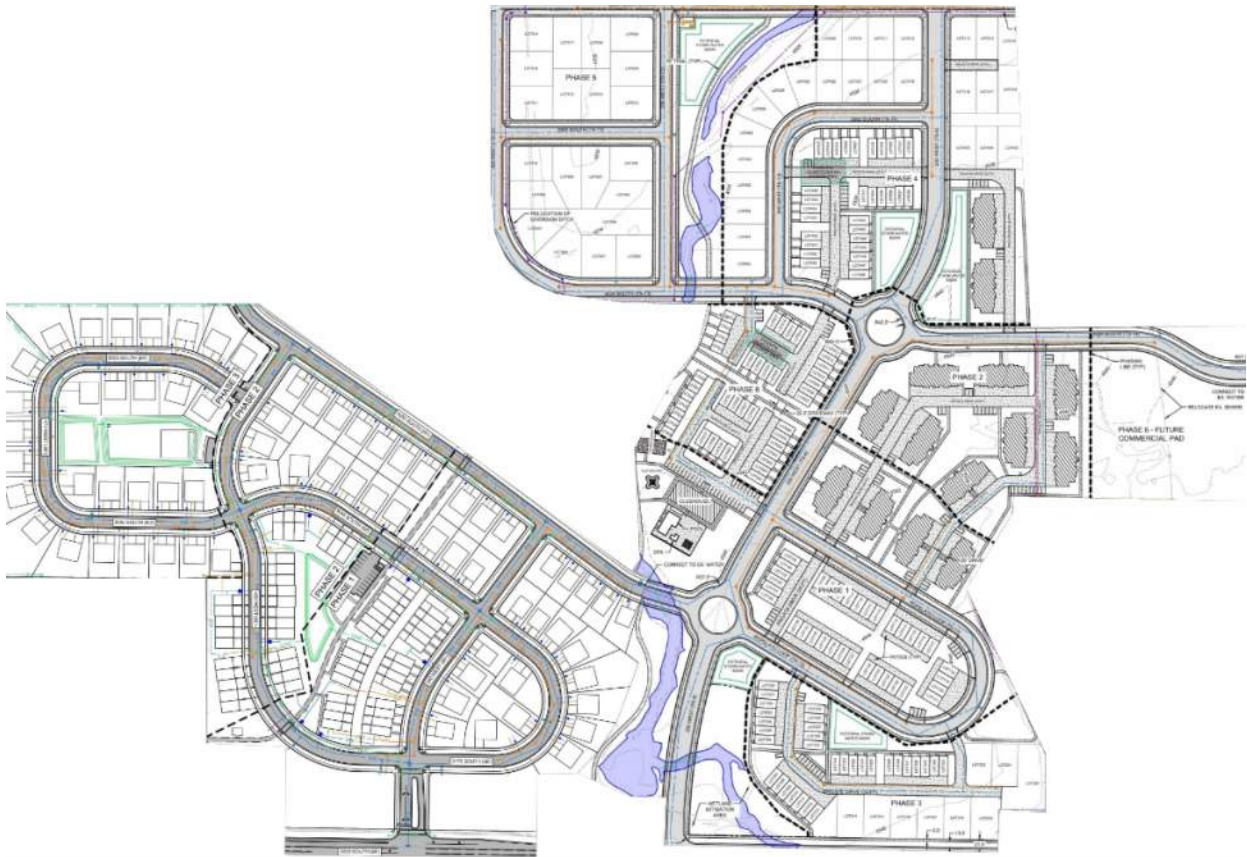


Ridgeline Park

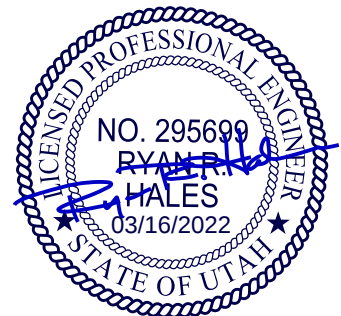
Traffic Impact Study



Nibley, Utah

March 16, 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 (2022), future (2027), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed. The 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: Peak Hour Level of Service Results

Intersection	Level of Service															
	Existing (2022)				Future (2027)								Future (2040)			
	BG AM	BG PM	PP AM	PP PM	BG AM	BG PM	PP AM	PP PM	PP MIT AM	PP MIT PM	BG AM	BG PM	PP AM	PP PM	PP MIT AM	PP MIT PM
1 2600 South / Main Street (SR-165)	B	B	B	B	B	B	B	B	B	B	B	B	C	C	C	C
2 2900 South / Main Street (SR-165)	c	c	c	b	c	d	f	f	A	A	e	f	A	B	B	B
3 Maverik North / Main Street (SR-165)	c	b	c	c	d	c	c	c	d	c	e	c	e	c	e	c
4 3100 South / Main Street (SR-165)	d	c	d	c	e	c	e	c	e	c	d	c	c	c	d	c
5 3200 South / Main Street (SR-165)	B	B	B	B	B	B	B	B	B	B	B	B	B	C	B	C
6 250 West / 3200 South	a	a	a	a	a	a	a	b	a	b	a	a	a	b	a	b
7 340 West / 3200 South	-	-	a	a	-	-	a	b	a	b	-	-	a	b	b	b
8 Elkhorn Ranch Road (600 West) / 3200 South	a	a	a	b	a	a	a	b	a	b	a	a	a	a	a	b
9 2965 South / Elkhorn Ranch Road (600 West)	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a	a
10 Elkhorn Ranch Road (600 West) / 2600 South	a	a	a	a	a	a	a	a	a	a	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), MIT = Mitigated Scenario

Source: Hales Engineering, February 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
2 2900 South / Main Street (SR-165)	-	50	-	-	-	-	-	100	-	-	-	-	-	-	-	-
3 Maverik North / Main Street (SR-165)	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-
5 3200 South / Main Street (SR-165)	-	-	-	50	-	50	-	-	100	250	100	175	-	100	-	-
6 250 West / 3200 South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50
7 340 West / 3200 South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50

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, February 2022

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of single-family detached housing, multi-family townhomes, multi-family condos, and a mix of retail/office space.
- The project is anticipated to generate approximately 5,100 weekday daily trips, including 402 trips in the morning peak hour, and 522 trips in the evening peak hour.

2022	Background	Plus Project
Assumptions	• None	• Right-turn decelerations lanes at 250 West and 340 West as provided in site plan
Findings	• Acceptable LOS	• Acceptable LOS
2027	Background	Plus Project
Assumptions	• None	• 2900 South paved and connected to project • East Access constructed with commercial phase and limited to right-in / right-out only • Right-turn deceleration lane required at 2900 South and the East Access • Left-turn deceleration lane required at 2900 South
Findings	• Poor LOS at: ◦ 3100 South / Main Street (AM)	• Poor LOS at: ◦ 2900 South / Main Street (AM & PM) ◦ 3100 South / Main Street (AM)
Mitigations	• None. 3100 South will be realigned at a future date to 3200 South, where a traffic signal is present.	• Install signal at 2900 South / Main Street ◦ Realign 2900 South to eliminate offset
2040	Background	Plus Project
Assumptions	• Mill Road rerouted from 3100 South to 3200 South as a fourth leg of the signal • Signal timing enhancements • Realign 2900 South to eliminate offset	• Signal timing enhancements
Findings	• Poor LOS at: ◦ 2900 South / Main Street (AM & PM) ◦ Maverik North / Main Street (AM)	• Poor LOS at: ◦ Maverik North / Main Street (AM)
Mitigations	• None. Poor LOS is due to minor street vehicles having difficult turning left onto Main Street. Drivers will learn to reroute to avoid to delays.	• 2600 South / Main Street (SR-165) ◦ Implement northbound left-turn protected/permissive phasing when warranted

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS.....	ii
TABLE OF CONTENTS	iii
LIST OF TABLES	iv
LIST OF FIGURES	iv
I. INTRODUCTION	1
A. Purpose.....	1
B. Scope.....	2
C. Analysis Methodology	2
D. Level of Service Standards	3
II. EXISTING (2022) BACKGROUND CONDITIONS.....	4
A. Purpose.....	4
B. Roadway System	4
C. Traffic Volumes	4
D. Level of Service Analysis	5
E. Queuing Analysis	5
F. Mitigation Measures	5
III. PROJECT CONDITIONS	9
A. Purpose.....	9
B. Project Description.....	9
C. Trip Generation	9
D. Trip Distribution and Assignment	11
E. Access	11
F. Auxiliary Lane Requirements	16
IV. EXISTING (2022) PLUS PROJECT CONDITIONS	17
A. Purpose.....	17
B. Traffic Volumes	17
C. Level of Service Analysis	17
D. Queuing Analysis	17
E. Mitigation Measures	17
V. FUTURE (2027) BACKGROUND CONDITIONS.....	21
A. Purpose.....	21
B. Roadway Network.....	21
C. Traffic Volumes	21
D. Level of Service Analysis	21
E. Queuing Analysis	21
F. Mitigation Measures	21
VI. FUTURE (2027) PLUS PROJECT CONDITIONS.....	25
A. Purpose.....	25
B. Traffic Volumes	25
C. Level of Service Analysis	25
D. Queuing Analysis	25
E. Mitigation Measures	25
VII. FUTURE (2040) BACKGROUND CONDITIONS.....	31

A. Purpose.....	31
B. Roadway Network.....	31
C. Traffic Volumes	31
D. Level of Service Analysis	31
E. Queuing Analysis	34
F. Mitigation Measures.....	34
VIII. FUTURE (2040) PLUS PROJECT CONDITIONS.....	35
A. Purpose.....	35
B. Traffic Volumes	35
C. Level of Service Analysis	35
D. Queuing Analysis	35
E. Mitigation Measures.....	35
F. Recommended Storage Lengths	39

Appendix A: Turning Movement Counts

Appendix B: LOS Results

Appendix C: Project Site Plan

Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Existing (2022) Background Peak Hour LOS	8
Table 3: Project Land Uses	9
Table 4: Trip Generation	10
Table 5: Trip Distribution	11
Table 6: Auxiliary Lane Summary – 2900 South	16
Table 7: Auxiliary Lane Summary – East Project Access.....	16
Table 8: Existing (2022) Plus Project Peak Hour LOS	20
Table 9: Future (2027) Background Peak Hour LOS.....	24
Table 10: Future (2027) Plus Project Peak Hour LOS.....	28
Table 11: Future (2027) Plus Project Peak Hour LOS (Mitigated).....	30
Table 12: Future (2040) Background Peak Hour LOS.....	34
Table 13: Future (2040) Plus Project Peak Hour LOS.....	38
Table 14: Future (2040) Plus Project Peak Hour LOS (Mitigated).....	39
Table 15: Recommended Storage Lengths	39

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Nibley, Utah	1
Figure 2: Existing (2022) background peak hour traffic volumes.....	6
Figure 3: Trip assignment for the peak hour (2022)	12
Figure 4: Trip assignment for the peak hour (2027 & 2040)	14
Figure 5: Existing (2022) plus project peak hour traffic volumes	18
Figure 6: Future (2027) background peak hour traffic volumes.....	22
Figure 7: Future (2027) plus project peak hour traffic volumes	26
Figure 8: Mitigated Roadway Improvements	29
Figure 9: Future (2040) background peak hour traffic volumes.....	32
Figure 10: Future (2040) plus project peak hour traffic volumes	36

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 (2022), future (2027), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed.

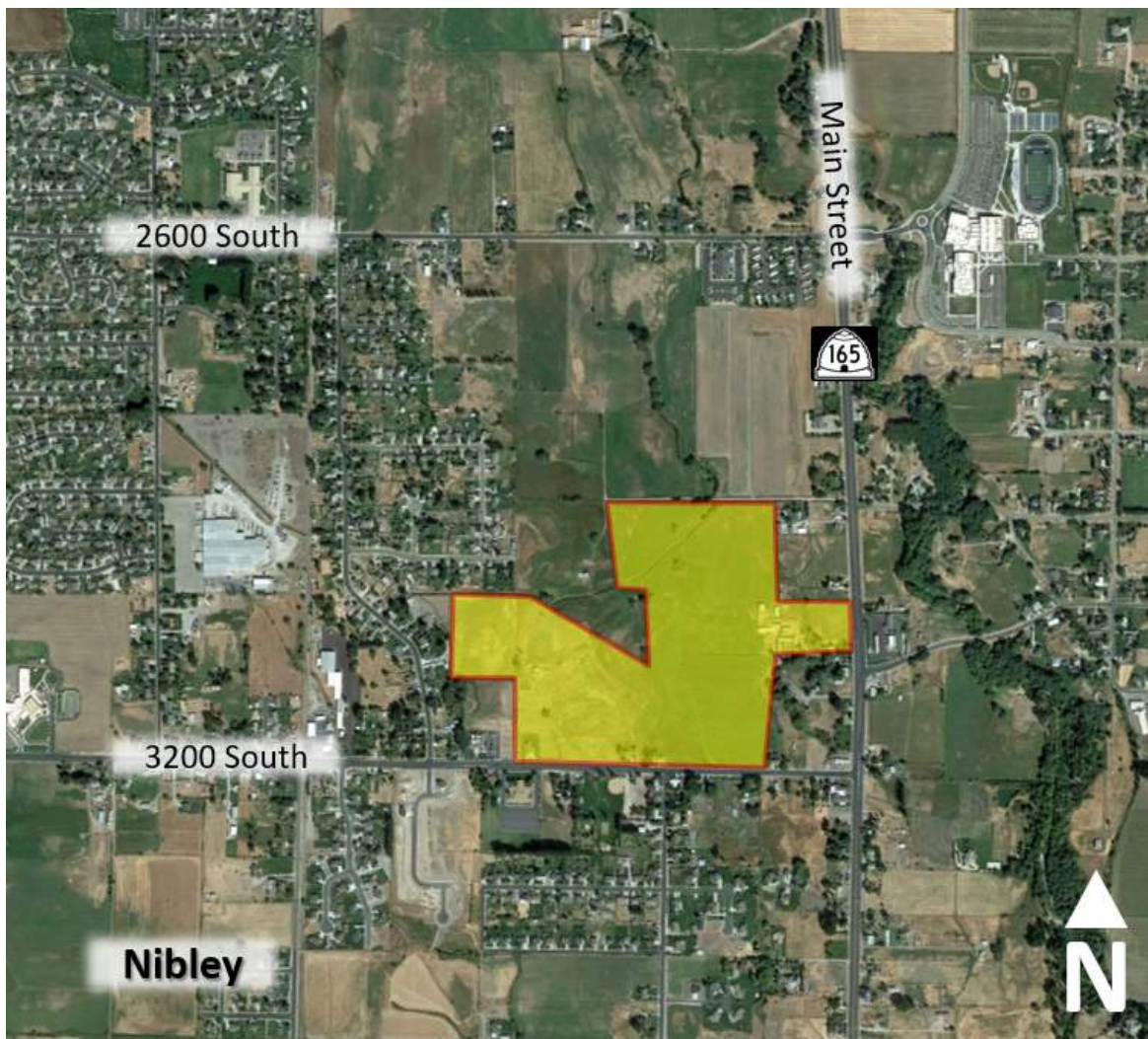


Figure 1: Vicinity map showing the project location in Nibley, Utah

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)
- 2900 South / Main Street (SR-165)
- Maverik North Access & East Project Access / Main Street (SR-165)
- 3100 South / Main Street (SR-165)
- 3200 South / Main Street (SR-165)
- 250 West / 3200 South
- 340 West / 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), 7th Edition, 2022 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.

The models are set up to simulate traffic conditions by having an element of randomness, which is true to real-world traffic conditions. By doing this and running the model 10 times, an average of the varying peak traffic conditions can be summarized to identify an average intersection LOS. For a signalized intersection, the delays at individual movements can fluctuate based on the demand detected at other movements. This, along with the randomness of the traffic model, may result in small decreases or increases in movement delay. This is one reason why the HCM standard is to measure signalized intersection LOS by the overall intersection delay rather than individual movement delay.

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 (2022) 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. It was confirmed through UDOT Automated Traffic Signal Performance Measures (ATSPM) that any construction that may have been occurring on 3200 South around this time period did not impact traffic patterns or volumes. Detailed count data are included in Appendix A.

Hales Engineering did make slight 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 are the highest of the entire year. However, after analyzing UDOT ATSPM data at the 3200 South / Main Street (SR-165) intersection, it was determined that there is a slight increase to eastbound left-turn movements in March and April. Therefore, to remain conservative, traffic counts were increased by 4% to match the estimated 30th highest hourly volume of the year, in accordance with the design hour guidelines provided in the HCM.

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 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.

Using data from ATR #622, a five-year historical growth rate of 3.7% was determined for the area, which was used to bring 2021 traffic volumes up to the estimated 2022 traffic volumes.

