



EAGLE
M O U N T A I N

EAGLE MOUNTAIN CITY
City Council Staff Report

AUGUST 18, 2015

Project: **Oquirrh Mountain Ranch Master Development Agreement Amendment**
Applicant: Oquirrh Mountain Ranch LLC (Agent – Ryan Kent)
Type of Action: Action Item

Background

On July 15, 2014 the City Council approved an amendment to the Oquirrh Mountain Master Development Plan. The next step is to add the changes to the plan into the master development agreement, along with any other necessary changes. Here are some of the notable changes proposed for the agreement:

- 2.1 Planning Areas and Densities. The agreement was changed to reflect the reduced total residential units (346) and revised improved open space numbers (Not less than 5.5 acres fully improved; 14.2 acres partially improved (with trails, petroglyph park, Frisbee golf, and some improved areas; 32.4 acres improved with trails and viewing towers). The planning area numbers were also amended to match the map.
- 2.3 Proposed Land Uses. A couple of sentences were removed requiring appropriate transitioning between P9 and P11. The revised map resolves this issue.
- 4 Improved Open Spaces and Trails. The acreage and timing of parks and open space improvement was amended to more closely match our current code, with a requirement that the parks be improved upfront (with specific planning areas), or a cash escrow or deposit be provided for 150% of the pro rata anticipated cost of the improvements.
- 7 Petroglyphs/Rock Art. Preservation of the rock art is of significant importance to the City, and this paragraph was revised to require a Petroglyph Park landscape and preservation plan that includes 3 phases of improvement, methods to protect petroglyphs during development activity, anticipated relocation of petroglyphs within the Project, if any, and methods of relocation to assure safety of petroglyphs during relocation. Specific timing requirements are included for each park improvement phase as well. The City may reject the relocation of any petroglyphs if the relocation poses a risk of damage to any of the petroglyphs or the City determines that the location is a significant component in the historic value of the petroglyph.
- 9 Homes Owners' Association. The developers have now chosen to include this project as part of the Ranches HOA. It is already within the boundaries of the Ranches Master HOA, and the Master Declaration has been recorded against the property. They must record CC&Rs that are in compliance with the master declaration.
- 11A Sewer. The sewer will now gravity flow to the south instead of lifted back up to the northeast.

This is not the time to consider major changes to the master plan map, as the changes/amendments were already approved by the Council on July 15, 2014. Any discussion should surround the aspects of the development agreement.

ATTACHMENTS:

- Proposed Amended and Restated Oquirrh Mountain Master Development Agreement & exhibits

RESOLUTION NO. R- -2015

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING THE AMENDED AND RESTATED
OQUIRRH MOUNTAIN MASTER DEVELOPMENT AGREEMENT**

PREAMBLE

The City Council of Eagle Mountain City finds that it is in the public interest to approve the Amended and Restated Oquirrh Mountain Master Development Agreement as set forth more specifically in Exhibit A.

BE IT ORDAINED by the City Council of Eagle Mountain City, Utah:

1. The City Council finds that all required notices and hearings have been completed as required by law to consider and approve the proposed Amended and Restated Master Development Agreement as set forth in Exhibit A.
2. The Amended and Restated Oquirrh Mountain Master Development Agreement is hereby approved as set forth more specifically in Exhibit A.
3. This Resolution shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 18th day of August, 2015.

EAGLE MOUNTAIN CITY, UTAH

Chris Pengra, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 18th day of August, 2015.

Those voting aye:

- Donna Burnham
- Adam Bradley
- Ryan Ireland
- Richard Steinkopf
- Tom Westmoreland

Those voting nay:

- Donna Burnham
- Adam Bradley
- Ryan Ireland
- Richard Steinkopf
- Tom Westmoreland

Fionnuala B. Kofoed, MMC
City Recorder

EXHIBIT A

EAGLE MOUNTAIN CITY

AMENDED AND RESTATED MASTER DEVELOPMENT AGREEMENT FOR THE OQUIRRH MOUNTAIN DEVELOPMENT

This Master Development Agreement for the Oquirrh Mountain Development (this "Agreement") is entered into this ____ day of _____, 2015 between Presiding Bishop of the Church of Jesus Christ of Latter Day Saints (the "Church"), Vestin Mortgage, Inc., a Nevada corporation ("Developer") and Eagle Mountain City, a municipal corporation of the State of Utah (the "City").

This Agreement is made with reference to the following facts.

A. Developer has submitted to the City an application for a development known as Oquirrh Mountain (the "Project").

B. Church owns a parcel of property within the Project boundaries that will be platted and utilized for a church.

C. The Project consists of approximately 120.4 acres of land (the "Property") located west of Pony Express Parkway, south of the existing Lone Tree Subdivision, and north of the proposed SITLA Master Development. A legal description of the Property is attached as Exhibit "A."

D. The Project will be zoned as residential in accordance with Chapter 17.25 of the Municipal Code of Eagle Mountain City and improved in compliance with procedures and standards in the Development Code and the terms of this Master Development Agreement.

E. Developer has received approval of the Land Use Element and Concept Plan for the Project from the Planning Commission and City Council of Eagle Mountain City. The approved land use map, which depicts the zoning for the Project and land uses which will be allowed by the City, is attached as Exhibit "B" (the "Land Use Map").

F. The parties wish to define the rights and responsibilities of the parties with respect to the development of the land and funding of improvements in the Master Development Plan area which is approved by the City in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and promises of the parties contained herein, the parties agree as follows:

1 Governing Standards. The Project shall be governed by the procedures, standards and requirements of the Eagle Mountain Municipal Code (the “City Code”).

2 Zoning, Density and Land Use Standards. The Project will be zoned as residential in accordance with Chapter 17.25 of the City Code. The residential zone must be a predominately residential use, but certain commercial and mixed-use developments are allowed as a conditional use within the Project. The Land Use Map is the zoning map for the Property.

2.1 Planning Areas and Densities. The total Project densities are as follows:

Total Land Area: 120.4 acres
 Total Buildable Acres: 104.2 acres
 Maximum Residential Units: 346 units
 Improved Open Space: Not less than 5.5 acres fully improved; 14.2 acres partially improved (with trails, petroglyph park, Frisbee golf, and some improved areas; 32.4 acres improved with trails and viewing towers.

The overall density of the Project may not exceed the lesser of an average of 5.3 residential units per buildable residential acre or a total of 346 residential units (the “Maximum Density”). In addition, the Property is divided into twelve planning areas (the “Planning Areas”) which permit a maximum number of units per acre within each Planning Area. The location of each of Planning Area is depicted on Exhibit “B.” The development of each Planning Area must contain improvements to meet the City’s current Tier II, Tier III or Tier IV requirements concurrent with the density for that particular Planning Area, or such other requirements as adopted by the City in the future. The City shall not issue any final subdivision plat until Developer has demonstrated how it will meet the City’s Tier II, Tier III, or Tier IV requirements for that particular Planning Area. The size and densities of the Planning Areas are as follows:

| Planning Area | Proposed Land Use | Area (Acres) | Development Units | Maximum Density Units / Acre | Res. Tier |
|----------------------|--------------------------------|---------------------|--------------------------|-------------------------------------|------------------|
| PA-1 | Church Site | 3.3 | 0 | 0 | - |
| PA-2a | Single-Family Detached | 3.7 | 12 | 3.2 | II |
| PA-2b | Single-Family Detached Cluster | 3.5 | 21 | 6.0 | III |
| PA-3 | Multifamily | 2.2 | 24 | 10.9 | III |
| PA-5 | Multifamily | 1.0 | 12 | 12.0 | III |

| | | | | | |
|---------------|-------------------------------------|-------------|------------|-------------|-----|
| PA-6 | Multifamily – Twinhomes | 4.8 | 28 | 5.8 | III |
| PA-7 | Single-Family Detached | 17.0 | 62 | 3.6 | II |
| PA-8 | Multifamily | 3.0 | 36 | 12.0 | III |
| P-9a | Single-Family Detached | 7.8 | 39 | 5.1 | II |
| PA-9b | Single-Family Attached - Triplex | 2.5 | 21 | 8.4 | III |
| PA-10 | Multifamily | 2.0 | 30 | 15 | IV |
| PA-11 | Single-Family Detached | 16.6 | 61 | 3.7 | II |
| Totals | | 67.4 | 346 | 5.39 | |

2.2 Maximum Density. Developer shall be entitled to develop up to the Maximum Density provided that Developer has complied with applicable provisions of the City’s Code. Developer acknowledges that the City may enact future ordinances, amendments, or other development standards which increase or otherwise modify minimum lot size requirements, setbacks, frontage requirements, or other similar standards which relate to or have an effect on densities. Notwithstanding anything to the contrary herein, any City ordinance, amendment to the City’s Code, or other development standard enacted, implemented, regulated and/or enforced by the City on or after the date of this Agreement which has the effect of prohibiting and/or unreasonably restricting Developer’s ability to develop the vested densities set forth herein shall be inapplicable to the Property, unless the City Council, on the record, finds that a compelling, countervailing public interest would be jeopardized without applying such ordinance, amendment or standard to the Property. The City makes no guarantee or warranty that the entitled Maximum Density can be achieved, and the parties acknowledge that as development progresses certain market, infrastructure, and/or other similar constraints beyond the control of the parties may be presented which could prevent the practical use of all vested densities.

2.3 Proposed Land Uses. The Proposed Land Uses set forth above and included in Conceptual Site Plan, Exhibit “C,” are conceptual and do not dictate the final type or layout of buildings within the Project. Nevertheless, it is the expectation of the City and the Developer that the end product will resemble the type of buildings set forth above.

2.4 Development Requirements. Unless the City Code is amended to require other improvements, Developer shall construct improvements to meet the City’s Tier II, Tier III, and Tier IV requirements for the approved density within each Planning Area. A copy of Table 17.30.110 of the Development Code, which sets forth the necessary improvements to acquire the approved density, is attached hereto as Exhibit “D.”

3. Design Guidelines. The Project will be subject to The Ranches Design

Guidelines, but the guidelines are not intended to replace or supersede the City's Tier II, Tier III, and Tier IV requirements for the approved density within each Planning Area, and in the event of any conflict between the City's Tier II, Tier III, and Tier IV requirements and the Design Guidelines, the City's requirements shall control.

4. Improved Open Spaces and Trails. The Project contains seven (7) parks and open space areas as described on the Parks and Open Space Plan attached hereto as Exhibit "E." The Project contains a total of 53.5 acres of total open space. As set forth on the Parks and Open Space Plan, the open space consists of the following: (1) 32.4 acres of hillside open space to be left in its native conditions except for the inclusion of trails and paths, (2) 14.2 acres of partially improved park space, to be improved for petroglyph viewing, Frisbee golf, and hillside trail systems, and (3) 5.5 acres of improved open space located on slopes of 15 percent or less.

4.1 Improved Open Space. As indicated on the Parks and Open Space Plan, the improved open space is divided among various improved open space areas. These areas shall be improved substantially similar to the Parks and Open Space designs attached as Exhibit "F," as the creativity and uniqueness of these designs was a key feature to the approval of this community. Each improved open space area is also required to comply with EMMC Chapter 16.35 or other future park improvement requirements found in the City Code. The improved open space areas are as follows:

- A. Community Park (OS-1). This 3.5-acre community park is conceptualized to contain an all-purpose ballfield, tennis courts, and a community pool. A landscape and irrigation plan for the Community Park shall be reviewed for approval along with the first preliminary plat that includes lots in PA-3, PA-5, PA-6, or PA-7. The Community Park shall be fully improved prior to recording the first final plat containing lots in any of those planning areas, or the cost of the improvements shall be divided amongst the lots within those areas ($24+12+28+62 = 126$ total) and a separate cash deposit or cash escrow must be put in place with the City with each final plat to cover 150% of the pro rata anticipated cost of the improvements. For example, if the cost of the Community Park is \$1,000,000, then the cash escrow/deposit per lot (150%) shall be \$11,905.
- B. Retention Pond Area (OS-2). This area consists of .8 acres of improved open space around the retention pond. The total site, including the retention pond, equals 2.2 acres. This site includes a community trailhead with parking. The entire Retention Pond Area shall be fully improved prior to recording the first final plat containing lots in PA-3 or PA-5, or the cost of the improvements shall be divided amongst the lots within those areas ($24+12 = 36$ total), and a separate cash deposit or cash escrow must be put in place with the City with each final plat to cover 150% of

the pro rata anticipated cost of the improvements. For example, if the cost of the park improvements is \$200,000, then the cash escrow/deposit per lot (150%) shall be \$8,334.

- C. Petroglyph Park, Constellation Overlook, and Neighborhood Trail (OS-3). This 4.2 acre park area consists of an improved trail system leading through the Petroglyph Park area to the Constellation Overlook, protection and display of the historical petroglyph rock art, benches, shade structures, signs and other features to create an improved feel to the area. Refer to Section 7 for details of park improvement timing. Subject to approval by the City, it is anticipated that the Community Improvement funds may be used to pay for improvements in the petroglyph park that are greater than the improvements that would normally be required to receive improved open space credit. Refer to Section 8 for more information.

- D. Neighborhood Park (OS-4). This neighborhood park includes a tot lot, benches, and other improvements. A landscape and irrigation plan shall be reviewed for approval along with a preliminary plat review for PA-9a or PA-2a. The park shall be fully improved prior to recording the first final plat containing lots in PA-2a, or the cost of the improvements shall be divided amongst the lots within PA-2a (12 lots), and a separate cash deposit or cash escrow must be put in place with the City with each final plat to cover 150% of the pro rata anticipated cost of the improvements. For example, if the cost of the landscaping is \$80,000, and area PA-2a contains 12 lots, then the cash escrow/deposit per lot (150%) shall be \$10,000.

- E. Trailhead Park, Frisbee Disc Golf Course, and Neighborhood Trail (OS-6). This 10 acre park and open space area consists of a parking lot, improved park area, benches, trail connections, and access to a Frisbee golf course. A landscape and irrigation plan for this area shall be reviewed for approval along with a preliminary plat review for PA-9b or PA-10. The Trailhead Park, Frisbee Disc Golf Course, and Neighborhood Trail shall be fully improved prior to recording the first final plat containing lots within PA-9b or PA-10, or the cost of the improvements shall be divided amongst the lots within those areas (21+30 = 51 lots), and a separate cash deposit or cash escrow must be put in place with the City with each final plat to cover 150% of the pro rata anticipated cost of the improvements. For example, if the cost of the park improvements is \$200,000, then the cash escrow/deposit per lot (150%) shall be \$5,882.

- F. Hilltop Native Park and Open Space (OS-7). This 32.4 acre open space

area consists of an improved trail and walking path, shade structures and benches, and a lookout tower. The lookout tower shall be substantially similar to the towers included on Exhibit “G.” A landscape plan for this area shall be reviewed for approval along with a preliminary plat review for PA-7 or PA-11. The Hilltop Native Park and Open Space shall be fully improved prior to recording the first final plat containing lots within PA-7 or PA-11, or the cost of the improvements shall be divided amongst the lots within those areas (62 + 61 = 123), and a separate cash deposit or cash escrow must be put in place with the City with each final plat to cover 150% of the pro rata anticipated cost of the improvements. For example, if the cost of the improvements is \$200,000, then the cash escrow/deposit per lot (150%) shall be \$2,439.

- G. Bird and Butterfly Garden Park (Park within PA-11). This 0.2 acre park area inside PA-11 utilizes unique bird and butterfly-friendly plantings, sculptural elements, as well as benches and other landscaped areas. A landscape and irrigation plan for this park shall be reviewed for approval along with a preliminary plat for PA-11. The Bird and Butterfly Garden Park shall be fully improved prior to recording the first final plat containing lots within PA-11, or the cost of the improvements shall be divided amongst the lots within PA-11 (61 lots), and a separate cash deposit or cash escrow must be put in place with the City with each final plat to cover 150% of the pro rata anticipated cost of the improvements. For example, if the cost of the park improvements is \$100,000, then the cash escrow/deposit per lot (150%) shall be \$2,459.

- H. Tot Lot/Creative Play Area and Trailhead Park A (Park within PA-7). This 0.2 acre pocket park is a creative tot lot area with a shade structure, seating areas, and a trailhead with a trail that connects to the Hilltop Native Park trail system. A landscape and irrigation plan for this park shall be reviewed for approval along with a preliminary plat for PA-7. This park shall be fully improved prior to recording the first final plat containing lots within PA-7, or the cost of the improvements shall be divided amongst the lots within PA-7 (62 lots), and a separate cash deposit or cash escrow must be put in place with the City with each final plat to cover 150% of the pro rata anticipated cost of the improvements. For example, if the cost of the park improvements is \$100,000, then the cash escrow/deposit per lot (150%) shall be \$2,420.

- I. Trailhead Park. This open space is located at the southeast entrance to the project, and shall include a community entrance sign, a trailhead, and other improvements. A landscape and irrigation plan for this area shall be

reviewed for approval along with a preliminary plat containing lots within PA-2a. This open space area shall be fully improved prior to issuing any building permits in PA-2a.

- J. Trails. Neighborhood trails are shown through portions of the project in development areas and on hillsides and native areas. The trails through the neighborhoods shall be a minimum of six foot wide asphalt or concrete. The “development” trails shall be built along with the infrastructure for each associated subdivision.
- K. Pony Express Parkway ROW. A landscape plan for the landscaping within the Pony Express Parkway right-of-way shall be reviewed for approval along with a preliminary plat review of PA-9a. The ROW landscaping adjacent to the first plat, including project entrance monument sign, shall be fully improved prior to recording the first final plat in the project, or the cost of the improvements shall be divided amongst the lots within the first final plat, and a separate cash deposit or cash escrow must be put in place with the City with each final plat to cover 150% of the pro rata anticipated cost of the improvements. For example, if the first final plat is 30 lots, and the cost of the landscaping is \$200,000, then the cash escrow/deposit per lot (150%) shall be \$10,000. The same applies to the remaining portion of the ROW. The ROW landscaping shall be fully improved with each adjacent plat.

5 Ownership and Maintenance of Open Space. All improved and unimproved open space shall be dedicated to the City and shall be included in the Ranches Home Owners’ Association maintenance agreement. The HOA shall be solely responsible for all maintenance of the improvements and open space, unless the City chooses to take over maintenance of any specific area based on the HOA’s failure to adequately maintain such improvements or open space. The HOA shall at all times provide access to all improved and unimproved open space for emergency services, including fire and police services.

6. Vesting of Improved Open Space, Parks and Trails. In accordance with Chapter 17.30 of the City Code, bonus density entitlements, or increases in the number of residential units a developer is entitled to build on an acre (above the 0.8 residential dwelling units per acre base density of the residential zone), are permitted when a project provides additional improvements and amenities as outlined in Chapter 17.30 of the City Code. These additional improvements and amenities include Improved Open Space, Parks and Trails. The City agrees that that the proposed Improved Open Space, Parks, and Trails, as set forth in paragraph 4 of this Agreement, satisfy the Improved Open Space, Parks and Trails requirement for the Maximum Density, and the City shall not require the Developer to build or develop additional Open Space, Parks or Trails in order to develop up to the Maximum Density.

7. Petroglyphs/Rock Art. This site contains historic rock art that is intended to be preserved and displayed for public viewing primarily in the Petroglyph Park area. Prior to recording any final plat, Developer shall submit and receive approval from the City for a Petroglyph Park landscape and preservation plan. The plan shall detail the location of all petroglyphs within the Project, the methods to protect Petroglyphs during development activity, anticipated relocation of petroglyphs within the Project, and methods of relocation to assure safety of petroglyphs during relocation. The plan shall include phases of improvement and include, at a minimum, the following elements:

- Phase 1 (to be fully completed within 90 days after the first plat is recorded, weather permitting):
 - 3-foot high wrought iron fencing (or other approved fencing) surrounding the petroglyphs;
 - Gravel pathways around the fencing;
 - Security system;
 - Signs deterring vandalism and theft, including detailing fines and penalties.
- Phase 2 (to be fully completed within 90 days after the second plat is recorded):
 - Asphalt trails leading directly to the Petroglyph Park;
 - Interpretive and directional signs;
 - Benches.
- Phase 3 (to be fully completed within 90 days after a plat is recorded in PA-8, PA-2b, or any other planning area to the west of these):
 - Pavilion;
 - Off-street parking;
 - Landscape improvements (to be determined in the landscape plan).

The City may reject the relocation of any petroglyphs if the City determines that the relocation poses a risk of damage to any of the petroglyphs or the City determines that the location is a significant component in the historic value of the petroglyph. If the City determines that any petroglyph should not be relocated, City shall cooperate with developer to minimize the impact on the size and configuration of adjacent lots.

8. Community Improvements. In conjunction with Chapter 17.30 of the Development Code, Developer must contribute \$2,000 per buildable acre of land within the Project to fund construction of community wide improvements, for a total of \$208,400.00. Developer agrees that prior to recording each subdivision plat, Developer shall either place into a community improvement escrow fund for the Project (the “Improvement Fund”) established with the City sufficient funds to meet the required community improvements, or otherwise demonstrate that a sufficient amount of community improvements have been constructed to meet the requirement. For example, if the first subdivision plat is for 10 acres, Developer will place \$20,000 in the Improvement Fund or demonstrate that \$20,000 of community improvements

have been constructed to meet the requirements. Developer and City agree that certain amenities within the Project, specifically the Petroglyph Park, trails, and lookout towers described in Section 4.1.C, 4.1.E, and 4.1.F, were planned with broader community use in mind and the cost of developing the areas will be greater than the improvements that would normally be required to receive improved open space credit. As such, Developer will likely request that the City approve the additional costs of developing these areas be credited toward the community improvements contribution referenced in this paragraph. Developer agrees to execute agreements necessary to secure the public use of all trails and lookout towers within these areas. Any remaining funds must be placed into an escrow fund under the timing stated in this paragraph to be used for regional parks or other public improvements that will benefit the residents of this development.

9. Home Owners' Association. Prior to approval of any development within the Project, verification shall be received that this project has been included in The Ranches HOA, or the Developer shall create an HOA for the Project with legal authority to collect assessments and to maintain the improvements.

10. Transitioning and Setback Requirements. Developer agrees to comply with all transitioning requirements set forth in Section 12.15 of the Development Code. In addition, a 20-foot building setback shall be required along the project's southern boundary, including a ten foot landscaped corridor to be planned cooperatively with the neighboring property owner (SITLA), which will provide both the other 10-foot landscaped portion of the corridor and the trail.

11. Utility Services and Infrastructure Improvements.

A. Sewer. The Project will require off-site sewer improvements to extend sewer lines to the south along Pony Express Parkway. Developer acknowledges that the Developer may be required to construct or pay for the cost to construct sewer infrastructure improvement necessary to service the Project. In the event the City requires sewer infrastructure to be sized to accommodate other development, Developer may request the City enter into a reimbursement agreement with Developer to reimburse Developer for excess capacity. Plans for sewer improvements must be approved by the City Engineer prior to installation.

B. Roads and Cul-De-Sacs. Road grades within the Project shall not exceed 10%, and must be verified with preliminary and final plat approval. A traffic study has been submitted and reviewed by the City Engineer. A copy of the traffic study is attached hereto as Exhibit "H." The construction of all roads must comply with the traffic study and the Development Code. Cul-de-sacs are discouraged in the city, and the maximum length of any cul-de-sac in the Project may not exceed 500 feet or serve more than 30 residential units. The Developer must provide a minimum of two road accesses to the property to the south, and at least two to the property to the west.

