



**HORROCKS**  
  
ENGINEERS



# Skye Area Plan, 2nd Amendment (Micron) TIS

**LEHI, UT**

# UT-CV-3498-21

SEPTEMBER 26, 2022 PROJECT



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## TRAFFIC COUNTS

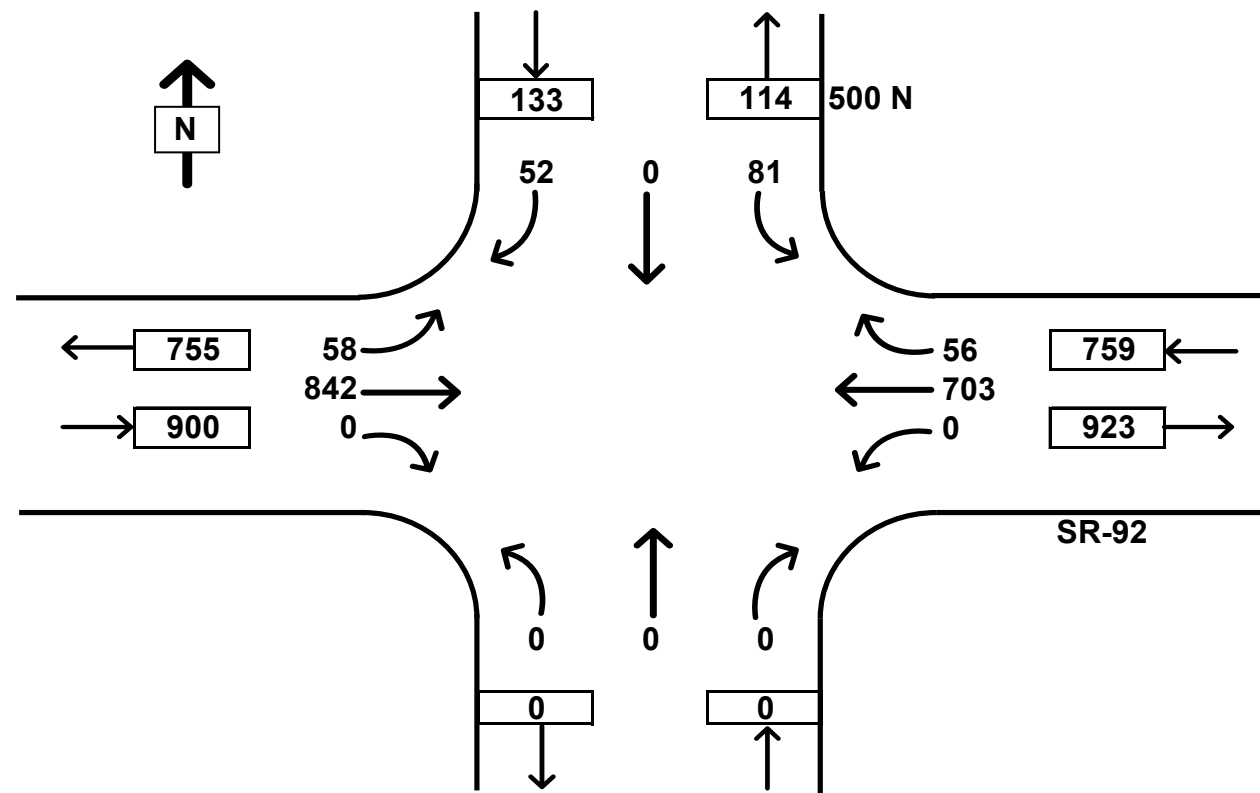
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **500 N**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **SR-92**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	6	0	3		0	71	10		0	0	0		13	117	0		220	
07:15 AM	07:30 AM	12	0	2		0	106	10		0	0	0		15	163	0		308	
07:30 AM	07:45 AM	23	0	10		0	135	16		0	0	0		10	256	0		450	
07:45 AM	08:00 AM	32	0	24		0	206	25		0	0	0		35	226	0		548	1526
08:00 AM	08:15 AM	18	0	15		0	192	11		0	0	0		8	185	0		429	1735
08:15 AM	08:30 AM	8	0	3		0	170	4		0	0	0		5	175	0		365	1792
08:30 AM	08:45 AM	10	0	5		0	146	6		0	0	0		11	146	0		324	1666
08:45 AM	09:00 AM	19	0	19		0	159	13		0	0	0		21	183	0		414	1532



Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
81	0	52	0	703	56	0	0	0	58	842	0
133			759			0			900		
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%		
Peak Hour: 7:30:00 AM			Peak Hour: 8:30 AM			Peak Vol: 1792			PHF: 0.82		

Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

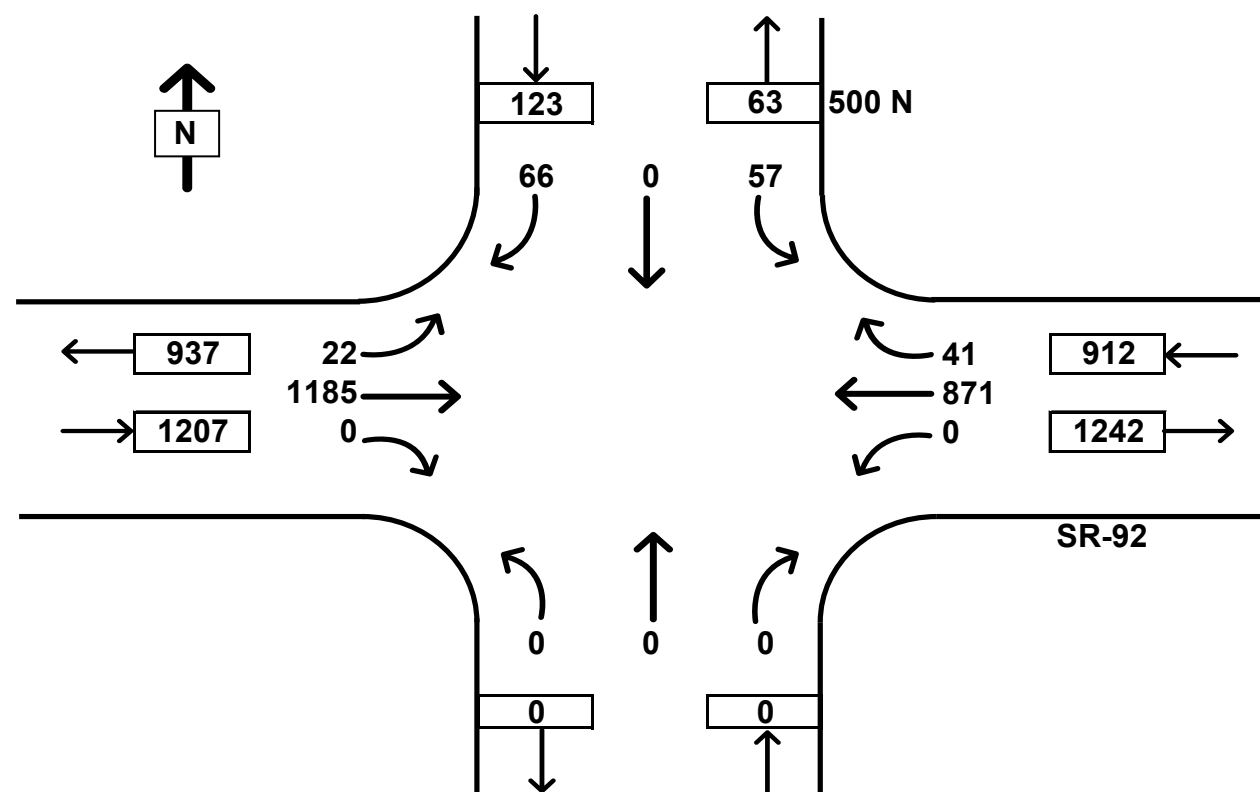
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **500 N**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **SR-92**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
04:00 PM	04:15 PM	12	0	13		0	213	11		0	0	0		0	231	0		480	
04:15 PM	04:30 PM	5	0	8		0	188	5		0	0	0		3	227	0		436	
04:30 PM	04:45 PM	13	0	10		0	219	10		0	0	0		5	217	0		474	
04:45 PM	05:00 PM	17	0	15		0	193	15		0	0	0		5	318	0		563	1953
05:00 PM	05:15 PM	14	0	37		0	239	8		0	0	0		3	269	0		570	2043
05:15 PM	05:30 PM	14	0	4		0	250	8		0	0	0		9	302	0		587	2194
05:30 PM	05:45 PM	12	0	10		0	189	10		0	0	0		5	296	0		522	2242
05:45 PM	06:00 PM	14	0	7		0	179	9		0	0	0		2	283	0		494	2173



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
57	0	66	0	871	41	0	0	0	22	1185	0	
123			912			0			1207			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 4:45:00 PM			Peak Hour: 5:45 PM			Peak Vol: 2242			PHF: 0.95			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

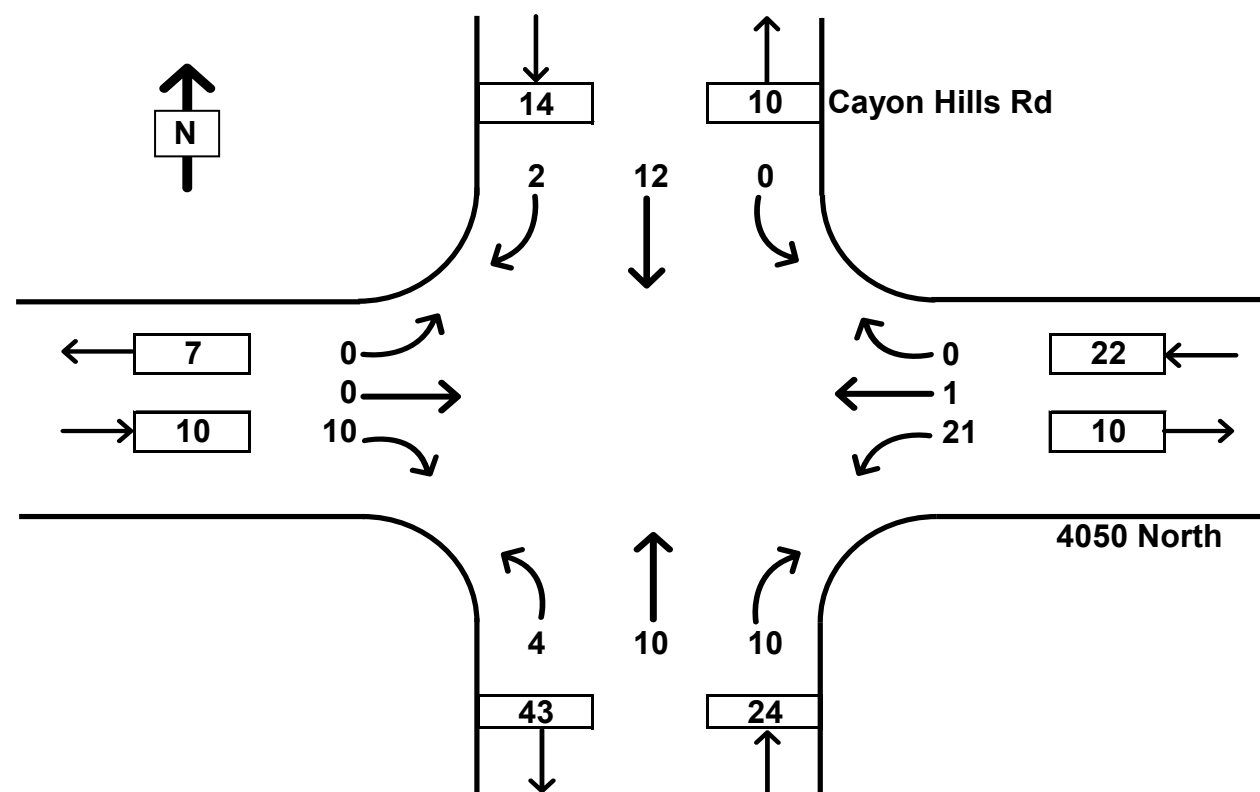
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **Cayon Hills Rd**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **4050 North**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
07:00 AM	07:15 AM	0	2	0	1	5	0	0	0	0	2	3	0	0	0	1	0	13	
07:15 AM	07:30 AM	0	2	0	1	1	0	0	0	0	1	0	1	0	0	1	0	5	
07:30 AM	07:45 AM	0	5	0	1	5	0	0	2	1	3	0	10	0	0	2	9	16	
07:45 AM	08:00 AM	0	3	1	0	9	0	0	3	2	6	4	0	0	0	5	0	30	64
08:00 AM	08:15 AM	0	3	1	0	5	0	0	0	1	1	2	0	0	0	2	0	15	66
08:15 AM	08:30 AM	0	1	0	0	2	1	0	0	0	0	4	0	0	0	1	0	9	70
08:30 AM	08:45 AM	0	4	0	0	5	0	0	2	0	4	2	0	0	0	0	2	15	69
08:45 AM	09:00 AM	0	9	0	0	7	0	0	0	1	8	1	0	0	0	4	0	30	69



Southbound		Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	12	2	21	1	0	4	10	10	0	0	10
14		22			24			10			
Trucks: 7%		Trucks: 23%			Trucks: 42%			Trucks: 90%			
Peak Hour: 7:30:00 AM		Peak Hour: 8:30 AM			Peak Vol: 70			PHF: 0.58			

Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

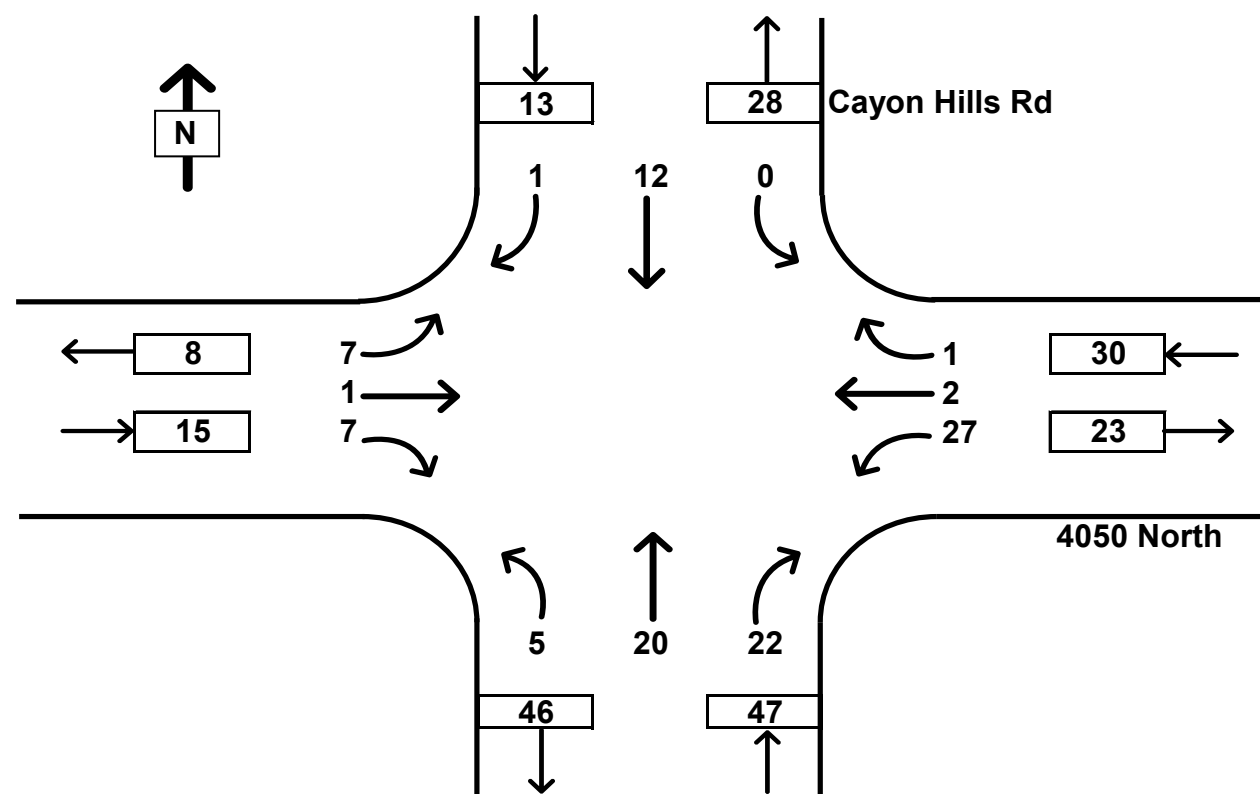
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **Cayon Hills Rd**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **4050 North**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
04:00 PM	04:15 PM	0	2	0	0	3	0	0	0	0	6	1	0	0	1	0	0	13	
04:15 PM	04:30 PM	1	2	1	0	2	0	0	0	0	7	0	0	0	0	0	0	13	
04:30 PM	04:45 PM	0	2	0	0	6	0	0	0	3	3	3	0	0	0	2	0	19	
04:45 PM	05:00 PM	0	1	0	1	9	0	0	0	1	6	5	0	0	0	2	0	24	69
05:00 PM	05:15 PM	0	3	0	0	7	0	0	0	1	5	4	0	0	0	1	0	21	77
05:15 PM	05:30 PM	0	3	0	0	3	1	1	0	2	4	7	0	1	0	3	0	25	89
05:30 PM	05:45 PM	0	5	1	0	8	1	0	0	1	5	6	0	6	1	1	0	35	105
05:45 PM	06:00 PM	0	2	0	0	9	1	0	0	0	2	1	0	0	0	1	0	16	97



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	12	1	27	2	1	5	20	22	7	1	7	
13			30			47			15			
Trucks: 8%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 4:45:00 PM			Peak Hour: 5:45 PM			Peak Vol: 105			PHF: 0.75			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

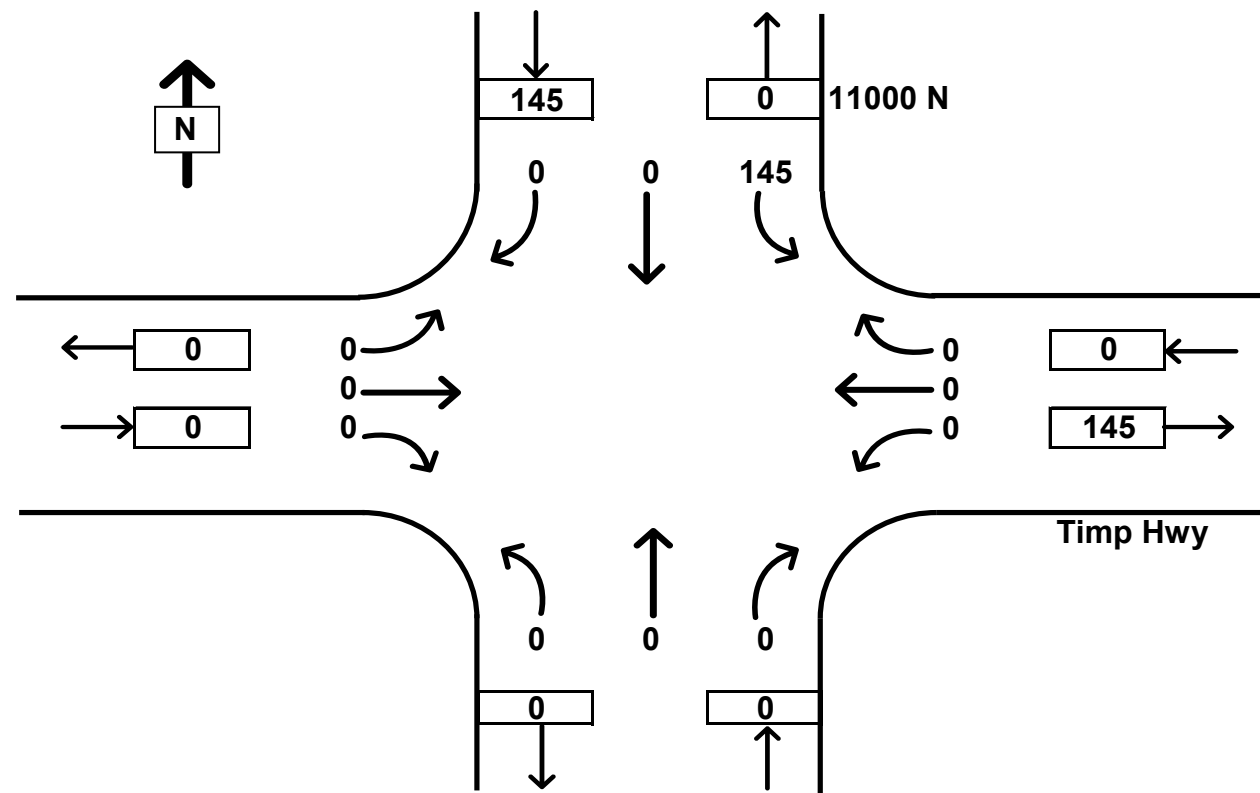
# TRAFFIC COUNT SUMMARY



City: **Micron**  
 N-S Street: **11000 N**  
 Date: **Tuesday, May 11, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **Timp Hwy**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	30	0	0	0													30	
07:15 AM	07:30 AM	31	0	0	0													31	
07:30 AM	07:45 AM	25	0	0	0													25	
07:45 AM	08:00 AM	36	0	0	0													36	122
08:00 AM	08:15 AM	29	0	0	0													29	121
08:15 AM	08:30 AM	33	0	0	0													33	123
08:30 AM	08:45 AM	40	0	0	0													40	138
08:45 AM	09:00 AM	43	0	0	0													43	145



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
145	0	0	0	0	0	0	0	0	0	0	0	
145			0			0			0			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 8:00:00 AM			Peak Hour: 9:00 AM			Peak Vol: 145			PHF: 0.84			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1



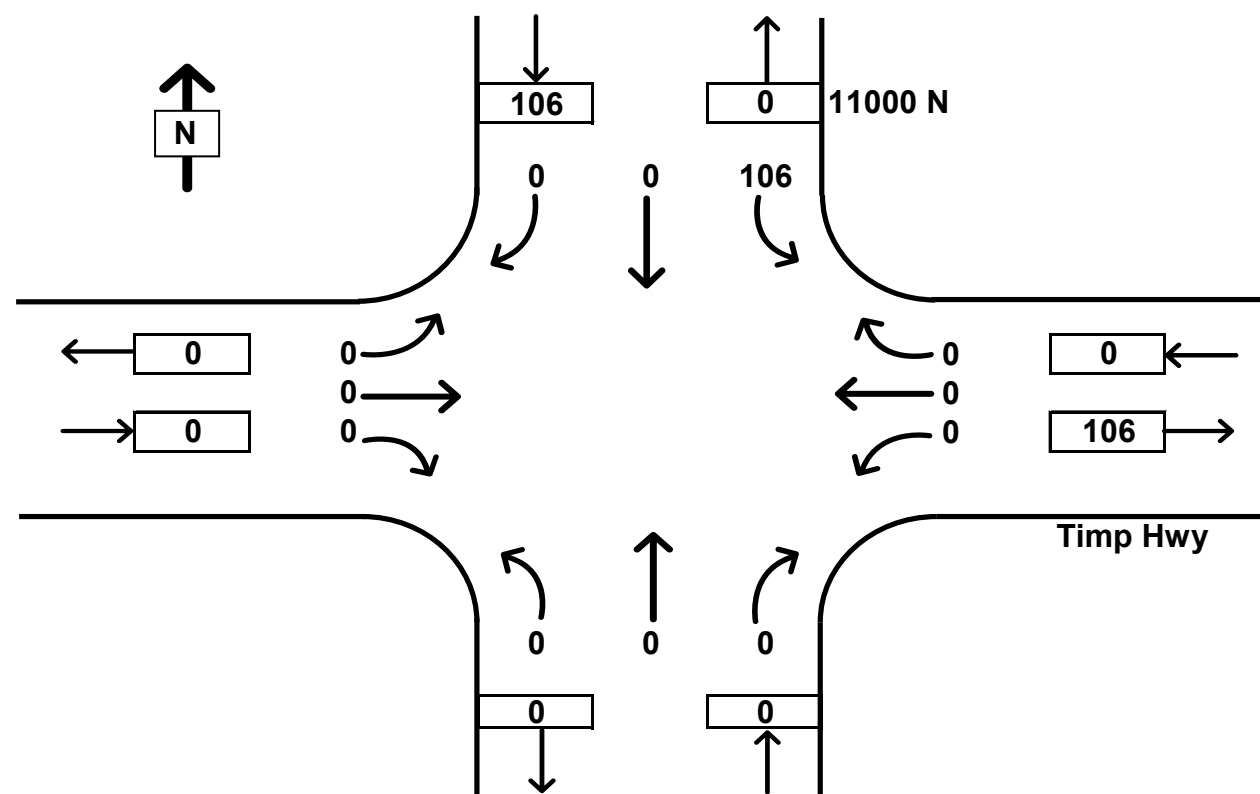
# TRAFFIC COUNT SUMMARY



City: **Micron**  
 N-S Street: **11000 N**  
 Date: **Tuesday, May 11, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **Timp Hwy**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	24	0	0	0													24	
04:15 PM	04:30 PM	26	0	0	0													26	
04:30 PM	04:45 PM	27	0	0	0													27	
04:45 PM	05:00 PM	25	0	0	0													25	102
05:00 PM	05:15 PM	28	0	0	0													28	106
05:15 PM	05:30 PM	22	0	0	0													22	102
05:30 PM	05:45 PM	29	0	0	0													29	104
05:45 PM	06:00 PM	26	0	0	0													26	105



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
106	0	0	0	0	0	0	0	0	0	0	0	
106			0			0			0			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 4:15:00 PM			Peak Hour: 5:15 PM			Peak Vol: 106			PHF: 0.95			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

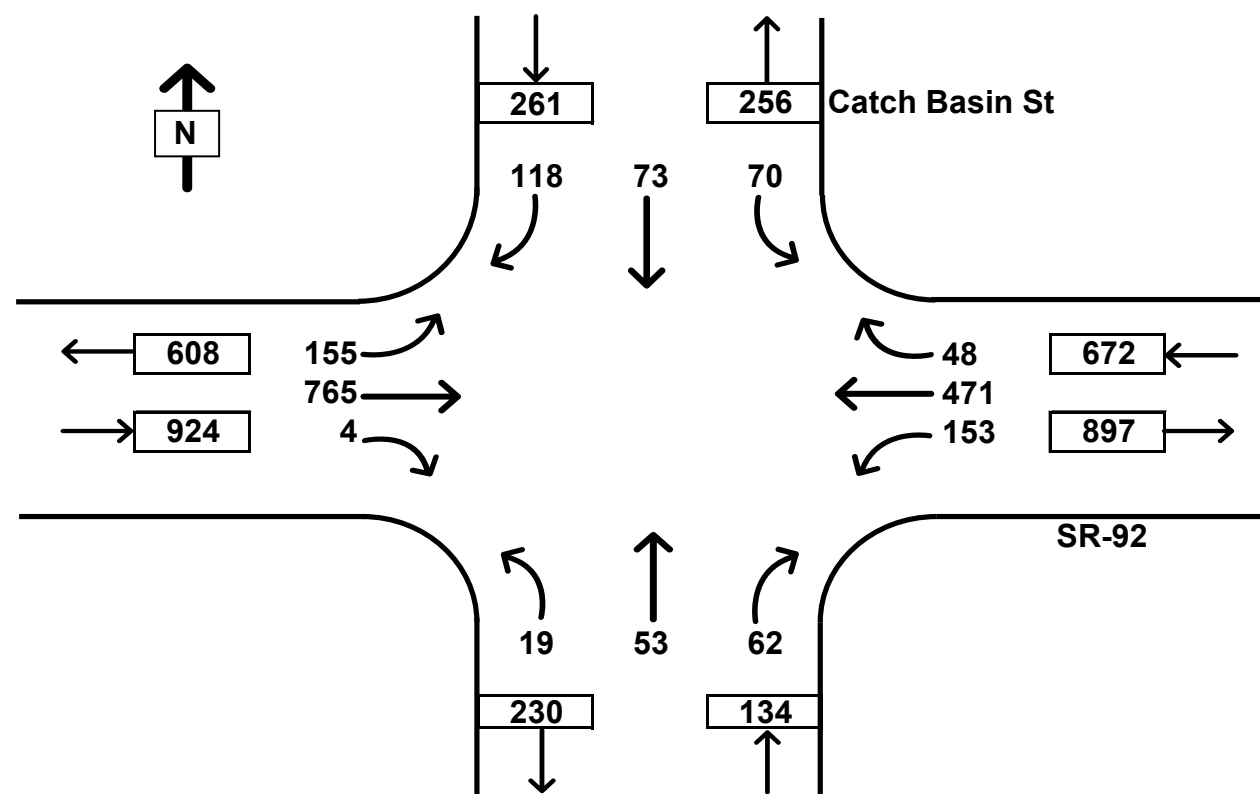
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **Catch Basin St**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **SR-92**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	22	13	13		25	48	8		2	4	14		17	125	2		293	
07:15 AM	07:30 AM	41	23	16		29	64	9		1	10	19		22	157	0		391	
07:30 AM	07:45 AM	30	20	36		24	105	22		1	3	15		35	163	1		455	
07:45 AM	08:00 AM	24	19	30		33	138	17		3	10	17		33	209	3		536	1675
08:00 AM	08:15 AM	8	16	34		44	128	15		3	11	12		50	197	0		518	1900
08:15 AM	08:30 AM	20	14	26		31	103	7		0	17	19		35	183	1		456	1965
08:30 AM	08:45 AM	21	22	24		40	109	14		9	15	15		19	164	2		454	1964
08:45 AM	09:00 AM	21	21	34		38	131	12		7	10	16		51	221	1		563	1991



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
70	73	118	153	471	48	19	53	62	155	765	4	
261			672			134			924			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 8:00:00 AM			Peak Hour: 9:00 AM			Peak Vol: 1991			PHF: 0.88			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

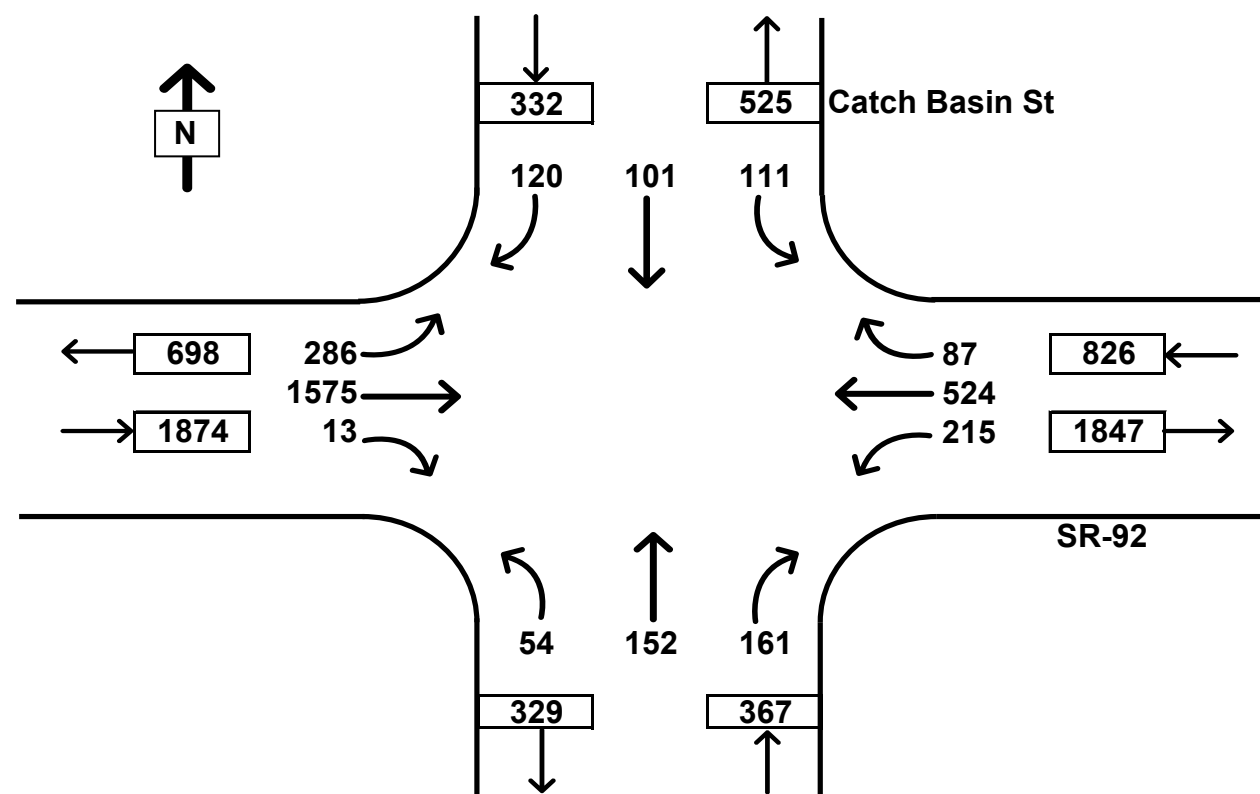
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **Catch Basin St**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **SR-92**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	16	22	29		47	126	19		10	18	33		78	367	5		770	
04:15 PM	04:30 PM	23	24	27		51	150	13		9	27	33		49	289	4		699	
04:30 PM	04:45 PM	20	29	23		59	126	24		10	30	45		62	391	1		820	
04:45 PM	05:00 PM	27	23	46		47	104	16		11	34	48		59	364	2		781	3070
05:00 PM	05:15 PM	28	17	27		58	129	24		18	68	43		79	373	4		868	3168
05:15 PM	05:30 PM	21	27	38		46	160	22		11	32	35		67	368	3		830	3299
05:30 PM	05:45 PM	22	26	30		42	114	25		10	20	34		85	434	5		847	3326
05:45 PM	06:00 PM	40	31	25		69	121	16		15	32	49		55	400	1		854	3399



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
111	101	120	215	524	87	54	152	161	286	1575	13	
332			826			367			1874			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 5:00:00 PM			Peak Hour: 6:00 PM			Peak Vol: 3399			PHF: 0.98			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

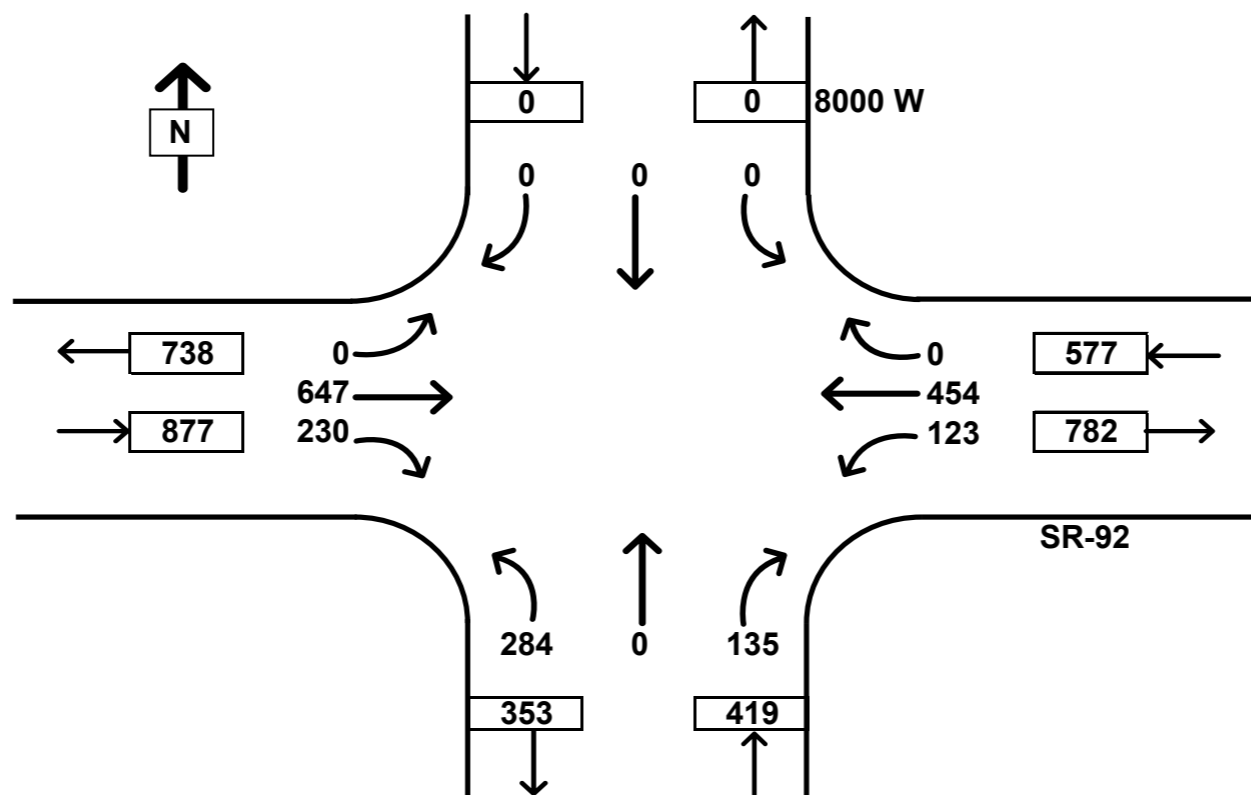
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **8000 W**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **SR-92**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	0	0	0	0	14	58	0	0	25	0	22	0	0	98	13	0	230	
07:15 AM	07:30 AM	0	0	0	0	18	60	0	0	43	0	35	0	0	99	59	0	314	
07:30 AM	07:45 AM	0	0	0	0	42	82	0	0	80	0	41	0	0	140	111	0	496	
07:45 AM	08:00 AM	0	0	0	0	32	127	0	0	91	0	42	0	0	199	61	0	552	1592
08:00 AM	08:15 AM	0	0	0	0	27	128	0	0	65	0	32	0	0	161	38	0	451	1813
08:15 AM	08:30 AM	0	0	0	0	22	117	0	0	48	0	20	0	0	147	20	0	374	1873
08:30 AM	08:45 AM	0	0	0	0	26	116	0	0	35	0	25	0	0	128	18	0	348	1725
08:45 AM	09:00 AM	0	0	0	0	26	100	0	0	50	0	34	0	0	150	27	0	387	1560



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	123	454	0	284	0	135	0	647	230	
0			577			419			877			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00

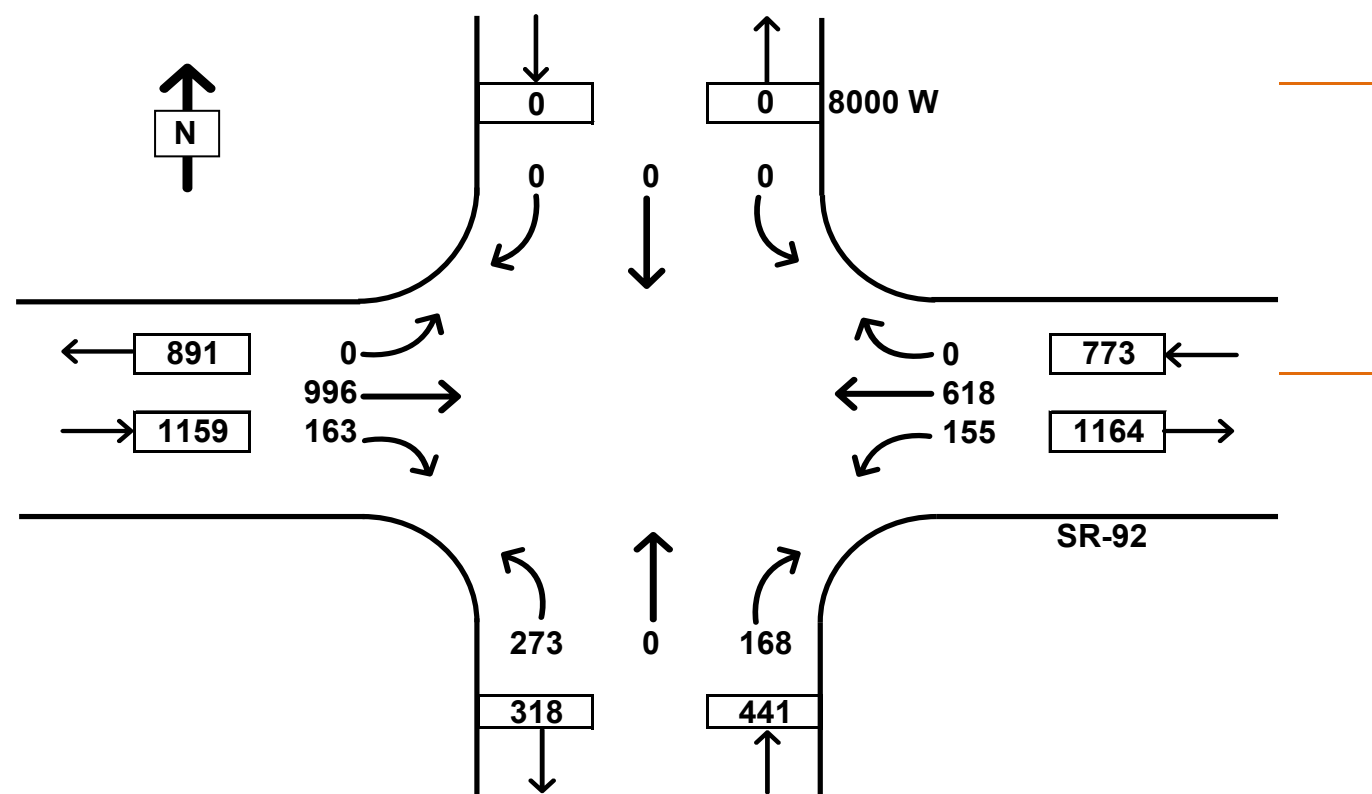
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **8000 W**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **SR-92**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
04:00 PM	04:15 PM	0	0	0	0	29	161	0	0	54	0	38	0	0	228	25	0	535	
04:15 PM	04:30 PM	0	0	0	0	38	158	0	0	41	0	30	0	0	186	27	0	480	
04:30 PM	04:45 PM	0	0	0	0	26	184	0	0	50	0	50	0	0	211	31	0	552	
04:45 PM	05:00 PM	0	0	0	0	29	127	0	0	73	0	44	0	0	259	42	0	574	2141
05:00 PM	05:15 PM	0	0	0	0	33	186	0	0	55	0	28	0	0	244	39	0	585	2191
05:15 PM	05:30 PM	0	0	0	0	53	182	0	0	80	0	48	0	0	233	41	0	637	2348
05:30 PM	05:45 PM	0	0	0	0	40	123	0	0	65	0	48	0	0	260	41	0	577	2373
05:45 PM	06:00 PM	0	0	0	0	47	131	0	0	49	0	33	0	0	203	26	0	489	2288



