EAGLE MOUNTAIN
PLANNING COMMISSION MEETING

November 24, 2020, 5:30 PM
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 PM Work Session – Electronic Meeting via Lifesize

Public meetings will be held electronically in accordance with Executive Order 2020-1 Suspending the Enforcement of Provisions of Utah Code 52-4-202 and 52-4-207 due to Infectious Disease COVID-19 Novel Coronavirus issued by Governor Herbert on March 18, 2020.

The public may monitor or listen to open portions of the meeting electronically by following the instructions below.

Lifesize electronic meeting through Granicus at https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs. Click the link to view the live stream and meeting documents.

1. Discussion Items

1.A DISCUSSION - Creation of the Wildlife Corridor Overlay Zone (Code Amendment)
This is a discussion on a draft code amendment to create an establish the Wildlife Corridor Overlay Zone with the purpose to preserve and protect the natural habitat that serves as a migration corridor and habitat for wildlife in the region.
17.49 Wildlife Corridor Overlay Zone - PROPOSED

1.B DISCUSSION - General Plan Future Land Use Map Changes to Support Transitioning Code
A discussion about potential need to revise the General Plan Land Use Map to better reflect the zoning transition code recently adopted, as well as next steps to achieve an update.
Future Land Use and Transportation Map

1.C DISCUSSION - Code Amendment Process
A discussion about the steps being taken by staff and legal to identify and clarify the code amendment process for City-initiated amendments.

6:30 P.M. - Eagle Mountain City Planning Commission Policy Session

2. Pledge of Allegiance

3. Declaration of Conflicts of Interest

4. Approval of Meeting Minutes

4.A November 10, 2020, Planning Commission Minutes
PC Minutes 11.10.2020 - DRAFT

5. Status Report

6. Action and Advisory Items

6.A PUBLIC HEARING - B&H Land Holdings (Rezone & General Plan Map Amendment)
This application has been withdrawn.

6.B PUBLIC HEARING - Ault Farms (Master Development Plan)
This is a request for a master development plan approval for the development of 750 acres of land on the east side of N Pony Express Road and 3000 N, referred to as Ault Farms. The proposed project would include: single-family residential, multifamily (townhomes, condos, and apartments), commercial, tech/light industry uses, and open spaces. The request includes rezoning and an amendment to the General Plan Future Land Use Map.
Master Plan
Master Plan Utilities
Geotechnical Study
Environmental Impact Report
Traffic Impact Study (July 2020)

6.C PUBLIC HEARING - Development Code Amendment to Remove Lot Size Transition Requirements (EMMC 17.60 Landscaping, Buffering, Fencing and Transitioning)
This is a request to amend the municipal development code for EMMC 17.60 Landscaping, Buffering, Fencing and Transitioning in order to remove Section 17.60.150 Lot Size Transitioning. The City Council approved the development code amendment to incorporate Zone Transitions to the chapter at their hearing on October 6, 2020.
17.60 Landscaping Buffering Fencing and Transitioning - PROPOSED

6.D PUBLIC HEARING - Development Code Amendment to Establish an Overlay Zone (EMMC 17.58 Historical Preservation Zone)
This is a request to amend the municipal development code for EMMC 17.58 Historical Preservation Zone to establish an overlay zone rather than an underlying zone designation. The amendment also includes clarity to the historical site designation process.
17.58 Historic Preservation Overlay Zone - PROPOSED

6.E PUBLIC HEARING - Development Code Amendment to Establish an Overlay Zone (EMMC 17.62 Ridgeline Protection Standards)
This is a request to amend the municipal development code for EMMC 17.62 Ridgeline Protection Standards to establish an overlay zone that will utilize the existing standards of the subject chapter.

17.62 Ridgeline Protection Overlay Zone - PROPOSED

7. **Discussion Items**

8. **Next scheduled meeting**

9. **Adjournment**

THE PUBLIC IS INVITED TO PARTICIPATE IN PUBLIC MEETINGS FOR ALL AGENDAS.
In accordance with the Americans with Disabilities Act, Eagle Mountain City will make reasonable accommodation for participation in all Public Meetings and Work Sessions. Please call the City Recorder's Office at least 3 working days prior to the meeting at 801-789-6610. This meeting may be held telephonically to allow a member of the public body to participate. This agenda is subject to change with a minimum 24-hour notice.

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this on the 10th day of January, 2020, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website http://www.utah.gov/pmn/index.html, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder

EMMC 17.49 Wildlife Corridor Overlay Zone

[PROPOSED]

17.49.010 Purpose and objective.
17.49.020 Area of designation.
17.49.030 Applicability.
17.49.040 Definitions.
17.49.050 Land use regulations.
17.49.060 Conflict regulations.
17.49.070 Development standards.
17.49.080 Development recommendations adjacent to the overlay zone.
17.49.090 Wildlife corridor protection.

17.49.010 Purpose and objective.

This chapter establishes the land use regulations and protections for the wildlife corridor overlay zone in Eagle Mountain City, including permitted, minimum land use standards, and other development provisions. This chapter does not change the underlying zoning.

The chapter provides support for and methods by which to preserve wildlife migration routes and habitat in and through Eagle Mountain City. This is a key strategy identified in the Eagle Mountain General Plan and Parks, Trails, and Open Space Master Plan. The chapter provides a means to reduce the continuing loss and fragmentation of habitat and migration routes for native and migrating species while simultaneously accommodating development.

Wildlife corridors preserve natural habitat areas or undeveloped lands that can facilitate movement, migration, foraging, breeding, and dispersal of animals, birds, insects, and reptiles. These areas of land permit wildlife such as raptors, deer, pronghorn, and other fauna to move from one area of their range to another. Habitat fragmented by subdivision and development, such as roads and structures, prevent wildlife from accessing their full home range and often lead to human/wildlife conflict. It is important that animals be able to move for food, access thermal and hiding cover, and to preserve genetic diversity of the species. These corridors also help provide contiguous habitat for plants, invertebrates that are essential pollinators, and other wildlife. Preservation of these corridors, along with fencing and safe crossings, will also help to reduce vehicle-animal collisions.

Primarily supporting wildlife in the region, wildlife corridors may also provide for recreation opportunities, open space preservation, potential tourism, and education for students and the general public.

17.49.020 Area of designation.

Wildlife corridors shall include and be characterized by one or more of the following:

A. Wildlife corridors and landscape linkages.

B. Areas with one of the following attributes: significant seasonal ranges for wildlife and/or wildlife migration corridors, and continuous habitat appropriate for wildlife. These may be identified using scientific data by city, county, state, and/or federal agencies.

C. Species that are unique, rare, threatened, endangered, or otherwise deemed to be of significance to Eagle Mountain City. Species shall be those on the federal listed species and sensitive species as provided by the US Forest Service and Bureau of Land Management, as well as those deemed as such by city, county, state, and/or federal agencies.

17.49.030 Applicability.

A. Partial Coverage. If only a portion of a property is located within the overlay zone, the standards, requirements, and procedure of this chapter shall only apply to the portion of the property that is located inside the overlay zone.

B. Corridor Width. The minimum width for the corridor is 330 feet (330') wide. The United States Department of Agriculture (USDA), US Forest Service, and other research studies have determined this minimum width based on the various species and size of animals that utilize migratory corridors.

C. Natural Wash. When applying the overlay zone, any natural wash within the corridor should include a 50 foot (50') area on either said of the wash within the overlay zone. This additional area is measured from the top of the bank of the natural wash. This adds a buffer to minimize erosion; stabilize the wash banks; prevent pollution; protect sensitive animals, plants, and riparian habitat; and protect property owners from building on highly-collapsible soil.

17.49.040 Definitions.

"Conservation development" refers to an approach to the design, construction, and stewardship of a development that achieves functional protection of natural resources while also providing social and economic benefits to human communities. Conservation development is also known as conservation subdivisions, cluster subdivisions, flexible developments, or open space subdivisions.

"Conservation nonprofit organization" refers to a private organization operating under section 501(c)(3) of the US Internal Revenue Code with the primary purpose of preserving and protecting land in its natural, scenic, historical, recreational, or open space condition.

"Mule deer migration season" refers to the time of year the mule deer migrate between their winter and summer ranges. The mule deer typically migrate through the City of Eagle Mountain between March 15-April 30 and December 1-January 15 annually.

"Native vegetation" refers to all plant species that occur naturally in a particular habitat and provide essential habitat for native insects and animals. These plants have evolved together over time to form communities that are well-suited to the specific combination of soil, temperature, nutrients, and rainfall of their region. Native species are naturally resilient because they adapt to local conditions.

"Nesting season" refers to the period of the year in which birds are building nests and raising young, generally March 15-July 31. The phrase includes any nesting period for documented bird species within the overlay zone.

“Sensitive areas” refers to areas that include nesting grounds/boxes, natural wash, recently-planted seedlings, and other regions deemed sensitive by Eagle Mountain City, Utah Division of Wildlife Resources, or other public agency.

“Wildlife” refers wild animals and vegetation, especially animals living in a natural, undomesticated state.

“Wildlife crossing structure” refers to a structure such as a culvert, bridge, or underpass containing features that enhance its suitability for use by wildlife to safely cross human-made barriers such as roads or highways. Examples of such features include the presence of vegetation providing cover or habitat near the entrances and/or natural light visible at the opposite entrance. The term does not include cattle guards.

“Wildlife impermeable fencing” refers to a fence or wall, other than a retaining wall, that prevents various species of wildlife from freely passing through with little or no interference. Except for gates and associated gate support components, a fence or wall that includes the following design features is considered wildlife impermeable fencing:

A. Any fence or wall that is higher than eight feet (8’) above grade, inclusive of any wire strands placed above a top rail of a fence or wall.

“Wildlife permeable fencing” refers to a wildlife-friendly fence visible to ungulates and birds, allows wildlife to jump over or crawl under, and provides wildlife access to essential habitats and travel corridors. Wildlife permeable fencing has the following characteristics:

A. Use a rail, high-visibility wire, flagging, or other visual markers for the top.

B. Smooth wire or rounded rail for the top and bottom.

C. Height of top rail or wire should be 42 inches (42”) or less from grade.

D. At least 12 inches (12”) or more between the top two wires.

E. At least 16 inches (16”) between the bottom wire or rail and grade.

F. Posts at a minimum of 16 foot (16’) intervals.

G. Gates, drop-downs, removable fence sections, or other passages where animals congregate and cross.

17.49.050 Land use regulations.

The land use regulations shall be those of the underlying zoning with which the Wildlife Corridor Overlay Zone is combined, unless modified by the overlay zone.

17.49.060 Conflict regulations.

Where any provision of federal, state, county, or city statutes, codes, or laws conflicts with any provision of this chapter, the most restrictive shall govern unless enforcement will result in a violation of the federal, state, county or city statutes, codes, or laws.

17.49.070 Development standards.

The following standards are designed to ensure that resources comprising the wildlife corridor area are impacted to the least possible extent. The standards ensure that the landscape will remain connected and that resources can function in a natural state.

The following standards are applicable to all development activities that occur within the Wildlife Corridor Overlay Zone.

A. Fragmentation. Development shall be planned to maintain ecological connections and protect critical resources. Gaps within the corridor created by development, other than roadways, are not permitted. This includes, but is not limited to, non-utility structures, buildings, and wildlife impermeable fencing.

B. Construction period. Permitted construction within the overlay zone shall only occur outside the mule deer migration season and nesting season.

C. Vegetation. Native vegetation shall be retained and protected wherever possible. The DWR, City, volunteer groups, developers, and other organizations should work together to replant native vegetation where is has been previously removed or destroyed. Native, drought-tolerant vegetation is permitted.

1. Property used for farming or grazing is exempt from this requirement, unless the landowner grants the City or other organization permission to restore the land to its native habitat.
2. Development adjacent to the overlay zone is encouraged to integrate native vegetation into their landscape plan.

D. Underground utility construction. The construction of underground utility lines involving installation, maintenance or repair shall be subject to the following criteria:

1. Trenches of no more than half the width of the corridor at the construction area are to be opened at one time.
2. During periods when active construction is not occurring, trenches shall be either:
    a. Be covered to prevent wildlife access; or
    b. Include escape ramps.
3. Where consistent with safety and space consideration, excavated material is to be placed on the uphill side of trenches.
4. Trench dewatering devices shall discharge in a manner which will not adversely affect flowing streams, drainage systems, or off-site property.
5. Disturbed areas are to be replanted with native vegetation to resemble their native state prior to construction.

E. Fencing and walls. The following fencing and walls are permitted within and adjacent to the overlay zone:

1. Overlay zone perimeter only – wildlife impermeable fencing to discourage or hinder wildlife from exiting the corridor into developed, urban areas of the city. Wildlife impermeable fencing is not permitted within the overlay zone.
2. Wildlife permeable fencing for agricultural purposes that permit wildlife movement through the corridor.
3. All other fences or walls are prohibited unless otherwise approved by the city council.

F. Trails. Natural trails are permitted within the overlay zone to provide public use, access, and education, but must mitigate as best as possible any negative impact of or restrict the needs of wildlife. These trails may include the trail itself, trailheads, trailhead parking, restrooms, and pavilions so long as these features do not cut off the migration route within the corridor nor deter wildlife from utilizing the area of breeding or feeding.

G. Wildlife crossing structures. To aid in wildlife access and movement through the corridor, wildlife crossing structures are permitted and encouraged over and under roads and highways. Public use of these structures may be permitted and may include trails or paths for the public if it does not negatively impact the wildlife from using the crossing.

1. Feasibility. In situations where a wildlife crossing structure over or under a road is not possible, an alternative at-grade crossing wildlife crossing is required.
2. At-grade crossings. The preferred at-grade wildlife crossing is a combination of impermeable wildlife fencing on both sides of the opening and an advance animal detecting system located in the wildlife crossing, alerting drivers of possible animals crossing. At a minimum, wildlife fencing or an advance animal detecting system shall be installed. When installing an at-grade crossing, the following design criteria should be included:
    a. Avoid creating pooled water in the right-of-way;
    b. Incorporate unpalatable plant species or no vegetation;
    c. Avoid crossing rip-rap;
    d. Provide a pull-out location for maintenance;
    e. Locate the crossing on flat terrain;
    f. Ensure long lengths of wildlife impermeable fencing includes escape opportunities from the right-of-way; and
    g. Install wildlife warning signs.

17.49.080 Development recommendations adjacent to the overlay zone.

Land adjacent to the overlay district is encouraged to be developed with the following considerations:

A. Consultation. Property owners and developers of land adjacent to the overlay zone are encouraged to consult with the local Wildlife Habitat Biologist at the Utah Division of Wildlife Resources (DWR) or other qualified wildlife biologist for guidance on appropriate development adjacent to the corridor.

B. Conservation Development. Development adjacent to the overlay zone is encouraged to be designed, constructed, and managed as conservation developments where possible.

C. Light Pollution. In addition to compliance with EMMC 17.56 Outdoor Lighting Standards, property adjacent to the overlay zone is encouraged to consider the following:

1. Color and brightness. Outdoor lighting should use lighting that does not affect wildlife or attract insects by limiting the color temperature and brightness:
    a. Color temperature should not exceed 3,000 Kelvins.
    b. Light output of individual fixtures should not exceed 850 lumens.
2. Outdoor recreation lighting. Lighting for outdoor recreational facilities directly adjacent to the overlay zone is recommended to be mounted no higher than 15 feet (15') above the ground.
3. Exceptions. The following items are exempt from these recommendations:

a. Temporary lighting for construction. Permissible during construction hours, but shall be turned off otherwise.
b. Temporary emergency lighting.
c. Wireless communication facilities. Lighting should not exceed the minimum requirements established by the Federal Aviation Agency.

17.49.090 Wildlife corridor protection.

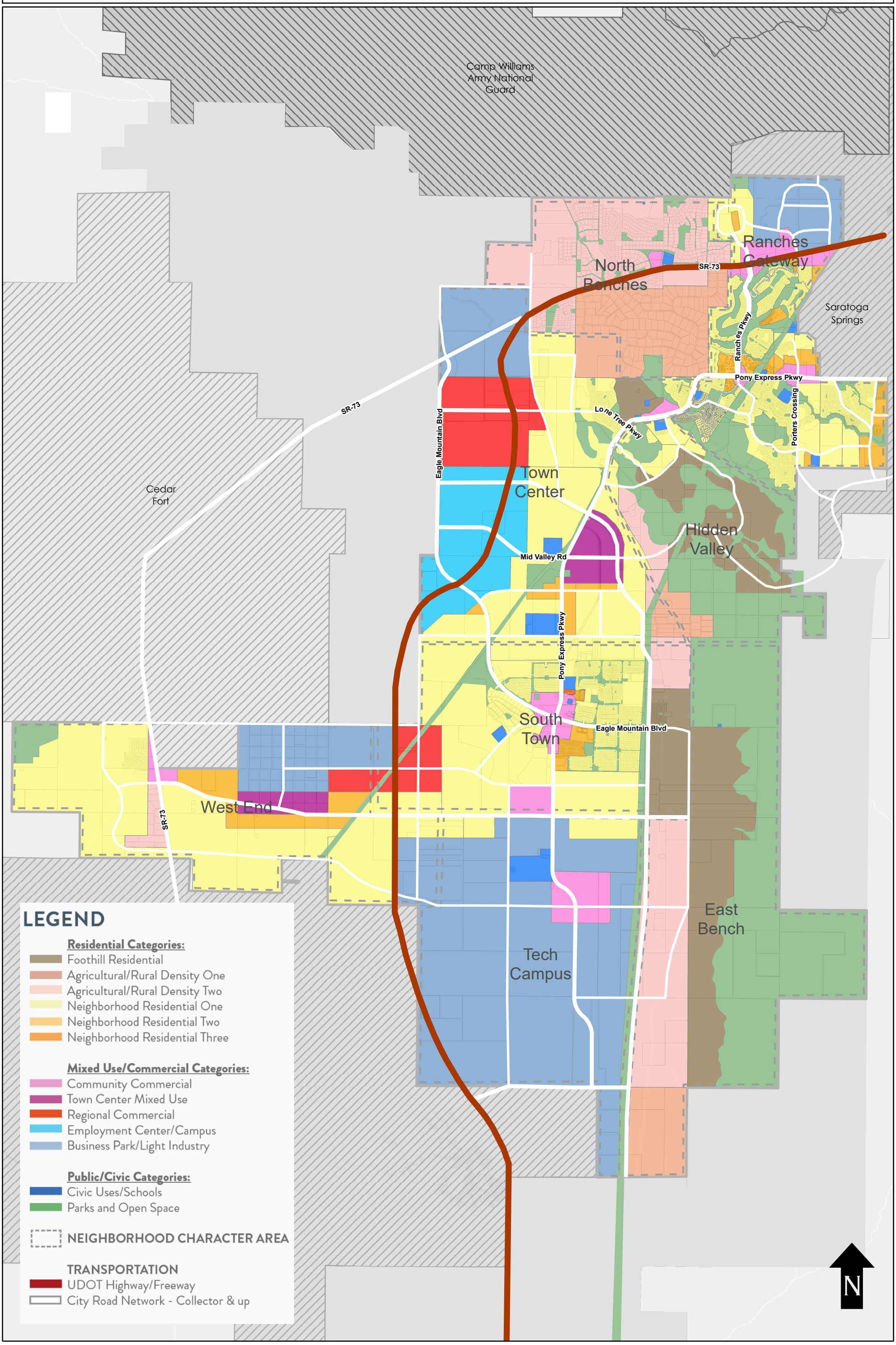
A. Conservation and stewardship. Land within the overlay district may be protected using any of the three methods listed here.

1. Dedication for public use. The land may be dedicated to the City or to another public agency. This is the preferred method.
2. Private land conservation. Any private land, whole or a portion of, may apply a conservation easement on that land. The easement may be held by the City, another public agency, or a qualified conservation nonprofit organization.
3. Homeowners' association. Every preliminary plan that includes natural or improved open space that will be owned and maintained by the lot owners shall be accompanied by a conservation easement and proposed articles of incorporation and covenants for a homeowners' association in which all lot owners shall be members, and which is responsible for the maintenance and preservation of natural and improved open space required by this chapter. These documents shall be recorded with the final plat, upon their approval.

B. Sensitive areas. Sensitive areas within the overlay zone shall be protected from human activity by minimize access into or through the sensitive areas.

C. Recreational vehicles. No recreational vehicles, such as Off-Highway Vehicles (OHVs), shall be allowed in the corridor during the mule deer migration season, except for corridor maintenance.

FUTURE LAND USE & TRANSPORTATION MAP



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

November 10, 2020, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 P.M. – Eagle Mountain City Planning Commission Work Session - Electronic Meeting via Lifesize

COMMISSION MEMBERS PRESENT: Matthew Everett, Christopher Pengra, Rich Wood, and Brett Wright. Commissioner Erin Wells was excused.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Pete Kane, Long-Range Planning Manager; Jessa Porter, Planner; and Elizabeth Fewkes, Recording Secretary.

Commissioner Wood called the meeting to order at 5:31 p.m.

1. Discussion Items

1.A. DISCUSSION ITEM – Proposed Code Amendment to Change EMMC 17.58 Historical Preservation Zone to Historical Preservation Overlay Zone

Long-Range Planning Manager Pete Kane presented the item. The Planning Commission had previously discussed modifying Municipal Code Chapter 17.58 with the addition of a Historical Preservation Overlay Zone to encourage the preservation of important historical and archaeological site locations as used in other cities. This amendment adds a definition for a landmark structure or site, clarifies the designation process for historical sites, establishes the historic preservation overlay zone, and notes the boundaries of the overlay will be determined by historical significance, not property lines. He explained that most cities utilize a review and certificate process to confirm and verify the appropriateness of a proposed use or construction in relation to a historical site by a historic preservation commission or another body.

Commissioner Wood suggested clarifying the role of the Planning Commission to review the applications and the City Council as the approval body.

Commissioner Wright stated he was in favor of moving the amendment forward.

Commissioner Everett inquired if it would be appropriate to include language to permit citizens to make historical overlay requests.

Commissioner Wood concurred with Commissioner Everett's recommendation to allow citizens to request the overlay and noted the standards mention the creation of a historical preservation board.

DRAFT

Mr. Kane noted that the property owner would need to agree to a request for the overlay and said that "City body" includes City boards as well as elected and appointed officials.

Commissioner Wright noted that EMMC 17.58.030 already allows for any person to identify the location of a possible important historical or archaeological site to the City. He supported adding additional language to 17.58.050 regarding resident ability to request the overlay in other sections of Municipal Code if desired by the Commission.

Commissioner Pengra advocated for structured resident participation through a board or commission and expressed concern regarding permitting requests by individual residents.

Mr. Kane clarified the proposed standards include criteria to qualify as a historical property. Should individual residents be permitted to make requests, the criteria would need to be met in order for the overlay to be approved for the property.

Discussion ensued regarding allowing resident requests for the overlay and amending the language to clarify and differentiate the roles of the Planning Commission and City Council regarding historical and archaeological sites and preservation overlay zones.

The Planning Commission directed staff to add language to permit the Planning Commission to serve in the capacity of the historic preservation board until the board is established or in the absence of a fully functioning board with the City Council serving as the approval authority.

1.B. DISCUSSION ITEM – Proposed Code Amendment to Revise EMMC 17.62 Ridgeline Protection Standards to Ridgeline Protection Overlay Zone

Mr. Kane presented the item. This chapter amendment was made to incorporate existing ridgeline standards in order to map the preserved areas through an overlay zone. The overlay can be applied to the applicable portion rather than the full property. He explained the "base zone" refers to the approved underlying zoning for the property.

Commissioner Wood recommended amending the verbiage from "base zone" to "underlying zoning" to prevent confusion due to the previous base density terminology being removed from standards.

Commissioner Pengra advocated for the usage of consistent language and terminology throughout Municipal Code standards.

Mr. Kane noted that standards include references to both base and underlying zoning and recommended future amendments to standardize terminology.

Commissioner Wood requested for Section 17.62.050(B)(2) regarding density transfer from areas made unbuildable due to the overlay to buildable areas within the property to be removed from the proposed standards due to the potential impact to the underlying zoning allowable density and product type.

DRAFT

Commissioner Pengra inquired if removing density transfers would be considered a taking of the land by the City or condemnation by code.

Community Development Director/Assistant City Administrator Steve Mumford stated that a taking removes all building rights from a property. He recognized the concerns expressed by Commissioner Wood and said the inclusion of the ability to transfer density was to allow it as an option for the City Council to approve. Other cities utilize sending and receiving areas for the transfer of development rights and recommended creating and implementing similar standards to mitigate concerns and to better define the process, depending upon the type of compensation the City desires to extend to the developer and what is desired by the developers in each category.

Commissioner Wood noted that most of the ridgelines within the City are undevelopable due to City buildable area slope standards and suggested for staff to identify developable properties within the area proposed for the Ridgeline Protection Overlay Zone prior to creating standards to determine if additional standards are necessary.

1.C. DISCUSSION ITEM – Proposed Code Amendment to Remove Lot Size Transitioning from EMMC 17.60

Mr. Kane reviewed that the Planning Commission had previously discussed removing the lot size transitioning section and related references from EMMC 17.60 Landscaping, Buffering, Fencing, and Transitioning as the recent adoption of the zoning transition section to this chapter achieves the same purpose and intent. He noted a correction to Table 17.60 identified by Commissioner Wright prior to the meeting amending the first compatible buffer listed on row R2 from "R" to "R1."

Commissioner Wood stated after reviewing previous Municipal Code standards, he determined that the table was applicable to previous tier standards and it is appropriate to remove the table from Municipal Code.

Commissioner Wright said he believes there were misunderstandings with residents regarding the lot size transitioning and the purpose and need for the buffers to ensure appropriate adjacent uses. He suggested educating and assisting residents to understand the buffering requirements and processes concerning the General Plan Future Land Use Map and the resulting protection to resident property and interests.

Mr. Kane clarified that the General Plan Future Land Use Map is a guiding document whereas the zoning standards outline the enforceable requirements.

Commissioner Wood adjourned the work session at 6:12 p.m.

6:30 P.M. – Eagle Mountain City Planning Commission Policy Session

Commissioner Wood called the meeting to order at 6:30 p.m.

2. Pledge of Allegiance

DRAFT

Mr. Mumford led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. October 13, 2020, Planning Commission Minutes

Commissioner Everett requested a change to the minutes to clarify that he is a former notary.

MOTION: ***Commissioner Everett moved to approve the October 13, 2020 minutes as amended. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. The motion passed with a unanimous vote.***

5. Status Report

Mr. Kane stated that during the October 20, 2020 meeting the City Council discussed the proposed Municipal Code amendment for master plan developments and agreements, the C Jay Properties building site plan and rezone, and the Overland Village 2 concept plan during work session. The City Council did not express any major concern regarding the master development amendment. C Jay Properties revised the color scheme and drawings based upon the Planning Commission review. The City Council recognized the efforts of the Planning Commission regarding the application and requested that dormers be included on the rear of the roof. The City Council offered similar feedback to the Planning Commission's comments regarding the Overland Village 2 concept plan and expressed concern regarding parking considerations for the parks and requested for the active-living adult housing to be deed-restricted. The amendment and site plan and rezone applications will move forward to a future policy session.

During policy session, the Open Space Zone was unanimously approved. The outdoor storage element had been removed from the Public Facilities Zone due to the Planning Commission recommendation and the amendment was approved as presented. The Brylee Farms alternative fencing request generated much discussion and the polyethylene, steel-reinforced fencing option was approved with a 3 to 1 vote.

6. Action and Advisory Items

6.A. PUBLIC HEARING – Brylee Farms Open Space Amenities (Preliminary Plat Amendment)

Mr. Kane presented the item. The Brylee Farms residential development includes Phase A consisting of single-family homes and Phase B consisting of townhomes. The preliminary plats for these phases were approved in 2018 and 2019, respectively. Phase A is being developed by

DRAFT

Fieldstone Homes, and Phase B is being developed by Concord Homes. The developers desire to merge the homeowners' associations (HOAs) that will oversee the open space and amenities in the developments into one master HOA.

This application requests amendments to the preliminary plat for the two phases with regards to the open space and amenities. The proposed amendment changes the park space in Phase A from a playground to a swimming pool, clubhouse, active lawn space, and parking areas. The proposed amendment in Phase B would relocate the tot lot to the large park area, improve the original tot lot location as open space, remove the sport court above the underground retention to leave the land as improve park space for informal sport activities, and expand amenities at the primary amenity area with pickleball courts, a large playground, a pavilion, and parking areas. Based on the proposed open space and amenities amendment, the new plan would achieve 1,003 points in total between the two phases where 737 points are required.

The number of lots, density, and right-of-way configurations remain unchanged in the amendment. Multifamily projects are required to include a clubhouse and swimming pool. These elements are excluded from the amenity points total as they are required for this development type. The proposed 2,000-square foot pool exceeds the minimum size requirement of 1,268 square feet by 732 square feet. The proposed pool and clubhouse meet the size requirement of the Phase B development but will be located within Phase A. The amenity area within Phase A will be located within a quarter-mile from all residences in both phases except for the twelve townhomes in the northwest corner of the development. The amenity area within Phase B will be located within a quarter-mile of all residences in both phases except for the six single-family properties in the southwest corner of the development. Per the approved preliminary plat for Phase B, a pedestrian crossing will be located between the main amenity area and the trail to the west.

Staff recommends for the Planning Commission to recommend approval of the application to the City Council, for the reasons set forth in the staff report and the meeting, with the condition that the parking on the west side of the primary amenity area in Phase B remove one or two spaces in the center of the row in order to incorporate a landscaped island and pedestrian crossing.

Commissioner Wood opened the public hearing at 6:45 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.
Applicant representative Kyle Honeycutt with Concord Homes stated the proposal upgrades the amenities for both groups of residents while reducing homeowner's association (HOA) fees.

Commissioner Wright inquired regarding the placement of the pool near the single-family units rather than the townhomes and locating the tot lot and pickleball near the townhomes considering that a pool is a required amenity for townhome units and asked the size of each of the areas.

Mr. Honeycutt stated the pool fit better in the southern location near the single-family units and that the townhome units may have more younger children that would utilize the tot lot. The townhome amenities area is .94 acres, including the unutilized corner portions, and the pool and clubhouse area is approximately .46 acres.

DRAFT

Sam Drown with Concord Homes said one of the reasons for locating the tot lot and pickleball courts by the townhomes was the aesthetical benefit for the entrance into the community and that amenity requirements for the townhomes were not taken into consideration when discussing amenity placement.

Applicant representative Matthew Loveland with Fieldstone Homes stated the development was designed as a cohesive community and the location near the single-family pad provided a better location for the pool and clubhouse with sufficient access for the entire community. He explained Brylee Farms will have a master HOA that includes all the amenities with a sub-association for the townhomes for landscaping and reserve funding for shared improvements.

Discussion ensued regarding signage to indicate the public and private streets in the development to distinguish the division of snow removal and road maintenance responsibility.

Mr. Honeycutt expressed his willingness to comply with the staff recommendation regarding the removal of parking spaces to incorporate a landscape island and pedestrian crossing.

MOTION: ***Commissioner Pengra moved to recommend approval to the City Council of the Brylee Farms open space amenities preliminary plat amendment with a condition that the applicant shall remove two spaces in the center row of the parking on the west side of the primary amenity area in Phase B in order to incorporate a landscaped island and pedestrian crossing. Commissioner Everett seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. The motion passed with a unanimous vote.***

6.B. PUBLIC HEARING – Silver Fox Cascade (Master Site Plan)

Planner Jessa Porter presented the item. This proposal requests a four-lot commercial subdivision on approximately 6.3 acres of land located on the southwest corner of Porter's Crossing Parkway and Pony Express Parkway. The property is zoned Commercial Community and automobile service and repair, including autobody repairs, is a permitted use. The Planning Commission reviewed a concept plan on September 22, 2020, for Cascade Collison Auto Repair located on the proposed lot 1. This project consists of an autobody shop on the northeast corner and an enclosed parking area for cars awaiting repair on the southern portion of this lot.

A cross-access easement has been granted through the property to benefit all four lots. The plan includes vehicle access from both Pony Express Parkway and Porters Crossing Parkway each of which is at least 100 feet from an intersection or another driveway on the same side of the street. Staff recommends a traffic study be submitted to ensure safe traffic flow in the area. The proposed elevations show a variety of CMU materials, metal accents, and awnings on all sides of the building. Although the main entrance is not located along a street-facing façade, the two street-facing facades include design elements and landscaping to improve the pedestrian experience. Based on the photometric plan, the lighting levels diminish approaching the wash which was a recommendation in order to minimize negative impacts on wildlife in the wash. The 3D renderings appear to show lighting at the pedestrian entrances pointing up and down which would not comply

DRAFT

with City standards. A landscaping plan was submitted for lot 1; Staff recommends the landscape plan be updated for the entirety of the property to comply with EMMC 17.100.070(A)(6). The applicant is required to provide 68 parking stalls on lot 1; including the stalls in the enclosed parking area. The applicant has proposed a total of 80 parking stalls.

Staff recommends the curved sidewalk connection from Porter's Crossing to lot 1 be straightened. The applicant should update the landscape plan to show pedestrian accesses. The applicant is proposing to install an eight-foot wall around the enclosed parking area to screen the vehicles awaiting service. The proposed grading plan shows that the southern portion of the enclosed parking area is setback between 10 and 15 feet from the top of the slope. Staff recommends that a finger of land north of the wash also be dedicated to the City to assist in the maintenance of the wash and that the typical setback exhibit be removed as these will be handled during the individual site plans for each lot.

Staff recommends for the Planning Commission to recommend approval to the City Council of the preliminary plat if the plan is compliant with EMMC 17.100.040 (D)), and the Silver Fox Cascade Master Site Plan for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. The preliminary plat be revised to deed the finger of land to the north of the wash to the City.
2. The preliminary plat be revised to remove the typical setback exhibit.
3. All lighting to comply with EMMC 17.65 and 17.72.040(I).
4. A complete landscape plan for the entirety of the property shall be submitted.
5. Incorporate the missing pedestrian access elements in the landscape plan.
6. Straighten the pedestrian access on the east side of Lot 1.
7. Approval of the site plan for Lot 1 based on the application materials with revisions as conditioned.
8. Submittal and review of a traffic study.
9. Any other condition the Commission deems appropriate.

Commissioner Wood recommended for the City Engineer to verify if the Tickville Wash is sufficiently stable or if it will require reinforcement along the southern fencing and parking lot area of the development to mitigate erosion that has occurred along the wash in other areas in the City.

Applicant representative Trevor Sharp said the fencing along the south end of the parking area is setback over 20 feet from the top of the Tickville Wash. He stated that during a meeting with City Engineer Chris Trusty regarding the project, Mr. Trusty expressed no concerns regarding the project engineer's design. The plan includes a block material, in addition to the fence, to stabilize the area along the wash to prevent erosion.

Commissioner Everett stated the slope of the Tickville Wash is this area is less than the other areas within the City that have experienced erosion which reduces his concerns regarding the project.

Mr. Sharp stated that the vegetation in the Tickville Wash will not be disturbed by the development due to the setback from the top of the slope to the wash.

DRAFT

Commissioner Everett inquired if the lights shining upwards are located underneath an awning and if the presence of the awning would shield the lighting sufficient to make the lights compliant with the intent of the dark sky ordinance.

Applicant representative Garrett Macklin confirmed that the solid, decorative wall sconce lighting that shines upwards and downwards is located underneath an awning.

Commissioner Wright requested clarification regarding the staff recommendation to straighten the pedestrian access on the east of lot 1.

Applicant representative Trevor Hodgson explained the curvature of the sidewalk was to increase the length in order to comply with ADA maximum slope requirements.

Commissioner Wood opened the public hearing at 7:22 p.m.

Dan Ford, representing the seller of the property for the Cascade site, submitted the following comment: "The property owner is very much in favor of the project and excited to have Cascade Collision as a portion of his commercial project."

Commissioner Wood closed the public hearing at 7:23 p.m.

Commissioner Wood expressed concern regarding the traffic in the area and left-hand turns from the property on to Porters Crossing Parkway. He suggested making the east entrance a right-in, right-out access.

Mr. Trevor said the location should generate minimal traffic. Accordingly, they had not felt a traffic study to be necessary for the location and had presumed the City would require the future 7-Eleven location adjacent to the east of their location across Porters Crossing Parkway to conduct a traffic study for the area. He stated the location already had a right-in, right-out on Pony Express Parkway and a right-in, right-out on the east would be inconvenient for customers, negatively impact the business access, and cause traffic issues.

Commissioner Pengra concurred that requiring U-turns would increase rather than decrease traffic concerns and was unwarranted due to the low traffic generation associated with the business. He stated that West Jordan had a similar traffic configuration with a right-in, right-out with a high-traffic business that was solved through the timing of the traffic lights and removing the median. The right-in, right-out caused motorists to divert through the neighborhood residential areas increasing traffic and causing a nuisance for the residents. He stated that he did not have concerns regarding the traffic generated by this project.

Commissioner Wood expressed concern regarding traffic generation caused by future development of the remainder of the property.

Mr. Sharp stated that the size and location of the western properties were not suited for high traffic generating businesses.

DRAFT

Discussion ensued regarding potential, theoretical future traffic concerns.

Mr. Kane said Mr. Trusty stated that the median on Porters Crossing Parkway may need to be removed and requested requiring a traffic study to determine the proper traffic mitigate requirements for the east access.

Mr. Sharp asked if they were required to perform an additional traffic study or if they could use the findings from the traffic study conducted by the 7-Eleven.

Mr. Kane stated that Mr. Trusty had recommended a traffic study for this property, although the applicants might be able to use some of the data from the 7-Eleven traffic study.

Commissioner Everett said he felt requiring a right-in, right-out access on Porters Crossing Parkway would be an unnecessary, detriment to the business and would increase traffic flow issues. Previously, he had stated disfavor for removing the median on Porters Crossing Parkway; however, as the area develops the removal of the median, and widening the road in the future, might be beneficial and necessary.

Commissioner Wright concurred with Commissioners Everett and Pengra regarding traffic in the area. He said he is not familiar with Symtec fencing products and expressed his preference for a masonry fence. He asked if the applicants were willing to install a masonry fence around the car storage location. He said his request for additional information is partially due to the fencing standards under review.

John Heiner, co-applicant, said Symtec is a low-maintenance, lightweight product built from recycled materials and steel-reinforced to withstands winds up to 100 miles per hour. The fencing is easier to repair than concrete and never fades due to UV inhibitors within the polyethylene. The fencing has a lifetime warranty with a five-year labor warranty. The weight of concrete can cause sagging or leaning. The Symtec is more expensive than lightweight concrete and less expensive than concrete. However, the Symtec is not an inexpensive product and due to its quality, it is in high demand.

Commissioner Everett stated his desire to require a durable, attractive fencing product for the area as the location abuts residential areas and the Symtec product appeared to meet those requirements.

Mr. Heiner explained one of their reasons for desiring Symtec is to reduce the weight load of the proposed eight-foot fence. Mr. Sharp stated the appearance of the Symtec fence is similar to concrete and will be screened by landscaping.

Commissioner Pengra stated he did not have concerns regarding the fencing.

Commissioner Wood stated that the proposed fencing standards might impact a portion of the fencing; however, due to the small size of the impacted segment, he felt it would be appropriate to allow congruent fencing for the project.

DRAFT

MOTION: ***Commissioner Wright moved to recommend approval to the City Council of the Silver Fox Cascade master site plan with the following conditions:***

1. ***The preliminary plat shall be approved as a part of the master site plan;***
2. ***The preliminary plat shall be revised to deed the finger of land to the north of the wash to the City;***
3. ***The preliminary plat shall be revised to remove the exhibit noting typical setbacks;***
4. ***All lighting shall comply with EMMC 17.65 and 17.72.040(I);***
5. ***A complete landscape plan for the entirety of the property shall be submitted;***
6. ***The missing pedestrian access elements shall be incorporated in the landscape plan;***
7. ***Approval of the site plan for Lot 1 shall be based on the application materials with revisions as conditioned;***
8. ***A traffic study shall be submitted for review; and***
9. ***The enclosed parking area shall have an eight-foot fence with a solid, privacy gate.***

Commissioner Everett seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. The motion passed with a unanimous vote.

6.C. Pony Express Townhomes (Concept Plan)

Ms. Porter presented the item. This concept plan is for a new phase of the Pony Express Townhomes located near Pony Express Parkway and Clydesdale Drive and consists of 27 lots/units on 4.6 acres. The original Pony Express Townhomes rezone, site plan, and final plat were approved by City Council on November 20, 2012. The subject phase was recorded as a common area on the site plan and final plat approval as well as in the development agreement approved on April 16, 2013, as this parcel was considered unbuildable due to the natural wash. The applicant is currently working to buy this land back from the HOA so they can move forward with this project.

Elevations have not been submitted. Staff recommend the applicant review and comply with Chapter 17.72 Commercial and Multifamily Design Standards. This development will be required to comply with the garage sizing of a least 22 feet by 22 feet as amended last year by the City Council. This development will not be accessed from the current townhome development but instead from the single-family development, New Park at Porter's Crossing, to the northwest due to the slope to the south between the two phases. The concept plan calls for a roadway connection at the northwest over a parcel of land dedicated to the City as open space. The existing townhome development has a playground/tot lot; the subject phase will need a pedestrian connection to the trail on the west in Dublin Farms or a path to the southern dead-end in the existing portion of Pony Express Townhomes in order to provide access to the park spaces. The road through the concept plan development dead-ends at a proposed retaining wall to the south. The fire turnaround will need to be evaluated to make sure the dead end will be allowed.

DRAFT

Commissioner Wood expressed concern that the area is unbuildable due to the wash and topography of the land.

Ms. Porter verified that the property to the north and east is located within Saratoga Springs.

Mr. Mumford confirmed that City standards prohibit regrading land on a single-family lot with an average slope that exceeds 25 percent grade to make the land buildable. However, if the average slope of the land is under a 25 percent grade, the portions exceeding 25 percent may be regraded. As the City has not had townhomes improved on slope areas previously, a system to calculate the average slope of the area will need to be determined.

Applicant representative Jake Thompson stated an excavator visited the property to determine the cost and viability of improving the land. He was unfamiliar with the City's grading prohibition standards. They desire feedback regarding the feasibility of moving forward with the project.

Commissioner Wood advised that the project was unfeasible and noted that the previous product in the area does not meet current Municipal Code standards.

Mr. Thompson stated that the HOA is amenable to selling the land for further development as advantageous due to the resulting reduction in dues per unit and as it would not increase traffic for the current units due to the separate access. He expressed his willingness to update the elevations to adhere to current standards and to improve the land in a beneficial way to the City. They completed 36 of approximately 46 units in Phase 1.

Mr. Kane verified that current standards require a pool and a clubhouse for all multifamily developments which would apply to this development as it does not have vested rights under the previous standards.

Commissioner Everett expressed concern that the applicant had not reviewed Municipal Code standards before submitting an application, constructed a product he found undesirable and would not have approved in the previous area, and that the land would not allow for the addition of the required pool and clubhouse. He advised the applicant to abandon the proposed plan.

Commissioner Wright concurred with Commissioner Everett. He stated that nothing has changed since the land was deemed unbuildable in 2012 and the project presents accessibility issues.

Commissioner Pengra expressed concerns regarding the ingress and egress, layout, slope, and public safety access. He stated would consider allowing an exception to the pool and clubhouse requirements for the addition of a few townhome units; however, he believes other Commissioners and Councilmembers would be unfavorable of such a project.

Commissioner Wright stated he might consider a small townhome project if the remaining area were jointly improved in a way to benefit the townhome residents and the City.

Discussion ensued regarding potential small development options that would be in harmony with the land topography and limitations.

DRAFT

Commissioner Everett stated he objected to the approval of a smaller development in part due to the height differential between the undeveloped land and the existing townhomes and current elevations standards preventing the congruity necessary for a cohesive development and infrastructure installation challenges.

6.D. Scenic Mountain Phase C (Concept Plan)

Mr. Kane presented the item. Scenic Mountain is a project that includes just under 35 acres of land on the south side of Wride Memorial Highway and northeast of The Ranches at the municipal boundary with Saratoga Springs City. The project was granted an approved master development plan and agreement, with the latest amended and restated agreement dating back to March 2017. The MDA breaks the project into three planning areas: Planning Area 1/Phase A, a single-family home cluster development; Planning Area 2 /Phase B, a townhome development; and Planning Area 3/Phase C, the subject of this concept plan. Phase C is preserved as a flexible use area development allowing either a commercial office/retail, residential units under the previous Tier III-Tier IV subdivision requirements, or a combination of residential and commercial with a maximum of 120 units.

The concept plan calls for utilizing Vernham Lane which creates a connection to Wride Memorial Highway and Phase A as well as Hurstbourne Drive to connect into Phase B. The land use proposed is a townhome residential use for 84 units with alley-loaded garages. Over two acres of open space which exceeds the required 1,000 square feet of open space per unit and includes the area of slope transition.

The MDA provides the development of the project in accordance with the provisions of Municipal Code, ordinances, and regulations in effect as of the date of the MDA, March 2017, but allows for the City to require compliance with the current standards at the time of the plan submission as long as the new requirement does not "materially" or "unreasonably" restrict the developer's rights. The development of Phase C will utilize the road network under construction in the development which will provide access to the north to Wride Memorial Highway, access to the south to Phase A, and access to the east to Phase B. This phase of the project was granted development rights under the previous Tier III-Tier IV which roughly translates to MF1 to MF2. The MF1 zone restricts the number of units to six per building; MF2 restricts 12 units maximum to a building. The concept plan includes two buildings of seven units. A rendering of the townhome design and elevations is provided and includes a mix of materials, details, and color tones. Per EMMC 16.15.040, the concept plan is missing some elements: property boundary dimensions, ownership of adjacent tracts of land, roadway widths, and general topography. Based on the alley-loaded garages, sidewalks will be necessary around the building perimeters to aid in emergency access to the front doors. The current standards require garages of 22 feet by 22 feet. The standards at the time of the MDA execution required a garage size of 20 feet by 20 feet. Under the current code, this townhome development of 84 units would need 28 off-street parking spaces for guests, excluding tandem spaces. The updated plan includes 34 guest parking spaces; 20 of these are off-street. The plan calls for 14 parallel parking stalls along the east-west road, however, the applicant has stated these spaces would be outside of the dedicated right-of-way. The applicant has been requested to confirm that the lots are able to be gravity

DRAFT

connected to the existing sewer or if a lift station will be needed. The MDA requires one to two community recreation centers depending upon the total number of units. The entirety of the Scenic Mountain development will be under 250 units which will require only one community recreation center which is already planned for and with building permits granted in Phase B.

Commissioner Wood expressed concern that the variety of material usage did not adhere to the applicable Municipal Code standards and that the development did not provide appropriate buffering to and created obsolescence for the existing homes to the south. He requested the addition of a twin home product to serve as a buffer between the townhomes and the adjacent community.

Mr. Kane clarified that the elevation standards required the usage of a minimum of two approved materials and each material must be used on at least a minimum of 30 percent on all sides of the building.

Applicant representative Jason Harris with Fieldstone Homes noted the number of units in the development were reduced due to a right-of-way land purchase by the Utah Department of Transportation. He clarified the eastern units are also rear loading with an alleyway adjacent to the trail system. He said the inclusion of amenities to improve the community, including the pool and open space and trails, exceed the amenity requirements. The existing portions of the community include townhomes adjacent to single-family units without a negative impact to value. They provide residents will information regarding the plans for adjacent areas.

Commissioner Wood stated in the other area in the development the townhomes were located across the street from single-family units. He said people do not want to live next door to housing with an inferior value to their single-family home. He recommended relocating the pickleball court to serve as a buffer between the townhomes and single-family homes.

Mr. Harris stated the proposed pickleball court location is visually superior for the community, provides a place of gathering for the residents, and is a better location from a community-building standpoint. He expressed respect for Commissioner Wood's opinion; however, in their development in Daybreak, they have not experienced difficulties or concerns regarding locating single-family homes adjacent to townhomes.

Commissioner Everett expressed appreciation for the applicant providing alley loading townhomes and petitioned for the applicant to provide a 22 foot by 22-foot garage to reduce street parking. He said the elevations are bland and institutional and recommended a greater variety in or a mixture of color and materials.

Commissioner Pengra stated the applicants are offering a desirable product and have been amenable despite the challenges regarding the development. He expressed his favor for the minimalistic elevations presented and concurred with the request to offer wider garages.

Commissioner Wright concurred with the concerns that the presented elevations do not comply with Municipal Code standards and advocated for the applicants to comply with elevation, mailbox, trash enclosure, house numbering, and fire safety standards. He expressed appreciation

DRAFT

for the trail system in the project and recommended connecting the lower flex area to the trail system.

Commissioner Pengra expressed concern that the applicant had not completed due diligence in finding commercial uses for this section of the property designated as flex use space and requested clarification from the applicant.

Mr. Harris confirmed that this portion has both commercial and residential approved uses. The property was listed with a commercial broker and access, location, and size posed challenges for commercial development. The land to the west was identified as more appropriate for commercial development but also encountered viability concerns. They believe that residential uses are more appropriate and are better for the surrounding residents. He said although they are a residential developer, they have connections to and discussions with commercial developers prior to deciding to move forward with residential uses.

Commissioner Wood expressed his opinion that the applicant had not made a significant effort to develop a commercial use for the area and although they have the right to develop the land as residential, he feels they are missing out on an opportunity as this area is likely to attract commercial development in the future and he did not feel the City Council would be in favor residential development of the land.

6.E. Oquirrh Mountain Ranch Phase B (Concept Plan)

Mr. Kane presented the item. The Oquirrh Mountain Ranch project consists of approximately 120.4 acres of land on the west side of Pony Express Parkway, north of Overland Village 2, and south of the Lone Tree development. The project was zoned residential with a mix of housing types and lot sizes as well as a church property site. The property also features ridgeline and historic petroglyphs throughout. The entire project was granted a maximum residential unit count of 346 units and required a minimum of 5.5 acres of fully improved open space; 14.2 acres of partially improved open space such as trails, petroglyph parks, frisbee golf, and improved areas; and 32.4 acres of open space improved with trails and viewing towers. Phase A, which is nearly completed, includes about 18 acres of the overall 120 acres and 54 single-family lots and a church property. Per the master development agreement, Phase B would include a mix of residential types: single-family dwellings, single-family dwellings in a cluster format, twin homes, triplexes, and multifamily buildings. The proposed concept plan for Phase B (about 102 acres) has been submitted to consider an amendment to the master development plan and agreement by changing the housing type to all single-family lots on an average lot size of about 5,000 square feet.

Phase B would be accessed from the east through the stub roads that have been built in Phase A. Based on the recent approval of the Overland Village 2 concept plan, the stub road demonstrated on the southern edge of this concept plan would not properly connect to that community. Until the stub roads on the west and south are connected to roadways, EMMC 16.35.070(I) limits the number of homes on a street with one access point to 30 homes. Several trail connections should be incorporated to allow access from the proposed roadways to the large, wrapping open space area. The area of high petroglyph concentration has been allotted more open space than allocated in the master development plan which provides a greater ability to preserve these historic elements.

DRAFT

The southwest corner of the concept plan includes five disconnected pieces of green space making maintenance, operation, and programming of the spaces very difficult for the City.

The applicant prefers to build single-family homes rather than the mix of housing types as provided in the master development agreement. A calculation for average and minimum lot sizes was not included in the concept plan. The master development agreement limits the overall number of housing units/lots to 346 between Phases A and B. Phase A has 54 lots, leaving a maximum of 292 units/lots for Phase B. The concept plan submitted presents 314 lots; however, numbers 140-149 are missing, so the total is likely 304. A slope analysis has been submitted. Based on the analysis, a number of the proposed lots on the northwest portion of the property will be on land of 25 percent slope or greater. Per EMMC 15.80.020, the average slope of a lot cannot exceed 25 percent grade. The concept plans do not include details on the amenity improvements. The applicant is recommended to incorporate improvements to the petroglyph areas, trail system around the hills/ridges and into the neighborhood, viewing towers as previously proposed, and other potential amenity elements. The wildlife corridor runs along the northern and northeastern portions of Phase B. Per the concept plan, the corridor opening provided is about 220 feet in width at its tightest point; a width of 330 feet is recommended. The applicants have been receptive to staff requests for various preservation efforts on the property including the numerous petroglyphs and protection of the wildlife corridor.

Mr. Kane stated he was unaware of existing vested rights or plans for the property to the west of the project. The Fire Marshal had expressed concern regarding the single access point in the southeast corner of the development for the homes on the southwest and west portion of the project and construction in that portion of the project is limited to thirty homes until additional access is provided.

Discussion ensued regarding road length and connectivity and potential safety concerns.

Mr. Mumford noted that Phase B might need to be divided into smaller phases as access to the area permits additional development.

Applicant representative Justin Booth stated they prefer to alter the agreement to remove the multifamily projects to develop single-family homes while preserving the petroglyphs and providing a wildlife corridor in the area.

Commissioner Wood expressed concern regarding the uniformity of the lot sizes and the proximity of the houses due to the small setbacks and expressed his preference for communities with variety.

Applicant representative Zach Hartman said they plan to offer three different lot sizes and 12 elevations options including single and two-story products. He expressed his willingness to adhere to connectivity standards to mitigate safety concerns. He said they are in discussions with Ivory Homes representatives and the School and Institutional Trust Lands Administration to properly align connections to the south of the project.

Commissioners Wood and Everett expressed their support for amending the agreement to remove the proposed multifamily to develop single-family homes.

DRAFT

Commissioner Everett concurred with staff concerns regarding the parks in the southwest corner and the development and inquired regarding park access.

Mr. Hartman proposed combining the pocket parks into a larger park space, possibly a skate or bike park, as a better amenity for the community.

Commissioner Everett agreed that a larger park would be a better benefit to the community and easier for the City to maintain. He advised the applicants to be conscientious of the buildable grade Municipal Code requirements.

Mr. Hartman stated they desired to trade the buildable area with the petroglyphs in exchange for an exemption to develop the high-grade areas. He stated they could also relocate the petroglyphs in order to be able to develop the flatter area.

Commissioner Everett stated he would object to the disturbance or relocation of the petroglyphs. He recommended the inclusion of some larger lots in the project.

Mr. Hartman noted that the removal of the higher density housing makes the inclusion of larger lots more difficult due to financial considerations.

Commissioner Wood requested for the applicants to provide side setbacks on the garage side to allow for recreation vehicle parking and to facilitate access to the backyard.

Discussion ensued regarding the preferred lot size and product variability options.

Commissioner Pengra recommended working with Ivory Homes regarding the development layout and connectivity.

Commissioner Wright stated he is not in favor of creating high-density, single-family housing developments and concurred with the desire for the inclusion of a variety of lot sizes including larger lots. He said that he would prefer a few multifamily units to achieve the permitted density in the project rather than compacted single-family lots especially considering that the wildlife corridor passing through the property and the location of the petroglyphs. He applauded the applicants' willingness to preserve the petroglyphs and the wildlife corridor.

Discussion ensued regarding potential areas to include a higher-density product.

Commissioner Wood recessed the meeting from 9:45 p.m. to 9:49 p.m.

6.F. PUBLIC HEARING – Development Code Amendment to Remove References to Tier and Bonus Density Language (EMMC Titles 7, 16, and 17)

Mr. Kane presented the item. The City Council approved Municipal Code amendments in 2019 that rewrote residential zoning for the City and included the repeal of EMMC 17.30 Residential Zone Bonus Density Entitlements. This Municipal Code amendment identifies all references to

DRAFT

these terms and proposed amendments to remove or revise the language, so it better relates to the current development code.

Commissioner Wright recommended a correction to 17.65.060(N)(1) to amend the minimum lot size requirement from two acres to two-and-a-half acres in order to be consistent with the minimum lot size requirement for the RA2 zone.

Commissioner Wood opened the public hearing at 9:54 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

MOTION: ***Commissioner Wright moved to recommend approval to the City Council of the amendment to Eagle Mountain Municipal Code Titles 7, 16, and 17 removing references to tier and bonus density language with the following verbiage change to 17.65.060(N)(1) amending "two acres" to "2.5 acres." Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. The motion passed with a unanimous vote.***

6.G. Development Code Amendment for Fencing Standards (EMMC 16.35 & 17.60)

Mr. Kane presented the item. The Planning Commission held a public hearing on this request on October 13, 2020. The public hearing was opened and closed at that time. The request was tabled for minor edits to the Municipal Code amendment. Those edits include: increasing the allowed fence height to eight feet for commercial fencing (EMMC 17.60.120(D)), requiring that chain link fencing for detached residential be screened with a solid fence/wall so as not to be viewable from a street (EMMC 17.60.130(A)), and identifying a separate, less costly "durable quality" standard for industrial privacy fencing (EMMC 16.35.090).

MOTION: ***Commissioner Everett moved to recommend approval to the City Council of the amendment to Eagle Mountain Municipal Code Chapters 16.35 and 17.60 regarding fencing standards. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. The motion passed with a unanimous vote.***

7. Discussion Items

Vahn Ki submitted a general public comment via email regarding potential businesses and amenities in the City.

8. Next scheduled meeting

9. Adjournment

MOTION: ***Commissioner Everett moved to adjourn the meeting at 9:59 p.m. Commissioner Wright seconded the motion. Those voting aye: Matthew***

DRAFT

Everett, Brett Wright, Rich Wood, and Christopher Pengra. The motion passed with a unanimous vote.

The meeting was adjourned at 9:59 p.m.

Approved by the Planning Commission on November 24, 2020.

_____

Steve Mumford, AICP
Assistant City Administrator/Community Development Director

DRAFT

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 24, 2020**
TITLE:	PUBLIC HEARING - Ault Farms (Master Development Plan)
ITEM TYPE:	Master Development Plan
APPLICANT:	Becca Gifford (Flagship Homes)

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Pete Kane, Planning

BACKGROUND:

The subject property (~750 acres) is a large parcel of land on the east side of N Pony Express Parkway at about 3000 N. The property is currently zoned Agriculture and is identified in the General Plan Future Land Use Map for "Foothill Residential," "Neighborhood Residential One," "Parks and Open Space," and "Business Park / Light Industry."

The applicant for the proposed development (Flagship Homes) has submitted concept plans in 2019 and 2020, most recently this past summer. Through those reviews, the Planning Commission and City Council have requested the applicant focus on compliance with the General Plan and requesting zone districts that exist within the current City Code. The mix of uses and level of development intensity was reduced through those concept plan reviews and revisions.

A master development plan has been submitted for the property. The plan includes a rezone and General Plan map amendment. The plan calls for:

Rezoning

The rezoning identified in the plan includes: R1 (58.3 acres), R2 (39 acres), R3 (117.6 acres), RC (100.6 acres), MF1 (69.3 acres), MF2 (47.7 acres), Commercial - unspecified (10.9 acres), Tech Campus/Light Industry (208.9 acres), Open Space - Natural (92.2 acres), Open Space - Improved (56.4 acres).

General Plan Map Amendment

The land uses identified in the plan would amend the General Plan Map with the following: Neighborhood Residential One (214.9

acres), Neighborhood Residential Two (169.9 acres), Neighborhood Residential Three (47.7 acres), Community Commercial (10.9 acres), Business Park / Light Industry (208.9 acres), Parks and Open Space (148.6 acres).

ITEMS FOR CONSIDERATION:

CODE COMPLIANCE

The master development application was received during the public hearing process on the code amendment to EMMC 16.10. Based on the filing date and the City Council adoption of the code amendment ordinance, the application is subject to the new version of the code.

PROJECT SIZE

The revised EMMC 16.10 calls for a maximum master development size of 200 acres. The entire parcel is about 750 acres. Based on the submitted plan, the southern most portion is identified as "Business Park / Light Industry" (Tech Campus) which is in line with the current Future Land Use Map designation for that area of land. The plan materials identify plan requirements such as road networks, parks, and utilities for the entire parcel except for this southern 200 acres. This portion of the property should be submitted under a separate master development plan when the applicant is prepared to provide those details.

The remainder of the project area (~550 acres) may likely be able to be broken into two to three phases and under separate master development plans. If done so, the agreement will need to take into consideration the overall public improvements (utilities, roads, parks, amenities, etc.).

ROAD NETWORK

The development will include three access points from the existing Pony Express Parkway. The central east-west roadway will be an arterial road (Tiffany Lane). The north and south east-west roadways will be collector roads. All three of these roads will create connections into and through the development as well as to the future arterial road, Airport Road. Many of the interior roadways throughout the development have been developed with a combination of curving and straight roads which provide easy access while

increasing visual appeal and safety (EMMC 16.35.070(L)).

TRAFFIC IMPACT STUDY

A traffic impact study (attached here) was developed over the summer based on the most recent concept plan. The submitted master development plan has been reduced in its overall intensity and therefore will likely result in a reduction of traffic demand and potential recommendations for improvements outside of the development. The applicant has been requested to provide a revised traffic impact study based on the submitted master development.

OPEN SPACE & PARKS

The plan calls for a central park area with possible water feature in the middle of the development on the northern side of Tiffany Lane. Multiple trails and linear parks run throughout the development, connecting people to this main park as well as a number of other parks nestled within other portions of the development including multiple parks in the multi-family southern portion and as a central hub to the commercial district. The electric power corridor would remain as a natural open space. There is no information for open space, parks, or amenities within the southern most portion of the master development. A "local trail" is proposed in the plan to connect the central park area with the southern tech area. We recommend this be changed to a "regional trail" due to the likely higher use of this connection created by the trail. The applicant has been asked to clarify which parks will be dedicated to the City and which will be owned and maintained by an HOA. Any park under 2 acres will need to be owned/operated by an HOA.

It may be helpful for the applicant to submit and the city to review potential amenities and features that would be provided throughout these spaces.

PUBLIC FACILITIES

The submitted materials do not currently include designation for potential public facilities. The applicant has been requested to evaluate public facilities needs (schools, churches, etc.) and incorporate them into the plan. The Public Facilities Zone development code was adopted this fall by the City and should be

utilized for these uses.

REZONE REQUEST

Based on the submitted materials, the southern portion (~200 acres) identified as "Tech Campus/Light Industry" does not include a relevant requested zone district(s). Zoning districts that are appropriate for the current land use designation of "Business Park / Light Industry" would include Industrial (I), Light Manufacturing/Distribution (LMD), and Commercial Storage (CS).

A portion of land along Pony Express Parkway is requested to be zoned "Commercial." It should be noted there is no "Commercial" zone, however, it is our understanding the intended request is for "Commercial Community." This portion of the parcel is identified as "Business Park / Light Industry" in the Future Land Use Map. The "Commercial Community" zone is not an appropriate zone for this land use designation. Based on the zoning transition table (EMMC 17.60.160), the current land use designations of "Business Park / Light Industry" next to "Neighborhood Residential One" however would not be appropriate. Therefore, a General Plan Map amendment to provide a transition from the "Business Park / Light Industry" to any residential use would be necessary. A potential change would include a commercial land use and zoning district. A "Commercial Community" zoning designation may be appropriate as a transition zone as well as creating an activity hub for this development and utilizing its location along Pony Express Parkway.

The request also includes rezoning of "MF1" and "MF2" which are the multifamily zoning districts. The "MF2" zone is proposed to be located adjacent to the commercial district and the "Tech Campus/Light Industry" area - only within the area between Tiffany Lane and the southern east-west collector road. It would also include a number of park spaces throughout within walking distance (1/4 mile) of the MF2 zone. A collector road is proposed to run east to west along the southern edge of this district and Tiffany Lane (an arterial road) along the northern edeg. Per EMMC 17.25.020(F), the MF2 zone "should be within immediate walking distance of a park, retail/office development, transit facilities, or adjacent to major roadways or intersections." The "MF1" zone is proposed to be adjacent to the MF2 zone (acting as a transition to other residential districts) and other portions of the development between Tiffany

Lane and the southern east-west collector road, with an area just north of Tiffany Lane that would ring the central park and water feature. Note that the color values used in the submitted master plan make it difficult to discern between a number of the proposed zoning districts. The applicant has been requested to provide an updated proposed zoning map with clear delineation between the different zones.

An "RC" zoning designation is also requested, located throughout the project (however, due to the color selection, it is difficult to note the exact portions). It appears this zone is proposed to be adjacent to the MF1 and MF2 zones, as well as the R3 zone to the north. All three of these zones are compatible adjacent zone districts to the RC zone. The RC zone is also proposed to run along Pony Express Parkway, creating a buffer and transition from the proposed Neighborhood Residential One zone districts (R1, R2, R3) from that arterial road.

The far eastern portion of the project (~35 acres) includes a request for R1 and R2 zoning districts. The land directly to the north of this portion of the parcel was approved for development as Eagle Heights Village which includes twinhomes approved under the previous tiered residential code. The equivalent zone under the current code would be MF1. Based on the zoning transition table (EMMC 17.60.160), an appropriate zone transition from Eagle Heights Village would be the RC zone. The Planning Commission and City Council have recommended larger lots for this portion of the property. A zoning of R1 (average lot size of 1/3 acre) and R2 (average lot size of 1/4 acre) would provide larger lots while still creating a transition to the residential type in Eagle Height Village.

Open space uses/zones are proposed throughout the development, providing access to residents throughout. For zoning purposes, the open space for the electric power corridor should be zoned "Open Space - Natural." The large central park with water feature and all other parks and linear parks/trails as "Open Space - Improved."

The remainder of the project is proposed to be zoned "R1," "R2," and "R3" with R3 (average lot size of 8,500 sf) adjacent to the RC zone and moving to the larger-lot zones of R2 (average lot size of 1/4 acre) and R1 (average lot size of 1/3 acre) as you move north to the existing development to the north (Eagle Point) which was developed under the old tiered residential code but would fall under an

equivalency of the R3 zone. The areas proposed for zoning of R1, R2, and R3 (other than the far eastern portion) are the only appropriate zone districts based on the current land use designation of "Neighborhood Residential One."

GENERAL PLAN AMENDMENT

The applicant has been requested to submit a plan demonstrating the proposed land use designations (separate from the zoning districts).

Based on the submitted materials, the southern portion (~200 acres) would not need an amendment to the land use plan as this portion of land is already identified as "Business Park / Light Industry."

The portion of parcel between Tiffany Lane and the southern east-west collector is currently identified as "Business Park / Light Industry" for the western portion and "Neighborhood Residential One" for the majority. As noted above, the "Neighborhood Residential One" designation is not an appropriate land use designation adjacent to the "Business Park / Light Industry" land use. Based on that and the proposed zoning districts for this area, an amendment to change this area to a mix of "Town Center Mixed, "Neighborhood Residential Three," and "Neighborhood Residential Two."

The portion of the parcel designated as "Parks and Open Space" (~34 acres) in the current Future Land Use Map would also not require an amendment as the applicant intends to utilize this for natural open space. This area of the property is the electric power corridor.

The portion of the parcel designated as "Foothill Residential" (~35 acres) in the current Future Land Use Map is requested to be changed to "Neighborhood Residential One." The land directly to the north of this portion of the parcel is also designated in the Future Land Use Map as "Foothill Residential."

The area north of Tiffany Lane and west of the electric power corridor will need to include both "Neighborhood Residential Two" and the existing "Neighborhood Residential One." Due to the color values in the submitted master plan, it's difficult to state where the line between these two designations would occur. Neighborhood Residential Two will need to apply to areas proposed for the MF1

and RC zones while Neighborhood Residential One can remain for the rest.

REQUIRED FINDINGS:

Master development plan approvals are based upon compliance with City Code requirements. The approval criteria for a master development plan can be found in EMMC 16.10.070.

RECOMMENDATION:

We recommend the Planning Commission table the application to allow the applicant time to update the plans to comply with City Code, including:

- A proposed zoning district map
- A proposed land use map utilizing the Land Use designations provided in the General Plan
- Evaluate and identify public facility use needs (schools, churches, etc.)
- Updated traffic study report
- Outline of potential amenities and features for the development
- Identification within all plans of necessary phasing and potential to break the project up into separate master development plans that fit within the code size limitations

ATTACHMENTS:

Master Plan

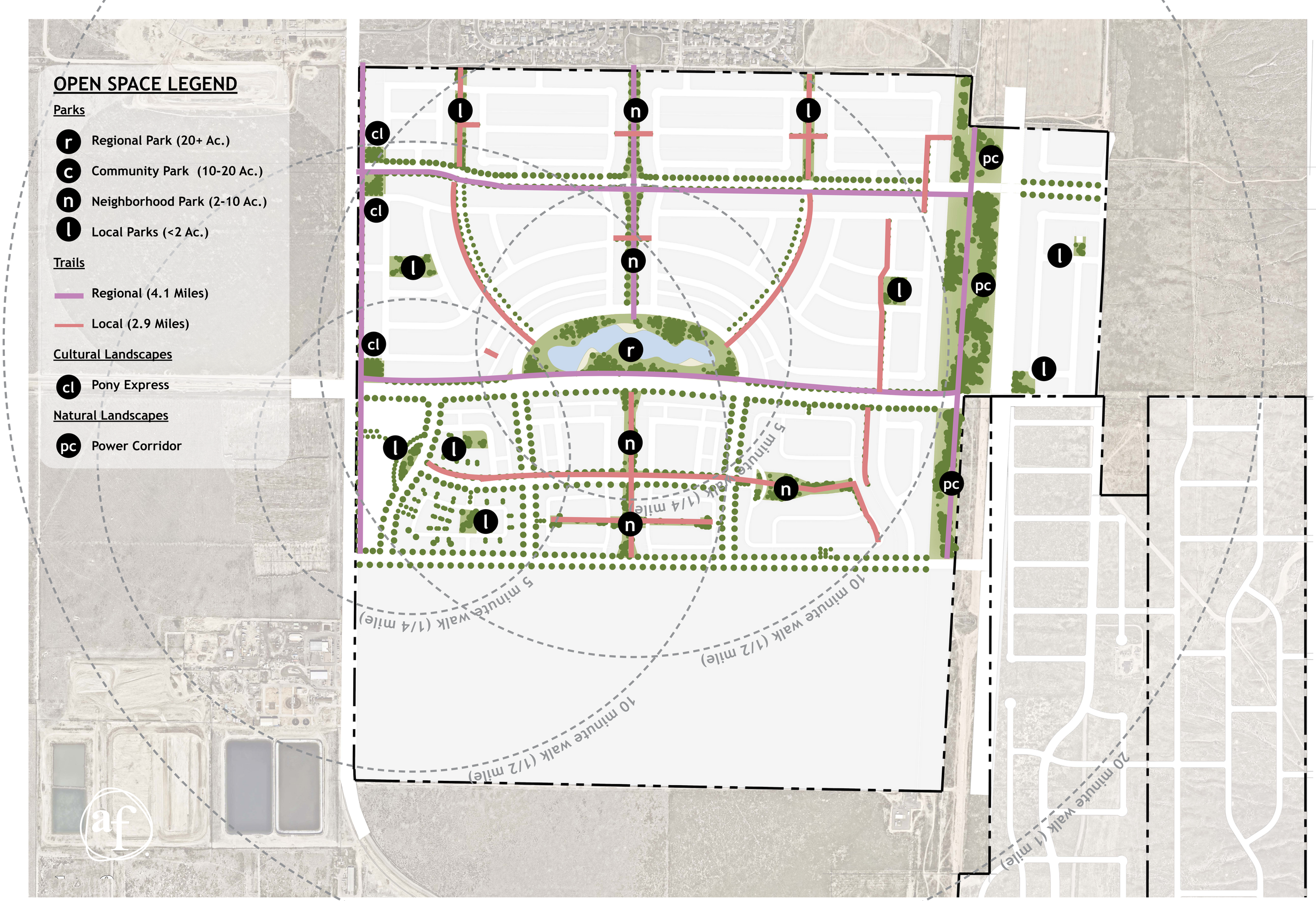
Master Plan Utilities

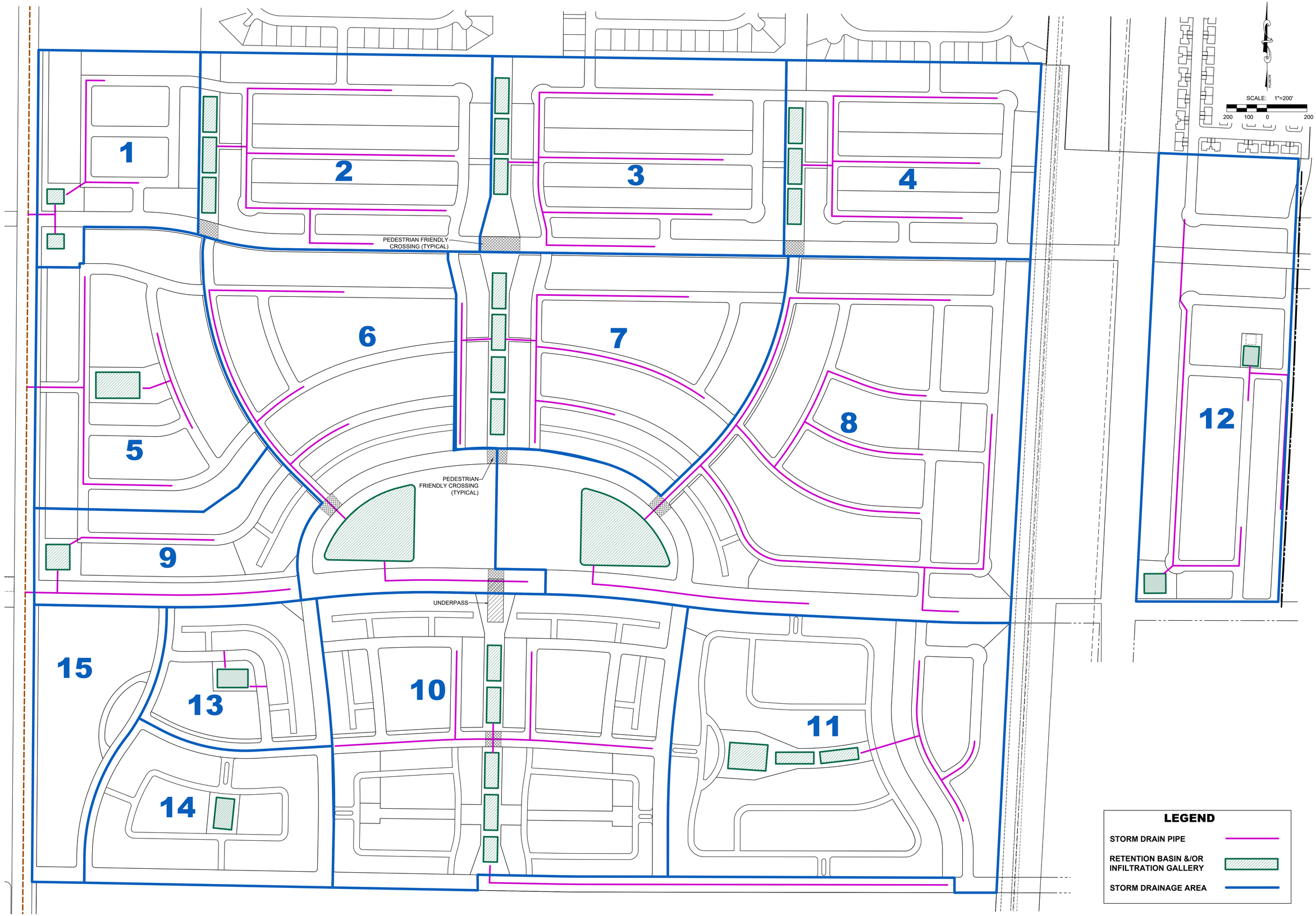
Geotechnical Study

Environmental Impact Report

Traffic Impact Study (July 2020)

LAND USE LEGEND
Neighorhood Residential 1
R1 | 58.3 Ac.
R2 | 39.0 Ac.
R3 | 86.5 Ac.
R3 Quad | 31.1 Ac.
Neighorhood Residential 2
RC | 60.8 Acres
RC Quad | 39.8 Ac.
MF1 | 69.3 Ac.
Neighorhood Residential 3
MF2 Condo | 30.8 Ac.
MF2 Apartment | 16.9 Ac.
Other
Commercial | 10.9 Ac.
Tech Campus/Light Ind. | 208.9 Ac.
Open Space | 92.2 Ac.
Improved | 56.4 Ac.


OPEN SPACE LEGEND
Parks
r Regional Park (20+ Ac.)
c Community Park (10-20 Ac.)
n Neighborhood Park (2-10 Ac.)
l Local Parks (<2 Ac.)
Trails
Regional (4.1 Miles)
Local (2.9 Miles)
Cultural Landscapes
cl Pony Express
Natural Landscapes
pc Power Corridor
5 minute walk (1/4 mile)
10 minute walk (1/2 mile)
20 minute walk (1 mile)



LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

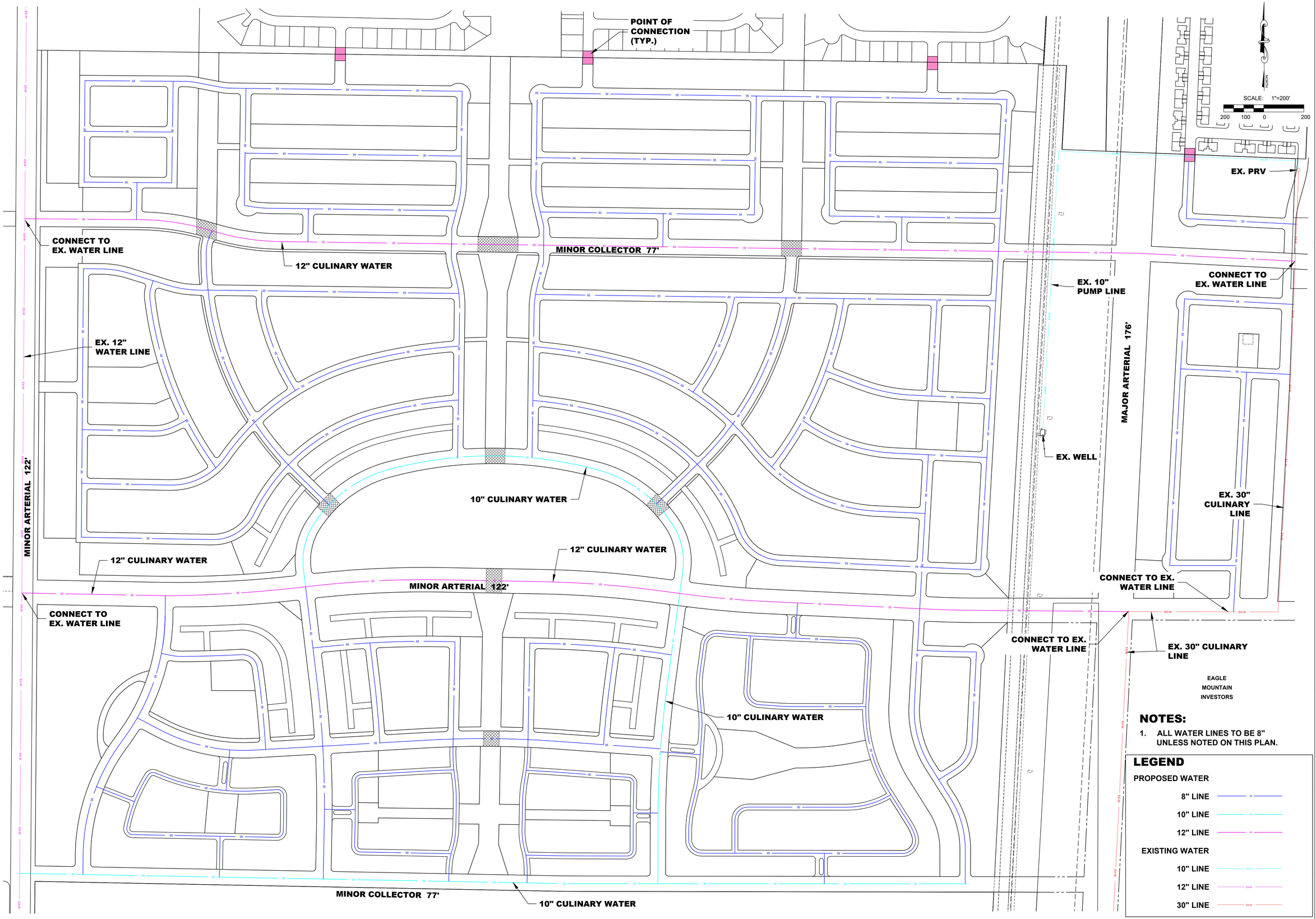
AULT FARMS
EAGLE MOUNTAIN, UTAH
STORM DRAINAGE MASTER PLAN

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2019-0046
DRAWN BY: RWH
DESIGNED BY: GDM
SCALE: 1"=200'
DATE: 03/27/2020

SHEET 1

G:\0_LEI PROJECTS\2019\19-0046 FLAGSHIP EAGLE MTN\CADWORK\EXHIBITS\MASTER PLAN\19-0046 MASTER PLAN - STORM AREAS.DWG 10/26/2020 10:44 AM



NOTES:

1. ALL WATER LINES TO BE 8" UNLESS NOTED ON THIS PLAN.

LEGEND

PROPOSED WATER

- 8" LINE
- 10" LINE
- 12" LINE

EXISTING WATER

- 10" LINE
- 12" LINE
- 30" LINE

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

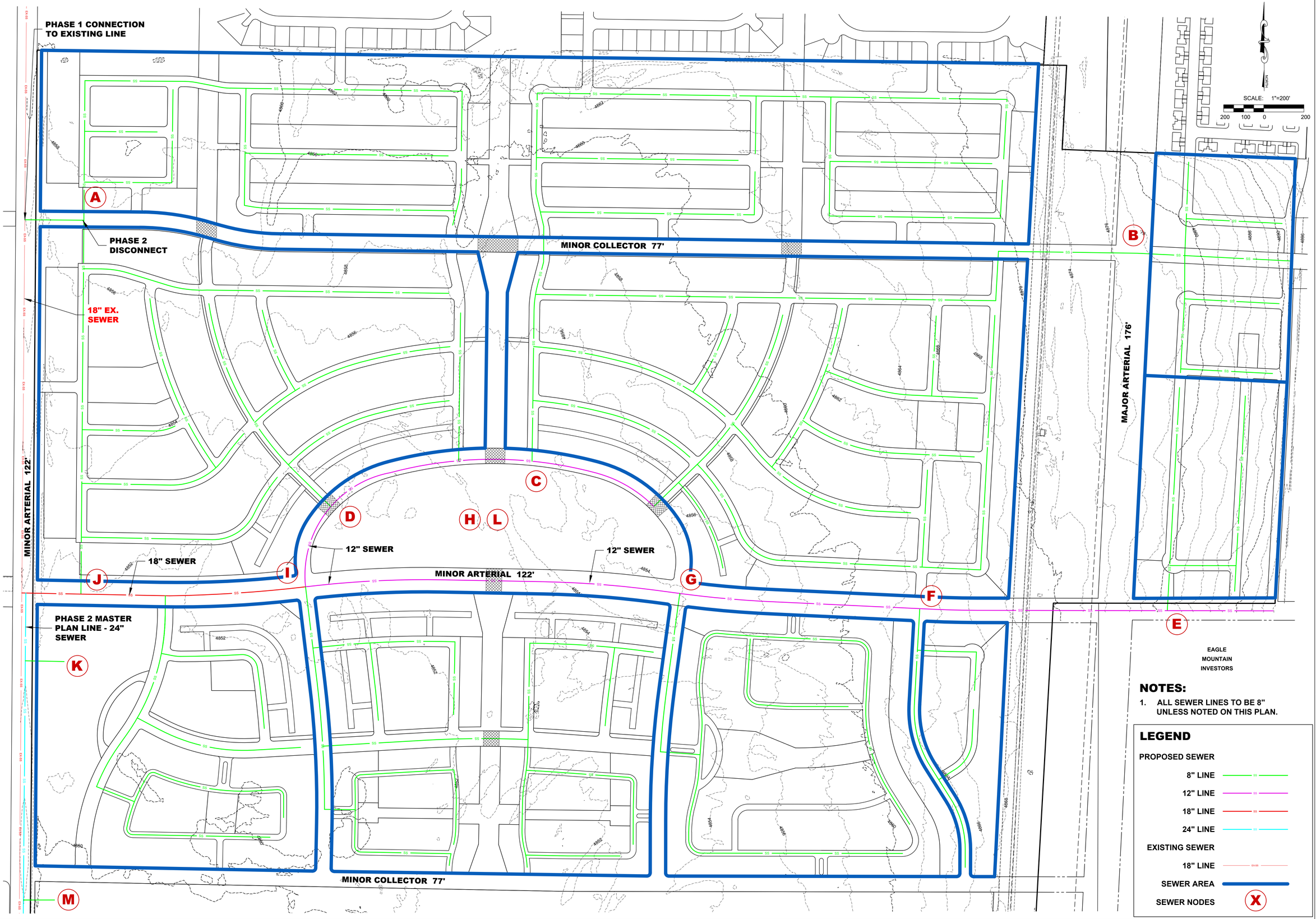
AULT FARMS
EAGLE MOUNTAIN, UTAH

MASTER PLAN WATER

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2019-0046
DRAWN BY: TJP
DESIGNED BY: GDM
SCALE: 1"=200'
DATE: 07/14/2020
SHEET 1

I:\0_LEI PROJECTS\2019\2019-0046 FLAGSHIP EAGLE MTN\CADD\DWG\BMP\MASTER PLANS\10-0046 MASTER PLAN - WATER.DWG 10/23/2020 11:14 AM



LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

AULT FARMS
EAGLE MOUNTAIN, UTAH
MASTER PLAN SEWER

NOTES:

1. ALL SEWER LINES TO BE 8" UNLESS NOTED ON THIS PLAN.

LEGEND

PROPOSED SEWER
- 8" LINE
- 12" LINE
- 18" LINE
- 24" LINE

EXISTING SEWER
- 18" LINE

SEWER AREA

SEWER NODES

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2019-0046
DRAWN BY: TJP
DESIGNED BY: GDM
SCALE: 1"=200'
DATE: 07/14/2020
SHEET 1

10:10 LEI PROJECTS\2019\2019-0046 FLAGSHIP EAGLE MTN\CADD\DWG\BIDT\MASTER PLAN\19-0046 MASTER PLAN - SEWER.DWG 10/23/2020

REPORT
GEOTECHNICAL STUDY
PROPOSED EAGLE MOUNTAIN 750-ACRE DEVELOPMENT
SOUTHEAST OF PONY EXPRESS BOULEVARD AND BOUNTIFUL LANE
EAGLE MOUNTAIN, UTAH

Submitted To:

Flagship Homes
1250 East 200 South, Suite D
Lehi, Utah 84043

Submitted By:

GSH Geotechnical, Inc.
473 West 4800 South
Salt Lake City, Utah 84123

September 13, 2019

Job No. 1787-032-19

September 13, 2019
Job No. 1787-032-19

Mr. Peter Evans
Flagship Homes
1250 East 200 South, Suite D
Lehi, Utah 84043

Mr. Evans:

Re: Report
Geotechnical Study
Proposed Eagle Mountain 750-Acre Development
Southeast of Pony Express Boulevard and Bountiful Lane
Eagle Mountain, Utah

1. INTRODUCTION

1.1 GENERAL

This report presents the results of our geotechnical study performed at the site of the proposed Eagle Mountain 750-Acre development to be located southeast of Pony express Boulevard and Bountiful Lane in Eagle Mountain, Utah. The general location of the site with respect to existing roadways, as of 2019, is presented on Figure 1, Vicinity Map. A more detailed layout of the site showing proposed development area, existing roadways, and the test pits excavated in conjunction with this study is presented on Figure 2, Site Plan.

