

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.9	2.4	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	40.5	43.1	41.4	4.4	2.6	5.1	0.9	1.0	2.5
Total Delay (hr)	3.6	0.9	0.1	0.4	3.4	6.6	0.2	3.6	0.5	2.3	1.4	0.3
Total Del/Veh (s)	60.4	37.5	29.4	70.1	147.7	113.3	81.3	94.1	81.2	50.4	39.9	9.3
Vehicles Entered	193	82	10	21	68	187	10	126	23	152	118	117
Vehicles Exited	188	84	11	20	66	178	10	120	22	153	117	116
Hourly Exit Rate	752	336	44	80	264	712	40	480	88	612	468	464
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	97	99	100	83	90	87	93	95	101	97	101	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	3.8
Denied Del/Veh (s)	12.1
Total Delay (hr)	23.4
Total Del/Veh (s)	69.6
Vehicles Entered	1107
Vehicles Exited	1085
Hourly Exit Rate	4340
Input Volume	4539
% of Volume	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.0	2.8	8.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	135.9	130.8	129.7	3.9	1.9	4.5	1.0	1.2	2.6
Total Delay (hr)	3.6	0.9	0.1	0.6	3.7	8.1	0.3	4.0	0.6	2.3	1.3	0.3
Total Del/Veh (s)	57.1	35.3	34.6	94.9	168.0	138.3	82.7	106.4	83.2	51.0	40.2	9.9
Vehicles Entered	197	83	12	21	62	178	10	119	22	158	113	114
Vehicles Exited	200	82	12	22	65	174	9	120	22	158	114	116
Hourly Exit Rate	800	328	48	88	260	696	36	480	88	632	456	464
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	103	97	109	92	89	85	84	95	101	100	98	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	12.2
Denied Del/Veh (s)	37.8
Total Delay (hr)	25.9
Total Del/Veh (s)	76.6
Vehicles Entered	1089
Vehicles Exited	1094
Hourly Exit Rate	4376
Input Volume	4539
% of Volume	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	2.1	6.1	15.6	0.0	0.2	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.0	219.5	230.1	225.1	10.1	5.3	7.3	1.0	1.1	2.4
Total Delay (hr)	3.4	1.0	0.1	0.6	3.2	8.3	0.3	4.9	0.9	2.4	1.4	0.3
Total Del/Veh (s)	55.6	38.2	35.1	79.7	142.5	143.9	94.4	118.6	112.3	52.4	39.4	8.6
Vehicles Entered	197	83	10	24	66	171	11	130	26	160	119	119
Vehicles Exited	200	83	10	22	62	172	10	124	25	156	116	119
Hourly Exit Rate	800	332	40	88	248	688	40	496	100	624	464	476
Input Volume	794	347	45	99	300	841	44	519	90	651	477	456
% of Volume	101	96	89	89	83	82	91	96	111	96	97	104

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	24.3
Denied Del/Veh (s)	70.7
Total Delay (hr)	26.7
Total Del/Veh (s)	77.7
Vehicles Entered	1116
Vehicles Exited	1099
Hourly Exit Rate	4396
Input Volume	4663
% of Volume	94

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	2.9	8.3	23.2	0.0	0.4	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.0	295.1	297.6	293.5	10.2	11.8	15.0	0.9	1.1	2.5
Total Delay (hr)	3.3	1.0	0.1	0.7	3.5	8.4	0.3	4.9	0.7	2.4	1.4	0.3
Total Del/Veh (s)	56.7	39.1	33.1	90.1	148.1	142.5	99.0	118.9	94.9	50.7	41.4	9.3
Vehicles Entered	189	84	10	23	67	176	10	125	25	155	116	113
Vehicles Exited	194	84	10	25	66	176	10	126	23	156	118	113
Hourly Exit Rate	776	336	40	100	264	704	40	504	92	624	472	452
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	100	99	91	104	90	86	93	100	106	98	102	102

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	35.1
Denied Del/Veh (s)	101.2
Total Delay (hr)	27.0
Total Del/Veh (s)	78.8
Vehicles Entered	1093
Vehicles Exited	1101
Hourly Exit Rate	4404
Input Volume	4539
% of Volume	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	6.3	18.2	49.2	0.1	0.8	0.2	0.2	0.1	0.3
Denied Del/Veh (s)	0.1	0.0	0.0	226.1	220.1	215.6	7.4	5.4	8.1	1.0	1.1	2.5
Total Delay (hr)	13.9	3.8	0.4	2.3	13.7	31.5	1.1	17.4	2.7	9.4	5.5	1.2
Total Del/Veh (s)	62.6	39.7	35.3	93.3	177.7	153.6	98.2	122.2	100.3	53.4	41.8	9.5
Vehicles Entered	776	333	43	88	263	713	40	501	96	624	466	464
Vehicles Exited	782	333	43	88	259	700	40	491	93	623	466	464
Hourly Exit Rate	782	333	43	88	259	700	40	491	93	623	466	464
Input Volume	778	340	44	97	294	824	43	509	88	638	467	447
% of Volume	100	98	97	91	88	85	92	96	106	98	100	104

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	75.3
Denied Del/Veh (s)	59.5
Total Delay (hr)	102.9
Total Del/Veh (s)	82.1
Vehicles Entered	4407
Vehicles Exited	4382
Hourly Exit Rate	4382
Input Volume	4570
% of Volume	96

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.1
Total Del/Veh (s)	20.7	17.4	20.4	8.0	10.2	4.1	5.8	4.8	3.6	8.0	9.2	4.4
Vehicles Entered	97	14	7	4	5	3	14	184	6	3	127	61
Vehicles Exited	96	14	7	4	5	3	14	182	6	4	127	61
Hourly Exit Rate	384	56	28	16	20	12	56	728	24	16	508	244
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	97	88	93	107	105	92	114	99	114	84	97	104

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.4
Total Del/Veh (s)	9.5
Vehicles Entered	525
Vehicles Exited	523
Hourly Exit Rate	2092
Input Volume	2119
% of Volume	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.5	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	28.3	28.6	23.5	9.2	10.8	4.2	5.3	4.4	4.5	12.2	10.0	4.4
Vehicles Entered	100	19	8	3	4	4	12	184	6	4	128	58
Vehicles Exited	100	19	7	3	4	4	13	185	6	4	126	58
Hourly Exit Rate	400	76	28	12	16	16	52	740	24	16	504	232
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	101	119	93	80	84	123	106	101	114	84	96	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.8
Total Del/Veh (s)	11.7
Vehicles Entered	530
Vehicles Exited	529
Hourly Exit Rate	2116
Input Volume	2119
% of Volume	100

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	5.6	0.0	0.1	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	24.7	23.7	28.0	7.2	6.8	3.0	5.9	4.0	3.0	11.2	11.0	4.5
Vehicles Entered	102	16	8	3	6	3	12	181	5	4	126	61
Vehicles Exited	101	16	8	3	5	3	12	182	4	5	127	61
Hourly Exit Rate	404	64	32	12	20	12	48	728	16	20	508	244
Input Volume	407	64	31	15	19	13	50	753	21	19	540	241
% of Volume	99	100	103	80	105	92	96	97	76	105	94	101

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.6
Total Del/Veh (s)	10.9
Vehicles Entered	527
Vehicles Exited	527
Hourly Exit Rate	2108
Input Volume	2173
% of Volume	97

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.2	5.6	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	26.0	25.7	22.9	5.4	9.1	3.0	5.4	4.2	4.0	12.8	10.5	4.5
Vehicles Entered	96	16	8	3	6	4	13	181	6	4	126	60
Vehicles Exited	96	16	7	3	6	4	13	180	6	4	126	60
Hourly Exit Rate	384	64	28	12	24	16	52	720	24	16	504	240
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	97	100	93	80	126	123	106	98	114	84	96	103

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.6
Total Del/Veh (s)	10.9
Vehicles Entered	523
Vehicles Exited	521
Hourly Exit Rate	2084
Input Volume	2119
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	2.9	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	2.9	0.5	0.2	0.0	0.1	0.0	0.1	0.9	0.0	0.1	1.5	0.3
Total Del/Veh (s)	25.8	25.0	24.6	8.1	9.5	3.3	5.7	4.4	3.8	11.8	10.4	4.5
Vehicles Entered	395	65	30	12	20	15	52	730	23	16	507	240
Vehicles Exited	394	65	30	12	20	14	52	729	23	16	507	240
Hourly Exit Rate	394	65	30	12	20	14	52	729	23	16	507	240
Input Volume	399	64	30	15	19	13	49	738	21	19	530	236
% of Volume	99	102	99	80	105	108	106	99	110	84	96	102

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	6.5
Total Del/Veh (s)	11.0
Vehicles Entered	2105
Vehicles Exited	2102
Hourly Exit Rate	2102
Input Volume	2132
% of Volume	99

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.3	0.2
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.3	0.4
Total Del/Veh (s)	1.6	0.4	2.5	0.5	14.0	8.6	6.1
Vehicles Entered	5	3	76	4	5	113	206
Vehicles Exited	5	3	76	4	5	113	206
Hourly Exit Rate	20	12	304	16	20	452	824
Input Volume	20	13	289	13	19	470	824
% of Volume	100	92	105	123	105	96	100

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.6	1.9	1.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.7	0.7
Total Del/Veh (s)	1.9	0.3	2.3	0.6	17.6	18.5	12.2
Vehicles Entered	4	3	71	3	4	124	209
Vehicles Exited	4	4	71	3	4	123	209
Hourly Exit Rate	16	16	284	12	16	492	836
Input Volume	20	13	289	13	19	470	824
% of Volume	80	123	98	92	84	105	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.3	7.8	4.5
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.6	0.7
Total Del/Veh (s)	1.6	0.5	2.5	0.6	16.3	17.4	11.3
Vehicles Entered	4	5	74	4	5	121	213
Vehicles Exited	4	4	74	4	5	122	213
Hourly Exit Rate	16	16	296	16	20	488	852
Input Volume	20	13	297	13	19	483	845
% of Volume	80	123	100	123	105	101	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.9	2.0	1.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.6	0.7
Total Del/Veh (s)	1.5	0.5	2.3	0.6	17.1	18.8	11.7
Vehicles Entered	6	4	76	3	5	113	207
Vehicles Exited	6	4	76	3	5	113	207
Hourly Exit Rate	24	16	304	12	20	452	828
Input Volume	20	13	289	13	19	470	824
% of Volume	120	123	105	92	105	96	100

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.0	3.1	1.8
Total Delay (hr)	0.0	0.0	0.2	0.0	0.1	2.2	2.5
Total Del/Veh (s)	1.6	0.5	2.4	0.6	17.1	16.4	10.5
Vehicles Entered	19	15	297	14	18	470	833
Vehicles Exited	20	15	297	14	18	471	835
Hourly Exit Rate	20	15	297	14	18	471	835
Input Volume	20	13	291	13	19	473	829
% of Volume	100	115	102	108	95	100	101

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.5	0.5	3.9	1.8
Vehicles Entered	1	2	6	6	15
Vehicles Exited	1	2	6	6	15
Hourly Exit Rate	4	8	24	24	60
Input Volume	6	8	25	25	64
% of Volume	67	100	96	96	94

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.2	0.5	3.7	1.6
Vehicles Entered	2	2	6	6	16
Vehicles Exited	2	2	6	6	16
Hourly Exit Rate	8	8	24	24	64
Input Volume	6	8	25	25	64
% of Volume	133	100	96	96	100

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.4	3.8	1.9
Vehicles Entered	1	2	7	8	18
Vehicles Exited	1	2	7	8	18
Hourly Exit Rate	4	8	28	32	72
Input Volume	6	7	26	26	65
% of Volume	67	114	108	123	111

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.5	4.0	2.1
Vehicles Entered	2	2	6	8	18
Vehicles Exited	1	2	6	8	17
Hourly Exit Rate	4	8	24	32	68
Input Volume	6	8	25	25	64
% of Volume	67	100	96	128	106

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.5	0.5	3.8	1.9
Vehicles Entered	5	8	24	27	64
Vehicles Exited	5	8	24	27	64
Hourly Exit Rate	5	8	24	27	64
Input Volume	6	8	25	25	64
% of Volume	83	103	95	107	100

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.4	0.0	0.0	0.0		0.0	0.3
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	6.7	2.3	3.2	2.6	13.5		4.5	2.8
Vehicles Entered	15	199	73	60	2	0	1	350
Vehicles Exited	15	199	73	61	2	0	1	351
Hourly Exit Rate	60	796	292	244	8	0	4	1404
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	97	101	95	101	133	0	67	100

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.7	1.7	3.1	2.5	27.4		4.7	2.5
Vehicles Entered	14	197	73	58	2	0	1	345
Vehicles Exited	14	197	72	58	2	0	1	344
Hourly Exit Rate	56	788	288	232	8	0	4	1376
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	90	100	94	96	133	0	67	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	6.7	2.1	3.2	2.5	42.2		4.3	2.7
Vehicles Entered	16	195	74	60	1	0	2	348
Vehicles Exited	16	194	74	59	1	0	2	346
Hourly Exit Rate	64	776	296	236	4	0	8	1384
Input Volume	63	806	313	248	6	1	6	1443
% of Volume	102	96	95	95	67	0	133	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.0	1.7	3.0	2.4	40.0		5.4	2.5
Vehicles Entered	13	194	72	56	2	0	2	339
Vehicles Exited	13	195	72	56	2	0	2	340
Hourly Exit Rate	52	780	288	224	8	0	8	1360
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	84	99	94	93	133	0	133	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.1	0.4	0.3	0.2	0.1	0.0	0.0	1.0
Total Del/Veh (s)	6.3	2.0	3.1	2.5	34.0	0.9	4.8	2.6
Vehicles Entered	58	785	292	233	6	1	6	1381
Vehicles Exited	58	785	292	234	6	1	6	1382
Hourly Exit Rate	58	785	292	234	6	1	6	1382
Input Volume	62	790	308	243	6	1	6	1416
% of Volume	93	99	95	96	100	100	100	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	10.6	7.1	0.7	0.4	0.4	8.3	0.2	10.0	7.7	3.9
Vehicles Entered	11	15	65	8	3	3	33	36	7	181
Vehicles Exited	11	15	65	8	3	3	34	35	6	180
Hourly Exit Rate	44	60	260	32	12	12	136	140	24	720
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	90	97	98	128	92	92	101	108	96	100

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	10.8	6.5	0.7	0.4	0.3	12.1	0.2	8.7	6.9	3.9
Vehicles Entered	11	16	61	8	4	3	31	32	9	175
Vehicles Exited	12	16	61	8	4	3	30	32	9	175
Hourly Exit Rate	48	64	244	32	16	12	120	128	36	700
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	98	103	92	128	123	92	90	98	144	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	11.0	6.8	0.7	0.3	0.2	10.5	0.2	8.2	5.7	3.6
Vehicles Entered	12	16	65	7	3	3	35	34	7	182
Vehicles Exited	12	16	64	7	3	3	35	34	7	181
Hourly Exit Rate	48	64	256	28	12	12	140	136	28	724
Input Volume	50	63	273	26	13	13	137	134	26	735
% of Volume	96	102	94	108	92	92	102	101	108	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	8.6	7.1	0.6	0.3	0.2	9.2	0.2	9.1	8.8	3.8
Vehicles Entered	12	15	60	6	3	4	34	34	8	176
Vehicles Exited	12	15	61	6	3	4	34	34	8	177
Hourly Exit Rate	48	60	244	24	12	16	136	136	32	708
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	98	97	92	96	92	123	101	105	128	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.8
Total Del/Veh (s)	10.5	6.9	0.7	0.4	0.3	9.9	0.2	9.3	7.5	3.8
Vehicles Entered	46	61	251	29	13	13	133	135	31	712
Vehicles Exited	46	61	251	29	13	13	134	135	31	713
Hourly Exit Rate	46	61	251	29	13	13	134	135	31	713
Input Volume	49	62	268	25	13	13	135	131	25	722
% of Volume	93	98	94	115	100	100	99	103	123	99

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	1.7	1.2	9.1	2.6	23.6	11.7	3.3
Vehicles Entered	160	28	8	68	10	14	288
Vehicles Exited	160	27	8	69	9	14	287
Hourly Exit Rate	640	108	32	276	36	56	1148
Input Volume	632	105	37	287	46	55	1162
% of Volume	101	103	86	96	78	102	99

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	1.5	1.1	9.3	1.6	27.3	17.6	3.7
Vehicles Entered	158	26	9	67	13	15	288
Vehicles Exited	158	27	9	67	13	15	289
Hourly Exit Rate	632	108	36	268	52	60	1156
Input Volume	632	105	37	287	46	55	1162
% of Volume	100	103	97	93	113	109	99

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	1.6	1.1	8.0	1.5	26.4	15.3	3.3
Vehicles Entered	159	31	10	68	12	13	293
Vehicles Exited	159	31	10	68	12	13	293
Hourly Exit Rate	636	124	40	272	48	52	1172
Input Volume	649	108	38	295	47	56	1193
% of Volume	98	115	105	92	102	93	98

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	1.5	1.2	7.3	1.9	22.1	10.1	3.0
Vehicles Entered	153	28	9	68	12	13	283
Vehicles Exited	154	28	8	69	12	13	284
Hourly Exit Rate	616	112	32	276	48	52	1136
Input Volume	632	105	37	287	46	55	1162
% of Volume	97	107	86	96	104	95	98

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	0.3	0.0	0.1	0.1	0.3	0.2	1.1
Total Del/Veh (s)	1.6	1.2	8.7	1.9	25.5	13.8	3.4
Vehicles Entered	630	113	36	272	46	54	1151
Vehicles Exited	631	113	36	272	46	55	1153
Hourly Exit Rate	631	113	36	272	46	55	1153
Input Volume	636	106	37	289	46	55	1170
% of Volume	99	107	97	94	99	100	99

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.7
Total Del/Veh (s)	13.3	11.3	2.6	0.6	0.8	0.6	8.7
Vehicles Entered	161	6	4	17	42	36	266
Vehicles Exited	160	6	4	17	42	36	265
Hourly Exit Rate	640	24	16	68	168	144	1060
Input Volume	635	25	13	68	178	155	1074
% of Volume	101	96	123	100	94	93	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	1.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	12.3	10.5	2.5	0.3	0.7	0.7	8.0
Vehicles Entered	161	5	4	17	44	36	267
Vehicles Exited	161	6	4	16	44	36	267
Hourly Exit Rate	644	24	16	64	176	144	1068
Input Volume	635	25	13	68	178	155	1074
% of Volume	101	96	123	94	99	93	99

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	13.0	11.7	2.7	0.4	0.8	0.7	8.3
Vehicles Entered	158	7	2	22	42	38	269
Vehicles Exited	157	7	2	22	42	38	268
Hourly Exit Rate	628	28	8	88	168	152	1072
Input Volume	652	26	13	69	183	159	1102
% of Volume	96	108	62	128	92	96	97

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	12.4	10.8	2.8	0.5	0.8	0.7	8.0
Vehicles Entered	155	7	3	16	41	39	261
Vehicles Exited	157	7	3	16	41	40	264
Hourly Exit Rate	628	28	12	64	164	160	1056
Input Volume	635	25	13	68	178	155	1074
% of Volume	99	112	92	94	92	103	98

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	2.3	0.1	0.0	0.0	0.0	0.0	2.5
Total Del/Veh (s)	13.0	11.1	2.8	0.5	0.8	0.7	8.4
Vehicles Entered	635	26	13	71	170	148	1063
Vehicles Exited	635	26	13	71	169	149	1063
Hourly Exit Rate	635	26	13	71	169	149	1063
Input Volume	639	25	13	68	179	156	1081
% of Volume	99	103	100	104	94	96	98

