

Year 2015 AM Peak Hour Alternative Analysis - I-15 Exit 113

Intersection	Control	Movement	Volume	Existing Conditions			Signalized Ramp Terminals			Roundabout Ramp Terminals			Tight Diamond Interchange			Diverging Diamond Interchange			Diverging Diamond Interchange - SimTraffic					Single Point Urban Interchange					
				Delay	95th %	Queue	Delay	95th %	Queue	Delay	95th %	Queue	Delay	95th %	Queue	Delay	95th %	Queue	Volume Served	% Served	Delay	95th %	Queue	Movement	Volume	Delay	95th %	Queue	
				(sec)	LOS	(ft) ¹	(sec)	LOS	(ft) ¹	(sec)	LOS	(ft) ¹	(sec)	LOS	(ft) ¹	(sec)	LOS	(ft) ¹	(sec)	LOS	(ft) ¹	(sec)	LOS	(ft) ¹			(sec)	LOS	(ft) ¹
45th West / Andrus Distribution	Two-way Stop Control	EBL	3	9.7	A	3'	9.7	A	3'	9.7	A	3'	9.7	A	3'	9.7	A	3'	1	33%	7.2	A	46'	EBL	3	9.7	A	3'	
		EBR	7																	8	114%	2.8	A		EBR	7			
		NBL	35	7.6	A	3'	7.6	A	3'	7.6	A	3'	7.6	A	3'	7.6	A	3'	34	97%	1.9	A	15'	NBL	35	7.6	A	3'	
		NBT	33	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0'	0'	NBT	33	0.0	A	0'	
		SBT	66	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0'	0'	SBT	66	0.0	A	0'	
		SBR	2	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0'	0'	SBR	2	0.0	A	0'	
		Overall	146	-	-		-	-		-	-		-	-		-	-		164	112%	-	-		Overall	146		A		
65th South / St. John Road	Two-way Stop Control	EBT	57	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	66	116%	1.2	A	8'	EBT	57	0.0	A	0'	
		EBR	15	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	13	87%	0.3	A		EBR	15	0.0	A	0'	
		WBL	292	8.4	A	30'	8.4	A	30'	8.4	A	30'	8.4	A	30'	8.4	A	30'	283	97%	0.6	A	71'	WBL	292	8.4	A	30'	
		WBT	87	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	89	102%	0.1	A	15'	WBT	87	0.0	A	0'	
		NBL	2	27.2	D	3'	27.2	D	3'	27.2	D	3'	27.2	D	3'	26.6	D	3'	1	50%	8.2	A	9'	NBL	2	27.2	D	3'	
		NBR	57	9.2	A	8'	9.2	A	8'	9.2	A	8'	9.2	A	8'	9.2	A	8'	58	102%	3.3	A	63'	NBR	57	9.2	A	8'	
		Overall	510	-	-		-	-		-	-		-	-		-	-		510	100%	-	-		Overall	510		-		
65th South / I-15 Southbound Ramp	Varies	EBT	103	0.0	A	0'	7.4	A	45'	7.6	A	41'	19.0	B	37'	24.3	C	47'	103	100%	20.9	C		EBL	48	28.6	C	43'	
		EBR	11	0.0	A	0'				7.9	A	41'				-	-		11	100%	0.1	A		EBT	56	20.6	C	41'	
		WBL	83	8.2	A	8'	6.7	A	26'	8.6	A	0'	18.4	B	41'	-	-		79	95%	1.8	A		EBR	11	0.0	A	0'	
		WBT	172	0.0	A	0'	6.1	A	43'	2.5	A	0'	4.8	A	16'	1.7	A	6'	166	97%	5.1	A		WBL	83	34.0	C	79*	
		SBL	148	20.7	C	65'	27.2	C	80'	18.3	B	191'	31.0	C	107'	0.3	A	0'	145	98%	14.7	B		WBT	144	24.2	C	90'	
		SBT	0				11.8	B	191'							-	-		0	-	-	-		WBR	203	0.3	A	0'	
		SBR	206	11.7	B	40'	5.7	A	15'	12.0	B	191'	5.2	A	7'	0.7	A	0'	205	100%	4.8	A		NBL	28	18.5	B	26'	
