# MINUTES
# HIGHLAND CITY COUNCIL MEETING
**Tuesday, January 5, 2016**

Highland City Council Chambers, 5400 West Civic Center Drive, Highland, Utah 84003

**PRESENT:** Mayor Mark S. Thompson, conducting
Councilmember Brian Braithwaite
Councilmember Dennis LeBaron
Councilmember Tim Irwin
Councilmember Ed Dennis
Councilmember Rod Mann

**STAFF PRESENT:** Nathan Crane, City Administrator/Community Develop. Director
Erin Wells, Assistant to the City Administrator
Gary LeCheminant, Finance Director
JoD'Ann Bates, City Recorder
Justin Parduhn, Public Works O&M Director
Brian Gwilliam, Chief of Police
Tim Merrill, City Attorney

**OTHERS:** Scott Vikari, Carter Groom, Heather Groom, Brookelynn Harris, Miranda Mugleston, Mike Schoenfeld, Jessie Schoenfeld, Tanya Colledge, Jennifer Moulder, Christine Anderson, Ben Anderson, Stuart Anderson, Julie Brinkerhoff, Stephannie Cottle, JoAnn Scott, Michelle Dekorver, Devirl Barfuss, and Steven Rowley

The meeting was called to order by Mayor Mark S. Thompson as a regular session at 7:00 p.m. The meeting agenda was posted on the *Utah State Public Meeting Website* at least 24 hours prior to the meeting. The prayer was offered by Councilmember Dennis LeBaron and those assembled were led in the Pledge of Allegiance by Carter Groom, a scout.

## APPEARANCES:

There were no appearances.

## PRESENTATION

1. **Council Thank You**

Mayor Thompson took a moment to thank Jessie Schoenfeld for her service on the City Council and presented her with a plaque.

2. **2014-2015 Audit Report** – Keddington & Christensen Auditors

Steven Rowley, representing Keddington & Christensen Auditors, presented the Financial Statement Audit Report, as well as the State Supplemental Reports and Governmental Standards Reports. Mr. Rowley stated that changes had been made to pension liability standards, which will now be kept on the books.

There was only one instance of non-compliance with the State standards, and that involved the failure to upload the meeting minutes to the Utah Public Notices website within the required timeframe. He assured the Council that this did not impact the financial statements.

3. **3rd Party Insurance Information** – Tim Merrill, City Attorney

Mr. Merrill stated that questions had arisen regarding when and how the City can cover third parties under its insurance policy. The policy covers the City, volunteers, past and present employees, elected or appointed officials, and members of committees, wards or commissions; but only when those individuals are acting on behalf of or for the City. It is possible to add third parties as an additional insured under the policy, but the City does not determine who is eligible.

There was a discussion regarding the Timpanogos Chorale, the organization that initiated these considerations. Although the City provides a rehearsal space, they are not involved with the organization, and therefore the members are not considered volunteers. Brian Braithwaite commented that the Chorale approached the City regarding this because they would receive a discounted rate when renting at the middle school if they were under the City's insurance policy.

**CONSENT ITEMS:**

4. **MOTION: Approvalof Meeting Minutes for the City Council Regular Session** – November 17, 2015

5. **MOTION: Approval of Meeting Minutes for the City Council Work Session** – December 1, 2015

6. **MOTION: Approval of Meeting Minutes for the City Council Regular Session** – December 1, 2015

7. **MOTION: Ratifying the Mayor's appointment to the Planning Commission** – Kurt Ostler

8. **MOTION: Ratifying the Mayor's Appointment to the Water Advisory Board** – Jim Horrocks and Drew Sparks

9. **RESOLUTION: Appointment of the City Treasurer and Re-Appointment of the City Recorder** – Stephannie Cottle, City Treasurer and JoD'Ann Bates, City Recorder

10. **MOTION: Approval of Reimbursement and Authorizing the Mayor to sign an Agreement with Millhaven Homes for Installation of Curb, Gutter, Replacement**

**and Relocation of a Culinary Water Line** – 9600 North, Flats at Fox Hollow Subdivision

**11. RESOLUTION: Adjusting City Fee Schedule** – City Facility Rentals

**MOTION: Dennis LeBaron moved the City Council approve the Consent Items on the agenda.**

**Brian Braithwaite seconded the motion.**
**Unanimous vote, motion carried.**

**ACTION ITEMS:**

**12. MOTION: Speed and Warrant Study** – Highland Blvd. and 11800 North

***Background:*** *With the recent accident at the intersection of Highland Boulevard and 11800 North, a concern has been raised in relation to the safety and operation of this intersection. In June 2015, the Council authorized the hiring of two firms to complete an Operation Safety Report (OSR). An OSR report reviews the intersection design, traffic speeds, sight issues, crash history, etc., and provides a report with recommendations. Two firms were hired to complete this work; Project Engineering Consultants (PEC) and InterPlan. Both studies were also reviewed by the City Engineer.*

Nathan Crane reviewed the studies provided, and stated that the traffic volume, accidents, future growth and other factors did not meet the minimum threshold for the installation of a traffic signal. Mr. Crane clarified that Highland Boulevard would be expanded at some point in the future, but that would be a project of the County.

Mr. Crane presented the results of the speed analysis, which showed the average speed of southbound traffic on Highland Boulevard to be 47 mph, and northbound average traffic as 45 mph. The City has attempted to increase enforcement in the area and installed flashing speed limit signs. The study indicated that traffic calming measures would not be appropriate for the collector street.

Brian Braithwaite felt that the main problem with the intersection was the layout and grade of the streets involved. He suggested that something be done to improve the line-of-site. Mayor Thompson, however, did not feel that a speed reduction or a signal would solve the issue. Mr. Crane commented that the study indicated that a three-way stop would not work in this situation either.

Miranda Mugleston addressed the Council and stated that the accidents at this intersection have involved inexperienced drivers. She suggested that even small actions such as lowering the speed limit would help prevent some of these accidents.

Jennifer Moulder came forward and addressed the Council. She stated that there are at least 40 children in her neighborhood,who are expected to walk to the Ridgeline bus stop. However, it's

dangerous to cross the street to get there, so most parents drive their children to the stop sign or the elementary school. Mrs. Moulder had sent emails to Nathan Crane and several Council Members, but had received no response.

Tanya Colledge stated that she also lives in the neighborhood near this intersection and had concerns that the Council was not being proactive enough with this issue. When asked what she would like the Council to do, Mrs. Colledge stated that she doesn't care what the remedy is, just as long as something is done.

Mayor Thompson reminded the residents that this was not the only dangerous intersection in the City. The Council uses the analytical studies to determine which areas have higher priority. It is important to review these situations with an unemotional approach.

Stuart Anderson came forward and stated that he shared Mr. Braithwaite's opinion about the layout of the intersection. He felt that the solution for this area was physical, whether that was changing the grade, creating a roundabout, or a similar solution.

Julie Brinkerhoff stated that she currently lives in Sky Estates, but had recently resided in Highland Hills. She suggested that the reason the study did not show a lot of pedestrian traffic is because of the children being driven to school in the mornings rather than walking. Mrs. Brinkerhoff commented that the wrong choice for this area would be to do nothing at all. She agreed that the Council needs to be proactive in how they address the problem.

The Council then deliberated the possibility of lowering the speed limit as well as increasing enforcement. It was determined that the limit would be changed to 35 mph and the area monitored to see if there is any improvement. They decided not to make any physical changes to the intersection at this time in anticipation for a future traffic signal.

**MOTION: Rod Mann moved the City Council approve a speed limit reduction along Highland Boulevard south of 11800 West to 35 mph, and direct staff to establish a process for collecting information and providing it to the police department regularly, as well as making it available to the public. Staff will report back to the City Council by the first meeting of March.**

**Tim Irwin seconded the motion.**
**Unanimous vote, motion carried.**

Mayor Thompson called for a break until 9:20 p.m.

13. **MOTION: Authorization to Select Zions Bank Public Finance Group** – Utility Rate Study

***Background:*** *In previous conversations, City Council directed staff to conduct a Utility Rate Study so that the true cost of the city utilities would be better understood and to ensure appropriate billing was taking place. For Fiscal Year 2015, staff budgeted for the completion of the study out of the enterprise funds (Sewer 52-40-32, Pressurized Irrigation 53-40-31, Storm*

*Sewer 54-40-32, and Culinary Water 55-40-31). In November, a Request for Proposal was sent out for the study and six firms submitted proposals. Staff reviewed the submitted proposals and came up with two finalists. We conducted interviews with those finalists and came to a unanimous decision that Zions Bank would be the best selection for this study.*

Due to some miscommunication, there were no representatives from Zions Bank present at the meeting. Erin Wells stated that those representatives would attend the work session the following week.

In response to a question from Ed Dennis, Erin Wells explained the reason behind choosing a proposal that was not the lowest bid, as required by City ordinance. She stated that they could select a higher bid if there were mitigating situations, and those reasons need to be identified in the motion.

There was a discussion regarding the language that should be included in the motion.

**MOTION: Brian Braithwaite moved the City Council authorize the Mayor to sign the agreement with and approve the selection of Zions Bank Public Finance Group for a Utility Rate Study based on the following findings:**

1. **A cost not exceeding $39,356.**

2. **Prior transaction with JUB Engineering did not meet the standards expected.**

3. **Bowen Collins did not have both the engineering and financial qualities that the Council believes Zions can bring to the project.**

4. **Lewis and Young were not able to meet the time frame needed for the project.**

**Dennis LeBaron seconded the motion.**
**Unanimous vote, motion carried.**

**14. NOMINATION/VOTE: Mayor Pro-Tempore** – City Council

***Background:*** *In all municipalities, the Mayor shall be the chairman and reside at the meetings for the governing body. In the absence of the Mayor or because of his inability or refusal to act, the governing body may elect a member of the governing body to reside over the meetings as Mayor Pro Tempore. Council Member Tim Irwin had been serving as Mayor Pro Tempore during 2015. Traditionally, the City Council selects a Mayor Pro Tempore at the beginning of each year. This action is done pursuant to Utah Code, Annotated 10-3b-302(2)*

**MOTION: Tim Irwin nominated Rod Mann as the Mayor Pro-Tempore.**
**Brian Braithwaite seconded the nomination.**

**MOTION: Ed Dennis nominated Brian Braithwaite.**
**Motion dies due to lack of second.**

**Unanimous vote, motion carried.**

## MAYOR, CITY COUNCIL & STAFF COMMUNICATION ITEMS

*(These items are for information purposes only and do not require action or discussion by the City Council)*

Mayor Thompson initiated a discussion regarding the intersection of SR92 and 6400 South, stating that the City had been in contact with UDOT requesting the installation of a traffic signal. The comment was made that the residents had approached the City with their concerns for this intersection two years ago, but the issue was not addressed.

**15. Parks Storage Building Update** – Justin Parduhn, Public Works O&M Director

Justin Parduhn informed the Council that the department had moved out of the HW building and the equipment had been disbursed to various locations throughout the City. The only thing left to coordinate was the demolition of the building.

**16. Highland City Website Update** – Erin Wells, Assistant to the City Administrator

Erin Wells stated that the approved logo and style guide had been delivered to the website team and they were in the process of redesigning the main page. They expected the website to be ready in two or three months.

## ADJOURNMENT

**MOTION: Rod Mann moved the City Council adjourn.**

**Tim Irwin seconded the motion.**
**Unanimous vote. Motion carried.**

**Meeting adjourned at10:20 p.m.**

JoD'Ann Bates, City Recorder

Date Approved: January 19, 2016

CORPORATE SEAL
HIGHLAND CITY
STATE OF UTAH

Attachments:

- Staff Power Point
- 2014-2015 Audit Report
- Speed and Warrant Study Presentation

## Highland City Council Work Session

The regular meeting will begin at 7:00 pm

## Public Appearances

Time set aside for public to express their ideas, concerns and comments.

(Please limit your comments to three (3) minutes)

## Presentation

Items #1-3

- Appreciation Event – Outgoing Council Member Schoenfeld
- Audit – 2014-2015 – Gary LeCheminant, Finance Director
- 3rd Part Insurance – Tim Merrill, City Attorney

## Consent

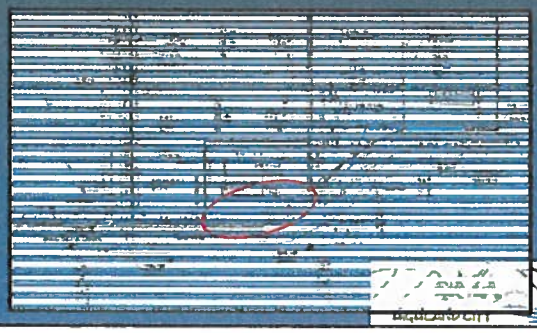
Items #4-11

- City Council Meeting Minutes – November 17, 2015 Regular Meeting
- City Council Meeting Minutes – December 1, 2015 Work Session
- City Council Meeting Minutes – December 1, 2015 Regular Meeting
- Ratifying the Mayors Appointment of Kurt Ostler to the Planning Commission

## Consent

- Ratifying the Appointment of Jim Horrocks and Drew Sparks to the Water Advisory Board
- Resolution – Appointment of Stephannie Cottle as City Treasurer and JoD Ann Bates as City Recorder
- Approval of a Reimbursement Agreement for the installation of curb and cutter and the relocation of a City water line for the Fox Hollow Subdivision
- Resolution – Adjusting the fees for city facility rentals

## Fox Hollow



## Resolution

Item #11

Adjusting City Fee Schedule – City Facility Rentals

Presented by Erin Wells, Assistant to the City Administrator

## Rate Summary

- Resident hourly rate - $15
- Non-resident hourly rate - $30
- Non-refundable food fee - $50
- Community Center piano fee - $10
- Council Chambers & Multi-Purpose Room audio visual/ projector fee - $10
- Refundable deposit - $150

## Change Summary

| Fee/Rate | Current | Proposed |
|---|---|---|
| Resident hourly rate | $10 | $15 |
| Non-resident hourly rate | $10 | $30 |
| Non-refundable food fee | $25 | $50 |
| Piano fee | $5 per hour | $10 flat fee |
| Audio visual/ projector fee | None | $10 |
| Refundable deposit | $75/$50 | $150 |

## Motion

Item #12

Traffic Speed and Warrant Study Highland Boulevard and 11800 North

Presented by Nathan Crane, City Administrator/Community Development Director

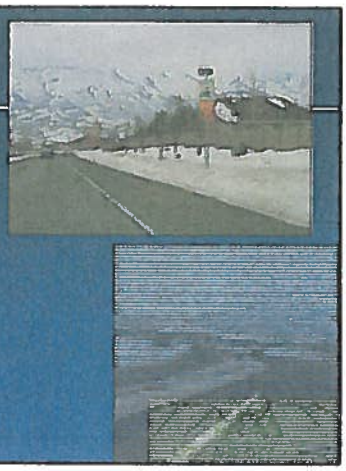
## Overview

- Highland Boulevard
  - Regional Road
  - 5 Lane Arterial Road
- 11800 North
  - 3 Lane Major Collector

## Overview

- Operational Safety Reports – Summer 2015
- Improvements
  - Restriping – Road and STOP Line
  - Landscaping in the median was removed
  - Installed Flashing STOP Sign and
  - Road warning signs
  - Installed flashing speed limit signs
- Traffic Speed and Signal Warrant Study

## Photos



## Signal Warrant Study

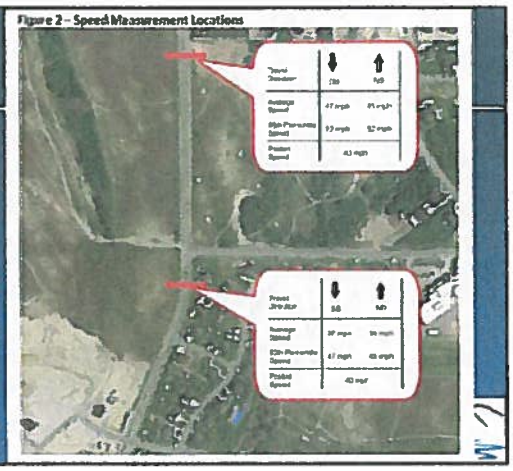
- Manual on Uniform Traffic Control Devices (MUTCD) analysis:
  - Nine warrants based on operation and safety
- Turn Movement and Pedestrian Counts
  - Tuesday September 22, 2015 7:00 am to 7:00 pm

## Signal Warrant Study Results

- Hourly volumes do not meet minimum volume thresholds
- Crash analysis not met
  - Five or more in a 12 month period that *could not have been mitigated by a traffic signal*
- No other warrants were met
- Future Growth
  - All approved lots
  - Volumes still fall below thresholds

## Speed Analysis – Highland Blvd

- Data Collected from September 25-October 2, 2015 – 24 Hours a Day
- Posted 40 MPH
- Average Speed – Average of a speed of all vehicles during the study period
- 85th Percentile – Speed below which 85 percent of the vehicles are traveling




## Speed Analysis – Highland Blvd

- Increased Enforcement
- Flashing Speed Limit Signs
- Traffic calming not effective or appropriate at this location
- Restripe the lane configuration to one lane in each direction
  - Utah County

## Conclusion

- Intersection does not meet warrants for a traffic signal
  - Future plan a minimum of $200,000 for a signal
- Increased enforcement is needed
- Continued evaluation and monitoring
  - Enforcement
  - Growth
  - Accidents

## Motion

Item # 13

Consultant Selection
Utility Rate Study

Presented by Erin Wells, Assistant to the City Administrator

## Proposal Summary

- AE2S Nexus ($72,203)
- Bowen, Collins, & Associates ($25,890)
- JUB Engineering ($21,500)
- Lewis, Young, Roberts, & Burningham ($34,145)
- North Pointe Consulting Group ($79,900)
- Zions Bank ($39,365)

## Resolution

Item #14

Mayor Pro-Tempore Election for 2016

Presented by Mark Thompson, Mayor

## Communication Items

- Park Storage Building Update – Justin Parduhn
- Website Update – Erin Wells

# Crash Data

**Table 2 – Crash Data at Study Intersection (2010-2014)**

| Date | Crash Description | Correctable by Signal? |
|---|---|---|
| 12/9/2010 | Runaway driver traveled westbound through intersection into ditch | No |
| 3/7/2012 | Left-turning vehicle ran stop sign and was struck by northbound vehicle | **Yes, signal would assign right-of-way** |
| 10/18/2012 | Southbound vehicle hit a wild animal | No |
| 3/31/2013 | Westbound vehicle slid through intersection into ditch. Vehicle brake problem | No |
| 5/15/2013 | Southbound left-turning bicycle struck by a left-turning vehicle from 11800 North | **Yes, signal would assign right-of-way** |
| 5/25/2015 | Left-turning vehicle struck by northbound vehicle | **Yes, signal would assign right-of-way** |
| 7/31/2015 | Left-turning vehicle struck by northbound vehicle | **Yes, signal would assign right-of-way** |

Source: UDOT

Confidential. These data, as well as all UDOT safety program information, are protected under 23 USC 409

# HIGHLAND CITY, UTAH
# FINANCIAL STATEMENTS

## For The Year Ended June 30, 2015

# HIGHLAND CITY, UTAH
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K&C

Keddington & Christensen, LLC
Certified Public Accountants

Gary K. Keddington, CPA
Phyl R. Warnock, CPA
Marcus K. Arbuckle, CPA

# INDEPENDENT AUDITOR'S REPORT

Honorable Mayor and
Members of City Council
Highland City
Highland City, Utah

## Report on Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Highland City, Utah (the City) as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

## Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

## Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Governmental Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessment s, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

## Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business type-activities, each major fund, and the aggregate remaining fund information of the City as of June 30, 2015, and the respective changes in financial position, and where applicable, cash flows thereof and the respective budgetary comparison for the General Fund for the year then ended in conformity with accounting principles generally accepted in the United States of America.



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**Emphasis of Matter**

As discussed in Note 14 to the financial statements, in 2015 the City adopted Governmental Accounting Standards Board Statement no. 68, *Accounting and Financial Reporting for Pensions—An Amendment to GASB Statement No. 27* and Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date—An Amendment of GASB Statement No. 68*. Our opinion is not modified with respect to this.

**Other Matters**

*Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information as noted in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

*Other Information*

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the City's basic financial statements. The combining and individual nonmajor fund financial statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements are fairly stated in all material respects in relation to the basic financial statements as a whole.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated December 17, 2015 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Keddington & Christensen, LLC

December 17, 2015

# HIGHLAND CITY, UTAH
# MANAGEMENT'S DISCUSSION AND ANALYSIS
# For The Year Ended June 30, 2015

The management of Highland City presents the following narrative and analysis of the financial statements and financial activities of Highland City as prescribed by the Government Accounting Standards Board (GASB). The information and analysis pertains to the fiscal year ended June 30, 2015.

**Financial Highlights**

The assets and deferred outflows of resources of Highland City exceeded its liabilities and deferred inflows of resources at June 30, 2015 by $111,627,283 (net position). Of this amount $5,941,219 (unrestricted net position) may be used to meet the government's ongoing obligations.

Highland City's total net position decreased by $1,695,583. Elements of the decrease were: 1) implementation of GASB 68 *Accounting and Financial Reporting for Pensions*; 2) ongoing operations of the governmental activities; 3) ongoing operations of the business-type activities assets.

Highland City's governmental funds reported combined ending fund balances at June 30, 2015 of $3,240,122 an increase of $701,394 in comparison to the prior year. At June 30, 2015 unrestricted fund balance of the general fund was $1,577,585, or 26% of total general fund expenditures for the year.

**Overview of the Financial Statements**

This discussion and analysis is intended to serve as an introduction to Highland City's basic financial statements. Highland City's basic financial statements comprise three components; 1) government-wide financial statements; 2) fund financial statements; and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

**Government-wide Financial Statements**

The government-wide financial statements are designed to provide readers with a broad overview of the City's financial position and changes in financial position, similar to consolidated financial statements in a private sector business. The statements consist of the Statement of Net Assets and the Statement of Activities.

The Statement of Net Position presents information on all of Highland City's assets, liabilities, and deferred inflows of resources, with the difference between the three reported as net position. Increases or decreases over time in net position gives an indicator as to whether the financial condition of the City is improving or declining.

The Statement of Activities presents information showing how the City's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses reported in this statement for some items will result in cash flows in future fiscal periods (e.g., debt interest payment when the fiscal year ends between interest payments).

Both of the government-wide financial statements distinguish functions of Highland City that are principally supported by taxes and intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of Highland City include general government, public safety, streets and public improvements, parks and recreation, cemetery and garbage. The business-type activities of Highland City include services for water, pressurized irrigation, sewer (sanitary), and storm sewer.

The government-wide financial statements include Highland City (known as the primary government) and a separate legal entity (known as component unit). The financial information for the Highland Open Space Special Service District is included in the financial statements. However, because the City's governing body is the same as the governing board of this component unit and can substantially control it, their financial information is blended and reported together with the financial information presented for the primary government.

**Fund Financial Statements**

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. Highland City, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related laws and regulations. All of the funds of Highland City can be divided into two categories; governmental funds and proprietary funds.

**Governmental funds**

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating the near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for the governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the City's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Highland City maintains eight (8) individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures and changes in fund balances for the general fund and three capital projects funds, all of which are considered to be major funds. Data from the other three (3) governmental funds is provided in the form of individual and combining statements elsewhere in this report.

Highland City adopts an annual budget for its general fund. A budgetary comparison statement has been provided for the general fund to demonstrate compliance with the budget.

**Proprietary funds**

Highland City maintains one type of proprietary fund known as an enterprise fund. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The City uses enterprise funds to account for water, pressurized irrigation, sewer, and storm sewer.

Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. The proprietary fund financial statements provide separate information for water, sewer, secondary water and storm sewer.

**Notes to the Financial Statements**

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

**Other Information**

In addition to the basic financial statements and accompanying notes, this report also presents combining statements referred to earlier in connection with nonmajor governmental funds. They are presented immediately following the notes to the financial statements.

## Government-wide Financial Analysis

As noted earlier, net position is an indicator of a government's financial position. In the case of Highland City, assets and deferred outflows exceeded liabilities and deferred inflows by $111,627,283 at the close of the fiscal year. The largest portion of the City's net position reflects its investment in capital assets (land, buildings, machinery and equipment) and infrastructure (roads, sidewalks, curb and gutter and various utility lines and storage facilities); less any related debt used to acquire those assets that is still outstanding. The City uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the City's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay the debt must be provided from other sources, since the capital assets cannot be used to liquidate these liabilities.

At the end of the current fiscal year, the City was able to report positive balances in all three categories of net position for the government as a whole, except for the Pressurized Irrigation fund, which reported a deficit unrestricted fund balance of $72,376. The reduction in fund balance is due to the $40,401 reduction of fund balance as a result of implementing GASB 68 and the fund's operations during the year.

| | Governmental Activities 2015 | Governmental Activities 2014 | Business-type Activities 2015 | Business-type Activities 2014 | Total 2015 | Total 2014 |
|---|---|---|---|---|---|---|
| Current and other assets | $ 5,992,955 | $ 4,724,505 | $ 5,274,046 | $ 3,985,739 | $ 11,267,001 | $ 8,710,244 |
| Capital assets | 72,165,556 | 75,123,778 | 47,161,563 | 48,207,081 | 119,327,119 | 123,330,859 |
| Net pension asset | 1,035 | - | 570 | - | 1,605 | - |
| Total Assets | 78,159,546 | 79,848,283 | 52,436,179 | 52,192,820 | 130,595,725 | 132,041,103 |
| Deferred outflows of resources | 261,312 | - | 45,873 | - | 307,185 | - |
| Total Assets and Deferred Outflows | 78,420,858 | 79,848,283 | 52,482,052 | 52,192,820 | 130,902,910 | 132,041,103 |
| Current and other liabilities | $ 1,273,851 | $ 728,426 | $ 215,899 | $ 241,057 | $ 1,489,750 | $ 969,483 |
| Long-term liabilities | 10,751,300 | 10,629,080 | 5,355,499 | 5,516,504 | 16,106,799 | 16,145,584 |
| Total Liabilities | 12,025,151 | 11,357,506 | 5,571,398 | 5,757,561 | 17,596,549 | 17,115,067 |
| Deferred inflows of resources | 1,651,372 | 1,603,170 | 27,706 | - | 1,679,078 | 1,603,170 |
| Net Position: | | | | | | |
| Net investment in capital assets | 62,034,718 | 64,744,559 | 42,154,777 | 42,783,023 | 104,189,495 | 107,527,582 |
| Restricted | 274,961 | 204,237 | 1,221,608 | 878,088 | 1,496,569 | 1,082,325 |
| Unrestricted | 2,434,656 | 1,938,811 | 3,506,563 | 2,774,148 | 5,941,219 | 4,712,959 |
| Total Net Position | 64,744,335 | 66,887,607 | 46,882,948 | 46,435,259 | 111,627,283 | 113,322,866 |
| Total Liabilities, deferred inflows of Resources, and Net Position | $ 78,420,858 | $ 79,848,283 | $ 52,482,052 | $ 52,192,820 | $130,902,910 | $132,041,103 |

# HIGHLAND CITY, UTAH
# MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
# For The Year Ended June 30, 2015

| | Governmental Activities 2015 | Governmental Activities 2014 | Business-type Activities 2015 | Business-type Activities 2014 | Total 2015 | Total 2014 |
|---|---|---|---|---|---|---|
| Revenues: | | | | | | |
| Program revenues: | | | | | | |
| Charges for services | $ 2,546,487 | $ 2,768,284 | $ 4,606,234 | $ 4,238,531 | 7,152,721 | 7,006,815 |
| Operating grants and contributions | 13,964 | 75,367 | - | - | 13,964 | 75,367 |
| Capital grants and contributions | 1,702,870 | 1,850,186 | 530,053 | 923,212 | 2,232,923 | 2,773,398 |
| General revenues: | | | | | | |
| Property and uniform vehicle taxes | 1,930,635 | 1,959,496 | - | - | 1,930,635 | 1,959,496 |
| Other Taxes | 2,953,060 | 2,909,907 | - | - | 2,953,060 | 2,909,907 |
| Other | 54,762 | 38,968 | 21,142 | 15,921 | 75,904 | 54,889 |
| Gain (loss) on disposition of assets | 6,505 | 11,924 | - | - | 6,505 | 11,924 |
| Total Revenues | 9,208,283 | 9,614,132 | 5,157,429 | 5,177,664 | 14,365,712 | 14,791,796 |
| Expenses: | | | | | | |
| General government | 1,825,944 | 2,013,141 | - | - | 1,825,944 | 2,013,141 |
| Public safety | 3,429,363 | 3,087,916 | - | - | 3,429,363 | 3,087,916 |
| Streets and public improvements | 3,457,299 | 3,768,613 | - | - | 3,457,299 | 3,768,613 |
| Parks and recreation | 1,101,889 | 1,141,251 | - | - | 1,101,889 | 1,141,251 |
| Cemetery | 115,256 | 125,178 | - | - | 115,256 | 125,178 |
| Garbage | 665,981 | 609,882 | - | - | 665,981 | 609,882 |
| Interest on long-term debt | 414,266 | 434,471 | - | - | 414,266 | 434,471 |
| Water | - | - | 853,485 | 854,139 | 853,485 | 854,139 |
| Pressurized irrigation | - | - | 1,308,122 | 1,350,454 | 1,308,122 | 1,350,454 |
| Storm sewer | - | - | 399,853 | 350,466 | 399,853 | 350,466 |
| Sewer | - | - | 1,871,624 | 1,585,697 | 1,871,624 | 1,585,697 |
| Total Expenses | 11,009,998 | 11,180,452 | 4,433,084 | 4,140,756 | 15,443,082 | 15,321,208 |
| Increase (Decrease) in net position before transfers | (1,801,715) | (1,566,320) | 724,345 | 1,036,908 | (1,077,370) | (529,412) |
| Transfers | 57,100 | 57,100 | (57,100) | (57,100) | - | - |
| Increase (Decrease) in Net Position | (1,744,615) | (1,509,220) | 667,245 | 979,808 | (1,077,370) | (529,412) |
| Net Position - Beginning as restated | 66,488,950 | 68,396,827 | 46,215,703 | 45,455,451 | 112,704,653 | 113,852,278 |
| Net Position - Ending | $ 64,744,335 | $ 66,887,607 | $ 46,882,948 | $ 46,435,259 | $111,627,283 | $113,322,866 |

Governmental activities. As noted in the table above, governmental activities decreased the City's net position by $1,744,615. Key elements of the decrease were as follows:

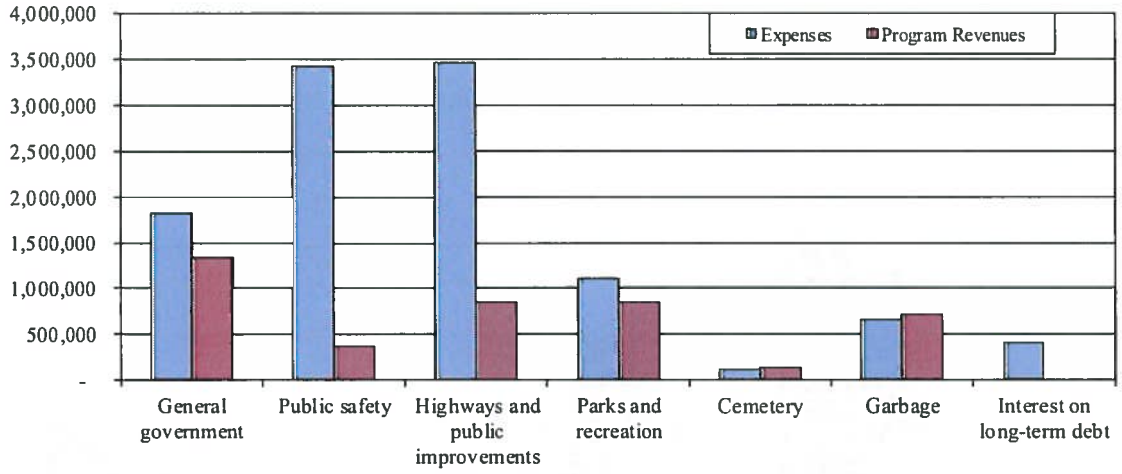
1. Interest payments on long-term debt.
2. Increased payments for public safety.
3. Decrease in revenue, specifically charges for services, and capital grants and contributions.

Business-type activities. As noted previously in the table, business-type activities increased the City's net position by $667,245. Key elements of the increase were as follows:

1. Increase in charges for services over the prior year.
2. The decrease in Water, and Pressurized Irrigation expenses.

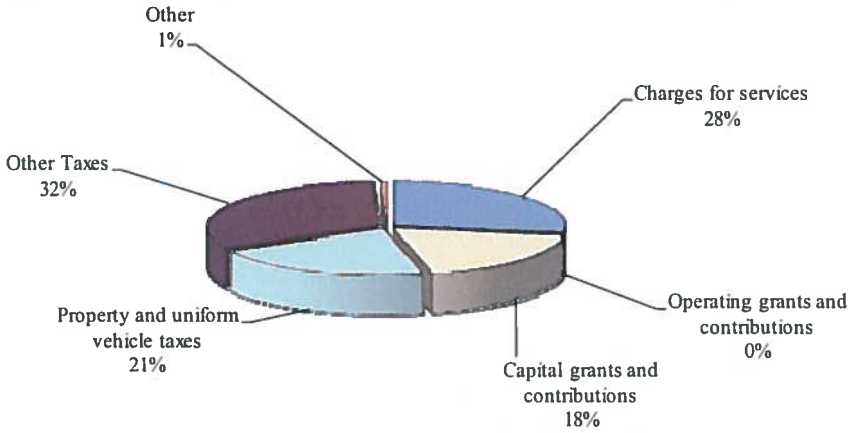
The following chart displays the governmental activities program revenues compared to expenses attributed to the activity.

**Expenses and Program Revenues - Governmental Activities**




The following chart displays the governmental activities program revenues by type.

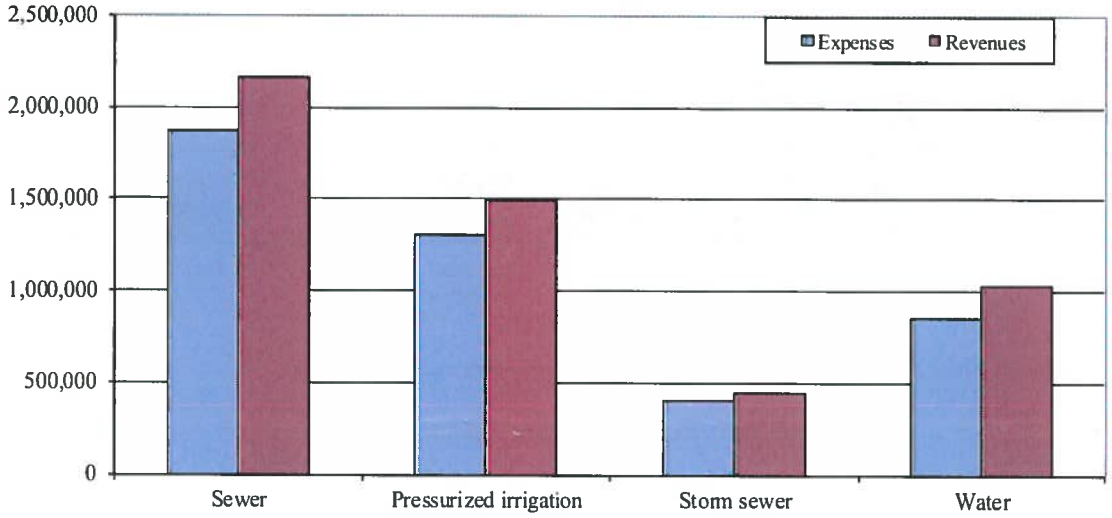
**Revenues by Source - Governmental Activities**



**Business-type Activities**

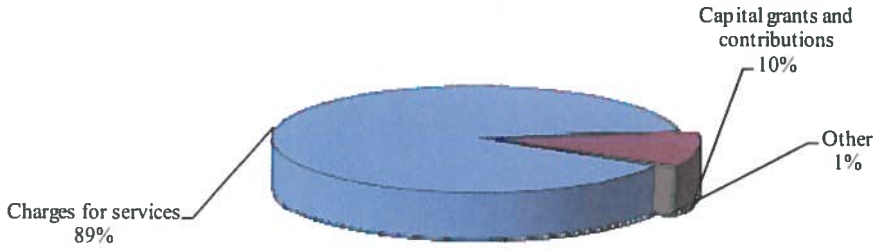
The following chart displays the business-type activities revenues compared to program expenses attributed to the activity. Traditionally business-type activities are self-supporting and the chart depicts the relationship of revenues to expenses.

**Expenses and Program Revenues - Business-type Activities**




The following chart displays the business-type activities revenues by type.

**Revenues by Source - Business-type Activities**



**Financial Analysis of the Government's Funds**

As noted earlier, the City uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental funds. The focus of the City's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the City's financing requirements. In particular, unreserved fund balance is a useful measure of the government's net resources available for spending at the end of the fiscal year.

At June 30, 2015, the City's governmental funds reported combined ending fund balances of $3,240,122, which was an increase of $701,394 in comparison with the prior year.

The general fund is the main operating fund of the City. At June 30, 2015, unrestricted fund balance of the general fund was $1,577,585. A comparison of the unrestricted fund balance and total fund balance to total general fund expenditures is a measure of liquidity. Unrestricted fund balance represented 26% of total general fund expenditures. The City's unrestricted general fund balance increased $183,301 during the fiscal year ended June 30, 2015.

Proprietary funds. The City's proprietary funds provide the same type of information found in the government-wide financial statements in more detail.

Culinary Water Fund-Unrestricted net position at June 30, 2015 amounted to $1,781,450 an increase of $393,459 from the previous year. Operating revenues were $994,011 and operating expenses were $853,485.

Pressurized Irrigation fund-Unrestricted net position at June 30, 2015 amounted to a deficit of $72,376, an increase of $44,337 from the previous year. Operating revenues were $1,363,025 and operating expenses were $1,154,140.

Sewer fund-Unrestricted net position at June 30, 2015 amounted to $1,370,573, an increase of $156,636 from the previous year. Operating revenues were $1,801,688 and operating expenses were $1,871,624.

Storm sewer fund- Unrestricted net position at June 30, 2015 amounted to $426,916 an increase of $137,983 from the previous year. Operating revenues were $447,510 and operating expenses were $399,853.

**General Fund Budgetary Highlights**

During the fiscal year, the general funds original budget was amended from $7,552,596 ($6,537,080 expenditures and $1,015,516 transfers and appropriated fund balance) to a final budget total of $7,909,741 ($6,791,225 expenditures and $1,118,516 transfers and appropriated fund balance). Expenses for the general government, public safety, parks and recreation, and cemetery were less than budgeted, however, expenses for streets and public works, and garbage were over budget. Overall the City's general fund was within budgeted expenses by $104,591, and budgeted transfers of 377,000.

**Capital Assets and Debt Administration**

*Capital Assets*. Highland City's investment in capital assets from governmental and business-type activities as of June 30, 2015 was $119,327,119 (net of accumulated depreciation). The investment in capital assets includes land, buildings, improvements other than buildings, machinery and equipment, infrastructure, and water stock. The total decrease in the City's investment in capital assets for the current year was $4,003,740, which is primarily as a result of depreciation during the year.

### Highland City's Capital Assets

| | Governmental Activities 2015 | Governmental Activities 2014 | Business-type Activities 2015 | Business-type Activities 2014 | Total 2015 | Total 2014 |
|---|---|---|---|---|---|---|
| Land | $ 39,607,624 | $ 39,607,624 | $ 534,455 | $ 534,455 | $ 40,142,079 | $ 40,142,079 |
| Buildings | 14,080,927 | 14,080,927 | 1,157,289 | 1,157,289 | 15,238,216 | 15,238,216 |
| Improvements other than buildings | 69,315,427 | 69,168,651 | 33,859,889 | 33,765,775 | 103,175,316 | 102,934,426 |
| Machinery and equipment | 1,947,758 | 1,907,144 | 2,046,752 | 2,046,752 | 3,994,510 | 3,953,896 |
| Construction in progress | 236,032 | 236,032 | - | - | 236,032 | 236,032 |
| Water shares | - | - | 24,032,966 | 24,032,965 | 24,032,966 | 24,032,965 |
| Total | 125,187,768 | 125,000,378 | 61,631,351 | 61,537,236 | 186,819,119 | 186,537,614 |
| Less accumulated depreciation | (53,022,212) | (49,876,600) | (14,469,788) | (13,330,155) | (67,492,000) | (63,206,755) |
| Total Capital Assets | $ 72,165,556 | $ 75,123,778 | $ 47,161,563 | $ 48,207,081 | $119,327,119 | $123,330,859 |

Additional information on the City's capital assets is available in the notes to the financial statements.

*Long-term debt.* On June 30, 2015 the City had a total bonded debt outstanding of $12,734,649. Of this amount $2,603,809 was considered general obligation debt and was backed by the full faith and credit of the City.

### Highland City's Outstanding Debt

| | Governmental Activities 2015 | Governmental Activities 2014 | Business-type Activities 2015 | Business-type Activities 2014 | Total 2015 | Total 2014 |
|---|---|---|---|---|---|---|
| General obligation bonds | $ - | $ - | $ 2,603,809 | $ 2,924,353 | 2,603,809 | 2,924,353 |
| Revenue bonds | 10,130,840 | 10,379,219 | - | - | 10,130,840 | 10,379,219 |
| Other long term debt | 238,543 | 249,861 | 2,541,353 | 2,592,151 | 2,779,896 | 2,842,012 |
| Total | $ 10,369,383 | $ 10,629,080 | $ 5,145,162 | $ 5,516,504 | 15,514,545 | 16,145,584 |

The Utah State Constitution limits the amount of general obligation debt a municipal government may issue at 4% of its total taxable property value of $1,102,329,862, except cities of the third class (Highland City is classified as a third class city) may issue debt up to an additional 8% of its total taxable property value of $1,102,329,862 for water systems, artificial lighting systems or sewer systems. On June 30, 2015 the City's limitation was $44,093,194 and the additional limitation was $88,186,389, the current general obligation bonds are $2,603,809.

### Economic Factors and Next Year's Budgets and Rates

The fiscal year 2015-2016 budget and rates are based on the forecast that the Utah economy will continue the trends from fiscal year 2014-2015. Property tax revenue will increase slightly because of new construction in Highland. Fiscal year 2014-2015 saw about 100 housing permits and Highland expects that number to stay about the same or increase slightly in fiscal year 2016. Sales tax revenue is forecasted to increase about 4% over fiscal year 2015. These factors and others were considered in preparing the fiscal year 2016 budget. During the current fiscal year, unassigned fund balance in the General fund increased by $254,023. The general fund unrestricted fund balance of $1,577,585 represented 21% of general fund revenues which is within the range of 5% to 25% limit allowed by state law. Use of the fund balance was primarily for maintaining the level of funding for ongoing city needs and for capital projects.

### Request for Information

This financial report is designed to provide a general overview of Highland City's activities for those with an interest in the City's operations and position. Questions concerning the information provided in this report or requests for additional financial information should be addressed to: Highland City, Finance Director, 5400 W. Civic Center Drive, Suite #1, Highland, Utah 84003.

# BASIC FINANCIAL STATEMENTS

# HIGHLAND CITY, UTAH
## STATEMENT OF NET POSITION
## June 30, 2015

| | Governmental Activities | Business-type Activities | Total |
|---|---|---|---|
| **Assets:** | | | |
| Cash and cash equivalents | $ 3,286,147 | $ 3,990,935 | $ 7,277,082 |
| Receivables: | | | |
| Accounts | 11,924 | 61,503 | 73,427 |
| Taxes | 2,052,218 | - | 2,052,218 |
| Due from other governments | 32,839 | | 32,839 |
| Prepaid expenses | 6,000 | - | 6,000 |
| Restricted amounts: | | | |
| Cash and cash equivalents | 495,307 | 1,221,608 | 1,716,915 |
| Receivables - B & C roads | 108,520 | | 108,520 |
| Capital Assets: | | | |
| Non-depreciable Capital Assets | 39,843,656 | 24,567,421 | 64,411,077 |
| Depreciable Capital Assets (net) | 32,321,900 | 22,594,142 | 54,916,042 |
| Net Pension Asset | 1,035 | 570 | 1,605 |
| **Total Assets** | 78,159,546 | 52,436,179 | 130,595,725 |
| **Deferred Outflows of Resources** | | | |
| Deferred loss on refunding | 178,018 | - | 178,018 |
| Deferred outflows relating to pensions | 83,294 | 45,873 | 129,167 |
| **Total Deferred Outflows of Resources** | 261,312 | 45,873 | 307,185 |
| **Total Assets and Deferred Outflows of Resources** | $ 78,420,858 | $ 52,482,052 | $ 130,902,910 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF NET POSITION (Continued)
## June 30, 2015

| | Governmental Activities | Business-type Activities | Total |
|---|---|---|---|
| **Liabilities:** | | | |
| Accounts payable | $ 595,563 | $ 145,867 | $ 741,430 |
| Accrued liabilities | 84,791 | 22,751 | 107,542 |
| Accrued interest payable | 122,084 | 47,281 | 169,365 |
| Developer and customer deposits | 361,705 | - | 361,705 |
| Unearned revenues | 109,708 | - | 109,708 |
| Noncurrent Liabilities: | | | |
| Due within one year | 648,828 | 471,512 | 1,120,340 |
| Due in more than one year | 9,720,555 | 4,673,650 | 14,394,205 |
| Net pension liability | 381,917 | 210,337 | 592,254 |
| **Total Liabilities** | 12,025,151 | 5,571,398 | 17,596,549 |
| **Deferred Inflows of Resources** | | | |
| Unearned property tax revenue | 1,601,066 | - | 1,601,066 |
| Deferred inflows relating to pensions | 50,306 | 27,706 | 78,012 |
| **Total Deferred Inflows of Resources** | 1,651,372 | 27,706 | 1,679,078 |
| **Total Liabilities and Deferred Inflows of Resoureces** | 13,676,523 | 5,599,104 | 19,275,627 |
| **Net Position:** | | | |
| Net investment in capital assets | 62,034,718 | 42,154,777 | 104,189,495 |
| Restricted for: | | | |
| Debt Service / park construction | 104,558 | 13,392 | 117,950 |
| Future development | 170,403 | - | 170,403 |
| Impact fees | - | 1,208,216 | 1,208,216 |
| Unrestricted | 2,434,656 | 3,506,563 | 5,941,219 |
| **Total Net Position** | 64,744,335 | 46,882,948 | 111,627,283 |
| **Total Liabilities, Deferred Inflows of Resources, and Net Position** | $ 78,420,858 | $ 52,482,052 | $ 130,902,910 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF ACTIVITIES
## For The Year Ended June 30, 2015

| Functions/Programs | Expenses | Program Revenues: Charges for Services | Program Revenues: Operating Grants and Contributions | Program Revenues: Capital Grants and Contributions | Net (Expense) Revenue & Changes in Net Assets: Governmental Activities | Net (Expense) Revenue & Changes in Net Assets: Business-type Activities | Net (Expense) Revenue & Changes in Net Assets: Total |
|---|---|---|---|---|---|---|---|
| **Governmental Activities:** | | | | | | | |
| General government | $ 1,825,944 | $ 1,344,046 | $ - | $ - | $ (481,898) | $ - | $ (481,898) |
| Public safety | 3,429,363 | 241,002 | 13,964 | 105,506 | (3,068,891) | - | (3,068,891) |
| Streets and public works | 3,457,299 | 67,277 | - | 792,571 | (2,597,451) | - | (2,597,451) |
| Parks and recreation | 1,101,889 | 48,091 | - | 804,793 | (249,005) | - | (249,005) |
| Cemetery | 115,256 | 133,105 | - | - | 17,849 | - | 17,849 |
| Garbage | 665,981 | 712,966 | - | - | 46,985 | - | 46,985 |
| Interest | 414,266 | - | - | - | (414,266) | - | (414,266) |
| **Total Governmental Activities** | 11,009,998 | 2,546,487 | 13,964 | 1,702,870 | (6,746,677) | - | (6,746,677) |
| **Business-type Activities:** | | | | | | | |
| Sewer | 1,871,624 | 1,801,688 | - | 358,693 | - | 288,757 | 288,757 |
| Pressurized irrigation | 1,308,122 | 1,363,025 | - | 134,238 | - | 189,141 | 189,141 |
| Storm sewer | 399,853 | 447,510 | - | - | - | 47,657 | 47,657 |
| Water | 853,485 | 994,011 | - | 37,122 | - | 177,648 | 177,648 |
| **Total Business-type Activities** | 4,433,084 | 4,606,234 | - | 530,053 | - | 703,203 | 703,203 |
| **Total Government** | $ 15,443,082 | $ 7,152,721 | $ 13,964 | $ 2,232,923 | (6,746,677) | 703,203 | (6,043,474) |
| | | **General Revenues:** | | | | | |
| | | Taxes: | | | | | |
| | | Property | | | 1,776,477 | - | 1,776,477 |
| | | Vehicle | | | 154,158 | - | 154,158 |
| | | Sales | | | 1,933,632 | - | 1,933,632 |
| | | Franchise | | | 1,019,428 | - | 1,019,428 |
| | | Unrestricted investment earnings | | | 10,048 | 21,142 | 31,190 |
| | | Gain on disposal of assets | | | 6,505 | - | 6,505 |
| | | Miscellaneous | | | 44,714 | - | 44,714 |
| | | **Transfers** | | | 57,100 | (57,100) | - |
| | | **Total General Revenues** | | | 5,002,062 | (35,958) | 4,966,104 |
| | | **Changes in Net Assets** | | | (1,744,615) | 667,245 | (1,077,370) |
| | | **Net Position, Beginning as restated** | | | 66,488,950 | 46,215,703 | 112,704,653 |
| | | **Net Position, Ending** | | | $ 64,744,335 | $ 46,882,948 | $111,627,283 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## BALANCE SHEET - GOVERNMENTAL FUNDS
## June 30, 2015

| | General Fund | Debt Service | Capital Projects Roads | Capital Projects Building | Capital Projects Parks | Nonmajor Governmental Funds | Total Governmental Funds |
|---|---|---|---|---|---|---|---|
| **Assets:** | | | | | | | |
| Cash and cash equivalents | $ 1,473,777 | $ 3,579 | $ 268,404 | $ 13,124 | $ 951,824 | $ 575,439 | $ 3,286,147 |
| Receivables: | | | | | | | |
| Accounts | 7,338 | - | - | - | - | 4,586 | 11,924 |
| Taxes | 2,052,218 | - | - | - | - | - | 2,052,218 |
| Due from other governments | 32,839 | - | - | - | - | | 32,839 |
| Prepaid expenses - Highland fling | 6,000 | - | - | - | - | - | 6,000 |
| Restricted amounts: | | | | | | | |
| Cash and cash equivalents | 390,749 | - | - | - | 104,558 | - | 495,307 |
| Receivable - B & C roads | 108,520 | - | - | - | - | - | 108,520 |
| **Total Assets** | $ 4,071,441 | $ 3,579 | $ 268,404 | $ 13,124 | $ 1,056,382 | $ 580,025 | $ 5,992,955 |
| **Liabilities:** | | | | | | | |
| Accounts payable | $ 283,234 | $ - | $ 259,259 | $ - | $ - | $ 53,070 | $ 595,563 |
| Accrued liabilities | 72,298 | - | - | - | - | 12,493 | 84,791 |
| Developer bonds held | 361,705 | - | - | - | - | - | 361,705 |
| Unearned revenue - Highland fling donations | 5,150 | - | - | - | 104,558 | - | 109,708 |
| **Total Liabilities** | 722,387 | - | 259,259 | - | 104,558 | 65,563 | 1,151,767 |
| **Deferred Inflows of Resources** | | | | | | | |
| Unearned property tax revenue | 1,601,066 | - | - | - | - | - | 1,601,066 |
| **Total Deferred Inflows of Resources** | 1,601,066 | - | - | - | - | - | 1,601,066 |
| **Fund Balances:** | | | | | | | |
| Restricted for: | | | | | | | |
| Debt service / park construction | - | - | - | - | 104,558 | - | 104,558 |
| B & C roads | 170,403 | - | - | - | - | - | 170,403 |
| Assigned to: | | | | | | | |
| Debt service | - | 3,579 | - | - | - | - | 3,579 |
| Capital projects & opens space funds | - | - | - | - | 847,266 | 514,462 | 1,361,728 |
| Unassigned | 1,577,585 | - | 9,145 | 13,124 | - | - | 1,599,854 |
| **Total Fund Balances** | 1,747,988 | 3,579 | 9,145 | 13,124 | 951,824 | 514,462 | 3,240,122 |
| **Total Liabilities, Deferred Inflows of Resources, and Fund Balance** | $ 4,071,441 | $ 3,579 | $ 268,404 | $ 13,124 | $ 1,056,382 | $ 580,025 | $ 5,992,955 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
# RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS TO THE STATEMENT OF NET POSITION
## June 30, 2015