C. Other Utilities. Developer shall be responsible to install or pay the cost to install all utilities necessary to service the Project. All utilities shall meet the City's Standards and Specifications. Any off-site utility improvements necessary to service each plat within the Project must be completed by Developer prior to final approval of the plat. .

12. Dedication of Facilities. Except as provided in a reimbursement agreement which may be entered between the City and the Developer, the Developer agrees to dedicate and donate free and clear of all encumbrances to the City all required spaces for the location of City owned utilities, utility facilities and improvements for the construction and use of utilities, roads, and other public ways.

13. Water Rights. Developer shall comply with the City Code, as amended, related to providing water or water rights to the City for the Project.

14. Withholding Approval Upon Default. The parties agree that the City may withhold approval or recording of any subdivision in the Project if the Developer is in default on any obligation to the City which requires the construction of roads and completion of public improvements or other utility infrastructure to serve the Project. In addition, the City may withhold approval of building permits to construct any building or structure within the Project if the Developer is not current with all obligations to the City at the time of application for the development approval and/or has not completed all required improvements within the time to complete required improvements approved by the City Council.

15. Reserved Powers. The parties agree that the City reserves certain legislative powers to amend its Development Code to apply standards for development and construction generally applicable throughout the City. It is the intent of the parties to vest the Developer with the specific land uses and development density defined specifically on the Land Use Map (Exhibit B) and to require compliance by the Developer with all other generally applicable standards, conditions and requirements enacted by the City to protect the safety, health and welfare of the current and future inhabitants of the City.

16. Impact Fees. Developer agrees to pay all impact fees when due at subdivision approval, subdivision recordation or upon application for building permits from the City as set forth more specifically in the City Impact Fee Ordinance as it may be amended from time to time. The parties may enter into a separate Reimbursement Agreement upon the enactment of impact fee requirements which shall provide for reimbursement to the Developer for certain improvements transferred to the City by the Developer as provided more specifically in the Reimbursement Agreement.

17. Annual Review of Compliance. The parties agree that the City may conduct an annual review of compliance by the Developer within the terms of this Agreement. It shall be an event of default if the Developer has failed to fund roads, parks or other utility infrastructure

facilities required by this Agreement or by the City Development Standards, or if work remains incomplete on public infrastructure facilities without having received an adequate extension of time for the completion of such facilities from the City. It shall be an event of default if the Developer fails to deposit adequate collateral for the improvements required by this Agreement or fails to cure any defect discovered by the City upon inspection of any infrastructure utility facilities.

18. Default Notice. Upon the occurrence of an event of default, the City shall provide not less than fifteen (15) days notice to the Developer of a meeting of the City Council where the Developer's default shall be heard and reviewed by the City Council. The Developer shall be entitled to attend the hearing and comment on the evidence presented concerning the default. Upon a finding by the City Council that the Developer is in default, the City Council may order that work in the Project be terminated until the default is cured or may issue such further directions to City staff and to the Developer as deemed appropriate under the circumstances.

19. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the successors, heirs and assigns of the parties hereto, and to any entities resulting from the reorganization, consolidation, or merger of any party hereto.

20. Integration. This Agreement constitutes the entire understanding and agreement between the parties, and supersedes any previous agreement, representation, or understanding between the parties relating to the subject matter hereof; provided however, that the Development Code of the City shall govern the procedures and standards for approval of each subdivision and public improvement.

21. Not Severable. The provisions of this Agreement are not severable, and should any provision hereof be deemed void, unenforceable or invalid, such provision shall affect the remainder of this Agreement, and shall provide grounds for dissolution of the Agreement at the option of the parties in the exclusive discretion of each of them.

22. Waiver. Any waiver by any party hereto of any breach of any kind or character what so ever by the other party, whether such waiver be direct or implied, shall not be construed as a continuing waiver of or consent to any subsequent breach of this Agreement on the part of the other party.

23. No Modification. This Agreement may not be modified except by an instrument in writing signed by the parties hereto.

24. Governing Law. This Agreement shall be interpreted, construed and enforced according to the laws of the State of Utah.

25. Developer's Remedies Upon Default. Developer acknowledges and agrees that

Developer's sole and exclusive remedy under this Agreement shall be specific performance of the development rights granted in this Agreement. IN NO EVENT SHALL CITY BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

26. Agreement to Run With the Land. This Agreement, or an abstract of this Agreement, shall be recorded against the Property and shall be deemed to run with the land and shall be binding on Developer and all successors and assigns of any of the foregoing. Developer agrees to execute an abstract prepared by the City.

DATED this ____ day of _____, 2015.

VESTIN MORTGAGE INC.

By: _____

Print Name: _____

Title: _____

DATED this ____ day of _____, 2015.

**CORPORATION OF THE PRESIDING
BISHOP OF THE CHURCH OF JESUS
CHRIST OF LATTER-DAY SAINTS, A UTAH
CORPORATION SOLE**

By: _____

Print Name: _____

Title: _____

DATED this ____ day of _____, 2015.

ATTEST:

EAGLE MOUNTAIN CITY

Fionnuala B. Kofoed, MMC
City Recorder

Christopher Pengra, Mayor

Approved as to form:

City Attorney

Exhibit A

[Legal Description]

Exhibit B

[Land Use Map]

Exhibit C

[Conceptual Site Plan]

Exhibit D

[Development Code – Bonus Density Tables 17.30.110]

Exhibit E

[Parks and Open Space Plan]

Exhibit F

[Parks and Open Space Design Drawings]

Exhibit G

[Lookout Tower Design Drawing]

Exhibit H

[Traffic Study]

LILD

* * * Land Information System * * *

Property Serial Number: 58:048:0050

Year: 2007.....

Locator / Alpha Serial: EM /

Tax District #: 038

Owner Name: VESTIN MORTGAGE INC

Acres: 120.31

JASONLT 20060216

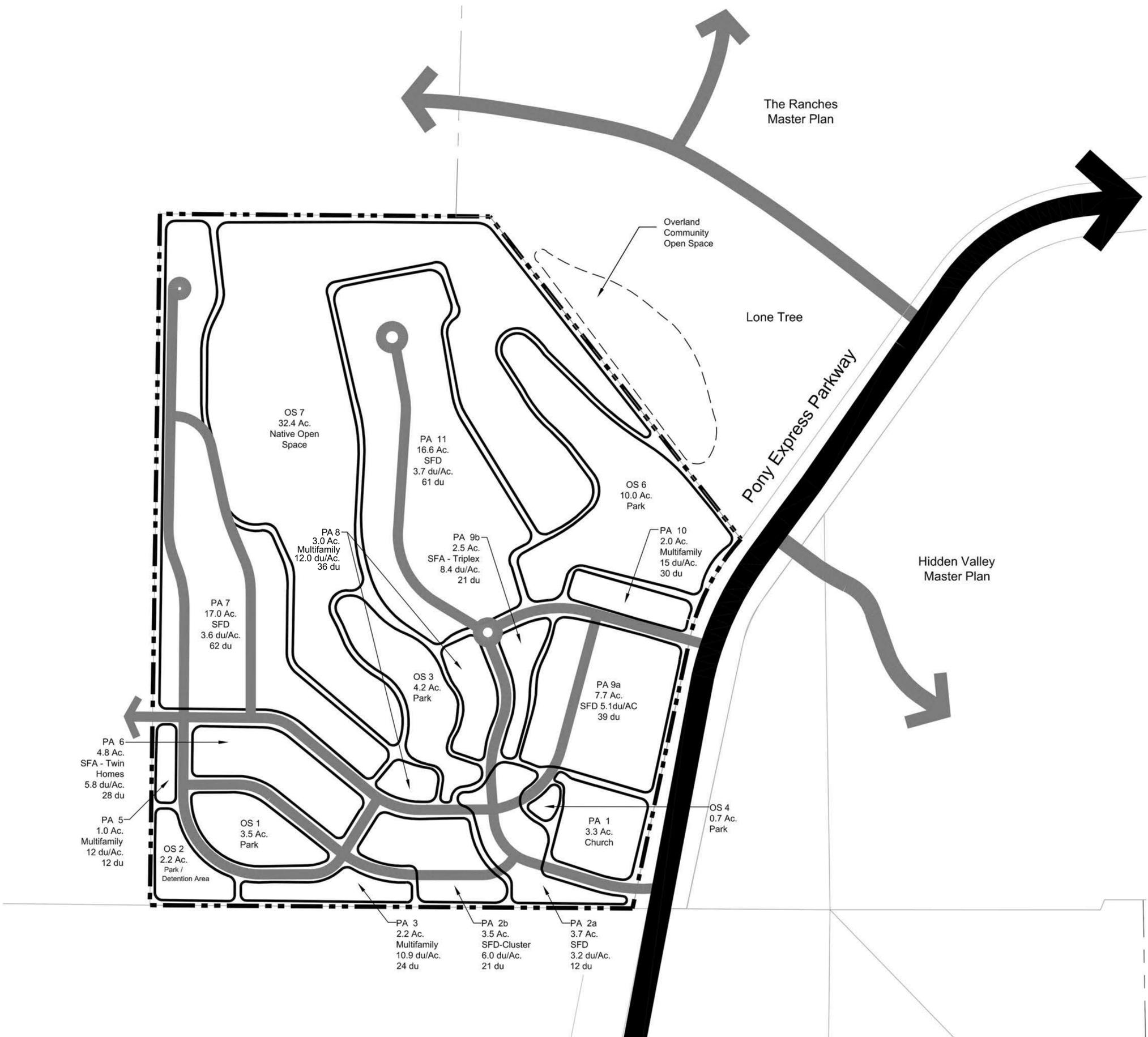
CODED

Taxing Description: (Not For Legal Documents)

Page: 1

COM AT S 1/4 COR. SEC. 25, T5S, R2W, SLB&M.; N 0 DEG 50'24"E 2709.62 FT; S 89 DE
G 31'55"E 1296.92 FT; S 38 DEG 0'30"E 1603.87 FT; S 35 DEG 53'48"W 117.01 FT; AL
ONG A CURVE TO L (CHORD BEARS: S 23 DEG 54'51"W 332.19 FT, RADIUS=802.79 FT) ARC
LENGTH = 334.60 FT; S 12 DEG 1'20"W 1072.87 FT; N 89 DEG 36'51"W 1897.52 FT TO B
EG. AREA 120.306 AC.

* * * Search Completed * * *



| Land Use Data | | | | | | |
|--|-------------------|---------------|-----------------|------------|-----------|-------------|
| OQUIRRH MOUNTAIN | | | | | | |
| PLANNING | | | | | | |
| PLANNING AREA | LAND USE | AREA (AC) | DENSITY (DU/AC) | DU | RES. TIER | % OF AREA |
| PA 2a | SFD | 3.70 | 3.2 | 12 | II | 3% |
| PA 2b | SFD CLUSTER | 3.50 | 6.0 | 21 | III | 3% |
| PA 3 | MULTIFAMILY | 2.20 | 10.9 | 24 | III | 2% |
| PA 5 | MULTIFAMILY | 1.00 | 12.0 | 12 | III | 1% |
| PA 6 | SFA - TWINHOMES | 4.80 | 5.8 | 28 | III | 4% |
| PA 7 | SFD | 17.00 | 3.6 | 62 | II | 14% |
| PA 8 | MULTIFAMILY | 3.00 | 12.0 | 36 | III | 2% |
| PA 9a | SFD | 7.80 | 5.1 | 39 | II | 6% |
| PA 9b | SFA - TRIPLEX | 2.50 | 8.4 | 21 | III | 2% |
| PA 10 | MULTIFAMILY | 2.00 | 15.0 | 30 | IV | 2% |
| PA 11 | SFD | 16.60 | 3.7 | 61 | II | 14% |
| SUBTOTAL RESIDENTIAL | | 64.10 | | | | 53% |
| PA 1 | CHURCH | 3.30 | | | | 3% |
| SUBTOTAL INSTITUTIONAL | | 3.30 | | | | 3% |
| OS 1 | PARK | 3.50 | | | | 3% |
| OS 2 | PARK/DETENTION | 2.20 | | | | 2% |
| OS 3 | PARK | 4.20 | | | | 3% |
| OS 4 | PARK | 0.70 | | | | 1% |
| OS 6 | PARK | 10.00 | | | | 8% |
| OS 7 | NATIVE OPEN SPACE | 32.40 | | | | 27% |
| SUBTOTAL PARKS & OPEN SPACE | | 53.00 | | | | 44% |
| OQUIRRH MOUNTAIN TOTAL | | 120.40 | 2.9 | 346 | | 100% |

Oquirrh Mountain Master Development Plan

Scale: 1" = 100'
February 28th, 2014



Mark A. Nuszer CONSULTING
Land Use | Community Site Planning | Project Visioning
P.O. Box 181271 | Denver, CO 80205
303.558.5336
mark@nuszer.com
markdrivenandvalueenhancingdesign



Illustrative graphics are conceptual and are subject to change.

Oquirrh Mountain Ranch

Conceptual Site Plan

Scale: 1"=150'-0"
February 28th, 2014



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market driven and value enhancing design

Exhibit D

17.30.110 Tables.

Table 17.30.110(a) Tier I Residential Bonus Density Entitlements (Required)

| Bonus Density | Improvement | Required/Optional |
|---------------|--|-------------------|
| 0.8 | <i>Base Density Improvements</i> | <i>Required</i> |
| 0.8 | Improved open space: 4% improved open space (total buildable acres) | Required |
| | Fund or construct community improvements/amenities | Required |
| | Entryways and monuments | Required |
| | Professional land planning | Required |
| 1.6 | Total density granted required to do all improvements noted above | |

0.81 to 1.6 dwelling units per acre: Tier I.

Table 17.30.110(b) Tier II Residential Bonus Density Entitlements (Optional)

| Bonus Density | Improvement | Required/Optional |
|---------------|--|-------------------|
| 0.8 | <i>Base Density Improvements</i> | <i>Required</i> |
| 0.8 | <i>Tier I Improvements</i> | <i>Required</i> |
| | Improved open space: 8% improved open space (total buildable acres) | |
| 0.5 | Architectural and landscape guidelines/CC&Rs/design review committee | Optional |
| 0.7 | Street trees, enlarged park strips, fencing, and street signposts | Optional |
| 1.0 | Masonry materials (75% of the exterior) | Optional |
| Up to 1.5 | Residential lot landscaping (1 front and sides, 0.5 rear) | Optional |
| 0.1 – 0.6 | Recreational amenities | Optional |
| 5.9 | Total available (cannot exceed 5.2 dwelling units per acre) | |

1.61 to 5.2 dwelling units per acre: Tier II.

Table 17.30.110(c) Tier III Residential Bonus Density Entitlements (Required)

| Bonus Density | Improvement | Required/Optional |
|----------------------|---|--------------------------|
| 0.8 | <i>Base Density Improvements</i> | <i>Required</i> |
| 0.8 | <i>Tier I Improvements</i> | <i>Required</i> |
| 3.6 | <i>Tier II Improvements</i> | <i>Required</i> |
| 7.0 | <u>Improved open space</u> : 8% improved open space (total buildable acres) <i>plus</i> 10% of Tier III development acreage | Required |
| | Clubhouse (all multifamily development) | Required |
| | Swimming pool | Required |
| 12.2 | Total density granted required to do all improvements noted above | |

5.21 to 12.2 dwelling units per acre: Tier III.

Table 17.30.110(d) Tier IV Residential Bonus Density Entitlements (Optional)

| Bonus Density | Improvement | Required/Optional |
|----------------------|---|--------------------------|
| 0.8 | <i>Base Density Improvements</i> | <i>Required</i> |
| 0.8 | <i>Tier I Improvements</i> | <i>Required</i> |
| 3.6 | <i>Tier II Improvements</i> | <i>Required</i> |
| 7.0 | <i>Tier III Improvements</i> | <i>Required</i> |
| | <u>Improved open space</u> : 8% improved open space (total buildable acres) <i>plus</i> 10% of Tier III and Tier IV development acreage | |
| 1.5 | Covered parking | Optional |
| 3.5 | Garages | Optional |
| 3.5 | Masonry materials (75%) | Optional |
| 3.5 | Storage units (100 square feet) | Optional |
| 24.2 | Total available (cannot exceed 22.7 dwelling units per acre) | |

12.21 to 22.7 dwelling units per acre: Tier IV.

[Ord. O-24-2008 § 2 (Exh. A Tables 6.1 – 6.4); Ord. O-27-2006 § 2 (Exh. A Tables 6.1 – 6.4);
Ord. O-23-2005 § 3 (Exh. 1(1) Tables 6.1 – 6.4)].

17.30.120 Improved open space calculations.

Example 1

Total Land Area: 160 Acres

Total Buildable Land: 100 Acres

Tier I and II: 80 Acres

Tier III and IV: 20 Acres

$8\% \times 100 = 8$ Acres

$10\% \times 20 = 2$ Acres (to be built within Tier III and IV areas)

Total Improved Open Space Required = 10 Acres (10% of buildable land)

Example 2

Total Land Area: 160 Acres

Total Buildable Land: 100 Acres

Tier I and II: 50 Acres

Tier III and IV: 50 Acres

$8\% \times 100 = 8$ Acres

$10\% \times 50 = 5$ Acres (to be built within Tier III and IV areas)

Total Improved Open Space Required = 13 Acres ($\pm 13\%$ of buildable land)

Example 3

Total Land Area: 30 Acres

Total Buildable Land: 30 Acres

Tier I and II: 25 Acres

Tier II and III: 5 Acres

8% x 30 = 2.4 Acres

10% x 5 = 0.5 Acres (to be built within Tier III and IV areas)

Total Improved Open Space Required = 2.9 Acres ($\pm 10\%$ of buildable land)

Example 4

Total Land Area: 30 Acres

Total Buildable Land: 30 Acres

Tier I and II: 0 Acres

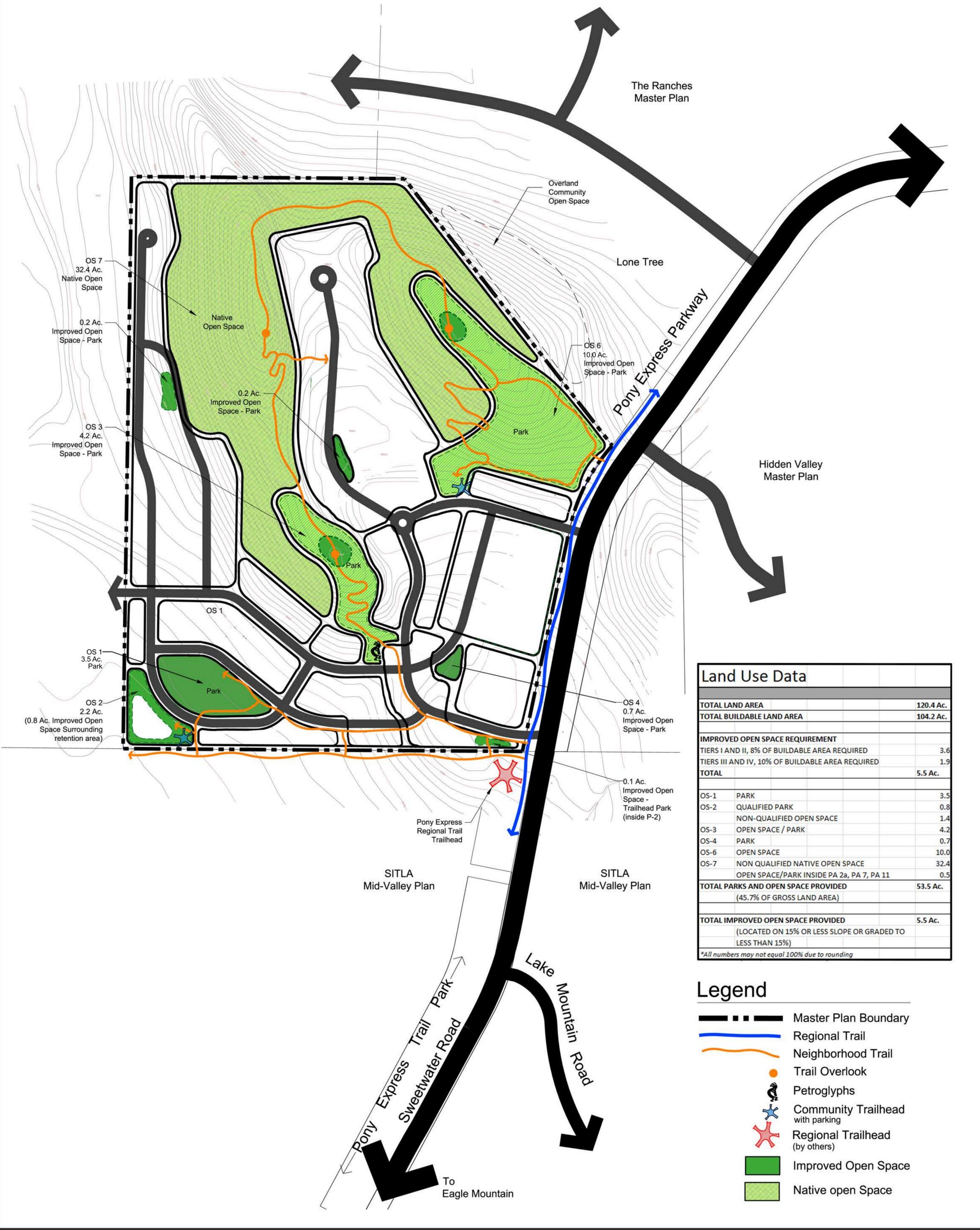
Tier III and IV: 30 Acres

8% x 30 = 2.4 Acres

10% x 30 = 3.0 Acres (to be built within Tier III and IV areas)

Total Improved Open Space Required = 5.4 Acres ($\pm 18\%$ of buildable land)

[Ord. O-24-2008 § 2 (Exh. A, Exh. 6.5)].



