EAGLE MOUNTAIN
PLANNING COMMISSION MEETING

June 11, 2019, 5:30 PM
Eagle Mountain City Council Chambers
1650 East Stagecoach Run Eagle Mountain UT 84005

5:45 P.M. - EAGLE MOUNTAIN CITY PLANNING COMMISSION WORK SESSION

1. DISCUSSION ITEMS

1.A. Code Amendment Process
An introduction to new process for amending the development code

6:00 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. 5-28-19 Meeting Minutes
Meeting minutes from the May 28th Planning Commission Meeting
05.28.2019 PC Minutes - DRAFT.docx

5. ACTION AND ADVISORY ITEMS

5.A. Scenic Mountain Phase C
A Preliminary Plat, Site Plan, and Conditional Use Permit for Scenic Mountain Phase C
Proposed Elevations
Landscape Plans
SCENIC MT ALTA SURVEY-LEI UPDATE_02.20.19.pdf
Traffic Report

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.

5.B. Carson Commercial Corner Master Site Plan and Preliminary Plat - Public Hearing
The proposed application is located along Pony Express Parkway beginning on the corner of Porter's Crossing and Pony Express Pkwy going east to the west boundary of the Eagle Vision development. This property was zoned commercial with the Oak Hollow Master Development Agreement on May 3, 2016. It consists of 6.84 acres.
Pony Express Parkway Sub(2).pdf
Pony Express Parkway Traffic Impact Study.pdf
Eagle Vision Colored Elevations 05-18-2018 (1).pdf

5.C. Brylee Estates Phase B
This application is in the Brylee Estates development, located along Eagle Mountain Blvd west of the Sage Park development and north of the Brandon Park development. The application is for 162 town home units.
Lot Layout.pdf
Brylee Traffice Study 081618 (1).pdf
Open space worksheet (1).pdf
Brylee Elevations.pdf

6. DISCUSSION ITEMS

7. NEXT SCHEDULED MEETING

8. ADJOURNMENT

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this **7th day of June, 2019,** 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

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **JUNE 11, 2019**
TITLE:	Code Amendment Process
ITEM TYPE:	Discussion
APPLICANT:	Staff

ACTION ITEM:
No

PUBLIC HEARING:
No

REQUIRED FINDINGS:

PREPARED BY:
Tayler Jensen,

BACKGROUND:

ITEMS FOR CONSIDERATION:

RECOMMENDATION:

Attachments:

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **JUNE 11, 2019**
TITLE:	5-28-19 Meeting Minutes
ITEM TYPE:	Minutes
APPLICANT:	n/a

ACTION ITEM:
Yes

PUBLIC HEARING:
No

REQUIRED FINDINGS:

PREPARED BY:
Tayler Jensen, Planning

BACKGROUND:

ITEMS FOR CONSIDERATION:

RECOMMENDATION:

Attachments:
05.28.2019 PC Minutes - DRAFT.docx

EAGLE MOUNTAIN
Planning Commission MEETING MINUTES

May 28, 2019, 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

COMMISSION MEMBERS PRESENT: Matthew Everett, DeLin Anderson, Rich Wood, and Brett Wright. Commissioner Jared Gray was excused.

ELECTED OFFICIALS PRESENT: Councilmember Donna Burnham.

CITY STAFF PRESENT: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Tayler Jensen, Planner; and Lianne Pengra, Recording Secretary.

Commissioner Everett called the meeting to order at 5:33 p.m.

1. Discussion Items

1.A. Advant Auto Body

Planner Tayler Jensen explained the applicant has presented a concept plan to staff for an autobody shop in The Ranches at the corner of Half Mile Road and Ranches Parkway. The property was zoned as Commercial in The Ranches Master Development Plan; autobody shops are a conditional use in that area. Staff has spoken with potential buyers for the property who desired to build condominiums; however, all vested residential units in this pod have been used in the Willow Springs development.

Community Development Director Steve Mumford explained staff has expressed concerns to the applicant regarding this use adjacent to existing residential development.

Commissioner Everett expressed concerns regarding an autobody shop and vehicle storage near the existing residents.

Commissioner Wood stated residents in that area have expressed concerns regarding commercial development in the commercial parcel at the northeast corner of that intersection.

Commissioner Wright said commercial development is needed, but stated an autobody shop may not be the correct use.

1.B. SilverLake South Preliminary Plat

Mr. Jensen said two of the four sections of this plat have been presented to staff, which include 724 units. This item will be presented in the next four weeks. Regarding connectivity, Mr.

Jensen stated stub roads, even if they stub into areas outside of the City, are encouraged, as they allow for better connectivity.

Commissioners Wood and Everett requested the new plans not include roundabouts.

Discussion ensued regarding road widths, open space areas, and townhome elevations.

1.C. Scenic Mountain Phase C Preliminary Plat

Mr. Jensen explained this plat will complete the flex portion of the Scenic Mountain project. The multifamily unit elevations will be similar to Rock Creek with brick and hardy board. Staff has informed the applicant that greater architectural movement is important in the units' elevation designs.

1.D. Brylee Estates Phase B

Planning Manager Michael Hadley said this project contains 162 multifamily units, down from the originally approved 180 units. The applicant has not submitted elevations at this point. The buildings are four- to seven-unit structures.

Commissioner Wood requested that buildings contain more than six units.

Discussion ensued regarding open space and amenities. Mr. Hadley explained the applicant will likely propose covering the retention area, directing water to the City's storm drain system.

6:00 P.M. – Eagle Mountain City Planning Commission Policy Session

Commissioner Everett called the policy session to order at 6:04 p.m.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

Commissioner Everett stated he serves on the Board of Directors for the Eagle Mountain Chamber of Commerce, which relates to item 5D. He does not have any financial interests in the Chamber and will participate in the discussion.

4. Approval of Meeting Minutes

4.A. April 23, 2019 Minutes

MOTION: ***Commissioner Wood moved to approve the April 23, 2019 Planning Commission meeting minutes. Commissioner Anderson seconded the***

6

motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.

5. Action and Advisory Items

5.A. Carson Commercial Corner Master Site Plan and Preliminary Plat – Public Hearing

Mr. Hadley stated this master site plan and preliminary plat is for five commercial pads in 6.84 acres. The property is zoned Commercial in the Oak Hollow master development plan. The parking will be located behind the buildings. The pad dimensions may change, depending on what businesses utilize space. The buildings will be congruent with the Eagle Vision building design.

Applicant representative Dan Ford explained a master site plan application was requested from staff for the entire area. They have interest from office-type businesses, but they are hoping to bring in retail uses as well.

Discussion ensued regarding the data used in the traffic impact study. Mr. Ford explained that after discussing this issue with City Engineer Chris Trusty, they determined that no users will fit in any of the pads that would require an additional lane or an acceleration or deceleration lane. He stated if a larger user chose to locate in this development, an updated traffic study will be required.

Commissioner Everett stated the access point to Bridleway Road is not acceptable. It is on a curve, and a community mailbox is located adjacent to the access point to the commercial development.

Mr. Ford explained the access onto Bridleway Road is important as it allows a left turn onto Pony Express Parkway.

The Commissioners and Mr. Ford discussed the four access points as noted in the traffic study versus the five access points presented to the Commissioners.

Commissioner Everett opened the public hearing at 6:29 p.m.

Joshua Hansen expressed concerns regarding traffic safety and possible conditional uses that would pollute air or ground water in the area.

Commissioner Everett stated all future conditional uses will be presented to the Planning Commission at a later meeting and residents will be notified.

Mr. Hadley said each business that locates in this site will present an application to the Planning Commission.

Commissioner Everett closed the public hearing at 6:33 p.m.

Commissioner Wood confirmed with staff that the developer will install street lighting.

Commissioner Everett stated his preference that the item be tabled until an updated traffic study can be presented, or until the City Engineer can clarify the requirements of the access point on to Bridleway Road. He said he is currently against an access point onto that road, but would welcome additional information.

Commissioner Anderson asked if Bridleway Road could be extended to three lanes to mitigate traffic concerns.

Mr. Mumford said the community mailbox is in a poor location. He explained the City may be able to request it be moved, and staff will research ways to require community mailbox locations to be noted on plats to mitigate this type of issue in the future.

MOTION: ***Commissioner Everett moved to table Carson Commercial Corner master site plan and preliminary plat. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.***

5.B. Strides Pediatric Therapy Center Conditional Use Permit, Site Plan, and Preliminary Plat – Public Hearing

Mr. Jensen presented the preliminary plat which increases the lot size to over ten acres. The site plan is for a proposed equine assisted therapy center, which requires a conditional use permit. He stated staff feels the future modular buildings should be designed to look like ranch-style single-family homes to blend with the neighborhood. The applicant will be required to pave White Crest Drive, and the building will need to comply with fire and building codes.

Commissioner Wood asked about the possibility of customers attempting to use the private drive to access the business. Mr. Jensen said White Crest Drive will be paved, making the entrance obvious. He stated a gate is in place on the private drive, and the applicant can communicate with the other property owner regarding accessing their driveway from a connection on White Crest Drive.

Commissioner Wood asked what buffering will be in place between this site and the property to the east. Mr. Jensen explained the applicant initially had planned to install a fence, but instead they have moved potential future building sites to the north, away from the residential lot.

Strides Pediatric Therapy Center Director of Operations Marley Juarez said the future building sites were originally planned to be along the property line, but as they could not arrange them in such a way to be at least fifty feet from the property line, they have moved them to the north. The natural elevation causes their site to be higher than the residential property. A field fence currently is in place between the two properties. One of the existing buildings is a barn, and the intent is to add four additional buildings as the business grows. The future buildings are modular office buildings with horizontal wood slats and pitched roofs. They envision the structures to

appear as described: ranch-style single-family homes. She said her intent is to offer appointments Monday through Friday from 8:00 a.m. to 7:00 p.m., but the business would not necessarily be active during all of those hours. There are currently lights on the outside of the barn and they intend to light the parking lot and the entry driveway.

Commissioner Everett opened the public hearing at 6:48 p.m.

Kendell Saunders explained he owns the resident to the east and stated he is not opposed to the proposed use. He expressed a desire for screening between the two lots. He explained the barn was originally built as a residence and has a septic system. He expressed concerns that the septic tank may not be sized to accommodate commercial use and said the septic system's leech field may encroach onto his property near his well. He stated a sign directing customers to use White Crest Drive would be sufficient in keeping customers from accessing his driveway. He also stated the City paved a portion of the road to State Road 73. He said a portion of the road was not paved and asked the City to improve the unpaved area.

Commissioner Everett closed the public hearing at 6:54 p.m.

Commissioner Anderson asked what the water source is for Strides. Mr. Jensen said the Utah County Health Department regulates septic systems and stated the property uses City water.

Commissioner Wright stated it is important to review the septic system capacities to determine if the current system is adequate.

Commissioner Wood stated a barrier such as a fence should be in place between the properties.

Applicant Elizabeth Lebrith explained she has communicated with George Williams of West Coast Code Consultants, who reviews commercial plans for the City. Mr. Williams informed her that she needed to update the use information for the septic system and present that to the Utah County Health Department. She stated the current septic system has been designed for multiple kitchens, multiple laundry rooms, and five bathrooms. The commercial use will be approximately 100 people a day, but they will only be present for an hour each day. Mr. Williams communicated to her that the system is likely adequate, but that the Health Department will be the entity approving the updated use information. She explained she cannot submit that information to the Health Department until she has received a conditional use permit from the City.

Mr. Mumford explained the City does not regulate septic systems; a permit from the Utah County Health Department is required before building permits are issued.

MOTION: ***Commissioner Wright moved to approve conditional use permit for Strides Pediatric Therapy Center with the following condition:***

1. ***The appropriate officials shall review the current septic system. Said septic system shall be improved or modified to meet the requirements of the approved commercial use. Additionally, the leech field shall be located in such a way as to not contaminate the neighboring***

property's water supply, as determined by the Utah County Health Department.

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

MOTION: ***Commissioner Wright moved to recommend approval to the City Council of the Strides Pediatric Therapy Center site plan and preliminary plat with the following conditions:***

1. ***Elevations for new structures shall be provided showing they appear like ranch-style single-family homes;***
2. ***Building and Fire Codes shall be met;***
3. ***White Crest Drive shall be paved to the property; and***
4. ***The appropriate officials shall review the current septic system. Said septic system shall be improved or modified to meet the requirements of the approved commercial use. Additionally, the leech field shall be located in such a way as to not contaminate the neighboring property's water supply, as determined by the Utah County Health Department.***

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

Commissioner Everett asked that Mr. Saunders' concerns regarding paving of the road to State Road 73 be communicated to the City Council.

5.C. Chapter 17.80 Sign Regulations and Sign Permits ("Fly Boys")

Mr. Jensen said the applicant-proposed Municipal Code amendment relates to approved flags and signs.

Applicant Isaac Patterson stated the requested change is due to special event signage differing from permanent signage. He stated they would like to use temporary inflatable signage for grand openings or other special events at the Eagle Mountain Storage site. He said it brings enhanced visibility to businesses for a short period of time. Examples he noted include signage at tax preparation firms during tax season, for specials on haircuts at barber shops, or for grand opening events.

Commissioner Wood asked how the City would enforce the allowed fifteen-day time period for each business. Mr. Patterson said he worked with the City's Code Enforcement Officer to draft the proposed language. He stated it would be reasonable to pay a permit fee for temporary special event signs.

Mr. Jensen said the proposed language lists the signs in the Exempt Signs section of Municipal Code, so the City would not be able to impose a permit fee.

Commissioner Everett said fifteen days each quarter is reasonable, but expressed concerns regarding enforcement and regarding potential weather factors that would restrict sign use during the fifteen-day period. He stated he did not want the fifteen days to be spread throughout the quarter and would prefer a consecutive period of fifteen days. He also expressed approval of the 150-foot restriction from residential areas.

Commissioner Wood stated a paid permit is a better way to allow this type of signage. He stated the inflatable signs may create a nuisance to residents beyond the 150-foot restriction. He would like language added addressing location and distances from rights-of-way.

Commissioner Wright said it should be an allowed use as a paid permit, but not as an exempt sign.

Commissioner Anderson said he does not want the City's Code Enforcement Officer to have to police when inflatable signs are operating and stated a permit would mitigate that.

Commissioner Everett opened the public hearing at 7:25 p.m. As there were no comments, he closed the hearing.

Mr. Patterson explained he did not understand the impact of placing the amendment in the Exempt Signs section of Municipal Code and agreed that moving it to another area of Code would be appropriate. He requested the ability to discuss the language with staff and return to the next Planning Commission meeting with an updated draft. He asked the Planning Commissioners for their desired amendments to the drafted language.

Commissioner Wood stated it is not the Planning Commission's responsibility to rewrite an applicant-proposed code change and recommended the Commission recommend denial to the City Council.

Commissioner Everett stated he does not see concerns allowing temporary inflatable signage, but the signage is more appropriate as a permitted use.

Commissioner Anderson stated the number of inflatable signs should be addressed, as well as the size of the signs.

Mr. Jensen said staff concerns relate to traffic safety and that businesses inside of the 150-foot restricted area may be not abide by that restriction.

MOTION: ***Commissioner Wood moved to recommend denial to the City Council of the applicant-proposed amendment to Chapter 17.80 Sign Regulations and Sign Permits to allow "fly boy" or temporary inflatable signs for special events. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.***

5.D. Code Amendment - 17.80.080 Off-premises ladder signs.

11

Mr. Jensen said this staff-proposed amendment relates to ladder signs. For the last ten years, the Lehi Area Chamber of Commerce managed the ladder signs in the City. In 2018, the Eagle Mountain Chamber of Commerce (EMCC) was created, and staff and the Chamber have determined that ladder signs should be managed by the EMCC, and that proceeds go towards EMCC operations. Currently, there are twenty ladder signs in the City. The proposal would allow up to forty. The signs would not be installed all at once; they would be added as deemed appropriate by demand.

Commissioner Wood expressed concerns that the signs will be filled with developers' signs. Commissioner Everett stated the amendment has an advertising priority list. The intent is that all new signs and leases would follow the priority list presented.

Mr. Mumford explained a limit of signs per business can be added to mitigate the concern that a single developer may have the majority of available signs.

Commissioner Wood said he would not approve of signs advertising businesses or developments outside of the City and would like the sign leases to be less than twelve months.

Commissioner Everett explained there is enough demand to fill eight additional signs at this time.

Discussion ensued regarding length of lease terms. Mr. Jensen said contracts can be created for one year, as well as for shorter terms.

Commissioner Everett opened the public hearing at 7:46 p.m. As there were no comments, he closed the hearing.

Commissioner Wood stated the signs should have the community name, not only the builder's name.

Commissioner Wright said in order to have a sign, the business needs to be a member of the EMCC and must have an active City business license, if required.

Commissioner Wood stated the signs should be turned over more frequently than every twelve months. He said the new ladder signs to be installed could have shorter lease terms and the existing signs can remain annual leases.

Discussion ensued regarding the list style of the amendment; the Planning Commission requested that the amendment follow the same style existing in Municipal Code of numeral, capital letter, roman numeral, lowercase letter.

Mr. Hadley explained the City's business licenses previously expired throughout the year, but the renewal process became burdensome to staff. The City now issues business licenses for one year, with the renewal due on the first day of the thirteenth month. Commissioner Wood said the

City can offer six-month and twelve-month leases. Commissioner Wright stated his preference that the lease period remains one year.

MOTION: ***Commissioner Wood moved to recommend approval to the City Council the Chapter 17.80.080 Off-premises Ladder Signs Municipal Code amendment with the following changes:***

1. ***Section E shall be changed to "Eagle Mountain City may bill advertisers on a semiannual or annual basis; signs may be removed for nonpayment"; and***
2. ***Staff shall change the lettering and numbering to be consistent with existing Municipal Code structure.***

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

The meeting went into recess at 8:00 p.m. and reconvened at 8:05 p.m.

5.E. Residential Zone & Residential Zone Bonus Density Entitlements Development Code Amendment

Mr. Mumford said this version of the amendment removes the bonus density system and creates twelve residential zones. It includes a land use table that specifies permitted, conditional, special, and prohibited uses by zone. Standards will need to be created for special uses. It includes a table containing a majority of the residential development standards by zone, including setbacks, building heights, lot sizes, open space requirements, units per building in multifamily zones, lot frontage, and dwelling size minimums. Generally applicable provisions have been included as well. These include minimum architectural standards, yard landscaping, open space and trails, parking and garage dimensions, buffers and transitions, minimum architectural standards, hillside development/sensitive lands, parking and garage standards, buffers, transitions, lighting, rural infrastructure, street trees, landscaped entryways, monument signs, clubhouse, swimming pools and hot tubs. Standards regarding projections into setbacks are being updated and will be included for City Council review.

Mr. Mumford said he will add the average lot size of 6,500 square feet to the language regarding the RC zone. Commissioner Wood asked that language referencing cottage lots be removed in that section.

Mr. Mumford explained in the Residential Development Standards table, the lot frontage on cul-de-sacs and circles was mistakenly entered as 40 feet in the RR2-2 zone and stated that will be updated to 60 feet. He said the language was cut off on footnote number three on the table as well. That will be corrected to state the Planning Director has approval authority.

Commissioner Wood said the Rural Residential zones need to require asphalt trails on both sides of the road for safe walking routes. Mr. Mumford said that would require a change to the rural street cross section requirements, as Municipal Code currently only requires an 8-foot trail along one side of the road.

Commissioner Wright asked if aluminum and vinyl siding should be restricted building materials. Commissioner Wood said they should be prohibited, and said stucco should be limited, as it is not an attractive material.

Commissioner Wright expressed concern that a restrictive Code regarding building materials may negatively affect home buyers and home builders. He stated the front and sides of homes that face public roads should have a higher standard.

Commissioner Wood asked if the amendment included a standard for usable space in garages. He stated a requirement of 22 feet wide by 20 feet deep of usable space may get pushback from builders, but it is a reasonable standard. Commissioner Anderson agreed that garage standards should be 22 feet wide by 20 feet deep of usable space with a 16-foot garage door.

Mr. Mumford said he would prefer the standard only include garage dimensions and not include a requirement of usable space. He explained that an analysis of ten current building permits from multiple areas and multiple builders in the city found that custom homes in larger lot subdivisions have larger garages, up to 24 feet by 24 feet; homes in Spring Run have garages that are 22 feet wide by 23 feet deep, homes in Sage Park have garages that are 20 feet wide by 22 feet deep, and homes in Scenic Mountain have garages that are 22 feet by 22 feet.

Commissioner Wood said pools should only be allowed to serve 100 to 150 units. He stated his preference that multiple pools be required and said the Municipal Code should not allow larger pools based on square feet per unit.

Mr. Mumford explained a clubhouse, pool, and hot tub are required for all multifamily projects in the MF2 and MF3 zones that include 150 units or more. The code can be amended to require a pool for a certain number of units and the pool size be increased for additional units up to a maximum pool size.

Commissioner Wood stated the MF1 zone should also require a pool for multifamily projects. He said single-family homes should not exist in the same projects as twin homes and said the MF1 zone should prohibit single-family detached homes.

Commissioner Wood said clubhouses should have a requirement that dictates size of the community gathering room. He said the increase from 1,200 square feet to 1,500 square feet may just create larger kitchens and bathrooms.

Commissioner Everett opened the public hearing at 9:01 p.m. As there were no comments, he closed the hearing.

Commissioner Everett recognized staff has put much effort into the current draft of the amendment. He stated discussions have brought new items to the Commission's attention, which have been addressed, and said future applications will likely bring other concerns to staff's attention and will need to be addressed at that time.

Commissioner Wright said ten feet is not enough clearance for a single-car garage and stated it should be increased to twelve feet. He said exclusions should be in place regarding siding on homes, and said hot tubs should have a size requirement of a minimum capacity of twelve people. He said the pool requirement should be a square footage minimum based on the number of units, not to exceed a certain size, as determined by staff.

MOTION: ***Commissioner Wood moved to recommend approval to the City Council the Chapter 17.25 and 17.30 Residential Zone and Residential Zone Bonus Density Entitlements Development Code amendments with the following conditions:***

1. ***The minimum dimensions for single-car garages shall be increased to 12 feet wide by 20 feet deep of usable space;***
2. ***Hot tubs shall accommodate a minimum of 12 people and shall be built in-ground;***
3. ***The amendment shall prohibit vinyl and aluminum siding as building materials;***
4. ***All RR1 and RR2 zones shall be required to install walking paths on both sides of the road; and***
5. ***Staff shall follow specific instructions regarding pools.***

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

6. Discussion Items

Mr. Mumford said staff will begin the process of amending additional zones after the Residential Zone amendment is finalized.

7. Next Scheduled Meeting – June 11, 2019.

8. Adjournment

MOTION: ***Commissioner Wood moved to adjourn the meeting at 9:20 p.m. Commissioner Anderson seconded the motion. Those voting aye: Matthew Everett, DeLin Anderson, Brett Wright, and Rich Wood. The motion passed with a unanimous vote.***

The meeting was adjourned at 9:20 p.m.

Approved by the Planning Commission on June 11, 2019.

_____

Steve Mumford
Community Development Director

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **JUNE 11, 2019**
TITLE:	Scenic Mountain Phase C
ITEM TYPE:	Conditional Use Permit, Site Plan, and Preliminary Plat
APPLICANT:	Dylan Young (Fieldstone Homes)

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

REQUIRED FINDINGS:
Tier IV developments require a clubhouse. The applicant has indicated that this project will be using the Clubhouse and pool provided in Scenic Mountain Phase B. Scenic Mountain B contains 40 units, and Scenic Mountain Phase A was approved with 86 units, taking the total number of units in the project to 216. By code a clubhouse and pool may serve up to 250 units. Paragraph 4 of the MDA states the applicant shall build a clubhouse in both the Tier II and Flex use areas unless:

"pursuant to section 2.5 of this Agreement, if a portion of the property is acquired by UDOT and the overall number of units is reduced below 250 units, Developer shall only be required to provide a Community Recreation Center."

As the applicant did sell property to UDOT and the total number of units is under 250 they comply with code and the MDA.

The approved zoning allows for a Tier IV residential development, and the proposed density is under the maximum permitted density within the Master Development Agreement. Multifamily Developments are Conditional Uses.

BACKGROUND:
The Scenic Mountain Master Development Plan was approved by the City Council on October 18th 2016, and the Scenic Mountain Master Development Agreement was approved by the City Council on November 15th 2016.

Scenic Mountain Phase C is a proposal for the Flex Use development pod located in the Northwest corner of the project. Per 2.1 Planning Areas and Densities C. of the Scenic Mountain Master Development Agreement this flex use parcel has the right to up to 16.62 DU/AC (120 on 7.22 before UDOT Expansion). The applicant is proposing 90 Units on 5.88 Acres for a total of 15.31 DU/AC which is under the max allowed by the MDA/MDP.

Scenic Mountain Phase C contains the roadway (Vernham Lane) that connects into State Road 73.

The applicant is proposing 90 Tier IV units

ITEMS FOR CONSIDERATION:
The following items should be considered when making a recommendation to the City Council:

Setbacks between parking areas and roads/property lines are under 10' (Paragraph one)

Parking area screening and landscape islands are required (Paragraph two)

Slope and retaining walls were discussed (Paragraph Three)

Open Space worksheet and bonus density entitlement provisions need to be provided to staff (Paragraph four)

The location of the buildings, including front entries don't comply with design standards, façades of proposed buildings are too flat and do not meet design standards (Paragraphs Five, Six, and Seven)

The proposed use is consistent with code, the MDA/MDP, complies with Health, Safety, and Welfare thus it is in compliance with 17.95.060 A-D

The applicant has completed an updated Traffic Impact Study for the entire Scenic Mountain project, with the change of a single access onto State Road 73 (previously it was anticipated there would be two accesses). The updated TIS anticipates 1,714 daily trips from the project and has made the following conclusions:

-The intersection of SR 73/Mt Airey Drive currently operates at overall LOS C in the AM and overall LOS B in the PM. This is maintained in 2019 without the site. With the site traffic the delay increases to LOS D in the AM Peak period. In 2024 the intersection operates with overall LOS F in the AM and overall LOS D in the PM without the site. With the site traffic the delay increases to LOS E in the PM peak period. Site traffic at this intersection represents 1.4% of traffic in the AM and 2.8% of traffic in the PM

-The access is planned with channelized deceleration and acceleration lanes therefore minimal delay is expected. The analysis shows the delay projected by SimTraffic at LOS B or better for all movements

-The site traffic represents 3.4% in the AM and 3.7% in the PM of total traffic along SR 73 east of the Site

-According to the standards no auxiliary lanes are required at this access. However, the site is planning to build Access 1 with channelized right turn deceleration and acceleration lanes.
The City Engineer has reviewed this traffic study with previous versions of Scenic Mountain. Thus the project is compliant with Conditional Use Standards 17.95 and it is the opinion of staff that a

PARAGRAPH ONE: Per 17.25 Tier IV setbacks are 20 feet between buildings. All buildings are separated by at least 20'. Table 17.60.160(b) calls for a 20' setback between multifamily buildings and single-family dwellings, and a 10' separation between parking areas and property lines/public streets. All multifamily buildings are at least 20' from any single-family dwelling, but parking areas on the north and west of the proposal are within 10' of property lines.

PARAGRAPH TWO: Per 17.55.080 there should be a berm or a headlight screen that is at least 3.5' tall between all parking areas and public roads. There shall also be islands every 12 stalls within parking areas

PARAGRAPH THREE: A slope Stability Study must be provided if any slopes of 25% or higher are located within 200' of this phase. Any retaining walls built must comply with 15.80 of EMMC and be no higher than five feet with at least five feet between walls.

PARAGRAPH FOUR: The applicant shall provide staff with a document showing what bonus density entitlements they are providing, and complete a parks and open space worksheet demonstrating compliance with 17.60 and paragraph 2.2 of the Scenic Mountain MDA.

PARAGRAPH FIVE: as a multifamily development this project shall comply with the Standards found in 17.72 Commercial and Multifamily Design Standards. 17.72.030.2 states that "…Buildings adjacent to streets, however, shall front those streets and provide a primary entrance toward the street. If the side of a building faces a street, an entrance should be provided on that façade. Blank walls and/or rear facades should not be placed adjacent to streets…" for the most part side elevations are proposed adjacent to the street, the applicant should rotate buildings to face the street and/or provide detailed elevations for side facades that include entrances along roads.

PARAGRAPH SIX: 17.72.030 C. Multifamily Parking states "Parking areas should be placed to the rear of buildings, accessed by a service drive." Illustrations in the Code do indicate that it is appropriate for parking to be to the side of a building and setback behind the front façade of the building (so that at its closest point the building is closer to the road than the parking) The proposed site plan has parking along roads, and next to buildings, it is up to the Planning Commission and City Council to determine if this is appropriate, if it is appropriate with parking screening, or if the applicant shall redesign the development so that buildings are along the street with parking in the rear away from the road.

PARAGRAPH SEVEN: 17.72.040 details architectural standards which call for consistent architectural styles and theming, easily identifiable main entrys that orient to sidewalks and pedestrian ways, contain sheltering elements such

Conditional Use Permit should be issued without conditions

Multifamily developments require 2 1/3 parking stalls per unit thus this 90-unit development is required to provide 210 parking stalls. The applicant is proposing 216 parking stalls. If parking islands are added where parking rows exceed 12 parking stalls the applicant would lose 2 parking stalls, leaving them with 214 parking stalls which exceeds the minimum requirements.

17.72.040 F does require that elevations utilize at least two exterior materials, the proposed elevations include brick and fiber cement board. Building colors are appropriate and don't overpower the architectural form/theme of the building which complies with this requirement.

PREPARED BY:
Tayler Jensen, Planning

as porch, stoop, arcade, or porticos. Have roof designed that reduces the perceived scale of the building(s). Contain building articulation (both horizontal and vertical) that reduces the perceived scale of the buildings, include façade modulation, use of different textures and materials, window patters, offsets, recesses, projections and varied front setbacks or staggered and jogged nit planes within the same structure. The buildings are of consistent styles and theming, there are covering for stairs, and the roof lines do reduce the scale of the buildings. The buildings, however, do not include main entry ways that orient toward pedestrian ways, there is some articulation on the front elevation but more articulation is needed on the front and sides of the units.

PARAGRAPH EIGHT: Mailbox location isn't shown, it is the opinion of staff that mailboxes should be included near the tennis court and that a sheltering element shall be included that complies with Chapter 17.72.

RECOMMENDATION:
The following are Staff's recommendations:

Option 1)
I move that the Planning Commission Approve the Scenic Mountain Phase C Conditional Use Permit

I Move that the Planning Commission recommend approval of the Scenic Mountain Phase C Preliminary Plat and Site Plan to the City Council with the following conditions:

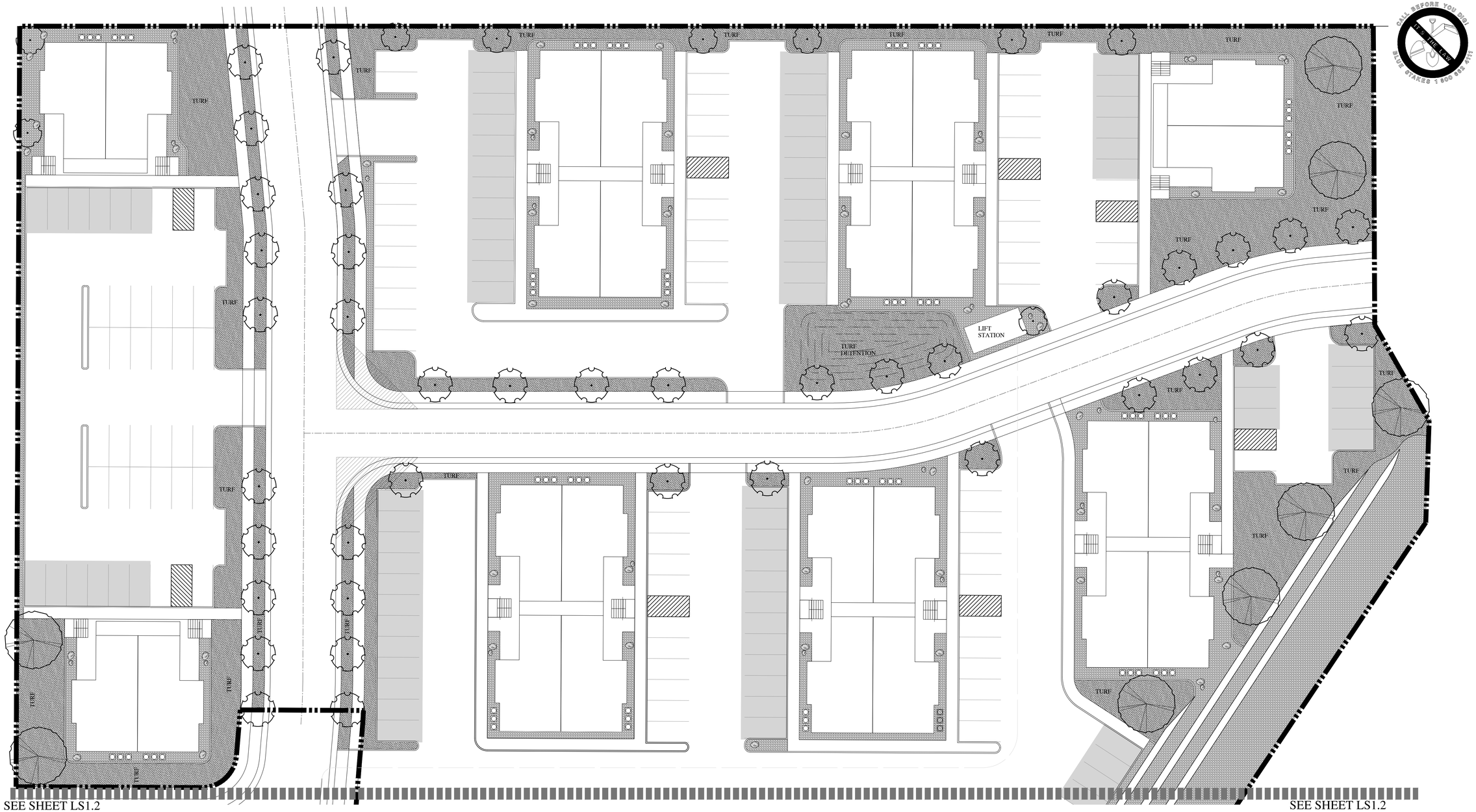
1) 10' and an appropriate 3.5' headlight screen shall be provided between all parking stalls that face public ROW
2) 10' shall be provided between all parking areas and property lines
3) Landscaped Parking Islands/fingers shall be provided where there are more than 12 parking stalls in a row
4) Applicant shall submit a slope map, if any slopes within 200' of this plat are 25% or higher a Slope Stability Study shall be provided
5) Proposed Retaining walls shall comply with 15.80 of EMMC and shall be no taller than 5 feet with a separation of at least 5 feet between walls
6) Applicant shall provide staff with documentation detailing what bonus density entitlements they are providing as well as a Parks and Open Space Worksheet demonstrating compliance with 17.60 of EMMC and 2.2 of the Scenic Mountain MDA
7) Buildings should be rotated to face the street, and/or the applicant shall provide detailed elevations for side facades that include entrances along roads, and meet commercial design standards.
8) Additional articulation (vertical and horizontal) shall be provided for elevations
9) Buildings should orient to pedestrian paths or walkways
10) Mailbox location must be shown away from the street unless a pullout is

provided to be approved by staff. should be shown

Option 2)
I move that the Planning Commission tables the Scenic Mountain Phase C Preliminary Plat, Site Plan, and Conditional Use Permit with the following direction…(specific instruction provided to the applicant).

Attachments:
Proposed Elevations
Landscape Plans
SCENIC MT ALTA SURVEY-LEI UPDATE_02.20.19.pdf
Traffic Report

FORUM
BUILDERS



SEE SHEET LS1.2

SEE SHEET LS1.2

GENERAL NOTES

1. THESE LANDSCAPE PLANS ARE NOT COMPLETE CONSTRUCTION DOCUMENTS AND SHOULD NOT BE USED AS SUCH. THE PURPOSE OF THESE PLANS IS TO DEMONSTRATE OVERALL DESIGN INTENT TO THE OWNER AND ASSIST OWNER IN OBTAINING COMPETITIVE BIDS FOR INSTALLATION OF SAID LANDSCAPING.
2. ALL BASE AND SITE INFORMATION WAS OBTAINED FROM A SURVEY PERFORMED BY OTHERS. AND IS THEREFORE ASSUMED TO BE ACCURATE. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING AND PROPOSED GRADES, PLANT MATERIAL, BUILDINGS, PROPERTY LINES ETC. ON-SITE PRIOR TO CONSTRUCTION AND WILL NEED TO MAKE ON-SITE ADJUSTMENTS AS NECESSARY DURING CONSTRUCTION. BY USE OF THESE PLANS, THE OWNER AND CONTRACTORS AGREE TO HOLD IN-SITE DESIGN GROUP HARMLESS FROM ERRORS IN SURVEY PROVIDED.
3. CONTRACTOR TO VERIFY AND COORDINATE ALL UTILITIES AND/OR EASEMENTS AND SHALL ENSURE NO CONFLICTS EXIST BETWEEN EXISTING UTILITIES, EASEMENTS AND THE PROPOSED LANDSCAPE PLAN.
4. THESE DOCUMENTS ARE NOT TO BE USED AS COMPLETE GRADING PLANS. EXISTING AND PROPOSED ELEVATIONS (IF ANY) ARE SHOWN ONLY TO DEMONSTRATE THE RELATIONSHIPS BETWEEN LANDSCAPE ELEMENTS. ON-SITE ADJUSTMENTS MAY BE NECESSARY. SEE CIVIL DRAWINGS FOR GRADING AND DRAINAGE AND ANY RETAINING WALLS.
5. IN-SITE DESIGN GROUP (ISDG) AGREES TO AMEND LANDSCAPE DRAWINGS AS NECESSARY AND/OR PROVIDE ON-SITE CONSTRUCTION SUPERVISION AT AN ADDITIONAL COST TO BE DETERMINED.
6. ISDG OFFERS NO GUARANTEE, WRITTEN OR OTHERWISE, AS TO THE ACCURACY OF THESE DRAWINGS. THE OWNER AND CONTRACTOR ARE ULTIMATELY RESPONSIBLE FOR ENSURING LANDSCAPE IS CONSTRUCTED IN A SAFE MANNER THAT WILL NOT CAUSE HARM TO ANY PERSON, STRUCTURE OR OTHER ELEMENTS ON THE SAID PROPERTY OR ADJACENT PROPERTIES.
7. CONTRACTOR SHALL INSPECT ALL DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES FOUND IN THE DRAWINGS, DETAILS OR SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND IN-SITE DESIGN GROUP PRIOR TO CONSTRUCTION. CONTRACTOR SHALL OBTAIN WRITTEN FIELD DIRECTIVES FROM IN-SITE DESIGN GROUP STATING PROPER COURSE OF ACTION IF DISCREPANCIES OR ERRORS ARE DISCOVERED PRIOR TO AND DURING CONSTRUCTION.

TREE LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	PRUNUS VIRGINIANA 'CANADA RED' CANADA RED CHOKECHERRY	18	2" CALIPER
	PYRUS CALLERYANA 'CLEVELAND SELECT' CLEVELAND SELECT FLOWERING PEAR	40	2" CALIPER
	SMALL COLUMNAR ORNAMENTAL COLUMNAR ORNAMENTAL FLOWERING	9	2" CALIPER

SHRUB LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME BOTANICAL NAME COMMON NAME	QTY QTY	SIZE SIZE

TO BE DETERMINED

GROUNDCOVER LEGEND

SYMBOL	DESCRIPTION	QTY
TURF	TURF GRASS TO BE MINIMUM 3 VARIETY KENTUCKY BLUEGRASS MIX. SOD ROLLS.	52,586 S.F.
	PLANTER BED AREA WITH A 3" DEPTH OF ROCK OR WOOD MULCH TO BE DETERMINED. INSTALLED OVER HEAVY DUTY WEED CONTROL FABRIC.	27,500 S.F
	MOW CURBING OR METAL EDGING TO BE DETERMINED BETWEEN ALL LAWN AND PLANTER BED LOCATIONS PER PLAN.	PER PLAN
	OPTIONAL LANDSCAPE BOULDERS, VARIOUS SIZED, TBD.	86

N

20' 0 20' 40' 60'

SCALE: 1"=20'-0" ON 24X36 SHEET

In Site DESIGN GROUP
Landscape Architecture Land Planning
17 North 470 West American Fork, Utah 84003
801.756.5043 www.in-sitedesigngroup.com
architects@in-sitedesigngroup.com

CONSULTANTS:

STAMP: LICENSED LANDSCAPE ARCHITECT # 4884514 Cory B. Whiting STATE OF UTAH

PROJECT:

SCENIC CONDOS
FORUM BUILDERS
RANCHES - EAGLE MOUNTAIN - UTAH
PRELIMINARY PLAN - NOT FOR CONSTRUCTION

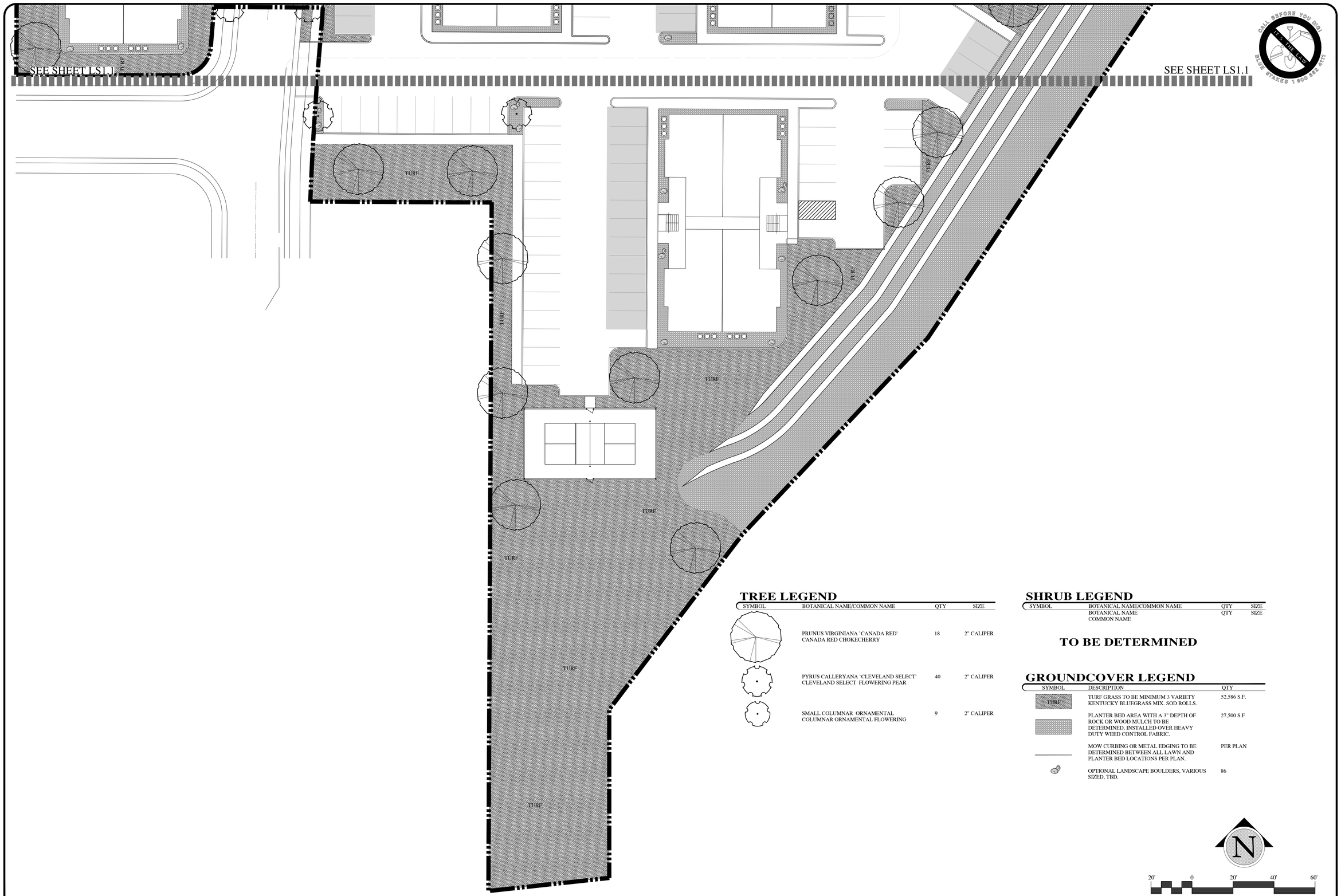
SHEET TITLE:

LANDSCAPE PLAN

DRAWN BY:	SEW
CHECKED:	SEW/CBW
DATE:	4-125-2019
REVISIONS:	
JOB NO.	19-121

SHEET: LS1.1

THIS DRAWING IS THE INTELLECTUAL PROPERTY OF IN-SITE DESIGN GROUP. DO NOT COPY OR REPRODUCE IN ANY WAY WITHOUT THE EXPRESS WRITTEN PERMISSION OF IN-SITE DESIGN GROUP. COPYRIGHT © 2006



TREE LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	PRUNUS VIRGINIANA 'CANADA RED' CANADA RED CHOKECHERRY	18	2" CALIPER
	PYRUS CALLERYANA 'CLEVELAND SELECT' CLEVELAND SELECT FLOWERING PEAR	40	2" CALIPER
	SMALL COLUMNAR ORNAMENTAL COLUMNAR ORNAMENTAL FLOWERING	9	2" CALIPER

SHRUB LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	BOTANICAL NAME COMMON NAME	QTY	SIZE

TO BE DETERMINED

GROUNDCOVER LEGEND

SYMBOL	DESCRIPTION	QTY
TURF	TURF GRASS TO BE MINIMUM 3 VARIETY KENTUCKY BLUEGRASS MIX. SOD ROLLS.	52,586 S.F.
	PLANTER BED AREA WITH A 3" DEPTH OF ROCK OR WOOD MULCH TO BE DETERMINED. INSTALLED OVER HEAVY DUTY WEED CONTROL FABRIC.	27,500 S.F
	MOW CURBING OR METAL EDGING TO BE DETERMINED BETWEEN ALL LAWN AND PLANTER BED LOCATIONS PER PLAN.	PER PLAN
	OPTIONAL LANDSCAPE BOULDERS, VARIOUS SIZED, TBD.	86

N

SCALE: 1"=20'-0" ON 24X36 SHEET

In Site DESIGN GROUP
Landscape Architecture Land Planning
17 North 470 West American Fork, Utah 84003
801.756.5043 www.in-sitedesigngroup.com
architects@in-sitedesigngroup.com

CONSULTANTS:

STAMP:

LICENSED LANDSCAPE ARCHITECT # 4884514 Cory B. Whiting STATE OF UTAH

PROJECT:

SCENIC CONDOS
FORUM BUILDERS
RANCHES - EAGLE MOUNTAIN - UTAH

PRELIMINARY PLAN - NOT FOR CONSTRUCTION

SHEET TITLE:

LANDSCAPE PLAN

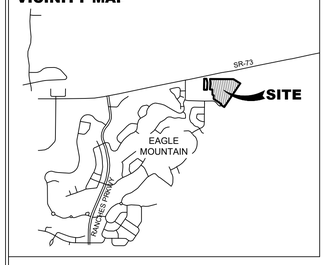
DRAWN BY: SEW
CHECKED: SEW/CBW
DATE: 4-125-2019
REVISIONS:
JOB NO. 19-121

SHEET:

LS1.2

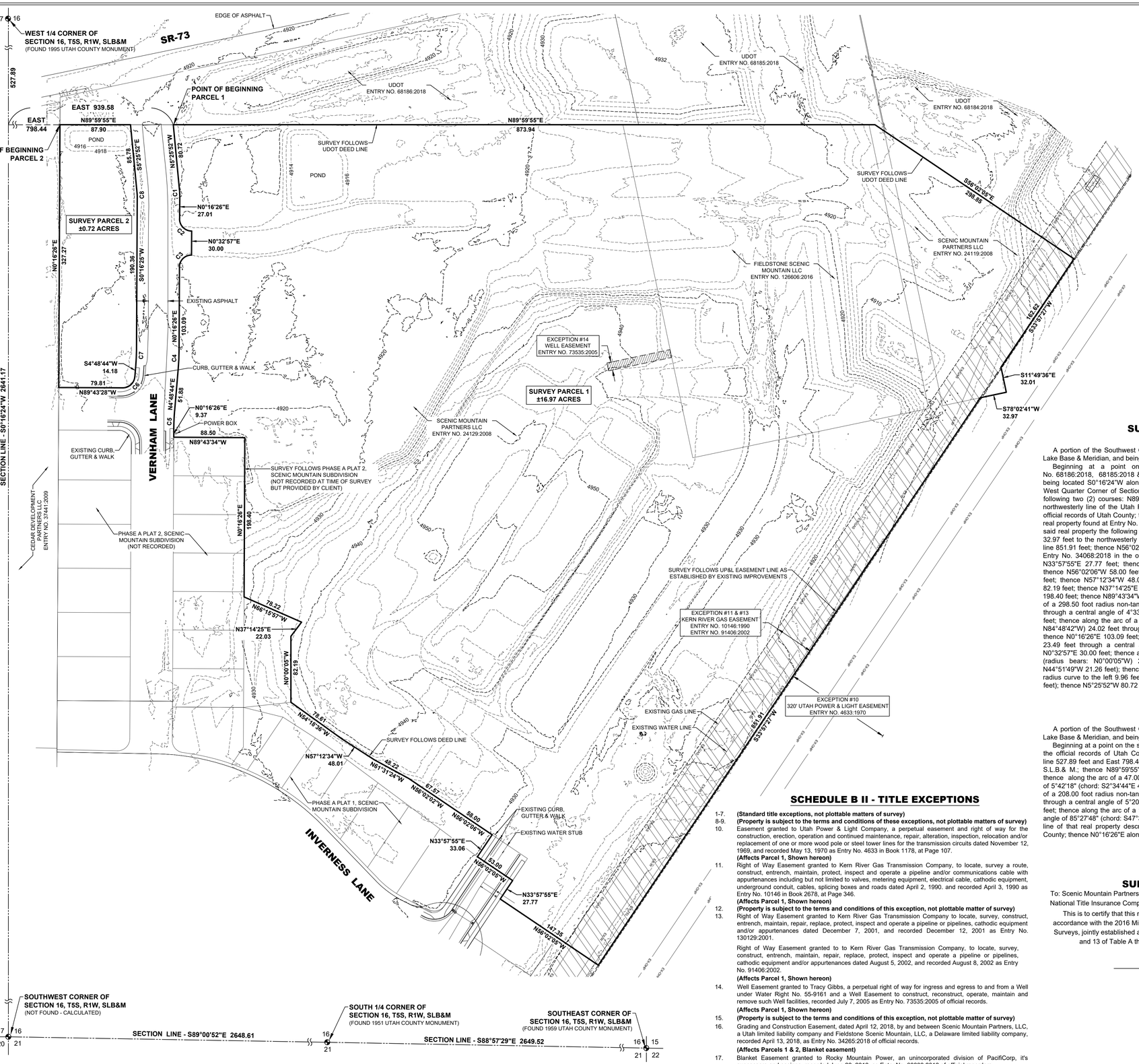
THIS DRAWING IS THE INTELLECTUAL PROPERTY OF IN-SITE DESIGN GROUP. DO NOT COPY OR REPRODUCE IN ANY WAY WITHOUT THE EXPRESS WRITTEN PERMISSION OF IN-SITE DESIGN GROUP. COPYRIGHT © 2006

VICINITY MAP



NOTES

1. The purpose of this survey is to provide a ALTA/NSPS Survey of the area shown hereon for the clients own intents and purposes.
2. The Basis of Bearing for this survey is N89°09'33"W along the Section Line from the South 1/4 Corner to the Southwest Corner of Section 21, Township 5 South, Range 1 West, Salt Lake Base and Meridian. Deeds and plats of record have been rotated to the above mentioned basis of bearing.
3. This survey does not guarantee, grant, transfer or imply fee title ownership of any portion of this property in whole or part to any party or persons. This survey makes reference to owners names, documents and deed lines which are depicted hereon to the best of the surveyor's ability, however all information shown hereon should be verified by county records, title companies and other qualified professionals to meet the specific purposes and intents of the client. Furthermore, the filing of this survey with the respective county in which the property is situated does not serve as an instrument to subdivide, transfer, sell, or trade any portion of the property shown hereon. It is recommended that a qualified title company and/or other qualified professionals be contacted to address any and all questions regarding property ownership, title and the transfer of real property.
4. A title report prepared by Bartlett Title Insurance Agency, Commitment No. BT-13523, Effective Date: 1/13/19 was used in the preparation of this survey and LEI Consulting Engineers and Surveyors, Inc. is entitled to rely on the accuracy of those reports, and is not liable for errors and omissions based on the reliance of said title reports. All easements and title exceptions shown hereon are referenced from said report.
5. The benchmark for the topographic information provided hereon is the found 1959 Utah County Monument at the Southeast Corner of said Section 16, with an elevation of 4,761.64 feet. Contours are shown hereon at two (2) foot intervals.
6. This drawing, its design, and invention thereof, is the property of LEI Consulting Engineers and Surveyors, Inc. and is submitted to, and is for the exclusive use of, the client referenced on the Survey. Only copies authorized in writing and individually signed and sealed by the Surveyor may be used as the official work of the Surveyor. This drawing and any copy thereof may not be relied upon for any purpose, by any party, except as stated in the agreement between LEI Consulting Engineers and Surveyors, Inc., and its client.
7. This drawing and any copy thereof, may also not be relied upon for any purpose under any of the following conditions:
   - A. Original and any copies not individually signed and sealed by Surveyor.
   - B. Dependent monuments and data set, or published, by others and used by the Surveyor are subsequently found to be in error.
   - C. Improvements shown have been altered, changed, or added to, subsequent to the Survey.
8. Except as specifically stated or shown on this plan, this survey does not purport to reflect any of the following which may be applicable to the properties shown hereon: easements, encumbrances, building setback lines, restrictive covenants, subdivision restrictions, zoning or other land use restrictions and any other facts that an accurate and current title search may disclose. Regarding any issues not specifically stated or shown on the survey, client is advised to seek the services of a competent title company.
9. Underground utilities have been shown hereon based on observed evidence. Additional underground utilities including but not limited to: power, phone, cable TV, water, sewer and sprinkler lines may exist within the boundaries of this survey and blue stakes should be contacted prior to digging or in order to add the locations of such utilities to this survey. Engineers, contractors, and others that rely on this information should be cautioned that the locations, elevations, and pipe sizes of the existing utilities may not to be relied on as being exact or complete. Additional exploration, verification and relocation of existing utilities will be the sole responsibility of the contractor prior to or during construction of any additional improvements.
10. #5 rebar and cap have been set at all lot corners unless noted otherwise.
11. This property is within Flood Zone "X" (area of minimal flooding) according to the Flood Insurance Rate Map Panel No. 4955170115 B, Map Revised: July 17, 2002



SCALE: 1"=60'

60 30 0 60

CURVE TABLE

CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	100.00	5°42'24"	9.96	N2°34'43"W 9.96
C2	15.00	90°16'31"	23.63	N44°51'49"W 21.26
C3	15.00	89°43'29"	23.49	N45°08'10"E 21.16
C4	261.00	5°16'26"	24.02	N2°33'05"E 24.02
C5	298.50	4°33'40"	23.76	N2°32'35"E 23.76
C6	15.00	85°27'48"	22.37	S47°32'38"W 20.36
C7	208.00	5°20'20"	19.38	S2°33'51"W 19.37
C8	47.00	5°42'18"	4.68	S2°34'44"E 4.68

SURVEY DESCRIPTION

PARCEL 1

A portion of the Southwest Quarter of Section 16, Township 5 South, Range 1 West, Salt Lake Base & Meridian, and being more particularly described as follows:

Beginning at a point on the south line of that real property found at Entry No. 68186:2018, 68185:2018 & 68184:2018 in the official records of Utah County, said point being located S0°16'24"W along the Section line 527.89 feet and East 939.58 feet from the West Quarter Corner of Section 16, T5S, R1W, S.L.B.& M.; thence along said south line the following two (2) courses: N89°59'55"E 873.94 feet; thence S56°02'05"E 298.85 feet to the northwesterly line of the Utah Power & Light Easement found at Entry No. 4633:1977 in the official records of Utah County; thence S33°57'27"W 162.62 feet to the northeasterly line of that real property found at Entry No. 24119:2008 in the official records of Utah County; thence along said real property the following two (2) courses: S11°49'36"E 32.01 feet; thence S78°02'41"W 32.97 feet to the northwesterly line of said UP&L Easement; thence S33°57'27"W along said line 851.91 feet; thence N56°02'05"W 147.35 feet; thence along that real property described at Entry No. 34068:2018 in the official records of Utah County the following eight (8) courses: N33°57'55"E 27.77 feet; thence N56°02'05"W 53.00 feet; thence N33°57'55"E 33.06 feet; thence N56°02'06"W 58.00 feet; thence N56°02'02"W 67.57 feet; thence N61°31'24"W 48.22 feet; thence N57°12'34"W 48.01 feet; thence N54°18'36"W 78.61 feet; thence N0°00'05"W 82.19 feet; thence N37°14'25"E 22.03 feet; thence N66°15'57"W 78.22 feet; thence N0°16'26"E 198.40 feet; thence N89°43'34"W 88.50 feet; thence N0°16'26"E 9.37 feet; thence along the arc of a 298.50 foot radius non-tangent curve to the right (radius bears: S89°44'15"E) 23.76 feet through a central angle of 4°33'40" (chord: N2°32'35"E 23.76 feet); thence N4°48'44"E 51.88 feet; thence along the arc of a 261.00 foot radius non-tangent curve to the left (radius bears: N84°48'42"W) 24.02 feet through a central angle of 5°16'26" (chord: N2°33'05"E 24.02 feet); thence N0°16'26"E 103.09 feet; thence along the arc of a 15.00 foot radius curve to the right 23.49 feet through a central angle of 89°43'29" (chord: N45°08'10"E 21.16 feet); thence N0°32'57"E 30.00 feet; thence along the arc of 15.00 foot radius non-tangent curve to the right (radius bears: N0°00'05"W) 23.63 feet through a central angle of 90°16'31" (chord: N44°51'49"W 21.26 feet); thence N0°16'26"E 27.01 feet; thence along the arc of a 100.00 foot radius curve to the left 9.96 feet through a central angle of 5°42'24" (chord: N2°34'43"W 9.96 feet); thence N5°25'52"W 80.72 feet to the point of beginning.