**Amounts reported for governmental activities in the Statement of Net Assets are different because:**

| | | |
|---|---|---|
| **Total Fund Balances - Governmental Funds** | $ | 3,240,122 |
| Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds. | | 72,165,556 |
| Deferred loss on refuding of debt is not a financial resource, and therefore, is not reported in the funds. | | 178,018 |
| Interest expense is not due and payable in the current period and therefore is not recorded in the funds. | | (122,084) |
| Net pension assets, net pension liabilities, Deferred outflows of resources and deferred inflows of resources related to pensions are not current financial resources, and therefore, are not reported in the governmental funds. | | (347,894) |
| Long-term liabilities, including bonds, capital leases, and notes are not due and payable in the current period and therefore, are not reported in the funds. | | (10,369,383) |
| **Total Net Assets - Governmental Activities** | $ | 64,744,335 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES – GOVERNMENTAL FUNDS
## For The Year Ended June 30, 2015

| | General Fund | Debt Service | Capital Projects Roads | Capital Projects Building | Capital Projects Parks | Nonmajor Governmental Funds | Total Governmental Funds |
|---|---|---|---|---|---|---|---|
| **Revenues:** | | | | | | | |
| Taxes | $ 4,883,695 | $ - | $ - | $ - | $ - | $ - | $ 4,883,695 |
| Licenses and permits | 544,022 | - | - | - | - | - | 544,022 |
| Intergovernmental | 580,524 | - | - | - | - | - | 580,524 |
| Impact fees | - | - | 140,537 | 105,506 | 789,259 | 15,534 | 1,050,836 |
| Charges for services | 1,326,859 | - | - | - | - | 271,625 | 1,598,484 |
| Exaction fees | - | - | - | - | - | 60,701 | 60,701 |
| Fines and forfeitures | 241,002 | - | - | - | - | - | 241,002 |
| Interest | 4,258 | - | - | - | 3,625 | 2,165 | 10,048 |
| Miscellaneous | 44,714 | - | - | - | - | - | 44,714 |
| **Total Revenues** | 7,625,074 | - | 140,537 | 105,506 | 792,884 | 350,025 | 9,014,026 |
| **Expenditures:** | | | | | | | |
| Current: | | | | | | | |
| General government | 1,152,882 | - | - | - | - | 385,718 | 1,538,600 |
| Public safety | 3,239,830 | - | - | - | - | - | 3,239,830 |
| Streets and public works | 821,292 | - | 314,586 | - | - | - | 1,135,878 |
| Parks and recreation | 734,738 | - | - | - | 3,023 | - | 737,761 |
| Cemetery | 70,794 | - | - | - | - | - | 70,794 |
| Garbage | 667,098 | - | - | - | - | - | 667,098 |
| Capital outlay | - | - | - | 7,320 | 61,303 | - | 68,623 |
| Debt service: | | | | | - | | |
| Principal | - | 545,000 | - | - | - | - | 545,000 |
| Interest | - | 359,170 | 1,658 | 352 | - | - | 361,180 |
| Financing costs | - | 41,783 | - | - | - | - | 41,783 |
| **Total Expenditures** | 6,686,634 | 945,953 | 316,244 | 7,672 | 64,326 | 385,718 | 8,406,547 |
| Excess (deficiency) of revenues over (under) expenditures | 938,440 | (945,953) | (175,707) | 97,834 | 728,558 | (35,693) | 607,479 |
| **Other Financing Sources (Uses):** | | | | | | | |
| Sale of capital assets | - | - | (11,473) | - | 6,505 | - | (4,968) |
| Bond proceeds - refunding bonds | | 3,970,000 | | | | | 3,970,000 |
| Payment to refunded bond escrow agent | | (3,928,217) | | | | | (3,928,217) |
| Transfers in | 57,100 | 903,516 | 300,000 | 40,000 | - | 85,000 | 1,385,616 |
| Transfers out | (741,516) | - | - | (60,000) | (527,000) | - | (1,328,516) |
| **Total Other Financing Sources (Uses)** | (684,416) | 945,299 | 288,527 | (20,000) | (520,495) | 85,000 | 93,915 |
| **Net Change in Fund Balances** | 254,024 | (654) | 112,820 | 77,834 | 208,063 | 49,307 | 701,394 |
| **Fund Balances, Beginning** | 1,493,964 | 4,233 | (103,675) | (64,710) | 743,761 | 465,155 | 2,538,728 |
| **Fund Balances, Ending** | $ 1,747,988 | $ 3,579 | $ 9,145 | $ 13,124 | $ 951,824 | $ 514,462 | $ 3,240,122 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES
## For The Year Ended June 30, 2015

| | | |
|---|---|---|
| **Amounts reported for governmental activities in the Statement of Activities are different because:** | | |
| **Net Change in Fund Balances - Total Governmental Funds** | $ | 701,394 |
| Governmental funds report capital outlays as expenditures. However, in the Statement of Activities, assets with an initial cost of more than $5,000 are capitalized and the cost is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlays exceeded depreciation in the current period. | | |
| Capital outlay | | 138,621 |
| Depreciation expense | | (3,182,316) |
| The net effect of various miscellaneous transactions involving capital assets (i.e.., sales, trade-ins, and donations) is to decrease net assets. | | |
| Asset deletions | | (36,702) |
| Depreciation deletions | | 36,702 |
| Contributed assets are not recorded in governmental funds due to no current resources being expended in the acquisition of such assets. The Statement of Activities will record these contributed assets at their estimated fair value on the date of contribution. | | 85,474 |
| Amortization of bond premiums, reported on the Statement of Activities, do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds. | | |
| Bond premiums | | 5,070 |
| Bond proceeds provide current financial resources to governmental funds by issuing debt which increases long-term liabilities in the Statement of Net Position. Repayments of bond principal are expenditures in the governmental funds, but reduce liabilities in the Statement of Net Position. | | |
| Payment of bond principal | | 545,000 |
| Issuance of bonds for refunding | | (3,970,000) |
| Deposit of funds to refund debt | | 3,928,217 |
| Pension expense resulting from the changes in net pension assets, net pension liabilities, deferred outflows relating to pensions, and deferred inflows relating to pensions are not the use of current financial resources, and therefore, are not reported in the governmental funds. | | 50,763 |
| Expenses are recognized in the governmental funds when paid or due; however, the Statement of Activities is presented on the accrual basis and expenses and liabilities are reported when incurred, regardless of when financial resources are available or expenses are paid or due. This adjustment reflects the changes due to accrued interest on bonds payable and compensated absences. | | |
| Accrued interest | | 23,734 |
| Amortization of deferred loss | | (81,890) |
| Compensated absences | | 11,318 |
| **Changes in net assets of governmental activities** | $ | (1,744,615) |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL – GENERAL FUND
## For The Year Ended June 30, 2015

| | Budgeted Amounts | | | |
|---|---|---|---|---|
| | Original Budget | Final Budget | Actual Amounts | Variance with Final Budget |
| **Revenues:** | | | | |
| Taxes | $ 4,791,259 | $ 4,871,385 | $ 4,883,695 | $ 12,310 |
| Licenses and permits | 732,100 | 841,891 | 544,022 | (297,869) |
| Intergovernmental | 560,000 | 571,964 | 580,524 | 8,560 |
| Charges for services | 1,176,354 | 1,281,973 | 1,326,859 | 44,886 |
| Fines and forfeitures | 272,800 | 251,400 | 241,002 | (10,398) |
| Interest | 200 | 2,390 | 4,258 | 1,868 |
| Miscellaneous | 20,000 | 91,286 | 44,714 | (46,572) |
| **Total Revenues** | 7,552,713 | 7,912,289 | 7,625,074 | (287,215) |
| **Expenditures:** | | | | |
| Current: | | | | |
| General government | 1,170,575 | 1,181,938 | 1,152,882 | 29,056 |
| Public safety | 3,180,900 | 3,454,477 | 3,239,830 | 214,647 |
| Streets and public works | 741,607 | 655,555 | 821,292 | (165,737) |
| Parks and recreation | 735,800 | 799,260 | 734,738 | 64,522 |
| Cemetery | 93,705 | 85,495 | 70,794 | 14,701 |
| Garbage | 614,493 | 614,500 | 667,098 | (52,598) |
| **Total Expenditures** | 6,537,080 | 6,791,225 | 6,686,634 | 104,591 |
| Excess (deficiency) of revenues over (under) expenditures | 1,015,633 | 1,121,064 | 938,440 | (182,624) |
| **Other Financing Sources (Uses):** | | | | |
| Transfers in | - | 57,100 | 57,100 | - |
| Transfers out | (1,015,516) | (1,118,516) | (741,516) | 377,000 |
| **Total Other Financing Sources (Uses)** | (1,015,516) | (1,061,416) | (684,416) | 377,000 |
| **Net Change in Fund Balances** | $ 117 | $ 59,648 | 254,024 | $ 194,376 |
| **Fund Balances, Beginning** | | | 1,493,964 | |
| **Fund Balances, Ending** | | | $ 1,747,988 | |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF NET POSITION – PROPRIETARY FUNDS
## June 30, 2015

| | Business-type Activities - Enterprise Funds | | | | |
|---|---|---|---|---|---|
| | Sewer | Pressurized Irrigation | Water | Nonmajor Storm Sewer | Total |
| **Assets:** | | | | | |
| **Current Assets:** | | | | | |
| Cash and cash equivalents | $ 1,569,061 | $ 50,307 | $ 1,870,272 | $ 501,295 | $ 3,990,935 |
| Restricted cash and cash equivalents | 1,208,216 | 13,392 | - | - | 1,221,608 |
| Accounts receivable | 27,139 | 2,245 | 29,228 | 2,891 | 61,503 |
| **Total Current Assets** | 2,804,416 | 65,944 | 1,899,500 | 504,186 | 5,274,046 |
| **Noncurrent Assets:** | | | | | |
| Capital assets: | | | | | |
| Water shares | - | 22,395,117 | 1,637,849 | - | 24,032,966 |
| Land | 26,540 | 277,450 | 107,132 | 123,333 | 534,455 |
| Buildings | - | 663,667 | 493,622 | - | 1,157,289 |
| Infrastructure | 9,163,704 | 13,755,918 | 7,988,601 | 2,951,666 | 33,859,889 |
| Machinery and equipment | 184,643 | 147,928 | 1,398,013 | 316,168 | 2,046,752 |
| Less accumulated depreciation | (3,738,775) | (5,142,844) | (4,437,625) | (1,150,544) | (14,469,788) |
| Net pension asset | 179 | 105 | 151 | 135 | 570 |
| **Total Noncurrent Assets** | 5,636,291 | 32,097,341 | 7,187,743 | 2,240,758 | 47,162,133 |
| **Total Assets** | 8,440,707 | 32,163,285 | 9,087,243 | 2,744,944 | 52,436,179 |
| **Deferred Outflows of Resources** | | | | | |
| Deferred outflows relating to pensions | 14,438 | 8,441 | 12,131 | 10,863 | 45,873 |
| **Total Assets and Deferred Outflows of Resources** | $ 8,455,145 | $ 32,171,726 | $ 9,099,374 | $ 2,755,807 | $ 52,482,052 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF NET POSITION – PROPRIETARY FUNDS (Continued)
## June 30, 2015

| | Business-type Activities - Enterprise Funds | | | | |
|---|---|---|---|---|---|
| | Sewer | Pressurized Irrigation | Water | Nonmajor Storm Sewer | Total |
| **Liabilities:** | | | | | |
| **Current Liabilities:** | | | | | |
| Accounts payable | $ 108,954 | $ 10,586 | $ 25,354 | $ 973 | $ 145,867 |
| Accrued liabilities | 6,992 | 4,790 | 5,940 | 5,029 | 22,751 |
| Accrued interest payable | - | 47,281 | - | - | 47,281 |
| Compensated absences | 16,912 | 9,374 | 12,339 | 9,470 | 48,095 |
| Notes payable | - | 98,417 | - | - | 98,417 |
| Bonds payable - current | - | 325,000 | - | - | 325,000 |
| **Total Current Liabilities** | 132,858 | 495,448 | 43,633 | 15,472 | 687,411 |
| **Noncurrent Liabilities:** | | | | | |
| Compensated absences | 32,467 | 17,640 | 23,747 | 16,427 | 90,281 |
| Notes payable | - | 2,304,560 | - | - | 2,304,560 |
| Bonds payable | - | 2,278,809 | - | - | 2,278,809 |
| Net pension liability | 66,199 | 38,705 | 55,625 | 49,808 | 210,337 |
| **Total Noncurrent Liabilities** | 98,666 | 4,639,714 | 79,372 | 66,235 | 4,883,987 |
| **Total Liabilities** | 231,524 | 5,135,162 | 123,005 | 81,707 | 5,571,398 |
| **Deferred Inflows of Resources** | | | | | |
| Deferred inflows relating to pensions | 8,720 | 5,098 | 7,327 | 6,561 | 27,706 |
| **Net Position:** | | | | | |
| Net investment in capital assets | 5,636,112 | 27,090,450 | 7,187,592 | 2,240,623 | 42,154,777 |
| Restricted for impact fees | | | | | |
| Impact fees | 1,208,216 | - | - | - | 1,208,216 |
| Debt service | | 13,392 | | | 13,392 |
| Unrestricted | 1,370,573 | (72,376) | 1,781,450 | 426,916 | 3,506,563 |
| **Total Net Position** | 8,214,901 | 27,031,466 | 8,969,042 | 2,667,539 | 46,882,948 |
| **Total Liabilities, Deferred Inflows of Resources, and Net Position** | $ 8,455,145 | $ 32,171,726 | $ 9,099,374 | $ 2,755,807 | $ 52,482,052 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN FUND NET POSITION – PROPRIETARY FUNDS
## For The Year Ended June 30, 2015

| | Business-type Activities - Enterprise Funds | | | | |
|---|---|---|---|---|---|
| | Sewer | Pressurized Irrigation | Water | Nonmajor Storm Sewer | Total |
| **Operating Revenues:** | | | | | |
| Charges for services | $ 1,797,899 | $ 1,313,812 | $ 740,869 | $ 447,510 | $ 4,300,090 |
| Intergovernmental | - | 49,213 | - | - | 49,213 |
| Connection fees | 3,789 | - | 246,574 | - | 250,363 |
| Miscellaneous | - | - | 6,568 | - | 6,568 |
| **Total Operating Revenues** | 1,801,688 | 1,363,025 | 994,011 | 447,510 | 4,606,234 |
| **Operating Expenses:** | | | | | |
| Salaries and benefits | 231,499 | 159,220 | 199,657 | 168,044 | 758,420 |
| Operations | 1,319,522 | 599,508 | 350,325 | 111,695 | 2,381,050 |
| Depreciation | 320,603 | 395,412 | 303,503 | 120,114 | 1,139,632 |
| **Total Operating Expenses** | 1,871,624 | 1,154,140 | 853,485 | 399,853 | 4,279,102 |
| **Operating Income (Loss)** | (69,936) | 208,885 | 140,526 | 47,657 | 327,132 |
| **Nonoperating Revenues (Expenses):** | | | | | |
| Impact fees | 323,822 | 112,117 | - | - | 435,939 |
| Interest income | 11,689 | 27 | 7,493 | 1,933 | 21,142 |
| Interest expense | - | (153,982) | - | - | (153,982) |
| **Total Nonoperating Revenues (Expenses)** | 335,511 | (41,838) | 7,493 | 1,933 | 303,099 |
| **Income (Loss)** | 265,575 | 167,047 | 148,019 | 49,590 | 630,231 |
| **Capital Contributions** | 34,871 | 22,121 | 37,122 | - | 94,114 |
| **Transfers out** | - | (57,100) | - | - | (57,100) |
| **Changes in Net Assets** | 300,446 | 132,068 | 185,141 | 49,590 | 667,245 |
| **Net Position, Beginning as restated** | 7,914,455 | 26,899,398 | 8,783,901 | 2,617,949 | 46,215,703 |
| **Net Position, Ending** | $ 8,214,901 | $ 27,031,466 | $ 8,969,042 | $ 2,667,539 | $ 46,882,948 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF CASH FLOWS – PROPRIETARY FUNDS
## For The Year Ended June 30, 2015

| | Business-type Activities - Enterprise Funds | | | | |
|---|---|---|---|---|---|
| | Sewer | Pressurized Irrigation | Water | Nonmajor Storm Sewer | Total |
| **Cash Flows From Operating Activities:** | | | | | |
| Cash received from customers | $ 1,803,329 | $ 1,329,078 | $ 997,569 | $ 448,461 | $ 4,578,437 |
| Cash received from other entities | - | 49,213 | 6,568 | - | 55,781 |
| Cash payments to suppliers for goods and services | (1,317,090) | (601,763) | (372,039) | (124,166) | (2,415,058) |
| Cash payments to employees and professional contractors for services | (221,962) | (153,190) | (192,899) | (163,554) | (731,605) |
| **Net cash provided (used) by operating activities** | 264,277 | 623,338 | 439,199 | 160,741 | 1,487,555 |
| **Cash Flows From Non-Capital Financing Activities:** | | | | | |
| Transfers to other funds | - | (57,100) | - | - | (57,100) |
| Advances to other funds | | (53,473) | | | (53,473) |
| **Net cash provided (used) by non-capital financing activities** | - | (110,573) | - | - | (110,573) |
| **Cash Flows From Capital and Related Financing Activities:** | | | | | |
| Principal payments on bonds | - | (315,000) | - | - | (315,000) |
| Interest and fees paid on bonds and notes payable | - | (159,526) | - | - | (159,526) |
| Principal payments on notes payable | - | (96,728) | - | - | (96,728) |
| Receipt of impact fees | 323,822 | 112,117 | - | - | 435,939 |
| **Net cash provided (used) by capital and related financing activities** | 323,822 | (459,137) | - | - | (135,315) |
| **Cash Flows From Investing Activities:** | | | | | |
| Interest on investments | 11,689 | 27 | 7,493 | 1,933 | 21,142 |
| **Net cash provided (used) by investing activities** | 11,689 | 27 | 7,493 | 1,933 | 21,142 |
| **Net Increase (Decrease) In Cash** | 599,788 | 53,655 | 446,692 | 162,674 | 1,262,809 |
| **Cash at Beginning of Year** | 2,177,489 | 10,044 | 1,423,580 | 338,621 | 3,949,734 |
| **Cash at End of Year** | $ 2,777,277 | $ 63,699 | $ 1,870,272 | $ 501,295 | $ 5,212,543 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
## STATEMENT OF CASH FLOWS – PROPRIETARY FUNDS (Continued)
## For The Year Ended June 30, 2015

| | Business-Type Activities - Enterprise Funds | | | | |
|---|---|---|---|---|---|
| | Sewer | Pressurized Irrigation | Storm Sewer | Water | Total |
| **Reconciliation of operating income (loss) to net cash provided (used) by operating activities:** | | | | | |
| Operating income (loss) | $ (69,936) | $ 208,885 | $ 140,526 | $ 47,657 | $ 327,132 |
| Adjustments to reconcile operating income (loss) to net cash from (used) by operating activities: | | | | | |
| Depreciation | 320,603 | 395,412 | 303,503 | 120,114 | 1,139,632 |
| (Increase) decrease in assets: | | | | | |
| Accounts receivable | 1,639 | 15,264 | 10,124 | 948 | 27,975 |
| Net pension asset | (179) | (105) | (151) | (135) | (570) |
| Deferred outflows relating to pensions | (1,231) | (719) | (1,034) | (926) | (3,910) |
| Increase (decrease) in liabilities: | | | | | |
| Accounts payable | 2,432 | (2,255) | (21,714) | (12,471) | (34,008) |
| Accrued liabilities | 2,631 | 1,901 | 2,023 | 2,286 | 8,841 |
| Compensated absences | 15,707 | 9,275 | 12,130 | 8,827 | 45,939 |
| Net pension liability | (16,109) | (9,418) | (13,535) | (12,120) | (51,182) |
| Deferred inflows relating to pensions | 8,720 | 5,098 | 7,327 | 6,561 | 27,706 |
| **Net cash provided (used) by operating activities** | $ 264,277 | $ 623,338 | $ 439,199 | $ 160,741 | $ 1,487,555 |

The notes to the financial statements are an integral part of this statement.

# HIGHLAND CITY, UTAH
# NOTES TO FINANCIAL STATEMENTS

## NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Highland City, Utah (the City) was incorporated in 1977 and operates under a council-city manager form of government. The governing body consists of five elected council members and a mayor. The heads of the various departments, formed to provide various services, are under the direct supervision of the City Manager. The City provides the following services: general administrative services, public safety, highway and public works, parks and recreations, cemetery, garbage, and utilities (sewer, pressurized irrigation, storm sewer, and culinary water).

The City's financial statements are prepared in accordance with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). The accounting policies of the City conform to accounting principles generally accepted in the United States of America as applicable to governmental units. The more significant accounting policies established in GAAP and used by the City is discussed below.

(A) The Reporting Entity

In evaluating how to define the City for financial reporting purposes, management has considered all potential component units. The decision to include a potential component unit in the reporting entity was made by applying the criteria set forth in the related GASB pronouncement. The basic, but not the only, criterion for including a potential component unit within the reporting entity is the governing body's ability to exercise oversight responsibility. The most significant manifestation of this ability is financial interdependency and accountability. Other manifestations of the ability to exercise oversight responsibility include, but are not limited to, the selection of governing authority, the designation of management, the ability to significantly influence operations and accountability of fiscal matters. The other criterion used to evaluate potential component units for inclusion or exclusion from the reporting entity is the existence of special financing relationships, regardless of whether the City is able to exercise oversight responsibilities.

The accompanying financial statements present the government and its component units, entities for which the government is considered to be financially accountable. Blended component units, although legally separate entities, are in substance, part of the government's operations.

The Highland City Open Space Special Service District (the District) was established to provide recreation services, including the operation and maintenance of parks, open space and trails within certain areas of the City. The District is governed by a board of trustees composed of the City Mayor and members of the City Council. Although it is legally separate entity from the City, the District is reported as if it were part of the primary government because of the City's ability to impose its will upon the operation of the District. The District is included in these financial statements as the Open Space Trust Fund. Separate financial statements are not issued for the District.

The City is not a component unit of any other entity. The City's basic financial statements include all City operations.

(B) Government-Wide and Fund Financial Statements

The City's basic financial statements include both government-wide (reporting the City as a whole) and fund financial statements (reporting the City's major funds). Both the government-wide and fund financial statements categorize primary activities as either governmental or business type. The City's general administrative services, public safety, highway and public works, parks and recreations, cemetery, and garbage are classified as governmental activities. The City's sewer, pressurized irrigation, storm sewer, and water services are classified as business-type activities.

## NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(B) Government-Wide and Fund Financial Statements (Continued)

The government-wide financial statements (i.e., the *Statement of Net Position* and the *Statement of Activities*) report information on all of the nonfiduciary activities of the City and its component units. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support.

The *Statement of Activities* demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. *Direct expenses* are those which are clearly identifiable with a specific function or segment. *Program revenues* include 1) charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*.

Separate financial statements are provided for governmental funds and proprietary funds. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund financial statements.

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary fund financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenue in the year for which they become available. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The use of financial resources to acquire capital assets are capitalized as assets in the government-wide financial statements, rather than reported as an expenditure. Proceeds of long-term debt are recorded as a liability in the government-wide financial statements, rather than as another financing source. Amounts paid to reduce long-term debt of the City are reported as a reduction of the related liability, rather than an expenditure in the government-wide financial statements.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter (within sixty days) to pay liabilities of the current period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt-service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

Sales taxes, franchise taxes, licenses, interest and earned but unreimbursed state and federal grants associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period. Property taxes are measurable as of the date levied (assessed) and are recognized as revenues when they become available. Available means when due, or past due, and received within the current period or collected soon enough thereafter (within 60 days) to be used to pay liabilities of the current period. All other revenues are considered to be measurable and available only when cash is received by the City.

## NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(B) Government-Wide and Fund Financial Statements (Continued)

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, reserves, fund balance, revenues, and expenditures or expenses as appropriate.

The City reports the following major governmental funds:

The *General Fund* is the government's primary operating fund. It accounts for all financial resources of the general government, except those accounted for in another fund. Principal sources of revenue are taxes, licenses and permits and intergovernmental revenues. Primary expenses are for general government, public safety, streets and public works, parks and recreation, cemetery and garbage.

The *Debt Service Fund* accounts for the expenditures required for the City's debt service.

The *Capital Projects Roads Fund* accounts for the construction and improvement of roads within the City.

The *Capital Projects Building Fund* accounts for the construction and improvement of buildings owned by the City.

The *Capital Projects Parks Fund* accounts for the construction and improvement of parks owned by the City.

The City reports the following major proprietary funds:

The *Sewer Fund* accounts for the activities of the City's sewer treatment operations.

The *Pressurized Irrigation Fund* accounts for the activities of the City's pressurized irrigation distribution system.

The *Water Fund* accounts for the activities of the City's water, treatment and distribution.

Activities of these three funds include administration, operations and maintenance of the sewer, pressurized irrigation, and water systems, and billing and collection. The funds also account for the accumulation of resources for, and the payment of, long-term debt principal and interest for all enterprise fund debt. All costs are financed through charges to utility customers with rates reviewed regularly and adjusted, if necessary, to ensure the integrity of the funds.

The effect of interfund activity has generally been eliminated from the government-wide financial statements in accordance with GAAP.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the enterprise funds are charges to customers of the system. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

## NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(C) Budgetary Data

Annual budgets are prepared and adopted, in accordance with State law, by the City Council on or before June 22 for the following fiscal year, beginning July 1. Estimated revenues and appropriations may be increased or decreased by resolution of the City Council at any time during the year. A public hearing must be held prior to any proposed increase in a fund's appropriations. Budgets include activities in several different funds, including the General Fund, Special Revenue Fund, Capital Project Funds, Debt Service Fund, and Enterprise Funds. Annual budgets are also adopted for capital projects which may include activities which overlap several fiscal years.

Utah State law prohibits the appropriation of unreserved General Fund balance until it exceeds 5% of the General Fund revenues. Until the unreserved fund balance is greater than the above amount, it cannot be budgeted, but is used to provide working capital until tax revenue is received, to meet emergency expenditures, and to cover unanticipated deficits. When an unreserved fund balance is greater than 25% of the next year's budgeted revenues, the excess must be appropriated within the following two years.

Once adopted, the budget can be amended by subsequent City Council action. The City Council can amend the budget to any extent, provided the total budgeted expenditures do not exceed budgeted revenues and appropriated fund balance, in which case a public hearing must be held. The City Administrator has the authority to transfer budget appropriations within and between any divisions of any budgetary fund. The City Council has the authority to transfer budget appropriations between individual budgetary funds by resolution.

Expenditures in the Capital Projects Fund are budgeted annually on a project-by-project basis. Although it is the intention of the City that each project be funded by a specific revenue source, the adopted budget reflects only total anticipated revenues by source.

(D) Tax Revenues

On or before June 22 of each year, the City sets the property tax rate for various municipal purposes. If the City intends to increase property tax revenues above the tax rate of the previous year, state law requires the City to provide public notice to property owners and hold public hearings. When these special public hearings are necessary, the adoption of the final budget must be done before August 17. All property taxes levied by the City are assessed and collected by Utah County. Taxes are levied as of January 1 and are due November 30; any delinquent taxes are subject to a penalty. Unless the delinquent taxes and penalties are paid before January 15, a lien is attached to the property, and the amount of taxes and penalties bears interest from January 1 until paid. Tax liens are placed on a property on January 1 following the due date of unpaid taxes. If after five years, delinquent taxes have not been paid, the County sells the property at a tax sale. Tax collections are remitted to the City from the County on a monthly basis.

Sales taxes and telephone franchise taxes are collected by the Utah State Tax Commission and remitted to the City monthly.

Franchise taxes are collected by natural gas, electric utilities, and cable television companies and remitted to the City periodically.

(E) Cash, Cash Equivalents and Investments

The City considers all cash and investments with original maturities of three months or less to be cash and cash equivalents. For the purpose of the statement of cash flows, cash and cash equivalents are defined as the cash and cash equivalent accounts and the restricted cash and cash equivalents accounts.

Investments consist of accounts at the Utah Public Treasurer's Investment Trust (the State Treasurer's Pool). Investments of the City are stated at cost, which approximates fair value.

## NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(F) Restricted Assets

Assets whose use is restricted for construction, debt service or by other agreement are segregated on the government-wide and proprietary fund financial statements. When both restricted and unrestricted resources are available for use, it is the government's policy to use restricted resources first, then unrestricted resources as they are needed.

(G) Capital Assets

Capital assets, which include land, buildings, equipment, and infrastructure assets (e.g., roads, sidewalks, and similar items) are, reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Capital assets are defined by the government as assets with an initial, individual cost of more than $5,000 (amount not rounded) and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair value at the date of donation. The government reports infrastructure assets on a network or subsystem basis. Accordingly, the amounts spent for the construction or acquisition of infrastructure assets are capitalized and reported in the government-wide financial statements.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest incurred during the construction phase of capital assets is included as part of the capitalized value of the assets constructed.

Upon retirement or disposition of capital assets, the cost and related accumulated depreciation are removed from the respective accounts. Depreciation of capital assets is computed using the straight-line method over their estimated useful lives as follows:

| Assets | Years |
|---|---|
| Buildings and structures | 20 to 50 |
| Improvements and infrastructure | 10 to 50 |
| Machinery, equipment and vehicles | 5 to 15 |

(H) Receivables and Payables

Activities between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as "due to/from other funds" (i.e., the current portion of interfund loans).

Receivables at June 30, 2015, consisted of property tax, franchise tax, sales tax, grants and utility customer accounts (billings for user charged services). Taxes and grants are deemed collectible in full. Utility charges have an allowance of $21,000.

(I) Long-Term Obligations

In the government-wide financial statements and proprietary fund types, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund type statement of net assets. Bond premiums and discounts are deferred and amortized over the life of the applicable debt. In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

## NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(J) Compensated Absences

Accumulated unpaid vacation is accrued as incurred based on the years of service for each employee. Vacation is accumulated on a monthly basis. Proprietary funds expense all accrued vacation amounts when incurred. Governmental funds report an expenditure as the vacation is paid. Employees may accumulate unlimited vacation. An employee who is separated from employment may be compensated for all accrued vacation. Sick pay amounts are charged to expenditures when incurred. Employees may accumulate up to 65 days of sick leave. Employees will not be paid for any accumulated sick leave at separation from employment.

(K) Deferred Outflows/Inflows of Resources

In addition to assets, the financial statements will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The City currently reports deferred outflows of resources relating to pensions, and deferred loss on refunding. The deferred outflows relating to pensions are required to be reported as part of implementing GASB 68 *Accounting and Financial reporting for Pensions,* and GASB71 *Pension Transition for Contributions Made Subsequent to the Measurement Date.* The City reports a deferred loss on refunding as part of the advanced refunding of the 2006 Sales and Franchise Tax Revenue bonds, and will be amortized over the life of the refunding debt.

In addition to liabilities, the financial statements will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The City has two items which are reported under this section: deferred property tax revenues, and deferred inflows of resources relating to pensions. Deferred property tax revenue arises only under a modified accrual basis of accounting. The governmental funds report unavailable revenues from property taxes. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available. These amounts account for property taxes levied on January 1, 2015 for the 2015-2016 fiscal year. The deferred inflows relating to pensions are required to be reported as part of implementing of GASB 68, and GASB 71, as mentioned before.

(L) Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Utah Retirement Systems Pension Plan (URS) and additions to/deductions from URS's fiduciary net position have been determined on the same basis as they are reported by URS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

(M) Equity Balance Classification

Fund balance is classified in the government-wide financial statements as net position and is displayed in three components:

(1) *Net investment in capital assets* – consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

## NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(M) Fund Balance Classification (Continued)

(2) *Restricted net position* – consists of net position with constraints placed on the use either by (a) external groups such as creditors, grantors, contributors, or laws or regulations of other governments; or (b) law through constitutional provisions or enabling legislation.

(3) *Unrestricted net position* – All other net position that does not meet the definition of "restricted" or "Net investment in capital assets".

In accordance with GASB No. 54, the City classifies fund balances in the governmental funds as follows: Nonspendable, Restricted, Committed, Assigned or Unassigned.

(1) *Nonspendable fund balance* classification includes amounts that cannot be spent because they are either (a) not in spendable form, or (b) legally or contractually required to be maintained intact.

(2) *Restricted fund balance* classifications are reported as restricted if, (a) externally imposed by creditor, grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

(3) *Committed fund balance* classification include those funds that can only be used for specific purposed pursuant to constraints imposed by formal action (Ordinances and Resolutions) of the City council, which is government's highest level of decision making authority.

(4) *Assigned fund balance* classification includes amounts that are constrained by the government's intent to use the funds for specific purposes, but are neither restricted nor committed, as established by the Finance Director, City Council, or City Administrator. Also includes all remaining amounts that are reported in governmental funds, other than the general fund that are not classified as nonspendable, restricted nor committed or in the General Fund, that are intended to be used for specific purposes. The assigned designation may be reversed by the Finance Director, City Council, or City Administrator.

(5) *Unassigned fund balance* classification is the residual classification for the General Fund or funds with deficit fund balances. This classification represents fund balance that has not been assigned to other funds and that has not be restricted, committed, or assigned to specific purposes within the General Fund.

Proprietary Fund balance is classified the same as in the government-wide statements.

When restricted, committed, assigned, or unassigned resources are available for use, it is the City's policy to use restricted resources first, followed by committed resources, then assigned resources, and then unassigned resources as they are needed.

(N) Estimates and Assumptions

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of financial statements and the reported amounts of revenues, expenditures and expenses during the reporting period. Actual results could differ from those estimates.

## NOTE 2 CASH AND INVESTMENTS

The City maintains a cash and investment pool that is available for use by all funds. Cash includes amounts in demand deposits as well as time deposits. Investments are stated at cost, which approximate fair value. Each fund's portion of this pool is displayed on the combined balance sheet as "cash and cash equivalents" and "restricted cash and cash equivalents," which includes cash accounts that are separately held by several of the City's funds.

The City's deposit and investment policy is to follow the Utah Money Management Act; however, the City does not have a separate deposit and investment policy that addresses specific types of deposit and investment risks to which the City is exposed.

Components of cash and investments (including interest earning deposits) at June 30, 2015 are as follows:

| | Fair Value | Carrying Amount | Credit Rating (1) | Weighted Average Years to Maturity (2) |
|---|---|---|---|---|
| Cash on deposit | $ 647,173 | $ 648,668 | N/A | N/A |
| Investment (3): | | | | |
| Utah State Treasurer's Investment Pool | 8,386,725 | 8,345,329 | N/A | N/A |
| Total cash and cash equivalents | $ 9,033,898 | $ 8,993,997 | | |
| Portfolio weighted average maturity | | | | N/A |

(1) Ratings are provided where applicable to indicate associated **Credit Risk**. N/A indicates not applicable.
(2) **Interest Rate Risk** is estimated using the weighted average days to maturity.
(3) All investments are considered cash equivalents on the financial statements.

The City's cash and cash equivalents and investments are exposed to certain risks as outlined below:

*Custodial credit risk – deposits* is the risk that in the event of a bank failure, the City's deposits may not be returned to it. As of June 30, 2015, $394,831 of the City's deposits was exposed to custodial credit risk because it was uninsured and uncollateralized.

*Custodial credit risk – investments* is the risk that in the event of the failure of a counterparty, the City will not be able to recover the value of its investments that are in the possession of an outside party. The City's investment in the Utah Public Treasurer's Investment Fund has no custodial credit risk.

*Credit risk* is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The City's policy for limiting the credit risks of investments is to comply with the Utah Money Management Act. The Act requires investment transactions to be conducted only through qualified depositories, certified dealers, or directly with issuers of the investment securities. Permitted investments include deposits of qualified depositories; repurchase agreements; commercial paper that is classified as "first tier" by two nationally recognized statistical rating organizations, one of which must be Moody's Investor Services or Standard and Poors; banker acceptance obligations of the U.S. Treasury and U.S. government sponsored enterprises; bonds and notes of political subdivisions of the State of Utah; fixed rate corporate obligations and variable rate securities rated "A" or higher by two nationally recognized statistical rating organizations as defined by the Act.

## NOTE 2 CASH AND INVESTMENTS (Continued)

*Interest rate risk* is the risk that changes in the interest rates will adversely affect the fair value of an investment. The City manages its exposure by investing mainly in the Utah Public Treasurer's Investment Fund and by adhering to the Utah Money Management Act. The Act requires that the remaining term to maturity may not exceed the period of availability of the funds to be invested.

*Concentration of credit risk* is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The City's investment in the Utah Public Treasurer's Investment Fund has no concentration of credit risk.

The City invests in the Public Treasurer's Investment Fund (PTIF) which is a voluntary external Local Governmental Investment Pool managed by the Utah State Treasurer's Office and is audited by the Utah State Auditor. No separate report as an external investment pool has been issued for the PTIF. The PTIF is not registered with the SEC as an investment company and is not rated. The PTIF is authorized and regulated by the Utah Money Management Act, (Utah Code Title 51, Chapter 7). The PTIF invests in high-grade securities which are delivered to the custody of the Utah State Treasurer, assuring a perfected interest in the securities, and, therefore, there is very little credit risk except in the most unusual and unforeseen circumstances. The maximum weighted average life of the portfolio does not exceed 90 days.

Deposits in the PTIF are not insured or otherwise guaranteed by the State of Utah, and participants share proportionally in any realized gains or losses on investments. The PTIF operates and reports to participants on an amortized cost basis. The income, gains, and losses, net of administration fees, of the PTIF are allocated to participants on the ratio of the participant's share to the total funds in the PTIF based on the participant's average daily balance. The PTIF allocates income and issues statements on a monthly basis. Twice a year, at June 30 and December 31, which are the accounting periods for public entities, the investments are valued at fair value and participants are informed of the fair value valuation factor. Additional information is available at the Utah State Treasurer's Office.

For the year ended June 30, 2015, the City had investments of $8,345,329 with the PTIF. The fair value of these investments was $8,386,725. The difference between the fair value and carrying value of the investment with the PTIF is deemed immaterial for allocation among the different funds, and therefore, the carrying value is deemed to be the fair value at June 30, 2015.

## NOTE 3 INTERFUND TRANSFERS

Interfund Transfers

The purpose of the transfers were to provide cash flows and pay operating expenses. The transfers among the funds for the year ended June 30, 2015 were as follows:

| | In | Out |
|---|---|---|
| **Governmental activities** | | |
| General Fund | $ 57,100 | $ 741,516 |
| Debt service fund | 903,516 | - |
| Capital Improvements - Roads | 300,000 | - |
| Capital Improvements - Buildings | 40,000 | 60,000 |
| Capital Improvements - Parks | - | 527,000 |
| Nonmajor Governmental Funds | 85,000 | - |
| Total governmental activities | 1,385,616 | 1,328,516 |
| **Business activities** | | |
| Pressurized Irrigation | - | 57,100 |
| Total business activities | - | 57,100 |
| | $ 1,385,616 | $ 1,385,616 |

## NOTE 4 RESTRICTED ASSETS

Certain assets are restricted to use as follows as of June 30, 2015:

| | Amount |
|---|---|
| **Governmental activities** | |
| Construction bonds | $ 361,705 |
| Park construction | 104,558 |
| B & C road | 137,564 |
| **Total governmental activities** | 603,827 |
| **Business-type activities** | |
| Restricted for impact fees | 1,208,216 |
| Debt service | 13,392 |
| **Total business-type activities** | 1,221,608 |
| **Total restricted assets** | $ 1,825,435 |

## NOTE 5 CAPITAL ASSETS

A summary of changes in capital assets for the year ended June 30, 2015, is as follows:

| | Balance June 30, 2014 | Additions/ Transfers | Deletions/ Transfers | Balance June 30, 2015 |
|---|---|---|---|---|
| **Governmental activities:** | | | | |
| Capital assets, not being depreciated: | | | | |
| Land | $ 39,607,624 | $ - | $ - | $ 39,607,624 |
| Construction in progress | 236,032 | - | - | 236,032 |
| **Total capital assets, not being depreciated** | 39,843,656 | - | - | 39,843,656 |
| Capital assets, being depreciated: | | | | |
| Buildings and structures | 14,080,927 | - | - | 14,080,927 |
| Improvements and infrastructure | 69,168,651 | 146,778 | - | 69,315,429 |
| Machinery, equipment and vehicles | 1,907,144 | 77,317 | (36,702) | 1,947,759 |
| **Total capital assets, being depreciated** | 85,156,722 | 224,095 | (36,702) | 85,344,115 |
| Less accumulated depreciation for: | | | | |
| Buildings and structures | (2,472,225) | (354,568) | - | (2,826,793) |
| Improvements and infrastructure | (45,893,438) | (2,713,959) | - | (48,607,397) |
| Machinery, equipment and vehicles | (1,510,937) | (113,790) | 36,702 | (1,588,025) |
| **Total accumulated depreciation** | (49,876,600) | (3,182,317) | 36,702 | (53,022,215) |
| **Total capital assets, net of accumulated depreciation** | 35,280,122 | (2,958,222) | - | 32,321,900 |
| **Governmental activities capital assets, net** | $ 75,123,778 | $ (2,958,222) | $ - | $ 72,165,556 |

## NOTE 5 CAPITAL ASSETS (Continued)

Governmental activities depreciation expense was charged to functions/programs as follows:

| | |
|---|---|
| **Governmental activities:** | |
| General government | $ 203,911 |
| Public Safety | 194,062 |
| Streets and Public Works | 2,369,619 |
| Parks and recreation | 369,217 |
| Cemetery | 45,508 |
| **Total depreciation expense - governmental activities** | $ 3,182,317 |

The Business-type activities property, plant and equipment consist of the following at June 30, 2015:

| | Balance June 30, 2014 | Additions/ Transfers | Deletions/ Transfers | Balance June 30, 2015 |
|---|---|---|---|---|
| **Business-type Activities:** | | | | |
| Capital assets, not being depreciated: | | | | |
| Land | $ 534,455 | $ - | $ - | $ 534,455 |
| Construction in progress | - | - | - | - |
| Water Shares | 24,032,966 | - | - | 24,032,966 |
| **Total capital assets, not being depreciated** | 24,567,421 | - | - | 24,567,421 |
| Capital assets, being depreciated: | | | | |
| Buildings and structures | 1,157,289 | - | - | 1,157,289 |
| Improvements and infrastructure | 33,765,776 | 94,114 | - | 33,859,890 |
| Machinery, equipment and vehicles | 2,046,752 | - | - | 2,046,752 |
| **Total capital assets, being depreciated** | 36,969,817 | 94,114 | - | 37,063,931 |
| Less accumulated depreciation for: | | | | |
| Buildings and structures | (440,292) | (40,120) | - | (480,412) |
| Improvements and infrastructure | (11,749,708) | (994,723) | - | (12,744,431) |
| Machinery, equipment and vehicles | (1,140,157) | (104,789) | - | (1,244,946) |
| **Total accumulated depreciation** | (13,330,157) | (1,139,632) | - | (14,469,789) |
| **Total capital assets, net of accumulated depreciation** | 23,639,660 | (1,045,518) | - | 22,594,142 |
| **Business-type activities capital assets, net** | $ 48,207,081 | $ (1,045,518) | $ - | $ 47,161,563 |

## NOTE 5 CAPITAL ASSETS (Continued)

Business–type depreciation expense was charged to functions/programs as follows:

| **Business-type activities** | | |
|---|---|---|
| Sewer | $ | 320,603 |
| Pressurized Irrigation | | 395,412 |
| Storm Drain | | 120,114 |
| Water | | 303,503 |
| **Total depreciation expense - business-type activities** | $ | 1,139,632 |

## NOTE 6 GRANTS

The City receives financial assistance from federal and state governmental agencies in the form of grants. The disbursement of funds received under these programs generally requires compliance with terms and conditions specified in the grant agreements and are subject to audit by the City's independent auditors and other governmental auditors. Any disallowed claims resulting from such an audit could become a liability of the General Fund or other applicable funds. Based on prior experience, the City administration believes such disallowance, if any, would be immaterial.

## NOTE 7 DEVELOPER AND CUSTOMER DEPOSITS

Developer and customer deposits are principally deposits from customers that are held by the City for water connections or for construction, or other projects until such time for refund is warranted.

## NOTE 8 UNEARNED PROPERTY TAXES

In conjunction with GASB pronouncement 33, "*Accounting and Financial Reporting for Nonexchange Transactions*" the City has accrued property tax receivable and unearned property tax revenue in the General Fund in the amount of $1,601,066.

Property taxes recorded in the governmental funds are recorded using the modified accrual basis of accounting, wherein revenues are recognized when they are both measurable and available (expected to be received within 60 days). Property taxes attach as an enforceable lien on property as of the first day of January. Property taxes are levied on October 1, and then are due and payable at November 30. Since the property tax amounts are not expected to be received within 60 days after the year ended June 30, 2015, the City was required to record both a receivable and unearned revenue of the estimated amount of the total property tax to be levied on October 1, 2015.

## NOTE 9 JOINT VENTURE

The City and two other municipalities (the Members) entered into an interlocal agreement to create Lone Peak Public Safety District (Lone Peak). Lone Peak was created to provide fire, emergency medical services, and police services. Lone peak is funded by direct payments from the Member cities which is allocated on a population basis. Lone Peak is governed by a Board of Public Safety Commissioners composed of two elected or appointed officials from each of the Member cities.

Audited financial statements for Lone Peak are prepared annually and can be obtained from Lone Peak's finance director, Lone Peak Public Safety District, 5400 W Civic Center Blvd. Suite #1.

## NOTE 9 JOINT VENTURE (Continued)

A summary of transactions between the City and Lone Peak is shown below:

| | 2015 |
|---|---|
| Payments to Lone Peak | |
| Administrative expenses | $ 234,013 |
| Member payments for | |
| Police | 1,778,687 |
| Fire / EMS | 1,031,175 |
| Total payments to Lone Peak | $ 3,043,875 |
| Receipts from Lone Peak | |
| Rent of office space | $ 221,497 |
| Reimbursement of employee wages and office supplies used by Lone Peak | 29,065 |
| Total receipts from Lone Peak | $ 250,562 |

## NOTE 10 LONG-TERM DEBT

The following is a summary of long-term debt transactions of the City for the year ended June 30, 2015:

| | June 30, 2014 | Additions | Retirements | June 30, 2015 | Due Within One Year |
|---|---|---|---|---|---|
| **Governmental Activities:** | | | | | |
| Bonds payable | | | | | |
| Revenue bonds | $ 10,290,000 | $ 3,970,000 | $ (4,190,000) | $ 10,070,000 | $ 570,000 |
| Plus: unamortized premiums | 89,219 | - | (28,379) | 60,840 | - |
| **Total bonds payable** | 10,379,219 | 3,970,000 | (4,218,379) | 10,130,840 | 570,000 |
| Compensated absences | 249,861 | 63,416 | (74,734) | 238,543 | 78,828 |
| **Governmental activities long-term liabilities** | $ 10,629,080 | $ 4,033,416 | $ (4,293,113) | $ 10,369,383 | $ 648,828 |
| **Business-type Activities:** | | | | | |
| Bonds payable | | | | | |
| General obligation bonds | $ 2,880,000 | $ - | $ (315,000) | $ 2,565,000 | $ 325,000 |
| Plus: unamortized premiums | 44,353 | - | (5,544) | 38,809 | - |
| **Total bonds payable** | 2,924,353 | - | (320,544) | 2,603,809 | 325,000 |
| Notes payable | 2,499,705 | - | (96,728) | 2,402,977 | 98,417 |
| Compensated absences | 92,446 | 90,207 | (44,277) | 138,376 | 48,095 |
| **Business-type activities long-term liabilities** | $ 5,516,504 | $ 90,207 | $ (461,549) | $ 5,145,162 | $ 471,512 |

## NOTE 10 LONG-TERM DEBT (Continued)

**Governmental Activities:**

**Revenue Bonds**

| | |
|---|---|
| Series 2006 Sales and Franchise Tax Revenue Bonds, original issue of $6,000,000, principal due in annual installments beginning September 2007, interest at 4.00% to 4.35% due in semi-annual installments beginning March 2007. In 2015 the City issued Series 2015 Sales and Franchise Tax Revenue Bonds which refunded $3,645,000 of the principal balance, with the final payment due September 2016. The bonds were issued to finance the costs associated with construction of police and fire public safety buildings. | $ 550,000 |
| Series 2007 Sales and Franchise Tax Revenue Bonds, original issue of $7,315,000, principal due in annual installments beginning September 2008, interest at 4.00% to 5.25% due in semi-annual installments beginning September 2007, with the final payment due September 2027. The bonds were issued to finance the costs associated with acquisition, construction and equipping park improvements and related improvements. | 5,550,000 |
| Series 2015 Sales and Franchise Tax Revenue Refunding Bonds, original issue of $3,970,000, principal due in annual installments beginning September 2017, interest ranging from 1.00% to 3.30% due in semi-annual installments beginning March 2015, with the final payment due September 2026. The bonds were issued to partially refund the Series 2006 Sales and Franchise Tax Revenue Bonds. The refunding results in a cash savings of $151,652, and an economic gain of $146,990. | 3,970,000 |
| Total Tax Revenue Bonds - Governmental Activities | $ 10,070,000 |

**Business-type Activities**

**General Obligation Bonds**

| | |
|---|---|
| Series 2009 General Obligation Refunding Bonds, original issue of $4,310,000, principal payments due in annual installments beginning May 2010, interest at 2.75% to 4.125% due in semi-annual installments beginning November 2009 with the final payment due May 2022. The bonds were issued to refund the outstanding portion of the 1998 General Obligation Refunding Bonds. | $ 2,565,000 |
| Total General Obligation Bonds - Business-type Activities | $ 2,565,000 |

## NOTE 10 LONG-TERM DEBT (Continued)

**Notes Payable**

| | |
|---|---|
| Note payable to the Provo River Users Association for the City's portion of costs relating to the Provo Reservoir Canal Enclosure Project. Original amount $615,833, interest at 4.00%, approximately 22% of original principal is due in two equal installments in July 2010 and March 2011 along with accrued interest. Remaining principal and interest to be paid in annual installments beginning March 2012 with final payment due March 2035. | $ 437,276 |
| Assessment payable to the Highland Conservation District for the City's portion of costs relating to the Provo Reservoir Canal Enclosure Project. Original amount $1,563,945, principal and interest at 2.65% due in installments beginning November 2010 with final installment due November 2035. | 1,965,701 |
| Total Notes Payable - Business-type Activities | $ 2,402,977 |

All of the City's Sales and Franchise Tax Revenue Bonds are payable solely by a pledge and assignment of their associated revenue sources. Total future sales tax of $10,070,000 has been pledged through 2028. The current revenue recognized during the period for pledged Franchise and Sales Tax Revenue bonds was $2,793,928 compared to principal and interest of $903,676 paid during the year which equals a coverage ratio of 3.09.

