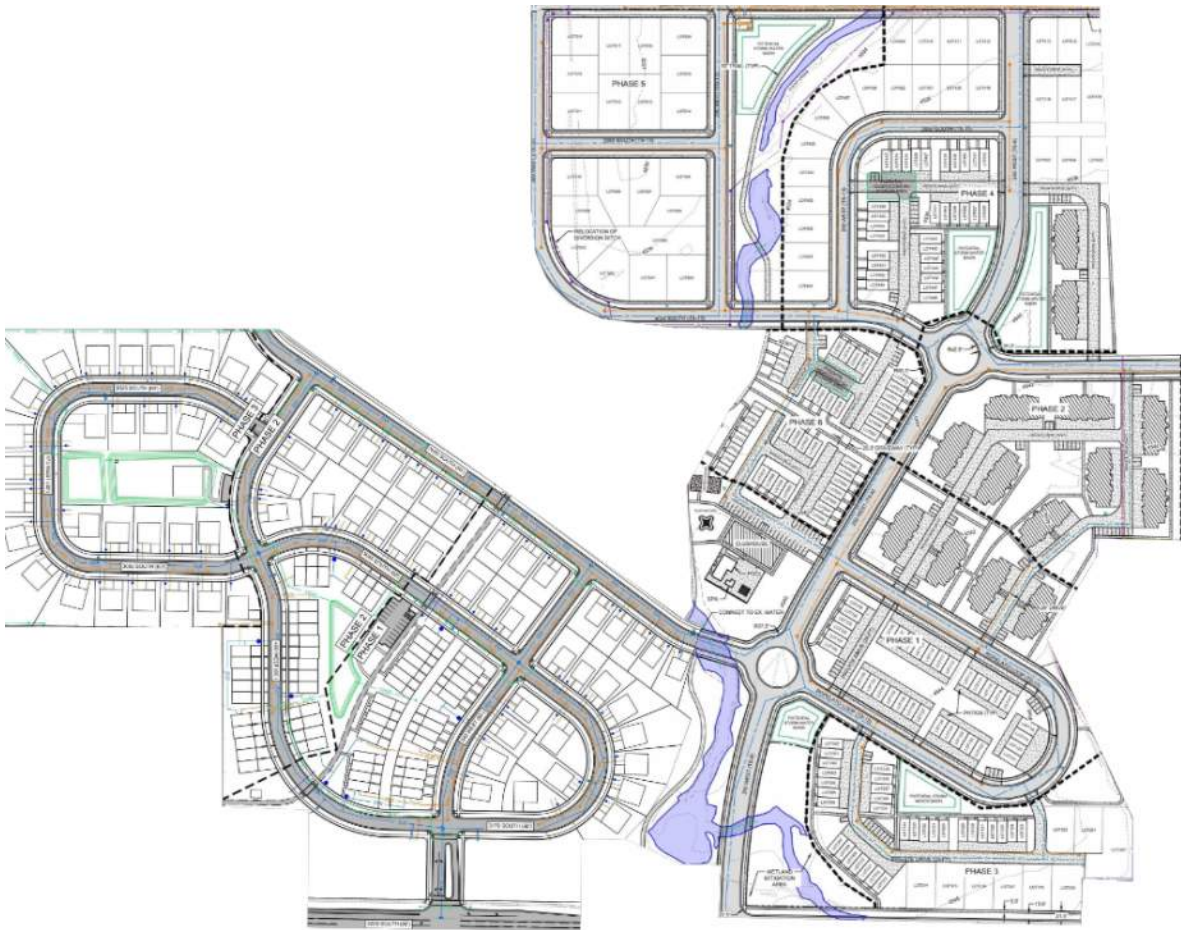


Ridgeline Park

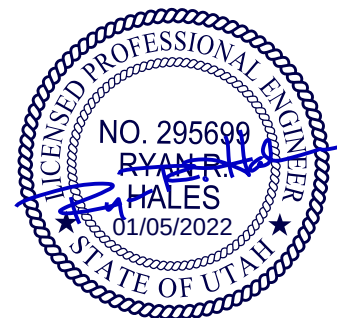
Traffic Impact Study



Nibley, Utah

January 5, 2022

UT21-1989



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Ridgeline Park development located in Nibley, Utah. The Ridgeline Park development is located north of 3200 South and south of 2900 South, just west of Main Street (SR-165).

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021), future (2026), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1: Evening Peak Hour Level of Service Results

Intersection	Level of Service					
	Existing (2021)		Future (2026)		Future (2040)	
	BG	PP	BG	PP	BG	PP
1 2600 South / Main Street (SR-165)	B	B	B	B	C	C
2 3100 South / Main Street (SR-165)	c	c	c	c	b	c
3 3200 South / Main Street (SR-165)	B	B	B	B	C	C
4 250 West & Southeast Access / 3200 South	a	a	a	a	a	b
5 Southwest Access / 3200 South	-	a	-	a	-	a
6 Elkhorn Ranch Road (600 West) / 3200 South	b	a	a	a	a	b
7 2965 South / Elkhorn Ranch Road (600 West)	a	a	a	a	a	a
8 Elkhorn Ranch Road (600 West) / 2600 South	a	a	a	a	a	a
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)						
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)						
Source: Hales Engineering, January 2022						

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
4 250 West & Southeast Access / 3200 South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
5 Southwest Access / 3200 South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
1. Storage lengths are based on 2040 95th percentile queue lengths and do not include required deceleration / taper distances																
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable																
Source: Hales Engineering, January 2022																

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of single-family detached housing, multi-family townhomes, and multi-family condos.
- The project is anticipated to generate approximately 3,476 weekday daily trips, including 236 trips in the morning peak hour, and 296 trips in the evening peak hour

2021	Background	Plus Project
Assumptions	• None	• All trip generation routed south to 3200 South while 2900 South and a potential access across from Maverik are utilized as gated emergency exits only
Findings	• Acceptable LOS	• Acceptable LOS
2026	Background	Plus Project
Findings	• Acceptable LOS	• Acceptable LOS
2040	Background	Plus Project
Assumptions	• Mill Road rerouted from 3100 South to 3200 South	• None
Findings	• Acceptable LOS	• Acceptable LOS

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Ridgeline Park development located in Nibley, Utah. The proposed project is located north of 3200 South and south of 2900 South, just west of Main Street (SR-165). Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021), future (2026), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Nibley, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 2600 South / Main Street (SR-165)
- 3100 South / Main Street (SR-165)
- 3200 South / Main Street (SR-165)
- 250 West & Southeast Project Access / 3200 South
- Southwest Project Access / 3200 South
- Elkhorn Ranch Road / 3200 South
- 2965 South / Elkhorn Ranch Road
- Elkhorn Ranch Road / 2600 South

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2021) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Main Street (SR-165) – is a state-maintained roadway (classified by UDOT access management standards as a “System Priority – Urban Importance” facility, or access category 3 roadway). There are two travel lanes in each direction separated by a center two-way left-turn lane (TWLTL). As identified and controlled by UDOT, a “System Priority – Urban Importance” access classification identifies minimum signalized intersection spacing of one-half mile (2,640 feet). There are no permitted unsignalized access points allowed. The posted speed limit on Main Street (SR-165) is 45 mph.

3200 South – is a city-maintained roadway which is classified by the Nibley City Transportation Master Plan (2019) as a “minor arterial street.” The roadway has two travel lanes in each direction with some sections separated by a center two-way left-turn lane (TWLTL). The posted speed limit is 35 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- 2600 South / Main Street (SR-165)
- 2900 South / Main Street (SR-165)
- Maverik North Access / Main Street (SR-165)
- 3100 South / Main Street (SR-165)
- 3200 South / Main Street (SR-165)
- 250 West / 3200 South
- Elkhorn Ranch Road / 3200 South
- 2965 South / Elkhorn Ranch Road
- Elkhorn Ranch Road / 2600 South

The counts were performed on Tuesday, August 31, 2021. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be

between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 29% higher than the morning peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Hales Engineering did not make seasonal adjustments to the observed traffic volumes. Monthly traffic volume data, obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-165 (ATR #622), showed that in recent years, traffic volumes in August/September have been higher than average traffic volumes.

Additionally, the traffic counts were collected during the COVID-19 pandemic when traffic volumes may have been slightly reduced due to social distancing measures. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website, the traffic volumes on August 27, 2019 (pre-social distancing) were lower than those on August 31, 2021. Therefore, no adjustment was made to traffic volumes for the COVID-19 pandemic.

Figure 2 shows the existing evening peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2021) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.



Table 2: Existing (2021) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
2600 South / Main Street (SR-165)	Signal	-	12.4	B
3100 South / Main Street (SR-165)	WB Stop	WBL	16.9	c
3200 South / Main Street (SR-165)	Signal	-	10.9	B
250 West / 3200 South	NB Stop	NBL	7.0	a
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	NBT	10.6	b
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	SBL	1.9	a
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	WBL	6.8	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, January 2022

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Ridgeline Park development is located north of 3200 South and south of 2900 South, just west of Main Street (SR-165). The development will consist of residential townhome, condo, and single-family units. A concept plan for the proposed development is provided in Appendix C.

The development will be built out in numerous phases. For the purpose of this traffic impact analysis, the phasing timeline was split into a phase 1 (2021) and phase 2 (2026 & 2040). The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Phase 1	Phase 2	Total
Single-family detached housing	70 Units	56 Units	126 Units
Townhomes	91 Units	103 Units	194 Units
Condos	140 Units	0 Units	140 Units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development in phase 1 is as follows:

- Daily Trips: 2,160
- Morning Peak Hour Trips: 150
- Evening Peak Hour Trips: 190

The total trip generation for the development at full buildout is as follows:

- Daily Trips: 3,476
- Morning Peak Hour Trips: 236
- Evening Peak Hour Trips: 296

Table 4: Trip Generation

Trip Generation Nibley - Ridgeline Park								
Weekday Daily Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New Daily Trips
Single-Family Detached Housing (210)	126	Dwelling Units	1,288	50%	50%	644	644	1,288
Multifamily Housing (Low-Rise) (220)	194	Dwelling Units	1,426	50%	50%	713	713	1,426
Multifamily Housing (Mid-Rise) (221)	140	Dwelling Units	762	50%	50%	381	381	762
Total			3,476			1,738	1,738	3,476
Morning Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New AM Trips
Single-Family Detached Housing (210)	126	Dwelling Units	95	25%	75%	24	71	95
Multifamily Housing (Low-Rise) (220)	194	Dwelling Units	90	23%	77%	21	69	90
Multifamily Housing (Mid-Rise) (221)	140	Dwelling Units	51	26%	74%	13	38	51
Total			236			58	178	236
Evening Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New PM Trips
Single-Family Detached Housing (210)	126	Dwelling Units	127	63%	37%	80	47	127
Multifamily Housing (Low-Rise) (220)	194	Dwelling Units	107	63%	37%	67	40	107
Multifamily Housing (Mid-Rise) (221)	140	Dwelling Units	62	61%	39%	38	24	62
Total			296			185	111	296

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.
 SOURCE: Hales Engineering, January 2022

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the evening peak hour is shown in Table 5.

Table 5: Trip Distribution

Direction	% To/From Project
North	30%
South	10%
East	10%
West	50%

These trip distribution assumptions were used to assign the evening peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3 and Figure 4.

E. Access

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

3200 South:

- The southeast project access will be located across from 250 West and approximately 1,350 feet west of the 3200 South / Main Street (SR-165) intersection. It will access the project on the north side of 3200 South. It is anticipated that the access will be stop-controlled.
- The southwest project access will be located approximately 1,950 feet west of the 3200 South / Main Street (SR-165) intersection. It will access the project on the north side of 3200 South. It is anticipated that the access will be stop-controlled.



Nibley Ridgeline Park TIS Trip Assignment (2026)

Evening Peak Hour Figure 4



IV. EXISTING (2021) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2021) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2021) background traffic volumes to predict turning movement volumes for existing (2021) plus project conditions. Existing (2021) plus project evening peak hour turning movement volumes are shown in Figure 5.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to continue to operate at acceptable levels of service during the evening peak hour with project traffic added, as shown in Table 6.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended.