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	155	618	0	273	0	168	0	996	163	
0			773			441			1159			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 4:45:00 PM			Peak Hour: 5:45 PM			Peak Vol: 2373			PHF: 0.93			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

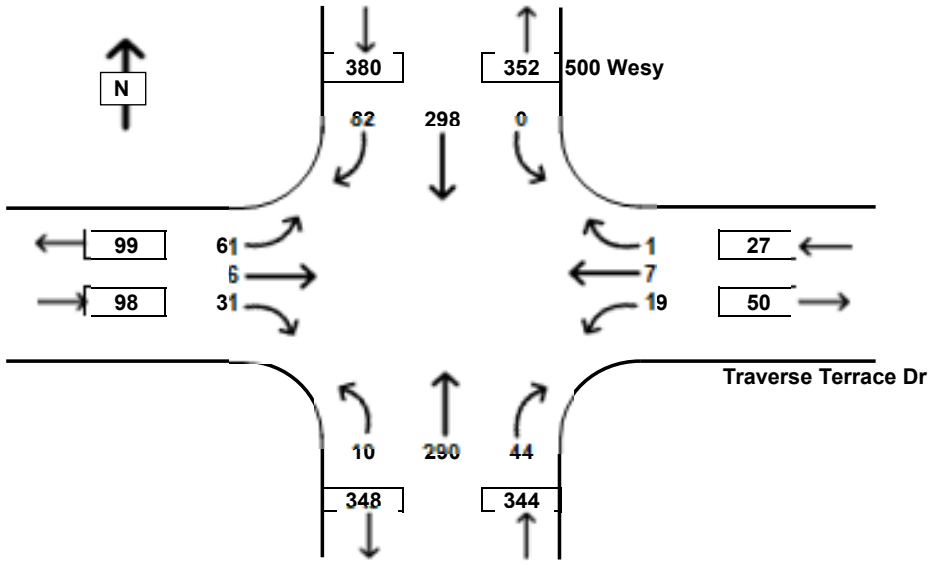
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **500 Wesy**  
 Date: **Wednesday, September 7, 2022**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **Traverse Terrace Dr**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	1	4	0	0	1	0	0	0	2	6	24	0	1	2	4	0	45	
07:15 AM	07:30 AM	0	4	1	3	5	3	0	0	1	17	28	0	0	1	6	0	66	
07:30 AM	07:45 AM	0	16	0	11	7	2	0	0	3	45	22	0	10	0	8	0	113	
07:45 AM	08:00 AM	0	96	20	70	0	0	0	0	4	122	2	0	24	1	9	3	278	502
08:00 AM	08:15 AM	0	134	52	35	0	0	0	0	3	106	12	0	24	1	11	1	343	800
08:15 AM	08:30 AM	0	52	10	1	12	5	1	0	0	17	8	0	3	4	3	0	115	849
08:30 AM	08:45 AM	0	8	3	1	4	4	0	0	1	18	5	0	11	3	5	0	62	798
08:45 AM	09:00 AM	1	56	20	0	7	1	2	0	1	56	10	0	46	0	1	0	201	721



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	298	82	19	7	1	10	290	44	61	6	31	
380			27			344			98			
Trucks: 5%			Trucks: 7%			Trucks: 6%			Trucks: 0%			
Peak Hour: 7:30:00 AM			Peak Hour: 8:30 AM			Peak Vol: 849			Intersection PHF: 0.62			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
<b>Total:</b>	<b>1</b>

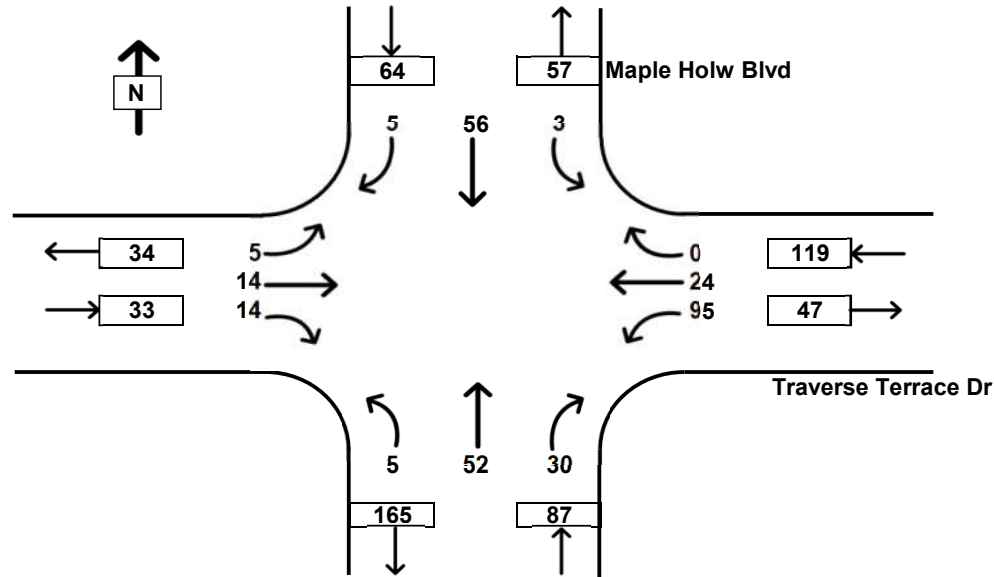
# TRAFFIC COUNT SUMMARY



City: **Highland**  
 N-S Street: **Maple Holw Blvd**  
 Date: **Tuesday, September 6, 2022**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **Traverse Terrace Dr**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	2	24	1	2	58	19	0	0	1	11	17	0	1	7	6	0	147	
04:15 PM	04:30 PM	0	11	0	1	18	2	0	0	2	9	4	0	0	4	3	0	53	
04:30 PM	04:45 PM	0	9	2	0	10	1	0	0	1	13	4	0	0	2	1	0	43	
04:45 PM	05:00 PM	1	12	2	0	9	2	0	0	1	19	5	0	4	1	4	0	60	303
05:00 PM	05:15 PM	0	12	5	0	4	0	1	0	6	16	2	0	5	1	8	0	60	216
05:15 PM	05:30 PM	1	17	1	2	5	2	0	0	3	15	9	0	2	9	4	0	68	231
05:30 PM	05:45 PM	1	11	4	0	3	3	0	0	4	14	12	0	2	2	7	0	63	251
05:45 PM	06:00 PM	2	12	2	0	10	1	0	0	3	21	13	0	5	3	2	0	74	265



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	56	5	95	24	0	5	52	30	5	14	14	
64		119		87		33						
<b>Trucks:</b> 0%			<b>Trucks:</b> 0%			<b>Trucks:</b> 0%			<b>Trucks:</b> 0%			
<b>Peak Hour:</b> 4:00:00 PM			<b>Peak Hour:</b> 5:00 PM			<b>Peak Vol:</b> 303			<b>PHF:</b> 0.52			

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

# TRAFFIC COUNT SUMMARY

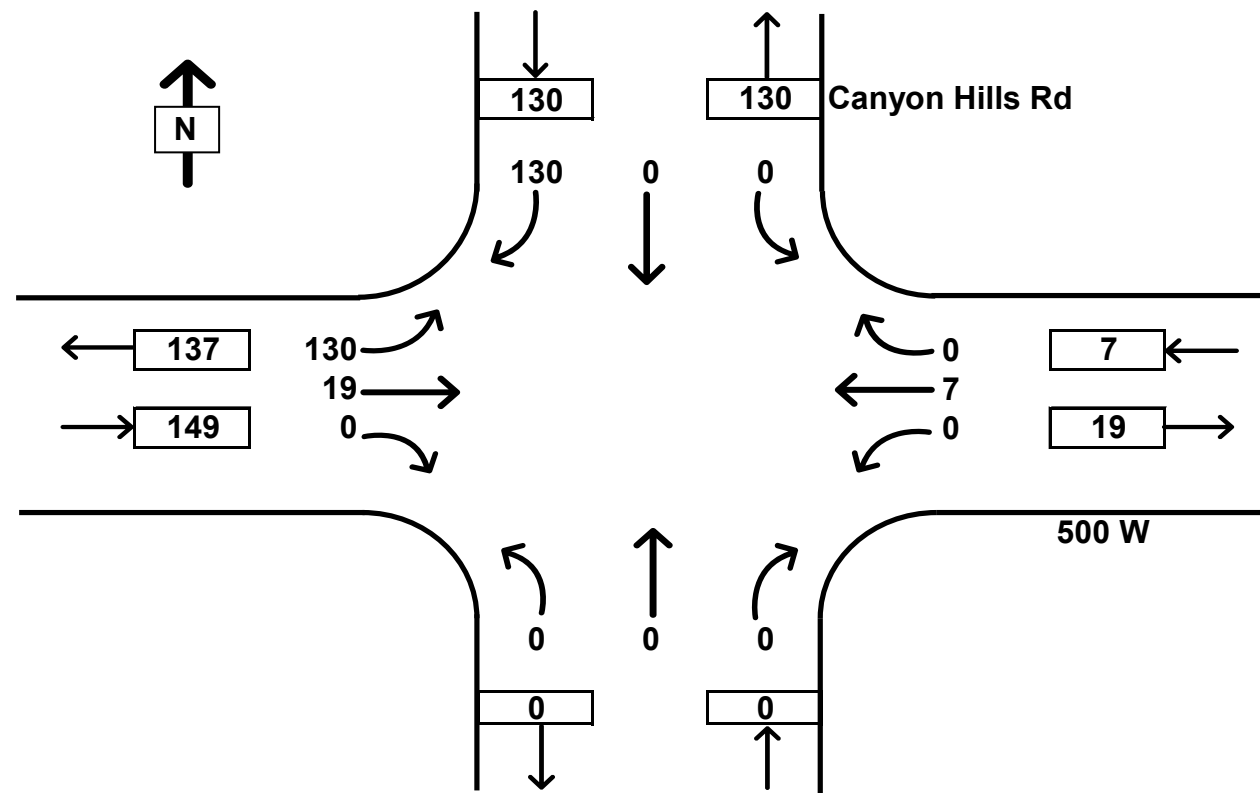


City: **Micron**  
 N-S Street: **Canyon Hills Rd**  
 Date: **Wednesday, May 12, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **500 W**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
07:00 AM	07:15 AM	0	0	3	0	0	0	0	0					5	7	0	0	15	
07:15 AM	07:30 AM	0	0	6	0	0	0	0	0					8	10	0	0	24	
07:30 AM	07:45 AM	0	0	20	0	0	3	0	0					34	3	0	0	60	
07:45 AM	08:00 AM	0	0	71	0	0	4	0	0					73	5	0	0	153	252
08:00 AM	08:15 AM	0	0	33	0	0	0	0	0					15	1	0	0	49	286
08:15 AM	08:30 AM	0	0	7	0	0	0	0	0					4	6	0	0	17	279
08:30 AM	08:45 AM	0	0	4	0	0	0	0	0					5	2	0	0	11	230
08:45 AM	09:00 AM	4	0	23	0	0	5	4	0					21	13	0	0	70	147

1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	130	0	7	0	0	0	0	130	19	0	
130			7			0			149			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 7:15:00 AM			Peak Hour: 8:15 AM			Peak Vol: 286			PHF: 0.47			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1



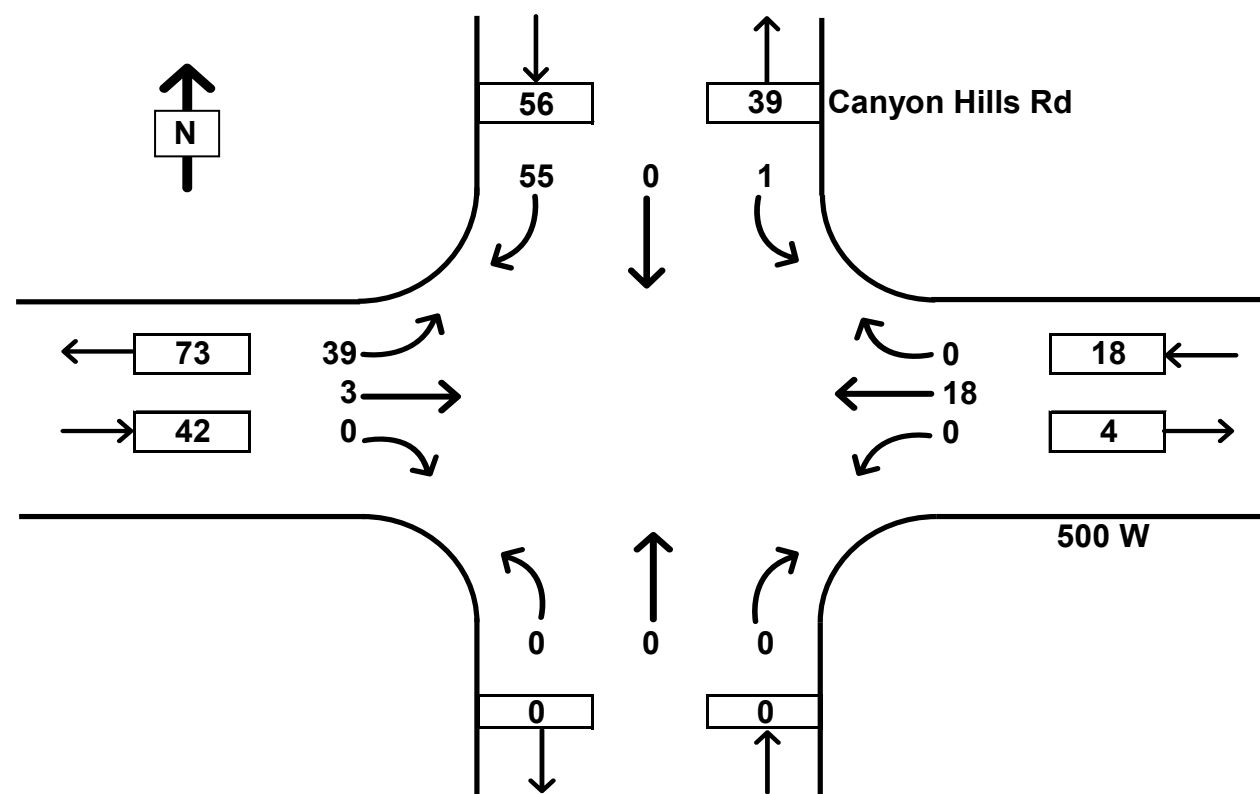
# TRAFFIC COUNT SUMMARY



City: **Micron**  
 N-S Street: **Canyon Hills Rd**  
 Date: **Wednesday, May 12, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **500 W**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
04:00 PM	04:15 PM	0	0	20	0	0	6	0					7	0	0	0	33		
04:15 PM	04:30 PM	0	0	8	0	0	7	0					10	0	0	0	25		
04:30 PM	04:45 PM	0	0	13	0	0	2	0					11	2	0	0	28		
04:45 PM	05:00 PM	1	0	14	0	0	3	0					11	1	0	0	30	116	
05:00 PM	05:15 PM	0	0	8	0	0	2	0					20	0	0	0	30	113	
05:15 PM	05:30 PM	0	0	3	0	0	1	0					10	0	0	0	14	102	
05:30 PM	05:45 PM	0	0	13	0	0	0	0					6	0	0	0	19	93	
05:45 PM	06:00 PM	0	0	9	0	0	2	0					9	1	0	0	21	84	
		0	0	0	0	0	0	0											



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	0	55	0	18	0	0	0	0	39	3	0	
56			18			0			42			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 4:00:00 PM			Peak Hour: 5:00 PM			Peak Vol: 116			PHF: 0.88			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

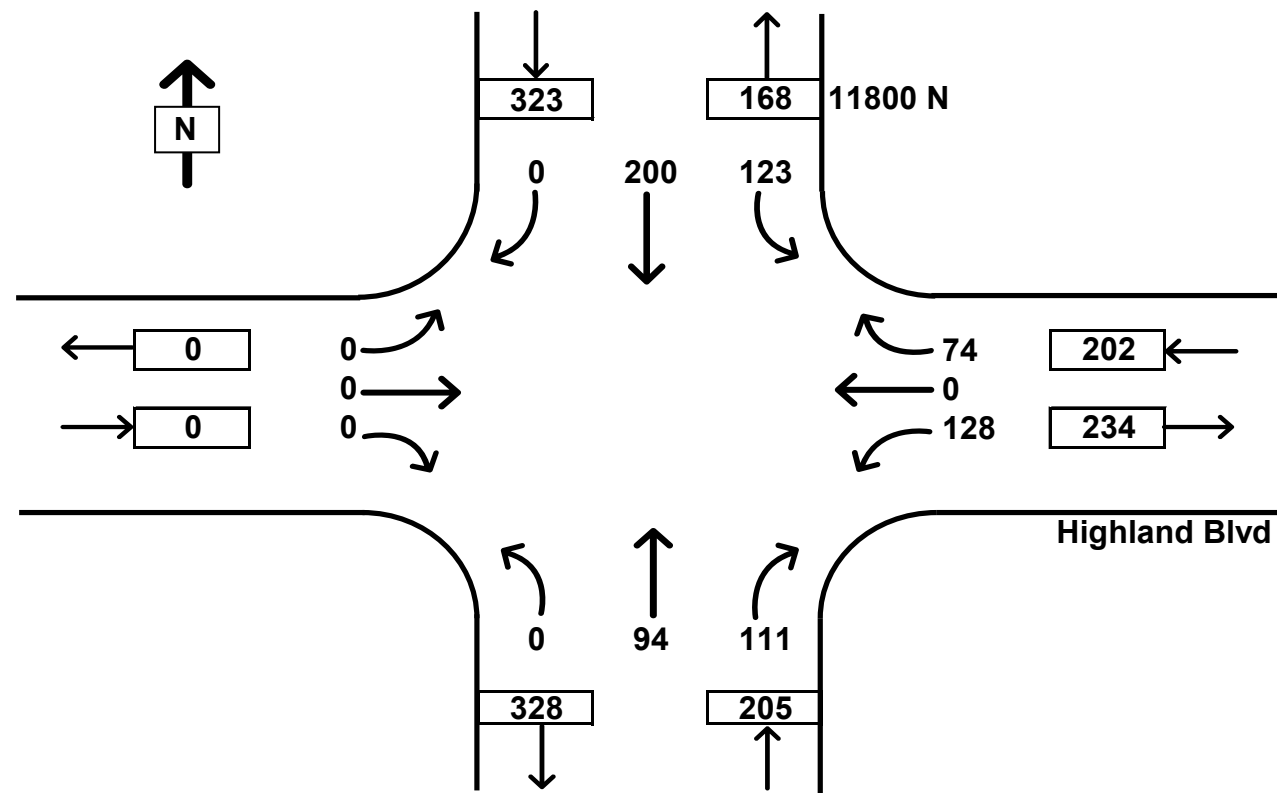
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **11800 N**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **Highland Blvd**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	8	36	0		27	0	6		0	11	10		0	0	0		98	
07:15 AM	07:30 AM	16	53	0		27	0	7		0	15	28		0	0	0		146	
07:30 AM	07:45 AM	30	56	0		33	0	5		0	23	26		0	0	0		173	
07:45 AM	08:00 AM	45	57	0		32	0	25		0	24	40		0	0	0		223	640
08:00 AM	08:15 AM	25	36	0		38	0	20		0	22	23		0	0	0		164	706
08:15 AM	08:30 AM	23	51	0		25	0	24		0	25	22		0	0	0		170	730
08:30 AM	08:45 AM	15	45	0		29	0	11		0	22	18		0	0	0		140	697
08:45 AM	09:00 AM	25	48	0		37	0	9		0	34	31		0	0	0		184	658



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
123	200	0	128	0	74	0	94	111	0	0	0	
323			202			205			0			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 7:30:00 AM			Peak Hour: 8:30 AM			Peak Vol: 730			PHF: 0.82			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

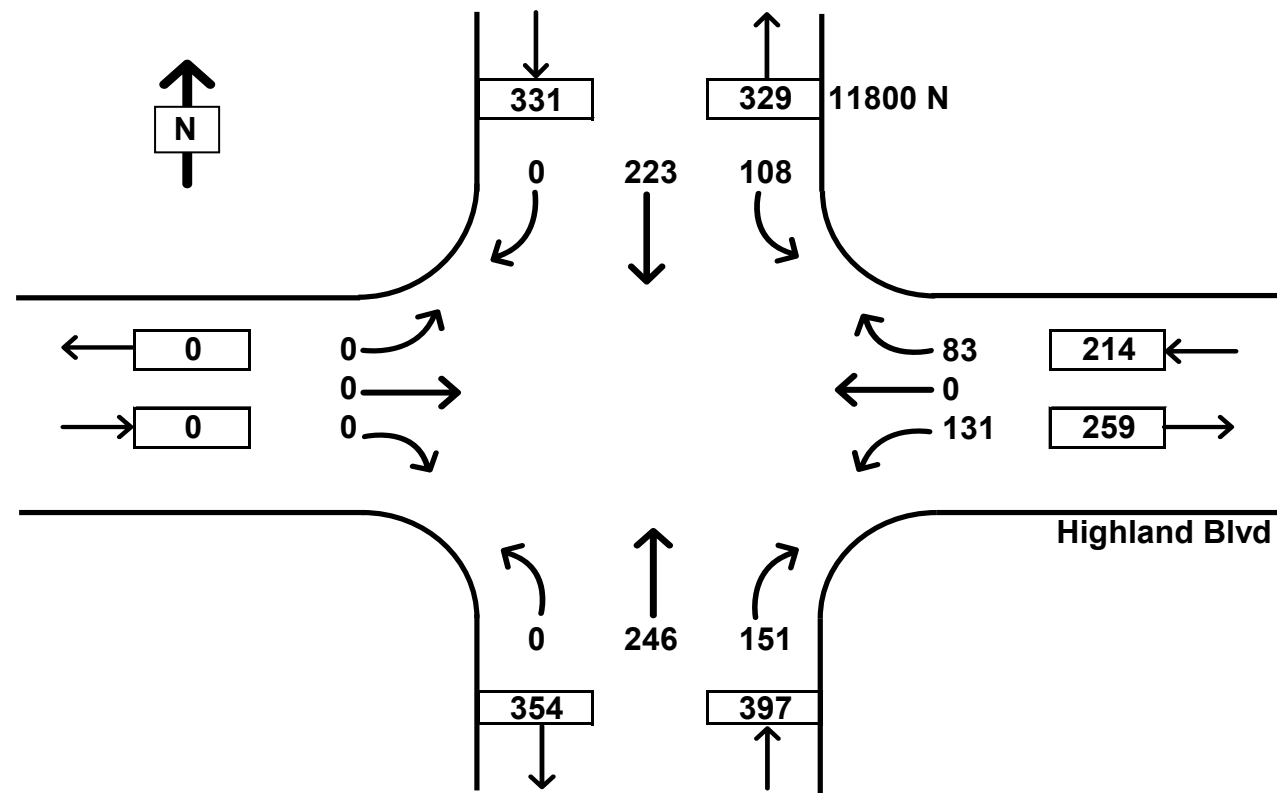
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **11800 N**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **Highland Blvd**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	18	46	0		31	0	15		0	51	29		0	0	0		190	
04:15 PM	04:30 PM	23	43	0		33	0	17		0	57	23		0	0	0		196	
04:30 PM	04:45 PM	20	43	0		43	0	15		0	51	33		0	0	0		205	
04:45 PM	05:00 PM	28	65	0		23	0	21		0	49	27		0	0	0		213	804
05:00 PM	05:15 PM	25	50	0		33	0	23		0	64	35		0	0	0		230	844
05:15 PM	05:30 PM	28	53	0		35	0	27		0	68	37		0	0	0		248	896
05:30 PM	05:45 PM	22	62	0		27	0	21		0	59	44		0	0	0		235	926
05:45 PM	06:00 PM	33	58	0		36	0	12		0	55	35		0	0	0		229	942



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
108	223	0	131	0	83	0	246	151	0	0	0	
331			214			397			0			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 5:00:00 PM			Peak Hour: 6:00 PM			Peak Vol: 942			PHF: 0.95			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

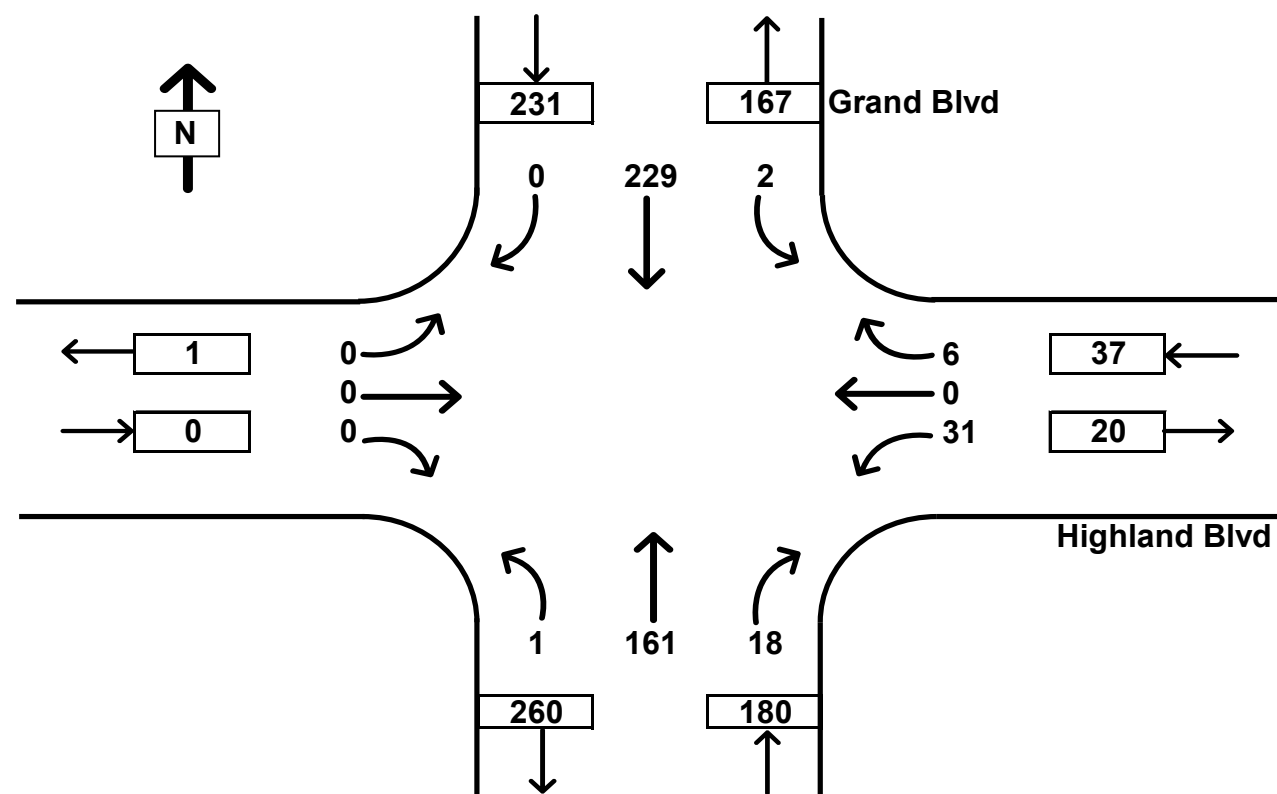
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **Grand Blvd**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **Highland Blvd**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
07:00 AM	07:15 AM	0	19	0	0	7	0	1	2	0	11	5	0	0	0	0	0	43	
07:15 AM	07:30 AM	0	31	0	0	6	0	0	0	0	25	2	0	0	0	0	0	64	
07:30 AM	07:45 AM	1	56	0	0	5	0	0	0	0	24	4	0	0	0	0	0	90	
07:45 AM	08:00 AM	0	82	0	0	6	0	1	2	0	55	5	0	0	0	0	9	149	346
08:00 AM	08:15 AM	0	56	0	0	9	0	2	0	1	41	5	0	0	0	0	0	114	417
08:15 AM	08:30 AM	1	41	0	0	12	0	3	0	0	27	5	0	0	0	0	0	89	442
08:30 AM	08:45 AM	1	50	0	0	4	0	0	1	0	38	3	0	0	0	0	0	96	448
08:45 AM	09:00 AM	3	63	0	0	16	0	3	1	0	34	7	0	0	0	0	0	126	425



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	229	0	31	0	6	1	161	18	0	0	0	
231		37		180		0						
Trucks:		0%		Trucks:		8%		Trucks:		0%		
Peak Hour:		7:45:00 AM		8:45 AM		Peak Vol:		448		PHF: 0.75		

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

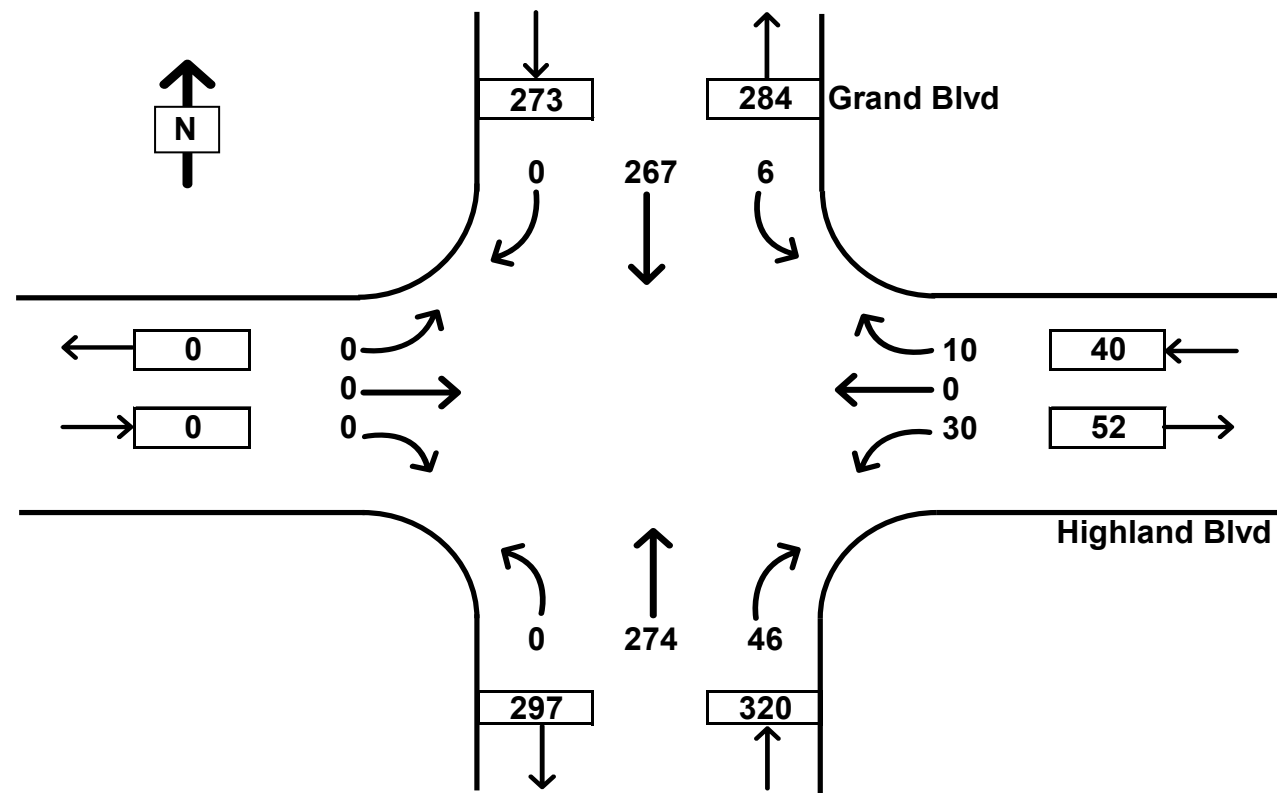
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **Grand Blvd**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **Highland Blvd**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks		
04:00 PM	04:15 PM	2	52	0	0	10	0	1	0	0	54	15	0	0	2	0	0	136	
04:15 PM	04:30 PM	2	62	0	0	12	0	1	0	0	61	15	0	0	0	0	0	153	
04:30 PM	04:45 PM	3	47	0	0	7	0	1	0	0	59	7	0	0	0	0	0	124	
04:45 PM	05:00 PM	1	66	0	0	8	0	2	0	0	56	8	0	0	0	0	0	141	554
05:00 PM	05:15 PM	0	58	0	0	9	0	3	0	0	67	11	0	0	0	0	0	148	566
05:15 PM	05:30 PM	5	73	0	0	7	0	2	0	0	71	10	0	0	0	0	0	168	581
05:30 PM	05:45 PM	0	59	0	0	12	0	2	0	0	78	11	0	0	0	0	0	162	619
05:45 PM	06:00 PM	1	77	0	0	2	0	3	0	0	58	14	0	0	0	0	0	155	633



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	267	0	30	0	10	0	274	46	0	0	0	
273			40			320			0			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 5:00:00 PM			Peak Hour: 6:00 PM			Peak Vol: 633			PHF: 0.94			

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

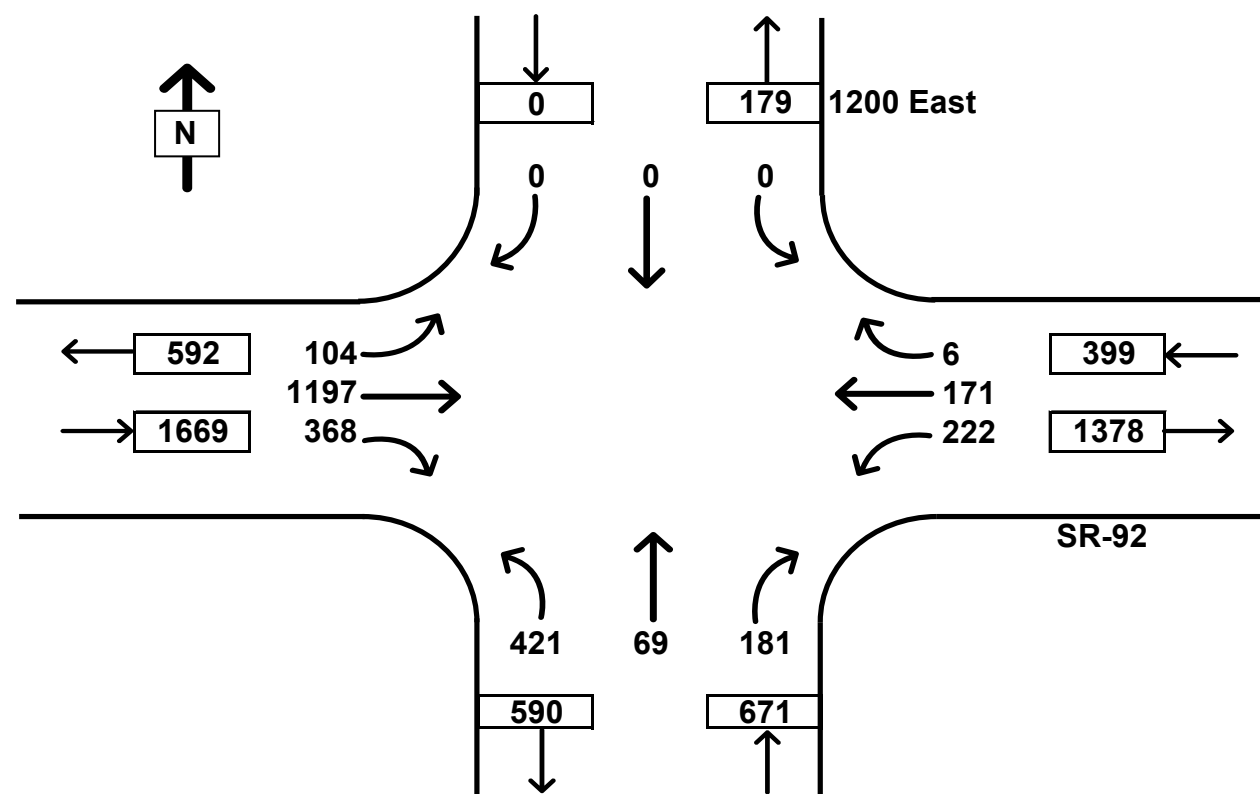
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **1200 East**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **07:00 AM**  
 Interval Length: **15 min**

E-W Street: **SR-92**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left 1	Thru 2	Right 3	Trucks 4	Left 5	Thru 6	Right 7	Trucks 8	Left 9	Thru 10	Right 11	Trucks 12	Left 13	Thru 14	Right 15	Trucks 16		
07:00 AM	07:15 AM																0		
07:15 AM	07:30 AM																0		
07:30 AM	07:45 AM																0		
07:45 AM	08:00 AM																0	0	
08:00 AM	08:15 AM																0	0	
08:15 AM	08:30 AM																0	0	
08:30 AM	08:45 AM																0	0	
08:45 AM	09:00 AM																0	0	



Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	222	171	6	421	69	181	104	1197	368
0			399			671			1669		
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%		
Peak Hour: 12:00:00 AM			Peak Hour: 1:00 AM			Peak Vol: 2739			PHF: #DIV/0!		

Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

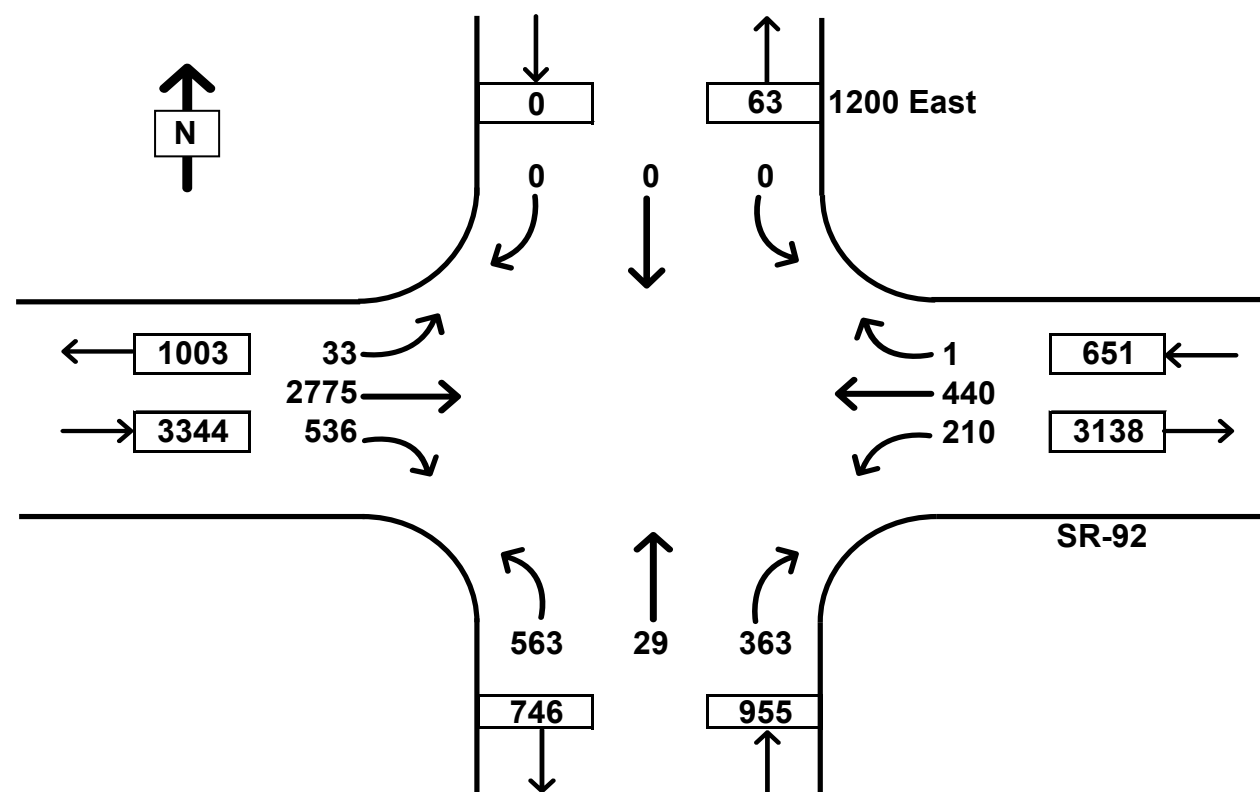
# TRAFFIC COUNT SUMMARY



City: **Lehi**  
 N-S Street: **1200 East**  
 Date: **Tuesday, May 4, 2021**  
 Begin Time: **04:00 PM**  
 Interval Length: **15 min**

E-W Street: **SR-92**

Time Interval	SB				WB				NB				EB				Total All Moves	Hourly Totals
	Left 1	Thru 2	Right 3	Trucks 4	Left 5	Thru 6	Right 7	Trucks 8	Left 9	Thru 10	Right 11	Trucks 12	Left 13	Thru 14	Right 15	Trucks 16		
04:00 PM	04:15 PM															0		
04:15 PM	04:30 PM															0		
04:30 PM	04:45 PM															0		
04:45 PM	05:00 PM															0	0	
05:00 PM	05:15 PM															0	0	
05:15 PM	05:30 PM															0	0	
05:30 PM	05:45 PM															0	0	
05:45 PM	06:00 PM															0	0	



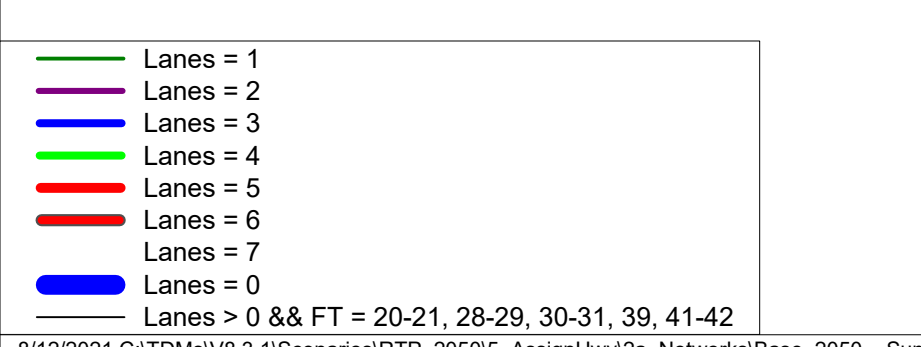
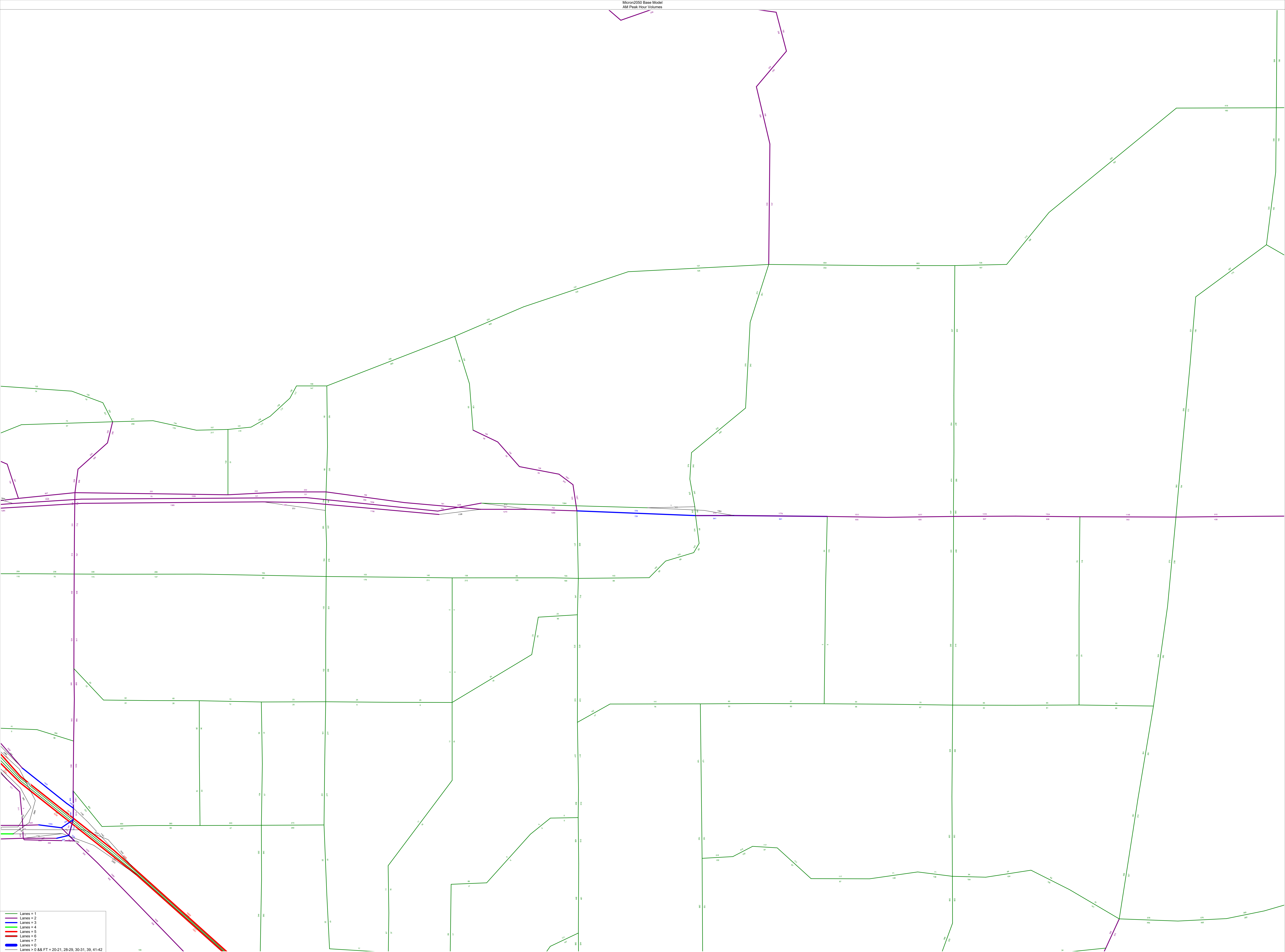
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	210	440	1	563	29	363	33	2775	536
0			651			955			3344		
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%		
Peak Hour: 12:00:00 AM			Peak Hour: 1:00 AM			Peak Vol: 4950			PHF: #DIV/0!		

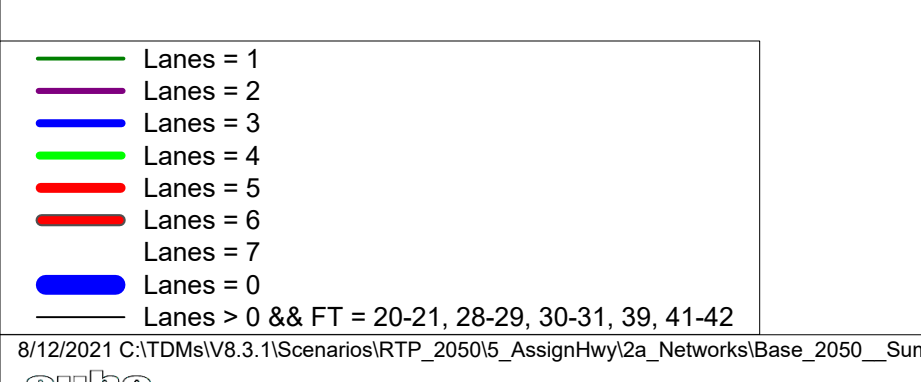
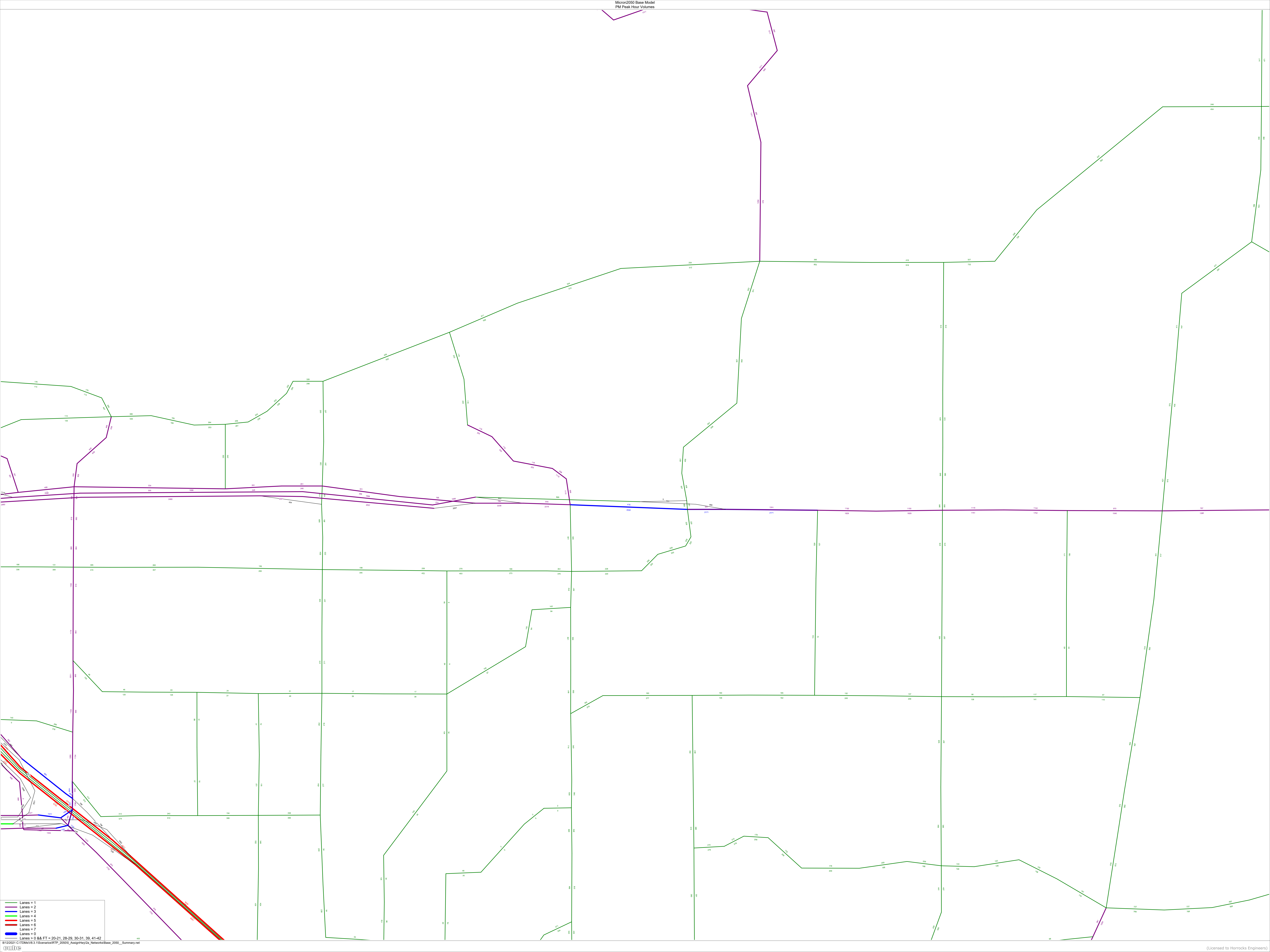
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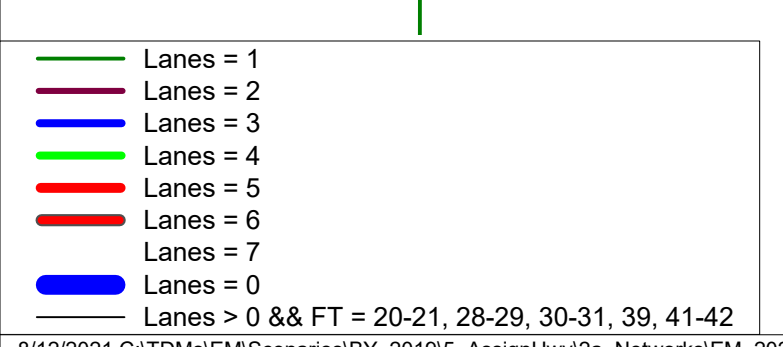
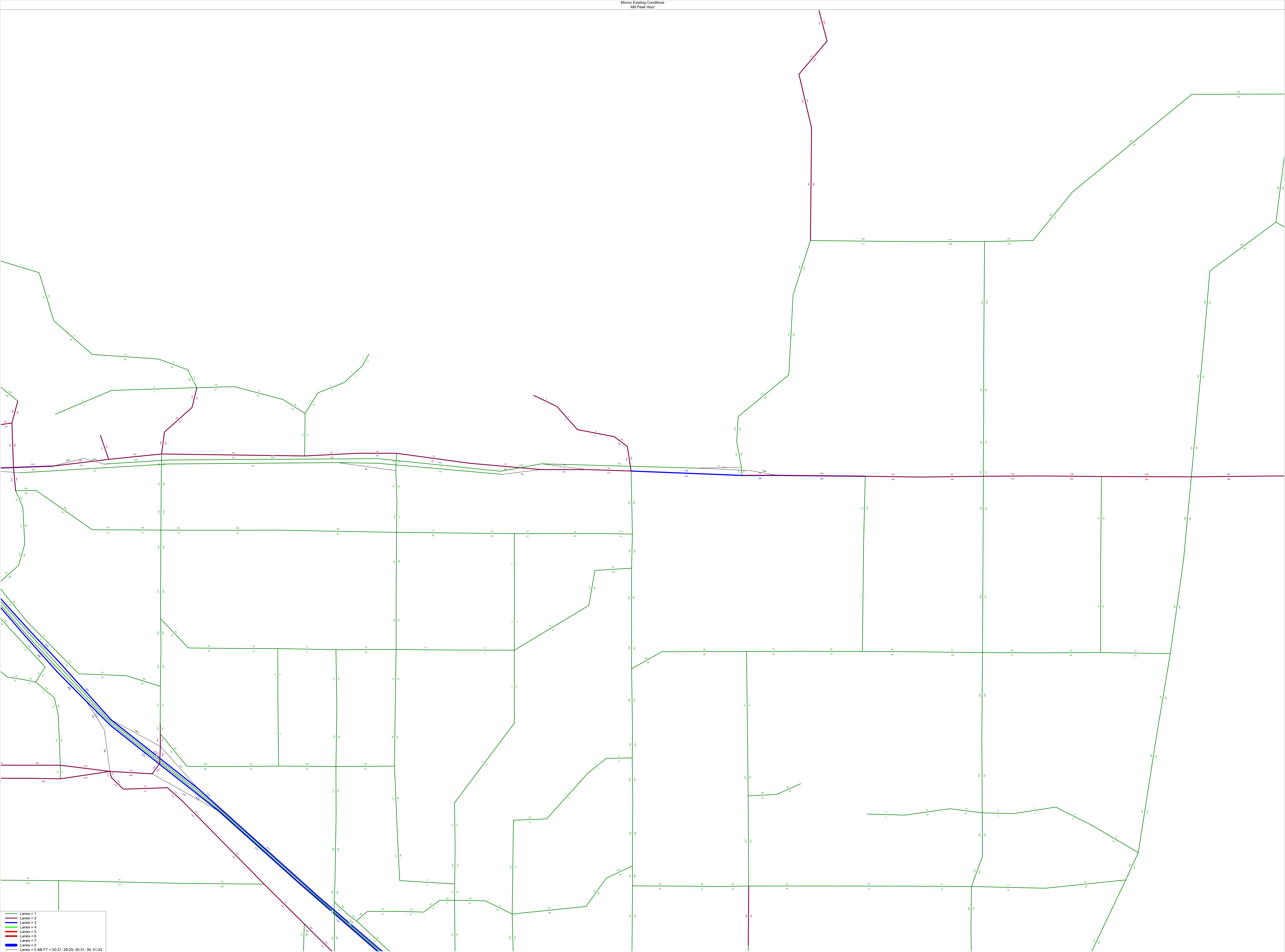


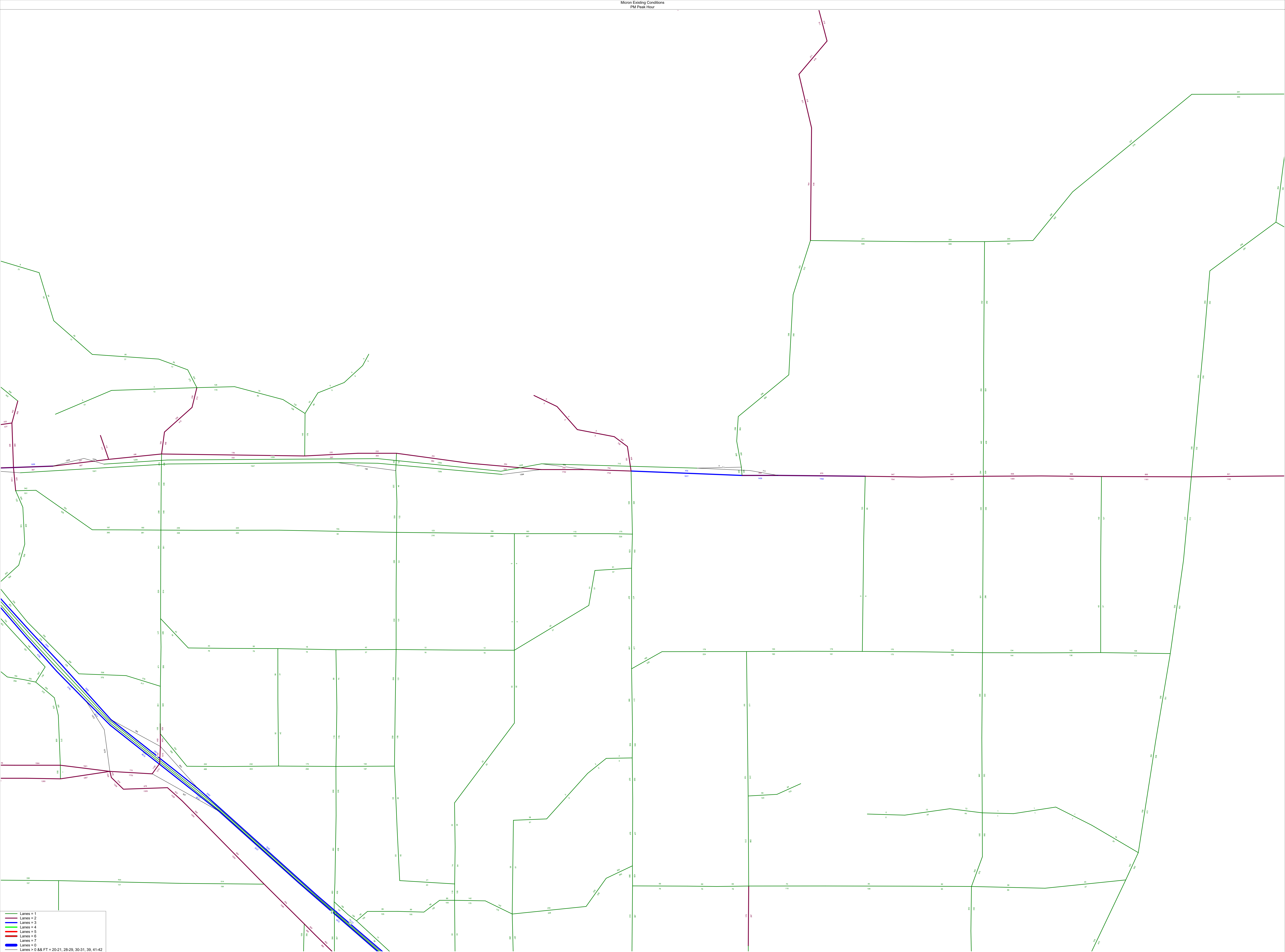
## TDM OUTPUTS











6/19/2021 C:\YDM\EM\Scenarios\BY\_20195\_AssignW\Q2\_NetworkEM\_2021\_Summary.net



## SITE LAYOUT



- A Utah Corporation -  
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 www.lei-eng.com

NOT FOR  
 CONSTRUCTION



**SKYE**  
 LEHI, UTAH

**UDOT TIMPANOGOS HIGHWAY EXHIBIT**

NO.	REVISIONS
1	
2	
3	
4	
5	

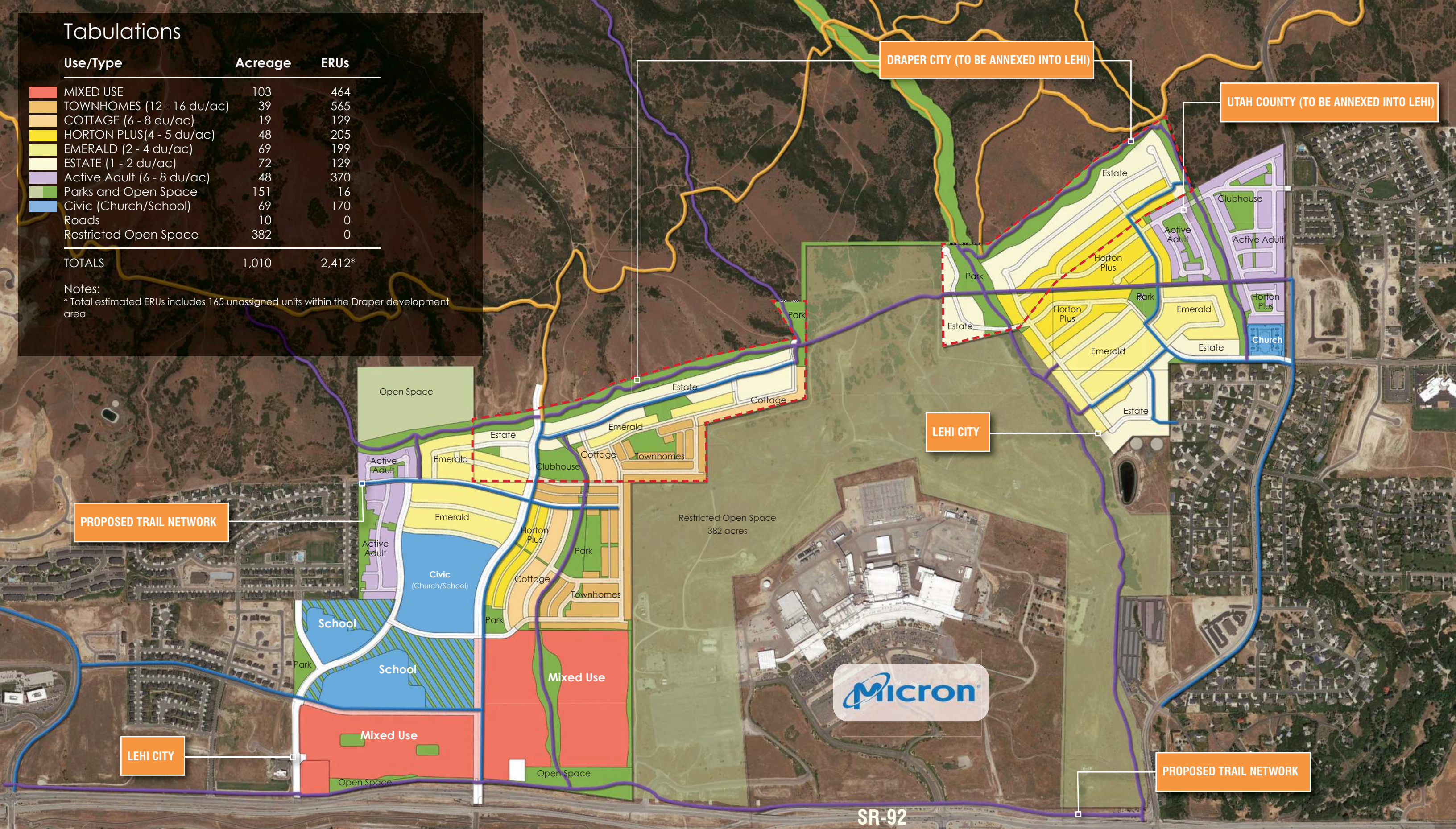
LEI PROJECT #:  
**2020-0067**  
 DRAWN BY:  
**RWH**  
 DESIGNED BY:  
**BCT**  
 SCALE:  
**1"=40'**  
 DATE:  
**04/21/2022**

U:\PROJECTS\2020\2020-0067-UDOT-LEHI PROJECT\LEI PROJECT\DWG\Exhibits\UDOT-0067 Exhibit\_Center St Exhibit\_UDOT.DWG 4/21/2022 11:47 AM

# Tabulations

Use/Type	Acreage	ERUs
MIXED USE	103	464
TOWNHOMES (12 - 16 du/ac)	39	565
COTTAGE (6 - 8 du/ac)	19	129
HORTON PLUS (4 - 5 du/ac)	48	205
EMERALD (2 - 4 du/ac)	69	199
ESTATE (1 - 2 du/ac)	72	129
Active Adult (6 - 8 du/ac)	48	370
Parks and Open Space	151	16
Civic (Church/School)	69	170
Roads	10	0
Restricted Open Space	382	0
<b>TOTALS</b>	<b>1,010</b>	<b>2,412*</b>

Notes:  
 \* Total estimated ERUs includes 165 unassigned units within the Draper development area





## TRIP GENERATION



Micron TIS												
Zone	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	Total	In	Out	
Zone 1	Multifamily Housing (Mid-Rise) (ITE 221)		$T=5.45(x)-1.7$	50%	50%	0.36	26%	74%	0.44	61%	39%	
	Dwelling Units	225	1,225	612	612	81	21	60	99	60	39	
	Shopping Center (ITE 820)		37.75	50%	50%	0.94	62%	38%	3.81	48%	52%	
	1000 Sq. Ft. GFA	50	3,752	1,876	1,876	47	29	18	325	156	169	
	Total Internal Capture						5	3		19	45	
	<b>Total New Trips</b>		<b>4,977</b>	<b>2,488</b>	<b>2,488</b>	<b>128</b>	<b>45</b>	<b>75</b>	<b>424</b>	<b>197</b>	<b>163</b>	
Zone 2	Middle School/Junior High School (ITE 522)		20.17	50%	50%	6.73	55%	45%	3.33	45%	55%	
	1000 Sq. Ft. GFA	117	2,360	1,180	1,180	787	433	354	390	175	214	
	Total Internal Capture						4	4		11	6	
	<b>Total New Trips</b>		<b>2,360</b>	<b>1,180</b>	<b>1,180</b>	<b>787</b>	<b>429</b>	<b>351</b>	<b>390</b>	<b>165</b>	<b>208</b>	
	Zone 3	Single-Family Detached Housing (ITE 210)		$f=0.92Ln(x)+$	50%	50%	$=0.71(x)+4.8$	25%	75%	$f=0.96Ln(x)+$	63%	37%
		Dwelling Units	255	2,460	1,230	1,230	186	46	139	250	157	92
Multifamily Housing (Mid-Rise) (ITE 221)			$T=5.45(x)-1.7$	50%	50%	0.36	26%	74%	0.44	61%	39%	
Dwelling Units		517	2,816	1,408	1,408	186	48	138	227	139	89	
Elementary School (ITE 520)			19.52	50%	50%	6.97	55%	45%	1.37	45%	55%	
1000 Sq. Ft. GFA		46	898	449	449	321	176	144	63	28	35	
Church (ITE 560)			6.95	50%	50%	0.33	60%	40%	0.49	45%	55%	
1000 Sq. Ft. GFA		290	2,016	1,008	1,008	96	57	38	142	64	78	
Total Internal Capture							3	4		19	6	
<b>Total New Trips</b>		<b>8,189</b>	<b>4,095</b>	<b>4,095</b>	<b>788</b>	<b>326</b>	<b>455</b>	<b>682</b>	<b>369</b>	<b>287</b>		
Zone 4	Single-Family Detached Housing (ITE 210)		$f=0.92Ln(x)+$	50%	50%	$=0.71(x)+4.8$	25%	75%	$f=0.96Ln(x)+$	63%	37%	
	Dwelling Units	258	2,487	1,243	1,243	188	47	141	252	159	93	
	Multifamily Housing (Mid-Rise) (ITE 221)		$T=5.45(x)-1.7$	50%	50%	0.36	26%	74%	0.44	61%	39%	
	Dwelling Units	324	1,764	882	882	117	30	86	143	87	56	
	Public Park (ITE 411)		0.78	50%	50%	0.02	59%	41%	0.11	55%	45%	
	Acres	4	91	45	46	0	0	0	0	0	0	
	Total Internal Capture						1	2		15	4	
<b>Total New Trips</b>		<b>4,342</b>	<b>2,171</b>	<b>2,171</b>	<b>305</b>	<b>77</b>	<b>225</b>	<b>395</b>	<b>231</b>	<b>145</b>		
Zone 5	Multifamily Housing (Mid-Rise) (ITE 221)		$T=5.45(x)-1.7$	50%	50%	0.36	26%	74%	0.44	61%	39%	
	Dwelling Units	225	1,225	612	612	81	21	60	99	60	39	
	Shopping Center (ITE 820)		37.75	50%	50%	0.94	62%	38%	3.81	48%	52%	
	1000 Sq. Ft. GFA	50	3,752	1,876	1,876	47	29	18	325	156	169	
	Total Internal Capture						5	3		19	45	
	<b>Total New Trips</b>		<b>4,977</b>	<b>2,488</b>	<b>2,488</b>	<b>128</b>	<b>45</b>	<b>75</b>	<b>424</b>	<b>197</b>	<b>163</b>	
Zone 6	Single-Family Detached Housing (ITE 210)		$f=0.92Ln(x)+$	50%	50%	$=0.71(x)+4.8$	25%	75%	$f=0.96Ln(x)+$	63%	37%	
	Dwelling Units	267	2,566	1,283	1,283	194	49	146	261	164	96	
	Church (ITE 560)		6.95	50%	50%	0.33	60%	40%	0.49	45%	55%	
	1000 Sq. Ft. GFA	97	674	337	337	34	20	14	48	21	26	
	Public Park (ITE 411)		0.78	50%	50%	0.02	59%	41%	0.11	55%	45%	
	Acres	4	91	45	46	0	0	0	0	0	0	
	Total Internal Capture						0	1		10	3	
<b>Total New Trips</b>		<b>3,332</b>	<b>1,666</b>	<b>1,666</b>	<b>228</b>	<b>69</b>	<b>158</b>	<b>309</b>	<b>176</b>	<b>120</b>		
Zone 7	Multifamily Housing (Mid-Rise) (ITE 221)		$T=5.45(x)-1.7$	50%	50%	0.36	26%	74%	0.44	61%	39%	
	Dwelling Units	226	1,230	615	615	81	21	60	99	61	39	
	Single-Family Detached Housing (ITE 210)		$f=0.92Ln(x)+$	50%	50%	$=0.71(x)+4.8$	25%	75%	$f=0.96Ln(x)+$	63%	37%	
	Dwelling Units	127	1,296	648	648	95	24	71	128	81	47	
	Public Park (ITE 411)		0.78	50%	50%	0.02	59%	41%	0.11	55%	45%	
	Acres	5	92	46	46	0	0	0	1	0	0	
	Total Internal Capture						0	1		8	3	
	<b>Total New Trips</b>		<b>2,617</b>	<b>1,309</b>	<b>1,309</b>	<b>176</b>	<b>45</b>	<b>130</b>	<b>228</b>	<b>133</b>	<b>84</b>	
<b>Total Development Trips</b>			<b>30,793</b>	<b>15,396</b>	<b>15,397</b>	<b>2,541</b>	<b>1,034</b>	<b>1,469</b>	<b>2,852</b>	<b>1,468</b>	<b>1,169</b>	

## SYNCHRO REPORTS



**EXISTING TRAFFIC**

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		T		T	T
Traffic Vol, veh/h	32	6	147	19	2	300
Future Vol, veh/h	32	6	147	19	2	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	7	160	21	2	326

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	501	171	0	0	181
Stage 1	171	-	-	-	-
Stage 2	330	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	530	873	-	-	1394
Stage 1	859	-	-	-	-
Stage 2	728	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	529	873	-	-	1394
Mov Cap-2 Maneuver	529	-	-	-	-
Stage 1	859	-	-	-	-
Stage 2	727	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	564	1394
HCM Lane V/C Ratio	-	-	0.073	0.002
HCM Control Delay (s)	-	-	11.9	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	74	96	11	123	200
Future Vol, veh/h	128	74	96	11	123	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	80	104	12	134	217

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	595	110	0	0	116
Stage 1	110	-	-	-	-
Stage 2	485	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	467	943	-	-	1473
Stage 1	915	-	-	-	-
Stage 2	619	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	425	943	-	-	1473
Mov Cap-2 Maneuver	425	-	-	-	-
Stage 1	915	-	-	-	-
Stage 2	563	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	2.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1473
HCM Lane V/C Ratio	-	-	0.413	0.091
HCM Control Delay (s)	-	-	16.4	7.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2	0.3

HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92

Existing AM  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	155	765	4	153	471	48	19	53	62	70	73	118
Future Volume (veh/h)	155	765	4	153	471	48	19	53	62	70	73	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	832	4	166	512	52	21	58	67	76	79	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	2180	677	710	2163	965	164	204	173	174	204	
Arrive On Green	0.07	0.43	0.43	0.24	0.61	0.61	0.11	0.11	0.11	0.11	0.11	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1320	1870	1585	1266	1870	1585
Grp Volume(v), veh/h	168	832	4	166	512	52	21	58	67	76	79	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1320	1870	1585	1266	1870	1585
Q Serve(g_s), s	4.8	11.2	0.1	0.0	6.6	1.3	1.5	2.9	3.9	5.9	3.9	0.0
Cycle Q Clear(g_c), s	4.8	11.2	0.1	0.0	6.6	1.3	5.4	2.9	3.9	8.7	3.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	2180	677	710	2163	965	164	204	173	174	204	
V/C Ratio(X)	0.71	0.38	0.01	0.23	0.24	0.05	0.13	0.28	0.39	0.44	0.39	
Avail Cap(c_a), veh/h	467	2180	677	710	2163	965	382	512	434	383	512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.6	19.6	16.5	13.1	8.9	7.9	44.0	41.0	41.4	45.0	41.4	0.0
Incr Delay (d2), s/veh	1.5	0.5	0.0	0.1	0.3	0.1	0.1	0.3	0.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.1	0.1	1.9	2.2	0.4	0.5	1.3	1.6	1.9	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	20.1	16.5	13.2	9.2	8.0	44.1	41.2	42.0	45.6	41.9	0.0
LnGrp LOS	D	C	B	B	A	A	D	D	D	D	D	
Approach Vol, veh/h		1004			730			146			155	
Approach Delay, s/veh		24.6			10.0			42.0			43.7	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	68.2		18.5	31.5	50.0		18.5				
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	* 14	* 38		27.4	* 8.9	* 43		27.4				
Max Q Clear Time (g_c+I1), s	6.8	8.6		7.4	2.0	13.2		10.7				
Green Ext Time (p_c), s	0.1	1.8		0.2	0.0	3.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

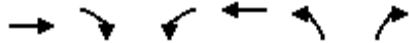
User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

Existing AM  
09/14/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵↵	↑↑	↵↵	↑
Traffic Volume (veh/h)	693	230	123	460	289	135
Future Volume (veh/h)	693	230	123	460	289	135
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	753	250	134	500	314	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2189	976	199	2657	395	181
Arrive On Green	0.62	0.62	0.06	0.75	0.11	0.11
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	753	250	134	500	314	147
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	10.3	7.2	3.8	4.1	8.9	9.1
Cycle Q Clear(g_c), s	10.3	7.2	3.8	4.1	8.9	9.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2189	976	199	2657	395	181
V/C Ratio(X)	0.34	0.26	0.67	0.19	0.79	0.81
Avail Cap(c_a), veh/h	2189	976	574	2657	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	8.8	46.2	3.7	43.1	43.2
Incr Delay (d2), s/veh	0.4	0.6	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.2	1.6	1.0	3.9	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	9.4	47.7	3.9	44.5	46.5
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1003			634	461	
Approach Delay, s/veh	9.7			13.1	45.1	
Approach LOS	A			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		81.9		18.1	13.2	68.7
Change Period (Y+Rc), s		* 7.1		* 6.7	* 7.4	7.1
Max Green Setting (Gmax), s		* 66		* 20	* 17	41.9
Max Q Clear Time (g_c+I1), s		6.1		11.1	5.8	12.3
Green Ext Time (p_c), s		1.8		0.4	0.1	3.2

Intersection Summary

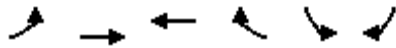
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

Existing AM  
09/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	118	0	703	226	196	152
Future Volume (veh/h)	118	0	703	226	196	152
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	0	764	246	213	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	455	0	2245	1001	249	221
Arrive On Green	0.05	0.00	0.63	0.63	0.14	0.14
Sat Flow, veh/h	1781	128	3647	1585	1781	1585
Grp Volume(v), veh/h	128	6.3	764	246	213	165
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	2.5		10.1	6.8	11.7	10.0
Cycle Q Clear(g_c), s	2.5		10.1	6.8	11.7	10.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	455		2245	1001	249	221
V/C Ratio(X)	0.28		0.34	0.25	0.86	0.75
Avail Cap(c_a), veh/h	529		2245	1001	392	349
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.2		8.6	8.0	42.0	41.3
Incr Delay (d2), s/veh	0.1		0.4	0.6	6.3	1.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7		3.3	2.0	5.5	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3		9.0	8.6	48.3	43.2
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			1010		378	
Approach Delay, s/veh			8.9		46.1	
Approach LOS			A		D	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	40.9	69.2				20.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	40.0	51.0				22.0
Max Q Clear Time (g_c+14), s	14.5	12.1				13.7
Green Ext Time (p_c), s	0.0	2.5				0.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			18.0			
HCM 6th LOS			B			



Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕		↵	↕	
Traffic Vol, veh/h	61	6	31	19	7	1	10	290	44	0	298	82
Future Vol, veh/h	61	6	31	19	7	1	10	290	44	0	298	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	7	34	21	8	1	11	315	48	0	324	89

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	553	754	207	527	774	182	413	0	0	363	0	0
Stage 1	369	369	-	361	361	-	-	-	-	-	-	-
Stage 2	184	385	-	166	413	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	416	337	799	434	328	829	1142	-	-	1192	-	-
Stage 1	623	619	-	630	624	-	-	-	-	-	-	-
Stage 2	800	609	-	820	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	405	334	799	407	325	829	1142	-	-	1192	-	-
Mov Cap-2 Maneuver	405	334	-	407	325	-	-	-	-	-	-	-
Stage 1	617	619	-	624	618	-	-	-	-	-	-	-
Stage 2	782	603	-	777	592	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		14.7		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	405	652	407	352	1192	-	-
HCM Lane V/C Ratio	0.01	-	-	0.164	0.062	0.051	0.025	-	-	-
HCM Control Delay (s)	8.2	-	-	15.6	10.9	14.3	15.5	0	-	-
HCM Lane LOS	A	-	-	C	B	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0.2	0.1	0	-	-

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	307	45	35	0	0	345
Future Vol, veh/h	307	45	35	0	0	345
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	334	49	38	0	0	375

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	38	0	-	0	731
Stage 1	-	-	-	-	38
Stage 2	-	-	-	-	693
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1571	-	-	-	357
Stage 1	-	-	-	-	980
Stage 2	-	-	-	-	457
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1571	-	-	-	281
Mov Cap-2 Maneuver	-	-	-	-	281
Stage 1	-	-	-	-	771
Stage 2	-	-	-	-	457

Approach	EB	WB	SB
HCM Control Delay, s	6.9	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	1055
HCM Lane V/C Ratio	0.212	-	-	-	0.355
HCM Control Delay (s)	7.9	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1.6

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	80	169	1	0	51	128	128	0	96	2
Future Vol, veh/h	0	0	80	169	1	0	51	128	128	0	96	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	87	184	1	0	55	139	139	0	104	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	424	493	105	468	425	209	106	0	0	278	0	0
Stage 1	105	105	-	319	319	-	-	-	-	-	-	-
Stage 2	319	388	-	149	106	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	540	477	949	505	521	831	1485	-	-	1285	-	-
Stage 1	901	808	-	693	653	-	-	-	-	-	-	-
Stage 2	693	609	-	854	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	521	456	949	443	498	831	1485	-	-	1285	-	-
Mov Cap-2 Maneuver	521	456	-	443	498	-	-	-	-	-	-	-
Stage 1	860	808	-	662	624	-	-	-	-	-	-	-
Stage 2	661	582	-	776	807	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		18.8		1.2		0	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1485	-	-	949	443	1285	-	-
HCM Lane V/C Ratio	0.037	-	-	0.092	0.417	-	-	-
HCM Control Delay (s)	7.5	0	-	9.2	18.8	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		Y	↑
Traffic Vol, veh/h	30	11	274	46	6	297
Future Vol, veh/h	30	11	274	46	6	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	12	298	50	7	323

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	660	323	0	0	348
Stage 1	323	-	-	-	-
Stage 2	337	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	428	718	-	-	1211
Stage 1	734	-	-	-	-
Stage 2	723	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	425	718	-	-	1211
Mov Cap-2 Maneuver	425	-	-	-	-
Stage 1	734	-	-	-	-
Stage 2	719	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1211
HCM Lane V/C Ratio	-	-	0.093	0.005
HCM Control Delay (s)	-	-	13.3	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	7.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		Y	T
Traffic Vol, veh/h	131	83	246	151	108	223
Future Vol, veh/h	131	83	246	151	108	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	90	267	164	117	242

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	825	349	0	0	431
Stage 1	349	-	-	-	-
Stage 2	476	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	342	694	-	-	1129
Stage 1	714	-	-	-	-
Stage 2	625	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	306	694	-	-	1129
Mov Cap-2 Maneuver	306	-	-	-	-
Stage 1	714	-	-	-	-
Stage 2	560	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.9	0	2.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	391	1129
HCM Lane V/C Ratio	-	-	0.595	0.104
HCM Control Delay (s)	-	-	26.9	8.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	3.7	0.3

HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92

Existing PM  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (veh/h)	286	1575	13	215	548	87	54	152	161	111	101	120
Future Volume (veh/h)	286	1575	13	215	548	87	54	152	161	111	101	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	311	1712	14	234	596	95	59	165	175	121	110	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	2455	762	346	1800	803	264	390	330	197	390	
Arrive On Green	0.11	0.48	0.48	0.13	0.51	0.51	0.21	0.21	0.21	0.21	0.21	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1283	1870	1585	1040	1870	1585
Grp Volume(v), veh/h	311	1712	14	234	596	95	59	165	175	121	110	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1283	1870	1585	1040	1870	1585
Q Serve(g_s), s	10.6	31.4	0.6	6.4	11.9	3.8	4.9	9.2	11.8	13.7	5.9	0.0
Cycle Q Clear(g_c), s	10.6	31.4	0.6	6.4	11.9	3.8	10.8	9.2	11.8	22.9	5.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	2455	762	346	1800	803	264	390	330	197	390	
V/C Ratio(X)	0.84	0.70	0.02	0.68	0.33	0.12	0.22	0.42	0.53	0.61	0.28	
Avail Cap(c_a), veh/h	475	2455	762	346	1800	803	290	427	362	218	427	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.6	24.3	16.3	43.5	17.6	15.5	44.5	41.2	42.3	51.2	39.9	0.0
Incr Delay (d2), s/veh	8.6	1.7	0.0	4.3	0.5	0.3	0.2	0.3	0.5	2.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	12.0	0.2	6.6	4.7	1.3	1.6	4.3	4.7	3.7	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	26.0	16.4	47.9	18.0	15.8	44.6	41.5	42.8	53.8	40.1	0.0
LnGrp LOS	E	C	B	D	B	B	D	D	D	D	D	
Approach Vol, veh/h		2037			925			399			231	
Approach Delay, s/veh		31.3			25.4			42.5			47.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.3	68.1		32.6	22.4	65.0		32.6				
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	* 17	* 55		27.4	* 14	* 58		27.4				
Max Q Clear Time (g_c+I1), s	12.6	13.9		13.8	8.4	33.4		24.9				
Green Ext Time (p_c), s	0.2	2.2		0.5	0.0	7.7		0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