Figure 2 shows the existing 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, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2022) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

Nibley Ridgeline Park TIS Existing (2022) Background

Morning Peak Hour Figure 2A



**Nibley Ridgeline Park TIS
Existing (2022) Background**

**Evening Peak Hour
Figure 2B**



Table 2: Existing (2022) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
2600 South / Main Street (SR-165)	Signal	B (14.0)	B (11.3)
2900 South / Main Street (SR-165)	WB/EB Stop	c (18.6) / WBL	c (23.1) / WBL
Maverik North / Main Street (SR-165)	WB Stop	c (24.1) / WBL	b (13.3) / WBL
3100 South / Main Street (SR-165)	WB Stop	d (26.7) / WBL	c (15.3) / WBL
3200 South / Main Street (SR-165)	Signal	B (10.8)	B (12.9)
250 West / 3200 South	NB Stop	a (5.6) / NBL	a (6.9) / NBL
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	a (8.7) / SBT	a (8.1) / NBT
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	a (1.6) / WBL	a (1.9) / WBL
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	a (6.2) / NBL	a (6.3) / NBL

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

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

Source: Hales Engineering, February 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, as well as commercial, office, and medical/dental space. A floor area ratio (FAR) of 0.3 was used to estimate non-residential floor area square footages. 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 timeline was split into Stage 1 (2022) and Stage 2 (2027 & 2040). Stage 1 incorporates phases 1 through 6 of the development and Stage 2 incorporates phases 7 through 10. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Stage 1	Stage 2	Total
Single-family detached housing	79 Units	47 Units	126 Units
Townhomes	122 Units	72 Units	194 Units
Condos	120 Units	20 Units	140 Units
Commercial / Retail	-	10,000 sq. ft.	10,000 sq. ft.
Office Space	21,300 sq. ft.	21,400 sq. ft.	42,700 sq. ft.
Medical / Dental	-	10,000 sq. ft.	10,000 sq. ft.
Public Park	-	18 Acres	18 Acres

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 4. The total trip generation for the development in stage 1 is as follows:

- Daily Trips: 2,844
- Morning Peak Hour Trips: 228
- Evening Peak Hour Trips: 272

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

- Daily Trips: 5,100
- Morning Peak Hour Trips: 402
- Evening Peak Hour Trips: 522

Table 4: Trip Generation

Trip Generation Nibley - Ridgeline Park									
Stage	Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
				Total	% In	% Out	In	Out	Total
Weekday Daily									
	Single-Family Detached Housing (210)	126	DU	1,250	50%	50%	625	625	1,250
	Single-Family Attached Housing (215)	194	DU	1,428	50%	50%	714	714	1,428
	Multifamily Housing (Low-Rise) (220)	140	DU	974	50%	50%	487	487	974
2	Strip Retail Plaza, <40k (822)	10	KSF	464	50%	50%	232	232	464
2	General Office Building (710)	21	KSF	304	50%	50%	152	152	304
2	Medical/Dental Office Building (720)	10	KSF	360	50%	50%	180	180	360
1	General Office Building (710)	21	KSF	304	50%	50%	152	152	304
2	Public Park (411)	18	Acres	16	50%	50%	8	8	16
TOTAL				5,100			2,550	2,550	5,100
AM Peak Hour									
	Single-Family Detached Housing (210)	126	DU	92	26%	74%	24	68	92
	Single-Family Attached Housing (215)	194	DU	96	31%	69%	30	66	96
	Multifamily Housing (Low-Rise) (220)	140	DU	68	24%	76%	16	52	68
2	Strip Retail Plaza, <40k (822)	10	KSF	20	60%	40%	12	8	20
2	General Office Building (710)	21	KSF	46	88%	12%	40	6	46
2	Medical/Dental Office Building (720)	10	KSF	32	79%	21%	25	7	32
1	General Office Building (710)	21	KSF	46	88%	12%	40	6	46
2	Public Park (411)	18	Acres	2	59%	41%	1	1	2
TOTAL				402			188	214	402
PM Peak Hour									
	Single-Family Detached Housing (210)	126	DU	124	63%	37%	78	46	124
	Single-Family Attached Housing (215)	194	DU	114	57%	43%	65	49	114
	Multifamily Housing (Low-Rise) (220)	140	DU	82	63%	37%	52	30	82
2	Strip Retail Plaza, <40k (822)	10	KSF	66	50%	50%	33	33	66
2	General Office Building (710)	21	KSF	48	17%	83%	8	40	48
2	Medical/Dental Office Building (720)	10	KSF	38	30%	70%	11	27	38
1	General Office Building (710)	21	KSF	48	17%	83%	8	40	48
2	Public Park (411)	18	Acres	2	55%	45%	1	1	2
TOTAL				522			256	266	522
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition, 2021.									
SOURCE: Hales Engineering, February 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 is shown in Table 5.

Table 5: Trip Distribution

Direction	% To/From Project
North	40%
South	10%
East	5%
West	45%

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

Main Street (SR-165):

- The East Access will be located across from the north Maverik access, which is approximately 350 feet north of the Mill Road (3100 South) / Main Street (SR-165) intersection and approximately 1,125 feet north of the signalized intersection at 3200 South / Main Street (SR-165). It will access the project on the west side of Main Street (SR-165). It is anticipated that the access will be stop-controlled. Based on highway classification, and talks with the developer and with UDOT, it was assumed this access would be limited to right-in / right-out turning movements only.
- Access will also be granted via 2900 South when that road is built out for Stage 2 of our analysis.

3200 South:

- There will be an access at 250 West, which is 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.
- There will be an access at 340 West, which 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.



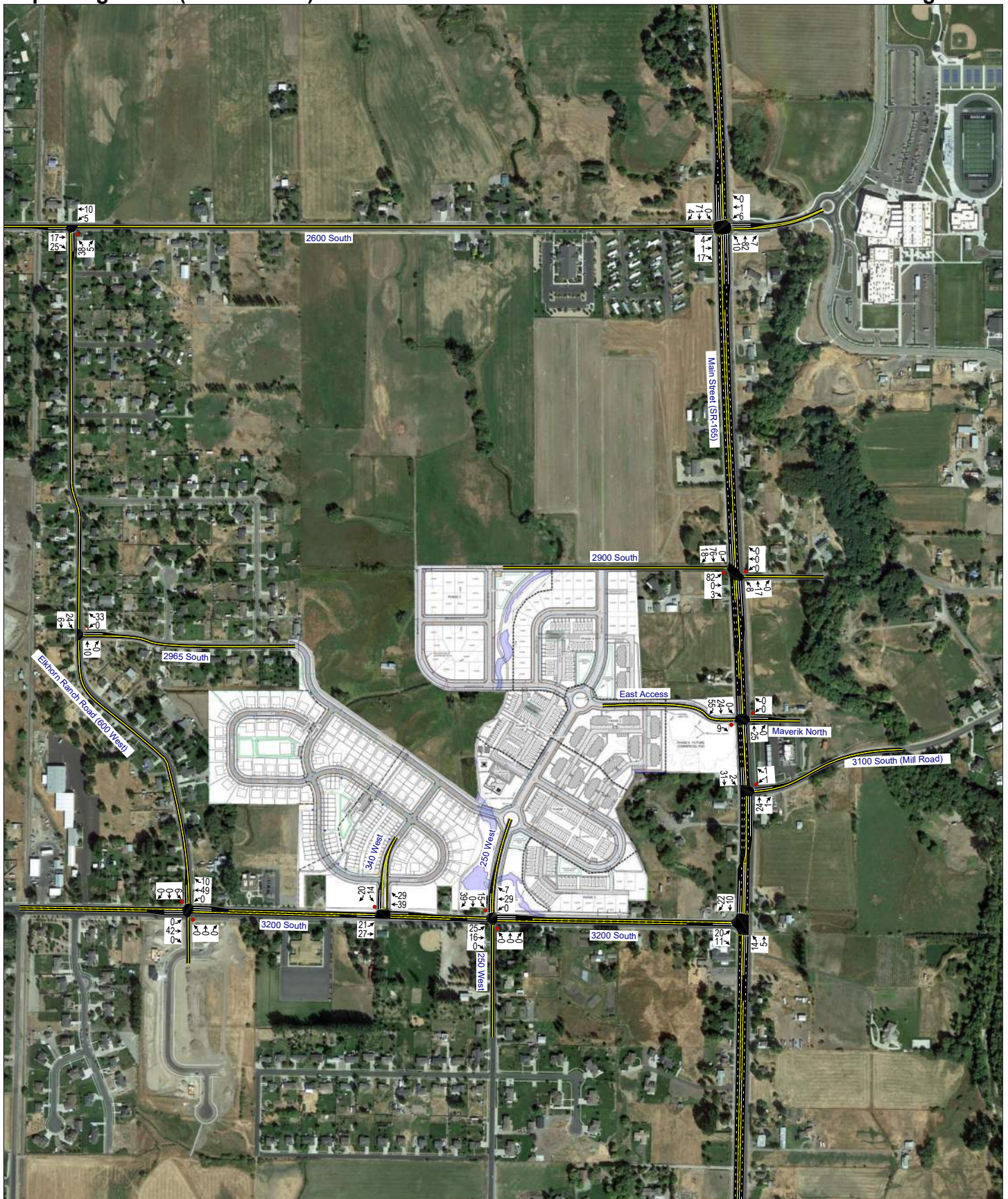
**Nibley Ridgeline Park TIS
Trip Assignment (2022)**

**Evening Peak Hour
Figure 3B**



**Nibley Ridgeline Park TIS
Trip Assignment (2027 & 2040)**

**Morning Peak Hour
Figure 4A**



**Nibley Ridgeline Park TIS
Trip Assignment (2027 & 2040)**

**Evening Peak Hour
Figure 4B**



F. Auxiliary Lane Requirements

UDOT Administrative Rule R930-6 outlines minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes. It is anticipated that auxiliary lanes may be required for some of the accesses, as shown in Table 6 and Table 7.

For this analysis, it was assumed that a right-turn deceleration lane would be available for both the 2900 South and East Project Access intersections. It was also assumed that a dedicated left-turn lane would be striped on the northbound approach of the 2900 South intersection. UDOT may require a right-turn acceleration lane at this intersection, but due to the proximity of other access points, this improvement was not assumed.

Table 6: Auxiliary Lane Summary – 2900 South

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (NB-to-WB)	5 vph	16 vph	Yes
	Acceleration (EB-to-NB)	N/A – Speed Limit	N/A	N/A
Right turn	Deceleration (SB-to-WB)	10 vph	41 vph	Yes
	Acceleration (EB-to-SB)	10 vph	9 vph	No

Table 7: Auxiliary Lane Summary – East Project Access

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (NB-to-WB)	5 vph	N/A – Right in / Right Out	N/A
	Acceleration (EB-to-NB)	N/A – Speed Limit	N/A	N/A
Right turn	Deceleration (SB-to-WB)	10 vph	65 vph	Yes
	Acceleration (EB-to-SB)	10 vph	31 vph	Yes

IV. EXISTING (2022) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2022) 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 (2022) background traffic volumes to predict turning movement volumes for existing (2022) plus project conditions. Existing (2022) plus project 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 with project traffic added, 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 either peak hour.

E. Mitigation Measures

No mitigation measures are recommended.





Table 8: Existing (2022) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
2600 South / Main Street (SR-165)	Signal	B (14.2)	B (11.8)
2900 South / Main Street (SR-165)	WB/EB Stop	c (24.8) / WBL	b (14.0) / SBL
Maverik North / Main Street (SR-165)	WB Stop	c (20.0) / WBL	c (15.4) / WBL
3100 South / Main Street (SR-165)	WB Stop	d (28.6) / WBL	c (19.8) / WBL
3200 South / Main Street (SR-165)	Signal	B (12.3)	B (14.2)
250 West / 3200 South	NB/SB Stop	a (7.7) / SBL	a (8.9) / NBL
340 West / 3200 South	SB Stop	a (8.0) / SBL	a (9.5) / SBL
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	a (6.3) / SBL	b (13.2) / NBT
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	a (1.8) / WBL	a (2.4) / WBL
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	a (6.9) / NBL	a (7.1) / NBL

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

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

Source: Hales Engineering, February 2022

V. FUTURE (2027) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2027) 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 2027. Therefore, no changes were made to the roadway network for the future (2027) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2027) 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 (2027) 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 in future (2027) background conditions, except for the 3100 South / Main Street (SR-165) intersection during the morning peak hour, as shown in Table 9. These results serve as a baseline condition for the impact analysis of the proposed development for future (2027) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended for the 3100 South / Main Street (SR-165) intersection. This roadway will eventually be realigned down to 3200 South where a signal is present.

**Nibley Ridgeline Park TIS
Future (2027) Background**

**Morning Peak Hour
Figure 6A**



**Nibley Ridgeline Park TIS
Future (2027) Background**

**Evening Peak Hour
Figure 6B**



Table 9: Future (2027) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
2600 South / Main Street (SR-165)	Signal	B (15.0)	B (12.4)
2900 South / Main Street (SR-165)	WB/EB Stop	c (23.5) / WBL	d (34.7) / EBL
Maverik North / Main Street (SR-165)	WB Stop	d (28.8) / WBL	c (17.5) / WBL
3100 South / Main Street (SR-165)	WB Stop	e (36.9) / WBL	c (21.3) / WBL
3200 South / Main Street (SR-165)	Signal	B (11.5)	B (13.3)
250 West / 3200 South	NB Stop	a (6.9) / NBL	a (7.6) / NBL
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	a (7.6) / NBT	a (7.5) / NBT
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	a (1.7) / WBL	a (2.0) / WBL
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	a (6.7) / NBL	a (6.9) / NBL

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

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

Source: Hales Engineering, February 2022

VI. FUTURE (2027) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2027) 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 (2027) background traffic volumes to predict turning movement volumes for future (2027) plus project conditions. Future (2027) plus project peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Hales Engineering determined that the 2900 South / Main Street (SR-165) intersection is anticipated to operate at a poor level of service during the morning and evening peak hours, and the 3100 South / Main Street (SR-165) intersection during the morning peak hour, in future (2027) 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. Significant 95th percentile queues of 300 feet are anticipated on the eastbound approach of the 2900 South / Main Street (SR-165) intersection during the evening peak hour.

E. Mitigation Measures

There are no mitigation measures recommended for the 3100 South / Main Street (SR-165) intersection, which experiences higher westbound lefts during the morning peak hour. 3200 South is planned to become a four way intersection that will realign up to Mill Road (3100 South) and will alleviate much of the delay.

With project traffic added, the 2900 South / Main Street (SR-165) intersection is anticipated to meet peak hour signal warrants during the morning and evening peak hours. This intersection is ideally spaced midway between the 3200 South and 2600 South signals but does not currently meet signal spacing standards for the access category of this highway. It is recommended that a signal be installed at this location when signal warrants are met. With this improvement, 2900 South will likely need to be realigned to eliminate the offset of the approaches. A mitigated scenario was analyzed with the signal installed and the LOS results are provided in Table 11 with the roadway improvements shown in Figure 8.



Nibley Ridgeline Park TIS Future (2027) Plus Project

Evening Peak Hour Figure 7B

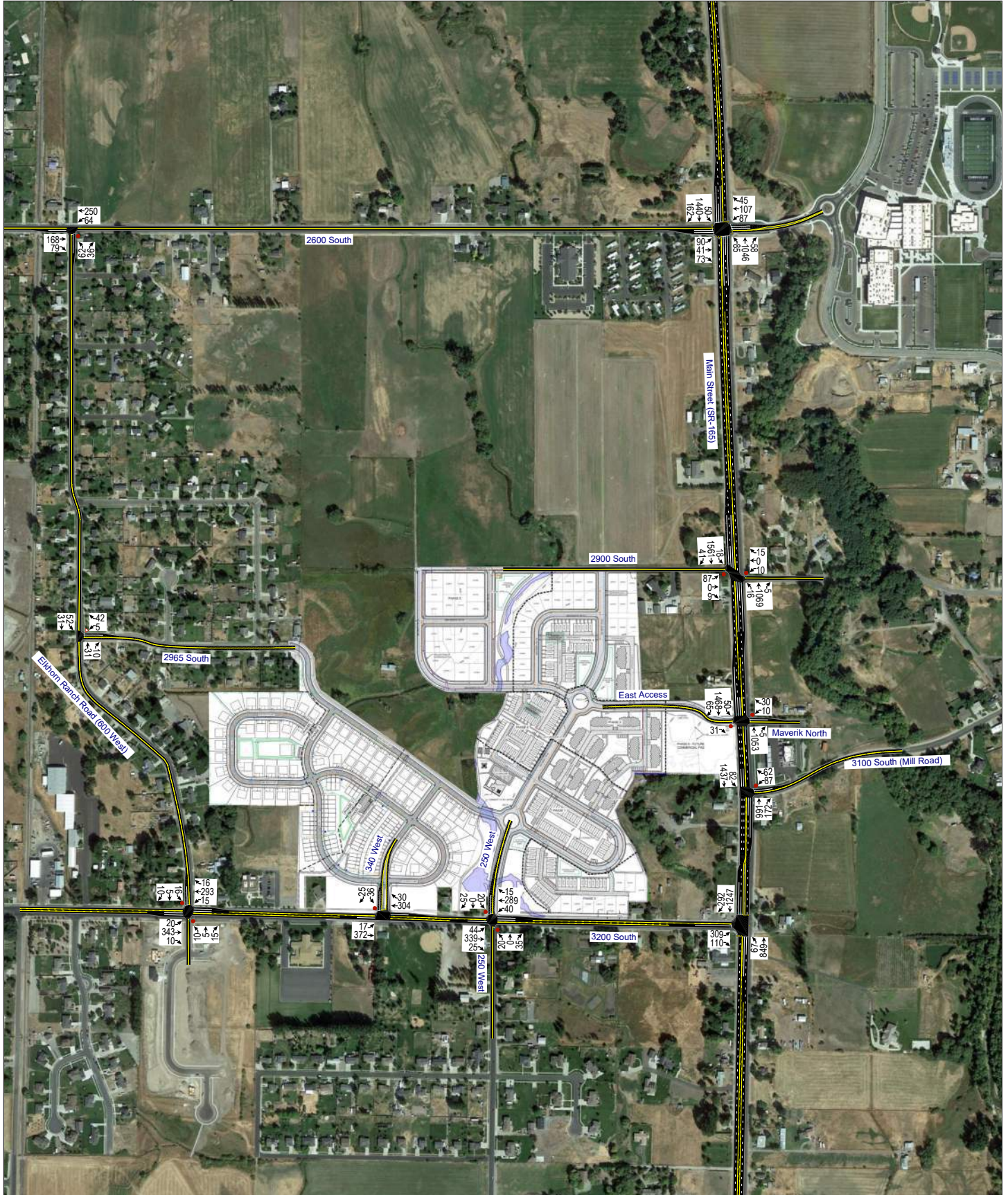


Table 10: Future (2027) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
2600 South / Main Street (SR-165)	Signal	B (15.8)	B (14.2)
2900 South / Main Street (SR-165)	WB/EB Stop	f (>50) / EBL	f (>50) / EBL
Maverik North / Main Street (SR-165)	WB Stop	c (23.4) / WBL	c (16.0) / EBR
3100 South / Main Street (SR-165)	WB Stop	e (43.2) / WBL	c (21.8) / WBL
3200 South / Main Street (SR-165)	Signal	B (12.3)	B (15.1)
250 West / 3200 South	NB/SB Stop	a (7.9) / NBL	b (10.1) / NBL
340 West / 3200 South	SB Stop	a (8.4) / SBL	b (11.0) / SBL
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	a (8.2) / NBT	b (10.9) / NBT
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	a (1.9) / WBL	a (2.1) / WBL
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	a (7.7) / NBL	a (8.2) / NBL