Contains: ±16.97 Acres

PARCEL 2

A portion of the Southwest Quarter of Section 16, Township 5 South, Range 1 West, Salt Lake Base & Meridian, and being more particularly described as follows:

Beginning at a point on the south line of that real property found at Entry No. 68186:2018 in the official records of Utah County, said point being located S0°16'24"W along the Section line 527.89 feet and East 798.44 feet from the West Quarter Corner of Section 16, T5S, R1W, S.L.B.& M.; thence N89°59'55"E along said line 87.90 feet; thence S5°25'52"E 85.78 feet; thence along the arc of a 47.00 foot radius curve to the right 4.68 feet through a central angle of 5°42'18" (chord: S2°34'44"E 4.68 feet); thence S0°16'25"W 190.36 feet; thence along the arc of a 208.00 foot radius non-tangent curve to the right (radius bears: S89°53'41"W) 19.38 feet through a central angle of 5°20'20" (chord: S2°33'51"W 19.37 feet); thence S4°48'44"W 14.18 feet; thence along the arc of a 15.00 foot radius curve to the right 22.37 feet through a central angle of 85°27'48" (chord: S47°32'38"W 20.36 feet); thence N89°43'28"W 79.81 feet to the east line of that real property described at Entry No. 37441:2009 in the official records of Utah County; thence N0°16'26"E along said line 327.27 feet to the point of beginning.

Contains: ±0.72 Acres

SCHEDULE B II - TITLE EXCEPTIONS

1-7. **(Standard title exceptions, not plottable matters of survey)**

8-9. **(Property is subject to the terms and conditions of these exceptions, not plottable matters of survey)**

10. Easement granted to Utah Power & Light Company, a perpetual easement and right of way for the construction, erection, operation and continued maintenance, repair, alteration, inspection, relocation and/or replacement of one or more wood pole or steel tower lines for the transmission circuits dated November 12, 1969, and recorded May 13, 1970 as Entry No. 4633 in Book 1178, at Page 107.
(Affects Parcel 1, Shown hereon)

11. Right of Way Easement granted to Kern River Gas Transmission Company, to locate, survey a route, construct, entrench, maintain, protect, inspect and operate a pipeline and/or communications cable with appurtenances including but not limited to valves, metering equipment, electrical cable, cathodic equipment, underground conduit, cables, splicing boxes and roads dated April 2, 1990. and recorded April 3, 1990 as Entry No. 10146 in Book 2678, at Page 346.
(Affects Parcel 1, Shown hereon)

12. **(Property is subject to the terms and conditions of this exception, not plottable matter of survey)**

13. Right of Way Easement granted to Kern River Gas Transmission Company to locate, survey, construct, entrench, maintain, repair, replace, protect, inspect and operate a pipeline or pipelines, cathodic equipment and/or appurtenances dated December 7, 2001, and recorded December 12, 2001 as Entry No. 130129:2001.

    Right of Way Easement granted to to Kern River Gas Transmission Company, to locate, survey, construct, entrench, maintain, repair, replace, protect, inspect and operate a pipeline or pipelines, cathodic equipment and/or appurtenances dated August 5, 2002, and recorded August 8, 2002 as Entry No. 91406:2002.
(Affects Parcel 1, Shown hereon)

14. Well Easement granted to Tracy Gibbs, a perpetual right of way for ingress and egress to and from a Well under Water Right No. 55-9161 and a Well Easement to construct, reconstruct, operate, maintain and remove such Well facilities, recorded July 7, 2005 as Entry No. 73535:2005 of official records.
(Affects Parcel 1, Shown hereon)

15. **(Property is subject to the terms and conditions of this exception, not plottable matter of survey)**

16. Grading and Construction Easement, dated April 12, 2018, by and between Scenic Mountain Partners, LLC, a Utah limited liability company and Fieldstone Scenic Mountain, LLC, a Delaware limited liability company, recorded April 13, 2018, as Entry No. 34265:2018 of official records.
(Affects Parcels 1 & 2, Blanket easement)

17. Blanket Easement granted to Rocky Mountain Power, an unincorporated division of PacifiCorp, it's successors and assigns, recorded June 28, 2018, as Entry No. 60833:2018 of official recorders.
(Affects Parcels 1 & 2, Blanket easement)

18. Existing power box, UP&I Easement Lines, Kern River Gas Easement, gas Line, water line water stub curb and gutter, and existing ponds as shown on plat of ALTA/NSPS Land Title Survey dated 11-14-2018, By LEI Engineers Surveyors and Planners, as project No. 2018-0025.

19-20. **(Standard title exceptions, not plottable matters of survey)**

SURVEYOR'S CERTIFICATE

To: Scenic Mountain Partners LLC, Fieldstone Scenic Mountain LLC, and Old Republic National Title Insurance Company, and their respective successors and assigns, as follows:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 3, 4, 5, 8 and 13 of Table A thereof. The fieldwork was completed in October of 2018.

Ryan W. Hall, PLS

Date

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

STATE OF UTAH
RYAN W. HALL
No. 6310734
PROFESSIONAL LAND SURVEYOR
2/20/19

ALTA/NSPS LAND TITLE SURVEY

A PORTION OF THE SOUTHWEST 1/4 OF SECTION 16, T5S, R1W, S.L.B.&M., EAGLE MT, UTAH

PREPARED FOR: FIELDSTONE HOMES

PROPERTY OF: SCENIC MOUNTAIN PARTNERS LLC & FIELDSTONE SCENIC MOUNTAIN LLC

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2018-0025
DRAWN BY: RWH
CHECKED BY: RWH
SCALE: 1"=60'
DATE: 02/20/2019
SHEET 1

V:\0_LEI PROJECTS\2018\2018-0025 SCENIC MTN BUBD - EAGLE\ACAD\2018-0025 SCENIC MT SURVEY.DWG 2/20/2019 9:00 AM

Residential Development
SR 73
Traffic Impact Study

Eagle Mountain, UT

October 2018

TRANSPORTATION ENGINEERING

A-Trans Engineering
P.O. Box 521651
Salt Lake City, Utah 84152
(801) 949-0348 telephone
(801) 582-6252 fax

TRAFFIC STUDY

Residential Development
SR 73
Traffic Impact Analysis

Eagle Mountain, Utah

October 2018

Prepared by:

A-Trans Engineering
Joseph Perrin, PhD, PE, PTOE
P.O. Box City, 521651
Salt Lake City, Utah 84152
(801) 949-0348
atrans@comcast.net

Table of Contents

I. Introduction and Summary 1
II. Study Area Conditions 1
III. Analysis of Existing Condition 5
IV. Projected Traffic 7
V. Traffic Analysis 15
VI. Conclusions 18

Table of Figures

Figure 1: Conceptual Site Plan 2
Figure 2: Project Site Location 3
Figure 3: Existing Geometry 4
Figure 4: Existing Traffic 6
Figure 5: Origin Destination 8
Figure 6: Site Trip Distribution 9
Figure 7: 2019 Background Traffic 11
Figure 8: 2024 Background Traffic 12
Figure 9: 2019 Total Traffic 13
Figure 10: 2024 Total Traffic 14

Table of Tables

Table 1: Existing Level of Service 5
Table 2: Trip Generation..... 7
Table 3: Historical AADT 10
Table 4: Intersection LOS-Delay Relationship..... 15
Table 5: SR 73 / Mt Airey Drive Intersection Analysis 16
Table 6: SR 73 / Access 1 Intersection Analysis..... 16
Table 7: 2024 Queue Analysis..... 17

I. Introduction and Summary

The proposed residential community is located on the south side of SR 73 in Eagle Mountain, Utah. This is approximately milepost 34 – 34.3 on SR 73. The proposed site is planned to include 211 residential units, 80 single family, 40 townhomes and 91 condominiums. Based on this land use, the site is projected to generate 119 AM and 152 PM peak hour trips with 1,714 daily trips.

The intersection of SR 73 / Mt. Airey Drive currently operates at overall LOS C in the AM and overall LOS B in the PM. This is maintained in 2019 without the site. With the site traffic the delay increases to LOS D in the AM peak period. In 2024 the intersection operates with overall LOS F in the AM and overall LOS D in the PM without the site. With the site traffic the delay increases to LOS E in the PM peak period. Site traffic at this intersection represents 1.4% of traffic in the AM and 2.8% of traffic in the PM.

The site is proposing one right in right out accesses along SR 73. The access is planned with channelized deceleration and acceleration lanes and therefore minimal delay is expected. The analysis shows the delay projected by SimTraffic as LOS B or better for all movements.

Recommendations:
The site access to SR 73 is planned as a right in right out access with a right turn deceleration and acceleration lane. A raised concrete channelizing median is planned at this location.

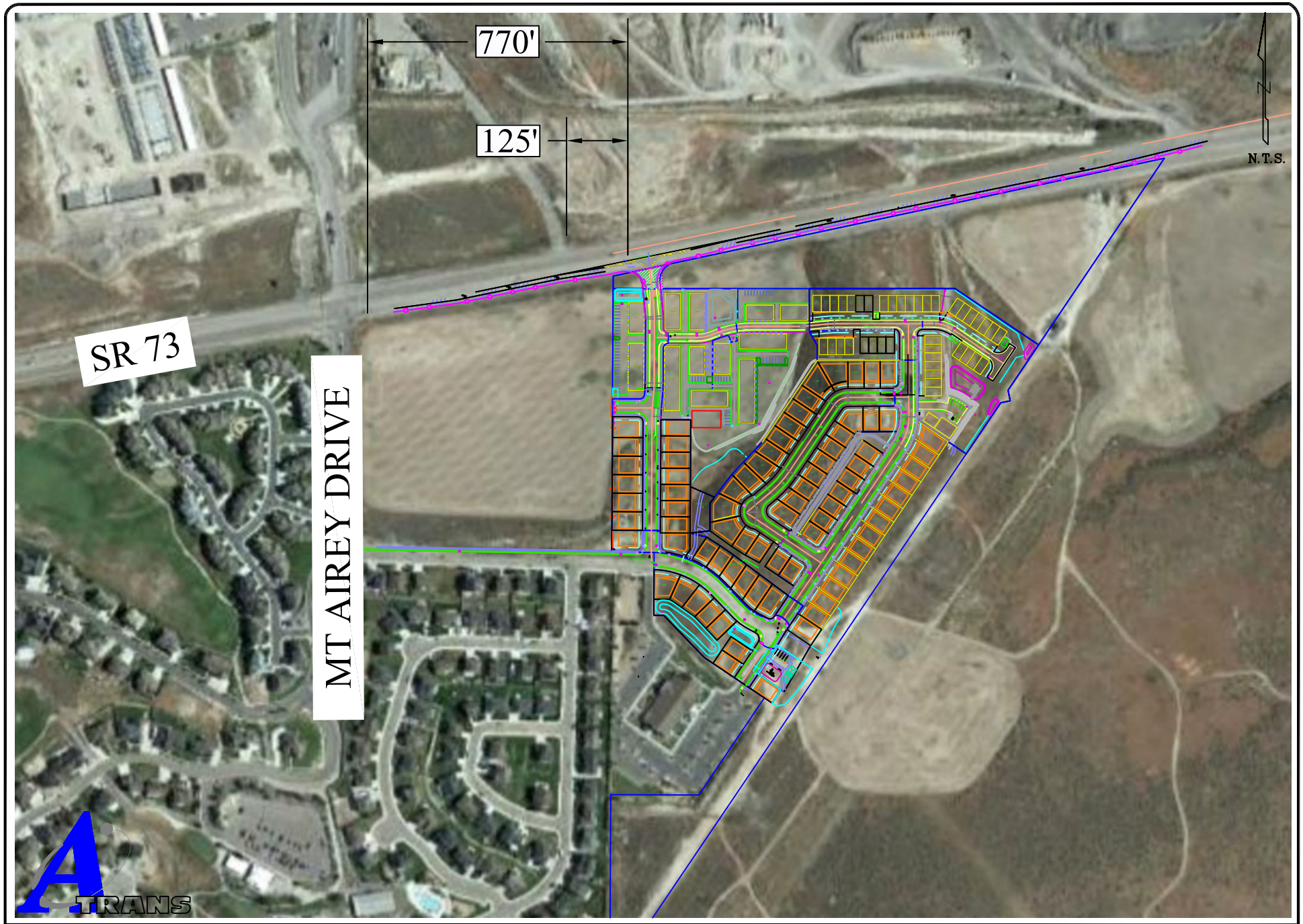
II. Study Area Conditions

The study area includes the following intersection.

- Mt Airey Drive / SR 73
- SR 73 / Access 1

The site plan is shown in Figure 1. Figure 2 shows the location of the site. Figure 3 shows existing intersection geometry

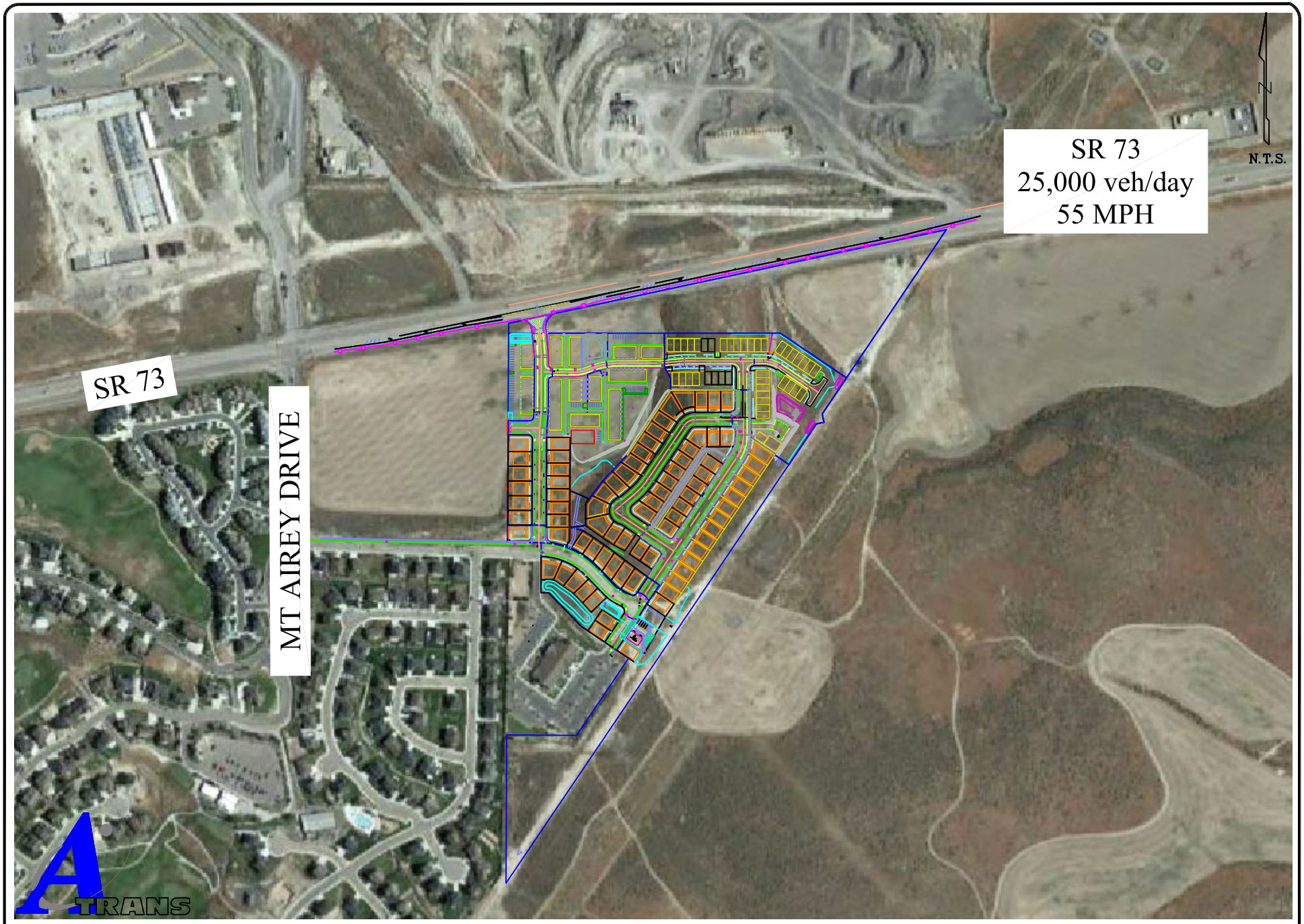
<u>SR 73</u>
SR 73 is currently a five lane facility with a 2016 AADT of 25,000 vehicles per day and a speed limit of 55 MPH. SR 73 is a Category 5 Roadway with required street spacing of 660 feet and access spacing of 350 feet.



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 1

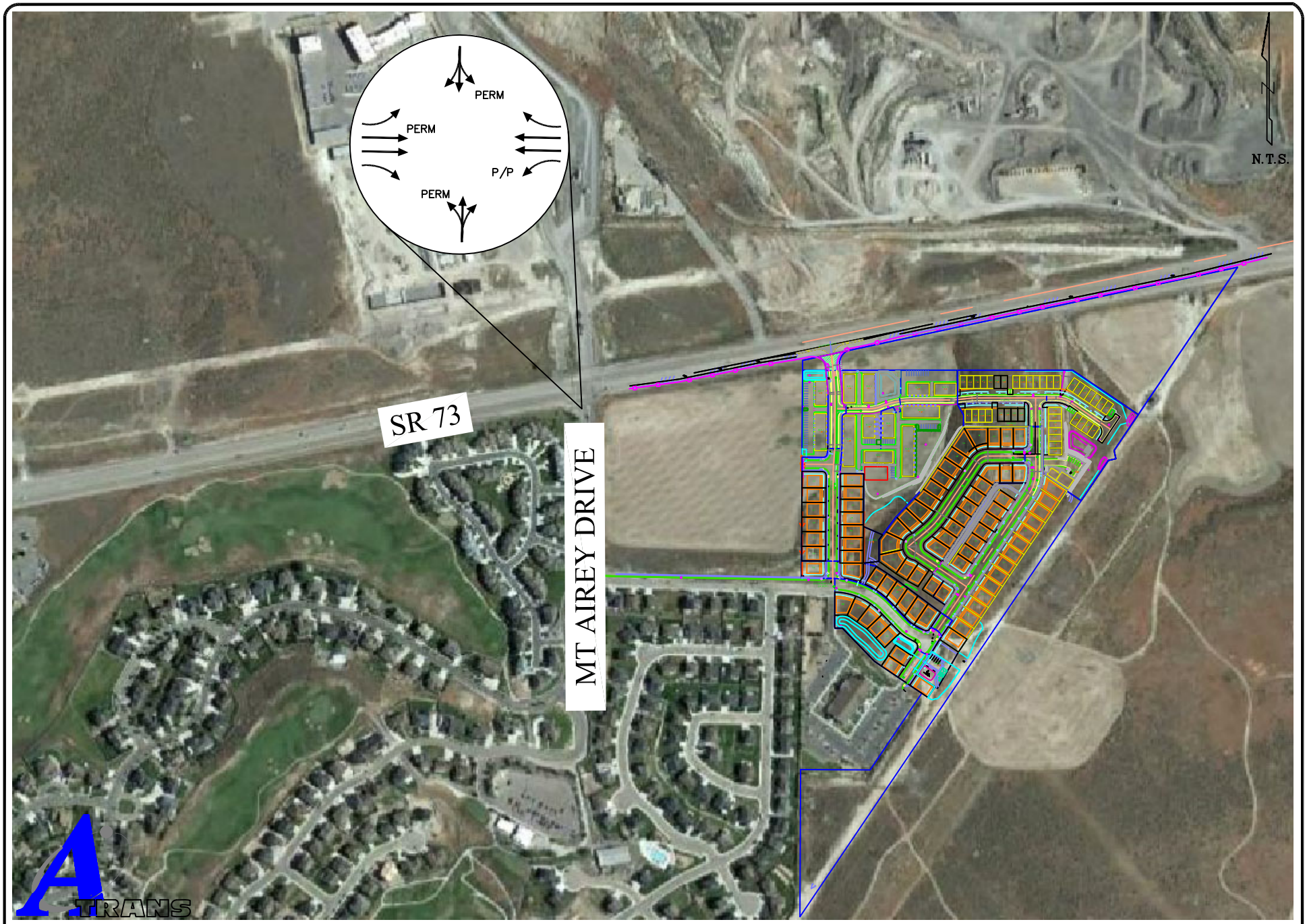
Conceptual Site Plan



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 2

Site Location



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 3

Proposed Geometry

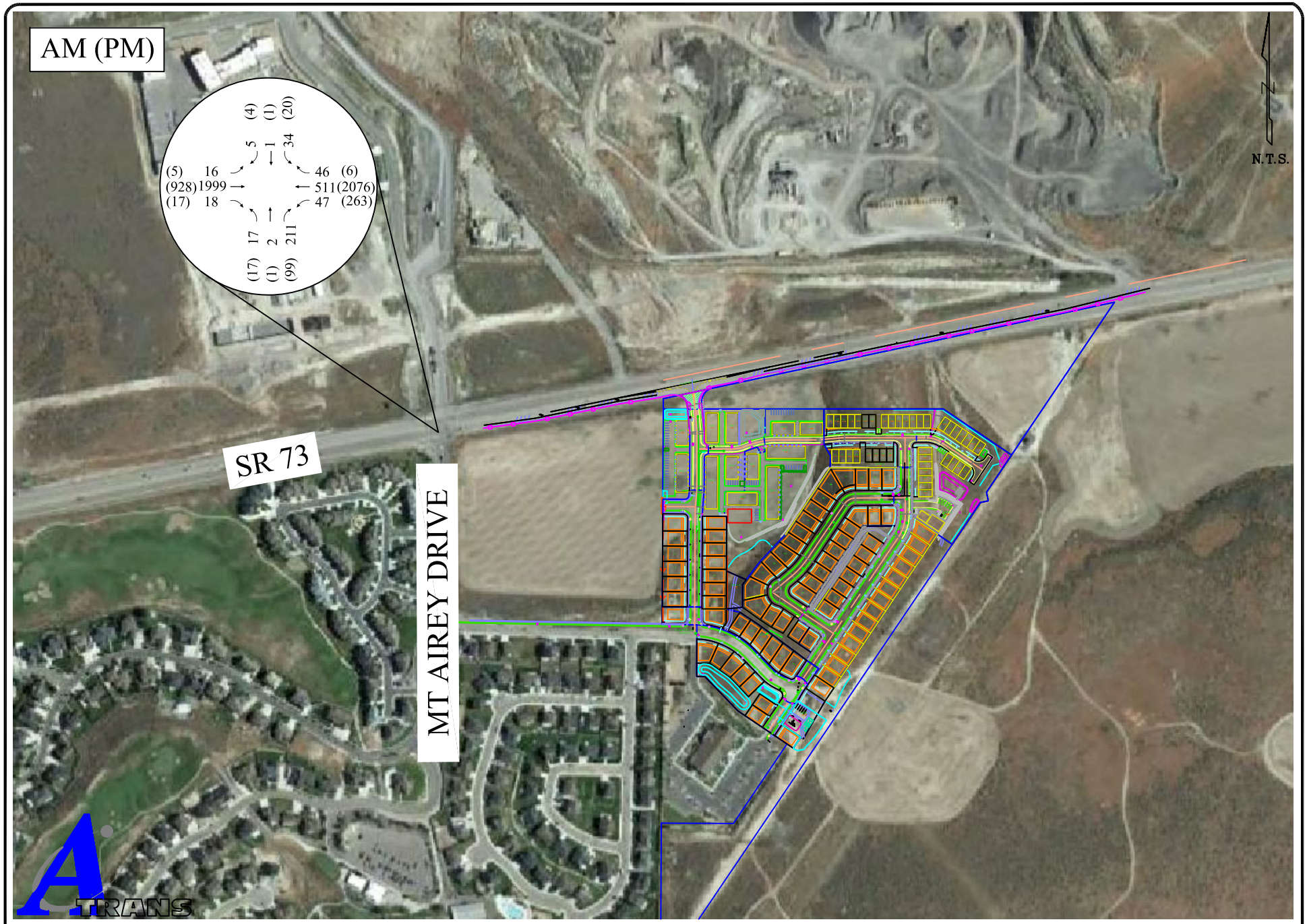
III. Analysis of Existing Condition

The existing traffic counts were performed Tuesday October 9, 2018 during the AM and PM peak periods. The peak hour factor for the AM was found at 0.85 and 0.88 for the PM peak period. This study is an update to the October 2016 study performed by A-Trans Engineering for the same parcel. The counts done in 2018 show an increase in background traffic of 28% in the AM and 39% in the PM. The AADT along SR 73 increased from 20,000 in 2016 to 25,000 in 2018. Figure 4 shows existing traffic counts utilized in the study.

SR 73 / Mt. Airey Drive operates at an overall LOS C in the AM and overall LOS B in the PM peak period. Table 1 shows the Existing LOS.

Table 1: Existing Level of Service

	SR 73 / Mt Airey Drive (Overall)	
AM	22.6	C
PM	12.8	B



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 4

Existing Traffic

IV. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (10th Edition) handbook. The proposed site is planned to include 211 residential units; 80 single family, 40 townhomes and 91 condominiums. Based on this land use, the site is projected to generate 119 AM and 152 PM peak hour trips with 1,714 daily trips. Trip generation is shown in Table 2.

Table 2: Trip Generation

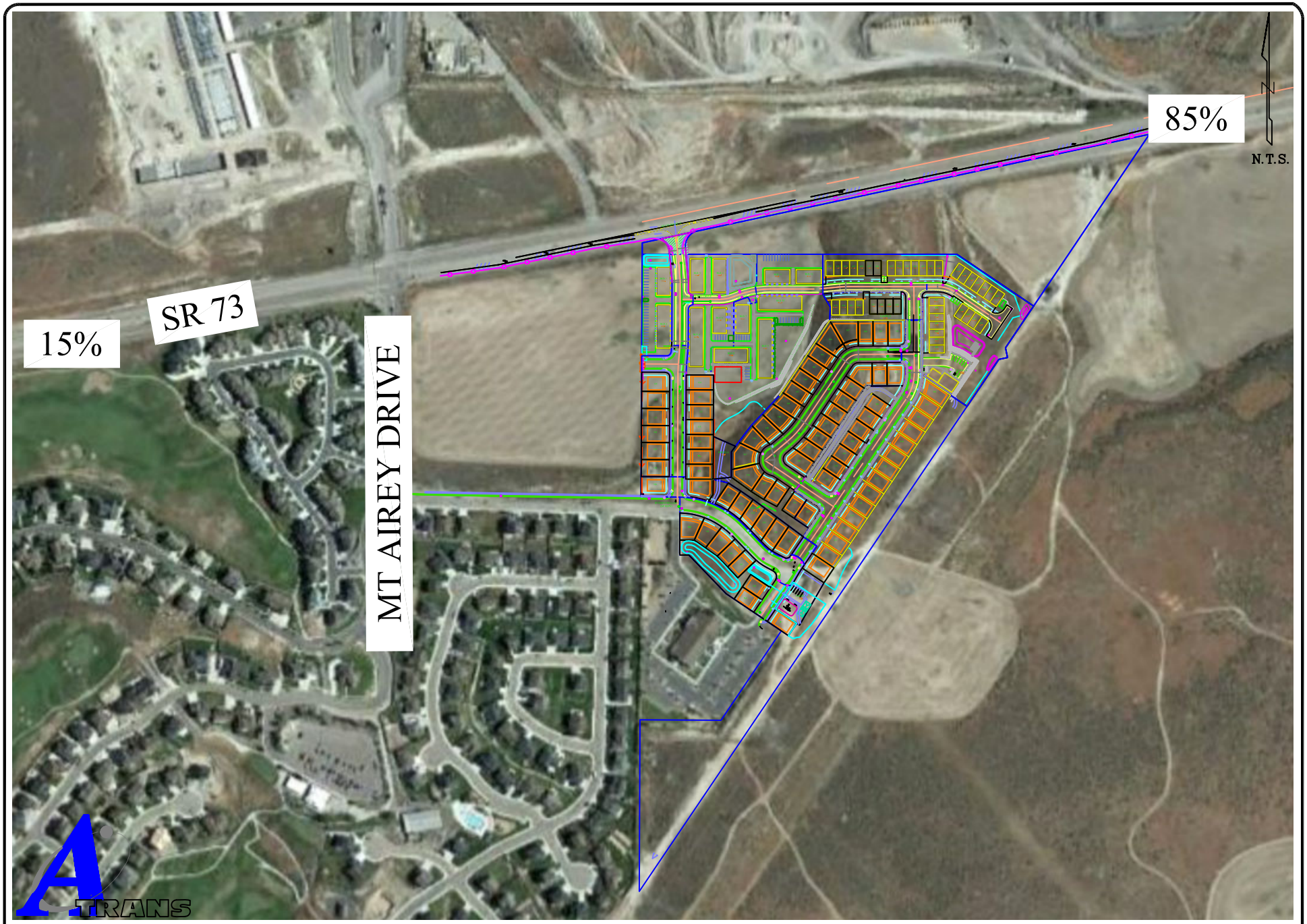
			Trip Rate		Trips		Trips			
	Size	Land Use	AM	PM	AM	PM	AM IN	AM Out	PM IN	PM OUT
Single Family	80	210	0.74	0.99	59	79	15	44	50	29
Multifamily	131	220	0.46	0.56	60	73	14	46	46	27
Total					**119**	**152**	**29**	**90**	**96**	**56**

B. Trip Distribution

Project site traffic was applied to the origin-destination (O-D) for the site. Origin-destination was determined from evaluating the existing traffic patterns and hourly traffic volumes at the intersection of Mt Airey Drive and SR 73 as well as the location of retail centers and freeways relative to this site. This was used as a baseline for origin destination and engineering judgment was applied to this to determine the following OD for the site.

- 15% to/from west along SR 73
- 85% to/from east along SR 73

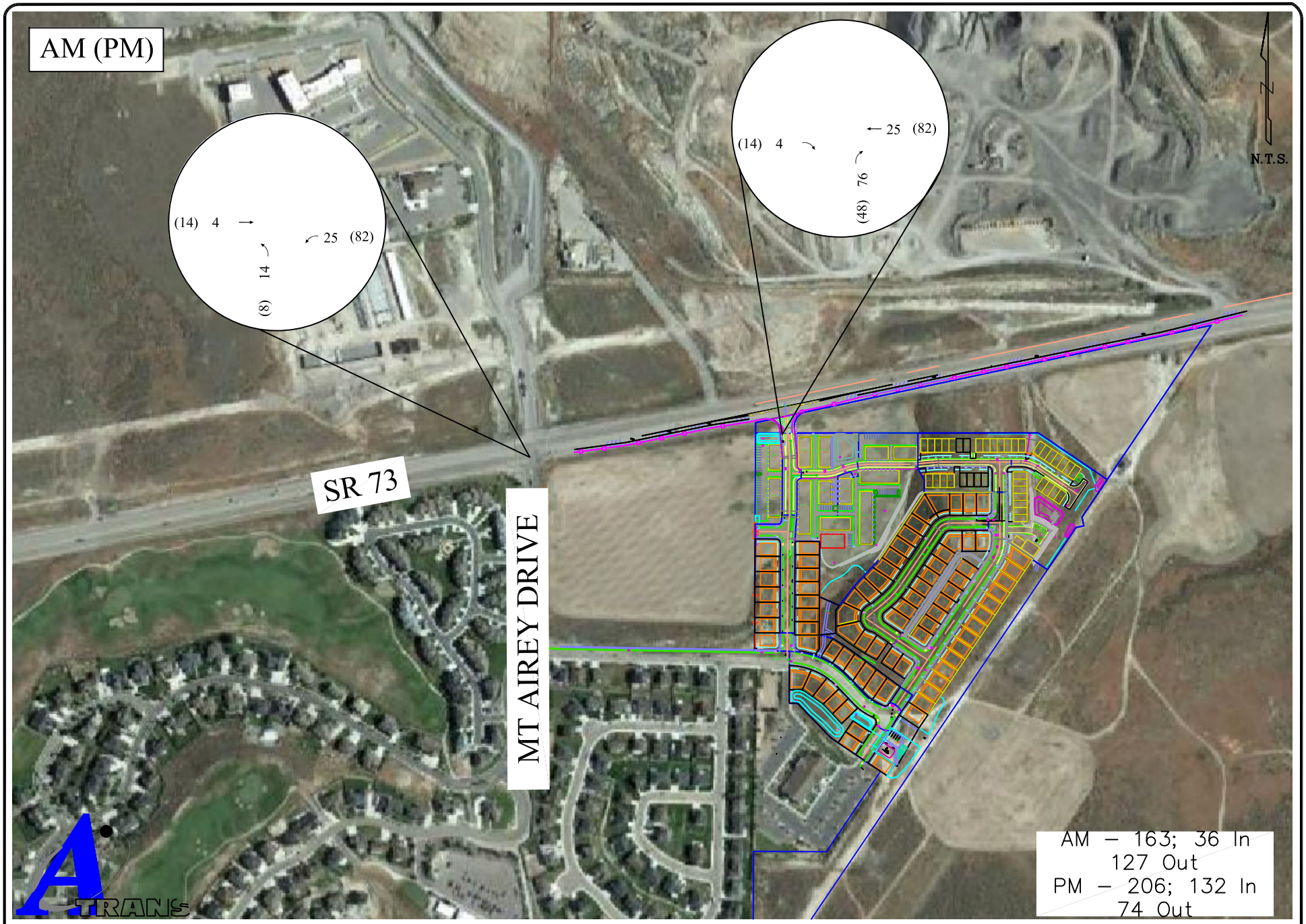
Origin Destination is shown in Figure 5. Site trip distribution is shown in Figure 6.



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 5

Origin Destination



A–TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801–949–0348 Fax: 801–582–6252

Figure 6

Site Trip Distribution

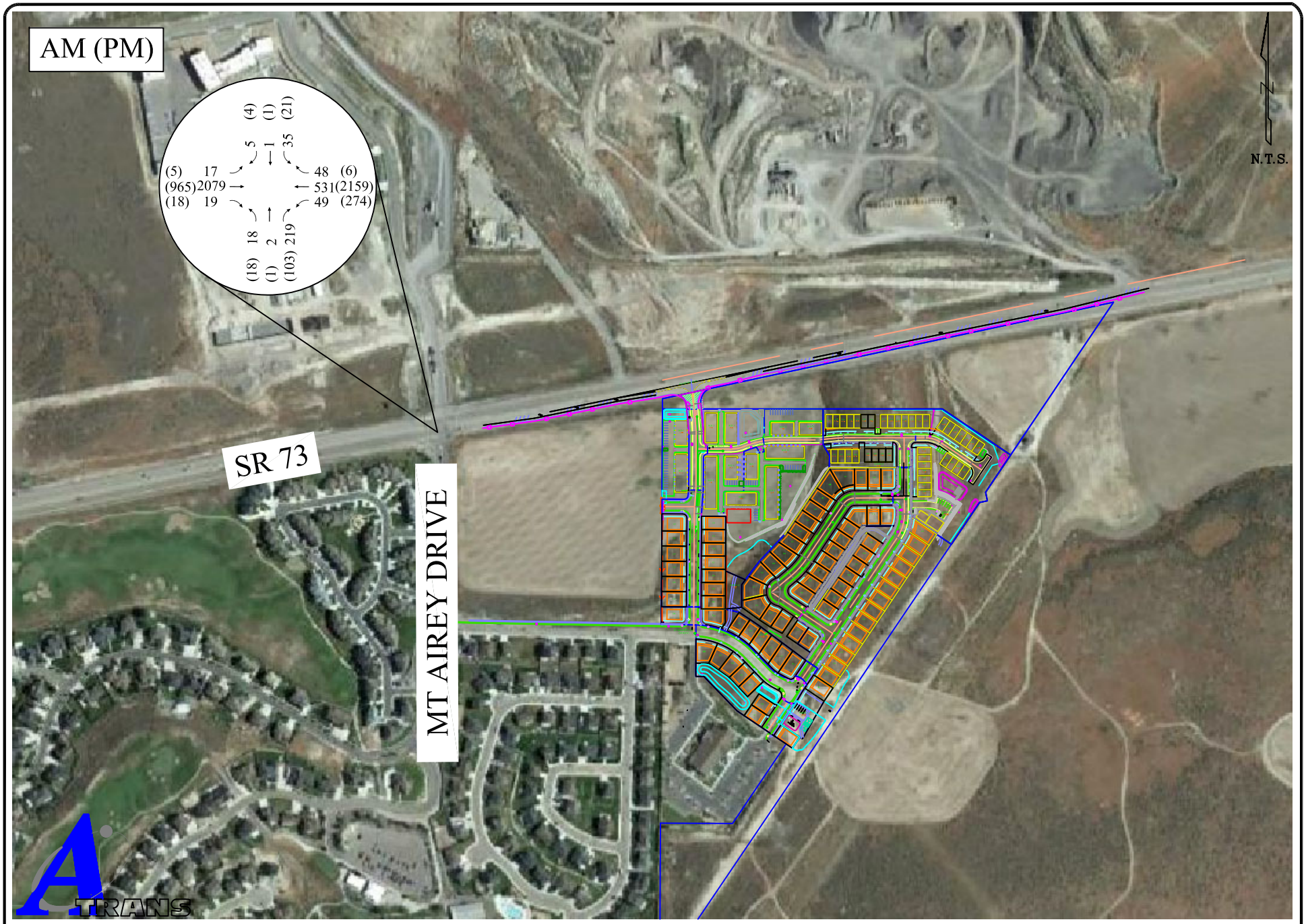
C. Growth

Growth in the area was determined from historic growth along SR 73. The 2004 - 2016 AADT was taken from UDOT's Traffic on Utah Highways. The volumes and projections utilized to determine growth in the area is shown in Table 3. Based on this information an average growth of 4.09% was found. The growth rate for 2019 is 1.04 and for 2024 is 1.27.

Table 3: Historical AADT

SR 73		
Year	AADT	Growth
2004	16,000	
2005	18,000	13%
2006	20,000	11%
2007	22,000	10%
2008	22,000	0%
2009	22,000	0%
2010	20,000	-9%
2011	20,000	0%
2012	18,000	-10%
2013	19,000	6%
2014	20,000	5%
2015	23,000	15%
2016	25,000	9%
		4.09%

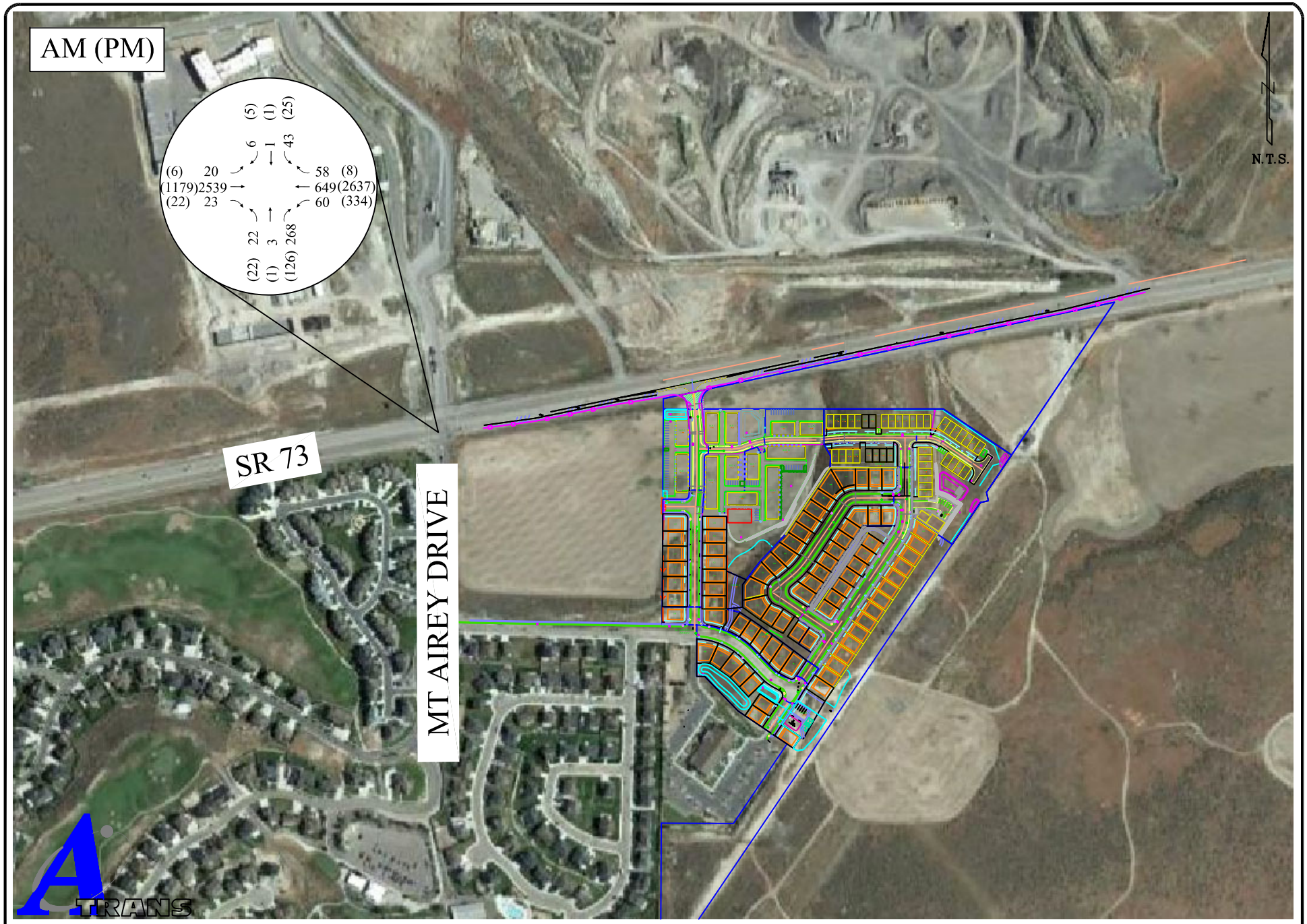
Background traffic is derived from multiplying the existing traffic counts by the growth factor. 2019 Background Traffic is shown in Figure 7. 2024 Background Traffic is shown in Figure 8. Total traffic in the area for the future projection years is derived by adding the non-site volume forecasts to the site trip distribution. 2019 Total Traffic is shown in Figure 9 and 2024 Total Traffic is shown in Figure 10.



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 7

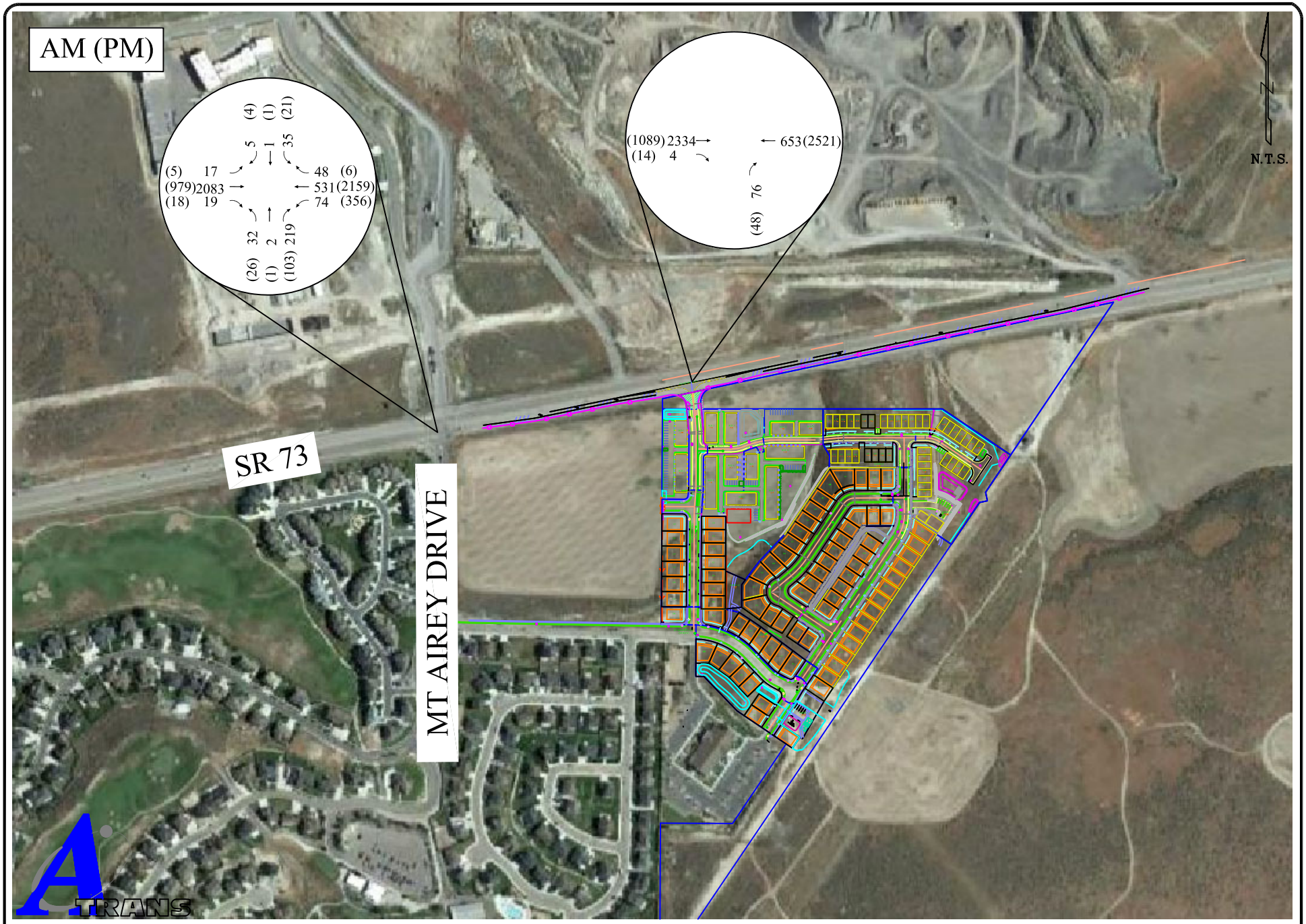
2019 Background Traffic



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 8

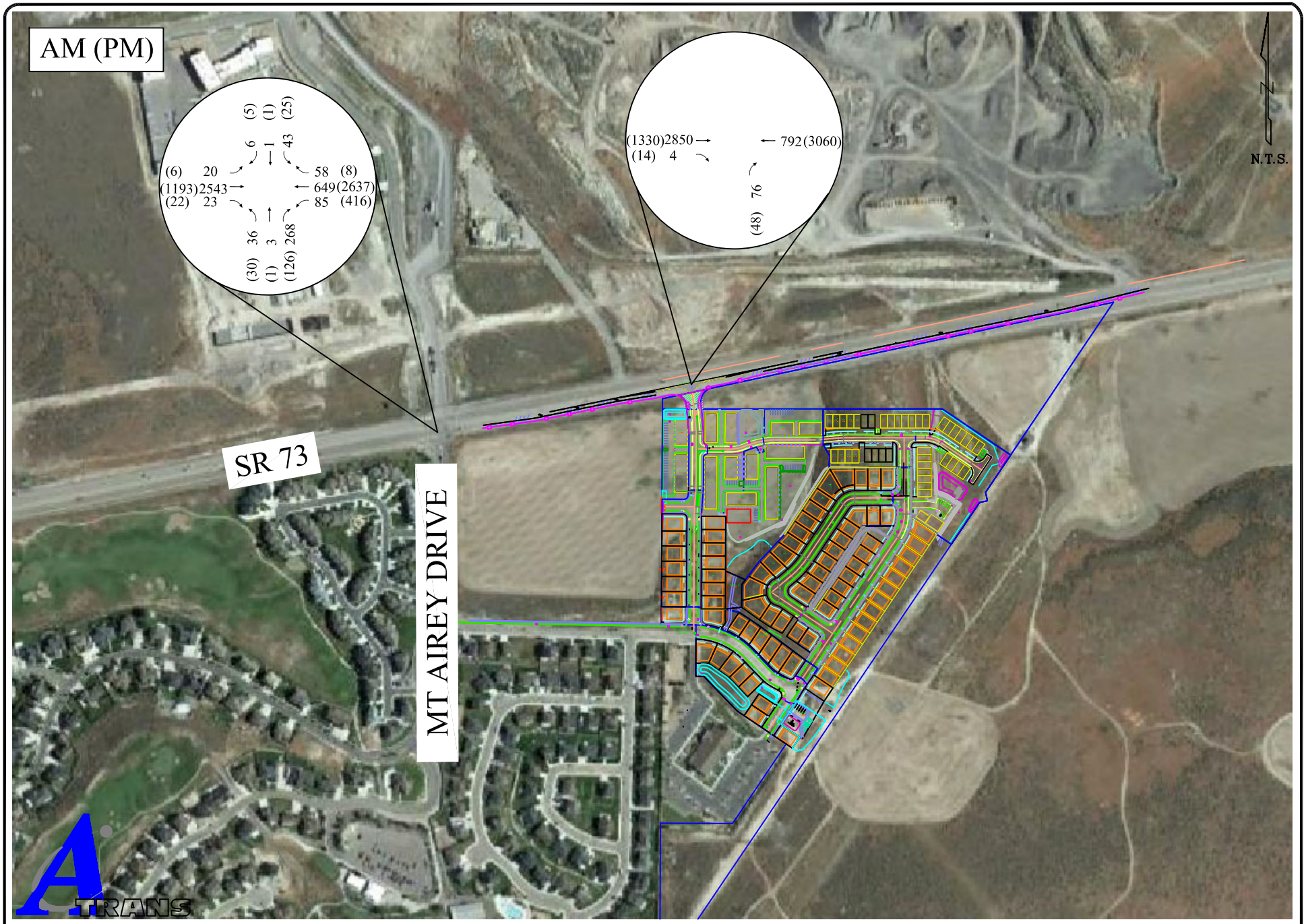
2024 Background Traffic



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 9

2019 Total Traffic



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 10

2024 Total Traffic

V. Traffic Analysis

A. Level of Service Analysis

The 2010 Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 4 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

Table 4: Intersection LOS-Delay Relationship

	Unsignalized	Signalized
Level of Service	Total Delay per Vehicle (sec)	Total Delay per Vehicle (sec)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50.0	> 80.0

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Tables 5 - 6 show the intersection analysis.