Existing PM  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	17	1454	281	210	511	1	292	15	189	110	162	433
Future Volume (veh/h)	17	1454	281	210	511	1	292	15	189	110	162	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1580	305	228	555	1	317	16	205	120	176	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	609	2602	808	165	1493	666	372	460	205	174	235	
Arrive On Green	0.18	0.51	0.51	0.09	0.42	0.42	0.11	0.13	0.13	0.05	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	18	1580	305	228	555	1	317	16	205	120	176	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	26.4	7.6	11.1	12.9	0.0	10.8	0.5	15.5	4.1	5.8	0.0
Cycle Q Clear(g_c), s	0.5	26.4	7.6	11.1	12.9	0.0	10.8	0.5	15.5	4.1	5.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	609	2602	808	165	1493	666	372	460	205	174	235	
V/C Ratio(X)	0.03	0.61	0.38	1.38	0.37	0.00	0.85	0.03	1.00	0.69	0.75	
Avail Cap(c_a), veh/h	609	2602	808	165	1493	666	541	460	205	536	323	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.9	20.9	5.3	54.5	23.9	10.7	52.6	45.7	52.2	56.1	55.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	1.3	205.7	0.7	0.0	6.1	0.0	62.9	1.8	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.8	4.8	14.2	5.3	0.0	5.0	0.2	9.7	1.8	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	22.0	6.6	260.2	24.6	10.7	58.7	45.7	115.1	57.9	58.6	0.0
LnGrp LOS	D	C	A	F	C	B	E	D	F	E	E	
Approach Vol, veh/h		1903			784			538			296	
Approach Delay, s/veh		19.7			93.1			79.8			58.3	
Approach LOS		B			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.8	57.0	12.4	21.7	17.0	68.8	19.1	15.0				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1				
Max Green Setting (Gmax), s	2.3	* 50	18.6	* 12	11.1	* 54	18.8	* 11				
Max Q Clear Time (g_c+1), s	12.5	14.9	6.1	17.5	13.1	28.4	12.8	7.8				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	7.5	0.1	0.1				

Intersection Summary

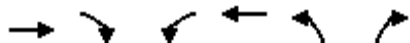
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

Existing PM  
09/26/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (veh/h)	1082	200	155	660	276	168
Future Volume (veh/h)	1082	200	155	660	276	168
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1176	217	168	717	300	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2220	990	224	2670	462	212
Arrive On Green	0.62	0.62	0.06	0.75	0.13	0.13
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1176	217	168	717	300	183
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	22.3	7.1	5.7	7.5	9.9	13.6
Cycle Q Clear(g_c), s	22.3	7.1	5.7	7.5	9.9	13.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2220	990	224	2670	462	212
V/C Ratio(X)	0.53	0.22	0.75	0.27	0.65	0.86
Avail Cap(c_a), veh/h	2220	990	363	2670	959	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	9.8	55.2	4.6	49.3	50.9
Incr Delay (d2), s/veh	0.9	0.5	1.9	0.2	0.6	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	2.3	2.5	2.1	4.3	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.5	10.3	57.0	4.9	49.9	54.9
LnGrp LOS	B	B	E	A	D	D
Approach Vol, veh/h	1393			885	483	
Approach Delay, s/veh	13.0			14.8	51.8	
Approach LOS	B			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.3		22.7	15.2	82.1
Change Period (Y+Rc), s		* 7.1		* 6.7	* 7.4	7.1
Max Green Setting (Gmax), s		* 73		* 33	* 13	52.9
Max Q Clear Time (g_c+I1), s		9.5		15.6	7.7	24.3
Green Ext Time (p_c), s		2.8		0.5	0.1	5.5

Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

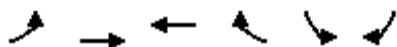
Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

Existing PM  
09/26/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	22	0	871	65	78	87
Future Volume (veh/h)	22	0	871	65	78	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	0	947	71	85	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	466	0	2667	1190	136	121
Arrive On Green	0.02	0.00	0.75	0.75	0.08	0.08
Sat Flow, veh/h	1781	24	3647	1585	1781	1585
Grp Volume(v), veh/h	24	3.7	947	71	85	95
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.4		10.9	1.4	5.6	7.1
Cycle Q Clear(g_c), s	0.4		10.9	1.4	5.6	7.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	466		2667	1190	136	121
V/C Ratio(X)	0.05		0.36	0.06	0.62	0.78
Avail Cap(c_a), veh/h	589		2667	1190	341	304
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.6		5.1	3.9	53.7	54.4
Incr Delay (d2), s/veh	0.0		0.4	0.1	1.7	4.1
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			3.1	0.4	2.6	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7		5.5	4.0	55.5	58.5
LnGrp LOS	A		A	A	E	E
Approach Vol, veh/h			1018		180	
Approach Delay, s/veh			5.4		57.1	
Approach LOS			A		E	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	8.8	96.1				15.2
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	1.0	68.0				23.0
Max Q Clear Time (g_c+1/2), s	12.4	12.9				9.1
Green Ext Time (p_c), s	0.0	3.1				0.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.9			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	5	14	14	95	24	0	5	52	30	3	56	5
Future Vol, veh/h	5	14	14	95	24	0	5	52	30	3	56	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	100	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	15	15	103	26	0	5	57	33	3	61	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	122	170	33	128	156	45	66	0	0	90	0	0
Stage 1	70	70	-	84	84	-	-	-	-	-	-	-
Stage 2	52	100	-	44	72	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	840	722	1033	832	735	1015	1534	-	-	1503	-	-
Stage 1	932	836	-	915	824	-	-	-	-	-	-	-
Stage 2	954	811	-	965	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	814	718	1033	803	731	1015	1534	-	-	1503	-	-
Mov Cap-2 Maneuver	814	718	-	803	731	-	-	-	-	-	-	-
Stage 1	929	834	-	912	822	-	-	-	-	-	-	-
Stage 2	921	809	-	932	832	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		10.1		0.4		0.3	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1534	-	-	814	847	803	731	1503	-	-
HCM Lane V/C Ratio	0.004	-	-	0.007	0.036	0.129	0.036	0.002	-	-
HCM Control Delay (s)	7.4	-	-	9.5	9.4	10.1	10.1	7.4	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.4	0.1	0	-	-

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	50	7	9	0	1	55
Future Vol, veh/h	50	7	9	0	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	10	0	1	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	122
Stage 1	-	-	-	-	10
Stage 2	-	-	-	-	112
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1608	-	-	-	860
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	900
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	831
Mov Cap-2 Maneuver	-	-	-	-	831
Stage 1	-	-	-	-	977
Stage 2	-	-	-	-	900

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1070
HCM Lane V/C Ratio	0.034	-	-	-	0.057
HCM Control Delay (s)	7.3	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	8	33	2	1	5	21	24	0	15	1
Future Vol, veh/h	7	1	8	33	2	1	5	21	24	0	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	9	36	2	1	5	23	26	0	16	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	65	76	17	68	63	36	17	0	0	49	0	0
Stage 1	17	17	-	46	46	-	-	-	-	-	-	-
Stage 2	48	59	-	22	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	929	814	1062	925	828	1037	1600	-	-	1558	-	-
Stage 1	1002	881	-	968	857	-	-	-	-	-	-	-
Stage 2	965	846	-	996	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	924	812	1062	915	826	1037	1600	-	-	1558	-	-
Mov Cap-2 Maneuver	924	812	-	915	826	-	-	-	-	-	-	-
Stage 1	999	881	-	965	854	-	-	-	-	-	-	-
Stage 2	959	843	-	987	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.1	0.7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	979	913	1558	-
HCM Lane V/C Ratio	0.003	-	-	0.018	0.043	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9.1	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-



## 2026 BACKGROUND TRAFFIC

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y <sup>T</sup>		T <sup>B</sup>		T <sup>B</sup>	T <sup>B</sup>
Traffic Vol, veh/h	35	7	162	21	2	331
Future Vol, veh/h	35	7	162	21	2	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	8	176	23	2	360

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	552	188	0	0	199
Stage 1	188	-	-	-	-
Stage 2	364	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	495	854	-	-	1373
Stage 1	844	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	495	854	-	-	1373
Mov Cap-2 Maneuver	495	-	-	-	-
Stage 1	844	-	-	-	-
Stage 2	702	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1373
HCM Lane V/C Ratio	-	-	0.086	0.002
HCM Control Delay (s)	-	-	12.4	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	7.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	141	82	106	12	136	221
Future Vol, veh/h	141	82	106	12	136	221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	153	89	115	13	148	240

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	658	122	0	0	128	0
Stage 1	122	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	429	929	-	-	1458	-
Stage 1	903	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	385	929	-	-	1458	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1458
HCM Lane V/C Ratio	-	-	0.494	0.101
HCM Control Delay (s)	-	-	19.3	7.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.7	0.3

HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92

2026 AM Background  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	171	845	4	169	520	53	21	59	68	77	81	130
Future Volume (veh/h)	171	845	4	169	520	53	21	59	68	77	81	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	918	4	184	565	58	23	64	74	84	88	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1976	613	711	2109	940	170	222	188	181	222	
Arrive On Green	0.07	0.39	0.39	0.27	0.59	0.59	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1309	1870	1585	1251	1870	1585
Grp Volume(v), veh/h	186	918	4	184	565	58	23	64	74	84	88	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1309	1870	1585	1251	1870	1585
Q Serve(g_s), s	5.3	13.4	0.2	0.0	7.7	1.5	1.7	3.1	4.3	6.6	4.4	0.0
Cycle Q Clear(g_c), s	5.3	13.4	0.2	0.0	7.7	1.5	6.0	3.1	4.3	9.7	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1976	613	711	2109	940	170	222	188	181	222	
V/C Ratio(X)	0.73	0.46	0.01	0.26	0.27	0.06	0.14	0.29	0.39	0.46	0.40	
Avail Cap(c_a), veh/h	674	1976	613	711	2109	940	282	382	323	288	382	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	22.9	18.8	16.2	9.8	8.6	43.6	40.2	40.8	44.7	40.8	0.0
Incr Delay (d2), s/veh	1.5	0.8	0.0	0.1	0.3	0.1	0.1	0.3	0.5	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.1	0.1	2.5	2.6	0.5	0.5	1.4	1.7	2.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	23.7	18.9	16.3	10.1	8.7	43.7	40.5	41.3	45.3	41.2	0.0
LnGrp LOS	D	C	B	B	B	A	D	D	D	D	D	
Approach Vol, veh/h		1108			807			161			172	
Approach Delay, s/veh		27.5			11.4			41.3			43.2	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	66.6		19.4	34.6	46.0		19.4				
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	* 20	* 39		20.4	* 20	* 39		20.4				
Max Q Clear Time (g_c+I1), s	7.3	9.7		8.0	2.0	15.4		11.7				
Green Ext Time (p_c), s	0.2	2.0		0.1	0.0	3.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

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

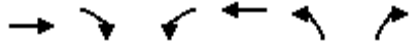
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

2026 AM Background  
09/14/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖↗	↑↑	↖↗	↗
Traffic Volume (veh/h)	765	254	136	508	319	149
Future Volume (veh/h)	765	254	136	508	319	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	276	148	552	347	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2139	954	214	2622	429	197
Arrive On Green	0.60	0.60	0.06	0.74	0.12	0.12
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	832	276	148	552	347	162
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	12.2	8.4	4.2	4.8	9.8	10.0
Cycle Q Clear(g_c), s	12.2	8.4	4.2	4.8	9.8	10.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2139	954	214	2622	429	197
V/C Ratio(X)	0.39	0.29	0.69	0.21	0.81	0.82
Avail Cap(c_a), veh/h	2139	954	505	2622	736	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.6	46.0	4.1	42.6	42.7
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.6	1.8	1.2	4.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	10.4	47.5	4.2	44.0	46.0
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1108			700	509	
Approach Delay, s/veh	10.7			13.4	44.7	
Approach LOS	B			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.9		19.1	13.6	67.3
Change Period (Y+Rc), s		* 7.1		* 6.7	* 7.4	7.1
Max Green Setting (Gmax), s		* 65		* 21	* 15	42.9
Max Q Clear Time (g_c+I1), s		6.8		12.0	6.2	14.2
Green Ext Time (p_c), s		2.0		0.4	0.1	3.7

Intersection Summary

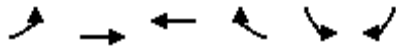
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

2026 AM Background  
09/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	130	0	776	250	216	168
Future Volume (veh/h)	130	0	776	250	216	168
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	0	843	272	235	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	413	0	2204	983	269	239
Arrive On Green	0.05	0.00	0.62	0.62	0.15	0.15
Sat Flow, veh/h	1781	141	3647	1585	1781	1585
Grp Volume(v), veh/h	141	7.1	843	272	235	183
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	2.8		11.8	7.9	12.9	11.1
Cycle Q Clear(g_c), s	2.8		11.8	7.9	12.9	11.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	413		2204	983	269	239
V/C Ratio(X)	0.34		0.38	0.28	0.87	0.77
Avail Cap(c_a), veh/h	557		2204	983	321	285
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9		9.5	8.7	41.5	40.8
Incr Delay (d2), s/veh	0.2		0.5	0.7	18.0	7.8
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8		3.9	2.4	7.0	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1		10.0	9.4	59.6	48.5
LnGrp LOS	A		A	A	E	D
Approach Vol, veh/h			1115		418	
Approach Delay, s/veh			9.8		54.7	
Approach LOS			A		D	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	0.9	68.0				21.1
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	3.0	51.0				18.0
Max Q Clear Time (g_c+14), s	14.8	13.8				14.9
Green Ext Time (p_c), s	0.1	2.8				0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			20.8			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕		↵	↕	
Traffic Vol, veh/h	67	7	34	21	8	1	11	320	49	0	329	91
Future Vol, veh/h	67	7	34	21	8	1	11	320	49	0	329	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	23	9	1	12	348	53	0	358	99

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	611	833	229	582	856	201	457	0	0	401	0	0
Stage 1	408	408	-	399	399	-	-	-	-	-	-	-
Stage 2	203	425	-	183	457	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	378	303	774	396	294	806	1100	-	-	1154	-	-
Stage 1	591	595	-	598	601	-	-	-	-	-	-	-
Stage 2	780	585	-	801	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	366	300	774	367	291	806	1100	-	-	1154	-	-
Mov Cap-2 Maneuver	366	300	-	367	291	-	-	-	-	-	-	-
Stage 1	584	595	-	591	594	-	-	-	-	-	-	-
Stage 2	759	579	-	753	566	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		15.9		0.2		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1100	-	-	366	610	367	313	1154	-	-
HCM Lane V/C Ratio	0.011	-	-	0.199	0.073	0.062	0.031	-	-	-
HCM Control Delay (s)	8.3	-	-	17.3	11.4	15.5	16.9	0	-	-
HCM Lane LOS	A	-	-	C	B	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0.2	0.1	0	-	-

Intersection						
Int Delay, s/veh	8.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	339	50	39	0	0	381
Future Vol, veh/h	339	50	39	0	0	381
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	368	54	42	0	0	414

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	805 21
Stage 1	-	-	-	-	42 -
Stage 2	-	-	-	-	763 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1565	-	-	-	320 1051
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	421 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1565	-	-	-	245 1051
Mov Cap-2 Maneuver	-	-	-	-	245 -
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	421 -

Approach	EB	WB	SB
HCM Control Delay, s	7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	1051
HCM Lane V/C Ratio	0.235	-	-	-	0.394
HCM Control Delay (s)	8	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1.9

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	56	141	141	0	106	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	106	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	115	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	468	544	116	516	469	230	117	0	0	306	0	0
Stage 1	116	116	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	164	117	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	446	936	470	492	809	1471	-	-	1255	-	-
Stage 1	889	800	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	838	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	484	423	936	406	467	809	1471	-	-	1255	-	-
Mov Cap-2 Maneuver	484	423	-	406	467	-	-	-	-	-	-	-
Stage 1	844	800	-	631	600	-	-	-	-	-	-	-
Stage 2	630	555	-	752	799	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		22.5		1.3		0	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	936	406	1255	-
HCM Lane V/C Ratio	0.041	-	-	0.102	0.503	-	-
HCM Control Delay (s)	7.6	0	-	9.3	22.5	0	-
HCM Lane LOS	A	A	-	A	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.7	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	11	303	51	7	328
Future Vol, veh/h	33	11	303	51	7	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	12	329	55	8	357

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	730	357	0	0	384
Stage 1	357	-	-	-	-
Stage 2	373	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	389	687	-	-	1174
Stage 1	708	-	-	-	-
Stage 2	696	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	386	687	-	-	1174
Mov Cap-2 Maneuver	386	-	-	-	-
Stage 1	708	-	-	-	-
Stage 2	691	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1174
HCM Lane V/C Ratio	-	-	0.11	0.006
HCM Control Delay (s)	-	-	14.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection						
Int Delay, s/veh	10.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	145	92	272	167	119	246
Future Vol, veh/h	145	92	272	167	119	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	100	296	182	129	267

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	912	387	0	0	478
Stage 1	387	-	-	-	-
Stage 2	525	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	304	661	-	-	1084
Stage 1	686	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	268	661	-	-	1084
Mov Cap-2 Maneuver	268	-	-	-	-
Stage 1	686	-	-	-	-
Stage 2	522	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.7	0	2.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	348	1084
HCM Lane V/C Ratio	-	-	0.74	0.119
HCM Control Delay (s)	-	-	39.7	8.8
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	5.7	0.4

HCM 6th Signalized Intersection Summary  
 3: Highland Blvd & SR - 92

2026 PM Background  
 09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	316	1739	14	237	605	96	60	168	178	123	112	132
Future Volume (veh/h)	316	1739	14	237	605	96	60	168	178	123	112	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	1890	15	258	658	104	65	183	193	134	122	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	2282	709	363	1716	765	233	344	292	168	344	
Arrive On Green	0.12	0.45	0.45	0.15	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1269	1870	1585	1007	1870	1585
Grp Volume(v), veh/h	343	1890	15	258	658	104	65	183	193	134	122	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1269	1870	1585	1007	1870	1585
Q Serve(g_s), s	9.7	32.5	0.5	7.8	11.8	3.6	4.7	8.8	11.3	9.6	5.7	0.0
Cycle Q Clear(g_c), s	9.7	32.5	0.5	7.8	11.8	3.6	10.4	8.8	11.3	18.4	5.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	2282	709	363	1716	765	233	344	292	168	344	
V/C Ratio(X)	0.83	0.83	0.02	0.71	0.38	0.14	0.28	0.53	0.66	0.80	0.35	
Avail Cap(c_a), veh/h	536	2282	709	384	1716	765	233	344	292	168	344	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	24.3	15.4	37.5	16.4	14.3	40.2	36.9	37.9	46.6	35.6	0.0
Incr Delay (d2), s/veh	6.7	3.6	0.1	4.7	0.7	0.4	0.2	0.8	4.4	21.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	12.3	0.2	5.7	4.4	1.3	1.5	4.1	4.7	4.3	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	27.9	15.5	42.2	17.1	14.7	40.4	37.7	42.3	67.9	35.8	0.0
LnGrp LOS	D	C	B	D	B	B	D	D	D	E	D	
Approach Vol, veh/h		2248			1020			441			256	
Approach Delay, s/veh		31.2			23.2			40.1			52.6	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.4	55.6		26.0	22.0	52.0		26.0				
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	* 16	* 45		18.4	* 16	* 45		18.4				
Max Q Clear Time (g_c+I1), s	11.7	13.8		13.3	9.8	34.5		20.4				
Green Ext Time (p_c), s	0.2	2.4		0.4	0.0	5.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2026 PM Background  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	19	1605	310	232	564	1	322	17	209	121	179	478
Future Volume (veh/h)	19	1605	310	232	564	1	322	17	209	121	179	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1745	337	252	613	1	350	18	227	132	195	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	506	1934	600	282	1365	609	413	513	229	195	263	
Arrive On Green	0.15	0.38	0.38	0.16	0.38	0.38	0.12	0.14	0.14	0.06	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	21	1745	337	252	613	1	350	18	227	132	195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	32.3	9.8	13.9	12.8	0.0	9.9	0.4	14.3	3.7	5.4	0.0
Cycle Q Clear(g_c), s	0.5	32.3	9.8	13.9	12.8	0.0	9.9	0.4	14.3	3.7	5.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	1934	600	282	1365	609	413	513	229	195	263	
V/C Ratio(X)	0.04	0.90	0.56	0.89	0.45	0.00	0.85	0.04	0.99	0.68	0.74	
Avail Cap(c_a), veh/h	506	1934	600	287	1365	609	477	513	229	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.7	29.3	8.3	41.2	22.9	9.2	43.1	36.8	42.7	46.3	45.4	0.0
Incr Delay (d2), s/veh	0.0	7.4	3.8	26.5	1.1	0.0	10.6	0.0	57.3	1.5	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	13.2	3.7	7.8	5.1	0.0	4.8	0.2	9.2	1.6	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	36.7	12.1	67.8	24.0	9.2	53.7	36.8	100.0	47.8	53.4	0.0
LnGrp LOS	D	D	B	E	C	A	D	D	F	D	D	
Approach Vol, veh/h		2103			866			595			327	
Approach Delay, s/veh		32.7			36.7			70.9			51.2	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.3	45.0	12.0	20.6	21.8	45.6	18.2	14.5				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1				
Max Green Setting (Gmax), s	22.3	* 38	13.6	* 8.9	16.1	* 37	13.8	* 7.9				
Max Q Clear Time (g_c+1), s	12.5	14.8	5.7	16.3	15.9	34.3	11.9	7.4				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	1.7	0.0	0.0				

Intersection Summary

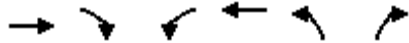
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

2026 PM Background  
09/26/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (veh/h)	1195	200	171	729	305	185
Future Volume (veh/h)	1195	200	171	729	305	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1299	217	186	792	332	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2028	905	253	2551	501	230
Arrive On Green	0.57	0.57	0.07	0.72	0.15	0.15
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1299	217	186	792	332	201
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	24.7	6.8	5.3	8.1	9.1	12.4
Cycle Q Clear(g_c), s	24.7	6.8	5.3	8.1	9.1	12.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2028	905	253	2551	501	230
V/C Ratio(X)	0.64	0.24	0.73	0.31	0.66	0.87
Avail Cap(c_a), veh/h	2028	905	435	2551	529	243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	10.7	45.4	5.1	40.4	41.9
Incr Delay (d2), s/veh	1.6	0.6	1.6	0.3	2.2	25.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	2.2	2.2	2.2	4.0	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	11.3	46.9	5.4	42.6	67.5
LnGrp LOS	B	B	D	A	D	E
Approach Vol, veh/h	1516			978	533	
Approach Delay, s/veh	15.4			13.3	52.0	
Approach LOS	B			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.8		21.2	14.7	64.1
Change Period (Y+Rc), s		7.0		* 6.7	* 7.4	7.0
Max Green Setting (Gmax), s		71.0		* 15	* 13	51.0
Max Q Clear Time (g_c+I1), s		10.1		14.4	7.3	26.7
Green Ext Time (p_c), s		3.1		0.1	0.1	6.1

Intersection Summary

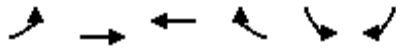
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

2026 PM Background  
09/26/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙		↑↑	↘	↙	↘
Traffic Volume (veh/h)	24	0	962	72	86	96
Future Volume (veh/h)	24	0	962	72	86	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	0	1046	78	93	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	412	0	2521	1124	151	135
Arrive On Green	0.03	0.00	0.71	0.71	0.08	0.08
Sat Flow, veh/h	1781	26	3647	1585	1781	1585
Grp Volume(v), veh/h	26	4.4	1046	78	93	104
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.4		12.1	1.5	5.0	6.4
Cycle Q Clear(g_c), s	0.4		12.1	1.5	5.0	6.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	412		2521	1124	151	135
V/C Ratio(X)	0.06		0.41	0.07	0.61	0.77
Avail Cap(c_a), veh/h	563		2521	1124	267	238
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.3		6.0	4.4	44.2	44.8
Incr Delay (d2), s/veh	0.0		0.5	0.1	1.5	3.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			3.3	0.4	2.3	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4		6.5	4.6	45.7	48.3
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			1124		197	
Approach Delay, s/veh			6.4		47.1	
Approach LOS			A		D	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	8.6	76.9				14.5
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	1.0	56.0				15.0
Max Q Clear Time (g_c+1/2g), s	12.4	14.1				8.4
Green Ext Time (p_c), s	0.0	3.5				0.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.3			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕		↵	↕	
Traffic Vol, veh/h	6	15	15	105	26	0	6	57	33	3	62	6
Future Vol, veh/h	6	15	15	105	26	0	6	57	33	3	62	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	16	114	28	0	7	62	36	3	67	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	136	189	37	142	174	49	74	0	0	98	0	0
Stage 1	77	77	-	94	94	-	-	-	-	-	-	-
Stage 2	59	112	-	48	80	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	822	705	1027	814	718	1009	1524	-	-	1493	-	-
Stage 1	923	830	-	902	816	-	-	-	-	-	-	-
Stage 2	946	802	-	959	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	793	700	1027	783	713	1009	1524	-	-	1493	-	-
Mov Cap-2 Maneuver	793	700	-	783	713	-	-	-	-	-	-	-
Stage 1	918	828	-	897	812	-	-	-	-	-	-	-
Stage 2	909	798	-	923	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.4	0.5	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	793	833	783	713	1493	-	-
HCM Lane V/C Ratio	0.004	-	-	0.008	0.039	0.146	0.04	0.002	-	-
HCM Control Delay (s)	7.4	-	-	9.6	9.5	10.4	10.3	7.4	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.5	0.1	0	-	-

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↘	
Traffic Vol, veh/h	55	8	10	0	1	61
Future Vol, veh/h	55	8	10	0	1	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	9	11	0	1	66

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	136
Stage 1	-	-	-	-	11
Stage 2	-	-	-	-	125
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1607	-	-	-	844
Stage 1	-	-	-	-	1010
Stage 2	-	-	-	-	887
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1607	-	-	-	813
Mov Cap-2 Maneuver	-	-	-	-	813
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	887

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1069
HCM Lane V/C Ratio	0.037	-	-	-	0.063
HCM Control Delay (s)	7.3	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	9	36	2	1	6	23	26	0	17	1
Future Vol, veh/h	8	1	9	36	2	1	6	23	26	0	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	10	39	2	1	7	25	28	0	18	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	74	86	19	77	72	39	19	0	0	53	0	0
Stage 1	19	19	-	53	53	-	-	-	-	-	-	-
Stage 2	55	67	-	24	19	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	916	804	1059	912	818	1033	1597	-	-	1553	-	-
Stage 1	1000	880	-	960	851	-	-	-	-	-	-	-
Stage 2	957	839	-	994	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	910	800	1059	899	814	1033	1597	-	-	1553	-	-
Mov Cap-2 Maneuver	910	800	-	899	814	-	-	-	-	-	-	-
Stage 1	995	880	-	955	847	-	-	-	-	-	-	-
Stage 2	949	835	-	984	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.2		0.8		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	971	897	1553	-	-
HCM Lane V/C Ratio	0.004	-	-	0.02	0.047	-	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y <sup>T</sup>		T <sup>B</sup>		T <sup>B</sup>	T <sup>B</sup>
Traffic Vol, veh/h	35	7	162	21	2	331
Future Vol, veh/h	35	7	162	21	2	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	8	176	23	2	360

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	552	188	0	0	199
Stage 1	188	-	-	-	-
Stage 2	364	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	495	854	-	-	1373
Stage 1	844	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	495	854	-	-	1373
Mov Cap-2 Maneuver	495	-	-	-	-
Stage 1	844	-	-	-	-
Stage 2	702	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1373
HCM Lane V/C Ratio	-	-	0.086	0.002
HCM Control Delay (s)	-	-	12.4	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2026 AM Background with Mitigations  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	141	0	82	0	106	12	136	221	3
Future Volume (veh/h)	0	0	0	141	0	82	0	106	12	136	221	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	153	0	89	0	115	13	148	240	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	296	0	557	0	251	275	631	71	700	705	9
Arrive On Green	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1308	1870	0	1781	0	1585	1137	1650	187	1262	1843	23
Grp Volume(v), veh/h	0	0	0	153	0	89	0	0	128	148	0	243
Grp Sat Flow(s),veh/h/ln	1308	1870	0	1781	0	1585	1137	0	1837	1262	0	1866
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	1.3	0.0	0.0	1.2	2.3	0.0	2.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.1	0.0	1.3	0.0	0.0	1.2	3.5	0.0	2.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	275	296	0	557	0	251	275	0	703	700	0	714
V/C Ratio(X)	0.00	0.00	0.00	0.27	0.00	0.35	0.00	0.00	0.18	0.21	0.00	0.34
Avail Cap(c_a), veh/h	1219	1646	0	1843	0	1395	928	0	1757	1425	0	1785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	10.1	0.0	9.8	0.0	0.0	5.4	6.5	0.0	5.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.6	0.0	0.3	0.0	0.0	0.2	0.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	10.2	0.0	10.1	0.0	0.0	5.4	6.6	0.0	5.8
LnGrp LOS	A	A	A	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		0			242			128			391	
Approach Delay, s/veh		0.0			10.2			5.4			6.1	
Approach LOS					B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		10.1		16.0		10.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		3.2		0.0		5.5		4.1				
Green Ext Time (p_c), s		0.3		0.0		0.8		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.3								
HCM 6th LOS				A								



HCM 6th Signalized Intersection Summary  
 3: Highland Blvd & SR - 92

2026 AM Background with Mitigations  
 09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (veh/h)	171	845	4	169	520	53	21	59	68	77	81	130
Future Volume (veh/h)	171	845	4	169	520	53	21	59	68	77	81	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	918	4	184	565	58	23	64	74	84	88	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1976	613	711	2109	940	170	222	188	181	222	
Arrive On Green	0.07	0.39	0.39	0.27	0.59	0.59	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1309	1870	1585	1251	1870	1585
Grp Volume(v), veh/h	186	918	4	184	565	58	23	64	74	84	88	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1309	1870	1585	1251	1870	1585
Q Serve(g_s), s	5.3	13.4	0.2	0.0	7.7	1.5	1.7	3.1	4.3	6.6	4.4	0.0
Cycle Q Clear(g_c), s	5.3	13.4	0.2	0.0	7.7	1.5	6.0	3.1	4.3	9.7	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1976	613	711	2109	940	170	222	188	181	222	
V/C Ratio(X)	0.73	0.46	0.01	0.26	0.27	0.06	0.14	0.29	0.39	0.46	0.40	
Avail Cap(c_a), veh/h	674	1976	613	711	2109	940	282	382	323	288	382	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	22.9	18.8	16.2	9.8	8.6	43.6	40.2	40.8	44.7	40.8	0.0
Incr Delay (d2), s/veh	1.5	0.8	0.0	0.1	0.3	0.1	0.1	0.3	0.5	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.1	0.1	2.5	2.6	0.5	0.5	1.4	1.7	2.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	23.7	18.9	16.3	10.1	8.7	43.7	40.5	41.3	45.3	41.2	0.0
LnGrp LOS	D	C	B	B	B	A	D	D	D	D	D	
Approach Vol, veh/h		1108			807			161			172	
Approach Delay, s/veh		27.5			11.4			41.3			43.2	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.9	66.6		19.4	34.6	46.0		19.4				
Change Period (Y+Rc), s	6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	20	* 39		20.4	* 20	* 39		20.4				
Max Q Clear Time (g_c+11), s	3	9.7		8.0	2.0	15.4		11.7				
Green Ext Time (p_c), s	0.2	2.0		0.1	0.0	3.4		0.2				

Intersection Summary

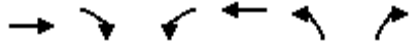
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

2026 AM Background with Mitigations  
09/14/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (veh/h)	765	254	136	508	319	149
Future Volume (veh/h)	765	254	136	508	319	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	276	148	552	347	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2139	954	214	2622	429	197
Arrive On Green	0.60	0.60	0.06	0.74	0.12	0.12
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	832	276	148	552	347	162
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	12.2	8.4	4.2	4.8	9.8	10.0
Cycle Q Clear(g_c), s	12.2	8.4	4.2	4.8	9.8	10.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2139	954	214	2622	429	197
V/C Ratio(X)	0.39	0.29	0.69	0.21	0.81	0.82
Avail Cap(c_a), veh/h	2139	954	505	2622	736	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.6	46.0	4.1	42.6	42.7
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.6	1.8	1.2	4.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	10.4	47.5	4.2	44.0	46.0
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1108			700	509	
Approach Delay, s/veh	10.7			13.4	44.7	
Approach LOS	B			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.9		19.1	13.6	67.3
Change Period (Y+Rc), s		* 7.1		* 6.7	* 7.4	7.1
Max Green Setting (Gmax), s		* 65		* 21	* 15	42.9
Max Q Clear Time (g_c+I1), s		6.8		12.0	6.2	14.2
Green Ext Time (p_c), s		2.0		0.4	0.1	3.7

Intersection Summary

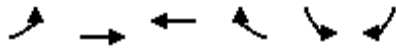
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

2026 AM Background with Mitigations  
09/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	130	0	776	250	216	168
Future Volume (veh/h)	130	0	776	250	216	168
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	0	843	272	235	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	413	0	2204	983	269	239
Arrive On Green	0.05	0.00	0.62	0.62	0.15	0.15
Sat Flow, veh/h	1781	141	3647	1585	1781	1585
Grp Volume(v), veh/h	141	7.1	843	272	235	183
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	2.8		11.8	7.9	12.9	11.1
Cycle Q Clear(g_c), s	2.8		11.8	7.9	12.9	11.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	413		2204	983	269	239
V/C Ratio(X)	0.34		0.38	0.28	0.87	0.77
Avail Cap(c_a), veh/h	557		2204	983	321	285
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9		9.5	8.7	41.5	40.8
Incr Delay (d2), s/veh	0.2		0.5	0.7	18.0	7.8
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8		3.9	2.4	7.0	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1		10.0	9.4	59.6	48.5
LnGrp LOS	A		A	A	E	D
Approach Vol, veh/h			1115		418	
Approach Delay, s/veh			9.8		54.7	
Approach LOS			A		D	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	60.9	68.0			21.1	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	30.0	51.0			18.0	
Max Q Clear Time (g_c+14), s	14.8	13.8			14.9	
Green Ext Time (p_c), s	0.1	2.8			0.2	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			20.8			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↵↵		↵	↵↵	
Traffic Vol, veh/h	67	7	34	21	8	1	11	320	49	0	329	91
Future Vol, veh/h	67	7	34	21	8	1	11	320	49	0	329	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	23	9	1	12	348	53	0	358	99

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	611	833	229	582	856	201	457	0	0	401	0	0
Stage 1	408	408	-	399	399	-	-	-	-	-	-	-
Stage 2	203	425	-	183	457	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	378	303	774	396	294	806	1100	-	-	1154	-	-
Stage 1	591	595	-	598	601	-	-	-	-	-	-	-
Stage 2	780	585	-	801	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	366	300	774	367	291	806	1100	-	-	1154	-	-
Mov Cap-2 Maneuver	366	300	-	367	291	-	-	-	-	-	-	-
Stage 1	584	595	-	591	594	-	-	-	-	-	-	-
Stage 2	759	579	-	753	566	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB			
HCM Control Delay, s	15.1		15.9			0.2		0			
HCM LOS	C		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1100	-	-	366	610	367	313	1154	-	-
HCM Lane V/C Ratio	0.011	-	-	0.199	0.073	0.062	0.031	-	-	-
HCM Control Delay (s)	8.3	-	-	17.3	11.4	15.5	16.9	0	-	-
HCM Lane LOS	A	-	-	C	B	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0.2	0.1	0	-	-

Intersection						
Int Delay, s/veh	8.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	339	50	39	0	0	381
Future Vol, veh/h	339	50	39	0	0	381
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	368	54	42	0	0	414

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	805 21
Stage 1	-	-	-	-	42 -
Stage 2	-	-	-	-	763 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1565	-	-	-	320 1051
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	421 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1565	-	-	-	245 1051
Mov Cap-2 Maneuver	-	-	-	-	245 -
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	421 -

Approach	EB	WB	SB
HCM Control Delay, s	7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	1051
HCM Lane V/C Ratio	0.235	-	-	-	0.394
HCM Control Delay (s)	8	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1.9

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	56	141	141	0	106	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	106	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	115	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	468	544	116	516	469	230	117	0	0	306	0	0
Stage 1	116	116	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	164	117	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	446	936	470	492	809	1471	-	-	1255	-	-
Stage 1	889	800	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	838	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	484	423	936	406	467	809	1471	-	-	1255	-	-
Mov Cap-2 Maneuver	484	423	-	406	467	-	-	-	-	-	-	-
Stage 1	844	800	-	631	600	-	-	-	-	-	-	-
Stage 2	630	555	-	752	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	22.5	1.3	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	936	406	1255	-
HCM Lane V/C Ratio	0.041	-	-	0.102	0.503	-	-
HCM Control Delay (s)	7.6	0	-	9.3	22.5	0	-
HCM Lane LOS	A	A	-	A	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.7	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	11	303	51	7	328
Future Vol, veh/h	33	11	303	51	7	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	12	329	55	8	357

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	730	357	0	0	384
Stage 1	357	-	-	-	-
Stage 2	373	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	389	687	-	-	1174
Stage 1	708	-	-	-	-
Stage 2	696	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	386	687	-	-	1174
Mov Cap-2 Maneuver	386	-	-	-	-
Stage 1	708	-	-	-	-
Stage 2	691	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1174
HCM Lane V/C Ratio	-	-	0.11	0.006
HCM Control Delay (s)	-	-	14.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2026 PM Background with Mitigations  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	0	0	0	145	0	92	0	272	167	119	246	0
Future Volume (veh/h)	0	0	0	145	0	92	0	272	167	119	246	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	158	0	100	0	296	182	129	267	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	281	0	514	0	238	246	476	293	456	822	0
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.44	0.44	0.44	0.44	0.00
Sat Flow, veh/h	1295	1870	0	1781	0	1585	1112	1084	666	916	1870	0
Grp Volume(v), veh/h	0	0	0	158	0	100	0	0	478	129	267	0
Grp Sat Flow(s),veh/h/ln	1295	1870	0	1781	0	1585	1112	0	1750	916	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	1.7	0.0	0.0	6.2	3.7	2.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	0.0	1.7	0.0	0.0	6.2	9.8	2.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	246	281	0	514	0	238	246	0	769	456	822	0
V/C Ratio(X)	0.00	0.00	0.00	0.31	0.00	0.42	0.00	0.00	0.62	0.28	0.32	0.00
Avail Cap(c_a), veh/h	983	1344	0	1527	0	1139	786	0	1617	900	1728	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	11.6	0.0	11.3	0.0	0.0	6.3	10.1	5.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.3	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.7	0.0	0.5	0.0	0.0	1.2	0.5	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	11.7	0.0	11.7	0.0	0.0	6.6	10.2	5.4	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		0			258			478			396	
Approach Delay, s/veh		0.0			11.7			6.6			7.0	
Approach LOS					B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		10.4		18.8		10.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		8.2		0.0		11.8		4.4				
Green Ext Time (p_c), s		1.5		0.0		1.0		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.9								
HCM 6th LOS				A								



HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (veh/h)	316	1739	14	237	605	96	60	168	178	123	112	132
Future Volume (veh/h)	316	1739	14	237	605	96	60	168	178	123	112	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	1890	15	258	658	104	65	183	193	134	122	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	2282	709	363	1716	765	233	344	292	168	344	
Arrive On Green	0.12	0.45	0.45	0.15	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1269	1870	1585	1007	1870	1585
Grp Volume(v), veh/h	343	1890	15	258	658	104	65	183	193	134	122	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1269	1870	1585	1007	1870	1585
Q Serve(g_s), s	9.7	32.5	0.5	7.8	11.8	3.6	4.7	8.8	11.3	9.6	5.7	0.0
Cycle Q Clear(g_c), s	9.7	32.5	0.5	7.8	11.8	3.6	10.4	8.8	11.3	18.4	5.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	2282	709	363	1716	765	233	344	292	168	344	
V/C Ratio(X)	0.83	0.83	0.02	0.71	0.38	0.14	0.28	0.53	0.66	0.80	0.35	
Avail Cap(c_a), veh/h	536	2282	709	384	1716	765	233	344	292	168	344	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	24.3	15.4	37.5	16.4	14.3	40.2	36.9	37.9	46.6	35.6	0.0
Incr Delay (d2), s/veh	6.7	3.6	0.1	4.7	0.7	0.4	0.2	0.8	4.4	21.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	12.3	0.2	5.7	4.4	1.3	1.5	4.1	4.7	4.3	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	27.9	15.5	42.2	17.1	14.7	40.4	37.7	42.3	67.9	35.8	0.0
LnGrp LOS	D	C	B	D	B	B	D	D	D	E	D	
Approach Vol, veh/h		2248			1020			441			256	
Approach Delay, s/veh		31.2			23.2			40.1			52.6	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	55.6		26.0	22.0	52.0		26.0				
Change Period (Y+Rc), s	6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	16	* 45		18.4	* 16	* 45		18.4				
Max Q Clear Time (g_c+I1), s	13.8			13.3	9.8	34.5		20.4				
Green Ext Time (p_c), s	0.2	2.4		0.4	0.0	5.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2026 PM Background with Mitigations  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	19	1605	310	232	564	1	322	17	209	121	179	478
Future Volume (veh/h)	19	1605	310	232	564	1	322	17	209	121	179	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1745	337	252	613	1	350	18	227	132	195	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	506	1934	600	282	1365	609	413	513	229	195	263	
Arrive On Green	0.15	0.38	0.38	0.16	0.38	0.38	0.12	0.14	0.14	0.06	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	21	1745	337	252	613	1	350	18	227	132	195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	32.3	9.8	13.9	12.8	0.0	9.9	0.4	14.3	3.7	5.4	0.0
Cycle Q Clear(g_c), s	0.5	32.3	9.8	13.9	12.8	0.0	9.9	0.4	14.3	3.7	5.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	1934	600	282	1365	609	413	513	229	195	263	
V/C Ratio(X)	0.04	0.90	0.56	0.89	0.45	0.00	0.85	0.04	0.99	0.68	0.74	
Avail Cap(c_a), veh/h	506	1934	600	287	1365	609	477	513	229	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.7	29.3	8.3	41.2	22.9	9.2	43.1	36.8	42.7	46.3	45.4	0.0
Incr Delay (d2), s/veh	0.0	7.4	3.8	26.5	1.1	0.0	10.6	0.0	57.3	1.5	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	13.2	3.7	7.8	5.1	0.0	4.8	0.2	9.2	1.6	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	36.7	12.1	67.8	24.0	9.2	53.7	36.8	100.0	47.8	53.4	0.0
LnGrp LOS	D	D	B	E	C	A	D	D	F	D	D	
Approach Vol, veh/h		2103			866			595			327	
Approach Delay, s/veh		32.7			36.7			70.9			51.2	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.3	45.0	12.0	20.6	21.8	45.6	18.2	14.5				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1				
Max Green Setting (Gmax), s	22.3	* 38	13.6	* 8.9	16.1	* 37	13.8	* 7.9				
Max Q Clear Time (g_c+1), s	12.5	14.8	5.7	16.3	15.9	34.3	11.9	7.4				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	1.7	0.0	0.0				