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.2	0.0	0.1	0.1
Total Delay (hr)	0.1	0.0	0.1	0.4	0.1	0.7
Total Del/Veh (s)	5.5		8.7	13.8	12.0	10.9
Vehicles Entered	39	0	60	109	18	226
Vehicles Exited	39	0	60	107	18	224
Hourly Exit Rate	156	0	240	428	72	896
Input Volume	167	1	225	433	79	905
% of Volume	93	0	107	99	91	99

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.3	0.1	0.0	0.1
Total Delay (hr)	0.1	0.0	0.1	0.4	0.1	0.7
Total Del/Veh (s)	5.5		7.6	13.8	13.6	10.8
Vehicles Entered	40	0	59	104	20	223
Vehicles Exited	39	0	58	108	19	224
Hourly Exit Rate	156	0	232	432	76	896
Input Volume	167	1	225	433	79	905
% of Volume	93	0	103	100	96	99

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.3	0.4	0.5	0.3
Total Delay (hr)	0.1	0.0	0.2	0.5	0.1	0.8
Total Del/Veh (s)	5.2		8.7	16.8	16.0	12.5
Vehicles Entered	39	0	61	107	20	227
Vehicles Exited	39	0	61	104	20	224
Hourly Exit Rate	156	0	244	416	80	896
Input Volume	171	1	232	445	82	931
% of Volume	91	0	105	93	98	96

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.4	0.2	0.3
Total Delay (hr)	0.1	0.0	0.1	0.5	0.1	0.8
Total Del/Veh (s)	5.6	0.3	9.0	15.6	17.3	12.1
Vehicles Entered	42	1	55	104	19	221
Vehicles Exited	42	1	56	107	20	226
Hourly Exit Rate	168	4	224	428	80	904
Input Volume	167	1	225	433	79	905
% of Volume	101	400	100	99	101	100

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.2	0.2
Total Delay (hr)	0.2	0.0	0.6	1.8	0.3	3.0
Total Del/Veh (s)	5.5	0.2	8.8	15.5	15.2	11.9
Vehicles Entered	160	2	235	424	78	899
Vehicles Exited	160	2	234	425	77	898
Hourly Exit Rate	160	2	234	425	77	898
Input Volume	168	1	227	436	80	912
% of Volume	95	200	103	97	97	99

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)		3.9	12.3	24.6	76.0
Denied Del/Veh (s)		11.8	36.7	68.6	57.6
Total Delay (hr)		27.9	31.0	31.8	122.8
Total Del/Veh (s)		76.2	83.7	84.0	92.7
Vehicles Entered		1153	1135	1172	4593
Vehicles Exited		1120	1141	1150	4568
Hourly Exit Rate		4480	4564	4600	4568
Input Volume		17258	17258	17719	17373
% of Volume		26	26	26	26

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	405	417	396	303	896	931	183	539	332	304	381	512
Average Queue (ft)	311	323	260	144	742	798	65	407	278	221	259	288
95th Queue (ft)	475	484	440	395	1194	1183	207	697	393	312	356	504
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	3	2	1		28	49		7				
Queuing Penalty (veh)	11	8	3		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					42			49	31	0	4	22
Queuing Penalty (veh)					40			187	91	1	13	98

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	98
95th Queue (ft)	330
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	405	420	367	307	960	974	237	519	339	319	446	503
Average Queue (ft)	324	338	241	181	949	956	97	426	284	230	287	295
95th Queue (ft)	446	456	392	453	980	977	307	731	410	322	469	590
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		49	82		6			0	0
Queuing Penalty (veh)	2	1	1		0	0		0			0	0
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					44			52	40	0	5	20
Queuing Penalty (veh)					42			201	117	1	17	90

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	240
Average Queue (ft)	115
95th Queue (ft)	354
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	406	420	374	222	972	975	238	606	347	357	393	500
Average Queue (ft)	306	317	237	133	954	956	81	517	326	240	280	298
95th Queue (ft)	419	431	404	367	970	975	256	782	394	376	414	503
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		53	83		11				
Queuing Penalty (veh)	1	1	0		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					33			67	54	2	8	22
Queuing Penalty (veh)					32			264	165	5	25	101

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	SB
Directions Served	R
Maximum Queue (ft)	270
Average Queue (ft)	115
95th Queue (ft)	355
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	408	418	404	350	970	969	226	612	343	327	383	518
Average Queue (ft)	308	324	257	159	954	954	77	489	311	228	273	318
95th Queue (ft)	434	443	406	414	971	968	249	787	401	332	385	518
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		50	85		18				
Queuing Penalty (veh)	1	2	0		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					38			62	49	1	5	23
Queuing Penalty (veh)					36			238	146	2	15	104

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	128
95th Queue (ft)	372
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	456	476	454	399	982	986	312	639	350	395	506	659
Average Queue (ft)	312	325	249	154	900	916	80	460	300	230	275	300
95th Queue (ft)	445	455	412	409	1172	1139	257	759	407	337	411	533
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	1	1	0		45	75		11			0	0
Queuing Penalty (veh)	4	3	1		0	0		0			0	0
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					39			58	44	1	6	22
Queuing Penalty (veh)					38			222	130	2	18	98

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	114
95th Queue (ft)	353
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	208	44	62	70	201	34
Average Queue (ft)	135	22	39	29	97	5
95th Queue (ft)	233	51	73	85	218	28
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	3				0	
Queuing Penalty (veh)	17				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			1	1		
Queuing Penalty (veh)			2	5		

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	217	48	79	83	220	12
Average Queue (ft)	168	23	40	32	98	2
95th Queue (ft)	276	54	81	85	226	15
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	10				0	
Queuing Penalty (veh)	47				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			1	3		

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	212	42	56	55	204	40
Average Queue (ft)	152	23	36	25	106	8
95th Queue (ft)	262	51	63	60	222	41
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	8					
Queuing Penalty (veh)	38					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	224	45	66	72	197	22
Average Queue (ft)	152	21	40	29	92	4
95th Queue (ft)	270	52	70	71	197	25
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	9					
Queuing Penalty (veh)	42					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			1	1		

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	232	54	86	99	302	52
Average Queue (ft)	152	22	39	28	98	5
95th Queue (ft)	262	52	72	77	216	28
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	7				0	
Queuing Penalty (veh)	36				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			1	2		

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	6	50	145
Average Queue (ft)	0	14	83
95th Queue (ft)	6	48	164
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	8	42	196
Average Queue (ft)	2	12	133
95th Queue (ft)	16	45	307
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	11	49	172
Average Queue (ft)	2	14	121
95th Queue (ft)	12	49	294
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	14	39	185
Average Queue (ft)	2	12	124
95th Queue (ft)	14	41	306
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	20	63	236
Average Queue (ft)	2	13	116
95th Queue (ft)	13	46	276
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	18
95th Queue (ft)	47
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	18
95th Queue (ft)	43
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	19
95th Queue (ft)	44
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	46
Average Queue (ft)	17
95th Queue (ft)	44
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	146	38	26
Average Queue (ft)	74	7	8
95th Queue (ft)	170	66	29
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	135	12	33
Average Queue (ft)	60	3	11
95th Queue (ft)	153	18	36
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	160	15	31
Average Queue (ft)	69	3	10
95th Queue (ft)	162	15	34
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	4		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	142	13	40
Average Queue (ft)	59	2	14
95th Queue (ft)	156	14	44
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	182	47	45
Average Queue (ft)	66	4	11
95th Queue (ft)	161	35	36
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	60	102
Average Queue (ft)	38	50
95th Queue (ft)	66	89
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	63	11	94
Average Queue (ft)	43	2	50
95th Queue (ft)	70	11	97
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	62	7	87
Average Queue (ft)	38	1	48
95th Queue (ft)	67	8	88
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	67	2	93
Average Queue (ft)	38	0	53
95th Queue (ft)	69	5	98
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	82	13	112
Average Queue (ft)	39	1	50
95th Queue (ft)	68	7	93
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	37	110	75
Average Queue (ft)	6	44	43
95th Queue (ft)	40	125	76
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		2	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	25	90	103
Average Queue (ft)	5	36	55
95th Queue (ft)	33	93	101
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	30	84	88
Average Queue (ft)	3	33	50
95th Queue (ft)	23	88	105
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	24	89	75
Average Queue (ft)	4	34	43
95th Queue (ft)	30	99	78
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	71	136	121
Average Queue (ft)	5	37	48
95th Queue (ft)	32	103	92
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	152	23
Average Queue (ft)	130	5
95th Queue (ft)	189	27
Link Distance (ft)	154	523
Upstream Blk Time (%)	5	
Queuing Penalty (veh)	32	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	159	17	2
Average Queue (ft)	126	4	0
95th Queue (ft)	176	20	5
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	21		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	161	19	4
Average Queue (ft)	129	3	1
95th Queue (ft)	183	17	6
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	5		
Queuing Penalty (veh)	34		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	161	26	2
Average Queue (ft)	122	6	0
95th Queue (ft)	182	29	0
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	4		
Queuing Penalty (veh)	28		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	166	37	6
Average Queue (ft)	127	4	0
95th Queue (ft)	183	24	4
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	4		
Queuing Penalty (veh)	29		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	69	115	196
Average Queue (ft)	42	67	113
95th Queue (ft)	70	121	195
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	66	98	194
Average Queue (ft)	43	63	116
95th Queue (ft)	69	107	223
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	62	123	244
Average Queue (ft)	42	67	126
95th Queue (ft)	67	114	269
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	71	112	215
Average Queue (ft)	43	60	123
95th Queue (ft)	67	108	254
Link Distance (ft)	154	550	487
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	91	153	306
Average Queue (ft)	43	64	120
95th Queue (ft)	68	113	238
Link Distance (ft)	154	550	487
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 513
Network wide Queuing Penalty, Interval #2: 545
Network wide Queuing Penalty, Interval #3: 671
Network wide Queuing Penalty, Interval #4: 621
Network wide Queuing Penalty, All Intervals: 588

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #: UT19-1481**

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	101	98	97	100.6	F
	T	509	512	101	124.2	F
	R	88	81	92	109.7	F
	Subtotal	698	691	99	119.2	F
SB	L	638	642	101	61.3	E
	T	439	442	101	50.2	D
	R	629	636	101	7.9	A
	Subtotal	1,706	1,720	101	38.7	D
EB	L	938	893	95	78.5	E
	T	410	398	97	41.4	D
	R	57	59	104	35.9	D
	Subtotal	1,405	1,350	96	65.7	E
WB	L	97	66	68	336.3	F
	T	394	285	72	382.9	F
	R	824	621	75	169.6	F
	Subtotal	1,315	972	74	243.5	F
Total		5,124	4,733	92	103.0	F

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	57	95	4.5	A
	T	1,103	1,062	96	3.0	A
	R	54	55	102	2.0	A
	Subtotal	1,217	1,174	96	3.0	A
SB	L	19	17	88	5.1	A
	T	24	19	81	2.2	A
	R	1,081	984	91	5.1	A
	Subtotal	1,124	1,020	91	5.0	A
EB	L	277	269	97	4.0	A
	T	20	19	95	3.6	A
	Subtotal	297	288	97	4.0	A
WB	T	19	18	94	5.1	A
	R	13	16	121	2.6	A
	Subtotal	32	34	106	3.9	A
Total		2,670	2,516	94	3.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	296	289	97	9.8	A
	R	16	18	111	8.1	A
	Subtotal	312	307	98	9.7	A
WB	L	1,012	928	92	3.9	A
	T	149	133	89	4.8	A
	Subtotal	1,161	1,061	91	4.0	A
Total		1,474	1,368	93	5.3	A

Intersection: NW E Access/Three Kings Dr & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	229	226	99	4.0	A
	Subtotal	229	226	99	4.0	A
SB	L	25	25	99	4.9	A
	Subtotal	25	25	100	4.9	A
EB	T	7	7	100	0.3	A
	Subtotal	7	7	100	0.3	A
WB	L	56	49	88	1.3	A
	T	7	7	97	0.1	A
	R	25	22	87	0.1	A
	Subtotal	88	78	89	0.9	A
Total		350	336	96	3.3	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	901	867	96	0.3	A
	Subtotal	901	867	96	0.3	A
NE	L	325	316	97	13.5	B
	Subtotal	325	316	97	13.5	B
Total		1,226	1,183	97	3.8	A

Intersection: Lowell Ave & Lodge Access & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	247	234	95	1.9	A
	T	727	674	93	0.9	A
	R	49	46	94	0.5	A
	Subtotal	1,023	954	93	1.1	A
EB	L	38	40	106	17.8	C
	R	74	74	100	9.7	A
	Subtotal	112	114	102	12.5	B
Total		1,135	1,068	94	2.3	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	830	799	96	0.5	A
	R	147	143	97	0.4	A
	Subtotal	977	942	96	0.5	A
SW	R	70	67	95	5.9	A
	Subtotal	70	67	96	5.9	A
Total		1,048	1,009	96	0.9	A

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	81	83	102	11.5	B
	Subtotal	81	83	102	11.5	B
EB	L	724	684	95	0.3	A
	T	1	1	100	0.3	A
	R	117	113	97	0.2	A
	Subtotal	842	798	95	0.3	A
Total		923	881	95	1.4	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	227	228	100	8.6	A
	Subtotal	227	228	100	8.6	A
SB	L	552	510	92	0.9	A
	T	250	238	95	1.4	A
	Subtotal	802	748	93	1.1	A
Total		1,029	976	95	2.8	A

Intersection: NE E Access & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	51	51	100	9.3	A
	Subtotal	51	51	100	9.3	A
EB	T	262	257	98	2.5	A
	Subtotal	262	257	98	2.5	A
WB	L	60	54	90	1.9	A
	T	88	78	89	0.6	A
	Subtotal	148	132	89	1.1	A
Total		460	440	96	2.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: C-E Loading & Lowell Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	T	999	919	92	0.8	A
	R	30	27	91	0.6	A
	Subtotal	1,029	946	92	0.8	A
NE	R	30	32	108	4.9	A
	Subtotal	30	32	107	4.9	A
Total		1,059	978	92	1.0	A

Intersection: Lowell Ave & West D Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	21	18	85	1.2	A
	T	1,008	934	93	0.2	A
	Subtotal	1,029	952	93	0.2	A
SW	L	11	12	107	12.7	B
	Subtotal	11	12	109	12.7	B
Total		1,040	964	93	0.4	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & C Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	R	150	147	98	7.9	A
	Subtotal	150	147	98	7.9	A
SE	T	873	806	92	0.4	A
	R	145	138	95	0.2	A
	Subtotal	1,018	944	93	0.4	A
Total		1,168	1,091	93	1.4	A

Intersection: Empire Ave & East D Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	1.6	A
	T	1,214	1,172	97	2.6	A
	Subtotal	1,224	1,182	97	2.6	A
EB	L	14	14	98	33.6	D
	Subtotal	14	14	100	33.6	D
Total		1,239	1,196	97	2.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Shadow Ridge Rd & North B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	R	102	101	99	8.7	A
	Subtotal	102	101	99	8.7	A
NE	T	224	216	97	1.6	A
	R	62	60	97	0.2	A
	Subtotal	286	276	97	1.3	A
Total		388	377	97	3.3	A

Intersection: Manor Way & South B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	134	130	97	11.9	B
	Subtotal	134	130	97	11.9	B
EB	L	72	71	98	0.8	A
	T	707	668	94	0.4	A
	Subtotal	779	739	95	0.4	A
Total		914	869	95	2.2	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & East B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	35	95	1.6	A
	T	768	733	95	0.5	A
	Subtotal	805	768	95	0.6	A
EB	L	209	209	100	13.2	B
	Subtotal	209	209	100	13.2	B
Total		1,014	977	96	3.3	A

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	1.7	3.6	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	59.9	62.1	62.7	2.8	0.8	3.0	1.3	1.4	2.6
Total Delay (hr)	4.4	1.0	0.1	1.4	7.6	9.2	0.6	3.9	0.5	2.6	1.7	0.4
Total Del/Veh (s)	64.9	35.1	29.6	210.6	257.1	158.6	85.0	99.9	86.0	54.7	49.0	8.3
Vehicles Entered	220	97	16	18	80	170	24	129	20	156	114	153
Vehicles Exited	218	96	15	18	72	166	24	124	20	158	112	155
Hourly Exit Rate	872	384	60	72	288	664	96	496	80	632	448	620
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	95	95	107	76	74	82	97	99	93	101	104	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	5.9
Denied Del/Veh (s)	17.0
Total Delay (hr)	33.4
Total Del/Veh (s)	89.6
Vehicles Entered	1197
Vehicles Exited	1178
Hourly Exit Rate	4712
Input Volume	5034
% of Volume	94

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.6	7.6	15.9	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.0	236.5	239.0	239.9	3.0	0.9	2.8	1.3	1.5	2.7
Total Delay (hr)	4.2	1.1	0.1	1.7	8.6	7.7	0.7	4.3	0.6	2.7	1.6	0.3
Total Del/Veh (s)	62.5	38.3	32.3	278.6	286.9	142.8	88.9	106.5	93.7	56.5	47.5	7.5
Vehicles Entered	220	99	14	16	73	152	25	128	21	161	111	156
Vehicles Exited	221	98	14	15	70	155	26	128	19	156	111	155
Hourly Exit Rate	884	392	56	60	280	620	104	512	76	624	444	620
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	96	97	100	63	72	77	105	102	88	100	103	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	25.4
Denied Del/Veh (s)	69.6
Total Delay (hr)	33.8
Total Del/Veh (s)	90.8
Vehicles Entered	1176
Vehicles Exited	1168
Hourly Exit Rate	4672
Input Volume	5034
% of Volume	93

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	3.3	13.9	28.3	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.1	0.0	355.5	353.3	352.5	3.0	0.8	2.8	1.3	1.5	2.7
Total Delay (hr)	5.6	1.2	0.2	1.7	9.4	7.4	0.7	4.7	0.7	3.1	1.5	0.4
Total Del/Veh (s)	76.7	40.3	36.7	263.2	303.2	141.0	96.0	113.4	102.5	58.3	47.0	7.6
Vehicles Entered	240	102	14	16	74	150	25	131	21	172	109	164
Vehicles Exited	226	101	15	14	71	158	24	130	22	169	111	165
Hourly Exit Rate	904	404	60	56	284	632	96	520	88	676	444	660
Input Volume	987	432	60	102	415	867	106	536	93	672	462	662
% of Volume	92	94	100	55	68	73	91	97	95	101	96	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	45.8
Denied Del/Veh (s)	114.4
Total Delay (hr)	36.6
Total Del/Veh (s)	94.8
Vehicles Entered	1218
Vehicles Exited	1206
Hourly Exit Rate	4824
Input Volume	5394
% of Volume	89

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	4.7	20.5	43.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	0.2	0.0	434.4	452.5	451.9	3.0	0.9	2.8	1.2	1.3	2.6
Total Delay (hr)	6.6	1.3	0.2	2.0	9.2	6.4	0.7	4.7	0.6	2.7	1.4	0.3
Total Del/Veh (s)	91.4	42.0	41.0	286.5	297.9	131.6	90.8	116.7	100.2	54.9	45.1	7.0
Vehicles Entered	224	100	15	17	70	142	25	127	19	155	106	158
Vehicles Exited	228	102	14	17	71	141	24	129	20	160	106	158
Hourly Exit Rate	912	408	56	68	284	564	96	516	80	640	424	632
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	99	101	100	72	73	70	97	103	93	102	98	102

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	68.6
Denied Del/Veh (s)	167.4
Total Delay (hr)	36.1
Total Del/Veh (s)	96.7
Vehicles Entered	1158
Vehicles Exited	1170
Hourly Exit Rate	4680
Input Volume	5034
% of Volume	93