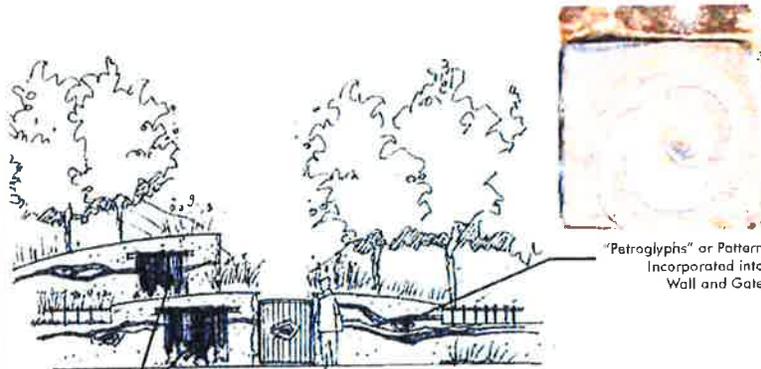
| Land Use Data | | |
|--|---|------------------|
| TOTAL LAND AREA | | 120.4 Ac. |
| TOTAL BUILDABLE LAND AREA | | 104.2 Ac. |
| IMPROVED OPEN SPACE REQUIREMENT | | |
| TIERS I AND II, 8% OF BUILDABLE AREA REQUIRED | | 3.6 |
| TIERS III AND IV, 10% OF BUILDABLE AREA REQUIRED | | 1.9 |
| TOTAL | | 5.5 Ac. |
| OS-1 | PARK | 3.5 |
| OS-2 | QUALIFIED PARK | 0.8 |
| | NON-QUALIFIED OPEN SPACE | 1.4 |
| OS-3 | OPEN SPACE / PARK | 4.2 |
| OS-4 | PARK | 0.7 |
| OS-6 | OPEN SPACE | 10.0 |
| OS-7 | NON QUALIFIED NATIVE OPEN SPACE | 32.4 |
| | OPEN SPACE/PARK INSIDE PA 2a, PA 7, PA 11 | 0.5 |
| TOTAL PARKS AND OPEN SPACE PROVIDED | | 53.5 Ac. |
| (45.7% OF GROSS LAND AREA) | | |
| TOTAL IMPROVED OPEN SPACE PROVIDED | | 5.5 Ac. |
| (LOCATED ON 15% OR LESS SLOPE OR GRADED TO LESS THAN 15%) | | |
| <small>*All numbers may not equal 100% due to rounding</small> | | |

- Legend**
- Master Plan Boundary
 - Regional Trail
 - Neighborhood Trail
 - Trail Overlook
 - Petroglyphs
 - Community Trailhead with parking
 - Regional Trailhead (by others)
 - Improved Open Space
 - Native open Space

Oquirrh Mountain Parks & Open Space Plan

Scale: 1" = 100'
February 28th, 2014





"Petroglyphs" or Pattern Incorporated into Wall and Gate

Water Cascades

Water Feature Retaining Wall

Trail Connection

Spa

Fence

Restroom/Mechanical Building (+/- 1,000 SF)

Break-out Patio

Community Center Building (+/- 1,500 SF)

Tot Lot

Park Id Sign
Signature
Landscape

Trellis



Community Center A/Tot Lot (East Side) and Pool Area (West Side)

Scale: 1" = 30'-0"
0 15 30 60 NORTH

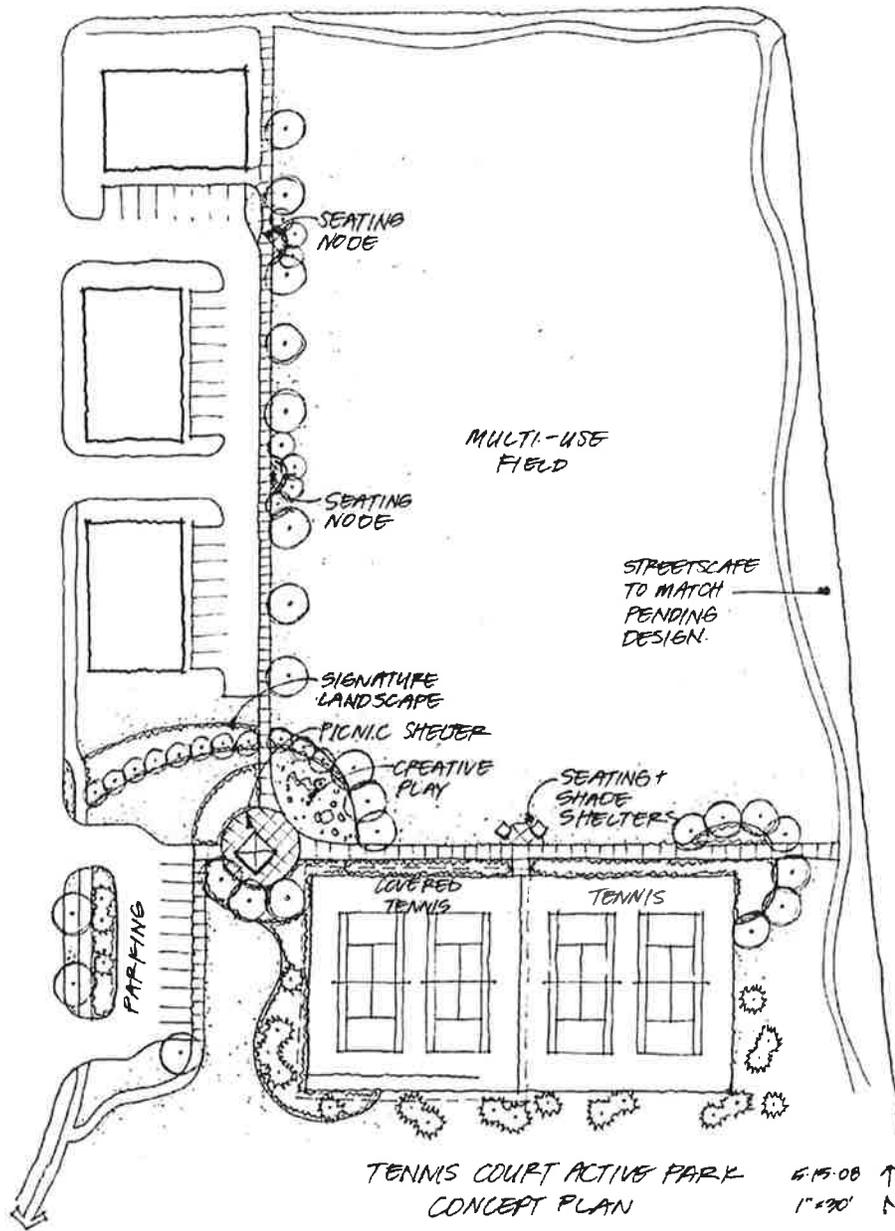
Oquirrh Mountain Ranch

Parks and Open Space

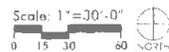


May 19, 2008





Tennis Court Active Park



Oquirrh Mountain Ranch
Parks and Open Space





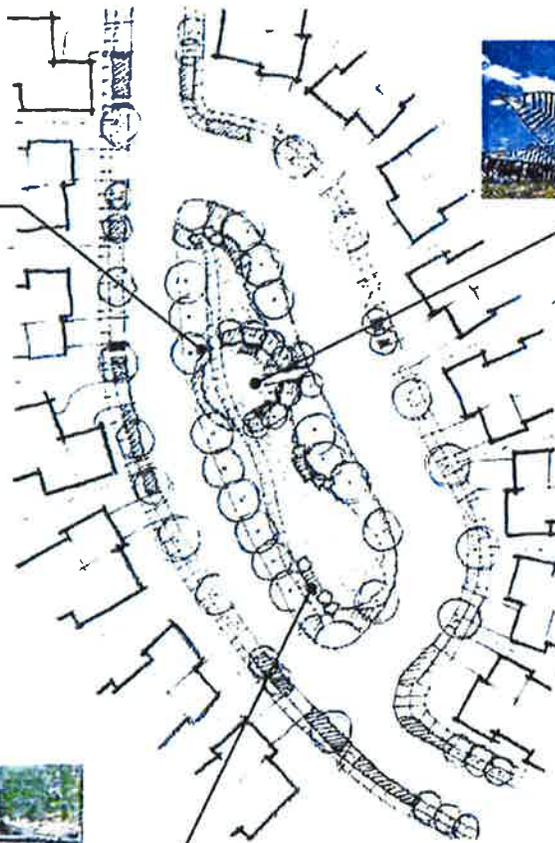
"Butterfly-friendly" Plant Palette
(Butterfly Bush shown)



Bird & Butterfly Garden - with
Sculptural Benches and Birdhouse
Elements



3 Bench Seat/Stone Wall and Boulder
"Outcroppings" located throughout the Garden Park



Bird & Butterfly Garden Park (New "Eyebrow" Park)

Scale: 1"=20'-0"
0 10 20 40 NORTH

Oquirrh Mountain Ranch

Parks and Open Space

SAGE
COMMUNITY
May 19, 2008

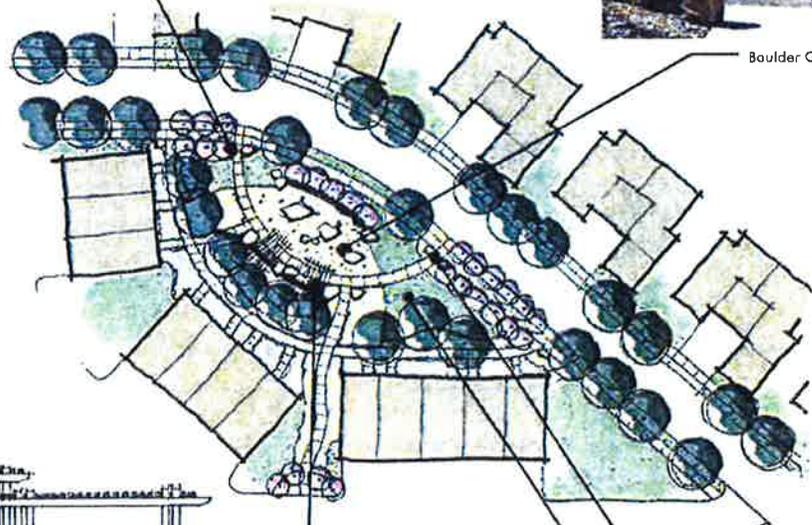




Informal Boulder Gateway and Signature Landscape



Boulder Garden/Play Area



Shade Structure with Stone + Bench Seating

Informal Boulder Gateway and Signature Landscape

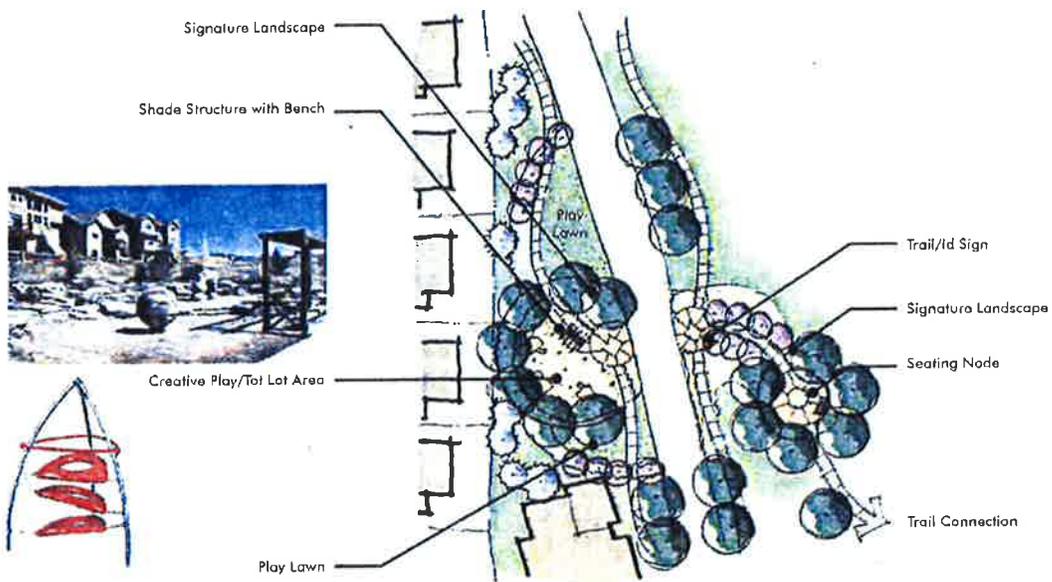
Play Lawn



Bench Seat Incorporated into Stone Wall and Boulder "Outcroppings"