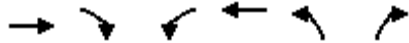
Intersection Summary

HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵↵	↑↑	↵↵	↑
Traffic Volume (veh/h)	1195	200	171	729	305	185
Future Volume (veh/h)	1195	200	171	729	305	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1299	217	186	792	332	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2028	905	253	2551	501	230
Arrive On Green	0.57	0.57	0.07	0.72	0.15	0.15
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1299	217	186	792	332	201
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	24.7	6.8	5.3	8.1	9.1	12.4
Cycle Q Clear(g_c), s	24.7	6.8	5.3	8.1	9.1	12.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2028	905	253	2551	501	230
V/C Ratio(X)	0.64	0.24	0.73	0.31	0.66	0.87
Avail Cap(c_a), veh/h	2028	905	435	2551	529	243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	10.7	45.4	5.1	40.4	41.9
Incr Delay (d2), s/veh	1.6	0.6	1.6	0.3	2.2	25.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	2.2	2.2	2.2	4.0	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	11.3	46.9	5.4	42.6	67.5
LnGrp LOS	B	B	D	A	D	E
Approach Vol, veh/h	1516			978	533	
Approach Delay, s/veh	15.4			13.3	52.0	
Approach LOS	B			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.8		21.2	14.7	64.1
Change Period (Y+Rc), s		7.0		* 6.7	* 7.4	7.0
Max Green Setting (Gmax), s		71.0		* 15	* 13	51.0
Max Q Clear Time (g_c+I1), s		10.1		14.4	7.3	26.7
Green Ext Time (p_c), s		3.1		0.1	0.1	6.1

Intersection Summary

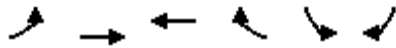
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

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

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙		↕↕	↘	↙	↘
Traffic Volume (veh/h)	24	0	962	65	86	96
Future Volume (veh/h)	24	0	962	65	86	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	0	1046	71	93	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	414	0	2521	1124	151	135
Arrive On Green	0.03	0.00	0.71	0.71	0.08	0.08
Sat Flow, veh/h	1781	26	3647	1585	1781	1585
Grp Volume(v), veh/h	26	4.4	1046	71	93	104
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.4		12.1	1.4	5.0	6.4
Cycle Q Clear(g_c), s	0.4		12.1	1.4	5.0	6.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	414		2521	1124	151	135
V/C Ratio(X)	0.06		0.41	0.06	0.61	0.77
Avail Cap(c_a), veh/h	565		2521	1124	267	238
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.3		6.0	4.4	44.2	44.8
Incr Delay (d2), s/veh	0.0		0.5	0.1	1.5	3.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			3.3	0.4	2.3	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4		6.5	4.5	45.7	48.3
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			1117		197	
Approach Delay, s/veh			6.4		47.1	
Approach LOS			A		D	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	8.6	76.9				14.5
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	1.0	56.0				15.0
Max Q Clear Time (g_c+1/2), s	12.4	14.1				8.4
Green Ext Time (p_c), s	0.0	3.5				0.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.3			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	6	15	15	105	26	0	6	57	33	3	62	6
Future Vol, veh/h	6	15	15	105	26	0	6	57	33	3	62	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	16	114	28	0	7	62	36	3	67	7

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	136	189	37	142	174	49	74	0	0	98	0	0
Stage 1	77	77	-	94	94	-	-	-	-	-	-	-
Stage 2	59	112	-	48	80	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	822	705	1027	814	718	1009	1524	-	-	1493	-	-
Stage 1	923	830	-	902	816	-	-	-	-	-	-	-
Stage 2	946	802	-	959	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	793	700	1027	783	713	1009	1524	-	-	1493	-	-
Mov Cap-2 Maneuver	793	700	-	783	713	-	-	-	-	-	-	-
Stage 1	918	828	-	897	812	-	-	-	-	-	-	-
Stage 2	909	798	-	923	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.4	0.5	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	793	833	783	713	1493	-	-
HCM Lane V/C Ratio	0.004	-	-	0.008	0.039	0.146	0.04	0.002	-	-
HCM Control Delay (s)	7.4	-	-	9.6	9.5	10.4	10.3	7.4	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.5	0.1	0	-	-

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↘	
Traffic Vol, veh/h	55	8	10	0	1	61
Future Vol, veh/h	55	8	10	0	1	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	9	11	0	1	66

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	136
Stage 1	-	-	-	-	11
Stage 2	-	-	-	-	125
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1607	-	-	-	844
Stage 1	-	-	-	-	1010
Stage 2	-	-	-	-	887
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1607	-	-	-	813
Mov Cap-2 Maneuver	-	-	-	-	813
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	887

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1069
HCM Lane V/C Ratio	0.037	-	-	-	0.063
HCM Control Delay (s)	7.3	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	9	36	2	1	6	23	26	0	17	1
Future Vol, veh/h	8	1	9	36	2	1	6	23	26	0	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	10	39	2	1	7	25	28	0	18	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	74	86	19	77	72	39	19	0	0	53	0	0
Stage 1	19	19	-	53	53	-	-	-	-	-	-	-
Stage 2	55	67	-	24	19	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	916	804	1059	912	818	1033	1597	-	-	1553	-	-
Stage 1	1000	880	-	960	851	-	-	-	-	-	-	-
Stage 2	957	839	-	994	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	910	800	1059	899	814	1033	1597	-	-	1553	-	-
Mov Cap-2 Maneuver	910	800	-	899	814	-	-	-	-	-	-	-
Stage 1	995	880	-	955	847	-	-	-	-	-	-	-
Stage 2	949	835	-	984	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.2		0.8		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	971	897	1553	-	-
HCM Lane V/C Ratio	0.004	-	-	0.02	0.047	-	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

**2026 BACKGROUND PLUS PROJECT**



Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Future Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	134	38	0	8	34	245	23	2	410	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	744	751	411	807	741	257	412	0	0	268	0	0
Stage 1	415	415	-	325	325	-	-	-	-	-	-	-
Stage 2	329	336	-	482	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	340	641	300	344	782	1147	-	-	1296	-	-
Stage 1	615	592	-	687	649	-	-	-	-	-	-	-
Stage 2	684	642	-	565	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	327	641	231	331	782	1147	-	-	1296	-	-
Mov Cap-2 Maneuver	319	327	-	231	331	-	-	-	-	-	-	-
Stage 1	593	591	-	663	626	-	-	-	-	-	-	-
Stage 2	654	620	-	446	591	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		21.6		0.9		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	608	262	1296	-
HCM Lane V/C Ratio	0.029	-	-	0.232	0.174	0.002	-
HCM Control Delay (s)	8.2	0	-	12.7	21.6	7.8	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2026 AM Background plus Project  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	3
Future Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	5	163	153	2	89	48	213	13	148	423	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	13	422	466	10	425	366	577	35	512	614	4
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1306	47	1545	1217	35	1555	961	1745	106	1155	1855	13
Grp Volume(v), veh/h	3	0	168	153	0	91	48	0	226	148	0	426
Grp Sat Flow(s),veh/h/ln	1306	0	1592	1217	0	1590	961	0	1851	1155	0	1868
Q Serve(g_s), s	0.1	0.0	2.6	3.5	0.0	1.3	1.4	0.0	2.8	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.4	0.0	2.6	6.1	0.0	1.3	7.4	0.0	2.8	6.2	0.0	6.0
Prop In Lane	1.00		0.97	1.00		0.98	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	537	0	435	466	0	434	366	0	612	512	0	618
V/C Ratio(X)	0.01	0.00	0.39	0.33	0.00	0.21	0.13	0.00	0.37	0.29	0.00	0.69
Avail Cap(c_a), veh/h	1171	0	1209	1058	0	1208	841	0	1528	1083	0	1542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	8.9	11.4	0.0	8.5	12.0	0.0	7.7	10.1	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.7	0.0	0.3	0.2	0.0	0.7	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	9.2	11.6	0.0	8.6	12.0	0.0	7.9	10.2	0.0	9.3
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			244			274			574	
Approach Delay, s/veh		9.2			10.5			8.6			9.5	
Approach LOS		A			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		14.3		16.0		14.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		9.4		4.6		8.2		8.1				
Green Ext Time (p_c), s		0.7		0.5		1.4		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92

2026 AM Background plus Project  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Future Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
Arrive On Green	0.10	0.32	0.32	0.21	0.43	0.43	0.08	0.08	0.08	0.12	0.25	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1290	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1290	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Cycle Q Clear(g_c), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
V/C Ratio(X)	0.81	0.81	0.14	0.39	0.57	0.14	0.42	0.49	0.62	0.84	0.22	
Avail Cap(c_a), veh/h	467	1619	502	476	1529	682	219	213	181	285	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	31.3	24.4	30.9	21.5	17.3	45.2	44.4	16.9	43.2	29.6	0.0
Incr Delay (d2), s/veh	5.9	4.4	0.6	0.2	1.5	0.4	0.6	1.0	1.9	14.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	1.2	3.4	7.2	1.4	1.8	1.7	1.8	5.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.7	25.0	31.1	23.0	17.7	45.9	45.4	18.8	58.0	29.7	0.0
LnGrp LOS	D	D	C	C	C	B	D	D	B	E	C	
Approach Vol, veh/h		1663			1147			216			279	
Approach Delay, s/veh		37.7			23.9			36.4			47.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	50.3	17.7	15.2	28.1	39.0		32.9				
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	14	* 32	16.0	11.4	* 14	* 32		33.4				
Max Q Clear Time (g_c+110), s	10.2	20.4	11.6	7.5	4.6	25.4		6.4				
Green Ext Time (p_c), s	0.2	2.7	0.2	0.1	0.0	2.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2026 AM Background plus Project  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Future Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
Arrive On Green	0.14	0.26	0.26	0.26	0.37	0.37	0.15	0.18	0.18	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
V/C Ratio(X)	0.14	0.99	0.90	0.94	0.58	0.02	0.93	0.10	0.62	0.31	0.68	
Avail Cap(c_a), veh/h	487	1335	415	465	1329	593	511	635	283	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	36.8	35.6	36.2	25.1	11.0	42.1	34.3	37.9	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	23.0	24.7	27.4	1.9	0.1	23.9	0.0	3.1	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.8	11.4	13.2	7.1	0.2	7.4	0.6	4.2	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	59.8	60.4	63.6	27.0	11.1	66.0	34.3	41.0	48.3	48.1	0.0
LnGrp LOS	D	E	E	E	C	B	E	C	D	D	D	
Approach Vol, veh/h		1766			1225			715			177	
Approach Delay, s/veh		59.1			39.9			57.1			48.1	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.8	44.0	9.2	25.0	31.9	33.9	21.0	13.2				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1				
Max Green Setting (Gmax), s	2.3	* 37	13.6	* 9.9	26.1	* 26	* 15	7.9				
Max Q Clear Time (g_c+1), s	13.8	19.5	2.9	12.3	26.0	27.9	15.6	6.1				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street/8000 West & SR - 92

2026 AM Background plus Project  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Future Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1350	602	263	1428	637	446	248	211	460	486	217
Arrive On Green	0.05	0.38	0.38	0.08	0.40	0.40	0.13	0.13	0.13	0.13	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.5	25.0	15.9	5.6	14.9	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Cycle Q Clear(g_c), s	3.5	25.0	15.9	5.6	14.9	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1350	602	263	1428	637	446	248	211	460	486	217
V/C Ratio(X)	0.67	0.76	0.54	0.74	0.50	0.56	0.85	0.47	0.85	1.01	0.30	0.80
Avail Cap(c_a), veh/h	435	1350	602	435	1428	637	529	286	243	460	486	217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	27.0	24.2	45.2	22.3	23.1	42.6	40.1	42.4	43.3	38.8	41.9
Incr Delay (d2), s/veh	1.5	4.0	3.4	1.6	1.2	3.6	9.8	0.5	20.2	44.9	0.1	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.4	6.4	2.3	5.9	7.0	5.2	2.7	5.5	8.5	1.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	30.9	27.6	46.8	23.6	26.7	52.4	40.6	62.6	88.3	39.0	59.7
LnGrp LOS	D	C	C	D	C	C	D	D	E	F	D	E
Approach Vol, veh/h		1469			1262			677			784	
Approach Delay, s/veh		31.6			28.1			53.1			72.8	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.8	47.2	20.0	20.0	15.0	45.0	19.6	20.4				
Change Period (Y+Rc), s	7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7				
Max Green Setting (Gmax), s	13	31.0	* 13	* 15	* 13	31.0	* 15	* 13				
Max Q Clear Time (g_c+1/5), s	15.5	19.5	15.3	13.1	7.6	27.0	12.8	12.6				
Green Ext Time (p_c), s	0.1	2.6	0.0	0.2	0.1	1.9	0.1	0.1				

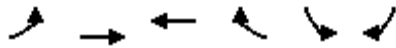
Intersection Summary

HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	224	0	951	408	427	258
Future Volume (veh/h)	224	0	951	408	427	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	0	1034	443	464	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	379	0	1564	697	445	396
Arrive On Green	0.13	0.00	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	243	3647	1585	1781	1585
Grp Volume(v), veh/h	243	38.0	1034	443	464	280
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	4.2		23.0	21.7	25.0	16.1
Cycle Q Clear(g_c), s	4.2		23.0	21.7	25.0	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379		1564	697	445	396
V/C Ratio(X)	0.64		0.66	0.64	1.04	0.71
Avail Cap(c_a), veh/h	379		1564	697	445	396
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1		22.1	21.8	37.5	34.2
Incr Delay (d2), s/veh	2.8		2.2	4.4	54.0	4.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3		9.1	8.1	17.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0		24.3	26.1	91.5	39.0
LnGrp LOS	D		C	C	F	D
Approach Vol, veh/h			1477		744	
Approach Delay, s/veh			24.9		71.7	
Approach LOS			C		E	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	9.0	50.0				31.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	44.0					25.0
Max Q Clear Time (g_c+1/3), s	25.0					27.0
Green Ext Time (p_c), s	0.1	3.6				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			40.3			
HCM 6th LOS			D			

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Future Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	80	9	1	12	550	112	0	603	99

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	957	1339	351	936	1332	331	702	0	0	662	0	0
Stage 1	653	653	-	630	630	-	-	-	-	-	-	-
Stage 2	304	686	-	306	702	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	212	152	645	220	153	665	891	-	-	922	-	-
Stage 1	423	462	-	436	473	-	-	-	-	-	-	-
Stage 2	681	446	-	679	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	200	150	645	197	151	665	891	-	-	922	-	-
Mov Cap-2 Maneuver	200	150	-	197	151	-	-	-	-	-	-	-
Stage 1	418	462	-	430	467	-	-	-	-	-	-	-
Stage 2	658	440	-	630	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.1	34.5	0.2	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	891	-	-	200	413	197	165	922	-	-
HCM Lane V/C Ratio	0.013	-	-	0.364	0.108	0.408	0.059	-	-	-
HCM Control Delay (s)	9.1	-	-	33	14.8	35.3	28.2	0	-	-
HCM Lane LOS	A	-	-	D	B	E	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.4	1.8	0.2	0	-	-

Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	424	151	147	0	0	500
Future Vol, veh/h	424	151	147	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	461	164	160	0	0	543

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	160	0	-	0	1164 80
Stage 1	-	-	-	-	160 -
Stage 2	-	-	-	-	1004 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1417	-	-	-	188 964
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	315 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1417	-	-	-	127 964
Mov Cap-2 Maneuver	-	-	-	-	127 -
Stage 1	-	-	-	-	575 -
Stage 2	-	-	-	-	315 -

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	964
HCM Lane V/C Ratio	0.325	-	-	-	0.564
HCM Control Delay (s)	8.8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	3.6



Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	5	141	141	0	106	2
Future Vol, veh/h	0	0	88	187	1	0	5	141	141	0	106	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	5	153	153	0	115	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	356	432	116	404	357	230	117	0	0	306	0	0
Stage 1	116	116	-	240	240	-	-	-	-	-	-	-
Stage 2	240	316	-	164	117	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	599	516	936	557	569	809	1471	-	-	1255	-	-
Stage 1	889	800	-	763	707	-	-	-	-	-	-	-
Stage 2	763	655	-	838	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	596	514	936	499	567	809	1471	-	-	1255	-	-
Mov Cap-2 Maneuver	596	514	-	499	567	-	-	-	-	-	-	-
Stage 1	885	800	-	760	704	-	-	-	-	-	-	-
Stage 2	759	652	-	752	799	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		17.1		0.1		0	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	936	499	1255	-
HCM Lane V/C Ratio	0.004	-	-	0.102	0.41	-	-
HCM Control Delay (s)	7.5	0	-	9.3	17.1	0	-
HCM Lane LOS	A	A	-	A	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	2	0	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	4	0	80	33	0	11	87	352	51	7	390	7
Future Vol, veh/h	4	0	80	33	0	11	87	352	51	7	390	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	87	36	0	12	95	383	55	8	424	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1051	1072	428	1089	1049	411	432	0	0	438	0	0
Stage 1	444	444	-	601	601	-	-	-	-	-	-	-
Stage 2	607	628	-	488	448	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	220	627	193	227	641	1128	-	-	1122	-	-
Stage 1	593	575	-	487	489	-	-	-	-	-	-	-
Stage 2	483	476	-	561	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	183	194	627	151	200	641	1128	-	-	1122	-	-
Mov Cap-2 Maneuver	183	194	-	151	200	-	-	-	-	-	-	-
Stage 1	527	571	-	432	434	-	-	-	-	-	-	-
Stage 2	421	423	-	480	569	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		30.7		1.5		0.1	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	562	187	1122	-	-
HCM Lane V/C Ratio	0.084	-	-	0.162	0.256	0.007	-	-
HCM Control Delay (s)	8.5	0	-	12.6	30.7	8.2	-	-
HCM Lane LOS	A	A	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	1	0	-	-

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2026 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	114	145	5	92	115	406	167	119	384	9
Future Volume (veh/h)	2	4	114	145	5	92	115	406	167	119	384	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	124	158	5	100	125	441	182	129	417	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	11	349	320	17	344	549	722	298	395	1044	25
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1289	50	1543	1262	76	1521	961	1258	519	801	1819	44
Grp Volume(v), veh/h	2	0	128	158	0	105	125	0	623	129	0	427
Grp Sat Flow(s),veh/h/ln	1289	0	1593	1262	0	1597	961	0	1777	801	0	1863
Q Serve(g_s), s	0.1	0.0	4.1	7.2	0.0	3.3	5.0	0.0	13.8	7.6	0.0	7.6
Cycle Q Clear(g_c), s	3.3	0.0	4.1	11.3	0.0	3.3	12.6	0.0	13.8	21.4	0.0	7.6
Prop In Lane	1.00		0.97	1.00		0.95	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	341	0	360	320	0	361	549	0	1020	395	0	1069
V/C Ratio(X)	0.01	0.00	0.36	0.49	0.00	0.29	0.23	0.00	0.61	0.33	0.00	0.40
Avail Cap(c_a), veh/h	501	0	557	476	0	559	549	0	1020	395	0	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	19.5	24.3	0.0	19.2	10.5	0.0	8.4	15.4	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.4	0.0	0.2	1.0	0.0	2.7	2.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	2.0	0.0	1.1	1.1	0.0	4.8	1.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	19.8	24.7	0.0	19.4	11.5	0.0	11.1	17.6	0.0	8.2
LnGrp LOS	C	A	B	C	A	B	B	A	B	B	A	A
Approach Vol, veh/h		130			263			748			556	
Approach Delay, s/veh		19.8			22.6			11.2			10.4	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.4		19.6		40.4		19.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		15.8		6.1		23.4		13.3				
Green Ext Time (p_c), s		2.1		0.3		0.7		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.3								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92

2026 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖	↑	↖	↖	↑	↖
Traffic Volume (veh/h)	456	2029	61	237	953	189	118	184	178	185	122	251
Future Volume (veh/h)	456	2029	61	237	953	189	118	184	178	185	122	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	496	2205	66	258	1036	205	128	200	193	201	133	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	550	2242	696	563	2019	900	200	209	177	208	521	
Arrive On Green	0.16	0.44	0.44	0.28	0.57	0.57	0.11	0.11	0.11	0.12	0.28	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1257	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	496	2205	66	258	1036	205	128	200	193	201	133	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1257	1870	1585	1781	1870	1585
Q Serve(g_s), s	16.9	51.2	2.9	9.7	21.3	7.7	12.1	12.8	10.1	13.5	6.6	0.0
Cycle Q Clear(g_c), s	16.9	51.2	2.9	9.7	21.3	7.7	12.1	12.8	10.1	13.5	6.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	2242	696	563	2019	900	200	209	177	208	521	
V/C Ratio(X)	0.90	0.98	0.09	0.46	0.51	0.23	0.64	0.96	1.09	0.97	0.26	
Avail Cap(c_a), veh/h	590	2242	696	563	2019	900	200	209	177	208	521	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.5	33.2	19.7	33.3	15.8	12.9	52.7	53.0	30.0	52.8	33.6	0.0
Incr Delay (d2), s/veh	15.7	15.5	0.3	0.2	0.9	0.6	5.2	49.7	93.9	52.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	22.5	1.1	5.8	8.0	2.9	4.1	8.9	8.5	9.1	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	48.7	20.0	33.5	16.7	13.4	57.9	102.8	123.9	105.6	33.7	0.0
LnGrp LOS	E	D	B	C	B	B	E	F	F	F	C	
Approach Vol, veh/h		2767			1499			521			334	
Approach Delay, s/veh		51.0			19.2			99.6			77.0	
Approach LOS		D			B			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	25.6	75.5	20.0	21.0	41.1	60.0	41.0					
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3	7.6					
Max Green Setting (Gmax), s	24	* 45	14.0	13.4	* 13	* 53	33.4					
Max Q Clear Time (g_c+11g), s	11.9	23.3	15.5	14.8	11.7	53.2	8.6					
Green Ext Time (p_c), s	0.2	4.1	0.0	0.0	0.0	0.0	0.3					

Intersection Summary

HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2026 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	19	2051	407	252	1069	1	419	17	240	121	179	478
Future Volume (veh/h)	19	2051	407	252	1069	1	419	17	240	121	179	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	2229	442	274	1162	1	455	18	261	132	195	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1529	3919	1217	269	1670	745	455	504	225	186	234	
Arrive On Green	0.44	0.77	0.77	0.15	0.47	0.47	0.13	0.14	0.14	0.05	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	21	2229	442	274	1162	1	455	18	261	132	195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.4	21.6	10.8	18.1	30.9	0.1	15.8	0.5	17.0	4.5	6.5	0.0
Cycle Q Clear(g_c), s	0.4	21.6	10.8	18.1	30.9	0.1	15.8	0.5	17.0	4.5	6.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1529	3919	1217	269	1670	745	455	504	225	186	234	
V/C Ratio(X)	0.01	0.57	0.36	1.02	0.70	0.00	1.00	0.04	1.16	0.71	0.83	
Avail Cap(c_a), veh/h	1529	3919	1217	269	1670	745	455	504	225	392	234	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	5.8	4.5	51.0	25.0	30.1	52.1	44.4	51.5	55.8	55.4	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.8	60.1	2.4	0.0	42.2	0.0	110.0	1.9	20.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.5	3.3	12.2	12.5	0.0	9.5	0.2	13.6	2.0	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	6.4	5.3	111.0	27.5	30.1	94.3	44.4	161.5	57.7	76.3	0.0
LnGrp LOS	B	A	A	F	C	C	F	D	F	E	E	
Approach Vol, veh/h		2692			1437			734			327	
Approach Delay, s/veh		6.3			43.4			117.0			68.8	
Approach LOS		A			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	63.0	12.9	24.1	24.0	101.0	22.0	15.0				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1				
Max Green Setting (Gmax), s	2.3	* 56	13.6	* 11	18.1	* 53	* 16	7.9				
Max Q Clear Time (g_c+1), s	12.4	32.9	6.5	19.0	20.1	23.6	17.8	8.5				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	0.0	13.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street/8000 West & SR - 92

2026 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	168	1434	232	202	890	410	346	135	231	258	112	136
Future Volume (veh/h)	168	1434	232	202	890	410	346	135	231	258	112	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	1559	252	220	967	446	376	147	251	280	122	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1667	743	276	1704	760	383	228	193	338	386	172
Arrive On Green	0.07	0.47	0.47	0.08	0.48	0.48	0.11	0.12	0.12	0.10	0.11	0.11
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	183	1559	252	220	967	446	376	147	251	280	122	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	6.2	49.8	12.0	7.5	23.3	24.5	13.0	9.0	14.6	9.5	3.8	11.0
Cycle Q Clear(g_c), s	6.2	49.8	12.0	7.5	23.3	24.5	13.0	9.0	14.6	9.5	3.8	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	1667	743	276	1704	760	383	228	193	338	386	172
V/C Ratio(X)	0.77	0.94	0.34	0.80	0.57	0.59	0.98	0.65	1.30	0.83	0.32	0.86
Avail Cap(c_a), veh/h	363	1667	743	363	1704	760	383	228	193	383	394	176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	30.1	20.1	54.3	22.3	22.6	53.2	50.2	52.7	53.2	49.4	52.6
Incr Delay (d2), s/veh	2.1	11.3	1.2	6.6	1.4	3.3	40.9	4.8	167.7	12.8	0.2	30.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	21.9	4.7	3.4	9.3	9.7	7.9	4.5	14.8	4.7	1.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	41.4	21.4	60.9	23.7	25.9	94.1	55.1	220.3	66.0	49.5	83.1
LnGrp LOS	E	D	C	E	C	C	F	E	F	E	D	F
Approach Vol, veh/h		1994			1633			774			550	
Approach Delay, s/veh		40.3			29.3			127.6			67.0	
Approach LOS		D			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.7	64.6	18.4	21.3	17.0	63.3	20.0	19.7				
Change Period (Y+Rc), s	7.4	7.0	*6.7	*6.7	*7.4	7.0	*6.7	*6.7				
Max Green Setting (Gmax), s	13	53.0	*13	*13	*13	53.0	*13	*13				
Max Q Clear Time (g_c+1/3), s	13.2	26.5	11.5	16.6	9.5	51.8	15.0	13.0				
Green Ext Time (p_c), s	0.1	4.7	0.2	0.0	0.1	0.9	0.0	0.0				

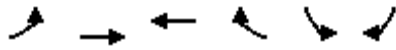
Intersection Summary

HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	133	0	1108	264	337	241
Future Volume (veh/h)	133	0	1108	264	337	241
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	0	1204	287	366	262
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	277	0	2055	916	395	352
Arrive On Green	0.05	0.00	0.58	0.58	0.22	0.22
Sat Flow, veh/h	1781	145	3647	1585	1781	1585
Grp Volume(v), veh/h	145	14.4	1204	287	366	262
Grp Sat Flow(s),veh/h/ln	1781	B	1777	1585	1781	1585
Q Serve(g_s), s	4.0		25.9	11.2	24.1	18.5
Cycle Q Clear(g_c), s	4.0		25.9	11.2	24.1	18.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	277		2055	916	395	352
V/C Ratio(X)	0.52		0.59	0.31	0.93	0.74
Avail Cap(c_a), veh/h	485		2055	916	490	436
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8		16.1	13.0	45.7	43.5
Incr Delay (d2), s/veh	0.6		1.2	0.9	19.3	3.8
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4		9.7	3.8	12.7	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4		17.4	13.9	65.0	47.4
LnGrp LOS	B		B	B	E	D
Approach Vol, veh/h			1491		628	
Approach Delay, s/veh			16.7		57.6	
Approach LOS			B		E	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	20.0	75.4			32.6	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	20.0	49.0			33.0	
Max Q Clear Time (g_c+10), s	27.9	27.9			26.1	
Green Ext Time (p_c), s	0.1	4.2			0.5	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			27.9			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↕↔		↔	↕↔	
Traffic Vol, veh/h	6	15	15	179	26	0	6	223	111	3	202	6
Future Vol, veh/h	6	15	15	179	26	0	6	223	111	3	202	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	16	195	28	0	7	242	121	3	220	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	379	607	114	441	550	182	227	0	0	363	0	0
Stage 1	230	230	-	317	317	-	-	-	-	-	-	-
Stage 2	149	377	-	124	233	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	553	409	917	500	441	829	1339	-	-	1192	-	-
Stage 1	752	713	-	669	653	-	-	-	-	-	-	-
Stage 2	838	614	-	867	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	523	406	917	474	437	829	1339	-	-	1192	-	-
Mov Cap-2 Maneuver	523	406	-	474	437	-	-	-	-	-	-	-
Stage 1	748	711	-	666	650	-	-	-	-	-	-	-
Stage 2	797	611	-	830	709	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		17.3		0.1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	523	563	474	437	1192	-	-
HCM Lane V/C Ratio	0.005	-	-	0.012	0.058	0.41	0.065	0.003	-	-
HCM Control Delay (s)	7.7	-	-	12	11.8	17.8	13.8	8	-	-
HCM Lane LOS	A	-	-	B	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	2	0.2	0	-	-



Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	157	79	76	0	1	135
Future Vol, veh/h	157	79	76	0	1	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	86	83	0	1	147

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	83	0	-	0	468 42
Stage 1	-	-	-	-	83 -
Stage 2	-	-	-	-	385 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1512	-	-	-	524 1019
Stage 1	-	-	-	-	931 -
Stage 2	-	-	-	-	657 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1512	-	-	-	465 1019
Mov Cap-2 Maneuver	-	-	-	-	465 -
Stage 1	-	-	-	-	826 -
Stage 2	-	-	-	-	657 -

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	1010
HCM Lane V/C Ratio	0.113	-	-	-	0.146
HCM Control Delay (s)	7.7	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	9	73	2	1	6	71	74	0	54	1
Future Vol, veh/h	8	1	9	73	2	1	6	71	74	0	54	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	10	79	2	1	7	77	80	0	59	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	193	231	60	196	191	117	60	0	0	157	0	0
Stage 1	60	60	-	131	131	-	-	-	-	-	-	-
Stage 2	133	171	-	65	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	767	669	1005	763	704	935	1544	-	-	1423	-	-
Stage 1	951	845	-	873	788	-	-	-	-	-	-	-
Stage 2	870	757	-	946	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	762	666	1005	752	700	935	1544	-	-	1423	-	-
Mov Cap-2 Maneuver	762	666	-	752	700	-	-	-	-	-	-	-
Stage 1	946	845	-	869	784	-	-	-	-	-	-	-
Stage 2	862	753	-	936	845	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		10.4		0.3		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	859	752	1423	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.11	-	-
HCM Control Delay (s)	7.3	0	-	9.3	10.4	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Future Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	134	38	0	8	34	245	23	2	410	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	744	751	411	807	741	257	412	0	0	268	0	0
Stage 1	415	415	-	325	325	-	-	-	-	-	-	-
Stage 2	329	336	-	482	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	340	641	300	344	782	1147	-	-	1296	-	-
Stage 1	615	592	-	687	649	-	-	-	-	-	-	-
Stage 2	684	642	-	565	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	327	641	231	331	782	1147	-	-	1296	-	-
Mov Cap-2 Maneuver	319	327	-	231	331	-	-	-	-	-	-	-
Stage 1	593	591	-	663	626	-	-	-	-	-	-	-
Stage 2	654	620	-	446	591	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		21.6		0.9		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	608	262	1296	-
HCM Lane V/C Ratio	0.029	-	-	0.232	0.174	0.002	-
HCM Control Delay (s)	8.2	0	-	12.7	21.6	7.8	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-

HCM 6th Signalized Intersection Summary 2026 AM Background plus Project with Mitigations  
 2: Highland Blvd & 11800 North 09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Future Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	5	163	153	2	89	48	213	13	148	423	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	13	424	466	10	426	367	579	35	512	619	1
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1306	47	1545	1217	35	1555	963	1745	106	1155	1865	4
Grp Volume(v), veh/h	3	0	168	153	0	91	48	0	226	148	0	424
Grp Sat Flow(s),veh/h/ln	1306	0	1592	1217	0	1590	963	0	1851	1155	0	1870
Q Serve(g_s), s	0.1	0.0	2.6	3.6	0.0	1.3	1.4	0.0	2.8	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.4	0.0	2.6	6.2	0.0	1.3	7.4	0.0	2.8	6.2	0.0	6.0
Prop In Lane	1.00		0.97	1.00		0.98	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	537	0	437	466	0	436	367	0	615	512	0	621
V/C Ratio(X)	0.01	0.00	0.38	0.33	0.00	0.21	0.13	0.00	0.37	0.29	0.00	0.68
Avail Cap(c_a), veh/h	1593	0	1724	1450	0	1722	1470	0	2734	1834	0	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	9.0	11.5	0.0	8.5	12.0	0.0	7.7	10.1	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.7	0.0	0.3	0.2	0.0	0.7	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	11.6	0.0	8.6	12.0	0.0	7.9	10.2	0.0	9.3
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			244			274			572	
Approach Delay, s/veh		9.2			10.5			8.6			9.5	
Approach LOS		A			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		14.4		16.1		14.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0		33.0				
Max Q Clear Time (g_c+I1), s		9.4		4.6		8.2		8.2				
Green Ext Time (p_c), s		0.8		0.5		1.5		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary 2026 AM Background plus Project with Mitigations  
 3: Highland Blvd & SR - 92

09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Future Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
Arrive On Green	0.10	0.32	0.32	0.21	0.43	0.43	0.08	0.08	0.08	0.12	0.25	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1290	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1290	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Cycle Q Clear(g_c), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
V/C Ratio(X)	0.81	0.81	0.14	0.39	0.57	0.14	0.42	0.49	0.62	0.84	0.22	
Avail Cap(c_a), veh/h	467	1619	502	476	1529	682	219	213	181	285	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	31.3	24.4	30.9	21.5	17.3	45.2	44.4	16.9	43.2	29.6	0.0
Incr Delay (d2), s/veh	5.9	4.4	0.6	0.2	1.5	0.4	0.6	1.0	1.9	14.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	1.2	3.4	7.2	1.4	1.8	1.7	1.8	5.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.7	25.0	31.1	23.0	17.7	45.9	45.4	18.8	58.0	29.7	0.0
LnGrp LOS	D	D	C	C	C	B	D	D	B	E	C	
Approach Vol, veh/h		1663			1147			216			279	
Approach Delay, s/veh		37.7			23.9			36.4			47.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	6.8	50.3	17.7	15.2	28.1	39.0	32.9					
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3	7.6					
Max Green Setting (Gmax), s	14	* 32	16.0	11.4	* 14	* 32	33.4					
Max Q Clear Time (g_c+110), s	10.2	20.4	11.6	7.5	4.6	25.4	6.4					
Green Ext Time (p_c), s	0.2	2.7	0.2	0.1	0.0	2.9	0.2					

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 2026 AM Background plus Project with Mitigations  
 4: 1200 East & SR - 92

09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Future Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
Arrive On Green	0.14	0.26	0.26	0.26	0.37	0.37	0.15	0.18	0.18	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
V/C Ratio(X)	0.14	0.99	0.90	0.94	0.58	0.02	0.93	0.10	0.62	0.31	0.68	
Avail Cap(c_a), veh/h	487	1335	415	465	1329	593	511	635	283	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	36.8	35.6	36.2	25.1	11.0	42.1	34.3	37.9	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	23.0	24.7	27.4	1.9	0.1	23.9	0.0	3.1	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.8	11.4	13.2	7.1	0.2	7.4	0.6	4.2	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	59.8	60.4	63.6	27.0	11.1	66.0	34.3	41.0	48.3	48.1	0.0
LnGrp LOS	D	E	E	E	C	B	E	C	D	D	D	
Approach Vol, veh/h		1766			1225			715			177	
Approach Delay, s/veh		59.1			39.9			57.1			48.1	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.8	44.0	9.2	25.0	31.9	33.9	21.0	13.2				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1				
Max Green Setting (Gmax), s	2.3	* 37	13.6	* 9.9	26.1	* 26	* 15	7.9				
Max Q Clear Time (g_c+1), s	13.8	19.5	2.9	12.3	26.0	27.9	15.6	6.1				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 2026 AM Background plus Project with Mitigations  
 5: Center Street/8000 West & SR - 92

09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Future Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
Arrive On Green	0.05	0.38	0.38	0.08	0.40	0.40	0.13	0.13	0.13	0.13	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Cycle Q Clear(g_c), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
V/C Ratio(X)	0.67	0.75	0.54	0.74	0.49	0.56	0.86	0.48	0.86	1.01	0.30	0.81
Avail Cap(c_a), veh/h	435	1355	605	435	1433	639	460	249	211	460	485	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	26.8	24.1	45.2	22.2	23.0	42.7	40.2	42.6	43.3	38.9	41.9
Incr Delay (d2), s/veh	1.5	3.9	3.4	1.6	1.2	3.5	13.8	0.5	27.7	44.9	0.1	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.3	6.4	2.3	5.9	7.0	5.4	2.7	5.9	8.5	1.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	30.7	27.4	46.8	23.4	26.6	56.5	40.8	70.2	88.3	39.0	60.2
LnGrp LOS	D	C	C	D	C	C	E	D	E	F	D	E
Approach Vol, veh/h		1469			1262			677			784	
Approach Delay, s/veh		31.5			28.0			57.4			72.9	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.8	47.3	20.0	19.8	15.0	45.1	19.5	20.3				
Change Period (Y+Rc), s	7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7				
Max Green Setting (Gmax), s	13	33.0	* 13	* 13	* 13	33.0	* 13	* 13				
Max Q Clear Time (g_c+1/5), s	15.5	19.5	15.3	13.1	7.6	26.9	12.8	12.6				
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.1	2.6	0.0	0.1				

Intersection Summary

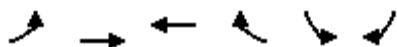
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 2026 AM Background plus Project with Mitigations  
 6: SR - 92 & 500 West

09/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	224	0	951	408	427	258
Future Volume (veh/h)	224	0	951	408	427	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	0	1034	443	464	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	379	0	1564	697	445	396
Arrive On Green	0.13	0.00	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	243	3647	1585	1781	1585
Grp Volume(v), veh/h	243	38.0	1034	443	464	280
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	4.2		23.0	21.7	25.0	16.1
Cycle Q Clear(g_c), s	4.2		23.0	21.7	25.0	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379		1564	697	445	396
V/C Ratio(X)	0.64		0.66	0.64	1.04	0.71
Avail Cap(c_a), veh/h	379		1564	697	445	396
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1		22.1	21.8	37.5	34.2
Incr Delay (d2), s/veh	2.8		2.2	4.4	54.0	4.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3		9.1	8.1	17.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0		24.3	26.1	91.5	39.0
LnGrp LOS	D		C	C	F	D
Approach Vol, veh/h			1477		744	
Approach Delay, s/veh			24.9		71.7	
Approach LOS			C		E	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	49.0	50.0				31.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	44.0	44.0				25.0
Max Q Clear Time (g_c+1/3), s	25.0	25.0				27.0
Green Ext Time (p_c), s	0.1	3.6				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			40.3			
HCM 6th LOS			D			



Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↵↵		↵	↵↵	
Traffic Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Future Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	80	9	1	12	550	112	0	603	99

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	957	1227	351	880	1276	275	702	0	-	550	0	0
Stage 1	653	653	-	574	574	-	-	-	-	-	-	-
Stage 2	304	574	-	306	702	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	212	177	645	241	165	722	891	-	0	1016	-	-
Stage 1	423	462	-	471	501	-	-	-	0	-	-	-
Stage 2	681	501	-	679	439	-	-	-	0	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	201	175	645	217	163	722	891	-	-	1016	-	-
Mov Cap-2 Maneuver	201	175	-	217	163	-	-	-	-	-	-	-
Stage 1	418	462	-	465	494	-	-	-	-	-	-	-
Stage 2	659	494	-	630	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	30.5	0.2	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	891	-	201	442	217	178	1016	-	-
HCM Lane V/C Ratio	0.013	-	0.362	0.101	0.371	0.055	-	-	-
HCM Control Delay (s)	9.1	-	32.7	14.1	31	26.4	0	-	-
HCM Lane LOS	A	-	D	B	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	1.6	0.3	1.6	0.2	0	-	-

Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	424	151	147	0	0	500
Future Vol, veh/h	424	151	147	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	461	164	160	0	0	543

