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**Appendix 3D**  
Alternatives Operations Analysis Memo

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# OPTIONS TRAFFIC OPERATIONS ANALYSIS

APRIL 2024

PROJECT NO: S-I15-7(369)309 | PIN: 18857

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

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# Technical Memorandum

**TO:** Project Team, I-15 EIS; Farmington to Salt Lake City

**FROM:** Traffic Group, Horrocks

**DATE:** April 2024

**SUBJECT:** Options Traffic Operations Analysis  
I-15 EIS; Farmington to Salt Lake City  
Project No. S-I15-7(369)309; PIN 18857

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## 1. INTRODUCTION

This memorandum details the results of the 2050 No-Action and design 2050 Options traffic operations analysis performed in support of the Utah Department of Transportation (UDOT) I-15 Environmental Impact Statement (EIS); Farmington to Salt Lake City project. The EIS team is evaluating improvements to I-15 between Farmington and Salt Lake City that are programmed for the Phase 1 project R-D-53, as identified in the Wasatch Front Regional Council (WFRC) 2019-2050 Regional Transportation Plan (2019). The UDOT-required traffic operations analysis for the 2050 No-Action and 2050 Options conditions are provided in this memorandum.

The traffic operations analysis contained in this memorandum is based on future land use, planned projects, and modeling assumptions detailed in the No-Build Travel Demand and Operational Analysis, Section 4. Most of this memo focuses on the interchange operations and the adjacent intersections; however, at the end the memo does cover freeway operations.

This memorandum documents the traffic analysis for the options evaluated during the I-15: Farmington to Salt Lake City EIS alternatives development and screening process. See Appendix 2A: Alternatives Development and Screening Report for more details on this process.

The options that passed the alternatives screening process were combined and became the alternatives included in the Draft EIS in 2023. The results of the traffic operations analysis for these options are included in this memorandum. Between the Draft EIS and Final EIS, there were minor changes to the designs at a few cross-streets, but nothing that would change the operations or analysis included in this memo.

The traffic study area for the I-15 EIS; Farmington to Salt Lake City is shown in Figure 1.

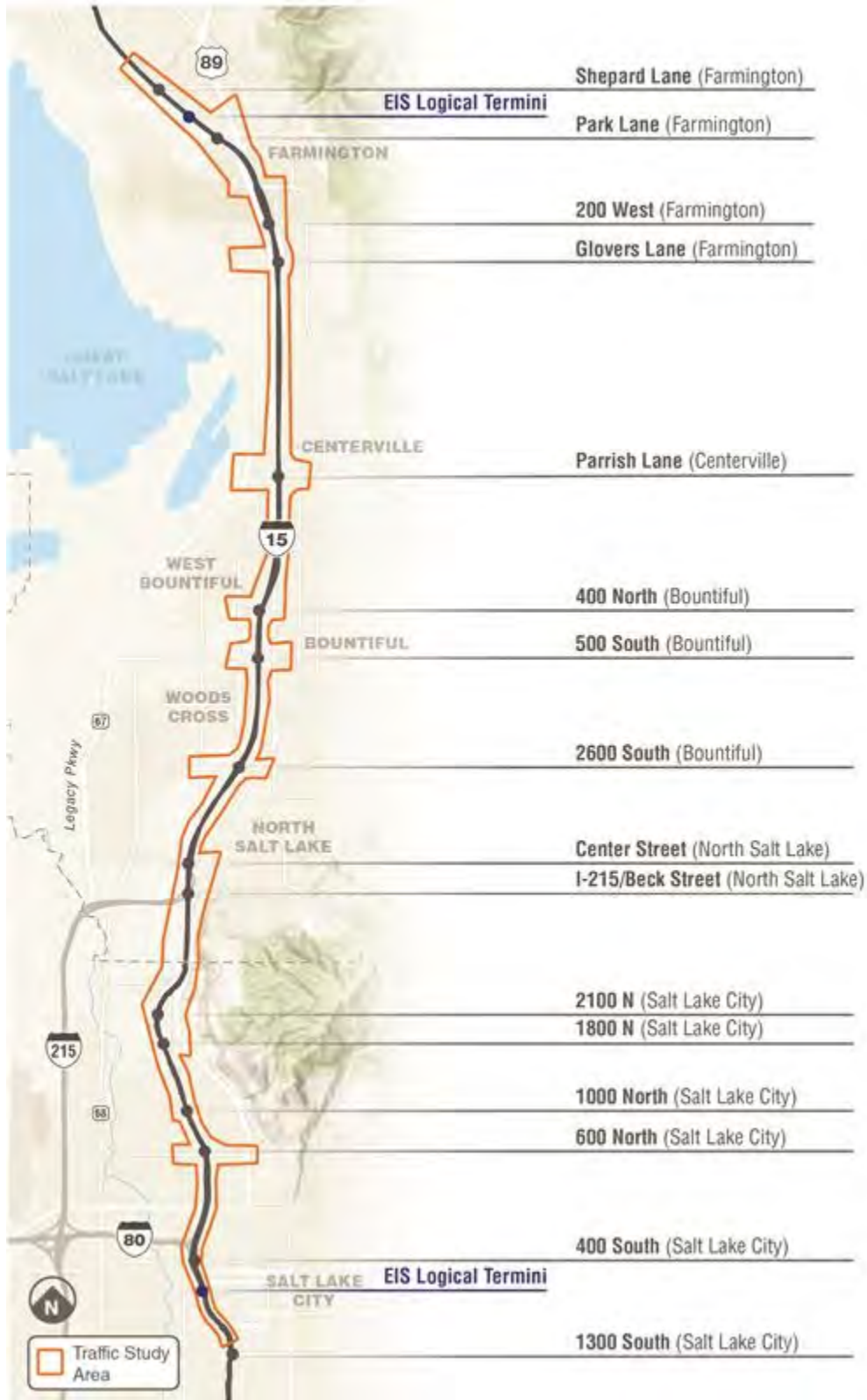


Figure 1. I-15 EIS; Farmington to Salt Lake City Traffic Study Area Map

## 1.1 INTERCHANGE AREAS

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Traffic operations were analyzed at interchanges and surrounding intersections in the study area using the calibrated VISSIM traffic simulation models for the 2050 No-Action and 2050 Options conditions using the study methodology detailed in the No-Build Travel Demand and Operational Analysis, Section 4.

The 2050 Options per interchange area are:

- Farmington
  - Option A2 – 200 West Half Interchange
  - Option B – Glovers Lane Single Point Urban Interchange (SPUI)
  - Option C – 200 West Full Interchange
  - Option D2 – 200 West Half Interchange with Lagoon Drive/State Street At-Grade Intersection
- Centerville
  - Option A – Parrish Lane Diamond Interchange
  - Option B – Parrish Lane SPUI
- Bountiful and West Bountiful
  - Option A – 500 South Diamond Interchange – 400 North Half-Diamond Interchange
  - Option B – 500 South Diamond Interchange – 400 North Three-Quarter Diamond Interchange
  - Option C – 500 South Diamond Interchange – 400 North Full Diamond Interchange
- Woods Cross
  - Option A – 2600 South Diamond Interchange
    - Option A Alt – Revised Westbound Left-Turn Striping
  - Option B – 2600 South SPUI
- North Salt Lake
  - Option A – I-215 and Beck Street (US-89) SPUI
- Salt Lake City
  - Option A – 2100 North Diamond Interchange, 1000 North Diamond Interchange, and 600 North Diamond Interchange
    - A - 1000 North Diamond Interchange with Right-In/Right-Out at 900 West



- A Alt - 900 West Diamond Interchange
  - A2 - 1000 North One-Sided Diamond Interchange with Southbound Bypass
  - A-C3 - 1000 North Full Diamond Interchange with Southbound Bypass
  - A Alt2 – 1000 North full Diamond Interchange with no east leg and a south Right-in/Right-out configuration
- Option B - 1800 North Diamond Interchange and 600 North SPU

## 1.2 FREEWAY MAINLINE

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Traffic operations were analyzed on the freeway mainline in the study area using the calibrated VISSIM traffic simulation models for the 2050 No-Action and 2050 Action conditions using the study methodology detailed in the No-Build Travel Demand and Operational Analysis, Section 4. There was only one Action scenario that used the selected interchange options for ramp locations.



## 2. FARMINGTON – 200 WEST AND GLOVERS LANE

### 2.1 OPTIONS DESCRIPTIONS

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The I-15 Glovers Lane and 200 West interchanges in Farmington are shown in the figures below in different configurations.

Option A2 is shown in Figure 2, with the freeway access at 200 West limited to I-15 northbound off and southbound on. It contains a northbound I-15 off-ramp to the northbound Lagoon Drive flyover of the 200 West signalized intersection.

Option B is shown in Figure 3, which is a new SPUI configuration on Glovers Lane. A SPUI has all of the four ramp left turns consolidated at one signal-controlled intersection, with right turns signalized and overlapping the left turns. Very close to the east of the new interchange is the signalized frontage road intersection. There is also a northbound off-ramp bypass to 200 West.

Option C is shown in Figure 4, and it consists of a full interchange configuration to direct the traffic in and out of I-15 at 200 West. It has a signal at the frontage road intersection and at the southbound ramp's intersection.

Option D2 is shown in Figure 5 similar to Option A2, with the freeway access at 200 West limited to I-15 northbound off and southbound on. It contains a northbound I-15 off ramp to the northbound Lagoon Drive flyover of the 200 West signalized intersection. It also contains the replacement of a grade separated crossing of Lagoon Drive and State Street with an at-grade signalized intersection.



Figure 2. Farmington Option A2: 200 West Half Interchange

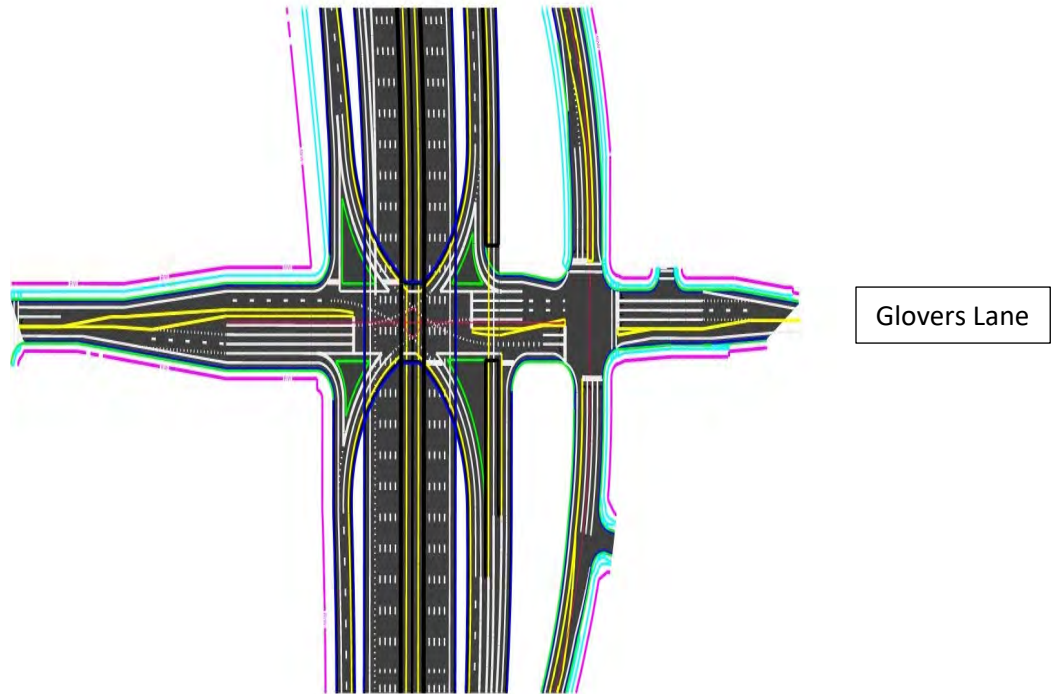


Figure 3. Farmington Option B: Grovers Lane SPUI

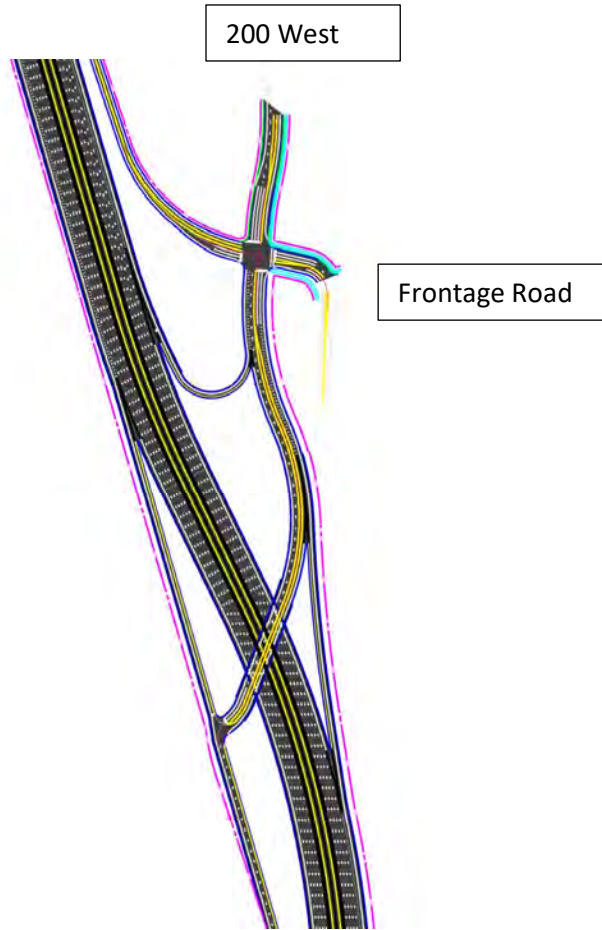


Figure 4. Farmington Option C: 200 West Full Interchange





Figure 5. Farmington Option A2 (400 West Option) & Option D2 (State Street Option).

## 2.2 2050 NO-ACTION AND OPTIONS ARTERIAL ANALYSIS




### 2.2.1 Delay and LOS

As shown in Table 1, the No-Action option contains the unsignalized intersection at Frontage Road/Lagoon Drive and 200 West with a worst movement Level of Service (LOS) of F in the PM peak hour. In Farmington, Option A2 operates better than No-Action with LOS C or better. In Option B with the SPUI on Glovers Lane and Option C with a full interchange on 200 West, both operate well at LOS C or better at the interchange. Option D2 is similar to Option A2 with an at-grade intersection at Lagoon Drive and State Street. Option D2 is generally operating similar to A2.

Table 1. Farmington Options - Delay and LOS

Farmington		No Action		Option A2		Option B		Option C		Option D2	
Time	Intersection name	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
AM	Frontage Rd @ 200 W	10.7	B	5.8	A	11.5	B	17.0	B	5.4	A
AM	W Glovers Ln @ Farmington High School	9.9	A	9.5	A	46.4	E	12.5	B	10.0	A
AM	W Glovers Ln @ Frontage Rd	11.1	B	10.3	B	12.1	B	15.7	B	10.5	B
AM	W Glovers Ln @ 650 W	27.5	C	18.4	B	35.5	D	22.4	C	19.2	B
AM	Glovers Ln & I-15	-	-	-	-	11.1	B	-	-	-	-
AM	400 W @ W State	-	-	5.4	A	-	-	-	-	13.7	B
AM	400 W & Lagoon Dr	-	-	5.5	A	-	-	-	-	-	-
AM	I-15 SB Ramp @ 200 W	-	-	-	-	-	-	10.7	B	-	-
PM	Frontage Rd @ 200 W	120.7	F	5.8	A	13.7	B	17.5	B	6.0	A
PM	W Glovers Ln @ Farmington High School	8.9	A	9.0	A	14.6	B	10.5	B	9.3	A
PM	W Glovers Ln @ Frontage Rd	37.1	D	18.2	B	14.8	B	32.7	C	18.7	B
PM	W Glovers Ln @ 650 W	29.5	C	23.0	C	51.4	D	29.7	C	23.0	C
PM	Glovers Ln & I-15	-	-	-	-	15.9	B	-	-	-	-
PM	400 W @ W State St	-	-	8.5	A	-	-	-	-	18.0	B
PM	400 W & Lagoon Dr	-	-	9.9	A	-	-	-	-	-	-
PM	I-15 SB Ramp @ 200 W	-	-	-	-	-	-	12.5	B	-	-

**Legend**

-  Minimal Congestion (delays less than 35 seconds)
-  Moderate Congestion (delays between 35 and 55 seconds)
-  Heavy Congestion (delays more than 55 seconds)

### 2.2.2 Queuing

All ramps for the Farmington Options can store 95th percentile queue and still have adequate deceleration lengths (430 feet or more for 50 mph). Queuing is shown in Table 2.

Table 2. Farmington Options - Queuing

Location	I-15 Off-Ramp	Option	Queue Length (ft)			Ramp Length (ft)*	Decel Length (ft)
			AM	PM	95%		
Park Lane	Northbound	No Action	301	2153	2153	2505	352
	Southbound	No Action	340	2634	2634	1730	-904
Glovers	Northbound	B - SPUI	105	207	207	1330	1123
	Southbound	B - SPUI	164	177	177	2640	2463
200 W	Northbound	A2 - Half Diamond	165	175	175	1500	1325
	Northbound	C - Full Diamond	411	429	429	2040	1611
	Northbound	D2 - Half Diamond	131	180	180	1500	1320
200 W	Southbound	C - Full Diamond	217	279	279	1290	1011

\*From Stop line to painted gore

Option A2 & D2 were carried forward as Option A (400 West Option & State Street Option). Options B and C were dropped.

## 3. CENTERVILLE – PARRISH LANE

### 3.1 OPTIONS DESCRIPTIONS

At the I-15 and Parrish Lane interchange in Centerville, two different configurations are proposed.

Option A (shown in Figure 6) is a Diamond Interchange with a northbound off-ramp bypass to 800 West, which will need to be signalized.

Option B (shown in Figure 7) is a SPUI with a northbound off-ramp bypass to 800 West, which will need to be signalized. Traffic operations simulation analysis showed that a second signalized northbound right-turn lane was needed for the northbound off-ramp to accommodate the high right-turn volumes.



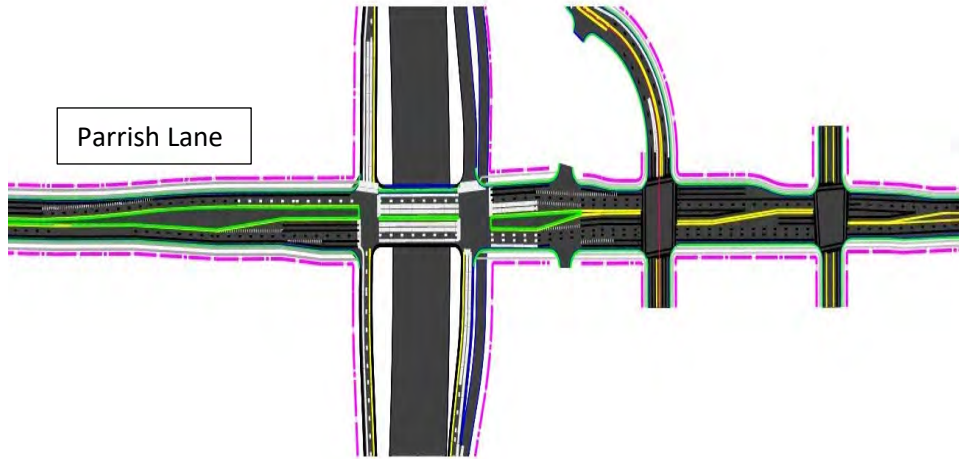


Figure 6. Centerville Option A: Parrish Lane Diamond Interchange



Figure 7. Centerville Option B: Parrish Lane SPUI

## 3.2 2050 NO-ACTION AND OPTIONS ARTERIAL ANALYSIS

### 3.2.1 Arterial Operations (2050) Travel Time

Parrish Lane near Centerville was analyzed for multiple interchange configurations. Option A is a diamond interchange, and Option B is a SPUI. The travel time is improved significantly over the No-Action in both Option A and Option B due to better interchange configurations. Table 3 shows a summary of travel times for Parrish Lane.

Table 3. Centerville Travel Time

Parrish Lane			No-Action	Option A		Option B	
Time	Direction	Name of Street	Travel Time (min)	Travel Time (min)	% Change	Travel Time (min)	% Change
AM	EB	Parrish Ln	9.1	2.6	-71%	2.8	-69%
AM	WB	Parrish Ln	4.0	3.0	-25%	3.5	-12%
PM	EB	Parrish Ln	9.9	2.8	-72%	3.3	-67%
PM	WB	Parrish Ln	11.1	3.3	-70%	4.5	-60%

### 3.2.2 Intersection Operations (2050) Delay & LOS




Parrish Lane in Centerville was analyzed for diamond and SPUI configurations in Options A and B, respectively. The overall interchange LOS is improved progressively in both Options A and B, as shown in Table 4. Option B SPUI operates at LOS C, slightly better than Option A Diamond at LOS D, in the AM peak.

The unsignalized intersection of Parrish Lane at 700 West, southbound right stop-controlled yielding to free westbound, is LOS F in Option A but not in Option B because the westbound Parrish Lane queues are longer in option A and back up into the 700 West intersection in the PM peak.

Table 4. Centerville Delay and LOS

Parrish Lane		No-Action		Option A		Option B	
Time	Intersection name	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
AM	Bypass @ 800 West	-	-	5.0	A	5.1	A
AM	Marketplace Dr @ 700 W	-	-	0.0	A	0.0	A
AM	Parrish Ln @ SR-67 SB Ramps	23.4	C	13.3	B	16.5	C
AM	Parrish Ln @ SR-67 NB Ramps	526.8	F	16.3	C	24.3	C
AM	Parrish Ln @ (NB) 700 W	116.5	F	17.4	C	18.5	C
AM	Parrish Ln @ I-15 SB Ramps	109.1	F	42.4	D	28.6	C
AM	Parrish Ln @ I-15 NB Ramps	12.0	B				
AM	Parrish Ln @ Marketplace Dr	15.1	B	15.6	B	16.4	B
AM	Parrish Ln @ 400 W	14.7	B	18.1	B	18.6	B
AM	Parrish Ln @ 1250 W	24.7	C	21.3	C	24.6	C
PM	Bypass @ 800 West	-	-	32.6	C	12.7	B
PM	Marketplace Dr @ 700 W	-	-	0.0	A	0.0	A
PM	Parrish Ln @ SR-67 SB Ramps	15.9	C	14.4	B	14.5	B
PM	Parrish Ln @ SR-67 NB Ramps	25.1	D	15.6	C	15.5	C
PM	Parrish Ln @ (NB) 700 W	272.1	F	90.2	F	16.9	C
PM	Parrish Ln @ I-15 SB Ramps	165.0	F	33.5	C	30.6	C
PM	Parrish Ln @ I-15 NB Ramps	59.1	E				
PM	Parrish Ln @ Marketplace Dr	52.0	D	19.1	B	27.4	C
PM	Parrish Ln @ 400 W	50.4	D	29.1	C	29.8	C
PM	Parrish Ln @ 1250 W	42.0	D	42.5	D	39.7	D

**Legend**

-  Minimal Congestion (delays less than 35 seconds)
-  Moderate Congestion (delays between 35 and 55 seconds)
-  Heavy Congestion (delays more than 55 seconds)

**3.2.3 Intersection Operations (2050) Queuing**

All ramps for the Centerville Option B and most of the ramps in Option A can store 95th percentile queue and still have adequate deceleration lengths. The exception is the northbound ramp in Option A, which will have substandard deceleration length (430 feet or less for 50 mph) (Table 5).

