

Silver Meadows Development

Traffic Analysis

Prepared for:
Town of Hideout

April 2021

UT21-2270

FEHR  PEERS

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1. Executive Summary

This study provides a summary of the potential transportation-related impacts from the proposed Silver Meadows development (formerly named the Richardson Flat development) located on Richardson Flat Road between US-40 and Jordanelle Parkway in Summit County, Utah. This study analyzes the traffic operations and impacts for 2021, 2026, and 2041 background and plus project conditions at key intersections. The plus project analysis includes project trips generated from the proposed project.

1.1 Traffic Conditions

1.1.1 Study Intersections

The following intersections were included in this study:

- 1) SR-248 & Richardson Flat Road – Currently side-street stop controlled, planned signal,
- 2) Jordanelle Parkway & Richardson Flat Road – Side-street stop controlled,
- 3) SR-248 & Jordanelle Parkway/Brown's Canyon Road – Side-street stop controlled, planned signal.

1.1.2 Traffic Volumes

Fehr & Peers previously collected traffic counts at the study intersections to establish a baseline of existing conditions and operations for the area. Weekday peak period traffic counts were recorded from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM on January 15, 2020 at all study intersections.

1.1.3 2021 Background Conditions

The intersections at SR-248 & Richardson Flat Road and at SR-248 & Brown's Canyon Road were both observed to operate at failing levels of service in the AM and PM peak hours due to few gaps available for left-turn movements from minor roadways. Summit County has identified both intersections as locations for future traffic signal implementations due to existing failing conditions. No additional mitigations aside from those identified by Summit County are recommended as part of this analysis.

1.1.4 2026 Background Conditions

Due to Summit County's plans to signalize the intersections at SR-248 & Richardson Flat Road and at SR-248 & Brown's Canyon Road, those intersections were assumed to be signalized for all future condition analyses. Due to the signalization of those intersections, all study intersections operated within acceptable levels of delay during the AM and PM peak hour analyses.

1.1.5 Project Conditions

The proposed mixed-use site will be located between the intersections of SR-248 & Richardson Flat Road and Richardson Flat Road & Jordanelle Parkway, south of SR-248. Trip generation for the project was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition, 2017*, and Fehr & Peers' mixed-use development (MXD+) methodology via MainStreet, a Fehr & Peers web application that captures the traffic benefits of developments by looking at interactions among the mixture of land uses and patron usage of alternative modes (i.e., transit, bicycling, and/or walking).

The project is not currently proposed to include any new driveways that connect to SR-248.

The development is expected to generate 718 project gross trips in the AM peak hour and 1,038 project gross trips in the PM peak hour. However, with the nature of a multi-use development, some generated trips travel only internally, or shift to transit or walk/bike modes. Based on the results of the MXD+ analysis, the site is expected to generate 620 net external trips in the AM peak hour and 895 net external trips in the PM peak hour.

1.1.6 2026 plus Project Conditions

Using the volumes forecasted for the 2026 plus project scenario, the three study intersections were observed to continue to operate at acceptable levels of service in the AM and PM peak hours of the 2026 plus project conditions analysis.

1.1.7 2041 Background Conditions

Using the volumes forecasted for the 2041 background scenario, the three study intersections were observed to continue to operate at acceptable levels of service in the AM and PM peak hours of the 2041 background conditions analysis.

1.1.8 2041 plus Project Conditions

Using the volumes forecasted for the 2041 plus project scenario, the three study intersections were observed to continue to operate at acceptable levels of service in the AM and PM peak hours of the 2041 plus project conditions analysis.

1.1.9 Recommended Mitigations

The Summit County Comprehensive Plan identifies that the intersections at SR-248 & Richardson Flat Road and at SR-248 & Brown's Canyon Road are planned to be converted from stop-controlled to signalized intersections. Planned growth from other developments in the area is projected to generate sufficient traffic to warrant traffic signals in future years.

Since all study intersections were observed to operate at acceptable levels of service through the 2041 plus project scenario analyses, no additional mitigations are recommended to be implemented as part of this development.

1.2 Conclusion

Currently, the intersections of SR-248 & Richardson Flat Road as well as SR-248 & Brown's Canyon Road experience unacceptable delays on the side-street turning movements. Summit County is currently planning to install traffic signals at these intersections. With these planned signals, the study intersections were observed to operate at an acceptable level of delay during peak hours in all 2026 and 2041 analyses performed in this study.

1.2.1 LOS Summary

Table 1 reports LOS at each study intersection. For signalized intersections, average vehicular delay and LOS are reported. For unsignalized intersections, the worst movement delay and LOS are reported. Detailed descriptions of the intersection operations can be found in the subsequent chapters. The column for 2021 background conditions reflects conditions with current lane configurations and no mitigations. All columns for future conditions incorporate the planned intersection signals.

Table 1: AM and PM Peak Hour Level of Service Summary

Intersection			2021 Background	2026 Background	2026 plus Project	2041 Background	2041 plus Project
ID	Location	Period	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh
1	SR-248 & Richardson Flat Road ^{1,2}	AM	F / 52 (WBL)	A / 8	A / 9	A / 9	A / 10
		PM	F / 153 (WBL)	A / 6	B / 12	A / 7	B / 12
2	Jordanelle Parkway & Richardson Flat Road ²	AM	A / 9 (EBT)	A / 9 (EBT)	B / 12 (EBT)	A / 9 (EBT)	B / 14 (EBT)
		PM	A / 9 (EBT)	A / 9 (EBT)	B / 14 (EBT)	A / 9 (EBT)	C / 16 (EBT)
3	SR-248 & Jordanelle Parkway/Brown's Canyon Road ^{1,2}	AM	F / 55 (EBL)	B / 18	B / 17	C / 22	C / 21
		PM	F / 52 (EBL)	B / 16	B / 20	B / 18	B / 19

1. Intersection average LOS and delay for signalized and roundabout intersections.

2. Worst movement LOS and delay for unsignalized intersections.

Source: Fehr & Peers.

2. Introduction

2.1 Purpose

This study provides a summary of the potential transportation-related impacts from the Silver Meadows multi-use development located on Richardson Flat Road between the intersections of SR-248 & Richardson Flat Road and Richardson Flat Road & Jordanelle Parkway in Richardson Flat, Utah. **Figure 1** for a project location map (source: LDG).

This study analyzes the traffic operations and impacts for 2021 background, 2026 background, 2026 plus project, 2041 background, and 2041 plus project conditions at key intersections, described below in the Scope section. The plus project analysis includes project trips generated from the proposed multi-use site. For each of the evaluation periods, mitigation (roadway geometry changes or operational improvements) actions, if needed, were recommended.

2.2 Scope

This study analyzes the traffic impacts of the project in conjunction with adjacent intersections. Impacts are specifically addressed at the following study intersections:

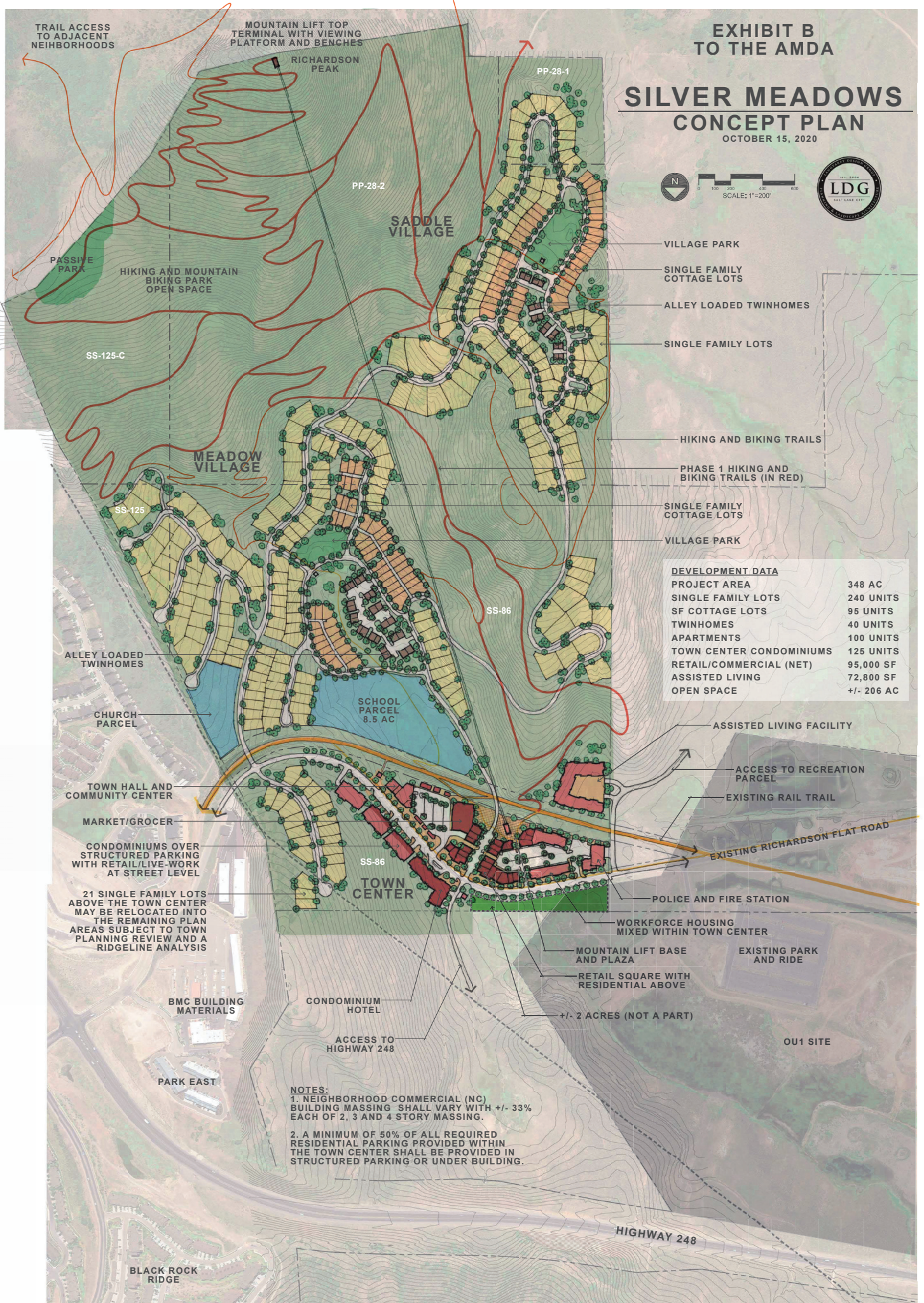
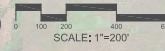
The following intersections were included in this study:

- 1) SR-248 & Richardson Flat Road – Currently side-street stop controlled, planned signal,
- 2) Jordanelle Parkway & Richardson Flat Road – Side-street stop controlled,
- 3) SR-248 & Jordanelle Parkway/Brown's Canyon Road – Side-street stop controlled, planned signal.

EXHIBIT B
TO THE AMDA

SILVER MEADOWS
CONCEPT PLAN

OCTOBER 15, 2020



- VILLAGE PARK
- SINGLE FAMILY COTTAGE LOTS
- ALLEY LOADED TWINHOMES
- SINGLE FAMILY LOTS
- HIKING AND BIKING TRAILS
- PHASE 1 HIKING AND BIKING TRAILS (IN RED)
- SINGLE FAMILY COTTAGE LOTS
- VILLAGE PARK

DEVELOPMENT DATA	
PROJECT AREA	348 AC
SINGLE FAMILY LOTS	240 UNITS
SF COTTAGE LOTS	95 UNITS
TWINHOMES	40 UNITS
APARTMENTS	100 UNITS
TOWN CENTER CONDOMINIUMS	125 UNITS
RETAIL/COMMERCIAL (NET)	95,000 SF
ASSISTED LIVING	72,800 SF
OPEN SPACE	+/- 206 AC

- ASSISTED LIVING FACILITY
- ACCESS TO RECREATION PARCEL
- EXISTING RAIL TRAIL
- EXISTING RICHARDSON FLAT ROAD
- POLICE AND FIRE STATION
- WORKFORCE HOUSING MIXED WITH TOWN CENTER
- MOUNTAIN LIFT BASE AND PLAZA
- RETAIL SQUARE WITH RESIDENTIAL ABOVE
- +/- 2 ACRES (NOT A PART)
- EXISTING PARK AND RIDE
- OUI SITE
- ACCESS TO HIGHWAY 248
- CONDOMINIUM HOTEL
- BMC BUILDING MATERIALS
- PARK EAST
- BLACK ROCK RIDGE

ALLEY LOADED TWINHOMES

CHURCH PARCEL

TOWN HALL AND COMMUNITY CENTER

MARKET/GROCER

CONDOMINIUMS OVER STRUCTURED PARKING WITH RETAIL/LIVE-WORK AT STREET LEVEL

21 SINGLE FAMILY LOTS ABOVE THE TOWN CENTER MAY BE RELOCATED INTO THE REMAINING PLAN AREAS SUBJECT TO TOWN PLANNING REVIEW AND A RIDGELINE ANALYSIS

NOTES:

1. NEIGHBORHOOD COMMERCIAL (NC) BUILDING MASSING SHALL VARY WITH +/- 33% EACH OF 2, 3 AND 4 STORY MASSING.
2. A MINIMUM OF 50% OF ALL REQUIRED RESIDENTIAL PARKING PROVIDED WITHIN THE TOWN CENTER SHALL BE PROVIDED IN STRUCTURED PARKING OR UNDER BUILDING.