The annual debt service requirements to maturity, including principal and interest for the long-term debt, as of June 30, 2015, are as follows:

| Year Ending June 30, | Governmental Activities Franchise and Revenue Bonds | |
|---|---|---|
| | Principal | Interest |
| 2016 | 570,000 | 338,283 |
| 2017 | 645,000 | 312,420 |
| 2018 | 684,000 | 288,259 |
| 2019 | 706,000 | 268,159 |
| 2020 | 724,000 | 248,915 |
| 2021-2025 | 3,982,000 | 888,534 |
| 2026-2028 | 2,759,000 | 169,648 |
| | $ 10,070,000 | $ 2,514,218 |

## NOTE 10 LONG-TERM DEBT (Continued)

| Year Ending June 30, | Business-type Activities General Obligation Bonds Principal | Interest |
|---|---|---|
| 2016 | 325,000 | 102,300 |
| 2017 | 340,000 | 90,112 |
| 2018 | 350,000 | 76,512 |
| 2019 | 365,000 | 62,512 |
| 2020 | 380,000 | 47,912 |
| 2021-2022 | 805,000 | 49,624 |
| | $ 2,565,000 | $ 428,972 |

| Year Ending June 30, | Business-type Activities Notes Payable Principal | Interest |
|---|---|---|
| 2016 | 98,414 | 45,163 |
| 2017 | 100,122 | 43,449 |
| 2018 | 101,866 | 41,701 |
| 2019 | 103,663 | 39,914 |
| 2020 | 105,482 | 38,087 |
| 2021-2025 | 570,506 | 160,743 |
| 2026-2030 | 629,798 | 104,830 |
| 2031-2035 | 693,126 | 41,583 |
| | $ 2,402,977 | $ 515,470 |

During 2015, the City defeased $3,970,000 of the 2006 Sales and Franchise Tax revenue bonds by placing new bond proceeds in an irrevocable trust to provide for the future debt service payments on the defeased bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the government's financial statements. At June 30, 2015, $3,645,000 of defeased bonds are still outstanding.

## NOTE 11 RISK MANAGEMENT

The City is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters for which the City carries commercial insurance. This insurance covers all of these risks except natural disasters.

## NOTE 12 RETIREMENT PLANS

### Plan Description

Eligible plan participants are provided with pensions through the Utah Retirement Systems. The Utah Retirement Systems are comprised of the following pension trust funds:

- Public Employees Noncontributory Retirement System (Noncontributory System); is a multiple employer, cost sharing, public employee retirement systems.
- Tier 2 Public Employees Contributory Retirement System (Tier 2 Public Employees System); is a multiple-employer, cost sharing, public employee retirement system.

## NOTE 12 RETIREMENT PLANS (Continued)

The Tier 2 Public Employees System became effective July 1, 2011. All eligible employees beginning on or after July 1, 2011, who have no previous service credit with any of the Utah Retirement Systems, are members of the Tier 2 Retirement System.

The Utah Retirement Systems (Systems) are established and governed by the respective sections of Title 49 of the Utah Code Annotated 1953, as amended. The System's defined benefit plans are amended statutorily by the State Legislature. The Utah State Retirement Office Act in Title 49 provides for the administration of the Systems under the direction of the Board, whose members are appointed by the Governor. The Systems are fiduciary funds defined as pension (and other employee benefit) trust funds. URS is a component unit of the State of Utah. Title 49 of the Utah Code grants the authority to establish and amend the benefit terms. URS issues a publicly available financial report that can be obtained by writing Utah Retirement Systems, 560 E. 200 S. Salt Lake City, Utah 84102 or visiting the website: www.urs.org.

Benefits Provided

URS provides retirement, disability, and death benefits. Retirement benefits are as follows:

**Summary of Benefits by System**

| System | Final Average Salary | Years of Service required and/or age eligible for benefit | Benefit percent per year of service | COLA** |
|---|---|---|---|---|
| Noncontributory System | Highest 3 years | 30 years any age<br>25 years any age *<br>20 years age 60 *<br>10 years age 62 *<br>4 years age 65 | 2.0% per year all years | Up to 4% |
| Tier 2 Public Employees System | Highest 5 years | 35 years any age<br>20 years any age 60*<br>10 years age 62*<br>4 years age 65 | 1.5% per year all years | Up to 2.5% |

** with actuarial reductions*

*** All post-retirement cost-of-living adjustments are non-compounding and are based on the original benefit except for Judges, which is a compounding benefit. The cost-of living adjustments are also limited to the actual Consumer Price Index (CPI) increase for the year, although unused CPI increases not met may be carried forward to subsequent years*

Contributions

As a condition of participation in the Systems, employers and/or employees are required to contribute certain percentages of salary and wages as authorized by statute and specified by the URS Board. Contributions are actuarially determined as an amount that, when combined with employee contributions (where applicable) is expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded actuarial accrued liability. Contribution rates are as follows:

| Utah Retirement Systems | Employee Paid | Paid by Employer for Employee | Employer Contribution Rates |
|---|---|---|---|
| Contributory System | | | |
| 111- Local Governmental Division Tier 2 | N/A | N/A | 14.830% |
| Noncontributory System | | | |
| 15- Local Governmental Division Tier 1 | N/A | N/A | 18.470% |

## NOTE 12 RETIREMENT PLANS (Continued)

***Pension Assets, Liabilities, Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions***

At December 31, 2014, we reported a net pension asset of $1,605 and a net pension liability of $592,254.

| | Proportionate Share | Net Pension Asset | Net Pension Liability |
|---|---|---|---|
| Noncontributory System | 0.1363938% | $ - | $ 592,254 |
| Tier 2 Public Employees System | 0.0529626% | 1,605 | - |
| Total Net Pension Asset / Liability | | $ 1,605 | $ 592,254 |

The net pension asset and liability was measured as of December 31, 2014, and the total pension liability used to calculate the net pension asset and liability was determined by an actuarial valuation as of January 1, 2014 and rolled-forward using generally accepted actuarial procedures. The proportion of the net pension asset and liability was based upon actual historical employer contributions to the plan from the census data submitted to the plan for pay periods ending in 2014.

For the year ended December 31, 2014, we recognized pension expense of $153,897. At December 31, 2014, we reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

| | Deferred Outflows of Resources | Deferred Inflows of Resources |
|---|---|---|
| Differences between expected and actual experience | $ - | $ 19,750 |
| Change in assumptions | - | 58,262 |
| Net difference between projected and actual earnings on pension plan investments | 13,555 | - |
| Changes in proportion and differences between contributions and proportionate share of contributions | - | - |
| Contributions subsequent to the measurement date | 115,612 | - |
| Total | $ 129,167 | $ 78,012 |

$115,612 was reported as deferred outflows of resources related to pensions results from contributions made by us prior to our fiscal year end, but subsequent to the measurement date of December 31, 2014. These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of Resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

| Year Ended December 31, | Deferred Outflows (inflow) of Resources |
|---|---|
| 2015 | $ (15,865) |
| 2016 | (15,865) |
| 2017 | (15,865) |
| 2018 | (15,106) |
| 2019 | (281) |
| Thereafter | (1,474) |
| Total | $ (64,456) |

| | |
|---|---|
| Inflation | 2.75 Percent |
| Salary increases | 3.50 - 10.50 percent, average, including inflatioin |

## NOTE 12 RETIREMENT PLANS (Continued)

Actuarial Assumptions

The total pension liability in the December 31, 2014, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

| | |
|---|---|
| Inflation | 2.75 Percent |
| Salary increases | 3.50 – 10.50 percent, average, including inflation |
| Investment rate of return | 7.50 percent, net of pension plan investment expense, including inflation |

Active member mortality rates are a function of the member's gender, occupation, and age and are developed based upon plan experience. Retiree mortality assumptions are highlighted in the table.

| **Retired Member Mortality**<br>Class of Member |
|---|
| **Educators** |
| Men EDUM (90%) |
| Women EDUF (100%) |
| **Public Safety and Firefighters** |
| Men RP 2000mWC (100%) |
| Women EDUF (120%) |
| **Local Government, Public Employees** |
| Men RP 2000mWC (100%) |
| Women EDUF (120%) |

*EDUM=Constructed mortality table based on actual experience of male educators multiplied by given percentage*
*EDUF= Constructed mortality table based on actual experience of female educators multiplied by given percentage*
*RP 2000mWC= RP 2000 Combined mortality table for males with white collar adjustments multiplied by given percentage*

The actuarial assumptions used in the January 1, 2014, valuation were based on the results of an actuarial experience study for the five year period of January 1, 2008 – December 31, 2013.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which the best estimate rages of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

| | Expected Return Arithmetic Basis | | |
|---|---|---|---|
| Asset Class | Target Asset Allocation | Real Return Arithmetic Basis | Long-Term Expected Portfolio Real Rate of Return |
| Equity securities | 40% | 7.06% | 2.82% |
| Debt securities | 20% | 0.80% | 0.16% |
| Real assets | 13% | 5.10% | 0.66% |
| Private equity | 9% | 11.30% | 1.02% |
| Absolute return | 18% | 3.15% | 0.57% |
| Cash and cash equivalents | 0% | 0.00% | 0.00% |
| Total | 100% | | 5.23% |
| Inflation | | | 2.75% |
| Expected Arithmetic Nominal Return | | | 7.98% |

The 7.50% assumed investment rate of return is comprised of an inflation rate of 2.75%, a real return of 4.75% that is net of investment expense.

## NOTE 12 RETIREMENT PLANS (Continued)

Discount Rate

The discount rate used to measure the total pension liability was 7.50 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from all participating employers will be made at contractually required rates that are actuarially determined and certified by the URS Board. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Proportionate Share of the Net Pension Asset and Liability to Changes in the Discount Rate

The following presents the proportionate share of the net pension liability calculated using the discount rate of 7.50 percent as well as what the proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.50 percent) or 1-percentage-point higher (8.50 percent) than the current rate:

| | 1% Decrease (6.50%) | Discount Rate (7.50%) | 1% Increase (8.50%) |
|---|---|---|---|
| **Propotionate share of** Net pension (asset) / liability | $ 1,432,853 | $ 590,649 | $ (110,021) |

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separately issued URS financial report.

## NOTE 13 COMMITMENTS AND AGREEMENTS

The City has commitments to reimburse developers related to the Town Center project in the aggregate amount of $203,342, which will be ultimately resolved after exaction fees are received in the Capital Projects Parks, Capital Projects Road, and Capital Projects Building funds.

## NOTE 14 RESTATEMENT OF BEGINNING BALANCE – GASB 68

During the year, the City implemented GASB 68 *Accounting and Financial Reporting for Pensions.* This standard requires the City to report its proportionate share of any net pension asset/liability of pension plans in which the City participates. The City was required to report the effects of the URS Net Pension Asset/Liability which required an adjustment to beginning net position. Below is a schedule of the effects of implementing GASB 68 on the City's beginning net position. For more information concerning the URS pension amounts, see Note 12.

| Statememt of Activities (page 13) | Governmenatal Activities | Business-type Activities |
|---|---|---|
| Originally presented: Net Position - Beginning | 66,887,607 | 46,435,259 |
| Implementation of GASB 68 | (398,657) | (219,556) |
| Restated Net Position - Beginning | 66,488,950 | 46,215,703 |

| Statement of Revenues, Expenses, and Changes in Net Position - Enterprise Funds (page 20) | Business-type Activities - Enterprise Funds | | | |
|---|---|---|---|---|
| | Sewer | Pressurized Irrigation | Water | Nonmajor Storm Sewer |
| Originally Presented: Net Position - Beginning | $ 7,983,556 | $ 26,939,799 | $ 8,841,964 | $ 2,669,940 |
| Implementation of GASB 68 | (69,101) | (40,401) | (58,063) | (51,991) |
| Restated Net Position - Beginning | $ 7,914,455 | $ 26,899,398 | $ 8,783,901 | $ 2,617,949 |

# REQUIRED SUPPLEMENTAL INFORMATION

**HIGHLAND CITY**
**SCHEDULE OF THE PROPORTIONATE SHARE OF THE NET PENSION LIABILITY**
**UTAH RETIREMENT SYSTEMS**
**As of December 31, 2014**
**Last 10 Fiscal Years***

| | Noncontributory System | Tier 2 Public Employees System |
|---|---|---|
| Proportion of the net pension liability (asset) | 0.1363938% | 0.0529626% |
| Proportionate share of the net pension liability (asset) | $ 592,254 | $ (1,605) |
| Covered employee payroll | $ 1,102,809 | $ 259,789 |
| Proportionate share of the net pension liability (asset) as a percentage of its covered-employee payroll | 53.7% | -0.6% |
| Plan fiduciary net position as a percentage of the total pension liability | 90.2% | 103.5% |

**In accordance with pargraph 81.a of GASB 68, employers will need to disclose a 10-year history of their proportionate share of the Net Pension Liability (Asset) in their RSI. The 10-year schedule will need to be built prospectively. The schedule above is only for the current year.*

**HIGHLAND CITY**
**SCHEDULE OF CONTRIBUTIONS**
**UTAH RETIREMENT SYSTEMS**
**December 31, 2014**
**Last 10 Fiscal Years***

| | Noncontributory System | Tier 2 Public Employees System |
|---|---|---|
| Contractually required contribution | $ 214,373 | $ 21,851 |
| Contributions in relation to the contractually required contribution | (214,373) | (21,851) |
| Contribution deficiency (excess) | $ - | $ - |
| Covered employee payroll | $ 1,102,809 | $ 259,789 |
| Contributions as a percentage of covered-employee payroll ** | 19.44% | 8.41% |

** Amounts presented were determined as of calendar year January 1 – December 31. Employers will be required to prospectively develop this table in future years to show 10-years of information. The schedule above is only for the current year.*

*** Contributions as a percentage of covered-employee payroll may be different than the Board certified rate due to rounding or other administrative issues.*

# HIGHLAND CITY
# NOTES TO REQUIRED SUPPLMENTAL INFORMATION
# For the Year Ended December 31, 2014

Other Information that is not required as part of RSI

This information below is not required as part of GASB 68 but is provided for informational purposes. The schedule below is a summary of the Defined Contributory Savings Plans for pay periods January 1 – December 31.

**Defined Contribution System**
December 31, 2014

| | Employee Paid Contribution | Employer Paid Contribution |
|---|---|---|
| 401(k) Plan | $ 22,439 | $ 185,146 |
| 457 Plan | 36,620 | - |
| Roth IRA Plan | 7,848 | - |
| Traditional IRA Plan | - | - |
| HRA Plan | - | - |

# SUPPLEMENTAL INFORMATION

# HIGHLAND CITY, UTAH
## COMBINING BALANCE SHEET – NONMAJOR GOVERNMENTAL FUNDS
## June 30, 2015

| | Special Revenue | Capital Projects | | Total |
|---|---|---|---|---|
| | Open Space Trust | Northwest Annexation | Town Center Capital Projects | Nonmajor Governmental Funds |
| **Assets:** | | | | |
| Cash and cash equivalents | $ 82,684 | $ 105,062 | $ 387,693 | $ 575,439 |
| Receivables: | | | | |
| Accounts | 4,586 | - | - | 4,586 |
| **Total Assets** | $ 87,270 | $ 105,062 | $ 387,693 | $ 580,025 |
| **Liabilities:** | | | | |
| Accounts payable | $ 53,070 | $ - | $ - | $ 53,070 |
| Accrued liabilities | 12,493 | - | - | 12,493 |
| **Total Liabilities** | 65,563 | - | - | 65,563 |
| **Fund Balances:** | | | | |
| Assigned | 21,707 | 105,062 | 387,693 | 514,462 |
| **Total Fund Balances** | 21,707 | 105,062 | 387,693 | 514,462 |
| **Total Liabilities and Fund Balances** | $ 87,270 | $ 105,062 | $ 387,693 | $ 580,025 |

# HIGHLAND CITY, UTAH
## COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN GOVERNMENTAL FUNDS – NONMAJOR GOVERNMENTAL FUNDS
## For The Year Ended June 30, 2014

| | Special Revenue | Capital Projects | | Total |
|---|---|---|---|---|
| | Open Space Trust | Northwest Annexation | Town Center Capital Projects | Nonmajor Governmental Funds |
| **Revenues:** | | | | |
| Charges for services | $ 271,625 | $ - | $ - | $ 271,625 |
| Exaction fees | - | - | 60,701 | 60,701 |
| Impact fees | - | 15,534 | - | 15,534 |
| Interest income | 114 | 455 | 1,596 | 2,165 |
| **Total Revenues** | 271,739 | 15,989 | 62,297 | 350,025 |
| **Expenditures:** | | | | |
| Current: | | | | |
| General government | 385,718 | - | - | 385,718 |
| **Total Expenditures** | 385,718 | - | - | 385,718 |
| Excess (deficiency) of revenues over (under) expenditures | (113,979) | 15,989 | 62,297 | (35,693) |
| **Other Financing Sources:** | | | | |
| Transfers in | 85,000 | - | - | 85,000 |
| **Total Other Financing Sources** | 85,000 | - | - | 85,000 |
| **Net Change in Fund Balances** | (28,979) | 15,989 | 62,297 | 49,307 |
| **Fund Balances, Beginning** | 50,686 | 89,073 | 325,396 | 465,155 |
| **Fund Balances, Ending** | $ 21,707 | $ 105,062 | $ 387,693 | $ 514,462 |

# HIGHLAND CITY, UTAH

# SUPPLEMENTARY REPORTS

# FOR THE FISCAL YEAR ENDED
# JUNE 30, 2015

# HIGHLAND CITY, UTAH
# SUPPLEMENTARY REPORTS
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K&C

Keddington & Christensen, LLC
Certified Public Accountants

Gary K. Keddington, CPA
Phyl R. Warnock, CPA
Marcus K. Arbuckle, CPA

# INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Honorable Mayor and
Members of the City Council
Highland City Corporation
Highland, Utah

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Highland City Corporation, Utah (the City), as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated December 17, 2015.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statement, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit the attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

**Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.



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Salt Lake City, Utah 84123

**Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Keddington & Christensen, LLC

December 17, 2015

K&C

Keddington & Christensen, LLC
Certified Public Accountants

Gary K. Keddington, CPA
Phyl R. Warnock, CPA
Marcus K. Arbuckle, CPA

**INDEPENDENT AUDITOR'S REPORT IN ACCORDANCE WITH THE *STATE COMPLIANCE AUDIT GUIDE* ON COMPLIANCE WITH GENERAL STATE COMPLIANCE REQUIREMENTS, AND INTERNAL CONTROL OVER COMPLIANCE**

Honorable Mayor and
Members of City Council
Highland City Corporation
Highland, Utah

**Report on Compliance with General State Compliance Requirements**

We have audited Highland City Corporation's (the City) compliance with general and major state program compliance requirements described in the *State of Utah Compliance Audit Guide,* issued by the Office of the Utah State Auditor, that could have a direct and material effect on the City for the year ended June 30, 2015.

The general compliance requirements applicable to the City are identified as follows:

Budgetary Compliance
Fund Balance
Justice Courts
Utah Retirement System
Enterprise Fund Transfers, Reimbursements, Loans, and Services
Tax Levy Revenue Recognition
Restricted Taxes
Open and Public Meetings Act
Cash Management
Government Records Access Management Act (GRAMA)

The City did not have any state funding classified as a major program during the year ended June 30, 2015:

***Management's Responsibility***
Management is responsible for compliance with the general state requirements referred to above and the requirements of laws, regulations, contracts, and grants applicable to its state programs.

***Auditor's Responsibility***

Our responsibility is to express an opinion on the City's compliance based on our audit of the compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the *State Compliance Audit Guide*. Those standards and the *State Compliance Audit Guide* require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the City occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance with general state compliance requirements and for each major state program. However, our audit does not provide a legal determination of the City's compliance.



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*Opinion*

In our opinion, Highland City Corporation complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the City for the year ended June 30, 2015.

*Other Matters*

The results of our auditing procedures disclosed instances of noncompliance, which are required to be reported in accordance with the *State Compliance Audit Guide* and which are described in the *Schedule of Findings and Recommendations* as items 2015-1.

The City's response to the noncompliance findings identified in our audit is described in the accompanying *Schedule of Findings and Recommendations*. The City's response was not subjected to the auditing procedures applied in the audit of compliance, and accordingly, we express no opinion on the response.

**Report on Internal Control Over Compliance**

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the compliance requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the compliance requirements that could have a direct and material effect on the City to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance with general state compliance requirements and to test and report on internal control over compliance in accordance with the *State Compliance Audit Guide,* but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a general state compliance requirement on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a general state compliance requirement will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a general state compliance requirement that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control and compliance and the results of that testing based on the requirements of the *State Compliance Audit Guide*. Accordingly this report is not suitable for any other purpose.

Keddington & Christensen, LLC

Salt Lake City, Utah
December 17, 2015

# HIGHLAND CITY
# STATE OF UTAH LEGAL COMPLIANCE
# SCHEDULE OF FINDINGS AND RECOMMENDATIONS

## STATE COMPLIANCE FINDINGS

2015-1. Open and Public Meetings Act – *Significant Deficiency*

Condition
During State Compliance testing, we noted that the City did not upload the approved council minutes of one of the regular meeting minutes within 3 days of its approval. The minutes in question were uploaded at a later date.

Criteria
Utah State Code section 52-4-203 states that "within three business days after approving written minutes of an open meeting," the minutes be posted to the Utah Public Notice website.

Cause
The noncompliance noted appears to be due to the City not submitting the approved minutes within the required three days due to the large workload of the employee responsible.

Effect
This results in the City not being in compliance with the Open and Public Meetings Act, as well as the public not having access to the approved minutes through the Utah Public Notice Website in the required three business day timeline.

Recommendation
We recommend that the City employees be more diligent in uploading the approved minutes within the required three business days.

City Response
We are aware of the situation and have taken steps to rearrange responsibilities to help ensure the minutes are uploaded in the required timeline

HIGHLAND CITY

# FINANCE DEPARTMENT

**5400 West Civic Center Dr, Suite 1 • Highland, UT 84003**
**Phone 801-772-4520 ~ Fax 801-756-6903**

December 15, 2015

Keddington & Christensen, LLC
5292 South College Drive, Suite 102
Salt Lake City, Utah 84123

This representation letter is provided in connection with your audit of the financial statements of Highland City, which comprise the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information as of June 30, 2015, and the respective changes in financial position and, where applicable, cash flows for the year then ended, and the related notes to the financial statements, for the purpose of expressing opinions as to whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, as of December 15, 2015, the following representations made to you during your audit.

**Financial Statements**

1. We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated July 29, 2015, including our responsibility for the preparation and fair presentation of the financial statements and for the preparation of the supplementary information in accordance with applicable criteria.

2. The financial statements referred to above are fairly presented in conformity with U.S. GAAP and include all properly classified funds and other financial information of the primary government and all component units required by generally accepted accounting principles to be included in the financial reporting entity.

3. We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

4. We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.

5. Significant assumptions we used in making accounting estimates are reasonable.

6. Related party relationships and transactions, including revenues, expenditures/expenses, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties have been appropriately accounted for and disclosed in accordance with U.S. GAAP.

7. Adjustments or disclosures have been made for all events, including instances of noncompliance, subsequent to the date of the financial statements that would require adjustment to or disclosure in the financial statements.

8. The effects of uncorrected misstatements are immaterial, both individually and in the aggregate, to the financial statements as a whole for each opinion unit. A list of the uncorrected misstatements is attached to the representation letter.

9. The effects of all known actual or possible litigation, claims and assessments have been accounted for and disclosed in accordance with U.S. GAAP.

10. Guarantees, whether written or oral, under which the City is contingently liable, if any, have been properly recorded or disclosed.

**Information Provided**

11. We have provided you with:

a. Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, and other matters.

b. Additional information that you have requested from us for the purpose of the audit.

c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.

d. Minutes of the meetings of the City Council or summaries of actions of recent meetings for which minute have not yet been prepared.

12. All material transactions have been recorded in the accounting records and are reflected in the financial statements.

13. We have disclosed to you the results of our assessment of the risk that the financial statement may be materially misstated as a result of fraud.

14. We have no knowledge of any fraud or suspected fraud that affects the entity and involves:

a. Management

b. Employees who have significant roles in internal control, or

c. Others where the fraud could have a material effect on the financial statements.

15. We have no knowledge of any allegations of fraud or suspected fraud affecting the entity's financial statements communicated by employees, former employees, regulators, or others.

16. We have no knowledge of instances of noncompliance or suspected noncompliance with provisions of laws, regulations, contracts, or grant agreements, or abuse, whose effects should be considered when preparing the financial statements.

17. We have disclosed to you all known actual or possible litigation, claims, and assessments whose effects should be considered when preparing the financial statements.

18. We have disclosed to you the identity of the entity's related parties, if any, and all related party relationships and transactions of which we are aware.

**Government-specific**

19. There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.

20. We have a process to track the status of audit findings and recommendations.

21. We have identified to you any previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.

22. We have provided our views on reported findings, conclusions, and recommendations, as well as our planned corrective actions, for the report.

23. The City has no plans or intentions that may materially affect the carrying value or classification of assets, liabilities, or equity.

24. We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits and debt contracts, and legal and contractual provisions for reporting specific activities in separate funds.

25. We have identified and disclosed to you all instances that have occurred or are likely to have occurred, of fraud and noncompliance with provisions of laws and regulations that we believe have a material effect on the financial statements or other financial data significant to the audit objectives, and any other instances that warrant the attention of those charged with governance.

26. We have identified and disclosed to you all instances, which have occurred or are likely to have occurred, of noncompliance with provisions of contracts and grant agreements that we believe have a material effect on the determination of financial statement amounts or other financial data significant to the audit objectives.

27. We have identified and disclosed to you all instances that have occurred or are likely to have occurred, of abuse that could be quantitatively or qualitatively material to the financial statements or other financial data significant to the audit objectives.

28. There are no violations or possible violations of budget ordinances, laws and regulations (including those pertaining to adopting, approving, and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements, or as a basis for recording a loss contingency, or for reporting on noncompliance.

29. As part of your audit, you assisted with preparation of the financial statements and related notes. We acknowledge our responsibility as it relates to those non-audit services, including that we assume all management responsibilities; oversee the services by designating an individual,

preferably within senior management, who possesses suitable skill, knowledge, or experience; to evaluate the adequacy and results of the services performed; and accept responsibility for the results of the services. We have reviewed, approved, and accepted responsibility for those financial statements and related notes.

30. The City has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.

31. The City has complied with all aspects of contractual agreements that would have a material effect on the financial statements in the event of noncompliance.

32. The financial statements include all component units as well as joint ventures with an equity interest, and properly disclose all other joint ventures and other related organizations.

33. The financial statements properly classify all funds and activities in accordance with GASB Statement No. 34 .

34. All funds that meet the quantitative criteria in GASBS Nos. 34 and 37 for presentation as major are identified and presented as such and all other funds that are presented as major are particularly important to financial statement users.

35. Components of net position (net investment in capital assets; restricted; and unrestricted) and classifications of fund balance (nonspendable, restricted, committed, assigned, and unassigned) are properly classified and, if applicable, approved.

36. Investments, derivative instruments, and land and other real estate held by endowments are properly valued.

37. Provisions for uncollectible receivables have been properly identified and recorded.

38. Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.

39. Revenues are appropriately classified in the statement of activities within program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.

40. Interfund, internal, and intra-entity activity and balances have been appropriately classified and reported.

41. Deposits and investment securities and derivative instruments are properly classified as to risk and are properly disclosed.

42. Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated.

43. We have appropriately disclosed the City's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available and have determined that net position is properly recognized under the policy.

44. We are following our established accounting policy regarding which resources (that is, restricted, committed, assigned or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available. That policy determines the fund balance

classifications for financial reporting purposes.

45. We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.

46. With respect to the Management's Discussion and Analysis (MD&A).

a. We acknowledge our responsibility for presenting the MD&A in accordance with accounting principles generally accepted in the United States of America, and we believe the MD&A, including its form and content, is fairly presented in accordance with accounting principles generally accepted in the United States of America. The methods of measurement and presentation of the MD&A have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.

b. If the MD&A is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the supplementary information no later than the date we issue the supplementary information and the auditor's report thereon.

Signature: _____ Signature: R. Gary LeChemineant

Title: City Administrator Title: Finance Director

Date: ~~City A~~ 12/17/15 Date: December 17, 2015

InterPlan
Transportation Planning
7719 South Main Street
Midvale, Utah 84047

# MEMORANDUM

**To:** Nathan Crane, City Administrator, Highland City

**From:** Charles Allen, P.E., PTOE, InterPlan
Tim Peterson, InterPlan

**Date:** October 14, 2015

**Subject:** **11800 North/Highland Boulevard Signal Warrant & Speed Analysis**

**Figure 1 – Study Location**

## Summary of Conclusions

InterPlan was hired by Highland City to conduct a signal warrant analysis for the Highland Boulevard/11800 North intersection and a speed study on Highland Boulevard in the vicinity of said intersection. The following is a brief summary of our conclusions from both analyses:

**Signal Warrant Study Conclusions**

- The study intersection does not warrant a traffic signal as none of the nine Manual on Uniform Traffic Control Devices (MUTCD) signal warrants are met.
- Anticipated growth from a set of known approved developments near the intersection is not expected to result in the intersection reaching warrant volume thresholds.

**Speed Study Conclusions**

- The 85th percentile operating speeds are much faster than the posted speed limit.
- Increasing the speed limit would bring operating and posted speeds into uniformity.
- Traffic calming measures are not likely to be effective or appropriate at this location.
- Restriping the lane configuration to one lane in each direction plus a center turn lane and shoulders on Highland Boulevard may encourage lower operating speeds. This option requires coordination with outside agencies and an evaluation as to whether fewer lanes meet future traffic demand.

## Signal Warrant Analysis

**Intersection Description**

The study intersection is located in Highland, Utah where Highland Boulevard and 11800 North intersect to form a "T" intersection. The traffic movement from 11800 North is stop-controlled while the traffic movements on Highland Boulevard are free-flow approaches. Highland Boulevard runs north-south and has one travel lane in each direction south of the intersection and two lanes in each direction north of the intersection with 11800 North. The southbound lanes on Highland Boulevard merge to one through lane before the intersection. This allows room for a southbound left-turn pocket at the intersection with 11800 North. The speed limit on Highland Boulevard is 40 miles per hour (mph). 11800 North runs east-west and has one travel lane in each direction. Observation shows that travel lanes and shoulders on 11800 North are wide enough at Highland Boulevard for drivers to queue side-by-side, essentially operating as if there were westbound painted right and left-turn lanes at the stop sign. The speed limit on 11800 North is 35 mph.

**Analysis**

The MUTCD is the national standard for all traffic control devices on all public roads open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The MUTCD states that the need for a traffic control signal shall include an analysis of the applicability of any of ninestandard warrants

based on a study of the existing operation and safety. However, even when one of the warrants is met, it does not in itself require the installation of a traffic signal. The MUTCD states that "an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location." A signal warrant analysis is just one part of the engineering study.

A signal warrant analysis was performed at the study intersection using the 2009 MUTCD requirements as outlined in Chapter 4C. Turn movement and pedestrian counts were performed at the study intersection on Tuesday, September 22, 2015 from 7:00 AM to 7:00 PM. All turning movement data is included in the appendix.

Based on criteria outlined in the MUTCD, the study intersection is evaluated as a "one lane & one lane" intersection, meaning major street and minor approaches each approach a single primary through lane. Additionally, the MUTCD states that right-turn traffic should not be included in the minor-street (11800 North) volume if the movement enters the major street (Highland Boulevard) with minimal conflict. Using engineering judgment with respect to the site specific characteristics of the study intersection, right-turn volumes on 11800 North were reduced by 50 percent for this analysis.

**Results**

From the results of the signal warrant analysis at the intersection of Highland Boulevard and 11800 North, none of the warrants are met. The hourly volumes on the major street and the minor street do not meet the minimum volume thresholds needed for the volume-based warrants to be met. Also, the crash analysis warrant is not met because there have not been five or more crashes within a 12 month span that could have been mitigated by a traffic signal. All other warrants are either not met, or not applicable to the site specific characteristics of the study intersection.

**Short-term Development Considerations**

While none of the traffic volume warrants are met under existing conditions, much of the immediate vicinity has ongoing or pending development. Highland City provided InterPlan information regarding approved development near the intersection to generate context for how short-term growth may influence signal warrant evaluations. Table 1 summarizes the number of remaining lots yet to be built at four nearby residential developments.

InterPlan estimated the number of AM peak hour, PM peak hour, and daily trips that might be generated by the remaining lots using the *Trip Generation Manual, 9th Edition,* published by the Institute of Transportation Engineers (ITE). These trip totals are also summarized in Table 1.

Applying future traffic growth to signal warrant evaluations is difficult. Trip generation rates are available for peak hours and daily totals but most signal warrants require evaluation of several hours outside the AM and PM peaks. However, from a very broad perspective, assuming all predicted development trips were to pass through the intersection, pending new development would result in an estimated volume increase of about 15 percent during AM and PM peak hours. In comparison, key hours of the day currently not meeting signal warrants are generally 20 percent below warrant thresholds. Thus, even if all trips from short-term development were to use the Highland Boulevard/11800 North intersection, the intersection volumes may approach, but still fall below, warrant thresholds.

**Table 1 – Short-term Anticipated Residential Development**

| Subdivision | Residential Lots | | | Trip Generation | | |
|---|---|---|---|---|---|---|
| | Total Planned | Lots Built | Vacant/ In progress | AM Peak Hour | PM Peak Hour | Daily Total |
| Dry Creek | 58 | 39 | 19 | 14 | 19 | 181 |
| Skye Estates | 86 | 23 | 63 | 47 | 63 | 600 |
| Stirling Pointe | 56 | 43 | 13 | 10 | 13 | 124 |
| Highland Oaks | 61 | 0 | 61 | 46 | 61 | 580 |
| **Total** | **261** | **105** | **156** | **117** | **156** | **1,485** |

Sources: Highland City; Trip Generation Handbook 9th Edition, Institute of Transportation Engineers

## Signal Warrant Summary

**Major Street Approaches**

***Northbound Highland Boulevard***

Number of Lanes: 1

***Southbound Highland Boulevard***

Number of Lanes: 1

**Minor Street Approaches**

***11800 North***

Number of Lanes: 1

**Warrant Summary**

**Warrant 1 – Eight Hour Vehicular Volumes** ..... **Not Satisfied**

**Warrant 1A – Minimum Vehicular Volume** ..... **Not Satisfied**

Required volumes reached for 3 hours, 8 required

**Warrant 1B – Interruption of Continuous Traffic** ..... **Not Satisfied**

Required volumes reached for 1 hours, 8 required

**Warrant 1A&B – Combination of Warrants** ..... **Not Satisfied**

Required volumes reached for 3 hours, 8 required

**Warrant 2 – Four Hour Volumes** ..... **Not Satisfied**

Number of hours (1) volumes exceed minimum >= minimum required (4)

**Warrant 3 – Peak Hour** ..... **Not Satisfied**

**Warrant 3A – Peak Hour Delay** ..... **Not Satisfied**

Number of hours (0) volumes exceed minimum >= minimum required (1)

Peak Hour delay (1.3 vehicle-hours) does not meet minimum of (4) vehicle-hours

**Warrant 3B – Peak Hour Volumes** ..... **Not Satisfied**

Volumes exceed minimum for at least one hour

**Warrant 4 – Pedestrian Volumes** ..... **Not Satisfied**

Required four hour pedestrian volume reached for 0 hours, 4 required

Required one hour pedestrian volume reached for 0 hours, 1 required

**Warrant 5 – School Crossing** ..... **Not Satisfied**

**Warrant 6 – Coordinated Signal System** ..... **Not Satisfied**

**Warrant 7 – Crash Experience** ..... **Not Satisfied**

Number of correctable accidents in 2013 (1) is equal to minimum (5)

**Warrant 8 – Roadway Network** ..... **Not Satisfied**

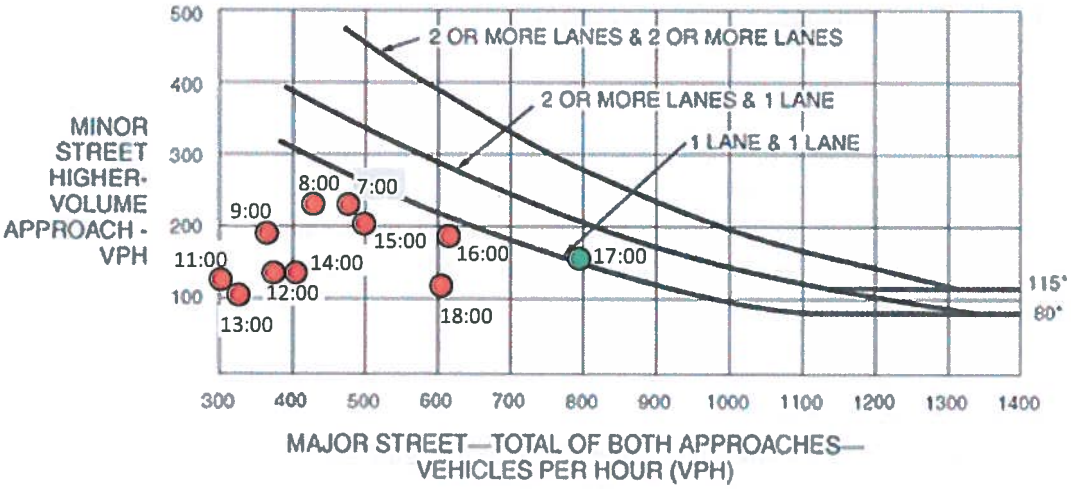
**Warrant 9 – Intersection near a Grade Crossing** ..... **Not Evaluated**

**Warrant 1 – Analysis of 8-Hour Volume Warrants**

| Hour | Major Vol | Minor Vol | 1 A | | 1 B | | 1 A&B | |
|---|---|---|---|---|---|---|---|---|
| | | | Major >500 | Minor >150 | Major >750 | Minor >75 | Major >600 | Minor >120 |
| 7:00 | 484 | 225 | No | Yes | No | Yes | No | Yes |
| 8:00 | 419 | 230 | No | Yes | No | Yes | No | Yes |
| 9:00 | 375 | 186 | No | Yes | No | Yes | No | Yes |
| 10:00 | 254 | 108 | No | No | No | Yes | No | No |
| 11:00 | 310 | 128 | No | No | No | Yes | No | Yes |
| 12:00 | 377 | 122 | No | No | No | Yes | No | Yes |
| 13:00 | 320 | 98 | No | No | No | Yes | No | No |
| 14:00 | 409 | 123 | No | No | No | Yes | No | Yes |
| 15:00 | 501 | 214 | Yes | Yes | No | Yes | No | Yes |
| 16:00 | 617 | 180 | Yes | Yes | No | Yes | Yes | Yes |
| 17:00 | 790 | 166 | Yes | Yes | Yes | Yes | Yes | Yes |
| 18:00 | 609 | 114 | Yes | No | No | Yes | Yes | No |

**Warrant 2 – Four Hour Volume Warrant**

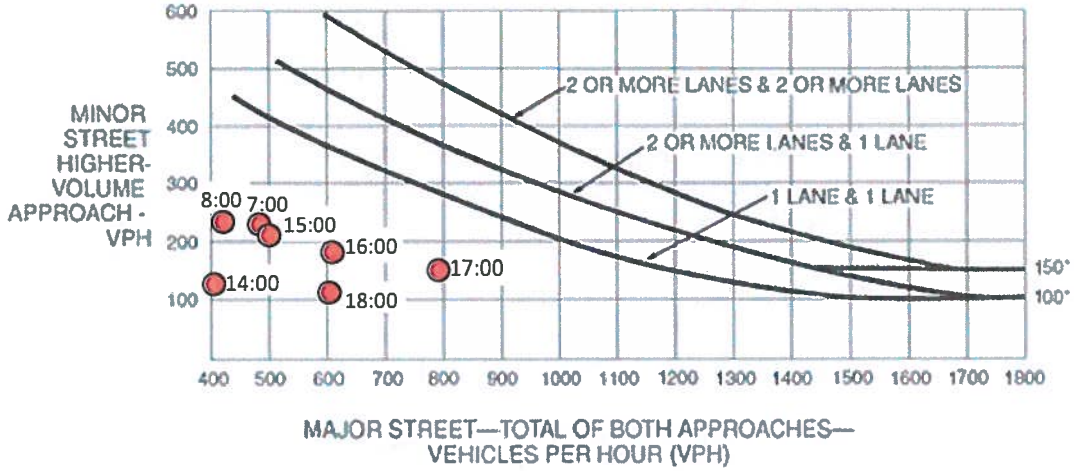
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Warrant 3 – Peak Hour Volumes**

**Figure 4C-3. Warrant 3, Peak Hour**



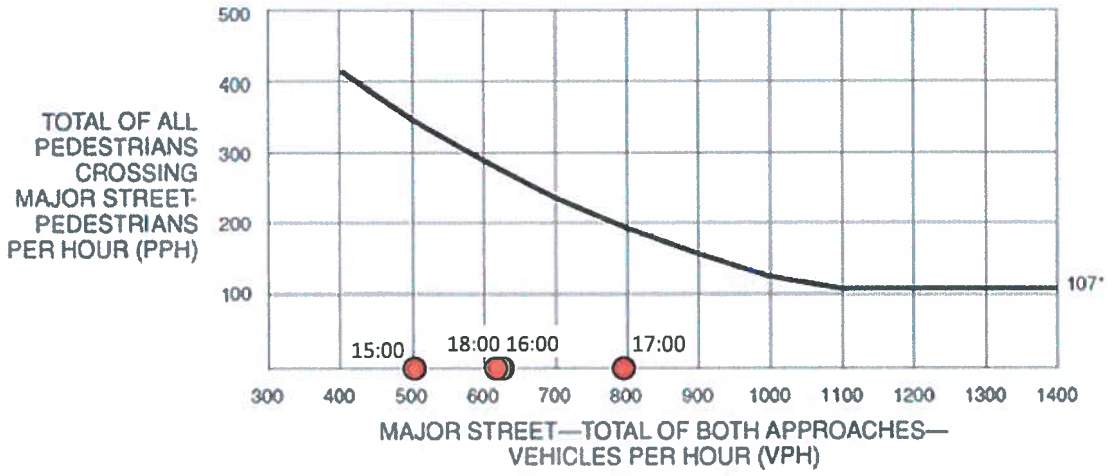

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak hour delay is calculated by multiplying the seconds of delay per vehicle by the total number of vehicles at the minor approach during the peak hour. The total peak hour delay for the 11800 North westbound approach is 1.3 vehicle-hours, which falls well below the four hours of delay required to satisfy Warrant 3A.

Warrant 3B requires any hour of the day to fall above the "1 Lane & 1 Lane" curve in the chart above. None of the hours of the day lie above the curve, therefore Warrant 3B is not satisfied.

**Warrant 4A – Pedestrian Four-Hour Volume**

**Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume**

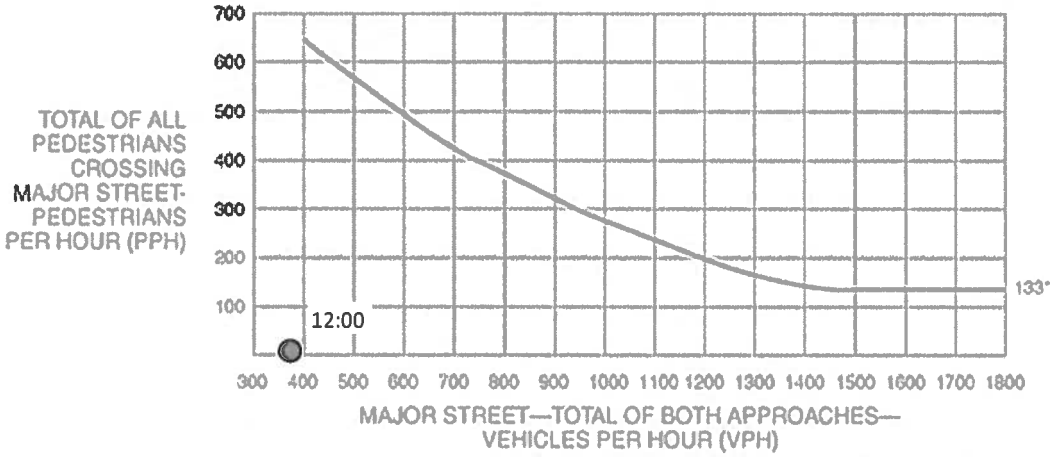



*Note: 107 pph applies as the lower threshold volume.

**Warrant 4B – Pedestrian Peak Hour Volume**

There are very few pedestrians crossing the major street (Highland Boulevard) during any of the peak volume hours during the day (less than ten per hour). The pedestrian peak hour begins at 12:00 PM and there are 6 pedestrian crossings that cross the major street (Highland Boulevard) during this hour. The pedestrian peak hour falls well below the threshold for this warrant to be satisfied.

**Figure 4C-7. Warrant 4, Pedestrian Peak Hour**




*Note: 133 pph applies as the lower threshold volume.

**Warrant 5 – School Crossing**

The intersection does not meet the minimum requirement for number of school children crossing during the highest crossing hour (20), as the total number of pedestrians crossing does not exceed six in an hour for any hour of the day. Therefore, Warrant 5 is not satisfied.

**Warrant 6 – Coordinated Signal System**

Placement of a signal using this warrant is necessary when an intermediate intersection should be signalized to coordinate adjacent signals and/or to maintain a platoon of vehicles. The nearest signalized intersection to the study intersection is one mile to the south at Highland Boulevard/SR-92 and there are no signals to the north of the study intersection, thus Warrant 6 is not applicable.

**Warrant 7 – Crash Experience**

To satisfy the requirements of Warrant 7, five or more crashes that can be corrected by a signal need to occur within a twelve month period. Additionally, the MUTCD states that an adequate trial of alternatives to reduce such crashes needs to have failed to reduce the crash frequency. Finally, Warrant 7 requires that the study intersection meet certain volume requirements. This requirement states that for each of any eight hours of the day, vehicular volumes must meet either Warrant 1A or Warrant 1B at the 80 percent level. As documented under the Warrant 1 analysis, the study intersection does not meet Warrant 1A or Warrant 1B at the 80 percent level.

Certain types of crashes can be corrected by signalization. Generally, right-angle crashes, turning vehicle crashes and pedestrian crossing events can be addressed by a signal. Table 2 details the crash data at the Highland Boulevard/11800 North intersection for the years 2010 to July 2015. Examining the last several years of crash data, there is not more than five crashes that occurred during a 12 month period that could have been corrected by signalization. Therefore Warrant 7 is not satisfied under either the crash requirements or the traffic volume requirements.

**Table 2 – Crash Data at Study Intersection (2010-2014)**

| Date | Crash Description | Correctable by Signal? |
|---|---|---|
| 12/9/2010 | Drowsy driver traveled westbound through intersection into ditch. | No |
| 3/3/2012 | Left-turning vehicle ran stop sign and was struck by northbound vehicle. | **Yes, signal would assign right-of-way** |
| 10/18/2012 | Southbound vehicle hit a wild animal. | No |
| 3/31/2013 | Westbound vehicle slid through intersection into ditch. Vehicle brake problem. | No |
| 5/15/2013 | Southbound left-turning bicycle struck by a left-turning vehicle from 11800 North. | **Yes, signal would assign right-of-way** |
| 5/25/2015 | Left-turning vehicle struck by northbound vehicle. | **Yes, signal would assign right-of-way** |
| 7/31/2015 | Left-turning vehicle struck by northbound vehicle. | **Yes, signal would assign right-of-way** |

Source: UDOT

Confidential: These data, as well as all UDOT safety program information, are protected under 23 USC 409.

**Warrant 8 – Roadway Network**

11800 North is not considered a major route so Warrant 8 is not satisfied.

**Warrant 9 – Intersection near a Grade Crossing**

There is not an at-grade railroad crossing within 140 feet of the stop line or yield line on the approach to the intersection. Therefore this warrant is not applicable to this location.

## Speed Analysis

InterPlan conducted a speed analysis for Highland Boulevard in the vicinity of the 11800 North intersection. Vehicle speeds were recorded for both the northbound and southbound directions on either side of the intersection. Monitoring equipment was placed approximately 1,200 feet north of and 150 feet south of the 11800 North intersection and the equipment measured vehicle speeds 24 hours a day for a full seven-day period. Speeds south of the intersection were recorded from September 18 - 25, 2015 while speeds north of the intersection were recorded September 25 - October 2, 2015. Figure 2 illustrates the locations of data collection points.

Posted speed limits on Highland Boulevard in the vicinity of the 11800 North intersection are 40 miles per hour (mph). In the northbound direction of travel, the nearest upstream 40 mph speed limit sign is approximately 3/4 of a mile to the south, near Normandy Way. For the southbound direction, the closest posted 40 mph sign is over two miles to the north. This sign is located near Viscaya Drive, a significant distance up the hill into the Suncrest development. As Highland Boulevard approaches SR-92, the speed limit reduces to 25 mph with a sign posted near Sunflower Drive. Figure 3 documents the locations of existing posted speed limit signs.

**Definitions**

The following are common parameters used for speed analysis:

Average Speed: The average measured speed of all vehicles passing the data collection point.

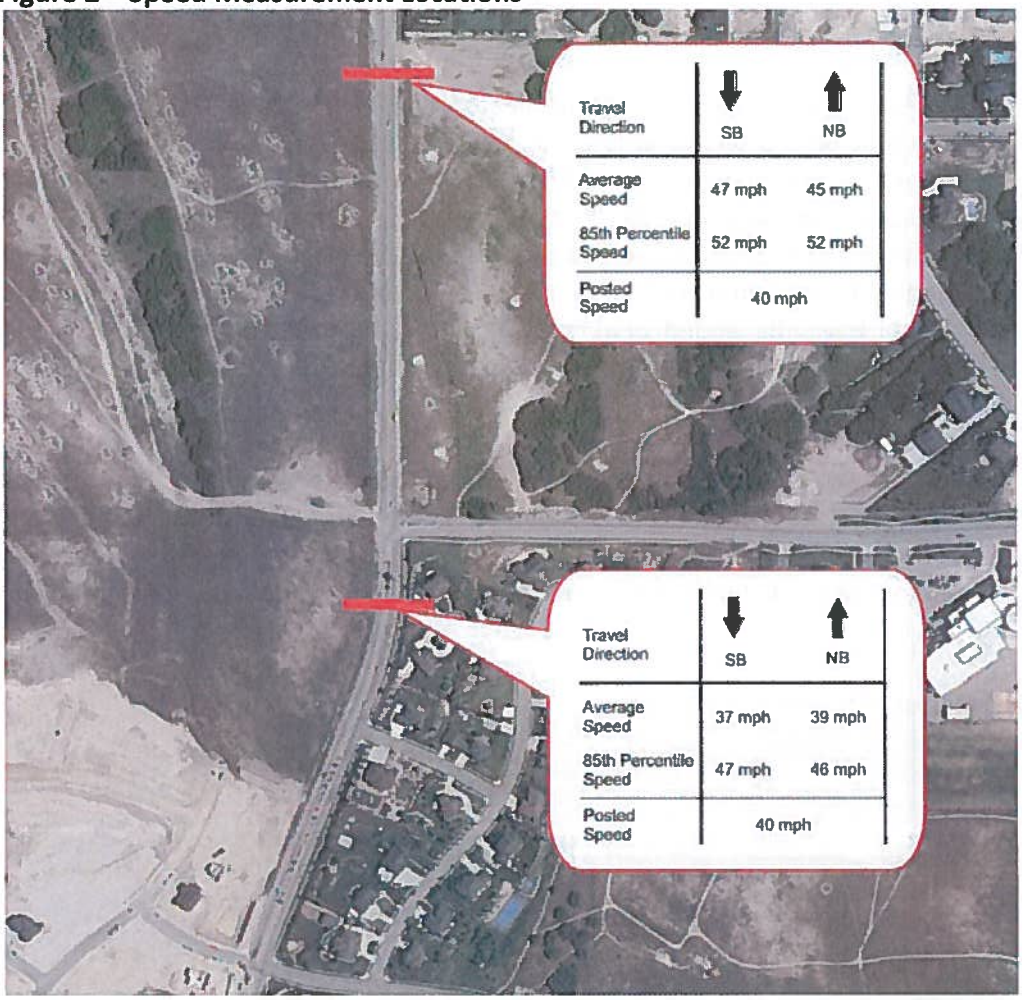
85th Percentile Speed: The speed below which 85 percent of the vehicles are traveling. Common practice is to post speeds within 5 mph of the 85th percentile speed.