1.2 OBJECTIVES AND SCOPE

The objectives and scope of the study were planned in discussions between Mr. Peter Evans of Flagship Homes and Mr. Alan Spilker of GSH Geotechnical, Inc. (GSH).

In general, the objectives of this study were to:

1. Define and evaluate the subsurface soil and groundwater conditions across the site.

2. Provide appropriate foundation, earthwork, pavement, and geoseismic recommendations to be utilized in the design and construction of the proposed facilities.

GSH Geotechnical, Inc.
473 West 4800 South
Salt Lake City, Utah 84123
Tel: 801.685.9190 Fax: 801.685.2990
www.gshgeo.com

In accomplishing these objectives, our scope has included the following:

1. A field program consisting of the excavating, logging, and sampling of 131 exploration test pits.

2. A laboratory testing program.

3. An office program consisting of the correlation of available data, engineering analysis, and the preparation of this summary report.

1.3 AUTHORIZATION

Authorization was provided by returning a signed copy of the Professional Services Agreement No. 19-0813 dated August 6, 2019.

1.4 PROFESSIONAL STATEMENTS

Supporting data upon which our recommendations are based are presented in subsequent sections of this report. Recommendations presented herein are governed by the physical properties of the soils encountered in the exploration test pits, projected groundwater conditions, and the layout and design data discussed in Section 2, Proposed Construction. If subsurface conditions other than those described in this report are encountered and/or if design and layout changes are implemented, GSH must be informed so that our recommendations can be reviewed and amended, if necessary.

Our professional services have been performed, our findings developed, and our recommendations prepared in accordance with generally accepted engineering principles and practices in this area at this time.

2. PROPOSED CONSTRUCTION

The 750-acre rectangular-shaped site is proposed to be developed primarily for single-family residential structures and associated roadways. The structures are anticipated to be 1 to 2 stories above grade with full- or partial-depth basements (if conditions allow) with conventional spread and continuous wall footings.

Maximum real column and wall loads are anticipated to be on the order of 2 to 3 kips and 30 to 40 kips per lineal foot, respectively. Real loads are defined as the total of all dead plus frequently applied (reduced) live loads.

Proposed traffic for the residential roadways is anticipated to consist of a moderate volume of automobiles and light trucks, a light volume of medium-weight trucks (busses and delivery trucks), and occasional heavyweight trucks.

Site development will require some earthwork in the form of minor cutting and filling. At this time, we anticipate that maximum site grading cuts and fills, excluding utilities and basements, will be on the order of 3 to 5 feet.

3. SITE INVESTIGATIONS

3.1 GENERAL

Subsurface conditions in unexplored locations or at other times may vary from those encountered at specific test pit locations. If such variations are noted during construction or if project development plans are changed, GSH must review the changes and amend our recommendations, if necessary.

Test pit locations were established by estimating distances and angles from site landmarks. If increased accuracy is desired by the client, we recommend that the test pit locations and elevations be surveyed.

3.2 FIELD PROGRAM

To define and evaluate the subsurface soil and groundwater conditions across the site, 131 test pits were excavated within the accessible areas. These test pits were completed to depths ranging from 10 to 15 feet with a moderate-sized rubber trackhoe. The approximate locations of the test pits are presented on Figure 2.

The field portion of our study was under the direct control and continual supervision of an experienced member of our geotechnical staff. During the course of the drilling operations, a continuous log of the subsurface conditions encountered was maintained. In addition, samples of the typical soils encountered were obtained for subsequent laboratory testing and examination. The soils were classified in the field based upon visual and textural examination. These classifications were supplemented by subsequent inspection and testing in our laboratory. Graphical representation of the subsurface conditions encountered is presented on Figures 3A through 3EA, Test Pit Logs. Soils were classified in accordance with the nomenclature described on Figure 4, Key to Test Pit Log (USCS).

A 2.42-inch inside diameter thin-wall drive sampler was utilized at select locations and depths within the test pit excavations to collect soil samples for further examination and laboratory testing.

Following completion of excavation operations, 1.25-inch diameter slotted PVC pipe was installed in many of the test pits to provide a means of monitoring the groundwater fluctuations. The test pits were then backfilled. Although an effort was made to compact the backfill with the backhoe, backfill was not placed in uniform lifts and compacted to a specific density. Consequently, settlement of the backfill with time is likely to occur.

3.3 LABORATORY TESTING

3.3.1 General

To provide data necessary for our engineering analysis, a laboratory testing program was performed. This program included moisture, density, partial gradation, Atterberg limits, consolidation, collapse/consolidation, and chemical tests. The following paragraphs describe the tests and summarize the test data.

3.3.2 Moisture and Density Tests

To provide index parameters and to correlate other test data, moisture and density tests were performed on selected samples. The results of these tests are presented on the test pit logs, Figures 3A through 3EA.

3.3.3 Partial Gradation Tests

To aid in classifying the granular soils, partial gradation tests were performed. Results of the tests are tabulated below and presented on the test pit logs, Figures 3A through 3EA.

Test Pit No.	Depth (feet)	Percent Passing No. 200 Sieve	Moisture Content Percent	Soil Classification
TP-2	12.5	78.8	14.9	ML
TP-14	15.0	63.9	14.9	ML
TP-25	10.0	85.9	20.5	ML
TP-32	12.0	86.4	11.6	ML
TP-58	2.5	80.2	21.6	CL
TP-67	12.0	81.9	18.9	ML
TP-73	5.0	47.3	6.5	SM/ML
TP-93	12.0	72.3	14.6	ML
TP-94	2.5	55.5	16.3	ML
TP-101	2.5	54.5	19.3	ML
TP-118	2.5	62.4	16.9	ML

3.3.4 Atterberg Limits Test

To aid in classifying the soils, an Atterberg limits test was performed on a sample of the fine-grained cohesive soils. Results of the test are tabulated below and presented on the test pit logs, Figures 3A through 3EA:

Test Pit No.	Depth (feet)	Liquid Limit (percent)	Plastic Limit (percent)	Plasticity Index (percent)	Soil Classification
TP-104	12.0	42	23	19	CL

3.3.5 Consolidation Tests

To provide data necessary for our settlement analysis, consolidation testing was performed on 13 representative samples of the natural fine-grained clay soils encountered at the site. The results of these tests indicate that the samples tested were moderately over-consolidated and will exhibit moderate strength and compressibility characteristics under the anticipated loading. Detailed results of the tests are maintained within our files and can be transmitted to you, upon your request.

3.3.6 Collapse/Consolidation Tests

To provide data necessary for our settlement analysis, collapse/consolidation tests are currently being performed upon a representative sample of natural fine-grained soil exhibiting a pinhole structure obtained at a depth of 5 feet in Test Pit TP-91.

The collapse portions of the tests were performed as follows:

1. Load sample at in situ moisture content to specific axial pressure.
2. Measure and record axial deflection.
3. Saturate sample.
4. Measure and record resulting collapse.

Test Pit No. No.	Depth (feet)	Soil Type	Natural Dry Density (pcf)	Natural Moisture Content (percent)	Axial Load When Saturated (psf)	Collapse (percent)
TP-91	5.0	ML	NA	NA	800	1.5

Upon completion of the collapse portion of the tests, standard consolidation test loading was applied. The current results of the tests indicate that the soils encountered in the upper 5 feet

containing pinholes with low density and moisture contents will exhibit very low pre-consolidation and are moderately compressible, indicative of collapsible soil.

Detailed results of these tests are maintained within our files and can be transmitted to you, upon your request.

3.3.7 Chemical Tests

To determine if the site soils will react detrimentally with concrete, chemical tests were performed on a representative sample of the near-surface soil encountered at the site. The results of the chemical tests are tabulated below:

Test Pit No.	Depth (feet)	Soil Classification	pH	Total Water Soluble Sulfate (mg/kg-dry)
TP-19	2.5	SM/SC	8.46	255

4. SITE CONDITIONS

4.1 SURFACE

The 750-acre site is located southeast of Pony Express Parkway and Bountiful Lane in Eagle Mountain, Utah. The site is currently comprised of agricultural land consisting of 4 circular and a rectangular irrigated field. The non-irrigated areas between the fields are sparsely to moderately vegetated with various weeds and grasses. Occasional dirt service roads traverse throughout the site. The topography of the site is relatively flat, grading down to the southwest with a total relief of approximately 25 to 30 feet.

The site is bound to the north by a residential subdivision, to the east and south by vacant/undeveloped brush land, and to the west by Pony Express Parkway followed by vacant/undeveloped land and a water treatment plant.

4.2 SUBSURFACE SOIL

The following paragraphs provide generalized descriptions of the subsurface profiles and soil conditions encountered within the test pits conducted during this study. As previously noted, soil conditions may vary in unexplored locations.

The test pits were excavated to depths ranging from 10 to 15 feet. The soil conditions encountered in each of the test pits, to the depths explored, were generally similar across the test pit locations.

- Approximately 6 inches of topsoil was encountered in most of the test pits. Topsoil thickness is frequently erratic and thicker zones of topsoil should be anticipated.

- Natural soils were encountered below the ground surface in all of the test pits. The natural soils consisted primarily of clay with varying silt and sand content, silt with varying clay and sand content, and fine sand with varying silt and clay content.

- The natural silt soils encountered in Test Pit TP-91 contained trace to numerous pinholes to depths of approximately 2.5 to 5 feet below the existing ground surface. Soils with a pinhole structure are indicative of soils that are moisture sensitive and potentially collapsible.

The natural clay and silt soils were soft to stiff, dry to very moist, brown and gray in color, and moderately over-consolidated. The natural clay soils are anticipated to exhibit moderate strength and compressibility characteristics under the anticipated loading. The silt soils encountered in Test Pit TP-91 contained trace to numerous pinholes. Soils with a pinhole structure are indicative of soils that are moisture sensitive and potentially collapsible. These soils are anticipated to exhibit very low strength and very high compressibility characteristics when wetted.

The natural sand and sandy silt soils were loose to medium dense, dry to moist, and gray and brown in color. The natural sand soils are anticipated to exhibit moderately high strength and moderately low compressibility characteristics under the anticipated load range.

For a more descriptive interpretation of subsurface conditions, please refer to Figures 3A through 3EA, Test Pit Logs. The lines designating the interface between soil types on the test pit logs generally represent approximate boundaries. In situ, the transition between soil types may be gradual.

4.3 GROUNDWATER

Groundwater was not encountered to the depths explored in the test pits competed at the site.

Groundwater levels vary with changes in season and rainfall, construction activity, irrigation, snow melt, surface water run-off, and other site-specific factors.

5. DISCUSSIONS AND RECOMMENDATIONS

5.1 SUMMARY OF FINDINGS

The proposed structures may be supported upon conventional spread and continuous wall foundations supported upon suitable natural soils and/or structural fill extending to suitable natural soils.

The most significant geotechnical aspects at the site are:

1. The potentially collapsible soils encountered in Test Pit TP-91 that extended to depths of up to 5 feet below the existing ground surface. These potentially collapsible soils are likely present in unexplored areas of the site and may extend to greater depths.

2. The potential to encounter non-engineered fills in certain areas of site.

Potentially collapsible soils were encountered to depths of up to 5 feet below ground surface within Test Pit TP-91. Although not encountered in any other test pit at the site, potentially collapsible soils may be encountered in other areas of the site. Under no circumstances should foundations, floor slabs, and exterior rigid pavements be established over these collapsible soils. Footings must be placed on the suitable natural soils or granular structural fill extending to natural granular soils as verified by a representative from GSH.

In flexible pavement areas, the in situ, potentially collapsible soils may remain if free of any deleterious materials and if properly prepared, as discussed later in this report. Even with this partial subgrade preparation underlying flexible pavements, some settlement and differential settlement may occur over deep sequences unless the potentially collapsible soils are completely removed. Before the placement of flexible pavements, the subgrade must be properly prepared as discussed later in this report.

Potentially collapsible soils may be present in other small pockets of the site to varying depths. Therefore, a geotechnical engineer from GSH must observe every foundation and floor slab excavation to identify that all collapsible/unsuitable soils have been removed.

Due to the agricultural use of the site, non-engineered fills may be present is isolated areas of the site. Prior to proceeding with construction removal of the existing surface vegetation, root systems, topsoil, non-engineered fill (if encountered), potentially collapsible soils, and any deleterious materials from beneath an area extending out at least 5 feet from the perimeter of the footprint of the proposed structures and 3 feet beyond rigid pavements and exterior flatwork areas will be required. All existing utility locations should be reviewed to assess their impact on the proposed construction and abandoned and/or relocated as appropriate.

To reduce disturbance of the natural soils during excavation, it is recommended that low-impact, track-mounted equipment with smooth edge buckets/blades be utilized.

Detailed discussions pertaining to earthwork, foundations, pavements, and the geoseismic setting of the site are presented in the following sections.

5.2 EARTHWORK

5.2.1 Site Preparation

Initial site preparation will consist of the removal of the existing, potentially collapsible soils, non-engineered fills (if encountered), surface vegetation, root systems, topsoil, and any deleterious materials from beneath an area extending out at least 5 feet from the perimeter of the proposed structure footprint and 3 feet beyond rigid pavements and exterior flatwork areas. All existing utility locations should be reviewed to assess their impact on the proposed construction and abandoned and/or relocated as appropriate.

Below exterior asphaltic pavements and flatwork such as sidewalks and driveways, a minimum of 18 inches of potentially collapsible soils must be removed and either replaced with new structural fill or recompacted to the requirements for structural fill. The replacement structural fill must consist of a sand and gravel mixture containing at least 20 percent fines (that is, either silt or clay particles. The purpose of the relatively high percentage of fines is to render the compacted material less permeable; thus, reducing the possibility of deep infiltration of surface water into the underlying potentially collapsible soil sequence. Even with the recommended minimum removal and replacement, some long-term movement of the slabs and pavements overlying deep sequences of potentially collapsible soils may still occur over time. If this is unacceptable, all potentially collapsible soils must be removed and replaced with compacted structural fill.

Subsequent to stripping and prior to the placement of floor slabs, foundations, structural site grading fills, exterior flatwork, and pavements, the exposed subgrade must be proof rolled by passing moderate-weight rubber tire-mounted construction equipment over the surface at least twice. If excessively soft or otherwise unsuitable soils are encountered beneath footings, they must be completely removed. If removal depth required is greater than 2 feet below footings, GSH must be notified to provide further recommendations. In pavement, floor slab, and outside flatwork areas, unsuitable natural soils should be removed to a maximum depth of 2 feet and replaced with compacted granular structural fill.

Subgrade preparation as described must be completed prior to placing overlying structural site grading fills.

To reduce disturbance of the natural soils during excavation, it is recommended that low-impact, track-mounted equipment with smooth edge buckets/blades be utilized.

GSH must be notified prior to the placement of structural site grading fills, floor slabs, footings, and pavements to verify that all potentially collapsible soils, loose/disturbed soils and non-engineered fills (if encountered) have been completely removed and/or properly prepared.

5.2.2 Temporary Excavations

Temporary excavations up to 8 feet deep in fine-grained cohesive soils, above or below the water table, may be constructed with sideslopes no steeper than one-half horizontal to one vertical (0.5H:1.0V). Excavations deeper than 8 feet are not anticipated at the site.

For granular (cohesionless) soils, construction excavations above the water table, not exceeding 4 feet, should be no steeper than one-half horizontal to one vertical (0.5H:1.0V). For excavations up to 8 feet, in granular soils and above the water table, the slopes should be no steeper than one horizontal to one vertical (1H:1V). Excavations encountering saturated cohesionless soils will be very difficult and will require very flat sideslopes and/or shoring, bracing, and dewatering.

To reduce disturbance of the natural soils during excavation, it is recommended that low-impact, track-mounted equipment with smooth edge buckets/blades be utilized.

All excavations must be inspected periodically by qualified personnel. If any signs of instability or excessive sloughing are noted, immediate remedial action must be initiated.

5.2.3 Structural Fill

Structural fill is defined as all fill which will ultimately be subjected to structural loadings, such as imposed by footings, floor slabs, pavements, etc. Structural fill will be required as backfill over foundations and utilities, as site grading fill, and as replacement fill below footings. All structural fill must be free of surface vegetation, root systems, rubbish, topsoil, frozen soil, and other deleterious materials.

Structural site grading fill is defined as structural fill placed over relatively large open areas to raise the overall grade. For structural site grading fill, the maximum particle size shall not exceed 4 inches; although, occasional larger particles, not exceeding 8 inches in diameter, may be incorporated if placed randomly in a manner such that "honeycombing" does not occur and the desired degree of compaction can be achieved. The maximum particle size within structural fill placed within confined areas shall be restricted to 2 inches.

On-site soils, including existing non-engineered fills (if encountered), may be re-utilized as structural site grading fill if they do not contain construction debris or deleterious material and meet the requirements of structural fill. Fine-grained soils will require very close moisture control and may be very difficult, if not impossible, to properly place and compact during wet and cold periods of the year.

Imported structural fill below foundations and floor slabs shall consist of a well graded sand and gravel mixture with less than 30 percent retained on the three-quarter-inch sieve and less than 20 percent passing the No. 200 Sieve (clays and silts).

Additionally, due to the potentially collapsible soils encountered at the site, a mixture of sand and gravel containing at least 20 percent fines (that is, either silt or clay particles) is required to be utilized as granular structural fills under pavements and flatwork. The purpose of the relatively high percentage of fines is to render the compacted material less permeable; thus, reducing the possibility of deep infiltration of surface water into the underlying potentially collapsible soil sequence.

To stabilize soft subgrade conditions (if encountered) or where structural fill is required to be placed closer than 2.0 feet above the water table at the time of construction, a mixture of coarse angular gravels and cobbles and/or 1.5- to 2.0-inch gravel (stabilizing fill) should be utilized. It may also help to utilize a stabilization fabric, such as Mirafi 600X or equivalent, placed on the natural ground if 1.5- to 2.0-inch gravel is used as stabilizing fill.

5.2.4 Fill Placement and Compaction

All structural fill shall be placed in lifts not exceeding 8 inches in loose thickness. Structural fills shall be compacted in accordance with the percent of the maximum dry density as determined by the AASHTO[1] T180 (ASTM[2] D1557) compaction criteria in accordance with the following table:

Location	Total Fill Thickness (feet)	Minimum Percentage of Maximum Dry Density
Beneath an area extending at least 5 feet beyond the perimeter of the structure	0 to 10	95
Site grading fills outside area defined above	0 to 5	90
Site grading fills outside area defined above	5 to 10	95
Utility trenches within structural areas	--	96
Road base	--	96

Structural fills greater than 10 feet thick are not anticipated at the site.

Subsequent to stripping and prior to the placement of structural site grading fill, the subgrade shall be prepared as discussed in Section 5.2.1, Site Preparation, of this report. In confined areas, subgrade preparation should consist of the removal of all loose or disturbed soils.

Coarse angular gravel and cobble mixtures (stabilizing fill), if utilized, shall be end dumped, spread to a maximum loose lift thickness of 15 inches, and compacted by dropping a backhoe bucket onto the surface continuously at least twice. As an alternative, the stabilizing fill may be compacted by passing moderately heavy construction equipment or large self-propelled compaction equipment at least twice. Subsequent fill material placed over the coarse gravels and cobbles shall be adequately compacted so that the "fines" are "worked into" the voids in the underlying coarser gravels and cobbles. Where soil fill materials are to be placed directly over more than about 18 inches of clean gravel, a separation geofabric, such as Mirafi 140N or equivalent, is recommended to be placed between the gravel and subsequent soil fills.

---

1 American Association of State Highway and Transportation Officials
2 American Society for Testing and Materials

Non-structural fill may be placed in lifts not exceeding 12 inches in loose thickness and compacted by passing construction, spreading, or hauling equipment over the surface at least twice.

5.2.5 Utility Trenches

All utility trench backfill material below structurally loaded facilities (footings, floor slabs, flatwork, pavements, etc.) shall be placed at the same density requirements established for structural fill. If the surface of the backfill becomes disturbed during the course of construction, the backfill shall be proof rolled and/or properly compacted prior to the construction of any exterior flatwork over a backfilled trench. Proof rolling shall be performed by passing moderately loaded rubber tire-mounted construction equipment uniformly over the surface at least twice. If excessively loose or soft areas are encountered during proof rolling, they shall be removed to a maximum depth of 2 feet below design finish grade and replaced with structural fill.

Many utility companies and City-County governments are now requiring that Type A-1a or A-1b (AASHTO Designation – granular soils with limited fines) soils be used as backfill over utilities. These organizations are also requiring that in public roadways, the backfill over major utilities be compacted over the full depth of fill to at least 96 percent of the maximum dry density as determined by the AASHTO T180 (ASTM D1557) method of compaction. GSH recommends that as the major utilities continue onto the site that these compaction specifications are followed.

Fine-grained soils, such as silts and clays, are not recommended for utility trench backfill in structural areas.

To reduce disturbance of the natural soils during excavation, it is recommended that low-impact, track-mounted equipment with smooth edge buckets/blades be utilized.

5.3 GROUNDWATER

Groundwater was not encountered to the depths explored in the borings completed at the site.

The groundwater measurements presented are conditions at the time of the field exploration and may not be representative of other times or locations. Groundwater levels may vary seasonally and with precipitation, as well as other factors including irrigation. Evaluation of these factors is beyond the scope of this study. Groundwater levels may, therefore, be at shallower or deeper depths than those measured during this study, including during construction and over the life of the structure.

The extent and nature of any dewatering required during construction will be dependent on the actual groundwater conditions prevalent at the time of construction and the effectiveness of construction drainage to prevent run-off into open excavations.

5.4 SPREAD AND CONTINUOUS WALL FOUNDATIONS

5.4.1 Design Data

The results of our analysis indicate that the proposed structures may be supported upon conventional spread and continuous wall foundations established upon suitable natural soils and/or structural fill extending to suitable natural soils. Under no circumstances shall foundations be established over non-engineered fills, potentially collapsible soils, loose or disturbed soils, topsoil, surface vegetation, root systems, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water. For design, the following parameters are provided:

Minimum Recommended Depth of Embedment for Frost Protection	- 30 inches
Minimum Recommended Depth of Embedment for Non-frost Conditions	- 15 inches
Recommended Minimum Width for Continuous Wall Footings	- 18 inches
Minimum Recommended Width for Isolated Spread Footings	- 24 inches
Recommended Net Bearing Capacity for Real Load Conditions	- 1,500 pounds per square foot
Bearing Capacity Increase for Seismic Loading	- 50 percent

The term "net bearing capacity" refers to the allowable pressure imposed by the portion of the structure located above lowest adjacent final grade. Therefore, the weight of the footing and backfill to lowest adjacent final grade need not be considered. Real loads are defined as the total of all dead plus frequently applied live loads. Total load includes all dead and live loads, including seismic and wind.

5.4.2 Installation

Under no circumstances shall the footings be installed upon potentially collapsible soils, non-engineered fills, loose or disturbed soils, topsoil, surface vegetation, root systems, rubbish, construction debris, or other deleterious materials. If unsuitable soils are encountered, they must be removed and replaced with compacted granular fill. If granular soils become loose or disturbed, they must be recompacted prior to pouring the concrete.

The width of structural replacement fill below footings should be equal to the width of the footing plus one foot for each foot of fill thickness.

5.4.3 Settlements

Based on wall and column loadings, soil bearing capacities, and the foundation recommendations as discussed above, we expect primary total settlement beneath individual foundations to be less than one inch.

The amount of differential settlement is difficult to predict because the subsurface and foundation loading conditions can vary considerably across the site. However, we anticipate differential settlement between adjacent foundations could vary from 0.5 to 0.75 inch. The final deflected shape of the structure will be dependent on actual foundation locations and loading.

5.5 LATERAL RESISTANCE

Lateral loads imposed upon foundations due to wind or seismic forces may be resisted by the development of passive earth pressures and friction between the base of the footings and the supporting soils. In determining frictional resistance, a coefficient of friction of 0.35 may be utilized for the footing interface with in situ natural clay and silt soils and 0.40 for footing interface with granular structural fill. Passive resistance provided by properly placed and compacted granular structural fill above the water table may be considered equivalent to a fluid with a density of 300 pounds per cubic foot. Below the water table, this granular soil should be considered equivalent to a fluid with a density of 150 pounds per cubic foot.

A combination of passive earth resistance and friction may be utilized provided that the friction component of the total is divided by 1.5.

5.6 LATERAL PRESSURES

Parameters, as presented within this section, are for backfills which will consist of drained soil placed and compacted in accordance with the recommendations presented herein.

The lateral pressures imposed upon subgrade facilities will, therefore, be basically dependent upon the relative rigidity and movement of the backfilled structure. For active walls, such as retaining walls which can move outward (away from the backfill), drained backfill may be considered equivalent to a fluid with a density of 40 pounds per cubic foot in computing lateral pressures. For more rigid subgrade walls that are not more than 10 inches thick, granular backfill may be considered equivalent to a fluid with a density of 50 pounds per cubic foot. For very rigid non-yielding walls, granular backfill should be considered equivalent to a fluid with a density of at least 60 pounds per cubic foot. The above values assume that the surface of the soils slope behind the wall is horizontal and that the granular fill within 3 feet of the wall will be compacted with hand-operated compacting equipment.

For seismic loading of below-grade walls, the uniform lateral pressures below, in pounds per square foot (psf), should be added based on wall depth and wall case:

Uniform Lateral Pressures			
Wall Height (Feet)	**Active Pressure Case (psf)**	**Moderately Yielding Case (psf)**	**At Rest/Non-Yielding Case (psf)**
4	15	40	60
6	25	55	90
8	35	75	120
10	40	95	150

5.7 FLOOR SLABS

Floor slabs may be established upon suitable natural subgrade soils or structural fill extending to suitable natural soils. Under no circumstances shall floor slabs be established directly over non-engineered fills, potentially collapsible soils, loose or disturbed soils, sod, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water.

To facilitate curing of the concrete and to provide a capillary moisture break, it is recommended that floor slabs be directly underlain by at least 4 inches of "free-draining" fill, such as "pea" gravel or three-quarters to one-inch minus clean gap-graded gravel.

Settlement of lightly loaded floor slabs designed according to previous recommendations (average uniform pressure of 200 pounds per square foot or less) is anticipated to be less than one-quarter of an inch.

5.8 PAVEMENTS

The natural clay soils and potentially collapsible soils will exhibit poor pavement support characteristics when saturated. All pavement areas must be prepared as previously discussed (see Section 5.2.1, Site Preparation). Under no circumstances shall pavements be established over unprepared non-engineered fills (if encountered), unprepared potentially collapsible soils, loose or disturbed soils, topsoil, surface vegetation, root systems, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water. With the subgrade soils and the projected traffic as discussed in Section 2, Proposed Construction, the pavement sections on the following page are recommended.

Residential Roadways

(Moderate Volume of Automobiles and Light Trucks,
Occasional Medium-Weight Trucks and Heavyweight Trucks)
[3 equivalent 18-kip axle loads per day]

Flexible Pavements:
(Asphalt Concrete)

3.0 inches	Asphalt concrete
8.0 inches	Aggregate base
Over	Properly prepared collapsible soils, natural subgrade soils, and/or structural site grading fill extending to properly prepared collapsible soils or natural subgrade soils

Rigid Pavements:
(Non-reinforced Concrete)

6.0 inches	Portland cement concrete (non-reinforced)
5.0 inches	Aggregate base
Over	Properly prepared and stabilized natural subgrade soils and/or structural site grading fill extending to properly prepared natural subgrade soils

For dumpster pads, we recommend a pavement section consisting of 6.5 inches of Portland cement concrete, 5.0 inches of aggregate base, over properly prepared natural subgrade or site grading structural fills. Dumpster pads should not be constructed overlying non-engineered fills under any circumstances.

These above rigid pavement sections are for non-reinforced Portland cement concrete. Concrete should be designed in accordance with the American Concrete Institute (ACI) and joint details should conform to the Portland Cement Association (PCA) guidelines. The concrete should have a minimum 28-day unconfined compressive strength of 4,000 pounds per square inch and contain 6 percent ±1 percent air-entrainment.

The crushed stone should conform to applicable sections of the current Utah Department of Transportation (UDOT) Standard Specifications. All asphalt material and paving operations should

meet applicable specifications of the Asphalt Institute and UDOT. A GSH technician shall observe placement and perform density testing of the base course material and asphalt.

Please note that the recommended pavement section is based on estimated post-construction traffic loading. If the pavement is to be constructed and utilized by construction traffic, the above pavement section may prove insufficient for heavy truck traffic, such as concrete trucks or tractor-trailers used for construction delivery. Unexpected distress, reduced pavement life, and/or premature failure of the pavement section could result if subjected to heavy construction traffic and the owner should be made aware of this risk. If the estimated traffic loading stated herein is not correct, GSH must review actual pavement loading conditions to determine if revisions to these recommendations are warranted.

5.9 CEMENT TYPES

The laboratory tests indicate that the natural soils tested contain a negligible amount of water soluble sulfates. Based on our test results, concrete in contact with the on-site soil will have a low potential for sulfate reaction (ACI 318, Table 4.3.1). Therefore, all concrete which will be in contact with the site soils may be prepared using Type I or IA cement.

5.10 GEOSEISMIC SETTING

5.10.1 General

Utah municipalities have adopted the International Building Code (IBC) 2018. The IBC 2018 code refers to ASCE 7-16 Minimum Design Loads and Associated Criteria for Buildings and Other Structures (ASCE 7-16) determines the seismic hazard for a site based upon mapping of bedrock accelerations prepared by the United States Geologic Survey (USGS) and the soil site class. The USGS values are presented on maps incorporated into the IBC code and are also available based on latitude and longitude coordinates (grid points).

5.10.2 Faulting

Based on our review of available literature, no active faults pass through or immediately adjacent to the site. The nearest active mapped fault consists of a trace of the Utah Lake Faults, located about 6.5 miles to the northeast of the site.

5.10.3 Soil Class

For dynamic structural analysis, the Site Class D - Stiff Soil Profile as defined in Chapter 20 of ASCE 7-16 (per Section 1613.3.2, Site Class Definitions, of IBC 2018) can be utilized.

5.10.4 Ground Motions

The IBC 2018 code is based on USGS mapping, which provides values of short and long period accelerations for average bedrock values for the Western United States and must be corrected for local soil conditions. The table below summarizes the peak ground and short and long period accelerations for the MCE event and incorporates the appropriate soil amplification factor for a Site Class D soil profile. Based on the site latitude and longitude (40.2905 degrees north and -112.0058 degrees west, respectively), the values for this site are tabulated on the following table:

Spectral Acceleration Value, T	Bedrock Boundary [mapped values] (% g)	Site Coefficient	Site Class D [adjusted for site class effects] (% g)	Design Values* (% g)
Peak Ground Acceleration	31.6	F_a = 1.219	38.5	25.7
0.2 Seconds (Short Period Acceleration)	S_S = 72.6	F_a = 1.219	S_{MS} = 88.5	S_{DS} = 59.0
1.0 Second (Long Period Acceleration)	S_1 = 26.4	F_v = N/A	S_{M1} = N/A	S_{D1} = N/A

* IBC 2018/ASCE 7-16 may require a site-specific study based on the project structural engineer's evaluation and recommendations. If needed, GSH can provide additional information and analysis including a complete site-specific study.

5.10.5 Liquefaction

The site is located in an area that has been identified by the Utah Geological Survey (UGS) as being a "low" liquefaction potential zone. Liquefaction is defined as the condition when saturated, loose, granular soils lose their support capabilities because of excessive pore water pressure, which develops during a seismic event. Clayey soils, even if saturated, will generally not liquefy during a major seismic event.

Liquefaction was not included in the scope of this study and would require a deeper (30+ foot) boring for engineering analysis.

5.11 SITE VISITS

GSH must verify that all topsoil/disturbed soils and any other unsuitable soils have been removed, that non-engineered fills (if encountered) potentially collapsible soils, have been removed and/or properly prepared, and that suitable soils have been encountered prior to placing site grading fills, footings, slabs, and pavements. Additionally, GSH must observe fill placement and verify in-place moisture content and density of fill materials placed at the site.

5.12 CLOSURE

If you have any questions or would like to discuss these items further, please feel free to contact us at (801) 685-9190.

Respectfully submitted,

GSH Geotechnical, Inc.

Robert A. Gifford
Project Engineer/Geologist

Reviewed by:

Alan D. Spilker, P.E.
State of Utah No. 334228
President/Senior Geotechnical Engineer

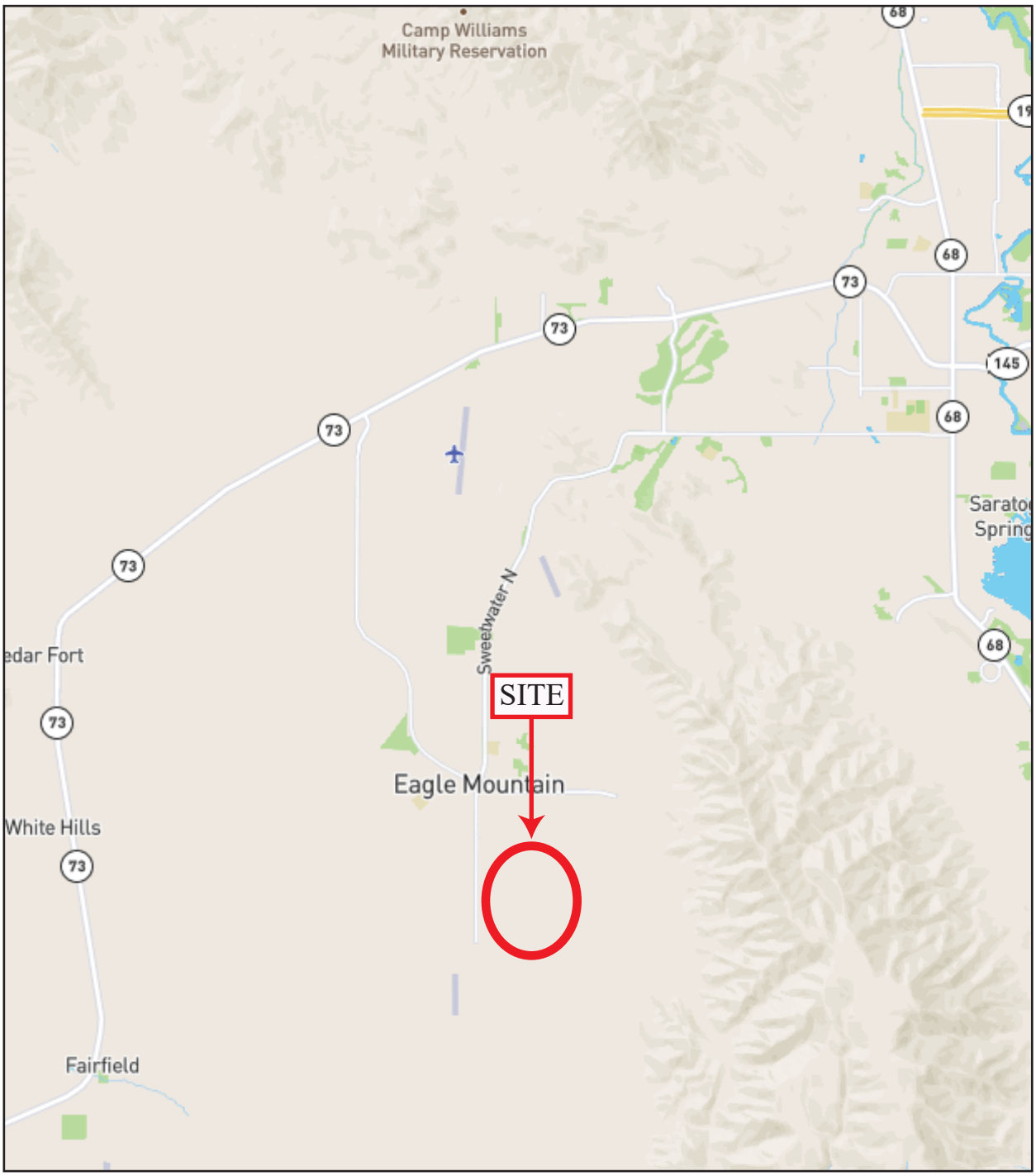
REGISTERED PROFESSIONAL ENGINEER
No. 334228
ALAN D. SPILKER
STATE OF UTAH

RAG/ADS:jlh

Encl. Figure 1, Vicinity Map
Figure 2, Site Plan
Figures 3A through 3EA, Log of Test Pits
Figure 4, Key to Test Pit Log (USCS)

Addressee (email)

FLAGSHIP HOMES
JOB NO. 1787-032-19



2 0 2 MI 4

FIGURE 1
VICINITY MAP

REFERENCE:
ALL TRAILS - NATIONAL GEOGRAPHIC TERRAIN
DATED 2019

GSH

FLAGSHIP HOMES
JOB NO. 1787-032-19

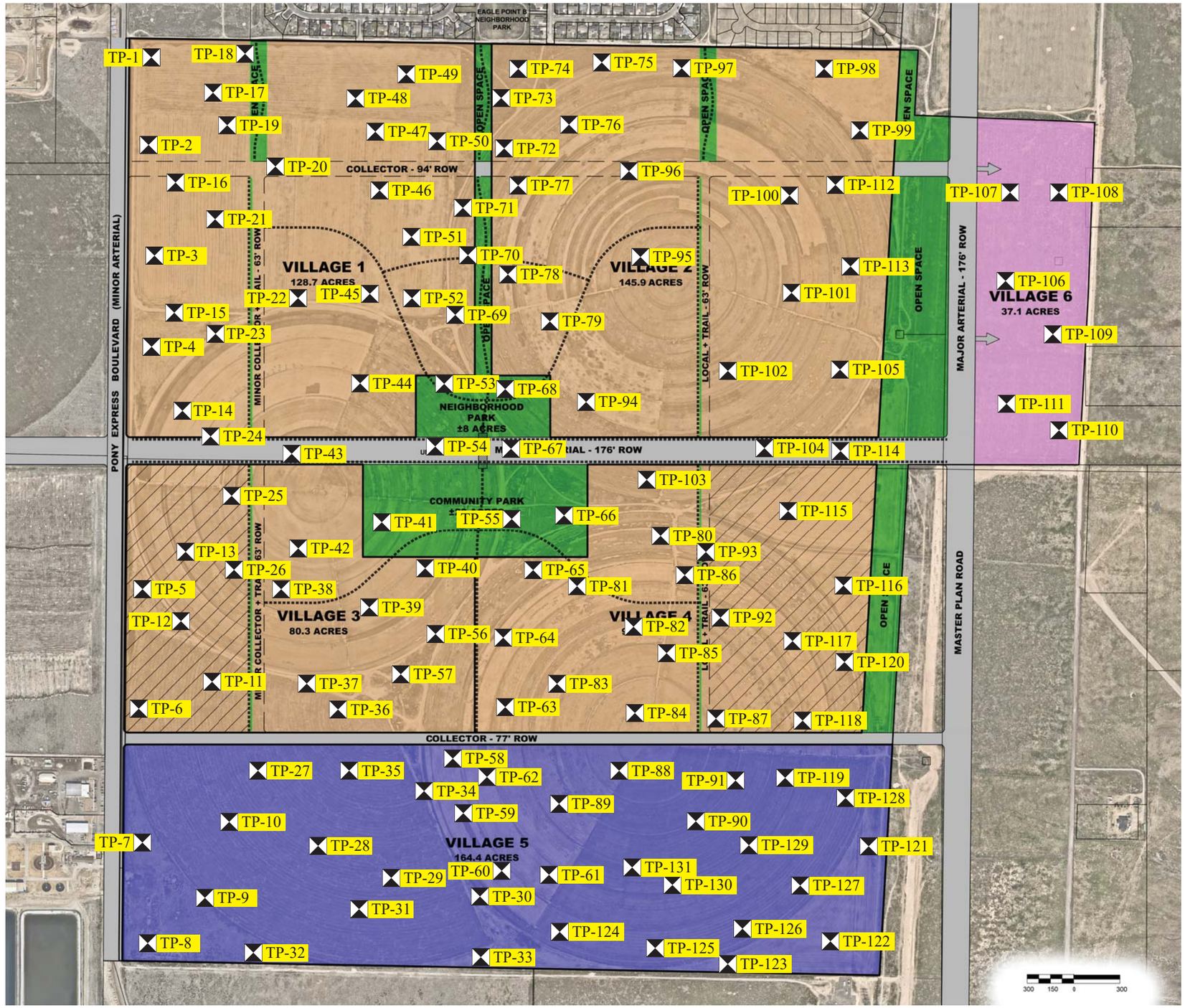


FIGURE 2
SITE PLAN

GSH

REFERENCE:
ADAPTED FROM DRAWING ENTITLED
"LAND USE CONCEPT 6" BY LEI, DATED 7/25/2019

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-1

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; light brown	0							dry medium stiff
	CL/ ML	FINE SANDY CLAY/FINE SANDY SILT light gray	5		5.4	82				slightly moist medium stiff
	CL	SILTY CLAY with some fine sand; dark gray	10							moist stiff
		End of exploration at 15.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 15.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3A

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-2

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; light brown	0							slightly moist medium stiff
			5							
	CL/ ML	SILTY CLAY/CLAYEY SILT with fine sand; light gray								moist medium stiff
			10							
	ML	FINE SANDY SILT brown								moist loose
					14.9		78.8			
		End of exploration at 13.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3B

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-3

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with fine sand; major roots (topsoil) to 6"; light brown	0							dry medium stiff
	CL	SILTY CLAY with fine sand; gray	5							slightly moist medium stiff
		grades with some fine sand	10							
		grades grayish-brown								
		End of exploration at 14.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 14.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3C

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-4

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with some fine sand; major roots (topsoil) to 6"; light gray	0							dry medium stiff
	CL	SILTY CLAY with some fine sand; gray	5							slightly moist medium stiff
			10							moist
										stiff
		End of exploration at 14.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3D

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-5

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL/ ML	SILTY CLAY/CLAYEY SILT major roots (topsoil) to 6"; brown	0							dry medium stiff
	CL	SILTY CLAY with some fine sand; brown	5							moist medium stiff
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT brown	10							moist medium dense
		End of exploration at 13.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 13.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3E

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-6

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
			5							slightly moist
										stiff
		grades gray	10							
										medium stiff
		End of exploration at 13.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3F

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-7

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY gray	0							slightly moist medium stiff
			5							
		grades with fine sand	10							
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT brown								slightly moist medium dense
		End of exploration at 14.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 14.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3G

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-8

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
										slightly moist
			5							
		grades dark gray								
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT gray	10							moist medium dense
		End of exploration at 12.5'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3H

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-9

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with major roots (topsoil) to 6"; gray	0							dry soft
			5							moist medium stiff
		grades with some fine sand	10							
		End of exploration at 14.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3I

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-10

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with major roots (topsoil) to 6"; light gray	0							dry medium stiff
		grades with some fine sand								
			5							slightly moist
		grades tan								
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3J

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-11

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/22/19 | DATE FINISHED: 8/22/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/22/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with major roots (topsoil) to 6"; light gray	0							dry medium stiff
		grades with some fine sand			11.8	99				
			5							slightly moist
										stiff
			10							
		grades gray								moist medium stiff
		End of exploration at 13.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3K

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-12

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; light brown	0							moist stiff
		grades olive gray	5							
			10							
	CL/ ML	SILTY CLAY/CLAYEY SILT dark brown								moist stiff
		End of exploration at 15.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 15.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3L

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-13

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; light brown	0							slightly moist medium stiff
										moist
		grades olive gray	5							
	CL/ ML	FINE SANDY CLAY/FINE SANDY SILT brown								very moist medium stiff
		End of exploration at 10.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	10							
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3M

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-14

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace sand; major roots (topsoil) to 6"; mineralization; olive gray with oxidation	0							moist stiff
										slightly moist
			5							
		grades with some fine sand; brown								very moist medium stiff
			10							
	ML	FINE SANDY SILT with clay; brown								very moist medium dense
					14.9		63.9			
		End of exploration at 15.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 15.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3N

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-15

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; olive gray	0							slightly moist medium stiff
										moist
			5		24.9	90				
	CL/ ML	FINE SANDY CLAY/FINE SANDY SILT gray								moist stiff
		End of exploration at 10.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	10							
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3O

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-16

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL/ ML	FINE SANDY CLAY/FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
										moist
		grades gray/brown	5							
	CL	SILTY CLAY gwith trace fine sand; light gray								moist stiff
			10							
			15							
		End of exploration at 15.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 15.0'.								
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3P

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-17

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with some silt and occasional layers of silty fine sand up to 2" thick; major roots (topsoil) to 6"; light brown	0							dry medium stiff
	CL	SILTY CLAY with some fine sand and layers of silty clay up to 1/4" thick; gray	5							slightly moist medium stiff
	SM/SC	SILTY/CLAYEY FINE SAND olive gray								moist medium dense
		End of exploration at 10.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	10							
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3Q

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-18

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	SM	SILTY FINE TO MEDIUM SAND with trace clay; major roots (topsoil) to 6"; light brown	0							dry medium dense
	CL	FINE SANDY CLAY with some silt; olive gray	5							slightly moist medium stiff
			10							moist
		End of exploration at 12.5'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.5'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3R

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-19

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	SM/ SC	SILTY/CLAYEY FINE TO MEDIUM SAND with major roots (topsoil) to 6"; brown	0							slightly moist medium dense
	CL	SILTY CLAY with some fine sand; brown/gray	5							moist medium stiff
		grades with trace fine sand; gray								very moist medium stiff
		End of exploration at 10.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	10							
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3S

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-20

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; light gray	0							slightly moist stiff
					14.4	100				
			5							
		grades with trace fine sand; brown	10							moist medium stiff
		End of exploration at 15.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 15.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3T

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-21

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with some clay; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand; brown	5							moist medium stiff
		End of exploration at 10.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	10							
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3U

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-22

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; olive gray	0							slightly moist medium stiff
			5							
		grades with trace fine sand; gray/dark gray								moist
			10							
	ML	CLAYEY SILT with fine sand; dark brown								moist medium stiff
		End of exploration at 12.5'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.5'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3V

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-23

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; light gray	0							slightly moist medium stiff
		grades with trace fine sand; olive gray	5							stiff
		grades gray/dark gray	10							
		End of exploration at 10.5'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3W

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-24

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/23/19 | DATE FINISHED: 8/23/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: BZ

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/23/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; olive gray	0							moist medium stiff
			5							
			10							very moist
	ML	CLAYEY SILT with fine sand; gray/dark brown								very moist medium stiff
		End of exploration at 12.5'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.5'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3X

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-25

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; gray	0							slightly moist medium stiff
			5							
	ML ML	FINE SANDY SILT gray								moist medium stiff
			10		20.5		85.9			
	CL	FINE SANDY CLAY with trace pinholes; gray								moist medium stiff
		End of exploration at 13.5'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 13.5'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3Y

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-26

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; gray	0							slightly moist medium stiff
	CL	FINE SANDY CLAY gray/brown	5							moist medium stiff
		grades dark gray	10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3Z

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-27

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; gray	0							dry medium stiff
					21.4	107				moist
		grades with trace fine sand	5							
	CL/ ML	SILTY CLAY/CLAYEY SILT with some fine to coarse sand; gray								moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AA

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-28

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; gray	0							slightly moist medium stiff
			5							
		grades with some fine sand; tan								
			10							
		grades with trace fine sand; gray								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AB

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-29

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; brown	0							slightly moist stiff
		grades with trace fine sand	5							
		grades gray/brown	10							moist medium stiff
	CL/ML	SILTY CLAY/CLAYEY SILT with fine sand; gray								moist medium stiff
		End of exploration at 12.5'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.5'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AC

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-30

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; light gray	0							slightly moist medium stiff
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT light brown	5							moist medium stiff
	CL/ ML	FINE SANDY CLAY/FINE SANDY SILT light brown	10							slightly moist medium stiff
	CL	SILTY CLAY with some fine to coarse sand; dark gray								slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AD

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-31

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; gray	0							dry medium stiff
		grades with some fine sand	5							
		grades with trace fine sand	10							
										slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AE

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-32

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; light gray	0							dry medium stiff
		grades with trace fine sand	5							
		grades with some fine sand; gray	10							slightly moist
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT with trace fine to coarse sand; brown			11.6		86.4			slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AF

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-33

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY tan	0							dry medium stiff
					12.9	87				
	ML	FINE SANDY SILT brown	5							slightly moist medium dense
	CL	SILTY CLAY with some fine to coarse sand; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AG

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-34

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; gray/brown	0							dry medium stiff
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
		grades with trace fine to coarse sand	10							
	CL/ML	SILTY CLAY/CLAYEY SILT with fine sand; brown								moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AH

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-35

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; brown	0							slightly moist medium stiff
			5							moist
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AI

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-36

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; tan	0							slightly moist medium stiff
					23.4	88				
		grades with trace fine sand; gray	5							moist
		grades with some fine sand	10							
		grades with trace fine sand								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AJ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-37

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with tract fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
		grades with some fine sand	5							
			10							moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AK

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-38

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/26/19 | DATE FINISHED: 8/26/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/26/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL/ ML	FINE SANDY CLAY/FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT brown								moist medium dense
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AL

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-39

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
		grades with some fine to coarse sand	5							
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT with clay; brown	10							moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AM

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-40

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; gray	0							slightly moist medium stiff
		grades with trace fine sand	5							moist medium stiff
	CL/ ML	SILTY CLAY/CLAYEY SILT brown	10							moist medium stiff
		End of exploration at 13.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AN

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-41

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							moist
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT brown								moist medium dense
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AO

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-42

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
		grades with trace fine sand	5		25.5	99				
	CL/ ML	SILTY CLAY/CLAYEY SILT with some fine sand; brown	10							moist medium stiff
	CL	SILTY CLAY with some fine sand; brown								moist soft
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AP

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-43

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT with trace fine sand; brown								moist medium dense
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AQ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-44

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
		grades with trace fine sand	10							moist
		grades with some fine sand								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AR

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-45

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
										slightly moist
		grades with trace fine sand	5							
										moist
			10							
		grades with some fine sand								slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AS

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-46

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL/ ML	SILTY CLAY/CLAYEY SILT with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
			5							
	CL	SILTY CLAY with trace fine sand; brown								moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AT

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-47

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
	SM	SILTY FINE SAND brown	5							slightly moist medium dense
	CL	SILTY CLAY with trace fine to coarse sand; brown	10							slightly moist stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AU

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-48

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	SM	SILTY FINE SAND with major roots (topsoil) to 6"; brown	0							dry medium dense
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT brown	5							slightly moist medium dense
			10							slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AV

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-49

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL/ ML	SILTY CLAY/CLAYEY SILT with fine to coarse sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
	CL	SILTY CLAY with some fine sand; brown								slightly moist medium stiff
			5							
										stiff
			10							
		grades with trace fine sand								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AW

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-50

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY brown	0							dry medium stiff
	CL	SILTY CLAY with some fine sand; brown	5							slightly moist medium stiff
		grades with trace fine to coarse sand	10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AX

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-51

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; brown	0							dry medium stiff
	SM	SILTY FINE SAND brown	5							slightly moist medium stiff
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT with pinholes; brown	10							slightly moist medium dense
	CL	SILTY CLAY with some fine sand; brown								slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AY

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-52

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; brown	0							dry medium stiff
										slightly moist
			5							
	CL	SILTY CLAY with some fine sand; brown	10							moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3AZ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-53

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	SM/ CL	SILTY FINE SAND/FINE SANDY CLAY with major roots (topsoil) to 6"; brown	0							slightly moist medium dense
	CL	SILTY CLAY with some fine sand; brown			40.2	74				slightly moist medium stiff
			5							
			10							
	CL	FINE SANDY CLAY brown								slightly moist stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BA

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-54

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	FINE SANDY CLAY gray/brown	5							slightly moist medium stiff
		grades with trace fine sand								
			10							moist medium stiff
		gades with some fine sand								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BB

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-55

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
			5							slightly moist
			10							moist
		grades with trace fine sand								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BC

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-56

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; brown	0							dry medium stiff
										slightly moist
			5							
	CL	SILTY CLAY with some fine sand; brown								moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BD

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-57

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
					7.7	99				
			5							
		grades with trace fine sand								slightly moist
			10							
	ML	CLAYEY SILT with some fine sand; brown								moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BE

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-58

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							slightly moist soft
					21.6		80.2			
			5		33.7	35				medium stiff
	ML	CLAYEY SILT with trace fine sand; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BF

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-59

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with silt; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
	ML	CLAYEY SILT with some fine sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BG

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-60

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; brown	0							slightly moist soft
										medium stiff
			5							
	CL	SILTY CLAY with trace sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BH

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-61

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with fine sand; major roots (topsoil) to 6" brown	0							slightly moist medium stiff
			5							
		grades with some sand								
			10							
		grades with trace fine sand								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BI

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-62

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; brown	0							dry medium stiff
		grades with trace fine sand	5							slightly moist
	ML	CLAYEY SILT with some fine sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BJ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-63

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	FINE SANDY CLAY with major roots (topsoil) to 6"; brown	0							dry medium stiff
										slightly moist
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BK

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-64

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
					27.9	72				
			5							
	ML	FINE SANDY SILT wih clay; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BL

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-65

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE TO COARSE SANDY SILT with clay; major roots (topsoil) to 6"; brown	0							slightly moist medium dense
			5							
	CL	SILTY CLAY with some fine sand; brown								slightly moist medium stiff
			10							
		grades with trace fine sand								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BM

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-66

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							dry medium dense
	CL	SILTY CLAY with trace sand; brown	5							slightly moist medium stiff
			10							slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BN

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-67

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							dry medium dense
	CL	SILTY CLAY with some fine sand; brown	5							slightly moist stiff
	ML	CLAYEY SILT with fine sand; brown								slightly moist medium stiff
		grades fine sandy silt	10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BO

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-68

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY wih some fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
					21.5	24				
			5							
		grades with trace fine sand	10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BP

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-69

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
			10							moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BQ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-70

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			5							
										moist
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BR

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-71

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand; brown	5 10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BS

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-72

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT brown	0							dry medium stiff
	CL	SILTY CLAY with trace fine sand; brown			30.0	84				slightly moist medium stiff
			5							
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BT

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-73

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	SM/ ML	SILTY FINE SAND/FINE SANDY SILT brown	0							dry medium dense
					6.5		47.3			
			5							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BU

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-74

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							dry medium dense
	CL	SILTY CLAY with trace fine to coarse sand; brown	5 10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BV

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-75

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/27/19 | DATE FINISHED: 8/27/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/27/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with fine to coarse sand; major roots (topsoil) to 6"; brown	0							dry medium dense
			5							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BW

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-76

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/29/19 | DATE FINISHED: 8/29/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/29/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium dense
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BX

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-77

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/29/19 | DATE FINISHED: 8/29/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/29/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							slightly moist soft
			5							moist
		grades with trace fine sand	10							slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BY

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-78

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/29/19 | DATE FINISHED: 8/29/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/29/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
		grades with trace fine sand	5							moist
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3BZ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-79

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/29/19 | DATE FINISHED: 8/29/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/29/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
					26.3	82				
	ML	SILT with trace fine sand; brown	5							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CA

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-80

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
			10							
	ML	FINE SANDY SILT with silty clay; brown								slightly moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CB

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-81

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	FINE SANDY CLAY brown	5							slightly moist medium stiff
		grades with trace fine sand and some silt	10							
	ML	CLAYEY SILT with trace fine sand; brown								moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CC

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-82

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							dry medium stiff
	CL	SILTY CLAY with trace sand; brown	5							slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CD

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-83

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
			5							slightly moist
		grades with trae fine to coarse sand								
	ML	FINE SANDY SILT brown	10							slightly moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CE

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-84

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
		grades with silt	5							
		grades with trae fine to coarse sand	10							
	ML	FINE SANDY SILT brown								slightly moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CF

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-85

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	10 15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CG

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-86

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
	ML	FINE SANDY SILT with some clay; brown	5							dry medium dense
	CL	SILTY CLAY with trace fine sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CH

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-87

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine to coarse sand; brown			26.7					slightly moist medium stiff
			5							
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CI

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-88

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
	ML	FINE SANDY SILT brown	10							slightly moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CJ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-89

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML/ CL	FINE SANDY SILT/FINE SANDY CLAY with trace fine to coarse sand; major roots (topsoil) to 6"; brown	0							dry soft
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist soft
	ML	CLAYEY SILT with fine sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CK

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-90

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	SILT with major roots (topsoil)to 6"; brown	0							slightly moist medium stiff
		grades fine sand	5							
	CL	SILTY CLAY with trace fine sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CL

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-91

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil)to 6"; with pinholesbrown	0							dry medium stiff
	ML	CLAYEY SILT with fine sand; brown	5							slightly moist medium stiff
	CL	SILTY CLAY with fine sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CM

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-92

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with some fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	ML	FINE SANDY SILT brown								slightly moist medium dense
			5							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			10							
		grades with trace fine sand								
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CN

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-93

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; brown	0							slightly moist medium stiff
					33.0	82				
			5							
		grades with fine sand	10							
	ML	FINE SANDY SILT with clay; brown			14.2		72.3			slightly moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CO

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-94

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with some clay; major roots (topsoil) to 6"; brown	0							dry medium stiff
					16.3		85.5			
	CL	SILTY CLAY with trace fine sand and some silt; brown	5							dry medium stiff
			10							slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CP

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-95

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with trace clay; major roots (topsoil) to 6"; brown	0							dry medium dense
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CQ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-96

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 8/30/19 | DATE FINISHED: 8/30/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (8/30/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
			5							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			10							moist soft
										slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CR

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-97

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
					29.6	82				
	CL	SILTY CLAY with trace fine sand; brown								dry medium stiff
			5							
	CL/ ML	SILTY CLAY/CLAYEY SILT with trace fine sand; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CS

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-98

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							dy medium stiff
	ML	FINE SANDY SILT brown	5							slightly moist loose
	CL	SILTY CLAY with trace fine sand; brown	10							dry medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CT

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-99

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium dense
										soft
			5							
	CL	FINE SANDY CLAY with trace fine sand and silt; brown								dry medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CU

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-100

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with race fine sand and silt; brown	5							slightly moist medium stiff
	ML	FINE SANDY SILT brown	10							slightly moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CV

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-101

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-019

PROJECT: ProposedEagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							dry medium dense
					19.3		54.5			
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			5							
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CW

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-102

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	ML	CLAYEY SILT with trace fine sand and clay; brown	5							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand and some silt; brown								slightly moist medium stiff
		grades with pinholes/roots	10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CX

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-103

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand; brown	5		41.9	24				slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CY

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-104

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium dense
	CL	SILTY CLAY with trace fine sand and silt; brown	5							slightly moist medium stiff
			10					42	19	
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3CZ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-105

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/3/19 | DATE FINISHED: 9/3/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/3/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							dry medium dense
			5							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			10							
	ML	CLAYEY SILT with fine sand; brown								slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DA

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-106

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
			10							
	CL	SILTY CLAY with fine sand; brown								slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DB

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-107

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; organics?; brown	0							slightly moist medium stiff
					23.3	64				
			5							
			10							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DC

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-108

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; organics?; brown	0 5							slightly moist medium stiff
	ML	FINE SANDY SILT brown	10							slightly moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DD

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-109

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium dense
			5							
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DE

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-110

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium dense
					9.2	77				
	ML	CLAYEY SILT with trace fine sand; brown	5							slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DF

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-111

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	ML	FINE SANDY SILT with trace fine sand; pinholes/roots; brown	5							slightly moist medium dense
	CL	SILTY CLAY with trace sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DG

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-112

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DH

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-113

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trac fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	ML	FINE SANDY SILT brown	5							slightly moist medium dense
	CL	SILTY CLAY with trace fine sand; brown	10							slightly moist medium dense
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DI

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-114

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DJ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-115

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
			5							
			10							slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DK

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-116

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	CL	SILTY CLAY with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
					7.1	85				
			5							
			10							slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DL

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-117

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with some fine sand; brown	5							slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DM

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-118

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/4/19 | DATE FINISHED: 9/4/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/4/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium dense
					16.9		62.4			
	CL	SILTY CLAY with fine sand; brown	5							slightly moist medium stiff
		grades with trace fine sand and silt	10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DN

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-119

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with some sand and silt; major roots (topsoil) to 6"; brown	0							dry medium dene
										slightly moist
			5							
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DO

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-120

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
		grades fine to sandy silt	5							
	CL	SILTY CLAY with fine sand; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DP

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-121

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with some fine to coarse sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
		grades fine sandy silt								
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DQ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-122

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine to coarse sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
	CL	SILTY CLAY with trace fine to coarse sand; brown with trace fine to coarse sand; brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DR

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-123

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with some sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
					8.0	70				
		grades fine sandy silt	5							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DS

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-124

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium dense
	CL	SILTY CLAY with trace fine sand; brown	5							slightly moist medium stiff
			10							slightly moist
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DT

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-125

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
	CL	SILTY CLAY with trace fine sand and silt; brown	5							slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DU

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-126

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with some fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
			5							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DV

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-127

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southease of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with trace fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
			5							
			10							
	CL	SILTY CLAY with trace fine sand; brown								slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DW

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-128

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							dry medium dense
					5.2	73				
			5							
	CL	SILTY CLAY with trace fine to sand; brown	10							slightly moist medium stiff
	ML/CL	FINE SANDY SILT/FINE SANDY CLAY brown								slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DX

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-129

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	CLAYEY SILT with fine sand; major roots (topsoil) to 6"; brown	0							dry medium stiff
				◢						
			5	◢						
				◢						
			10							
	CL	FINE SANDY CLAY brown		◢						dry medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DY

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-130

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							slightly moist medium stiff
			5							
	CL	FINE SANDY CLAY with silt; brown								slightly moist medium stiff
			10							
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation. Installed 1.25" diameter slotted PVC pipe to 12.0'.								
			15							
			20							
			25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3DZ

TEST PIT LOG

Page: 1 of 1

TEST PIT: TP-131

CLIENT: Flagship Homes | PROJECT NUMBER: 1787-032-19

PROJECT: Proposed Eagle Mountain 750-Acre Development | DATE STARTED: 9/5/19 | DATE FINISHED: 9/5/19

LOCATION: Southeast of Pony Express Parkway & Bountiful Lane, Eagle Mountain, Utah | GSH FIELD REP.: JM

EXCAVATING METHOD/EQUIPMENT: KXO57 - Trackhoe

GROUNDWATER DEPTH: Not Encountered (9/5/19) | ELEVATION: ---

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
		Ground Surface								
	ML	FINE SANDY SILT with major roots (topsoil) to 6"; brown	0							dry medium dense
	CL	SILTY CLAY with some fine sand; brown	5							slightly moist medium stiff
	CL	FINE SANDY CLAY brown	10							slightly moist medium stiff
		End of exploration at 12.0'. No significant sidewall caving. No groundwater encountered at time of excavation.	15 20 25							

See Subsurface Conditions section in the report for additional information.

FIGURE 3EA

CLIENT: Flagship Homes
PROJECT: Proposed Eagle Mountain 750-Acre Development
PROJECT NUMBER: 1787-032-19

KEY TO TEST PIT LOG

WATER LEVEL	USCS	DESCRIPTION	DEPTH (FT.)	SAMPLE SYMBOL	MOISTURE (%)	DRY DENSITY (PCF)	% PASSING 200	LIQUID LIMIT (%)	PLASTICITY INDEX	REMARKS
①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪

COLUMN DESCRIPTIONS

① **Water Level:** Depth to measured groundwater table. See symbol below.

② **USCS:** (Unified Soil Classification System) Description of soils encountered; typical symbols are explained below.

③ **Description:** Description of material encountered; may include color, moisture, grain size, density/consistency,

④ **Depth (ft.):** Depth in feet below the ground surface.

⑤ **Sample Symbol:** Type of soil sample collected at depth interval shown; sampler symbols are explained below.

⑥ **Moisture (%):** Water content of soil sample measured in laboratory; expressed as percentage of dryweight of

⑦ **Dry Density (pcf):** The density of a soil measured in laboratory; expressed in pounds per cubic foot.

⑧ **% Passing 200:** Fines content of soils sample passing a No. 200 sieve; expressed as a percentage.

⑨ **Liquid Limit (%):** Water content at which a soil changes from plastic to liquid behavior.

⑩ **Plasticity Index (%):** Range of water content at which a soil exhibits plastic properties.

⑪ **Remarks:** Comments and observations regarding drilling or sampling made by driller or field personnel. May include other field and laboratory test results using the following abbreviations:

CEMENTATION:

Weakly: Crumbles or breaks with handling or slight finger pressure.

Moderately: Crumbles or breaks with considerable finger pressure.

Strongly: Will not crumble or break with finger pressure.

MODIFIERS:

Trace <5%

Some 5-12%

With > 12%

MOISTURE CONTENT (FIELD TEST):

Dry: Absence of moisture, dusty, dry to the touch.

Moist: Damp but no visible water.

Saturated: Visible water, usually soil below water table.

Descriptions and stratum lines are interpretive; field descriptions may have been modified to reflect lab test results. Descriptions on the logs apply only at the specific boring locations and at the time the borings were advanced; they are not warranted to be representative of subsurface conditions at other locations or times.

UNIFIED SOIL CLASSIFICATION SYSTEM (USCS)

MAJOR DIVISIONS			USCS SYMBOLS	TYPICAL DESCRIPTIONS
COARSE-GRAINED SOILS More than 50% of material is larger than No. 200 sieve size.	GRAVELS More than 50% of coarse fraction retained on No. 4 sieve.	CLEAN GRAVELS (little or no fines)	GW	Well-Graded Gravels, Gravel-Sand Mixtures, Little or No Fines
			GP	Poorly-Graded Gravels, Gravel-Sand Mixtures, Little or No Fines
		GRAVELS WITH FINES (appreciable amount of fines)	GM	Silty Gravels, Gravel-Sand-Silt Mixtures
			GC	Clayey Gravels, Gravel-Sand-Clay Mixtures
	SANDS More than 50% of coarse fraction passing through No. 4 sieve.	CLEAN SANDS (little or no fines)	SW	Well-Graded Sands, Gravelly Sands, Little or No Fines
			SP	Poorly-Graded Sands, Gravelly Sands, Little or No Fines
		SANDS WITH FINES (appreciable amount of fines)	SM	Silty Sands, Sand-Silt Mixtures
			SC	Clayey Sands, Sand-Clay Mixtures
FINE-GRAINED SOILS More than 50% of material is smaller than No. 200 sieve size.	SILTS AND CLAYS Liquid Limit less than 50%		ML	Inorganic Silts and Very Fine Sands, Rock Flour, Silty or Clayey Fine Sands or Clayey Silts with Slight Plasticity
			CL	Inorganic Clays of Low to Medium Plasticity, Gravelly Clays, Sandy Clays, Silty Clays, Lean Clays
			OL	Organic Silts and Organic Silty Clays o f Low Plasticity
	SILTS AND CLAYS Liquid Limit greater than 50%		MH	Inorganic Silts, Micacious or Diatomacious Fine Sand or Silty Soils
			CH	Inorganic Clays of High Plasticity, Fat Clays
			OH	Organic Silts and Organic Clays of Medium to High Plasticity
HIGHLY ORGANIC SOILS			PT	Peat, Humus, Swamp Soils with High Organic Contents

Note: Dual Symbols are used to indicate borderline soil classifications.

STRATIFICATION:

DESCRIPTION	THICKNESS
Seam	up to 1/8"
Layer	1/8" to 12"

Occasional: One or less per 6" of thickness

Numerous; More than one per 6" of thickness

TYPICAL SAMPLER GRAPHIC SYMBOLS

- Bulk/Bag Sample
- Standard Penetration Split Spoon Sampler
- Rock Core
- No Recovery
- 3.25" OD, 2.42" ID D&M Sampler
- 3.0" OD, 2.42" ID D&M Sampler
- California Sampler
- Thin Wall

WATER SYMBOL

- Water Level

FIGURE 4

GSH

Russell L. Christensen
Nebo Environmental, LLC
Russell@NeboEnv.com
801-602-9702

Environmental Impact Report to Eagle Mountain City in support of Land Use Plan for Flagship EM Holding LLC, Parcel 59:018:0044, Eagle Mountain, Utah County, Utah

This Environmental Impact Report is prepared by Nebo Environmental LLC in behalf of Flagship EM Holdings LLC (Flagship) as part of Flagship's Land Use Plan for a master development to be undertaken in Eagle Mountain, Utah County, Utah and fulfills requirements of Eagle Mountain Municipal Code Section 16.10.050 paragraph B.3.

The subject property is a 747.03 acre Parcel #59:018:0044 located roughly in the south portion of Eagle Mountain and east of Pony Express Pkwy. The entire parcel is currently used for agricultural purposes including farmland and cropland. It is bounded on the north by residential housing; on the west by cropland and public works facilities; on the south and east by agricultural grazing land. The land is essentially level to be conducive with sprinkler irrigation supplied by onsite or adjacent water well systems.

The parcel has substantially agricultural vegetation on the surface with no open watercourses, surface impoundments, debris, or waste repositories.

Land development activities are anticipated to be consistent with other residential, commercial, industrial and recreational land development activities recently or currently being performed in the area.

The Utah County land use records show this land being used historically for agricultural purposes.

No areas of this parcel have been identified as being sensitive lands including no wetlands determination as shown on the National Wetlands Inventory of the U.S. Fish and Wildlife Service.

No areas of this parcel are included on the National Register of Historical Places listing in Utah County, Utah.

Because the entire parcel has been used for agricultural use, it is not expected that the land is conducive to threatened or endangered plant species that are known to occur or are believed to occur in Utah County. No endangered plant species were identified during a site visit in May 2020.

Submitted by:
Russell L. Christensen
Environmental Professional
Nebo Environmental LLC

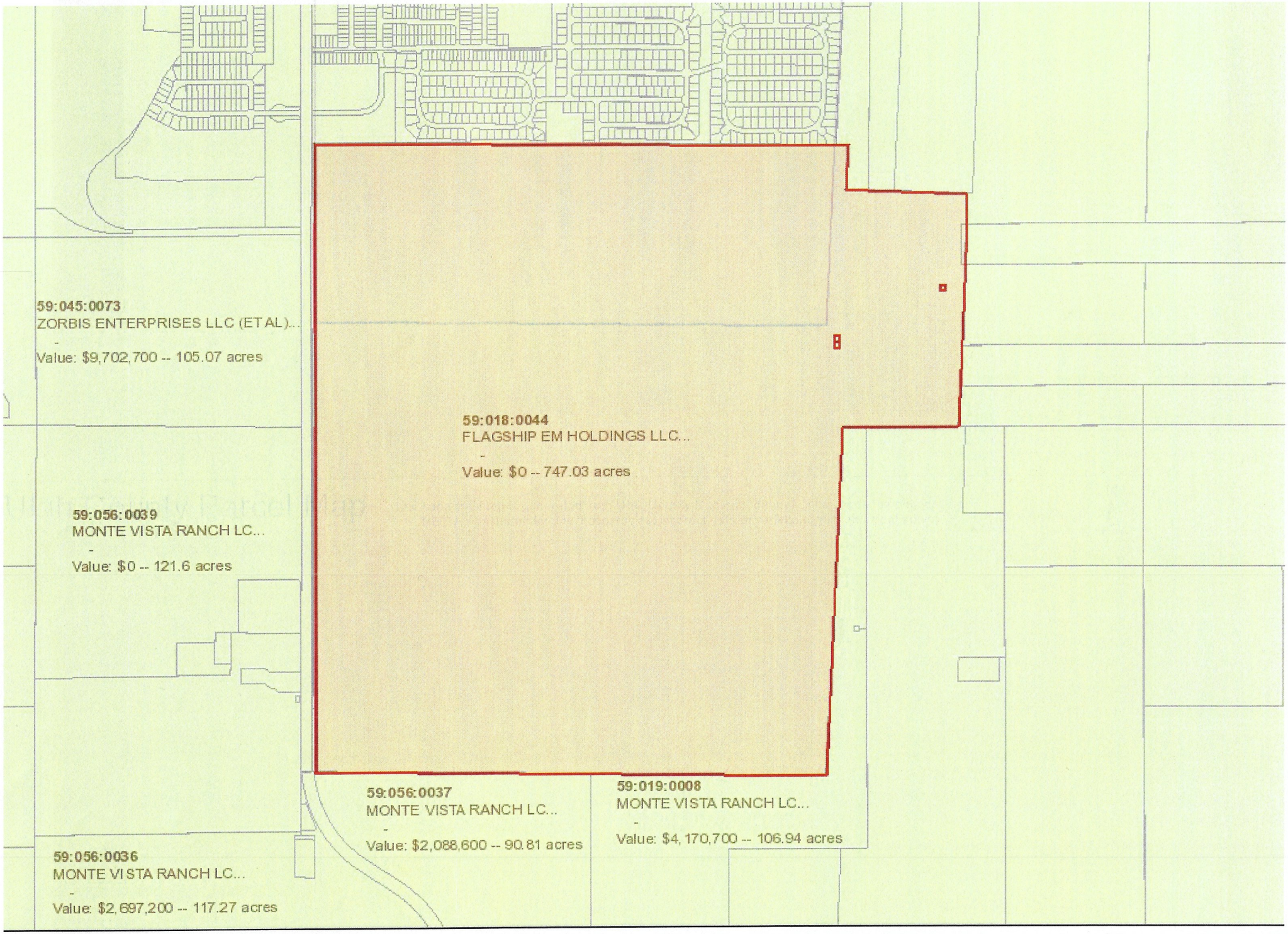
Utah County Parcel Map

Flagship EM Holdings parcel

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorect data or variations with an actual survey

Date: 5/25/2020

N



Utah County Parcel Map

590180044

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorect data or variations with an actual survey

Date: 5/22/2020

N

U.S. Fish and Wildlife Service

National Wetlands Inventory

Natl Wetlands Inv Eagle Mtn

May 25, 2020

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

U.S. Fish & Wildlife Service

ECOS

ECOS / Species Reports / Species By County Report

Species By County Report

The following report contains Species that are known to or are believed to occur in this county. Species with range unrefined past the state level are now excluded from this report. If you are looking for the Section 7 range (for Section 7 Consultations), please visit the IPaC application.

County: Utah, Utah

CSV

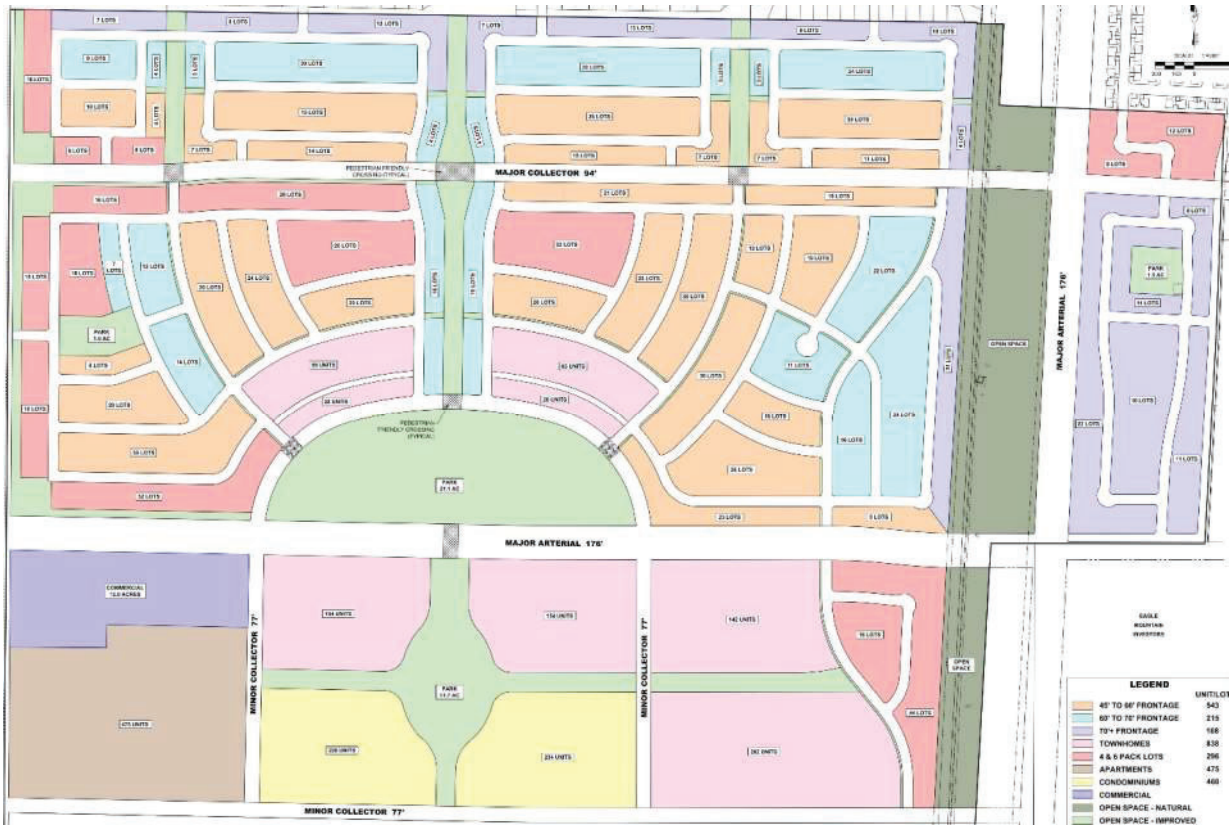
Need to contact a FWS field office about a species? Follow this link to find your local FWS Office.

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Birds	Yellow-billed Cuckoo (*Coccyzus americanus*)	Western U.S. DPS	Threatened	Arizona Ecological Services Field Office			
Fishes	June sucker (*Chasmistes liorus*)	Wherever found	Endangered	Utah Ecological Services Field Office	June Sucker	Implementation Progress	Final
Flowering Plants	Deseret milkvetch (*Astragalus desereticus*)	Wherever found	Recovery	Utah Ecological Services Field Office			
Flowering Plants	Clay phacelia (*Phacelia argillacea*)	Wherever found	Endangered	Utah Ecological Services Field Office	Clay Phacelia	Implementation Progress	Final
Flowering Plants	Ute ladies'-tresses (*Spiranthes diluvialis*)	Wherever found	Threatened	Utah Ecological Services Field Office	Ute Ladies'-Tresses Draft Recovery Plan	Implementation Progress	Draft

HALES ENGINEERING
innovative transportation solutions

Ault Farm

Traffic Impact Study



Eagle Mountain, Utah

July 17, 2020

UT20-1681

LICENSED PROFESSIONAL ENGINEER
NO. 295699
RYAN R. HALES
07/17/2020
STATE OF UTAH

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Ault Farm development located in Eagle Mountain, Utah. The Ault Farm project is located on the east side of Pony Express Parkway, to the south of Eagle Mountain Boulevard.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2025 and 2040 conditions were also analyzed.