TRAIL ACCESS TO ADJACENT NEIGHBORHOODS

MOUNTAIN LIFT TOP TERMINAL WITH VIEWING PLATFORM AND BENCHES

RICHARDSON PEAK

PP-28-1

PP-28-2

SADDLE VILLAGE

PASSIVE PARK

HIKING AND MOUNTAIN BIKING PARK OPEN SPACE

SS-125-C

MEADOW VILLAGE

SS-125

SS-86

SCHOOL PARCEL 8.5 AC

TOWN CENTER

CONDOMINIUM HOTEL

HIGHWAY 248

2.3 Analysis Methodology

LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual, 6th Edition (HCM 6) methodology was used in this study to remain consistent with “state of the practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays).

Table 2: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst approach LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

3. Existing 2021 Background Conditions

3.1 Purpose

The 2021 existing conditions analysis examines the pertinent intersections and roadways during the peak travel periods of the day under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies can be identified, and potential mitigation measures recommended.

3.2 Roadway System

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

- **SR-248** is a state-owned highway in Summit County that connects Park City with Kamas, Utah. From Wyatt Earp Way to Richardson Flat Road, SR-248 has one travel lane in each direction with a two-way left-turn lane and a speed limit of 50 miles per hour. From the US-40 to the intersection at Brown's Canyon Road, SR-248 widens to have two travel lanes in each direction with a two-way left-turn lane and a speed limit of 65 miles per hour.
- **Richardson Flat Road** has a posted speed limit of 35 mph and is classified as a minor collector road. Richardson Flat Road has a two-lane cross section with one travel lane in each direction throughout the project area. The road is fairly narrow; both travel lanes are 11' and have no shoulder.
- **Jordanelle Parkway / Brown's Canyon Road** has a posted speed limit of 30 mph and is classified as a major collector road. It has a two-lane cross-section with one travel lane in each direction near the project area, except for near the intersection at SR-248, where it widens out to include left and right turn storage lanes.

3.3 Traffic Accident Data

Fehr & Peers obtained 5 years of crash data from 2016 to 2021 to outline safety deficiencies near the project area. The data collected included the location, severity, date, and type of collisions.

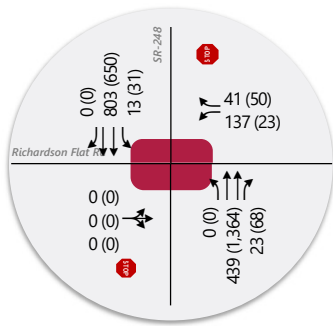
From 2016 to 2021, there were 23 total collisions in the within the study area; 16 collisions were intersection-related, six collisions occurred along Richardson Flat Road, and one occurred on Jordanelle Parkway. Of the non-intersection related collisions within the project area, there were four property damage only crashes, two suspected minor injury crashes, and one possible injury crash; no suspected serious injury crashes or

fatal crashes were reported along Richardson Flat Road or Jordanelle Parkway. Notably, three of the collisions along Richardson Flat Road involved roadway departures, which may indicate that pavement markings and delineation along Richardson Flat Road is needed, especially as the area continues to develop. Speeding was also involved in two of the crashes along Richardson Flat Road, but those accidents both occurred in snowy or icy conditions, so speeding does not appear to be a significant issue along Richardson Flat Road.

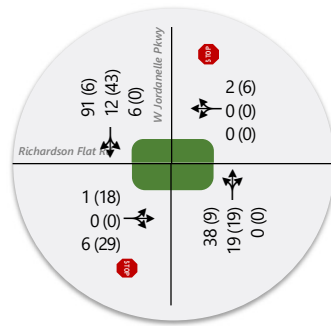
Furthermore, as traffic continues to increase along Richardson Flat Road, the road width may prove to be insufficient. Further study should be conducted to determine if widening the road to accommodate shoulders, bike lanes, striping, or other modifications would be warranted.

3.4 Traffic Volumes

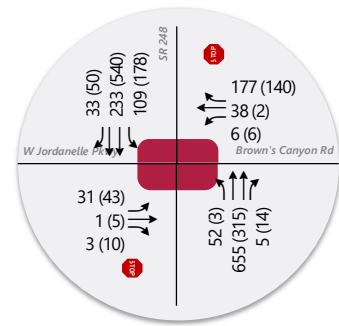
Fehr & Peers collected traffic counts at the study intersections to establish a baseline of existing conditions and operations for the area. AM peak period traffic counts were recorded from 7:00 AM to 9:00 AM and PM peak period traffic counts were recorded from 4:00 PM to 6:00 PM on January 15, 2020 at all study intersections. No monthly or daily adjustment factors were applied to the counts. The existing background weekday peak hour volumes are shown in **Figure 2** and in the Appendix.



**1. SR-248/
Richardson Flat Rd**



**2. W Jordanelle Pkwy/
Richardson Flat Rd**



**3. SR 248/W Jordanelle Pkwy/
Brown's Canyon Rd**

LEGEND

Stop Sign Signalized

Lane Configuration { AM (PM) } Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

A **B** **C** **D** **E** **F**

Figure 2
Existing Conditions

3.5 Level of Service Analysis

Using Synchro 11 software and the HCM 2016 delay thresholds provided in the Introduction, the existing background AM and PM peak hour LOS were computed for each study intersection. The results of this analysis for the AM and PM peak hours are reported in **Table 3** (see Appendix for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed mixed-use development.

Table 3: Existing 2021 Background Conditions AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-248 & Richardson Flat Road ^{1,2}	AM	EB/WB	WBL	52	F	-	-
		PM	Stop	WBL	153	F	-	-
2	Jordanelle Parkway & Richardson Flat Road ²	AM	EB/WB	EBT	9	A	-	-
		PM	Stop	EBT	9	A	-	-
3	SR-248 & Jordanelle Parkway/Brown's Canyon Road ^{1,2}	AM	EB/WB	EBL	55	F	-	-
		PM	Stop	EBL	52	F	-	-

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
- Source: Fehr & Peers.

As shown in **Table 3**, the intersections at SR-248 & Richardson Flat Road and at SR-248 & Brown's Canyon Road both operate at failing levels of service in the AM and PM peak hours due to few gaps available for left-turn movements from minor roadways. The intersection at Jordanelle Parkway & Richardson Flat Road operated at acceptable levels of service.

3.6 Mitigation Measures

Summit County has identified both intersections as locations for future traffic signal implementations due to existing failing conditions. The heavy volumes in the project area indicate that those signals are likely needed and should be implemented as they are warranted.

These mitigations are assumed to be implemented for all 2026 and 2041 analysis configurations since initial analyses without those mitigations showed that the intersections would likely experience failing conditions without them. No additional mitigations aside from those identified by Summit County are recommended as part of this analysis.

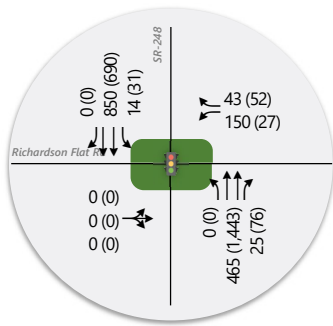
4. Future 2026 Background Conditions

4.1 Purpose

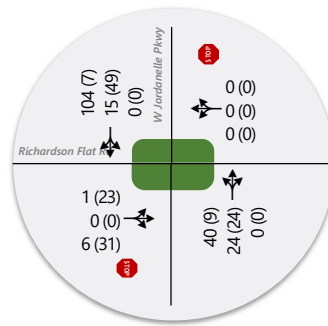
The purpose of the future 2026 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected 2026 traffic volumes. This analysis provides a baseline condition for the year 2026, which can be used to determine future project impacts. This analysis also assumes the mitigations recommended in **Section 3.6** were implemented.

4.2 Traffic Volumes

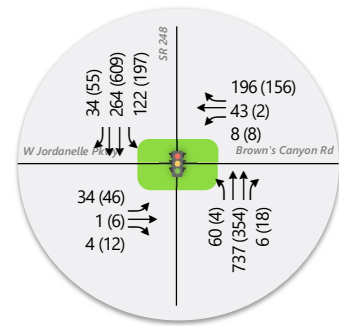
Fehr & Peers projected 2026 volumes using linear annual growth rates based on Summit County Travel Demand Model and modifications based on observations of the area. The increase in projected volume between the 2019 and 2041 Summit County models indicated between 1.1% and 2.9% growth per year, depending on the segment of road in the study area. The growth rates were applied to the existing 2021 background volumes to formulate the traffic volumes for the future 2026 background conditions. The projected 2026 background peak hour traffic volumes are shown in **Figure 3**.



**1. SR-248/
Richardson Flat Rd**



**2. W Jordanelle Pkwy/
Richardson Flat Rd**



**3. SR 248/W Jordanelle Pkwy/
Brown's Canyon Rd**

LEGEND

Stop Sign
 Signalized

Lane Configuration {

 AM (PM)

 AM (PM)

 AM (PM)
 } Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

A
B
C
D
E
F

Figure 3
2026 Background Conditions

4.3 Level of Service Analysis

Using Synchro 11 software and the HCM 2016 delay thresholds provided in the Introduction, future 2021 background peak hour LOS was computed for each study intersection. The results of this analysis for the AM and PM peak hours are reported in **Table 4** (see Appendix for the detailed LOS report).

Table 4: Future 2026 Background Conditions AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-248 & Richardson Flat Road ^{1,2}	AM	Signal	-	-	-	8	A
		PM		-	-	-	6	A
2	Jordanelle Parkway & Richardson Flat Road ²	AM	EB/WB	EB TH	9	A	-	-
		PM	Stop	EB TH	9	A	-	-
3	SR-248 & Jordanelle Parkway/Brown's Canyon Road ^{1,2}	AM	Signal	-	-	-	18	B
		PM		-	-	-	16	B

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

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

4.4 Mitigation Measures

All intersections operate at acceptable overall levels of service assuming the mitigation measures recommended in the existing conditions analysis, therefore no further traffic operation mitigation measures for future 2026 conditions are recommended.

5. Project Conditions

5.1 Purpose

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

5.2 Project Description

The proposed Silver Meadows mixed-use site will be located between the intersections of SR-248 & Richardson Flat Road and Richardson Flat Road & Jordanelle Parkway and will consist of single-family, multi-family, assisted living, and second home residential along with some general retail uses. The full list of land uses, and area occupied by each use is listed in **Table 5**. The Silver Meadows development is located south of SR-248. The development proposes no new driveway access locations that tie into SR-248.

5.3 Trip Generation

Trip generation for the project was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition, 2017*, and Fehr & Peers' mixed-use development (MXD+) methodology via MainStreet, a Fehr & Peers web application that captures the traffic benefits of developments by looking at interactions among the mixture of land uses and patron usage of alternative modes (i.e., transit, bicycling, and/or walking).

The gross and net external vehicle trips expected to be generated by the mixed-use development, along with the vehicle trip reduction rates (that account for trips that are internal to the site, as well as trips that shift to transit or walk/bike modes) are shown in **Table 5**.