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	10.0	43.7	90.8	0.1	0.1	0.1	0.2	0.2	0.5
Denied Del/Veh (s)	0.3	0.1	0.0	403.4	403.2	401.0	3.0	0.8	2.9	1.3	1.4	2.6
Total Delay (hr)	20.8	4.6	0.6	6.8	34.9	30.7	2.8	17.7	2.4	11.1	6.2	1.4
Total Del/Veh (s)	80.7	41.4	36.5	334.3	387.4	169.4	97.2	120.6	106.2	60.7	49.9	7.8
Vehicles Entered	904	398	58	67	297	614	99	516	81	643	440	631
Vehicles Exited	894	397	58	64	284	619	98	510	81	643	440	632
Hourly Exit Rate	894	397	58	64	284	619	98	510	81	643	440	632
Input Volume	938	410	57	97	394	824	101	509	88	638	439	629
% of Volume	95	97	102	66	72	75	97	100	92	101	100	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	145.7
Denied Del/Veh (s)	103.5
Total Delay (hr)	140.0
Total Del/Veh (s)	103.0
Vehicles Entered	4748
Vehicles Exited	4720
Hourly Exit Rate	4720
Input Volume	5124
% of Volume	92

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.6
Total Del/Veh (s)	3.7	3.5	3.0	2.3	3.9	2.5	1.7	6.0	1.8	4.9	3.6
Vehicles Entered	67	6	4	4	14	259	14	4	5	241	618
Vehicles Exited	66	6	4	4	14	259	14	4	5	242	618
Hourly Exit Rate	264	24	16	16	56	1036	56	16	20	968	2472
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	97	120	84	123	95	96	106	84	87	91	94

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.6
Total Del/Veh (s)	3.6	2.9	4.0	2.8	3.5	2.5	1.8	4.8	2.0	5.0	3.6
Vehicles Entered	66	5	5	4	14	260	12	5	5	242	618
Vehicles Exited	67	5	5	4	14	259	12	5	5	241	617
Hourly Exit Rate	268	20	20	16	56	1036	48	20	20	964	2468
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	99	100	105	123	95	96	91	105	87	91	94

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.7
Total Del/Veh (s)	4.1	3.5	7.8	2.9	5.2	3.3	2.0	5.2	2.0	5.0	4.1
Vehicles Entered	72	6	4	4	12	278	16	4	5	251	652
Vehicles Exited	72	6	4	4	12	277	16	4	5	252	652
Hourly Exit Rate	288	24	16	16	48	1108	64	16	20	1008	2608
Input Volume	292	20	20	14	63	1161	57	20	25	1138	2810
% of Volume	99	120	80	114	76	95	112	80	80	89	93

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3	0.8
Total Del/Veh (s)	5.2	3.3	6.8	3.4	6.6	4.2	3.4	5.3	2.7	5.0	4.7
Vehicles Entered	66	4	5	4	16	265	12	4	4	244	624
Vehicles Exited	66	4	4	4	16	266	12	4	4	244	624
Hourly Exit Rate	264	16	16	16	64	1064	48	16	16	976	2496
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	97	80	84	123	108	98	91	84	70	92	95

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.1	0.9	0.0	0.0	0.0	1.4	2.8
Total Del/Veh (s)	4.2	3.5	5.4	2.9	4.9	3.1	2.2	5.3	2.2	5.0	4.0
Vehicles Entered	271	20	18	16	56	1061	54	17	19	977	2509
Vehicles Exited	270	20	18	16	55	1061	54	17	19	979	2509
Hourly Exit Rate	270	20	18	16	55	1061	54	17	19	979	2509
Input Volume	277	20	19	13	60	1103	54	19	24	1081	2670
% of Volume	97	100	94	121	92	96	100	88	81	91	94

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	9.0	7.5	3.9	5.1	5.2
Vehicles Entered	72	5	228	32	337
Vehicles Exited	72	5	229	33	339
Hourly Exit Rate	288	20	916	132	1356
Input Volume	291	16	994	147	1448
% of Volume	99	125	92	90	94

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.2	0.0	0.5
Total Del/Veh (s)	8.9	6.6	3.5	4.1	4.8
Vehicles Entered	71	5	225	35	336
Vehicles Exited	71	6	223	35	335
Hourly Exit Rate	284	24	892	140	1340
Input Volume	291	16	994	147	1448
% of Volume	98	150	90	95	93

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	9.8	10.3	3.9	4.4	5.3
Vehicles Entered	79	4	235	33	351
Vehicles Exited	78	4	236	33	351
Hourly Exit Rate	312	16	944	132	1404
Input Volume	313	17	1065	156	1551
% of Volume	100	94	89	85	91

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	10.9	7.0	4.0	4.7	5.5
Vehicles Entered	70	4	234	30	338
Vehicles Exited	70	4	235	30	339
Hourly Exit Rate	280	16	940	120	1356
Input Volume	291	16	994	147	1448
% of Volume	96	100	95	82	94

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.0	1.0	0.2	2.0
Total Del/Veh (s)	9.8	8.1	3.9	4.6	5.3
Vehicles Entered	291	18	922	131	1362
Vehicles Exited	290	18	923	131	1362
Hourly Exit Rate	290	18	923	131	1362
Input Volume	296	16	1012	149	1474
% of Volume	98	111	91	88	92

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.3	0.1	0.0	3.8	4.5	3.1
Vehicles Entered	2	12	1	7	58	5	85
Vehicles Exited	2	12	1	7	58	6	86
Hourly Exit Rate	8	48	4	28	232	24	344
Input Volume	7	55	7	25	225	25	344
% of Volume	114	87	57	112	103	96	100

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.8	1.4	0.0	0.1	4.0	4.4	3.3
Vehicles Entered	2	13	1	5	55	6	82
Vehicles Exited	2	13	1	5	55	6	82
Hourly Exit Rate	8	52	4	20	220	24	328
Input Volume	7	55	7	25	225	25	344
% of Volume	114	95	57	80	98	96	95

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.3	0.2	0.1	3.9	4.8	3.2
Vehicles Entered	1	11	3	6	62	7	90
Vehicles Exited	1	12	3	6	61	7	90
Hourly Exit Rate	4	48	12	24	244	28	360
Input Volume	7	59	8	26	241	26	367
% of Volume	57	81	150	92	101	108	98

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.2	0.1	0.0	4.1	5.5	3.3
Vehicles Entered	2	12	2	5	50	6	77
Vehicles Exited	2	12	2	5	50	6	77
Hourly Exit Rate	8	48	8	20	200	24	308
Input Volume	7	55	7	25	225	25	344
% of Volume	114	87	114	80	89	96	90

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	0.3	1.3	0.1	0.1	4.0	5.0	3.3
Vehicles Entered	7	48	7	22	224	24	332
Vehicles Exited	7	48	7	22	224	24	332
Hourly Exit Rate	7	48	7	22	224	24	332
Input Volume	7	56	7	25	229	25	350
% of Volume	100	86	97	87	98	95	95

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	12.6	3.5
Vehicles Entered	212	76	288
Vehicles Exited	213	76	289
Hourly Exit Rate	852	304	1156
Input Volume	885	319	1204
% of Volume	96	95	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	11.9	3.5
Vehicles Entered	207	79	286
Vehicles Exited	208	80	288
Hourly Exit Rate	832	320	1152
Input Volume	885	319	1204
% of Volume	94	100	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.4
Total Del/Veh (s)	0.3	14.9	4.1
Vehicles Entered	230	81	311
Vehicles Exited	229	80	309
Hourly Exit Rate	916	320	1236
Input Volume	949	342	1291
% of Volume	97	94	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	14.1	4.0
Vehicles Entered	218	77	295
Vehicles Exited	218	78	296
Hourly Exit Rate	872	312	1184
Input Volume	885	319	1204
% of Volume	99	98	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	1.2	1.3
Total Del/Veh (s)	0.3	13.6	3.8
Vehicles Entered	867	313	1180
Vehicles Exited	867	314	1181
Hourly Exit Rate	867	314	1181
Input Volume	901	325	1226
% of Volume	96	97	96

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	20.2	12.1	2.0	0.8	0.4	2.6
Vehicles Entered	10	18	58	166	11	263
Vehicles Exited	9	18	58	166	11	262
Hourly Exit Rate	36	72	232	664	44	1048
Input Volume	37	73	243	714	48	1115
% of Volume	97	99	95	93	92	94

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	16.0	9.4	1.9	0.8	0.6	2.3
Vehicles Entered	10	18	58	161	11	258
Vehicles Exited	11	18	58	161	11	259
Hourly Exit Rate	44	72	232	644	44	1036
Input Volume	37	73	243	714	48	1115
% of Volume	119	99	95	90	92	93

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	17.6	9.2	1.8	0.9	0.6	2.3
Vehicles Entered	9	21	60	172	13	275
Vehicles Exited	9	20	59	171	13	272
Hourly Exit Rate	36	80	236	684	52	1088
Input Volume	40	78	260	765	52	1195
% of Volume	90	103	91	89	100	91

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	15.1	8.8	1.8	0.9	0.6	2.2
Vehicles Entered	11	18	58	170	10	267
Vehicles Exited	11	17	58	171	10	267
Hourly Exit Rate	44	68	232	684	40	1068
Input Volume	37	73	243	714	48	1115
% of Volume	119	93	95	96	83	96

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.1	0.2	0.0	0.7
Total Del/Veh (s)	17.6	10.0	1.9	0.9	0.5	2.3
Vehicles Entered	40	74	233	669	45	1061
Vehicles Exited	40	74	233	670	45	1062
Hourly Exit Rate	40	74	233	670	45	1062
Input Volume	38	74	247	727	49	1135
% of Volume	106	100	94	92	92	94

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.5	6.3	0.9
Vehicles Entered	197	37	16	250
Vehicles Exited	196	37	16	249
Hourly Exit Rate	784	148	64	996
Input Volume	816	144	69	1029
% of Volume	96	103	93	97

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.4	5.4	0.8
Vehicles Entered	191	33	16	240
Vehicles Exited	191	33	16	240
Hourly Exit Rate	764	132	64	960
Input Volume	816	144	69	1029
% of Volume	94	92	93	93

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.6	0.4	5.6	0.9
Vehicles Entered	211	39	18	268
Vehicles Exited	211	39	18	268
Hourly Exit Rate	844	156	72	1072
Input Volume	874	155	74	1103
% of Volume	97	101	97	97

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.4	6.3	0.9
Vehicles Entered	201	35	17	253
Vehicles Exited	201	35	17	253
Hourly Exit Rate	804	140	68	1012
Input Volume	816	144	69	1029
% of Volume	99	97	99	98

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.1	0.2
Total Del/Veh (s)	0.5	0.4	6.0	0.9
Vehicles Entered	800	143	68	1011
Vehicles Exited	800	143	67	1010
Hourly Exit Rate	800	143	67	1010
Input Volume	830	147	70	1048
% of Volume	96	97	95	96

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.2	11.5	1.5
Vehicles Entered	168	0	26	21	215
Vehicles Exited	168	0	25	21	214
Hourly Exit Rate	672	0	100	84	856
Input Volume	711	1	115	80	907
% of Volume	95	0	87	105	94

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.2	10.8	1.4
Vehicles Entered	162	0	26	21	209
Vehicles Exited	162	0	26	21	209
Hourly Exit Rate	648	0	104	84	836
Input Volume	711	1	115	80	907
% of Volume	91	0	90	105	92

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.4		0.2	12.0	1.4
Vehicles Entered	182	0	30	20	232
Vehicles Exited	182	0	30	20	232
Hourly Exit Rate	728	0	120	80	928
Input Volume	762	1	123	85	971
% of Volume	96	0	98	94	96

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.3	11.5	1.4
Vehicles Entered	171	0	30	21	222
Vehicles Exited	172	0	30	21	223
Hourly Exit Rate	688	0	120	84	892
Input Volume	711	1	115	80	907
% of Volume	97	0	104	105	98

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.3	0.3
Total Del/Veh (s)	0.3	0.3	0.2	11.9	1.4
Vehicles Entered	684	1	112	83	880
Vehicles Exited	684	1	111	82	878
Hourly Exit Rate	684	1	111	82	878
Input Volume	724	1	117	81	923
% of Volume	95	100	95	101	95

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	7.3	0.8	1.4	2.4
Vehicles Entered	54	127	57	238
Vehicles Exited	54	128	57	239
Hourly Exit Rate	216	512	228	956
Input Volume	223	542	246	1011
% of Volume	97	94	93	95

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	8.1	0.8	1.3	2.6
Vehicles Entered	54	122	58	234
Vehicles Exited	54	121	58	233
Hourly Exit Rate	216	484	232	932
Input Volume	223	542	246	1011
% of Volume	97	89	94	92

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	9.2	0.9	1.5	3.1
Vehicles Entered	63	131	61	255
Vehicles Exited	63	131	60	254
Hourly Exit Rate	252	524	240	1016
Input Volume	239	581	262	1082
% of Volume	105	90	92	94

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	8.4	0.9	1.5	2.8
Vehicles Entered	56	129	59	244
Vehicles Exited	56	131	60	247
Hourly Exit Rate	224	524	240	988
Input Volume	223	542	246	1011
% of Volume	100	97	98	98

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.5	0.1	0.1	0.8
Total Del/Veh (s)	8.5	0.9	1.4	2.8
Vehicles Entered	226	509	235	970
Vehicles Exited	227	510	235	972
Hourly Exit Rate	227	510	235	972
Input Volume	227	552	250	1029
% of Volume	100	92	94	94

10: NE E Access & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.0	1.9	0.7	7.7	2.4
Vehicles Entered	65	12	20	12	109
Vehicles Exited	65	12	20	12	109
Hourly Exit Rate	260	48	80	48	436
Input Volume	257	59	86	50	452
% of Volume	101	81	93	96	96

10: NE E Access & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.3	1.7	0.6	9.7	2.8
Vehicles Entered	63	15	18	13	109
Vehicles Exited	63	15	19	13	110
Hourly Exit Rate	252	60	76	52	440
Input Volume	257	59	86	50	452
% of Volume	98	102	88	104	97

10: NE E Access & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.6	1.9	0.6	12.1	3.3
Vehicles Entered	69	13	20	14	116
Vehicles Exited	69	13	20	13	115
Hourly Exit Rate	276	52	80	52	460
Input Volume	275	63	93	54	485
% of Volume	100	83	86	96	95

10: NE E Access & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.2	2.0	0.6	8.7	3.4
Vehicles Entered	58	12	18	14	102
Vehicles Exited	58	12	18	15	103
Hourly Exit Rate	232	48	72	60	412
Input Volume	257	59	86	50	452
% of Volume	90	81	84	120	91

10: NE E Access & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	0.0	0.1	0.4
Total Del/Veh (s)	2.5	1.9	0.6	9.6	3.0
Vehicles Entered	256	53	76	54	439
Vehicles Exited	256	53	76	53	438
Hourly Exit Rate	256	53	76	53	438
Input Volume	262	60	88	51	460
% of Volume	98	88	87	104	95

12: C-E Loading & Lowell Ave Performance by movement Interval #1 4:30

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.5	3.2	0.9
Vehicles Entered	227	7	8	242
Vehicles Exited	227	8	8	243
Hourly Exit Rate	908	32	32	972
Input Volume	982	29	29	1040
% of Volume	92	110	110	93

12: C-E Loading & Lowell Ave Performance by movement Interval #2 4:45

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.6	6.5	0.9
Vehicles Entered	221	7	8	236
Vehicles Exited	221	7	8	236
Hourly Exit Rate	884	28	32	944
Input Volume	982	29	29	1040
% of Volume	90	97	110	91

12: C-E Loading & Lowell Ave Performance by movement Interval #3 5:00

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.9	0.6	4.1	1.0
Vehicles Entered	233	7	9	249
Vehicles Exited	233	7	8	248
Hourly Exit Rate	932	28	32	992
Input Volume	1051	32	32	1115
% of Volume	89	88	100	89

12: C-E Loading & Lowell Ave Performance by movement Interval #4 5:15

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.6	3.7	0.9
Vehicles Entered	233	6	8	247
Vehicles Exited	233	6	8	247
Hourly Exit Rate	932	24	32	988
Input Volume	982	29	29	1040
% of Volume	95	83	110	95

12: C-E Loading & Lowell Ave Performance by movement Entire Run

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	0.0	0.3
Total Del/Veh (s)	0.8	0.6	4.4	0.9
Vehicles Entered	915	27	33	975
Vehicles Exited	914	27	32	973
Hourly Exit Rate	914	27	32	973
Input Volume	999	30	30	1059
% of Volume	91	91	108	92

13: Lowell Ave & West D Access Performance by movement Interval #1 4:30

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.2	14.8	0.4
Vehicles Entered	4	231	3	238
Vehicles Exited	4	231	3	238
Hourly Exit Rate	16	924	12	952
Input Volume	21	990	11	1022
% of Volume	76	93	109	93

13: Lowell Ave & West D Access Performance by movement Interval #2 4:45

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	0.3	11.4	0.4
Vehicles Entered	4	225	2	231
Vehicles Exited	4	225	2	231
Hourly Exit Rate	16	900	8	924
Input Volume	21	990	11	1022
% of Volume	76	91	73	90

13: Lowell Ave & West D Access Performance by movement Interval #3 5:00

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.2	13.6	0.5
Vehicles Entered	5	236	4	245
Vehicles Exited	4	236	3	243
Hourly Exit Rate	16	944	12	972
Input Volume	22	1061	12	1095
% of Volume	73	89	100	89

13: Lowell Ave & West D Access Performance by movement Interval #4 5:15

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.3	16.6	0.5
Vehicles Entered	4	237	2	243
Vehicles Exited	4	238	3	245
Hourly Exit Rate	16	952	12	980
Input Volume	21	990	11	1022
% of Volume	76	96	109	96

13: Lowell Ave & West D Access Performance by movement Entire Run

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.2	0.2	14.3	0.4
Vehicles Entered	18	929	12	959
Vehicles Exited	18	930	12	960
Hourly Exit Rate	18	930	12	960
Input Volume	21	1008	11	1040
% of Volume	85	92	107	92

14: Lowell Ave & C Access Performance by movement Interval #1 4:30

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.6	0.3	0.1	1.3
Vehicles Entered	34	201	32	267
Vehicles Exited	35	201	32	268
Hourly Exit Rate	140	804	128	1072
Input Volume	147	858	142	1147
% of Volume	95	94	90	93

14: Lowell Ave & C Access Performance by movement Interval #2 4:45

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.9	0.4	0.2	1.3
Vehicles Entered	38	192	36	266
Vehicles Exited	38	192	36	266
Hourly Exit Rate	152	768	144	1064
Input Volume	147	858	142	1147
% of Volume	103	90	101	93

14: Lowell Ave & C Access Performance by movement Interval #3 5:00

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.1	0.3	0.2	1.3
Vehicles Entered	37	207	33	277
Vehicles Exited	37	207	33	277
Hourly Exit Rate	148	828	132	1108
Input Volume	158	919	153	1230
% of Volume	94	90	86	90

14: Lowell Ave & C Access Performance by movement Interval #4 5:15

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.4	0.4	0.2	1.5
Vehicles Entered	36	203	37	276
Vehicles Exited	36	202	37	275
Hourly Exit Rate	144	808	148	1100
Input Volume	147	858	142	1147
% of Volume	98	94	104	96

14: Lowell Ave & C Access Performance by movement Entire Run

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.4
Total Del/Veh (s)	7.8	0.4	0.2	1.3
Vehicles Entered	146	802	138	1086
Vehicles Exited	146	802	137	1085
Hourly Exit Rate	146	802	137	1085
Input Volume	150	873	145	1168
% of Volume	97	92	95	93