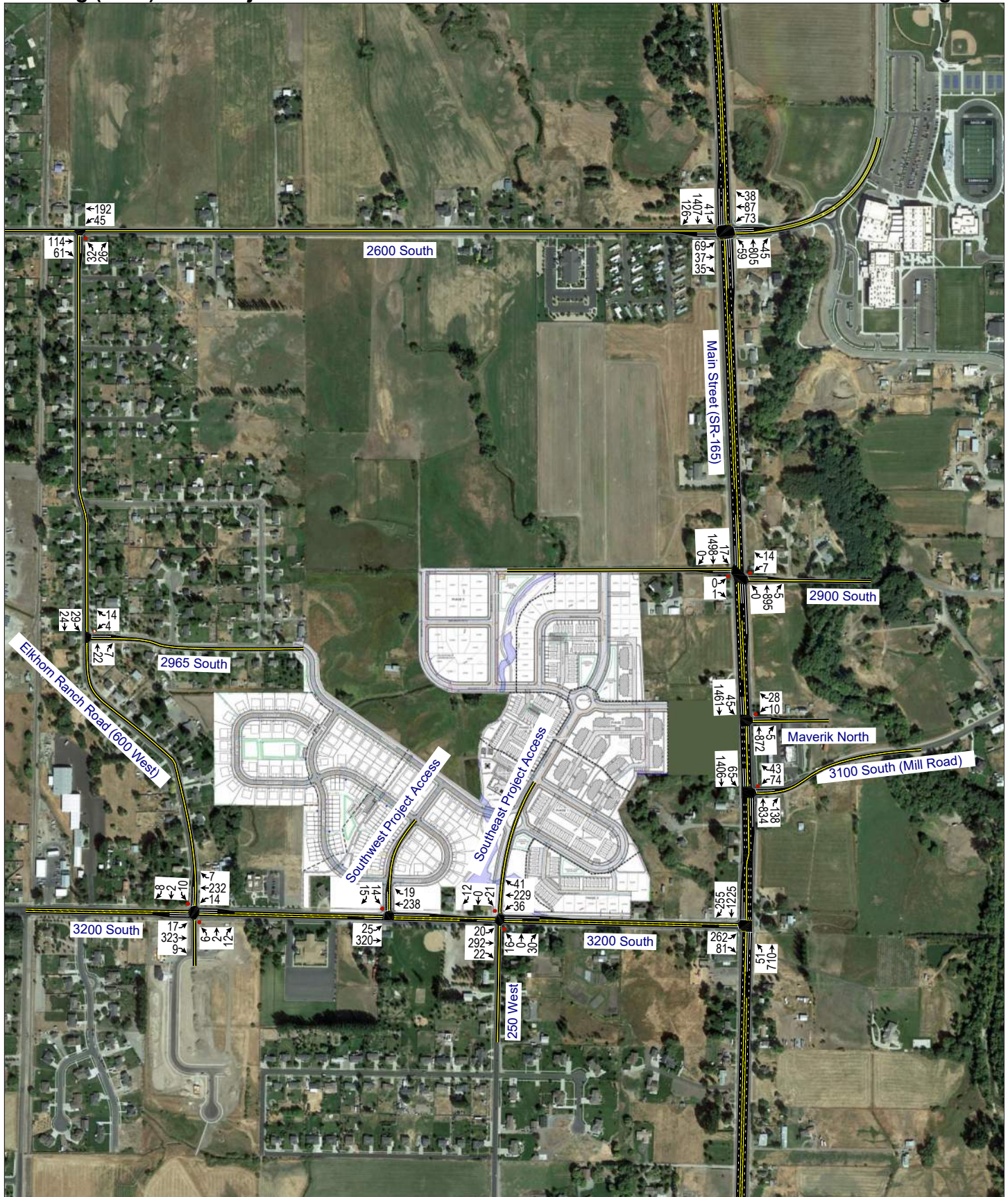


Table 6: Existing (2021) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
2600 South / Main Street (SR-165)	Signal	-	12.6	B
3100 South / Main Street (SR-165)	WB Stop	WBL	18.5	c
3200 South / Main Street (SR-165)	Signal	-	12.3	B
250 West & Southeast Access / 3200 South	NB/SB Stop	NBL	8.1	a
Southwest Access / 3200 South	SB Stop	SBL	7.8	a
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	NBT	9.5	a
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	WBL	2.2	a
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	WBL	7.3	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, January 2022

V. FUTURE (2026) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2026) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Cache County Regional Transportation Plan, there is a project planned to realign Mill Road (3100 South) to align with 3200 South before 2024 in the study area. However, after discussion with Nibley City, it was determined that this improvement would likely not be completed before 2026. Therefore, no changes were made to the roadway network for the future (2026) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2026) forecasted volumes from the Cache Metropolitan Planning Organization travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2026) evening peak hour turning movement volumes are shown in Figure 6.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2026) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2026) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.

Nibley Ridgeline Park TIS Future (2026) Background

Evening Peak Hour Figure 6



Table 7: Future (2026) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
2600 South / Main Street (SR-165)	Signal	-	13.5	B
3100 South / Main Street (SR-165)	WB Stop	WBL	23.6	c
3200 South / Main Street (SR-165)	Signal	-	12.1	B
250 West / 3200 South	NB Stop	NBL	7.3	a
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	NBT	7.9	a
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	SBL	1.8	a
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	WBL	8.1	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, January 2022

VI. FUTURE (2026) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2026) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2026) background traffic volumes to predict turning movement volumes for future (2026) plus project conditions. Future (2026) plus project evening peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to continue operating at acceptable levels of service during the evening peak hour in future (2026) plus project conditions, as shown in Table 8.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended.

Nibley Ridgeline Park TIS Future (2026) Plus Project

Evening Peak Hour Figure 7

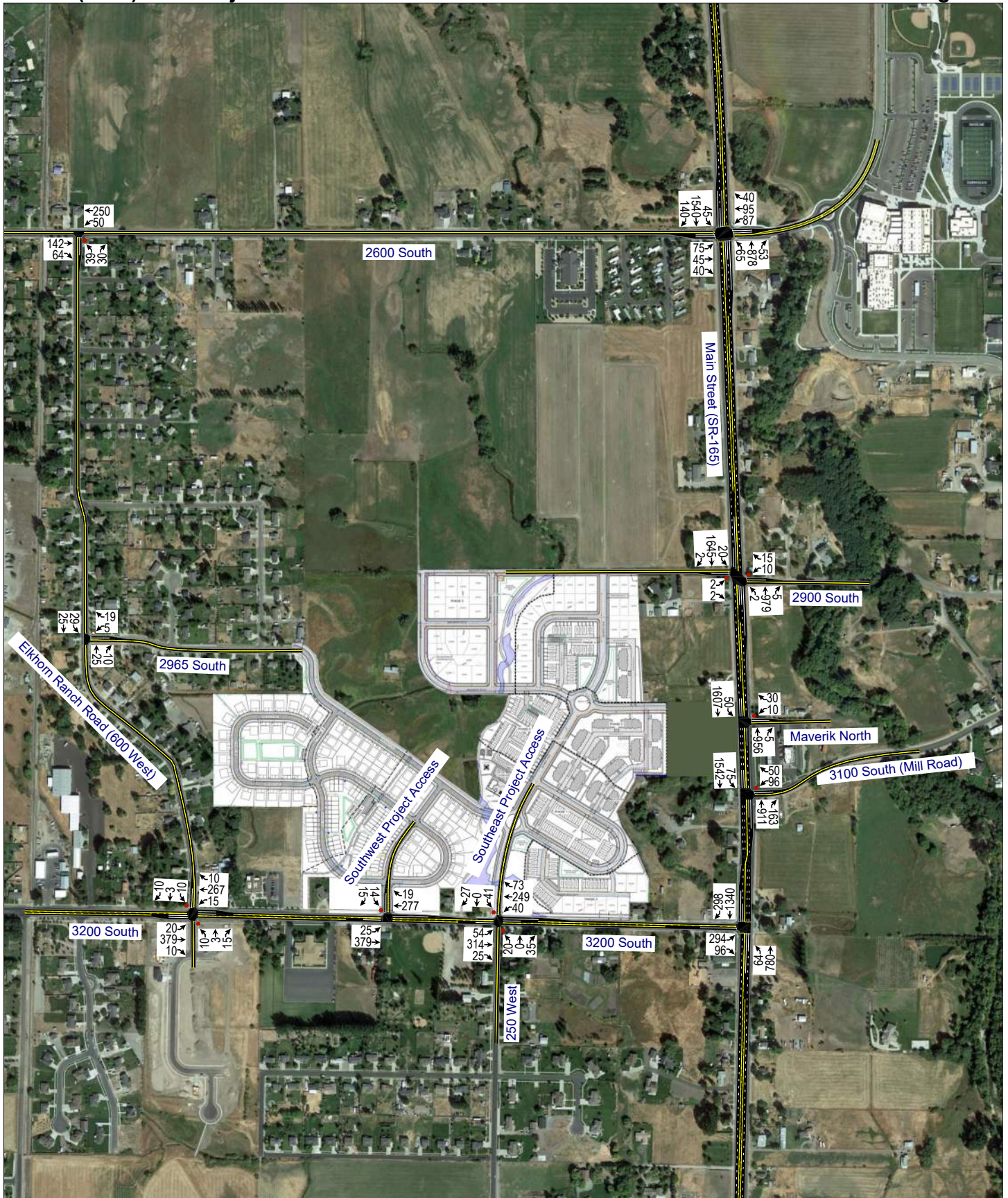


Table 8: Future (2026) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
2600 South / Main Street (SR-165)	Signal	-	15.3	B
3100 South / Main Street (SR-165)	WB Stop	WBL	24.6	c
3200 South / Main Street (SR-165)	Signal	-	14.0	B
250 West & Southeast Access / 3200 South	NB/SB Stop	SBL	9.2	a
Southwest Access / 3200 South	SB Stop	SBL	8.3	a
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	NBT	9.3	a
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	SBL	1.9	a
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	WBL	8.7	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, January 2022

VII. FUTURE (2040) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Cache County Regional Transportation Plan, and Nibley City, there is a project planned to realign Mill Road (3100 South) to align with 3200 South before 2040 in the study area. This change was made to the roadway network for the future (2040) analysis. Anticipated traffic volumes were adjusted accordingly.

C. Traffic Volumes

Hales Engineering obtained future (2040) forecasted volumes from the Cache Metropolitan Planning Organization travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2040) background evening peak hour turning movement volumes are shown in Figure 8.

D. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2040) background conditions, as shown in Table 9. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.



Table 9: Future (2040) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
2600 South / Main Street (SR-165)	Signal	-	21.7	C
3100 South / Main Street (SR-165)	WB Stop	WBL	13.2	b
3200 South / Main Street (SR-165)	Signal	-	22.5	C
250 West / 3200 South	NB Stop	NBL	8.2	a
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	SBT	9.5	a
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	SBL	2.0	a
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	WBL	9.5	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, January 2022

VIII. FUTURE (2040) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project evening peak hour turning movement volumes are shown in Figure 9.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2040) plus project conditions, as shown in Table 10.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 11. Intersections shown in Table 11 include new intersections and existing intersections that have recommended storage length changes.