Overall	723	-	-		10.9	B		10.3	B		14.3	B		4.1	A		709	98%	8.8	A		Overall	97	2.6	A	16'			
65th South / I-15 Northbound Ramp	Varies	EBL	48	8.0	A	5'	1.8	A	6'	8.6	A	0'	30.2	C	40'	-	-		47	98%	3.1	A		SBL	148	29.0	C	92'	
		EBT	204	0.0	A	0'	1.9	A	18'	2.5	A	0'	2.0	A	1'	6.5	A	30'	204	100%	11.6	B		SBR	206	2.5	A	11'	
		WBT	228	0.0	A	0'	5.1	A	112'	5.8	A	162'	14.1	B	87'	26.2	C	97'	218	96%	24.5	C		Overall	14.2	B			
		WBR	203	0.0	A	0'				6.3	A	162'				-	-		209	103%	0.2	A		-	-	-	-		
		NBL	28	16.0	C	8'	25.5	C	28'	15.7	B	49'	22.9	C	30'	0.1	A	0'	29	104%	46.7	D		-	-	-	-		
		NBT	0				9.1	A	49'							-	-							-	-	-	-		
		NBR	97	11.2	B	15'	11.8	B	28'	9.5	A	49'	1.1	A	0'	0.3	A	0'	96	99%	3.4	A		-	-	-	-		
Overall	808	-	-		5.6	A		6.0	A		10.6	B		9.1	A		803	99%	11.9	B		-	-	-	-				
65th South / 45th West	Two-way Stop Control	EBT	156	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	151	97%	0.2	A	6'	EBT	156	0.0	A	0'	
		EBR	143	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	145	101%	0.3	A	14'	EBR	143	0.0	A	0'	
		WBL	32	8.5	A	3'	8.5	A	3'	8.5	A	3'	8.5	A	3'	7.9	A	3'	29	91%	4.0	A	56'	WBL	32	8.5	A	3'	
		WBT	224	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	276	123%	1.4	A		WBT	224	0.0	A	0'	
		NBL	206	29.8	D	113'	29.8	D	113'	29.8	D	113'	29.8	D	113'	27.5	D	105'	205	100%	13.8	B	124'	NBL	206	29.8	D	113'	
		NBR	66	10.6	B	10'	10.6	B	10'	10.6	B	10'	10.6	B	10'	9.8	A	8'	68	103%	4.6	A	118'	NBR	66	10.6	B	10'	
		Overall	827	-	-		-	-		-	-		-	-		-	-		874	106%	-	-		Overall	-				
65th South / Overland	Two-way Stop Control	EBL	79	8.3	A	8'	8.3	A	8'	8.3	A	8'	8.3	A	8'	8.3	A	8'	71	90%	3.3	A	60'	EBL	79	8.3	A	8'	
		EBT	134	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	139	104%	0.6	A	0'	EBT	134	0.0	A	0'	
		EBR	18	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	18	100%	0.1	A	0'	EBR	18	0.0	A	0'	
		WBL	18	7.8	A	0'	7.8	A	0'	7.8	A	0'	7.8	A	0'	7.8	A	0'	17	94%	2.0	A	17'	WBL	18	7.8	A	0'	
		WBT	196	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	197	101%	0.8	A	4'	WBT	196	0.0	A	0'	
		WBR	57	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	60	105%	0.3	A	8'	WBR	57	0.0	A	0'	
		NBL	33																30	91%	10.4	B		NBL	33				
		NBT	4	21.3	C	23'	21.3	C	23'	21.3	C	23'	21.3	C	23'	21.3	C	23'	3	75%	12.7	B	89'	NBT	4	21.3	C	23'	
		NBR	13																14	108%	4.2	A		NBR	13				
		SBL	20	18.8	C	8'	18.8	C	8'	18.8	C	8'	18.8	C	8'	18.8	C	8'	21	105%	7.6	A	50'	SBL	20	18.8	C	8'	
		SBT	1																1	100%	7.9	A		SBT	1				
SBR	81	11.0	B	13'	11.0	B	13'	11.0	B	13'	11.0	B	13'	11.0	B	13'	78	96%	4.1	A	80'	SBR	81	11.0	B	13'			
Overall	654	-	-		-	-		-	-		-	-		-	-		649	99%	-	-		Overall	654		A				