Analysis Results

- The intersection of SR 73 / Mt. Airey Drive currently operates at overall LOS C in the AM and overall LOS B in the PM. This is maintained in 2019 without the site. With the site traffic the delay increases to LOS D in the AM peak period. In 2024 the intersection operates with overall LOS F in the AM and overall LOS D in the PM without the site. With the site traffic the delay increases to LOS E in the PM peak period. Site traffic at this intersection represents 1.4% of traffic in the AM and 2.8% of traffic in the PM.
- The accesses is planned with channelized deceleration and acceleration lanes and therefore minimal delay is expected. The analysis shows the delay projected by SimTraffic as LOS B or better for all movements.
- The site traffic represents 3.4% in the AM and 3.7% in the PM of total traffic along SR 73 east of the site.

Table 5: SR 73 / Mt. Airey Drive Intersection Analysis

		EBL		EBT		EBR		WBL		WBT		WBR		NBLTR		SBLTR		INT	
2018 Existing	AM	6.5	A	26.1	C	0.1	A	13.5	B	3.7	A	0.9	A	32.7	C	79.8	E	22.6	C
	PM	12.8	B	11.3	B	0.1	A	13.8	B	13.0	B	0.8	A	15.8	B	41.1	D	12.8	B
2019 Background	AM	6.6	A	32.8	C	0.1	A	14.3	B	3.8	A	0.9	A	36.0	D	88.2	F	27.6	C
	PM	12.8	B	11.7	B	0.1	A	17.5	B	15.0	B	0.8	A	15.9	B	41.5	D	14.4	B
2019 Total	AM	7.2	A	44.6	D	0.1	A	23.0	C	3.8	A	0.9	A	42.2	D	73.0	E	36.0	D
	PM	12.8	B	12.4	B	0.1	A	47.4	D	15.0	B	0.8	A	17.9	B	41.6	D	17.7	B
2024 Background	AM	7.0	A	117.3	F	0.4	A	18.3	B	4.0	A	0.8	A	63.6	E	154.8	F	88.9	F
	PM	13.8	B	14.0	B	0.3	A	90.3	F	61.7	E	1.0	A	16.1	B	44.5	D	48.8	D
2024 Total	AM	7.8	A	142.1	F	0.5	A	27.2	C	4.0	A	0.8	A	77.3	E	127.7	F	106.2	F
	PM	13.8	B	14.2	B	0.3	A	203.1	F	61.8	E	1.0	A	17.8	B	44.3	D	60.1	E

Table 6: SR 73 / Access 1 Intersection Analysis

		EB		WB		NB		INT	
2019 Total	AM	2.4	A	0.3	A	3.0	A	1.9	A
	PM	3.2	A	1.8	A	0.1	A	2.2	A
2024 Total	AM	8.9	A	0.4	A	0.3	A	6.8	A
	PM	2.7	A	11.1	B	2.2	A	8.4	A

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue lengths are provided by the HCS analysis. Once the storage length is determined, this can typically be compared to the available storage length within the provided turn pockets or between intersections. Table 7 shows the minimum recommended queue storage length that should be provided based on the critical unsignalized and signalized calculation and projected traffic demand.

Table 7: 2024 Queue Analysis

		EBL	EBR	WBL	WBR
Mt Airey Drive / SR 73	Available	100	100	100	100
	Recommended	100	100	400	100
Access 1 / SR 73	Recommended			50	

C. Auxiliary Lanes

The site is proposing two full motion accesses along SR 73. SR 73 is a Category 5 roadway and not a part of the National Highway System. A category 5 roadway requires a minimum signal spacing of 2,640 feet, a minimum street spacing of 660 feet and a minimum access spacing of 350 feet. According to UDOT's Administrative Rule R930-6, access spacing is measured from end of radius to end of radius. Access 1 is located approximately 770 feet east of Mt Airey Drive and 125 feet east of a gated entrance on the north side of SR 73.

Access 1 is located an appropriate distance from the signal but is within 125 feet of the access on the north side of SR 73, therefore a variance is required for this access. Asa proposed right-in / right-out, the alignment with the northern access is not critical.

According to UDOT's Administrative Rule R930-6, a Category 4 and 5 roadway requires:

(I) A left turn deceleration lane with taper and storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vehicles per hour. The taper length must be included in the required deceleration length.

(II) A right turn deceleration lane and taper length is required for any access with a projected peak hour right ingress turning volume greater than 25 vehicles per hour. The taper length must be included in the required deceleration length.

(III) A right turn acceleration lane and taper length is required for any access with a projected peak hour right turning volume greater than 50 vehicles per hour when the posted speed on the highway is greater than 40 mph. The taper length must be included in the required acceleration length. A right turn acceleration lane may also be required at a signalized intersection if a free-right turn is needed to maintain an appropriate level of service for the intersection.

(IV) Right turn deceleration and acceleration lanes are generally not required on roadways with three or more travel lanes in the direction of the right turn.

(V) A left turn acceleration lane may be required if it will be a benefit to the safety and operation of the roadway.

(VI) A left turn acceleration lane is generally not required where the posted speed is less than 45 mph, the intersection is signalized, or the acceleration lane would interfere with the left turn ingress movements to any other access.

According to the standards no auxiliary lanes are required at this access. However, the site is planning to build Access 1 with channelized right turn declaration and acceleration lanes.

VI. Conclusions

The proposed residential community is located on the south side of SR 73 in Eagle Mountain, Utah. This is approximately milepost 34 – 34.3 on SR 73. The proposed site is planned to include 211 residential units; 80 single family, 40 townhomes and 91 condominiums. Based on this land use, the site is projected to generate 119 AM and 152 PM peak hour trips with 1,714 daily trips.

The following comments are made about the site:

- The intersection of SR 73 / Mt. Airey Drive currently operates at overall LOS C in the AM and overall LOS B in the PM. This is maintained in 2019 without the site. With the site traffic the delay increases to LOS D in the AM peak period. In 2024 the intersection operates with overall LOS F in the AM and overall LOS D in the PM without the site. With the site traffic the delay increases to LOS E in the PM peak period. Site traffic at this intersection represents 1.4% of traffic in the AM and 2.8% of traffic in the PM.
- The accesses is planned with channelized deceleration and acceleration lanes and therefore minimal delay is expected. The analysis shows the delay projected by SimTraffic as LOS B or better for all movements.
- The site traffic represents 3.4% in the AM and 3.7% in the PM of total traffic along SR 73 east of the site.
- According to the standards no auxiliary lanes are required at this access. However, the site is planning to build Access 1 with channelized right turn declaration and acceleration lanes.

APPENDICES

Appendix A	Traffic Counts and Projections
Appendix B	Intersection Analyses
Appendix C	Access Analyses

Appendix A Traffic Counts and Projections

AM PEAK HOUR VOLUMES

Ped = 0

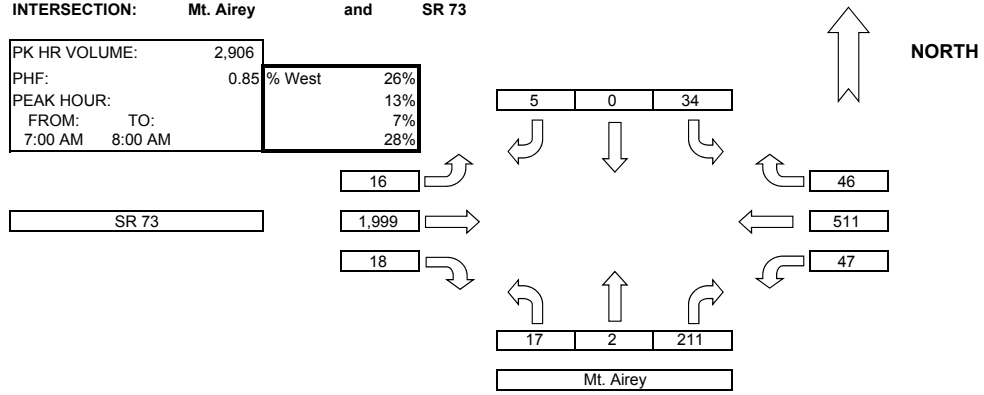
INTERSECTION: **Mt. Airey** **and** **SR 73**

N-S STREET: **Mt. Airey**
E-W STREET: **SR 73**

COUNT DATE: **October 9, 2018**
Day of the Week: **Tuesday**
NOTES:

COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

PK HR VOLUME:	2,906		
PHF:	0.85	% West	26%
PEAK HOUR:			13%
FROM:	TO:		7%
7:00 AM	8:00 AM		28%



AM Traffic

COUNT DATA INPUT: Name: Austin Name: Austin Name: Austin Name: Austin

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:00 AM	7:05 AM	0	2	12	2	156	2	3	0	0	1	43	3	224	699	0	0
7:05 AM	7:10 AM	0	0	13	2	182	0	1	0	0	3	31	2	234	743	0	0
7:10 AM	7:15 AM	1	0	20	5	165	2	2	0	1	1	39	5	241	775	0	0
7:15 AM	7:20 AM	1	0	23	1	182	1	5	0	0	3	48	4	268	816	0	0
7:20 AM	7:25 AM	1	0	24	6	181	1	4	0	0	4	36	9	266	852	0	0
7:25 AM	7:30 AM	1	0	20	0	204	0	5	0	2	7	42	1	282	836	0	0
7:30 AM	7:35 AM	1	0	16	0	227	1	4	0	0	3	43	9	304	780	0	0
7:35 AM	7:40 AM	2	0	25	0	163	0	0	0	0	6	52	2	250	687	0	0
7:40 AM	7:45 AM	3	0	18	0	150	2	4	0	0	5	42	2	226	632	0	0
7:45 AM	7:50 AM	4	0	18	0	139	2	0	0	1	3	42	2	211	611	0	0
7:50 AM	7:55 AM	2	0	9	0	122	2	5	0	0	4	47	4	195	586	0	0
7:55 AM	8:00 AM	1	0	13	0	128	5	1	0	1	7	46	3	205	600	0	0
8:00 AM	8:05 AM	1	0	13	0	122	1	3	0	0	3	41	2	186	589	0	0
8:05 AM	8:10 AM	0	0	15	0	129	1	2	0	0	10	49	3	209	589	0	0
8:10 AM	8:15 AM	0	0	16	1	108	1	4	0	1	7	54	2	194	600	0	0
8:15 AM	8:20 AM	0	0	11	1	112	1	7	0	0	3	46	5	186	586	0	0
8:20 AM	8:25 AM	1	0	10	1	143	1	5	0	0	8	50	1	220	560	0	0
8:25 AM	8:30 AM	0	0	12	2	109	1	2	0	0	9	43	2	180	525	0	0
8:30 AM	8:35 AM	1	0	19	0	85	1	5	0	1	2	41	5	160	499	0	0
8:35 AM	8:40 AM	1	0	19	3	103	1	5	0	2	5	43	3	185	493	0	0
8:40 AM	8:45 AM	1	0	7	6	91	1	3	0	2	8	32	3	154	492	0	0
8:45 AM	8:50 AM	3	1	13	1	93	2	2	0	0	9	29	1	154	502	0	0
8:50 AM	8:55 AM	7	0	17	1	107	2	1	0	0	6	41	2	184	348	0	0
8:55 AM	9:00 AM	1	0	10	1	90	1	2	0	1	4	49	5	164	164	0	0

PM PEAK HOUR VOLUMES

Ped = 0

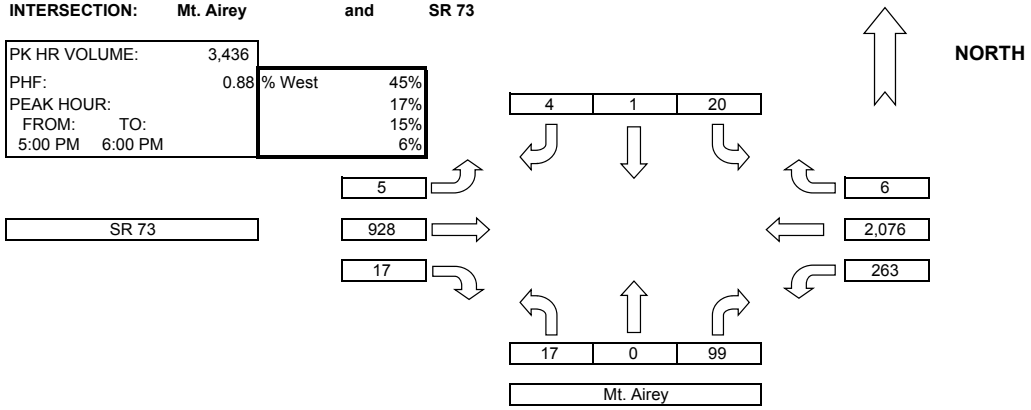
INTERSECTION: **Mt. Airey** **and** **SR 73**

N-S STREET: **Mt. Airey**
E-W STREET: **SR 73**

COUNT DATE: **October 9, 2018**
Day of the Week: **Tuesday**
NOTES:

COUNT TIME:
FROM: **4:00 PM**
TO: **6:00 PM**

PK HR VOLUME:	3,436		
PHF:	0.88	% West	45%
PEAK HOUR:			17%
FROM:	TO:		15%
5:00 PM	6:00 PM		6%



PM Traffic

COUNT DATA INPUT: Name: Austin Name: Austin Name: Austin Name: Austin

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
4:00 PM	4:05 PM	2	0	5	0	62	0	16	0	2	11	102	3	203	655	0	0
4:05 PM	4:10 PM	2	0	7	1	70	3	8	0	2	24	99	1	217	685	0	0
4:10 PM	4:15 PM	0	0	6	1	86	1	3	0	0	14	123	1	235	726	0	0
4:15 PM	4:20 PM	3	0	6	0	73	1	1	0	1	14	133	1	233	740	0	0
4:20 PM	4:25 PM	2	0	4	2	76	1	2	0	1	18	151	1	258	778	0	0
4:25 PM	4:30 PM	1	0	11	1	73	0	2	0	0	18	143	0	249	764	0	0
4:30 PM	4:35 PM	1	0	8	0	61	0	1	1	0	9	190	0	271	789	0	0
4:35 PM	4:40 PM	1	0	12	2	72	3	2	0	0	9	143	0	244	748	0	0
4:40 PM	4:45 PM	1	0	6	0	82	2	3	0	2	16	161	1	274	770	0	0
4:45 PM	4:50 PM	2	0	9	0	73	0	0	0	0	7	139	0	230	720	0	0
4:50 PM	4:55 PM	1	0	4	0	72	1	0	0	1	14	173	0	266	736	0	0
4:55 PM	5:00 PM	3	0	5	0	52	1	3	0	0	12	146	2	224	789	0	0
5:00 PM	5:05 PM	2	0	9	0	85	1	0	0	0	14	134	1	246	823	0	0
5:05 PM	5:10 PM	1	0	9	0	82	0	6	0	0	20	200	1	319	826	0	0
5:10 PM	5:15 PM	4	0	11	0	77	1	2	0	2	13	148	0	258	809	0	0
5:15 PM	5:20 PM	2	0	7	1	71	2	3	0	0	18	144	1	249	885	0	0
5:20 PM	5:25 PM	1	0	8	3	76	2	0	1	1	17	193	0	302	980	0	0
5:25 PM	5:30 PM	1	0	10	0	77	7	0	0	0	34	205	0	334	961	0	0
5:30 PM	5:35 PM	1	0	8	0	93	1	0	0	0	45	195	1	344	884	0	0
5:35 PM	5:40 PM	1	0	11	0	72	1	2	0	1	27	166	2	283	824	0	0
5:40 PM	5:45 PM	4	0	9	0	77	1	3	0	0	18	145	0	257	819	0	0
5:45 PM	5:50 PM	0	0	7	0	88	1	2	0	0	21	165	0	284	844	0	0
5:50 PM	5:55 PM	0	0	7	0	73	0	0	0	0	15	183	0	278	560	0	0
5:55 PM	6:00 PM	0	0	3	1	57	0	2	0	0	21	198	0	282	282	0	0

TRIP GENERATION

			Trip Rate			Trips			In / Out %				New			
ITE 9th Ed	Size	Land Use	AM	PM	Daily	AM	PM	Daily	AM IN	AM Out	PM IN	PM OUT	AM IN	AM Out	PM IN	PM OUT
Single Family	80	210	0.74	0.99	9.44	59	79	755	25%	75%	63%	37%	15	44	50	29
Multi Family	131	220	0.46	0.56	7.32	60	73	959	23%	77%	63%	37%	14	46	46	27
Total						**119**	**153**	**1714**					**29**	**90**	**96**	**56**

Historic Growth

Traffic on Utah Highways

	SR 138	
Year	AADT	Growth
2004	16,000	
2005	18,000	13%
2006	20,000	11%
2007	22,000	10%
2008	22,000	0%
2009	22,000	0%
2010	20,000	-9%
2011	20,000	0%
2012	18,000	-10%
2013	19,000	6%
2014	20,000	5%
2015	23,000	15%
2016	25,000	9%
		4.09%

4.09%	Growth Facto	Years	Analysis Year
	1.04	1	2019
	1.27	6	2024
	2.95	27	2040

SR 73 / Mt Airey Drive			1.04		1.27	
	2018	Site	2019	2019	2024	2024
AM	Existing	Trips	Backgroun	Total	Backgroun	Total
EBL	16		17	17	20	20
EBT	1999	4	2079	2083	2539	2543
EBR	18		19	19	23	23
WBL	47	25	49	74	60	85
WBT	511		531	531	649	649
WBR	46		48	48	58	58
NBL	17	14	18	32	22	36
NBT	2		2	2	3	3
NBR	211		219	219	268	268
SBL	34		35	35	43	43
SBT	1		1	1	1	1
SBR	5		5	5	6	6
East	2848				3617	3646
West	2566				3259	3277
North	104				132	132
South	296				376	415
	2018	Site	2019	2019	2024	2024
PM	Existing	Trips	Backgroun	Total	Backgroun	Total
EBL	5		5	5	6	6
EBT	928	14	965	979	1179	1193
EBR	17		18	18	22	22
WBL	263	82	274	356	334	416
WBT	2076		2159	2159	2637	2637
WBR	6		6	6	8	8
NBL	17	8	18	26	22	30
NBT	1		1	1	1	1
NBR	99		103	103	126	126
SBL	20		21	21	25	25
SBT	1		1	1	1	1
SBR	4		4	4	5	5
East	3392				4308	4404
West	3047				3870	3892
North	37				47	47
South	398				505	595

1.40%

2.83%

SR 73 / Access			1.04		1.27	
	2018	Site	2019	2019	2024	2024
AM	Existing	Trips	Backgroun	Total	Backgroun	Total
EBL			0	0	0	0
EBT	2244		2334	2334	2850	2850
EBR		4	0	4	0	4
WBL		0	0	0	0	0
WBT	604	25	628	653	767	792
WBR			0	0	0	0
NBL		0	0	0	0	0
NBT			0	0	0	0
NBR		76	0	76	0	76
SBL			0	0	0	0
SBT			0	0	0	0
SBR			0	0	0	0
East	2848	101		3.4%	3617	3718
West	2848	29			3617	3646
North	0	0			0	0
South	0	80			0	80
	2018	Site	2019	2019	2024	2024
PM	Existing	Trips	Backgroun	Total	Backgroun	Total
EBL			0	0	0	0
EBT	1047		1089	1089	1330	1330
EBR		14	0	14	0	14
WBL		0	0	0	0	0
WBT	2345	82	2439	2521	2978	3060
WBR			0	0	0	0
NBL		0	0	0	0	0
NBT			0	0	0	0
NBR		48	0	48	0	48
SBL			0	0	0	0
SBT			0	0	0	0
SBR			0	0	0	0
East	3392	130		3.7%	4308	4438
West	3392	96			4308	4404
North	0	0			0	0
South	0	62			0	62

UDOT Access Category Identification Map

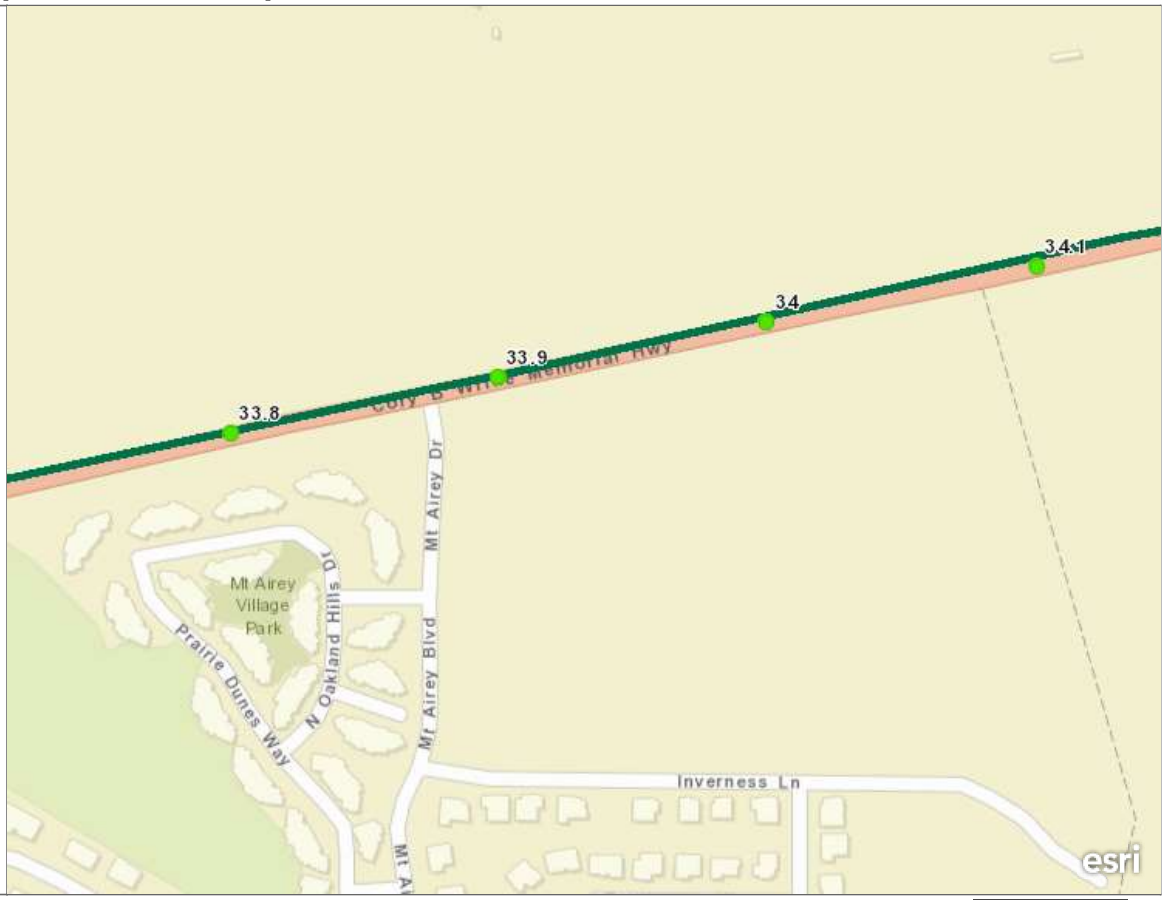
Mile Posts

Tenth Mile Posts

UDOT Access Category Identification

UDOT Access Category Identification

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10



This map shows the Access Management Inventory classifications for the state of Utah state roads. Data is maintained by UDOT.

300ft

UDOT - GIS | County of Utah, Bureau of Land Management, Utah AGRC, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

ATSPM
Automated Traffic Signal Performance Measures

UDOT Keeping Utah Moving
(http://udot.utah.gov)

Signal

Signal Selection

Signal ID

6185 Select **Cory Wride Hwy (SR-73) @ Mt Airey Dr**

Signal List

Signal Map

Region

--Select Region--

Metric Type

--Select a Metric--

Chart Selection

Metrics List

- Purdue Phase Termination
- Split Monitor
- Pedestrian Delay
- Preemption Details
- Turning Movement Counts
- Purdue Coordination Diagram
- Approach Volume
- Approach Delay
- Arrivals On Red
- Approach Speed
- Yellow and Red Actuations
- Purdue Split Failure

Split Monitor Options

Y-axis Max

Auto

Percentile Split

85

- [x] **Show Plans**
- [x] **Show Ped Activity**
- [x] **Show Average Split**
- [x] **Show % Max Out/ForceOff**
- [x] **Show Percent GapOuts**
- [x] **Show Percent Skip**

Date Selection

Start Date

October 2018

10/09/2018	7:00	AM ▼

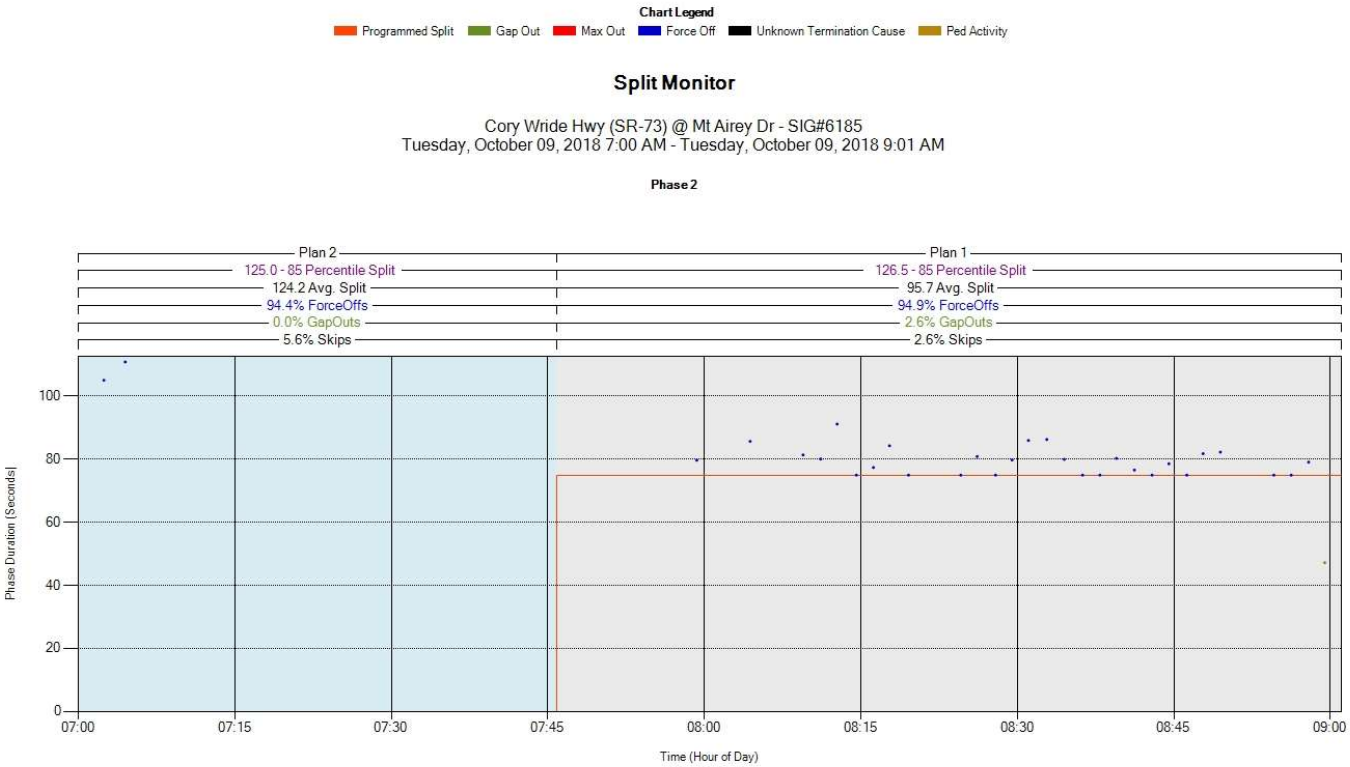
End Date

10/09/2018	9:00	AM ▼

Reset Date

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

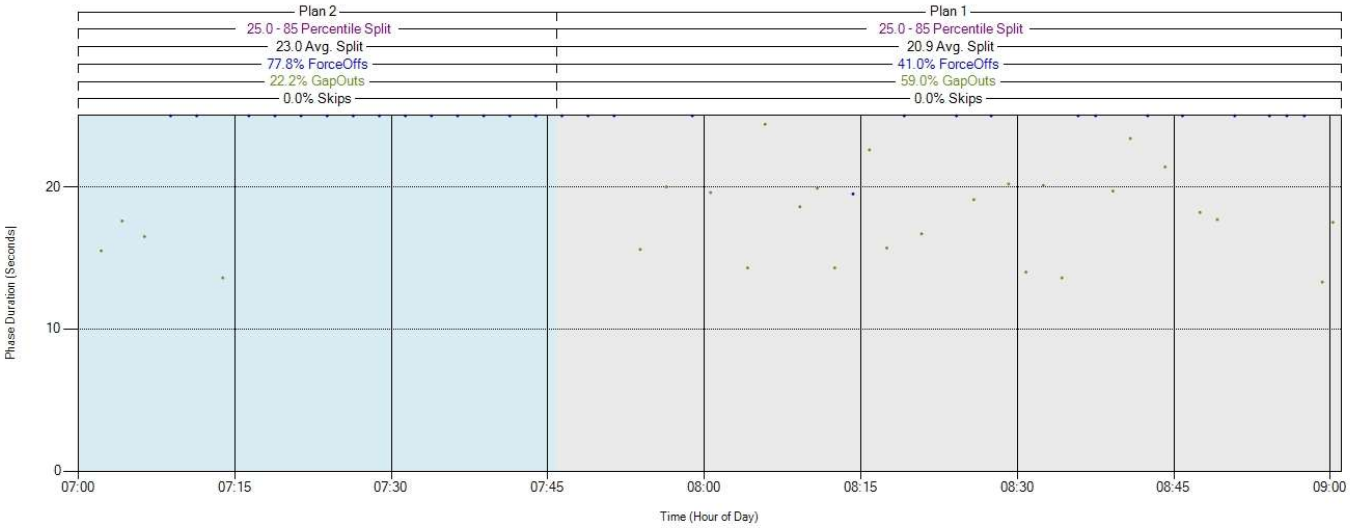
Create Chart



Split Monitor

Cory Wride Hwy (SR-73) @ Mt Airey Dr - SIG#6185
Tuesday, October 09, 2018 7:00 AM - Tuesday, October 09, 2018 9:01 AM

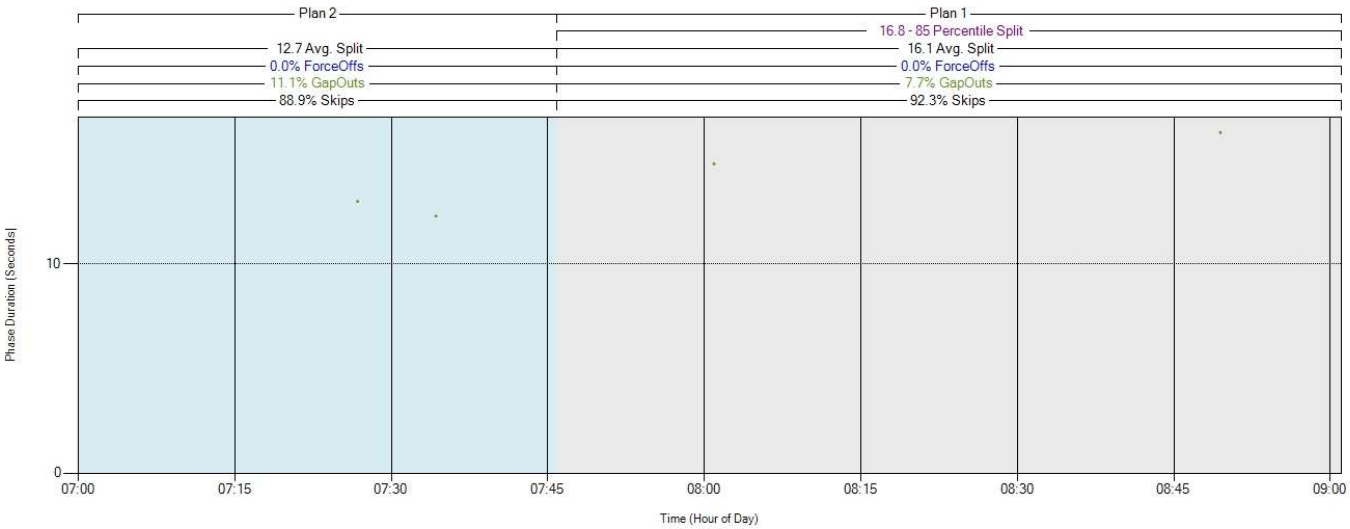
Phase 4

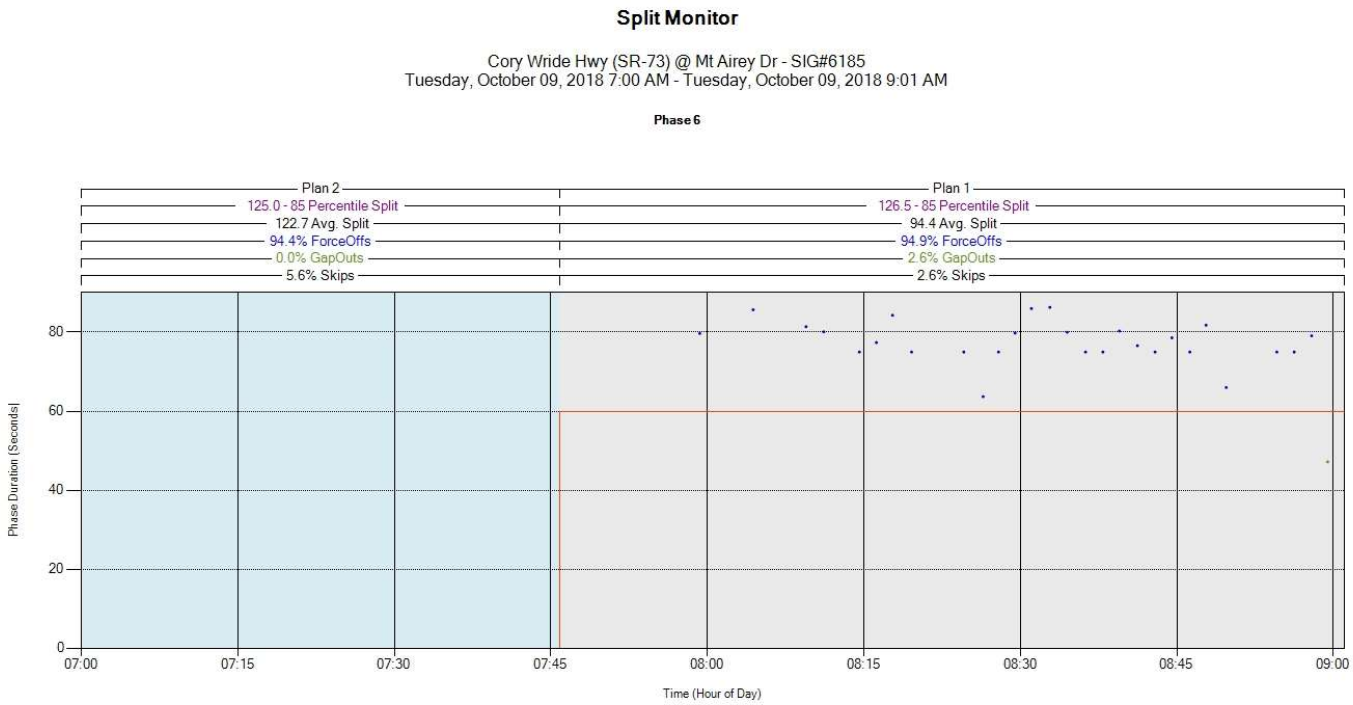


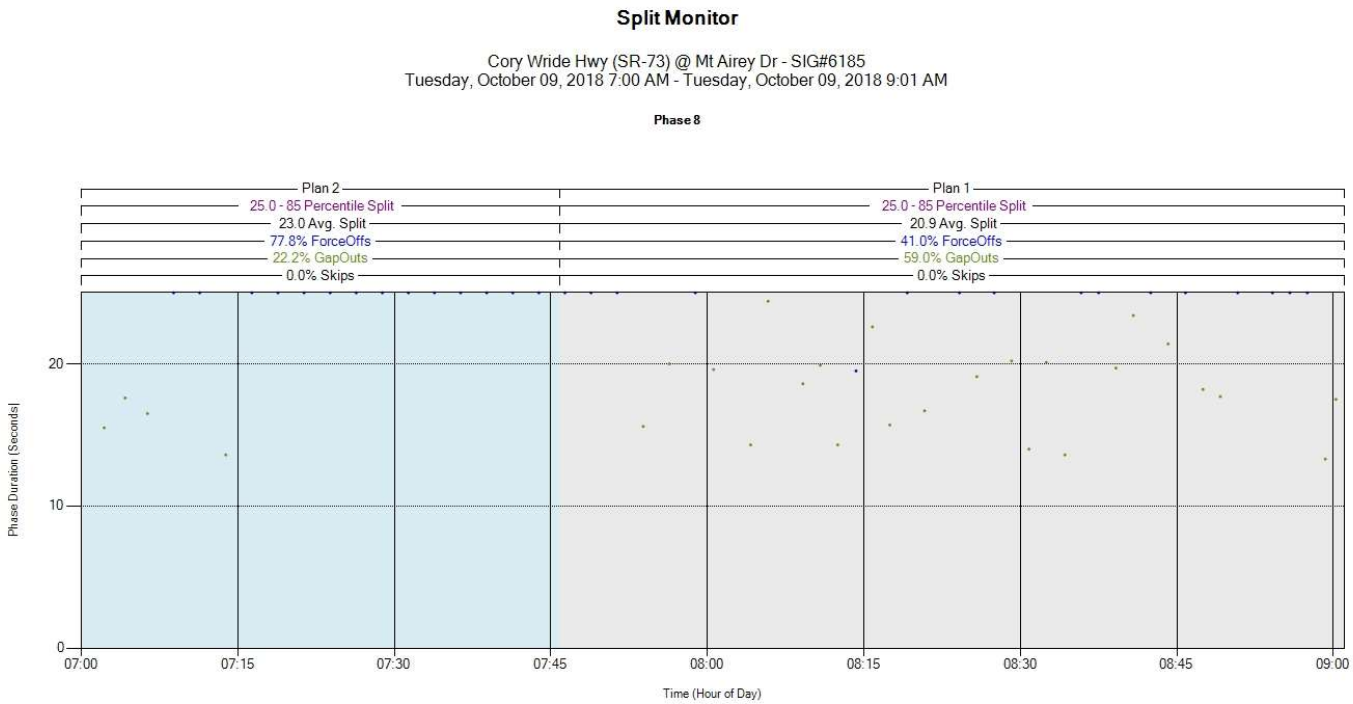
Split Monitor

Cory Wride Hwy (SR-73) @ Mt Airey Dr - SIG#6185
Tuesday, October 09, 2018 7:00 AM - Tuesday, October 09, 2018 9:01 AM

Phase 5







Automated Traffic Signal Performance Measures Ver 4.2

ATSPM
Automated Traffic Signal Performance Measures

UDOT Keeping Utah Moving
(http://udot.utah.gov)

Signal

Signal Selection

Signal ID

6185 Select **Cory Wride Hwy (SR-73) @ Mt Airey Dr**

Signal List

Signal Map

Region

--Select Region--

Metric Type

--Select a Metric--

Chart Selection

Metrics List

- Purdue Phase Termination
- Split Monitor
- Pedestrian Delay
- Preemption Details
- Turning Movement Counts
- Purdue Coordination Diagram
- Approach Volume
- Approach Delay
- Arrivals On Red
- Approach Speed
- Yellow and Red Actuations
- Purdue Split Failure

Split Monitor Options

Y-axis Max

Auto

Percentile Split

85

- [x] **Show Plans**
- [x] **Show Ped Activity**
- [x] **Show Average Split**
- [x] **Show % Max Out/ForceOff**
- [x] **Show Percent GapOuts**
- [x] **Show Percent Skip**

Date Selection

Start Date

October 2018

10/09/2018	4:00	PM ▼

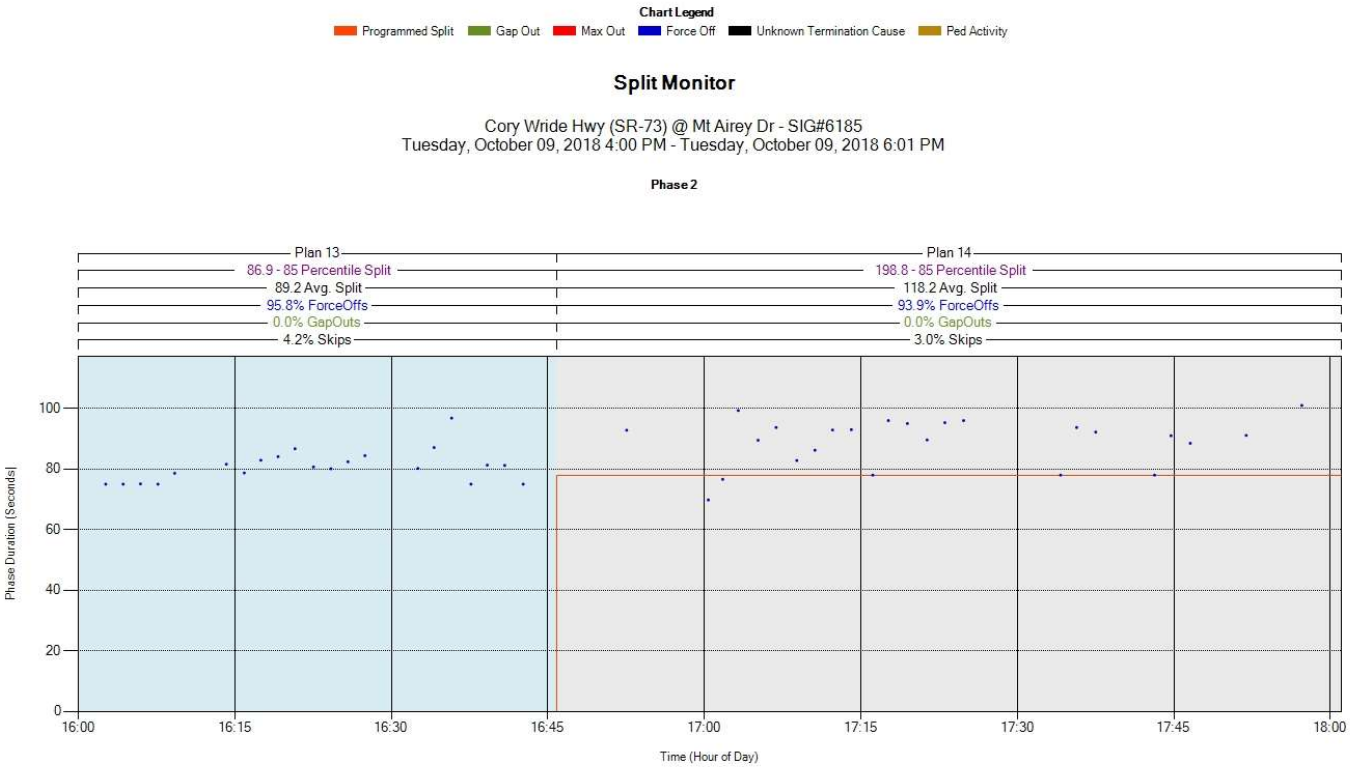
End Date

10/09/2018	6:00	PM ▼

Reset Date

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

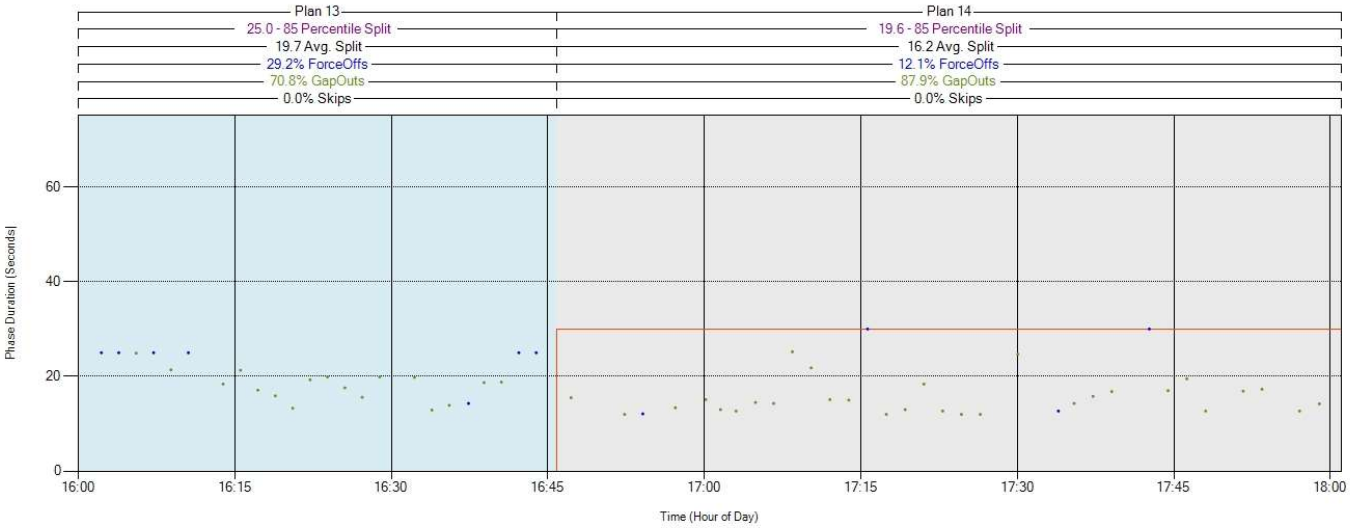
Create Chart



Split Monitor

Cory Wride Hwy (SR-73) @ Mt Airey Dr - SIG#6185
Tuesday, October 09, 2018 4:00 PM - Tuesday, October 09, 2018 6:01 PM

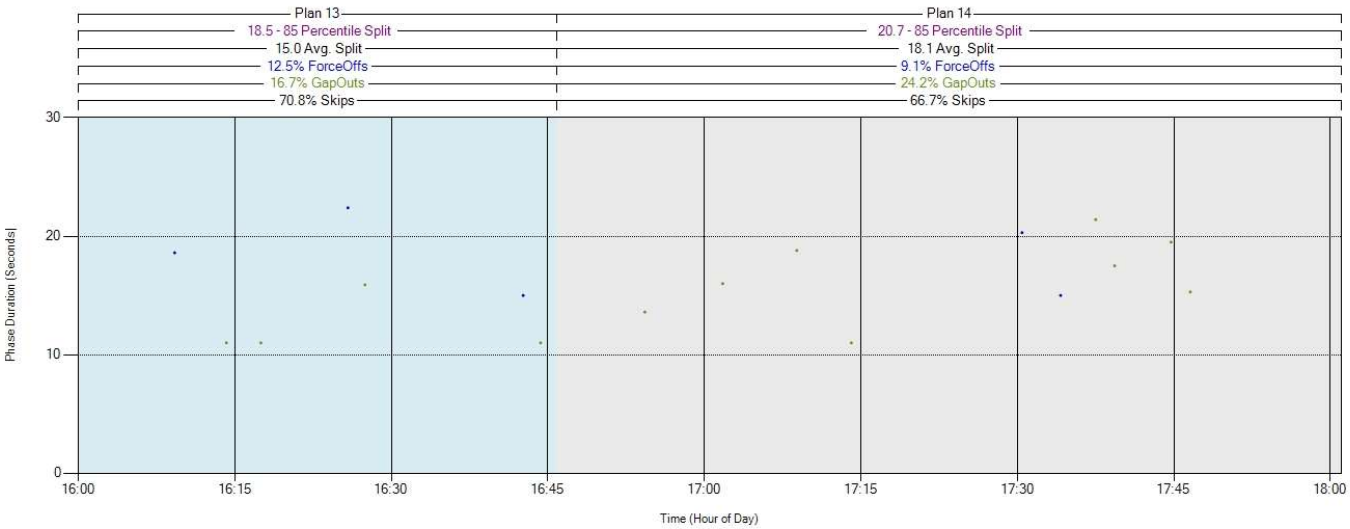
Phase 4

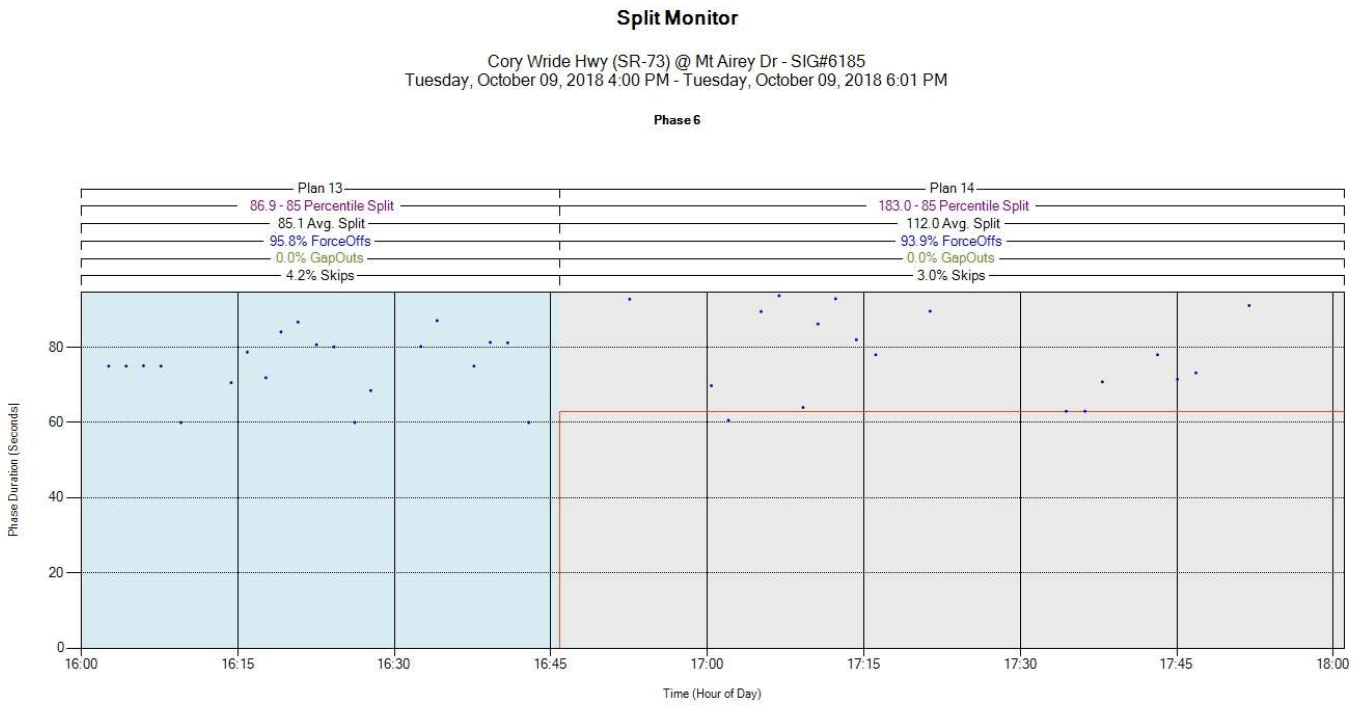


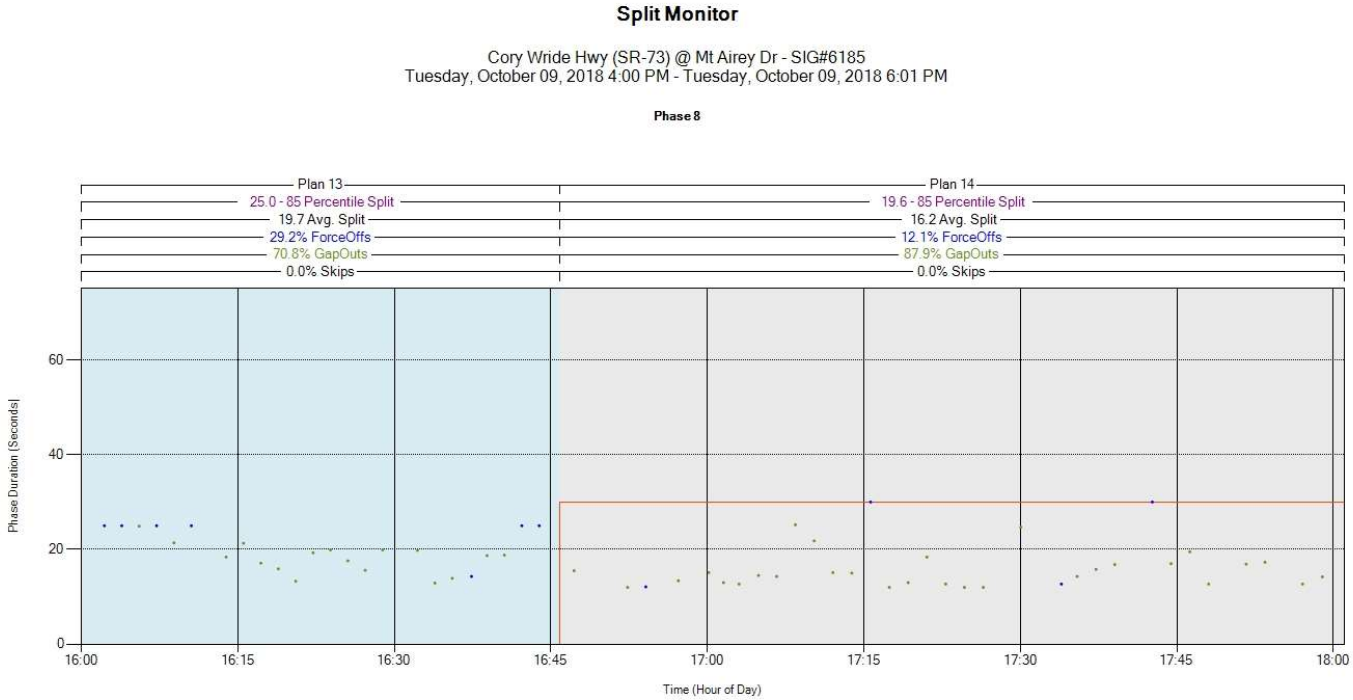
Split Monitor

Cory Wride Hwy (SR-73) @ Mt Airey Dr - SIG#6185
Tuesday, October 09, 2018 4:00 PM - Tuesday, October 09, 2018 6:01 PM