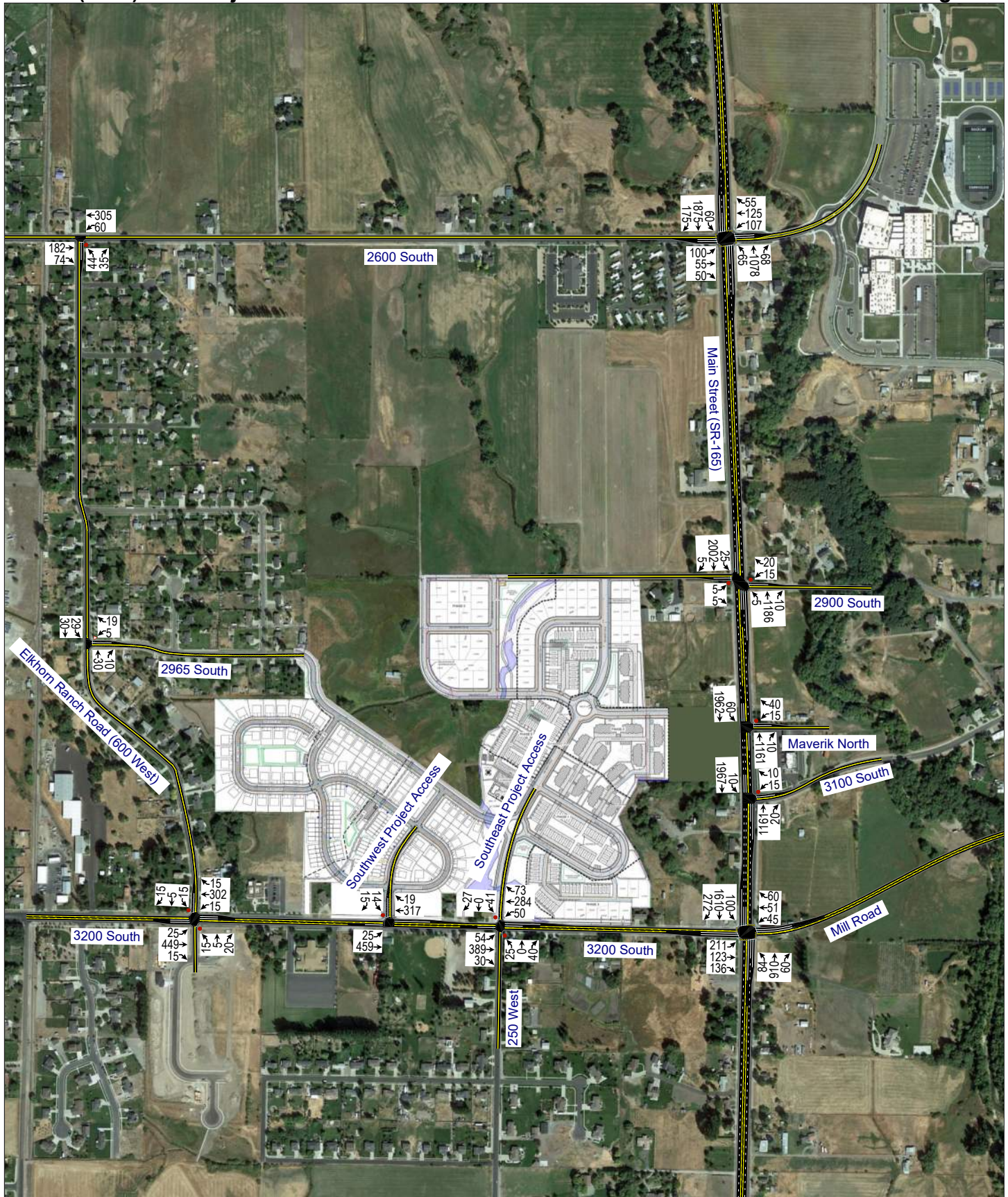


Table 10: Future (2040) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
2600 South / Main Street (SR-165)	Signal	-	24.1	C
3100 South / Main Street (SR-165)	WB Stop	WBL	16.6	c
3200 South / Main Street (SR-165)	Signal	-	23.7	C
250 West & Southeast Access / 3200 South	NB/SB Stop	SBL	12.0	b
Southwest Access / 3200 South	SB Stop	SBL	9.2	a
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	NBL	11.1	b
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	WBL	3.2	a
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	WBL	9.2	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, January 2022

Table 11: Recommended Storage Lengths

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
4	250 West & Southeast Access / 3200 South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
5	Southwest Access / 3200 South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100

1. Storage lengths are based on 2040 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, January 2022

APPENDIX A

Turning Movement Counts

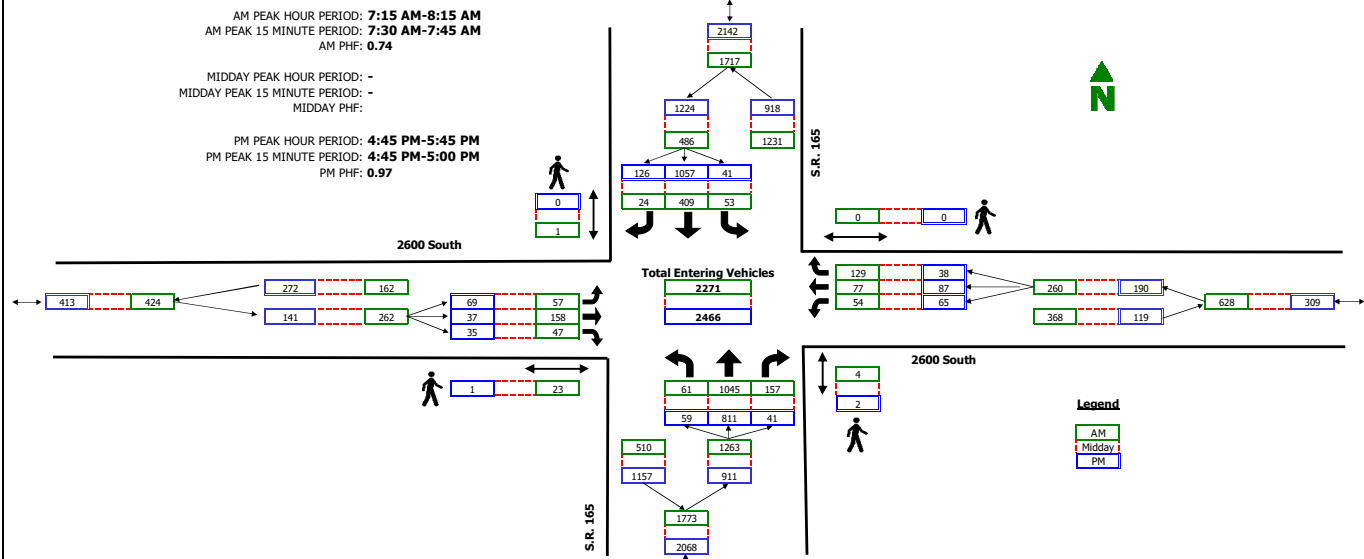
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: S.R. 165 / 2600 South
North/South: S.R. 165
East/West: 2600 South
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date: 8-31-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0

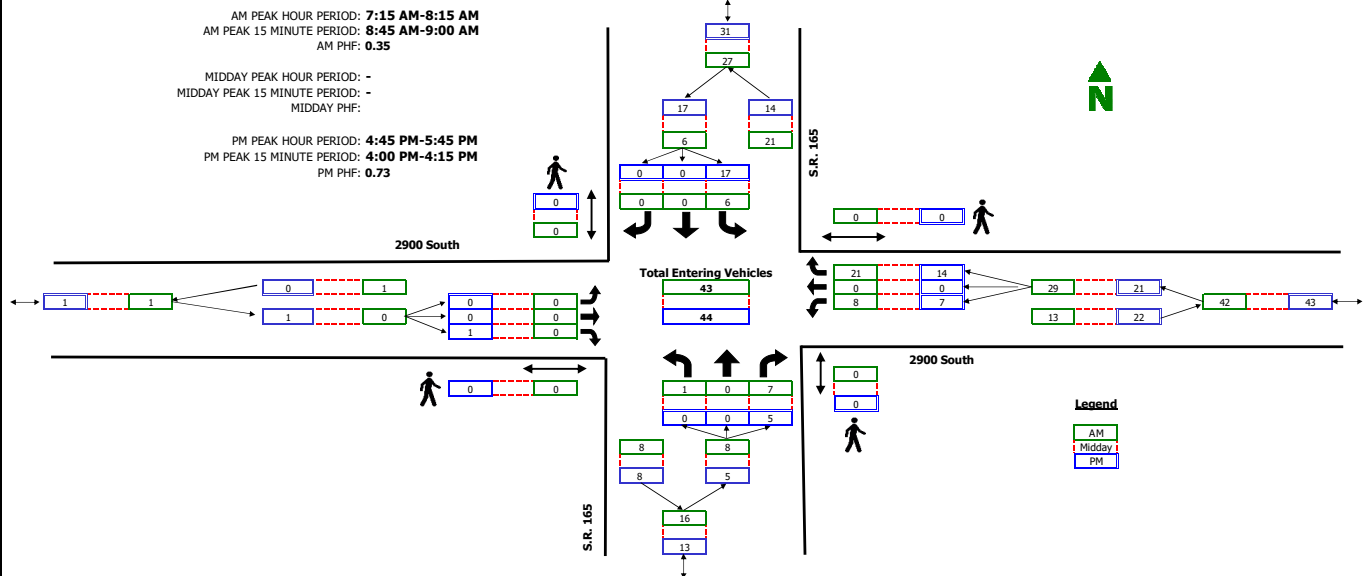


RAW COUNT SUMMARIES	S.R. 165				S.R. 165				2600 South				2600 South				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	3	122	3	0	6	67	4	0	11	5	5	2	0	4	1	1	233
7:15 - 7:30	9	217	28	4	18	121	2	0	14	26	6	4	12	9	14	0	476
7:30 - 7:45	11	315	89	0	22	95	3	1	15	99	16	13	18	36	52	0	771
7:45 - 8:00	32	283	37	0	9	86	12	0	10	27	14	6	22	31	58	0	621
8:00 - 8:15	9	230	3	0	4	107	7	0	18	6	11	0	2	1	5	0	403
8:15 - 8:30	6	205	4	0	4	87	11	0	11	4	4	1	6	3	3	0	348
8:30 - 8:45	10	264	4	0	4	115	14	0	17	5	6	0	6	3	7	0	455
8:45 - 9:00	14	236	3	0	7	120	14	0	16	6	14	0	9	9	8	0	456
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	10	253	6	0	8	181	16	0	18	9	15	0	15	7	10	1	548
16:15 - 16:30	12	234	11	4	8	220	24	0	17	8	8	0	14	11	7	0	574
16:30 - 16:45	7	178	8	0	15	226	19	0	14	7	5	1	11	5	5	0	500
16:45 - 17:00	14	235	14	1	12	245	37	0	17	10	9	0	17	13	13	0	636
17:00 - 17:15	18	189	8	1	14	257	28	0	13	8	4	0	15	16	7	0	577
17:15 - 17:30	14	197	8	0	7	297	27	0	22	9	13	0	17	13	10	0	634
17:30 - 17:45	13	190	11	0	8	258	34	0	17	10	9	1	16	45	8	0	619
17:45 - 18:00	7	175	8	0	9	263	29	0	23	17	4	0	15	24	9	0	583

Intersection Turning Movement Summary

Intersection: S.R. 165 / 2900 South
North/South: S.R. 165
East/West: 2900 South
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date: 8-31-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0