Table 5. Centerville Queuing

Location	I-15 Off-Ramp	Option	Queue Length (ft)			Ramp Length (ft)*	Decel Length (ft)
			AM	PM	95th		
Parrish Ln	Northbound	No Action	196	3883	3883	1218	-2665
		A - Diamond	372	658	658	1060	402
		B - SPUI	246	583	583	1370	787
Parrish Ln	Southbound	No Action	3438	3436	3438	1076	-2362
		A - Diamond	318	242	318	1270	952
		B - SPUI	294	312	312	1520	1208

\*From Stop line to painted gore

Option B was carried forward as Option B. Option A was dropped.

## 4. BOUNTIFUL– 500 SOUTH AND 400 NORTH

### 4.1 OPTIONS DESCRIPTIONS

In Bountiful, the Diverging Diamond Interchange at 500 South is converted into a diamond interchange in all three options (see Figure 8).

In Option A, 400 North remains a half diamond interchange with only southbound on- and northbound off-ramps (see Figure 9).

In Option B, 400 North becomes a three-quarter diamond Interchange with the addition of the southbound off-ramp (see Figure 10).

In Option C, 400 North becomes a full diamond Interchange with the addition of the northbound on-ramp (see Figure 11).

Traffic operations simulation analysis showed that a second southbound lane and a westbound left-turn lane was needed for the southbound ramps at 400 North to accommodate the high left-turn volumes in Options B and C. Traffic operations simulation analysis also showed that a second southbound left- and right-turn lanes were needed for the southbound off-ramp at 500 South to accommodate the high left- and right-turn volumes.



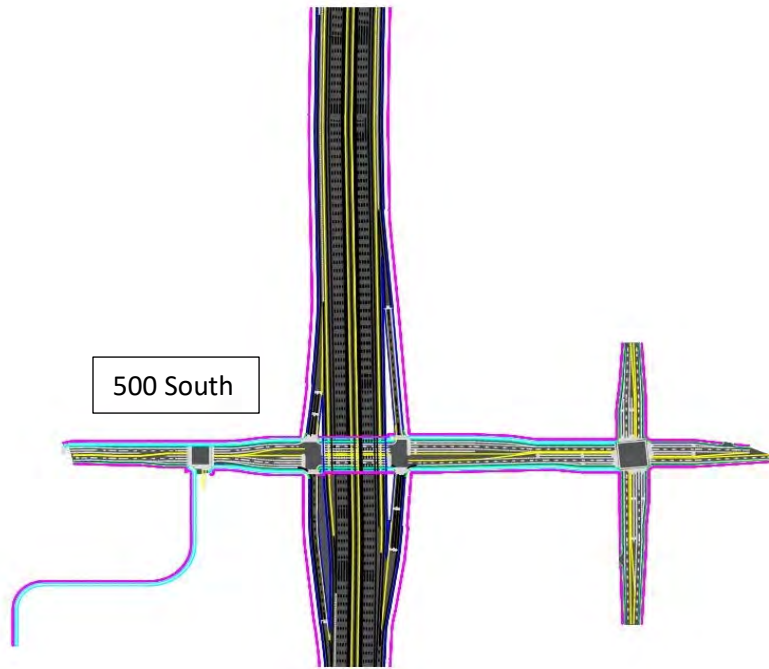


Figure 8. Bountiful – All Options: 500 South Diamond Interchange



Figure 9. Bountiful Option A: 500 South Diamond Interchange – 400 North Half-Diamond Interchange





Figure 10. Bountiful Option B: – 400 North Three-Quarter Diamond Interchange

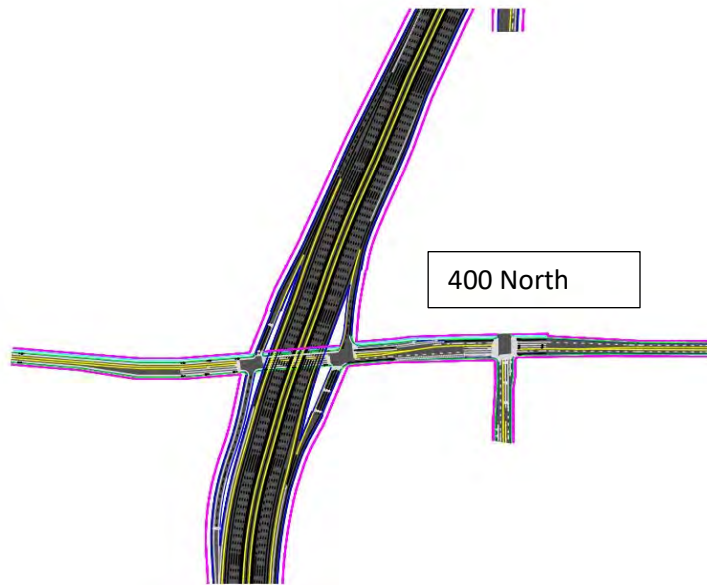


Figure 11. Bountiful Option C: – 400 North Full Diamond Interchange

## 4.2 2050 NO-ACTION AND OPTIONS ARTERIAL ANALYSIS

### 4.2.1 Arterial Operations (2050) Travel Time

All three Bountiful Options replace the 500 South diverging diamond interchange with a full diamond interchange. Travel time on 500 South is improved in all Options over the No-Action condition.

For 400 North, Bountiful Option A is a half-diamond configuration with two ramps located south of 400 North (southbound on and northbound off), Option B adds the southbound off-ramp, and Option C adds the northbound on-ramp. Table 6 shows the 400 North and 500 South travel time results.

The AM eastbound 400 North travel time remains approximately the same in Option A relative to No-Action, where there is little change, but increases in Options B and C where new ramps, new turning movements, and new signal phases are added.

AM westbound 400 North travel time decreases in Option A, due to an added right-turn lane at US-89, but remains approximately the same as the No-Action condition in Options B and C where new ramps, new turning movements, and new signal phases are added.

AM and PM eastbound and westbound 500 South travel times decrease in all options due to the new expanded Diamond Interchange operating better than the existing Diverging Diamond interchange.

PM eastbound 400 North travel time decreases more in Option A, due to an added second lane at the interchange, but decreases less in Options B and C where new ramps, new turning movements, and new signal phases are added.

PM westbound 400 North travel time decreases significantly in all options, due to an added right-turn lane at US-89.

Table 6. Bountiful Travel Time

Bountiful			No-Action	Option A		Option B		Option C	
Time	Direction	Name of Intersection	Travel Time (min)	Travel Time (min)	% Change	Travel Time (min)	% Change	Travel Time (min)	% Change
AM	EB	400 N	2.4	2.3	-2%	2.8	19%	2.8	18%
AM	WB	400 N	3.0	2.4	-20%	2.9	-2%	2.9	-2%
AM	EB	500 S	3.0	2.6	-13%	2.7	-12%	2.7	-10%
AM	WB	500 S	6.8	2.7	-60%	2.6	-61%	2.6	-61%
PM	EB	400 N	3.6	2.9	-19%	3.5	-4%	3.1	-14%
PM	WB	400 N	9.3	2.5	-73%	3.4	-64%	3.9	-58%
PM	EB	500 S	3.7	3.0	-17%	3.3	-10%	3.0	-17%
PM	WB	500 S	6.6	3.2	-51%	3.2	-51%	2.9	-55%




#### 4.2.2 Intersections Operations (2050) - Delay & LOS

As shown in Table 7, the diverging diamond interchange is converted into a conventional diamond interchange in all Options at 500 South, and at 400 North is analyzed for a half diamond interchange in Option A, a three-quarter diamond interchange in Option B, and a full-diamond interchange configuration in Option C. All Options operate at LOS D or better at the interchanges; however, Option A operates the best of all the Options at 400 North.

Table 7. Bountiful Delay and LOS

Bountiful		No-Action		Option A		Option B		Option C	
Time	Intersection name	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
AM	400 N @ 800 West	9.5	A	12.0	B	12.5	B	12.7	B
AM	400 N @ 660 W Access	7.7	A	7.8	A	15.5	C	8.9	A
AM	400 N @ 660 W	0.0	A	6.2	A	6.2	A	6.2	A
AM	400 N @ I-15 Ramp	12.4	B	14.0	B	25.8	C	35.2	D
AM	500 S @ 800 W	7.5	A	7.9	A	6.9	A	7.2	A
AM	500 S @ 700 W	11.2	B	9.7	A	9.7	A	9.7	A
AM	US-89 @ 1000 N	53.0	D	10.4	B	12.2	B	12.3	B
AM	500 S @ I-15 DDI	24.9	C	36.8	D	36.1	D	38.6	D
AM	500 S @ US-89	29.5	C	36.4	D	36.2	D	33.8	C
AM	400 N @ US-89	82.4	F	34.1	C	35.7	D	36.3	D
PM	400 N @ 800 West	21.8	C	15.1	B	13.4	B	16.8	B
PM	400 N @ 660 W Access	8.1	A	8.0	A	13.0	B	10.5	B
PM	400 N @ 660 W	6.0	A	6.2	A	6.2	A	6.2	A
PM	400 N @ I-15 Ramp	89.7	F	20.5	C	42.9	D	41.8	D
PM	500 S @ 800 W	219.4	F	7.9	A	8.1	A	7.7	A
PM	500 S @ 700 W	466.1	F	14.4	B	16.0	C	10.7	B
PM	US-89 @ 1000 N	103.1	F	14.6	B	13.2	B	13.2	B
PM	500 S @ I-15 DDI	95.7	F	36.6	D	38.5	D	31.5	C
PM	500 S @ US-89	176.8	F	54.6	D	55.0	E	52.2	D
PM	400 N @ US-89	281.4	F	41.1	D	41.8	D	42.6	D

**Legend**

-  Minimal Congestion (delays less than 35 seconds)
-  Moderate Congestion (delays between 35 and 55 seconds)
-  Heavy Congestion (delays more than 55 seconds)

### 4.2.3 Intersections Operations (2050) – Queuing

The 500 South southbound off-ramp, 500 South northbound off-ramp, and northbound off-ramp to 400 North can store 95th percentile queue and still have adequate deceleration lengths for all options. The southbound off-ramp to 400 North does have sufficient queue store, but not enough deceleration lengths (430 feet or more for 50 mph) in both Option B and C (see Table 8).

Table 8. Bountiful Queuing

Location	I-15 Off-Ramp	Option	Queue Length (ft)			Ramp Length (ft)*	Decel Length (ft)
			AM	PM	95th		
500 S	Northbound	No Action	211	3985	3985	1124	-2861
		A - 1/2 Diamond	181	350	350	1290	940
		B - 3/4 Diamond	144	510	510	1290	780
		C - Full Diamond	179	345	345	1290	945
500 S	Southbound	No Action	352	3523	3523	1463	-2060
		A - 1/2 Diamond	511	614	614	1440	826
		B - 3/4 Diamond	276	272	276	1440	1164
		C - Full Diamond	276	181	276	1440	1164
400 N	Northbound	No Action	113	2449	2449	1121	-1328
		A - 1/2 Diamond	152	258	258	920	662
		B - 3/4 Diamond	188	341	341	920	579
		C - Full Diamond	184	338	338	920	582
400 N	Southbound	B - 3/4 Diamond	370	445	445	720	275
		C - Full Diamond	581	447	581	720	139

\*From Stop line to painted gore

Option A was carried forward as Option A. Option B and Option C were dropped.

## 5. WOODS CROSS – 2600 SOUTH

### 5.1 OPTIONS DESCRIPTIONS

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In Woods Cross at 2600 South, two different interchange configurations are proposed.

Option A, shown in Figure 12, is a diamond interchange.

Option B, shown in Figure 13, is a SPUI.

Both realign 800 West to Wildcat Way at 2500 South. This intersection will need to be signalized.

Traffic operations simulation analysis of Option A shows that a full-length second westbound left-turn lane is needed for the southbound on-ramp to accommodate the high left-turn volumes. The eastbound left turn onto the northbound on-ramp can be shrunk to one full lane to make room. This improvement is analyzed in sub option A Alternate.

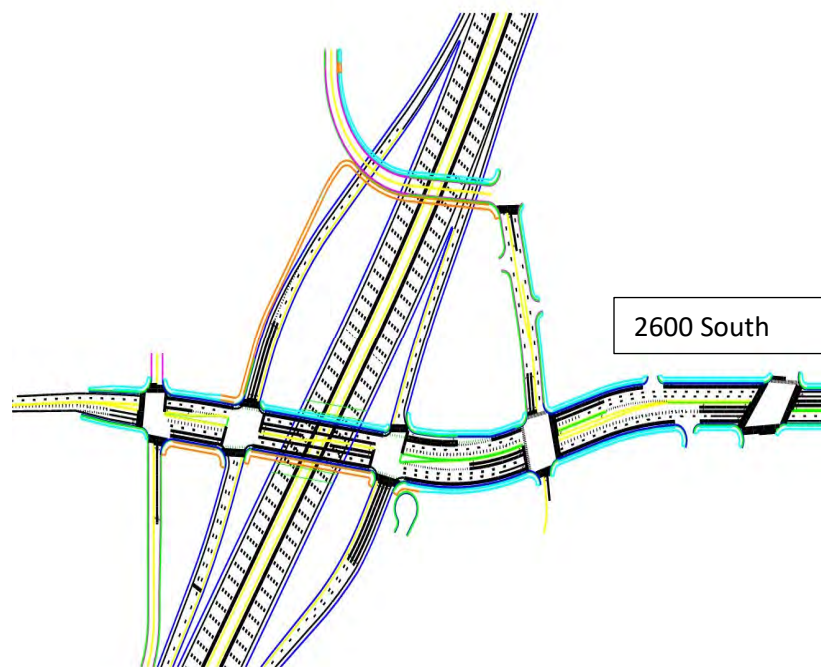


Figure 12. Woods Cross Option A: 2600 South Diamond Interchange

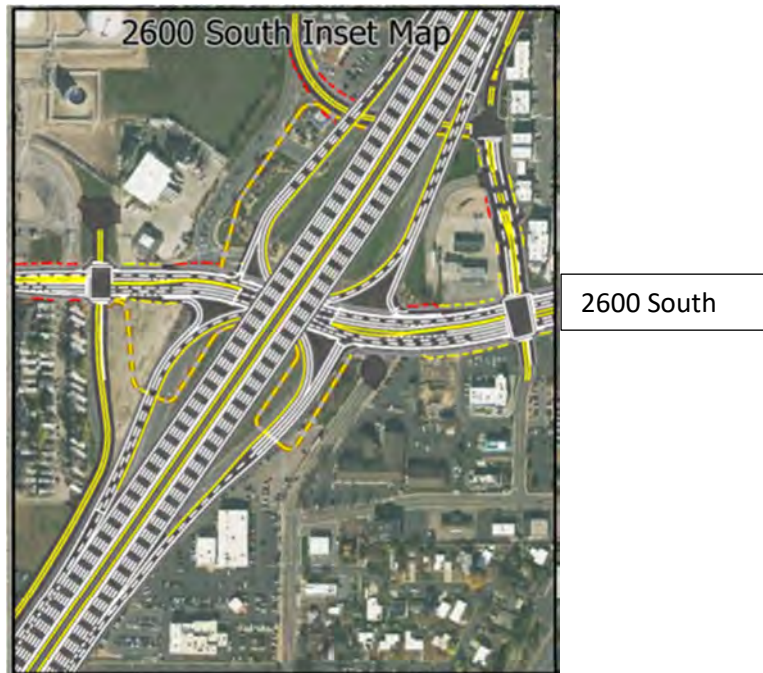


Figure 13. Woods Cross Option B: 2600 South SPU

## 5.2 2050 NO-ACTION AND OPTIONS ARTERIAL ANALYSIS

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### 5.2.1 Arterial Operations (2050) Travel Time

There are two Options for the 2600 South interchange near Woods Cross. Option A is a diamond interchange, and Option B is a SPU. Option A is improved and is shown as Option A-Alternative. The overall travel time is improved in Option B and A-Alternative compared to the No-Action and Option A.

Table 9 shows the 2600 South travel time in Woods Cross. All options show the 2600 South travel times decrease except for westbound AM in Option A, which increases. This is due to changing the westbound left-turn lane from starting as a single lane before widening to a second lane in Option A, to having a full-length double left-turn lane that splits from the center and left lane in Option B and Option A-Alt.

Table 9. Woods Cross Travel Time

Woods Cross			No-Action	Option A		Option B		Option A-Alt	
Time	Direction	Name of Street	Travel Time (min)	Travel Time (min)	% Change	Travel Time (min)	% Change	Travel Time (min)	% Change
AM	EB	2600 S	4.5	3.7	-20%	3.3	-26%	3.4	-25%
AM	WB	2600 S	5.0	11.8	137%	4.5	-9%	4.5	-9%
PM	EB	2600 S	7.4	3.9	-47%	4.2	-43%	3.9	-48%
PM	WB	2600 S	9.7	7.6	-21%	5.3	-45%	8.4	-14%

### 5.2.2 Intersections Operations (2050) Delay & LOS

As shown in Table 10, three options are offered and analyzed for 2600 South in Woods Cross. Option A is a diamond interchange configuration, Option A-Alternative is an improved version of Option A, and Option B is a SPUI configuration.

The delay and LOS in Option A-Alternative is improved, compared to the initial Option A. In Option B and Option A-Alternative, it is observed that the interchange LOS is LOS D or better. In Option A the interchange LOS is LOS E in the AM and D in the PM. This is due to changing the westbound lane left-turn lane from starting as a single lane before widening to a second lane in Option A, to having a full-length double left-turn lane that splits from the center and left lane in Option B and Option A-Alt.




At 2600 South and US-89, the best LOS that can be achieved through any option is E for AM and PM. The US-89 intersection does experience less delay compared to the No Action alternative but is still expected to experience congested conditions during morning and afternoon peak travel times as a result of heavy volumes on all four approaches coupled with a single northbound left-turn lane serving a heavy movement.



Table 10. Wood Cross Delay and LOS

Woods Cross		No-Action		Option A		Option B		Option A-Alt	
Time	Intersection name	Delay (min)	LOS	Delay (min)	LOS	Delay (min)	LOS	Delay (min)	LOS
AM	2600 S @ 1100 W	16.4	B	14.7	B	14.3	B	14.4	B
AM	2600 S @ Overland Rd	9.1	A	3.3	A	9.5	A	3.3	A
AM	2600 S @ Wildcat Way	23.3	C	121.8	F	22.1	C	22.9	C
AM	2600 S @ US-89	100.1	F	327.2	F	60.5	E	60.6	E
AM	2600 S @ 800 W	18.5	B	61.1	E	27.9	C	32.9	C
AM	2600 S @ I-15 NB Ramps	21.9	C						
AM	Wildcat Way/625 W & 800 W/2500 S	-	-	-	-	7.2	A	7.1	A
PM	2600 S @ 1100 W	82.9	F	14.6	B	14.4	B	15.0	B
PM	2600 S @ Overland Rd	11.7	B	4.9	A	9.8	A	4.8	A
PM	2600 S @ Wildcat Way	64.3	E	38.3	D	33.9	C	54.4	D
PM	2600 S @ US-89	140.0	F	131.5	F	75.6	E	106.6	F
PM	2600 S @ 800 W	26.9	C	41.2	D	28.9	C	39.4	D
PM	2600 S @ I-15 NB Ramps	125.2	F						
PM	Wildcat Way/625 W & 800 W/2500 S	-	-	-	-	11.1	B	14.1	B

**Legend**

-  Minimal Congestion (delays less than 35 seconds)
-  Moderate Congestion (delays between 35 and 55 seconds)
-  Heavy Congestion (delays more than 55 seconds)

**5.2.3 Intersections Operations (2050) Queuing**

The 2600 South southbound off-ramp can store 95th percentile queue and still have adequate deceleration lengths for all options. In Option A, the northbound off-ramp to 2600 South does have sufficient queue storage, but not enough deceleration lengths. All other options have both queue storage and enough deceleration lengths (430 feet or more for 50 mph) at the northbound off-ramp to 2600 South (see Table 11).

Table 11. Woods Cross Queuing

Location	I-15 Off-Ramp	Option	Queue Length (ft)			Ramp Length (ft)*	Decel Length (ft)
			AM	PM	95th		
800 W	Southbound	No Action	143	531	531	1172	641
2600 S	Northbound	No Action	228	4051	4051	1147	-2904
		A - Diamond	264	1101	1101	1380	279
		A-Alt - Diamond	247	882	882	1380	498
		B - SPUI	331	681	681	1200	519
2600 S	Southbound	A - Diamond	291	350	350	1510	1160
		A-Alt - Diamond	268	344	344	1510	1166
		B - SPUI	273	391	391	1400	1009

\*From Stop line to painted gore

Option B was carried forward as Option B. Option A and Option A Alt were dropped.

## 6. NORTH SALT LAKE – I-215 AND BECK STREET (US-89)

### 6.1 OPTIONS DESCRIPTIONS

A grade-separated SPUI is proposed for North Salt Lake at I-215 and Beck Street (US-89) as Option A. The interchange configuration is shown in Figure 14. A second northbound left-turn lane at the intersection on Beck Street (US-89) is needed to deliver the demand volume to the interchange. Due to the proximity of the two signalized intersections, they were evaluated using one controller to maintain coordination.

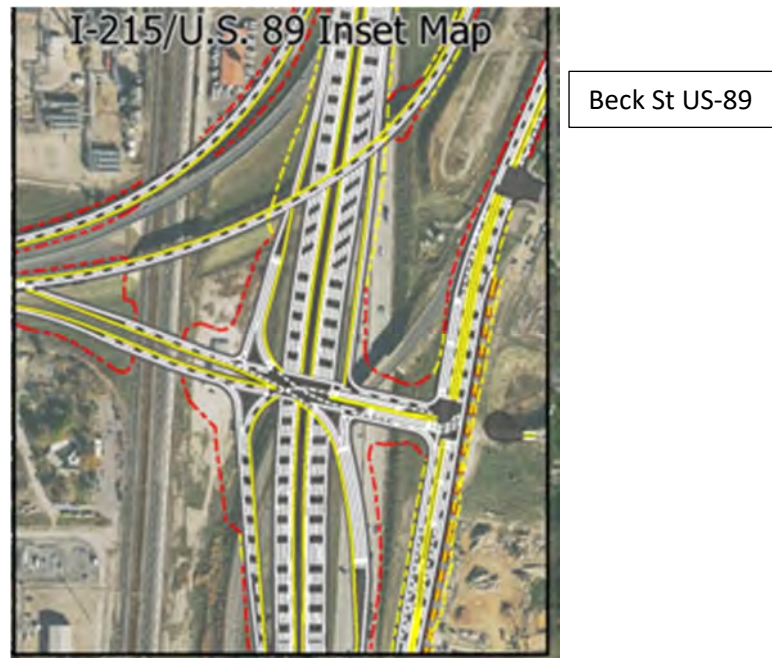


Figure 14. North Salt Lake Option A: I-215 and Beck Street (US-89) SPUI

## 6.2 2050 NO-ACTION AND OPTIONS ARTERIAL ANALYSIS

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### 6.2.1 Intersections Operations (2050) Delay and LOS

In the North Salt Lake section, Option A was analyzed as a SPUI that connects I-215, I-15, and Beck Street (US-89). Table 12 shows the delay and LOS for the North Salt Lake area. The Option A SPUI and Beck Street (US-89) intersection operates well at LOC or better.