**Analysis**

Operating speeds on Highland Boulevard south of the 11800 North intersection are generally lower than speeds north of the intersection. Much of this is likely due to roadway factors that encourage slower travel, such as the curvature of the roadway, the reduced number of lanes, and the raised median. In contrast, north of 11800 North, Highland Boulevard features a straight alignment for one half mile, has no median, and opens up to two lanes in each direction.

Speed measurements south of 11800 North are also influenced by the vehicles turning to and from 11800 North. Since the data collection point was placed only 150 feet south of the intersection, the data captures the effects of vehicles slowing to turn onto 11800 South and vehicles still accelerating to normal operating speeds after turning from 11800 North. This pattern is manifest in the graphs in Figures 4 and 5 where there are two clear clusters of speed measurements. While this occurrence may result in a lower average speed calculation, it probably has little effect on the 85th percentile measurement.

**Figure 2 – Speed Measurement Locations**




**Relation to Posted Speeds**

At both data collection points and for both directions of travel, operating speeds are well above the posted speed limit of 40 mph. As mentioned previously, it is common practice to set speed limits within five mph of the 85th percentile operating speed. Consistent with this practice, speed limits would be more suitably posted at 45 or 50 mph.

If it is desired to encourage lower operating speeds on Highland Boulevard, potential measures might include increased enforcement and/or measures to change the roadway environment. As evidenced at this location (and many others), simply posting speed limit signs is not an effective way of reducing operating speeds. Additionally, given the regional nature of the roadway and the higher functional classification, speed humps or other traffic calming measures would not be appropriate, or effective, and may even cause safety hazards. Finally, traffic signals and stop signs are control devices for the assignment of right-of-way and are not to be used for speed control.

One potential option to encourage lower operating speeds on Highland Boulevard is to narrow the cross-section of Highland Boulevard from two travel lanes in each direction, with no median

or shoulders, to one travel lane in each direction plus a center turn lane and shoulders. This narrowing could extend from 11800 North to just past the Skye Estates development driveways.

Besides potentially influencing speeds, several other factors suggest the cross-section of a single lane in each direction may be more appropriate for Highland Boulevard. First, with recent and expected development along Highland Boulevard (such as Skye Estates), a center turn lane will better accommodate access and safety by allowing vehicles to turn left from Highland Boulevard without stopping in a travel lane. Second, use of a climbing lane on Highland Boulevard does not appear to offer significant benefit until north of Skye Estates when grades start to increase. Third, the cross-section would have the added benefit of providing a shoulder for bicyclists which frequently use Highland Boulevard. Currently there is no shoulder and bicyclists are forced to ride in the travel lane.

Because Highland Boulevard is outside of Highland City's jurisdiction north of 11800 North, changes to its cross-section would require coordination with outside agencies. Additionally, a change in cross-section should not be implemented without consideration of the long-term function and travel demand on Highland Boulevard to ensure actions do not encroach on future capacity needs.

**Figure 3 – Existing Posted Speed Limit Signs**

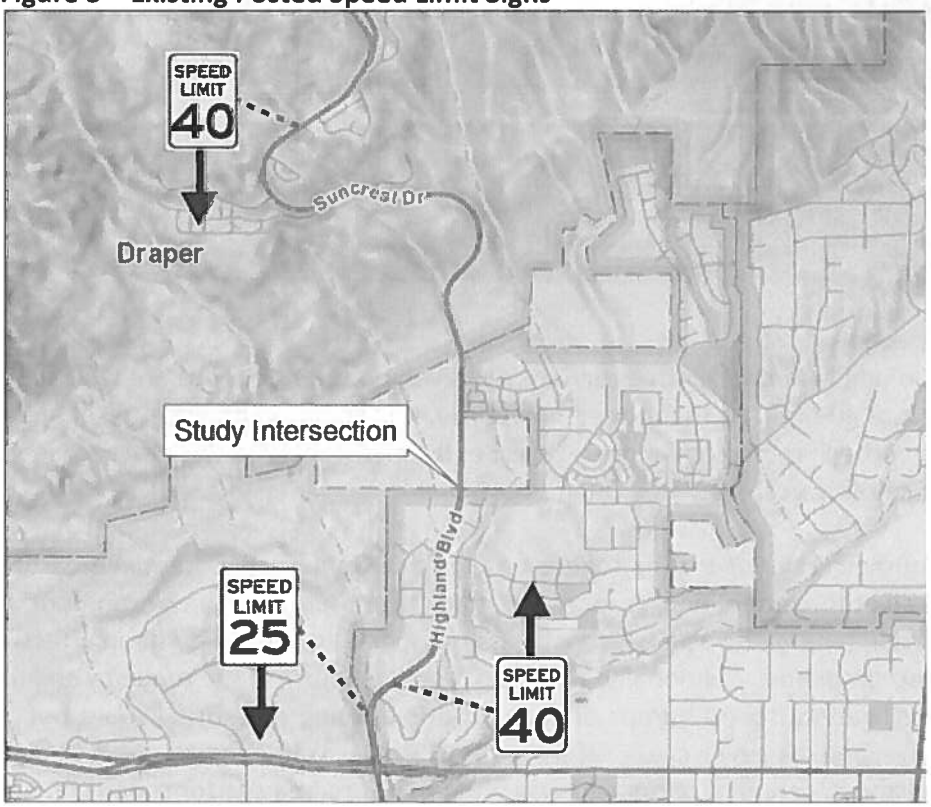


**Figure 4 – Northbound Speed Distributions: South of 11800 South**

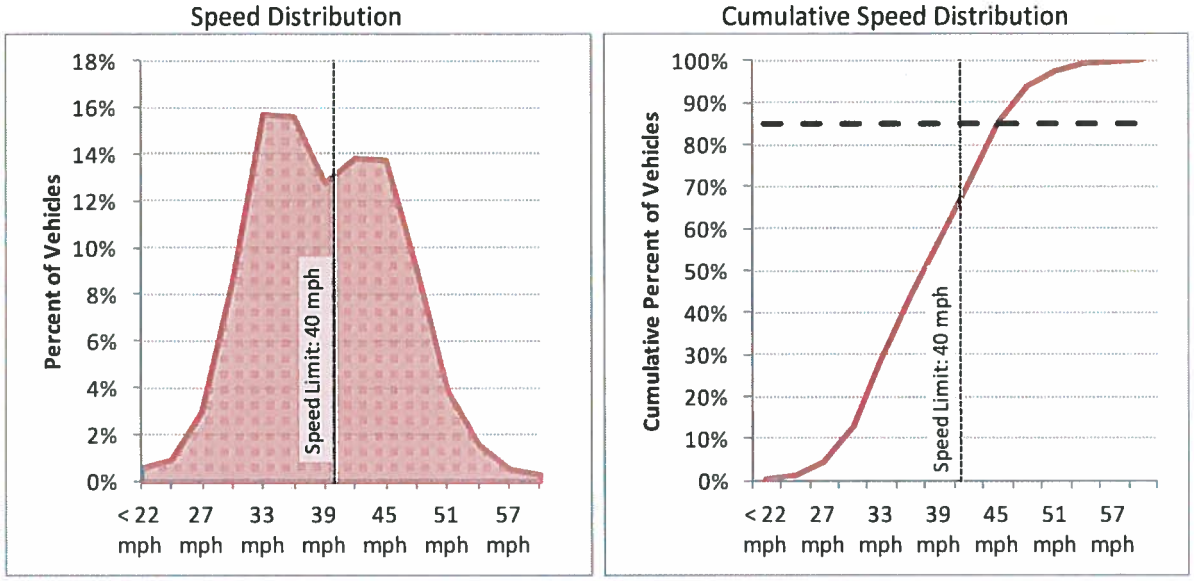



**Figure 5 – Southbound Speed Distributions: South of 11800 South**

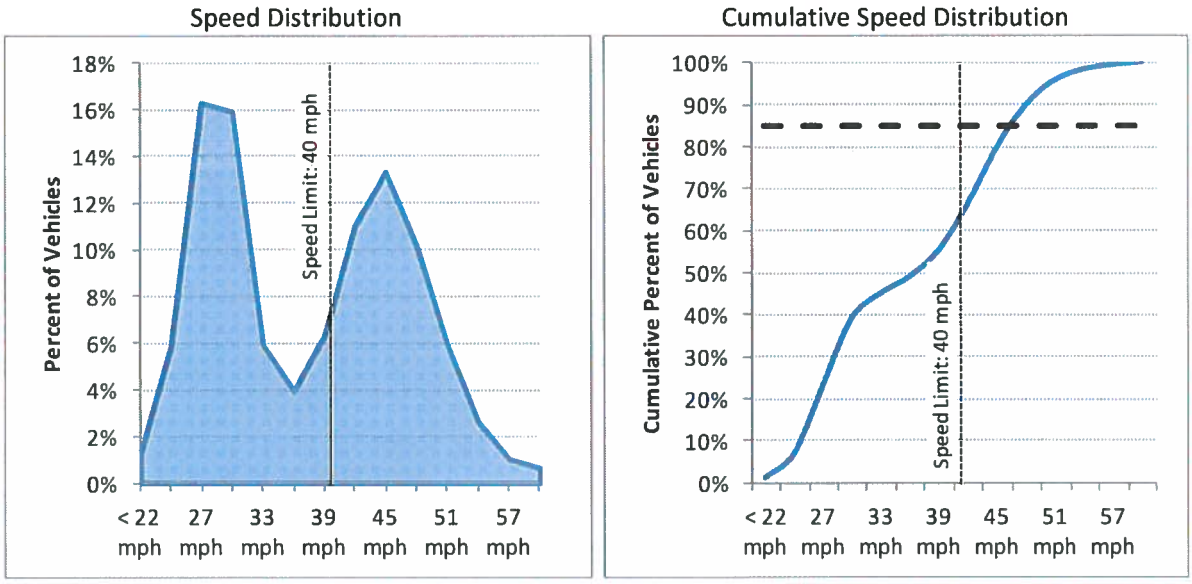



**Table 3 – Speed Summary: South of 11800 South**

| Travel Direction | Measured Speeds | | Posted Speed Limit |
|---|---|---|---|
| | Average | 85th Percentile | |
| Northbound | 39 mph | 46 mph | 40 mph |
| Southbound | 37 mph | 47 mph | |

**Figure 6 – Northbound Speed Distributions: North of 11800 South**

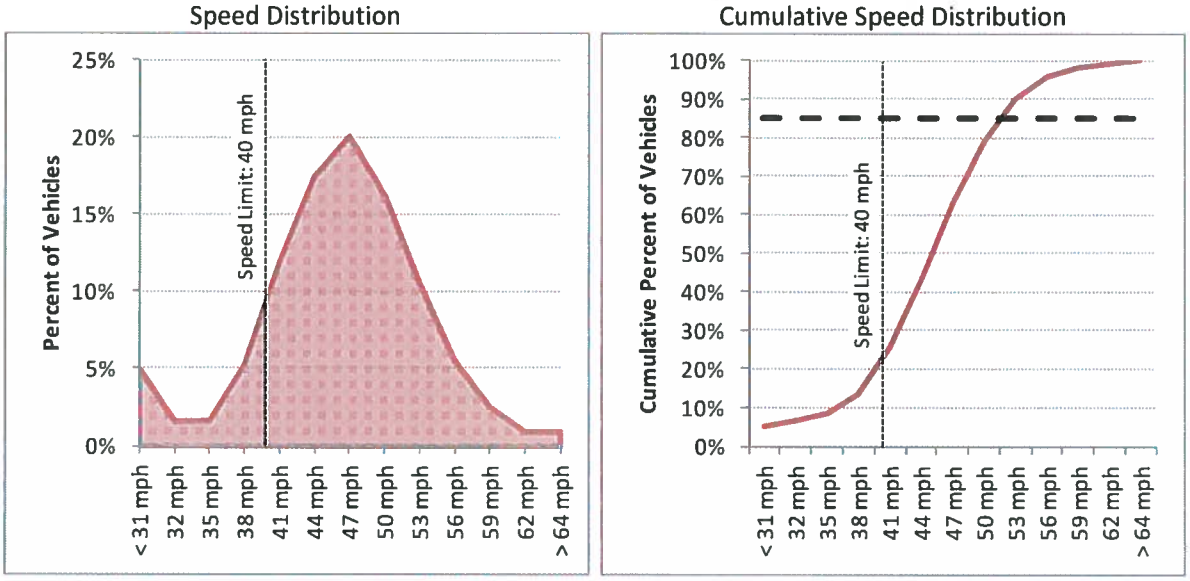



**Figure 7 – Southbound Speed Distributions: North of 11800 South**

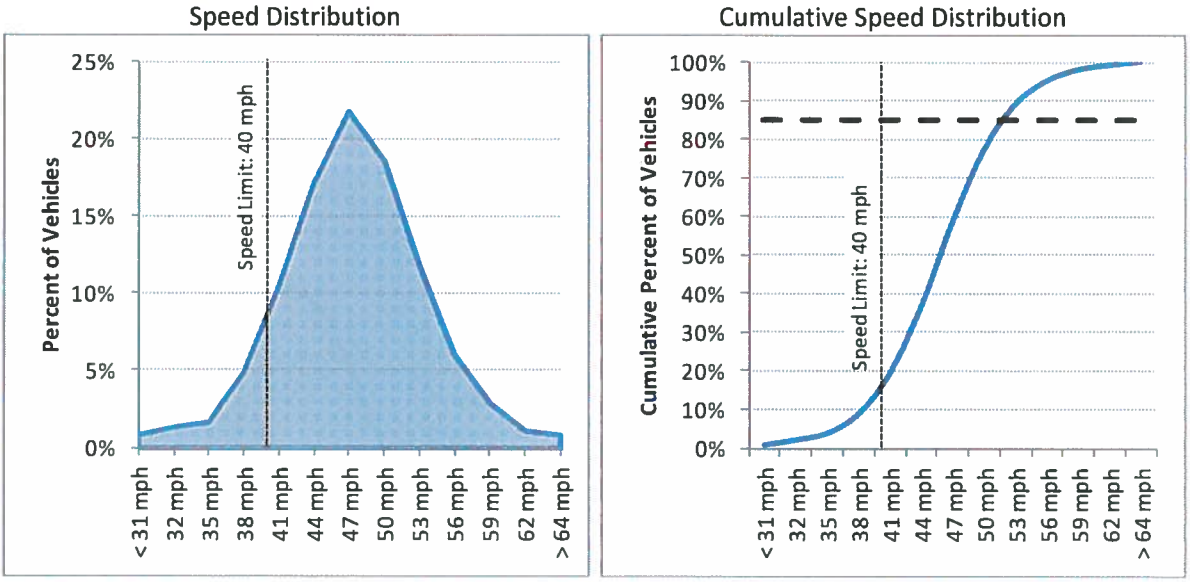



**Table 4 – Speed Summary: North of 11800 South**

| Travel Direction | Measured Speeds | | Posted Speed Limit |
|---|---|---|---|
| | Average | 85th Percentile | |
| Northbound | 45 mph | 52 mph | 40 mph |
| Southbound | 47 mph | 52 mph | |

# Appendix

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 1

**Groups Printed- General Traffic**

| | Highland Blvd From North | | | | 11800 North From East | | | | Highland Blvd From South | | | | No Access From West | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Peds | App. Total | Int. Total |
| 07:00 AM | 20 | 11 | 1 | 32 | 24 | 33 | 0 | 57 | 12 | 28 | 1 | 41 | 2 | 2 | 132 |
| 07:15 AM | 52 | 16 | 1 | 69 | 28 | 24 | 0 | 52 | 15 | 29 | 0 | 44 | 1 | 1 | 166 |
| 07:30 AM | 36 | 16 | 0 | 52 | 42 | 46 | 2 | 90 | 21 | 42 | 0 | 63 | 1 | 1 | 206 |
| 07:45 AM | 41 | 50 | 1 | 92 | 58 | 46 | 0 | 104 | 45 | 50 | 0 | 95 | 0 | 0 | 291 |
| Total | 149 | 93 | 3 | 245 | 152 | 149 | 2 | 303 | 93 | 149 | 1 | 243 | 4 | 4 | 795 |
| 08:00 AM | 34 | 14 | 0 | 48 | 55 | 43 | 0 | 98 | 19 | 47 | 2 | 68 | 3 | 3 | 217 |
| 08:15 AM | 35 | 17 | 0 | 52 | 40 | 53 | 0 | 93 | 18 | 42 | 0 | 60 | 1 | 1 | 206 |
| 08:30 AM | 30 | 8 | 0 | 38 | 37 | 24 | 0 | 61 | 9 | 44 | 0 | 53 | 0 | 0 | 152 |
| 08:45 AM | 30 | 25 | 1 | 56 | 21 | 33 | 0 | 54 | 17 | 30 | 0 | 47 | 1 | 1 | 158 |
| Total | 129 | 64 | 1 | 194 | 153 | 153 | 0 | 306 | 63 | 163 | 2 | 228 | 5 | 5 | 733 |
| 09:00 AM | 46 | 36 | 1 | 83 | 34 | 53 | 2 | 89 | 40 | 21 | 1 | 62 | 2 | 2 | 236 |
| 09:15 AM | 26 | 10 | 0 | 36 | 22 | 46 | 0 | 68 | 19 | 38 | 0 | 57 | 0 | 0 | 161 |
| 09:30 AM | 27 | 7 | 0 | 34 | 19 | 27 | 0 | 46 | 13 | 24 | 1 | 38 | 1 | 1 | 119 |
| 09:45 AM | 29 | 9 | 0 | 38 | 11 | 17 | 0 | 28 | 5 | 25 | 1 | 31 | 1 | 1 | 98 |
| Total | 128 | 62 | 1 | 191 | 86 | 143 | 2 | 231 | 77 | 108 | 3 | 188 | 4 | 4 | 614 |
| 10:00 AM | 31 | 8 | 0 | 39 | 8 | 19 | 0 | 27 | 10 | 15 | 1 | 26 | 1 | 1 | 93 |
| 10:15 AM | 20 | 12 | 0 | 32 | 17 | 15 | 0 | 32 | 13 | 18 | 1 | 32 | 1 | 1 | 97 |
| 10:30 AM | 24 | 5 | 0 | 29 | 9 | 21 | 1 | 31 | 16 | 14 | 0 | 30 | 0 | 0 | 90 |
| 10:45 AM | 30 | 6 | 0 | 36 | 21 | 25 | 0 | 46 | 15 | 17 | 0 | 32 | 0 | 0 | 114 |
| Total | 105 | 31 | 0 | 136 | 55 | 80 | 1 | 136 | 54 | 64 | 2 | 120 | 2 | 2 | 394 |
| 11:00 AM | 21 | 4 | 0 | 25 | 6 | 18 | 1 | 25 | 11 | 27 | 2 | 40 | 6 | 6 | 96 |
| 11:15 AM | 26 | 6 | 0 | 32 | 10 | 30 | 0 | 40 | 12 | 20 | 0 | 32 | 0 | 0 | 104 |
| 11:30 AM | 34 | 11 | 0 | 45 | 13 | 20 | 1 | 34 | 21 | 29 | 0 | 50 | 0 | 0 | 129 |
| 11:45 AM | 25 | 12 | 0 | 37 | 13 | 37 | 0 | 50 | 28 | 23 | 1 | 52 | 4 | 4 | 143 |
| Total | 106 | 33 | 0 | 139 | 42 | 105 | 2 | 149 | 72 | 99 | 3 | 174 | 10 | 10 | 472 |
| 12:00 PM | 30 | 16 | 0 | 46 | 21 | 36 | 0 | 57 | 23 | 43 | 4 | 70 | 5 | 5 | 178 |
| 12:15 PM | 27 | 14 | 0 | 41 | 7 | 23 | 0 | 30 | 19 | 32 | 0 | 51 | 0 | 0 | 122 |
| 12:30 PM | 33 | 14 | 0 | 47 | 10 | 21 | 4 | 35 | 22 | 27 | 2 | 51 | 1 | 1 | 134 |
| 12:45 PM | 25 | 9 | 0 | 34 | 12 | 16 | 0 | 28 | 11 | 32 | 0 | 43 | 1 | 1 | 106 |
| Total | 115 | 53 | 0 | 168 | 50 | 96 | 4 | 150 | 75 | 134 | 6 | 215 | 7 | 7 | 540 |
| 01:00 PM | 21 | 7 | 0 | 28 | 6 | 21 | 0 | 27 | 19 | 26 | 1 | 46 | 1 | 1 | 102 |
| 01:15 PM | 35 | 9 | 0 | 44 | 12 | 17 | 1 | 30 | 14 | 21 | 0 | 35 | 2 | 2 | 111 |
| 01:30 PM | 32 | 12 | 0 | 44 | 6 | 26 | 0 | 32 | 20 | 22 | 0 | 42 | 0 | 0 | 118 |
| 01:45 PM | 18 | 13 | 2 | 33 | 8 | 18 | 0 | 26 | 17 | 34 | 0 | 51 | 2 | 2 | 112 |
| Total | 106 | 41 | 2 | 149 | 32 | 82 | 1 | 115 | 70 | 103 | 1 | 174 | 5 | 5 | 443 |
| 02:00 PM | 34 | 14 | 0 | 48 | 9 | 18 | 0 | 27 | 31 | 31 | 0 | 62 | 0 | 0 | 137 |
| 02:15 PM | 21 | 7 | 0 | 28 | 17 | 36 | 0 | 53 | 28 | 30 | 0 | 58 | 0 | 0 | 139 |
| 02:30 PM | 28 | 17 | 0 | 45 | 11 | 21 | 1 | 33 | 28 | 43 | 0 | 71 | 0 | 0 | 149 |
| 02:45 PM | 34 | 22 | 0 | 56 | 21 | 19 | 0 | 40 | 13 | 28 | 0 | 41 | 0 | 0 | 137 |
| Total | 117 | 60 | 0 | 177 | 58 | 94 | 1 | 153 | 100 | 132 | 0 | 232 | 0 | 0 | 562 |
| 03:00 PM | 32 | 19 | 0 | 51 | 19 | 39 | 0 | 58 | 29 | 27 | 1 | 57 | 2 | 2 | 168 |
| 03:15 PM | 32 | 30 | 0 | 62 | 20 | 27 | 0 | 47 | 56 | 32 | 0 | 88 | 0 | 0 | 197 |
| 03:30 PM | 31 | 17 | 0 | 48 | 32 | 58 | 0 | 90 | 33 | 31 | 2 | 66 | 3 | 3 | 207 |
| 03:45 PM | 38 | 31 | 0 | 69 | 28 | 40 | 0 | 68 | 24 | 39 | 1 | 64 | 1 | 1 | 202 |
| Total | 133 | 97 | 0 | 230 | 99 | 164 | 0 | 263 | 142 | 129 | 4 | 275 | 6 | 6 | 774 |
| 04:00 PM | 57 | 27 | 0 | 84 | 31 | 42 | 0 | 73 | 26 | 45 | 0 | 71 | 1 | 1 | 229 |
| 04:15 PM | 38 | 22 | 2 | 62 | 25 | 33 | 0 | 58 | 23 | 48 | 0 | 71 | 2 | 2 | 193 |
| 04:30 PM | 53 | 29 | 0 | 82 | 23 | 31 | 0 | 54 | 18 | 38 | 0 | 56 | 0 | 0 | 192 |
| 04:45 PM | 59 | 48 | 0 | 107 | 26 | 21 | 0 | 47 | 44 | 42 | 0 | 86 | 0 | 0 | 240 |
| Total | 207 | 126 | 2 | 335 | 105 | 127 | 0 | 232 | 111 | 173 | 0 | 284 | 3 | 3 | 854 |

# L2 Data Collection

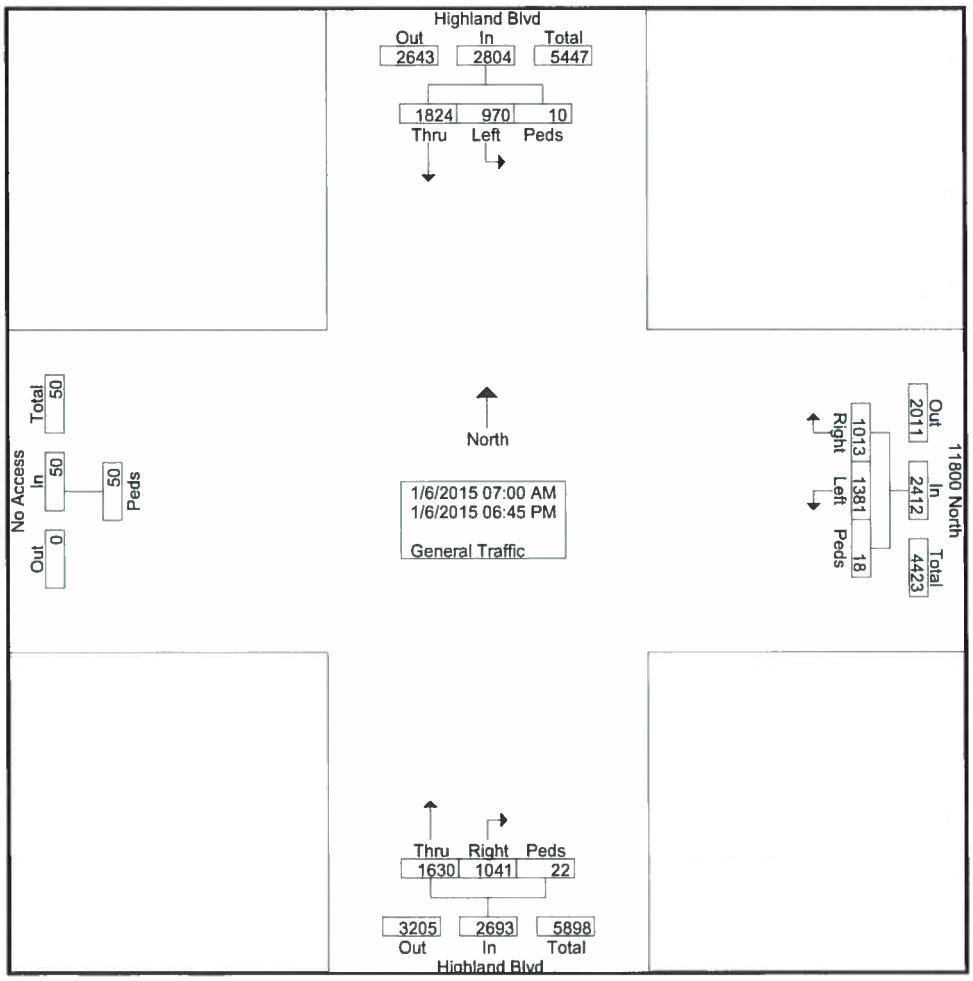
L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 2

**Groups Printed- General Traffic**

| | Highland Blvd From North | | | | 11800 North From East | | | | Highland Blvd From South | | | | No Access From West | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Peds | App. Total | Int. Total |
| 05:00 PM | 73 | 47 | 0 | 120 | 33 | 40 | 1 | 74 | 29 | 49 | 0 | 78 | 0 | 0 | 272 |
| 05:15 PM | 64 | 48 | 0 | 112 | 33 | 23 | 0 | 56 | 23 | 56 | 0 | 79 | 1 | 1 | 248 |
| 05:30 PM | 68 | 50 | 0 | 118 | 27 | 21 | 0 | 48 | 31 | 56 | 0 | 87 | 0 | 0 | 253 |
| 05:45 PM | 72 | 44 | 0 | 116 | 18 | 25 | 2 | 45 | 23 | 57 | 0 | 80 | 0 | 0 | 241 |
| Total | 277 | 189 | 0 | 466 | 111 | 109 | 3 | 223 | 106 | 218 | 0 | 324 | 1 | 1 | 1014 |
| 06:00 PM | 66 | 32 | 0 | 98 | 20 | 22 | 0 | 42 | 19 | 52 | 0 | 71 | 0 | 0 | 211 |
| 06:15 PM | 67 | 41 | 1 | 109 | 17 | 18 | 0 | 35 | 20 | 43 | 0 | 63 | 2 | 2 | 209 |
| 06:30 PM | 70 | 21 | 0 | 91 | 18 | 23 | 2 | 43 | 21 | 37 | 0 | 58 | 0 | 0 | 192 |
| 06:45 PM | 49 | 27 | 0 | 76 | 15 | 16 | 0 | 31 | 18 | 26 | 0 | 44 | 1 | 1 | 152 |
| Total | 252 | 121 | 1 | 374 | 70 | 79 | 2 | 151 | 78 | 158 | 0 | 236 | 3 | 3 | 764 |
| Grand Total | 1824 | 970 | 10 | 2804 | 1013 | 1381 | 18 | 2412 | 1041 | 1630 | 22 | 2693 | 50 | 50 | 7959 |
| Apprch % | 65 | 34.6 | 0.4 | | 42 | 57.3 | 0.7 | | 38.7 | 60.5 | 0.8 | | 100 | | |
| Total % | 22.9 | 12.2 | 0.1 | 35.2 | 12.7 | 17.4 | 0.2 | 30.3 | 13.1 | 20.5 | 0.3 | 33.8 | 0.6 | 0.6 | |



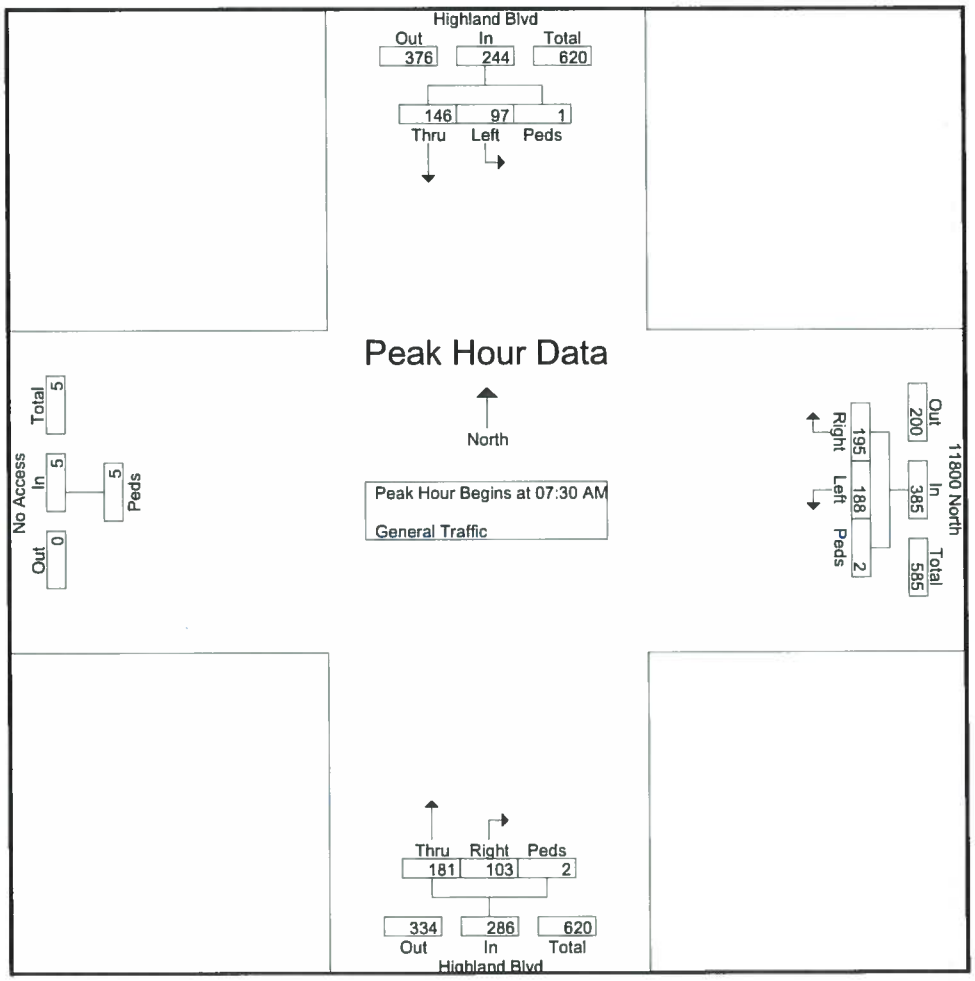
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 3

| | Highland Blvd From North | | | | 11800 North From East | | | | Highland Blvd From South | | | | No Access From West | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | |
| 07:30 AM | 36 | 16 | 0 | 52 | 42 | 46 | 2 | 90 | 21 | 42 | 0 | 63 | 1 | 1 | 206 |
| 07:45 AM | **41** | **50** | **1** | **92** | **58** | 46 | 0 | **104** | **45** | **50** | 0 | **95** | 0 | 0 | **291** |
| 08:00 AM | 34 | 14 | 0 | 48 | 55 | 43 | 0 | 98 | 19 | 47 | **2** | 68 | **3** | **3** | 217 |
| 08:15 AM | 35 | 17 | 0 | 52 | 40 | **53** | 0 | 93 | 18 | 42 | 0 | 60 | 1 | 1 | 206 |
| Total Volume | 146 | 97 | 1 | 244 | 195 | 188 | 2 | 385 | 103 | 181 | 2 | 286 | 5 | 5 | 920 |
| % App. Total | 59.8 | 39.8 | 0.4 | | 50.6 | 48.8 | 0.5 | | 36 | 63.3 | 0.7 | | 100 | | |
| PHF | .890 | .485 | .250 | .663 | .841 | .887 | .250 | .925 | .572 | .905 | .250 | .753 | .417 | .417 | .790 |



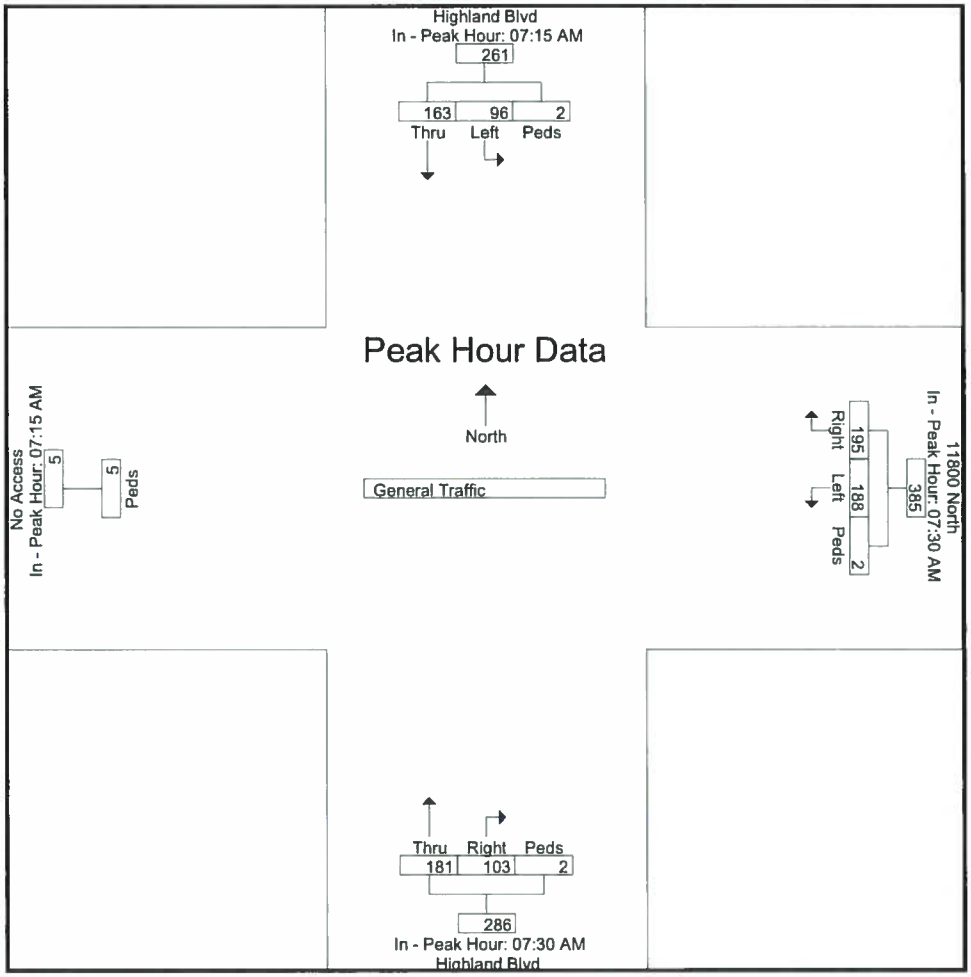
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 4

| | Highland Blvd From North | | | | 11800 North From East | | | | Highland Blvd From South | | | | No Access From West | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | |
| | 07:15 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:15 AM | | |
| +0 mins. | **52** | 16 | **1** | 69 | 42 | 46 | **2** | 90 | 21 | 42 | 0 | 63 | 1 | 1 | |
| +15 mins. | 36 | 16 | 0 | 52 | **58** | 46 | 0 | **104** | **45** | **50** | 0 | **95** | 1 | 1 | |
| +30 mins. | 41 | **50** | 1 | **92** | 55 | 43 | 0 | 98 | 19 | 47 | **2** | 68 | 0 | 0 | |
| +45 mins. | 34 | 14 | 0 | 48 | 40 | **53** | 0 | 93 | 18 | 42 | 0 | 60 | **3** | **3** | |
| Total Volume | 163 | 96 | 2 | 261 | 195 | 188 | 2 | 385 | 103 | 181 | 2 | 286 | 5 | 5 | |
| % App. Total | 62.5 | 36.8 | 0.8 | | 50.6 | 48.8 | 0.5 | | 36 | 63.3 | 0.7 | | 100 | | |
| PHF | .784 | .480 | .500 | .709 | .841 | .887 | .250 | .925 | .572 | .905 | .250 | .753 | .417 | .417 | |



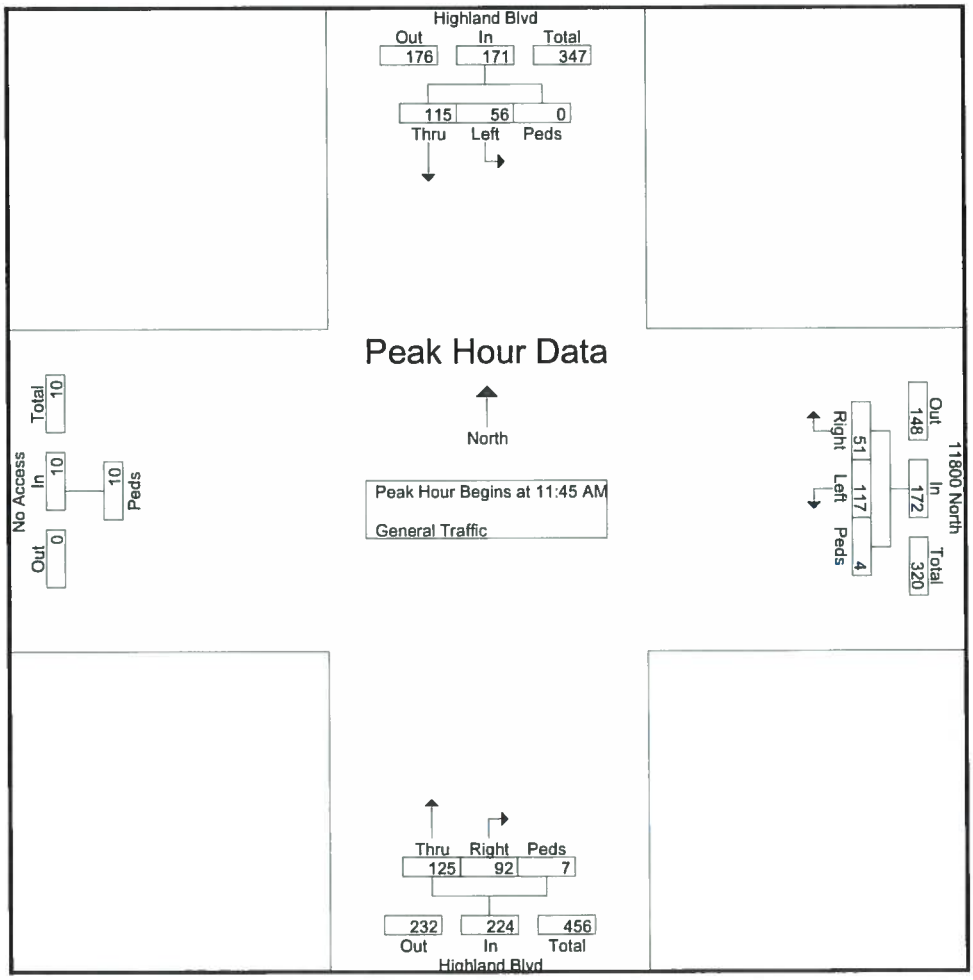
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 5

| | Highland Blvd From North | | | | 11800 North From East | | | | Highland Blvd From South | | | | No Access From West | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:45 AM | | | | | | | | | | | | | | | |
| 11:45 AM | 25 | 12 | 0 | 37 | 13 | **37** | 0 | 50 | **28** | 23 | 1 | 52 | 4 | 4 | 143 |
| 12:00 PM | 30 | **16** | 0 | 46 | **21** | 36 | 0 | **57** | 23 | **43** | **4** | **70** | **5** | **5** | **178** |
| 12:15 PM | 27 | 14 | 0 | 41 | 7 | 23 | 0 | 30 | 19 | 32 | 0 | 51 | 0 | 0 | 122 |
| 12:30 PM | **33** | 14 | 0 | **47** | 10 | 21 | **4** | 35 | 22 | 27 | 2 | 51 | 1 | 1 | 134 |
| Total Volume | 115 | 56 | 0 | 171 | 51 | 117 | 4 | 172 | 92 | 125 | 7 | 224 | 10 | 10 | 577 |
| % App. Total | 67.3 | 32.7 | 0 | | 29.7 | 68 | 2.3 | | 41.1 | 55.8 | 3.1 | | 100 | | |
| PHF | .871 | .875 | .000 | .910 | .607 | .791 | .250 | .754 | .821 | .727 | .438 | .800 | .500 | .500 | .810 |



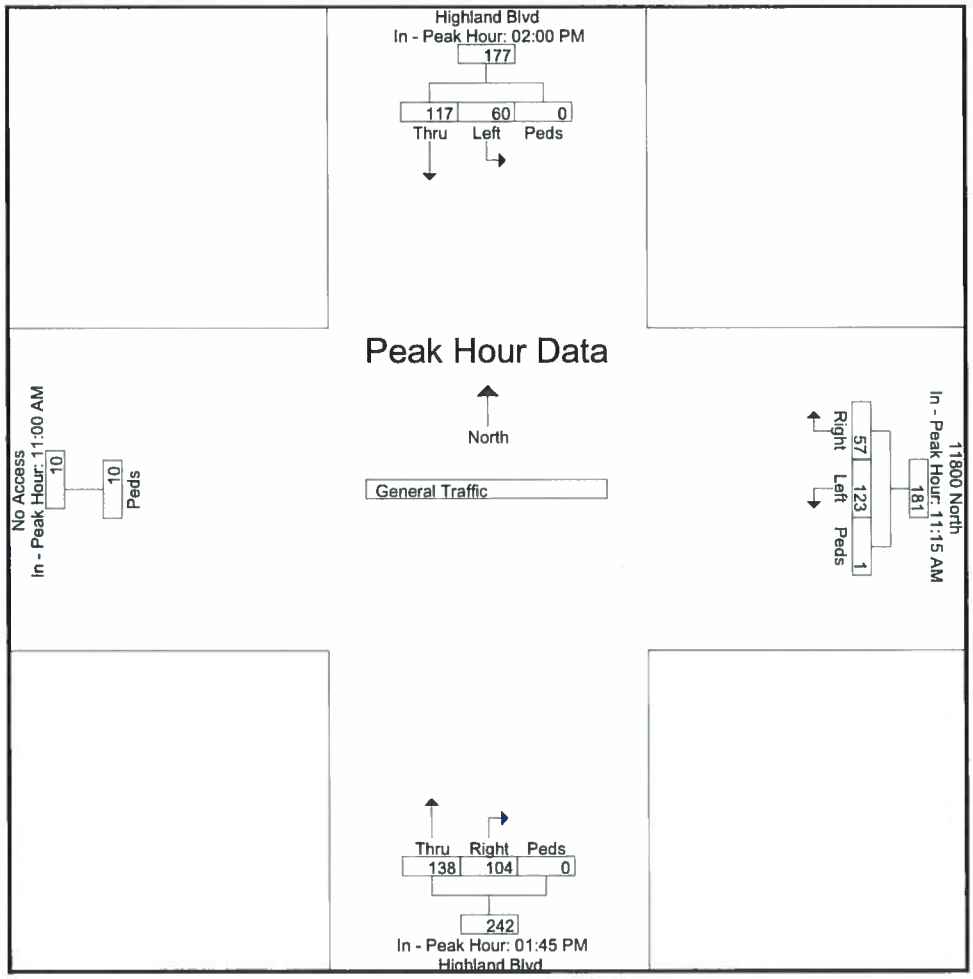
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 6

| | Highland Blvd From North | | | | 11800 North From East | | | | Highland Blvd From South | | | | No Access From West | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | |
| | 02:00 PM | | | | 11:15 AM | | | | 01:45 PM | | | | 11:00 AM | | |
| +0 mins. | **34** | 14 | 0 | 48 | 10 | 30 | 0 | 40 | 17 | 34 | 0 | 51 | **6** | **6** | |
| +15 mins. | 21 | 7 | 0 | 28 | 13 | 20 | **1** | 34 | **31** | 31 | 0 | 62 | 0 | 0 | |
| +30 mins. | 28 | 17 | 0 | 45 | 13 | **37** | 0 | 50 | 28 | 30 | 0 | 58 | 0 | 0 | |
| +45 mins. | 34 | **22** | 0 | **56** | **21** | 36 | 0 | **57** | 28 | **43** | 0 | **71** | 4 | 4 | |
| Total Volume | 117 | 60 | 0 | 177 | 57 | 123 | 1 | 181 | 104 | 138 | 0 | 242 | 10 | 10 | |
| % App. Total | 66.1 | 33.9 | 0 | | 31.5 | 68 | 0.6 | | 43 | 57 | 0 | | 100 | | |
| PHF | .860 | .682 | .000 | .790 | .679 | .831 | .250 | .794 | .839 | .802 | .000 | .852 | .417 | .417 | |



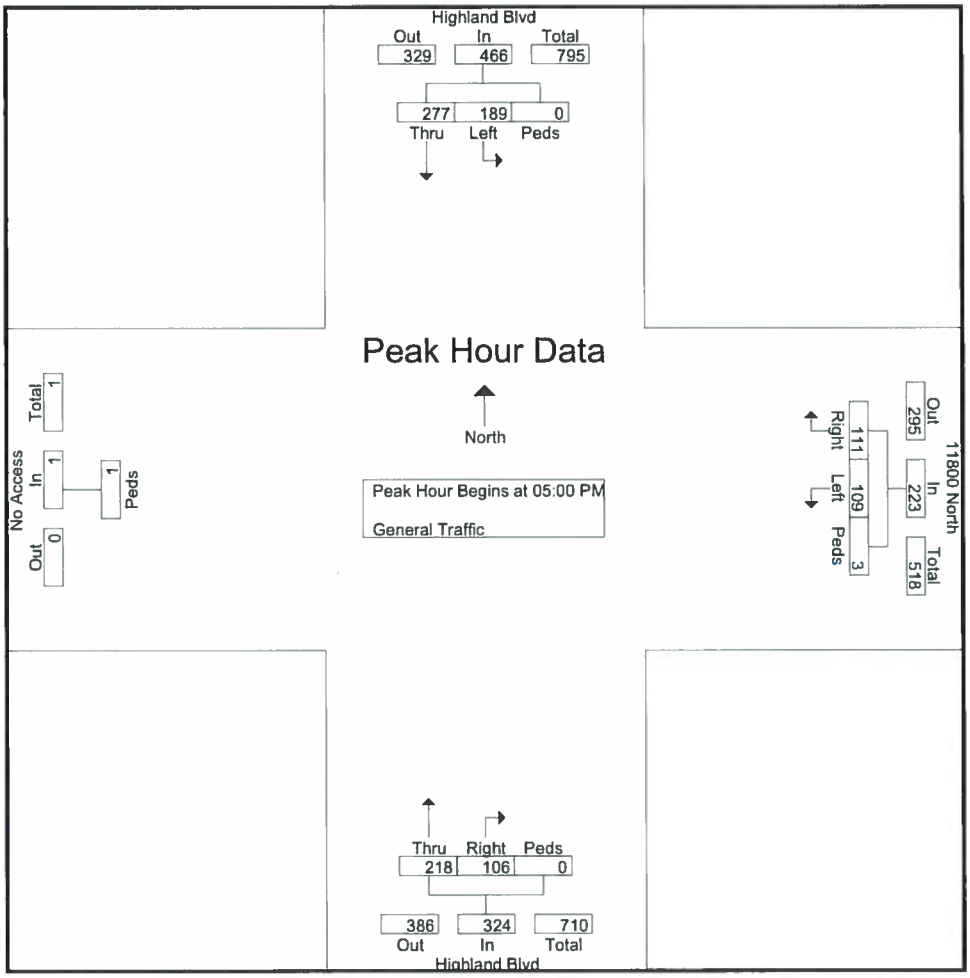
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 7

| | Highland Blvd From North | | | | 11800 North From East | | | | Highland Blvd From South | | | | No Access From West | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | |
| 05:00 PM | **73** | 47 | 0 | **120** | **33** | **40** | 1 | **74** | 29 | 49 | 0 | 78 | 0 | 0 | **272** |
| 05:15 PM | 64 | 48 | 0 | 112 | 33 | 23 | 0 | 56 | 23 | 56 | 0 | 79 | **1** | **1** | 248 |
| 05:30 PM | 68 | **50** | 0 | 118 | 27 | 21 | 0 | 48 | **31** | 56 | 0 | **87** | 0 | 0 | 253 |
| 05:45 PM | 72 | 44 | 0 | 116 | 18 | 25 | **2** | 45 | 23 | **57** | 0 | 80 | 0 | 0 | 241 |
| Total Volume | 277 | 189 | 0 | 466 | 111 | 109 | 3 | 223 | 106 | 218 | 0 | 324 | 1 | 1 | 1014 |
| % App. Total | 59.4 | 40.6 | 0 | | 49.8 | 48.9 | 1.3 | | 32.7 | 67.3 | 0 | | 100 | | |
| PHF | .949 | .945 | .000 | .971 | .841 | .681 | .375 | .753 | .855 | .956 | .000 | .931 | .250 | .250 | .932 |