Table 5: Mixed use development Trip Generation

ITE Land Use	ITE Code	Units	Quantity	Daily Total	AM In	AM Out	AM Total	PM In	PM Out	PM Total
(220) - Multifamily Housing Low Rise (Adj Streets, 7-9A, 4-6P)	220	Dwelling Units	40	262	5	15	20	16	10	26
(210) - Single-Family Detached Housing (Adj Streets, 7-9A, 4-6P)	210	Dwelling Units	240	2266	45	134	178	150	88	238
(221) - Multifamily Housing Mid-Rise (Adj Streets, 7-9A, 4-6P)	221	Dwelling Units	100	544	9	27	36	27	17	44
(221) - Multifamily Housing Mid-Rise (Adj Streets, 7-9A, 4-6P)	221	Dwelling Units	125	680	12	33	45	34	21	55
(520) - Elementary School (Adj Streets, 7-9A, 4-6P)	520	Students	250	473	91	77	168	21	22	43
(265) - Timeshare (Adj Streets, 7-9A, 4-6P)	265	Dwelling Units	95	855	23	16	39	26	38	64
(820) - Shopping Center (Adj Street, 7-9A, 4-6P)	820	1,000 Sq. Ft	95	5,806	123	76	199	251	272	523
(254) - Assisted Living (Adj Streets, 7-9A, 4-6P)	254	1,000 Sq. Ft	72.8	305	22	6	28	11	25	35
(560) - Church (Adj Streets, 7-9A, 4-6P)	560	1,000 Sq. Ft	16.37	118	3	2	5	5	6	10
Sub Total				11,309	333	386	718	541	499	1038
<i>Internal Capture</i>				682	41	47	88	67	62	128
<i>Shift to Transit</i>				181	4	5	9	7	7	14
<i>Shift to Walk/Bike</i>				17	0	1	1	1	0	1
TOTAL				10,429	288	333	620	466	430	895

Source: Fehr & Peers.

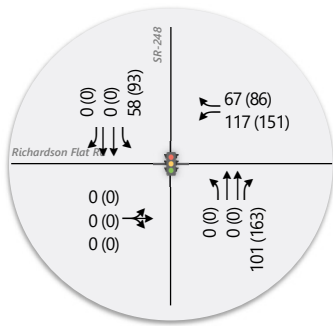
5.4 Trip Distribution and Assignment

Project traffic was assigned to the roadway network based on the proximity to major streets and freeways, roadway network, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provided helpful guidance to establish these distribution percentages, especially near the site.

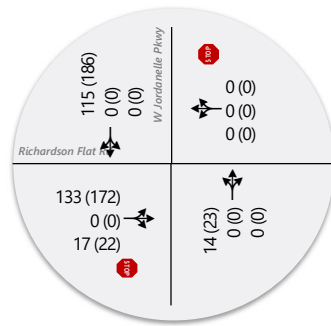
Overall, the project-generated trips were distributed to and from these directions in the project conditions analyses, in the corresponding percentages:

- 35% South (using SR-248 from Richardson Flat Road)
- 20% North (using SR-248 from Richardson Flat Road)
- 20% West (using SR-248 from Brown's Canyon Road)
- 5% East (using Brown's Canyon Road)
- 5% South (using SR-248 from Brown's Canyon Road)

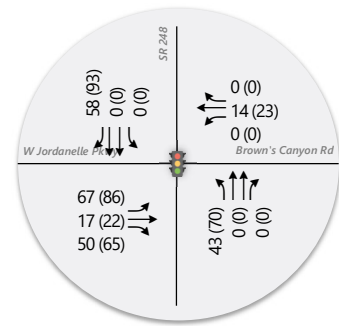
These trip distribution assumptions were used to distribute project-generated traffic to the study area intersections. The volume of project trips generated and distributed to the study intersections is shown in **Figure 4**.



**1. SR-248/
Richardson Flat Rd**



**2. W Jordanelle Pkwy/
Richardson Flat Rd**



**3. SR 248/W Jordanelle Pkwy/
Brown's Canyon Rd**

LEGEND

Stop Sign Signalized

Lane Configuration { AM (PM) } Peak Hour Traffic Volume per lane
 { AM (PM) }
 { AM (PM) }

Intersection Level of Service (LOS):

A **B** **C** **D** **E** **F**

Figure 4
Trip Generation

5.5 Diverted Trips (Select-Link) Analysis

To investigate the amount of traffic that might be diverted from utilizing SR-248 due to the proposed development, a select-link analysis was completed. The Summit-Wasatch Travel Demand Model was utilized to complete this analysis.

Two years were assessed; 2024 and 2041. The traffic analysis zone (TAZ) socio-economic data was modified for TAZ 126, which represents the location of the proposed development. Base conditions assume limited growth in this TAZ for both horizon years. This assumed growth was replaced with the land use development program. While not all anticipated land uses are reflected in the model, the bulk of the development was reflected with the following inputs:

- 505 housing units
- 190 retail employment jobs (representing 95,000 square feet of shopping center use assuming 2 employees per 1,000 square feet).
- 95 condos (representing the timeshare units)

The results of these model runs were compared to base condition model runs for the same year. A segment of SR-248 was chosen for a select link analysis, which allows trips that use this link to be tracked across the model network. This helps address the question, "where are trips going to and coming from that utilize this segment of roadway."

Results for both horizon years show that the distribution and routing of traffic using this segment do not see meaningful change due to the development. However, the development itself does appear to generate traffic that utilizes the SR-248 corridor, which aligns with standard industry trip generation and distribution assumptions. Therefore, no trips were assumed to be diverted from existing or projected background traffic for the analyses in this study.

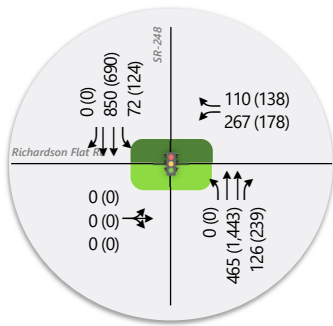
6. Future 2026 plus Project Conditions

6.1 Purpose

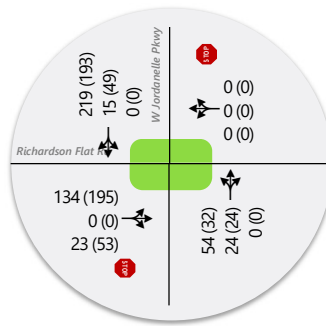
The purpose of the 2026 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network. To analyze this impact, the peak hour 2026 background traffic volumes were combined with volumes generated by the proposed project at its peak hour. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the proposed project.

6.2 Traffic Volumes

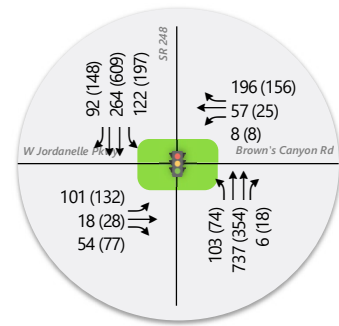
Project-generated traffic was added to the projected 2026 volumes to yield 2026 future plus project peak hour volumes. The AM and PM peak hour traffic volumes at the study intersections are shown in **Figure 5**.



**1. SR-248/
Richardson Flat Rd**



**2. W Jordanelle Pkwy/
Richardson Flat Rd**



**3. SR 248/W Jordanelle Pkwy/
Brown's Canyon Rd**

LEGEND

Stop Sign Signalized

Lane Configuration { AM (PM) } Peak Hour Traffic Volume per lane
 { AM (PM) }
 { AM (PM) }

Intersection Level of Service (LOS):

A **B** **C** **D** **E** **F**

Figure 5
2026 + Project Conditions

6.3 Level of Service Analysis

Using Synchro 11 software and the HCM 2016 delay thresholds provided in the Introduction, 2026 plus project AM and PM peak hour LOS was computed for each study intersection for the conceptual site development. The results of this analysis for the AM and PM peak hours are reported in **Table 6** (see Appendix for the detailed LOS report).

Table 6: Future 2026 Plus Project Conditions AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-248 & Richardson Flat Road ^{1,2}	AM	Signal	-	-	-	9	A
		PM		-	-	-	12	B
2	Jordanelle Parkway & Richardson Flat Road ²	AM	EB/WB	EB LT	13	B	-	-
		PM	Stop	EB LT	14	B	-	-
3	SR-248 & Jordanelle Parkway/Brown's Canyon Road ^{1,2}	AM	Signal	-	-	-	17	B
		PM		-	-	-	20	B

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

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

6.4 Mitigation Measures

Using the volumes forecasted for the 2026 plus project scenario, the three study intersections were observed to continue to operate at acceptable levels of service in the AM and PM peak hours of the analysis, therefore no further traffic operation mitigation measures for 2026 plus project conditions are recommended.

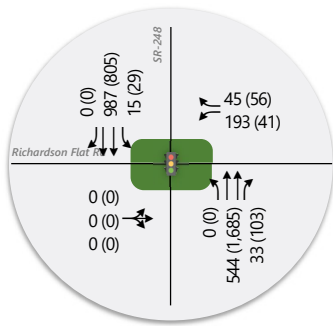
7. Future 2041 Background Conditions

7.1 Purpose

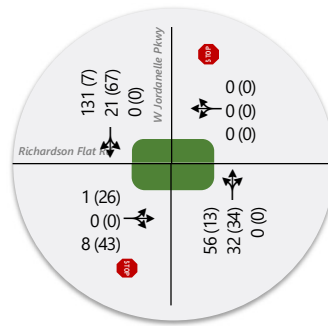
The purpose of the future 2041 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected 2041 traffic volumes. This analysis provides a baseline condition for the year 2041, which can be used to determine future project impacts.

7.2 Traffic Volumes

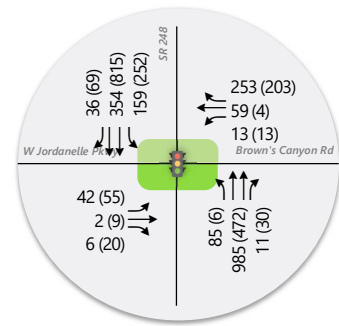
Fehr & Peers projected 2041 volumes using linear annual growth rates based on Summit County Travel Demand Model and modifications based on observations of the area. The increase in projected volume between the 2019 and 2041 Summit County models indicated between 1.1% and 2.9% growth per year, depending on the segment of road in the study area. The growth rates were applied to the existing 2021 background volumes to formulate the traffic volumes for the future 2041 background conditions. The projected 2041 background peak hour traffic volumes are shown in **Figure 6**.



**1. SR-248/
Richardson Flat Rd**



**2. W Jordanelle Pkwy/
Richardson Flat Rd**



**3. SR 248/W Jordanelle Pkwy/
Brown's Canyon Rd**

LEGEND

Stop Sign Signalized

Lane Configuration { AM (PM) } Peak Hour Traffic Volume per lane
 { AM (PM)
 { AM (PM)

Intersection Level of Service (LOS):

A **B** **C** **D** **E** **F**

Figure 6
2041 Background Conditions

7.3 Level of Service Analysis

Using Synchro 11 software and the HCM 2016 delay thresholds provided in the Introduction, future 2041 background weekday peak hour LOS was computed for each study intersection. The results of this analysis for the AM & PM peak hour are reported in **Table 7** (see Appendix for the detailed LOS report).

Table 7: Future 2041 Background Conditions AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-248 & Richardson Flat Road ^{1,2}	AM	Signal	-	-	-	9	A
		PM		-	-	-	7	A
2	Jordanelle Parkway & Richardson Flat Road ²	AM	EB/WB	EB TH	9	A	-	-
		PM	Stop	EB TH	9	A	-	-
3	SR-248 & Jordanelle Parkway/Brown's Canyon Road ^{1,2}	AM	Signal	-	-	-	22	C
		PM		-	-	-	18	B

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

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

7.4 Mitigation Measures

All study intersections operate at acceptable overall levels of service assuming the mitigation measures recommended in the existing conditions analysis, therefore no further traffic operation mitigation measures for future 2041 conditions are recommended.

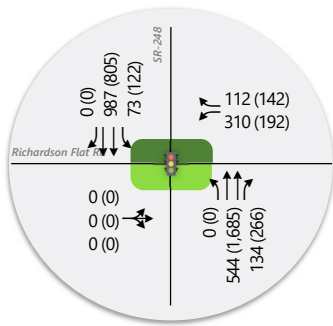
8. Future 2041 plus Project Conditions

8.1 Purpose

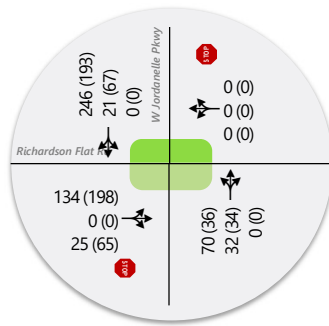
The purpose of the future 2041 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2041. To analyze this impact, the projected 2041 AM and PM peak hour background traffic volumes were combined with volumes generated by the conceptual development for the AM and PM peak hour. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the conceptual project in 2041.

8.2 Traffic Volumes

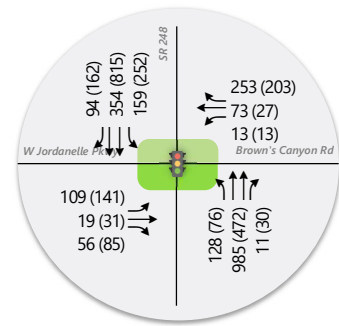
Project-generated traffic was added to the future 2041 background volumes (**Figure 6**) to yield “future 2041 plus project” AM and PM peak hour traffic volumes at the study intersections (**Figure 7**).