Table 12. North Salt Lake Delay and LOS

North Salt Lake		No-Action		Option A	
Time	Intersection name	Delay (sec)	LOS	Delay (sec)	LOS
AM	Center St @ Main St	20.2	C	23.6	C
AM	US-89 @ Main St	8.7	A	9.4	A
AM	US-89 @ Eagle Gate Dr	8.9	A	10.4	B
AM	US-89 @ Eagle Ridge Dr	26.7	C	16.2	B
AM	US-89 @ Center St	18.9	B	19.0	B
AM	US-89 @ I-215	-	-	17.4	B
AM	I-15 @ I-215	-	-	17.3	B
PM	Center St @ Main St	23.7	C	21.7	C
PM	US-89 @ Main St	11.2	B	9.4	B
PM	US-89 @ Eagle Gate Dr	10.9	B	13.3	C
PM	US-89 @ Eagle Ridge Dr	16.5	C	16.8	C
PM	Center St @ US-89	22.0	C	17.6	C
PM	US-89 @ I-215	-	-	22.1	C
PM	I-15 @ I-215	-	-	25.9	C

**Legend**

-  Minimal Congestion (delays less than 35 seconds)
-  Moderate Congestion (delays between 35 and 55 seconds)
-  Heavy Congestion (delays more than 55 seconds)

**6.2.2 Intersections Operations (2050) Queuing**

All ramps for the North Salt Lake Option A can store 95th percentile queue and still have adequate deceleration lengths. North Salt Lake Queuing is shown in Table 13.

Table 13. North Salt Lake Queuing

Location	I-15 Off-Ramp	Option	Queue Length (ft)			Ramp Length (ft)*	Decel Length (ft)
			AM	PM	95th		
Center St	Southbound	No Action	3133	239	3133	1328	-1805
I-215	Northbound	A - SPUI	283	619	619	2580	1961
I-215	Southbound	A - SPUI	121	103	121	1270	1149

\*From Stop line to painted gore

Option A was carried forward as Option A.

## 7. SALT LAKE CITY – 2100 NORTH, 1800 NORTH, 1000 NORTH, AND 600 NORTH

### 7.1 OPTIONS DESCRIPTIONS

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#### **Salt Lake City – 2100 North and 1800 North**

The Salt Lake City Options include one Option for each of two different interchange locations.

Option A (Alt 2 & C3), shown in Figure 15, contains a diamond interchange at 2100 North.

Option B, shown in Figure 16, contains a diamond interchange at 1800 North.

Both have access to Beck Street (US-89) to the east and a frontage road to the west. Traffic operations simulation analysis also showed that a second southbound left-turn lane and westbound right-turn lanes would be needed for the southbound off-ramp and the northbound on-ramp to accommodate the high left- and right-turn volumes.



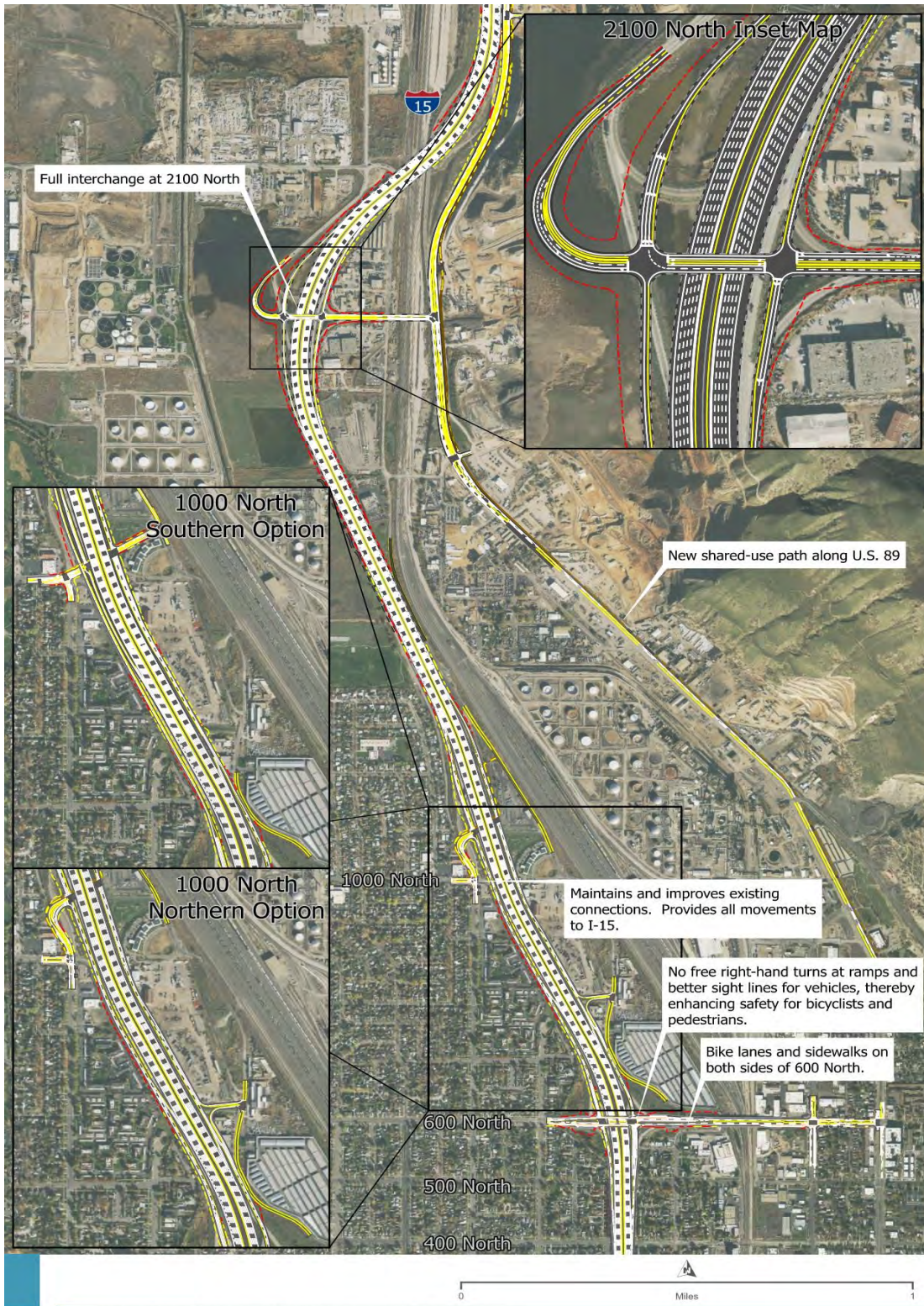


Figure 15. Option A-Alt 2 (Northern) & Option A-C3 (Southern) - Salt Lake City



Figure 16. Option B - Salt Lake City - 1800 North

#### Salt Lake City – 1000 North and 600 North

In Option A for Salt Lake City, there are interchanges at both at 1000 North and 600 North, and in Option B only one interchange at 600 North. In Option A, a collector-distributor (CD) system divides access to I-15 between 600 North and 1000 North and connects the access points with a CD road system. In Option B, there is a SPUI at 600 North. Scenario A originally had a right-in & right-out only at 900 West. Scenario A-Alt has an alternative diamond configuration at 1000 North, where 900 West has full movements. Scenario A2 and Scenario A-C3 have an alternative diamond configuration at 1000 North with a southbound bypass. Option A2 has limited movements (Warm Spring limited to right-in & right-out of CD road north of interchange), whereas Option A-C3 has full movements. Option A-Alt-2 is similar to A-Alt except the east leg of the 1000 N interchange is moved to a Right-In & Right-Out on the collector distributor road between 600 N and 1000 N, and a Northbound through lane is added to the 600 N off ramp approach to 600 N interchange (to CD road). Options A, A-Alt, A2, and B are shown in Figure 17 through Figure 20.



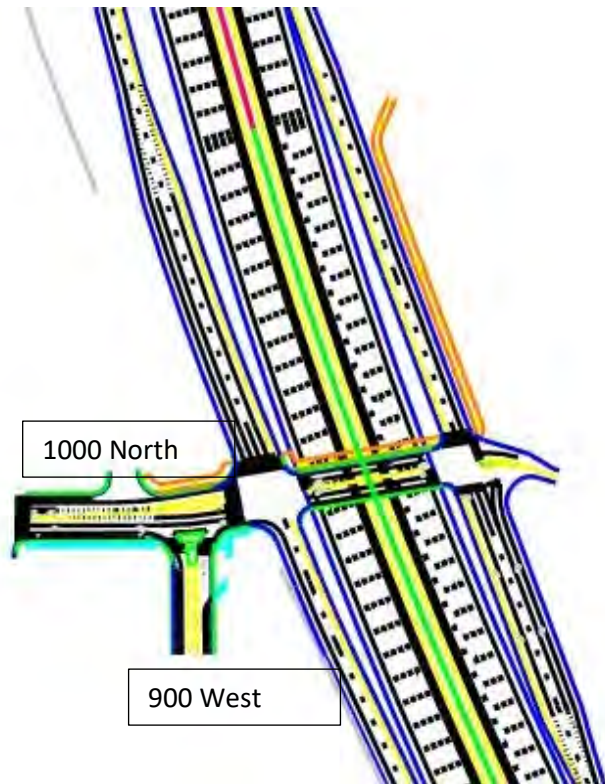


Figure 17. Option A - Salt Lake City

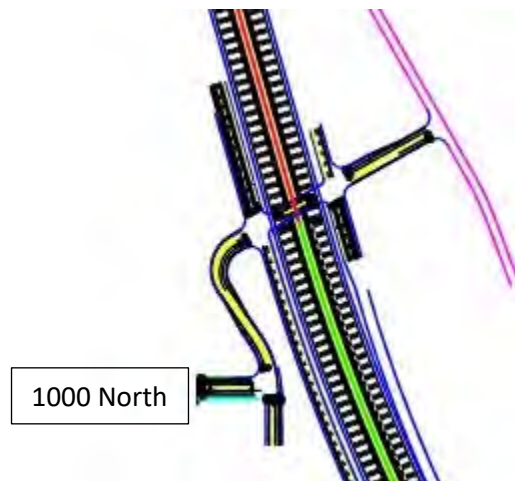


Figure 18. Option A-Alt - Salt Lake City

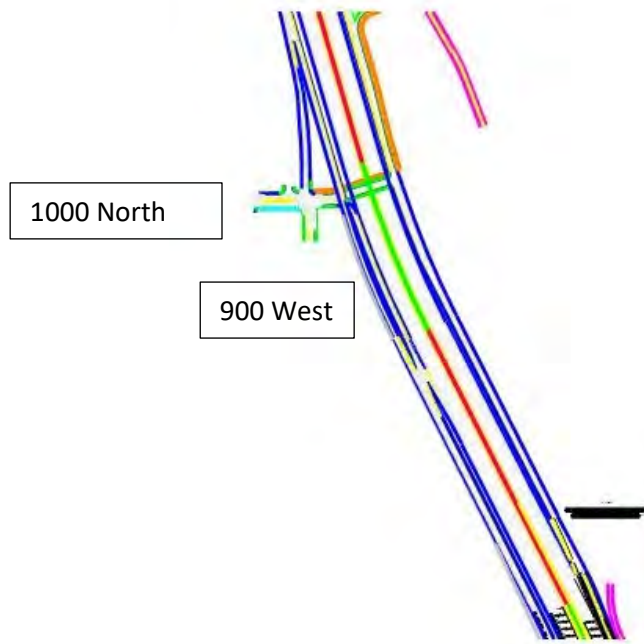


Figure 19. Salt Lake City Option A2 Salt Lake City

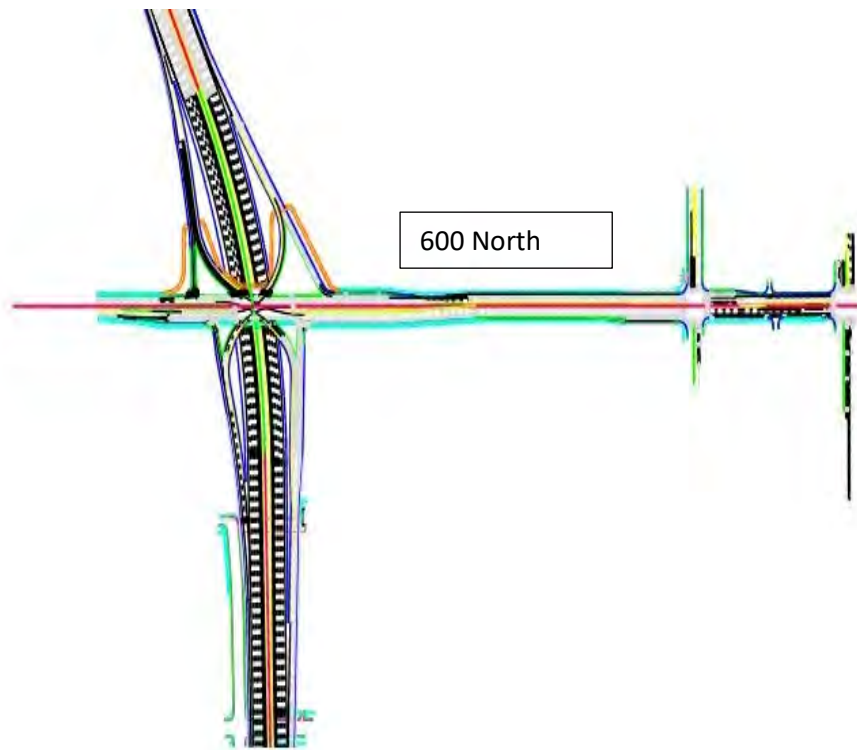


Figure 20. Salt Lake City Option B 600 North SPUI

## 7.2 2050 NO-ACTION AND OPTIONS ARTERIAL ANALYSIS

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### 7.2.1 Arterial Operations (2050) Travel Time

For the Salt Lake City Options, a diamond interchange at 600 N was analyzed in Option A. Option A was improved in Option A-Alt, A2, A-C3 and A-Alt2. Option B is a diamond configuration in the 1800 North intersection and a SPUI configuration in the 600 North intersection (Table 14).

All options decrease eastbound 600 North travel time in the AM and PM peak due to added eastbound through and right-turn lanes at 400 West and 300 West, respectively. Westbound 600 North travel times remain about the same in Options A, A-Alt, A2, and A-C3 and A-Alt2, but increase in Option B in the AM peak because in Option B, without a 1000 North interchange, there is more demand at the 600 North interchange.

All options increase westbound 600 North travel time in the PM peak due to modified signal timing giving preference to 300 North over 600 North. Westbound 600 North in Option B has longer travel time than other Options because in Option B, without a 1000 North interchange, there is more demand at the 600 North interchange.

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Table 14. Salt Lake City Travel Time

Salt Lake			No-Action	Option A		Option B		Option A-Alt		Option A2		Option A-C3		Option A-Alt 2	
Time	Direction	Name of Intersection	Travel Time (min)	Travel Time (min)	% Change	Travel Time (min)	% Change	Travel Time (min)	% Change	Travel Time (min)	% Change	Travel Time (min)	% Change	Travel Time (min)	% Change
AM	EB	600 N	9.0	5.1	-43%	5.1	-43%	5.1	-44%	5.1	-44%	5.3	-41%	5.7	-36%
AM	WB	600 N	4.7	4.9	3%	5.5	17%	4.9	4%	5.0	6%	5.2	10%	5.1	7%
PM	EB	600 N	6.2	5.6	-10%	5.6	-11%	5.5	-12%	5.7	-9%	5.9	-5%	5.8	-8%
PM	WB	600 N	4.4	6.3	46%	12.0	177%	6.3	45%	6.2	41%	6.8	57%	5.8	32%

### 7.2.2 Intersections Operations (2050) Delay & LOS

As shown in Table 15, two options were offered for Salt Lake City. Option A is a diamond configuration and Options A-Alt, A2, and A-C3 are improved versions of the Option A. Option B is a SPUI configuration at 600 North.

At the 600 North interchange, Option B SPUI operates significantly better, with a lower delay (LOS D) in the PM, than most versions of Option A (mostly LOS E in PM, except A-C3 at LOS D in PM, and LOS E in AM for A-Alt2) and like the SPUI in the No-Action (LOS D) in the PM. The intersections of 300 West and 400 West with 600 North operate significantly better in all options in the AM peak but are still deficient in the PM peak, especially westbound 600 North, which is only one lane coming out of the neighborhood. Option B operates worse than Option A at 300 West and 400 West due to higher demand, likely due to there not being a 1000 North interchange in Option B. Option A, A-Alt, A2, A-C3 and A-Alt2 have an interchange at 1000 North; Option B does not. Options A2 and A-C3 operate better than the Option A at the 1000 North interchange (LOS B/D vs E/F AM/PM) due to the southbound bypass. Option A-Alt also performs better than Option A, likely due to better spacing with the 900 West intersection. Both the 1800 North diamond interchange in Option B and the 2100 North diamond interchange in Option A, A-Alt, A2, A-C3 and A-Alt2 operate well with the proposed designs.



Table 15. Salt Lake Delay and LOS

Salt Lake		No-Action		Option A		Option B		Option A-Alt		Option A2		Option A-C3		Option A-Alt 2	
Time	Intersection name	Delay (min)	LOS	Delay (min)	LOS	Delay (min)	LOS	Delay (min)	LOS	Delay (min)	LOS	Delay (min)	LOS	Delay (min)	LOS
AM	600 N @ 8th W	10.1	B	9.6	A	195.9	F	9.4	A	9.3	A	10.9	B	12.5	B
AM	600 N @ 900 W	15.6	B	15.3	B	20.9	C	15.1	B	15.2	B	19.0	B	20.0	B
AM	600 N @ 300 W	111.3	F	35.9	D	44.2	D	36.5	D	35.7	D	39.3	D	37.8	D
AM	600 N @ 400 W	108.1	F	25.3	C	24.4	C	24.1	C	24.3	C	24.2	C	25.2	C
AM	Beck St @ N Chicago St	15.0	B	21.8	C	30.0	C	21.8	C	22.1	C	22.5	C	22.0	C
AM	600 N @ I-15	46.9	D	51.1	D	48.1	D	50.0	D	50.8	D	46.8	D	60.0	E
AM	900 W @ 1000 N	22.6	C	-	-	-	-	12.4	B	13.9	B	14.3	B	10.3	B
AM	1000 N @ I-15	-	-	72.4	E	-	-	43.9	D	10.2	B	17.3	B	20.2	C
AM	2100 N @ Beck St	-	-	16.4	B	-	-	16.4	B	17.1	B	15.8	B	15.9	B
AM	1800 @ Frontage	-	-	-	-	9.2	A	-	-	-	-	-	-	-	-
AM	1800 N @ I-15	-	-	-	-	26.0	C	-	-	-	-	-	-	-	-
AM	2100 N @ I-15	-	-	34.2	C	-	-	34.2	C	45.4	D	33.3	C	36.7	D
PM	600 N @ 8th W	6.4	A	7.9	A	82.3	F	8.0	A	8.1	A	8.8	A	9.8	A
PM	600 N @ 900 W	24.0	C	19.7	B	26.0	C	19.6	B	19.9	B	31.2	C	24.9	C
PM	600 N @ 300 W	100.2	F	49.1	D	111.1	F	50.8	D	49.7	D	57.4	E	51.9	D
PM	600 N @ 400 W	44.0	D	47.4	D	60.2	E	58.8	E	48.2	D	53.5	D	60.7	E
PM	Beck St @ N Chicago St	13.1	B	25.4	C	37.8	D	25.4	C	25.2	C	27.6	C	25.2	C
PM	600 N @ I-15	41.6	D	61.6	E	41.9	D	61.3	E	63.2	E	49.0	D	48.5	D
PM	900 W @ 1000 N	99.5	F	-	-	-	-	9.6	A	8.5	A	20.8	C	14.7	B
PM	1000 N @ I-15	-	-	103.8	F	-	-	26.7	C	8.0	A	36.0	D	25.9	C
PM	2100 N @ Beck St	-	-	15.3	B	-	-	15.3	B	16.1	B	15.7	B	15.7	B
PM	1800 @ Frontage	-	-	-	-	11.1	B	-	-	-	-	-	-	-	-
PM	1800 N @ I-15	-	-	-	-	26.3	C	-	-	-	-	-	-	-	-
PM	2100 N @ I-15	-	-	32.0	C	-	-	32.0	C	44.3	D	27.4	C	33.8	C

Legend

- Minimal Congestion (delays less than 35 seconds)
- Moderate Congestion (delays between 35 and 55 seconds)
- Heavy Congestion (delays more than 55 seconds)

### 7.2.3 Intersections Operations (2050) Queuing

All ramps can store 95th percentile queue and still have adequate deceleration lengths. The queuing for the Salt Lake City Options is shown in Table 16.

Table 16. Salt Lake City Queuing

Location	Off Ramp	Option	Queue Length			Ramp* Length	Decel Length
			AM	PM	95%		
Warm Springs	Northbound	No Action	452	195	452	1365	913
900 W	Southbound	No Action	120	318	318	1170	852
600 N	Northbound	No Action	3575	552	3575	2395	-1180
		A - Diamond	276	476	476	1640	1164
		A-Alt - Diamond	275	453	453	1640	1187
		A2 - Diamond	265	442	442	1640	1198
		A-Alt 2 - Diamond	322	457	457	1200	743
		A-C3 - Diamond	264	358	358	1640	1282
600 N	Southbound	No Action	361	298	361	1352	991
		B - SPUI	686	428	686	1310	624
1000 N	Northbound	A - Diamond	252	2040	2040	2460	420
		A-Alt - Diamond	422	347	422	3170	2748
		A2 - Diamond	245	327	327	2460	2133
		A-Alt 2 - Diamond	210	451	451	3132	2681
		A-C3 - Diamond	209	930	930	2850	1920
1000 N	Southbound	A - Diamond	305	366	366	1570	1204
		A-Alt 2 - Diamond	328	274	328	1672	1344
		A-Alt - Diamond	363	302	363	1340	977
		A2 - Diamond	258	130	258	2200	1942
		A-C3 - Diamond	259	367	367	2050	1683
1800 N	Northbound	B - Diamond	166	151	166	1200	1034
1800 N	Southbound	B - Diamond	309	194	309	1280	971
2100 N	Northbound	A - Diamond	166	201	201	1760	1559
		A-Alt - Diamond	166	201	201	1760	1559
		A2 - Diamond	321	493	493	1760	1267
		A-Alt 2 - Diamond	172	197	197	1760	1563
		A-C3 - Diamond	173	198	198	1760	1562
2100 N	Southbound	A - Diamond	389	249	389	1440	1051
		A-Alt - Diamond	389	249	389	1440	1051
		A2 - Diamond	467	274	467	1440	973
		A-Alt 2 - Diamond	389	249	389	1440	1051
		A-C3 - Diamond	400	239	400	1440	1040

Option A-Alt2 (Northern Option) & Option A-C3 (Southern Option) were carried forward as Northern Option & Southern Option. Options A, A-Alt, A2 and B were dropped.

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## 8. 2050 NO-ACTION AND 2050 ACTION I-15 FREEWAY OPERATIONS

### 8.1 I-15 TRAVEL TIMES

Travel times were measured on I-15 using the VISSIM models for 2050 No-Action and design 2050 Action conditions during AM and PM peak travel times (including braided ramps at 500 S and 400 N). The results of the AM travel time comparison for I-15 southbound is shown in Table 17.

**Table 17. I-15 Southbound Mainline Travel Time Comparison**

I-15 Southbound Time Period	2050 No-Action Travel Time (Minutes)	2050 Action Travel Time (Minutes)	% Change
6:00 AM	20.6	16.6	-19%
7:00 AM	41.6	18.8	-55%
8:00 AM	69.1	21.2	-69%
9:00 AM	88.9	16.9	-81%
Average	55.1	18.4	-67%

As shown above in Table 17, travel times on I-15 are expected to decrease by more than half during most of the 4-hour AM commute period with the Action condition. The results of the PM travel time comparison for I-15 northbound is shown in Table 18.

