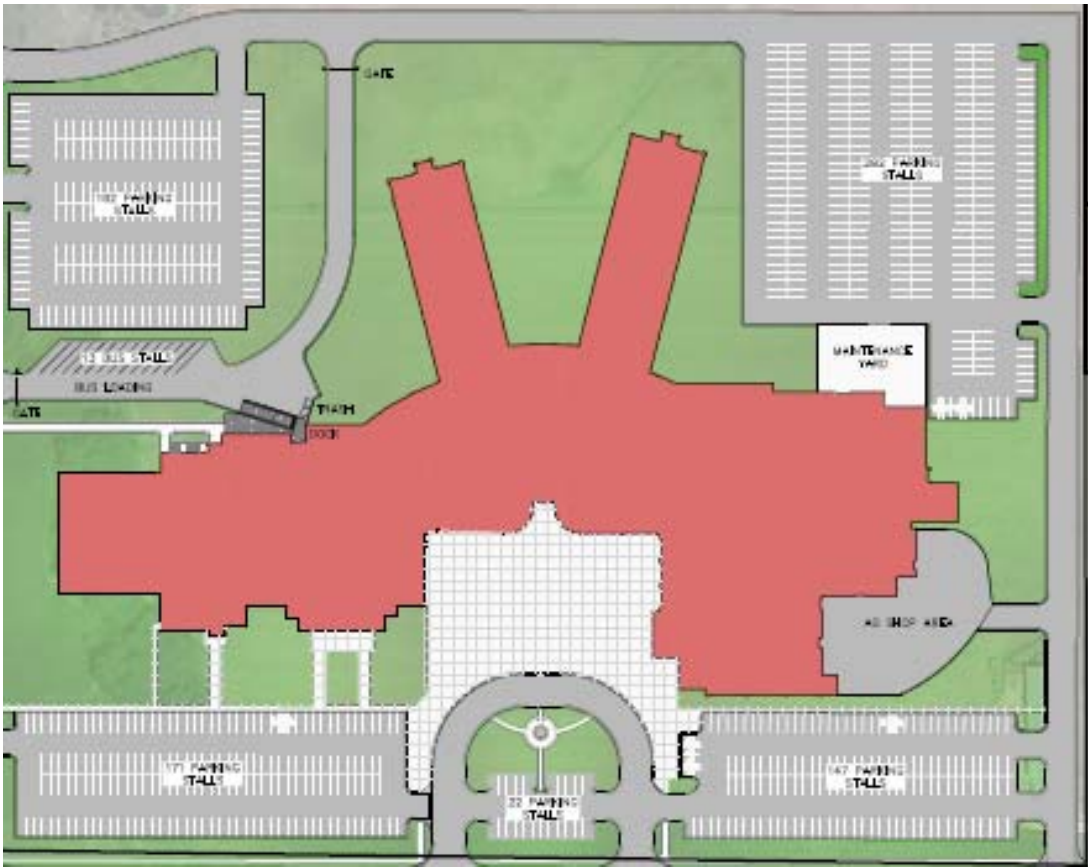


# Heber High School

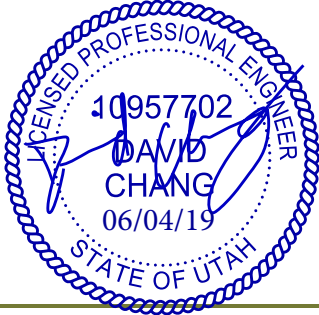
## Traffic Impact Study



# Heber, Utah

June 3, 2019

UT19-1473



## EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Heber High School located in Heber, Utah. The proposed project is located on the east side of 1000 West and north of SR-113.

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 Opening Day and 2030 conditions were also analyzed.

The morning peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

<b>TABLE ES-1 LOS Analysis - Evening Peak Hour Heber - High School TIS</b>							
Intersection	Level of Service (Sec/Veh) <sup>1</sup>						
	Existing (2019) Background	Future (Opening Day) Background	Future (Opening Day) Plus Project	Future (Opening Day) Plus Project - Mitigated	Future (2030) Background	Future (2030) Plus Project	Future (2030) Plus Project - Mitigated
1140 West / SR-113	A (9.7) / NB	C (17.3) / NB	F (>50) / NB	F (>50) / NB	E (38.8) / NB	F (>50) / NB	F (>50) / NB
600 West / SR-113	B (11.5) / NB	C (15.6) / NB	F (>50) / NB	F (>50) / NB	D (30.1) / NB	F (>50) / NB	B (11.2)
300 North / 600 West	A (0.9) / NB	A (0.9) / NB	A (2.1) / NB	A (1.9) / NB	A (1.0) / NB	A (2.0) / NB	A (2.2) / NB
400 North / 600 West	A (2.5) / WB	A (2.8) / WB	A (4.5) / EB	A (4.3) / EB	A (2.8) / WB	A (4.4) / EB	A (4.5) / EB
1000 West / SR-113	-	-	F (>50) / SB	B (14.0)	-	B (19.9)	B (14.4)
Access 1 / 1000 West	-	-	B (13.9) / WB	B (12.6) / WB	-	B (13.8) / WB	B (11.2) / WB
Access 2 / 1000 West	-	-	A (1.1) / SB	A (1.4) / SB	-	A (1.6) / SB	A (1.7) / SB
Access 3 / 1000 West	-	-	A (5.5) / WB	A (5.4) / WB	-	A (6.0) / WB	A (5.7) / WB
Access 4 / 1000 West	-	-	A (4.0) / WB	A (4.1) / WB	-	A (4.4) / WB	A (4.3) / WB
<sup>1</sup> . 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. <sup>2</sup> . This intersection is a project access and was only analyzed in "plus project" scenarios. Source: Hales Engineering, June 2019							

**TABLE ES-2**  
**Recommended Storage Lengths**  
**Heber - High School TIS**

Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
1140 West / SR-113	-	<b>350</b>	-	-	-	<b>100</b>	<b>100</b>	-
600 West / SR-113	<b>100</b>	-	<b>75</b>	-	<b>100</b>	-	<b>100</b>	-
1000 West / SR-113	-	-	<b>150</b>	<b>100</b>	<b>250</b>	-	<b>100</b>	<b>175</b>
Access 1 / 1000 West	-	<b>100</b>	<b>100</b>	-	-	-	-	-
Access 2 / 1000 West	-	<b>100</b>	<b>100</b>	-	-	-	-	-
Access 3 / 1000 West	-	-	-	-	-	-	<b>100</b>	-

Source: Hales Engineering, June 2019

## **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 peak hour in existing (2019) background conditions.
- All study intersections are anticipated to operate at an acceptable LOS during the morning peak hour for the future (opening day) background conditions.
- The development will consist of a high school with the following characteristics:
  - 1,300 students are anticipated opening day.
  - The student body is expected to grow by 50-60 students per year.
- The following recommendations are provided for implementation with the high school:
  - It is recommended that a northbound right-turn pocket be constructed for both Access 1 and Access 2.
  - According to UDOT's Administrative Rule R930-6, a westbound right-turn and an eastbound left-turn deceleration lane is required at 1000 West along SR-113.
  - A dedicated right-turn is recommended in the southbound approach of the 1000 West / SR-113 intersection
    - A right-turn overlapping phase is recommended for the southbound right-turn movement with the eastbound left-turn movement.
  - SR-113 currently has a speed limit of 50-mph at the main high school entrance. With the anticipated high number of vehicles making left- and right-turns onto and off of 1000 West, it is recommended that UDOT consider shifting the speed limit change to the west side of 1140 West. This will keep the 35-mph speed limit from town and through the study area. This will improve safety and lessen the severity of any crashes that may occur.
- All study intersections are anticipated to operate at an acceptable LOS during the morning peak hour with project traffic added except for the 1140 West / SR-113, 1000 West / SR-113, and 600 West / SR-113 intersections.
  - 1000 West / SR-113 will be close to meeting signal warrants on opening day.
    - It is recommended that a signal be built when warrants are met.
      - A right-turn overlapping phase is recommended for the southbound right-turn movement and overlapping with the eastbound left-turn movement.
  - 600 West / SR-113 will also be close to meeting signal warrants, however, the intersection will likely take longer to meet warrants.
    - It is recommended that a signal be built when warrants are met.
  - 1140 West / SR-113 is anticipated to operate at LOS F. This intersection will likely not meet signal warrants and with a future signal at 1000 West, will not meet signal spacing requirements. Gaps in traffic will be hard to find during the

- 15-20 minutes before and after school. Outside of these time frames, making a left-turn should be possible.
- It is recommended that a northbound right-turn pocket be constructed to separate out the left- and right-turn vehicles.
  - During the future (2030) background conditions, all study intersections are anticipated to perform at acceptable LOS except the 1140 West / SR-113 intersection.
    - SR-113 is planned to be widened to have a three-lane cross section. When this project is completed, the northbound left-turn can complete a two-stage left-turn, utilizing the two-way left-turn lane to cross half-way before merging into the westbound traffic.
    - The Heber Bypass Road and SR-113 widening project is planned to be built sometime between 2025 and 2034. To be conservative, these projects were not included in the 2030 analyses.
  - All study intersections are anticipated to operate at an acceptable LOS during the morning peak hour in future (2030) plus project conditions except the 1140 West / SR-113 and 600 West / SR-113 intersections.
    - By the year 2030 with school traffic, 600 West / SR-113 should meet or be close to meeting signal warrants.
      - It is recommended that a signal be built when warrants are met. It is also recommended that the east- and westbound approaches have dedicated left-turn lanes.
    - 1140 West / SR-113 is anticipated to perform poorly. The intersection is not anticipated to meet signal warrants or spacing requirements. Gaps in traffic will be hard to find during the 15-20 minutes before and after school. Out-side of these time frames, making a left-turn should be possible.
    - The intersection of 1000 West / SR-113 is anticipated to perform at an acceptable LOS however, is expected to have some long queues in the eastbound left-turn. These queues are likely to block through traffic.
      - It is recommended that eastbound dual left-turn lanes be considered for this movement.
        - Dual left-turn lanes will require two northbound receiving lanes. The outside receiving lane can trap at Access 1 and be utilized as a right-turn deceleration lane.
  - It is recommended that sidewalks be built along all internal roadways to allow students to move about the campus.
  - It is recommended that a sidewalk be constructed on at least the east side of 1000 West and that it connects to the existing trail on the south side of SR-113.
  - It is recommended that the drop off area be expanded by either enlarging the proposed drop off area or adding an additional drop off locations elsewhere on campus.

- The southeast parking lot adjacent to the maintenance yard appears to have the parking lot planned to be built up against the road on the east side of the parking lot with access at each aisle.
  - It is recommended that the parking lot have a single access to the east road, similar in nature to the other parking lots in the site plan.

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## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed Heber High School located in Heber, Utah. The proposed project is located on the east side of 1000 West and north of SR-113. 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 opening day and 2030 conditions were analyzed.



**Figure 1: Vicinity map showing the project location in Heber, 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:

- 1140 West / SR-113
- 600 West / SR-113
- 300 North / 600 West
- 400 North / 600 West

## **C. Analysis Methodology**

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

The *Highway Capacity Manual* (HCM), 6<sup>th</sup> 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 95<sup>th</sup> percentile queue lengths for each of the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

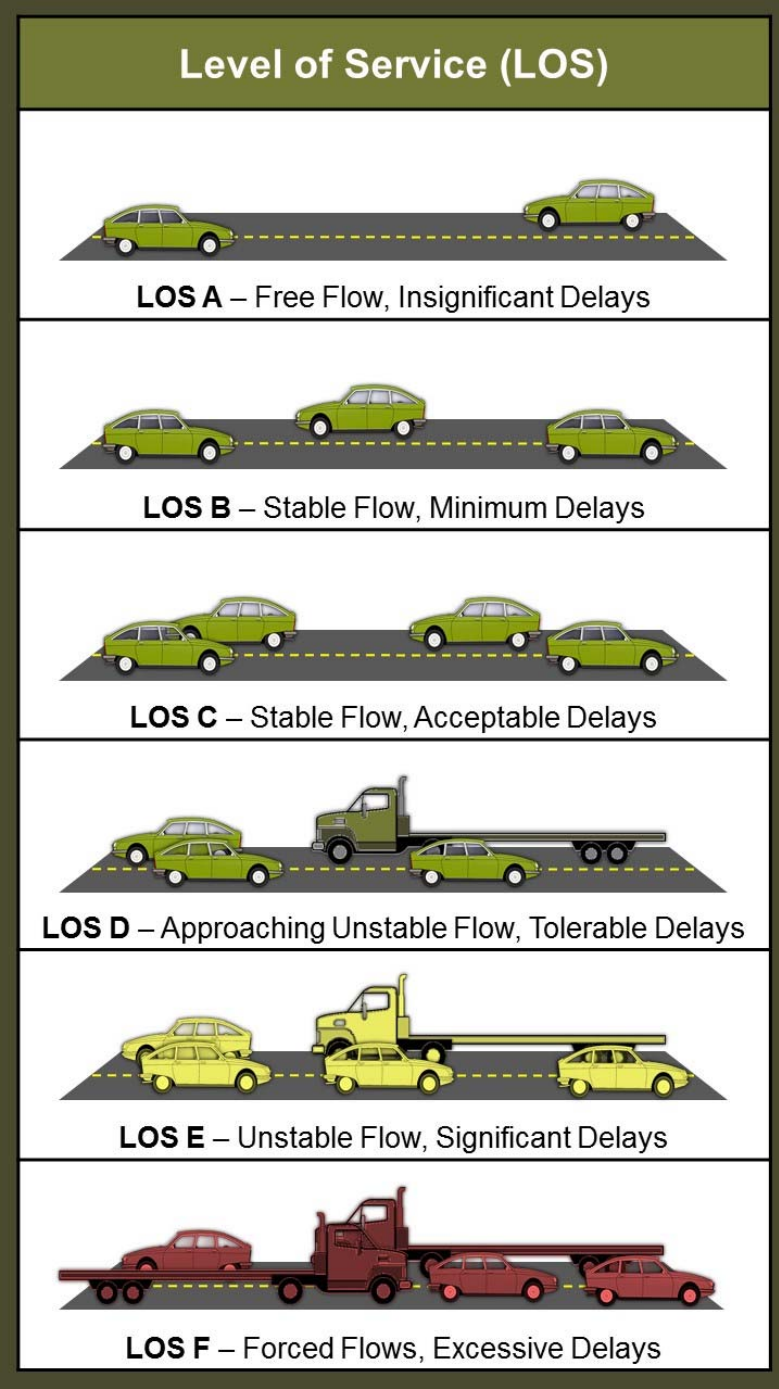
## **D. Level of Service Standards**

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. An 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)
<b>Signalized Intersections</b>		<b>Overall Intersection</b>
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.	$> 10.0$ 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.	$>20.0$ and $\leq 35.0$
D	Marginal progression with relatively elevated levels of control delay. Operating conditions are noticeably more constrained.	$> 35.0$ and $\leq 55.0$
E	Poor progression with unacceptably elevated levels of control delay. Operating conditions are at or near capacity.	$> 55.0$ and $\leq 80.0$
F	Unacceptable progression with forced or breakdown operating conditions.	$> 80.0$
<b>Unsignalized Intersections</b>		<b>Worst Approach</b>
A	Free Flow / Insignificant Delay	$0 \leq 10.0$
B	Stable Operations / Minimum Delays	$>10.0$ and $\leq 15.0$
C	Stable Operations / Acceptable Delays	$>15.0$ and $\leq 25.0$
D	Approaching Unstable Flows / Tolerable Delays	$>25.0$ and $\leq 35.0$
E	Unstable Operations / Significant Delays Can Occur	$>35.0$ 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)*, 6<sup>th</sup> Edition, 2016 Methodology (Transportation Research Board)



**Figure 2: Visual representation of the LOS letter designations**

## **II. EXISTING (2019) BACKGROUND CONDITIONS**

### **A. Purpose**

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

### **B. Roadway System**

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

SR-113 – is a state-maintained roadway. To the east of Wasatch County Park, SR-113 is classified by UDOT access management standards as a “Community – Urban Importance” facility, or access category 8 roadway. SR-113 has a single travel lane in each direction with no center median treatment. As identified and controlled by UDOT, a “Community – Urban Importance” access classification identifies minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit for this section of SR-113 is 35 mph.

Approximately 1,000 feet east of the 1140 West / SR-113 intersection, the access category changes to a category 6, “Regional – Urban Importance” facility. SR-113 has a single travel lane in each direction with no center median treatment. As identified and controlled by UDOT, a “Regional – Urban Importance” access classification identifies minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 350 feet, and minimum driveway spacing of 200 feet. The posted speed limit of this section of SR-113 is 50 mph.

### **C. Traffic Volumes**

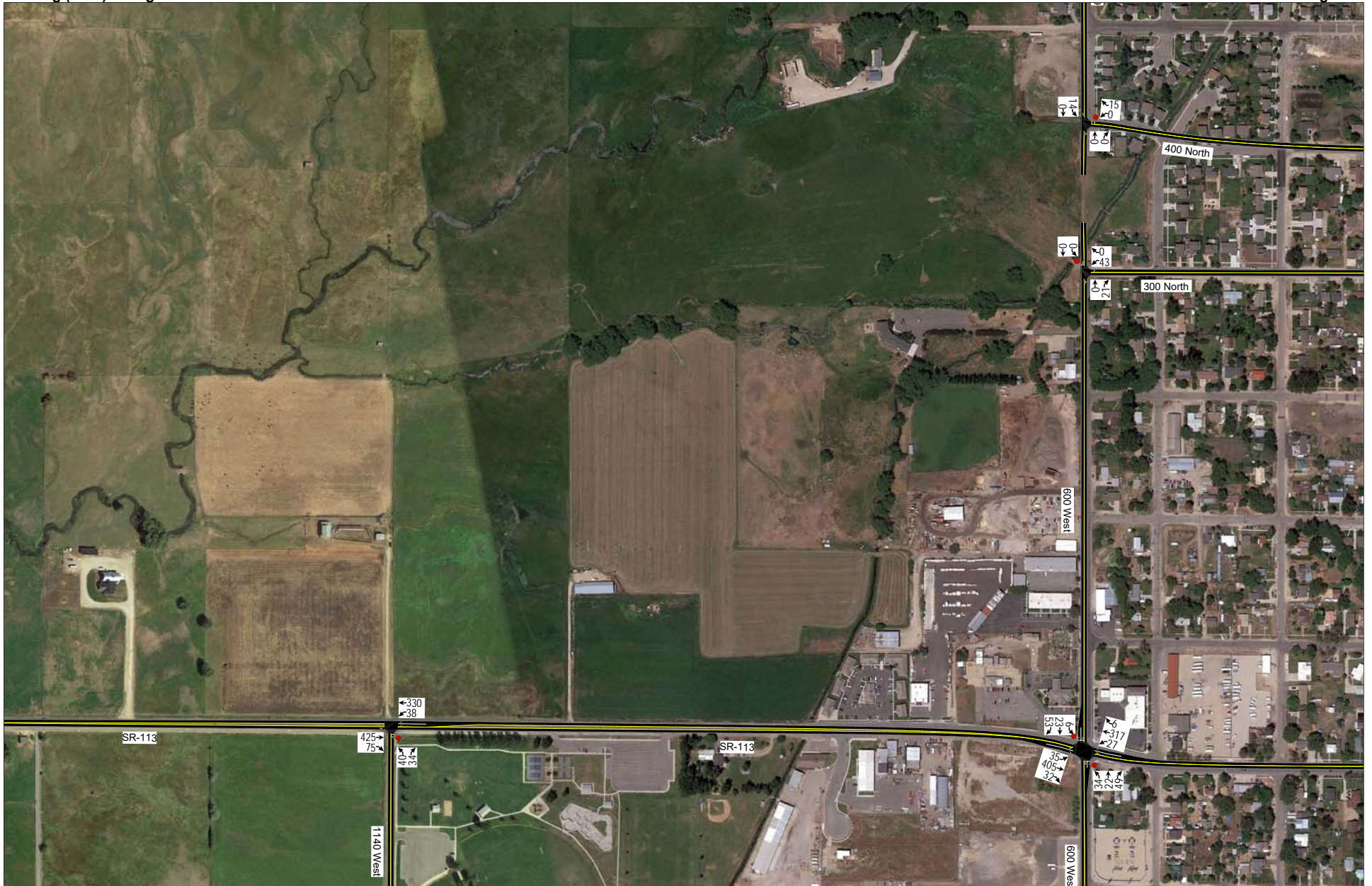
Weekday morning (7:00 to 9:00 a.m.) and afternoon (2:00 to 4:00 p.m.) peak period traffic counts were performed at the following intersections:

- 1140 West / SR-113
- 600 West / SR-113
- 300 North / 600 West
- 400 North / 600 West

The counts were performed on Tuesday, May 14, 2019. The morning peak hour was determined to be between 7:30 and 8:30 a.m., and the afternoon peak hour was determined to be between 2:45 and 3:45 p.m. The afternoon peak hour volumes were approximately 17% higher than the morning peak hour volumes; however, with the project traffic added to the roadway, the morning peak hour will become the higher peak hour. 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 US-40 (ATR #509). In recent years, traffic volumes in May have been equal to approximately 98.2% of average traffic volumes. The observed traffic volumes along SR-113 were adjusted accordingly to determine average turning movement counts at the study intersections. The counts within the neighborhood were not adjusted.

Figure 3 shows the existing morning 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 peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2019) conditions.

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

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
1140 West / SR-113	NB Stop	NB	9.7	A	-	-
600 West / SR-113	NB/SB Stop	NB	11.5	B	-	-
300 North / SR-113	None	NB	0.9	A	-	-
400 North / SR-113	WB Stop	WB	2.5	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, May 2019

## E. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queuing was observed during the morning peak hour.

## F. Mitigation Measures

No mitigation measures are recommended.

### **III. FUTURE 2023 (OPENING DAY) 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**

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2023 in the study area. Therefore, no changes were made to the roadway network for the future (opening day) analysis.

#### **C. Traffic Volumes**

Hales Engineering obtained future (opening day) forecasted populations of Heber City from the *Heber City General Plan, Chapter 2 – Land Use (2017)*. The data provided in this chapter came from the census projections from Utah's Open Data Catalog. From the data provided, Heber City is anticipated to grow at an approximate rate of 3.5 percent per year between 2010 and 2020 and 2.5 percent between 2020 and 2030. Existing traffic volumes were increased using these rates to calculate future volumes. Future (opening day) morning peak hour turning movement volumes are shown in Figure 4.

#### **D. Level of Service Analysis**

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2019) conditions.



**Table 3: Future Opening Day Background Morning Peak Hour Level of Service**

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
1140 West / SR-113	NB Stop	NB	17.3	C	-	-
600 West / SR-113	NB/SB Stop	NB	15.6	C	-	-
300 North / 600 West	None	NB	0.9	A	-	-
400 North / 600 West	WB Stop	WB	2.8	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, May 2019

## E. Queuing Analysis

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

## F. Mitigation Measures

No mitigation measures are recommended.

## IV. 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

This study addresses the traffic impacts associated with the proposed Heber High School located in Heber, Utah. The proposed project is located on the east side of 1000 West and north of SR-113. The high school is planned to open in the year 2023 with approximately 1,300 students. Each year after is planned to increase by 50-60 students. A concept plan for the proposed development is provided in Appendix C.

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

- High School 1,300 Students

The proposed land use for the future 2030 conditions of the development has been identified as follows:

- High School 1,685 Students

### C. Trip Generation

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

The opening day trip generation for the development is as follows:

- Daily Trips: 2,640
- Morning Peak Hour Trips: 676
- Afternoon Peak Hour Trips: 429

The total trip generation for the development is as follows:

- Daily Trips: 3,422
- Morning Peak Hour Trips: 878
- Afternoon Peak Hour Trips: 556

**Table 3**  
**Heber - Heber High School**  
**Trip Generation**

<b>Weekday Daily</b> Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	<b>Total Daily</b> <b>Trips</b>
High School (530)	1685	Students	3,422	50%	50%	1,711	1,711	<b>3,422</b>
<b>Project Total Daily Trips</b>						<b>1,711</b>	<b>1,711</b>	<b>3,422</b>
<b>Morning Peak Hour</b> Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	<b>Total a.m.</b> <b>Trips</b>
High School (530)	1685	Students	878	67%	33%	588	290	<b>878</b>
<b>Project Total a.m. Peak Hour Trips</b>						<b>588</b>	<b>290</b>	<b>878</b>
<b>Afternoon Peak Hour</b> Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	<b>Total p.m.</b> <b>Trips</b>
High School (530)	1685	Students	556	32%	68%	178	378	<b>556</b>
<b>Project Total p.m. Peak Hour Trips</b>						<b>178</b>	<b>378</b>	<b>556</b>

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

SOURCE: Hales Engineering, May 2019

## 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 peak hour is as follows:

### To/From Project Opening Day:

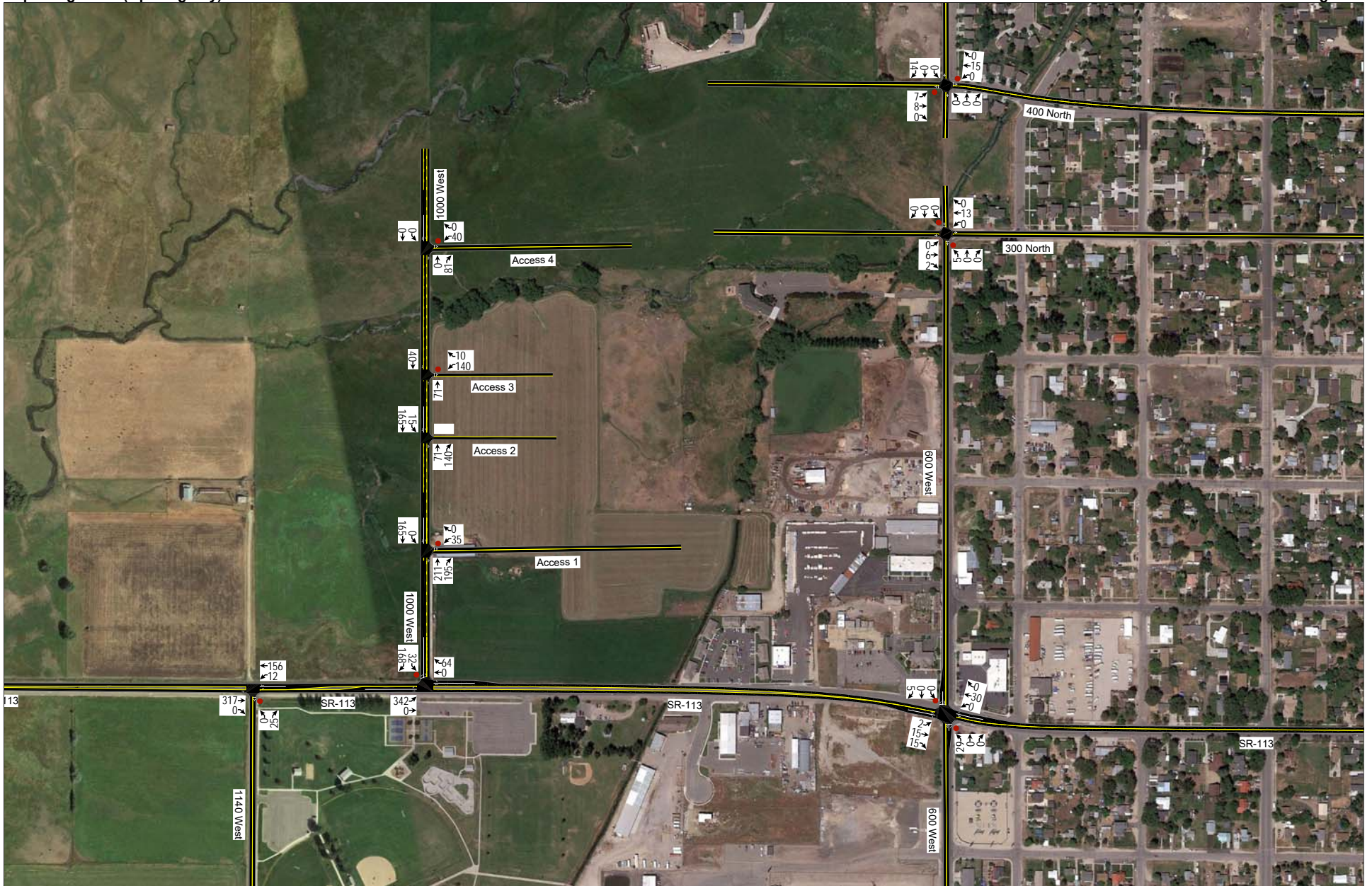
- 3% North
- 12% South
- 70% West
- 15% East

### To/From Project 2030:

- 5% North
- 15% South
- 65% West
- 15% East

As the region around the high school continues to grow and develop, a slight shift in traffic patterns is likely to occur. There is not much space to develop east of the school, however, there is a lot of space to develop to the north, south, and west. It is expected that these areas will likely develop, and more traffic will come to the school from these areas.

These trip distribution assumptions were used to assign the morning 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 5 and Figure 6.







## **E. Access**

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

### 1000 West:

- Access 1 will be located approximately 500 feet north of the 1000 West / SR-113 intersection. It is anticipated that the access will be full-movement and stop-controlled. It was assumed that this access would be the main access to the student parking lot located on the southeast corner of the site.
  - It is recommended that a northbound right-turn pocket be constructed.
- Access 2 will be located approximately 400 feet north of the Access 1. It is anticipated that the access will be an ingress only access.
  - It is recommended that a northbound right-turn pocket be constructed.
- Access 3 will be located approximately 150 feet north of the Access 2. It is anticipated that the access will be an egress only access.
  - It is anticipated that there will be two egress lanes at 1000 West.
- Access 4 will be located approximately 475 feet north of the Access 3. It is anticipated that the access will be full-movement and stop-controlled. This access will provide access to the athletic facilities located on the north end of the school.

## **F. Auxiliary Lane Requirements**

Based on Administrative Rule R930-6, the following auxiliary lanes may be required for the 1000 West / SR-113 intersection (UDOT Access Category 6 roadway):

### Left-turn Deceleration Lane:

- Required when the projected peak hour left-turn ingress volume is greater than 25 vph. As shown in Figure 5, it is anticipated that this volume will be met during the morning peak hour at the access onto SR-113. A left-turn deceleration lane will be required for the eastbound left-turns onto 1000 West.

### Right-turn Deceleration Lane:

- Required when the projected peak hour right-turn ingress volume is greater than 50 vph. As shown in Figure 5, it is anticipated that this peak hour volume will be met during the morning peak hour at the access onto SR-113. Therefore, a right-turn deceleration lane is required for the westbound right-turns onto 1000 West.

## **V. FUTURE 2023 (OPENING DAY) PLUS PROJECT CONDITIONS**

### **A. Purpose**

The purpose of the future (opening day) 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 IV to the future (opening day) background traffic volumes to predict turning movement volumes for future (opening day) plus project conditions. Future (opening day) plus project morning 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 peak hour with project traffic added except the 1140 West / SR-113, 1000 West / SR-113, and 600 West / SR-113 intersections, as shown in Table 5. Traffic in the study area will be heavy before and after school and delays are expected.