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	160	0	-	0	1164 80
Stage 1	-	-	-	-	160 -
Stage 2	-	-	-	-	1004 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1417	-	-	-	188 964
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	315 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1417	-	-	-	127 964
Mov Cap-2 Maneuver	-	-	-	-	127 -
Stage 1	-	-	-	-	575 -
Stage 2	-	-	-	-	315 -

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	964
HCM Lane V/C Ratio	0.325	-	-	-	0.564
HCM Control Delay (s)	8.8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	3.6

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	179	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	532	608	180	580	533	230	181	0	0	306	0	0
Stage 1	180	180	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	228	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	410	863	426	453	809	1394	-	-	1255	-	-
Stage 1	822	750	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	775	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	438	388	863	363	429	809	1394	-	-	1255	-	-
Mov Cap-2 Maneuver	438	388	-	363	429	-	-	-	-	-	-	-
Stage 1	778	750	-	629	598	-	-	-	-	-	-	-
Stage 2	628	553	-	689	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	27	1.3	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1394	-	-	863	363	1255	-
HCM Lane V/C Ratio	0.044	-	-	0.111	0.563	-	-
HCM Control Delay (s)	7.7	0	-	9.7	27	0	-
HCM Lane LOS	A	A	-	A	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	3.3	0	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	4	0	80	33	0	11	87	352	51	7	390	7
Future Vol, veh/h	4	0	80	33	0	11	87	352	51	7	390	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	87	36	0	12	95	383	55	8	424	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1051	1072	428	1089	1049	411	432	0	0	438	0	0
Stage 1	444	444	-	601	601	-	-	-	-	-	-	-
Stage 2	607	628	-	488	448	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	220	627	193	227	641	1128	-	-	1122	-	-
Stage 1	593	575	-	487	489	-	-	-	-	-	-	-
Stage 2	483	476	-	561	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	183	194	627	151	200	641	1128	-	-	1122	-	-
Mov Cap-2 Maneuver	183	194	-	151	200	-	-	-	-	-	-	-
Stage 1	527	571	-	432	434	-	-	-	-	-	-	-
Stage 2	421	423	-	480	569	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		30.7		1.5		0.1	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	562	187	1122	-
HCM Lane V/C Ratio	0.084	-	-	0.162	0.256	0.007	-
HCM Control Delay (s)	8.5	0	-	12.6	30.7	8.2	-
HCM Lane LOS	A	A	-	B	D	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	1	0	-

HCM 6th Signalized Intersection Summary 2026 PM Background plus Project with Mitigations  
 2: Highland Blvd & 11800 North

09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	114	145	5	92	115	406	167	119	384	4
Future Volume (veh/h)	2	4	114	145	5	92	115	406	167	119	384	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	124	158	5	100	125	441	182	129	417	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	12	366	377	18	360	495	620	256	338	911	9
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1289	50	1543	1262	76	1521	966	1258	519	801	1849	18
Grp Volume(v), veh/h	2	0	128	158	0	105	125	0	623	129	0	421
Grp Sat Flow(s),veh/h/ln	1289	0	1593	1262	0	1597	966	0	1777	801	0	1867
Q Serve(g_s), s	0.1	0.0	3.0	5.3	0.0	2.4	4.3	0.0	12.2	6.7	0.0	6.6
Cycle Q Clear(g_c), s	2.4	0.0	3.0	8.2	0.0	2.4	10.9	0.0	12.2	18.8	0.0	6.6
Prop In Lane	1.00		0.97	1.00		0.95	1.00		0.29	1.00		0.01
Lane Grp Cap(c), veh/h	398	0	377	377	0	378	495	0	875	338	0	920
V/C Ratio(X)	0.01	0.00	0.34	0.42	0.00	0.28	0.25	0.00	0.71	0.38	0.00	0.46
Avail Cap(c_a), veh/h	703	0	754	676	0	756	607	0	1081	430	0	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	14.0	17.5	0.0	13.8	10.9	0.0	8.8	16.1	0.0	7.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.3	0.0	0.1	0.1	0.0	1.1	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	1.4	0.0	0.7	0.8	0.0	3.5	1.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	0.0	14.2	17.7	0.0	14.0	11.0	0.0	9.9	16.4	0.0	7.5
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		130			263			748			550	
Approach Delay, s/veh		14.2			16.2			10.1			9.6	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.9		16.5		27.9		16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		14.2		5.0		20.8		10.2				
Green Ext Time (p_c), s		2.2		0.3		1.0		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary 2026 PM Background plus Project with Mitigations  
 3: Highland Blvd & SR - 92

09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	456	2029	61	237	953	189	118	184	178	185	122	251
Future Volume (veh/h)	456	2029	61	237	953	189	118	184	178	185	122	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	496	2205	66	258	1036	205	128	200	193	201	133	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	552	2345	728	541	2039	909	195	207	176	206	509	
Arrive On Green	0.16	0.46	0.46	0.27	0.57	0.57	0.11	0.11	0.11	0.12	0.27	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1257	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	496	2205	66	258	1036	205	128	200	193	201	133	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1257	1870	1585	1781	1870	1585
Q Serve(g_s), s	18.3	53.4	3.1	10.7	22.8	8.2	13.1	13.8	11.0	14.6	7.2	0.0
Cycle Q Clear(g_c), s	18.3	53.4	3.1	10.7	22.8	8.2	13.1	13.8	11.0	14.6	7.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	552	2345	728	541	2039	909	195	207	176	206	509	
V/C Ratio(X)	0.90	0.94	0.09	0.48	0.51	0.23	0.66	0.97	1.10	0.98	0.26	
Avail Cap(c_a), veh/h	678	2345	728	541	2039	909	195	207	176	206	509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.6	33.5	19.8	37.3	16.7	13.6	57.2	57.6	33.5	57.3	37.1	0.0
Incr Delay (d2), s/veh	11.7	9.1	0.2	0.2	0.9	0.6	6.3	52.2	97.0	56.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	22.3	1.1	6.5	8.8	3.1	4.5	9.5	9.0	9.8	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	42.5	20.1	37.6	17.6	14.1	63.6	109.7	130.5	113.6	37.2	0.0
LnGrp LOS	E	D	C	D	B	B	E	F	F	F	D	
Approach Vol, veh/h		2767			1499			521			334	
Approach Delay, s/veh		46.1			20.6			106.1			83.1	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	7.3	81.9	21.0	22.0	42.2	67.0	43.0					
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3	7.6					
Max Green Setting (Gmax), s	26	* 48	15.0	14.4	* 14	* 60	35.4					
Max Q Clear Time (g_c+Y), s	20.3	24.8	16.6	15.8	12.7	55.4	9.2					
Green Ext Time (p_c), s	0.4	4.2	0.0	0.0	0.0	3.3	0.3					

Intersection Summary

HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Notes

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

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary 2026 PM Background plus Project with Mitigations  
 4: 1200 East & SR - 92 09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	19	2051	407	252	1069	1	419	17	240	121	179	478
Future Volume (veh/h)	19	2051	407	252	1069	1	419	17	240	121	179	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	2229	442	274	1162	1	455	18	261	132	195	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1412	3892	1208	275	1788	797	447	482	215	183	216	
Arrive On Green	0.41	0.76	0.76	0.15	0.50	0.50	0.13	0.14	0.14	0.05	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	21	2229	442	274	1162	1	455	18	261	132	195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	23.9	11.9	20.0	31.4	0.1	16.8	0.6	17.6	4.9	7.1	0.0
Cycle Q Clear(g_c), s	0.5	23.9	11.9	20.0	31.4	0.1	16.8	0.6	17.6	4.9	7.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1412	3892	1208	275	1788	797	447	482	215	183	216	
V/C Ratio(X)	0.01	0.57	0.37	0.99	0.65	0.00	1.02	0.04	1.21	0.72	0.90	
Avail Cap(c_a), veh/h	1412	3892	1208	275	1788	797	447	482	215	362	216	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.9	6.5	5.1	54.9	23.8	28.2	56.6	48.8	56.2	60.6	60.7	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.9	52.7	1.8	0.0	47.4	0.0	131.2	2.0	35.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.6	3.8	12.7	12.7	0.0	10.3	0.3	14.9	2.2	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	7.1	5.9	107.6	25.7	28.2	104.0	48.8	187.4	62.7	95.9	0.0
LnGrp LOS	C	A	A	F	C	C	F	D	F	E	F	
Approach Vol, veh/h		2692			1437			734			327	
Approach Delay, s/veh		7.1			41.3			132.3			82.5	
Approach LOS		A			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	72.0	13.3	24.7	26.0	108.0	23.0	15.0				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1				
Max Green Setting (Gmax), s	2.3	* 65	13.6	* 12	20.1	* 60	* 17	7.9				
Max Q Clear Time (g_c+1), s	12.5	33.4	6.9	19.6	22.0	25.9	18.8	9.1				
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	14.4	0.0	0.0				

**Intersection Summary**

HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

**Notes**

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 2026 PM Background plus Project with Mitigations  
 5: Center Street/8000 West & SR - 92

09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑		↔↔	↑↑	↗
Traffic Volume (veh/h)	168	1434	232	202	890	410	346	135	231	258	112	136
Future Volume (veh/h)	168	1434	232	202	890	410	346	135	231	258	112	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	1559	252	220	967	446	376	147	251	280	122	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1715	765	271	1750	781	424	229	205	331	364	162
Arrive On Green	0.07	0.48	0.48	0.08	0.49	0.49	0.12	0.13	0.13	0.10	0.10	0.10
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1777	1585	3456	3554	1585
Grp Volume(v), veh/h	183	1559	252	220	967	446	376	147	251	280	122	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.8	52.6	12.7	8.1	24.7	25.8	13.9	10.2	16.8	10.4	4.1	12.0
Cycle Q Clear(g_c), s	6.8	52.6	12.7	8.1	24.7	25.8	13.9	10.2	16.8	10.4	4.1	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	1715	765	271	1750	781	424	229	205	331	364	162
V/C Ratio(X)	0.77	0.91	0.33	0.81	0.55	0.57	0.89	0.64	1.23	0.85	0.34	0.91
Avail Cap(c_a), veh/h	601	1715	765	335	1750	781	433	229	205	354	364	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	31.0	20.7	58.9	23.0	23.3	56.1	53.7	56.6	57.8	54.2	57.8
Incr Delay (d2), s/veh	2.0	8.7	1.2	9.4	1.3	3.0	18.5	4.6	137.2	16.2	0.2	45.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	22.7	5.0	3.8	9.9	10.2	7.2	4.9	14.6	5.3	1.9	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	39.6	21.8	68.4	24.3	26.3	74.6	58.4	193.8	74.0	54.4	103.0
LnGrp LOS	E	D	C	E	C	C	E	E	F	E	D	F
Approach Vol, veh/h		1994			1633			774			550	
Approach Delay, s/veh		39.4			30.8			110.2			77.5	
Approach LOS		D			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	71.0	19.2	23.5	17.6	69.7	22.6	20.0				
Change Period (Y+Rc), s	7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7				
Max Green Setting (Gmax), s	23	50.0	* 13	* 16	* 13	60.0	* 16	* 13				
Max Q Clear Time (g_c+1/3), s	13.8	27.8	12.4	18.8	10.1	54.6	15.9	14.0				
Green Ext Time (p_c), s	0.2	4.6	0.1	0.0	0.1	3.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

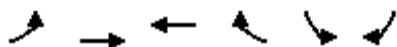
Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary 2026 PM Background plus Project with Mitigations  
 6: SR - 92 & 500 West

09/26/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↑↑	↵	↵	↵
Traffic Volume (veh/h)	133	0	1108	264	241	200
Future Volume (veh/h)	133	0	1108	264	241	200
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	0	1204	287	262	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	301	0	2331	1040	290	258
Arrive On Green	0.04	0.00	0.66	0.66	0.16	0.16
Sat Flow, veh/h	1781	145	3647	1585	1781	1585
Grp Volume(v), veh/h	145	10.3	1204	287	262	217
Grp Sat Flow(s),veh/h/ln	1781	B	1777	1585	1781	1585
Q Serve(g_s), s	3.5		22.9	9.9	18.8	17.3
Cycle Q Clear(g_c), s	3.5		22.9	9.9	18.8	17.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	301		2331	1040	290	258
V/C Ratio(X)	0.48		0.52	0.28	0.90	0.84
Avail Cap(c_a), veh/h	540		2331	1040	438	390
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9		11.6	9.4	53.4	52.8
Incr Delay (d2), s/veh	0.4		0.8	0.7	11.8	6.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2		8.1	3.2	9.3	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3		12.5	10.0	65.2	59.0
LnGrp LOS	B		B	B	E	E
Approach Vol, veh/h			1491		479	
Approach Delay, s/veh			12.0		62.4	
Approach LOS			B		E	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	15.0	91.3			27.2	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	28.0	57.0			32.0	
Max Q Clear Time (g_c+15), s	15.5	24.9			20.8	
Green Ext Time (p_c), s	0.1	4.4			0.4	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			23.3			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	6	15	15	179	26	0	6	223	111	3	202	6
Future Vol, veh/h	6	15	15	179	26	0	6	223	111	3	202	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	16	195	28	0	7	242	121	3	220	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	379	607	114	441	550	182	227	0	0	363	0	0
Stage 1	230	230	-	317	317	-	-	-	-	-	-	-
Stage 2	149	377	-	124	233	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	553	409	917	500	441	829	1339	-	-	1192	-	-
Stage 1	752	713	-	669	653	-	-	-	-	-	-	-
Stage 2	838	614	-	867	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	523	406	917	474	437	829	1339	-	-	1192	-	-
Mov Cap-2 Maneuver	523	406	-	474	437	-	-	-	-	-	-	-
Stage 1	748	711	-	666	650	-	-	-	-	-	-	-
Stage 2	797	611	-	830	709	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		17.3		0.1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	523	563	474	437	1192	-	-
HCM Lane V/C Ratio	0.005	-	-	0.012	0.058	0.41	0.065	0.003	-	-
HCM Control Delay (s)	7.7	-	-	12	11.8	17.8	13.8	8	-	-
HCM Lane LOS	A	-	-	B	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	2	0.2	0	-	-

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	157	79	76	0	1	135
Future Vol, veh/h	157	79	76	0	1	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	86	83	0	1	147

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	83	0	-	0	468 42
Stage 1	-	-	-	-	83 -
Stage 2	-	-	-	-	385 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1512	-	-	-	524 1019
Stage 1	-	-	-	-	931 -
Stage 2	-	-	-	-	657 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1512	-	-	-	465 1019
Mov Cap-2 Maneuver	-	-	-	-	465 -
Stage 1	-	-	-	-	826 -
Stage 2	-	-	-	-	657 -

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	1010
HCM Lane V/C Ratio	0.113	-	-	-	0.146
HCM Control Delay (s)	7.7	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	9	73	2	1	6	71	74	0	54	1
Future Vol, veh/h	8	1	9	73	2	1	6	71	74	0	54	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	10	79	2	1	7	77	80	0	59	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	193	231	60	196	191	117	60	0	0	157	0	0
Stage 1	60	60	-	131	131	-	-	-	-	-	-	-
Stage 2	133	171	-	65	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	767	669	1005	763	704	935	1544	-	-	1423	-	-
Stage 1	951	845	-	873	788	-	-	-	-	-	-	-
Stage 2	870	757	-	946	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	762	666	1005	752	700	935	1544	-	-	1423	-	-
Mov Cap-2 Maneuver	762	666	-	752	700	-	-	-	-	-	-	-
Stage 1	946	845	-	869	784	-	-	-	-	-	-	-
Stage 2	862	753	-	936	845	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		10.4		0.3		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	859	752	1423	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.11	-	-	-
HCM Control Delay (s)	7.3	0	-	9.3	10.4	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

**2050 BACKGROUND**

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	32	0	6	3	337	49	2	295	0
Future Vol, veh/h	0	0	0	32	0	6	3	337	49	2	295	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	35	0	7	3	366	53	2	321	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	727	750	321	724	724	393	321	0	0	419	0	0
Stage 1	325	325	-	399	399	-	-	-	-	-	-	-
Stage 2	402	425	-	325	325	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	339	340	720	341	352	656	1239	-	-	1140	-	-
Stage 1	687	649	-	627	602	-	-	-	-	-	-	-
Stage 2	625	586	-	687	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	334	338	720	340	350	656	1239	-	-	1140	-	-
Mov Cap-2 Maneuver	334	338	-	340	350	-	-	-	-	-	-	-
Stage 1	685	648	-	625	600	-	-	-	-	-	-	-
Stage 2	617	584	-	686	648	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		16		0.1		0.1	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1239	-	-	-	368	1140	-
HCM Lane V/C Ratio	0.003	-	-	-	0.112	0.002	-
HCM Control Delay (s)	7.9	0	-	0	16	8.2	-
HCM Lane LOS	A	A	-	A	C	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2050 AM Background  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	260	0	150	0	194	22	141	228	0
Future Volume (veh/h)	0	0	0	260	0	150	0	194	22	141	228	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	283	0	163	0	211	24	153	248	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	432	0	663	0	366	252	576	66	543	654	0
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	1223	1870	0	1781	0	1585	1132	1649	188	1145	1870	0
Grp Volume(v), veh/h	0	0	0	283	0	163	0	0	235	153	248	0
Grp Sat Flow(s),veh/h/ln	1223	1870	0	1781	0	1585	1132	0	1837	1145	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	2.5	0.0	0.0	2.7	3.3	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.2	0.0	2.5	0.0	0.0	2.7	6.0	2.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	252	432	0	663	0	366	252	0	642	543	654	0
V/C Ratio(X)	0.00	0.00	0.00	0.43	0.00	0.45	0.00	0.00	0.37	0.28	0.38	0.00
Avail Cap(c_a), veh/h	952	1504	0	1684	0	1274	845	0	1605	1143	1634	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	10.1	0.0	9.4	0.0	0.0	6.9	9.2	7.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.0	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.6	0.0	0.0	0.6	0.6	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	10.2	0.0	9.7	0.0	0.0	7.1	9.3	7.1	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			446			235			401	
Approach Delay, s/veh		0.0			10.0			7.1			7.9	
Approach LOS					B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		12.6		16.0		12.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		4.7		0.0		8.0		6.2				
Green Ext Time (p_c), s		0.6		0.0		0.9		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 3: Highland Blvd & SR - 92

2050 AM Background  
 09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑	↗	↗	↑↑	↗	↔↔	↗	↗
Traffic Volume (veh/h)	173	854	4	192	591	60	32	89	102	87	92	148
Future Volume (veh/h)	173	854	4	192	591	60	32	89	102	87	92	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	928	4	209	642	65	35	97	0	95	100	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1721	534	984	1973	880	137	177		160	292	
Arrive On Green	0.07	0.34	0.34	0.28	0.56	0.56	0.05	0.05	0.00	0.05	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	1295	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	188	928	4	209	642	65	35	97	0	95	100	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1295	1777	1585	1728	1870	1585
Q Serve(g_s), s	5.3	14.7	0.2	4.6	9.8	1.9	2.6	2.7	0.0	2.7	4.8	0.0
Cycle Q Clear(g_c), s	5.3	14.7	0.2	4.6	9.8	1.9	2.6	2.7	0.0	2.7	4.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	1721	534	984	1973	880	137	177		160	292	
V/C Ratio(X)	0.73	0.54	0.01	0.21	0.33	0.07	0.26	0.55		0.59	0.34	
Avail Cap(c_a), veh/h	536	1721	534	984	1973	880	194	334		484	550	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	26.9	22.0	27.2	12.1	10.3	46.4	46.4	0.0	46.8	37.6	0.0
Incr Delay (d2), s/veh	1.5	1.2	0.0	0.0	0.4	0.2	0.4	1.0	0.0	3.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.7	0.1	1.8	3.5	0.7	0.9	1.2	0.0	1.2	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	28.1	22.1	27.3	12.5	10.5	46.7	47.4	0.0	50.2	37.9	0.0
LnGrp LOS	D	C	C	C	B	B	D	D		D	D	
Approach Vol, veh/h		1120			916			132			195	
Approach Delay, s/veh		31.2			15.7			47.2			43.9	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	3.9	62.8	10.6	12.6	35.8	41.0		23.2				
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	16	* 34	14.0	9.4	* 16	* 34		29.4				
Max Q Clear Time (g_c+11), s	3	11.8	4.7	4.7	6.6	16.7		6.8				
Green Ext Time (p_c), s	0.2	2.2	0.2	0.1	0.0	3.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2050 AM Background  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	63	722	222	373	288	10	350	57	150	28	135	108
Future Volume (veh/h)	63	722	222	373	288	10	350	57	150	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	785	241	405	313	11	380	62	163	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	2125	660	469	1747	779	445	568	253	98	218	
Arrive On Green	0.04	0.42	0.42	0.14	0.49	0.49	0.13	0.16	0.16	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	785	241	405	313	11	380	62	163	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.9	10.6	10.5	11.5	4.9	0.4	10.8	1.5	9.6	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.9	10.6	10.5	11.5	4.9	0.4	10.8	1.5	9.6	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	2125	660	469	1747	779	445	568	253	98	218	
V/C Ratio(X)	0.46	0.37	0.37	0.86	0.18	0.01	0.85	0.11	0.64	0.31	0.67	
Avail Cap(c_a), veh/h	425	2125	660	695	1747	779	650	568	253	470	316	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	20.1	20.1	42.3	14.2	13.0	42.6	35.9	39.3	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.8	0.5	1.6	5.2	0.2	0.0	5.2	0.0	4.3	0.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.9	4.1	5.0	1.8	0.1	4.9	0.6	4.0	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	20.6	21.7	47.5	14.4	13.1	47.8	36.0	43.7	48.3	47.3	0.0
LnGrp LOS	D	C	C	D	B	B	D	D	D	D	D	D
Approach Vol, veh/h		1094			729			605			177	
Approach Delay, s/veh		22.5			32.8			45.5			47.5	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	55.8	9.2	23.1	19.5	48.2	19.1	13.2				
Change Period (Y+Rc), s	7.7	6.6	6.4	* 7.1	5.9	* 6.6	* 6.2	7.1				
Max Green Setting (Gmax), s	12	32.4	13.6	* 15	20.1	* 27	* 19	8.9				
Max Q Clear Time (g_c+1/3), s	13.5	6.9	2.9	11.6	13.5	12.6	12.8	6.1				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.1	0.1	2.8	0.1	0.1				

Intersection Summary

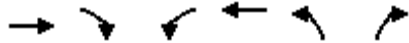
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

2050 AM Background  
09/14/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖↗	↑↑	↖↗	↗
Traffic Volume (veh/h)	765	254	136	508	319	149
Future Volume (veh/h)	765	254	136	508	319	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	276	148	552	347	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2143	956	214	2626	429	197
Arrive On Green	0.60	0.60	0.06	0.74	0.12	0.12
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	832	276	148	552	347	162
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	12.1	8.4	4.2	4.8	9.8	10.0
Cycle Q Clear(g_c), s	12.1	8.4	4.2	4.8	9.8	10.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2143	956	214	2626	429	197
V/C Ratio(X)	0.39	0.29	0.69	0.21	0.81	0.82
Avail Cap(c_a), veh/h	2143	956	505	2626	736	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.5	46.0	4.0	42.6	42.7
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.6	1.8	1.2	4.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	10.3	47.5	4.2	44.0	46.0
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1108			700	509	
Approach Delay, s/veh	10.7			13.4	44.7	
Approach LOS	B			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.9		19.1	13.6	67.3
Change Period (Y+Rc), s		7.0		* 6.7	* 7.4	7.0
Max Green Setting (Gmax), s		65.0		* 21	* 15	43.0
Max Q Clear Time (g_c+I1), s		6.8		12.0	6.2	14.1
Green Ext Time (p_c), s		2.0		0.4	0.1	3.7

Intersection Summary

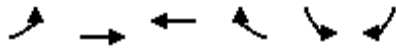
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

2050 AM Background  
09/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙		↕↕	↘	↙	↘
Traffic Volume (veh/h)	72	0	776	51	89	70
Future Volume (veh/h)	72	0	776	51	89	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	0	843	55	97	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	529	0	2494	1112	132	117
Arrive On Green	0.04	0.00	0.70	0.70	0.07	0.07
Sat Flow, veh/h	1781	78	3647	1585	1781	1585
Grp Volume(v), veh/h	78	3.9	843	55	97	76
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	1.2		9.3	1.1	5.3	4.7
Cycle Q Clear(g_c), s	1.2		9.3	1.1	5.3	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	529		2494	1112	132	117
V/C Ratio(X)	0.15		0.34	0.05	0.74	0.65
Avail Cap(c_a), veh/h	681		2494	1112	321	285
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.9		5.8	4.6	45.4	45.0
Incr Delay (d2), s/veh	0.0		0.4	0.1	3.0	2.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3		2.6	0.3	2.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9		6.2	4.7	48.3	47.3
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			898		173	
Approach Delay, s/veh			6.1		47.9	
Approach LOS			A		D	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	40.4	76.2			13.4	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	30.0	51.0			18.0	
Max Q Clear Time (g_c+1), s	13.2	11.3			7.3	
Green Ext Time (p_c), s	0.0	2.6			0.1	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.2			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	59	3	35	4	0	0	4	106	12	0	119	39
Future Vol, veh/h	59	3	35	4	0	0	4	106	12	0	119	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	3	38	4	0	0	4	115	13	0	129	42

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	216	286	86	196	301	64	171	0	0	128	0	0
Stage 1	150	150	-	130	130	-	-	-	-	-	-	-
Stage 2	66	136	-	66	171	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	722	622	956	745	610	987	1404	-	-	1456	-	-
Stage 1	837	772	-	860	788	-	-	-	-	-	-	-
Stage 2	937	783	-	937	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	721	620	956	711	608	987	1404	-	-	1456	-	-
Mov Cap-2 Maneuver	721	620	-	711	608	-	-	-	-	-	-	-
Stage 1	834	772	-	857	786	-	-	-	-	-	-	-
Stage 2	934	781	-	896	756	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB			
HCM Control Delay, s	10		10.1			0.2		0			
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	721	917	711	-	1456	-	-
HCM Lane V/C Ratio	0.003	-	-	0.089	0.045	0.006	-	-	-	-
HCM Control Delay (s)	7.6	-	-	10.5	9.1	10.1	0	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	0	-	-

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↘	
Traffic Vol, veh/h	144	21	14	0	0	144
Future Vol, veh/h	144	21	14	0	0	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	23	15	0	0	157

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	15	0	-	0	341 8
Stage 1	-	-	-	-	15 -
Stage 2	-	-	-	-	326 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1601	-	-	-	629 1072
Stage 1	-	-	-	-	1005 -
Stage 2	-	-	-	-	704 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1601	-	-	-	567 1072
Mov Cap-2 Maneuver	-	-	-	-	567 -
Stage 1	-	-	-	-	907 -
Stage 2	-	-	-	-	704 -

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	1072
HCM Lane V/C Ratio	0.098	-	-	-	0.146
HCM Control Delay (s)	7.5	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	11	23	1	0	32	61	61	0	13	2
Future Vol, veh/h	0	0	11	23	1	0	32	61	61	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	25	1	0	35	66	66	0	14	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	185	217	15	190	185	99	16	0	0	132	0	0
Stage 1	15	15	-	169	169	-	-	-	-	-	-	-
Stage 2	170	202	-	21	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	776	681	1065	770	709	957	1602	-	-	1453	-	-
Stage 1	1005	883	-	833	759	-	-	-	-	-	-	-
Stage 2	832	734	-	998	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	761	665	1065	748	692	957	1602	-	-	1453	-	-
Mov Cap-2 Maneuver	761	665	-	748	692	-	-	-	-	-	-	-
Stage 1	981	883	-	813	741	-	-	-	-	-	-	-
Stage 2	811	716	-	987	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	10	1.5	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1065	745	1453	-
HCM Lane V/C Ratio	0.022	-	-	0.011	0.035	-	-
HCM Control Delay (s)	7.3	0	-	8.4	10	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	30	0	11	0	473	79	16	787	0
Future Vol, veh/h	0	0	0	30	0	11	0	473	79	16	787	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	33	0	12	0	514	86	17	855	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1452	1489	855	1446	1446	557	855	0	0	600	0	0
Stage 1	889	889	-	557	557	-	-	-	-	-	-	-
Stage 2	563	600	-	889	889	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	108	124	358	109	132	530	785	-	-	977	-	-
Stage 1	338	361	-	515	512	-	-	-	-	-	-	-
Stage 2	511	490	-	338	361	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	104	122	358	108	130	530	785	-	-	977	-	-
Mov Cap-2 Maneuver	104	122	-	108	130	-	-	-	-	-	-	-
Stage 1	338	355	-	515	512	-	-	-	-	-	-	-
Stage 2	499	490	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	43.5	0	0.2
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	-	137	977	-
HCM Lane V/C Ratio	-	-	-	-	0.325	0.018	-
HCM Control Delay (s)	0	-	-	0	43.5	8.8	-
HCM Lane LOS	A	-	-	A	E	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.3	0.1	-

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2050 PM Background  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	207	0	131	0	421	258	276	541	0
Future Volume (veh/h)	0	0	0	207	0	131	0	421	258	276	541	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	225	0	142	0	458	280	300	588	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	321	0	459	0	272	153	623	381	342	1073	0
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.57	0.57	0.57	0.57	0.00
Sat Flow, veh/h	1246	1870	0	1781	0	1585	828	1087	664	720	1870	0
Grp Volume(v), veh/h	0	0	0	225	0	142	0	0	738	300	588	0
Grp Sat Flow(s),veh/h/ln	1246	1870	0	1781	0	1585	828	0	1751	720	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	5.6	0.0	3.8	0.0	0.0	14.6	12.4	9.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.6	0.0	3.8	0.0	0.0	14.6	27.0	9.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	153	321	0	459	0	272	153	0	1004	342	1073	0
V/C Ratio(X)	0.00	0.00	0.00	0.49	0.00	0.52	0.00	0.00	0.74	0.88	0.55	0.00
Avail Cap(c_a), veh/h	495	834	0	947	0	707	153	0	1004	342	1073	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.5	0.0	17.7	0.0	0.0	7.4	19.6	6.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.6	0.0	0.0	2.5	21.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.1	0.0	1.3	0.0	0.0	4.1	5.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	18.8	0.0	18.3	0.0	0.0	9.9	40.7	6.6	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	D	A	A
Approach Vol, veh/h		0			367			738				888
Approach Delay, s/veh		0.0			18.6			9.9				18.1
Approach LOS					B			A				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.1		33.0		14.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		16.6		0.0		29.0		7.6				
Green Ext Time (p_c), s		2.2		0.0		0.0		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				15.2								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92

2050 PM Background  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	340	1963	16	237	673	96	86	243	258	232	211	250
Future Volume (veh/h)	340	1963	16	237	673	96	86	243	258	232	211	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	370	2134	17	258	732	104	93	264	280	252	229	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	2200	683	552	2086	931	276	536	454	206	536	
Arrive On Green	0.12	0.43	0.43	0.27	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1152	1870	1585	862	1870	1585
Grp Volume(v), veh/h	370	2134	17	258	732	104	93	264	280	252	229	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1152	1870	1585	862	1870	1585
Q Serve(g_s), s	12.6	49.0	0.7	9.7	12.9	3.5	8.6	14.1	18.4	20.3	11.9	0.0
Cycle Q Clear(g_c), s	12.6	49.0	0.7	9.7	12.9	3.5	20.5	14.1	18.4	34.4	11.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	2200	683	552	2086	931	276	536	454	206	536	
V/C Ratio(X)	0.86	0.97	0.02	0.47	0.35	0.11	0.34	0.49	0.62	1.22	0.43	
Avail Cap(c_a), veh/h	562	2200	683	552	2086	931	276	536	454	206	536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	33.4	19.6	33.9	12.9	10.9	43.1	35.5	37.1	52.8	34.8	0.0
Incr Delay (d2), s/veh	8.6	13.3	0.1	0.2	0.5	0.2	0.3	0.3	1.8	135.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	21.3	0.3	5.8	4.7	1.2	2.5	6.5	7.3	14.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	46.7	19.7	34.2	13.3	11.2	43.4	35.8	38.9	188.4	35.0	0.0
LnGrp LOS	E	D	B	C	B	B	D	D	D	F	C	
Approach Vol, veh/h		2521			1094			637			481	
Approach Delay, s/veh		48.5			18.1			38.3			115.4	
Approach LOS		D			B			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	77.8		42.0	40.2	59.0		42.0				
Change Period (Y+Rc), s	6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	20	* 45		34.4	* 13	* 52		34.4				
Max Q Clear Time (g_c+14.6), s	14.6	14.9		22.5	11.7	51.0		36.4				
Green Ext Time (p_c), s	0.3	2.7		0.8	0.0	0.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

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

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2050 PM Background  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	23	1949	374	274	733	2	298	15	195	175	255	682
Future Volume (veh/h)	23	1949	374	274	733	2	298	15	195	175	255	682
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	2118	407	298	797	2	324	16	212	190	277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	840	2774	861	313	1670	745	377	449	200	245	293	
Arrive On Green	0.24	0.54	0.54	0.18	0.47	0.47	0.11	0.13	0.13	0.07	0.08	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	25	2118	407	298	797	2	324	16	212	190	277	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.7	38.9	15.2	19.9	18.4	0.1	11.1	0.5	15.2	6.5	9.3	0.0
Cycle Q Clear(g_c), s	0.7	38.9	15.2	19.9	18.4	0.1	11.1	0.5	15.2	6.5	9.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	840	2774	861	313	1670	745	377	449	200	245	293	
V/C Ratio(X)	0.03	0.76	0.47	0.95	0.48	0.00	0.86	0.04	1.06	0.77	0.94	
Avail Cap(c_a), veh/h	840	2774	861	313	1670	745	397	449	200	392	293	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.6	21.4	10.9	48.9	21.7	14.2	52.6	46.0	52.4	54.8	54.8	0.0
Incr Delay (d2), s/veh	0.0	2.1	1.9	37.7	1.0	0.0	15.6	0.0	80.0	2.0	37.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.4	5.6	11.8	7.3	0.0	5.6	0.2	10.5	2.9	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	23.5	12.7	86.6	22.7	14.2	68.1	46.0	132.4	56.8	92.4	0.0
LnGrp LOS	C	C	B	F	C	B	E	D	F	E	F	
Approach Vol, veh/h		2550			1097			552			467	
Approach Delay, s/veh		21.8			40.0			92.2			77.9	
Approach LOS		C			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.4	63.0	14.9	21.4	27.0	73.4	19.3	17.0				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1				
Max Green Setting (Gmax), s	2.3	* 56	13.6	* 11	21.1	* 50	13.8	* 9.9				
Max Q Clear Time (g_c+1/2g), s	12.8	20.4	8.5	17.2	21.9	40.9	13.1	11.3				
Green Ext Time (p_c), s	0.0	2.9	0.1	0.0	0.0	6.0	0.0	0.0				

Intersection Summary

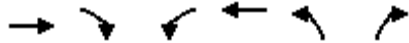
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

2050 PM Background  
09/26/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (veh/h)	1210	179	161	756	467	284
Future Volume (veh/h)	1210	179	161	756	467	284
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1315	195	175	822	508	309
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1744	778	421	2387	729	334
Arrive On Green	0.49	0.49	0.12	0.67	0.21	0.21
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1315	195	175	822	508	309
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	35.9	8.6	5.6	11.9	16.3	22.9
Cycle Q Clear(g_c), s	35.9	8.6	5.6	11.9	16.3	22.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1744	778	421	2387	729	334
V/C Ratio(X)	0.75	0.25	0.42	0.34	0.70	0.92
Avail Cap(c_a), veh/h	1744	778	421	2387	786	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	17.7	48.8	8.4	43.8	46.4
Incr Delay (d2), s/veh	3.1	0.8	0.2	0.4	2.0	27.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.1	2.4	3.9	7.2	20.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	18.5	49.0	8.8	45.8	73.5
LnGrp LOS	C	B	D	A	D	E
Approach Vol, veh/h	1510			997	817	
Approach Delay, s/veh	26.6			15.9	56.3	
Approach LOS	C			B	E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		32.0	22.0	66.0
Change Period (Y+Rc), s		* 7.4		* 6.7	7.4	* 7.1
Max Green Setting (Gmax), s		* 79		* 27	12.6	* 59
Max Q Clear Time (g_c+I1), s		13.9		24.9	7.6	37.9
Green Ext Time (p_c), s		3.3		0.4	0.1	5.9

Intersection Summary

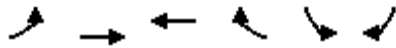
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

2050 PM Background  
09/26/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↑↑	↵	↵	↵
Traffic Volume (veh/h)	36	0	1089	134	204	227
Future Volume (veh/h)	36	0	1089	134	204	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	0	1184	146	222	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	309	0	2308	1029	303	270
Arrive On Green	0.03	0.00	0.65	0.65	0.17	0.17
Sat Flow, veh/h	1781	39	3647	1585	1781	1585
Grp Volume(v), veh/h	39	8.4	1184	146	222	247
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.9		21.0	4.3	14.2	18.4
Cycle Q Clear(g_c), s	0.9		21.0	4.3	14.2	18.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	309		2308	1029	303	270
V/C Ratio(X)	0.13		0.51	0.14	0.73	0.92
Avail Cap(c_a), veh/h	419		2308	1029	312	277
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3		11.1	8.1	47.2	48.9
Incr Delay (d2), s/veh	0.1		0.8	0.3	7.2	31.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3		7.3	1.3	6.9	9.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4		11.9	8.4	54.4	80.4
LnGrp LOS	A		B	A	D	F
Approach Vol, veh/h			1330		469	
Approach Delay, s/veh			11.5		68.1	
Approach LOS			B		E	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	9.6	83.9			26.4	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	1.0	70.0			21.0	
Max Q Clear Time (g_c+1/2g), s	12.5	23.0			20.4	
Green Ext Time (p_c), s	0.0	4.2			0.1	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			25.9			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	25	10	148	95	24	0	26	98	46	3	188	27
Future Vol, veh/h	25	10	148	95	24	0	26	98	46	3	188	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	11	161	103	26	0	28	107	50	3	204	29

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	348	438	117	302	427	79	233	0	0	157	0	0
Stage 1	225	225	-	188	188	-	-	-	-	-	-	-
Stage 2	123	213	-	114	239	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	582	511	913	627	518	965	1332	-	-	1420	-	-
Stage 1	757	716	-	796	743	-	-	-	-	-	-	-
Stage 2	868	725	-	879	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	549	499	913	499	506	965	1332	-	-	1420	-	-
Mov Cap-2 Maneuver	549	499	-	499	506	-	-	-	-	-	-	-
Stage 1	741	715	-	779	727	-	-	-	-	-	-	-
Stage 2	819	710	-	712	705	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	10.4		13.8		1.2			0.1		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1332	-	-	549	867	499	506	1420	-	-
HCM Lane V/C Ratio	0.021	-	-	0.049	0.198	0.207	0.052	0.002	-	-
HCM Control Delay (s)	7.8	-	-	11.9	10.2	14.1	12.5	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.7	0.8	0.2	0	-	-

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	108	16	9	0	1	209
Future Vol, veh/h	108	16	9	0	1	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	17	10	0	1	227

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	253
Stage 1	-	-	-	-	10
Stage 2	-	-	-	-	243
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1608	-	-	-	714
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	775
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	662
Mov Cap-2 Maneuver	-	-	-	-	662
Stage 1	-	-	-	-	937
Stage 2	-	-	-	-	775

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1073
HCM Lane V/C Ratio	0.073	-	-	-	0.213
HCM Control Delay (s)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	30	124	2	1	11	46	51	0	56	1
Future Vol, veh/h	7	1	30	124	2	1	11	46	51	0	56	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	33	135	2	1	12	50	55	0	61	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	165	191	62	181	164	78	62	0	0	105	0	0
Stage 1	62	62	-	102	102	-	-	-	-	-	-	-
Stage 2	103	129	-	79	62	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	800	704	1003	781	729	983	1541	-	-	1486	-	-
Stage 1	949	843	-	904	811	-	-	-	-	-	-	-
Stage 2	903	789	-	930	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	793	698	1003	750	723	983	1541	-	-	1486	-	-
Mov Cap-2 Maneuver	793	698	-	750	723	-	-	-	-	-	-	-
Stage 1	941	843	-	897	805	-	-	-	-	-	-	-
Stage 2	892	783	-	899	843	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		10.9		0.7		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1541	-	-	946	751	1486	-
HCM Lane V/C Ratio	0.008	-	-	0.044	0.184	-	-
HCM Control Delay (s)	7.4	0	-	9	10.9	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-

HCM 6th Signalized Intersection Summary  
1: Highland Blvd & Grant Blvd

2050 AM Background with Mitigation  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (veh/h)	0	0	0	32	0	6	3	337	49	2	295	0
Future Volume (veh/h)	0	0	0	32	0	6	3	337	49	2	295	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	35	0	7	3	366	53	2	321	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	97	0	387	0	12	180	569	82	845	668	0
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.36	0.36	0.36	0.36	0.36	0.00
Sat Flow, veh/h	0	1870	0	1202	0	240	4	1592	229	968	1870	0
Grp Volume(v), veh/h	0	0	0	42	0	0	422	0	0	2	321	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1443	0	0	1826	0	0	968	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.0	3.9	0.0	0.0	0.0	2.7	0.0
Prop In Lane	0.00		0.00	0.83		0.17	0.01		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	0	97	0	400	0	0	831	0	0	845	668	0
V/C Ratio(X)	0.00	0.00	0.00	0.11	0.00	0.00	0.51	0.00	0.00	0.00	0.48	0.00
Avail Cap(c_a), veh/h	0	2025	0	1887	0	0	3405	0	0	2214	3314	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	9.4	0.0	0.0	5.5	0.0	0.0	4.2	5.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	9.4	0.0	0.0	5.6	0.0	0.0	4.2	5.3	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			42			422			323	
Approach Delay, s/veh		0.0			9.4			5.6			5.3	
Approach LOS					A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.3		7.1		13.3		7.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		36.0		22.0		36.0		22.0				
Max Q Clear Time (g_c+I1), s		5.9		0.0		4.7		2.6				
Green Ext Time (p_c), s		1.3		0.0		1.0		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				5.7								
HCM 6th LOS				A								



HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2050 AM Background with Mitigation  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	0	260	0	150	0	194	22	141	228	0
Future Volume (veh/h)	0	0	0	260	0	150	0	194	22	141	228	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	283	0	163	0	211	24	153	248	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	432	0	663	0	366	252	576	66	543	654	0
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	1223	1870	0	1781	0	1585	1132	1649	188	1145	1870	0
Grp Volume(v), veh/h	0	0	0	283	0	163	0	0	235	153	248	0
Grp Sat Flow(s),veh/h/ln	1223	1870	0	1781	0	1585	1132	0	1837	1145	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	2.5	0.0	0.0	2.7	3.3	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.2	0.0	2.5	0.0	0.0	2.7	6.0	2.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	252	432	0	663	0	366	252	0	642	543	654	0
V/C Ratio(X)	0.00	0.00	0.00	0.43	0.00	0.45	0.00	0.00	0.37	0.28	0.38	0.00
Avail Cap(c_a), veh/h	952	1504	0	1684	0	1274	845	0	1605	1143	1634	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	10.1	0.0	9.4	0.0	0.0	6.9	9.2	7.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.0	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.6	0.0	0.0	0.6	0.6	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	10.2	0.0	9.7	0.0	0.0	7.1	9.3	7.1	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			446			235			401	
Approach Delay, s/veh		0.0			10.0			7.1			7.9	
Approach LOS					B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		12.6		16.0		12.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		4.7		0.0		8.0		6.2				
Green Ext Time (p_c), s		0.6		0.0		0.9		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 3: Highland Blvd & SR - 92

2050 AM Background with Mitigation  
 09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑	↗	↗	↑↑	↗	↔↔	↗	↗
Traffic Volume (veh/h)	173	854	4	192	591	60	32	89	102	87	92	148
Future Volume (veh/h)	173	854	4	192	591	60	32	89	102	87	92	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	928	4	209	642	65	35	97	0	95	100	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1721	534	984	1973	880	137	177		160	292	
Arrive On Green	0.07	0.34	0.34	0.28	0.56	0.56	0.05	0.05	0.00	0.05	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	1295	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	188	928	4	209	642	65	35	97	0	95	100	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1295	1777	1585	1728	1870	1585
Q Serve(g_s), s	5.3	14.7	0.2	4.6	9.8	1.9	2.6	2.7	0.0	2.7	4.8	0.0
Cycle Q Clear(g_c), s	5.3	14.7	0.2	4.6	9.8	1.9	2.6	2.7	0.0	2.7	4.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	1721	534	984	1973	880	137	177		160	292	
V/C Ratio(X)	0.73	0.54	0.01	0.21	0.33	0.07	0.26	0.55		0.59	0.34	
Avail Cap(c_a), veh/h	536	1721	534	984	1973	880	194	334		484	550	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	26.9	22.0	27.2	12.1	10.3	46.4	46.4	0.0	46.8	37.6	0.0
Incr Delay (d2), s/veh	1.5	1.2	0.0	0.0	0.4	0.2	0.4	1.0	0.0	3.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.7	0.1	1.8	3.5	0.7	0.9	1.2	0.0	1.2	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	28.1	22.1	27.3	12.5	10.5	46.7	47.4	0.0	50.2	37.9	0.0
LnGrp LOS	D	C	C	C	B	B	D	D		D	D	
Approach Vol, veh/h		1120			916			132			195	
Approach Delay, s/veh		31.2			15.7			47.2			43.9	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	3.9	62.8	10.6	12.6	35.8	41.0		23.2				
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	16	* 34	14.0	9.4	* 16	* 34		29.4				
Max Q Clear Time (g_c+11), s	3	11.8	4.7	4.7	6.6	16.7		6.8				
Green Ext Time (p_c), s	0.2	2.2	0.2	0.1	0.0	3.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2050 AM Background with Mitigation  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	63	722	222	373	288	10	350	57	150	28	135	108
Future Volume (veh/h)	63	722	222	373	288	10	350	57	150	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	785	241	405	313	11	380	62	163	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	2125	660	469	1747	779	445	568	253	98	218	
Arrive On Green	0.04	0.42	0.42	0.14	0.49	0.49	0.13	0.16	0.16	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	785	241	405	313	11	380	62	163	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.9	10.6	10.5	11.5	4.9	0.4	10.8	1.5	9.6	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.9	10.6	10.5	11.5	4.9	0.4	10.8	1.5	9.6	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	2125	660	469	1747	779	445	568	253	98	218	
V/C Ratio(X)	0.46	0.37	0.37	0.86	0.18	0.01	0.85	0.11	0.64	0.31	0.67	
Avail Cap(c_a), veh/h	425	2125	660	695	1747	779	650	568	253	470	316	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	20.1	20.1	42.3	14.2	13.0	42.6	35.9	39.3	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.8	0.5	1.6	5.2	0.2	0.0	5.2	0.0	4.3	0.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.9	4.1	5.0	1.8	0.1	4.9	0.6	4.0	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	20.6	21.7	47.5	14.4	13.1	47.8	36.0	43.7	48.3	47.3	0.0
LnGrp LOS	D	C	C	D	B	B	D	D	D	D	D	D
Approach Vol, veh/h		1094			729			605			177	
Approach Delay, s/veh		22.5			32.8			45.5			47.5	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	55.8	9.2	23.1	19.5	48.2	19.1	13.2				
Change Period (Y+Rc), s	7.7	6.6	6.4	* 7.1	5.9	* 6.6	* 6.2	7.1				
Max Green Setting (Gmax), s	12	32.4	13.6	* 15	20.1	* 27	* 19	8.9				
Max Q Clear Time (g_c+1/3), s	13.5	6.9	2.9	11.6	13.5	12.6	12.8	6.1				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.1	0.1	2.8	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

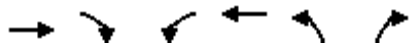
User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

2050 AM Background with Mitigation  
09/14/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	765	254	136	508	319	149
Future Volume (veh/h)	765	254	136	508	319	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	276	148	552	347	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2143	956	214	2626	429	197
Arrive On Green	0.60	0.60	0.06	0.74	0.12	0.12
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	832	276	148	552	347	162
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	12.1	8.4	4.2	4.8	9.8	10.0
Cycle Q Clear(g_c), s	12.1	8.4	4.2	4.8	9.8	10.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2143	956	214	2626	429	197
V/C Ratio(X)	0.39	0.29	0.69	0.21	0.81	0.82
Avail Cap(c_a), veh/h	2143	956	505	2626	736	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.5	46.0	4.0	42.6	42.7
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.6	1.8	1.2	4.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	10.3	47.5	4.2	44.0	46.0
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1108			700	509	
Approach Delay, s/veh	10.7			13.4	44.7	
Approach LOS	B			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.9		19.1	13.6	67.3
Change Period (Y+Rc), s		7.0		* 6.7	* 7.4	7.0
Max Green Setting (Gmax), s		65.0		* 21	* 15	43.0
Max Q Clear Time (g_c+I1), s		6.8		12.0	6.2	14.1
Green Ext Time (p_c), s		2.0		0.4	0.1	3.7

Intersection Summary

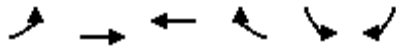
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

2050 AM Background with Mitigation  
09/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	72	0	776	51	89	70
Future Volume (veh/h)	72	0	776	51	89	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	0	843	55	97	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	529	0	2494	1112	132	117
Arrive On Green	0.04	0.00	0.70	0.70	0.07	0.07
Sat Flow, veh/h	1781	78	3647	1585	1781	1585
Grp Volume(v), veh/h	78	3.9	843	55	97	76
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	1.2		9.3	1.1	5.3	4.7
Cycle Q Clear(g_c), s	1.2		9.3	1.1	5.3	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	529		2494	1112	132	117
V/C Ratio(X)	0.15		0.34	0.05	0.74	0.65
Avail Cap(c_a), veh/h	681		2494	1112	321	285
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.9		5.8	4.6	45.4	45.0
Incr Delay (d2), s/veh	0.0		0.4	0.1	3.0	2.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3		2.6	0.3	2.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9		6.2	4.7	48.3	47.3
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			898		173	
Approach Delay, s/veh			6.1		47.9	
Approach LOS			A		D	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	40.4	76.2			13.4	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	30.0	51.0			18.0	
Max Q Clear Time (g_c+1), s	13.2	11.3			7.3	
Green Ext Time (p_c), s	0.0	2.6			0.1	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.2			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	59	3	35	4	0	0	4	106	12	0	119	39
Future Vol, veh/h	59	3	35	4	0	0	4	106	12	0	119	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	3	38	4	0	0	4	115	13	0	129	42

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	216	286	86	196	301	64	171	0	0	128	0	0
Stage 1	150	150	-	130	130	-	-	-	-	-	-	-
Stage 2	66	136	-	66	171	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	722	622	956	745	610	987	1404	-	-	1456	-	-
Stage 1	837	772	-	860	788	-	-	-	-	-	-	-
Stage 2	937	783	-	937	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	721	620	956	711	608	987	1404	-	-	1456	-	-
Mov Cap-2 Maneuver	721	620	-	711	608	-	-	-	-	-	-	-
Stage 1	834	772	-	857	786	-	-	-	-	-	-	-
Stage 2	934	781	-	896	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.1	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	721	917	711	-	1456	-	-
HCM Lane V/C Ratio	0.003	-	-	0.089	0.045	0.006	-	-	-	-
HCM Control Delay (s)	7.6	-	-	10.5	9.1	10.1	0	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	0	-	-

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	144	21	14	0	0	144
Future Vol, veh/h	144	21	14	0	0	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	23	15	0	0	157

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	15	0	-	0	341 8
Stage 1	-	-	-	-	15 -
Stage 2	-	-	-	-	326 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1601	-	-	-	629 1072
Stage 1	-	-	-	-	1005 -
Stage 2	-	-	-	-	704 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1601	-	-	-	567 1072
Mov Cap-2 Maneuver	-	-	-	-	567 -
Stage 1	-	-	-	-	907 -
Stage 2	-	-	-	-	704 -

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	1072
HCM Lane V/C Ratio	0.098	-	-	-	0.146
HCM Control Delay (s)	7.5	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	11	23	1	0	32	61	61	0	13	2
Future Vol, veh/h	0	0	11	23	1	0	32	61	61	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	25	1	0	35	66	66	0	14	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	185	217	15	190	185	99	16	0	0	132	0	0
Stage 1	15	15	-	169	169	-	-	-	-	-	-	-
Stage 2	170	202	-	21	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	776	681	1065	770	709	957	1602	-	-	1453	-	-
Stage 1	1005	883	-	833	759	-	-	-	-	-	-	-
Stage 2	832	734	-	998	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	761	665	1065	748	692	957	1602	-	-	1453	-	-
Mov Cap-2 Maneuver	761	665	-	748	692	-	-	-	-	-	-	-
Stage 1	981	883	-	813	741	-	-	-	-	-	-	-
Stage 2	811	716	-	987	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	10	1.5	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1065	745	1453	-
HCM Lane V/C Ratio	0.022	-	-	0.011	0.035	-	-
HCM Control Delay (s)	7.3	0	-	8.4	10	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0	-



HCM 6th Signalized Intersection Summary  
 1: Highland Blvd & Grant Blvd

2050 PM Background with Mitigation  
 09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (veh/h)	0	0	0	30	0	11	0	473	79	16	787	0
Future Volume (veh/h)	0	0	0	30	0	11	0	473	79	16	787	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	33	0	12	0	514	86	17	855	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	97	0	261	0	20	0	864	145	510	1035	0
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.55	0.55	0.55	0.55	0.00
Sat Flow, veh/h	0	1870	0	1070	0	389	0	1562	261	819	1870	0
Grp Volume(v), veh/h	0	0	0	45	0	0	0	0	600	17	855	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1459	0	0	0	0	1823	819	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	6.7	0.4	11.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	6.7	7.1	11.4	0.0
Prop In Lane	0.00		0.00	0.73		0.27	0.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	0	97	0	281	0	0	0	0	1009	510	1035	0
V/C Ratio(X)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.03	0.83	0.00
Avail Cap(c_a), veh/h	0	1292	0	1213	0	0	0	0	2220	1054	2277	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	4.5	6.9	5.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.8	0.0	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	14.2	0.0	0.0	0.0	0.0	4.7	6.9	6.2	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			45			600			872	
Approach Delay, s/veh		0.0			14.2			4.7			6.3	
Approach LOS					B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.8		7.6		22.8		7.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		37.0		21.0		37.0		21.0				
Max Q Clear Time (g_c+I1), s		8.7		0.0		13.4		2.9				
Green Ext Time (p_c), s		2.1		0.0		3.4		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				5.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2050 PM Background with Mitigation  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	0	0	0	207	0	131	0	421	258	276	541	0
Future Volume (veh/h)	0	0	0	207	0	131	0	421	258	276	541	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	225	0	142	0	458	280	300	588	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	321	0	459	0	272	153	623	381	342	1073	0
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.57	0.57	0.57	0.57	0.00
Sat Flow, veh/h	1246	1870	0	1781	0	1585	828	1087	664	720	1870	0
Grp Volume(v), veh/h	0	0	0	225	0	142	0	0	738	300	588	0
Grp Sat Flow(s),veh/h/ln	1246	1870	0	1781	0	1585	828	0	1751	720	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	5.6	0.0	3.8	0.0	0.0	14.6	12.4	9.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.6	0.0	3.8	0.0	0.0	14.6	27.0	9.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	153	321	0	459	0	272	153	0	1004	342	1073	0
V/C Ratio(X)	0.00	0.00	0.00	0.49	0.00	0.52	0.00	0.00	0.74	0.88	0.55	0.00
Avail Cap(c_a), veh/h	495	834	0	947	0	707	153	0	1004	342	1073	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.5	0.0	17.7	0.0	0.0	7.4	19.6	6.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.6	0.0	0.0	2.5	21.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.1	0.0	1.3	0.0	0.0	4.1	5.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	18.8	0.0	18.3	0.0	0.0	9.9	40.7	6.6	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	D	A	A
Approach Vol, veh/h		0			367			738			888	
Approach Delay, s/veh		0.0			18.6			9.9			18.1	
Approach LOS					B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.1		33.0		14.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		16.6		0.0		29.0		7.6				
Green Ext Time (p_c), s		2.2		0.0		0.0		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				15.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↖	↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	340	1963	16	237	673	96	86	243	258	232	211	250
Future Volume (veh/h)	340	1963	16	237	673	96	86	243	258	232	211	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	370	2134	17	258	732	104	93	264	280	252	229	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	2200	683	552	2086	931	276	536	454	206	536	
Arrive On Green	0.12	0.43	0.43	0.27	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1152	1870	1585	862	1870	1585
Grp Volume(v), veh/h	370	2134	17	258	732	104	93	264	280	252	229	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1152	1870	1585	862	1870	1585
Q Serve(g_s), s	12.6	49.0	0.7	9.7	12.9	3.5	8.6	14.1	18.4	20.3	11.9	0.0
Cycle Q Clear(g_c), s	12.6	49.0	0.7	9.7	12.9	3.5	20.5	14.1	18.4	34.4	11.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	2200	683	552	2086	931	276	536	454	206	536	
V/C Ratio(X)	0.86	0.97	0.02	0.47	0.35	0.11	0.34	0.49	0.62	1.22	0.43	
Avail Cap(c_a), veh/h	562	2200	683	552	2086	931	276	536	454	206	536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	33.4	19.6	33.9	12.9	10.9	43.1	35.5	37.1	52.8	34.8	0.0
Incr Delay (d2), s/veh	8.6	13.3	0.1	0.2	0.5	0.2	0.3	0.3	1.8	135.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	21.3	0.3	5.8	4.7	1.2	2.5	6.5	7.3	14.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	46.7	19.7	34.2	13.3	11.2	43.4	35.8	38.9	188.4	35.0	0.0
LnGrp LOS	E	D	B	C	B	B	D	D	D	F	C	
Approach Vol, veh/h		2521			1094			637			481	
Approach Delay, s/veh		48.5			18.1			38.3			115.4	
Approach LOS		D			B			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	77.8		42.0	40.2	59.0		42.0				
Change Period (Y+Rc), s	6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	28	* 45		34.4	* 13	* 52		34.4				
Max Q Clear Time (g_c+14.6), s	14.6	14.9		22.5	11.7	51.0		36.4				
Green Ext Time (p_c), s	0.3	2.7		0.8	0.0	0.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2050 PM Background with Mitigation  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	23	1949	374	274	733	2	298	15	195	175	255	682
Future Volume (veh/h)	23	1949	374	274	733	2	298	15	195	175	255	682
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	2118	407	298	797	2	324	16	212	190	277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	840	2774	861	313	1670	745	377	449	200	245	293	
Arrive On Green	0.24	0.54	0.54	0.18	0.47	0.47	0.11	0.13	0.13	0.07	0.08	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	25	2118	407	298	797	2	324	16	212	190	277	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.7	38.9	15.2	19.9	18.4	0.1	11.1	0.5	15.2	6.5	9.3	0.0
Cycle Q Clear(g_c), s	0.7	38.9	15.2	19.9	18.4	0.1	11.1	0.5	15.2	6.5	9.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	840	2774	861	313	1670	745	377	449	200	245	293	
V/C Ratio(X)	0.03	0.76	0.47	0.95	0.48	0.00	0.86	0.04	1.06	0.77	0.94	
Avail Cap(c_a), veh/h	840	2774	861	313	1670	745	397	449	200	392	293	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.6	21.4	10.9	48.9	21.7	14.2	52.6	46.0	52.4	54.8	54.8	0.0
Incr Delay (d2), s/veh	0.0	2.1	1.9	37.7	1.0	0.0	15.6	0.0	80.0	2.0	37.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.4	5.6	11.8	7.3	0.0	5.6	0.2	10.5	2.9	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	23.5	12.7	86.6	22.7	14.2	68.1	46.0	132.4	56.8	92.4	0.0
LnGrp LOS	C	C	B	F	C	B	E	D	F	E	F	
Approach Vol, veh/h		2550			1097			552			467	
Approach Delay, s/veh		21.8			40.0			92.2			77.9	
Approach LOS		C			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.4	63.0	14.9	21.4	27.0	73.4	19.3	17.0				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1				
Max Green Setting (Gmax), s	2.3	* 56	13.6	* 11	21.1	* 50	13.8	* 9.9				
Max Q Clear Time (g_c+1/2g), s	12.8	20.4	8.5	17.2	21.9	40.9	13.1	11.3				
Green Ext Time (p_c), s	0.0	2.9	0.1	0.0	0.0	6.0	0.0	0.0				

Intersection Summary

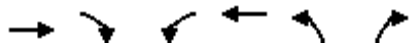
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street & SR - 92

2050 PM Background with Mitigation  
09/26/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	1210	179	161	756	467	284
Future Volume (veh/h)	1210	179	161	756	467	284
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1315	195	175	822	508	309
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1744	778	421	2387	729	334
Arrive On Green	0.49	0.49	0.12	0.67	0.21	0.21
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1315	195	175	822	508	309
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	35.9	8.6	5.6	11.9	16.3	22.9
Cycle Q Clear(g_c), s	35.9	8.6	5.6	11.9	16.3	22.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1744	778	421	2387	729	334
V/C Ratio(X)	0.75	0.25	0.42	0.34	0.70	0.92
Avail Cap(c_a), veh/h	1744	778	421	2387	786	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	17.7	48.8	8.4	43.8	46.4
Incr Delay (d2), s/veh	3.1	0.8	0.2	0.4	2.0	27.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.1	2.4	3.9	7.2	20.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	18.5	49.0	8.8	45.8	73.5
LnGrp LOS	C	B	D	A	D	E
Approach Vol, veh/h	1510			997	817	
Approach Delay, s/veh	26.6			15.9	56.3	
Approach LOS	C			B	E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		32.0	22.0	66.0
Change Period (Y+Rc), s		* 7.4		* 6.7	7.4	* 7.1
Max Green Setting (Gmax), s		* 79		* 27	12.6	* 59
Max Q Clear Time (g_c+I1), s		13.9		24.9	7.6	37.9
Green Ext Time (p_c), s		3.3		0.4	0.1	5.9

Intersection Summary

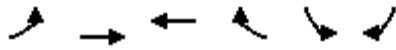
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

2050 PM Background with Mitigation  
09/26/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙		↕↕	↘	↙	↘
Traffic Volume (veh/h)	36	0	1089	134	204	227
Future Volume (veh/h)	36	0	1089	134	204	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	0	1184	146	222	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	309	0	2308	1029	303	270
Arrive On Green	0.03	0.00	0.65	0.65	0.17	0.17
Sat Flow, veh/h	1781	39	3647	1585	1781	1585
Grp Volume(v), veh/h	39	8.4	1184	146	222	247
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.9		21.0	4.3	14.2	18.4
Cycle Q Clear(g_c), s	0.9		21.0	4.3	14.2	18.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	309		2308	1029	303	270
V/C Ratio(X)	0.13		0.51	0.14	0.73	0.92
Avail Cap(c_a), veh/h	419		2308	1029	312	277
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3		11.1	8.1	47.2	48.9
Incr Delay (d2), s/veh	0.1		0.8	0.3	7.2	31.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3		7.3	1.3	6.9	9.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4		11.9	8.4	54.4	80.4
LnGrp LOS	A		B	A	D	F
Approach Vol, veh/h			1330		469	
Approach Delay, s/veh			11.5		68.1	
Approach LOS			B		E	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	9.6	83.9			26.4	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	1.0	70.0			21.0	
Max Q Clear Time (g_c+1/2g), s	1.0	23.0			20.4	
Green Ext Time (p_c), s	0.0	4.2			0.1	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			25.9			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	25	10	148	95	24	0	26	98	46	3	188	27
Future Vol, veh/h	25	10	148	95	24	0	26	98	46	3	188	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	11	161	103	26	0	28	107	50	3	204	29

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	348	438	117	302	427	79	233	0	0	157	0	0
Stage 1	225	225	-	188	188	-	-	-	-	-	-	-
Stage 2	123	213	-	114	239	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	582	511	913	627	518	965	1332	-	-	1420	-	-
Stage 1	757	716	-	796	743	-	-	-	-	-	-	-
Stage 2	868	725	-	879	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	549	499	913	499	506	965	1332	-	-	1420	-	-
Mov Cap-2 Maneuver	549	499	-	499	506	-	-	-	-	-	-	-
Stage 1	741	715	-	779	727	-	-	-	-	-	-	-
Stage 2	819	710	-	712	705	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		13.8		1.2		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1332	-	-	549	867	499	506	1420	-	-
HCM Lane V/C Ratio	0.021	-	-	0.049	0.198	0.207	0.052	0.002	-	-
HCM Control Delay (s)	7.8	-	-	11.9	10.2	14.1	12.5	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.7	0.8	0.2	0	-	-

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	108	16	9	0	1	209
Future Vol, veh/h	108	16	9	0	1	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	17	10	0	1	227

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	253
Stage 1	-	-	-	-	10
Stage 2	-	-	-	-	243
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1608	-	-	-	714
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	775
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	662
Mov Cap-2 Maneuver	-	-	-	-	662
Stage 1	-	-	-	-	937
Stage 2	-	-	-	-	775

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1073
HCM Lane V/C Ratio	0.073	-	-	-	0.213
HCM Control Delay (s)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8



Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	30	124	2	1	11	46	51	0	56	1
Future Vol, veh/h	7	1	30	124	2	1	11	46	51	0	56	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	33	135	2	1	12	50	55	0	61	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	165	191	62	181	164	78	62	0	0	105	0	0
Stage 1	62	62	-	102	102	-	-	-	-	-	-	-
Stage 2	103	129	-	79	62	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	800	704	1003	781	729	983	1541	-	-	1486	-	-
Stage 1	949	843	-	904	811	-	-	-	-	-	-	-
Stage 2	903	789	-	930	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	793	698	1003	750	723	983	1541	-	-	1486	-	-
Mov Cap-2 Maneuver	793	698	-	750	723	-	-	-	-	-	-	-
Stage 1	941	843	-	897	805	-	-	-	-	-	-	-
Stage 2	892	783	-	899	843	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		10.9		0.7		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1541	-	-	946	751	1486	-
HCM Lane V/C Ratio	0.008	-	-	0.044	0.184	-	-
HCM Control Delay (s)	7.4	0	-	9	10.9	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-

**2050 BACKGROUND PLUS PROJECT**

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Future Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	134	38	0	8	34	245	23	2	410	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	744	751	411	807	741	257	412	0	0	268	0	0
Stage 1	415	415	-	325	325	-	-	-	-	-	-	-
Stage 2	329	336	-	482	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	340	641	300	344	782	1147	-	-	1296	-	-
Stage 1	615	592	-	687	649	-	-	-	-	-	-	-
Stage 2	684	642	-	565	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	327	641	231	331	782	1147	-	-	1296	-	-
Mov Cap-2 Maneuver	319	327	-	231	331	-	-	-	-	-	-	-
Stage 1	593	591	-	663	626	-	-	-	-	-	-	-
Stage 2	654	620	-	446	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	21.6	0.9	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	608	262	1296	-
HCM Lane V/C Ratio	0.029	-	-	0.232	0.174	0.002	-
HCM Control Delay (s)	8.2	0	-	12.7	21.6	7.8	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2050 AM Background plus Project  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Future Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	5	163	153	2	89	48	213	13	148	423	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	13	424	466	10	426	367	579	35	512	619	1
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1306	47	1545	1217	35	1555	963	1745	106	1155	1865	4
Grp Volume(v), veh/h	3	0	168	153	0	91	48	0	226	148	0	424
Grp Sat Flow(s),veh/h/ln	1306	0	1592	1217	0	1590	963	0	1851	1155	0	1870
Q Serve(g_s), s	0.1	0.0	2.6	3.6	0.0	1.3	1.4	0.0	2.8	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.4	0.0	2.6	6.2	0.0	1.3	7.4	0.0	2.8	6.2	0.0	6.0
Prop In Lane	1.00		0.97	1.00		0.98	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	537	0	437	466	0	436	367	0	615	512	0	621
V/C Ratio(X)	0.01	0.00	0.38	0.33	0.00	0.21	0.13	0.00	0.37	0.29	0.00	0.68
Avail Cap(c_a), veh/h	1593	0	1724	1450	0	1722	1470	0	2734	1834	0	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	9.0	11.5	0.0	8.5	12.0	0.0	7.7	10.1	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.7	0.0	0.3	0.2	0.0	0.7	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	11.6	0.0	8.6	12.0	0.0	7.9	10.2	0.0	9.3
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			244			274			572	
Approach Delay, s/veh		9.2			10.5			8.6			9.5	
Approach LOS		A			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		14.4		16.1		14.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0		33.0				
Max Q Clear Time (g_c+I1), s		9.4		4.6		8.2		8.2				
Green Ext Time (p_c), s		0.8		0.5		1.5		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92

2050 AM Background plus Project  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Future Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
Arrive On Green	0.10	0.32	0.32	0.21	0.43	0.43	0.08	0.08	0.08	0.12	0.25	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1290	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1290	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Cycle Q Clear(g_c), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
V/C Ratio(X)	0.81	0.81	0.14	0.39	0.57	0.14	0.42	0.49	0.62	0.84	0.22	
Avail Cap(c_a), veh/h	467	1619	502	476	1529	682	219	213	181	285	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	31.3	24.4	30.9	21.5	17.3	45.2	44.4	16.9	43.2	29.6	0.0
Incr Delay (d2), s/veh	5.9	4.4	0.6	0.2	1.5	0.4	0.6	1.0	1.9	14.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	1.2	3.4	7.2	1.4	1.8	1.7	1.8	5.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.7	25.0	31.1	23.0	17.7	45.9	45.4	18.8	58.0	29.7	0.0
LnGrp LOS	D	D	C	C	C	B	D	D	B	E	C	
Approach Vol, veh/h		1663			1147			216			279	
Approach Delay, s/veh		37.7			23.9			36.4			47.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	50.3	17.7	15.2	28.1	39.0		32.9				
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	14	* 32	16.0	11.4	* 14	* 32		33.4				
Max Q Clear Time (g_c+110), s	10.2	20.4	11.6	7.5	4.6	25.4		6.4				
Green Ext Time (p_c), s	0.2	2.7	0.2	0.1	0.0	2.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2050 AM Background plus Project  
09/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Future Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
Arrive On Green	0.14	0.26	0.26	0.26	0.37	0.37	0.15	0.18	0.18	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
V/C Ratio(X)	0.14	0.99	0.90	0.94	0.58	0.02	0.93	0.10	0.62	0.31	0.68	
Avail Cap(c_a), veh/h	487	1335	415	465	1329	593	511	635	283	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	36.8	35.6	36.2	25.1	11.0	42.1	34.3	37.9	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	23.0	24.7	27.4	1.9	0.1	23.9	0.0	3.1	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.8	11.4	13.2	7.1	0.2	7.4	0.6	4.2	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	59.8	60.4	63.6	27.0	11.1	66.0	34.3	41.0	48.3	48.1	0.0
LnGrp LOS	D	E	E	E	C	B	E	C	D	D	D	
Approach Vol, veh/h		1766			1225			715			177	
Approach Delay, s/veh		59.1			39.9			57.1			48.1	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.8	44.0	9.2	25.0	31.9	33.9	21.0	13.2				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1				
Max Green Setting (Gmax), s	2.3	* 37	13.6	* 9.9	26.1	* 26	* 15	7.9				
Max Q Clear Time (g_c+1), s	13.8	19.5	2.9	12.3	26.0	27.9	15.6	6.1				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

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

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary  
5: Center Street/8000 West & SR - 92



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Future Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
Arrive On Green	0.05	0.38	0.38	0.08	0.40	0.40	0.13	0.13	0.13	0.13	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Cycle Q Clear(g_c), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
V/C Ratio(X)	0.67	0.75	0.54	0.74	0.49	0.56	0.86	0.48	0.86	1.01	0.30	0.81
Avail Cap(c_a), veh/h	435	1355	605	435	1433	639	460	249	211	460	485	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	26.8	24.1	45.2	22.2	23.0	42.7	40.2	42.6	43.3	38.9	41.9
Incr Delay (d2), s/veh	1.5	3.9	3.4	1.6	1.2	3.5	13.8	0.5	27.7	44.9	0.1	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.3	6.4	2.3	5.9	7.0	5.4	2.7	5.9	8.5	1.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	30.7	27.4	46.8	23.4	26.6	56.5	40.8	70.2	88.3	39.0	60.2
LnGrp LOS	D	C	C	D	C	C	E	D	E	F	D	E
Approach Vol, veh/h		1469			1262			677			784	
Approach Delay, s/veh		31.5			28.0			57.4			72.9	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.8	47.3	20.0	19.8	15.0	45.1	19.5	20.3				
Change Period (Y+Rc), s	7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7				
Max Green Setting (Gmax), s	13	33.0	* 13	* 13	* 13	33.0	* 13	* 13				
Max Q Clear Time (g_c+1/5), s	15.5	19.5	15.3	13.1	7.6	26.9	12.8	12.6				
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.1	2.6	0.0	0.1				

Intersection Summary

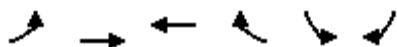
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West

2050 AM Background plus Project  
09/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↕↕	↵	↵	↵
Traffic Volume (veh/h)	224	0	951	408	427	258
Future Volume (veh/h)	224	0	951	408	427	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	0	1034	443	464	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	379	0	1564	697	445	396
Arrive On Green	0.13	0.00	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	243	3647	1585	1781	1585
Grp Volume(v), veh/h	243	38.0	1034	443	464	280
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	4.2		23.0	21.7	25.0	16.1
Cycle Q Clear(g_c), s	4.2		23.0	21.7	25.0	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379		1564	697	445	396
V/C Ratio(X)	0.64		0.66	0.64	1.04	0.71
Avail Cap(c_a), veh/h	379		1564	697	445	396
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1		22.1	21.8	37.5	34.2
Incr Delay (d2), s/veh	2.8		2.2	4.4	54.0	4.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3		9.1	8.1	17.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0		24.3	26.1	91.5	39.0
LnGrp LOS	D		C	C	F	D
Approach Vol, veh/h			1477		744	
Approach Delay, s/veh			24.9		71.7	
Approach LOS			C		E	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	49.0	50.0				31.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	44.0	44.0				25.0
Max Q Clear Time (g_c+10), s	25.0	25.0				27.0
Green Ext Time (p_c), s	0.1	3.6				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			40.3			
HCM 6th LOS			D			



Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Future Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	80	9	1	12	550	112	0	603	99

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	957	1227	351	880	1276	275	702	0	-	550	0	0
Stage 1	653	653	-	574	574	-	-	-	-	-	-	-
Stage 2	304	574	-	306	702	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	212	177	645	241	165	722	891	-	0	1016	-	-
Stage 1	423	462	-	471	501	-	-	-	0	-	-	-
Stage 2	681	501	-	679	439	-	-	-	0	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	201	175	645	217	163	722	891	-	-	1016	-	-
Mov Cap-2 Maneuver	201	175	-	217	163	-	-	-	-	-	-	-
Stage 1	418	462	-	465	494	-	-	-	-	-	-	-
Stage 2	659	494	-	630	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	30.5	0.2	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	891	-	201	442	217	178	1016	-	-
HCM Lane V/C Ratio	0.013	-	0.362	0.101	0.371	0.055	-	-	-
HCM Control Delay (s)	9.1	-	32.7	14.1	31	26.4	0	-	-
HCM Lane LOS	A	-	D	B	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	1.6	0.3	1.6	0.2	0	-	-

Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	424	151	147	0	0	500
Future Vol, veh/h	424	151	147	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	461	164	160	0	0	543

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	160	0	-	0	1164 80
Stage 1	-	-	-	-	160 -
Stage 2	-	-	-	-	1004 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1417	-	-	-	188 964
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	315 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1417	-	-	-	127 964
Mov Cap-2 Maneuver	-	-	-	-	127 -
Stage 1	-	-	-	-	575 -
Stage 2	-	-	-	-	315 -

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	964
HCM Lane V/C Ratio	0.325	-	-	-	0.564
HCM Control Delay (s)	8.8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	3.6

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	179	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	532	608	180	580	533	230	181	0	0	306	0	0
Stage 1	180	180	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	228	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	410	863	426	453	809	1394	-	-	1255	-	-
Stage 1	822	750	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	775	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	438	388	863	363	429	809	1394	-	-	1255	-	-
Mov Cap-2 Maneuver	438	388	-	363	429	-	-	-	-	-	-	-
Stage 1	778	750	-	629	598	-	-	-	-	-	-	-
Stage 2	628	553	-	689	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	27	1.3	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1394	-	-	863	363	1255	-
HCM Lane V/C Ratio	0.044	-	-	0.111	0.563	-	-
HCM Control Delay (s)	7.7	0	-	9.7	27	0	-
HCM Lane LOS	A	A	-	A	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	3.3	0	-

HCM 6th Signalized Intersection Summary  
1: Highland Blvd & Grant Blvd

2050 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	↔
Traffic Volume (veh/h)	4	0	80	30	0	10	87	522	79	16	849	7
Future Volume (veh/h)	4	0	80	30	0	10	87	522	79	16	849	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	87	33	0	11	95	567	86	17	923	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	3	118	151	10	30	152	883	129	561	1461	13
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	1.00	1.00	1.00	0.79	0.79	0.79
Sat Flow, veh/h	33	37	1517	1046	127	391	135	1119	163	779	1851	16
Grp Volume(v), veh/h	91	0	0	44	0	0	748	0	0	17	0	931
Grp Sat Flow(s),veh/h/ln	1587	0	0	1564	0	0	1418	0	0	779	0	1867
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	18.9
Cycle Q Clear(g_c), s	5.0	0.0	0.0	2.3	0.0	0.0	28.7	0.0	0.0	0.9	0.0	18.9
Prop In Lane	0.04		0.96	0.75		0.25	0.13		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	165	0	0	191	0	0	1164	0	0	561	0	1474
V/C Ratio(X)	0.55	0.00	0.00	0.23	0.00	0.00	0.64	0.00	0.00	0.03	0.00	0.63
Avail Cap(c_a), veh/h	410	0	0	405	0	0	1164	0	0	561	0	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.87	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	0.0	39.3	0.0	0.0	0.6	0.0	0.0	2.1	0.0	4.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.0	0.0	2.4	0.0	0.0	0.1	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.1	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	0.0	39.5	0.0	0.0	2.9	0.0	0.0	2.2	0.0	6.1
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		91			44			748			948	
Approach Delay, s/veh		41.7			39.5			2.9			6.0	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.0		13.0		77.0		13.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		30.7		7.0		20.9		4.3				
Green Ext Time (p_c), s		3.6		0.2		4.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.3								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
2: Highland Blvd & 11800 North

2050 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	114	207	5	131	115	555	258	276	679	4
Future Volume (veh/h)	2	4	114	207	5	131	115	555	258	276	679	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	124	225	5	142	125	603	280	300	738	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	12	360	290	13	359	534	1185	1004	369	1177	6
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.63	0.63	0.63	1.00	1.00	1.00
Sat Flow, veh/h	1241	50	1543	1262	54	1539	718	1870	1585	629	1858	10
Grp Volume(v), veh/h	2	0	128	225	0	147	125	603	280	300	0	742
Grp Sat Flow(s),veh/h/ln	1241	0	1593	1262	0	1593	718	1870	1585	629	0	1869
Q Serve(g_s), s	0.1	0.0	6.0	15.0	0.0	7.0	7.0	15.7	7.1	41.3	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	6.0	21.0	0.0	7.0	7.0	15.7	7.1	57.0	0.0	0.0
Prop In Lane	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	273	0	372	290	0	372	534	1185	1004	369	0	1183
V/C Ratio(X)	0.01	0.00	0.34	0.78	0.00	0.40	0.23	0.51	0.28	0.81	0.00	0.63
Avail Cap(c_a), veh/h	273	0	372	290	0	372	534	1185	1004	369	0	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.00	0.77
Uniform Delay (d), s/veh	32.2	0.0	28.8	38.0	0.0	29.1	7.3	8.9	7.3	8.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	11.4	0.0	0.3	1.0	1.6	0.7	14.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	5.8	0.0	2.7	1.1	6.1	2.3	4.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	29.0	49.4	0.0	29.4	8.4	10.5	8.0	22.7	0.0	1.9
LnGrp LOS	C	A	C	D	A	C	A	B	A	C	A	A
Approach Vol, veh/h		130			372			1008			1042	
Approach Delay, s/veh		29.0			41.5			9.5			7.9	
Approach LOS		C			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.0		27.0		63.0		27.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		17.7		9.1		59.0		23.0				
Green Ext Time (p_c), s		3.0		0.3		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.5								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
3: Highland Blvd & SR - 92

2050 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	480	2163	62	237	968	189	144	259	258	294	221	369
Future Volume (veh/h)	480	2163	62	237	968	189	144	259	258	294	221	369
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	522	2351	67	258	1052	205	157	282	280	320	240	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	568	2104	653	707	2311	1031	193	232	197	267	593	
Arrive On Green	0.16	0.41	0.41	0.40	0.65	0.65	0.12	0.12	0.12	0.15	0.32	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1140	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	522	2351	67	258	1052	205	157	282	280	320	240	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1140	1870	1585	1781	1870	1585
Q Serve(g_s), s	20.8	57.7	3.6	14.3	20.6	7.3	17.4	17.4	13.1	21.0	14.1	0.0
Cycle Q Clear(g_c), s	20.8	57.7	3.6	14.3	20.6	7.3	17.4	17.4	13.1	21.0	14.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	568	2104	653	707	2311	1031	193	232	197	267	593	
V/C Ratio(X)	0.92	1.12	0.10	0.36	0.46	0.20	0.81	1.21	1.42	1.20	0.40	
Avail Cap(c_a), veh/h	605	2104	653	707	2311	1031	193	232	197	267	593	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.6	41.2	25.3	29.8	12.2	9.8	62.1	61.3	34.5	59.5	37.4	0.0
Incr Delay (d2), s/veh	18.0	59.9	0.3	0.1	0.6	0.4	21.2	128.7	216.6	119.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	34.4	1.4	6.0	7.5	2.6	6.8	16.6	16.9	18.3	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	101.1	25.6	29.9	12.8	10.3	83.4	190.0	251.1	178.9	37.6	0.0
LnGrp LOS	E	F	C	C	B	B	F	F	F	F	D	
Approach Vol, veh/h		2940			1515			719			560	
Approach Delay, s/veh		94.8			15.4			190.5			118.3	
Approach LOS		F			B			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	29.5	98.9	27.0	25.0	63.5	65.0	52.0					
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3	7.6					
Max Green Setting (Gmax), s	25	* 50	21.0	17.4	* 17	* 58	44.4					
Max Q Clear Time (g_c+Q2, s)	22.6	22.6	23.0	19.4	16.3	59.7	16.1					
Green Ext Time (p_c), s	0.2	4.4	0.0	0.0	0.0	0.0	0.6					

Intersection Summary

HCM 6th Ctrl Delay	88.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: 1200 East & SR - 92