1. 95th percentile queue length estimate from 95th percentile vehicle queue assuming 25' per vehicle for stop controlled movements

* 95th percentile volume exceeds capacity, queue may be longer

Year 2015 PM Peak Hour Alternative Analysis - I-15 Exit 113

Intersection	Control	Movement	Volume	Existing Conditions			Terminals			Terminals			Interchange			Interchange			SimTraffic					Single Point Urban Interchange					
				Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Volume Served	% Served	Delay (sec)	LOS	95th % Queue (ft) ¹	Movement	Volume	Delay (sec)	LOS	95th % Queue (ft) ¹	
45th West / Andrus Distribution	Two-way Stop Control	EBL	4	9.2	A	3'	9.2	A	3'	9.2	A	3'	9.2	A	3'	9.2	A	3'	3	75%	4.4	A	49'	EBL	4	9.2	A	3'	
		EBR	25																28	112%	3.1	A		EBR	25			A	0'
		NBL	9	7.9	A	0'	7.9	A	0'	7.9	A	0'	7.9	A	0'	7.9	A	0'	10	111%	2.2	A	13'	NBL	9	7.9	A	0'	
		NBT	46	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	66	143%	0.4	A	0'	NBT	46	0.0	A	0'	
		SBT	81	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	81	100%	0.2	A	0'	SBT	81	0.0	A	0'	
		SBR	1	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	1	100%	0.0	A	0'	SBR	1	0.0	A	0'	
		Overall	166	-	-		-	-		-	-		-	-		-	-		0%	-	-			Overall	166		A		
65th South / St. John Road	Two-way Stop Control	EBT	95	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	101	106%	1.5	A	19'	EBT	95	0.0	A	0'	
		EBR	13	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	13	100%	0.3	A		EBR	13	0.0	A	0'	
		WBL	174	7.9	A	13'	7.9	A	13'	7.9	A	13'	7.9	A	13'	7.9	A	13'	179	103%	0.9	A	64'	WBL	174	7.9	A	13'	
		WBT	57	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	63	111%	0.1	A	9'	WBT	57	0.0	A	0'	
		NBL	15	14.6	B	3'	14.6	B	3'	14.6	B	3'	14.6	B	3'	14.5	B	3'	16	107%	6.8	A	31'	NBL	15	14.6	B	3'	
		NBR	279	10.9	B	35'	10.9	B	35'	10.9	B	35'	10.9	B	35'	10.9	B	35'	276	99%	5.0	A	82'	NBR	279	10.9	B	35'	
		Overall	633	-	-		-	-		-	-		-	-		-	-		648	102%	-	-		Overall	633		-		
65th South / I-15 Southbound Ramp	Varies	EBT	348	0.0	A	0'	9.4	A	143'	8.0	A	94'	25.8	C	118'	25.0	C	128'	344	99%	20.1	C		EBL	179	30.9	C	123*	
		EBR	28	0.0	A	0'				8.4	A	94'				-	-	-	28	100%	0.3	A		EBT	166	22.4	C	100'	
		WBL	91	9.0	A	10'	8.5	A	21'	8.6	A	0'	20.7	C	53'	-	-	-	94	103%	1.7	A		EBR	28	0.0	A	0'	
		WBT	107	0.0	A	0'	5.4	A	23'	2.5	A	0'	5.4	A	15'	1.8	A	4'	110	103%	6.3	A		WBL	91	42.5	D	88*	
		SBL	191	44.1	E	145'	28.9	C	110'	13.4	B	84'	28.9	C	141'	0.5	A	0'	179	94%	16.0	B		WBT	91	25.1	C	64'	
		SBT	0							6.8	A	84'				-	-	-	-	-	-	-		WBR	174	0.2	A	0'	
		SBR	124	9.8	A	15'	5.2	A	25'	7.1	A	84'	0.8	A	0'	0.3	A	0'	131	106%	3.3	A		NBL	16	18.5	B	19'	