### **D. Queuing Analysis**

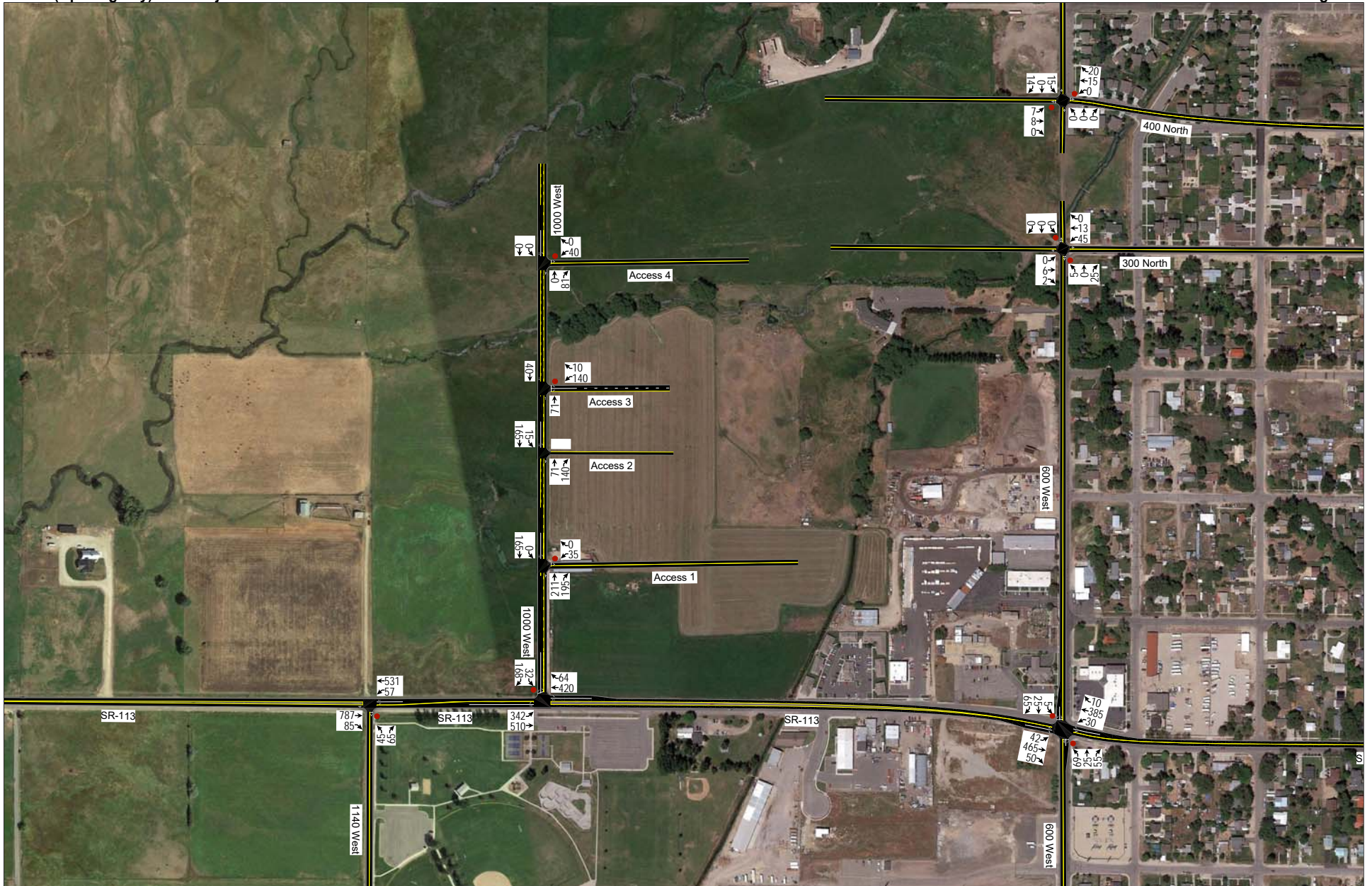
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Some queuing is anticipated at the following intersections:

1140 West / SR-113  
Northbound (590 feet)

1100 West / SR-113  
Eastbound (390 feet)  
Southbound (220 feet)

600 West / SR-113  
Northbound (310 feet)

The eastbound left-turn queue at the 1000 West / SR-113 intersection may be longer than the available storage. This may block through vehicles occasionally. This is likely a morning peak hour issue only and not anticipated to occur at any other times of the day.



**Table 5: Future (Opening Day) Plus Project Morning Peak Hour Level of Service**

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
1140 West / SR-113	NB Stop	NB	> 50	F	-	-
600 West / SR-113	NB/SB Stop	NB	> 50	F	-	-
300 North / 600 West	NB Stop	NB	2.1	A	-	-
400 North / 600 West	EB/WB Stop	EB	4.5	A	-	-
1000 West / SR-113	SB Stop	SB	> 50	F	-	-
Access 1 / 1000 West	WB Stop	WB	13.9	B	-	-
Access 2 / 1000 West	None	SB	1.1	A	-	-
Access 3 / 1000 West	WB Stop	WB	5.5	A	-	-
Access 4 / 1000 West	WB Stop	WB	4.0	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, May 2019

## E. Mitigation Measures

All study intersections along SR-113 are anticipated to perform at a poor LOS. Each is discussed in detail below:

### 600 West / SR-113

600 West / SR-113 will be close to meeting signal warrants by opening day and should meet signal spacing requirements. It is recommended that a signal be constructed at this location when warrants are met.

### 1000 West / SR-113

The 1000 West / SR-113 intersection is anticipated to perform at a poor LOS opening day and not anticipated to meet signal warrants during the morning peak hour and may be close to warranting in the afternoon peak hour. A roundabout and all-way stop controls were analyzed at this intersection and were found to produce a long queue primarily in the eastbound direction that backs up past the 1140 West intersection. A signal at this location provided significantly less queuing than other alternatives and also improves LOS. It is recommended that a signal at this location be constructed when warrants are met. In the meantime, the southbound left-turns can reroute and use 300 or 400 North to head back to the east. To minimize the green time in the southbound phase, it is recommended that a southbound right-turn overlapping phase be considered. This recommendation will require a dedicated right-turn lane in the southbound direction.

### 1140 West / SR-113

The intersection of 1140 West / SR-113 is also anticipated to perform poorly. The 1140 West / SR-113 intersection is not anticipated to meet signal warrants or signal spacing requirements. Northbound vehicles will have a difficult time finding gaps in traffic during the morning and evening peak hours. It is recommended that a northbound right-turn pocket be constructed to separate out the left- and right-turning movements. UDOT is planning on widening SR-113 to a three-lane cross-section within the study area. This project is planned to occur sometime between 2025 and 2034. When this project is complete, the northbound left-turns will be able to perform a two-stage left-turn, utilizing the two-way left-turn lane to cross halfway before entering the westbound traffic stream. To help alleviate the northbound delays, it is recommended that separate left- and right-turn lanes be constructed.

SR-113 is currently posted with a 50-mph speed limit at the main high school entrance (1000 West). With a high number of vehicles making left- and right-turns onto and off of 1000 West, it is recommended that UDOT considered shifting the speed limit change to the west side of 1140 West. This will keep the 35-mph speed limit from town and through the study area. This will improve safety and lessen the severity of any crashes that may occur.

An additional analysis was completed assuming a signal at 1000 West / SR-113 and separate left- and right-turn lanes in the northbound approach at 1140 West / SR-113. The results from this analysis can be seen in Table 6. As shown in Table 6 all study intersections are anticipated to perform at an acceptable LOS except 1140 West / SR-113 and 600 West / SR-113.

**Table 6: Future (Opening Day) Plus Project Morning Peak Hour Level of Service - Mitigated**

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
1140 West / SR-113	NB Stop	NB	> 50	F	-	-
600 West / SR-113	NB/SB Stop	NB	> 50	F	-	-
300 North / 600 West	NB Stop	NB	1.9	A	-	-
400 North / 600 West	EB/WB Stop	EB	4.3	A	-	-
1000 West / SR-113	Signal	-	-	-	14.0	B
Access 1 / 1000 West	WB Stop	WB	12.6	B	-	-
Access 2 / 1000 West	None	NB	1.4	A	-	-
Access 3 / 1000 West	WB Stop	WB	5.4	A	-	-
Access 4 / 1000 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, May 2019

## **VI. 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 County Regional Transportation Plan, there are two projects that will occur in the study area between 2025 and 2034. The first project is the Heber Bypass Road. This roadway will connect to US-40 north of Heber and head west around Heber. The bypass will parallel 1000 West before crossing SR-113. The exact location has not been determined. It was assumed that the bypass did not connect to SR-113 and was not built by the year 2030. The other future project is the widening of SR-113 to three-lanes. To remain conservative, this project was not included in the analysis.

### **C. Traffic Volumes**

Hales Engineering obtained future (2023) forecasted populations of Heber City from the Heber City General Plan, Chapter 2 – Land Use. The data provided in this chapter came from the census projections from Utah’s Open Data Catalog. From the data provided, Heber City is anticipated to grow at an approximate rate of 3.5 percent per year between 2010 and 2020 and 2.5 percent between 2020 and 2030. Existing traffic volumes were increased using these rates. Future (2030) morning peak hour turning movement volumes are shown in Figure 8.

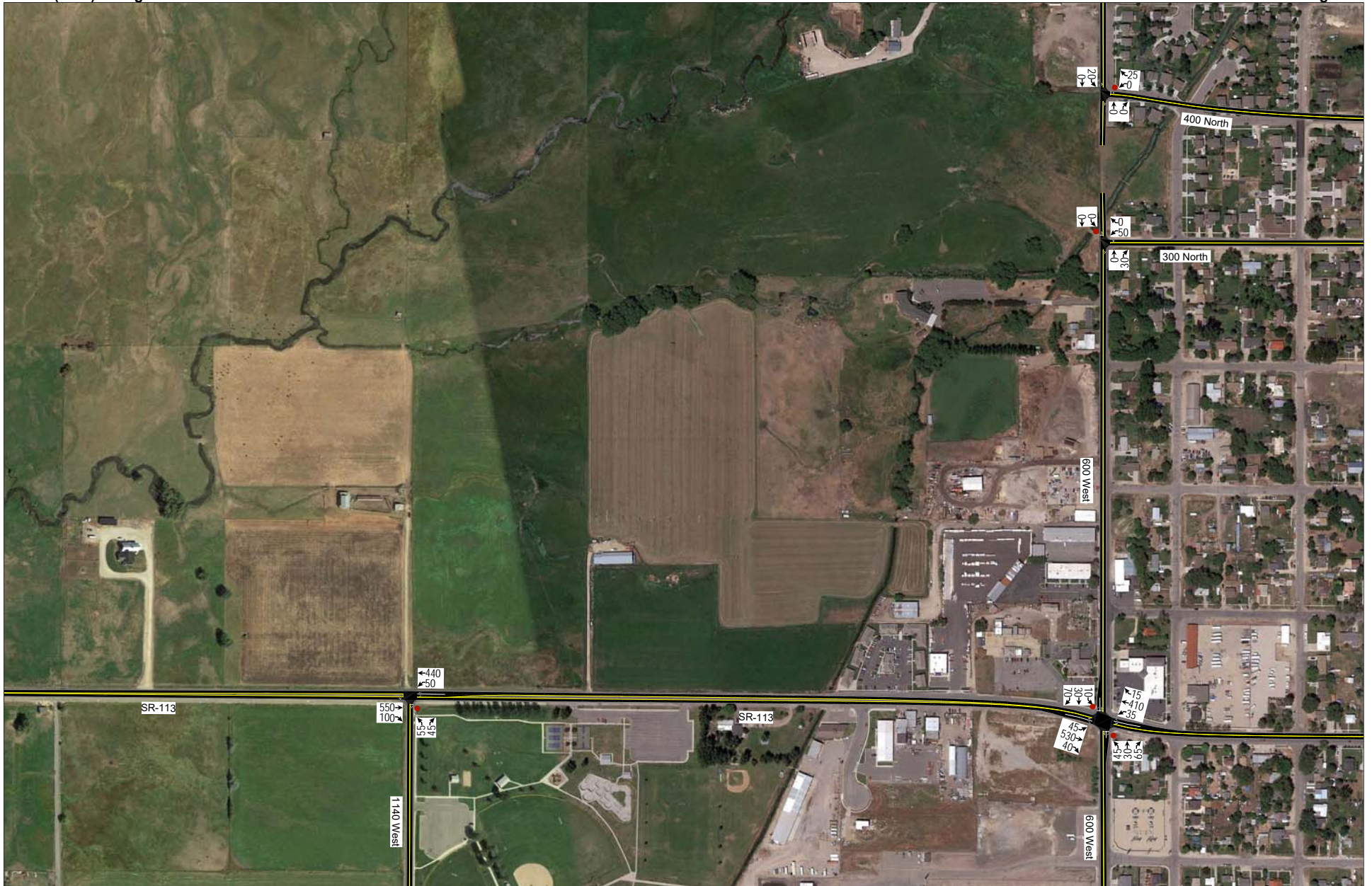
### **D. Level of Service Analysis**

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning peak hour in future (2030) background conditions except 1140 West / SR-113, as shown in Table 7. 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 95<sup>th</sup> percentile queue lengths for each of the study intersections. Some queuing is anticipated at the 1140 West / SR-113 in the north bound direction of approximately 170 feet. No other significant queuing is anticipated during the morning peak hour.





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

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
1140 West / SR-113	NB Stop	NB	38.8	E	-	-
600 West / SR-113	NB/SB Stop	NB	30.1	D	-	-
300 North / 600 West	None	NB	1.0	A	-	-
400 North / 600 West	WB Stop	WB	2.8	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, May 2019

## F. Mitigation Measures

The intersection of 1140 West / SR-113 is anticipated to perform at a poor LOS. It is recommended that separate left- and right-turn lane be provided to allow right-turn vehicles to get around left-turn vehicles. UDOT is planning on widening SR-113 to a three-lane cross-section within the study area. This project is planned to occur sometime between 2025 and 2034. When this project is complete, the northbound left-turns will be able to perform a two-stage left-turn, utilizing the two-way left-turn lane to cross halfway before merging with the westbound traffic stream.

## VII. 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 peak hour turning movement volumes are shown in Figure 9.

### C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning peak hour in future (2030) plus project conditions except 1140 West / SR-113 and 600 West / SR-113, as shown in Table 8. Traffic in the study area will be heavy before and after school and delays are expected.

### D. Queuing Analysis

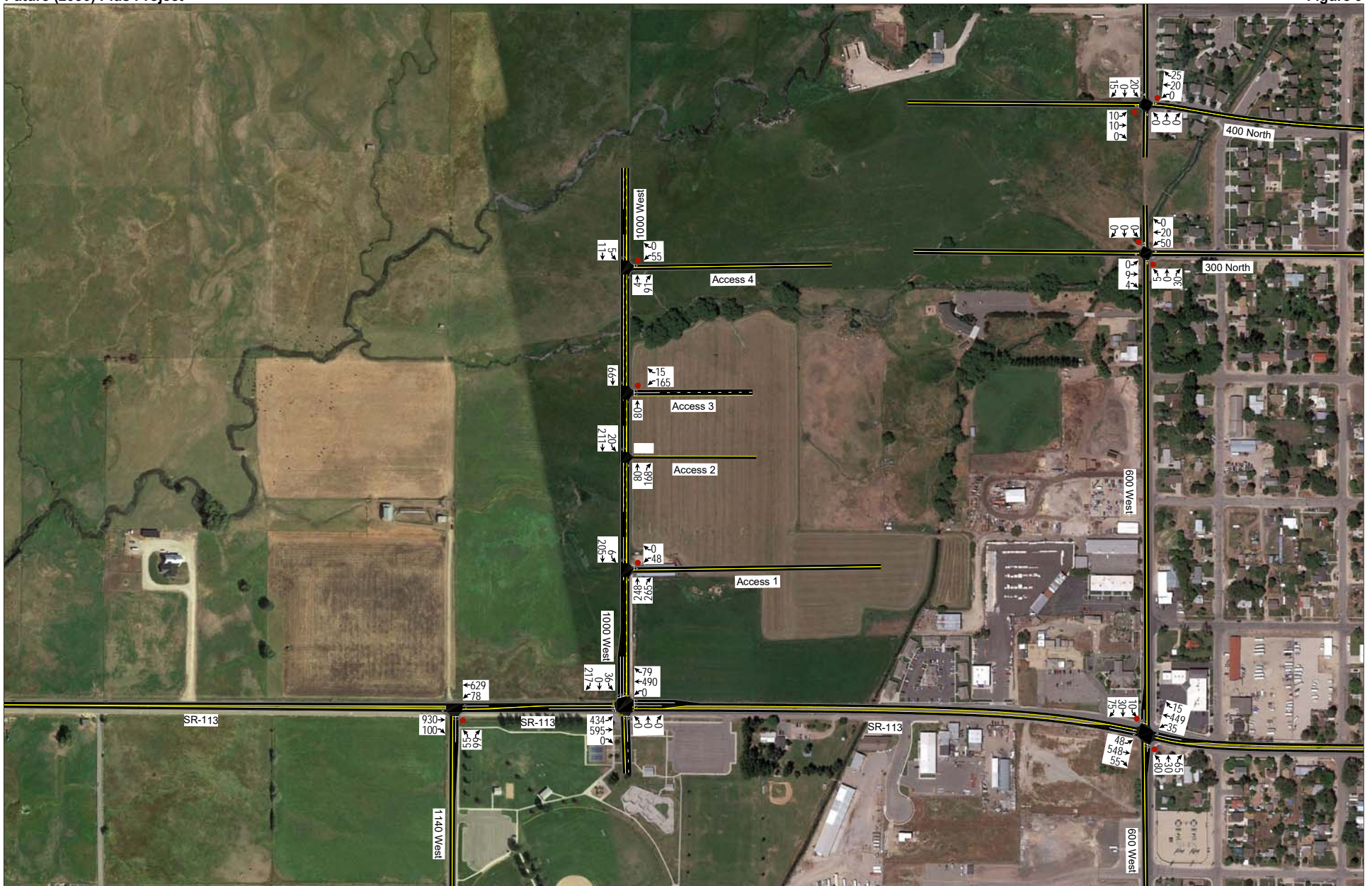
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Some queuing is anticipated at the following intersections:

1140 West / SR-113  
Northbound (790 feet)  
Eastbound (150 feet)

1100 West / SR-113  
Eastbound (410 feet)  
Westbound (650 feet)

600 West / SR-113  
Northbound (400 feet)

The eastbound queue at 1140 West is caused by the eastbound left-turn queue from the 1100 West / SR-113 intersection backing up and blocking 1140 West / SR-113.



**Table 8: Future (2030) Plus Project Morning Peak Hour Level of Service**

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
1140 West / SR-113	NB Stop	NB	> 50	F	-	-
600 West / SR-113	NB/SB Stop	NB	> 50	F	-	-
300 North / 600 West	NB Stop	NB	2.0	A	-	-
400 North / 600 West	EB/WB Stop	EB	4.5	A	-	-
1000 West / SR-113	Signal	-	-	-	20.4	C
Access 1 / 1000 West	WB Stop	WB	17.5	C	-	-
Access 2 / 1000 West	None	SB	1.5	A	-	-
Access 3 / 1000 West	WB Stop	WB	5.9	A	-	-
Access 4 / 1000 West	WB Stop	WB	4.3	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, May 2019

## E. Mitigation Measures

The intersection of 600 West / SR-113 is anticipated to perform at a poor LOS. It is recommended that a signal be constructed at this location when warrants are met.

1140 West / SR-113 is also anticipated to perform at a poor LOS. It is recommended that a right-turn deceleration lane be constructed in the eastbound approach. It is also recommended that a two-way left-turn lane be constructed so two stage left turns can be completed for the northbound left-turns.

The intersection of 1000 West / SR-113 is anticipated to have long queues in the eastbound direction caused by the high number of vehicles headed to the high school. These queues will back out into the through lane and occasionally block the lane. Based on UDOT's Left-turn Guidelines, dual left-turn lanes are warranted for the eastbound approach into the school. This would require two receiving lanes along 1000 West. One of the receiving lanes could become a trap right-turn at Access 1. It is anticipated that the lane utilization will be close to even at Access 1.

SR-113 is currently posted with a 50-mph speed limit at the main high school entrance (1000 West). With a high number of vehicles making left- and right-turns onto and off of 1000 West, it is recommended that UDOT consider shifting the speed limit change to the west side of 1140 West. This will keep the 35-mph speed limit from town and through the study area. This will improve safety and lessen the severity of any crashes that may occur.

An additional analysis was completed assuming a signal at 1000 West / SR-113 and separate left- and right-turn lanes in the northbound approach at 1140 West / SR-113. The results from this analysis can be seen in Table 9. As shown in Table 9, all study intersections are anticipated to perform at an acceptable LOS except 1140 West / SR-113. Queueing is also anticipated to improve at many of the intersections.

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

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach <sup>1,3</sup>	Aver. Delay (Sec/Veh) <sup>1</sup>	LOS <sup>1</sup>	Aver. Delay (Sec/Veh) <sup>2</sup>	LOS <sup>2</sup>
1140 West / SR-113	NB Stop	NB	> 50	F	-	-
600 West / SR-113	Signal	-	-	-	11.2	B
300 North / 600 West	NB Stop	NB	2.2	A	-	-
400 North / 600 West	EB/WB Stop	EB	4.5	A	-	-
1000 West / SR-113	Signal	-	-	-	14.4	B
Access 1 / 1000 West	WB Stop	WB	11.2	B	-	-
Access 2 / 1000 West	None	SB	1.7	A	-	-
Access 3 / 1000 West	WB Stop	WB	5.7	A	-	-
Access 4 / 1000 West	WB Stop	WB	4.3	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, May 2019

## F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95<sup>th</sup> 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 10. Intersections shown in Table 10 include new intersections and existing intersections that have recommended storage length changes.

**Table 10: Recommended Storage Lengths**

Recommended Storage Lengths Heber - High School TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
1140 West / SR-113	-	350	-	-	-	100	100	-
600 West / SR-113	100	-	75	-	100	-	100	-
1000 West / SR-113	-	-	150	100	250	-	100	175
Access 1 / 1000 West	-	100	100	-	-	-	-	-
Access 2 / 1000 West	-	100	100	-	-	-	-	-
Access 3 / 1000 West	-	-	-	-	-	-	100	-

Source: Hales Engineering, June 2019



## VIII. ON-SITE CIRCULATION

### A. Purpose

This section of the report examines the on-site circulation that has been proposed for the development. This scenario provides insight into the efficiency, safety, and viability of the proposed on-site circulation plan. Recommendations in this section will help to prevent queues from interfering with traffic flow both internally and on adjacent roads.

### B. Pedestrian Facilities

The site plan that was provided did not show all the details of pedestrian facilities that are planned. It is recommended that sidewalks be constructed along all internal roadways to provide a safe place for students to move about the campus. There needs to be a walkway that allows students to walk from the main building to the athletic fields and facilities. These pedestrian facilities will also allow students to walk home safely.

It is also recommended that a sidewalk be constructed on both sides of 1000 West at its full-build-out. As an interim solution, it is recommended that a sidewalk be built on at least the east side of 1000 West and that it connects to the existing trail and park on the south side of SR-113. When the signal is constructed at 1000 West / SR-113, a crosswalk is recommended on the east leg of the signal.

### C. Internal Roadways

Based on the site plan provided, it appears that the student drop off area is located at the front of the school. The drop off area was measured to be approximately 350 feet. Based on observations and analyses completed at other high schools in Utah, it is recommended that additional drop off space be provided to limit queues backing out onto 1000 West. This could be done by either expanding the proposed drop off area or adding an additional drop off location elsewhere on campus.

The southeast parking lot adjacent to the maintenance yard appears to have the parking lot planned to be built up against the road on the east side of the parking lot. It is recommended that the parking lot have a single access to the east road, similar in nature to the other parking lots in the site plan.

# APPENDIX A

## Turning Movement Counts









# APPENDIX B

## LOS Results

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Existing (2019) Background  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	34	39	115	17.0	C
	T	22	21	95	14.8	B
	R	49	50	102	5.9	A
	<b>Subtotal</b>	<b>105</b>	<b>110</b>	<b>105</b>	<b>11.5</b>	<b>B</b>
SB	L	6	6	92	13.0	B
	T	23	23	100	14.7	B
	R	53	55	103	6.2	A
	Subtotal	82	84	102	9.0	A
EB	L	35	36	103	8.2	A
	T	405	395	98	5.8	A
	R	32	35	110	5.2	A
	Subtotal	472	466	99	5.9	A
WB	L	27	28	103	5.7	A
	T	317	323	102	3.0	A
	R	6	7	108	3.5	A
	Subtotal	350	358	102	3.2	A
<b>Total</b>		1,010	1,018	101	5.8	A

**Intersection:** 600 West & 400 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	14	98	1.4	A
	Subtotal	14	14	100	1.4	A
<b>WB</b>	R	15	16	105	2.6	A
	<b>Subtotal</b>	<b>15</b>	<b>16</b>	<b>107</b>	<b>2.6</b>	<b>A</b>
<b>Total</b>		30	30	102	2.1	A



## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Existing (2019) Background  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & 300 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	T	43	45	105	0.9	A
	R	21	19	92	0.9	A
	<b>Subtotal</b>	<b>64</b>	<b>64</b>	<b>100</b>	<b>0.9</b>	<b>A</b>
WB	L	43	44	103	0.2	A
	Subtotal	43	44	102	0.2	A
<b>Total</b>		106	108	102	0.6	A

**Intersection:** 1140 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	40	42	104	11.7	B
	R	34	34	100	7.2	A
	<b>Subtotal</b>	<b>74</b>	<b>76</b>	<b>103</b>	<b>9.7</b>	<b>A</b>
EB	T	425	419	99	3.0	A
	R	75	80	106	2.6	A
	Subtotal	500	499	100	2.9	A
WB	L	38	39	102	8.7	A
	T	366	380	104	4.5	A
	Subtotal	404	419	104	4.9	A
<b>Total</b>		979	994	102	4.3	A

3: 600 West & SR-113 Performance by movement Interval #1 7:30

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	0.2	0.2	0.1	0.6	0.1	3.4	0.0	0.3	2.4
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)	4.0	2.7	2.3	7.0	1.9	8.4	8.0	5.8	3.0	8.7	7.9	6.0
Vehicles Entered	12	94	5	7	75	1	6	3	5	3	8	16
Vehicles Exited	10	93	5	8	75	1	6	3	5	3	8	16
Hourly Exit Rate	40	372	20	32	300	4	24	12	20	12	32	64
Input Volume	32	371	29	25	291	6	31	20	45	6	21	49
% of Volume	125	100	69	128	103	67	77	60	44	200	152	131

3: 600 West & SR-113 Performance by movement Interval #1 7:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.2
Total Del/Veh (s)	3.3
Vehicles Entered	235
Vehicles Exited	233
Hourly Exit Rate	932
Input Volume	926
% of Volume	101

3: 600 West & SR-113 Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	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	0.1	0.0	0.2	0.3	0.3	0.8	3.3	0.1	0.1	1.4	0.4
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	3.3	3.0	0.8	4.4	2.1	13.2	9.4	7.0	11.1	8.1	7.2	4.0
Vehicles Entered	11	99	3	9	83	11	6	13	3	6	12	256
Vehicles Exited	13	96	3	8	85	8	6	13	4	5	13	254
Hourly Exit Rate	52	384	12	32	340	32	24	52	16	20	52	1016
Input Volume	32	371	29	25	291	31	20	45	6	21	49	926
% of Volume	162	104	41	128	117	103	120	116	267	95	106	110

3: 600 West & SR-113 Performance by movement Interval #3 8:00

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	0.1	0.3	1.5	0.9	0.1	3.6	0.1	0.0	1.4
Total Delay (hr)	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	8.7	4.0	3.6	7.2	2.9	1.0	23.5	30.1	9.9	20.0	31.0	9.4
Vehicles Entered	9	134	20	11	90	3	7	6	19	3	8	18
Vehicles Exited	9	130	18	11	89	3	10	6	19	3	8	17
Hourly Exit Rate	36	520	72	44	356	12	40	24	76	12	32	68
Input Volume	44	506	40	34	396	8	43	28	61	8	29	66
% of Volume	82	103	180	129	90	150	93	86	125	150	110	103

3: 600 West & SR-113 Performance by movement Interval #3 8:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.6
Total Del/Veh (s)	6.4
Vehicles Entered	328
Vehicles Exited	323
Hourly Exit Rate	1292
Input Volume	1263
% of Volume	102

3: 600 West & SR-113 Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	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	0.4	0.2	0.3	0.1	4.2	0.0	0.0	1.1	0.3
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	0.3
Total Del/Veh (s)	4.5	3.8	3.8	3.3	2.0	8.8	17.4	4.3	8.3	10.5	4.3	4.0
Vehicles Entered	14	81	10	10	69	8	4	10	3	5	8	222
Vehicles Exited	12	87	12	11	69	8	4	9	3	6	9	230
Hourly Exit Rate	48	348	48	44	276	32	16	36	12	24	36	920
Input Volume	32	371	29	25	291	31	20	45	6	21	49	926
% of Volume	150	94	166	176	95	103	80	80	200	114	73	99

3: 600 West & SR-113 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	0.2	0.2	1.1	0.5	0.3	3.6	0.0	0.1	1.6
Total Delay (hr)	0.1	0.4	0.0	0.1	0.2	0.0	0.1	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	5.0	3.6	3.4	5.7	2.3	2.8	15.6	17.1	7.2	12.6	16.8	7.4
Vehicles Entered	46	408	38	37	317	4	32	19	47	12	27	54
Vehicles Exited	44	406	38	38	318	4	32	19	46	13	27	55
Hourly Exit Rate	44	406	38	38	318	4	32	19	46	13	27	55
Input Volume	35	405	32	27	317	6	34	22	49	6	23	53
% of Volume	126	100	120	139	100	62	94	86	94	200	117	103

3: 600 West & SR-113 Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.4
Total Del/Veh (s)	4.8
Vehicles Entered	1041
Vehicles Exited	1040
Hourly Exit Rate	1040
Input Volume	1010
% of Volume	103

8: 600 West & 400 North Performance by movement Interval #1 7:30

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.1	1.9
Vehicles Entered	5	4	9
Vehicles Exited	5	4	9
Hourly Exit Rate	20	16	36
Input Volume	14	13	27
% of Volume	143	123	133

8: 600 West & 400 North Performance by movement Interval #2 7:45

Movement	WBR	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.1	0.1
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	2.7	2.7
Vehicles Entered	7	7
Vehicles Exited	7	7
Hourly Exit Rate	28	28
Input Volume	14	27
% of Volume	200	104

8: 600 West & 400 North Performance by movement Interval #3 8:00

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	3.0	1.4	1.7
Vehicles Entered	1	4	5
Vehicles Exited	1	4	5
Hourly Exit Rate	4	16	20
Input Volume	19	18	37
% of Volume	21	89	54

8: 600 West & 400 North Performance by movement Interval #4 8:15

Movement	WBR	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.1	0.1
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	2.5	2.5
Vehicles Entered	2	2
Vehicles Exited	2	2
Hourly Exit Rate	8	8
Input Volume	14	27
% of Volume	57	30

8: 600 West & 400 North Performance by movement Entire Run

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.2	2.2
Vehicles Entered	15	8	23
Vehicles Exited	15	8	23
Hourly Exit Rate	15	8	23
Input Volume	15	14	30
% of Volume	98	56	78

10: 600 West & 300 North Performance by movement Interval #1 7:30

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.5	0.3	0.2
Vehicles Entered	12	11	3	26
Vehicles Exited	11	10	3	24
Hourly Exit Rate	44	40	12	96
Input Volume	39	39	19	97
% of Volume	113	103	63	99

10: 600 West & 300 North Performance by movement Interval #2 7:45

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	1.0	0.4	0.5
Vehicles Entered	12	13	6	31
Vehicles Exited	13	14	6	33
Hourly Exit Rate	52	56	24	132
Input Volume	39	39	19	97
% of Volume	133	144	126	136

10: 600 West & 300 North Performance by movement Interval #3 8:00

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.7	1.3	0.7
Vehicles Entered	19	12	6	37
Vehicles Exited	20	11	5	36
Hourly Exit Rate	80	44	20	144
Input Volume	54	54	26	134
% of Volume	148	81	77	107

10: 600 West & 300 North Performance by movement Interval #4 8:15

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.2	0.3
Vehicles Entered	12	12	4	28
Vehicles Exited	11	13	5	29
Hourly Exit Rate	44	52	20	116
Input Volume	39	39	19	97
% of Volume	113	133	105	120

10: 600 West & 300 North Performance by movement Entire Run

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.8	0.6	0.5
Vehicles Entered	55	48	19	122
Vehicles Exited	55	48	19	122
Hourly Exit Rate	55	48	19	122
Input Volume	43	43	21	106
% of Volume	129	112	92	115

12: 1140 West & SR-113 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)	0.3	0.5	0.0	0.0	0.1	0.1	0.2
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.2
Total Del/Veh (s)	2.1	0.8	3.7	3.7	10.9	7.8	3.4
Vehicles Entered	97	14	8	89	11	10	229
Vehicles Exited	98	14	7	85	11	10	225
Hourly Exit Rate	392	56	28	340	44	40	900
Input Volume	390	69	35	336	37	31	898
% of Volume	101	81	80	101	119	129	100

12: 1140 West & SR-113 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)	0.5	0.4	0.0	0.0	0.1	0.1	0.2
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.3
Total Del/Veh (s)	2.6	1.3	4.4	3.8	12.6	4.7	3.7
Vehicles Entered	100	18	14	92	13	6	243
Vehicles Exited	99	16	16	94	14	7	246
Hourly Exit Rate	396	64	64	376	56	28	984
Input Volume	390	69	35	336	37	31	898
% of Volume	102	93	183	112	151	90	110

12: 1140 West & SR-113 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)	0.7	0.4	0.0	0.0	0.1	0.1	0.4
Total Delay (hr)	0.2	0.0	0.0	0.1	0.1	0.0	0.5
Total Del/Veh (s)	4.5	0.9	6.1	4.2	23.7	11.7	5.4
Vehicles Entered	146	24	13	103	16	13	315
Vehicles Exited	147	27	12	102	14	12	314
Hourly Exit Rate	588	108	48	408	56	48	1256
Input Volume	531	94	48	457	50	43	1223
% of Volume	111	115	100	89	112	112	103



12: 1140 West & SR-113 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)	0.4	0.4	0.0	0.0	0.1	0.1	0.2
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.3
Total Del/Veh (s)	3.0	1.0	4.3	3.7	16.5	4.0	4.0
Vehicles Entered	98	16	11	75	11	6	217
Vehicles Exited	98	15	11	77	13	7	221
Hourly Exit Rate	392	60	44	308	52	28	884
Input Volume	390	69	35	336	37	31	898
% of Volume	101	87	126	92	141	90	98