Phase 5







Automated Traffic Signal Performance Measures Ver 4.2

Appendix B Intersection Analyses

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	1999	18	47	511	46	17	2	34	1
Future Volume (vph)	16	1999	18	47	511	46	17	2	34	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	84.5	84.5	84.5	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.70	0.70	0.70	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.03	0.94	0.02	0.35	0.22	0.04		0.73		0.63
Control Delay	6.5	26.1	0.1	13.5	3.7	0.9		32.7		79.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	6.5	26.1	0.1	13.5	3.7	0.9		32.7		79.8
LOS	A	C	A	B	A	A		C		E
Approach Delay		25.8			4.3			32.7		79.8
Approach LOS		C			A			C		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	928	17	263	2076	6	17	1	20	1
Future Volume (vph)	5	928	17	263	2076	6	17	1	20	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	78.3	78.3	78.3	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.65	0.65	0.65	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.10	0.46	0.02	0.70	0.86	0.01		0.41		0.15
Control Delay	12.8	11.3	0.1	13.8	13.0	0.8		15.8		41.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	12.8	11.3	0.1	13.8	13.0	0.8		15.8		41.1
LOS	B	B	A	B	B	A		B		D
Approach Delay		11.1			13.0			15.8		41.1
Approach LOS		B			B			B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	1999	18	47	511	46	17	2	34	1
Future Volume (vph)	16	1999	18	47	511	46	17	2	34	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	84.4	84.4	84.4	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.70	0.70	0.70	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.04	0.98	0.02	0.37	0.23	0.04		0.77		0.68
Control Delay	6.6	32.8	0.1	14.3	3.8	0.9		36.0		88.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	6.6	32.8	0.1	14.3	3.8	0.9		36.0		88.2
LOS	A	C	A	B	A	A		D		F
Approach Delay		32.3			4.4			36.0		88.2
Approach LOS		C			A			D		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 27.6	Intersection LOS: C
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	928	17	263	2076	6	17	1	20	1
Future Volume (vph)	5	928	17	263	2076	6	17	1	20	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	78.0	78.0	78.0	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.65	0.65	0.65	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.10	0.48	0.02	0.75	0.89	0.01		0.42		0.16
Control Delay	12.8	11.7	0.1	17.5	15.0	0.8		15.9		41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	12.8	11.7	0.1	17.5	15.0	0.8		15.9		41.5
LOS	B	B	A	B	B	A		B		D
Approach Delay		11.5			15.3			15.9		41.5
Approach LOS		B			B			B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	17	2083	19	74	531	48	32	2	35	1
Future Volume (vph)	17	2083	19	74	531	48	32	2	35	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	81.3	81.3	81.3	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.68	0.68	0.68	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.04	1.02	0.02	0.49	0.23	0.04		0.82		0.59
Control Delay	7.2	44.6	0.1	23.0	3.8	0.9		42.2		73.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.2	44.6	0.1	23.0	3.8	0.9		42.2		73.0
LOS	A	D	A	C	A	A		D		E
Approach Delay		43.9			5.7			42.2		73.0
Approach LOS		D			A			D		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 36.0	Intersection LOS: D
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	979	18	356	2159	6	26	1	21	1
Future Volume (vph)	5	979	18	356	2159	6	26	1	21	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	76.5	76.5	76.5	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.64	0.64	0.64	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.10	0.49	0.02	0.96	0.89	0.01		0.45		0.16
Control Delay	12.8	12.4	0.1	47.4	15.0	0.8		17.9		41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	12.8	12.4	0.1	47.4	15.0	0.8		17.9		41.6
LOS	B	B	A	D	B	A		B		D
Approach Delay		12.2			19.6			17.9		41.6
Approach LOS		B			B			B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	1999	18	47	511	46	17	2	34	1
Future Volume (vph)	16	1999	18	47	511	46	17	2	34	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	84.0	84.0	84.0	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.70	0.70	0.70	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.05	1.21	0.02	0.42	0.28	0.06		0.94		0.97
Control Delay	7.0	117.3	0.4	18.3	4.0	0.8		63.6		154.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.0	117.3	0.4	18.3	4.0	0.8		63.6		154.8
LOS	A	F	A	B	A	A		E		F
Approach Delay		115.4			4.9			63.6		154.8
Approach LOS		F			A			E		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 88.9	Intersection LOS: F
Intersection Capacity Utilization 95.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	928	17	263	2076	6	17	1	20	1
Future Volume (vph)	5	928	17	263	2076	6	17	1	20	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	76.5	76.5	76.5	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.64	0.64	0.64	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.11	0.59	0.02	1.08	1.09	0.01		0.48		0.23
Control Delay	13.8	14.0	0.3	90.3	61.7	1.0		16.1		44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	13.8	14.0	0.3	90.3	61.7	1.0		16.1		44.5
LOS	B	B	A	F	E	A		B		D
Approach Delay		13.8			64.7			16.1		44.5
Approach LOS		B			E			B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 48.8	Intersection LOS: D
Intersection Capacity Utilization 97.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	20	2543	23	85	649	58	36	3	43	1
Future Volume (vph)	20	2543	23	85	649	58	36	3	43	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	80.6	80.6	80.6	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.67	0.67	0.67	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.05	1.26	0.02	0.54	0.28	0.05		1.00		0.88
Control Delay	7.8	142.1	0.5	27.2	4.0	0.8		77.3		127.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.8	142.1	0.5	27.2	4.0	0.8		77.3		127.7
LOS	A	F	A	C	A	A		E		F
Approach Delay		139.8			6.3			77.3		127.7
Approach LOS		F			A			E		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 106.2	Intersection LOS: F
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	1193	22	416	2637	8	30	1	25	1
Future Volume (vph)	6	1193	22	416	2637	8	30	1	25	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	81.0	81.0	81.0	17.0	98.0	98.0	22.0	22.0	22.0	22.0
Total Split (%)	67.5%	67.5%	67.5%	14.2%	81.7%	81.7%	18.3%	18.3%	18.3%	18.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	76.5	76.5	76.5	93.5	93.5	93.5		17.5		17.5
Actuated g/C Ratio	0.64	0.64	0.64	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.11	0.60	0.02	1.36	1.09	0.01		0.51		0.22
Control Delay	13.8	14.2	0.3	203.1	61.8	1.0		17.8		44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	13.8	14.2	0.3	203.1	61.8	1.0		17.8		44.3
LOS	B	B	A	F	E	A		B		D
Approach Delay		13.9			80.9			17.8		44.3
Approach LOS		B			F			B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 60.1	Intersection LOS: E
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	20	2543	23	85	649	58	36	3	43	1
Future Volume (vph)	20	2543	23	85	649	58	36	3	43	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	86.5	86.5	86.5	9.5	96.0	96.0	24.0	24.0	24.0	24.0
Total Split (%)	72.1%	72.1%	72.1%	7.9%	80.0%	80.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	82.0	82.0	82.0	91.5	91.5	91.5		19.5		19.5
Actuated g/C Ratio	0.68	0.68	0.68	0.76	0.76	0.76		0.16		0.16
v/c Ratio	0.05	1.24	0.02	0.74	0.28	0.06		1.17		0.76
Control Delay	6.7	132.3	0.4	49.3	4.6	0.9		141.5		95.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	6.7	132.3	0.4	49.3	4.6	0.9		141.5		95.6
LOS	A	F	A	D	A	A		F		F
Approach Delay		130.1			9.1			141.5		95.6
Approach LOS		F			A			F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 104.9	Intersection LOS: F
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	1193	22	416	2637	8	30	1	25	1
Future Volume (vph)	6	1193	22	416	2637	8	30	1	25	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2		1	6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	1	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.1	60.1	60.1	37.4	97.5	97.5	22.5	22.5	22.5	22.5
Total Split (%)	50.1%	50.1%	50.1%	31.2%	81.3%	81.3%	18.8%	18.8%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	58.2	58.2	58.2	93.0	93.0	93.0		18.0		18.0
Actuated g/C Ratio	0.48	0.48	0.48	0.78	0.78	0.78		0.15		0.15
v/c Ratio	0.11	0.79	0.03	0.92	1.09	0.01		0.50		0.21
Control Delay	24.2	30.7	0.7	56.7	64.5	1.1		17.4		43.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	24.2	30.7	0.7	56.7	64.5	1.1		17.4		43.4
LOS	C	C	A	E	E	A		B		D
Approach Delay		30.1			63.3			17.4		43.4
Approach LOS		C			E			B		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 52.5	Intersection LOS: D
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Mt Airey Drive & SR 73

Appendix C Access Analyses

2: Site Access & SR 73 Performance by movement

Movement	EBT	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.3	0.0	0.0	0.3
Total Del/Veh (s)	2.4	0.3	3.0	1.9

2: Site Access & SR 73 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	0.2	0.0	0.4
Total Del/Veh (s)	3.2	0.2	1.8	0.1	2.2

2: Site Access & SR 73 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	1.1	0.0	0.0	0.0	1.1
Total Del/Veh (s)	8.9	1.0	0.4	0.3	6.8

2: Site Access & SR 73 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	1.7	0.0	1.8
Total Del/Veh (s)	2.7	0.8	11.1	2.2	8.4

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **JUNE 11, 2019**

TITLE:	Carson Commercial Corner Master Site Plan and Preliminary Plat - Public Hearing		
ITEM TYPE:	Preliminary Plat & Site Plan		
FISCAL IMPACT:	N/A		
APPLICANT:	Dan Ford/Larry Carson		
GENERAL PLAN DESIGNATION	**CURRENT ZONE**	**ACREAGE**	**COMMUNITY**
Community Commercial	Commercial	6.84	Ranches

PUBLIC HEARING:
Yes

REQUIRED FINDINGS:
Master Site plans (17.100.040) address the following items:
Land use - For this site plan land use will be commercial, a variety of types are allowed under commercial code (17.38.030&040).
Open space - There is no open space required for this master site plan. There will be landscaped areas required for each lot as future development is submitted.
Architectural guidelines - No architectural guidelines are proposed with this application. The Eagle Vision site plan is a part of this commercial area. Any future submittals will need to be similar and compatible with those approved elevations. This requirement will be fulfilled with each individual site plan submitted. As future site plans are submitted they will be required to all have compatible design standards.
Buildable square footage - the proposed building footprints are shown on this plan. The buildable area may vary as future development is submitted.
Parking requirements - This plan shows the parking for the development located in the rear of each individual lot, this complies with city code. The specific

RECOMMENDATION:
Staff Recommends the following motions:

I move that the Eagle Mountain Planning Commission recommend approval of the Master Site Plan and Preliminary Plat for the Carson Commercial Corner with no conditions

I move that the Eagle Mountain Planning Commission recommend approval of the Carson Commercial Corner Master Site Plan and Preliminary Plat to the City Council with the following conditions:

1) Street lights will need to be installed by developer.
2) Updated Master Site Plan is submitted.
3) The access off of Bridleway Dr needs to be moved further east and away from the intersection of Porter's Crossing and Bridleway.
4) Any conditions the PC feel are appropriate.

BACKGROUND:
This item was tabled at the June 11th Planning Commission meeting so the applicant could further address the southwest access into the project off of Bridal way Dr. The proposed application is located along Pony Express Parkway beginning on the corner of Porter's Crossing and Pony Express Pkwy going east to the west boundary of the Eagle Vision development. This property was zoned commercial with the Oak Hollow Master Development Agreement on May 3, 2016. It consists of 6.84 acres. This proposal is for a Master Site Plan which also acts as a Preliminary Plat. City Code 17.100.040 (D) states:

"Master Site Plans Serving as Preliminary Plat. The preliminary plat process described in Chapter 16.20 EMMC may not be required if a master site plan, while going through the initial approval process, complies with the following

number of parking stalls will be decided as the lots are developed.
Access and Circulation - There are 4 separate accesses to the project. The site plan shows 3 accesses off of Pony Express Pkwy these accesses will need to align with the development to the north. The access off of Bridleway Dr needs to be moved further east and away from the intersection of Porter's Crossing and Bridleway. There is adequate circulation within the project, this will also be addressed specifically with each individual application.
Phasing and timing of improvements - Major off site improvements have been installed there is access to all wet and dry utilities. Each individual lot will be responsible for its own hook-ups to utilities.
Project monument sign locations - this project would be allowed one combined monument sign structure per street frontage (17.80.070(B)). As businesses come in, each business will be allowed to have its own individual signage.
Storm drainage and all preliminary calculations for infrastructure improvements - All have been installed with the Pony Express Pkwy road project that was completed.
Traffic impact study - Included in your packet There are no mitigation's required.

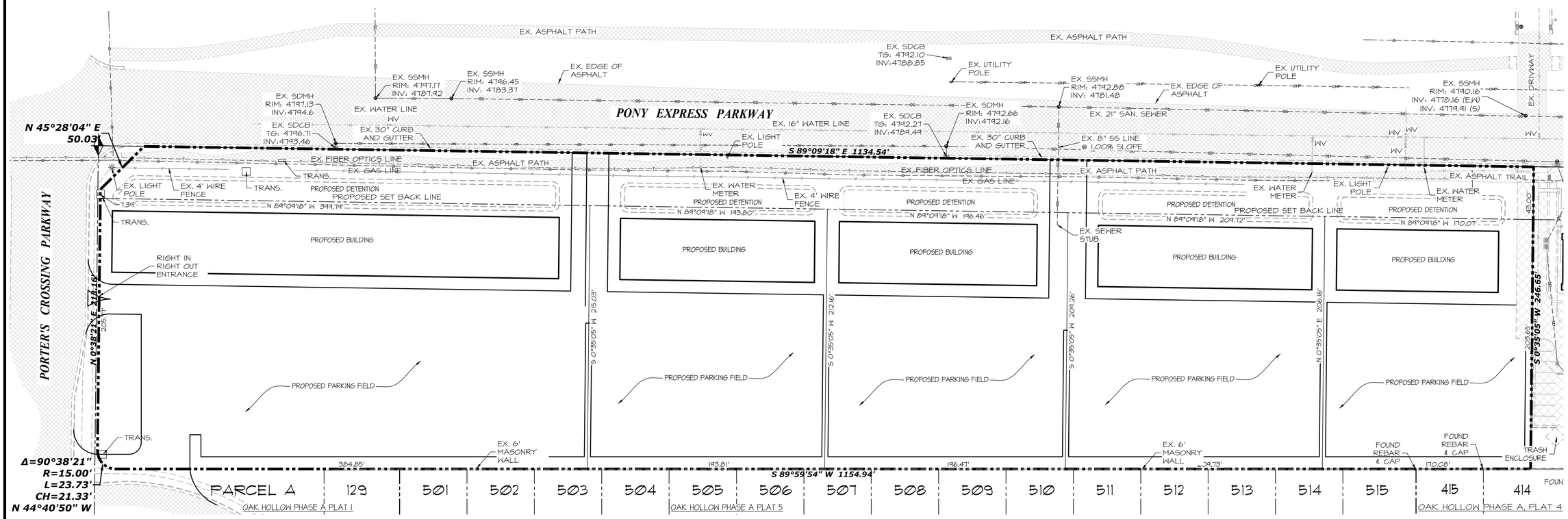
PLANNING COMMISSION ACTION / RECOMMENDATION

PREPARED BY:
Tayler Jensen, Planning

criteria:
1. A preliminary arrangement of larger blocks of land – later to be subdivided during the final plat process – is included.
2. All required utilities, storm drainage, landscaping, access and circulation requirements, and other aspects of the eventually built-out project are addressed sufficiently with the master site plan.
3. The city is not responsible if, over time, the project is unable to service a possible user due to undersized utilities, roadways, or other infrastructure. If upgrades to such facilities are necessary, they will be borne solely by the applicant."

It is the intent of this application to also act as the preliminary plat. The proposal addresses the overall site. Future development for this project will require each individual lot to submit a site plan application and follow the site plan application process for approval.

Attachments:
Pony Express Parkway Sub(2).pdf
Pony Express Parkway Traffic Impact Study.pdf
Eagle Vision Colored Elevations 05-18-2018 (1).pdf



LEGEND

NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE

- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- SETBACK LINE
- NEW IRRIGATION LINE
- NEW STORM DRAIN
- NEW SANITARY SEWER
- NEW SECONDARY WATERLINE
- NEW CULINARY WATERLINE
- EX. IRRIGATION LINE
- EX. OVERHEAD POWER LINE
- EX. STORM DRAIN
- EX. SANITARY SEWER
- EX. SECONDARY WATERLINE
- EX. TELEPHONE LINE
- EX. GAS LINE
- EX. CULINARY WATERLINE
- SECTION CORNER
- MONUMENT
- CONTROL POINT
- 4250 EG CONTOUR MINOR
- 4250 EG CONTOUR MAJOR
- 4250 FG CONTOUR MINOR
- 4250 FG CONTOUR MAJOR
- NEW ASPHALT PER DETAIL 1/C3.1
- EXISTING ASPHALT
- EXISTING CURB & GUTTER
- 30" HIGH BACK CURB PER DETAIL 2/C3.1
- 30" RELEASE GUTTER PER DETAIL 3/C3.1

VICINITY MAP

PLAT CALCULATIONS

TOTAL ACREAGE:	6.841 AC.
TOTAL ACREAGE IN LOTS:	5.701 AC.
AVERAGE LOT SIZE:	1.140 AC.
LARGEST LOT SIZE:	2.000 AC.
SMALLEST LOT SIZE:	0.800 AC.
OVERALL DENSITY:	1.368 LOTS/ AC.
TOTAL # OF LOTS:	5 LOTS

NOTES:

1- SPECIFIC ARCHITECTURAL DESIGNS FOR PROPOSED BUILDINGS WILL BE ADDRESS AT THE SITE PLAN APPLICATION FOR EACH LOT.

2- INDIVIDUAL SITE PLANS FOR EACH LOT WILL MEET THE PARKING REQUIREMENTS FOR THE ZONE.

3- STORMWATER CALCULATIONS AND ONSITE DETENTION/RETENTION WILL BE ADDRESSED WITH THE SITE PLAN APPLICATION FOR EACH LOT.

0 40 80 160

HORIZONTAL SCALE: 1"=40'

MASTER SITE PLAN

CALL BLUESTAKES
@ 1-800-662-4111
AT LEAST 48 HOURS PRIOR TO COMMENCING ANY CONSTRUCTION

SEAL:

177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (801) 499-5054
SILVERPEAK ENGINEERING
WWW.SILVERPEAKENG.COM
STRUCTURAL CIVIL SURVEY

LSC PONY EXPRESS PARKWAY
APPROX 4200 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN UTAH

DATE: 2/12/2019
PROJECT: 19-024
DRAWN BY: JTF
REVISIONS:

MASTER SITE PLAN

SHEET NUMBER:
C200

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

To: Larry Carson
LSC Real Estate, LLC

From: Kevin Croshaw, P.E.
Horrocks Engineers

Date: April 19th, 2019

Subject: Traffic Impact Study: Pony Express Property at Porter's Crossing

The purpose of this memorandum is to show the findings regarding the Traffic Impact Study (TIS) for the subject property located on the corner of Porter's Crossing and Pony Express Parkway in Eagle Mountain, UT. This study discusses the study area, traffic impact on Pony Express Parkway and access to the subject property.

Study Area:

The study area includes the proposed project accesses and the following intersections:

- Porter's Crossing Parkway and Pony Express Parkway
- Clydesdale Drive and Pony Express Parkway
- Two project accesses on Pony Express Parkway
- One project access on Bridleway Road

Traffic Impact on Pony Express Parkway:

Existing Traffic Conditions
Horrocks used traffic count data collected in February 2016 to use as existing conditions on Pony Express. Currently, there is a total of 955 vehicles traveling on Pony Express in the AM Peak hour, with 342 vehicles traveling west and 613 traveling east. During the PM peak hour there is a total of 1,105 vehicles traveling on Pony Express, with 748 vehicles traveling west and 357 vehicles traveling east. The 2010 Highway Capacity Manual suggest using a capacity of 1,750 pc/hr/ln for areas with a population less than 250,000. Since Eagle Mountain falls under that range, a lane capacity of 1,750 pc/hr/ln will be appropriate to use for future reference. With Pony Express being a five lane roadway it can handle a total of 7,000 vehicles per hour, with 3,500 vehicles in each direction. In existing conditions, the lane capacity of Pony Express is only 14% in the AM peak hour and 16% in the PM peak hour, as shown in **Table 1**.

Table 1: Existing Lane Capacity

Peak Hour	Existing Conditions (veh/hr)	Roadway Capacity (veh/hr)	% Capacity
AM	955	7,000	14%
PM	1,105	7,000	16%

2162 W. Grove Parkway, Suite 400
Pleasant Grove, UT 84062
Tel: 801.763.5100
Fax: 801.763.5101

Trip Generation:

The number of vehicle trips estimated to be generated by the new development was calculated using the methodology found in the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition. The following land uses were used:

- *Shopping Center* — A group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store.
- *Office Space*— A space where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants providing professional services.

The proposed project is estimated to generate approximately 2,080 new external daily trips with 76 trips occurring in the AM peak hour and 214 in the PM peak hour, as shown in **Table 2.**

Table 2: Project Trip Generation

Pony Express Parkway Sub										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Shopping Center (ITE 820)		**37.75**	50%	50%	**0.94**	62%	38%	**3.81**	48%	52%
1000 Sq. Ft. GFA	48	1,826	913	913	45	28	17	184	88	96
Office Space (ITE 710)		**9.74**	50%	50%	**1.16**	86%	14%	**1.15**	16%	84%
1000 Sq. Ft. GFA	26	255	127	127	30	26	4	30	5	25
Total New Trips		**2,080**	**1,040**	**1,040**	**76**	**54**	**22**	**214**	**93**	**121**

ITE Trip Generation 10th Edition

Distributing this traffic onto Pony Express shows little impact on Pony Express Parkway, increasing the volume by 1% and 3% in the AM and PM peak hours, respectively, as shown in **Table 3**. There are no mitigations required on Pony Express.

Table 3: Existing plus Project Lane Capacity

Peak Hour	Existing Plus Project Conditions	Roadway Capacity	% Capacity
AM	1,031	7,000	15%
PM	1,319	7,000	19%

2162 W. Grove Parkway, Suite 400
Pleasant Grove, UT 84062
Tel: 801.763.5100
Fax: 801.763.5101

Site Access:

Between Porter's Crossing Parkway and Clydesdale Drive there is a distance of 1200 ft. Site access is shown in **Figure 1**. There is an approved full access at Clydesdale Drive (Access 1). Access 2 and Access 3 are located on Pony Express evenly spaced at 400 ft. from Porter's Crossing and Clydesdale Drive. Access 2 will be a full access with Access 3 as a Right-in, Right-out with its proximity to the Porter's Crossing intersection. Access 4 will be located on Bridleway Road and utilize the City owned property to access the site on the south side of the site. **Figure 2** shows a conceptual design of the access.

An access on Porter's Crossing Parkway rises some conflicts on the road. The spacing between Porter's Crossing/Pony Express and Porter's Crossing/Bridleway Rd is around 310 feet, which creates tight spacing to include right turn queuing and a right-in, right-out access. To minimize access conflicts with the right turn pocket on Porter's Crossing, it is recommended to provide an access on Bridleway Road as shown in Figure 1 and Figure 2.

Figure 1: Project Accesses

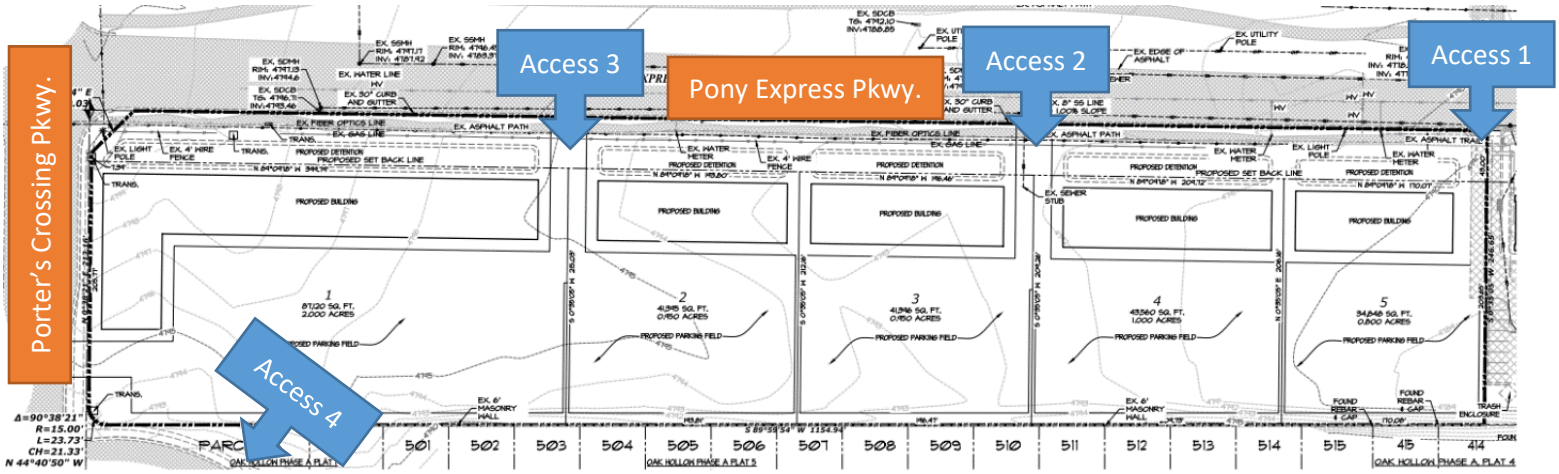


Figure 2: Project Access on Bridleway Rd

2162 W. Grove Parkway, Suite 400
Pleasant Grove, UT 84062
Tel: 801.763.5100
Fax: 801.763.5101

Summary:

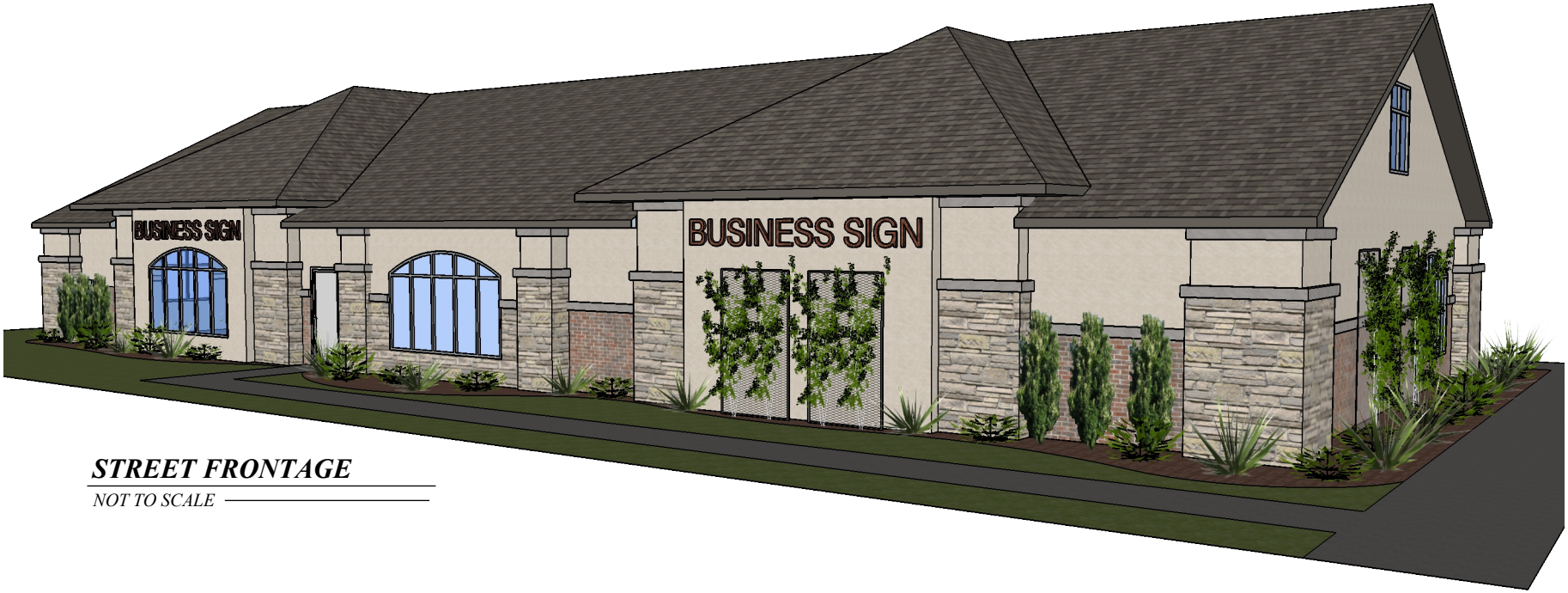
- Pony Express Pkwy has a capacity of 7,000 vehicles per hour, 3,500 vehicles in each direction.

- The proposed development is estimated to generate approximately 2,080 new external daily trips with 76 trips occurring in the AM peak hour and 214 in the PM peak hour

- With project traffic, Pony Express will have 1,031 and 1,319 vehicles during the AM and PM peak hours respectively.
    - No mitigations are required on Pony Express Parkway

- Project accesses are recommended in the following locations:
    - One access at Clydesdale Drive and Pony Express Parkway
    - Two accesses on Pony Express Parkway
    - One access on Bridleway Road

2162 W. Grove Parkway, Suite 400
Pleasant Grove, UT 84062
Tel: 801.763.5100
Fax: 801.763.5101



STREET FRONTAGE

NOT TO SCALE

PARKING LOT FRONTAGE

NOT TO SCALE

DATE: 05-18-2018
PROJECT: 18-047
DRAWN BY: C.D.

177 E ANTELOPE DR #B
LAYTON, UT 84041
PHONE: (801) 499-5054
FAX: (801) 499-5065

SILVERPEAK ENGINEERING

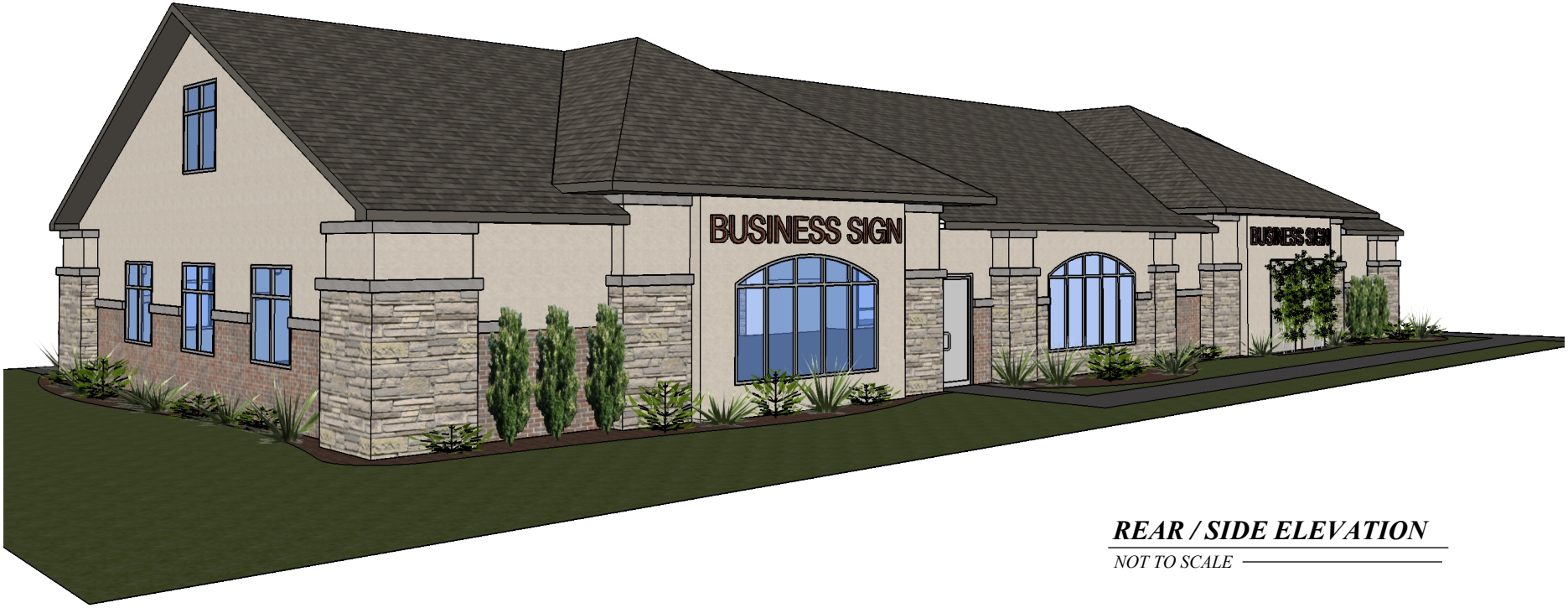
EAGLE VISION
4490 PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT

SHEET NUMBER

A1

FRONT / SIDE ELEVATION

NOT TO SCALE



REAR / SIDE ELEVATION

NOT TO SCALE

DATE: 05-18-2018
PROJECT: 18-047
DRAWN BY: C.D.

177 E ANTELOPE DR #B
LAYTON, UT 84041
PHONE: (801) 499-5054
FAX: (801) 499-5065

SILVERPEAK ENGINEERING

EAGLE VISION
4490 PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT

SHEET NUMBER

A2

STREET FRONTAGE

NOT TO SCALE

PARKING LOT FRONTAGE

NOT TO SCALE

DATE: 05-18-2018
PROJECT: 18-047
DRAWN BY: C.D.

177 E ANTELOPE DR #B
LAYTON, UT 84041
PHONE: (801) 499-5054
FAX: (801) 499-5065

SILVERPEAK ENGINEERING

EAGLE VISION
4490 PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT

SHEET NUMBER

A2

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **JUNE 11, 2019**

TITLE:	Brylee Estates Phase B		
ITEM TYPE:	Conditional Use Permit, Site Plan, and Preliminary Plat		
FISCAL IMPACT:	N/A		
APPLICANT:	Concord Homes		
GENERAL PLAN DESIGNATION	**CURRENT ZONE** Residential/Multi Family	**ACREAGE** 15.02	**COMMUNITY** Brylee Estates

PUBLIC HEARING:
Yes

REQUIRED FINDINGS:
Lighting Plan. A lighting plan, which indicates the illumination of all interior areas and immediately adjoining streets showing the location, height, lumen output and type of lighting proposed.
Mailboxes. Mailbox location is shown on the plans as NCBU, and seems to be in an appropriate location.
Architectural standards 17.72(E)(2). Multifamily buildings shall incorporate a majority of the following architectural detailing: decorative shutters, bay windows, popouts, trellis or arbor structures, porches, decorative gables, dormer windows, exposed timbers, balconies, columns, turrets, decorative trim and moldings, detailed grilles and railings, architectural lighting, decorative masonry pattern, window grids, and decorative doors and windows. All sides of a building shall include the chosen details, where applicable. The applicant has not provided the elevations at the writing of this report. Staff is working to get them before the meeting on Tuesday. If the elevations do not arrive or are not compliant with code, feel free to table the application with specific direction to the applicant.
Setbacks. Per 17.25 Tier IV setbacks are 20 feet between

RECOMMENDATION:
Staff Recommends the following possible motions:

Option 1)
I move that the Eagle Mountain Planning Commission recommend approval of the Brylee Estates Phase B Site Plan and Preliminary Plat to the City Council with the following conditions:
1) Buildings shall be separated by 20 feet.
2) Townhome elevations shall comply with Chapter 17.72 Multifamily Design Standards.
3) Retention shall either be underground or else the project shall be redesigned so the sport court is not placed in a retention pond.
4) Elevations for the clubhouse shall be submitted and the clubhouse shall comply with 17.30.090.
5) Any additional conditions the PC feels are appropriate.

I move that the Eagle Mountain Planning Commission approve the conditional use permit for the Brylee Estates Ph. B with no conditions.

Option 2)
I move that the Eagle Mountain Planning Commission table the Brylee Estates Phase B site plan, preliminary plat, and conditional use permit with the following direction/instructions...

BACKGROUND:
The property is located along Eagle Mountain Blvd west of the Sage Park development. This property was rezoned on April 24, 2018, allowing for a maximum density of 180 total units on 15.02 acres. The applicant is now coming through with a preliminary plat based on the approved rezone, and is proposing 162 total units.

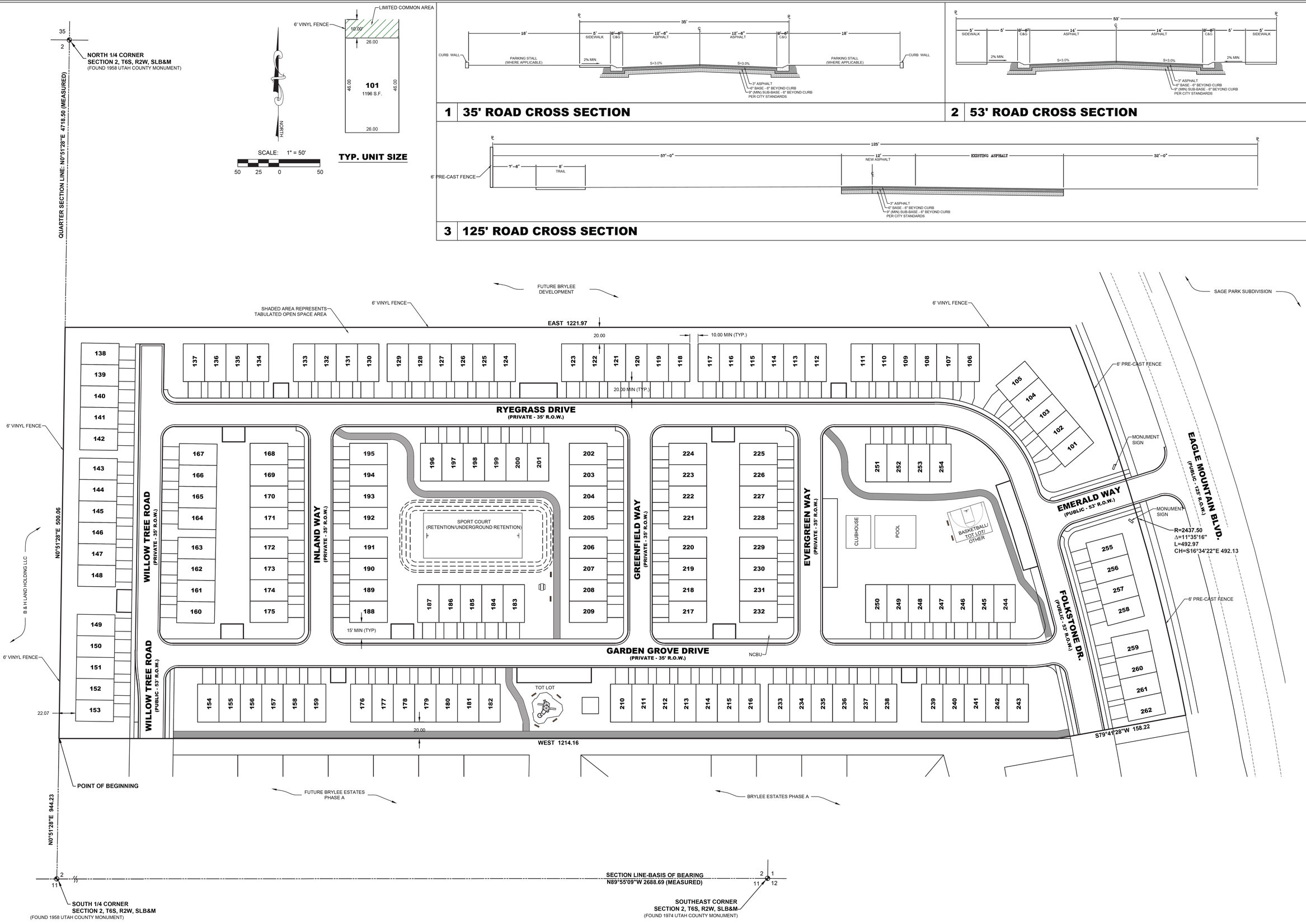
buildings. All buildings need to be separated by at least 20'.
Slope Stability Study. There are no steep slopes in this development and no required retaining walls.
Collector Road Fencing. City Code (16.35.090) requires that any lots that have side or rear yards along an arterial or collector road, the applicant shall provide fencing that complies with the City's Residential Collector Road fencing standards. This fence shall be installed with public infrastructure. This project has an arterial/collector road to the east.

PLANNING COMMISSION ACTION / RECOMMENDATION

PREPARED BY:
Michael Hadley, Planning

The proposed use is consistent with the rezoning of the property, the use complies with Health, Safety, and Welfare thus it is in compliance with 17.95.060 A-D.
The City Engineer has reviewed this traffic study and it has been approved in the past with previous versions of Brylee Estates. Thus the project is compliant with Conditional Use Standards 17.95 and it is the opinion of staff that a Conditional Use Permit should be issued without conditions.
Multifamily developments require 2 1/3 parking stalls per unit thus this 162-unit development is required to provide 378 parking stalls. The applicant is proposing 378 parking stalls. This complies with the city code requirement.
Open Space. This proposal requires 3.72 acres of improved open space and 372 amenity points. The applicant is proposing 4.29 acres of improved open space and a total of 377 amenity points including the required pool and clubhouse. Attached is the open space worksheet for this development.

Attachments:
Lot Layout.pdf
Brylee Traffice Study 081618 (1).pdf
Open space worksheet (1).pdf
Brylee Elevations.pdf



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

REGISTERED PROFESSIONAL ENGINEER
No. 328308
BRIAN T. GABLER
STATE OF UTAH
CONFORMED

BRYLEE ESTATES - PHASE B
EAGLE MOUNTAIN, UTAH
LOT LAYOUT

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2019-0029
DRAWN BY: DSE/MJV
DESIGNED BY: BTG
SCALE: 1" = 50'
DATE: 05/23/2018
SHEET 2

HALES ENGINEERING
innovative transportation solutions

Brylee Estates

Traffic Impact Study

Eagle Mountain, Utah

August 16, 2018

UT18-1296

LICENSED PROFESSIONAL ENGINEER
8/16/18
No. 10453788
E. SCOTT JOHNSON
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 Brylee Estates development located in Eagle Mountain, Utah. The Brylee Estates project is located on the northwest corner of the future Eagle Mountain Boulevard / Eagle Lane intersection. Eagle Lane will be located on the south side of Eagle Mountain High School.

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 2024 conditions were also analyzed.

The evening peak hour level 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
LOS Analysis - Evening Peak Hour
Eagle Mountain - Brylee Estates TIS

Intersection	Level of Service (Sec/Veh)[1]			
	Existing (2018) Background	Existing (2018) Plus Project	Future (2024) Background	Future (2024) Plus Project
Eagle Mountain Boulevard / Cedar Fort Road (SR-73)	B (14.9) / NB	C (17.4) / NB	F (>50) / NB	B (17.3)
Eagle Mountain Boulevard / Eagle Lane	C (22.0) / WB	B (17.7)	C (28.0)	C (24.5)
Pony Express Parkway / Eagle Lane	A (9.9) / EB	B (10.5) / EB	C (25.1)	C (24.6)
Commercial Access 1 / Eagle Mountain Boulevard[2]	-	-	-	F (>50) / NB
Commercial Access 2 / Eagle Mountain Boulevard[2]	-	-	-	F (>50) / EB
Access 1 / Eagle Mountain Boulevard[2]	-	B (11.4) / EB	-	D (29.7) / EB
Access 2 / Eagle Mountain Boulevard[2]	-	B (13.7) / EB	-	E (39.7) / EB
Access 3 / Eagle Lane[2]	-	A (7.2) / SB	-	A (8.3) / SB
Access 4 / Eagle Lane[2]	-	A (3.1) / SB	-	A (3.1) / SB

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.
2. This intersection is a project access and was only analyzed in "plus project" scenarios.

Source: Hales Engineering, August 2018

TABLE ES-2
Recommended Storage Lengths
Eagle Mountain - Brylee Estates TIS

Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Eagle Mountain Boulevard / Cedar Fort Road (SR-73)	100	-	-	-	100	100	300	-
Eagle Mountain Boulevard / Eagle Lane	100	-	150	150	200	-	100	-
Pony Express Parkway / Eagle Lane	200	-	-	150	150	-	-	-
Commercial Access 1 / Eagle Mountain Boulevard	150	-	100	-	100	100	150	-
Commercial Access 2 / Eagle Mountain Boulevard	100	-	-	-	100	-	-	-
Access 1 / Eagle Mountain Boulevard	100	-	-	-	100	-	-	-
Access 2 / Eagle Mountain Boulevard	100	-	-	-	100	-	-	-

Source: Hales Engineering, August 2018

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- All study intersections are currently operating at acceptable levels of service during the evening peak hour in existing (2018) background conditions.
    - Traffic generated by the proposed Sage Park, Brandon Park, Pacific Springs, and Eagle Mountain High School developments were included in the background analyses.
    - It was assumed that Eagle Lane would be extended from Eagle Mountain High School through to Eagle Mountain Boulevard as part of other developments being constructed in the area.
- The proposed development will consist of residential townhomes, single-family homes and commercial space.
- In the existing (2018) plus project conditions, all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added.
    - It is anticipated that the intersection of Eagle Mountain Boulevard / Eagle Lane will warrant a signal based on MUTCD Signal Warrant 3 (peak hour) with project traffic added.
- In the future (2024) background, all intersections are anticipated to operate at acceptable levels of service except the Eagle Mountain Boulevard / Cedar Fort Road (SR-73) intersection.
    - It is recommended that signal warrants be evaluated for the Eagle Mountain / Cedar Fort Road (SR-73) intersection, and that a signal be installed once warranted.
        - It is also recommended that dual left-turn lanes be installed for the westbound approach of this intersection once a signal is constructed; this would necessitate restriping the receiving lane for the westbound left-turning movement to allow for two receiving lanes that merge to one.
        - It is recommended that an overlap phase be implemented for the northbound right-turn movement to accommodate anticipated volumes during the morning peak hour.
- In the future (2024) plus project conditions, all study intersections are anticipated to operate at acceptable levels of service during the peak hour except the Commercial Access 1 / Eagle Mountain Boulevard, Commercial Access 2 / Eagle Mountain Boulevard, and Access 2 / Eagle Mountain Boulevard intersections.
    - It is recommended that a signal be installed at the Commercial Access 1 / Eagle Mountain Boulevard intersection when warrants are met.

- It is anticipated that the ADT on Eagle Mountain Boulevard near the project site will be approximately 20,000 vehicles by 2024. The typical capacity for a 3-lane roadway is about 15,000 vehicles. Additionally, according to the Eagle Mountain Transportation Master Plan (July 2011) Eagle Mountain Boulevard is planned to be expanded into a 5-lane road. As such, it is recommended that Eagle Mountain Boulevard be expanded to a 5-lane cross section at least within the boundaries of the study area.

HALES ENGINEERING
innovative transportation solutions

TABLE OF CONTENTS

EXECUTIVE SUMMARY i

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS iii

TABLE OF CONTENTS v

LIST OF TABLES vii

LIST OF FIGURES vii

I. INTRODUCTION 1

A. Purpose 1
B. Scope 2
C. Analysis Methodology 2
D. Level of Service Standards 2

II. EXISTING (2018) 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 9

III. PROJECT CONDITIONS 10

A. Purpose 10
B. Project Description 10
C. Trip Generation 10
D. Trip Distribution and Assignment 11
E. Access 17

IV. EXISTING (2018) PLUS PROJECT CONDITIONS 18

A. Purpose 18
B. Traffic Volumes 18
C. Roadway System 18
D. Level of Service Analysis 18
E. Queuing Analysis 18
F. Mitigation Measures 21

V. FUTURE (2024) BACKGROUND CONDITIONS 22

A. Purpose 22
B. Roadway Network 22
C. Traffic Volumes 22
D. Level of Service Analysis 25
E. Queuing Analysis 25
F. Mitigation Measures 26

VI. FUTURE (2024) PLUS PROJECT CONDITIONS 27

A. Purpose 27
B. Traffic Volumes 27
C. Level of Service Analysis 27
D. Queuing Analysis 27
E. Mitigation Measures 28
F. Recommended Storage Lengths 31

Appendix A: Turning Movement Counts
Appendix B: LOS Results
Appendix C: Project Site Plan
Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description 3
Table 2: Existing (2018) Background Evening Peak Hour Level of Service 6
Table 3: Trip Generation 11
Table 4: Existing (2018) Plus Project Evening Peak Hour Level of Service 21
Table 5: Future (2024) Background Evening Peak Hour Level of Service 25
Table 6: Future (2024) Plus Project Evening Peak Hour Level of Service 31
Table 7: Recommended Storage Lengths 32

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah 1
Figure 2: LOS letter designation 4
Figure 3: Existing (2018) background evening peak hour traffic volumes 7
Figure 4: Trip assignment for the evening peak hour 13
Figure 5: Future trip assignment for the evening peak hour 15
Figure 6: Existing (2018) plus project evening peak hour traffic volumes 19
Figure 7: Future (2024) background evening peak hour volumes 23
Figure 8: Future (2024) plus project evening peak hour volumes 29

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Brylee Estates development located in Eagle Mountain, Utah. The Brylee Estates project is located on the northwest corner of the future Eagle Mountain Boulevard / Eagle Lane intersection. Eagle Lane will be located on the south side of Eagle Mountain High School. 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 2024 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 / Cedar Fort Road (SR-73)
- Eagle Mountain Boulevard / Eagle Lane
- Pony Express Parkway / Eagle Lane
- Project Accesses (6) / Eagle Mountain Boulevard

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 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.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. However, if LOS E or F conditions exist, an explanation and/or mitigation measures will be presented. An 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 a very 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 Methodology (Transportation Research Board, 2016)

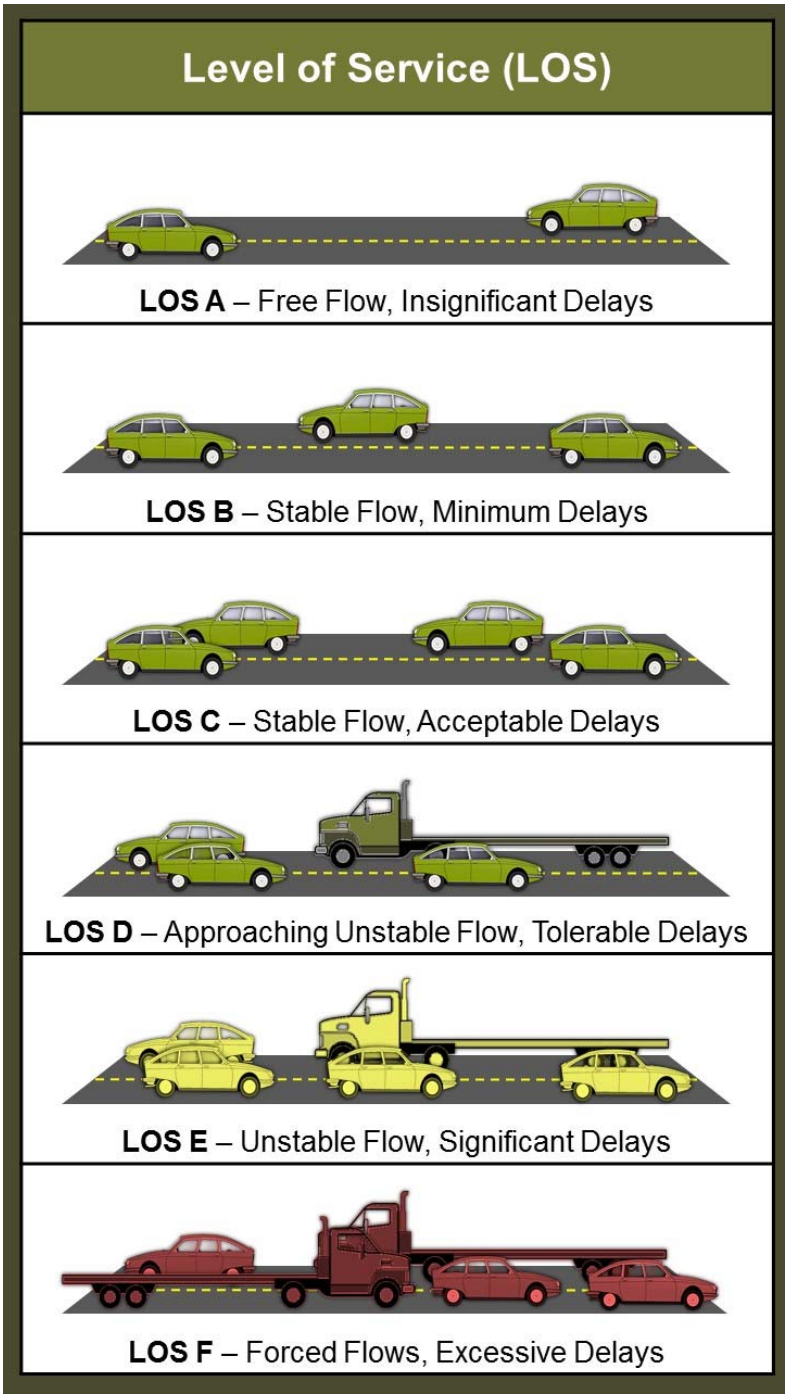


Figure 2: LOS letter designation

II. EXISTING (2018) 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 will provide 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:

Eagle Mountain Boulevard – is a city-maintained roadway classified by the Eagle Mountain City General Plan (July 2011) as a "minor arterial". Eagle Mountain Boulevard has one travel lane in each direction with a dashed yellow line separating the lanes starting at approximately 2500 feet south of the Eagle Mountain Boulevard / Cedar Fort Road (SR-73) intersection. North of this, the lanes are separated by a raised median. The posted speed limit on Eagle Mountain Boulevard is 40 mph within the study area.