**Table 18. I-15 Northbound Mainline Travel Time Comparison**

I-15 Northbound Time Period	2050 No-Action Travel Time (Minutes)	2050 Action Travel Time (Minutes)	% Change
3:00 PM	37.8	16.9	-55%
4:00 PM	64.5	23.7	-63%
5:00 PM	78.1	35.7	-54%
6:00 PM	84.2	30.0	-64%
Average	66.2	26.6	-60%

As shown above in Table 18, travel times on I-15 are expected to more decrease by more than half during all of the 4-hour PM commute period with the Action condition.

## 9. CONCLUSION

The best design options from a traffic operations perspective are:

- **Farmington – Glovers Lane and 200 West – Option A2, B, C, or D2**
  - All Option A2, B, C, or D2 interchange intersections operate at LOS B or better.
  - All Option A2, B, C, or D2 have sufficient queue length and deceleration length.
  - Options A2 & D2 were carried forward as Option A (400 West Option & State Street Option). Options B and C were dropped.
- **Centerville – Parrish - Option B**
  - The Option B interchange intersections operate at LOS C or better.
  - Option A has sufficient queue length but insufficient deceleration length on one of its ramps. Option B has both sufficient queue length and deceleration length on all ramps.
  - Option B was carried forward as Option B. Option A was dropped.
- **Bountiful – 400 North and 500 South – Option A**
  - The 500 South interchange is the same LOS (D) in all Options; however, 400 North operates better in Option A (LOS B AM and LOS C PM) than Options B and C (LOS C AM and LOS D PM).
  - All the ramps have sufficient queue and deceleration length in Option A; however, some ramps have sufficient queue space but not deceleration space in Options B and C.
  - Option A was carried forward as Option A. Options B and Option C were dropped.
- **Woods Cross – 2600 South – Option B**
  - The Option B interchange intersection operates at LOS C in both AM and PM, whereas the Option A-Alt interchange intersection operates at LOS C AM and LOS D PM, and the Option A interchange intersection operates at LOS E AM and LOS D PM.
  - Option A has sufficient queue length but insufficient deceleration length on one of its ramps. Option B and A-Alt has both sufficient queue length and deceleration length on all ramps.
  - Option B was carried forward as Option B. Option A and Option A Alt were dropped.
- **North Salt Lake – I-215 and Beck Street (US-89) – Options A**
  - The Option A interchange intersections operate at LOS B or better.



- The Option A interchange off-ramps have sufficient queue length and deceleration length.
- Option A was carried forward as Option A.
- **Salt Lake City – 2100 North, 1800 North, 1000 North, and 600 North – Option B & A-C3**
  - At the 600 North interchange, Option B SPUI, A-C3 and A-Alt2 operate significantly better with lower delay (LOS D) than Option A, A-Alt or A-2 (LOS D, LOS E) in the PM peak.
  - All Option A, A-Alt, A-2, A-C3, A-Alt 2 or Option B have sufficient queue length and deceleration length.
  - Option A Alt2 (Northern Option) & Option A-C3 (Southern Option) were carried forward as Option A Northern Option & Option A Southern Option. Options A, A-Alt, A2 and B were dropped.

The Action Alternative would lower I-15 freeway travel times compared to the No-Action Alternative; however, the Action Alternative would still have some congestion and not result in free-flow traffic at all locations and at all times of day.

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## Appendix A: Future No-Action Vs. Options Queue Length (feet)

Farmington		No-Action				Option A2				Option B				Option C				Option D2			
Time	Intersection name	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
AM	Frontage Rd @ 200 W	50	125	0	-	0	125	175	125	75	75	-	-	100	300	400	75	25	100	125	125
AM	W Glovers Ln @ Farmington High School	100	0	-	50	100	0	-	75	550	75	-	325	150	475	-	75	100	0	-	75
AM	W Glovers Ln @ Frontage Rd	125	250	75	100	75	100	75	100	175	125	100	100	150	200	100	225	75	100	75	100
AM	W Glovers Ln @ 650 W	800	150	125	150	325	100	100	100	100	0	875	375	475	150	125	125	325	100	100	100
AM	Glovers Ln & I-15	-	-	-	-	-	-	-	-	100	100	100	175	-	-	-	-	-	-	-	-
AM	400 W @ W State	-	-	-	-	150	225	-	125	-	-	-	-	-	-	-	-	275	200	100	100
AM	400 W & Lagoon Dr	-	-	-	-	-	125	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM	I-15 SB Ramp @ 200 W	-	-	-	-	-	-	-	-	-	-	-	-	-	150	-	225	-	-	-	-
PM	Frontage Rd @ 200 W	50	525	0	-	0	100	175	175	50	75	-	-	150	325	425	50	25	125	175	175
PM	W Glovers Ln @ Farmington High School	0	0	-	50	0	0	-	75	0	0	-	75	25	550	-	50	0	0	-	75
PM	W Glovers Ln @ Frontage Rd	600	1575	1050	125	150	125	325	150	300	150	125	100	225	175	550	475	175	125	325	150
PM	W Glovers Ln @ 650 W	300	200	350	125	275	275	250	100	100	0	300	1125	275	350	475	125	250	300	250	100
PM	Glovers Ln & I-15	-	-	-	-	-	-	-	-	150	125	200	175	-	-	-	-	-	-	-	-
PM	400 W @ W State	-	-	-	-	250	500	-	175	-	-	-	-	-	-	-	-	325	600	100	200
PM	400 W & Lagoon Dr	-	-	-	-	-	175	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM	I-15 SB Ramp @ 200 W	-	-	-	-	-	-	-	-	-	-	-	-	-	225	-	275	-	-	-	-

Parrish		No-Action				Option A				Option B			
Time	Intersection name	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
AM	Bypass @ 800	-	-	-	-	75	50	75	150	75	50	125	150
AM	Marketplace Dr @ 700 W	-	-	-	-	0	0	0	-	0	0	0	-
AM	Parrish Ln @ SR-67 SB Ramps	-	0	-	225	-	0	-	125	-	0	-	150
AM	Parrish Ln @ SR-67 NB Ramps	0	0	2025	-	0	0	175	-	0	0	275	-
AM	Parrish Ln @ (NB) 700 W	150	0	25	375	75	300	25	250	0	150	25	250
AM	Parrish Ln @ I-15	275	275	-	3425	75	325	375	325	125	375	250	300
AM	Parrish Ln @ I-15	275	300	200	-								
AM	Parrish Ln @ Marketplace Dr	200	225	200	100	225	175	300	100	250	225	275	125
AM	Parrish Ln @ 400 W	125	200	175	125	250	250	250	200	150	275	250	175
AM	Parrish Ln @ 1250 W	200	225	300	325	200	250	225	225	250	250	225	225
PM	Bypass @ 800	-	-	-	-	1400	25	250	400	250	25	375	225
PM	Marketplace Dr @ 700 W	-	-	-	-	2025	0	0	-	0	0	0	-
PM	Parrish Ln @ SR-67 (SB)	-	0	-	150	-	0	-	125	-	0	-	125
PM	Parrish Ln @ SR-67 (NB)	0	0	275	-	0	0	175	-	0	0	200	-
PM	Parrish Ln @ (NB) 700 W	375	175	100	375	75	325	25	400	75	175	25	175
PM	Parrish Ln @ I-15	1475	300	-	3425	125	275	650	250	250	375	575	300
PM	Parrish Ln @ I-15	375	350	3875	-								
PM	Parrish Ln @ Marketplace Dr	350	650	425	125	400	150	400	150	325	275	575	150
PM	Parrish Ln @ 400 W	650	400	825	325	475	375	475	350	425	375	475	325
PM	Parrish Ln @ 1250 W	150	275	300	375	150	250	300	400	150	300	300	400

Bountiful		No-Action				Option A				Option B				Option C			
Time	Intersection name	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
AM	400 N @ 800 West	100	25	50	125	100	200	50	100	125	375	50	125	125	350	50	125
AM	400 N @ 660 W Access	0	0	25	50	0	0	25	50	0	450	25	75	0	75	25	50
AM	400 N @ 660 W	0	-	0	0	50	-	0	0	50	-	0	0	50	-	0	0
AM	400 N @ I-15 SB On Ramp	250	500	-	-	150	325	150	-	150	200	200	375	200	275	175	575
AM	500 S @ 800 W	25	0	-	75	25	0	-	75	0	0	-	0	0	0	-	75
AM	500 S @ (NB) 700 W	0	175	75	50	0	175	125	50	0	0	175	125	0	150	100	50
AM	US-89 @ 1000 N	50	150	150	2650	0	150	175	300	0	0	200	100	0	200	200	-
AM	500 S @ I-15 DDI	300	950	200	350	200	175	175	500	200	175	150	275	225	100	175	275
AM	500 S @ US-89	250	500	575	350	275	700	225	225	300	625	300	200	250	675	200	200
AM	400 N @ US-89	225	575	150	1750	225	1050	125	425	350	600	125	100	375	950	175	100
PM	400 N @ 800 West	450	100	500	125	200	325	150	200	175	375	125	125	275	375	200	225
PM	400 N @ 660 W Access	0	0	25	75	0	25	25	75	0	400	25	100	0	100	25	75
PM	400 N @ 660 W	25	-	0	0	50	-	0	0	50	-	0	0	50	-	0	0
PM	400 N @ I-15 SB On Ramp	850	675	-	-	275	375	250	-	300	250	350	450	225	275	350	450
PM	500 S @ 800 W	2650	75	-	1175	75	0	-	75	0	50	-	0	50	50	-	75
PM	500 S @ (NB) 700 W	875	425	1200	50	0	200	250	50	0	0	200	225	0	175	175	50
PM	US-89 @ 1000 N	50	1225	200	2625	50	325	475	275	0	50	425	175	50	425	150	-
PM	500 S @ I-15 DDI	450	1050	3975	3525	350	375	350	625	350	400	500	275	400	225	350	175
PM	500 S @ US-89	1450	1650	1300	1300	925	950	625	500	975	950	550	350	950	725	775	400
PM	400 N @ US-89	1200	1800	2825	1750	425	450	475	975	800	675	575	50	750	600	650	50



Woods Cross		No-Action				Option A				Option B				Option A-Alt			
Time	Intersection name	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
AM	2600 S @ 1100 W	125	150	150	225	125	150	175	225	125	150	150	250	125	150	150	225
AM	2600 S @ Overland Rd	0	125	75	-	50	125	50	-	0	100	75	-	25	150	50	-
AM	2600 S @ Wildcat Way	350	550	175	175	250	900	200	1225	275	350	200	175	325	375	200	175
AM	2600 S @ US-89	450	725	2000	1950	375	1500	1975	1950	375	1375	950	600	375	1325	950	600
AM	800 W @ I-15 SB Off Ramp	150	375	-	350	200	200	275	300	250	850	325	275	200	525	250	275
AM	2600 S @ 400 E	300	375	225	-												
AM	Wildcat/625W & 800W/2500S	-	-	-	-	-	-	-	-	125	50	250	125	125	50	250	125
PM	2600 S @ 1100 W	1475	1925	1000	1075	200	150	175	175	200	125	175	175	200	150	175	175
PM	2600 S @ Overland Rd	0	100	50	-	75	75	25	-	0	50	50	-	75	50	25	-
PM	2600 S @ Wildcat Way	475	500	525	325	400	500	275	775	500	825	275	300	425	850	275	675
PM	2600 S @ US-89	1300	600	2000	525	875	1475	1975	250	825	1225	1925	275	925	1475	1950	425
PM	800 W @ I-15 SB Off Ramp	275	300	-	500	225	200	1100	350	225	325	675	400	425	275	875	350
PM	2600 S @ 400 E	500	450	4050	-												
PM	Wildcat/625W & 800W/2500S	-	-	-	-	-	-	-	-	100	100	325	175	100	125	300	425

North Salt Lake		No-Action				Option A			
Time	Intersection name	EB	WB	NB	SB	EB	WB	NB	SB
AM	Center St @ Main St	225	225	300	125	250	175	400	100
AM	US-89 @ Main St	250	-	175	175	200	-	275	150
AM	US-89 @ Eagle gate Dr	-	75	0	400	-	75	0	225
AM	US-89 @ Eagle Ridge Dr	250	800	325	400	50	425	250	200
AM	Center St @ US-89	225	200	225	300	250	200	200	200
AM	US-89 @ I-215	-	-	-	-	150	-	150	400
AM	I-15 @ I-215	-	-	-	-	125	125	275	125
PM	Center St @ Main St	475	200	375	125	375	175	300	125
PM	US-89 @ Main St	425	-	225	175	300	-	175	150
PM	US-89 @ Eagle gate Dr	-	75	325	25	-	75	0	25
PM	US-89 @ Eagle Ridge Dr	125	275	900	200	75	250	500	175
PM	Center St @ US-89	300	175	525	225	225	175	425	175
PM	US-89 @ I-215	-	-	-	-	250	-	600	500
PM	I-15 @ I-215	-	-	-	-	350	175	625	100

Salt Lake		No-Action				Option A				Option B				Option A-alt				Option A2				Option A-C3				Option A-Alt2			
Time	Intersection name	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
AM	600 N @ (NB) 8th W	25	75	125	50	50	75	125	50	400	100	1075	50	50	75	125	50	50	100	125	50	75	75	125	25	125	100	150	25
AM	600 N @ 900 W	225	175	100	150	225	200	100	125	375	250	125	175	225	200	100	125	200	200	100	125	275	200	100	225	425	225	125	225
AM	600 N @ 300 W	775	375	1975	250	375	750	275	275	525	1300	275	300	400	725	275	300	375	700	275	275	450	850	275	300	475	700	250	300
AM	600 N @ 400 W	1950	350	300	150	425	375	225	175	600	425	275	100	425	375	225	150	400	400	250	175	450	400	250	150	500	375	250	175
AM	Beck St @ N Chicago St	100	-	175	425	75	-	150	375	650	-	125	550	75	-	150	375	50	-	150	375	50	-	175	375	50	-	150	375
AM	600 N @ I-15	275	325	3575	350	300	150	275	500	1725	375	525	675	300	175	275	575	325	175	275	550	250	150	275	375	375	175	325	525
AM	900 W @ 1000 N	550	-	425	100	-	-	-	-	-	-	-	-	600	-	100	50	550	-	75	250	425	175	250	-	200	-	100	100
AM	1000 N @ I-15 DI	-	-	-	-	250	225	250	300	-	-	-	-	250	275	425	375	425	-	250	-	150	150	200	250	350	-	200	325
AM	2100 N @ Beck St	-	-	-	-	150	-	200	225	-	-	-	-	150	-	200	225	150	-	175	225	150	-	200	225	150	-	200	225
AM	1800 @ Frontage	-	-	-	-	-	-	-	-	-	200	50	175	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM	1800 N @ I-15	-	-	-	-	-	-	-	-	125	325	175	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM	2100 N @ I-15	-	-	-	-	325	475	175	400	-	-	-	-	325	475	175	400	375	575	325	475	325	475	175	400	250	475	175	400
PM	600 N @ (NB) 8th W	25	75	75	25	75	100	100	25	525	125	450	25	50	100	100	25	50	100	100	25	100	125	100	25	100	125	100	25
PM	600 N @ 900 W	275	700	225	150	300	325	175	125	500	475	200	150	325	325	175	125	325	350	175	125	450	450	275	325	475	550	175	175
PM	600 N @ 300 W	400	500	1950	200	375	950	550	250	600	1350	1300	375	375	850	575	250	375	875	575	250	425	1325	650	250	400	900	850	275
PM	600 N @ 400 W	525	500	850	525	400	900	475	525	1350	1075	450	525	400	925	475	625	375	900	475	550	425	900	525	575	350	925	450	825
PM	Beck St @ N Chicago St	200	-	300	150	75	-	350	250	450	-	975	150	75	-	350	250	75	-	350	250	75	-	350	250	75	-	350	250
PM	600 N @ I-15	275	575	550	300	225	225	475	550	1075	575	400	425	225	225	450	525	225	225	450	825	275	175	350	500	275	225	450	350
PM	900 W @ 1000 N	375	-	1700	150	-	-	-	-	-	-	-	-	325	-	75	150	275	-	50	125	600	375	575	-	275	-	200	225
PM	1000 N @ I-15 DI	-	-	-	-	200	250	2050	375	-	-	-	-	150	150	350	300	200	-	325	-	325	350	925	375	175	-	450	275
PM	2100 N @ Beck St	-	-	-	-	200	-	525	100	-	-	-	-	200	-	525	100	200	-	550	100	200	-	575	100	200	-	500	100
PM	1800 @ Frontage	-	-	-	-	-	-	-	-	-	325	75	275	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM	1800 N @ I-15	-	-	-	-	-	-	-	-	175	300	150	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM	2100 N @ I-15	-	-	-	-	250	500	200	250	-	-	-	-	250	500	200	250	300	575	500	275	275	475	200	250	225	475	200	250

## Appendix B: VISSIM Intersection Analysis Results, 2050 Options

### Legend

- Minimal Congestion (delays less than 35 seconds)
- Moderate Congestion (delays between 35 and 55 seconds)
- Heavy Congestion (delays more than 55 seconds)

Farmington		No-Action								Option A2								Option D2							
Time	Intersection name	EB	LOS	WB	LOS	NB	LOS	SB	LOS	EB	LOS	WB	LOS	NB	LOS	SB	LOS	EB	LOS	WB	LOS	NB	LOS	SB	LOS
AM	Frontage Rd @ 200 W	7.4	A	10.8	B	-	-	-	-	1.2	A	14.5	B	8.1	A	5.4	A	2.6	A	12.0	B	8.3	A	5.7	A
AM	W Glovers Ln @ Farmington High School	-	-	-	-	-	-	9.9	A	-	-	-	-	-	-	9.5	A	-	-	-	-	-	-	10.0	A
AM	W Glovers Ln @ Frontage Rd	13.3	B	10.1	B	13.4	B	8.1	A	11.1	B	10.4	B	12.2	B	8.2	A	11.4	B	10.3	B	12.4	B	8.5	A
AM	W Glovers Ln @ 650 W	31.4	C	20.3	C	28.4	C	29.8	C	17.7	B	17.8	B	19.4	B	20.9	C	18.7	B	18.4	B	19.9	B	21.4	C
AM	400 W @ W State	-	-	-	-	-	-	-	-	5.0	A	5.9	A	-	-	7.4	A	13.1	B	13.3	B	13.6	B	12.7	B
AM	400 W & Lagoon Dr	-	-	-	-	-	-	-	-	-	-	-	-	5.1	A	1.7	A	-	-	-	-	-	-	-	-
PM	Frontage Rd @ 200 W	6.9	A	120.7	F	-	-	-	-	1.9	A	12.3	A	7.2	A	5.3	A	3.3	A	14.5	B	7.3	A	5.8	A
PM	W Glovers Ln @ Farmington High School	-	-	-	-	-	-	9.8	A	-	-	-	-	-	-	9.0	A	-	-	-	-	-	-	9.3	A
PM	W Glovers Ln @ Frontage Rd	51.6	D	31.5	C	39.0	D	24.0	C	16.2	B	19.4	B	22.4	C	13.0	B	16.8	B	19.9	B	23.5	C	12.8	B
PM	W Glovers Ln @ 650 W	27.8	C	35.3	D	30.1	C	30.2	C	21.7	C	24.7	C	22.4	C	24.1	C	21.0	C	25.8	C	22.2	C	23.5	C
PM	400 W @ W State	-	-	-	-	-	-	-	-	6.1	A	8.4	A	-	-	10.3	B	11.7	B	20.6	C	17.9	B	19.0	B
PM	400 W & Lagoon Dr	-	-	-	-	-	-	-	-	-	-	-	-	8.6	A	3.8	A	-	-	-	-	-	-	-	-

Parrish		No-Action								Option B							
Time	Intersection name	EB	LOS	WB	LOS	NB	LOS	SB	LOS	EB	LOS	WB	LOS	NB	LOS	SB	LOS
AM	Bypass @ 800 West	-	-	-	-	-	-	-	-	11.8	B	11.8	B	3.5	A	4.2	A
AM	Marketplace Dr @ 700 W	-	-	-	-	-	-	-	-	-	-	-	-	0.0	A	-	-
AM	Parrish Ln @ SR-67 SB Ramps	-	-	-	-	-	-	23.4	C	-	-	-	-	-	-	16.5	A
AM	Parrish Ln @ SR-67 NB Ramps	-	-	-	-	526.8	F	-	-	-	-	-	-	24.3	C	-	-
AM	Parrish Ln @ (NB) 700 W	-	-	-	-	7.6	A	116.5	F	-	-	-	-	6.6	A	18.5	C
AM	Parrish Ln @ I-15 SB Ramps	34.4	C	18.9	B	-	-	299.0	F	-	-	-	-	-	-	-	-
AM	Parrish Ln @ I-15 NB Ramps	11.4	B	9.3	A	40.0	D	-	-	23.2	C	28.9	C	31.2	C	32.6	C
AM	Parrish Ln @ Marketplace Dr	12.0	B	13.2	B	27.5	C	21.7	C	15.7	B	8.6	A	39.6	D	35.1	D
AM	Parrish Ln @ 400 W	8.1	A	15.6	B	27.2	C	19.2	B	9.3	A	17.6	B	40.8	D	24.5	C
AM	Parrish Ln @ 1250 W	16.9	B	21.3	C	34.5	C	36.3	D	25.1	C	19.7	B	27.8	C	30.2	C
PM	Bypass @ 800 West	-	-	-	-	-	-	-	-	17.4	B	13.8	B	11.8	B	9.9	A
PM	Marketplace Dr @ 700 W	-	-	-	-	-	-	-	-	-	-	-	-	0.0	A	-	-
PM	Parrish Ln @ SR-67 SB Ramps	-	-	-	-	-	-	15.9	C	-	-	-	-	-	-	14.5	A
PM	Parrish Ln @ SR-67 NB Ramps	-	-	-	-	25.1	D	-	-	-	-	-	-	15.5	C	-	-
PM	Parrish Ln @ (NB) 700 W	-	-	-	-	103.5	F	272.1	F	-	-	-	-	7.1	A	16.9	C
PM	Parrish Ln @ I-15 SB Ramps	264.9	F	39.6	D	-	-	274.0	F	-	-	-	-	-	-	-	-
PM	Parrish Ln @ I-15 NB Ramps	45.2	D	24.9	C	344.6	F	-	-	29.6	C	24.7	C	44.6	D	40.2	D
PM	Parrish Ln @ Marketplace Dr	65.8	E	44.6	D	34.0	C	41.1	D	23.6	C	21.0	C	47.0	D	39.5	D
PM	Parrish Ln @ 400 W	62.0	E	38.3	D	63.7	E	28.2	C	23.9	C	33.7	C	38.1	D	30.6	C
PM	Parrish Ln @ 1250 W	26.5	C	25.6	C	140.3	F	39.2	D	22.0	C	22.4	C	75.5	E	46.9	D