15: Empire Ave & East D Access Performance by movement Interval #1 4:30

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	27.5	2.2	1.4	1.8
Vehicles Entered	4	2	286	292
Vehicles Exited	4	2	285	291
Hourly Exit Rate	16	8	1140	1164
Input Volume	14	10	1193	1217
% of Volume	114	80	96	96

15: Empire Ave & East D Access Performance by movement Interval #2 4:45

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	23.6	1.8	1.5	1.7
Vehicles Entered	3	2	284	289
Vehicles Exited	3	2	286	291
Hourly Exit Rate	12	8	1144	1164
Input Volume	14	10	1193	1217
% of Volume	86	80	96	96

15: Empire Ave & East D Access Performance by movement Interval #3 5:00

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.3	0.3
Total Del/Veh (s)	55.4	1.8	3.2	3.9
Vehicles Entered	4	2	306	312
Vehicles Exited	4	2	304	310
Hourly Exit Rate	16	8	1216	1240
Input Volume	15	11	1278	1304
% of Volume	107	73	95	95

15: Empire Ave & East D Access Performance by movement Interval #4 5:15

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.5	0.6
Total Del/Veh (s)	70.1	3.2	6.5	7.1
Vehicles Entered	3	3	293	299
Vehicles Exited	3	3	293	299
Hourly Exit Rate	12	12	1172	1196
Input Volume	14	10	1193	1217
% of Volume	86	120	98	98

15: Empire Ave & East D Access Performance by movement Entire Run

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	1.0	1.2
Total Del/Veh (s)	43.8	2.1	3.2	3.7
Vehicles Entered	14	10	1169	1193
Vehicles Exited	14	10	1169	1193
Hourly Exit Rate	14	10	1169	1193
Input Volume	14	10	1214	1239
% of Volume	98	98	96	96

16: Shadow Ridge Rd & North B Access Performance by movement Interval #1 4:30

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.0	1.9	0.3	3.0
Vehicles Entered	24	53	14	91
Vehicles Exited	24	53	15	92
Hourly Exit Rate	96	212	60	368
Input Volume	100	220	61	381
% of Volume	96	96	98	97

16: Shadow Ridge Rd & North B Access Performance by movement Interval #2 4:45

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.8	0.8	0.2	2.0
Vehicles Entered	24	55	14	93
Vehicles Exited	24	56	14	94
Hourly Exit Rate	96	224	56	376
Input Volume	100	220	61	381
% of Volume	96	102	92	99

16: Shadow Ridge Rd & North B Access Performance by movement Interval #3 5:00

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	10.0	2.0	0.2	4.2
Vehicles Entered	28	53	15	96
Vehicles Exited	28	53	14	95
Hourly Exit Rate	112	212	56	380
Input Volume	107	235	65	407
% of Volume	105	90	86	93

16: Shadow Ridge Rd & North B Access Performance by movement Interval #4 5:15

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.4	1.5	0.2	2.6
Vehicles Entered	24	53	16	93
Vehicles Exited	24	53	16	93
Hourly Exit Rate	96	212	64	372
Input Volume	100	220	61	381
% of Volume	96	96	105	98

16: Shadow Ridge Rd & North B Access Performance by movement Entire Run

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.3
Total Del/Veh (s)	7.5	1.6	0.2	2.9
Vehicles Entered	100	215	59	374
Vehicles Exited	100	215	59	374
Hourly Exit Rate	100	215	59	374
Input Volume	102	224	62	388
% of Volume	98	96	95	97

17: Manor Way & South B Access Performance by movement Interval #1 4:30

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	11.1	2.0
Vehicles Entered	18	164	30	212
Vehicles Exited	18	164	30	212
Hourly Exit Rate	72	656	120	848
Input Volume	71	695	132	898
% of Volume	101	94	91	94

17: Manor Way & South B Access Performance by movement Interval #2 4:45

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	8.7	1.7
Vehicles Entered	17	158	30	205
Vehicles Exited	17	158	30	205
Hourly Exit Rate	68	632	120	820
Input Volume	71	695	132	898
% of Volume	96	91	91	91

17: Manor Way & South B Access Performance by movement Interval #3 5:00

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.2
Total Del/Veh (s)	0.9	0.5	14.0	2.6
Vehicles Entered	18	175	36	229
Vehicles Exited	18	175	36	229
Hourly Exit Rate	72	700	144	916
Input Volume	76	744	141	961
% of Volume	95	94	102	95

17: Manor Way & South B Access Performance by movement Interval #4 5:15

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.4	11.6	2.2
Vehicles Entered	18	168	34	220
Vehicles Exited	18	168	34	220
Hourly Exit Rate	72	672	136	880
Input Volume	71	695	132	898
% of Volume	101	97	103	98

17: Manor Way & South B Access Performance by movement Entire Run

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.1	0.4	0.5
Total Del/Veh (s)	0.8	0.4	11.5	2.1
Vehicles Entered	72	666	130	868
Vehicles Exited	72	666	130	868
Hourly Exit Rate	72	666	130	868
Input Volume	72	707	134	914
% of Volume	100	94	97	95

18: Empire Ave & East B Access Performance by movement Interval #1 4:30

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.3	1.6	0.5	3.1
Vehicles Entered	52	8	182	242
Vehicles Exited	52	8	182	242
Hourly Exit Rate	208	32	728	968
Input Volume	205	36	755	996
% of Volume	101	89	96	97

18: Empire Ave & East B Access Performance by movement Interval #2 4:45

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.3	1.5	0.5	3.0
Vehicles Entered	49	8	175	232
Vehicles Exited	49	8	175	232
Hourly Exit Rate	196	32	700	928
Input Volume	205	36	755	996
% of Volume	96	89	93	93

18: Empire Ave & East B Access Performance by movement Interval #3 5:00

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.3
Total Del/Veh (s)	14.5	1.6	0.5	3.7
Vehicles Entered	58	10	192	260
Vehicles Exited	58	10	191	259
Hourly Exit Rate	232	40	764	1036
Input Volume	220	39	808	1067
% of Volume	105	103	95	97

18: Empire Ave & East B Access Performance by movement Interval #4 5:15

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.5	1.7	0.5	3.0
Vehicles Entered	51	8	184	243
Vehicles Exited	51	8	185	244
Hourly Exit Rate	204	32	740	976
Input Volume	205	36	755	996
% of Volume	100	89	98	98

18: Empire Ave & East B Access Performance by movement Entire Run

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.0	0.1
Total Delay (hr)	0.8	0.0	0.1	0.9
Total Del/Veh (s)	13.2	1.6	0.5	3.3
Vehicles Entered	210	34	733	977
Vehicles Exited	210	34	733	977
Hourly Exit Rate	210	34	733	977
Input Volume	209	37	768	1014
% of Volume	101	93	95	96

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	5.9	25.4	45.8	68.6	145.8
Denied Del/Veh (s)	16.6	68.2	110.9	164.2	100.8
Total Delay (hr)	36.9	37.2	40.8	40.4	155.3
Total Del/Veh (s)	91.3	92.2	97.2	99.7	109.3
Vehicles Entered	1227	1204	1264	1187	4891
Vehicles Exited	1210	1199	1240	1202	4861
Hourly Exit Rate	4840	4796	4960	4808	4861
Input Volume	26958	26958	28881	26958	27439
% of Volume	18	18	17	18	18

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	466	474	425	274	1168	1166	286	532	326	339	446	618
Average Queue (ft)	376	385	290	180	1113	1126	123	417	275	252	302	340
95th Queue (ft)	538	545	485	364	1329	1283	274	841	384	353	476	607
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	1	1	0		49	62						0
Queuing Penalty (veh)	6	6	1		0	0						0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				0	84		1	47	37	1	7	8
Queuing Penalty (veh)				0	79		5	205	128	3	23	49

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	225
Average Queue (ft)	45
95th Queue (ft)	267
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	466	493	435	274	1168	1182	307	654	339	360	426	497
Average Queue (ft)	372	388	288	160	1157	1161	187	459	295	254	308	305
95th Queue (ft)	500	513	476	352	1187	1179	393	784	416	369	432	513
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	1	1	0		71	79						
Queuing Penalty (veh)	3	3	1		0	0						
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)					83		0	55	46	1	9	7
Queuing Penalty (veh)					79		0	239	161	4	28	40

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	270
Average Queue (ft)	58
95th Queue (ft)	306
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	562	565	530	274	1175	1175	303	633	348	366	482	471
Average Queue (ft)	435	451	369	157	1160	1161	151	489	315	274	331	297
95th Queue (ft)	617	616	609	349	1173	1177	332	839	402	383	512	500
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	8	7	1		76	72					0	0
Queuing Penalty (veh)	37	34	6		0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	85		1	60	56	2	13	5
Queuing Penalty (veh)				3	87		5	281	208	7	44	34

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	SB
Directions Served	R
Maximum Queue (ft)	224
Average Queue (ft)	38
95th Queue (ft)	245
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	554	562	498	274	1170	1179	292	644	328	353	412	447
Average Queue (ft)	487	490	398	185	1158	1160	145	506	294	255	298	290
95th Queue (ft)	663	657	635	370	1170	1175	327	1004	398	359	413	472
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	16	16	2		74	72						
Queuing Penalty (veh)	71	72	9		0	0						
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	85		0	53	46	1	8	4
Queuing Penalty (veh)				2	81		2	230	161	3	25	24

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	SB
Directions Served	R
Maximum Queue (ft)	97
Average Queue (ft)	20
95th Queue (ft)	169
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	591	590	537	275	1185	1187	349	819	350	417	599	728
Average Queue (ft)	417	428	336	170	1147	1152	152	468	295	259	310	308
95th Queue (ft)	598	600	567	360	1261	1236	337	876	403	367	462	528
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	6	6	1		68	71					0	0
Queuing Penalty (veh)	29	29	4		0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				0	84		1	54	46	1	9	6
Queuing Penalty (veh)				1	81		3	239	164	4	30	37

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	449
Average Queue (ft)	40
95th Queue (ft)	251
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	53	28	61	45	51	38
Average Queue (ft)	31	9	39	11	14	4
95th Queue (ft)	54	31	72	42	48	31
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			1	0		
Queuing Penalty (veh)			9	1		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	46	30	60	50	55	13
Average Queue (ft)	31	12	39	14	15	1
95th Queue (ft)	52	38	66	46	57	11
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			1	0		
Queuing Penalty (veh)			6	1		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	64	32	70	52	39	24
Average Queue (ft)	33	13	50	17	9	4
95th Queue (ft)	66	41	79	51	36	30
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			6	2		
Queuing Penalty (veh)			41	13		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	81	30	71	57	37	24
Average Queue (ft)	40	14	52	27	12	5
95th Queue (ft)	94	39	81	73	39	31
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			11	6		
Queuing Penalty (veh)			69	35		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	84	40	73	64	71	64
Average Queue (ft)	34	12	45	17	12	3
95th Queue (ft)	70	38	76	55	46	27
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			5	2		
Queuing Penalty (veh)			31	12		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	77	118	143
Average Queue (ft)	62	55	65
95th Queue (ft)	89	124	146
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	10		0
Queuing Penalty (veh)	30		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	77	109	126
Average Queue (ft)	63	47	45
95th Queue (ft)	88	106	125
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	9		0
Queuing Penalty (veh)	29		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	79	126	147
Average Queue (ft)	67	57	65
95th Queue (ft)	91	112	144
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	13	0	0
Queuing Penalty (veh)	43	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	80	112	137
Average Queue (ft)	65	53	63
95th Queue (ft)	92	120	151
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	14	0	0
Queuing Penalty (veh)	43	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	82	154	178
Average Queue (ft)	64	53	59
95th Queue (ft)	90	116	143
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	12	0	0
Queuing Penalty (veh)	36	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #1

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	77	37
Average Queue (ft)	1	52	16
95th Queue (ft)	9	82	44
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	3	6	81	32
Average Queue (ft)	0	0	52	16
95th Queue (ft)	6	6	84	41
Link Distance (ft)	310	70	159	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #3

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	79	39
Average Queue (ft)	53	18
95th Queue (ft)	81	45
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #4

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	3	79	37
Average Queue (ft)	0	53	16
95th Queue (ft)	6	88	43
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	3	15	110	51
Average Queue (ft)	0	0	53	17
95th Queue (ft)	3	6	84	43
Link Distance (ft)	310	70	159	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NE
Directions Served	L
Maximum Queue (ft)	113
Average Queue (ft)	80
95th Queue (ft)	125
Link Distance (ft)	104
Upstream Blk Time (%)	5
Queuing Penalty (veh)	17
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NE
Directions Served	L
Maximum Queue (ft)	117
Average Queue (ft)	83
95th Queue (ft)	126
Link Distance (ft)	104
Upstream Blk Time (%)	4
Queuing Penalty (veh)	14
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NE
Directions Served	L
Maximum Queue (ft)	118
Average Queue (ft)	94
95th Queue (ft)	130
Link Distance (ft)	104
Upstream Blk Time (%)	8
Queuing Penalty (veh)	27
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NE
Directions Served	L
Maximum Queue (ft)	119
Average Queue (ft)	86
95th Queue (ft)	130
Link Distance (ft)	104
Upstream Blk Time (%)	6
Queuing Penalty (veh)	20
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NE
Directions Served	L
Maximum Queue (ft)	120
Average Queue (ft)	86
95th Queue (ft)	129
Link Distance (ft)	104
Upstream Blk Time (%)	6
Queuing Penalty (veh)	19
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #1

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	98	37	2
Average Queue (ft)	50	7	0
95th Queue (ft)	105	36	4
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #2

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	85	26
Average Queue (ft)	47	4
95th Queue (ft)	87	24
Link Distance (ft)	218	213
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #3

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	89	11	3
Average Queue (ft)	50	2	0
95th Queue (ft)	97	14	6
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #4

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	70	30
Average Queue (ft)	47	8
95th Queue (ft)	77	30
Link Distance (ft)	218	213
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	122	51	5
Average Queue (ft)	49	5	0
95th Queue (ft)	92	27	3
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	52
Average Queue (ft)	0	30
95th Queue (ft)	5	58
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	SW
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	27
95th Queue (ft)	51
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	NB	SW
Directions Served	T	TR	R
Maximum Queue (ft)	4	5	44
Average Queue (ft)	1	1	29
95th Queue (ft)	9	8	49
Link Distance (ft)	77	77	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	SW
Directions Served	R
Maximum Queue (ft)	53
Average Queue (ft)	29
95th Queue (ft)	55
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	NB	SW
Directions Served	T	TR	R
Maximum Queue (ft)	4	8	66
Average Queue (ft)	0	0	29
95th Queue (ft)	5	5	53
Link Distance (ft)	77	77	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	4	70
Average Queue (ft)	1	42
95th Queue (ft)	6	74
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	10	71
Average Queue (ft)	2	41
95th Queue (ft)	12	75
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	5	63
Average Queue (ft)	1	36
95th Queue (ft)	7	68
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	EB	NB
Directions Served	L	LR	T
Maximum Queue (ft)	2	8	70
Average Queue (ft)	0	1	44
95th Queue (ft)	4	11	73
Link Distance (ft)	19	19	517
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	EB	NB
Directions Served	L	LR	T
Maximum Queue (ft)	2	22	86
Average Queue (ft)	0	1	41
95th Queue (ft)	2	9	73
Link Distance (ft)	19	19	517
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	89	12
Average Queue (ft)	57	2
95th Queue (ft)	89	12
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	111	4
Average Queue (ft)	65	1
95th Queue (ft)	127	9
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	116	14
Average Queue (ft)	71	2
95th Queue (ft)	117	14
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	NB	SB	SB
Directions Served	R	L	LT
Maximum Queue (ft)	110	2	10
Average Queue (ft)	67	0	2
95th Queue (ft)	114	4	13
Link Distance (ft)	541	494	494
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	NB	SB	SB
Directions Served	R	L	LT
Maximum Queue (ft)	138	2	22
Average Queue (ft)	65	0	2
95th Queue (ft)	114	2	12
Link Distance (ft)	541	494	494
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	58	31	50
Average Queue (ft)	19	11	26
95th Queue (ft)	62	37	55
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	3	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	67	38	47
Average Queue (ft)	22	13	28
95th Queue (ft)	67	41	54
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	5	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	66	28	62
Average Queue (ft)	29	9	31
95th Queue (ft)	77	32	61
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	7		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	65	28	62
Average Queue (ft)	28	9	30
95th Queue (ft)	78	31	59
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	76	41	74
Average Queue (ft)	24	10	29
95th Queue (ft)	72	35	57
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	6	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C-E Loading & Lowell Ave, Interval #1

Movement	NE
Directions Served	R
Maximum Queue (ft)	41
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	140
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: C-E Loading & Lowell Ave, Interval #2

Movement	SE	NE
Directions Served	T	R
Maximum Queue (ft)	2	41
Average Queue (ft)	0	20
95th Queue (ft)	5	48
Link Distance (ft)	203	140
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: C-E Loading & Lowell Ave, Interval #3

Movement	SE	NE
Directions Served	T	R
Maximum Queue (ft)	2	40
Average Queue (ft)	0	20
95th Queue (ft)	5	47
Link Distance (ft)	203	140
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: C-E Loading & Lowell Ave, Interval #4

Movement	NE
Directions Served	R
Maximum Queue (ft)	42
Average Queue (ft)	22
95th Queue (ft)	49
Link Distance (ft)	140
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: C-E Loading & Lowell Ave, All Intervals

Movement	SE	SE	NE
Directions Served	T	T	R
Maximum Queue (ft)	2	2	55
Average Queue (ft)	0	0	21
95th Queue (ft)	3	2	48
Link Distance (ft)	203	203	140
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Lowell Ave & West D Access, Interval #1

Movement	SE	SW
Directions Served	T	L
Maximum Queue (ft)	2	29
Average Queue (ft)	0	11
95th Queue (ft)	5	36
Link Distance (ft)	58	125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & West D Access, Interval #2

Movement	SE	SW
Directions Served	T	L
Maximum Queue (ft)	4	27
Average Queue (ft)	0	8
95th Queue (ft)	7	31
Link Distance (ft)	58	125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & West D Access, Interval #3

Movement	SW
Directions Served	L
Maximum Queue (ft)	36
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	125
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Lowell Ave & West D Access, Interval #4

Movement	SE	SE	SW
Directions Served	T	T	L
Maximum Queue (ft)	2	2	34
Average Queue (ft)	0	0	10
95th Queue (ft)	5	4	34
Link Distance (ft)	58	58	125
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Lowell Ave & West D Access, All Intervals

Movement	SE	SE	SW
Directions Served	T	T	L
Maximum Queue (ft)	5	4	39
Average Queue (ft)	0	0	11
95th Queue (ft)	4	4	35
Link Distance (ft)	58	58	125
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #1

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	79	2	10
Average Queue (ft)	41	0	1
95th Queue (ft)	78	4	11
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #2

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	75	2	3
Average Queue (ft)	42	0	0
95th Queue (ft)	74	4	7
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #3

Movement	EB	SE
Directions Served	R	TR
Maximum Queue (ft)	68	6
Average Queue (ft)	45	1
95th Queue (ft)	78	10
Link Distance (ft)	129	32
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Lowell Ave & C Access, Interval #4

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	90	2	2
Average Queue (ft)	47	0	0
95th Queue (ft)	87	5	4
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, All Intervals

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	102	4	17
Average Queue (ft)	44	0	1
95th Queue (ft)	79	4	8
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #1

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	30	25	37
Average Queue (ft)	13	5	7
95th Queue (ft)	38	25	39
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #2

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	30	28	36
Average Queue (ft)	11	6	8
95th Queue (ft)	34	33	39
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #3

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	41	97	103
Average Queue (ft)	18	27	32
95th Queue (ft)	50	120	140
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #4

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	43	142	176
Average Queue (ft)	14	54	61
95th Queue (ft)	45	203	221
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, All Intervals