Eagle Lane – will be a city-maintained roadway classified by the Eagle Mountain City General Plan (July 2011) as a "minor collector". It was assumed that Eagle Lane will have one travel lane in each direction with a dashed yellow line separating the lanes. The posted speed limit on Eagle Lane was assumed to be 25 mph within 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 Eagle Mountain Boulevard / Cedar Fort Road (SR-73) intersection. The traffic data for the Eagle Mountain Boulevard / Eagle Lane and Eagle Lane / Pony Express Parkway intersections were collected in previous studies performed by Hales Engineering.

The evening counts were performed on Tuesday, July 31, 2018 and the morning counts were performed on Wednesday, August 1, 2018. The morning peak hour was determined to be between 7:00 and 8:00 a.m. and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 26% higher than the morning peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Additionally, all traffic volume anticipated to be generated by the nearby planned Brandon Park and Sage Park subdivisions were taken into account. Pertinent traffic from the planned Eagle Mountain High School and Pacific Springs subdivision were also included. Figure 3 shows the existing evening peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the HCM, 6th Edition methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 2 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2018) conditions. As shown in Table 2, all study intersections are currently operating at acceptable levels of service during the evening peak hour.

Table 2: Existing (2018) Background Evening Peak Hour Level of Service

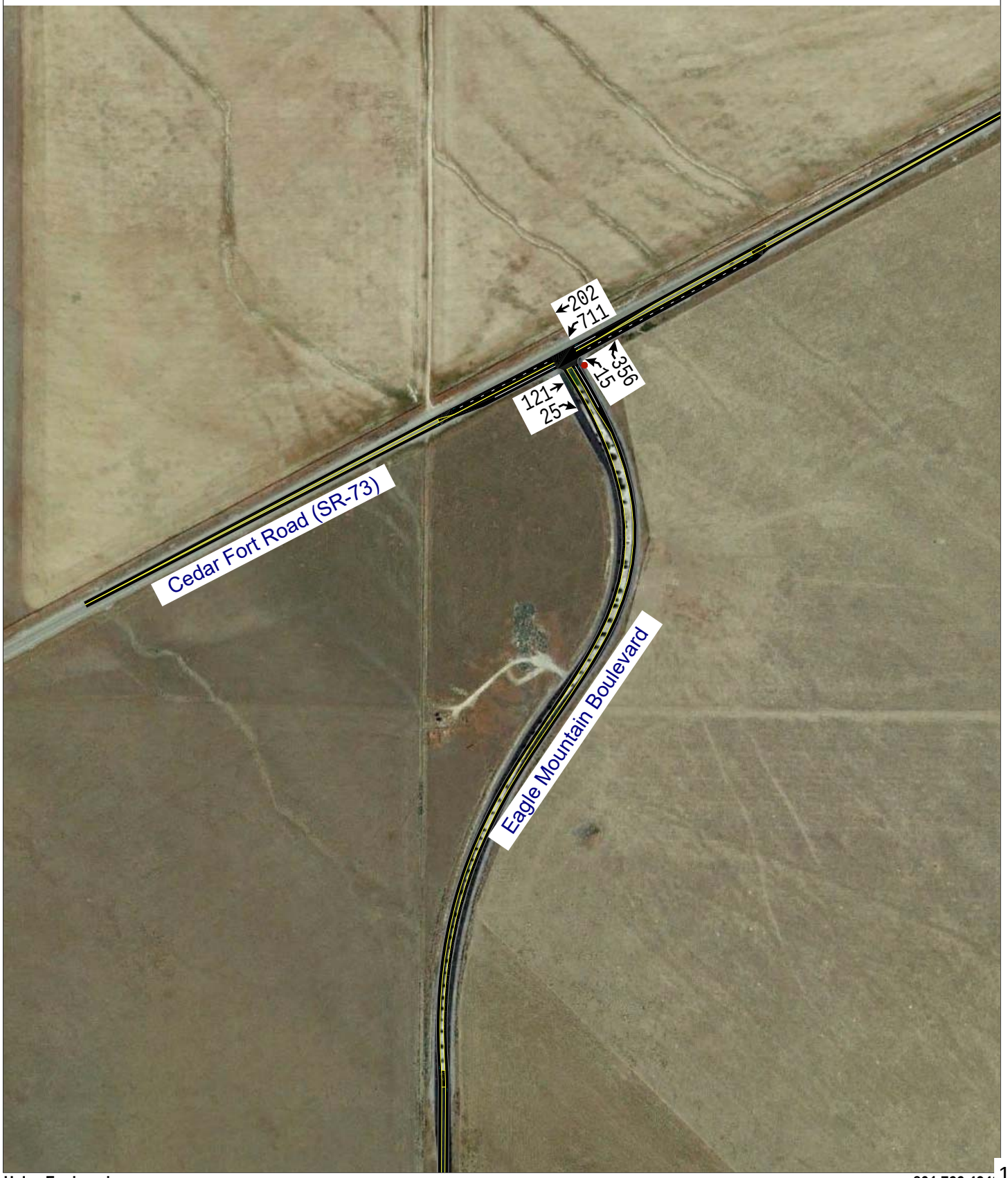
Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Eagle Mountain Boulevard / Cedar Fort Road (SR-73)	NB Stop	NB	14.9	B	-	-
Eagle Mountain Boulevard / Eagle Lane	WB Stop	WB	22.0	C	-	-
Pony Express Parkway / Eagle Lane	EB Stop	EB	9.9	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2018

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. No significant queueing was observed during the evening peak hour.


202
711
356
15
121
25
Cedar Fort Road (SR-73)
Eagle Mountain Boulevard

Eagle Mountain Brylee Estates TIS
Existing (2018) Background

Evening Peak Hour
Figure 3b

Hales Engineering
1220 North 500 West, Ste. 202 Lehi UT 84043

801.766.4343
08/07/2018

F. Mitigation Measures

No mitigation measures are recommended.

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

This study addresses the traffic impacts associated with the proposed Brylee Estates development located in Eagle Mountain, Utah. The Brylee Estates project is located on the northwest corner of the future Eagle Mountain Boulevard / Eagle Lane intersection. Eagle Lane will be located on the south side of Eagle Mountain High School. The development will consist of residential townhomes, single-family homes, and commercial space of approximately 22.03 acres. A floor to area ratio (FAR) of 0.3 was used to determine an approximately square footage for the commercial pad. This equates to an area of approximately 287,900 square feet. It was assumed that the commercial pad would not be constructed until after residential development has occurred, or by 2024. A concept plan for the proposed developments has been included in Appendix C.

The proposed land use for the development has been identified as follows:

Phase 1:

- Single-family detached housing 160 Units
- Townhomes 155 Units

Phase 2:

- Commercial/Retail 287,900 sq. ft.

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. Trip Generation for the proposed project is included in Table 3.

The total trip generation for the first phase of the development is as follows:

- Daily Trips: 2,736
- Morning Peak Hour Trips: 194

- Evening Peak Hour Trips: 248

The total trip generation for the second phase of the development is as follows:

- Daily Trips: 9,292
- Morning Peak Hour Trips: 232
- Evening Peak Hour Trips: 939

Table 3
Eagle Mountain - Brylee Estates TIS
Trip Generation

Weekday Daily Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total Daily Trips
Single-Family Detached Housing (210)	160	Dwelling Units	1,604	50%	50%	802	802	0%	0%	802	802	**1,604**
Multifamily Housing (Low-Rise) (220)	155	Dwelling Units	1,132	50%	50%	566	566	0%	0%	566	566	**1,132**
Shopping Center (820) [average rate]	287.89	1,000 Sq. Ft. GLA	10,868	50%	50%	5,434	5,434	5%	10%	4,646	4,646	**9,292**
Project Total Daily Trips						**6,802**	**6,802**			**6,014**	**6,014**	**12,028**
Morning Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total a.m. Trips
Single-Family Detached Housing (210)	160	Dwelling Units	120	25%	75%	30	90	0%	0%	30	90	**120**
Multifamily Housing (Low-Rise) (220)	155	Dwelling Units	74	23%	77%	17	57	0%	0%	17	57	**74**
Shopping Center (820) [average rate]	287.89	1,000 Sq. Ft. GLA	272	62%	38%	169	103	5%	10%	144	88	**232**
Project Total a.m. Peak Hour Trips						**216**	**250**			**191**	**235**	**426**
Evening Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	Total p.m. Trips
Single-Family Detached Housing (210)	160	Dwelling Units	160	63%	37%	101	59	0%	0%	101	59	**160**
Multifamily Housing (Low-Rise) (220)	155	Dwelling Units	88	63%	37%	55	33	0%	0%	55	33	**88**
Shopping Center (820) [average rate]	287.89	1,000 Sq. Ft. GLA	1,098	48%	52%	527	571	5%	10%	451	488	**939**
Project Total p.m. Peak Hour Trips						**683**	**663**			**607**	**580**	**1,187**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, August 2018

D. Trip Reductions

To accurately estimate trips generated by the proposed commercial pad, it is important to estimate what type of trip reductions will occur. In the case of the commercial pad, it is likely that pass-by trips will occur. Pass-by trips refer to trips that access the project in passing on their way to other activities, rather than having the project as an origin/destination. It should be noted that the Shopping Center (820) land use has an average pass-by rate of 34%. However, this pass-by rate was derived from studies of commercial areas on roads with far higher ADT's than the current ADT on Eagle Mountain Boulevard. As such, a pass-by rate of 10% was assumed to provide a conservative estimate of generated trips.

Additionally, based on the mixed-use nature of the project, it was assumed that some internal capture would occur. Internal capture refers to trips that happen within the project itself, without using the surrounding roadway network. Using the NCHRP 8-51 Internal Trip Capture Estimation Tool, the internal capture rate was estimated to be 18% between the residential area and the

commercial pad. However, to provide a conservative estimate of trips entering and exiting the commercial pad, an internal capture rate of 5% was assumed.

E. 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. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of residential project generated trips during the evening peak hour is as follows:

To/From Project (Residential Trips):

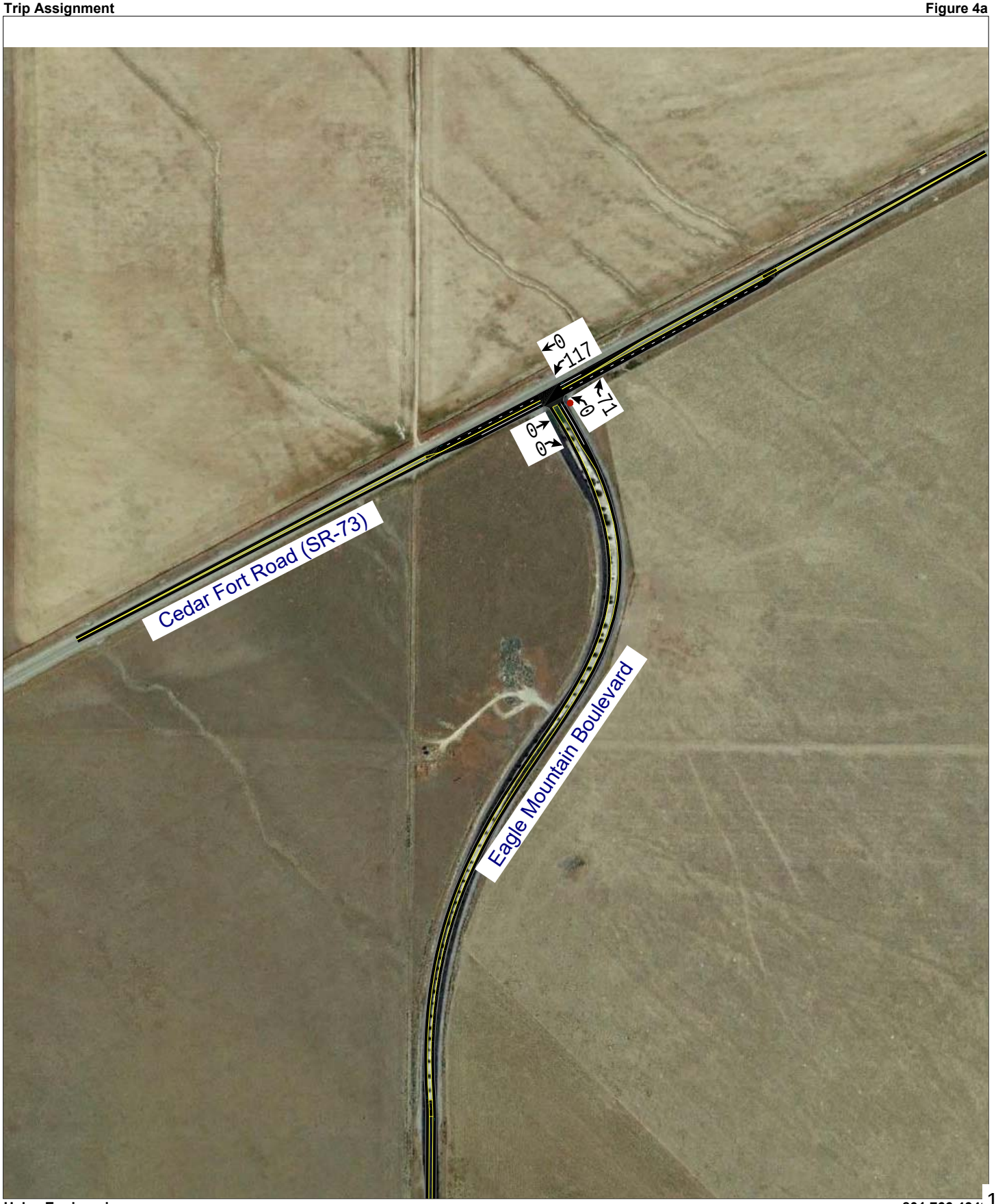
- 90% North
    - 15% through Pony Express Parkway
    - 75% through Eagle Mountain Boulevard
- 10% South

The resulting distribution of commercial project generated trips during the evening peak hour is as follows:

To/From Project (Commercial Trips):

- 35% North
- 65% South
    - 5% through Pony Express Parkway
    - 60% through Eagle Mountain Boulevard

These trip distribution assumptions were used to assign the evening 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. Trips generated for all residential land-uses were included in this trip assignment. However, it was assumed that the commercial pad would not be built until 2024. As such, a second (future) trip assignment was created to include the commercial pad in the 2024 plus project analysis. This future trip assignment is shown in Figure 5.

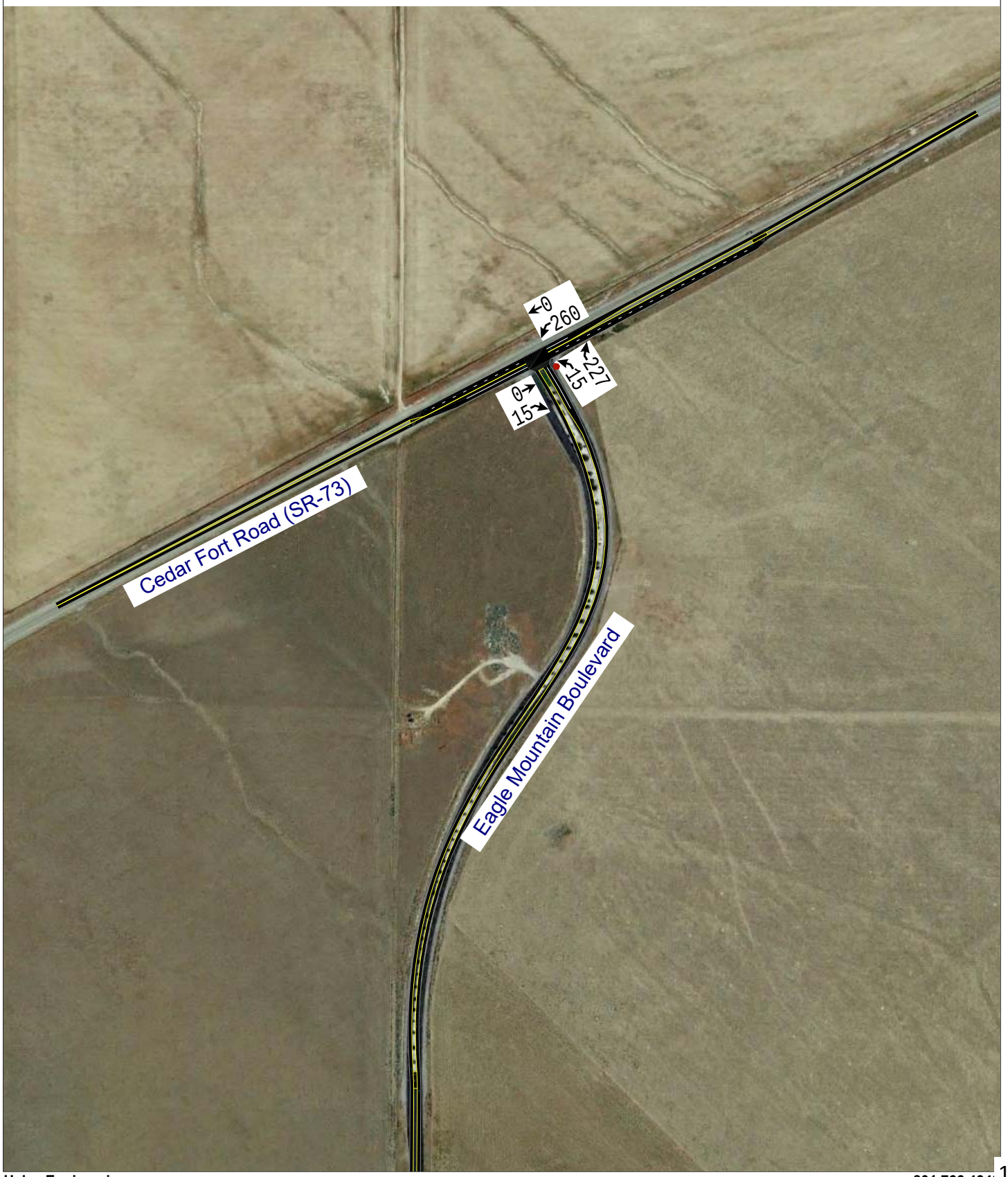

0
117
0
71
0
0
Cedar Fort Road (SR-73)
Eagle Mountain Boulevard

Eagle Mountain Brylee Estates TIS
Trip Assignment

Evening Peak Hour
Figure 4b

Hales Engineering
1220 North 500 West, Ste. 202 Lehi UT 84043

801.766.4343
08/07/2018


0
260
227
115
0
15
Cedar Fort Road (SR-73)
Eagle Mountain Boulevard

Eagle Mountain Brylee Estates TIS
Future Trip Assignment

Evening Peak Hour
Figure 5b

Hales Engineering
1220 North 500 West, Ste. 202 Lehi UT 84043

801.766.4343
08/07/2018

F. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

Eagle Mountain Boulevard:

- Commercial Access 1 will be located approximately 2,750 feet north of the Eagle Mountain Boulevard / Eagle Lane intersection. It will access the project on the west side of Eagle Mountain Boulevard. It is anticipated that the access will be stop-controlled on the north- and southbound approaches, due to the north access to the planned Sage Park development.
- Commercial Access 2 will be located approximately 1,700 feet north of the Eagle Mountain Boulevard / Eagle Lane intersection. It will access the project on the west side of Eagle Mountain Boulevard. It is anticipated that the access will be stop-controlled on the eastbound approach.
- Access 1 will be located approximately 1250 feet north of the Eagle Mountain Boulevard / Eagle Lane intersection. It will access the project on the west side of Eagle Mountain Boulevard. It is anticipated that the access will be stop-controlled on the eastbound approach.
- Access 2 will be located approximately 600 feet north of the Eagle Mountain Boulevard / Eagle Lane intersection. It will access the project on the west side of Eagle Mountain Boulevard. It is anticipated that the access will be stop-controlled on the eastbound approach.

Eagle Lane:

- Access 3 will be located approximately 400 feet west of the Eagle Mountain Boulevard / Eagle Lane intersection. It will access the project on the north side of Eagle Lane. It is anticipated that the access will be stop-controlled on the north- and southbound approaches, due to the north access to the planned Brandon Park development.
- Access 4 will be located approximately 1050 feet west of the Eagle Mountain Boulevard / Eagle Lane intersection. It will access the project on the north side of Eagle Lane. It is anticipated that the access will be stop-controlled on the southbound approach.

IV. EXISTING (2018) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2018) 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

Project trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The existing (2018) plus project evening peak hour volumes were generated for the study intersections and are shown in Figure 6.

C. Roadway System

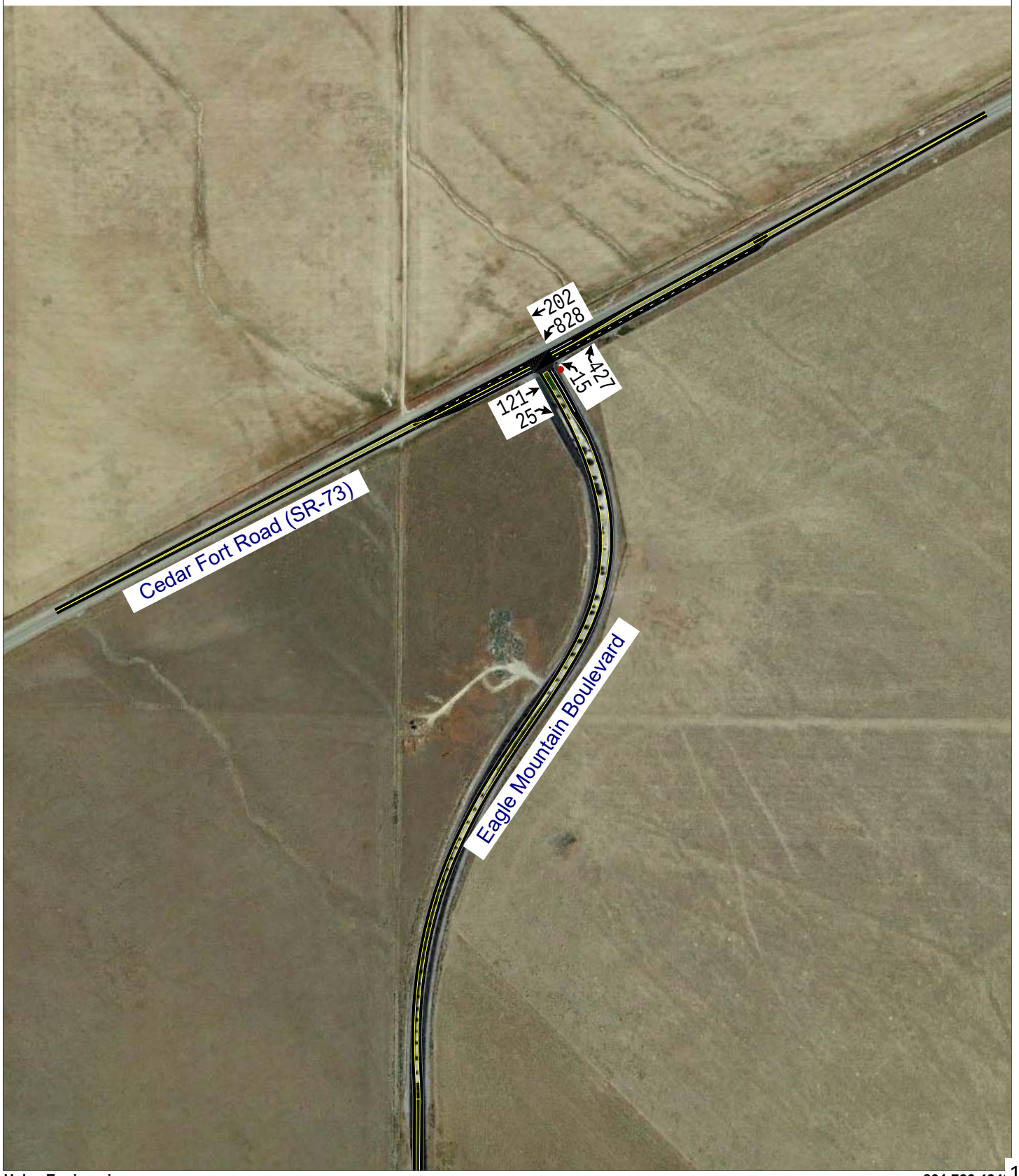
The Eagle Mountain Boulevard / Eagle Lane intersection is anticipated to warrant a signal based on the Manual of Uniform Traffic Control Devices (MUTCD) Signal Warrant 3 (peak hour volumes) in existing (2018) plus project conditions. It was assumed that this signal will be installed before the completion of the proposed Brylee Estates subdivision.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the HCM, 6th Edition methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 4 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 4, all intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. No significant queuing is anticipated during the evening peak hour.


202
828
427
15
121
25
Cedar Fort Road (SR-73)
Eagle Mountain Boulevard

Eagle Mountain Brylee Estates TIS
Existing (2018) Plus Project

Evening Peak Hour
Figure 6b

Hales Engineering
1220 North 500 West, Ste. 202 Lehi UT 84043

801.766.4343
08/07/2018

Table 4: Existing (2018) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Eagle Mountain Boulevard / Cedar Fort Road (SR-73)	NB Stop	NB	17.4	C	-	-
Eagle Mountain Boulevard / Eagle Lane	Signal	-	-	-	17.7	B
Pony Express Parkway / Eagle Lane	EB Stop	EB	10.5	B	-	-
Access 1 / Eagle Mountain Boulevard	EB Stop	EB	11.4	B	-	-
Access 2 / Eagle Mountain Boulevard	EB Stop	EB	13.7	B	-	-
Access 3 / Eagle Lane	SB Stop	SB	7.2	A	-	-
Access 4 / Eagle Lane	SB Stop	SB	3.1	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2018

F. Mitigation Measures

No mitigation measures are recommended.

V. FUTURE (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2024) 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 Mountainland Association of Governments (MAG) Regional Transportation Plan, there are no roadway projects planned before 2024 in the study area. However, it was assumed that by 2024 all the developments around the proposed Brylee Estates subdivision will be developed. This will include the expansion of Eagle Mountain Boulevard to a three-lane cross-section, in preparation for the eventual expansion to a five-lane cross section as planned for in the Eagle Mountain Transportation Master Plan (July 2011).

Previous studies performed by Hales Engineering for the Pacific Springs subdivision and Eagle Mountain High School also found that by 2024 the Pony Express Parkway / Eagle Lane intersection will need to be signalized. For this study it was assumed that this signal will be installed by 2024.

C. Traffic Volumes

Hales Engineering obtained future (2024) forecasted volumes from the Wasatch Front Regional Council (WFRC) / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. In addition, trips generated by the final phases of the Sage Park development were added to the background traffic. Future (2024) evening peak hour turning movement volumes are shown in Figure 7.

355
840
445
20
215
50
Cedar Fort Road (SR-73)
Eagle Mountain Boulevard

Eagle Mountain Boulevard
Eagle Lane
Eagle Lane
Eagle Lane
Pony Express Parkway
90
800
25
415
0
300
210
45
110
90
60
30
150
25
25
150
40
165
80
190
195
275
0
0
125
35
20
30
225
35
135
45
45
105
5
115
15
145
160
65
75
540

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the HCM, 6th Edition methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in **Error! Not a valid bookmark self-reference.** (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development for future (2024) conditions. As shown in **Error! Not a valid bookmark self-reference.**, all study intersections are anticipated to operate at acceptable levels of service except the Eagle Mountain Boulevard / Cedar Fort Road (SR-73) intersection which is anticipated to operate at LOS F.

Table 5: Future (2024) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Eagle Mountain Boulevard / Cedar Fort Road (SR-73)	NB Stop	NB	>50.0	F	-	-
Eagle Mountain Boulevard / Eagle Lane	Signal	-	-	-	28.0	C
Pony Express Parkway / Eagle Lane	Signal	-	-	-	25.1	C

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2018

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. Queueing is anticipated at the following intersections:

<u>Eagle Mountain Boulevard / Cedar Fort Road (SR-73):</u>

- Northbound: The right-turn movement is anticipated to have a queue of greater than 1,000 feet. This is caused by the left-turn queue extending back and blocking the right-turn pocket.

- Westbound: The left-turn movement is anticipated to have a queue of approximately 310 feet.

Eagle Mountain Boulevard / Eagle Lane:

- Southbound: The through movement is anticipated to have a queue length of approximately 600 feet.

F. Mitigation Measures

It is anticipated that the Eagle Mountain Boulevard / Cedar Fort Road (SR-73) intersection will fail with future background traffic. This is due mainly to westbound left-turning vehicles conflicting with northbound left-turning vehicles. The following mitigations are recommended:

- It is recommended that signal warrants be evaluated for this intersection and a signal be installed as soon as warrants are met.
- It is also recommended that dual left-turn lanes be added to the westbound approach once a signal is installed. This will require restriping the receiving lane for the westbound left-turns so that it becomes two lanes that merge into one. There is likely enough pavement that only restriping would be necessary.
- Because of the high left-turn volume on the westbound approach during the evening peak hour, it is reasonable to assume that a similar number of vehicles will make a right-turn from the northbound approach during the morning peak hour. As such, it is recommended that overlap phasing be introduced for the northbound right-turn movement to ensure that morning peak hour demand can be met.

A mitigated scenario was analyzed based on these mitigations. It is anticipated that, if these mitigations are implemented, all study intersections will operate at an acceptable level of service.

VI. FUTURE (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2024) 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 used the future (2024) background traffic volumes and added the project trips to predict future (2024) plus project conditions. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. Future (2024) plus project evening peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the HCM, 6th Edition methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 6 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 6, all study intersections are anticipated to operate at acceptable levels of service except the Commercial Access 1 / Eagle Mountain Boulevard, Commercial Access 2 / Eagle Mountain Boulevard, and Access 2 / Eagle Mountain Boulevard intersections.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. Queueing is anticipated at the following intersections:

<u>Commercial Access 1 / Eagle Mountain Boulevard:</u>

- Northbound: The left-turn movement is anticipated to have a queue length of approximately 250 feet, which will likely block the right-turn pocket and cause a right-turn queue of approximately 770 feet.

<u>Commercial Access 2 / Eagle Mountain Boulevard:</u>

- Eastbound: The left-turn movement is anticipated to have a queue length of approximately 180 feet, and the right-turn movement is anticipated to have a queue length of approximately 270 feet.

Eagle Mountain Boulevard / Eagle Lane:

- Southbound: The through movement is anticipated to have a queue length of approximately 550 feet.

Eagle Lane / Pony Express Parkway:

- Northbound: the through movement is anticipated to have a queue length of approximately 480 feet.

No other significant queueing is anticipated.

E. Mitigation Measures

The following mitigation measures are recommended:

- It is anticipated that the Commercial Access 1 / Eagle Mountain Boulevard intersection will warrant a signal under MUTCD Signal Warrant 3 (peak hour volume). It is recommended that this signal be installed by the completion of the commercial pad.
- It is anticipated that the ADT on Eagle Mountain Boulevard near the project site will be approximately 20,000 vehicles by 2024. The typical capacity for a 3-lane roadway is about 15,000 vehicles. Additionally, according to the Eagle Mountain Transportation Master Plan (July 2011) Eagle Mountain Boulevard is planned to be expanded into a 5-lane road. As such, it is recommended that Eagle Mountain Boulevard be expanded to a 5-lane cross section at least within the boundaries of the study area.

A mitigated scenario was analyzed based on these recommended mitigations. It is anticipated that, if these mitigation measures are implemented, all study intersections will operate at acceptable levels of service.

355
1100
672
35
215
65
Cedar Fort Road (SR-73)
Cedar Fort Road (SR-73)
Eagle Mountain Boulevard

Commercial Access 1
90
972
103
111
0
169
25
546
154
Commercial Access 2
1101
55
60
148
665
139
Access 1
1220
29
17
5
787
10
Access 2
1202
23
14
5
141
791
275
783
8
Access 3
31
56
300
19
0
0
Access 4
56
0
34
0
0
0
0
34
0
165
43
25
120
73
30
39
906
53
193
25
174
45
25
193
45
144
Eagle Lane
40
208
5
154
Eagle Lane
80
233
15
184
275
215
174
90
540
86
Eagle Mountain Boulevard
Pony Express Parkway

Table 6: Future (2024) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Eagle Mountain Boulevard / Cedar Fort Road (SR-73)	Signal	-	-	-	17.3	B
Eagle Mountain Boulevard / Eagle Lane	Signal	-	-	-	24.5	C
Pony Express Parkway / Eagle Lane	Signal	-	-	-	24.6	C
Commercial Access 1 / Eagle Mountain Boulevard	NB / SB Stop	NB	>50.1	F	-	-
Commercial Access 2 / Eagle Mountain Boulevard	EB Stop	EB	>50.1	F	-	-
Access 1 / Eagle Mountain Boulevard	EB Stop	EB	29.7	D	-	-
Access 2 / Eagle Mountain Boulevard	EB Stop	EB	39.7	E	-	-
Access 3 / Eagle Lane	SB Stop	SB	8.3	A	-	-
Access 4 / Eagle Lane	SB Stop	SB	3.1	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2018

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2024) plus project mitigated scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 7. Intersections shown in Table 7 include new intersections and existing intersections that have recommended storage length changes.

Table 7: Recommended Storage Lengths

Recommended Storage Lengths Eagle Mountain - Brylee Estates TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Eagle Mountain Boulevard / Cedar Fort Road (SR-73)	100	-	-	-	100	100	300	-
Eagle Mountain Boulevard / Eagle Lane	100	-	150	150	200	-	100	-
Pony Express Parkway / Eagle Lane	200	-	-	150	150	-	-	-
Commercial Access 1 / Eagle Mountain Boulevard	150	-	100	-	100	100	150	-
Commercial Access 2 / Eagle Mountain Boulevard	100	-	-	-	100	-	-	-
Eagle Mountain Boulevard / Eagle Lane	100	-	-	-	100	-	-	-
Access 1 / Eagle Mountain Boulevard	100	-	-	-	100	-	-	-
Source: Hales Engineering, August 2018								

HALES ENGINEERING
innovative transportation solutions

APPENDIX A

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

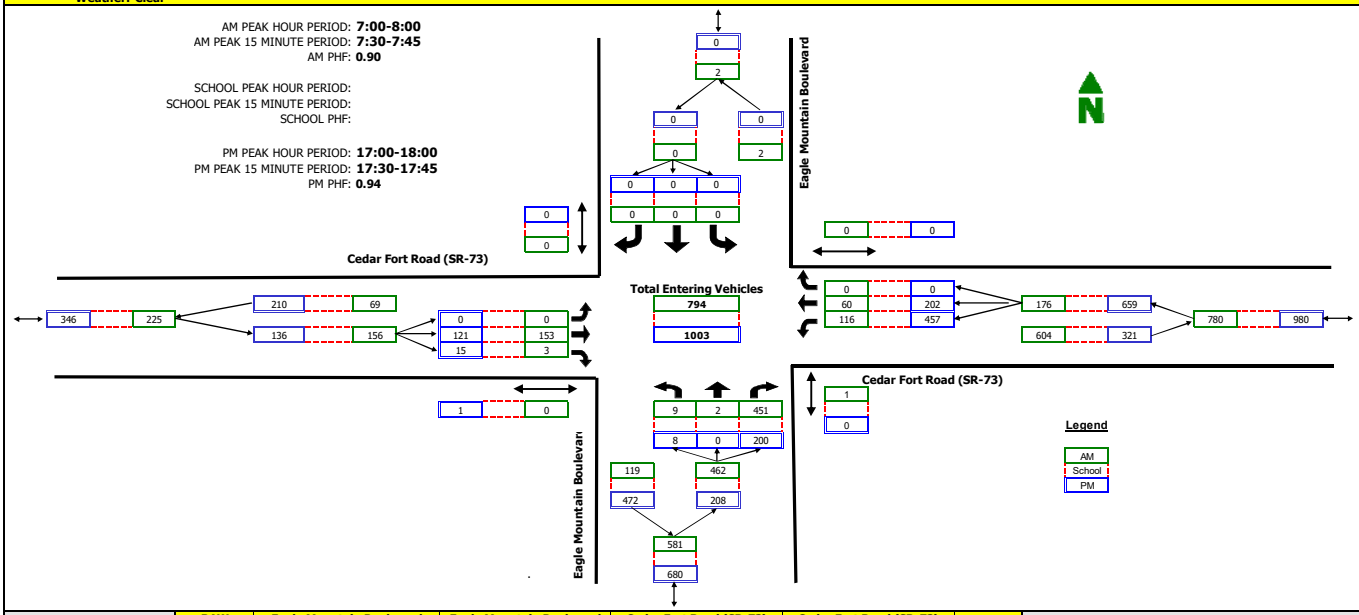
Intersection: Eagle Mountain Boulevard / Cedar Fort Road (SR-73)
North/South: Eagle Mountain Boulevard
East/West: Cedar Fort Road (SR-73)
Jurisdiction: Eagle Mountain
Project Title: Brylee Estates TIS
Project No: 1296
Weather: Clear

Date: 7-31-18, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:00-8:00**
AM PEAK 15 MINUTE PERIOD: **7:30-7:45**
AM PHF: **0.90**

SCHOOL PEAK HOUR PERIOD:
SCHOOL PEAK 15 MINUTE PERIOD:
SCHOOL PHF:

PM PEAK HOUR PERIOD: **17:00-18:00**
PM PEAK 15 MINUTE PERIOD: **17:30-17:45**
PM PHF: **0.94**



RAW COUNT SUMMARIES	Eagle Mountain Boulevard Northbound				Eagle Mountain Boulevard Southbound				Cedar Fort Road (SR-73) Eastbound				Cedar Fort Road (SR-73) Westbound				
	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	2	1	116	0	0	0	0	0	0	31	2	0	34	13	0	0	199
7:15-7:30	1	0	106	1	0	0	0	0	0	47	1	0	35	21	0	0	211
7:30-7:45	3	0	145	0	0	0	0	0	0	40	0	0	21	11	0	0	220
7:45-8:00	3	1	84	0	0	0	0	0	0	35	0	0	26	15	0	0	164
8:00-8:15	2	0	88	0	0	0	0	0	0	23	1	0	28	13	0	0	155
8:15-8:30	0	0	92	1	0	0	0	0	0	30	3	0	22	23	0	0	170
8:30-8:45	3	0	47	0	0	0	0	0	0	27	3	0	24	19	0	0	123
8:45-9:00	5	0	61	0	0	0	0	0	0	19	0	0	22	15	0	0	122
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	2	0	51	0	0	0	0	0	0	22	1	0	90	34	0	0	200
16:15-16:30	6	0	37	0	0	0	0	0	0	21	1	0	79	44	0	0	188
16:30-16:45	2	0	52	0	0	0	0	0	0	32	1	0	114	53	0	0	254
16:45-17:00	1	0	37	0	0	0	0	0	0	37	3	0	99	54	0	0	231
17:00-17:15	4	0	47	0	0	0	0	0	0	30	4	0	105	54	0	0	244
17:15-17:30	1	0	61	0	0	0	0	0	0	29	1	1	113	53	0	0	258
17:30-17:45	0	0	45	0	0	0	0	0	0	34	10	0	124	54	0	0	267
17:45-18:00	3	0	47	0	0	0	0	0	0	28	0	0	115	41	0	0	234

HALES ENGINEERING
innovative transportation solutions

APPENDIX B

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Existing (2018) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Cedar Fort Road (SR-73)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	107.1	*F*
	R	356	353	99	11.2	*B*
	Subtotal	***371***	***367***	***99***	***14.9***	***B***
EB	T	121	114	94	1.7	*A*
	R	25	26	103	0.1	*A*
	Subtotal	146	140	96	1.4	*A*
WB	L	711	708	100	7.2	*A*
	T	202	196	97	5.2	*A*
	Subtotal	913	904	99	6.8	*A*
Total		1,431	1,411	99	8.4	*A*

Intersection: Eagle Mountain Boulevard & Eagle Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	32	108	8.4	*A*
	T	208	206	99	1.1	*A*
	R	14	14	98	0.4	*A*
	Subtotal	252	252	100	2.0	*A*
SB	L	53	48	91	5.0	*A*
	T	473	473	100	5.9	*A*
	R	211	214	102	3.0	*A*
	Subtotal	737	735	100	5.0	*A*
EB	L	124	120	97	25.7	*D*
	T	36	35	98	16.5	*C*
	R	18	18	99	8.1	*A*
	Subtotal	***178***	***173***	***97***	***22.0***	***C***
WB	L	12	13	106	13.4	*B*
	T	61	62	102	25.6	*D*
	R	39	39	101	13.2	*B*
	Subtotal	112	114	102	20.0	*C*
Total		1,278	1,274	100	8.1	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Existing (2018) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Pony Express Parkway & Eagle Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	38	96	3.7	*A*
	T	429	422	98	0.9	*A*
	Subtotal	469	460	98	1.1	*A*
SB	T	222	223	100	2.9	*A*
	R	160	164	103	1.3	*A*
	Subtotal	382	387	101	2.2	*A*
EB	L	119	120	101	12.7	*B*
	R	56	58	104	4.2	*A*
	Subtotal	***175***	***178***	***102***	***9.9***	***A***
Total		1,025	1,025	100	3.1	*A*

Intersection:
Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
Total						

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #1 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.0	0.0	0.3	0.1	0.1	0.3	0.7
Total Del/Veh (s)	1.6	0.0	6.6	5.0	89.3	10.3	7.4
Vehicles Entered	30	6	174	48	3	88	349
Vehicles Exited	30	6	173	48	3	88	348
Hourly Exit Rate	120	24	692	192	12	352	1392
Input Volume	119	25	699	198	15	350	1406
% of Volume	101	96	99	97	80	101	99

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #2 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.0	0.0	0.3	0.1	0.1	0.3	0.8
Total Del/Veh (s)	1.6	0.2	6.9	5.0	88.9	10.5	7.9
Vehicles Entered	27	6	176	47	3	84	343
Vehicles Exited	27	6	176	48	3	84	344
Hourly Exit Rate	108	24	704	192	12	336	1376
Input Volume	119	25	699	198	15	350	1406
% of Volume	91	96	101	97	80	96	98

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #3 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.0	0.0	0.4	0.1	0.2	0.3	1.0
Total Del/Veh (s)	1.7	0.2	7.8	5.5	110.9	11.4	9.2
Vehicles Entered	28	7	184	50	4	93	366
Vehicles Exited	28	7	185	50	4	93	367
Hourly Exit Rate	112	28	740	200	16	372	1468
Input Volume	127	26	748	213	16	375	1505
% of Volume	88	108	99	94	100	99	98

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #4 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.0	0.0	0.4	0.1	0.1	0.3	0.8
Total Del/Veh (s)	1.6	0.1	7.1	5.0	64.4	10.8	8.0
Vehicles Entered	30	7	173	50	4	90	354
Vehicles Exited	30	7	173	50	4	88	352
Hourly Exit Rate	120	28	692	200	16	352	1408
Input Volume	119	25	699	198	15	350	1406
% of Volume	101	112	99	101	107	101	100

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.1	0.0	1.4	0.3	0.4	1.1	3.3
Total Del/Veh (s)	1.7	0.1	7.2	5.2	107.1	11.2	8.4
Vehicles Entered	114	26	708	196	14	355	1413
Vehicles Exited	114	26	708	196	14	353	1411
Hourly Exit Rate	114	26	708	196	14	353	1411
Input Volume	121	25	711	202	15	356	1431
% of Volume	94	103	100	97	92	99	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

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	3.6	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	23.4	16.2	9.5	12.4	25.2	12.5	10.0	1.1	0.3	4.5	5.7	3.0
Vehicles Entered	31	9	4	3	16	11	8	49	3	12	120	53
Vehicles Exited	30	9	4	3	15	11	8	49	4	12	120	53
Hourly Exit Rate	120	36	16	12	60	44	32	196	16	48	480	212
Input Volume	122	35	18	12	60	38	29	204	14	52	465	207
% of Volume	98	103	89	100	100	116	110	96	114	92	103	102

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.7
Total Del/Veh (s)	7.9
Vehicles Entered	319
Vehicles Exited	318
Hourly Exit Rate	1272
Input Volume	1256
% of Volume	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

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	3.6	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	22.9	17.8	8.5	11.0	19.7	9.9	7.3	1.1	0.3	4.6	5.5	2.8
Vehicles Entered	30	8	5	3	15	11	9	48	4	11	115	52
Vehicles Exited	31	8	5	3	16	10	10	48	4	11	114	52
Hourly Exit Rate	124	32	20	12	64	40	40	192	16	44	456	208
Input Volume	122	35	18	12	60	38	29	204	14	52	465	207
% of Volume	102	91	111	100	107	105	138	94	114	85	98	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.7
Total Del/Veh (s)	7.4
Vehicles Entered	311
Vehicles Exited	312
Hourly Exit Rate	1248
Input Volume	1256
% of Volume	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

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)	0.1	0.0	0.0	0.0	0.0	0.0	3.5	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	24.7	15.6	5.9	13.7	24.8	12.7	7.1	1.0	0.2	5.7	5.7	3.0
Vehicles Entered	31	9	5	3	15	10	7	58	4	13	119	53
Vehicles Exited	31	9	5	3	15	10	6	58	4	13	117	52
Hourly Exit Rate	124	36	20	12	60	40	24	232	16	52	468	208
Input Volume	131	38	19	13	63	41	32	219	15	56	497	222
% of Volume	95	95	105	92	95	98	75	106	107	93	94	94

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.7
Total Del/Veh (s)	7.8
Vehicles Entered	327
Vehicles Exited	323
Hourly Exit Rate	1292
Input Volume	1346
% of Volume	96

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

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	3.6	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.1
Total Del/Veh (s)	27.9	16.6	7.1	15.6	29.4	19.5	8.4	1.0	0.6	4.9	6.2	3.2
Vehicles Entered	29	9	4	4	16	8	8	50	3	12	119	56
Vehicles Exited	29	8	4	4	16	8	8	51	3	13	121	56
Hourly Exit Rate	116	32	16	16	64	32	32	204	12	52	484	224
Input Volume	122	35	18	12	60	38	29	204	14	52	465	207
% of Volume	95	91	89	133	107	84	110	100	86	100	104	108

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.8
Total Del/Veh (s)	8.7
Vehicles Entered	318
Vehicles Exited	321
Hourly Exit Rate	1284
Input Volume	1256
% of Volume	102

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

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	3.6	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.9	0.2	0.0	0.0	0.4	0.1	0.1	0.1	0.0	0.1	0.8	0.2
Total Del/Veh (s)	25.7	16.5	8.1	13.4	25.6	13.2	8.4	1.1	0.4	5.0	5.9	3.0
Vehicles Entered	120	35	18	13	62	39	32	205	14	49	472	214
Vehicles Exited	120	35	18	13	62	39	32	206	14	48	473	214
Hourly Exit Rate	120	35	18	13	62	39	32	206	14	48	473	214
Input Volume	124	36	18	12	61	39	30	208	14	53	473	211
% of Volume	97	98	99	106	102	101	108	99	98	91	100	102

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.9
Total Del/Veh (s)	8.1
Vehicles Entered	1273
Vehicles Exited	1274
Hourly Exit Rate	1274
Input Volume	1278
% of Volume	100

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #1 5:00

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	3.4	0.4	0.3	0.3	0.4
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	12.0	4.2	3.5	0.9	2.9	1.3	2.9
Vehicles Entered	27	15	9	106	54	42	253
Vehicles Exited	28	15	9	106	54	42	254
Hourly Exit Rate	112	60	36	424	216	168	1016
Input Volume	117	55	39	421	218	157	1007
% of Volume	96	109	92	101	99	107	101

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #2 5:15

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	3.2	0.4	0.2	0.3	0.4
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	12.9	4.2	3.6	1.0	2.7	1.2	3.1
Vehicles Entered	31	14	10	104	56	39	254
Vehicles Exited	31	14	10	104	57	39	255
Hourly Exit Rate	124	56	40	416	228	156	1020
Input Volume	117	55	39	421	218	157	1007
% of Volume	106	102	103	99	105	99	101

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #3 5:30

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	3.6	0.4	0.3	0.3	0.4
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	11.7	3.8	3.7	0.9	2.8	1.2	2.9
Vehicles Entered	32	16	10	108	59	42	267
Vehicles Exited	32	16	10	108	58	41	265
Hourly Exit Rate	128	64	40	432	232	164	1060
Input Volume	125	59	42	452	234	168	1080
% of Volume	102	108	95	96	99	98	98

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #4 5:45

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	3.3	0.4	0.3	0.2	0.4
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	12.8	4.1	3.6	0.9	3.0	1.2	3.1
Vehicles Entered	31	13	9	104	54	41	252
Vehicles Exited	30	13	9	104	54	41	251
Hourly Exit Rate	120	52	36	416	216	164	1004
Input Volume	117	55	39	421	218	157	1007
% of Volume	103	95	92	99	99	104	100

102: Pony Express Parkway & Eagle Lane Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	3.4	0.4	0.3	0.3	0.4
Total Delay (hr)	0.4	0.1	0.0	0.1	0.2	0.1	0.9
Total Del/Veh (s)	12.7	4.2	3.7	0.9	2.9	1.3	3.1
Vehicles Entered	120	58	38	422	224	164	1026
Vehicles Exited	120	58	38	422	223	164	1025
Hourly Exit Rate	120	58	38	422	223	164	1025
Input Volume	119	56	40	429	222	160	1025
% of Volume	101	104	96	98	100	103	100

Total Zone Performance By Interval

Interval Start	5:00	5:15	5:30	5:45	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.6	0.6	0.5	0.5	0.5
Total Delay (hr)	1.7	1.7	1.9	1.8	7.1
Total Del/Veh (s)	221.6	260.1	228.9	252.8	846.7
Vehicles Entered	271	270	289	269	1101
Vehicles Exited	1	0	0	0	4
Hourly Exit Rate	4	0	0	0	4
Input Volume	3669	3669	3931	3669	3734
% of Volume	0	0	0	0	0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #1

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	4	107	38	116
Average Queue (ft)	0	68	14	73
95th Queue (ft)	0	120	47	114
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	80	150	
Storage Blk Time (%)		3		0
Queuing Penalty (veh)		6		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #2

Movement	EB	EB	WB	NB	NB
Directions Served	T	R	L	L	R
Maximum Queue (ft)	2	12	135	41	125
Average Queue (ft)	0	2	72	17	79
95th Queue (ft)	5	15	138	57	126
Link Distance (ft)	378				2562
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		275	80	150	
Storage Blk Time (%)			4		0
Queuing Penalty (veh)			7		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #3

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	20	143	54	122
Average Queue (ft)	3	84	22	83
95th Queue (ft)	24	151	61	127
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	80	150	
Storage Blk Time (%)		6		0
Queuing Penalty (veh)		12		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #4

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	7	166	47	123
Average Queue (ft)	1	72	18	82
95th Queue (ft)	15	140	55	127
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	80	150	
Storage Blk Time (%)		4		0
Queuing Penalty (veh)		8		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), All Intervals

Movement	EB	EB	WB	NB	NB
Directions Served	T	R	L	L	R
Maximum Queue (ft)	2	29	186	73	148
Average Queue (ft)	0	2	74	18	79
95th Queue (ft)	2	16	138	55	124
Link Distance (ft)	378				2562
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		275	80	150	
Storage Blk Time (%)			4		0
Queuing Penalty (veh)			8		0

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	TR
Maximum Queue (ft)	106	55	14	83	38	2	35	19
Average Queue (ft)	57	29	2	52	14	0	9	3
95th Queue (ft)	108	62	14	91	41	5	34	18
Link Distance (ft)		501		394		1078		518
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	3			2				
Queuing Penalty (veh)	2			0				

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #2

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	LTR	L	L	TR
Maximum Queue (ft)	90	56	13	85	40	33	6
Average Queue (ft)	55	30	2	48	18	9	1
95th Queue (ft)	98	60	15	82	46	34	7
Link Distance (ft)		501		394			518
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		100	100	
Storage Blk Time (%)	3	0		0			
Queuing Penalty (veh)	2	0		0			

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #3

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	TR
Maximum Queue (ft)	112	55	15	88	34	9	33	14
Average Queue (ft)	58	30	3	57	13	1	13	2
95th Queue (ft)	113	62	17	95	39	19	38	16
Link Distance (ft)		501		394		1078		518
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	3	0		1		0		
Queuing Penalty (veh)	2	0		0		0		

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #4

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	TR
Maximum Queue (ft)	96	52	29	108	31	2	34	17
Average Queue (ft)	58	28	5	56	15	0	12	3
95th Queue (ft)	102	54	23	116	38	4	37	18
Link Distance (ft)		501		394		1078		518
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	2		0	3				
Queuing Penalty (veh)	1		0	0				