The peak hour levels of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1
Level of Service Results - Ault Farm TIS

	Intersection	Existing (2020)					Future (2025)						Future (2040)				
		Background			Plus Project		Background			Plus Project			Background			Plus Project	
		AM	PM	PM Mit	AM	PM	AM	PM	PM Mit	AM	PM	PM Mit	AM	PM	PM Mit	AM	PM
A	Eagle Mountain Boulevard / Pony Express Parkway	A	A	A	A	B	A	B	B	A	F	B	A	E	B	A	B
B	Eagle Mountain Boulevard / SR-73	c	e	B	B	B	B	B	B	B	C	C	B	C	C	C	D
C	Lone Tree Parkway / Pony Express Parkway	b	f	A	A	A	A	A	A	A	A	A	A	A	A	A	A
D	Ranches Parkway / Pony Express Parkway	B	C	C	B	C	B	E	D	B	F	D	B	F	C	C	D
E	North Collector / Pony Express Parkway	-	-	-	a	a	a	a	a	b	b	c	b	b	b	d	e
F	Road 1 / Pony Express Parkway	-	-	-	a	a	-	-	-	a	a	a	-	-		c	a
G	3400 North / Pony Express Parkway	-	-	-	a	a	a	a	a	a	b	b	c	c	c	B	B
H	South Collector / Pony Express Parkway	-	-	-	a	a	-	-	-	a	a	a	a	a	a	a	a
I	Road 2 / 3400 North	-	-	-	a	a	-	-	-	a	a	a	-	-		a	c
J	Road 3 / 3400 North	-	-	-	a	a	-	-	-	a	a	a	-	-		b	c
K	Road 4 / 3400 North	-	-	-	a	a	-	-	-	a	a	a	-	-		c	d
L	Airport Road / Pony Express Parkway	-	-	-	-	-	-	-	-	-	-	-	C	C	C	C	D
M	Eagle Mountain Boulevard / Airport Road	-	-	-	-	-	-	-	-	-	-	-	c	d	c	B	B
N	North Collector / Airport Road	-	-	-	-	-	-	-	-	-	-	-	a	a	a	B	B
O	3400 North / Airport Road	-	-	-	-	-	-	-	-	-	-	-	b	b	b	C	C
P	South Collector / Airport Road	-	-	-	-	-	-	-	-	-	-	-	a	a	a	a	a

TABLE ES-2
Recommended Storage Lengths
Eagle Mountain - Ault Farms TIS

Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Eagle Mountain Blvd / Pony Express Pkwy	175	50	100	125	150	275	200	100
Eagle Mountain Blvd / SR-73	250	125	100	100	125	280 / 300	75 / 500	100
Lone Tree Pkwy / Pony Express Pkwy	70 / 100	-	-	70 / 125	100 / 200	-	-	-
Ranches Pkwy / Pony Express Pkwy	125	-	125 / 525	500	100 / 350	100	110 / 425	425
North Collector / Pony Express Pkwy	50	-	50	-	75	50	50	50
Road 1 / Pony Express Pkwy	-	-	50	-	-	-	-	50
3400 North / Pony Express Pkwy	50	-	150	100	100	50	50	75
South Collector / Pony Express Pkwy	-	-	50	-	-	-	-	50
Road 2 / 3400 North	-	50	-	50	50	-	50	-
Road 3 / 3400 North	-	50	-	50	50	-	50	-
Road 4 / 3400 North	-	50	-	50	50	-	50	-
Airport Road / Pony Express Pkwy	325	175	425	100	250	425	425	200
Eagle Mountain Blvd / Airport Road	50	-	225	75	125	75	50	75
North Collector / Airport Road	50	50	100	125	150	50	50	50
3400 North / Airport Road	50	50	75	175	275	50	50	50
South Collector / Airport Road	50	-	-	-	-	75	-	-

Current storage length (if applicable) / Recommended storage length
Source: Hales Engineering, July 2020

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- The Eagle Mountain Boulevard / SR-73 and Lone Tree Parkway / Pony Express Parkway intersections are currently operating at an unacceptable LOS during the evening peak hour in existing (2020) background conditions.
    - *Recommendation:* Install a signal at the Eagle Mountain Boulevard / SR-73 intersection with permissive/protected left-turn phasing on the westbound approach.
    - *Recommendation:* Install a signal at the Lone Tree Parkway / Pony Express Parkway intersection.
- The development will consist of residential townhome, condo, apartment, and single-family units, and a commercial area.
- All study intersections are anticipated to operate at an acceptable LOS during the morning and evening peak hour with project traffic added.
- The Ranches Parkway / Pony Express Parkway intersection is anticipated to operate at an unacceptable LOS during the evening peak hour in future (2025) background conditions
    - *Recommendation:* Construct dual eastbound protected left-turn lanes at the Ranches Parkway / Pony Express Parkway intersection.
- The Eagle Mountain Boulevard / Pony Express Parkway and Ranches Parkway / Pony Express Parkway intersections are anticipated to operate at unacceptable LOS during the future (2025) evening peak hour with project traffic added.

- *Recommendation:* Add a right-turn pocket on the westbound approach of the Ranches Parkway / Pony Express Parkway intersection.
- *Recommendation:* Convert the current roundabout at the Eagle Mountain Boulevard / Pony Express Parkway intersection to a signalized intersection.

- The following changes to the roadway network were anticipated to be warranted in future (2040) background traffic conditions:
  - Dual westbound left-turn and northbound channelized free right-turn at the Eagle Mountain Boulevard / SR-73 intersection.
  - According to MAG plans, it was assumed that Eagle Mountain Boulevard was widened to two lanes in each direction by 2040.
- The Eagle Mountain Boulevard / Pony Express Parkway and Ranches Parkway / Pony Express Parkway intersections are anticipated to operate at unacceptable LOS during the future (2040) background conditions.
  - *Recommendation:* Install a southbound channelized free right-turn at the Ranches Parkway / Pony Express Parkway intersection.
  - *Recommendation:* Install an additional northbound and southbound through lane at the Eagle Mountain Boulevard / Pony Express Parkway intersection.
  - *Recommendation*: Consistent with MAG TDM results, which projects over 45,000 vehicles per day on Pony Express Parkway between Ranches Parkway and Airport Road, Hales Engineering recommends widening Pony Express Parkway to 3-lanes in each direction from Ranches Parkway to south of Airport Road.
- The following changes to the roadway network were found to be warranted in future (2040) plus project traffic conditions during the evening peak hour:
  - A traffic signal at the Eagle Mountain Boulevard / Airport Road intersection
  - A traffic signal at the North Collector / Airport Road intersection
  - A traffic signal at the 3400 North / Airport Road intersection
  - A traffic signal at the 3400 North / Pony Express Parkway intersection
  - Dual southbound left-turn lanes at the Airport Road / Pony Express intersection.
- The North Collector / Pony Express Parkway intersection is anticipated to operate at an unacceptable LOS during the evening peak hour in future (2040) plus project conditions.
  - *Recommendation:* Install a traffic signal at the North Collector / Pony Express Parkway intersection when warrants are met.

TABLE OF CONTENTS

EXECUTIVE SUMMARY ..... **i**
SUMMARY OF KEY FINDINGS/RECOMMENDATIONS ii
TABLE OF CONTENTS ..... **iv**
LIST OF TABLES ..... **vi**
LIST OF FIGURES ..... **vi**
I. INTRODUCTION **1**
A. Purpose 1
B. Scope 2
C. Analysis Methodology 2
D. Level of Service Standards 3
II. EXISTING (2020) BACKGROUND CONDITIONS **5**
A. Purpose 5
B. Roadway System 5
C. Traffic Volumes 5
D. Level of Service Analysis 6
E. Queuing Analysis 6
F. Mitigation Measures 7
G. Mitigated Scenario 7
III. PROJECT CONDITIONS **9**
A. Purpose 9
B. Project Description 9
C. Trip Generation 9
D. Trip Distribution and Assignment 10
E. Access 15
IV. EXISTING (2020) PLUS PROJECT CONDITIONS **16**
A. Purpose 16
B. Traffic Volumes 16
C. Level of Service Analysis 16
D. Queuing Analysis 16
E. Mitigation Measures 16
V. FUTURE (2025) BACKGROUND CONDITIONS **19**
A. Purpose 19
B. Roadway Network 19
C. Traffic Volumes 19
D. Level of Service Analysis 19
E. Queuing Analysis 19
F. Mitigation Measures 21
G. Mitigated Scenario 21
VI. FUTURE (2025) PLUS PROJECT CONDITIONS **22**
A. Purpose 22
B. Traffic Volumes 22
C. Level of Service Analysis 22

D. Queuing Analysis 22
E. Mitigation Measures 22
F. Mitigated Scenario 24

VII. FUTURE (2040) BACKGROUND CONDITIONS 26

A. Purpose 26
B. Roadway Network 26
C. Traffic Volumes 26
D. Level of Service Analysis 26
E. Queuing Analysis 26
F. Mitigation Measures 28
G. Mitigated Scenario 28

VIII. FUTURE (2040) PLUS PROJECT CONDITIONS 30

A. Purpose 30
B. Traffic Volumes 30
C. Level of Service Analysis 30
D. Queuing Analysis 30
E. Mitigation Measures 32
F. Recommended Storage Lengths 32

Appendix A: Turning Movement Counts
Appendix B: LOS Results
Appendix C: Project Site Plan
Appendix D: Trip Generation
Appendix E: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description 3
Table 2: Existing (2020) Background Peak Hour LOS 6
Table 3: Mitigated Existing (2020) Background Peak Hour LOS 7
Table 4: Trip Generation Summary 10
Table 5: Total Trip Generation (Full Build) 10
Table 6: Existing (2020) Plus Project Peak Hour LOS 18
Table 7: Future (2025) Background Peak Hour LOS 21
Table 8: Mitigated Future (2025) Background Peak Hour LOS 21
Table 9: Future (2025) Plus Project Peak Hour LOS 24
Table 10: Mitigated Future (2025) Plus Project Peak Hour LOS 25
Table 11: Future (2040) Background Peak Hour LOS 28
Table 12: Mitigated Future (2040) Background Peak Hour LOS 29
Table 13: Future (2040) Plus Project Peak Hour LOS 32
Table 14: Recommended Storage Lengths 33

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah 1
Figure 2: Visual representation of the LOS letter designations 4
Figure 3: Existing (2020) background peak hour traffic volumes 8
Figure 4: Trip assignment (2020) 12
Figure 5: Trip assignment (2025) 13
Figure 6: Trip assignment (2040) 14
Figure 7: Existing (2020) plus project peak hour traffic volumes 17
Figure 8: Future (2025) background peak hour volumes 20
Figure 9: Future (2025) plus project peak hour volumes 23
Figure 10: Future (2040) background peak hour volumes 27
Figure 11: Future (2040) plus project peak hour volumes 31

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Ault Farm development located in Eagle Mountain, Utah. The proposed project is located on the east side of Pony Express Parkway, to the south of Eagle Mountain Boulevard. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2025 and 2040 conditions were also analyzed.

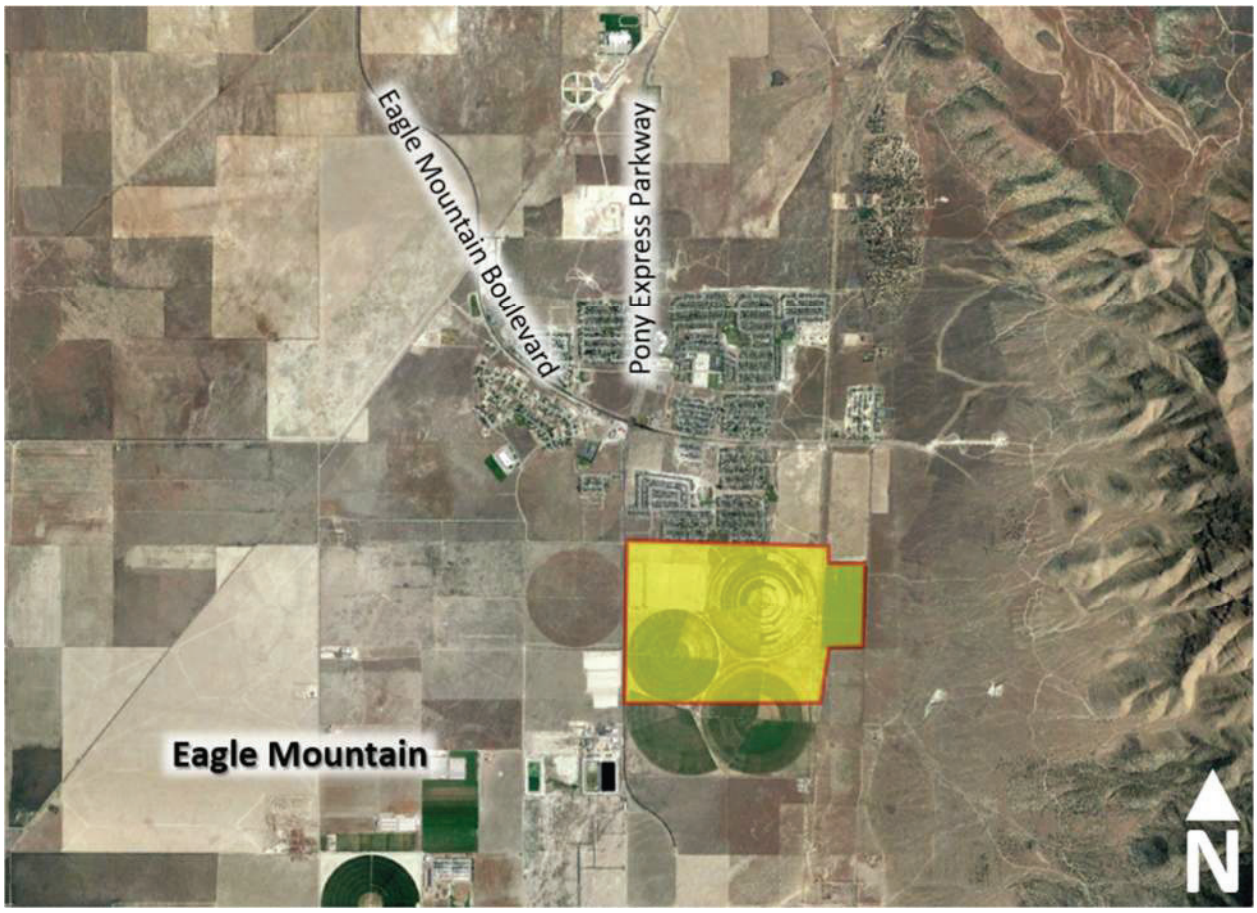


Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Eagle Mountain Boulevard / Pony Express Pkwy
- Eagle Mountain Boulevard / SR-73
- Lone Tree Pkwy / Pony Express Pkwy
- Ranches Pkwy / Pony Express Pkwy
- North Collector / Pony Express Pkwy
- Road 1 / Pony Express Pkwy (Project)
- 3400 North / Pony Express Pkwy
- South Collector / Pony Express Pkwy
- Road 2 / 3400 North (Project)
- Road 3 / 3400 North (Project)
- Road 4 / 3400 North (Project)
- Airport Road / Pony Express Pkwy
- Eagle Mountain Boulevard / Airport Road
- North Collector / Airport Road
- 3400 North / Airport Road
- South Collector / Airport Road

C. Analysis Methodology

Level of service (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 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Figure 2 provides a visual representation of each LOS letter designation.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 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 and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst approach.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix E.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
	Signalized Intersections	**Overall Intersection**
A	Extremely favorable progression and an extremely low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	0 ≤ 10.0
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively elevated levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably elevated levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
	Unsignalized Intersections	**Worst Approach**
A	Free Flow / Insignificant Delay	0 ≤ 10.0
B	Stable Operations / Minimum Delays	>10.0 and ≤ 15.0
C	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0
D	Approaching Unstable Flows / Tolerable Delays	>25.0 and ≤ 35.0
E	Unstable Operations / Significant Delays Can Occur	>35.0 and ≤ 50.0
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

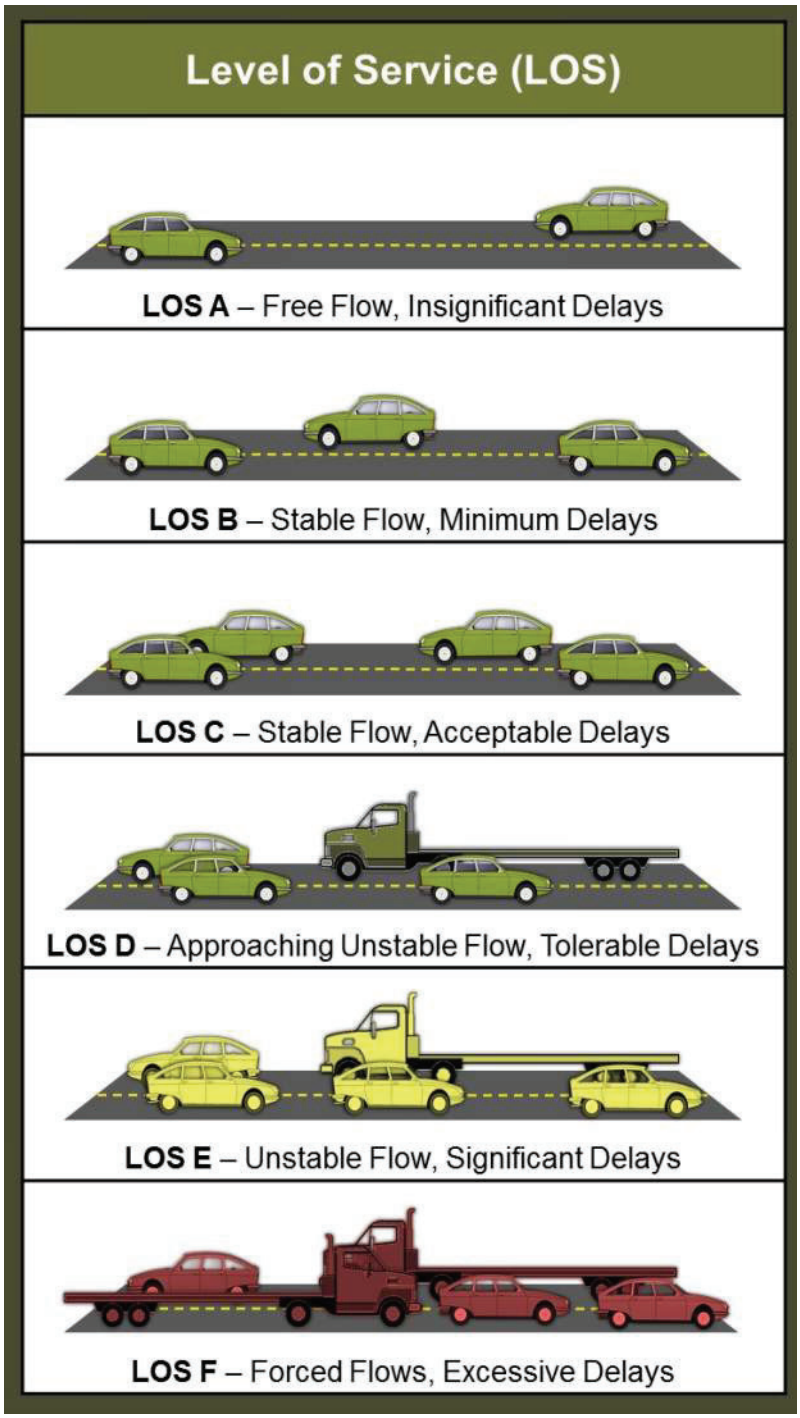


Figure 2: Visual representation of the LOS letter designations

II. EXISTING (2020) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

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

Pony Express Parkway – is a city-maintained roadway which is classified by the Eagle Mountain General Plan (2018) as a "minor arterial" adjacent to the project site. The roadway currently has one travel lane in each direction separated by a center two-way left-turn lane (TWLTL). The posted speed limit is 35 mph in the study area near the project site.

At the time this study was written, Pony Express Parkway has one lane in either direction to the south of Sandpiper Road. However, second lanes in both directions have been constructed and while currently closed, they are anticipated to be open soon. For the purposes of this analysis, it was assumed that Pony Express Parkway maintains a four-lane cross section to Mid Valley Road.

200 South – is a city-maintained roadway which is classified by the Salt Lake City Transportation Master Plan Major Street Plan (February 2012) as a "collector." The roadway has two travel lanes in each direction separated by a center TWLTL. The posted speed limit is 25 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Eagle Mountain Boulevard / Pony Express Parkway
- Eagle Mountain Boulevard / SR-73
- Lone Tree Parkway / Pony Express Parkway
- Ranches Parkway / Pony Express Parkway

The counts were performed on Thursday, April 15, 2020. The morning peak hour was determined to be between 7:30 and 8:30 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. Detailed count data are included in Appendix A.

The traffic counts were collected during the COVID-19 pandemic when traffic volumes were slightly reduced due to social distancing measures. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website, the traffic volumes on March 5 (pre-social distancing) at the Ranches Parkway / SR-73 intersection were approximately 28% higher than those on May 14. Therefore, the collected data were increased by 28% to represent normal conditions.

Figure 3 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that the Eagle Mountain Boulevard / SR-73 and Lone Tree Parkway / Pony Express Parkway intersections are currently operating at unacceptable levels of service during the evening peak hour, as shown in Table 2. All intersections in the study area are performing at an acceptable LOS during the morning peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2020) conditions.

Table 2: Existing (2020) Background Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Eagle Mountain Blvd / Pony Express Pkwy	Roundabout	A (4.9)	A (7.7)
Eagle Mountain Blvd / SR-73	NB Stop	c (15.4) / NBL	e (45.5) / NBL
Lone Tree Pkwy / Pony Express Pkwy	EB Stop	b (10.8) / EBL	f (>50) / EBL
Ranches Pkwy / Pony Express Pkwy	Signal	B (12.2)	C (22.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some significant queueing was observed during the evening peak hour at the Ranches Parkway / Pony Express Parkway intersection with a queue length of approximately 340 feet on the southbound approach. It is also worth mentioning that the westbound left-turn movement of the Eagle Mountain Boulevard / SR-73 intersection experienced a 95th percentile queue length of 160 feet, which is about 40 feet outside of the storage length and into the deceleration zone.

F. Mitigation Measures

Based on the criteria outlined in the Utah MUTCD, a signal is warranted on the Eagle Mountain Boulevard / SR-73 intersection. This is due to the high number of left-turn movements from SR-73 travelling onto Eagle Mountain Boulevard. Additionally, permissive/protected left-turn phasing is warranted on the westbound approach according to UDOT left-turn guidelines. It is recommended that both improvements be installed.

A signal is also warranted at the Lone Tree Parkway / Pony Express Parkway intersection. It is recommended that a signal be installed. In addition to the signal, it is also recommended that separate right-turn pockets be added to the southeast- and southwest-bound approaches.

G. Mitigated Scenario

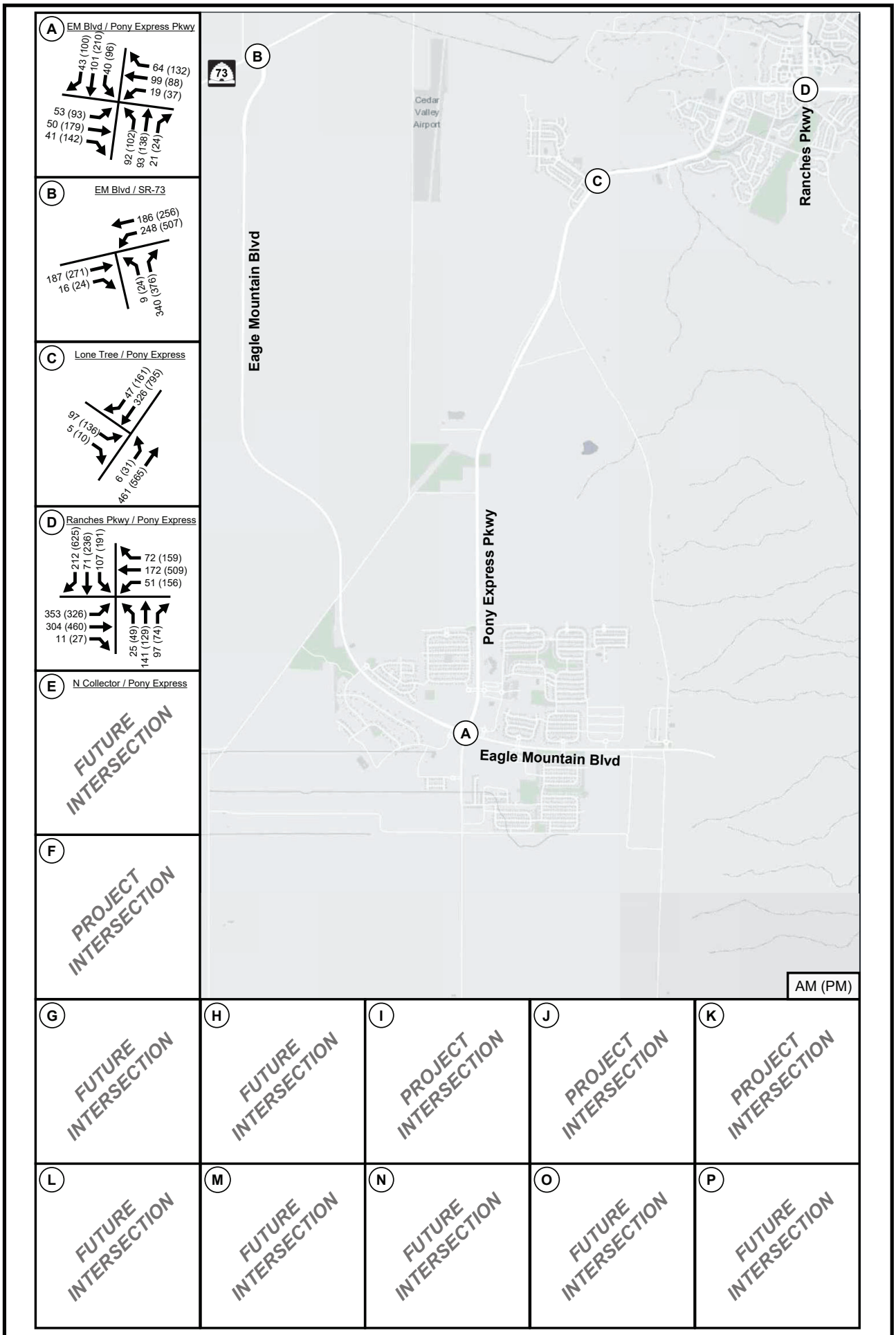
With the proposed improvements, it is anticipated that all study intersections will operate at an acceptable level of service in the morning and evening peak hours during existing (2020) conditions, as shown in Table 3.

Table 3: Mitigated Existing (2020) Background Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Eagle Mountain Blvd / Pony Express Pkwy	Roundabout	A (4.9)	A (7.6)
Eagle Mountain Blvd / SR-73	Signal	A (8.9)	B (12.9)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (3.9)	A (5.1)
Ranches Pkwy / Pony Express Pkwy	Signal	B (12.5)	C (21.8)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020



HALES ENGINEERING
innovative transportation solutions

Existing (2020) Background Volumes

Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020

PROJECT UT20-1681

Figure 3

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion 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 Chapter I.

B. Project Description

The proposed Ault Farm development is located on the east side of Pony Express Parkway, to the south of Eagle Mountain Boulevard. The development will consist of residential townhome, condo, apartment, and single-family units, as well as some commercial space. A concept plan for the proposed development is provided in Appendix C.

The proposed land use for the development has been identified as follows:

- Single-family detached housing 893 Units
- Townhomes 1274 Units
- Condos 460 Units
- Apartments 478 Units
- Commercial/Retail 157,000 sq. ft.

The residential units add up to a total of 3,105 residential units, which was the unit count on a previous concept layout. However, the latest plan shows 2,995 units (110 less than the original). Hales Engineering completed the analyses based on the 3,105 units to be conservative.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. The following phasing assumptions were made regarding the project build-out for each horizon year analyzed in this traffic impact study:

- 2020 – 500 housing units built (various types)
- 2025 – 1/3 build-out of commercial and housing
- 2040 – 100% build-out

A summary of the total trips for 2020, 2025, and 2040 conditions is shown in Table 4. Detailed trip assignment for each horizon year is provided in Appendix D. Total 2040 Trip generation for the proposed project is included in Table 5.

Table 4: Trip Generation Summary

Trip Generation Summary									
	2020			2025			2040		
	Trips Entering	Trips Exiting	Total Trips	Trips Entering	Trips Exiting	Total	Trips Entering	Trips Exiting	Total Trips
Weekday Daily	1,893	1,893	**1,456**	4,839	4,839	**9,678**	14,212	14,212	**28,424**
Morning Peak Hour	63	197	**260**	160	413	**573**	463	1,201	**1,664**
Evening Peak Hour	205	121	**326**	499	345	**844**	1,424	994	**2,418**

The total trip generation for the development is as follows:

- Daily Trips: 28,424
- Morning Peak Hour Trips: 1,664
- Evening Peak Hour Trips: 2,418

Table 5: Total Trip Generation (Full Build)

Trip Generation (2040) Eagle Mountain - Ault Farm TIS								
Weekday Daily Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Single-Family Detached Housing (210)	893	Dwelling Units	7,794	50%	50%	3,897	3,897	**7,794**
Multifamily Housing (Low-Rise) (220)	1274	Dwelling Units	9,592	50%	50%	4,796	4,796	**9,592**
Multifamily Housing (Mid-Rise) (221)	460	Dwelling Units	2,506	50%	50%	1,253	1,253	**2,506**
Multifamily Housing (Mid-Rise) (221)	478	Dwelling Units	2,604	50%	50%	1,302	1,302	**2,604**
Shopping Center (820)	157	1,000 Sq. Ft. GLA	5,928	50%	50%	2,964	2,964	**5,928**
Project Total Daily Trips						**14,212**	**14,212**	**28,424**
Morning Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Single-Family Detached Housing (210)	893	Dwelling Units	640	25%	75%	160	480	**640**
Multifamily Housing (Low-Rise) (220)	1274	Dwelling Units	536	23%	77%	123	413	**536**
Multifamily Housing (Mid-Rise) (221)	460	Dwelling Units	166	26%	74%	43	123	**166**
Multifamily Housing (Mid-Rise) (221)	478	Dwelling Units	174	26%	74%	45	129	**174**
Shopping Center (820)	157	1,000 Sq. Ft. GLA	148	62%	38%	92	56	**148**
Project Total a.m. Peak Hour Trips						**463**	**1,201**	**1,664**
Evening Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Single-Family Detached Housing (210)	893	Dwelling Units	832	63%	37%	524	308	**832**
Multifamily Housing (Low-Rise) (220)	1274	Dwelling Units	570	63%	37%	359	211	**570**
Multifamily Housing (Mid-Rise) (221)	460	Dwelling Units	204	61%	39%	124	80	**204**
Multifamily Housing (Mid-Rise) (221)	478	Dwelling Units	212	61%	39%	129	83	**212**
Shopping Center (820)	157	1,000 Sq. Ft. GLA	600	48%	52%	288	312	**600**
Project Total p.m. Peak Hour Trips						**1,424**	**994**	**2,418**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, July 2020

D. Trip Distribution and Assignment

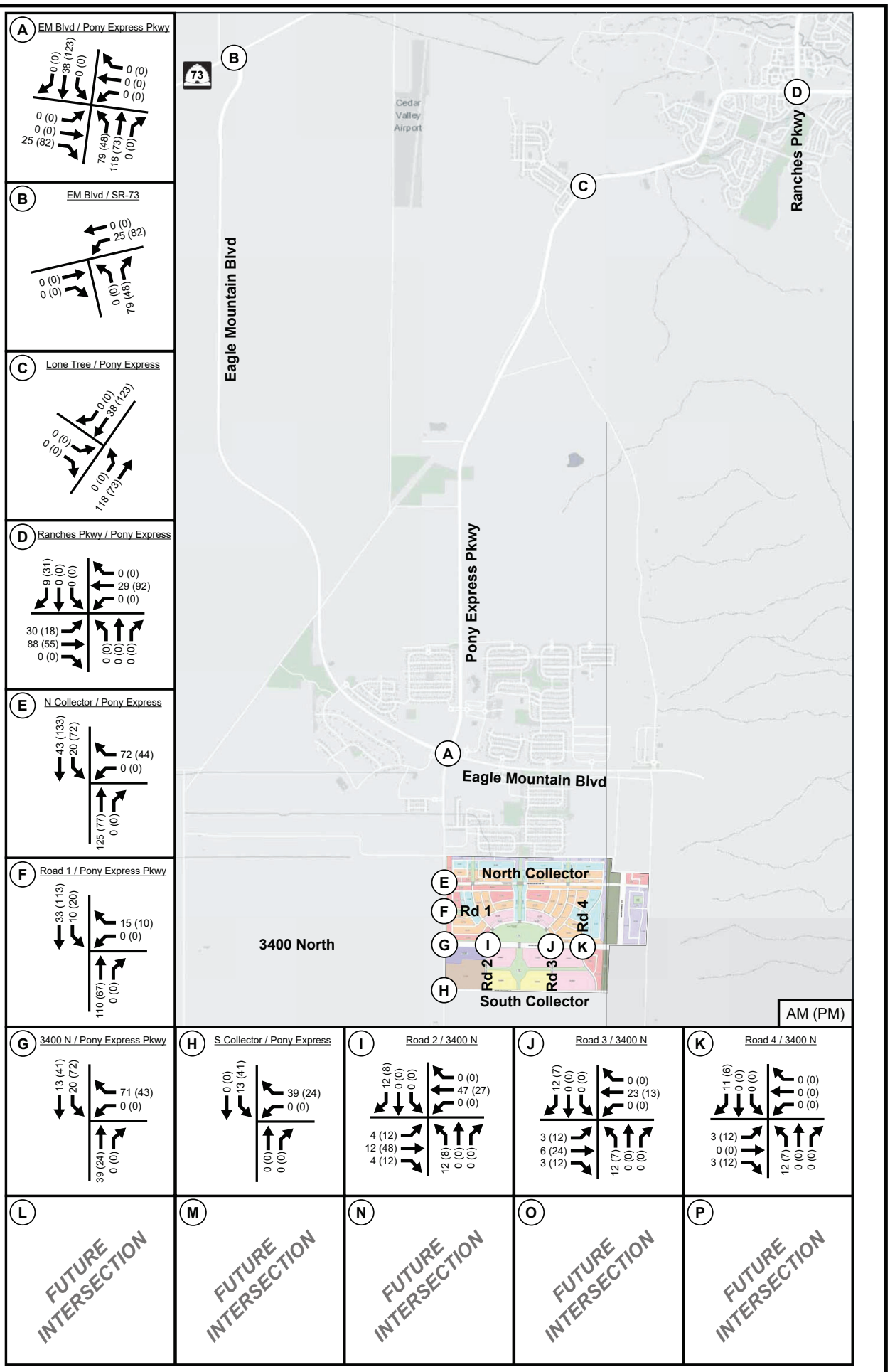
Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. A

Travel Demand Model (TDM) was used to estimate how these trips would be spread in the vicinity of the project. Due to the dynamic nature of the future roadway network in the project area, different trip distributions were determined for each horizon year. The resulting distribution of project generated trips during the peak hours for each horizon year is as follows:

<u>To/From Project:</u>

- 2020
  - 40% North (Eagle Mountain Boulevard)
  - 15% North (Ranches Parkway)
  - 45% East (Pony Express Parkway)
- 2025
  - 35% North (Eagle Mountain Boulevard)
  - 10% North (Ranches Parkway)
  - 45% East (Pony Express Parkway)
  - 10% West
- 2040
  - 10% North (Eagle Mountain Boulevard)
  - 40% North (Airport Road)
  - 5% North (Ranches Parkway)
  - 25% East (Pony Express Parkway)
  - 20% West

These trip distribution assumptions were used to assign the peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 4.



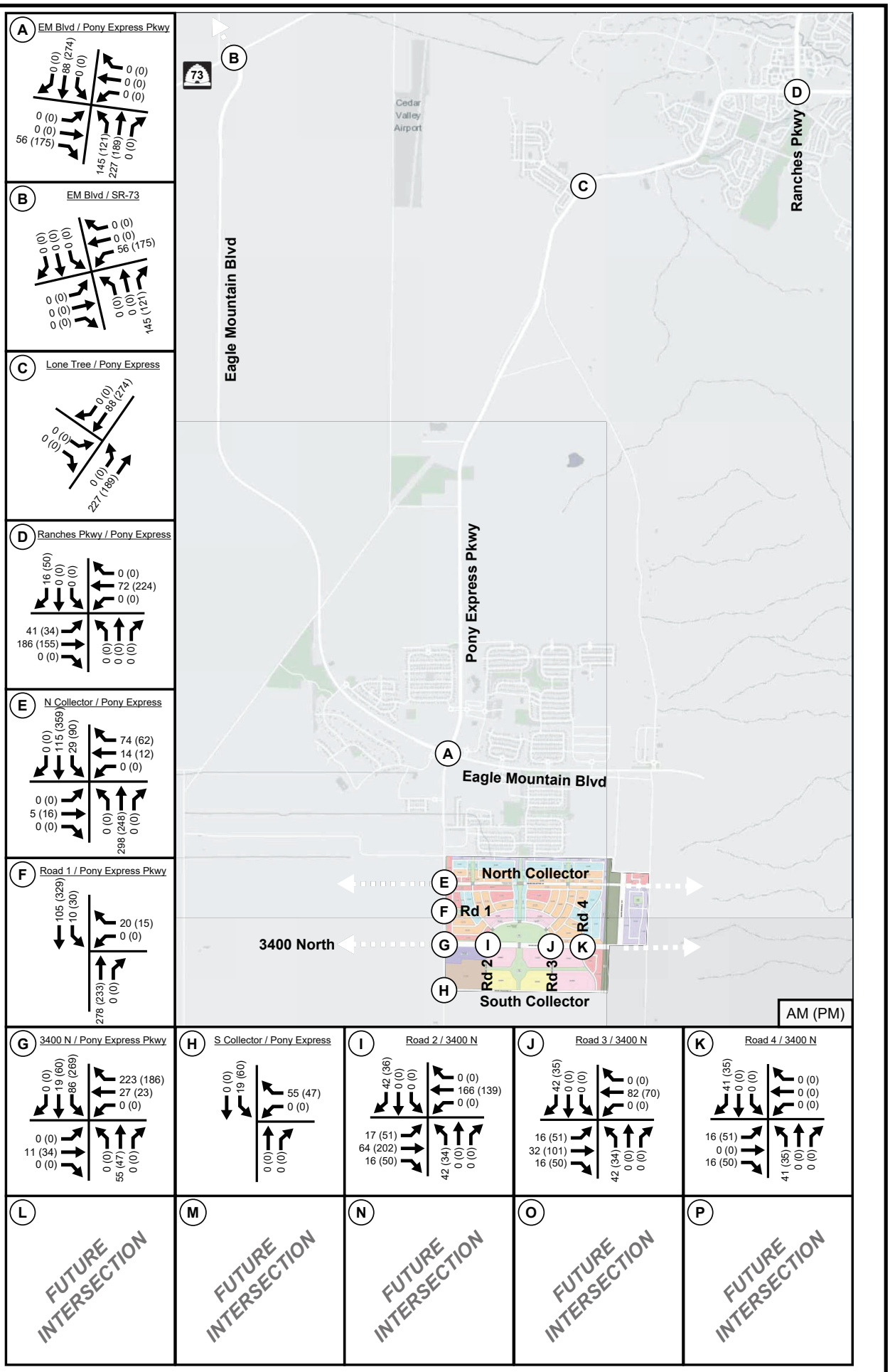
HALES ENGINEERING
innovative transportation solutions

Trip Assignment (2020)

Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020
PROJECT UT20-1681
Figure 4



HALES ENGINEERING
innovative transportation solutions

Trip Assignment (2025)

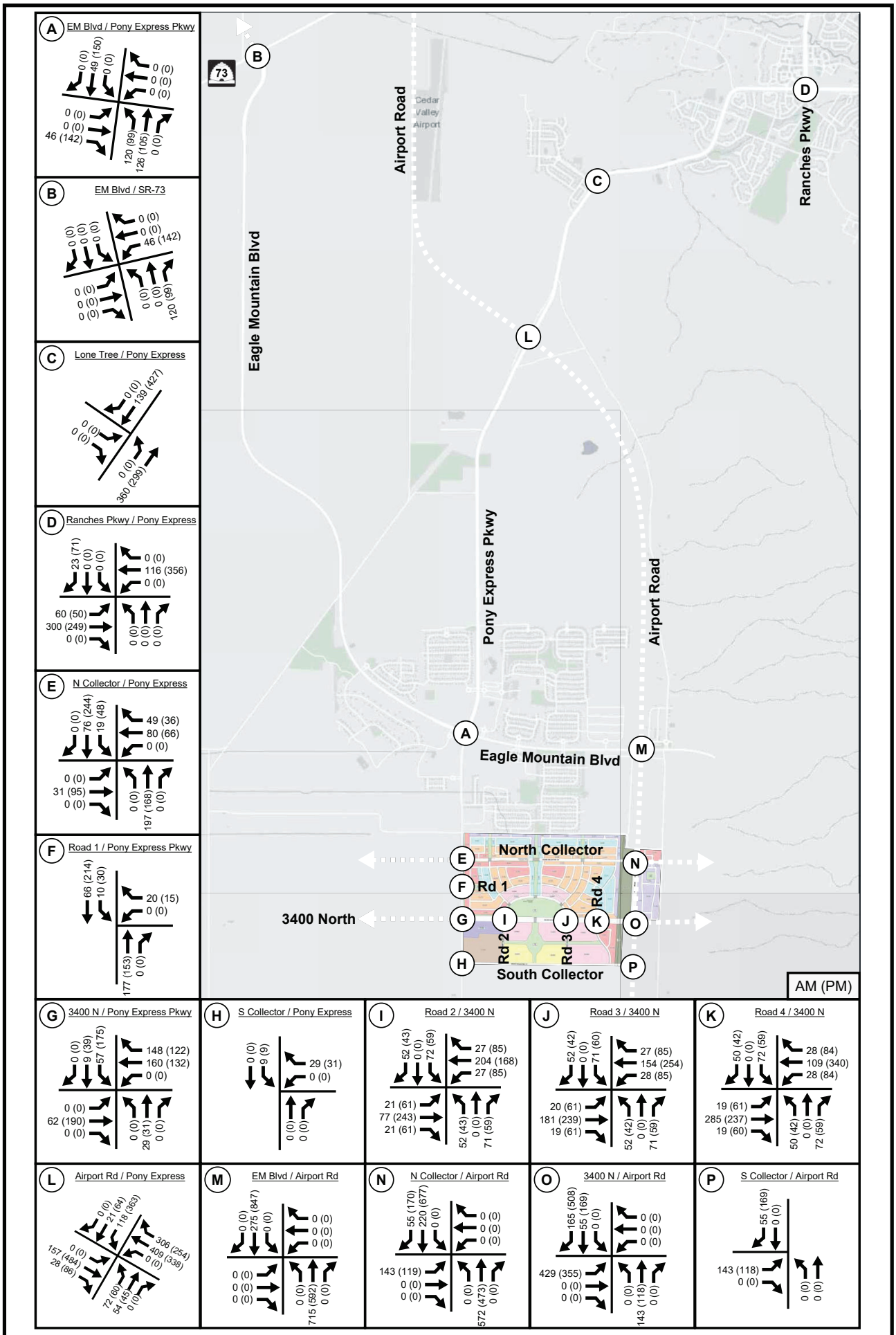
Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020

PROJECT UT20-1681

Figure 5



HALES ENGINEERING
innovative transportation solutions

Trip Assignment (2040)

Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020
PROJECT UT20-1681
Figure 6

E. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

Pony Express Parkway:

- Road 1 will be located approximately 4,800 feet south of the Eagle Mountain Boulevard / Pony Express Parkway intersection. It will access the project on the east side of Pony Express Parkway. It is anticipated that the access will be stop-controlled.

3400 North:

- Road 2 will be located approximately 1,350 feet east of the 3400 North / Pony Express Parkway intersection. It will access the project on the north and south side of 3400 North. It is anticipated that the access will be stop-controlled.
- Road 3 will be located approximately 3,350 feet east of the 3400 North / Pony Express Parkway intersection. It will access the project on the north and south side of 3400 North. It is anticipated that the access will be stop-controlled.
- Road 4 will be located approximately 4,300 feet east of the 3400 North / Pony Express Parkway intersection. It will access the project on the north and south side of 3400 North. It is anticipated that the access will be stop-controlled.

Other access points are being planned to the North and South Collectors. However, these were not analyzed due to the low projected traffic volumes at those accesses.

IV. EXISTING (2020) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2020) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2020) background traffic volumes to predict turning movement volumes for existing (2020) plus project conditions. Existing (2020) plus project peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

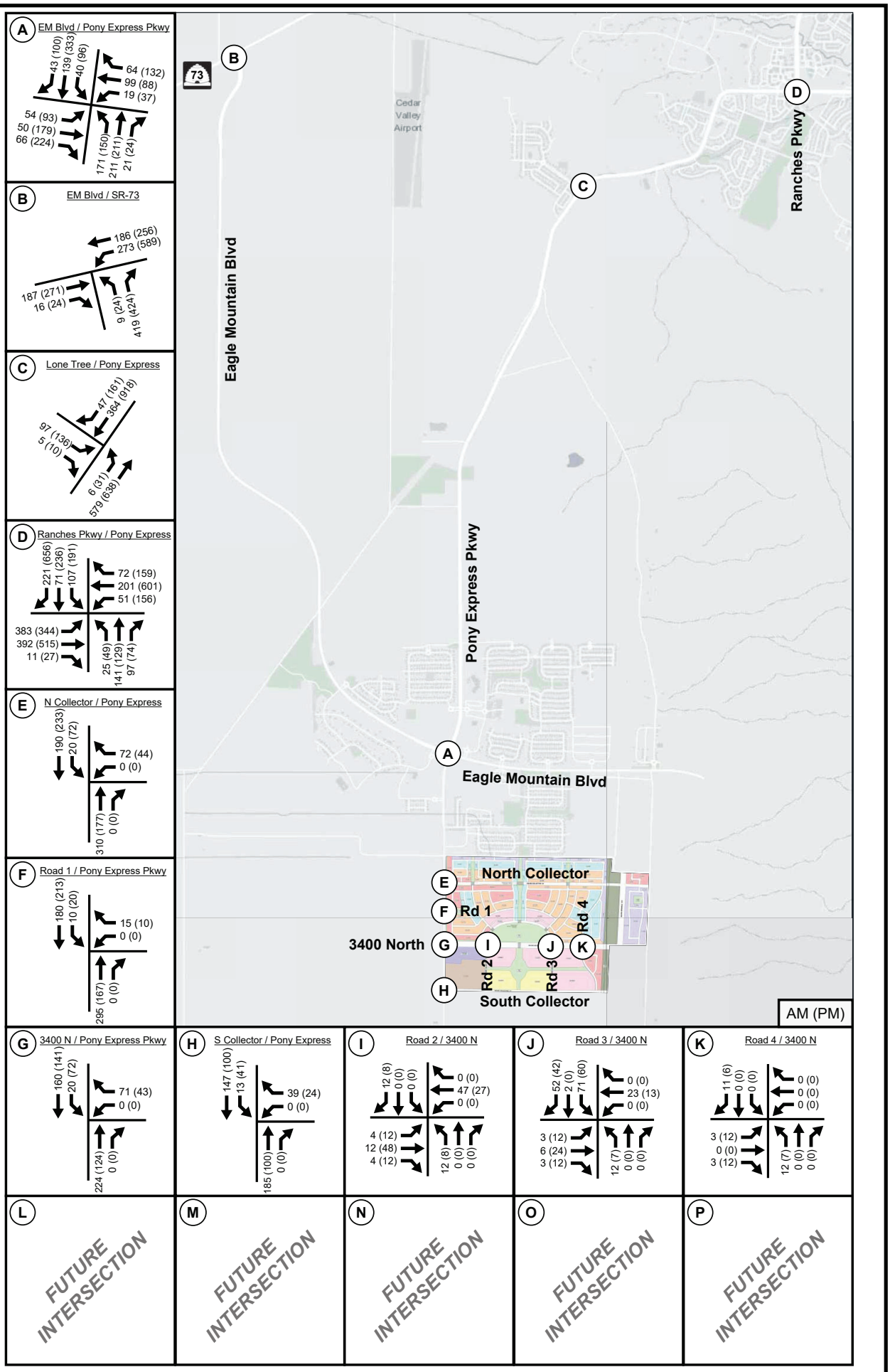
Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the peak hour with project traffic added, as shown in Table 6.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the peak hours.

E. Mitigation Measures

No mitigation measures are recommended.



HALES ENGINEERING
innovative transportation solutions

Existing (2020) Plus Project Volumes

Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020

PROJECT UT20-1681

Figure 7

Table 6: Existing (2020) Plus Project Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	**Control**	**Morning Peak**	**Evening Peak**
Eagle Mountain Blvd / Pony Express Pkwy	Roundabout	A (5.7)	B (10.8)
Eagle Mountain Blvd / SR-73	Signal	B (10.3)	B (14.8)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (4.2)	A (5.2)
Ranches Pkwy / Pony Express Pkwy	Signal	B (13.1)	C (27.2)
North Collector / Pony Express Pkwy	WB Stop	a (5) / SBL	a (4.5) / SBL
Road 1 / Pony Express Pkwy	WB stop	a (3.9) / WBR	a (2.9) / SBL
3400 North / Pony Express Pkwy	WB Stop	a (3.2) / WBR	a (2.7) / SBL
South Collector / Pony Express Pkwy	WB Stop	a (3.3) / SBL	a (2.4) / SBL
Road 2 / 3400 North	NB/SB Stop	a (4.3) / NBL	a (4.7) / NBL
Road 3 / 3400 North	NB/SB Stop	a (3.9) / NBL	a (4.3) / NBL
Road 4 / 3400 North	NB/SB Stop	a (3.7) / NBL	a (3.8) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

V. FUTURE (2025) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2025) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

It was assumed that Pony Express Parkway would be widened to a five-lane cross section from Mid Valley Road to Eagle Mountain Boulevard. As planned for Phase 1 completion in the Mountainland Association of Governments (MAG) long-range plan. Additionally, the travel demand model predicts that Eagle Mountain Boulevard / SR-73 intersection will gain a north leg. These changes were made to the roadway network for the future (2025) analysis.

C. Traffic Volumes

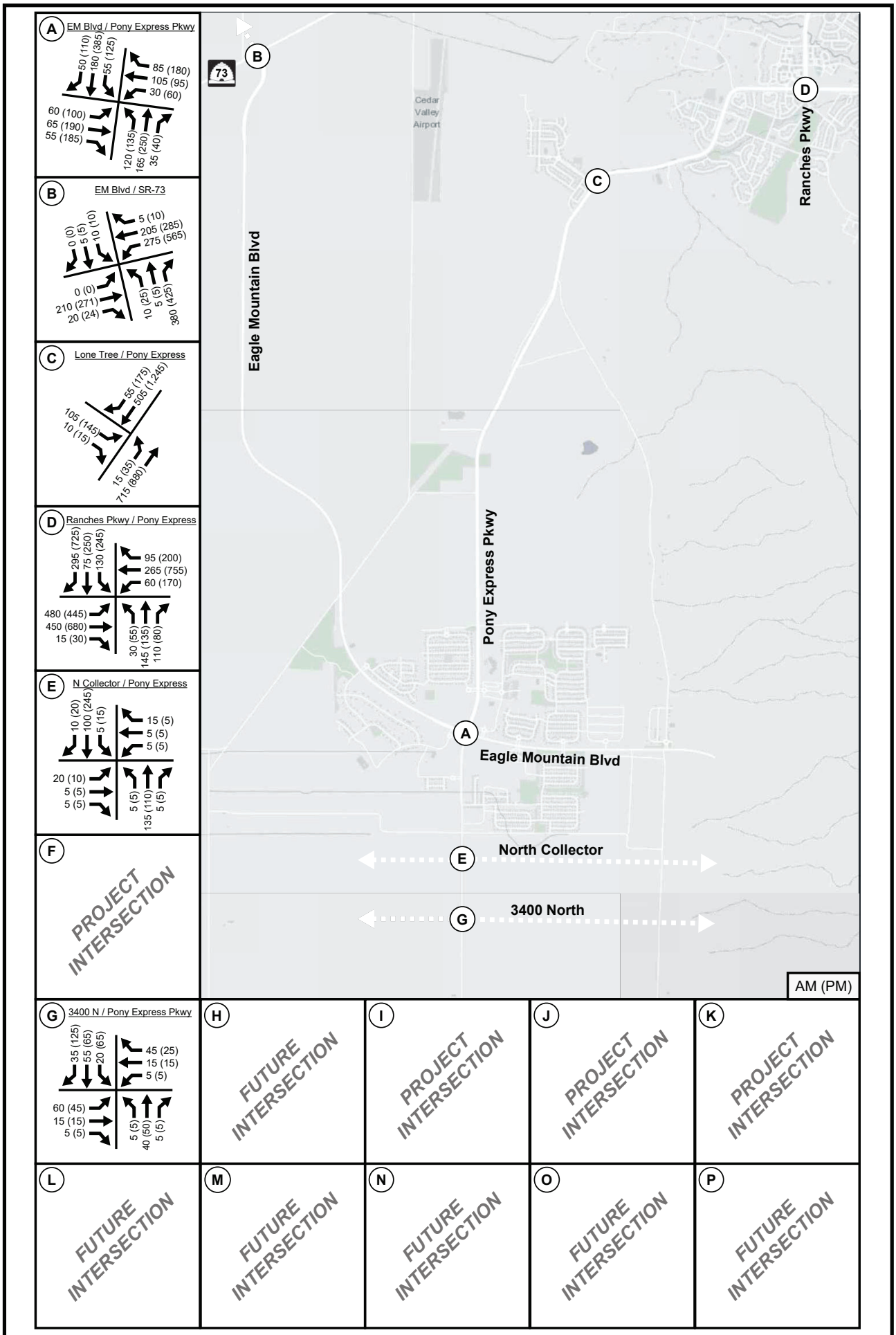
Hales Engineering obtained future (2025) forecasted volumes from the Wasatch Front Regional Council (WFRC) / MAG TDM. As discussed previously, the TDM was modified to remove any projected development within the project boundaries. Therefore, the TDM results for background conditions did not include any traffic generated within project boundaries. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2025) peak hour turning movement volumes are shown in Figure 8.

D. Level of Service Analysis

Hales Engineering determined that the Ranches Parkway / Pony Express Parkway intersection is anticipated to operate at an unacceptable LOS E during the evening peak hour in future (2025) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2025) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some significant queuing is anticipated during the evening peak hour on the Ranches Parkway / Pony Express Parkway intersection, with queues of 925 feet on the southbound approach, 750 feet on the eastbound approach, and 875 feet on the westbound approach.



HALES ENGINEERING
innovative transportation solutions

Future (2025) Background Volumes

Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020

PROJECT UT20-1681

Figure 8

Table 7: Future (2025) Background Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Eagle Mountain Blvd / Pony Express Pkwy	Roundabout	A (5.1)	B (10.1)
Eagle Mountain Blvd / SR-73	Signal	B (11.0)	B (16.4)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (4.5)	A (6.2)
Ranches Pkwy / Pony Express Pkwy	Signal	B (16.0)	E (61.7)
North Collector / Pony Express Pkwy	EB/WB Stop	a (7.7) / EBT	a (8.1) / EBT
3400 North / Pony Express Pkwy	EB/WB Stop	a (7.5) / WBT	a (8.6) / WBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

F. Mitigation Measures

It is recommended that dual left-turn lanes with 250 feet of storage be constructed on the eastbound approach of the Ranches Parkway / Pony Express Parkway intersection.

G. Mitigated Scenario

With the proposed improvements, it is anticipated that all study intersections will operate at acceptable levels of service, as shown in **Error! Not a valid bookmark self-reference.**.

Table 8: Mitigated Future (2025) Background Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Eagle Mountain Blvd / Pony Express Pkwy	Roundabout	A (5.1)	B (10.5)
Eagle Mountain Blvd / SR-73	Signal	B (11.0)	B (17.3)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (4.4)	A (6.3)
Ranches Pkwy / Pony Express Pkwy	Signal	B (16.5)	D (39.2)
North Collector / Pony Express Pkwy	EB/WB Stop	a (9.2) / WBT	a (9) / WBT
3400 North / Pony Express Pkwy	EB/WB Stop	a (7.5) / EBT	a (8.4) / WBT

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

VI. FUTURE (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2025) background traffic volumes to predict turning movement volumes for future (2025) plus project conditions. Future (2025) plus project peak hour turning movement volumes are shown in Figure 9.

C. Level of Service Analysis

Hales Engineering determined that the Eagle Mountain Boulevard / SR-73 and Ranches Parkway / Pony Express Parkway intersections are anticipated to operate at unacceptable levels of service during the evening peak hour in future (2025) plus project conditions, as shown in

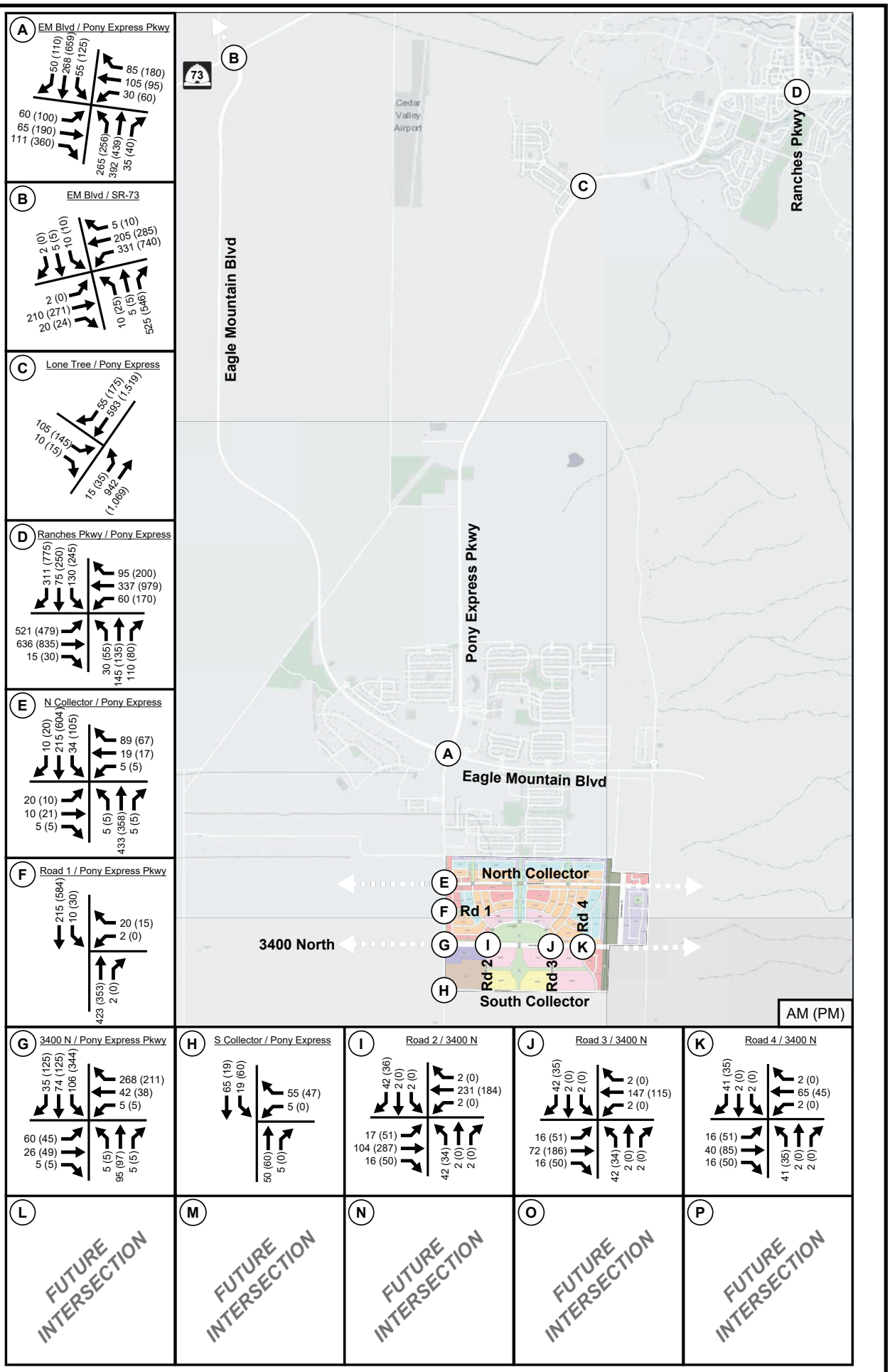
D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some significant queuing is anticipated during the evening peak hour at the following intersections:

- Eagle Mountain Boulevard / Pony Express Parkway:
  - Northbound: 650 feet
  - Southbound: 1,500 feet
  - Eastbound: 1,800 feet
- Ranches Parkway / Pony Express Parkway:
  - Southbound: 1,900 feet
  - Eastbound: 400 feet
  - Westbound: 1,200 feet

E. Mitigation Measures

It is recommended that a separate right-turn pocket be constructed on the westbound approach of the Ranches Parkway / Pony Express Parkway intersection. Additionally, a right-turn overlap phase should be given to the southbound right-turn movement. The cycle length should be increased to 132 seconds during the evening peak hour only.



HALES ENGINEERING
innovative transportation solutions

Future (2025) Plus Project Volumes

Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020

PROJECT UT20-1681

Figure 9

The roundabout at the Eagle Mountain Boulevard / Pony Express Parkway intersection should be replaced with a traffic signal, with permissive/protected left-turn phasing on the northbound and southbound approaches. Separate left-turn pockets should be constructed on all approaches and separate right-turn pockets should be constructed on the northbound, eastbound, and westbound approaches.

F. Mitigated Scenario

With the proposed improvements, all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours, as shown in Table 10.

Table 9: Future (2025) Plus Project Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Eagle Mountain Blvd / Pony Express Pkwy	Roundabout	A (9.7)	F (>50)
Eagle Mountain Blvd / SR-73	Signal	B (13.9)	C (25.3)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (4.9)	A (6.8)
Ranches Pkwy / Pony Express Pkwy	Signal	B (17.9)	F (>80)
North Collector / Pony Express Pkwy	WB Stop	b (12.3) / WBT	b (12.7) / WBT
Road 1 / Pony Express Pkwy	WB stop	a (6.7) / WBL	a (3.9) / SBL
3400 North / Pony Express Pkwy	WB Stop	a (9.5) / WBT	b (11.5) / WBT
South Collector / Pony Express Pkwy	WB Stop	a (5.4) / WBL	a (4.3) / WBR
Road 2 / 3400 North	NB/SB Stop	a (6.8) / NBL	a (7.4) / NBL
Road 3 / 3400 North	NB/SB Stop	a (5.5) / SBT	a (5.7) / NBL
Road 4 / 3400 North	NB/SB Stop	a (4.7) / NBT	a (5.2) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

Table 10: Mitigated Future (2025) Plus Project Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	**Control**	**Morning Peak**	**Evening Peak**
Eagle Mountain Blvd / Pony Express Pkwy	Signal	A (9.8)	B (17.7)
Eagle Mountain Blvd / SR-73	Signal	B (13.5)	C (27.4)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (4.8)	A (6.9)
Ranches Pkwy / Pony Express Pkwy	Signal	B (16.8)	D (46.7)
North Collector / Pony Express Pkwy	WB Stop	b (11.6) / WBL	c (15.3) / EBL
Road 1 / Pony Express Pkwy	WB stop	a (7.7) / WBL	a (4.2) / SBL
3400 North / Pony Express Pkwy	WB Stop	a (9.7) / WBT	b (14.0) / WBT
South Collector / Pony Express Pkwy	WB Stop	a (8.5) / WBL	a (3.7) / WBR
Road 2 / 3400 North	NB/SB Stop	a (7.6) / SBL	a (7.9) / NBL
Road 3 / 3400 North	NB/SB Stop	a (6.7) / SBT	a (6.5) / NBL
Road 4 / 3400 North	NB/SB Stop	a (5.0) / SBT	a (5.3) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

VII. FUTURE (2040) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the MAG Regional Transportation Plan, Eagle Mountain Boulevard will be widened to two lanes in each direction by 2040. Also, Airport road is planned to be built to 3 lanes by 2030 and widened to 5 lanes by 2040. These improvements were assumed to be complete for 2040 conditions.

C. Traffic Volumes

Hales Engineering obtained future (2040) forecasted volumes from the modified WFRC / MAG travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2040) background peak hour turning movement volumes are shown in Figure 10.

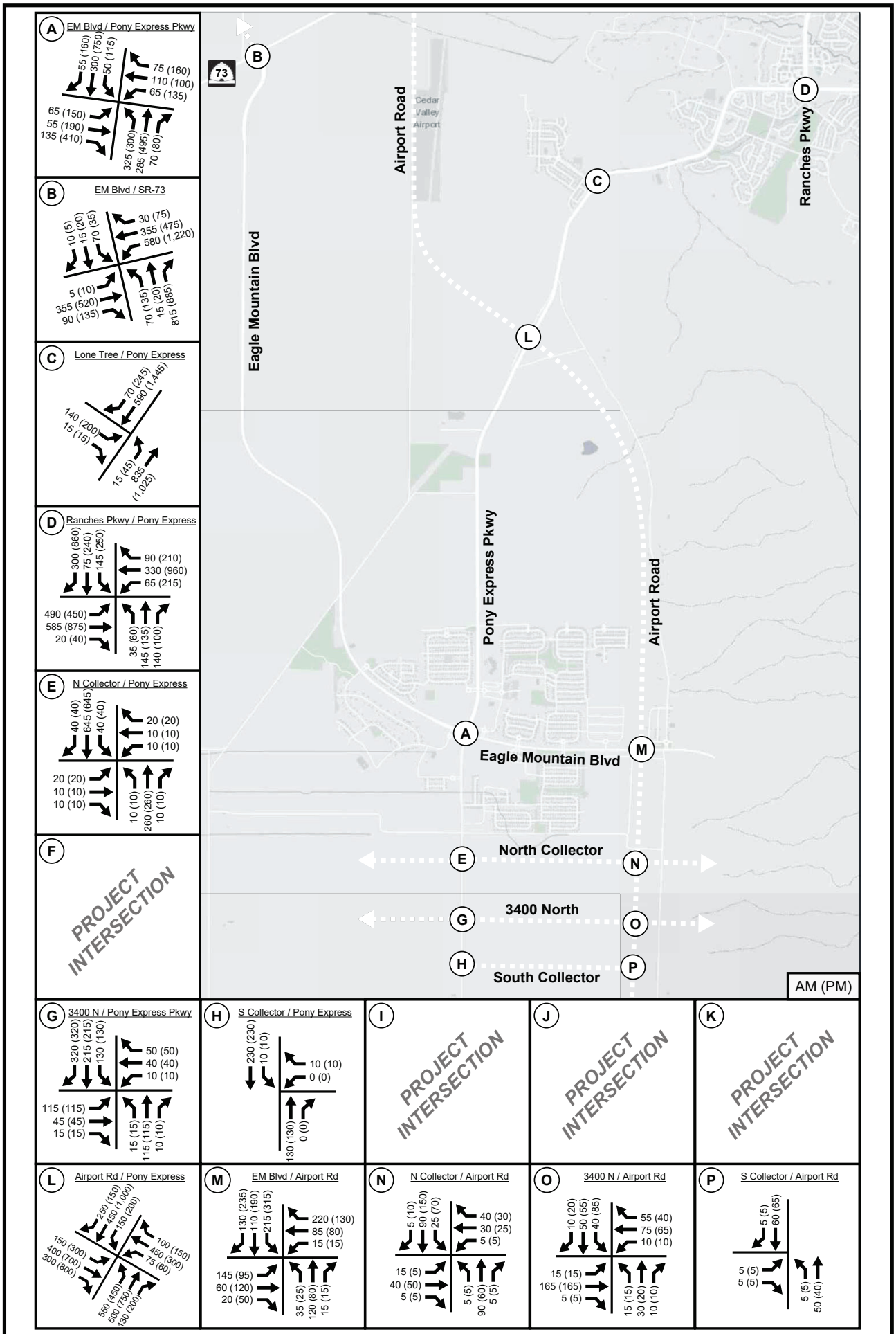
Hales Engineering recommends that dual westbound left-turn lanes and a northbound channelized right-turn be installed at the Eagle Mountain Boulevard / SR-73 intersection, as these changes are warranted by the projected traffic volumes during the future (2040) background peak hour conditions. It was assumed in this analysis that these warranted changes had been implemented.

D. Level of Service Analysis

Hales Engineering determined that the Eagle Mountain Boulevard / Pony Express Parkway and Ranches Parkway / Pony Express Parkway intersections are anticipated to operate at failing levels of service during the evening peak hour in future (2040) background conditions, as shown in Table 11. All other study intersections are anticipated to operate at acceptable levels of service.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the peak hours.



HALES ENGINEERING
innovative transportation solutions

Future (2040) Background Volumes

Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020
PROJECT UT20-1681
Figure 10

Table 11: Future (2040) Background Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Eagle Mountain Blvd / Pony Express Pkwy	Signal	A (8.4)	E (55.2)
Eagle Mountain Blvd / SR-73	Signal	B (14.3)	C (30.2)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (5.8)	A (7.7)
Ranches Pkwy / Pony Express Pkwy	Signal	B (17)	F (>80)
North Collector / Pony Express Pkwy	EB/WB Stop	b (14.5) / EBL	b (14.6) / WBT
3400 North / Pony Express Pkwy	EB/WB Stop	c (22.2) / WBT	c (20.9) / WBT
Airport Road / Pony Express Pkwy	Signal	C (23.1)	C (33.5)
Eagle Mountain Boulevard / Airport Road	EB/WB Stop	c (17.9) / WBT	d (32.1) / WBT
North Collector / Airport Road	EB/WB Stop	a (9.1) / EBT	a (9.0) / EBT
3400 North / Airport Road	EB/WB Stop	b (11.3) / EBT	b (11.9) / EBT
South Collector / Airport Road	EB Stop	a (3.5) / EBL	a (4) / EBL
South Collector / Pony Express Pkwy	WB Stop	a (3.4) / SBL	a (4.4) / SBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

F. Mitigation Measures

It is recommended that a southbound channelized right-turn lane be installed at the Ranches Parkway / Pony Express Parkway intersection.

Additionally, it is recommended that Pony Express Parkway be widened to three lanes in each direction from Ranches Parkway to south of Airport Road. This recommendation is consistent with the MAG TDM results, which shows over 45,000 vehicles per day (vpd) on this route.

It is recommended that additional northbound and southbound thru lanes be installed at the Eagle Mountain Boulevard / Pony Express Parkway intersection to increase capacity.

G. Mitigated Scenario

Hales Engineering analyzed future (2040) background morning and evening peak hour conditions with the recommended mitigations. Results of the mitigated scenario are shown in Table 12. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

Table 12: Mitigated Future (2040) Background Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	**Control**	**Morning Peak**	**Evening Peak**
Eagle Mountain Blvd / Pony Express Pkwy	Signal	A (7.3)	B (12.0)
Eagle Mountain Blvd / SR-73	Signal	B (14.6)	C (30.2)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (7.5)	A (7.8)
Ranches Pkwy / Pony Express Pkwy	Signal	C (25.1)	C (29.7)
North Collector / Pony Express Pkwy	EB/WB Stop	c (17.4) / WBL	b (14.6) / WBL
3400 North / Pony Express Pkwy	EB/WB Stop	c (21.4) / WBT	c (20.7) / WBT
Airport Road / Pony Express Pkwy	Signal	D (35.3)	C (34.3)
Eagle Mountain Boulevard / Airport Road	EB/WB Stop	c (18.1) / EBL	c (23.7) / EBL
North Collector / Airport Road	EB/WB Stop	a (8.7) / EBT	a (8.7) / EBT
3400 North / Airport Road	EB/WB Stop	b (11.7) / EBT	b (12.3) / EBT
South Collector / Airport Road	EB Stop	a (4.4) / EBL	a (3.7) / EBL
South Collector / Pony Express Pkwy	WB Stop	a (3.1) / SBL	a (3.3) / SBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

VIII. FUTURE (2040) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions.

Future (2040) plus project traffic volumes indicated that signals will be warranted at the following intersections:

- Eagle Mountain Boulevard / Airport Road
- North Collector / Airport Road
- 3400 North / Airport Road
- 3400 North / Pony Express Parkway

Additionally, it is anticipated that southbound dual left-turn lanes will be warranted at the Airport Road / Pony Express Parkway intersection in plus project conditions. These changes were assumed for the future (2040) plus project morning and evening peak hour analyses.

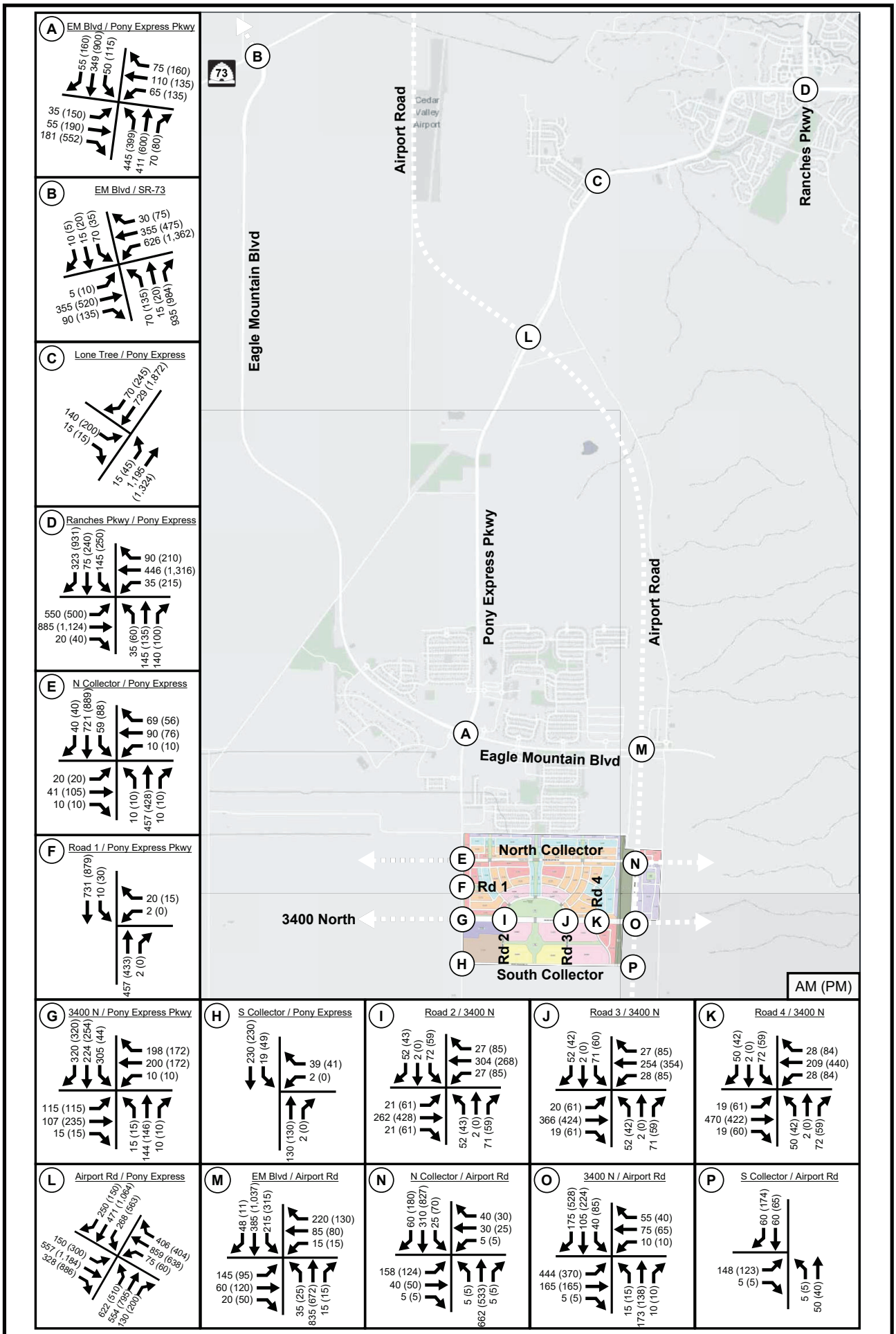
Future (2040) plus project peak hour turning movement volumes are shown in Figure 11.

C. Level of Service Analysis

Hales Engineering determined that the North Collector / Pony Express Parkway intersection is anticipated to operate at LOS E during the evening peak hour in future (2040) plus project conditions, as shown in Table 13. All other intersections are anticipated to operate at acceptable levels of service.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the evening peak hour.



HALES ENGINEERING
innovative transportation solutions

Future (2040) Plus Project Volumes

Eagle Mountain Ault Farm TIS

N

DATE 07/16/2020
PROJECT UT20-1681
Figure 11

Table 13: Future (2040) Plus Project Peak Hour LOS

Intersection		LOS (sec. delay / vehicle) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Eagle Mountain Boulevard / Pony Express Pkwy	Signal	A (9.4)	B (16.4)
Eagle Mountain Boulevard / SR-73	Signal	C (23.4)	D (36.1)
Lone Tree Pkwy / Pony Express Pkwy	Signal	A (5.9)	A (8.6)
Ranches Pkwy / Pony Express Pkwy	Signal	C (24.6)	D (43.2)
North Collector / Pony Express Pkwy	WB Stop	d (30.7) / EBL	e (36.6) / EBT
Road 1 / Pony Express Pkwy	WB top	c (18.8) / WBL	a (4.3) / SBL
3400 North / Pony Express Pkwy	Signal	B (10.2)	B (11.6)
South Collector / Pony Express Pkwy	WB Stop	a (5.9) / WBL	a (4.6) / WBR
Road 2 / 3400 North	NB/SB Stop	a (10) / SBL	c (15.2) / NBL
Road 3 / 3400 North	NB/SB Stop	b (11.6) / SBL	c (17) / NBL
Road 4 / 3400 North	NB/SB Stop	c (22.2) / SBT	d (25.4) / SBL
Airport Road / Pony Express Pkwy	Signal	C (34.3)	D (53.5)
Eagle Mountain Boulevard / Airport Road	Signal	B (14.9)	B (19.5)
North Collector / Airport Road	Signal	B (15.1)	B (16.0)
3400 North / Airport Road	Signal	C (21.2)	C (20.5)
South Collector / Airport Road	EB Stop	a (6.1) / EBL	a (6.5) / SBT

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for non-AWSC intersections.

Source: Hales Engineering, July 2020

E. Mitigation Measures

It is recommended that an additional signal be installed at the North Collector / Pony Express Parkway intersection when warrants are met. No additional mitigation measures are recommended.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 14.

Intersections shown in Table 14 include new intersections and existing intersections that have recommended storage length changes.