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	48	159	197
Average Queue (ft)	14	23	27
95th Queue (ft)	42	118	132
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #1

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	52	40
Average Queue (ft)	31	9
95th Queue (ft)	60	48
Link Distance (ft)	151	112
Upstream Blk Time (%)		1
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #2

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	50	30
Average Queue (ft)	33	5
95th Queue (ft)	59	30
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #3

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	76	50
Average Queue (ft)	40	11
95th Queue (ft)	81	52
Link Distance (ft)	151	112
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #4

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	53	44
Average Queue (ft)	28	10
95th Queue (ft)	52	45
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, All Intervals

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	87	77
Average Queue (ft)	33	8
95th Queue (ft)	65	45
Link Distance (ft)	151	112
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #1

Movement	SB
Directions Served	L
Maximum Queue (ft)	99
Average Queue (ft)	49
95th Queue (ft)	94
Link Distance (ft)	171
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Manor Way & South B Access, Interval #2

Movement	SB
Directions Served	L
Maximum Queue (ft)	67
Average Queue (ft)	44
95th Queue (ft)	71
Link Distance (ft)	171
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Manor Way & South B Access, Interval #3

Movement	EB	SB
Directions Served	T	L
Maximum Queue (ft)	8	99
Average Queue (ft)	1	61
95th Queue (ft)	16	106
Link Distance (ft)	77	171
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #4

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	6	86
Average Queue (ft)	1	50
95th Queue (ft)	9	87
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, All Intervals

Movement	EB	EB	SB
Directions Served	LT	T	L
Maximum Queue (ft)	6	8	114
Average Queue (ft)	0	0	51
95th Queue (ft)	4	8	92
Link Distance (ft)	77	77	171
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & East B Access, Interval #1

Movement	EB
Directions Served	L
Maximum Queue (ft)	111
Average Queue (ft)	66
95th Queue (ft)	116
Link Distance (ft)	141
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #2

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	105	3
Average Queue (ft)	67	0
95th Queue (ft)	114	6
Link Distance (ft)	141	197
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & East B Access, Interval #3

Movement	EB
Directions Served	L
Maximum Queue (ft)	134
Average Queue (ft)	78
95th Queue (ft)	137
Link Distance (ft)	141
Upstream Blk Time (%)	2
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #4

Movement	EB
Directions Served	L
Maximum Queue (ft)	107
Average Queue (ft)	68
95th Queue (ft)	113
Link Distance (ft)	141
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, All Intervals

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	148	3
Average Queue (ft)	70	0
95th Queue (ft)	121	3
Link Distance (ft)	141	197
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 568
Network wide Queuing Penalty, Interval #2: 614
Network wide Queuing Penalty, Interval #3: 876
Network wide Queuing Penalty, Interval #4: 855
Network wide Queuing Penalty, All Intervals: 728

APPENDIX B

Site Plan

Parcel B – Village

(18) Two Bedroom Employee Units
(20) Two Bedroom Affordable Residential Units
(24) Parcel -A Employee Housing Beds
(55) Condo Units
(760) Day Skier Parking Stalls
(73) Condos/Housing Parking Stalls

Parcel C – Hotel

(249) Hotel Keys
10,000-20,000SF Meeting Space
31,500SF Retail including Skier Services
(250) Garage Parking Stalls

Parcel D – Condo Building

(35) Condo Units
9,600SF Retail Space
(100) Garage Parking Stalls

Parcel E – Condo Building

(39) Condo Units
7,800 sqft Ski Club
2,600 Medical Clinic & 700 sqft Ski Patrol
3,500 Resort Loading & Storage
10,000SF Retail Space
(153) Condo/Ski Club Garage Parking Stalls
(440) Day Skier Garage Parking Stalls



0' 100' 200' 400'

APPENDIX C

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Future (2024) Plus Project

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

Intersection	NB							NE		N W	SB							S W	EB					WB					
	L	LR	LT	LTR	R	T	TR	L	T	R	L	LR	LT	LTR	R	T	TR	R	L	LR	LT	R	TR	L	LT	LTR	R	T	TR
Empire Ave & 14th St	--	--	--	--	--	--	4	--	--	--	--	--	--	--	--	--	--	49	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & East B Access	--	--	10	--	--	8	--	--	--	--	--	--	--	--	--	--	--	--	104	--	--	--	--	--	--	--	--	--	--
Empire Ave & East D Access	--	--	18	--	--	31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	--	--	--	60	--	--	--	--	--	--	--	--	--	--	--	--	9	--	--	5	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	61	--	--	--	31	--	--	--	--	35	--	--	--	--	--	--	--	--	56	--	--	--	--	--	--	--	30
Lowell Ave & Lodge Access & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	10	--	--	--	3	--	--	65	--	--	--	--	--	--	--	--	--
Lowell Ave & Manor Way	--	--	--	--	90	--	--	--	--	--	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	80	83	65	--	--	--	--
Manor Way & South B Access	--	--	--	--	--	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	5	--	--	--	--	--	--	--	--
NE E Access & Silver King Dr	--	51	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--	32	--	--	--	--
NW E Access/Three Kings Dr & Silver King Dr	--	--	--	74	--	--	--	--	--	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	4	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	165	--	--	--	--	389	323	--	--	--	575	--	--	--	839	1,156	--	--	447	--	--	--	363	318	--	--	747	728	--
Shadow Ridge Rd & Empire Ave	--	--	--	--	--	--	--	82	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Shadow Ridge Rd & North B Access	--	--	--	--	--	--	--	--	3	47	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Future (2040) Plus Project

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

Intersection	NB				NE			N W	SB				SE		SW		EB				WB												
	L	LR	LT	LTR	R	T	TR		L	R	T	L	LR	LT	LTR	R	T	TR	T	TR	L	R	L	LR	LT	LTR	R	T	TR	L	LT	LTR	R
C-E Loading & Lowell Ave	--	--	--	--	--	--	--	49	--	--	--	--	--	--	--	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & 14th St	--	--	--	--	--	5	5	--	--	--	--	--	--	--	--	--	--	53	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Empire Ave & East B Access	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	121	--	--	--	--	--	--	--	--	--	--	--	--	--	
Empire Ave & East D Access	--	--	96	--	--	110	--	--	--	--	--	--	--	--	--	--	--	--	40	--	--	--	--	--	--	--	--	--	--	--	--	--	
Empire Ave & Manor Way	--	--	--	--	--	72	--	--	--	--	--	--	--	--	--	--	--	--	2	9	--	--	--	--	--	--	--	--	--	--	--	--	
Empire Ave & Silver King Dr	--	--	75	--	--	--	51	--	--	--	--	42	--	24	--	--	--	--	--	--	--	--	63	--	--	--	--	--	--	--	--	37	
Lowell Ave & C Access	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4	9	--	--	--	--	--	--	--	80	--	--	--	--	--	--	--	--	
Lowell Ave & Lodge Access & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	27	--	--	--	--	--	--	--	--	--	91	--	--	--	--	--	--	--	--	--	
Lowell Ave & Manor Way	--	--	--	--	115	--	--	--	--	--	2	--	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
Lowell Ave & Silver King Dr	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	90	115	147	--	--			
Lowell Ave & West D Access	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4	--	34	--	--	--	--	--	--	--	--	--	--	--	--	--			
Manor Way & South B Access	--	--	--	--	--	--	--	--	--	--	93	--	--	--	--	--	--	--	--	--	--	--	4	--	--	8	--	--	--	--			
NE E Access & Silver King Dr	--	57	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	72	--	35	--	--			
NW E Access/Three Kings Dr & Silver King Dr	--	--	--	83	--	--	--	--	--	--	--	--	44	--	--	--	--	--	--	--	--	--	3	--	--	--	--	--	5	--			
Park Ave & Empire Ave/Deer Valley Dr	348	--	--	--	--	887	403	--	--	--	419	--	--	262	534	--	--	--	--	--	591	--	--	--	--	--	555	356	--	--	1,238	1,267	
Shadow Ridge Rd & Empire Ave	--	--	--	--	--	--	--	129	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
Shadow Ridge Rd & North B Access	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			



OWNER
 PEG DEVELOPMENT
 180 NORTH UNIVERSITY AVENUE, SUITE 200
 PROVIDENCE, UT 84601

ARCHITECT
 HKS INC.
 90 SOUTH 400 WEST, SUITE 110
 SALT LAKE CITY, UT 84101

CIVIL ENGINEER
 ANDERSON WAHLEN & ASSOCIATES
 2010 N REDWOOD ROAD
 SALT LAKE CITY, UT 84116

LANDSCAPE ARCHITECT
 MGR + A THE GRASSLI GROUP
 145 WEST 200 SOUTH
 SALT LAKE CITY, UT 84101

TRANSPORTATION ENGINEER
 HALES ENGINEERING
 1220 N 500TH W, SUITE 202
 LEHI, UT 84043

SHEET INDEX

ARCHITECTURAL	
A0.00	COVER SHEET
A0.01	PROJECT INFORMATION
SURVEY	
S1.0	TOPOGRAPHIC / BOUNDARY SURVEY
S1.1	TOPOGRAPHIC / BOUNDARY SURVEY
S1.2	TOPOGRAPHIC / BOUNDARY SURVEY
S1.3	TOPOGRAPHIC / BOUNDARY SURVEY
CIVIL	
C2.0	OVERALL GRADING PLAN
C2.1	GRADING PLAN
C2.2	GRADING PLAN
C2.3	GRADING PLAN
C3.0	OVERALL UTILITY PLAN
C3.1	UTILITY PLAN
C3.2	UTILITY PLAN
C3.3	UTILITY PLAN
LANDSCAPE	
LS.01	LANDSCAPE SITE PLAN
LS.02	LANDSCAPE SITE PLAN PARCEL B
LS.03	LANDSCAPE SITE PLAN PARCEL C
LS.04	LANDSCAPE SITE PLAN PARCEL D AND E
ARCHITECTURAL	
A1.00	ARCHITECTURAL SITE PLAN
A5.01	CROSS CANYON VIEW

COVER SHEET

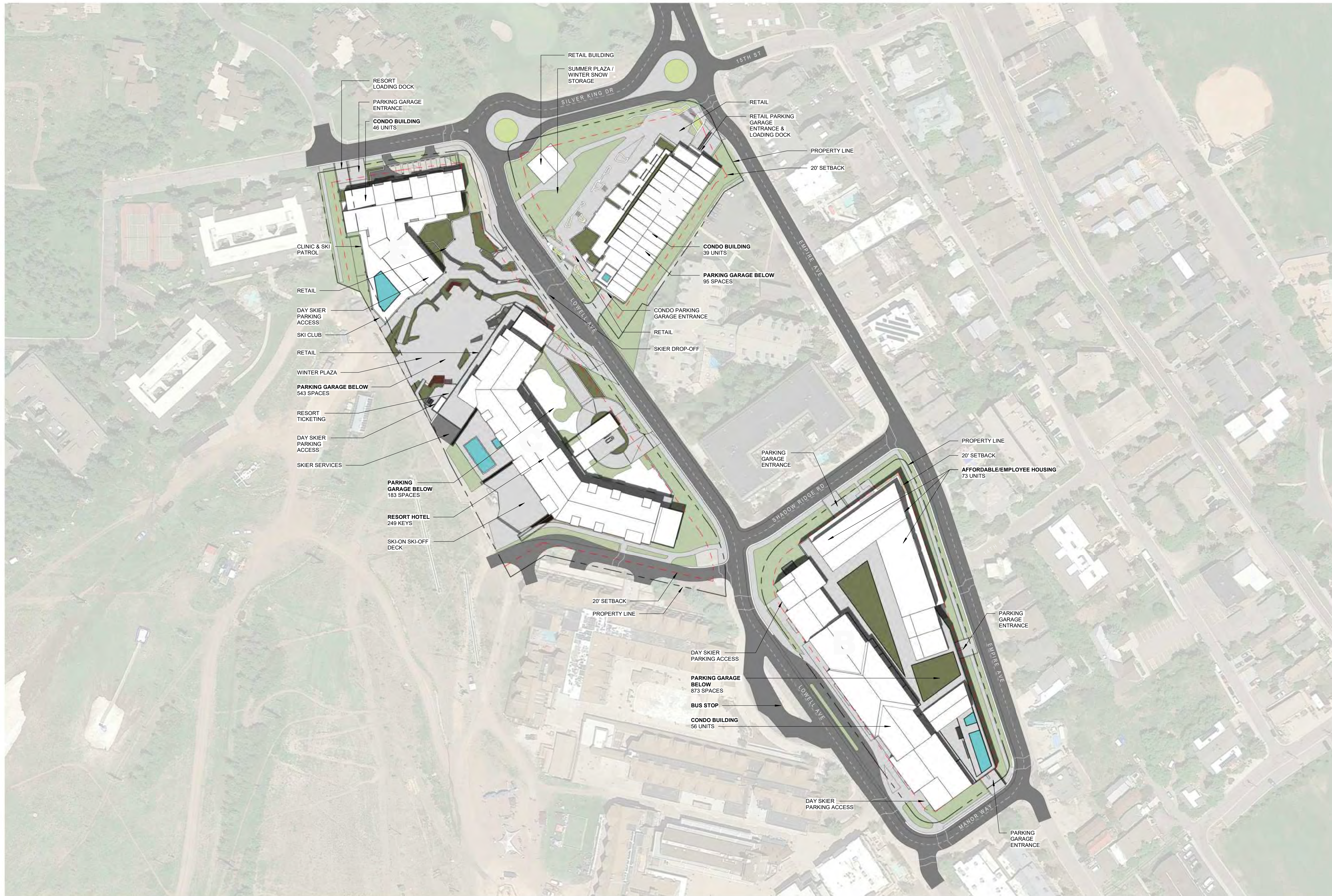
PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

A0.00 02/11/2020 22328.001



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PARCEL SUMMARY:

PARCEL B - VILLAGE

EXISTING CONDITION
SURFACE PARKING LOT WITH 388 SPACES

PRIMARY PROGRAM
DAY SKIER PARKING
AFFORDABLE HOUSING
EMPLOYEE HOUSING
CONDOMINIUMS
SMALL SCALE RETAIL

SETBACKS
20' MIN FROM PROPERTY LINE

TOTAL PROVIDED PARKING
873

UNIT SUMMARY
AFFORDABLE HOUSING: 22 UNITS
EMPLOYEE HOUSING: 51 UNITS
CONDOS: 56 UNITS

PARCEL C - HOTEL

EXISTING CONDITION
SURFACE PARKING LOT WITH 584 SPACES

PRIMARY PROGRAM
HOTEL
CONVENTION/MEETING SPACE
RETAIL
SKIER SERVICES AND TICKETING

SETBACKS
20' MIN FROM PROPERTY LINE AT NEIGHBORING PROPERTIES
0 SETBACK AT MOUNTAIN AND PARCEL E

TOTAL PROVIDED PARKING
183

UNIT SUMMARY
SUITES: 249 KEYS

PARCEL D - CONDOMINIUMS

EXISTING CONDITION
SURFACE PARKING LOT WITH 214 SPACES

PRIMARY PROGRAM
CONDOMINIUMS
RETAIL
OPEN PLAZA (WINTER SNOW STORAGE)

SETBACKS
20' MIN FROM PROPERTY LINE

TOTAL PROVIDED PARKING
95

UNIT SUMMARY
CONDOS: 39 UNITS

PARCEL E - CONDOMINIUMS & CLUB

EXISTING CONDITION
SURFACE PARKING LOT MERGED WITH PARCEL C

PRIMARY PROGRAM
DAY SKIER PARKING
SKI CLUB
CONDOMINIUMS
RESORT SUPPORT (LOADING DOCK, CLINIC, SKI PATROL)
RETAIL
OPEN PLAZA