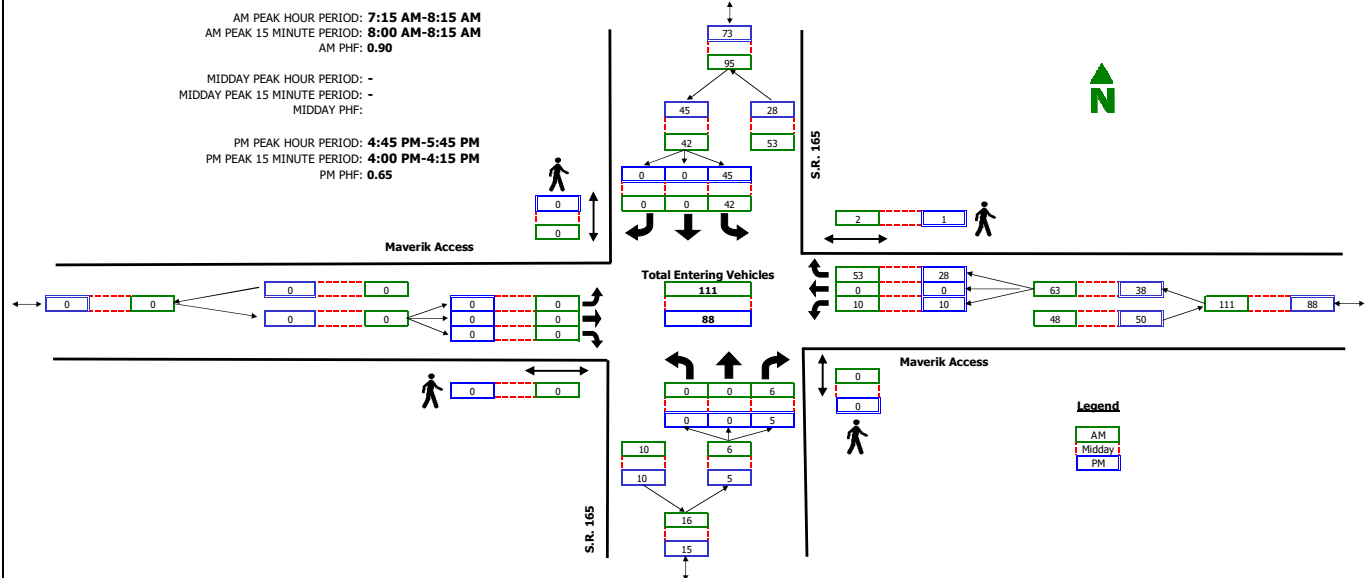


RAW COUNT SUMMARIES	S.R. 165				S.R. 165				2900 South				2900 South				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	4
7:15 - 7:30	0	0	1	0	2	0	0	0	0	0	0	0	2	0	3	0	8
7:30 - 7:45	0	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	7
7:45 - 8:00	0	0	5	0	2	0	0	0	0	0	0	0	0	0	10	0	17
8:00 - 8:15	1	0	1	0	1	0	0	0	0	0	0	0	3	0	5	0	11
8:15 - 8:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	6
8:30 - 8:45	0	0	3	0	1	0	0	0	0	0	1	0	1	0	4	0	10
8:45 - 9:00	0	0	2	0	2	0	0	0	0	0	0	0	7	0	20	0	31
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	2	0	6	0	0	0	0	0	0	0	3	0	4	0	15
16:15 - 16:30	0	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	4
16:30 - 16:45	0	0	1	0	4	0	0	0	0	0	0	0	0	0	6	0	11
16:45 - 17:00	0	0	0	0	5	0	0	0	0	0	0	0	3	0	3	0	11
17:00 - 17:15	0	0	3	0	5	0	0	0	0	0	0	0	3	0	3	0	14
17:15 - 17:30	0	0	1	0	5	0	0	0	0	0	0	0	0	0	5	0	11
17:30 - 17:45	0	0	1	0	2	0	0	0	0	0	1	0	1	0	3	0	8
17:45 - 18:00	0	0	0	0	2	0	0	0	0	0	0	0	1	0	2	0	5

Intersection Turning Movement Summary

Intersection: S.R. 165 / Maverik Access
North/South: S.R. 165
East/West: Maverik Access
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date: 8-31-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0

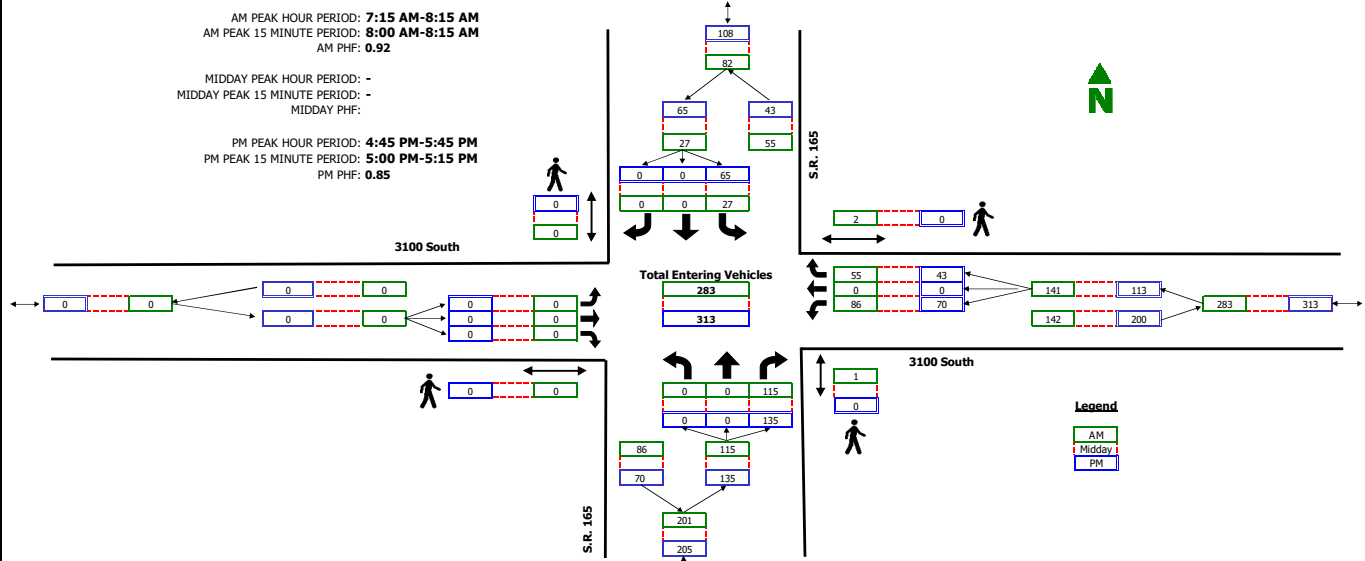


RAW COUNT SUMMARIES	S.R. 165				S.R. 165				Maverik Access				Maverik Access				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	1	0	7	0	0	0	0	0	0	0	1	1	10	0	19
7:15 - 7:30	0	0	2	0	11	0	0	0	0	0	0	0	3	0	11	1	27
7:30 - 7:45	0	0	1	0	6	0	0	0	0	0	0	0	2	0	14	1	23
7:45 - 8:00	0	0	2	0	12	0	0	0	0	0	0	0	4	0	12	0	30
8:00 - 8:15	0	0	1	0	13	0	0	0	0	0	0	0	1	0	16	0	31
8:15 - 8:30	0	0	0	0	4	0	0	0	0	0	0	0	2	0	20	0	26
8:30 - 8:45	0	0	1	0	8	0	0	0	0	0	0	0	1	0	5	0	15
8:45 - 9:00	0	0	0	0	10	0	0	0	0	0	0	0	3	0	13	0	26
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	6	0	11	0	0	0	0	0	0	0	1	0	16	1	34
16:15 - 16:30	0	0	1	0	12	0	0	0	0	0	0	0	7	0	14	0	34
16:30 - 16:45	0	0	0	0	13	0	0	0	0	0	0	0	2	0	11	0	26
16:45 - 17:00	0	0	1	0	14	0	0	0	0	0	0	0	5	0	8	0	28
17:00 - 17:15	0	0	2	0	11	0	0	0	0	0	0	0	1	0	7	0	21
17:15 - 17:30	0	0	1	0	14	0	0	0	0	0	0	0	1	0	9	1	25
17:30 - 17:45	0	0	1	0	6	0	0	0	0	0	0	0	3	0	4	0	14
17:45 - 18:00	0	0	4	0	9	0	0	0	0	0	0	0	1	0	4	0	18

Intersection Turning Movement Summary

Intersection: S.R. 165 / 3100 South
North/South: S.R. 165
East/West: 3100 South
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date: 8-31-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0

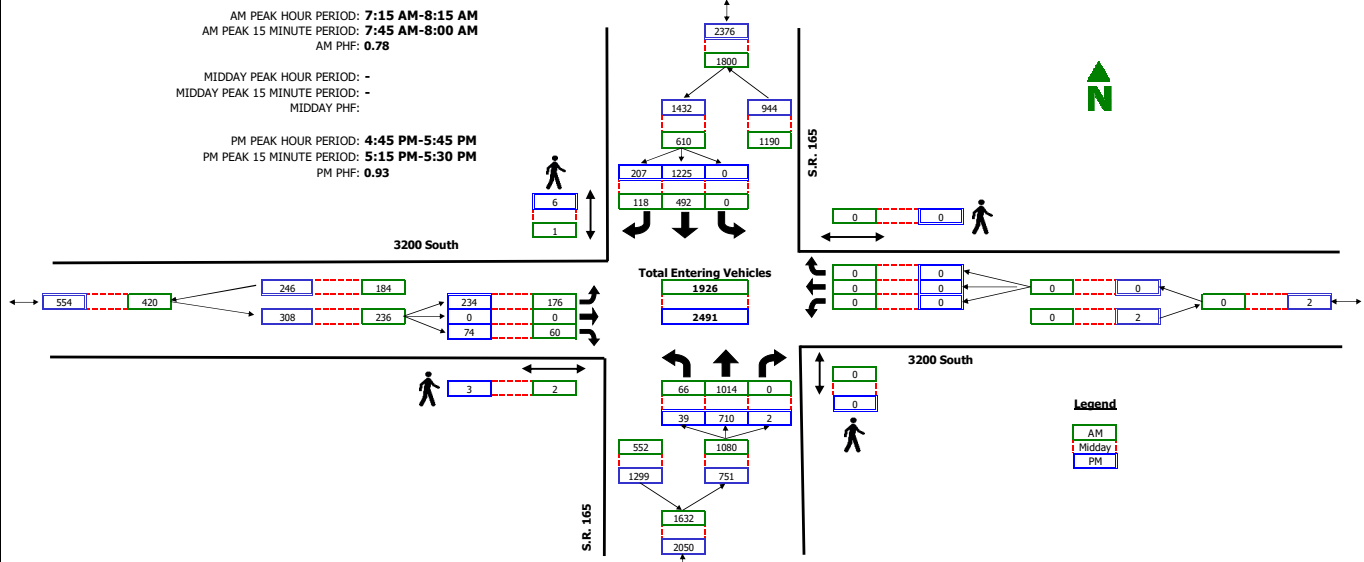


RAW COUNT SUMMARIES	S.R. 165 Northbound				S.R. 165 Southbound				3100 South Eastbound				3100 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	22	0	11	1	0	0	0	0	0	0	16	0	10	2	60
7:15 - 7:30	0	0	24	0	7	0	0	0	0	0	0	0	20	0	10	2	61
7:30 - 7:45	0	0	23	0	3	0	0	0	0	0	0	0	30	0	18	0	74
7:45 - 8:00	0	0	36	0	4	0	0	0	0	0	0	0	19	0	12	0	71
8:00 - 8:15	0	0	32	1	13	0	0	0	0	0	0	0	17	0	15	0	77
8:15 - 8:30	0	0	23	0	3	0	0	0	0	0	0	0	10	1	7	0	44
8:30 - 8:45	0	0	22	0	0	0	0	0	0	0	0	0	10	0	16	0	48
8:45 - 9:00	0	0	40	0	3	0	0	0	0	0	0	0	24	0	9	1	76
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	20	0	8	0	0	0	0	0	0	0	17	1	7	0	53
16:15 - 16:30	0	0	37	0	18	0	0	0	0	0	0	0	22	0	14	0	91
16:30 - 16:45	0	0	40	0	12	0	0	0	0	0	0	0	18	0	15	0	85
16:45 - 17:00	0	0	28	0	8	0	0	0	0	0	0	0	19	0	14	0	69
17:00 - 17:15	0	0	46	0	16	0	0	0	0	0	0	0	16	0	14	0	92
17:15 - 17:30	0	0	37	0	18	0	0	0	0	0	0	0	19	0	6	0	80
17:30 - 17:45	0	0	24	0	23	0	0	0	0	0	0	0	16	0	9	0	72
17:45 - 18:00	0	0	38	0	10	0	0	0	0	0	0	0	15	0	4	0	67

Intersection Turning Movement Summary

Intersection: S.R. 165 / 3200 South
North/South: S.R. 165
East/West: 3200 South
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date: 8-31-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0