Boulder Garden Play Area

Scale: 1" = 30'-0"
0 15 30 60 NORTH



Tot Lot/Creative Play Area (West Side) and Trailhead Park A

Scale: 1" = 30'-0"
 0 15 30 60 NORTH





Frisbee Golf Gateway



Picnic Shelter

Trail Connection

Signature Landscape

Picnic Lawn & Tables



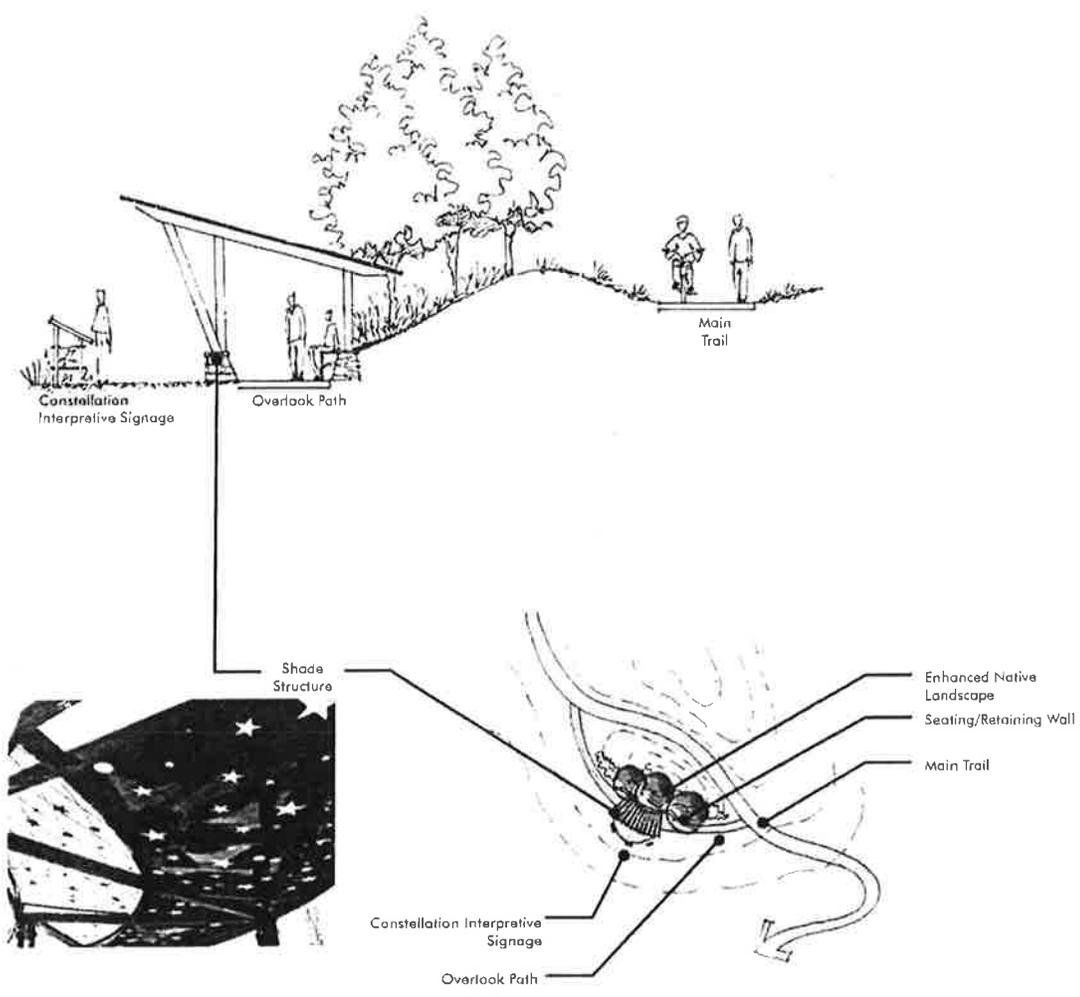
Trailhead Park B

Oquirrh Mountain Ranch

Parks and Open Space

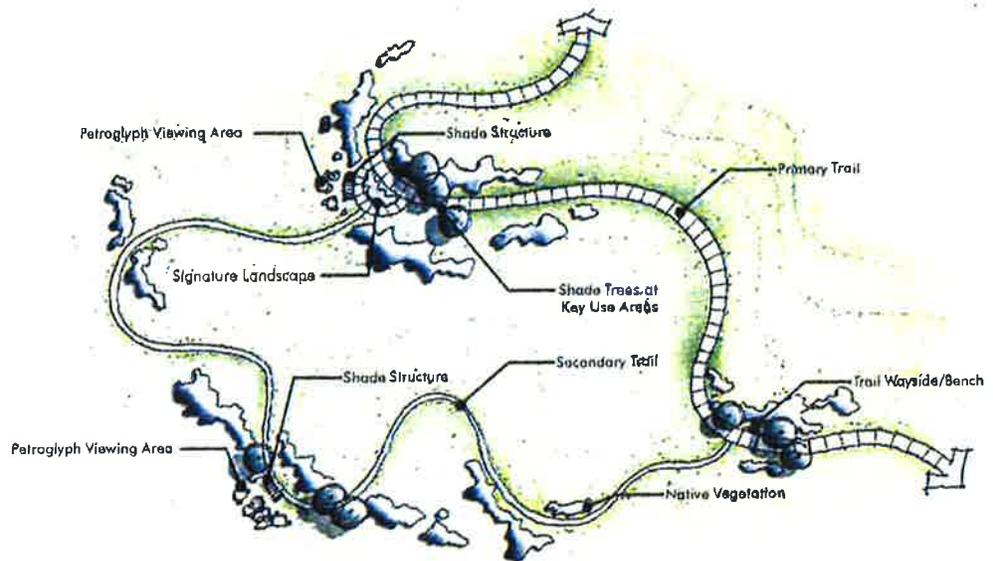


May 19, 2008



Constellation Overlook

Scale: 1" = 30'-0"
 0 15 30 60 90

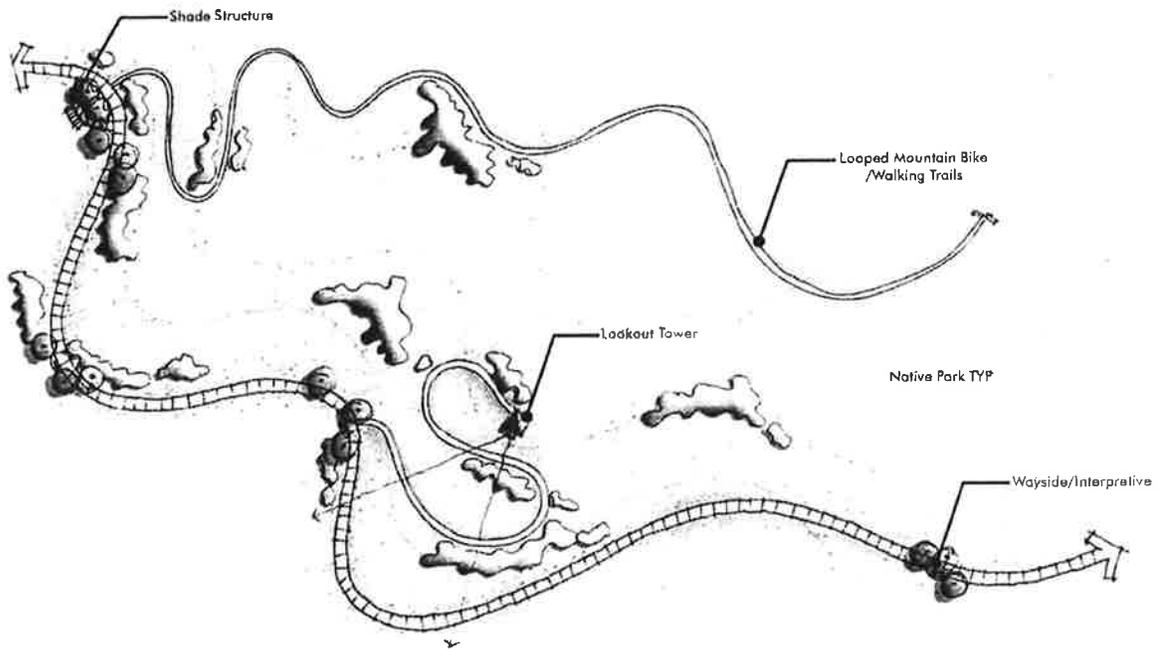


Petroglyph Park

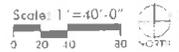
Scale: 1" = 40'-0"
 0 20 40 80 NORTH

Oquirrh Mountain Ranch
 Parks and Open Space





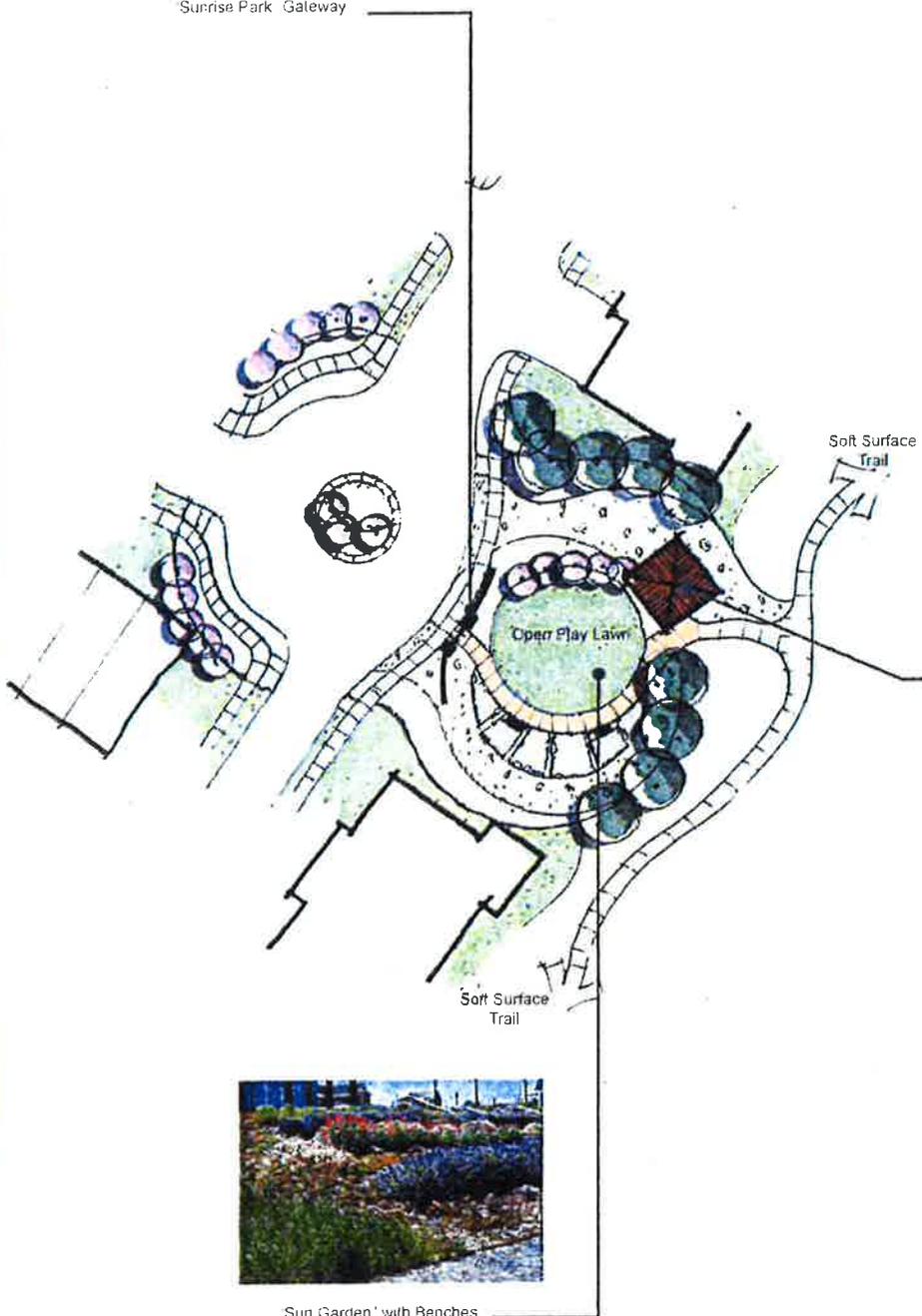
Hilltop Native Park



Oquirrh Mountain Ranch
Parks and Open Space

SAGE
SOUTHWEST ARCHITECTS
May 19, 2008

Sunrise Park Gateway

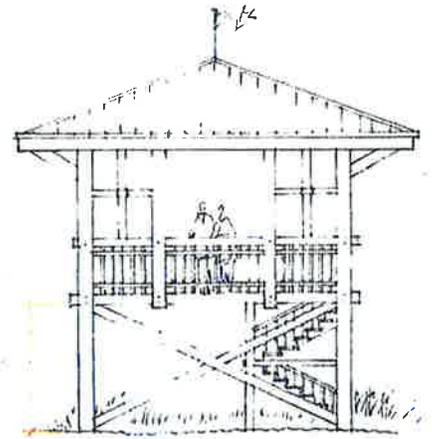


Soft Surface Trail

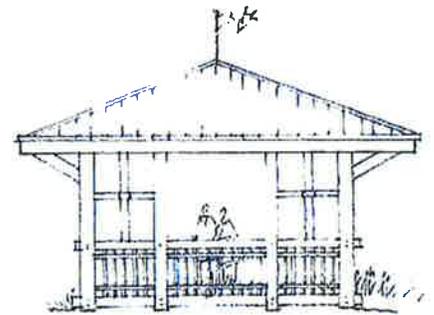
Soft Surface Trail



'Sun Garden' with Benches



Revised Sage Communities Overlook Tower



Scenic Mountain Overlook Pavilion



Example of Fixed Metal Pennant

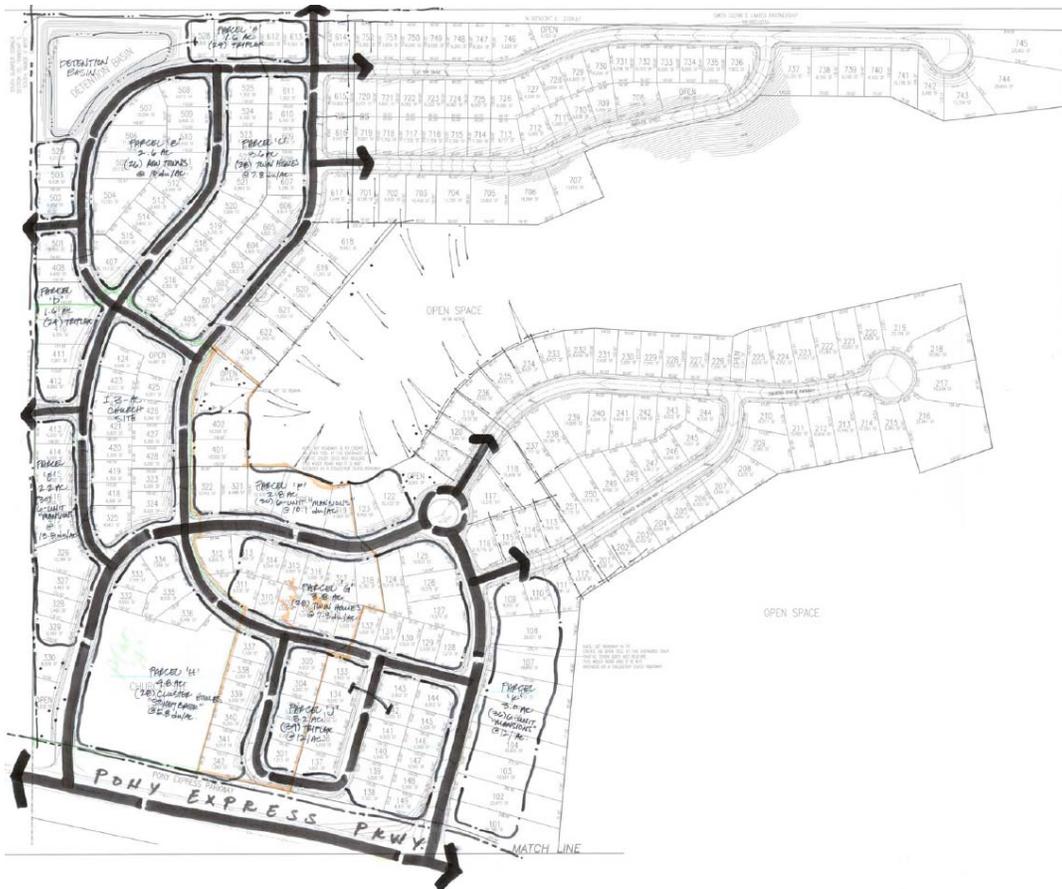
Sunrise Park

Illustrations are conceptual and are subject to change



Oquirrh Mountain Ranch

Traffic Impact Study



Eagle Mountain, Utah

October 2014

UT14-653

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Oquirrh Mountain Ranch in Eagle Mountain, Utah. The proposed development is located on the Pony Express Parkway, approximately 3 miles north of Eagle Mountain Boulevard.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future (2020) conditions are also analyzed.

TRAFFIC ANALYSIS

The following is an outline of the traffic analysis performed by Hales Engineering for the traffic conditions of this project.

Existing (2014) Background Conditions Analysis

Hales Engineering performed weekday morning (7:00 – 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak period traffic counts at the following intersections:

- Red Pine Road / Pony Express Parkway

These counts were performed on Wednesday, October 22, 2014. The a.m. peak hour was determined to be between the hours of 7:15 – 8:15 a.m. and the p.m. peak hour between the hours of 5:00 and 6:00 p.m. Traffic volumes were approximately 15% higher during the a.m. peak hour, so the analysis was completed using a.m. peak hour conditions only. Detailed count data are included in Appendix A.

As shown in Table ES-1, the study intersection is currently operating at an acceptable levels of service during the a.m. peak hour. No significant queuing was observed at the study intersection.

Project Conditions Analysis

The project is planned to be built in several phases. For the purposes of this study, it was assumed that the project will be completed in two major phases. A site plan for the proposed development has been included in Appendix C.

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

Phase 1

- Single Family Detached Housing: 50 dwelling units

Phase 2

- Single Family Detached Housing: 74 dwelling units
- Twin Homes: 56 dwelling units
- Triplex Homes: 87 dwelling units
- Row Townhomes: 26 dwelling units
- 6-unit “Mansion Homes”: 96 dwelling units
- Cluster Homes “Stoneybrook”: 28 dwelling units

The total trip generation for the development is as follows:

- Daily Trips: 3,398
- a.m. Peak Hour Trips: 263
- p.m. Peak Hour Trips: 333

Existing (2014) Plus Project Conditions Analysis

As shown in Table ES-1, all study intersections are anticipated to continue to operate at acceptable levels of service. No significant queuing is anticipated at any of the study intersections.

Future (2020) Background Conditions Analysis

As shown in Table ES-1, all study intersections are anticipated to continue to operate at acceptable levels of service. No significant queuing is anticipated.

Future (2020) Plus Project Conditions Analysis

As shown in Table ES-1, all study intersections are anticipated to continue to operate at acceptable levels of service during the a.m. peak hour. The 95th percentile queue lengths for the Bald Eagle Way access are anticipated to be approximately 100 feet (approximately 5 vehicles) during the a.m. peak hour. No other significant queuing is anticipated.

**TABLE ES-1
A.M. Peak Hour
Eagle Mountain - Oquirrh Mountain Ranch TIS**

| Intersection | Existing 2014 Background | Existing 2014 Plus Project | Future 2020 Background | Future 2020 Plus Project |
|---|-----------------------------|-------------------------------|-----------------------------|-----------------------------|
| Description | LOS (Sec/Veh ¹) | LOS (Sec/Veh ¹) | LOS (Sec/Veh ¹) | LOS (Sec/Veh ¹) |
| Red Pine Road / Pony Express Pkwy | A (5.9) / EB | A (5.6) / EB | B (10.6) / EB | B (14.9) / EB |
| Bald Eagle Way / Pony Express Pkwy ² | - | A (7.2) / EB | - | C (19.3) / EB |
| Oquirrh Ranch Pkwy / Pony Express Pkwy ² | - | A (6.4) / EB | - | B (13.2) / EB |

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized and all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

2. Project accesses were only analyzed in "plus project" scenarios.

Source: Hales Engineering, October 2014

RECOMMENDATIONS

The following mitigation measures are recommended:

Existing (2014) Background Conditions Analysis

No mitigation measures are recommended.

Existing (2014) Plus Project Conditions Analysis

No mitigation measures are recommended.

Future (2020) Background Conditions Analysis

No mitigation measures are recommended.

Future (2020) Plus Project Conditions Analysis

No mitigation measures are recommended.

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- All of the study intersections are currently operating at acceptable levels of service.
- With project traffic added, the study intersections are anticipated to continue to operate at acceptable levels of service.
- Pony Express Parkway is planned to be widened to a 4-lane roadway as a 1 – 5 year project, according to the Eagle Mountain Capital Facilities Plan. It was assumed that this is completed by 2020.
- All study intersections are anticipated to operate at acceptable levels of service during the future 2020 conditions, both in the background and plus project scenarios.
- No mitigation measures are recommended.

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- Appendix B: Level of Service Results**
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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Oquirrh Mountain Ranch in Eagle Mountain, Utah. The proposed development is located on the Pony Express Parkway, approximately 3 miles north of Eagle Mountain Boulevard. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future (2020) conditions are 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 impacts of the project on the adjacent intersection and the project accesses. The proposed project will eliminate three existing accesses that will be accounted for in trip generation but will not be evaluated for level of service. This study will evaluate the traffic operational performance of the following intersections:

- Red Pine Road / Pony Express Parkway
- Bald Eagle Way / Pony Express Parkway (proposed)
- Oquirrh Ranch Parkway / Pony Express Parkway (proposed)

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.

The Highway Capacity Manual 2010 (HCM 2010) 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, roundabout, and all-way stop controlled 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. 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 Descriptions

| 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. | $0 \leq 10.0$ |
| 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 high levels of control delay. Operating conditions are noticeably constrained. | > 35.0 and ≤ 55.0 |
| E | Poor progression with unacceptably high 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 | $0 \leq 10.0$ |
| B | Stable Operations / Minimum Delays | >10.0 and ≤ 15.0 |
| C | Stable Operations / Acceptable Delays | >15.0 and ≤ 25.0 |
| D | Approaching Unstable Operations / Tolerable Delays | >25.0 and ≤ 35.0 |
| E | Unstable Operations / Significant Delays | >35.0 and ≤ 50.0 |
| F | Forced or Unpredictable Operations / Excessive Delays | > 50.0 |

Source: Hales Engineering Descriptions, based on Highway Capacity Manual, 2010 Methodology (Transportation Research Board, 2010)

II. EXISTING (2014) BACKGROUND CONDITIONS

A. Purpose

The purpose of the existing (2014) 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 roadway that will provide access to the project site is described below:

Pony Express Parkway: is a city maintained Major arterial. Pony Express Parkway has one lane in each direction and a landscaped median with a posted speed limit of 40 mph.

C. Traffic Volumes

Hales Engineering performed weekday morning (7:00 – 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak period traffic counts at the following intersections:

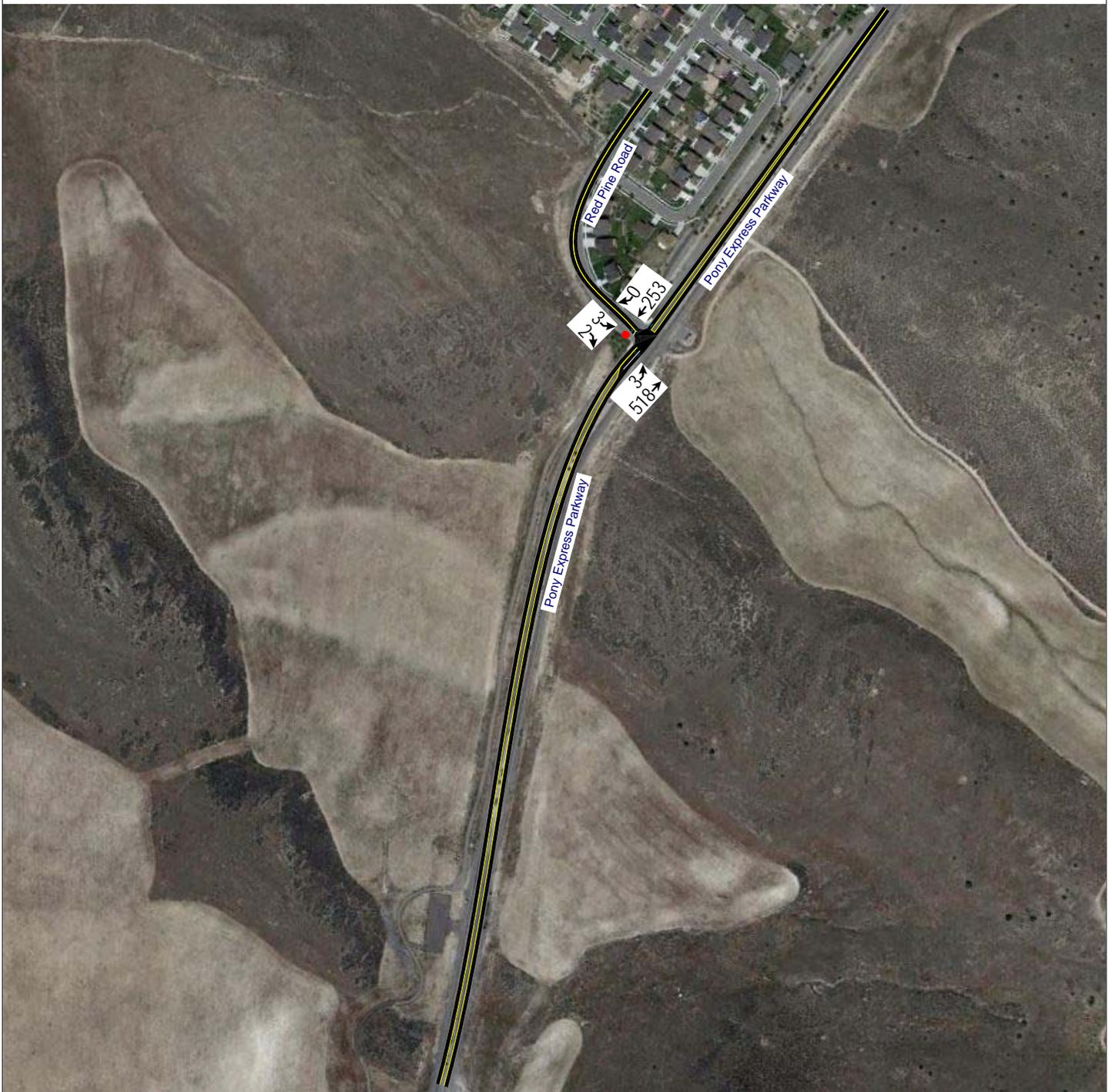
- Red Pine Road / Pony Express Parkway

These counts were performed on Wednesday, October 22, 2014. The a.m. peak hour was determined to be between the hours of 7:15 – 8:15 a.m. and the p.m. peak hour between the hours of 5:00 and 6:00 p.m. Traffic volumes were approximately 15% higher during the a.m. peak hour, so the analysis was completed using a.m. peak hour conditions only, see Appendix A.

Figure 2 shows the existing a.m. peak hour volume as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the a.m. 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 (2014) conditions. As shown in Table 2, the study intersection is currently operating at an acceptable level of service during the a.m. peak hour.



E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for the study intersection. The queue reports can be found in Appendix D. No significant queuing was observed at the study intersection.

F. Mitigation Measures

No mitigation measures are recommended.

Table 2 Existing (2014) Background a.m. 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 |
| Red Pine Road / Pony Express Parkway | EB Stop | EB | 5.9 | 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 roundabout, all-way stop and signal controlled intersections.
 3. Southbound = Southbound approach, etc.

Source: Hales Engineering, October 2014

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 Oquirrh Mountain Ranch in Eagle Mountain, Utah. The proposed development is located on Pony Express Parkway, approximately three miles north of Eagle Mountain Boulevard. The project is planned to be built in several phases. For the purposes of this study, it was assumed that the project will be completed in two major phases. A site plan for the proposed development has been included in Appendix C.

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

Phase 1

- Single Family Detached Housing: 50 dwelling units

Phase 2

- Single Family Detached Housing: 74 dwelling units
- Twin Homes: 56 dwelling units
- Triplex Homes: 87 dwelling units
- Row Townhomes: 26 dwelling units
- 6-unit “Mansion Homes”: 96 dwelling units
- Cluster Homes “Stoneybrook”: 28 dwelling units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (9th Edition, 2012)*. Trip Generation for the proposed project is included in Table 3.

Table 3
Eagle Mountain - Oquirrh Mountain Ranch TIS
Trip Generation

| Weekday Daily | | | | | | | | | |
|-----------------------|---|-----------------|----------------|-----------------|------------|-----------|----------------|---------------|-------------------|
| | Land Use ¹ | Number of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Total Daily Trips |
| Phase 1 | Single-Family Detached Housing (210) | 50 | Dwelling Units | 555 | 50% | 50% | 278 | 278 | 555 |
| Phase 2 | Residential Condominium/Townhouse (230) | 82 | Dwelling Units | 541 | 50% | 50% | 271 | 271 | 541 |
| Phase 2 | Apartment (220) | 183 | Dwelling Units | 1,233 | 50% | 50% | 616 | 616 | 1,233 |
| Phase 2 | Single-Family Detached Housing (210) | 102 | Dwelling Units | 1,070 | 50% | 50% | 535 | 535 | 1,070 |
| | | | | | | | 1,699 | 1,699 | 3,398 |
| A.M. Peak Hour | | | | | | | | | |
| | Land Use ¹ | Number of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Total a.m. Trips |
| Phase 1 | Single-Family Detached Housing (210) | 50 | Dwelling Units | 45 | 25% | 75% | 11 | 34 | 45 |
| Phase 2 | Residential Condominium/Townhouse (230) | 82 | Dwelling Units | 44 | 17% | 83% | 7 | 37 | 44 |
| Phase 2 | Apartment (220) | 183 | Dwelling Units | 93 | 20% | 80% | 19 | 75 | 93 |
| Phase 2 | Single-Family Detached Housing (210) | 102 | Dwelling Units | 81 | 25% | 75% | 20 | 61 | 81 |
| | | | | | | | 58 | 206 | 263 |
| P.M. Peak Hour | | | | | | | | | |
| | Land Use ¹ | Number of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Total p.m. Trips |
| Phase 1 | Single-Family Detached Housing (210) | 50 | Dwelling Units | 56 | 63% | 37% | 35 | 21 | 56 |
| Phase 2 | Residential Condominium/Townhouse (230) | 82 | Dwelling Units | 51 | 67% | 33% | 34 | 17 | 51 |
| Phase 2 | Apartment (220) | 183 | Dwelling Units | 118 | 65% | 35% | 77 | 41 | 118 |
| Phase 2 | Single-Family Detached Housing (210) | 102 | Dwelling Units | 107 | 63% | 37% | 67 | 40 | 107 |
| | | | | | | | 214 | 119 | 333 |

1. Land Use Code from the Institute of Transportation Engineers Trip Generation Manual (9th Edition - 2012)

SOURCE: Hales Engineering, October 2014

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially in close proximity to the site. The resulting distribution of project generated trips is as follows:

To/From Project a.m. Peak Period:

- 70% North
- 30% South

These trip distribution assumptions and the prevailing movements at each intersection were used to assign the a.m. peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for Phases 1 and 2 of the development are shown in Figures 3 and 4.





E. Access

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

Oquirrh Ranch Parkway: This is a proposed full movement access on Pony Express Parkway approximately 50 feet north of the southern property line. It is approximately 600 feet south of the proposed Bald Eagle Way. There is an existing median opening with a left-turn pocket at the proposed roadway location.

Bald Eagle Way: This is a proposed full movement access on Pony Express Parkway on the northern property line. It is approximately 600 feet north of the proposed Oquirrh Ranch Parkway. There is an existing median opening with a left-turn pocket at the proposed roadway location.

IV. EXISTING (2014) PLUS PROJECT CONDITIONS

A. Purpose

This section of the report examines the traffic impacts of the proposed project at each of the study intersections. The net trips generated by the proposed development were combined with the existing background traffic volumes to create the existing plus project conditions. 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, trip assignment calculations, and permitted intersection turning movements as discussed in Chapter III. The existing (2014) plus project a.m. peak hour volumes were generated for the study intersections and are shown in Figure 5.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the a.m. 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 study intersections are anticipated to continue to operate at acceptable levels of service.

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. No significant queuing is anticipated at any of the study intersections.

E. Mitigation Measures

No mitigation measures are recommended.



Table 4 Existing (2014) Plus Project p.m. 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 |
| Red Pine Road / Pony Express Parkway | EB Stop | EB | 5.6 | A | - | - |
| Bald Eagle Way / Pony Express Parkway | EB Stop | EB | 7.2 | A | - | - |
| Oquirrh Ranch Parkway / Pony Express Parkway | EB Stop | EB | 6.4 | 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 roundabout, all-way stop and signal controlled intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, October 2014

V. FUTURE (2020) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2020) 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. Traffic Volumes

Hales Engineering obtained future (2020) forecasted volumes using the Wasatch Front Regional Council (WFRC) travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future ADT volumes to project the future turn volumes at the major intersections.

According to the Eagle Mountain Capital Facilities Plan (Nov. 2012), Pony Express Parkway is planned to be widened to two lanes each direction as a 1 – 5 year project. It was assumed that this project is completed by 2020. The future (2020) background a.m. peak hour volumes were generated for the study intersections and are shown in Figure 6.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the a.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 5 (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 (2020) conditions. As shown in Table 5, all study intersections are anticipated to continue to operate at acceptable levels of service.

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. No significant queuing is anticipated.