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

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

Source: Hales Engineering, February 2022

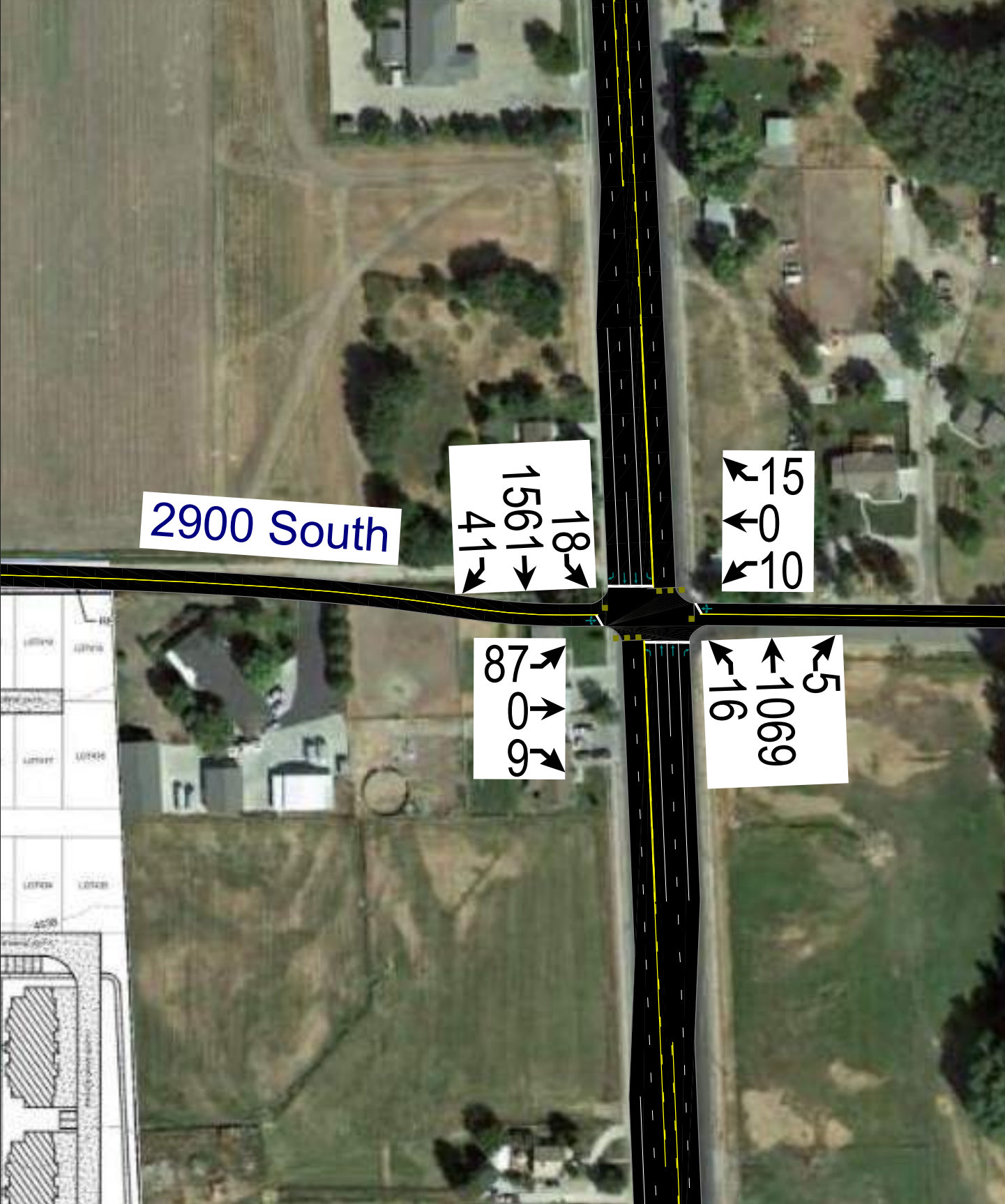


Table 11: Future (2027) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
2600 South / Main Street (SR-165)	Signal	B (19.5)	B (15.2)
2900 South / Main Street (SR-165)	WB/EB Stop	A (7.7)	A (8.9)
Maverik North / Main Street (SR-165)	WB Stop	d (28.4) / WBL	c (17.8) / EBR
3100 South / Main Street (SR-165)	WB Stop	e (38.4) / WBL	c (23.1) / WBL
3200 South / Main Street (SR-165)	Signal	B (12.4)	B (15.6)
250 West / 3200 South	NB/SB Stop	a (8.0) / NBL	b (10.7) / NBL
340 West / 3200 South	SB Stop	a (10.0) / SBL	b (11.2) / SBL
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	a (9.2) / NBT	b (10.5) / NBT
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	a (2.6) / WBL	a (2.4) / WBL
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	a (7.6) / NBL	a (8.6) / NBL

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

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

Source: Hales Engineering, February 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. With this change it was assumed that 3200 South would be widened to three lanes between 250 West and Main Street. Also, after discussions with Nibley City, 2900 South was assumed to be realigned to eliminate the offset on the approaches. These changes were made to the roadway network for the future (2040) analysis. Anticipated traffic volumes were adjusted accordingly. Additionally, all signals along SR-165 were assumed to be recalibrated and optimized.

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. Additionally, estimated trip generation from the Maverik was calculated using the same methodology from Chapter III, and based on observations, a portion of the remaining traffic volumes on 3100 South were rerouted to the signal at 3200 South. This reduces the number of vehicles making left turns from 3100 South and 3200 South onto Main Street (SR-165) to get to/from Millville. Future (2040) background peak hour turning movement volumes are shown in Figure 9.

D. Level of Service Analysis

Hales Engineering determined that the intersection of 2900 South / Main Street (SR-165) is anticipated to operate at a poor level of service during both peak hours, and the Maverik north access / Main Street (SR-165) intersection during the morning peak hour, in future (2040) background conditions, as shown in Table 12. With increased traffic volumes on SR-165, unsignalized turning movements become more difficult along the corridor. The center two-way left-turn lane will help reduce delays during peak periods. These results serve as a baseline condition for the impact analysis of the proposed development in future (2040) conditions.

Nibley Ridgeline Park TIS Future (2040) Background

Morning Peak Hour
Figure 9A



**Nibley Ridgeline Park TIS
Future (2040) Background**

**Evening Peak Hour
Figure 9B**



Table 12: Future (2040) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
2600 South / Main Street (SR-165)	Signal	B (17.7)	B (16.6)
		Poor Turning Movements: Morning SBL – f (93.0) Evening NBL – f (101.9)	
2900 South / Main Street (SR-165)	WB/EB Stop	e (39.8) / EBL	f (>50) / EBL
Maverik North / Main Street (SR-165)	WB Stop	e (37.8) / WBL	c (15.7) / WBL
3100 South / Main Street (SR-165)	WB Stop	d (25.6) / WBL	c (19.3) / WBL
3200 South / Main Street (SR-165)	Signal	B (14.3)	B (18.4)
250 West / 3200 South	NB Stop	a (6.6) / NBL	a (8.4) / NBL
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	a (7.8) / SBT	a (8.4) / SBL
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	a (1.6) / WBL	a (1.7) / SBL
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	a (7.7) / NBL	a (8.3) / NBL

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

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

Source: Hales Engineering, February 2022

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended to improve left-turn movements along Main Street (SR-165). With increased traffic volumes on SR-165, unsignalized turning movements become more difficult along the corridor. The center two-way left-turn lane will help reduce delays during peak periods and cars may need to learn to reroute to avoid left-turn movements.

The southbound left-turn movements during the morning peak hour and the northbound left-turn movements during the evening peak hour at the 2600 / Main Street (SR-165) signal are close to meeting guidelines for protected / permissive phasing. It is recommended that these turning movement continue to be monitored and protected / permissive phasing be installed when warranted. This improvement was not assumed as a mitigation measure for this scenario.

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 peak hour turning movement volumes are shown in Figure 10.

C. Level of Service Analysis

Hales Engineering determined that the Maverik North / Main Street (SR-165) intersection is anticipated to operate at a poor level of service during the morning peak hour in future (2040) plus project conditions, as shown in Table 13. With increased traffic volumes anticipated on SR-165, unsignalized turning movements become more difficult to make along the corridor. The center two-way left-turn lane will help reduce delays during peak periods.

D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended to improve left-turn movements along Main Street (SR-165). With increased traffic volumes on SR-165, unsignalized turning movements become more difficult along the corridor. The center two-way left-turn lane will help reduce delays during peak periods and cars may need to learn to reroute to avoid left-turn movements.

The southbound and westbound left-turn movements during the morning peak hour at the 2600 / Main Street (SR-165) signal are close to meeting guidelines for protected / permissive phasing. It is recommended that these turning movement continue to be monitored and protected / permissive phasing be installed when warranted.

With project traffic added, the northbound left-turn movement is anticipated to meet warrants for protected/permissive phasing. A mitigated scenario with this improvement was analyzed and the LOS results are shown in Table 14.

Nibley Ridgeline Park TIS Future (2040) Plus Project

Morning Peak Hour Figure 10A



Nibley Ridgeline Park TIS Future (2040) Plus Project

Evening Peak Hour Figure 10B



Table 13: Future (2040) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
2600 South / Main Street (SR-165)	Signal	C (22.8)	C (24.2)
		Poor Turning Movements: Morning SBL – e (72.1) Morning WBL – e (56.3) Evening NBL – f (239.2)	
2900 South / Main Street (SR-165)	WB/EB Stop	A (9.0)	B (10.3)
Maverik North / Main Street (SR-165)	WB Stop	e (44.8) / WBL	c (23.1) / EBR
3100 South / Main Street (SR-165)	WB Stop	c (24.4) / WBL	c (21.0) / WBL
3200 South / Main Street (SR-165)	Signal	B (14.9)	C (20.6)
250 West / 3200 South	NB/SB Stop	a (8.6) / NBL	b (11.2) / NBL
340 West / 3200 South	SB Stop	a (9.5) / SBL	b (12.8) / SBL
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	a (9.4) / NBT	a (10.0) / NBT
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	a (2.6) / WBL	a (2.5) / WBL
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	a (8.6) / NBL	a (8.9) / NBL

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

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

Source: Hales Engineering, February 2022

Table 14: Future (2040) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
2600 South / Main Street (SR-165)	Signal	C (23.3)	C (32.1)
	Poor Turning Movements: Morning SBL – f (98.7)		
2900 South / Main Street (SR-165)	WB/EB Stop	B (10.7)	B (16.4)
Maverik North / Main Street (SR-165)	WB Stop	e (40.8) / WBL	c (23.1) / EBR
3100 South / Main Street (SR-165)	WB Stop	d (28.3) / WBL	c (18.7) / WBL
3200 South / Main Street (SR-165)	Signal	B (15.8)	C (20.5)
250 West / 3200 South	NB/SB Stop	a (8.7) / NBL	b (11.4) / NBL
340 West / 3200 South	SB Stop	b (10.8) / SBL	b (13.1) / SBL
Elkhorn Ranch Road (600 West) / 3200 South	NB/SB Stop	a (8.8) / NBT	b (11.0) / NBL
2965 South / Elkhorn Ranch Road (600 West)	WB Stop	a (2.5) / WBL	a (2.0) / SBL
Elkhorn Ranch Road (600 West) / 2600 South	NB Stop	a (10.0) / NBL	a (9.8) / NBL

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

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

Source: Hales Engineering, February 2022

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 15. Intersections shown in Table 15 include new intersections and existing intersections that have recommended storage length changes.

Table 15: 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
2	2900 South / Main Street (SR-165)	-	50	-	-	-	-	-	100	-	-	-	-	-	-	-	-
3	Maverik North / Main Street (SR-165)	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-
5	3200 South / Main Street (SR-165)	-	-	-	50	-	50	-	-	100	250	100	175	-	100	-	-
6	250 West / 3200 South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50
7	340 West / 3200 South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50

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, February 2022

APPENDIX A

Turning Movement Counts

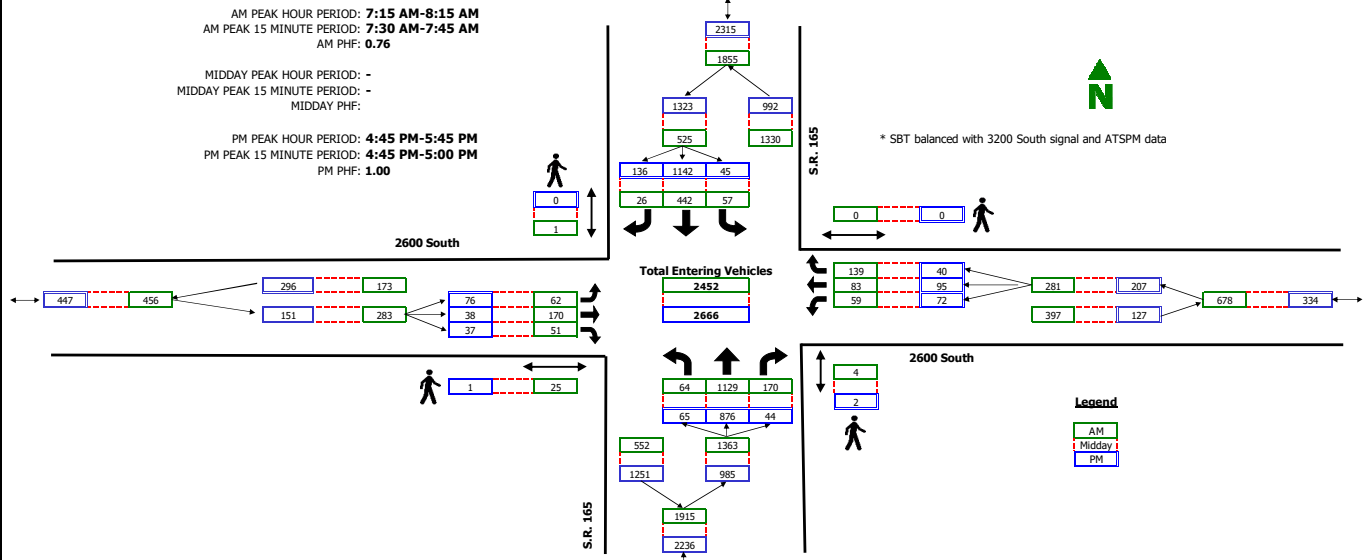
TrafficCounts

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: 96.0%
Adjustment Station #: 622
Growth Rate: 3.7%
Number of Years: 1

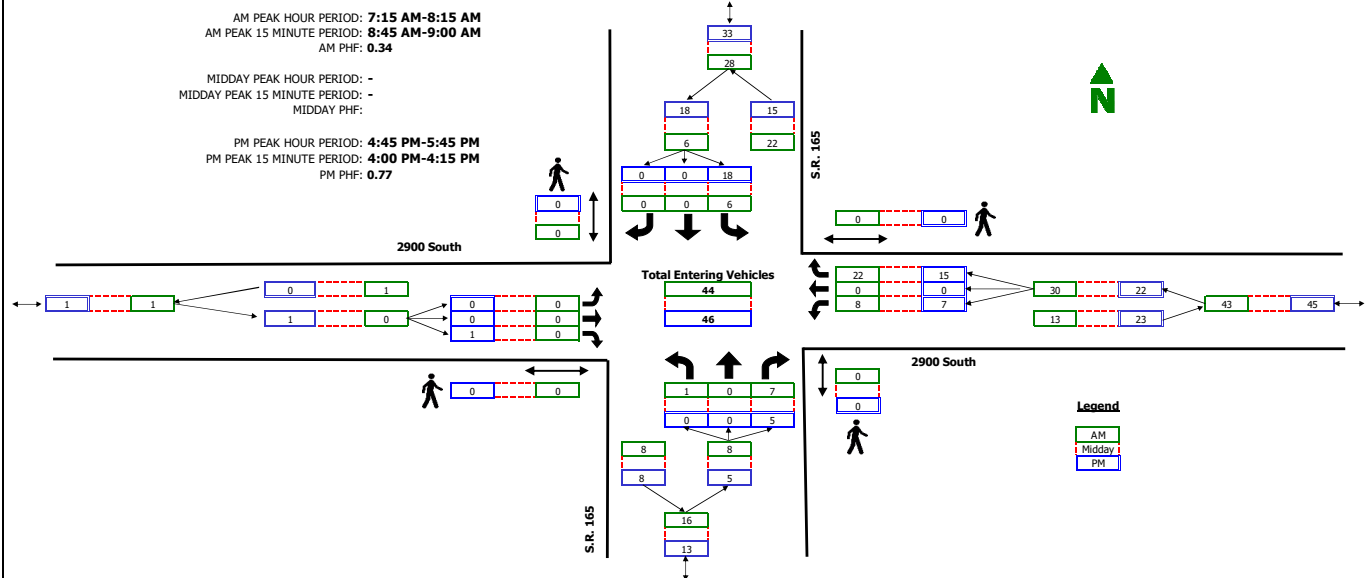


RAW COUNT SUMMARIES	S.R. 165 Northbound				S.R. 165 Southbound				2600 South Eastbound				2600 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	3	127	3	0	6	70	4	0	11	5	7	2	0	4	1	1	241
7:15 - 7:30	9	226	29	4	19	126	2	0	15	27	6	4	13	9	15	0	496
7:30 - 7:45	11	328	93	0	23	99	3	1	16	103	17	14	19	38	54	0	804
7:45 - 8:00	33	295	39	0	9	90	13	0	10	28	15	6	23	32	60	0	648
8:00 - 8:15	9	240	3	0	4	111	7	0	19	6	11	0	2	1	5	0	418
8:15 - 8:30	6	214	4	0	4	91	11	0	11	4	4	1	6	3	3	0	361
8:30 - 8:45	10	275	4	0	4	120	15	0	18	5	6	0	6	3	7	0	473
8:45 - 9:00	15	246	3	0	7	125	15	0	17	6	15	0	9	9	8	0	475
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	264	6	0	8	189	17	0	19	9	16	0	16	7	10	1	571
16:15 - 16:30	13	244	11	4	8	229	25	0	18	8	8	0	15	11	7	0	597
16:30 - 16:45	7	185	8	0	16	235	20	0	15	7	5	1	11	5	5	0	519
16:45 - 17:00	15	245	15	1	13	255	39	0	18	10	9	0	18	14	14	0	665
17:00 - 17:15	19	197	8	1	15	268	29	0	14	8	4	0	16	17	7	0	602
17:15 - 17:30	15	205	7	0	7	309	28	0	23	9	14	0	18	14	10	0	660
17:30 - 17:45	14	198	11	0	8	269	35	0	18	10	9	1	17	47	8	0	644
17:45 - 18:00	7	182	8	0	9	274	30	0	24	18	4	0	16	25	9	0	606

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: 96.0%
Adjustment Station #: 622
Growth Rate: 3.7%
Number of Years: 1