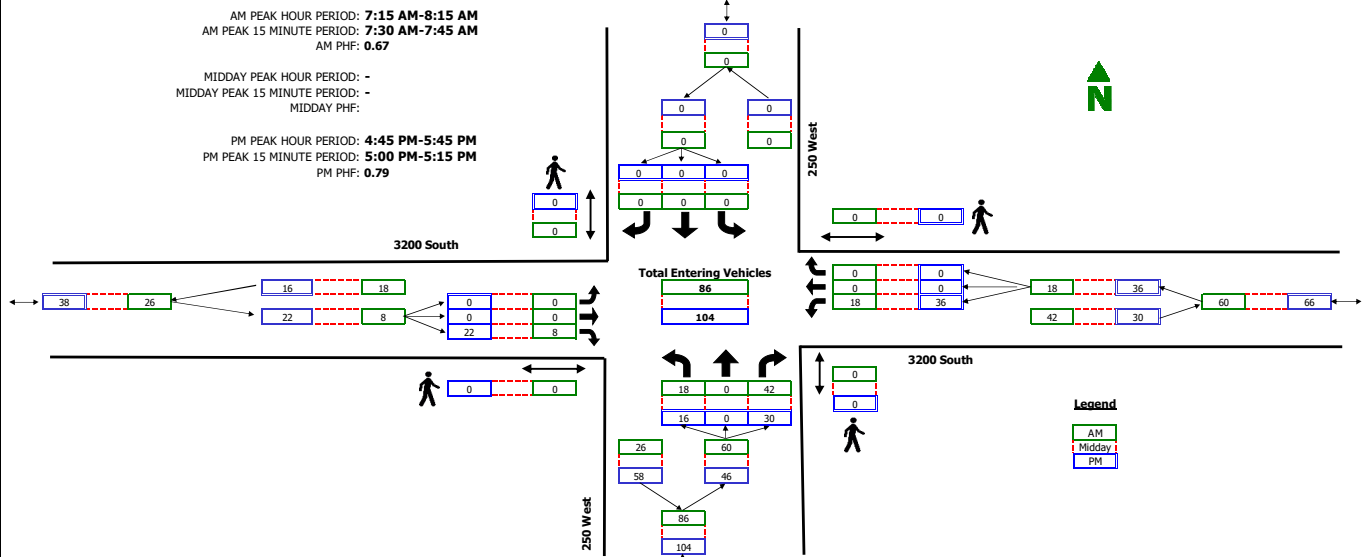


RAW COUNT SUMMARIES	S.R. 165				S.R. 165				3200 South				3200 South				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	126	0	0	0	76	22	0	5	0	7	2	0	0	0	0	238
7:15 - 7:30	4	179	0	0	0	117	26	1	28	0	9	1	0	0	0	0	363
7:30 - 7:45	24	315	0	0	0	140	28	0	47	0	12	0	0	0	0	0	566
7:45 - 8:00	21	351	0	0	0	105	40	0	77	0	27	1	0	0	0	0	621
8:00 - 8:15	17	169	0	0	0	130	24	0	24	0	12	0	0	0	0	0	376
8:15 - 8:30	5	183	0	0	0	103	28	0	25	0	14	0	0	0	0	0	358
8:30 - 8:45	11	204	0	0	0	95	37	0	34	0	7	0	0	0	0	0	388
8:45 - 9:00	14	241	0	0	0	138	57	0	47	0	12	0	0	0	0	0	509
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	8	210	0	0	0	215	54	0	70	0	9	0	0	0	0	0	566
16:15 - 16:30	5	200	0	0	0	255	44	0	50	0	17	0	0	0	0	0	571
16:30 - 16:45	9	180	0	0	0	239	39	0	37	0	6	0	0	0	0	0	510
16:45 - 17:00	5	191	0	0	0	278	52	2	64	0	10	1	0	0	0	0	600
17:00 - 17:15	9	186	1	0	0	271	49	0	51	0	24	2	0	0	0	0	591
17:15 - 17:30	10	169	0	0	0	369	52	1	57	0	13	0	0	0	0	0	670
17:30 - 17:45	15	164	1	0	0	307	54	3	62	0	27	0	0	0	0	0	630
17:45 - 18:00	10	165	0	0	0	303	36	0	34	0	6	0	0	0	0	0	554

Intersection Turning Movement Summary

Intersection: 250 West / 3200 South
North/South: 250 West
East/West: 3200 South
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date: 8-31-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	250 West				250 West				3200 South				3200 South				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	6	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	11
7:15 - 7:30	4	0	8	0	0	0	0	0	0	0	0	0	5	0	0	0	17
7:30 - 7:45	6	0	15	0	0	0	0	0	0	0	5	0	6	0	0	0	32
7:45 - 8:00	2	0	14	0	0	0	0	0	0	0	0	0	6	0	0	0	22
8:00 - 8:15	6	0	5	0	0	0	0	0	0	0	3	0	1	0	0	0	15
8:15 - 8:30	10	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	23
8:30 - 8:45	2	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	6
8:45 - 9:00	12	0	8	0	0	0	0	0	0	0	4	0	6	0	0	0	30
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	5	0	10	0	0	0	0	0	0	0	3	0	11	0	0	0	29
16:15 - 16:30	2	0	7	0	0	0	0	0	0	0	5	0	17	0	0	0	31
16:30 - 16:45	1	0	6	0	0	0	0	0	0	0	5	0	10	0	0	0	22
16:45 - 17:00	8	0	5	0	0	0	0	0	0	0	3	0	3	0	0	0	19
17:00 - 17:15	5	0	10	0	0	0	0	0	0	0	7	0	11	0	0	0	33
17:15 - 17:30	1	0	10	0	0	0	0	0	0	0	7	0	15	0	0	0	33
17:30 - 17:45	2	0	5	0	0	0	0	0	0	0	5	0	7	0	0	0	19
17:45 - 18:00	8	0	5	0	0	0	0	0	0	0	7	0	4	0	0	0	24

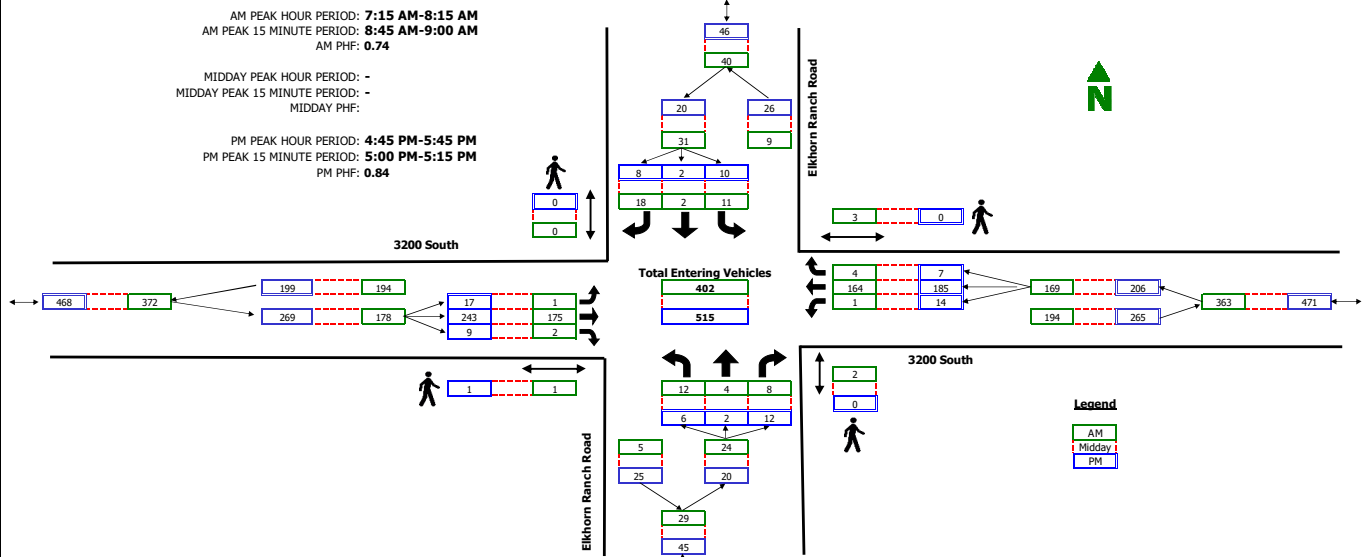
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Elkhorn Ranch Road / 3200 South
North/South: Elkhorn Ranch Road
East/West: 3200 South
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date: 8-31-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Elkhorn Ranch Road Northbound				Elkhorn Ranch Road Southbound				3200 South Eastbound				3200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	1	1	0	0	0	1	2	1	20	0	2	1	13	2	0	41
7:15 - 7:30	2	1	2	2	1	0	5	0	0	46	1	0	0	26	2	3	86
7:30 - 7:45	2	1	4	0	4	0	4	0	0	61	0	0	0	41	1	0	118
7:45 - 8:00	7	1	2	0	2	2	7	0	1	42	0	0	0	56	0	0	120
8:00 - 8:15	1	1	0	0	4	0	2	0	0	26	1	1	1	41	1	0	78
8:15 - 8:30	0	0	3	0	3	0	1	0	1	28	1	0	0	33	1	1	71
8:30 - 8:45	8	1	3	0	3	0	3	0	4	35	1	0	0	46	4	7	108
8:45 - 9:00	5	1	0	1	1	1	6	0	3	53	4	0	1	59	2	0	136
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	1	1	0	0	0	3	0	8	72	5	0	4	48	2	2	145
16:15 - 16:30	0	1	1	0	1	0	1	0	4	49	1	0	4	37	1	0	100
16:30 - 16:45	4	0	0	0	1	0	2	0	0	38	4	0	0	27	4	0	80
16:45 - 17:00	0	1	1	0	3	0	4	0	3	54	0	1	5	47	1	0	119
17:00 - 17:15	4	0	3	0	2	1	1	0	6	76	6	0	4	46	4	0	153
17:15 - 17:30	2	2	6	0	3	0	2	0	6	60	2	0	2	36	1	0	120
17:30 - 17:45	0	0	2	0	3	1	1	0	2	53	1	0	3	56	1	0	123
17:45 - 18:00	1	1	0	0	1	0	1	0	2	39	3	3	1	41	1	0	91

Intersection: Elkhorn Ranch Road / 2965 South
North/South: Elkhorn Ranch Road
East/West: 2965 South
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date:
Day of Week Adjustment:
Month of Year Adjustment:
Adjustment Station #:
Growth Rate:
Number of Years:

8-31-21, Tue
100.0%%
100.0%%
622
0.0%
0



RAW COUNT SUMMARIES	Elkhorn Ranch Road Northbound				Elkhorn Ranch Road Southbound				2965 South Eastbound				2965 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	5	0	0	0	8	0	0	0	0	0	0	0	0	2	0	15
7:15 - 7:30	0	3	0	0	0	7	0	0	0	0	0	0	4	5	5	0	12
7:30 - 7:45	0	6	0	0	1	2	0	0	0	0	0	0	2	0	3	0	14
7:45 - 8:00	0	4	0	0	0	4	0	0	0	0	0	0	2	0	6	0	16
8:00 - 8:15	0	4	0	0	5	4	0	0	0	0	0	0	3	0	2	0	18
8:15 - 8:30	0	4	0	1	2	0	0	3	0	0	0	0	1	0	0	0	7
8:30 - 8:45	0	2	0	5	1	5	0	0	0	0	0	0	0	0	2	0	10
8:45 - 9:00	0	11	0	1	1	8	0	0	0	0	0	0	0	1	3	0	24
MIDDAY PERIOD COUNTS																	
Period.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	12	4	0	4	6	0	0	0	0	0	0	6	2	3	0	24
16:15 - 16:30	0	5	2	0	2	6	0	0	0	0	0	0	1	0	1	0	17
16:30 - 16:45	0	1	1	0	1	5	0	0	0	0	0	0	0	0	1	0	9
16:45 - 17:00	0	4	0	0	3	5	0	0	0	0	0	0	0	0	1	0	13
17:00 - 17:15	0	7	2	1	3	8	0	0	0	0	0	0	1	0	1	0	22
17:15 - 17:30	0	4	3	0	4	5	0	0	0	0	0	0	3	4	3	0	20
17:30 - 17:45	0	7	0	0	6	7	0	0	0	0	0	0	2	0	0	0	22
17:45 - 18:00	0	4	0	0	2	4	0	0	0	0	0	0	0	0	1	0	11