Table 14: Recommended Storage Lengths

Recommended Storage Lengths Eagle Mountain - Ault Farms TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Eagle Mountain Blvd / Pony Express Pkwy	175	50	100	125	150	275	200	100
Eagle Mountain Blvd / SR-73	250	125	100	100	125	280 / 300	75 / 500	100
Lone Tree Pkwy / Pony Express Pkwy	70 / 100	-	-	70 / 125	100 / 200	-	-	-
Ranches Pkwy / Pony Express Pkwy	125	-	125 / 525	500	100 / 350	100	110 / 425	425
North Collector / Pony Express Pkwy	50	-	50	-	75	50	50	50
Road 1 / Pony Express Pkwy	-	-	50	-	-	-	-	50
3400 North / Pony Express Pkwy	50	-	150	100	100	50	50	75
South Collector / Pony Express Pkwy	-	-	50	-	-	-	-	50
Road 2 / 3400 North	-	50	-	50	50	-	50	-
Road 3 / 3400 North	-	50	-	50	50	-	50	-
Road 4 / 3400 North	-	50	-	50	50	-	50	-
Airport Road / Pony Express Pkwy	325	175	425	100	250	425	425	200
Eagle Mountain Blvd / Airport Road	50	-	225	75	125	75	50	75
North Collector / Airport Road	50	50	100	125	150	50	50	50
3400 North / Airport Road	50	50	75	175	275	50	50	50
South Collector / Airport Road	50	-	-	-	-	75	-	-

Source: Hales Engineering, July 2020

APPENDIX A

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

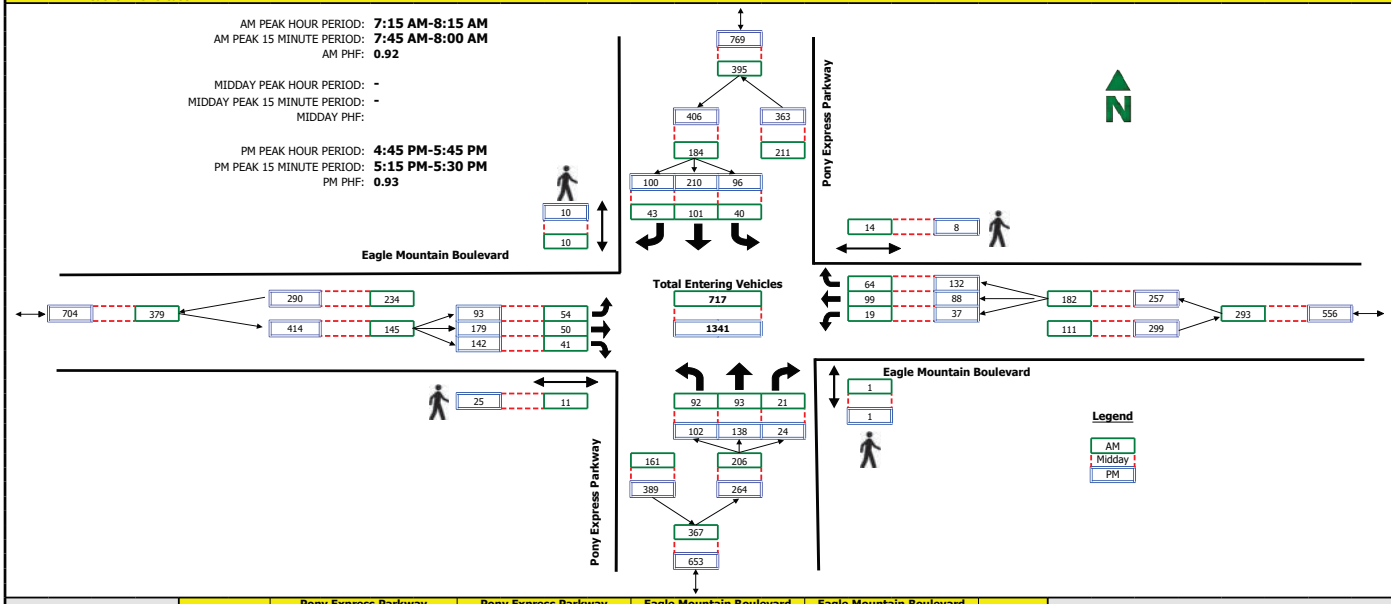
Intersection: Pony Express Parkway / Eagle Mountain Boulevard
North/South: Pony Express Parkway
East/West: Eagle Mountain Boulevard
Jurisdiction: Eagle Mountain
Project Title: Ault Farms TIS
Project No: UT20-1681
Weather: Overcast

Date: 5-14-20, Thu
COVID-19 Adjustment: 71.9%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:15 AM-8:15 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.92**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:45 PM-5:45 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.93**



RAW COUNT SUMMARIES	Pony Express Parkway Northbound				Pony Express Parkway Southbound				Eagle Mountain Boulevard Eastbound				Eagle Mountain Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	24	19	3	0	3	22	6	0	4	7	17	0	3	13	18	0	139
7:15 - 7:30	26	18	3	0	4	21	11	0	13	7	11	0	4	28	10	0	156
7:30 - 7:45	21	18	8	0	11	33	7	8	13	13	15	10	6	22	18	14	185
7:45 - 8:00	19	28	7	0	17	25	11	1	11	17	8	0	6	24	21	0	194
8:00 - 8:15	26	29	3	1	8	22	14	1	17	13	7	1	3	25	15	0	182
8:15 - 8:30	19	26	3	0	7	11	15	3	11	7	10	0	3	26	14	4	152
8:30 - 8:45	17	21	1	0	15	11	4	0	11	17	7	0	3	14	15	0	136
8:45 - 9:00	7	14	3	0	3	28	10	0	13	11	14	0	10	26	21	0	160
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	36	40	6	0	8	28	22	4	25	22	29	3	7	22	15	3	260
16:15 - 16:30	17	25	7	0	19	35	22	1	17	33	25	0	6	24	19	1	249
16:30 - 16:45	18	42	1	0	29	36	14	13	31	49	26	3	3	21	33	19	303
16:45 - 17:00	17	33	3	1	24	50	19	3	21	38	43	3	7	21	29	0	305
17:00 - 17:15	28	47	7	0	26	38	26	3	29	35	40	4	11	24	35	3	346
17:15 - 17:30	25	32	4	0	21	68	29	0	15	60	26	11	8	25	47	1	360
17:30 - 17:45	32	26	10	0	25	54	26	4	28	46	33	7	11	18	21	4	330
17:45 - 18:00	18	29	3	0	18	51	22	0	31	42	25	0	13	21	25	0	298

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

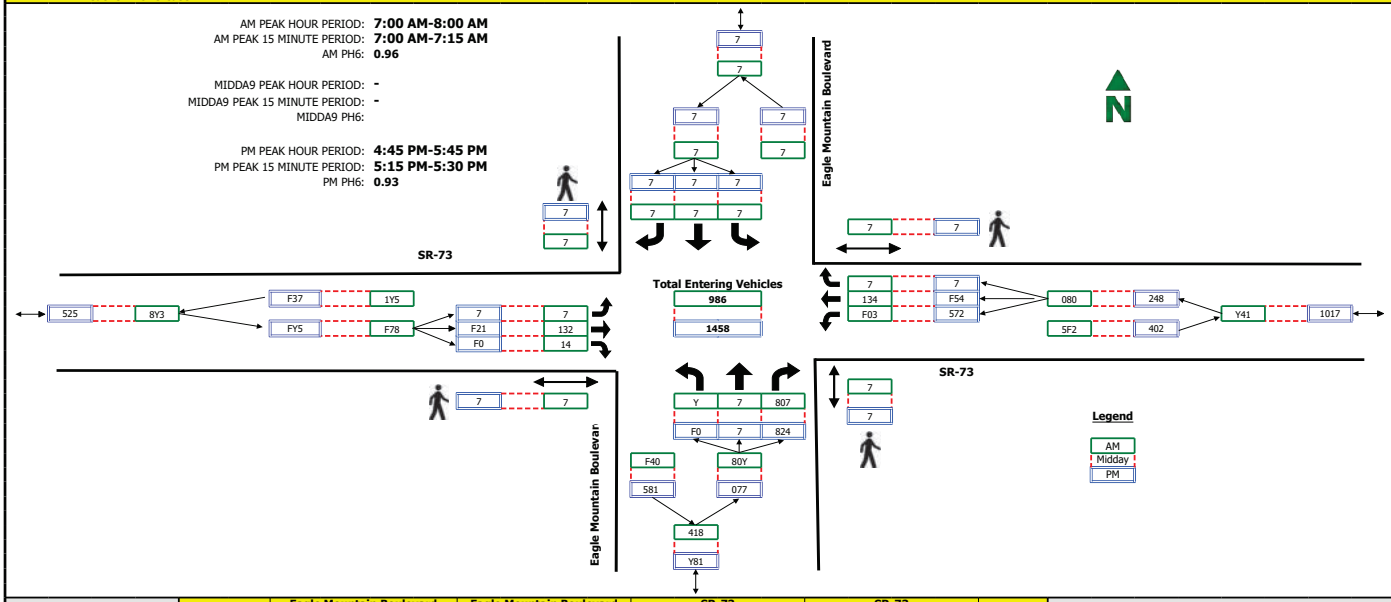
Intersection Turning Movement Summary

Intersection:	**Eagle Mountain Boulevard / SR-73**	**Date:**	**5-14-20, Thu**
North/South:	**Eagle Mountain Boulevard**	**COVID-19 Adjustment:**	**71.9%**
East/West:	**SR-73**	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Eagle Mountain**	**Adjustment Station #:**	**0**
Project Title:	**Ault Farms TIS**	**Growth Rate:**	**0.0%**
Project No:	**UT20-1681**	**Number of Years:**	**0**
Weather:	**Overcast**		

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**
AM PEAK 15 MINUTE PERIOD: **7:00 AM-7:15 AM**
AM PH6: **0.96**

MIDDA9 PEAK HOUR PERIOD: **-**
MIDDA9 PEAK 15 MINUTE PERIOD: **-**
MIDDA9 PH6:

PM PEAK HOUR PERIOD: **4:45 PM-5:45 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PH6: **0.93**



RAW COUNT SUMMARIES	Eagle Mountain Boulevard Northbound				Eagle Mountain Boulevard Southbound				SR-73 Eastbound				SR-73 Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
2:77 - 2:15	0	7	23	7	7	7	7	7	7	57	4	7	48	52	7	7	F53
2:15 - 2:87	1	7	33	7	7	7	7	7	7	08	7	7	25	08	7	7	F57
2:87 - 2:05	1	7	Y8	7	7	7	7	7	7	07	0	7	57	02	7	7	F85
2:05 - 3:77	8	7	31	7	7	7	7	7	7	50	4	7	47	8Y	7	7	F08
3:77 - 3:15	7	7	31	7	7	7	7	7	7	84	0	7	52	F4	7	7	F70
3:15 - 3:87	8	7	2F	7	7	7	7	7	7	04	4	7	51	85	7	7	F18
3:87 - 3:05	8	7	Y7	7	7	7	7	7	7	0Y	8	7	58	83	7	7	F84
3:05 - Y:77	0	7	50	7	7	7	7	7	7	85	7	7	02	83	7	7	123
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
Y:77 - Y:15	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Y:15 - Y:87	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Y:87 - Y:05	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Y:05 - 17:77	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
17:77 - 17:15	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
17:15 - 17:87	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
17:87 - 17:05	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
17:05 - 11:77	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
11:77 - 11:15	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
11:15 - 11:87	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
11:87 - 11:05	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
11:05 - 1F:77	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
1F:77 - 1F:15	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
1F:15 - 1F:87	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
1F:87 - 1F:05	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
1F:05 - 18:77	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
18:77 - 18:15	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
18:15 - 18:87	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
18:87 - 18:05	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
18:05 - 10:77	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
10:77 - 10:15	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
10:15 - 10:87	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
10:87 - 10:05	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
10:05 - 15:77	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
15:77 - 15:15	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
15:15 - 15:87	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
15:87 - 15:05	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
15:05 - 14:77	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
14:77 - 14:15	18	7	170	7	7	7	7	7	7	02	1	7	34	20	7	7	8F5
14:15 - 14:87	1	7	25	7	7	7	7	7	7	45	8	7	177	21	2	7	8FF
14:87 - 14:05	7	7	YY	7	7	7	7	7	7	47	3	7	1FF	2F	7	7	841
14:05 - 12:77	8	7	3F	7	7	7	7	7	7	53	8	7	115	41	7	7	8FF
12:77 - 12:15	10	7	33	7	7	7	7	7	7	23	4	7	1F1	54	7	7	848
12:15 - 12:87	8	7	174	7	7	7	7	7	7	21	3	7	185	21	7	7	8Y0
12:87 - 12:05	0	7	177	7	7	7	7	7	7	40	2	7	184	43	7	7	82Y
12:05 - 13:77	1	7	52	7	7	7	7	7	7	0F	1	7	1F0	21	7	7	FY4

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

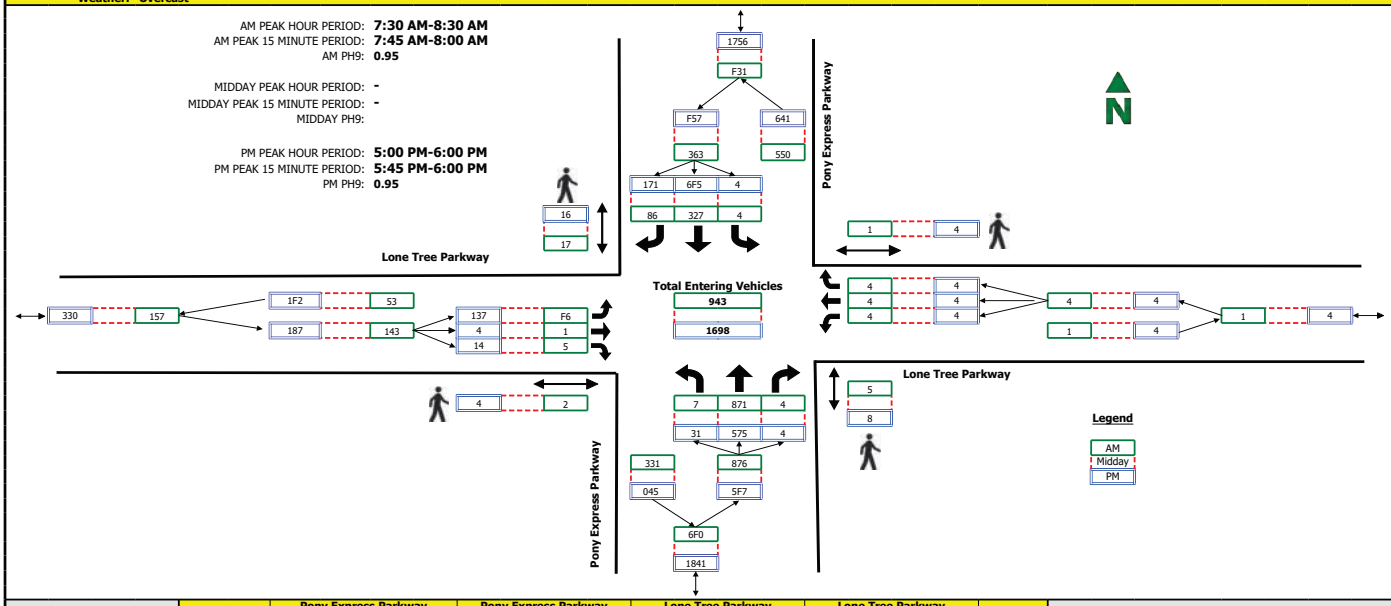
Intersection: Pony Express Parkway / Lone Tree Parkway
North/South: Pony Express Parkway
East/West: Lone Tree Parkway
Jurisdiction: Eagle Mountain
Project Title: Ault Farms TIS
Project No: UT20-1681
Weather: Overcast

Date: 5-14-20, Thu
COVID-19 Adjustment: 71.9%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PH9: **0.95**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PH9:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PH9: **0.95**



RAW COUNT SUMMARIES	Pony Express Parkway Northbound				Pony Express Parkway Southbound				Lone Tree Parkway Eastbound				Lone Tree Parkway Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
6:44 - 6:15	1	135	4	1	4	57	11	3	21	4	1	8	4	4	4	1	225
6:15 - 6:34	4	140	4	3	4	64	14	3	28	4	1	3	4	4	4	4	213
6:34 - 6:85	4	125	4	1	4	F5	14	8	10	4	4	1	4	4	4	1	280
6:85 - 0:44	8	140	4	3	4	F2	10	3	27	4	1	4	4	4	4	4	28F
0:44 - 0:15	1	111	4	1	4	71	0	7	22	4	1	1	4	4	4	4	248
0:15 - 0:34	1	116	4	4	4	60	11	3	31	1	3	4	4	4	4	4	282
0:34 - 0:85	1	128	4	8	4	50	27	1	25	4	4	3	4	4	4	4	238
0:85 - F:44	1	60	4	1	4	78	15	1	37	4	3	1	4	4	4	4	1F6
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
F:44 - F:15	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
F:15 - F:34	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
F:34 - F:85	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
F:85 - 14:44	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
14:44 - 14:15	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
14:15 - 14:34	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
14:34 - 14:85	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
14:85 - 11:44	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
11:44 - 11:15	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
11:15 - 11:34	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
11:34 - 11:85	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
11:85 - 12:44	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
12:44 - 12:15	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
12:15 - 12:34	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
12:34 - 12:85	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
12:85 - 13:44	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
13:44 - 13:15	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
13:15 - 13:34	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
13:34 - 13:85	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
13:85 - 18:44	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
18:44 - 18:15	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
18:15 - 18:34	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
18:34 - 18:85	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
18:85 - 15:44	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
15:44 - 15:15	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
15:15 - 15:34	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
15:34 - 15:85	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
15:85 - 17:44	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
17:44 - 17:15	3	153	4	4	4	183	35	1	3F	4	3	4	4	4	4	4	367
17:15 - 17:34	7	170	4	4	4	164	33	3	33	4	1	4	4	4	4	3	811
17:34 - 17:85	11	170	4	1	4	164	25	7	32	4	6	4	4	4	4	4	813
17:85 - 16:44	3	15F	4	1	4	176	37	8	22	4	1	3	4	4	4	4	300
16:44 - 16:15	8	183	4	3	4	173	83	6	35	4	7	4	4	4	4	4	3F8
16:15 - 16:34	8	154	4	4	4	213	87	7	2F	4	3	4	4	4	4	4	885
16:34 - 16:85	14	125	4	1	4	1F1	87	3	3F	4	4	4	4	4	4	4	811
16:85 - 10:44	13	186	4	4	4	220	27	1	33	4	1	4	4	4	4	4	880

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

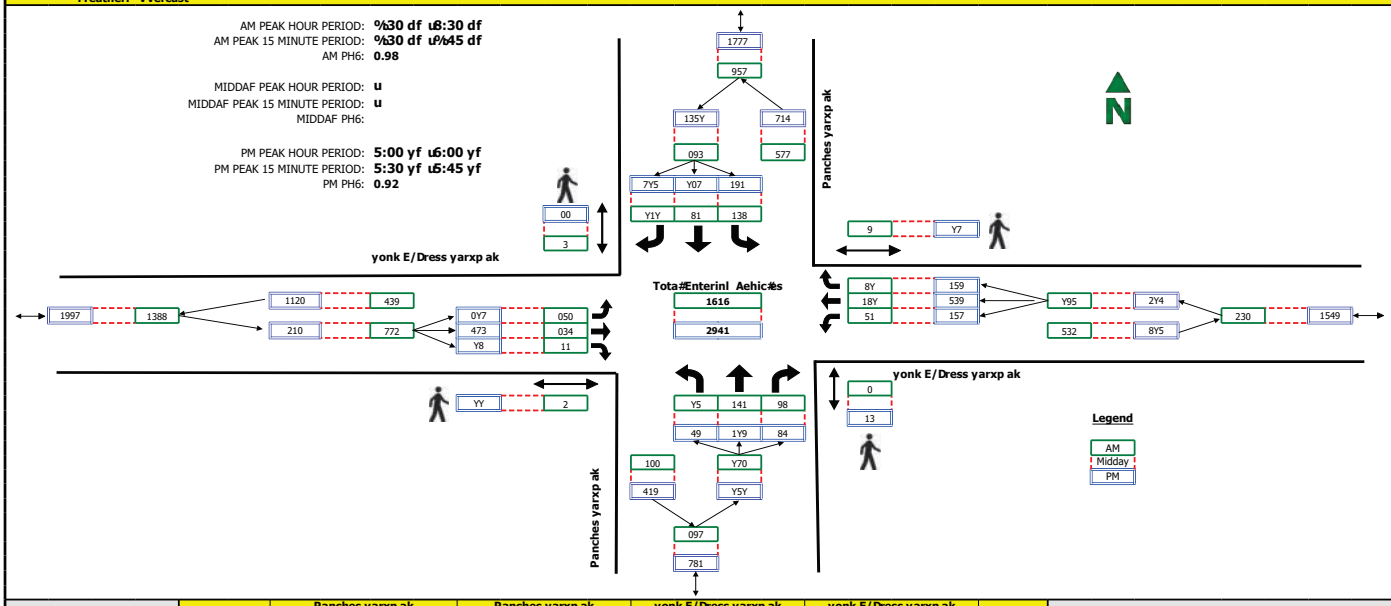
Intersection: Panches yarxp ak wyonk E/Dress yarxp ak
NorthwCoSth: Panches yarxp ak
EastvMest: yonk E/Dress yarxp ak
gSrisj iction: Eal #f oSntain
yromct Tit#: dS# Gar7 s TIC
yromct No: UT20u1681
Meather: Vvercast

- ate: 5u14u20, ThS
OVAI- u19 dj r6st7 ent: %4.9W
f onth oYJ ear dj r6st7 ent: 100.0W
dj r6st7 ent Ctation F : 0
Rrop th Pate: 0.0W
NS7 ber oYJ ears: 0

AM PEAK HOUR PERIOD: %30 df u8:30 df
AM PEAK 15 MINUTE PERIOD: %30 df u%45 df
AM PH6: 0.98

MIDDAF PEAK HOUR PERIOD: u
MIDDAF PEAK 15 MINUTE PERIOD: u
MIDDAF PH6:

PM PEAK HOUR PERIOD: 5:00 yf u6:00 yf
PM PEAK 15 MINUTE PERIOD: 5:30 yf u5:45 yf
PM PH6: 0.92



PdM OVUNT CUf f dPIEC	Panches yarxp ak Northbound				Panches yarxp ak Southbound				yonk E/Dress yarxp ak Eastbound				yonk E/Dress yarxp ak Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
df yEPIV- OVUNTC																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
8:33 - 8:15	8	45	15	3	2	13	0Y	3	90	71	3	3	11	4Y	10	1	008
8:15 - 8:03	7	00	Y1	3	Y1	10	05	0	113	81	0	4	7	09	10	1	081
8:03 - 8:45	2	02	Y7	3	YY	15	70	3	22	89	0	8	11	48	14	0	414
8:45 - 2:33	0	4Y	YY	3	19	Y1	83	3	25	81	0	3	14	4Y	12	0	413
2:33 - 2:15	8	Y7	Y5	0	Y2	10	07	3	21	2Y	4	1	10	40	YY	0	023
2:15 - 2:03	8	05	Y4	3	02	YY	40	3	99	8Y	1	3	10	43	12	3	41Y
2:03 - 2:45	15	45	01	1	15	Y9	47	0	9Y	72	0	4	2	00	Y4	3	439
2:45 - 9:33	8	0Y	Y5	1	0Y	12	53	3	83	72	4	3	14	52	YY	0	433
f I- - dJ yEPIV- OVUNTC																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:33 - 9:15	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
9:15 - 9:03	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
9:03 - 9:45	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
9:45 - 13:33	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
13:33 - 13:15	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
13:15 - 13:03	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
13:03 - 13:45	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
13:45 - 11:33	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
11:33 - 11:15	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
11:15 - 11:03	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
11:03 - 11:45	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
11:45 - 1Y:33	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
1Y:33 - 1Y:15	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
1Y:15 - 1Y:03	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
1Y:03 - 1Y:45	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
1Y:45 - 10:33	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10:33 - 10:15	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10:15 - 10:03	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10:03 - 10:45	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10:45 - 14:33	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
14:33 - 14:15	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
14:15 - 14:03	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
14:03 - 14:45	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
14:45 - 15:33	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
15:33 - 15:15	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
15:15 - 15:03	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
15:03 - 15:45	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
15:45 - 17:33	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
yf yEPIV- OVUNTC																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
17:33 - 17:15	11	07	18	3	47	53	115	13	90	1YY	1	1	Y1	130	0Y	13	748
17:15 - 17:03	11	0Y	00	3	02	50	1Y3	11	138	14Y	10	3	00	102	00	13	850
17:03 - 17:45	13	05	01	3	51	70	143	4	22	105	2	7	Y1	115	00	3	803
17:45 - 18:33	11	02	Y1	3	07	40	132	7	8Y	118	53	1	Y4	1Y5	Y4	1	779
18:33 - 18:15	8	Y7	12	3	Y4	43	10Y	2	82	113	1	3	Y4	14Y	4Y	7	744
18:15 - 18:03	11	05	18	0	47	54	105	3	89	1Y1	10	1	45	114	09	0	839
18:03 - 18:45	12	0Y	YY	8	50	73	191	18	27	133	0	14	45	140	40	11	897
18:45 - 12:33	10	07	18	3	72	2Y	178	2	20	1Y9	13	8	4Y	113	05	7	89Y

APPENDIX B

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	92	90	98	4.5	*A*
	T	93	91	98	5.8	*A*
	R	21	22	106	4.2	*A*
	Subtotal	206	203	99	5.1	*A*
SB	L	40	38	95	5.1	*A*
	T	248	244	98	3.4	*A*
	R	43	47	109	5.1	*A*
	Subtotal	331	329	99	3.8	*A*
EB	L	54	52	97	8.2	*A*
	T	170	168	99	4.9	*A*
	R	41	42	102	8.2	*A*
	Subtotal	265	262	99	6.1	*A*
WB	L	19	20	107	4.0	*A*
	T	99	98	99	5.6	*A*
	R	64	62	97	4.1	*A*
	Subtotal	182	180	99	4.9	*A*
Total		983	974	99	4.9	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***9***	***9***	***97***	***15.4***	***C***
	R	340	346	102	7.0	*A*
	Subtotal	349	355	102	7.2	*A*
EB	T	187	189	101	1.3	*A*
	R	16	17	105	1.0	*A*
	Subtotal	203	206	101	1.3	*A*
WB	L	248	242	97	5.4	*A*
	T	186	186	100	2.3	*A*
	Subtotal	434	428	99	4.1	*A*
Total		987	989	100	4.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	***L***	***97***	***97***	***100***	***10.8***	***B***
	R	5	5	100	5.5	*A*
	Subtotal	102	102	100	10.5	*B*
NE	L	6	7	112	4.3	*A*
	T	461	454	98	0.7	*A*
	Subtotal	467	461	99	0.8	*A*
SW	T	362	354	98	0.9	*A*
	R	47	51	108	0.6	*A*
	Subtotal	409	405	99	0.9	*A*
Total		978	968	99	1.8	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	22	89	16.1	*B*
	T	141	144	102	15.2	*B*
	R	97	94	97	4.5	*A*
	Subtotal	263	260	99	11.4	*B*
SB	L	107	107	100	19.2	*B*
	T	71	71	100	13.1	*B*
	R	212	217	102	4.3	*A*
	Subtotal	390	395	101	9.9	*A*
EB	L	353	342	97	16.5	*B*
	T	304	307	101	9.1	*A*
	R	11	12	107	4.0	*A*
	Subtotal	668	661	99	12.8	*B*
WB	L	51	53	103	14.8	*B*
	T	172	166	97	17.9	*B*
	R	72	72	100	5.9	*A*
	Subtotal	295	291	99	14.4	*B*
Total		1,616	1,607	99	12.2	*B*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.1	0.0	0.2	0.1	0.1	0.1	0.0	0.1	0.2	0.1
Total Del/Veh (s)	8.2	4.9	8.2	4.0	5.6	4.1	4.5	5.8	4.2	5.1	3.4	5.1
Vehicles Entered	52	169	42	20	98	63	91	91	22	38	243	46
Vehicles Exited	52	168	42	20	98	62	90	91	22	38	244	47
Hourly Exit Rate	52	168	42	20	98	62	90	91	22	38	244	47
Input Volume	54	170	41	19	99	64	92	93	21	40	248	43
% of Volume	97	99	102	107	99	97	98	98	106	95	98	109

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.3
Total Del/Veh (s)	4.9
Vehicles Entered	975
Vehicles Exited	974
Hourly Exit Rate	974
Input Volume	983
% of Volume	99

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.4	0.4	1.3	0.2	0.3
Total Delay (hr)	0.1	0.0	0.4	0.1	0.0	0.7	1.3
Total Del/Veh (s)	1.3	1.0	5.4	2.3	15.4	7.0	4.6
Vehicles Entered	189	17	242	186	9	347	990
Vehicles Exited	189	17	242	186	9	346	989
Hourly Exit Rate	189	17	242	186	9	346	989
Input Volume	187	16	248	186	9	340	987
% of Volume	101	105	97	100	97	102	100

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	2.4	0.1	0.0	0.0	0.1
Total Delay (hr)	0.3	0.0	0.0	0.1	0.1	0.0	0.5
Total Del/Veh (s)	10.8	5.5	4.3	0.7	0.9	0.6	1.8
Vehicles Entered	97	5	7	454	353	51	967
Vehicles Exited	97	5	7	454	354	51	968
Hourly Exit Rate	97	5	7	454	354	51	968
Input Volume	97	5	6	461	362	47	978
% of Volume	100	100	112	98	98	108	99

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.8	0.0	0.0	2.6	0.1	0.1	3.8	0.5	3.7	2.4	0.3	0.2
Total Delay (hr)	1.6	0.8	0.0	0.2	0.8	0.1	0.1	0.6	0.1	0.6	0.3	0.3
Total Del/Veh (s)	16.5	9.1	4.0	14.8	17.9	5.9	16.1	15.2	4.5	19.2	13.1	4.3
Vehicles Entered	342	309	12	54	167	72	22	143	94	107	71	217
Vehicles Exited	342	307	12	53	166	72	22	144	94	107	71	217
Hourly Exit Rate	342	307	12	53	166	72	22	144	94	107	71	217
Input Volume	353	304	11	51	172	72	25	141	97	107	71	212
% of Volume	97	101	107	103	97	100	89	102	97	100	100	102

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.8
Total Delay (hr)	5.5
Total Del/Veh (s)	12.2
Vehicles Entered	1610
Vehicles Exited	1607
Hourly Exit Rate	1607
Input Volume	1616
% of Volume	99

Total Zone Performance

Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.7
Total Delay (hr)	17.3
Total Del/Veh (s)	22.6
Vehicles Entered	2557
Vehicles Exited	2556
Hourly Exit Rate	2556
Input Volume	21390
% of Volume	12

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	78	86	92
Average Queue (ft)	14	20	17	21
95th Queue (ft)	51	57	60	64
Link Distance (ft)	2928	2776	826	1209
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	NB	NB
Directions Served	T	R	L	L	R
Maximum Queue (ft)	4	7	91	41	134
Average Queue (ft)	0	0	40	7	70
95th Queue (ft)	4	4	83	30	111
Link Distance (ft)	2185				1091
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		290	135	200	
Storage Blk Time (%)			0		0
Queuing Penalty (veh)			0		0

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	NE
Directions Served	LR	L
Maximum Queue (ft)	86	30
Average Queue (ft)	44	3
95th Queue (ft)	76	17
Link Distance (ft)	540	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		85
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	189	138	106	75	110	108	50	114	78	110	80	86
Average Queue (ft)	105	35	39	29	51	44	14	55	35	49	32	46
95th Queue (ft)	172	93	81	61	86	84	42	96	63	90	69	74
Link Distance (ft)		1733	1733		1730	1730		590			1638	1638
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			110			100		60	135		
Storage Blk Time (%)	7	0		0	0			6	1	0		
Queuing Penalty (veh)	11	0		0	0			11	1	0		

Zone Summary

Zone wide Queuing Penalty: 24

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Existing (2020) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	92	87	95	4.2	*A*
	T	93	93	100	5.9	*A*
	R	21	22	106	4.1	*A*
	Subtotal	206	202	98	5.0	*A*
SB	L	40	39	98	5.1	*A*
	T	248	246	99	3.3	*A*
	R	43	39	90	5.0	*A*
	Subtotal	331	324	98	3.7	*A*
EB	L	54	54	100	8.1	*A*
	T	170	178	105	5.2	*A*
	R	41	44	107	8.3	*A*
	Subtotal	265	276	104	6.3	*A*
WB	L	19	17	91	3.9	*A*
	T	99	100	101	5.7	*A*
	R	64	65	102	4.0	*A*
	Subtotal	182	182	100	4.9	*A*
Total		983	984	100	4.9	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	8	86	34.2	*C*
	R	340	332	98	7.3	*A*
	Subtotal	349	340	97	7.9	*A*
EB	T	187	192	103	10.4	*B*
	R	16	16	98	3.7	*A*
	Subtotal	203	208	102	9.9	*A*
WB	L	248	261	105	10.8	*B*
	T	186	184	99	6.7	*A*
	Subtotal	434	445	103	9.1	*A*
Total		987	993	101	8.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Existing (2020) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	97	97	100	11.7	*B*
	R	5	5	100	2.9	*A*
	Subtotal	102	102	100	11.3	*B*
NE	L	6	5	80	7.3	*A*
	T	461	467	101	3.3	*A*
	Subtotal	467	472	101	3.3	*A*
SW	T	362	358	99	2.8	*A*
	R	47	51	108	1.6	*A*
	Subtotal	409	409	100	2.7	*A*
Total		978	983	101	3.9	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	24	97	16.0	*B*
	T	141	142	101	15.9	*B*
	R	97	102	105	4.4	*A*
	Subtotal	263	268	102	11.5	*B*
SB	L	107	111	104	20.0	*B*
	T	71	72	101	12.4	*B*
	R	212	216	102	4.6	*A*
	Subtotal	390	399	102	10.3	*B*
EB	L	353	361	102	16.4	*B*
	T	304	305	100	9.5	*A*
	R	11	10	89	4.9	*A*
	Subtotal	668	676	101	13.1	*B*
WB	L	51	50	98	15.1	*B*
	T	172	168	98	18.6	*B*
	R	72	73	101	6.1	*A*
	Subtotal	295	291	99	14.9	*B*
Total		1,616	1,634	101	12.5	*B*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.1	0.0	0.2	0.1	0.1	0.2	0.0	0.1	0.2	0.1
Total Del/Veh (s)	8.1	5.2	8.3	3.9	5.7	4.0	4.2	5.9	4.1	5.1	3.3	5.0
Vehicles Entered	54	180	44	17	100	65	88	92	22	38	245	40
Vehicles Exited	54	178	44	17	100	65	87	93	22	39	246	39
Hourly Exit Rate	54	178	44	17	100	65	87	93	22	39	246	39
Input Volume	54	170	41	19	99	64	92	93	21	40	248	43
% of Volume	100	105	107	91	101	102	95	100	106	98	99	90

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.4
Total Del/Veh (s)	4.9
Vehicles Entered	985
Vehicles Exited	984
Hourly Exit Rate	984
Input Volume	983
% of Volume	100

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.8	0.8	0.4	1.7	0.2	0.4
Total Delay (hr)	0.6	0.0	0.8	0.3	0.1	0.7	2.5
Total Del/Veh (s)	10.4	3.7	10.8	6.7	34.2	7.3	8.9
Vehicles Entered	192	16	261	185	8	333	995
Vehicles Exited	192	16	261	184	8	332	993
Hourly Exit Rate	192	16	261	184	8	332	993
Input Volume	187	16	248	186	9	340	987
% of Volume	103	98	105	99	86	98	101

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.7	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.4	0.3	0.0	1.1
Total Del/Veh (s)	11.7	2.9	7.3	3.3	2.8	1.6	3.9
Vehicles Entered	97	5	5	468	358	51	984
Vehicles Exited	97	5	5	467	358	51	983
Hourly Exit Rate	97	5	5	467	358	51	983
Input Volume	97	5	6	461	362	47	978
% of Volume	100	100	80	101	99	108	101

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.7	0.0	0.0	2.6	0.1	0.1	3.5	0.5	3.7	2.5	0.3	0.2
Total Delay (hr)	1.7	0.8	0.0	0.2	0.9	0.1	0.1	0.6	0.1	0.6	0.3	0.3
Total Del/Veh (s)	16.4	9.5	4.9	15.1	18.6	6.1	16.0	15.9	4.4	20.0	12.4	4.6
Vehicles Entered	361	305	10	50	169	73	24	142	102	112	72	218
Vehicles Exited	361	305	10	50	168	73	24	142	102	111	72	216
Hourly Exit Rate	361	305	10	50	168	73	24	142	102	111	72	216
Input Volume	353	304	11	51	172	72	25	141	97	107	71	212
% of Volume	102	100	89	98	98	101	97	101	105	104	101	102

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.8
Total Delay (hr)	5.7
Total Del/Veh (s)	12.5
Vehicles Entered	1638
Vehicles Exited	1634
Hourly Exit Rate	1634
Input Volume	1616
% of Volume	101

Total Zone Performance

Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.7
Total Delay (hr)	20.0
Total Del/Veh (s)	25.8
Vehicles Entered	2591
Vehicles Exited	2576
Hourly Exit Rate	2576
Input Volume	21390
% of Volume	12

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	71	77	88
Average Queue (ft)	15	20	18	20
95th Queue (ft)	55	58	56	60
Link Distance (ft)	2928	2776	826	1209
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	151	35	159	123	35	156
Average Queue (ft)	63	7	73	39	7	73
95th Queue (ft)	117	29	125	90	26	119
Link Distance (ft)	2185			2304		1091
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		290	135		200	
Storage Blk Time (%)			1	0		0
Queuing Penalty (veh)			1	0		0

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	85	28	27	85	90	58	79	44
Average Queue (ft)	42	3	3	35	29	17	26	10
95th Queue (ft)	72	18	17	73	73	48	66	34
Link Distance (ft)		529		1220	1220	576	576	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		85					100
Storage Blk Time (%)	0			0			0	
Queuing Penalty (veh)	0			0			0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	188	112	83	73	103	107	53	134	90	104	90	108
Average Queue (ft)	106	33	38	27	51	46	16	56	37	51	30	49
95th Queue (ft)	169	71	72	59	87	86	45	104	73	87	70	83
Link Distance (ft)		1733	1733		1730	1730		590			1638	1638
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			110			100		60	135		
Storage Blk Time (%)	7	0		0	0			7	1	0	0	
Queuing Penalty (veh)	11	0		0	0			13	1	0	0	

Zone Summary

Zone wide Queuing Penalty: 26

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	102	103	101	6.3	*A*
	T	138	139	101	7.7	*A*
	R	24	28	115	6.2	*A*
	Subtotal	264	270	102	7.0	*A*
SB	L	96	103	107	7.6	*A*
	T	609	619	102	4.1	*A*
	R	100	100	100	7.2	*A*
	Subtotal	805	822	102	4.9	*A*
EB	L	93	94	101	15.5	*C*
	T	296	306	103	11.7	*B*
	R	142	143	101	15.0	*B*
	Subtotal	531	543	102	13.2	*B*
WB	L	37	33	89	5.1	*A*
	T	88	86	98	6.5	*A*
	R	132	137	104	5.1	*A*
	Subtotal	257	256	100	5.6	*A*
Total		1,859	1,891	102	7.7	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***24***	***24***	***99***	***45.5***	***E***
	R	376	372	99	7.4	*A*
	Subtotal	400	396	99	9.7	*A*
EB	T	271	275	102	2.1	*A*
	R	24	21	87	1.8	*A*
	Subtotal	295	296	100	2.1	*A*
WB	L	507	516	102	9.5	*A*
	T	256	249	97	4.3	*A*
	Subtotal	763	765	100	7.8	*A*
Total		1,458	1,457	100	7.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	***L***	***136***	***135***	***99***	***52.5***	***F***
	R	10	11	110	48.9	*E*
	Subtotal	146	146	100	52.2	*F*
NE	L	31	30	96	10.8	*B*
	T	565	574	102	1.1	*A*
	Subtotal	596	604	101	1.6	*A*
SW	T	1,022	1,039	102	1.7	*A*
	R	161	163	101	1.8	*A*
	Subtotal	1,183	1,202	102	1.7	*A*
Total		1,926	1,952	101	5.5	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	50	103	30.5	*C*
	T	129	126	97	28.8	*C*
	R	74	78	106	6.5	*A*
	Subtotal	252	254	101	22.3	*C*
SB	L	191	193	101	31.2	*C*
	T	236	234	99	26.1	*C*
	R	625	640	102	20.6	*C*
	Subtotal	1,052	1,067	101	23.7	*C*
EB	L	326	328	101	29.5	*C*
	T	460	463	101	15.7	*B*
	R	27	29	106	11.7	*B*
	Subtotal	813	820	101	21.1	*C*
WB	L	156	156	100	21.5	*C*
	T	509	515	101	24.4	*C*
	R	159	157	99	15.7	*B*
	Subtotal	824	828	100	22.2	*C*
Total		2,941	2,969	101	22.4	*C*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	1.0	0.6	0.0	0.2	0.2	0.2	0.3	0.0	0.2	0.7	0.2
Total Del/Veh (s)	15.5	11.7	15.0	5.1	6.5	5.1	6.3	7.7	6.2	7.6	4.1	7.2
Vehicles Entered	94	303	144	33	87	137	104	140	28	103	618	101
Vehicles Exited	94	306	143	33	86	137	103	139	28	103	619	100
Hourly Exit Rate	94	306	143	33	86	137	103	139	28	103	619	100
Input Volume	93	296	142	37	88	132	102	138	24	96	609	100
% of Volume	101	103	101	89	98	104	101	101	115	107	102	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	4.1
Total Del/Veh (s)	7.7
Vehicles Entered	1892
Vehicles Exited	1891
Hourly Exit Rate	1891
Input Volume	1859
% of Volume	102

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.3	0.3	0.7	0.7	1.5	0.2	0.5
Total Delay (hr)	0.2	0.0	1.4	0.3	0.3	0.8	2.9
Total Del/Veh (s)	2.1	1.8	9.5	4.3	45.5	7.4	7.2
Vehicles Entered	276	21	513	248	24	373	1455
Vehicles Exited	275	21	516	249	24	372	1457
Hourly Exit Rate	275	21	516	249	24	372	1457
Input Volume	271	24	507	256	24	376	1458
% of Volume	102	87	102	97	99	99	100

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.6	0.1	0.0	0.0	0.0
Total Delay (hr)	2.0	0.1	0.1	0.2	0.5	0.1	3.0
Total Del/Veh (s)	52.5	48.9	10.8	1.1	1.7	1.8	5.5
Vehicles Entered	135	11	30	573	1038	164	1951
Vehicles Exited	135	11	30	574	1039	163	1952
Hourly Exit Rate	135	11	30	574	1039	163	1952
Input Volume	136	10	31	565	1022	161	1926
% of Volume	99	110	96	102	102	101	101

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.6	0.0	0.0	2.1	0.2	0.2	3.7	0.5	3.8	1.9	0.4	0.4
Total Delay (hr)	2.7	2.1	0.1	0.9	3.5	0.7	0.4	1.0	0.1	1.7	1.7	3.7
Total Del/Veh (s)	29.5	15.7	11.7	21.5	24.4	15.7	30.5	28.8	6.5	31.2	26.1	20.6
Vehicles Entered	327	464	29	157	516	159	49	125	78	193	231	642
Vehicles Exited	328	463	29	156	515	157	50	126	78	193	234	640
Hourly Exit Rate	328	463	29	156	515	157	50	126	78	193	234	640
Input Volume	326	460	27	156	509	159	49	129	74	191	236	625
% of Volume	101	101	106	100	101	99	103	97	106	101	99	102

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.6
Total Delay (hr)	18.8
Total Del/Veh (s)	22.4
Vehicles Entered	2970
Vehicles Exited	2969
Hourly Exit Rate	2969
Input Volume	2941
% of Volume	101

Total Zone Performance

Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.7
Total Delay (hr)	52.5
Total Del/Veh (s)	39.7
Vehicles Entered	4341
Vehicles Exited	4333
Hourly Exit Rate	4333
Input Volume	39863
% of Volume	11

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	217	89	118	155
Average Queue (ft)	84	32	47	51
95th Queue (ft)	176	73	99	113
Link Distance (ft)	2928	2776	826	1209
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	11	24	195	27	67	127
Average Queue (ft)	1	2	88	1	21	72
95th Queue (ft)	6	11	160	27	54	111
Link Distance (ft)	2185			2304		1091
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		290	135		200	
Storage Blk Time (%)			1			
Queuing Penalty (veh)			4			

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	NE	NE	SW
Directions Served	LR	L	T	TR
Maximum Queue (ft)	253	54	8	17
Average Queue (ft)	100	18	0	1
95th Queue (ft)	208	47	9	11
Link Distance (ft)	540		1226	569
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		85		
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	199	300	208	177	237	268	87	157	138	207	274	411
Average Queue (ft)	130	91	81	72	133	136	35	69	40	101	113	190
95th Queue (ft)	202	217	153	133	204	220	74	131	93	172	205	341
Link Distance (ft)		1733	1733		1730	1730		590			1638	1638
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			110			100		60	135		
Storage Blk Time (%)	20	2		2	14		0	12	1	4	6	
Queuing Penalty (veh)	45	7		4	22		1	23	1	9	12	

Zone Summary

Zone wide Queuing Penalty: 128

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Existing (2020) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	102	98	96	6.2	*A*
	T	138	142	103	7.6	*A*
	R	24	22	91	6.4	*A*
	Subtotal	264	262	99	7.0	*A*
SB	L	96	95	99	7.0	*A*
	T	609	617	101	3.8	*A*
	R	100	90	90	7.2	*A*
	Subtotal	805	802	100	4.6	*A*
EB	L	93	96	103	15.1	*C*
	T	296	302	102	11.7	*B*
	R	142	146	103	15.0	*B*
	Subtotal	531	544	102	13.2	*B*
WB	L	37	37	99	5.1	*A*
	T	88	85	97	6.5	*A*
	R	132	134	101	5.2	*A*
	Subtotal	257	256	100	5.6	*A*
Total		1,859	1,864	100	7.6	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	23	95	38.1	*D*
	R	376	357	95	9.3	*A*
	Subtotal	400	380	95	11.0	*B*
EB	T	271	269	99	16.1	*B*
	R	24	22	91	7.1	*A*
	Subtotal	295	291	99	15.4	*B*
WB	L	507	522	103	15.3	*B*
	T	256	253	99	7.5	*A*
	Subtotal	763	775	102	12.8	*B*
Total		1,458	1,446	99	12.9	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Existing (2020) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	136	137	101	17.8	*B*
	R	10	10	100	3.9	*A*
	Subtotal	146	147	101	16.9	*B*
NE	L	31	32	102	14.9	*B*
	T	565	572	101	4.2	*A*
	Subtotal	596	604	101	4.8	*A*
SW	T	1,022	1,021	100	3.8	*A*
	R	161	162	101	2.9	*A*
	Subtotal	1,183	1,183	100	3.7	*A*
Total		1,926	1,934	100	5.1	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	48	98	30.6	*C*
	T	129	136	105	28.9	*C*
	R	74	76	103	7.0	*A*
	Subtotal	252	260	103	22.8	*C*
SB	L	191	191	100	31.4	*C*
	T	236	233	99	24.6	*C*
	R	625	624	100	18.2	*B*
	Subtotal	1,052	1,048	100	22.0	*C*
EB	L	326	325	100	30.0	*C*
	T	460	471	102	15.9	*B*
	R	27	31	114	12.5	*B*
	Subtotal	813	827	102	21.3	*C*
WB	L	156	156	100	21.9	*C*
	T	509	508	100	23.4	*C*
	R	159	164	103	14.9	*B*
	Subtotal	824	828	100	21.4	*C*
Total		2,941	2,963	101	21.8	*C*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	1.0	0.6	0.1	0.2	0.2	0.2	0.3	0.0	0.2	0.7	0.2
Total Del/Veh (s)	15.1	11.7	15.0	5.1	6.5	5.2	6.2	7.6	6.4	7.0	3.8	7.2
Vehicles Entered	96	301	146	37	85	133	98	141	22	95	618	90
Vehicles Exited	96	302	146	37	85	134	98	142	22	95	617	90
Hourly Exit Rate	96	302	146	37	85	134	98	142	22	95	617	90
Input Volume	93	296	142	37	88	132	102	138	24	96	609	100
% of Volume	103	102	103	99	97	101	96	103	91	99	101	90

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	4.0
Total Del/Veh (s)	7.6
Vehicles Entered	1862
Vehicles Exited	1864
Hourly Exit Rate	1864
Input Volume	1859
% of Volume	100

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.0	0.0	0.3
Denied Del/Veh (s)	0.3	0.7	1.1	0.9	1.5	0.1	0.7
Total Delay (hr)	1.2	0.0	2.3	0.5	0.2	0.9	5.3
Total Del/Veh (s)	16.1	7.1	15.3	7.5	38.1	9.3	12.9
Vehicles Entered	271	22	520	252	23	357	1445
Vehicles Exited	269	22	522	253	23	357	1446
Hourly Exit Rate	269	22	522	253	23	357	1446
Input Volume	271	24	507	256	24	376	1458
% of Volume	99	91	103	99	95	95	99

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.5	0.1	0.0	0.0	0.0
Total Delay (hr)	0.7	0.0	0.1	0.7	1.1	0.1	2.7
Total Del/Veh (s)	17.8	3.9	14.9	4.2	3.8	2.9	5.1
Vehicles Entered	138	10	32	573	1022	162	1937
Vehicles Exited	137	10	32	572	1021	162	1934
Hourly Exit Rate	137	10	32	572	1021	162	1934
Input Volume	136	10	31	565	1022	161	1926
% of Volume	101	100	102	101	100	101	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.6	0.0	0.1	2.1	0.2	0.2	3.6	0.5	3.7	1.9	0.4	0.3
Total Delay (hr)	2.8	2.1	0.1	1.0	3.4	0.7	0.4	1.1	0.1	1.7	1.6	3.2
Total Del/Veh (s)	30.0	15.9	12.5	21.9	23.4	14.9	30.6	28.9	7.0	31.4	24.6	18.2
Vehicles Entered	324	472	31	156	511	164	48	137	76	193	235	625
Vehicles Exited	325	471	31	156	508	164	48	136	76	191	233	624
Hourly Exit Rate	325	471	31	156	508	164	48	136	76	191	233	624
Input Volume	326	460	27	156	509	159	49	129	74	191	236	625
% of Volume	100	102	114	100	100	103	98	105	103	100	99	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.6
Total Delay (hr)	18.2
Total Del/Veh (s)	21.8
Vehicles Entered	2972
Vehicles Exited	2963
Hourly Exit Rate	2963
Input Volume	2941
% of Volume	101

Total Zone Performance

Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.7
Total Delay (hr)	54.5
Total Del/Veh (s)	41.3
Vehicles Entered	4332
Vehicles Exited	4328
Hourly Exit Rate	4328
Input Volume	39863
% of Volume	11

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	222	83	109	132
Average Queue (ft)	88	32	44	48
95th Queue (ft)	189	70	93	104
Link Distance (ft)	2928	2776	826	1209
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	225	75	228	286	71	181
Average Queue (ft)	102	14	131	50	17	90
95th Queue (ft)	181	58	212	159	50	147
Link Distance (ft)	2185			2304		1091
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		290	135		200	
Storage Blk Time (%)	0		7	0		0
Queuing Penalty (veh)	0		17	0		0

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	119	52	63	108	114	122	128	60
Average Queue (ft)	58	8	21	41	42	47	61	25
95th Queue (ft)	95	31	52	85	90	100	109	56
Link Distance (ft)		529		1220	1220	576	576	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		85					100
Storage Blk Time (%)	1	0	0	0			1	0
Queuing Penalty (veh)	0	0	0	0			1	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	199	311	231	179	234	239	75	158	129	202	252	381
Average Queue (ft)	129	102	89	72	129	136	34	72	39	96	108	173
95th Queue (ft)	208	231	176	131	202	217	69	130	88	162	190	312
Link Distance (ft)		1733	1733		1730	1730		590			1638	1638
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			110			100		60	135		
Storage Blk Time (%)	19	3		2	13		0	15	1	4	5	
Queuing Penalty (veh)	45	9		4	21		0	28	1	10	9	

Zone Summary

Zone wide Queuing Penalty: 146

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project AM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	171	173	101	5.3	*A*
	T	211	215	102	6.9	*A*
	R	21	23	108	5.0	*A*
	Subtotal	403	411	102	6.1	*A*
SB	L	40	37	92	5.8	*A*
	T	285	286	100	4.2	*A*
	R	43	44	102	6.1	*A*
	Subtotal	368	367	100	4.6	*A*
EB	L	54	51	95	8.6	*A*
	T	169	170	100	5.3	*A*
	R	66	64	97	8.5	*A*
	Subtotal	289	285	99	6.6	*A*
WB	L	19	18	94	5.2	*A*
	T	99	97	98	6.3	*A*
	R	64	65	102	4.9	*A*
	Subtotal	182	180	99	5.7	*A*
Total		1,243	1,243	100	5.7	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	8	89	18.4	*B*
	R	419	418	100	8.8	*A*
	Subtotal	428	426	100	9.0	*A*
EB	T	187	181	97	12.3	*B*
	R	16	15	94	4.1	*A*
	Subtotal	203	196	97	11.7	*B*
WB	L	273	270	99	12.8	*B*
	T	186	185	99	8.3	*A*
	Subtotal	459	455	99	11.0	*B*
Total		1,090	1,077	99	10.3	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project AM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	97	93	96	15.8	*B*
	R	5	5	100	3.3	*A*
	Subtotal	102	98	96	15.2	*B*
NE	L	6	6	100	8.5	*A*
	T	579	570	98	3.5	*A*
	Subtotal	585	576	98	3.6	*A*
SW	T	400	403	101	2.9	*A*
	R	47	49	104	1.5	*A*
	Subtotal	447	452	101	2.7	*A*
Total		1,134	1,126	99	4.2	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	26	103	18.4	*B*
	T	141	150	106	16.5	*B*
	R	97	98	101	5.6	*A*
	Subtotal	263	274	104	12.8	*B*
SB	L	107	109	102	20.5	*C*
	T	71	68	96	13.9	*B*
	R	221	225	102	4.5	*A*
	Subtotal	399	402	101	10.4	*B*
EB	L	383	380	99	16.9	*B*
	T	392	388	99	10.3	*B*
	R	11	9	82	5.4	*A*
	Subtotal	786	777	99	13.5	*B*
WB	L	51	51	100	14.7	*B*
	T	201	200	100	18.9	*B*
	R	72	66	92	6.4	*A*
	Subtotal	324	317	98	15.6	*B*
Total		1,772	1,770	100	13.1	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project AM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	310	314	101	0.8	*A*
	Subtotal	310	314	101	0.8	*A*
SB	***L***	***20***	***17***	***84***	***5.0***	***A***
	T	204	205	100	2.4	*A*
	Subtotal	224	222	99	2.6	*A*
WB	R	72	76	106	4.4	*A*
	Subtotal	72	76	106	4.4	*A*
Total		606	612	101	1.9	*A*

Intersection: Pony Express Parkway & Road 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	296	300	101	0.7	*A*
	Subtotal	296	300	101	0.7	*A*
SB	L	10	9	90	3.1	*A*
	T	180	182	101	0.8	*A*
	Subtotal	190	191	101	0.9	*A*
WB	***R***	***15***	***15***	***100***	***3.9***	***A***
	Subtotal	15	15	100	3.9	*A*
Total		501	506	101	0.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project AM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	225	232	103	0.8	*A*
	Subtotal	225	232	103	0.8	*A*
SB	L	20	20	99	3.1	*A*
	T	161	163	101	1.0	*A*
	Subtotal	181	183	101	1.2	*A*
WB	***T***	***1***	***1***	***133***	***0.2***	***A***
	R	71	67	95	3.2	*A*
	Subtotal	72	68	94	3.2	*A*
Total		478	483	101	1.3	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	185	192	104	0.5	*A*
	Subtotal	185	192	104	0.5	*A*
SB	***L***	***13***	***10***	***77***	***3.3***	***A***
	T	147	151	103	1.3	*A*
	Subtotal	160	161	101	1.4	*A*
WB	R	39	41	104	3.2	*A*
	Subtotal	39	41	105	3.2	*A*
Total		384	394	103	1.1	*A*

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project AM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 2 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***12***	***11***	***92***	***4.3***	***A***
	Subtotal	12	11	92	4.3	*A*
SB	R	12	13	108	2.8	*A*
	Subtotal	12	13	108	2.8	*A*
EB	L	4	3	75	1.5	*A*
	T	12	12	98	0.4	*A*
	R	4	4	100	0.2	*A*
	Subtotal	20	19	95	0.5	*A*
WB	T	48	45	93	0.4	*A*
	Subtotal	48	45	94	0.4	*A*
Total		92	88	95	1.3	*A*

Intersection: Road 3 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***12***	***11***	***92***	***3.9***	***A***
	Subtotal	12	11	92	3.9	*A*
SB	R	12	11	92	2.6	*A*
	Subtotal	12	11	92	2.6	*A*
EB	L	3	2	67	1.7	*A*
	T	6	6	100	0.1	*A*
	R	3	4	133	0.3	*A*
	Subtotal	12	12	100	0.4	*A*
WB	T	23	23	99	0.4	*A*
	Subtotal	23	23	100	0.4	*A*
Total		59	57	96	1.5	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project AM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 4 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***12***	***11***	***92***	***3.7***	***A***
	Subtotal	12	11	92	3.7	*A*
SB	R	11	11	100	2.7	*A*
	Subtotal	11	11	100	2.7	*A*
EB	L	3	3	100	1.1	*A*
	R	3	3	100	0.0	*A*
	Subtotal	6	6	100	0.6	*A*
Total		29	28	97	2.7	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.2	0.0	0.2	0.1	0.3	0.4	0.0	0.1	0.3	0.1
Total Del/Veh (s)	8.6	5.3	8.5	5.2	6.3	4.9	5.3	6.9	5.0	5.8	4.2	6.1
Vehicles Entered	52	169	64	18	96	66	173	215	23	37	285	43
Vehicles Exited	51	170	64	18	97	65	173	215	23	37	286	44
Hourly Exit Rate	51	170	64	18	97	65	173	215	23	37	286	44
Input Volume	54	169	66	19	99	64	171	211	21	40	285	43
% of Volume	95	100	97	94	98	102	101	102	108	92	100	102

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	2.0
Total Del/Veh (s)	5.7
Vehicles Entered	1241
Vehicles Exited	1243
Hourly Exit Rate	1243
Input Volume	1243
% of Volume	100

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.6	0.7	0.4	1.2	0.2	0.4
Total Delay (hr)	0.6	0.0	1.0	0.4	0.0	1.0	3.1
Total Del/Veh (s)	12.3	4.1	12.8	8.3	18.4	8.8	10.3
Vehicles Entered	181	15	270	184	8	415	1073
Vehicles Exited	181	15	270	185	8	418	1077
Hourly Exit Rate	181	15	270	185	8	418	1077
Input Volume	187	16	273	186	9	419	1090
% of Volume	97	94	99	99	89	100	99

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.7	0.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.6	0.3	0.0	1.3
Total Del/Veh (s)	15.8	3.3	8.5	3.5	2.9	1.5	4.2
Vehicles Entered	93	5	6	570	403	49	1126
Vehicles Exited	93	5	6	570	403	49	1126
Hourly Exit Rate	93	5	6	570	403	49	1126
Input Volume	97	5	6	579	400	47	1134
% of Volume	96	100	100	98	101	104	99

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.7	0.0	0.0	2.5	0.1	0.2	3.7	0.5	3.7	2.5	0.3	0.2
Total Delay (hr)	1.8	1.1	0.0	0.2	1.1	0.1	0.1	0.7	0.2	0.6	0.3	0.3
Total Del/Veh (s)	16.9	10.3	5.4	14.7	18.9	6.4	18.4	16.5	5.6	20.5	13.9	4.5
Vehicles Entered	381	387	9	51	200	66	27	150	98	109	68	225
Vehicles Exited	380	388	9	51	200	66	26	150	98	109	68	225
Hourly Exit Rate	380	388	9	51	200	66	26	150	98	109	68	225
Input Volume	383	392	11	51	201	72	25	141	97	107	71	221
% of Volume	99	99	82	100	100	92	103	106	101	102	96	102

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.7
Total Delay (hr)	6.5
Total Del/Veh (s)	13.1
Vehicles Entered	1771
Vehicles Exited	1770
Hourly Exit Rate	1770
Input Volume	1772
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.3
Total Del/Veh (s)	4.4	0.8	5.0	2.4	1.9
Vehicles Entered	76	314	17	205	612
Vehicles Exited	76	314	17	205	612
Hourly Exit Rate	76	314	17	205	612
Input Volume	72	310	20	204	606
% of Volume	106	101	84	100	101

6: Pony Express Parkway & Road 1 Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.9	0.7	3.1	0.8	0.9
Vehicles Entered	15	299	9	184	507
Vehicles Exited	15	300	9	182	506
Hourly Exit Rate	15	300	9	182	506
Input Volume	15	296	10	180	501
% of Volume	100	101	90	101	101

7: Pony Express Parkway & 3400 North Performance by movement

Movement	WBT	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.2
Total Del/Veh (s)	0.2	3.2	0.8	3.1	1.0	1.3
Vehicles Entered	1	67	233	20	163	484
Vehicles Exited	1	67	232	20	163	483
Hourly Exit Rate	1	67	232	20	163	483
Input Volume	1	71	225	20	161	478
% of Volume	133	95	103	99	101	101

8: Pony Express Parkway & South Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	3.2	0.5	3.3	1.3	1.1
Vehicles Entered	40	191	10	151	392
Vehicles Exited	41	192	10	151	394
Hourly Exit Rate	41	192	10	151	394
Input Volume	39	185	13	147	384
% of Volume	104	104	77	103	103

9: Road 2 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.2	0.6
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	0.4	0.2	0.4	4.3	2.8	1.3
Vehicles Entered	4	12	4	45	11	13	89
Vehicles Exited	3	12	4	45	11	13	88
Hourly Exit Rate	3	12	4	45	11	13	88
Input Volume	4	12	4	48	12	12	92
% of Volume	75	98	100	93	92	108	95

10: Road 3 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.1	0.8
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.1	0.3	0.4	3.9	2.6	1.5
Vehicles Entered	2	6	4	22	11	11	56
Vehicles Exited	2	6	4	23	11	11	57
Hourly Exit Rate	2	6	4	23	11	11	57
Input Volume	3	6	3	23	12	12	59
% of Volume	67	100	133	99	92	92	96

11: Road 4 & 3400 North Performance by movement

Movement	EBL	EBR	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	4.1	1.7
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.0	3.7	2.7	2.7
Vehicles Entered	3	3	11	11	28
Vehicles Exited	3	3	11	11	28
Hourly Exit Rate	3	3	11	11	28
Input Volume	3	3	12	11	29
% of Volume	100	100	92	100	97

Total Zone Performance

Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.7
Total Delay (hr)	25.8
Total Del/Veh (s)	30.3
Vehicles Entered	2806
Vehicles Exited	2798
Hourly Exit Rate	2798
Input Volume	27610
% of Volume	10

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	94	74	105	98
Average Queue (ft)	22	29	36	32
95th Queue (ft)	68	63	88	79
Link Distance (ft)	2928	2776	826	1209
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	166	38	172	148	36	182
Average Queue (ft)	66	8	82	51	5	90
95th Queue (ft)	123	30	139	115	24	149
Link Distance (ft)	2185			2304		1091
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		290	135		200	
Storage Blk Time (%)			1	0		0
Queuing Penalty (veh)			2	1		0

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	87	28	33	93	100	88	82	44
Average Queue (ft)	43	4	3	35	34	22	28	8
95th Queue (ft)	76	19	19	79	80	62	66	32
Link Distance (ft)		530		1214	1214	570	570	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		85					100
Storage Blk Time (%)	0			0			0	
Queuing Penalty (veh)	0			0			0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	196	225	138	68	115	103	61	144	120	120	87	89
Average Queue (ft)	111	48	50	27	59	47	18	61	40	55	30	47
95th Queue (ft)	180	127	99	58	95	87	49	111	80	98	67	77
Link Distance (ft)		1733	1733		1730	1730		590			1638	1638
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			110			100		60	135		
Storage Blk Time (%)	9	1		0	0		0	7	1	0		
Queuing Penalty (veh)	17	2		0	0		0	14	1	0		

Intersection: 5: Pony Express Parkway & North Collector

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	64	57
Average Queue (ft)	31	6
95th Queue (ft)	55	30
Link Distance (ft)	4420	2697
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 6: Pony Express Parkway & Road 1

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	35	30
Average Queue (ft)	11	3
95th Queue (ft)	35	17
Link Distance (ft)	204	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Pony Express Parkway & 3400 North

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	65	40
Average Queue (ft)	29	4
95th Queue (ft)	51	22
Link Distance (ft)	1139	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 8: Pony Express Parkway & South Collector

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	55	28
Average Queue (ft)	23	2
95th Queue (ft)	47	16
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Road 2 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	7	34	31
Average Queue (ft)	0	9	11
95th Queue (ft)	4	33	35
Link Distance (ft)		554	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Road 3 & 3400 North

Movement	NB	SB
Directions Served	LT	R
Maximum Queue (ft)	34	31
Average Queue (ft)	9	9
95th Queue (ft)	32	33
Link Distance (ft)	532	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Road 4 & 3400 North

Movement	NB	SB
Directions Served	LT	R
Maximum Queue (ft)	33	31
Average Queue (ft)	9	9
95th Queue (ft)	32	32
Link Distance (ft)	294	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 37

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	146	97	6.0	*A*
	T	211	210	99	7.6	*A*
	R	24	24	99	6.2	*A*
	Subtotal	385	380	99	6.9	*A*
SB	L	96	103	107	12.8	*B*
	T	732	741	101	7.4	*A*
	R	100	96	96	12.3	*B*
	Subtotal	928	940	101	8.5	*A*
EB	L	93	92	99	21.1	*C*
	T	296	298	101	15.5	*C*
	R	224	224	100	21.0	*C*
	Subtotal	613	614	100	18.3	*C*
WB	L	37	35	94	6.7	*A*
	T	88	93	106	7.7	*A*
	R	132	136	103	6.0	*A*
	Subtotal	257	264	103	6.7	*A*
Total		2,184	2,198	101	10.8	*B*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	24	25	103	40.5	*D*
	R	424	423	100	10.6	*B*
	Subtotal	448	448	100	12.3	*B*
EB	T	271	273	101	19.9	*B*
	R	24	24	99	8.9	*A*
	Subtotal	295	297	101	19.0	*B*
WB	L	589	594	101	17.2	*B*
	T	256	260	102	9.1	*A*
	Subtotal	845	854	101	14.7	*B*
Total		1,588	1,599	101	14.8	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	136	136	100	18.6	*B*
	R	10	12	120	5.3	*A*
	Subtotal	146	148	101	17.5	*B*
NE	L	31	31	99	17.4	*B*
	T	638	632	99	4.2	*A*
	Subtotal	669	663	99	4.8	*A*
SW	T	1,145	1,164	102	4.2	*A*
	R	161	162	101	3.1	*A*
	Subtotal	1,306	1,326	102	4.1	*A*
Total		2,121	2,137	101	5.2	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	51	105	29.7	*C*
	T	129	131	101	28.2	*C*
	R	74	78	106	7.0	*A*
	Subtotal	252	260	103	22.1	*C*
SB	L	191	184	96	31.7	*C*
	T	236	239	101	25.2	*C*
	R	656	660	101	22.0	*C*
	Subtotal	1,083	1,083	100	24.4	*C*
EB	L	344	348	101	37.9	*D*
	T	515	492	95	19.0	*B*
	R	27	27	99	13.4	*B*
	Subtotal	886	867	98	26.4	*C*
WB	L	156	153	98	27.1	*C*
	T	601	616	102	35.2	*D*
	R	159	160	101	27.3	*C*
	Subtotal	916	929	101	32.5	*C*
Total		3,137	3,139	100	27.2	*C*

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	178	171	96	0.4	*A*
	Subtotal	178	171	96	0.4	*A*
SB	***L***	***72***	***69***	***96***	***4.5***	***A***
	T	523	528	101	2.2	*A*
	Subtotal	595	597	100	2.5	*A*
WB	R	44	42	95	3.0	*A*
	Subtotal	44	42	95	3.0	*A*
Total		817	810	99	2.1	*A*

Intersection: Pony Express Parkway & Road 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	168	161	96	0.3	*A*
	Subtotal	168	161	96	0.3	*A*
SB	***L***	***20***	***21***	***104***	***2.9***	***A***
	T	214	224	105	0.8	*A*
	Subtotal	234	245	105	1.0	*A*
WB	R	10	10	100	2.9	*A*
	Subtotal	10	10	100	2.9	*A*
Total		412	416	101	0.8	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	124	121	97	0.4	*A*
	Subtotal	124	121	98	0.4	*A*
SB	***L***	***72***	***72***	***100***	***2.7***	***A***
	T	142	149	105	0.8	*A*
	Subtotal	214	221	103	1.4	*A*
WB	R	43	40	92	2.4	*A*
	Subtotal	43	40	93	2.4	*A*
Total		381	382	100	1.2	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	100	100	100	0.3	*A*
	Subtotal	100	100	100	0.3	*A*
SB	***L***	***41***	***39***	***95***	***2.4***	***A***
	T	100	110	110	0.9	*A*
	Subtotal	141	149	106	1.3	*A*
WB	R	24	22	91	1.9	*A*
	Subtotal	24	22	92	1.9	*A*
Total		266	271	102	0.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Existing (2020) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 2 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***7***	***88***	***4.7***	***A***
	Subtotal	8	7	88	4.7	*A*
SB	R	8	8	100	2.9	*A*
	Subtotal	8	8	100	2.9	*A*
EB	L	12	12	100	1.6	*A*
	T	48	50	103	0.5	*A*
	R	12	11	92	0.5	*A*
	Subtotal	72	73	101	0.7	*A*
WB	T	28	25	89	0.3	*A*
	Subtotal	28	25	89	0.3	*A*
Total		116	113	97	1.0	*A*

Intersection: Road 3 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***7***	***6***	***86***	***4.3***	***A***
	Subtotal	7	6	86	4.3	*A*
SB	R	7	7	100	2.8	*A*
	Subtotal	7	7	100	2.8	*A*
EB	L	12	12	100	1.7	*A*
	T	25	26	104	0.6	*A*
	R	12	13	108	0.4	*A*
	Subtotal	49	51	104	0.8	*A*
WB	T	13	11	85	0.5	*A*
	Subtotal	13	11	85	0.5	*A*
Total		76	75	99	1.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: **Eagle Mountain Ault Farms TIS**
Analysis Period: ***Existing (2020) Plus Project PM***
Time Period: ***Evening Peak Hour*** **Project #:** ***UT20-1681***

Intersection: **Road 4 & 3400 North**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***7***	***8***	***114***	***3.8***	***A***
	Subtotal	7	8	114	3.8	*A*
SB	R	6	4	67	2.5	*A*
	Subtotal	6	4	67	2.5	*A*
EB	L	12	13	108	1.4	*A*
	R	12	12	100	0.2	*A*
	Subtotal	24	25	104	0.8	*A*
Total		37	37	99	1.6	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.5	1.3	1.3	0.1	0.2	0.2	0.2	0.4	0.0	0.4	1.5	0.3
Total Del/Veh (s)	21.1	15.5	21.0	6.7	7.7	6.0	6.0	7.6	6.2	12.8	7.4	12.3
Vehicles Entered	91	297	224	34	92	136	146	210	24	103	742	97
Vehicles Exited	92	298	224	35	93	136	146	210	24	103	741	96
Hourly Exit Rate	92	298	224	35	93	136	146	210	24	103	741	96
Input Volume	93	296	224	37	88	132	150	211	24	96	732	100
% of Volume	99	101	100	94	106	103	97	99	99	107	101	96

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	6.7
Total Del/Veh (s)	10.8
Vehicles Entered	2196
Vehicles Exited	2198
Hourly Exit Rate	2198
Input Volume	2184
% of Volume	101

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.0	0.0	0.3
Denied Del/Veh (s)	0.3	0.6	1.2	1.0	1.2	0.2	0.7
Total Delay (hr)	1.5	0.1	2.9	0.7	0.3	1.3	6.7
Total Del/Veh (s)	19.9	8.9	17.2	9.1	40.5	10.6	14.8
Vehicles Entered	274	23	596	260	25	424	1602
Vehicles Exited	273	24	594	260	25	423	1599
Hourly Exit Rate	273	24	594	260	25	423	1599
Input Volume	271	24	589	256	24	424	1588
% of Volume	101	99	101	102	103	100	101

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.4	0.1	0.0	0.0	0.0
Total Delay (hr)	0.7	0.0	0.1	0.7	1.4	0.1	3.1
Total Del/Veh (s)	18.6	5.3	17.4	4.2	4.2	3.1	5.2
Vehicles Entered	136	12	31	634	1164	162	2139
Vehicles Exited	136	12	31	632	1164	162	2137
Hourly Exit Rate	136	12	31	632	1164	162	2137
Input Volume	136	10	31	638	1145	161	2121
% of Volume	100	120	99	99	102	101	101

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.0	1.9	0.2	0.3	3.8	0.5	3.7	1.9	0.4	0.4
Total Delay (hr)	3.8	2.6	0.1	1.2	6.1	1.2	0.4	1.0	0.2	1.7	1.7	4.1
Total Del/Veh (s)	37.9	19.0	13.4	27.1	35.2	27.3	29.7	28.2	7.0	31.7	25.2	22.0
Vehicles Entered	351	494	27	153	619	159	52	130	78	185	238	659
Vehicles Exited	348	492	27	153	616	160	51	131	78	184	239	660
Hourly Exit Rate	348	492	27	153	616	160	51	131	78	184	239	660
Input Volume	344	515	27	156	601	159	49	129	74	191	236	656
% of Volume	101	95	99	98	102	101	105	101	106	96	101	101

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.6
Total Delay (hr)	24.1
Total Del/Veh (s)	27.2
Vehicles Entered	3145
Vehicles Exited	3139
Hourly Exit Rate	3139
Input Volume	3137
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.3	0.5
Total Del/Veh (s)	3.0	0.4	4.5	2.2	2.1
Vehicles Entered	42	170	70	528	810
Vehicles Exited	42	171	69	528	810
Hourly Exit Rate	42	171	69	528	810
Input Volume	44	178	72	523	817
% of Volume	95	96	96	101	99

6: Pony Express Parkway & Road 1 Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	2.9	0.3	2.9	0.8	0.8
Vehicles Entered	10	161	21	224	416
Vehicles Exited	10	161	21	224	416
Hourly Exit Rate	10	161	21	224	416
Input Volume	10	168	20	214	412
% of Volume	100	96	104	105	101

7: Pony Express Parkway & 3400 North Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	2.4	0.4	2.7	0.8	1.2
Vehicles Entered	40	121	72	150	383
Vehicles Exited	40	121	72	149	382
Hourly Exit Rate	40	121	72	149	382
Input Volume	43	124	72	142	381
% of Volume	92	97	100	105	100

8: Pony Express Parkway & South Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.9	0.3	2.4	0.9	0.9
Vehicles Entered	21	100	39	110	270
Vehicles Exited	22	100	39	110	271
Hourly Exit Rate	22	100	39	110	271
Input Volume	24	100	41	100	266
% of Volume	91	100	95	110	102

9: Road 2 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.5	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.5	0.5	0.3	4.7	2.9	1.0
Vehicles Entered	12	50	11	25	7	8	113
Vehicles Exited	12	50	11	25	7	8	113
Hourly Exit Rate	12	50	11	25	7	8	113
Input Volume	12	48	12	28	8	8	116
% of Volume	100	103	92	89	88	100	97

10: Road 3 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	4.1	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.6	0.4	0.5	4.3	2.8	1.2
Vehicles Entered	12	26	13	11	6	7	75
Vehicles Exited	12	26	13	11	6	7	75
Hourly Exit Rate	12	26	13	11	6	7	75
Input Volume	12	25	12	13	7	7	76
% of Volume	100	104	108	85	86	100	99

11: Road 4 & 3400 North Performance by movement

Movement	EBL	EBR	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	3.9	0.4
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.2	3.8	2.5	1.6
Vehicles Entered	13	12	8	4	37
Vehicles Exited	13	12	8	4	37
Hourly Exit Rate	13	12	8	4	37
Input Volume	12	12	7	6	37
% of Volume	108	100	114	67	99

Total Zone Performance

Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.7
Total Delay (hr)	69.3
Total Del/Veh (s)	48.7
Vehicles Entered	4672
Vehicles Exited	4645
Hourly Exit Rate	4645
Input Volume	46660
% of Volume	10

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	290	114	137	288
Average Queue (ft)	135	43	52	99
95th Queue (ft)	254	85	108	211
Link Distance (ft)	2928	2776	826	1209
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	236	44	233	362	70	194
Average Queue (ft)	115	14	152	77	19	103
95th Queue (ft)	198	39	237	235	51	161
Link Distance (ft)	2185			2304		1091
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		290	135		200	
Storage Blk Time (%)	0		10	0		0
Queuing Penalty (veh)	0		26	3		0

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	112	43	67	116	113	145	159	90
Average Queue (ft)	59	8	20	43	44	57	69	25
95th Queue (ft)	95	30	52	91	95	122	125	64
Link Distance (ft)		529		1220	1220	576	576	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		85					100
Storage Blk Time (%)	1		0	1			1	0
Queuing Penalty (veh)	0		0	0			2	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	200	352	261	210	344	349	92	148	121	196	244	433
Average Queue (ft)	155	139	105	96	196	198	36	69	39	98	114	212
95th Queue (ft)	222	301	193	195	307	305	76	126	83	170	200	383
Link Distance (ft)		1733	1733		1730	1730		590			1638	1638
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			110			100		60	135		
Storage Blk Time (%)	31	4		2	31		0	14	1	5	6	
Queuing Penalty (veh)	79	14		7	49		0	27	2	11	11	

Intersection: 5: Pony Express Parkway & North Collector

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	50	73
Average Queue (ft)	22	13
95th Queue (ft)	45	48
Link Distance (ft)	4420	2697
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Pony Express Parkway & Road 1

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	32	31
Average Queue (ft)	9	4
95th Queue (ft)	32	22
Link Distance (ft)	204	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Pony Express Parkway & 3400 North

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	47	47
Average Queue (ft)	21	9
95th Queue (ft)	44	34
Link Distance (ft)	1139	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Pony Express Parkway & South Collector

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	39	28
Average Queue (ft)	15	4
95th Queue (ft)	39	20
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Road 2 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	4	32	31
Average Queue (ft)	0	7	8
95th Queue (ft)	3	29	30
Link Distance (ft)		554	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Road 3 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	7	31	31
Average Queue (ft)	0	6	6
95th Queue (ft)	4	26	25
Link Distance (ft)		532	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Road 4 & 3400 North

Movement	NB	SB
Directions Served	LT	R
Maximum Queue (ft)	31	28
Average Queue (ft)	7	3
95th Queue (ft)	28	19
Link Distance (ft)	294	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 230

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	122	101	4.3	*A*
	T	165	172	104	5.8	*A*
	R	35	37	105	4.2	*A*
	Subtotal	320	331	103	5.1	*A*
SB	L	55	53	97	5.4	*A*
	T	411	396	96	3.4	*A*
	R	50	51	103	4.1	*A*
	Subtotal	516	500	97	3.7	*A*
EB	L	60	60	100	9.2	*A*
	T	186	188	101	5.9	*A*
	R	55	52	95	9.0	*A*
	Subtotal	301	300	100	7.1	*A*
WB	L	30	33	109	4.5	*A*
	T	105	106	101	6.1	*A*
	R	85	83	98	4.8	*A*
	Subtotal	220	222	101	5.4	*A*
Total		1,356	1,353	100	5.1	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	110	15.1	*B*
	T	5	5	100	16.7	*B*
	R	380	381	100	8.0	*A*
	Subtotal	395	397	101	8.3	*A*
SB	L	10	9	90	15.6	*B*
	T	5	5	100	11.2	*B*
	Subtotal	15	14	93	14.0	*B*
EB	T	210	203	97	16.2	*B*
	R	20	20	99	5.1	*A*
	Subtotal	230	223	97	15.2	*B*
WB	L	275	278	101	13.1	*B*
	T	205	200	98	8.5	*A*
	R	5	6	120	5.0	*A*
	Subtotal	485	484	100	11.1	*B*
Total		1,125	1,118	99	11.0	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	105	107	102	16.3	*B*
	R	10	9	90	4.1	*A*
	Subtotal	115	116	101	15.4	*B*
NE	L	15	17	113	9.2	*A*
	T	715	720	101	3.7	*A*
	Subtotal	730	737	101	3.8	*A*
SW	T	535	517	97	3.3	*A*
	R	55	54	99	1.9	*A*
	Subtotal	590	571	97	3.2	*A*
Total		1,435	1,424	99	4.5	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	28	93	22.9	*C*
	T	145	140	96	23.5	*C*
	R	110	107	97	6.3	*A*
	Subtotal	285	275	96	16.7	*B*
SB	L	130	128	98	26.7	*C*
	T	75	79	106	19.3	*B*
	R	295	296	100	5.9	*A*
	Subtotal	500	503	101	13.3	*B*
EB	L	480	487	101	19.9	*B*
	T	450	450	100	10.7	*B*
	R	15	18	120	5.5	*A*
	Subtotal	945	955	101	15.3	*B*
WB	L	60	59	99	17.9	*B*
	T	265	252	95	24.6	*C*
	R	95	98	103	11.2	*B*
	Subtotal	420	409	97	20.4	*C*
Total		2,150	2,142	100	16.0	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	1.9	A
	T	135	138	102	0.9	A
	R	5	6	120	0.5	A
	Subtotal	145	149	103	0.9	A
SB	L	5	5	100	2.3	A
	T	250	242	97	1.2	A
	R	10	11	110	1.5	A
	Subtotal	265	258	97	1.2	A
EB	***L***	***20***	***21***	***104***	***5.2***	***A***
	T	5	5	100	7.7	A
	R	5	5	100	2.2	A
	Subtotal	30	31	103	5.1	A
WB	L	5	5	100	5.7	A
	T	5	5	100	7.3	A
	R	15	14	93	2.3	A
	Subtotal	25	24	96	4.1	A
Total		466	462	99	1.5	A

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	1.5	A
	T	40	43	107	0.5	A
	R	5	5	100	0.3	A
	Subtotal	50	52	104	0.6	A
SB	L	20	22	109	2.5	A
	T	55	50	91	1.5	A
	R	35	34	96	0.8	A
	Subtotal	110	106	96	1.5	A
EB	L	60	58	97	5.2	A
	T	15	14	93	7.1	A
	R	5	7	140	2.1	A
	Subtotal	80	79	99	5.3	A
WB	***L***	***5***	***4***	***80***	***4.3***	***A***
	T	15	16	107	7.5	A
	R	45	46	102	3.0	A
	Subtotal	65	66	102	4.2	A
Total		306	303	99	2.9	A

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.3	0.1	0.0	0.2	0.1	0.1	0.3	0.0	0.1	0.4	0.1
Total Del/Veh (s)	9.2	5.9	9.0	4.5	6.1	4.8	4.3	5.8	4.2	5.4	3.4	4.1
Vehicles Entered	60	189	53	33	105	83	122	172	37	53	397	51
Vehicles Exited	60	188	52	33	106	83	122	172	37	53	396	51
Hourly Exit Rate	60	188	52	33	106	83	122	172	37	53	396	51
Input Volume	60	186	55	30	105	85	120	165	35	55	411	50
% of Volume	100	101	95	109	101	98	101	104	105	97	96	103

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.9
Total Del/Veh (s)	5.1
Vehicles Entered	1355
Vehicles Exited	1353
Hourly Exit Rate	1353
Input Volume	1356
% of Volume	100

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3
Denied Del/Veh (s)	0.2	0.8	0.7	0.5	0.9	1.1	0.2	1.3	2.3	0.1	0.8
Total Delay (hr)	0.9	0.0	1.0	0.5	0.0	0.0	0.0	0.8	0.0	0.0	3.5
Total Del/Veh (s)	16.2	5.1	13.1	8.5	5.0	15.1	16.7	8.0	15.6	11.2	11.0
Vehicles Entered	203	20	278	201	6	11	5	382	9	5	1120
Vehicles Exited	203	20	278	200	6	11	5	381	9	5	1118
Hourly Exit Rate	203	20	278	200	6	11	5	381	9	5	1118
Input Volume	210	20	275	205	5	10	5	380	10	5	1125
% of Volume	97	99	101	98	120	110	100	100	90	100	99

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	2.0	0.1	0.0	0.0	0.1
Total Delay (hr)	0.5	0.0	0.0	0.7	0.5	0.0	1.8
Total Del/Veh (s)	16.3	4.1	9.2	3.7	3.3	1.9	4.5
Vehicles Entered	107	9	17	722	518	54	1427
Vehicles Exited	107	9	17	720	517	54	1424
Hourly Exit Rate	107	9	17	720	517	54	1424
Input Volume	105	10	15	715	535	55	1435
% of Volume	102	90	113	101	97	99	99

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.6	0.0	0.0	2.4	0.1	0.1	3.7	0.5	3.7	2.4	0.3	0.2
Total Delay (hr)	2.7	1.3	0.0	0.3	1.8	0.3	0.2	0.9	0.2	1.0	0.4	0.5
Total Del/Veh (s)	19.9	10.7	5.5	17.9	24.6	11.2	22.9	23.5	6.3	26.7	19.3	5.9
Vehicles Entered	487	450	18	59	253	99	28	139	107	128	79	296
Vehicles Exited	487	450	18	59	252	98	28	140	107	128	79	296
Hourly Exit Rate	487	450	18	59	252	98	28	140	107	128	79	296
Input Volume	480	450	15	60	265	95	30	145	110	130	75	295
% of Volume	101	100	120	99	95	103	93	96	97	98	106	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.7
Total Delay (hr)	9.6
Total Del/Veh (s)	16.0
Vehicles Entered	2143
Vehicles Exited	2142
Hourly Exit Rate	2142
Input Volume	2150
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.1	1.7	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.2	7.7	2.2	5.7	7.3	2.3	1.9	0.9	0.5	2.3	1.2	1.5
Vehicles Entered	20	5	5	5	5	14	5	137	6	5	241	11
Vehicles Exited	21	5	5	5	5	14	5	138	6	5	242	11
Hourly Exit Rate	21	5	5	5	5	14	5	138	6	5	242	11
Input Volume	20	5	5	5	5	15	5	135	5	5	250	10
% of Volume	104	100	100	100	100	93	100	102	120	100	97	110

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	1.5
Vehicles Entered	459
Vehicles Exited	462
Hourly Exit Rate	462
Input Volume	466
% of Volume	99

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.1	1.3	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	7.1	2.1	4.3	7.5	3.0	1.5	0.5	0.3	2.5	1.5	0.8
Vehicles Entered	58	14	6	4	16	46	4	42	5	21	50	34
Vehicles Exited	58	14	7	4	16	46	4	43	5	22	50	34
Hourly Exit Rate	58	14	7	4	16	46	4	43	5	22	50	34
Input Volume	60	15	5	5	15	45	5	40	5	20	55	35
% of Volume	97	93	140	80	107	102	80	107	100	109	91	96