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	TR
Maximum Queue (ft)	141	79	40	131	52	11	46	28
Average Queue (ft)	57	29	3	53	15	0	11	2
95th Queue (ft)	106	60	17	97	41	10	36	15
Link Distance (ft)		501		394		1078		518
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	3	0	0	2		0		
Queuing Penalty (veh)	2	0	0	0		0		

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	76	46	31
Average Queue (ft)	46	30	13
95th Queue (ft)	79	51	36
Link Distance (ft)		523	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	93	42	31	2
Average Queue (ft)	50	28	13	0
95th Queue (ft)	93	51	39	5
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	1			
Queuing Penalty (veh)	1			

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #3

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	78	47	35	2
Average Queue (ft)	48	30	12	0
95th Queue (ft)	82	54	38	4
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	1			
Queuing Penalty (veh)	0			

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #4

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	90	54	34	6
Average Queue (ft)	51	32	14	1
95th Queue (ft)	94	59	39	7
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	1	0		
Queuing Penalty (veh)	0	0		

Intersection: 102: Pony Express Parkway & Eagle Lane, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	120	63	48	9
Average Queue (ft)	49	30	13	0
95th Queue (ft)	87	54	38	5
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	1	0		
Queuing Penalty (veh)	0	0		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 8
Zone wide Queuing Penalty, Interval #2: 9
Zone wide Queuing Penalty, Interval #3: 15
Zone wide Queuing Penalty, Interval #4: 10
Zone wide Queuing Penalty, All Intervals: 10

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Existing (2018) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Cedar Fort Road (SR-73)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	12	79	188.1	*F*
	T	0	1	400	1.2	*A*
	R	427	434	102	12.7	*B*
	Subtotal	***442***	***447***	***101***	***17.4***	***C***
EB	T	121	119	98	1.8	*A*
	R	25	25	99	0.2	*A*
	Subtotal	146	144	99	1.5	*A*
WB	L	828	826	100	9.5	*A*
	T	202	202	100	7.0	*A*
	Subtotal	1,030	1,028	100	9.0	*A*
Total		1,618	1,619	100	10.9	*B*

Intersection: Eagle Mountain Boulevard & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	34	88	45.9	*D*
	T	219	219	100	8.5	*A*
	R	14	13	91	3.9	*A*
	Subtotal	272	266	98	13.1	*B*
SB	L	59	60	102	16.2	*B*
	T	477	466	98	17.8	*B*
	R	276	277	100	12.8	*B*
	Subtotal	812	803	99	16.0	*B*
EB	L	164	168	102	31.0	*C*
	T	43	44	103	23.8	*C*
	R	23	25	108	11.5	*B*
	Subtotal	230	237	103	27.6	*C*
WB	L	12	10	82	27.3	*C*
	T	73	74	101	24.0	*C*
	R	46	50	109	11.5	*B*
	Subtotal	131	134	102	19.6	*B*
Total		1,445	1,440	100	17.7	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Existing (2018) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Pony Express Parkway & Eagle Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	38	96	4.1	*A*
	T	429	422	98	1.0	*A*
	Subtotal	469	460	98	1.3	*A*
SB	T	222	222	100	3.3	*A*
	R	180	187	104	1.5	*A*
	Subtotal	402	409	102	2.5	*A*
EB	L	131	130	99	13.4	*B*
	R	58	59	102	4.1	*A*
	Subtotal	***189***	***189***	***100***	***10.5***	***B***
Total		1,060	1,058	100	3.4	*A*

Intersection: Eagle Mountain Boulevard & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	5.7	*A*
	T	425	431	101	1.0	*A*
	Subtotal	435	441	101	1.1	*A*
SB	T	824	817	99	5.2	*A*
	R	29	28	97	3.7	*A*
	Subtotal	853	845	99	5.2	*A*
EB	L	17	17	99	13.1	*B*
	R	5	5	100	5.6	*A*
	Subtotal	***22***	***22***	***100***	***11.4***	***B***
Total		1,311	1,308	100	3.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Existing (2018) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	7	88	9.1	*A*
	T	422	429	102	1.9	*A*
	Subtotal	430	436	101	2.0	*A*
SB	T	806	800	99	3.1	*A*
	R	23	22	95	1.5	*A*
	Subtotal	829	822	99	3.1	*A*
EB	L	14	14	98	15.3	*C*
	R	5	5	100	9.2	*A*
	Subtotal	***19***	***19***	***100***	***13.7***	***B***
Total		1,278	1,277	100	2.8	*A*

Intersection: Brandon Park Access/Access 3 & Eagle Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	177	186	105	3.6	*A*
	Subtotal	177	186	105	3.6	*A*
SB	L	19	18	94	7.2	*A*
	Subtotal	***19***	***18***	***95***	***7.2***	***A***
EB	T	34	33	98	1.3	*A*
	Subtotal	34	33	97	1.3	*A*
WB	L	301	294	98	2.8	*A*
	T	56	58	104	2.7	*A*
	R	31	33	107	1.3	*A*
	Subtotal	388	385	99	2.7	*A*
Total		618	622	101	3.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Existing (2018) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Lane & Access 4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	34	33	98	3.1	*A*
	Subtotal	***34***	***33***	***97***	***3.1***	***A***
WB	R	56	58	104	0.8	*A*
	Subtotal	56	58	104	0.8	*A*
Total		90	91	101	1.6	*A*

Intersection:
Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
Total						

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #1 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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	0.0	0.0
Total Delay (hr)	0.0	0.0	0.5	0.1	0.1	0.3	1.1
Total Del/Veh (s)	1.8	0.2	9.2	6.6	108.7	11.2	9.7
Vehicles Entered	30	6	204	50	3	103	396
Vehicles Exited	30	6	203	49	3	103	394
Hourly Exit Rate	120	24	812	196	12	412	1576
Input Volume	119	25	813	198	15	420	1590
% of Volume	101	96	100	99	80	98	99

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #2 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.0	0.0	0.5	0.1	0.1	0.4	1.1
Total Del/Veh (s)	1.7	0.5	8.8	6.5	102.9	11.4	9.3
Vehicles Entered	28	6	196	52	3	109	394
Vehicles Exited	28	6	198	52	3	110	397
Hourly Exit Rate	112	24	792	208	12	440	1588
Input Volume	119	25	813	198	15	420	1590
% of Volume	94	96	97	105	80	105	100

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #3 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.6	0.1	0.2	0.0	0.5	1.5
Total Del/Veh (s)	1.9	0.1	10.3	7.6	211.3	1.2	13.5	11.8
Vehicles Entered	33	7	218	50	4	1	115	428
Vehicles Exited	33	7	216	50	3	1	115	425
Hourly Exit Rate	132	28	864	200	12	4	460	1700
Input Volume	127	26	872	213	16	1	449	1704
% of Volume	104	108	99	94	75	400	102	100

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #4 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.0	0.0	0.5	0.1	0.3	0.4	1.3
Total Del/Veh (s)	1.8	0.1	9.0	6.9	261.0	12.2	11.4
Vehicles Entered	28	6	208	50	4	106	402
Vehicles Exited	29	6	209	50	3	107	404
Hourly Exit Rate	116	24	836	200	12	428	1616
Input Volume	119	25	813	198	15	420	1590
% of Volume	97	96	103	101	80	102	102

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	2.2	0.4	0.7	0.0	1.6	4.9
Total Del/Veh (s)	1.8	0.2	9.5	7.0	188.1	1.2	12.7	10.9
Vehicles Entered	119	25	826	202	13	1	433	1619
Vehicles Exited	119	25	826	202	12	1	434	1619
Hourly Exit Rate	119	25	826	202	12	1	434	1619
Input Volume	121	25	828	202	15	0	427	1618
% of Volume	98	99	100	100	79	400	102	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

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	3.8	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.6	0.2
Total Del/Veh (s)	28.4	24.0	8.9	33.6	24.1	11.1	39.5	7.1	3.1	16.0	17.7	12.3
Vehicles Entered	41	10	7	2	18	12	8	52	3	15	112	70
Vehicles Exited	41	9	7	2	18	12	8	52	3	15	114	71
Hourly Exit Rate	164	36	28	8	72	48	32	208	12	60	456	284
Input Volume	161	42	23	12	72	45	38	215	14	58	469	271
% of Volume	102	86	122	67	100	107	84	97	86	103	97	105

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.7
Total Del/Veh (s)	16.8
Vehicles Entered	350
Vehicles Exited	352
Hourly Exit Rate	1408
Input Volume	1420
% of Volume	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

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	4.0	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.5	0.2
Total Del/Veh (s)	29.9	22.1	11.0	25.2	21.6	11.3	36.7	7.7	5.1	15.0	16.3	12.0
Vehicles Entered	42	12	5	3	18	13	8	56	3	15	114	69
Vehicles Exited	42	12	5	3	18	13	8	56	3	15	115	68
Hourly Exit Rate	168	48	20	12	72	52	32	224	12	60	460	272
Input Volume	161	42	23	12	72	45	38	215	14	58	469	271
% of Volume	104	114	87	100	100	116	84	104	86	103	98	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.7
Total Del/Veh (s)	16.4
Vehicles Entered	358
Vehicles Exited	358
Hourly Exit Rate	1432
Input Volume	1420
% of Volume	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

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	3.5	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.0	0.1	0.0	0.1	0.2	0.0	0.1	0.6	0.3
Total Del/Veh (s)	30.5	20.0	12.5	35.9	23.0	9.7	55.1	9.3	5.4	16.1	17.9	13.2
Vehicles Entered	45	12	7	2	19	12	9	58	3	16	118	69
Vehicles Exited	45	12	7	2	18	12	8	59	3	16	117	69
Hourly Exit Rate	180	48	28	8	72	48	32	236	12	64	468	276
Input Volume	173	45	24	13	77	48	41	231	15	62	501	291
% of Volume	104	107	117	62	94	100	78	102	80	103	93	95

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.9
Total Del/Veh (s)	18.0
Vehicles Entered	370
Vehicles Exited	368
Hourly Exit Rate	1472
Input Volume	1521
% of Volume	97

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

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	3.4	0.3	0.4	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.6	0.3
Total Del/Veh (s)	31.0	23.5	11.9	21.3	23.5	13.1	42.3	8.9	2.5	15.5	17.9	12.6
Vehicles Entered	40	10	6	3	19	12	10	52	4	14	123	71
Vehicles Exited	40	11	6	3	20	12	10	52	4	14	120	70
Hourly Exit Rate	160	44	24	12	80	48	40	208	16	56	480	280
Input Volume	161	42	23	12	72	45	38	215	14	58	469	271
% of Volume	99	105	104	100	111	107	105	97	114	97	102	103

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.9
Total Del/Veh (s)	17.7
Vehicles Entered	364
Vehicles Exited	362
Hourly Exit Rate	1448
Input Volume	1420
% of Volume	102

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

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	3.7	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	1.5	0.3	0.1	0.1	0.5	0.2	0.4	0.5	0.0	0.3	2.3	1.0
Total Del/Veh (s)	31.0	23.8	11.5	27.3	24.0	11.5	45.9	8.5	3.9	16.2	17.8	12.8
Vehicles Entered	168	44	25	11	74	49	35	219	13	60	467	279
Vehicles Exited	168	44	25	10	74	50	34	219	13	60	466	277
Hourly Exit Rate	168	44	25	10	74	50	34	219	13	60	466	277
Input Volume	164	43	23	12	73	46	39	219	14	59	477	276
% of Volume	102	103	108	82	101	109	88	100	91	102	98	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	7.1
Total Del/Veh (s)	17.7
Vehicles Entered	1444
Vehicles Exited	1440
Hourly Exit Rate	1440
Input Volume	1445
% of Volume	100

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #1 5:00

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	3.2	0.4	0.3	0.3	0.4
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	11.8	4.3	3.8	0.9	2.9	1.3	3.0
Vehicles Entered	29	15	10	100	55	44	253
Vehicles Exited	28	16	10	100	55	44	253
Hourly Exit Rate	112	64	40	400	220	176	1012
Input Volume	129	57	39	421	218	177	1041
% of Volume	87	112	103	95	101	99	97

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #2 5:15

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	3.3	0.4	0.3	0.3	0.4
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	12.3	3.8	4.2	1.0	3.4	1.7	3.2
Vehicles Entered	31	13	7	106	51	47	255
Vehicles Exited	32	13	7	105	51	48	256
Hourly Exit Rate	128	52	28	420	204	192	1024
Input Volume	129	57	39	421	218	177	1041
% of Volume	99	91	72	100	94	108	98

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #3 5:30

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	3.3	0.5	0.3	0.3	0.4
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	15.4	4.2	5.7	1.0	3.7	1.8	3.7
Vehicles Entered	33	15	10	112	62	54	286
Vehicles Exited	33	16	10	113	62	52	286
Hourly Exit Rate	132	64	40	452	248	208	1144
Input Volume	138	61	42	452	234	189	1116
% of Volume	96	105	95	100	106	110	103

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #4 5:45

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	3.5	0.4	0.3	0.3	0.4
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	12.5	4.1	3.3	1.0	2.8	1.2	3.3
Vehicles Entered	36	15	10	102	54	41	258
Vehicles Exited	36	15	10	103	54	42	260
Hourly Exit Rate	144	60	40	412	216	168	1040
Input Volume	129	57	39	421	218	177	1041
% of Volume	112	105	103	98	99	95	100

102: Pony Express Parkway & Eagle Lane Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	3.3	0.4	0.3	0.3	0.4
Total Delay (hr)	0.5	0.1	0.0	0.1	0.2	0.1	1.0
Total Del/Veh (s)	13.4	4.1	4.1	1.0	3.3	1.5	3.4
Vehicles Entered	130	59	37	421	222	186	1055
Vehicles Exited	130	59	38	422	222	187	1058
Hourly Exit Rate	130	59	38	422	222	187	1058
Input Volume	131	58	40	429	222	180	1060
% of Volume	99	102	96	98	100	104	100

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #1 5:00

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Total Del/Veh (s)	13.5	7.9	3.4	0.8	5.0	4.0	3.7
Vehicles Entered	4	1	3	104	200	8	320
Vehicles Exited	4	1	2	104	200	8	319
Hourly Exit Rate	16	4	8	416	800	32	1276
Input Volume	17	5	10	418	810	28	1288
% of Volume	94	80	80	100	99	114	99

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #2 5:15

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.4
Total Del/Veh (s)	13.5	7.8	9.5	1.1	5.0	3.3	3.8
Vehicles Entered	4	1	2	110	198	6	321
Vehicles Exited	4	1	2	109	202	6	324
Hourly Exit Rate	16	4	8	436	808	24	1296
Input Volume	17	5	10	418	810	28	1288
% of Volume	94	80	80	104	100	86	101

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #3 5:30

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.4
Total Del/Veh (s)	12.8	6.6	5.1	1.2	5.0	3.5	3.8
Vehicles Entered	5	1	2	116	208	7	339
Vehicles Exited	5	1	2	117	206	7	338
Hourly Exit Rate	20	4	8	468	824	28	1352
Input Volume	18	5	11	447	867	31	1379
% of Volume	111	80	73	105	95	90	98

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #4 5:45

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.4
Total Del/Veh (s)	12.9	5.8	4.0	0.8	5.1	3.8	3.8
Vehicles Entered	4	1	3	102	210	7	327
Vehicles Exited	4	1	3	101	210	8	327
Hourly Exit Rate	16	4	12	404	840	32	1308
Input Volume	17	5	10	418	810	28	1288
% of Volume	94	80	120	97	104	114	102

202: Eagle Mountain Boulevard & Access 1 Performance by movement Entire Run

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	1.2	0.0	1.4
Total Del/Veh (s)	13.1	5.6	5.7	1.0	5.2	3.7	3.9
Vehicles Entered	17	5	10	432	817	28	1309
Vehicles Exited	17	5	10	431	817	28	1308
Hourly Exit Rate	17	5	10	431	817	28	1308
Input Volume	17	5	10	425	824	29	1311
% of Volume	99	100	98	101	99	97	100

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #1 5:00

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Total Del/Veh (s)	11.9	7.6	6.5	1.6	2.9	1.4	2.6
Vehicles Entered	3	1	2	104	196	5	311
Vehicles Exited	3	1	2	103	196	4	309
Hourly Exit Rate	12	4	8	412	784	16	1236
Input Volume	14	5	8	414	792	23	1256
% of Volume	86	80	100	100	99	70	98

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #2 5:15

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.2	0.0	0.3
Total Del/Veh (s)	14.6	5.4	11.3	2.4	3.0	1.4	3.0
Vehicles Entered	4	2	2	109	198	5	320
Vehicles Exited	4	2	2	108	196	5	317
Hourly Exit Rate	16	8	8	432	784	20	1268
Input Volume	14	5	8	414	792	23	1256
% of Volume	114	160	100	104	99	87	101

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #3 5:30

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.2	0.0	0.3
Total Del/Veh (s)	13.2	6.8	7.6	1.8	3.1	1.5	2.8
Vehicles Entered	4	1	2	115	201	6	329
Vehicles Exited	4	2	2	116	201	6	331
Hourly Exit Rate	16	8	8	464	804	24	1324
Input Volume	15	5	8	444	849	24	1345
% of Volume	107	160	100	105	95	100	98

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #4 5:45

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	16.8	14.4	6.4	1.7	3.1	1.5	2.8
Vehicles Entered	4	1	2	102	205	6	320
Vehicles Exited	3	1	2	102	206	6	320
Hourly Exit Rate	12	4	8	408	824	24	1280
Input Volume	14	5	8	414	792	23	1256
% of Volume	86	80	100	99	104	104	102

203: Eagle Mountain Boulevard & Access 2 Performance by movement Entire Run

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)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.2	0.7	0.0	1.0
Total Del/Veh (s)	15.3	9.2	9.1	1.9	3.1	1.5	2.8
Vehicles Entered	14	5	7	430	800	22	1278
Vehicles Exited	14	5	7	429	800	22	1277
Hourly Exit Rate	14	5	7	429	800	22	1277
Input Volume	14	5	8	422	806	23	1278
% of Volume	98	100	88	102	99	95	100

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #1 5:00

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	2.8	2.8	1.3	3.3	7.7	3.0
Vehicles Entered	9	76	13	8	44	4	154
Vehicles Exited	9	77	12	8	44	5	155
Hourly Exit Rate	36	308	48	32	176	20	620
Input Volume	33	296	55	30	174	19	607
% of Volume	109	104	87	107	101	105	102

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #2 5:15

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	2.8	2.7	1.3	3.5	6.2	2.9
Vehicles Entered	8	72	14	8	46	5	153
Vehicles Exited	8	72	14	8	46	5	153
Hourly Exit Rate	32	288	56	32	184	20	612
Input Volume	33	296	55	30	174	19	607
% of Volume	97	97	102	107	106	105	101

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #3 5:30

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.6	2.8	2.5	1.1	3.9	6.4	3.1
Vehicles Entered	8	70	16	9	51	5	159
Vehicles Exited	8	70	17	9	51	5	160
Hourly Exit Rate	32	280	68	36	204	20	640
Input Volume	36	317	59	33	186	20	651
% of Volume	89	88	115	109	110	100	98

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #4 5:45

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.2	2.9	2.7	1.3	3.5	7.0	3.0
Vehicles Entered	8	75	15	9	45	4	156
Vehicles Exited	8	75	15	9	44	4	155
Hourly Exit Rate	32	300	60	36	176	16	620
Input Volume	33	296	55	30	174	19	607
% of Volume	97	101	109	120	101	84	102

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Entire Run

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.2	0.0	0.0	0.2	0.0	0.5
Total Del/Veh (s)	1.3	2.8	2.7	1.3	3.6	7.2	3.0
Vehicles Entered	33	294	58	33	186	18	622
Vehicles Exited	33	294	58	33	186	18	622
Hourly Exit Rate	33	294	58	33	186	18	622
Input Volume	34	301	56	31	177	19	618
% of Volume	98	98	104	107	105	94	101

205: Eagle Lane & Access 4 Performance by movement Interval #1 5:00

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	3.1	1.8
Vehicles Entered	12	9	21
Vehicles Exited	12	9	21
Hourly Exit Rate	48	36	84
Input Volume	55	33	88
% of Volume	87	109	95

205: Eagle Lane & Access 4 Performance by movement Interval #2 5:15

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.9	3.2	1.7
Vehicles Entered	14	8	22
Vehicles Exited	14	8	22
Hourly Exit Rate	56	32	88
Input Volume	55	33	88
% of Volume	102	97	100

205: Eagle Lane & Access 4 Performance by movement Interval #3 5:30

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	3.2	1.6
Vehicles Entered	17	8	25
Vehicles Exited	16	8	24
Hourly Exit Rate	64	32	96
Input Volume	59	36	95
% of Volume	108	89	101

205: Eagle Lane & Access 4 Performance by movement Interval #4 5:45

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	2.8	1.4
Vehicles Entered	15	8	23
Vehicles Exited	15	8	23
Hourly Exit Rate	60	32	92
Input Volume	55	33	88
% of Volume	109	97	105

205: Eagle Lane & Access 4 Performance by movement Entire Run

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	3.1	1.6
Vehicles Entered	58	33	91
Vehicles Exited	58	33	91
Hourly Exit Rate	58	33	91
Input Volume	56	34	90
% of Volume	104	98	101

Total Zone Performance By Interval

Interval Start	5:00	5:15	5:30	5:45	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	0.5
Total Delay (hr)	3.7	3.7	4.4	4.2	16.1
Total Del/Veh (s)	263.3	280.5	306.7	283.6	1033.4
Vehicles Entered	338	348	383	340	1412
Vehicles Exited	0	0	2	0	3
Hourly Exit Rate	0	0	8	0	3
Input Volume	7290	7290	7811	7290	7420
% of Volume	0	0	0	0	0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #1

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	11	167	44	123
Average Queue (ft)	2	102	19	84
95th Queue (ft)	13	174	56	129
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	80	150	
Storage Blk Time (%)		8		0
Queuing Penalty (veh)		17		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #2

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	18	196	44	144
Average Queue (ft)	3	98	16	89
95th Queue (ft)	24	189	50	140
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	80	150	
Storage Blk Time (%)		6		0
Queuing Penalty (veh)		12		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #3

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	17	198	50	179
Average Queue (ft)	2	115	28	105
95th Queue (ft)	15	212	68	180
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	80	150	
Storage Blk Time (%)		10		2
Queuing Penalty (veh)		21		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #4

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	2	162	58	147
Average Queue (ft)	0	94	31	96
95th Queue (ft)	4	152	83	156
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	80	150	
Storage Blk Time (%)		7		1
Queuing Penalty (veh)		14		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), All Intervals

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	31	241	81	194
Average Queue (ft)	2	102	23	94
95th Queue (ft)	15	184	66	154
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	80	150	
Storage Blk Time (%)		8		1
Queuing Penalty (veh)		16		0

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	132	86	31	116	54	97	139	357
Average Queue (ft)	81	36	7	60	24	50	47	194
95th Queue (ft)	141	84	32	123	58	99	141	363
Link Distance (ft)		354		394		1078		524
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	7	0	0	3		1		16
Queuing Penalty (veh)	4	0	0	0		0		9

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #2

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	117	83	29	107	55	102	110	309
Average Queue (ft)	83	40	10	59	24	52	41	183
95th Queue (ft)	133	84	33	109	56	107	127	324
Link Distance (ft)		354		394		1078		524
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	6	0		2		1		15
Queuing Penalty (veh)	4	0		0		0		9

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #3

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	148	85	32	108	64	116	172	326
Average Queue (ft)	92	40	9	59	31	63	47	198
95th Queue (ft)	154	87	31	113	75	122	148	367
Link Distance (ft)		354		394		1078		524
Upstream Blk Time (%)								0
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	10	0		3	2	2	0	17
Queuing Penalty (veh)	7	0		0	4	1	0	10

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #4

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	128	88	33	106	68	110	117	352
Average Queue (ft)	83	40	11	62	34	59	46	199
95th Queue (ft)	141	89	35	117	75	118	152	367
Link Distance (ft)		354		394		1078		524
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	8	1		3	0	2		17
Queuing Penalty (veh)	5	1		0	0	1		10

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	162	115	44	143	79	136	199	415
Average Queue (ft)	85	39	9	60	28	56	45	193
95th Queue (ft)	143	86	33	116	67	112	142	356
Link Distance (ft)		354		394		1078		524
Upstream Blk Time (%)								0
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	100		100		100		100	
Storage Blk Time (%)	8	0	0	3	0	2	0	16
Queuing Penalty (veh)	5	0	0	0	1	1	0	10

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	70	44	36	4
Average Queue (ft)	43	31	15	0
95th Queue (ft)	75	51	41	0
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	75	46	29	6
Average Queue (ft)	47	28	10	1
95th Queue (ft)	77	55	33	8
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #3

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	85	58	44	9
Average Queue (ft)	53	30	18	1
95th Queue (ft)	90	61	47	9
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	2	0		
Queuing Penalty (veh)	1	0		

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #4

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	89	46	34	6
Average Queue (ft)	52	27	11	1
95th Queue (ft)	90	51	35	8
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	1			
Queuing Penalty (veh)	1			

Intersection: 102: Pony Express Parkway & Eagle Lane, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	105	68	54	22
Average Queue (ft)	49	29	13	1
95th Queue (ft)	84	55	40	7
Link Distance (ft)		523		1597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)	1	0		
Queuing Penalty (veh)	1	0		

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	29	34
Average Queue (ft)	14	6
95th Queue (ft)	37	33
Link Distance (ft)	546	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	51
Average Queue (ft)	15	9
95th Queue (ft)	37	50
Link Distance (ft)	546	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	35	65
Average Queue (ft)	17	11
95th Queue (ft)	40	71
Link Distance (ft)	546	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #4

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	35	30
Average Queue (ft)	14	5
95th Queue (ft)	39	29
Link Distance (ft)	546	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 202: Eagle Mountain Boulevard & Access 1, All Intervals

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	43	102
Average Queue (ft)	15	8
95th Queue (ft)	39	49
Link Distance (ft)	546	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	36
Average Queue (ft)	13	5
95th Queue (ft)	36	32
Link Distance (ft)	436	524
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	33	60
Average Queue (ft)	16	16
95th Queue (ft)	40	106
Link Distance (ft)	436	524
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #3

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	36	39	2
Average Queue (ft)	15	7	0
95th Queue (ft)	40	46	5
Link Distance (ft)	436	524	620
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #4

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	33	36
Average Queue (ft)	14	7
95th Queue (ft)	39	34
Link Distance (ft)	436	524
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 203: Eagle Mountain Boulevard & Access 2, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	43	110	2
Average Queue (ft)	14	9	0
95th Queue (ft)	39	62	2
Link Distance (ft)	436	524	620
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #1

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	35	57	28
Average Queue (ft)	11	35	11
95th Queue (ft)	39	54	32
Link Distance (ft)	354	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #2

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	38	62	24
Average Queue (ft)	9	38	10
95th Queue (ft)	36	60	28
Link Distance (ft)	354	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #3

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	42	60	24
Average Queue (ft)	10	40	10
95th Queue (ft)	41	61	28
Link Distance (ft)	354	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #4

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	55	23
Average Queue (ft)	7	36	9
95th Queue (ft)	33	56	27
Link Distance (ft)	354	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, All Intervals

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	51	69	30
Average Queue (ft)	9	37	10
95th Queue (ft)	37	58	29
Link Distance (ft)	354	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 205: Eagle Lane & Access 4, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	19
95th Queue (ft)	40
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	19
95th Queue (ft)	42
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	19
95th Queue (ft)	40
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	17
95th Queue (ft)	39
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	18
95th Queue (ft)	41
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty, Interval #1: 32
Zone wide Queuing Penalty, Interval #2: 26
Zone wide Queuing Penalty, Interval #3: 46
Zone wide Queuing Penalty, Interval #4: 32
Zone wide Queuing Penalty, All Intervals: 34

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Cedar Fort Road (SR-73)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	14	69	722.2	*F*
	T	0	1	400	12.3	*B*
	R	445	450	101	48.5	*E*
	Subtotal	***465***	***465***	***100***	***68.7***	***F***
EB	T	215	209	97	2.1	*A*
	R	50	55	110	0.3	*A*
	Subtotal	265	264	100	1.7	*A*
WB	L	840	828	99	16.9	*C*
	T	355	344	97	7.4	*A*
	Subtotal	1,195	1,172	98	14.1	*B*
Total		1,925	1,901	99	28.7	*D*

Intersection: Eagle Mountain Boulevard & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	26	87	71.6	*E*
	T	225	224	100	19.4	*B*
	R	35	36	104	11.1	*B*
	Subtotal	290	286	99	23.1	*C*
SB	L	110	104	95	34.1	*C*
	T	496	502	101	33.5	*C*
	R	210	203	97	27.0	*C*
	Subtotal	816	809	99	31.9	*C*
EB	L	125	131	105	32.3	*C*
	T	36	32	90	20.8	*C*
	R	20	21	104	13.7	*B*
	Subtotal	181	184	102	28.2	*C*
WB	L	30	27	91	25.0	*C*
	T	61	59	97	22.9	*C*
	R	90	92	103	10.8	*B*
	Subtotal	181	178	98	17.0	*B*
Total		1,466	1,457	99	28.0	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Pony Express Parkway & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	77	102	43.1	*D*
	T	540	540	100	33.5	*C*
	Subtotal	615	617	100	34.7	*C*
SB	T	275	271	99	27.5	*C*
	R	195	193	99	5.7	*A*
	Subtotal	470	464	99	18.4	*B*
EB	L	160	159	100	16.2	*B*
	T	1	2	200	0.6	*A*
	R	65	64	98	4.4	*A*
	Subtotal	226	225	100	12.7	*B*
Total		1,311	1,306	100	25.1	*C*

Intersection:
Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
Total						

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #1 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.0	0.0	0.8	0.2	0.6	0.4	2.0
Total Del/Veh (s)	2.0	0.4	13.6	6.4	300.9	11.6	14.5
Vehicles Entered	51	12	204	85	5	112	469
Vehicles Exited	51	12	203	86	4	109	465
Hourly Exit Rate	204	48	812	344	16	436	1860
Input Volume	211	49	825	349	20	437	1891
% of Volume	97	98	98	99	80	100	98

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #2 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.0	0.0	0.8	0.2	0.8	1.6	3.4
Total Del/Veh (s)	2.1	0.3	14.5	6.4	410.8	46.8	25.1
Vehicles Entered	51	15	198	87	5	114	470
Vehicles Exited	51	15	200	88	3	108	465
Hourly Exit Rate	204	60	800	352	12	432	1860
Input Volume	211	49	825	349	20	437	1891
% of Volume	97	122	97	101	60	99	98

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #3 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	1.0	0.2	1.2	0.0	2.4	4.8
Total Del/Veh (s)	2.2	0.3	16.5	7.2	479.2	12.2	63.8	33.2
Vehicles Entered	51	14	217	88	5	1	117	493
Vehicles Exited	51	14	215	86	2	1	119	488
Hourly Exit Rate	204	56	860	344	8	4	476	1952
Input Volume	226	53	884	374	21	1	468	2027
% of Volume	90	106	97	92	38	400	102	96

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #4 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.0	0.0	1.3	0.2	1.8	0.0	1.9	5.2
Total Del/Veh (s)	2.1	0.3	20.9	9.2	549.5		53.6	36.7
Vehicles Entered	56	14	213	84	5	0	110	482
Vehicles Exited	55	14	210	84	4	0	114	481
Hourly Exit Rate	220	56	840	336	16	0	456	1924
Input Volume	211	49	825	349	20	0	437	1891
% of Volume	104	114	102	96	80		104	102

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	3.9	0.7	4.4	0.0	6.2	15.4
Total Del/Veh (s)	2.1	0.3	16.9	7.4	722.2	12.3	48.5	28.7
Vehicles Entered	210	55	832	344	20	1	454	1916
Vehicles Exited	209	55	828	344	14	1	450	1901
Hourly Exit Rate	209	55	828	344	14	1	450	1901
Input Volume	215	50	840	355	20	0	445	1925
% of Volume	97	110	99	97	69	400	101	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

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	3.5	0.3	0.4	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.1	0.1	0.2	0.3	0.0	0.2	1.2	0.3
Total Del/Veh (s)	30.9	21.0	15.3	26.0	21.3	9.8	85.0	18.8	10.6	30.4	30.4	22.5
Vehicles Entered	35	7	6	6	15	23	8	58	10	26	133	47
Vehicles Exited	34	8	6	6	15	23	8	57	9	25	134	48
Hourly Exit Rate	136	32	24	24	60	92	32	228	36	100	536	192
Input Volume	123	35	20	29	60	88	29	221	34	108	487	206
% of Volume	111	91	120	83	100	105	110	103	106	93	110	93

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.8
Total Del/Veh (s)	26.2
Vehicles Entered	374
Vehicles Exited	373
Hourly Exit Rate	1492
Input Volume	1440
% of Volume	104

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

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	3.9	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.1	0.1	0.1	0.1	0.3	0.0	0.2	1.2	0.4
Total Del/Veh (s)	28.3	15.4	10.6	23.5	23.2	10.3	58.6	20.6	11.0	35.5	34.0	28.3
Vehicles Entered	33	7	5	8	14	24	6	52	8	24	121	49
Vehicles Exited	34	7	4	7	14	24	6	53	8	24	118	49
Hourly Exit Rate	136	28	16	28	56	96	24	212	32	96	472	196
Input Volume	123	35	20	29	60	88	29	221	34	108	487	206
% of Volume	111	80	80	97	93	109	83	96	94	89	97	95

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.8
Total Del/Veh (s)	27.7
Vehicles Entered	351
Vehicles Exited	348
Hourly Exit Rate	1392
Input Volume	1440
% of Volume	97

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

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	3.5	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.1	0.1	0.1	0.1	0.3	0.0	0.2	1.1	0.4
Total Del/Veh (s)	30.6	21.9	12.9	27.6	21.4	12.2	71.2	17.6	10.5	29.6	30.9	23.8
Vehicles Entered	32	10	6	6	16	24	6	60	10	28	125	51
Vehicles Exited	31	9	6	7	15	23	6	59	10	29	128	51
Hourly Exit Rate	124	36	24	28	60	92	24	236	40	116	512	204
Input Volume	132	38	21	32	63	95	32	237	37	116	521	221
% of Volume	94	95	114	88	95	97	75	100	108	100	98	92

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.8
Total Del/Veh (s)	25.9
Vehicles Entered	374
Vehicles Exited	374
Hourly Exit Rate	1496
Input Volume	1545
% of Volume	97

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

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	3.5	0.4	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.0	0.3	1.3	0.5
Total Del/Veh (s)	33.2	19.5	10.7	19.9	22.8	8.7	67.9	18.9	11.2	35.3	35.4	30.4
Vehicles Entered	31	8	5	7	15	20	7	55	9	26	126	56
Vehicles Exited	32	8	5	7	15	22	6	55	8	26	122	55
Hourly Exit Rate	128	32	20	28	60	88	24	220	32	104	488	220
Input Volume	123	35	20	29	60	88	29	221	34	108	487	206
% of Volume	104	91	100	97	100	100	83	100	94	96	100	107

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	3.0
Total Del/Veh (s)	29.0
Vehicles Entered	365
Vehicles Exited	361
Hourly Exit Rate	1444
Input Volume	1440
% of Volume	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

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	3.7	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	1.2	0.2	0.1	0.2	0.4	0.3	0.5	1.2	0.1	1.0	4.7	1.5
Total Del/Veh (s)	32.3	20.8	13.7	25.0	22.9	10.8	71.6	19.4	11.1	34.1	33.5	27.0
Vehicles Entered	130	32	21	27	60	91	26	224	36	104	504	202
Vehicles Exited	131	32	21	27	59	92	26	224	36	104	502	203
Hourly Exit Rate	131	32	21	27	59	92	26	224	36	104	502	203
Input Volume	125	36	20	30	61	90	30	225	35	110	496	210
% of Volume	105	90	104	91	97	103	87	100	104	95	101	97

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	11.4
Total Del/Veh (s)	28.0
Vehicles Entered	1457
Vehicles Exited	1457
Hourly Exit Rate	1457
Input Volume	1466
% of Volume	99

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #1 5:00

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.2	0.6	0.6	2.9	1.0
Total Delay (hr)	0.2	0.0	0.0	0.2	1.4	0.5	0.1	2.4
Total Del/Veh (s)	14.5		4.4	42.7	34.2	26.1	5.6	25.0
Vehicles Entered	38	0	16	18	142	65	49	328
Vehicles Exited	38	0	16	18	142	66	49	329
Hourly Exit Rate	152	0	64	72	568	264	196	1316
Input Volume	157	1	64	74	531	270	192	1289
% of Volume	97	0	100	97	107	98	102	102

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #2 5:15

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.2	0.7	0.7	2.8	1.1
Total Delay (hr)	0.2	0.0	0.0	0.3	1.1	0.5	0.1	2.2
Total Del/Veh (s)	18.0		5.6	42.6	29.5	25.8	5.7	23.3
Vehicles Entered	38	0	16	21	130	72	51	328
Vehicles Exited	38	0	16	22	130	70	52	328
Hourly Exit Rate	152	0	64	88	520	280	208	1312
Input Volume	157	1	64	74	531	270	192	1289
% of Volume	97	0	100	119	98	104	108	102

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #3 5:30

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.2	0.6	0.6	2.9	1.0
Total Delay (hr)	0.2	0.0	0.0	0.2	1.4	0.6	0.1	2.5
Total Del/Veh (s)	14.7		4.2	40.9	34.5	27.4	5.9	25.2
Vehicles Entered	45	0	17	19	136	72	49	338
Vehicles Exited	45	0	17	18	137	74	49	340
Hourly Exit Rate	180	0	68	72	548	296	196	1360
Input Volume	168	1	68	79	568	289	205	1378
% of Volume	107	0	100	91	96	102	96	99

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #4 5:45

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	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	3.1	0.6	0.6	3.0	1.0
Total Delay (hr)	0.2	0.0	0.0	0.2	1.2	0.5	0.1	2.1
Total Del/Veh (s)	16.0	0.5	3.3	39.9	30.7	26.4	4.8	23.4
Vehicles Entered	37	1	16	19	132	63	44	312
Vehicles Exited	38	1	16	19	131	62	43	310
Hourly Exit Rate	152	4	64	76	524	248	172	1240
Input Volume	157	1	64	74	531	270	192	1289
% of Volume	97	400	100	103	99	92	90	96

102: Pony Express Parkway & Eagle Lane Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.6	0.6	2.9	1.0
Total Delay (hr)	0.7	0.0	0.1	0.9	5.1	2.1	0.3	9.2
Total Del/Veh (s)	16.2	0.6	4.4	43.1	33.5	27.5	5.7	25.1
Vehicles Entered	158	2	65	77	540	272	194	1308
Vehicles Exited	159	2	64	77	540	271	193	1306
Hourly Exit Rate	159	2	64	77	540	271	193	1306
Input Volume	160	1	65	75	540	275	195	1311
% of Volume	100	200	98	102	100	99	99	100

Total Zone Performance By Interval

Interval Start	5:00	5:15	5:30	5:45	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.4
Denied Del/Veh (s)	1.1	1.2	1.1	1.1	1.1
Total Delay (hr)	7.2	8.5	10.1	10.4	36.1
Total Del/Veh (s)	505.3	508.1	603.2	550.7	1779.4
Vehicles Entered	350	340	352	329	1369
Vehicles Exited	1	0	1	1	6
Hourly Exit Rate	4	0	4	4	6
Input Volume	4620	4620	4950	4620	4702
% of Volume	0	0	0	0	0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #1

Movement	EB	WB	NB	NB
Directions Served	R	L	L	R
Maximum Queue (ft)	23	240	94	153
Average Queue (ft)	5	148	60	100
95th Queue (ft)	22	253	158	175
Link Distance (ft)				2562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	275	150	150	
Storage Blk Time (%)		8	9	0
Queuing Penalty (veh)		29	38	0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #2

Movement	EB	WB	WB	NB	NB
Directions Served	R	L	T	L	R
Maximum Queue (ft)	20	257	43	107	405
Average Queue (ft)	4	152	6	70	245
95th Queue (ft)	20	278	90	191	1013
Link Distance (ft)			739		2562
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	275	150		150	
Storage Blk Time (%)		11		14	1
Queuing Penalty (veh)		37		60	0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #3

Movement	EB	WB	WB	NB	NB
Directions Served	R	L	T	L	R
Maximum Queue (ft)	21	277	44	145	492
Average Queue (ft)	4	174	6	101	360
95th Queue (ft)	20	303	92	239	1442
Link Distance (ft)			739		2562
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	275	150		150	
Storage Blk Time (%)		14		29	9
Queuing Penalty (veh)		53		136	2

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #4

Movement	EB	WB	WB	B23	NB	NB
Directions Served	R	L	T	T	L	R
Maximum Queue (ft)	23	320	239	57	199	479
Average Queue (ft)	4	204	64	6	152	325
95th Queue (ft)	18	379	388	68	261	1032
Link Distance (ft)			739	1070		2562
Upstream Blk Time (%)			2			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	275	150			150	
Storage Blk Time (%)		19			51	9
Queuing Penalty (veh)		68			224	2

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), All Intervals

Movement	EB	WB	WB	B23	NB	NB
Directions Served	R	L	T	T	L	R
Maximum Queue (ft)	36	331	239	57	203	658
Average Queue (ft)	4	169	19	2	96	257
95th Queue (ft)	20	310	197	33	227	1028
Link Distance (ft)			739	1070		2562
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	275	150			150	
Storage Blk Time (%)		13			26	5
Queuing Penalty (veh)		47			114	1

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	134	66	45	100	88	213	184	544	45
Average Queue (ft)	70	28	15	55	40	98	84	353	12
95th Queue (ft)	128	68	48	103	98	207	206	626	73
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								3	
Queuing Penalty (veh)								23	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	6	0		2	1	11	1	31	
Queuing Penalty (veh)	3	0		1	2	3	9	33	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #2

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	114	63	47	116	49	163	200	549	50
Average Queue (ft)	76	22	16	64	22	95	97	340	8
95th Queue (ft)	128	65	48	129	60	168	231	571	47
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								3	
Queuing Penalty (veh)								27	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	5	0		3	0	10	1	37	
Queuing Penalty (veh)	3	0		1	0	3	7	40	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #3

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	113	78	48	126	69	175	175	536	52
Average Queue (ft)	65	31	17	58	29	93	67	341	12
95th Queue (ft)	112	76	51	126	76	178	177	603	71
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								2	
Queuing Penalty (veh)								21	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	3	0		3		9	1	32	
Queuing Penalty (veh)	2	0		1		3	9	37	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #4

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	123	77	38	110	62	192	199	530	72
Average Queue (ft)	75	32	15	66	27	95	98	357	11
95th Queue (ft)	134	80	43	129	74	191	227	576	85
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								4	
Queuing Penalty (veh)								35	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	6	0		3		9	0	38	
Queuing Penalty (veh)	3	0		1		3	2	41	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	143	102	62	159	96	237	200	593	138
Average Queue (ft)	71	28	16	61	30	95	86	348	11
95th Queue (ft)	126	73	48	123	79	187	212	595	71
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								3	
Queuing Penalty (veh)								26	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	5	0		3	0	10	1	34	
Queuing Penalty (veh)	3	0		1	1	3	7	38	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #1

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	94	42	187	451	225	114
Average Queue (ft)	52	16	79	281	121	49
95th Queue (ft)	105	41	195	447	213	114
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	1	0	0	41	18	
Queuing Penalty (veh)	1	0	2	30	34	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #2

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	100	43	177	454	240	128
Average Queue (ft)	56	16	86	263	127	60
95th Queue (ft)	105	49	193	489	252	146
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	2		4	32	18	
Queuing Penalty (veh)	1		19	24	35	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #3

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	111	52	175	429	278	171
Average Queue (ft)	62	16	82	275	144	74
95th Queue (ft)	127	51	199	449	273	180
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	2	0	1	40	21	0
Queuing Penalty (veh)	2	0	5	31	42	0

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #4

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	95	50	160	398	192	102
Average Queue (ft)	57	19	73	267	114	46
95th Queue (ft)	106	56	170	427	207	105
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	2	0	1	36	18	
Queuing Penalty (veh)	1	0	4	27	34	

Intersection: 102: Pony Express Parkway & Eagle Lane, All Intervals

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	140	71	200	549	298	200
Average Queue (ft)	57	17	80	271	126	57
95th Queue (ft)	111	50	190	455	239	140
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	2	0	1	37	19	0
Queuing Penalty (veh)	1	0	7	28	36	0

Zone Summary

Zone wide Queuing Penalty, Interval #1: 209
Zone wide Queuing Penalty, Interval #2: 257
Zone wide Queuing Penalty, Interval #3: 345
Zone wide Queuing Penalty, Interval #4: 444
Zone wide Queuing Penalty, All Intervals: 314

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Cedar Fort Road (SR-73)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	65.5	*E*
	T	0	0	0		
	R	445	445	100	4.3	*A*
	Subtotal	465	465	100	6.9	*A*
EB	T	215	221	103	29.0	*C*
	R	50	51	102	9.4	*A*
	Subtotal	265	272	103	25.3	*C*
WB	L	840	830	99	24.5	*C*
	T	355	360	101	6.3	*A*
	Subtotal	1,195	1,190	100	19.0	*B*
Total		1,925	1,927	100	17.0	*B*

Intersection: Eagle Mountain Boulevard & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	32	108	81.8	*F*
	T	225	229	102	18.7	*B*
	R	35	37	106	10.3	*B*
	Subtotal	290	298	103	24.4	*C*
SB	L	110	108	98	34.3	*C*
	T	496	497	100	33.1	*C*
	R	210	211	101	27.0	*C*
	Subtotal	816	816	100	31.7	*C*
EB	L	125	123	98	34.7	*C*
	T	36	32	90	24.1	*C*
	R	20	20	99	11.5	*B*
	Subtotal	181	175	97	30.1	*C*
WB	L	30	27	91	23.3	*C*
	T	61	60	99	24.6	*C*
	R	90	90	100	10.5	*B*
	Subtotal	181	177	98	17.2	*B*
Total		1,466	1,466	100	28.3	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Pony Express Parkway & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	73	97	40.6	*D*
	T	540	535	99	34.3	*C*
	Subtotal	615	608	99	35.1	*C*
SB	T	275	262	95	28.3	*C*
	R	195	192	98	6.1	*A*
	Subtotal	470	454	97	18.9	*B*
EB	L	160	156	98	18.0	*B*
	T	1	2	200	0.2	*A*
	R	65	64	98	4.3	*A*
	Subtotal	226	222	98	13.9	*B*
Total		1,311	1,284	98	25.7	*C*

Intersection:
Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
Total						

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #1 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.4	0.0	1.4	0.1	0.1	0.1	2.2
Total Del/Veh (s)	24.6	9.2	25.1	6.0	65.4	4.2	16.6
Vehicles Entered	52	12	202	88	5	108	467
Vehicles Exited	52	12	201	89	4	110	468
Hourly Exit Rate	208	48	804	356	16	440	1872
Input Volume	211	49	825	349	20	437	1891
% of Volume	99	98	97	102	80	101	99

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #2 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.4	0.0	1.4	0.2	0.1	0.1	2.2
Total Del/Veh (s)	27.1	8.4	23.9	6.2	60.3	4.5	16.5
Vehicles Entered	51	12	202	87	5	111	468
Vehicles Exited	54	13	199	87	6	111	470
Hourly Exit Rate	216	52	796	348	24	444	1880
Input Volume	211	49	825	349	20	437	1891
% of Volume	102	106	96	100	120	102	99

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #3 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.5	0.0	1.3	0.2	0.1	0.0	0.1	2.2
Total Del/Veh (s)	31.1	9.3	20.2	6.5	61.4		3.9	15.5
Vehicles Entered	57	15	224	96	5	0	110	507
Vehicles Exited	58	14	223	96	5	0	109	505
Hourly Exit Rate	232	56	892	384	20	0	436	2020
Input Volume	226	53	884	374	21	1	468	2027
% of Volume	103	106	101	103	95	0	93	100

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #4 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.5	0.0	1.6	0.2	0.1	0.0	0.1	2.5
Total Del/Veh (s)	29.1	10.1	26.2	6.4	63.4		4.5	18.0
Vehicles Entered	57	12	211	89	6	0	115	490
Vehicles Exited	57	12	208	89	6	0	115	487
Hourly Exit Rate	228	48	832	356	24	0	460	1948
Input Volume	211	49	825	349	20	0	437	1891
% of Volume	108	98	101	102	120		105	103

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	1.8	0.1	5.7	0.6	0.4	0.0	0.5	9.2
Total Del/Veh (s)	29.0	9.4	24.5	6.3	65.5		4.3	17.0
Vehicles Entered	217	51	840	360	21	0	444	1933
Vehicles Exited	221	51	830	360	20	0	445	1927
Hourly Exit Rate	221	51	830	360	20	0	445	1927
Input Volume	215	50	840	355	20	0	445	1925
% of Volume	103	102	99	101	99	0	100	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

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	3.5	0.4	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.0	0.1	0.1	0.2	0.3	0.0	0.2	0.9	0.3
Total Del/Veh (s)	32.4	24.1	12.6	23.7	24.9	10.5	74.8	17.7	10.2	24.6	25.5	20.0
Vehicles Entered	29	7	6	6	14	21	8	59	10	26	123	50
Vehicles Exited	28	8	5	6	14	21	9	59	10	28	128	52
Hourly Exit Rate	112	32	20	24	56	84	36	236	40	112	512	208
Input Volume	123	35	20	29	60	88	29	221	34	108	487	206
% of Volume	91	91	100	83	93	95	124	107	118	104	105	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.5
Total Del/Veh (s)	23.7
Vehicles Entered	359
Vehicles Exited	368
Hourly Exit Rate	1472
Input Volume	1440
% of Volume	102

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

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	3.5	0.3	0.4	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.1	0.1	0.2	0.3	0.0	0.3	1.3	0.5
Total Del/Veh (s)	33.4	20.4	7.1	20.3	21.5	11.1	81.2	21.1	10.1	42.2	39.6	32.2
Vehicles Entered	29	6	5	8	15	22	9	54	8	26	119	52
Vehicles Exited	30	6	5	7	15	22	7	55	8	25	114	51
Hourly Exit Rate	120	24	20	28	60	88	28	220	32	100	456	204
Input Volume	123	35	20	29	60	88	29	221	34	108	487	206
% of Volume	98	69	100	97	100	100	97	100	94	93	94	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	3.2
Total Del/Veh (s)	31.9
Vehicles Entered	353
Vehicles Exited	345
Hourly Exit Rate	1380
Input Volume	1440
% of Volume	96

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

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)	0.1	0.0	0.0	0.0	0.0	0.0	3.7	0.3	0.4	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.0	0.1	0.1	0.2	0.3	0.0	0.3	1.3	0.4
Total Del/Veh (s)	36.6	23.2	14.3	25.2	29.8	10.7	73.5	15.6	10.7	35.9	33.8	28.5
Vehicles Entered	33	10	6	6	14	24	8	61	11	28	128	52
Vehicles Exited	33	10	6	6	14	23	10	61	10	29	134	54
Hourly Exit Rate	132	40	24	24	56	92	40	244	40	116	536	216
Input Volume	132	38	21	32	63	95	32	237	37	116	521	221
% of Volume	100	105	114	75	89	97	125	103	108	100	103	98

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	3.2
Total Del/Veh (s)	28.9
Vehicles Entered	381
Vehicles Exited	390
Hourly Exit Rate	1560
Input Volume	1545
% of Volume	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

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	3.6	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.0	0.1	0.1	0.2	0.3	0.0	0.3	1.1	0.4
Total Del/Veh (s)	30.6	22.4	11.2	21.7	18.3	8.4	70.2	19.2	10.0	32.7	31.1	25.0
Vehicles Entered	32	8	4	8	16	23	7	54	9	28	125	57
Vehicles Exited	33	8	4	8	16	24	6	54	9	27	120	55
Hourly Exit Rate	132	32	16	32	64	96	24	216	36	108	480	220
Input Volume	123	35	20	29	60	88	29	221	34	108	487	206
% of Volume	107	91	80	110	107	109	83	98	106	100	99	107

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.8
Total Del/Veh (s)	26.3
Vehicles Entered	371
Vehicles Exited	364
Hourly Exit Rate	1456
Input Volume	1440
% of Volume	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

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	3.6	0.3	0.3	0.0	0.0	0.0
Total Delay (hr)	1.2	0.2	0.1	0.2	0.4	0.3	0.8	1.2	0.1	1.0	4.6	1.6
Total Del/Veh (s)	34.7	24.1	11.5	23.3	24.6	10.5	81.8	18.7	10.3	34.3	33.1	27.0
Vehicles Entered	124	32	20	27	59	90	32	229	37	108	495	212
Vehicles Exited	123	32	20	27	60	90	32	229	37	108	497	211
Hourly Exit Rate	123	32	20	27	60	90	32	229	37	108	497	211
Input Volume	125	36	20	30	61	90	30	225	35	110	496	210
% of Volume	98	90	99	91	99	100	108	102	106	98	100	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	11.7
Total Del/Veh (s)	28.3
Vehicles Entered	1465
Vehicles Exited	1466
Hourly Exit Rate	1466
Input Volume	1466
% of Volume	100

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #1 5:00

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	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	3.6	0.6	0.6	2.9	1.0
Total Delay (hr)	0.2	0.0	0.0	0.2	1.2	0.6	0.1	2.3
Total Del/Veh (s)	17.1	0.1	3.8	40.2	32.2	28.8	6.6	25.1
Vehicles Entered	39	1	16	17	128	67	43	311
Vehicles Exited	38	1	16	18	130	70	44	317
Hourly Exit Rate	152	4	64	72	520	280	176	1268
Input Volume	157	1	64	74	531	270	192	1289
% of Volume	97	400	100	97	98	104	92	98