Overall	889	0.0	-	0'	12.6	B		8.4	A		19.4	B		10.2	B		886	100%	12.5	B		NBR	127	2.9	A	22'			
65th South / I-15 Northbound Ramp	Varies	EBL	179	8.1	A	13'	3.4	A	24'	8.6	A	0'	18.9	B	123'	-	-	-	173	97%	3.7	A		SBL	191	35.0	D	142*	
		EBT	357	0.0	A	0'	2.9	A	40'	2.5	A	0'	4.4	A	155'	4.2	A	31'	348	97%	9.2	A		SBR	124	2.0	A	16'	
		WBT	182	0.0	A	0'	4.5	A	78'	6.3	A	110'	14.9	B	69'	26.9	C	81'	189	104%	24.4	C		Overall	19.2	B			
		WBR	174	0.0	A	0'				6.6	A	110'				-	-	-	174	100%	0.2	A		-	-	-	-		
		NBL	16	22.5	C	8'	22.5	C	19'	17.2	B	52'	24.1	C	22'	0.1	A	0'	15	94%	52.1	D		-	-	-	-		
		NBT	0							10.7	B	52'				-	-	-	-	-	-	-		-	-	-	-		
		NBR	127	12.9	B	23'	12.0	B	37'	11.2	B	52'	1.5	A	0'	0.5	A	0'	130	102%	4.5	A		-	-	-	-		
Overall	1035	0.0	-	0'	5.0	A		6.3	A		10.6	B		6.2	A		1029	99%	9.6	A		-	-	-	-				
65th South / 45th West	Two-way Stop Control	EBT	246	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	247	100%	0.2	A	12'	EBT	246	0.0	A	0'	
		EBR	237	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	231	97%	0.5	A	27'	EBR	237	0.0	A	0'	
		WBL	80	9.1	A	8'	9.1	A	8'	9.1	A	8'	9.1	A	8'	8.1	A	8'	79	99%	5.8	A	98'	WBL	80	9.1	A	8'	
		WBT	234	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	251	107%	2.7	A		WBT	234	0.0	A	0'	
		NBL	122	34.0	D	68'	34.0	D	68'	34.0	D	68'	34.0	D	68'	24.2	C	48'	120	98%	18.4	C	103'	NBL	122	34.0	D	68'	
		NBR	39	11.3	B	5'	11.3	B	5'	11.0	B	5'	11.3	B	5'	10.2	B	5'	41	105%	3.8	A	75'	NBR	39	11.3	B	5'	
		Overall	958	-	-		-	-		-	-		-	-		-	-		0%	-	-		Overall	-	-				
65th South / Overland	Two-way Stop Control	EBL	57	8.2	A	5'	8.2	A	5'	8.2	A	5'	8.2	A	5'	8.2	A	5'	55	96%	2.8	A	52'	EBL	57	8.2	A	5'	
		EBT	213	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	223	105%	0.5	A	3'	EBT	213	0.0	A	0'	
		EBR	11	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	14	127%	0.2	A		EBR	11	0.0	A	0'	
		WBL	17	7.8	A	0'	7.8	A	0'	7.8	A	0'	7.8	A	0'	7.8	A	0'	14	82%	2.2	A	15'	WBL	17	7.8	A	0'	
		WBT	159	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	158	99%	0.7	A	0'	WBT	159	0.0	A	0'	
		WBR	25	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	25	100%	0.2	A	2'	WBR	25	0.0	A	0'	
		NBL	38																40	105%	9.4	A		NBL	38				
		NBT	4	18.2	C	25'	18.2	C	25'	18.2	C	25'	18.2	C	25'	18.2	C	25'	4	100%	10.4	B	87'	NBT	4	18.2	C	25'	
		NBR	24																23	96%	4.6	A		NBR	24				
		SBL	27	16.8	C	10'	16.8	C	10'	16.8	C	10'	16.8	C	10'	16.8	C	10'	29	107%	8.2	A	49'	SBL	27	16.8	C	10'	
		SBT	4																4	100%	9.4	A		SBT	4				
SBR	104	10.7	B	18'	10.7	B	18'	10.7	B	18'	10.7	B	18'	10.7	B	18'	105	101%	4.1	A	80'	SBR	104	10.7	B	18'			
Overall	694	-	-		-	-		-	-		-	-		-	-		694	-	-		Overall	0		A					