SETBACKS
20' MIN FROM PROPERTY LINE AT NEIGHBORING PROPERTIES
0 SETBACK AT MOUNTAIN AND PARCEL C

TOTAL PROVIDED PARKING
543

UNIT SUMMARY
CONDOS: 46 UNITS

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROJECT INFORMATION

0 40 80 FT



A0.01

02/11/2020

22328.001

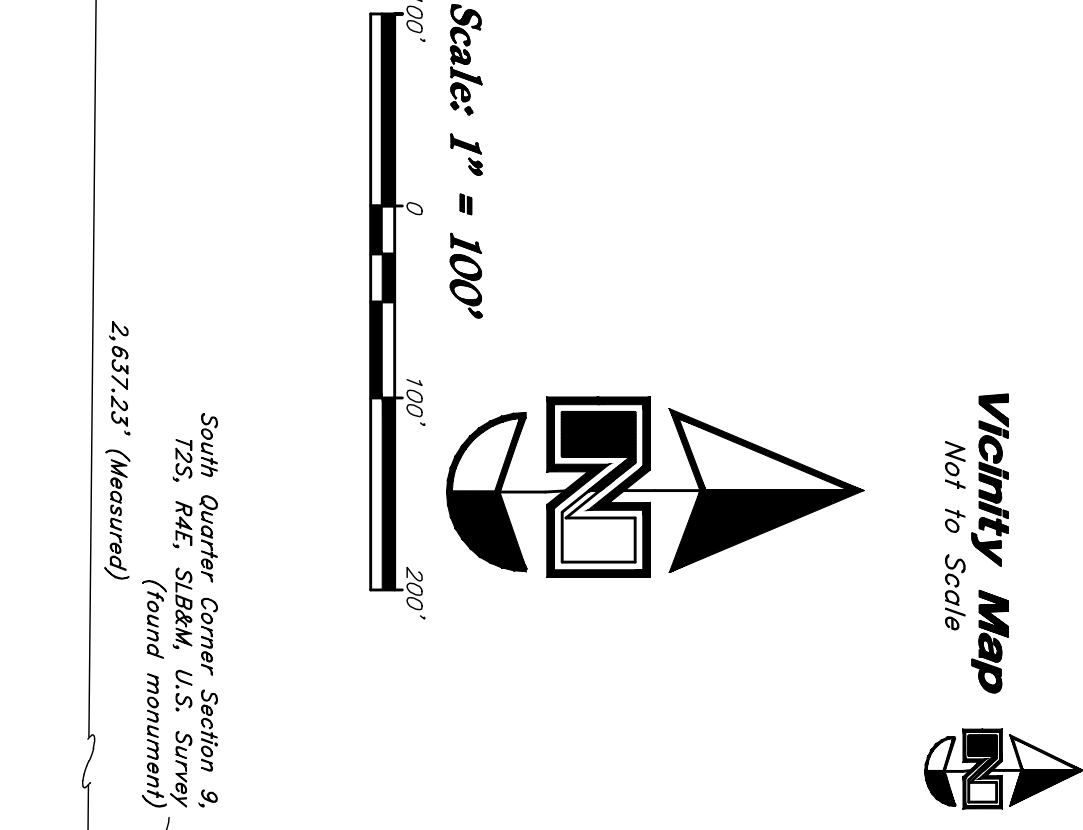
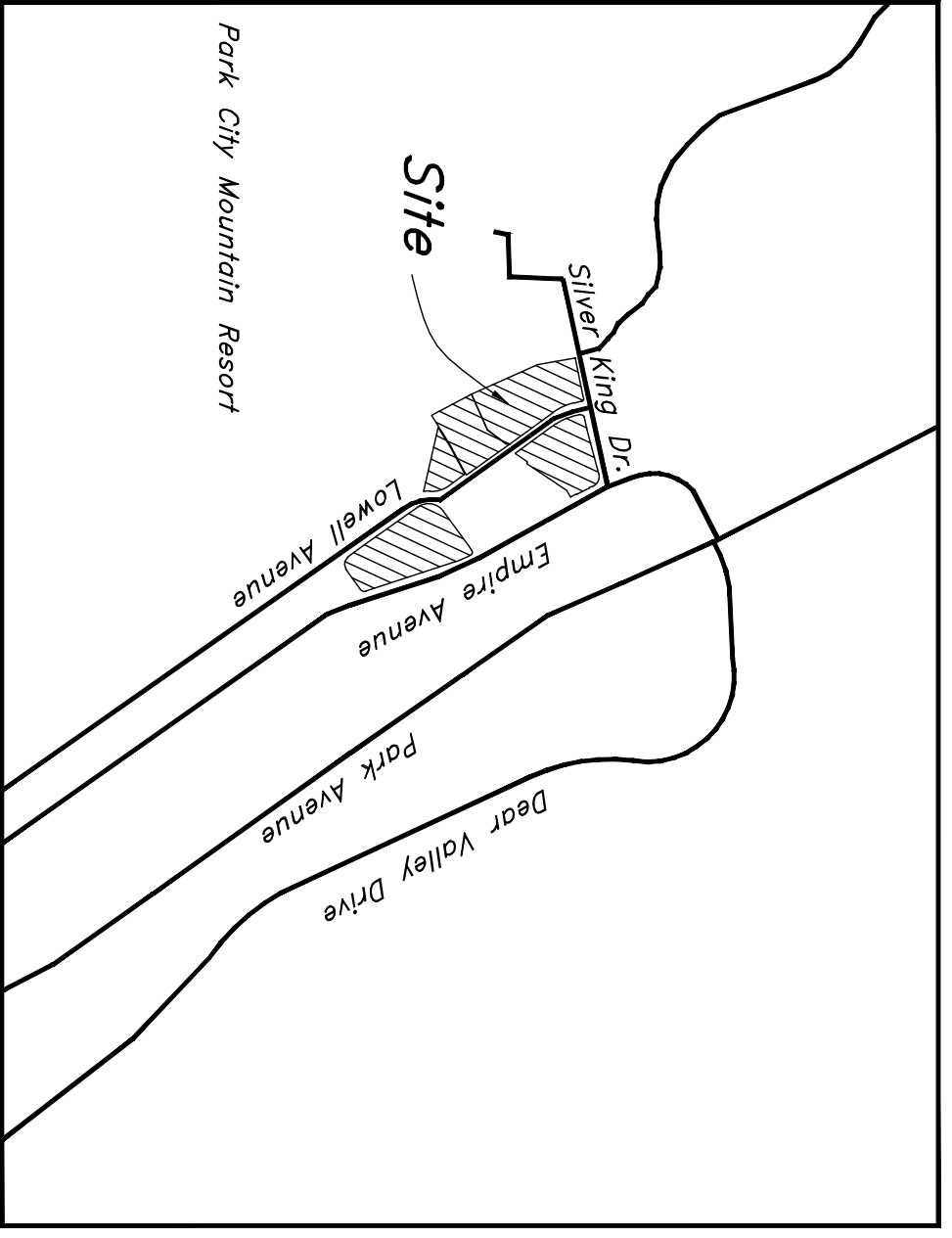
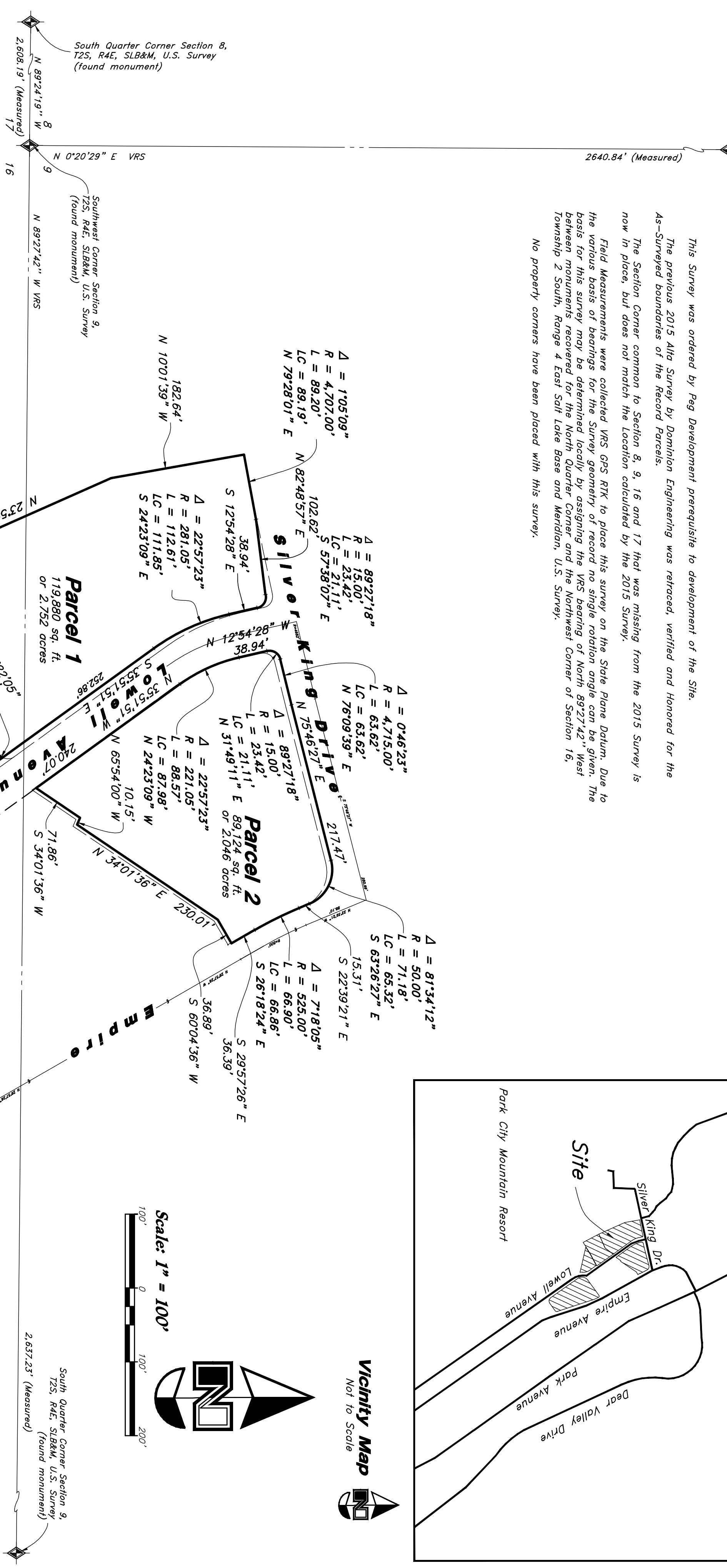


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West Quarter Corner Section 9, T2S, R4E, SLB&M, U.S. Survey (found monument)

NARRATIVE

This Survey was ordered by Peg Development prerequisite to development of the Site. The previous 2015 AIA Survey by Dominion Engineering was retraced, verified and honored for the As-Surveyed boundaries of the Record Owners. The Section Corner common to Section 8, 9, 16 and 17 that was missing from the 2015 Survey is now in place, but does not match the location calculated by the 2015 Survey. Field Measurements were collected using GPS RTK to place this survey on the State Plane Datum. Due to the various basis of bearings for the Survey geometry of record no single rotation angle can be given. The basis for this survey may be determined locally by assigning the VNS bearing of North 89°27'42.2\"

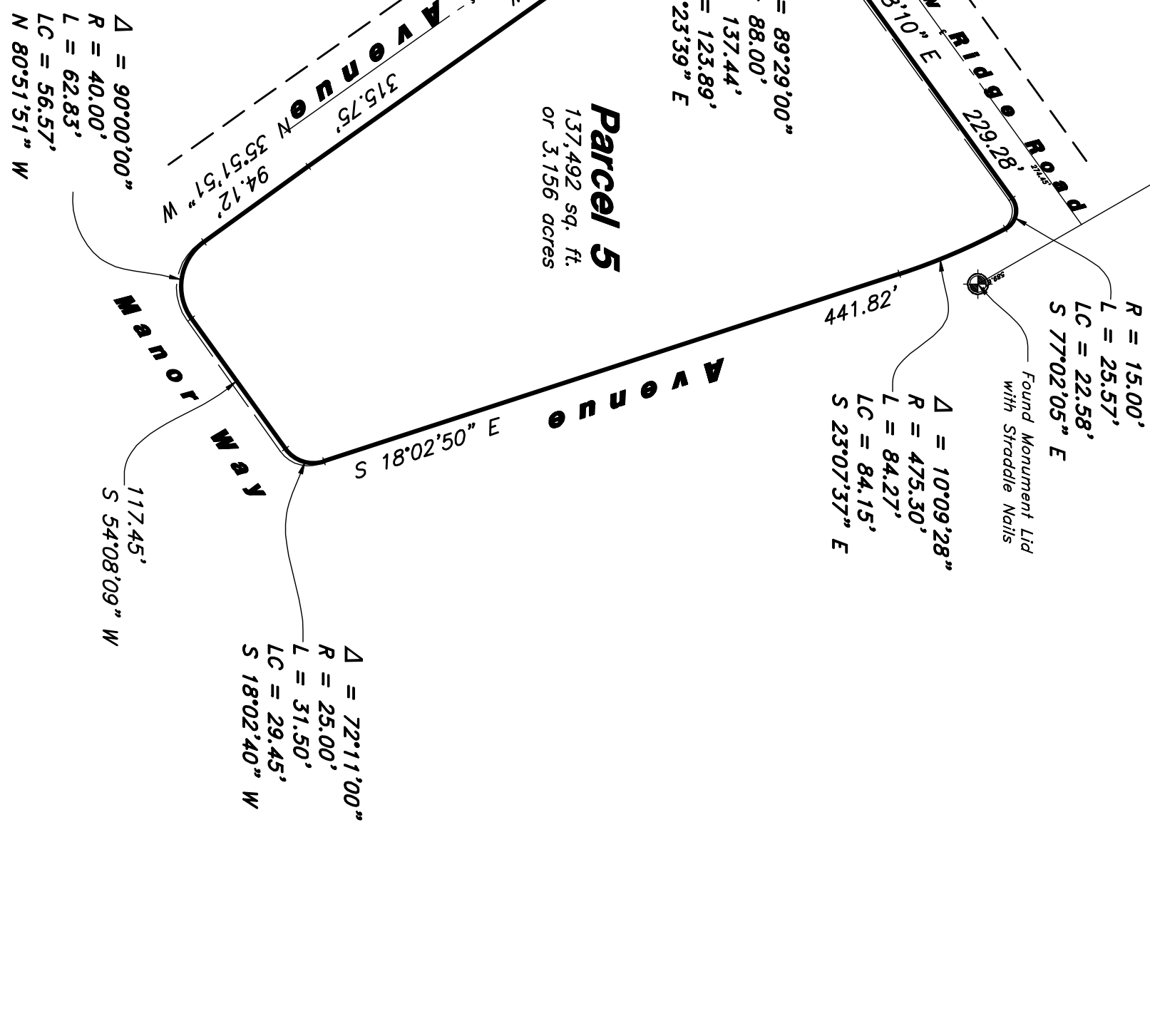


Flood Plain Data

This property lies entirely within Flood Zone X as designated on the Flood Insurance Study, Flood Hazard Insurance Study, and Flood Damage Prevention Act of 1968. Flood Zone X is defined as "Areas determined to be outside the 0.2% annual chance floodplain." (no shading)

Benchmark

Gross Cap Monument for the West Quarter Corner of Section 9, T2S, R4E, SLB&M
Elevation = 6804.500 feet Assigned VNS
Observed June 24, 2019



Record Descriptions

Parcel 1:
Beginning at a point East 450.65 feet and North 111.20 feet from the Southwest corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 1°00'06" West 4207.00 feet, to the Silver King Drive; and along the curve to the left, the radius point of which is North 10°06' West 4207.00 feet, to the right-hand end of the curve; and along the curve to the right, the radius point of which is South 12°26'53" East 15.00 feet, to the right-hand end of the curve; and along the curve to the left, the radius point of which is South 33°53' East 35.33 feet to a point of a 275.00 foot radius curve to the right; and along the curve to the right, the radius point of which is North 55°59'00" West 237.66 feet to the point of tangency along the arc of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the right; and along the curve to the right, the radius point of which is South 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" West 253.83 feet to the Point of Beginning.

Parcel 2:
Beginning at a point which is North 8.11 feet and West 780.01 feet and North 3005'00" West along the Westery-right-of-way of Empire Avenue 3173.72 feet to the Northwest Corner of the Northwest Quarter of the Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 1°00'06" West 4207.00 feet to the point of tangency to the right-hand end of the curve; and along the curve to the left, the radius point of which is North 10°06' West 4207.00 feet, to the right-hand end of the curve; and along the curve to the right, the radius point of which is South 12°26'53" East 15.00 feet, to the right-hand end of the curve; and along the curve to the left, the radius point of which is South 33°53' East 35.33 feet to a point of a 275.00 foot radius curve to the right; and along the curve to the right, the radius point of which is North 55°59'00" West 237.66 feet to the point of tangency along the arc of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the right; and along the curve to the right, the radius point of which is South 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" West 253.83 feet to the Point of Beginning.

Parcel 3:
Beginning at a point South 203.27 feet and East 590.66 feet from the Northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 13°18'45" East 318.45 feet to the point of tangency to the right-hand end of the curve; and along the curve to the right, the radius point of which is North 10°06' West 4207.00 feet, to the right-hand end of the curve; and along the curve to the left, the radius point of which is South 12°26'53" East 15.00 feet, to the right-hand end of the curve; and along the curve to the right, the radius point of which is North 55°59'00" West 237.66 feet to the point of tangency along the arc of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the right; and along the curve to the right, the radius point of which is South 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" West 253.83 feet to the Point of Beginning.

Parcel 4:
Beginning at a point West 1473.90 feet and South 586.68 feet from the North Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 89°27'42.2" West 1518.76 feet between said bearing corner and the Northwest corner of the Northwest Quarter of the Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 1°00'06" West 4207.00 feet to the point of tangency to the right-hand end of the curve; and along the curve to the right, the radius point of which is North 10°06' West 4207.00 feet, to the right-hand end of the curve; and along the curve to the left, the radius point of which is South 12°26'53" East 15.00 feet, to the right-hand end of the curve; and along the curve to the right, the radius point of which is North 55°59'00" West 237.66 feet to the point of tangency along the arc of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the right; and along the curve to the right, the radius point of which is South 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" West 253.83 feet to the Point of Beginning.

Parcel 5:
A parcel of land bounded by Millisite Way, Lowell Avenue and Marsoc Manor, all dedicated streets, and Empire Avenue, more particularly described as follows: Beginning at a point on the Westery line of Millisite Way and the Westery line of Snyder's Addition to the Park City Survey, which point is South 69°34'31" West 1,318.262 feet and South 0°31'00" West 200.225 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 54°01'00" East 119.880 feet to the point of tangency to the right-hand end of the curve; and along the curve to the right, the radius point of which is North 10°06' West 4207.00 feet, to the right-hand end of the curve; and along the curve to the left, the radius point of which is South 12°26'53" East 15.00 feet, to the right-hand end of the curve; and along the curve to the right, the radius point of which is North 55°59'00" West 237.66 feet to the point of tangency along the arc of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the right; and along the curve to the right, the radius point of which is South 35°59'00" East 253.83 feet to a point of a 1500 foot radius curve to the left; and along the curve to the left, the radius point of which is North 35°59'00" West 253.83 feet to the Point of Beginning.

Certification

I, Ken B. Hawkes, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 8707113, as prescribed by the Laws of the State of Utah and on behalf of Anderson Whalen & Associates I have made a survey of the above described property. I further certify that this plat correctly shows the true dimensions of the property surveyed.

Date: _____
Ken B. Hawkes
Utah PLS No. 8707113

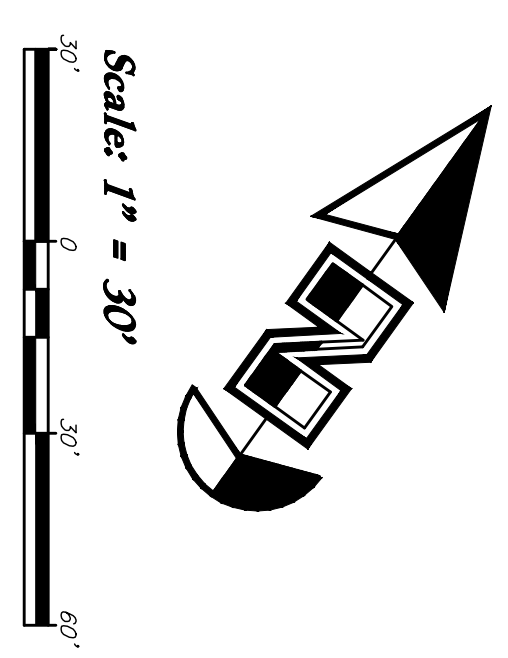
REV	DATE	DESCRIPTION

See Sheet S1.2



Legend

Existing Utility Marker	—+—
Existing Inlet Box	□
Existing Catch Basin	□
Existing Manhole	○
Existing Fire Hydrant	○
Existing Overhead Power Line	—P—
Existing Secondary Water	—SW—
Existing Storm Drain	—SD—
Existing Gas	—G—
Existing Telephone	—T—
Existing Street Light	—L—
Existing Telephone Box	□
Existing Electrical Box	□
Existing Electrical Cabinet	□
Existing Water Meter	○
Existing Inrg. Control Box	○
Existing Power Pole w/ Guy	○



PROFESSIONAL LAND SURVEYOR
 STATE OF UTAH
 01/31/2020
 KEN B. HAWKINS
 19-096-TBS

02/07/2020
 SHEET NO.