12: 1140 West & SR-113 Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.4	0.0	0.0	0.1	0.1	0.3
Total Delay (hr)	0.4	0.0	0.1	0.4	0.3	0.1	1.2
Total Del/Veh (s)	3.2	1.1	5.0	4.1	17.3	8.3	4.4
Vehicles Entered	441	72	46	359	51	35	1004
Vehicles Exited	442	72	46	358	52	36	1006
Hourly Exit Rate	442	72	46	358	52	36	1006
Input Volume	425	75	38	366	40	34	979
% of Volume	104	96	120	98	129	106	103

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.5	0.5	0.7	0.5	0.6
Total Delay (hr)	0.6	0.8	1.4	0.7	3.5
Total Del/Veh (s)	7.5	8.4	12.2	8.6	10.5
Vehicles Entered	269	293	372	251	1185
Vehicles Exited	262	291	356	279	1188
Hourly Exit Rate	1048	1164	1424	1116	1188
Input Volume	2934	2934	4003	2934	3201
% of Volume	36	40	36	38	37

**Intersection: 3: 600 West & SR-113, Interval #1**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	67	87	52	30	54	55
Average Queue (ft)	15	22	25	13	24	34
95th Queue (ft)	53	69	53	37	54	48
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)		0	5	1	1	1
Queuing Penalty (veh)		0	2	1	0	0

**Intersection: 3: 600 West & SR-113, Interval #2**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	45	65	54	48	48	74
Average Queue (ft)	12	9	35	30	33	34
95th Queue (ft)	38	47	65	52	45	69
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)			15	8	1	3
Queuing Penalty (veh)			7	4	1	1

**Intersection: 3: 600 West & SR-113, Interval #3**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	87	87	52	53	94	72
Average Queue (ft)	25	32	42	37	32	35
95th Queue (ft)	80	79	58	52	87	69
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0	0	38	16	11	3
Queuing Penalty (veh)	0	0	23	11	7	1

**Intersection: 3: 600 West & SR-113, Interval #4**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	45	24	30	31	30	50
Average Queue (ft)	13	7	26	17	27	27
95th Queue (ft)	40	24	43	42	35	50
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)			12	4		1
Queuing Penalty (veh)			6	2		0

**Intersection: 3: 600 West & SR-113, All Intervals**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	87	87	54	53	94	74
Average Queue (ft)	16	17	32	24	29	32
95th Queue (ft)	56	60	58	51	62	61
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0	0	18	7	3	2
Queuing Penalty (veh)	0	0	9	5	2	1

**Intersection: 8: 600 West & 400 North, Interval #1**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	17
95th Queue (ft)	41
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	17
95th Queue (ft)	42
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	8
95th Queue (ft)	31
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, All Intervals

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 600 West & 300 North, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 10: 600 West & 300 North, Interval #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, Interval #3

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, Interval #4

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, All Intervals

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 12: 1140 West & SR-113, Interval #1

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	28	53
Average Queue (ft)	8	33
95th Queue (ft)	29	47
Link Distance (ft)		916
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: 1140 West & SR-113, Interval #2

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	27	53
Average Queue (ft)	19	34
95th Queue (ft)	39	47
Link Distance (ft)		916
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: 1140 West & SR-113, Interval #3

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	28	100
Average Queue (ft)	15	57
95th Queue (ft)	37	89
Link Distance (ft)		916
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 12: 1140 West & SR-113, Interval #4**

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	31	72
Average Queue (ft)	13	40
95th Queue (ft)	37	80
Link Distance (ft)		916
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 12: 1140 West & SR-113, All Intervals**

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	31	100
Average Queue (ft)	14	41
95th Queue (ft)	36	72
Link Distance (ft)		916
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: 4
Network wide Queuing Penalty, Interval #2: 12
Network wide Queuing Penalty, Interval #3: 43
Network wide Queuing Penalty, Interval #4: 8
Network wide Queuing Penalty, All Intervals: 17



## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Background  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	40	41	102	24.5	C
	T	25	24	96	21.6	C
	R	55	56	102	6.6	A
	<b>Subtotal</b>	<b>120</b>	<b>121</b>	<b>101</b>	<b>15.6</b>	<b>C</b>
SB	L	5	5	95	17.7	C
	T	25	22	88	17.1	C
	R	60	62	103	6.9	A
	Subtotal	90	89	99	10.0	A
EB	L	40	38	94	5.8	A
	T	450	435	97	4.2	A
	R	35	36	103	2.5	A
	Subtotal	525	509	97	4.2	A
WB	L	30	29	95	5.8	A
	T	355	368	104	2.5	A
	R	10	11	110	1.8	A
	Subtotal	395	408	103	2.7	A
<b>Total</b>		1,130	1,127	100	5.3	A

**Intersection:** 600 West & 400 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	15	16	105	1.5	A
	Subtotal	15	16	107	1.5	A
<b>WB</b>	R	20	22	111	2.8	A
	<b>Subtotal</b>	<b>20</b>	<b>22</b>	<b>110</b>	<b>2.8</b>	<b>A</b>
<b>Total</b>		35	38	109	2.2	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Background  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 600 West & 300 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	T	50	48	96	0.9	A
	R	25	24	96	0.9	A
	<b>Subtotal</b>	<b>75</b>	<b>72</b>	<b>96</b>	<b>0.9</b>	<b>A</b>
WB	L	45	44	98	0.2	A
	Subtotal	45	44	98	0.2	A
<b>Total</b>		120	116	97	0.6	A

**Intersection:** 1140 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	45	43	96	23.3	C
	R	40	43	107	11.2	B
	<b>Subtotal</b>	<b>85</b>	<b>86</b>	<b>101</b>	<b>17.3</b>	<b>C</b>
EB	T	470	453	96	3.6	A
	R	85	88	104	1.4	A
	Subtotal	555	541	97	3.2	A
WB	L	45	46	103	6.4	A
	T	410	426	104	4.3	A
	Subtotal	455	472	104	4.5	A
<b>Total</b>		1,095	1,099	100	4.9	A

3: 600 West & SR-113 Performance by movement Interval #1 7:30

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	0.1	0.3	0.3	0.8	0.2	0.3	3.4	0.0	0.1	1.4
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	3.6	2.0	4.7	1.9	0.9	18.3	15.5	5.7	12.9	15.2	5.8
Vehicles Entered	8	97	9	7	84	2	10	7	13	1	5	14
Vehicles Exited	8	96	9	7	84	2	10	7	13	1	5	14
Hourly Exit Rate	32	384	36	28	336	8	40	28	52	4	20	56
Input Volume	37	412	32	28	325	9	37	23	50	5	23	55
% of Volume	86	93	112	100	103	89	108	122	104	80	87	102

3: 600 West & SR-113 Performance by movement Interval #1 7:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.3
Total Del/Veh (s)	4.4
Vehicles Entered	257
Vehicles Exited	256
Hourly Exit Rate	1024
Input Volume	1036
% of Volume	99

3: 600 West & SR-113 Performance by movement Interval #2 7:45

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	0.1	0.2	0.3	0.4	0.3	0.2	3.9	0.1	0.1	1.5
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)	5.3	3.6	1.8	5.5	2.0	1.9	11.7	14.1	5.1	22.8	12.3	5.4
Vehicles Entered	9	105	8	6	79	2	9	5	12	1	5	15
Vehicles Exited	9	104	8	6	78	2	9	5	12	1	5	14
Hourly Exit Rate	36	416	32	24	312	8	36	20	48	4	20	56
Input Volume	37	412	32	28	325	9	37	23	50	5	23	55
% of Volume	97	101	100	86	96	89	97	87	96	80	87	102

3: 600 West & SR-113 Performance by movement Interval #2 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.3
Total Del/Veh (s)	4.1
Vehicles Entered	256
Vehicles Exited	253
Hourly Exit Rate	1012
Input Volume	1036
% of Volume	98

3: 600 West & SR-113 Performance by movement Interval #3 8:00

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	0.1	0.3	0.4	1.2	0.4	0.3	3.5	0.0	0.1	1.7
Total Delay (hr)	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	4.7	3.3	6.3	3.3	2.6	36.6	32.9	8.3	22.9	22.7	8.1
Vehicles Entered	12	136	10	10	116	4	11	6	17	2	6	20
Vehicles Exited	11	133	10	10	115	4	10	6	17	2	6	20
Hourly Exit Rate	44	532	40	40	460	16	40	24	68	8	24	80
Input Volume	50	563	44	38	444	13	50	31	69	6	31	75
% of Volume	88	94	91	105	104	123	80	77	99	133	77	107

3: 600 West & SR-113 Performance by movement Interval #3 8:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.7
Total Del/Veh (s)	6.5
Vehicles Entered	350
Vehicles Exited	344
Hourly Exit Rate	1376
Input Volume	1414
% of Volume	97

3: 600 West & SR-113 Performance by movement Interval #4 8:15

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	0.1	0.3	0.3	0.8	0.3	0.3	3.5	0.0	0.0	1.9
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	3.6	2.1	4.9	2.1	1.8	22.6	20.2	5.8	7.1	15.1	6.8
Vehicles Entered	9	98	9	6	87	2	10	6	14	1	6	14
Vehicles Exited	10	101	8	6	90	2	11	6	14	1	6	14
Hourly Exit Rate	40	404	32	24	360	8	44	24	56	4	24	56
Input Volume	37	412	32	28	325	9	37	23	50	5	23	55
% of Volume	108	98	100	86	111	89	119	104	112	80	104	102

3: 600 West & SR-113 Performance by movement Interval #4 8:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.4
Total Del/Veh (s)	4.9
Vehicles Entered	262
Vehicles Exited	269
Hourly Exit Rate	1076
Input Volume	1036
% of Volume	104

3: 600 West & SR-113 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	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.3	0.3	0.8	0.3	0.3	3.6	0.0	0.1	1.7
Total Delay (hr)	0.1	0.5	0.0	0.0	0.3	0.0	0.3	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	5.8	4.2	2.5	5.8	2.5	1.8	24.5	21.6	6.6	17.7	17.1	6.9
Vehicles Entered	38	436	36	29	367	11	41	24	56	5	22	62
Vehicles Exited	38	435	36	29	368	11	41	24	56	5	22	62
Hourly Exit Rate	38	435	36	29	368	11	41	24	56	5	22	62
Input Volume	40	450	35	30	355	10	40	25	55	5	25	60
% of Volume	94	97	103	95	104	110	102	96	102	95	88	103

3: 600 West & SR-113 Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.7
Total Del/Veh (s)	5.3
Vehicles Entered	1127
Vehicles Exited	1127
Hourly Exit Rate	1127
Input Volume	1130
% of Volume	100

8: 600 West & 400 North Performance by movement Interval #1 7:30

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.6	2.2
Vehicles Entered	5	4	9
Vehicles Exited	5	4	9
Hourly Exit Rate	20	16	36
Input Volume	18	14	32
% of Volume	111	114	112

8: 600 West & 400 North Performance by movement Interval #2 7:45

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.6	2.3
Vehicles Entered	5	3	8
Vehicles Exited	5	3	8
Hourly Exit Rate	20	12	32
Input Volume	18	14	32
% of Volume	111	86	100

8: 600 West & 400 North Performance by movement Interval #3 8:00

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.3	1.6	2.1
Vehicles Entered	8	4	12
Vehicles Exited	7	4	11
Hourly Exit Rate	28	16	44
Input Volume	25	19	44
% of Volume	112	84	100

8: 600 West & 400 North Performance by movement Interval #4 8:15

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.4	2.2
Vehicles Entered	5	4	9
Vehicles Exited	6	4	10
Hourly Exit Rate	24	16	40
Input Volume	18	14	32
% of Volume	133	114	125

8: 600 West & 400 North Performance by movement Entire Run

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.8	1.5	2.2
Vehicles Entered	22	16	38
Vehicles Exited	22	16	38
Hourly Exit Rate	22	16	38
Input Volume	20	15	35
% of Volume	111	105	109

10: 600 West & 300 North Performance by movement Interval #1 7:30

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.9	1.0	0.7
Vehicles Entered	10	11	6	27
Vehicles Exited	10	11	6	27
Hourly Exit Rate	40	44	24	108
Input Volume	41	46	23	110
% of Volume	98	96	104	98

10: 600 West & 300 North Performance by movement Interval #2 7:45

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.8	0.7	0.6
Vehicles Entered	10	10	5	25
Vehicles Exited	10	10	5	25
Hourly Exit Rate	40	40	20	100
Input Volume	41	46	23	110
% of Volume	98	87	87	91

10: 600 West & 300 North Performance by movement Interval #3 8:00

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.9	0.8	0.6
Vehicles Entered	14	13	8	35
Vehicles Exited	14	13	7	34
Hourly Exit Rate	56	52	28	136
Input Volume	56	63	31	150
% of Volume	100	83	90	91

10: 600 West & 300 North Performance by movement Interval #4 8:15

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.8	0.9	0.6
Vehicles Entered	9	13	5	27
Vehicles Exited	10	13	6	29
Hourly Exit Rate	40	52	24	116
Input Volume	41	46	23	110
% of Volume	98	113	104	105

10: 600 West & 300 North Performance by movement Entire Run

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.9	0.9	0.6
Vehicles Entered	44	48	24	116
Vehicles Exited	44	48	24	116
Hourly Exit Rate	44	48	24	116
Input Volume	45	50	25	120
% of Volume	98	96	96	97



12: 1140 West & SR-113 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)	0.4	0.4	0.0	0.0	0.1	0.1	0.2
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.3
Total Del/Veh (s)	2.9	1.1	4.5	3.7	15.1	7.1	3.8
Vehicles Entered	102	20	10	99	11	10	252
Vehicles Exited	101	20	10	100	11	10	252
Hourly Exit Rate	404	80	40	400	44	40	1008
Input Volume	431	78	41	376	41	37	1004
% of Volume	94	103	98	106	107	108	100

12: 1140 West & SR-113 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)	0.4	0.4	0.0	0.0	0.1	0.2	0.2
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.3
Total Del/Veh (s)	3.1	1.2	5.2	3.7	16.5	6.2	3.9
Vehicles Entered	108	20	10	92	10	10	250
Vehicles Exited	107	20	10	92	10	10	249
Hourly Exit Rate	428	80	40	368	40	40	996
Input Volume	431	78	41	376	41	37	1004
% of Volume	99	103	98	98	98	108	99

12: 1140 West & SR-113 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)	0.5	0.5	0.0	0.0	0.2	0.2	0.3
Total Delay (hr)	0.2	0.0	0.0	0.2	0.1	0.1	0.6
Total Del/Veh (s)	4.6	1.7	8.9	4.9	34.9	19.4	6.3
Vehicles Entered	142	31	14	131	13	14	345
Vehicles Exited	141	30	14	129	12	14	340
Hourly Exit Rate	564	120	56	516	48	56	1360
Input Volume	588	106	56	513	56	50	1369
% of Volume	96	113	100	101	86	112	99

12: 1140 West & SR-113 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)	0.3	0.3	0.0	0.0	0.1	0.2	0.2
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.3
Total Del/Veh (s)	3.1	1.0	5.7	4.1	21.8	8.4	4.4
Vehicles Entered	102	17	13	103	10	10	255
Vehicles Exited	103	18	12	106	11	9	259
Hourly Exit Rate	412	72	48	424	44	36	1036
Input Volume	431	78	41	376	41	37	1004
% of Volume	96	92	117	113	107	97	103

12: 1140 West & SR-113 Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.1	0.2	0.2
Total Delay (hr)	0.5	0.0	0.1	0.5	0.3	0.1	1.5
Total Del/Veh (s)	3.6	1.4	6.4	4.3	23.3	11.2	4.9
Vehicles Entered	454	88	46	425	43	43	1099
Vehicles Exited	453	88	46	426	43	43	1099
Hourly Exit Rate	453	88	46	426	43	43	1099
Input Volume	470	85	45	410	45	40	1095
% of Volume	96	104	103	104	96	107	100

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.5	0.5	0.6	0.5	0.6
Total Delay (hr)	0.8	0.8	1.7	1.0	4.3
Total Del/Veh (s)	9.1	9.0	13.3	9.9	11.6
Vehicles Entered	296	293	409	296	1298
Vehicles Exited	297	294	384	319	1297
Hourly Exit Rate	1188	1176	1536	1276	1297
Input Volume	3291	3291	4490	3291	3591
% of Volume	36	36	34	39	36

**Intersection: 3: 600 West & SR-113, Interval #1**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	50	42	68	66	38	56
Average Queue (ft)	16	12	38	32	18	33
95th Queue (ft)	60	42	72	66	45	63
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0		23	6	1	1
Queuing Penalty (veh)	0		11	4	0	0

**Intersection: 3: 600 West & SR-113, Interval #2**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	54	50	54	54	42	55
Average Queue (ft)	14	14	31	28	19	34
95th Queue (ft)	52	50	58	56	45	64
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0	0	16	6	1	1
Queuing Penalty (veh)	0	0	8	4	0	0

**Intersection: 3: 600 West & SR-113, Interval #3**

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	89	1	67	95	76	46	60
Average Queue (ft)	29	0	22	44	35	23	38
95th Queue (ft)	95	2	71	86	67	55	70
Link Distance (ft)	2635		2366	827		1797	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	1		0	39	12	3	3
Queuing Penalty (veh)	0		0	27	10	2	1

**Intersection: 3: 600 West & SR-113, Interval #4**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	74	45	76	67	38	55
Average Queue (ft)	17	11	40	33	19	31
95th Queue (ft)	63	45	78	71	44	59
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0	0	26	7	1	2
Queuing Penalty (veh)	0	0	13	4	1	1

**Intersection: 3: 600 West & SR-113, All Intervals**

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	110	1	84	104	92	55	74
Average Queue (ft)	19	0	15	38	32	20	34
95th Queue (ft)	69	1	53	75	66	48	65
Link Distance (ft)	2635		2366	827		1797	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	0		0	26	8	2	2
Queuing Penalty (veh)	0		0	15	5	1	1

**Intersection: 8: 600 West & 400 North, Interval #1**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	38
Average Queue (ft)	14
95th Queue (ft)	43
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	15
95th Queue (ft)	44
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	19
95th Queue (ft)	45
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, All Intervals

Movement	WB
Directions Served	LR
Maximum Queue (ft)	48
Average Queue (ft)	16
95th Queue (ft)	43
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 600 West & 300 North, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 10: 600 West & 300 North, Interval #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, Interval #3

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, Interval #4

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, All Intervals

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 12: 1140 West & SR-113, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	34	64
Average Queue (ft)	0	14	38
95th Queue (ft)	4	39	66
Link Distance (ft)	1904		916
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: 1140 West & SR-113, Interval #2

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	2	40	66
Average Queue (ft)	1	17	39
95th Queue (ft)	6	45	71
Link Distance (ft)	1904		916
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: 1140 West & SR-113, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	9	41	122
Average Queue (ft)	1	23	57
95th Queue (ft)	16	52	117
Link Distance (ft)	1904		916
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			



**Intersection: 12: 1140 West & SR-113, Interval #4**

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	39	84
Average Queue (ft)	17	43
95th Queue (ft)	44	85
Link Distance (ft)		916
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 12: 1140 West & SR-113, All Intervals**

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	14	54	123
Average Queue (ft)	1	18	44
95th Queue (ft)	9	45	88
Link Distance (ft)	1904		916
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: 16
Network wide Queuing Penalty, Interval #2: 13
Network wide Queuing Penalty, Interval #3: 41
Network wide Queuing Penalty, Interval #4: 19
Network wide Queuing Penalty, All Intervals: 22

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	69	66	95	80.7	F
	T	25	25	100	59.2	F
	R	55	60	110	29.2	D
	<b>Subtotal</b>	<b>149</b>	<b>151</b>	<b>101</b>	<b>56.7</b>	<b>F</b>
SB	L	5	5	95	16.9	C
	T	25	21	84	26.0	D
	R	65	72	110	8.7	A
	Subtotal	95	98	103	12.8	B
EB	L	42	41	98	6.0	A
	T	478	479	100	3.0	A
	R	50	49	98	1.9	A
	Subtotal	570	569	100	3.1	A
WB	L	30	32	105	6.8	A
	T	385	387	101	3.1	A
	R	10	9	90	1.6	A
	Subtotal	425	428	101	3.3	A
<b>Total</b>		1,239	1,246	101	10.5	B

**Intersection:** 600 West & 400 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	15	14	92	1.5	A
	R	14	16	112	0.1	A
	Subtotal	29	30	103	0.8	A
<b>EB</b>	L	7	5	74	4.5	A
	T	8	8	103	4.5	A
	<b>Subtotal</b>	<b>15</b>	<b>13</b>	<b>87</b>	<b>4.5</b>	<b>A</b>
WB	T	15	13	85	5.1	A
	R	20	21	106	3.0	A
	Subtotal	35	34	97	3.8	A
<b>Total</b>		79	77	97	2.7	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & 300 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	5	5	95	4.5	A
	T	46	48	103	1.0	A
	R	25	23	92	3.8	A
	<b>Subtotal</b>	<b>76</b>	<b>76</b>	<b>100</b>	<b>2.1</b>	<b>A</b>
EB	T	6	6	92	0.0	A
	R	2	2	89	0.0	A
	Subtotal	8	8	100	0.0	A
WB	L	45	46	103	1.8	A
	T	13	12	92	0.2	A
	Subtotal	58	58	100	1.5	A
<b>Total</b>		143	142	99	1.7	A

**Intersection:** 1140 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	45	43	96	230.7	F
	R	65	61	93	199.7	F
	<b>Subtotal</b>	<b>110</b>	<b>104</b>	<b>95</b>	<b>212.5</b>	<b>F</b>
EB	T	787	788	100	7.2	A
	R	85	86	101	4.2	A
	Subtotal	872	874	100	6.9	A
WB	L	57	54	95	17.2	C
	T	536	540	101	3.2	A
	Subtotal	593	594	100	4.5	A
<b>Total</b>		1,575	1,572	100	20.2	C

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** SR-113 & 1000 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>SB</b>	L	32	31	97	273.7	F
	T	3	3	109	12.1	B
	R	168	166	99	13.5	B
	<b>Subtotal</b>	<b>203</b>	<b>200</b>	<b>99</b>	<b>53.8</b>	<b>F</b>
EB	L	342	338	99	31.6	D
	T	534	538	101	3.0	A
	Subtotal	876	876	100	14.0	B
WB	T	455	459	101	3.6	A
	R	64	66	103	2.7	A
	Subtotal	519	525	101	3.5	A
<b>Total</b>		1,598	1,601	100	15.5	C

**Intersection:** 1000 West & Access 1  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	211	213	101	2.0	A
	R	195	190	97	1.4	A
	Subtotal	406	403	99	1.7	A
SB	T	165	164	99	3.6	A
	Subtotal	165	164	99	3.6	A
<b>WB</b>	L	35	32	92	13.9	B
	<b>Subtotal</b>	<b>35</b>	<b>32</b>	<b>91</b>	<b>13.9</b>	<b>B</b>
<b>Total</b>		606	599	99	2.9	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 1000 West & Access 4  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	81	86	106	0.3	A
	Subtotal	81	86	106	0.3	A
WB	L	40	40	99	4.0	A
	<b>Subtotal</b>	<b>40</b>	<b>40</b>	<b>100</b>	<b>4.0</b>	<b>A</b>
<b>Total</b>		121	126	104	1.5	A

**Intersection:** 1000 West & Access 2  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	72	76	106	1.3	A
	R	140	136	97	0.8	A
	Subtotal	212	212	100	1.0	A
SB	L	15	17	113	3.5	A
	T	173	172	100	0.9	A
	<b>Subtotal</b>	<b>188</b>	<b>189</b>	<b>101</b>	<b>1.1</b>	<b>A</b>
<b>Total</b>		399	401	101	1.1	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 1000 West & Access 3  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	74	79	107	0.3	A
	Subtotal	74	79	107	0.3	A
SB	T	48	46	96	0.5	A
	Subtotal	48	46	96	0.5	A
WB	L	140	142	102	5.7	A
	R	10	11	107	2.9	A
	<b>Subtotal</b>	<b>150</b>	<b>153</b>	<b>102</b>	<b>5.5</b>	<b>A</b>
<b>Total</b>		271	278	102	3.2	A

3: 600 West & SR-113 Performance by movement Interval #1 7:30

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	0.4	0.3	0.7	0.3	0.2	3.7	0.1	0.2	1.6
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	2.6	1.6	4.8	1.9	1.6	19.1	16.3	6.5	11.9	18.6	5.8
Vehicles Entered	10	112	11	7	82	2	14	6	14	2	5	17
Vehicles Exited	10	111	11	7	81	2	14	6	14	2	5	16
Hourly Exit Rate	40	444	44	28	324	8	56	24	56	8	20	64
Input Volume	38	430	39	28	342	9	57	23	50	5	23	60
% of Volume	105	103	113	100	95	89	98	104	112	160	87	107

3: 600 West & SR-113 Performance by movement Interval #1 7:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.4
Total Del/Veh (s)	4.4
Vehicles Entered	282
Vehicles Exited	279
Hourly Exit Rate	1116
Input Volume	1104
% of Volume	101

3: 600 West & SR-113 Performance by movement Interval #2 7:45

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	0.3	0.3	1.2	0.3	0.4	3.4	0.1	0.1	1.9
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	2.7	1.8	5.9	2.5	1.0	18.1	14.4	6.9	8.4	15.0	5.7
Vehicles Entered	9	107	10	8	83	2	13	5	15	1	4	18
Vehicles Exited	9	108	11	8	83	2	13	6	15	1	4	18
Hourly Exit Rate	36	432	44	32	332	8	52	24	60	4	16	72
Input Volume	38	430	39	28	342	9	57	23	50	5	23	60
% of Volume	95	100	113	114	97	89	91	104	120	80	70	120

3: 600 West & SR-113 Performance by movement Interval #2 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.3
Total Del/Veh (s)	4.3
Vehicles Entered	275
Vehicles Exited	278
Hourly Exit Rate	1112
Input Volume	1104
% of Volume	101

3: 600 West & SR-113 Performance by movement Interval #3 8:00

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	0.1	0.8	0.5	0.5	0.8	0.4	0.5	3.2	0.0	0.2	1.7
Total Delay (hr)	0.0	0.1	0.0	0.0	0.2	0.0	0.9	0.2	0.3	0.0	0.1	0.1
Total Del/Veh (s)	7.3	3.6	2.0	9.3	4.3	2.7	125.3	96.9	50.2	30.8	40.0	13.4
Vehicles Entered	13	139	17	10	135	3	25	8	19	1	7	22
Vehicles Exited	12	136	17	10	131	3	19	6	16	1	6	22
Hourly Exit Rate	48	544	68	40	524	12	76	24	64	4	24	88
Input Volume	53	620	83	38	513	13	106	31	69	6	31	81
% of Volume	91	88	82	105	102	92	72	77	93	67	77	109

3: 600 West & SR-113 Performance by movement Interval #3 8:00

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	1.9
Total Del/Veh (s)	17.0
Vehicles Entered	399
Vehicles Exited	379
Hourly Exit Rate	1516
Input Volume	1644
% of Volume	92

3: 600 West & SR-113 Performance by movement Interval #4 8:15

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	0.3	0.3	1.1	0.3	0.3	3.7	0.2	0.1	1.5
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	5.2	2.7	1.7	5.8	2.5	1.5	80.5	65.2	37.1	10.8	19.0	7.1
Vehicles Entered	9	124	10	7	88	2	13	6	12	1	5	16
Vehicles Exited	9	124	11	7	92	2	19	8	15	1	6	16
Hourly Exit Rate	36	496	44	28	368	8	76	32	60	4	24	64
Input Volume	38	430	39	28	342	9	57	23	50	5	23	60
% of Volume	95	115	113	100	108	89	133	139	120	80	104	107

3: 600 West & SR-113 Performance by movement Interval #4 8:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.0
Total Del/Veh (s)	11.4
Vehicles Entered	293
Vehicles Exited	310
Hourly Exit Rate	1240
Input Volume	1104
% of Volume	112



3: 600 West & SR-113 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	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.3	0.4	0.4	0.9	0.3	0.4	3.5	0.1	0.1	1.7
Total Delay (hr)	0.1	0.4	0.0	0.1	0.3	0.0	1.5	0.4	0.5	0.0	0.2	0.2
Total Del/Veh (s)	6.0	3.0	1.9	6.8	3.1	1.6	80.7	59.2	29.2	16.9	26.0	8.7
Vehicles Entered	42	481	49	32	387	9	66	25	60	5	21	72
Vehicles Exited	41	479	49	32	387	9	66	25	60	5	21	72
Hourly Exit Rate	41	479	49	32	387	9	66	25	60	5	21	72
Input Volume	42	478	50	30	385	10	69	25	55	5	25	65
% of Volume	98	100	98	105	101	90	95	100	110	95	84	110

3: 600 West & SR-113 Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	3.7
Total Del/Veh (s)	10.5
Vehicles Entered	1249
Vehicles Exited	1246
Hourly Exit Rate	1246
Input Volume	1239
% of Volume	101

8: 600 West & 400 North 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)	0.1	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
Total Del/Veh (s)	2.9	5.5	4.3	3.0	1.4	0.0	2.6
Vehicles Entered	1	1	3	5	2	3	15
Vehicles Exited	1	1	3	5	2	3	15
Hourly Exit Rate	4	4	12	20	8	12	60
Input Volume	6	7	14	18	14	13	72
% of Volume	67	57	86	111	57	92	83

8: 600 West & 400 North 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)	0.1	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
Total Del/Veh (s)	4.1	3.8	4.3	3.0	1.7	0.1	2.8
Vehicles Entered	1	2	4	5	3	4	19
Vehicles Exited	1	2	4	5	3	4	19
Hourly Exit Rate	4	8	16	20	12	16	76
Input Volume	6	7	14	18	14	13	72
% of Volume	67	114	114	111	86	123	106

8: 600 West & 400 North 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)	0.1	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
Total Del/Veh (s)	4.4	3.8	5.1	2.6	1.6	0.1	2.7
Vehicles Entered	2	2	4	7	5	5	25
Vehicles Exited	2	2	4	6	5	5	24
Hourly Exit Rate	8	8	16	24	20	20	96
Input Volume	9	10	19	25	19	18	100
% of Volume	89	80	84	96	105	111	96

8: 600 West & 400 North 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)	0.1	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
Total Del/Veh (s)	3.3	3.8	5.5	2.9	1.6	0.2	2.7
Vehicles Entered	1	2	3	4	3	4	17
Vehicles Exited	2	2	3	5	3	4	19
Hourly Exit Rate	8	8	12	20	12	16	76
Input Volume	6	7	14	18	14	13	72
% of Volume	133	114	86	111	86	123	106

8: 600 West & 400 North 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)	0.1	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	0.1
Total Del/Veh (s)	4.5	4.5	5.1	3.0	1.5	0.1	2.7
Vehicles Entered	5	8	13	21	14	16	77
Vehicles Exited	5	8	13	21	14	16	77
Hourly Exit Rate	5	8	13	21	14	16	77
Input Volume	7	8	15	20	15	14	79
% of Volume	74	103	85	106	92	112	97

10: 600 West & 300 North Performance by movement Interval #1 7:30

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)	0.1		0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0		1.6	0.0	4.2	0.9	3.4	1.6
Vehicles Entered	2	0	11	3	2	11	5	34
Vehicles Exited	2	0	12	3	2	11	6	36
Hourly Exit Rate	8	0	48	12	8	44	24	144
Input Volume	6	2	41	12	5	42	23	131
% of Volume	133	0	117	100	160	105	104	110

10: 600 West & 300 North Performance by movement Interval #2 7:45

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)	0.1		0.2	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0		1.9	0.1	3.1	1.0	3.3	1.6
Vehicles Entered	1	0	10	3	1	11	5	31
Vehicles Exited	1	0	9	3	1	11	5	30
Hourly Exit Rate	4	0	36	12	4	44	20	120
Input Volume	6	2	41	12	5	42	23	131
% of Volume	67	0	88	100	80	105	87	92

10: 600 West & 300 North Performance by movement Interval #3 8:00

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)	0.1		0.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1		1.8	0.6	4.4	0.9	4.1	1.8
Vehicles Entered	2	0	13	3	2	14	6	40
Vehicles Exited	2	0	14	3	2	14	6	41
Hourly Exit Rate	8	0	56	12	8	56	24	164
Input Volume	8	3	56	16	6	60	31	180
% of Volume	100	0	100	75	133	93	77	91

10: 600 West & 300 North Performance by movement Interval #4 8:15

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)	0.1	0.1	0.1	0.1	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	0.0
Total Del/Veh (s)	0.0	0.0	1.7	0.1	2.5	1.1	3.8	1.8
Vehicles Entered	1	1	11	3	1	11	8	36
Vehicles Exited	1	1	11	3	1	12	8	37
Hourly Exit Rate	4	4	44	12	4	48	32	148
Input Volume	6	2	41	12	5	42	23	131
% of Volume	67	200	107	100	80	114	139	113