Bountiful		No-Action								Option A							
Time	Intersection name	EB	LOS	WB	LOS	NB	LOS	SB	LOS	EB	LOS	WB	LOS	NB	LOS	SB	LOS
AM	400 N @ 800 West	7.7	A	1.5	A	17.2	B	21.3	C	8.4	A	8.3	A	15.2	B	22.4	C
AM	400 N @ 660 W Access	-	-	-	-	6.4	A	8.1	A	-	-	-	-	6.5	A	7.8	A
AM	400 N @ 660 W	0.0	A	-	-	-	-	-	-	6.2	A	-	-	-	-	-	-
AM	400 N @ I-15 SB On Ramp	12.6	B	11.7	B	-	-	-	-	18.5	B	12.4	B	12.9	B	-	-
AM	500 S @ 800 W	-	-	-	-	-	-	7.5	A	-	-	-	-	-	-	7.9	A
AM	500 S @ (NB) 700 W	-	-	-	-	7.7	A	11.2	B	-	-	-	-	6.0	A	9.7	A
AM	US-89 @ 1000 N	41.7	D	30.6	C	11.9	B	71.1	E	0.5	A	27.1	C	10.6	B	8.0	A
AM	500 S @ I-15	29.8	C	20.4	C	31.1	C	29.5	C	30.3	C	39.2	D	35.6	D	39.0	D
AM	500 S @ US-89	17.2	B	31.4	C	49.3	D	28.3	C	25.6	C	45.0	D	45.7	D	30.4	C
AM	400 N @ US-89	27.8	C	43.2	D	24.6	C	145.8	F	30.1	C	56.0	E	23.3	C	22.0	C
PM	400 N @ 800 West	15.2	B	5.0	A	48.0	D	29.7	C	11.1	B	8.0	A	17.9	B	39.9	D
PM	400 N @ 660 W Access	-	-	-	-	7.8	A	8.1	A	-	-	-	-	7.9	A	8.1	A
PM	400 N @ 660 W	6.0	A	-	-	-	-	-	-	6.2	A	-	-	-	-	-	-
PM	400 N @ I-15 SB On Ramp	29.7	C	85.0	F	-	-	-	-	27.9	C	18.3	B	17.4	B	-	-
PM	500 S @ 800 W	-	-	-	-	-	-	219.4	F	-	-	-	-	-	-	7.9	A
PM	500 S @ (NB) 700 W	-	-	-	-	466.1	F	25.3	D	-	-	-	-	14.4	B	9.7	A
PM	US-89 @ 1000 N	58.5	E	231.7	F	7.2	A	163.8	F	37.2	D	46.8	D	10.9	B	10.9	B
PM	500 S @ I-15 DDI	62.8	E	36.8	D	59.7	E	347.2	F	32.8	C	38.7	D	38.0	D	39.1	D
PM	500 S @ US-89	69.9	E	257.9	F	213.5	F	214.6	F	47.7	D	68.6	E	58.6	E	49.5	D
PM	400 N @ US-89	58.2	E	655.0	F	323.2	F	246.7	F	48.6	D	34.4	C	30.5	C	51.6	D



Woods Cross		No-Action								Option B							
Time	Intersection name	EB	LOS	WB	LOS	NB	LOS	SB	LOS	EB	LOS	WB	LOS	NB	LOS	SB	LOS
AM	2600 S @ 1100 W	10.4	B	11.5	B	25.8	C	33.4	C	9.6	A	9.5	A	23.3	C	27.5	C
AM	2600 S @ Overland Rd	-	-	-	-	9.8	A	-	-	-	-	-	-	9.5	A	-	-
AM	2600 S @ Wildcat Way	19.2	B	23.7	C	40.5	D	31.7	C	23.9	C	17.2	B	39.4	D	26.6	C
AM	2600 S @ US-89	49.9	D	58.9	E	618.1	F	294.8	F	34.3	C	105.6	F	77.7	E	31.3	C
AM	2600 S @ 800 W	7.8	A	14.1	B	-	-	32.0	C	-	-	-	-	-	-	-	-
AM	2600 S @ I-15	45.1	D	14.3	B	23.5	C	-	-	30.8	C	26.9	C	29.6	C	26.3	C
AM	Wildcat/625W & 800W/2500S	-	-	-	-	-	-	-	-	8.7	A	14.3	B	6.7	C	26.3	C
PM	2600 S @ 1100 W	17.1	B	11.7	B	93.0	F	393.7	F	12.2	B	9.5	A	24.9	C	26.2	C
PM	2600 S @ Overland Rd	-	-	-	-	11.7	B	-	-	-	-	-	-	9.8	A	-	-
PM	2600 S @ Wildcat Way	76.4	E	30.5	C	195.4	F	32.1	C	27.9	C	42.7	D	34.8	C	31.0	C
PM	2600 S @ US-89	131.9	F	61.1	E	341.0	F	46.6	D	61.2	E	144.0	F	90.0	F	28.2	C
PM	2600 S @ 800 W	19.2	B	8.4	A	-	-	58.9	E	-	-	-	-	-	-	-	-
PM	2600 S @ I-15 NB Ramps	79.1	E	14.1	B	339.7	F	-	-	36.4	D	14.1	B	37.1	D	43.1	D
PM	Wildcat/625W & 800W/2500S	-	-	-	-	-	-	-	-	7.6	A	16.7	B	11.5	D	43.1	D

North Salt Lake		No-Action								Option A							
Time	Intersection name	EB	LOS	WB	LOS	NB	LOS	SB	LOS	EB	LOS	WB	LOS	NB	LOS	SB	LOS
AM	Center St @ Main St	12.2	B	13.5	B	38.2	D	21.3	C	13.3	B	12.2	B	42.7	D	23.1	C
AM	US-89 @ Main St	38.3	D	-	-	4.5	A	5.1	A	38.7	D	-	-	6.1	A	5.3	A
AM	US-89 @ Eagle gate Dr	-	-	8.9	A	-	-	-	-	-	-	10.4	B	-	-	-	-
AM	US-89 @ Eagle Ridge Dr	99.4	F	35.5	D	17.4	B	18.4	B	37.1	D	30.4	C	11.2	B	7.7	A
AM	US-89 @ Center St	21.1	C	28.1	C	17.8	B	17.0	B	23.6	C	28.0	C	20.8	C	14.5	B
AM	US-89 @ I-215	-	-	-	-	-	-	-	-	11.7	B	-	-	20.3	C	20.4	C
AM	I-15 @ I-215	-	-	-	-	-	-	-	-	18.9	B	8.6	A	27.7	C	18.3	B
PM	Center St @ Main St	15.9	B	25.6	C	41.8	D	23.2	C	13.8	B	17.7	B	39.6	D	24.2	C
PM	US-89 @ Main St	39.5	D	-	-	3.8	A	10.6	B	37.5	D	-	-	16.3	B	8.2	A
PM	US-89 @ Eagle gate Dr	-	-	14.2	B	-	-	-	-	-	-	16.7	C	-	-	-	-
PM	US-89 @ Eagle Ridge Dr	25.2	C	31.1	C	25.4	C	12.9	B	26.5	C	43.4	D	19.6	B	11.1	B
PM	Center St @ US-89	22.8	C	22.9	C	24.9	C	19.5	B	20.3	C	25.5	C	30.1	C	15.6	B
PM	US-89 @ I-215	-	-	-	-	-	-	-	-	13.0	B	-	-	35.1	D	20.3	C
PM	I-15 @ I-215	-	-	-	-	-	-	-	-	29.5	C	9.5	A	47.1	D	27.7	C

Salt Lake		No-Action								Option A-C3								Option A-Alt 2							
Time	Intersection name	EB	LOS	WB	LOS	NB	LOS	SB	LOS	EB	LOS	WB	LOS	NB	LOS	SB	LOS	EB	LOS	WB	LOS	NB	LOS	SB	LOS
AM	600 N @ (NB) 8th W	-	-	-	-	10.11	B	6.13	A	-	-	-	-	10.88	B	5.98	A	-	-	-	-	12.46	B	5.88	A
AM	600 N @ 900 W	16.35	B	13.23	B	16.15	B	19.55	B	20.38	C	15.89	B	13.91	B	25.65	C	21.22	C	16.64	B	17.76	B	27.30	C
AM	600 N @ 300 W	29.53	C	28.40	C	1164.16	F	27.28	C	26.50	C	79.49	E	41.99	D	35.37	D	28.56	C	71.79	E	40.96	D	33.73	C
AM	600 N @ 400 W	195.91	F	26.80	C	39.90	D	23.07	C	21.14	C	23.04	C	37.17	D	25.35	C	22.43	C	24.46	C	38.78	D	24.75	C
AM	Beck St @ N Chicago St	36.36	D	-	-	14.40	B	13.79	B	44.56	D	-	-	22.68	C	20.08	C	44.14	D	-	-	22.77	C	20.25	C
AM	600 N @ I-15	44.94	D	36.49	D	197.48	F	36.12	D	57.82	E	49.59	D	31.00	C	49.33	D	65.24	E	69.89	E	41.12	D	64.46	E
AM	900 W @ 1000 N	22.89	C	-	-	30.27	C	8.60	A	15.20	B	4.92	A	19.89	B	-	-	11.91	B	6.12	A	13.01	B	-	-
AM	1000 N @ I-15	-	-	-	-	-	-	-	-	8.65	A	39.42	D	31.05	C	10.16	B	34.60	C	16.18	B	15.70	B	20.24	C
AM	2100 N @ Beck St	-	-	-	-	-	-	-	-	24.31	C	-	-	10.68	B	10.93	B	10.84	B	-	-	10.86	B	15.92	B
AM	2100 N @ I-15	-	-	-	-	-	-	-	-	42.20	D	33.98	C	29.43	C	38.23	D	35.84	D	29.26	C	38.39	D	36.65	D
PM	600 N @ (NB) 8th W	-	-	-	-	6.43	A	5.78	A	-	-	-	-	8.78	A	5.97	A	-	-	-	-	9.80	A	5.74	A
PM	600 N @ 900 W	25.56	C	29.18	C	24.35	C	24.39	C	30.32	C	24.75	C	34.70	C	42.62	D	26.05	C	23.72	C	23.77	C	26.64	C
PM	600 N @ 300 W	26.35	C	57.59	E	177.17	F	26.76	C	32.56	C	151.10	F	50.52	D	45.27	D	33.61	C	88.13	F	58.41	E	45.61	D
PM	600 N @ 400 W	26.58	C	33.54	C	66.87	E	91.37	F	33.07	C	55.64	E	49.61	D	121.69	F	29.71	C	52.59	D	45.82	D	196.70	F
PM	Beck St @ N Chicago St	31.66	C	-	-	11.65	B	9.64	A	46.61	D	-	-	24.63	C	20.23	C	45.37	D	-	-	25.12	C	20.27	C
PM	600 N @ I-15 SPUI	50.00	D	42.72	D	47.03	D	33.82	C	50.24	D	45.27	D	48.91	D	62.25	E	49.21	D	43.71	D	57.61	E	45.88	D
PM	900 W @ 1000 N	22.64	C	-	-	353.90	F	9.55	A	22.58	C	4.57	A	29.01	C	-	-	15.59	B	9.63	A	22.38	C	-	-
PM	1000 N @ I-15 DI	-	-	-	-	-	-	-	-	15.09	B	103.57	F	50.74	D	11.85	B	27.97	C	26.69	C	23.00	C	25.90	C
PM	2100 N @ Beck St	-	-	-	-	-	-	-	-	10.96	B	-	-	19.03	B	13.28	B	19.00	B	-	-	13.40	B	15.71	B
PM	2100 N @ I-15	-	-	-	-	-	-	-	-	41.17	D	22.02	C	28.66	C	36.67	D	31.67	C	28.84	C	36.43	D	33.77	C



## Appendix C: I-15 Freeway Density and LOS

Segment	Type	2050 AM Peak Hour									
		Average Density (pc/hr/ln)					LOS				
		6:00 AM	7:00 AM	8:00 AM	9:00 AM	Average	6:00 AM	7:00 AM	8:00 AM	9:00 AM	Average
<b>I-15 Northbound</b>											
I-15 SB - North of Shepard Basic	Basic	22	20	18	14	19	C	C	B	B	C
I-15 SB - Shepard to Park Weave	Weave	26	23	20	17	21	C	C	C	B	C
I-15 SB - Legacy Diverge	Diverge	20	18	16	14	17	B	B	B	B	B
I-15 SB - Between Legacy and US-89 Ramps Basic	Basic	22	19	18	15	18	C	C	B	B	C
I-15 SB - US-89 Merge	Merge	19	21	19	15	18	B	C	B	B	B
I-15 SB - Lane Drop	Basic	19	21	19	15	18	C	C	C	B	C
I-15 SB - Between US-89 and 200 W Basic	Basic	18	20	18	15	18	C	C	C	B	B
I-15 SB - 200 W Merge	Merge	21	27	24	16	22	C	C	C	B	C
I-15 SB - 200 W to WDC	Basic	20	23	21	17	20	C	C	C	B	C
I-15 SB - WDC Merge	Merge	19	21	20	16	19	B	C	B	B	B
I-15 SB - WDC to Parrish Basic	Basic	21	24	22	17	21	C	C	C	B	C
I-15 SB - Parrish Diverge	Basic	22	25	24	17	22	C	C	C	B	C
I-15 SB - Between Parrish Ramps	Basic	22	32	32	18	26	C	D	D	B	C
I-15 SB - Parrish Merge	Merge	21	38	40	19	29	C	E	E	B	D
I-15 SB - Between Parrish and 400 N Basic	Basic	23	41	44	20	32	C	E	E	C	D
I-15 SB - 400 N Diverge	Diverge	23	26	25	20	23	C	C	C	B	C
I-15 SB - 400 N Diverge to 500 S Diverge - Diverge	Diverge	23	25	22	19	22	C	C	C	C	C
I-15 SB - 500 S Diverge to 400 N Merge - Basic	Basic	21	23	20	16	20	C	C	B	B	B
I-15 SB - 400 N Merge to 500 S Merge - Merge	Merge	23	28	20	16	22	C	D	C	B	C
I-15 SB - 500 S Merge	Merge	25	30	25	18	24	C	D	C	B	C
I-15 SB - Between 500 S and 2600 S Basic	Basic	24	28	24	18	23	C	D	C	C	C
I-15 SB - 2600 S Diverge	Diverge	23	30	25	17	24	C	D	C	B	C
I-15 SB - Between 2600 S Ramps Basic	Basic	25	36	29	17	27	C	E	D	B	D
I-15 SB - 2600 S Merge	Merge	24	44	39	17	31	C	E	E	B	D

Segment	Type	2050 AM Peak Hour									
		Average Density (pc/hr/ln)					LOS				
		6:00 AM	7:00 AM	8:00 AM	9:00 AM	Average	6:00 AM	7:00 AM	8:00 AM	9:00 AM	Average
I-15 SB - Between 2600 S and Center St Basic	Basic	27	44	36	18	31	D	E	E	C	D
I-15 SB - Center St to 215 Basic	Basic	23	26	24	18	23	C	C	C	B	C
I-15 SB - I-215 Diverge	Diverge	22	24	23	17	22	C	C	C	B	C
I-15 SB - US-89 Diverge	Diverge	22	23	22	17	21	C	C	C	B	C
I-15 SB - Between US-89 Ramps Basic	Basic	22	26	24	17	22	C	D	C	B	C
I-15 SB - US-89 Merge	Merge	19	22	21	16	20	B	C	C	B	B
I-15 SB - Between US-89 and 1100 W Basic	Basic	20	22	20	16	19	C	C	C	B	C
I-15 SB - 2300 N Diverge	Diverge	20	23	21	17	20	C	C	C	B	C
I-15 SB - Between 2300 N Ramps Basic	Basic	21	25	24	18	22	C	C	C	C	C
I-15 SB - 2300 N Merge	Merge	19	23	22	17	20	B	C	C	B	C
I-15 SB - Between 2300 N and 1000 N Basic	Basic	19	22	21	17	20	C	C	C	B	C
I-15 SB - 1000 N Diverge	Diverge	19	22	21	17	19	B	C	C	B	B
I-15 SB - 1000 N Ramps Basic	Basic	18	21	20	16	19	C	C	C	B	C
I-15 SB - 1000 N Merge	Merge	18	21	30	16	21	B	C	D	B	C
I-15 SB - Between 600 N Ramps	Basic	20	25	44	18	27	B	C	E	B	C
I-15 SB - Between 600 N and I-80 Weave	Weave	20	30	53	22	31	C	D	F	C	D
I-15 SB - 400 S Diverge	Diverge	21	35	61	28	36	C	E	E	D	E
I-15 SB - Between 400 S and I-80 Basic	Basic	22	37	52	28	35	C	E	F	D	D
I-15 SB - I-80 EB to I-80 WB Ramps Merge	Merge	20	33	33	23	27	C	D	D	C	C
I-15 SB - Between I-80 and 1300 S Weave	Weave	16	21	20	17	19	B	C	C	B	B
I-15 SB - 1300 S to South End	Basic	16	21	20	17	19	B	C	C	B	C

Segment	Type	2050 PM Peak Hour									
		Average Density (pc/hr/ln)					LOS				
		3:00 PM	4:00 PM	5:00 PM	6:00 PM	Average	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Average
<b>I-15 Northbound</b>											
I-15 NB - ML + HOV Entrance	Basic	20	24	20	19	21	C	C	C	C	C
I-15 NB - South End to 400 S	Basic	33	48	28	19	32	D	F	D	C	D
I-15 NB - 400 S Merge	Merge	39	53	34	21	37	E	E	D	C	E
I-15 NB - I-80 Merge	Merge	32	40	36	26	33	D	E	E	C	D
I-15 NB - 600 N Diverge	Diverge	32	47	40	24	36	D	E	E	C	E
I-15 NB - 600 N Between Ramps	Basic	38	51	45	25	40	E	F	F	C	E
I-15 NB - Between 600 N SDI Slip Ramp and 1000 N	Weave	24	28	45	23	30	C	C	F	C	D
I-15 NB - 1000 N Merge	Merge	21	37	76	29	41	C	E	E	D	E
I-15 NB - Between 1000 N and 2300 N Basic	Basic	23	47	77	31	44	C	F	F	D	E
I-15 NB - 2300 N Diverge	Diverge	29	55	75	34	48	D	E	E	D	E
I-15 NB - Between 2300 N Ramps	Basic	28	42	62	32	41	D	E	F	D	E
I-15 NB - 2300 N Merge	Merge	22	33	64	29	37	C	D	E	D	E
I-15 NB - I-215/US-89 Diverge	Diverge	22	41	69	40	43	C	E	E	E	E
I-15 NB - Between I-215/US-89 Interchange Ramps	Basic	24	50	73	45	48	C	E	E	E	E
I-15 NB - Between I-215/US-89 Interchange Merge and I-215 Flyover Ramps	Merge	23	56	76	50	51	C	E	E	E	E
I-15 NB - I-215 Flyover Ramps Merge	Merge	20	65	79	55	55	C	E	E	E	E
I-15 NB - Between I-215 and 2600 S Basic	Diverge	24	54	62	48	47	C	E	E	E	E
I-15 NB - 2600 S Diverge	Diverge	24	53	60	50	47	C	E	E	E	E
I-15 NB - Between 2600 S Ramps	Basic	27	51	56	50	46	D	F	F	F	F
I-15 NB - 2600 S Merge	Merge	31	54	60	54	50	D	E	E	E	E
I-15 NB - Between 2600 S and 500 S Basic	Basic	30	49	49	47	44	D	F	F	F	E
I-15 NB - 500 S Diverge	Diverge	29	41	34	35	35	D	E	D	E	D
I-15 NB - 500 S Diverge to 400 N Diverge - Diverge	Diverge	32	51	42	41	41	D	F	E	E	E
I-15 NB - 400 N Diverge to 500 S Merge - Basic	Basic	37	60	55	50	51	E	F	F	F	F
I-15 NB - 500 S Merge	Merge	43	54	54	50	50	F	F	F	F	F
I-15 NB - 400 N to 500 W Basic	Basic	23	26	26	25	25	C	D	C	C	C
I-15 NB - 500 W Merge	Merge	22	27	27	26	26	C	C	C	C	C
I-15 NB - 500 W to Parrish Basic	Basic	21	27	26	25	25	C	D	D	C	C



Segment	Type	2050 PM Peak Hour									
		Average Density (pc/hr/ln)					LOS				
		3:00 PM	4:00 PM	5:00 PM	6:00 PM	Average	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Average
I-15 NB - Parrish Diverge	Diverge	20	25	24	24	23	C	C	C	C	C
I-15 NB - Between Parrish Ramps	Basic	20	25	24	23	23	C	C	C	C	C
I-15 NB - Parrish Lane Merge	Merge	21	29	26	26	25	C	D	C	C	C
I-15 NB - Parrish to WDC Basic	Basic	20	25	22	22	22	C	C	C	C	C
I-15 NB - Parrish to WDC Diverge	Diverge	23	33	27	27	28	C	D	C	C	C
I-15 NB - WDC to 200 W Basic	Basic	19	24	22	21	22	C	C	C	C	C
I-15 NB - 200 W Diverge	Diverge	18	27	32	20	24	B	C	D	C	C
I-15 NB - 200 W to US-89	Basic	19	35	42	24	30	C	E	E	C	D
I-15 NB - US-89 Diverge	Diverge	18	21	21	20	20	B	C	C	B	B
I-15 NB - Between US-89 and Legacy Ramps Basic	Basic	17	17	14	14	15	B	B	B	B	B
I-15 NB - Legacy Merge	Merge	15	16	12	13	14	B	B	B	B	B
I-15 NB - Park Lane Merge	Merge	16	16	13	13	15	B	B	B	B	B
I-15 NB - Park Lane Basic	Basic	17	18	15	14	16	B	B	B	B	B
I-15 NB - Shepard Diverge	Diverge	16	17	14	14	15	B	B	B	B	B
I-15 NB - North of Shepard Basic	Basic	17	18	15	14	16	B	C	B	B	B

## Appendix D: Corridor Volume Served & Percent Served

Farmington Option A2				Worst Case LOS								95th Percentile Queue (Feet)																Percent Served																GEH		
Intersection Name	Control	Approach	AM	PM	Delay (Sec)								Volume Served								Volume Demand								Percent Served								AM	PM								
					900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																						
(EB) Frontage Rd @ 200 W NB	S	EB	A	A	1.5	1.8	1.8	1.6	2.5	2.9	2.8	2.5	0	0	0	0	0	0	0	0	213	280	293	285	441	532	524	531	214	290	287	269	449	530	529	495	99.5	96.7	102.0	106.2	98.3	100.5	99.2	107.4	0.4	0.6
		WB	B	B	12.0	14.2	14.4	12.1	10.9	12.0	12.6	10.5	100	125	125	100	75	75	75	75	100	142	134	137	175	207	208	206	103	140	139	130	178	210	209	196	97.3	101.3	96.8	105.6	98.6	98.5	99.6	105.3	0.1	0.1
		NB	A	A	7.0	7.9	8.1	7.4	6.2	7.0	7.3	6.1	125	175	150	125	150	150	150	150	277	381	375	378	538	629	637	632	280	380	375	352	543	640	638	597	98.8	100.2	100.0	107.4	99.1	98.3	99.8	105.9	0.6	0.4
		SB	A	A	4.8	5.6	5.2	4.9	4.6	5.3	5.4	4.5	100	125	125	100	125	125	125	125	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
		IN	A	A	5.0	5.8	5.8	5.1	4.9	5.8	5.8	5.1																																		
W Glovers Ln @ Farmington High School	U	EB	-	-	-	-	-	-	-	-	-	-	50	100	100	75	0	0	0	0	302	427	418	420	345	411	410	406	310	420	415	389	340	400	399	373	97.5	101.8	100.6	108.0	101.5	102.7	102.8	108.8	0.9	1.5
		WB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	254	349	345	347	379	442	433	432	258	350	346	324	373	440	439	411	98.5	99.9	99.9	107.2	101.5	100.4	98.6	105.1	0.5	0.5
		SB	A	A	8.3	9.3	9.5	8.4	8.4	9.0	8.8	8.5	50	75	75	50	50	50	50	50	124	170	166	166	99	120	120	119	125	170	168	157	101	120	120	112	99.0	99.9	98.7	105.5	97.6	100.1	100.0	106.3	0.2	0.2
		IN	A	A	8.3	9.3	9.5	8.4	8.4	9.0	8.8	8.5																																		
W Glovers Ln @ Frontage Rd	S	EB	B	B	9.2	11.1	11.0	9.1	14.8	16.2	16.0	13.6	50	50	75	50	125	150	150	125	137	188	188	185	315	378	379	375	132	180	178	167	314	370	369	345	104.0	104.7	105.6	110.8	100.5	102.2	102.9	108.5	1.6	1.3
		WB	B	B	9.0	10.4	9.7	8.8	16.3	19.4	19.4	15.4	75	100	100	75	100	125	125	100	138	190	185	187	143	169	165	166	140	190	188	176	144	170	170	159	98.6	100.5	98.3	106.5	99.5	99.2	97.1	104.5	0.3	0.0
		NB	B	C	11.2	12.2	12.1	10.5	17.7	22.4	20.6	15.5	50	75	75	75	225	325	275	200	107	149	146	146	399	470	467	465	110	150	149	139	399	470	469	439	97.3	99.1	98.5	104.9	100.0	99.9	99.6	106.0	0.0	0.6