S1.1

Topographical Boundary Survey
PEG Park City Mountain Resort
 Shadow Ridge Road and Lowell Avenue
 Park City, Summit County, Utah

ANNA
 ANDERSON WAHLEN & ASSOCIATES
 2010 North Redwood Road, Salt Lake City, Utah 84116
 801 521-8529 - AWaengineering.net

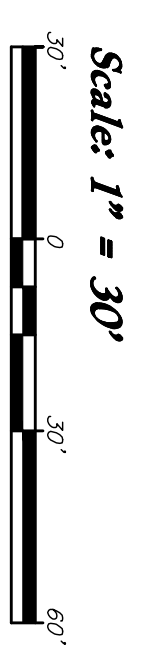
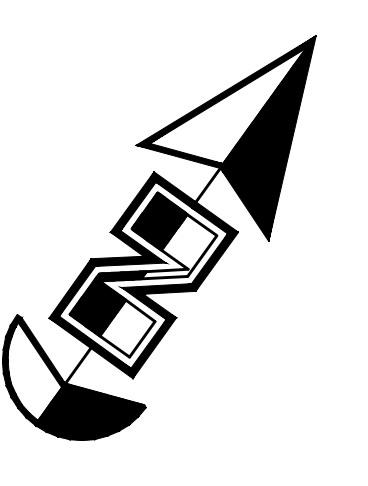
Designed By: Name	
Drawn By: Name	
Client Name:	
Proj. Development	
19-096-TBS	
REV	DATE DESCRIPTION

Building E
See Sheet S1.3

Building D
See Sheet S1.3



See Sheet S1.1
Building B



Legend	
Existing Utility Water	---
Existing Inlet Box	□
Existing Catch Basin	□
Existing Manhole	○
Existing Fire Hydrant	○
Existing Meter Vault	○
Existing Overhead Power Line	---
Existing Underground Water	---
Existing Storm Drain	---
Existing Gas	---
Existing Power	---
Existing Telephone	---
Centerline	---
Existing Street Light	○
Existing Telephone Box	□
Existing Power Meter	□
Existing Electrical Cabinet	□
Existing Gas Meter	□
Existing Water Meter	□
Existing Inlet Control Box	□
Existing Power Pole w/ Guy	○

02/07/2020
SHEET NO. **S1.2**

Topographical Boundary Survey
PEG Park City Mountain Resort
Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

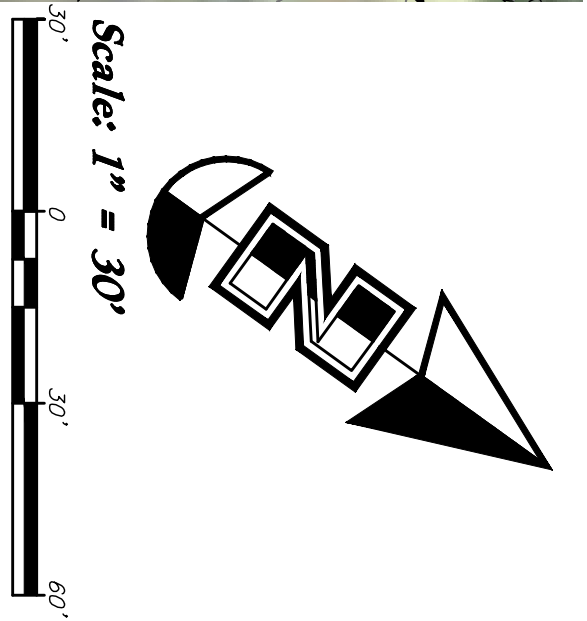
AWA
ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 - AWaengineering.net

REV	DATE	DESCRIPTION

Designed By: Name
 Drawn By: Name
 Check Name:
 Pkg Development
 19-096-155



See Sheet S1.2
Building C



Legend

- 1 Existing Light Water
- 2 Existing Sewer
- 3 Existing Catch Basin
- 4 Existing Storm Drain
- 5 Existing Fire Hydrant
- 6 Existing Water Valve
- 7 Existing Overhead Power Line
- 8 Existing Water
- 9 Existing Secondary Water
- 10 Existing Storm Drain
- 11 Existing Power
- 12 Existing Telephone
- 13 Existing Street Light
- 14 Existing Telephone Box
- 15 Existing Power Meter
- 16 Existing Electrical Box
- 17 Existing Gas Meter
- 18 Existing Water Meter
- 19 Existing Ring Control Box
- 20 Existing Power Pole w/ Guy

PROFESSIONAL SEAL
ANDREW M. BLANKETS
 01/31/2020
 02/07/2020
S1.3

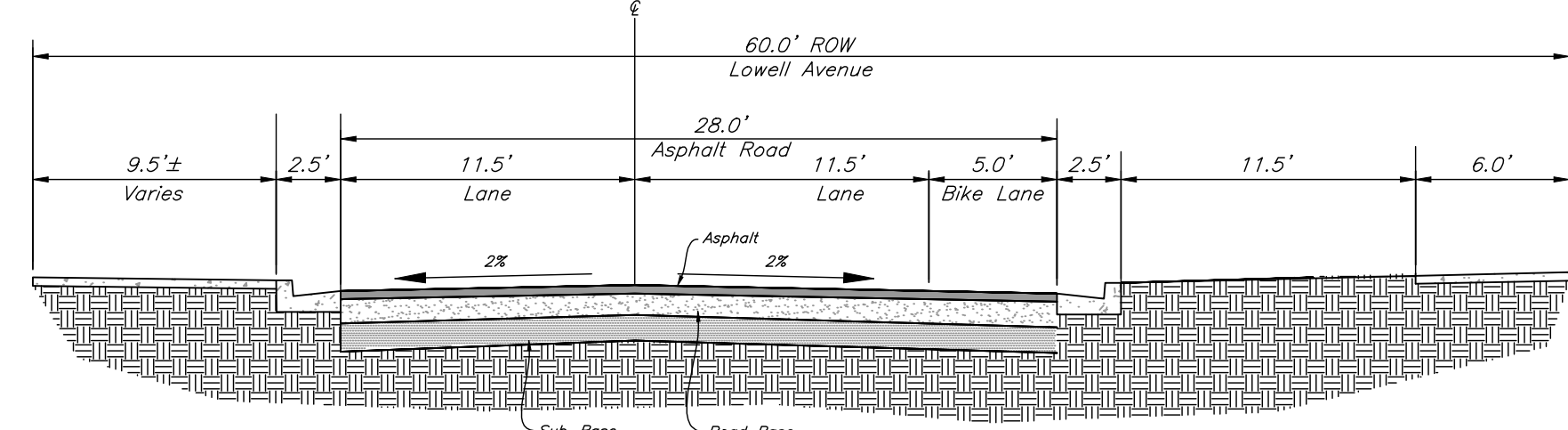
Topographical Boundary Survey
PEG Park City Mountain Resort
 Shadow Ridge Road and Lowell Avenue
 Park City, Summit County, Utah

ANNA
ANDERSON WAHLEN & ASSOCIATES
 2010 North Redwood Road, Salt Lake City, Utah 84116
 801 521-8529 - AWAengineering.net

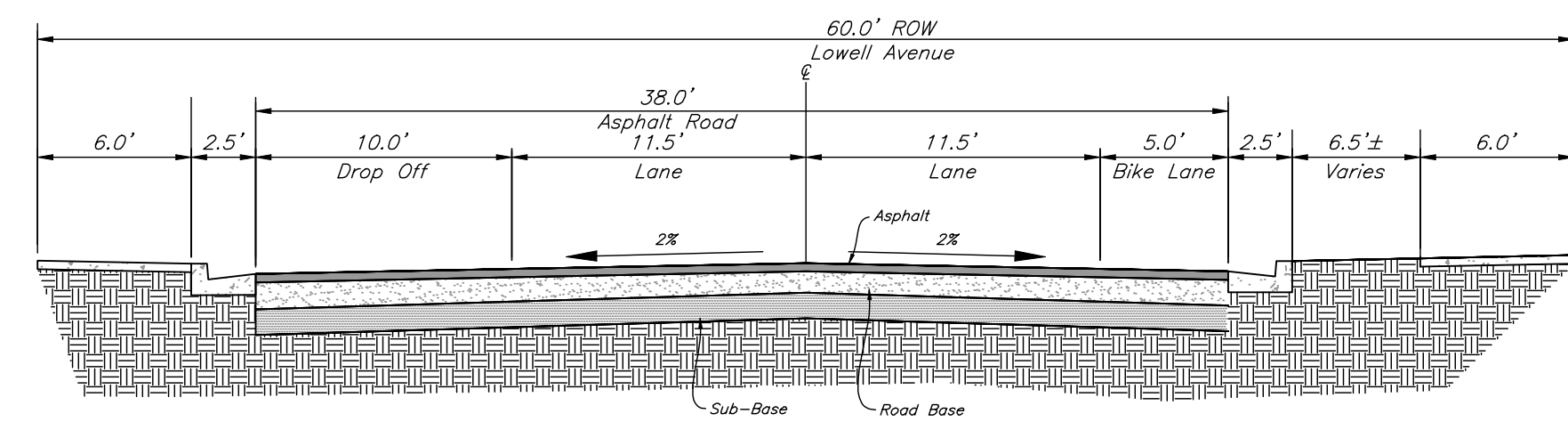
Designed by: None	Client Name: Park Development	Project: 19-096-TBS
Drafted by: None		
Checked by: None		
REV	DATE	DESCRIPTION



Legend	
Proposed Curb & Gutter	
Proposed Open Face C & G	
Proposed Asphalt	
Proposed Concrete	
Proposed Truncated Domes	
Proposed Fence	
Ridge line	
Grade Break	
Proposed Contour	
Direction of Drainage	
Proposed Spot	
ADA Accessible Route	
Property Line	
Sawcut Line	
Proposed Building	
Existing Improvements	
Existing Asphalt	
Existing Concrete	
Existing Fence	
Flowline	
Centerline	
Existing Contour	
Existing Spot	
Existing Light Pole	
Existing Street Light	
Existing Building	

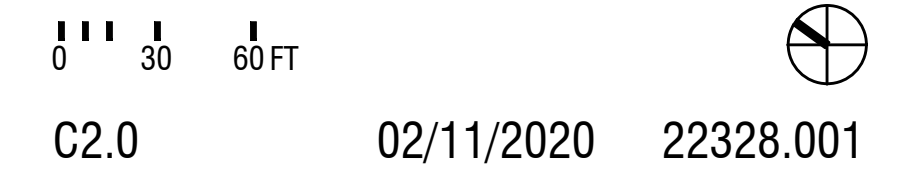


60' ROW Lowell Avenue Section - South
Not to Scale



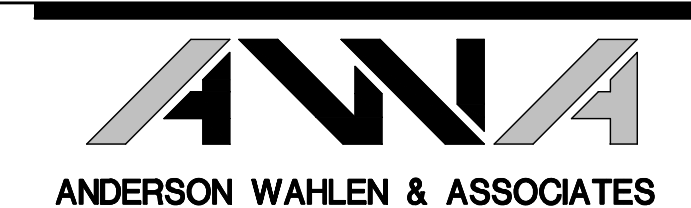
60' ROW Lowell Avenue Section - North
Not to Scale

PROPOSED OVERALL GRADING PLAN



PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



02/11/2020 22328.001

WA 19-006 REC PC MDT Restort\vdgs\19-006-C05.dwg - andrcam, 11



Legend

- Proposed Curb & Gutter
- Proposed Open Face C & G
- Proposed Asphalt
- Proposed Concrete
- Proposed Truncated Domes
- Proposed Fence
- Ridge line
- Grade Break
- Proposed Contour
- Direction of Drainage
- Proposed Spot
- ADA Accessible Route
- Property Line
- Sawcut Line
- Proposed Building
- Existing Improvements
- Existing Asphalt
- Existing Concrete
- Existing Fence
- Flowline
- Centerline
- Existing Contour
- Existing Spot
- Existing Light Pole
- Existing Street Light
- Existing Building

See Sheet C2.2

PROPOSED GRADING PLAN

0 15 30 FT
 C2.1 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



Building D
See Sheet C2.3



PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



Legend	
Proposed Curb & Gutter	
Proposed Open Face C & G	
Proposed Asphalt	
Proposed Concrete	
Proposed Truncated Domes	
Proposed Fence	
Ridge line	
Grade Break	
Proposed Contour	
Direction of Drainage	
Proposed Spot	
ADA Accessible Route	
Property Line	
Sawcut Line	
Proposed Building	
Existing Improvements	
Existing Asphalt	
Existing Concrete	
Existing Fence	
Flowline	
Centerline	
Existing Contour	
Existing Spot	
Existing Light Pole	
Existing Street Light	
Existing Building	

Building E
 Level P3 = 6867.00
 Level P2 = 6877.00
 Level P1 = 6887.00
 Level 1 = 6901.00/
 6904.00
 Level 2 = 6914.00
 Level 3 = 6924.00
 Level 4 = 6934.00
 Level 5 = 6944.00

Building D
 Level P1 = 6885.00
 Level 1 = 6899.00
 Level 2 = 6909.00
 Level 3 = 6919.00
 Level 4 = 6929.00
 Level 5 = 6939.00

See Sheet C2.2
 Building C

PARK CITY BASE AREA LOT REDEVELOPMENT

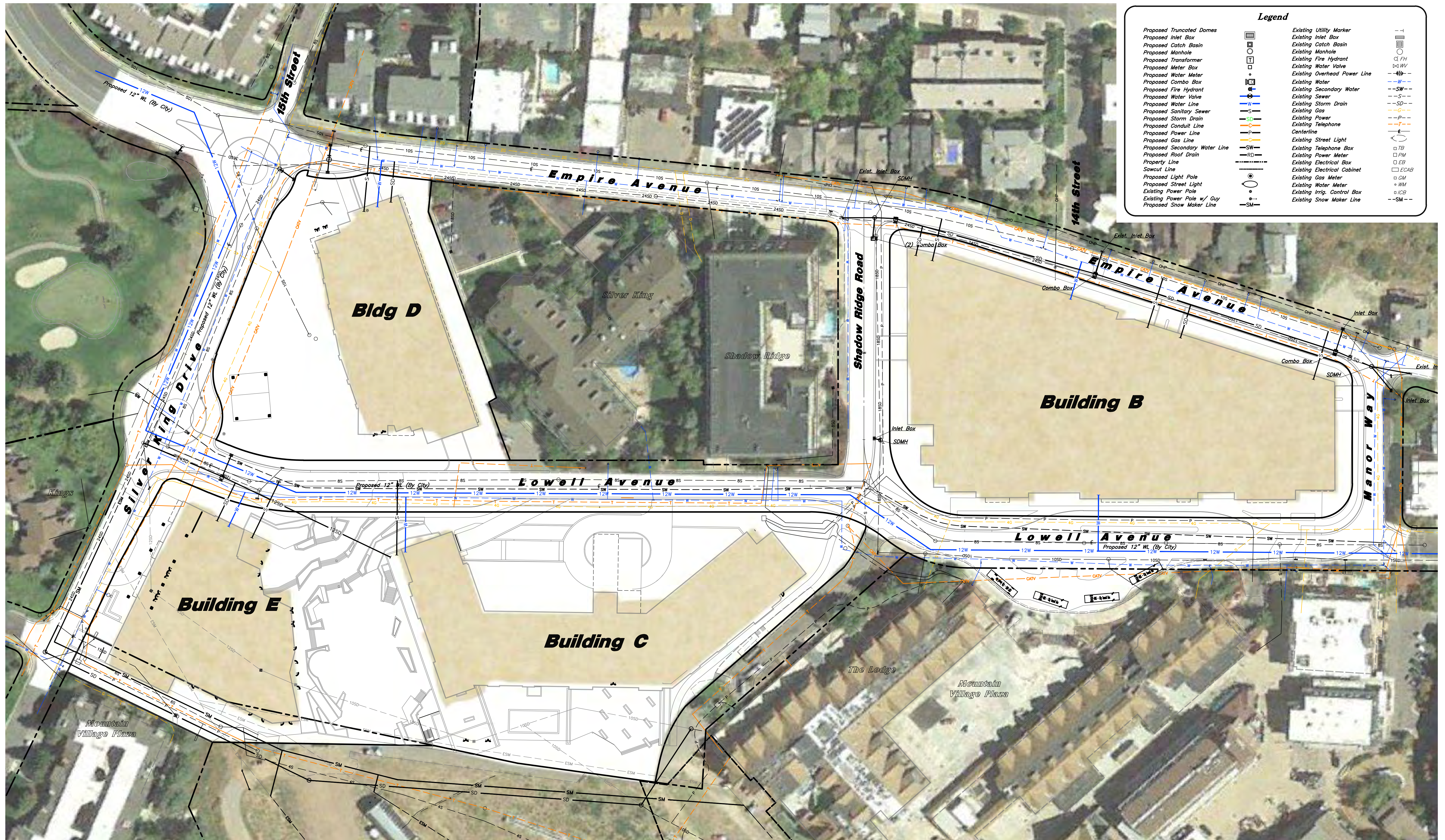
MASTER PLAN STUDY

PROPOSED GRADING PLAN

0 15 30 FT
 C2.3 02/11/2020 22328.001



W:\19-006 REC PC MTD Restort\Drawings\19-006-C23.dwg, anrcrwm, 11



Legend	
Proposed Truncated Domes	Existing Utility Marker
Proposed Inlet Box	Existing Inlet Box
Proposed Catch Basin	Existing Catch Basin
Proposed Manhole	Existing Manhole
Proposed Transformer	Existing Fire Hydrant
Proposed Meter Box	Existing Water Valve
Proposed Water Meter	Existing Overhead Power Line
Proposed Combo Box	Existing Water
Proposed Fire Hydrant	Existing Secondary Water
Proposed Water Valve	Existing Sewer
Proposed Water Line	Existing Storm Drain
Proposed Sanitary Sewer	Existing Gas
Proposed Storm Drain	Existing Power
Proposed Conduit Line	Existing Telephone
Proposed Power Line	Centerline
Proposed Gas Line	Existing Street Light
Proposed Secondary Water Line	Existing Telephone Box
Proposed Roof Drain	Existing Power Meter
Property Line	Existing Electrical Box
Sawcut Line	Existing Electrical Cabinet
Proposed Light Pole	Existing Gas Meter
Proposed Street Light	Existing Water Meter
Existing Power Pole	Existing Irrig. Control Box
Existing Power Pole w/ Guy	Existing Snow Maker Line
Proposed Snow Water Line	

PARK CITY BASE AREA LOT REDEVELOPMENT

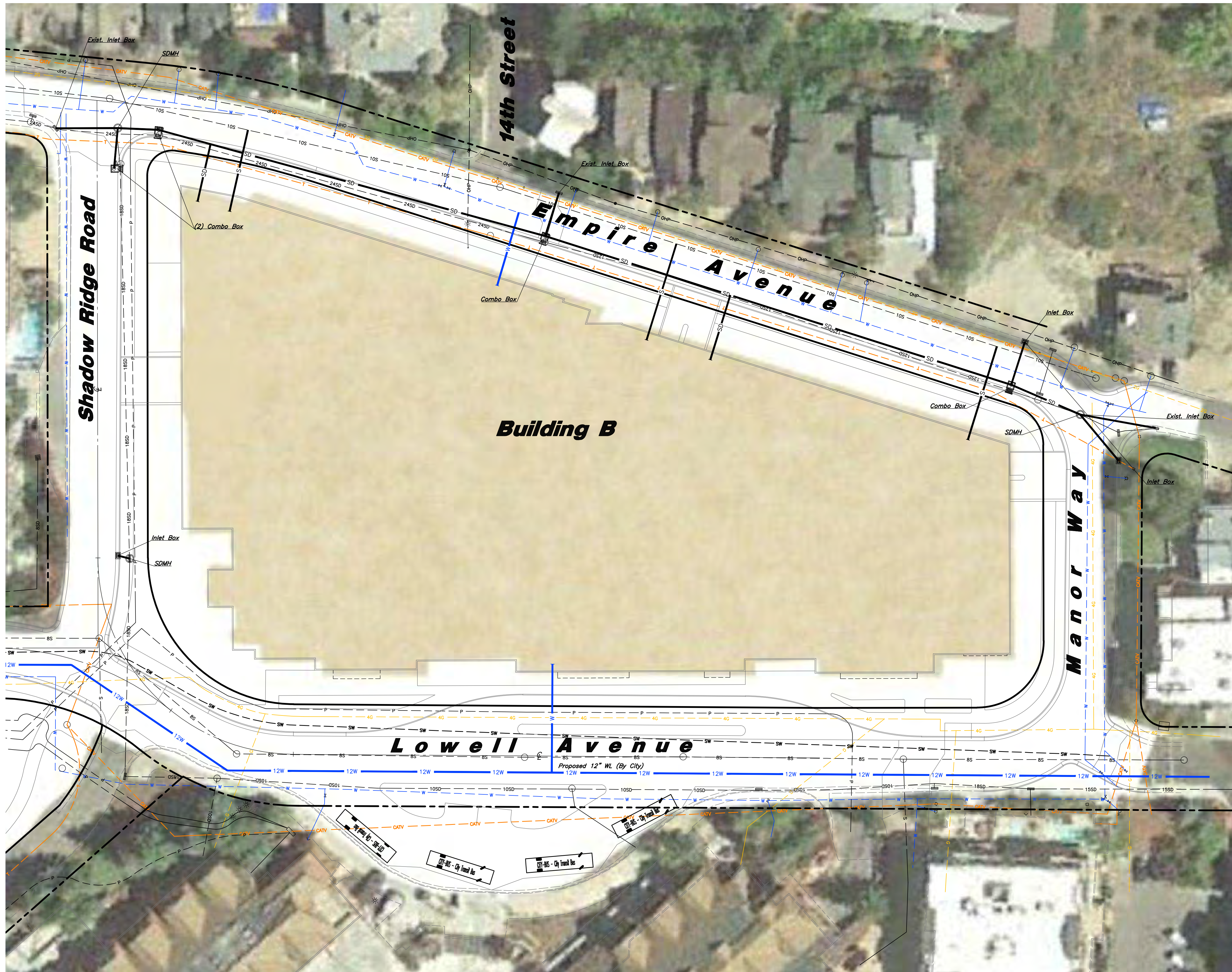
MASTER PLAN STUDY

PROPOSED OVERALL UTILITY PLAN

0' 30' 60' FT
 C3.0 02/11/2020 22328.001



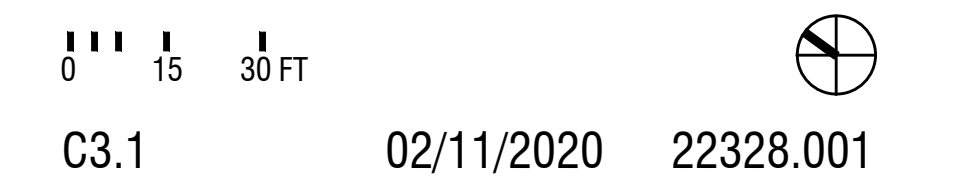
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Legend	
Proposed Truncated Domes	Existing Utility Marker
Proposed Inlet Box	Existing Inlet Box
Proposed Catch Basin	Existing Catch Basin
Proposed Manhole	Existing Manhole
Proposed Transformer	Existing Fire Hydrant
Proposed Meter Box	Existing Water Valve
Proposed Water Meter	Existing Overhead Power Line
Proposed Combo Box	Existing Water
Proposed Fire Hydrant	Existing Secondary Water
Proposed Water Valve	Existing Sewer
Proposed Sanitary Sewer	Existing Storm Drain
Proposed Storm Drain	Existing Gas
Proposed Conduit Line	Existing Power
Proposed Power Line	Existing Telephone
Proposed Gas Line	Centerline
Proposed Secondary Water Line	Existing Street Light
Proposed Roof Drain	Existing Telephone Box
Property Line	Existing Power Meter
Sawcut Line	Existing Electrical Box
Proposed Light Pole	Existing Electrical Cabinet
Proposed Street Light	Existing Gas Meter
Existing Power Pole	Existing Water Meter
Existing Power Pole w/ Guy	Existing Irrig. Control Box
Proposed Snow Maker Line	Existing Snow Maker Line