10: 600 West & 300 North 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)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.0	0.0	1.8	0.2	4.5	1.0	3.8	1.7
Vehicles Entered	6	2	46	12	5	47	24	142
Vehicles Exited	6	2	46	12	5	48	23	142
Hourly Exit Rate	6	2	46	12	5	48	23	142
Input Volume	6	2	45	13	5	46	25	143
% of Volume	92	89	103	92	95	103	92	99

12: 1140 West & SR-113 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)	0.7	0.7	0.0	0.0	0.1	0.2	0.4
Total Delay (hr)	0.2	0.0	0.0	0.1	0.1	0.1	0.5
Total Del/Veh (s)	3.9	1.6	7.2	2.7	28.0	13.2	4.7
Vehicles Entered	170	20	11	115	10	16	342
Vehicles Exited	170	20	12	115	11	16	344
Hourly Exit Rate	680	80	48	460	44	64	1376
Input Volume	675	78	49	461	41	60	1364
% of Volume	101	103	98	100	107	107	101

12: 1140 West & SR-113 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)	0.7	0.8	0.0	0.0	0.2	0.2	0.4
Total Delay (hr)	0.2	0.0	0.0	0.1	0.1	0.1	0.4
Total Del/Veh (s)	3.8	2.1	6.3	2.7	21.8	12.9	4.4
Vehicles Entered	164	19	12	113	10	13	331
Vehicles Exited	165	20	12	113	10	13	333
Hourly Exit Rate	660	80	48	452	40	52	1332
Input Volume	675	78	49	461	41	60	1364
% of Volume	98	103	98	98	98	87	98

12: 1140 West & SR-113 Performance by movement Interval #3 8:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.5	1.4	0.0	0.0	0.2	0.2	0.8
Total Delay (hr)	1.0	0.1	0.2	0.2	1.2	1.5	4.2
Total Del/Veh (s)	12.4	8.7	32.3	3.7	320.8	273.6	27.3
Vehicles Entered	280	27	18	182	13	20	540
Vehicles Exited	273	27	16	180	4	8	508
Hourly Exit Rate	1092	108	64	720	16	32	2032
Input Volume	1124	106	81	759	56	81	2207
% of Volume	97	102	79	95	29	40	92

12: 1140 West & SR-113 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)	0.7	0.7	0.0	0.0	3.8	0.8	0.5
Total Delay (hr)	0.2	0.0	0.1	0.1	1.5	1.9	3.8
Total Del/Veh (s)	4.7	2.2	13.6	3.2	254.3	246.7	34.7
Vehicles Entered	171	19	13	130	10	14	357
Vehicles Exited	179	19	14	131	18	24	385
Hourly Exit Rate	716	76	56	524	72	96	1540
Input Volume	675	78	49	461	41	60	1364
% of Volume	106	97	114	114	176	160	113

12: 1140 West & SR-113 Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.9	0.9	0.0	0.0	1.0	0.3	0.6
Total Delay (hr)	1.6	0.1	0.3	0.5	2.9	3.6	8.9
Total Del/Veh (s)	7.2	4.2	17.2	3.2	230.7	199.7	20.2
Vehicles Entered	786	85	54	539	44	63	1571
Vehicles Exited	788	86	54	540	43	61	1572
Hourly Exit Rate	788	86	54	540	43	61	1572
Input Volume	787	85	57	536	45	65	1575
% of Volume	100	101	95	101	96	93	100

16: SR-113 & 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	0.0	0.0	0.3	0.0	0.0
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.3
Total Del/Veh (s)	4.5	2.1	2.6	1.6	19.2	4.2	3.2
Vehicles Entered	55	132	101	11	8	28	335
Vehicles Exited	54	133	102	11	8	28	336
Hourly Exit Rate	216	532	408	44	32	112	1344
Input Volume	228	507	416	43	25	112	1331
% of Volume	95	105	98	102	128	100	101

16: SR-113 & 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	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.3
Total Del/Veh (s)	5.1	2.0	2.5	1.4	22.5	4.5	3.3
Vehicles Entered	53	126	104	10	6	29	328
Vehicles Exited	53	125	102	10	7	29	326
Hourly Exit Rate	212	500	408	40	28	116	1304
Input Volume	228	507	416	43	25	112	1331
% of Volume	93	99	98	93	112	104	98

16: SR-113 & 1000 West Performance by movement Interval #3 8:00

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.2	0.2	0.2	0.0	1.1	0.0	0.3	4.1
Total Del/Veh (s)	50.4	5.2	5.1	3.7	352.5	5.3	12.8	25.2
Vehicles Entered	159	147	141	32	11	3	76	569
Vehicles Exited	143	147	140	32	1	3	74	540
Hourly Exit Rate	572	588	560	128	4	12	296	2160
Input Volume	684	617	572	128	53	11	336	2401
% of Volume	84	95	98	100	8	109	88	90

16: SR-113 & 1000 West Performance by movement Interval #4 8:15

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3		0.5	0.0
Total Delay (hr)	0.6	0.1	0.1	0.0	1.2	0.0	0.3	2.3
Total Del/Veh (s)	24.1	2.6	3.3	2.1	285.0		28.6	20.2
Vehicles Entered	71	133	114	12	5	0	32	367
Vehicles Exited	87	133	115	13	15	0	35	398
Hourly Exit Rate	348	532	460	52	60	0	140	1592
Input Volume	228	507	416	43	25	0	112	1331
% of Volume	153	105	111	121	240		125	120

16: SR-113 & 1000 West Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1	0.0	0.1	0.1
Total Delay (hr)	3.0	0.5	0.5	0.1	2.4	0.0	0.6	6.9
Total Del/Veh (s)	31.6	3.0	3.6	2.7	273.7	12.1	13.5	15.5
Vehicles Entered	337	538	459	66	31	3	165	1599
Vehicles Exited	338	538	459	66	31	3	166	1601
Hourly Exit Rate	338	538	459	66	31	3	166	1601
Input Volume	342	534	455	64	32	3	168	1598
% of Volume	99	101	101	103	97	109	99	100

18: 1000 West & Access 1 Performance by movement Interval #1 7:30

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	0.9	0.6	0.1	0.9
Vehicles Entered	6	33	32	29	100
Vehicles Exited	6	33	32	29	100
Hourly Exit Rate	24	132	128	116	400
Input Volume	23	141	130	110	404
% of Volume	104	94	98	105	99

18: 1000 West & Access 1 Performance by movement Interval #2 7:45

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	1.0	0.7	0.1	0.8
Vehicles Entered	6	33	30	28	97
Vehicles Exited	6	34	30	28	98
Hourly Exit Rate	24	136	120	112	392
Input Volume	23	141	130	110	404
% of Volume	104	96	92	102	97



18: 1000 West & Access 1 Performance by movement Interval #3 8:00

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.2
Total Del/Veh (s)	15.2	2.9	2.1	1.9	3.1
Vehicles Entered	16	94	82	77	269
Vehicles Exited	15	91	81	75	262
Hourly Exit Rate	60	364	324	300	1048
Input Volume	70	422	390	330	1212
% of Volume	86	86	83	91	86

18: 1000 West & Access 1 Performance by movement Interval #4 8:15

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.2
Total Del/Veh (s)	28.1	1.7	1.2	14.1	5.3
Vehicles Entered	5	52	47	29	133
Vehicles Exited	5	54	48	31	138
Hourly Exit Rate	20	216	192	124	552
Input Volume	23	141	130	110	404
% of Volume	87	153	148	113	137

18: 1000 West & Access 1 Performance by movement Entire Run

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.1	0.2	0.5
Total Del/Veh (s)	13.9	2.0	1.4	3.6	2.9
Vehicles Entered	32	213	191	164	600
Vehicles Exited	32	213	190	164	599
Hourly Exit Rate	32	213	190	164	599
Input Volume	35	211	195	165	606
% of Volume	92	101	97	99	99

20: 1000 West & Access 4 Performance by movement Interval #1 7:30

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.2	1.6
Vehicles Entered	8	14	22
Vehicles Exited	8	14	22
Hourly Exit Rate	32	56	88
Input Volume	27	54	81
% of Volume	119	104	109

20: 1000 West & Access 4 Performance by movement Interval #2 7:45

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.1	1.5
Vehicles Entered	7	14	21
Vehicles Exited	7	13	20
Hourly Exit Rate	28	52	80
Input Volume	27	54	81
% of Volume	104	96	99

20: 1000 West & Access 4 Performance by movement Interval #3 8:00

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	4.2	0.4	1.7
Vehicles Entered	19	37	56
Vehicles Exited	19	36	55
Hourly Exit Rate	76	144	220
Input Volume	80	162	242
% of Volume	95	89	91

20: 1000 West & Access 4 Performance by movement Interval #4 8:15

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.3	1.0
Vehicles Entered	5	22	27
Vehicles Exited	6	23	29
Hourly Exit Rate	24	92	116
Input Volume	27	54	81
% of Volume	89	170	143

20: 1000 West & Access 4 Performance by movement Entire Run

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1
Total Del/Veh (s)	4.0	0.3	1.5
Vehicles Entered	39	87	126
Vehicles Exited	40	86	126
Hourly Exit Rate	40	86	126
Input Volume	40	81	121
% of Volume	99	106	104

22: 1000 West & Access 2 Performance by movement Interval #1 7:30

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.3	1.5	0.5	0.4
Vehicles Entered	12	21	2	32	67
Vehicles Exited	12	21	2	32	67
Hourly Exit Rate	48	84	8	128	268
Input Volume	48	93	10	120	271
% of Volume	100	90	80	107	99

22: 1000 West & Access 2 Performance by movement Interval #2 7:45

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.4	2.4	0.5	0.6
Vehicles Entered	12	22	3	32	69
Vehicles Exited	12	22	3	32	69
Hourly Exit Rate	48	88	12	128	276
Input Volume	48	93	10	120	271
% of Volume	100	95	120	107	102

22: 1000 West & Access 2 Performance by movement Interval #3 8:00

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.7	1.2	4.2	0.7	1.2
Vehicles Entered	33	59	9	77	178
Vehicles Exited	32	58	9	77	176
Hourly Exit Rate	128	232	36	308	704
Input Volume	142	280	30	331	783
% of Volume	90	83	120	93	90

22: 1000 West & Access 2 Performance by movement Interval #4 8:15

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.7	2.6	2.3	1.5
Vehicles Entered	20	35	3	31	89
Vehicles Exited	20	35	3	31	89
Hourly Exit Rate	80	140	12	124	356
Input Volume	48	93	10	120	271
% of Volume	167	151	120	103	131

22: 1000 West & Access 2 Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	0.8	3.5	0.9	1.1
Vehicles Entered	76	136	17	172	401
Vehicles Exited	76	136	17	172	401
Hourly Exit Rate	76	136	17	172	401
Input Volume	72	140	15	173	399
% of Volume	106	97	113	100	101

24: 1000 West & Access 3 Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	2.7	0.2	0.5	2.6
Vehicles Entered	23	2	12	10	47
Vehicles Exited	23	2	12	10	47
Hourly Exit Rate	92	8	48	40	188
Input Volume	93	7	49	37	186
% of Volume	99	114	98	108	101

24: 1000 West & Access 3 Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	2.7	0.2	0.4	2.6
Vehicles Entered	25	2	13	10	50
Vehicles Exited	26	2	12	9	49
Hourly Exit Rate	104	8	48	36	196
Input Volume	93	7	49	37	186
% of Volume	112	114	98	97	105

24: 1000 West & Access 3 Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.7	3.5	0.3	0.7	4.0
Vehicles Entered	68	4	34	19	125
Vehicles Exited	67	4	34	19	124
Hourly Exit Rate	268	16	136	76	496
Input Volume	280	20	147	80	527
% of Volume	96	80	93	95	94

24: 1000 West & Access 3 Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	2.6	0.3	0.4	2.5
Vehicles Entered	25	3	20	8	56
Vehicles Exited	26	3	20	9	58
Hourly Exit Rate	104	12	80	36	232
Input Volume	93	7	49	37	186
% of Volume	112	171	163	97	125

24: 1000 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.7	2.9	0.3	0.5	3.2
Vehicles Entered	142	11	79	46	278
Vehicles Exited	142	11	79	46	278
Hourly Exit Rate	142	11	79	46	278
Input Volume	140	10	74	48	271
% of Volume	102	107	107	96	102

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.1	0.1	0.2	0.1	0.4
Denied Del/Veh (s)	0.6	0.6	1.0	0.7	0.8
Total Delay (hr)	1.5	1.4	11.1	7.8	21.8
Total Del/Veh (s)	11.1	10.8	48.2	48.0	37.2
Vehicles Entered	427	425	767	428	2052
Vehicles Exited	427	424	671	526	2050
Hourly Exit Rate	1708	1696	2684	2104	2050
Input Volume	6530	6530	12168	6530	7940
% of Volume	26	26	22	32	26

**Intersection: 3: 600 West & SR-113, Interval #1**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	61	46	78	67	44	47
Average Queue (ft)	19	14	45	36	21	32
95th Queue (ft)	62	51	80	73	49	58
Link Distance (ft)	1962	2366	827		1807	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0	0	26	8	1	1
Queuing Penalty (veh)	0	0	13	7	1	0

**Intersection: 3: 600 West & SR-113, Interval #2**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	69	69	71	54	35	58
Average Queue (ft)	18	18	42	31	16	32
95th Queue (ft)	67	64	77	61	42	56
Link Distance (ft)	1962	2366	827		1807	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0	0	24	9	0	2
Queuing Penalty (veh)	0	0	12	7	0	0

**Intersection: 3: 600 West & SR-113, Interval #3**

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	103	2	108	325	119	69	83
Average Queue (ft)	34	0	39	179	69	29	48
95th Queue (ft)	106	2	114	451	150	74	89
Link Distance (ft)	1962		2366	827		1807	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	1		1	76	12	7	7
Queuing Penalty (veh)	1		0	52	16	5	3



**Intersection: 3: 600 West & SR-113, Interval #4**

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	76	1	52	290	110	45	55
Average Queue (ft)	19	0	15	123	52	22	34
95th Queue (ft)	68	3	54	380	124	52	62
Link Distance (ft)	1962		2366	827		1807	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	0		0	44	10	2	2
Queuing Penalty (veh)	0		0	22	8	1	1

**Intersection: 3: 600 West & SR-113, All Intervals**

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	129	3	125	343	121	74	86
Average Queue (ft)	23	0	21	97	47	22	36
95th Queue (ft)	78	2	76	308	111	56	69
Link Distance (ft)	1962		2366	827		1807	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	0		0	42	10	3	3
Queuing Penalty (veh)	0		0	25	9	2	1

**Intersection: 8: 600 West & 400 North, Interval #1**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	25	43
Average Queue (ft)	7	23
95th Queue (ft)	28	51
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #2

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	39
Average Queue (ft)	12	22
95th Queue (ft)	36	47
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #3

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	34	52
Average Queue (ft)	15	26
95th Queue (ft)	41	56
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #4

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	28	50
Average Queue (ft)	10	21
95th Queue (ft)	34	52
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: 600 West & 400 North, All Intervals**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	34	64
Average Queue (ft)	11	23
95th Queue (ft)	35	52
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, Interval #1**

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	35
Average Queue (ft)	20
95th Queue (ft)	46
Link Distance (ft)	1807
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 10: 600 West & 300 North, Interval #2**

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	3	36
Average Queue (ft)	1	16
95th Queue (ft)	9	42
Link Distance (ft)	1817	1807
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, Interval #3**

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	5	42
Average Queue (ft)	1	20
95th Queue (ft)	11	49
Link Distance (ft)	1817	1807
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, Interval #4**

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	3	41
Average Queue (ft)	0	24
95th Queue (ft)	0	51
Link Distance (ft)	1817	1807
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, All Intervals**

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	8	54
Average Queue (ft)	0	20
95th Queue (ft)	7	47
Link Distance (ft)	1817	1807
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: 1140 West & SR-113, Interval #1

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	47	80
Average Queue (ft)	24	51
95th Queue (ft)	53	94
Link Distance (ft)		917
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: 1140 West & SR-113, Interval #2

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	5	38	92
Average Queue (ft)	1	20	50
95th Queue (ft)	11	46	93
Link Distance (ft)	1904		917
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: 1140 West & SR-113, Interval #3

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	208	80	42	544
Average Queue (ft)	62	45	5	279
95th Queue (ft)	301	86	44	599
Link Distance (ft)	1904		610	917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		2	0	
Queuing Penalty (veh)		17	0	

Intersection: 12: 1140 West & SR-113, Interval #4

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	11	74	12	590
Average Queue (ft)	2	28	2	395
95th Queue (ft)	12	72	24	907
Link Distance (ft)	1904		610	917
Upstream Blk Time (%)				4
Queuing Penalty (veh)				0
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		2		

Intersection: 12: 1140 West & SR-113, All Intervals

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	208	88	42	600
Average Queue (ft)	16	29	2	194
95th Queue (ft)	143	68	25	584
Link Distance (ft)	1904		610	917
Upstream Blk Time (%)				1
Queuing Penalty (veh)				0
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		1	0	
Queuing Penalty (veh)		5	0	

Intersection: 16: SR-113 & 1000 West, Interval #1

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	60	6	43	52
Average Queue (ft)	37	1	21	29
95th Queue (ft)	61	10	46	53
Link Distance (ft)				459
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150	150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: SR-113 & 1000 West, Interval #2

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	72	2	34	46
Average Queue (ft)	40	0	18	27
95th Queue (ft)	75	0	42	48
Link Distance (ft)				459
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150	150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: SR-113 & 1000 West, Interval #3

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	473	408	34	208	192
Average Queue (ft)	302	158	14	102	83
95th Queue (ft)	571	568	37	240	193
Link Distance (ft)		610			459
Upstream Blk Time (%)		1			2
Queuing Penalty (veh)		16			6
Storage Bay Dist (ft)	250		150	150	
Storage Blk Time (%)	39	1		27	1
Queuing Penalty (veh)	232	10		91	1

Intersection: 16: SR-113 & 1000 West, Interval #4

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	401	57	21	227	203
Average Queue (ft)	126	8	3	129	90
95th Queue (ft)	375	119	20	333	313
Link Distance (ft)		610			459
Upstream Blk Time (%)					4
Queuing Penalty (veh)					5
Storage Bay Dist (ft)	250		150	150	
Storage Blk Time (%)	10			36	4
Queuing Penalty (veh)	50			40	1

Intersection: 16: SR-113 & 1000 West, All Intervals

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	476	410	37	235	246
Average Queue (ft)	126	41	5	67	57
95th Queue (ft)	383	281	22	216	192
Link Distance (ft)		610			459
Upstream Blk Time (%)		0			1
Queuing Penalty (veh)		4			3
Storage Bay Dist (ft)	250		150	150	
Storage Blk Time (%)	12	0		16	1
Queuing Penalty (veh)	70	2		33	0

Intersection: 18: 1000 West & Access 1, Interval #1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	16
95th Queue (ft)	42
Link Distance (ft)	962
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: 1000 West & Access 1, Interval #2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	16
95th Queue (ft)	43
Link Distance (ft)	962
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 18: 1000 West & Access 1, Interval #3

Movement	WB	SB
Directions Served	LR	T
Maximum Queue (ft)	62	36
Average Queue (ft)	37	3
95th Queue (ft)	69	47
Link Distance (ft)	962	389
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		1
Queuing Penalty (veh)		0

Intersection: 18: 1000 West & Access 1, Interval #4

Movement	WB	SB
Directions Served	LR	T
Maximum Queue (ft)	40	56
Average Queue (ft)	18	15
95th Queue (ft)	54	128
Link Distance (ft)	962	389
Upstream Blk Time (%)		2
Queuing Penalty (veh)		2
Storage Bay Dist (ft)		
Storage Blk Time (%)		3
Queuing Penalty (veh)		0

Intersection: 18: 1000 West & Access 1, All Intervals

Movement	WB	SB
Directions Served	LR	T
Maximum Queue (ft)	66	56
Average Queue (ft)	22	5
95th Queue (ft)	56	66
Link Distance (ft)	962	389
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		1
Queuing Penalty (veh)		0

Intersection: 20: 1000 West & Access 4, Interval #1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	20
95th Queue (ft)	44
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, Interval #2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	43
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, Interval #3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	46
Average Queue (ft)	30
95th Queue (ft)	50
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, Interval #4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	18
95th Queue (ft)	46
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, All Intervals

Movement	WB
Directions Served	LR
Maximum Queue (ft)	46
Average Queue (ft)	22
95th Queue (ft)	47
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: 1000 West & Access 2, Interval #1

Movement	SB
Directions Served	L
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 22: 1000 West & Access 2, Interval #2**

Movement	SB
Directions Served	L
Maximum Queue (ft)	12
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 22: 1000 West & Access 2, Interval #3**

Movement	SB
Directions Served	L
Maximum Queue (ft)	33
Average Queue (ft)	14
95th Queue (ft)	40
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 22: 1000 West & Access 2, Interval #4**

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	17	20
Average Queue (ft)	3	4
95th Queue (ft)	17	44
Link Distance (ft)		202
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		1
Queuing Penalty (veh)		0

Intersection: 22: 1000 West & Access 2, All Intervals

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	33	20
Average Queue (ft)	5	1
95th Queue (ft)	23	21
Link Distance (ft)		202
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 24: 1000 West & Access 3, Interval #1

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	62	25
Average Queue (ft)	37	7
95th Queue (ft)	63	28
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: 1000 West & Access 3, Interval #2

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	52	22
Average Queue (ft)	35	6
95th Queue (ft)	53	26
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, Interval #3**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	85	31
Average Queue (ft)	58	15
95th Queue (ft)	90	41
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, Interval #4**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	57	30
Average Queue (ft)	36	8
95th Queue (ft)	60	31
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, All Intervals**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	87	32
Average Queue (ft)	41	9
95th Queue (ft)	72	32
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty, Interval #1: 20
Network wide Queuing Penalty, Interval #2: 19
Network wide Queuing Penalty, Interval #3: 450
Network wide Queuing Penalty, Interval #4: 133
Network wide Queuing Penalty, All Intervals: 156

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project - Signal  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	69	69	100	81.3	F
	T	25	24	96	60.8	F
	R	55	60	110	27.1	D
	<b>Subtotal</b>	<b>149</b>	<b>153</b>	<b>103</b>	<b>56.8</b>	<b>F</b>
SB	L	5	6	114	27.0	D
	T	25	22	88	25.4	D
	R	65	69	106	8.2	A
	Subtotal	95	97	102	13.3	B
EB	L	42	42	101	6.7	A
	T	478	479	100	4.6	A
	R	50	50	100	3.1	A
	Subtotal	570	571	100	4.6	A
WB	L	30	29	95	7.0	A
	T	385	383	100	2.7	A
	R	10	9	90	1.8	A
	Subtotal	425	421	99	3.0	A
<b>Total</b>		1,239	1,242	100	11.2	B

**Intersection:** 600 West & 400 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	15	13	85	1.5	A
	R	14	16	112	0.1	A
	Subtotal	29	29	100	0.7	A
<b>EB</b>	L	7	6	89	3.8	A
	T	8	8	103	4.6	A
	<b>Subtotal</b>	<b>15</b>	<b>14</b>	<b>93</b>	<b>4.3</b>	<b>A</b>
WB	T	15	15	98	5.3	A
	R	20	23	116	2.8	A
	Subtotal	35	38	109	3.8	A
<b>Total</b>		79	81	103	2.8	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project - Signal  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & 300 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	5	3	57	4.1	A
	T	46	47	101	0.9	A
	R	25	25	100	3.6	A
	<b>Subtotal</b>	<b>76</b>	<b>75</b>	<b>99</b>	<b>1.9</b>	<b>A</b>
EB	T	6	6	92	0.0	A
	R	2	2	89	0.0	A
	Subtotal	8	8	100	0.0	A
WB	L	45	45	101	1.7	A
	T	13	15	115	0.7	A
	Subtotal	58	60	103	1.5	A
<b>Total</b>		143	143	100	1.7	A

**Intersection:** 1140 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	45	45	101	173.7	F
	R	65	68	104	41.8	E
	<b>Subtotal</b>	<b>110</b>	<b>113</b>	<b>103</b>	<b>94.3</b>	<b>F</b>
EB	T	787	789	100	6.2	A
	R	85	88	104	3.2	A
	Subtotal	872	877	101	5.9	A
WB	L	57	52	91	29.3	D
	T	536	548	102	5.4	A
	Subtotal	593	600	101	7.5	A
<b>Total</b>		1,575	1,590	101	12.9	B



## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project - Signal  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** SR-113 & 1000 West  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	32	30	94	23.8	C
	T	3	3	109	0.4	A
	R	168	175	104	7.5	A
	Subtotal	203	208	102	9.7	A
EB	L	342	344	101	22.6	C
	T	534	539	101	6.8	A
	Subtotal	876	883	101	13.0	B
WB	T	455	457	100	18.5	B
	R	64	66	103	11.2	B
	Subtotal	519	523	101	17.6	B
<b>Total</b>		1,598	1,614	101	14.0	B

**Intersection:** 1000 West & Access 1  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	211	213	101	3.5	A
	R	195	198	102	2.6	A
	Subtotal	406	411	101	3.1	A
SB	T	165	171	104	0.1	A
	Subtotal	165	171	104	0.1	A
<b>WB</b>	L	35	33	95	12.6	B
	<b>Subtotal</b>	<b>35</b>	<b>33</b>	<b>94</b>	<b>12.6</b>	<b>B</b>
<b>Total</b>		606	615	101	2.7	A

**SimTraffic LOS Report**

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project - Signal  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 1000 West & Access 4  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	81	84	104	0.3	A
	<b>Subtotal</b>	81	84	104	0.3	A
WB	L	40	42	104	4.1	A
	<b>Subtotal</b>	<b>40</b>	<b>42</b>	<b>105</b>	<b>4.1</b>	<b>A</b>
<b>Total</b>		121	126	104	1.6	A

**Intersection:** 1000 West & Access 2  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	72	74	103	1.8	A
	R	140	139	99	1.2	A
	<b>Subtotal</b>	<b>212</b>	<b>213</b>	<b>100</b>	<b>1.4</b>	<b>A</b>
SB	L	15	13	87	3.9	A
	T	173	178	103	0.5	A
	<b>Subtotal</b>	188	191	102	0.7	A
<b>Total</b>		399	404	101	1.1	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (Opening Day) Plus Project - Signal  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 1000 West & Access 3  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	74	76	103	0.3	A
	Subtotal	74	76	103	0.3	A
SB	T	48	51	107	0.5	A
	Subtotal	48	51	106	0.5	A
WB	L	140	141	101	5.6	A
	R	10	11	107	3.2	A
	<b>Subtotal</b>	<b>150</b>	<b>152</b>	<b>101</b>	<b>5.4</b>	<b>A</b>
<b>Total</b>		271	279	103	3.1	A

3: 600 West & SR-113 Performance by movement Interval #1 7:30

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	0.3	0.3	0.5	0.2	0.2	3.5	0.1	0.2	1.7
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	4.3	2.8	5.0	2.0	1.3	20.4	14.3	6.0	16.8	14.5	6.1
Vehicles Entered	8	112	9	7	84	2	13	5	13	1	7	15
Vehicles Exited	8	112	9	7	84	2	13	5	13	1	7	15
Hourly Exit Rate	32	448	36	28	336	8	52	20	52	4	28	60
Input Volume	38	430	39	28	342	9	57	23	50	5	23	60
% of Volume	84	104	92	100	98	89	91	87	104	80	122	100

3: 600 West & SR-113 Performance by movement Interval #1 7:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.4
Total Del/Veh (s)	5.0
Vehicles Entered	276
Vehicles Exited	276
Hourly Exit Rate	1104
Input Volume	1104
% of Volume	100

3: 600 West & SR-113 Performance by movement Interval #2 7:45

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	0.3	0.3	0.8	0.2	0.3	3.4	0.0	0.2	1.5
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	4.1	3.2	5.6	2.3	1.5	15.7	13.6	6.2	13.9	13.8	5.8
Vehicles Entered	10	100	10	7	88	2	14	6	14	1	5	18
Vehicles Exited	9	100	10	7	88	2	14	6	14	1	5	17
Hourly Exit Rate	36	400	40	28	352	8	56	24	56	4	20	68
Input Volume	38	430	39	28	342	9	57	23	50	5	23	60
% of Volume	95	93	103	100	103	89	98	104	112	80	87	113

3: 600 West & SR-113 Performance by movement Interval #2 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.4
Total Del/Veh (s)	4.7
Vehicles Entered	275
Vehicles Exited	273
Hourly Exit Rate	1092
Input Volume	1104
% of Volume	99

3: 600 West & SR-113 Performance by movement Interval #3 8:00

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)	0.1	0.1	0.8	0.4	0.4	1.0	0.4	0.4	3.4	0.2	0.1	1.8
Total Delay (hr)	0.0	0.2	0.0	0.0	0.1	0.0	1.0	0.2	0.3	0.0	0.1	0.1
Total Del/Veh (s)	7.0	4.9	2.9	10.1	3.5	2.0	122.2	111.5	47.4	36.6	46.4	11.1
Vehicles Entered	14	152	21	9	127	3	28	7	19	2	6	22
Vehicles Exited	14	149	21	9	125	3	22	6	16	1	5	22
Hourly Exit Rate	56	596	84	36	500	12	88	24	64	4	20	88
Input Volume	53	620	83	38	513	13	106	31	69	6	31	81
% of Volume	106	96	101	95	97	92	83	77	93	67	65	109

3: 600 West & SR-113 Performance by movement Interval #3 8:00

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	2.0
Total Del/Veh (s)	17.2
Vehicles Entered	410
Vehicles Exited	393
Hourly Exit Rate	1572
Input Volume	1644
% of Volume	96

3: 600 West & SR-113 Performance by movement Interval #4 8:15

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	0.1	0.4	0.3	1.6	0.3	0.2	3.6	0.1	0.0	1.5
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.5	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	5.7	4.1	3.0	5.4	2.2	1.6	78.0	73.3	32.4	29.0	27.2	7.7
Vehicles Entered	10	114	10	7	85	2	14	6	14	2	5	15
Vehicles Exited	11	118	10	6	87	2	21	8	16	2	5	15
Hourly Exit Rate	44	472	40	24	348	8	84	32	64	8	20	60
Input Volume	38	430	39	28	342	9	57	23	50	5	23	60
% of Volume	116	110	103	86	102	89	147	139	128	160	87	100

3: 600 West & SR-113 Performance by movement Interval #4 8:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.1
Total Del/Veh (s)	12.5
Vehicles Entered	284
Vehicles Exited	301
Hourly Exit Rate	1204
Input Volume	1104
% of Volume	109

3: 600 West & SR-113 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	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.4	0.3	1.0	0.3	0.3	3.5	0.1	0.2	1.7
Total Delay (hr)	0.1	0.6	0.0	0.1	0.3	0.0	1.6	0.4	0.5	0.0	0.2	0.2
Total Del/Veh (s)	6.7	4.6	3.1	7.0	2.7	1.8	81.3	60.8	27.1	27.0	25.4	8.2
Vehicles Entered	42	478	51	29	384	9	69	24	60	6	22	69
Vehicles Exited	42	479	50	29	383	9	69	24	60	6	22	69
Hourly Exit Rate	42	479	50	29	383	9	69	24	60	6	22	69
Input Volume	42	478	50	30	385	10	69	25	55	5	25	65
% of Volume	101	100	100	95	100	90	100	96	110	114	88	106

3: 600 West & SR-113 Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	3.9
Total Del/Veh (s)	11.2
Vehicles Entered	1243
Vehicles Exited	1242
Hourly Exit Rate	1242
Input Volume	1239
% of Volume	100

8: 600 West & 400 North 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)	0.1	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
Total Del/Veh (s)	4.3	5.4	5.1	2.8	1.4	0.1	2.9
Vehicles Entered	1	2	3	5	3	3	17
Vehicles Exited	1	2	3	5	3	3	17
Hourly Exit Rate	4	8	12	20	12	12	68
Input Volume	6	7	14	18	14	13	72
% of Volume	67	114	86	111	86	92	94

8: 600 West & 400 North 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)	0.2	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
Total Del/Veh (s)	3.2	4.0	4.9	2.7	1.7	0.3	2.6
Vehicles Entered	2	2	4	6	3	5	22
Vehicles Exited	2	2	4	6	3	5	22
Hourly Exit Rate	8	8	16	24	12	20	88
Input Volume	6	7	14	18	14	13	72
% of Volume	133	114	114	133	86	154	122

8: 600 West & 400 North 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)	0.1	0.1	0.2	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
Total Del/Veh (s)	3.7	5.3	5.6	2.7	1.4	0.1	3.0
Vehicles Entered	2	2	5	7	4	4	24
Vehicles Exited	2	2	5	7	4	4	24
Hourly Exit Rate	8	8	20	28	16	16	96
Input Volume	9	10	19	25	19	18	100
% of Volume	89	80	105	112	84	89	96