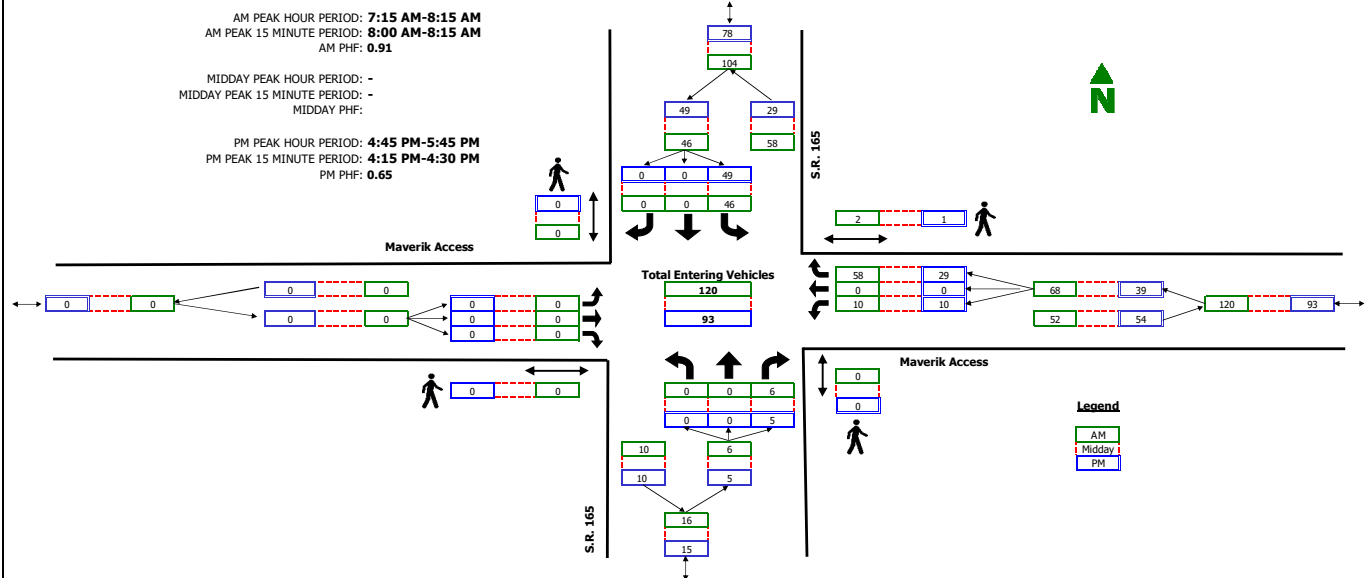


RAW COUNT SUMMARIES	S.R. 165				S.R. 165				2900 South				2900 South				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 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	21	0	32
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: 96.0%
Adjustment Station #: 622
Growth Rate: 3.7%
Number of Years: 1

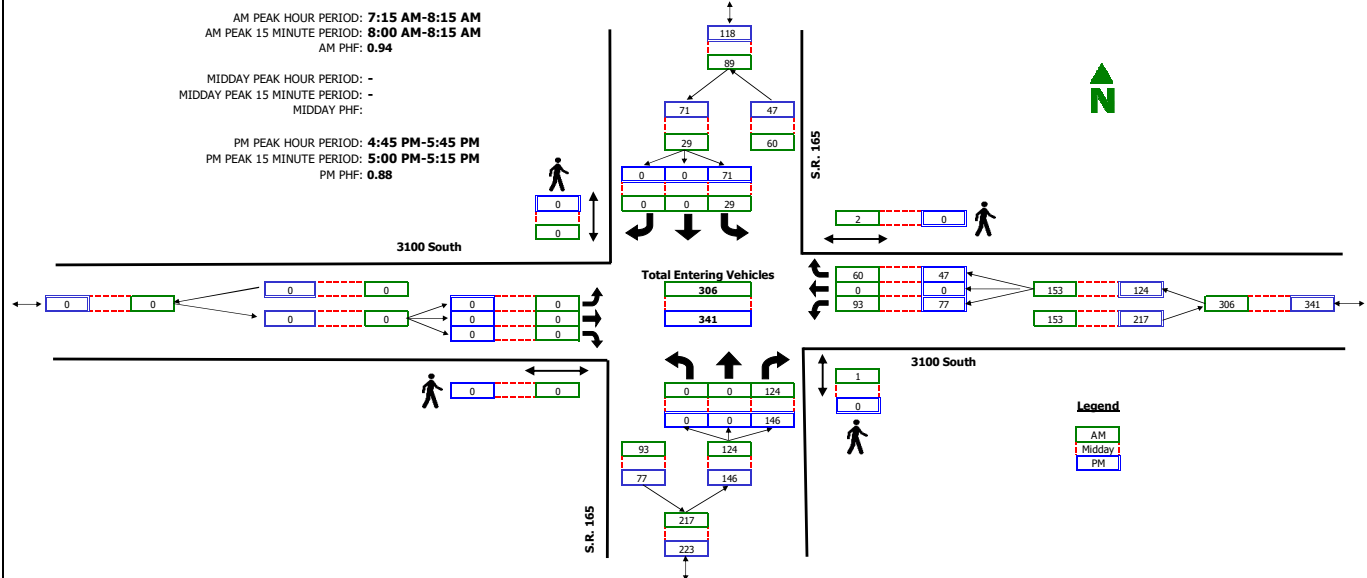


RAW COUNT SUMMARIES	S.R. 165				S.R. 165				Maverik Access				Maverik Access				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	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	15	1	24
7:45 - 8:00	0	0	2	0	13	0	0	0	0	0	0	0	4	0	13	0	32
8:00 - 8:15	0	0	1	0	14	0	0	0	0	0	0	0	1	0	17	0	33
8:15 - 8:30	0	0	0	0	4	0	0	0	0	0	0	0	2	0	21	0	27
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	14	0	27
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	17	1	35
16:15 - 16:30	0	0	1	0	13	0	0	0	0	0	0	0	7	0	15	0	36
16:30 - 16:45	0	0	0	0	14	0	0	0	0	0	0	0	2	0	11	0	27
16:45 - 17:00	0	0	1	0	15	0	0	0	0	0	0	0	5	0	8	0	29
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	15	0	0	0	0	0	0	0	1	0	9	1	26
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: 96.0%
Adjustment Station #: 622
Growth Rate: 3.7%
Number of Years: 1

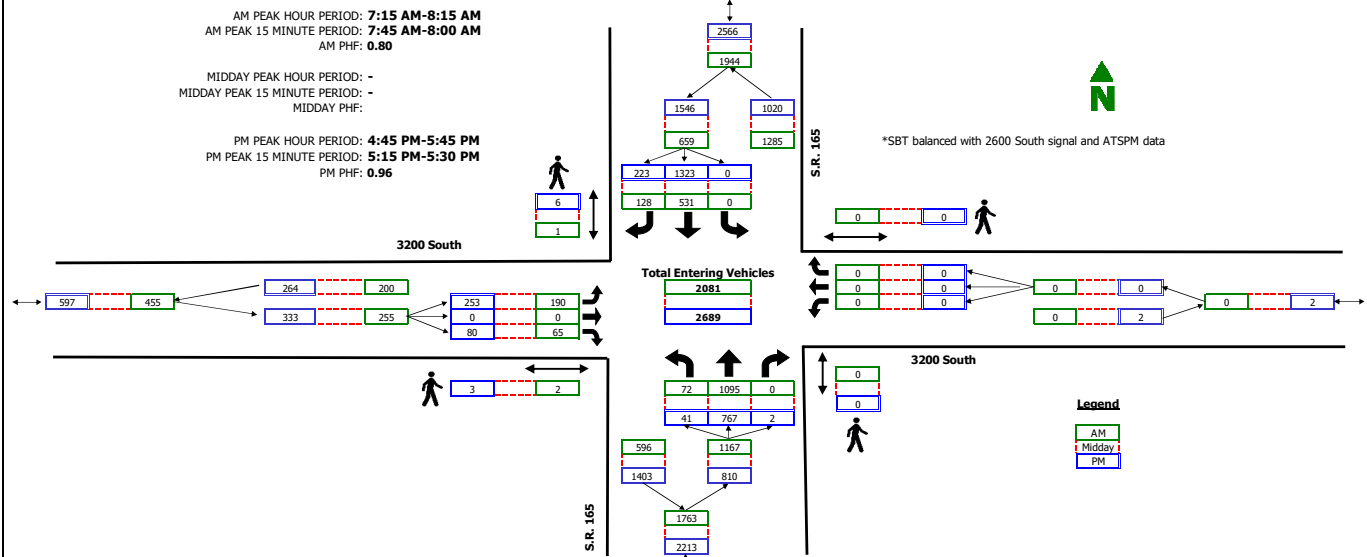


RAW COUNT SUMMARIES	S.R. 165 Northbound				S.R. 165 Southbound				3100 South Eastbound				3100 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	23	0	11	1	0	0	0	0	0	0	17	0	10	2	62
7:15 - 7:30	0	0	25	0	7	0	0	0	0	0	0	0	21	0	10	2	63
7:30 - 7:45	0	0	24	0	3	0	0	0	0	0	0	0	31	0	19	0	77
7:45 - 8:00	0	0	38	0	4	0	0	0	0	0	0	0	20	0	13	0	75
8:00 - 8:15	0	0	33	1	14	0	0	0	0	0	0	0	18	0	16	0	81
8:15 - 8:30	0	0	24	0	3	0	0	0	0	0	0	0	10	1	7	0	45
8:30 - 8:45	0	0	23	0	0	0	0	0	0	0	0	0	10	0	17	0	50
8:45 - 9:00	0	0	42	0	3	0	0	0	0	0	0	0	25	0	9	1	79
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	21	0	8	0	0	0	0	0	0	0	18	1	7	0	55
16:15 - 16:30	0	0	39	0	19	0	0	0	0	0	0	0	23	0	15	0	96
16:30 - 16:45	0	0	42	0	13	0	0	0	0	0	0	0	19	0	16	0	90
16:45 - 17:00	0	0	29	0	8	0	0	0	0	0	0	0	20	0	15	0	72
17:00 - 17:15	0	0	48	0	17	0	0	0	0	0	0	0	17	0	15	0	97
17:15 - 17:30	0	0	39	0	19	0	0	0	0	0	0	0	20	0	6	0	84
17:30 - 17:45	0	0	25	0	24	0	0	0	0	0	0	0	17	0	9	0	75
17:45 - 18:00	0	0	40	0	10	0	0	0	0	0	0	0	16	0	4	0	70

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: 96.0%
Adjustment Station #: 622
Growth Rate: 3.7%
Number of Years: 1

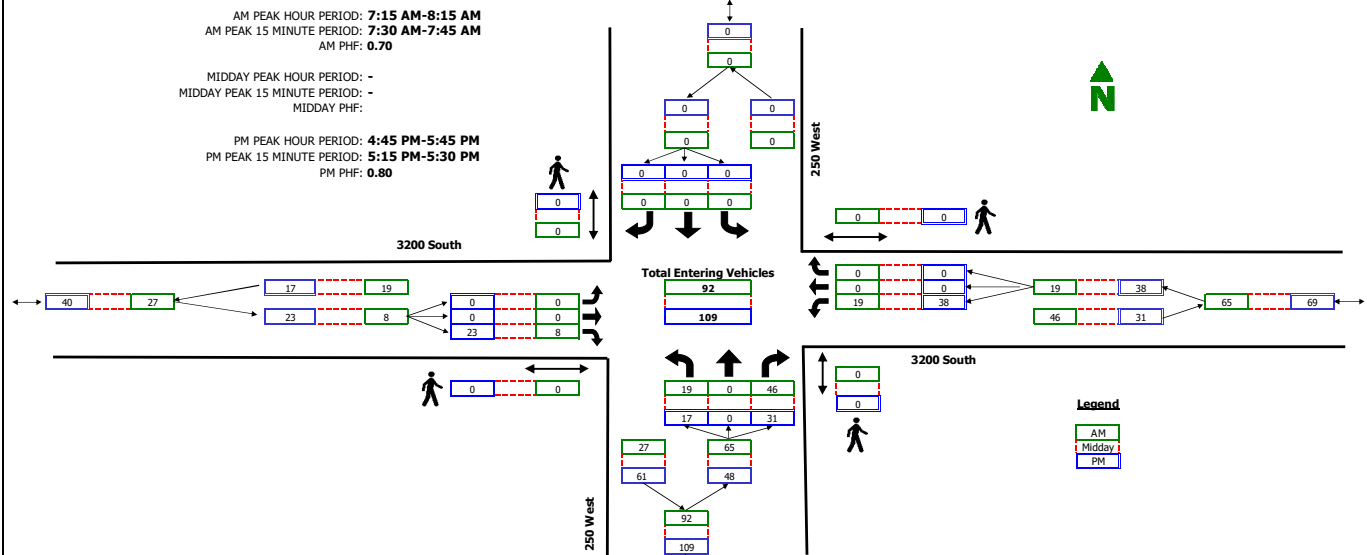


RAW COUNT SUMMARIES	S.R. 165				S.R. 165				3200 South				3200 South				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	131	0	0	0	79	23	0	5	0	7	2	0	0	0	0	247
7:15 - 7:30	4	186	0	0	0	122	27	1	29	0	9	1	0	0	0	0	377
7:30 - 7:45	25	328	0	0	0	146	29	0	49	0	13	0	0	0	0	0	590
7:45 - 8:00	22	366	0	0	0	109	42	0	80	0	28	1	0	0	0	0	647
8:00 - 8:15	18	176	0	0	0	135	25	0	25	0	13	0	0	0	0	0	392
8:15 - 8:30	5	191	0	0	0	107	29	0	26	0	15	0	0	0	0	0	373
8:30 - 8:45	11	213	0	0	0	99	39	0	35	0	7	0	0	0	0	0	404
8:45 - 9:00	15	251	0	0	0	144	59	0	49	0	13	0	0	0	0	0	531
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	219	0	0	0	224	56	0	73	0	9	0	0	0	0	0	589
16:15 - 16:30	5	208	0	0	0	266	46	0	52	0	18	0	0	0	0	0	595
16:30 - 16:45	9	188	0	0	0	249	41	0	39	0	6	0	0	0	0	0	532
16:45 - 17:00	5	199	0	0	0	290	54	2	67	0	10	1	0	0	0	0	625
17:00 - 17:15	9	194	1	0	0	282	51	0	53	0	25	2	0	0	0	0	615
17:15 - 17:30	10	176	0	0	0	384	54	1	59	0	14	0	0	0	0	0	697
17:30 - 17:45	16	171	1	0	0	320	56	3	65	0	28	0	0	0	0	0	657
17:45 - 18:00	10	172	0	0	0	316	38	0	35	0	6	0	0	0	0	0	577

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: 96.0%
Adjustment Station #: 622
Growth Rate: 3.7%
Number of Years: 1



RAW COUNT SUMMARIES	250 West Northbound				250 West 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	6	0	2	0	0	0	0	0	0	0	0	0	3	3	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	16	0	0	0	0	0	0	0	5	0	6	0	0	0	33
7:45 - 8:00	2	0	15	0	0	0	0	0	0	0	0	0	6	0	0	0	23
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	13	0	8	0	0	0	0	0	0	0	4	0	6	0	0	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	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	18	0	0	0	32
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	16	0	0	0	34
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

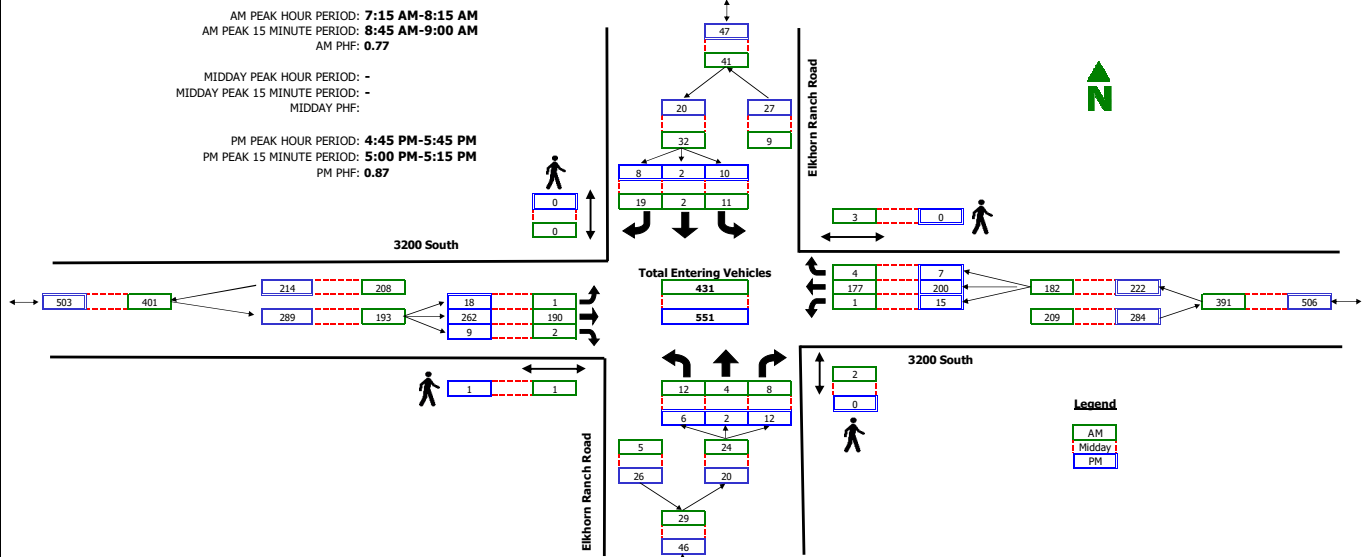
TrafficCounts

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: 96.0%
Adjustment Station #: 622
Growth Rate: 3.7%
Number of Years: 1



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	21	0	2	1	14	2	0	43
7:15 - 7:30	2	1	2	2	1	0	5	0	0	48	1	0	0	27	2	3	89
7:30 - 7:45	2	1	4	0	4	0	4	0	0	64	0	0	0	43	1	0	123
7:45 - 8:00	7	1	2	0	2	2	7	0	1	44	0	0	0	58	0	0	124
8:00 - 8:15	1	1	0	0	4	0	2	0	0	27	1	1	1	43	1	0	81
8:15 - 8:30	0	0	3	0	3	0	1	0	1	29	1	0	0	34	1	1	73
8:30 - 8:45	8	1	3	0	3	0	3	0	4	36	1	0	0	48	4	7	111
8:45 - 9:00	5	1	0	1	1	1	6	0	3	55	4	0	1	61	2	0	140
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	75	5	0	4	50	2	2	150
16:15 - 16:30	0	1	1	0	1	0	1	0	4	51	1	0	4	39	1	0	104
16:30 - 16:45	4	0	0	0	1	0	2	0	0	40	4	0	0	28	4	0	83
16:45 - 17:00	0	1	1	0	3	0	4	0	3	56	0	1	5	49	1	0	123
17:00 - 17:15	4	0	3	0	2	1	1	0	6	79	6	0	4	48	4	0	158
17:15 - 17:30	2	1	6	0	2	0	2	0	6	63	2	0	2	38	1	0	125
17:30 - 17:45	0	0	2	0	3	1	1	0	2	55	1	0	3	58	1	0	127
17:45 - 18:00	1	1	0	0	1	0	1	0	2	41	3	3	1	43	1	0	95