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #2 5:15

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.2	0.7	0.7	2.7	1.1
Total Delay (hr)	0.2	0.0	0.0	0.2	1.3	0.5	0.1	2.3
Total Del/Veh (s)	17.5		5.0	40.4	33.3	27.0	6.0	25.2
Vehicles Entered	33	0	17	19	131	64	52	316
Vehicles Exited	34	0	17	18	131	62	50	312
Hourly Exit Rate	136	0	68	72	524	248	200	1248
Input Volume	157	1	64	74	531	270	192	1289
% of Volume	87	0	106	97	99	92	104	97

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #3 5:30

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.2	0.7	0.7	2.8	1.0
Total Delay (hr)	0.2	0.0	0.0	0.2	1.5	0.5	0.1	2.5
Total Del/Veh (s)	17.2		3.7	36.9	34.6	24.7	5.4	24.8
Vehicles Entered	45	0	15	17	146	68	50	341
Vehicles Exited	43	0	15	18	146	70	50	342
Hourly Exit Rate	172	0	60	72	584	280	200	1368
Input Volume	168	1	68	79	568	289	205	1378
% of Volume	102	0	88	91	103	97	98	99

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #4 5:45

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.2	0.6	0.5	3.0	1.0
Total Delay (hr)	0.2	0.0	0.0	0.2	1.2	0.5	0.1	2.2
Total Del/Veh (s)	17.6		4.2	36.7	31.9	28.8	5.6	24.6
Vehicles Entered	38	0	16	20	130	62	46	312
Vehicles Exited	40	0	16	19	128	61	46	310
Hourly Exit Rate	160	0	64	76	512	244	184	1240
Input Volume	157	1	64	74	531	270	192	1289
% of Volume	102	0	100	103	96	90	96	96

102: Pony Express Parkway & Eagle Lane Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.2	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	3.3	0.7	0.6	2.8	1.0
Total Delay (hr)	0.8	0.0	0.1	0.8	5.2	2.1	0.3	9.3
Total Del/Veh (s)	18.0	0.2	4.3	40.6	34.3	28.3	6.1	25.7
Vehicles Entered	156	2	64	73	535	261	191	1282
Vehicles Exited	156	2	64	73	535	262	192	1284
Hourly Exit Rate	156	2	64	73	535	262	192	1284
Input Volume	160	1	65	75	540	275	195	1311
% of Volume	98	200	98	97	99	95	98	98

Total Zone Performance By Interval

Interval Start	5:00	5:15	5:30	5:45	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.4
Denied Del/Veh (s)	1.1	1.2	1.1	1.1	1.1
Total Delay (hr)	7.0	7.7	7.9	7.5	30.2
Total Del/Veh (s)	681.8	556.1	694.1	503.1	1811.0
Vehicles Entered	332	337	362	328	1361
Vehicles Exited	1	1	1	0	6
Hourly Exit Rate	4	4	4	0	6
Input Volume	4620	4620	4950	4620	4702
% of Volume	0	0	0	0	0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	188	49	259	334	224	52	84
Average Queue (ft)	105	22	182	171	51	17	29
95th Queue (ft)	192	48	273	311	236	50	83
Link Distance (ft)	366				709		523
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	150	150		150	
Storage Blk Time (%)	0		18	10	0		0
Queuing Penalty (veh)	0		62	35	0		0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	190	49	245	277	132	48	81
Average Queue (ft)	111	21	179	166	30	22	35
95th Queue (ft)	199	52	267	288	149	58	90
Link Distance (ft)	366				709		523
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	150	150		150	
Storage Blk Time (%)	0		18	10	0		
Queuing Penalty (veh)	0		62	36	0		

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #3

Movement	EB	EB	WB	WB	WB	B24	NB	NB
Directions Served	T	R	L	L	T	T	L	R
Maximum Queue (ft)	192	53	246	254	142	10	52	74
Average Queue (ft)	133	26	190	163	39	2	22	33
95th Queue (ft)	210	57	261	265	258	24	59	81
Link Distance (ft)	366				709	821		523
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)		275	150	150			150	
Storage Blk Time (%)	0		17	8				
Queuing Penalty (veh)	0		65	30				

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	206	49	263	330	234	45	95
Average Queue (ft)	119	20	199	187	48	25	44
95th Queue (ft)	215	50	277	318	242	52	101
Link Distance (ft)	366				709		523
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	150	150		150	
Storage Blk Time (%)	0		23	12			0
Queuing Penalty (veh)	0		81	44			0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), All Intervals

Movement	EB	EB	WB	WB	WB	B24	NB	NB
Directions Served	T	R	L	L	T	T	L	R
Maximum Queue (ft)	239	68	264	366	404	10	65	111
Average Queue (ft)	117	22	187	172	42	1	21	35
95th Queue (ft)	206	52	271	297	226	12	55	90
Link Distance (ft)	366				709	821		523
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)		275	150	150			150	
Storage Blk Time (%)	0		19	10	0			0
Queuing Penalty (veh)	0		67	36	0			0

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	112	86	42	110	67	177	198	496	55
Average Queue (ft)	60	28	15	57	36	101	83	320	9
95th Queue (ft)	107	76	46	113	85	183	205	582	76
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								2	
Queuing Penalty (veh)								12	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	4	0		3	3	10	1	24	
Queuing Penalty (veh)	2	0		1	7	3	7	26	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #2

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	109	77	42	110	72	166	187	569	199
Average Queue (ft)	70	29	15	62	34	96	80	344	33
95th Queue (ft)	125	90	44	127	77	177	193	635	189
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								9	
Queuing Penalty (veh)								72	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	6	0		3	0	11	2	36	
Queuing Penalty (veh)	3	0		1	1	3	17	39	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #3

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	136	92	47	134	68	173	199	556	146
Average Queue (ft)	74	34	16	61	38	95	108	437	35
95th Queue (ft)	140	91	46	133	77	178	232	663	170
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								5	
Queuing Penalty (veh)								46	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	7	1		5	2	9	2	30	
Queuing Penalty (veh)	4	1		2	5	3	16	35	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #4

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	103	73	46	117	71	185	184	535	67
Average Queue (ft)	72	30	19	59	29	88	79	292	9
95th Queue (ft)	121	78	52	119	80	172	196	570	83
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								5	
Queuing Penalty (veh)								43	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	4	1		2	0	11	1	28	
Queuing Penalty (veh)	2	1		1	0	3	10	30	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B1
Directions Served	L	TR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	151	121	58	160	105	210	200	591	266
Average Queue (ft)	69	30	16	59	34	95	88	348	22
95th Queue (ft)	124	84	47	123	80	178	208	629	138
Link Distance (ft)		501		394		1078		518	2324
Upstream Blk Time (%)								5	
Queuing Penalty (veh)								43	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	5	0		3	1	10	2	30	
Queuing Penalty (veh)	3	1		1	3	3	12	33	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #1

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	95	49	174	441	240	144
Average Queue (ft)	51	14	77	257	145	61
95th Queue (ft)	103	48	187	423	255	151
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	1	0	0	36	23	
Queuing Penalty (veh)	1	0	1	27	44	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #2

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	111	55	143	432	228	165
Average Queue (ft)	51	23	72	307	121	68
95th Queue (ft)	110	62	176	521	238	171
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	2	0	3	35	16	0
Queuing Penalty (veh)	1	0	15	26	31	0

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #3

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	112	46	155	481	229	137
Average Queue (ft)	61	15	66	301	123	53
95th Queue (ft)	126	52	171	505	216	125
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	3	0	0	40	17	0
Queuing Penalty (veh)	2	0	1	32	35	0

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #4

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	105	50	164	403	237	156
Average Queue (ft)	59	16	73	263	124	58
95th Queue (ft)	109	54	181	428	240	149
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	2	0	2	37	19	
Queuing Penalty (veh)	1	0	11	27	37	

Intersection: 102: Pony Express Parkway & Eagle Lane, All Intervals

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	138	83	199	523	310	200
Average Queue (ft)	56	17	72	282	128	60
95th Queue (ft)	113	55	179	474	239	150
Link Distance (ft)		530		1030	1578	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	2	0	1	37	19	0
Queuing Penalty (veh)	1	0	7	28	37	0

Zone Summary

Zone wide Queuing Penalty, Interval #1: 228
Zone wide Queuing Penalty, Interval #2: 308
Zone wide Queuing Penalty, Interval #3: 276
Zone wide Queuing Penalty, Interval #4: 290
Zone wide Queuing Penalty, All Intervals: 276

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Cedar Fort Road (SR-73)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	33	95	59.1	*E*
	T	1	1	100	1.8	*A*
	R	672	637	95	6.2	*A*
	Subtotal	708	671	95	8.8	*A*
EB	T	215	225	105	42.8	*D*
	R	65	66	102	18.4	*B*
	Subtotal	280	291	104	37.3	*D*
WB	L	1,100	1,092	99	19.6	*B*
	T	355	360	101	9.5	*A*
	Subtotal	1,455	1,452	100	17.1	*B*
Total		2,443	2,414	99	17.3	*B*

Intersection: Eagle Mountain Boulevard & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	40	103	55.2	*E*
	T	506	512	101	16.1	*B*
	R	35	33	95	12.7	*B*
	Subtotal	580	585	101	18.6	*B*
SB	L	141	137	97	35.3	*D*
	T	791	776	98	22.2	*C*
	R	275	263	96	12.2	*B*
	Subtotal	1,207	1,176	97	21.5	*C*
EB	L	165	160	97	62.9	*E*
	T	43	44	103	30.9	*C*
	R	25	26	103	20.2	*C*
	Subtotal	233	230	99	52.0	*D*
WB	L	30	27	91	32.0	*C*
	T	73	74	101	32.8	*C*
	R	120	125	104	22.9	*C*
	Subtotal	223	226	101	27.2	*C*
Total		2,243	2,217	99	24.5	*C*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Pony Express Parkway & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	98	95	97	43.3	*D*
	T	540	534	99	33.3	*C*
	Subtotal	638	629	99	34.8	*C*
SB	T	275	264	96	27.2	*C*
	R	215	218	102	5.9	*A*
	Subtotal	490	482	98	17.6	*B*
EB	L	174	173	99	17.7	*B*
	T	1	1	133	0.2	*A*
	R	90	90	100	5.0	*A*
	Subtotal	265	264	100	13.3	*B*
Total		1,392	1,375	99	24.6	*C*

Intersection: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	90	93	104	13.9	*B*
	T	983	977	99	10.1	*B*
	R	103	102	99	8.6	*A*
	Subtotal	1,176	1,172	100	10.3	*B*
WB	L	154	157	102	23.8	*C*
	T	546	546	100	3.0	*A*
	R	25	24	95	1.5	*A*
	Subtotal	725	727	100	7.4	*A*
NE	L	111	78	70	454.5	*F*
	R	169	134	79	187.0	*F*
	Subtotal	***280***	***212***	***76***	***285.4***	***F***
SW	L	15	15	98	80.1	*F*
	R	50	53	106	8.8	*A*
	Subtotal	65	68	105	24.5	*C*
Total		2,246	2,179	97	39.8	*E*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Commercial Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	139	142	102	32.7	*D*
	T	665	669	101	1.7	*A*
	Subtotal	804	811	101	7.1	*A*
SB	T	1,102	1,062	96	3.1	*A*
	R	55	53	96	1.3	*A*
	Subtotal	1,157	1,115	96	3.0	*A*
EB	L	60	58	97	151.2	*F*
	R	148	153	104	46.5	*E*
	Subtotal	***208***	***211***	***101***	***75.3***	***F***
Total		2,168	2,137	99	11.8	*B*

Intersection: Eagle Mountain Boulevard & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	15.4	*C*
	T	787	791	101	0.6	*A*
	Subtotal	797	801	101	0.8	*A*
SB	T	1,220	1,187	97	2.6	*A*
	R	29	29	101	1.1	*A*
	Subtotal	1,249	1,216	97	2.6	*A*
EB	L	17	19	110	35.3	*E*
	R	5	7	140	14.5	*B*
	Subtotal	***22***	***26***	***118***	***29.7***	***D***
Total		2,068	2,043	99	2.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	100	31.5	*D*
	T	783	789	101	2.2	*A*
	Subtotal	791	797	101	2.5	*A*
SB	T	1,202	1,173	98	3.5	*A*
	R	23	22	95	1.6	*A*
	Subtotal	1,225	1,195	98	3.5	*A*
EB	L	14	12	84	39.5	*E*
	R	5	4	80	40.2	*E*
	Subtotal	***19***	***16***	***84***	***39.7***	***E***
Total		2,036	2,008	99	3.4	*A*

Intersection: Brandon Park Access/Access 3 & Eagle Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	180	178	99	3.6	*A*
	Subtotal	180	178	99	3.6	*A*
SB	L	19	17	88	8.3	*A*
	Subtotal	***19***	***17***	***89***	***8.3***	***A***
EB	T	34	34	101	1.3	*A*
	Subtotal	34	34	100	1.3	*A*
WB	L	300	298	99	2.9	*A*
	T	56	52	93	3.0	*A*
	R	31	27	88	1.3	*A*
	Subtotal	387	377	97	2.8	*A*
Total		620	606	98	3.1	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Lane & Access 4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	34	34	101	3.1	*A*
	Subtotal	***34***	***34***	***100***	***3.1***	***A***
WB	R	56	53	95	0.8	*A*
	Subtotal	56	53	95	0.8	*A*
Total		90	87	97	1.7	*A*

Intersection:
Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
Total						

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #1 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.7	0.1	1.4	0.2	0.1	0.0	0.3	2.7
Total Del/Veh (s)	38.9	15.5	18.1	8.4	48.9		5.8	16.0
Vehicles Entered	57	18	268	90	8	0	153	594
Vehicles Exited	59	16	269	90	8	0	154	596
Hourly Exit Rate	236	64	1076	360	32	0	616	2384
Input Volume	211	64	1081	349	34	1	660	2400
% of Volume	112	100	100	103	94	0	93	99

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #2 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.7	0.1	1.2	0.2	0.1	0.0	0.3	2.6
Total Del/Veh (s)	41.8	17.3	16.2	8.1	56.1		6.1	15.3
Vehicles Entered	53	15	268	90	8	0	160	594
Vehicles Exited	51	16	266	91	8	0	158	590
Hourly Exit Rate	204	64	1064	364	32	0	632	2360
Input Volume	211	64	1081	349	34	1	660	2400
% of Volume	97	100	98	104	94	0	96	98

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #3 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	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)	0.7	0.1	2.0	0.3	0.1	0.3	3.5
Total Del/Veh (s)	37.7	20.0	24.5	11.8	48.5	6.2	19.4
Vehicles Entered	58	17	281	91	9	166	622
Vehicles Exited	60	16	279	90	10	165	620
Hourly Exit Rate	240	64	1116	360	40	660	2480
Input Volume	226	68	1158	374	37	707	2571
% of Volume	106	94	96	96	108	93	96

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #4 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.8	0.1	1.4	0.2	0.1	0.0	0.3	2.9
Total Del/Veh (s)	45.2	18.9	17.7	9.4	64.9		6.1	16.8
Vehicles Entered	58	17	276	89	8	0	160	608
Vehicles Exited	56	17	278	89	7	0	159	606
Hourly Exit Rate	224	68	1112	356	28	0	636	2424
Input Volume	211	64	1081	349	34	1	660	2400
% of Volume	106	106	103	102	82	0	96	101

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.7	0.3	6.0	1.0	0.5	0.0	1.1	11.7
Total Del/Veh (s)	42.8	18.4	19.6	9.5	59.1	1.8	6.2	17.3
Vehicles Entered	226	66	1093	360	33	1	638	2417
Vehicles Exited	225	66	1092	360	33	1	637	2414
Hourly Exit Rate	225	66	1092	360	33	1	637	2414
Input Volume	215	65	1100	355	35	1	672	2443
% of Volume	105	102	99	101	95	100	95	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

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	3.2	0.5	0.6	0.0	0.0	0.0
Total Delay (hr)	0.8	0.1	0.0	0.1	0.2	0.2	0.1	0.5	0.0	0.3	1.2	0.2
Total Del/Veh (s)	64.9	33.4	20.6	32.9	36.2	22.6	47.0	14.1	11.0	31.4	20.4	11.4
Vehicles Entered	40	10	7	6	18	31	10	125	7	34	198	64
Vehicles Exited	38	10	7	6	17	30	11	126	8	35	204	65
Hourly Exit Rate	152	40	28	24	68	120	44	504	32	140	816	260
Input Volume	162	42	25	29	72	118	38	497	34	139	777	270
% of Volume	94	95	112	83	94	102	116	101	94	101	105	96

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.7
Total Del/Veh (s)	23.2
Vehicles Entered	550
Vehicles Exited	557
Hourly Exit Rate	2228
Input Volume	2203
% of Volume	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

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	3.4	0.6	0.5	0.0	0.0	0.0
Total Delay (hr)	0.6	0.1	0.0	0.1	0.2	0.2	0.1	0.6	0.0	0.3	1.2	0.2
Total Del/Veh (s)	45.7	27.3	16.9	26.4	28.8	20.4	50.5	16.8	13.2	33.9	22.3	11.9
Vehicles Entered	40	11	8	7	18	31	9	126	9	34	192	68
Vehicles Exited	41	11	8	7	18	31	9	126	8	32	188	66
Hourly Exit Rate	164	44	32	28	72	124	36	504	32	128	752	264
Input Volume	162	42	25	29	72	118	38	497	34	139	777	270
% of Volume	101	105	128	97	100	105	95	101	94	92	97	98

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.6
Total Del/Veh (s)	23.0
Vehicles Entered	553
Vehicles Exited	545
Hourly Exit Rate	2180
Input Volume	2203
% of Volume	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

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	3.2	0.5	0.5	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.0	0.1	0.2	0.2	0.2	0.6	0.0	0.4	1.2	0.2
Total Del/Veh (s)	54.9	26.9	22.8	29.6	30.8	22.3	61.0	15.8	12.4	36.6	21.6	11.9
Vehicles Entered	42	13	7	7	19	30	11	132	9	34	192	66
Vehicles Exited	38	12	7	7	18	29	11	134	10	36	195	68
Hourly Exit Rate	152	48	28	28	72	116	44	536	40	144	780	272
Input Volume	174	45	26	32	77	126	41	533	37	148	834	289
% of Volume	87	107	108	88	94	92	107	101	108	97	94	94

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.9
Total Del/Veh (s)	23.7
Vehicles Entered	562
Vehicles Exited	565
Hourly Exit Rate	2260
Input Volume	2362
% of Volume	96

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

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	3.4	0.5	0.5	0.0	0.0	0.0
Total Delay (hr)	0.8	0.1	0.0	0.1	0.2	0.2	0.2	0.6	0.0	0.4	1.2	0.2
Total Del/Veh (s)	69.1	31.6	21.6	27.5	29.2	22.0	51.5	16.5	11.2	33.6	22.6	12.8
Vehicles Entered	38	10	4	7	20	33	10	128	9	36	194	65
Vehicles Exited	42	11	4	7	21	35	9	126	8	34	190	64
Hourly Exit Rate	168	44	16	28	84	140	36	504	32	136	760	256
Input Volume	162	42	25	29	72	118	38	497	34	139	777	270
% of Volume	104	105	64	97	117	119	95	101	94	98	98	95

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	4.0
Total Del/Veh (s)	25.3
Vehicles Entered	554
Vehicles Exited	551
Hourly Exit Rate	2204
Input Volume	2203
% of Volume	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

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	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.5	0.5	0.0	0.0	0.0
Total Delay (hr)	2.8	0.4	0.1	0.2	0.7	0.8	0.6	2.3	0.1	1.4	4.8	0.9
Total Del/Veh (s)	62.9	30.9	20.2	32.0	32.8	22.9	55.2	16.1	12.7	35.3	22.2	12.2
Vehicles Entered	160	43	26	27	74	126	41	510	34	138	776	263
Vehicles Exited	160	44	26	27	74	125	40	512	33	137	776	263
Hourly Exit Rate	160	44	26	27	74	125	40	512	33	137	776	263
Input Volume	165	43	25	30	73	120	39	506	35	141	791	275
% of Volume	97	103	103	91	101	104	103	101	95	97	98	96

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	15.3
Total Del/Veh (s)	24.5
Vehicles Entered	2218
Vehicles Exited	2217
Hourly Exit Rate	2217
Input Volume	2243
% of Volume	99

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #1 5:00

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.3	0.7	0.8	2.9	1.1
Total Delay (hr)	0.2	0.0	0.0	0.3	1.3	0.5	0.1	2.4
Total Del/Veh (s)	14.0		4.8	39.3	33.3	27.0	5.8	24.2
Vehicles Entered	38	0	23	23	137	67	56	344
Vehicles Exited	37	0	22	23	136	66	54	338
Hourly Exit Rate	148	0	88	92	544	264	216	1352
Input Volume	171	1	88	96	531	270	211	1368
% of Volume	87	0	100	96	102	98	102	99

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #2 5:15

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.2	0.7	0.7	2.8	1.1
Total Delay (hr)	0.2	0.0	0.0	0.3	1.1	0.5	0.1	2.2
Total Del/Veh (s)	17.3		5.2	40.3	30.8	25.1	5.0	23.2
Vehicles Entered	44	0	22	26	127	63	47	329
Vehicles Exited	46	0	23	27	125	62	48	331
Hourly Exit Rate	184	0	92	108	500	248	192	1324
Input Volume	171	1	88	96	531	270	211	1368
% of Volume	108	0	105	112	94	92	91	97

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #3 5:30

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.1	0.7	0.7	2.8	1.1
Total Delay (hr)	0.2	0.0	0.0	0.3	1.3	0.5	0.1	2.6
Total Del/Veh (s)	18.5		4.6	46.6	32.3	25.7	6.1	24.2
Vehicles Entered	47	0	24	24	140	71	58	364
Vehicles Exited	46	0	24	23	143	73	58	367
Hourly Exit Rate	184	0	96	92	572	292	232	1468
Input Volume	183	0	95	103	568	289	226	1464
% of Volume	101		101	89	101	101	103	100

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #4 5:45

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.3	0.7	0.6	2.8	1.1
Total Delay (hr)	0.2	0.0	0.0	0.2	1.2	0.5	0.1	2.3
Total Del/Veh (s)	18.3		5.0	36.5	31.2	27.5	5.5	23.2
Vehicles Entered	43	0	21	22	132	66	57	341
Vehicles Exited	44	0	21	23	131	63	57	339
Hourly Exit Rate	176	0	84	92	524	252	228	1356
Input Volume	171	1	88	96	531	270	211	1368
% of Volume	103	0	95	96	99	93	108	99

102: Pony Express Parkway & Eagle Lane Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.7	0.7	2.8	1.1
Total Delay (hr)	0.9	0.0	0.1	1.2	5.0	2.0	0.4	9.5
Total Del/Veh (s)	17.7	0.2	5.0	43.3	33.3	27.2	5.9	24.6
Vehicles Entered	173	1	90	95	536	267	219	1381
Vehicles Exited	173	1	90	95	534	264	218	1375
Hourly Exit Rate	173	1	90	95	534	264	218	1375
Input Volume	174	1	90	98	540	275	215	1392
% of Volume	99	133	100	97	99	96	102	99

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Interv

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	7.7	5.0	3.8	0.1	0.8
Total Delay (hr)	0.1	0.7	0.1	0.3	0.1	0.0	1.7	0.8	0.1	0.0	3.9
Total Del/Veh (s)	13.5	9.6	8.6	25.4	3.1	1.9	225.3	67.5	87.8	8.0	23.8
Vehicles Entered	22	243	26	40	135	6	23	40	4	13	552
Vehicles Exited	23	250	26	38	134	6	18	36	4	12	547
Hourly Exit Rate	92	1000	104	152	536	24	72	144	16	48	2188
Input Volume	88	966	101	151	537	25	109	166	15	49	2207
% of Volume	105	104	103	101	100	96	66	87	107	98	99

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Interv

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.0	0.0	0.9
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	52.6	44.7	3.5	0.2	6.1
Total Delay (hr)	0.1	0.7	0.1	0.2	0.1	0.0	2.8	1.7	0.1	0.0	5.7
Total Del/Veh (s)	12.6	9.6	8.0	20.2	2.7	1.6	293.5	135.3	57.5	8.0	35.0
Vehicles Entered	20	243	27	39	134	6	24	38	4	13	548
Vehicles Exited	19	236	25	40	135	6	20	36	4	13	534
Hourly Exit Rate	76	944	100	160	540	24	80	144	16	52	2136
Input Volume	88	966	101	151	537	25	109	166	15	49	2207
% of Volume	86	98	99	106	101	96	73	87	107	106	97

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Interv

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	1.7	2.8	0.0	0.0	4.5
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	185.8	194.8	3.2	0.2	28.6
Total Delay (hr)	0.1	0.7	0.1	0.2	0.1	0.0	3.5	2.4	0.1	0.0	7.3
Total Del/Veh (s)	13.3	9.8	8.4	22.2	3.0	1.3	342.6	195.5	84.7	8.6	44.2
Vehicles Entered	23	234	25	39	142	5	24	36	4	13	545
Vehicles Exited	23	242	27	38	141	5	22	32	4	12	546
Hourly Exit Rate	92	968	108	152	564	20	88	128	16	48	2184
Input Volume	95	1035	108	162	575	26	117	178	16	53	2365
% of Volume	97	94	100	94	98	77	75	72	100	91	92

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Interv

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	3.7	5.7	0.0	0.0	9.4
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	349.2	357.9	3.8	0.1	55.7
Total Delay (hr)	0.1	0.7	0.1	0.3	0.1	0.0	3.8	2.6	0.1	0.0	7.8
Total Del/Veh (s)	13.4	9.8	7.7	24.0	2.9	1.4	410.0	232.4	70.3	9.4	46.5
Vehicles Entered	27	258	26	39	136	7	18	28	3	14	556
Vehicles Exited	27	249	24	40	137	7	18	30	3	15	550
Hourly Exit Rate	108	996	96	160	548	28	72	120	12	60	2200
Input Volume	88	966	101	151	537	25	109	166	15	49	2207
% of Volume	123	103	95	106	102	112	66	72	80	122	100

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Entire

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	5.8	9.1	0.0	0.0	14.9
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	192.7	190.1	3.6	0.1	23.9
Total Delay (hr)	0.4	2.8	0.3	1.0	0.5	0.0	11.7	7.5	0.3	0.1	24.7
Total Del/Veh (s)	13.9	10.1	8.6	23.8	3.0	1.5	454.5	187.0	80.1	8.8	39.8
Vehicles Entered	92	978	103	156	548	24	89	143	15	53	2201
Vehicles Exited	93	977	102	157	546	24	78	134	15	53	2179
Hourly Exit Rate	93	977	102	157	546	24	78	134	15	53	2179
Input Volume	90	983	103	154	546	25	111	169	15	50	2246
% of Volume	104	99	99	102	100	95	70	79	98	106	97

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Interval #1 5:00

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)	3.9	0.4	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.6	0.5	0.3	0.1	0.2	0.0	1.8
Total Del/Veh (s)	139.1	46.9	35.7	2.1	3.1	1.2	11.7
Vehicles Entered	13	37	34	168	271	14	537
Vehicles Exited	12	36	34	167	269	14	532
Hourly Exit Rate	48	144	136	668	1076	56	2128
Input Volume	59	145	137	653	1082	54	2130
% of Volume	81	99	99	102	99	104	100

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Interval #2 5:15

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)	3.8	0.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.7	0.6	0.2	0.1	0.2	0.0	1.8
Total Del/Veh (s)	144.9	49.8	26.5	1.4	3.1	1.4	12.1
Vehicles Entered	14	37	33	165	263	15	527
Vehicles Exited	14	39	32	165	264	15	529
Hourly Exit Rate	56	156	128	660	1056	60	2116
Input Volume	59	145	137	653	1082	54	2130
% of Volume	95	108	93	101	98	111	99

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Interval #3 5:30

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)	3.9	0.4	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.6	0.4	0.3	0.1	0.2	0.0	1.6
Total Del/Veh (s)	108.1	33.9	29.2	1.5	3.0	1.3	10.4
Vehicles Entered	16	42	39	171	260	12	540
Vehicles Exited	15	40	39	171	259	12	536
Hourly Exit Rate	60	160	156	684	1036	48	2144
Input Volume	63	156	146	700	1160	58	2283
% of Volume	95	103	107	98	89	83	94

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Interval #4 5:45

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)	3.7	0.4	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.6	0.5	0.4	0.1	0.2	0.0	1.9
Total Del/Veh (s)	128.8	47.0	35.8	1.7	3.1	1.2	12.2
Vehicles Entered	14	38	36	165	268	12	533
Vehicles Exited	16	38	36	166	270	12	538
Hourly Exit Rate	64	152	144	664	1080	48	2152
Input Volume	59	145	137	653	1082	54	2130
% of Volume	108	105	105	102	100	89	101

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	3.8	0.4	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.5	2.0	1.3	0.3	0.9	0.0	7.0
Total Del/Veh (s)	151.2	46.5	32.7	1.7	3.1	1.3	11.8
Vehicles Entered	57	153	141	669	1061	54	2135
Vehicles Exited	58	153	142	669	1062	53	2137
Hourly Exit Rate	58	153	142	669	1062	53	2137
Input Volume	60	148	139	665	1102	55	2168
% of Volume	97	104	102	101	96	96	99

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #1 5:00

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)	4.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	34.8	9.5	7.8	0.7	2.5	0.9	2.1
Vehicles Entered	4	2	2	198	298	7	511
Vehicles Exited	4	2	2	198	297	7	510
Hourly Exit Rate	16	8	8	792	1188	28	2040
Input Volume	17	5	10	773	1199	28	2032
% of Volume	94	160	80	102	99	100	100

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #2 5:15

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)	4.2	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	32.6	11.1	12.2	0.4	2.6	1.1	2.1
Vehicles Entered	5	2	2	193	296	7	505
Vehicles Exited	5	2	2	192	297	7	505
Hourly Exit Rate	20	8	8	768	1188	28	2020
Input Volume	17	5	10	773	1199	28	2032
% of Volume	118	160	80	99	99	100	99

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #3 5:30

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)	4.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	39.6	18.4	17.9	0.5	2.5	0.9	2.2
Vehicles Entered	5	2	3	204	293	6	513
Vehicles Exited	5	2	3	205	293	6	514
Hourly Exit Rate	20	8	12	820	1172	24	2056
Input Volume	18	5	11	828	1285	31	2178
% of Volume	111	160	109	99	91	77	94

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #4 5:45

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)	3.9	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	34.2	23.2	30.1	0.6	2.7	1.3	2.3
Vehicles Entered	5	1	2	196	300	8	512
Vehicles Exited	5	1	2	196	300	8	512
Hourly Exit Rate	20	4	8	784	1200	32	2048
Input Volume	17	5	10	773	1199	28	2032
% of Volume	118	80	80	101	100	114	101

202: Eagle Mountain Boulevard & Access 1 Performance by movement Entire Run

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)	4.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.1	0.9	0.0	1.2
Total Del/Veh (s)	35.3	14.5	15.4	0.6	2.6	1.1	2.2
Vehicles Entered	19	7	10	791	1187	29	2043
Vehicles Exited	19	7	10	791	1187	29	2043
Hourly Exit Rate	19	7	10	791	1187	29	2043
Input Volume	17	5	10	787	1220	29	2068
% of Volume	110	140	98	101	97	101	99

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #1 5:00

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)	4.6	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.3	0.0	0.5
Total Del/Veh (s)	63.5	42.7	42.3	2.1	3.5	2.1	3.4
Vehicles Entered	2	1	2	193	293	6	497
Vehicles Exited	2	1	2	196	295	6	502
Hourly Exit Rate	8	4	8	784	1180	24	2008
Input Volume	14	5	8	769	1181	23	2000
% of Volume	57	80	100	102	100	104	100

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #2 5:15

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)	4.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	27.1	58.8	18.8	2.2	3.0	1.1	3.0
Vehicles Entered	3	1	2	196	294	6	502
Vehicles Exited	3	1	2	194	293	6	499
Hourly Exit Rate	12	4	8	776	1172	24	1996
Input Volume	14	5	8	769	1181	23	2000
% of Volume	86	80	100	101	99	104	100

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #3 5:30

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)	3.9	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.3	0.0	0.5
Total Del/Veh (s)	36.3	44.0	22.9	2.2	3.6	2.6	3.5
Vehicles Entered	4	1	2	199	290	5	501
Vehicles Exited	3	1	2	202	290	5	503
Hourly Exit Rate	12	4	8	808	1160	20	2012
Input Volume	15	5	8	825	1265	24	2142
% of Volume	80	80	100	98	92	83	94

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #4 5:45

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)	3.8	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.3	0.0	0.5
Total Del/Veh (s)	40.1	15.4	42.2	2.2	3.9	0.6	3.6
Vehicles Entered	4	1	2	201	295	5	508
Vehicles Exited	4	1	2	197	294	5	503
Hourly Exit Rate	16	4	8	788	1176	20	2012
Input Volume	14	5	8	769	1181	23	2000
% of Volume	114	80	100	102	100	87	101

203: Eagle Mountain Boulevard & Access 2 Performance by movement Entire Run

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)	4.4	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.5	1.1	0.0	1.9
Total Del/Veh (s)	39.5	40.2	31.5	2.2	3.5	1.6	3.4
Vehicles Entered	12	4	8	788	1172	22	2006
Vehicles Exited	12	4	8	789	1173	22	2008
Hourly Exit Rate	12	4	8	789	1173	22	2008
Input Volume	14	5	8	783	1202	23	2036
% of Volume	84	80	100	101	98	95	99

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #1 5:00

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	2.9	2.7	1.2	3.7	7.5	3.1
Vehicles Entered	8	73	14	6	46	3	150
Vehicles Exited	8	72	14	5	45	3	147
Hourly Exit Rate	32	288	56	20	180	12	588
Input Volume	33	295	55	30	177	19	609
% of Volume	97	98	102	67	102	63	97

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #2 5:15

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	2.9	2.8	1.2	3.4	6.3	2.9
Vehicles Entered	8	73	12	8	48	4	153
Vehicles Exited	8	74	12	9	47	4	154
Hourly Exit Rate	32	296	48	36	188	16	616
Input Volume	33	295	55	30	177	19	609
% of Volume	97	100	87	120	106	84	101

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #3 5:30

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.2	2.9	2.8	1.4	3.7	10.7	3.2
Vehicles Entered	10	78	13	7	47	5	160
Vehicles Exited	10	77	12	7	47	5	158
Hourly Exit Rate	40	308	48	28	188	20	632
Input Volume	36	316	59	33	189	20	653
% of Volume	111	97	81	85	99	100	97

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #4 5:45

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.4	2.8	3.3	1.2	3.4	6.6	3.0
Vehicles Entered	8	74	14	6	39	6	147
Vehicles Exited	8	76	14	6	38	6	148
Hourly Exit Rate	32	304	56	24	152	24	592
Input Volume	33	295	55	30	177	19	609
% of Volume	97	103	102	80	86	126	97

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Entire Run

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.2	0.0	0.0	0.2	0.0	0.5
Total Del/Veh (s)	1.3	2.9	3.0	1.3	3.6	8.3	3.1
Vehicles Entered	34	299	52	27	179	17	608
Vehicles Exited	34	298	52	27	178	17	606
Hourly Exit Rate	34	298	52	27	178	17	606
Input Volume	34	300	56	31	180	19	620
% of Volume	101	99	93	88	99	88	98

205: Eagle Lane & Access 4 Performance by movement Interval #1 5:00

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	3.1	1.6
Vehicles Entered	14	8	22
Vehicles Exited	14	8	22
Hourly Exit Rate	56	32	88
Input Volume	55	33	88
% of Volume	102	97	100

205: Eagle Lane & Access 4 Performance by movement Interval #2 5:15

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	3.3	1.8
Vehicles Entered	12	8	20
Vehicles Exited	12	8	20
Hourly Exit Rate	48	32	80
Input Volume	55	33	88
% of Volume	87	97	91

205: Eagle Lane & Access 4 Performance by movement Interval #3 5:30

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	3.0	1.8
Vehicles Entered	12	10	22
Vehicles Exited	12	10	22
Hourly Exit Rate	48	40	88
Input Volume	59	36	95
% of Volume	81	111	93

205: Eagle Lane & Access 4 Performance by movement Interval #4 5:45

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.9	2.9	1.7
Vehicles Entered	14	8	22
Vehicles Exited	14	8	22
Hourly Exit Rate	56	32	88
Input Volume	55	33	88
% of Volume	102	97	100

205: Eagle Lane & Access 4 Performance by movement Entire Run

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	3.1	1.7
Vehicles Entered	52	34	86
Vehicles Exited	53	34	87
Hourly Exit Rate	53	34	87
Input Volume	56	34	90
% of Volume	95	101	97

Total Zone Performance By Interval

Interval Start	5:00	5:15	5:30	5:45	All
Denied Delay (hr)	0.3	1.1	4.7	9.5	15.6
Denied Del/Veh (s)	1.6	6.4	24.8	52.3	22.1
Total Delay (hr)	15.4	16.8	19.8	19.9	71.9
Total Del/Veh (s)	465.3	432.2	508.3	488.4	1638.2
Vehicles Entered	623	611	656	606	2498
Vehicles Exited	4	3	3	4	15
Hourly Exit Rate	16	12	12	16	15
Input Volume	15037	15037	16113	15037	15306
% of Volume	0	0	0	0	0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	242	69	226	270	132	63	141
Average Queue (ft)	166	33	164	181	27	31	75
95th Queue (ft)	269	71	243	283	148	70	147
Link Distance (ft)	365				762		554
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	150	150		150	
Storage Blk Time (%)	1		7	11			1
Queuing Penalty (veh)	0		24	39			0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	199	67	238	250	50	64	142
Average Queue (ft)	132	31	167	181	17	27	65
95th Queue (ft)	206	66	254	270	53	64	139
Link Distance (ft)	365				762		554
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	150	150		150	
Storage Blk Time (%)			7	10			0
Queuing Penalty (veh)			24	34			0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #3

Movement	EB	EB	WB	WB	WB	B25	NB	NB
Directions Served	T	R	L	L	T	T	L	R
Maximum Queue (ft)	251	75	259	338	367	89	56	140
Average Queue (ft)	164	37	193	224	88	25	34	74
95th Queue (ft)	271	84	280	350	422	259	66	146
Link Distance (ft)	365				762	838		554
Upstream Blk Time (%)					1	1		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)		275	150	150			150	
Storage Blk Time (%)	1		15	18				0
Queuing Penalty (veh)	1		56	68				0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	228	81	250	308	274	68	134
Average Queue (ft)	147	39	168	190	62	29	63
95th Queue (ft)	250	84	262	313	322	70	139
Link Distance (ft)	365				762		554
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	150	150		150	
Storage Blk Time (%)	1		8	11			0
Queuing Penalty (veh)	0		29	40			0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), All Intervals

Movement	EB	EB	WB	WB	WB	B25	NB	NB
Directions Served	T	R	L	L	T	T	L	R
Maximum Queue (ft)	278	97	264	366	502	89	83	182
Average Queue (ft)	152	35	173	194	48	6	30	69
95th Queue (ft)	252	77	262	309	274	125	68	143
Link Distance (ft)	365				762	838		554
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)		275	150	150			150	
Storage Blk Time (%)	1		9	13				0
Queuing Penalty (veh)	0		33	45				0

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	T	R
Maximum Queue (ft)	180	160	39	199	103	256	199	491	199
Average Queue (ft)	110	64	10	105	42	149	114	327	102
95th Queue (ft)	201	205	42	202	105	266	221	530	229
Link Distance (ft)		342		394		1078		512	
Upstream Blk Time (%)		1						1	
Queuing Penalty (veh)		2						12	
Storage Bay Dist (ft)	100		100		100		100		100
Storage Blk Time (%)	24	1		13		15	5	24	1
Queuing Penalty (veh)	16	1		2		6	53	100	5

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #2

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	T	R
Maximum Queue (ft)	160	125	50	179	108	266	199	467	199
Average Queue (ft)	103	50	15	103	37	162	86	310	110
95th Queue (ft)	174	145	56	194	103	278	189	512	244
Link Distance (ft)		342		394		1078		512	
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								5	
Storage Bay Dist (ft)	100		100		100		100		100
Storage Blk Time (%)	17	0	0	11	1	19	5	27	0
Queuing Penalty (veh)	12	0	0	2	3	7	55	112	1

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #3

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	T	R
Maximum Queue (ft)	178	150	70	181	123	295	186	497	199
Average Queue (ft)	107	37	17	93	49	178	104	350	123
95th Queue (ft)	181	100	75	175	123	319	217	568	253
Link Distance (ft)		342		394		1078		512	
Upstream Blk Time (%)								1	
Queuing Penalty (veh)								12	
Storage Bay Dist (ft)	100		100		100		100		100
Storage Blk Time (%)	22	0	0	10	2	18	7	25	0
Queuing Penalty (veh)	16	0	0	2	9	7	81	107	0

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #4

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	T	R
Maximum Queue (ft)	172	175	58	180	132	296	199	496	200
Average Queue (ft)	128	88	19	118	41	164	107	327	120
95th Queue (ft)	215	278	67	208	118	299	222	552	253
Link Distance (ft)		342		394		1078		512	
Upstream Blk Time (%)		1						1	
Queuing Penalty (veh)		2						11	
Storage Bay Dist (ft)	100		100		100		100		100
Storage Blk Time (%)	28	0	0	16	2	18	4	27	0
Queuing Penalty (veh)	19	0	0	2	9	7	40	110	1

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	TR	L	T	R
Maximum Queue (ft)	194	268	102	223	189	365	200	522	200
Average Queue (ft)	112	60	15	105	42	163	103	329	114
95th Queue (ft)	195	195	61	196	113	292	214	542	246
Link Distance (ft)		342		394		1078		512	
Upstream Blk Time (%)		0						1	
Queuing Penalty (veh)		1						10	
Storage Bay Dist (ft)	100		100		100		100		100
Storage Blk Time (%)	23	0	0	13	1	18	5	26	0
Queuing Penalty (veh)	16	0	0	2	5	7	57	107	2

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #1

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	104	67	172	440	241	158
Average Queue (ft)	52	24	82	273	122	63
95th Queue (ft)	110	63	186	444	227	147
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	1	0	4	39	17	
Queuing Penalty (veh)	1	0	20	38	35	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #2

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	131	63	179	460	205	96
Average Queue (ft)	70	28	92	286	113	44
95th Queue (ft)	136	62	201	510	209	97
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	4	0	5	35	16	0
Queuing Penalty (veh)	4	0	26	33	34	0

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #3

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	115	49	199	446	262	159
Average Queue (ft)	69	22	96	282	131	62
95th Queue (ft)	127	52	215	457	261	152
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	4	0	5	39	18	
Queuing Penalty (veh)	4	0	31	40	41	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #4

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	124	60	176	420	215	172
Average Queue (ft)	66	26	86	285	128	73
95th Queue (ft)	126	60	188	471	236	175
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	3	0	3	36	19	0
Queuing Penalty (veh)	3	0	14	35	39	0

Intersection: 102: Pony Express Parkway & Eagle Lane, All Intervals

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	160	85	199	525	324	200
Average Queue (ft)	64	25	89	282	123	61
95th Queue (ft)	126	60	198	472	235	146
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	3	0	4	37	18	0
Queuing Penalty (veh)	3	0	23	37	38	0

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #1

Movement	EB	EB	EB	B1	B1	WB	WB	NE	NE	SW	SW
Directions Served	L	T	R	T		L	TR	L	TR	L	TR
Maximum Queue (ft)	54	22	24	314	151	133	128	169	333	48	38
Average Queue (ft)	26	3	6	127	38	72	32	137	216	18	23
95th Queue (ft)	56	35	24	402	209	139	149	225	526	50	46
Link Distance (ft)		3050		554	554		737		556		877
Upstream Blk Time (%)									9		
Queuing Penalty (veh)									0		
Storage Bay Dist (ft)	100		100			100		100		100	
Storage Blk Time (%)		0				7	0	62	9		
Queuing Penalty (veh)		0				37	0	102	10		

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #2

Movement	EB	EB	EB	B1	B1	WB	WB	NE	NE	SW	SW
Directions Served	L	T	R	T		L	TR	L	TR	L	TR
Maximum Queue (ft)	46	5	20	271	131	112	93	196	490	40	42
Average Queue (ft)	21	0	5	65	16	71	21	181	405	17	24
95th Queue (ft)	51	0	21	265	126	118	96	240	719	44	47
Link Distance (ft)		3050		554	554		737		556		877
Upstream Blk Time (%)									37		
Queuing Penalty (veh)									0		
Storage Bay Dist (ft)	100		100			100		100		100	
Storage Blk Time (%)	0					3	0	91	12		
Queuing Penalty (veh)	0					18	0	151	13		

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #3

Movement	EB	EB	EB	B1	B1	WB	WB	NE	NE	SW	SW
Directions Served	L	T	R	T		L	TR	L	TR	L	TR
Maximum Queue (ft)	59	3	26	394	168	118	120	200	588	40	47
Average Queue (ft)	30	1	6	187	36	61	26	192	533	16	26
95th Queue (ft)	61	7	28	475	198	124	145	231	747	45	52
Link Distance (ft)		3050		554	554		737		556		877
Upstream Blk Time (%)									85		
Queuing Penalty (veh)									0		
Storage Bay Dist (ft)	100		100			100		100		100	
Storage Blk Time (%)	0					4	0	96	13		
Queuing Penalty (veh)	0					23	0	171	15		

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #4

Movement	EB	EB	B1	B1	WB	WB	NE	NE	SW	SW
Directions Served	L	R	T		L	TR	L	TR	L	TR
Maximum Queue (ft)	51	25	367	191	116	89	200	573	42	49
Average Queue (ft)	32	7	100	24	72	15	196	566	15	27
95th Queue (ft)	56	26	345	158	117	78	207	604	47	52
Link Distance (ft)			554	554		737		556		877
Upstream Blk Time (%)								93		
Queuing Penalty (veh)								0		
Storage Bay Dist (ft)	100	100			100		100		100	
Storage Blk Time (%)					3	0	100	18		
Queuing Penalty (veh)					15	0	166	20		

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, All Intervals

Movement	EB	EB	EB	B1	B1	WB	WB	NE	NE	SW	SW
Directions Served	L	T	R	T		L	TR	L	TR	L	TR
Maximum Queue (ft)	74	31	42	433	331	147	182	200	591	57	58
Average Queue (ft)	27	1	6	120	29	69	23	177	430	16	25
95th Queue (ft)	57	17	25	385	176	126	121	245	764	47	49
Link Distance (ft)		3050		554	554		737		556		877
Upstream Blk Time (%)									56		
Queuing Penalty (veh)									0		
Storage Bay Dist (ft)	100		100			100		100		100	
Storage Blk Time (%)	0	0				4	0	87	13		
Queuing Penalty (veh)	0	0				23	0	148	15		

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, Interval #1

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	130	214	146	120	30
Average Queue (ft)	77	106	77	26	7
95th Queue (ft)	174	226	158	166	28
Link Distance (ft)		627	374	374	395
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				1	
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	22	18			
Queuing Penalty (veh)	32	11			

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, Interval #2

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	139	234	116	118	36
Average Queue (ft)	82	130	62	17	9
95th Queue (ft)	186	353	110	126	34
Link Distance (ft)		627	374	374	395
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				1	
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	24	16			
Queuing Penalty (veh)	35	10			

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, Interval #3

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	138	159	124	105	37
Average Queue (ft)	77	88	73	22	8
95th Queue (ft)	160	168	127	133	33
Link Distance (ft)		627	374	374	395
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	17	12			
Queuing Penalty (veh)	27	7			

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, Interval #4

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	140	213	137	145	22
Average Queue (ft)	85	112	78	28	5
95th Queue (ft)	174	263	147	145	21
Link Distance (ft)		627	374	374	395
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				1	
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	18	16			
Queuing Penalty (veh)	26	10			

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, All Intervals

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	164	303	175	278	49
Average Queue (ft)	80	109	72	23	7
95th Queue (ft)	174	264	138	143	30
Link Distance (ft)		627	374	374	395
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				1	
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	20	16			
Queuing Penalty (veh)	30	9			

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #1

Movement	EB	EB	NB	NB	B17
Directions Served	L	R	L	T	T
Maximum Queue (ft)	34	24	15	38	4
Average Queue (ft)	12	7	3	3	0
95th Queue (ft)	36	26	18	41	0
Link Distance (ft)		536		255	288
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				2	
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #2

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	36	23	20	9	2
Average Queue (ft)	15	4	7	1	0
95th Queue (ft)	43	20	27	20	5
Link Distance (ft)		536		255	374
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #3

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	43	26	28
Average Queue (ft)	15	8	10
95th Queue (ft)	46	28	33
Link Distance (ft)		536	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #4

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	36	16	28	20	4
Average Queue (ft)	15	4	9	3	1
95th Queue (ft)	40	21	30	41	6
Link Distance (ft)		536		255	374
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 202: Eagle Mountain Boulevard & Access 1, All Intervals

Movement	EB	EB	NB	NB	B17	SB
Directions Served	L	R	L	T	T	TR
Maximum Queue (ft)	50	29	32	58	4	6
Average Queue (ft)	14	6	7	2	0	0
95th Queue (ft)	42	24	28	30	0	4
Link Distance (ft)		536		255	288	374
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	26	16	31	146
Average Queue (ft)	10	4	9	35
95th Queue (ft)	30	18	32	178
Link Distance (ft)		440		288
Upstream Blk Time (%)				0
Queuing Penalty (veh)				6
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	31	22	27	54
Average Queue (ft)	10	5	7	9
95th Queue (ft)	32	24	29	59
Link Distance (ft)		440		288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #3

Movement	EB	EB	NB	SB	B17
Directions Served	L	R	L	TR	T
Maximum Queue (ft)	35	20	25	150	2
Average Queue (ft)	13	5	6	38	0
95th Queue (ft)	38	20	27	166	4
Link Distance (ft)		440		288	255
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				2	
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #4

Movement	EB	EB	NB	SB	B17
Directions Served	L	R	L	TR	T
Maximum Queue (ft)	36	14	23	144	3
Average Queue (ft)	12	2	9	28	0
95th Queue (ft)	37	14	31	140	7
Link Distance (ft)		440		288	255
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				3	
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 203: Eagle Mountain Boulevard & Access 2, All Intervals

Movement	EB	EB	NB	SB	B17
Directions Served	L	R	L	TR	T
Maximum Queue (ft)	42	30	42	250	5
Average Queue (ft)	11	4	8	28	0
95th Queue (ft)	35	19	30	143	4
Link Distance (ft)		440		288	255
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				3	
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #1

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	40	61	25
Average Queue (ft)	14	39	7
95th Queue (ft)	47	61	24
Link Distance (ft)	342	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #2

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	39	52	25
Average Queue (ft)	9	35	9
95th Queue (ft)	38	52	28
Link Distance (ft)	342	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #3

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	44	65	28
Average Queue (ft)	15	39	11
95th Queue (ft)	46	66	32
Link Distance (ft)	342	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	3	37	57	23
Average Queue (ft)	0	9	36	13
95th Queue (ft)	7	34	56	31
Link Distance (ft)	531	342	605	434
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	3	57	73	33
Average Queue (ft)	0	12	37	10
95th Queue (ft)	3	42	59	29
Link Distance (ft)	531	342	605	434
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 205: Eagle Lane & Access 4, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	20
95th Queue (ft)	42
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	18
95th Queue (ft)	40
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	20
95th Queue (ft)	41
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	19
95th Queue (ft)	40
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	19
95th Queue (ft)	41
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty, Interval #1: 557
Zone wide Queuing Penalty, Interval #2: 579
Zone wide Queuing Penalty, Interval #3: 723
Zone wide Queuing Penalty, Interval #4: 602
Zone wide Queuing Penalty, All Intervals: 615

Intersection: 205: Eagle Lane & Access 4, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	22
95th Queue (ft)	41
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	19
95th Queue (ft)	40
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	19
95th Queue (ft)	40
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty, Interval #1: 277
Zone wide Queuing Penalty, Interval #2: 257
Zone wide Queuing Penalty, Interval #3: 331
Zone wide Queuing Penalty, Interval #4: 305
Zone wide Queuing Penalty, All Intervals: 293

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Cedar Fort Road (SR-73)
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	32	92	55.0	*D*
	T	1	1	100	3.5	*A*
	R	672	672	100	6.7	*A*
	Subtotal	708	705	100	8.9	*A*
EB	T	215	215	100	42.3	*D*
	R	65	68	105	16.9	*B*
	Subtotal	280	283	101	36.2	*D*
WB	L	1,100	1,090	99	16.0	*B*
	T	355	361	102	4.3	*A*
	Subtotal	1,455	1,451	100	13.1	*B*
Total		2,443	2,439	100	14.5	*B*

Intersection: Eagle Mountain Boulevard & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	38	98	40.6	*D*
	T	506	505	100	10.9	*B*
	R	35	32	92	6.8	*A*
	Subtotal	580	575	99	12.6	*B*
SB	L	141	142	101	24.2	*C*
	T	791	793	100	13.5	*B*
	R	275	275	100	3.2	*A*
	Subtotal	1,207	1,210	100	12.4	*B*
EB	L	165	166	101	50.3	*D*
	T	43	45	105	34.8	*C*
	R	25	25	99	20.1	*C*
	Subtotal	233	236	101	44.1	*D*
WB	L	30	31	104	41.7	*D*
	T	73	72	98	37.3	*D*
	R	120	120	100	21.3	*C*
	Subtotal	223	223	100	29.3	*C*
Total		2,243	2,244	100	17.6	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Pony Express Parkway & Eagle Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	98	98	100	40.8	*D*
	T	540	553	102	31.2	*C*
	Subtotal	638	651	102	32.6	*C*
SB	T	275	283	103	26.2	*C*
	R	215	218	102	5.7	*A*
	Subtotal	490	501	102	17.3	*B*
EB	L	174	170	98	19.5	*B*
	T	1	1	133	0.2	*A*
	R	90	84	94	5.2	*A*
	Subtotal	265	255	96	14.7	*B*
Total		1,392	1,407	101	23.9	*C*