1. 95th percentile queue length estimate from 95th percentile vehicle queue assuming 25' per vehicle for stop controlled movements

* 95th percentile volume exceeds capacity, queue may be longer

Year 2042 AM Peak Hour Alternative Analysis - I-15 Exit 113

Intersection	Control	Movement	Volume	Existing Conditions			Signalized Ramp Terminals			Roundabout Ramp Terminals			Tight Diamond Interchange			Diverging Diamond Interchange			Diverging Diamond Interchange - SimTraffic					Single Point Urban Interchange				
				Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Volume Served	% Served	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹		
45th West / Andrus Distribution	Two-way Stop Control	EBL	4	10.3	B	3'	10.3	B	3'	10.3	B	3'	10.3	B	3'	10.3	B	3'	3	75%	5.4	A	53'	EBL	4	10.3	B	3'
		EBR	10																11	110%	3.1	A	20'	EBR	10			
		NBL	50	7.7	A	3'	7.7	A	3'	7.7	A	3'	7.7	A	3'	7.7	A	3'	47	94%	2.2	A	29'	NBL	50	7.7	A	3'
		NBT	108	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	118	109%	0.3	A	0'	NBT	108	0.0	A	0'
		SBT	94	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	91	97%	0.3	A	0'	SBT	94	0.0	A	0'
		SBR	3	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	4	133%	0.2	A	0'	SBR	3	0.0	A	0'
		Overall	269	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	274	102%	-	-	-	Overall	269	-	-	A
65th South / St. John Road	Two-way Stop Control	EBT	82	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	88	107%	1.8	A	20'	EBT	82	0.0	A	0'
		EBR	22	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	21	95%	0.5	A		EBR	22	0.0	A	0'
		WBL	419	9.4	A	55'	9.4	A	55'	9.4	A	55'	9.4	A	55'	9.4	A	55'	422	101%	1.2	A	104'	WBL	419	9.4	A	55'
		WBT	155	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	155	100%	0.2	A	23'	WBT	155	0.0	A	0'
		NBL	3	72.2	F	5'	72.2	F	5'	72.2	F	5'	72.2	F	8'	63.0	F	5'	3	100%	8.1	A	12'	NBL	3	72.2	F	8'
		NBR	82	9.6	A	13'	9.6	A	13'	9.6	A	13'	9.6	A	13'	9.5	A	10'	84	102%	3.5	A	65'	NBR	82	9.6	A	13'
		Overall	763	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	773	101%	-	-	-	Overall	-	-	-	-
65th South / I-15 Southbound Ramp	Varies	EBT	147		A	0'	10.8	B	86'	9.4	A	70'	25.7	C	54'	26.4	C	65'	146	99%	24.5	C	122'	EBL	73	40.6	D	61'
		EBR	17		A	0'				9.7	A	70'				-	-	-	20	118%	0.1	A	14'	EBT	74	26.5	C	54'
		WBL	124	8.5	A	10'	11.0	B	67'	8.6	A	0'	19.4	B	48'	-	-	-	121	98%	2.5	A	44'	EBR	17	0.2	A	0'
		WBT	245		A	0'	9.5	A	114'	2.5	A	0'	6.4	A	32'	1.7	A	8'	251	102%	4.4	A	47'	WBL	124	39.8	D	123*
		SBL	224	115.4	F	320'	35.1	D	140'	16.3	B	91'	29.5	C	152'	0.5	A	0'	222	99%	13.7	B	194'	WBT	203	27.7	C	126'
		SBT	0							9.8	A	91'				-	-	-						WBR	302	8.1	A	49'
		SBR	329	17.8	C	115'	6.4	A	14'	7.5	A	91'	5.5	A	10'	1.7	A	0'	329	100%	9.7	A	155'	NBL	42	20.0	C	36'