**1. SR-248/
Richardson Flat Rd**



**2. W Jordanelle Pkwy/
Richardson Flat Rd**



**3. SR 248/W Jordanelle Pkwy/
Brown's Canyon Rd**

LEGEND

Stop Sign
 Signalized

Lane Configuration {

 AM (PM)

 AM (PM)

 AM (PM)
 } Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

A
B
C
D
E
F

Figure 7
2041 + Project Conditions

8.3 Level of Service Analysis

Using Synchro 11 software and the HCM 2016 delay thresholds provided in the Introduction, future 2041 plus project AM and PM peak hour LOS was computed for each study intersection for the conceptual site development. The results of this analysis for the AM and PM peak hours are reported in **Table 8** (see Appendix for the detailed LOS report).

Table 8: Future 2041 plus Project Conditions AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-248 & Richardson Flat Road ^{1,2}	AM	Signal	-	-	-	10	A
		PM		-	-	-	12	B
2	Jordanelle Parkway & Richardson Flat Road ²	AM	EB/WB	EB LT	14	B	-	-
		PM	Stop	EB LT	16	C	-	-
3	SR-248 & Jordanelle Parkway/Brown's Canyon Road ^{1,2}	AM	Signal	-	-	-	21	C
		PM		-	-	-	19	B

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

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

8.4 Mitigation Measures

Using the volumes forecasted for the 2041 plus project scenario, the three study intersections were observed to continue to operate at acceptable levels of service in the AM and PM peak hours of the analysis, therefore no further traffic operation mitigation measures for 2041 plus project conditions are recommended.

9. Conclusion

The safety analysis found that in the past five years, three collisions along Richardson Flat Road involved roadway departures, which may indicate that pavement markings and delineation along Richardson Flat Road are needed, especially as the area continues to develop. Furthermore, as traffic continues to increase along Richardson Flat Road, the road width may prove to be insufficient. Further study should be conducted to determine if widening the road to accommodate shoulders, bike lanes, striping, or other modifications would be warranted.

In the existing conditions traffic analyses, the intersections at SR-248 & Richardson Flat Road and at SR-248 & Brown's Canyon Road both operate at failing levels of service in the AM and PM peak hours due to few gaps available for left-turn movements from minor roadways. Fehr & Peers recommends signalizing the intersections at SR-248 & Richardson Flat Road and at SR-248 & Brown's Canyon Road as outlined in the Summit County Comprehensive Plan.

The analysis described in this report shows that the proposed mixed-use development and the surrounding proposed housing development would not significantly impact vehicle level of service and delay at intersections within the immediate vicinity.



Appendix A

Turning Movement Counts

Elite Traffic Data Collection, LLC

379 East 2700 North
Lehi, Utah, 84043

elitetrafficdata@hotmail.com

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File Name : SR-248 and Richardson Flat Road 0700-0900
Site Code : 00000000
Start Date : 1/15/2020
Page No : 1

Groups Printed- TMC

Start Time	SR-248 From North					Richardson Flat Road From East					SR-248 From South					Richardson Flat Road From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	292	5	0	297	3	0	12	0	15	6	56	0	0	62	0	0	0	0	0	0	374
07:15 AM	0	238	13	0	251	6	0	32	0	38	4	100	0	0	104	0	0	0	0	0	0	393
07:30 AM	0	213	1	0	214	6	0	29	0	35	8	137	0	0	145	0	0	0	0	0	0	394
07:45 AM	0	206	3	0	209	12	0	33	0	45	2	106	0	0	108	0	0	0	0	0	0	362
Total	0	949	22	0	971	27	0	106	0	133	20	399	0	0	419	0	0	0	0	0	0	1523
08:00 AM	0	201	3	0	204	8	0	38	0	46	7	81	0	0	88	0	0	0	0	0	0	338
08:15 AM	0	183	6	0	189	15	0	37	0	52	6	115	0	0	121	0	0	0	0	0	0	362
08:30 AM	0	232	4	0	236	4	0	43	0	47	3	88	0	0	91	0	0	0	0	0	0	374
08:45 AM	0	228	1	0	229	3	0	43	0	46	3	96	0	0	99	0	0	0	0	0	0	374
Total	0	844	14	0	858	30	0	161	0	191	19	380	0	0	399	0	0	0	0	0	0	1448
Grand Total	0	1793	36	0	1829	57	0	267	0	324	39	779	0	0	818	0	0	0	0	0	0	2971
Apprch %	0	98	2	0		17.6	0	82.4	0		4.8	95.2	0	0		0	0	0	0	0		
Total %	0	60.4	1.2	0	61.6	1.9	0	9	0	10.9	1.3	26.2	0	0	27.5	0	0	0	0	0		

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Site Code : 00000000
Start Date : 1/15/2020
Page No : 1

Groups Printed- TMC

Start Time	SR-248 From North					Richardson Flat Road From East					SR-248 From South					Richardson Flat Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	155	4	0	159	17	0	1	0	18	19	297	0	0	316	0	0	0	0	0	493
04:15 PM	0	146	4	0	150	10	0	10	0	20	13	346	0	0	359	0	0	0	0	0	529
04:30 PM	0	160	3	0	163	10	0	7	0	17	11	315	0	0	326	0	0	0	0	0	506
04:45 PM	0	161	5	0	166	20	0	6	0	26	19	309	0	0	328	0	0	0	0	0	520
Total	0	622	16	0	638	57	0	24	0	81	62	1267	0	0	1329	0	0	0	0	0	2048
05:00 PM	0	159	7	0	166	6	0	3	0	9	12	355	0	0	367	0	0	0	0	0	542
05:15 PM	0	169	10	0	179	15	0	7	0	22	21	345	0	0	366	0	0	0	0	0	567
05:30 PM	0	161	9	0	170	9	0	7	0	16	16	355	0	0	371	0	0	0	0	0	557
05:45 PM	0	161	8	0	169	7	0	8	0	15	16	261	0	0	277	0	0	0	0	0	461
Total	0	650	34	0	684	37	0	25	0	62	65	1316	0	0	1381	0	0	0	0	0	2127
Grand Total	0	1272	50	0	1322	94	0	49	0	143	127	2583	0	0	2710	0	0	0	0	0	4175
Apprch %	0	96.2	3.8	0		65.7	0	34.3	0		4.7	95.3	0	0		0	0	0	0		
Total %	0	30.5	1.2	0	31.7	2.3	0	1.2	0	3.4	3	61.9	0	0	64.9	0	0	0	0	0	

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Site Code : 00000000
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Page No : 1

Groups Printed- TMC

Start Time	Jordanelle Parkway From North					Richardson Flat Road From East					Jordanelle Parkway From South					Richardson Flat Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	5	2	1	0	8	0	0	0	0	0	0	7	3	0	10	1	0	0	0	1	19
07:15 AM	16	1	1	0	18	1	0	0	0	1	0	4	5	0	9	2	0	2	0	4	32
07:30 AM	15	2	0	0	17	2	0	0	0	2	0	5	7	0	12	0	0	1	0	1	32
07:45 AM	30	4	1	0	35	0	0	0	0	0	0	5	6	0	11	3	0	0	0	3	49
Total	66	9	3	0	78	3	0	0	0	3	0	21	21	0	42	6	0	3	0	9	132
08:00 AM	27	3	1	0	31	0	0	0	0	0	0	6	16	0	22	2	0	0	0	2	55
08:15 AM	19	3	4	0	26	0	0	0	1	1	0	3	9	1	13	1	0	0	0	1	41
08:30 AM	28	4	3	0	35	0	0	0	0	0	1	3	8	0	12	0	0	4	0	4	51
08:45 AM	35	5	5	0	45	2	0	0	0	2	0	7	9	0	16	0	0	1	0	1	64
Total	109	15	13	0	137	2	0	0	1	3	1	19	42	1	63	3	0	5	0	8	211
Grand Total	175	24	16	0	215	5	0	0	1	6	1	40	63	1	105	9	0	8	0	17	343
Apprch %	81.4	11.2	7.4	0		83.3	0	0	16.7		1	38.1	60	1		52.9	0	47.1	0		
Total %	51	7	4.7	0	62.7	1.5	0	0	0.3	1.7	0.3	11.7	18.4	0.3	30.6	2.6	0	2.3	0	5	

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Groups Printed- TMC

Start Time	Jordanelle Parkway From North					Richardson Flat Road From East					Jordanelle Parkway From South					Richardson Flat Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	8	0	0	9	0	0	0	0	0	0	2	2	0	4	10	0	2	0	12	25
04:15 PM	1	11	2	0	14	1	0	0	0	1	0	4	7	0	11	7	0	2	0	9	35
04:30 PM	3	12	0	0	15	1	0	0	0	1	0	3	0	0	3	3	0	2	0	5	24
04:45 PM	1	10	0	0	11	4	0	0	0	4	0	6	2	0	8	4	0	4	0	8	31
Total	6	41	2	0	49	6	0	0	0	6	0	15	11	0	26	24	0	10	0	34	115
05:00 PM	2	10	0	0	12	1	0	0	0	1	0	3	1	2	6	6	0	5	0	11	30
05:15 PM	2	12	0	0	14	1	0	0	0	1	0	3	4	0	7	13	0	4	0	17	39
05:30 PM	1	11	0	0	12	0	0	0	0	0	0	7	2	0	9	6	0	5	0	11	32
05:45 PM	1	11	0	0	12	0	0	0	0	0	0	4	5	0	9	7	0	1	0	8	29
Total	6	44	0	0	50	2	0	0	0	2	0	17	12	2	31	32	0	15	0	47	130
Grand Total	12	85	2	0	99	8	0	0	0	8	0	32	23	2	57	56	0	25	0	81	245
Apprch %	12.1	85.9	2	0		100	0	0	0		0	56.1	40.4	3.5		69.1	0	30.9	0		
Total %	4.9	34.7	0.8	0	40.4	3.3	0	0	0	3.3	0	13.1	9.4	0.8	23.3	22.9	0	10.2	0	33.1	

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Site Code : 00000000
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Page No : 1

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Start Time	Brown's Canyon Road From North					SR-248 From East					Jordanelle Parkway From South					SR-248 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	35	4	1	0	40	0	112	2	0	114	0	0	7	0	7	6	37	13	0	56	217
07:15 AM	36	5	1	0	42	2	116	9	0	127	0	1	4	0	5	6	54	22	0	82	256
07:30 AM	36	6	1	0	43	2	196	12	0	210	0	0	9	0	9	2	50	21	0	73	335
07:45 AM	52	14	1	0	67	1	163	16	0	180	2	0	9	0	11	10	56	28	0	94	352
Total	159	29	4	0	192	5	587	39	0	631	2	1	29	0	32	24	197	84	0	305	1160
08:00 AM	43	8	1	0	52	0	157	14	0	171	1	1	5	0	7	12	62	30	0	104	334
08:15 AM	46	10	3	0	59	2	139	10	0	151	0	0	8	0	8	9	65	30	0	104	322
08:30 AM	47	5	1	0	53	0	132	17	0	149	1	1	8	0	10	23	60	11	0	94	306
08:45 AM	50	7	3	0	60	3	110	8	0	121	1	0	13	0	14	30	64	29	0	123	318
Total	186	30	8	0	224	5	538	49	0	592	3	2	34	0	39	74	251	100	0	425	1280
Grand Total	345	59	12	0	416	10	1125	88	0	1223	5	3	63	0	71	98	448	184	0	730	2440
Apprch %	82.9	14.2	2.9	0		0.8	92	7.2	0		7	4.2	88.7	0		13.4	61.4	25.2	0		
Total %	14.1	2.4	0.5	0	17	0.4	46.1	3.6	0	50.1	0.2	0.1	2.6	0	2.9	4	18.4	7.5	0	29.9	

Elite Traffic Data Collection, LLC

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File Name : SR-248 and Brown's Canyon Road 1600-1800
Site Code : 00000000
Start Date : 1/15/2020
Page No : 1