8: 600 West & 400 North 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)	0.1	0.1	0.2	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
Total Del/Veh (s)	4.6	3.7	4.2	2.7	1.4	0.0	2.7
Vehicles Entered	1	2	3	5	3	3	17
Vehicles Exited	1	2	3	6	3	3	18
Hourly Exit Rate	4	8	12	24	12	12	72
Input Volume	6	7	14	18	14	13	72
% of Volume	67	114	86	133	86	92	100

8: 600 West & 400 North 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)	0.1	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	0.1
Total Del/Veh (s)	3.8	4.6	5.3	2.8	1.5	0.1	2.8
Vehicles Entered	6	8	15	23	13	16	81
Vehicles Exited	6	8	15	23	13	16	81
Hourly Exit Rate	6	8	15	23	13	16	81
Input Volume	7	8	15	20	15	14	79
% of Volume	89	103	98	116	85	112	103

10: 600 West & 300 North Performance by movement Interval #1 7:30

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)	0.1	0.1	0.1	0.1		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.0	1.9	0.6		0.7	3.3	1.7
Vehicles Entered	2	1	11	4	0	8	6	32
Vehicles Exited	2	0	11	4	0	8	6	31
Hourly Exit Rate	8	0	44	16	0	32	24	124
Input Volume	6	2	41	12	5	42	23	131
% of Volume	133	0	107	133	0	76	104	95

10: 600 West & 300 North Performance by movement Interval #2 7:45

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)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.0	1.7	0.5	2.4	0.9	3.5	1.5
Vehicles Entered	2	1	11	3	1	11	6	35
Vehicles Exited	2	1	11	3	1	11	6	35
Hourly Exit Rate	8	4	44	12	4	44	24	140
Input Volume	6	2	41	12	5	42	23	131
% of Volume	133	200	107	100	80	105	104	107



10: 600 West & 300 North Performance by movement Interval #3 8:00

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)	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.0	1.7	0.9	4.3	0.9	3.6	1.6
Vehicles Entered	1	1	14	5	1	14	7	43
Vehicles Exited	1	1	14	5	1	14	7	43
Hourly Exit Rate	4	4	56	20	4	56	28	172
Input Volume	8	3	56	16	6	60	31	180
% of Volume	50	133	100	125	67	93	90	96

10: 600 West & 300 North Performance by movement Interval #4 8:15

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)	0.1		0.1	0.1	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	0.0
Total Del/Veh (s)	0.0		1.6	1.0	4.1	0.9	3.4	1.7
Vehicles Entered	1	0	11	2	2	14	6	36
Vehicles Exited	1	0	11	2	1	14	6	35
Hourly Exit Rate	4	0	44	8	4	56	24	140
Input Volume	6	2	41	12	5	42	23	131
% of Volume	67	0	107	67	80	133	104	107

10: 600 West & 300 North 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)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.0	0.0	1.7	0.7	4.1	0.9	3.6	1.7
Vehicles Entered	6	2	45	14	4	47	25	143
Vehicles Exited	6	2	45	15	3	47	25	143
Hourly Exit Rate	6	2	45	15	3	47	25	143
Input Volume	6	2	45	13	5	46	25	143
% of Volume	92	89	101	115	57	101	100	100

12: 1140 West & SR-113 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)	0.6	0.5	0.0	0.0	0.3	4.1	0.5
Total Delay (hr)	0.2	0.0	0.0	0.2	0.1	0.0	0.5
Total Del/Veh (s)	3.7	1.6	9.3	5.0	32.1	7.2	5.1
Vehicles Entered	168	20	10	117	9	15	339
Vehicles Exited	168	21	10	116	10	15	340
Hourly Exit Rate	672	84	40	464	40	60	1360
Input Volume	675	78	49	461	41	60	1364
% of Volume	100	108	82	101	98	100	100

12: 1140 West & SR-113 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	0.1
Denied Del/Veh (s)	0.7	0.6	0.0	0.0	0.3	4.0	0.6
Total Delay (hr)	0.2	0.0	0.0	0.2	0.1	0.0	0.5
Total Del/Veh (s)	3.7	1.7	8.1	4.8	25.6	8.0	4.9
Vehicles Entered	166	20	10	118	10	15	339
Vehicles Exited	166	20	10	119	10	15	340
Hourly Exit Rate	664	80	40	476	40	60	1360
Input Volume	675	78	49	461	41	60	1364
% of Volume	98	103	82	103	98	100	100

12: 1140 West & SR-113 Performance by movement Interval #3 8:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	1.6	1.5	0.0	0.1	0.4	3.9	1.1
Total Delay (hr)	0.8	0.1	0.3	0.3	1.2	0.5	3.1
Total Del/Veh (s)	9.9	6.1	56.5	5.8	295.8	82.6	20.1
Vehicles Entered	289	29	18	184	15	20	555
Vehicles Exited	284	28	15	182	5	14	528
Hourly Exit Rate	1136	112	60	728	20	56	2112
Input Volume	1124	106	81	759	56	81	2207
% of Volume	101	106	74	96	36	69	96

12: 1140 West & SR-113 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	0.1
Denied Del/Veh (s)	0.6	0.6	0.0	0.0	0.4	4.1	0.5
Total Delay (hr)	0.2	0.0	0.1	0.2	0.8	0.3	1.6
Total Del/Veh (s)	4.0	1.7	19.6	5.5	135.4	41.7	14.7
Vehicles Entered	167	18	14	129	11	18	357
Vehicles Exited	171	19	16	131	21	24	382
Hourly Exit Rate	684	76	64	524	84	96	1528
Input Volume	675	78	49	461	41	60	1364
% of Volume	101	97	131	114	205	160	112

12: 1140 West & SR-113 Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.1	0.3
Denied Del/Veh (s)	1.0	0.9	0.0	0.0	0.3	4.0	0.7
Total Delay (hr)	1.4	0.1	0.4	0.8	2.2	0.8	5.7
Total Del/Veh (s)	6.2	3.2	29.3	5.4	173.7	41.8	12.9
Vehicles Entered	790	88	52	548	46	68	1592
Vehicles Exited	789	88	52	548	45	68	1590
Hourly Exit Rate	789	88	52	548	45	68	1590
Input Volume	787	85	57	536	45	65	1575
% of Volume	100	104	91	102	101	104	101

16: SR-113 & 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	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.2	0.2	0.3	0.0	0.0	0.0	0.9
Total Del/Veh (s)	13.1	6.6	11.8	4.9	13.7	4.5	9.2
Vehicles Entered	54	129	101	11	6	30	331
Vehicles Exited	54	129	102	11	7	29	332
Hourly Exit Rate	216	516	408	44	28	116	1328
Input Volume	228	507	416	43	25	112	1331
% of Volume	95	102	98	102	112	104	100

16: SR-113 & 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	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.2	0.2	0.4	0.0	0.0	0.0	0.9
Total Del/Veh (s)	12.4	6.5	11.9	4.8	13.7	4.3	9.2
Vehicles Entered	60	121	106	12	6	28	333
Vehicles Exited	60	121	104	12	6	28	331
Hourly Exit Rate	240	484	416	48	24	112	1324
Input Volume	228	507	416	43	25	112	1331
% of Volume	105	95	100	112	96	100	99

16: SR-113 & 1000 West Performance by movement Interval #3 8:00

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	1.4	0.3	1.2	0.1	0.1	0.0	0.2	3.4
Total Del/Veh (s)	29.6	7.5	29.1	17.5	36.3	0.6	9.7	20.3
Vehicles Entered	169	156	139	30	11	2	84	591
Vehicles Exited	163	155	133	28	11	2	83	575
Hourly Exit Rate	652	620	532	112	44	8	332	2300
Input Volume	684	617	572	128	53	11	336	2401
% of Volume	95	100	93	88	83	73	99	96

16: SR-113 & 1000 West Performance by movement Interval #4 8:15

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0		0.2	0.0
Total Delay (hr)	0.3	0.2	0.5	0.0	0.0	0.0	0.1	1.2
Total Del/Veh (s)	18.0	6.2	14.6	7.0	19.7		6.7	11.3
Vehicles Entered	61	134	110	13	6	0	34	358
Vehicles Exited	67	134	117	15	7	0	35	375
Hourly Exit Rate	268	536	468	60	28	0	140	1500
Input Volume	228	507	416	43	25	0	112	1331
% of Volume	118	106	112	140	112		125	113

16: SR-113 & 1000 West Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.1	0.0	0.1	0.1
Total Delay (hr)	2.2	1.0	2.4	0.2	0.2	0.0	0.4	6.3
Total Del/Veh (s)	22.6	6.8	18.5	11.2	23.8	0.4	7.5	14.0
Vehicles Entered	344	539	455	66	30	3	175	1612
Vehicles Exited	344	539	457	66	30	3	175	1614
Hourly Exit Rate	344	539	457	66	30	3	175	1614
Input Volume	342	534	455	64	32	3	168	1598
% of Volume	101	101	100	103	94	109	104	101

18: 1000 West & Access 1 Performance by movement Interval #1 7:30

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	1.7	1.1	0.1	1.2
Vehicles Entered	5	34	31	30	100
Vehicles Exited	6	35	31	30	102
Hourly Exit Rate	24	140	124	120	408
Input Volume	23	141	130	110	404
% of Volume	104	99	95	109	101

18: 1000 West & Access 1 Performance by movement Interval #2 7:45

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	1.7	1.2	0.1	1.2
Vehicles Entered	4	38	34	29	105
Vehicles Exited	4	37	33	29	103
Hourly Exit Rate	16	148	132	116	412
Input Volume	23	141	130	110	404
% of Volume	70	105	102	105	102

18: 1000 West & Access 1 Performance by movement Interval #3 8:00

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.1	0.0	0.3
Total Del/Veh (s)	18.2	5.0	3.7	0.2	4.1
Vehicles Entered	18	100	91	82	291
Vehicles Exited	17	98	90	80	285
Hourly Exit Rate	68	392	360	320	1140
Input Volume	70	422	390	330	1212
% of Volume	97	93	92	97	94

18: 1000 West & Access 1 Performance by movement Interval #4 8:15

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.8	2.7	2.1	0.1	2.0
Vehicles Entered	6	41	41	31	119
Vehicles Exited	6	43	43	32	124
Hourly Exit Rate	24	172	172	128	496
Input Volume	23	141	130	110	404
% of Volume	104	122	132	116	123

18: 1000 West & Access 1 Performance by movement Entire Run

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.1	0.0	0.5
Total Del/Veh (s)	12.6	3.5	2.6	0.1	2.7
Vehicles Entered	33	213	197	171	614
Vehicles Exited	33	213	198	171	615
Hourly Exit Rate	33	213	198	171	615
Input Volume	35	211	195	165	606
% of Volume	95	101	102	104	101

20: 1000 West & Access 4 Performance by movement Interval #1 7:30

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.2	1.6
Vehicles Entered	8	13	21
Vehicles Exited	8	13	21
Hourly Exit Rate	32	52	84
Input Volume	27	54	81
% of Volume	119	96	104

20: 1000 West & Access 4 Performance by movement Interval #2 7:45

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.2	1.3
Vehicles Entered	6	15	21
Vehicles Exited	6	15	21
Hourly Exit Rate	24	60	84
Input Volume	27	54	81
% of Volume	89	111	104

20: 1000 West & Access 4 Performance by movement Interval #3 8:00

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.4	1.6
Vehicles Entered	20	40	60
Vehicles Exited	19	40	59
Hourly Exit Rate	76	160	236
Input Volume	80	162	242
% of Volume	95	99	98

20: 1000 West & Access 4 Performance by movement Interval #4 8:15

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.4	1.6
Vehicles Entered	8	16	24
Vehicles Exited	8	17	25
Hourly Exit Rate	32	68	100
Input Volume	27	54	81
% of Volume	119	126	123

20: 1000 West & Access 4 Performance by movement Entire Run

Movement	WBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1
Total Del/Veh (s)	4.1	0.3	1.6
Vehicles Entered	42	84	126
Vehicles Exited	42	84	126
Hourly Exit Rate	42	84	126
Input Volume	40	81	121
% of Volume	104	104	104

22: 1000 West & Access 2 Performance by movement Interval #1 7:30

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.5	2.2	0.5	0.6
Vehicles Entered	11	23	3	32	69
Vehicles Exited	12	23	3	33	71
Hourly Exit Rate	48	92	12	132	284
Input Volume	48	93	10	120	271
% of Volume	100	99	120	110	105



22: 1000 West & Access 2 Performance by movement Interval #2 7:45

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.6	2.6	0.5	0.7
Vehicles Entered	13	24	2	31	70
Vehicles Exited	13	24	2	31	70
Hourly Exit Rate	52	96	8	124	280
Input Volume	48	93	10	120	271
% of Volume	108	103	80	103	103

22: 1000 West & Access 2 Performance by movement Interval #3 8:00

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.5	1.8	5.2	0.6	1.5
Vehicles Entered	36	63	6	82	187
Vehicles Exited	35	62	6	82	185
Hourly Exit Rate	140	248	24	328	740
Input Volume	142	280	30	331	783
% of Volume	99	89	80	99	95

22: 1000 West & Access 2 Performance by movement Interval #4 8:15

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.9	3.7	0.4	0.9
Vehicles Entered	14	29	2	32	77
Vehicles Exited	15	30	2	33	80
Hourly Exit Rate	60	120	8	132	320
Input Volume	48	93	10	120	271
% of Volume	125	129	80	110	118

22: 1000 West & Access 2 Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.8	1.2	3.9	0.5	1.1
Vehicles Entered	74	139	13	178	404
Vehicles Exited	74	139	13	178	404
Hourly Exit Rate	74	139	13	178	404
Input Volume	72	140	15	173	399
% of Volume	103	99	87	103	101

24: 1000 West & Access 3 Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	2.5	0.2	0.5	2.5
Vehicles Entered	24	2	12	10	48
Vehicles Exited	25	2	12	10	49
Hourly Exit Rate	100	8	48	40	196
Input Volume	93	7	49	37	186
% of Volume	108	114	98	108	105

24: 1000 West & Access 3 Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	3.2	0.2	0.4	2.6
Vehicles Entered	24	2	13	9	48
Vehicles Exited	24	2	13	9	48
Hourly Exit Rate	96	8	52	36	192
Input Volume	93	7	49	37	186
% of Volume	103	114	106	97	103

24: 1000 West & Access 3 Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.5	3.2	0.4	0.6	3.8
Vehicles Entered	70	6	36	19	131
Vehicles Exited	69	6	36	20	131
Hourly Exit Rate	276	24	144	80	524
Input Volume	280	20	147	80	527
% of Volume	99	120	98	100	99

24: 1000 West & Access 3 Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	2.2	0.4	0.5	2.4
Vehicles Entered	23	2	15	11	51
Vehicles Exited	24	2	15	11	52
Hourly Exit Rate	96	8	60	44	208
Input Volume	93	7	49	37	186
% of Volume	103	114	122	119	112

24: 1000 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.6	3.2	0.3	0.5	3.1
Vehicles Entered	141	11	76	50	278
Vehicles Exited	141	11	76	51	279
Hourly Exit Rate	141	11	76	51	279
Input Volume	140	10	74	48	271
% of Volume	101	107	103	107	103

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.1	0.1	0.3	0.1	0.5
Denied Del/Veh (s)	0.7	0.7	1.2	0.7	0.9
Total Delay (hr)	2.2	2.1	9.7	4.4	18.4
Total Del/Veh (s)	16.1	15.4	41.2	27.7	31.0
Vehicles Entered	425	435	786	427	2073
Vehicles Exited	428	431	695	513	2070
Hourly Exit Rate	1712	1724	2780	2052	2070
Input Volume	6530	6530	12168	6530	7940
% of Volume	26	26	23	31	26

Intersection: 3: 600 West & SR-113, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	48	41	92	78	46	54
Average Queue (ft)	13	12	43	30	24	32
95th Queue (ft)	48	44	90	71	51	56
Link Distance (ft)	1961	2366	827		1807	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0		24	7	1	1
Queuing Penalty (veh)	0		12	5	1	0

Intersection: 3: 600 West & SR-113, Interval #2

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	70	1	63	75	56	40	57
Average Queue (ft)	21	0	15	42	34	21	31
95th Queue (ft)	68	0	60	76	61	48	59
Link Distance (ft)	1961		2366	827		1807	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	0		0	22	7	0	1
Queuing Penalty (veh)	0		0	11	6	0	0

Intersection: 3: 600 West & SR-113, Interval #3

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	97	4	84	336	125	58	76
Average Queue (ft)	38	1	31	184	74	27	44
95th Queue (ft)	107	5	81	394	152	61	79
Link Distance (ft)	1961		2366	827		1807	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	1		1	85	14	9	5
Queuing Penalty (veh)	1		0	59	19	7	2

**Intersection: 3: 600 West & SR-113, Interval #4**

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	52	1	41	292	119	48	61
Average Queue (ft)	18	0	10	124	55	22	34
95th Queue (ft)	57	2	41	366	128	54	67
Link Distance (ft)	1961		2366	827		1807	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	0		0	46	11	4	2
Queuing Penalty (veh)	0		0	23	9	2	1

**Intersection: 3: 600 West & SR-113, All Intervals**

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	107	7	98	349	125	72	87
Average Queue (ft)	23	0	17	99	48	23	35
95th Queue (ft)	74	3	60	288	114	54	67
Link Distance (ft)	1961		2366	827		1807	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	0		0	45	10	4	2
Queuing Penalty (veh)	0		0	26	10	3	1

**Intersection: 8: 600 West & 400 North, Interval #1**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	49
Average Queue (ft)	12	22
95th Queue (ft)	37	53
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #2

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	28	49
Average Queue (ft)	12	24
95th Queue (ft)	38	55
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #3

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	50
Average Queue (ft)	12	24
95th Queue (ft)	36	55
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #4

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	48
Average Queue (ft)	9	23
95th Queue (ft)	32	52
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: 600 West & 400 North, All Intervals**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	34	68
Average Queue (ft)	11	23
95th Queue (ft)	36	54
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, Interval #1**

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	8	36
Average Queue (ft)	1	21
95th Queue (ft)	11	46
Link Distance (ft)	1817	1807
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, Interval #2**

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	36
Average Queue (ft)	19
95th Queue (ft)	46
Link Distance (ft)	1807
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 10: 600 West & 300 North, Interval #3

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	38
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	1807
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 600 West & 300 North, Interval #4

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	31
Average Queue (ft)	19
95th Queue (ft)	44
Link Distance (ft)	1807
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 600 West & 300 North, All Intervals

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	8	45
Average Queue (ft)	0	20
95th Queue (ft)	5	46
Link Distance (ft)	1817	1807
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: 1140 West & SR-113, Interval #1

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	6	42	61	55
Average Queue (ft)	1	20	32	31
95th Queue (ft)	7	49	67	60
Link Distance (ft)	1904		917	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		100
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 12: 1140 West & SR-113, Interval #2

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	6	42	65	59
Average Queue (ft)	1	19	32	31
95th Queue (ft)	10	47	68	60
Link Distance (ft)	1904		917	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		100
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0

Intersection: 12: 1140 West & SR-113, Interval #3

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	18	110	84	343	129
Average Queue (ft)	4	51	21	153	53
95th Queue (ft)	18	119	116	381	130
Link Distance (ft)	1904		585	917	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		9	0	49	6
Queuing Penalty (veh)		66	0	39	3

Intersection: 12: 1140 West & SR-113, Interval #4

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	6	83	12	360	164
Average Queue (ft)	1	33	2	141	82
95th Queue (ft)	8	87	27	391	204
Link Distance (ft)	1904		585	917	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		2	0	37	3
Queuing Penalty (veh)		9	0	22	1

Intersection: 12: 1140 West & SR-113, All Intervals

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	23	113	96	369	170
Average Queue (ft)	2	31	6	89	49
95th Queue (ft)	11	83	57	285	132
Link Distance (ft)	1904		585	917	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		3	0	21	2
Queuing Penalty (veh)		19	0	15	1

Intersection: 16: SR-113 & 1000 West, Interval #1

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	102	94	139	32	35	56
Average Queue (ft)	63	52	90	15	14	28
95th Queue (ft)	107	90	149	39	39	57
Link Distance (ft)		585	1961			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	250			150	150	100
Storage Blk Time (%)			0			0
Queuing Penalty (veh)			0			0

Intersection: 16: SR-113 & 1000 West, Interval #2

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	114	84	151	33	33	49
Average Queue (ft)	65	47	87	12	13	25
95th Queue (ft)	108	92	151	36	38	50
Link Distance (ft)		585	1961			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	250			150	150	100
Storage Blk Time (%)			1			
Queuing Penalty (veh)			0			

Intersection: 16: SR-113 & 1000 West, Interval #3

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	L	T	R
Maximum Queue (ft)	394	273	335	183	67	66	150
Average Queue (ft)	260	112	224	79	32	9	83
95th Queue (ft)	444	294	376	209	69	81	153
Link Distance (ft)		585	1961			460	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250			150	150		100
Storage Blk Time (%)	15	1	21	0		0	5
Queuing Penalty (veh)	90	8	27	0		0	3

Intersection: 16: SR-113 & 1000 West, Interval #4

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	257	98	244	116	42	78
Average Queue (ft)	93	50	115	31	15	34
95th Queue (ft)	229	102	229	118	43	74
Link Distance (ft)		585	1961			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	250			150	150	100
Storage Blk Time (%)	1		4			0
Queuing Penalty (veh)	4		2			0

Intersection: 16: SR-113 & 1000 West, All Intervals

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	L	T	R
Maximum Queue (ft)	409	283	337	219	69	66	153
Average Queue (ft)	120	65	129	34	19	2	43
95th Queue (ft)	300	174	268	126	50	39	102
Link Distance (ft)		585	1961			460	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250			150	150		100
Storage Blk Time (%)	4	0	7	0		0	1
Queuing Penalty (veh)	24	2	7	0		0	1

Intersection: 18: 1000 West & Access 1, Interval #1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	17
95th Queue (ft)	41
Link Distance (ft)	962
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: 1000 West & Access 1, Interval #2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	13
95th Queue (ft)	39
Link Distance (ft)	962
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: 1000 West & Access 1, Interval #3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	76
Average Queue (ft)	41
95th Queue (ft)	78
Link Distance (ft)	962
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: 1000 West & Access 1, Interval #4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	19
95th Queue (ft)	46
Link Distance (ft)	962
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: 1000 West & Access 1, All Intervals

Movement	WB
Directions Served	LR
Maximum Queue (ft)	79
Average Queue (ft)	22
95th Queue (ft)	57
Link Distance (ft)	962
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, Interval #1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	21
95th Queue (ft)	45
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, Interval #2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	18
95th Queue (ft)	44
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, Interval #3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	48
Average Queue (ft)	32
95th Queue (ft)	52
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, Interval #4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	21
95th Queue (ft)	46
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, All Intervals

Movement	WB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	23
95th Queue (ft)	49
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: 1000 West & Access 2, Interval #1

Movement	SB
Directions Served	L
Maximum Queue (ft)	14
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 22: 1000 West & Access 2, Interval #2

Movement	SB
Directions Served	L
Maximum Queue (ft)	8
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: 1000 West & Access 2, Interval #3

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

Intersection: 22: 1000 West & Access 2, Interval #4

Movement	SB
Directions Served	L
Maximum Queue (ft)	17
Average Queue (ft)	3
95th Queue (ft)	19
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: 1000 West & Access 2, All Intervals

Movement	SB
Directions Served	L
Maximum Queue (ft)	33
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: 1000 West & Access 3, Interval #1

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	48	31
Average Queue (ft)	34	7
95th Queue (ft)	50	28
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: 1000 West & Access 3, Interval #2

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	56	28
Average Queue (ft)	35	8
95th Queue (ft)	54	30
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, Interval #3**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	82	38
Average Queue (ft)	57	19
95th Queue (ft)	86	47
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, Interval #4**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	57	28
Average Queue (ft)	34	6
95th Queue (ft)	56	27
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, All Intervals**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	84	38
Average Queue (ft)	40	10
95th Queue (ft)	67	35
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty, Interval #1: 19
Network wide Queuing Penalty, Interval #2: 18
Network wide Queuing Penalty, Interval #3: 325
Network wide Queuing Penalty, Interval #4: 73
Network wide Queuing Penalty, All Intervals: 109

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	45	43	96	51.4	F
	T	30	30	98	42.7	E
	R	65	64	98	9.8	A
	<b>Subtotal</b>	<b>140</b>	<b>137</b>	<b>98</b>	<b>30.1</b>	<b>D</b>
SB	L	10	8	80	40.5	E
	T	30	30	98	34.5	D
	R	70	67	96	8.2	A
	Subtotal	110	105	95	18.2	C
EB	L	45	43	96	7.0	A
	T	530	530	100	4.9	A
	R	40	41	102	3.5	A
	Subtotal	615	614	100	5.0	A
WB	L	35	36	103	8.3	A
	T	410	405	99	3.5	A
	R	15	15	98	1.7	A
	Subtotal	460	456	99	3.8	A
<b>Total</b>		1,327	1,312	99	8.3	A

**Intersection:** 600 West & 400 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	20	22	111	1.5	A
	Subtotal	20	22	110	1.5	A
<b>WB</b>	R	25	25	100	2.8	A
	<b>Subtotal</b>	<b>25</b>	<b>25</b>	<b>100</b>	<b>2.8</b>	<b>A</b>
<b>Total</b>		45	47	105	2.2	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (2030) Background  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 600 West & 300 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	T	60	61	102	1.0	A
	R	30	27	89	1.1	A
	<b>Subtotal</b>	<b>90</b>	<b>88</b>	<b>98</b>	<b>1.0</b>	<b>A</b>
WB	L	50	48	96	0.3	A
	Subtotal	50	48	96	0.3	A
<b>Total</b>		141	136	97	0.8	A

**Intersection:** 1140 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	55	55	100	46.2	E
	R	45	47	105	30.1	D
	<b>Subtotal</b>	<b>100</b>	<b>102</b>	<b>102</b>	<b>38.8</b>	<b>E</b>
EB	T	550	548	100	4.4	A
	R	100	100	100	1.8	A
	Subtotal	650	648	100	4.0	A
WB	L	50	49	98	8.6	A
	T	475	467	98	4.9	A
	Subtotal	525	516	98	5.3	A
<b>Total</b>		1,275	1,266	99	7.3	A

3: 600 West & SR-113 Performance by movement Interval #1 7:30

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	0.1	0.3	0.3	1.0	0.2	0.4	3.5	0.1	0.1	1.7
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	4.2	2.8	5.2	2.5	1.7	23.1	22.1	7.5	22.0	18.6	6.5
Vehicles Entered	10	119	9	8	92	4	10	8	15	2	8	17
Vehicles Exited	10	118	9	8	93	4	10	8	15	2	7	17
Hourly Exit Rate	40	472	36	32	372	16	40	32	60	8	28	68
Input Volume	41	486	37	32	376	14	41	28	60	9	28	64
% of Volume	98	97	97	100	99	114	98	114	100	89	100	106

3: 600 West & SR-113 Performance by movement Interval #1 7:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.5
Total Del/Veh (s)	5.6
Vehicles Entered	302
Vehicles Exited	301
Hourly Exit Rate	1204
Input Volume	1216
% of Volume	99

3: 600 West & SR-113 Performance by movement Interval #2 7:45

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	0.1	0.3	0.3	0.6	0.2	0.3	3.6	0.1	0.1	1.5
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	4.0	2.6	8.3	2.9	1.7	24.6	17.9	7.3	18.7	20.8	7.6
Vehicles Entered	9	128	9	9	94	3	9	6	15	2	6	15
Vehicles Exited	9	126	9	10	93	3	10	6	15	2	6	15
Hourly Exit Rate	36	504	36	40	372	12	40	24	60	8	24	60
Input Volume	41	486	37	32	376	14	41	28	60	9	28	64
% of Volume	88	104	97	125	99	86	98	86	100	89	86	94

3: 600 West & SR-113 Performance by movement Interval #2 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.5
Total Del/Veh (s)	5.5
Vehicles Entered	305
Vehicles Exited	304
Hourly Exit Rate	1216
Input Volume	1216
% of Volume	100

3: 600 West & SR-113 Performance by movement Interval #3 8:00

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)	0.1	0.0	0.1	0.4	0.5	1.3	0.4	0.2	3.5	0.1	0.2	1.6
Total Delay (hr)	0.0	0.3	0.0	0.0	0.2	0.0	0.3	0.2	0.1	0.0	0.1	0.1
Total Del/Veh (s)	7.0	5.8	4.5	11.5	4.8	1.9	87.0	67.8	14.1	83.7	47.7	9.6
Vehicles Entered	14	164	14	11	128	5	13	9	18	2	10	19
Vehicles Exited	13	162	13	11	126	5	11	8	18	2	8	18
Hourly Exit Rate	52	648	52	44	504	20	44	32	72	8	32	72
Input Volume	56	663	50	44	513	19	56	38	81	13	38	88
% of Volume	93	98	104	100	98	105	79	84	89	62	84	82

3: 600 West & SR-113 Performance by movement Interval #3 8:00

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.4
Total Del/Veh (s)	11.7
Vehicles Entered	407
Vehicles Exited	395
Hourly Exit Rate	1580
Input Volume	1659
% of Volume	95

3: 600 West & SR-113 Performance by movement Interval #4 8:15

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	0.3	0.3	0.8	0.3	0.5	3.2	0.1	0.1	1.9
Total Delay (hr)	0.0	0.2	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	6.9	4.4	3.0	5.5	2.6	1.5	41.8	37.5	8.6	57.8	33.1	7.3
Vehicles Entered	10	122	9	8	91	3	10	6	17	2	7	17
Vehicles Exited	11	125	9	8	94	3	12	7	16	2	8	17
Hourly Exit Rate	44	500	36	32	376	12	48	28	64	8	32	68
Input Volume	41	486	37	32	376	14	41	28	60	9	28	64
% of Volume	107	103	97	100	100	86	117	100	107	89	114	106

3: 600 West & SR-113 Performance by movement Interval #4 8:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.7
Total Del/Veh (s)	7.7
Vehicles Entered	302
Vehicles Exited	312
Hourly Exit Rate	1248
Input Volume	1216
% of Volume	103

3: 600 West & SR-113 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	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.3	0.4	1.0	0.3	0.3	3.4	0.1	0.1	1.7
Total Delay (hr)	0.1	0.7	0.0	0.1	0.4	0.0	0.6	0.4	0.2	0.1	0.3	0.2
Total Del/Veh (s)	7.0	4.9	3.5	8.3	3.5	1.7	51.4	42.7	9.8	40.5	34.5	8.2
Vehicles Entered	43	531	41	36	405	15	43	30	65	8	31	68
Vehicles Exited	43	530	41	36	405	15	43	30	64	8	30	67
Hourly Exit Rate	43	530	41	36	405	15	43	30	64	8	30	67
Input Volume	45	530	40	35	410	15	45	30	65	10	30	70
% of Volume	96	100	102	103	99	98	96	98	98	80	98	96

3: 600 West & SR-113 Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	3.1
Total Del/Veh (s)	8.3
Vehicles Entered	1316
Vehicles Exited	1312
Hourly Exit Rate	1312
Input Volume	1327
% of Volume	99

8: 600 West & 400 North Performance by movement Interval #1 7:30

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.9	1.7	2.4
Vehicles Entered	6	4	10
Vehicles Exited	6	4	10
Hourly Exit Rate	24	16	40
Input Volume	23	18	41
% of Volume	104	89	98



8: 600 West & 400 North Performance by movement Interval #2 7:45

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.5	2.2
Vehicles Entered	6	5	11
Vehicles Exited	6	5	11
Hourly Exit Rate	24	20	44
Input Volume	23	18	41
% of Volume	104	111	107

8: 600 West & 400 North Performance by movement Interval #3 8:00

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.3	2.1
Vehicles Entered	9	6	15
Vehicles Exited	8	6	14
Hourly Exit Rate	32	24	56
Input Volume	31	25	56
% of Volume	103	96	100

8: 600 West & 400 North Performance by movement Interval #4 8:15

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.5	1.5	2.1
Vehicles Entered	4	6	10
Vehicles Exited	5	6	11
Hourly Exit Rate	20	24	44
Input Volume	23	18	41
% of Volume	87	133	107

8: 600 West & 400 North Performance by movement Entire Run

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	2.8	1.5	2.2
Vehicles Entered	25	22	47
Vehicles Exited	25	22	47
Hourly Exit Rate	25	22	47
Input Volume	25	20	45
% of Volume	100	111	105

10: 600 West & 300 North Performance by movement Interval #1 7:30

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.9	1.3	0.8
Vehicles Entered	12	16	6	34
Vehicles Exited	12	16	6	34
Hourly Exit Rate	48	64	24	136
Input Volume	46	55	28	129
% of Volume	104	116	86	105

10: 600 West & 300 North Performance by movement Interval #2 7:45

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.8	0.9	0.6
Vehicles Entered	11	12	7	30
Vehicles Exited	11	12	6	29
Hourly Exit Rate	44	48	24	116
Input Volume	46	55	28	129
% of Volume	96	87	86	90