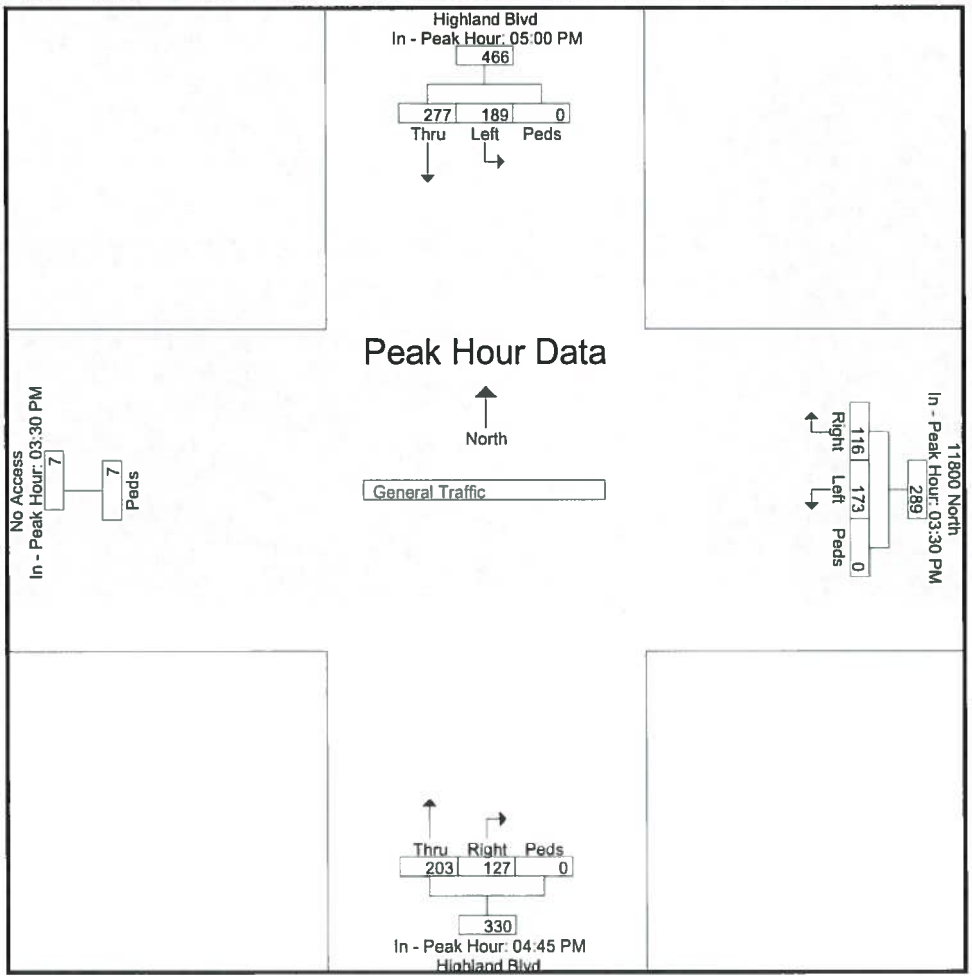
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 8

| | Highland Blvd From North | | | | 11800 North From East | | | | Highland Blvd From South | | | | No Access From West | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 03:30 PM | | | | 04:45 PM | | | | 03:30 PM | | |
| +0 mins. | **73** | 47 | 0 | **120** | **32** | **58** | 0 | **90** | **44** | 42 | 0 | 86 | **3** | **3** |
| +15 mins. | 64 | 48 | 0 | 112 | 28 | 40 | 0 | 68 | 29 | 49 | 0 | 78 | 1 | 1 |
| +30 mins. | 68 | **50** | 0 | 118 | 31 | 42 | 0 | 73 | 23 | **56** | 0 | 79 | 1 | 1 |
| +45 mins. | 72 | 44 | 0 | 116 | 25 | 33 | 0 | 58 | 31 | 56 | 0 | **87** | 2 | 2 |
| Total Volume | 277 | 189 | 0 | 466 | 116 | 173 | 0 | 289 | 127 | 203 | 0 | 330 | 7 | 7 |
| % App. Total | 59.4 | 40.6 | 0 | | 40.1 | 59.9 | 0 | | 38.5 | 61.5 | 0 | | 100 | |
| PHF | .949 | .945 | .000 | .971 | .906 | .746 | .000 | .803 | .722 | .906 | .000 | .948 | .583 | .583 |



# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: INTE0027
Intersection: Highland Blvd / 11800 N.
City, State: Highland, Utah
Control: Stop Sign

File Name : Highland Blvd & 11800 North
Site Code :
Start Date : 1/6/2015
Page No : 9

Image 1

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/25/15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | 0 | 0 | 4 | 9 | 34 | 44 | 57 | 52 | 21 | 16 | 10 | 3 | 2 | 252 | 52 | 57 |
| 08:00 | 1 | 1 | 1 | 8 | 23 | 37 | 59 | 42 | 29 | 16 | 10 | 2 | 5 | 234 | 53 | 57 |
| 09:00 | 2 | 3 | 4 | 26 | 35 | 54 | 72 | 64 | 32 | 21 | 14 | 3 | 2 | 332 | 52 | 57 |
| 10:00 | 14 | 21 | 12 | 20 | 27 | 35 | 38 | 30 | 22 | 7 | 2 | 1 | 0 | 229 | 50 | 53 |
| 11:00 | 0 | 7 | 15 | 23 | 27 | 43 | 45 | 40 | 26 | 19 | 7 | 2 | 1 | 255 | 52 | 56 |
| 12 PM | 1 | 15 | 13 | 18 | 22 | 37 | 35 | 39 | 28 | 13 | 2 | 1 | 3 | 227 | 52 | 55 |
| 13:00 | 1 | 8 | 7 | 11 | 28 | 25 | 34 | 33 | 24 | 15 | 2 | 1 | 1 | 190 | 52 | 55 |
| 14:00 | 3 | 5 | 3 | 8 | 19 | 33 | 50 | 39 | 37 | 17 | 8 | 1 | 1 | 224 | 53 | 56 |
| 15:00 | 1 | 4 | 4 | 12 | 30 | 59 | 79 | 71 | 36 | 23 | 8 | 2 | 2 | 331 | 52 | 56 |
| 16:00 | 0 | 4 | 1 | 11 | 26 | 55 | 79 | 111 | 69 | 27 | 17 | 5 | 6 | 411 | 53 | 57 |
| 17:00 | 1 | 0 | 2 | 6 | 21 | 87 | 117 | 109 | 87 | 50 | 16 | 10 | 3 | 509 | 54 | 57 |
| 18:00 | 0 | 0 | 1 | 8 | 26 | 56 | 88 | 92 | 73 | 50 | 14 | 9 | 1 | 418 | 54 | 57 |
| 19:00 | 1 | 1 | 2 | 11 | 44 | 65 | 75 | 48 | 28 | 13 | 6 | 3 | 1 | 298 | 51 | 55 |
| 20:00 | 0 | 3 | 1 | 10 | 22 | 17 | 31 | 16 | 8 | 2 | 1 | 1 | 2 | 114 | 50 | 53 |
| 21:00 | 0 | 1 | 0 | 6 | 19 | 23 | 30 | 11 | 6 | 5 | 0 | 0 | 0 | 101 | 49 | 53 |
| 22:00 | 0 | 0 | 3 | 5 | 16 | 20 | 17 | 5 | 5 | 2 | 2 | 0 | 1 | 76 | 49 | 54 |
| 23:00 | 0 | 1 | 2 | 4 | 4 | 11 | 11 | 11 | 5 | 2 | 0 | 1 | 0 | 52 | 51 | 54 |
| Total | 25 | 74 | 75 | 196 | 423 | 701 | 917 | 813 | 536 | 298 | 119 | 45 | 31 | 4253 | | |
| Percent | 0.6% | 1.7% | 1.8% | 4.6% | 9.9% | 16.5% | 21.6% | 19.1% | 12.6% | 7.0% | 2.8% | 1.1% | 0.7% | | | |
| AM Peak | 10:00 | 10:00 | 11:00 | 09:00 | 09:00 | 09:00 | 09:00 | 09:00 | 09:00 | 09:00 | 09:00 | 07:00 | 08:00 | 09:00 | | |
| Vol. | 14 | 21 | 15 | 26 | 35 | 54 | 72 | 64 | 32 | 21 | 14 | 3 | 5 | 332 | | |
| PM Peak | 14:00 | 12:00 | 12:00 | 12:00 | 19:00 | 17:00 | 17:00 | 16:00 | 17:00 | 17:00 | 16:00 | 17:00 | 16:00 | 17:00 | | |
| Vol. | 3 | 15 | 13 | 18 | 44 | 87 | 117 | 111 | 87 | 50 | 17 | 10 | 6 | 509 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound

| Start | 1 | 32 | 35 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 61 | 64 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 31 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 9999 | Total | Percent | Percent |
| 09/26/15 | 0 | 0 | 0 | 3 | 5 | 7 | 9 | 6 | 4 | 2 | 0 | 1 | 1 | 38 | 52 | 55 |
| 01:00 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 14 | 53 | 57 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 52 | 53 |
| 03:00 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 48 | 50 |
| 04:00 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 47 | 55 |
| 05:00 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 11 | 57 | 59 |
| 06:00 | 0 | 0 | 0 | 1 | 3 | 3 | 5 | 6 | 3 | 1 | 0 | 0 | 0 | 22 | 51 | 53 |
| 07:00 | 1 | 1 | 2 | 2 | 8 | 13 | 17 | 12 | 4 | 3 | 6 | 0 | 0 | 69 | 52 | 58 |
| 08:00 | 0 | 4 | 1 | 3 | 12 | 20 | 25 | 18 | 12 | 10 | 4 | 0 | 2 | 111 | 53 | 56 |
| 09:00 | 4 | 4 | 2 | 7 | 19 | 35 | 37 | 26 | 13 | 11 | 4 | 2 | 1 | 165 | 52 | 56 |
| 10:00 | 8 | 2 | 3 | 8 | 28 | 33 | 22 | 28 | 13 | 15 | 5 | 0 | 3 | 168 | 52 | 56 |
| 11:00 | 0 | 2 | 3 | 8 | 24 | 30 | 42 | 33 | 15 | 10 | 4 | 2 | 2 | 175 | 52 | 56 |
| 12 PM | 1 | 1 | 3 | 4 | 10 | 28 | 42 | 52 | 13 | 7 | 6 | 5 | 2 | 174 | 52 | 58 |
| 13:00 | 1 | 2 | 0 | 7 | 13 | 34 | 38 | 31 | 16 | 11 | 7 | 3 | 0 | 163 | 53 | 57 |
| 14:00 | 3 | 3 | 2 | 5 | 16 | 32 | 45 | 37 | 23 | 4 | 9 | 3 | 1 | 183 | 52 | 57 |
| 15:00 | 4 | 3 | 5 | 4 | 21 | 33 | 55 | 48 | 26 | 20 | 4 | 1 | 0 | 224 | 53 | 56 |
| 16:00 | 3 | 1 | 1 | 9 | 24 | 26 | 34 | 36 | 28 | 12 | 4 | 2 | 0 | 180 | 53 | 56 |
| 17:00 | 3 | 2 | 6 | 17 | 24 | 42 | 47 | 27 | 22 | 8 | 5 | 1 | 1 | 205 | 51 | 55 |
| 18:00 | 1 | 3 | 6 | 5 | 14 | 38 | 33 | 23 | 12 | 7 | 2 | 4 | 1 | 149 | 51 | 56 |
| 19:00 | 1 | 1 | 2 | 14 | 21 | 43 | 27 | 24 | 8 | 5 | 4 | 1 | 0 | 151 | 50 | 55 |
| 20:00 | 0 | 2 | 2 | 14 | 17 | 29 | 24 | 18 | 10 | 7 | 3 | 0 | 1 | 127 | 51 | 55 |
| 21:00 | 0 | 2 | 5 | 6 | 17 | 14 | 26 | 10 | 8 | 5 | 1 | 0 | 0 | 94 | 50 | 54 |
| 22:00 | 0 | 1 | 0 | 4 | 22 | 18 | 29 | 13 | 5 | 3 | 0 | 1 | 0 | 96 | 49 | 53 |
| 23:00 | 1 | 1 | 0 | 4 | 6 | 9 | 10 | 9 | 8 | 2 | 0 | 0 | 0 | 50 | 51 | 53 |
| Total | 32 | 37 | 43 | 126 | 309 | 498 | 574 | 464 | 246 | 145 | 71 | 26 | 15 | 2586 | | |
| Percent | 1.2% | 1.4% | 1.7% | 4.9% | 11.9% | 19.3% | 22.2% | 17.9% | 9.5% | 5.6% | 2.7% | 1.0% | 0.6% | | | |
| AM Peak | 10:00 | 08:00 | 10:00 | 10:00 | 10:00 | 09:00 | 11:00 | 11:00 | 11:00 | 10:00 | 07:00 | 09:00 | 10:00 | 11:00 | | |
| Vol. | 8 | 4 | 3 | 8 | 28 | 35 | 42 | 33 | 15 | 15 | 6 | 2 | 3 | 175 | | |
| PM Peak | 15:00 | 14:00 | 17:00 | 17:00 | 16:00 | 19:00 | 15:00 | 12:00 | 16:00 | 15:00 | 14:00 | 12:00 | 12:00 | 15:00 | | |
| Vol. | 4 | 3 | 6 | 17 | 24 | 43 | 55 | 52 | 28 | 20 | 9 | 5 | 2 | 224 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/27/15 | 0 | 0 | 1 | 3 | 4 | 6 | 4 | 3 | 1 | 2 | 0 | 0 | 2 | 26 | 50 | 55 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 10 | 52 | 55 |
| 02:00 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 45 | 47 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 47 | 47 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 55 | 56 |
| 05:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 7 | 55 | 56 |
| 06:00 | 0 | 0 | 1 | 2 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 48 | 50 |
| 07:00 | 0 | 0 | 1 | 4 | 0 | 4 | 4 | 2 | 2 | 0 | 1 | 0 | 1 | 19 | 51 | 57 |
| 08:00 | 2 | 3 | 1 | 7 | 5 | 11 | 12 | 17 | 8 | 5 | 0 | 0 | 0 | 71 | 51 | 54 |
| 09:00 | 1 | 0 | 0 | 2 | 6 | 8 | 7 | 15 | 9 | 3 | 0 | 1 | 0 | 52 | 52 | 55 |
| 10:00 | 2 | 0 | 1 | 3 | 9 | 22 | 27 | 11 | 12 | 5 | 6 | 1 | 0 | 99 | 53 | 58 |
| 11:00 | 1 | 0 | 1 | 5 | 11 | 18 | 21 | 26 | 14 | 5 | 3 | 2 | 0 | 107 | 52 | 56 |
| 12 PM | 2 | 1 | 7 | 10 | 25 | 25 | 48 | 29 | 9 | 5 | 1 | 0 | 0 | 162 | 50 | 53 |
| 13:00 | 0 | 1 | 1 | 3 | 13 | 16 | 32 | 15 | 12 | 5 | 1 | 0 | 0 | 99 | 51 | 54 |
| 14:00 | 0 | 2 | 1 | 5 | 10 | 30 | 29 | 20 | 11 | 3 | 0 | 1 | 1 | 113 | 50 | 53 |
| 15:00 | 0 | 0 | 1 | 8 | 19 | 23 | 25 | 9 | 17 | 0 | 3 | 2 | 0 | 107 | 52 | 53 |
| 16:00 | 2 | 1 | 1 | 6 | 15 | 39 | 35 | 21 | 16 | 5 | 2 | 0 | 0 | 143 | 51 | 53 |
| 17:00 | 3 | 2 | 1 | 6 | 16 | 17 | 34 | 35 | 18 | 11 | 6 | 0 | 1 | 150 | 53 | 56 |
| 18:00 | 0 | 1 | 1 | 7 | 17 | 26 | 24 | 24 | 15 | 6 | 3 | 0 | 1 | 125 | 52 | 55 |
| 19:00 | 1 | 8 | 3 | 5 | 19 | 29 | 21 | 18 | 7 | 0 | 2 | 0 | 3 | 116 | 49 | 52 |
| 20:00 | 4 | 2 | 10 | 15 | 43 | 37 | 47 | 20 | 4 | 2 | 1 | 0 | 0 | 185 | 47 | 50 |
| 21:00 | 0 | 3 | 4 | 12 | 19 | 20 | 25 | 20 | 14 | 3 | 1 | 3 | 2 | 126 | 51 | 54 |
| 22:00 | 0 | 2 | 0 | 6 | 7 | 10 | 10 | 8 | 2 | 0 | 1 | 0 | 0 | 46 | 49 | 52 |
| 23:00 | 0 | 0 | 0 | 0 | 4 | 5 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 15 | 49 | 57 |
| Total | 18 | 27 | 36 | 111 | 249 | 354 | 415 | 302 | 172 | 64 | 32 | 10 | 12 | 1802 | | |
| Percent | 1.0% | 1.5% | 2.0% | 6.2% | 13.8% | 19.6% | 23.0% | 16.8% | 9.5% | 3.6% | 1.8% | 0.6% | 0.7% | | | |
| AM Peak | 08:00 | 08:00 | 00:00 | 08:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 08:00 | 10:00 | 11:00 | 00:00 | 11:00 | | |
| Vol. | 2 | 3 | 1 | 7 | 11 | 22 | 27 | 26 | 14 | 5 | 6 | 2 | 2 | 107 | | |
| PM Peak | 20:00 | 19:00 | 20:00 | 20:00 | 20:00 | 16:00 | 12:00 | 17:00 | 17:00 | 17:00 | 17:00 | 21:00 | 19:00 | 20:00 | | |
| Vol. | 4 | 8 | 10 | 15 | 43 | 39 | 48 | 35 | 18 | 11 | 6 | 3 | 3 | 185 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound

| Start | 1 | 32 | 35 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 61 | 64 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 31 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 9999 | Total | Percent | Percent |
| 09/28/15 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 49 | 50 |
| 01:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 5 | 54 | 56 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 53 | 55 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 47 | 49 |
| 05:00 | 0 | 0 | 2 | 1 | 2 | 5 | 4 | 2 | 1 | 1 | 1 | 0 | 1 | 20 | 51 | 57 |
| 06:00 | 0 | 0 | 1 | 5 | 8 | 18 | 13 | 11 | 5 | 0 | 1 | 0 | 1 | 63 | 50 | 52 |
| 07:00 | 0 | 4 | 1 | 6 | 33 | 40 | 53 | 45 | 24 | 5 | 8 | 4 | 2 | 225 | 51 | 57 |
| 08:00 | 1 | 4 | 4 | 5 | 19 | 41 | 39 | 39 | 17 | 14 | 11 | 3 | 1 | 198 | 53 | 58 |
| 09:00 | 3 | 6 | 4 | 7 | 17 | 28 | 29 | 27 | 17 | 10 | 5 | 3 | 1 | 157 | 53 | 57 |
| 10:00 | 4 | 7 | 1 | 8 | 21 | 17 | 23 | 21 | 15 | 10 | 2 | 1 | 1 | 131 | 52 | 55 |
| 11:00 | 2 | 6 | 5 | 18 | 20 | 31 | 19 | 17 | 18 | 8 | 3 | 2 | 4 | 153 | 52 | 56 |
| 12 PM | 9 | 2 | 3 | 8 | 20 | 42 | 31 | 27 | 23 | 11 | 5 | 1 | 2 | 184 | 52 | 56 |
| 13:00 | 4 | 3 | 3 | 12 | 10 | 26 | 27 | 20 | 13 | 7 | 2 | 0 | 1 | 128 | 51 | 55 |
| 14:00 | 1 | 2 | 9 | 19 | 14 | 32 | 42 | 36 | 8 | 8 | 7 | 2 | 1 | 181 | 50 | 57 |
| 15:00 | 1 | 4 | 3 | 9 | 18 | 33 | 37 | 38 | 22 | 12 | 11 | 4 | 4 | 196 | 53 | 58 |
| 16:00 | 0 | 1 | 5 | 12 | 12 | 35 | 47 | 66 | 44 | 28 | 17 | 7 | 5 | 279 | 55 | 58 |
| 17:00 | 0 | 1 | 2 | 3 | 27 | 46 | 92 | 90 | 66 | 45 | 22 | 8 | 7 | 409 | 54 | 58 |
| 18:00 | 0 | 0 | 4 | 8 | 23 | 34 | 63 | 69 | 59 | 26 | 13 | 5 | 4 | 308 | 53 | 57 |
| 19:00 | 2 | 0 | 1 | 5 | 11 | 29 | 36 | 18 | 13 | 9 | 3 | 0 | 0 | 127 | 52 | 55 |
| 20:00 | 0 | 0 | 4 | 6 | 13 | 13 | 20 | 18 | 6 | 2 | 0 | 1 | 1 | 84 | 50 | 53 |
| 21:00 | 0 | 1 | 0 | 5 | 4 | 6 | 10 | 12 | 8 | 0 | 2 | 0 | 2 | 50 | 52 | 53 |
| 22:00 | 1 | 0 | 0 | 1 | 2 | 5 | 8 | 2 | 4 | 2 | 1 | 0 | 0 | 26 | 53 | 56 |
| 23:00 | 0 | 3 | 1 | 0 | 2 | 4 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 17 | 48 | 54 |
| Total | 29 | 44 | 53 | 139 | 281 | 493 | 602 | 566 | 365 | 201 | 114 | 41 | 39 | 2967 | | |
| Percent | 1.0% | 1.5% | 1.8% | 4.7% | 9.5% | 16.6% | 20.3% | 19.1% | 12.3% | 6.8% | 3.8% | 1.4% | 1.3% | | | |
| AM Peak | 10:00 | 10:00 | 11:00 | 11:00 | 07:00 | 08:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 07:00 | 11:00 | 07:00 | | |
| Vol. | 4 | 7 | 5 | 18 | 33 | 41 | 53 | 45 | 24 | 14 | 11 | 4 | 4 | 225 | | |
| PM Peak | 12:00 | 15:00 | 14:00 | 14:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | | |
| Vol. | 9 | 4 | 9 | 19 | 27 | 46 | 92 | 90 | 66 | 45 | 22 | 8 | 7 | 409 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/29/15 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 12 | 52 | 55 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 52 | 53 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 52 | 53 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 1 | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 11 | 55 | 61 |
| 05:00 | 0 | 1 | 0 | 1 | 2 | 6 | 7 | 6 | 2 | 2 | 1 | 1 | 0 | 29 | 53 | 58 |
| 06:00 | 0 | 3 | 0 | 2 | 6 | 16 | 7 | 10 | 5 | 2 | 1 | 1 | 2 | 55 | 51 | 56 |
| 07:00 | 0 | 1 | 1 | 7 | 18 | 49 | 67 | 37 | 28 | 16 | 4 | 7 | 2 | 237 | 53 | 56 |
| 08:00 | 1 | 0 | 2 | 9 | 11 | 27 | 37 | 34 | 29 | 10 | 7 | 4 | 1 | 172 | 53 | 58 |
| 09:00 | 1 | 3 | 3 | 10 | 14 | 21 | 49 | 22 | 21 | 11 | 4 | 2 | 3 | 164 | 52 | 56 |
| 10:00 | 1 | 2 | 4 | 12 | 20 | 22 | 22 | 16 | 9 | 5 | 5 | 1 | 1 | 120 | 51 | 57 |
| 11:00 | 2 | 7 | 2 | 6 | 17 | 22 | 27 | 25 | 16 | 11 | 6 | 1 | 2 | 144 | 53 | 56 |
| 12 PM | 2 | 2 | 3 | 8 | 20 | 29 | 32 | 32 | 15 | 7 | 7 | 0 | 1 | 158 | 52 | 56 |
| 13:00 | 6 | 3 | 6 | 14 | 9 | 32 | 27 | 19 | 15 | 4 | 1 | 1 | 3 | 140 | 51 | 53 |
| 14:00 | 8 | 4 | 3 | 19 | 25 | 31 | 41 | 20 | 23 | 12 | 1 | 2 | 0 | 189 | 52 | 55 |
| 15:00 | 2 | 5 | 6 | 16 | 20 | 37 | 44 | 42 | 26 | 13 | 6 | 3 | 4 | 224 | 52 | 56 |
| 16:00 | 0 | 2 | 4 | 12 | 31 | 32 | 68 | 64 | 37 | 25 | 6 | 2 | 1 | 284 | 53 | 56 |
| 17:00 | 0 | 0 | 3 | 14 | 29 | 59 | 101 | 100 | 56 | 38 | 16 | 8 | 2 | 426 | 53 | 57 |
| 18:00 | 1 | 3 | 4 | 9 | 31 | 46 | 63 | 56 | 53 | 23 | 10 | 5 | 1 | 305 | 53 | 56 |
| 19:00 | 0 | 2 | 1 | 4 | 23 | 37 | 24 | 26 | 20 | 7 | 3 | 0 | 0 | 147 | 52 | 55 |
| 20:00 | 0 | 1 | 1 | 1 | 8 | 26 | 26 | 20 | 8 | 2 | 2 | 0 | 1 | 96 | 50 | 53 |
| 21:00 | 0 | 1 | 1 | 3 | 6 | 23 | 13 | 11 | 8 | 6 | 3 | 0 | 0 | 75 | 53 | 56 |
| 22:00 | 1 | 0 | 1 | 1 | 4 | 5 | 6 | 6 | 4 | 2 | 2 | 0 | 1 | 33 | 53 | 57 |
| 23:00 | 0 | 0 | 0 | 1 | 3 | 7 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 18 | 51 | 57 |
| Total | 26 | 41 | 45 | 153 | 298 | 529 | 668 | 557 | 381 | 198 | 86 | 39 | 25 | 3046 | | |
| Percent | 0.9% | 1.3% | 1.5% | 5.0% | 9.8% | 17.4% | 21.9% | 18.3% | 12.5% | 6.5% | 2.8% | 1.3% | 0.8% | | | |
| AM Peak | 11:00 | 11:00 | 10:00 | 10:00 | 10:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 08:00 | 07:00 | 09:00 | 07:00 | | |
| Vol. | 2 | 7 | 4 | 12 | 20 | 49 | 67 | 37 | 29 | 16 | 7 | 7 | 3 | 237 | | |
| PM Peak | 14:00 | 15:00 | 13:00 | 14:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 15:00 | 17:00 | | |
| Vol. | 8 | 5 | 6 | 19 | 31 | 59 | 101 | 100 | 56 | 38 | 16 | 8 | 4 | 426 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound

| Start | 1 | 32 | 35 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 61 | 64 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 31 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 9999 | Total | Percent | Percent |
| 09/30/15 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 48 | 50 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 54 | 56 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 53 | 53 |
| 04:00 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 47 | 47 |
| 05:00 | 1 | 0 | 1 | 1 | 6 | 6 | 7 | 1 | 1 | 1 | 2 | 0 | 0 | 27 | 50 | 57 |
| 06:00 | 0 | 0 | 1 | 7 | 7 | 15 | 14 | 11 | 8 | 0 | 0 | 0 | 0 | 63 | 50 | 52 |
| 07:00 | 0 | 2 | 2 | 20 | 36 | 45 | 53 | 46 | 26 | 12 | 8 | 2 | 2 | 254 | 52 | 56 |
| 08:00 | 2 | 2 | 5 | 9 | 18 | 23 | 41 | 27 | 16 | 18 | 8 | 2 | 3 | 174 | 54 | 57 |
| 09:00 | 3 | 5 | 8 | 14 | 25 | 37 | 52 | 37 | 16 | 5 | 4 | 4 | 2 | 212 | 50 | 55 |
| 10:00 | 3 | 3 | 7 | 10 | 18 | 24 | 24 | 30 | 17 | 5 | 3 | 1 | 1 | 146 | 51 | 55 |
| 11:00 | 5 | 5 | 8 | 11 | 17 | 24 | 32 | 26 | 13 | 4 | 2 | 2 | 2 | 151 | 50 | 54 |
| 12 PM | 3 | 4 | 6 | 9 | 14 | 23 | 34 | 22 | 14 | 10 | 1 | 1 | 0 | 141 | 52 | 55 |
| 13:00 | 3 | 4 | 4 | 14 | 12 | 20 | 26 | 17 | 16 | 4 | 3 | 3 | 1 | 127 | 52 | 56 |
| 14:00 | 4 | 5 | 1 | 7 | 12 | 26 | 34 | 22 | 21 | 12 | 2 | 2 | 1 | 149 | 53 | 56 |
| 15:00 | 0 | 5 | 4 | 14 | 29 | 32 | 48 | 23 | 28 | 11 | 5 | 1 | 3 | 203 | 52 | 55 |
| 16:00 | 2 | 2 | 3 | 9 | 20 | 52 | 73 | 65 | 45 | 20 | 13 | 5 | 4 | 313 | 53 | 57 |
| 17:00 | 0 | 1 | 4 | 9 | 31 | 56 | 85 | 80 | 81 | 37 | 26 | 11 | 4 | 425 | 54 | 58 |
| 18:00 | 0 | 1 | 5 | 8 | 22 | 51 | 77 | 57 | 64 | 17 | 9 | 5 | 3 | 319 | 53 | 56 |
| 19:00 | 1 | 2 | 4 | 11 | 19 | 38 | 36 | 32 | 18 | 7 | 0 | 0 | 2 | 170 | 50 | 53 |
| 20:00 | 1 | 0 | 2 | 8 | 16 | 12 | 20 | 16 | 4 | 5 | 1 | 0 | 0 | 85 | 50 | 55 |
| 21:00 | 0 | 0 | 2 | 5 | 9 | 17 | 21 | 16 | 7 | 1 | 1 | 0 | 1 | 80 | 50 | 53 |
| 22:00 | 0 | 0 | 2 | 0 | 7 | 7 | 10 | 4 | 5 | 2 | 1 | 1 | 0 | 39 | 52 | 57 |
| 23:00 | 0 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 1 | 0 | 1 | 0 | 14 | 53 | 60 |
| Total | 29 | 43 | 70 | 168 | 321 | 515 | 692 | 536 | 404 | 173 | 89 | 41 | 29 | 3110 | | |
| Percent | 0.9% | 1.4% | 2.3% | 5.4% | 10.3% | 16.6% | 22.3% | 17.2% | 13.0% | 5.6% | 2.9% | 1.3% | 0.9% | | | |
| AM Peak | 11:00 | 09:00 | 09:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 09:00 | 08:00 | 07:00 | | |
| Vol. | 5 | 5 | 8 | 20 | 36 | 45 | 53 | 46 | 26 | 18 | 8 | 4 | 3 | 254 | | |
| PM Peak | 14:00 | 14:00 | 12:00 | 13:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 17:00 | | |
| Vol. | 4 | 5 | 6 | 14 | 31 | 56 | 85 | 80 | 81 | 37 | 26 | 11 | 4 | 425 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/01/15 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 7 | 50 | 52 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 47 | 47 |
| 02:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 58 | 59 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 49 | 50 |
| 04:00 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 48 | 50 |
| 05:00 | 0 | 1 | 1 | 1 | 1 | 6 | 12 | 5 | 2 | 1 | 0 | 0 | 0 | 30 | 50 | 53 |
| 06:00 | 0 | 0 | 1 | 7 | 7 | 15 | 8 | 6 | 7 | 3 | 3 | 0 | 0 | 57 | 52 | 57 |
| 07:00 | 0 | 1 | 3 | 11 | 29 | 47 | 60 | 47 | 25 | 11 | 7 | 5 | 3 | 249 | 52 | 56 |
| 08:00 | 0 | 3 | 2 | 7 | 23 | 29 | 41 | 39 | 22 | 12 | 12 | 1 | 2 | 193 | 53 | 57 |
| 09:00 | 3 | 2 | 3 | 16 | 23 | 44 | 45 | 35 | 24 | 7 | 1 | 0 | 0 | 203 | 51 | 53 |
| 10:00 | 4 | 2 | 4 | 9 | 14 | 12 | 26 | 22 | 20 | 7 | 4 | 1 | 0 | 125 | 52 | 56 |
| 11:00 | 1 | 3 | 6 | 12 | 19 | 24 | 31 | 27 | 16 | 8 | 2 | 2 | 0 | 151 | 52 | 55 |
| 12 PM | 7 | 4 | 4 | 14 | 28 | 22 | 34 | 28 | 8 | 10 | 5 | 1 | 2 | 167 | 50 | 56 |
| 13:00 | 0 | 4 | 4 | 15 | 15 | 25 | 28 | 22 | 12 | 1 | 3 | 0 | 2 | 131 | 50 | 53 |
| 14:00 | 2 | 2 | 5 | 12 | 21 | 35 | 30 | 21 | 12 | 7 | 5 | 2 | 0 | 154 | 51 | 56 |
| 15:00 | 3 | 1 | 3 | 11 | 33 | 42 | 60 | 48 | 34 | 12 | 6 | 0 | 2 | 255 | 52 | 55 |
| 16:00 | 2 | 1 | 1 | 13 | 33 | 55 | 97 | 88 | 39 | 27 | 15 | 5 | 3 | 379 | 53 | 57 |
| 17:00 | 1 | 1 | 0 | 10 | 36 | 81 | 108 | 136 | 104 | 45 | 19 | 11 | 9 | 561 | 53 | 57 |
| 18:00 | 2 | 1 | 0 | 9 | 24 | 70 | 106 | 138 | 81 | 50 | 27 | 10 | 7 | 525 | 54 | 58 |
| 19:00 | 1 | 1 | 4 | 13 | 34 | 62 | 99 | 84 | 40 | 24 | 12 | 4 | 3 | 381 | 52 | 56 |
| 20:00 | 0 | 1 | 0 | 8 | 18 | 25 | 25 | 29 | 11 | 3 | 3 | 1 | 0 | 124 | 50 | 54 |
| 21:00 | 0 | 0 | 0 | 2 | 14 | 21 | 22 | 13 | 9 | 4 | 1 | 3 | 0 | 89 | 52 | 56 |
| 22:00 | 0 | 0 | 0 | 1 | 7 | 7 | 10 | 9 | 6 | 3 | 1 | 0 | 0 | 44 | 52 | 55 |
| 23:00 | 0 | 0 | 0 | 5 | 4 | 1 | 4 | 3 | 2 | 2 | 0 | 0 | 0 | 21 | 52 | 55 |
| Total | 27 | 28 | 42 | 178 | 390 | 625 | 851 | 804 | 475 | 237 | 127 | 46 | 35 | 3865 | | |
| Percent | 0.7% | 0.7% | 1.1% | 4.6% | 10.1% | 16.2% | 22.0% | 20.8% | 12.3% | 6.1% | 3.3% | 1.2% | 0.9% | | | |
| AM Peak | 10:00 | 08:00 | 11:00 | 09:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | | |
| Vol. | 4 | 3 | 6 | 16 | 29 | 47 | 60 | 47 | 25 | 12 | 12 | 5 | 3 | 249 | | |
| PM Peak | 12:00 | 12:00 | 14:00 | 13:00 | 17:00 | 17:00 | 17:00 | 18:00 | 17:00 | 18:00 | 18:00 | 17:00 | 17:00 | 17:00 | | |
| Vol. | 7 | 4 | 5 | 15 | 36 | 81 | 108 | 138 | 104 | 50 | 27 | 11 | 9 | 561 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/02/15 | 0 | 0 | 1 | 0 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 48 | 50 |
| 01:00 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 8 | 60 | 62 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 53 | 55 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 47 | 47 |
| 04:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 44 | 44 |
| 05:00 | 1 | 1 | 0 | 1 | 4 | 1 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 19 | 49 | 51 |
| 06:00 | 0 | 0 | 0 | 5 | 8 | 15 | 9 | 6 | 4 | 2 | 0 | 0 | 0 | 49 | 50 | 53 |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 2 | 1 | 2 | 6 | 18 | 23 | 22 | 13 | 6 | 3 | 1 | 1 | 2 | 100 | | |
| Percent | 2.0% | 1.0% | 2.0% | 6.0% | 18.0% | 23.0% | 22.0% | 13.0% | 6.0% | 3.0% | 1.0% | 1.0% | 2.0% | | | |
| AM Peak | 01:00 | 05:00 | 00:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 01:00 | 01:00 | 01:00 | 06:00 | | |
| Vol. | 1 | 1 | 1 | 5 | 8 | 15 | 9 | 6 | 4 | 2 | 1 | 1 | 2 | 49 | | |
| PM Peak | | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | | |
| Grand Total | 188 | 295 | 366 | 1077 | 2289 | 3738 | 4741 | 4055 | 2585 | 1319 | 639 | 249 | 188 | 21729 | | |
| Percent | 0.9% | 1.4% | 1.7% | 5.0% | 10.5% | 17.2% | 21.8% | 18.7% | 11.9% | 6.1% | 2.9% | 1.1% | 0.9% | | | |

15th Percentile : 40 MPH
50th Percentile : 46 MPH
85th Percentile : 52 MPH
95th Percentile : 56 MPH

Stats

10 MPH Pace Speed : 43-52 MPH
Number in Pace : 13396
Percent in Pace : 62.2%
Number of Vehicles > 40 MPH : 19040
Percent of Vehicles > 40 MPH : 88.4%
Mean Speed(Average) : 47 MPH

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Northbound

| Start | 1 | 32 | 35 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 61 | 64 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 31 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 9999 | Total | Percent | Percent |
| 09/25/15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | 9 | 2 | 2 | 7 | 25 | 29 | 47 | 34 | 21 | 9 | 9 | 1 | 1 | 196 | 52 | 57 |
| 08:00 | 12 | 5 | 4 | 7 | 30 | 36 | 51 | 48 | 32 | 17 | 8 | 0 | 3 | 253 | 52 | 56 |
| 09:00 | 19 | 3 | 2 | 14 | 21 | 35 | 29 | 26 | 13 | 6 | 3 | 2 | 2 | 175 | 50 | 55 |
| 10:00 | 11 | 9 | 10 | 31 | 53 | 68 | 45 | 32 | 12 | 5 | 4 | 1 | 2 | 283 | 49 | 52 |
| 11:00 | 10 | 1 | 2 | 14 | 20 | 35 | 44 | 28 | 16 | 8 | 1 | 1 | 0 | 180 | 50 | 54 |
| 12 PM | 14 | 4 | 2 | 12 | 24 | 29 | 39 | 26 | 21 | 13 | 3 | 2 | 0 | 189 | 52 | 55 |
| 13:00 | 14 | 2 | 3 | 17 | 23 | 27 | 35 | 14 | 17 | 13 | 6 | 1 | 0 | 172 | 52 | 56 |
| 14:00 | 10 | 9 | 2 | 11 | 24 | 36 | 24 | 34 | 15 | 8 | 8 | 2 | 4 | 187 | 52 | 57 |
| 15:00 | 13 | 5 | 4 | 14 | 32 | 39 | 48 | 48 | 20 | 20 | 11 | 5 | 1 | 260 | 53 | 57 |
| 16:00 | 8 | 1 | 3 | 6 | 37 | 51 | 63 | 63 | 40 | 24 | 15 | 2 | 2 | 315 | 53 | 57 |
| 17:00 | 5 | 0 | 0 | 6 | 20 | 55 | 87 | 78 | 72 | 33 | 15 | 2 | 5 | 378 | 53 | 56 |
| 18:00 | 7 | 0 | 1 | 2 | 15 | 45 | 59 | 66 | 46 | 21 | 11 | 2 | 3 | 278 | 53 | 56 |
| 19:00 | 7 | 2 | 2 | 12 | 16 | 33 | 38 | 33 | 11 | 6 | 1 | 2 | 1 | 164 | 50 | 54 |
| 20:00 | 3 | 3 | 1 | 3 | 14 | 19 | 25 | 13 | 17 | 11 | 3 | 1 | 1 | 114 | 53 | 56 |
| 21:00 | 2 | 2 | 1 | 6 | 14 | 29 | 27 | 14 | 10 | 5 | 2 | 2 | 1 | 115 | 51 | 55 |
| 22:00 | 3 | 1 | 2 | 7 | 7 | 13 | 22 | 21 | 16 | 5 | 1 | 0 | 1 | 99 | 52 | 54 |
| 23:00 | 0 | 0 | 0 | 4 | 10 | 10 | 14 | 10 | 5 | 2 | 2 | 2 | 3 | 62 | 52 | 58 |
| Total | 147 | 49 | 41 | 173 | 385 | 589 | 697 | 588 | 384 | 206 | 103 | 28 | 30 | 3420 | | |
| Percent | 4.3% | 1.4% | 1.2% | 5.1% | 11.3% | 17.2% | 20.4% | 17.2% | 11.2% | 6.0% | 3.0% | 0.8% | 0.9% | | | |
| AM Peak | 09:00 | 10:00 | 10:00 | 10:00 | 10:00 | 10:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 09:00 | 08:00 | 10:00 | | |
| Vol. | 19 | 9 | 10 | 31 | 53 | 68 | 51 | 48 | 32 | 17 | 9 | 2 | 3 | 283 | | |
| PM Peak | 12:00 | 14:00 | 15:00 | 13:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 15:00 | 17:00 | 17:00 | | |
| Vol. | 14 | 9 | 4 | 17 | 37 | 55 | 87 | 78 | 72 | 33 | 15 | 5 | 5 | 378 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/26/15 | 0 | 1 | 2 | 2 | 6 | 6 | 4 | 6 | 4 | 3 | 0 | 1 | 1 | 36 | 53 | 56 |
| 01:00 | 0 | 0 | 1 | 3 | 2 | 1 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 14 | 53 | 55 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 10 | 49 | 55 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 45 | 47 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 47 | 47 |
| 05:00 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 9 | 48 | 50 |
| 06:00 | 0 | 0 | 0 | 1 | 4 | 2 | 5 | 0 | 1 | 2 | 0 | 0 | 0 | 15 | 53 | 55 |
| 07:00 | 1 | 3 | 2 | 5 | 2 | 11 | 14 | 7 | 2 | 2 | 1 | 0 | 0 | 50 | 49 | 54 |
| 08:00 | 1 | 1 | 1 | 2 | 15 | 15 | 14 | 15 | 12 | 2 | 1 | 0 | 0 | 79 | 51 | 53 |
| 09:00 | 4 | 3 | 2 | 3 | 16 | 23 | 23 | 18 | 7 | 3 | 3 | 1 | 0 | 106 | 50 | 55 |
| 10:00 | 6 | 3 | 1 | 12 | 18 | 18 | 41 | 20 | 14 | 6 | 2 | 2 | 1 | 144 | 51 | 55 |
| 11:00 | 2 | 3 | 2 | 13 | 26 | 36 | 25 | 18 | 12 | 10 | 5 | 2 | 3 | 157 | 52 | 56 |
| 12 PM | 6 | 1 | 0 | 6 | 16 | 36 | 37 | 33 | 18 | 18 | 2 | 1 | 3 | 177 | 53 | 56 |
| 13:00 | 5 | 0 | 0 | 2 | 19 | 32 | 28 | 27 | 16 | 8 | 5 | 2 | 4 | 148 | 52 | 56 |
| 14:00 | 8 | 1 | 1 | 6 | 18 | 26 | 45 | 40 | 28 | 10 | 11 | 5 | 3 | 202 | 53 | 58 |
| 15:00 | 5 | 0 | 0 | 5 | 17 | 36 | 39 | 54 | 30 | 21 | 4 | 7 | 2 | 220 | 53 | 57 |
| 16:00 | 7 | 0 | 1 | 4 | 26 | 32 | 55 | 51 | 39 | 15 | 14 | 5 | 5 | 254 | 53 | 58 |
| 17:00 | 9 | 2 | 4 | 22 | 29 | 37 | 44 | 29 | 27 | 17 | 8 | 0 | 4 | 232 | 52 | 56 |
| 18:00 | 8 | 2 | 0 | 9 | 18 | 28 | 34 | 40 | 24 | 11 | 5 | 3 | 4 | 186 | 52 | 56 |
| 19:00 | 4 | 3 | 4 | 13 | 26 | 27 | 32 | 23 | 11 | 7 | 2 | 1 | 3 | 156 | 50 | 55 |
| 20:00 | 4 | 2 | 3 | 10 | 18 | 27 | 27 | 19 | 11 | 7 | 2 | 2 | 1 | 133 | 51 | 55 |
| 21:00 | 2 | 4 | 1 | 6 | 12 | 25 | 21 | 16 | 10 | 1 | 2 | 0 | 1 | 101 | 50 | 53 |
| 22:00 | 3 | 2 | 1 | 11 | 8 | 14 | 24 | 11 | 8 | 7 | 1 | 0 | 0 | 90 | 51 | 55 |
| 23:00 | 1 | 0 | 1 | 5 | 13 | 7 | 10 | 7 | 3 | 2 | 1 | 0 | 1 | 51 | 50 | 54 |
| Total | 76 | 32 | 27 | 141 | 310 | 450 | 529 | 439 | 278 | 155 | 69 | 32 | 39 | 2577 | | |
| Percent | 2.9% | 1.2% | 1.0% | 5.5% | 12.0% | 17.5% | 20.5% | 17.0% | 10.8% | 6.0% | 2.7% | 1.2% | 1.5% | | | |
| AM Peak | 10:00 | 07:00 | 00:00 | 11:00 | 11:00 | 11:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 10:00 | 05:00 | 11:00 | | |
| Vol. | 6 | 3 | 2 | 13 | 26 | 36 | 41 | 20 | 14 | 10 | 5 | 2 | 3 | 157 | | |
| PM Peak | 17:00 | 21:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 15:00 | 16:00 | 15:00 | 16:00 | 15:00 | 16:00 | 16:00 | | |
| Vol. | 9 | 4 | 4 | 22 | 29 | 37 | 55 | 54 | 39 | 21 | 14 | 7 | 5 | 254 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/27/15 | 0 | 0 | 2 | 1 | 1 | 4 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 21 | 50 | 53 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 11 | 54 | 56 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 47 | 47 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 56 | 56 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 46 | 47 |
| 05:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 55 | 56 |
| 06:00 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 8 | 53 | 58 |
| 07:00 | 1 | 0 | 0 | 1 | 5 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 14 | 47 | 60 |
| 08:00 | 1 | 0 | 0 | 3 | 3 | 8 | 12 | 11 | 4 | 4 | 1 | 0 | 1 | 48 | 52 | 55 |
| 09:00 | 2 | 0 | 0 | 0 | 2 | 4 | 13 | 6 | 4 | 1 | 3 | 2 | 1 | 38 | 55 | 60 |
| 10:00 | 4 | 1 | 0 | 3 | 9 | 21 | 13 | 11 | 12 | 5 | 5 | 0 | 0 | 84 | 53 | 57 |
| 11:00 | 1 | 2 | 0 | 3 | 6 | 15 | 19 | 8 | 9 | 6 | 3 | 0 | 0 | 72 | 53 | 56 |
| 12 PM | 4 | 1 | 2 | 4 | 12 | 11 | 24 | 23 | 7 | 12 | 3 | 1 | 0 | 104 | 54 | 56 |
| 13:00 | 3 | 2 | 0 | 3 | 12 | 15 | 14 | 19 | 11 | 10 | 5 | 0 | 0 | 94 | 54 | 57 |
| 14:00 | 1 | 1 | 4 | 5 | 8 | 21 | 19 | 19 | 22 | 12 | 5 | 1 | 0 | 118 | 54 | 57 |
| 15:00 | 7 | 2 | 2 | 6 | 11 | 27 | 21 | 22 | 7 | 7 | 4 | 1 | 2 | 119 | 51 | 56 |
| 16:00 | 12 | 1 | 2 | 11 | 15 | 26 | 30 | 30 | 25 | 9 | 6 | 0 | 3 | 170 | 52 | 56 |
| 17:00 | 6 | 0 | 3 | 10 | 14 | 25 | 24 | 22 | 14 | 8 | 3 | 3 | 3 | 135 | 52 | 56 |
| 18:00 | 6 | 2 | 2 | 17 | 26 | 23 | 30 | 27 | 12 | 5 | 3 | 1 | 4 | 158 | 50 | 54 |
| 19:00 | 15 | 3 | 3 | 14 | 16 | 34 | 38 | 20 | 10 | 5 | 3 | 3 | 2 | 166 | 50 | 55 |
| 20:00 | 11 | 1 | 6 | 14 | 37 | 32 | 37 | 22 | 8 | 3 | 5 | 1 | 0 | 177 | 49 | 54 |
| 21:00 | 1 | 2 | 0 | 8 | 14 | 14 | 21 | 15 | 7 | 2 | 0 | 1 | 0 | 85 | 50 | 53 |
| 22:00 | 1 | 1 | 0 | 2 | 8 | 3 | 6 | 4 | 1 | 4 | 1 | 0 | 1 | 32 | 54 | 56 |
| 23:00 | 1 | 0 | 0 | 1 | 2 | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 13 | 55 | 56 |
| Total | 78 | 19 | 26 | 110 | 204 | 287 | 345 | 270 | 157 | 102 | 51 | 15 | 18 | 1682 | | |
| Percent | 4.6% | 1.1% | 1.5% | 6.5% | 12.1% | 17.1% | 20.5% | 16.1% | 9.3% | 6.1% | 3.0% | 0.9% | 1.1% | | | |
| AM Peak | 10:00 | 11:00 | 00:00 | 08:00 | 10:00 | 10:00 | 11:00 | 08:00 | 10:00 | 11:00 | 10:00 | 09:00 | 03:00 | 10:00 | | |
| Vol. | 4 | 2 | 2 | 3 | 9 | 21 | 19 | 11 | 12 | 6 | 5 | 2 | 1 | 84 | | |
| PM Peak | 19:00 | 19:00 | 20:00 | 18:00 | 20:00 | 19:00 | 19:00 | 16:00 | 16:00 | 12:00 | 16:00 | 17:00 | 18:00 | 20:00 | | |
| Vol. | 15 | 3 | 6 | 17 | 37 | 34 | 38 | 30 | 25 | 12 | 6 | 3 | 4 | 177 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/28/15 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 49 | 52 |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 50 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 55 | 56 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 50 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 58 | 59 |
| 05:00 | 0 | 2 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 11 | 49 | 58 |
| 06:00 | 3 | 2 | 1 | 6 | 9 | 15 | 11 | 13 | 6 | 7 | 1 | 0 | 1 | 75 | 52 | 55 |
| 07:00 | 8 | 3 | 4 | 18 | 36 | 49 | 50 | 32 | 30 | 18 | 6 | 1 | 1 | 256 | 52 | 56 |
| 08:00 | 31 | 3 | 7 | 8 | 34 | 58 | 61 | 48 | 30 | 15 | 8 | 4 | 1 | 308 | 52 | 56 |
| 09:00 | 8 | 3 | 6 | 15 | 18 | 24 | 24 | 25 | 16 | 7 | 1 | 0 | 1 | 148 | 51 | 54 |
| 10:00 | 16 | 4 | 3 | 8 | 13 | 14 | 22 | 21 | 9 | 8 | 1 | 3 | 0 | 122 | 51 | 56 |
| 11:00 | 22 | 4 | 3 | 4 | 17 | 17 | 26 | 20 | 17 | 11 | 1 | 0 | 0 | 142 | 52 | 55 |
| 12 PM | 15 | 7 | 4 | 3 | 24 | 19 | 29 | 17 | 14 | 8 | 1 | 2 | 1 | 144 | 51 | 55 |
| 13:00 | 10 | 3 | 4 | 15 | 32 | 30 | 21 | 26 | 21 | 8 | 4 | 2 | 1 | 177 | 52 | 55 |
| 14:00 | 16 | 3 | 5 | 11 | 23 | 30 | 39 | 21 | 14 | 4 | 5 | 0 | 1 | 172 | 50 | 54 |
| 15:00 | 11 | 3 | 4 | 7 | 19 | 37 | 43 | 30 | 18 | 14 | 8 | 2 | 2 | 198 | 53 | 57 |
| 16:00 | 8 | 3 | 2 | 9 | 23 | 42 | 46 | 47 | 19 | 6 | 6 | 3 | 1 | 215 | 51 | 56 |
| 17:00 | 4 | 1 | 4 | 7 | 28 | 50 | 61 | 63 | 43 | 21 | 6 | 4 | 5 | 297 | 53 | 56 |
| 18:00 | 13 | 5 | 4 | 8 | 27 | 40 | 44 | 31 | 30 | 7 | 4 | 2 | 4 | 219 | 52 | 54 |
| 19:00 | 8 | 3 | 1 | 11 | 25 | 25 | 35 | 28 | 11 | 9 | 5 | 2 | 5 | 168 | 51 | 56 |
| 20:00 | 8 | 2 | 3 | 6 | 17 | 29 | 25 | 19 | 13 | 3 | 6 | 1 | 1 | 133 | 51 | 57 |
| 21:00 | 2 | 1 | 1 | 6 | 13 | 10 | 8 | 14 | 7 | 1 | 1 | 1 | 0 | 65 | 51 | 53 |
| 22:00 | 1 | 1 | 0 | 1 | 4 | 5 | 12 | 7 | 0 | 4 | 1 | 1 | 0 | 37 | 54 | 57 |
| 23:00 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 15 | 54 | 56 |
| Total | 184 | 53 | 57 | 144 | 369 | 503 | 566 | 468 | 301 | 156 | 67 | 28 | 25 | 2921 | | |
| Percent | 6.3% | 1.8% | 2.0% | 4.9% | 12.6% | 17.2% | 19.4% | 16.0% | 10.3% | 5.3% | 2.3% | 1.0% | 0.9% | | | |
| AM Peak | 08:00 | 10:00 | 08:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | 08:00 | 06:00 | 08:00 | | |
| Vol. | 31 | 4 | 7 | 18 | 36 | 58 | 61 | 48 | 30 | 18 | 8 | 4 | 1 | 308 | | |
| PM Peak | 14:00 | 12:00 | 14:00 | 13:00 | 13:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 15:00 | 17:00 | 17:00 | 17:00 | | |
| Vol. | 16 | 7 | 5 | 15 | 32 | 50 | 61 | 63 | 43 | 21 | 8 | 4 | 5 | 297 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/29/15 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 5 | 57 | 59 |
| 01:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 56 | 56 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 61 | 62 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 52 | 53 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 52 | 53 |
| 05:00 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 2 | 0 | 1 | 2 | 0 | 0 | 13 | 57 | 59 |
| 06:00 | 7 | 1 | 3 | 3 | 15 | 13 | 9 | 13 | 5 | 1 | 1 | 2 | 0 | 73 | 50 | 55 |
| 07:00 | 4 | 4 | 3 | 12 | 24 | 61 | 49 | 49 | 42 | 15 | 10 | 2 | 1 | 276 | 52 | 56 |
| 08:00 | 12 | 8 | 9 | 15 | 40 | 65 | 71 | 51 | 32 | 17 | 12 | 2 | 0 | 334 | 52 | 56 |
| 09:00 | 24 | 4 | 2 | 7 | 24 | 20 | 40 | 20 | 15 | 6 | 6 | 1 | 0 | 169 | 51 | 56 |
| 10:00 | 14 | 4 | 2 | 9 | 21 | 16 | 24 | 13 | 11 | 6 | 3 | 2 | 2 | 127 | 51 | 56 |
| 11:00 | 15 | 6 | 2 | 10 | 12 | 21 | 28 | 14 | 12 | 4 | 4 | 1 | 3 | 132 | 51 | 55 |
| 12 PM | 14 | 6 | 3 | 4 | 23 | 32 | 28 | 20 | 11 | 7 | 1 | 0 | 2 | 151 | 50 | 54 |
| 13:00 | 9 | 4 | 4 | 6 | 17 | 19 | 34 | 19 | 13 | 4 | 2 | 0 | 0 | 131 | 50 | 53 |
| 14:00 | 11 | 5 | 4 | 15 | 20 | 27 | 31 | 26 | 19 | 8 | 3 | 2 | 1 | 172 | 52 | 55 |
| 15:00 | 23 | 4 | 4 | 13 | 37 | 42 | 36 | 32 | 27 | 11 | 3 | 2 | 2 | 236 | 51 | 55 |
| 16:00 | 13 | 3 | 1 | 8 | 27 | 37 | 39 | 52 | 28 | 20 | 2 | 0 | 5 | 235 | 52 | 55 |
| 17:00 | 6 | 2 | 0 | 14 | 30 | 47 | 67 | 68 | 42 | 17 | 4 | 1 | 1 | 299 | 52 | 55 |
| 18:00 | 7 | 1 | 2 | 9 | 27 | 37 | 44 | 47 | 31 | 19 | 6 | 4 | 2 | 236 | 53 | 56 |
| 19:00 | 8 | 0 | 5 | 16 | 23 | 40 | 45 | 22 | 12 | 3 | 3 | 0 | 0 | 177 | 49 | 53 |
| 20:00 | 4 | 4 | 1 | 8 | 14 | 13 | 30 | 14 | 6 | 8 | 0 | 0 | 4 | 106 | 50 | 55 |
| 21:00 | 3 | 0 | 0 | 4 | 13 | 18 | 23 | 13 | 15 | 2 | 2 | 1 | 1 | 95 | 52 | 54 |
| 22:00 | 0 | 1 | 0 | 2 | 4 | 4 | 6 | 7 | 7 | 2 | 1 | 0 | 0 | 34 | 53 | 55 |
| 23:00 | 0 | 0 | 0 | 1 | 4 | 2 | 5 | 1 | 4 | 1 | 1 | 1 | 0 | 20 | 54 | 60 |
| Total | 175 | 58 | 46 | 159 | 378 | 515 | 617 | 483 | 337 | 154 | 67 | 22 | 25 | 3036 | | |
| Percent | 5.8% | 1.9% | 1.5% | 5.2% | 12.5% | 17.0% | 20.3% | 15.9% | 11.1% | 5.1% | 2.2% | 0.7% | 0.8% | | | |
| AM Peak | 09:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 08:00 | 08:00 | 06:00 | 11:00 | 08:00 | | |
| Vol. | 24 | 8 | 9 | 15 | 40 | 65 | 71 | 51 | 42 | 17 | 12 | 2 | 3 | 334 | | |
| PM Peak | 15:00 | 12:00 | 19:00 | 19:00 | 15:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 18:00 | 18:00 | 16:00 | 17:00 | | |
| Vol. | 23 | 6 | 5 | 16 | 37 | 47 | 67 | 68 | 42 | 20 | 6 | 4 | 5 | 299 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Northbound