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%%
96.0%%
622
3.7%
1

[illegible]

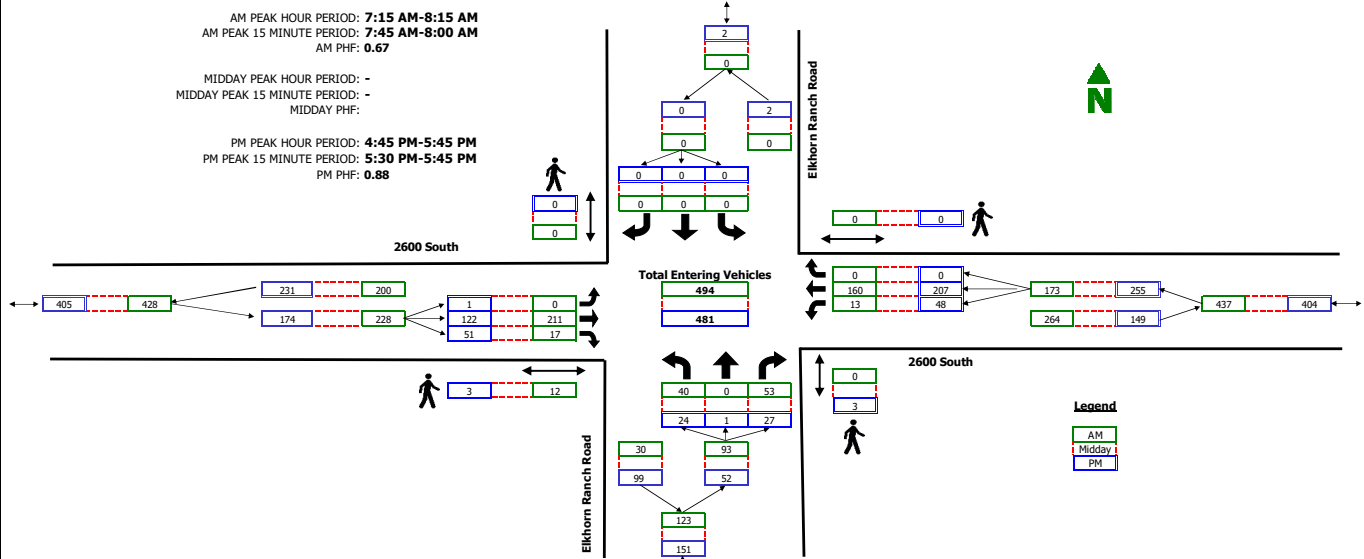
TrafficCounts

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: 96.0%
Adjustment Station #: 622
Growth Rate: 3.7%
Number of Years: 1



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	14	2	3	4	10	0	0	43
7:15 - 7:30	9	0	14	0	0	0	0	0	0	24	4	4	2	14	0	0	67
7:30 - 7:45	9	0	13	0	0	0	0	0	0	75	2	7	2	30	0	0	131
7:45 - 8:00	11	0	15	0	0	0	0	0	0	75	0	1	4	79	0	0	184
8:00 - 8:15	10	0	9	0	0	0	0	0	0	29	10	0	5	31	0	0	94
8:15 - 8:30	5	0	5	0	0	0	0	0	0	15	3	0	5	17	0	0	50
8:30 - 8:45	5	0	3	0	0	0	0	0	0	28	2	0	4	24	0	0	66
8:45 - 9:00	17	0	7	3	0	0	0	0	0	33	8	0	2	26	0	0	93
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	30	10	0	4	28	0	0	87
16:15 - 16:30	2	0	8	0	0	0	0	0	0	29	7	0	9	36	0	0	91
16:30 - 16:45	7	0	8	2	0	0	0	0	0	23	8	0	6	29	0	0	81
16:45 - 17:00	3	0	7	1	0	0	0	0	0	32	11	0	9	46	0	0	108
17:00 - 17:15	6	1	6	0	0	0	0	0	0	24	13	2	11	43	0	0	104
17:15 - 17:30	7	0	7	2	0	0	0	0	1	33	15	0	16	36	0	0	115
17:30 - 17:45	7	0	6	0	0	0	0	0	0	29	10	1	10	75	0	0	137
17:45 - 18:00	5	0	6	0	0	0	0	0	1	40	10	0	8	49	0	0	119

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Background
Time Period: Morning 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	64	64	100	15.9	B
	T	1,111	1,102	99	10.1	B
	R	170	167	98	6.1	A
	Subtotal	1,345	1,333	99	9.9	A
SB	L	57	51	90	36.4	D
	T	479	485	101	8.4	A
	R	26	28	107	3.1	A
	Subtotal	562	564	100	10.7	B
EB	L	62	61	98	37.0	D
	T	170	174	102	32.6	C
	R	51	51	100	8.0	A
	Subtotal	283	286	101	29.2	C
WB	L	59	58	98	43.3	D
	T	83	82	99	29.8	C
	R	139	135	97	13.6	B
	Subtotal	281	275	98	24.7	C
Total		2,472	2,458	99	14.0	B

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	1,286	1,277	99	0.5	A
	R	7	5	74	0.1	A
	Subtotal	1,294	1,282	99	0.5	A
SB	L	6	6	92	14.9	B
	T	603	610	101	2.6	A
	Subtotal	609	616	101	2.7	A
WB	L	8	8	103	18.6	C
	R	22	20	91	10.2	B
	Subtotal	30	28	93	12.6	B
Total		1,933	1,926	100	1.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Background
Time Period: Morning 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	1,230	1,223	99	0.8	A
	R	6	7	108	0.2	A
	Subtotal	1,236	1,230	100	0.8	A
SB	L	46	47	102	14.4	B
	T	573	578	101	0.3	A
	Subtotal	619	625	101	1.4	A
WB	L	10	11	110	24.1	C
	R	58	55	95	9.1	A
	Subtotal	68	66	97	11.6	B
Total		1,924	1,921	100	1.4	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	1,171	1,165	100	0.8	A
	R	124	127	102	0.4	A
	Subtotal	1,295	1,292	100	0.8	A
SB	L	29	29	99	13.0	B
	T	557	562	101	0.4	A
	Subtotal	586	591	101	1.0	A
WB	L	93	88	95	26.7	D
	R	60	58	97	10.3	B
	Subtotal	153	146	95	20.2	C
Total		2,034	2,029	100	2.2	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Background
Time Period: Morning 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	72	70	97	14.8	B
	T	1,095	1,097	100	8.4	A
	Subtotal	1,167	1,167	100	8.8	A
SB	T	533	532	100	6.1	A
	R	128	130	102	2.0	A
	Subtotal	661	662	100	5.3	A
EB	L	190	187	98	43.6	D
	R	65	65	100	8.4	A
	Subtotal	255	252	99	34.5	C
Total		2,084	2,081	100	10.8	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	16	85	5.6	A
	R	46	49	107	3.7	A
	Subtotal	65	65	100	4.2	A
EB	T	206	201	98	1.0	A
	R	8	11	142	0.4	A
	Subtotal	214	212	99	1.0	A
WB	L	19	19	101	2.8	A
	T	181	180	99	1.2	A
	Subtotal	200	199	100	1.4	A
Total		478	476	100	1.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Background
Time Period: Morning 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	12	11	92	6.5	A
	T	4	5	118	5.6	A
	R	8	9	116	3.1	A
	Subtotal	24	25	104	5.1	A
SB	L	11	9	82	5.9	A
	T	2	2	89	8.7	A
	R	19	20	107	3.1	A
	Subtotal	32	31	97	4.3	A
EB	L	1	0	0		
	T	190	189	99	0.3	A
	R	2	3	133	0.1	A
	Subtotal	193	192	99	0.3	A
WB	L	1	0	0		
	T	186	184	99	1.0	A
	R	4	4	94	0.6	A
	Subtotal	191	188	98	1.0	A
Total		440	436	99	1.1	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	18	18	101	0.1	A
	Subtotal	18	18	100	0.1	A
SB	L	6	5	77	1.4	A
	T	24	24	101	0.1	A
	Subtotal	30	29	97	0.3	A
WB	L	7	7	104	1.6	A
	R	17	20	116	1.0	A
	Subtotal	24	27	113	1.2	A
Total		72	74	103	0.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Background
Time Period: Morning 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	40	41	102	6.2	A
	R	53	54	101	3.4	A
	Subtotal	93	95	102	4.6	A
EB	T	211	213	101	0.7	A
	R	17	16	93	0.6	A
	Subtotal	228	229	100	0.7	A
WB	L	13	13	100	5.5	A
	T	160	160	100	3.1	A
	Subtotal	173	173	100	3.3	A
Total		495	497	100	2.3	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) 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	66	102	29.2	C
	T	884	873	99	5.6	A
	R	44	44	101	2.8	A
	Subtotal	993	983	99	7.1	A
SB	L	45	48	107	18.5	B
	T	1,234	1,216	99	8.3	A
	R	136	136	100	4.3	A
	Subtotal	1,415	1,400	99	8.3	A
EB	L	76	79	104	46.6	D
	T	38	33	87	36.8	D
	R	37	38	103	12.6	B
	Subtotal	151	150	99	35.8	D
WB	L	72	68	94	41.3	D
	T	95	92	97	39.8	D
	R	40	39	98	9.4	A
	Subtotal	207	199	96	34.4	C
Total		2,764	2,732	99	11.3	B

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	952	945	99	0.3	A
	R	5	5	100	0.0	A
	Subtotal	957	950	99	0.3	A
SB	L	18	19	104	10.3	B
	T	1,345	1,328	99	4.6	A
	Subtotal	1,363	1,347	99	4.7	A
EB	R	1	1	100	2.5	A
	Subtotal	1	1	100	2.5	A
WB	L	7	8	114	23.1	C
	R	15	15	98	7.1	A
	Subtotal	22	23	105	12.7	B
Total		2,343	2,321	99	3.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) 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	927	922	99	0.5	A
	R	5	5	100	0.2	A
	Subtotal	932	927	99	0.5	A
SB	L	49	48	98	7.1	A
	T	1,314	1,299	99	0.7	A
	Subtotal	1,363	1,347	99	0.9	A
WB	L	10	10	100	13.3	B
	R	29	29	99	6.3	A
	Subtotal	39	39	100	8.1	A
Total		2,334	2,313	99	0.9	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	886	886	100	0.6	A
	R	146	149	102	0.4	A
	Subtotal	1,032	1,035	100	0.6	A
SB	L	71	70	99	8.4	A
	T	1,265	1,250	99	0.8	A
	Subtotal	1,336	1,320	99	1.2	A
WB	L	77	71	92	15.3	C
	R	47	45	96	5.7	A
	Subtotal	124	116	94	11.6	B
Total		2,491	2,471	99	1.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) 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	41	41	101	28.0	C
	T	767	763	100	8.7	A
	Subtotal	808	804	100	9.7	A
SB	T	1,139	1,120	98	10.3	B
	R	223	224	100	3.2	A
	Subtotal	1,362	1,344	99	9.1	A
EB	L	253	261	103	41.3	D
	R	80	84	105	15.8	B
	Subtotal	333	345	104	35.1	C
Total		2,502	2,493	100	12.9	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	16	93	6.9	A
	R	31	36	115	4.0	A
	Subtotal	48	52	108	4.9	A
EB	T	278	287	103	1.4	A
	R	23	23	99	1.1	A
	Subtotal	301	310	103	1.4	A
WB	L	38	38	101	3.4	A
	T	226	225	100	1.2	A
	Subtotal	264	263	100	1.5	A
Total		614	625	102	1.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) 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	6.4	A
	T	2	3	150	8.1	A
	R	12	14	114	3.4	A
	Subtotal	20	23	115	4.8	A
SB	L	10	9	90	7.6	A
	T	11	11	98	1.2	A
	R	8	7	88	3.1	A
	Subtotal	29	27	93	3.8	A
EB	L	18	17	93	1.9	A
	T	262	268	102	0.5	A
	R	9	10	111	0.1	A
	Subtotal	289	295	102	0.6	A
WB	L	15	14	92	3.3	A
	T	205	206	100	1.0	A
	R	7	6	86	1.0	A
	Subtotal	227	226	100	1.1	A
Total		566	571	101	1.1	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	23	22	95	0.1	A
	R	7	8	114	0.1	A
	Subtotal	30	30	100	0.1	A
SB	L	16	13	80	1.8	A
	T	82	87	106	0.2	A
	Subtotal	98	100	102	0.4	A
WB	L	4	2	50	1.9	A
	R	5	6	120	0.7	A
	Subtotal	9	8	89	1.0	A
Total		138	138	100	0.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) 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	24	25	103	6.3	A
	R	27	26	95	2.7	A
	Subtotal	51	51	100	4.5	A
EB	T	122	122	100	0.7	A
	R	51	53	104	0.5	A
	Subtotal	173	175	101	0.6	A
WB	L	48	46	96	5.7	A
	T	248	250	101	3.8	A
	Subtotal	296	296	100	4.1	A
Total		520	522	100	3.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning 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	64	63	98	15.7	B
	T	1,160	1,163	100	10.4	B
	R	174	177	101	6.3	A
	Subtotal	1,398	1,403	100	10.1	B
SB	L	57	56	99	43.4	D
	T	510	523	102	8.7	A
	R	31	32	104	3.1	A
	Subtotal	598	611	102	11.6	B
EB	L	70	72	103	37.0	D
	T	171	168	98	31.6	C
	R	51	54	105	7.6	A
	Subtotal	292	294	101	28.5	C
WB	L	61	60	98	43.5	D
	T	84	84	100	29.6	C
	R	139	144	104	14.2	B
	Subtotal	284	288	101	24.8	C
Total		2,572	2,596	101	14.2	B

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	2.1	A
	T	1,338	1,347	101	0.5	A
	R	7	8	119	0.1	A
	Subtotal	1,346	1,356	101	0.5	A
SB	L	6	6	92	15.9	C
	T	636	651	102	2.9	A
	Subtotal	642	657	102	3.0	A
WB	L	8	7	90	24.8	C
	R	22	23	105	12.4	B
	Subtotal	30	30	100	15.3	C
Total		2,018	2,043	101	1.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning 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	1,282	1,290	101	0.9	A
	R	6	7	108	0.3	A
	Subtotal	1,288	1,297	101	0.9	A
SB	L	46	45	98	13.6	B
	T	606	622	103	0.4	A
	Subtotal	652	667	102	1.3	A
WB	L	10	11	110	20.0	C
	R	58	60	103	9.6	A
	Subtotal	68	71	104	11.2	B
Total		2,008	2,035	101	1.4	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	1,226	1,229	100	0.9	A
	R	126	126	100	0.4	A
	Subtotal	1,352	1,355	100	0.9	A
SB	L	29	27	92	12.2	B
	T	590	608	103	0.4	A
	Subtotal	619	635	103	0.9	A
WB	L	94	97	103	28.6	D
	R	60	66	110	11.2	B
	Subtotal	154	163	106	21.6	C
Total		2,126	2,153	101	2.5	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning 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	81	77	95	17.9	B
	T	1,095	1,097	100	10.0	A
	Subtotal	1,176	1,174	100	10.5	B
SB	T	536	555	103	6.9	A
	R	162	165	102	2.2	A
	Subtotal	698	720	103	5.8	A
EB	L	244	245	100	41.5	D
	R	79	82	104	7.9	A
	Subtotal	323	327	101	33.1	C
Total		2,197	2,221	101	12.3	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	16	85	7.0	A
	R	46	45	98	4.5	A
	Subtotal	65	61	94	5.2	A
SB	L	44	44	101	7.7	A
	R	25	27	108	3.4	A
	Subtotal	69	71	103	6.1	A
EB	L	9	7	80	2.5	A
	T	230	234	102	0.7	A
	R	8	7	90	0.2	A
	Subtotal	247	248	100	0.7	A
WB	L	19	18	96	3.5	A
	T	205	207	101	1.3	A
	R	19	17	91	1.0	A
	Subtotal	243	242	100	1.4	A
Total		622	622	100	2.1	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning Peak Hour

Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	24	22	92	8.0	A
	R	14	14	98	3.2	A
	Subtotal	38	36	95	6.1	A
EB	L	14	13	91	3.2	A
	T	222	226	102	0.5	A
	Subtotal	236	239	101	0.6	A
WB	T	216	217	100	0.4	A
	R	24	24	100	0.3	A
	Subtotal	240	241	100	0.4	A
Total		515	516	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	12	13	108	5.8	A
	T	4	6	141	6.0	A
	R	8	8	103	3.1	A
	Subtotal	24	27	113	5.0	A
SB	L	11	11	100	6.3	A
	T	2	2	89	6.0	A
	R	19	17	91	3.2	A
	Subtotal	32	30	94	4.5	A
EB	L	1	0	0		
	T	213	215	101	0.3	A
	R	2	3	133	0.0	A
	Subtotal	216	218	101	0.3	A
WB	L	1	1	100	1.2	A
	T	225	223	99	0.6	A
	R	4	6	141	0.5	A
	Subtotal	230	230	100	0.6	A
Total		502	505	101	1.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning 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	18	21	118	0.0	A
	Subtotal	18	21	117	0.0	A
SB	L	29	28	96	1.6	A
	T	24	26	111	0.2	A
	Subtotal	53	54	102	0.9	A
WB	L	7	6	89	1.8	A
	R	49	49	100	1.1	A
	Subtotal	56	55	98	1.2	A
Total		126	130	103	0.9	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	63	64	101	6.9	A
	R	62	64	103	3.7	A
	Subtotal	125	128	102	5.3	A
EB	T	211	210	100	0.8	A
	R	34	35	103	0.7	A
	Subtotal	245	245	100	0.8	A
WB	L	19	18	96	5.4	A
	T	160	160	100	3.4	A
	Subtotal	179	178	99	3.6	A
Total		549	551	100	2.8	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) 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	66	102	34.4	C
	T	926	942	102	6.1	A
	R	48	48	101	3.2	A
	Subtotal	1,039	1,056	102	7.7	A
SB	L	45	44	98	19.9	B
	T	1,283	1,301	101	8.9	A
	R	145	151	104	4.9	A
	Subtotal	1,473	1,496	102	8.8	A
EB	L	84	76	90	43.5	D
	T	39	38	98	35.4	D
	R	37	37	101	12.0	B
	Subtotal	160	151	94	33.7	C
WB	L	76	85	112	41.7	D
	T	96	101	105	39.4	D
	R	40	45	113	9.6	A
	Subtotal	212	231	109	34.4	C
Total		2,883	2,934	102	11.8	B