Overall	1086	-	-	-	14.5	B	-	8.9	A	-	15.5	B	-	4.6	A	-	1089	100%	10.3	B	-	Overall	143	2.4	A	17'		
65th South / I-15 Northbound Ramp	Varies	EBL	73	8.4	A	8'	2.5	A	8'	8.6	A	0'	27.9	C	53'	-	-	-	68	93%	5.1	A	126'	SBL	224	46.4	D	156*
		EBT	298	0.0	A	0'	2.1	A	24'	2.5	A	0'	3.8	A	1'	7.1	A	43'	296	99%	10.8	B	105'	SBR	329	5.0	A	34'
		WBT	327	0.0	A	0'				13.0	B	477'	20.4	C	136'	27.3	C	139'	333	102%	27.1	C	165'	Overall	20.5	C	-	
		WBR	302	0.0	A	0'	8.4	A	260'	13.4	B	477'				-	-	-	304	101%	0.4	A	52'	-	-	-	-	
		NBL	42	25.6	D	23'	38.1	D	48'	19.0	B	90'	22.7	C	40'	0.2	A	0'	40	95%	46.2	D	107'	-	-	-	-	
		NBT	0							12.4	B	90'				-	-	-						-	-	-	-	
		NBR	143	13.6	B	33'	14.6	B	37'	12.8	B	90'	1.6	A	0'	0.6	A		146	102%	5.0	A	102'	-	-	-	-	
Overall	1185	-	-	-	8.2	A	-	10.1	B	-	14.1	B	-	9.4	A	-	1187	100%	12.9	B	-	-	-	-	-			
65th South / 45th West	Two-way Stop Control	EBT	237	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	241	102%	0.3	A	12'	EBT	237		A	0'
		EBR	204	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	202	99%	0.4	A	17'	EBR	204		A	0'
		WBL	46	9.2	A	5'	9.2	A	5'	9.2	A	5'	9.2	A	5'	8.3	A	3'	43	93%	6.0	A	109'	WBL	46	9.2	A	5'
		WBT	336	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	355	106%	2.7	A		WBT	336		A	0'
		NBL	293	285.4	F	548'	285.4	F	548'	285.4	F	548'	285.4	F	548'	162.6	F	420'	302	103%	143.9	F	165'	NBL	293	285.4	F	548'
		NBR	95	12.5	B	18'	12.5	B	18'	12.5	B	18'	12.5	B	18'	11.0	B	15'	103	108%	103.1	F	1055'	NBR	95	12.5	B	18'
		Overall	1211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1246	103%	-	-	-	Overall	-	-	-	-
65th South / Overland	Two-way Stop Control	EBL	114	8.6	A	13'	8.6	A	13'	8.6	A	13'		A	13'	8.6	A	13'	117	103%	4.3	A	83'	EBL	114	8.6	A	13'
		EBT	192	0.0	A	0'	0.0	A	0'	0.0	A	0'		A	0'	0.0	A	0'	211	110%	0.7	A	3'	EBT	192	0.0	A	0'
		EBR	26	0.0	A	0'	0.0	A	0'	0.0	A	0'		A	0'	0.0	A	0'	25	96%	0.2	A		EBR	26	0.0	A	0'
		WBL	26	8.1	A	3'	8.1	A	3'	8.1	A	3'	8.1	A	3'	8.1	A	3'	27	104%	2.5	A	29'	WBL	26	8.1	A	3'
		WBT	217	0.0	A	0'	0.0	A	0'	0.0	A	0'		A	0'	0.0	A	0'	212	98%	1.1	A	10'	WBT	217	0.0	A	0'
		WBR	82	0.0	A	0'	0.0	A	0'	0.0	A	0'		A	0'	0.0	A	0'	85	104%	0.4	A	10'	WBR	82	0.0	A	0'
		NBL	48																43	90%	15.3	C		NBL	48			
		NBT	6	46.9	E	70'	46.9	E	70'	46.9	E	70'	45.6	E	70'	46.9	E	70'	6	100%	15.1	C	106'	NBT	6	46.9	E	70'
		NBR	19																21	111%	6.3	A		NBR	19			
		SBL	29	29.5	D	18'	29.5	D	18'	29.5	D	18'	29.5	D	18'	29.5	D	18'	26	90%	13.1	B	63'	SBL	29	29.5	D	18'
		SBT	1																1	100%	13.2	B		SBT	1			
SBR	117	11.7	B	20'	11.7	B	20'	11.7	B	20'	11.7	B	20'	11.7	B	20'	120	103%	5.6	A	106'	SBR	117	11.7	B	20'		
Overall	877	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	894	102%	-	-	-	Overall	-	-	-	-		