Groups Printed- TMC

Start Time	Brown's Canyon Road From North					SR-248 From East					Jordanelle Parkway From South					SR-248 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	24	1	0	0	25	1	86	1	0	88	2	1	6	0	9	13	95	38	0	146	268
04:15 PM	50	0	1	0	51	0	103	4	0	107	5	2	9	0	16	14	106	32	0	152	326
04:30 PM	23	0	0	0	23	0	111	2	0	113	2	1	5	0	8	9	132	43	0	184	328
04:45 PM	43	0	0	0	43	3	70	2	0	75	2	1	13	0	16	13	120	41	0	174	308
Total	140	1	1	0	142	4	370	9	0	383	11	5	33	0	49	49	453	154	0	656	1230
05:00 PM	30	0	4	0	34	6	100	1	0	107	1	2	9	0	12	12	133	43	0	188	341
05:15 PM	33	1	1	0	35	3	64	0	0	67	4	1	8	0	13	13	144	46	0	203	318
05:30 PM	34	1	1	0	36	2	81	0	0	83	3	1	13	0	17	12	143	48	0	203	339
05:45 PM	31	1	3	0	35	1	76	1	0	78	2	0	8	0	10	12	145	44	0	201	324
Total	128	3	9	0	140	12	321	2	0	335	10	4	38	0	52	49	565	181	0	795	1322
Grand Total	268	4	10	0	282	16	691	11	0	718	21	9	71	0	101	98	1018	335	0	1451	2552
Apprch %	95	1.4	3.5	0		2.2	96.2	1.5	0		20.8	8.9	70.3	0		6.8	70.2	23.1	0		
Total %	10.5	0.2	0.4	0	11.1	0.6	27.1	0.4	0	28.1	0.8	0.4	2.8	0	4	3.8	39.9	13.1	0	56.9	

Appendix B

Detailed Level of Service Reports

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔		↔	↔	↕	↕	↔	↕	↕
Traffic Vol, veh/h	0	0	0	137	0	41	0	439	23	13	803	0
Future Vol, veh/h	0	0	0	137	0	41	0	439	23	13	803	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	100	-	100	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	149	0	45	0	477	25	14	873	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1140	1403	437	942	-	239	873	0	0	502	0	0
Stage 1	901	901	-	477	-	-	-	-	-	-	-	-
Stage 2	239	502	-	465	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	156	139	567	218	0	762	768	-	-	1059	-	-
Stage 1	299	355	-	538	0	-	-	-	-	-	-	-
Stage 2	743	540	-	547	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	145	137	567	216	-	762	768	-	-	1059	-	-
Mov Cap-2 Maneuver	145	137	-	216	-	-	-	-	-	-	-	-
Stage 1	299	350	-	538	-	-	-	-	-	-	-	-
Stage 2	700	540	-	540	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		42.4		0		0.1	
HCM LOS	A		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	768	-	-	-	216	762	1059	-	-
HCM Lane V/C Ratio	-	-	-	-	0.689	0.058	0.013	-	-
HCM Control Delay (s)	0	-	-	0	52.1	10	8.4	-	-
HCM Lane LOS	A	-	-	A	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	4.4	0.2	0	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	6	0	0	2	38	19	0	6	12	91
Future Vol, veh/h	1	0	6	0	0	2	38	19	0	6	12	91
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	8	0	0	3	48	24	0	8	15	114

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	211	209	73	214	266	26	129	0	0	25	0	0
Stage 1	88	88	-	121	121	-	-	-	-	-	-	-
Stage 2	123	121	-	93	145	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	746	688	989	743	640	1050	1457	-	-	1589	-	-
Stage 1	920	822	-	883	796	-	-	-	-	-	-	-
Stage 2	881	796	-	914	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	721	660	988	714	614	1048	1457	-	-	1587	-	-
Mov Cap-2 Maneuver	721	660	-	714	614	-	-	-	-	-	-	-
Stage 1	890	817	-	853	769	-	-	-	-	-	-	-
Stage 2	849	769	-	901	772	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	8.9		8.4			5		0.4		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1457	-	-	938	1048	1587	-	-
HCM Lane V/C Ratio	0.033	-	-	0.009	0.002	0.005	-	-
HCM Control Delay (s)	7.6	0	-	8.9	8.4	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Vol, veh/h	31	1	3	6	38	177	52	655	5	109	233	33
Future Vol, veh/h	31	1	3	6	38	177	52	655	5	109	233	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	90	90	-	-	140	-	245	145	-	460
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	1	3	6	40	186	55	689	5	115	245	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	950	1279	123	1152	1309	345	280	0	0	694	0	0
Stage 1	475	475	-	799	799	-	-	-	-	-	-	-
Stage 2	475	804	-	353	510	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	215	165	905	153	158	651	1280	-	-	897	-	-
Stage 1	539	556	-	345	396	-	-	-	-	-	-	-
Stage 2	539	394	-	637	536	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	103	138	905	132	132	651	1280	-	-	897	-	-
Mov Cap-2 Maneuver	103	138	-	132	132	-	-	-	-	-	-	-
Stage 1	516	485	-	330	379	-	-	-	-	-	-	-
Stage 2	329	377	-	552	467	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	50.7		18.6		0.6		2.8	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1280	-	-	103	138	905	132	132	651	897	-	-
HCM Lane V/C Ratio	0.043	-	-	0.317	0.008	0.003	0.048	0.303	0.286	0.128	-	-
HCM Control Delay (s)	7.9	-	-	55.4	31.3	9	33.6	43.7	12.7	9.6	-	-
HCM Lane LOS	A	-	-	F	D	A	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0	0	0.1	1.2	1.2	0.4	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵		↗	↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	0	0	0	23	0	50	0	1364	68	31	650	0
Future Vol, veh/h	0	0	0	23	0	50	0	1364	68	31	650	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	100	-	100	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	0	52	0	1421	71	32	677	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1452	2233	339	1824	-	711	677	0	0	1492	0	0
Stage 1	741	741	-	1421	-	-	-	-	-	-	-	-
Stage 2	711	1492	-	403	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	92	42	657	48	0	375	911	-	-	446	-	-
Stage 1	374	421	-	143	0	-	-	-	-	-	-	-
Stage 2	390	185	-	595	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	75	39	657	45	-	375	911	-	-	446	-	-
Mov Cap-2 Maneuver	75	39	-	45	-	-	-	-	-	-	-	-
Stage 1	374	391	-	143	-	-	-	-	-	-	-	-
Stage 2	336	185	-	552	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		59.5		0		0.6	
HCM LOS	A		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	911	-	-	-	45	375	446	-	-
HCM Lane V/C Ratio	-	-	-	-	0.532	0.139	0.072	-	-
HCM Control Delay (s)	0	-	-	0	153.7	16.1	13.7	-	-
HCM Lane LOS	A	-	-	A	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	2	0.5	0.2	-	-

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	29	0	0	6	9	19	0	0	43	6
Future Vol, veh/h	18	0	29	0	0	6	9	19	0	0	43	6
Conflicting Peds, #/hr	0	0	0	2	0	0	0	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	35	0	0	7	11	23	0	0	52	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	105	103	58	122	106	25	59	0	0	25	0	0
Stage 1	56	56	-	47	47	-	-	-	-	-	-	-
Stage 2	49	47	-	75	59	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	875	787	1008	853	784	1051	1545	-	-	1589	-	-
Stage 1	956	848	-	967	856	-	-	-	-	-	-	-
Stage 2	964	856	-	934	846	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	865	780	1006	815	777	1049	1545	-	-	1586	-	-
Mov Cap-2 Maneuver	865	780	-	815	777	-	-	-	-	-	-	-
Stage 1	949	848	-	958	848	-	-	-	-	-	-	-
Stage 2	951	848	-	900	846	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		8.5		2.4		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1545	-	-	947	1049	1586	-	-
HCM Lane V/C Ratio	0.007	-	-	0.06	0.007	-	-	-
HCM Control Delay (s)	7.3	0	-	9	8.5	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↑↑	↗	↙	↑↑	↗
Traffic Vol, veh/h	43	5	10	6	2	140	3	315	14	178	540	50
Future Vol, veh/h	43	5	10	6	2	140	3	315	14	178	540	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	90	90	-	-	140	-	245	145	-	460
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	5	10	6	2	146	3	328	15	185	563	52




















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1104	1282	282	988	1319	164	615	0	0	343	0	0
Stage 1	933	933	-	334	334	-	-	-	-	-	-	-
Stage 2	171	349	-	654	985	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	166	164	715	201	156	852	961	-	-	1213	-	-
Stage 1	286	343	-	653	642	-	-	-	-	-	-	-
Stage 2	814	632	-	422	324	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	120	138	715	170	132	852	961	-	-	1213	-	-
Mov Cap-2 Maneuver	120	138	-	170	132	-	-	-	-	-	-	-
Stage 1	285	291	-	651	640	-	-	-	-	-	-	-
Stage 2	670	630	-	346	274	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	43	11.1	0.1	2
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	120	138	715	170	132	852	1213	-	-
HCM Lane V/C Ratio	0.003	-	-	0.373	0.038	0.015	0.037	0.016	0.171	0.153	-	-
HCM Control Delay (s)	8.8	-	-	51.9	32.1	10.1	27	32.7	10.1	8.5	-	-
HCM Lane LOS	A	-	-	F	D	B	D	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.1	0	0.1	0	0.6	0.5	-	-

HCM 6th Signalized Intersection Summary
 1: SR-248 & Richardson Flat Rd

Silver Meadows TIS
 2025 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	150	0	43	0	465	25	14	850	0
Future Volume (veh/h)	0	0	0	150	0	43	0	465	25	14	850	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	163	0	47	0	505	27	15	924	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	0	6	0	537	0	0	435	1326	591	547	2028	905
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.05	0.00	0.37	0.37	0.07	0.57	0.00
Sat Flow, veh/h	0	-74814	0	1781	163		1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	163	11.9		0	505	27	15	924	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	B		1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	2.6			0.0	3.2	0.3	0.1	4.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6			0.0	3.2	0.3	0.1	4.7	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	6	0	537			435	1326	591	547	2028	905
V/C Ratio(X)	0.00	0.00	0.00	0.30			0.00	0.38	0.05	0.03	0.46	0.00
Avail Cap(c_a), veh/h	0	1180	0	2020			804	7533	3360	887	7705	3437
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	11.6			0.0	7.1	6.2	5.0	3.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3			0.0	0.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.8			0.0	0.5	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	11.9			0.0	7.3	6.2	5.1	4.0	0.0
LnGrp LOS	A	A	A	B			A	A	A	A	A	A
Approach Vol, veh/h		0						532			939	
Approach Delay, s/veh		0.0						7.2			4.0	
Approach LOS								A			A	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	6.1	15.5	9.3	0.0	0.0	21.6						
Change Period (Y+Rc), s	5.5	7.0	5.5	5.5	5.5	7.0						
Max Green Setting (Gmax), s	6.5	62.5	29.5	18.0	5.0	64.0						
Max Q Clear Time (g_c+I1), s	2.1	5.2	4.6	0.0	0.0	6.7						
Green Ext Time (p_c), s	0.0	3.3	0.4	0.0	0.0	6.9						
Intersection Summary												
HCM 6th Ctrl Delay			5.8									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	6	0	0	0	40	24	0	0	15	104
Future Vol, veh/h	1	0	6	0	0	0	40	24	0	0	15	104
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	8	0	0	0	50	30	0	0	19	130

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	215	215	85	220	280	32	149	0	0	31	0	0
Stage 1	84	84	-	131	131	-	-	-	-	-	-	-
Stage 2	131	131	-	89	149	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	742	683	974	736	628	1042	1432	-	-	1582	-	-
Stage 1	924	825	-	873	788	-	-	-	-	-	-	-
Stage 2	873	788	-	918	774	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	721	658	973	709	605	1040	1432	-	-	1580	-	-
Mov Cap-2 Maneuver	721	658	-	709	605	-	-	-	-	-	-	-
Stage 1	891	825	-	841	759	-	-	-	-	-	-	-
Stage 2	841	759	-	910	774	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	0	4.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	927	-	1580	-	-
HCM Lane V/C Ratio	0.035	-	-	0.009	-	-	-	-
HCM Control Delay (s)	7.6	0	-	8.9	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0	-	-

HCM 6th Signalized Intersection Summary
 3: SR 248 & W Jordanelle Pkwy/Brown's Canyon Rd






