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	998	1,020	102	0.4	A
	R	5	5	100	0.0	A
	Subtotal	1,003	1,025	102	0.4	A
SB	L	18	18	99	14.0	B
	T	1,398	1,424	102	4.9	A
	Subtotal	1,416	1,442	102	5.0	A
EB	R	1	1	100	12.2	B
	Subtotal	1	1	100	12.2	B
WB	L	7	7	100	10.8	B
	R	15	15	98	7.1	A
	Subtotal	22	22	100	8.3	A
Total		2,443	2,490	102	3.1	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Plus Project
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	974	997	102	0.6	A
	R	5	4	80	0.2	A
	Subtotal	979	1,001	102	0.6	A
SB	L	49	47	96	7.9	A
	T	1,367	1,397	102	0.6	A
	Subtotal	1,416	1,444	102	0.8	A
WB	L	10	10	100	15.4	C
	R	29	28	96	5.7	A
	Subtotal	39	38	97	8.3	A
Total		2,434	2,483	102	0.9	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	937	958	102	0.7	A
	R	147	138	94	0.4	A
	Subtotal	1,084	1,096	101	0.7	A
SB	L	71	70	99	8.4	A
	T	1,318	1,348	102	0.9	A
	Subtotal	1,389	1,418	102	1.3	A
WB	L	79	76	96	19.8	C
	R	47	47	101	6.4	A
	Subtotal	126	123	98	14.7	B
Total		2,599	2,637	101	1.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) 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	56	64	115	36.1	D
	T	767	771	101	9.7	A
	Subtotal	823	835	101	11.7	B
SB	T	1,144	1,160	101	11.7	B
	R	278	284	102	3.9	A
	Subtotal	1,422	1,444	102	10.2	B
EB	L	301	309	103	40.1	D
	R	93	91	98	13.9	B
	Subtotal	394	400	102	34.1	C
Total		2,639	2,679	102	14.2	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	17	16	93	8.9	A
	R	31	32	102	4.3	A
	Subtotal	48	48	100	5.8	A
SB	L	29	26	89	8.2	A
	R	16	16	98	4.0	A
	Subtotal	45	42	93	6.6	A
EB	L	25	25	99	2.8	A
	T	311	320	103	0.9	A
	R	23	22	95	0.5	A
	Subtotal	359	367	102	1.0	A
WB	L	38	38	101	3.8	A
	T	254	264	104	1.3	A
	R	42	46	110	1.2	A
	Subtotal	334	348	104	1.6	A
Total		788	805	102	1.8	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	32	32	99	9.5	A
	R	18	19	104	3.5	A
	Subtotal	50	51	102	7.3	A
EB	L	16	15	92	3.4	A
	T	326	332	102	0.7	A
	Subtotal	342	347	101	0.8	A
WB	T	244	252	103	0.4	A
	R	28	27	96	0.3	A
	Subtotal	272	279	103	0.4	A
Total		665	677	102	1.2	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	6	100	6.6	A
	T	2	1	50	13.2	B
	R	12	13	106	3.5	A
	Subtotal	20	20	100	4.9	A
SB	L	10	8	80	7.9	A
	T	11	14	124	1.5	A
	R	8	6	75	3.8	A
	Subtotal	29	28	97	3.8	A
EB	L	18	15	82	2.2	A
	T	303	308	102	0.5	A
	R	9	8	89	0.1	A
	Subtotal	330	331	100	0.6	A
WB	L	15	14	92	3.0	A
	T	239	248	104	0.8	A
	R	7	7	100	0.5	A
	Subtotal	261	269	103	0.9	A
Total		642	648	101	1.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Existing (2022) 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	23	19	82	0.1	A
	R	7	6	86	0.1	A
	Subtotal	30	25	83	0.1	A
SB	L	50	50	101	2.0	A
	T	83	90	108	0.4	A
	Subtotal	133	140	105	1.0	A
WB	L	4	4	100	2.4	A
	R	37	40	109	0.9	A
	Subtotal	41	44	107	1.0	A
Total		204	209	103	0.9	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	47	44	94	7.1	A
	R	36	36	99	3.1	A
	Subtotal	83	80	96	5.3	A
EB	T	122	113	93	0.6	A
	R	75	77	103	0.8	A
	Subtotal	197	190	96	0.7	A
WB	L	58	61	106	6.6	A
	T	248	257	103	4.1	A
	Subtotal	306	318	104	4.6	A
Total		586	588	100	3.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Background
Time Period: Morning 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	70	70	100	16.6	B
	T	1,187	1,196	101	10.9	B
	R	190	190	100	6.5	A
	Subtotal	1,447	1,456	101	10.6	B
SB	L	65	61	94	49.2	D
	T	530	529	100	9.0	A
	R	30	31	102	3.3	A
	Subtotal	625	621	99	12.7	B
EB	L	70	68	97	36.8	D
	T	190	182	96	32.6	C
	R	55	55	100	8.4	A
	Subtotal	315	305	97	29.2	C
WB	L	65	66	102	42.5	D
	T	90	91	101	31.3	C
	R	155	160	103	15.3	B
	Subtotal	310	317	102	25.6	C
Total		2,696	2,699	100	15.0	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	1	50	3.8	A
	T	1,393	1,401	101	0.5	A
	R	10	11	113	0.1	A
	Subtotal	1,405	1,413	101	0.5	A
SB	L	10	11	113	18.4	C
	T	655	654	100	2.9	A
	R	2	3	150	2.6	A
	Subtotal	667	668	100	3.2	A
EB	L	2	2	100	15.5	C
	R	2	2	100	6.0	A
	Subtotal	4	4	100	10.8	B
WB	L	10	9	92	23.5	C
	R	25	25	101	15.4	C
	Subtotal	35	34	97	17.5	C
Total		2,110	2,119	100	1.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS

Analysis Period: Future (2027) Background

Time Period: Morning 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	1,342	1,347	100	1.0	A
	R	10	11	113	0.2	A
	Subtotal	1,352	1,358	100	1.0	A
SB	L	50	49	98	15.2	C
	T	627	628	100	0.4	A
	Subtotal	677	677	100	1.5	A
WB	L	10	10	103	28.8	D
	R	60	64	106	12.9	B
	Subtotal	70	74	106	15.0	B
Total		2,099	2,109	100	1.6	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	1,275	1,281	100	0.9	A
	R	140	143	102	0.5	A
	Subtotal	1,415	1,424	101	0.9	A
SB	L	35	33	95	14.3	B
	T	606	608	100	0.4	A
	Subtotal	641	641	100	1.1	A
WB	L	105	106	101	36.9	E
	R	70	69	99	11.7	B
	Subtotal	175	175	100	27.0	D
Total		2,232	2,240	100	3.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Background
Time Period: Morning 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	80	78	98	18.4	B
	T	1,200	1,214	101	9.6	A
	Subtotal	1,280	1,292	101	10.1	B
SB	T	587	586	100	6.5	A
	R	135	138	102	2.2	A
	Subtotal	722	724	100	5.7	A
EB	L	205	200	98	42.3	D
	R	75	75	100	9.0	A
	Subtotal	280	275	98	33.2	C
Total		2,282	2,291	100	11.5	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	6.9	A
	R	50	50	101	3.7	A
	Subtotal	70	69	99	4.6	A
EB	T	226	220	97	1.0	A
	R	10	10	103	0.6	A
	Subtotal	236	230	97	1.0	A
WB	L	20	19	94	3.5	A
	T	195	197	101	1.3	A
	Subtotal	215	216	100	1.5	A
Total		521	515	99	1.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Background
Time Period: Morning 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	14	93	6.1	A
	T	5	5	95	7.6	A
	R	10	12	123	3.0	A
	Subtotal	30	31	103	5.1	A
SB	L	11	8	74	5.5	A
	T	5	5	95	6.4	A
	R	20	20	99	2.8	A
	Subtotal	36	33	92	4.0	A
EB	L	5	4	76	1.7	A
	T	210	205	98	0.3	A
	R	5	5	95	0.1	A
	Subtotal	220	214	97	0.3	A
WB	L	5	4	76	3.8	A
	T	194	196	101	1.1	A
	R	5	5	95	0.7	A
	Subtotal	204	205	100	1.1	A
Total		492	483	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	20	18	89	0.0	A
	R	5	6	114	0.1	A
	Subtotal	25	24	96	0.0	A
SB	L	10	9	92	1.5	A
	T	26	27	106	0.2	A
	Subtotal	36	36	100	0.5	A
WB	L	10	9	92	1.7	A
	R	20	21	104	0.9	A
	Subtotal	30	30	100	1.1	A
Total		91	90	99	0.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Background
Time Period: Morning 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	40	40	100	6.7	A
	R	55	54	98	3.6	A
	Subtotal	95	94	99	4.9	A
EB	T	240	232	97	0.8	A
	R	20	23	114	0.6	A
	Subtotal	260	255	98	0.8	A
WB	L	15	13	87	5.2	A
	T	176	180	102	3.1	A
	Subtotal	191	193	101	3.2	A
Total		546	542	99	2.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) 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	70	70	100	37.5	D
	T	953	948	100	6.5	A
	R	50	48	96	3.0	A
	Subtotal	1,073	1,066	99	8.4	A
SB	L	50	50	101	19.8	B
	T	1,350	1,350	100	9.6	A
	R	150	152	101	5.2	A
	Subtotal	1,550	1,552	100	9.5	A
EB	L	85	85	100	46.0	D
	T	41	42	103	34.7	C
	R	40	37	93	12.3	B
	Subtotal	166	164	99	35.5	D
WB	L	80	80	100	41.0	D
	T	105	110	105	38.5	D
	R	45	45	101	9.9	A
	Subtotal	230	235	102	33.9	C
Total		3,018	3,017	100	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	1,030	1,024	99	0.4	A
	R	5	5	100	0.1	A
	Subtotal	1,035	1,029	99	0.4	A
SB	L	18	19	104	13.0	B
	T	1,470	1,468	100	5.3	A
	R	2	3	150	5.7	A
	Subtotal	1,490	1,490	100	5.4	A
EB	L	2	2	100	34.7	D
	R	2	3	150	2.7	A
	Subtotal	4	5	125	15.5	C
WB	L	10	8	80	30.5	D
	R	15	15	98	11.0	B
	Subtotal	25	23	92	17.8	C
Total		2,555	2,547	100	3.5	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS

Analysis Period: Future (2027) 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	1,001	993	99	0.7	A
	R	5	5	100	0.2	A
	Subtotal	1,006	998	99	0.7	A
SB	L	50	47	94	7.8	A
	T	1,440	1,440	100	0.7	A
	Subtotal	1,490	1,487	100	0.9	A
WB	L	10	10	100	17.5	C
	R	30	32	106	6.7	A
	Subtotal	40	42	105	9.3	A
Total		2,536	2,527	100	1.0	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	944	938	99	0.7	A
	R	170	172	101	0.4	A
	Subtotal	1,114	1,110	100	0.7	A
SB	L	80	81	101	9.0	A
	T	1,381	1,380	100	0.9	A
	Subtotal	1,461	1,461	100	1.3	A
WB	L	85	85	100	21.3	C
	R	60	60	100	6.4	A
	Subtotal	145	145	100	15.1	C
Total		2,721	2,716	100	1.8	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) 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	50	48	96	34.5	C
	T	840	833	99	9.0	A
	Subtotal	890	881	99	10.4	B
SB	T	1,247	1,246	100	11.1	B
	R	240	241	100	3.7	A
	Subtotal	1,487	1,487	100	9.9	A
EB	L	265	266	100	40.5	D
	R	95	101	106	18.0	B
	Subtotal	360	367	102	34.3	C
Total		2,737	2,735	100	13.3	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	89	7.6	A
	R	35	38	108	4.2	A
	Subtotal	55	56	102	5.3	A
EB	T	300	308	103	1.5	A
	R	25	26	103	1.1	A
	Subtotal	325	334	103	1.5	A
WB	L	40	41	103	3.7	A
	T	250	248	99	1.2	A
	Subtotal	290	289	100	1.6	A
Total		671	679	101	1.8	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS

Analysis Period: Future (2027) 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	10	100	7.0	A
	T	5	6	120	7.5	A
	R	15	18	118	3.6	A
	Subtotal	30	34	113	5.3	A
SB	L	10	8	80	7.3	A
	T	11	12	107	4.1	A
	R	10	10	100	2.9	A
	Subtotal	31	30	97	4.6	A
EB	L	20	18	89	2.1	A
	T	285	294	103	0.5	A
	R	10	9	90	0.2	A
	Subtotal	315	321	102	0.6	A
WB	L	15	13	85	3.2	A
	T	230	225	98	1.1	A
	R	10	11	110	0.7	A
	Subtotal	255	249	98	1.2	A
Total		632	634	100	1.3	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	23	91	0.1	A
	R	10	11	110	0.2	A
	Subtotal	35	34	97	0.1	A
SB	L	20	17	84	1.7	A
	T	84	88	104	0.2	A
	Subtotal	104	105	101	0.4	A
WB	L	5	4	80	2.0	A
	R	5	5	100	0.7	A
	Subtotal	10	9	90	1.3	A
Total		150	148	99	0.5	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) 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	23	91	6.9	A
	R	30	30	99	3.0	A
	Subtotal	55	53	96	4.7	A
EB	T	135	133	99	0.7	A
	R	55	56	102	0.6	A
	Subtotal	190	189	99	0.7	A
WB	L	50	50	101	6.7	A
	T	276	282	102	4.4	A
	Subtotal	326	332	102	4.7	A
Total		570	574	101	3.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning 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	80	80	100	19.4	B
	T	1,263	1,267	100	12.0	B
	R	197	203	103	7.4	A
	Subtotal	1,540	1,550	101	11.8	B
SB	L	65	67	103	54.8	D
	T	601	604	100	9.6	A
	R	34	38	111	3.4	A
	Subtotal	700	709	101	13.5	B
EB	L	74	78	105	36.8	D
	T	191	192	101	31.7	C
	R	72	73	101	9.4	A
	Subtotal	337	343	102	28.1	C
WB	L	71	71	100	42.4	D
	T	91	85	93	29.0	C
	R	155	154	100	17.1	B
	Subtotal	317	310	98	26.2	C
Total		2,895	2,912	101	15.8	B

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	82	7.9	A
	T	1,409	1,423	101	1.5	A
	R	10	10	103	1.1	A
	Subtotal	1,429	1,441	101	1.5	A
SB	L	10	10	103	24.1	C
	T	731	737	101	3.2	A
	R	20	21	104	3.1	A
	Subtotal	761	768	101	3.5	A
EB	L	84	79	94	81.6	F
	R	5	6	114	76.6	F
	Subtotal	89	85	96	81.2	F
WB	L	10	8	82	36.7	E
	R	25	26	105	19.5	C
	Subtotal	35	34	97	23.5	C
Total		2,313	2,328	101	5.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning Peak Hour

Project #: UT21-1989

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,367	1,381	101	1.0	A
	R	10	9	92	0.2	A
	Subtotal	1,377	1,390	101	1.0	A
SB	L	50	46	92	16.3	C
	T	656	669	102	0.7	A
	R	55	51	93	0.4	A
	Subtotal	761	766	101	1.6	A
EB	R	9	9	103	5.5	A
	Subtotal	9	9	100	5.5	A
WB	L	10	10	103	23.4	C
	R	60	58	97	11.9	B
	Subtotal	70	68	97	13.6	B
Total		2,216	2,233	101	1.6	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	1,300	1,310	101	1.1	A
	R	141	144	102	0.5	A
	Subtotal	1,441	1,454	101	1.0	A
SB	L	37	40	109	14.3	B
	T	637	647	102	0.4	A
	Subtotal	674	687	102	1.2	A
WB	L	106	105	99	43.2	E
	R	71	74	104	13.0	B
	Subtotal	177	179	101	30.7	D
Total		2,292	2,320	101	3.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning 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	94	96	102	18.7	B
	T	1,205	1,221	101	10.3	B
	Subtotal	1,299	1,317	101	10.9	B
SB	T	599	607	101	7.4	A
	R	157	157	100	2.4	A
	Subtotal	756	764	101	6.4	A
EB	L	225	222	99	42.2	D
	R	86	90	105	8.5	A
	Subtotal	311	312	100	32.5	C
Total		2,366	2,393	101	12.3	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	89	7.9	A
	R	50	52	103	4.4	A
	Subtotal	70	70	100	5.3	A
SB	L	15	16	107	7.7	A
	R	39	36	93	3.3	A
	Subtotal	54	52	96	4.7	A
EB	L	25	25	101	2.5	A
	T	242	241	99	0.7	A
	R	10	11	113	0.4	A
	Subtotal	277	277	100	0.9	A
WB	L	20	18	89	3.8	A
	T	224	226	101	1.5	A
	R	7	8	110	1.2	A
	Subtotal	251	252	100	1.7	A
Total		652	651	100	2.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning Peak Hour

Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	13	93	8.4	A
	R	20	21	104	3.0	A
	Subtotal	34	34	100	5.1	A
EB	L	21	18	85	3.5	A
	T	262	264	101	0.6	A
	Subtotal	283	282	100	0.8	A
WB	T	245	242	99	0.5	A
	R	29	28	97	0.4	A
	Subtotal	274	270	99	0.5	A
Total		591	586	99	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	15	13	87	7.2	A
	T	5	5	95	8.2	A
	R	10	12	123	3.7	A
	Subtotal	30	30	100	6.0	A
SB	L	17	16	94	6.6	A
	T	5	4	76	7.8	A
	R	20	24	119	3.4	A
	Subtotal	42	44	105	5.0	A
EB	L	5	5	95	1.8	A
	T	252	250	99	0.4	A
	R	5	8	152	0.1	A
	Subtotal	262	263	100	0.4	A
WB	L	5	5	95	2.7	A
	T	244	241	99	0.8	A
	R	15	14	93	0.5	A
	Subtotal	264	260	98	0.8	A
Total		599	597	100	1.2	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning 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	30	28	93	0.1	A
	R	5	5	95	0.0	A
	Subtotal	35	33	94	0.1	A
SB	L	34	34	99	1.8	A
	T	31	32	103	0.3	A
	Subtotal	65	66	102	1.1	A
WB	L	10	11	113	1.9	A
	R	53	51	97	1.2	A
	Subtotal	63	62	98	1.3	A
Total		163	161	99	1.0	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	78	80	102	7.7	A
	R	60	61	102	4.1	A
	Subtotal	138	141	102	6.1	A
EB	T	257	264	103	0.9	A
	R	45	47	104	1.0	A
	Subtotal	302	311	103	0.9	A
WB	L	20	20	99	6.8	A
	T	186	183	99	3.7	A
	Subtotal	206	203	99	4.0	A
Total		646	655	101	3.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) 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	85	84	99	54.7	D
	T	1,047	1,054	101	7.2	A
	R	58	56	97	3.7	A
	Subtotal	1,190	1,194	100	10.4	B
SB	L	50	48	96	25.0	C
	T	1,440	1,448	101	11.5	B
	R	162	163	100	6.3	A
	Subtotal	1,652	1,659	100	11.4	B
EB	L	90	92	102	45.5	D
	T	42	42	101	32.3	C
	R	73	72	99	17.2	B
	Subtotal	205	206	100	32.9	C
WB	L	87	89	102	41.5	D
	T	107	114	106	39.1	D
	R	45	45	101	10.3	B
	Subtotal	239	248	104	34.7	C
Total		3,286	3,307	101	14.2	B

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	16	98	24.0	C
	T	1,069	1,075	101	0.9	A
	R	5	5	100	0.6	A
	Subtotal	1,090	1,096	101	1.2	A
SB	L	18	18	99	17.6	C
	T	1,561	1,567	100	6.1	A
	R	41	41	101	5.9	A
	Subtotal	1,620	1,626	100	6.2	A
EB	L	87	84	96	183.8	F
	R	9	9	100	189.3	F
	Subtotal	96	93	97	184.3	F
WB	L	10	8	80	53.5	F
	R	15	17	111	21.0	C
	Subtotal	25	25	100	31.4	D
Total		2,832	2,840	100	10.8	B

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,054	1,061	101	0.6	A
	R	5	6	120	0.2	A
	Subtotal	1,059	1,067	101	0.6	A
SB	L	50	51	103	8.9	A
	T	1,478	1,475	100	1.5	A
	R	65	71	109	0.9	A
	Subtotal	1,593	1,597	100	1.7	A
EB	R	31	31	99	16.0	C
	Subtotal	31	31	100	16.0	C
WB	L	10	9	90	13.4	B
	R	30	29	96	6.8	A
	Subtotal	40	38	95	8.4	A
Total		2,724	2,733	100	1.5	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	1,001	1,008	101	0.7	A
	R	172	168	98	0.5	A
	Subtotal	1,173	1,176	100	0.7	A
SB	L	82	83	101	10.0	A
	T	1,440	1,434	100	0.9	A
	Subtotal	1,522	1,517	100	1.4	A
WB	L	87	85	97	21.8	C
	R	62	64	103	6.8	A
	Subtotal	149	149	100	15.4	C
Total		2,844	2,842	100	1.9	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) 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	67	70	104	40.8	D
	T	849	849	100	10.0	A
	Subtotal	916	919	100	12.3	B
SB	T	1,266	1,248	99	13.2	B
	R	292	298	102	4.5	A
	Subtotal	1,558	1,546	99	11.5	B
EB	L	309	311	101	40.5	D
	R	110	113	103	16.3	B
	Subtotal	419	424	101	34.1	C
Total		2,892	2,889	100	15.1	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	10.1	B
	R	35	40	113	4.8	A
	Subtotal	55	59	107	6.5	A
SB	L	20	20	99	9.9	A
	R	25	24	95	3.8	A
	Subtotal	45	44	98	6.6	A
EB	L	44	44	101	3.0	A
	T	340	340	100	1.0	A
	R	25	26	103	0.5	A
	Subtotal	409	410	100	1.2	A
WB	L	40	40	101	4.3	A
	T	304	311	102	1.5	A
	R	15	17	111	1.3	A
	Subtotal	359	368	103	1.8	A
Total		869	881	101	2.1	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project
Time Period: Evening Peak Hour

Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	36	39	107	11.0	B
	R	25	29	115	3.6	A
	Subtotal	61	68	111	7.8	A
EB	L	17	15	87	3.7	A
	T	372	372	100	0.8	A
	Subtotal	389	387	99	0.9	A
WB	T	305	308	101	0.6	A
	R	30	30	99	0.4	A
	Subtotal	335	338	101	0.6	A
Total		787	793	101	1.4	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	10	100	7.9	A
	T	5	5	100	10.9	B
	R	15	16	105	3.7	A
	Subtotal	30	31	103	6.2	A
SB	L	16	15	92	8.7	A
	T	10	9	90	4.0	A
	R	10	11	110	3.4	A
	Subtotal	36	35	97	5.8	A
EB	L	20	20	99	2.4	A
	T	343	343	100	0.6	A
	R	10	11	110	0.2	A
	Subtotal	373	374	100	0.7	A
WB	L	15	13	85	3.4	A
	T	298	305	102	0.9	A
	R	16	16	98	0.9	A
	Subtotal	329	334	102	1.0	A
Total		769	774	101	1.3	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) 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	32	32	98	0.3	A
	R	10	10	100	0.1	A
	Subtotal	42	42	100	0.3	A
SB	L	52	53	102	2.1	A
	T	91	92	101	0.4	A
	Subtotal	143	145	101	1.0	A
WB	L	5	5	100	1.7	A
	R	42	44	105	1.1	A
	Subtotal	47	49	104	1.2	A
Total		232	236	102	0.9	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	62	63	102	8.2	A
	R	36	36	99	3.6	A
	Subtotal	98	99	101	6.5	A
EB	T	168	168	100	0.9	A
	R	79	76	96	0.8	A
	Subtotal	247	244	99	0.9	A
WB	L	64	67	105	7.3	A
	T	291	292	100	4.9	A
	Subtotal	355	359	101	5.3	A
Total		700	702	100	3.9	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
Time Period: Morning 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	80	79	98	24.9	C
	T	1,263	1,274	101	19.9	B
	R	197	199	101	11.0	B
	Subtotal	1,540	1,552	101	19.0	B
SB	L	65	64	98	46.5	D
	T	601	592	99	9.5	A
	R	34	40	117	3.5	A
	Subtotal	700	696	99	12.6	B
EB	L	74	72	97	37.0	D
	T	191	197	103	31.9	C
	R	72	70	97	9.5	A
	Subtotal	337	339	101	28.4	C
WB	L	71	76	107	45.4	D
	T	91	89	98	29.6	C
	R	155	153	99	17.3	B
	Subtotal	317	318	100	27.5	C
Total		2,895	2,905	100	19.5	B

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	82	10.8	B
	T	1,409	1,419	101	6.0	A
	R	10	10	103	2.1	A
	Subtotal	1,429	1,437	101	6.0	A
SB	L	10	12	123	24.8	C
	T	731	719	98	5.7	A
	R	20	24	119	3.3	A
	Subtotal	761	755	99	5.9	A
EB	L	84	80	96	44.1	D
	R	5	6	114	26.9	C
	Subtotal	89	86	97	42.9	D
WB	L	10	10	103	41.8	D
	R	25	31	125	15.8	B
	Subtotal	35	41	117	22.1	C
Total		2,313	2,319	100	7.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
Time Period: Morning Peak Hour
Project #: UT21-1989

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,367	1,372	100	1.1	A
	R	10	9	92	0.3	A
	Subtotal	1,377	1,381	100	1.1	A
SB	L	50	48	96	20.3	C
	T	656	648	99	1.7	A
	R	55	57	104	1.4	A
	Subtotal	761	753	99	2.9	A
EB	R	9	8	91	4.9	A
	Subtotal	9	8	89	4.9	A
WB	L	10	9	92	28.4	D
	R	60	66	110	12.7	B
	Subtotal	70	75	107	14.6	B
Total		2,216	2,217	100	2.1	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	1,300	1,308	101	1.1	A
	R	141	144	102	0.5	A
	Subtotal	1,441	1,452	101	1.0	A
SB	L	37	37	101	15.8	C
	T	637	627	98	0.5	A
	Subtotal	674	664	99	1.4	A
WB	L	106	98	92	38.4	E
	R	71	70	99	14.0	B
	Subtotal	177	168	95	28.2	D
Total		2,292	2,284	100	3.1	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
Time Period: Morning 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	94	91	97	17.5	B
	T	1,205	1,213	101	10.2	B
	Subtotal	1,299	1,304	100	10.7	B
SB	T	599	584	98	7.4	A
	R	157	151	96	2.3	A
	Subtotal	756	735	97	6.4	A
EB	L	225	230	102	42.7	D
	R	86	89	103	9.2	A
	Subtotal	311	319	103	33.4	C
Total		2,366	2,358	100	12.4	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	8.0	A
	R	50	56	111	4.3	A
	Subtotal	70	75	107	5.2	A
SB	L	15	15	100	6.9	A
	R	39	39	101	3.6	A
	Subtotal	54	54	100	4.5	A
EB	L	25	22	89	2.3	A
	T	242	245	101	0.6	A
	R	10	10	103	0.3	A
	Subtotal	277	277	100	0.7	A
WB	L	20	18	89	3.4	A
	T	224	217	97	1.4	A
	R	7	7	97	1.3	A
	Subtotal	251	242	96	1.5	A
Total		652	648	99	1.9	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
Time Period: Morning Peak Hour Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	14	100	10.0	A
	R	20	23	114	3.1	A
	Subtotal	34	37	109	5.7	A
EB	L	21	19	89	3.3	A
	T	262	262	100	0.6	A
	Subtotal	283	281	99	0.8	A
WB	T	245	236	96	0.5	A
	R	29	30	103	0.3	A
	Subtotal	274	266	97	0.5	A
Total		591	584	99	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	15	15	100	7.0	A
	T	5	4	76	8.1	A
	R	10	11	113	3.4	A
	Subtotal	30	30	100	5.8	A
SB	L	17	15	88	6.8	A
	T	5	5	95	9.2	A
	R	20	21	104	3.7	A
	Subtotal	42	41	98	5.5	A
EB	L	5	4	76	2.5	A
	T	252	252	100	0.4	A
	R	5	5	95	0.1	A
	Subtotal	262	261	100	0.4	A
WB	L	5	5	95	2.5	A
	T	244	235	96	0.7	A
	R	15	15	100	0.3	A
	Subtotal	264	255	97	0.7	A
Total		599	587	98	1.2	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
Time Period: Morning 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	30	29	97	0.1	A
	R	5	5	95	0.0	A
	Subtotal	35	34	97	0.1	A
SB	L	34	35	102	1.8	A
	T	31	32	103	0.3	A
	Subtotal	65	67	103	1.1	A
WB	L	10	8	82	2.6	A
	R	53	54	102	1.1	A
	Subtotal	63	62	98	1.3	A
Total		163	163	100	1.0	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	78	77	98	7.6	A
	R	60	58	97	4.1	A
	Subtotal	138	135	98	6.1	A
EB	T	257	262	102	1.0	A
	R	45	46	102	0.7	A
	Subtotal	302	308	102	1.0	A
WB	L	20	20	99	6.1	A
	T	186	188	101	3.6	A
	Subtotal	206	208	101	3.8	A
Total		646	651	101	3.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
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	85	85	100	53.7	D
	T	1,047	1,052	100	11.1	B
	R	58	58	100	5.5	A
	Subtotal	1,190	1,195	100	13.9	B
SB	L	50	46	92	23.5	C
	T	1,440	1,450	101	10.8	B
	R	162	167	103	5.9	A
	Subtotal	1,652	1,663	101	10.7	B
EB	L	90	84	93	45.7	D
	T	42	44	106	35.0	C
	R	73	77	105	18.9	B
	Subtotal	205	205	100	33.3	C
WB	L	87	87	100	42.8	D
	T	107	102	95	37.7	D
	R	45	43	96	10.1	B
	Subtotal	239	232	97	34.5	C
Total		3,286	3,295	100	15.2	B

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	14	86	26.4	C
	T	1,069	1,075	101	3.6	A
	R	5	5	100	1.3	A
	Subtotal	1,090	1,094	100	3.9	A
SB	L	18	14	77	16.3	B
	T	1,561	1,579	101	10.1	B
	R	41	41	101	7.6	A
	Subtotal	1,620	1,634	101	10.1	A
EB	L	87	86	99	43.3	D
	R	9	9	100	30.2	C
	Subtotal	96	95	99	42.1	D
WB	L	10	11	110	40.4	D
	R	15	13	85	9.9	A
	Subtotal	25	24	96	23.9	C
Total		2,832	2,847	101	8.9	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT21-1989

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,054	1,060	101	0.6	A
	R	5	4	80	0.1	A
	Subtotal	1,059	1,064	100	0.6	A
SB	L	50	51	103	9.7	A
	T	1,478	1,490	101	3.2	A
	R	65	70	108	2.8	A
	Subtotal	1,593	1,611	101	3.4	A
EB	R	31	36	115	17.8	C
	Subtotal	31	36	116	17.8	C
WB	L	10	11	110	15.9	C
	R	30	31	102	6.9	A
	Subtotal	40	42	105	9.3	A
Total		2,724	2,753	101	2.6	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	1,001	1,002	100	0.7	A
	R	172	174	101	0.5	A
	Subtotal	1,173	1,176	100	0.7	A
SB	L	82	83	101	9.1	A
	T	1,440	1,456	101	1.1	A
	Subtotal	1,522	1,539	101	1.5	A
WB	L	87	82	94	23.1	C
	R	62	67	108	7.1	A
	Subtotal	149	149	100	15.9	C
Total		2,844	2,864	101	2.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
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	67	62	93	35.7	D
	T	849	854	101	10.0	A
	Subtotal	916	916	100	11.7	B
SB	T	1,266	1,264	100	14.7	B
	R	292	297	102	5.5	A
	Subtotal	1,558	1,561	100	12.9	B
EB	L	309	306	99	40.1	D
	R	110	112	102	16.4	B
	Subtotal	419	418	100	33.7	C
Total		2,892	2,895	100	15.6	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	16	79	10.7	B
	R	35	38	108	4.6	A
	Subtotal	55	54	98	6.4	A
SB	L	20	19	94	9.1	A
	R	25	26	103	4.0	A
	Subtotal	45	45	100	6.2	A
EB	L	44	44	101	3.0	A
	T	340	337	99	1.0	A
	R	25	23	91	0.5	A
	Subtotal	409	404	99	1.2	A
WB	L	40	39	98	4.0	A
	T	304	306	101	1.4	A
	R	15	14	92	1.4	A
	Subtotal	359	359	100	1.7	A
Total		869	862	99	2.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2027) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	36	38	104	11.2	B
	R	25	28	111	3.5	A
	Subtotal	61	66	108	7.9	A
EB	L	17	17	99	4.3	A
	T	372	365	98	0.8	A
	Subtotal	389	382	98	1.0	A
WB	T	305	301	99	0.5	A
	R	30	33	109	0.4	A
	Subtotal	335	334	100	0.5	A
Total		787	782	99	1.3	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	9	90	8.5	A
	T	5	4	80	10.5	B
	R	15	18	118	4.1	A
	Subtotal	30	31	103	6.2	A
SB	L	16	14	86	8.3	A
	T	10	12	120	5.2	A
	R	10	10	100	3.4	A
	Subtotal	36	36	100	5.9	A
EB	L	20	18	89	2.4	A
	T	343	333	97	0.6	A
	R	10	12	120	0.2	A
	Subtotal	373	363	97	0.7	A
WB	L	15	16	105	3.5	A
	T	298	296	99	0.9	A
	R	16	16	98	0.7	A
	Subtotal	329	328	100	1.0	A
Total		769	758	99	1.3	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
 Analysis Period: Future (2027) Plus Project (Mitigated)
 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	32	29	89	0.1	A
	R	10	11	110	0.1	A
	Subtotal	42	40	95	0.1	A
SB	L	52	53	102	2.1	A
	T	91	94	103	0.4	A
	Subtotal	143	147	103	1.0	A
WB	L	5	4	80	2.4	A
	R	42	39	93	1.0	A
	Subtotal	47	43	91	1.1	A
Total		232	230	99	0.9	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	62	56	90	8.6	A
	R	36	34	93	3.1	A
	Subtotal	98	90	92	6.5	A
EB	T	168	171	102	0.9	A
	R	79	83	105	0.9	A
	Subtotal	247	254	103	0.9	A
WB	L	64	65	102	6.8	A
	T	291	291	100	4.9	A
	Subtotal	355	356	100	5.2	A
Total		700	700	100	3.9	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Morning 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	90	88	98	18.8	B
	T	1,318	1,303	99	11.2	B
	R	230	229	100	8.6	A
	Subtotal	1,638	1,620	99	11.2	B
SB	L	80	83	104	93.0	F
	T	565	557	99	10.0	A
	R	35	34	96	3.3	A
	Subtotal	680	674	99	19.9	B
EB	L	85	88	103	38.1	D
	T	235	238	101	32.9	C
	R	70	71	101	9.8	A
	Subtotal	390	397	102	29.9	C
WB	L	80	79	99	51.4	D
	T	115	116	101	28.3	C
	R	190	184	97	17.9	B
	Subtotal	385	379	98	28.1	C
Total		3,094	3,070	99	17.7	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	2.2	A
	T	1,577	1,567	99	0.6	A
	R	10	10	103	0.1	A
	Subtotal	1,589	1,579	99	0.6	A
SB	L	10	9	92	18.5	C
	T	720	711	99	3.1	A
	R	2	2	100	4.4	A
	Subtotal	732	722	99	3.3	A
EB	L	2	1	50	39.8	E
	R	2	2	100	6.7	A
	Subtotal	4	3	75	17.7	C
WB	L	10	9	92	24.6	C
	R	25	22	89	13.7	B
	Subtotal	35	31	89	16.9	C
Total		2,359	2,335	99	1.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Morning 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	1,528	1,516	99	1.2	A
	R	10	10	103	0.4	A
	Subtotal	1,538	1,526	99	1.2	A
SB	L	50	50	100	21.9	C
	T	692	686	99	0.4	A
	Subtotal	742	736	99	1.9	A
WB	L	10	11	113	37.8	E
	R	60	62	104	15.6	C
	Subtotal	70	73	104	18.9	C
Total		2,350	2,335	99	2.0	A