10: 600 West & 300 North Performance by movement Interval #3 8:00

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	1.0	0.9	0.8
Vehicles Entered	15	18	8	41
Vehicles Exited	14	18	8	40
Hourly Exit Rate	56	72	32	160
Input Volume	63	75	38	176
% of Volume	89	96	84	91

10: 600 West & 300 North Performance by movement Interval #4 8:15

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	1.0	1.0	0.8
Vehicles Entered	11	15	6	32
Vehicles Exited	11	15	7	33
Hourly Exit Rate	44	60	28	132
Input Volume	46	55	28	129
% of Volume	96	109	100	102

10: 600 West & 300 North Performance by movement Entire Run

Movement	WBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	1.0	1.1	0.8
Vehicles Entered	48	61	27	136
Vehicles Exited	48	61	27	136
Hourly Exit Rate	48	61	27	136
Input Volume	50	60	30	141
% of Volume	96	102	89	97

12: 1140 West & SR-113 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)	0.5	0.5	0.0	0.0	0.1	0.1	0.3
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.4
Total Del/Veh (s)	3.6	1.3	6.5	4.2	19.4	11.7	4.8
Vehicles Entered	123	22	11	109	12	11	288
Vehicles Exited	123	22	11	108	12	11	287
Hourly Exit Rate	492	88	44	432	48	44	1148
Input Volume	504	92	46	435	50	41	1168
% of Volume	98	96	96	99	96	107	98

12: 1140 West & SR-113 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)	0.4	0.5	0.0	0.0	0.1	0.2	0.2
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.4
Total Del/Veh (s)	3.9	1.4	7.2	4.4	24.0	10.0	5.2
Vehicles Entered	129	23	12	105	14	11	294
Vehicles Exited	129	23	12	106	14	11	295
Hourly Exit Rate	516	92	48	424	56	44	1180
Input Volume	504	92	46	435	50	41	1168
% of Volume	102	100	104	97	112	107	101

12: 1140 West & SR-113 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)	0.7	0.7	0.0	0.0	0.2	0.2	0.4
Total Delay (hr)	0.3	0.0	0.0	0.2	0.4	0.3	1.3
Total Del/Veh (s)	5.5	2.7	11.1	5.6	91.6	58.0	11.2
Vehicles Entered	175	32	13	142	17	15	394
Vehicles Exited	171	31	13	140	14	14	383
Hourly Exit Rate	684	124	52	560	56	56	1532
Input Volume	688	125	63	594	69	56	1595
% of Volume	99	99	83	94	81	100	96

12: 1140 West & SR-113 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)	0.4	0.4	0.0	0.0	0.1	0.2	0.2
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.1	0.5
Total Del/Veh (s)	3.7	1.4	7.4	4.5	29.4	21.5	5.9
Vehicles Entered	122	23	13	110	12	10	290
Vehicles Exited	125	24	13	113	14	11	300
Hourly Exit Rate	500	96	52	452	56	44	1200
Input Volume	504	92	46	435	50	41	1168
% of Volume	99	104	113	104	112	107	103

12: 1140 West & SR-113 Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.6	0.0	0.0	0.2	0.2	0.3
Total Delay (hr)	0.7	0.1	0.1	0.6	0.7	0.4	2.6
Total Del/Veh (s)	4.4	1.8	8.6	4.9	46.2	30.1	7.3
Vehicles Entered	549	100	50	466	55	47	1267
Vehicles Exited	548	100	49	467	55	47	1266
Hourly Exit Rate	548	100	49	467	55	47	1266
Input Volume	550	100	50	475	55	45	1275
% of Volume	100	100	98	98	100	105	99

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.6	0.6	0.7	0.6	0.6
Total Delay (hr)	1.2	1.2	3.1	1.6	7.1
Total Del/Veh (s)	11.0	11.2	21.2	13.3	16.4
Vehicles Entered	345	352	475	343	1518
Vehicles Exited	345	351	446	373	1515
Hourly Exit Rate	1380	1404	1784	1492	1515
Input Volume	3866	3866	5276	3866	4218
% of Volume	36	36	34	39	36

**Intersection: 3: 600 West & SR-113, Interval #1**

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	LT	R	LT	R	LT	R
Maximum Queue (ft)	57	59	1	72	58	50	60
Average Queue (ft)	18	16	0	43	37	25	37
95th Queue (ft)	60	54	2	80	67	55	67
Link Distance (ft)	2635	2366		827		1797	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			100		25		50
Storage Blk Time (%)	0	0		30	9	3	2
Queuing Penalty (veh)	0	0		18	6	2	1

**Intersection: 3: 600 West & SR-113, Interval #2**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	LT	LT	R	LT	R
Maximum Queue (ft)	37	93	81	57	43	60
Average Queue (ft)	12	28	39	33	24	32
95th Queue (ft)	47	88	80	59	55	63
Link Distance (ft)	2635	2366	827		1797	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		50
Storage Blk Time (%)	0	1	28	10	2	2
Queuing Penalty (veh)	0	0	17	7	1	1

**Intersection: 3: 600 West & SR-113, Interval #3**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	R	LT	R	LT	R
Maximum Queue (ft)	116	22	150	1	166	107	80	74
Average Queue (ft)	38	3	46	0	93	59	41	37
95th Queue (ft)	109	41	143	2	188	126	84	68
Link Distance (ft)	2635		2366		827		1797	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		100		100		25		50
Storage Blk Time (%)	1		2		74	14	19	4
Queuing Penalty (veh)	0		0		60	14	16	2

**Intersection: 3: 600 West & SR-113, Interval #4**

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	LT	R	LT	R
Maximum Queue (ft)	75	1	50	133	79	69	64
Average Queue (ft)	25	0	14	57	41	33	38
95th Queue (ft)	83	2	48	123	88	78	72
Link Distance (ft)	2635		2366	827		1797	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100			25		50
Storage Blk Time (%)	0		0	42	10	12	2
Queuing Penalty (veh)	0		0	25	7	7	1

**Intersection: 3: 600 West & SR-113, All Intervals**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	R	LT	R	LT	R
Maximum Queue (ft)	126	23	156	2	177	111	89	83
Average Queue (ft)	23	1	26	0	58	42	31	36
95th Queue (ft)	79	20	92	1	131	91	70	68
Link Distance (ft)	2635		2366		827		1797	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		100		100		25		50
Storage Blk Time (%)	0		1		44	11	9	3
Queuing Penalty (veh)	0		0		30	8	7	1

**Intersection: 8: 600 West & 400 North, Interval #1**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	38
Average Queue (ft)	18
95th Queue (ft)	46
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	16
95th Queue (ft)	43
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #3

Movement	WB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	22
95th Queue (ft)	47
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: 600 West & 400 North, Interval #4

Movement	WB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	16
95th Queue (ft)	41
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 8: 600 West & 400 North, All Intervals

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	18
95th Queue (ft)	45
Link Distance (ft)	1840
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 600 West & 300 North, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 10: 600 West & 300 North, Interval #2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, Interval #3

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Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, Interval #4

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Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

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Intersection: 10: 600 West & 300 North, All Intervals

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Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

**Intersection: 12: 1140 West & SR-113, Interval #1**

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	38	88
Average Queue (ft)	22	47
95th Queue (ft)	46	89
Link Distance (ft)		916
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 12: 1140 West & SR-113, Interval #2**

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	4	47	98
Average Queue (ft)	0	20	49
95th Queue (ft)	5	48	95
Link Distance (ft)	1904		916
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 12: 1140 West & SR-113, Interval #3**

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	7	52	194
Average Queue (ft)	1	26	108
95th Queue (ft)	8	58	253
Link Distance (ft)	1904		916
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		1	

**Intersection: 12: 1140 West & SR-113, Interval #4**

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	8	45	11	142
Average Queue (ft)	1	21	2	58
95th Queue (ft)	16	51	23	161
Link Distance (ft)	1904		2635	916
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

**Intersection: 12: 1140 West & SR-113, All Intervals**

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	18	63	11	198
Average Queue (ft)	1	22	0	65
95th Queue (ft)	9	51	11	168
Link Distance (ft)	1904		2635	916
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

**Network Summary**

Network wide Queuing Penalty, Interval #1: 28
Network wide Queuing Penalty, Interval #2: 26
Network wide Queuing Penalty, Interval #3: 94
Network wide Queuing Penalty, Interval #4: 41
Network wide Queuing Penalty, All Intervals: 47

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	80	77	96	124.4	F
	T	30	33	108	58.1	F
	R	65	64	98	46.8	E
	<b>Subtotal</b>	<b>175</b>	<b>174</b>	<b>99</b>	<b>83.3</b>	<b>F</b>
SB	L	10	10	100	33.3	D
	T	32	32	101	57.5	F
	R	75	68	90	40.6	E
	Subtotal	117	110	94	44.9	E
EB	L	48	50	104	6.2	A
	T	563	569	101	3.9	A
	R	55	52	95	2.8	A
	Subtotal	666	671	101	4.0	A
WB	L	35	37	106	9.3	A
	T	449	447	100	2.9	A
	R	15	16	105	2.3	A
	Subtotal	499	500	100	3.4	A
<b>Total</b>		1,458	1,455	100	16.3	C

**Intersection:** 600 West & 400 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	20	19	96	1.5	A
	R	15	15	100	0.3	A
	Subtotal	35	34	97	1.0	A
<b>EB</b>	L	10	9	88	4.2	A
	T	10	11	107	4.8	A
	<b>Subtotal</b>	<b>20</b>	<b>20</b>	<b>100</b>	<b>4.5</b>	<b>A</b>
WB	T	20	20	101	5.2	A
	R	25	25	100	3.0	A
	Subtotal	45	45	100	4.0	A
<b>Total</b>		100	99	99	3.1	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & 300 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	5	4	84	4.6	A
	T	60	63	106	1.0	A
	R	30	32	105	3.7	A
	<b>Subtotal</b>	<b>95</b>	<b>99</b>	<b>104</b>	<b>2.0</b>	<b>A</b>
EB	T	9	7	78	0.0	A
	R	4	4	100	0.0	A
	Subtotal	13	11	85	0.0	A
WB	L	50	50	100	1.8	A
	T	20	19	96	0.4	A
	Subtotal	70	69	99	1.4	A
<b>Total</b>		178	179	101	1.7	A

**Intersection:** 1140 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	55	46	84	376.9	F
	R	99	103	104	225.6	F
	<b>Subtotal</b>	<b>154</b>	<b>149</b>	<b>97</b>	<b>272.3</b>	<b>F</b>
EB	T	930	929	100	12.2	B
	R	100	105	105	8.2	A
	Subtotal	1,030	1,034	100	11.8	B
WB	L	78	76	97	106.7	F
	T	635	616	97	8.9	A
	Subtotal	713	692	97	19.6	C
<b>Total</b>		1,897	1,875	99	37.6	E

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** SR-113 & 1000 West  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	36	36	100	35.4	D
	R	217	206	95	19.3	B
	Subtotal	253	242	96	21.7	C
EB	L	434	428	99	26.6	C
	T	608	615	101	5.2	A
	Subtotal	1,042	1,043	100	14.0	B
WB	T	527	515	98	31.9	C
	R	79	77	97	26.5	C
	Subtotal	606	592	98	31.2	C
<b>Total</b>		1,901	1,877	99	20.4	C

**Intersection:** 1000 West & Access 1  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	263	262	100	3.9	A
	R	265	257	97	2.9	A
	Subtotal	528	519	98	3.4	A
SB	L	6	6	100	18.9	C
	T	212	204	96	1.4	A
	Subtotal	218	210	96	1.9	A
WB	L	48	45	94	17.5	C
	<b>Subtotal</b>	<b>48</b>	<b>45</b>	<b>94</b>	<b>17.5</b>	<b>C</b>
<b>Total</b>		794	774	97	3.8	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 1000 West & Access 4  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	4	3	71	1.1	A
	R	91	92	101	0.3	A
	<b>Subtotal</b>	95	95	100	0.3	A
SB	L	5	4	84	2.2	A
	T	11	10	93	0.0	A
	<b>Subtotal</b>	16	14	88	0.6	A
<b>WB</b>	L	55	57	103	4.3	A
	<b>Subtotal</b>	<b>55</b>	<b>57</b>	<b>104</b>	<b>4.3</b>	<b>A</b>
<b>Total</b>		166	166	100	1.7	A

**Intersection:** 1000 West & Access 2  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	T	87	88	101	1.8	A
	R	168	167	99	1.3	A
	<b>Subtotal</b>	<b>255</b>	<b>255</b>	<b>100</b>	<b>1.5</b>	<b>A</b>
SB	L	20	18	91	3.7	A
	T	232	228	98	0.5	A
	<b>Subtotal</b>	252	246	98	0.7	A
<b>Total</b>		506	501	99	1.1	A



## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future (2030) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 1000 West & Access 3  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	80	81	102	0.3	A
	Subtotal	80	81	101	0.3	A
SB	T	82	83	101	0.5	A
	Subtotal	82	83	101	0.5	A
WB	L	165	161	98	6.1	A
	R	15	13	87	3.0	A
	<b>Subtotal</b>	<b>180</b>	<b>174</b>	<b>97</b>	<b>5.9</b>	<b>A</b>
<b>Total</b>		342	338	99	3.2	A

3: 600 West & SR-113 Performance by movement Interval #1 7:30

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	1.0	0.4	0.3	0.3	3.4	3.5	0.1	1.5	1.9
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	3.6	2.5	6.8	2.3	1.5	20.5	13.9	9.0	18.6	16.7	11.2
Vehicles Entered	11	132	12	8	96	4	16	7	14	2	8	15
Vehicles Exited	12	132	12	7	96	4	16	7	14	2	7	15
Hourly Exit Rate	48	528	48	28	384	16	64	28	56	8	28	60
Input Volume	44	490	50	32	385	14	69	28	60	9	29	69
% of Volume	109	108	96	88	100	114	93	100	93	89	97	87

3: 600 West & SR-113 Performance by movement Interval #1 7:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.5
Total Del/Veh (s)	5.4
Vehicles Entered	325
Vehicles Exited	324
Hourly Exit Rate	1296
Input Volume	1279
% of Volume	101

3: 600 West & SR-113 Performance by movement Interval #2 7:45

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	1.0	0.3	0.3	0.4	3.5	3.8	0.2	1.8	1.7
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	3.5	2.6	6.8	2.3	1.6	25.0	17.2	8.2	16.8	19.0	9.4
Vehicles Entered	14	126	12	8	98	4	16	8	14	2	7	14
Vehicles Exited	13	126	12	9	98	4	16	8	15	2	8	15
Hourly Exit Rate	52	504	48	36	392	16	64	32	60	8	32	60
Input Volume	44	490	50	32	385	14	69	28	60	9	29	69
% of Volume	118	103	96	112	102	114	93	114	100	89	110	87

3: 600 West & SR-113 Performance by movement Interval #2 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.5
Total Del/Veh (s)	5.5
Vehicles Entered	323
Vehicles Exited	326
Hourly Exit Rate	1304
Input Volume	1279
% of Volume	102

3: 600 West & SR-113 Performance by movement Interval #3 8:00

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)	0.9	0.1	0.3	0.9	0.6	0.9	1.8	6.1	3.9	0.1	1.8	1.6
Total Delay (hr)	0.0	0.2	0.0	0.0	0.2	0.0	1.5	0.3	0.4	0.1	0.3	0.5
Total Del/Veh (s)	7.2	4.3	3.1	12.4	3.8	3.9	188.6	96.0	74.2	48.0	96.5	69.1
Vehicles Entered	12	176	14	12	159	5	28	10	19	4	10	24
Vehicles Exited	13	174	14	11	155	5	18	8	15	3	8	20
Hourly Exit Rate	52	696	56	44	620	20	72	32	60	12	32	80
Input Volume	60	783	69	44	641	19	114	38	81	13	40	94
% of Volume	87	89	81	100	97	105	63	84	74	92	80	85

3: 600 West & SR-113 Performance by movement Interval #3 8:00

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	3.4
Total Del/Veh (s)	25.5
Vehicles Entered	473
Vehicles Exited	444
Hourly Exit Rate	1776
Input Volume	1996
% of Volume	89

3: 600 West & SR-113 Performance by movement Interval #4 8:15

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	1.0	0.3	0.3	6.8	7.7	6.5	0.1	1.7	1.7
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	1.0	0.2	0.4	0.0	0.2	0.2
Total Del/Veh (s)	5.3	3.5	2.5	7.8	2.0	1.0	128.2	71.0	66.3	35.3	65.6	43.3
Vehicles Entered	12	136	14	9	93	3	16	7	15	2	7	15
Vehicles Exited	12	138	13	10	98	3	27	10	19	2	9	19
Hourly Exit Rate	48	552	52	40	392	12	108	40	76	8	36	76
Input Volume	44	490	50	32	385	14	69	28	60	9	29	69
% of Volume	109	113	104	125	102	86	157	143	127	89	124	110

3: 600 West & SR-113 Performance by movement Interval #4 8:15

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	1.0
Total Delay (hr)	2.2
Total Del/Veh (s)	21.0
Vehicles Entered	329
Vehicles Exited	360
Hourly Exit Rate	1440
Input Volume	1279
% of Volume	113

3: 600 West & SR-113 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	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1	1.0	0.4	0.5	2.2	5.2	4.3	0.1	1.7	1.7
Total Delay (hr)	0.1	0.6	0.0	0.1	0.4	0.0	2.7	0.5	0.8	0.1	0.5	0.8
Total Del/Veh (s)	6.2	3.9	2.8	9.3	2.9	2.3	124.4	58.1	46.8	33.3	57.5	40.6
Vehicles Entered	50	570	52	37	446	16	77	32	63	10	32	68
Vehicles Exited	50	569	52	37	447	16	77	33	64	10	32	68
Hourly Exit Rate	50	569	52	37	447	16	77	33	64	10	32	68
Input Volume	48	563	55	35	449	15	80	30	65	10	32	75
% of Volume	104	101	95	106	100	105	96	108	98	100	101	90

3: 600 West & SR-113 Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.7
Total Delay (hr)	6.7
Total Del/Veh (s)	16.3
Vehicles Entered	1453
Vehicles Exited	1455
Hourly Exit Rate	1455
Input Volume	1458
% of Volume	100

8: 600 West & 400 North 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)	0.1	0.1	0.2	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
Total Del/Veh (s)	4.1	5.3	5.3	2.9	1.5	0.2	2.9
Vehicles Entered	2	2	3	6	4	3	20
Vehicles Exited	2	2	3	6	4	3	20
Hourly Exit Rate	8	8	12	24	16	12	80
Input Volume	7	7	13	23	18	10	78
% of Volume	114	114	92	104	89	120	103

**8: 600 West & 400 North 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)	0.1	0.2	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
Total Del/Veh (s)	3.4	4.4	3.8	2.4	1.4	0.1	2.6
Vehicles Entered	2	2	3	5	5	3	20
Vehicles Exited	2	2	2	5	5	3	19
Hourly Exit Rate	8	8	8	20	20	12	76
Input Volume	7	7	13	23	18	10	78
% of Volume	114	114	62	87	111	120	97

**8: 600 West & 400 North 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)	0.1	0.1	0.2	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
Total Del/Veh (s)	3.8	4.7	5.2	3.0	1.5	0.3	3.3
Vehicles Entered	5	5	11	8	6	8	43
Vehicles Exited	5	5	10	8	5	8	41
Hourly Exit Rate	20	20	40	32	20	32	164
Input Volume	20	20	40	31	25	30	166
% of Volume	100	100	100	103	80	107	99

**8: 600 West & 400 North 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)	0.1	0.1	0.1	0.1	0.2	0.1	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	5.0	5.0	3.2	1.4	0.2	3.0
Vehicles Entered	1	2	3	5	4	2	17
Vehicles Exited	1	2	4	5	5	2	19
Hourly Exit Rate	4	8	16	20	20	8	76
Input Volume	7	7	13	23	18	10	78
% of Volume	57	114	123	87	111	80	97

8: 600 West & 400 North 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)	0.1	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	0.1
Total Del/Veh (s)	4.2	4.8	5.2	3.0	1.5	0.3	3.1
Vehicles Entered	9	11	20	25	19	15	99
Vehicles Exited	9	11	20	25	19	15	99
Hourly Exit Rate	9	11	20	25	19	15	99
Input Volume	10	10	20	25	20	15	100
% of Volume	88	107	101	100	96	100	99

10: 600 West & 300 North Performance by movement Interval #1 7:30

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)	0.1	0.1	0.1	0.1		0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.0	1.9	0.0		1.0	3.4	1.7
Vehicles Entered	1	1	11	3	0	15	7	38
Vehicles Exited	1	1	12	3	0	15	8	40
Hourly Exit Rate	4	4	48	12	0	60	32	160
Input Volume	6	4	46	13	3	56	28	156
% of Volume	67	100	104	92	0	107	114	103

10: 600 West & 300 North Performance by movement Interval #2 7:45

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)	0.1	0.1	0.1	0.1	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	0.0
Total Del/Veh (s)	0.0	0.0	1.5	0.2	3.2	0.8	3.3	1.4
Vehicles Entered	1	1	12	4	1	17	8	44
Vehicles Exited	1	1	11	4	1	17	8	43
Hourly Exit Rate	4	4	44	16	4	68	32	172
Input Volume	6	4	46	13	3	56	28	156
% of Volume	67	100	96	123	133	121	114	110

10: 600 West & 300 North Performance by movement Interval #3 8:00

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)	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.0	1.8	0.7	3.6	1.0	3.5	1.6
Vehicles Entered	4	2	17	9	2	16	9	59
Vehicles Exited	4	2	17	8	2	16	9	58
Hourly Exit Rate	16	8	68	32	8	64	36	232
Input Volume	18	4	63	40	10	70	38	243
% of Volume	89	200	108	80	80	91	95	95

10: 600 West & 300 North Performance by movement Interval #4 8:15

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)	0.1	0.1	0.1	0.1	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	0.0
Total Del/Veh (s)	0.0	0.0	1.6	0.0	5.3	0.9	3.6	1.7
Vehicles Entered	1	1	10	3	1	16	8	40
Vehicles Exited	1	1	10	3	1	16	8	40
Hourly Exit Rate	4	4	40	12	4	64	32	160
Input Volume	6	4	46	13	3	56	28	156
% of Volume	67	100	87	92	133	114	114	103

10: 600 West & 300 North 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)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.0	0.0	1.8	0.4	4.6	1.0	3.7	1.7
Vehicles Entered	7	4	49	19	4	64	32	179
Vehicles Exited	7	4	50	19	4	63	32	179
Hourly Exit Rate	7	4	50	19	4	63	32	179
Input Volume	9	4	50	20	5	60	30	178
% of Volume	78	100	100	96	84	106	105	101

12: 1140 West & SR-113 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	0.1
Denied Del/Veh (s)	0.8	0.7	0.0	0.0	0.3	4.1	0.7
Total Delay (hr)	0.3	0.0	0.1	0.2	0.3	0.1	0.9
Total Del/Veh (s)	4.8	2.2	12.5	4.9	68.2	10.2	7.8
Vehicles Entered	200	23	14	129	16	21	403
Vehicles Exited	202	23	15	130	16	22	408
Hourly Exit Rate	808	92	60	520	64	88	1632
Input Volume	763	92	72	539	54	81	1601
% of Volume	106	100	83	96	119	109	102

12: 1140 West & SR-113 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	0.1
Denied Del/Veh (s)	0.8	0.7	0.0	0.0	0.3	3.9	0.6
Total Delay (hr)	0.3	0.0	0.1	0.2	0.2	0.1	0.8
Total Del/Veh (s)	4.7	2.7	11.7	5.1	54.6	9.7	7.0
Vehicles Entered	192	24	17	133	13	22	401
Vehicles Exited	191	24	17	132	13	22	399
Hourly Exit Rate	764	96	68	528	52	88	1596
Input Volume	763	92	72	539	54	81	1601
% of Volume	100	104	94	98	96	109	100

12: 1140 West & SR-113 Performance by movement Interval #3 8:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.1	0.4
Denied Del/Veh (s)	2.9	3.0	0.1	0.3	3.0	7.0	2.3
Total Delay (hr)	2.1	0.1	1.4	0.6	1.7	3.3	9.3
Total Del/Veh (s)	21.0	15.7	236.8	10.9	417.9	299.1	50.7
Vehicles Entered	350	32	22	192	14	39	649
Vehicles Exited	333	30	9	187	1	12	572
Hourly Exit Rate	1332	120	36	748	4	48	2288
Input Volume	1431	125	98	922	58	152	2786
% of Volume	93	96	37	81	7	32	82



12: 1140 West & SR-113 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	0.1	0.3	0.5
Denied Del/Veh (s)	0.8	0.8	0.0	0.5	37.6	46.9	4.4
Total Delay (hr)	0.6	0.1	0.7	0.6	3.7	3.3	8.9
Total Del/Veh (s)	9.8	7.9	74.0	12.2	492.2	225.7	60.9
Vehicles Entered	186	26	22	163	13	24	434
Vehicles Exited	204	28	34	168	16	47	497
Hourly Exit Rate	816	112	136	672	64	188	1988
Input Volume	763	92	72	539	54	81	1601
% of Volume	107	122	189	125	119	232	124

12: 1140 West & SR-113 Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.4	0.0	0.0	0.0	0.2	0.5	1.1
Denied Del/Veh (s)	1.6	1.4	0.0	0.2	9.7	15.2	2.1
Total Delay (hr)	3.2	0.2	2.3	1.5	6.0	6.7	19.9
Total Del/Veh (s)	12.2	8.2	106.7	8.9	376.9	225.6	37.6
Vehicles Entered	928	105	76	617	56	106	1888
Vehicles Exited	929	105	76	616	46	103	1875
Hourly Exit Rate	929	105	76	616	46	103	1875
Input Volume	930	100	78	635	55	99	1897
% of Volume	100	105	97	97	84	104	99

16: SR-113 & 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)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.4	0.0	0.0	0.1	0.8
Total Del/Veh (s)	9.6	4.0	11.1	4.9	18.6	5.4	7.5
Vehicles Entered	73	153	113	14	6	33	392
Vehicles Exited	73	152	111	14	6	33	389
Hourly Exit Rate	292	608	444	56	24	132	1556
Input Volume	289	569	472	53	24	145	1552
% of Volume	101	107	94	106	100	91	100

16: SR-113 & 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)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.4	0.0	0.0	0.1	0.9
Total Del/Veh (s)	10.2	3.7	12.3	4.7	19.6	5.6	8.1
Vehicles Entered	68	146	117	12	7	33	383
Vehicles Exited	70	148	118	12	6	33	387
Hourly Exit Rate	280	592	472	48	24	132	1548
Input Volume	289	569	472	53	24	145	1552
% of Volume	97	104	100	91	100	91	100

16: SR-113 & 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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.0	0.3	1.5	0.2	0.2	0.5	4.8
Total Del/Veh (s)	38.3	7.8	33.0	24.5	43.1	17.8	26.1
Vehicles Entered	190	158	160	33	17	101	659
Vehicles Exited	175	157	144	30	16	93	615
Hourly Exit Rate	700	628	576	120	64	372	2460
Input Volume	868	726	691	158	72	434	2949
% of Volume	81	87	83	76	89	86	83

16: SR-113 & 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)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.2	2.3	0.3	0.1	0.5	4.2
Total Del/Veh (s)	24.1	4.7	56.9	53.8	38.6	37.9	30.3
Vehicles Entered	97	158	127	17	5	40	444
Vehicles Exited	110	158	142	20	6	47	483
Hourly Exit Rate	440	632	568	80	24	188	1932
Input Volume	289	569	472	53	24	145	1552
% of Volume	152	111	120	151	100	130	124

16: SR-113 & 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)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	3.2	0.9	4.6	0.6	0.4	1.1	10.7
Total Del/Veh (s)	26.6	5.2	31.9	26.5	35.4	19.3	20.4
Vehicles Entered	429	615	517	76	36	207	1880
Vehicles Exited	428	615	515	77	36	206	1877
Hourly Exit Rate	428	615	515	77	36	206	1877
Input Volume	434	608	527	79	36	217	1901
% of Volume	99	101	98	97	100	95	99

18: 1000 West & Access 1 Performance by movement Interval #1 7:30

Movement	WBL	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	0.0	0.0	0.4	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.1	1.7	1.2	2.2	0.1	1.4
Vehicles Entered	8	43	46	1	33	131
Vehicles Exited	8	42	46	1	33	130
Hourly Exit Rate	32	168	184	4	132	520
Input Volume	32	175	177	4	142	530
% of Volume	100	96	104	100	93	98

18: 1000 West & Access 1 Performance by movement Interval #2 7:45

Movement	WBL	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	0.0	0.0	0.4	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.4	1.7	1.1	2.7	0.1	1.4
Vehicles Entered	7	43	41	1	34	126
Vehicles Exited	8	44	41	1	33	127
Hourly Exit Rate	32	176	164	4	132	508
Input Volume	32	175	177	4	142	530
% of Volume	100	101	93	100	93	96

18: 1000 West & Access 1 Performance by movement Interval #3 8:00

Movement	WBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.4	0.4	0.1	0.0	0.2
Total Delay (hr)	0.1	0.2	0.1	0.0	0.0	0.5
Total Del/Veh (s)	22.1	5.7	4.2	18.7	0.5	4.9
Vehicles Entered	23	107	107	4	101	342
Vehicles Exited	22	104	105	4	100	335
Hourly Exit Rate	88	416	420	16	400	1340
Input Volume	96	526	530	12	423	1587
% of Volume	92	79	79	133	95	84

18: 1000 West & Access 1 Performance by movement Interval #4 8:15

Movement	WBL	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.1	0.2
Total Del/Veh (s)	22.2	3.5	2.9	33.7	6.1	4.8
Vehicles Entered	7	69	63	1	37	177
Vehicles Exited	8	72	66	1	38	185
Hourly Exit Rate	32	288	264	4	152	740
Input Volume	32	175	177	4	142	530
% of Volume	100	165	149	100	107	140

18: 1000 West & Access 1 Performance by movement Entire Run

Movement	WBL	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	0.2	0.2	0.2	0.0	0.1
Total Delay (hr)	0.2	0.3	0.2	0.0	0.1	0.8
Total Del/Veh (s)	17.5	3.9	2.9	18.9	1.4	3.8
Vehicles Entered	45	262	258	6	205	776
Vehicles Exited	45	262	257	6	204	774
Hourly Exit Rate	45	262	257	6	204	774
Input Volume	48	263	265	6	212	794
% of Volume	94	100	97	100	96	97

20: 1000 West & Access 4 Performance by movement Interval #1 7:30

Movement	WBL	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	0.0	0.0	2.5	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.2	0.1	1.5	0.0	1.5
Vehicles Entered	8	1	14	1	1	25
Vehicles Exited	8	1	14	1	1	25
Hourly Exit Rate	32	4	56	4	4	100
Input Volume	37	3	61	3	7	111
% of Volume	86	133	92	133	57	90

20: 1000 West & Access 4 Performance by movement Interval #2 7:45

Movement	WBL	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		0.0		0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0		0.3		0.1	1.8
Vehicles Entered	10	0	16	0	1	27
Vehicles Exited	10	0	16	0	1	27
Hourly Exit Rate	40	0	64	0	4	108
Input Volume	37	3	61	3	7	111
% of Volume	108	0	105	0	57	97

20: 1000 West & Access 4 Performance by movement Interval #3 8:00

Movement	WBL	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	0.0	0.0	5.0	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	1.7	0.4	2.9	0.0	2.0
Vehicles Entered	27	1	36	2	5	71
Vehicles Exited	26	1	36	2	5	70
Hourly Exit Rate	104	4	144	8	20	280
Input Volume	110	8	182	10	22	332
% of Volume	95	50	79	80	91	84

20: 1000 West & Access 4 Performance by movement Interval #4 8:15

Movement	WBL	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		0.0		0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9		0.3		0.0	1.4
Vehicles Entered	10	0	25	0	2	37
Vehicles Exited	11	0	26	0	2	39
Hourly Exit Rate	44	0	104	0	8	156
Input Volume	37	3	61	3	7	111
% of Volume	119	0	170	0	114	141

20: 1000 West & Access 4 Performance by movement Entire Run

Movement	WBL	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	0.0	0.0	3.9	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.3	1.1	0.3	2.2	0.0	1.7
Vehicles Entered	57	3	91	4	10	165
Vehicles Exited	57	3	92	4	10	166
Hourly Exit Rate	57	3	92	4	10	166
Input Volume	55	4	91	5	11	166
% of Volume	103	71	101	84	93	100

22: 1000 West & Access 2 Performance by movement Interval #1 7:30

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.6	2.8	0.4	0.6
Vehicles Entered	14	27	2	40	83
Vehicles Exited	14	27	2	40	83
Hourly Exit Rate	56	108	8	160	332
Input Volume	58	112	13	168	351
% of Volume	97	96	62	95	95

22: 1000 West & Access 2 Performance by movement Interval #2 7:45

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.6	2.4	0.4	0.7
Vehicles Entered	15	28	4	41	88
Vehicles Exited	15	28	4	41	88
Hourly Exit Rate	60	112	16	164	352
Input Volume	58	112	13	168	351
% of Volume	103	100	123	98	100