1. 95th percentile queue length estimate from 95th percentile vehicle queue assuming 25' per vehicle for stop controlled movements

* 95th percentile volume exceeds capacity, queue may be longer

Year 2042 PM Peak Hour Alternative Analysis - I-15 Exit 113

Intersection	Control	Movement	Volume	Existing Conditions			Terminals			Terminals			Interchange			Interchange			SimTraffic				Single Point Urban Interchange						
				Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Delay (sec)	LOS	95th % Queue (ft) ¹	Volume Served	% Served	Delay (sec)	LOS	95th % Queue (ft) ¹	Movement	Volume	Delay (sec)	LOS	95th % Queue (ft) ¹	
45th West / Andrus Distribution	Two-way Stop Control	EBL	6	9.8	A	5'	9.8	A	5'	9.8	A	5'	9.8	A	5'	9.8	A	5'	4	67%	5.9	A	51'	EBL	6	9.8	A	5'	
		EBR	36																38	106%	3.3	A	EBR	36	A		0'		
		NBL	13																11	85%	2.1	A	13'	NBL	13		8.1	A	0'
		NBT	109																114	105%	0.4	A	0'	NBT	109		0.0	A	0'
		SBT	122																120	98%	0.3	A	0'	SBT	122		0.0	A	0'
		SBR	1																2	200%	0.2	A	0'	SBR	1		0.0	A	0'
		Overall	287																-	-	-	-	-	-	-		-	-	-
65th South / St. John Road	Two-way Stop Control	EBT	139	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	151	109%	1.8	A	18'	EBT	139	0.0	A	0'	
		EBR	19																17	89%	0.6	A	EBR	19	0.0	A	0'		
		WBL	250																252	101%	1.7	A	83'	WBL	250	8.4	A	20'	
		WBT	100																109	109%	0.1	A	5'	WBT	100	0.0	A	0'	
		NBL	22																22	100%	10.0	B	34'	NBL	22	21.7	C	10'	
		NBR	400																401	100%	8.0	A	149'	NBR	400	13.7	B	75'	
		Overall	930																-	-	-	-	-	-	-	-	-	-	-
65th South / I-15 Southbound Ramp	Varies	EBT	495	0.0	A	0'	12.2	B	226'	27.6	C	388'	29.8	C	171'	28.0	C	189'	497	100%	23.1	C	148'	EBL	271	44.1	D	111'	
		EBR	44																48	109%	0.9	A	64'	EBT	224	37.9	D	90'	
		WBL	136																133	98%	1.9	A	30'	EBR	44	0.0	A	0'	
		WBT	152																149	98%	5.8	A	32'	WBL	136	52.0	D	71'	
		SBL	289																283	98%	16.7	B	231'	WBT	128	32.9	C	64'	
		SBT	0																-	-	-	-	-	WBR	259	0.4	A	0'	
		SBR	198																204	103%	4.4	A	80'	NBL	24	19.3	B	9'	
		Overall	1314																-	-	-	-	-	-	-	-	-	-	-