| Start | 1 | 32 | 35 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 61 | 64 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 31 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 9999 | Total | Percent | Percent |
| 09/30/15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 5 | 3 | 1 | 0 | 0 | 1 | 13 | 53 | 55 |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 5 | 52 | 53 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 55 | 56 |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 41 | 41 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 62 | 62 |
| 05:00 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 10 | 51 | 53 |
| 06:00 | 2 | 0 | 2 | 5 | 14 | 20 | 13 | 8 | 5 | 3 | 1 | 0 | 0 | 73 | 50 | 54 |
| 07:00 | 16 | 5 | 3 | 14 | 42 | 58 | 53 | 43 | 21 | 17 | 4 | 5 | 0 | 281 | 51 | 56 |
| 08:00 | 16 | 6 | 13 | 21 | 35 | 70 | 62 | 69 | 37 | 14 | 4 | 3 | 3 | 353 | 51 | 54 |
| 09:00 | 12 | 10 | 5 | 9 | 27 | 33 | 36 | 20 | 10 | 5 | 5 | 1 | 0 | 173 | 50 | 55 |
| 10:00 | 17 | 10 | 4 | 13 | 19 | 20 | 19 | 15 | 9 | 3 | 0 | 0 | 1 | 130 | 49 | 52 |
| 11:00 | 8 | 4 | 2 | 3 | 15 | 19 | 29 | 21 | 13 | 9 | 2 | 0 | 0 | 125 | 52 | 55 |
| 12 PM | 11 | 3 | 6 | 11 | 22 | 23 | 27 | 19 | 13 | 4 | 4 | 1 | 0 | 144 | 51 | 55 |
| 13:00 | 14 | 6 | 5 | 4 | 11 | 12 | 26 | 18 | 17 | 4 | 4 | 0 | 1 | 122 | 52 | 55 |
| 14:00 | 15 | 9 | 3 | 11 | 25 | 21 | 38 | 32 | 26 | 4 | 7 | 1 | 1 | 193 | 52 | 55 |
| 15:00 | 18 | 6 | 11 | 9 | 34 | 35 | 45 | 31 | 23 | 8 | 5 | 3 | 3 | 231 | 51 | 55 |
| 16:00 | 15 | 2 | 3 | 8 | 25 | 50 | 63 | 37 | 22 | 17 | 5 | 2 | 2 | 251 | 52 | 56 |
| 17:00 | 6 | 0 | 3 | 7 | 27 | 61 | 53 | 52 | 32 | 25 | 7 | 5 | 2 | 280 | 53 | 56 |
| 18:00 | 10 | 0 | 2 | 7 | 20 | 42 | 64 | 35 | 28 | 15 | 2 | 1 | 2 | 228 | 52 | 55 |
| 19:00 | 4 | 2 | 3 | 9 | 25 | 32 | 33 | 27 | 11 | 9 | 3 | 0 | 0 | 158 | 50 | 55 |
| 20:00 | 5 | 3 | 1 | 8 | 14 | 19 | 22 | 19 | 18 | 6 | 0 | 1 | 3 | 119 | 52 | 54 |
| 21:00 | 3 | 1 | 2 | 12 | 7 | 19 | 19 | 15 | 7 | 3 | 3 | 1 | 3 | 95 | 51 | 56 |
| 22:00 | 1 | 0 | 0 | 3 | 7 | 5 | 10 | 5 | 3 | 2 | 2 | 3 | 0 | 41 | 55 | 60 |
| 23:00 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 4 | 2 | 1 | 2 | 0 | 0 | 17 | 55 | 58 |
| Total | 173 | 68 | 71 | 158 | 373 | 542 | 619 | 478 | 304 | 151 | 60 | 28 | 23 | 3048 | | |
| Percent | 5.7% | 2.2% | 2.3% | 5.2% | 12.2% | 17.8% | 20.3% | 15.7% | 10.0% | 5.0% | 2.0% | 0.9% | 0.8% | | | |
| AM Peak | 10:00 | 09:00 | 08:00 | 08:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 09:00 | 07:00 | 08:00 | 08:00 | | |
| Vol. | 17 | 10 | 13 | 21 | 42 | 70 | 62 | 69 | 37 | 17 | 5 | 5 | 3 | 353 | | |
| PM Peak | 15:00 | 14:00 | 15:00 | 21:00 | 15:00 | 17:00 | 18:00 | 17:00 | 17:00 | 17:00 | 14:00 | 17:00 | 15:00 | 17:00 | | |
| Vol. | 18 | 9 | 11 | 12 | 34 | 61 | 64 | 52 | 32 | 25 | 7 | 5 | 3 | 280 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Northbound

| Start | 1 | 32 | 35 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 61 | 64 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 31 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 9999 | Total | Percent | Percent |
| 10/01/15 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 8 | 52 | 53 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 46 | 47 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 44 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 44 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 35 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 9 | 55 | 58 |
| 06:00 | 2 | 1 | 1 | 9 | 9 | 15 | 19 | 13 | 8 | 6 | 0 | 1 | 1 | 85 | 51 | 55 |
| 07:00 | 12 | 2 | 4 | 10 | 28 | 58 | 53 | 41 | 22 | 19 | 12 | 2 | 3 | 266 | 53 | 57 |
| 08:00 | 14 | 3 | 7 | 6 | 38 | 67 | 67 | 78 | 59 | 22 | 14 | 3 | 2 | 380 | 53 | 56 |
| 09:00 | 19 | 3 | 4 | 15 | 28 | 43 | 40 | 30 | 12 | 4 | 4 | 2 | 0 | 204 | 50 | 53 |
| 10:00 | 15 | 7 | 3 | 13 | 20 | 26 | 19 | 13 | 7 | 3 | 3 | 1 | 0 | 130 | 49 | 54 |
| 11:00 | 13 | 3 | 4 | 5 | 15 | 25 | 34 | 17 | 9 | 3 | 4 | 1 | 0 | 133 | 50 | 55 |
| 12 PM | 19 | 4 | 6 | 13 | 27 | 29 | 31 | 20 | 11 | 9 | 0 | 0 | 2 | 171 | 50 | 54 |
| 13:00 | 10 | 4 | 11 | 14 | 18 | 26 | 26 | 20 | 7 | 9 | 2 | 0 | 1 | 148 | 50 | 55 |
| 14:00 | 17 | 3 | 2 | 12 | 23 | 32 | 20 | 32 | 19 | 5 | 3 | 3 | 2 | 173 | 51 | 55 |
| 15:00 | 11 | 7 | 8 | 20 | 27 | 50 | 37 | 26 | 27 | 10 | 5 | 2 | 2 | 232 | 52 | 55 |
| 16:00 | 8 | 2 | 2 | 13 | 24 | 41 | 55 | 47 | 24 | 18 | 10 | 5 | 3 | 252 | 53 | 57 |
| 17:00 | 10 | 1 | 2 | 4 | 35 | 46 | 78 | 64 | 53 | 41 | 13 | 9 | 4 | 360 | 54 | 57 |
| 18:00 | 4 | 2 | 2 | 4 | 11 | 42 | 49 | 54 | 41 | 19 | 14 | 5 | 5 | 252 | 54 | 58 |
| 19:00 | 3 | 0 | 1 | 7 | 20 | 45 | 41 | 37 | 26 | 10 | 2 | 2 | 0 | 194 | 52 | 55 |
| 20:00 | 6 | 1 | 2 | 8 | 18 | 23 | 35 | 20 | 9 | 5 | 2 | 2 | 0 | 131 | 50 | 55 |
| 21:00 | 5 | 1 | 0 | 9 | 16 | 21 | 18 | 12 | 7 | 3 | 4 | 0 | 1 | 97 | 50 | 56 |
| 22:00 | 2 | 3 | 1 | 6 | 5 | 8 | 12 | 6 | 8 | 3 | 1 | 0 | 1 | 56 | 52 | 55 |
| 23:00 | 0 | 0 | 0 | 2 | 4 | 5 | 7 | 2 | 3 | 1 | 0 | 0 | 0 | 24 | 51 | 53 |
| Total | 170 | 47 | 61 | 171 | 370 | 608 | 647 | 533 | 355 | 191 | 94 | 38 | 28 | 3313 | | |
| Percent | 5.1% | 1.4% | 1.8% | 5.2% | 11.2% | 18.4% | 19.5% | 16.1% | 10.7% | 5.8% | 2.8% | 1.1% | 0.8% | | | |
| AM Peak | 09:00 | 10:00 | 08:00 | 09:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 08:00 | | |
| Vol. | 19 | 7 | 7 | 15 | 38 | 67 | 67 | 78 | 59 | 22 | 14 | 3 | 3 | 380 | | |
| PM Peak | 12:00 | 15:00 | 13:00 | 15:00 | 17:00 | 15:00 | 17:00 | 17:00 | 17:00 | 17:00 | 18:00 | 17:00 | 18:00 | 17:00 | | |
| Vol. | 19 | 7 | 11 | 20 | 35 | 50 | 78 | 64 | 53 | 41 | 14 | 9 | 5 | 360 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/02/15 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 9 | 51 | 53 |
| 01:00 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 7 | 55 | 56 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 59 | 59 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 56 | 56 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 44 | 44 |
| 05:00 | 0 | 0 | 0 | 3 | 1 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 13 | 49 | 50 |
| 06:00 | 1 | 0 | 2 | 4 | 8 | 7 | 6 | 8 | 4 | 0 | 1 | 0 | 0 | 41 | 50 | 53 |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 4 | 0 | 3 | 7 | 12 | 14 | 9 | 13 | 7 | 3 | 2 | 0 | 2 | 76 | | |
| Percent | 5.3% | 0.0% | 3.9% | 9.2% | 15.8% | 18.4% | 11.8% | 17.1% | 9.2% | 3.9% | 2.6% | 0.0% | 2.6% | | | |
| AM Peak | 00:00 | | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 01:00 | 02:00 | | 02:00 | 06:00 | | |
| Vol. | 2 | | 2 | 4 | 8 | 7 | 6 | 8 | 4 | 2 | 1 | | 1 | 41 | | |
| PM Peak | | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | | |
| Grand Total | 1007 | 326 | 332 | 1063 | 2401 | 3508 | 4029 | 3272 | 2123 | 1118 | 513 | 191 | 190 | 20073 | | |
| Percent | 5.0% | 1.6% | 1.7% | 5.3% | 12.0% | 17.5% | 20.1% | 16.3% | 10.6% | 5.6% | 2.6% | 1.0% | 0.9% | | | |

| | |
|---|---|
| 15th Percentile : | 39 MPH |
| 50th Percentile : | 45 MPH |
| 85th Percentile : | 52 MPH |
| 95th Percentile : | 56 MPH |

Stats

| | |
|---|---|
| 10 MPH Pace Speed : | 42-51 MPH |
| Number in Pace : | 11609 |
| Percent in Pace : | 58.4% |
| Number of Vehicles > 40 MPH : | 16545 |
| Percent of Vehicles > 40 MPH : | 83.2% |
| Mean Speed(Average) : | 45 MPH |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/25/15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | 9 | 2 | 6 | 16 | 59 | 73 | 104 | 86 | 42 | 25 | 19 | 4 | 3 | 448 | 52 | 57 |
| 08:00 | 13 | 6 | 5 | 15 | 53 | 73 | 110 | 90 | 61 | 33 | 18 | 2 | 8 | 487 | 53 | 56 |
| 09:00 | 21 | 6 | 6 | 40 | 56 | 89 | 101 | 90 | 45 | 27 | 17 | 5 | 4 | 507 | 52 | 56 |
| 10:00 | 25 | 30 | 22 | 51 | 80 | 103 | 83 | 62 | 34 | 12 | 6 | 2 | 2 | 512 | 49 | 53 |
| 11:00 | 10 | 8 | 17 | 37 | 47 | 78 | 89 | 68 | 42 | 27 | 8 | 3 | 1 | 435 | 52 | 55 |
| 12 PM | 15 | 19 | 15 | 30 | 46 | 66 | 74 | 65 | 49 | 26 | 5 | 3 | 3 | 416 | 52 | 55 |
| 13:00 | 15 | 10 | 10 | 28 | 51 | 52 | 69 | 47 | 41 | 28 | 8 | 2 | 1 | 362 | 52 | 56 |
| 14:00 | 13 | 14 | 5 | 19 | 43 | 69 | 74 | 73 | 52 | 25 | 16 | 3 | 5 | 411 | 53 | 56 |
| 15:00 | 14 | 9 | 8 | 26 | 62 | 98 | 127 | 119 | 56 | 43 | 19 | 7 | 3 | 591 | 52 | 56 |
| 16:00 | 8 | 5 | 4 | 17 | 63 | 106 | 142 | 174 | 109 | 51 | 32 | 7 | 8 | 726 | 53 | 57 |
| 17:00 | 6 | 0 | 2 | 12 | 41 | 142 | 204 | 187 | 159 | 83 | 31 | 12 | 8 | 887 | 53 | 56 |
| 18:00 | 7 | 0 | 2 | 10 | 41 | 101 | 147 | 158 | 119 | 71 | 25 | 11 | 4 | 696 | 54 | 57 |
| 19:00 | 8 | 3 | 4 | 23 | 60 | 98 | 113 | 81 | 39 | 19 | 7 | 5 | 2 | 462 | 51 | 55 |
| 20:00 | 3 | 6 | 2 | 13 | 36 | 36 | 56 | 29 | 25 | 13 | 4 | 2 | 3 | 228 | 52 | 55 |
| 21:00 | 2 | 3 | 1 | 12 | 33 | 52 | 57 | 25 | 16 | 10 | 2 | 2 | 1 | 216 | 50 | 54 |
| 22:00 | 3 | 1 | 5 | 12 | 23 | 33 | 39 | 26 | 21 | 7 | 3 | 0 | 2 | 175 | 51 | 54 |
| 23:00 | 0 | 1 | 2 | 8 | 14 | 21 | 25 | 21 | 10 | 4 | 2 | 3 | 3 | 114 | 51 | 56 |
| Total | 172 | 123 | 116 | 369 | 808 | 1290 | 1614 | 1401 | 920 | 504 | 222 | 73 | 61 | 7673 | | |
| Percent | 2.2% | 1.6% | 1.5% | 4.8% | 10.5% | 16.8% | 21.0% | 18.3% | 12.0% | 6.6% | 2.9% | 1.0% | 0.8% | | | |
| AM Peak | 10:00 | 10:00 | 10:00 | 10:00 | 10:00 | 10:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 09:00 | 08:00 | 10:00 | | |
| Vol. | 25 | 30 | 22 | 51 | 80 | 103 | 110 | 90 | 61 | 33 | 19 | 5 | 8 | 512 | | |
| PM Peak | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 17:00 | 16:00 | 17:00 | | |
| Vol. | 15 | 19 | 15 | 30 | 63 | 142 | 204 | 187 | 159 | 83 | 32 | 12 | 8 | 887 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound, Northbound

| Start | 1 | 32 | 35 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 61 | 64 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 31 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 9999 | Total | Percent | Percent |
| 09/26/15 | 0 | 1 | 2 | 5 | 11 | 13 | 13 | 12 | 8 | 5 | 0 | 2 | 2 | 74 | 52 | 56 |
| 01:00 | 1 | 0 | 1 | 4 | 2 | 6 | 1 | 6 | 3 | 3 | 1 | 0 | 0 | 28 | 53 | 56 |
| 02:00 | 0 | 1 | 0 | 0 | 1 | 6 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 14 | 50 | 54 |
| 03:00 | 0 | 1 | 0 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 47 | 49 |
| 04:00 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 47 | 55 |
| 05:00 | 0 | 1 | 0 | 1 | 1 | 4 | 5 | 3 | 0 | 0 | 2 | 0 | 3 | 20 | 50 | 58 |
| 06:00 | 0 | 0 | 0 | 2 | 7 | 5 | 10 | 6 | 4 | 3 | 0 | 0 | 0 | 37 | 52 | 55 |
| 07:00 | 2 | 4 | 4 | 7 | 10 | 24 | 31 | 19 | 6 | 5 | 7 | 0 | 0 | 119 | 51 | 57 |
| 08:00 | 1 | 5 | 2 | 5 | 27 | 35 | 39 | 33 | 24 | 12 | 5 | 0 | 2 | 190 | 52 | 55 |
| 09:00 | 8 | 7 | 4 | 10 | 35 | 58 | 60 | 44 | 20 | 14 | 7 | 3 | 1 | 271 | 51 | 56 |
| 10:00 | 14 | 5 | 4 | 20 | 46 | 51 | 63 | 48 | 27 | 21 | 7 | 2 | 4 | 312 | 52 | 56 |
| 11:00 | 2 | 5 | 5 | 21 | 50 | 66 | 67 | 51 | 27 | 20 | 9 | 4 | 5 | 332 | 52 | 56 |
| 12 PM | 7 | 2 | 3 | 10 | 26 | 64 | 79 | 85 | 31 | 25 | 8 | 6 | 5 | 351 | 52 | 56 |
| 13:00 | 6 | 2 | 0 | 9 | 32 | 66 | 66 | 58 | 32 | 19 | 12 | 5 | 4 | 311 | 53 | 57 |
| 14:00 | 11 | 4 | 3 | 11 | 34 | 58 | 90 | 77 | 51 | 14 | 20 | 8 | 4 | 385 | 53 | 58 |
| 15:00 | 9 | 3 | 5 | 9 | 38 | 69 | 94 | 102 | 56 | 41 | 8 | 8 | 2 | 444 | 53 | 56 |
| 16:00 | 10 | 1 | 2 | 13 | 50 | 58 | 89 | 87 | 67 | 27 | 18 | 7 | 5 | 434 | 53 | 57 |
| 17:00 | 12 | 4 | 10 | 39 | 53 | 79 | 91 | 56 | 49 | 25 | 13 | 1 | 5 | 437 | 52 | 56 |
| 18:00 | 9 | 5 | 6 | 14 | 32 | 66 | 67 | 63 | 36 | 18 | 7 | 7 | 5 | 335 | 52 | 56 |
| 19:00 | 5 | 4 | 6 | 27 | 47 | 70 | 59 | 47 | 19 | 12 | 6 | 2 | 3 | 307 | 50 | 55 |
| 20:00 | 4 | 4 | 5 | 24 | 35 | 56 | 51 | 37 | 21 | 14 | 5 | 2 | 2 | 260 | 51 | 55 |
| 21:00 | 2 | 6 | 6 | 12 | 29 | 39 | 47 | 26 | 18 | 6 | 3 | 0 | 1 | 195 | 50 | 53 |
| 22:00 | 3 | 3 | 1 | 15 | 30 | 32 | 53 | 24 | 13 | 10 | 1 | 1 | 0 | 186 | 50 | 54 |
| 23:00 | 2 | 1 | 1 | 9 | 19 | 16 | 20 | 16 | 11 | 4 | 1 | 0 | 1 | 101 | 51 | 54 |
| Total | 108 | 69 | 70 | 267 | 619 | 948 | 1103 | 903 | 524 | 300 | 140 | 58 | 54 | 5163 | | |
| Percent | 2.1% | 1.3% | 1.4% | 5.2% | 12.0% | 18.4% | 21.4% | 17.5% | 10.1% | 5.8% | 2.7% | 1.1% | 1.0% | | | |
| AM Peak | 10:00 | 09:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | | |
| Vol. | 14 | 7 | 5 | 21 | 50 | 66 | 67 | 51 | 27 | 21 | 9 | 4 | 5 | 332 | | |
| PM Peak | 17:00 | 21:00 | 17:00 | 17:00 | 17:00 | 17:00 | 15:00 | 15:00 | 16:00 | 15:00 | 14:00 | 14:00 | 12:00 | 15:00 | | |
| Vol. | 12 | 6 | 10 | 39 | 53 | 79 | 94 | 102 | 67 | 41 | 20 | 8 | 5 | 444 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/27/15 | 0 | 0 | 3 | 4 | 5 | 10 | 10 | 8 | 2 | 3 | 0 | 0 | 2 | 47 | 50 | 54 |
| 01:00 | 0 | 0 | 0 | 1 | 2 | 2 | 6 | 4 | 3 | 3 | 0 | 0 | 0 | 21 | 53 | 55 |
| 02:00 | 0 | 1 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 46 | 47 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 8 | 55 | 56 |
| 04:00 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 47 | 55 |
| 05:00 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 10 | 55 | 56 |
| 06:00 | 1 | 0 | 1 | 3 | 2 | 3 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 20 | 50 | 57 |
| 07:00 | 1 | 0 | 1 | 5 | 5 | 4 | 9 | 3 | 2 | 0 | 1 | 1 | 1 | 33 | 50 | 58 |
| 08:00 | 3 | 3 | 1 | 10 | 8 | 19 | 24 | 28 | 12 | 9 | 1 | 0 | 1 | 119 | 52 | 55 |
| 09:00 | 3 | 0 | 0 | 2 | 8 | 12 | 20 | 21 | 13 | 4 | 3 | 3 | 1 | 90 | 53 | 58 |
| 10:00 | 6 | 1 | 1 | 6 | 18 | 43 | 40 | 22 | 24 | 10 | 11 | 1 | 0 | 183 | 53 | 57 |
| 11:00 | 2 | 2 | 1 | 8 | 17 | 33 | 40 | 34 | 23 | 11 | 6 | 2 | 0 | 179 | 52 | 56 |
| 12 PM | 6 | 2 | 9 | 14 | 37 | 36 | 72 | 52 | 16 | 17 | 4 | 1 | 0 | 266 | 50 | 55 |
| 13:00 | 3 | 3 | 1 | 6 | 25 | 31 | 46 | 34 | 23 | 15 | 6 | 0 | 0 | 193 | 52 | 56 |
| 14:00 | 1 | 3 | 5 | 10 | 18 | 51 | 48 | 39 | 33 | 15 | 5 | 2 | 1 | 231 | 52 | 56 |
| 15:00 | 7 | 2 | 3 | 14 | 30 | 50 | 46 | 31 | 24 | 7 | 7 | 3 | 2 | 226 | 51 | 56 |
| 16:00 | 14 | 2 | 3 | 17 | 30 | 65 | 65 | 51 | 41 | 14 | 8 | 0 | 3 | 313 | 52 | 55 |
| 17:00 | 9 | 2 | 4 | 16 | 30 | 42 | 58 | 57 | 32 | 19 | 9 | 3 | 4 | 285 | 52 | 56 |
| 18:00 | 6 | 3 | 3 | 24 | 43 | 49 | 54 | 51 | 27 | 11 | 6 | 1 | 5 | 283 | 51 | 55 |
| 19:00 | 16 | 11 | 6 | 19 | 35 | 63 | 59 | 38 | 17 | 5 | 5 | 3 | 5 | 282 | 50 | 53 |
| 20:00 | 15 | 3 | 16 | 29 | 80 | 69 | 84 | 42 | 12 | 5 | 6 | 1 | 0 | 362 | 48 | 52 |
| 21:00 | 1 | 5 | 4 | 20 | 33 | 34 | 46 | 35 | 21 | 5 | 1 | 4 | 2 | 211 | 50 | 53 |
| 22:00 | 1 | 3 | 0 | 8 | 15 | 13 | 16 | 12 | 3 | 4 | 2 | 0 | 1 | 78 | 50 | 55 |
| 23:00 | 1 | 0 | 0 | 1 | 6 | 7 | 7 | 2 | 0 | 3 | 1 | 0 | 0 | 28 | 50 | 56 |
| Total | 96 | 46 | 62 | 221 | 453 | 641 | 760 | 572 | 329 | 166 | 83 | 25 | 30 | 3484 | | |
| Percent | 2.8% | 1.3% | 1.8% | 6.3% | 13.0% | 18.4% | 21.8% | 16.4% | 9.4% | 4.8% | 2.4% | 0.7% | 0.9% | | | |
| AM Peak | 10:00 | 08:00 | 00:00 | 08:00 | 10:00 | 10:00 | 10:00 | 11:00 | 10:00 | 11:00 | 10:00 | 09:00 | 00:00 | 10:00 | | |
| Vol. | 6 | 3 | 3 | 10 | 18 | 43 | 40 | 34 | 24 | 11 | 11 | 3 | 2 | 183 | | |
| PM Peak | 19:00 | 19:00 | 20:00 | 20:00 | 20:00 | 20:00 | 20:00 | 17:00 | 16:00 | 17:00 | 17:00 | 21:00 | 18:00 | 20:00 | | |
| Vol. | 16 | 11 | 16 | 29 | 80 | 69 | 84 | 57 | 41 | 19 | 9 | 4 | 5 | 362 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/28/15 | 0 | 0 | 0 | 1 | 2 | 5 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 20 | 49 | 51 |
| 01:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 7 | 53 | 55 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 10 | 54 | 56 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 50 |
| 04:00 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 12 | 54 | 58 |
| 05:00 | 0 | 2 | 2 | 1 | 5 | 8 | 5 | 3 | 1 | 1 | 2 | 0 | 1 | 31 | 50 | 57 |
| 06:00 | 3 | 2 | 2 | 11 | 17 | 33 | 24 | 24 | 11 | 7 | 2 | 0 | 2 | 138 | 50 | 54 |
| 07:00 | 8 | 7 | 5 | **24** | **69** | 89 | **103** | 77 | **54** | 23 | 14 | 5 | 3 | 481 | 52 | 56 |
| 08:00 | **32** | 7 | **11** | 13 | 53 | **99** | 100 | **87** | 47 | **29** | **19** | 7 | 2 | **506** | 52 | 57 |
| 09:00 | 11 | 9 | 10 | 22 | 35 | 52 | 53 | 52 | 33 | 17 | 6 | 3 | 2 | 305 | 52 | 55 |
| 10:00 | 20 | **11** | 4 | 16 | 34 | 31 | 45 | 42 | 24 | 18 | 3 | 4 | 1 | 253 | 52 | 56 |
| 11:00 | 24 | 10 | 8 | 22 | 37 | 48 | 45 | 37 | 35 | 19 | 4 | 2 | **4** | 295 | 52 | 55 |
| 12 PM | **24** | **9** | 7 | 11 | 44 | 61 | 60 | 44 | 37 | 19 | 6 | 3 | 3 | 328 | 52 | 55 |
| 13:00 | 14 | 6 | 7 | 27 | 42 | 56 | 48 | 46 | 34 | 15 | 6 | 2 | 2 | 305 | 52 | 55 |
| 14:00 | 17 | 5 | **14** | **30** | 37 | 62 | 81 | 57 | 22 | 12 | 12 | 2 | 2 | 353 | 50 | 56 |
| 15:00 | 12 | 7 | 7 | 16 | 37 | 70 | 80 | 68 | 40 | 26 | 19 | 6 | 6 | 394 | 53 | 57 |
| 16:00 | 8 | 4 | 7 | 21 | 35 | 77 | 93 | 113 | 63 | 34 | 23 | 10 | 6 | 494 | 53 | 58 |
| 17:00 | 4 | 2 | 6 | 10 | **55** | **96** | **153** | **153** | **109** | **66** | **28** | **12** | **12** | **706** | 54 | 57 |
| 18:00 | 13 | 5 | 8 | 16 | 50 | 74 | 107 | 100 | 89 | 33 | 17 | 7 | 8 | 527 | 53 | 56 |
| 19:00 | 10 | 3 | 2 | 16 | 36 | 54 | 71 | 46 | 24 | 18 | 8 | 2 | 5 | 295 | 52 | 56 |
| 20:00 | 8 | 2 | 7 | 12 | 30 | 42 | 45 | 37 | 19 | 5 | 6 | 2 | 2 | 217 | 50 | 55 |
| 21:00 | 2 | 2 | 1 | 11 | 17 | 16 | 18 | 26 | 15 | 1 | 3 | 1 | 2 | 115 | 51 | 53 |
| 22:00 | 2 | 1 | 0 | 2 | 6 | 10 | 20 | 9 | 4 | 6 | 2 | 1 | 0 | 63 | 53 | 56 |
| 23:00 | 0 | 3 | 1 | 0 | 6 | 6 | 5 | 4 | 2 | 4 | 0 | 0 | 1 | 32 | 53 | 55 |
| Total | 213 | 97 | 110 | 283 | 650 | 996 | 1168 | 1034 | 666 | 357 | 181 | 69 | 64 | 5888 | | |
| Percent | 3.6% | 1.6% | 1.9% | 4.8% | 11.0% | 16.9% | 19.8% | 17.6% | 11.3% | 6.1% | 3.1% | 1.2% | 1.1% | | | |
| AM Peak | 08:00 | 10:00 | 08:00 | 07:00 | 07:00 | 08:00 | 07:00 | 08:00 | 07:00 | 08:00 | 08:00 | 08:00 | 11:00 | 08:00 | | |
| Vol. | 32 | 11 | 11 | 24 | 69 | 99 | 103 | 87 | 54 | 29 | 19 | 7 | 4 | 506 | | |
| PM Peak | 12:00 | 12:00 | 14:00 | 14:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | | |
| Vol. | 24 | 9 | 14 | 30 | 55 | 96 | 153 | 153 | 109 | 66 | 28 | 12 | 12 | 706 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/29/15 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 5 | 4 | 1 | 1 | 0 | 0 | 17 | 53 | 57 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 9 | 55 | 56 |
| 02:00 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 7 | 53 | 61 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 52 | 53 |
| 04:00 | 1 | 0 | 0 | 3 | 0 | 1 | 4 | 2 | 1 | 1 | 0 | 1 | 0 | 14 | 53 | 60 |
| 05:00 | 1 | 1 | 1 | 1 | 5 | 6 | 10 | 8 | 2 | 3 | 3 | 1 | 0 | 42 | 54 | 58 |
| 06:00 | 7 | 4 | 3 | 5 | 21 | 29 | 16 | 23 | 10 | 3 | 2 | 3 | 2 | 128 | 50 | 55 |
| 07:00 | 4 | 5 | 4 | 19 | 42 | 110 | 116 | 86 | 70 | 31 | 14 | 9 | 3 | 513 | 53 | 56 |
| 08:00 | 13 | 8 | 11 | 24 | 51 | 92 | 108 | 85 | 61 | 27 | 19 | 6 | 1 | 506 | 52 | 56 |
| 09:00 | 25 | 7 | 5 | 17 | 38 | 41 | 89 | 42 | 36 | 17 | 10 | 3 | 3 | 333 | 52 | 56 |
| 10:00 | 15 | 6 | 6 | 21 | 41 | 38 | 46 | 29 | 20 | 11 | 8 | 3 | 3 | 247 | 51 | 56 |
| 11:00 | 17 | 13 | 4 | 16 | 29 | 43 | 55 | 39 | 28 | 15 | 10 | 2 | 5 | 276 | 52 | 56 |
| 12 PM | 16 | 8 | 6 | 12 | 43 | 61 | 60 | 52 | 26 | 14 | 8 | 0 | 3 | 309 | 51 | 55 |
| 13:00 | 15 | 7 | 10 | 20 | 26 | 51 | 61 | 38 | 28 | 8 | 3 | 1 | 3 | 271 | 50 | 53 |
| 14:00 | 19 | 9 | 7 | 34 | 45 | 58 | 72 | 46 | 42 | 20 | 4 | 4 | 1 | 361 | 52 | 55 |
| 15:00 | 25 | 9 | 10 | 29 | 57 | 79 | 80 | 74 | 53 | 24 | 9 | 5 | 6 | 460 | 52 | 55 |
| 16:00 | 13 | 5 | 5 | 20 | 58 | 69 | 107 | 116 | 65 | 45 | 8 | 2 | 6 | 519 | 52 | 55 |
| 17:00 | 6 | 2 | 3 | 28 | 59 | 106 | 168 | 168 | 98 | 55 | 20 | 9 | 3 | 725 | 53 | 56 |
| 18:00 | 8 | 4 | 6 | 18 | 58 | 83 | 107 | 103 | 84 | 42 | 16 | 9 | 3 | 541 | 53 | 56 |
| 19:00 | 8 | 2 | 6 | 20 | 46 | 77 | 69 | 48 | 32 | 10 | 6 | 0 | 0 | 324 | 50 | 53 |
| 20:00 | 4 | 5 | 2 | 9 | 22 | 39 | 56 | 34 | 14 | 10 | 2 | 0 | 5 | 202 | 50 | 54 |
| 21:00 | 3 | 1 | 1 | 7 | 19 | 41 | 36 | 24 | 23 | 8 | 5 | 1 | 1 | 170 | 52 | 56 |
| 22:00 | 1 | 1 | 1 | 3 | 8 | 9 | 12 | 13 | 11 | 4 | 3 | 0 | 1 | 67 | 53 | 56 |
| 23:00 | 0 | 0 | 0 | 2 | 7 | 9 | 6 | 4 | 6 | 1 | 2 | 1 | 0 | 38 | 53 | 58 |
| Total | 201 | 99 | 91 | 312 | 676 | 1044 | 1285 | 1040 | 718 | 352 | 153 | 61 | 50 | 6082 | | |
| Percent | 3.3% | 1.6% | 1.5% | 5.1% | 11.1% | 17.2% | 21.1% | 17.1% | 11.8% | 5.8% | 2.5% | 1.0% | 0.8% | | | |
| AM Peak | 09:00 | 11:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 11:00 | 07:00 | | |
| Vol. | 25 | 13 | 11 | 24 | 51 | 110 | 116 | 86 | 70 | 31 | 19 | 9 | 5 | 513 | | |
| PM Peak | 15:00 | 14:00 | 13:00 | 14:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 15:00 | 17:00 | | |
| Vol. | 25 | 9 | 10 | 34 | 59 | 106 | 168 | 168 | 98 | 55 | 20 | 9 | 6 | 725 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound, Northbound

| Start | 1 | 32 | 35 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 61 | 64 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 31 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 63 | 9999 | Total | Percent | Percent |
| 09/30/15 | 0 | 1 | 1 | 1 | 1 | 3 | 1 | 6 | 3 | 1 | 0 | 0 | 1 | 19 | 52 | 54 |
| 01:00 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 10 | 53 | 55 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 55 | 56 |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 52 | 53 |
| 04:00 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 60 | 62 |
| 05:00 | 1 | 1 | 2 | 2 | 6 | 7 | 9 | 3 | 3 | 1 | 2 | 0 | 0 | 37 | 51 | 57 |
| 06:00 | 2 | 0 | 3 | 12 | 21 | 35 | 27 | 19 | 13 | 3 | 1 | 0 | 0 | 136 | 50 | 53 |
| 07:00 | 16 | 7 | 5 | 34 | 78 | 103 | 106 | 89 | 47 | 29 | 12 | 7 | 2 | 535 | 51 | 56 |
| 08:00 | 18 | 8 | 18 | 30 | 53 | 93 | 103 | 96 | 53 | 32 | 12 | 5 | 6 | 527 | 52 | 56 |
| 09:00 | 15 | 15 | 13 | 23 | 52 | 70 | 88 | 57 | 26 | 10 | 9 | 5 | 2 | 385 | 50 | 55 |
| 10:00 | 20 | 13 | 11 | 23 | 37 | 44 | 43 | 45 | 26 | 8 | 3 | 1 | 2 | 276 | 50 | 53 |
| 11:00 | 13 | 9 | 10 | 14 | 32 | 43 | 61 | 47 | 26 | 13 | 4 | 2 | 2 | 276 | 51 | 55 |
| 12 PM | 14 | 7 | 12 | 20 | 36 | 46 | 61 | 41 | 27 | 14 | 5 | 2 | 0 | 285 | 51 | 55 |
| 13:00 | 17 | 10 | 9 | 18 | 23 | 32 | 52 | 35 | 33 | 8 | 7 | 3 | 2 | 249 | 52 | 56 |
| 14:00 | 19 | 14 | 4 | 18 | 37 | 47 | 72 | 54 | 47 | 16 | 9 | 3 | 2 | 342 | 52 | 56 |
| 15:00 | 18 | 11 | 15 | 23 | 63 | 67 | 93 | 54 | 51 | 19 | 10 | 4 | 6 | 434 | 52 | 55 |
| 16:00 | 17 | 4 | 6 | 17 | 45 | 102 | 136 | 102 | 67 | 37 | 18 | 7 | 6 | 564 | 53 | 56 |
| 17:00 | 6 | 1 | 7 | 16 | 58 | 117 | 138 | 132 | 113 | 62 | 33 | 16 | 6 | 705 | 54 | 58 |
| 18:00 | 10 | 1 | 7 | 15 | 42 | 93 | 141 | 92 | 92 | 32 | 11 | 6 | 5 | 547 | 52 | 56 |
| 19:00 | 5 | 4 | 7 | 20 | 44 | 70 | 69 | 59 | 29 | 16 | 3 | 0 | 2 | 328 | 50 | 54 |
| 20:00 | 6 | 3 | 3 | 16 | 30 | 31 | 42 | 35 | 22 | 11 | 1 | 1 | 3 | 204 | 51 | 54 |
| 21:00 | 3 | 1 | 4 | 17 | 16 | 36 | 40 | 31 | 14 | 4 | 4 | 1 | 4 | 175 | 50 | 54 |
| 22:00 | 1 | 0 | 2 | 3 | 14 | 12 | 20 | 9 | 8 | 4 | 3 | 4 | 0 | 80 | 53 | 60 |
| 23:00 | 0 | 1 | 1 | 3 | 4 | 3 | 4 | 7 | 3 | 2 | 2 | 1 | 0 | 31 | 54 | 59 |
| Total | 202 | 111 | 141 | 326 | 694 | 1057 | 1311 | 1014 | 708 | 324 | 149 | 69 | 52 | 6158 | | |
| Percent | 3.3% | 1.8% | 2.3% | 5.3% | 11.3% | 17.2% | 21.3% | 16.5% | 11.5% | 5.3% | 2.4% | 1.1% | 0.8% | | | |
| AM Peak | 10:00 | 09:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | 07:00 | | |
| Vol. | 20 | 15 | 18 | 34 | 78 | 103 | 106 | 96 | 53 | 32 | 12 | 7 | 6 | 535 | | |
| PM Peak | 14:00 | 14:00 | 15:00 | 15:00 | 15:00 | 17:00 | 18:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 15:00 | 17:00 | | |
| Vol. | 19 | 14 | 15 | 23 | 63 | 117 | 141 | 132 | 113 | 62 | 33 | 16 | 6 | 705 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/01/15 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 1 | 15 | 51 | 53 |
| 01:00 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 46 | 47 |
| 02:00 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 57 | 59 |
| 03:00 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 48 | 50 |
| 04:00 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 47 | 49 |
| 05:00 | 0 | 1 | 1 | 1 | 2 | 7 | 15 | 6 | 3 | 2 | 1 | 0 | 0 | 39 | 51 | 55 |
| 06:00 | 2 | 1 | 2 | 16 | 16 | 30 | 27 | 19 | 15 | 9 | 3 | 1 | 1 | 142 | 52 | 55 |
| 07:00 | 12 | 3 | 7 | 21 | 57 | 105 | 113 | 88 | 47 | 30 | 19 | 7 | 6 | 515 | 52 | 57 |
| 08:00 | 14 | 6 | 9 | 13 | 61 | 96 | 108 | 117 | 81 | 34 | 26 | 4 | 4 | 573 | 53 | 57 |
| 09:00 | 22 | 5 | 7 | 31 | 51 | 87 | 85 | 65 | 36 | 11 | 5 | 2 | 0 | 407 | 50 | 53 |
| 10:00 | 19 | 9 | 7 | 22 | 34 | 38 | 45 | 35 | 27 | 10 | 7 | 2 | 0 | 255 | 51 | 55 |
| 11:00 | 14 | 6 | 10 | 17 | 34 | 49 | 65 | 44 | 25 | 11 | 6 | 3 | 0 | 284 | 51 | 55 |
| 12 PM | 26 | 8 | 10 | 27 | 55 | 51 | 65 | 48 | 19 | 19 | 5 | 1 | 4 | 338 | 50 | 55 |
| 13:00 | 10 | 8 | 15 | 29 | 33 | 51 | 54 | 42 | 19 | 10 | 5 | 0 | 3 | 279 | 50 | 54 |
| 14:00 | 19 | 5 | 7 | 24 | 44 | 67 | 50 | 53 | 31 | 12 | 8 | 5 | 2 | 327 | 51 | 56 |
| 15:00 | 14 | 8 | 11 | 31 | 60 | 92 | 97 | 74 | 61 | 22 | 11 | 2 | 4 | 487 | 52 | 55 |
| 16:00 | 10 | 3 | 3 | 26 | 57 | 96 | 152 | 135 | 63 | 45 | 25 | 10 | 6 | 631 | 53 | 57 |
| 17:00 | 11 | 2 | 2 | 14 | 71 | 127 | 186 | 200 | 157 | 86 | 32 | 20 | 13 | 921 | 54 | 57 |
| 18:00 | 6 | 3 | 2 | 13 | 35 | 112 | 155 | 192 | 122 | 69 | 41 | 15 | 12 | 777 | 54 | 58 |
| 19:00 | 4 | 1 | 5 | 20 | 54 | 107 | 140 | 121 | 66 | 34 | 14 | 6 | 3 | 575 | 52 | 56 |
| 20:00 | 6 | 2 | 2 | 16 | 36 | 48 | 60 | 49 | 20 | 8 | 5 | 3 | 0 | 255 | 50 | 55 |
| 21:00 | 5 | 1 | 0 | 11 | 30 | 42 | 40 | 25 | 16 | 7 | 5 | 3 | 1 | 186 | 51 | 56 |
| 22:00 | 2 | 3 | 1 | 7 | 12 | 15 | 22 | 15 | 14 | 6 | 2 | 0 | 1 | 100 | 52 | 55 |
| 23:00 | 0 | 0 | 0 | 7 | 8 | 6 | 11 | 5 | 5 | 3 | 0 | 0 | 0 | 45 | 51 | 54 |
| Total | 197 | 75 | 103 | 349 | 760 | 1233 | 1498 | 1337 | 830 | 428 | 221 | 84 | 63 | 7178 | | |
| Percent | 2.7% | 1.0% | 1.4% | 4.9% | 10.6% | 17.2% | 20.9% | 18.6% | 11.6% | 6.0% | 3.1% | 1.2% | 0.9% | | | |
| AM Peak | 09:00 | 10:00 | 11:00 | 09:00 | 08:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | | |
| Vol. | 22 | 9 | 10 | 31 | 61 | 105 | 113 | 117 | 81 | 34 | 26 | 7 | 6 | 573 | | |
| PM Peak | 12:00 | 12:00 | 13:00 | 15:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 18:00 | 17:00 | 17:00 | 17:00 | | |
| Vol. | 26 | 8 | 15 | 31 | 71 | 127 | 186 | 200 | 157 | 86 | 41 | 20 | 13 | 921 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland north of 11800 N SPEED W2
Date Start: 25-Sep-15
Date End: 02-Oct-15
Highland Blvd north of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 31 | 32 34 | 35 36 | 37 39 | 40 42 | 43 45 | 46 48 | 49 51 | 52 54 | 55 57 | 58 60 | 61 63 | 64 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10/02/15 | 2 | 0 | 2 | 0 | 4 | 3 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 18 | 50 | 52 |
| 01:00 | 2 | 0 | 1 | 0 | 1 | 2 | 1 | 2 | 0 | 2 | 1 | 1 | 2 | 15 | 57 | 61 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 1 | 1 | 0 | 1 | 10 | 55 | 58 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 54 | 56 |
| 04:00 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 44 | 44 |
| 05:00 | 1 | 1 | 0 | 4 | 5 | 4 | 8 | 7 | 1 | 0 | 0 | 0 | 1 | 32 | 49 | 50 |
| 06:00 | 1 | 0 | 2 | 9 | 16 | 22 | 15 | 14 | 8 | 2 | 1 | 0 | 0 | 90 | 50 | 53 |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 6 | 1 | 5 | 13 | 30 | 37 | 31 | 26 | 13 | 6 | 3 | 1 | 4 | 176 | | |
| Percent | 3.4% | 0.6% | 2.8% | 7.4% | 17.0% | 21.0% | 17.6% | 14.8% | 7.4% | 3.4% | 1.7% | 0.6% | 2.3% | | | |
| AM Peak | 00:00 | 05:00 | 00:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 01:00 | 01:00 | 01:00 | 01:00 | 06:00 | | |
| Vol. | 2 | 1 | 2 | 9 | 16 | 22 | 15 | 14 | 8 | 2 | 1 | 1 | 2 | 90 | | |
| PM Peak Vol. | | | | | | | | | | | | | | | | |
| Grand Total | 1195 | 621 | 698 | 2140 | 4690 | 7246 | 8770 | 7327 | 4708 | 2437 | 1152 | 440 | 378 | 41802 | | |
| Percent | 2.9% | 1.5% | 1.7% | 5.1% | 11.2% | 17.3% | 21.0% | 17.5% | 11.3% | 5.8% | 2.8% | 1.1% | 0.9% | | | |