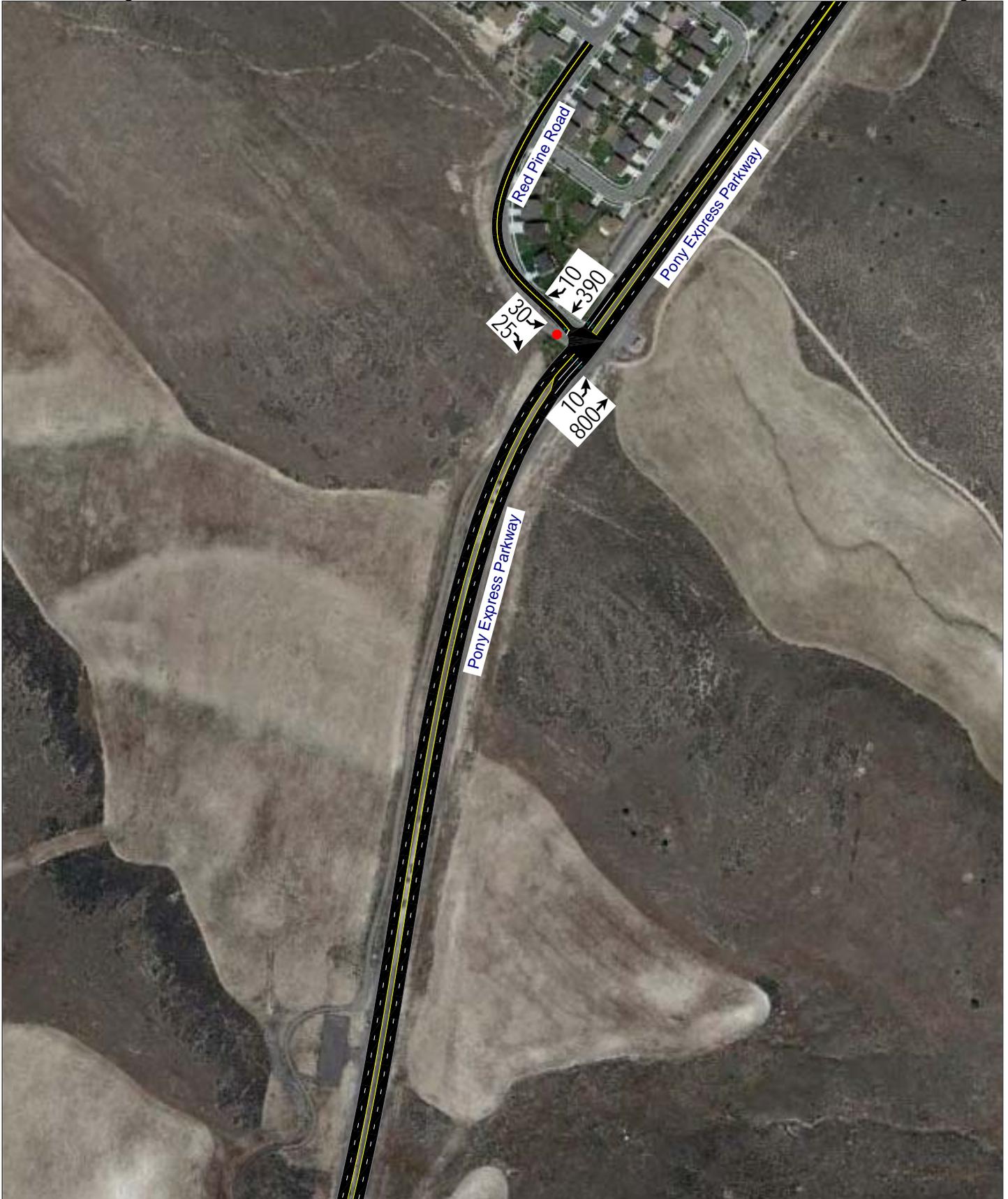


Table 5 Future (2020) Background p.m. Peak Hour Level of Service

| Intersection | | Worst Approach | | | Overall Intersection | |
|--------------------------------------|---------|-------------------------|------------------------------------|------------------|------------------------------------|------------------|
| Description | Control | Approach ^{1,3} | Aver. Delay (Sec/Veh) ¹ | LOS ¹ | Aver. Delay (Sec/Veh) ² | LOS ² |
| Red Pine Road / Pony Express Parkway | EB Stop | EB | 10.6 | B | - | - |

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 roundabout, all-way stop and signal controlled intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, October 2014

E. Mitigation Measures

No mitigation measures are recommended.

VI. FUTURE (2020) PLUS PROJECT CONDITIONS

A. Purpose

This section of the report examines the traffic impacts of the proposed project during future (2020) conditions. The trips generated by the proposed development were combined with the future 2020 background traffic volumes to create the future plus project conditions. The future plus project scenario evaluates the impacts of the project traffic on the surrounding roadway network as discussed in Chapter III of this report. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. These trips were added to the future (2020) background conditions traffic volumes. The future (2020) plus project a.m. peak hour volumes were generated for the study intersections and are shown in Figure 7.

C. Level of Service Analysis

Using the Synchro/SimTraffic Software which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the future 2020 plus project a.m. 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 for the analysis to provide a statistical evaluation of the interaction between the intersections. As shown in Table 6, all study intersections are anticipated to continue to operate at acceptable levels of service during the a.m. peak hour.

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. The 95th percentile queue lengths for the Bald Eagle Way access are anticipated to be approximately 100 feet (approximately 5 vehicles) during the a.m. peak hour. No other significant queuing is anticipated.

E. Mitigation Measures

No mitigation measures are recommended.



Table 6 Future (2020) Plus Project p.m. 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 |
| Red Pine Road / Pony Express Parkway | EB Stop | EB | 14.9 | B | - | - |
| Bald Eagle Way / Pony Express Parkway | EB Stop | EB | 19.3 | C | - | - |
| Oquirrh Ranch Parkway / Pony Express Parkway | EB Stop | EB | 13.2 | B | - | - |

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 roundabout, all-way stop and signal controlled intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, October 2014

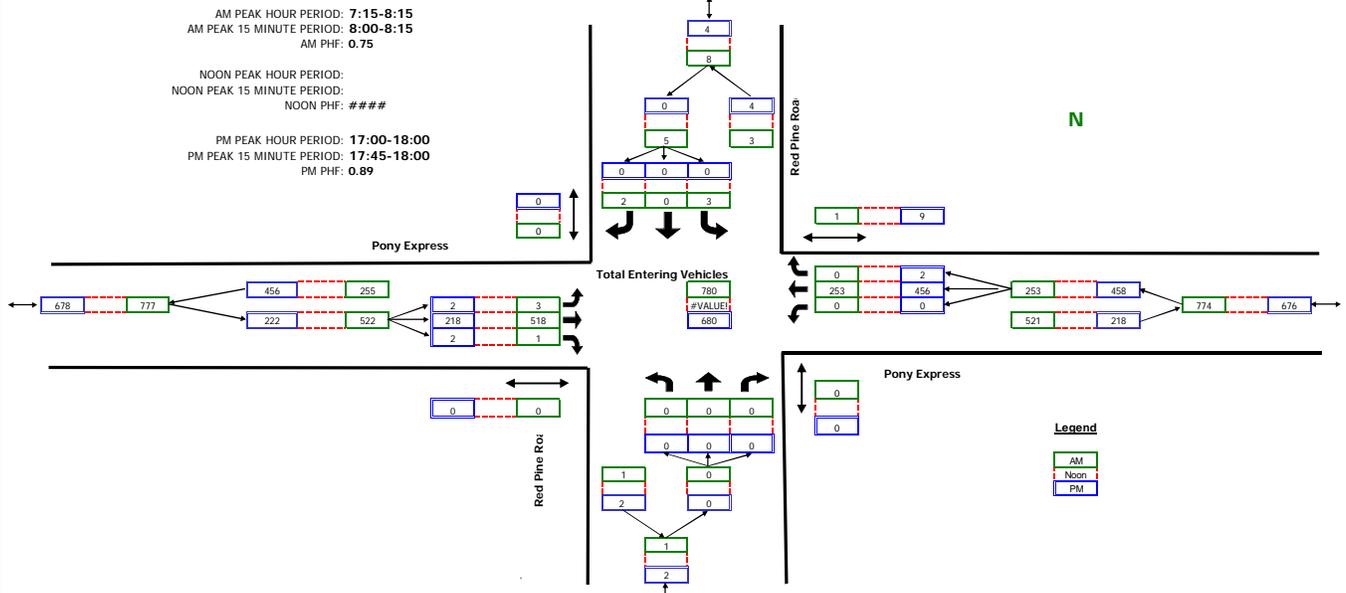
APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Red Pine Road / Pony Express
North/South: Red Pine Road
East/West: Pony Express
Jurisdiction: Eagle Mountain
Project Title: Eagle Mountain - Oquirrh Mountain Ranch TIS
Project No: UT14-653
Weather: Sunny

Date: 10-22-14, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



| RAW COUNT SUMMARIES | Red Pine Road Northbound | | | | Red Pine Road Southbound | | | | Pony Express Eastbound | | | | Pony Express Westbound | | | | TOTAL |
|---------------------------|--------------------------|---|---|---|--------------------------|---|---|---|------------------------|-----|---|---|------------------------|-----|---|---|-------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 124 | 0 | 0 | 0 | 29 | 0 | 1 | 155 |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 136 | 0 | 0 | 0 | 56 | 0 | 0 | 194 |
| 7:30-7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 1 | 0 | 0 | 53 | 0 | 1 | 164 |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 93 | 0 | 0 | 0 | 65 | 0 | 0 | 162 |
| 8:00-8:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 179 | 0 | 0 | 0 | 79 | 0 | 0 | 260 |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 37 | 0 | 0 | 117 |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 17 | 0 | 1 | 78 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 61 | 0 | 0 | 0 | 34 | 1 | 2 | 100 |
| NOON PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 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 |
| 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 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 79 | 2 | 0 | 154 |
| 16:15-16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 96 | 0 | 3 | 163 |
| 16:30-16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 93 | 0 | 0 | 168 |
| 16:45-17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 57 | 0 | 0 | 0 | 93 | 2 | 0 | 154 |
| 17:00-17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 0 | 0 | 104 | 0 | 6 | 166 |
| 17:15-17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 54 | 0 | 0 | 0 | 103 | 0 | 1 | 158 |
| 17:30-17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 51 | 0 | 0 | 0 | 112 | 1 | 0 | 165 |
| 17:45-18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 0 | 0 | 137 | 1 | 2 | 191 |

APPENDIX B

Level of Service Results

SimTraffic LOS Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS
Analysis Period: Existing (2014) Conditions
Time Period: a.m. Peak Hour **Project #:** UT14-653

Intersection: Pony Express Parkway & Red Pine Road
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SE | L | 3 | 2 | 62 | 8.2 | A |
| | R | 2 | 2 | 89 | 3.6 | A |
| | Subtotal | 5 | 4 | 80 | 5.9 | A |
| NE | L | 3 | 3 | 92 | 2.1 | A |
| | T | 518 | 519 | 100 | 1.6 | A |
| | Subtotal | 521 | 522 | 100 | 1.6 | A |
| SW | T | 253 | 255 | 101 | 0.3 | A |
| | Subtotal | 253 | 255 | 101 | 0.3 | A |
| Total | | 780 | 781 | 100 | 1.2 | A |

Intersection:
Type:

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

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #1 5:00

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | | | 1.3 | 0.4 | 0.2 | 0.3 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | | | 1.4 | 1.3 | 0.3 | 1.0 |
| Vehicles Entered | 0 | 0 | 1 | 118 | 55 | 174 |
| Vehicles Exited | 0 | 0 | 1 | 118 | 56 | 175 |
| Hourly Exit Rate | 0 | 0 | 4 | 472 | 224 | 700 |
| Input Volume | 3 | 2 | 3 | 460 | 225 | 693 |
| % of Volume | 0 | 0 | 133 | 103 | 100 | 101 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #2 5:15

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | | | 0.3 | 0.2 | 0.3 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 3.0 | | | 1.4 | 0.3 | 1.1 |
| Vehicles Entered | 1 | 0 | 0 | 118 | 52 | 171 |
| Vehicles Exited | 1 | 0 | 0 | 118 | 52 | 171 |
| Hourly Exit Rate | 4 | 0 | 0 | 472 | 208 | 684 |
| Input Volume | 3 | 2 | 3 | 460 | 225 | 693 |
| % of Volume | 133 | 0 | 0 | 103 | 92 | 99 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #3 5:30

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|------|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 2.7 | 0.5 | 0.3 | 0.4 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.8 | 3.5 | 2.9 | 2.0 | 0.4 | 1.5 |
| Vehicles Entered | 1 | 1 | 1 | 171 | 87 | 261 |
| Vehicles Exited | 1 | 1 | 1 | 170 | 86 | 259 |
| Hourly Exit Rate | 4 | 4 | 4 | 680 | 344 | 1036 |
| Input Volume | 4 | 3 | 4 | 691 | 337 | 1039 |
| % of Volume | 100 | 133 | 100 | 98 | 102 | 100 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #4 5:45

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | | 0.1 | | 0.3 | 0.2 | 0.3 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | | 1.9 | | 1.2 | 0.3 | 0.9 |
| Vehicles Entered | 0 | 1 | 0 | 112 | 60 | 173 |
| Vehicles Exited | 0 | 1 | 0 | 112 | 61 | 174 |
| Hourly Exit Rate | 0 | 4 | 0 | 448 | 244 | 696 |
| Input Volume | 3 | 2 | 3 | 460 | 225 | 693 |
| % of Volume | 0 | 200 | 0 | 97 | 108 | 100 |

3: Pony Express Parkway & Red Pine Road Performance by movement Entire Run

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 1.8 | 0.4 | 0.2 | 0.3 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.3 |
| Total Del/Veh (s) | 8.2 | 3.6 | 2.1 | 1.6 | 0.3 | 1.2 |
| Vehicles Entered | 2 | 2 | 3 | 520 | 255 | 782 |
| Vehicles Exited | 2 | 2 | 3 | 519 | 255 | 781 |
| Hourly Exit Rate | 2 | 2 | 3 | 519 | 255 | 781 |
| Input Volume | 3 | 2 | 3 | 518 | 253 | 780 |
| % of Volume | 62 | 89 | 92 | 100 | 101 | 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 | 0.1 |
| Denied Del/Veh (s) | | 0.3 | 0.3 | 0.4 | 0.3 |
| Total Delay (hr) | | 0.1 | 0.1 | 0.2 | 0.5 |
| Total Del/Veh (s) | | 1.9 | 2.0 | 2.7 | 2.3 |
| Vehicles Entered | | 174 | 171 | 261 | 782 |
| Vehicles Exited | | 174 | 172 | 257 | 782 |
| Hourly Exit Rate | | 696 | 688 | 1028 | 782 |
| Input Volume | | 1386 | 1386 | 2078 | 1559 |
| % of Volume | | 50 | 50 | 49 | 50 |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #1

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 12 | 6 |
| Average Queue (ft) | 2 | 1 |
| 95th Queue (ft) | 12 | 9 |
| Link Distance (ft) | 773 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #2

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 12 | 3 |
| Average Queue (ft) | 2 | 0 |
| 95th Queue (ft) | 14 | 6 |
| Link Distance (ft) | 773 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #3

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 21 | 6 |
| Average Queue (ft) | 7 | 1 |
| 95th Queue (ft) | 25 | 11 |
| Link Distance (ft) | 773 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #4

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 19 | 5 |
| Average Queue (ft) | 4 | 1 |
| 95th Queue (ft) | 18 | 8 |
| Link Distance (ft) | 773 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, All Intervals

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 24 | 17 |
| Average Queue (ft) | 4 | 1 |
| 95th Queue (ft) | 18 | 8 |
| Link Distance (ft) | 773 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Zone Summary

| |
|---|
| Zone wide Queuing Penalty, Interval #1: 0 |
| Zone wide Queuing Penalty, Interval #2: 0 |
| Zone wide Queuing Penalty, Interval #3: 0 |
| Zone wide Queuing Penalty, Interval #4: 0 |
| Zone wide Queuing Penalty, All Intervals: 0 |

SimTraffic LOS Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS
Analysis Period: Existing (2014) Plus Project Conditions
Time Period: a.m. Peak Hour **Project #:** UT14-653

Intersection: Pony Express Parkway & Red Pine Road
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SE | L | 3 | 3 | 92 | 7.7 | A |
| | R | 2 | 2 | 89 | 2.5 | A |
| | Subtotal | 5 | 5 | 100 | 5.6 | A |
| NE | L | 3 | 3 | 92 | 2.0 | A |
| | T | 575 | 575 | 100 | 0.7 | A |
| | Subtotal | 578 | 578 | 100 | 0.7 | A |
| SW | T | 261 | 252 | 97 | 0.3 | A |
| | Subtotal | 261 | 252 | 97 | 0.3 | A |
| Total | | 845 | 835 | 99 | 0.6 | A |

Intersection: Pony Express Parkway & Bald Eagle Way
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 2 | 1 | 50 | 3.2 | A |
| | T | 524 | 522 | 100 | 0.7 | A |
| | Subtotal | 526 | 523 | 99 | 0.7 | A |
| SB | T | 272 | 264 | 97 | 0.3 | A |
| | R | 7 | 6 | 83 | 0.1 | A |
| | Subtotal | 279 | 270 | 97 | 0.3 | A |
| EB | L | 21 | 23 | 111 | 8.8 | A |
| | R | 8 | 9 | 109 | 3.2 | A |
| | Subtotal | 29 | 32 | 110 | 7.2 | A |
| Total | | 835 | 825 | 99 | 0.9 | A |

SimTraffic LOS Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS
Analysis Period: Existing (2014) Plus Project Conditions
Time Period: a.m. Peak Hour **Project #:** UT14-653

Intersection: Pony Express Parkway & Oquirrh Ranch Parkway
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|-----------------|---------------|---------------|------------|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 1 | 0 | 0 | 0.3 | A |
| | T | 523 | 520 | 99 | | |
| | Subtotal | 524 | 520 | 99 | | |
| SB | T | 264 | 257 | 98 | 0.5 | A |
| | R | 1 | 1 | 100 | | |
| | Subtotal | 265 | 258 | 97 | | |
| EB | L | 3 | 3 | 100 | 8.8 | A |
| | R | 2 | 2 | 100 | | |
| | Subtotal | 5 | 5 | 100 | | |
| Total | | 794 | 783 | 99 | 0.4 | A |

Intersection:
Type:

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

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #1 5:00

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | | | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | | | 1.0 | 0.6 | 0.3 | 0.5 |
| Vehicles Entered | 0 | 0 | 1 | 131 | 55 | 187 |
| Vehicles Exited | 0 | 0 | 1 | 131 | 55 | 187 |
| Hourly Exit Rate | 0 | 0 | 4 | 524 | 220 | 748 |
| Input Volume | 3 | 2 | 3 | 526 | 232 | 766 |
| % of Volume | 0 | 0 | 133 | 100 | 95 | 98 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #2 5:15

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 6.2 | | 1.2 | 0.6 | 0.3 | 0.5 |
| Vehicles Entered | 1 | 0 | 1 | 136 | 55 | 193 |
| Vehicles Exited | 1 | 0 | 1 | 137 | 55 | 194 |
| Hourly Exit Rate | 4 | 0 | 4 | 548 | 220 | 776 |
| Input Volume | 3 | 2 | 3 | 526 | 232 | 766 |
| % of Volume | 133 | 0 | 133 | 104 | 95 | 101 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #3 5:30

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.4 | 0.1 | 0.3 | 0.2 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 9.9 | 1.6 | 2.6 | 0.9 | 0.4 | 0.7 |
| Vehicles Entered | 1 | 1 | 1 | 177 | 83 | 263 |
| Vehicles Exited | 1 | 1 | 1 | 176 | 82 | 261 |
| Hourly Exit Rate | 4 | 4 | 4 | 704 | 328 | 1044 |
| Input Volume | 4 | 3 | 4 | 723 | 348 | 1082 |
| % of Volume | 100 | 133 | 100 | 97 | 94 | 96 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #4 5:45

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 6.7 | 1.5 | 1.2 | 0.6 | 0.3 | 0.5 |
| Vehicles Entered | 1 | 1 | 1 | 131 | 59 | 193 |
| Vehicles Exited | 1 | 1 | 1 | 131 | 60 | 194 |
| Hourly Exit Rate | 4 | 4 | 4 | 524 | 240 | 776 |
| Input Volume | 3 | 2 | 3 | 526 | 232 | 766 |
| % of Volume | 133 | 200 | 133 | 100 | 103 | 101 |

3: Pony Express Parkway & Red Pine Road Performance by movement Entire Run

| Movement | SEL | SER | NEL | NET | SWT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.2 | 0.1 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| Total Del/Veh (s) | 7.7 | 2.5 | 2.0 | 0.7 | 0.3 | 0.6 |
| Vehicles Entered | 3 | 2 | 3 | 575 | 252 | 835 |
| Vehicles Exited | 3 | 2 | 3 | 575 | 252 | 835 |
| Hourly Exit Rate | 3 | 2 | 3 | 575 | 252 | 835 |
| Input Volume | 3 | 2 | 3 | 575 | 261 | 845 |
| % of Volume | 92 | 89 | 92 | 100 | 97 | 99 |

4: Pony Express Parkway 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 | 0.1 | 0.0 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.0 | 3.1 | | 0.7 | 0.4 | 0.0 | 0.8 |
| Vehicles Entered | 4 | 3 | 0 | 128 | 61 | 1 | 197 |
| Vehicles Exited | 4 | 3 | 0 | 128 | 61 | 1 | 197 |
| Hourly Exit Rate | 16 | 12 | 0 | 512 | 244 | 4 | 788 |
| Input Volume | 20 | 8 | 2 | 509 | 249 | 7 | 795 |
| % of Volume | 80 | 150 | 0 | 101 | 98 | 57 | 99 |

4: Pony Express Parkway 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 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.2 | 3.8 | | 0.7 | 0.3 | 0.1 | 0.8 |
| Vehicles Entered | 6 | 2 | 0 | 131 | 59 | 2 | 200 |
| Vehicles Exited | 6 | 2 | 0 | 132 | 58 | 2 | 200 |
| Hourly Exit Rate | 24 | 8 | 0 | 528 | 232 | 8 | 800 |
| Input Volume | 20 | 8 | 2 | 509 | 249 | 7 | 795 |
| % of Volume | 120 | 100 | 0 | 104 | 93 | 114 | 101 |

4: Pony Express Parkway 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) | 0.2 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 9.8 | 2.5 | | 0.7 | 0.3 | 0.0 | 0.9 |
| Vehicles Entered | 8 | 2 | 0 | 136 | 81 | 1 | 228 |
| Vehicles Exited | 8 | 2 | 0 | 136 | 81 | 1 | 228 |
| Hourly Exit Rate | 32 | 8 | 0 | 544 | 324 | 4 | 912 |
| Input Volume | 23 | 9 | 2 | 570 | 343 | 8 | 955 |
| % of Volume | 139 | 89 | 0 | 95 | 94 | 50 | 95 |

4: Pony Express Parkway 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 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.1 | 3.5 | 1.0 | 0.7 | 0.3 | 0.2 | 0.8 |
| Vehicles Entered | 6 | 2 | 1 | 126 | 64 | 1 | 200 |
| Vehicles Exited | 6 | 2 | 1 | 126 | 64 | 1 | 200 |
| Hourly Exit Rate | 24 | 8 | 4 | 504 | 256 | 4 | 800 |
| Input Volume | 20 | 8 | 2 | 509 | 249 | 7 | 795 |
| % of Volume | 120 | 100 | 200 | 99 | 103 | 57 | 101 |

4: Pony Express Parkway 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 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 8.8 | 3.2 | 3.2 | 0.7 | 0.3 | 0.1 | 0.9 |
| Vehicles Entered | 24 | 9 | 1 | 522 | 264 | 6 | 826 |
| Vehicles Exited | 23 | 9 | 1 | 522 | 264 | 6 | 825 |
| Hourly Exit Rate | 23 | 9 | 1 | 522 | 264 | 6 | 825 |
| Input Volume | 21 | 8 | 2 | 524 | 272 | 7 | 835 |
| % of Volume | 111 | 109 | 50 | 100 | 97 | 83 | 99 |

7: Pony Express Parkway & Oquirrh Ranch Parkway 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 | | 0.4 | 0.0 | 0.0 | 0.3 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | | 1.8 | | 0.3 | 0.5 | 0.1 | 0.4 |
| Vehicles Entered | 0 | 1 | 0 | 128 | 63 | 1 | 193 |
| Vehicles Exited | 0 | 1 | 0 | 128 | 63 | 0 | 192 |
| Hourly Exit Rate | 0 | 4 | 0 | 512 | 252 | 0 | 768 |
| Input Volume | 3 | 2 | 1 | 508 | 256 | 1 | 771 |
| % of Volume | 0 | 200 | 0 | 101 | 98 | 0 | 100 |

7: Pony Express Parkway & Oquirrh Ranch Parkway Performance by movement Interval #2 5:15

| Movement | EBL | EBR | NBT | SBT | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | | 0.3 | 0.0 | | 0.2 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.4 | | 0.3 | 0.4 | | 0.4 |
| Vehicles Entered | 1 | 0 | 130 | 60 | 0 | 191 |
| Vehicles Exited | 1 | 0 | 131 | 60 | 0 | 192 |
| Hourly Exit Rate | 4 | 0 | 524 | 240 | 0 | 768 |
| Input Volume | 3 | 2 | 508 | 256 | 1 | 771 |
| % of Volume | 133 | 0 | 103 | 94 | 0 | 100 |