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	2.9
Vehicles Entered	300
Vehicles Exited	303
Hourly Exit Rate	303
Input Volume	306
% of Volume	99

Total Zone Performance

Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.8
Total Delay (hr)	30.0
Total Del/Veh (s)	30.0
Vehicles Entered	3328
Vehicles Exited	3325
Hourly Exit Rate	3325
Input Volume	29934
% of Volume	11

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	102	74	96	112	52
Average Queue (ft)	28	27	25	36	11
95th Queue (ft)	81	63	70	86	39
Link Distance (ft)	2928	2776	826	1218	1218
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	155	37	182	142	21	30	30	179	35	24
Average Queue (ft)	76	7	83	51	2	7	3	84	7	2
95th Queue (ft)	129	26	141	109	12	26	18	141	27	13
Link Distance (ft)	2175			2292			1089			1529
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		290	135		150	200		200	150	
Storage Blk Time (%)	0		1	0				0		
Queuing Penalty (veh)	0		2	0				0		

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	104	31	38	128	113	89	96	48
Average Queue (ft)	51	6	9	48	42	26	39	11
95th Queue (ft)	87	25	33	95	91	69	85	37
Link Distance (ft)		530		1214	1214	570	570	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		85					100
Storage Blk Time (%)	0			1			0	
Queuing Penalty (veh)	0			0			0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	B30	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	T	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	199	325	155	4	74	150	148	73	145	115	148	109
Average Queue (ft)	146	77	60	0	32	78	70	21	68	42	69	40
95th Queue (ft)	213	215	116	4	65	125	124	56	120	81	121	84
Link Distance (ft)		1733	1733	511		1730	1730		590			1638
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				110			100		60	135	
Storage Blk Time (%)	17	0			0	2		0	11	2	1	0
Queuing Penalty (veh)	38	2			0	1		0	24	2	0	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB
Directions Served	R
Maximum Queue (ft)	125
Average Queue (ft)	61
95th Queue (ft)	98
Link Distance (ft)	1638
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	33	31	29	31	31	30	7	12	1
Average Queue (ft)	16	5	4	5	4	11	0	0	0
95th Queue (ft)	41	24	20	23	21	33	2	6	1
Link Distance (ft)		1739			3568				2686
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	60	31	29	31	38	49	6	22	1
Average Queue (ft)	28	11	6	4	13	24	0	1	0
95th Queue (ft)	51	35	24	20	39	48	3	10	1
Link Distance (ft)		2333			3531				1616
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Zone Summary

Zone wide Queuing Penalty: 69

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	122	101	4.2	*A*
	T	165	166	101	5.8	*A*
	R	35	33	94	4.2	*A*
	Subtotal	320	321	100	5.0	*A*
SB	L	55	53	97	5.7	*A*
	T	411	409	100	3.5	*A*
	R	50	48	96	3.8	*A*
	Subtotal	516	510	99	3.8	*A*
EB	L	60	57	95	8.9	*A*
	T	186	186	100	5.8	*A*
	R	55	56	102	9.1	*A*
	Subtotal	301	299	99	7.0	*A*
WB	L	30	32	106	4.6	*A*
	T	105	106	101	6.2	*A*
	R	85	79	93	4.8	*A*
	Subtotal	220	217	99	5.5	*A*
Total		1,356	1,347	99	5.1	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	13.4	*B*
	T	5	5	100	15.2	*B*
	R	380	372	98	8.2	*A*
	Subtotal	395	387	98	8.4	*A*
SB	L	10	10	100	12.6	*B*
	T	5	6	120	13.6	*B*
	Subtotal	15	16	107	13.0	*B*
EB	T	210	204	97	16.0	*B*
	R	20	19	94	5.0	*A*
	Subtotal	230	223	97	15.1	*B*
WB	L	275	274	100	13.1	*B*
	T	205	210	102	8.6	*A*
	R	5	5	100	3.8	*A*
	Subtotal	485	489	101	11.1	*B*
Total		1,125	1,115	99	11.0	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	105	105	100	17.1	*B*
	R	10	12	120	3.8	*A*
	Subtotal	115	117	102	15.7	*B*
NE	L	15	15	100	10.9	*B*
	T	715	711	99	3.5	*A*
	Subtotal	730	726	99	3.7	*A*
SW	T	535	536	100	3.1	*A*
	R	55	58	106	1.8	*A*
	Subtotal	590	594	101	3.0	*A*
Total		1,435	1,437	100	4.4	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	29	96	19.9	*B*
	T	145	142	98	21.3	*C*
	R	110	114	104	6.0	*A*
	Subtotal	285	285	100	15.0	*B*
SB	L	130	132	101	23.3	*C*
	T	75	77	103	16.2	*B*
	R	295	301	102	5.8	*A*
	Subtotal	500	510	102	11.9	*B*
EB	L	480	479	100	27.3	*C*
	T	450	443	98	10.7	*B*
	R	15	16	107	6.7	*A*
	Subtotal	945	938	99	19.1	*B*
WB	L	60	58	97	15.7	*B*
	T	265	266	100	20.0	*B*
	R	95	95	100	9.4	*A*
	Subtotal	420	419	100	17.0	*B*
Total		2,150	2,152	100	16.5	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	2.1	*A*
	T	135	129	95	0.8	*A*
	R	5	6	120	0.9	*A*
	Subtotal	145	141	97	0.9	*A*
SB	L	5	5	100	3.2	*A*
	T	250	255	102	1.2	*A*
	R	10	12	120	1.0	*A*
	Subtotal	265	272	103	1.2	*A*
EB	L	20	19	94	5.2	*A*
	T	5	5	100	6.9	*A*
	R	5	6	120	1.9	*A*
	Subtotal	30	30	100	4.8	*A*
WB	***L***	***5***	***5***	***100***	***4.5***	***A***
	T	5	4	80	9.2	*A*
	R	15	14	93	2.2	*A*
	Subtotal	25	23	92	3.9	*A*
Total		466	466	100	1.5	*A*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	60	1.9	*A*
	T	40	38	94	0.3	*A*
	R	5	6	120	0.1	*A*
	Subtotal	50	47	94	0.4	*A*
SB	L	20	23	114	2.4	*A*
	T	55	57	104	1.5	*A*
	R	35	39	111	0.9	*A*
	Subtotal	110	119	108	1.5	*A*
EB	***L***	***60***	***56***	***94***	***5.2***	***A***
	T	15	16	107	7.5	*A*
	R	5	5	100	2.0	*A*
	Subtotal	80	77	96	5.5	*A*
WB	L	5	5	100	4.5	*A*
	T	15	14	93	7.4	*A*
	R	45	45	99	2.8	*A*
	Subtotal	65	64	98	3.9	*A*
Total		306	307	100	2.8	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.1	0.0	0.2	0.1	0.1	0.3	0.0	0.1	0.4	0.1
Total Del/Veh (s)	8.9	5.8	9.1	4.6	6.2	4.8	4.2	5.8	4.2	5.7	3.5	3.8
Vehicles Entered	56	187	56	32	106	79	122	165	33	54	410	48
Vehicles Exited	57	186	56	32	106	79	122	166	33	53	409	48
Hourly Exit Rate	57	186	56	32	106	79	122	166	33	53	409	48
Input Volume	60	186	55	30	105	85	120	165	35	55	411	50
% of Volume	95	100	102	106	101	93	101	101	94	97	100	96

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.9
Total Del/Veh (s)	5.1
Vehicles Entered	1348
Vehicles Exited	1347
Hourly Exit Rate	1347
Input Volume	1356
% of Volume	99

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3
Denied Del/Veh (s)	0.3	1.0	0.7	0.5	0.8	1.6	0.3	1.3	2.2	0.1	0.8
Total Delay (hr)	0.9	0.0	1.0	0.5	0.0	0.0	0.0	0.9	0.0	0.0	3.4
Total Del/Veh (s)	16.0	5.0	13.1	8.6	3.8	13.4	15.2	8.2	12.6	13.6	11.0
Vehicles Entered	204	19	274	210	5	10	5	373	9	5	1114
Vehicles Exited	204	19	274	210	5	10	5	372	10	6	1115
Hourly Exit Rate	204	19	274	210	5	10	5	372	10	6	1115
Input Volume	210	20	275	205	5	10	5	380	10	5	1125
% of Volume	97	94	100	102	100	100	100	98	100	120	99

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	2.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.5	0.0	0.0	0.7	0.5	0.0	1.8
Total Del/Veh (s)	17.1	3.8	10.9	3.5	3.1	1.8	4.4
Vehicles Entered	106	12	15	710	537	58	1438
Vehicles Exited	105	12	15	711	536	58	1437
Hourly Exit Rate	105	12	15	711	536	58	1437
Input Volume	105	10	15	715	535	55	1435
% of Volume	100	120	100	99	100	106	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.6	0.0	0.1	2.4	0.1	0.2	3.8	0.6	3.7	2.4	0.3	0.2
Total Delay (hr)	3.7	1.3	0.0	0.3	1.5	0.3	0.2	0.8	0.2	0.9	0.4	0.5
Total Del/Veh (s)	27.3	10.7	6.7	15.7	20.0	9.4	19.9	21.3	6.0	23.3	16.2	5.8
Vehicles Entered	480	443	16	58	266	95	29	141	114	132	77	302
Vehicles Exited	479	443	16	58	266	95	29	142	114	132	77	301
Hourly Exit Rate	479	443	16	58	266	95	29	142	114	132	77	301
Input Volume	480	450	15	60	265	95	30	145	110	130	75	295
% of Volume	100	98	107	97	100	100	96	98	104	101	103	102

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.7
Total Delay (hr)	10.0
Total Del/Veh (s)	16.5
Vehicles Entered	2153
Vehicles Exited	2152
Hourly Exit Rate	2152
Input Volume	2150
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.1	1.6	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.2	6.9	1.9	4.5	9.2	2.2	2.1	0.8	0.9	3.2	1.2	1.0
Vehicles Entered	19	5	6	6	4	14	6	128	6	5	254	11
Vehicles Exited	19	5	6	5	4	14	6	129	6	5	255	12
Hourly Exit Rate	19	5	6	5	4	14	6	129	6	5	255	12
Input Volume	20	5	5	5	5	15	5	135	5	5	250	10
% of Volume	94	100	120	100	80	93	120	95	120	100	102	120

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	1.5
Vehicles Entered	464
Vehicles Exited	466
Hourly Exit Rate	466
Input Volume	466
% of Volume	100

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.2	0.6	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	7.5	2.0	4.5	7.4	2.8	1.9	0.3	0.1	2.4	1.5	0.9
Vehicles Entered	56	16	5	5	14	46	3	37	6	22	57	39
Vehicles Exited	56	16	5	5	14	45	3	38	6	23	57	39
Hourly Exit Rate	56	16	5	5	14	45	3	38	6	23	57	39
Input Volume	60	15	5	5	15	45	5	40	5	20	55	35
% of Volume	94	107	100	100	93	99	60	94	120	114	104	111

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	2.8
Vehicles Entered	306
Vehicles Exited	307
Hourly Exit Rate	307
Input Volume	306
% of Volume	100

Total Zone Performance

Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.8
Total Delay (hr)	30.2
Total Del/Veh (s)	30.1
Vehicles Entered	3341
Vehicles Exited	3324
Hourly Exit Rate	3324
Input Volume	29934
% of Volume	11

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	94	80	97	118	47
Average Queue (ft)	25	27	29	37	9
95th Queue (ft)	69	67	72	88	34
Link Distance (ft)	2928	2776	826	1218	1218
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	177	34	170	143	21	35	29	184	31	26
Average Queue (ft)	77	10	77	54	1	5	3	88	6	3
95th Queue (ft)	140	29	133	111	10	22	17	150	24	16
Link Distance (ft)	2175			2292			1089			1529
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		290	135		150	200		200	150	
Storage Blk Time (%)	0		1	0				0		
Queuing Penalty (veh)	0		2	0				0		

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	101	31	35	117	115	89	89	47
Average Queue (ft)	50	8	9	47	41	26	38	11
95th Queue (ft)	87	28	33	94	92	67	80	37
Link Distance (ft)		530		1214	1214	570	570	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		85					100
Storage Blk Time (%)	0			1			0	
Queuing Penalty (veh)	0			0			0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	TR	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	192	203	128	135	72	143	146	68	147	116	140	103
Average Queue (ft)	95	119	49	60	31	71	64	20	66	41	64	37
95th Queue (ft)	159	178	99	109	62	118	115	53	116	78	114	78
Link Distance (ft)			1733	1733		1730	1730		584			1632
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200			110			100		60	135	
Storage Blk Time (%)	0	0	0			2		0	10	1	0	0
Queuing Penalty (veh)	0	1	0			1		0	22	1	0	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB
Directions Served	R
Maximum Queue (ft)	116
Average Queue (ft)	61
95th Queue (ft)	98
Link Distance (ft)	1632
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	R	L	T	R	L	L
Maximum Queue (ft)	34	34	29	30	31	30	9	14
Average Queue (ft)	15	5	5	5	4	11	0	1
95th Queue (ft)	39	23	22	23	22	33	5	7
Link Distance (ft)		1739			3568			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150	150		150	150	150
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	58	40	29	28	34	54	9	14	1
Average Queue (ft)	29	12	4	4	12	25	0	1	0
95th Queue (ft)	51	38	21	21	37	48	5	7	1
Link Distance (ft)		2333			3531				1616
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Zone Summary

Zone wide Queuing Penalty: 28

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	131	97	6.3	*A*
	T	250	244	98	8.0	*A*
	R	40	38	94	6.0	*A*
	Subtotal	425	413	97	7.3	*A*
SB	L	125	126	101	16.4	*C*
	T	1,025	1,003	98	7.6	*A*
	R	110	105	95	6.4	*A*
	Subtotal	1,260	1,234	98	8.4	*A*
EB	L	100	93	93	20.3	*C*
	T	309	309	100	14.7	*B*
	R	185	181	98	20.2	*C*
	Subtotal	594	583	98	17.3	*C*
WB	L	60	62	104	6.7	*A*
	T	95	89	94	8.2	*A*
	R	180	180	100	6.8	*A*
	Subtotal	335	331	99	7.2	*A*
Total		2,614	2,561	98	10.1	*B*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	22	87	22.8	*C*
	T	5	6	120	18.2	*B*
	R	425	412	97	9.8	*A*
	Subtotal	455	440	97	10.6	*B*
SB	L	10	10	100	19.0	*B*
	T	5	4	80	21.6	*C*
	Subtotal	15	14	93	19.7	*B*
EB	T	271	270	100	23.1	*C*
	R	24	24	99	8.6	*A*
	Subtotal	295	294	100	21.9	*C*
WB	L	565	557	99	21.0	*C*
	T	285	292	102	10.8	*B*
	R	10	12	120	6.9	*A*
	Subtotal	860	861	100	17.3	*B*
Total		1,625	1,609	99	16.4	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	145	142	98	24.0	C
	R	15	13	87	6.2	A
	Subtotal	160	155	97	22.5	C
NE	L	35	32	91	26.0	C
	T	880	867	99	4.5	A
	Subtotal	915	899	98	5.3	A
SW	T	1,360	1,343	99	5.2	A
	R	175	175	100	3.7	A
	Subtotal	1,535	1,518	99	5.0	A
Total		2,610	2,572	99	6.2	A

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	58	106	36.3	D
	T	135	135	100	38.3	D
	R	80	79	99	11.8	B
	Subtotal	270	272	101	30.2	C
SB	L	245	237	97	45.0	D
	T	250	249	100	33.6	C
	R	725	721	99	64.5	E
	Subtotal	1,220	1,207	99	54.3	D
EB	L	445	426	96	93.8	F
	T	680	670	99	24.0	C
	R	30	31	102	20.3	C
	Subtotal	1,155	1,127	98	50.3	D
WB	L	170	163	96	75.3	E
	T	755	742	98	91.1	F
	R	200	195	98	86.3	F
	Subtotal	1,125	1,100	98	87.9	F
Total		3,769	3,706	98	61.7	E

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	60	3.2	*A*
	T	111	108	97	0.7	*A*
	R	5	6	120	0.5	*A*
	Subtotal	121	117	97	0.8	*A*
SB	L	15	14	93	3.7	*A*
	T	594	596	100	1.8	*A*
	R	20	19	94	2.3	*A*
	Subtotal	629	629	100	1.9	*A*
EB	***L***	***10***	***12***	***120***	***6.0***	***A***
	T	5	5	100	8.1	*A*
	R	5	6	120	2.7	*A*
	Subtotal	20	23	115	5.6	*A*
WB	L	5	6	120	5.6	*A*
	T	5	5	100	7.0	*A*
	R	5	5	100	2.0	*A*
	Subtotal	15	16	107	4.9	*A*
Total		786	785	100	1.9	*A*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	2.3	*A*
	T	50	46	92	0.5	*A*
	R	5	6	120	0.2	*A*
	Subtotal	60	57	95	0.6	*A*
SB	L	65	65	100	3.4	*A*
	T	66	64	98	2.5	*A*
	R	125	122	97	1.6	*A*
	Subtotal	256	251	98	2.3	*A*
EB	L	45	41	91	5.6	*A*
	T	15	15	100	7.3	*A*
	R	5	6	120	2.0	*A*
	Subtotal	65	62	95	5.7	*A*
WB	***L***	***5***	***4***	***80***	***5.2***	***A***
	T	15	14	93	8.6	*A*
	R	25	28	111	2.8	*A*
	Subtotal	45	46	102	4.8	*A*
Total		426	416	98	2.8	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.3	0.3	0.3	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.5	1.3	1.0	0.1	0.2	0.3	0.2	0.5	0.1	0.6	2.1	0.2
Total Del/Veh (s)	20.3	14.7	20.2	6.7	8.2	6.8	6.3	8.0	6.0	16.4	7.6	6.4
Vehicles Entered	92	309	180	61	89	182	130	244	38	126	1001	105
Vehicles Exited	93	309	181	62	89	180	131	244	38	126	1003	105
Hourly Exit Rate	93	309	181	62	89	180	131	244	38	126	1003	105
Input Volume	100	309	185	60	95	180	135	250	40	125	1025	110
% of Volume	93	100	98	104	94	100	97	98	94	101	98	95

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	7.3
Total Del/Veh (s)	10.1
Vehicles Entered	2557
Vehicles Exited	2561
Hourly Exit Rate	2561
Input Volume	2614
% of Volume	98

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.4
Denied Del/Veh (s)	0.3	1.1	1.2	1.0	1.1	1.1	0.2	1.2	1.6	0.2	1.0
Total Delay (hr)	1.8	0.1	3.3	0.9	0.0	0.1	0.0	1.1	0.1	0.0	7.4
Total Del/Veh (s)	23.1	8.6	21.0	10.8	6.9	22.8	18.2	9.8	19.0	21.6	16.4
Vehicles Entered	269	24	558	292	12	23	6	412	10	4	1610
Vehicles Exited	270	24	557	292	12	22	6	412	10	4	1609
Hourly Exit Rate	270	24	557	292	12	22	6	412	10	4	1609
Input Volume	271	24	565	285	10	25	5	425	10	5	1625
% of Volume	100	99	99	102	120	87	120	97	100	80	99

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.3	0.1	0.0	0.0	0.0
Total Delay (hr)	1.0	0.0	0.2	1.1	1.9	0.2	4.5
Total Del/Veh (s)	24.0	6.2	26.0	4.5	5.2	3.7	6.2
Vehicles Entered	143	13	32	868	1343	175	2574
Vehicles Exited	142	13	32	867	1343	175	2572
Hourly Exit Rate	142	13	32	867	1343	175	2572
Input Volume	145	15	35	880	1360	175	2610
% of Volume	98	87	91	99	99	100	99

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.6	0.1	0.1	1.9	0.2	0.3	3.7	0.6	3.6	1.9	0.5	0.4
Total Delay (hr)	11.6	4.5	0.2	3.6	19.7	4.9	0.6	1.5	0.3	3.0	2.4	13.3
Total Del/Veh (s)	93.8	24.0	20.3	75.3	91.1	86.3	36.3	38.3	11.8	45.0	33.6	64.5
Vehicles Entered	438	668	31	167	763	199	58	136	80	238	249	724
Vehicles Exited	426	670	31	163	742	195	58	135	79	237	249	721
Hourly Exit Rate	426	670	31	163	742	195	58	135	79	237	249	721
Input Volume	445	680	30	170	755	200	55	135	80	245	250	725
% of Volume	96	99	102	96	98	98	106	100	99	97	100	99

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.6
Total Delay (hr)	65.4
Total Del/Veh (s)	61.7
Vehicles Entered	3751
Vehicles Exited	3706
Hourly Exit Rate	3706
Input Volume	3769
% of Volume	98

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.1	1.9	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total Del/Veh (s)	6.0	8.1	2.7	5.6	7.0	2.0	3.2	0.7	0.5	3.7	1.8	2.3
Vehicles Entered	12	5	6	6	5	5	3	107	6	14	599	19
Vehicles Exited	12	5	6	6	5	5	3	108	6	14	596	19
Hourly Exit Rate	12	5	6	6	5	5	3	108	6	14	596	19
Input Volume	10	5	5	5	5	5	5	111	5	15	594	20
% of Volume	120	100	120	120	100	100	60	97	120	93	100	94

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.4
Total Del/Veh (s)	1.9
Vehicles Entered	787
Vehicles Exited	785
Hourly Exit Rate	785
Input Volume	786
% of Volume	100

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.1	1.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	5.6	7.3	2.0	5.2	8.6	2.8	2.3	0.5	0.2	3.4	2.5	1.6
Vehicles Entered	41	15	6	4	14	28	5	46	6	66	64	122
Vehicles Exited	41	15	6	4	14	28	5	46	6	65	64	122
Hourly Exit Rate	41	15	6	4	14	28	5	46	6	65	64	122
Input Volume	45	15	5	5	15	25	5	50	5	65	66	125
% of Volume	91	100	120	80	93	111	100	92	120	100	98	97

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.3
Total Del/Veh (s)	2.8
Vehicles Entered	417
Vehicles Exited	416
Hourly Exit Rate	416
Input Volume	426
% of Volume	98

Total Zone Performance

Denied Delay (hr)	1.2
Denied Del/Veh (s)	0.8
Total Delay (hr)	116.9
Total Del/Veh (s)	71.1
Vehicles Entered	5397
Vehicles Exited	5337
Hourly Exit Rate	5337
Input Volume	54134
% of Volume	10

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	255	125	153	291	90
Average Queue (ft)	129	48	56	127	30
95th Queue (ft)	222	94	113	242	68
Link Distance (ft)	2928	2776	826	1218	1218
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	247	40	234	457	45	52	32	190	30	24
Average Queue (ft)	120	11	160	105	4	14	3	99	6	2
95th Queue (ft)	208	33	243	297	31	40	19	163	25	13
Link Distance (ft)	2175			2292			1089			1529
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		290	135		150	200		200	150	
Storage Blk Time (%)	1		14	1				0		
Queuing Penalty (veh)	0		42	3				0		

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW	B24	B29
Directions Served	L	R	L	T	T	T	T	R	T	T
Maximum Queue (ft)	153	35	73	127	130	179	184	97	4	5
Average Queue (ft)	72	9	23	58	54	74	89	28	0	0
95th Queue (ft)	118	31	57	112	111	145	152	66	4	5
Link Distance (ft)		530		1214	1214	570	570		718	511
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		85					100		
Storage Blk Time (%)	0		0	1			3	0		
Queuing Penalty (veh)	0		0	0			5	0		

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	R
Maximum Queue (ft)	200	710	619	210	811	818	111	174	130	232	574	863
Average Queue (ft)	191	391	265	161	477	472	42	84	45	141	207	482
95th Queue (ft)	227	757	576	267	882	869	88	145	100	226	485	930
Link Distance (ft)		1733	1733		1730	1730		590			1638	1638
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			110			100		60	135		
Storage Blk Time (%)	64	9		7	61		1	22	4	16	11	
Queuing Penalty (veh)	218	41		28	103		1	44	4	39	27	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	33	31	29	31	33	28	12	16	1
Average Queue (ft)	10	5	5	5	5	4	1	1	0
95th Queue (ft)	33	23	23	23	24	21	7	8	1
Link Distance (ft)		1739			3568				2686
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	53	36	29	31	40	53	21	32	1
Average Queue (ft)	23	13	5	4	11	19	1	3	0
95th Queue (ft)	50	39	22	22	36	44	8	18	0
Link Distance (ft)		2333			3531				1616
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Zone Summary

Zone wide Queuing Penalty: 558

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	136	101	6.3	*A*
	T	250	245	98	7.9	*A*
	R	40	42	104	6.5	*A*
	Subtotal	425	423	100	7.2	*A*
SB	L	125	120	96	17.7	*C*
	T	1,025	1,024	100	7.5	*A*
	R	110	110	100	6.7	*A*
	Subtotal	1,260	1,254	100	8.4	*A*
EB	L	100	104	104	22.1	*C*
	T	309	315	102	15.6	*C*
	R	185	199	108	21.9	*C*
	Subtotal	594	618	104	18.7	*C*
WB	L	60	57	95	7.1	*A*
	T	95	91	96	8.4	*A*
	R	180	188	104	6.8	*A*
	Subtotal	335	336	100	7.3	*A*
Total		2,614	2,631	101	10.5	*B*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	24	95	24.8	*C*
	T	5	6	120	19.1	*B*
	R	425	422	99	10.2	*B*
	Subtotal	455	452	99	11.1	*B*
SB	L	10	12	120	24.0	*C*
	T	5	6	120	26.6	*C*
	Subtotal	15	18	120	24.9	*C*
EB	T	271	268	99	23.8	*C*
	R	24	21	87	9.3	*A*
	Subtotal	295	289	98	22.7	*C*
WB	L	565	588	104	22.3	*C*
	T	285	291	102	11.3	*B*
	R	10	10	100	7.5	*A*
	Subtotal	860	889	103	18.5	*B*
Total		1,625	1,648	101	17.3	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	145	149	103	22.9	C
	R	15	16	107	8.8	A
	Subtotal	160	165	103	21.5	C
NE	L	35	33	94	24.2	C
	T	880	888	101	4.8	A
	Subtotal	915	921	101	5.5	A
SW	T	1,360	1,354	100	5.4	A
	R	175	181	104	3.5	A
	Subtotal	1,535	1,535	100	5.2	A
Total		2,610	2,621	100	6.3	A

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	52	95	34.5	C
	T	135	139	103	35.8	D
	R	80	81	102	9.9	A
	Subtotal	270	272	101	27.8	C
SB	L	245	252	103	33.3	C
	T	250	250	100	29.3	C
	R	725	727	100	39.9	D
	Subtotal	1,220	1,229	101	36.4	D
EB	L	445	446	100	64.6	E
	T	680	681	100	25.9	C
	R	30	32	106	21.9	C
	Subtotal	1,155	1,159	100	40.7	D
WB	L	170	171	101	39.6	D
	T	755	753	100	45.2	D
	R	200	200	100	39.8	D
	Subtotal	1,125	1,124	100	43.4	D
Total		3,769	3,784	100	39.2	D

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	2.9	*A*
	T	111	104	94	0.7	*A*
	R	5	6	120	0.7	*A*
	Subtotal	121	114	94	0.8	*A*
SB	L	15	14	93	3.9	*A*
	T	594	601	101	1.8	*A*
	R	20	20	99	1.5	*A*
	Subtotal	629	635	101	1.8	*A*
EB	L	10	12	120	5.8	*A*
	T	5	5	100	7.7	*A*
	R	5	8	160	2.8	*A*
	Subtotal	20	25	125	5.2	*A*
WB	***L***	***5***	***4***	***80***	***6.3***	***A***
	T	5	4	80	9.0	*A*
	R	5	6	120	2.2	*A*
	Subtotal	15	14	93	5.3	*A*
Total		786	788	100	1.9	*A*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	2.3	*A*
	T	50	45	90	0.5	*A*
	R	5	6	120	0.2	*A*
	Subtotal	60	55	92	0.6	*A*
SB	L	65	69	107	3.1	*A*
	T	66	65	99	2.6	*A*
	R	125	133	106	1.8	*A*
	Subtotal	256	267	104	2.3	*A*
EB	L	45	45	99	5.7	*A*
	T	15	14	93	7.1	*A*
	R	5	4	80	2.7	*A*
	Subtotal	65	63	97	5.8	*A*
WB	***L***	***5***	***4***	***80***	***4.7***	***A***
	T	15	16	107	8.4	*A*
	R	25	24	95	2.3	*A*
	Subtotal	45	44	98	4.7	*A*
Total		426	429	101	2.9	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.7	1.4	1.2	0.1	0.2	0.4	0.2	0.5	0.1	0.6	2.1	0.2
Total Del/Veh (s)	22.1	15.6	21.9	7.1	8.4	6.8	6.3	7.9	6.5	17.7	7.5	6.7
Vehicles Entered	103	316	199	57	91	188	135	245	42	120	1022	110
Vehicles Exited	104	315	199	57	91	188	136	245	42	120	1024	110
Hourly Exit Rate	104	315	199	57	91	188	136	245	42	120	1024	110
Input Volume	100	309	185	60	95	180	135	250	40	125	1025	110
% of Volume	104	102	108	95	96	104	101	98	104	96	100	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	7.8
Total Del/Veh (s)	10.5
Vehicles Entered	2628
Vehicles Exited	2631
Hourly Exit Rate	2631
Input Volume	2614
% of Volume	101

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.5
Denied Del/Veh (s)	0.3	1.0	1.3	1.0	1.0	1.2	0.2	1.1	2.1	0.1	1.0
Total Delay (hr)	1.8	0.1	3.7	0.9	0.0	0.2	0.0	1.2	0.1	0.0	8.1
Total Del/Veh (s)	23.8	9.3	22.3	11.3	7.5	24.8	19.1	10.2	24.0	26.6	17.3
Vehicles Entered	266	21	590	291	10	24	6	423	12	6	1649
Vehicles Exited	268	21	588	291	10	24	6	422	12	6	1648
Hourly Exit Rate	268	21	588	291	10	24	6	422	12	6	1648
Input Volume	271	24	565	285	10	25	5	425	10	5	1625
% of Volume	99	87	104	102	100	95	120	99	120	120	101

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.4	0.1	0.0	0.0	0.0
Total Delay (hr)	1.0	0.0	0.2	1.2	2.0	0.2	4.6
Total Del/Veh (s)	22.9	8.8	24.2	4.8	5.4	3.5	6.3
Vehicles Entered	149	16	33	891	1357	181	2627
Vehicles Exited	149	16	33	888	1354	181	2621
Hourly Exit Rate	149	16	33	888	1354	181	2621
Input Volume	145	15	35	880	1360	175	2610
% of Volume	103	107	94	101	100	104	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.1	1.9	0.2	0.3	3.8	0.6	3.8	1.9	0.5	0.4
Total Delay (hr)	8.3	5.0	0.2	1.9	9.7	2.3	0.5	1.4	0.2	2.4	2.1	8.2
Total Del/Veh (s)	64.6	25.9	21.9	39.6	45.2	39.8	34.5	35.8	9.9	33.3	29.3	39.9
Vehicles Entered	451	685	33	172	758	200	52	138	80	253	250	723
Vehicles Exited	446	681	32	171	753	200	52	139	81	252	250	727
Hourly Exit Rate	446	681	32	171	753	200	52	139	81	252	250	727
Input Volume	445	680	30	170	755	200	55	135	80	245	250	725
% of Volume	100	100	106	101	100	100	95	103	102	103	100	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.6
Total Delay (hr)	42.1
Total Del/Veh (s)	39.2
Vehicles Entered	3795
Vehicles Exited	3784
Hourly Exit Rate	3784
Input Volume	3769
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.1	1.8	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total Del/Veh (s)	5.8	7.7	2.8	6.3	9.0	2.2	2.9	0.7	0.7	3.9	1.8	1.5
Vehicles Entered	12	5	8	4	4	6	4	104	6	14	604	21
Vehicles Exited	12	5	8	4	4	6	4	104	6	14	601	20
Hourly Exit Rate	12	5	8	4	4	6	4	104	6	14	601	20
Input Volume	10	5	5	5	5	5	5	111	5	15	594	20
% of Volume	120	100	160	80	80	120	80	94	120	93	101	99

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.4
Total Del/Veh (s)	1.9
Vehicles Entered	792
Vehicles Exited	788
Hourly Exit Rate	788
Input Volume	786
% of Volume	100

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.0	0.1	1.2	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	5.7	7.1	2.7	4.7	8.4	2.3	2.3	0.5	0.2	3.1	2.6	1.8
Vehicles Entered	44	14	4	4	15	24	4	45	6	68	65	133
Vehicles Exited	45	14	4	4	16	24	4	45	6	69	65	133
Hourly Exit Rate	45	14	4	4	16	24	4	45	6	69	65	133
Input Volume	45	15	5	5	15	25	5	50	5	65	66	125
% of Volume	99	93	80	80	107	95	80	90	120	107	99	106

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.3
Total Del/Veh (s)	2.9
Vehicles Entered	426
Vehicles Exited	429
Hourly Exit Rate	429
Input Volume	426
% of Volume	101

Total Zone Performance

Denied Delay (hr)	1.3
Denied Del/Veh (s)	0.8
Total Delay (hr)	96.5
Total Del/Veh (s)	57.9
Vehicles Entered	5457
Vehicles Exited	5456
Hourly Exit Rate	5456
Input Volume	54134
% of Volume	10

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	304	117	134	314	79
Average Queue (ft)	142	51	58	126	33
95th Queue (ft)	248	96	109	255	67
Link Distance (ft)	2928	2776	826	1218	1218
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	263	34	234	479	25	60	33	195	36	31
Average Queue (ft)	122	9	172	118	2	16	4	103	9	4
95th Queue (ft)	209	28	253	333	13	45	19	169	31	20
Link Distance (ft)	2175			2292			1089			1529
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		290	135		150	200		200	150	
Storage Blk Time (%)	1		17	0				0		
Queuing Penalty (veh)	0		51	2				0		

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	137	40	64	147	129	169	174	93
Average Queue (ft)	71	10	24	63	58	76	90	26
95th Queue (ft)	112	33	55	121	114	147	152	69
Link Distance (ft)		530		1214	1214	570	570	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		85					100
Storage Blk Time (%)	0		0	2			3	0
Queuing Penalty (veh)	0		0	1			6	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	B26	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	T	L	T	TR	L	T	TR	L
Maximum Queue (ft)	247	294	397	307	4	210	492	486	89	175	144	228
Average Queue (ft)	162	187	166	157	0	143	299	301	36	83	49	131
95th Queue (ft)	249	277	322	254	4	253	453	449	76	147	109	212
Link Distance (ft)			1733	1733	759		1730	1730		584		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200				110			100		60	135
Storage Blk Time (%)	5	11	2			6	45		0	21	3	9
Queuing Penalty (veh)	17	38	9			21	77		1	42	4	23

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	363	686
Average Queue (ft)	145	348
95th Queue (ft)	279	648
Link Distance (ft)	1632	1632
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	9	
Queuing Penalty (veh)	21	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	R	L	T	R	L	L
Maximum Queue (ft)	31	31	29	31	30	29	17	25
Average Queue (ft)	10	5	7	4	4	5	1	2
95th Queue (ft)	32	24	26	22	22	23	9	13
Link Distance (ft)		1739			3568			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150	150		150	150	150
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	53	36	29	31	36	45	12	2	35	6
Average Queue (ft)	25	12	3	4	13	16	1	0	4	0
95th Queue (ft)	49	37	19	21	38	42	7	1	20	4
Link Distance (ft)		2333			3531			2716		1616
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		150	150		150	150		150	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Zone Summary

Zone wide Queuing Penalty: 312

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	265	265	100	13.7	*B*
	T	392	404	103	15.1	*C*
	R	35	38	108	12.6	*B*
	Subtotal	692	707	102	14.4	*B*
SB	L	55	53	97	8.5	*A*
	T	498	503	101	5.4	*A*
	R	50	46	92	2.9	*A*
	Subtotal	603	602	100	5.5	*A*
EB	L	60	59	99	10.8	*B*
	T	186	197	106	6.8	*A*
	R	111	111	100	11.4	*B*
	Subtotal	357	367	103	8.8	*A*
WB	L	30	28	93	6.6	*A*
	T	105	100	95	8.2	*A*
	R	85	91	107	6.5	*A*
	Subtotal	220	219	100	7.3	*A*
Total		1,872	1,895	101	9.7	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	12.8	*B*
	T	5	5	100	11.4	*B*
	R	525	523	100	10.1	*B*
	Subtotal	540	537	99	10.2	*B*
SB	L	10	9	90	13.6	*B*
	T	5	3	60	9.6	*A*
	R	2	3	150	3.2	*A*
	Subtotal	17	15	88	10.7	*B*
EB	L	2	2	100	25.2	*C*
	T	210	208	99	19.4	*B*
	R	20	23	114	5.9	*A*
	Subtotal	232	233	100	18.1	*B*
WB	L	331	344	104	18.5	*B*
	T	205	210	102	11.6	*B*
	R	5	5	100	5.1	*A*
	Subtotal	541	559	103	15.8	*B*
Total		1,331	1,344	101	13.9	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	105	111	106	18.5	*B*
	R	10	11	110	4.1	*A*
	Subtotal	115	122	106	17.2	*B*
NE	L	15	17	113	8.9	*A*
	T	942	949	101	4.4	*A*
	Subtotal	957	966	101	4.5	*A*
SW	T	624	621	100	3.5	*A*
	R	55	58	106	2.1	*A*
	Subtotal	679	679	100	3.4	*A*
Total		1,750	1,767	101	4.9	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	30	99	21.9	*C*
	T	145	146	101	23.1	*C*
	R	110	116	105	7.5	*A*
	Subtotal	285	292	102	16.8	*B*
SB	L	130	131	101	25.2	*C*
	T	75	80	107	18.5	*B*
	R	311	309	99	6.7	*A*
	Subtotal	516	520	101	13.2	*B*
EB	L	521	526	101	28.4	*C*
	T	636	639	101	12.1	*B*
	R	15	16	107	8.6	*A*
	Subtotal	1,172	1,181	101	19.3	*B*
WB	L	60	58	97	21.3	*C*
	T	337	342	101	22.2	*C*
	R	95	96	101	11.6	*B*
	Subtotal	492	496	101	20.0	*B*
Total		2,466	2,489	101	17.9	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	2.3	*A*
	T	434	449	103	0.9	*A*
	R	5	5	100	0.3	*A*
	Subtotal	444	459	103	0.9	*A*
SB	L	34	31	91	5.0	*A*
	T	365	361	99	2.0	*A*
	R	10	12	120	1.9	*A*
	Subtotal	409	404	99	2.2	*A*
EB	L	20	20	99	10.5	*B*
	T	10	9	90	9.7	*A*
	R	5	5	100	3.3	*A*
	Subtotal	35	34	97	9.2	*A*
WB	***L***	***5***	***4***	***80***	***11.4***	***B***
	T	19	17	88	12.3	*B*
	R	89	92	103	6.6	*A*
	Subtotal	113	113	100	7.6	*A*
Total		1,002	1,010	101	2.5	*A*

Intersection: Pony Express Parkway & Road 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	423	437	103	0.8	*A*
	R	2	2	100	0.4	*A*
	Subtotal	425	439	103	0.8	*A*
SB	L	10	11	110	3.7	*A*
	T	215	209	97	0.9	*A*
	Subtotal	225	220	98	1.0	*A*
WB	***L***	***2***	***2***	***100***	***6.7***	***A***
	R	20	21	104	4.2	*A*
	Subtotal	22	23	105	4.4	*A*
Total		673	682	101	1.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	1.7	*A*
	T	95	99	104	1.0	*A*
	R	5	4	80	0.4	*A*
	Subtotal	105	107	102	1.0	*A*
SB	L	106	102	96	3.0	*A*
	T	76	73	96	1.2	*A*
	R	35	36	102	0.8	*A*
	Subtotal	217	211	97	2.0	*A*
EB	L	60	58	97	7.2	*A*
	T	26	28	107	8.3	*A*
	R	5	5	100	3.1	*A*
	Subtotal	91	91	100	7.3	*A*
WB	***L***	***5***	***4***	***80***	***7.8***	***A***
	T	43	39	91	9.5	*A*
	R	268	280	105	5.6	*A*
	Subtotal	316	323	102	6.1	*A*
Total		730	732	100	4.3	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	50	54	109	0.3	*A*
	R	5	7	140	0.1	*A*
	Subtotal	55	61	111	0.3	*A*
SB	L	19	18	94	2.3	*A*
	T	65	62	95	0.6	*A*
	Subtotal	84	80	95	1.0	*A*
WB	***L***	***5***	***4***	***80***	***5.4***	***A***
	R	55	54	99	3.8	*A*
	Subtotal	60	58	97	3.9	*A*
Total		199	199	100	1.7	*A*

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 2 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***42***	***42***	***99***	***6.8***	***A***
	T	2	2	100	5.4	*A*
	R	2	2	100	3.5	*A*
	Subtotal	46	46	100	6.6	*A*
SB	L	2	2	100	4.9	*A*
	T	2	2	100	6.8	*A*
	R	42	46	109	3.7	*A*
	Subtotal	46	50	109	3.9	*A*
EB	L	17	15	87	3.2	*A*
	T	105	105	100	1.4	*A*
	R	16	16	100	1.0	*A*
	Subtotal	138	136	99	1.6	*A*
WB	L	2	2	100	2.2	*A*
	T	231	236	102	1.0	*A*
	R	2	3	150	0.9	*A*
	Subtotal	235	241	103	1.0	*A*
Total		466	473	102	2.0	*A*

Intersection: Road 3 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	39	92	5.3	*A*
	T	2	2	100	5.2	*A*
	R	2	2	100	3.6	*A*
	Subtotal	46	43	93	5.2	*A*
SB	***L***	***2***	***2***	***100***	***4.7***	***A***
	T	2	2	100	5.5	*A*
	R	42	40	95	3.2	*A*
	Subtotal	46	44	96	3.4	*A*
EB	L	16	15	94	2.3	*A*
	T	76	75	99	1.0	*A*
	R	16	17	106	0.8	*A*
	Subtotal	108	107	99	1.2	*A*
WB	L	2	1	50	2.2	*A*
	T	147	156	106	0.6	*A*
	R	2	3	150	0.3	*A*
	Subtotal	151	160	106	0.6	*A*
Total		351	354	101	1.7	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 4 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***41***	***45***	***109***	***4.6***	***A***
	T	2	2	100	4.7	*A*
	R	2	3	150	2.9	*A*
	Subtotal	45	50	111	4.5	*A*
SB	L	2	2	100	3.5	*A*
	T	2	2	100	3.8	*A*
	R	41	43	104	3.3	*A*
	Subtotal	45	47	104	3.3	*A*
EB	L	16	17	106	1.8	*A*
	T	44	41	94	0.7	*A*
	R	16	16	100	0.4	*A*
	Subtotal	76	74	97	0.9	*A*
WB	L	2	2	100	0.9	*A*
	T	65	68	105	0.3	*A*
	R	2	3	150	0.1	*A*
	Subtotal	69	73	106	0.3	*A*
Total		235	244	104	1.9	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.4	0.4	0.1	0.2	0.2	1.0	1.7	0.1	0.1	0.8	0.0
Total Del/Veh (s)	10.8	6.8	11.4	6.6	8.2	6.5	13.7	15.1	12.6	8.5	5.4	2.9
Vehicles Entered	58	197	111	29	100	92	265	404	38	53	502	47
Vehicles Exited	59	197	111	28	100	91	265	404	38	53	503	46
Hourly Exit Rate	59	197	111	28	100	91	265	404	38	53	503	46
Input Volume	60	186	111	30	105	85	265	392	35	55	498	50
% of Volume	99	106	100	93	95	107	100	103	108	97	101	92

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	5.2
Total Del/Veh (s)	9.7
Vehicles Entered	1896
Vehicles Exited	1895
Hourly Exit Rate	1895
Input Volume	1872
% of Volume	101

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Denied Del/Veh (s)	1.0	0.2	0.9	0.8	0.5	0.9	1.4	0.1	1.1	2.3	0.1	2.0
Total Delay (hr)	0.0	1.1	0.0	1.8	0.7	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Total Del/Veh (s)	25.2	19.4	5.9	18.5	11.6	5.1	12.8	11.4	10.1	13.6	9.6	3.2
Vehicles Entered	2	210	22	344	210	5	9	5	523	9	3	3
Vehicles Exited	2	208	23	344	210	5	9	5	523	9	3	3
Hourly Exit Rate	2	208	23	344	210	5	9	5	523	9	3	3
Input Volume	2	210	20	331	205	5	10	5	525	10	5	2
% of Volume	100	99	114	104	102	100	90	100	100	90	60	150

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.8
Total Delay (hr)	5.3
Total Del/Veh (s)	13.9
Vehicles Entered	1345
Vehicles Exited	1344
Hourly Exit Rate	1344
Input Volume	1331
% of Volume	101

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.5	0.1	0.0	0.0	0.1
Total Delay (hr)	0.6	0.0	0.0	1.2	0.6	0.0	2.4
Total Del/Veh (s)	18.5	4.1	8.9	4.4	3.5	2.1	4.9
Vehicles Entered	111	11	17	949	621	58	1767
Vehicles Exited	111	11	17	949	621	58	1767
Hourly Exit Rate	111	11	17	949	621	58	1767
Input Volume	105	10	15	942	624	55	1750
% of Volume	106	110	113	101	100	106	101

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	2.2	0.1	0.2	3.7	0.6	3.6	2.4	0.3	0.2
Total Delay (hr)	4.2	2.2	0.0	0.3	2.1	0.3	0.2	0.9	0.2	0.9	0.4	0.6
Total Del/Veh (s)	28.4	12.1	8.6	21.3	22.2	11.6	21.9	23.1	7.5	25.2	18.5	6.7
Vehicles Entered	529	643	16	58	342	95	30	146	116	131	79	309
Vehicles Exited	526	639	16	58	342	96	30	146	116	131	80	309
Hourly Exit Rate	526	639	16	58	342	96	30	146	116	131	80	309
Input Volume	521	636	15	60	337	95	30	145	110	130	75	311
% of Volume	101	101	107	97	101	101	99	101	105	101	107	99

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.6
Total Delay (hr)	12.6
Total Del/Veh (s)	17.9
Vehicles Entered	2494
Vehicles Exited	2489
Hourly Exit Rate	2489
Input Volume	2466
% of Volume	101

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.2	2.1	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.2	0.0
Total Del/Veh (s)	10.5	9.7	3.3	11.4	12.3	6.6	2.3	0.9	0.3	5.0	2.0	1.9
Vehicles Entered	20	9	5	4	17	93	4	449	5	31	364	12
Vehicles Exited	20	9	5	4	17	92	5	449	5	31	361	12
Hourly Exit Rate	20	9	5	4	17	92	5	449	5	31	361	12
Input Volume	20	10	5	5	19	89	5	434	5	34	365	10
% of Volume	99	90	100	80	88	103	100	103	100	91	99	120

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.7
Total Del/Veh (s)	2.5
Vehicles Entered	1013
Vehicles Exited	1010
Hourly Exit Rate	1010
Input Volume	1002
% of Volume	101

6: Pony Express Parkway & Road 1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1	0.2
Total Del/Veh (s)	6.7	4.2	0.8	0.4	3.7	0.9	1.0
Vehicles Entered	2	21	437	2	11	209	682
Vehicles Exited	2	21	437	2	11	209	682
Hourly Exit Rate	2	21	437	2	11	209	682
Input Volume	2	20	423	2	10	215	673
% of Volume	100	104	103	100	110	97	101

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.2	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	7.2	8.3	3.1	7.8	9.5	5.6	1.7	1.0	0.4	3.0	1.2	0.8
Vehicles Entered	57	28	5	4	38	281	4	100	4	102	74	36
Vehicles Exited	58	28	5	4	39	280	4	99	4	102	73	36
Hourly Exit Rate	58	28	5	4	39	280	4	99	4	102	73	36
Input Volume	60	26	5	5	43	268	5	95	5	106	76	35
% of Volume	97	107	100	80	91	105	80	104	80	96	96	102

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.9
Total Del/Veh (s)	4.3
Vehicles Entered	733
Vehicles Exited	732
Hourly Exit Rate	732
Input Volume	730
% of Volume	100

8: Pony Express Parkway & South Collector Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.4	3.8	0.3	0.1	2.3	0.6	1.7
Vehicles Entered	4	53	54	7	18	62	198
Vehicles Exited	4	54	54	7	18	62	199
Hourly Exit Rate	4	54	54	7	18	62	199
Input Volume	5	55	50	5	19	65	199
% of Volume	80	99	109	140	94	95	100

9: Road 2 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.1	4.0	0.2	0.4	4.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	1.4	1.0	2.2	1.0	0.9	6.8	5.4	3.5	4.9	6.8	3.7
Vehicles Entered	14	105	16	2	235	3	42	2	2	2	2	46
Vehicles Exited	15	105	16	2	236	3	42	2	2	2	2	46
Hourly Exit Rate	15	105	16	2	236	3	42	2	2	2	2	46
Input Volume	17	105	16	2	231	2	42	2	2	2	2	42
% of Volume	87	100	100	100	102	150	99	100	100	100	100	109

9: Road 2 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.3
Total Del/Veh (s)	2.0
Vehicles Entered	471
Vehicles Exited	473
Hourly Exit Rate	473
Input Volume	466
% of Volume	102

10: Road 3 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	4.7	0.2	0.3	4.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	1.0	0.8	2.2	0.6	0.3	5.3	5.2	3.6	4.7	5.5	3.2
Vehicles Entered	15	75	17	1	156	3	39	2	2	2	2	41
Vehicles Exited	15	75	17	1	156	3	39	2	2	2	2	40
Hourly Exit Rate	15	75	17	1	156	3	39	2	2	2	2	40
Input Volume	16	76	16	2	147	2	42	2	2	2	2	42
% of Volume	94	99	106	50	106	150	92	100	100	100	100	95

10: Road 3 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.2
Total Del/Veh (s)	1.7
Vehicles Entered	355
Vehicles Exited	354
Hourly Exit Rate	354
Input Volume	351
% of Volume	101

11: Road 4 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.1	0.1	0.1	0.1	0.1	3.7	0.1	0.4	4.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.7	0.4	0.9	0.3	0.1	4.6	4.7	2.9	3.5	3.8	3.3
Vehicles Entered	17	41	16	2	69	3	45	2	3	2	2	43
Vehicles Exited	17	41	16	2	68	3	45	2	3	2	2	43
Hourly Exit Rate	17	41	16	2	68	3	45	2	3	2	2	43
Input Volume	16	44	16	2	65	2	41	2	2	2	2	41
% of Volume	106	94	100	100	105	150	109	100	150	100	100	104

11: Road 4 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.8
Total Delay (hr)	0.1
Total Del/Veh (s)	1.9
Vehicles Entered	245
Vehicles Exited	244
Hourly Exit Rate	244
Input Volume	235
% of Volume	104

Total Zone Performance

Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.9
Total Delay (hr)	48.1
Total Del/Veh (s)	39.4
Vehicles Entered	4007
Vehicles Exited	3995
Hourly Exit Rate	3995
Input Volume	41122
% of Volume	10

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	125	103	344	154	25
Average Queue (ft)	40	45	127	56	1
95th Queue (ft)	97	84	275	120	11
Link Distance (ft)	2914	2776	826	1202	1202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	24	189	37	212	187	17	34	54	232	34	15	21
Average Queue (ft)	2	83	9	115	68	1	4	3	110	5	2	2
95th Queue (ft)	13	150	28	186	139	10	22	37	190	24	12	12
Link Distance (ft)		2174			2292			1089			1562	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		290	135		150	200		200	150		150
Storage Blk Time (%)		0		4	0				1			
Queuing Penalty (veh)		0		9	1				0			

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	101	39	40	120	132	106	105	50
Average Queue (ft)	53	7	10	57	57	34	44	12
95th Queue (ft)	88	28	35	109	115	82	92	39
Link Distance (ft)		529		1220	1220	576	576	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		85					100
Storage Blk Time (%)	0			1			0	
Queuing Penalty (veh)	0			0			0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	B27	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	T	L	T	TR	L	T	TR	L
Maximum Queue (ft)	215	223	198	187	2	80	164	171	60	134	116	134
Average Queue (ft)	109	127	71	83	0	35	90	84	20	70	45	67
95th Queue (ft)	175	188	144	147	2	72	141	145	52	122	84	113
Link Distance (ft)			1733	1733	820		1730	1730		584		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200				110			100		60	135
Storage Blk Time (%)	0	1	0			0	4			12	2	0
Queuing Penalty (veh)	1	2	0			0	2			26	2	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	98	149
Average Queue (ft)	39	66
95th Queue (ft)	80	112
Link Distance (ft)	1632	1632
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	47	40	29	28	43	74	21	1	34	1
Average Queue (ft)	16	8	5	4	14	37	1	0	9	0
95th Queue (ft)	43	31	22	20	40	65	7	1	29	1
Link Distance (ft)		1686			4420			679		2684
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150	150		150	150		150	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 6: Pony Express Parkway & Road 1

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	24	39	59
Average Queue (ft)	2	16	5
95th Queue (ft)	13	42	30
Link Distance (ft)	204	204	679
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	62	56	30	31	48	101	5	52	1
Average Queue (ft)	30	20	5	4	24	54	0	10	0
95th Queue (ft)	54	49	22	22	48	85	4	37	1
Link Distance (ft)		2333			1139				859
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Pony Express Parkway & South Collector

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	28	65	18
Average Queue (ft)	4	29	1
95th Queue (ft)	21	56	10
Link Distance (ft)	4527		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	100
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 9: Road 2 & 3400 North

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LT	R	LT	R
Maximum Queue (ft)	25	1	7	61	28	31	49
Average Queue (ft)	3	0	0	28	2	4	25
95th Queue (ft)	16	1	5	55	15	20	48
Link Distance (ft)		1139		554		433	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		100		100
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 10: Road 3 & 3400 North

Movement	EB	WB	NB	NB	SB	SB
Directions Served	L	L	LT	R	LT	R
Maximum Queue (ft)	23	4	59	28	30	42
Average Queue (ft)	2	0	25	2	4	23
95th Queue (ft)	12	3	51	15	19	46
Link Distance (ft)			532		445	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100		100		100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: Road 4 & 3400 North

Movement	EB	NB	NB	SB	SB
Directions Served	L	LT	R	LT	R
Maximum Queue (ft)	16	49	31	31	51
Average Queue (ft)	1	25	3	3	24
95th Queue (ft)	8	48	17	18	48
Link Distance (ft)		391		634	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 44

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	265	265	100	13.3	*B*
	T	392	395	101	8.3	*A*
	R	35	38	108	3.4	*A*
	Subtotal	692	698	101	9.9	*A*
SB	L	55	55	100	14.0	*B*
	T	498	499	100	7.0	*A*
	R	50	55	111	3.7	*A*
	Subtotal	603	609	101	7.3	*A*
EB	L	60	60	100	25.0	*C*
	T	186	186	100	8.7	*A*
	R	111	117	105	10.4	*B*
	Subtotal	357	363	102	11.9	*B*
WB	L	30	29	96	22.1	*C*
	T	105	110	105	16.4	*C*
	R	85	89	105	5.0	*A*
	Subtotal	220	228	104	12.7	*B*
Total		1,872	1,898	101	9.8	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	13.8	*B*
	T	5	4	80	17.0	*B*
	R	525	534	102	10.5	*B*
	Subtotal	540	547	101	10.6	*B*
SB	L	10	8	80	16.9	*B*
	T	5	5	100	12.9	*B*
	R	2	2	100	3.4	*A*
	Subtotal	17	15	88	13.8	*B*
EB	L	2	2	100	13.9	*B*
	T	210	213	101	18.1	*B*
	R	20	22	109	5.0	*A*
	Subtotal	232	237	102	16.8	*B*
WB	L	331	332	100	17.5	*B*
	T	205	205	100	11.2	*B*
	R	5	4	80	5.4	*A*
	Subtotal	541	541	100	15.0	*B*
Total		1,331	1,340	101	13.5	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	105	102	97	18.4	*B*
	R	10	12	120	4.0	*A*
	Subtotal	115	114	99	16.9	*B*
NE	L	15	17	113	9.8	*A*
	T	942	940	100	4.4	*A*
	Subtotal	957	957	100	4.5	*A*
SW	T	624	631	101	3.4	*A*
	R	55	54	99	2.0	*A*
	Subtotal	679	685	101	3.3	*A*
Total		1,750	1,756	100	4.8	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	28	93	23.5	*C*
	T	145	143	98	24.2	*C*
	R	110	114	104	7.6	*A*
	Subtotal	285	285	100	17.5	*B*
SB	L	130	129	99	25.6	*C*
	T	75	70	94	19.1	*B*
	R	311	314	101	4.3	*A*
	Subtotal	516	513	99	11.7	*B*
EB	L	521	516	99	25.6	*C*
	T	636	631	99	11.4	*B*
	R	15	17	113	7.1	*A*
	Subtotal	1,172	1,164	99	17.6	*B*
WB	L	60	62	104	19.4	*B*
	T	337	345	102	22.6	*C*
	R	95	99	104	8.5	*A*
	Subtotal	492	506	103	19.4	*B*
Total		2,466	2,468	100	16.8	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	2.2	*A*
	T	434	440	101	0.9	*A*
	R	5	5	100	0.3	*A*
	Subtotal	444	450	101	0.9	*A*
SB	L	34	36	105	5.8	*A*
	T	365	367	101	2.6	*A*
	R	10	11	110	2.8	*A*
	Subtotal	409	414	101	2.9	*A*
EB	L	20	22	109	9.8	*A*
	T	10	11	110	10.4	*B*
	R	5	6	120	2.7	*A*
	Subtotal	35	39	111	8.9	*A*
WB	***L***	***5***	***6***	***120***	***11.6***	***B***
	T	19	19	99	11.6	*B*
	R	89	90	101	6.5	*A*
	Subtotal	113	115	102	7.6	*A*
Total		1,002	1,018	102	2.7	*A*

Intersection: Pony Express Parkway & Road 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	423	428	101	0.9	*A*
	R	2	2	100	0.6	*A*
	Subtotal	425	430	101	0.9	*A*
SB	L	10	9	90	4.3	*A*
	T	215	220	102	0.9	*A*
	Subtotal	225	229	102	1.0	*A*
WB	***L***	***2***	***1***	***50***	***7.7***	***A***
	R	20	20	99	4.5	*A*
	Subtotal	22	21	95	4.7	*A*
Total		673	680	101	1.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	2.2	*A*
	T	95	96	101	1.1	*A*
	R	5	5	100	0.5	*A*
	Subtotal	105	105	100	1.1	*A*
SB	L	106	111	105	3.0	*A*
	T	76	76	100	1.4	*A*
	R	35	33	94	0.9	*A*
	Subtotal	217	220	101	2.1	*A*
EB	L	60	63	105	7.8	*A*
	T	26	25	95	8.3	*A*
	R	5	6	120	2.4	*A*
	Subtotal	91	94	103	7.6	*A*
WB	***L***	***5***	***3***	***60***	***6.6***	***A***
	T	43	43	100	9.7	*A*
	R	268	269	100	5.7	*A*
	Subtotal	316	315	100	6.3	*A*
Total		730	734	101	4.5	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	50	48	96	0.3	*A*
	R	5	5	100	0.2	*A*
	Subtotal	55	53	96	0.3	*A*
SB	L	19	17	88	2.1	*A*
	T	65	65	100	0.6	*A*
	Subtotal	84	82	98	0.9	*A*
WB	***L***	***5***	***4***	***80***	***8.5***	***A***
	R	55	56	102	4.7	*A*
	Subtotal	60	60	100	5.0	*A*
Total		199	195	98	2.0	*A*

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 2 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	39	92	6.2	A
	T	2	2	100	4.2	A
	R	2	2	100	2.9	A
	Subtotal	46	43	93	6.0	A
SB	***L***	***2***	***2***	***100***	***7.6***	***A***
	T	2	2	100	7.5	A
	R	42	46	109	3.8	A
	Subtotal	46	50	109	4.1	A
EB	L	17	18	104	2.9	A
	T	105	107	102	1.4	A
	R	16	18	112	0.9	A
	Subtotal	138	143	104	1.5	A
WB	L	2	2	100	2.1	A
	T	231	231	100	1.1	A
	R	2	2	100	0.4	A
	Subtotal	235	235	100	1.1	A
Total		466	471	101	2.0	A

Intersection: Road 3 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	42	99	5.5	A
	T	2	2	100	4.6	A
	R	2	2	100	3.5	A
	Subtotal	46	46	100	5.4	A
SB	***L***	***2***	***2***	***100***	***3.6***	***A***
	T	2	2	100	6.7	A
	R	42	44	104	3.4	A
	Subtotal	46	48	104	3.5	A
EB	L	16	16	100	2.3	A
	T	76	76	100	1.1	A
	R	16	18	112	0.9	A
	Subtotal	108	110	102	1.2	A
WB	L	2	1	50	2.1	A
	T	147	144	98	0.7	A
	R	2	3	150	0.3	A
	Subtotal	151	148	98	0.7	A
Total		351	352	100	1.8	A

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 4 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	41	40	97	4.9	*A*
	T	2	1	50	4.6	*A*
	R	2	2	100	3.1	*A*
	Subtotal	45	43	96	4.8	*A*
SB	***L***	***2***	***1***	***50***	***4.4***	***A***
	T	2	3	150	5.0	*A*
	R	41	43	104	3.2	*A*
	Subtotal	45	47	104	3.3	*A*
EB	L	16	15	94	1.7	*A*
	T	44	43	98	0.6	*A*
	R	16	17	106	0.4	*A*
	Subtotal	76	75	99	0.8	*A*
WB	L	2	2	100	1.2	*A*
	T	65	62	96	0.3	*A*
	R	2	3	150	0.2	*A*
	Subtotal	69	67	97	0.3	*A*
Total		235	232	99	1.9	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.8	0.3	1.0	1.0	0.3	1.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.5	0.3	0.2	0.5	0.1	1.0	0.9	0.0	0.2	1.0	0.1
Total Del/Veh (s)	25.0	8.7	10.4	22.1	16.4	5.0	13.3	8.3	3.4	14.0	7.0	3.7
Vehicles Entered	59	186	117	29	111	88	264	396	38	54	501	55
Vehicles Exited	60	186	117	29	110	89	265	395	38	55	499	55
Hourly Exit Rate	60	186	117	29	110	89	265	395	38	55	499	55
Input Volume	60	186	111	30	105	85	265	392	35	55	498	50
% of Volume	100	100	105	96	105	105	100	101	108	100	100	111

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	5.2
Total Del/Veh (s)	9.8
Vehicles Entered	1898
Vehicles Exited	1898
Hourly Exit Rate	1898
Input Volume	1872
% of Volume	101

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Denied Del/Veh (s)	0.7	0.2	1.1	0.8	0.5	1.1	1.0	0.2	1.0	2.4	0.1	3.2
Total Delay (hr)	0.0	1.1	0.0	1.6	0.6	0.0	0.0	0.0	1.6	0.0	0.0	0.0
Total Del/Veh (s)	13.9	18.1	5.0	17.5	11.2	5.4	13.8	17.0	10.5	16.9	12.9	3.4
Vehicles Entered	2	212	22	332	205	4	9	4	533	8	5	2
Vehicles Exited	2	213	22	332	205	4	9	4	534	8	5	2
Hourly Exit Rate	2	213	22	332	205	4	9	4	534	8	5	2
Input Volume	2	210	20	331	205	5	10	5	525	10	5	2
% of Volume	100	101	109	100	100	80	90	80	102	80	100	100

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.8
Total Delay (hr)	5.1
Total Del/Veh (s)	13.5
Vehicles Entered	1338
Vehicles Exited	1340
Hourly Exit Rate	1340
Input Volume	1331
% of Volume	101

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.7	0.1	0.0	0.0	0.1
Total Delay (hr)	0.5	0.0	0.0	1.2	0.6	0.0	2.4
Total Del/Veh (s)	18.4	4.0	9.8	4.4	3.4	2.0	4.8
Vehicles Entered	102	12	17	941	632	54	1758
Vehicles Exited	102	12	17	940	631	54	1756
Hourly Exit Rate	102	12	17	940	631	54	1756
Input Volume	105	10	15	942	624	55	1750
% of Volume	97	120	113	100	101	99	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.1	2.3	0.2	2.3	3.6	0.6	3.7	2.4	0.3	0.2
Total Delay (hr)	3.7	2.0	0.0	0.3	2.2	0.2	0.2	1.0	0.2	0.9	0.4	0.4
Total Del/Veh (s)	25.6	11.4	7.1	19.4	22.6	8.5	23.5	24.2	7.6	25.6	19.1	4.3
Vehicles Entered	518	634	18	61	346	98	28	143	113	129	71	314
Vehicles Exited	516	631	17	62	345	99	28	143	114	129	70	314
Hourly Exit Rate	516	631	17	62	345	99	28	143	114	129	70	314
Input Volume	521	636	15	60	337	95	30	145	110	130	75	311
% of Volume	99	99	113	104	102	104	93	98	104	99	94	101

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.7
Total Delay (hr)	11.7
Total Del/Veh (s)	16.8
Vehicles Entered	2473
Vehicles Exited	2468
Hourly Exit Rate	2468
Input Volume	2466
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.1	1.6	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.1	0.3	0.0
Total Del/Veh (s)	9.8	10.4	2.7	11.6	11.6	6.5	2.2	0.9	0.3	5.8	2.6	2.8
Vehicles Entered	22	11	6	6	19	90	5	439	5	36	366	11
Vehicles Exited	22	11	6	6	19	90	5	440	5	36	367	11
Hourly Exit Rate	22	11	6	6	19	90	5	440	5	36	367	11
Input Volume	20	10	5	5	19	89	5	434	5	34	365	10
% of Volume	109	110	120	120	99	101	100	101	100	105	101	110

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.8
Total Del/Veh (s)	2.7
Vehicles Entered	1016
Vehicles Exited	1018
Hourly Exit Rate	1018
Input Volume	1002
% of Volume	102

6: Pony Express Parkway & Road 1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1	0.2
Total Del/Veh (s)	7.7	4.5	0.9	0.6	4.3	0.9	1.0
Vehicles Entered	1	20	428	2	9	220	680
Vehicles Exited	1	20	428	2	9	220	680
Hourly Exit Rate	1	20	428	2	9	220	680
Input Volume	2	20	423	2	10	215	673
% of Volume	50	99	101	100	90	102	101

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.1	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	7.8	8.3	2.4	6.6	9.7	5.7	2.2	1.1	0.5	3.0	1.4	0.9
Vehicles Entered	63	25	6	3	43	270	4	96	5	111	76	34
Vehicles Exited	63	25	6	3	43	269	4	96	5	111	76	33
Hourly Exit Rate	63	25	6	3	43	269	4	96	5	111	76	33
Input Volume	60	26	5	5	43	268	5	95	5	106	76	35
% of Volume	105	95	120	60	100	100	80	101	100	105	100	94

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.9
Total Del/Veh (s)	4.5
Vehicles Entered	736
Vehicles Exited	734
Hourly Exit Rate	734
Input Volume	730
% of Volume	101

8: Pony Express Parkway & South Collector Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.5	4.7	0.3	0.2	2.1	0.6	2.0
Vehicles Entered	4	55	48	5	18	65	195
Vehicles Exited	4	56	48	5	17	65	195
Hourly Exit Rate	4	56	48	5	17	65	195
Input Volume	5	55	50	5	19	65	199
% of Volume	80	102	96	100	88	100	98

9: Road 2 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1	3.6	0.1	0.1	4.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	1.4	0.9	2.1	1.1	0.4	6.2	4.2	2.9	7.6	7.5	3.8
Vehicles Entered	18	106	18	2	230	2	39	2	2	2	2	46
Vehicles Exited	18	107	18	2	231	2	39	2	2	2	2	46
Hourly Exit Rate	18	107	18	2	231	2	39	2	2	2	2	46
Input Volume	17	105	16	2	231	2	42	2	2	2	2	42
% of Volume	104	102	112	100	100	100	92	100	100	100	100	109

9: Road 2 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.3
Total Del/Veh (s)	2.0
Vehicles Entered	469
Vehicles Exited	471
Hourly Exit Rate	471
Input Volume	466
% of Volume	101

10: Road 3 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.1	4.7	0.1	0.1	4.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	1.1	0.9	2.1	0.7	0.3	5.5	4.6	3.5	3.6	6.7	3.4
Vehicles Entered	16	76	17	1	144	3	42	2	2	2	2	45
Vehicles Exited	16	76	18	1	144	3	42	2	2	2	2	44
Hourly Exit Rate	16	76	18	1	144	3	42	2	2	2	2	44
Input Volume	16	76	16	2	147	2	42	2	2	2	2	42
% of Volume	100	100	112	50	98	150	99	100	100	100	100	104

10: Road 3 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	0.2
Total Del/Veh (s)	1.8
Vehicles Entered	352
Vehicles Exited	352
Hourly Exit Rate	352
Input Volume	351
% of Volume	100

11: Road 4 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.9	0.1	0.1	0.1	0.1	4.6	0.3	0.1	4.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.6	0.4	1.2	0.3	0.2	4.9	4.6	3.1	4.4	5.0	3.2
Vehicles Entered	15	43	17	2	62	3	40	1	2	1	3	43
Vehicles Exited	15	43	17	2	62	3	40	1	2	1	3	43
Hourly Exit Rate	15	43	17	2	62	3	40	1	2	1	3	43
Input Volume	16	44	16	2	65	2	41	2	2	2	2	41
% of Volume	94	98	106	100	96	150	97	50	100	50	150	104

11: Road 4 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.9
Total Delay (hr)	0.1
Total Del/Veh (s)	1.9
Vehicles Entered	232
Vehicles Exited	232
Hourly Exit Rate	232
Input Volume	235
% of Volume	99

Total Zone Performance

Denied Delay (hr)	1.2
Denied Del/Veh (s)	1.1
Total Delay (hr)	47.7
Total Del/Veh (s)	39.3
Vehicles Entered	3984
Vehicles Exited	3983
Hourly Exit Rate	3983
Input Volume	41122
% of Volume	10

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	103	83	107	66	114	78	151	158	35	69	181	50
Average Queue (ft)	32	25	31	19	48	32	75	73	8	24	72	14
95th Queue (ft)	75	63	74	49	87	62	123	136	26	56	145	35
Link Distance (ft)		2932			2778			833			1210	1210
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		150	150		150	150		150	150		
Storage Blk Time (%)		0	0		0		0	0			1	
Queuing Penalty (veh)		0	0		0		1	1			0	

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	21	190	28	210	198	24	35	28	242	30	26	20
Average Queue (ft)	1	84	9	107	63	1	5	3	115	6	3	1
95th Queue (ft)	10	151	26	176	143	10	23	16	194	24	15	10
Link Distance (ft)		2174			2292			1089			1562	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		290	135		150	200		200	150		150
Storage Blk Time (%)		0		3	0				1			
Queuing Penalty (veh)		0		7	1				0			

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	94	38	38	145	160	108	110	49
Average Queue (ft)	49	7	10	57	58	32	41	9
95th Queue (ft)	82	29	35	116	123	83	91	35
Link Distance (ft)		529		1220	1220	576	576	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		85					100
Storage Blk Time (%)	0	0		1			0	0
Queuing Penalty (veh)	0	0		0			0	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	204	208	168	172	82	155	145	94	60	152	122	131
Average Queue (ft)	98	122	68	80	35	86	63	38	20	71	46	63
95th Queue (ft)	167	183	138	146	68	137	120	74	50	128	91	108
Link Distance (ft)			1733	1733		1730	1730			584		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200			110			150	100		60	135
Storage Blk Time (%)	0	0	0		0	3	0	0		13	2	0
Queuing Penalty (veh)	0	1	1		0	2	0	0		27	2	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	79	106
Average Queue (ft)	31	46
95th Queue (ft)	66	85
Link Distance (ft)	1623	1623
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	46	34	32	33	43	82	19	35	1
Average Queue (ft)	17	10	5	5	15	37	1	9	0
95th Queue (ft)	43	34	23	23	41	67	8	28	1
Link Distance (ft)		1686			4420				2684
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 6: Pony Express Parkway & Road 1

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	18	40	56
Average Queue (ft)	1	15	5
95th Queue (ft)	9	40	29
Link Distance (ft)	204	204	679
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	64	58	32	30	59	99	12	54	10
Average Queue (ft)	30	20	5	2	25	54	1	10	0
95th Queue (ft)	54	50	23	16	51	84	7	36	6
Link Distance (ft)		2333			1139				859
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Pony Express Parkway & South Collector

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	28	70	18
Average Queue (ft)	4	31	1
95th Queue (ft)	21	61	10
Link Distance (ft)	4527		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	100
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 9: Road 2 & 3400 North

Movement	EB	WB	NB	NB	SB	SB
Directions Served	L	L	LT	R	LT	R
Maximum Queue (ft)	27	10	56	19	33	66
Average Queue (ft)	3	0	25	2	5	26
95th Queue (ft)	16	5	51	14	24	54
Link Distance (ft)			554		433	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100		100		100
Storage Blk Time (%)						0
Queuing Penalty (veh)						0

Intersection: 10: Road 3 & 3400 North

Movement	EB	WB	NB	NB	SB	SB
Directions Served	L	L	LT	R	LT	R
Maximum Queue (ft)	21	2	56	31	30	55
Average Queue (ft)	2	0	27	3	4	25
95th Queue (ft)	13	2	51	16	20	49
Link Distance (ft)			532		445	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100		100		100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: Road 4 & 3400 North

Movement	EB	NB	NB	SB	SB
Directions Served	L	LT	R	LT	R
Maximum Queue (ft)	12	57	22	31	55
Average Queue (ft)	0	25	2	4	25
95th Queue (ft)	6	51	15	20	51
Link Distance (ft)		391		634	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		100
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Zone Summary

Zone wide Queuing Penalty: 45

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	256	250	98	57.1	*F*
	T	439	420	96	58.4	*F*
	R	40	42	104	57.2	*F*
	Subtotal	735	712	97	57.9	*F*
SB	L	125	84	67	310.1	*F*
	T	1,298	886	68	193.7	*F*
	R	110	70	64	62.1	*F*
	Subtotal	1,533	1,040	68	194.2	*F*
EB	L	100	90	90	157.3	*F*
	T	309	295	95	105.2	*F*
	R	360	341	95	166.1	*F*
	Subtotal	769	726	94	140.3	*F*
WB	L	60	59	99	10.9	*B*
	T	95	94	99	12.4	*B*
	R	180	188	104	10.3	*B*
	Subtotal	335	341	102	11.0	*B*
Total		3,372	2,819	84	125.4	*F*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	23	91	32.5	*C*
	T	5	5	100	34.5	*C*
	R	546	504	92	13.8	*B*
	Subtotal	576	532	92	14.8	*B*
SB	L	10	8	80	28.2	*C*
	T	5	6	120	30.7	*C*
	Subtotal	15	14	93	29.3	*C*
EB	T	271	267	99	32.0	*C*
	R	24	25	103	13.1	*B*
	Subtotal	295	292	99	30.4	*C*
WB	L	740	752	102	40.5	*D*
	T	285	282	99	24.5	*C*
	R	10	9	90	25.4	*C*
	Subtotal	1,035	1,043	101	36.0	*D*
Total		1,921	1,881	98	29.2	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	145	145	100	26.3	C
	R	15	14	93	10.9	B
	Subtotal	160	159	99	24.9	C
NE	L	35	34	96	31.1	C
	T	1,069	1,045	98	4.9	A
	Subtotal	1,104	1,079	98	5.7	A
SW	T	1,634	1,552	95	5.5	A
	R	175	165	94	3.8	A
	Subtotal	1,809	1,717	95	5.3	A
Total		3,073	2,955	96	6.6	A

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	56	102	37.4	D
	T	135	132	98	40.4	D
	R	80	82	103	11.4	B
	Subtotal	270	270	100	31.0	C
SB	L	245	247	101	64.8	E
	T	250	240	96	56.4	E
	R	775	722	93	179.3	F
	Subtotal	1,270	1,209	95	131.5	F
EB	L	479	461	96	76.4	E
	T	835	808	97	26.0	C
	R	30	32	106	20.7	C
	Subtotal	1,344	1,301	97	43.7	D
WB	L	170	168	99	116.2	F
	T	979	947	97	119.5	F
	R	200	195	98	113.9	F
	Subtotal	1,349	1,310	97	118.2	F
Total		4,232	4,090	97	94.0	F

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	4.2	*A*
	T	358	359	100	0.8	*A*
	R	5	6	120	0.3	*A*
	Subtotal	368	369	100	0.8	*A*
SB	L	105	80	76	6.2	*A*
	T	953	747	78	2.8	*A*
	R	20	16	79	3.0	*A*
	Subtotal	1,078	843	78	3.1	*A*
EB	***L***	***10***	***11***	***110***	***14.5***	***B***
	T	21	21	99	11.5	*B*
	R	5	5	100	4.0	*A*
	Subtotal	36	37	103	11.4	*B*
WB	L	5	4	80	11.5	*B*
	T	17	18	104	12.3	*B*
	R	67	72	108	5.4	*A*
	Subtotal	89	94	106	7.0	*A*
Total		1,571	1,343	85	3.0	*A*

Intersection: Pony Express Parkway & Road 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	354	357	101	0.8	*A*
	Subtotal	354	357	101	0.8	*A*
SB	***L***	***30***	***23***	***76***	***4.3***	***A***
	T	585	463	79	1.4	*A*
	Subtotal	615	486	79	1.5	*A*
WB	R	15	15	100	3.9	*A*
	Subtotal	15	15	100	3.9	*A*
Total		984	858	87	1.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	2.2	*A*
	T	97	101	104	1.1	*A*
	R	5	5	100	0.3	*A*
	Subtotal	107	111	104	1.1	*A*
SB	L	334	263	79	4.0	*A*
	T	126	100	79	2.3	*A*
	R	125	101	81	1.4	*A*
	Subtotal	585	464	79	3.1	*A*
EB	L	45	47	104	10.4	*B*
	T	49	49	101	10.3	*B*
	R	5	5	100	2.8	*A*
	Subtotal	99	101	102	10.0	*A*
WB	***L***	***5***	***5***	***100***	***10.0***	***A***
	T	39	38	97	11.8	*B*
	R	211	210	99	5.0	*A*
	Subtotal	255	253	99	6.1	*A*
Total		1,047	929	89	4.4	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	60	60	100	0.2	*A*
	Subtotal	60	60	100	0.2	*A*
SB	L	60	48	80	2.4	*A*
	T	76	61	81	0.8	*A*
	Subtotal	136	109	80	1.5	*A*
WB	***R***	***47***	***51***	***108***	***4.0***	***A***
	Subtotal	47	51	109	4.0	*A*
Total		242	220	91	1.8	*A*

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 2 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***34***	***34***	***99***	***7.2***	***A***
	Subtotal	34	34	100	7.2	*A*
SB	R	36	37	102	3.6	*A*
	Subtotal	36	37	103	3.6	*A*
EB	L	51	43	85	3.3	*A*
	T	288	234	81	1.8	*A*
	R	50	40	80	1.3	*A*
	Subtotal	389	317	81	1.9	*A*
WB	T	185	183	99	0.9	*A*
	Subtotal	185	183	99	0.9	*A*
Total		644	571	89	2.0	*A*

Intersection: Road 3 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***34***	***34***	***99***	***6.2***	***A***
	Subtotal	34	34	100	6.2	*A*
SB	R	35	34	96	3.2	*A*
	Subtotal	35	34	97	3.2	*A*
EB	L	51	42	83	3.3	*A*
	T	187	153	82	2.0	*A*
	R	50	39	78	1.3	*A*
	Subtotal	288	234	81	2.1	*A*
WB	T	116	116	100	0.5	*A*
	Subtotal	116	116	100	0.5	*A*
Total		473	418	88	2.1	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 4 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***35***	***33***	***94***	***4.9***	***A***
	Subtotal	35	33	94	4.9	*A*
SB	R	35	35	99	3.1	*A*
	Subtotal	35	35	100	3.1	*A*
EB	L	51	43	85	2.2	*A*
	T	86	69	80	1.2	*A*
	R	50	40	80	0.6	*A*
	Subtotal	187	152	81	1.3	*A*
WB	T	45	48	106	0.2	*A*
	Subtotal	45	48	107	0.2	*A*
Total		302	268	89	1.8	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	2.5	4.3	0.4	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.3	34.8	35.6	32.9	0.0	0.0	0.0
Total Delay (hr)	4.3	9.4	17.4	0.2	0.3	0.5	4.0	7.0	0.7	7.8	50.9	1.2
Total Del/Veh (s)	157.3	105.2	166.1	10.9	12.4	10.3	57.1	58.4	57.2	310.1	193.7	62.1
Vehicles Entered	96	314	367	59	94	188	253	427	43	88	925	71
Vehicles Exited	90	295	341	59	94	188	250	420	42	84	886	70
Hourly Exit Rate	90	295	341	59	94	188	250	420	42	84	886	70
Input Volume	100	309	360	60	95	180	256	439	40	125	1298	110
% of Volume	90	95	95	99	99	104	98	96	104	67	68	64

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	7.3
Denied Del/Veh (s)	8.9
Total Delay (hr)	103.9
Total Del/Veh (s)	125.4
Vehicles Entered	2925
Vehicles Exited	2819
Hourly Exit Rate	2819
Input Volume	3372
% of Volume	84

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.6
Denied Del/Veh (s)	0.3	0.9	1.6	1.4	1.5	1.2	0.5	1.1	3.2	0.1	1.2
Total Delay (hr)	2.4	0.1	8.7	2.0	0.1	0.2	0.0	1.9	0.1	0.1	15.6
Total Del/Veh (s)	32.0	13.1	40.5	24.5	25.4	32.5	34.5	13.8	28.2	30.7	29.2
Vehicles Entered	266	25	753	283	9	23	5	504	8	6	1882
Vehicles Exited	267	25	752	282	9	23	5	504	8	6	1881
Hourly Exit Rate	267	25	752	282	9	23	5	504	8	6	1881
Input Volume	271	24	740	285	10	25	5	546	10	5	1921
% of Volume	99	103	102	99	90	91	100	92	80	120	98

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.5	0.1	0.0	0.0	0.0
Total Delay (hr)	1.1	0.0	0.3	1.4	2.4	0.2	5.4
Total Del/Veh (s)	26.3	10.9	31.1	4.9	5.5	3.8	6.6
Vehicles Entered	146	14	34	1048	1555	165	2962
Vehicles Exited	145	14	34	1045	1552	165	2955
Hourly Exit Rate	145	14	34	1045	1552	165	2955
Input Volume	145	15	35	1069	1634	175	3073
% of Volume	100	93	96	98	95	94	96

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.1	1.0	0.9	2.9
Denied Del/Veh (s)	0.4	0.0	0.1	1.9	0.4	0.5	3.7	0.7	3.7	13.6	12.6	13.2
Total Delay (hr)	10.2	5.9	0.2	5.7	33.3	6.5	0.6	1.5	0.3	4.6	3.9	39.3
Total Del/Veh (s)	76.4	26.0	20.7	116.2	119.5	113.9	37.4	40.4	11.4	64.8	56.4	179.3
Vehicles Entered	467	812	32	173	976	202	55	133	82	248	243	765
Vehicles Exited	461	808	32	168	947	195	56	132	82	247	240	722
Hourly Exit Rate	461	808	32	168	947	195	56	132	82	247	240	722
Input Volume	479	835	30	170	979	200	55	135	80	245	250	775
% of Volume	96	97	106	99	97	98	102	98	103	101	96	93