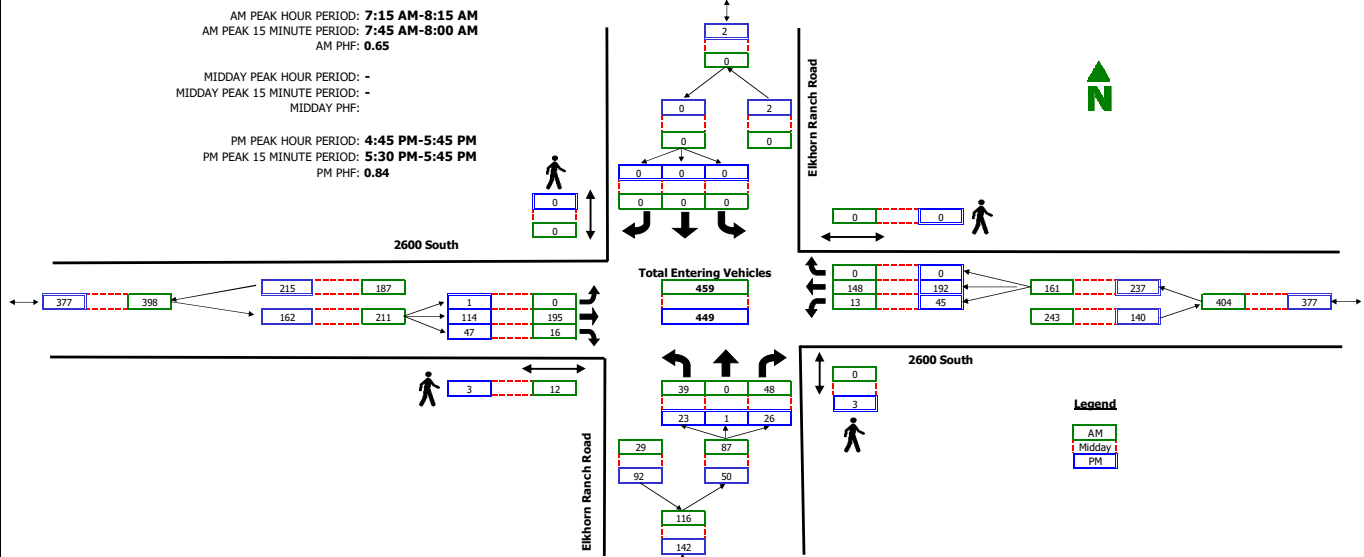
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Elkhorn Ranch Road / 2600 South
North/South: Elkhorn Ranch Road
East/West: 2600 South
Jurisdiction: Nibley
Project Title: Ridgeline Park TIS
Project No: UT21-1989
Weather: Clear

Date: 8-31-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 622
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Elkhorn Ranch Road Northbound				Elkhorn Ranch Road Southbound				2600 South Eastbound				2600 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	5	0	8	0	0	0	0	0	0	13	2	3	4	10	0	0	42
7:15 - 7:30	9	0	13	0	0	0	0	0	0	23	4	4	2	13	0	0	64
7:30 - 7:45	9	0	12	0	0	0	0	0	0	72	2	7	2	29	0	0	126
7:45 - 8:00	11	0	14	0	0	0	0	0	0	72	0	1	4	76	0	0	177
8:00 - 8:15	10	0	9	0	0	0	0	0	0	28	10	0	5	30	0	0	92
8:15 - 8:30	5	0	5	0	0	0	0	0	0	14	3	0	5	16	0	0	48
8:30 - 8:45	5	0	3	0	0	0	0	0	0	27	2	0	4	23	0	0	64
8:45 - 9:00	16	0	7	3	0	0	0	0	0	32	8	0	2	25	0	0	90
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	5	0	10	0	0	0	0	0	0	29	10	0	4	27	0	0	85
16:15 - 16:30	2	0	8	0	0	0	0	0	0	28	7	0	9	35	0	0	89
16:30 - 16:45	7	0	8	2	0	0	0	0	0	22	8	0	6	28	0	0	79
16:45 - 17:00	3	0	7	1	0	0	0	0	0	31	11	0	9	44	0	0	105
17:00 - 17:15	6	1	6	0	0	0	0	0	0	23	12	2	11	41	0	0	100
17:15 - 17:30	7	0	7	2	0	0	0	0	1	32	14	0	15	35	0	0	111
17:30 - 17:45	7	0	6	0	0	0	0	0	0	28	10	1	10	72	0	0	133
17:45 - 18:00	5	0	6	0	0	0	0	0	1	38	10	0	8	47	0	0	115

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 2600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	61	104	58.0	E
	T	793	803	101	8.3	A
	R	41	41	101	2.9	A
	Subtotal	893	905	101	11.4	B
SB	L	41	42	103	16.9	B
	T	1,372	1,378	100	8.3	A
	R	126	127	101	4.2	A
	Subtotal	1,539	1,547	101	8.2	A
EB	L	69	69	100	46.8	D
	T	37	37	101	37.2	D
	R	35	36	102	14.5	B
	Subtotal	141	142	101	36.1	D
WB	L	65	65	100	43.4	D
	T	87	85	97	38.3	D
	R	38	38	101	6.8	A
	Subtotal	190	188	99	33.7	C
Total		2,762	2,782	101	12.4	B

Intersection: Main Street (SR-165) & 2900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	873	881	101	0.6	A
	R	5	5	100	0.2	A
	Subtotal	878	886	101	0.6	A
SB	L	17	16	93	13.2	B
	T	1,463	1,474	101	4.9	A
	Subtotal	1,480	1,490	101	5.0	A
EB	R	1	1	100	15.7	C
	Subtotal	1	1	100	15.7	C
WB	L	7	6	86	23.0	C
	R	14	16	112	4.7	A
	Subtotal	21	22	105	9.7	A
Total		2,381	2,399	101	3.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & Maverik North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	850	858	101	0.5	A
	R	5	5	100	0.2	A
	Subtotal	855	863	101	0.5	A
SB	L	45	42	94	4.7	A
	T	1,420	1,432	101	1.3	A
	Subtotal	1,465	1,474	101	1.4	A
WB	L	10	9	90	11.3	B
	R	28	30	106	5.7	A
	Subtotal	38	39	103	7.0	A
Total		2,358	2,376	101	1.1	A

Intersection: Main Street (SR-165) & 3100 South (Mill Road)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	819	825	101	0.6	A
	R	135	138	102	0.3	A
	Subtotal	954	963	101	0.6	A
SB	L	65	64	98	7.7	A
	T	1,369	1,381	101	0.9	A
	Subtotal	1,434	1,445	101	1.2	A
WB	L	70	69	99	16.9	C
	R	43	44	103	5.1	A
	Subtotal	113	113	100	12.3	B
Total		2,501	2,521	101	1.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 3200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	36	93	30.0	C
	T	710	720	101	0.9	A
	Subtotal	749	756	101	2.3	A
SB	T	1,238	1,260	102	11.5	B
	R	207	199	96	3.3	A
	Subtotal	1,445	1,459	101	10.4	B
EB	L	234	233	99	41.4	D
	T	0	0	0		
	R	74	71	96	13.0	B
	Subtotal	308	304	99	34.8	C
Total		2,503	2,519	101	10.9	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	15	92	7.0	A
	R	30	32	106	3.8	A
	Subtotal	46	47	102	4.8	A
EB	T	279	272	97	1.5	A
	R	22	25	112	1.0	A
	Subtotal	301	297	99	1.5	A
WB	L	36	30	82	3.1	A
	T	210	206	98	0.8	A
	Subtotal	246	236	96	1.1	A
Total		594	580	98	1.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	100	6.6	A
	T	2	2	100	10.6	B
	R	12	14	114	3.1	A
	Subtotal	20	22	110	4.7	A
SB	L	10	7	70	7.2	A
	T	10	10	98	1.3	A
	R	8	7	88	2.9	A
	Subtotal	28	24	86	3.5	A
EB	L	17	18	104	2.1	A
	T	278	275	99	0.5	A
	R	9	10	111	0.2	A
	Subtotal	304	303	100	0.6	A
WB	L	14	12	84	3.3	A
	T	205	200	98	1.0	A
	R	7	8	114	0.8	A
	Subtotal	226	220	97	1.1	A
Total		579	569	98	1.0	A

Intersection: Elkhorn Ranch Road (600 West) & 2965 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	22	22	99	0.3	A
	R	7	8	114	0.2	A
	Subtotal	29	30	103	0.3	A
SB	L	15	14	92	1.9	A
	T	76	75	98	0.2	A
	Subtotal	91	89	98	0.5	A
WB	L	4	4	100	1.8	A
	R	5	5	100	0.8	A
	Subtotal	9	9	100	1.2	A
Total		130	128	99	0.5	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 2600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	23	22	95	6.1	A
	R	26	28	107	3.7	A
	Subtotal	49	50	102	4.8	A
EB	T	114	114	100	0.7	A
	R	47	43	92	0.5	A
	Subtotal	161	157	98	0.6	A
WB	L	45	45	101	6.8	A
	T	227	227	100	4.9	A
	Subtotal	272	272	100	5.2	A
Total		482	479	99	3.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 2600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	58	99	50.5	D
	T	814	830	102	8.8	A
	R	45	47	105	3.1	A
	Subtotal	918	935	102	11.1	B
SB	L	41	40	98	17.7	B
	T	1,407	1,429	102	8.8	A
	R	126	132	105	4.2	A
	Subtotal	1,574	1,601	102	8.6	A
EB	L	69	72	104	46.9	D
	T	37	38	103	39.2	D
	R	35	39	111	14.7	B
	Subtotal	141	149	106	36.5	D
WB	L	73	74	101	40.3	D
	T	87	84	96	38.5	D
	R	38	40	106	7.4	A
	Subtotal	198	198	100	32.9	C
Total		2,830	2,883	102	12.6	B

Intersection: Main Street (SR-165) & 3100 South (Mill Road)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	846	859	102	0.6	A
	R	138	143	104	0.4	A
	Subtotal	984	1,002	102	0.6	A
SB	L	65	62	95	8.0	A
	T	1,412	1,438	102	1.0	A
	Subtotal	1,477	1,500	102	1.3	A
WB	L	74	70	95	18.5	C
	R	43	41	96	5.2	A
	Subtotal	117	111	95	13.6	B
Total		2,577	2,613	101	1.5	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS

Analysis Period: Existing (2021) Plus Project

Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 3200 South

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	51	51	100	33.5	C
	T	710	725	102	0.9	A
	Subtotal	761	776	102	3.0	A
SB	T	1,244	1,270	102	13.3	B
	R	255	250	98	3.8	A
	Subtotal	1,499	1,520	101	11.7	B
EB	L	262	265	101	41.4	D
	T	1	1	133	0.6	A
	R	81	84	104	14.1	B
	Subtotal	344	350	102	34.7	C
Total		2,602	2,646	102	12.3	B

Intersection: 250 West/Southeast Project Access & 3200 South

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	14	86	8.1	A
	R	30	28	93	4.2	A
	Subtotal	46	42	91	5.5	A
SB	L	21	22	104	7.4	A
	R	12	13	106	3.1	A
	Subtotal	33	35	106	5.8	A
EB	L	20	20	99	3.2	A
	T	293	300	102	0.9	A
	R	22	22	99	0.4	A
	Subtotal	335	342	102	1.0	A
WB	L	36	34	93	3.1	A
	T	230	228	99	0.9	A
	R	41	40	98	0.8	A
	Subtotal	307	302	98	1.1	A
Total		723	721	100	1.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: 3200 South & Southwest Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	13	91	7.8	A
	R	15	15	98	3.2	A
	Subtotal	29	28	97	5.3	A
EB	L	25	24	95	2.9	A
	T	321	330	103	0.8	A
	Subtotal	346	354	102	0.9	A
WB	T	238	234	98	0.4	A
	R	19	20	104	0.3	A
	Subtotal	257	254	99	0.4	A
Total		634	636	100	0.9	A

Intersection: Elkhorn Ranch Road (600 West) & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	5	83	7.5	A
	T	2	2	100	9.5	A
	R	12	13	106	3.7	A
	Subtotal	20	20	100	5.2	A
SB	L	10	10	100	7.7	A
	T	10	10	98	1.8	A
	R	8	8	100	3.0	A
	Subtotal	28	28	100	4.3	A
EB	L	17	18	104	2.3	A
	T	323	330	102	0.6	A
	R	9	9	100	0.2	A
	Subtotal	349	357	102	0.7	A
WB	L	14	13	91	3.0	A
	T	233	230	99	0.7	A
	R	7	8	114	0.5	A
	Subtotal	254	251	99	0.8	A
Total		652	656	101	1.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 2965 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	22	22	99	0.1	A
	R	7	9	129	0.0	A
	Subtotal	29	31	107	0.1	A
SB	L	29	28	96	1.8	A
	T	76	75	98	0.3	A
	Subtotal	105	103	98	0.7	A
WB	L	4	3	75	2.2	A
	R	14	16	112	0.8	A
	Subtotal	18	19	106	1.0	A
Total		153	153	100	0.6	A

Intersection: Elkhorn Ranch Road (600 West) & 2600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	32	31	96	6.5	A
	R	26	27	103	3.6	A
	Subtotal	58	58	100	5.2	A
EB	T	114	121	106	0.7	A
	R	61	59	97	0.5	A
	Subtotal	175	180	103	0.6	A
WB	L	45	44	98	7.3	A
	T	227	230	101	5.0	A
	Subtotal	272	274	101	5.4	A
Total		505	512	101	3.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS

Analysis Period: Future (2026) Background

Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 2600 South

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	65	100	62.5	E
	T	855	860	101	9.1	A
	R	45	46	103	3.1	A
	Subtotal	965	971	101	12.4	B
SB	L	45	46	103	20.3	C
	T	1,485	1,459	98	9.6	A
	R	140	145	104	4.9	A
	Subtotal	1,670	1,650	99	9.5	A
EB	L	75	68	91	45.9	D
	T	46	47	103	35.1	D
	R	40	40	101	14.5	B
	Subtotal	161	155	96	34.5	C
WB	L	75	75	100	41.6	D
	T	95	90	94	38.7	D
	R	40	42	106	8.0	A
	Subtotal	210	207	99	33.5	C
Total		3,005	2,983	99	13.5	B

Intersection: Main Street (SR-165) & 2900 South

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	31.4	D
	T	940	948	101	0.6	A
	R	5	5	100	0.4	A
	Subtotal	947	955	101	0.7	A
SB	L	20	19	94	13.0	B
	T	1,586	1,562	99	5.5	A
	R	2	2	100	5.2	A
	Subtotal	1,608	1,583	98	5.6	A
EB	L	2	1	50	33.0	D
	R	2	3	150	16.8	C
	Subtotal	4	4	100	20.9	C
WB	L	10	8	80	33.8	D
	R	15	17	111	5.5	A
	Subtotal	25	25	100	14.6	B
Total		2,584	2,567	99	3.9	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS

Analysis Period: Future (2026) Background

Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & Maverik North

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	919	926	101	0.5	A
	R	5	5	100	0.1	A
	Subtotal	924	931	101	0.5	A
SB	L	50	46	92	5.3	A
	T	1,544	1,522	99	1.4	A
	Subtotal	1,594	1,568	98	1.5	A
WB	L	10	9	90	17.4	C
	R	30	30	99	5.5	A
	Subtotal	40	39	98	8.2	A
Total		2,558	2,538	99	1.2	A

Intersection: Main Street (SR-165) & 3100 South (Mill Road)

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	880	887	101	0.7	A
	R	160	165	103	0.4	A
	Subtotal	1,040	1,052	101	0.7	A
SB	L	75	74	99	8.5	A
	T	1,482	1,461	99	1.1	A
	Subtotal	1,557	1,535	99	1.5	A
WB	L	90	89	99	23.6	C
	R	50	47	94	5.5	A
	Subtotal	140	136	97	17.3	C
Total		2,738	2,723	99	1.9	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 3200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	44	98	36.5	D
	T	780	786	101	1.0	A
	Subtotal	825	830	101	2.9	A
SB	T	1,353	1,335	99	13.4	B
	R	225	222	99	3.9	A
	Subtotal	1,578	1,557	99	12.0	B
EB	L	250	255	102	41.2	D
	T	1	1	100	0.5	A
	R	85	84	99	14.7	B
	Subtotal	336	340	101	34.5	C
Total		2,739	2,727	100	12.1	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	17	84	7.3	A
	R	35	36	102	4.0	A
	Subtotal	55	53	96	5.1	A
EB	T	301	303	101	1.5	A
	R	25	24	95	1.1	A
	Subtotal	326	327	100	1.5	A
WB	L	40	44	111	3.4	A
	T	230	222	96	0.9	A
	Subtotal	270	266	99	1.3	A
Total		652	646	99	1.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	80	7.0	A
	T	3	3	100	7.9	A
	R	15	14	92	3.3	A
	Subtotal	28	25	89	5.0	A
SB	L	10	9	90	6.8	A
	T	11	11	98	2.2	A
	R	10	11	110	3.0	A
	Subtotal	31	31	100	3.8	A
EB	L	20	20	99	2.1	A
	T	300	302	101	0.5	A
	R	10	12	120	0.2	A
	Subtotal	330	334	101	0.6	A
WB	L	15	12	79	3.3	A
	T	226	216	95	1.1	A
	R	10	12	120	0.8	A
	Subtotal	251	240	96	1.2	A
Total		642	630	98	1.2	A

Intersection: Elkhorn Ranch Road (600 West) & 2965 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	25	25	99	0.2	A
	R	10	11	110	0.0	A
	Subtotal	35	36	103	0.1	A
SB	L	15	15	98	1.8	A
	T	84	88	104	0.3	A
	Subtotal	99	103	104	0.5	A
WB	L	5	3	60	1.6	A
	R	5	5	100	0.9	A
	Subtotal	10	8	80	1.2	A
Total		145	147	102	0.5	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 2600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	25	99	7.2	A
	R	30	31	102	3.2	A
	Subtotal	55	56	102	5.0	A
EB	T	130	125	96	0.9	A
	R	50	53	107	0.6	A
	Subtotal	180	178	99	0.8	A
WB	L	50	50	101	8.1	A
	T	252	252	100	6.0	A
	Subtotal	302	302	100	6.3	A
Total		536	536	100	4.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 2600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	62	95	87.5	F
	T	888	890	100	10.4	B
	R	53	52	99	3.7	A
	Subtotal	1,006	1,004	100	14.8	B
SB	L	45	42	94	21.1	C
	T	1,540	1,545	100	11.2	B
	R	140	144	103	5.3	A
	Subtotal	1,725	1,731	100	10.9	B
EB	L	75	84	112	46.6	D
	T	58	61	106	28.1	C
	R	40	40	101	18.1	B
	Subtotal	173	185	107	34.3	C
WB	L	87	87	100	42.2	D
	T	95	103	108	38.1	D
	R	40	36	91	7.3	A
	Subtotal	222	226	102	34.8	C
Total		3,126	3,146	101	15.3	B

Intersection: Main Street (SR-165) & 3100 South (Mill Road)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	924	915	99	0.7	A
	R	163	166	102	0.5	A
	Subtotal	1,087	1,081	99	0.7	A
SB	L	75	76	101	9.5	A
	T	1,549	1,558	101	1.2	A
	Subtotal	1,624	1,634	101	1.6	A
WB	L	96	92	96	24.6	C
	R	50	53	107	6.6	A
	Subtotal	146	145	99	18.0	C
Total		2,858	2,860	100	2.1	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 3200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	64	64	100	37.6	D
	T	780	773	99	1.0	A
	Subtotal	844	837	99	3.8	A
SB	T	1,360	1,360	100	16.5	B
	R	298	300	101	5.0	A
	Subtotal	1,658	1,660	100	14.4	B
EB	L	294	294	100	39.6	D
	R	96	100	104	15.4	B
	Subtotal	390	394	101	33.5	C
Total		2,892	2,891	100	14.0	B

Intersection: 250 West/Southeast Project Access & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	9.0	A
	R	35	34	96	4.5	A
	Subtotal	55	53	96	6.1	A
SB	L	41	41	101	9.2	A
	R	27	28	103	3.9	A
	Subtotal	68	69	101	7.0	A
EB	L	54	54	100	3.5	A
	T	314	316	100	1.1	A
	R	25	26	103	0.5	A
	Subtotal	393	396	101	1.4	A
WB	L	40	37	93	3.6	A
	T	249	249	100	1.0	A
	R	73	77	105	1.0	A
	Subtotal	362	363	100	1.3	A
Total		879	881	100	2.1	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: 3200 South & Southwest Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	15	105	8.3	A
	R	15	16	105	3.2	A
	Subtotal	29	31	107	5.7	A
EB	L	25	24	95	3.2	A
	T	380	385	101	0.8	A
	Subtotal	405	409	101	0.9	A
WB	T	278	276	99	0.4	A
	R	19	19	99	0.3	A
	Subtotal	297	295	99	0.4	A
Total		733	735	100	1.0	A

Intersection: Elkhorn Ranch Road (600 West) & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	80	8.7	A
	T	3	3	100	9.3	A
	R	15	16	105	4.3	A
	Subtotal	28	27	96	6.2	A
SB	L	10	10	100	7.2	A
	T	11	11	98	2.6	A
	R	10	9	90	2.9	A
	Subtotal	31	30	97	4.2	A
EB	L	20	17	84	2.3	A
	T	379	383	101	0.6	A
	R	10	10	100	0.1	A
	Subtotal	409	410	100	0.7	A
WB	L	15	15	98	3.6	A
	T	267	266	100	0.8	A
	R	10	10	100	0.3	A
	Subtotal	292	291	100	0.9	A
Total		762	758	100	1.1	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 2965 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	25	21	83	0.2	A
	R	10	11	110	0.2	A
	Subtotal	35	32	91	0.2	A
SB	L	29	31	106	1.9	A
	T	84	84	99	0.3	A
	Subtotal	113	115	102	0.7	A
WB	L	5	5	100	1.9	A
	R	19	18	94	1.0	A
	Subtotal	24	23	96	1.2	A
Total		173	170	98	0.7	A

Intersection: Elkhorn Ranch Road (600 West) & 2600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	35	90	6.8	A
	R	30	30	99	3.5	A
	Subtotal	69	65	94	5.3	A
EB	T	142	153	108	1.0	A
	R	64	64	100	0.7	A
	Subtotal	206	217	105	0.9	A
WB	L	50	50	101	8.7	A
	T	252	262	104	6.6	A
	Subtotal	302	312	103	6.9	A
Total		576	594	103	4.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 2600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	63	97	246.9	F
	T	1,054	1,048	99	9.1	A
	R	60	61	102	3.5	A
	Subtotal	1,179	1,172	99	21.6	C
SB	L	60	62	103	31.4	C
	T	1,820	1,816	100	16.5	B
	R	175	175	100	8.9	A
	Subtotal	2,055	2,053	100	16.3	B
EB	L	100	105	105	70.2	E
	T	56	56	101	47.1	D
	R	50	54	109	30.7	C
	Subtotal	206	215	104	54.3	D
WB	L	95	100	105	57.3	E
	T	125	124	99	50.0	D
	R	55	55	100	10.0	A
	Subtotal	275	279	101	44.7	D
Total		3,715	3,719	100	22.6	C

Intersection: Main Street (SR-165) & 2900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	39.9	E
	T	1,147	1,138	99	1.0	A
	R	10	11	110	0.6	A
	Subtotal	1,162	1,154	99	1.2	A
SB	L	25	26	103	16.8	C
	T	1,946	1,966	101	9.0	A
	R	5	6	120	8.2	A
	Subtotal	1,976	1,998	101	9.1	A
EB	L	5	4	80	83.3	F
	R	5	6	120	33.6	D
	Subtotal	10	10	100	53.5	F
WB	L	15	13	85	87.4	F
	R	20	22	109	9.8	A
	Subtotal	35	35	100	38.6	E
Total		3,184	3,197	100	6.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & Maverik North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,120	1,110	99	0.7	A
	R	10	10	100	0.1	A
	Subtotal	1,130	1,120	99	0.7	A
SB	L	60	60	100	9.5	A
	T	1,899	1,919	101	2.1	A
	Subtotal	1,959	1,979	101	2.3	A
WB	L	15	14	92	16.4	C
	R	40	40	101	7.7	A
	Subtotal	55	54	98	10.0	A
Total		3,144	3,153	100	1.9	A

Intersection: Main Street (SR-165) & 3100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,141	1,134	99	2.7	A
	R	20	19	94	2.3	A
	Subtotal	1,161	1,153	99	2.7	A
SB	L	10	10	100	7.9	A
	T	1,902	1,918	101	2.0	A
	Subtotal	1,912	1,928	101	2.0	A
WB	L	15	12	79	92.5	F
	R	10	11	110	8.1	A
	Subtotal	25	23	92	52.1	F
Total		3,098	3,104	100	2.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 3200 South/Mill Road
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	67	103	50.1	D
	T	910	909	100	10.8	B
	R	60	59	98	3.6	A
	Subtotal	1,035	1,035	100	12.9	B
SB	L	100	99	99	31.2	C
	T	1,640	1,636	100	19.4	B
	R	205	208	101	8.6	A
	Subtotal	1,945	1,943	100	18.8	B
EB	L	170	173	102	81.7	F
	T	121	125	104	49.8	D
	R	125	126	101	28.7	C
	Subtotal	416	424	102	56.5	E
WB	L	45	45	101	62.7	E
	T	45	42	94	55.1	E
	R	60	55	92	8.8	A
	Subtotal	150	142	95	39.6	D
Total		3,545	3,544	100	22.5	C