Farmington Option A2				Worst Case LOS		900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	95th Percentile Queue (Feet)								900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	Percent Served				GEH															
Location	Direction	Phase	Type	Delay (Sec)								Volume Served								Volume Demand																													
				A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C							A	B	C	A	B	C										
W Glovers Ln @ 650 W	S	SB	A	B	7.3	8.2	7.4	6.8	10.7	13.0	12.8	10.3	75	100	100	75	125	150	150	125	169	229	226	228	232	268	268	266	169	230	228	213	229	270	269	252	99.6	99.5	99.2	106.9	101.2	99.3	99.7	105.5	0.4	0.4			
		IN	B	B	8.9	10.3	9.8	8.6	15.1	18.2	17.4	13.8																																					
		EB	B	C	12.1	17.7	17.0	12.9	16.8	20.9	21.7	15.6	200	325	275	200	200	250	275	275	200	200	520	704	702	700	363	426	426	427	523	710	702	657	365	430	429	401	99.3	99.2	100.0	106.6	99.5	99.0	100.0	106.4	0.7	0.5	
		WB	B	C	12.3	17.2	17.8	12.8	19.8	24.7	24.1	18.3	75	100	100	75	250	275	275	200	200	159	221	215	218	426	503	491	493	155	210	207	194	424	500	499	467	102.8	105.5	103.8	112.2	100.5	100.5	98.2	105.6	1.7	0.5		
		NB	B	C	16.8	19.2	19.4	17.3	19.6	22.4	22.4	18.4	75	100	100	75	200	250	250	175	200	138	190	186	187	447	528	524	525	140	190	188	176	449	530	528	494	98.6	99.9	98.9	106.4	99.6	99.7	99.1	106.2	0.3	0.5		
		SB	C	C	19.0	20.6	20.9	19.1	21.6	23.5	24.1	21.1	75	100	100	75	100	250	250	100	100	183	249	250	247	185	528	220	219	184	250	247	231	187	220	205	205	99.4	99.8	100.9	106.6	99.3	99.4	100.1	106.4	0.5	0.4		
		IN	B	C	14.1	18.4	18.2	14.6	19.2	22.9	23.0	18.0																																					
		W State @ 400 W	S	EB	A	A	4.1	5.1	4.9	4.5	5.7	6.0	6.1	5.5	125	150	150	125	225	250	250	200	446	605	600	600	623	740	739	734	450	610	603	565	627	740	738	691	99.3	99.1	99.6	106.3	99.4	100.0	100.2	106.3	0.5	0.8	
WB	A			B	5.8	6.0	7.0	5.7	8.4	10.8	11.3	8.5	125	200	225	150	325	500	500	325	337	457	455	453	705	838	838	835	339	460	455	426	712	840	838	784	99.4	99.4	100.2	106.3	99.1	99.7	100.1	106.5	0.5	0.8			
SB	A			A	5.3	6.8	6.6	5.8	7.1	7.7	8.0	6.6	100	125	100	100	175	175	175	150	130	179	182	177	345	398	407	396	132	180	178	167	339	400	399	373	98.5	99.7	102.3	106.5	101.7	99.4	101.9	106.2	0.5	0.9			
IN	A			A	4.4	5.3	5.4	4.6	6.8	8.1	8.5	6.6																																					
WB	-			-	-	-	-	-	-	-	-	-	100	125	125	125	150	150	150	150	176	235	233	235	269	314	316	316	177	240	238	222	272	320	319	299	99.4	97.7	98.1	105.9	99.2	98.2	99.1	105.8	0.1	0.2			
NB	A			A	4.3	5.3	5.5	4.6	7.8	9.4	9.9	7.5	0	0	0	0	0	0	0	0	0	266	354	357	353	257	304	299	299	265	360	356	333	254	300	300	280	100.3	98.4	100.2	106.1	100.9	101.3	99.8	106.9	0.4	0.7		
SB	A			A	1.7	2.4	2.3	1.9	4.9	8.2	9.3	3.8	0	0	0	0	0	0	0	0	0	229	308	309	307	745	879	877	874	229	310	306	287	746	880	878	821	100.2	99.5	100.9	107.1	99.9	99.8	99.9	106.5	0.7	0.9		
IN	A			A	4.3	5.3	5.5	4.4	7.8	9.4	9.9	3.8																																					

Farmington Option B			Worst Case LOS		900-4500		4500-8100		8100-11700		11700-15300		900-4500		4500-8100		8100-11700		11700-15300		900-4500		4500-8100		8100-11700		11700-15300		Percent Served		GEH															
Intersection Name	Control	Approach	AM	PM	Delay (Sec)				95th Percentile Queue (Feet)								Volume Served				Volume Demand																									
					6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM					3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	AM	PM												
(EB) Frontage Rd @ 200 W NB	C	EB	B	B	9.2	10.6	9.7	8.5	9.3	10.1	9.8	8.5	75	131	166	153	146	76	92	90	84	118	160	158	148	77	90	90	84	110.9	103.8	96.9	98.6	99.1	102.4	100.1	100.5	0.5	0.1							
		WB	A	A	8.5	9.0	8.8	8.0	8.5	8.9	8.8	8.2	50	122	151	141	135	107	127	128	120	111	150	149	139	110	130	130	122	110.0	101.2	95.1	97.1	97.3	97.8	98.7	98.9	0.1	0.4							
		NB	-	-	-	-	-	-	-	-	-	0	311	379	346	335	458	539	535	502	273	370	366	343	458	540	539	504	113.6	102.6	94.6	97.8	100.0	99.8	99.3	99.6	0.5	0.2								
		SB	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
		WB	B	B	11.1	11.5	11.4	10.3	12.3	12.6	13.7	12.2	50	122	151	141	135	107	127	128	120	111	150	149	139	110	130	130	122	110.0	101.2	95.1	97.1	97.3	97.8	98.7	98.9	0.1	0.4							
		IN	B	B	11.1	11.5	11.4	10.3	12.3	12.6	13.7	12.2	125	552	687	659	623	638	753	765	712	501	680	673	629	644	760	758	709	110.1	101.1	98.1	99.0	99.1	100.9	100.4	0.8	0.0								
W Glovers Ln @ Farmington High School	C	EB	-	-	-	-	-	-	-	-	-	0	125	550	350	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
		WB	-	-	-	-	-	-	-	-	-	0	125	550	350	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
		SB	B	B	15.9	46.4	23.8	13.2	11.3	14.6	14.2	11.6	75	158	192	179	172	107	128	128	120	140	190	188	176	110	130	130	121	113.3	101.1	95.3	97.7	96.9	98.4	99.0	98.9	0.3	0.4							
		IN	B	B	15.9	46.4	23.8	13.2	11.3	14.6	14.2	11.6	75	158	192	179	172	107	128	128	120	140	190	188	176	110	130	130	121	113.3	101.1	95.3	97.7	96.9	98.4	99.0	98.9	0.3	0.4							
W Glovers Ln @ Frontage Rd	S	EB	A	A	5.7	6.9	6.0	5.5	7.7	7.8	8.0	7.6	100	175	150	100	275	275	300	250	319	392	368	352	697	819	812	765	287	391	386	361	704	830	827	774	111.2	100.5	95.4	97.4	99.0	98.7	98.2	98.8	0.2	0.8
		WB	-	-	-	-	-	-	-	-	-	0	125	550	350	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
		SB	B	B	15.9	46.4	23.8	13.2	11.3	14.6	14.2	11.6	75	158	192	179	172	107	128	128	120	140	190	188	176	110	130	130	121	113.3	101.1	95.3	97.7	96.9	98.4	99.0	98.9	0.3	0.4							
		IN	B	B	15.9	46.4	23.8	13.2	11.3	14.6	14.2	11.6	75	158	192	179	172	107	128	128	120	140	190	188	176	110	130	130	121	113.3	101.1	95.3	97.7	96.9	98.4	99.0	98.9	0.3	0.4							



Farmington Option C					Worst Case LOS		Delay (Sec)		95th Percentile Queue (Feet)								Volume Served		Volume Demand				Percent Served				GEH															
Intersection Name	Control	Approach	AM	PM	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	AM	PM								
Frontage Rd @ 200 W NB	S	EB	B	B	10.2	12.8	13.1	11.0	11.9	14.5	14.8	11.6	75	100	100	75	197	268	271	233	270	320	319	298	199	270	267	250	272	320	319	299	98.7	99.2	101.6	93.2	99.3	99.9	99.9	99.7	0.6	0.1
		WB	C	C	15.6	23.7	23.7	15.6	19.6	25.1	24.0	17.9	200	300	300	200	170	219	235	200	140	160	175	157	169	230	228	213	144	170	170	159	100.4	95.3	103.5	93.7	96.9	99.3	99.9	99.7	0.5	0.4
		NB	B	B	10.2	13.9	13.4	10.5	11.3	14.5	14.7	10.7	250	400	350	679	925	918	800	992	1178	1175	1101	685	930	919	861	1001	1180	1177	1101	99.0	99.4	99.9	92.9	99.2	99.8	99.8	100.0	1.3	0.2	
		SB	B	B	13.4	17.6	17.6	13.8	14.7	18.0	17.2	14.5	50	75	75	459	627	622	542	683	812	809	757	465	630	623	583	687	810	808	756	98.9	99.5	99.7	92.9	99.4	100.2	100.2	100.1	1.1	0.0	
		IN	B	B	12.3	17.0	16.8	12.6	13.9	17.5	17.2	13.3																														
W Glovers Ln @ Farmington High School	C	EB	-	-	-	-	-	-	-	-	-	-	100	150	150	0	362	495	493	432	466	559	558	524	369	500	494	463	475	560	559	523	98.2	99.0	99.7	93.3	98.2	99.9	99.9	100.3	1.0	0.2
		WB	-	-	-	-	-	-	-	-	-	-	0	0	0	359	489	482	423	450	530	524	493	361	490	485	454	450	530	529	495	99.4	99.7	99.5	93.2	100.0	99.2	99.7	99.7	0.9	0.1	
		SB	B	B	9.6	12.5	12.1	10.3	9.3	10.5	10.1	8.8	75	75	75	139	190	186	163	107	128	128	120	140	190	188	176	111	130	130	121	98.9	100.1	99.1	92.6	96.7	98.6	98.8	99.0	0.6	0.4	
		IN	B	B	9.6	12.5	12.2	10.2	9.3	10.5	10.1	8.8																														
W Glovers Ln @ Frontage Rd	S	EB	C	C	14.9	23.4	21.1	16.1	20.8	25.5	25.6	19.7	100	150	125	75	171	236	234	205	456	546	550	515	177	240	237	222	466	550	549	513	96.4	98.4	98.6	92.2	97.9	99.2	100.4	100.3	1.1	0.2
		WB	C	C	10.0	13.0	12.8	10.5	18.0	23.1	21.6	17.6	125	200	175	125	255	348	346	301	196	226	228	214	258	350	346	324	195	230	230	215	98.9	99.5	99.9	93.1	100.5	98.4	99.3	99.5	0.8	0.2





Farmington option D2					Worst Case LOS								95th Percentile Queue (Feet)								Percent Served								GEH																				
Intersection Name	Control	Approach	AM		900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																	
			PM	PM																													Delay (Sec)	Delay (Sec)	Volume Served	Volume Served	Volume Demand	Volume Demand											
Lagoon Dr @ 200 W	S	EB	A	A	1.9	2.4	2.6	2.0	3.0	3.2	3.3	2.9	25	26	26	25	26	26	25	26	24	320	430	428	402	410	484	487	457	324	440	435	408	416	490	489	457	98.8	97.8	98.3	98.6	98.7	98.7	99.7	99.9	0.7	0.3		
		WB	B	B	10.2	11.6	12.0	10.4	13.0	14.5	14.2	12.7	73	93	89	81	86	108	123	84	202	280	279	260	253	300	298	281	207	280	277	259	254	300	300	300	280	280	280	97.7	100.1	100.8	100.3	99.5	100.1	99.6	100.2	0.0	0.0
		NB	A	A	7.2	8.3	8.1	7.7	6.9	7.0	7.3	6.5	102	131	114	110	163	180	178	137	454	615	608	570	778	913	919	857	457	620	613	574	780	920	917	859	99.4	99.2	99.3	99.4	99.8	99.2	100.1	99.8	100.2	0.3	0.2		
		SB	A	A	4.9	5.7	5.7	4.7	5.2	5.8	5.8	5.1	91	116	126	89	135	174	178	150	377	508	503	471	559	658	657	615	376	510	504	472	559	660	659	616	100.2	99.6	99.8	99.9	100.0	99.7	99.8	99.8	0.1	0.1			
		IN	A	A	4.6	5.4	5.4	4.7	5.5	6.0	6.0	5.3																																					
W Glovers Ln @ Farmington High School	U	EB	-	-	-	-	-	-	-	-	-	-	59	104	93	61	0	0	0	0	308	439	426	403	353	425	418	393	317	430	425	398	331	390	389	364	97.3	102.0	100.1	101.4	106.8	108.9	107.4	107.9	0.2	2.9			
		WB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	253	350	345	324	378	441	433	406	258	350	346	324	373	440	439	411	98.3	100.0	99.9	100.1	101.3	100.3	98.8	98.9	0.1	0.1			
		SB	A	A	8.6	10.0	9.5	8.7	8.7	9.3	9.3	8.4	53	69	68	53	65	66	64	54	132	178	177	166	116	140	140	131	133	180	178	167	119	140	140	131	99.2	99.0	99.5	99.5	97.7	100.1	100.2	100.0	0.2	0.1			
		IN	A	A	8.6	10.0	9.6	8.7	8.7	9.3	9.3	8.4																																					
W Glovers Ln @ Frontage Rd	S	EB	B	B	9.0	11.4	11.0	9.3	14.6	16.8	16.3	13.4	49	68	65	50	136	178	172	124	145	197	197	184	331	399	395	370	148	200	198	185	314	370	369	345	98.1	98.7	99.7	99.3	105.4	108.0	107.1	107.1	0.3	2.6			
		WB	B	B	8.4	10.3	9.6	9.0	16.1	19.6	19.9	14.8	74	103	90	81	93	116	125	88	138	190	185	175	144	168	165	156	140	190	188	176	144	170	170	159	98.6	100.4	98.3	99.4	100.0	98.8	96.9	98.1	0.2	0.4			
		NB	B	C	11.2	12.4	12.1	11.1	17.1	23.5	21.7	15.5	63	82	83	61	218	323	297	185	107	149	146	137	389	459	456	427	110	150	149	139	390	460	459	429	97.1	99.4	98.4	98.6	99.8	99.7	99.4	99.5	0.4	0.2			
		WB	B	C	8.4	10.3	9.6	9.0	16.1	19.6	19.9	14.8	74	103	90	81	93	116	125	88	138	190	185	175	144	168	165	156	140	190	188	176	144	170	170	159	98.6	100.4	98.3	99.4	100.0	98.8	96.9	98.1	0.2	0.4			
		NB	B	C	11.2	12.4	12.1	11.1	17.1	23.5	21.7	15.5	63	82	83	61	218	323	297	185	107	149	146	137	389	459	456	427	110	150	149	139	390	460	459	429	97.1	99.4	98.4	98.6	99.8	99.7	99.4	99.5	0.4	0.2			

Farmington option D2		Worst Case LOS		Delay (Sec)								95th Percentile Queue (Feet)								Percent Served								GEH																				
				900-4500				4500-8100				8100-11700				11700-15300				900-4500				4500-8100						8100-11700				11700-15300														
				Volume Served				Volume Demand				Volume Served				Volume Demand				Volume Served				Volume Demand																								
			SB	A	B	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	99.5	99.7	99.1	100.0	100.8	99.6	100.0	99.4	0.1	0.0									
			IN	B	B	8.7	10.5	9.8	8.9	14.8	18.7	17.8	13.7	60	92	85	77	117	147	140	127	168	229	226	213	231	269	269	251	169	230	228	213	229	270	269	252	99.5	99.7	99.1	100.0	100.8	99.6	100.0	99.4	0.1	0.0	
		Lagoon Dr @ W State	SB	B	B	10.3	13.1	12.3	10.3	10.2	11.5	11.7	9.9	182	268	248	183	235	319	334	230	483	659	649	609	633	749	749	700	486	660	653	611	636	750	748	700	99.2	99.9	99.5	99.7	99.5	99.9	100.2	100.0	0.2	0.1	
			WB	C	C	11.0	13.2	13.3	11.2	13.4	19.4	20.6	12.8	154	192	202	165	336	567	588	338	309	417	419	389	676	796	800	747	310	420	415	389	678	800	798	747	99.8	99.3	101.0	100.1	99.7	99.5	99.5	100.2	100.0	0.0	0.1
			NB	B	B	12.0	13.2	13.6	12.2	16.7	17.8	17.9	16.7	85	108	103	83	102	112	92	240	322	323	302	281	335	328	311	273	370	366	343	280	330	329	308	87.8	87.1	88.2	88.2	100.1	101.6	99.7	100.8	4.6	0.2		
			SB	B	B	12.1	12.6	12.7	11.9	16.7	19.0	19.0	16.4	89	102	101	83	175	202	164	246	337	337	314	695	820	819	766	251	340	337	315	695	820	818	765	98.1	99.3	100.2	99.7	99.9	100.0	100.0	100.1	0.2	0.0		
			IN	B	B	11.5	13.7	13.4	11.7	14.4	17.6	18.0	14.0																																			
		W Glovers Ln @ 650 W	EB	C	C	12.3	18.7	17.4	13.6	16.4	20.8	21.0	15.8	201	315	275	198	183	250	242	178	503	685	683	639	357	419	415	391	509	690	682	639	356	420	419	392	98.9	99.3	100.1	100.0	100.2	99.6	99.2	99.8	0.2	0.1	
			WB	C	C	12.7	18.4	17.8	13.9	20.4	25.8	25.1	18.4	78	103	95	80	221	301	210	159	219	216	204	426	498	494	463	163	219	217	203	416	490	489	457	98.1	100.0	99.8	100.3	102.4	101.6	101.1	101.2	0.1	0.7		
			NB	C	C	16.6	19.4	19.9	16.7	19.0	22.2	21.9	18.2	73	105	95	84	192	248	178	139	190	186	175	438	519	515	484	140	190	188	176	441	520	519	485	99.0	99.9	98.5	99.5	99.4	99.8	99.3	99.8	0.2	0.2		
			SB	C	C	19.0	21.1	21.4	19.5	21.1	22.7	23.5	19.9	84	102	96	76	88	101	72	183	250	249	231	212	247	250	231	184	250	247	231	212	250	250	234	99.6	100.2	100.7	99.7	100.2	98.8	99.9	99.0	0.0	0.2		
			IN	C	C	14.3	19.2	18.5	15.2	19.1	23.0	22.9	18.0																																			

Parrish Option A				Worst Case LOS							95th Percentile Queue (Feet)														Percent Served							GEH														
Intersection Name	Control	Approach	AM	PM	Delay (Sec)							95th Percentile Queue (Feet)														Percent Served							GEH													
					900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	Volume Served							Volume Demand							Percent Served							GEH												
					6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	AM	PM								
Bypass @ 800 W	C	EB	B	D	8.7	10.8	11.0	9.5	13.7	16.3	50.5	29.4	50	75	75	50	200	225	1400	650	73	98	98	91	355	427	420	402	74	100	99	93	365	430	429	401	98.4	98.2	99.1	97.8	97.3	99.3	98.0	100.1	0.3	0.5
		WB	B	B	7.9	10.7	10.0	9.2	9.0	12.8	13.8	11.0	25	50	50	25	25	25	25	25	29	40	40	36	24	28	28	27	30	40	40	37	26	30	30	28	96.3	101.0	101.5	97.7	93.7	93.3	93.3	95.2	0.1	0.7
		NB	A	A	2.3	3.1	3.0	2.4	7.6	9.0	10.0	8.5	50	75	75	50	200	250	250	200	137	187	189	179	340	403	408	384	184	250	247	231	399	470	469	439	74.3	74.6	76.5	77.3	85.3	85.7	87.0	87.6	7.8	5.9
		SB	A	D	3.2	4.1	3.9	3.3	8.2	14.6	36.3	18.3	100	150	150	100	175	375	400	400	410	560	550	517	447	526	518	493	413	560	554	519	450	530	529	495	99.3	99.9	99.4	99.7	99.4	99.3	98.0	99.6	0.2	0.4
		IN	A	C	3.9	5.0	4.9	4.1	9.8	13.4	32.6	18.9																																		
Marketplace Dr @ 700 W	C	EB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	725	2025	1250	437	603	591	556	487	574	563	540	442	600	593	555	492	580	578	541	98.9	100.6	99.6	100.1	99.1	98.9	97.3	99.8	0.1	0.6	
		WB	-	-	-	-	-	-	-	-	-	-	0	0	0	0				144	195	198	187	341	404	407	384	184	250	247	232	373	440	439	411	78.1	78.0	79.9	80.6	91.5	91.8	92.7	93.4	6.6	3.2	
		NB	A	A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10	10	9	26	30	30	28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	15.1
		IN	A	A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																		
Parrish Ln @ SR-67 SB Ramps	C	WB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	174	244	250	230	283	313	310	309	258	350	346	324	305	360	359	336	67.2	69.7	72.1	71.1	92.8	87.0	86.3	92.0	11.5	4.0	
		SB	B	B	10.4	13.0	13.3	10.8	11.9	14.3	14.4	11.8	75	125	100	75	75	100	125	75	190	260	259	242	211	248	249	232	192	260	257	241	212	250	250	233	99.4	100.1	100.9	100.4	99.5	99.3	99.9	99.3	0.1	0.2
		IN	B	B	10.4	13.0	13.3	10.8	11.9	14.3	14.4	11.8																																		
Parrish Ln @ SR-67 NB Ramps	C	EB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	190	260	260	242	211	248	249	232	192	260	257	241	212	250	250	233	99.3	100.0	101.1	100.4	99.7	99.4	99.7	99.3	0.1	0.1
		WB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	174	244	250	230	283	313	310	309	258	350	346	324	305	360	359	336	67.2	69.7	72.1	71.1	92.8	87.0	86.3	92.0	11.5	4.0
		SB	B	B	10.4	13.0	13.3	10.8	11.9	14.3	14.4	11.8	75	125	100	75	75	100	125	75	190	260	259	242	211	248	249	232	192	260	257	241	212	250	250	233	99.4	100.1	100.9	100.4	99.5	99.3	99.9	99.3	0.1	0.2
		IN	B	B	10.4	13.0	13.3	10.8	11.9	14.3	14.4	11.8																																		