See Sheet C3.2

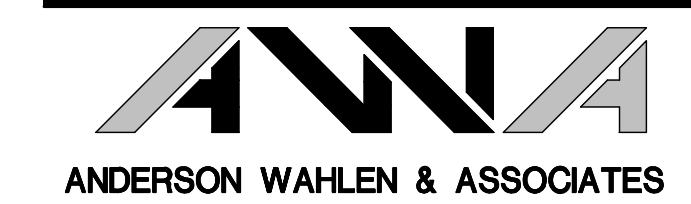
PROPOSED UTILITY PLAN



PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

C3.1 02/11/2020 22328.001

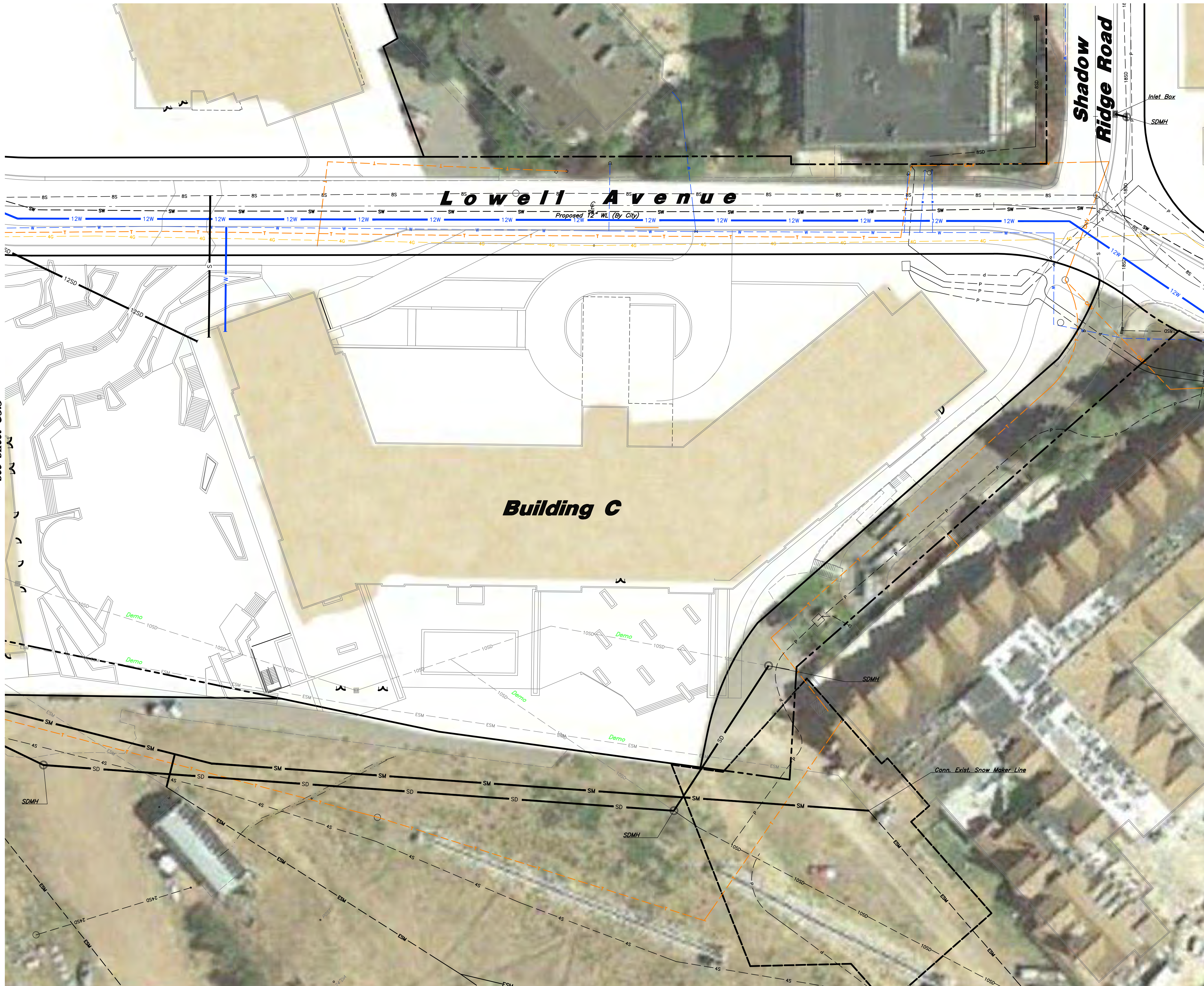


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Building D
See Sheet C3.3

See Sheet C3.1
Building B

Building E
See Sheet C3.3

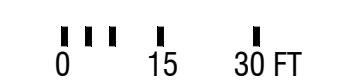


Legend	
Proposed Truncated Domes	Existing Utility Marker
Proposed Inlet Box	Existing Inlet Box
Proposed Catch Basin	Existing Catch Basin
Proposed Manhole	Existing Manhole
Proposed Transformer	Existing Fire Hydrant
Proposed Meter Box	Existing Water Valve
Proposed Water Meter	Existing Overhead Power Line
Proposed Combo Box	Existing Water
Proposed Fire Hydrant	Existing Secondary Water
Proposed Water Valve	Existing Sewer
Proposed Water Line	Existing Storm Drain
Proposed Sanitary Sewer	Existing Gas
Proposed Storm Drain	Existing Power
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Sawcut Line	Existing Electrical Cabinet
Proposed Light Pole	Existing Gas Meter
Proposed Street Light	Existing Water Meter
Existing Power Pole w/ Guy	Existing Irrig. Control Box
Proposed Snow Maker Line	Existing Snow Maker Line

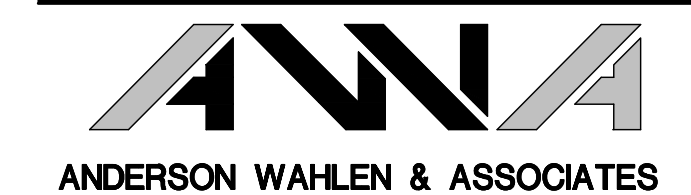
PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

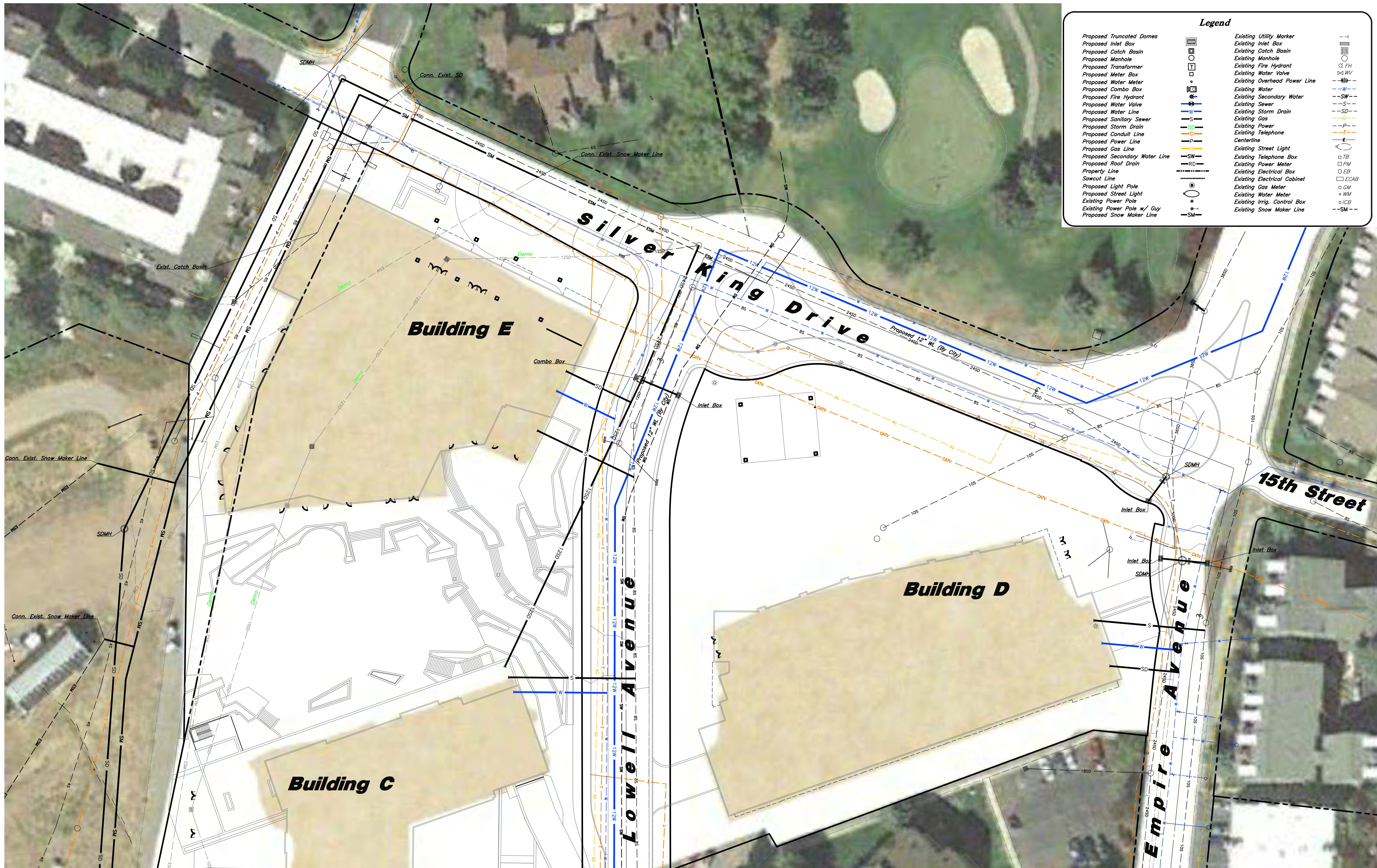
PROPOSED UTILITY PLAN



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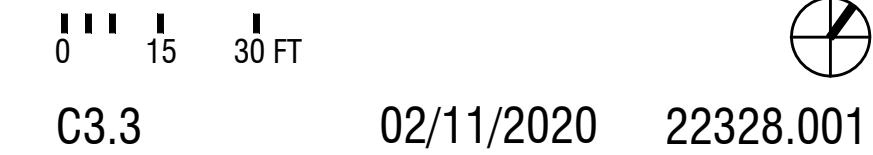
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Legend	
Proposed Truncated Domes	Existing Utility Marker
Proposed Inlet Box	Existing Inlet Box
Proposed Catch Basin	Existing Catch Basin
Proposed Manhole	Existing Manhole
Proposed Transformer	Existing Fire Hydrant
Proposed Meter Box	Existing Water Valve
Proposed Water Meter	Existing Overhead Power Line
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Proposed Water Valve	Existing Sewer
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Proposed Sanitary Sewer	Existing Gas
Proposed Storm Drain	Existing Power
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Proposed Light Pole	Existing Gas Meter
Proposed Street Light	Existing Water Meter
Existing Power Pole w/ Guy	Existing Irrig. Control Box
Proposed Snow Maker Line	Existing Snow Maker Line

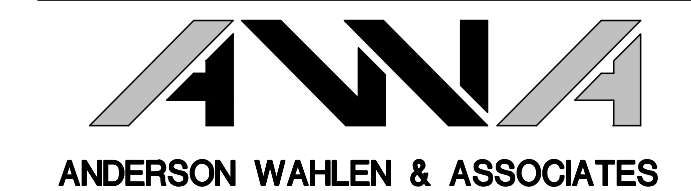
See Sheet C3.2
Building C

PROPOSED UTILITY PLAN



PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



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PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

LANDSCAPE SITE PLAN

0 40 80 FT

LS.01

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PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

LANDSCAPE SITE PLAN - PARCEL B

0 20 40 FT




LS.02 02/11/2020 22328.001





LANDSCAPE SITE PLAN - PARCEL C

0 20 40 FT 
 LS.03 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



LANDSCAPE SITE PLAN - PARCEL D+E

0 20 40 FT



LS.04

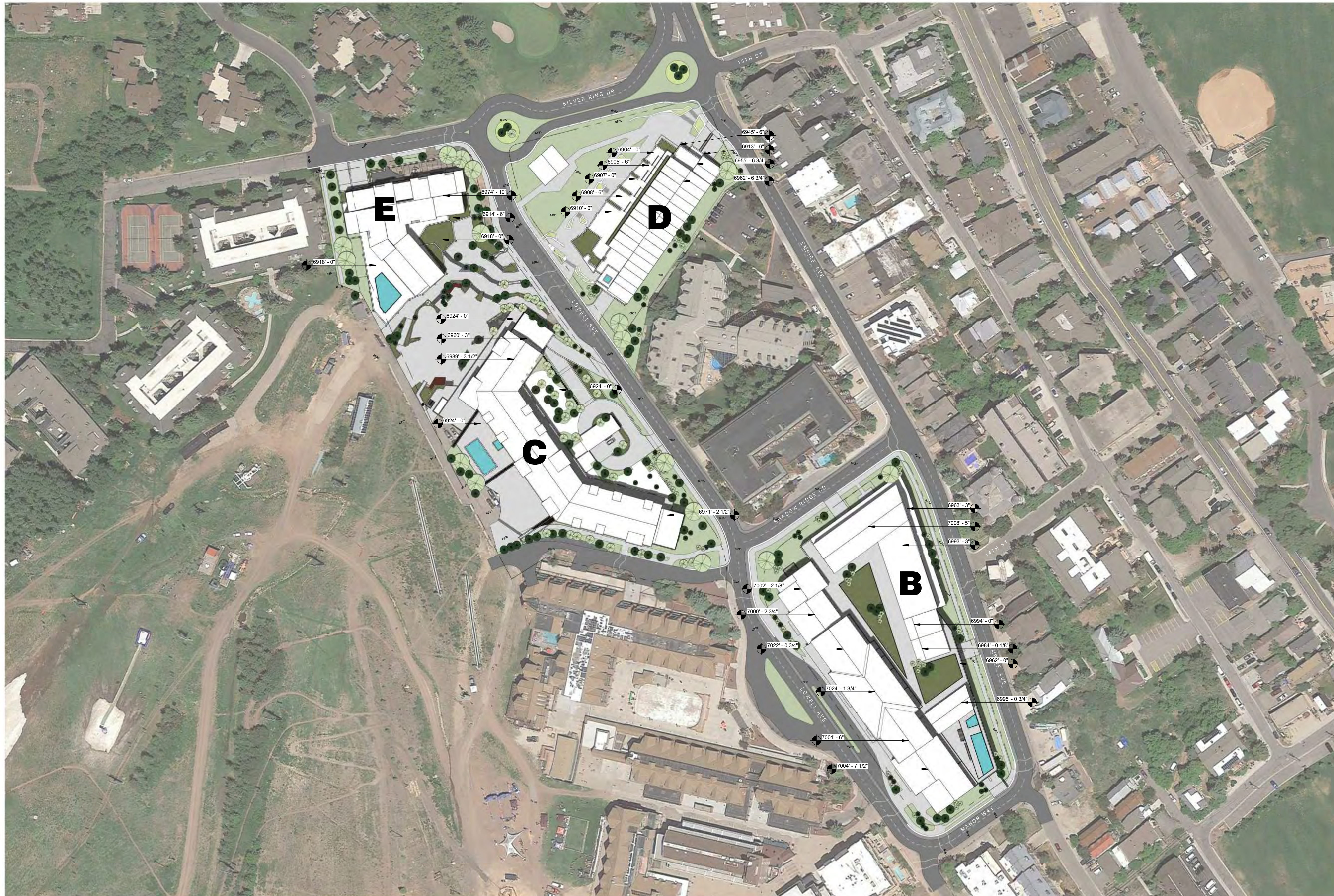
02/11/2020

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PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY





OPEN SPACE:

NOTE: PER EXHIBIT A OF THE DEVELOPMENT AGREEMENT, AN 11.40 ACRE PARCEL OF THE MOUNTAIN WAS RESERVED FOR OPEN SPACE AND WAS TO BE COUNTED AS PART OF THE OVERALL OPEN SPACE FOR THE DEVELOPMENT. THIS PARCEL IS INCLUDED IN THE OPEN SPACE CALCULATIONS BELOW. OPEN SPACE ON EACH PARCEL WAS DETERMINED BY LINC 15-15-1 DEFINITION FOR LANDSCAPED, OPEN SPACE AND INCLUDES RECREATION AMENITIES AND OTHER SPACES.

PARCEL B - VILLAGE

BUILT AREA: 59,235 SF
OPEN SPACE: 78,257 SF

PARCEL C - HOTEL

BUILT AREA: 55,456 SF
OPEN SPACE: 79,406 SF

PARCEL D - CONDOMINIUMS

BUILT AREA: 38,451 SF
OPEN SPACE: 49,837 SF

PARCEL E - CONDOMINIUMS & CLUB

BUILT AREA: 37,384 SF
OPEN SPACE: 54,988 SF

EXHIBIT A PARCEL

OPEN SPACE: 496,584 SF

TOTAL MASTER PLANNED DEVELOPMENT

TOTAL BUILT AREA: 190,526 SF
TOTAL OPEN SPACE: 759,072 SF
TOTAL SF: 949,598 SF

% OPEN: 79.9%

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

ARCHITECTURAL SITE PLAN

0 40 80 FT



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CROSS CANYON VIEW

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

A5.01

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