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	5.2
Denied Del/Veh (s)	4.4
Total Delay (hr)	111.9
Total Del/Veh (s)	94.0
Vehicles Entered	4188
Vehicles Exited	4090
Hourly Exit Rate	4090
Input Volume	4232
% of Volume	97

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.3	0.2	2.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.6	0.0
Total Del/Veh (s)	14.5	11.5	4.0	11.5	12.3	5.4	4.2	0.8	0.3	6.2	2.8	3.0
Vehicles Entered	11	21	5	5	18	72	4	360	6	79	747	16
Vehicles Exited	11	21	5	4	18	72	4	359	6	80	747	16
Hourly Exit Rate	11	21	5	4	18	72	4	359	6	80	747	16
Input Volume	10	21	5	5	17	67	5	358	5	105	953	20
% of Volume	110	99	100	80	104	108	80	100	120	76	78	79

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.1
Total Del/Veh (s)	3.0
Vehicles Entered	1344
Vehicles Exited	1343
Hourly Exit Rate	1343
Input Volume	1571
% of Volume	85

6: Pony Express Parkway & Road 1 Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.2	0.3
Total Del/Veh (s)	3.9	0.8	4.3	1.4	1.3
Vehicles Entered	15	357	23	463	858
Vehicles Exited	15	357	23	463	858
Hourly Exit Rate	15	357	23	463	858
Input Volume	15	354	30	585	984
% of Volume	100	101	76	79	87

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.7	0.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.3	0.1	0.0
Total Del/Veh (s)	10.4	10.3	2.8	10.0	11.8	5.0	2.2	1.1	0.3	4.0	2.3	1.4
Vehicles Entered	47	49	5	5	38	210	5	101	5	262	100	101
Vehicles Exited	47	49	5	5	38	210	5	101	5	263	100	101
Hourly Exit Rate	47	49	5	5	38	210	5	101	5	263	100	101
Input Volume	45	49	5	5	39	211	5	97	5	334	126	125
% of Volume	104	101	100	100	97	99	100	104	100	79	79	81

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.1
Total Del/Veh (s)	4.4
Vehicles Entered	928
Vehicles Exited	929
Hourly Exit Rate	929
Input Volume	1047
% of Volume	89

8: Pony Express Parkway & South Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.0	0.2	2.4	0.8	1.8
Vehicles Entered	51	60	48	61	220
Vehicles Exited	51	60	48	61	220
Hourly Exit Rate	51	60	48	61	220
Input Volume	47	60	60	76	242
% of Volume	108	100	80	81	91

9: Road 2 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.1	0.3
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	3.3	1.8	1.3	0.9	7.2	3.6	2.0
Vehicles Entered	43	234	40	183	34	37	571
Vehicles Exited	43	234	40	183	34	37	571
Hourly Exit Rate	43	234	40	183	34	37	571
Input Volume	51	288	50	185	34	36	644
% of Volume	85	81	80	99	99	102	89

10: Road 3 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.0	0.4
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	3.3	2.0	1.3	0.5	6.2	3.2	2.1
Vehicles Entered	42	153	39	116	34	35	419
Vehicles Exited	42	153	39	116	34	34	418
Hourly Exit Rate	42	153	39	116	34	34	418
Input Volume	51	187	50	116	34	35	473
% of Volume	83	82	78	100	99	96	88

11: Road 4 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	4.2	0.6
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.2	1.2	0.6	0.2	4.9	3.1	1.8
Vehicles Entered	43	70	40	48	33	35	269
Vehicles Exited	43	69	40	48	33	35	268
Hourly Exit Rate	43	69	40	48	33	35	268
Input Volume	51	86	50	45	35	35	302
% of Volume	85	80	80	106	94	99	89

Total Zone Performance

Denied Delay (hr)	13.3
Denied Del/Veh (s)	7.6
Total Delay (hr)	438.5
Total Del/Veh (s)	226.0
Vehicles Entered	6256
Vehicles Exited	5658
Hourly Exit Rate	5658
Input Volume	70315
% of Volume	8

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	B40	WB	NB	SB	SB	B15	B15
Directions Served	LTR	T	LTR	LTR	LT	R	T	T
Maximum Queue (ft)	1646	8	176	562	1311	1309	4851	4853
Average Queue (ft)	844	0	69	379	1209	1111	1965	1962
95th Queue (ft)	1769	0	130	641	1510	1737	4649	4657
Link Distance (ft)	2914	2156	2776	826	1202	1202	6325	6325
Upstream Blk Time (%)	0				84	56		
Queuing Penalty (veh)	1				642	430		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	280	46	235	1022	92	75	31	262	37	31
Average Queue (ft)	146	12	217	405	5	17	4	135	5	4
95th Queue (ft)	240	34	271	1018	55	52	20	215	23	19
Link Distance (ft)	2174			2292			1089			1562
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		290	135		150	200		200	150	
Storage Blk Time (%)	3		36	0				1		
Queuing Penalty (veh)	1		106	1				0		

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	150	99	70	161	158	187	197	91
Average Queue (ft)	72	12	26	68	69	86	98	26
95th Queue (ft)	118	57	60	133	136	157	164	68
Link Distance (ft)		529		1220	1220	576	576	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		85					100
Storage Blk Time (%)	2	0	1	2			4	0
Queuing Penalty (veh)	0	0	3	1			7	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	B29	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	T	L	T	TR	L	T	TR	L
Maximum Queue (ft)	250	299	477	359	4	210	1158	1127	92	170	148	234
Average Queue (ft)	182	207	209	193	0	167	753	738	40	84	50	152
95th Queue (ft)	274	306	416	326	4	271	1423	1392	80	146	110	238
Link Distance (ft)			1733	1733	1121		1730	1730		584		
Upstream Blk Time (%)							2	1				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)	200	200				110			100		60	135
Storage Blk Time (%)	8	18	4			9	61		0	22	3	21
Queuing Penalty (veh)	34	76	18			44	103		1	45	4	52

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1576	1632
Average Queue (ft)	828	1133
95th Queue (ft)	1867	1914
Link Distance (ft)	1632	1632
Upstream Blk Time (%)	13	18
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)	12	
Queuing Penalty (veh)	29	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	37	44	29	31	39	75	22	56	1
Average Queue (ft)	10	17	5	4	14	32	2	17	0
95th Queue (ft)	34	43	22	20	39	59	12	43	1
Link Distance (ft)		1686			4420				2684
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 6: Pony Express Parkway & Road 1

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	31	104
Average Queue (ft)	11	14
95th Queue (ft)	35	61
Link Distance (ft)	204	679
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	66	65	32	28	60	79	14	87	5
Average Queue (ft)	27	30	4	4	24	46	1	25	0
95th Queue (ft)	55	56	21	21	52	71	8	61	3
Link Distance (ft)		2333			1139				859
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Pony Express Parkway & South Collector

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	67	33
Average Queue (ft)	30	3
95th Queue (ft)	57	20
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	100
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 9: Road 2 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	32	67	54
Average Queue (ft)	5	24	23
95th Queue (ft)	22	54	49
Link Distance (ft)		554	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 10: Road 3 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	33	61	45
Average Queue (ft)	3	23	21
95th Queue (ft)	16	52	47
Link Distance (ft)		532	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 11: Road 4 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	22	46	58
Average Queue (ft)	2	20	23
95th Queue (ft)	12	45	50
Link Distance (ft)		391	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Zone Summary

Zone wide Queuing Penalty: 1597

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	256	257	100	34.7	C
	T	439	432	98	11.0	B
	R	40	43	107	4.7	A
	Subtotal	735	732	100	19.0	B
SB	L	125	116	93	19.0	B
	T	1,298	1,275	98	11.0	B
	R	110	110	100	4.3	A
	Subtotal	1,533	1,501	98	11.1	B
EB	L	100	100	100	40.1	D
	T	309	308	100	21.5	C
	R	360	360	100	26.9	C
	Subtotal	769	768	100	26.5	C
WB	L	60	55	92	79.9	E
	T	95	97	102	25.7	C
	R	180	185	103	6.4	A
	Subtotal	335	337	101	24.0	C
Total		3,372	3,338	99	17.7	B

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	27	107	32.1	C
	T	5	6	120	32.8	C
	R	546	536	98	15.2	B
	Subtotal	576	569	99	16.2	B
SB	L	10	8	80	29.6	C
	T	5	5	100	27.8	C
	Subtotal	15	13	87	28.9	C
EB	T	271	276	102	32.7	C
	R	24	26	107	11.7	B
	Subtotal	295	302	102	30.9	C
WB	L	740	736	99	37.1	D
	T	285	289	101	21.0	C
	R	10	9	90	17.2	B
	Subtotal	1,035	1,034	100	32.4	C
Total		1,921	1,918	100	27.4	C

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	145	147	101	26.8	C
	R	15	13	87	13.0	B
	Subtotal	160	160	100	25.7	C
NE	L	35	37	105	34.3	C
	T	1,069	1,066	100	5.4	A
	Subtotal	1,104	1,103	100	6.4	A
SW	T	1,634	1,598	98	5.7	A
	R	175	181	104	3.9	A
	Subtotal	1,809	1,779	98	5.5	A
Total		3,073	3,042	99	6.9	A

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	56	102	48.7	D
	T	135	134	99	51.4	D
	R	80	83	104	11.5	B
	Subtotal	270	273	101	38.7	D
SB	L	245	232	95	132.7	F
	T	250	245	98	78.5	E
	R	775	771	99	42.0	D
	Subtotal	1,270	1,248	98	66.0	E
EB	L	479	471	98	41.7	D
	T	835	829	99	18.3	B
	R	30	32	106	16.6	B
	Subtotal	1,344	1,332	99	26.5	C
WB	L	170	169	100	46.9	D
	T	979	955	98	55.4	E
	R	200	201	100	22.4	C
	Subtotal	1,349	1,325	98	49.3	D
Total		4,232	4,178	99	46.7	D

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	4.6	*A*
	T	358	361	101	0.8	*A*
	R	5	6	120	0.1	*A*
	Subtotal	368	371	101	0.8	*A*
SB	L	105	100	95	7.4	*A*
	T	953	938	98	4.1	*A*
	R	20	21	104	3.7	*A*
	Subtotal	1,078	1,059	98	4.4	*A*
EB	***L***	***10***	***9***	***90***	***15.3***	***C***
	T	21	21	99	14.8	*B*
	R	5	5	100	5.7	*A*
	Subtotal	36	35	97	13.6	*B*
WB	L	5	5	100	14.8	*B*
	T	17	20	116	15.0	*B*
	R	67	69	103	5.7	*A*
	Subtotal	89	94	106	8.2	*A*
Total		1,571	1,559	99	4.0	*A*

Intersection: Pony Express Parkway & Road 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	354	356	101	0.7	*A*
	Subtotal	354	356	101	0.7	*A*
SB	***L***	***30***	***28***	***93***	***4.2***	***A***
	T	585	575	98	1.8	*A*
	Subtotal	615	603	98	1.9	*A*
WB	R	15	16	107	3.7	*A*
	Subtotal	15	16	107	3.7	*A*
Total		984	975	99	1.5	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	2.7	*A*
	T	97	96	99	1.1	*A*
	R	5	5	100	0.3	*A*
	Subtotal	107	105	98	1.1	*A*
SB	L	334	328	98	4.6	*A*
	T	126	125	99	3.0	*A*
	R	125	122	97	1.8	*A*
	Subtotal	585	575	98	3.7	*A*
EB	L	45	42	93	12.9	*B*
	T	49	48	98	11.1	*B*
	R	5	6	120	2.8	*A*
	Subtotal	99	96	97	11.4	*B*
WB	***L***	***5***	***6***	***120***	***11.9***	***B***
	T	39	39	99	14.0	*B*
	R	211	217	103	5.1	*A*
	Subtotal	255	262	103	6.6	*A*
Total		1,047	1,038	99	4.9	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	60	58	97	0.2	*A*
	Subtotal	60	58	97	0.2	*A*
SB	L	60	59	99	2.5	*A*
	T	76	76	101	0.9	*A*
	Subtotal	136	135	99	1.6	*A*
WB	***R***	***47***	***46***	***97***	***3.7***	***A***
	Subtotal	47	46	98	3.7	*A*
Total		242	239	99	1.7	*A*

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 2 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***34***	***38***	***111***	***7.9***	***A***
	Subtotal	34	38	112	7.9	*A*
SB	R	36	38	105	3.5	*A*
	Subtotal	36	38	106	3.5	*A*
EB	L	51	49	97	3.3	*A*
	T	288	280	97	1.9	*A*
	R	50	51	103	1.4	*A*
	Subtotal	389	380	98	2.0	*A*
WB	T	185	186	101	0.9	*A*
	Subtotal	185	186	101	0.9	*A*
Total		644	642	100	2.1	*A*

Intersection: Road 3 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***34***	***36***	***105***	***6.5***	***A***
	Subtotal	34	36	106	6.5	*A*
SB	R	35	36	102	3.3	*A*
	Subtotal	35	36	103	3.3	*A*
EB	L	51	49	97	3.4	*A*
	T	187	182	97	2.2	*A*
	R	50	48	96	1.5	*A*
	Subtotal	288	279	97	2.3	*A*
WB	T	116	116	100	0.6	*A*
	Subtotal	116	116	100	0.6	*A*
Total		473	467	99	2.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2025) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 4 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***35***	***34***	***96***	***5.3***	***A***
	Subtotal	35	34	97	5.3	*A*
SB	R	35	35	99	3.1	*A*
	Subtotal	35	35	100	3.1	*A*
EB	L	51	46	91	2.3	*A*
	T	86	87	101	1.5	*A*
	R	50	50	101	0.8	*A*
	Subtotal	187	183	98	1.5	*A*
WB	T	45	46	102	0.2	*A*
	Subtotal	45	46	102	0.2	*A*
Total		302	298	99	1.9	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.3	0.4	1.4	1.8	0.6	1.9	0.0	0.0	0.0
Total Delay (hr)	1.1	1.9	2.8	1.3	0.7	0.3	2.5	1.3	0.1	0.6	3.9	0.1
Total Del/Veh (s)	40.1	21.5	26.9	79.9	25.7	6.4	34.7	11.0	4.7	19.0	11.0	4.3
Vehicles Entered	99	308	361	56	98	185	259	430	43	115	1272	109
Vehicles Exited	100	308	360	55	97	185	257	432	43	116	1275	110
Hourly Exit Rate	100	308	360	55	97	185	257	432	43	116	1275	110
Input Volume	100	309	360	60	95	180	256	439	40	125	1298	110
% of Volume	100	100	100	92	102	103	100	98	107	93	98	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.4
Total Delay (hr)	16.6
Total Del/Veh (s)	17.7
Vehicles Entered	3335
Vehicles Exited	3338
Hourly Exit Rate	3338
Input Volume	3372
% of Volume	99

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.6
Denied Del/Veh (s)	0.3	0.9	1.5	1.4	1.6	0.7	0.1	1.0	3.0	0.1	1.2
Total Delay (hr)	2.6	0.1	7.8	1.7	0.0	0.2	0.1	2.3	0.1	0.0	14.9
Total Del/Veh (s)	32.7	11.7	37.1	21.0	17.2	32.1	32.8	15.2	29.6	27.8	27.4
Vehicles Entered	277	26	739	289	9	26	6	537	8	5	1922
Vehicles Exited	276	26	736	289	9	27	6	536	8	5	1918
Hourly Exit Rate	276	26	736	289	9	27	6	536	8	5	1918
Input Volume	271	24	740	285	10	25	5	546	10	5	1921
% of Volume	102	107	99	101	90	107	120	98	80	100	100

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	1.3	0.1	0.0	0.0	0.0
Total Delay (hr)	1.1	0.0	0.4	1.6	2.6	0.2	5.9
Total Del/Veh (s)	26.8	13.0	34.3	5.4	5.7	3.9	6.9
Vehicles Entered	146	13	36	1069	1600	180	3044
Vehicles Exited	147	13	37	1066	1598	181	3042
Hourly Exit Rate	147	13	37	1066	1598	181	3042
Input Volume	145	15	35	1069	1634	175	3073
% of Volume	101	87	105	100	98	104	99

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.4	0.0	0.1	1.8	0.3	1.7	3.7	0.6	3.7	1.8	0.5	0.4
Total Delay (hr)	5.6	4.3	0.2	2.3	15.1	1.3	0.8	2.0	0.3	9.1	5.6	9.2
Total Del/Veh (s)	41.7	18.3	16.6	46.9	55.4	22.4	48.7	51.4	11.5	132.7	78.5	42.0
Vehicles Entered	473	829	32	170	957	202	56	134	83	241	251	773
Vehicles Exited	471	829	32	169	955	201	56	134	83	232	245	771
Hourly Exit Rate	471	829	32	169	955	201	56	134	83	232	245	771
Input Volume	479	835	30	170	979	200	55	135	80	245	250	775
% of Volume	98	99	106	100	98	100	102	99	104	95	98	99

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.6
Total Delay (hr)	55.5
Total Del/Veh (s)	46.7
Vehicles Entered	4201
Vehicles Exited	4178
Hourly Exit Rate	4178
Input Volume	4232
% of Volume	99

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.1	2.5	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.2	1.1	0.0
Total Del/Veh (s)	15.3	14.8	5.7	14.8	15.0	5.7	4.6	0.8	0.1	7.4	4.1	3.7
Vehicles Entered	9	21	5	5	20	69	5	361	6	101	937	20
Vehicles Exited	9	21	5	5	20	69	4	361	6	100	938	21
Hourly Exit Rate	9	21	5	5	20	69	4	361	6	100	938	21
Input Volume	10	21	5	5	17	67	5	358	5	105	953	20
% of Volume	90	99	100	100	116	103	80	101	120	95	98	104

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.8
Total Del/Veh (s)	4.0
Vehicles Entered	1559
Vehicles Exited	1559
Hourly Exit Rate	1559
Input Volume	1571
% of Volume	99

6: Pony Express Parkway & Road 1 Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.3	0.4
Total Del/Veh (s)	3.7	0.7	4.2	1.8	1.5
Vehicles Entered	16	355	28	575	974
Vehicles Exited	16	356	28	575	975
Hourly Exit Rate	16	356	28	575	975
Input Volume	15	354	30	585	984
% of Volume	107	101	93	98	99

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.0	0.0	0.2	0.3	0.0	0.0	0.0	0.4	0.1	0.1
Total Del/Veh (s)	12.9	11.1	2.8	11.9	14.0	5.1	2.7	1.1	0.3	4.6	3.0	1.8
Vehicles Entered	42	48	5	6	39	216	4	96	5	328	125	122
Vehicles Exited	42	48	6	6	39	217	4	96	5	328	125	122
Hourly Exit Rate	42	48	6	6	39	217	4	96	5	328	125	122
Input Volume	45	49	5	5	39	211	5	97	5	334	126	125
% of Volume	93	98	120	120	99	103	80	99	100	98	99	97

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.4
Total Del/Veh (s)	4.9
Vehicles Entered	1036
Vehicles Exited	1038
Hourly Exit Rate	1038
Input Volume	1047
% of Volume	99

8: Pony Express Parkway & South Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.7	0.2	2.5	0.9	1.7
Vehicles Entered	45	59	59	76	239
Vehicles Exited	46	58	59	76	239
Hourly Exit Rate	46	58	59	76	239
Input Volume	47	60	60	76	242
% of Volume	97	97	99	101	99

9: Road 2 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.2	0.3
Total Delay (hr)	0.0	0.2	0.0	0.0	0.1	0.0	0.4
Total Del/Veh (s)	3.3	1.9	1.4	0.9	7.9	3.5	2.1
Vehicles Entered	49	280	51	186	37	38	641
Vehicles Exited	49	280	51	186	38	38	642
Hourly Exit Rate	49	280	51	186	38	38	642
Input Volume	51	288	50	185	34	36	644
% of Volume	97	97	103	101	111	105	100

10: Road 3 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.2	0.3
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	3.4	2.2	1.5	0.6	6.5	3.3	2.2
Vehicles Entered	49	182	48	116	36	36	467
Vehicles Exited	49	182	48	116	36	36	467
Hourly Exit Rate	49	182	48	116	36	36	467
Input Volume	51	187	50	116	34	35	473
% of Volume	97	97	96	100	105	102	99

11: Road 4 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	4.1	0.5
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	2.3	1.5	0.8	0.2	5.3	3.1	1.9
Vehicles Entered	46	86	50	47	34	35	298
Vehicles Exited	46	87	50	46	34	35	298
Hourly Exit Rate	46	87	50	46	34	35	298
Input Volume	51	86	50	45	35	35	302
% of Volume	91	101	101	102	96	99	99

Total Zone Performance

Denied Delay (hr)	1.9
Denied Del/Veh (s)	1.1
Total Delay (hr)	145.0
Total Del/Veh (s)	75.0
Vehicles Entered	6245
Vehicles Exited	6217
Hourly Exit Rate	6217
Input Volume	70315
% of Volume	9

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	157	303	246	117	140	94	228	327	57	249	465	83
Average Queue (ft)	63	98	133	52	52	48	118	117	9	67	208	22
95th Queue (ft)	121	209	232	110	107	77	197	257	40	187	376	59
Link Distance (ft)		2932			2778			833			1210	1210
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		150	150		150	150		150	150		
Storage Blk Time (%)	0	1	8	2	0		7	2			14	
Queuing Penalty (veh)	2	7	22	5	0		33	5			17	

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	284	42	235	921	137	64	143	270	28	27
Average Queue (ft)	147	12	217	358	8	18	11	152	6	3
95th Queue (ft)	249	32	270	849	73	48	91	245	23	17
Link Distance (ft)	2174			2292			1089			1562
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		290	135		150	200		200	150	
Storage Blk Time (%)	4		35	0				3		
Queuing Penalty (veh)	1		103	2				1		

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	141	64	72	191	195	214	218	157
Average Queue (ft)	72	10	30	69	70	87	101	28
95th Queue (ft)	117	44	64	146	142	167	174	82
Link Distance (ft)		529		1220	1220	576	576	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		85					100
Storage Blk Time (%)	2	0	0	3			4	
Queuing Penalty (veh)	0	0	1	1			8	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	243	286	303	292	210	668	656	250	119	187	154	235
Average Queue (ft)	140	161	138	153	147	384	376	162	47	99	61	200
95th Queue (ft)	221	242	248	249	259	621	614	323	95	166	135	284
Link Distance (ft)			1733	1733		1730	1730			584		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200			110			150	100		60	135
Storage Blk Time (%)	1	3	2		6	52	42	0	1	32	4	60
Queuing Penalty (veh)	2	13	8		29	88	83	0	2	65	5	150

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	920	825
Average Queue (ft)	398	401
95th Queue (ft)	854	762
Link Distance (ft)	1623	1623
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	20	
Queuing Penalty (veh)	48	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	35	47	32	26	48	73	26	1	57	1
Average Queue (ft)	8	16	4	4	16	31	2	0	19	0
95th Queue (ft)	29	44	21	21	42	57	13	1	44	1
Link Distance (ft)		1686			4420			679		2684
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150	150		150	150		150	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 6: Pony Express Parkway & Road 1

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	43	82
Average Queue (ft)	13	12
95th Queue (ft)	39	52
Link Distance (ft)	204	679
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	66	63	31	33	58	92	19	2	96	16
Average Queue (ft)	27	29	5	5	24	47	1	0	30	1
95th Queue (ft)	55	56	24	24	52	75	8	2	72	7
Link Distance (ft)		2333			1139			1209		859
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150	150		150	150		150	
Storage Blk Time (%)									0	
Queuing Penalty (veh)									0	

Intersection: 8: Pony Express Parkway & South Collector

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	59	35
Average Queue (ft)	28	3
95th Queue (ft)	56	20
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	100
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 9: Road 2 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	32	59	51
Average Queue (ft)	7	25	23
95th Queue (ft)	26	51	49
Link Distance (ft)		554	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Road 3 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	37	57	51
Average Queue (ft)	4	22	22
95th Queue (ft)	20	51	48
Link Distance (ft)		532	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Road 4 & 3400 North

Movement	EB	NB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	23	55	58
Average Queue (ft)	2	22	23
95th Queue (ft)	13	49	49
Link Distance (ft)		391	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 700

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	325	325	100	13.8	*B*
	T	285	288	101	7.0	*A*
	R	70	68	97	2.8	*A*
	Subtotal	680	681	100	9.8	*A*
SB	L	50	48	96	11.8	*B*
	T	720	722	100	6.4	*A*
	R	55	53	97	3.1	*A*
	Subtotal	825	823	100	6.5	*A*
EB	L	65	62	96	24.0	*C*
	T	485	491	101	3.8	*A*
	R	135	130	96	7.4	*A*
	Subtotal	685	683	100	6.3	*A*
WB	L	65	64	99	25.2	*C*
	T	112	114	102	17.8	*B*
	R	75	70	94	5.7	*A*
	Subtotal	252	248	98	16.3	*B*
Total		2,441	2,435	100	8.4	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	67	96	24.2	*C*
	T	15	15	100	22.8	*C*
	R	815	819	100	7.9	*A*
	Subtotal	900	901	100	9.4	*A*
SB	L	70	70	100	22.4	*C*
	T	15	17	113	18.0	*B*
	R	10	11	110	4.4	*A*
	Subtotal	95	98	103	19.6	*B*
EB	L	5	4	80	18.4	*B*
	T	355	368	104	19.2	*B*
	R	90	89	99	8.5	*A*
	Subtotal	450	461	102	17.1	*B*
WB	L	580	580	100	22.6	*C*
	T	355	355	100	8.7	*A*
	R	30	33	109	5.4	*A*
	Subtotal	965	968	100	16.9	*B*
Total		2,410	2,428	101	14.3	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	140	140	100	16.1	*B*
	R	15	16	107	4.0	*A*
	Subtotal	155	156	101	14.9	*B*
NE	L	15	16	107	11.4	*B*
	T	835	831	100	5.4	*A*
	Subtotal	850	847	100	5.5	*A*
SW	T	596	595	100	4.2	*A*
	R	70	71	102	2.1	*A*
	Subtotal	666	666	100	4.0	*A*
Total		1,670	1,669	100	5.8	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	35	99	22.5	*C*
	T	145	144	99	23.7	*C*
	R	140	142	101	7.4	*A*
	Subtotal	320	321	100	16.4	*B*
SB	L	145	147	101	24.3	*C*
	T	75	75	100	17.9	*B*
	R	300	299	100	4.2	*A*
	Subtotal	520	521	100	11.8	*B*
EB	L	490	489	100	26.6	*C*
	T	585	585	100	12.0	*B*
	R	20	18	89	8.2	*A*
	Subtotal	1,095	1,092	100	18.5	*B*
WB	L	65	69	107	19.9	*B*
	T	330	332	101	22.9	*C*
	R	90	92	102	7.2	*A*
	Subtotal	485	493	102	19.6	*B*
Total		2,421	2,427	100	17.0	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	7.6	*A*
	T	260	263	101	1.5	*A*
	R	10	10	100	1.0	*A*
	Subtotal	280	282	101	1.7	*A*
SB	L	40	42	104	5.7	*A*
	T	645	630	98	4.3	*A*
	R	40	43	107	3.0	*A*
	Subtotal	725	715	99	4.3	*A*
EB	***L***	***20***	***18***	***89***	***14.5***	***B***
	T	10	10	100	14.1	*B*
	R	10	11	110	5.9	*A*
	Subtotal	40	39	98	12.0	*B*
WB	L	10	9	90	14.1	*B*
	T	11	9	82	14.2	*B*
	R	20	21	104	5.5	*A*
	Subtotal	41	39	95	9.5	*A*
Total		1,087	1,075	99	4.1	*A*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	87	9.6	*A*
	T	116	119	102	0.9	*A*
	R	10	10	100	0.3	*A*
	Subtotal	141	142	101	1.7	*A*
SB	L	130	129	99	5.5	*A*
	T	215	207	96	6.3	*A*
	R	320	317	99	4.0	*A*
	Subtotal	665	653	98	5.0	*A*
EB	L	115	113	98	17.1	*C*
	T	45	47	104	11.6	*B*
	R	15	15	100	4.0	*A*
	Subtotal	175	175	100	14.5	*B*
WB	***L***	***10***	***9***	***90***	***11.4***	***B***
	T	41	39	95	22.2	*C*
	R	50	51	103	7.3	*A*
	Subtotal	101	99	98	13.5	*B*
Total		1,083	1,069	99	7.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Airport Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	550	542	99	33.8	C
	T	500	498	100	15.5	B
	R	130	131	101	5.1	A
	Subtotal	1,180	1,171	99	22.8	C
SB	L	150	148	99	23.5	C
	T	450	448	100	30.3	C
	R	250	247	99	15.1	B
	Subtotal	850	843	99	24.7	C
EB	L	150	149	99	33.5	C
	T	400	398	100	23.5	C
	R	300	300	100	3.8	A
	Subtotal	850	847	100	18.3	B
WB	L	75	76	102	39.0	D
	T	450	456	101	30.6	C
	R	100	104	104	6.3	A
	Subtotal	625	636	102	27.6	C
Total		3,504	3,497	100	23.1	C

Intersection: Airport Road & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	36	102	3.4	A
	T	120	117	97	1.6	A
	R	15	17	113	0.9	A
	Subtotal	170	170	100	1.9	A
SB	L	215	216	100	3.9	A
	T	110	102	93	2.0	A
	R	130	128	98	1.3	A
	Subtotal	455	446	98	2.7	A
EB	L	145	140	96	16.3	C
	T	60	60	100	12.6	B
	R	20	22	109	3.8	A
	Subtotal	225	222	99	14.1	B
WB	***L***	***15***	***14***	***93***	***11.2***	***B***
	T	85	83	98	17.9	C
	R	220	223	101	4.9	A
	Subtotal	320	320	100	8.5	A
Total		1,172	1,158	99	6.4	A

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	1.4	A
	T	90	89	99	0.7	A
	R	5	5	100	0.4	A
	Subtotal	100	98	98	0.7	A
SB	L	25	23	91	2.3	A
	T	116	109	94	1.0	A
	R	5	6	120	0.7	A
	Subtotal	146	138	95	1.2	A
EB	***L***	***15***	***14***	***93***	***6.2***	***A***
	T	40	43	107	9.1	A
	R	5	5	100	3.2	A
	Subtotal	60	62	103	8.0	A
WB	L	5	3	60	5.3	A
	T	30	29	96	7.7	A
	R	40	40	99	2.1	A
	Subtotal	75	72	96	4.5	A
Total		382	370	97	2.9	A

Intersection: Airport Road & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	107	1.0	A
	T	30	25	82	0.5	A
	R	10	10	100	0.3	A
	Subtotal	55	51	93	0.6	A
SB	L	40	35	87	1.4	A
	T	50	47	94	0.8	A
	R	10	10	100	0.4	A
	Subtotal	100	92	92	1.0	A
EB	***L***	***15***	***16***	***107***	***8.2***	***A***
	T	166	165	100	11.3	B
	R	5	5	100	5.1	A
	Subtotal	186	186	100	10.9	B
WB	L	10	10	100	5.4	A
	T	75	73	98	7.7	A
	R	55	58	106	2.6	A
	Subtotal	140	141	101	5.4	A
Total		481	470	98	6.3	A

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	1.0	*A*
	T	50	45	90	0.0	*A*
	Subtotal	55	50	91	0.1	*A*
SB	T	60	56	94	0.4	*A*
	R	5	6	120	0.5	*A*
	Subtotal	65	62	95	0.4	*A*
EB	***L***	***5***	***4***	***80***	***3.5***	***A***
	R	5	5	100	2.0	*A*
	Subtotal	10	9	90	2.7	*A*
Total		130	121	93	0.5	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	130	131	101	0.3	*A*
	Subtotal	130	131	101	0.3	*A*
SB	***L***	***10***	***9***	***90***	***3.4***	***A***
	T	231	223	96	1.7	*A*
	Subtotal	241	232	96	1.8	*A*
WB	R	10	11	110	2.1	*A*
	Subtotal	10	11	110	2.1	*A*
Total		382	374	98	1.2	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.7	2.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.5	0.3	0.5	0.6	0.1	1.3	0.6	0.1	0.2	1.3	0.0
Total Del/Veh (s)	24.0	3.8	7.4	25.2	17.8	5.7	13.8	7.0	2.8	11.8	6.4	3.1
Vehicles Entered	63	493	130	64	115	70	326	288	68	48	724	54
Vehicles Exited	62	491	130	64	114	70	325	288	68	48	722	53
Hourly Exit Rate	62	491	130	64	114	70	325	288	68	48	722	53
Input Volume	65	485	135	65	112	75	325	285	70	50	720	55
% of Volume	96	101	96	99	102	94	100	101	97	96	100	97

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.4
Total Delay (hr)	5.7
Total Del/Veh (s)	8.4
Vehicles Entered	2443
Vehicles Exited	2435
Hourly Exit Rate	2435
Input Volume	2441
% of Volume	100

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	1.2	0.4	1.0	1.4	1.3	1.3	1.6	0.1	0.4	2.1	0.2	2.3
Total Delay (hr)	0.0	2.0	0.2	3.7	0.9	0.1	0.5	0.1	1.8	0.4	0.1	0.0
Total Del/Veh (s)	18.4	19.2	8.5	22.6	8.7	5.4	24.2	22.8	7.9	22.4	18.0	4.4
Vehicles Entered	4	368	89	579	355	33	66	15	820	70	16	11
Vehicles Exited	4	368	89	580	355	33	67	15	819	70	17	11
Hourly Exit Rate	4	368	89	580	355	33	67	15	819	70	17	11
Input Volume	5	355	90	580	355	30	70	15	815	70	15	10
% of Volume	80	104	99	100	100	109	96	100	100	100	113	110

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	All
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.9
Total Delay (hr)	9.8
Total Del/Veh (s)	14.3
Vehicles Entered	2426
Vehicles Exited	2428
Hourly Exit Rate	2428
Input Volume	2410
% of Volume	101

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.6	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.1	1.3	0.7	0.0	2.7
Total Del/Veh (s)	16.1	4.0	11.4	5.4	4.2	2.1	5.8
Vehicles Entered	140	16	16	833	595	70	1670
Vehicles Exited	140	16	16	831	595	71	1669
Hourly Exit Rate	140	16	16	831	595	71	1669
Input Volume	140	15	15	835	596	70	1670
% of Volume	100	107	107	100	100	102	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	2.5	0.1	2.3	3.6	0.7	3.6	2.4	0.3	0.2
Total Delay (hr)	3.7	2.0	0.0	0.4	2.2	0.2	0.2	1.0	0.3	1.0	0.4	0.4
Total Del/Veh (s)	26.6	12.0	8.2	19.9	22.9	7.2	22.5	23.7	7.4	24.3	17.9	4.2
Vehicles Entered	489	585	18	68	332	91	35	145	143	147	75	300
Vehicles Exited	489	585	18	69	332	92	35	144	142	147	75	299
Hourly Exit Rate	489	585	18	69	332	92	35	144	142	147	75	299
Input Volume	490	585	20	65	330	90	35	145	140	145	75	300
% of Volume	100	100	89	107	101	102	99	99	101	101	100	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.8
Total Delay (hr)	11.6
Total Del/Veh (s)	17.0
Vehicles Entered	2428
Vehicles Exited	2427
Hourly Exit Rate	2427
Input Volume	2421
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	2.2	0.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.3	0.3
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.8	0.0
Total Del/Veh (s)	14.5	14.1	5.9	14.1	14.2	5.5	7.6	1.5	1.0	5.7	4.3	3.0
Vehicles Entered	18	10	12	10	10	21	9	262	10	42	634	43
Vehicles Exited	18	10	11	9	9	21	9	263	10	42	630	43
Hourly Exit Rate	18	10	11	9	9	21	9	263	10	42	630	43
Input Volume	20	10	10	10	11	20	10	260	10	40	645	40
% of Volume	89	100	110	90	82	104	90	101	100	104	98	107

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.2
Total Del/Veh (s)	4.1
Vehicles Entered	1081
Vehicles Exited	1075
Hourly Exit Rate	1075
Input Volume	1087
% of Volume	99

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.0	0.3	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2	0.4	0.4
Total Del/Veh (s)	17.1	11.6	4.0	11.4	22.2	7.3	9.6	0.9	0.3	5.5	6.3	4.0
Vehicles Entered	114	47	15	8	39	51	13	120	10	129	206	316
Vehicles Exited	113	47	15	9	39	51	13	119	10	129	207	317
Hourly Exit Rate	113	47	15	9	39	51	13	119	10	129	207	317
Input Volume	115	45	15	10	41	50	15	116	10	130	215	320
% of Volume	98	104	100	90	95	103	87	102	100	99	96	99

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.1
Total Del/Veh (s)	7.0
Vehicles Entered	1068
Vehicles Exited	1069
Hourly Exit Rate	1069
Input Volume	1083
% of Volume	99

12: Pony Express Parkway & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.2	0.1	0.0	0.1	0.3	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	2.1	0.3	2.1	2.6	0.2	2.6	2.2	0.3	1.9	0.9	0.1	1.1
Total Delay (hr)	1.4	2.6	0.3	0.8	3.9	0.2	5.2	2.2	0.2	1.0	3.8	1.1
Total Del/Veh (s)	33.5	23.5	3.8	39.0	30.6	6.3	33.8	15.5	5.1	23.5	30.3	15.1
Vehicles Entered	148	395	301	77	456	104	541	497	132	148	448	247
Vehicles Exited	149	398	300	76	456	104	542	498	131	148	448	247
Hourly Exit Rate	149	398	300	76	456	104	542	498	131	148	448	247
Input Volume	150	400	300	75	450	100	550	500	130	150	450	250
% of Volume	99	100	100	102	101	104	99	100	101	99	100	99

12: Pony Express Parkway & Airport Road Performance by movement

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	1.0
Total Delay (hr)	22.7
Total Del/Veh (s)	23.1
Vehicles Entered	3494
Vehicles Exited	3497
Hourly Exit Rate	3497
Input Volume	3504
% of Volume	100

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.1	1.0	2.8	0.7	3.0	0.5	0.0	0.8	0.2	0.1	0.1
Total Delay (hr)	0.6	0.2	0.0	0.0	0.4	0.3	0.0	0.1	0.0	0.2	0.1	0.0
Total Del/Veh (s)	16.3	12.6	3.8	11.2	17.9	4.9	3.4	1.6	0.9	3.9	2.0	1.3
Vehicles Entered	141	60	22	14	83	222	36	117	16	215	102	128
Vehicles Exited	140	60	22	14	83	223	36	117	17	216	102	128
Hourly Exit Rate	140	60	22	14	83	223	36	117	17	216	102	128
Input Volume	145	60	20	15	85	220	35	120	15	215	110	130
% of Volume	96	100	109	93	98	101	102	97	113	100	93	98

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	2.1
Total Del/Veh (s)	6.4
Vehicles Entered	1156
Vehicles Exited	1158
Hourly Exit Rate	1158
Input Volume	1172
% of Volume	99

14: Airport Road & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	9.1	3.2	5.3	7.7	2.1	1.4	0.7	0.4	2.3	1.0	0.7
Vehicles Entered	14	43	5	3	30	40	4	89	5	23	109	6
Vehicles Exited	14	43	5	3	29	40	4	89	5	23	109	6
Hourly Exit Rate	14	43	5	3	29	40	4	89	5	23	109	6
Input Volume	15	40	5	5	30	40	5	90	5	25	116	5
% of Volume	93	107	100	60	96	99	80	99	100	91	94	120

14: Airport Road & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.3
Total Del/Veh (s)	2.9
Vehicles Entered	371
Vehicles Exited	370
Hourly Exit Rate	370
Input Volume	382
% of Volume	97

15: Airport Road & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.3	3.8	0.1	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	11.3	5.1	5.4	7.7	2.6	1.0	0.5	0.3	1.4	0.8	0.4
Vehicles Entered	15	165	5	10	73	58	15	26	10	35	48	10
Vehicles Exited	16	165	5	10	73	58	16	25	10	35	47	10
Hourly Exit Rate	16	165	5	10	73	58	16	25	10	35	47	10
Input Volume	15	166	5	10	75	55	15	30	10	40	50	10
% of Volume	107	100	100	100	98	106	107	82	100	87	94	100

15: Airport Road & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	0.8
Total Del/Veh (s)	6.3
Vehicles Entered	470
Vehicles Exited	470
Hourly Exit Rate	470
Input Volume	481
% of Volume	98

16: Airport Road & South Collector Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	3.7	0.1	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	2.0	1.0	0.0	0.4	0.5	0.5
Vehicles Entered	4	5	5	45	56	6	121
Vehicles Exited	4	5	5	45	56	6	121
Hourly Exit Rate	4	5	5	45	56	6	121
Input Volume	5	5	5	50	60	5	130
% of Volume	80	100	100	90	94	120	93

17: Pony Express Parkway & South Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	2.1	0.3	3.4	1.7	1.2
Vehicles Entered	10	129	9	224	372
Vehicles Exited	11	131	9	223	374
Hourly Exit Rate	11	131	9	223	374
Input Volume	10	130	10	231	382
% of Volume	110	101	90	96	98

Total Zone Performance

Denied Delay (hr)	3.0
Denied Del/Veh (s)	1.3
Total Delay (hr)	82.5
Total Del/Veh (s)	34.0
Vehicles Entered	8178
Vehicles Exited	8165
Hourly Exit Rate	8165
Input Volume	53326
% of Volume	15

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	76	72	76	92	99	63	195	146	52	73	224	51
Average Queue (ft)	31	22	29	37	47	29	93	52	14	24	96	19
95th Queue (ft)	65	53	61	75	85	55	155	108	36	56	174	44
Link Distance (ft)		2931	2931		2750			833			1211	1211
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200		100	200		100	200		
Storage Blk Time (%)					0		0	1			1	
Queuing Penalty (veh)					1		1	4			0	

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	T	R	L	T
Maximum Queue (ft)	31	269	84	174	187	166	42	81	41	70	94	33
Average Queue (ft)	3	140	36	94	113	66	8	36	9	5	39	9
95th Queue (ft)	18	225	71	150	164	129	31	71	31	92	75	29
Link Distance (ft)		2174				2301			1093	1093		1523
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		290	500	500		150	200			150	
Storage Blk Time (%)		2				0						
Queuing Penalty (veh)		2				1						

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	SB
Directions Served	R
Maximum Queue (ft)	24
Average Queue (ft)	6
95th Queue (ft)	21
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	124	28	41	154	157	99	115	47
Average Queue (ft)	59	9	10	57	70	39	49	15
95th Queue (ft)	101	29	34	123	133	84	97	42
Link Distance (ft)		530		1214	1214	570	570	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		85					100
Storage Blk Time (%)	0			1			0	
Queuing Penalty (veh)	0			0			0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	198	208	142	151	83	159	146	79	85	149	127	126
Average Queue (ft)	97	118	65	77	37	84	64	35	25	70	50	69
95th Queue (ft)	162	181	122	135	70	130	116	65	65	125	96	114
Link Distance (ft)			1733	1733		1730	1730			584		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250			110			100	100		60	135
Storage Blk Time (%)	0	0			0	3	2	0	0	13	3	0
Queuing Penalty (veh)	0	0			0	2	2	0	0	31	3	0

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	90	109
Average Queue (ft)	31	44
95th Queue (ft)	69	85
Link Distance (ft)	1623	1623
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	46	38	35	33	40	39	27	31	6
Average Queue (ft)	15	9	9	8	8	14	4	8	0
95th Queue (ft)	42	32	31	30	31	38	19	28	4
Link Distance (ft)		1739			4889				2686
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	150		150	150		150	150	150	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	108	66	35	31	70	58	31	1	51	30
Average Queue (ft)	51	28	12	8	26	27	6	0	13	3
95th Queue (ft)	90	58	36	29	58	53	24	1	38	14
Link Distance (ft)		2333			4838			1179		1616
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		150	150		150	150		150	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 12: Pony Express Parkway & Airport Road

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	151	155	154	126	212	195	63	223	279	172	175	91
Average Queue (ft)	79	81	71	48	117	93	21	132	169	79	87	35
95th Queue (ft)	131	135	131	99	182	170	45	205	243	141	151	68
Link Distance (ft)		1932	1932		1593	1593				1232	1232	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300			200	500	500			200
Storage Blk Time (%)			0		0	0					0	
Queuing Penalty (veh)			0		0	0					0	

Intersection: 12: Pony Express Parkway & Airport Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	149	178	169	186
Average Queue (ft)	67	99	102	73
95th Queue (ft)	122	156	154	142
Link Distance (ft)		2950	2950	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300			200
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0

Intersection: 13: Airport Road & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	R
Maximum Queue (ft)	122	71	35	35	98	84	40	6	60	13
Average Queue (ft)	54	28	11	11	42	48	8	0	20	2
95th Queue (ft)	98	54	29	35	76	72	28	3	48	9
Link Distance (ft)		2059			1264					3501
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		100	200		100	200	300	200	
Storage Blk Time (%)		0			0	0				
Queuing Penalty (veh)		0			1	0				

Intersection: 14: Airport Road & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	R
Maximum Queue (ft)	30	53	21	26	36	41	10	24	1
Average Queue (ft)	10	22	3	3	17	16	0	2	0
95th Queue (ft)	31	45	16	16	38	34	4	12	1
Link Distance (ft)		4889			1116				
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		100	200		100	200	200	100
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 15: Airport Road & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	R	L	T	R
Maximum Queue (ft)	36	83	21	27	53	41	14	4	26	1	1
Average Queue (ft)	11	43	3	7	25	18	1	0	1	0	0
95th Queue (ft)	34	71	14	26	44	33	7	2	11	1	1
Link Distance (ft)		4838			797					1596	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		100	200		100	200	100	200		100
Storage Blk Time (%)		0									
Queuing Penalty (veh)		0									

Intersection: 16: Airport Road & South Collector

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	33	28	12
Average Queue (ft)	4	5	0
95th Queue (ft)	21	21	6
Link Distance (ft)		4841	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Pony Express Parkway & South Collector

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	32	12
Average Queue (ft)	8	1
95th Queue (ft)	28	8
Link Distance (ft)	4841	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 50

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	325	327	101	10.7	*B*
	T	285	293	103	5.4	*A*
	R	70	72	103	2.1	*A*
	Subtotal	680	692	102	7.6	*A*
SB	L	50	50	101	9.6	*A*
	T	720	718	100	5.3	*A*
	R	55	56	102	4.8	*A*
	Subtotal	825	824	100	5.5	*A*
EB	L	65	64	99	24.9	*C*
	T	485	493	102	4.0	*A*
	R	135	143	106	5.7	*A*
	Subtotal	685	700	102	6.3	*A*
WB	L	65	64	99	22.8	*C*
	T	112	110	98	16.2	*B*
	R	75	71	95	5.4	*A*
	Subtotal	252	245	97	14.8	*B*
Total		2,441	2,461	101	7.3	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	72	103	24.2	*C*
	T	15	15	100	24.3	*C*
	R	815	817	100	8.3	*A*
	Subtotal	900	904	100	9.8	*A*
SB	L	70	70	100	24.7	*C*
	T	15	16	107	24.5	*C*
	R	10	8	80	4.5	*A*
	Subtotal	95	94	99	22.9	*C*
EB	L	5	5	100	17.7	*B*
	T	355	354	100	20.0	*B*
	R	90	90	100	8.7	*A*
	Subtotal	450	449	100	17.7	*B*
WB	L	580	595	103	22.3	*C*
	T	355	338	95	8.4	*A*
	R	30	31	102	6.1	*A*
	Subtotal	965	964	100	16.9	*B*
Total		2,410	2,411	100	14.6	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	140	140	100	53.7	D
	R	15	17	113	4.6	A
	Subtotal	155	157	101	48.4	D
NE	L	15	14	93	10.0	A
	T	835	823	99	3.4	A
	Subtotal	850	837	98	3.5	A
SW	T	596	599	101	3.0	A
	R	70	70	100	1.4	A
	Subtotal	666	669	100	2.8	A
Total		1,670	1,663	100	7.5	A

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	34	96	42.5	D
	T	145	148	102	47.9	D
	R	140	146	104	11.4	B
	Subtotal	320	328	103	31.1	C
SB	L	145	141	97	44.6	D
	T	75	71	95	34.3	C
	R	300	305	102	3.0	A
	Subtotal	520	517	99	18.6	B
EB	L	490	485	99	51.3	D
	T	585	578	99	10.6	B
	R	20	18	89	1.8	A
	Subtotal	1,095	1,081	99	28.7	C
WB	L	65	64	99	20.3	C
	T	330	331	100	22.7	C
	R	90	92	102	6.9	A
	Subtotal	485	487	100	19.4	B
Total		2,421	2,413	100	25.1	C

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	110	5.4	*A*
	T	260	265	102	1.5	*A*
	R	10	11	110	1.1	*A*
	Subtotal	280	287	103	1.6	*A*
SB	L	40	41	102	5.8	*A*
	T	645	651	101	3.8	*A*
	R	40	43	107	3.1	*A*
	Subtotal	725	735	101	3.9	*A*
EB	L	20	25	123	14.2	*B*
	T	10	9	90	13.6	*B*
	R	10	10	100	6.6	*A*
	Subtotal	40	44	110	12.4	*B*
WB	***L***	***10***	***8***	***80***	***17.4***	***C***
	T	11	10	91	16.4	*C*
	R	20	22	109	5.7	*A*
	Subtotal	41	40	98	10.7	*B*
Total		1,087	1,106	102	3.9	*A*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	100	6.4	*A*
	T	116	121	104	0.9	*A*
	R	10	10	100	0.4	*A*
	Subtotal	141	146	104	1.4	*A*
SB	L	130	132	101	5.6	*A*
	T	215	216	100	6.0	*A*
	R	320	321	100	3.9	*A*
	Subtotal	665	669	101	4.9	*A*
EB	L	115	119	103	17.5	*C*
	T	45	46	102	12.8	*B*
	R	15	15	100	3.9	*A*
	Subtotal	175	180	103	15.2	*C*
WB	***L***	***10***	***8***	***80***	***12.0***	***B***
	T	41	44	107	21.4	*C*
	R	50	48	96	7.7	*A*
	Subtotal	101	100	99	14.1	*B*
Total		1,083	1,095	101	7.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Airport Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	550	557	101	58.6	*E*
	T	500	493	99	15.7	*B*
	R	130	131	101	4.8	*A*
	Subtotal	1,180	1,181	100	34.7	*C*
SB	L	150	151	101	21.3	*C*
	T	450	449	100	32.6	*C*
	R	250	257	103	18.0	*B*
	Subtotal	850	857	101	26.2	*C*
EB	L	150	148	99	77.6	*E*
	T	400	402	100	42.5	*D*
	R	300	302	101	3.9	*A*
	Subtotal	850	852	100	34.9	*C*
WB	L	75	74	99	65.5	*E*
	T	450	450	100	55.9	*E*
	R	100	100	100	5.7	*A*
	Subtotal	625	624	100	49.0	*D*
Total		3,504	3,514	100	35.3	*D*

Intersection: Airport Road & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	29	82	3.0	*A*
	T	120	121	101	1.5	*A*
	R	15	15	100	1.1	*A*
	Subtotal	170	165	97	1.7	*A*
SB	L	215	220	102	4.1	*A*
	T	110	108	98	2.1	*A*
	R	130	127	98	1.5	*A*
	Subtotal	455	455	100	2.9	*A*
EB	***L***	***145***	***143***	***98***	***18.1***	***C***
	T	60	62	104	12.4	*B*
	R	20	21	104	4.0	*A*
	Subtotal	225	226	100	15.2	*C*
WB	L	15	13	87	12.9	*B*
	T	85	89	105	17.4	*C*
	R	220	222	101	5.0	*A*
	Subtotal	320	324	101	8.7	*A*
Total		1,172	1,170	100	6.7	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	60	1.4	*A*
	T	90	86	96	0.7	*A*
	R	5	5	100	0.6	*A*
	Subtotal	100	94	94	0.7	*A*
SB	L	25	24	95	1.9	*A*
	T	116	115	99	1.2	*A*
	R	5	6	120	0.9	*A*
	Subtotal	146	145	99	1.3	*A*
EB	***L***	***15***	***16***	***107***	***7.0***	***A***
	T	40	40	99	8.7	*A*
	R	5	5	100	3.2	*A*
	Subtotal	60	61	102	7.8	*A*
WB	L	5	4	80	7.0	*A*
	T	30	30	99	7.5	*A*
	R	40	37	92	2.1	*A*
	Subtotal	75	71	95	4.7	*A*
Total		382	371	97	2.9	*A*

Intersection: Airport Road & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	100	1.1	*A*
	T	30	27	89	0.4	*A*
	R	10	10	100	0.2	*A*
	Subtotal	55	52	95	0.6	*A*
SB	L	40	37	92	1.7	*A*
	T	50	53	107	0.8	*A*
	R	10	9	90	0.5	*A*
	Subtotal	100	99	99	1.1	*A*
EB	***L***	***15***	***14***	***93***	***8.3***	***A***
	T	166	168	101	11.7	*B*
	R	5	6	120	5.9	*A*
	Subtotal	186	188	101	11.3	*B*
WB	L	10	9	90	5.8	*A*
	T	75	76	102	7.9	*A*
	R	55	55	100	2.5	*A*
	Subtotal	140	140	100	5.6	*A*
Total		481	479	100	6.4	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	1.0	*A*
	T	50	48	96	0.0	*A*
	Subtotal	55	53	96	0.1	*A*
SB	T	60	63	105	0.4	*A*
	R	5	5	100	0.3	*A*
	Subtotal	65	68	105	0.4	*A*
EB	***L***	***5***	***4***	***80***	***4.4***	***A***
	R	5	6	120	1.9	*A*
	Subtotal	10	10	100	2.9	*A*
Total		130	131	101	0.5	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	130	135	104	0.3	*A*
	Subtotal	130	135	104	0.3	*A*
SB	***L***	***10***	***10***	***100***	***3.1***	***A***
	T	231	230	99	1.6	*A*
	Subtotal	241	240	100	1.7	*A*
WB	R	10	10	100	1.9	*A*
	Subtotal	10	10	100	1.9	*A*
Total		382	385	101	1.2	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.1	2.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.6	0.2	0.4	0.5	0.1	1.0	0.4	0.0	0.1	1.1	0.1
Total Del/Veh (s)	24.9	4.0	5.7	22.8	16.2	5.4	10.7	5.4	2.1	9.6	5.3	4.8
Vehicles Entered	64	492	143	65	110	71	328	293	72	50	717	56
Vehicles Exited	64	493	143	64	110	71	327	293	72	50	718	56
Hourly Exit Rate	64	493	143	64	110	71	327	293	72	50	718	56
Input Volume	65	485	135	65	112	75	325	285	70	50	720	55
% of Volume	99	102	106	99	98	95	101	103	103	101	100	102

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	5.0
Total Del/Veh (s)	7.3
Vehicles Entered	2461
Vehicles Exited	2461
Hourly Exit Rate	2461
Input Volume	2441
% of Volume	101

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	1.4	0.4	1.3	1.7	1.4	1.6	1.7	0.4	0.6	3.3	0.2	3.6
Total Delay (hr)	0.0	2.0	0.2	3.8	0.8	0.1	0.5	0.1	1.9	0.5	0.1	0.0
Total Del/Veh (s)	17.7	20.0	8.7	22.3	8.4	6.1	24.2	24.3	8.3	24.7	24.5	4.5
Vehicles Entered	5	354	89	590	338	31	71	15	816	71	16	8
Vehicles Exited	5	354	90	595	338	31	72	15	817	70	16	8
Hourly Exit Rate	5	354	90	595	338	31	72	15	817	70	16	8
Input Volume	5	355	90	580	355	30	70	15	815	70	15	10
% of Volume	100	100	100	103	95	102	103	100	100	100	107	80

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	1.1
Total Delay (hr)	9.9
Total Del/Veh (s)	14.6
Vehicles Entered	2404
Vehicles Exited	2411
Hourly Exit Rate	2411
Input Volume	2410
% of Volume	100

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay (hr)	2.1	0.0	0.0	0.8	0.5	0.0	3.5
Total Del/Veh (s)	53.7	4.6	10.0	3.4	3.0	1.4	7.5
Vehicles Entered	141	17	14	822	599	70	1663
Vehicles Exited	140	17	14	823	599	70	1663
Hourly Exit Rate	140	17	14	823	599	70	1663
Input Volume	140	15	15	835	596	70	1670
% of Volume	100	113	93	99	101	100	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	2.4	0.2	2.4	3.6	0.7	3.6	2.5	0.3	0.2
Total Delay (hr)	7.0	1.7	0.0	0.4	2.1	0.2	0.4	2.0	0.5	1.8	0.7	0.3
Total Del/Veh (s)	51.3	10.6	1.8	20.3	22.7	6.9	42.5	47.9	11.4	44.6	34.3	3.0
Vehicles Entered	488	578	18	64	332	92	34	147	147	141	72	305
Vehicles Exited	485	578	18	64	331	92	34	148	146	141	71	305
Hourly Exit Rate	485	578	18	64	331	92	34	148	146	141	71	305
Input Volume	490	585	20	65	330	90	35	145	140	145	75	300
% of Volume	99	99	89	99	100	102	96	102	104	97	95	102

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.8
Total Delay (hr)	17.0
Total Del/Veh (s)	25.1
Vehicles Entered	2418
Vehicles Exited	2413
Hourly Exit Rate	2413
Input Volume	2421
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	2.2	0.1	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.3	0.3
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.7	0.0
Total Del/Veh (s)	14.2	13.6	6.6	17.4	16.4	5.7	5.4	1.5	1.1	5.8	3.8	3.1
Vehicles Entered	25	9	10	8	10	22	10	265	11	41	649	43
Vehicles Exited	25	9	10	8	10	22	11	265	11	41	651	43
Hourly Exit Rate	25	9	10	8	10	22	11	265	11	41	651	43
Input Volume	20	10	10	10	11	20	10	260	10	40	645	40
% of Volume	123	90	100	80	91	109	110	102	110	102	101	107

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.2
Total Del/Veh (s)	3.9
Vehicles Entered	1103
Vehicles Exited	1106
Hourly Exit Rate	1106
Input Volume	1087
% of Volume	102

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.0	0.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.2	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.2	0.4	0.4
Total Del/Veh (s)	17.5	12.8	3.9	12.0	21.4	7.7	6.4	0.9	0.4	5.6	6.0	3.9
Vehicles Entered	119	46	15	9	44	49	15	121	10	132	217	322
Vehicles Exited	119	46	15	8	44	48	15	121	10	132	216	321
Hourly Exit Rate	119	46	15	8	44	48	15	121	10	132	216	321
Input Volume	115	45	15	10	41	50	15	116	10	130	215	320
% of Volume	103	102	100	80	107	96	100	104	100	101	100	100

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.2
Total Del/Veh (s)	7.0
Vehicles Entered	1099
Vehicles Exited	1095
Hourly Exit Rate	1095
Input Volume	1083
% of Volume	101

12: Pony Express Parkway & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.2	0.1	0.0	0.1	0.3	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	0.3	2.1	2.7	0.2	2.9	2.2	0.2	1.9	1.0	0.0	1.1
Total Delay (hr)	3.3	4.8	0.3	1.4	7.1	0.2	9.2	2.2	0.2	0.9	4.2	1.3
Total Del/Veh (s)	77.6	42.5	3.9	65.5	55.9	5.7	58.6	15.7	4.8	21.3	32.6	18.0
Vehicles Entered	150	400	302	73	449	100	559	492	131	150	451	258
Vehicles Exited	148	402	302	74	450	100	557	493	131	151	449	257
Hourly Exit Rate	148	402	302	74	450	100	557	493	131	151	449	257
Input Volume	150	400	300	75	450	100	550	500	130	150	450	250
% of Volume	99	100	101	99	100	100	101	99	101	101	100	103

12: Pony Express Parkway & Airport Road Performance by movement

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	1.0
Total Delay (hr)	35.0
Total Del/Veh (s)	35.3
Vehicles Entered	3515
Vehicles Exited	3514
Hourly Exit Rate	3514
Input Volume	3504
% of Volume	100

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.8	0.1	1.0	3.2	0.6	3.0	0.4	0.0	0.4	0.2	0.1	0.1
Total Delay (hr)	0.7	0.2	0.0	0.1	0.4	0.3	0.0	0.1	0.0	0.3	0.1	0.1
Total Del/Veh (s)	18.1	12.4	4.0	12.9	17.4	5.0	3.0	1.5	1.1	4.1	2.1	1.5
Vehicles Entered	142	62	22	13	88	223	29	120	16	220	108	126
Vehicles Exited	143	62	21	13	89	222	29	121	15	220	108	127
Hourly Exit Rate	143	62	21	13	89	222	29	121	15	220	108	127
Input Volume	145	60	20	15	85	220	35	120	15	215	110	130
% of Volume	98	104	104	87	105	101	82	101	100	102	98	98

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.8
Total Delay (hr)	2.2
Total Del/Veh (s)	6.7
Vehicles Entered	1169
Vehicles Exited	1170
Hourly Exit Rate	1170
Input Volume	1172
% of Volume	100

14: Airport Road & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.2	3.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.0	8.7	3.2	7.0	7.5	2.1	1.4	0.7	0.6	1.9	1.2	0.9
Vehicles Entered	16	40	5	4	30	37	3	87	5	24	114	6
Vehicles Exited	16	40	5	4	30	37	3	86	5	24	115	6
Hourly Exit Rate	16	40	5	4	30	37	3	86	5	24	115	6
Input Volume	15	40	5	5	30	40	5	90	5	25	116	5
% of Volume	107	99	100	80	99	92	60	96	100	95	99	120

14: Airport Road & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.3
Total Del/Veh (s)	2.9
Vehicles Entered	371
Vehicles Exited	371
Hourly Exit Rate	371
Input Volume	382
% of Volume	97

15: Airport Road & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.3	3.9	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.3	11.7	5.9	5.8	7.9	2.5	1.1	0.4	0.2	1.7	0.8	0.5
Vehicles Entered	14	168	6	9	76	55	15	28	10	37	53	10
Vehicles Exited	14	168	6	9	76	55	15	27	10	37	53	9
Hourly Exit Rate	14	168	6	9	76	55	15	27	10	37	53	9
Input Volume	15	166	5	10	75	55	15	30	10	40	50	10
% of Volume	93	101	120	90	102	100	100	89	100	92	107	90

15: Airport Road & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	0.9
Total Del/Veh (s)	6.4
Vehicles Entered	481
Vehicles Exited	479
Hourly Exit Rate	479
Input Volume	481
% of Volume	100

16: Airport Road & South Collector Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	4.3	0.1	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	1.9	1.0	0.0	0.4	0.3	0.5
Vehicles Entered	4	6	5	48	63	5	131
Vehicles Exited	4	6	5	48	63	5	131
Hourly Exit Rate	4	6	5	48	63	5	131
Input Volume	5	5	5	50	60	5	130
% of Volume	80	120	100	96	105	100	101

17: Pony Express Parkway & South Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	1.9	0.3	3.1	1.6	1.2
Vehicles Entered	10	135	10	230	385
Vehicles Exited	10	135	10	230	385
Hourly Exit Rate	10	135	10	230	385
Input Volume	10	130	10	231	382
% of Volume	100	104	100	99	101

Total Network Performance

Denied Delay (hr)	3.1
Denied Del/Veh (s)	1.3
Total Delay (hr)	103.1
Total Del/Veh (s)	42.1
Vehicles Entered	8195
Vehicles Exited	8191
Hourly Exit Rate	8191
Input Volume	53326
% of Volume	15

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	L	T	T	R	L
Maximum Queue (ft)	101	70	71	87	103	53	72	120	76	68	47	64
Average Queue (ft)	36	24	27	36	40	19	26	64	30	24	14	23
95th Queue (ft)	72	56	57	73	81	41	60	101	62	57	36	54
Link Distance (ft)		2919	2919		2736				835	835		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			250		100	350	350			100	200
Storage Blk Time (%)					0					0		
Queuing Penalty (veh)					0					0		

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	95	113	61
Average Queue (ft)	40	53	21
95th Queue (ft)	80	97	49
Link Distance (ft)	1211	1211	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	T	R	L	T
Maximum Queue (ft)	62	291	143	176	190	152	48	97	48	2	96	46
Average Queue (ft)	5	142	39	96	114	63	9	40	10	0	39	10
95th Queue (ft)	39	241	99	155	167	121	34	80	34	2	80	32
Link Distance (ft)		2174				2300			1093	1093		1523
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		290	500	500		200	200			150	
Storage Blk Time (%)		2				0					0	
Queuing Penalty (veh)		2				0					0	

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	SB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	4
95th Queue (ft)	16
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	T	T	R
Maximum Queue (ft)	202	87	44	98	130	135	77	86	110	44
Average Queue (ft)	104	12	8	21	37	36	21	22	32	8
95th Queue (ft)	175	52	31	66	97	99	64	64	84	30
Link Distance (ft)		518		1213	1213	1213	572	572	572	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		85							100
Storage Blk Time (%)	4	0		0					0	
Queuing Penalty (veh)	1	0		0					0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	289	310	273	228	32	78	168	168	83	87	231	157
Average Queue (ft)	161	184	74	86	5	35	91	72	31	25	98	65
95th Queue (ft)	259	274	189	174	23	69	152	141	67	68	180	139
Link Distance (ft)			1746	1746	1746		1730	1730			572	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				110			100	100		60
Storage Blk Time (%)	1	3				0	5	4	0	0	31	6
Queuing Penalty (veh)	2	8				0	3	4	0	1	76	6

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	195	110
Average Queue (ft)	98	40
95th Queue (ft)	167	87
Link Distance (ft)		1623
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	350	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	50	38	30	38	38	38	26	1	34	2
Average Queue (ft)	18	9	8	8	9	16	4	0	8	0
95th Queue (ft)	46	33	28	30	32	39	19	1	29	2
Link Distance (ft)		1739			4889			1616		2686
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150	150		150	150		150	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	127	73	31	33	70	61	31	6	54	24
Average Queue (ft)	54	27	11	7	30	27	6	0	15	2
95th Queue (ft)	99	58	34	28	61	54	23	3	41	13
Link Distance (ft)		2333			4838			1179		1616
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		150	150		150	150		150	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 12: Pony Express Parkway & Airport Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	T	L	T	T	R	L	L	T	T
Maximum Queue (ft)	143	176	238	237	168	293	273	50	376	415	145	156
Average Queue (ft)	55	93	132	118	60	180	160	21	206	244	63	74
95th Queue (ft)	123	154	206	203	126	265	250	42	314	357	124	137
Link Distance (ft)			1920	1920		1581	1581				1225	1225
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			300			200	500	500		
Storage Blk Time (%)			0	1		0	3			0		
Queuing Penalty (veh)			0	3		0	3			0		

Intersection: 12: Pony Express Parkway & Airport Road

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	T	R
Maximum Queue (ft)	125	84	154	149	167	172	217
Average Queue (ft)	50	34	68	79	84	89	92
95th Queue (ft)	110	71	121	138	144	153	183
Link Distance (ft)	1225			2944	2944	2944	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		200	400				400
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 13: Airport Road & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	150	71	31	39	92	89	27	5	68	5	23
Average Queue (ft)	58	29	10	12	42	47	6	0	23	0	2
95th Queue (ft)	109	56	28	36	74	73	22	2	54	5	12
Link Distance (ft)		2059			1264					3501	3501
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		100	200		100	200	300	200		
Storage Blk Time (%)	0	0			0	0					
Queuing Penalty (veh)	0	0			1	0					

Intersection: 14: Airport Road & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	L	R
Maximum Queue (ft)	37	52	21	29	42	40	4	1	23	6
Average Queue (ft)	11	21	3	3	17	16	0	0	2	0
95th Queue (ft)	33	43	14	17	39	35	3	1	12	6
Link Distance (ft)		4889			1116			1596		
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		100	200		100	200		200	100
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 15: Airport Road & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	R	L	R
Maximum Queue (ft)	30	92	23	27	48	44	16	3	24	3
Average Queue (ft)	10	44	4	7	26	19	1	0	2	0
95th Queue (ft)	32	73	16	26	43	36	8	2	13	2
Link Distance (ft)		4838			797					
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		100	200		100	200	100	200	100
Storage Blk Time (%)		0								
Queuing Penalty (veh)		0								

Intersection: 16: Airport Road & South Collector

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	30	29	11
Average Queue (ft)	3	5	0
95th Queue (ft)	19	22	6
Link Distance (ft)		4841	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Pony Express Parkway & South Collector

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	29	24
Average Queue (ft)	8	1
95th Queue (ft)	29	11
Link Distance (ft)	4841	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 111

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	300	277	92	104.1	F
	T	495	482	97	18.3	B
	R	80	84	105	12.7	B
	Subtotal	875	843	96	45.9	D
SB	L	115	118	102	26.1	C
	T	1,585	1,561	98	15.2	B
	R	160	155	97	3.7	A
	Subtotal	1,860	1,834	99	14.9	B
EB	L	150	134	89	61.1	E
	T	815	796	98	11.0	B
	R	410	386	94	33.1	C
	Subtotal	1,375	1,316	96	22.6	C
WB	L	135	98	72	588.5	F
	T	100	83	83	287.5	F
	R	160	119	74	257.2	F
	Subtotal	395	300	76	373.8	F
Total		4,505	4,293	95	55.2	E

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	133	98	64.5	E
	T	20	18	89	41.8	D
	R	885	855	97	8.2	A
	Subtotal	1,040	1,006	97	16.2	B
SB	L	35	39	111	47.7	D
	T	20	23	114	40.9	D
	R	5	3	60	9.9	A
	Subtotal	60	65	108	43.5	D
EB	L	10	9	90	41.4	D
	T	520	527	101	52.2	D
	R	135	139	103	24.4	C
	Subtotal	665	675	102	46.3	D
WB	L	1,220	1,158	95	39.8	D
	T	475	472	99	13.3	B
	R	75	74	99	11.1	B
	Subtotal	1,770	1,704	96	31.2	C
Total		3,536	3,450	98	30.2	C

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	200	202	101	27.2	C
	R	15	16	107	10.8	B
	Subtotal	215	218	101	26.0	C
NE	L	45	42	93	37.4	D
	T	1,154	1,118	97	6.0	A
	Subtotal	1,199	1,160	97	7.1	A
SW	T	1,635	1,601	98	6.2	A
	R	245	224	92	4.4	A
	Subtotal	1,880	1,825	97	6.0	A
Total		3,294	3,203	97	7.7	A

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	65	109	48.9	D
	T	135	140	104	46.8	D
	R	100	97	97	13.1	B
	Subtotal	295	302	102	36.4	D
SB	L	250	227	91	316.9	F
	T	240	210	87	235.8	F
	R	860	830	97	116.0	F
	Subtotal	1,350	1,267	94	171.9	F
EB	L	450	441	98	34.5	C
	T	875	866	99	21.1	C
	R	40	44	109	21.6	C
	Subtotal	1,365	1,351	99	25.5	C
WB	L	215	212	98	120.4	F
	T	960	920	96	136.6	F
	R	210	222	106	99.5	F
	Subtotal	1,385	1,354	98	128.0	F
Total		4,395	4,274	97	105.0	F

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	80	5.8	*A*
	T	260	252	97	1.3	*A*
	R	10	9	90	1.1	*A*
	Subtotal	280	269	96	1.4	*A*
SB	L	40	39	97	7.1	*A*
	T	1,215	1,157	95	4.0	*A*
	R	40	39	97	4.6	*A*
	Subtotal	1,295	1,235	95	4.1	*A*
EB	L	20	16	79	13.6	*B*
	T	10	11	110	14.2	*B*
	R	10	12	120	5.3	*A*
	Subtotal	40	39	98	11.2	*B*
WB	***L***	***10***	***11***	***110***	***13.6***	***B***
	T	11	10	91	14.6	*B*
	R	20	19	94	5.4	*A*
	Subtotal	41	40	98	10.0	*A*
Total		1,657	1,583	96	4.0	*A*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	107	6.9	*A*
	T	116	114	98	0.8	*A*
	R	10	10	100	0.6	*A*
	Subtotal	141	140	99	1.5	*A*
SB	L	130	129	99	5.1	*A*
	T	215	207	96	5.9	*A*
	R	320	310	97	3.9	*A*
	Subtotal	665	646	97	4.8	*A*
EB	L	115	109	95	15.4	*C*
	T	45	49	108	11.9	*B*
	R	15	15	100	3.4	*A*
	Subtotal	175	173	99	13.4	*B*
WB	***L***	***10***	***10***	***100***	***12.9***	***B***
	T	41	44	107	20.9	*C*
	R	50	48	96	7.2	*A*
	Subtotal	101	102	101	13.7	*B*
Total		1,084	1,061	98	6.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Airport Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	450	419	93	71.2	*E*
	T	750	715	95	26.7	*C*
	R	200	191	96	11.6	*B*
	Subtotal	1,400	1,325	95	38.6	*D*
SB	L	200	195	98	40.4	*D*
	T	1,110	1,103	99	43.4	*D*
	R	150	148	99	17.6	*B*
	Subtotal	1,460	1,446	99	40.4	*D*
EB	L	300	295	98	45.0	*D*
	T	700	692	99	29.9	*C*
	R	800	809	101	10.1	*B*
	Subtotal	1,800	1,796	100	23.5	*C*
WB	L	60	59	99	74.0	*E*
	T	300	293	98	39.7	*D*
	R	150	151	101	10.3	*B*
	Subtotal	510	503	99	34.9	*C*
Total		5,170	5,070	98	33.5	*C*

Intersection: Airport Road & Eagle Mountain Blvd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	22	87	3.9	*A*
	T	80	84	105	1.5	*A*
	R	15	13	87	0.7	*A*
	Subtotal	120	119	99	1.9	*A*
SB	L	315	317	101	5.4	*A*
	T	190	188	99	3.2	*A*
	R	235	229	97	2.1	*A*
	Subtotal	740	734	99	3.8	*A*
EB	L	95	94	99	28.5	*D*
	T	240	239	99	11.2	*B*
	R	50	49	98	7.6	*A*
	Subtotal	385	382	99	15.0	*B*
WB	***L***	***15***	***12***	***80***	***16.1***	***C***
	T	80	78	98	32.1	*D*
	R	130	127	98	4.8	*A*
	Subtotal	225	217	96	15.2	*C*
Total		1,470	1,452	99	8.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	2.4	A
	T	66	64	98	0.6	A
	R	5	4	80	0.7	A
	Subtotal	76	73	96	0.7	A
SB	L	70	66	95	2.9	A
	T	175	172	98	1.8	A
	R	10	12	120	1.4	A
	Subtotal	255	250	98	2.1	A
EB	***L***	***5***	***3***	***60***	***5.4***	***A***
	T	50	48	95	9.0	A
	R	5	7	140	4.5	A
	Subtotal	60	58	97	8.3	A
WB	L	5	5	100	6.8	A
	T	25	23	91	8.2	A
	R	30	35	116	2.0	A
	Subtotal	60	63	105	4.6	A
Total		451	444	98	3.1	A

Intersection: Airport Road & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	18	120	1.1	A
	T	21	26	122	0.6	A
	R	10	11	110	0.1	A
	Subtotal	46	55	120	0.7	A
SB	L	85	86	101	2.3	A
	T	55	54	99	1.2	A
	R	20	19	94	0.7	A
	Subtotal	160	159	99	1.7	A
EB	***L***	***15***	***14***	***93***	***7.6***	***A***
	T	166	171	103	11.9	B
	R	5	5	100	5.1	A
	Subtotal	186	190	102	11.4	B
WB	L	10	10	100	5.6	A
	T	65	64	99	8.1	A
	R	40	36	89	2.3	A
	Subtotal	115	110	96	6.0	A
Total		507	514	101	6.1	A

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	1.0	*A*
	T	40	47	117	0.1	*A*
	Subtotal	45	52	116	0.2	*A*
SB	T	65	64	99	0.5	*A*
	R	5	4	80	0.1	*A*
	Subtotal	70	68	97	0.5	*A*
EB	***L***	***5***	***6***	***120***	***4.0***	***A***
	R	5	6	120	2.8	*A*
	Subtotal	10	12	120	3.4	*A*
Total		125	132	106	0.6	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	130	130	100	0.3	*A*
	Subtotal	130	130	100	0.3	*A*
SB	***L***	***10***	***11***	***110***	***4.4***	***A***
	T	231	219	95	1.5	*A*
	Subtotal	241	230	95	1.6	*A*
WB	R	10	9	90	2.1	*A*
	Subtotal	10	9	90	2.1	*A*
Total		382	369	97	1.2	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.0	0.8	1.7	2.5	4.3	0.7	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	26.9	28.6	40.3	31.5	32.2	28.3	0.0	0.0	0.0
Total Delay (hr)	2.3	2.5	3.6	22.1	8.1	10.6	8.4	2.5	0.3	0.9	6.7	0.2
Total Del/Veh (s)	61.1	11.0	33.1	588.5	287.5	257.2	104.1	18.3	12.7	26.1	15.2	3.7
Vehicles Entered	133	795	386	124	98	144	288	483	84	119	1559	156
Vehicles Exited	134	796	386	98	83	119	277	482	84	118	1561	155
Hourly Exit Rate	134	796	386	98	83	119	277	482	84	118	1561	155
Input Volume	150	815	410	135	100	160	300	495	80	115	1585	160
% of Volume	89	98	94	72	83	74	92	97	105	102	98	97

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	11.0
Denied Del/Veh (s)	9.0
Total Delay (hr)	68.0
Total Del/Veh (s)	55.2
Vehicles Entered	4369
Vehicles Exited	4293
Hourly Exit Rate	4293
Input Volume	4505
% of Volume	95

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.1	41.0	16.6	2.6	0.1	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	1.8	0.7	1.3	121.1	120.0	118.4	1.6	0.3	0.5	2.0	0.2	0.9
Total Delay (hr)	0.1	7.9	1.0	13.2	1.8	0.2	2.4	0.2	1.9	0.5	0.3	0.0
Total Del/Veh (s)	41.4	52.2	24.4	39.8	13.3	11.1	64.5	41.8	8.2	47.7	40.9	9.9
Vehicles Entered	8	530	139	1158	472	74	132	18	854	40	23	3
Vehicles Exited	9	527	139	1158	472	74	133	18	855	39	23	3
Hourly Exit Rate	9	527	139	1158	472	74	133	18	855	39	23	3
Input Volume	10	520	135	1220	475	75	135	20	885	35	20	5
% of Volume	90	101	103	95	99	99	98	89	97	111	114	60

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	All
Denied Delay (hr)	60.6
Denied Del/Veh (s)	61.5
Total Delay (hr)	29.6
Total Del/Veh (s)	30.2
Vehicles Entered	3451
Vehicles Exited	3450
Hourly Exit Rate	3450
Input Volume	3536
% of Volume	98

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.5	0.0	0.4	1.9	2.8	0.3	6.9
Total Del/Veh (s)	27.2	10.8	37.4	6.0	6.2	4.4	7.7
Vehicles Entered	200	16	42	1115	1602	224	3199
Vehicles Exited	202	16	42	1118	1601	224	3203
Hourly Exit Rate	202	16	42	1118	1601	224	3203
Input Volume	200	15	45	1154	1635	245	3294
% of Volume	101	107	93	97	98	92	97

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.1	2.1	2.2	7.7
Denied Del/Veh (s)	0.5	0.0	0.1	1.8	0.4	1.8	3.7	0.7	3.7	28.5	33.3	31.7
Total Delay (hr)	4.3	5.1	0.3	7.5	37.1	6.5	0.9	1.9	0.4	23.3	15.7	28.1
Total Del/Veh (s)	34.5	21.1	21.6	120.4	136.6	99.5	48.9	46.8	13.1	316.9	235.8	116.0
Vehicles Entered	438	867	44	219	957	227	64	141	98	254	232	847
Vehicles Exited	441	866	44	212	920	222	65	140	97	227	210	830
Hourly Exit Rate	441	866	44	212	920	222	65	140	97	227	210	830
Input Volume	450	875	40	215	960	210	60	135	100	250	240	860
% of Volume	98	99	109	98	96	106	109	104	97	91	87	97

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	12.6
Denied Del/Veh (s)	10.3
Total Delay (hr)	131.0
Total Del/Veh (s)	105.0
Vehicles Entered	4388
Vehicles Exited	4274
Hourly Exit Rate	4274
Input Volume	4395
% of Volume	97

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.1	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	1.3	0.1
Total Del/Veh (s)	13.6	14.2	5.3	13.6	14.6	5.4	5.8	1.3	1.1	7.1	4.0	4.6
Vehicles Entered	16	11	12	11	10	19	8	253	9	39	1155	40
Vehicles Exited	16	11	12	11	10	19	8	252	9	39	1157	39
Hourly Exit Rate	16	11	12	11	10	19	8	252	9	39	1157	39
Input Volume	20	10	10	10	11	20	10	260	10	40	1215	40
% of Volume	79	110	120	110	91	94	80	97	90	97	95	97

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.8
Total Del/Veh (s)	4.0
Vehicles Entered	1583
Vehicles Exited	1583
Hourly Exit Rate	1583
Input Volume	1657
% of Volume	96

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.2	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.2	0.3	0.3
Total Del/Veh (s)	15.4	11.9	3.4	12.9	20.9	7.2	6.9	0.8	0.6	5.1	5.9	3.9
Vehicles Entered	107	49	15	10	44	48	16	114	10	130	207	311
Vehicles Exited	109	49	15	10	44	48	16	114	10	129	207	310
Hourly Exit Rate	109	49	15	10	44	48	16	114	10	129	207	310
Input Volume	115	45	15	10	41	50	15	116	10	130	215	320
% of Volume	95	108	100	100	107	96	107	98	100	99	96	97

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.0
Total Del/Veh (s)	6.6
Vehicles Entered	1061
Vehicles Exited	1061
Hourly Exit Rate	1061
Input Volume	1084
% of Volume	98

12: Pony Express Parkway & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.2	0.4	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.8	1.9	2.6	0.2	2.6	1.6	0.3	1.7	0.0	0.0	0.0
Total Delay (hr)	3.8	5.8	2.3	1.2	3.3	0.4	8.6	5.4	0.6	2.3	13.6	0.7
Total Del/Veh (s)	45.0	29.9	10.1	74.0	39.7	10.3	71.2	26.7	11.6	40.4	43.4	17.6
Vehicles Entered	294	694	810	59	296	153	422	711	193	195	1091	148
Vehicles Exited	295	692	809	59	293	151	419	715	191	195	1103	148
Hourly Exit Rate	295	692	809	59	293	151	419	715	191	195	1103	148
Input Volume	300	700	800	60	300	150	450	750	200	200	1110	150
% of Volume	98	99	101	99	98	101	93	95	96	98	99	99

12: Pony Express Parkway & Airport Road Performance by movement

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	48.1
Total Del/Veh (s)	33.5
Vehicles Entered	5066
Vehicles Exited	5070
Hourly Exit Rate	5070
Input Volume	5170
% of Volume	98