| | | |
|---|---|---|
| | 15th Percentile : | 39 MPH |
| | 50th Percentile : | 46 MPH |
| | 85th Percentile : | 52 MPH |
| | 95th Percentile : | 56 MPH |
| Stats | 10 MPH Pace Speed : | 43-52 MPH |
| | Number in Pace : | 24912 |
| | Percent in Pace : | 60.1% |
| | Number of Vehicles > 40 MPH : | 35585 |
| | Percent of Vehicles > 40 MPH : | 85.9% |
| | Mean Speed(Average) : | 46 MPH |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/18/15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | 0 | 9 | 16 | 24 | 4 | 0 | 10 | 5 | 17 | 10 | 5 | 1 | 0 | 1 | 102 | 46 | 49 |
| 07:00 | 6 | 13 | 62 | 59 | 15 | 5 | 13 | 23 | 48 | 35 | 22 | 7 | 5 | 1 | 314 | 47 | 51 |
| 08:00 | 0 | 16 | 49 | 51 | 22 | 9 | 8 | 13 | 32 | 23 | 21 | 8 | 2 | 5 | 259 | 48 | 51 |
| 09:00 | 3 | 18 | 48 | 65 | 10 | 10 | 10 | 21 | 31 | 21 | 10 | 6 | 0 | 0 | 253 | 45 | 50 |
| 10:00 | 6 | 10 | 36 | 27 | 13 | 8 | 14 | 20 | 17 | 17 | 6 | 3 | 1 | 2 | 180 | 46 | 49 |
| 11:00 | 3 | 13 | 37 | 34 | 9 | 14 | 19 | 35 | 32 | 14 | 10 | 6 | 2 | 0 | 228 | 45 | 50 |
| 12 PM | 5 | 19 | 44 | 39 | 17 | 13 | 19 | 31 | 28 | 14 | 12 | 5 | 0 | 2 | 248 | 45 | 50 |
| 13:00 | 4 | 20 | 40 | 32 | 9 | 5 | 24 | 29 | 35 | 17 | 9 | 2 | 2 | 0 | 228 | 45 | 49 |
| 14:00 | 5 | 23 | 49 | 32 | 14 | 8 | 13 | 36 | 33 | 20 | 11 | 4 | 1 | 2 | 251 | 45 | 49 |
| 15:00 | 3 | 17 | 56 | 60 | 20 | 19 | 19 | 34 | 44 | 32 | 20 | 8 | 2 | 3 | 337 | 47 | 50 |
| 16:00 | 3 | 11 | 37 | 52 | 26 | 15 | 22 | 63 | 72 | 47 | 36 | 15 | 1 | 1 | 401 | 48 | 51 |
| 17:00 | 2 | 6 | 35 | 40 | 10 | 7 | 14 | 41 | 80 | 82 | 44 | 20 | 8 | 12 | 401 | 49 | 53 |
| 18:00 | 1 | 5 | 24 | 47 | 28 | 11 | 21 | 39 | 65 | 60 | 44 | 19 | 7 | 2 | 373 | 49 | 53 |
| 19:00 | 4 | 18 | 35 | 34 | 16 | 10 | 29 | 42 | 46 | 30 | 7 | 4 | 2 | 1 | 278 | 46 | 48 |
| 20:00 | 2 | 7 | 27 | 14 | 10 | 5 | 15 | 26 | 19 | 10 | 5 | 4 | 1 | 0 | 145 | 45 | 50 |
| 21:00 | 3 | 12 | 19 | 14 | 4 | 11 | 19 | 22 | 7 | 7 | 2 | 4 | 0 | 0 | 124 | 43 | 48 |
| 22:00 | 3 | 5 | 12 | 10 | 3 | 4 | 13 | 7 | 21 | 6 | 2 | 1 | 1 | 0 | 88 | 45 | 48 |
| 23:00 | 0 | 8 | 5 | 4 | 3 | 3 | 2 | 5 | 7 | 2 | 4 | 0 | 1 | 0 | 44 | 46 | 51 |
| Total | 53 | 230 | 631 | 638 | 233 | 157 | 284 | 492 | 634 | 447 | 270 | 117 | 36 | 32 | 4254 | | |
| Percent | 1.2% | 5.4% | 14.8% | 15.0% | 5.5% | 3.7% | 6.7% | 11.6% | 14.9% | 10.5% | 6.3% | 2.8% | 0.8% | 0.8% | | | |
| AM Peak | 07:00 | 09:00 | 07:00 | 09:00 | 08:00 | 11:00 | 11:00 | 11:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 08:00 | 07:00 | | |
| Vol. | 6 | 18 | 62 | 65 | 22 | 14 | 19 | 35 | 48 | 35 | 22 | 8 | 5 | 5 | 314 | | |
| PM Peak | 12:00 | 14:00 | 15:00 | 15:00 | 18:00 | 15:00 | 19:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | | |
| Vol. | 5 | 23 | 56 | 60 | 28 | 19 | 29 | 63 | 80 | 82 | 44 | 20 | 8 | 12 | 401 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/19/15 | 0 | 1 | 4 | 5 | 2 | 3 | 7 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 36 | 43 | 46 |
| 01:00 | 0 | 2 | 2 | 2 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 43 | 45 |
| 02:00 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 48 | 50 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 | 27 |
| 04:00 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 9 | 47 | 50 |
| 05:00 | 0 | 1 | 3 | 2 | 2 | 1 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 18 | 45 | 47 |
| 06:00 | 2 | 6 | 9 | 8 | 2 | 3 | 3 | 8 | 7 | 3 | 2 | 1 | 1 | 0 | 55 | 45 | 50 |
| 07:00 | 0 | 5 | 16 | 14 | 2 | 1 | 8 | 8 | 9 | 11 | 7 | 2 | 0 | 0 | 83 | 48 | 51 |
| 08:00 | 3 | 6 | 26 | 34 | 14 | 1 | 13 | 15 | 15 | 16 | 16 | 5 | 2 | 0 | 166 | 48 | 51 |
| 09:00 | 4 | 11 | 29 | 33 | 11 | 9 | 8 | 19 | 36 | 19 | 8 | 5 | 1 | 0 | 193 | 46 | 50 |
| 10:00 | 4 | 10 | 41 | 41 | 19 | 9 | 12 | 40 | 22 | 19 | 14 | 9 | 5 | 4 | 249 | 47 | 52 |
| 11:00 | 2 | 16 | 41 | 41 | 22 | 15 | 25 | 25 | 41 | 28 | 11 | 7 | 2 | 1 | 277 | 46 | 50 |
| 12 PM | 3 | 12 | 77 | 50 | 18 | 10 | 16 | 20 | 34 | 21 | 13 | 4 | 4 | 2 | 284 | 45 | 50 |
| 13:00 | 8 | 11 | 45 | 30 | 24 | 10 | 14 | 39 | 43 | 39 | 16 | 6 | 3 | 3 | 291 | 47 | 50 |
| 14:00 | 2 | 14 | 52 | 38 | 14 | 11 | 13 | 27 | 35 | 30 | 9 | 8 | 1 | 1 | 255 | 46 | 50 |
| 15:00 | 4 | 14 | 40 | 47 | 13 | 8 | 20 | 29 | 33 | 27 | 12 | 7 | 4 | 1 | 259 | 47 | 51 |
| 16:00 | 1 | 11 | 47 | 53 | 16 | 6 | 14 | 30 | 34 | 30 | 16 | 9 | 3 | 1 | 271 | 47 | 51 |
| 17:00 | 2 | 6 | 42 | 40 | 20 | 6 | 14 | 36 | 40 | 25 | 10 | 4 | 4 | 4 | 253 | 46 | 50 |
| 18:00 | 3 | 16 | 47 | 35 | 17 | 15 | 22 | 35 | 28 | 20 | 8 | 1 | 1 | 0 | 248 | 45 | 48 |
| 19:00 | 3 | 24 | 39 | 38 | 16 | 18 | 26 | 37 | 27 | 16 | 0 | 4 | 0 | 0 | 248 | 44 | 47 |
| 20:00 | 1 | 19 | 31 | 29 | 11 | 6 | 17 | 18 | 24 | 12 | 6 | 6 | 1 | 0 | 181 | 45 | 50 |
| 21:00 | 1 | 8 | 16 | 15 | 6 | 5 | 12 | 12 | 10 | 10 | 6 | 2 | 1 | 0 | 104 | 47 | 50 |
| 22:00 | 1 | 8 | 12 | 14 | 6 | 1 | 12 | 15 | 8 | 6 | 3 | 2 | 0 | 0 | 88 | 45 | 49 |
| 23:00 | 1 | 4 | 24 | 19 | 7 | 5 | 7 | 7 | 7 | 5 | 3 | 1 | 0 | 1 | 91 | 44 | 48 |
| Total | 47 | 207 | 644 | 589 | 245 | 143 | 268 | 431 | 464 | 342 | 163 | 83 | 33 | 18 | 3677 | | |
| Percent | 1.3% | 5.6% | 17.5% | 16.0% | 6.7% | 3.9% | 7.3% | 11.7% | 12.6% | 9.3% | 4.4% | 2.3% | 0.9% | 0.5% | | | |
| AM Peak | 09:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 | 08:00 | 10:00 | 10:00 | 10:00 | 11:00 | | |
| Vol. | 4 | 16 | 41 | 41 | 22 | 15 | 25 | 40 | 41 | 28 | 16 | 9 | 5 | 4 | 277 | | |
| PM Peak | 13:00 | 19:00 | 12:00 | 16:00 | 13:00 | 19:00 | 19:00 | 13:00 | 13:00 | 13:00 | 13:00 | 16:00 | 12:00 | 17:00 | 13:00 | | |
| Vol. | 8 | 24 | 77 | 53 | 24 | 18 | 26 | 39 | 43 | 39 | 16 | 9 | 4 | 4 | 291 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound

| Start | 1 | 23 | 26 | 29 | 32 | 35 | 38 | 41 | 44 | 47 | 50 | 53 | 56 | 59 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 9999 | Total | Percent | Percent |
| 09/20/15 | 0 | 6 | 10 | 4 | 2 | 3 | 8 | 4 | 5 | 4 | 5 | 2 | 1 | 0 | 54 | 48 | 52 |
| 01:00 | 3 | 1 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 13 | 49 | 53 |
| 02:00 | 0 | 4 | 2 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 13 | 43 | 53 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 44 | 45 |
| 04:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 27 |
| 05:00 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 52 | 54 |
| 06:00 | 0 | 4 | 3 | 2 | 1 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 | 0 | 21 | 48 | 54 |
| 07:00 | 0 | 4 | 11 | 0 | 1 | 0 | 1 | 3 | 6 | 2 | 1 | 1 | 0 | 0 | 30 | 45 | 50 |
| 08:00 | 2 | 6 | 12 | 10 | 3 | 3 | 5 | 1 | 8 | 5 | 6 | 2 | 0 | 1 | 64 | 48 | 51 |
| 09:00 | 2 | 5 | 16 | 9 | 2 | 3 | 5 | 9 | 10 | 8 | 6 | 2 | 1 | 0 | 78 | 47 | 51 |
| 10:00 | 1 | 8 | 31 | 17 | 8 | 10 | 5 | 13 | 19 | 11 | 4 | 1 | 2 | 2 | 132 | 45 | 49 |
| 11:00 | 0 | 10 | 21 | 9 | 2 | 6 | 3 | 13 | 21 | 9 | 6 | 2 | 3 | 0 | 105 | 47 | 51 |
| 12 PM | 4 | 11 | 31 | 29 | 9 | 6 | 17 | 21 | 26 | 16 | 11 | 6 | 0 | 2 | 189 | 46 | 51 |
| 13:00 | 4 | 6 | 21 | 13 | 8 | 15 | 14 | 15 | 11 | 16 | 6 | 2 | 3 | 0 | 134 | 47 | 51 |
| 14:00 | 2 | 10 | 35 | 14 | 5 | 5 | 20 | 18 | 20 | 19 | 11 | 3 | 1 | 2 | 165 | 47 | 50 |
| 15:00 | 4 | 13 | 12 | 17 | 4 | 7 | 7 | 14 | 28 | 26 | 11 | 3 | 0 | 4 | 150 | 48 | 50 |
| 16:00 | 2 | 15 | 36 | 36 | 9 | 7 | 12 | 28 | 27 | 26 | 14 | 6 | 4 | 1 | 223 | 47 | 51 |
| 17:00 | 0 | 5 | 24 | 25 | 7 | 8 | 13 | 27 | 29 | 33 | 12 | 5 | 3 | 2 | 193 | 48 | 51 |
| 18:00 | 0 | 13 | 25 | 21 | 2 | 3 | 7 | 18 | 17 | 13 | 14 | 7 | 3 | 1 | 144 | 49 | 53 |
| 19:00 | 2 | 16 | 26 | 18 | 10 | 11 | 16 | 15 | 20 | 8 | 6 | 2 | 0 | 2 | 152 | 45 | 49 |
| 20:00 | 2 | 24 | 31 | 16 | 12 | 13 | 7 | 16 | 16 | 8 | 3 | 1 | 1 | 0 | 150 | 44 | 48 |
| 21:00 | 1 | 3 | 8 | 11 | 5 | 3 | 8 | 8 | 10 | 7 | 5 | 1 | 1 | 0 | 71 | 47 | 51 |
| 22:00 | 0 | 2 | 7 | 3 | 0 | 3 | 5 | 8 | 3 | 4 | 1 | 0 | 0 | 2 | 38 | 45 | 48 |
| 23:00 | 1 | 2 | 0 | 2 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 14 | 45 | 55 |
| Total | 31 | 171 | 364 | 261 | 92 | 110 | 160 | 234 | 284 | 218 | 124 | 51 | 25 | 19 | 2144 | | |
| Percent | 1.4% | 8.0% | 17.0% | 12.2% | 4.3% | 5.1% | 7.5% | 10.9% | 13.2% | 10.2% | 5.8% | 2.4% | 1.2% | 0.9% | | | |
| AM Peak | 01:00 | 11:00 | 10:00 | 10:00 | 10:00 | 10:00 | 00:00 | 10:00 | 11:00 | 10:00 | 08:00 | 00:00 | 11:00 | 10:00 | 10:00 | | |
| Vol. | 3 | 10 | 31 | 17 | 8 | 10 | 8 | 13 | 21 | 11 | 6 | 2 | 3 | 2 | 132 | | |
| PM Peak | 12:00 | 20:00 | 16:00 | 16:00 | 20:00 | 13:00 | 14:00 | 16:00 | 17:00 | 17:00 | 16:00 | 18:00 | 16:00 | 15:00 | 16:00 | | |
| Vol. | 4 | 24 | 36 | 36 | 12 | 15 | 20 | 28 | 29 | 33 | 14 | 7 | 4 | 4 | 223 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound

| Start | 1 | 23 | 26 | 29 | 32 | 35 | 38 | 41 | 44 | 47 | 50 | 53 | 56 | 59 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 9999 | Total | Percent | Percent |
| 09/21/15 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 11 | 51 | 53 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 44 | 45 |
| 02:00 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 47 | 48 |
| 03:00 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 53 | 54 |
| 04:00 | 0 | 1 | 4 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 15 | 45 | 52 |
| 05:00 | 7 | 5 | 9 | 4 | 2 | 2 | 3 | 8 | 2 | 1 | 2 | 3 | 0 | 0 | 48 | 44 | 52 |
| 06:00 | 0 | 9 | 25 | 23 | 8 | 1 | 5 | 10 | 15 | 4 | 4 | 0 | 1 | 0 | 105 | 44 | 48 |
| 07:00 | 3 | 18 | 40 | 71 | 20 | 7 | 16 | 40 | 56 | 36 | 17 | 6 | 2 | 3 | 335 | 46 | 50 |
| 08:00 | 3 | 12 | 43 | 53 | 27 | 9 | 12 | 17 | 30 | 28 | 22 | 16 | 6 | 0 | 278 | 49 | 53 |
| 09:00 | 0 | 13 | 53 | 40 | 14 | 6 | 7 | 24 | 14 | 13 | 13 | 5 | 1 | 2 | 205 | 46 | 51 |
| 10:00 | 5 | 9 | 28 | 33 | 7 | 9 | 12 | 16 | 20 | 10 | 11 | 2 | 2 | 2 | 166 | 46 | 50 |
| 11:00 | 5 | 12 | 43 | 33 | 15 | 12 | 11 | 21 | 27 | 19 | 10 | 7 | 1 | 2 | 218 | 46 | 51 |
| 12 PM | 0 | 15 | 45 | 31 | 18 | 9 | 14 | 20 | 19 | 16 | 11 | 3 | 1 | 1 | 203 | 46 | 50 |
| 13:00 | 11 | 33 | 51 | 36 | 10 | 5 | 9 | 5 | 12 | 13 | 4 | 0 | 2 | 0 | 191 | 43 | 48 |
| 14:00 | 1 | 15 | 45 | 52 | 10 | 5 | 15 | 28 | 31 | 18 | 9 | 3 | 2 | 1 | 235 | 45 | 49 |
| 15:00 | 0 | 14 | 42 | 42 | 12 | 15 | 14 | 21 | 29 | 26 | 17 | 7 | 3 | 2 | 244 | 47 | 51 |
| 16:00 | 0 | 9 | 35 | 40 | 24 | 12 | 22 | 31 | 41 | 53 | 24 | 10 | 4 | 4 | 309 | 48 | 51 |
| 17:00 | 2 | 6 | 34 | 47 | 13 | 14 | 10 | 31 | 51 | 64 | 31 | 20 | 10 | 3 | 336 | 50 | 54 |
| 18:00 | 0 | 7 | 30 | 39 | 15 | 9 | 6 | 30 | 28 | 53 | 27 | 11 | 5 | 4 | 264 | 49 | 52 |
| 19:00 | 4 | 14 | 33 | 38 | 7 | 7 | 11 | 25 | 31 | 13 | 8 | 0 | 2 | 0 | 193 | 45 | 49 |
| 20:00 | 1 | 11 | 23 | 19 | 7 | 7 | 9 | 15 | 27 | 14 | 0 | 1 | 0 | 0 | 134 | 45 | 47 |
| 21:00 | 1 | 6 | 14 | 10 | 2 | 2 | 6 | 7 | 11 | 11 | 1 | 1 | 0 | 0 | 72 | 46 | 48 |
| 22:00 | 1 | 2 | 3 | 1 | 1 | 1 | 3 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 19 | 44 | 49 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 46 | 48 |
| Total | 44 | 212 | 603 | 619 | 214 | 134 | 191 | 356 | 451 | 395 | 214 | 98 | 42 | 25 | 3598 | | |
| Percent | 1.2% | 5.9% | 16.8% | 17.2% | 5.9% | 3.7% | 5.3% | 9.9% | 12.5% | 11.0% | 5.9% | 2.7% | 1.2% | 0.7% | | | |
| AM Peak | 05:00 | 07:00 | 09:00 | 07:00 | 08:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | | |
| Vol. | 7 | 18 | 53 | 71 | 27 | 12 | 16 | 40 | 56 | 36 | 22 | 16 | 6 | 3 | 335 | | |
| PM Peak | 13:00 | 13:00 | 13:00 | 14:00 | 16:00 | 15:00 | 16:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 17:00 | | |
| Vol. | 11 | 33 | 51 | 52 | 24 | 15 | 22 | 31 | 51 | 64 | 31 | 20 | 10 | 4 | 336 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound

| Start | 1 | 23 | 26 | 29 | 32 | 35 | 38 | 41 | 44 | 47 | 50 | 53 | 56 | 59 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 9999 | Total | Percent | Percent |
| 09/22/15 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 40 | 42 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 42 | 42 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 45 | 45 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 50 | 51 |
| 04:00 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | 44 | 47 |
| 05:00 | 0 | 7 | 12 | 2 | 2 | 1 | 3 | 6 | 1 | 4 | 1 | 1 | 0 | 1 | 41 | 45 | 48 |
| 06:00 | 4 | 9 | 19 | 25 | 7 | 2 | 9 | 9 | 13 | 6 | 4 | 1 | 1 | 1 | 110 | 44 | 49 |
| 07:00 | 3 | 15 | 48 | 59 | 23 | 8 | 11 | 26 | 40 | 31 | 20 | 11 | 1 | 2 | 298 | 47 | 51 |
| 08:00 | 1 | 12 | 52 | 67 | 18 | 4 | 14 | 16 | 38 | 25 | 17 | 10 | 5 | 5 | 284 | 47 | 52 |
| 09:00 | 3 | 13 | 60 | 54 | 18 | 14 | 17 | 30 | 25 | 20 | 9 | 4 | 1 | 2 | 270 | 45 | 49 |
| 10:00 | 4 | 9 | 23 | 35 | 12 | 8 | 9 | 15 | 30 | 17 | 15 | 4 | 3 | 2 | 186 | 48 | 51 |
| 11:00 | 1 | 14 | 41 | 34 | 13 | 9 | 13 | 16 | 28 | 23 | 10 | 5 | 1 | 1 | 209 | 47 | 50 |
| 12 PM | 4 | 10 | 53 | 28 | 8 | 9 | 15 | 22 | 25 | 22 | 9 | 2 | 0 | 0 | 207 | 46 | 49 |
| 13:00 | 1 | 9 | 33 | 30 | 12 | 9 | 10 | 27 | 26 | 15 | 10 | 4 | 3 | 2 | 191 | 46 | 51 |
| 14:00 | 3 | 11 | 31 | 39 | 8 | 9 | 17 | 32 | 23 | 11 | 17 | 5 | 1 | 0 | 207 | 46 | 51 |
| 15:00 | 5 | 24 | 64 | 54 | 18 | 20 | 17 | 29 | 25 | 19 | 11 | 6 | 2 | 1 | 295 | 45 | 50 |
| 16:00 | 5 | 14 | 40 | 49 | 27 | 9 | 26 | 38 | 48 | 35 | 29 | 10 | 4 | 1 | 335 | 48 | 51 |
| 17:00 | 2 | 9 | 38 | 41 | 18 | 7 | 9 | 46 | 89 | 64 | 37 | 20 | 5 | 5 | 390 | 49 | 52 |
| 18:00 | 1 | 6 | 34 | 41 | 17 | 10 | 11 | 37 | 63 | 54 | 34 | 13 | 7 | 2 | 330 | 49 | 52 |
| 19:00 | 2 | 17 | 37 | 31 | 8 | 6 | 13 | 25 | 37 | 29 | 4 | 4 | 2 | 2 | 217 | 46 | 48 |
| 20:00 | 1 | 16 | 22 | 14 | 11 | 7 | 10 | 14 | 19 | 5 | 3 | 3 | 1 | 0 | 126 | 44 | 49 |
| 21:00 | 1 | 7 | 17 | 10 | 7 | 4 | 5 | 7 | 13 | 6 | 4 | 2 | 0 | 0 | 83 | 45 | 50 |
| 22:00 | 0 | 4 | 5 | 4 | 6 | 3 | 2 | 5 | 7 | 5 | 2 | 1 | 1 | 0 | 45 | 47 | 51 |
| 23:00 | 0 | 1 | 2 | 2 | 0 | 2 | 1 | 0 | 2 | 3 | 0 | 1 | 1 | 0 | 15 | 48 | 55 |
| Total | 41 | 208 | 637 | 621 | 234 | 142 | 215 | 405 | 555 | 395 | 237 | 107 | 39 | 27 | 3863 | | |
| Percent | 1.1% | 5.4% | 16.5% | 16.1% | 6.1% | 3.7% | 5.6% | 10.5% | 14.4% | 10.2% | 6.1% | 2.8% | 1.0% | 0.7% | | | |
| AM Peak | 06:00 | 07:00 | 09:00 | 08:00 | 07:00 | 09:00 | 09:00 | 09:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 07:00 | | |
| Vol. | 4 | 15 | 60 | 67 | 23 | 14 | 17 | 30 | 40 | 31 | 20 | 11 | 5 | 5 | 298 | | |
| PM Peak | 15:00 | 15:00 | 15:00 | 15:00 | 16:00 | 15:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 18:00 | 17:00 | 17:00 | | |
| Vol. | 5 | 24 | 64 | 54 | 27 | 20 | 26 | 46 | 89 | 64 | 37 | 20 | 7 | 5 | 390 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound

| Start | 1 | 23 | 26 | 29 | 32 | 35 | 38 | 41 | 44 | 47 | 50 | 53 | 56 | 59 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 9999 | Total | Percent | Percent |
| 09/23/15 | 0 | 2 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 44 | 53 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 54 | 54 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 47 | 48 |
| 04:00 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 9 | 44 | 50 |
| 05:00 | 1 | 6 | 6 | 11 | 1 | 1 | 1 | 10 | 3 | 5 | 1 | 2 | 0 | 0 | 48 | 46 | 50 |
| 06:00 | 2 | 13 | 31 | 22 | 8 | 6 | 6 | 17 | 9 | 14 | 6 | 2 | 0 | 1 | 137 | 46 | 49 |
| 07:00 | 1 | 14 | **59** | **63** | 12 | 13 | 18 | **34** | **35** | **29** | **17** | 9 | 4 | **3** | **311** | 47 | 51 |
| 08:00 | 0 | 12 | 43 | 49 | 19 | 9 | 11 | 24 | 20 | 24 | 17 | **10** | **5** | 2 | 245 | 48 | 52 |
| 09:00 | 2 | 13 | 52 | 62 | **31** | 9 | 14 | 26 | 24 | 14 | 8 | 3 | 3 | 1 | 262 | 44 | 49 |
| 10:00 | 1 | 11 | 25 | 25 | 13 | **14** | 17 | 18 | 16 | 15 | 11 | 1 | 1 | 1 | 169 | 46 | 50 |
| 11:00 | **5** | **15** | 37 | 46 | 12 | 13 | **21** | 26 | 27 | 12 | 10 | 4 | 1 | 0 | 229 | 45 | 50 |
| 12 PM | **8** | 17 | 48 | 41 | 11 | 11 | 10 | 24 | 21 | 11 | 5 | 8 | 1 | 0 | 216 | 44 | 50 |
| 13:00 | 3 | 12 | 31 | 20 | 9 | **14** | 10 | 22 | 25 | 21 | 11 | 2 | 0 | 2 | 182 | 47 | 50 |
| 14:00 | 1 | **23** | 38 | 41 | 18 | 7 | 14 | 22 | 20 | 16 | 12 | 1 | 2 | 1 | 216 | 45 | 50 |
| 15:00 | 0 | 15 | **69** | **59** | 15 | 5 | 12 | 22 | 29 | 19 | 17 | 5 | 0 | 2 | 269 | 46 | 50 |
| 16:00 | 2 | 14 | 41 | 56 | **24** | 12 | **22** | 33 | 44 | 56 | **38** | 12 | 8 | 1 | 363 | 49 | 52 |
| 17:00 | 1 | 13 | 29 | 42 | 24 | 9 | 13 | 42 | **60** | **69** | 29 | **29** | **14** | 3 | **377** | 50 | 54 |
| 18:00 | 0 | 11 | 18 | 44 | 18 | 13 | 14 | **52** | 52 | 36 | 24 | 6 | 5 | **4** | 297 | 48 | 51 |
| 19:00 | 5 | 19 | 41 | 33 | 9 | 4 | 13 | 11 | 27 | 17 | 6 | 4 | 1 | 2 | 192 | 45 | 49 |
| 20:00 | 2 | 12 | 24 | 23 | 5 | 6 | 11 | 18 | 18 | 7 | 4 | 1 | 1 | 0 | 132 | 44 | 48 |
| 21:00 | 0 | 7 | 17 | 13 | 4 | 3 | 6 | 18 | 13 | 5 | 2 | 0 | 0 | 0 | 88 | 44 | 47 |
| 22:00 | 0 | 3 | 9 | 5 | 2 | 1 | 3 | 1 | 5 | 3 | 4 | 0 | 0 | 0 | 36 | 47 | 50 |
| 23:00 | 1 | 0 | 3 | 3 | 1 | 0 | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 18 | 46 | 48 |
| Total | 35 | 233 | 624 | 662 | 238 | 152 | 219 | 425 | 453 | 377 | 223 | 101 | 46 | 23 | 3811 | | |
| Percent | 0.9% | 6.1% | 16.4% | 17.4% | 6.2% | 4.0% | 5.7% | 11.2% | 11.9% | 9.9% | 5.9% | 2.7% | 1.2% | 0.6% | | | |
| AM Peak | 11:00 | 11:00 | 07:00 | 07:00 | 09:00 | 10:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 07:00 | 07:00 | | |
| Vol. | 5 | 15 | 59 | 63 | 31 | 14 | 21 | 34 | 35 | 29 | 17 | 10 | 5 | 3 | 311 | | |
| PM Peak | 12:00 | 14:00 | 15:00 | 15:00 | 16:00 | 13:00 | 16:00 | 18:00 | 17:00 | 17:00 | 16:00 | 17:00 | 17:00 | 18:00 | 17:00 | | |
| Vol. | 8 | 23 | 69 | 59 | 24 | 14 | 22 | 52 | 60 | 69 | 38 | 29 | 14 | 4 | 377 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/24/15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 5 | 55 | 57 |
| 01:00 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 9 | 42 | 53 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 33 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 42 | 42 |
| 04:00 | 0 | 2 | 2 | 2 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 12 | 46 | 48 |
| 05:00 | 2 | 4 | 12 | 4 | 2 | 1 | 6 | 7 | 3 | 2 | 2 | 1 | 0 | 0 | 46 | 44 | 50 |
| 06:00 | 0 | 14 | 24 | 21 | 9 | 3 | 5 | 9 | 6 | 9 | 7 | 5 | 0 | 0 | 112 | 47 | 51 |
| 07:00 | 3 | 16 | 38 | 45 | 20 | 7 | 16 | 38 | 50 | 32 | 16 | 16 | 3 | 2 | 302 | 48 | 52 |
| 08:00 | 0 | 2 | 50 | 55 | 17 | 5 | 15 | 23 | 23 | 39 | 21 | 8 | 2 | 3 | 263 | 48 | 51 |
| 09:00 | 2 | 12 | 57 | 63 | 21 | 6 | 12 | 16 | 27 | 17 | 16 | 4 | 2 | 2 | 257 | 46 | 50 |
| 10:00 | 3 | 4 | 32 | 24 | 16 | 11 | 11 | 35 | 17 | 13 | 10 | 3 | 3 | 1 | 183 | 46 | 51 |
| 11:00 | 0 | 17 | 34 | 42 | 20 | 13 | 17 | 24 | 17 | 20 | 6 | 5 | 1 | 0 | 216 | 45 | 49 |
| 12 PM | 5 | 21 | 30 | 39 | 17 | 16 | 18 | 25 | 30 | 11 | 7 | 4 | 1 | 1 | 225 | 44 | 49 |
| 13:00 | 2 | 7 | 22 | 30 | 10 | 10 | 19 | 10 | 35 | 27 | 10 | 4 | 0 | 1 | 187 | 47 | 50 |
| 14:00 | 9 | 13 | 35 | 42 | 13 | 12 | 15 | 33 | 30 | 24 | 11 | 3 | 1 | 1 | 242 | 46 | 49 |
| 15:00 | 4 | 17 | 58 | 53 | 17 | 12 | 7 | 32 | 45 | 23 | 15 | 3 | 5 | 0 | 291 | 46 | 50 |
| 16:00 | 7 | 16 | 44 | 52 | 14 | 14 | 12 | 31 | 36 | 36 | 39 | 16 | 3 | 1 | 321 | 49 | 52 |
| 17:00 | 0 | 4 | 38 | 49 | 26 | 12 | 16 | 47 | 96 | 74 | 45 | 19 | 7 | 4 | 437 | 49 | 52 |
| 18:00 | 5 | 12 | 43 | 40 | 14 | 12 | 27 | 48 | 47 | 34 | 31 | 5 | 5 | 2 | 325 | 48 | 51 |
| 19:00 | 9 | 20 | 40 | 30 | 9 | 10 | 33 | 21 | 17 | 17 | 9 | 3 | 1 | 0 | 219 | 45 | 49 |
| 20:00 | 0 | 13 | 25 | 19 | 8 | 10 | 13 | 10 | 19 | 6 | 8 | 1 | 1 | 0 | 133 | 45 | 50 |
| 21:00 | 1 | 5 | 18 | 10 | 7 | 2 | 11 | 7 | 15 | 8 | 4 | 3 | 2 | 0 | 93 | 47 | 52 |
| 22:00 | 1 | 2 | 5 | 6 | 2 | 0 | 8 | 14 | 14 | 6 | 9 | 0 | 0 | 0 | 67 | 48 | 50 |
| 23:00 | 1 | 1 | 2 | 4 | 1 | 2 | 4 | 8 | 2 | 4 | 0 | 0 | 0 | 0 | 29 | 45 | 47 |
| Total | 55 | 203 | 612 | 631 | 245 | 159 | 267 | 442 | 532 | 404 | 266 | 104 | 38 | 19 | 3977 | | |
| Percent | 1.4% | 5.1% | 15.4% | 15.9% | 6.2% | 4.0% | 6.7% | 11.1% | 13.4% | 10.2% | 6.7% | 2.6% | 1.0% | 0.5% | | | |
| AM Peak | 07:00 | 11:00 | 09:00 | 09:00 | 09:00 | 11:00 | 11:00 | 07:00 | 07:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | 07:00 | | |
| Vol. | 3 | 17 | 57 | 63 | 21 | 13 | 17 | 38 | 50 | 39 | 21 | 16 | 3 | 3 | 302 | | |
| PM Peak | 14:00 | 12:00 | 15:00 | 15:00 | 17:00 | 12:00 | 19:00 | 18:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | | |
| Vol. | 9 | 21 | 58 | 53 | 26 | 16 | 33 | 48 | 96 | 74 | 45 | 19 | 7 | 4 | 437 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/25/15 | 0 | 2 | 3 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 14 | 49 | 51 |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 5 | 46 | 48 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 42 | 42 |
| 04:00 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 43 | 45 |
| 05:00 | 0 | 3 | 6 | 6 | 0 | 0 | 0 | 4 | 2 | 2 | 2 | 1 | 0 | 0 | 26 | 47 | 51 |
| 06:00 | 3 | 3 | 4 | 4 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 39 | 44 |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 3 | 8 | 16 | 16 | 2 | 2 | 4 | 8 | 11 | 3 | 5 | 1 | 0 | 0 | 79 | | |
| Percent | 3.8% | 10.1% | 20.3% | 20.3% | 2.5% | 2.5% | 5.1% | 10.1% | 13.9% | 3.8% | 6.3% | 1.3% | 0.0% | 0.0% | | | |
| AM Peak | 06:00 | 05:00 | 05:00 | 05:00 | 04:00 | 00:00 | 00:00 | 05:00 | 01:00 | 05:00 | 00:00 | 05:00 | | | 05:00 | | |
| Vol. | 3 | 3 | 6 | 6 | 1 | 1 | 2 | 4 | 3 | 2 | 3 | 1 | | | 26 | | |
| PM Peak Vol. | | | | | | | | | | | | | | | | | |
| Grand Total | 309 | 1472 | 4131 | 4037 | 1503 | 999 | 1608 | 2793 | 3384 | 2581 | 1502 | 662 | 259 | 163 | 25403 | | |
| Percent | 1.2% | 5.8% | 16.3% | 15.9% | 5.9% | 3.9% | 6.3% | 11.0% | 13.3% | 10.2% | 5.9% | 2.6% | 1.0% | 0.6% | | | |

15th Percentile : 26 MPH
50th Percentile : 37 MPH
85th Percentile : 47 MPH
95th Percentile : 51 MPH

Statistics

10 MPH Pace Speed : 25-34 MPH
Number in Pace : 10162
Percent in Pace : 40.3%
Number of Vehicles > 40 MPH : 11344
Percent of Vehicles > 40 MPH : 44.9%
Mean Speed(Average) : 37 MPH

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/18/15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | 0 | 3 | 2 | 4 | 8 | 8 | 4 | 6 | 6 | 3 | 2 | 4 | 0 | 0 | 50 | 47 | 53 |
| 07:00 | 2 | 4 | 4 | 32 | 47 | 26 | 28 | 21 | 21 | 16 | 11 | 3 | 2 | 0 | 217 | 45 | 50 |
| 08:00 | 0 | 4 | 4 | 23 | 25 | 27 | 19 | 25 | 18 | 22 | 4 | 2 | 0 | 1 | 174 | 46 | 48 |
| 09:00 | 7 | 3 | 4 | 23 | 35 | 27 | 21 | 29 | 25 | 4 | 3 | 1 | 0 | 0 | 182 | 43 | 45 |
| 10:00 | 0 | 1 | 4 | 3 | 12 | 27 | 18 | 30 | 18 | 16 | 5 | 1 | 2 | 0 | 137 | 46 | 49 |
| 11:00 | 0 | 3 | 6 | 14 | 20 | 13 | 18 | 20 | 21 | 14 | 5 | 4 | 0 | 0 | 138 | 46 | 50 |
| 12 PM | 2 | 6 | 5 | 23 | 42 | 26 | 36 | 24 | 29 | 9 | 8 | 4 | 1 | 1 | 216 | 44 | 49 |
| 13:00 | 0 | 1 | 7 | 16 | 25 | 36 | 41 | 24 | 27 | 11 | 9 | 1 | 1 | 0 | 199 | 45 | 49 |
| 14:00 | 2 | 4 | 8 | 13 | 38 | 47 | 25 | 32 | 30 | 11 | 13 | 2 | 0 | 1 | 226 | 45 | 49 |
| 15:00 | 10 | 1 | 4 | 22 | 56 | 51 | 41 | 32 | 45 | 10 | 6 | 2 | 1 | 0 | 281 | 44 | 47 |
| 16:00 | 1 | 2 | 6 | 20 | 47 | 58 | 36 | 49 | 50 | 35 | 23 | 6 | 2 | 0 | 335 | 47 | 50 |
| 17:00 | 0 | 2 | 2 | 23 | 49 | 44 | 43 | 56 | 76 | 50 | 27 | 6 | 4 | 0 | 382 | 47 | 50 |
| 18:00 | 0 | 0 | 2 | 13 | 37 | 43 | 52 | 52 | 48 | 34 | 11 | 8 | 0 | 0 | 300 | 46 | 50 |
| 19:00 | 0 | 1 | 8 | 19 | 32 | 27 | 24 | 27 | 20 | 20 | 6 | 3 | 1 | 1 | 189 | 46 | 49 |
| 20:00 | 0 | 1 | 8 | 26 | 32 | 24 | 16 | 29 | 35 | 12 | 2 | 2 | 3 | 1 | 191 | 45 | 48 |
| 21:00 | 2 | 3 | 6 | 14 | 18 | 32 | 24 | 18 | 31 | 13 | 7 | 4 | 0 | 0 | 172 | 45 | 50 |
| 22:00 | 0 | 2 | 4 | 13 | 29 | 11 | 16 | 13 | 9 | 10 | 7 | 1 | 0 | 0 | 115 | 46 | 49 |
| 23:00 | 1 | 1 | 3 | 4 | 9 | 7 | 7 | 11 | 15 | 10 | 5 | 1 | 0 | 0 | 74 | 47 | 50 |
| Total | 27 | 42 | 87 | 305 | 561 | 534 | 469 | 498 | 524 | 300 | 154 | 55 | 17 | 5 | 3578 | | |
| Percent | 0.8% | 1.2% | 2.4% | 8.5% | 15.7% | 14.9% | 13.1% | 13.9% | 14.6% | 8.4% | 4.3% | 1.5% | 0.5% | 0.1% | | | |
| AM Peak | 09:00 | 07:00 | 11:00 | 07:00 | 07:00 | 08:00 | 07:00 | 10:00 | 09:00 | 08:00 | 07:00 | 06:00 | 07:00 | 08:00 | 07:00 | | |
| Vol. | 7 | 4 | 6 | 32 | 47 | 27 | 28 | 30 | 25 | 22 | 11 | 4 | 2 | 1 | 217 | | |
| PM Peak | 15:00 | 12:00 | 14:00 | 20:00 | 15:00 | 16:00 | 18:00 | 17:00 | 17:00 | 17:00 | 17:00 | 18:00 | 17:00 | 12:00 | 17:00 | | |
| Vol. | 10 | 6 | 8 | 26 | 56 | 58 | 52 | 56 | 76 | 50 | 27 | 8 | 4 | 1 | 382 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/19/15 | 1 | 0 | 0 | 1 | 9 | 6 | 6 | 2 | 2 | 6 | 5 | 1 | 2 | 0 | 41 | 50 | 54 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 1 | 13 | 47 | 48 |
| 02:00 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 44 | 45 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 53 | 54 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 50 | 51 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 8 | 51 | 53 |
| 06:00 | 0 | 0 | 1 | 0 | 5 | 3 | 1 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 18 | 46 | 50 |
| 07:00 | 3 | 0 | 3 | 3 | 11 | 8 | 9 | 14 | 8 | 4 | 5 | 1 | 0 | 0 | 69 | 45 | 50 |
| 08:00 | 3 | 3 | 1 | 8 | 12 | 9 | 6 | 11 | 11 | 6 | 5 | 2 | 0 | 0 | 77 | 46 | 50 |
| 09:00 | 2 | 0 | 3 | 13 | 23 | 22 | 17 | 16 | 15 | 14 | 3 | 0 | 0 | 1 | 129 | 45 | 48 |
| 10:00 | 2 | 5 | 10 | 23 | 21 | 28 | 22 | 28 | 25 | 17 | 6 | 4 | 0 | 0 | 191 | 45 | 49 |
| 11:00 | 2 | 2 | 7 | 13 | 36 | 34 | 20 | 34 | 21 | 12 | 4 | 1 | 3 | 0 | 189 | 44 | 48 |
| 12 PM | 1 | 1 | 7 | 21 | 34 | 42 | 21 | 24 | 32 | 21 | 4 | 0 | 0 | 0 | 208 | 45 | 48 |
| 13:00 | 1 | 3 | 10 | 23 | 39 | 40 | 25 | 29 | 25 | 29 | 8 | 5 | 0 | 1 | 238 | 46 | 49 |
| 14:00 | 2 | 1 | 6 | 17 | 23 | 37 | 26 | 22 | 30 | 19 | 17 | 2 | 1 | 1 | 204 | 47 | 50 |
| 15:00 | 0 | 3 | 7 | 13 | 37 | 35 | 24 | 35 | 34 | 19 | 11 | 2 | 0 | 0 | 220 | 45 | 49 |
| 16:00 | 1 | 0 | 2 | 11 | 41 | 44 | 34 | 40 | 36 | 21 | 9 | 3 | 1 | 1 | 244 | 45 | 49 |
| 17:00 | 3 | 2 | 4 | 23 | 47 | 36 | 33 | 54 | 43 | 35 | 16 | 5 | 2 | 0 | 303 | 47 | 50 |
| 18:00 | 3 | 2 | 9 | 22 | 40 | 35 | 28 | 32 | 46 | 32 | 14 | 5 | 1 | 1 | 270 | 47 | 50 |
| 19:00 | 0 | 0 | 9 | 24 | 38 | 29 | 23 | 37 | 33 | 19 | 7 | 0 | 0 | 1 | 220 | 45 | 48 |
| 20:00 | 0 | 3 | 2 | 26 | 35 | 35 | 29 | 31 | 21 | 16 | 8 | 0 | 0 | 0 | 206 | 45 | 48 |
| 21:00 | 2 | 1 | 7 | 8 | 25 | 26 | 23 | 17 | 18 | 14 | 5 | 4 | 3 | 6 | 159 | 46 | 51 |
| 22:00 | 0 | 0 | 2 | 13 | 12 | 17 | 12 | 12 | 10 | 9 | 6 | 2 | 1 | 1 | 97 | 47 | 51 |
| 23:00 | 1 | 0 | 6 | 4 | 12 | 15 | 9 | 10 | 6 | 4 | 3 | 2 | 1 | 0 | 73 | 45 | 51 |
| Total | 27 | 26 | 96 | 268 | 504 | 505 | 371 | 456 | 423 | 305 | 140 | 41 | 15 | 14 | 3191 | | |
| Percent | 0.8% | 0.8% | 3.0% | 8.4% | 15.8% | 15.8% | 11.6% | 14.3% | 13.3% | 9.6% | 4.4% | 1.3% | 0.5% | 0.4% | | | |
| AM Peak | 07:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 10:00 | 11:00 | 10:00 | 10:00 | 10:00 | 10:00 | 11:00 | 01:00 | 10:00 | | |
| Vol. | 3 | 5 | 10 | 23 | 36 | 34 | 22 | 34 | 25 | 17 | 6 | 4 | 3 | 1 | 191 | | |
| PM Peak | 17:00 | 13:00 | 13:00 | 20:00 | 17:00 | 16:00 | 16:00 | 17:00 | 18:00 | 17:00 | 14:00 | 13:00 | 21:00 | 21:00 | 17:00 | | |
| Vol. | 3 | 3 | 10 | 26 | 47 | 44 | 34 | 54 | 46 | 35 | 17 | 5 | 3 | 6 | 303 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Northbound