2050 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	22	2304	453	294	1185	2	395	15	226	175	255	682
Future Volume (veh/h)	22	2304	453	294	1185	2	395	15	226	175	255	682
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	2504	492	320	1288	2	429	16	0	190	277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1311	3797	1179	294	1863	831	390	451		238	277	
Arrive On Green	0.38	0.74	0.74	0.17	0.52	0.52	0.11	0.13	0.00	0.07	0.08	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	24	2504	492	320	1288	2	429	16	0	190	277	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.6	34.5	21.2	23.1	37.9	0.1	15.8	0.6	0.0	7.6	10.9	0.0
Cycle Q Clear(g_c), s	0.6	34.5	21.2	23.1	37.9	0.1	15.8	0.6	0.0	7.6	10.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1311	3797	1179	294	1863	831	390	451		238	277	
V/C Ratio(X)	0.02	0.66	0.42	1.09	0.69	0.00	1.10	0.04		0.80	1.00	
Avail Cap(c_a), veh/h	1311	3797	1179	294	1863	831	390	451		336	277	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	9.0	11.4	58.5	24.8	25.7	62.1	53.6	0.0	64.2	64.6	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.1	78.3	2.1	0.0	75.3	0.0	0.0	5.7	54.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	10.5	7.6	16.5	15.4	0.0	11.0	0.3	0.0	3.5	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	9.9	12.5	136.7	27.0	25.7	137.4	53.6	0.0	70.0	118.9	0.0
LnGrp LOS	C	A	B	F	C	C	F	D		E	F	
Approach Vol, veh/h		3020			1610			445			467	
Approach Delay, s/veh		10.5			48.8			134.4			99.0	
Approach LOS		B			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	80.0	16.0	24.0	29.0	113.0	22.0	18.0				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1				
Max Green Setting (Gmax), s	73	* 73	13.6	* 14	23.1	* 65	15.8	* 11				
Max Q Clear Time (g_c+1), s	12.6	39.9	9.6	2.6	25.1	36.5	17.8	12.9				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.0	16.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: Center Street/8000 West & SR - 92

2050 PM Background plus Project  
09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	142	1250	250	185	824	410	490	135	300	235	112	136
Future Volume (veh/h)	142	1250	250	185	824	410	490	135	300	235	112	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1359	272	201	896	446	533	147	326	255	122	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1640	731	249	1688	753	579	338	286	302	357	159
Arrive On Green	0.06	0.46	0.46	0.07	0.47	0.47	0.17	0.18	0.18	0.09	0.10	0.10
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	154	1359	272	201	896	446	533	147	326	255	122	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	6.1	46.7	15.6	8.0	24.8	28.8	21.3	9.8	25.3	10.2	4.5	13.0
Cycle Q Clear(g_c), s	6.1	46.7	15.6	8.0	24.8	28.8	21.3	9.8	25.3	10.2	4.5	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	1640	731	249	1688	753	579	338	286	302	357	159
V/C Ratio(X)	0.76	0.83	0.37	0.81	0.53	0.59	0.92	0.43	1.14	0.85	0.34	0.93
Avail Cap(c_a), veh/h	311	1640	731	311	1688	753	624	338	286	328	357	159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	32.9	24.5	64.0	25.8	26.9	57.4	51.0	57.3	63.0	58.6	62.5
Incr Delay (d2), s/veh	2.2	5.0	1.4	9.6	1.2	3.4	17.7	0.3	95.8	15.7	0.2	50.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	20.0	6.2	3.8	10.2	11.6	10.8	4.7	17.7	5.1	2.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	37.9	26.0	73.6	27.0	30.3	75.0	51.3	153.1	78.6	58.9	112.5
LnGrp LOS	E	D	C	E	C	C	E	D	F	E	E	F
Approach Vol, veh/h		1785			1543			1006			525	
Approach Delay, s/veh		38.6			34.0			96.9			83.6	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	73.5	18.9	32.0	17.5	71.6	30.2	20.8				
Change Period (Y+Rc), s	7.4	7.0	*6.7	*6.7	*7.4	7.0	*6.7	*6.7				
Max Green Setting (Gmax), s	13	61.0	*13	*25	*13	61.0	*25	*13				
Max Q Clear Time (g_c+10), s	13	30.8	12.2	27.3	10.0	48.7	23.3	15.0				
Green Ext Time (p_c), s	0.1	4.4	0.0	0.0	0.1	5.1	0.2	0.0				

Intersection Summary

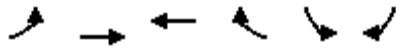
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
6: SR - 92 & 500 West



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵		↑↑	↵	↵	↵
Traffic Volume (veh/h)	149	0	1348	340	380	355
Future Volume (veh/h)	149	0	1348	340	380	355
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	0	1465	370	413	386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	210	0	1989	887	460	410
Arrive On Green	0.05	0.00	0.56	0.56	0.26	0.26
Sat Flow, veh/h	1781	162	3647	1585	1781	1585
Grp Volume(v), veh/h	162	34.0	1465	370	413	386
Grp Sat Flow(s),veh/h/ln	1781	C	1777	1585	1781	1585
Q Serve(g_s), s	5.4		43.2	18.8	31.3	33.4
Cycle Q Clear(g_c), s	5.4		43.2	18.8	31.3	33.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	210		1989	887	460	410
V/C Ratio(X)	0.77		0.74	0.42	0.90	0.94
Avail Cap(c_a), veh/h	268		1989	887	598	532
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6		23.1	17.7	50.1	50.9
Incr Delay (d2), s/veh	7.4		2.5	1.4	11.7	20.0
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3		17.3	6.8	15.5	15.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.0		25.6	19.1	61.8	70.9
LnGrp LOS	C		C	B	E	E
Approach Vol, veh/h			1835		799	
Approach Delay, s/veh			24.3		66.2	
Approach LOS			C		E	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	3.5	84.4			42.2	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	2.0	63.0			47.0	
Max Q Clear Time (g_c+1), s	4	45.2			35.4	
Green Ext Time (p_c), s	0.0	5.3			0.8	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			36.8			
HCM 6th LOS			D			

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	28	11	163	145	26	0	29	274	123	3	368	30
Future Vol, veh/h	28	11	163	145	26	0	29	274	123	3	368	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	12	177	158	28	0	32	298	134	3	400	33

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	650	919	217	641	868	216	433	0	0	432	0	0
Stage 1	423	423	-	429	429	-	-	-	-	-	-	-
Stage 2	227	496	-	212	439	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	354	270	787	360	289	789	1123	-	-	1124	-	-
Stage 1	579	586	-	574	582	-	-	-	-	-	-	-
Stage 2	755	544	-	770	576	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	262	787	263	280	789	1123	-	-	1124	-	-
Mov Cap-2 Maneuver	319	262	-	263	280	-	-	-	-	-	-	-
Stage 1	563	584	-	558	566	-	-	-	-	-	-	-
Stage 2	697	529	-	583	574	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	12.8		34.5			0.6			0.1		
HCM LOS	B		D								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	319	699	263	280	1124	-	-
HCM Lane V/C Ratio	0.028	-	-	0.095	0.271	0.599	0.101	0.003	-	-
HCM Control Delay (s)	8.3	-	-	17.5	12.1	37.2	19.3	8.2	-	-
HCM Lane LOS	A	-	-	C	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.1	3.5	0.3	0	-	-

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	89	102	0	1	305
Future Vol, veh/h	215	89	102	0	1	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	234	97	111	0	1	332

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	111	0	-	0	628 56
Stage 1	-	-	-	-	111 -
Stage 2	-	-	-	-	517 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1477	-	-	-	415 999
Stage 1	-	-	-	-	901 -
Stage 2	-	-	-	-	563 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1477	-	-	-	349 999
Mov Cap-2 Maneuver	-	-	-	-	349 -
Stage 1	-	-	-	-	759 -
Stage 2	-	-	-	-	563 -

Approach	EB	WB	SB
HCM Control Delay, s	5.6	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	993
HCM Lane V/C Ratio	0.158	-	-	-	0.335
HCM Control Delay (s)	7.9	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	1.5

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	33	174	2	1	12	99	104	0	99	1
Future Vol, veh/h	8	1	33	174	2	1	12	99	104	0	99	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	36	189	2	1	13	108	113	0	108	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	301	356	109	318	300	165	109	0	0	221	0	0
Stage 1	109	109	-	191	191	-	-	-	-	-	-	-
Stage 2	192	247	-	127	109	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	651	570	945	635	612	879	1481	-	-	1348	-	-
Stage 1	896	805	-	811	742	-	-	-	-	-	-	-
Stage 2	810	702	-	877	805	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	643	564	945	605	606	879	1481	-	-	1348	-	-
Mov Cap-2 Maneuver	643	564	-	605	606	-	-	-	-	-	-	-
Stage 1	887	805	-	803	735	-	-	-	-	-	-	-
Stage 2	799	695	-	843	805	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		13.7		0.4		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1481	-	-	855	606	1348	-
HCM Lane V/C Ratio	0.009	-	-	0.053	0.317	-	-
HCM Control Delay (s)	7.5	0	-	9.4	13.7	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.4	0	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Future Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	134	38	0	8	34	245	23	2	410	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	744	751	411	807	741	257	412	0	0	268	0	0
Stage 1	415	415	-	325	325	-	-	-	-	-	-	-
Stage 2	329	336	-	482	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	340	641	300	344	782	1147	-	-	1296	-	-
Stage 1	615	592	-	687	649	-	-	-	-	-	-	-
Stage 2	684	642	-	565	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	327	641	231	331	782	1147	-	-	1296	-	-
Mov Cap-2 Maneuver	319	327	-	231	331	-	-	-	-	-	-	-
Stage 1	593	591	-	663	626	-	-	-	-	-	-	-
Stage 2	654	620	-	446	591	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		21.6		0.9		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	608	262	1296	-
HCM Lane V/C Ratio	0.029	-	-	0.232	0.174	0.002	-
HCM Control Delay (s)	8.2	0	-	12.7	21.6	7.8	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-

HCM 6th Signalized Intersection Summary 2050 AM Background plus Project with Mitigations  
 2: Highland Blvd & 11800 North

09/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Future Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	5	163	153	2	89	48	213	13	148	423	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	13	424	466	10	426	367	579	35	512	619	1
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1306	47	1545	1217	35	1555	963	1745	106	1155	1865	4
Grp Volume(v), veh/h	3	0	168	153	0	91	48	0	226	148	0	424
Grp Sat Flow(s),veh/h/ln	1306	0	1592	1217	0	1590	963	0	1851	1155	0	1870
Q Serve(g_s), s	0.1	0.0	2.6	3.6	0.0	1.3	1.4	0.0	2.8	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.4	0.0	2.6	6.2	0.0	1.3	7.4	0.0	2.8	6.2	0.0	6.0
Prop In Lane	1.00		0.97	1.00		0.98	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	537	0	437	466	0	436	367	0	615	512	0	621
V/C Ratio(X)	0.01	0.00	0.38	0.33	0.00	0.21	0.13	0.00	0.37	0.29	0.00	0.68
Avail Cap(c_a), veh/h	1593	0	1724	1450	0	1722	1470	0	2734	1834	0	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	9.0	11.5	0.0	8.5	12.0	0.0	7.7	10.1	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.7	0.0	0.3	0.2	0.0	0.7	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	11.6	0.0	8.6	12.0	0.0	7.9	10.2	0.0	9.3
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			244			274			572	
Approach Delay, s/veh		9.2			10.5			8.6			9.5	
Approach LOS		A			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		14.4		16.1		14.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0		33.0				
Max Q Clear Time (g_c+I1), s		9.4		4.6		8.2		8.2				
Green Ext Time (p_c), s		0.8		0.5		1.5		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary 2050 AM Background plus Project with Mitigations  
 3: Highland Blvd & SR - 92

09/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑	↗	↗	↑↑	↗	↔↔	↗	↗
Traffic Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Future Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1619	502	1081	1687	753	170	269	120	250	389	
Arrive On Green	0.10	0.32	0.32	0.25	0.47	0.47	0.08	0.08	0.08	0.07	0.21	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	1290	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1290	1777	1585	1728	1870	1585
Q Serve(g_s), s	8.2	23.4	3.2	0.0	16.9	3.4	5.5	1.9	2.6	4.9	4.7	0.0
Cycle Q Clear(g_c), s	8.2	23.4	3.2	0.0	16.9	3.4	5.5	1.9	2.6	4.9	4.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1619	502	1081	1687	753	170	269	120	250	389	
V/C Ratio(X)	0.81	0.81	0.14	0.17	0.51	0.13	0.42	0.26	0.62	0.70	0.27	
Avail Cap(c_a), veh/h	467	1619	502	1081	1687	753	219	405	181	553	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	31.3	24.4	26.5	18.2	14.7	45.2	43.6	14.3	45.3	33.2	0.0
Incr Delay (d2), s/veh	5.9	4.4	0.6	0.0	1.1	0.3	0.6	0.2	1.9	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	1.2	1.6	6.5	1.3	1.8	0.8	1.8	2.2	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.7	25.0	26.5	19.4	15.0	45.9	43.8	16.2	48.8	33.3	0.0
LnGrp LOS	D	D	C	C	B	B	D	D	B	D	C	
Approach Vol, veh/h		1663			1147			216			279	
Approach Delay, s/veh		37.7			20.1			35.0			43.1	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	6.8	54.8	13.2	15.2	32.6	39.0	28.4					
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	* 7.3	* 7.3	7.6					
Max Green Setting (Gmax), s	14	* 32	16.0	11.4	* 14	* 32	33.4					
Max Q Clear Time (g_c+I10), s	10.2	18.9	6.9	7.5	2.0	25.4	6.7					
Green Ext Time (p_c), s	0.2	2.8	0.3	0.1	0.0	2.9	0.2					

Intersection Summary

HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 2050 AM Background plus Project with Mitigations  
 4: 1200 East & SR - 92 09/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔	↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Future Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
Arrive On Green	0.14	0.26	0.26	0.26	0.37	0.37	0.15	0.18	0.18	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
V/C Ratio(X)	0.14	0.99	0.90	0.94	0.58	0.02	0.93	0.10	0.62	0.31	0.68	
Avail Cap(c_a), veh/h	487	1335	415	465	1329	593	511	635	283	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	36.8	35.6	36.2	25.1	11.0	42.1	34.3	37.9	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	23.0	24.7	27.4	1.9	0.1	23.9	0.0	3.1	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.8	11.4	13.2	7.1	0.2	7.4	0.6	4.2	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	59.8	60.4	63.6	27.0	11.1	66.0	34.3	41.0	48.3	48.1	0.0
LnGrp LOS	D	E	E	E	C	B	E	C	D	D	D	
Approach Vol, veh/h		1766			1225			715			177	
Approach Delay, s/veh		59.1			39.9			57.1			48.1	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.8	44.0	9.2	25.0	31.9	33.9	21.0	13.2				
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1				
Max Green Setting (Gmax), s	2.3	* 37	13.6	* 9.9	26.1	* 26	* 15	7.9				
Max Q Clear Time (g_c+1), s	13.8	19.5	2.9	12.3	26.0	27.9	15.6	6.1				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.1				

**Intersection Summary**

HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

**Notes**

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary 2050 AM Background plus Project with Mitigations  
 5: Center Street/8000 West & SR - 92 09/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Future Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
Arrive On Green	0.05	0.38	0.38	0.08	0.40	0.40	0.13	0.13	0.13	0.13	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Cycle Q Clear(g_c), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
V/C Ratio(X)	0.67	0.75	0.54	0.74	0.49	0.56	0.86	0.48	0.86	1.01	0.30	0.81
Avail Cap(c_a), veh/h	435	1355	605	435	1433	639	460	249	211	460	485	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	26.8	24.1	45.2	22.2	23.0	42.7	40.2	42.6	43.3	38.9	41.9
Incr Delay (d2), s/veh	1.5	3.9	3.4	1.6	1.2	3.5	13.8	0.5	27.7	44.9	0.1	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.3	6.4	2.3	5.9	7.0	5.4	2.7	5.9	8.5	1.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	30.7	27.4	46.8	23.4	26.6	56.5	40.8	70.2	88.3	39.0	60.2
LnGrp LOS	D	C	C	D	C	C	E	D	E	F	D	E
Approach Vol, veh/h		1469			1262			677			784	
Approach Delay, s/veh		31.5			28.0			57.4			72.9	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.8	47.3	20.0	19.8	15.0	45.1	19.5	20.3				
Change Period (Y+Rc), s	7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7				
Max Green Setting (Gmax), s	13	33.0	* 13	* 13	* 13	33.0	* 13	* 13				
Max Q Clear Time (g_c+1/5), s	15.5	19.5	15.3	13.1	7.6	26.9	12.8	12.6				
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.1	2.6	0.0	0.1				

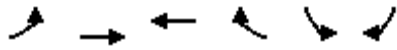
**Intersection Summary**

HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

**Notes**

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 2050 AM Background plus Project with Mitigations  
 6: SR - 92 & 500 West 09/20/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖		↕↕	↗	↖	↗
Traffic Volume (veh/h)	224	0	951	408	427	258
Future Volume (veh/h)	224	0	951	408	427	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	0	1034	443	464	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	379	0	1564	697	445	396
Arrive On Green	0.13	0.00	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	243	3647	1585	1781	1585
Grp Volume(v), veh/h	243	38.0	1034	443	464	280
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	4.2		23.0	21.7	25.0	16.1
Cycle Q Clear(g_c), s	4.2		23.0	21.7	25.0	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379		1564	697	445	396
V/C Ratio(X)	0.64		0.66	0.64	1.04	0.71
Avail Cap(c_a), veh/h	379		1564	697	445	396
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1		22.1	21.8	37.5	34.2
Incr Delay (d2), s/veh	2.8		2.2	4.4	54.0	4.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3		9.1	8.1	17.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0		24.3	26.1	91.5	39.0
LnGrp LOS	D		C	C	F	D
Approach Vol, veh/h			1477		744	
Approach Delay, s/veh			24.9		71.7	
Approach LOS			C		E	
Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	49.0	50.0				31.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	44.0	44.0				25.0
Max Q Clear Time (g_c+1/3), s	25.0	25.0				27.0
Green Ext Time (p_c), s	0.1	3.6				0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			40.3			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary 2050 AM Background plus Project with Mitigations  
7: 500 West & Traverse Terrace Drive

09/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	67	7	34	74	8	1	11	506	103	0	555	91
Future Volume (veh/h)	67	7	34	74	8	1	11	506	103	0	555	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	8	37	80	9	1	12	550	0	0	603	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	482	43	201	449	248	28	453	1373		278	1181	193
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.39	0.39	0.00	0.00	0.39	0.39
Sat Flow, veh/h	1405	290	1340	1361	1654	184	745	3647	0	858	3056	501
Grp Volume(v), veh/h	73	0	45	80	0	10	12	550	0	0	350	352
Grp Sat Flow(s),veh/h/ln	1405	0	1629	1361	0	1837	745	1777	0	858	1777	1780
Q Serve(g_s), s	1.2	0.0	0.6	1.4	0.0	0.1	0.3	2.9	0.0	0.0	3.9	3.9
Cycle Q Clear(g_c), s	1.3	0.0	0.6	2.0	0.0	0.1	4.2	2.9	0.0	0.0	3.9	3.9
Prop In Lane	1.00		0.82	1.00		0.10	1.00		0.00	1.00		0.28
Lane Grp Cap(c), veh/h	482	0	244	449	0	275	453	1373		278	687	688
V/C Ratio(X)	0.15	0.00	0.18	0.18	0.00	0.04	0.03	0.40		0.00	0.51	0.51
Avail Cap(c_a), veh/h	2063	0	2078	1981	0	2343	1461	6179		1438	3090	3096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	9.6	10.5	0.0	9.4	7.7	5.8	0.0	0.0	6.1	6.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	0.3	0.0	0.0	0.0	0.5	0.0	0.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	9.8	10.6	0.0	9.4	7.7	5.8	0.0	0.0	6.3	6.3
LnGrp LOS	B	A	A	B	A	A	A	A		A	A	A
Approach Vol, veh/h		118			90			562			702	
Approach Delay, s/veh		9.9			10.4			5.9			6.3	
Approach LOS		A			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		9.9		16.0		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0		33.0				
Max Q Clear Time (g_c+I1), s		6.2		3.3		5.9		4.0				
Green Ext Time (p_c), s		2.1		0.2		2.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

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

Intersection						
Int Delay, s/veh	8.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑	↑↑		↵	
Traffic Vol, veh/h	424	151	147	0	0	500
Future Vol, veh/h	424	151	147	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	461	164	160	0	0	543

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	160	0	-	0	1164 80
Stage 1	-	-	-	-	160 -
Stage 2	-	-	-	-	1004 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1417	-	-	-	188 964
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	315 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1417	-	-	-	127 964
Mov Cap-2 Maneuver	-	-	-	-	127 -
Stage 1	-	-	-	-	575 -
Stage 2	-	-	-	-	315 -

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	964
HCM Lane V/C Ratio	0.325	-	-	-	0.564
HCM Control Delay (s)	8.8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	3.6

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	179	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	532	608	180	580	533	230	181	0	0	306	0	0
Stage 1	180	180	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	228	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	410	863	426	453	809	1394	-	-	1255	-	-
Stage 1	822	750	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	775	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	438	388	863	363	429	809	1394	-	-	1255	-	-
Mov Cap-2 Maneuver	438	388	-	363	429	-	-	-	-	-	-	-
Stage 1	778	750	-	629	598	-	-	-	-	-	-	-
Stage 2	628	553	-	689	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	27	1.3	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1394	-	-	863	363	1255	-	-
HCM Lane V/C Ratio	0.044	-	-	0.111	0.563	-	-	-
HCM Control Delay (s)	7.7	0	-	9.7	27	0	-	-
HCM Lane LOS	A	A	-	A	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	3.3	0	-	-

HCM 6th Signalized Intersection Summary 2050 PM Background plus Project with Mitigations  
 1: Highland Blvd & Grant Blvd

09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	
Traffic Volume (veh/h)	4	0	80	30	0	10	87	522	79	16	849	7
Future Volume (veh/h)	4	0	80	30	0	10	87	522	79	16	849	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	87	33	0	11	95	567	86	17	923	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	3	116	142	9	29	153	889	130	595	1479	13
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	32	38	1517	1008	121	376	138	1113	163	779	1851	16
Grp Volume(v), veh/h	91	0	0	44	0	0	748	0	0	17	0	931
Grp Sat Flow(s),veh/h/ln	1587	0	0	1504	0	0	1414	0	0	779	0	1867
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	19.3
Cycle Q Clear(g_c), s	5.4	0.0	0.0	2.5	0.0	0.0	25.2	0.0	0.0	0.9	0.0	19.3
Prop In Lane	0.04		0.96	0.75		0.25	0.13		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	160	0	0	180	0	0	1171	0	0	595	0	1492
V/C Ratio(X)	0.57	0.00	0.00	0.24	0.00	0.00	0.64	0.00	0.00	0.03	0.00	0.62
Avail Cap(c_a), veh/h	383	0	0	374	0	0	1171	0	0	595	0	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	0.0	42.2	0.0	0.0	3.6	0.0	0.0	2.0	0.0	3.9
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	2.7	0.0	0.0	0.1	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.0	0.0	0.0	4.0	0.0	0.0	0.1	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	0.0	42.5	0.0	0.0	6.3	0.0	0.0	2.1	0.0	5.9
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		91			44			748				948
Approach Delay, s/veh		44.8			42.5			6.3				5.8
Approach LOS		D			D			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.0		13.4		83.0		13.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		77.0		21.0		77.0		21.0				
Max Q Clear Time (g_c+I1), s		27.2		7.4		21.3		4.5				
Green Ext Time (p_c), s		3.8		0.2		4.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				8.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary 2050 PM Background plus Project with Mitigations  
 2: Highland Blvd & 11800 North

09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	114	207	5	131	115	555	258	276	679	8
Future Volume (veh/h)	2	4	114	207	5	131	115	555	258	276	679	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	124	225	5	142	125	603	280	300	738	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	13	411	353	14	410	301	1067	905	328	1052	13
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1241	50	1543	1262	54	1539	714	1870	1585	629	1844	22
Grp Volume(v), veh/h	2	0	128	225	0	147	125	603	280	300	0	747
Grp Sat Flow(s),veh/h/ln	1241	0	1593	1262	0	1593	714	1870	1585	629	0	1866
Q Serve(g_s), s	0.1	0.0	4.7	12.7	0.0	5.5	11.2	15.0	6.8	27.0	0.0	21.1
Cycle Q Clear(g_c), s	5.6	0.0	4.7	17.5	0.0	5.5	32.3	15.0	6.8	42.0	0.0	21.1
Prop In Lane	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	336	0	424	353	0	424	301	1067	905	328	0	1065
V/C Ratio(X)	0.01	0.00	0.30	0.64	0.00	0.35	0.42	0.56	0.31	0.91	0.00	0.70
Avail Cap(c_a), veh/h	359	0	454	377	0	455	301	1067	905	328	0	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	21.5	28.5	0.0	21.8	22.9	10.0	8.2	26.4	0.0	11.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	2.3	0.0	0.2	0.3	0.4	0.1	28.3	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	3.9	0.0	2.0	1.8	5.4	2.0	7.8	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	21.7	30.8	0.0	22.0	23.2	10.4	8.3	54.8	0.0	13.1
LnGrp LOS	C	A	C	C	A	C	C	B	A	D	A	B
Approach Vol, veh/h		130			372			1008			1047	
Approach Delay, s/veh		21.7			27.3			11.4			25.0	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		25.6		48.0		25.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		21.0		42.0		21.0				
Max Q Clear Time (g_c+I1), s		34.3		7.6		44.0		19.5				
Green Ext Time (p_c), s		2.0		0.3		0.0		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				19.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary 2050 PM Background plus Project with Mitigations  
 3: Highland Blvd & SR - 92

09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑	↗	↔	↑↑	↗	↔↔	↗	↑
Traffic Volume (veh/h)	480	2163	62	237	968	189	144	259	258	294	221	369
Future Volume (veh/h)	480	2163	62	237	968	189	144	259	258	294	221	369
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	522	2351	67	258	1052	205	157	282	0	320	240	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	579	2402	746	308	1382	616	199	448		369	522	
Arrive On Green	0.17	0.47	0.47	0.09	0.39	0.39	0.13	0.13	0.00	0.11	0.28	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	1140	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	522	2351	67	258	1052	205	157	282	0	320	240	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1140	1777	1585	1728	1870	1585
Q Serve(g_s), s	19.3	58.8	3.0	9.6	33.4	11.8	16.4	9.8	0.0	11.9	13.8	0.0
Cycle Q Clear(g_c), s	19.3	58.8	3.0	9.6	33.4	11.8	16.4	9.8	0.0	11.9	13.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	579	2402	746	308	1382	616	199	448		369	522	
V/C Ratio(X)	0.90	0.98	0.09	0.84	0.76	0.33	0.79	0.63		0.87	0.46	
Avail Cap(c_a), veh/h	731	2402	746	369	1382	616	199	448		372	524	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.1	33.8	19.0	58.3	34.5	27.9	57.5	53.9	0.0	57.2	38.8	0.0
Incr Delay (d2), s/veh	10.8	14.0	0.2	11.6	4.0	1.4	17.3	2.1	0.0	19.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	25.4	1.1	4.6	14.4	4.8	6.2	4.5	0.0	6.1	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	47.8	19.3	69.9	38.5	29.3	74.8	56.0	0.0	76.1	39.0	0.0
LnGrp LOS	E	D	B	E	D	C	E	E		E	D	
Approach Vol, veh/h		2940			1515			439			560	
Approach Delay, s/veh		50.0			42.6			62.8			60.2	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	28.3	57.8	19.9	24.0	17.7	68.4		43.9				
Change Period (Y+Rc), s	6.5	* 7.3	6.0	7.6	6.1	* 7.3		7.6				
Max Green Setting (Gmax), s	28	* 45	14.0	16.4	13.9	* 59		36.4				
Max Q Clear Time (g_c+Δ), s	21.3	35.4	13.9	18.4	11.6	60.8		15.8				
Green Ext Time (p_c), s	0.5	3.1	0.0	0.0	0.0	0.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

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

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



HCM 6th Signalized Intersection Summary 2050 PM Background plus Project with Mitigations  
 4: 1200 East & SR - 92 09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	22	2304	453	294	1185	2	395	15	226	175	255	682
Future Volume (veh/h)	22	2304	453	294	1185	2	395	15	226	175	255	682
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	2504	492	320	1288	2	429	16	0	190	277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1412	3932	1220	289	1842	822	367	137		473	243	
Arrive On Green	0.41	0.77	0.77	0.16	0.52	0.52	0.11	0.04	0.00	0.14	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	24	2504	492	320	1288	2	429	16	0	190	277	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	28.8	13.5	21.1	35.6	0.1	13.8	0.6	0.0	6.5	8.9	0.0
Cycle Q Clear(g_c), s	0.5	28.8	13.5	21.1	35.6	0.1	13.8	0.6	0.0	6.5	8.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1412	3932	1220	289	1842	822	367	137		473	243	
V/C Ratio(X)	0.02	0.64	0.40	1.11	0.70	0.00	1.17	0.12		0.40	1.14	
Avail Cap(c_a), veh/h	1412	3932	1220	289	1842	822	367	271		473	243	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.9	6.7	5.0	54.5	23.6	15.1	58.1	60.4	0.0	51.2	60.6	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.0	84.7	2.2	0.0	101.7	0.1	0.0	0.2	100.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.7	4.2	15.9	14.3	0.0	11.2	0.3	0.0	2.9	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	7.5	6.0	139.1	25.9	15.1	159.8	60.5	0.0	51.4	160.7	0.0
LnGrp LOS	C	A	A	F	C	B	F	E		D	F	
Approach Vol, veh/h		3020			1610			445			467	
Approach Delay, s/veh		7.4			48.4			156.2			116.3	
Approach LOS		A			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	74.0	24.9	11.1	27.0	109.0	20.0	16.0				
Change Period (Y+Rc), s	7.7	* 6.6	7.1	* 6.1	5.9	* 7.7	* 6.2	7.1				
Max Green Setting (Gmax), s	2.3	* 67	13.6	* 9.9	21.1	* 61	* 14	8.9				
Max Q Clear Time (g_c+1/2), s	12.5	37.6	8.5	2.6	23.1	30.8	15.8	10.9				
Green Ext Time (p_c), s	0.0	5.5	0.1	0.0	0.0	16.5	0.0	0.0				

**Intersection Summary**

HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

**Notes**

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 2050 PM Background plus Project with Mitigations  
 5: Center Street/8000 West & SR - 92 09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑	↖	↖↗	↑	↖
Traffic Volume (veh/h)	142	1250	250	185	824	410	490	135	330	258	112	136
Future Volume (veh/h)	142	1250	250	185	824	410	490	135	330	258	112	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1359	272	201	896	446	533	147	0	280	122	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1588	708	253	1636	730	566	319		330	191	162
Arrive On Green	0.06	0.45	0.45	0.07	0.46	0.46	0.16	0.17	0.00	0.10	0.10	0.10
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	154	1359	272	201	896	446	533	147	0	280	122	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1870	1585
Q Serve(g_s), s	5.7	44.5	14.9	7.4	23.6	27.5	19.8	9.2	0.0	10.4	8.1	12.0
Cycle Q Clear(g_c), s	5.7	44.5	14.9	7.4	23.6	27.5	19.8	9.2	0.0	10.4	8.1	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	1588	708	253	1636	730	566	319		330	191	162
V/C Ratio(X)	0.75	0.86	0.38	0.80	0.55	0.61	0.94	0.46		0.85	0.64	0.91
Avail Cap(c_a), veh/h	335	1588	708	335	1636	730	566	319		354	191	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.2	32.2	24.0	59.3	25.3	26.3	53.7	48.5	0.0	57.9	56.0	57.8
Incr Delay (d2), s/veh	2.0	6.1	1.6	6.8	1.3	3.8	23.9	0.4	0.0	15.4	5.3	45.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	19.2	5.9	3.4	9.7	11.1	10.5	4.4	0.0	5.2	4.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	38.3	25.6	66.1	26.6	30.1	77.6	48.9	0.0	73.3	61.4	103.0
LnGrp LOS	E	D	C	E	C	C	E	D		E	E	F
Approach Vol, veh/h		1785			1543			680			550	
Approach Delay, s/veh		38.5			32.8			71.4			78.6	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.1	66.9	19.1	28.9	16.9	65.1	28.0	20.0				
Change Period (Y+Rc), s	7.4	7.0	*6.7	*6.7	*7.4	7.0	*6.7	*6.7				
Max Green Setting (Gmax), s	13	55.0	*13	*21	*13	55.0	*21	*13				
Max Q Clear Time (g_c+11), s	29.5	12.4	11.2	9.4	46.5	21.8	14.0					
Green Ext Time (p_c), s	0.1	4.3	0.0	0.3	0.1	4.1	0.0	0.0				

**Intersection Summary**

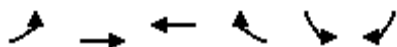
HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

**Notes**

User approved pedestrian interval to be less than phase max green.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 2050 PM Background plus Project with Mitigations  
 6: SR - 92 & 500 West

09/26/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖		↑↑	↗	↖	↗
Traffic Volume (veh/h)	149	0	1110	340	380	355
Future Volume (veh/h)	149	0	1110	340	380	355
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	0	1207	370	413	386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	256	0	1941	866	462	411
Arrive On Green	0.06	0.00	0.55	0.55	0.26	0.26
Sat Flow, veh/h	1781	162	3647	1585	1781	1585
Grp Volume(v), veh/h	162	19.3	1207	370	413	386
Grp Sat Flow(s),veh/h/ln	1781	B	1777	1585	1781	1585
Q Serve(g_s), s	5.2		30.3	18.0	29.1	31.0
Cycle Q Clear(g_c), s	5.2		30.3	18.0	29.1	31.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	256		1941	866	462	411
V/C Ratio(X)	0.63		0.62	0.43	0.89	0.94
Avail Cap(c_a), veh/h	431		1941	866	589	524
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4		20.3	17.5	46.4	47.1
Incr Delay (d2), s/veh	1.0		1.5	1.5	11.8	20.0
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9		11.9	6.4	14.3	14.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.3		21.8	19.0	58.2	67.1
LnGrp LOS	B		C	B	E	E
Approach Vol, veh/h			1577		799	
Approach Delay, s/veh			21.1		62.5	
Approach LOS			C		E	
Timer - Assigned Phs	1	2			8	
Phs Duration (G+Y+Rc), s	32.0	77.0			39.7	
Change Period (Y+Rc), s	6.0	6.0			6.0	
Max Green Setting (Gmax), s	49.0	49.0			43.0	
Max Q Clear Time (g_c+11), s	32.3	32.3			33.0	
Green Ext Time (p_c), s	0.1	4.1			0.7	
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			34.0			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary 2050 PM Background plus Project with Mitigations  
 7: 500 West & Traverse Terrace Drive

09/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	11	163	145	26	0	29	274	123	3	368	30
Future Volume (veh/h)	28	11	163	145	26	0	29	274	123	3	368	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	12	177	158	28	0	32	298	134	3	400	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	610	29	424	458	529	0	458	783	344	453	1084	89
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1382	102	1499	1194	1870	0	955	2402	1055	956	3325	273
Grp Volume(v), veh/h	30	0	189	158	28	0	32	219	213	3	213	220
Grp Sat Flow(s),veh/h/ln	1382	0	1601	1194	1870	0	955	1777	1680	956	1777	1821
Q Serve(g_s), s	0.5	0.0	2.9	3.8	0.3	0.0	0.8	2.9	3.0	0.1	2.8	2.8
Cycle Q Clear(g_c), s	0.8	0.0	2.9	6.7	0.3	0.0	3.7	2.9	3.0	3.1	2.8	2.8
Prop In Lane	1.00		0.94	1.00		0.00	1.00		0.63	1.00		0.15
Lane Grp Cap(c), veh/h	610	0	453	458	529	0	458	579	548	453	579	594
V/C Ratio(X)	0.05	0.00	0.42	0.35	0.05	0.00	0.07	0.38	0.39	0.01	0.37	0.37
Avail Cap(c_a), veh/h	1166	0	1096	938	1281	0	831	1274	1205	827	1274	1306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	0.0	8.9	11.7	8.0	0.0	9.3	7.9	8.0	9.2	7.9	7.9
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	0.8	0.1	0.0	0.1	0.7	0.7	0.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	9.2	11.9	8.0	0.0	9.3	8.1	8.1	9.2	8.1	8.1
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		219			186			464			436	
Approach Delay, s/veh		9.1			11.3			8.2			8.1	
Approach LOS		A			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		14.7		16.0		14.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0		21.0		22.0		21.0				
Max Q Clear Time (g_c+I1), s		5.7		4.9		5.1		8.7				
Green Ext Time (p_c), s		1.3		0.5		1.2		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				8.7								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	89	102	0	1	305
Future Vol, veh/h	215	89	102	0	1	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	234	97	111	0	1	332

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	111	0	-	0	628 56
Stage 1	-	-	-	-	111 -
Stage 2	-	-	-	-	517 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1477	-	-	-	415 999
Stage 1	-	-	-	-	901 -
Stage 2	-	-	-	-	563 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1477	-	-	-	349 999
Mov Cap-2 Maneuver	-	-	-	-	349 -
Stage 1	-	-	-	-	759 -
Stage 2	-	-	-	-	563 -

Approach	EB	WB	SB
HCM Control Delay, s	5.6	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	993
HCM Lane V/C Ratio	0.158	-	-	-	0.335
HCM Control Delay (s)	7.9	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	1.5

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	33	174	2	1	12	99	104	0	99	1
Future Vol, veh/h	8	1	33	174	2	1	12	99	104	0	99	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	36	189	2	1	13	108	113	0	108	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	301	356	109	318	300	165	109	0	0	221	0	0
Stage 1	109	109	-	191	191	-	-	-	-	-	-	-
Stage 2	192	247	-	127	109	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	651	570	945	635	612	879	1481	-	-	1348	-	-
Stage 1	896	805	-	811	742	-	-	-	-	-	-	-
Stage 2	810	702	-	877	805	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	643	564	945	605	606	879	1481	-	-	1348	-	-
Mov Cap-2 Maneuver	643	564	-	605	606	-	-	-	-	-	-	-
Stage 1	887	805	-	803	735	-	-	-	-	-	-	-
Stage 2	799	695	-	843	805	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		13.7		0.4		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1481	-	-	855	606	1348	-	-
HCM Lane V/C Ratio	0.009	-	-	0.053	0.317	-	-	-
HCM Control Delay (s)	7.5	0	-	9.4	13.7	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.4	0	-	-



## SIGNAL WARRANTS

**2026 SIGNAL WARRANTS**



## Signal Warrants Report For Intersection 8: Highland Blvd &amp; 11800 North

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	463	618	237	96
2	449	599	230	93
3	440	587	225	91
4	412	550	211	85
5	366	488	187	76
6	361	482	185	75
7	357	476	182	74
8	324	433	166	67
9	319	426	164	66
10	315	420	161	65
11	273	365	140	57
12	255	340	130	53
13	250	334	128	52
14	185	247	95	38
15	185	247	95	38
16	130	173	66	27
17	74	99	38	15
18	74	99	38	15
19	42	56	21	9
20	23	31	12	5
21	14	19	7	3
22	5	6	2	1
23	5	6	2	1
24	5	6	2	1

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	1081	1	237	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	2	1048	1	230	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	2	1027	1	225	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
4	2	962	1	211	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
5	2	854	1	187	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
6	2	843	1	185	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
7	2	833	1	182	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
8	2	757	1	166	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
9	2	745	1	164	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
10	2	735	1	161	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
11	2	638	1	140	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
12	2	595	1	130	No	Yes	Yes	Yes	No	No	No	Yes	No	No
13	2	584	1	128	No	Yes	Yes	Yes	No	No	No	Yes	No	No
14	2	432	1	95	No	No	No	Yes	No	No	No	No	No	No
15	2	432	1	95	No	No	No	Yes	No	No	No	No	No	No
16	2	303	1	66	No	No	No	No	No	No	No	No	No	No
17	2	173	1	38	No	No	No	No	No	No	No	No	No	No
18	2	173	1	38	No	No	No	No	No	No	No	No	No	No
19	2	98	1	21	No	No	No	No	No	No	No	No	No	No
20	2	54	1	12	No	No	No	No	No	No	No	No	No	No
21	2	33	1	7	No	No	No	No	No	No	No	No	No	No
22	2	11	1	2	No	No	No	No	No	No	No	No	No	No
23	2	11	1	2	No	No	No	No	No	No	No	No	No	No
24	2	11	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	4	10	11	13	4	0

## Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	295.1	13
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	19:25	0:20
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	237	96
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1414	1414
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
<b>Warrant Met for Intersection</b>	<b>Yes</b>	



**2050 SIGNAL WARRANT**

## Signal Warrants Report For Intersection 8: Highland Blvd &amp; 11800 North

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

## Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	817	679	338	0
2	792	659	328	0
3	776	645	321	0
4	727	604	301	0
5	645	536	267	0
6	637	530	264	0
7	629	523	260	0
8	572	475	237	0
9	564	469	233	0
10	556	462	230	0
11	482	401	199	0
12	449	373	186	0
13	441	367	183	0
14	327	272	135	0
15	327	272	135	0
16	229	190	95	0
17	131	109	54	0
18	131	109	54	0
19	74	61	30	0
20	41	34	17	0
21	25	20	10	0
22	8	7	3	0
23	8	7	3	0
24	8	7	3	0

## Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	1496	1	338	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1451	1	328	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1421	1	321	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1331	1	301	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1181	1	267	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	1167	1	264	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	1152	1	260	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	1047	1	237	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	1033	1	233	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	2	1018	1	230	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	2	883	1	199	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	2	822	1	186	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
13	2	808	1	183	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
14	2	599	1	135	No	Yes	Yes	Yes	No	No	No	Yes	No	No
15	2	599	1	135	No	Yes	Yes	Yes	No	No	No	Yes	No	No
16	2	419	1	95	No	No	No	Yes	No	No	No	No	No	No
17	2	240	1	54	No	No	No	No	No	No	No	No	No	No
18	2	240	1	54	No	No	No	No	No	No	No	No	No	No
19	2	135	1	30	No	No	No	No	No	No	No	No	No	No
20	2	75	1	17	No	No	No	No	No	No	No	No	No	No
21	2	45	1	10	No	No	No	No	No	No	No	No	No	No
22	2	15	1	3	No	No	No	No	No	No	No	No	No	No
23	2	15	1	3	No	No	No	No	No	No	No	No	No	No
24	2	15	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	10	13	13	15	11	7

## Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	1280	56.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	120:10	0:00
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	338	0
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1834	1834
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
<b>Warrant Met for Intersection</b>	<b>Yes</b>	