7: Pony Express Parkway & Oquirrh Ranch Parkway 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 | | | 0.5 | 0.0 | | 0.3 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 8.2 | | | 0.3 | 0.5 | | 0.4 |
| Vehicles Entered | 1 | 0 | 0 | 135 | 68 | 0 | 204 |
| Vehicles Exited | 0 | 0 | 0 | 136 | 69 | 0 | 205 |
| Hourly Exit Rate | 0 | 0 | 0 | 544 | 276 | 0 | 820 |
| Input Volume | 3 | 2 | 1 | 568 | 286 | 1 | 861 |
| % of Volume | 0 | 0 | 0 | 96 | 97 | 0 | 95 |

7: Pony Express Parkway & Oquirrh Ranch Parkway 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 | | 0.4 | 0.0 | | 0.2 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 8.6 | 1.8 | | 0.3 | 0.5 | | 0.4 |
| Vehicles Entered | 1 | 1 | 0 | 126 | 65 | 0 | 193 |
| Vehicles Exited | 1 | 1 | 0 | 126 | 64 | 0 | 192 |
| Hourly Exit Rate | 4 | 4 | 0 | 504 | 256 | 0 | 768 |
| Input Volume | 3 | 2 | 1 | 508 | 256 | 1 | 771 |
| % of Volume | 133 | 200 | 0 | 99 | 100 | 0 | 100 |

7: Pony Express Parkway & Oquirrh Ranch Parkway Performance by movement Entire Run

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.1 | 0.1 | | 0.4 | 0.0 | 0.0 | 0.3 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 8.8 | 2.9 | | 0.3 | 0.5 | 0.2 | 0.4 |
| Vehicles Entered | 3 | 2 | 0 | 521 | 257 | 1 | 784 |
| Vehicles Exited | 3 | 2 | 0 | 520 | 257 | 1 | 783 |
| Hourly Exit Rate | 3 | 2 | 0 | 520 | 257 | 1 | 783 |
| Input Volume | 3 | 2 | 1 | 523 | 264 | 1 | 794 |
| % of Volume | 100 | 100 | 0 | 99 | 98 | 100 | 99 |

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 | 0.1 |
| Denied Del/Veh (s) | 0.3 | 0.3 | 0.4 | 0.3 | 0.3 |
| Total Delay (hr) | 0.1 | 0.1 | 0.2 | 0.1 | 0.6 |
| Total Del/Veh (s) | 2.2 | 2.3 | 2.7 | 2.3 | 2.5 |
| Vehicles Entered | 197 | 200 | 265 | 202 | 866 |
| Vehicles Exited | 197 | 201 | 260 | 203 | 863 |
| Hourly Exit Rate | 788 | 804 | 1040 | 812 | 863 |
| Input Volume | 3088 | 3088 | 3929 | 3088 | 3298 |
| % of Volume | 26 | 26 | 26 | 26 | 26 |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #1

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 7 | 3 |
| Average Queue (ft) | 1 | 0 |
| 95th Queue (ft) | 10 | 6 |
| Link Distance (ft) | 773 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #2

| Movement | SE |
|-----------------------|-----|
| Directions Served | LR |
| Maximum Queue (ft) | 14 |
| Average Queue (ft) | 3 |
| 95th Queue (ft) | 16 |
| Link Distance (ft) | 773 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #3

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 21 | 6 |
| Average Queue (ft) | 4 | 1 |
| 95th Queue (ft) | 18 | 9 |
| Link Distance (ft) | 773 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #4

| Movement | SE |
|-----------------------|-----|
| Directions Served | LR |
| Maximum Queue (ft) | 23 |
| Average Queue (ft) | 5 |
| 95th Queue (ft) | 21 |
| Link Distance (ft) | 773 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 3: Pony Express Parkway & Red Pine Road, All Intervals

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 23 | 6 |
| Average Queue (ft) | 3 | 0 |
| 95th Queue (ft) | 16 | 5 |
| Link Distance (ft) | 773 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, Interval #1

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 32 | 3 |
| Average Queue (ft) | 18 | 0 |
| 95th Queue (ft) | 41 | 0 |
| Link Distance (ft) | 414 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, Interval #2

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 36 | 3 |
| Average Queue (ft) | 19 | 0 |
| 95th Queue (ft) | 46 | 6 |
| Link Distance (ft) | 414 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, Interval #3

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 49 | 3 |
| Average Queue (ft) | 26 | 0 |
| 95th Queue (ft) | 53 | 6 |
| Link Distance (ft) | 414 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, Interval #4

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 38 | 3 |
| Average Queue (ft) | 19 | 0 |
| 95th Queue (ft) | 45 | 6 |
| Link Distance (ft) | 414 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, All Intervals

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 51 | 8 |
| Average Queue (ft) | 21 | 0 |
| 95th Queue (ft) | 47 | 5 |
| Link Distance (ft) | 414 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, Interval #1

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 21 | 3 |
| Average Queue (ft) | 4 | 0 |
| 95th Queue (ft) | 21 | 6 |
| Link Distance (ft) | 350 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, Interval #2

| Movement | EB |
|-----------------------|-----|
| Directions Served | LR |
| Maximum Queue (ft) | 26 |
| Average Queue (ft) | 5 |
| 95th Queue (ft) | 22 |
| Link Distance (ft) | 350 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, Interval #3

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 21 | 3 |
| Average Queue (ft) | 4 | 0 |
| 95th Queue (ft) | 20 | 6 |
| Link Distance (ft) | 350 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, Interval #4

| Movement | EB |
|-----------------------|-----|
| Directions Served | LR |
| Maximum Queue (ft) | 21 |
| Average Queue (ft) | 7 |
| 95th Queue (ft) | 27 |
| Link Distance (ft) | 350 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, All Intervals

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 30 | 6 |
| Average Queue (ft) | 5 | 0 |
| 95th Queue (ft) | 23 | 4 |
| Link Distance (ft) | 350 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Zone Summary

| |
|---|
| Zone wide Queuing Penalty, Interval #1: 0 |
| Zone wide Queuing Penalty, Interval #2: 0 |
| Zone wide Queuing Penalty, Interval #3: 0 |
| Zone wide Queuing Penalty, Interval #4: 0 |
| Zone wide Queuing Penalty, All Intervals: 0 |

SimTraffic LOS Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS
Analysis Period: Future 2020 Background
Time Period: a.m. Peak Hour **Project #:** UT14-653

Intersection: Pony Express Parkway & Red Pine Road
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|-----------------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SE | L | 30 | 30 | 99 | 15.5 | C |
| | R | 25 | 24 | 97 | 4.5 | A |
| | Subtotal | 55 | 54 | 98 | 10.6 | B |
| NE | L | 10 | 9 | 90 | 4.2 | A |
| | T | 800 | 810 | 101 | 1.3 | A |
| | Subtotal | 810 | 819 | 101 | 1.3 | A |
| SW | T | 390 | 385 | 99 | 0.3 | A |
| | R | 10 | 10 | 100 | 0.1 | A |
| | Subtotal | 400 | 395 | 99 | 0.3 | A |
| Total | | 1,265 | 1,268 | 100 | 1.4 | A |

Intersection:
Type:

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

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #1 5:00

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 1.4 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.7 | 3.7 | 4.4 | 1.0 | 0.3 | 0.4 | 1.1 |
| Vehicles Entered | 7 | 6 | 2 | 180 | 86 | 2 | 283 |
| Vehicles Exited | 7 | 6 | 2 | 178 | 86 | 2 | 281 |
| Hourly Exit Rate | 28 | 24 | 8 | 712 | 344 | 8 | 1124 |
| Input Volume | 27 | 22 | 9 | 711 | 347 | 9 | 1125 |
| % of Volume | 104 | 109 | 89 | 100 | 99 | 89 | 100 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #2 5:15

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 1.9 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.7 | 3.3 | 3.4 | 1.0 | 0.3 | 0.1 | 1.0 |
| Vehicles Entered | 5 | 5 | 2 | 182 | 88 | 3 | 285 |
| Vehicles Exited | 6 | 5 | 2 | 182 | 87 | 2 | 284 |
| Hourly Exit Rate | 24 | 20 | 8 | 728 | 348 | 8 | 1136 |
| Input Volume | 27 | 22 | 9 | 711 | 347 | 9 | 1125 |
| % of Volume | 89 | 91 | 89 | 102 | 100 | 89 | 101 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #3 5:30

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 1.6 | 0.2 | 0.1 | 0.1 | 0.2 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 20.6 | 6.6 | 6.0 | 1.5 | 0.4 | 0.1 | 1.8 |
| Vehicles Entered | 11 | 8 | 3 | 268 | 130 | 4 | 424 |
| Vehicles Exited | 10 | 8 | 3 | 266 | 128 | 4 | 419 |
| Hourly Exit Rate | 40 | 32 | 12 | 1064 | 512 | 16 | 1676 |
| Input Volume | 40 | 33 | 13 | 1067 | 520 | 13 | 1686 |
| % of Volume | 100 | 97 | 92 | 100 | 98 | 123 | 99 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #4 5:45

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 1.2 | 0.1 | 0.1 | 0.2 | 0.1 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 11.0 | 3.5 | 2.4 | 1.1 | 0.2 | 0.1 | 1.2 |
| Vehicles Entered | 6 | 5 | 2 | 183 | 82 | 2 | 280 |
| Vehicles Exited | 8 | 5 | 2 | 184 | 84 | 2 | 285 |
| Hourly Exit Rate | 32 | 20 | 8 | 736 | 336 | 8 | 1140 |
| Input Volume | 27 | 22 | 9 | 711 | 347 | 9 | 1125 |
| % of Volume | 119 | 91 | 89 | 104 | 97 | 89 | 101 |

3: Pony Express Parkway & Red Pine Road Performance by movement Entire Run

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 1.5 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.5 |
| Total Del/Veh (s) | 15.5 | 4.5 | 4.2 | 1.3 | 0.3 | 0.1 | 1.4 |
| Vehicles Entered | 30 | 24 | 9 | 813 | 385 | 10 | 1271 |
| Vehicles Exited | 30 | 24 | 9 | 810 | 385 | 10 | 1268 |
| Hourly Exit Rate | 30 | 24 | 9 | 810 | 385 | 10 | 1268 |
| Input Volume | 30 | 25 | 10 | 800 | 390 | 10 | 1265 |
| % of Volume | 99 | 97 | 90 | 101 | 99 | 100 | 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 | 0.1 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 |
| Total Delay (hr) | 0.2 | 0.1 | 0.3 | 0.2 | 0.8 |
| Total Del/Veh (s) | 1.8 | 1.7 | 2.7 | 1.8 | 2.2 |
| Vehicles Entered | 283 | 285 | 424 | 280 | 1271 |
| Vehicles Exited | 280 | 284 | 414 | 287 | 1267 |
| Hourly Exit Rate | 1120 | 1136 | 1656 | 1148 | 1267 |
| Input Volume | 2250 | 2250 | 3372 | 2250 | 2530 |
| % of Volume | 50 | 50 | 49 | 51 | 50 |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #1

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 44 | 14 |
| Average Queue (ft) | 22 | 2 |
| 95th Queue (ft) | 47 | 15 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #2

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 36 | 16 |
| Average Queue (ft) | 20 | 2 |
| 95th Queue (ft) | 40 | 15 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #3

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 65 | 26 |
| Average Queue (ft) | 31 | 6 |
| 95th Queue (ft) | 64 | 27 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #4

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 44 | 11 |
| Average Queue (ft) | 23 | 2 |
| 95th Queue (ft) | 48 | 16 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, All Intervals

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 65 | 29 |
| Average Queue (ft) | 24 | 3 |
| 95th Queue (ft) | 51 | 19 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Zone Summary

| |
|---|
| Zone wide Queuing Penalty, Interval #1: 0 |
| Zone wide Queuing Penalty, Interval #2: 0 |
| Zone wide Queuing Penalty, Interval #3: 0 |
| Zone wide Queuing Penalty, Interval #4: 0 |
| Zone wide Queuing Penalty, All Intervals: 0 |

SimTraffic LOS Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS
Analysis Period: Future 2020 Plus Project
Time Period: a.m. Peak Hour **Project #:** UT14-653

Intersection: Pony Express Parkway & Red Pine Road
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SE | L | 30 | 31 | 102 | 22.0 | C |
| | R | 25 | 25 | 101 | 6.1 | A |
| | Subtotal | 55 | 56 | 102 | 14.9 | B |
| NE | L | 10 | 8 | 80 | 3.1 | A |
| | T | 1,002 | 996 | 99 | 0.6 | A |
| | Subtotal | 1,012 | 1,004 | 99 | 0.6 | A |
| SW | T | 431 | 428 | 99 | 0.3 | A |
| | R | 10 | 11 | 110 | 0.1 | A |
| | Subtotal | 441 | 439 | 100 | 0.3 | A |
| Total | | 1,508 | 1,499 | 99 | 1.1 | A |

Intersection: Pony Express Parkway & Bald Eagle Way
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 10 | 10 | 98 | 2.8 | A |
| | T | 860 | 850 | 99 | 0.7 | A |
| | Subtotal | 870 | 860 | 99 | 0.7 | A |
| SB | T | 458 | 453 | 99 | 0.4 | A |
| | R | 27 | 28 | 105 | 0.2 | A |
| | Subtotal | 485 | 481 | 99 | 0.4 | A |
| EB | L | 94 | 94 | 100 | 22.5 | C |
| | R | 37 | 38 | 103 | 11.5 | B |
| | Subtotal | 131 | 132 | 101 | 19.3 | C |
| Total | | 1,485 | 1,473 | 99 | 2.3 | A |

SimTraffic LOS Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS
Analysis Period: Future 2020 Plus Project
Time Period: a.m. Peak Hour **Project #:** UT14-653

Intersection: Pony Express Parkway & Oquirrh Ranch Parkway
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|-----------------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 7 | 6 | 83 | 2.3 | A |
| | T | 820 | 810 | 99 | 0.3 | A |
| | Subtotal | 827 | 816 | 99 | 0.3 | A |
| SB | T | 452 | 447 | 99 | 0.4 | A |
| | R | 14 | 16 | 112 | 0.3 | A |
| | Subtotal | 466 | 463 | 99 | 0.4 | A |
| EB | L | 50 | 50 | 100 | 17.0 | C |
| | R | 25 | 26 | 105 | 6.0 | A |
| | Subtotal | 75 | 76 | 101 | 13.2 | B |
| Total | | 1,368 | 1,355 | 99 | 1.1 | A |

Intersection:
Type:

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

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #1 5:00

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 12.5 | 2.9 | 2.8 | 0.5 | 0.3 | 0.1 | 0.8 |
| Vehicles Entered | 7 | 7 | 2 | 223 | 95 | 2 | 336 |
| Vehicles Exited | 8 | 6 | 2 | 225 | 95 | 2 | 338 |
| Hourly Exit Rate | 32 | 24 | 8 | 900 | 380 | 8 | 1352 |
| Input Volume | 27 | 22 | 9 | 917 | 383 | 9 | 1367 |
| % of Volume | 119 | 109 | 89 | 98 | 99 | 89 | 99 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #2 5:15

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.4 | 3.6 | 2.4 | 0.5 | 0.3 | 0.3 | 0.8 |
| Vehicles Entered | 7 | 6 | 3 | 230 | 98 | 3 | 347 |
| Vehicles Exited | 7 | 6 | 3 | 229 | 97 | 3 | 345 |
| Hourly Exit Rate | 28 | 24 | 12 | 916 | 388 | 12 | 1380 |
| Input Volume | 27 | 22 | 9 | 917 | 383 | 9 | 1367 |
| % of Volume | 104 | 109 | 133 | 100 | 101 | 133 | 101 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #3 5:30

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|------|-----|------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.7 | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 33.6 | 12.0 | 4.0 | 0.8 | 0.4 | 0.0 | 1.6 |
| Vehicles Entered | 11 | 8 | 2 | 313 | 141 | 4 | 479 |
| Vehicles Exited | 10 | 8 | 2 | 312 | 139 | 4 | 475 |
| Hourly Exit Rate | 40 | 32 | 8 | 1248 | 556 | 16 | 1900 |
| Input Volume | 40 | 33 | 13 | 1259 | 575 | 13 | 1933 |
| % of Volume | 100 | 97 | 62 | 99 | 97 | 123 | 98 |

3: Pony Express Parkway & Red Pine Road Performance by movement Interval #4 5:45

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 18.9 | 3.0 | 2.0 | 0.5 | 0.3 | 0.0 | 0.8 |
| Vehicles Entered | 6 | 4 | 2 | 229 | 95 | 3 | 339 |
| Vehicles Exited | 6 | 5 | 2 | 230 | 97 | 3 | 343 |
| Hourly Exit Rate | 24 | 20 | 8 | 920 | 388 | 12 | 1372 |
| Input Volume | 27 | 22 | 9 | 917 | 383 | 9 | 1367 |
| % of Volume | 89 | 91 | 89 | 100 | 101 | 133 | 100 |

3: Pony Express Parkway & Red Pine Road Performance by movement Entire Run

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|------|-----|-----|------|
| Denied Delay (hr) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.2 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Delay (hr) | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.4 |
| Total Del/Veh (s) | 22.0 | 6.1 | 3.1 | 0.6 | 0.3 | 0.1 | 1.1 |
| Vehicles Entered | 31 | 25 | 8 | 995 | 428 | 11 | 1498 |
| Vehicles Exited | 31 | 25 | 8 | 996 | 428 | 11 | 1499 |
| Hourly Exit Rate | 31 | 25 | 8 | 996 | 428 | 11 | 1499 |
| Input Volume | 30 | 25 | 10 | 1002 | 431 | 10 | 1508 |
| % of Volume | 102 | 101 | 80 | 99 | 99 | 110 | 99 |

4: Pony Express Parkway 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) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 21.8 | 12.7 | 2.4 | 0.7 | 0.4 | 0.2 | 2.3 |
| Vehicles Entered | 22 | 10 | 2 | 202 | 106 | 6 | 348 |
| Vehicles Exited | 23 | 10 | 2 | 203 | 106 | 6 | 350 |
| Hourly Exit Rate | 92 | 40 | 8 | 812 | 424 | 24 | 1400 |
| Input Volume | 91 | 36 | 10 | 835 | 417 | 26 | 1415 |
| % of Volume | 101 | 111 | 80 | 97 | 102 | 92 | 99 |

4: Pony Express Parkway 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) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 17.4 | 7.8 | 3.4 | 0.7 | 0.4 | 0.1 | 1.9 |
| Vehicles Entered | 23 | 8 | 2 | 209 | 105 | 6 | 353 |
| Vehicles Exited | 23 | 8 | 2 | 209 | 105 | 6 | 353 |
| Hourly Exit Rate | 92 | 32 | 8 | 836 | 420 | 24 | 1412 |
| Input Volume | 91 | 36 | 10 | 835 | 417 | 26 | 1415 |
| % of Volume | 101 | 89 | 80 | 100 | 101 | 92 | 100 |

4: Pony Express Parkway 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) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| Total Del/Veh (s) | 25.5 | 16.5 | 3.0 | 0.8 | 0.3 | 0.2 | 2.6 |
| Vehicles Entered | 25 | 11 | 3 | 231 | 139 | 8 | 417 |
| Vehicles Exited | 25 | 11 | 3 | 231 | 138 | 8 | 416 |
| Hourly Exit Rate | 100 | 44 | 12 | 924 | 552 | 32 | 1664 |
| Input Volume | 102 | 40 | 11 | 935 | 579 | 29 | 1696 |
| % of Volume | 98 | 110 | 109 | 99 | 95 | 110 | 98 |

4: Pony Express Parkway 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) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 22.3 | 7.9 | 3.5 | 0.8 | 0.4 | 0.3 | 2.3 |
| Vehicles Entered | 23 | 9 | 2 | 207 | 104 | 8 | 353 |
| Vehicles Exited | 24 | 9 | 2 | 207 | 104 | 8 | 354 |
| Hourly Exit Rate | 96 | 36 | 8 | 828 | 416 | 32 | 1416 |
| Input Volume | 91 | 36 | 10 | 835 | 417 | 26 | 1415 |
| % of Volume | 105 | 100 | 80 | 99 | 100 | 123 | 100 |

4: Pony Express Parkway 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) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (hr) | 0.6 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 1.0 |
| Total Del/Veh (s) | 22.5 | 11.5 | 2.8 | 0.7 | 0.4 | 0.2 | 2.3 |
| Vehicles Entered | 93 | 38 | 10 | 850 | 453 | 28 | 1472 |
| Vehicles Exited | 94 | 38 | 10 | 850 | 453 | 28 | 1473 |
| Hourly Exit Rate | 94 | 38 | 10 | 850 | 453 | 28 | 1473 |
| Input Volume | 94 | 37 | 10 | 860 | 458 | 27 | 1485 |
| % of Volume | 100 | 103 | 98 | 99 | 99 | 105 | 99 |

7: Pony Express Parkway & Oquirrh Ranch Parkway 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 | 2.6 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 15.8 | 5.3 | 1.8 | 0.3 | 0.4 | 0.4 | 1.1 |
| Vehicles Entered | 13 | 6 | 2 | 192 | 112 | 4 | 329 |
| Vehicles Exited | 13 | 6 | 2 | 192 | 112 | 4 | 329 |
| Hourly Exit Rate | 52 | 24 | 8 | 768 | 448 | 16 | 1316 |
| Input Volume | 49 | 24 | 7 | 796 | 439 | 14 | 1329 |
| % of Volume | 106 | 100 | 114 | 96 | 102 | 114 | 99 |

7: Pony Express Parkway & Oquirrh Ranch Parkway 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) | 0.2 | 0.1 | 3.5 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 16.4 | 5.7 | 2.5 | 0.3 | 0.4 | 0.3 | 1.1 |
| Vehicles Entered | 13 | 7 | 1 | 199 | 109 | 4 | 333 |
| Vehicles Exited | 12 | 7 | 1 | 199 | 110 | 4 | 333 |
| Hourly Exit Rate | 48 | 28 | 4 | 796 | 440 | 16 | 1332 |
| Input Volume | 49 | 24 | 7 | 796 | 439 | 14 | 1329 |
| % of Volume | 98 | 117 | 57 | 100 | 100 | 114 | 100 |

7: Pony Express Parkway & Oquirrh Ranch Parkway 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) | 0.2 | 0.2 | 1.9 | 0.2 | 0.0 | 0.0 | 0.1 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 17.7 | 5.4 | 1.1 | 0.4 | 0.4 | 0.4 | 1.1 |
| Vehicles Entered | 12 | 7 | 2 | 221 | 118 | 4 | 364 |
| Vehicles Exited | 13 | 7 | 2 | 222 | 117 | 4 | 365 |
| Hourly Exit Rate | 52 | 28 | 8 | 888 | 468 | 16 | 1460 |
| Input Volume | 54 | 27 | 8 | 891 | 491 | 15 | 1486 |
| % of Volume | 96 | 104 | 100 | 100 | 95 | 107 | 98 |

7: Pony Express Parkway & Oquirrh Ranch Parkway 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 | 2.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Delay (hr) | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 16.8 | 7.7 | 2.7 | 0.3 | 0.4 | 0.3 | 1.1 |
| Vehicles Entered | 11 | 6 | 2 | 198 | 107 | 4 | 328 |
| Vehicles Exited | 11 | 6 | 2 | 198 | 108 | 4 | 329 |
| Hourly Exit Rate | 44 | 24 | 8 | 792 | 432 | 16 | 1316 |
| Input Volume | 49 | 24 | 7 | 796 | 439 | 14 | 1329 |
| % of Volume | 90 | 100 | 114 | 99 | 98 | 114 | 99 |

