

Project NEON

2025 Intersection Operational Summary*

Intersection	Traffic Control	Approach	AM Peak Hour				PM Peak Hour			
			Volume (veh/hr)	Delay (sec/veh)	LOS	Queue Length (ft)	Volume (veh/hr)	Delay (sec/veh)	LOS	Queue Length (ft)
1 Alta Drive @ Martin Luther King Boulevard	Signal	NB	110	30.0	C	27	490	37.4	D	132
		SB	1,507	30.2	C	349	1,216	39.0	D	300
		EB	800	33.6	C	179	1,501	39.3	D	498
		WB	859	27.0	C	119	1,261	42.4	D	254
		Total	3,276	30.3	C		4,468	39.9	D	
2 Alta Drive @ I-15 Northbound Slip Ramp	Signal	NB	258	28.6	C	142	489	35.4	D	311
		EB	618	0.4	A	20	1280	9.3	A	110
		WB	716	13.8	B	9	954	13.7	B	33
		Total	1,592	10.1	B		2,723	15.3	B	
3 Alta Drive @ Premium Outlet Mall Driveway	Signal	NB	25	39.8	D	38	321	27.5	C	282
		SB	10	40.7	D	0	11	44.4	D	12
		EB	725	20.6	C	53	1,457	32.1	C	204
		WB	698	3.2	A	54	745	6.6	A	54
		Total	1,458	12.2	B		2,534	23.5	C	
4 Grand Central Parkway @ Bonneville Avenue	Signal	NB	317	38.7	D	95	533	44.6	D	186
		SB	798	44.9	D	384	684	51.2	D	301
		EB	658	51.1	D	115	1,274	48.9	D	237
		WB	650	45.8	D	235	1,007	53.1	D	381
		Total	2,423	46.2	D		3,498	49.9	D	
5 Martin Luther King Boulevard @ I-15 Southbound CD Road On-Ramp/Pinto Lane	Signal	NB	122	11.4	B	41	524	12.1	B	178
		SB	1,577	10.0	A	332	1429	10.7	B	252
		EB	69	24.6	C	23	137	25.8	C	39
		Total	1,768	10.6	B		2,090	12.0	B	
6 Martin Luther King Boulevard @ Bearden Drive	Signal	NB	115	3.6	A	10	508	3.0	A	45
		SB	977	4.3	A	171	803	4.6	A	143
		EB	16	52.9	D	20	41	45.7	D	37
		Total	1,108	4.8	A		1,352	4.9	A	
7 Grand Central Parkway @ Premium Outlet Mall Driveway	Signal	NB	271	14.5	B	72	859	7.3	A	210
		SB	593	11.0	B	206	659	9.0	A	231
		EB	16	18.3	B	5	70	18.6	B	23
		WB	278	22.0	C	115	144	21.8	C	53
		Total	1,158	14.3	B		1,732	9.3	A	
8 Grand Central Parkway @ I-15 Grand Central Slip Ramp	Signal	NB	378	7.1	A	77	1,015	7.1	A	232
		SB	612	6.0	A	225	707	4.9	A	258
		EB	208	25.6	C	102	174	26.4	C	71
		WB	62	39.4	D	52	59	35.3	D	42
		Total	1,260	11.3	B		1,955	8.3	A	

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9 Charleston Boulevard @ I-15 Southbound Ramps	Signal	SB	710	29.3	C	276	600	29.6	C	207
		EB	1,589	35.2	D	188	1,599	40.1	D	219
		WB	1,031	14.1	B	154	1,965	11.5	B	165
		Total	3,330	26.5	C		4,164	23.8	C	
10 Charleston Boulevard @ I-15 Northbound Ramps	Signal	NB	1,100	38.5	D	276	1,130	43.4	D	336
		EB	1,291	25.0	C	45	1,601	35.0	C	236
		WB	1,215	44.3	D	318	2,294	55.8	E	178
		Total	3,606	35.6	D		5,025	46.4	D	
11 Charleston Boulevard @ Grand Central Parkway	Signal	NB	705	33.1	C	235	1,370	48.2	D	146
		SB	675	50.1	D	262	805	81.4	F	221
		EB	1,380	62.7	E	268	1,457	33.5	C	245
		WB	1,374	49.5	D	360	2,247	69.4	E	743
		Total	4,134	51.5	D		5,879	57.5	E	
12 I-15 HOV Ramps @ NEON Gateway Road**	Signal	NB	620	0.8	A	0	660	0.9	A	0
		SB	910	11.2	B	324	850	10.2	B	293
		WB	1,400	22.6	C	314	1,460	18.3	B	326
		Total	2,930	14.4	B		2,970	12.1	B	
13 Western Avenue @ NEON Gateway Road**	Signal	NB	955	38.7	D	650	1,340	67.2	E	943
		SB	791	38.5	D	688	809	70.3	E	394
		EB	1,530	11.5	B	226	1,510	44.3	D	673
		Total	3,276	26.0	C		3,659	58.4	E	
14 Oakey Boulevard @ Martin Luther King Boulevard	Signal	SB	405	32.6	C	148	305	48.6	D	97
		EB	293	18.5	B	86	350	21.5	C	77
		WB	352	6.3	A	40	1,117	1.4	A	78
		Total	1,050	19.3	B		1,772	10.7	B	
15 Oakey Boulevard @ Western Avenue	Signal	NB	67	46.3	D	41	544	77.8	E	695
		SB	1,124	40.8	D	666	837	33.6	C	446
		EB	568	52.0	D	173	405	48.2	D	146
		WB	1,041	30.1	C	164	1,708	50.4	D	791
		Total	2,800	40.0	D		3,494	50.5	D	
18 Martin Luther King Boulevard @ Ellis Avenue	Signal	NB	132	9.4	A	32	429	10.7	B	80
		SB	380	3.5	A	67	279	7.5	A	72
		EB	58	72.1	E	29	230	33.1	C	128
		Total	570	6.0	A		938	14.1	B	

* Intersection analysis based on 2010 HCM methodology. Analysis done with Synchro 8.0, build 805, revision 881.

** Intersection analysis based on 2000 HCM methodology because signal phasing cannot be analyzed with 2010 HCM methodology.

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