13: Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.1	0.4	2.1	0.8	0.0	0.7	0.3	0.1	0.1
Total Delay (hr)	0.8	0.8	0.1	0.1	0.7	0.2	0.0	0.0	0.0	0.5	0.2	0.1
Total Del/Veh (s)	28.5	11.2	7.6	16.1	32.1	4.8	3.9	1.5	0.7	5.4	3.2	2.1
Vehicles Entered	93	239	49	12	77	129	22	85	13	316	187	229
Vehicles Exited	94	239	49	12	78	127	22	84	13	317	188	229
Hourly Exit Rate	94	239	49	12	78	127	22	84	13	317	188	229
Input Volume	95	240	50	15	80	130	25	80	15	315	190	235
% of Volume	99	99	98	80	98	98	87	105	87	101	99	97

13: Airport Road Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	3.4
Total Del/Veh (s)	8.3
Vehicles Entered	1451
Vehicles Exited	1452
Hourly Exit Rate	1452
Input Volume	1470
% of Volume	99

14: Airport Road & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.4	9.0	4.5	6.8	8.2	2.0	2.4	0.6	0.7	2.9	1.8	1.4
Vehicles Entered	4	49	7	5	24	35	5	65	4	67	172	11
Vehicles Exited	3	48	7	5	23	35	5	64	4	66	172	12
Hourly Exit Rate	3	48	7	5	23	35	5	64	4	66	172	12
Input Volume	5	50	5	5	25	30	5	66	5	70	175	10
% of Volume	60	95	140	100	91	116	100	98	80	95	98	120

14: Airport Road & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.4
Total Del/Veh (s)	3.1
Vehicles Entered	448
Vehicles Exited	444
Hourly Exit Rate	444
Input Volume	451
% of Volume	98

15: Airport Road & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.2	4.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	7.6	11.9	5.1	5.6	8.1	2.3	1.1	0.6	0.1	2.3	1.2	0.7
Vehicles Entered	14	170	5	10	64	36	18	25	10	86	55	19
Vehicles Exited	14	171	5	10	64	36	18	26	11	86	54	19
Hourly Exit Rate	14	171	5	10	64	36	18	26	11	86	54	19
Input Volume	15	166	5	10	65	40	15	21	10	85	55	20
% of Volume	93	103	100	100	99	89	120	122	110	101	99	94

15: Airport Road & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.9
Total Del/Veh (s)	6.1
Vehicles Entered	512
Vehicles Exited	514
Hourly Exit Rate	514
Input Volume	507
% of Volume	101

16: Airport Road & South Collector Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	4.0	0.1	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	2.8	1.0	0.1	0.5	0.1	0.6
Vehicles Entered	5	6	5	48	65	5	134
Vehicles Exited	6	6	5	47	64	4	132
Hourly Exit Rate	6	6	5	47	64	4	132
Input Volume	5	5	5	40	65	5	125
% of Volume	120	120	100	117	99	80	106

17: Pony Express Parkway & South Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	2.1	0.3	4.4	1.5	1.2
Vehicles Entered	9	131	11	220	371
Vehicles Exited	9	130	11	219	369
Hourly Exit Rate	9	130	11	219	369
Input Volume	10	130	10	231	382
% of Volume	90	100	110	95	97

Total Network Performance

Denied Delay (hr)	85.8
Denied Del/Veh (s)	26.7
Total Delay (hr)	347.8
Total Del/Veh (s)	100.8
Vehicles Entered	11386
Vehicles Exited	11178
Hourly Exit Rate	11178
Input Volume	89498
% of Volume	12

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	EB	EB	B9	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	R	L	T	R	L	T
Maximum Queue (ft)	214	237	331	10	300	1924	142	300	552	172	300	637
Average Queue (ft)	97	103	166	0	285	960	52	226	290	21	112	317
95th Queue (ft)	184	200	279	8	343	2078	108	361	601	88	289	530
Link Distance (ft)		2931	2931	2156		2750			833			1211
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200				200		100	200		100	200	
Storage Blk Time (%)	3	0			94	5	1	51	7			22
Queuing Penalty (veh)	6	0			245	15	1	292	25			26

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	SB	B18	B18	B18
Directions Served	R	T	T	
Maximum Queue (ft)	231	8	29	9
Average Queue (ft)	40	0	1	0
95th Queue (ft)	129	6	14	7
Link Distance (ft)	1211	1232	1232	1232
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	T	R	L	T
Maximum Queue (ft)	194	692	390	375	377	177	49	203	56	121	96	58
Average Queue (ft)	15	376	137	285	296	82	11	109	14	8	34	15
95th Queue (ft)	98	618	373	364	371	151	36	193	42	125	80	43
Link Distance (ft)		2174				2300			1093	1093		1523
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		290	500	500		200	200			150	
Storage Blk Time (%)		37				0		3			0	
Queuing Penalty (veh)		54				1		1			0	

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	SB
Directions Served	R
Maximum Queue (ft)	21
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	202	35	104	179	193	218	226	199
Average Queue (ft)	100	9	34	75	88	97	110	44
95th Queue (ft)	163	30	76	152	162	174	182	118
Link Distance (ft)		530		1214	1214	570	570	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		85					100
Storage Blk Time (%)	2		1	3			6	
Queuing Penalty (veh)	0		4	1			14	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	193	205	275	287	210	1239	1224	200	131	215	158	235
Average Queue (ft)	110	128	146	166	179	822	808	163	53	99	60	231
95th Queue (ft)	181	197	243	259	265	1332	1317	271	99	169	128	250
Link Distance (ft)			1733	1733		1730	1730			584		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250			110			100	100		60	135
Storage Blk Time (%)			0		15	66	66	2	2	30	5	90
Queuing Penalty (veh)			2		73	141	138	10	4	69	7	217

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1592	1560
Average Queue (ft)	1022	1109
95th Queue (ft)	1845	1859
Link Distance (ft)	1623	1623
Upstream Blk Time (%)	22	18
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)	23	
Queuing Penalty (veh)	57	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	R	L	T	R	L	L
Maximum Queue (ft)	35	39	35	36	36	39	24	34
Average Queue (ft)	14	10	10	9	8	13	3	7
95th Queue (ft)	38	35	33	30	31	37	16	28
Link Distance (ft)		1739			4889			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150	150		150	150	150
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	110	70	31	36	65	56	29	5	60	18
Average Queue (ft)	49	31	11	9	30	28	5	0	14	1
95th Queue (ft)	87	56	34	31	57	53	21	3	43	11
Link Distance (ft)		2333			4838			1179		1616
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		150	150		150	150		150	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 12: Pony Express Parkway & Airport Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	T
Maximum Queue (ft)	323	268	254	60	141	166	151	100	304	328	265	267
Average Queue (ft)	169	153	147	0	52	103	71	38	164	193	159	162
95th Queue (ft)	290	234	225	0	126	151	137	78	264	297	243	242
Link Distance (ft)		1932	1932			1593	1593				1232	1232
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			200	300			200	500	500		
Storage Blk Time (%)	1		1									3
Queuing Penalty (veh)	5		12									6

Intersection: 12: Pony Express Parkway & Airport Road

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	209	377	456	456	300
Average Queue (ft)	66	127	283	291	107
95th Queue (ft)	152	264	414	423	298
Link Distance (ft)			2950	2950	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	200	300			200
Storage Blk Time (%)	0	0	7	29	
Queuing Penalty (veh)	1	0	13	43	

Intersection: 13: Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	R
Maximum Queue (ft)	128	128	66	44	113	83	37	4	2	88	16
Average Queue (ft)	53	50	23	11	50	43	6	0	0	26	2
95th Queue (ft)	104	95	50	37	97	69	25	3	2	64	11
Link Distance (ft)		2059			1264			3072			3501
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		100	200		100	200		300	200	
Storage Blk Time (%)		1			2	0					
Queuing Penalty (veh)		2			3	0					

Intersection: 14: Airport Road & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	R	L
Maximum Queue (ft)	31	51	22	32	56	41	18	2	30
Average Queue (ft)	3	21	4	4	15	15	1	0	5
95th Queue (ft)	17	44	17	22	39	34	9	1	21
Link Distance (ft)		4889			1116				
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		100	200		100	200	100	200
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 15: Airport Road & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	L	R
Maximum Queue (ft)	32	94	20	27	55	49	23	33	2
Average Queue (ft)	9	44	3	8	24	16	1	5	0
95th Queue (ft)	30	74	15	28	42	37	8	23	1
Link Distance (ft)		4838			797				
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		100	200		100	200	200	100
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 16: Airport Road & South Collector

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	31	29	11
Average Queue (ft)	5	4	0
95th Queue (ft)	23	21	6
Link Distance (ft)		4841	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Pony Express Parkway & South Collector

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	29	31
Average Queue (ft)	7	2
95th Queue (ft)	27	15
Link Distance (ft)	4841	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1487

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	300	295	98	19.5	*B*
	T	495	490	99	8.5	*A*
	R	80	80	100	3.6	*A*
	Subtotal	875	865	99	11.8	*B*
SB	L	115	119	103	15.8	*B*
	T	1,585	1,591	100	9.2	*A*
	R	160	158	99	6.8	*A*
	Subtotal	1,860	1,868	100	9.4	*A*
EB	L	150	148	99	35.2	*D*
	T	815	771	95	8.3	*A*
	R	410	399	97	13.2	*B*
	Subtotal	1,375	1,318	96	12.8	*B*
WB	L	135	130	96	38.4	*D*
	T	100	98	98	22.2	*C*
	R	160	160	100	7.7	*A*
	Subtotal	395	388	98	21.6	*C*
Total		4,505	4,439	99	12.0	*B*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	130	96	58.0	*E*
	T	20	19	94	40.6	*D*
	R	885	887	100	9.5	*A*
	Subtotal	1,040	1,036	100	16.2	*B*
SB	L	35	36	102	47.2	*D*
	T	20	22	109	42.3	*D*
	R	5	6	120	5.7	*A*
	Subtotal	60	64	107	41.6	*D*
EB	L	10	10	100	43.1	*D*
	T	520	514	99	51.4	*D*
	R	135	132	98	27.0	*C*
	Subtotal	665	656	99	46.4	*D*
WB	L	1,220	1,170	96	40.4	*D*
	T	475	461	97	13.4	*B*
	R	75	73	98	10.6	*B*
	Subtotal	1,770	1,704	96	31.8	*C*
Total		3,536	3,460	98	30.2	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	200	202	101	44.2	*D*
	R	15	14	93	11.5	*B*
	Subtotal	215	216	100	42.1	*D*
NE	L	45	42	93	33.8	*C*
	T	1,154	1,146	99	4.9	*A*
	Subtotal	1,199	1,188	99	5.9	*A*
SW	T	1,635	1,639	100	5.2	*A*
	R	245	245	100	3.9	*A*
	Subtotal	1,880	1,884	100	5.0	*A*
Total		3,294	3,288	100	7.8	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	58	97	60.1	*E*
	T	135	134	99	48.6	*D*
	R	100	101	101	13.5	*B*
	Subtotal	295	293	99	38.8	*D*
SB	L	250	254	102	69.0	*E*
	T	240	247	103	37.7	*D*
	R	860	869	101	8.1	*A*
	Subtotal	1,350	1,370	101	24.7	*C*
EB	L	450	446	99	56.9	*E*
	T	875	854	98	21.3	*C*
	R	40	42	104	5.4	*A*
	Subtotal	1,365	1,342	98	32.6	*C*
WB	L	215	210	98	38.0	*D*
	T	960	960	100	31.7	*C*
	R	210	212	101	13.5	*B*
	Subtotal	1,385	1,382	100	29.9	*C*
Total		4,395	4,387	100	29.7	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	100	6.6	*A*
	T	260	254	98	1.4	*A*
	R	10	11	110	1.3	*A*
	Subtotal	280	275	98	1.6	*A*
SB	L	40	38	94	7.3	*A*
	T	1,215	1,192	98	4.3	*A*
	R	40	41	102	4.6	*A*
	Subtotal	1,295	1,271	98	4.4	*A*
EB	L	20	20	99	12.7	*B*
	T	10	9	90	13.9	*B*
	R	10	11	110	5.0	*A*
	Subtotal	40	40	100	10.9	*B*
WB	***L***	***10***	***11***	***110***	***14.6***	***B***
	T	11	12	109	14.3	*B*
	R	20	19	94	5.8	*A*
	Subtotal	41	42	102	10.5	*B*
Total		1,657	1,628	98	4.2	*A*

Intersection: Pony Express Parkway & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	5.8	*A*
	T	116	117	101	0.8	*A*
	R	10	12	120	0.4	*A*
	Subtotal	141	143	101	1.3	*A*
SB	L	130	131	101	5.3	*A*
	T	215	213	99	5.9	*A*
	R	320	314	98	3.6	*A*
	Subtotal	665	658	99	4.7	*A*
EB	L	115	112	97	15.1	*C*
	T	45	47	104	11.2	*B*
	R	15	15	100	3.8	*A*
	Subtotal	175	174	99	13.1	*B*
WB	***L***	***10***	***9***	***90***	***11.9***	***B***
	T	41	35	85	20.7	*C*
	R	50	48	96	7.0	*A*
	Subtotal	101	92	91	12.7	*B*
Total		1,084	1,067	98	6.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Airport Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	450	449	100	61.6	*E*
	T	750	739	99	23.0	*C*
	R	200	198	99	9.7	*A*
	Subtotal	1,400	1,386	99	33.6	*C*
SB	L	200	199	100	31.1	*C*
	T	1,110	1,102	99	33.5	*C*
	R	150	148	99	13.5	*B*
	Subtotal	1,460	1,449	99	31.1	*C*
EB	L	300	301	100	70.9	*E*
	T	700	698	100	44.8	*D*
	R	800	806	101	10.5	*B*
	Subtotal	1,800	1,805	100	33.8	*C*
WB	L	60	58	97	105.2	*F*
	T	300	295	98	53.9	*D*
	R	150	145	97	7.3	*A*
	Subtotal	510	498	98	46.3	*D*
Total		5,170	5,138	99	34.3	*C*

Intersection: Airport Road & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	26	103	4.4	*A*
	T	80	81	102	1.4	*A*
	R	15	15	100	0.9	*A*
	Subtotal	120	122	102	2.0	*A*
SB	L	315	314	100	5.5	*A*
	T	190	189	99	3.0	*A*
	R	235	233	99	2.3	*A*
	Subtotal	740	736	99	3.8	*A*
EB	***L***	***95***	***93***	***98***	***23.7***	***C***
	T	240	233	97	8.8	*A*
	R	50	50	101	6.5	*A*
	Subtotal	385	376	98	12.2	*B*
WB	L	15	16	107	15.7	*C*
	T	80	80	100	22.3	*C*
	R	130	128	98	4.2	*A*
	Subtotal	225	224	100	11.5	*B*
Total		1,470	1,458	99	7.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	1.6	A
	T	66	66	101	0.6	A
	R	5	6	120	0.4	A
	Subtotal	76	77	101	0.6	A
SB	L	70	72	103	2.9	A
	T	175	172	98	1.6	A
	R	10	10	100	1.5	A
	Subtotal	255	254	100	2.0	A
EB	***L***	***5***	***6***	***120***	***6.8***	***A***
	T	50	47	93	8.7	A
	R	5	5	100	2.9	A
	Subtotal	60	58	97	8.0	A
WB	L	5	4	80	6.3	A
	T	25	26	103	8.3	A
	R	30	31	102	2.0	A
	Subtotal	60	61	102	5.0	A
Total		451	450	100	3.0	A

Intersection: Airport Road & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	87	1.3	A
	T	21	21	99	0.5	A
	R	10	9	90	0.1	A
	Subtotal	46	43	93	0.7	A
SB	L	85	83	98	1.9	A
	T	55	55	100	0.9	A
	R	20	20	99	0.9	A
	Subtotal	160	158	99	1.4	A
EB	***L***	***15***	***15***	***100***	***8.0***	***A***
	T	166	169	102	12.3	B
	R	5	6	120	6.4	A
	Subtotal	186	190	102	11.8	B
WB	L	10	9	90	6.4	A
	T	65	58	90	8.1	A
	R	40	42	104	2.2	A
	Subtotal	115	109	95	5.7	A
Total		507	500	99	6.3	A

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Mitigated Future (2040) Background PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	1.0	*A*
	T	40	39	97	0.0	*A*
	Subtotal	45	43	96	0.1	*A*
SB	T	65	64	99	0.4	*A*
	R	5	6	120	0.3	*A*
	Subtotal	70	70	100	0.4	*A*
EB	***L***	***5***	***4***	***80***	***3.7***	***A***
	R	5	5	100	2.5	*A*
	Subtotal	10	9	90	3.0	*A*
Total		125	122	98	0.5	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	130	130	100	0.3	*A*
	Subtotal	130	130	100	0.3	*A*
SB	***L***	***10***	***9***	***90***	***3.3***	***A***
	T	231	229	99	1.6	*A*
	Subtotal	241	238	99	1.7	*A*
WB	R	10	11	110	2.2	*A*
	Subtotal	10	11	110	2.2	*A*
Total		382	379	99	1.2	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.1	0.4	2.2	0.2	2.1	0.0	0.0	0.0
Total Delay (hr)	1.5	1.8	1.5	1.4	0.6	0.3	1.6	1.2	0.1	0.5	4.1	0.3
Total Del/Veh (s)	35.2	8.3	13.2	38.4	22.2	7.7	19.5	8.5	3.6	15.8	9.2	6.8
Vehicles Entered	147	773	400	132	100	162	295	490	80	118	1587	158
Vehicles Exited	148	771	399	130	98	160	295	490	80	119	1591	158
Hourly Exit Rate	148	771	399	130	98	160	295	490	80	119	1591	158
Input Volume	150	815	410	135	100	160	300	495	80	115	1585	160
% of Volume	99	95	97	96	98	100	98	99	100	103	100	99

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	15.0
Total Del/Veh (s)	12.0
Vehicles Entered	4442
Vehicles Exited	4439
Hourly Exit Rate	4439
Input Volume	4505
% of Volume	99

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.1	37.1	14.4	2.3	0.1	0.0	0.2	0.0	0.0	0.0
Denied Del/Veh (s)	1.3	0.7	1.4	108.7	106.9	109.4	1.8	0.4	0.8	3.4	0.2	2.9
Total Delay (hr)	0.1	7.6	1.0	13.5	1.7	0.2	2.1	0.2	2.3	0.5	0.3	0.0
Total Del/Veh (s)	43.1	51.4	27.0	40.4	13.4	10.6	58.0	40.6	9.5	47.2	42.3	5.7
Vehicles Entered	10	514	133	1170	460	73	129	20	888	36	22	6
Vehicles Exited	10	514	132	1170	461	73	130	19	887	36	22	6
Hourly Exit Rate	10	514	132	1170	461	73	130	19	887	36	22	6
Input Volume	10	520	135	1220	475	75	135	20	885	35	20	5
% of Volume	100	99	98	96	97	98	96	94	100	102	109	120

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	All
Denied Delay (hr)	54.2
Denied Del/Veh (s)	55.0
Total Delay (hr)	29.7
Total Del/Veh (s)	30.2
Vehicles Entered	3461
Vehicles Exited	3460
Hourly Exit Rate	3460
Input Volume	3536
% of Volume	98

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.5	0.0	0.4	1.6	2.4	0.3	7.2
Total Del/Veh (s)	44.2	11.5	33.8	4.9	5.2	3.9	7.8
Vehicles Entered	201	14	42	1145	1640	245	3287
Vehicles Exited	202	14	42	1146	1639	245	3288
Hourly Exit Rate	202	14	42	1146	1639	245	3288
Input Volume	200	15	45	1154	1635	245	3294
% of Volume	101	93	93	99	100	100	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.0	1.8	0.4	1.7	3.6	0.6	3.6	1.9	0.5	0.5
Total Delay (hr)	7.1	5.2	0.1	2.2	8.7	0.8	1.0	1.8	0.4	5.0	2.6	2.0
Total Del/Veh (s)	56.9	21.3	5.4	38.0	31.7	13.5	60.1	48.6	13.5	69.0	37.7	8.1
Vehicles Entered	445	863	42	210	966	213	58	133	101	253	246	869
Vehicles Exited	446	854	42	210	960	212	58	134	101	254	247	869
Hourly Exit Rate	446	854	42	210	960	212	58	134	101	254	247	869
Input Volume	450	875	40	215	960	210	60	135	100	250	240	860
% of Volume	99	98	104	98	100	101	97	99	101	102	103	101

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.7
Total Delay (hr)	37.0
Total Del/Veh (s)	29.7
Vehicles Entered	4399
Vehicles Exited	4387
Hourly Exit Rate	4387
Input Volume	4395
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.2	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	1.4	0.1
Total Del/Veh (s)	12.7	13.9	5.0	14.6	14.3	5.8	6.6	1.4	1.3	7.3	4.3	4.6
Vehicles Entered	20	9	11	11	12	19	10	254	11	38	1192	41
Vehicles Exited	20	9	11	11	12	19	10	254	11	38	1192	41
Hourly Exit Rate	20	9	11	11	12	19	10	254	11	38	1192	41
Input Volume	20	10	10	10	11	20	10	260	10	40	1215	40
% of Volume	99	90	110	110	109	94	100	98	110	94	98	102

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.9
Total Del/Veh (s)	4.2
Vehicles Entered	1628
Vehicles Exited	1628
Hourly Exit Rate	1628
Input Volume	1657
% of Volume	98

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.0	0.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.2	0.4	0.3
Total Del/Veh (s)	15.1	11.2	3.8	11.9	20.7	7.0	5.8	0.8	0.4	5.3	5.9	3.6
Vehicles Entered	112	48	15	9	36	48	13	117	12	131	213	314
Vehicles Exited	112	47	15	9	35	48	14	117	12	131	213	314
Hourly Exit Rate	112	47	15	9	35	48	14	117	12	131	213	314
Input Volume	115	45	15	10	41	50	15	116	10	130	215	320
% of Volume	97	104	100	90	85	96	93	101	120	101	99	98

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.9
Total Del/Veh (s)	6.3
Vehicles Entered	1068
Vehicles Exited	1067
Hourly Exit Rate	1067
Input Volume	1084
% of Volume	98

12: Pony Express Parkway & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.2	0.4	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.8	2.0	2.8	0.2	3.0	1.5	0.1	1.5	0.0	0.0	0.0
Total Delay (hr)	6.1	8.8	2.4	1.8	4.5	0.3	7.8	4.8	0.5	1.8	10.7	0.6
Total Del/Veh (s)	70.9	44.8	10.5	105.2	53.9	7.3	61.6	23.0	9.7	31.1	33.5	13.5
Vehicles Entered	301	698	807	60	293	145	448	744	198	198	1110	149
Vehicles Exited	301	698	806	58	295	145	449	739	198	199	1102	148
Hourly Exit Rate	301	698	806	58	295	145	449	739	198	199	1102	148
Input Volume	300	700	800	60	300	150	450	750	200	200	1110	150
% of Volume	100	100	101	97	98	97	100	99	99	100	99	99

12: Pony Express Parkway & Airport Road Performance by movement

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	50.0
Total Del/Veh (s)	34.3
Vehicles Entered	5151
Vehicles Exited	5138
Hourly Exit Rate	5138
Input Volume	5170
% of Volume	99

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.4	3.2	0.7	0.0	0.5	0.3	0.1	0.1
Total Delay (hr)	0.6	0.6	0.1	0.1	0.5	0.1	0.0	0.0	0.0	0.5	0.2	0.2
Total Del/Veh (s)	23.7	8.8	6.5	15.7	22.3	4.2	4.4	1.4	0.9	5.5	3.0	2.3
Vehicles Entered	94	233	50	16	80	127	26	81	15	311	188	232
Vehicles Exited	93	233	50	16	80	128	26	81	15	314	189	233
Hourly Exit Rate	93	233	50	16	80	128	26	81	15	314	189	233
Input Volume	95	240	50	15	80	130	25	80	15	315	190	235
% of Volume	98	97	101	107	100	98	103	102	100	100	99	99

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	2.9
Total Del/Veh (s)	7.0
Vehicles Entered	1453
Vehicles Exited	1458
Hourly Exit Rate	1458
Input Volume	1470
% of Volume	99

14: Airport Road & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.2	3.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	6.8	8.7	2.9	6.3	8.3	2.0	1.6	0.6	0.4	2.9	1.6	1.5
Vehicles Entered	5	47	5	4	26	31	5	66	6	72	172	10
Vehicles Exited	6	47	5	4	26	31	5	66	6	72	172	10
Hourly Exit Rate	6	47	5	4	26	31	5	66	6	72	172	10
Input Volume	5	50	5	5	25	30	5	66	5	70	175	10
% of Volume	120	93	100	80	103	102	100	101	120	103	98	100

14: Airport Road & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.4
Total Del/Veh (s)	3.0
Vehicles Entered	449
Vehicles Exited	450
Hourly Exit Rate	450
Input Volume	451
% of Volume	100

15: Airport Road & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.3	4.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	12.3	6.4	6.4	8.1	2.2	1.3	0.5	0.1	1.9	0.9	0.9
Vehicles Entered	15	169	6	9	58	42	13	21	9	82	56	21
Vehicles Exited	15	169	6	9	58	42	13	21	9	83	55	20
Hourly Exit Rate	15	169	6	9	58	42	13	21	9	83	55	20
Input Volume	15	166	5	10	65	40	15	21	10	85	55	20
% of Volume	100	102	120	90	90	104	87	99	90	98	100	99

15: Airport Road & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	0.9
Total Del/Veh (s)	6.3
Vehicles Entered	501
Vehicles Exited	500
Hourly Exit Rate	500
Input Volume	507
% of Volume	99

16: Airport Road & South Collector Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	4.8	0.1	0.0	0.0	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	2.5	1.0	0.0	0.4	0.3	0.5
Vehicles Entered	4	6	4	39	64	6	123
Vehicles Exited	4	5	4	39	64	6	122
Hourly Exit Rate	4	5	4	39	64	6	122
Input Volume	5	5	5	40	65	5	125
% of Volume	80	100	80	97	99	120	98

17: Pony Express Parkway & South Collector Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	2.2	0.3	3.3	1.6	1.2
Vehicles Entered	11	130	9	229	379
Vehicles Exited	11	130	9	229	379
Hourly Exit Rate	11	130	9	229	379
Input Volume	10	130	10	231	382
% of Volume	110	100	90	99	99

Total Network Performance

Denied Delay (hr)	56.9
Denied Del/Veh (s)	17.9
Total Delay (hr)	207.9
Total Del/Veh (s)	60.3
Vehicles Entered	11375
Vehicles Exited	11347
Hourly Exit Rate	11347
Input Volume	89498
% of Volume	13

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	L	T	T	R	L
Maximum Queue (ft)	180	174	223	167	107	94	112	156	131	113	56	109
Average Queue (ft)	78	78	94	76	42	37	40	83	59	49	17	51
95th Queue (ft)	142	140	180	138	88	73	90	132	109	98	42	92
Link Distance (ft)		2919	2919		2736				835	835		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			250		100	350	350			100	200
Storage Blk Time (%)	0	0			1	0				1		
Queuing Penalty (veh)	0	0			2	1				0		

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	SB	SB	SB	B51	B51
Directions Served	T	T	R	T	T
Maximum Queue (ft)	213	234	90	37	38
Average Queue (ft)	120	133	40	1	1
95th Queue (ft)	188	204	74	38	35
Link Distance (ft)	1211	1211		1774	1774
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			200		
Storage Blk Time (%)	0	1			
Queuing Penalty (veh)	0	2			

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	T	R	L	T
Maximum Queue (ft)	198	742	390	398	395	205	46	181	48	65	90	63
Average Queue (ft)	17	385	136	284	296	78	11	100	16	2	27	17
95th Queue (ft)	99	747	369	379	384	156	37	174	43	57	66	48
Link Distance (ft)		2174				2300			1093	1093		1523
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		290	500	500		200	200			150	
Storage Blk Time (%)		33				0		0				
Queuing Penalty (veh)		48				2		0				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	SB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	3
95th Queue (ft)	15
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	NE	SW	SW	SW	SW	B24	B27
Directions Served	L	R	L	T	T	T	T	T	T	R	T	T
Maximum Queue (ft)	223	106	75	130	165	184	180	197	219	160	3	5
Average Queue (ft)	133	13	32	31	61	70	63	75	87	34	0	0
95th Queue (ft)	203	59	66	95	143	158	149	164	182	94	3	5
Link Distance (ft)		518		1213	1213	1213	572	572	572		718	604
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		85							100		
Storage Blk Time (%)	7	0	0	1					5	0		
Queuing Penalty (veh)	1	0	1	0					13	0		

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	B28
Directions Served	T
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	0
Link Distance (ft)	1121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	T	L	T	T	R	L	T
Maximum Queue (ft)	282	311	331	337	68	4	210	462	456	200	133	212
Average Queue (ft)	156	179	164	179	17	0	152	265	264	121	48	89
95th Queue (ft)	244	270	284	290	46	4	251	394	392	247	102	163
Link Distance (ft)			1746	1746	1746	1121		1730	1730			572
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					110			100	100	
Storage Blk Time (%)	0	2	1				11	34	37	1	2	30
Queuing Penalty (veh)	2	9	4				53	73	77	3	4	67

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	157	356	372	34
Average Queue (ft)	53	200	156	1
95th Queue (ft)	122	339	300	22
Link Distance (ft)			1623	1623
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60	350		
Storage Blk Time (%)	5	3	0	
Queuing Penalty (veh)	6	7	0	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	SB	B46	B46
Directions Served	L	T	R	L	T	R	L	L	T	
Maximum Queue (ft)	48	38	30	37	38	47	25	34	289	86
Average Queue (ft)	16	8	8	10	9	13	4	7	25	4
95th Queue (ft)	42	31	30	33	33	38	19	27	158	55
Link Distance (ft)		1739			4889				835	835
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150	150		150	150	150		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	103	61	36	40	64	64	27	1	57	20
Average Queue (ft)	49	27	11	7	25	27	6	0	15	2
95th Queue (ft)	86	54	34	30	55	52	22	0	43	11
Link Distance (ft)		2333			4838			1179		1616
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		150	150		150	150		150	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 12: Pony Express Parkway & Airport Road

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	219	332	395	575	300	158	209	187	86	294	315	214
Average Queue (ft)	125	164	231	227	41	63	122	99	30	172	199	111
95th Queue (ft)	199	264	348	435	209	135	186	176	64	257	287	190
Link Distance (ft)			1920	1920			1581	1581				1225
Upstream Blk Time (%)				0								
Queuing Penalty (veh)				0								
Storage Bay Dist (ft)	300	300			200	300			200	500	500	
Storage Blk Time (%)		0	2	10	0			0				
Queuing Penalty (veh)		0	5	80	0			0				

Intersection: 12: Pony Express Parkway & Airport Road

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	T	R
Maximum Queue (ft)	218	202	135	203	317	342	366	136
Average Queue (ft)	117	101	57	99	153	190	209	39
95th Queue (ft)	195	177	111	173	260	300	321	103
Link Distance (ft)	1225	1225			2944	2944	2944	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			200	400				400
Storage Blk Time (%)		0			0		0	
Queuing Penalty (veh)		0			0		0	

Intersection: 13: Airport Road & Eagle Mountain Boulevard

Movement	EB	EB	EB	B43	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	R	L	TR	L	R
Maximum Queue (ft)	113	112	53	287	43	104	81	44	6	80	34
Average Queue (ft)	48	44	20	10	13	44	39	8	0	28	4
95th Queue (ft)	92	84	42	293	39	84	65	29	3	63	17
Link Distance (ft)		2059		2736		1264					3501
Upstream Blk Time (%)				0							
Queuing Penalty (veh)				0							
Storage Bay Dist (ft)	200		100		200		100	200	300	200	
Storage Blk Time (%)		0				1					
Queuing Penalty (veh)		1				1					

Intersection: 14: Airport Road & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	T	L
Maximum Queue (ft)	27	56	21	27	48	46	16	1	33
Average Queue (ft)	5	22	3	3	15	14	1	0	5
95th Queue (ft)	21	45	15	18	39	35	8	1	21
Link Distance (ft)		4889			1116			1596	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		100	200		100	200		200
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 15: Airport Road & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	R	L	R
Maximum Queue (ft)	34	94	25	29	50	48	16	4	30	5
Average Queue (ft)	10	46	4	7	23	17	1	0	3	0
95th Queue (ft)	31	77	17	25	44	36	9	2	18	3
Link Distance (ft)		4838			797					
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		100	200		100	200	100	200	100
Storage Blk Time (%)		0								
Queuing Penalty (veh)		0								

Intersection: 16: Airport Road & South Collector

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	28	31	8
Average Queue (ft)	3	5	0
95th Queue (ft)	19	22	5
Link Distance (ft)		4841	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Pony Express Parkway & South Collector

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	32	21
Average Queue (ft)	9	1
95th Queue (ft)	30	10
Link Distance (ft)	4841	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 463

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	445	435	98	18.2	*B*
	T	411	400	97	5.0	*A*
	R	70	69	99	2.1	*A*
	Subtotal	926	904	98	11.1	*B*
SB	L	50	49	98	11.4	*B*
	T	770	771	100	7.6	*A*
	R	55	53	97	6.7	*A*
	Subtotal	875	873	100	7.8	*A*
EB	L	35	34	96	32.3	*C*
	T	515	519	101	4.5	*A*
	R	181	185	102	6.5	*A*
	Subtotal	731	738	101	6.3	*A*
WB	L	65	64	99	27.6	*C*
	T	112	112	100	20.2	*C*
	R	75	77	103	6.6	*A*
	Subtotal	252	253	100	17.9	*B*
Total		2,782	2,768	99	9.4	*A*

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	69	99	69.3	*E*
	T	15	13	87	52.6	*D*
	R	935	920	98	10.0	*A*
	Subtotal	1,020	1,002	98	14.6	*B*
SB	L	70	67	96	66.5	*E*
	T	15	15	100	50.1	*D*
	R	10	10	100	4.0	*A*
	Subtotal	95	92	97	57.0	*E*
EB	L	5	5	100	15.8	*B*
	T	355	353	100	18.1	*B*
	R	90	89	99	9.6	*A*
	Subtotal	450	447	99	16.4	*B*
WB	L	626	635	101	46.9	*D*
	T	355	358	101	7.0	*A*
	R	30	29	96	5.3	*A*
	Subtotal	1,011	1,022	101	31.7	*C*
Total		2,575	2,563	100	23.4	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	140	136	97	52.9	*D*
	R	15	16	107	5.4	*A*
	Subtotal	155	152	98	47.9	*D*
NE	L	15	15	100	10.2	*B*
	T	1,195	1,214	102	2.6	*A*
	Subtotal	1,210	1,229	102	2.7	*A*
SW	T	734	731	100	2.8	*A*
	R	70	71	102	1.5	*A*
	Subtotal	804	802	100	2.7	*A*
Total		2,170	2,183	101	5.9	*A*

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	33	94	47.9	*D*
	T	145	148	102	48.8	*D*
	R	140	143	102	13.9	*B*
	Subtotal	320	324	101	33.3	*C*
SB	L	145	145	100	47.7	*D*
	T	75	75	100	37.3	*D*
	R	323	330	102	3.2	*A*
	Subtotal	543	550	101	19.6	*B*
EB	L	550	562	102	47.7	*D*
	T	885	890	101	11.9	*B*
	R	20	18	89	1.7	*A*
	Subtotal	1,455	1,470	101	25.5	*C*
WB	L	35	37	105	27.4	*C*
	T	446	444	100	24.5	*C*
	R	90	86	96	7.4	*A*
	Subtotal	571	567	99	22.1	*C*
Total		2,890	2,911	101	24.6	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	6.8	*A*
	T	457	444	97	1.1	*A*
	R	10	11	110	0.5	*A*
	Subtotal	477	464	97	1.2	*A*
SB	L	59	57	97	7.2	*A*
	T	721	725	101	4.8	*A*
	R	40	43	107	3.8	*A*
	Subtotal	820	825	101	4.9	*A*
EB	***L***	***20***	***20***	***99***	***30.7***	***D***
	T	41	41	99	19.7	*C*
	R	10	11	110	7.1	*A*
	Subtotal	71	72	101	20.8	*C*
WB	L	10	8	80	24.1	*C*
	T	90	88	98	29.1	*D*
	R	69	69	100	7.9	*A*
	Subtotal	169	165	98	20.0	*C*
Total		1,538	1,526	99	6.2	*A*

Intersection: Pony Express Parkway & Road 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	457	441	97	1.5	*A*
	R	2	3	150	1.2	*A*
	Subtotal	459	444	97	1.5	*A*
SB	L	10	10	100	4.3	*A*
	T	732	736	101	1.5	*A*
	Subtotal	742	746	101	1.5	*A*
WB	***L***	***2***	***1***	***50***	***18.8***	***C***
	R	20	23	114	4.6	*A*
	Subtotal	22	24	109	5.2	*A*
Total		1,222	1,214	99	1.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & 3400 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	17.1	*B*
	T	145	138	95	8.6	*A*
	R	10	9	90	3.9	*A*
	Subtotal	170	161	95	9.1	*A*
SB	L	187	189	101	13.9	*B*
	T	226	225	100	9.7	*A*
	R	320	321	100	5.8	*A*
	Subtotal	733	735	100	9.1	*A*
EB	L	115	115	100	21.3	*C*
	T	107	111	104	11.8	*B*
	R	15	16	107	4.0	*A*
	Subtotal	237	242	102	15.8	*B*
WB	L	10	11	110	13.8	*B*
	T	200	202	101	13.1	*B*
	R	198	191	96	5.1	*A*
	Subtotal	408	404	99	9.3	*A*
Total		1,549	1,542	100	10.2	*B*

Intersection: Road 2 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	51	99	9.3	*A*
	T	2	2	100	8.7	*A*
	R	71	75	106	4.9	*A*
	Subtotal	125	128	102	6.7	*A*
SB	***L***	***72***	***70***	***98***	***10.0***	***A***
	T	2	2	100	7.6	*A*
	R	52	48	93	4.8	*A*
	Subtotal	126	120	95	7.9	*A*
EB	L	21	22	104	4.5	*A*
	T	263	268	102	2.3	*A*
	R	21	22	104	1.6	*A*
	Subtotal	305	312	102	2.4	*A*
WB	L	27	24	88	3.7	*A*
	T	304	305	100	1.8	*A*
	R	27	26	95	1.1	*A*
	Subtotal	358	355	99	1.9	*A*
Total		914	915	100	3.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 3 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	50	97	10.3	*B*
	T	2	1	50	11.1	*B*
	R	71	76	107	5.9	*A*
	Subtotal	125	127	102	7.7	*A*
SB	***L***	***71***	***72***	***102***	***11.6***	***B***
	T	2	2	100	10.0	*A*
	R	52	57	110	4.6	*A*
	Subtotal	125	131	105	8.5	*A*
EB	L	20	19	94	4.0	*A*
	T	366	374	102	2.2	*A*
	R	19	19	99	1.5	*A*
	Subtotal	405	412	102	2.3	*A*
WB	L	28	27	96	3.8	*A*
	T	254	248	98	1.1	*A*
	R	27	29	106	0.6	*A*
	Subtotal	309	304	98	1.3	*A*
Total		964	974	101	3.5	*A*

Intersection: Road 4 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	46	92	12.6	*B*
	T	2	2	100	9.7	*A*
	R	72	70	98	6.9	*A*
	Subtotal	124	118	95	9.2	*A*
SB	***L***	***72***	***68***	***95***	***13.2***	***B***
	T	2	1	50	22.2	*C*
	R	50	50	101	4.4	*A*
	Subtotal	124	119	96	9.6	*A*
EB	L	19	19	99	2.8	*A*
	T	470	479	102	1.6	*A*
	R	19	23	119	0.9	*A*
	Subtotal	508	521	103	1.6	*A*
WB	L	28	26	92	5.0	*A*
	T	210	208	99	1.7	*A*
	R	28	30	106	1.2	*A*
	Subtotal	266	264	99	2.0	*A*
Total		1,022	1,022	100	3.5	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Airport Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	622	604	97	85.2	F
	T	554	567	102	24.9	C
	R	130	132	101	7.5	A
	Subtotal	1,306	1,303	100	51.1	D
SB	L	268	267	100	53.0	D
	T	471	468	99	29.6	C
	R	250	250	100	20.7	C
	Subtotal	989	985	100	33.7	C
EB	L	150	152	102	62.8	E
	T	557	548	98	18.4	B
	R	328	337	103	4.1	A
	Subtotal	1,035	1,037	100	20.3	C
WB	L	75	76	102	47.4	D
	T	859	881	103	36.7	D
	R	406	407	100	8.5	A
	Subtotal	1,340	1,364	102	28.9	C
Total		4,670	4,689	100	34.3	C

Intersection: Airport Road & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	35	99	16.6	B
	T	835	835	100	12.2	B
	R	15	16	107	10.1	B
	Subtotal	885	886	100	12.3	B
SB	L	215	216	100	26.8	C
	T	385	377	98	9.1	A
	R	130	131	101	2.9	A
	Subtotal	730	724	99	13.3	B
EB	L	145	145	100	35.0	C
	T	60	58	97	26.0	C
	R	20	18	89	5.8	A
	Subtotal	225	221	98	30.3	C
WB	L	15	14	93	30.1	C
	T	85	85	100	26.1	C
	R	220	222	101	9.7	A
	Subtotal	320	321	100	14.9	B
Total		2,161	2,152	100	14.9	B

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & North Collector
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	60	12.6	B
	T	662	662	100	12.9	B
	R	5	5	100	5.7	A
	Subtotal	672	670	100	12.8	B
SB	L	25	25	99	18.7	B
	T	335	329	98	7.8	A
	R	60	57	95	5.3	A
	Subtotal	420	411	98	8.1	A
EB	L	158	154	98	36.9	D
	T	40	40	99	28.4	C
	R	5	5	100	5.6	A
	Subtotal	203	199	98	34.4	C
WB	L	5	6	120	28.8	C
	T	30	30	99	31.0	C
	R	40	43	107	12.0	B
	Subtotal	75	79	105	20.5	C
Total		1,371	1,359	99	15.1	B

Intersection: Airport Road & 3400 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	87	19.4	B
	T	174	172	99	14.7	B
	R	10	12	120	3.4	A
	Subtotal	199	197	99	14.3	B
SB	L	40	40	99	18.7	B
	T	106	102	97	14.1	B
	R	175	174	100	5.2	A
	Subtotal	321	316	98	9.8	A
EB	L	444	444	100	35.0	C
	T	166	167	101	21.1	C
	R	5	5	100	5.1	A
	Subtotal	615	616	100	31.0	C
WB	L	10	11	110	22.6	C
	T	75	75	100	18.7	B
	R	55	56	102	3.5	A
	Subtotal	140	142	101	13.0	B
Total		1,273	1,271	100	21.2	C

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project AM*
Time Period: *Morning Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	1.2	*A*
	T	50	51	103	0.3	*A*
	Subtotal	55	57	104	0.4	*A*
SB	T	60	59	98	3.8	*A*
	R	60	59	99	2.4	*A*
	Subtotal	120	118	98	3.1	*A*
EB	***L***	***148***	***146***	***99***	***6.1***	***A***
	R	5	5	100	2.2	*A*
	Subtotal	153	151	99	6.0	*A*
Total		328	326	99	4.0	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	130	122	94	0.3	*A*
	R	2	3	150	0.3	*A*
	Subtotal	132	125	95	0.3	*A*
SB	L	19	17	88	3.9	*A*
	T	231	233	101	2.3	*A*
	Subtotal	250	250	100	2.4	*A*
WB	***L***	***2***	***2***	***100***	***5.9***	***A***
	T	24	25	106	0.7	*A*
	R	39	38	97	3.9	*A*
	Subtotal	65	65	100	2.7	*A*
Total		447	440	98	1.9	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.1	1.4	0.0	0.0	0.0
Total Delay (hr)	0.3	0.7	0.3	0.5	0.6	0.1	2.2	0.6	0.0	0.2	1.6	0.1
Total Del/Veh (s)	32.3	4.5	6.5	27.6	20.2	6.6	18.2	5.0	2.1	11.4	7.6	6.7
Vehicles Entered	34	518	186	64	112	77	436	402	69	49	776	53
Vehicles Exited	34	519	185	64	112	77	435	400	69	49	771	53
Hourly Exit Rate	34	519	185	64	112	77	435	400	69	49	771	53
Input Volume	35	515	181	65	112	75	445	411	70	50	770	55
% of Volume	96	101	102	99	100	103	98	97	99	98	100	97

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	7.3
Total Del/Veh (s)	9.4
Vehicles Entered	2776
Vehicles Exited	2768
Hourly Exit Rate	2768
Input Volume	2782
% of Volume	99

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.2	0.1	0.0	0.0
Denied Del/Veh (s)	1.0	0.4	1.3	1.7	1.5	1.6	1.6	0.4	0.7	3.2	0.2	3.2
Total Delay (hr)	0.0	1.8	0.2	8.5	0.7	0.0	1.3	0.2	2.6	1.3	0.2	0.0
Total Del/Veh (s)	15.8	18.1	9.6	46.9	7.0	5.3	69.3	52.6	10.0	66.5	50.1	4.0
Vehicles Entered	5	356	90	634	358	29	68	13	921	67	15	10
Vehicles Exited	5	353	89	635	358	29	69	13	920	67	15	10
Hourly Exit Rate	5	353	89	635	358	29	69	13	920	67	15	10
Input Volume	5	355	90	626	355	30	70	15	935	70	15	10
% of Volume	100	100	99	101	101	96	99	87	98	96	100	100

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	1.1
Total Delay (hr)	16.9
Total Del/Veh (s)	23.4
Vehicles Entered	2566
Vehicles Exited	2563
Hourly Exit Rate	2563
Input Volume	2575
% of Volume	100

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay (hr)	2.0	0.0	0.0	0.9	0.6	0.0	3.6
Total Del/Veh (s)	52.9	5.4	10.2	2.6	2.8	1.5	5.9
Vehicles Entered	136	16	15	1215	731	71	2184
Vehicles Exited	136	16	15	1214	731	71	2183
Hourly Exit Rate	136	16	15	1214	731	71	2183
Input Volume	140	15	15	1195	734	70	2170
% of Volume	97	107	100	102	100	102	101

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.0	2.0	0.1	2.3	3.7	0.6	3.7	2.4	0.3	0.2
Total Delay (hr)	7.6	3.0	0.0	0.3	3.1	0.2	0.4	2.0	0.6	2.0	0.8	0.3
Total Del/Veh (s)	47.7	11.9	1.7	27.4	24.5	7.4	47.9	48.8	13.9	47.7	37.3	3.2
Vehicles Entered	561	889	18	37	443	86	32	148	143	146	75	330
Vehicles Exited	562	890	18	37	444	86	33	148	143	145	75	330
Hourly Exit Rate	562	890	18	37	444	86	33	148	143	145	75	330
Input Volume	550	885	20	35	446	90	35	145	140	145	75	323
% of Volume	102	101	89	105	100	96	94	102	102	100	100	102

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.6
Total Delay (hr)	20.2
Total Del/Veh (s)	24.6
Vehicles Entered	2908
Vehicles Exited	2911
Hourly Exit Rate	2911
Input Volume	2890
% of Volume	101

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	2.2	0.2	1.8	0.3	0.1	0.5	0.0	0.0	0.0	0.9	0.3	0.4
Total Delay (hr)	0.2	0.2	0.0	0.1	0.7	0.2	0.0	0.1	0.0	0.1	1.0	0.0
Total Del/Veh (s)	30.7	19.7	7.1	24.1	29.1	7.9	6.8	1.1	0.5	7.2	4.8	3.8
Vehicles Entered	19	42	11	8	87	69	9	444	11	56	724	43
Vehicles Exited	20	41	11	8	88	69	9	444	11	57	725	43
Hourly Exit Rate	20	41	11	8	88	69	9	444	11	57	725	43
Input Volume	20	41	10	10	90	69	10	457	10	59	721	40
% of Volume	99	99	110	80	98	100	90	97	110	97	101	107

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	2.7
Total Del/Veh (s)	6.2
Vehicles Entered	1523
Vehicles Exited	1526
Hourly Exit Rate	1526
Input Volume	1538
% of Volume	99

6: Pony Express Parkway & Road 1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.3	0.5
Total Del/Veh (s)	18.8	4.6	1.5	1.2	4.3	1.5	1.6
Vehicles Entered	1	23	441	3	10	734	1212
Vehicles Exited	1	23	441	3	10	736	1214
Hourly Exit Rate	1	23	441	3	10	736	1214
Input Volume	2	20	457	2	10	732	1222
% of Volume	50	114	97	150	100	101	99

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.7	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.4	0.0	0.0	0.7	0.3	0.1	0.3	0.0	0.7	0.6	0.5
Total Del/Veh (s)	21.3	11.8	4.0	13.8	13.1	5.1	17.1	8.6	3.9	13.9	9.7	5.8
Vehicles Entered	115	110	16	10	203	191	15	137	9	189	225	322
Vehicles Exited	115	111	16	11	202	191	14	138	9	189	225	321
Hourly Exit Rate	115	111	16	11	202	191	14	138	9	189	225	321
Input Volume	115	107	15	10	200	198	15	145	10	187	226	320
% of Volume	100	104	107	110	101	96	93	95	90	101	100	100

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	4.4
Total Del/Veh (s)	10.2
Vehicles Entered	1542
Vehicles Exited	1542
Hourly Exit Rate	1542
Input Volume	1549
% of Volume	100

9: Road 2 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	3.9	0.3	0.2	4.0
Total Delay (hr)	0.0	0.2	0.0	0.0	0.2	0.0	0.1	0.0	0.1	0.2	0.0	0.1
Total Del/Veh (s)	4.5	2.3	1.6	3.7	1.8	1.1	9.3	8.7	4.9	10.0	7.6	4.8
Vehicles Entered	22	266	22	24	305	27	51	2	75	70	2	48
Vehicles Exited	22	268	22	24	305	26	51	2	75	70	2	48
Hourly Exit Rate	22	268	22	24	305	26	51	2	75	70	2	48
Input Volume	21	263	21	27	304	27	52	2	71	72	2	52
% of Volume	104	102	104	88	100	95	99	100	106	98	100	93

9: Road 2 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	0.9
Total Del/Veh (s)	3.6
Vehicles Entered	914
Vehicles Exited	915
Hourly Exit Rate	915
Input Volume	914
% of Volume	100

10: Road 3 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.0	3.9	0.3	0.1	4.0
Total Delay (hr)	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.2	0.0	0.1
Total Del/Veh (s)	4.0	2.2	1.5	3.8	1.1	0.6	10.3	11.1	5.9	11.6	10.0	4.6
Vehicles Entered	19	374	19	27	247	29	49	1	76	72	2	56
Vehicles Exited	19	374	19	27	248	29	50	1	76	72	2	57
Hourly Exit Rate	19	374	19	27	248	29	50	1	76	72	2	57
Input Volume	20	366	19	28	254	27	52	2	71	71	2	52
% of Volume	94	102	99	96	98	106	97	50	107	102	100	110

10: Road 3 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	1.0
Total Del/Veh (s)	3.5
Vehicles Entered	971
Vehicles Exited	974
Hourly Exit Rate	974
Input Volume	964
% of Volume	101

11: Road 4 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.4	3.9	0.2	0.3	4.0
Total Delay (hr)	0.0	0.2	0.0	0.0	0.1	0.0	0.2	0.0	0.1	0.2	0.0	0.1
Total Del/Veh (s)	2.8	1.6	0.9	5.0	1.7	1.2	12.6	9.7	6.9	13.2	22.2	4.4
Vehicles Entered	19	480	23	26	208	30	46	2	70	68	1	49
Vehicles Exited	19	479	23	26	208	30	46	2	70	68	1	50
Hourly Exit Rate	19	479	23	26	208	30	46	2	70	68	1	50
Input Volume	19	470	19	28	210	28	50	2	72	72	2	50
% of Volume	99	102	119	92	99	106	92	100	98	95	50	101

11: Road 4 & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	1.0
Total Del/Veh (s)	3.5
Vehicles Entered	1022
Vehicles Exited	1022
Hourly Exit Rate	1022
Input Volume	1022
% of Volume	100

12: Pony Express Parkway & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.2	0.0	0.1	0.2	0.4	0.3	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	1.8	0.3	1.7	1.9	0.4	2.0	2.5	2.1	3.9	0.8	0.0	0.8
Total Delay (hr)	2.7	2.8	0.4	1.0	9.1	1.0	14.8	4.0	0.3	4.0	4.0	1.5
Total Del/Veh (s)	62.8	18.4	4.1	47.4	36.7	8.5	85.2	24.9	7.5	53.0	29.6	20.7
Vehicles Entered	152	547	338	77	880	407	615	563	132	267	470	249
Vehicles Exited	152	548	337	76	881	407	604	567	132	267	468	250
Hourly Exit Rate	152	548	337	76	881	407	604	567	132	267	468	250
Input Volume	150	557	328	75	859	406	622	554	130	268	471	250
% of Volume	102	98	103	102	103	100	97	102	101	100	99	100

12: Pony Express Parkway & Airport Road Performance by movement

Movement	All
Denied Delay (hr)	1.7
Denied Del/Veh (s)	1.3
Total Delay (hr)	45.6
Total Del/Veh (s)	34.3
Vehicles Entered	4697
Vehicles Exited	4689
Hourly Exit Rate	4689
Input Volume	4670
% of Volume	100

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.1	0.9	3.5	0.7	3.4	0.1	0.0	0.4	0.3	0.1	0.1
Total Delay (hr)	1.4	0.4	0.0	0.1	0.6	0.6	0.2	2.9	0.0	1.7	1.0	0.1
Total Del/Veh (s)	35.0	26.0	5.8	30.1	26.1	9.7	16.6	12.2	10.1	26.8	9.1	2.9
Vehicles Entered	146	58	18	14	86	222	36	832	16	218	377	131
Vehicles Exited	145	58	18	14	85	222	35	835	16	216	377	131
Hourly Exit Rate	145	58	18	14	85	222	35	835	16	216	377	131
Input Volume	145	60	20	15	85	220	35	835	15	215	385	130
% of Volume	100	97	89	93	100	101	99	100	107	100	98	101

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	9.1
Total Del/Veh (s)	14.9
Vehicles Entered	2154
Vehicles Exited	2152
Hourly Exit Rate	2152
Input Volume	2161
% of Volume	100

14: Airport Road & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.1	0.7	3.8	0.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.6	0.3	0.0	0.0	0.3	0.1	0.0	2.4	0.0	0.1	0.7	0.1
Total Del/Veh (s)	36.9	28.4	5.6	28.8	31.0	12.0	12.6	12.9	5.7	18.7	7.8	5.3
Vehicles Entered	154	40	5	5	29	43	3	664	5	25	328	57
Vehicles Exited	154	40	5	6	30	43	3	662	5	25	329	57
Hourly Exit Rate	154	40	5	6	30	43	3	662	5	25	329	57
Input Volume	158	40	5	5	30	40	5	662	5	25	335	60
% of Volume	98	99	100	120	99	107	60	100	100	99	98	95

14: Airport Road & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	5.8
Total Del/Veh (s)	15.1
Vehicles Entered	1358
Vehicles Exited	1359
Hourly Exit Rate	1359
Input Volume	1371
% of Volume	99

15: Airport Road & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.3	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	4.4	1.0	0.0	0.1	0.4	0.1	0.1	0.7	0.0	0.2	0.4	0.3
Total Del/Veh (s)	35.0	21.1	5.1	22.6	18.7	3.5	19.4	14.7	3.4	18.7	14.1	5.2
Vehicles Entered	445	168	5	11	75	56	13	173	12	40	101	174
Vehicles Exited	444	167	5	11	75	56	13	172	12	40	102	174
Hourly Exit Rate	444	167	5	11	75	56	13	172	12	40	102	174
Input Volume	444	166	5	10	75	55	15	174	10	40	106	175
% of Volume	100	101	100	110	100	102	87	99	120	99	97	100

15: Airport Road & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	7.6
Total Del/Veh (s)	21.2
Vehicles Entered	1273
Vehicles Exited	1271
Hourly Exit Rate	1271
Input Volume	1273
% of Volume	100

16: Airport Road & South Collector Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.8	0.2	3.9	0.1	0.0	0.0	0.5
Total Delay (hr)	0.3	0.0	0.0	0.0	0.1	0.0	0.4
Total Del/Veh (s)	6.1	2.2	1.2	0.3	3.8	2.4	4.0
Vehicles Entered	146	4	6	51	58	59	324
Vehicles Exited	146	5	6	51	59	59	326
Hourly Exit Rate	146	5	6	51	59	59	326
Input Volume	148	5	5	50	60	60	328
% of Volume	99	100	120	103	98	99	99

17: Pony Express Parkway & South Collector Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Total Del/Veh (s)	5.9	0.7	3.9	0.3	0.3	3.9	2.3	1.9
Vehicles Entered	2	25	38	122	3	18	232	440
Vehicles Exited	2	25	38	122	3	17	233	440
Hourly Exit Rate	2	25	38	122	3	17	233	440
Input Volume	2	24	39	130	2	19	231	447
% of Volume	100	106	97	94	150	88	101	98

Total Network Performance

Denied Delay (hr)	4.4
Denied Del/Veh (s)	1.5
Total Delay (hr)	163.0
Total Del/Veh (s)	50.7
Vehicles Entered	10738
Vehicles Exited	10710
Hourly Exit Rate	10710
Input Volume	73091
% of Volume	15

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	L	T	T	R	L
Maximum Queue (ft)	71	89	101	92	113	52	135	158	80	98	43	73
Average Queue (ft)	23	26	35	39	47	22	62	99	30	32	11	24
95th Queue (ft)	54	65	76	78	91	46	117	142	65	73	32	58
Link Distance (ft)		2919	2919		2736				835	835		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200		100	350	350			100	200
Storage Blk Time (%)					1	0				0		
Queuing Penalty (veh)					1	0				0		

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	127	134	60
Average Queue (ft)	61	69	24
95th Queue (ft)	105	114	51
Link Distance (ft)	1211	1211	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	T	R	L	T
Maximum Queue (ft)	31	306	100	340	346	175	32	154	45	126	124	56
Average Queue (ft)	4	149	31	201	211	48	4	64	10	2	58	10
95th Queue (ft)	20	269	76	295	304	123	21	122	34	68	112	36
Link Distance (ft)		2174				2301			1093	1093		1523
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		290	500	500		200	200			150	
Storage Blk Time (%)		3				0		0			0	
Queuing Penalty (veh)		3				0		0			0	

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	SB
Directions Served	R
Maximum Queue (ft)	20
Average Queue (ft)	5
95th Queue (ft)	18
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	T	T	T	R
Maximum Queue (ft)	201	32	38	76	92	104	89	102	95	33
Average Queue (ft)	105	10	10	16	25	37	20	25	32	8
95th Queue (ft)	171	31	33	54	73	88	63	74	84	29
Link Distance (ft)		518		1213	1213	1213	572	572	572	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		85							100
Storage Blk Time (%)	4		0	0					0	
Queuing Penalty (veh)	1		0	0					0	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	298	330	279	247	29	75	195	188	84	79	192	155
Average Queue (ft)	174	197	110	124	4	28	111	98	31	24	96	70
95th Queue (ft)	269	287	221	214	20	64	175	169	65	60	165	143
Link Distance (ft)			1746	1746	1746		1730	1730			572	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				300			300	100		60
Storage Blk Time (%)	1	4	0							0	33	8
Queuing Penalty (veh)	6	16	1							0	81	8

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	201	109
Average Queue (ft)	103	48
95th Queue (ft)	176	95
Link Distance (ft)		1623
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	350	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	B46
Directions Served	L	T	R	L	T	R	L	TR	L	TR	
Maximum Queue (ft)	58	76	30	36	113	72	27	7	41	18	4
Average Queue (ft)	18	29	9	7	51	34	4	0	15	1	0
95th Queue (ft)	48	60	31	29	93	60	19	5	37	10	5
Link Distance (ft)		1739			4889			687		2686	835
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150		150	150		150	150		150		
Storage Blk Time (%)					0						
Queuing Penalty (veh)					0						

Intersection: 6: Pony Express Parkway & Road 1

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	23	40	31
Average Queue (ft)	2	16	4
95th Queue (ft)	12	42	20
Link Distance (ft)	207	207	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	116	90	22	33	143	86	40	95	137	126	125
Average Queue (ft)	53	35	6	7	64	45	10	35	63	51	51
95th Queue (ft)	95	71	20	28	114	75	32	74	110	103	93
Link Distance (ft)		2320			1135			1179		861	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		150	150		150	150		150		100
Storage Blk Time (%)					0				0	1	0
Queuing Penalty (veh)					0				1	4	2

Intersection: 9: Road 2 & 3400 North

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	TR	LT	R	LT	R
Maximum Queue (ft)	31	24	1	65	70	66	58
Average Queue (ft)	5	5	0	28	33	34	27
95th Queue (ft)	22	21	1	55	56	59	52
Link Distance (ft)			1743	527		448	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100	100			100		100
Storage Blk Time (%)				0	0	0	0
Queuing Penalty (veh)				0	0	0	0

Intersection: 10: Road 3 & 3400 North

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LT	R	LT	R
Maximum Queue (ft)	25	2	33	59	67	86	64
Average Queue (ft)	4	0	8	30	34	35	30
95th Queue (ft)	19	2	27	56	58	69	54
Link Distance (ft)		1743		455		460	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		100		100
Storage Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	

Intersection: 11: Road 4 & 3400 North

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LT	R	LT	R
Maximum Queue (ft)	24	2	34	71	69	77	59
Average Queue (ft)	3	0	10	28	33	36	28
95th Queue (ft)	16	2	30	60	58	67	52
Link Distance (ft)		794		344		637	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		100		100
Storage Blk Time (%)				0	0	0	
Queuing Penalty (veh)				0	0	0	

Intersection: 12: Pony Express Parkway & Airport Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	T	L	T	T	R	L	L	T	T
Maximum Queue (ft)	125	148	179	171	252	390	366	145	462	430	251	217
Average Queue (ft)	45	82	99	81	55	213	200	67	265	249	141	95
95th Queue (ft)	98	126	156	143	143	322	312	123	470	452	322	198
Link Distance (ft)			1920	1920		1581	1581				1225	1225
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	600	600			300			600	700	700		
Storage Blk Time (%)				0	0	2			0	0	0	
Queuing Penalty (veh)				0	0	2			0	0	0	

Intersection: 12: Pony Express Parkway & Airport Road

Movement	NB	NB	SB	SB	SB	SB	SB	SB	B21
Directions Served	T	R	L	L	T	T	T	R	T
Maximum Queue (ft)	140	93	172	186	129	137	147	216	4
Average Queue (ft)	60	40	86	105	68	74	83	91	0
95th Queue (ft)	114	76	143	156	111	120	132	168	4
Link Distance (ft)	1225				2944	2944	2944		1213
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		300	300	300				600	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 13: Airport Road & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	179	110	30	49	123	143	52	160	170	192	176	55
Average Queue (ft)	83	33	8	13	49	64	16	52	68	89	61	16
95th Queue (ft)	149	80	25	40	98	112	42	115	137	155	130	40
Link Distance (ft)		2059			1264			3072			3501	3501
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		100	200		100	200		300	200		
Storage Blk Time (%)	0	0			2	2		0		0	0	
Queuing Penalty (veh)	0	0			4	2		0		1	0	

Intersection: 14: Airport Road & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	190	83	21	31	71	69	44	316	52	47	135	33
Average Queue (ft)	91	23	3	4	19	20	3	138	2	13	36	5
95th Queue (ft)	153	60	14	20	53	50	32	256	30	39	99	21
Link Distance (ft)		4889			1116			1678			3072	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		100	200		100	200		100	200		100
Storage Blk Time (%)	0	0			0	0		8			1	
Queuing Penalty (veh)	0	0			0	0		1			1	

Intersection: 15: Airport Road & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	299	439	21	33	99	53	43	137	26	69	96	84
Average Queue (ft)	212	102	2	6	30	16	8	54	3	19	31	28
95th Queue (ft)	312	272	12	25	72	37	30	113	16	51	77	64
Link Distance (ft)		943			797			1138			1678	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		100	200		100	200		100	200		100
Storage Blk Time (%)	15	3			0	0		2			0	0
Queuing Penalty (veh)	25	12			0	0		0			1	0

Intersection: 16: Airport Road & South Collector

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	82	29	13
Average Queue (ft)	42	4	0
95th Queue (ft)	69	21	6
Link Distance (ft)		4841	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Pony Express Parkway & South Collector

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	27	63	33
Average Queue (ft)	1	23	2
95th Queue (ft)	12	51	15
Link Distance (ft)		4841	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 175

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	399	398	100	29.5	C
	T	600	583	97	7.5	A
	R	80	80	100	3.6	A
	Subtotal	1,079	1,061	98	15.5	B
SB	L	115	116	101	17.0	B
	T	1,735	1,731	100	13.0	B
	R	160	156	98	9.0	A
	Subtotal	2,010	2,003	100	12.9	B
EB	L	150	133	89	42.8	D
	T	816	735	90	9.9	A
	R	552	501	91	19.2	B
	Subtotal	1,518	1,369	90	16.5	B
WB	L	135	133	98	69.9	E
	T	100	96	96	30.9	C
	R	160	155	97	9.5	A
	Subtotal	395	384	97	35.8	D
Total		5,001	4,817	96	16.4	B

Intersection: Eagle Mountain Boulevard & SR-73
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	130	96	114.4	F
	T	20	21	104	61.8	E
	R	984	965	98	10.2	B
	Subtotal	1,139	1,116	98	23.3	C
SB	L	35	34	96	70.2	E
	T	20	19	94	60.3	E
	R	5	6	120	5.9	A
	Subtotal	60	59	98	60.5	E
EB	L	10	9	90	48.1	D
	T	520	523	101	54.4	D
	R	135	139	103	29.8	C
	Subtotal	665	671	101	49.2	D
WB	L	1,362	1,210	89	48.3	D
	T	475	432	91	13.0	B
	R	75	68	91	11.0	B
	Subtotal	1,912	1,710	89	37.9	D
Total		3,777	3,556	94	36.1	D

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Lone Tree Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	200	203	102	50.1	D
	R	15	16	107	11.9	B
	Subtotal	215	219	102	47.3	D
NE	L	45	44	97	58.5	E
	T	1,454	1,445	99	5.9	A
	Subtotal	1,499	1,489	99	7.5	A
SW	T	2,062	2,076	101	5.9	A
	R	245	256	105	4.4	A
	Subtotal	2,307	2,332	101	5.7	A
Total		4,020	4,040	100	8.6	A

Intersection: Ranches Parkway & Pony Express Parkway
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	56	94	89.0	F
	T	135	132	98	65.9	E
	R	100	98	98	23.5	C
	Subtotal	295	286	97	55.9	E
SB	L	250	240	96	180.7	F
	T	240	238	99	77.9	E
	R	931	948	102	10.5	B
	Subtotal	1,421	1,426	100	50.4	D
EB	L	500	493	99	84.7	F
	T	1,124	1,120	100	19.0	B
	R	40	44	109	4.4	A
	Subtotal	1,664	1,657	100	38.2	D
WB	L	215	211	98	57.7	E
	T	1,316	1,323	101	40.4	D
	R	210	214	102	12.7	B
	Subtotal	1,741	1,748	100	39.1	D
Total		5,121	5,117	100	43.2	D

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & North Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	90	8.2	*A*
	T	429	417	97	1.1	*A*
	R	10	10	100	0.6	*A*
	Subtotal	449	436	97	1.2	*A*
SB	L	88	85	97	9.8	*A*
	T	1,459	1,401	96	6.0	*A*
	R	40	36	89	6.5	*A*
	Subtotal	1,587	1,522	96	6.2	*A*
EB	***L***	***20***	***20***	***99***	***35.7***	***E***
	T	105	103	98	36.6	*E*
	R	10	12	120	9.8	*A*
	Subtotal	135	135	100	34.1	*D*
WB	L	10	10	100	32.8	*D*
	T	144	146	101	18.4	*C*
	R	56	50	90	8.3	*A*
	Subtotal	210	206	98	16.6	*C*
Total		2,382	2,299	97	7.9	*A*

Intersection: Pony Express Parkway & Road 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	434	420	97	1.5	*A*
	Subtotal	434	420	97	1.5	*A*
SB	***L***	***30***	***29***	***96***	***4.3***	***A***
	T	879	836	95	1.4	*A*
	Subtotal	909	865	95	1.5	*A*
WB	R	15	16	107	4.2	*A*
	Subtotal	15	16	107	4.2	*A*
Total		1,358	1,301	96	1.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & 3400 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	100	16.3	*B*
	T	147	145	99	9.3	*A*
	R	10	10	100	4.6	*A*
	Subtotal	172	170	99	9.6	*A*
SB	L	305	284	93	15.1	*B*
	T	254	244	96	10.5	*B*
	R	320	304	95	5.8	*A*
	Subtotal	879	832	95	10.4	*B*
EB	L	115	109	95	21.9	*C*
	T	235	244	104	15.0	*B*
	R	15	16	107	4.7	*A*
	Subtotal	365	369	101	16.6	*B*
WB	L	10	9	90	19.7	*B*
	T	172	170	99	14.5	*B*
	R	172	167	97	5.1	*A*
	Subtotal	354	346	98	10.1	*A*
Total		1,770	1,717	97	11.6	*B*

Intersection: Road 2 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***43***	***43***	***99***	***15.2***	***C***
	R	59	57	97	6.0	*A*
	Subtotal	102	100	98	10.0	*A*
SB	L	59	59	100	14.7	*B*
	R	43	41	95	4.8	*A*
	Subtotal	102	100	98	10.6	*B*
EB	L	61	58	95	5.7	*A*
	T	429	419	98	3.4	*A*
	R	61	60	99	2.3	*A*
	Subtotal	551	537	97	3.5	*A*
WB	L	85	81	95	6.3	*A*
	T	268	263	98	2.9	*A*
	R	85	85	100	1.9	*A*
	Subtotal	438	429	98	3.3	*A*
Total		1,193	1,166	98	4.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Road 3 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***42***	***43***	***102***	***17.0***	***C***
	R	59	62	106	5.9	*A*
	Subtotal	101	105	104	10.4	*B*
SB	L	60	57	95	16.4	*C*
	R	42	44	104	5.4	*A*
	Subtotal	102	101	99	11.6	*B*
EB	L	61	59	97	5.5	*A*
	T	424	413	97	3.1	*A*
	R	61	60	99	2.1	*A*
	Subtotal	546	532	97	3.3	*A*
WB	L	85	82	96	4.8	*A*
	T	354	346	98	2.2	*A*
	R	85	86	101	1.2	*A*
	Subtotal	524	514	98	2.4	*A*
Total		1,273	1,252	98	4.2	*A*

Intersection: Road 4 & 3400 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	42	99	19.5	*C*
	R	59	57	97	6.5	*A*
	Subtotal	101	99	98	12.0	*B*
SB	***L***	***59***	***55***	***94***	***25.4***	***D***
	R	42	42	99	5.9	*A*
	Subtotal	101	97	96	17.0	*C*
EB	L	61	58	95	5.7	*A*
	T	422	415	98	2.1	*A*
	R	60	61	102	1.2	*A*
	Subtotal	543	534	98	2.4	*A*
WB	L	84	84	100	5.5	*A*
	T	442	434	98	2.5	*A*
	R	84	85	101	1.4	*A*
	Subtotal	610	603	99	2.8	*A*
Total		1,355	1,333	98	4.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Pony Express Parkway & Airport Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	510	494	97	76.1	*E*
	T	795	778	98	50.0	*D*
	R	200	189	94	29.1	*C*
	Subtotal	1,505	1,461	97	56.1	*E*
SB	L	563	560	100	108.5	*F*
	T	1,175	1,182	101	48.8	*D*
	R	150	153	102	16.8	*B*
	Subtotal	1,888	1,895	100	63.9	*E*
EB	L	300	297	99	82.3	*F*
	T	1,184	1,166	98	39.4	*D*
	R	886	881	99	19.1	*B*
	Subtotal	2,370	2,344	99	37.2	*D*
WB	L	60	50	84	582.5	*F*
	T	638	639	100	45.3	*D*
	R	404	418	103	13.8	*B*
	Subtotal	1,102	1,107	100	57.7	*E*
Total		6,864	6,807	99	53.5	*D*

Intersection: Airport Road & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	23	91	51.1	*D*
	T	672	656	98	11.8	*B*
	R	15	15	100	9.9	*A*
	Subtotal	712	694	97	13.1	*B*
SB	L	315	311	99	30.0	*C*
	T	1,037	1,035	100	20.3	*C*
	R	235	233	99	6.0	*A*
	Subtotal	1,587	1,579	99	20.1	*C*
EB	L	95	89	94	48.8	*D*
	T	240	229	95	20.9	*C*
	R	50	48	96	24.6	*C*
	Subtotal	385	366	95	28.2	*C*
WB	L	15	15	100	40.5	*D*
	T	80	78	98	37.9	*D*
	R	130	131	101	7.0	*A*
	Subtotal	225	224	100	20.0	*B*
Total		2,910	2,863	98	19.5	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & North Collector
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	23.5	C
	T	538	522	97	9.5	A
	R	5	6	120	4.0	A
	Subtotal	548	533	97	9.6	A
SB	L	70	65	93	22.3	C
	T	852	855	100	15.2	B
	R	180	175	97	11.7	B
	Subtotal	1,102	1,095	99	15.1	B
EB	L	124	122	98	44.0	D
	T	74	72	98	26.1	C
	R	5	5	100	15.4	B
	Subtotal	203	199	98	36.8	D
WB	L	5	4	80	46.4	D
	T	25	25	99	35.2	D
	R	30	33	109	8.1	A
	Subtotal	60	62	103	21.5	C
Total		1,913	1,889	99	16.0	B

Intersection: Airport Road & 3400 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	100	27.3	C
	T	138	131	95	10.6	B
	R	10	11	110	2.3	A
	Subtotal	163	157	96	11.6	B
SB	L	85	85	100	21.5	C
	T	224	223	99	19.0	B
	R	528	526	100	12.1	B
	Subtotal	837	834	100	14.9	B
EB	L	370	362	98	36.4	D
	T	165	158	96	25.5	C
	R	5	5	100	5.2	A
	Subtotal	540	525	97	32.8	C
WB	L	10	9	90	33.7	C
	T	65	59	91	23.5	C
	R	40	40	99	3.5	A
	Subtotal	115	108	94	16.9	B
Total		1,656	1,624	98	20.5	C

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Ault Farms TIS
Analysis Period: *Future (2040) Plus Project PM*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1681*

Intersection: Airport Road & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	1.9	*A*
	T	40	41	102	0.2	*A*
	Subtotal	45	45	100	0.4	*A*
SB	***T***	***66***	***65***	***99***	***6.5***	***A***
	R	174	173	100	3.8	*A*
	Subtotal	240	238	99	4.5	*A*
EB	L	123	116	94	6.3	*A*
	R	5	6	120	3.2	*A*
	Subtotal	128	122	95	6.1	*A*
Total		413	405	98	4.6	*A*

Intersection: Pony Express Parkway & South Collector
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	130	134	103	0.4	*A*
	Subtotal	130	134	103	0.4	*A*
SB	L	49	46	94	4.3	*A*
	T	231	226	98	2.5	*A*
	Subtotal	280	272	97	2.8	*A*
WB	***T***	***138***	***139***	***101***	***1.5***	***A***
	R	41	38	92	4.6	*A*
	Subtotal	179	177	99	2.2	*A*
Total		589	583	99	2.0	*A*

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.1	0.5	1.8	0.1	1.8	0.0	0.0	0.0
Total Delay (hr)	1.6	2.0	2.7	2.7	0.9	0.4	3.3	1.2	0.1	0.6	6.3	0.4
Total Del/Veh (s)	42.8	9.9	19.2	69.9	30.9	9.5	29.5	7.5	3.6	17.0	13.0	9.0
Vehicles Entered	134	734	500	133	97	154	399	584	80	115	1731	156
Vehicles Exited	133	735	501	133	96	155	398	583	80	116	1731	156
Hourly Exit Rate	133	735	501	133	96	155	398	583	80	116	1731	156
Input Volume	150	816	552	135	100	160	399	600	80	115	1735	160
% of Volume	89	90	91	98	96	97	100	97	100	101	100	98

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	22.2
Total Del/Veh (s)	16.4
Vehicles Entered	4817
Vehicles Exited	4817
Hourly Exit Rate	4817
Input Volume	5001
% of Volume	96

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.1	106.3	37.7	6.1	0.1	0.0	0.2	0.0	0.0	0.0
Denied Del/Veh (s)	1.2	0.7	1.4	276.0	274.0	277.1	1.7	0.4	0.8	3.4	0.2	3.9
Total Delay (hr)	0.1	8.2	1.2	16.9	1.6	0.2	4.3	0.4	2.8	0.7	0.3	0.0
Total Del/Veh (s)	48.1	54.4	29.8	48.3	13.0	11.0	114.4	61.8	10.2	70.2	60.3	5.9
Vehicles Entered	9	525	140	1209	432	68	132	21	968	34	19	6
Vehicles Exited	9	523	139	1210	432	68	130	21	965	34	19	6
Hourly Exit Rate	9	523	139	1210	432	68	130	21	965	34	19	6
Input Volume	10	520	135	1362	475	75	135	20	984	35	20	5
% of Volume	90	101	103	89	91	91	96	104	98	96	94	120

2: Eagle Mountain Boulevard & SR-73 Performance by movement

Movement	All
Denied Delay (hr)	150.6
Denied Del/Veh (s)	142.0
Total Delay (hr)	36.6
Total Del/Veh (s)	36.1
Vehicles Entered	3563
Vehicles Exited	3556
Hourly Exit Rate	3556
Input Volume	3777
% of Volume	94

3: Pony Express Parkway & Lone Tree Parkway Performance by movement

Movement	EBL	EBR	NEL	NET	SWT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.8	0.1	0.7	2.4	3.4	0.3	9.8
Total Del/Veh (s)	50.1	11.9	58.5	5.9	5.9	4.4	8.6
Vehicles Entered	202	17	44	1451	2075	255	4044
Vehicles Exited	203	16	44	1445	2076	256	4040
Hourly Exit Rate	203	16	44	1445	2076	256	4040
Input Volume	200	15	45	1454	2062	245	4020
% of Volume	102	107	97	99	101	105	100

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.2	0.1	0.1	0.0	0.1	0.1	0.0	0.2
Denied Del/Veh (s)	0.4	0.0	0.0	1.8	0.5	1.6	3.7	0.6	3.7	2.1	0.7	0.7
Total Delay (hr)	11.9	6.1	0.1	3.4	15.3	0.8	1.4	2.5	0.6	12.9	5.3	2.8
Total Del/Veh (s)	84.7	19.0	4.4	57.7	40.4	12.7	89.0	65.9	23.5	180.7	77.9	10.5
Vehicles Entered	492	1125	44	212	1328	214	57	132	98	247	240	950
Vehicles Exited	493	1120	44	211	1323	214	56	132	98	240	238	948
Hourly Exit Rate	493	1120	44	211	1323	214	56	132	98	240	238	948
Input Volume	500	1124	40	215	1316	210	60	135	100	250	240	931
% of Volume	99	100	109	98	101	102	94	98	98	96	99	102

4: Ranches Parkway & Pony Express Parkway Performance by movement

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.7
Total Delay (hr)	63.0
Total Del/Veh (s)	43.2
Vehicles Entered	5139
Vehicles Exited	5117
Hourly Exit Rate	5117
Input Volume	5121
% of Volume	100

5: Pony Express Parkway & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.1	0.2	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	1.1	0.0	0.1	0.8	0.1	0.0	0.1	0.0	0.2	2.4	0.1
Total Del/Veh (s)	35.7	36.6	9.8	32.8	18.4	8.3	8.2	1.1	0.6	9.8	6.0	6.5
Vehicles Entered	20	104	12	10	146	49	9	417	10	85	1405	36
Vehicles Exited	20	103	12	10	146	50	9	417	10	85	1401	36
Hourly Exit Rate	20	103	12	10	146	50	9	417	10	85	1401	36
Input Volume	20	105	10	10	144	56	10	429	10	88	1459	40
% of Volume	99	98	120	100	101	90	90	97	100	97	96	89

5: Pony Express Parkway & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	5.1
Total Del/Veh (s)	7.9
Vehicles Entered	2303
Vehicles Exited	2299
Hourly Exit Rate	2299
Input Volume	2382
% of Volume	97

6: Pony Express Parkway & Road 1 Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.0	0.3	0.6
Total Del/Veh (s)	4.2	1.5	4.3	1.4	1.6
Vehicles Entered	16	421	29	836	1302
Vehicles Exited	16	420	29	836	1301
Hourly Exit Rate	16	420	29	836	1301
Input Volume	15	434	30	879	1358
% of Volume	107	97	96	95	96

7: Pony Express Parkway & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.5	0.4	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	1.0	0.0	0.0	0.7	0.2	0.1	0.4	0.0	1.2	0.7	0.5
Total Del/Veh (s)	21.9	15.0	4.7	19.7	14.5	5.1	16.3	9.3	4.6	15.1	10.5	5.8
Vehicles Entered	108	243	16	9	170	168	15	147	10	286	246	305
Vehicles Exited	109	244	16	9	170	167	15	145	10	284	244	304
Hourly Exit Rate	109	244	16	9	170	167	15	145	10	284	244	304
Input Volume	115	235	15	10	172	172	15	147	10	305	254	320
% of Volume	95	104	107	90	99	97	100	99	100	93	96	95

7: Pony Express Parkway & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	5.6
Total Del/Veh (s)	11.6
Vehicles Entered	1723
Vehicles Exited	1717
Hourly Exit Rate	1717
Input Volume	1770
% of Volume	97

9: Road 2 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	4.0	0.2	3.9	0.4
Total Delay (hr)	0.1	0.4	0.0	0.1	0.2	0.0	0.2	0.1	0.2	0.1	1.5
Total Del/Veh (s)	5.7	3.4	2.3	6.3	2.9	1.9	15.2	6.0	14.7	4.8	4.6
Vehicles Entered	58	420	60	82	264	86	43	56	59	42	1170
Vehicles Exited	58	419	60	81	263	85	43	57	59	41	1166
Hourly Exit Rate	58	419	60	81	263	85	43	57	59	41	1166
Input Volume	61	429	61	85	268	85	43	59	59	43	1193
% of Volume	95	98	99	95	98	100	99	97	100	95	98

10: Road 3 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.9	0.2	4.0	0.4
Total Delay (hr)	0.1	0.4	0.0	0.1	0.2	0.0	0.2	0.1	0.3	0.1	1.5
Total Del/Veh (s)	5.5	3.1	2.1	4.8	2.2	1.2	17.0	5.9	16.4	5.4	4.2
Vehicles Entered	60	414	60	82	346	86	43	63	58	44	1256
Vehicles Exited	59	413	60	82	346	86	43	62	57	44	1252
Hourly Exit Rate	59	413	60	82	346	86	43	62	57	44	1252
Input Volume	61	424	61	85	354	85	42	59	60	42	1273
% of Volume	97	97	99	96	98	101	102	106	95	104	98