Intersection: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	90	89	99	15.6	*B*
	T	983	982	100	7.9	*A*
	R	103	104	101	3.9	*A*
	Subtotal	1,176	1,175	100	8.1	*A*
WB	L	154	154	100	26.4	*C*
	T	546	548	100	5.6	*A*
	R	25	29	115	1.8	*A*
	Subtotal	725	731	101	9.8	*A*
NE	L	111	111	100	52.8	*D*
	R	169	167	99	10.7	*B*
	Subtotal	280	278	99	27.5	*C*
SW	L	15	16	105	47.7	*D*
	R	50	47	94	4.6	*A*
	Subtotal	65	63	97	15.5	*B*
Total		2,246	2,247	100	11.3	*B*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Commercial Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	139	138	99	14.9	*B*
	T	665	669	101	0.4	*A*
	Subtotal	804	807	100	2.9	*A*
SB	T	1,102	1,099	100	1.6	*A*
	R	55	56	102	0.6	*A*
	Subtotal	1,157	1,155	100	1.6	*A*
EB	L	60	62	103	41.8	*E*
	R	148	149	101	8.6	*A*
	Subtotal	***208***	***211***	***101***	***18.4***	***C***
Total		2,168	2,173	100	3.7	*A*

Intersection: Eagle Mountain Boulevard & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	11.8	*B*
	T	787	788	100	0.2	*A*
	Subtotal	797	798	100	0.3	*A*
SB	T	1,220	1,221	100	1.4	*A*
	R	29	27	94	0.6	*A*
	Subtotal	1,249	1,248	100	1.4	*A*
EB	L	17	19	110	19.8	*C*
	R	5	5	100	4.9	*A*
	Subtotal	***22***	***24***	***109***	***16.7***	***C***
Total		2,068	2,070	100	1.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Mountain Boulevard & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	100	16.7	*C*
	T	783	783	100	1.4	*A*
	Subtotal	791	791	100	1.6	*A*
SB	T	1,202	1,205	100	1.1	*A*
	R	23	22	95	0.1	*A*
	Subtotal	1,225	1,227	100	1.1	*A*
EB	L	14	14	98	21.2	*C*
	R	5	5	100	9.0	*A*
	Subtotal	***19***	***19***	***100***	***18.0***	***C***
Total		2,036	2,037	100	1.4	*A*

Intersection: Brandon Park Access/Access 3 & Eagle Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	180	185	103	3.6	*A*
	Subtotal	180	185	103	3.6	*A*
SB	L	19	21	109	7.3	*A*
	Subtotal	***19***	***21***	***111***	***7.3***	***A***
EB	T	34	32	95	1.3	*A*
	Subtotal	34	32	94	1.3	*A*
WB	L	300	300	100	2.8	*A*
	T	56	56	100	2.7	*A*
	R	31	29	94	1.3	*A*
	Subtotal	387	385	99	2.7	*A*
Total		620	623	100	3.0	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Eagle Mountain Brylee Estates TIS
Analysis Period: *Future (2024) Plus Project Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1296*

Intersection: Eagle Lane & Access 4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	34	32	95	3.1	*A*
	Subtotal	***34***	***32***	***94***	***3.1***	***A***
WB	R	56	55	98	0.8	*A*
	Subtotal	56	55	98	0.8	*A*
Total		90	87	97	1.7	*A*

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #1 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	1.3	0.1	0.1	0.0	0.3	2.5
Total Del/Veh (s)	44.2	16.8	16.0	4.3	46.1	1.8	6.3	14.6
Vehicles Entered	53	15	273	87	8	1	161	598
Vehicles Exited	50	14	284	87	8	1	162	606
Hourly Exit Rate	200	56	1136	348	32	4	648	2424
Input Volume	211	64	1081	349	34	1	660	2400
% of Volume	95	88	105	100	94	400	98	101

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #2 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.6	0.1	1.1	0.1	0.1	0.0	0.3	2.3
Total Del/Veh (s)	38.4	16.2	15.0	3.9	52.4		6.0	13.6
Vehicles Entered	53	16	267	88	7	0	160	591
Vehicles Exited	55	17	256	88	6	0	160	582
Hourly Exit Rate	220	68	1024	352	24	0	640	2328
Input Volume	211	64	1081	349	34	1	660	2400
% of Volume	104	106	95	101	71	0	97	97

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #3 5:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.7	0.1	1.3	0.1	0.1	0.0	0.3	2.7
Total Del/Veh (s)	42.0	17.0	16.0	4.5	49.0		7.0	14.6
Vehicles Entered	55	20	282	96	9	0	175	637
Vehicles Exited	52	19	292	96	10	0	175	644
Hourly Exit Rate	208	76	1168	384	40	0	700	2576
Input Volume	226	68	1158	374	37	1	707	2571
% of Volume	92	112	101	103	108	0	99	100

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Interval #4 5:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0		0.0	0.0
Total Delay (hr)	0.6	0.1	1.2	0.1	0.1	0.0	0.4	2.5
Total Del/Veh (s)	38.7	15.5	15.4	4.1	61.5		7.0	14.2
Vehicles Entered	55	17	269	90	8	0	178	617
Vehicles Exited	58	18	257	90	7	0	176	606
Hourly Exit Rate	232	72	1028	360	28	0	704	2424
Input Volume	211	64	1081	349	34	1	660	2400
% of Volume	110	112	95	103	82	0	107	101

100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73) Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	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	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.5	0.3	4.9	0.4	0.5	0.0	1.3	10.0
Total Del/Veh (s)	42.3	16.9	16.0	4.3	55.0	3.5	6.7	14.5
Vehicles Entered	215	68	1091	361	32	1	674	2442
Vehicles Exited	215	68	1090	361	32	1	672	2439
Hourly Exit Rate	215	68	1090	361	32	1	672	2439
Input Volume	215	65	1100	355	35	1	672	2443
% of Volume	100	105	99	102	92	100	100	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

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	2.9	0.5	0.2	0.0	0.0	0.0
Total Delay (hr)	0.6	0.1	0.0	0.1	0.2	0.2	0.1	0.3	0.0	0.2	0.7	0.1
Total Del/Veh (s)	49.7	33.6	20.4	40.7	36.7	21.6	39.2	10.0	6.4	23.1	13.3	3.2
Vehicles Entered	41	11	5	8	18	30	8	120	8	36	193	69
Vehicles Exited	42	11	5	8	19	31	8	118	7	37	189	68
Hourly Exit Rate	168	44	20	32	76	124	32	472	28	148	756	272
Input Volume	162	42	25	29	72	118	38	497	34	139	777	270
% of Volume	104	105	80	110	106	105	84	95	82	106	97	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #1 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.7
Total Del/Veh (s)	17.3
Vehicles Entered	547
Vehicles Exited	543
Hourly Exit Rate	2172
Input Volume	2203
% of Volume	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

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	3.4	0.5	0.4	0.0	0.0	0.0
Total Delay (hr)	0.5	0.1	0.0	0.1	0.2	0.2	0.1	0.4	0.0	0.2	0.7	0.1
Total Del/Veh (s)	46.5	40.2	19.6	48.6	41.1	21.6	35.1	9.9	6.8	20.9	12.5	3.1
Vehicles Entered	41	10	8	7	16	29	11	124	8	34	192	68
Vehicles Exited	39	10	7	7	16	28	11	128	8	34	196	68
Hourly Exit Rate	156	40	28	28	64	112	44	512	32	136	784	272
Input Volume	162	42	25	29	72	118	38	497	34	139	777	270
% of Volume	96	95	112	97	89	95	116	103	94	98	101	101

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #2 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	2.6
Total Del/Veh (s)	16.6
Vehicles Entered	548
Vehicles Exited	552
Hourly Exit Rate	2208
Input Volume	2203
% of Volume	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

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	3.4	0.6	0.5	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.0	0.1	0.2	0.2	0.1	0.4	0.0	0.2	0.8	0.1
Total Del/Veh (s)	49.3	32.2	20.1	36.3	33.3	20.2	40.1	11.8	6.6	23.6	14.3	3.4
Vehicles Entered	45	13	7	9	19	31	10	129	9	34	204	72
Vehicles Exited	47	14	7	9	20	32	10	124	9	34	198	72
Hourly Exit Rate	188	56	28	36	80	128	40	496	36	136	792	288
Input Volume	174	45	26	32	77	126	41	533	37	148	834	289
% of Volume	108	124	108	112	104	102	98	93	97	92	95	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #3 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.0
Total Del/Veh (s)	18.1
Vehicles Entered	582
Vehicles Exited	576
Hourly Exit Rate	2304
Input Volume	2362
% of Volume	98

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

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	3.0	0.5	0.6	0.0	0.0	0.0
Total Delay (hr)	0.6	0.1	0.0	0.1	0.2	0.2	0.1	0.4	0.0	0.3	0.8	0.1
Total Del/Veh (s)	47.4	34.5	17.3	37.8	36.6	20.4	44.4	10.5	6.6	26.1	12.8	3.1
Vehicles Entered	40	11	6	6	18	30	10	132	8	37	205	67
Vehicles Exited	38	11	6	6	17	29	10	135	8	37	210	67
Hourly Exit Rate	152	44	24	24	68	116	40	540	32	148	840	268
Input Volume	162	42	25	29	72	118	38	497	34	139	777	270
% of Volume	94	105	96	83	94	98	105	109	94	106	108	99

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Interval #4 5:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	2.8
Total Del/Veh (s)	16.7
Vehicles Entered	570
Vehicles Exited	574
Hourly Exit Rate	2296
Input Volume	2203
% of Volume	104

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

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	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.5	0.5	0.0	0.0	0.0
Total Delay (hr)	2.4	0.4	0.1	0.4	0.8	0.7	0.4	1.5	0.1	1.0	3.0	0.2
Total Del/Veh (s)	50.3	34.8	20.1	41.7	37.3	21.3	40.6	10.9	6.8	24.2	13.5	3.2
Vehicles Entered	167	46	25	31	72	120	38	506	33	142	794	275
Vehicles Exited	166	45	25	31	72	120	38	505	32	142	793	275
Hourly Exit Rate	166	45	25	31	72	120	38	505	32	142	793	275
Input Volume	165	43	25	30	73	120	39	506	35	141	791	275
% of Volume	101	105	99	104	98	100	98	100	92	101	100	100

101: Eagle Mountain Boulevard & Eagle Lane Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	11.0
Total Del/Veh (s)	17.6
Vehicles Entered	2249
Vehicles Exited	2244
Hourly Exit Rate	2244
Input Volume	2243
% of Volume	100

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #1 5:00

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.0	0.8	0.7	2.8	1.1
Total Delay (hr)	0.2	0.0	0.0	0.3	1.2	0.5	0.1	2.2
Total Del/Veh (s)	17.9		5.4	34.6	28.2	22.6	5.1	21.4
Vehicles Entered	42	0	23	25	138	72	56	356
Vehicles Exited	40	0	22	26	147	74	56	365
Hourly Exit Rate	160	0	88	104	588	296	224	1460
Input Volume	171	1	88	96	531	270	211	1368
% of Volume	94	0	100	108	111	110	106	107

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #2 5:15

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.2	0.7	0.8	2.7	1.1
Total Delay (hr)	0.2	0.0	0.0	0.3	1.2	0.5	0.1	2.3
Total Del/Veh (s)	18.7		5.1	38.7	30.4	26.7	5.7	23.4
Vehicles Entered	41	0	22	25	137	71	54	350
Vehicles Exited	43	0	22	24	131	67	53	340
Hourly Exit Rate	172	0	88	96	524	268	212	1360
Input Volume	171	1	88	96	531	270	211	1368
% of Volume	101	0	100	100	99	99	100	99

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #3 5:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	3.1	0.8	0.8	2.8	1.1
Total Delay (hr)	0.3	0.0	0.3	1.3	0.5	0.1	2.5
Total Del/Veh (s)	22.7	5.4	39.8	30.0	24.3	5.7	23.3
Vehicles Entered	41	22	25	147	73	60	368
Vehicles Exited	40	22	26	153	77	60	378
Hourly Exit Rate	160	88	104	612	308	240	1512
Input Volume	183	95	103	568	289	226	1464
% of Volume	87	93	101	108	107	106	103

102: Pony Express Parkway & Eagle Lane Performance by movement Interval #4 5:45

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0		0.0	3.0	0.6	0.6	2.8	1.0
Total Delay (hr)	0.2	0.0	0.0	0.3	1.2	0.6	0.1	2.4
Total Del/Veh (s)	16.1		4.4	44.5	33.0	28.0	5.8	24.8
Vehicles Entered	46	0	17	24	130	68	49	334
Vehicles Exited	47	0	18	23	122	65	48	323
Hourly Exit Rate	188	0	72	92	488	260	192	1292
Input Volume	171	1	88	96	531	270	211	1368
% of Volume	110	0	82	96	92	96	91	94

102: Pony Express Parkway & Eagle Lane Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.7	0.7	2.8	1.1
Total Delay (hr)	0.9	0.0	0.1	1.1	4.9	2.1	0.4	9.5
Total Del/Veh (s)	19.5	0.2	5.2	40.8	31.2	26.2	5.7	23.9
Vehicles Entered	171	1	84	98	552	284	218	1408
Vehicles Exited	170	1	84	98	553	283	218	1407
Hourly Exit Rate	170	1	84	98	553	283	218	1407
Input Volume	174	1	90	98	540	275	215	1392
% of Volume	98	133	94	100	102	103	102	101

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Interv

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
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
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.4	4.3	0.1	0.2
Total Delay (hr)	0.1	0.5	0.0	0.3	0.2	0.0	0.3	0.1	0.1	0.0	1.6
Total Del/Veh (s)	13.6	7.6	3.6	26.2	5.0	0.9	45.0	9.5	46.3	4.2	10.1
Vehicles Entered	23	235	28	35	135	8	23	42	4	10	543
Vehicles Exited	22	240	29	36	136	8	22	41	4	10	548
Hourly Exit Rate	88	960	116	144	544	32	88	164	16	40	2192
Input Volume	88	966	101	151	537	25	109	166	15	49	2207
% of Volume	100	99	115	95	101	128	81	99	107	82	99

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Interv

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
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
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	3.7	0.5	4.5	0.2	0.3
Total Delay (hr)	0.1	0.5	0.0	0.3	0.2	0.0	0.4	0.1	0.0	0.0	1.7
Total Del/Veh (s)	14.9	7.2	3.6	23.1	5.0	1.7	53.8	10.2	43.6	4.0	10.7
Vehicles Entered	22	243	25	38	132	7	28	38	3	13	549
Vehicles Exited	22	238	25	39	130	7	28	38	4	13	544
Hourly Exit Rate	88	952	100	156	520	28	112	152	16	52	2176
Input Volume	88	966	101	151	537	25	109	166	15	49	2207
% of Volume	100	99	99	103	97	112	103	92	107	106	99

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Interv

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
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
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	3.7	0.6	4.0	0.1	0.3
Total Delay (hr)	0.1	0.6	0.0	0.3	0.3	0.0	0.5	0.2	0.1	0.0	2.0
Total Del/Veh (s)	17.7	8.5	4.2	28.3	6.5	3.0	45.4	11.3	48.9	4.3	12.2
Vehicles Entered	22	244	25	42	142	6	33	47	5	12	578
Vehicles Exited	22	252	25	42	144	6	33	47	4	12	587
Hourly Exit Rate	88	1008	100	168	576	24	132	188	16	48	2348
Input Volume	95	1035	108	162	575	26	117	178	16	53	2365
% of Volume	93	97	93	104	100	92	113	106	100	91	99

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Interv

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
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
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.5	3.4	0.2	0.2
Total Delay (hr)	0.1	0.6	0.0	0.3	0.2	0.0	0.4	0.1	0.0	0.0	1.8
Total Del/Veh (s)	14.4	7.6	3.8	25.0	5.3	2.0	53.0	11.2	39.8	5.1	11.0
Vehicles Entered	23	258	26	38	140	8	27	41	4	11	576
Vehicles Exited	22	252	25	38	138	8	28	41	4	12	568
Hourly Exit Rate	88	1008	100	152	552	32	112	164	16	48	2272
Input Volume	88	966	101	151	537	25	109	166	15	49	2207
% of Volume	100	104	99	101	103	128	103	99	107	98	103

200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard Performance by movement Entire

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NER	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.5	4.0	0.2	0.3
Total Delay (hr)	0.4	2.2	0.1	1.1	0.9	0.0	1.7	0.5	0.2	0.1	7.1
Total Del/Veh (s)	15.6	7.9	3.9	26.4	5.6	1.8	52.8	10.7	47.7	4.6	11.3
Vehicles Entered	90	980	104	153	549	29	112	168	16	47	2248
Vehicles Exited	89	982	104	154	548	29	111	167	16	47	2247
Hourly Exit Rate	89	982	104	154	548	29	111	167	16	47	2247
Input Volume	90	983	103	154	546	25	111	169	15	50	2246
% of Volume	99	100	101	100	100	115	100	99	105	94	100

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Interval #1 5:00

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)	3.9	0.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.2	0.1	0.1	0.0	0.1	0.0	0.5
Total Del/Veh (s)	38.4	7.7	15.2	0.3	1.6	0.5	3.6
Vehicles Entered	14	35	33	159	271	14	526
Vehicles Exited	16	36	34	160	272	14	532
Hourly Exit Rate	64	144	136	640	1088	56	2128
Input Volume	59	145	137	653	1082	54	2130
% of Volume	108	99	99	98	101	104	100

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Interval #2 5:15

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)	3.6	0.4	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.2	0.1	0.1	0.0	0.1	0.0	0.5
Total Del/Veh (s)	35.0	9.1	10.7	0.3	1.5	0.6	3.3
Vehicles Entered	17	38	35	165	262	14	531
Vehicles Exited	16	39	35	164	262	14	530
Hourly Exit Rate	64	156	140	656	1048	56	2120
Input Volume	59	145	137	653	1082	54	2130
% of Volume	108	108	102	100	97	104	100

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Interval #3 5:30

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)	3.9	0.4	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.2	0.1	0.2	0.0	0.1	0.0	0.7
Total Del/Veh (s)	49.8	9.3	19.6	0.5	1.7	0.6	4.5
Vehicles Entered	16	40	34	170	285	15	560
Vehicles Exited	16	40	34	171	284	15	560
Hourly Exit Rate	64	160	136	684	1136	60	2240
Input Volume	63	156	146	700	1160	58	2283
% of Volume	102	103	93	98	98	103	98

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Interval #4 5:45

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)	3.7	0.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.0	0.1	0.0	0.5
Total Del/Veh (s)	32.2	7.7	13.0	0.4	1.6	0.5	3.2
Vehicles Entered	14	34	36	175	280	13	552
Vehicles Exited	14	35	36	174	281	14	554
Hourly Exit Rate	56	140	144	696	1124	56	2216
Input Volume	59	145	137	653	1082	54	2130
% of Volume	95	97	105	107	104	104	104

201: Eagle Mountain Boulevard & Commercial Access 2 Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	3.8	0.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.7	0.4	0.6	0.1	0.5	0.0	2.2
Total Del/Veh (s)	41.8	8.6	14.9	0.4	1.6	0.6	3.7
Vehicles Entered	60	148	138	669	1099	55	2169
Vehicles Exited	62	149	138	669	1099	56	2173
Hourly Exit Rate	62	149	138	669	1099	56	2173
Input Volume	60	148	139	665	1102	55	2168
% of Volume	103	101	99	101	100	102	100

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #1 5:00

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)	4.7	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	20.8	2.0	10.6	0.2	1.4	0.7	1.2
Vehicles Entered	4	1	2	187	301	6	501
Vehicles Exited	4	1	2	188	300	6	501
Hourly Exit Rate	16	4	8	752	1200	24	2004
Input Volume	17	5	10	773	1199	28	2032
% of Volume	94	80	80	97	100	86	99

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #2 5:15

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)	3.9	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	20.1	4.6	10.9	0.2	1.3	0.5	1.1
Vehicles Entered	5	2	2	196	294	7	506
Vehicles Exited	5	2	2	195	296	7	507
Hourly Exit Rate	20	8	8	780	1184	28	2028
Input Volume	17	5	10	773	1199	28	2032
% of Volume	118	160	80	101	99	100	100

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #3 5:30

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)	4.3	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	19.0	7.7	11.9	0.2	1.4	0.6	1.2
Vehicles Entered	5	1	3	198	316	7	530
Vehicles Exited	5	1	3	199	314	7	529
Hourly Exit Rate	20	4	12	796	1256	28	2116
Input Volume	18	5	11	828	1285	31	2178
% of Volume	111	80	109	96	98	90	97

202: Eagle Mountain Boulevard & Access 1 Performance by movement Interval #4 5:45

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)	3.8	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	15.5	5.7	14.5	0.2	1.4	0.6	1.1
Vehicles Entered	5	1	2	207	309	7	531
Vehicles Exited	4	1	2	206	311	7	531
Hourly Exit Rate	16	4	8	824	1244	28	2124
Input Volume	17	5	10	773	1199	28	2032
% of Volume	94	80	80	107	104	100	105

202: Eagle Mountain Boulevard & Access 1 Performance by movement Entire Run

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)	4.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.5	0.0	0.7
Total Del/Veh (s)	19.8	4.9	11.8	0.2	1.4	0.6	1.2
Vehicles Entered	19	5	10	788	1220	27	2069
Vehicles Exited	19	5	10	788	1221	27	2070
Hourly Exit Rate	19	5	10	788	1221	27	2070
Input Volume	17	5	10	787	1220	29	2068
% of Volume	110	100	98	100	100	94	100

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #1 5:00

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)	3.6	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	22.2	8.5	26.0	1.3	1.1	0.1	1.4
Vehicles Entered	3	2	2	189	295	5	496
Vehicles Exited	3	2	2	187	296	5	495
Hourly Exit Rate	12	8	8	748	1184	20	1980
Input Volume	14	5	8	769	1181	23	2000
% of Volume	86	160	100	97	100	87	99

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #2 5:15

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)	4.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	24.8	4.9	9.2	1.4	0.9	0.1	1.3
Vehicles Entered	3	1	2	192	293	6	497
Vehicles Exited	3	1	2	195	293	6	500
Hourly Exit Rate	12	4	8	780	1172	24	2000
Input Volume	14	5	8	769	1181	23	2000
% of Volume	86	80	100	101	99	104	100

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #3 5:30

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)	4.4	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	17.4	9.4	12.4	1.4	1.2	0.1	1.4
Vehicles Entered	4	1	2	201	309	6	523
Vehicles Exited	4	1	2	198	309	6	520
Hourly Exit Rate	16	4	8	792	1236	24	2080
Input Volume	15	5	8	825	1265	24	2142
% of Volume	107	80	100	96	98	100	97

203: Eagle Mountain Boulevard & Access 2 Performance by movement Interval #4 5:45

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)	3.8	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	21.6	6.8	19.4	1.4	1.1	0.1	1.5
Vehicles Entered	4	2	2	201	307	5	521
Vehicles Exited	4	2	2	204	306	5	523
Hourly Exit Rate	16	8	8	816	1224	20	2092
Input Volume	14	5	8	769	1181	23	2000
% of Volume	114	160	100	106	104	87	105

203: Eagle Mountain Boulevard & Access 2 Performance by movement Entire Run

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)	4.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.3	0.4	0.0	0.8
Total Del/Veh (s)	21.2	9.0	16.7	1.4	1.1	0.1	1.4
Vehicles Entered	14	5	8	783	1204	22	2036
Vehicles Exited	14	5	8	783	1205	22	2037
Hourly Exit Rate	14	5	8	783	1205	22	2037
Input Volume	14	5	8	783	1202	23	2036
% of Volume	98	100	100	100	100	95	100

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #1 5:00

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.1	2.8	2.3	1.4	3.4	7.0	2.9
Vehicles Entered	9	75	14	6	43	4	151
Vehicles Exited	9	74	14	6	43	4	150
Hourly Exit Rate	36	296	56	24	172	16	600
Input Volume	33	295	55	30	177	19	609
% of Volume	109	100	102	80	97	84	99

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #2 5:15

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	2.8	2.8	1.4	3.4	7.0	3.0
Vehicles Entered	7	74	13	8	46	5	153
Vehicles Exited	7	75	12	8	46	5	153
Hourly Exit Rate	28	300	48	32	184	20	612
Input Volume	33	295	55	30	177	19	609
% of Volume	85	102	87	107	104	105	100

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #3 5:30

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.4	2.9	2.6	1.1	3.9	8.2	3.2
Vehicles Entered	9	79	14	8	52	5	167
Vehicles Exited	9	78	14	8	51	5	165
Hourly Exit Rate	36	312	56	32	204	20	660
Input Volume	36	316	59	33	189	20	653
% of Volume	100	99	95	97	108	100	101

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Interval #4 5:45

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.1	2.7	2.7	1.3	3.5	7.2	3.0
Vehicles Entered	7	72	15	7	44	6	151
Vehicles Exited	7	73	15	7	44	6	152
Hourly Exit Rate	28	292	60	28	176	24	608
Input Volume	33	295	55	30	177	19	609
% of Volume	85	99	109	93	99	126	100

204: Brandon Park Access/Access 3 & Eagle Lane Performance by movement Entire Run

Movement	EBT	WBL	WBT	WBR	NBR	SBL	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	0.2	0.1	0.1
Total Delay (hr)	0.0	0.2	0.0	0.0	0.2	0.0	0.5
Total Del/Veh (s)	1.3	2.8	2.7	1.3	3.6	7.3	3.0
Vehicles Entered	32	301	55	29	185	21	623
Vehicles Exited	32	300	56	29	185	21	623
Hourly Exit Rate	32	300	56	29	185	21	623
Input Volume	34	300	56	31	180	19	620
% of Volume	95	100	100	94	103	109	100

205: Eagle Lane & Access 4 Performance by movement Interval #1 5:00

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	2.9	1.7
Vehicles Entered	14	10	24
Vehicles Exited	14	9	23
Hourly Exit Rate	56	36	92
Input Volume	55	33	88
% of Volume	102	109	105

205: Eagle Lane & Access 4 Performance by movement Interval #2 5:15

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	3.1	1.7
Vehicles Entered	12	6	18
Vehicles Exited	12	7	19
Hourly Exit Rate	48	28	76
Input Volume	55	33	88
% of Volume	87	85	86

205: Eagle Lane & Access 4 Performance by movement Interval #3 5:30

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	2.9	1.6
Vehicles Entered	14	9	23
Vehicles Exited	14	9	23
Hourly Exit Rate	56	36	92
Input Volume	59	36	95
% of Volume	95	100	97

205: Eagle Lane & Access 4 Performance by movement Interval #4 5:45

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.9	3.2	1.6
Vehicles Entered	15	7	22
Vehicles Exited	15	7	22
Hourly Exit Rate	60	28	88
Input Volume	55	33	88
% of Volume	109	85	100

205: Eagle Lane & Access 4 Performance by movement Entire Run

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	3.1	1.7
Vehicles Entered	56	32	88
Vehicles Exited	55	32	87
Hourly Exit Rate	55	32	87
Input Volume	56	34	90
% of Volume	98	95	97

Total Zone Performance By Interval

Interval Start	5:00	5:15	5:30	5:45	All
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.8
Denied Del/Veh (s)	1.1	1.2	1.2	1.1	1.2
Total Delay (hr)	10.1	9.9	11.5	10.4	41.9
Total Del/Veh (s)	436.8	352.6	445.7	335.5	1216.9
Vehicles Entered	624	637	686	623	2572
Vehicles Exited	3	3	3	2	14
Hourly Exit Rate	12	12	12	8	14
Input Volume	15037	15037	16113	15037	15306
% of Volume	0	0	0	0	0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	235	69	265	297	45	66	136
Average Queue (ft)	136	28	179	196	13	36	74
95th Queue (ft)	238	67	273	308	47	70	141
Link Distance (ft)	365				616		553
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	250	250		150	
Storage Blk Time (%)	0		1	3			0
Queuing Penalty (veh)	0		4	10			0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	201	73	239	272	38	63	128
Average Queue (ft)	135	35	162	173	11	27	63
95th Queue (ft)	216	75	250	278	38	63	142
Link Distance (ft)	365				616		553
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	250	250		150	
Storage Blk Time (%)	0		0	2			1
Queuing Penalty (veh)	0		0	6			0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	215	71	249	280	54	75	157
Average Queue (ft)	134	38	189	201	16	41	78
95th Queue (ft)	225	75	266	287	53	82	151
Link Distance (ft)	365				616		553
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	250	250		150	
Storage Blk Time (%)			1	2			1
Queuing Penalty (veh)			2	7			0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	200	67	260	300	54	79	159
Average Queue (ft)	142	37	163	177	14	34	81
95th Queue (ft)	213	71	261	300	51	89	161
Link Distance (ft)	365				616		553
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	250	250		150	
Storage Blk Time (%)	0		0	2			1
Queuing Penalty (veh)	0		1	7			0

Intersection: 100: Eagle Mountain Boulevard & Cedar Fort Road (SR-73), All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	L	T	L	R
Maximum Queue (ft)	250	88	305	350	64	102	191
Average Queue (ft)	137	35	173	187	14	34	74
95th Queue (ft)	224	72	265	296	48	78	150
Link Distance (ft)	365				616		553
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		275	250	250		150	
Storage Blk Time (%)	0		1	2			1
Queuing Penalty (veh)	0		2	7			0

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	164	141	49	194	92	187	148	341	82
Average Queue (ft)	106	48	20	100	30	111	73	183	45
95th Queue (ft)	178	144	50	199	95	197	157	343	83
Link Distance (ft)		342		382		1078		512	512
Upstream Blk Time (%)		0							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	18	0		14	1	10	3	17	
Queuing Penalty (veh)	12	1		4	6	4	21	24	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #2

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	160	115	44	175	67	228	128	325	72
Average Queue (ft)	98	41	18	89	30	126	60	187	42
95th Queue (ft)	165	97	54	169	59	225	126	323	75
Link Distance (ft)		342		382		1078		512	512
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	15	1		12		8	2	17	
Queuing Penalty (veh)	10	1		4		3	18	24	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #3

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	175	176	59	186	90	231	156	346	76
Average Queue (ft)	110	60	25	99	34	136	78	195	41
95th Queue (ft)	182	162	59	186	95	253	166	375	81
Link Distance (ft)		342		382		1078		512	512
Upstream Blk Time (%)		0						0	
Queuing Penalty (veh)		1						0	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	20	0	0	12	0	12	1	19	
Queuing Penalty (veh)	14	0	0	4	0	5	12	29	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, Interval #4

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	155	94	60	166	74	226	167	325	87
Average Queue (ft)	98	37	19	88	34	136	75	194	46
95th Queue (ft)	166	98	68	179	76	231	155	354	87
Link Distance (ft)		342		382		1078		512	512
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	14	0		10	1	11	4	18	
Queuing Penalty (veh)	9	0		3	6	4	34	25	

Intersection: 101: Eagle Mountain Boulevard & Eagle Lane, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	192	226	78	229	148	280	199	421	106
Average Queue (ft)	103	47	21	94	32	127	71	190	43
95th Queue (ft)	174	129	59	184	83	229	152	350	82
Link Distance (ft)		342		382		1078		512	512
Upstream Blk Time (%)		0						0	
Queuing Penalty (veh)		0						0	
Storage Bay Dist (ft)	100		100		100		100		
Storage Blk Time (%)	17	0	0	12	1	10	3	18	
Queuing Penalty (veh)	11	1	0	4	3	4	21	25	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #1

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	113	67	196	432	243	144
Average Queue (ft)	57	27	103	275	133	56
95th Queue (ft)	117	68	227	423	231	132
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	3	0	2	34	16	
Queuing Penalty (veh)	3	0	12	32	33	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #2

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	115	59	164	447	237	155
Average Queue (ft)	68	25	80	266	130	65
95th Queue (ft)	129	71	184	468	259	157
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	4	0	2	34	18	
Queuing Penalty (veh)	4	0	11	33	39	

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #3

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	121	54	189	454	241	119
Average Queue (ft)	62	24	105	305	146	58
95th Queue (ft)	122	58	225	475	263	139
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	3		4	34	19	0
Queuing Penalty (veh)	3		24	35	43	0

Intersection: 102: Pony Express Parkway & Eagle Lane, Interval #4

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	124	60	172	449	245	170
Average Queue (ft)	70	21	81	256	132	64
95th Queue (ft)	138	63	188	454	242	159
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	4	0	4	36	20	0
Queuing Penalty (veh)	4	0	22	35	42	0

Intersection: 102: Pony Express Parkway & Eagle Lane, All Intervals

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	148	99	200	554	320	188
Average Queue (ft)	64	24	92	275	135	61
95th Queue (ft)	127	65	208	459	250	147
Link Distance (ft)		510		1030	1596	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			100
Storage Blk Time (%)	4	0	3	34	18	0
Queuing Penalty (veh)	3	0	17	34	39	0

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #1

Movement	EB	EB	EB	EB	B1	B1	WB	WB	WB	NE	NE	SW
Directions Served	L	T	T	R	T		L	T	TR	L	TR	L
Maximum Queue (ft)	79	164	169	41	356	205	139	145	84	111	104	40
Average Queue (ft)	31	88	89	19	104	48	69	64	35	71	53	14
95th Queue (ft)	62	167	173	46	386	245	134	144	87	119	104	45
Link Distance (ft)		1426	1426		553	553		736	736		543	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100			100			100		100
Storage Blk Time (%)	0	4	4				4	1		3	0	
Queuing Penalty (veh)	1	3	4				9	2		5	0	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #1

Movement	SW
Directions Served	TR
Maximum Queue (ft)	32
Average Queue (ft)	21
95th Queue (ft)	42
Link Distance (ft)	865
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #2

Movement	EB	EB	EB	EB	B1	B1	WB	WB	WB	NE	NE	SW
Directions Served	L	T	T	R	T		L	T	TR	L	TR	L
Maximum Queue (ft)	69	158	150	53	262	121	122	120	83	140	114	33
Average Queue (ft)	35	87	82	18	77	17	73	61	35	79	60	13
95th Queue (ft)	73	169	161	63	308	135	132	129	80	141	115	34
Link Distance (ft)		1426	1426		553	553		736	736		543	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100			100			100		100
Storage Blk Time (%)	0	3	3				4	1		8	1	
Queuing Penalty (veh)	0	3	3				10	2		13	1	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #2

Movement	SW
Directions Served	TR
Maximum Queue (ft)	41
Average Queue (ft)	24
95th Queue (ft)	46
Link Distance (ft)	865
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #3

Movement	EB	EB	EB	EB	B1	B1	WB	WB	WB	NE	NE	SW
Directions Served	L	T	T	R	T		L	T	TR	L	TR	L
Maximum Queue (ft)	81	167	154	50	402	270	153	142	86	140	132	45
Average Queue (ft)	39	99	88	22	137	57	87	76	40	96	70	14
95th Queue (ft)	81	173	154	54	424	263	152	143	89	157	136	46
Link Distance (ft)		1426	1426		553	553		736	736		543	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100			100			100		100
Storage Blk Time (%)	1	6	4	0			6	3		8	1	
Queuing Penalty (veh)	3	6	4	0			18	5		14	2	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #3

Movement	SW
Directions Served	TR
Maximum Queue (ft)	37
Average Queue (ft)	22
95th Queue (ft)	45
Link Distance (ft)	865
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #4

Movement	EB	EB	EB	EB	B1	B1	WB	WB	WB	NE	NE	SW
Directions Served	L	T	T	R	T		L	T	TR	L	TR	L
Maximum Queue (ft)	61	160	142	55	321	92	132	135	91	124	127	37
Average Queue (ft)	33	102	87	21	94	23	76	67	41	78	60	11
95th Queue (ft)	65	172	160	64	357	167	139	143	96	129	123	36
Link Distance (ft)		1426	1426		553	553		736	736		543	
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					1							
Storage Bay Dist (ft)	100			100			100			100		100
Storage Blk Time (%)		5	4				3	1		8	1	
Queuing Penalty (veh)		4	4				9	2		13	1	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, Interval #4

Movement	SW
Directions Served	TR
Maximum Queue (ft)	43
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	865
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, All Intervals

Movement	EB	EB	EB	EB	B1	B1	WB	WB	WB	NE	NE	SW
Directions Served	L	T	T	R	T		L	T	TR	L	TR	L
Maximum Queue (ft)	104	197	190	88	474	405	172	181	110	161	159	54
Average Queue (ft)	34	94	87	20	103	36	76	67	38	81	61	13
95th Queue (ft)	71	171	162	58	372	208	140	141	88	139	121	41
Link Distance (ft)		1426	1426		553	553		736	736		543	
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	100			100			100			100		100
Storage Blk Time (%)	0	5	4	0			4	2		7	1	
Queuing Penalty (veh)	1	4	4	0			12	3		11	1	

Intersection: 200: Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard, All Intervals

Movement	SW
Directions Served	TR
Maximum Queue (ft)	54
Average Queue (ft)	22
95th Queue (ft)	45
Link Distance (ft)	865
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	84	82	94	10
Average Queue (ft)	43	47	53	2
95th Queue (ft)	83	81	102	13
Link Distance (ft)		615	373	395
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	1	0		
Queuing Penalty (veh)	2	0		

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	78	101	87	8
Average Queue (ft)	41	50	46	1
95th Queue (ft)	86	101	87	9
Link Distance (ft)		615	373	395
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	1	1		
Queuing Penalty (veh)	1	1		

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, Interval #3

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	85	106	107	28	11
Average Queue (ft)	48	54	56	5	1
95th Queue (ft)	91	107	107	47	12
Link Distance (ft)		615	373	373	395
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	3	1			
Queuing Penalty (veh)	4	1			

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, Interval #4

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	TR
Maximum Queue (ft)	72	76	96	20	5	8
Average Queue (ft)	37	45	53	3	1	1
95th Queue (ft)	79	78	93	30	11	11
Link Distance (ft)		615	373	373	395	395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100					
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	2	0				

Intersection: 201: Eagle Mountain Boulevard & Commercial Access 2, All Intervals

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	TR
Maximum Queue (ft)	106	127	130	47	5	27
Average Queue (ft)	42	49	52	2	0	1
95th Queue (ft)	85	93	98	27	5	11
Link Distance (ft)		615	373	373	395	395
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100					
Storage Blk Time (%)	1	1				
Queuing Penalty (veh)	2	0				

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	30	15	35	2
Average Queue (ft)	12	3	7	0
95th Queue (ft)	35	17	30	5
Link Distance (ft)		525		373
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	31	24	26	2
Average Queue (ft)	14	5	5	0
95th Queue (ft)	36	23	23	4
Link Distance (ft)		525		373
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #3

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	37	18	30
Average Queue (ft)	13	4	8
95th Queue (ft)	39	19	32
Link Distance (ft)		525	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: Eagle Mountain Boulevard & Access 1, Interval #4

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	30	21	25
Average Queue (ft)	14	4	7
95th Queue (ft)	35	18	26
Link Distance (ft)		525	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: Eagle Mountain Boulevard & Access 1, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	42	30	41	4
Average Queue (ft)	13	4	7	0
95th Queue (ft)	36	19	28	3
Link Distance (ft)		525		373
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #1

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	31	20	28	3
Average Queue (ft)	9	4	8	0
95th Queue (ft)	31	20	30	6
Link Distance (ft)		428		288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #2

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	32	17	20	3
Average Queue (ft)	10	3	5	0
95th Queue (ft)	33	17	24	6
Link Distance (ft)		428		288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #3

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	32	12	20	10
Average Queue (ft)	14	3	5	2
95th Queue (ft)	37	16	23	19
Link Distance (ft)		428		288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Eagle Mountain Boulevard & Access 2, Interval #4

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	34	24	22	8
Average Queue (ft)	12	6	6	1
95th Queue (ft)	35	22	25	13
Link Distance (ft)		428		288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Eagle Mountain Boulevard & Access 2, All Intervals

Movement	EB	EB	NB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	46	26	35	21
Average Queue (ft)	11	4	6	1
95th Queue (ft)	34	19	26	12
Link Distance (ft)		428		288
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #1

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	52	30
Average Queue (ft)	10	34	11
95th Queue (ft)	39	51	32
Link Distance (ft)	342	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #2

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	42	46	26
Average Queue (ft)	13	34	12
95th Queue (ft)	45	50	31
Link Distance (ft)	342	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #3

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	38	53	23
Average Queue (ft)	11	36	12
95th Queue (ft)	39	57	30
Link Distance (ft)	342	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, Interval #4

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	55	30
Average Queue (ft)	6	35	13
95th Queue (ft)	27	52	35
Link Distance (ft)	342	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Brandon Park Access/Access 3 & Eagle Lane, All Intervals

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	55	64	40
Average Queue (ft)	10	35	12
95th Queue (ft)	38	53	32
Link Distance (ft)	342	605	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 205: Eagle Lane & Access 4, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	19
95th Queue (ft)	41
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	16
95th Queue (ft)	39
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	20
95th Queue (ft)	41
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	17
95th Queue (ft)	39
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 205: Eagle Lane & Access 4, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	40
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

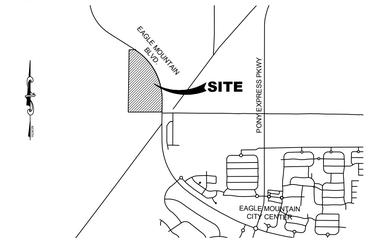
Zone wide Queuing Penalty, Interval #1: 192
Zone wide Queuing Penalty, Interval #2: 186
Zone wide Queuing Penalty, Interval #3: 234
Zone wide Queuing Penalty, Interval #4: 230
Zone wide Queuing Penalty, All Intervals: 211

HALES ENGINEERING
innovative transportation solutions

APPENDIX C

Site Plan

VICINITY MAP



TABULATIONS

COMMERCIAL AREA:	22.03 ACRES
TIER 3:	
TOWNHOME AREA:	15.02 ACRES
TOWNHOME TOTAL:	160 UNITS
DENSITY:	10.7 UNITS/ACRE
OPEN SPACE:	84,445 S.F.
	1.94 (12.92%)
TIER 2:	
RESIDENTIAL AREA:	31.87 ACRES
LOT TOTAL:	155 LOTS
DENSITY:	4.86 UNITS/ACRE
OPEN SPACE:	175,495 S.F.
	4.03 ACRES (12.65%)

NOTES

1. ALL CONTOURS SHOWN ARE FROM THE UTAH STATE WEBSITE.
2. BASED ON UTAH COUNTY HAZARDS MAP, LIQUEFACTION POTENTIAL IS VERY LOW, NO FAULT LINES SHOWN
3. (*) INDICATES LOTS 8,000 S.F. OR LARGER

DEVELOPER / OWNER

FIELDSTONE HOMES
12896 S. PONY EXPRESS ROAD, SUITE 400
DRAPER, UTAH 84020
(801)233-8300

ENGINEER

LEI CONSULTING ENGINEERS
3302 NORTH MAIN
SPANISH FORK, UTAH 84660
(801)798-0555

PROJECT NAME

BRYLEE ESTATES

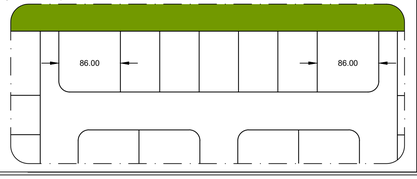
NORTH

SCALE: 1" = 100'

100 50 0 100

SAGE PARK SUBDIVISION

DETAIL A



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

NOT FOR CONSTRUCTION

BRYLEE ESTATES

EAGLE MOUNTAIN, UTAH

CONCEPT PLAN #11

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2018-0021

DRAWN BY: MJV

DESIGNED BY: BTG

SCALE: 1" = 100'

DATE: 06/28/2018

SHEET 1

U:\0_LEI PROJECTS\2018\2021 FIELDSTONE SMITH (SUB) - EM\ACAD\18-0021 BRYLEE ESTATES CONCEPT 11.DWG 6/28/2018 2:07 PM

HALES ENGINEERING
innovative transportation solutions

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Eagle Mountain Brylee Estates TIS

Analysis: Existing (2018) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1296

Intersection	EB				NB			SB		WB	
	L	R	T	TR	L	R	TR	L	TR	L	LTR
Eagle Mountain Boulevard & Cedar Fort Road (SR-73)	--	16	2	--	55	124	--	--	--	138	--
Eagle Mountain Boulevard & Eagle Lane	106	--	--	60	41	--	10	36	15	17	97
Pony Express Parkway & Eagle Lane	87	54	--	--	38	--	--	--	5	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Brylee Estates TIS

Analysis: Existing (2018) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1296

Intersection	EB				NB					SB				WB		
	L	LR	R	TR	L	LT	LTR	R	TR	L	LR	LTR	TR	L	LTR	TR
Brandon Park Access/Access 3 & Eagle Lane	--	--	--	--	--	--	58	--	--	--	--	29	--	--	37	--
Eagle Lane & Access 4	--	--	--	--	--	--	--	--	--	--	41	--	--	--	--	--
Eagle Mountain Boulevard & Access 1	--	39	--	--	--	49	--	--	--	--	--	--	--	--	--	--
Eagle Mountain Boulevard & Access 2	--	39	--	--	--	62	--	--	--	--	--	--	2	--	--	--
Eagle Mountain Boulevard & Cedar Fort Road (SR-73)	--	--	15	--	66	--	--	154	--	--	--	--	--	184	--	--
Eagle Mountain Boulevard & Eagle Lane	143	--	--	86	67	--	--	--	112	142	--	--	356	33	--	116
Pony Express Parkway & Eagle Lane	84	--	55	--	40	--	--	--	--	--	--	--	7	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Brylee Estates TIS

Analysis: Future (2024) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1296

Intersection	B1	B23	EB			NB				SB				WB		
	T	T	L	R	TR	L	R	T	TR	L	R	T	TR	L	T	TR
Eagle Mountain Boulevard & Cedar Fort Road (SR-73)	--	33	--	20	--	227	1,028	--	--	--	--	--	--	310	197	--
Eagle Mountain Boulevard & Eagle Lane	71	--	126	--	73	79	--	--	187	212	--	--	595	48	--	123
Pony Express Parkway & Eagle Lane	--	--	111	50	--	190	--	455	--	--	140	239	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Brylee Estates TIS

Analysis: Future (2024) Background Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1296

Intersection	B1	B24	EB				NB				SB				WB		
	T	T	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	T	TR
Eagle Mountain Boulevard & Cedar Fort Road (SR-73)	--	12	--	52	206	--	55	90	--	--	--	--	--	--	284	226	--
Eagle Mountain Boulevard & Eagle Lane	138	--	124	--	--	84	80	--	--	178	208	--	--	629	47	--	123
Pony Express Parkway & Eagle Lane	--	--	113	55	--	--	179	--	474	--	--	150	239	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Brylee Estates TIS

Analysis: Future (2024) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1296

Intersection	B1	B17	B25	EB					NB					NE		SB						SW		WB			
	T	T	T	L	LTR	R	T	TR	L	LTR	R	T	TR	L	TR	L	LR	LTR	R	T	TR	L	TR	L	LTR	T	TR
Brandon Park Access/Access 3 & Eagle Lane	--	--	--	--	3	--	--	--	--	59	--	--	--	--	--	--	--	29	--	--	--	--	--	--	42	--	--
Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard	385	--	--	57	--	25	17	--	--	--	--	--	--	245	764	--	--	--	--	--	--	47	49	126	--	--	121
Eagle Lane & Access 4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	41	--	--	--	--	--	--	--	--	--	--
Eagle Mountain Boulevard & Access 1	--	0	--	42	--	24	--	--	28	--	--	30	--	--	--	--	--	--	--	--	4	--	--	--	--	--	--
Eagle Mountain Boulevard & Access 2	--	4	--	35	--	19	--	--	30	--	--	--	--	--	--	--	--	--	--	--	143	--	--	--	--	--	--
Eagle Mountain Boulevard & Cedar Fort Road (SR-73)	--	--	125	--	--	77	252	--	68	--	143	--	--	--	--	--	--	--	--	--	--	--	--	286	--	274	--
Eagle Mountain Boulevard & Commercial Access 2	--	--	--	174	--	264	--	--	138	--	--	143	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--
Eagle Mountain Boulevard & Eagle Lane	--	--	--	195	--	--	--	195	113	--	--	--	292	--	--	214	--	--	246	542	--	--	--	61	196	--	--
Pony Express Parkway & Eagle Lane	--	--	--	126	--	60	--	--	198	--	--	472	--	--	--	--	--	--	146	235	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Eagle Mountain Brylee Estates TIS

Analysis: Future (2024) Plus Project Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1296

Intersection	B1	EB				NB					NE		SB						SW		WB			
	T	L	R	T	TR	L	LTR	R	T	TR	L	TR	L	LR	LTR	R	T	TR	L	TR	L	LTR	T	TR
Brandon Park Access/Access 3 & Eagle Lane	--	--	--	--	--	--	53	--	--	--	--	--	--	--	32	--	--	--	--	--	--	38	--	--
Commercial Access 1/Sage Access 3 & Eagle Mountain Boulevard	372	71	58	167	--	--	--	--	--	--	139	121	--	--	--	--	--	--	41	45	140	--	141	88
Eagle Lane & Access 4	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--	--	--	--	--	--	--	--	--	--
Eagle Mountain Boulevard & Access 1	--	36	19	--	--	28	--	--	--	--	--	--	--	--	--	--	--	3	--	--	--	--	--	--
Eagle Mountain Boulevard & Access 2	--	34	19	--	--	26	--	--	--	--	--	--	--	--	--	--	12	--	--	--	--	--	--	--
Eagle Mountain Boulevard & Cedar Fort Road (SR-73)	--	--	72	224	--	78	--	150	--	--	--	--	--	--	--	--	--	--	--	--	281	--	48	--
Eagle Mountain Boulevard & Commercial Access 2	--	85	93	--	--	98	--	--	27	--	--	--	--	--	--	--	5	11	--	--	--	--	--	--
Eagle Mountain Boulevard & Eagle Lane	--	174	--	--	129	83	--	--	--	229	--	--	152	--	--	82	350	--	--	--	59	--	--	184
Pony Express Parkway & Eagle Lane	--	127	65	--	--	208	--	--	459	--	--	--	--	--	--	147	250	--	--	--	--	--	--	--

Brylee Estates - Phase B

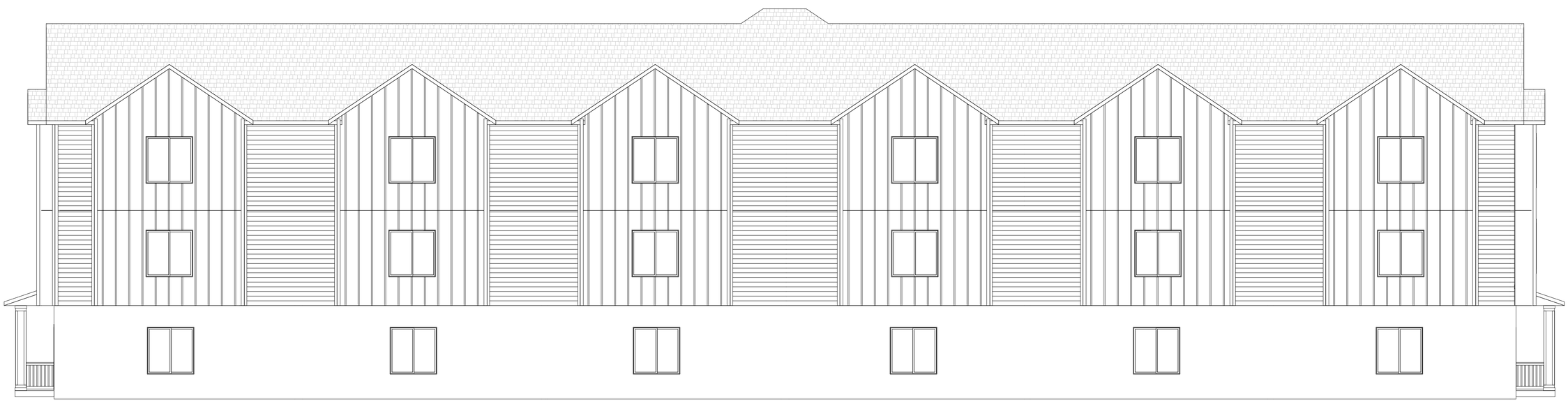
Parks and Open Space Worksheet

Units	162	units
Req'd open space	3.72	acres
Req'd points	372	points

Park Feature / Improvement	**Points Available**	**Proposed Quantities**	**Proposed Points**
Bench / Picnic Table (w/ shade structure or trees)	2	8	16
Bicycle Rack (4+ bikes)	2		0
Trees (5) (A majority must be shade trees)	2	10	20
Shade Structure	4		0
Drinking Fountain	5	2	10
Asphalt or Concrete Trails – 8 ft wide, excluding sidewalks along streets (per 100 linear feet)	6	21	126
Parking* (5 stalls)	6	3	18
Swings (4+ swings)	7	1	7
Concrete Basketball Court (1/2)	20	1	20
Pavilion w/ tables, garbage receptacles, barbeques (per 100 square feet)	4		0
Playground Equipment* per $1,000	2	30	60
Splash Pad* per $1,000	2		0
Tennis Court (6,600 sq ft or 55'x120')	100		0
Sports Court (6,600 sq ft or 55'x120')	100	1	100
Restroom (600+ sq ft)	100		
Restroom (1200+ sq ft)	200		
Public Art	Varies		
Other:	Varies		
Other:	Varies		
TOTAL			**377**

OK

concordhomes



EAGEL MOUNTAIN TOWN HOMES

ELEVATIONS

SCALE: 3/16 = 1'-0"

5

concordhomes

EAGLE MOUNTAIN TOWN HOMES

ELEVATIONS

SCALE: 3/16 = 1'-0"

6