Parrish Option B		Worst Case LOS		Delay (Sec)																95th Percentile Queue (Feet)																Volume Served																Volume Demand																Percent Served				GEH	
				900-4500				4500-8100				8100-11700				11700-15300				900-4500				4500-8100				8100-11700				11700-15300				900-4500				4500-8100				8100-11700				11700-15300				AM		PM																			
Intersection Name	Control	Approach	AM	PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	AM	PM																											
Bypass @ 800 W	S	EB	B	B	9.3	11.8	11.2	9.7	15.5	17.1	17.4	15.2	50	75	75	75	200	250	250	200	70	99	101	93	356	440	429	405	74	100	99	93	365	430	429	401	94.3	99.1	102.1	100.4	97.5	102.3	100.0	101.0	0.1	0.1																											
		WB	B	B	9.2	11.8	10.6	9.4	10.2	13.8	13.3	11.1	25	50	50	25	25	25	25	25	29	40	40	36	24	28	28	27	30	40	40	37	26	30	30	28	96.3	100.8	101.8	97.7	93.3	94.0	93.0	95.4	0.1	0.7																											
		NB	A	B	3.0	3.4	3.5	2.8	8.6	11.8	11.0	8.9	100	125	125	75	275	375	350	325	214	290	292	276	509	583	592	564	184	250	247	231	399	470	469	439	116.4	116.0	118.2	119.4	127.6	124.0	126.3	128.6	5.1	10.5																											
		SB	A	A	3.1	4.2	4.0	3.2	8.1	9.9	9.6	8.0	125	150	150	100	175	225	225	150	410	559	551	517	447	529	524	492	413	560	554	519	450	530	529	495	99.3	99.8	99.5	99.7	99.4	99.8	99.1	99.6	0.2	0.2																											
		IN	A	B	4.0	5.1	4.9	4.0	10.4	12.7	12.4	10.4																																																													
Marketplace Dr @ 700 W	C	EB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	437	603	594	557	488	582	573	541	442	600	593	555	492	580	578	541	98.7	100.4	100.1	100.2	99.3	100.4	99.1	99.9	0.0	0.2																												
		WB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	224	305	301	287	513	582	589	562	184	250	247	232	373	440	439	411	121.5	122.1	121.8	124.1	137.5	132.3	134.3	136.9	6.4	13.2																												
		NB	A	A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10	10	9	26	30	30	28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	15.1																											
		IN	A	A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																																																													
Parrish Ln @ SR-67 SB Ramps	C	WB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	245	345	345	324	289	321	333	324	258	350	346	324	305	360	359	336	95.0	98.7	99.8	99.9	94.8	89.1	92.6	96.5	0.5	2.6																												
		SB	C	B	11.1	15.6	16.5	11.5	11.9	14.3	14.5	11.5	75	125	150	75	75	125	100	75	190	260	259	242	210	249	249	232	192	260	257	241	212	250	250	233	99.3	100.1	100.9	100.4	99.3	99.5	100.0	99.3	0.1	0.1																											





Bountiful Option A				Worst Case LOS		900-4500		4500-8100		8100-11700		11700-15300		900-4500		4500-8100		8100-11700		11700-15300		95th Percentile Queue (Feet)		900-4500		4500-8100		8100-11700		11700-15300		900-4500		4500-8100		8100-11700		11700-15300		Percent Served		GEH							
Intersection Name	Control	Approach	AM	PM	Delay (Sec)				Volume Served				Volume Demand				6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	AM	PM							
					NB	SB	IN	WB	NB	SB	IN	WB	NB	SB	IN	WB																											NB	SB	IN	WB	NB	SB	IN
400 N @ 800 W	U	EB	A	B	7.6	8.4	7.8	7.4	10.1	11.1	10.5	9.2	75	100	100	75	150	200	150	150	150	150	150	241	296	276	220	399	468	467	378	399	290	287	229	399	470	469	377	60.4	102.2	96.2	95.9	100.2	99.6	99.7	100.4	5.1	0.0
					6.7	8.3	7.7	6.8	6.4	8.0	7.9	7.2	150	200	175	175	200	325	300	200	200	200	303	376	357	337	490	572	562	526	273	370	366	342	475	560	559	523	111.2	101.6	97.7	98.3	103.2	102.1	100.6	100.7	0.6	0.7	
		NB	B	B	15.2	14.6	14.9	15.1	16.0	17.8	17.9	15.6	50	50	50	50	50	50	50	50	50	50	72	92	86	81	219	262	257	242	67	90	90	83	221	260	260	243	107.4	102.2	96.0	97.5	99.5	100.6	99.0	99.7	0.1	0.1	
		SB	C	D	20.3	22.4	21.6	20.3	27.0	34.1	39.9	24.8	100	100	100	75	100	150	200	100	100	100	171	212	200	190	186	219	220	206	155	210	208	195	187	220	219	205	110.4	101.2	96.3	97.7	99.4	99.5	100.5	100.2	0.2	0.0	
		IN	B	B	10.7	12.0	11.4	10.7	12.1	14.4	15.1	11.8	0	0	0	0	0	0	0	0	0	0	336	416	395	373	593	705	700	656	302	410	406	380	594	700	698	653	111.1	101.5	97.3	98.2	99.9	100.7	100.3	100.5	0.6	0.2	
400 N @ 660 W Access	C	EB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	342	428	407	383	527	623	612	575	310	420	416	389	517	610	608	569	110.4	101.9	98.0	98.4	101.9	102.1	100.6	101.0	0.7	0.7		
		WB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	342	428	407	383	527	623	612	575	310	420	416	389	517	610	608	569	110.4	101.9	98.0	98.4	101.9	102.1	100.6	101.0	0.7	0.7	
		SB	A	A	7.8	7.8	7.8	7.6	7.9	8.0	8.0	8.1	25	25	25	25	25	25	25	25	25	25	17	20	20	19	20	20	20	18	15	20	20	18	17	20	20	19	113.3	100.9	101.6	103.0	119.4	100.0	100.0	96.4	0.4	0.3	
		NB	A	A	5.7	6.5	6.3	5.8	6.7	7.9	7.7	6.7	50	50	50	50	50	50	50	50	50	50	95	121	116	110	102	120	120	111	88	120	119	111	102	120	120	112	108.1	100.4	97.3	98.9	100.0	99.8	100.4	99.1	0.2	0.0	
		IN	A	A	7.8	7.8	7.8	7.6	7.9	8.0	8.0	8.1	75	75	75	75	75	75	75	75	75	75	95	121	116	110	102	120	120	111	88	120	119	111	102	120	120	112	108.1	100.4	97.3	98.9	100.0	99.8	100.4	99.1	0.2	0.0	
400 N @ 660 W	C	EB	A	A	6.0	6.1	6.2	6.1	6.1	6.1	6.2	6.0	25	50	50	50	50	50	50	50	50	50	49	60	57	54	51	60	60	45	60	60	60	56	51	60	60	56	109.7	100.1	96.0	98.1	100.3	99.7	100.3	98.0	0.1	0.1	
		NB	-	-	-	-	-	-	-	-	-	-	25	50	50	50	50	50	50	50	50	49	60	57	54	51	60	60	45	60	60	60	56	51	60	60	56	109.7	100.1	96.0	98.1	100.3	99.7	100.3	98.0	0.1	0.1		











Bountiful Option B	Worst Case LOS	WB	-	-	95th Percentile Queue (Feet)								Percent Served								GEH																						
					Delay (Sec)								Volume Served				Volume Demand																										
					900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																							
		IN	A	A	6.6	6.9	6.8	6.6	7.2	7.9	8.1	7.5	0	50	75	50	0	538	677	625	596	514	630	620	587	487	660	653	611	534	630	629	588	110. 6	102. 6	95.7	97.6	96.3	100. 0	98.7	99.9	0.5	0.6
500 S @ (NB) 700 W	U	WB	-	-	-	-	-	-	-	-	-	-	0	125	175	125	0	493	610	572	545	958	1135	1138	1066	442	600	593	556	967	1140	1137	1064	111. 4	101. 6	96.5	98.2	99.1	99.6	100. 1	100. 2	0.6	0.2
		NB	A	C	4.8	6.6	5.6	4.4	7.8	13.5	16.0	8.1	100	125	100	75	0	287	360	331	318	310	369	367	344	258	350	346	324	314	370	369	345	111. 1	102. 0	95.8	98.2	98.7	99.7	99.5	99.8	0.5	0.2
		SB	A	A	9.6	9.7	9.5	9.7	9.6	9.7	9.6	9.8	25	50	25	25	50	33	40	37	35	30	40	40	37	30	40	40	37	34	40	40	37	113. 2	101. 4	92.9	94.3	88.6	100. 0	99.6	99.3	0.0	0.3
US-89 @ 1000 N	S	IN	A	C	9.6	9.7	9.5	9.7	9.6	13.5	16.0	9.8	50	50	50	50	50	8	40	37	35	30	40	40	37	30	40	40	37	34	40	40	37	113. 2	101. 4	92.9	94.3	88.6	100. 0	99.6	99.3	0.0	0.3
		EB	A	D	0.5	0.4	0.5	0.4	33.4	35.3	34.0	30.4	0	0	0	0	25	8	8	8	8	20	20	20	18	7	10	10	9	18	20	20	19	110. 2	80.0	80.0	85.0	112. 6	101. 5	98.5	97.0	0.8	0.2
		WB	C	D	32.2	34.2	32.2	32.1	45.3	49.0	53.7	49.3	175	200	175	150	300	180	223	211	200	258	308	309	289	163	220	217	203	263	310	309	289	110. 6	101. 6	97.2	98.4	98.2	99.4	99.9	100. 0	0.4	0.2
		NB	A	A	4.8	5.3	5.4	4.4	4.4	5.5	5.2	3.9	100	100	100	75	568	705	668	637	1389	1638	1626	1536	517	700	692	648	1399	1650	1646	1540	110. 0	100. 7	96.5	98.3	99.3	99.3	98.8	99.8	0.4	0.6	
500 S @ I-15 DI	S	IN	B	B	11.3	12.2	11.7	10.8	11.1	12.6	13.2	11.2	100	100	100	100	709	885	833	792	1206	1448	1443	1358	641	870	860	806	1229	1450	1446	1353	110. 6	101. 6	96.8	98.3	98.1	99.8	99.8	100. 4	0.7	0.3	
		WB	D	D	28.5	45.5	36.2	23.5	28.0	38.4	39.3	27.4	150	175	175	150	1305	1613	1515	1444	1266	1511	1513	1417	1172	1590	1572	1472	1280	1510	1506	1409	111. 4	101. 4	96.4	98.1	98.9	100. 1	100. 5	0.9	0.0		
		NB	C	D	30.9	31.0	31.9	28.6	28.2	40.9	42.1	28.6	125	150	125	100	443	550	512	489	962	1150	1151	1076	398	540	534	500	975	1150	1147	1073	111. 4	101. 0	95.9	97.9	98.7	100. 0	100. 2	0.5	0.1		
		SB	C	C	25.9	27.6	26.9	24.8	26.3	31.9	31.5	26.3	250	275	250	200	788	981	913	873	702	838	839	785	708	960	949	889	712	840	838	784	111. 4	102. 2	96.2	98.2	98.6	100. 1	100. 2	0.8	0.2		

Bountiful Option B	Worst Case LOS				95th Percentile Queue (Feet)								Percent Served								GEH			
	IN	D	D	D	Delay (Sec)								Volume Served				Volume Demand							
					900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300								
					28.7	36.1	32.2	25.9	28.8	37.8	38.5	28.6	250	300	300	225	700	975	975	650				
500 S @ US-89	S	EB	C	F	21.9	24.8	24.2	21.8	40.3	54.7	55.5	39.6	250	300	300	225	700	975	975	650	961	1228	1119	1084
		WB	D	F	30.3	41.0	36.1	27.1	42.2	65.4	62.4	43.3	400	625	525	325	525	950	950	525	991	1250	1146	1084
		NB	D	D	40.3	52.5	50.3	38.2	49.3	50.3	50.6	47.9	200	300	300	175	475	525	550	425	582	716	678	644
		SB	C	D	29.7	30.7	30.2	29.9	45.7	47.6	47.5	44.8	175	200	175	150	275	350	350	275	536	662	612	591
		IN	D	F	29.5	36.2	34.1	28.0	43.9	55.0	54.6	43.4												
400 N @ US-89	S	EB	D	D	30.6	39.5	39.4	29.5	38.7	44.8	45.5	37.5	300	350	325	250	525	800	800	575	1240	1541	1457	1386
		WB	D	F	38.1	44.0	40.0	37.6	56.0	65.3	63.0	53.0	400	600	475	350	425	650	675	425	850	1043	977	937
		NB	B	C	15.9	16.5	16.8	15.2	31.1	30.0	30.6	32.7	100	125	125	100	475	550	575	450	363	449	418	400
		SB	C	B	19.8	21.3	21.4	19.4	11.2	6.9	7.6	14.4	75	100	75	75	50	50	75	139	173	157	152	
		IN	D	D	29.3	35.7	34.4	28.4	37.1	41.5	41.8	36.5												

Bountiful Option C			Worst Case LOS		900-4500		4500-8100		8100-11700		11700-15300		900-4500		4500-8100		8100-11700		11700-15300		900-4500		4500-8100		8100-11700		11700-15300		Percent Served		GEH													
Intersection Name	Control	Approach	AM	PM	Delay (Sec)								95th Percentile Queue (Feet)								Volume Served				Volume Demand				Percent Served				GEH											
					6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	AM	PM						
400 N @ 800 W	ς	EB	A	B	8.5	9.2	8.7	7.4	11.0	12.4	12.6	10.9	100	125	125	100	200	275	336	311	250	498	588	587	473	500	330	327	261	500	590	589	473	54.4	101.9	95.3	95.9	99.6	99.6	99.8	99.9	6.9	0.1	
		WB	A	B	8.2	9.7	9.0	7.7	9.1	10.5	10.1	9.6	275	350	350	250	350	568	546	519	535	603	616	572	420	570	564	528	526	620	618	578	111.9	99.6	96.9	98.4	101.7	97.3	99.7	98.9	0.5	0.3		
		NB	B	C	15.6	15.6	16.1	15.2	17.9	20.7	20.6	17.3	50	50	50	50	92	86	81	269	321	318	299	67	90	90	90	83	272	319	299	107.4	102.4	96.0	97.4	99.0	100.2	99.7	100.1	0.1	0.1			
		SB	C	D	21.6	23.5	22.8	21.6	26.6	33.1	39.9	28.6	100	125	100	100	244	228	217	195	227	230	215	177	240	238	222	195	230	230	215	111.3	101.7	96.0	97.7	99.6	98.6	100.1	100.0	0.3	0.1			
		IN	B	B	11.4	12.7	12.1	10.8	13.6	16.0	16.8	14.0																																
400 N @ 660 W Access	C	EB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	377	473	437	418	669	797	792	742	339	460	455	426	670	790	788	737	111.1	102.9	96.0	98.2	99.8	100.9	100.5	100.6	0.6	0.3
		WB	-	-	-	-	-	-	-	-	-	-	0	75	25	0	0	571	612	591	558	656	670	450	610	604	565	568	670	668	625	611.5	100.3	97.9	98.8	100.6	97.9	100.4	99.7	0.7	0.2			
		SB	A	A	8.4	8.7	8.9	8.0	8.7	8.8	8.5	8.5	25	25	25	25	20	20	19	20	20	20	15	20	20	20	18	17	20	20	19	113.3	101.3	100.9	103.2	119.4	99.6	100.1	96.3	0.3	0.3			
		NB	A	B	6.0	7.0	7.1	5.9	7.4	9.5	10.5	6.7	50	50	50	50	75	75	75	95	121	115	110	102	119	121	111	89	120	119	112	107.8	100.9	97.4	99.2	100.0	99.1	101.1	99.1	0.2	0.0			
		IN	A	B	8.4	8.7	8.9	8.0	8.7	9.5	10.5	8.5	50	50	50	50	75	75	75	95	121	115	110	102	119	121	111	89	120	119	112	107.8	100.9	97.4	99.2	100.0	99.1	101.1	99.1	0.2	0.0			

Bountiful Option C	Worst Case LOS				95th Percentile Queue (Feet)								Percent Served								GEH		
					Delay (Sec)								Volume Served				Volume Demand						
	C	EB	A	A	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	100.0	0.5	
					400 N @ 660 W	400 N @ I-15 IC	500 S @ 800 W	500 S @ (NB) 700 W	IN	SB	NB	WB	IN	SB	NB	WB	IN	SB	NB	WB			IN



Bountiful Option C	Worst Case LOS	Delay (Sec)								95th Percentile Queue (Feet)								Volume Served				Volume Demand				Percent Served				GEH														
		900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	GEH														
IN	D	28.9	36.3	33.3	28.0	36.8	42.6	42.4	36.4																																			



Woods Cross Option A		Worst Case LOS				Delay (Sec)							95th Percentile Queue (Feet)							Volume Served			Volume Demand			Percent Served				GEH																		
						95th Percentile Queue (Feet)							Volume Served			Volume Demand																																
		Intersection Name	Control	Approach	AM	PM	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300														
2600 S @ 1100 W	S	EB	A	B	8.0	9.4	8.6	8.2	9.7	11.7	12.1	9.6	100	125	125	125	100	150	150	150	150	150	362	446	418	401	624	737	736	691	324	440	435	407	627	740	738	691	111.6	101.5	95.9	98.3	99.5	99.6	99.8	100.0	0.5	0.1
		WB	A	B	8.5	9.7	9.1	8.1	8.9	10.1	10.5	8.9	125	175	125	125	125	125	125	125	125	125	375	433	422	409	394	447	448	426	340	460	455	426	390	460	459	429	110.5	94.3	92.8	96.2	100.9	97.2	97.6	99.1	1.0	0.6
		NB	C	C	19.5	23.6	21.9	20.7	20.8	22.8	23.2	21.0	125	175	125	125	125	150	150	150	150	150	118	141	133	127	151	180	176	166	104	140	139	130	153	180	180	168	113.9	100.7	95.7	97.6	99.2	100.0	98.0	99.0	0.3	0.2
		SB	C	C	24.6	28.1	26.5	22.9	24.2	25.6	26.3	24.4	200	225	225	150	150	175	175	175	150	150	195	246	227	218	161	187	188	177	177	240	237	222	162	190	189	177	110.4	102.3	95.9	98.0	99.4	98.5	99.4	99.6	0.3	0.2
		IN	B	B	12.6	14.7	13.6	12.2	12.5	14.2	14.6	12.5	50	50	50	25	50	75	75	75	75	75	420	532	492	473	622	728	740	689	383	520	514	481	619	731	728	682	109.8	102.2	95.8	98.2	100.4	99.6	101.6	101.1	0.4	0.4
2600 S @ Overland Rd	U	EB	-	-	-	-	-	-	-	-	-	-	50	50	50	25	50	50	50	50	50	420	532	492	473	622	728	740	689	383	520	514	481	619	731	728	682	109.8	102.2	95.8	98.2	100.4	99.6	101.6	101.1	0.4	0.4	
		WB	-	-	-	-	-	-	-	-	-	-	125	125	125	75	75	75	75	75	75	681	784	765	741	503	575	579	549	612	830	821	768	500	590	588	551	111.2	94.5	93.3	96.5	100.6	97.5	98.4	99.7	1.1	0.5	
		NB	A	A	2.6	3.1	3.3	2.7	3.9	4.8	4.9	4.3	25	50	50	25	0	25	25	25	25	109	132	120	117	51	60	59	55	96	130	129	121	52	60	60	56	112.8	101.7	93.3	96.8	98.2	100.2	99.1	97.7	0.1	0.2	
		IN	A	A	2.6	3.1	3.3	2.7	3.9	4.8	4.9	4.3																																				
2600 S @ Wildcat Way	S	EB	C	C	21.2	23.4	23.0	22.3	25.3	27.5	26.5	25.8	200	250	250	200	325	400	400	400	350	1052	1332	1245	1189	1616	1930	1929	1810	973	1320	1305	1222	1645	1940	1936	1811	108.2	100.9	95.4	97.3	98.2	99.5	99.7	100.0	0.0	0.5	
		WB	C	C	32.8	110.9	133.5	119.0	32.3	43.0	41.1	35.4	600	875	900	875	450	500	500	450	1542	1595	1592	1612	1294	1495	1485	1448	1408	1910	1889	1768	1314	1550	1546	1447	109.5	83.5	84.3	91.2	98.5	96.4	96.1	100.1	7.8	1.8		
		NB	A	A	2.6	3.1	3.3	2.7	3.9	4.8	4.9	4.3																																				





Woods Cross Option A-Alt	Worst Case LOS					95th Percentile Queue (Feet)							Percent Served							GEH																									
						Delay (Sec)							Volume Served			Volume Demand																													
	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																													
SB	A	C	5.3	6.3	5.9	5.0	7.9	12.3	20.4	9.0	100	125	125	100	150	298	368	344	328	339	396	399	372	266	360	356	333	339	400	399	373	112.3	102.4	96.6	98.3	99.8	99.0	99.9	99.6	0.6	0.2				
	NB	A	5.4	6.3	6.0	4.9	8.2	11.2	11.0	8.0	200	250	225	175	225	612	762	710	677	741	861	874	827	567	770	761	713	755	890	887	830	107.9	98.9	93.2	94.9	98.2	96.7	98.6	99.6	1.0	1.0				
	WB	B	12.1	14.9	13.5	11.5	14.5	17.1	18.1	15.3	50	50	50	50	100	57	71	66	62	151	180	176	166	51	70	70	65	152	180	180	168	111.0	101.0	95.3	94.5	99.6	99.9	98.1	98.9	0.0	0.2				
	IN	C	25.6	32.9	31.0	24.2	31.4	39.1	39.4	33.0																																			
	SB	D	31.7	37.1	35.0	30.0	40.5	46.3	46.8	40.8	225	275	275	200	350	567	702	656	628	548	648	641	606	509	690	682	639	551	650	649	607	111.5	101.8	96.1	98.3	99.4	99.7	98.9	99.8	0.7	0.3				
	NB	C	27.3	28.1	28.0	26.3	29.5	47.0	48.0	31.8	200	250	225	175	350	644	797	738	709	1130	1350	1348	1262	575	780	771	722	1145	1350	1347	1260	112.1	102.1	95.7	98.1	98.7	100.0	100.1	100.2	0.7	0.2				
	WB	C	19.9	32.1	29.4	18.1	27.6	30.6	30.3	29.2	375	525	525	300	275	1690	2084	2015	1890	1459	1715	1700	1643	1533	2080	2056	1925	1483	1750	1746	1633	110.2	100.2	98.0	98.2	98.4	98.0	97.4	100.6	1.0	1.2				
	EB	D	35.2	36.6	36.1	34.7	35.9	37.7	38.3	37.7	175	200	200	150	400	528	663	616	592	630	734	758	700	479	650	643	602	627	740	738	691	110.2	102.0	95.9	98.3	100.5	99.2	102.7	101.3	0.5	0.5				
	IN	E	31.1	60.6	60.3	29.7	34.0	67.6	106.6	74.6																																			
	SB	C	22.9	31.0	26.9	21.8	25.6	32.8	33.0	26.7	300	600	450	225	425	808	998	931	891	873	1036	1041	973	722	981	969	907	882	1040	1037	971	111.9	101.8	96.2	98.1	99.0	99.6	100.4	100.3	0.8	0.1				
	NB	E	31.9	76.9	75.8	31.1	29.6	71.1	123.1	70.7	300	950	950	275	450	578	695	680	635	966	1136	1123	1074	516	700	692	648	975	1150	1147	1073	112.1	99.3	98.3	98.1	99.2	98.8	97.9	100.1	0.6	0.7				
	WB	F	41.2	104.9	104.8	38.8	52.7	143.3	287.9	196.7	475	1325	1275	400	425	929	1107	1096	1017	739	846	832	823	826	1120	1107	1037	746	880	878	822	112.6	98.8	99.0	98.1	99.0	96.1	94.7	100.2	0.9	1.5				
	IN	C	20.2	22.9	22.2	19.1	29.1	50.0	54.4	36.4																																			
	EB	C	27.1	31.3	31.6	26.4	32.2	48.3	56.2	35.7	300	375	350	275	475	824	1043	990	943	1375	1648	1659	1555	774	1050	1038	972	1416	1670	1666	1558	106.6	99.3	95.3	97.1	97.1	98.7	99.6	99.8	0.5	0.9				
2600 S @ US-89	S																																												
2600 S @ I-15 Diamond	S																																												
Wildcat/625W & 800W/2500S	S																																												