22: 1000 West & Access 2 Performance by movement Interval #3 8:00

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.5	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.4	1.9	4.0	0.7	1.5
Vehicles Entered	35	66	10	101	212
Vehicles Exited	35	64	10	101	210
Hourly Exit Rate	140	256	40	404	840
Input Volume	175	336	40	422	973
% of Volume	80	76	100	96	86

22: 1000 West & Access 2 Performance by movement Interval #4 8:15

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.4	3.8	0.4	1.2
Vehicles Entered	24	46	2	45	117
Vehicles Exited	24	47	3	45	119
Hourly Exit Rate	96	188	12	180	476
Input Volume	58	112	13	168	351
% of Volume	166	168	92	107	136

**22: 1000 West & Access 2 Performance by movement Entire Run**

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.2
Total Del/Veh (s)	1.8	1.3	3.7	0.5	1.1
Vehicles Entered	88	167	18	228	501
Vehicles Exited	88	167	18	228	501
Hourly Exit Rate	88	167	18	228	501
Input Volume	87	168	20	232	506
% of Volume	101	99	91	98	99

**24: 1000 West & Access 3 Performance by movement Interval #1 7:30**

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	3.3	0.2	0.4	2.4
Vehicles Entered	26	2	14	16	58
Vehicles Exited	25	2	13	16	56
Hourly Exit Rate	100	8	52	64	224
Input Volume	110	10	53	66	239
% of Volume	91	80	98	97	94

**24: 1000 West & Access 3 Performance by movement Interval #2 7:45**

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	3.0	0.3	0.5	2.5
Vehicles Entered	27	2	14	17	60
Vehicles Exited	27	2	14	17	60
Hourly Exit Rate	108	8	56	68	240
Input Volume	110	10	53	66	239
% of Volume	98	80	106	103	100



24: 1000 West & Access 3 Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.0	0.0	0.2
Total Delay (hr)	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	7.2	2.8	0.4	0.6	4.3
Vehicles Entered	81	7	31	31	150
Vehicles Exited	80	6	31	31	148
Hourly Exit Rate	320	24	124	124	592
Input Volume	330	30	160	132	652
% of Volume	97	80	78	94	91

24: 1000 West & Access 3 Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	3.4	0.3	0.4	2.3
Vehicles Entered	27	2	22	19	70
Vehicles Exited	28	2	23	19	72
Hourly Exit Rate	112	8	92	76	288
Input Volume	110	10	53	66	239
% of Volume	102	80	174	115	121

24: 1000 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.3	0.0	0.0	0.0	0.3
Total Del/Veh (s)	6.1	3.0	0.3	0.5	3.2
Vehicles Entered	160	13	81	83	337
Vehicles Exited	161	13	81	83	338
Hourly Exit Rate	161	13	81	83	338
Input Volume	165	15	80	82	342
% of Volume	98	87	102	101	99

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.1	0.1	0.6	0.6	1.4
Denied Del/Veh (s)	0.9	0.9	2.1	4.5	2.1
Total Delay (hr)	2.8	2.7	19.0	16.1	40.6
Total Del/Veh (s)	17.0	16.7	65.5	78.4	56.7
Vehicles Entered	516	510	977	502	2508
Vehicles Exited	515	513	806	658	2494
Hourly Exit Rate	2060	2052	3224	2632	2494
Input Volume	7804	7804	15282	7804	9674
% of Volume	26	26	21	34	26

**Intersection: 3: 600 West & SR-113, Interval #1**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	31	1	29	1	64	72	43	75
Average Queue (ft)	12	0	9	0	34	40	10	39
95th Queue (ft)	35	2	30	2	72	75	48	82
Link Distance (ft)	1965		2370		820		1802	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		25		50	
Storage Blk Time (%)					27	18	0	7
Queuing Penalty (veh)					24	13	0	1

**Intersection: 3: 600 West & SR-113, Interval #2**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	32	5	30	1	73	71	31	74
Average Queue (ft)	12	1	10	0	38	41	8	39
95th Queue (ft)	36	5	33	0	81	75	33	74
Link Distance (ft)	1965		2370		820		1802	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		25		50	
Storage Blk Time (%)					29	19	0	6
Queuing Penalty (veh)					26	13	0	1

**Intersection: 3: 600 West & SR-113, Interval #3**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	44	3	41	1	432	125	185	126
Average Queue (ft)	18	0	18	0	220	87	71	87
95th Queue (ft)	45	5	45	2	513	157	215	160
Link Distance (ft)	1965		2370		820		1802	
Upstream Blk Time (%)					2			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	100		100		25		50	
Storage Blk Time (%)					86	41	2	53
Queuing Penalty (veh)					102	47	2	7

**Intersection: 3: 600 West & SR-113, Interval #4**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	27	1	35	1	397	101	135	110
Average Queue (ft)	12	0	15	0	180	63	40	61
95th Queue (ft)	33	4	39	0	561	135	183	133
Link Distance (ft)		1965		2370	820		1802	
Upstream Blk Time (%)					3			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	100		100			25		50
Storage Blk Time (%)					60	28	0	24
Queuing Penalty (veh)					53	20	0	2

**Intersection: 3: 600 West & SR-113, All Intervals**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	47	7	47	3	466	125	205	131
Average Queue (ft)	13	0	13	0	118	58	32	57
95th Queue (ft)	38	4	38	2	396	122	145	123
Link Distance (ft)		1965		2370	820		1802	
Upstream Blk Time (%)					1			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	100		100			25		50
Storage Blk Time (%)					50	27	0	23
Queuing Penalty (veh)					51	23	1	3

**Intersection: 8: 600 West & 400 North, Interval #1**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	36	43
Average Queue (ft)	12	25
95th Queue (ft)	38	51
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #2

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	33	48
Average Queue (ft)	11	22
95th Queue (ft)	35	49
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #3

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	47	51
Average Queue (ft)	26	32
95th Queue (ft)	53	60
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, Interval #4

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	46
Average Queue (ft)	12	21
95th Queue (ft)	36	50
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, All Intervals

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	52	64
Average Queue (ft)	15	25
95th Queue (ft)	43	54
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: 600 West & 300 North, Interval #1

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	6	39
Average Queue (ft)	1	23
95th Queue (ft)	9	49
Link Distance (ft)	1817	1802
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: 600 West & 300 North, Interval #2

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	6	33
Average Queue (ft)	1	21
95th Queue (ft)	9	45
Link Distance (ft)	1817	1802
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, Interval #3**

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	18	46
Average Queue (ft)	3	26
95th Queue (ft)	24	54
Link Distance (ft)	1817	1802
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, Interval #4**

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	3	44
Average Queue (ft)	0	26
95th Queue (ft)	6	50
Link Distance (ft)	1817	1802
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 600 West & 300 North, All Intervals**

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	54
Average Queue (ft)	1	24
95th Queue (ft)	14	50
Link Distance (ft)	1817	1802
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: 1140 West & SR-113, Interval #1

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	12	52	115	64
Average Queue (ft)	1	28	60	39
95th Queue (ft)	13	57	124	64
Link Distance (ft)	1904		917	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		100
Storage Blk Time (%)			9	
Queuing Penalty (veh)			7	

Intersection: 12: 1140 West & SR-113, Interval #2

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	16	53	94	70
Average Queue (ft)	3	29	49	41
95th Queue (ft)	19	59	102	78
Link Distance (ft)	1904		917	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		100
Storage Blk Time (%)		0	5	0
Queuing Penalty (veh)		0	4	0

Intersection: 12: 1140 West & SR-113, Interval #3

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	203	269	413	765	317
Average Queue (ft)	38	141	145	358	223
95th Queue (ft)	203	285	413	820	386
Link Distance (ft)	1904		585	917	
Upstream Blk Time (%)			6	6	
Queuing Penalty (veh)			56	0	
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		58	0	61	81
Queuing Penalty (veh)		524	0	93	47



**Intersection: 12: 1140 West & SR-113, Interval #4**

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	182	278	476	840	350
Average Queue (ft)	30	108	114	626	262
95th Queue (ft)	204	288	479	1083	472
Link Distance (ft)	1904		585	917	
Upstream Blk Time (%)			6	25	
Queuing Penalty (veh)			39	0	
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		21	0	93	46
Queuing Penalty (veh)		112	0	75	25

**Intersection: 12: 1140 West & SR-113, All Intervals**

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	284	288	495	840	350
Average Queue (ft)	18	76	65	273	141
95th Queue (ft)	142	219	316	785	357
Link Distance (ft)	1904		585	917	
Upstream Blk Time (%)			3	8	
Queuing Penalty (veh)			24	0	
Storage Bay Dist (ft)		100			100
Storage Blk Time (%)		20	0	42	32
Queuing Penalty (veh)		159	0	45	18

**Intersection: 16: SR-113 & 1000 West, Interval #1**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	107	102	153	41	37	58
Average Queue (ft)	59	26	84	18	16	29
95th Queue (ft)	97	87	158	46	40	58
Link Distance (ft)		585	1965			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	250			150	150	150
Storage Blk Time (%)			1			
Queuing Penalty (veh)			1			

Intersection: 16: SR-113 & 1000 West, Interval #2

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	112	96	163	31	46	52
Average Queue (ft)	64	30	96	14	21	32
95th Queue (ft)	115	99	169	36	52	61
Link Distance (ft)		585	1965			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	250			150	150	150
Storage Blk Time (%)			1			
Queuing Penalty (veh)			1			

Intersection: 16: SR-113 & 1000 West, Interval #3

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	L	T	R
Maximum Queue (ft)	521	493	471	214	92	125	203
Average Queue (ft)	339	138	255	100	52	11	110
95th Queue (ft)	584	457	457	245	98	115	206
Link Distance (ft)		585	1965			460	
Upstream Blk Time (%)		1				1	
Queuing Penalty (veh)		16				3	
Storage Bay Dist (ft)	250			150	150		150
Storage Blk Time (%)	27		28	0			8
Queuing Penalty (veh)	186		44	0			6

Intersection: 16: SR-113 & 1000 West, Interval #4

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	L	T	R
Maximum Queue (ft)	383	299	828	228	53	156	159
Average Queue (ft)	161	64	405	61	19	46	73
95th Queue (ft)	378	294	1124	206	55	261	188
Link Distance (ft)		585	1965			460	
Upstream Blk Time (%)		1				3	
Queuing Penalty (veh)		8				5	
Storage Bay Dist (ft)	250			150	150		150
Storage Blk Time (%)	6		24				8
Queuing Penalty (veh)	31		13				2

Intersection: 16: SR-113 & 1000 West, All Intervals

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	T	T	R	L	T	R
Maximum Queue (ft)	522	501	836	250	92	156	211
Average Queue (ft)	155	65	210	48	27	14	61
95th Queue (ft)	406	280	645	167	70	138	156
Link Distance (ft)		585	1965			460	
Upstream Blk Time (%)		0				1	
Queuing Penalty (veh)		6				2	
Storage Bay Dist (ft)	250			150	150		150
Storage Blk Time (%)	8		14	0			4
Queuing Penalty (veh)	54		14	0			2

Intersection: 18: 1000 West & Access 1, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	38	2	3
Average Queue (ft)	21	0	1
95th Queue (ft)	48	5	9
Link Distance (ft)	962	460	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: 1000 West & Access 1, Interval #2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	38	9
Average Queue (ft)	20	1
95th Queue (ft)	47	12
Link Distance (ft)	962	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: 1000 West & Access 1, Interval #3

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	80	10	37	16
Average Queue (ft)	49	2	13	0
95th Queue (ft)	89	14	40	0
Link Distance (ft)	962	460		389
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 18: 1000 West & Access 1, Interval #4

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	52	4	37	48
Average Queue (ft)	23	1	7	12
95th Queue (ft)	61	7	48	96
Link Distance (ft)	962	460		389
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				3
Queuing Penalty (veh)				0

Intersection: 18: 1000 West & Access 1, All Intervals

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	80	14	54	48
Average Queue (ft)	28	1	5	3
95th Queue (ft)	67	8	32	46
Link Distance (ft)	962	460		389
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				1
Queuing Penalty (veh)				0

Intersection: 20: 1000 West & Access 4, Interval #1

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	3
Average Queue (ft)	18	0
95th Queue (ft)	43	6
Link Distance (ft)	770	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: 1000 West & Access 4, Interval #2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	41	3
Average Queue (ft)	25	0
95th Queue (ft)	49	7
Link Distance (ft)	770	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: 1000 West & Access 4, Interval #3

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	52	12
Average Queue (ft)	34	1
95th Queue (ft)	57	11
Link Distance (ft)	770	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 20: 1000 West & Access 4, Interval #4**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	24
95th Queue (ft)	49
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 20: 1000 West & Access 4, All Intervals**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	53	15
Average Queue (ft)	25	1
95th Queue (ft)	51	7
Link Distance (ft)	770	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 22: 1000 West & Access 2, Interval #1**

Movement	SB
Directions Served	L
Maximum Queue (ft)	11
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 22: 1000 West & Access 2, Interval #2**

Movement	SB
Directions Served	L
Maximum Queue (ft)	22
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 22: 1000 West & Access 2, Interval #3**

Movement	NB	SB
Directions Served	TR	L
Maximum Queue (ft)	4	31
Average Queue (ft)	1	13
95th Queue (ft)	7	37
Link Distance (ft)	389	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 22: 1000 West & Access 2, Interval #4**

Movement	SB
Directions Served	L
Maximum Queue (ft)	24
Average Queue (ft)	4
95th Queue (ft)	23
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: 1000 West & Access 2, All Intervals

Movement	NB	SB
Directions Served	TR	L
Maximum Queue (ft)	4	35
Average Queue (ft)	0	5
95th Queue (ft)	3	25
Link Distance (ft)	389	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: 1000 West & Access 3, Interval #1

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	54	28
Average Queue (ft)	35	6
95th Queue (ft)	55	26
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: 1000 West & Access 3, Interval #2

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	50	25
Average Queue (ft)	36	8
95th Queue (ft)	53	31
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



**Intersection: 24: 1000 West & Access 3, Interval #3**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	96	34
Average Queue (ft)	67	18
95th Queue (ft)	103	44
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, Interval #4**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	62	33
Average Queue (ft)	38	7
95th Queue (ft)	59	30
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, All Intervals**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	96	36
Average Queue (ft)	44	10
95th Queue (ft)	77	34
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty, Interval #1: 45
Network wide Queuing Penalty, Interval #2: 44
Network wide Queuing Penalty, Interval #3: 1133
Network wide Queuing Penalty, Interval #4: 385
Network wide Queuing Penalty, All Intervals: 402

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future 2030) Plus Project - Mitigated  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & SR-113  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	80	79	98	22.4	C
	T	30	31	102	15.9	B
	R	65	61	93	9.4	A
	Subtotal	175	171	98	16.6	B
SB	L	10	11	110	18.9	B
	T	32	32	101	16.3	B
	R	75	75	100	7.2	A
	Subtotal	117	118	101	10.8	B
EB	L	48	43	90	16.5	B
	T	550	553	100	11.3	B
	R	55	56	102	8.1	A
	Subtotal	653	652	100	11.4	B
WB	L	35	34	97	20.3	C
	T	449	454	101	8.5	A
	R	15	17	111	5.8	A
	Subtotal	499	505	101	9.2	A
<b>Total</b>		1,445	1,446	100	11.2	B

**Intersection:** 600 West & 400 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	20	19	96	1.5	A
	R	15	15	100	0.2	A
	Subtotal	35	34	97	0.9	A
<b>EB</b>	L	10	10	98	3.9	A
	T	10	12	117	5.0	A
	<b>Subtotal</b>	<b>20</b>	<b>22</b>	<b>110</b>	<b>4.5</b>	<b>A</b>
WB	T	20	20	101	5.3	A
	R	25	27	108	3.3	A
	Subtotal	45	47	104	4.2	A
<b>Total</b>		100	103	103	3.2	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future 2030) Plus Project - Mitigated  
**Time Period:** Morning Peak Hour **Project #: UT19-1473**

**Intersection:** 600 West & 300 North  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	5	4	84	4.7	A
	T	60	57	96	1.0	A
	R	30	30	98	4.0	A
	<b>Subtotal</b>	<b>95</b>	<b>91</b>	<b>96</b>	<b>2.2</b>	<b>A</b>
EB	T	9	8	89	0.0	A
	R	4	4	100	0.0	A
	Subtotal	13	12	92	0.0	A
WB	L	50	48	96	1.8	A
	T	20	24	122	0.4	A
	Subtotal	70	72	103	1.3	A
<b>Total</b>		178	175	98	1.7	A

**Intersection:** 1140 West & SR-113  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	55	55	100	225.1	F
	R	99	101	102	155.4	F
	<b>Subtotal</b>	<b>154</b>	<b>156</b>	<b>101</b>	<b>180.0</b>	<b>F</b>
EB	T	930	944	102	1.3	A
	R	100	101	101	0.7	A
	Subtotal	1,030	1,045	101	1.2	A
WB	L	78	82	104	79.2	F
	T	635	633	100	3.9	A
	Subtotal	713	715	100	12.5	B
<b>Total</b>		1,898	1,916	101	20.0	C

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future 2030) Plus Project - Mitigated  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** SR-113 & 1000 West  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	36	34	94	34.4	C
	R	217	217	100	11.2	B
	Subtotal	253	251	99	14.3	B
EB	L	434	446	103	20.2	C
	T	604	607	101	2.8	A
	Subtotal	1,038	1,053	101	10.2	B
WB	T	526	528	100	22.4	C
	R	79	81	102	15.7	B
	Subtotal	605	609	101	21.5	C
<b>Total</b>		1,896	1,913	101	14.4	B

**Intersection:** 1000 West & Access 1  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	263	269	102	1.1	A
	R	265	274	103	2.9	A
	Subtotal	528	543	103	2.0	A
SB	L	6	7	117	6.7	A
	T	212	211	99	0.2	A
	Subtotal	218	218	100	0.4	A
<b>WB</b>	L	48	49	102	11.2	B
	<b>Subtotal</b>	<b>48</b>	<b>49</b>	<b>102</b>	<b>11.2</b>	<b>B</b>
<b>Total</b>		794	810	102	2.1	A

**SimTraffic LOS Report****Project:** Heber - Heber High School TIS**Analysis Period:** Future 2030) Plus Project - Mitigated**Time Period:** Morning Peak Hour**Project #:** UT19-1473**Intersection:** 1000 West & Access 4**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	4	5	118	0.7	A
	R	91	92	101	0.4	A
	<b>Subtotal</b>	95	97	102	0.4	A
SB	L	5	5	105	2.2	A
	T	11	12	112	0.0	A
	<b>Subtotal</b>	16	17	106	0.6	A
<b>WB</b>	L	55	55	100	4.3	A
	<b>Subtotal</b>	<b>55</b>	<b>55</b>	<b>100</b>	<b>4.3</b>	<b>A</b>
<b>Total</b>		166	169	102	1.7	A

**Intersection:** 1000 West & Access 2**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	T	87	86	99	2.1	A
	R	168	174	104	1.5	A
	<b>Subtotal</b>	<b>255</b>	<b>260</b>	<b>102</b>	<b>1.7</b>	<b>A</b>
SB	L	20	20	101	5.1	A
	T	232	230	99	0.6	A
	<b>Subtotal</b>	252	250	99	1.0	A
<b>Total</b>		506	510	101	1.3	A

## SimTraffic LOS Report

**Project:** Heber - Heber High School TIS  
**Analysis Period:** Future 2030) Plus Project - Mitigated  
**Time Period:** Morning Peak Hour **Project #:** UT19-1473

**Intersection:** 1000 West & Access 3  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	80	79	99	0.5	A
	Subtotal	80	79	99	0.5	A
SB	T	82	83	101	0.5	A
	Subtotal	82	83	101	0.5	A
WB	L	165	162	98	6.0	A
	R	15	17	113	3.0	A
	<b>Subtotal</b>	<b>180</b>	<b>179</b>	<b>99</b>	<b>5.7</b>	<b>A</b>
<b>Total</b>		342	341	100	3.2	A

3: 600 West & SR-113 Performance by movement Interval #1 7:30

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	1.2	0.4	0.4	0.4	4.0	4.0	0.2	1.7	2.3
Total Delay (hr)	0.0	0.4	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.6	10.4	7.2	15.0	7.9	5.5	17.9	12.6	7.5	18.1	13.9	6.1
Vehicles Entered	10	122	13	8	101	5	17	7	14	2	7	19
Vehicles Exited	11	122	13	8	102	4	18	8	14	2	8	19
Hourly Exit Rate	44	488	52	32	408	16	72	32	56	8	32	76
Input Volume	44	490	50	32	399	14	69	28	60	9	29	69
% of Volume	100	100	104	100	102	114	104	114	93	89	110	110

3: 600 West & SR-113 Performance by movement Interval #1 7:30

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	1.0
Total Del/Veh (s)	9.9
Vehicles Entered	325
Vehicles Exited	329
Hourly Exit Rate	1316
Input Volume	1293
% of Volume	102

3: 600 West & SR-113 Performance by movement Interval #2 7:45

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	1.2	0.4	0.3	0.4	3.6	3.8	0.2	2.1	2.3
Total Delay (hr)	0.0	0.3	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.0	9.8	7.2	13.8	7.5	3.4	17.1	10.6	6.5	10.1	13.5	5.8
Vehicles Entered	9	119	13	7	101	4	17	7	17	3	7	17
Vehicles Exited	9	120	13	7	101	4	17	7	17	3	7	17
Hourly Exit Rate	36	480	52	28	404	16	68	28	68	12	28	68
Input Volume	44	490	50	32	399	14	69	28	60	9	29	69
% of Volume	82	98	104	88	101	114	99	100	113	133	97	99

3: 600 West & SR-113 Performance by movement Interval #2 7:45

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	0.9
Total Del/Veh (s)	9.2
Vehicles Entered	321
Vehicles Exited	322
Hourly Exit Rate	1288
Input Volume	1293
% of Volume	100

3: 600 West & SR-113 Performance by movement Interval #3 8:00

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)	0.6	0.2	0.0	1.2	0.6	0.8	0.4	3.9	3.7	0.1	1.9	2.1
Total Delay (hr)	0.1	0.6	0.0	0.1	0.4	0.0	0.2	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	18.8	12.3	9.9	27.2	8.9	6.6	28.4	21.9	14.4	17.7	21.9	9.7
Vehicles Entered	11	178	18	11	149	5	28	9	18	3	10	22
Vehicles Exited	11	175	17	11	144	5	28	9	17	3	10	22
Hourly Exit Rate	44	700	68	44	576	20	112	36	68	12	40	88
Input Volume	60	731	69	44	599	19	114	38	81	13	40	94
% of Volume	73	96	99	100	96	105	98	95	84	92	100	94

3: 600 West & SR-113 Performance by movement Interval #3 8:00

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.7
Total Delay (hr)	1.7
Total Del/Veh (s)	13.0
Vehicles Entered	462
Vehicles Exited	452
Hourly Exit Rate	1808
Input Volume	1902
% of Volume	95

3: 600 West & SR-113 Performance by movement Interval #4 8:15

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	1.0	0.3	0.2	0.3	3.8	4.0	0.1	2.5	2.1
Total Delay (hr)	0.1	0.4	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.2	10.3	7.0	15.5	7.6	5.7	19.8	12.5	7.0	23.5	11.9	5.7
Vehicles Entered	12	135	14	8	101	4	16	8	12	2	7	16
Vehicles Exited	13	137	14	8	107	4	17	8	13	3	8	16
Hourly Exit Rate	52	548	56	32	428	16	68	32	52	12	32	64
Input Volume	44	490	50	32	399	14	69	28	60	9	29	69
% of Volume	118	112	112	100	107	114	99	114	87	133	110	93

3: 600 West & SR-113 Performance by movement Interval #4 8:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	1.0
Total Del/Veh (s)	9.8
Vehicles Entered	335
Vehicles Exited	348
Hourly Exit Rate	1392
Input Volume	1293
% of Volume	108



3: 600 West & SR-113 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	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	1.2	0.4	0.5	0.4	3.9	3.9	0.1	2.0	2.2
Total Delay (hr)	0.2	1.8	0.1	0.2	1.1	0.0	0.5	0.1	0.2	0.1	0.1	0.2
Total Del/Veh (s)	16.5	11.3	8.1	20.3	8.5	5.8	22.4	15.9	9.4	18.9	16.3	7.2
Vehicles Entered	43	553	57	34	452	18	78	31	61	10	32	74
Vehicles Exited	43	553	56	34	454	17	79	31	61	11	32	75
Hourly Exit Rate	43	553	56	34	454	17	79	31	61	11	32	75
Input Volume	48	550	55	35	449	15	80	30	65	10	32	75
% of Volume	90	100	102	97	101	111	98	102	93	110	101	100

3: 600 West & SR-113 Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	4.5
Total Del/Veh (s)	11.2
Vehicles Entered	1443
Vehicles Exited	1446
Hourly Exit Rate	1446
Input Volume	1445
% of Volume	100

8: 600 West & 400 North 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)	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	4.2	5.6	3.4	1.2	0.3	3.0
Vehicles Entered	2	3	3	6	3	3	20
Vehicles Exited	2	3	3	6	3	3	20
Hourly Exit Rate	8	12	12	24	12	12	80
Input Volume	7	7	13	23	18	10	78
% of Volume	114	171	92	104	67	120	103

**8: 600 West & 400 North 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)	0.1	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
Total Del/Veh (s)	3.4	4.6	4.0	3.0	1.6	0.3	2.9
Vehicles Entered	2	2	4	6	5	2	21
Vehicles Exited	2	2	3	7	5	2	21
Hourly Exit Rate	8	8	12	28	20	8	84
Input Volume	7	7	13	23	18	10	78
% of Volume	114	114	92	122	111	80	108

**8: 600 West & 400 North 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)	0.1	0.1	0.2	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	5.0	5.3	3.4	1.5	0.1	3.3
Vehicles Entered	5	6	11	8	6	7	43
Vehicles Exited	5	6	10	8	6	7	42
Hourly Exit Rate	20	24	40	32	24	28	168
Input Volume	20	20	40	31	25	30	166
% of Volume	100	120	100	103	96	93	101

**8: 600 West & 400 North 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)	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	4.4	4.8	3.0	1.5	0.0	2.8
Vehicles Entered	1	2	2	6	5	3	19
Vehicles Exited	1	2	3	6	5	3	20
Hourly Exit Rate	4	8	12	24	20	12	80
Input Volume	7	7	13	23	18	10	78
% of Volume	57	114	92	104	111	120	103

8: 600 West & 400 North 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)	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.9	5.0	5.3	3.3	1.5	0.2	3.2
Vehicles Entered	9	12	20	27	19	15	102
Vehicles Exited	10	12	20	27	19	15	103
Hourly Exit Rate	10	12	20	27	19	15	103
Input Volume	10	10	20	25	20	15	100
% of Volume	98	117	101	108	96	100	103

10: 600 West & 300 North Performance by movement Interval #1 7:30

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)	0.1	0.1	0.1	0.1		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.1	1.6	0.3		1.0	3.9	1.8
Vehicles Entered	1	1	11	4	0	15	8	40
Vehicles Exited	1	1	11	4	0	14	8	39
Hourly Exit Rate	4	4	44	16	0	56	32	156
Input Volume	6	4	46	13	3	56	28	156
% of Volume	67	100	96	123	0	100	114	100

10: 600 West & 300 North Performance by movement Interval #2 7:45

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)	0.1		0.2	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0		1.7	0.1	2.4	0.9	3.3	1.6
Vehicles Entered	1	0	10	4	1	12	7	35
Vehicles Exited	1	0	10	4	1	12	7	35
Hourly Exit Rate	4	0	40	16	4	48	28	140
Input Volume	6	4	46	13	3	56	28	156
% of Volume	67	0	87	123	133	86	100	90

10: 600 West & 300 North Performance by movement Interval #3 8:00

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)	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.0	2.0	0.6	6.3	1.0	4.1	1.8
Vehicles Entered	4	1	16	12	2	15	8	58
Vehicles Exited	4	1	16	11	2	15	9	58
Hourly Exit Rate	16	4	64	44	8	60	36	232
Input Volume	18	4	63	40	10	70	38	243
% of Volume	89	100	102	110	80	86	95	95

10: 600 West & 300 North Performance by movement Interval #4 8:15

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)	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.0	1.4	0.3	4.8	1.0	3.2	1.5
Vehicles Entered	1	2	10	3	1	16	7	40
Vehicles Exited	1	2	10	4	1	16	7	41
Hourly Exit Rate	4	8	40	16	4	64	28	164
Input Volume	6	4	46	13	3	56	28	156
% of Volume	67	200	87	123	133	114	100	105

10: 600 West & 300 North 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)	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.0	0.0	1.8	0.4	4.7	1.0	4.0	1.7
Vehicles Entered	8	4	47	23	5	57	30	174
Vehicles Exited	8	4	48	24	4	57	30	175
Hourly Exit Rate	8	4	48	24	4	57	30	175
Input Volume	9	4	50	20	5	60	30	178
% of Volume	89	100	96	122	84	96	98	98

12: 1140 West & SR-113 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)	0.0	0.0	0.0	0.0	0.3	4.1	0.2
Total Delay (hr)	0.0	0.0	0.1	0.1	0.1	0.0	0.3
Total Del/Veh (s)	0.8	0.4	10.2	2.5	20.5	7.1	2.8
Vehicles Entered	192	23	21	140	14	18	408
Vehicles Exited	191	22	20	138	13	18	402
Hourly Exit Rate	764	88	80	552	52	72	1608
Input Volume	763	92	72	539	54	77	1597
% of Volume	100	96	111	102	96	94	101

12: 1140 West & SR-113 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)	0.0	0.0	0.0	0.0	0.4	3.9	0.2
Total Delay (hr)	0.0	0.0	0.1	0.1	0.1	0.0	0.4
Total Del/Veh (s)	0.9	0.5	11.3	2.3	33.6	7.4	3.3
Vehicles Entered	188	23	17	134	14	20	396
Vehicles Exited	188	23	18	135	14	20	398
Hourly Exit Rate	752	92	72	540	56	80	1592
Input Volume	763	92	72	539	54	77	1597
% of Volume	99	100	100	100	104	104	100

12: 1140 West & SR-113 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	0.1
Denied Del/Veh (s)	0.0	0.0	0.8	0.1	0.6	3.8	0.3
Total Delay (hr)	0.2	0.0	1.3	0.3	1.5	3.1	6.4
Total Del/Veh (s)	1.7	1.1	183.6	5.3	385.1	240.7	33.1
Vehicles Entered	363	31	25	212	13	45	689
Vehicles Exited	360	30	15	209	1	22	637
Hourly Exit Rate	1440	120	60	836	4	88	2548
Input Volume	1431	125	98	922	58	165	2799
% of Volume	101	96	61	91	7	53	91

12: 1140 West & SR-113 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)	0.0	0.0	0.0	0.2	0.6	5.7	0.3
Total Delay (hr)	0.1	0.0	0.4	0.2	1.7	1.2	3.6
Total Del/Veh (s)	1.2	0.7	45.9	4.4	228.8	103.4	26.6
Vehicles Entered	202	25	19	147	14	18	425
Vehicles Exited	204	25	29	151	26	41	476
Hourly Exit Rate	816	100	116	604	104	164	1904
Input Volume	763	92	72	539	54	77	1597
% of Volume	107	109	161	112	193	213	119

12: 1140 West & SR-113 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	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.5	4.2	0.3
Total Delay (hr)	0.3	0.0	1.8	0.7	3.4	4.4	10.7
Total Del/Veh (s)	1.3	0.7	79.2	3.9	225.1	155.4	20.0
Vehicles Entered	945	102	82	633	55	101	1918
Vehicles Exited	944	101	82	633	55	101	1916
Hourly Exit Rate	944	101	82	633	55	101	1916
Input Volume	930	100	78	635	55	99	1898
% of Volume	102	101	104	100	100	102	101

16: SR-113 & 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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.6	0.0	0.0	0.1	1.1
Total Del/Veh (s)	14.8	2.7	15.4	7.2	23.4	6.1	10.1
Vehicles Entered	75	137	128	11	6	36	393
Vehicles Exited	75	138	131	11	6	36	397
Hourly Exit Rate	300	552	524	44	24	144	1588
Input Volume	289	560	485	53	24	145	1556
% of Volume	104	99	108	83	100	99	102

**16: SR-113 & 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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.5	0.0	0.0	0.1	1.0
Total Del/Veh (s)	13.1	2.1	14.0	7.1	24.7	5.0	8.8
Vehicles Entered	75	136	120	15	6	37	389
Vehicles Exited	74	135	119	15	5	38	386
Hourly Exit Rate	296	540	476	60	20	152	1544
Input Volume	289	560	485	53	24	145	1556
% of Volume	102	96	98	113	83	105	99