Silver Meadows TIS
 2025 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	34	1	4	8	43	196	60	737	6	122	264	34
Future Volume (veh/h)	34	1	4	8	43	196	60	737	6	122	264	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1	4	8	45	206	63	776	6	128	278	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	415	352	466	364	308	592	1275	569	414	1349	601
Arrive On Green	0.06	0.22	0.22	0.04	0.19	0.19	0.08	0.36	0.36	0.10	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	36	1	4	8	45	206	63	776	6	128	278	36
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.0	0.1	0.2	1.1	6.9	1.2	10.2	0.1	2.5	3.0	0.8
Cycle Q Clear(g_c), s	0.9	0.0	0.1	0.2	1.1	6.9	1.2	10.2	0.1	2.5	3.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	415	352	466	364	308	592	1275	569	414	1349	601
V/C Ratio(X)	0.08	0.00	0.01	0.02	0.12	0.67	0.11	0.61	0.01	0.31	0.21	0.06
Avail Cap(c_a), veh/h	604	1048	888	681	1048	888	727	4044	1804	793	4604	2054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	17.3	17.3	17.0	19.0	21.3	10.2	15.0	11.8	11.0	11.9	11.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.2	2.5	0.1	0.5	0.0	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.5	2.6	0.4	3.1	0.0	0.7	0.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	17.3	17.3	17.0	19.1	23.8	10.3	15.5	11.8	11.4	12.0	11.3
LnGrp LOS	B	B	B	B	B	C	B	B	B	B	B	B
Approach Vol, veh/h		41			259			845			442	
Approach Delay, s/veh		16.3			22.8			15.1			11.8	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	24.5	6.1	16.7	8.7	25.7	7.7	15.1				
Change Period (Y+Rc), s	5.5	7.0	5.5	5.5	5.5	7.0	5.5	5.5				
Max Green Setting (Gmax), s	16.5	62.0	7.5	30.5	7.5	71.0	7.5	30.5				
Max Q Clear Time (g_c+I1), s	4.5	12.2	2.2	2.1	3.2	5.0	2.9	8.9				
Green Ext Time (p_c), s	0.2	5.3	0.0	0.0	0.0	1.7	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				15.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 1: SR-248 & Richardson Flat Rd

Silver Meadows TIS
 2025 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	27	0	52	0	1443	76	31	690	0
Future Volume (veh/h)	0	0	0	27	0	52	0	1443	76	31	690	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	28	0	54	0	1503	79	32	719	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	0	4	0	243	0	0	595	2311	1031	367	2805	1251
Arrive On Green	0.00	0.00	0.00	0.06	0.00	0.03	0.00	0.65	0.65	0.06	0.79	0.00
Sat Flow, veh/h	0	-74814	0	1781	28		1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	28	24.0		0	1503	79	32	719	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	C		1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.8			0.0	13.6	1.0	0.3	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.8			0.0	13.6	1.0	0.3	2.8	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	4	0	243			595	2311	1031	367	2805	1251
V/C Ratio(X)	0.00	0.00	0.00	0.12			0.00	0.65	0.08	0.09	0.26	0.00
Avail Cap(c_a), veh/h	0	686	0	789			810	5217	2327	489	5250	2342
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	23.7			0.0	5.6	3.4	4.6	1.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2			0.0	0.3	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3			0.0	1.9	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	24.0			0.0	5.9	3.4	4.7	1.5	0.0
LnGrp LOS	A	A	A	C			A	A	A	A	A	A
Approach Vol, veh/h		0						1582			751	
Approach Delay, s/veh		0.0						5.8			1.7	
Approach LOS								A			A	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	7.4	38.6	7.2	0.0	0.0	45.9						
Change Period (Y+Rc), s	5.5	7.0	5.5	5.5	5.5	7.0						
Max Green Setting (Gmax), s	5.5	75.0	18.0	18.0	5.0	75.5						
Max Q Clear Time (g_c+I1), s	2.3	15.6	2.8	0.0	0.0	4.8						
Green Ext Time (p_c), s	0.0	15.9	0.0	0.0	0.0	5.0						
Intersection Summary												
HCM 6th Ctrl Delay			4.7									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	0	31	0	0	0	9	24	0	0	49	7
Future Vol, veh/h	23	0	31	0	0	0	9	24	0	0	49	7
Conflicting Peds, #/hr	0	0	0	2	0	0	0	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	37	0	0	0	11	29	0	0	59	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	114	116	65	137	120	31	67	0	0	31	0	0
Stage 1	63	63	-	53	53	-	-	-	-	-	-	-
Stage 2	51	53	-	84	67	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	863	774	999	834	770	1043	1535	-	-	1582	-	-
Stage 1	948	842	-	960	851	-	-	-	-	-	-	-
Stage 2	962	851	-	924	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	859	767	997	796	763	1041	1535	-	-	1579	-	-
Mov Cap-2 Maneuver	859	767	-	796	763	-	-	-	-	-	-	-
Stage 1	941	842	-	951	843	-	-	-	-	-	-	-
Stage 2	955	843	-	888	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	0	2	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	933	-	1579	-	-
HCM Lane V/C Ratio	0.007	-	-	0.07	-	-	-	-
HCM Control Delay (s)	7.4	0	-	9.1	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

HCM 6th Signalized Intersection Summary
 3: SR 248 & W Jordanelle Pkwy/Brown's Canyon Rd






















Silver Meadows TIS
 2025 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	6	12	8	2	156	4	354	18	197	609	55
Future Volume (veh/h)	46	6	12	8	2	156	4	354	18	197	609	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	6	12	8	2	162	4	369	19	205	634	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	390	330	470	316	268	368	869	388	556	1283	572
Arrive On Green	0.08	0.21	0.21	0.04	0.17	0.17	0.04	0.24	0.24	0.15	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	48	6	12	8	2	162	4	369	19	205	634	57
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.1	0.3	0.2	0.0	4.3	0.1	4.0	0.4	3.5	6.4	1.1
Cycle Q Clear(g_c), s	0.9	0.1	0.3	0.2	0.0	4.3	0.1	4.0	0.4	3.5	6.4	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	510	390	330	470	316	268	368	869	388	556	1283	572
V/C Ratio(X)	0.09	0.02	0.04	0.02	0.01	0.60	0.01	0.42	0.05	0.37	0.49	0.10
Avail Cap(c_a), veh/h	868	1510	1280	820	1429	1211	727	3490	1557	1486	5041	2248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	14.4	14.5	14.3	15.8	17.6	12.9	14.6	13.2	9.5	11.4	9.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	2.2	0.0	0.3	0.1	0.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.1	0.0	1.5	0.0	1.2	0.1	0.9	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	14.4	14.5	14.3	15.8	19.8	12.9	14.9	13.3	9.9	11.7	9.8
LnGrp LOS	B	B	B	B	B	B	B	B	B	A	B	A
Approach Vol, veh/h		66			172			392			896	
Approach Delay, s/veh		13.6			19.5			14.8			11.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	15.2	6.0	13.5	5.7	20.5	7.8	11.7				
Change Period (Y+Rc), s	5.5	7.0	5.5	5.5	5.5	7.0	5.5	5.5				
Max Green Setting (Gmax), s	29.5	42.0	9.5	35.5	9.5	62.0	11.5	33.5				
Max Q Clear Time (g_c+1), s	5.5	6.0	2.2	2.3	2.1	8.4	2.9	6.3				
Green Ext Time (p_c), s	0.5	2.2	0.0	0.0	0.0	4.3	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 1: SR-248 & Richardson Flat Rd

Silver Meadows TIS
 2025 + Project AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	267	0	110	0	465	126	72	850	0
Future Volume (veh/h)	0	0	0	267	0	110	0	465	126	72	850	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	278	0	115	0	484	131	75	885	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	0	5	0	447	0	0	374	1146	511	554	1940	865
Arrive On Green	0.00	0.00	0.00	0.25	0.00	0.01	0.00	0.32	0.32	0.12	0.55	0.00
Sat Flow, veh/h	0	-74814	0	1781	278		1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	278	14.5		0	484	131	75	885	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	B		1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	5.5			0.0	4.2	2.4	0.9	5.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.5			0.0	4.2	2.4	0.9	5.9	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	5	0	447			374	1146	511	554	1940	865
V/C Ratio(X)	0.00	0.00	0.00	0.62			0.00	0.42	0.26	0.14	0.46	0.00
Avail Cap(c_a), veh/h	0	950	0	1809			686	4964	2214	744	5144	2294
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	13.1			0.0	10.5	9.8	6.3	5.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4			0.0	0.2	0.3	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.9			0.0	1.1	0.6	0.2	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	14.5			0.0	10.7	10.1	6.4	5.6	0.0
LnGrp LOS	A	A	A	B			A	B	B	A	A	A
Approach Vol, veh/h		0						615			960	
Approach Delay, s/veh		0.0						10.6			5.6	
Approach LOS								B			A	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	8.8	16.7	13.9	0.0	0.0	25.5						
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0						
Max Green Setting (Gmax), s	7.0	52.0	38.0	18.0	5.0	54.0						
Max Q Clear Time (g_c+I1), s	2.9	6.2	7.5	0.0	0.0	7.9						
Green Ext Time (p_c), s	0.0	3.5	0.8	0.0	0.0	6.5						
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	134	0	23	0	0	0	54	24	0	0	15	219
Future Vol, veh/h	134	0	23	0	0	0	54	24	0	0	15	219
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	161	0	28	0	0	0	65	29	0	0	18	264

























Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	310	310	151	325	442	31	282	0	0	30	0	0
Stage 1	150	150	-	160	160	-	-	-	-	-	-	-
Stage 2	160	160	-	165	282	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	642	605	895	628	510	1043	1280	-	-	1583	-	-
Stage 1	853	773	-	842	766	-	-	-	-	-	-	-
Stage 2	842	766	-	837	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	616	573	894	583	483	1041	1280	-	-	1581	-	-
Mov Cap-2 Maneuver	616	573	-	583	483	-	-	-	-	-	-	-
Stage 1	809	773	-	797	725	-	-	-	-	-	-	-
Stage 2	797	725	-	810	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	0	5.5	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1280	-	-	645	-	1581	-	-
HCM Lane V/C Ratio	0.051	-	-	0.293	-	-	-	-
HCM Control Delay (s)	8	0	-	12.9	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	-	0	-	-

HCM 6th Signalized Intersection Summary
 3: SR 248 & W Jordanelle Pkwy/Brown's Canyon Rd

Silver Meadows TIS
 2025 + Project AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	18	54	8	57	196	103	737	6	122	264	92
Future Volume (veh/h)	101	18	54	8	57	196	103	737	6	122	264	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	19	56	8	59	204	107	768	6	127	275	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	483	475	403	452	369	313	573	1222	545	402	1235	551
Arrive On Green	0.10	0.25	0.25	0.04	0.20	0.20	0.10	0.34	0.34	0.10	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	105	19	56	8	59	204	107	768	6	127	275	96
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.7	0.5	1.7	0.2	1.6	7.4	2.3	11.3	0.2	2.7	3.4	2.6
Cycle Q Clear(g_c), s	2.7	0.5	1.7	0.2	1.6	7.4	2.3	11.3	0.2	2.7	3.4	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	483	475	403	452	369	313	573	1222	545	402	1235	551
V/C Ratio(X)	0.22	0.04	0.14	0.02	0.16	0.65	0.19	0.63	0.01	0.32	0.22	0.17
Avail Cap(c_a), veh/h	620	1048	889	634	989	838	709	3643	1625	674	3927	1752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	17.5	18.0	18.1	20.8	23.1	11.0	17.1	13.5	12.1	14.4	14.1
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.0	0.2	2.3	0.2	0.5	0.0	0.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.2	0.6	0.1	0.7	2.8	0.7	3.7	0.1	0.8	1.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	17.6	18.2	18.1	21.0	25.4	11.1	17.7	13.5	12.6	14.5	14.3
LnGrp LOS	B	B	B	B	C	C	B	B	B	B	B	B
Approach Vol, veh/h		180			271			881			498	
Approach Delay, s/veh		16.6			24.2			16.9			14.0	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	25.5	6.6	19.9	10.2	25.7	10.2	16.3				
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	61.0	7.0	33.0	9.0	66.0	9.0	31.0				
Max Q Clear Time (g_c+I1), s	4.7	13.3	2.2	3.7	4.3	5.4	4.7	9.4				
Green Ext Time (p_c), s	0.2	5.2	0.0	0.2	0.1	1.9	0.1	1.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 1: SR-248 & Richardson Flat Rd