Woods Cross Option A-Alt			Worst Case LOS		Delay (Sec)								95th Percentile Queue (Feet)								Volume Served								Volume Demand								Percent Served								GEH
					900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																	
IN	A	B	6.0	7.1	6.8	5.6	8.6	11.8	14.1	8.9																																			

Woods Cross Option B				Worst Case LOS		95th Percentile Queue (Feet)																Percent Served								GEH																
Intersection Name	Control	Approach	AM	PM	Delay (Sec)																Volume Served								Volume Demand								AM	PM								
					900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																						
2600 S @ 1100 W	S	EB	A	B	8.2	9.6	8.9	8.3	9.6	11.5	12.2	9.2	100	125	125	100	150	175	200	150	361	447	419	401	624	736	739	690	324	440	435	407	627	740	738	691	111.4	101.7	96.2	98.4	99.5	99.5	100.1	100.0	0.5	0.1
		WB	A	A	8.2	9.5	8.9	7.8	7.8	9.5	9.3	8.0	125	150	125	125	125	125	125	125	390	481	462	435	367	436	435	407	340	460	455	426	390	460	459	429	115.0	104.6	101.5	102.1	94.0	94.9	94.9	94.8	2.1	2.3
		NB	C	C	21.0	23.3	22.4	20.6	21.6	24.9	23.3	21.7	125	150	125	100	150	175	175	150	118	141	133	127	151	180	175	166	104	140	139	130	153	180	180	168	113.8	100.8	95.8	97.6	99.2	99.9	97.6	98.9	0.3	0.3
		SB	C	C	24.7	27.5	26.7	22.5	24.8	25.4	26.2	23.2	200	250	225	150	175	175	175	150	196	245	228	218	161	187	189	177	177	240	237	222	162	190	189	177	110.6	102.0	96.1	98.0	99.4	98.3	99.9	99.6	0.3	0.2
		IN	B	B	12.6	14.3	13.6	12.1	12.4	14.2	14.4	12.0																																		
2600 S @ Overland Rd	U	EB	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	420	533	491	473	624	726	744	689	383	520	514	482	619	730	728	681	109.7	102.5	95.6	98.3	100.7	99.4	102.1	101.1	0.4	0.4	
		WB	-	-	-	-	-	-	-	-	-	-	75	100	75	50	25	25	50	680	834	800	753	499	585	584	550	612	830	821	768	500	590	588	551	111.1	100.5	97.5	98.0	99.8	99.1	99.3	100.0	0.7	0.2	
		NB	A	A	8.3	9.5	8.9	8.2	8.9	9.4	9.8	8.9	75	75	75	75	75	50	50	109	132	120	117	51	60	60	55	96	130	129	120	51	60	56	56	113.4	101.8	93.8	97.1	99.7	100.0	99.3	97.7	0.2	0.1	
		IN	A	A	8.3	9.5	8.9	8.2	8.9	9.4	9.8	8.9																																		
2600 S @ Wildcat Way	S	EB	C	C	22.7	23.9	23.8	22.2	24.0	27.7	27.9	24.9	225	275	250	200	325	475	500	375	1074	1346	1249	1199	1624	1932	1928	1810	973	1320	1305	1222	1645	1940	1936	1811	110.4	102.0	95.7	98.2	98.7	99.6	99.6	100.0	0.7	0.4
		WB	B	D	14.6	17.2	16.8	13.3	25.6	40.0	42.7	28.3	300	325	350	275	625	825	825	725	1574	1915	1854	1735	1302	1534	1524	1448	1408	1910	1889	1768	1314	1550	1546	1447	111.8	100.3	98.2	98.1	99.1	98.9	98.6	100.1	1.2	0.6
		NB	C	D	39.4	37.2	39.0	38.4	34.5	34.8	34.8	33.0	175	200	200	150	225	275	275	200	204	259	237	227	295	349	346	325	185	250	247	231	296	350	350	327	110.4	103.5	96.0	98.2	99.5	99.7	99.0	99.5	0.5	0.2





Woods Cross Option B					Worst Case LOS													95th Percentile Queue (Feet)													Percent Served													GEH														
IN	A	B	SB	A	A	Delay (Sec)								100	125	125	100	150	175	175	150	Volume Served						Volume Demand							111.9	102.2	95.6	97.9	99.9	99.6	99.5	99.5	0.5	0.1														
						900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300									900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																									
						6.1	7.2	6.8	5.6	8.7	11.1	10.4	8.4							305	378	350	335	339	399	397	372	273	370	366	343	339	400	399	373																							

North Salt Lake Option A					Worst Case LOS								95th Percentile Queue (Feet)													Percent Served													GEH					
Center St @ Main St	Control	Approach	AM	PM	Delay (Sec)								200	250	225	175	225	375	350	200	Volume Served						Volume Demand							111.7	101.6	96.8	98.4	98.7	100.1	99.5	100.0	0.6	0.2	
					900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300									900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300												
SB		WB	EB			21.0	18.5	20.4	23.1	23.0	20.8	23.3	24.2	75	100	100	75	100	125	121	111	107	124	148	147	138	89	120	119	111	127	150	150	140	111.1	101.1	93.6	96.4	97.8	98.4	98.1	98.5	0.0	0.4
		NB	D	D		36.5	42.7	39.6	33.4	35.7	39.6	39.3	35.6	300	400	350	250	330	408	382	364	269	319	320	299	295	400	395	370	271	320	319	299	111.7	102.1	96.7	98.3	99.2	99.8	100.2	100.0	0.6	0.1	
						8.6	12.2	10.8	8.5	13.7	17.5	17.7	14.4	125	175	150	100	193	244	231	219	173	203	208	192	178	240	237	222	178	210	210	196	108.5	101.7	97.4	98.5	97.1	96.8	99.4	97.8	0.3	0.6	
						10.2	13.3	11.9	9.6	10.9	13.8	13.3	10.5	200	250	225	175	346	426	402	383	511	610	606	570	310	420	416	389	518	610	609	570	111.7	101.6	96.8	98.4	98.7	100.1	99.5	100.0	0.6	0.2	

North Salt Lake Option A	Worst Case LOS				95th Percentile Queue (Feet)	Delay (Sec)							Volume Served				Volume Demand				Percent Served				GEH																																						
	IN	SB	NB	EB		95th Percentile Queue (Feet)							Volume Served				Volume Demand																																														
						900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																																										
US-89 @ Center St	S	IN	SB	NB	EB	IN	SB	NB	EB	IN	SB	NB	EB	IN	SB	NB	EB	IN	21.6	20.8	20.3	18.7	20.3	200	225	250	200	175	225	274	347	322	310	313	374	379	351	251	341	336	315	322	380	380	355	109.5	102.0	96.0	98.3	97.2	98.4	99.9	99.0	0.3	0.5								
US-89 @ Eagle Ridge Dr	S	IN	SB	NB	EB	IN	SB	NB	EB	IN	SB	NB	EB	IN	SB	NB	EB	IN	28.6	28.7	34.1	37.1	23.5	23.0	26.5	24.3	50	50	50	50	75	50	50	50	75	50	50	75	17	20	20	19	24	27	28	15	20	20	19	26	30	30	28	116.6	99.5	100.1	101.2	95.0	91.3	94.7	95.0	0.3	0.7
US-89 @ Eaglegate Dr	U	WB	NB	SB	IN	WB	NB	SB	IN	WB	NB	SB	IN	WB	NB	SB	IN	WB	10.1	10.4	10.0	9.6	12.3	13.0	13.3	16.7	75	75	75	75	71	75	75	75	75	71	92	87	81	66	81	80	75	67	90	89	83	68	80	80	75	106.7	103.1	97.2	97.8	97.6	100.7	100.9	99.9	0.2	0.0		
US-89 @ Main St	S	IN	SB	NB	EB	IN	SB	NB	EB	IN	SB	NB	EB	IN	SB	NB	EB	IN	4.3	6.1	5.1	3.8	2.4	2.9	3.2	16.3	175	275	200	125	180	224	209	200	285	341	339	318	162	220	218	204	288	340	339	317	110.9	102.0	95.8	98.3	98.9	100.3	100.0	100.3	0.3	0.0							

















Salt Lake City Option A-Alt		Worst Case LOS		95th Percentile Queue (Feet)								Percent Served								GEH				
				Delay (Sec)				Volume Served				Volume Demand												
Intersection Name	Control	Approach	AM	PM	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	AM	PM		
600 N @ 8th W	C	EB	-	-	-	-	-	-	25	50	50	25	25	50	50	25	6:00:00 AM	7:00:00 AM	8:00:00 AM	9:00:00 AM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	300	200	225	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	8.0
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8
600 N @ 8th W	C	EB	-	-	9.5	13.3	13.6	9.8	125	200	200	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 900 W	S	EB	B	C	11.1	14.2	14.4	12.3	125	200	225	150	225	300	325	200	7.7	9.4	9.4	7.7	7.0	5.6	7.7	6.8
600 N @ 300 W	S	EB	C	C	21.9	24.7	26.4	22.9	400	350	400	300	325	375	375	325	19.9	23.5	23.7	20.3	24.0	25.9	26.1	22.8



Salt Lake City Option A-Alt	Worst Case LOS					95th Percentile Queue (Feet)	Volume Served					Volume Demand					Percent Served	GEH																				
	IN	B	B	D	E		Delay (Sec)					Volume Served							Volume Demand																			
							900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100			8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300														
2300 N @ I-15	EB	IN	SB	NB	W																																	
	D	B	B	B	C																																	
	D	B	B	B	C																																	
	35.3	9.9	8.1	8.6	12.5	34.3	24.8	34.5	53.9	42.4	8.8	4.6	14.1	10.3	38.9																							
	42.6	16.4	11.1	10.8	25.6	43.9	28.0	43.9	66.7	59.9	12.4	6.5	20.0	14.6	49.9																							
	42.9	15.6	10.6	10.7	24.0	43.2	28.8	42.9	63.7	58.2	12.2	6.3	19.2	14.5	50.0																							
	37.9	10.7	8.6	8.8	14.1	37.1	26.2	36.8	58.7	47.0	9.3	4.8	14.4	11.1	40.8																							
	39.8	11.4	11.9	13.0	8.5	24.4	19.7	22.0	50.7	24.8	8.3	5.4	12.3	10.1	42.8																							
	40.7	15.3	13.6	18.3	11.0	26.7	21.3	24.1	55.4	27.3	9.6	6.2	14.8	11.8	57.6																							
	42.4	15.0	13.8	17.7	10.8	26.2	20.8	23.7	54.8	26.5	9.6	6.1	14.2	12.1	61.3																							
	39.3	10.7	12.1	11.9	8.3	24.0	19.4	22.4	47.4	23.9	7.9	5.1	11.5	10.0	44.2																							
	175		150	150	125		275	300	225	225		0	75	275																								
	325		225	200	150		350	425	275	250		25	100	600																								
	325		225	175	150		375	400	250	250		50	75	575																								
	200		150	175	125		275	325	250	225		0	75	325																								
	175		75	375	150		250	275	150	100		125	75	225																								
	250		100	525	200		300	350	125	150		150	75	325																								
	250		100	500	200		300	350	150	125		150	75	300																								
	175		75	350	150		225	300	100	100		100	75	250																								
	844		909	517	831		1028	661	238	960		388	106	707																								
	1145		1247	708	1123		1401	934	337	1323		539	137	964																								
	1139		1235	714	1126		1402	957	341	1305		554	137	961																								
	1065		1157	664	1050		1306	888	315	1231		508	129	897																								
	849		274	1272	747		996	1327	541	741		624	144	649																								
	988		325	1514	884		1181	1574	641	882		728	168	767																								
	992		327	1518	879		1171	1609	643	887		743	166	770																								
	926		305	1425	824		1101	1507	606	826		696	156	720																								
	884		921	531	848		1040	707	250	921		405	103	656																								
	1200		1250	720	1150		1410	960	340	1250		550	140	890																								
	1186		1236	712	1137		1394	949	337	1236		544	139	880																								
	1111		1157	667	1065		1305	889	315	1157		509	130	824																								
	873		280	1297	763		1001	1365	551	695		628	144	594																								
	1030		330	1530	900		1180	1610	650	820		740	170	700																								
	1028		329	1526	898		1177	1606	648	818		738	169	699																								
	961		308	1428	840		1101	1503	607	765		691	159	653																								
	95.5		98.7	97.4	98.0		98.9	93.5	95.0	104.3		95.7	102.9	107.7																								
	95.4		99.8	98.3	97.7		99.3	97.3	99.2	105.8		97.9	98.1	108.3																								
	96.0		100.0	100.4	99.0		100.5	100.9	101.4	105.6		101.9	98.5	109.1																								
	95.9		100.0	99.7	98.7		100.1	99.9	100.0	106.4		99.8	99.2	108.8																								
	97.2		97.9	98.0	97.9		99.5	97.3	98.3	106.6		99.4	99.5	109.4																								
	95.9		98.4	99.0	98.2		100.0	97.8	98.5	107.6		98.4	98.7	109.5																								
	96.6		99.3	99.5	97.9		99.5	100.2	99.3	108.4		100.7	98.0	110.2																								
	96.3		99.1	99.8	98.2		100.0	100.3	99.9	107.9		100.8	98.5	110.1																								
	2.9		0.2	0.5	1.1		0.2	1.1	0.3	3.7		0.4	0.1	4.8																								
	2.2		0.5	0.7	1.1		0.2	0.8	0.5	4.2		0.1	0.3	4.9																								









Salt Lake City Option A2		Worst Case LOS				95th Percentile Queue (Feet)								Percent Served								GEH							
											Delay (Sec)				Volume Served				Volume Demand										
											900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300			900-4500	4500-8100	8100-11700	11700-15300	
IN	SB	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN	IN



Salt Lake City Option A-C3		Worst Case LOS				95th Percentile Queue (Feet)																Percent Served				GEH																		
						Delay (Sec)								Volume Served								Volume Demand																						
		900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	98.0	98.3	100.0	100.2	0.4	0.6																	
600 N @ 400 W	S	WB	C	E	18.7	23.0	22.6	19.8	35.2	51.8	55.6	36.7	275	400	400	775	693	944	946	884	1098	1284	1287	1307	1444	1960	1938	1814	1178	1390	1387	1297	97.6	98.4	100.3	100.1	98.7	99.4	100.4	100.7	0.7	0.1		
Beck St @ N Chicago St	S	NB	C	D	30.4	36.8	37.2	31.6	40.9	47.7	49.6	38.1	175	250	250	400	393	534	534	499	740	873	880	821	398	540	534	500	746	880	878	822	98.6	98.9	100.1	99.7	99.2	99.3	100.2	100.0	0.3	0.2		
600 N @ I-15 DI	S	WB	D	D	36.7	48.1	49.6	39.0	45.3	43.3	43.3	36.3	100	150	150	275	1260	1739	1775	1639	2342	2788	2816	2640	1304	1770	1750	1639	2391	2820	2813	2631	96.6	98.3	101.4	100.0	98.0	98.9	100.1	100.4	0.6	0.7		
SB		NB	C	D	24.0	31.0	30.7	25.4	42.7	48.5	48.9	42.5	200	275	250	200	125	125	125	1045	822	981	981	915	833	1130	1117	1046	831	980	978	915	98.9	99.6	100.1	99.9	98.9	100.1	100.4	0.2	0.1			
D		C	C	E	17.2	22.1	22.5	17.9	22.7	27.3	27.6	24.1																																
E		D	C	D	15.0	19.8	20.1	15.8	17.9	20.2	20.1	18.4	250	375	350	200	1468	2016	2021	1889	689	828	825	776	1496	2030	2007	1879	704	830	828	775	98.1	99.3	100.7	100.5	97.9	99.7	99.7	100.2	0.2	0.3		
99.3		IN	C	C	17.2	22.1	22.5	17.9	22.7	27.3	27.6	24.1																																
99.8		IN	C	C	15.0	19.8	20.1	15.8	17.9	20.2	20.1	18.4	250	375	350	200	1468	2016	2021	1889	689	828	825	776	1496	2030	2007	1879	704	830	828	775	98.1	99.3	100.7	100.5	97.9	99.7	99.7	100.2	0.2	0.3		
100.1		IN	C	C	17.2	22.1	22.5	17.9	22.7	27.3	27.6	24.1																																
100.6		IN	C	C	15.0	19.8	20.1	15.8	17.9	20.2	20.1	18.4	250	375	350	200	1468	2016	2021	1889	689	828	825	776	1496	2030	2007	1879	704	830	828	775	98.1	99.3	100.7	100.5	97.9	99.7	99.7	100.2	0.2	0.3		
0.4		IN	C	C	17.2	22.1	22.5	17.9	22.7	27.3	27.6	24.1																																
0.6		IN	C	C	15.0	19.8	20.1	15.8	17.9	20.2	20.1	18.4	250	375	350	200	1468	2016	2021	1889	689	828	825	776	1496	2030	2007	1879	704	830	828	775	98.1	99.3	100.7	100.5	97.9	99.7	99.7	100.2	0.2	0.3		

Salt Lake City Option A-C3	Worst Case LOS					95th Percentile Queue (Feet)							Percent Served			GEH					
	IN	B	B	D	D	IN	NB	C	D	D	IN	NB	C	C	D	D	D	D			
																			Delay (Sec)	Volume Served	Volume Demand
2100 N @ I-15	EB	IN	SB	NB	EB	IN	SB	NB	WB	EB	IN	WB	NB	IN	EB	IN	WB	NB	IN		
2100 N @ Beck St		EB	NB	EB	IN	SB	NB	WB	EB	IN	WB	NB	WB	EB	IN	WB	NB	WB	EB	IN	
900 W @ 1000 N		S																			
1000 N @ I-15 DI																					







Salt Lake City Option A-Alt2			Worst Case LOS						95th Percentile Queue (Feet)															Percent Served						GEH																	
									Delay (Sec)							Volume Served							Volume Demand																								
			900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300	900-4500	4500-8100	8100-11700	11700-15300																									
Beck St @ N Chicago St	S	EB	D	D	41.3	43.6	44.1	43.9	41.2	45.4	43.5	43.0	50	50	50	50	75	75	75	75	70	98	100	93	86	101	100	93	74	100	99	93	85	100	100	93	95.0	98.4	101.0	100.8	101.4	100.9	99.8	99.7	0.2	0.1	
		NB	C	C	16.6	22.3	22.8	18.0	20.7	24.0	25.1	21.3	125	150	150	125	275	325	350	350	414	568	565	527	1172	1376	1388	1295	420	570	564	528	1179	1390	1387	1297	98.6	99.6	100.2	99.9	99.4	99.0	100.1	99.9	0.2	0.3	
		SB	C	C	14.9	19.8	20.3	15.8	18.3	20.3	20.0	18.5	275	350	375	275	200	250	250	225	1466	2013	2017	1886	693	819	834	776	1496	2030	2007	1879	704	830	828	775	98.0	99.2	100.5	100.3	98.4	98.7	100.7	100.2	0.3	0.3	
		IN	C	C	16.7	21.5	22.0	17.7	21.6	24.6	25.2	22.2																																			
600 N @ I-15 DI	S	EB	F	D	42.8	59.7	65.2	47.8	41.6	49.2	48.1	42.1	250	350	375	250	225	275	275	1555	2130	2186	2022	1571	1904	1867	1776	1600	2170	2145	2009	1585	1870	1865	1745	97.2	98.1	101.9	100.7	99.1	101.8	100.1	101.8	0.3	0.6		
		WB	F	D	44.0	59.7	69.9	46.2	36.4	43.7	42.4	35.2	125	175	175	150	200	225	175	1357	1821	1878	1735	2436	2897	2919	2745	1386	1880	1858	1740	2493	2940	2932	2743	98.0	96.8	101.1	99.7	97.7	98.5	99.6	100.1	100.1	0.9	1.1	
		NB	D	F	31.7	38.6	41.1	33.6	45.9	57.6	57.3	46.2	250	300	325	250	325	400	325	877	1170	1178	1096	874	1050	1053	983	877	1190	1176	1102	890	1050	1047	980	99.9	98.4	100.1	99.5	98.1	100.0	100.5	100.4	0.4	0.1		
		SB	F	D	52.6	62.1	64.5	53.2	39.0	45.9	44.7	40.1	375	525	500	400	275	350	325	647	883	899	834	634	771	754	716	664	900	890	833	610	720	718	672	97.5	98.1	101.1	100.2	103.9	107.1	104.9	106.6	0.4	2.9		
		IN	F	D	41.8	54.3	60.0	44.5	40.2	48.5	47.4	40.0																																			
900 W @ 1000 N	S	EB	B	B	9.8	11.9	11.8	10.4	13.9	15.1	15.6	13.7	150	200	200	150	200	275	275	430	587	583	545	557	657	658	616	428	580	573	537	458	540	539	504	100.5	101.1	101.8	101.5	121.6	121.7	122.2	122.2	0.6	9.4		
		NB	B	C	10.6	13.0	13.0	10.3	15.3	20.9	22.4	15.1	75	100	100	100	125	200	200	377	379	377	352	408	493	483	457	280	380	376	352	415	490	489	457	98.6	99.8	100.2	100.0	98.1	100.6	98.9	100.0	0.1	0.2		
		SB	A	A	5.0	5.9	6.1	5.0	7.5	9.6	9.6	7.4	100	100	100	175	200	225	334	455	463	428	713	843	859	807	339	460	455	426	720	850	848	793	98.4	98.9	101.9	100.6	99.1	99.2	101.3	101.7	0.0	0.2			
		IN	B	B	8.5	10.3	10.3	8.6	11.5	14.2	14.7	11.3																																			
1000 N @ I-15 HDI	S	EB	C	C	28.9	34.6	32.0	27.4	20.7	27.7	28.0	24.5	275	325	350	275	150	175	175	428	605	592	556	633	760	748	707	435	590	584	546	560	660	659	616	98.4	102.5	101.4	101.7	113.1	115.2	113.5	114.7	0.5	6.8		
		NB	C	C	14.8	16.2	15.7	15.0	21.2	25.9	26.7	22.7	175	200	200	175	300	425	450	629	629	591	1315	1540	1573	1470	420	570	564	528	1306	1540	1536	1437	110.8	110.4	111.6	111.9	100.8	100.0	102.4	102.3	5.0	1.0			



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