65th South / I-15 Northbound Ramp	Varies	EBL	271	8.8	A	23'	7.0	A	68'	8.6	A	0'	22.6	C	156'	-	-	-	264	97%	6.8	A	208'	SBL	289	47.6	D	146'	
		EBT	513																512	100%	7.9	A	108'	SBR	198	1.8	A	0'	
		WBT	264																257	97%	27.8	C	170'	Overall	26.1	C	-	-	-
		WBR	259																263	102%	0.2	A	17'	-	-	-	-	-	
		NBL	24																23	96%	47.7	D	58'	-	-	-	-	-	
		NBT	0																-	-	-	-	-	-	-	-	-	-	
		NBR	187																187	100%	7.8	A	131'	-	-	-	-	-	
		Overall	1518																-	-	-	-	-	-	-	-	-	-	-
65th South / 45th West	Two-way Stop Control	EBT	363	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	0.0	A	0'	377	104%	0.4	A	28'	EBT	363	0.0	A	0'	
		EBR	337																332	99%	0.7	A	41'	EBR	337	0.0	A	0'	
		WBL	115																111	97%	12.6	B	243'	WBL	115	10.7	B	18'	
		WBT	349																368	105%	7.8	A	0'	WBT	349	0.0	A	0'	
		NBL	174																168	97%	182.6	F	172'	NBL	174	364.4	F	340'	
		NBR	56																59	105%	112.4	F	811'	NBR	56	13.8	B	10'	
		Overall	1394																-	-	-	-	-	-	-	-	-	-	-
65th South / Overland	Two-way Stop Control	EBL	82	8.7	A	8'	8.7	A	8'	8.7	A	8'	8.7	A	8'	8.7	A	8'	83	101%	4.1	A	77'	EBL	82	8.7	A	8'	
		EBT	321																349	109%	0.7	A	5'	EBT	321	0.0	A	0'	
		EBR	16																16	100%	0.3	A	0'	EBR	16	0.0	A	0'	
		WBL	25																22	88%	2.9	A	27'	WBL	25	8.2	A	3'	
		WBT	259																259	100%	1.1	A	4'	WBT	259	0.0	A	0'	
		WBR	36																36	100%	0.3	A	0'	WBR	36	0.0	A	0'	
		NBL	55																51	93%	18.4	C	0'	NBL	55	-	-	-	
		NBT	6																7	117%	15.8	C	114'	NBT	6	59.4	F	113'	
		NBR	35																35	100%	8.6	A	0'	NBR	35	-	-	-	
		SBL	39																38	97%	13.4	B	63'	SBL	39	31.9	D	33'	
		SBT	6																6	100%	15.2	C	0'	SBT	6	-	-	-	
		SBR	150																151	101%	7.4	A	119'	SBR	150	12.9	B	35'	
Overall	1030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1053	102%	-	-	Overall	1030	-	-	A			

1. 95th percentile queue length estimate from 95th percentile vehicle queue assuming 25' per vehicle for stop controlled movements

* 95th percentile volume exceeds capacity, queue may be longer