7: Pony Express Parkway & Oquirrh Ranch Parkway 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 | 2.8 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Delay (hr) | 0.2 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.4 |
| Total Del/Veh (s) | 17.0 | 6.0 | 2.3 | 0.3 | 0.4 | 0.3 | 1.1 |
| Vehicles Entered | 49 | 27 | 6 | 811 | 446 | 16 | 1355 |
| Vehicles Exited | 50 | 26 | 6 | 810 | 447 | 16 | 1355 |
| Hourly Exit Rate | 50 | 26 | 6 | 810 | 447 | 16 | 1355 |
| Input Volume | 50 | 25 | 7 | 820 | 452 | 14 | 1368 |
| % of Volume | 100 | 105 | 83 | 99 | 99 | 112 | 99 |

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 | 0.1 |
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.2 | 0.1 | 0.2 |
| Total Delay (hr) | 0.5 | 0.4 | 0.7 | 0.5 | 2.0 |
| Total Del/Veh (s) | 4.2 | 3.8 | 4.9 | 4.2 | 4.5 |
| Vehicles Entered | 366 | 372 | 501 | 367 | 1606 |
| Vehicles Exited | 367 | 372 | 496 | 373 | 1609 |
| Hourly Exit Rate | 1468 | 1488 | 1984 | 1492 | 1609 |
| Input Volume | 5515 | 5515 | 7021 | 5515 | 5892 |
| % of Volume | 27 | 27 | 28 | 27 | 27 |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #1

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 41 | 12 |
| Average Queue (ft) | 23 | 2 |
| 95th Queue (ft) | 42 | 13 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #2

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 40 | 20 |
| Average Queue (ft) | 22 | 4 |
| 95th Queue (ft) | 45 | 19 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #3

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 76 | 18 |
| Average Queue (ft) | 38 | 3 |
| 95th Queue (ft) | 77 | 19 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, Interval #4

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 42 | 9 |
| Average Queue (ft) | 22 | 1 |
| 95th Queue (ft) | 48 | 11 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 3: Pony Express Parkway & Red Pine Road, All Intervals

| Movement | SE | NE |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 78 | 24 |
| Average Queue (ft) | 26 | 2 |
| 95th Queue (ft) | 56 | 16 |
| Link Distance (ft) | 760 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, Interval #1

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 118 | 14 |
| Average Queue (ft) | 62 | 2 |
| 95th Queue (ft) | 124 | 15 |
| Link Distance (ft) | 402 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, Interval #2

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 90 | 11 |
| Average Queue (ft) | 51 | 2 |
| 95th Queue (ft) | 91 | 15 |
| Link Distance (ft) | 402 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, Interval #3

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 114 | 22 |
| Average Queue (ft) | 65 | 4 |
| 95th Queue (ft) | 118 | 20 |
| Link Distance (ft) | 402 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, Interval #4

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 95 | 17 |
| Average Queue (ft) | 55 | 3 |
| 95th Queue (ft) | 100 | 18 |
| Link Distance (ft) | 402 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 4: Pony Express Parkway, All Intervals

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 137 | 29 |
| Average Queue (ft) | 58 | 3 |
| 95th Queue (ft) | 110 | 17 |
| Link Distance (ft) | 402 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, Interval #1

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 67 | 14 |
| Average Queue (ft) | 36 | 2 |
| 95th Queue (ft) | 67 | 13 |
| Link Distance (ft) | 338 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, Interval #2

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 61 | 14 |
| Average Queue (ft) | 36 | 2 |
| 95th Queue (ft) | 64 | 12 |
| Link Distance (ft) | 338 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 70 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, Interval #3

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 65 | 11 |
| Average Queue (ft) | 40 | 1 |
| 95th Queue (ft) | 68 | 10 |
| Link Distance (ft) | 338 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, Interval #4

| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 60 | 16 |
| Average Queue (ft) | 37 | 3 |
| 95th Queue (ft) | 70 | 17 |
| Link Distance (ft) | 338 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: Pony Express Parkway & Oquirrh Ranch Parkway, All Intervals

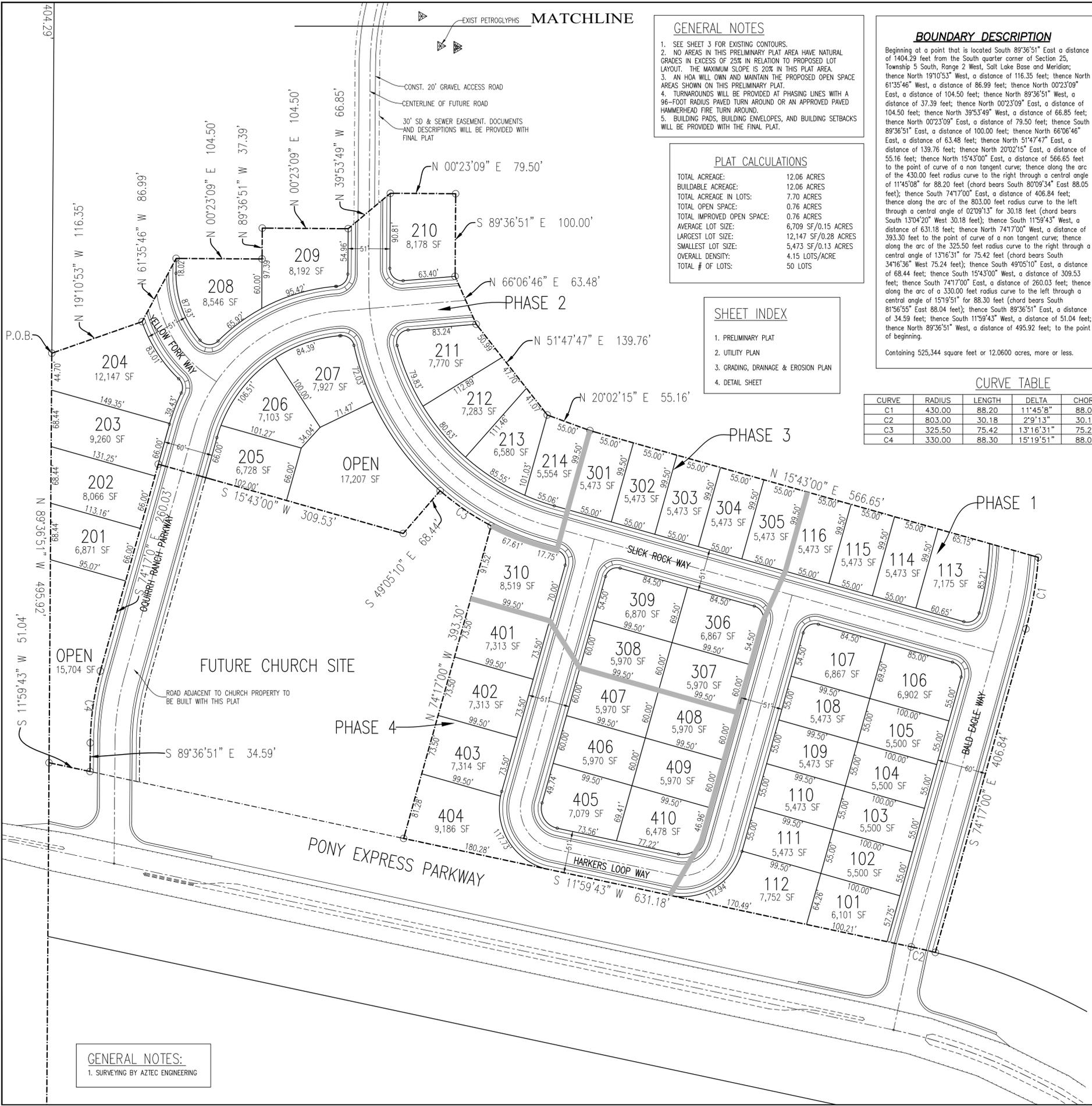
| Movement | EB | NB |
|-----------------------|-----|----|
| Directions Served | LR | L |
| Maximum Queue (ft) | 81 | 25 |
| Average Queue (ft) | 37 | 2 |
| 95th Queue (ft) | 67 | 13 |
| Link Distance (ft) | 338 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 70 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Zone Summary

| |
|---|
| Zone wide Queuing Penalty, Interval #1: 0 |
| Zone wide Queuing Penalty, Interval #2: 0 |
| Zone wide Queuing Penalty, Interval #3: 0 |
| Zone wide Queuing Penalty, Interval #4: 0 |
| Zone wide Queuing Penalty, All Intervals: 0 |

APPENDIX C

Project Site Plan



GENERAL NOTES

- SEE SHEET 3 FOR EXISTING CONTOURS.
- NO AREAS IN THIS PRELIMINARY PLAT AREA HAVE NATURAL GRADES IN EXCESS OF 25% IN RELATION TO PROPOSED LOT LAYOUT. THE MAXIMUM SLOPE IS 20% IN THIS PLAT AREA.
- AN HOA WILL OWN AND MAINTAIN THE PROPOSED OPEN SPACE AREAS SHOWN ON THIS PRELIMINARY PLAT.
- TURNAROUNDS WILL BE PROVIDED AT PHASING LINES WITH A 96-FOOT RADIUS PAVED TURN AROUND OR AN APPROVED PAVED HAMMERHEAD FIRE TURN AROUND.
- BUILDING PADS, BUILDING ENVELOPES, AND BUILDING SETBACKS WILL BE PROVIDED WITH THE FINAL PLAT.

PLAT CALCULATIONS

| | |
|----------------------------|----------------------|
| TOTAL ACREAGE: | 12.06 ACRES |
| BUILDABLE ACREAGE: | 12.06 ACRES |
| TOTAL ACREAGE IN LOTS: | 7.70 ACRES |
| TOTAL OPEN SPACE: | 0.76 ACRES |
| TOTAL IMPROVED OPEN SPACE: | 0.76 ACRES |
| AVERAGE LOT SIZE: | 6,709 SF/0.15 ACRES |
| LARGEST LOT SIZE: | 12,147 SF/0.28 ACRES |
| SMALLEST LOT SIZE: | 5,473 SF/0.13 ACRES |
| OVERALL DENSITY: | 4.15 LOTS/ACRE |
| TOTAL # OF LOTS: | 50 LOTS |

- SHEET INDEX**
- PRELIMINARY PLAT
 - UTILITY PLAN
 - GRADING, DRAINAGE & EROSION PLAN
 - DETAIL SHEET

BOUNDARY DESCRIPTION

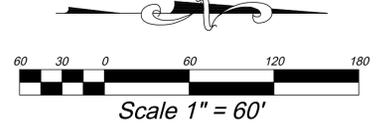
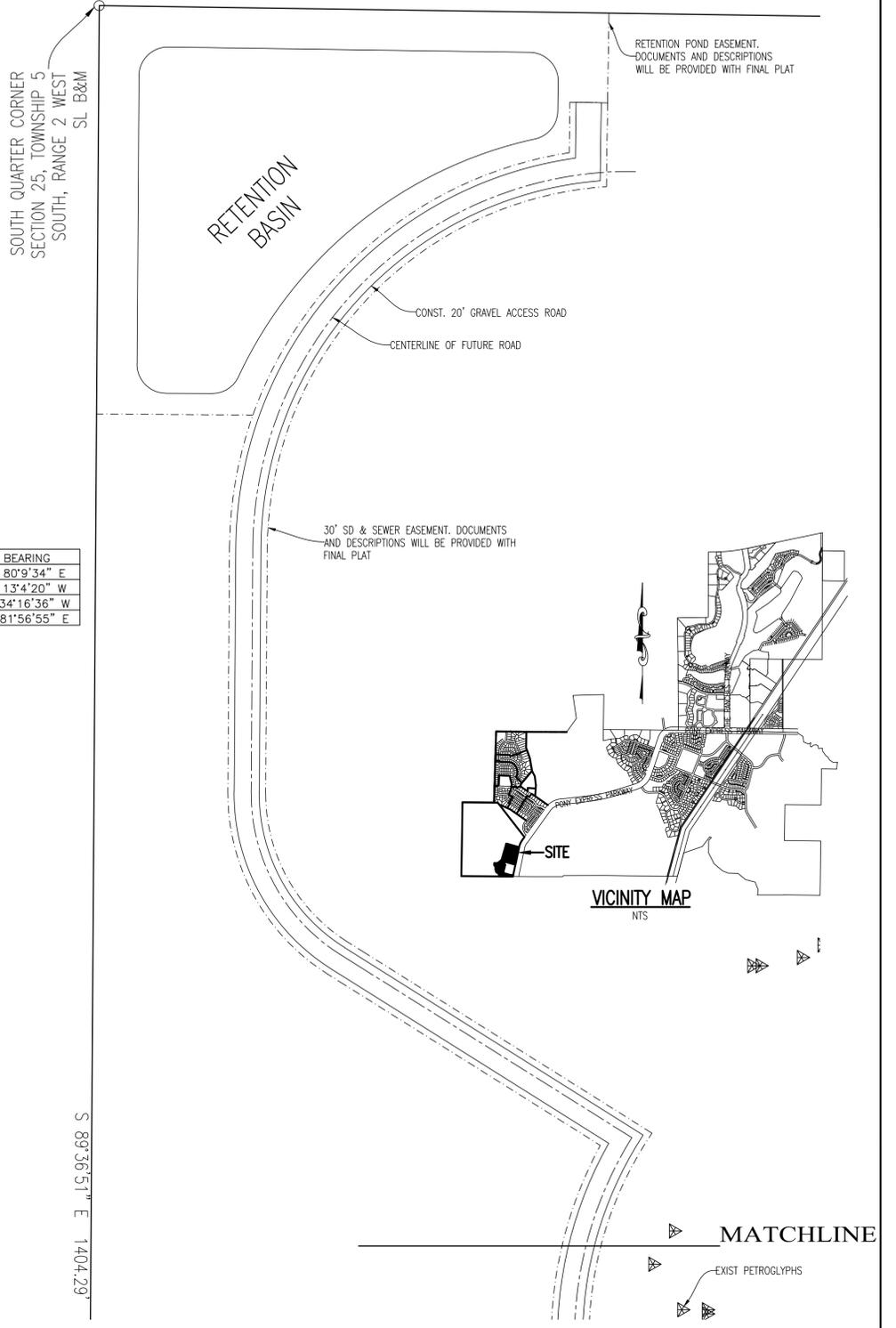
Beginning at a point that is located South 89°36'51" East a distance of 1404.29 feet from the South quarter corner of Section 25, Township 5 South, Range 2 West, Salt Lake Base and Meridian; thence North 19°10'53" West, a distance of 116.35 feet; thence North 61°35'46" West, a distance of 86.99 feet; thence North 00°23'09" East, a distance of 104.50 feet; thence North 89°36'51" West, a distance of 37.39 feet; thence North 00°23'09" East, a distance of 104.50 feet; thence North 39°53'49" West, a distance of 66.85 feet; thence North 00°23'09" East, a distance of 79.50 feet; thence South 89°36'51" East, a distance of 100.00 feet; thence North 66°06'46" East, a distance of 63.48 feet; thence North 20°02'15" East, a distance of 55.16 feet; thence North 15°43'00" East, a distance of 566.65 feet to the point of curve of a non tangent curve; thence along the arc of the 430.00 feet radius curve to the right through a central angle of 11°45'08" for 88.20 feet (chord bears South 80°09'34" East 88.05 feet); thence South 74°17'00" East, a distance of 406.84 feet; thence along the arc of the 803.00 feet radius curve to the left through a central angle of 02°09'13" for 30.18 feet (chord bears South 13°04'20" West 30.18 feet); thence South 11°59'43" West, a distance of 631.18 feet; thence North 74°17'00" West, a distance of 393.30 feet to the point of curve of a non tangent curve; thence along the arc of the 325.50 feet radius curve to the right through a central angle of 13°16'31" for 75.42 feet (chord bears South 34°16'36" West 75.24 feet); thence South 49°05'10" East, a distance of 68.44 feet; thence South 15°43'00" West, a distance of 309.53 feet; thence South 74°17'00" East, a distance of 260.03 feet; thence along the arc of a 330.00 feet radius curve to the left through a central angle of 15°19'51" for 88.30 feet (chord bears South 81°56'55" East 88.04 feet); thence South 89°36'51" East, a distance of 34.59 feet; thence South 11°59'43" West, a distance of 51.04 feet; thence North 89°36'51" West, a distance of 495.92 feet; to the point of beginning.

Containing 525,344 square feet or 12.0600 acres, more or less.

CURVE TABLE

| CURVE | RADIUS | LENGTH | DELTA | CHORD | BEARING |
|-------|--------|--------|-----------|-------|---------------|
| C1 | 430.00 | 88.20 | 11°45'8" | 88.05 | S 80°9'34" E |
| C2 | 803.00 | 30.18 | 2°9'13" | 30.18 | S 13°4'20" W |
| C3 | 325.50 | 75.42 | 13°16'31" | 75.24 | S 34°16'36" W |
| C4 | 330.00 | 88.30 | 15°19'51" | 88.04 | S 81°56'55" E |

GENERAL NOTES:
1. SURVEYING BY AZTEC ENGINEERING



REVISIONS

| Rev. | Date | Description | App'd |
|------|------|-------------|-------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

OMR INVESTMENTS, LLC
65 NORTH 920 EAST
OREM, UT 84097
801-372-8687

EXCELE ENGINEERING
David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201, American Fork, UT 84003
P: (801) 756-4504; F: (801) 756-4511

OQUIRRH MOUNTAIN RANCH
EAGLE MOUNTAIN SUBDIVISION UTAH

Drawn by: G.J.Y.
Designed by: G.J.Y.
Checked by: D.W.P.

PRELIMINARY PLAT
LOCATED IN THE SOUTHEAST CORNER OF SECTION 25, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SLB&M

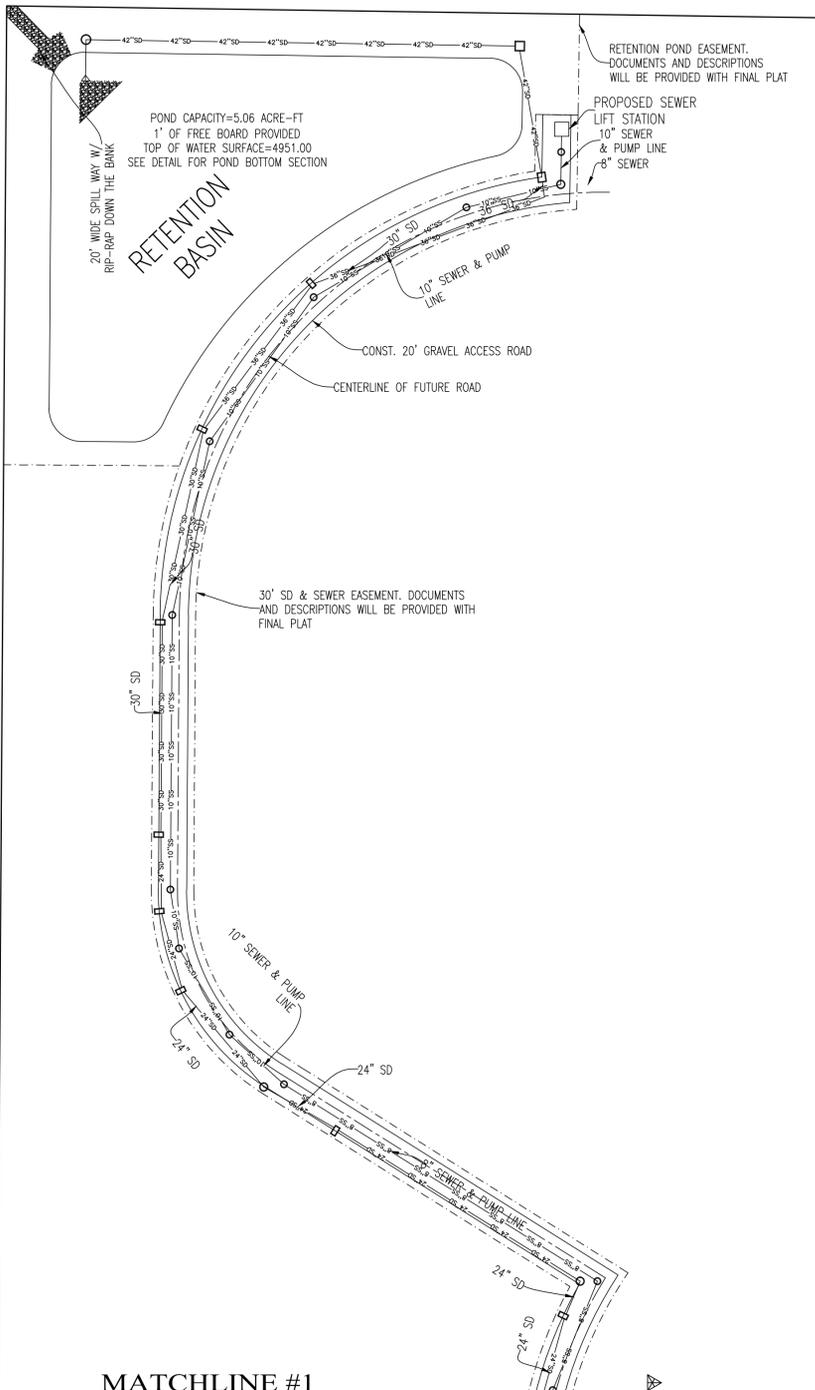
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Date: 08/13/14
1 OF 4

MATCHLINE #1

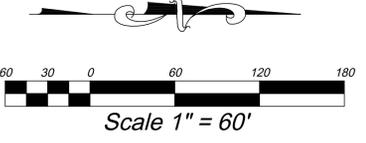
EXIST PETROGLYPHS

CONST. 20' GRAVEL ACCESS ROAD
CENTERLINE OF FUTURE ROAD
30" SD & SEWER EASEMENT, DOCUMENTS AND DESCRIPTIONS WILL BE PROVIDED WITH FINAL PLAT

MATCHLINE #2



MATCHLINE #1



| REVISIONS | | | |
|-----------|------|-------------|-------|
| Rev. | Date | Description | App'd |
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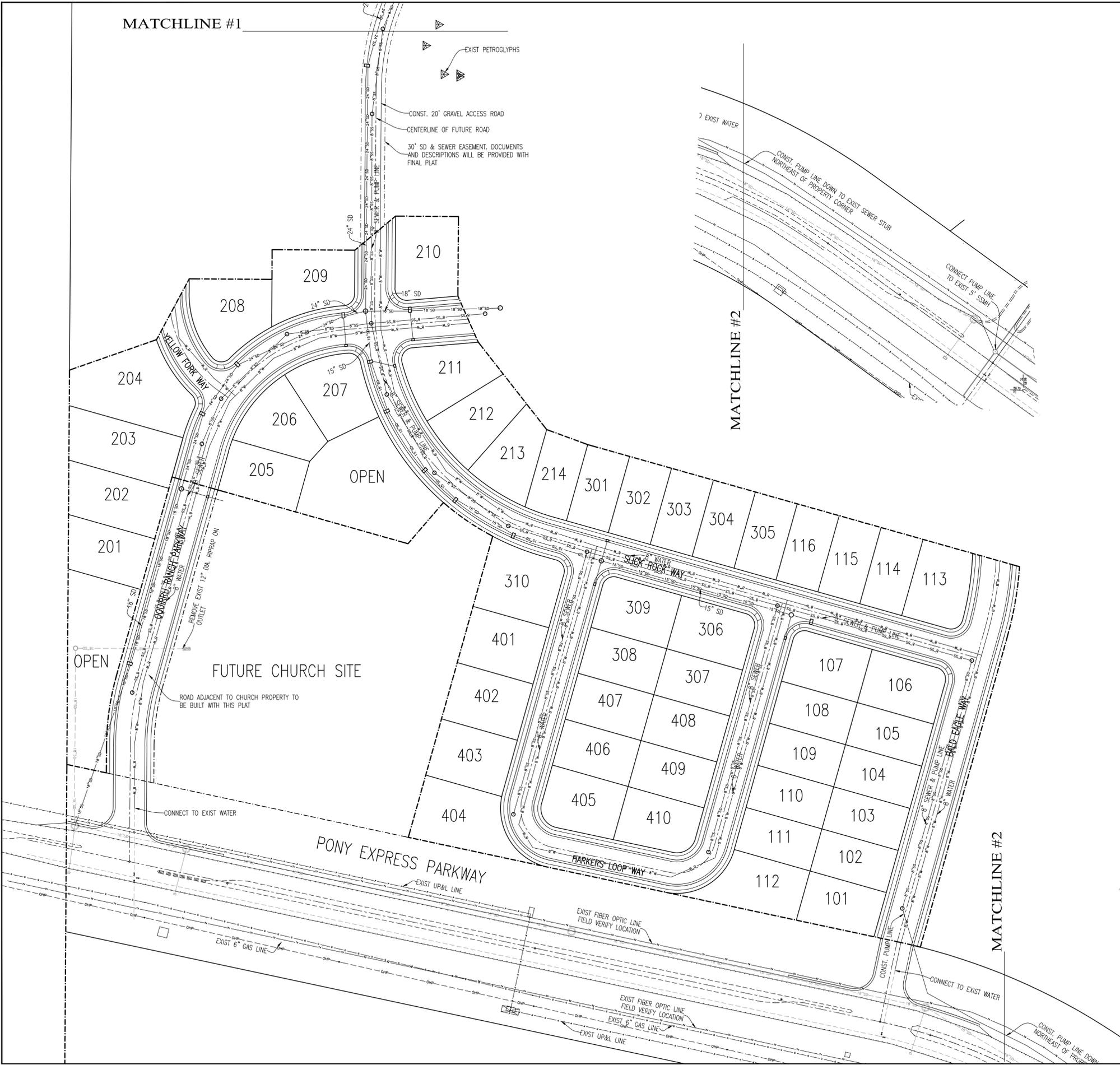
OMR INVESTMENTS, LLC
65 NORTH 920 EAST
OREM, UT 84097
801-372-8687

EXCEL ENGINEERING
David W. Peterson, P.E., License #270393
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P: (801) 756-4504; F: (801) 756-4511

OQUIRRH MOUNTAIN RANCH
EAGLE MOUNTAIN SUBDIVISION UTAH

Drawn by: D.W.P.
Designed by: D.W.P.
Checked by: D.W.P.

