIX C

Site Plan

340 units total
58 ft average lot width



APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Nibley Riggs TS

Analysis: Existing (2020) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT20-1612

Intersection	NB	SB		EB	WB
	LR	L	R	L	L
1200 West & 3200 South	187	--	--	--	36
3200 South & 1000 West	--	28	33	21	--

SimTraffic Queueing Report

Project: Nibley Riggs TS

Analysis: Existing (2020) Background PM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT20-1612

Intersection	NB	SB		EB		W B
	LR	L	R	L	TR	L
1200 West & 3200 South	184	--	--	--	2	32
3200 South & 1000 West	--	31	31	21	--	--

SimTraffic Queueing Report

Project: Nibley Riggs

Analysis: Existing (2020) Plus Project AM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES  **ENGINEERING**
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Project #: UT20-1612

Intersection	NB		SB		EB		WB		
	LR	LTR	LT	R	L	TR	L	LR	TR
1200 West & 3200 South	76	--	--	--	--	3	33	--	--
1200 West & 3300 South	--	--	14	--	--	--	--	61	--
1200 West & Access 3	--	--	8	--	--	--	--	38	--
900 West/1000 West & 3200 South	--	52	47	36	7	--	11	--	0

SimTraffic Queueing Report

Project: Nibley Riggs TS

Analysis: Existing (2020) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT20-1612

Intersection	NB		SB		EB		WB		
	LR	LTR	LT	R	L	TR	L	LR	TR
1200 West & 3200 South	388	--	--	--	--	8	48	--	--
1200 West & 3300 South	--	--	10	--	--	--	--	50	--
1200 West & Access 3	--	--	3	--	--	--	--	25	--
900 West/1000 West & 3200 South	--	49	39	36	18	1	21	--	2



SimTraffic Queueing Report
HALES ENGINEERING
 innovative transportation solutions

Project: Nibley - Riggs TIS
Analysis: Future (2030) Background
Time Period: Morning Peak Hour
95th Percentile Queue Length (feet)

Project #: UT20-1612

Intersection	NB	SB				EB		WB
	LTR	L	LTR	R	L	LTR	LTR	
1200 West & 3200 South	68	--	78	--	--	69		76
3200 South & 1000 West	--	47	--	48	17	--		--



SimTraffic Queueing Report
HALES ENGINEERING
 innovative transportation solutions

Project: Nibley - Riggs TIS
Analysis: Future (2030) Background
Time Period: Evening Peak Hour
95th Percentile Queue Length (feet)

Project #: UT20-1612

Intersection	NB	SB				EB		WB
	LTR	L	LTR	R	L	LTR	LTR	
1200 West & 3200 South	126	--	60	--	--	98	73	
3200 South & 1000 West	--	38	--	41	33	--	--	




SimTraffic **HAYES & SCOTT ENGINEERING**
 Project: Nibley - Riggs TIS innovative transportation solutions
 Analysis: Future (2030) Plus Project
 Time Period: Morning Peak Hour
 95th Percentile Queue Length (feet)

Project #: UT20-1612

Intersection	NB	SB		EB		WB		
	LTR	LT	LTR	L	LTR	L	LR	LTR
1000 West & 3200 South	58	--	62	16	--	13	--	--
1200 West & 3200 South	86	--	90	--	76	--	--	97
1200 West & 3300 South'	--	19	--	--	--	--	51	--
1200 West & Access 3	--	13	--	--	--	--	30	--


HALES ENGINEERING
 innovative transportation solutions

SimTraffic Queuing Report
Project: Nibley - Riggs TIS
Analysis: Future (2030) Plus Project
Time Period: Evening Peak Hour
 95th Percentile Queue Length (feet)

Project #: UT20-1612

Intersection	NB	SB		EB		WB			
	LTR	LT	LTR	L	LTR	L	LR	LTR	TR
1000 West & 3200 South	50	--	48	31	--	22	--	--	3
1200 West & 3200 South	119	--	65	--	73	--	--	73	--
1200 West & 3300 South'	--	43	--	--	--	--	48	--	--
1200 West & Access 3	--	19	--	--	--	--	23	--	--