**16: SR-113 & 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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	1.4	0.2	0.2	0.4	3.7
Total Del/Veh (s)	23.7	3.2	30.3	20.7	42.0	13.6	18.8
Vehicles Entered	204	180	154	41	15	104	698
Vehicles Exited	198	179	147	38	14	102	678
Hourly Exit Rate	792	716	588	152	56	408	2712
Input Volume	868	734	649	158	72	434	2915
% of Volume	91	98	91	96	78	94	93

**16: SR-113 & 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	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.1	0.9	0.1	0.1	0.2	1.9
Total Del/Veh (s)	19.5	3.0	23.1	12.2	27.0	13.7	14.4
Vehicles Entered	93	154	125	15	8	40	435
Vehicles Exited	99	154	130	18	8	42	451
Hourly Exit Rate	396	616	520	72	32	168	1804
Input Volume	289	560	485	53	24	145	1556
% of Volume	137	110	107	136	133	116	116

16: SR-113 & 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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.5	0.5	3.4	0.4	0.3	0.7	7.7
Total Del/Veh (s)	20.2	2.8	22.4	15.7	34.4	11.2	14.4
Vehicles Entered	446	608	527	82	35	217	1915
Vehicles Exited	446	607	528	81	34	217	1913
Hourly Exit Rate	446	607	528	81	34	217	1913
Input Volume	434	604	526	79	36	217	1896
% of Volume	103	101	100	102	94	100	101

18: 1000 West & Access 1 Performance by movement Interval #1 7:30

Movement	WBL	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	0.8	1.5	2.0	0.1	1.1
Vehicles Entered	7	45	44	1	36	133
Vehicles Exited	7	45	44	1	36	133
Hourly Exit Rate	28	180	176	4	144	532
Input Volume	32	175	177	4	142	530
% of Volume	88	103	99	100	101	100

18: 1000 West & Access 1 Performance by movement Interval #2 7:45

Movement	WBL	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	0.0	0.0	1.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	0.8	1.5	6.9	0.1	1.2
Vehicles Entered	8	46	45	1	36	136
Vehicles Exited	8	47	46	1	36	138
Hourly Exit Rate	32	188	184	4	144	552
Input Volume	32	175	177	4	142	530
% of Volume	100	107	104	100	101	104



18: 1000 West & Access 1 Performance by movement Interval #3 8:00

Movement	WBL	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.3
Total Del/Veh (s)	15.7	1.3	4.1	8.1	0.3	3.0
Vehicles Entered	24	118	125	3	100	370
Vehicles Exited	23	117	122	3	100	365
Hourly Exit Rate	92	468	488	12	400	1460
Input Volume	96	526	530	12	423	1587
% of Volume	96	89	92	100	95	92

18: 1000 West & Access 1 Performance by movement Interval #4 8:15

Movement	WBL	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	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.1	1.1	2.4	7.0	0.1	1.8
Vehicles Entered	9	60	60	2	39	170
Vehicles Exited	10	61	63	2	39	175
Hourly Exit Rate	40	244	252	8	156	700
Input Volume	32	175	177	4	142	530
% of Volume	125	139	142	200	110	132

18: 1000 West & Access 1 Performance by movement Entire Run

Movement	WBL	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	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	0.2	0.1	0.2	0.0	0.0	0.5
Total Del/Veh (s)	11.2	1.1	2.9	6.7	0.2	2.1
Vehicles Entered	49	269	274	7	211	810
Vehicles Exited	49	269	274	7	211	810
Hourly Exit Rate	49	269	274	7	211	810
Input Volume	48	263	265	6	212	794
% of Volume	102	102	103	117	99	102

20: 1000 West & Access 4 Performance by movement Interval #1 7:30

Movement	WBL	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	0.0	0.0	2.5	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.5	0.2	1.0	0.0	1.6
Vehicles Entered	11	1	16	1	2	31
Vehicles Exited	11	1	16	0	2	30
Hourly Exit Rate	44	4	64	0	8	120
Input Volume	37	3	61	3	7	111
% of Volume	119	133	105	0	114	108

20: 1000 West & Access 4 Performance by movement Interval #2 7:45

Movement	WBL	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	0.0	0.0		0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.9	0.3		0.0	1.4
Vehicles Entered	9	1	17	0	3	30
Vehicles Exited	9	1	17	0	3	30
Hourly Exit Rate	36	4	68	0	12	120
Input Volume	37	3	61	3	7	111
% of Volume	97	133	111	0	171	108

20: 1000 West & Access 4 Performance by movement Interval #3 8:00

Movement	WBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	3.7	0.1	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.7	0.5	2.3	0.0	2.0
Vehicles Entered	27	2	39	4	6	78
Vehicles Exited	26	2	38	4	6	76
Hourly Exit Rate	104	8	152	16	24	304
Input Volume	110	8	182	10	22	332
% of Volume	95	100	84	160	109	92

20: 1000 West & Access 4 Performance by movement Interval #4 8:15

Movement	WBL	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	0.0	0.0		0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.8	0.4		0.0	1.3
Vehicles Entered	8	1	20	0	2	31
Vehicles Exited	9	1	21	0	2	33
Hourly Exit Rate	36	4	84	0	8	132
Input Volume	37	3	61	3	7	111
% of Volume	97	133	138	0	114	119

20: 1000 West & Access 4 Performance by movement Entire Run

Movement	WBL	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	0.0	0.0	4.1	0.1	0.2
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.3	0.7	0.4	2.2	0.0	1.7
Vehicles Entered	55	5	92	5	12	169
Vehicles Exited	55	5	92	5	12	169
Hourly Exit Rate	55	5	92	5	12	169
Input Volume	55	4	91	5	11	166
% of Volume	100	118	101	105	112	102

22: 1000 West & Access 2 Performance by movement Interval #1 7:30

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	0.7	3.1	0.5	0.8
Vehicles Entered	15	30	3	41	89
Vehicles Exited	15	29	3	42	89
Hourly Exit Rate	60	116	12	168	356
Input Volume	58	112	13	168	351
% of Volume	103	104	92	100	101

22: 1000 West & Access 2 Performance by movement Interval #2 7:45

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.8	2.3	0.5	0.8
Vehicles Entered	17	29	4	43	93
Vehicles Exited	16	29	4	42	91
Hourly Exit Rate	64	116	16	168	364
Input Volume	58	112	13	168	351
% of Volume	110	104	123	100	104

22: 1000 West & Access 2 Performance by movement Interval #3 8:00

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.5	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.0	2.2	7.0	0.7	1.8
Vehicles Entered	36	76	10	101	223
Vehicles Exited	36	75	10	100	221
Hourly Exit Rate	144	300	40	400	884
Input Volume	175	336	40	422	973
% of Volume	82	89	100	95	91

22: 1000 West & Access 2 Performance by movement Interval #4 8:15

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.3	4.2	0.5	1.1
Vehicles Entered	19	40	3	44	106
Vehicles Exited	19	41	3	45	108
Hourly Exit Rate	76	164	12	180	432
Input Volume	58	112	13	168	351
% of Volume	131	146	92	107	123

22: 1000 West & Access 2 Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.2
Total Del/Veh (s)	2.1	1.5	5.1	0.6	1.3
Vehicles Entered	86	175	20	229	510
Vehicles Exited	86	174	20	230	510
Hourly Exit Rate	86	174	20	230	510
Input Volume	87	168	20	232	506
% of Volume	99	104	101	99	101

24: 1000 West & Access 3 Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	2.4	0.3	0.4	2.5
Vehicles Entered	27	3	14	16	60
Vehicles Exited	27	3	14	16	60
Hourly Exit Rate	108	12	56	64	240
Input Volume	110	10	53	66	239
% of Volume	98	120	106	97	100

24: 1000 West & Access 3 Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	3.1	0.4	0.3	2.7
Vehicles Entered	28	3	15	18	64
Vehicles Exited	28	3	15	17	63
Hourly Exit Rate	112	12	60	68	252
Input Volume	110	10	53	66	239
% of Volume	102	120	113	103	105

24: 1000 West & Access 3 Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.7	2.8	0.7	0.6	4.0
Vehicles Entered	80	9	32	32	153
Vehicles Exited	78	8	32	32	150
Hourly Exit Rate	312	32	128	128	600
Input Volume	330	30	160	132	652
% of Volume	95	107	80	97	92

24: 1000 West & Access 3 Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	2.9	0.4	0.4	2.6
Vehicles Entered	27	3	18	16	64
Vehicles Exited	29	3	18	17	67
Hourly Exit Rate	116	12	72	68	268
Input Volume	110	10	53	66	239
% of Volume	105	120	136	103	112

24: 1000 West & Access 3 Performance by movement Entire Run

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.3	0.0	0.0	0.0	0.3
Total Del/Veh (s)	6.0	3.0	0.5	0.5	3.2
Vehicles Entered	162	17	79	83	341
Vehicles Exited	162	17	79	83	341
Hourly Exit Rate	162	17	79	83	341
Input Volume	165	15	80	82	342
% of Volume	98	113	99	101	100

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Denied Delay (hr)	0.1	0.1	0.6	0.1	1.0
Denied Del/Veh (s)	0.9	0.9	2.1	1.0	1.4
Total Delay (hr)	3.1	2.9	14.0	7.3	27.2
Total Del/Veh (s)	18.7	17.6	47.8	37.3	37.6
Vehicles Entered	520	515	980	514	2531
Vehicles Exited	524	517	865	630	2534
Hourly Exit Rate	2096	2068	3460	2520	2534
Input Volume	9283	9283	17628	9283	11369
% of Volume	23	22	20	27	22

**Intersection: 3: 600 West & SR-113, Interval #1**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	43	160	41	132	64	63	28	58
Average Queue (ft)	19	95	17	70	34	32	5	38
95th Queue (ft)	48	164	46	135	73	63	24	62
Link Distance (ft)		1954		2370	820		1803	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		25		50	
Storage Blk Time (%)		4	0	2	23	16	0	4
Queuing Penalty (veh)		2	0	0	21	11	0	0

**Intersection: 3: 600 West & SR-113, Interval #2**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	38	145	35	112	68	62	22	58
Average Queue (ft)	16	90	14	65	32	34	5	37
95th Queue (ft)	42	152	39	122	71	67	23	61
Link Distance (ft)		1954		2370	820		1803	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		25		50	
Storage Blk Time (%)		4		1	24	13	0	3
Queuing Penalty (veh)		2		0	21	9	0	0

**Intersection: 3: 600 West & SR-113, Interval #3**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	66	251	51	185	104	86	45	79
Average Queue (ft)	26	131	25	99	63	50	11	49
95th Queue (ft)	72	235	57	185	109	93	43	87
Link Distance (ft)		1954		2370	820		1803	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		25		50	
Storage Blk Time (%)	0	8	0	5	49	30	0	11
Queuing Penalty (veh)	0	5	0	2	58	34	0	1



**Intersection: 3: 600 West & SR-113, Interval #4**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	44	175	32	146	77	62	30	53
Average Queue (ft)	22	104	16	72	36	33	8	33
95th Queue (ft)	49	199	39	147	77	67	30	54
Link Distance (ft)		1954		2370	820		1803	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		25		50	
Storage Blk Time (%)		4		2	26	14	0	2
Queuing Penalty (veh)		2		1	23	10	0	0

**Intersection: 3: 600 West & SR-113, All Intervals**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	75	256	61	199	110	96	53	84
Average Queue (ft)	21	105	18	77	41	38	7	39
95th Queue (ft)	54	193	46	151	87	75	31	69
Link Distance (ft)		1954		2370	820		1803	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		25		50	
Storage Blk Time (%)	0	5	0	2	30	18	0	5
Queuing Penalty (veh)	0	3	0	1	31	16	0	1

**Intersection: 8: 600 West & 400 North, Interval #1**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	47
Average Queue (ft)	14	22
95th Queue (ft)	39	52
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: 600 West & 400 North, Interval #2**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	41
Average Queue (ft)	12	24
95th Queue (ft)	37	50
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: 600 West & 400 North, Interval #3**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	48	58
Average Queue (ft)	28	32
95th Queue (ft)	58	60
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: 600 West & 400 North, Interval #4**

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	33	53
Average Queue (ft)	10	26
95th Queue (ft)	35	58
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 600 West & 400 North, All Intervals

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	48	69
Average Queue (ft)	16	26
95th Queue (ft)	45	56
Link Distance (ft)	900	1841
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: 600 West & 300 North, Interval #1

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	45
Average Queue (ft)	21
95th Queue (ft)	52
Link Distance (ft)	1803
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 600 West & 300 North, Interval #2

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	40
Average Queue (ft)	22
95th Queue (ft)	48
Link Distance (ft)	1803
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 600 West & 300 North, Interval #3

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	15	48
Average Queue (ft)	2	27
95th Queue (ft)	15	58
Link Distance (ft)	1817	1803
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: 600 West & 300 North, Interval #4

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	33
Average Queue (ft)	22
95th Queue (ft)	45
Link Distance (ft)	1803
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 600 West & 300 North, All Intervals

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	15	57
Average Queue (ft)	1	23
95th Queue (ft)	7	51
Link Distance (ft)	1817	1803
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: 1140 West & SR-113, Interval #1

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	6	58	56	44
Average Queue (ft)	1	32	28	23
95th Queue (ft)	9	58	58	44
Link Distance (ft)			901	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		100
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 12: 1140 West & SR-113, Interval #2

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	9	62	79	52
Average Queue (ft)	1	32	36	27
95th Queue (ft)	12	64	83	54
Link Distance (ft)			901	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		100
Storage Blk Time (%)		0	2	0
Queuing Penalty (veh)		2	1	0

Intersection: 12: 1140 West & SR-113, Interval #3

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	2	29	240	302	597	392
Average Queue (ft)	0	8	139	131	275	256
95th Queue (ft)	5	30	262	352	631	461
Link Distance (ft)	472			586	901	
Upstream Blk Time (%)				1	1	
Queuing Penalty (veh)				11	0	
Storage Bay Dist (ft)		100	100			100
Storage Blk Time (%)			60	0	59	78
Queuing Penalty (veh)			536	0	97	45

**Intersection: 12: 1140 West & SR-113, Interval #4**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	5	14	223	234	605	387
Average Queue (ft)	1	2	79	43	272	160
95th Queue (ft)	8	12	219	252	689	436
Link Distance (ft)	472			586	901	
Upstream Blk Time (%)				2	2	
Queuing Penalty (veh)				11	0	
Storage Bay Dist (ft)		100	100			100
Storage Blk Time (%)			13		50	28
Queuing Penalty (veh)			68		38	15

**Intersection: 12: 1140 West & SR-113, All Intervals**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	5	29	252	351	628	393
Average Queue (ft)	0	3	70	44	153	117
95th Queue (ft)	5	18	190	219	493	353
Link Distance (ft)	472			586	901	
Upstream Blk Time (%)				1	1	
Queuing Penalty (veh)				5	0	
Storage Bay Dist (ft)		100	100			100
Storage Blk Time (%)			18	0	28	27
Queuing Penalty (veh)			152	0	34	15

**Intersection: 16: SR-113 & 1000 West, Interval #1**

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	78	86	123	241	39	34	61
Average Queue (ft)	51	54	41	135	17	18	32
95th Queue (ft)	85	95	117	246	45	40	64
Link Distance (ft)			586	1954			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250	250			150	150	150
Storage Blk Time (%)				4			
Queuing Penalty (veh)				2			

**Intersection: 16: SR-113 & 1000 West, Interval #2**

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	93	85	88	210	47	30	55
Average Queue (ft)	51	47	31	119	23	16	31
95th Queue (ft)	93	89	91	213	54	37	60
Link Distance (ft)			586	1954			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250	250			150	150	150
Storage Blk Time (%)				4			
Queuing Penalty (veh)				2			

**Intersection: 16: SR-113 & 1000 West, Interval #3**

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	L	T	T	R	L	R
Maximum Queue (ft)	242	246	137	441	213	94	200
Average Queue (ft)	156	164	61	276	86	48	121
95th Queue (ft)	255	274	144	497	227	106	214
Link Distance (ft)			586	1954			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250	250			150	150	150
Storage Blk Time (%)	1	2		25	0	0	6
Queuing Penalty (veh)	6	12		40	2	1	4

**Intersection: 16: SR-113 & 1000 West, Interval #4**

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	L	T	T	R	L	T	R
Maximum Queue (ft)	171	176	117	392	174	57	42	143
Average Queue (ft)	83	79	50	188	44	23	6	55
95th Queue (ft)	176	174	125	459	161	55	64	147
Link Distance (ft)			586	1954			454	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250	250			150	150		150
Storage Blk Time (%)		0		12	0		0	3
Queuing Penalty (veh)		0		6	1		0	1

Intersection: 16: SR-113 & 1000 West, All Intervals

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	L	T	T	R	L	T	R
Maximum Queue (ft)	242	246	152	505	230	96	42	208
Average Queue (ft)	85	86	46	180	42	26	1	60
95th Queue (ft)	187	196	122	394	146	68	31	151
Link Distance (ft)			586	1954			454	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250	250			150	150		150
Storage Blk Time (%)	0	0		11	0	0	0	2
Queuing Penalty (veh)	1	3		13	1	0	0	1

Intersection: 18: 1000 West & Access 1, Interval #1

Movement	WB	NB	SB
Directions Served	LR	T	L
Maximum Queue (ft)	30	2	3
Average Queue (ft)	16	0	0
95th Queue (ft)	36	5	7
Link Distance (ft)	950	454	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: 1000 West & Access 1, Interval #2

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	29	6	18
Average Queue (ft)	16	0	3
95th Queue (ft)	35	0	17
Link Distance (ft)	950	454	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			



Intersection: 18: 1000 West & Access 1, Interval #3

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	74	32	21
Average Queue (ft)	37	4	4
95th Queue (ft)	73	30	23
Link Distance (ft)	950	454	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: 1000 West & Access 1, Interval #4

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	35	2	11
Average Queue (ft)	17	0	2
95th Queue (ft)	39	4	12
Link Distance (ft)	950	454	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: 1000 West & Access 1, All Intervals

Movement	WB	NB	NB	SB
Directions Served	LR	T	R	L
Maximum Queue (ft)	74	2	34	30
Average Queue (ft)	22	0	1	2
95th Queue (ft)	51	2	14	16
Link Distance (ft)	950	454	454	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: 1000 West & Access 4, Interval #1

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	34	3
Average Queue (ft)	23	0
95th Queue (ft)	46	6
Link Distance (ft)	770	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: 1000 West & Access 4, Interval #2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	23
95th Queue (ft)	46
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: 1000 West & Access 4, Interval #3

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	60	24
Average Queue (ft)	37	4
95th Queue (ft)	58	22
Link Distance (ft)	770	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 20: 1000 West & Access 4, Interval #4**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	24
95th Queue (ft)	48
Link Distance (ft)	770
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 20: 1000 West & Access 4, All Intervals**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	60	27
Average Queue (ft)	27	1
95th Queue (ft)	51	11
Link Distance (ft)	770	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 22: 1000 West & Access 2, Interval #1**

Movement	SB
Directions Served	L
Maximum Queue (ft)	23
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 22: 1000 West & Access 2, Interval #2**

Movement	SB
Directions Served	L
Maximum Queue (ft)	18
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 22: 1000 West & Access 2, Interval #3**

Movement	NB	SB
Directions Served	TR	L
Maximum Queue (ft)	11	39
Average Queue (ft)	2	15
95th Queue (ft)	14	43
Link Distance (ft)	389	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 22: 1000 West & Access 2, Interval #4**

Movement	SB
Directions Served	L
Maximum Queue (ft)	8
Average Queue (ft)	1
95th Queue (ft)	13
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: 1000 West & Access 2, All Intervals

Movement	NB	SB
Directions Served	TR	L
Maximum Queue (ft)	11	43
Average Queue (ft)	0	6
95th Queue (ft)	7	27
Link Distance (ft)	389	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: 1000 West & Access 3, Interval #1

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	49	31
Average Queue (ft)	35	9
95th Queue (ft)	52	32
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: 1000 West & Access 3, Interval #2

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	64	28
Average Queue (ft)	38	11
95th Queue (ft)	67	35
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, Interval #3**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	90	31
Average Queue (ft)	60	22
95th Queue (ft)	95	45
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, Interval #4**

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	59	31
Average Queue (ft)	38	11
95th Queue (ft)	62	35
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 24: 1000 West & Access 3, All Intervals**

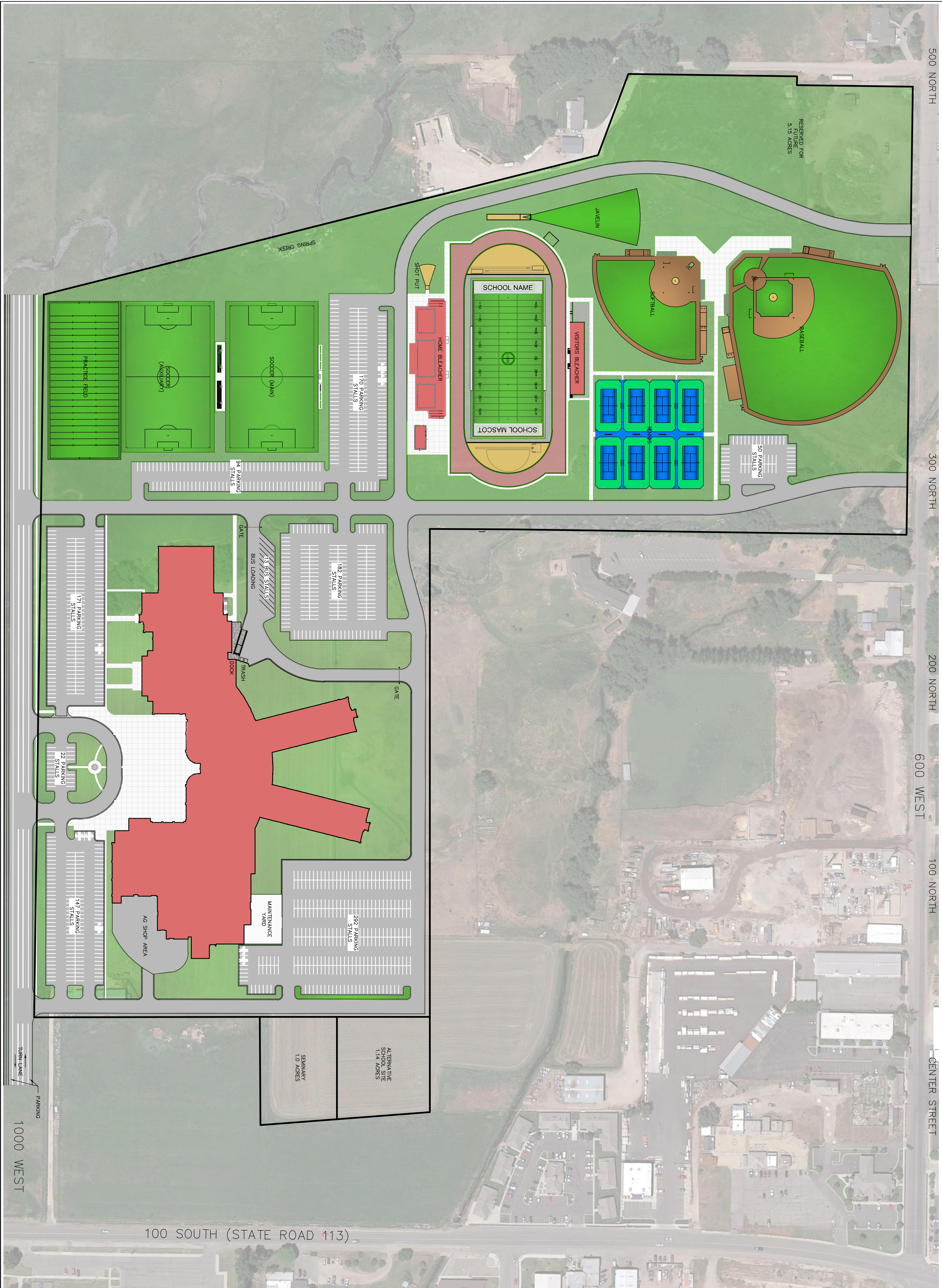
Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	96	32
Average Queue (ft)	43	13
95th Queue (ft)	74	38
Link Distance (ft)	463	463
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty, Interval #1: 37
Network wide Queuing Penalty, Interval #2: 37
Network wide Queuing Penalty, Interval #3: 855
Network wide Queuing Penalty, Interval #4: 178
Network wide Queuing Penalty, All Intervals: 277

# APPENDIX C

## Site Plan

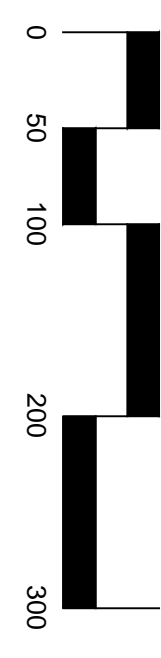


500 NORTH  
 300 NORTH  
 200 NORTH  
 600 WEST  
 100 NORTH  
 CENTER STREET  
 1000 WEST

OPTION 1  
 THIS SHAPE IS 63 ACRES AND  
 THE SHAPES ARE FOLLOWING OWNERS:  
 . ZESS LLC  
 . ROBERT PROBST  
 . MOUNTAIN VIEW FELLOWSHIP CHURCH  
 . MAS REAL PROPERTIES  
 . HEBER CITY  
 . ROBYN ANNETTE PROBST

SPORTS FACILITIES NOTE:  
 THIS SCHOOL HAS THE SAME SPORTS  
 FACILITIES AS THE CURRENT WASATCH  
 HIGH SCHOOL EXCEPT THAT THIS PLAN  
 HAS 9 TENNIS COURTS WHICH ALLOWS  
 TO HOST LARGER TOURNAMENTS  
 INSTEAD OF 6 COURTS.

PARKING	NEW SCHOOL	WHS
BUS	13	12
PARKING	1128	874



SCALE: 1"=100'

Wasatch County School District  
 NEW HIGH SCHOOL CONCEPT PLAN  
 PROPERTY OPTION #1 - 63 ACRES



DESIGN BY: PDB  
 DRAWN BY: DEJ  
 DATE: 1 NOV 2018  
 SHEET 1



# APPENDIX D

## 95<sup>th</sup> Percentile Queue Length Reports

**SimTraffic Queueing Reports**  **ENGINEERING**  
**Project: Heber - Heber High School TIS** innovative transportation solutions  
**Analysis: Existing (2019) Background**  
**Time Period: Morning Peak Hour**  
**95<sup>th</sup> Percentile Queue Length (feet)** **Project #: UT19-1473**

Intersection	NB			SB		EB			WB		
	LR	LT	R	LT	R	LT	R	TR	L	LR	LT
1140 West & SR-113	73	--	--	--	--	--	--	7	43	--	--
600 West & 400 North	--	--	--	--	--	--	--	--	--	42	--
600 West & SR-113	--	66	58	48	61	66	1	--	--	--	53

**SimTraffic Queueing Report**  
**Project: Heber - Heber High School TIS**  
**Analysis: Future (Opening Day) Background**  
**Time Period: Morning Peak Hour**  
 95<sup>th</sup> Percentile Queue Length (feet)



**Project #: UT19-1473**

Intersection	NB			SB		EB			WB		
	LR	LT	R	LT	R	LT	R	TR	L	LR	LT
1140 West & SR-113	88	--	--	--	--	--	--	9	45	--	--
600 West & 400 North	--	--	--	--	--	--	--	--	--	43	--
600 West & SR-113	--	75	66	48	65	69	1	--	--	--	53

## SimTraffic Queueing Report

Project: Heber - Heber High School TIS

Analysis: Future (Opening Day) Plus Project

Time Period: Morning Peak Hour

95<sup>th</sup> Percentile Queue Length (feet)



Project #: UT19-1473

Intersection	NB				SB				EB						WB					
	LR	LT	LTR	R	L	LT	R	T	L	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T
1000 West & Access 1	--	--	--	--	--	--	--	66	--	--	--	--	--	--	--	56	--	--	--	--
1000 West & Access 2	--	--	--	--	23	--	--	21	--	--	--	--	--	--	--	--	--	--	--	--
1000 West & Access 3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	72	--	--	--	32	--
1000 West & Access 4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	--	--	--	--
1140 West & SR-113	584	--	--	--	--	--	--	--	--	--	--	--	--	143	68	--	--	--	--	25
600 West & 300 North	--	--	47	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7	--	--
600 West & 400 North	--	--	--	--	--	--	--	--	--	--	35	--	--	--	--	--	--	52	--	--
600 West & SR-113	--	308	--	111	--	56	69	--	--	78	--	2	--	--	--	--	76	--	--	--
SR-113 & 1000 West	--	--	--	--	216	--	192	--	383	--	--	--	281	--	--	--	--	--	22	--

## SimTraffic Queueing Report

Project: Heber - Heber High School TIS

Analysis: Future (Opening Day) Plus Project - Signal

Time Period: Morning Peak Hour

95<sup>th</sup> Percentile Queue Length (feet)



Project #: UT19-1473

Intersection	NB				SB				EB						WB					
	L	LT	LTR	R	L	LT	R	T	L	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T
1000 West & Access 1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	--	--	--	--
1000 West & Access 2	--	--	--	--	23	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1000 West & Access 3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	--	--	--	35	--
1000 West & Access 4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	--	--	--	--
1140 West & SR-113	285	--	--	132	--	--	--	--	--	--	--	--	--	11	83	--	--	--	--	57
600 West & 300 North	--	--	46	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5	--	--
600 West & 400 North	--	--	--	--	--	--	--	--	--	--	36	--	--	--	--	--	--	54	--	--
600 West & SR-113	--	288	--	114	--	54	67	--	--	74	--	3	--	--	--	--	60	--	--	--
SR-113 & 1000 West	--	--	--	--	50	--	102	39	300	--	--	--	174	--	--	--	--	--	126	268

# SimTraffic Queueing Report

Project: Heber - Heber High School TIS

Analysis: Future (2030) Background

Time Period: Morning Peak Hour

95<sup>th</sup> Percentile Queue Length (feet)



Project #: UT19-1473

Intersection	NB			SB		EB			WB				
	LR	LT	R	LT	R	LT	R	TR	L	LR	LT	R	T
1140 West & SR-113	168	--	--	--	--	--	--	9	51	--	--	--	11
600 West & 400 North	--	--	--	--	--	--	--	--	--	45	--	--	--
600 West & SR-113	--	131	91	70	68	79	20	--	--	--	92	1	--

## SimTraffic Queueing Report

Project: Heber - Heber High School TIS

Analysis: Future (2030) Plus Project

Time Period: Morning Peak Hour

95<sup>th</sup> Percentile Queue Length (feet)



Project #: UT19-1473

Intersection	NB				SB				EB				WB					
	L	LTR	R	TR	L	R	T	TR	L	LTR	T	TR	L	LR	LTR	R	T	TR
1000 West & Access 1	--	--	--	8	32	--	46	--	--	--	--	--	--	67	--	--	--	--
1000 West & Access 2	--	--	--	3	25	--	--	--	--	--	--	--	--	--	--	--	--	--
1000 West & Access 3	--	--	--	--	--	--	--	--	--	--	--	--	77	--	--	34	--	--
1000 West & Access 4	--	--	--	--	7	--	--	--	--	--	--	--	--	51	--	--	--	--
1140 West & SR-113	785	--	357	--	--	--	--	--	--	--	--	142	219	--	--	--	316	--
600 West & 300 North	--	50	--	--	--	--	--	--	--	--	--	--	--	--	14	--	--	--
600 West & 400 North	--	--	--	--	--	--	--	--	--	43	--	--	--	--	54	--	--	--
600 West & SR-113	396	--	--	122	145	--	--	123	38	--	--	4	38	--	--	--	--	2
SR-113 & 1000 West	--	--	--	--	70	156	138	--	406	--	280	--	--	--	--	167	645	--

## SimTraffic Queueing Report

Project: Heber - Heber High School TIS

Analysis: Future 2030) Plus Project - Mitigated

Time Period: Morning Peak Hour

95<sup>th</sup> Percentile Queue Length (feet)



Project #: UT19-1473

Intersection	NB					SB				EB					WB						
	L	LTR	R	T	TR	L	R	T	TR	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	
1000 West & Access 1	--	--	14	2	--	16	--	--	--	--	--	--	--	--	--	51	--	--	--	--	--
1000 West & Access 2	--	--	--	--	7	27	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1000 West & Access 3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	74	--	--	38	--	--	--
1000 West & Access 4	--	--	--	--	--	11	--	--	--	--	--	--	--	--	--	51	--	--	--	--	--
1140 West & SR-113	493	--	353	--	--	--	--	--	--	--	--	18	5	--	190	--	--	--	--	219	--
600 West & 300 North	--	51	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7	--	--	--	--
600 West & 400 North	--	--	--	--	--	--	--	--	--	--	45	--	--	--	--	--	56	--	--	--	--
600 West & SR-113	87	--	--	--	75	31	--	--	69	54	--	--	--	193	46	--	--	--	--	--	151
SR-113 & 1000 West	--	--	--	--	--	68	151	31	--	192	--	--	122	--	--	--	--	146	394	--	--