| Start | 1 | 23 | 26 | 29 | 32 | 35 | 38 | 41 | 44 | 47 | 50 | 53 | 56 | 59 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 9999 | Total | Percent | Percent |
| 09/20/15 | 0 | 0 | 2 | 5 | 7 | 11 | 5 | 5 | 5 | 4 | 2 | 1 | 0 | 0 | 47 | 45 | 49 |
| 01:00 | 1 | 0 | 0 | 2 | 1 | 5 | 4 | 5 | 5 | 0 | 0 | 1 | 0 | 0 | 24 | 44 | 45 |
| 02:00 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 10 | 47 | 56 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 9 | 55 | 57 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 5 | 56 | 57 |
| 05:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 34 | 36 |
| 06:00 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 9 | 48 | 53 |
| 07:00 | 1 | 0 | 0 | 4 | 3 | 1 | 1 | 3 | 0 | 2 | 2 | 0 | 1 | 0 | 18 | 49 | 55 |
| 08:00 | 0 | 0 | 3 | 20 | 27 | 10 | 5 | 10 | 2 | 3 | 1 | 0 | 0 | 2 | 83 | 41 | 45 |
| 09:00 | 0 | 0 | 4 | 7 | 16 | 15 | 2 | 13 | 4 | 5 | 1 | 3 | 0 | 0 | 70 | 44 | 50 |
| 10:00 | 0 | 1 | 3 | 10 | 14 | 18 | 5 | 7 | 9 | 6 | 5 | 4 | 1 | 0 | 83 | 47 | 52 |
| 11:00 | 1 | 2 | 2 | 9 | 12 | 4 | 12 | 11 | 19 | 9 | 4 | 2 | 1 | 3 | 91 | 46 | 50 |
| 12 PM | 0 | 2 | 17 | 18 | 20 | 20 | 11 | 10 | 21 | 16 | 5 | 5 | 2 | 0 | 147 | 47 | 51 |
| 13:00 | 0 | 4 | 2 | 6 | 8 | 17 | 14 | 14 | 13 | 11 | 6 | 3 | 4 | 1 | 103 | 48 | 53 |
| 14:00 | 2 | 0 | 2 | 14 | 13 | 23 | 19 | 19 | 18 | 28 | 8 | 3 | 2 | 0 | 151 | 47 | 51 |
| 15:00 | 0 | 2 | 6 | 6 | 17 | 28 | 20 | 29 | 26 | 17 | 9 | 7 | 0 | 0 | 167 | 47 | 51 |
| 16:00 | 0 | 0 | 4 | 16 | 35 | 33 | 18 | 31 | 25 | 25 | 10 | 6 | 0 | 0 | 203 | 47 | 50 |
| 17:00 | 1 | 0 | 5 | 13 | 34 | 29 | 23 | 18 | 34 | 37 | 10 | 5 | 5 | 2 | 216 | 48 | 51 |
| 18:00 | 0 | 0 | 0 | 6 | 17 | 26 | 19 | 25 | 32 | 20 | 11 | 4 | 3 | 2 | 165 | 48 | 51 |
| 19:00 | 0 | 0 | 5 | 9 | 19 | 15 | 11 | 27 | 27 | 20 | 3 | 4 | 0 | 0 | 140 | 46 | 48 |
| 20:00 | 0 | 2 | 3 | 9 | 12 | 18 | 11 | 19 | 15 | 14 | 5 | 4 | 1 | 3 | 116 | 47 | 51 |
| 21:00 | 0 | 0 | 1 | 4 | 8 | 9 | 15 | 7 | 15 | 6 | 2 | 1 | 0 | 3 | 71 | 45 | 48 |
| 22:00 | 0 | 0 | 2 | 3 | 7 | 4 | 1 | 1 | 7 | 1 | 0 | 2 | 1 | 0 | 29 | 45 | 54 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 3 | 3 | 1 | 0 | 0 | 14 | 50 | 52 |
| Total | 7 | 13 | 61 | 167 | 276 | 290 | 199 | 258 | 287 | 231 | 87 | 58 | 25 | 17 | 1976 | | |
| Percent | 0.4% | 0.7% | 3.1% | 8.5% | 14.0% | 14.7% | 10.1% | 13.1% | 14.5% | 11.7% | 4.4% | 2.9% | 1.3% | 0.9% | | | |
| AM Peak | 01:00 | 11:00 | 09:00 | 08:00 | 08:00 | 10:00 | 11:00 | 09:00 | 11:00 | 11:00 | 10:00 | 10:00 | 03:00 | 11:00 | 11:00 | | |
| Vol. | 1 | 2 | 4 | 20 | 27 | 18 | 12 | 13 | 19 | 9 | 5 | 4 | 2 | 3 | 91 | | |
| PM Peak | 14:00 | 13:00 | 12:00 | 12:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 17:00 | 18:00 | 15:00 | 17:00 | 20:00 | 17:00 | | |
| Vol. | 2 | 4 | 17 | 18 | 35 | 33 | 23 | 31 | 34 | 37 | 11 | 7 | 5 | 3 | 216 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
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Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/21/15 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 12 | 52 | 54 |
| 01:00 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 8 | 45 | 50 |
| 02:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 49 | 51 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 45 | 45 |
| 04:00 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 50 | 51 |
| 05:00 | 6 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 14 | 39 | 52 |
| 06:00 | 0 | 0 | 3 | 2 | 3 | 3 | 7 | 13 | 7 | 5 | 1 | 2 | 0 | 0 | 46 | 46 | 51 |
| 07:00 | 1 | 7 | 9 | 33 | 35 | 38 | 29 | 27 | 34 | 12 | 8 | 3 | 0 | 0 | 236 | 44 | 48 |
| 08:00 | 1 | 3 | 16 | 15 | 16 | 17 | 25 | 35 | 38 | 29 | 12 | 4 | 4 | 0 | 215 | 47 | 51 |
| 09:00 | 0 | 0 | 7 | 24 | 31 | 16 | 16 | 13 | 21 | 13 | 7 | 2 | 0 | 0 | 150 | 45 | 49 |
| 10:00 | 1 | 0 | 1 | 13 | 23 | 21 | 10 | 26 | 15 | 18 | 4 | 2 | 0 | 0 | 134 | 46 | 48 |
| 11:00 | 1 | 2 | 3 | 6 | 18 | 20 | 22 | 15 | 20 | 10 | 4 | 2 | 1 | 0 | 124 | 45 | 49 |
| 12 PM | 3 | 4 | 15 | 14 | 33 | 32 | 33 | 24 | 28 | 15 | 7 | 4 | 2 | 0 | 214 | 45 | 49 |
| 13:00 | 4 | 3 | 14 | 27 | 51 | 26 | 23 | 29 | 18 | 11 | 2 | 2 | 0 | 0 | 210 | 43 | 47 |
| 14:00 | 3 | 5 | 12 | 17 | 36 | 47 | 31 | 25 | 20 | 13 | 6 | 2 | 1 | 0 | 218 | 44 | 48 |
| 15:00 | 3 | 0 | 1 | 15 | 43 | 46 | 38 | 39 | 29 | 14 | 9 | 6 | 0 | 1 | 244 | 45 | 49 |
| 16:00 | 1 | 2 | 3 | 16 | 33 | 44 | 40 | 30 | 45 | 25 | 10 | 6 | 0 | 0 | 255 | 46 | 49 |
| 17:00 | 2 | 4 | 2 | 21 | 38 | 58 | 46 | 48 | 58 | 53 | 14 | 5 | 3 | 0 | 352 | 47 | 49 |
| 18:00 | 1 | 0 | 2 | 15 | 37 | 50 | 35 | 39 | 57 | 30 | 10 | 5 | 2 | 0 | 283 | 46 | 49 |
| 19:00 | 0 | 3 | 8 | 18 | 38 | 25 | 21 | 25 | 19 | 16 | 8 | 1 | 1 | 0 | 183 | 45 | 49 |
| 20:00 | 0 | 3 | 7 | 24 | 37 | 29 | 17 | 14 | 25 | 14 | 8 | 2 | 1 | 0 | 181 | 45 | 49 |
| 21:00 | 0 | 1 | 3 | 6 | 9 | 11 | 8 | 11 | 14 | 12 | 9 | 2 | 0 | 1 | 87 | 48 | 51 |
| 22:00 | 0 | 0 | 1 | 2 | 7 | 3 | 4 | 4 | 4 | 2 | 1 | 2 | 1 | 0 | 31 | 48 | 54 |
| 23:00 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 3 | 3 | 4 | 6 | 0 | 1 | 0 | 25 | 50 | 51 |
| Total | 27 | 39 | 109 | 269 | 498 | 492 | 412 | 423 | 458 | 302 | 129 | 55 | 17 | 4 | 3234 | | |
| Percent | 0.8% | 1.2% | 3.4% | 8.3% | 15.4% | 15.2% | 12.7% | 13.1% | 14.2% | 9.3% | 4.0% | 1.7% | 0.5% | 0.1% | | | |
| AM Peak | 05:00 | 07:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 01:00 | 07:00 | | |
| Vol. | 6 | 7 | 16 | 33 | 35 | 38 | 29 | 35 | 38 | 29 | 12 | 4 | 4 | 1 | 236 | | |
| PM Peak | 13:00 | 14:00 | 12:00 | 13:00 | 13:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 15:00 | 17:00 | 15:00 | 17:00 | | |
| Vol. | 4 | 5 | 15 | 27 | 51 | 58 | 46 | 48 | 58 | 53 | 14 | 6 | 3 | 1 | 352 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
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Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
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Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/22/15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 3 | 0 | 0 | 0 | 1 | 11 | 47 | 48 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 6 | 49 | 51 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 4 | 53 | 54 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 38 | 39 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 50 | 51 |
| 05:00 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 7 | 48 | 50 |
| 06:00 | 1 | 1 | 4 | 3 | 12 | 3 | 8 | 6 | 3 | 8 | 1 | 1 | 0 | 0 | 51 | 46 | 48 |
| 07:00 | 0 | 4 | 5 | 34 | 35 | 47 | 25 | 27 | 30 | 22 | 11 | 2 | 1 | 0 | 243 | 45 | 49 |
| 08:00 | 0 | 4 | 8 | 15 | 27 | 34 | 22 | 44 | 41 | 26 | 6 | 4 | 0 | 0 | 231 | 46 | 48 |
| 09:00 | 1 | 2 | 9 | 33 | 28 | 31 | 21 | 19 | 18 | 14 | 7 | 4 | 0 | 1 | 188 | 45 | 49 |
| 10:00 | 0 | 1 | 2 | 10 | 29 | 13 | 16 | 15 | 14 | 7 | 4 | 2 | 1 | 1 | 115 | 45 | 49 |
| 11:00 | 1 | 1 | 3 | 13 | 20 | 29 | 28 | 25 | 15 | 14 | 4 | 3 | 1 | 1 | 158 | 45 | 49 |
| 12 PM | 1 | 1 | 3 | 21 | 34 | 31 | 37 | 32 | 23 | 16 | 5 | 4 | 3 | 0 | 211 | 45 | 49 |
| 13:00 | 1 | 0 | 1 | 15 | 33 | 34 | 30 | 23 | 19 | 10 | 4 | 1 | 2 | 1 | 174 | 44 | 48 |
| 14:00 | 3 | 2 | 5 | 23 | 39 | 41 | 41 | 34 | 26 | 14 | 4 | 1 | 1 | 0 | 234 | 44 | 47 |
| 15:00 | 7 | 1 | 11 | 27 | 75 | 50 | 26 | 29 | 27 | 12 | 5 | 1 | 0 | 0 | 271 | 43 | 47 |
| 16:00 | 3 | 0 | 6 | 18 | 34 | 52 | 58 | 48 | 35 | 17 | 12 | 1 | 1 | 0 | 285 | 44 | 48 |
| 17:00 | 1 | 2 | 6 | 20 | 43 | 38 | 43 | 59 | 66 | 40 | 9 | 5 | 2 | 1 | 335 | 46 | 48 |
| 18:00 | 0 | 0 | 5 | 15 | 25 | 44 | 28 | 37 | 34 | 38 | 9 | 2 | 1 | 1 | 239 | 47 | 49 |
| 19:00 | 0 | 3 | 6 | 14 | 27 | 40 | 34 | 23 | 29 | 23 | 6 | 2 | 0 | 0 | 207 | 45 | 48 |
| 20:00 | 0 | 1 | 0 | 24 | 28 | 23 | 28 | 29 | 15 | 13 | 5 | 1 | 0 | 0 | 167 | 44 | 48 |
| 21:00 | 1 | 0 | 4 | 12 | 13 | 14 | 13 | 14 | 9 | 7 | 6 | 1 | 0 | 0 | 94 | 45 | 50 |
| 22:00 | 0 | 0 | 1 | 2 | 8 | 6 | 6 | 7 | 8 | 11 | 3 | 0 | 1 | 0 | 53 | 47 | 50 |
| 23:00 | 0 | 1 | 2 | 1 | 5 | 4 | 3 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 27 | 47 | 50 |
| Total | 20 | 24 | 83 | 302 | 516 | 539 | 470 | 475 | 422 | 303 | 105 | 37 | 14 | 7 | 3317 | | |
| Percent | 0.6% | 0.7% | 2.5% | 9.1% | 15.6% | 16.2% | 14.2% | 14.3% | 12.7% | 9.1% | 3.2% | 1.1% | 0.4% | 0.2% | | | |
| AM Peak | 06:00 | 07:00 | 09:00 | 07:00 | 07:00 | 07:00 | 11:00 | 08:00 | 08:00 | 08:00 | 07:00 | 08:00 | 07:00 | 00:00 | 07:00 | | |
| Vol. | 1 | 4 | 9 | 34 | 35 | 47 | 28 | 44 | 41 | 26 | 11 | 4 | 1 | 1 | 243 | | |
| PM Peak | 15:00 | 19:00 | 15:00 | 15:00 | 15:00 | 16:00 | 16:00 | 17:00 | 17:00 | 17:00 | 16:00 | 17:00 | 12:00 | 13:00 | 17:00 | | |
| Vol. | 7 | 3 | 11 | 27 | 75 | 52 | 58 | 59 | 66 | 40 | 12 | 5 | 3 | 1 | 335 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/23/15 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 11 | 47 | 48 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 7 | 48 | 50 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 6 | 55 | 57 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 48 | 48 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 48 | 48 |
| 05:00 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 13 | 49 | 51 |
| 06:00 | 2 | 1 | 2 | 4 | 6 | 8 | 9 | 9 | 11 | 12 | 3 | 3 | 0 | 0 | 70 | 47 | 51 |
| 07:00 | 2 | 4 | 13 | 28 | 46 | 25 | 27 | 23 | 28 | 16 | 5 | 5 | 1 | 0 | 223 | 45 | 48 |
| 08:00 | 0 | 2 | 10 | 21 | 32 | 26 | 17 | 35 | 32 | 22 | 10 | 5 | 1 | 0 | 213 | 46 | 50 |
| 09:00 | 0 | 2 | 11 | 23 | 44 | 28 | 23 | 23 | 22 | 13 | 3 | 4 | 0 | 1 | 197 | 44 | 48 |
| 10:00 | 1 | 1 | 4 | 11 | 22 | 13 | 19 | 27 | 18 | 7 | 2 | 2 | 0 | 0 | 127 | 44 | 47 |
| 11:00 | 1 | 0 | 10 | 19 | 26 | 20 | 26 | 24 | 22 | 16 | 3 | 3 | 0 | 0 | 170 | 45 | 48 |
| 12 PM | 1 | 3 | 4 | 20 | 37 | 38 | 18 | 19 | 15 | 8 | 7 | 1 | 1 | 0 | 172 | 44 | 49 |
| 13:00 | 0 | 0 | 6 | 16 | 25 | 34 | 24 | 26 | 25 | 15 | 7 | 4 | 0 | 1 | 183 | 45 | 49 |
| 14:00 | 0 | 0 | 9 | 25 | 47 | 31 | 28 | 21 | 34 | 16 | 8 | 1 | 1 | 0 | 221 | 45 | 48 |
| 15:00 | 0 | 2 | 3 | 24 | 54 | 70 | 40 | 34 | 34 | 26 | 10 | 1 | 0 | 0 | 298 | 45 | 48 |
| 16:00 | 0 | 0 | 11 | 34 | 43 | 57 | 33 | 44 | 55 | 27 | 10 | 1 | 2 | 0 | 317 | 45 | 48 |
| 17:00 | 0 | 2 | 7 | 13 | 30 | 55 | 56 | 48 | 42 | 36 | 10 | 9 | 1 | 0 | 309 | 46 | 50 |
| 18:00 | 0 | 0 | 11 | 25 | 52 | 53 | 37 | 40 | 45 | 23 | 8 | 7 | 0 | 0 | 301 | 45 | 48 |
| 19:00 | 0 | 1 | 9 | 14 | 38 | 28 | 30 | 31 | 25 | 18 | 7 | 5 | 0 | 0 | 206 | 45 | 49 |
| 20:00 | 0 | 5 | 11 | 20 | 28 | 27 | 18 | 23 | 13 | 6 | 4 | 1 | 0 | 0 | 156 | 43 | 47 |
| 21:00 | 0 | 0 | 3 | 10 | 21 | 17 | 20 | 22 | 7 | 13 | 1 | 2 | 0 | 1 | 117 | 45 | 48 |
| 22:00 | 0 | 0 | 0 | 4 | 7 | 10 | 8 | 4 | 9 | 11 | 1 | 0 | 1 | 2 | 57 | 47 | 48 |
| 23:00 | 0 | 0 | 4 | 0 | 1 | 2 | 2 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 15 | 50 | 55 |
| Total | 7 | 23 | 129 | 315 | 563 | 543 | 440 | 458 | 444 | 296 | 105 | 55 | 10 | 5 | 3393 | | |
| Percent | 0.2% | 0.7% | 3.8% | 9.3% | 16.6% | 16.0% | 13.0% | 13.5% | 13.1% | 8.7% | 3.1% | 1.6% | 0.3% | 0.1% | | | |
| AM Peak | 06:00 | 07:00 | 07:00 | 07:00 | 07:00 | 09:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 02:00 | 09:00 | 07:00 | | |
| Vol. | 2 | 4 | 13 | 28 | 46 | 28 | 27 | 35 | 32 | 22 | 10 | 5 | 1 | 1 | 223 | | |
| PM Peak | 12:00 | 20:00 | 16:00 | 16:00 | 15:00 | 15:00 | 17:00 | 17:00 | 16:00 | 17:00 | 15:00 | 17:00 | 16:00 | 22:00 | 16:00 | | |
| Vol. | 1 | 5 | 11 | 34 | 54 | 70 | 56 | 48 | 55 | 36 | 10 | 9 | 2 | 2 | 317 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/24/15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 50 | 56 |
| 01:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 50 | 51 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 41 | 42 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 48 | 48 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 53 | 54 |
| 05:00 | 0 | 2 | 0 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 42 | 50 |
| 06:00 | 0 | 3 | 4 | 3 | 8 | 1 | 4 | 6 | 4 | 3 | 2 | 3 | 0 | 0 | 41 | 47 | 52 |
| 07:00 | 2 | 3 | 16 | 34 | 37 | 34 | 31 | 24 | 16 | 14 | 19 | 3 | 1 | 0 | 234 | 46 | 50 |
| 08:00 | 0 | 1 | 6 | 9 | 24 | 27 | 41 | 37 | 45 | 22 | 10 | 3 | 0 | 1 | 226 | 46 | 49 |
| 09:00 | 1 | 3 | 0 | 17 | 28 | 27 | 20 | 24 | 20 | 13 | 7 | 3 | 0 | 0 | 163 | 45 | 49 |
| 10:00 | 0 | 0 | 1 | 8 | 9 | 13 | 14 | 19 | 18 | 6 | 3 | 4 | 0 | 0 | 95 | 45 | 51 |
| 11:00 | 0 | 1 | 8 | 20 | 28 | 32 | 26 | 24 | 23 | 18 | 1 | 3 | 0 | 0 | 184 | 45 | 48 |
| 12 PM | 4 | 0 | 6 | 10 | 31 | 45 | 29 | 27 | 29 | 17 | 8 | 1 | 0 | 0 | 207 | 45 | 48 |
| 13:00 | 0 | 0 | 1 | 11 | 37 | 39 | 22 | 25 | 23 | 14 | 8 | 3 | 0 | 0 | 183 | 45 | 49 |
| 14:00 | 0 | 7 | 10 | 20 | 60 | 35 | 42 | 44 | 28 | 14 | 7 | 5 | 2 | 0 | 274 | 44 | 49 |
| 15:00 | 0 | 5 | 8 | 19 | 55 | 52 | 34 | 45 | 42 | 18 | 10 | 4 | 1 | 1 | 294 | 45 | 49 |
| 16:00 | 1 | 2 | 10 | 14 | 33 | 42 | 39 | 52 | 56 | 38 | 20 | 5 | 3 | 1 | 316 | 47 | 50 |
| 17:00 | 1 | 3 | 6 | 34 | 49 | 63 | 42 | 41 | 64 | 26 | 8 | 2 | 1 | 1 | 341 | 45 | 48 |
| 18:00 | 0 | 1 | 5 | 30 | 61 | 44 | 48 | 44 | 49 | 20 | 7 | 0 | 0 | 0 | 309 | 44 | 47 |
| 19:00 | 0 | 3 | 8 | 22 | 31 | 28 | 26 | 37 | 35 | 11 | 9 | 0 | 1 | 1 | 212 | 45 | 48 |
| 20:00 | 0 | 0 | 3 | 13 | 33 | 43 | 28 | 27 | 15 | 10 | 0 | 2 | 1 | 1 | 176 | 43 | 47 |
| 21:00 | 0 | 0 | 2 | 10 | 22 | 23 | 10 | 6 | 13 | 11 | 5 | 2 | 1 | 1 | 106 | 46 | 50 |
| 22:00 | 0 | 0 | 4 | 4 | 16 | 9 | 9 | 9 | 9 | 6 | 4 | 1 | 0 | 0 | 71 | 46 | 50 |
| 23:00 | 0 | 1 | 1 | 5 | 7 | 5 | 5 | 4 | 6 | 3 | 3 | 0 | 0 | 0 | 40 | 46 | 50 |
| Total | 9 | 35 | 100 | 287 | 570 | 565 | 474 | 501 | 496 | 268 | 135 | 45 | 12 | 7 | 3504 | | |
| Percent | 0.3% | 1.0% | 2.9% | 8.2% | 16.3% | 16.1% | 13.5% | 14.3% | 14.2% | 7.6% | 3.9% | 1.3% | 0.3% | 0.2% | | | |
| AM Peak | 07:00 | 06:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 10:00 | 00:00 | 08:00 | 07:00 | | |
| Vol. | 2 | 3 | 16 | 34 | 37 | 34 | 41 | 37 | 45 | 22 | 19 | 4 | 1 | 1 | 234 | | |
| PM Peak | 12:00 | 14:00 | 14:00 | 17:00 | 18:00 | 17:00 | 18:00 | 16:00 | 17:00 | 16:00 | 16:00 | 14:00 | 16:00 | 15:00 | 17:00 | | |
| Vol. | 4 | 7 | 10 | 34 | 61 | 63 | 48 | 52 | 64 | 38 | 20 | 5 | 3 | 1 | 341 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/25/15 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 12 | 51 | 53 |
| 01:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 10 | 48 | 50 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 42 | 42 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 57 | 57 |
| 05:00 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 14 | 49 | 51 |
| 06:00 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 43 | 45 |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 1 | 1 | 2 | 2 | 5 | 5 | 6 | 5 | 3 | 6 | 6 | 1 | 1 | 1 | 45 | | |
| Percent | 2.2% | 2.2% | 4.4% | 4.4% | 11.1% | 11.1% | 13.3% | 11.1% | 6.7% | 13.3% | 13.3% | 2.2% | 2.2% | 2.2% | | | |
| AM Peak | 06:00 | 01:00 | 01:00 | 05:00 | 00:00 | 00:00 | 00:00 | 00:00 | 01:00 | 01:00 | 00:00 | 00:00 | 04:00 | 05:00 | 05:00 | | |
| Vol. | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 2 | 3 | 3 | 1 | 1 | 1 | 14 | | |
| PM Peak Vol. | | | | | | | | | | | | | | | | | |
| Grand Total | 125 | 203 | 667 | 1915 | 3493 | 3473 | 2841 | 3074 | 3057 | 2011 | 861 | 347 | 111 | 60 | 22238 | | |
| Percent | 0.6% | 0.9% | 3.0% | 8.6% | 15.7% | 15.6% | 12.8% | 13.8% | 13.7% | 9.0% | 3.9% | 1.6% | 0.5% | 0.3% | | | |

15th Percentile : 31 MPH
50th Percentile : 38 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Statistics

10 MPH Pace Speed : 32-41 MPH
Number in Pace : 10832
Percent in Pace : 48.8%
Number of Vehicles > 40 MPH : 9521
Percent of Vehicles > 40 MPH : 42.9%
Mean Speed(Average) : 39 MPH

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound, Northbound

| Start | 1 | 23 | 26 | 29 | 32 | 35 | 38 | 41 | 44 | 47 | 50 | 53 | 56 | 59 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 9999 | Total | Percent | Percent |
| 09/18/15 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | 0 | 12 | 18 | 28 | 12 | 8 | 14 | 11 | 23 | 13 | 7 | 5 | 0 | 1 | 152 | 46 | 50 |
| 07:00 | 8 | 17 | 66 | 91 | 62 | 31 | 41 | 44 | 69 | 51 | 33 | 10 | 7 | 1 | 531 | 47 | 51 |
| 08:00 | 0 | 20 | 53 | 74 | 47 | 36 | 27 | 38 | 50 | 45 | 25 | 10 | 2 | 6 | 433 | 47 | 50 |
| 09:00 | 10 | 21 | 52 | 88 | 45 | 37 | 31 | 50 | 56 | 25 | 13 | 7 | 0 | 0 | 435 | 44 | 48 |
| 10:00 | 6 | 11 | 40 | 30 | 25 | 35 | 32 | 50 | 35 | 33 | 11 | 4 | 3 | 2 | 317 | 46 | 49 |
| 11:00 | 3 | 16 | 43 | 48 | 29 | 27 | 37 | 55 | 53 | 28 | 15 | 10 | 2 | 0 | 366 | 46 | 50 |
| 12 PM | 7 | 25 | 49 | 62 | 59 | 39 | 55 | 55 | 57 | 23 | 20 | 9 | 1 | 3 | 464 | 45 | 50 |
| 13:00 | 4 | 21 | 47 | 48 | 34 | 41 | 65 | 53 | 62 | 28 | 18 | 3 | 3 | 0 | 427 | 45 | 49 |
| 14:00 | 7 | 27 | 57 | 45 | 52 | 55 | 38 | 68 | 63 | 31 | 24 | 6 | 1 | 3 | 477 | 45 | 49 |
| 15:00 | 13 | 18 | 60 | 82 | 76 | 70 | 60 | 66 | 89 | 42 | 26 | 10 | 3 | 3 | 618 | 45 | 49 |
| 16:00 | 4 | 13 | 43 | 72 | 73 | 73 | 58 | 112 | 122 | 82 | 59 | 21 | 3 | 1 | 736 | 48 | 51 |
| 17:00 | 2 | 8 | 37 | 63 | 59 | 51 | 57 | 97 | 156 | 132 | 71 | 26 | 12 | 12 | 783 | 48 | 51 |
| 18:00 | 1 | 5 | 26 | 60 | 65 | 54 | 73 | 91 | 113 | 94 | 55 | 27 | 7 | 2 | 673 | 48 | 52 |
| 19:00 | 4 | 19 | 43 | 53 | 48 | 37 | 53 | 69 | 66 | 50 | 13 | 7 | 3 | 2 | 467 | 46 | 48 |
| 20:00 | 2 | 8 | 35 | 40 | 42 | 29 | 31 | 55 | 54 | 22 | 7 | 6 | 4 | 1 | 336 | 45 | 49 |
| 21:00 | 5 | 15 | 25 | 28 | 22 | 43 | 43 | 40 | 38 | 20 | 9 | 8 | 0 | 0 | 296 | 45 | 49 |
| 22:00 | 3 | 7 | 16 | 23 | 32 | 15 | 29 | 20 | 30 | 16 | 9 | 2 | 1 | 0 | 203 | 45 | 49 |
| 23:00 | 1 | 9 | 8 | 8 | 12 | 10 | 9 | 16 | 22 | 12 | 9 | 1 | 1 | 0 | 118 | 47 | 50 |
| Total | 80 | 272 | 718 | 943 | 794 | 691 | 753 | 990 | 1158 | 747 | 424 | 172 | 53 | 37 | 7832 | | |
| Percent | 1.0% | 3.5% | 9.2% | 12.0% | 10.1% | 8.8% | 9.6% | 12.6% | 14.8% | 9.5% | 5.4% | 2.2% | 0.7% | 0.5% | | | |
| AM Peak | 09:00 | 09:00 | 07:00 | 07:00 | 07:00 | 09:00 | 07:00 | 11:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | | |
| Vol. | 10 | 21 | 66 | 91 | 62 | 37 | 41 | 55 | 69 | 51 | 33 | 10 | 7 | 6 | 531 | | |
| PM Peak | 15:00 | 14:00 | 15:00 | 15:00 | 15:00 | 16:00 | 18:00 | 16:00 | 17:00 | 17:00 | 17:00 | 18:00 | 17:00 | 17:00 | 17:00 | | |
| Vol. | 13 | 27 | 60 | 82 | 76 | 73 | 73 | 112 | 156 | 132 | 71 | 27 | 12 | 12 | 783 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/19/15 | 1 | 1 | 4 | 6 | 11 | 9 | 13 | 9 | 7 | 7 | 6 | 1 | 2 | 0 | 77 | 47 | 51 |
| 01:00 | 0 | 2 | 2 | 2 | 2 | 2 | 1 | 4 | 3 | 4 | 0 | 0 | 0 | 1 | 23 | 46 | 48 |
| 02:00 | 1 | 1 | 0 | 2 | 3 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 14 | 45 | 49 |
| 03:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 53 | 54 |
| 04:00 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 13 | 49 | 51 |
| 05:00 | 0 | 1 | 3 | 2 | 2 | 3 | 4 | 2 | 4 | 3 | 1 | 1 | 0 | 0 | 26 | 47 | 51 |
| 06:00 | 2 | 6 | 10 | 8 | 7 | 6 | 4 | 11 | 9 | 4 | 4 | 1 | 1 | 0 | 73 | 45 | 50 |
| 07:00 | 3 | 5 | 19 | 17 | 13 | 9 | 17 | 22 | 17 | 15 | 12 | 3 | 0 | 0 | 152 | 47 | 50 |
| 08:00 | 6 | 9 | 27 | 42 | 26 | 10 | 19 | 26 | 26 | 22 | 21 | 7 | 2 | 0 | 243 | 48 | 51 |
| 09:00 | 6 | 11 | 32 | 46 | 34 | 31 | 25 | 35 | 51 | 33 | 11 | 5 | 1 | 1 | 322 | 46 | 49 |
| 10:00 | 6 | 15 | 51 | 64 | 40 | 37 | 34 | 68 | 47 | 36 | 20 | 13 | 5 | 4 | 440 | 46 | 51 |
| 11:00 | 4 | 18 | 48 | 54 | 58 | 49 | 45 | 59 | 62 | 40 | 15 | 8 | 5 | 1 | 466 | 45 | 49 |
| 12 PM | 4 | 13 | 84 | 71 | 52 | 52 | 37 | 44 | 66 | 42 | 17 | 4 | 4 | 2 | 492 | 45 | 49 |
| 13:00 | 9 | 14 | 55 | 53 | 63 | 50 | 39 | 68 | 68 | 68 | 24 | 11 | 3 | 4 | 529 | 47 | 50 |
| 14:00 | 4 | 15 | 58 | 55 | 37 | 48 | 39 | 49 | 65 | 49 | 26 | 10 | 2 | 2 | 459 | 47 | 50 |
| 15:00 | 4 | 17 | 47 | 60 | 50 | 43 | 44 | 64 | 67 | 46 | 23 | 9 | 4 | 1 | 479 | 46 | 50 |
| 16:00 | 2 | 11 | 49 | 64 | 57 | 50 | 48 | 70 | 70 | 51 | 25 | 12 | 4 | 2 | 515 | 46 | 50 |
| 17:00 | 5 | 8 | 46 | 63 | 67 | 42 | 47 | 90 | 83 | 60 | 26 | 9 | 6 | 4 | 556 | 46 | 50 |
| 18:00 | 6 | 18 | 56 | 57 | 57 | 50 | 50 | 67 | 74 | 52 | 22 | 6 | 2 | 1 | 518 | 46 | 49 |
| 19:00 | 3 | 24 | 48 | 62 | 54 | 47 | 49 | 74 | 60 | 35 | 7 | 4 | 0 | 1 | 468 | 44 | 47 |
| 20:00 | 1 | 22 | 33 | 55 | 46 | 41 | 46 | 49 | 45 | 28 | 14 | 6 | 1 | 0 | 387 | 45 | 49 |
| 21:00 | 3 | 9 | 23 | 23 | 31 | 31 | 35 | 29 | 28 | 24 | 11 | 6 | 4 | 6 | 263 | 46 | 51 |
| 22:00 | 1 | 8 | 14 | 27 | 18 | 18 | 24 | 27 | 18 | 15 | 9 | 4 | 1 | 1 | 185 | 46 | 50 |
| 23:00 | 2 | 4 | 30 | 23 | 19 | 20 | 16 | 17 | 13 | 9 | 6 | 3 | 1 | 1 | 164 | 44 | 49 |
| Total | 74 | 233 | 740 | 857 | 749 | 648 | 639 | 887 | 887 | 647 | 303 | 124 | 48 | 32 | 6868 | | |
| Percent | 1.1% | 3.4% | 10.8% | 12.5% | 10.9% | 9.4% | 9.3% | 12.9% | 12.9% | 9.4% | 4.4% | 1.8% | 0.7% | 0.5% | | | |
| AM Peak | 08:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 | 08:00 | 10:00 | 10:00 | 10:00 | 11:00 | | |
| Vol. | 6 | 18 | 51 | 64 | 58 | 49 | 45 | 68 | 62 | 40 | 21 | 13 | 5 | 4 | 466 | | |
| PM Peak | 13:00 | 19:00 | 12:00 | 12:00 | 17:00 | 12:00 | 18:00 | 17:00 | 17:00 | 13:00 | 14:00 | 16:00 | 17:00 | 21:00 | 17:00 | | |
| Vol. | 9 | 24 | 84 | 71 | 67 | 52 | 50 | 90 | 83 | 68 | 26 | 12 | 6 | 6 | 556 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/20/15 | 0 | 6 | 12 | 9 | 9 | 14 | 13 | 9 | 10 | 8 | 7 | 3 | 1 | 0 | 101 | 47 | 51 |
| 01:00 | 4 | 1 | 0 | 4 | 2 | 6 | 5 | 6 | 5 | 1 | 1 | 2 | 0 | 0 | 37 | 45 | 52 |
| 02:00 | 1 | 4 | 2 | 3 | 3 | 0 | 1 | 2 | 4 | 1 | 0 | 1 | 1 | 0 | 23 | 45 | 54 |
| 03:00 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 2 | 0 | 12 | 55 | 57 |
| 04:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 7 | 55 | 57 |
| 05:00 | 1 | 2 | 0 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 11 | 44 | 53 |
| 06:00 | 0 | 4 | 3 | 5 | 1 | 3 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 0 | 30 | 48 | 54 |
| 07:00 | 1 | 4 | 11 | 4 | 4 | 1 | 2 | 6 | 6 | 4 | 3 | 1 | 1 | 0 | 48 | 47 | 51 |
| 08:00 | 2 | 6 | 15 | 30 | 30 | 13 | 10 | 11 | 10 | 8 | 7 | 2 | 0 | 3 | 147 | 44 | 49 |
| 09:00 | 2 | 5 | 20 | 16 | 18 | 18 | 7 | 22 | 14 | 13 | 7 | 5 | 1 | 0 | 148 | 46 | 51 |
| 10:00 | 1 | 9 | 34 | 27 | 22 | 28 | 10 | 20 | 28 | 17 | 9 | 5 | 3 | 2 | 215 | 46 | 51 |
| 11:00 | 1 | 12 | 23 | 18 | 14 | 10 | 15 | 24 | 40 | 18 | 10 | 4 | 4 | 3 | 196 | 47 | 51 |
| 12 PM | 4 | 13 | 48 | 47 | 29 | 26 | 28 | 31 | 47 | 32 | 16 | 11 | 2 | 2 | 336 | 47 | 51 |
| 13:00 | 4 | 10 | 23 | 19 | 16 | 32 | 28 | 29 | 24 | 27 | 12 | 5 | 7 | 1 | 237 | 47 | 52 |
| 14:00 | 4 | 10 | 37 | 28 | 18 | 28 | 39 | 37 | 38 | 47 | 19 | 6 | 3 | 2 | 316 | 47 | 50 |
| 15:00 | 4 | 15 | 18 | 23 | 21 | 35 | 27 | 43 | 54 | 43 | 20 | 10 | 0 | 4 | 317 | 47 | 51 |
| 16:00 | 2 | 15 | 40 | 52 | 44 | 40 | 30 | 59 | 52 | 51 | 24 | 12 | 4 | 1 | 426 | 47 | 51 |
| 17:00 | 1 | 5 | 29 | 38 | 41 | 37 | 36 | 45 | 63 | 70 | 22 | 10 | 8 | 4 | 409 | 48 | 51 |
| 18:00 | 0 | 13 | 25 | 27 | 19 | 29 | 26 | 43 | 49 | 33 | 25 | 11 | 6 | 3 | 309 | 48 | 52 |
| 19:00 | 2 | 16 | 31 | 27 | 29 | 26 | 27 | 42 | 47 | 28 | 9 | 6 | 0 | 2 | 292 | 45 | 49 |
| 20:00 | 2 | 26 | 34 | 25 | 24 | 31 | 18 | 35 | 31 | 22 | 8 | 5 | 2 | 3 | 266 | 45 | 49 |
| 21:00 | 1 | 3 | 9 | 15 | 13 | 12 | 23 | 15 | 25 | 13 | 7 | 2 | 1 | 3 | 142 | 46 | 50 |
| 22:00 | 0 | 2 | 9 | 6 | 7 | 7 | 6 | 9 | 10 | 5 | 1 | 2 | 1 | 2 | 67 | 45 | 51 |
| 23:00 | 1 | 2 | 0 | 3 | 0 | 3 | 5 | 0 | 5 | 3 | 3 | 2 | 1 | 0 | 28 | 50 | 54 |
| Total | 38 | 184 | 425 | 428 | 368 | 400 | 359 | 492 | 571 | 449 | 211 | 109 | 50 | 36 | 4120 | | |
| Percent | 0.9% | 4.5% | 10.3% | 10.4% | 8.9% | 9.7% | 8.7% | 11.9% | 13.9% | 10.9% | 5.1% | 2.6% | 1.2% | 0.9% | | | |
| AM Peak | 01:00 | 11:00 | 10:00 | 08:00 | 08:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 09:00 | 11:00 | 08:00 | 10:00 | | |
| Vol. | 4 | 12 | 34 | 30 | 30 | 28 | 15 | 24 | 40 | 18 | 10 | 5 | 4 | 3 | 215 | | |
| PM Peak | 12:00 | 20:00 | 12:00 | 16:00 | 16:00 | 16:00 | 14:00 | 16:00 | 17:00 | 17:00 | 18:00 | 16:00 | 17:00 | 15:00 | 16:00 | | |
| Vol. | 4 | 26 | 48 | 52 | 44 | 40 | 39 | 59 | 63 | 70 | 25 | 12 | 8 | 4 | 426 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/21/15 | 0 | 0 | 0 | 2 | 2 | 1 | 4 | 2 | 2 | 4 | 2 | 3 | 0 | 1 | 23 | 51 | 53 |
| 01:00 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 11 | 45 | 50 |
| 02:00 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 9 | 48 | 50 |
| 03:00 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 7 | 52 | 54 |
| 04:00 | 0 | 2 | 4 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 19 | 46 | 52 |
| 05:00 | **13** | 6 | 9 | 4 | 5 | 3 | 4 | 8 | 2 | 2 | 2 | 4 | 0 | 0 | 62 | 44 | 52 |
| 06:00 | 0 | 9 | 28 | 25 | 11 | 4 | 12 | 23 | 22 | 9 | 5 | 2 | 1 | 0 | 151 | 45 | 49 |
| 07:00 | 4 | **25** | 49 | **104** | **55** | **45** | **45** | **67** | **90** | 48 | 25 | 9 | 2 | **3** | **571** | 45 | 49 |
| 08:00 | 4 | 15 | 59 | 68 | 43 | 26 | 37 | 52 | 68 | **57** | **34** | **20** | **10** | 0 | 493 | 48 | 52 |
| 09:00 | 0 | 13 | **60** | 64 | 45 | 22 | 23 | 37 | 35 | 26 | 20 | 7 | 1 | 2 | 355 | 46 | 50 |
| 10:00 | 6 | 9 | 29 | 46 | 30 | 30 | 22 | 42 | 35 | 28 | 15 | 4 | 2 | 2 | 300 | 46 | 50 |
| 11:00 | 6 | 14 | 46 | 39 | 33 | 32 | 33 | 36 | 47 | 29 | 14 | 9 | 2 | 2 | 342 | 46 | 50 |
| 12 PM | 3 | 19 | 60 | 45 | 51 | 41 | 47 | 44 | 47 | 31 | 18 | 7 | 3 | 1 | 417 | 45 | 50 |
| 13:00 | **15** | **36** | **65** | 63 | **61** | 31 | 32 | 34 | 30 | 24 | 6 | 2 | 2 | 0 | 401 | 43 | 47 |
| 14:00 | 4 | 20 | 57 | **69** | 46 | 52 | 46 | 53 | 51 | 31 | 15 | 5 | 3 | 1 | 453 | 45 | 49 |
| 15:00 | 3 | 14 | 43 | 57 | 55 | 61 | 52 | 60 | 58 | 40 | 26 | 13 | 3 | 3 | 488 | 46 | 51 |
| 16:00 | 1 | 11 | 38 | 56 | 57 | 56 | **62** | 61 | 86 | 78 | 34 | 16 | 4 | **4** | 564 | 47 | 51 |
| 17:00 | 4 | 10 | 36 | 68 | 51 | **72** | 56 | **79** | **109** | **117** | **45** | **25** | **13** | 3 | **688** | 48 | 52 |
| 18:00 | 1 | 7 | 32 | 54 | 52 | 59 | 41 | 69 | 85 | 83 | 37 | 16 | 7 | 4 | 547 | 48 | 51 |
| 19:00 | 4 | 17 | 41 | 56 | 45 | 32 | 32 | 50 | 50 | 29 | 16 | 1 | 3 | 0 | 376 | 45 | 49 |
| 20:00 | 1 | 14 | 30 | 43 | 44 | 36 | 26 | 29 | 52 | 28 | 8 | 3 | 1 | 0 | 315 | 45 | 48 |
| 21:00 | 1 | 7 | 17 | 16 | 11 | 13 | 14 | 18 | 25 | 23 | 10 | 3 | 0 | 1 | 159 | 47 | 50 |
| 22:00 | 1 | 2 | 4 | 3 | 8 | 4 | 7 | 7 | 7 | 2 | 2 | 2 | 1 | 0 | 50 | 45 | 52 |
| 23:00 | 0 | 1 | 0 | 1 | 3 | 2 | 4 | 4 | 4 | 5 | 6 | 0 | 1 | 0 | 31 | 50 | 51 |
| Total | 71 | 251 | 712 | 888 | 712 | 626 | 603 | 779 | 909 | 697 | 343 | 153 | 59 | 29 | 6832 | | |
| Percent | 1.0% | 3.7% | 10.4% | 13.0% | 10.4% | 9.2% | 8.8% | 11.4% | 13.3% | 10.2% | 5.0% | 2.2% | 0.9% | 0.4% | | | |
| AM Peak | 05:00 | 07:00 | 09:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | | |
| Vol. | 13 | 25 | 60 | 104 | 55 | 45 | 45 | 67 | 90 | 57 | 34 | 20 | 10 | 3 | 571 | | |
| PM Peak | 13:00 | 13:00 | 13:00 | 14:00 | 13:00 | 17:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 17:00 | | |
| Vol. | 15 | 36 | 65 | 69 | 61 | 72 | 62 | 79 | 109 | 117 | 45 | 25 | 13 | 4 | 688 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound, Northbound

| Start | 1 | 23 | 26 | 29 | 32 | 35 | 38 | 41 | 44 | 47 | 50 | 53 | 56 | 59 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 9999 | Total | Percent | Percent |
| 09/22/15 | 0 | 1 | 3 | 0 | 1 | 0 | 2 | 4 | 2 | 3 | 0 | 0 | 0 | 1 | 17 | 46 | 48 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 7 | 48 | 50 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 5 | 52 | 54 |
| 03:00 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 42 | 50 |
| 04:00 | 0 | 0 | 3 | 2 | 1 | 1 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 15 | 45 | 49 |
| 05:00 | 0 | 7 | 13 | 3 | 2 | 3 | 3 | 6 | 2 | 5 | 2 | 1 | 0 | 1 | 48 | 46 | 49 |
| 06:00 | 5 | 10 | 23 | 28 | 19 | 5 | 17 | 15 | 16 | 14 | 5 | 2 | 1 | 1 | 161 | 45 | 49 |
| 07:00 | 3 | 19 | 53 | 93 | 58 | 55 | 36 | 53 | 70 | 53 | 31 | 13 | 2 | 2 | 541 | 47 | 50 |
| 08:00 | 1 | 16 | 60 | 82 | 45 | 38 | 36 | 60 | 79 | 51 | 23 | 14 | 5 | 5 | 515 | 46 | 51 |
| 09:00 | 4 | 15 | 69 | 87 | 46 | 45 | 38 | 49 | 43 | 34 | 16 | 8 | 1 | 3 | 458 | 45 | 49 |
| 10:00 | 4 | 10 | 25 | 45 | 41 | 21 | 25 | 30 | 44 | 24 | 19 | 6 | 4 | 3 | 301 | 47 | 51 |
| 11:00 | 2 | 15 | 44 | 47 | 33 | 38 | 41 | 41 | 43 | 37 | 14 | 8 | 2 | 2 | 367 | 46 | 50 |
| 12 PM | 5 | 11 | 56 | 49 | 42 | 40 | 52 | 54 | 48 | 38 | 14 | 6 | 3 | 0 | 418 | 45 | 49 |
| 13:00 | 2 | 9 | 34 | 45 | 45 | 43 | 40 | 50 | 45 | 25 | 14 | 5 | 5 | 3 | 365 | 45 | 50 |
| 14:00 | 6 | 13 | 36 | 62 | 47 | 50 | 58 | 66 | 49 | 25 | 21 | 6 | 2 | 0 | 441 | 45 | 49 |
| 15:00 | 12 | 25 | 75 | 81 | 93 | 70 | 43 | 58 | 52 | 31 | 16 | 7 | 2 | 1 | 566 | 44 | 48 |
| 16:00 | 8 | 14 | 46 | 67 | 61 | 61 | 84 | 86 | 83 | 52 | 41 | 11 | 5 | 1 | 620 | 46 | 50 |
| 17:00 | 3 | 11 | 44 | 61 | 61 | 45 | 52 | 105 | 155 | 104 | 46 | 25 | 7 | 6 | 725 | 48 | 51 |
| 18:00 | 1 | 6 | 39 | 56 | 42 | 54 | 39 | 74 | 97 | 92 | 43 | 15 | 8 | 3 | 569 | 48 | 51 |
| 19:00 | 2 | 20 | 43 | 45 | 35 | 46 | 47 | 48 | 66 | 52 | 10 | 6 | 2 | 2 | 424 | 46 | 48 |
| 20:00 | 1 | 17 | 22 | 38 | 39 | 30 | 38 | 43 | 34 | 18 | 8 | 4 | 1 | 0 | 293 | 44 | 48 |
| 21:00 | 2 | 7 | 21 | 22 | 20 | 18 | 18 | 21 | 22 | 13 | 10 | 3 | 0 | 0 | 177 | 45 | 50 |
| 22:00 | 0 | 4 | 6 | 6 | 14 | 9 | 8 | 12 | 15 | 16 | 5 | 1 | 2 | 0 | 98 | 47 | 50 |
| 23:00 | 0 | 2 | 4 | 3 | 5 | 6 | 4 | 1 | 5 | 8 | 1 | 2 | 1 | 0 | 42 | 48 | 53 |
| Total | 61 | 232 | 720 | 923 | 750 | 681 | 685 | 880 | 977 | 698 | 342 | 144 | 53 | 34 | 7180 | | |
| Percent | 0.8% | 3.2% | 10.0% | 12.9% | 10.4% | 9.5% | 9.5% | 12.3% | 13.6% | 9.7% | 4.8% | 2.0% | 0.7% | 0.5% | | | |
| AM Peak | 06:00 | 07:00 | 09:00 | 07:00 | 07:00 | 07:00 | 11:00 | 08:00 | 08:00 | 07:00 | 07:00 | 08:00 | 08:00 | 08:00 | 07:00 | | |
| Vol. | 5 | 19 | 69 | 93 | 58 | 55 | 41 | 60 | 79 | 53 | 31 | 14 | 5 | 5 | 541 | | |
| PM Peak | 15:00 | 15:00 | 15:00 | 15:00 | 15:00 | 15:00 | 16:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 18:00 | 17:00 | 17:00 | | |
| Vol. | 12 | 25 | 75 | 81 | 93 | 70 | 84 | 105 | 155 | 104 | 46 | 25 | 8 | 6 | 725 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound, Northbound

| Start | 1 | 23 | 26 | 29 | 32 | 35 | 38 | 41 | 44 | 47 | 50 | 53 | 56 | 59 | | 85th | 95th |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | 22 | 25 | 28 | 31 | 34 | 37 | 40 | 43 | 46 | 49 | 52 | 55 | 58 | 9999 | Total | Percent | Percent |
| 09/23/15 | 0 | 2 | 0 | 4 | 3 | 1 | 2 | 2 | 2 | 4 | 0 | 1 | 0 | 0 | 21 | 47 | 48 |
| 01:00 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 9 | 50 | 53 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 6 | 55 | 57 |
| 03:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 48 | 48 |
| 04:00 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 12 | 47 | 50 |
| 05:00 | 1 | 6 | 6 | 12 | 1 | 2 | 4 | 12 | 7 | 5 | 3 | 2 | 0 | 0 | 61 | 46 | 50 |
| 06:00 | 4 | 14 | 33 | 26 | 14 | 14 | 15 | 26 | 20 | 26 | 9 | 5 | 0 | 1 | 207 | 47 | 50 |
| 07:00 | 3 | 18 | 72 | 91 | 58 | 38 | 45 | 57 | 63 | 45 | 22 | 14 | 5 | 3 | 534 | 46 | 50 |
| 08:00 | 0 | 14 | 53 | 70 | 51 | 35 | 28 | 59 | 52 | 46 | 27 | 15 | 6 | 2 | 458 | 47 | 51 |
| 09:00 | 2 | 15 | 63 | 85 | 75 | 37 | 37 | 49 | 46 | 27 | 11 | 7 | 3 | 2 | 459 | 44 | 48 |
| 10:00 | 2 | 12 | 29 | 36 | 35 | 27 | 36 | 45 | 34 | 22 | 13 | 3 | 1 | 1 | 296 | 45 | 49 |
| 11:00 | 6 | 15 | 47 | 65 | 38 | 33 | 47 | 50 | 49 | 28 | 13 | 7 | 1 | 0 | 399 | 45 | 49 |
| 12 PM | 9 | 20 | 52 | 61 | 48 | 49 | 28 | 43 | 36 | 19 | 12 | 9 | 2 | 0 | 388 | 44 | 49 |
| 13:00 | 3 | 12 | 37 | 36 | 34 | 48 | 34 | 48 | 50 | 36 | 18 | 6 | 0 | 3 | 365 | 46 | 49 |
| 14:00 | 1 | 23 | 47 | 66 | 65 | 38 | 42 | 43 | 54 | 32 | 20 | 2 | 3 | 1 | 437 | 45 | 49 |
| 15:00 | 0 | 17 | 72 | 83 | 69 | 75 | 52 | 56 | 63 | 45 | 27 | 6 | 0 | 2 | 567 | 45 | 49 |
| 16:00 | 2 | 14 | 52 | 90 | 67 | 69 | 55 | 77 | 99 | 83 | 48 | 13 | 10 | 1 | 680 | 47 | 51 |
| 17:00 | 1 | 15 | 36 | 55 | 54 | 64 | 69 | 90 | 102 | 105 | 39 | 38 | 15 | 3 | 686 | 48 | 53 |
| 18:00 | 0 | 11 | 29 | 69 | 70 | 66 | 51 | 92 | 97 | 59 | 32 | 13 | 5 | 4 | 598 | 47 | 50 |
| 19:00 | 5 | 20 | 50 | 47 | 47 | 32 | 43 | 42 | 52 | 35 | 13 | 9 | 1 | 2 | 398 | 45 | 49 |
| 20:00 | 2 | 17 | 35 | 43 | 33 | 33 | 29 | 41 | 31 | 13 | 8 | 2 | 1 | 0 | 288 | 44 | 48 |
| 21:00 | 0 | 7 | 20 | 23 | 25 | 20 | 26 | 40 | 20 | 18 | 3 | 2 | 0 | 1 | 205 | 44 | 48 |
| 22:00 | 0 | 3 | 9 | 9 | 9 | 11 | 11 | 5 | 14 | 14 | 5 | 0 | 1 | 2 | 93 | 47 | 49 |
| 23:00 | 1 | 0 | 7 | 3 | 2 | 2 | 4 | 3 | 4 | 4 | 2 | 0 | 1 | 0 | 33 | 47 | 51 |
| Total | 42 | 256 | 753 | 977 | 801 | 695 | 659 | 883 | 897 | 673 | 328 | 156 | 56 | 28 | 7204 | | |
| Percent | 0.6% | 3.6% | 10.5% | 13.6% | 11.1% | 9.6% | 9.1% | 12.3% | 12.5% | 9.3% | 4.6% | 2.2% | 0.8% | 0.4% | | | |
| AM Peak | 11:00 | 07:00 | 07:00 | 07:00 | 09:00 | 07:00 | 11:00 | 08:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | | |
| Vol. | 6 | 18 | 72 | 91 | 75 | 38 | 47 | 59 | 63 | 46 | 27 | 15 | 6 | 3 | 534 | | |
| PM Peak | 12:00 | 14:00 | 15:00 | 16:00 | 18:00 | 15:00 | 17:00 | 18:00 | 17:00 | 17:00 | 16:00 | 17:00 | 17:00 | 18:00 | 17:00 | | |
| Vol. | 9 | 23 | 72 | 90 | 70 | 75 | 69 | 92 | 102 | 105 | 48 | 38 | 15 | 4 | 686 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/24/15 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 2 | 0 | 1 | 0 | 2 | 0 | 14 | 51 | 56 |
| 01:00 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 1 | 14 | 50 | 53 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 41 | 42 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 48 | 48 |
| 04:00 | 0 | 2 | 3 | 2 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 15 | 47 | 52 |
| 05:00 | 2 | 6 | 12 | 6 | 3 | 2 | 7 | 9 | 3 | 2 | 3 | 1 | 0 | 0 | 56 | 43 | 50 |
| 06:00 | 0 | 17 | 28 | 24 | 17 | 4 | 9 | 15 | 10 | 12 | 9 | 8 | 0 | 0 | 153 | 47 | 52 |
| 07:00 | 5 | 19 | 54 | 79 | 57 | 41 | 47 | 62 | 66 | 46 | 35 | 19 | 4 | 2 | 536 | 47 | 51 |
| 08:00 | 0 | 3 | 56 | 64 | 41 | 32 | 56 | 60 | 68 | 61 | 31 | 11 | 2 | 4 | 489 | 47 | 50 |
| 09:00 | 3 | 15 | 57 | 80 | 49 | 33 | 32 | 40 | 47 | 30 | 23 | 7 | 2 | 2 | 420 | 45 | 50 |
| 10:00 | 3 | 4 | 33 | 32 | 25 | 24 | 25 | 54 | 35 | 19 | 13 | 7 | 3 | 1 | 278 | 46 | 51 |
| 11:00 | 0 | 18 | 42 | 62 | 48 | 45 | 43 | 48 | 40 | 38 | 7 | 8 | 1 | 0 | 400 | 45 | 48 |
| 12 PM | 9 | 21 | 36 | 49 | 48 | 61 | 47 | 52 | 59 | 28 | 15 | 5 | 1 | 1 | 432 | 45 | 48 |
| 13:00 | 2 | 7 | 23 | 41 | 47 | 49 | 41 | 35 | 58 | 41 | 18 | 7 | 0 | 1 | 370 | 46 | 50 |
| 14:00 | 9 | 20 | 45 | 62 | 73 | 47 | 57 | 77 | 58 | 38 | 18 | 8 | 3 | 1 | 516 | 45 | 49 |
| 15:00 | 4 | 22 | 66 | 72 | 72 | 64 | 41 | 77 | 87 | 41 | 25 | 7 | 6 | 1 | 585 | 45 | 50 |
| 16:00 | 8 | 18 | 54 | 66 | 47 | 56 | 51 | 83 | 92 | 74 | 59 | 21 | 6 | 2 | 637 | 48 | 51 |
| 17:00 | 1 | 7 | 44 | 83 | 75 | 75 | 58 | 88 | 160 | 100 | 53 | 21 | 8 | 5 | 778 | 47 | 51 |
| 18:00 | 5 | 13 | 48 | 70 | 75 | 56 | 75 | 92 | 96 | 54 | 38 | 5 | 5 | 2 | 634 | 46 | 50 |
| 19:00 | 9 | 23 | 48 | 52 | 40 | 38 | 59 | 58 | 52 | 28 | 18 | 3 | 2 | 1 | 431 | 45 | 49 |
| 20:00 | 0 | 13 | 28 | 32 | 41 | 53 | 41 | 37 | 34 | 16 | 8 | 3 | 2 | 1 | 309 | 44 | 48 |
| 21:00 | 1 | 5 | 20 | 20 | 29 | 25 | 21 | 13 | 28 | 19 | 9 | 5 | 3 | 1 | 199 | 46 | 51 |
| 22:00 | 1 | 2 | 9 | 10 | 18 | 9 | 17 | 23 | 23 | 12 | 13 | 1 | 0 | 0 | 138 | 47 | 50 |
| 23:00 | 1 | 2 | 3 | 9 | 8 | 7 | 9 | 12 | 8 | 7 | 3 | 0 | 0 | 0 | 69 | 45 | 48 |
| Total | 64 | 238 | 712 | 918 | 815 | 724 | 741 | 943 | 1028 | 672 | 401 | 149 | 50 | 26 | 7481 | | |
| Percent | 0.9% | 3.2% | 9.5% | 12.3% | 10.9% | 9.7% | 9.9% | 12.6% | 13.7% | 9.0% | 5.4% | 2.0% | 0.7% | 0.3% | | | |
| AM Peak | 07:00 | 07:00 | 09:00 | 09:00 | 07:00 | 11:00 | 08:00 | 07:00 | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | | |
| Vol. | 5 | 19 | 57 | 80 | 57 | 45 | 56 | 62 | 68 | 61 | 35 | 19 | 4 | 4 | 536 | | |
| PM Peak | 12:00 | 19:00 | 15:00 | 17:00 | 17:00 | 17:00 | 18:00 | 18:00 | 17:00 | 17:00 | 16:00 | 16:00 | 17:00 | 17:00 | 17:00 | | |
| Vol. | 9 | 23 | 66 | 83 | 75 | 75 | 75 | 92 | 160 | 100 | 59 | 21 | 8 | 5 | 778 | | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: INTE0027
Type: Volume / Direction / Speed
Tech: Judd / Mosdell / Anderson
Count: Vehicle Speeds

Highland south of 11800 N SPEED
Date Start: 18-Sep-15
Date End: 25-Sep-15
Highland Blvd south of 11800 North
Highland, Utah

Southbound, Northbound

| Start Time | 1 22 | 23 25 | 26 28 | 29 31 | 32 34 | 35 37 | 38 40 | 41 43 | 44 46 | 47 49 | 50 52 | 53 55 | 56 58 | 59 9999 | Total | 85th Percent | 95th Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09/25/15 | 0 | 2 | 3 | 1 | 2 | 3 | 4 | 2 | 1 | 1 | 6 | 1 | 0 | 0 | 26 | 50 | 51 |
| 01:00 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 15 | 48 | 49 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 42 | 42 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 42 | 42 |
| 04:00 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 14 | 44 | 55 |
| 05:00 | 0 | 3 | 7 | 8 | 2 | 1 | 2 | 5 | 2 | 4 | 4 | 1 | 0 | 1 | 40 | 48 | 51 |
| 06:00 | 4 | 3 | 4 | 4 | 1 | 2 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 26 | 43 | 45 |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 4 | 9 | 18 | 18 | 7 | 7 | 10 | 13 | 14 | 9 | 11 | 2 | 1 | 1 | 124 | | |
| Percent | 3.2% | 7.3% | 14.5% | 14.5% | 5.6% | 5.6% | 8.1% | 10.5% | 11.3% | 7.3% | 8.9% | 1.6% | 0.8% | 0.8% | | | |
| AM Peak | 06:00 | 05:00 | 05:00 | 05:00 | 00:00 | 00:00 | 00:00 | 05:00 | 01:00 | 01:00 | 00:00 | 00:00 | 04:00 | 05:00 | 05:00 | | |
| Vol. | 4 | 3 | 7 | 8 | 2 | 3 | 4 | 5 | 5 | 4 | 6 | 1 | 1 | 1 | 40 | | |
| PM Peak Vol. | | | | | | | | | | | | | | | | | |
| Grand Total | 434 | 1675 | 4798 | 5952 | 4996 | 4472 | 4449 | 5867 | 6441 | 4592 | 2363 | 1009 | 370 | 223 | 47641 | | |
| Percent | 0.9% | 3.5% | 10.1% | 12.5% | 10.5% | 9.4% | 9.3% | 12.3% | 13.5% | 9.6% | 5.0% | 2.1% | 0.8% | 0.5% | | | |

15th Percentile : 28 MPH
50th Percentile : 37 MPH
85th Percentile : 46 MPH
95th Percentile : 50 MPH

Statistics

10 MPH Pace Speed : 40-49 MPH
Number in Pace : 18383
Percent in Pace : 38.8%
Number of Vehicles > 40 MPH : 20865
Percent of Vehicles > 40 MPH : 44.0%
Mean Speed(Average) : 38 MPH