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	23	91	9.3	A
	R	40	40	101	4.6	A
	Subtotal	65	63	97	6.3	A
EB	T	376	380	101	1.9	A
	R	30	30	99	1.4	A
	Subtotal	406	410	101	1.9	A
WB	L	50	50	101	4.2	A
	T	265	267	101	1.3	A
	Subtotal	315	317	101	1.8	A
Total		786	790	100	2.2	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	85	9.2	A
	T	5	4	80	9.8	A
	R	20	23	114	4.3	A
	Subtotal	40	40	100	6.4	A
SB	L	15	16	105	9.4	A
	T	5	4	80	12.1	B
	R	15	16	105	3.3	A
	Subtotal	35	36	103	7.0	A
EB	L	25	23	91	2.3	A
	T	370	370	100	0.6	A
	R	15	15	98	0.2	A
	Subtotal	410	408	100	0.7	A
WB	L	15	12	79	4.1	A
	T	260	265	102	1.4	A
	R	15	14	92	1.4	A
	Subtotal	290	291	100	1.5	A
Total		778	775	100	1.6	A

Intersection: Elkhorn Ranch Road (600 West) & 2965 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	36	32	88	0.2	A
	R	10	10	100	0.2	A
	Subtotal	46	42	91	0.2	A
SB	L	15	12	79	1.8	A
	T	105	105	100	0.2	A
	Subtotal	120	117	98	0.4	A
WB	L	5	5	100	1.4	A
	R	5	6	120	0.7	A
	Subtotal	10	11	110	1.0	A
Total		176	170	96	0.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 2600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	27	89	8.4	A
	R	35	36	102	3.8	A
	Subtotal	65	63	97	5.8	A
EB	T	170	177	104	0.9	A
	R	60	60	100	0.7	A
	Subtotal	230	237	103	0.8	A
WB	L	60	57	95	9.0	A
	T	305	307	101	7.7	A
	Subtotal	365	364	100	7.9	A
Total		661	664	100	5.2	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 2600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	62	95	249.9	F
	T	1,090	1,096	101	10.6	B
	R	68	71	104	4.2	A
	Subtotal	1,223	1,229	100	22.3	C
SB	L	60	59	98	39.7	D
	T	1,875	1,888	101	22.4	C
	R	175	172	98	11.9	B
	Subtotal	2,110	2,119	100	22.0	C
EB	L	100	96	96	47.1	D
	T	67	74	110	28.0	C
	R	50	51	103	26.0	C
	Subtotal	217	221	102	35.8	D
WB	L	107	107	100	40.2	D
	T	125	122	98	37.3	D
	R	55	55	100	10.4	B
	Subtotal	287	284	99	33.2	C
Total		3,837	3,853	100	24.1	C

Intersection: Main Street (SR-165) & 3100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,186	1,186	100	3.0	A
	R	20	22	109	2.2	A
	Subtotal	1,206	1,208	100	3.0	A
SB	L	10	9	90	11.2	B
	T	1,968	1,983	101	1.8	A
	Subtotal	1,978	1,992	101	1.8	A
WB	L	15	15	98	16.6	C
	R	10	11	110	9.9	A
	Subtotal	25	26	104	13.8	B
Total		3,210	3,226	101	2.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS

Analysis Period: Future (2040) Plus Project

Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Main Street (SR-165) & 3200 South/Mill Road

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	84	85	101	63.5	E
	T	910	911	100	14.0	B
	R	60	60	100	5.0	A
	Subtotal	1,054	1,056	100	17.5	B
SB	L	100	103	103	31.1	C
	T	1,646	1,644	100	21.6	C
	R	272	270	99	9.5	A
	Subtotal	2,018	2,017	100	20.5	C
EB	L	211	217	103	57.3	E
	T	123	121	99	46.6	D
	R	136	140	103	27.6	C
	Subtotal	470	478	102	45.9	D
WB	L	45	41	92	61.0	E
	T	51	53	104	58.0	E
	R	60	57	95	9.8	A
	Subtotal	156	151	97	40.6	D
Total		3,698	3,702	100	23.7	C

Intersection: 250 West/Southeast Project Access & 3200 South

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	25	99	11.0	B
	R	40	41	103	5.8	A
	Subtotal	65	66	102	7.8	A
SB	L	41	40	98	12.0	B
	R	27	29	106	5.0	A
	Subtotal	68	69	101	9.1	A
EB	L	54	54	100	3.9	A
	T	390	392	101	1.3	A
	R	30	31	102	0.6	A
	Subtotal	474	477	101	1.5	A
WB	L	50	49	98	4.9	A
	T	284	285	100	1.5	A
	R	73	73	100	1.4	A
	Subtotal	407	407	100	1.9	A
Total		1,014	1,019	101	2.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: 3200 South & Southwest Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	12	84	9.2	A
	R	15	17	111	3.6	A
	Subtotal	29	29	100	5.9	A
EB	L	25	25	99	3.5	A
	T	460	465	101	1.0	A
	Subtotal	485	490	101	1.1	A
WB	T	318	320	101	0.5	A
	R	19	19	99	0.3	A
	Subtotal	337	339	101	0.5	A
Total		852	858	101	1.1	A

Intersection: Elkhorn Ranch Road (600 West) & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	11.1	B
	T	5	4	80	10.1	B
	R	20	20	99	4.6	A
	Subtotal	40	38	95	7.6	A
SB	L	15	13	85	9.5	A
	T	5	5	100	9.5	A
	R	15	15	98	3.6	A
	Subtotal	35	33	94	6.8	A
EB	L	25	26	103	2.9	A
	T	449	454	101	0.8	A
	R	15	17	111	0.2	A
	Subtotal	489	497	102	0.9	A
WB	L	15	12	79	4.1	A
	T	302	308	102	0.9	A
	R	15	17	111	0.6	A
	Subtotal	332	337	102	1.0	A
Total		898	905	101	1.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: Elkhorn Ranch Road (600 West) & 2965 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	36	38	104	0.1	A
	R	10	11	110	0.1	A
	Subtotal	46	49	107	0.1	A
SB	L	29	27	92	1.8	A
	T	105	101	96	0.3	A
	Subtotal	134	128	96	0.6	A
WB	L	5	5	100	3.2	A
	R	19	21	109	1.0	A
	Subtotal	24	26	108	1.4	A
Total		205	203	99	0.6	A

Intersection: Elkhorn Ranch Road (600 West) & 2600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	44	43	98	8.9	A
	R	35	38	108	4.1	A
	Subtotal	79	81	103	6.6	A
EB	T	182	182	100	1.0	A
	R	74	71	96	0.8	A
	Subtotal	256	253	99	0.9	A
WB	L	60	57	95	9.2	A
	T	305	301	99	7.3	A
	Subtotal	365	358	98	7.6	A
Total		700	692	99	5.1	A

APPENDIX C

Site Plan



Know what's below.
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[illegible]

PROJECT #:	19-384
DRAWN BY:	A. OCHSENBEIN
PROJECT MANAGER:	M. TAYLOR
ISSUED:	5/5/2021



PHASING

C-101

civilsolutionsgroup inc.



CACHE VALLEY | P: 435.213.3762
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www.civilsolutionsgroup.net

RIDGELINE PARK PHASES 1-3
350 WEST 3200 SOUTH
NIBLEY, UTAH

APPROVED
City Engineer
MAY 06 2021

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Existing (2021) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT21-1989

Intersection	NB						SB				EB				WB			
	L	LR	LTR	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T
01: Main Street (SR-165) & 2600 South	125			50	175		75		50	225	125	50	75		100		50	125
02: Main Street (SR-165) & 2900 South							25					25			25		25	
03: Main Street (SR-165) & Maverik North						25	50			25					50		50	
04: Main Street (SR-165) & 3100 South (Mill Road)				25			75								75		50	
05: Main Street (SR-165) & 3200 South	75								150	325	225	200						
06: 250 West & 3200 South		75													50			
07: Elkhorn Ranch Road (600 West) & 3200 South			50				50	25			25				25			
08: Elkhorn Ranch Road (600 West) & 2965 South							25								25		25	
09: Elkhorn Ranch Road (600 West) & 2600 South	50			50										25		75		

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Existing (2021) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT21-1989

Intersection	NB				SB					EB				WB			
	L	LTR	R	T	L	LT	LTR	R	T	L	R	T	TR	L	LT	R	T
01: Main Street (SR-165) & 2600 South	100		50	175	75			50	225	125	50	75		100		50	125
02: Main Street (SR-165) & 3100 South (Mill Road)			25		75				25					75		50	
03: Main Street (SR-165) & 3200 South	100							175	350	225	250						
04: 250 West/Southeast Project Access & 3200 South		75					50			50				50			
05: 3200 South & Southwest Project Access					50			50		25							
06: Elkhorn Ranch Road (600 West) & 3200 South		50				50		25		25				25		25	
07: Elkhorn Ranch Road (600 West) & 2965 South						25								25		25	
08: Elkhorn Ranch Road (600 West) & 2600 South	50		50										25		50		

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2026) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT21-1989

Intersection	NB					SB				EB				WB			
	L	LR	LTR	R	T	L	LT	R	T	L	R	T	TR	L	LT	R	T
01: Main Street (SR-165) & 2600 South	125			50	200	75		75	250	125	50	75		100		50	125
02: Main Street (SR-165) & 2900 South	25					25				25	25			50		50	
03: Main Street (SR-165) & Maverik North					25	50			25					50		50	
04: Main Street (SR-165) & 3100 South (Mill Road)				25	25	75			25					100		50	
05: Main Street (SR-165) & 3200 South	75							225	350	225	225						
06: 250 West & 3200 South		75											25	50			
07: Elkhorn Ranch Road (600 West) & 3200 South			50				50	50		25				25		25	
08: Elkhorn Ranch Road (600 West) & 2965 South							25							25		25	
09: Elkhorn Ranch Road (600 West) & 2600 South	50			50									25		75		

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2026) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT21-1989

Intersection	NB				SB					EB				WB			
	L	LTR	R	T	L	LT	LTR	R	T	L	R	T	TR	L	LT	R	T
01: Main Street (SR-165) & 2600 South	150		50	200	75			75	275	125	50	75		125		50	150
02: Main Street (SR-165) & 3100 South (Mill Road)			25		75									100		50	
03: Main Street (SR-165) & 3200 South	100							300	400	275	150						
04: 250 West/Southeast Project Access & 3200 South		75					50			50				50		25	
05: 3200 South & Southwest Project Access					50			50		50						25	
06: Elkhorn Ranch Road (600 West) & 3200 South		50				50		50		25				50			
07: Elkhorn Ranch Road (600 West) & 2965 South						25								25		25	
08: Elkhorn Ranch Road (600 West) & 2600 South	75		75									25			75		

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2040) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT21-1989

Intersection	NB						SB				EB				WB			
	L	LR	LTR	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T
01: Main Street (SR-165) & 2600 South	275			50	250		125		175	400	175	75	125		150		50	175
02: Main Street (SR-165) & 2900 South	25			25	25		25				25	50			50		50	
03: Main Street (SR-165) & Maverik North					25	25	75			25					50		75	
04: Main Street (SR-165) & 3100 South					25		50			25					50		50	
05: Main Street (SR-165) & 3200 South/Mill Road	125			50	250		200		300	500	300	150	250		100		75	100
06: 250 West & 3200 South		75												25	50			
07: Elkhorn Ranch Road (600 West) & 3200 South			50				50	50			25				25			
08: Elkhorn Ranch Road (600 West) & 2965 South							25								25			
09: Elkhorn Ranch Road (600 West) & 2600 South	50			75										25		100		

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2040) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT21-1989

Intersection	NB				SB					EB				WB			
	L	LTR	R	T	L	LT	LTR	R	T	L	R	T	TR	L	LT	R	T
01: Main Street (SR-165) & 2600 South	300		50	250	200			225	525	150	75	100		150		75	175
02: Main Street (SR-165) & 3100 South					50				25					50		50	
03: Main Street (SR-165) & 3200 South/Mill Road	150		75	275	125			350	525	275	150	200		100		50	100
04: 250 West/Southeast Project Access & 3200 South		75					75			50			25	50		25	25
05: 3200 South & Southwest Project Access					50			50		50						25	
06: Elkhorn Ranch Road (600 West) & 3200 South		50				50		50		25	25			25			
07: Elkhorn Ranch Road (600 West) & 2965 South						25								25		25	
08: Elkhorn Ranch Road (600 West) & 2600 South	75		75										25		100		