Scale: 1"=60'
Date: 08/13/14
2 OF 4



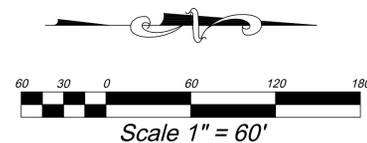
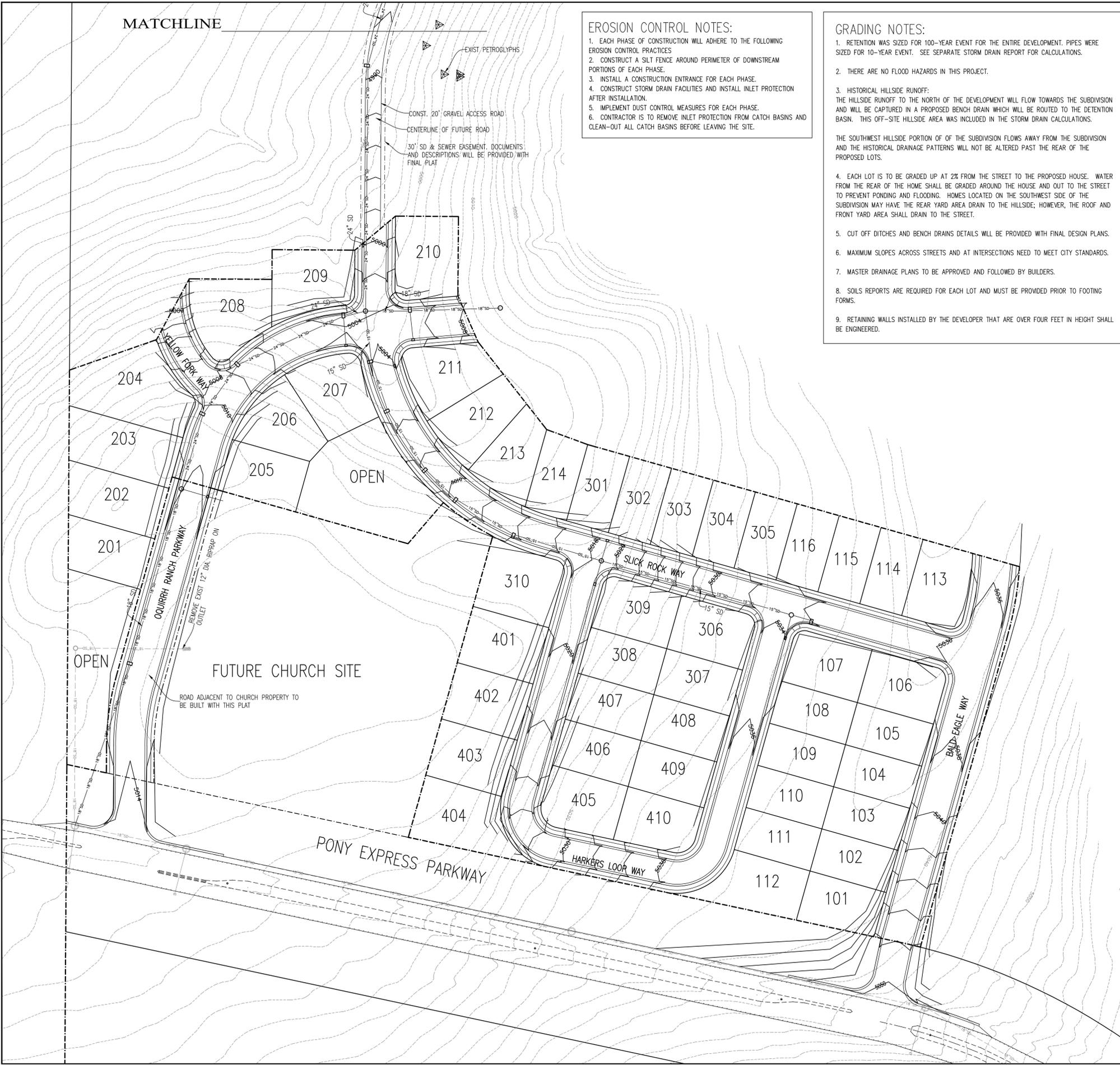
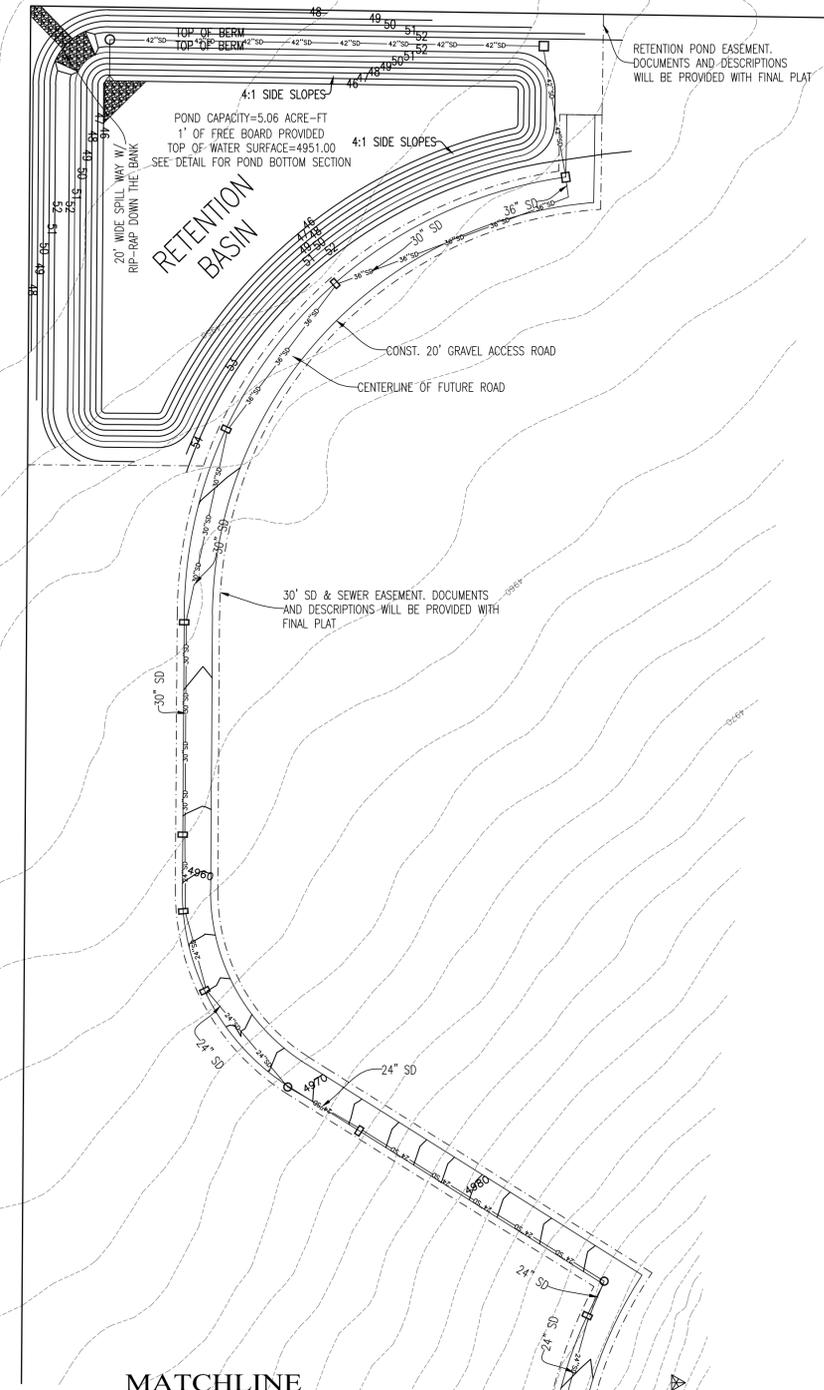
MATCHLINE

EROSION CONTROL NOTES:

1. EACH PHASE OF CONSTRUCTION WILL ADHERE TO THE FOLLOWING EROSION CONTROL PRACTICES
2. CONSTRUCT A SILT FENCE AROUND PERIMETER OF DOWNSTREAM PORTIONS OF EACH PHASE.
3. INSTALL A CONSTRUCTION ENTRANCE FOR EACH PHASE.
4. CONSTRUCT STORM DRAIN FACILITIES AND INSTALL INLET PROTECTION AFTER INSTALLATION.
5. IMPLEMENT DUST CONTROL MEASURES FOR EACH PHASE.
6. CONTRACTOR IS TO REMOVE INLET PROTECTION FROM CATCH BASINS AND CLEAN-OUT ALL CATCH BASINS BEFORE LEAVING THE SITE.

GRADING NOTES:

1. RETENTION WAS SIZED FOR 100-YEAR EVENT FOR THE ENTIRE DEVELOPMENT. PIPES WERE SIZED FOR 10-YEAR EVENT. SEE SEPARATE STORM DRAIN REPORT FOR CALCULATIONS.
2. THERE ARE NO FLOOD HAZARDS IN THIS PROJECT.
3. HISTORICAL HILLSIDE RUNOFF: THE HILLSIDE RUNOFF TO THE NORTH OF THE DEVELOPMENT WILL FLOW TOWARDS THE SUBDIVISION AND WILL BE CAPTURED IN A PROPOSED BENCH DRAIN WHICH WILL BE ROUTED TO THE DETENTION BASIN. THIS OFF-SITE HILLSIDE AREA WAS INCLUDED IN THE STORM DRAIN CALCULATIONS.
4. EACH LOT IS TO BE GRADED UP AT 2% FROM THE STREET TO THE PROPOSED HOUSE. WATER FROM THE REAR OF THE HOME SHALL BE GRADED AROUND THE HOUSE AND OUT TO THE STREET TO PREVENT PONDING AND FLOODING. HOMES LOCATED ON THE SOUTHWEST SIDE OF THE SUBDIVISION MAY HAVE THE REAR YARD AREA DRAIN TO THE HILLSIDE; HOWEVER, THE ROOF AND FRONT YARD AREA SHALL DRAIN TO THE STREET.
5. CUT OFF DITCHES AND BENCH DRAINS DETAILS WILL BE PROVIDED WITH FINAL DESIGN PLANS.
6. MAXIMUM SLOPES ACROSS STREETS AND AT INTERSECTIONS NEED TO MEET CITY STANDARDS.
7. MASTER DRAINAGE PLANS TO BE APPROVED AND FOLLOWED BY BUILDERS.
8. SOILS REPORTS ARE REQUIRED FOR EACH LOT AND MUST BE PROVIDED PRIOR TO FOOTING FORMS.
9. RETAINING WALLS INSTALLED BY THE DEVELOPER THAT ARE OVER FOUR FEET IN HEIGHT SHALL BE ENGINEERED.



| REVISIONS | | | |
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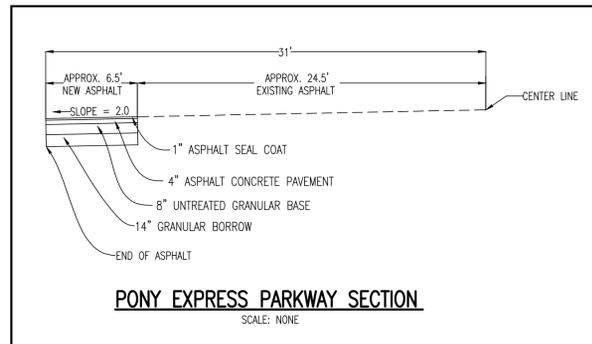
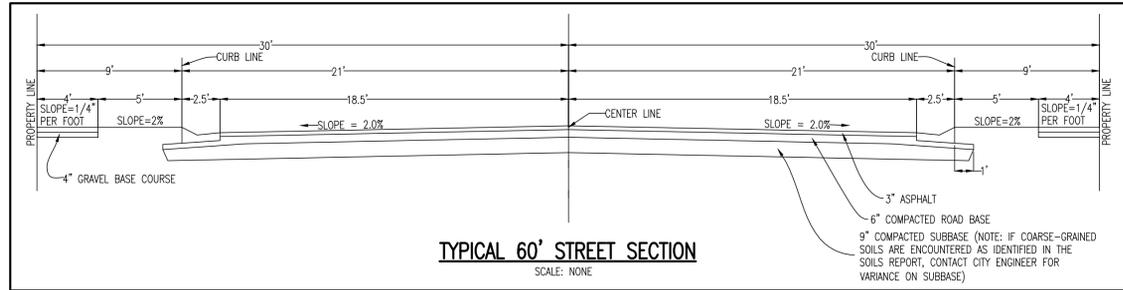
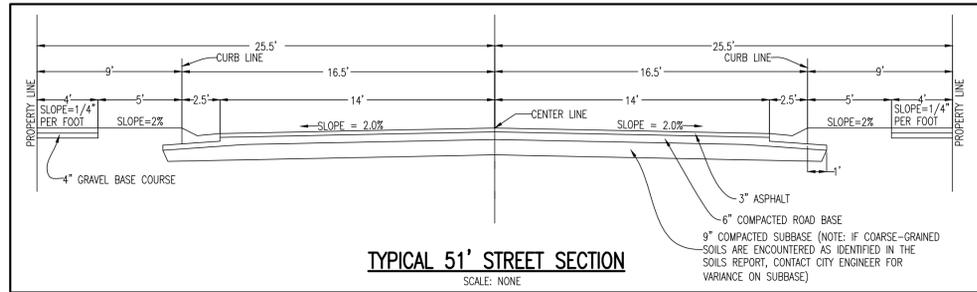
OMR INVESTMENTS, LLC
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OQUIRRH MOUNTAIN RANCH
 EAGLE MOUNTAIN SUBDIVISION UTAH

Scale: 1"=60'
 Date: 08/13/14
 3 OF 4

GRADING, DRAINAGE & EROSION PLAN
 Drawn by: G.J.Y.
 Designed by: G.J.Y.
 Checked by: D.W.P.



| REVISIONS | | | |
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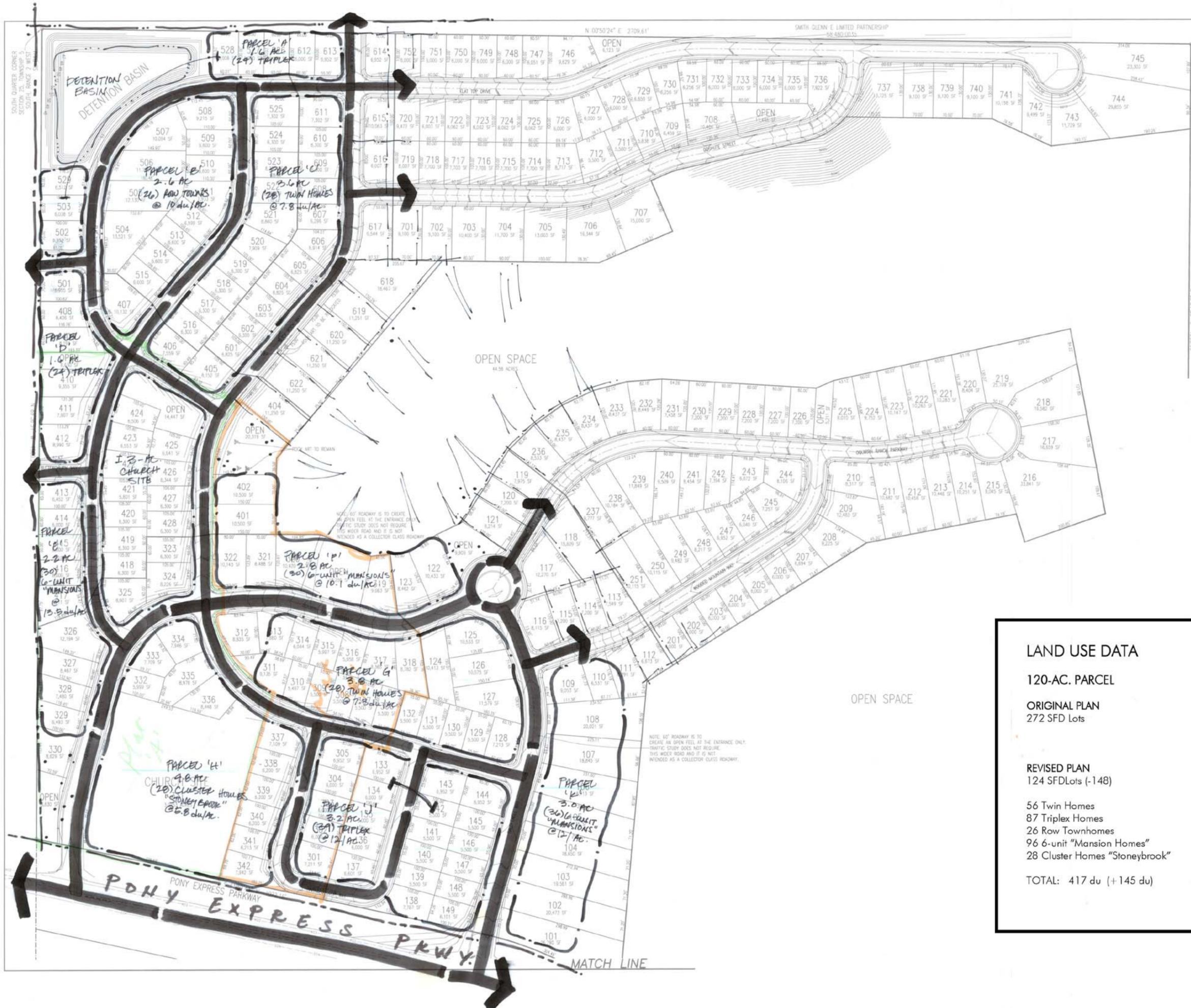
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OQUIRRH MOUNTAIN RANCH
EAGLE MOUNTAIN SUBDIVISION UTAH

Drawn by: G.J.Y.
Designed by: G.J.Y.
Checked by: D.W.P.

Scale: NTS
Date: 08/13/14
4 OF 4

DETAIL SHEET



| LAND USE DATA | |
|--------------------------------|---------------------|
| 120-AC. PARCEL | ORIGINAL PLAN |
| | 272 SFD Lots |
| | REVISED PLAN |
| | 124 SFD Lots (-148) |
| 56 Twin Homes | |
| 87 Triplex Homes | |
| 26 Row Townhomes | |
| 96 6-unit "Mansion Homes" | |
| 28 Cluster Homes "Stoneybrook" | |
| TOTAL: 417 du (+145 du) | |

Oquirrh Mountain Subdivision

Conceptual Land Use Plan

Eagle Mountain, Utah
September 10, 2007

SCALE: 1" = 100'

NORTH

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS

Time Period: a.m. Peak Hour

95th Percentile Queue Length (feet)



Project #: UT14-653

| Intersection | Time Period | NE | SE |
|--------------------------------------|----------------------------|----|----|
| | | L | LR |
| Pony Express Parkway & Red Pine Road | Existing (2014) Conditions | 8 | 18 |

SimTraffic Queueing Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS

Time Period: a.m. Peak Hour

95th Percentile Queue Length (feet)



Project #: UT14-653

| Intersection | Time Period | EB | NB | NE | SE |
|--|---|----|----|----|----|
| | | LR | L | L | LR |
| Pony Express Parkway & Bald Eagle Way | Existing (2014) Plus Project Conditions | 47 | 5 | -- | -- |
| Pony Express Parkway & Oquirrh Ranch Parkway | Existing (2014) Plus Project Conditions | 23 | 4 | -- | -- |
| Pony Express Parkway & Red Pine Road | Existing (2014) Plus Project Conditions | -- | -- | 5 | 16 |

SimTraffic Queueing Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS

Time Period: a.m. Peak Hour

95th Percentile Queue Length (feet)



Project #: UT14-653

| Intersection | Time Period | NE | SE |
|--------------------------------------|------------------------|----|----|
| | | L | LR |
| Pony Express Parkway & Red Pine Road | Future 2020 Background | 19 | 51 |

SimTraffic Queueing Report

Project: Eagle Mountain - Oquirrh Mountain Ranch TIS

Time Period: a.m. Peak Hour

95th Percentile Queue Length (feet)

Project #: UT14-653

| Intersection | Time Period | EB | NB | NE | SE |
|--|--------------------------|-----|----|----|----|
| | | LR | L | L | LR |
| Pony Express Parkway & Bald Eagle Way | Future 2020 Plus Project | 110 | 17 | -- | -- |
| Pony Express Parkway & Oquirrh Ranch Parkway | Future 2020 Plus Project | 67 | 13 | -- | -- |
| Pony Express Parkway & Red Pine Road | Future 2020 Plus Project | -- | -- | 16 | 56 |