Silver Meadows TIS
 2025 + Project PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖		↗	↖	↗	↕	↖	↗	↕
Traffic Volume (veh/h)	0	0	0	178	0	138	0	1443	239	124	690	0
Future Volume (veh/h)	0	0	0	178	0	138	0	1443	239	124	690	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	185	0	144	0	1503	249	129	719	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	0	2	0	229	0	0	508	1991	888	269	2489	1110
Arrive On Green	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.56	0.56	0.06	0.70	0.00
Sat Flow, veh/h	0	-112222	0	1781	185		1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	185	38.9		0	1503	249	129	719	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	D		1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	7.7			0.0	24.5	6.2	2.1	5.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.7			0.0	24.5	6.2	2.1	5.8	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	2	0	229			508	1991	888	269	2489	1110
V/C Ratio(X)	0.00	0.00	0.00	0.81			0.00	0.75	0.28	0.48	0.29	0.00
Avail Cap(c_a), veh/h	0	443	0	421			622	3270	1458	371	3457	1542
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	32.2			0.0	12.7	8.7	13.6	4.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.6			0.0	0.6	0.2	1.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.6			0.0	7.3	1.9	1.0	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.9			0.0	13.3	8.9	14.9	4.3	0.0
LnGrp LOS	A	A	A	D			A	B	A	B	A	A
Approach Vol, veh/h		0						1752			848	
Approach Delay, s/veh		0.0						12.7			5.9	
Approach LOS								B			A	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	10.7	49.6	15.8	0.0	0.0	60.3						
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0						
Max Green Setting (Gmax), s	9.0	70.0	18.0	18.0	5.0	74.0						
Max Q Clear Time (g_c+I1), s	4.1	26.5	9.7	0.0	0.0	7.8						
Green Ext Time (p_c), s	0.1	16.1	0.3	0.0	0.0	5.0						
Intersection Summary												
HCM 6th Ctrl Delay				12.4								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	195	0	53	0	0	0	32	24	0	0	49	193
Future Vol, veh/h	195	0	53	0	0	0	32	24	0	0	49	193
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	235	0	64	0	0	0	39	29	0	0	59	233

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	284	284	177	317	400	31	292	0	0	30	0	0
Stage 1	176	176	-	108	108	-	-	-	-	-	-	-
Stage 2	108	108	-	209	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	668	625	866	636	538	1043	1270	-	-	1583	-	-
Stage 1	826	753	-	897	806	-	-	-	-	-	-	-
Stage 2	897	806	-	793	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	651	605	865	574	521	1041	1270	-	-	1581	-	-
Mov Cap-2 Maneuver	651	605	-	574	521	-	-	-	-	-	-	-
Stage 1	800	753	-	868	780	-	-	-	-	-	-	-
Stage 2	868	780	-	734	671	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.2		0		4.5		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	687	-	1581	-	-
HCM Lane V/C Ratio	0.03	-	-	0.435	-	-	-	-
HCM Control Delay (s)	7.9	0	-	14.2	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	-	0	-	-

HCM 6th Signalized Intersection Summary
 3: SR 248 & W Jordanelle Pkwy/Brown's Canyon Rd

Silver Meadows TIS
 2025 + Project PM
























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	132	28	77	8	25	156	74	354	18	197	609	148
Future Volume (veh/h)	132	28	77	8	25	156	74	354	18	197	609	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	29	80	8	26	162	77	369	19	205	634	154
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	442	416	353	326	265	225	313	743	331	464	968	432
Arrive On Green	0.09	0.22	0.22	0.01	0.14	0.14	0.06	0.21	0.21	0.12	0.27	0.27
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	138	29	80	8	26	162	77	369	19	205	634	154
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.7	0.7	2.4	0.2	0.7	5.6	1.9	5.3	0.6	5.0	9.1	4.5
Cycle Q Clear(g_c), s	3.7	0.7	2.4	0.2	0.7	5.6	1.9	5.3	0.6	5.0	9.1	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	442	416	353	326	265	225	313	743	331	464	968	432
V/C Ratio(X)	0.31	0.07	0.23	0.02	0.10	0.72	0.25	0.50	0.06	0.44	0.66	0.36
Avail Cap(c_a), veh/h	805	1199	1016	585	940	796	574	2648	1181	1044	3510	1566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	17.7	18.4	20.8	21.6	23.7	16.3	20.1	18.3	14.8	18.6	16.9
Incr Delay (d2), s/veh	0.4	0.1	0.3	0.0	0.2	4.3	0.4	0.5	0.1	0.7	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	0.8	0.1	0.3	2.2	0.7	1.8	0.2	1.6	3.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	17.8	18.7	20.9	21.7	28.0	16.7	20.7	18.3	15.4	19.4	17.4
LnGrp LOS	B	B	B	C	C	C	B	C	B	B	B	B
Approach Vol, veh/h		247			196			465			993	
Approach Delay, s/veh		18.3			26.9			19.9			18.2	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	19.1	6.6	18.8	9.5	22.7	11.3	14.2				
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	26.0	43.0	9.0	37.0	12.0	57.0	17.0	29.0				
Max Q Clear Time (g_c+I1), s	7.0	7.3	2.2	4.4	3.9	11.1	5.7	7.6				
Green Ext Time (p_c), s	0.5	2.2	0.0	0.4	0.1	4.6	0.2	0.6				

Intersection Summary

HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 1: SR-248 & Richardson Flat Rd

Silver Meadows TIS
 2040 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	193	0	45	0	544	33	15	987	0
Future Volume (veh/h)	0	0	0	193	0	45	0	544	33	15	987	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	210	0	49	0	591	36	16	1073	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	0	5	0	558	0	0	393	1409	628	504	2039	910
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.04	0.00	0.40	0.40	0.06	0.57	0.00
Sat Flow, veh/h	0	-74814	0	1781	210		1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	210	13.1		0	591	36	16	1073	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	B		1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	3.7			0.0	4.2	0.5	0.2	6.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.7			0.0	4.2	0.5	0.2	6.5	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	5	0	558			393	1409	628	504	2039	910
V/C Ratio(X)	0.00	0.00	0.00	0.38			0.00	0.42	0.06	0.03	0.53	0.00
Avail Cap(c_a), veh/h	0	1040	0	1424			768	7345	3276	798	7396	3299
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	12.7			0.0	7.7	6.5	5.5	4.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4			0.0	0.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.2			0.0	0.8	0.1	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	13.1			0.0	7.9	6.6	5.5	4.8	0.0
LnGrp LOS	A	A	A	B			A	A	A	A	A	A
Approach Vol, veh/h		0						627			1089	
Approach Delay, s/veh		0.0						7.8			4.8	
Approach LOS								A			A	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	6.2	17.9	10.9	0.0	0.0	24.1						
Change Period (Y+Rc), s	5.5	7.0	5.5	5.5	5.5	7.0						
Max Green Setting (Gmax), s	6.5	69.5	22.5	18.0	6.0	70.0						
Max Q Clear Time (g_c+I1), s	2.2	6.2	5.7	0.0	0.0	8.5						
Green Ext Time (p_c), s	0.0	4.0	0.5	0.0	0.0	8.7						
Intersection Summary												
HCM 6th Ctrl Delay			6.7									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	8	0	0	0	56	32	0	0	21	131
Future Vol, veh/h	1	0	8	0	0	0	56	32	0	0	21	131
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	10	0	0	0	70	40	0	0	26	164

























Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	289	289	109	295	371	42	190	0	0	41	0	0
Stage 1	108	108	-	181	181	-	-	-	-	-	-	-
Stage 2	181	181	-	114	190	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	663	621	945	657	559	1029	1384	-	-	1568	-	-
Stage 1	897	806	-	821	750	-	-	-	-	-	-	-
Stage 2	821	750	-	891	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	636	588	944	623	529	1027	1384	-	-	1567	-	-
Mov Cap-2 Maneuver	636	588	-	623	529	-	-	-	-	-	-	-
Stage 1	850	806	-	777	710	-	-	-	-	-	-	-
Stage 2	778	710	-	881	743	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	0	4.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	896	-	1567	-	-
HCM Lane V/C Ratio	0.051	-	-	0.013	-	-	-	-
HCM Control Delay (s)	7.7	0	-	9.1	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-	0	-	-



















HCM 6th Signalized Intersection Summary
 3: SR 248 & W Jordanelle Pkwy/Brown's Canyon Rd

Silver Meadows TIS
 2040 AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	2	6	13	59	253	85	985	11	159	354	36
Future Volume (veh/h)	42	2	6	13	59	253	85	985	11	159	354	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	2	6	14	62	266	89	1037	12	167	373	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	450	381	466	407	345	571	1462	652	354	1549	691
Arrive On Green	0.06	0.24	0.24	0.04	0.22	0.22	0.08	0.41	0.41	0.10	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	44	2	6	14	62	266	89	1037	12	167	373	38
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.4	0.1	0.2	0.4	2.0	12.0	2.1	18.4	0.3	4.0	5.0	1.0
Cycle Q Clear(g_c), s	1.4	0.1	0.2	0.4	2.0	12.0	2.1	18.4	0.3	4.0	5.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	402	450	381	466	407	345	571	1462	652	354	1549	691
V/C Ratio(X)	0.11	0.00	0.02	0.03	0.15	0.77	0.16	0.71	0.02	0.47	0.24	0.05
Avail Cap(c_a), veh/h	460	716	607	566	716	607	624	3236	1443	622	3752	1674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	21.9	21.9	21.2	24.0	27.9	11.4	18.5	13.2	14.0	13.5	12.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.2	3.7	0.1	0.6	0.0	1.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.2	0.9	4.7	0.7	6.3	0.1	1.3	1.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	21.9	22.0	21.3	24.2	31.6	11.5	19.2	13.2	15.0	13.5	12.4
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		52			342			1138			578	
Approach Delay, s/veh		20.7			29.8			18.5			13.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	35.2	6.8	22.2	9.7	37.0	8.5	20.5				
Change Period (Y+Rc), s	5.5	7.0	5.5	5.5	5.5	7.0	5.5	5.5				
Max Green Setting (Gmax), s	17.5	66.0	5.5	27.5	6.5	77.0	5.5	27.5				
Max Q Clear Time (g_c+I1), s	6.0	20.4	2.4	2.2	4.1	7.0	3.4	14.0				
Green Ext Time (p_c), s	0.3	7.8	0.0	0.0	0.0	2.3	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay				19.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 1: SR-248 & Richardson Flat Rd

Silver Meadows TIS
 2040 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	41	0	56	0	1685	103	29	805	0
Future Volume (veh/h)	0	0	0	41	0	56	0	1685	103	29	805	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	43	0	58	0	1755	107	30	839	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	0	3	0	225	0	0	555	2478	1105	301	2890	1289
Arrive On Green	0.00	0.00	0.00	0.06	0.00	0.02	0.00	0.70	0.70	0.06	0.81	0.00
Sat Flow, veh/h	0	-74814	0	1781	43		1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	43	29.7		0	1755	107	30	839	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	C		1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.5			0.0	19.3	1.4	0.3	3.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.5			0.0	19.3	1.4	0.3	3.8	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	3	0	225			555	2478	1105	301	2890	1289
V/C Ratio(X)	0.00	0.00	0.00	0.19			0.00	0.71	0.10	0.10	0.29	0.00
Avail Cap(c_a), veh/h	0	557	0	614			729	4318	1926	380	4318	1926
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	29.2			0.0	5.9	3.2	5.9	1.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4			0.0	0.4	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.6			0.0	3.1	0.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	29.7			0.0	6.3	3.3	6.0	1.5	0.0
LnGrp LOS	A	A	A	C			A	A	A	A	A	A
Approach Vol, veh/h		0						1862			869	
Approach Delay, s/veh		0.0						6.1			1.7	
Approach LOS								A			A	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	7.6	49.6	8.2	0.0	0.0	57.2						
Change Period (Y+Rc), s	5.5	7.0	5.5	5.5	5.5	7.0						
Max Green Setting (Gmax), s	5.0	76.5	17.0	18.0	5.0	76.5						
Max Q Clear Time (g_c+I1), s	2.3	21.3	3.5	0.0	0.0	5.8						
Green Ext Time (p_c), s	0.0	21.3	0.0	0.0	0.0	6.1						
Intersection Summary												
HCM 6th Ctrl Delay			5.1									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	0	43	0	0	0	13	34	0	0	67	7
Future Vol, veh/h	26	0	43	0	0	0	13	34	0	0	67	7
Conflicting Peds, #/hr	0	0	0	2	0	0	0	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	0	52	0	0	0	16	41	0	0	81	8

























Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	158	160	87	188	164	43	89	0	0	43	0	0
Stage 1	85	85	-	75	75	-	-	-	-	-	-	-
Stage 2	73	75	-	113	89	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	808	732	971	772	729	1027	1506	-	-	1566	-	-
Stage 1	923	824	-	934	833	-	-	-	-	-	-	-
Stage 2	937	833	-	892	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	802	722	969	722	720	1025	1506	-	-	1563	-	-
Mov Cap-2 Maneuver	802	722	-	722	720	-	-	-	-	-	-	-
Stage 1	913	824	-	922	822	-	-	-	-	-	-	-
Stage 2	927	822	-	843	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	0	2.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	899	-	1563	-	-
HCM Lane V/C Ratio	0.01	-	-	0.092	-	-	-	-
HCM Control Delay (s)	7.4	0	-	9.4	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0	-	-



