11: Road 4 & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	4.0	0.2	4.0	0.3
Total Delay (hr)	0.1	0.2	0.0	0.1	0.3	0.0	0.2	0.1	0.4	0.1	1.6
Total Del/Veh (s)	5.7	2.1	1.2	5.5	2.5	1.4	19.5	6.5	25.4	5.9	4.3
Vehicles Entered	58	414	61	84	433	85	42	57	55	42	1331
Vehicles Exited	58	415	61	84	434	85	42	57	55	42	1333
Hourly Exit Rate	58	415	61	84	434	85	42	57	55	42	1333
Input Volume	61	422	60	84	442	84	42	59	59	42	1355
% of Volume	95	98	102	100	98	101	99	97	94	99	98

12: Pony Express Parkway & Airport Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.5	0.6	0.0	0.1	0.3	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	2.3	1.6	2.4	2.5	0.4	2.4	0.1	0.1	1.4	0.0	0.0	0.0
Total Delay (hr)	7.0	12.9	4.7	10.7	8.1	1.6	10.9	11.1	1.5	18.0	16.7	0.7
Total Del/Veh (s)	82.3	39.4	19.1	582.5	45.3	13.8	76.1	50.0	29.1	108.5	48.8	16.8
Vehicles Entered	298	1166	879	60	641	418	498	780	189	568	1183	153
Vehicles Exited	297	1166	881	50	639	418	494	778	189	560	1182	153
Hourly Exit Rate	297	1166	881	50	639	418	494	778	189	560	1182	153
Input Volume	300	1184	886	60	638	404	510	795	200	563	1175	150
% of Volume	99	98	99	84	100	103	97	98	94	100	101	102

12: Pony Express Parkway & Airport Road Performance by movement

Movement	All
Denied Delay (hr)	1.8
Denied Del/Veh (s)	0.9
Total Delay (hr)	104.2
Total Del/Veh (s)	53.5
Vehicles Entered	6833
Vehicles Exited	6807
Hourly Exit Rate	6807
Input Volume	6864
% of Volume	99

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.5	3.5	0.2	0.0	0.1	0.5	0.3	0.3
Total Delay (hr)	1.2	1.4	0.3	0.2	0.8	0.3	0.3	2.2	0.0	2.7	6.0	0.4
Total Del/Veh (s)	48.8	20.9	24.6	40.5	37.9	7.0	51.1	11.8	9.9	30.0	20.3	6.0
Vehicles Entered	88	230	48	14	78	132	23	659	15	313	1037	233
Vehicles Exited	89	229	48	15	78	131	23	656	15	311	1035	233
Hourly Exit Rate	89	229	48	15	78	131	23	656	15	311	1035	233
Input Volume	95	240	50	15	80	130	25	672	15	315	1037	235
% of Volume	94	95	96	100	98	101	91	98	100	99	100	99

13: Airport Road & Eagle Mountain Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.4
Total Delay (hr)	15.8
Total Del/Veh (s)	19.5
Vehicles Entered	2870
Vehicles Exited	2863
Hourly Exit Rate	2863
Input Volume	2910
% of Volume	98

14: Airport Road & North Collector Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.1	0.2	3.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.6	0.5	0.0	0.1	0.2	0.1	0.0	1.4	0.0	0.4	3.7	0.6
Total Del/Veh (s)	44.0	26.1	15.4	46.4	35.2	8.1	23.5	9.5	4.0	22.3	15.2	11.7
Vehicles Entered	122	71	5	4	25	34	5	523	6	65	856	176
Vehicles Exited	122	72	5	4	25	33	5	522	6	65	855	175
Hourly Exit Rate	122	72	5	4	25	33	5	522	6	65	855	175
Input Volume	124	74	5	5	25	30	5	538	5	70	852	180
% of Volume	98	98	100	80	99	109	100	97	120	93	100	97

14: Airport Road & North Collector Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	8.6
Total Del/Veh (s)	16.0
Vehicles Entered	1892
Vehicles Exited	1889
Hourly Exit Rate	1889
Input Volume	1913
% of Volume	99

15: Airport Road & 3400 North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	3.7	1.1	0.0	0.1	0.4	0.0	0.1	0.4	0.0	0.5	1.2	1.8
Total Del/Veh (s)	36.4	25.5	5.2	33.7	23.5	3.5	27.3	10.6	2.3	21.5	19.0	12.1
Vehicles Entered	363	158	5	9	59	40	15	131	11	85	224	528
Vehicles Exited	362	158	5	9	59	40	15	131	11	85	223	526
Hourly Exit Rate	362	158	5	9	59	40	15	131	11	85	223	526
Input Volume	370	165	5	10	65	40	15	138	10	85	224	528
% of Volume	98	96	100	90	91	99	100	95	110	100	99	100

15: Airport Road & 3400 North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	9.4
Total Del/Veh (s)	20.5
Vehicles Entered	1628
Vehicles Exited	1624
Hourly Exit Rate	1624
Input Volume	1656
% of Volume	98

16: Airport Road & South Collector Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.2	4.3	0.1	0.0	0.0	0.2
Total Delay (hr)	0.2	0.0	0.0	0.0	0.1	0.2	0.5
Total Del/Veh (s)	6.3	3.2	1.9	0.2	6.5	3.8	4.6
Vehicles Entered	117	5	4	41	65	173	405
Vehicles Exited	116	6	4	41	65	173	405
Hourly Exit Rate	116	6	4	41	65	173	405
Input Volume	123	5	5	40	66	174	413
% of Volume	94	120	80	102	99	100	98

17: Pony Express Parkway & South Collector Performance by movement

Movement	WBT	WBR	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.2	0.3
Total Del/Veh (s)	1.5	4.6	0.4	4.3	2.5	2.0
Vehicles Entered	139	38	133	45	225	580
Vehicles Exited	139	38	134	46	226	583
Hourly Exit Rate	139	38	134	46	226	583
Input Volume	138	41	130	49	231	589
% of Volume	101	92	103	94	98	99

Total Network Performance

Denied Delay (hr)	154.6
Denied Del/Veh (s)	36.9
Total Delay (hr)	370.7
Total Del/Veh (s)	82.2
Vehicles Entered	14837
Vehicles Exited	14735
Hourly Exit Rate	14735
Input Volume	117588
% of Volume	13

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	L	T	T	R	L
Maximum Queue (ft)	191	189	325	233	214	112	168	214	120	142	54	102
Average Queue (ft)	85	83	144	107	59	41	88	126	58	60	15	50
95th Queue (ft)	154	152	272	199	149	83	148	182	107	114	41	87
Link Distance (ft)		2919	2919		2736				835	835		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200		100	350	350			100	200
Storage Blk Time (%)	1	0		4	1	0				1	0	
Queuing Penalty (veh)	1	0		10	3	0				1	0	

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard

Movement	SB	SB	SB	B18	B18	B18
Directions Served	T	T	R	T	T	T
Maximum Queue (ft)	277	279	140	110	40	7
Average Queue (ft)	169	182	48	4	0	0
95th Queue (ft)	243	263	109	112	0	5
Link Distance (ft)	1211	1211		1225	1225	1225
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			200			
Storage Blk Time (%)	3	5				
Queuing Penalty (veh)	3	8				

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	T	R	L	T
Maximum Queue (ft)	220	773	390	495	502	184	44	253	128	177	100	57
Average Queue (ft)	19	437	167	379	390	67	9	149	22	8	33	16
95th Queue (ft)	114	716	416	475	483	140	32	252	77	122	82	44
Link Distance (ft)		2174				2301			1093	1093		1523
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		290	500	500		200	200			150	
Storage Blk Time (%)		38		0	0	0		10	0		0	
Queuing Penalty (veh)		55		0	1	1		2	0		0	

Intersection: 2: Eagle Mountain Boulevard & SR-73

Movement	SB
Directions Served	R
Maximum Queue (ft)	23
Average Queue (ft)	3
95th Queue (ft)	16
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Pony Express Parkway & Lone Tree Parkway

Movement	EB	EB	NE	NE	NE	NE	SW	SW	SW	SW	B26	B29
Directions Served	L	R	L	T	T	T	T	T	T	R	T	T
Maximum Queue (ft)	236	164	124	184	199	212	217	230	234	199	3	4
Average Queue (ft)	131	17	40	54	80	89	104	106	113	46	0	0
95th Queue (ft)	207	83	90	148	180	182	204	205	212	131	3	4
Link Distance (ft)		518		1213	1213	1213	572	572	572		820	511
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		85							100		
Storage Blk Time (%)	9	0	3	2					6	0		
Queuing Penalty (veh)	1	0	11	1					15	0		

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	EB	EB	EB	EB	EB	B29	B28	B28	WB	WB	WB	WB
Directions Served	L	L	T	T	R	T	T	T	L	T	T	R
Maximum Queue (ft)	299	349	458	404	50	4	2	8	400	620	605	400
Average Queue (ft)	222	249	198	191	12	0	0	0	211	399	398	160
95th Queue (ft)	313	351	380	333	37	4	2	6	425	580	579	427
Link Distance (ft)			1746	1746	1746	1121	604	604		1730	1730	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250							300			300
Storage Blk Time (%)	5	15	2						1	19	19	
Queuing Penalty (veh)	29	85	10						8	42	40	

Intersection: 4: Ranches Parkway & Pony Express Parkway

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	R
Maximum Queue (ft)	136	215	158	448	904	295
Average Queue (ft)	55	103	67	334	393	56
95th Queue (ft)	115	181	148	526	931	491
Link Distance (ft)		572			1623	1623
Upstream Blk Time (%)					1	0
Queuing Penalty (veh)					0	0
Storage Bay Dist (ft)	100		60	350		
Storage Blk Time (%)	6	40	11	37	1	
Queuing Penalty (veh)	13	92	14	89	2	

Intersection: 5: Pony Express Parkway & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	B46	B46
Directions Served	L	T	R	L	T	R	L	TR	L	TR	T	
Maximum Queue (ft)	77	141	36	41	117	63	29	11	55	13	496	398
Average Queue (ft)	20	62	11	10	50	28	5	0	20	1	119	43
95th Queue (ft)	58	124	34	34	91	55	21	7	47	7	429	245
Link Distance (ft)		1739			4889			687		2686	835	835
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		150	150		150	150		150			
Storage Blk Time (%)		2			0							
Queuing Penalty (veh)		1			0							

Intersection: 6: Pony Express Parkway & Road 1

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	38	37
Average Queue (ft)	13	9
95th Queue (ft)	38	33
Link Distance (ft)	207	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Pony Express Parkway & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	120	159	27	37	131	91	34	93	166	137	138
Average Queue (ft)	50	74	5	7	60	41	9	37	85	56	51
95th Queue (ft)	91	133	21	29	105	70	29	76	138	109	99
Link Distance (ft)		2320			1135			1179		861	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		150	150		150	150		150		100
Storage Blk Time (%)		0			0			0	0	1	1
Queuing Penalty (veh)		1			0			0	2	5	3

Intersection: 9: Road 2 & 3400 North

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	47	4	65	6	72	59	76	49
Average Queue (ft)	14	0	22	0	28	30	33	25
95th Queue (ft)	37	2	50	3	59	55	61	49
Link Distance (ft)		1135		1743	527		448	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100			100		100
Storage Blk Time (%)			0		0		0	
Queuing Penalty (veh)			0		0		0	

Intersection: 10: Road 3 & 3400 North

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	42	7	51	9	81	58	78	64
Average Queue (ft)	13	0	19	0	29	32	35	26
95th Queue (ft)	36	3	42	5	63	54	64	53
Link Distance (ft)		1743		794	455		460	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100			100		100
Storage Blk Time (%)					0		0	0
Queuing Penalty (veh)					0		0	0

Intersection: 11: Road 4 & 3400 North

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	52	1	57	19	74	60	90	66
Average Queue (ft)	17	0	22	1	30	30	37	27
95th Queue (ft)	41	2	47	11	61	55	72	56
Link Distance (ft)		794		943	344		637	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100			100		100
Storage Blk Time (%)	0			0	0	0	1	0
Queuing Penalty (veh)	0			0	0	0	0	0

Intersection: 12: Pony Express Parkway & Airport Road

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	224	276	608	1070	300	351	504	470	279	337	337	301
Average Queue (ft)	135	158	336	377	173	221	294	269	102	229	225	205
95th Queue (ft)	216	254	542	772	416	425	600	561	210	325	322	277
Link Distance (ft)			1920	1920			1581	1581				1225
Upstream Blk Time (%)				0								
Queuing Penalty (veh)				0								
Storage Bay Dist (ft)	600	600			200	300			600	700	700	
Storage Blk Time (%)			0	20		30	1	0				
Queuing Penalty (veh)			1	182		97	0	1				

Intersection: 12: Pony Express Parkway & Airport Road

Movement	NB	NB	NB	SB	SB	SB	SB	SB	SB	B21	B21	
Directions Served	T	T	R	L	L	T	T	T	R	T	T	
Maximum Queue (ft)	282	263	212	347	399	691	426	414	131	5	3	
Average Queue (ft)	190	177	94	274	304	349	283	298	50	0	0	
95th Queue (ft)	262	248	172	393	441	692	388	390	102	5	3	
Link Distance (ft)	1225	1225				2944	2944	2944		1213	1213	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			300	300	300				600			
Storage Blk Time (%)		0		12	21	1						
Queuing Penalty (veh)		0		43	74	6						

Intersection: 13: Airport Road & Eagle Mountain Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	160	178	84	54	127	88	68	121	149	296	426	91
Average Queue (ft)	67	70	26	14	54	42	19	52	73	114	192	27
95th Queue (ft)	128	137	63	41	103	71	54	106	137	226	336	63
Link Distance (ft)		2059			1264			3072			3501	3501
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		100	200		100	200		300	200		
Storage Blk Time (%)	0	4	0		2	0				0	5	
Queuing Penalty (veh)	0	7	0		4	0				5	15	

Intersection: 14: Airport Road & North Collector

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	169	83	18	28	51	61	28	237	36	104	330	199
Average Queue (ft)	79	31	3	4	18	16	4	87	1	29	120	37
95th Queue (ft)	140	68	14	19	47	40	18	185	22	81	246	130
Link Distance (ft)		4889			1116			1678			3072	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		100	200		100	200		100	200		100
Storage Blk Time (%)	0	0				0		4			7	0
Queuing Penalty (veh)	0	0				0		0			17	0

Intersection: 15: Airport Road & 3400 North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	296	320	21	41	86	44	40	109	21	106	185	191
Average Queue (ft)	186	86	2	7	28	13	10	35	2	36	69	90
95th Queue (ft)	278	193	12	28	66	34	32	82	10	79	148	170
Link Distance (ft)		943			797			1138			1678	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		100	200		100	200		100	200		100
Storage Blk Time (%)	8	3			0			0			4	5
Queuing Penalty (veh)	14	13			0			0			22	15

Intersection: 16: Airport Road & South Collector

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	73	32	14
Average Queue (ft)	38	5	1
95th Queue (ft)	64	22	7
Link Distance (ft)		4841	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Pony Express Parkway & South Collector

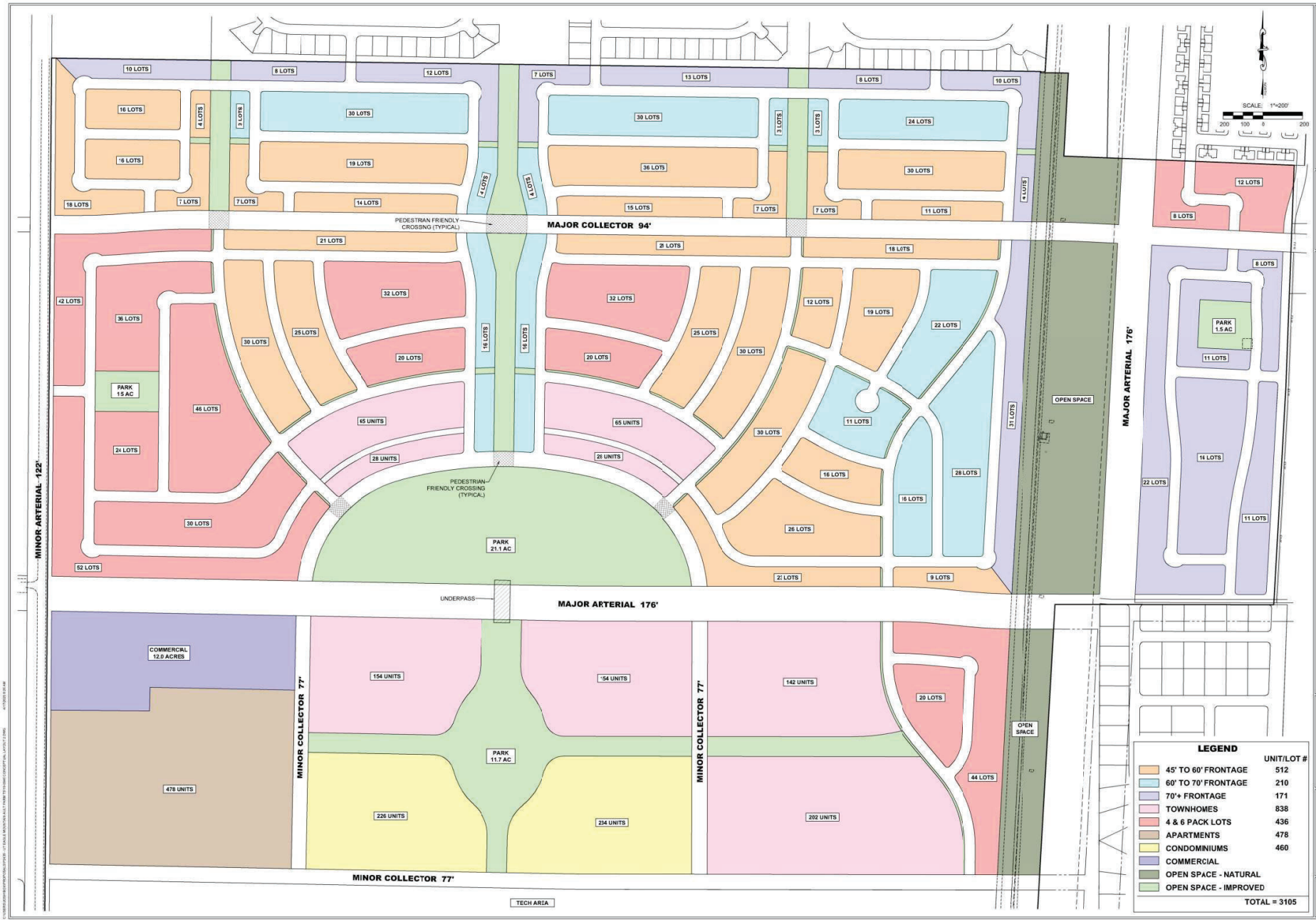
Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	51	40
Average Queue (ft)	22	6
95th Queue (ft)	48	27
Link Distance (ft)	4841	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1066

APPENDIX C

Site Plan



LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS

3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

AULT FARMS
EAGLE MOUNTAIN, UTAH

CONCEPTUAL LAYOUT 1

REVISIONS

LEI PROJECT #: 2019-0046
DRAWN BY: RWH
DESIGNED BY: GDM
SCALE: 1"=200'
DATE: 03/27/2020
SHEET 1

APPENDIX D

Trip Generation

Trip Generation (2020)
Eagle Mountain - Ault Farm TIS

Weekday Daily Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total Daily Trips**
Single-Family Detached Housing (210)	144	Dwelling Units	1,456	50%	50%	728	728	**1,456**
Multifamily Housing (Low-Rise) (220)	205	Dwelling Units	1,510	50%	50%	755	755	**1,510**
Multifamily Housing (Mid-Rise) (221)	74	Dwelling Units	402	50%	50%	201	201	**402**
Multifamily Housing (Mid-Rise) (221)	77	Dwelling Units	418	50%	50%	209	209	**418**
Project Total Daily Trips						**1,893**	**1,893**	**3,786**

Morning Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total a.m. Trips**
Single-Family Detached Housing (210)	144	Dwelling Units	108	25%	75%	27	81	**108**
Multifamily Housing (Low-Rise) (220)	205	Dwelling Units	96	23%	77%	22	74	**96**
Multifamily Housing (Mid-Rise) (221)	74	Dwelling Units	28	26%	74%	7	21	**28**
Multifamily Housing (Mid-Rise) (221)	77	Dwelling Units	28	26%	74%	7	21	**28**
Project Total a.m. Peak Hour Trips						**63**	**197**	**260**

Evening Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total p.m. Trips**
Single-Family Detached Housing (210)	144	Dwelling Units	146	63%	37%	92	54	**146**
Multifamily Housing (Low-Rise) (220)	205	Dwelling Units	112	63%	37%	71	41	**112**
Multifamily Housing (Mid-Rise) (221)	74	Dwelling Units	34	61%	39%	21	13	**34**
Multifamily Housing (Mid-Rise) (221)	77	Dwelling Units	34	61%	39%	21	13	**34**
Project Total p.m. Peak Hour Trips						**205**	**121**	**326**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation* ,10th Edition,2017.

SOURCE: Hales Engineering, July 2020

Trip Generation (2025)
Eagle Mountain - Ault Farm TIS

Weekday Daily Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total Daily Trips**
Single-Family Detached Housing (210)	298	Dwelling Units	2,840	50%	50%	1,420	1,420	**2,840**
Multifamily Housing (Low-Rise) (220)	425	Dwelling Units	3,174	50%	50%	1,587	1,587	**3,174**
Multifamily Housing (Mid-Rise) (221)	153	Dwelling Units	834	50%	50%	417	417	**834**
Multifamily Housing (Mid-Rise) (221)	159	Dwelling Units	866	50%	50%	433	433	**866**
Shopping Center (820)	52	1,000 Sq. Ft. GLA	1,964	50%	50%	982	982	**1,964**
Project Total Daily Trips						**4,839**	**4,839**	**9,678**

Morning Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total a.m. Trips**
Single-Family Detached Housing (210)	298	Dwelling Units	218	25%	75%	55	164	**219**
Multifamily Housing (Low-Rise) (220)	425	Dwelling Units	190	23%	77%	44	146	**190**
Multifamily Housing (Mid-Rise) (221)	153	Dwelling Units	56	26%	74%	15	41	**56**
Multifamily Housing (Mid-Rise) (221)	159	Dwelling Units	58	26%	74%	15	43	**58**
Shopping Center (820)	52	1,000 Sq. Ft. GLA	50	62%	38%	31	19	**50**
Project Total a.m. Peak Hour Trips						**160**	**413**	**573**

Evening Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total p.m. Trips**
Single-Family Detached Housing (210)	298	Dwelling Units	290	63%	37%	183	107	**290**
Multifamily Housing (Low-Rise) (220)	425	Dwelling Units	216	63%	37%	136	80	**216**
Multifamily Housing (Mid-Rise) (221)	153	Dwelling Units	68	61%	39%	41	27	**68**
Multifamily Housing (Mid-Rise) (221)	159	Dwelling Units	70	61%	39%	43	27	**70**
Shopping Center (820)	52	1,000 Sq. Ft. GLA	200	48%	52%	96	104	**200**
Project Total p.m. Peak Hour Trips						**499**	**345**	**844**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation* ,10th Edition,2017.

SOURCE: Hales Engineering, July 2020

Trip Generation (2040)
Eagle Mountain - Ault Farm TIS

Weekday Daily Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Single-Family Detached Housing (210)	893	Dwelling Units	7,794	50%	50%	3,897	3,897	**7,794**
Multifamily Housing (Low-Rise) (220)	1274	Dwelling Units	9,592	50%	50%	4,796	4,796	**9,592**
Multifamily Housing (Mid-Rise) (221)	460	Dwelling Units	2,506	50%	50%	1,253	1,253	**2,506**
Multifamily Housing (Mid-Rise) (221)	478	Dwelling Units	2,604	50%	50%	1,302	1,302	**2,604**
Shopping Center (820)	157	1,000 Sq. Ft. GLA	5,928	50%	50%	2,964	2,964	**5,928**
Project Total Daily Trips						**14,212**	**14,212**	**28,424**

Morning Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Single-Family Detached Housing (210)	893	Dwelling Units	640	25%	75%	160	480	**640**
Multifamily Housing (Low-Rise) (220)	1274	Dwelling Units	536	23%	77%	123	413	**536**
Multifamily Housing (Mid-Rise) (221)	460	Dwelling Units	166	26%	74%	43	123	**166**
Multifamily Housing (Mid-Rise) (221)	478	Dwelling Units	174	26%	74%	45	129	**174**
Shopping Center (820)	157	1,000 Sq. Ft. GLA	148	62%	38%	92	56	**148**
Project Total a.m. Peak Hour Trips						**463**	**1,201**	**1,664**

Evening Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Single-Family Detached Housing (210)	893	Dwelling Units	832	63%	37%	524	308	**832**
Multifamily Housing (Low-Rise) (220)	1274	Dwelling Units	570	63%	37%	359	211	**570**
Multifamily Housing (Mid-Rise) (221)	460	Dwelling Units	204	61%	39%	124	80	**204**
Multifamily Housing (Mid-Rise) (221)	478	Dwelling Units	212	61%	39%	129	83	**212**
Shopping Center (820)	157	1,000 Sq. Ft. GLA	600	48%	52%	288	312	**600**
Project Total p.m. Peak Hour Trips						**1,424**	**994**	**2,418**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation* ,10th Edition,2017.

SOURCE: Hales Engineering, July 2020

APPENDIX E

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Existing (2020) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE	SB				EB						WB			
	L	LTR	R	T	TR	L	L	LTR	R	T	L	LR	LTR	R	T	TR	L	LTR	T	TR
1: Pony Express Parkway & Eagle Mountain Boulevard	--	60	--	--	--	--	--	64	--	--	--	--	51	--	--	--	--	57	--	--
2: Eagle Mountain Boulevard & SR-73	30	--	111	--	--	--	--	--	--	--	--	--	--	4	4	--	83	--	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	17	--	--	--	--	--	76	--	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	42	--	--	96	63	--	90	--	74	69	172	--	--	--	93	81	61	--	86	84

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Mitigated Existing (2020) Background AM

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB				SW		EB					WB			
	L	LTR	R	T	TR	L	T	L	LTR	R	T	R	T	L	LTR	R	T	TR	L	LTR	T	TR
1: Pony Express Parkway & Eagle Mountain Boulevard	--	56	--	--	--	--	--	--	60	--	--	--	--	--	55	--	--	--	--	58	--	--
2: Eagle Mountain Boulevard & SR-73	26	--	119	--	--	--	--	--	--	--	--	--	--	--	--	29	117	--	125	--	90	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	17	73	--	--	--	--	34	57	72	--	18	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	45	--	--	104	73	--	--	87	--	83	70	--	--	169	--	--	71	72	59	--	87	86

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Existing (2020) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB				SW	EB						WB			
	L	LTR	R	T	TR	L	T	L	LTR	R	T	TR	L	LR	LTR	R	T	TR	L	LTR	T	TR
1: Pony Express Parkway & Eagle Mountain Boulevard	--	99	--	--	--	--	--	--	113	--	--	--	--	--	176	--	--	--	--	73	--	--
2: Eagle Mountain Boulevard & SR-73	54	--	111	--	--	--	--	--	--	--	--	--	--	--	--	11	6	--	160	--	27	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	47	9	--	--	--	--	11	--	208	--	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	74	--	--	131	93	--	--	172	--	341	205	--	202	--	--	--	217	153	133	--	204	220

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Mitigated Existing (2020) Background PM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB				SW		EB					WB			
	L	LTR	R	T	TR	L	T	L	LTR	R	T	R	T	L	LTR	R	T	TR	L	LTR	T	TR
1: Pony Express Parkway & Eagle Mountain Boulevard	--	93	--	--	--	--	--	--	104	--	--	--	--	--	189	--	--	--	--	70	--	--
2: Eagle Mountain Boulevard & SR-73	50	--	147	--	--	--	--	--	--	--	--	--	--	--	--	58	181	--	212	--	159	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	52	88	--	--	--	--	56	105	95	--	31	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	69	--	--	130	88	--	--	162	--	312	190	--	--	208	--	--	231	176	131	--	202	217

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Existing (2020) Plus Project AM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB						NE		SB					SW		EB					WB				
	L	LT	LTR	R	T	TR	L	T	L	LT	LTR	R	T	R	T	L	LTR	R	T	TR	L	LTR	R	T	TR
1: Pony Express Parkway & Eagle Mountain Boulevard	--	--	88	--	--	--	--	--	--	--	79	--	--	--	--	--	68	--	--	--	--	63	--	--	--
10: Road 3 & 3400 North	--	32	--	--	--	--	--	--	--	--	--	33	--	--	--	--	--	--	--	--	--	--	--	--	--
11: Road 4 & 3400 North	--	32	--	--	--	--	--	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	24	--	--	149	--	--	--	--	--	--	--	--	--	--	--	--	--	30	123	--	139	--	--	115	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	--	19	80	--	--	--	--	--	32	64	76	--	19	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	49	--	--	--	111	80	--	--	98	--	--	77	67	--	--	180	--	--	127	99	58	--	--	95	87
5: Pony Express Parkway & North Collector	--	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--	--	--	--	--	55	--	--
6: Pony Express Parkway & Road 1	--	--	--	--	--	--	--	--	17	--	--	--	--	--	--	--	--	--	--	--	--	--	35	--	--
7: Pony Express Parkway & 3400 North	--	--	--	--	--	--	--	--	22	--	--	--	--	--	--	--	--	--	--	--	--	--	51	--	--
8: Pony Express Parkway & South Collector	--	--	--	--	--	--	--	--	16	--	--	--	--	--	--	--	--	--	--	--	--	--	47	--	--
9: Road 2 & 3400 North	--	33	--	--	--	--	--	--	--	--	--	35	--	--	--	4	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Existing (2020) Plus Project PM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB						NE		SB					SW		EB					WB				
	L	LT	LTR	R	T	TR	L	T	L	LT	LTR	R	T	R	T	L	LTR	R	T	TR	L	LTR	R	T	TR
1: Pony Express Parkway & Eagle Mountain Boulevard	--	--	108	--	--	--	--	--	--	--	211	--	--	--	--	--	254	--	--	--	--	85	--	--	--
10: Road 3 & 3400 North	--	26	--	--	--	--	--	--	--	--	--	25	--	--	--	4	--	--	--	--	--	--	--	--	--
11: Road 4 & 3400 North	--	28	--	--	--	--	--	--	--	--	--	19	--	--	--	--	--	--	--	--	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	51	--	--	161	--	--	--	--	--	--	--	--	--	--	--	--	--	39	198	--	237	--	--	235	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	--	52	93	--	--	--	--	--	64	124	95	--	30	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	76	--	--	--	126	83	--	--	170	--	--	383	200	--	--	222	--	--	301	193	195	--	--	307	305
5: Pony Express Parkway & North Collector	--	--	--	--	--	--	--	--	--	48	--	--	--	--	--	--	--	--	--	--	--	--	45	--	--
6: Pony Express Parkway & Road 1	--	--	--	--	--	--	--	--	22	--	--	--	--	--	--	--	--	--	--	--	--	--	32	--	--
7: Pony Express Parkway & 3400 North	--	--	--	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--	--	--	--	--	44	--	--
8: Pony Express Parkway & South Collector	--	--	--	--	--	--	--	--	20	--	--	--	--	--	--	--	--	--	--	--	--	--	39	--	--
9: Road 2 & 3400 North	--	29	--	--	--	--	--	--	--	--	--	30	--	--	--	3	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Future (2025) Background AM

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB					SW		EB					WB					B30
	L	LTR	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	LTR	R	T	TR	L	LTR	R	T	TR	T
1: Pony Express Parkway & Eagle Mountain Boulevard	--	70	--	--	--	--	--	--	86	39	--	--	--	--	--	81	--	--	--	--	63	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	26	--	141	18	--	--	--	27	--	--	13	--	--	--	--	--	26	129	--	141	--	12	109	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	33	93	--	--	--	--	--	37	77	87	--	25	--	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	56	--	--	120	81	--	--	121	--	98	84	--	--	--	213	--	--	215	116	65	--	--	125	124	4
5: Pony Express Parkway & North Collector	2	--	--	--	--	--	--	6	--	--	--	1	--	--	41	--	20	24	--	23	--	33	21	--	--
6: Pony Express Parkway & 3400 North	3	--	--	--	--	--	--	10	--	--	--	1	--	--	51	--	24	35	--	20	--	48	39	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Mitigated Future (2025) Background AM

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB					SW		EB					WB				
	L	LTR	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	LTR	R	T	TR	L	LTR	R	T	TR
1: Pony Express Parkway & Eagle Mountain Boulevard	--	72	--	--	--	--	--	--	88	34	--	--	--	--	--	69	--	--	--	--	67	--	--	--
2: Eagle Mountain Boulevard & SR-73	22	--	150	17	--	--	--	24	--	--	16	--	--	--	--	--	29	140	--	133	--	10	111	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	33	93	--	--	--	--	--	37	74	87	--	28	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	53	--	--	116	78	--	--	114	--	98	78	--	--	--	169	--	--	99	109	62	--	--	118	115
5: Pony Express Parkway & North Collector	5	--	--	--	--	--	--	7	--	--	--	--	--	--	39	--	22	23	--	23	--	33	22	--
6: Pony Express Parkway & 3400 North	5	--	--	--	--	--	--	7	--	--	--	1	--	--	51	--	21	38	--	21	--	48	37	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Future (2025) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB					SW		EB					WB					B24	B29
	L	LTR	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	LTR	R	T	TR	L	LTR	R	T	TR	T	T
1: Pony Express Parkway & Eagle Mountain Boulevard	--	113	--	--	--	--	--	--	242	68	--	--	--	--	--	222	--	--	--	--	94	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	40	--	163	19	--	--	--	25	--	--	13	--	--	--	--	--	33	208	--	243	--	31	297	--	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	57	112	--	--	--	--	--	66	149	118	--	31	--	--	--	--	--	--	--	4	5
4: Ranches Parkway & Pony Express Parkway	88	--	--	145	100	--	--	226	--	930	485	--	--	--	227	--	--	757	576	267	--	--	882	869	--	--
5: Pony Express Parkway & North Collector	7	--	--	--	--	--	--	8	--	--	--	1	--	--	33	--	23	23	--	23	--	21	24	--	--	--
6: Pony Express Parkway & 3400 North	8	--	--	--	--	--	--	18	--	--	--	0	--	--	50	--	22	39	--	22	--	44	36	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Mitigated Future (2025) Background PM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB					SW		EB					WB					B26
	L	LTR	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	LTR	R	T	TR	L	LTR	R	T	TR	T
1: Pony Express Parkway & Eagle Mountain Boulevard	--	109	--	--	--	--	--	--	255	67	--	--	--	--	--	248	--	--	--	--	96	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	45	--	169	19	--	--	--	31	--	--	20	--	--	--	--	--	28	209	--	253	--	13	333	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	55	118	--	--	--	--	--	69	150	112	--	33	--	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	76	--	--	147	109	--	--	212	--	648	279	--	--	--	263	--	--	322	254	253	--	--	453	449	4
5: Pony Express Parkway & North Collector	9	--	--	--	--	--	--	13	--	--	--	--	--	--	32	--	26	24	--	22	--	23	22	--	--
6: Pony Express Parkway & 3400 North	7	--	--	--	1	--	--	20	--	--	--	4	--	--	49	--	19	37	--	21	--	42	38	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Future (2025) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB						NE		SB					SW		EB					WB					B27
	L	LT	LTR	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	LTR	R	T	TR	L	LTR	R	T	TR	T
1: Pony Express Parkway & Eagle Mountain Boulevard	--	--	275	--	--	--	--	--	--	120	11	--	--	--	--	--	97	--	--	--	--	84	--	--	--	--
10: Road 3 & 3400 North	--	51	--	15	--	--	--	--	--	19	46	--	--	--	--	12	--	--	--	--	3	--	--	--	--	--
11: Road 4 & 3400 North	--	48	--	17	--	--	--	--	--	18	48	--	--	--	--	8	--	--	--	--	--	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	22	--	--	190	37	--	--	--	24	--	12	12	--	--	--	13	--	28	150	--	186	--	10	139	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	--	35	112	--	--	--	--	--	39	87	88	--	28	--	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	52	--	--	--	122	84	--	--	113	--	112	80	--	--	--	182	--	--	144	147	72	--	--	141	145	2
5: Pony Express Parkway & North Collector	7	--	--	--	--	1	--	--	29	--	--	--	1	--	--	43	--	22	31	--	20	--	65	40	--	--
6: Pony Express Parkway & Road 1	--	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--	--	--	13	--	42	--	--	--
7: Pony Express Parkway & 3400 North	4	--	--	--	--	--	--	--	37	--	--	--	1	--	--	54	--	22	49	--	22	--	85	48	--	--
8: Pony Express Parkway & South Collector	--	--	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--	--	--	--	21	--	56	--	--	--
9: Road 2 & 3400 North	--	55	--	15	--	--	--	--	--	20	48	--	--	--	--	16	--	--	--	1	5	--	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Mitigated Future (2025) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB					SW		EB				WB		
	L	LT	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	R	T	TR	L	R	T
1: Pony Express Parkway & Eagle Mountain Boulevard	123	--	26	136	--	--	--	56	--	35	145	--	--	--	75	74	63	--	49	62	87
10: Road 3 & 3400 North	--	51	16	--	--	--	--	--	20	49	--	--	--	--	13	--	--	--	2	--	--
11: Road 4 & 3400 North	--	51	15	--	--	--	--	--	20	51	--	--	--	--	6	--	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	23	--	194	16	--	--	--	24	--	10	15	--	--	--	10	26	151	--	176	10	143
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	35	120	--	--	--	--	--	35	87	82	29	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	50	--	--	128	91	--	--	108	--	85	66	--	--	--	175	--	138	146	68	74	129
5: Pony Express Parkway & North Collector	8	--	--	--	--	--	--	28	--	--	--	1	--	--	43	23	34	--	23	67	41
6: Pony Express Parkway & Road 1	--	--	--	--	--	--	--	--	29	--	--	--	--	--	--	--	--	--	9	40	--
7: Pony Express Parkway & 3400 North	7	--	--	--	--	--	--	36	--	--	--	6	--	--	54	23	50	--	16	84	51
8: Pony Express Parkway & South Collector	--	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--	--	--	21	61	--
9: Road 2 & 3400 North	--	51	14	--	--	--	--	--	24	54	--	--	--	--	16	--	--	--	5	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Future (2025) Plus Project PM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB						NE		SB					SW		EB					WB					B15	B29	B40
	L	LT	LTR	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	LTR	R	T	TR	L	LTR	R	T	TR	T	T	T
1: Pony Express Parkway & Eagle Mountain Boulevard	--	--	641	--	--	--	--	--	--	1,510	1,737	--	--	--	--	--	1,769	--	--	--	--	130	--	--	--	4,653	--	0
10: Road 3 & 3400 North	--	52	--	--	--	--	--	--	--	--	47	--	--	--	--	16	--	--	--	--	--	--	--	--	--	--	--	--
11: Road 4 & 3400 North	--	45	--	--	--	--	--	--	--	--	50	--	--	--	--	12	--	--	--	--	--	--	--	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	52	--	--	215	20	--	--	--	23	--	--	19	--	--	--	--	--	34	240	--	271	--	55	1,018	--	--	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	--	60	135	--	--	--	--	--	68	161	118	--	57	--	--	--	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	80	--	--	--	146	110	--	--	238	--	1,914	1,867	--	--	--	290	--	--	416	326	271	--	--	1,423	1,392	--	4	--
5: Pony Express Parkway & North Collector	12	--	--	--	--	--	--	--	43	--	--	--	1	--	--	34	--	22	43	--	20	--	59	39	--	--	--	--
6: Pony Express Parkway & Road 1	--	--	--	--	--	--	--	--	--	61	--	--	--	--	--	--	--	--	--	--	--	--	35	--	--	--	--	--
7: Pony Express Parkway & 3400 North	8	--	--	--	--	--	--	--	61	--	--	--	3	--	--	55	--	21	56	--	21	--	71	52	--	--	--	--
8: Pony Express Parkway & South Collector	--	--	--	--	--	--	--	--	20	--	--	--	--	--	--	--	--	--	--	--	--	--	57	--	--	--	--	--
9: Road 2 & 3400 North	--	54	--	--	--	--	--	--	--	--	49	--	--	--	--	22	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Mitigated Future (2025) Plus Project PM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB					SW		EB				WB		
	L	LT	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	R	T	TR	L	R	T
1: Pony Express Parkway & Eagle Mountain Boulevard	197	--	40	257	--	--	--	187	--	59	376	--	--	--	121	232	209	--	110	77	107
10: Road 3 & 3400 North	--	51	--	--	--	--	--	--	--	48	--	--	--	--	20	--	--	--	--	--	--
11: Road 4 & 3400 North	--	49	--	--	--	--	--	--	--	49	--	--	--	--	13	--	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	48	--	245	91	--	--	--	23	--	--	17	--	--	--	--	32	249	--	270	73	849
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	64	144	--	--	--	--	--	82	171	117	44	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	95	--	--	166	135	--	--	284	--	762	854	--	--	--	232	--	248	249	259	323	618
5: Pony Express Parkway & North Collector	13	--	--	--	1	--	--	44	--	--	--	1	--	--	29	21	44	--	21	57	42
6: Pony Express Parkway & Road 1	--	--	--	--	--	--	--	--	52	--	--	--	--	--	--	--	--	--	--	39	--
7: Pony Express Parkway & 3400 North	8	--	--	--	2	--	--	72	--	--	--	7	--	--	55	24	56	--	24	75	52
8: Pony Express Parkway & South Collector	--	--	--	--	--	--	--	20	--	--	--	--	--	--	--	--	--	--	--	56	--
9: Road 2 & 3400 North	--	51	--	--	--	--	--	--	--	49	--	--	--	--	26	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Future (2040) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB				NE		SB				SW		EB				WB		
	L	R	T	TR	L	T	L	R	T	TR	R	T	L	R	T	TR	L	R	T
1: Pony Express Parkway & Eagle Mountain Boulevard	155	36	108	--	--	--	56	44	174	--	--	--	65	61	53	--	75	55	85
10: Airport Road & 3400 North	7	2	--	--	--	--	11	1	1	--	--	--	34	14	71	--	26	33	44
11: Airport Road & South Collector	6	--	--	--	--	--	--	--	--	--	--	--	21	21	--	--	--	--	--
12: Pony Express Parkway & South Collector	--	--	--	--	--	--	8	--	--	--	--	--	--	--	--	--	--	28	--
2: Eagle Mountain Boulevard & SR-73	71	92	31	--	--	--	75	21	29	--	--	--	18	71	225	--	157	31	129
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	34	128	--	--	--	--	42	91	101	29	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	65	--	125	96	--	--	114	85	69	--	--	--	172	--	122	135	70	65	123
5: Pony Express Parkway & North Collector	19	--	--	--	--	--	28	--	--	4	--	--	42	31	32	--	30	38	31
6: Pony Express Parkway & 3400 North	24	--	--	1	--	--	38	--	--	14	--	--	90	36	58	--	29	53	58
7: Pony Express Parkway & Airport Road	224	68	146	--	--	--	122	142	155	--	--	--	131	--	133	--	99	45	176
8: Airport Road & Eagle Mountain Boulevard	28	--	--	3	--	--	48	9	--	--	--	--	98	29	54	--	35	72	76
9: Airport Road & North Collector	4	--	--	--	--	--	12	1	--	--	--	--	31	16	45	--	16	34	38

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Mitigated Future (2040) Background AM

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB				NE		SB				SW		EB			WB		
	L	R	T	TR	L	T	L	R	T	TR	R	T	L	R	T	L	R	T
1: Pony Express Parkway & Eagle Mountain Boulevard	81	36	60	--	--	--	54	49	89	--	--	--	72	57	56	73	41	81
10: Airport Road & 3400 North	8	2	--	--	--	--	13	2	--	--	--	--	32	16	73	26	36	43
11: Airport Road & South Collector	6	--	--	--	--	--	--	--	--	--	--	--	19	22	--	--	--	--
12: Pony Express Parkway & South Collector	--	--	--	--	--	--	11	--	--	--	--	--	--	--	--	--	29	--
2: Eagle Mountain Boulevard & SR-73	80	2	34	--	--	--	80	16	32	--	--	--	39	99	241	161	34	121
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	31	87	--	--	--	--	30	71	175	52	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	68	--	180	139	--	--	167	--	87	--	--	--	267	23	182	69	67	147
5: Pony Express Parkway & North Collector	19	--	--	1	--	--	29	--	--	2	--	--	46	28	33	30	39	32
6: Pony Express Parkway & 3400 North	23	--	--	3	--	--	41	--	--	13	--	--	99	34	58	28	54	61
7: Pony Express Parkway & Airport Road	336	71	124	--	--	--	121	183	145	--	--	--	139	--	205	126	42	258
8: Airport Road & Eagle Mountain Boulevard	22	--	--	2	--	--	54	12	5	--	--	--	109	28	56	36	73	74
9: Airport Road & North Collector	3	--	1	--	--	--	12	6	--	--	--	--	33	14	43	17	35	39

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Future (2040) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB				NE		SB				SW		EB				WB			B18	B9
	L	R	T	TR	L	T	L	R	T	TR	R	T	L	R	T	TR	L	R	T	T	T
1: Pony Express Parkway & Eagle Mountain Boulevard	361	88	601	--	--	--	289	129	530	--	--	--	184	279	200	--	343	108	2,078	10	8
10: Airport Road & 3400 North	8	--	--	--	--	--	23	1	--	--	--	--	30	15	74	--	28	37	42	--	--
11: Airport Road & South Collector	6	--	--	--	--	--	--	--	--	--	--	--	23	21	--	--	--	--	--	--	--
12: Pony Express Parkway & South Collector	--	--	--	--	--	--	15	--	--	--	--	--	--	--	--	--	--	27	--	--	--
2: Eagle Mountain Boulevard & SR-73	193	125	42	--	--	--	80	12	43	--	--	--	98	373	618	--	368	36	151	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	76	157	--	--	--	--	118	178	163	30	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	99	--	169	128	--	--	250	1,859	1,845	--	--	--	189	--	243	259	265	271	1,325	--	--
5: Pony Express Parkway & North Collector	16	--	--	--	--	--	28	--	--	--	--	--	38	33	35	--	30	37	31	--	--
6: Pony Express Parkway & 3400 North	21	--	--	3	--	--	43	--	--	11	--	--	87	34	56	--	31	53	57	--	--
7: Pony Express Parkway & Airport Road	281	152	243	--	--	--	264	298	419	--	--	--	290	0	230	--	126	78	144	--	--
8: Airport Road & Eagle Mountain Blvd	25	--	3	2	--	--	64	11	--	--	--	--	104	50	95	--	37	69	97	--	--
9: Airport Road & North Collector	9	1	--	--	--	--	21	--	--	--	--	--	17	17	44	--	22	34	39	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Mitigated Future (2040) Background PM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB				NE		SB				SW		EB			WB			B24	B27	B28	B29	B43	B46	B51
	L	R	T	TR	L	T	L	R	T	TR	R	T	L	R	T	L	R	T	T	T	T	T	T	T	T
1: Pony Express Parkway & Eagle Mountain Boulevard	111	42	104	--	--	--	92	74	196	--	--	--	142	180	140	138	73	88	--	--	--	--	--	--	37
10: Airport Road & 3400 North	9	2	--	--	--	--	18	3	--	--	--	--	31	17	77	25	36	44	--	--	--	--	--	--	--
11: Airport Road & South Collector	5	--	--	--	--	--	--	--	--	--	--	--	19	22	--	--	--	--	--	--	--	--	--	--	--
12: Pony Express Parkway & South Collector	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	174	57	43	--	--	--	66	15	48	--	--	--	99	369	747	382	37	156	--	--	--	--	--	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	66	132	--	--	--	--	94	165	203	59	--	--	--	--	3	5	0	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	102	--	163	122	--	--	339	22	300	--	--	--	257	46	287	251	247	393	--	--	--	4	--	--	--
5: Pony Express Parkway & North Collector	19	--	--	--	--	--	27	--	--	--	--	--	42	30	31	33	38	33	--	--	--	--	--	158	--
6: Pony Express Parkway & 3400 North	22	--	--	0	--	--	43	--	--	11	--	--	86	34	54	30	52	55	--	--	--	--	--	--	--
7: Pony Express Parkway & Airport Road	272	111	187	--	--	--	173	103	294	--	--	--	232	209	392	135	64	181	--	--	--	--	--	--	--
8: Airport Road & Eagle Mountain Boulevard	29	--	--	3	--	--	63	17	--	--	--	--	92	42	84	39	65	84	--	--	--	--	293	--	--
9: Airport Road & North Collector	8	--	1	--	--	--	21	--	--	--	--	--	21	15	45	18	35	39	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Future (2040) Plus Project AM

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB					SW		EB				WB				B21
	L	LT	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	R	T	TR	L	R	T	TR	T
1: Pony Express Parkway & Eagle Mountain Boulevard	130	--	32	69	--	--	--	58	--	51	110	--	--	--	54	76	65	--	78	46	91	--	--
10: Road 4 & 3400 North	--	60	58	--	--	--	--	--	67	52	--	--	--	--	16	--	--	2	30	--	--	--	--
11: Pony Express Parkway & Airport Road	461	--	76	211	--	--	--	150	--	168	121	--	--	--	112	--	150	--	143	123	317	--	4
12: Airport Road & Eagle Mountain Boulevard	42	--	--	115	137	--	--	155	--	40	130	--	--	--	149	25	80	--	40	112	98	--	--
13: Airport Road & North Collector	32	--	30	256	--	--	--	39	--	21	99	--	--	--	153	14	60	--	20	50	53	--	--
14: Airport Road & 3400 North	30	--	16	113	--	--	--	51	--	64	77	--	--	--	312	12	272	--	25	37	72	--	--
15: Airport Road & South Collector	6	--	--	--	--	--	--	--	--	--	--	--	--	--	69	21	--	--	--	--	--	--	--
16: Pony Express Parkway & South Collector	--	--	--	--	--	--	--	15	--	--	--	--	--	--	--	--	--	--	12	51	--	--	--
2: Eagle Mountain Boulevard & SR-73	122	--	68	34	--	--	--	112	--	18	36	--	--	--	20	76	269	--	300	21	123	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	33	72	--	--	--	--	--	29	74	171	31	--	--	--	--	--	--	--
4: Ranches Parkway & Pony Express Parkway	60	--	--	165	143	--	--	176	--	--	95	--	--	--	278	20	218	--	64	65	172	--	--
5: Pony Express Parkway & North Collector	19	--	--	--	5	--	--	37	--	--	--	10	--	--	48	31	60	--	29	60	93	--	--
6: Pony Express Parkway & Road 1	--	--	--	--	--	--	--	20	--	--	--	--	--	--	--	--	--	--	12	42	--	--	--
7: Pony Express Parkway & 3400 North	32	--	--	--	74	--	--	110	--	93	103	--	--	--	95	20	71	--	28	75	114	--	--
8: Road 2 & 3400 North	--	55	56	--	--	--	--	--	59	52	--	--	--	--	22	--	--	--	21	--	--	1	--
9: Road 3 & 3400 North	--	56	58	--	--	--	--	--	69	54	--	--	--	--	19	--	--	2	27	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Ault Farms TIS

Analysis: Future (2040) Plus Project PM

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1681

Intersection	NB					NE		SB					SW		EB				WB				B18	B21	B26	B28	B29	B46
	L	LT	R	T	TR	L	T	L	LT	R	T	TR	R	T	L	R	T	TR	L	R	T	TR	T	T	T	T	T	T
1: Pony Express Parkway & Eagle Mountain Boulevard	165	--	41	111	--	--	--	87	--	109	253	--	--	--	154	272	152	--	199	83	149	--	39	--	--	--	--	--
10: Road 4 & 3400 North	--	61	55	--	--	--	--	--	72	56	--	--	--	--	41	--	--	2	47	--	--	11	--	--	--	--	--	--
11: Pony Express Parkway & Airport Road	324	--	172	262	--	--	--	417	--	102	490	--	--	--	235	416	657	--	425	210	581	--	--	4	--	--	--	--
12: Airport Road & Eagle Mountain Boulevard	54	--	--	106	137	--	--	226	--	63	336	--	--	--	128	63	137	--	41	71	103	--	--	--	--	--	--	--
13: Airport Road & North Collector	18	--	22	185	--	--	--	81	--	130	246	--	--	--	140	14	68	--	19	40	47	--	--	--	--	--	--	--
14: Airport Road & 3400 North	32	--	10	82	--	--	--	79	--	170	148	--	--	--	278	12	193	--	28	34	66	--	--	--	--	--	--	--
15: Airport Road & South Collector	7	--	--	--	--	--	--	--	--	--	--	--	--	--	64	22	--	--	--	--	--	--	--	--	--	--	--	--
16: Pony Express Parkway & South Collector	--	--	--	--	--	--	--	27	--	--	--	--	--	--	--	--	--	--	--	48	--	--	--	--	--	--	--	--
2: Eagle Mountain Boulevard & SR-73	252	--	122	77	--	--	--	82	--	16	44	--	--	--	114	416	716	--	479	32	140	--	--	--	--	--	--	--
3: Pony Express Parkway & Lone Tree Parkway	--	--	--	--	--	90	170	--	--	--	--	--	131	207	207	83	--	--	--	--	--	--	--	--	3	--	4	--
4: Ranches Parkway & Pony Express Parkway	115	--	--	181	148	--	--	526	--	491	931	--	--	--	332	37	357	--	425	427	580	--	--	--	--	4	4	--
5: Pony Express Parkway & North Collector	21	--	--	--	7	--	--	47	--	--	--	7	--	--	58	34	124	--	34	55	91	--	--	--	--	--	--	429
6: Pony Express Parkway & Road 1	--	--	--	--	--	--	--	33	--	--	--	--	--	--	--	--	--	--	--	38	--	--	--	--	--	--	--	--
7: Pony Express Parkway & 3400 North	29	--	--	--	76	--	--	138	--	99	109	--	--	--	91	21	133	--	29	70	105	--	--	--	--	--	--	--
8: Road 2 & 3400 North	--	59	55	--	--	--	--	--	61	49	--	--	--	--	37	--	--	2	50	--	--	3	--	--	--	--	--	--
9: Road 3 & 3400 North	--	63	54	--	--	--	--	--	64	53	--	--	--	--	36	--	--	3	42	--	--	5	--	--	--	--	--	--

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 24, 2020**
TITLE:	PUBLIC HEARING - Development Code Amendment to Remove Lot Size Transition Requirements (EMMC 17.60 Landscaping, Buffering, Fencing and Transitioning)
ITEM TYPE:	Development Code Amendment
APPLICANT:	Staff

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Pete Kane, Planning

BACKGROUND:

At the October 6, 2020, City Council hearing, the Council adopted a code amendment that added "Zone Transitioning" to EMMC 17.60 Landscaping, Buffering, Fencing and Transitioning. That section of the code established requirements for compatible zone adjacencies (buffers) for all zoning districts in City Code. In doing so, it establishes the appropriate zones transition that shall occur going forward in the city.

Discussion by the Planning Commission has noted that this new zone transition section achieves the intent and purpose of the lot size transition section of the chapter (EMMC 17.60.150). As a way to clear up and reduce any confusion, the subject code amendment is presented in order to remove the older lot size transitioning section of the chapter.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid of reasonably debatable and not illegal.

RECOMMENDATION:

We recommend the Planning Commission make a motion to recommend approval of the proposed code amendments to EMMC 17.60 to the City Council as presented (or with minor changes as

agreed upon at the meeting).

ATTACHMENTS:

17.60 Landscaping Buffering Fencing and Transitioning - PROPOSED

Chapter 17.60
Landscaping, Buffering, Fencing and Transitioning

17.60.010 What this chapter does.

This chapter promotes the health, safety, and general welfare of the public through the appropriate use of landscaping, buffering, fencing, and ~~lot and~~ zone transitioning. [Ord. O-05-2008 § 2 (Exh. A § 12.1); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.1)].

17.60.020 Purpose.

Properly placed landscaping can lessen the impact of dust, heat, erosion, and wind. Landscaping and fencing are also encouraged when used as buffers and screens against undesirable views. ~~Lot and zone~~Zone transitioning protects property values, enhances land use compatibility, and designates appropriate zone buffers. [Ord. O-05-2008 § 2 (Exh. A § 12.2); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.2)].

17.60.030 Improvements required.

All landscaping, buffering, and fencing requirements of this chapter shall apply to all newly constructed buildings (with the exception of single-family residences) and any structure that is being expanded or altered. ~~Lot transitioning shall apply to all residential uses.~~ Zone transitions shall apply to all zones and uses. [Ord. O-05-2008 § 2 (Exh. A § 12.3); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.3)].

~~17.60.150 Lot size transitioning.~~

~~New subdivisions that are being proposed adjacent to existing or approved subdivisions and master development plans, building lots in an agriculture zone, or Camp Williams and BLM properties shall have lots that transition in accordance to the following standards:~~

~~A. Existing Subdivisions and Master Development Plans of Lower Density. All new developments that are proposing higher densities than existing adjacent development shall follow the transitioning standards of this chapter found in Table 17.60.150(1) and illustrated in Figure 17.60.150(1) to buffer incompatible uses.~~

~~**Table 17.60.150(1)**~~

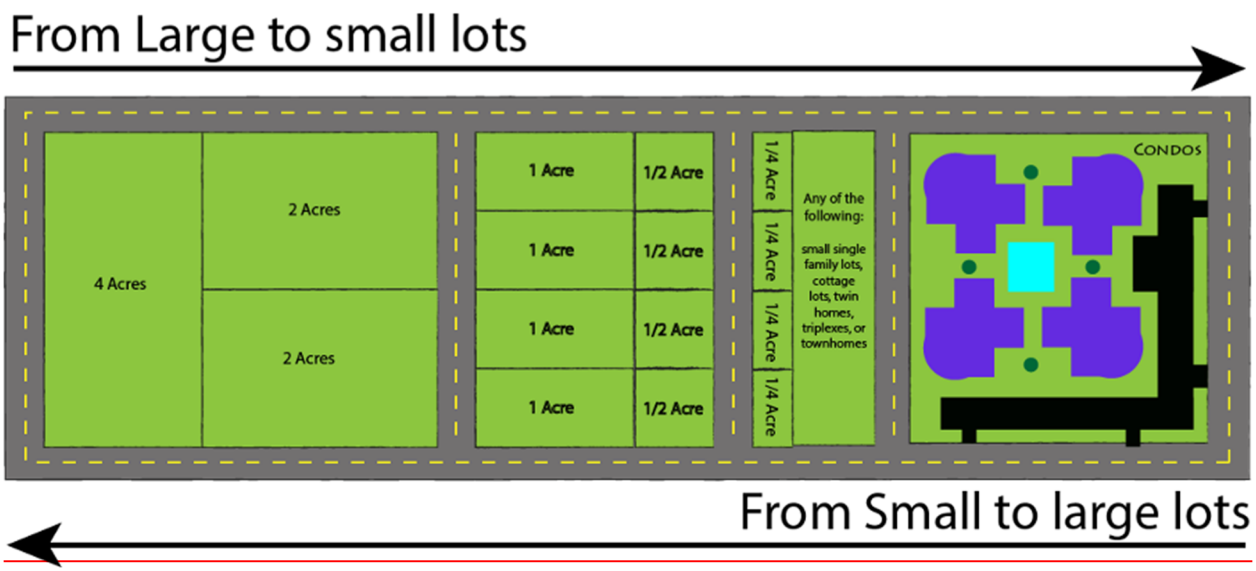
~~**Lot Size Transitioning from Larger Lots to Smaller Lots**~~						
~~**Lot Size**~~	~~**1st adjacent lot minimum**~~	~~**2nd adjacent lot minimum**~~	~~**3rd adjacent lot minimum**~~	~~**4th adjacent lot minimum**~~	~~**5th adjacent lot minimum**~~	~~**6th adjacent lot minimum**~~
~~4+ Acres~~	~~2 Acres~~	~~1 Acre~~	~~1/2 Acre~~	~~1/4 Acre~~	~~Small Single-Family or Tier II~~	~~No Additional Buffering Required~~
~~3.99 – 1 Acre~~	~~1 Acre~~	~~1/2 Acre~~	~~1/4 Acre~~	~~Small Single-~~	~~No Additional Buffering Required~~	

				~~Family or Tier III~~	
~~.99 – .51 Acre~~	~~1/2 Acre~~	~~1/4 Acre~~	~~Small Single-Family or Tier III~~	~~No Additional Buffering Required~~	
~~.49 – .25 Acre~~	~~1/4 Acre~~	~~No Additional Buffering Required~~			
~~Small Lot/Tier III~~	~~No Buffering Required~~				

~~B. Existing Subdivisions and Master Development Plans of Higher Density. All new developments that are proposing lower density than existing adjacent development shall follow the transitioning standards of this chapter found in Table 17.60.150(2) and illustrated in Figure 17.60.150(1) to buffer incompatible uses.~~

~~Table 17.60.150(2)~~

~~Lot Size Transitioning from Smaller Lots to Larger Lots~~						
~~Lot Size~~	**~~1st adjacent lot minimum~~**	**~~2nd adjacent lot minimum~~**	**~~3rd adjacent lot minimum~~**	**~~4th adjacent lot minimum~~**	**~~5th adjacent lot minimum~~**	**~~6th adjacent lot minimum~~**
~~Condo~~	~~Small Single-Family or Tier III~~	~~1/4 Acre~~	~~1/2 Acre~~	~~1 Acre~~	~~2 Acres~~	~~No Additional Buffering Required~~
~~Small Lot/Tier III~~	~~1/4 Acre~~	~~1/2 Acre~~	~~1 Acre~~	~~2 Acres~~	~~No Additional Buffering Required~~	
~~.25 - .49 Acre~~	~~1/2 Acre~~	~~1 Acre~~	~~2 Acres~~	~~No Additional Buffering Required~~		
~~.50 – 1 Acre~~	~~2 Acres~~	~~No Additional Buffering Required~~				
~~1.1 – 3.99 Acre~~	~~No Buffering Required~~					



~~**Figure 17.60.150(1) Lot Size Transitioning**~~

~~C. Camp Williams or BLM. Proposed lots adjacent to Camp Williams or BLM land shall be a minimum of one acre in size. The planning commission may recommend and the city council may approve lots smaller than one acre in size when these bodies find that there have been adequate improvements to mitigate concerns with storm water runoff and wild land fires. All development within 1,000 feet of Camp Williams shall have a maximum density of 1.6 dwelling units per acre, and the minimum lot size shall be one-half acre.~~

~~D. Commercial Transitioning. Commercial developments adjacent to existing residential developments shall follow the buffering standards in Table 17.60.160(b) and provide walls that comply with the standards found in EMMC 17.60.110. [Ord. O-20-2017 § 2 (Exh. A); Ord. O-05-2008 § 2 (Exh. A § 12.15); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.15)].~~

17.60.~~160~~ 150 Zones transitions.

The zone transition table found in Table 17.60.~~160~~150(1) below identifies the compatible zones that may be adjacent to each zone. Each column is defined as:

A. Zone. The existing or proposed zone designation for the subject property.

B. Compatible Buffer. The permitted zones for land adjacent to the zone identified in the first column.

C. General Plan Category Compatibility. The future land use designation in the General Plan that the zone identified in the first column may be located within.

The "Zone Legend," "Overlay Zone Legend," and "General Plan Categories" found in Table 17.60.~~160~~150(2) below are provided for reference.

Table 17.60.~~160~~150(1)

ZONE	COMPATIBLE BUFFER	GENERAL PLAN CATEGORY COMPATIBILITY
AG	RA1, RA2, RD1, RD2, FR, MEC, OS-I, OS-N	ARD1, ARD2, FR, OS, PO

RA1	AG, RA2, OS-I, OS-N	ARD1
RA2	AG, RA1, RD1, OS-I, OS-N	ARD1
RD1	AG, RA2, RD2, OS-I, OS-N	ARD2
RD2	AG, RD1, FR, R1, OS-I, OS-N	ARD2
FR	AG, RD2, R1, CN, OS-I, OS-N	FR
R1	RD2, FR, R2, CN, OS-I, OS-N	NR1
R2	R1, R3, CN, OS-I, OS-N	NR1
R3	R2, RC, CN, OS-I, OS-N	NR1
RC	R3, MF1, MF2, CN, CC, OS-I, OS-N	NR2
MF1	RC, MF2, CN, CC, CR, CS, OS-I, OS-N	NR2, CC, CR
MF2	RC, MF1, CN, CC, CR, MEC, OP, CS, OS-I, OS-N	NR3, CC, CR, TCM
CN	FR, R1, R2, R3, RC, MF1, MF2, CC, MEC, OP, OS-I	CC, TCM
CC	RC, MF1, MF2, CN, CR, MEC, OP, LMD, OS-I	CC, ECC, TCM
CR	MF1, MF2, CC, MEC, OP, LMD, CS, OS-I	CR, ECC
MEC	AG, MF2, CN, CC, CR, OP, OS-I	ECC
OP	MF2, CN, CC, CR, MEC, OS-I	TCM, CC, CR, ECC
I	LMD, CS, OS-N	BPLI
LMD	I, CR, CC, CS, OS-N	BPLI
CS	MF1, MF2, CC, CR, I, LMD, OS-N	BPLI
OS-I	AG, RA1, RA2, RD1, RD2, FR, R1, R2, R3, RC, MF1, MF2, CC, CN, CR, MEC, OP, OS-N	PO
OS-N	AG, RA1, RA2, RD1, RD2, FR, R1, R2, R3, RC, MF1, MF2, OP, I, LMD, CS, OS-I	PO

Table 17.60.~~160~~150(2)

ZONE LEGEND			
Rural Agricultural 1	RA1	Commercial Neighborhood	CN
Rural Agricultural 2	RA2	Commercial Community	CC
Rural Density 1	RD1	Commercial Regional	CR
Rural Density 2	RD2	Medical/Educational Campus	MEC
Foothill Residential	FR	Office Professional	OP
Residential 1	R1	Industrial	I
Residential 2	R2	Light Manufacturing/Distribution	LMD
Residential 3	R3	Commercial Storage	CS
Residential Cottage	RC	Improved Open Space	OS-I
Multi-Family 1	MF1	Natural Open Space	OS-N
Multi-Family 2	MF2	Agriculture	AG
OVERLAY ZONE LEGEND			
Ridgeline Protection Overlay	RL	Equine Overlay	EQ

Historical Site and Preservation Overlay	HP	Regional Technology and Industry Overlay	RTI
Extractive Industries Overlay	EIO		
GENERAL PLAN CATEGORIES			
Agricultural/Rural Density One	ARD1	Town Center Mixed Use	TCM
Agricultural/Rural Density Two	ARD2	Regional Commercial	RC
Foothill Residential	FR	Employment Center/Campus	ECC
Neighborhood Residential One	NR1	Business Park/Light Industry	BPLI
Neighborhood Residential Two	NR2	Civic Uses	CU
Neighborhood Residential Three	NR3	Parks and Open Space	PO
Community Commercial	CC		

17.60.~~170~~ 160 Tables.

[No changes to this section other than section title number]

17.60.~~180~~ 170 Diagrams.

[No changes to this section other than section title number]

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 24, 2020**
TITLE:	PUBLIC HEARING - Development Code Amendment to Establish an Overlay Zone (EMMC 17.58 Historical Preservation Zone)
ITEM TYPE:	Development Code Amendment
APPLICANT:	Staff

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Pete Kane, Planning

BACKGROUND:

During the summer of 2020, the Planning Commission had a discussion as to whether the Historical Preservation Zone chapter should be updated. In reviewing code from other municipalities, it was determined that an overlay zoning designation would be more appropriate as it would allow properties to have an underlying zoning designation (i.e. R1, Commercial Community, etc.) which would provide for the land use regulations while then applying the Historical Preservation Overlay Zone over the portions of the property needing historic preservation protections.

The proposed code amendment incorporates language to establish an overlay zone, clarify the historical site designation process, and allowance for the Planning Commission to act as the Historic Preservation Board in the absence of such a board.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid of reasonably debatable and not illegal.

RECOMMENDATION:

We recommend the Planning Commission make a motion to recommend approval of the proposed code amendments to EMMC 17.58 to the City Council as presented (or with minor changes as agreed upon at the meeting).

ATTACHMENTS:

17.58 Historic Preservation Overlay Zone - PROPOSED

Chapter 17.58

HISTORICAL PRESERVATION OVERLAY ZONE

[PROPOSED]

17.58.010 Purpose.

A. The purpose of this chapter is to designate important historical and archaeological sites in Eagle Mountain City, encourage the preservation of important historical and archaeological site locations, and avoid the unnecessary or inadvertent disturbance of these sites including prehistoric or historic human remains;

B. The establishment of a city register listing designated sites, structures, signs, and districts; and

C. The provision for educational opportunities to increase public appreciation of Eagle Mountain's unique heritage. [Ord. O-15-2015 § 2 (Exh. A)].

17.58.020 Definitions.

"Ancient human remains" means all or part of a physical individual that is historic or prehistoric or any object on or attached to the physical individual that is placed on or attached to the physical individual as part of the death rite or ceremony of a culture.

"Important historical or archaeological site" means any geographic area that may include ancient human remains or items or improvements of a cultural or historic significance, including petroglyphs, pictographs, historical buildings or structures, historical artifacts, historic gravesites, historic mines or wells, or historic trails. An important historical or archaeological site can include sites that have been determined eligible for the National and State Registers of Historic Places or would be determined eligible if they were evaluated by the Utah State Historic Preservation Office.

"Landmark structure or site" means a structure or site included in the Eagle Mountain Historic and Archaeological City Register that meets the criteria of EMMC 17.58.040 and received approval by the planning commission by the process identified in EMMC 17.58.050. Such structures and sites are of importance to the city, state, or nation and imparts high artistic, cultural, and historic values. [Ord. O-15-2015 § 2 (Exh. A)].

17.58.030 Identification of potential historical or archaeological sites.

Any person may provide the location of a possible important historical or archaeological site to the city. Private land owners are encouraged to provide information regarding a possible important historical or archaeological site on land owned by the private land owner. Once a location of a potential important historical or archaeological site has been identified, the city should contact the land owner and attempt

to obtain written permission to access the property to evaluate whether the site should be designated as an important historical or archaeological site. [Ord. O-15-2015 § 2 (Exh. A)].

17.58.040 Criteria for designating an important historical or archaeological site.

To be designated as an important historical or archaeological site, the location must include all of the criteria listed in subsections A through C of this section and at least one of the criteria listed in subsections D through H of this section:

REQUIRED:

A. The site is located within the boundaries of Eagle Mountain City.

B. The items that contribute to the important historical or archaeological site are a minimum of 100 years old (either by record or by the determination of experts or state historic preservation officers).

C. The site retains its integrity in that there are no major alterations that have obscured or destroyed the significant archaeological features.

AT LEAST ONE REQUIRED:

D. The site is currently listed in the National Register of Historic Places, or it has been officially determined eligible for listing in the National Register under the provisions of 36 CFR 60.6(s).

E. The site is associated with events that have made a significant contribution to the broad patterns of the prehistory or history of the city, state, or nation.

F. The site is associated with lives of persons significant in the prehistory or history of the city, state, or nation.

G. The site embodies the distinctive characteristics of a rare or unique type, period or method of construction, or that it represents the work of a master, or that it recognizes high artistic values or style, or that it represents a significant and distinguishable entity whose components may lack individual distinction.

H. The site has yielded or may be likely to yield information important in prehistory or history.

17 .58.050 Designation of an important historical or archaeological site.

A property owner, resident, city body, or city staff may file a request for designation of designation of an important historical or archaeological site by submitting an application to the city. Designation of important historical or archaeological sites will be a "check list" item to be reviewed by ~~community development and/or~~ planning department staff ~~as well as~~and then submitted to the ~~planning commission~~historic preservation board ~~and design review committee~~. Staff and ~~committees~~ the historic preservation board will consult experts and/or state historic preservation officers as to the possibility of historic or archaeological sites on parcels considered for development. The historic preservation board will review and consider the designation of the historical or archaeological site at a public meeting with

mailed notice to the property owner postmarked at least ten (10) business days before the scheduled meeting.

Upon findings made by the historic preservation board using the criteria outlined in EMMC 17.58.040, the historic preservation board may designate the historical or archaeologic site as a landmark structure or site to the history of Eagle Mountain, the State of Utah, and/or the United States of America and include it within the city register. [Ord. O-15-2015 § 2 (Exh. A)].

17.58.060 Establishment of a historic preservation overlay zone.

Any property that has been added to the Eagle Mountain Historic and Archaeological City Register shall be considered for a historic preservation overlay zone. A request to apply this overlay zone to the property may be brought forward by the property owner or city. A request for approval of a historic preservation overlay zone on a property may be filed and processed jointly with a request for inclusion on the city register.

A historic preservation overlay zone shall be established pursuant to the procedures of rezoning property, as provided by EMMC 17.90, with the following modifications:

A. Application. In cases where a request for a historic preservation overlay zone on a property occurs after the property has been added to the city register, an application for this zoning shall include verification the property is on the city register. A copy of the application packet for designation of the important historical or archaeological site shall be included in the zoning application.

17.58.070 Boundaries of a proposed historical preservation overlay zone.

When determining the boundaries of a proposed historical preservation overlay zone to be reviewed and approved by the City, the boundaries of an important historical or archaeological site shall be drawn to ensure that historical associations, and/or those which best enhance the integrity of the site, comprise the boundaries. The boundaries do not need to match property lines.

17.58.~~050~~ 080 Review of important historical or archaeological sites.

Prior to the approval of any preliminary plat that includes areas that have been designated as important historical or archaeological sites, the planning staff shall evaluate the impact of the development on the important historical or archaeological site, and any options to mitigate the impact of such development. If possible, density or building rights transfer or open space credits will be used as a planning measure to avoid disturbing important historical or archaeological sites. In addition, inclusion of important historical or archaeological sites in open space or other set-aside areas and measures to protect and preserve such areas shall be utilized when density and building rights transfers or open space credits can be used to preserve these sites. [Ord. O-15-2015 § 2 (Exh. A)].

17.58.~~060~~ 090 Permits.

Prior to issuing a conditional use permit, excavation permit or construction permit for a parcel containing an important historical or archaeological site, the applicant shall provide a detailed plan describing measures that will be taken by the applicant to protect any ancient human remains or items or improvements of a cultural or historic significance, including petroglyphs, pictographs, historical buildings or structures, historical artifacts, historic gravesites, historic mines or wells, or historic trails. [Ord. O-15-2015 § 2 (Exh. A)].

17.58.~~070~~ 100 Establishment of a historic preservation board.

A. The city council may create a historic preservation board to assist the city with the identification, preservation and education of significant historical or archaeological sites. The board may consist of as many members as the city council feels is reasonable and necessary to achieve the purpose of the board.

B. Members appointed to the historic preservation board (if created) shall have demonstrated interest, competence, or knowledge in historic preservation. [Ord. O-15-2015 § 2 (Exh. A)].

C. In the absence of an appointed historic preservation board, the planning commission shall act in place of the historic preservation board.

17.58.~~080~~ 110 Classification as protected records.

In accordance with Utah Code Ann. § 63G-2-305(26) (2015), any records that reveal the location of historic, prehistoric, paleontological, or biological resources that if known would jeopardize the security of those resources or of valuable historic, scientific, educational, or cultural information shall be classified as “protected records.” [Ord. O-15-2015 § 2 (Exh. A)].

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **NOVEMBER 24, 2020**
TITLE:	PUBLIC HEARING - Development Code Amendment to Establish an Overlay Zone (EMMC 17.62 Ridgeline Protection Standards)
ITEM TYPE:	Development Code Amendment
APPLICANT:	Staff

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Pete Kane, Planning

BACKGROUND:

During the summer of 2020, the Planning Commission had a discussion as to whether the Ridgeline Protection Standards chapter should be updated in order to create a zoning designation. The conversation focused on the ability to better visualize and increase awareness of areas that fall under these regulations by establishing a zoning district. A zoning overlay designation was proposed as it would allow a property's existing zoning designation to carry which includes land uses while adding to that underlying zoning with the standards and regulations of the chapter.

The proposed code amendment incorporates language to establish the overlay zone and references to that zone. It does not change any of the existing standards within the chapter.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid of reasonably debatable and not illegal.

RECOMMENDATION:

We recommend the Planning Commission make a motion to recommend approval of the proposed code amendments to EMMC 17.62 to the City Council as presented (or with minor changes as agreed upon at the meeting).

ATTACHMENTS:

17.62 Ridgeline Protection Overlay Zone - PROPOSED

EMMC 17.62 RIDGELINE PROTECTION ~~STANDARDS~~OVERLAY ZONE

[PROPOSED]

17.62.010 Purpose.

The purpose of this chapter is to establish the Ridgeline Protection Overlay Zone and related regulations in order to protect significant ridgelines from development that may result in hazardous conditions, reduced quality of life, and the visual scarring of important natural features.

17.62.020 Definitions.

A. "Ridge" means a relatively narrow elevation that is prominent because of the steep angle at which it rises; an elongated crest, or series of crests, with or without individual peaks, significantly higher than the adjoining ground.

B. "Prominent ridge" means a ridge location that is seen as a distinct and important feature in the natural environment. Prominent ridges are designated in the map of prominent ridges found in this chapter.

C. "Close proximity to prominent ridge" means any real estate that is directly adjacent to, and/or is reasonably understood to impact and/or affect, a prominent ridge either physically or visually.

D. "Ridgeline setback" means any area within 50 vertical feet of a prominent ridge.

E. "Significant buildable property" means at least 8,000 square feet of contiguous property with an average (pre-grading) slope of less than 25 percent accessible by a public street that meets all applicable development standards. [Ord. O-04-2018 § 2 (Exh. A)].

17.62.030 Applicability.

The provisions of this chapter shall apply to all lands in the city which contain or lie in close proximity to any areas designated as a prominent ridge within this chapter. The standards found in this chapter are in addition to any other applicable standards found within the city code. In the case of conflict between these standards and other applicable standards, the more restrictive provisions shall apply. [Ord. O-04-2018 § 2 (Exh. A)].

A Ridgeline Protection Overlay Zone shall be established pursuant to the procedures of rezoning property, as provided by EMMC 17.90, and based on the criteria as outlined in EMMC 17.62.040(A). The overlay zone shall be applied to property that contains or lies in close proximity to designated prominent ridges.

A. Partial Coverage. If a property is located both inside and outside of the Ridgeline Protection Overlay Zone, the standards, requirements, and procedure of this chapter shall only apply to the portion of the property that is located inside the overlay zone.

17.62.040 Land use regulations.

The land use regulations shall be those of the underlining zoning with which the Ridgeline Protection Overlay Zone is combined, unless modified by the overlay zone.

17.62.~~040~~ 050 Ridgeline development standards.

The following are standards that apply to all developments in the Ridgeline Protection Overlay Zone~~that contain or lie in close proximity to designated prominent ridges~~:

A. Ridgeline Preservation. Property within 50 vertical feet of prominent ridges may be included within private lots; however, shall be deemed unbuildable, and shall provide a public pedestrian easement to the city for the purpose of creating an integrated and connected system of ridgeline trails, which tie into neighboring development.

No structure, accessory structure, or ancillary structure may be built within the ridgeline setback area, with the exception of public infrastructure, public lookout towers, benches, or other public viewpoint or recreation structures. No cuts, fills, clearing, or grading shall occur within the ridgeline setback, except for public trails, structures, and infrastructure. Development within the Ridgeline Protection Overlay Zone ~~close proximity to prominent ridges~~ shall comply with ridgeline design standards found within this chapter.

B. Open Space Credit/Density Transfer.

1. Developer may be awarded amenity points for public trails, observation structures, and other passive recreation improvements built within the Ridgeline Protection Overlay Zone ~~ridgeline setback~~ as approved by the city.

2. Developer may be granted credit for improved open space area for significant buildable property made unbuildable by this code as approved on a case-by-case basis by the city council.

3. Developer may transfer density from the Ridgeline Protection Overlay Zone ~~ridgeline setback areas~~ to other areas within a project or development in the case where significant buildable property is made unbuildable by this code, as approved on a case-by-case basis by the city council.

C. Existing Lots. If any portion of a lot in an existing subdivision falls within a ridgeline setback, contains a prominent ridgeline, or is in close proximity to a prominent ridge, every effort must be made to place all development on the most suitable portion of the lot. All disturbance and development shall stay out of the ridgeline setback to the maximum extent possible.

D. Hillside Site Development. All development shall comply with the standards found in Chapter 15.80 EMMC, Hillside Site Development.

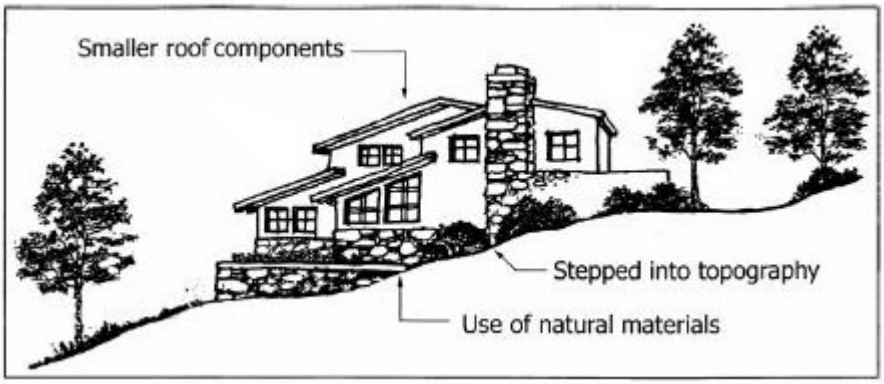
E. Ridgeline Design Standards.

1. Building Materials. Reflective metals/materials and highly contrasting colors to the natural landscaping and geology are discouraged.

2. Landscape Screening. Natural landscaping and plantings shall be utilized to screen development from public rights-of-way, where possible.

3. Height Restrictions. No roofline in close proximity to a prominent ridge shall be within 15 feet of an adjacent prominent ridge.

4. Structural Design. The planning commission may require staff to approve structural design to avoid significant adverse visual impacts so that building form reflects hillside form/setting. Structural design may include: height, bulk, size, foundation, siting, and landscaping.



Building form reflects hillside form/setting.

[Ord. O-04-2018 § 2 (Exh. A)].

17.62.~~050~~ 060 Exceptions.

The Eagle Mountain City planning commission may recommend and the city council may grant specific and limited exceptions to these standards for properties where one or more of the following limitations apply:

A. A new structure or addition is proposed within an approved and platted development, approved prior to the adoption of the ordinance codified in this chapter, where the following is found:

1. There are no feasible building sites on the parcel that avoid ridgeline development.

2. The development will avoid significant adverse visual impacts due to modifications in structural design, including: height, bulk, size, foundation, siting, and landscaping.

3. Where the planning commission and city council find that an applicant has a unique circumstance or equitable claim which makes strict enforcement of the provisions of this title unduly burdensome, it may, after a public hearing, approve a special exception to the zoning provisions of this title so that substantial justice may be done and the public interest secured; provided, that the special exception does not have the effect of nullifying the intent and purpose of this title or the General Plan and is not detrimental to the public health, safety, and welfare.

B. Where the planning commission and city council find that a proposed development plan is well thought out, sensitive to ridgelines, and meets the intent of the code to protect prominent ridgelines from harmful development, while providing for integrated pedestrian connectivity. [Ord. O-04-2018 § 2 (Exh. A)].

17.62.~~060~~ 070 Prominent ridgelines maps.

[no changes to the existing exhibits in the code]