HCM 6th Signalized Intersection Summary
 3: SR 248 & W Jordanelle Pkwy/Brown's Canyon Rd

Silver Meadows TIS
 2040 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	9	20	13	4	203	6	472	30	252	815	69
Future Volume (veh/h)	55	9	20	13	4	203	6	472	30	252	815	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	9	21	14	4	211	6	492	31	262	849	72
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	500	433	367	481	367	311	304	939	419	537	1416	632
Arrive On Green	0.08	0.23	0.23	0.04	0.20	0.20	0.04	0.26	0.26	0.17	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	57	9	21	14	4	211	6	492	31	262	849	72
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.3	0.2	0.6	0.3	0.1	6.8	0.1	6.5	0.8	5.3	10.4	1.6
Cycle Q Clear(g_c), s	1.3	0.2	0.6	0.3	0.1	6.8	0.1	6.5	0.8	5.3	10.4	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	500	433	367	481	367	311	304	939	419	537	1416	632
V/C Ratio(X)	0.11	0.02	0.06	0.03	0.01	0.68	0.02	0.52	0.07	0.49	0.60	0.11
Avail Cap(c_a), veh/h	713	1187	1006	692	1120	949	532	3030	1351	1301	4577	2041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	16.4	16.5	16.0	17.9	20.6	14.7	17.3	15.2	11.0	13.1	10.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	2.6	0.0	0.5	0.1	0.7	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.2	0.1	0.0	0.2	0.0	2.1	0.3	1.5	3.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	16.4	16.6	16.0	17.9	23.1	14.8	17.8	15.3	11.7	13.5	10.5
LnGrp LOS	B	B	B	B	B	C	B	B	B	B	B	B
Approach Vol, veh/h		87			229			529			1183	
Approach Delay, s/veh		15.5			22.6			17.6			12.9	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	18.6	6.5	16.8	5.9	26.0	8.4	14.8				
Change Period (Y+Rc), s	5.5	7.0	5.5	5.5	5.5	7.0	5.5	5.5				
Max Green Setting (Gmax), s	31.5	44.0	7.5	33.5	7.5	68.0	9.5	31.5				
Max Q Clear Time (g_c+I1), s	7.3	8.5	2.3	2.6	2.1	12.4	3.3	8.8				
Green Ext Time (p_c), s	0.7	3.1	0.0	0.1	0.0	6.2	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 1: SR-248 & Richardson Flat Rd

Silver Meadows TIS
 2040 + Project AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	310	0	112	0	544	134	73	987	0
Future Volume (veh/h)	0	0	0	310	0	112	0	544	134	73	987	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	323	0	117	0	567	140	76	1028	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	0	4	0	483	0	0	342	1198	534	511	1935	863
Arrive On Green	0.00	0.00	0.00	0.27	0.00	0.01	0.00	0.34	0.34	0.12	0.54	0.00
Sat Flow, veh/h	0	-74814	0	1781	323		1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	323	15.7		0	567	140	76	1028	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	B		1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	7.0			0.0	5.5	2.8	1.0	8.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.0			0.0	5.5	2.8	1.0	8.0	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	4	0	483			342	1198	534	511	1935	863
V/C Ratio(X)	0.00	0.00	0.00	0.67			0.00	0.47	0.26	0.15	0.53	0.00
Avail Cap(c_a), veh/h	0	862	0	1642			626	4668	2082	593	4668	2082
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.1			0.0	11.3	10.5	7.0	6.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6			0.0	0.3	0.3	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5			0.0	1.5	0.8	0.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	15.7			0.0	11.6	10.7	7.1	6.6	0.0
LnGrp LOS	A	A	A	B			A	B	B	A	A	A
Approach Vol, veh/h		0						707			1104	
Approach Delay, s/veh		0.0						11.5			6.6	
Approach LOS								B			A	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	9.0	18.6	15.8	0.0	0.0	27.6						
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0						
Max Green Setting (Gmax), s	5.0	54.0	38.0	18.0	5.0	54.0						
Max Q Clear Time (g_c+I1), s	3.0	7.5	9.0	0.0	0.0	10.0						
Green Ext Time (p_c), s	0.0	4.2	1.0	0.0	0.0	7.9						
Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	134	0	25	0	0	0	70	32	0	0	21	246
Future Vol, veh/h	134	0	25	0	0	0	70	32	0	0	21	246
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	161	0	30	0	0	0	84	39	0	0	25	296

























Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	381	381	174	397	529	41	321	0	0	40	0	0
Stage 1	173	173	-	208	208	-	-	-	-	-	-	-
Stage 2	208	208	-	189	321	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	577	552	869	563	455	1030	1239	-	-	1570	-	-
Stage 1	829	756	-	794	730	-	-	-	-	-	-	-
Stage 2	794	730	-	813	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	546	513	868	514	423	1028	1239	-	-	1569	-	-
Mov Cap-2 Maneuver	546	513	-	514	423	-	-	-	-	-	-	-
Stage 1	772	756	-	738	679	-	-	-	-	-	-	-
Stage 2	739	679	-	784	652	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	0	5.6	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1239	-	-	580	-	1569	-	-
HCM Lane V/C Ratio	0.068	-	-	0.33	-	-	-	-
HCM Control Delay (s)	8.1	0	-	14.2	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.4	-	0	-	-

HCM 6th Signalized Intersection Summary
 3: SR 248 & W Jordanelle Pkwy/Brown's Canyon Rd

Silver Meadows TIS
 2040 + Project AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	19	56	13	73	253	128	985	11	159	354	94
Future Volume (veh/h)	109	19	56	13	73	253	128	985	11	159	354	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	20	58	14	76	264	133	1026	11	166	369	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	498	422	447	407	345	551	1411	629	346	1462	652
Arrive On Green	0.09	0.27	0.27	0.04	0.22	0.22	0.09	0.40	0.40	0.10	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	114	20	58	14	76	264	133	1026	11	166	369	98
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.8	0.7	2.3	0.5	2.7	12.9	3.5	20.2	0.3	4.4	5.6	3.2
Cycle Q Clear(g_c), s	3.8	0.7	2.3	0.5	2.7	12.9	3.5	20.2	0.3	4.4	5.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	498	422	447	407	345	551	1411	629	346	1462	652
V/C Ratio(X)	0.26	0.04	0.14	0.03	0.19	0.76	0.24	0.73	0.02	0.48	0.25	0.15
Avail Cap(c_a), veh/h	473	723	613	525	678	575	587	2878	1284	551	3264	1456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	22.5	23.1	22.9	26.4	30.4	12.5	21.1	15.1	15.5	16.0	15.3
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.0	0.2	3.5	0.2	0.7	0.0	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.3	0.9	0.2	1.2	5.1	1.2	7.2	0.1	1.5	2.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	22.5	23.3	23.0	26.6	33.9	12.8	21.9	15.2	16.6	16.1	15.4
LnGrp LOS	C	C	C	C	C	C	B	C	B	B	B	B
Approach Vol, veh/h		192			354			1170			633	
Approach Delay, s/veh		21.4			31.9			20.8			16.1	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	36.9	7.4	26.0	11.3	38.0	11.4	22.0				
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	64.0	5.0	30.0	7.0	73.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s	6.4	22.2	2.5	4.3	5.5	7.6	5.8	14.9				
Green Ext Time (p_c), s	0.3	7.6	0.0	0.2	0.0	2.5	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 1: SR-248 & Richardson Flat Rd

Silver Meadows TIS
 2040 + Project PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	192	0	142	0	1685	266	122	805	0
Future Volume (veh/h)	0	0	0	192	0	142	0	1685	266	122	805	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	200	0	148	0	1755	277	127	839	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	0	2	0	273	0	0	492	2264	1010	272	2691	1200
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.01	0.00	0.64	0.64	0.08	0.76	0.00
Sat Flow, veh/h	0	-74814	0	1781	200		1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	200	40.7		0	1755	277	127	839	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	D		1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	9.6			0.0	31.8	6.9	1.9	6.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.6			0.0	31.8	6.9	1.9	6.7	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	2	0	273			492	2264	1010	272	2691	1200
V/C Ratio(X)	0.00	0.00	0.00	0.73			0.00	0.78	0.27	0.47	0.31	0.00
Avail Cap(c_a), veh/h	0	417	0	377			629	3091	1379	276	3091	1379
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.2			0.0	11.7	7.2	17.1	3.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.5			0.0	0.9	0.1	1.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.4			0.0	9.4	2.0	1.7	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	40.7			0.0	12.6	7.3	18.3	3.5	0.0
LnGrp LOS	A	A	A	D			A	B	A	B	A	A
Approach Vol, veh/h		0						2032			966	
Approach Delay, s/veh		0.0						11.8			5.5	
Approach LOS								B			A	
Timer - Assigned Phs	1	2	3	4	5	6						
Phs Duration (G+Y+Rc), s	10.8	61.1	17.8	0.0	0.0	71.9						
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0						
Max Green Setting (Gmax), s	5.0	75.0	17.0	18.0	5.0	75.0						
Max Q Clear Time (g_c+I1), s	3.9	33.8	11.6	0.0	0.0	8.7						
Green Ext Time (p_c), s	0.0	20.4	0.2	0.0	0.0	6.1						
Intersection Summary												
HCM 6th Ctrl Delay				11.7								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	198	0	65	0	0	0	36	34	0	0	67	193
Future Vol, veh/h	198	0	65	0	0	0	36	34	0	0	67	193
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	239	0	78	0	0	0	43	41	0	0	81	233

























Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	326	326	199	366	442	43	314	0	0	42	0	0
Stage 1	198	198	-	128	128	-	-	-	-	-	-	-
Stage 2	128	128	-	238	314	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	627	592	842	590	510	1027	1246	-	-	1567	-	-
Stage 1	804	737	-	876	790	-	-	-	-	-	-	-
Stage 2	876	790	-	765	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	609	571	841	520	492	1025	1246	-	-	1566	-	-
Mov Cap-2 Maneuver	609	571	-	520	492	-	-	-	-	-	-	-
Stage 1	776	737	-	844	762	-	-	-	-	-	-	-
Stage 2	845	762	-	693	656	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	0	4.1	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	654	-	1566	-	-
HCM Lane V/C Ratio	0.035	-	-	0.485	-	-	-	-
HCM Control Delay (s)	8	0	-	15.6	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.7	-	0	-	-

HCM 6th Signalized Intersection Summary
 3: SR 248 & W Jordanelle Pkwy/Brown's Canyon Rd

Silver Meadows TIS
 2040 + Project PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	31	85	13	27	203	76	472	30	252	815	162
Future Volume (veh/h)	141	31	85	13	27	203	76	472	30	252	815	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	32	89	14	28	211	79	492	31	262	849	169
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	519	491	416	435	362	307	346	1053	470	537	1311	585
Arrive On Green	0.12	0.26	0.26	0.05	0.19	0.19	0.09	0.30	0.30	0.16	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	147	32	89	14	28	211	79	492	31	262	849	169
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.0	0.9	3.0	0.4	0.8	8.4	2.0	7.7	1.0	6.2	13.5	5.1
Cycle Q Clear(g_c), s	4.0	0.9	3.0	0.4	0.8	8.4	2.0	7.7	1.0	6.2	13.5	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	519	491	416	435	362	307	346	1053	470	537	1311	585
V/C Ratio(X)	0.28	0.07	0.21	0.03	0.08	0.69	0.23	0.47	0.07	0.49	0.65	0.29
Avail Cap(c_a), veh/h	706	991	840	588	826	700	481	2563	1143	1041	3557	1587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	18.8	19.6	19.8	22.4	25.5	14.8	19.5	17.2	12.2	17.8	15.1
Incr Delay (d2), s/veh	0.3	0.1	0.3	0.0	0.1	2.7	0.3	0.3	0.1	0.7	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.4	1.1	0.2	0.4	3.2	0.7	2.7	0.3	1.9	4.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	18.8	19.8	19.8	22.5	28.2	15.2	19.8	17.2	12.9	18.3	15.4
LnGrp LOS	B	B	B	B	C	C	B	B	B	B	B	B
Approach Vol, veh/h		268			253			602			1280	
Approach Delay, s/veh		17.9			27.1			19.1			16.8	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	24.1	7.2	21.8	9.9	29.1	11.8	17.2				
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	28.0	46.0	7.0	34.0	9.0	65.0	13.0	28.0				
Max Q Clear Time (g_c+I1), s	8.2	9.7	2.4	5.0	4.0	15.5	6.0	10.4				
Green Ext Time (p_c), s	0.7	3.1	0.0	0.4	0.1	6.6	0.2	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									