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,445	1,431	99	4.6	A
	R	65	65	100	4.2	A
	Subtotal	1,510	1,496	99	4.6	A
SB	L	40	35	88	20.7	C
	T	668	666	100	0.4	A
	Subtotal	708	701	99	1.4	A
WB	L	30	30	100	25.6	D
	R	85	87	102	16.4	C
	Subtotal	115	117	102	18.8	C
Total		2,332	2,314	99	4.3	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Morning 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	145	144	99	20.4	C
	T	1,390	1,376	99	12.2	B
	R	40	41	103	4.4	A
	Subtotal	1,575	1,561	99	12.8	B
SB	L	5	5	95	46.2	D
	T	638	639	100	7.8	A
	R	65	63	97	2.9	A
	Subtotal	708	707	100	7.6	A
EB	L	100	102	102	46.9	D
	T	80	79	99	34.4	C
	R	135	141	105	10.2	B
	Subtotal	315	322	102	27.8	C
WB	L	40	38	96	44.1	D
	T	60	63	105	35.6	D
	R	10	10	103	26.9	C
	Subtotal	110	111	101	37.7	D
Total		2,708	2,701	100	14.3	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	6.6	A
	R	50	54	107	4.3	A
	Subtotal	70	74	106	4.9	A
EB	T	260	264	102	1.2	A
	R	10	10	103	0.8	A
	Subtotal	270	274	101	1.2	A
WB	L	20	17	84	4.1	A
	T	250	254	102	2.2	A
	Subtotal	270	271	100	2.3	A
Total		610	619	101	2.1	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Morning 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	87	6.2	A
	T	5	5	95	6.4	A
	R	10	12	123	3.1	A
	Subtotal	30	30	100	5.0	A
SB	L	15	14	93	6.3	A
	T	5	5	95	7.8	A
	R	20	22	109	3.2	A
	Subtotal	40	41	103	4.8	A
EB	L	5	6	114	2.3	A
	T	240	241	100	0.4	A
	R	5	5	95	0.2	A
	Subtotal	250	252	101	0.4	A
WB	L	5	5	95	3.0	A
	T	250	253	101	1.3	A
	R	5	6	114	0.5	A
	Subtotal	260	264	102	1.3	A
Total		582	587	101	1.4	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	20	20	99	0.1	A
	R	5	5	95	0.1	A
	Subtotal	25	25	100	0.1	A
SB	L	10	10	103	1.5	A
	T	26	25	98	0.1	A
	Subtotal	36	35	97	0.5	A
WB	L	10	10	103	1.6	A
	R	20	21	104	0.9	A
	Subtotal	30	31	103	1.1	A
Total		91	91	100	0.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Background
Time Period: Morning 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	40	37	93	7.7	A
	R	55	58	105	4.0	A
	Subtotal	95	95	100	5.4	A
EB	T	315	321	102	1.1	A
	R	20	20	99	0.7	A
	Subtotal	335	341	102	1.1	A
WB	L	15	15	100	5.4	A
	T	226	223	99	4.0	A
	Subtotal	241	238	99	4.1	A
Total		671	674	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) & 2600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	90	86	95	101.9	F
	T	1,056	1,049	99	6.3	A
	R	60	62	103	3.9	A
	Subtotal	1,206	1,197	99	13.0	B
SB	L	65	69	106	27.7	C
	T	1,530	1,532	100	14.1	B
	R	190	193	102	7.1	A
	Subtotal	1,785	1,794	101	13.9	B
EB	L	105	103	98	47.7	D
	T	55	55	100	32.9	C
	R	55	56	102	17.9	B
	Subtotal	215	214	100	36.1	D
WB	L	100	99	99	39.8	D
	T	135	138	102	36.9	D
	R	55	54	99	10.9	B
	Subtotal	290	291	100	33.1	C
Total		3,496	3,496	100	16.6	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	10.4	B
	T	1,160	1,150	99	0.5	A
	R	5	5	100	0.1	A
	Subtotal	1,167	1,157	99	0.5	A
SB	L	18	16	88	15.4	C
	T	1,685	1,692	100	7.0	A
	R	2	2	100	5.7	A
	Subtotal	1,705	1,710	100	7.1	A
EB	L	2	1	50	83.7	F
	R	2	2	100	20.3	C
	Subtotal	4	3	75	41.4	E
WB	L	10	10	100	14.7	B
	R	15	18	118	8.1	A
	Subtotal	25	28	112	10.5	B
Total		2,902	2,898	100	4.5	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	1,132	1,121	99	0.7	A
	R	5	4	80	0.1	A
	Subtotal	1,137	1,125	99	0.7	A
SB	L	50	48	96	10.9	B
	T	1,654	1,665	101	0.8	A
	Subtotal	1,704	1,713	101	1.1	A
WB	L	10	11	110	15.7	C
	R	30	32	106	8.8	A
	Subtotal	40	43	108	10.6	B
Total		2,881	2,881	100	1.1	A

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,060	1,046	99	3.1	A
	R	70	69	99	2.7	A
	Subtotal	1,130	1,115	99	3.1	A
SB	L	100	100	100	10.3	B
	T	1,578	1,588	101	1.0	A
	Subtotal	1,678	1,688	101	1.6	A
WB	L	10	9	90	19.3	C
	R	75	78	104	8.4	A
	Subtotal	85	87	102	9.5	A
Total		2,894	2,890	100	2.4	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	100	104	104	45.5	D
	T	945	932	99	10.2	B
	R	50	49	98	3.0	A
	Subtotal	1,095	1,085	99	13.3	B
SB	L	20	20	99	34.8	C
	T	1,430	1,427	100	16.9	B
	R	160	166	104	7.2	A
	Subtotal	1,610	1,613	100	16.1	B
EB	L	165	163	99	49.3	D
	T	80	82	102	32.8	C
	R	195	190	98	24.3	C
	Subtotal	440	435	99	35.3	D
WB	L	35	38	108	40.8	D
	T	60	58	97	36.7	D
	R	10	10	100	17.4	B
	Subtotal	105	106	101	36.3	D
Total		3,251	3,239	100	18.4	B

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	19	94	8.4	A
	R	35	35	99	4.7	A
	Subtotal	55	54	98	6.0	A
EB	T	380	373	98	1.7	A
	R	25	29	115	1.3	A
	Subtotal	405	402	99	1.7	A
WB	L	40	41	103	4.7	A
	T	281	286	102	1.9	A
	Subtotal	321	327	102	2.3	A
Total		782	783	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	10	10	100	7.4	A
	T	5	3	60	7.4	A
	R	15	16	105	3.5	A
	Subtotal	30	29	97	5.2	A
SB	L	10	6	60	8.4	A
	T	11	12	107	3.4	A
	R	10	11	110	3.0	A
	Subtotal	31	29	94	4.3	A
EB	L	20	21	104	2.4	A
	T	365	361	99	0.6	A
	R	10	12	120	0.2	A
	Subtotal	395	394	100	0.7	A
WB	L	15	15	98	3.5	A
	T	260	265	102	1.3	A
	R	10	9	90	0.9	A
	Subtotal	285	289	101	1.4	A
Total		742	741	100	1.3	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	22	87	0.1	A
	R	10	10	100	0.1	A
	Subtotal	35	32	91	0.1	A
SB	L	20	20	99	1.7	A
	T	84	82	97	0.3	A
	Subtotal	104	102	98	0.6	A
WB	L	5	6	120	1.7	A
	R	5	7	140	0.8	A
	Subtotal	10	13	130	1.2	A
Total		150	147	98	0.5	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	25	22	87	8.3	A
	R	30	30	99	3.1	A
	Subtotal	55	52	95	5.3	A
EB	T	185	182	99	0.8	A
	R	55	57	104	0.7	A
	Subtotal	240	239	100	0.8	A
WB	L	50	46	92	7.7	A
	T	365	369	101	5.4	A
	Subtotal	415	415	100	5.7	A
Total		710	706	99	4.0	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project
Time Period: Morning 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	100	97	97	29.0	C
	T	1,393	1,409	101	22.7	C
	R	237	237	100	14.1	B
	Subtotal	1,730	1,743	101	21.9	C
SB	L	80	81	102	72.1	E
	T	636	629	99	10.7	B
	R	39	36	92	3.6	A
	Subtotal	755	746	99	17.0	B
EB	L	89	87	97	37.6	D
	T	236	242	103	33.0	C
	R	87	91	105	10.1	B
	Subtotal	412	420	102	29.0	C
WB	L	86	89	103	56.3	E
	T	116	111	96	30.0	C
	R	190	195	102	19.9	B
	Subtotal	392	395	101	30.9	C
Total		3,290	3,304	100	22.8	C

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	103	13.9	B
	T	1,594	1,609	101	8.6	A
	R	10	10	103	3.1	A
	Subtotal	1,614	1,629	101	8.6	A
SB	L	10	8	82	28.8	C
	T	796	795	100	5.6	A
	R	20	19	94	3.3	A
	Subtotal	826	822	100	5.8	A
EB	L	84	80	95	43.8	D
	R	5	5	95	19.9	B
	Subtotal	89	85	96	42.4	D
WB	L	10	7	72	40.8	D
	R	25	29	115	16.7	B
	Subtotal	35	36	103	21.4	C
Total		2,564	2,572	100	9.0	A

SimTraffic LOS Report

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

Project #: UT21-1989

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,554	1,565	101	1.3	A
	R	10	10	103	0.4	A
	Subtotal	1,564	1,575	101	1.3	A
SB	L	50	54	108	31.4	D
	T	721	719	100	1.5	A
	R	55	51	92	1.3	A
	Subtotal	826	824	100	3.4	A
EB	R	9	9	103	5.0	A
	Subtotal	9	9	100	5.0	A
WB	L	10	10	103	44.8	E
	R	60	62	104	17.7	C
	Subtotal	70	72	103	21.5	C
Total		2,468	2,480	100	2.6	A

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,469	1,480	101	4.7	A
	R	66	65	98	4.1	A
	Subtotal	1,535	1,545	101	4.7	A
SB	L	42	40	95	23.2	C
	T	698	699	100	0.4	A
	Subtotal	740	739	100	1.6	A
WB	L	31	31	101	24.4	C
	R	86	86	100	18.9	C
	Subtotal	117	117	100	20.4	C
Total		2,392	2,401	100	4.6	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS

Analysis Period: Future (2040) Plus Project

Time Period: Morning 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	159	163	102	21.6	C
	T	1,395	1,411	101	12.5	B
	R	40	42	104	3.9	A
	Subtotal	1,594	1,616	101	13.2	B
SB	L	5	5	95	46.6	D
	T	650	650	100	9.1	A
	R	87	87	100	3.3	A
	Subtotal	742	742	100	8.7	A
EB	L	120	114	95	47.3	D
	T	80	78	98	35.7	D
	R	146	145	99	10.0	A
	Subtotal	346	337	97	28.6	C
WB	L	40	40	99	46.4	D
	T	60	63	105	36.8	D
	R	10	10	103	23.0	C
	Subtotal	110	113	103	39.0	D
Total		2,792	2,808	101	14.9	B

Intersection: 250 West & 3200 South

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	21	104	8.6	A
	R	50	54	108	4.3	A
	Subtotal	70	75	107	5.5	A
SB	L	15	13	87	8.0	A
	R	39	39	99	3.7	A
	Subtotal	54	52	96	4.8	A
EB	L	25	23	91	2.5	A
	T	277	267	96	0.7	A
	R	10	9	92	0.3	A
	Subtotal	312	299	96	0.8	A
WB	L	20	19	94	4.3	A
	T	278	286	103	2.4	A
	R	7	7	97	2.2	A
	Subtotal	305	312	102	2.5	A
Total		742	738	99	2.3	A

SimTraffic LOS Report

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

Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	12	87	9.5	A
	R	20	21	104	3.3	A
	Subtotal	34	33	97	5.6	A
EB	L	21	18	85	3.7	A
	T	298	286	96	0.6	A
	Subtotal	319	304	95	0.8	A
WB	T	300	301	100	0.6	A
	R	29	34	118	0.4	A
	Subtotal	329	335	102	0.6	A
Total		681	672	99	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	15	15	100	7.4	A
	T	5	5	95	9.4	A
	R	10	8	82	4.2	A
	Subtotal	30	28	93	6.8	A
SB	L	21	19	89	7.2	A
	T	5	5	95	9.4	A
	R	20	19	94	3.6	A
	Subtotal	46	43	93	5.9	A
EB	L	5	6	114	2.7	A
	T	282	270	96	0.4	A
	R	5	7	133	0.1	A
	Subtotal	292	283	97	0.4	A
WB	L	5	5	95	2.5	A
	T	299	301	101	0.9	A
	R	15	15	100	0.6	A
	Subtotal	319	321	101	0.9	A
Total		688	675	98	1.3	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project
Time Period: Morning 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	30	31	104	0.2	A
	R	5	5	95	0.0	A
	Subtotal	35	36	103	0.2	A
SB	L	34	33	97	1.8	A
	T	31	31	100	0.3	A
	Subtotal	65	64	98	1.1	A
WB	L	10	8	82	2.6	A
	R	53	56	106	1.1	A
	Subtotal	63	64	102	1.3	A
Total		163	164	101	0.9	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	78	74	95	8.6	A
	R	60	67	112	4.9	A
	Subtotal	138	141	102	6.8	A
EB	T	332	333	100	1.1	A
	R	45	43	96	0.9	A
	Subtotal	377	376	100	1.1	A
WB	L	20	20	99	7.7	A
	T	235	223	95	4.1	A
	Subtotal	255	243	95	4.4	A
Total		769	760	99	3.2	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	105	99	94	239.2	F
	T	1,150	1,158	101	14.7	B
	R	68	68	100	7.4	A
	Subtotal	1,323	1,325	100	31.1	C
SB	L	65	67	103	34.6	C
	T	1,620	1,607	99	15.4	B
	R	202	202	100	8.2	A
	Subtotal	1,887	1,876	99	15.3	B
EB	L	110	107	97	47.2	D
	T	57	54	95	32.1	C
	R	88	92	104	21.4	C
	Subtotal	255	253	99	34.6	C
WB	L	107	101	94	40.0	D
	T	137	137	100	36.0	D
	R	55	50	91	13.8	B
	Subtotal	299	288	96	33.5	C
Total		3,764	3,742	99	24.2	C

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	16	98	36.6	D
	T	1,199	1,207	101	5.1	A
	R	5	6	120	1.2	A
	Subtotal	1,220	1,229	101	5.5	A
SB	L	18	16	88	21.9	C
	T	1,776	1,760	99	11.5	B
	R	41	41	101	9.9	A
	Subtotal	1,835	1,817	99	11.6	B
EB	L	87	88	101	43.4	D
	R	9	8	89	35.7	D
	Subtotal	96	96	100	42.8	D
WB	L	10	10	100	41.4	D
	R	15	17	111	11.5	B
	Subtotal	25	27	108	22.6	C
Total		3,176	3,169	100	10.3	B

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) & East Access/Maverik North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,186	1,193	101	0.8	A
	R	5	6	120	0.2	A
	Subtotal	1,191	1,199	101	0.8	A
SB	L	50	48	96	13.1	B
	T	1,693	1,678	99	3.3	A
	R	65	64	98	2.5	A
	Subtotal	1,808	1,790	99	3.5	A
EB	R	31	30	96	23.1	C
	Subtotal	31	30	97	23.1	C
WB	L	10	10	100	19.8	C
	R	30	31	102	8.6	A
	Subtotal	40	41	103	11.3	B
Total		3,070	3,060	100	2.8	A

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,117	1,129	101	3.3	A
	R	71	74	104	2.9	A
	Subtotal	1,188	1,203	101	3.3	A
SB	L	102	104	102	11.6	B
	T	1,638	1,622	99	1.2	A
	Subtotal	1,740	1,726	99	1.8	A
WB	L	11	10	91	21.0	C
	R	77	73	95	9.3	A
	Subtotal	88	83	94	10.7	B
Total		3,016	3,012	100	2.7	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	117	112	96	45.7	D
	T	954	971	102	11.0	B
	R	50	53	107	3.1	A
	Subtotal	1,121	1,136	101	14.1	B
SB	L	20	19	94	34.9	C
	T	1,447	1,434	99	20.2	C
	R	211	211	100	8.9	A
	Subtotal	1,678	1,664	99	18.9	B
EB	L	208	205	99	54.0	D
	T	81	79	98	32.7	C
	R	210	220	105	25.3	C
	Subtotal	499	504	101	38.1	D
WB	L	35	35	99	37.7	D
	T	61	57	93	33.4	C
	R	10	11	110	15.7	B
	Subtotal	106	103	97	33.0	C
Total		3,404	3,407	100	20.6	C

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	89	11.2	B
	R	35	37	105	5.2	A
	Subtotal	55	55	100	7.2	A
SB	L	20	22	109	11.2	B
	R	25	25	99	3.7	A
	Subtotal	45	47	104	7.2	A
EB	L	44	44	101	3.2	A
	T	420	423	101	1.2	A
	R	25	30	119	0.5	A
	Subtotal	489	497	102	1.3	A
WB	L	40	37	93	5.2	A
	T	334	328	98	2.1	A
	R	15	16	105	1.5	A
	Subtotal	389	381	98	2.4	A
Total		978	980	100	2.3	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 & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	36	35	96	12.8	B
	R	25	26	103	3.9	A
	Subtotal	61	61	100	9.0	A
EB	L	17	17	99	4.4	A
	T	452	461	102	1.0	A
	Subtotal	469	478	102	1.1	A
WB	T	334	327	98	0.6	A
	R	30	30	99	0.4	A
	Subtotal	364	357	98	0.6	A
Total		896	896	100	1.4	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	9	90	9.7	A
	T	5	4	80	10.0	A
	R	15	17	111	4.2	A
	Subtotal	30	30	100	6.6	A
SB	L	16	16	98	9.1	A
	T	10	12	120	4.7	A
	R	10	12	120	3.4	A
	Subtotal	36	40	111	6.1	A
EB	L	20	19	94	2.7	A
	T	423	430	102	0.7	A
	R	10	12	120	0.3	A
	Subtotal	453	461	102	0.8	A
WB	L	15	14	92	3.9	A
	T	328	322	98	1.0	A
	R	16	16	98	0.7	A
	Subtotal	359	352	98	1.1	A
Total		880	883	100	1.3	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	32	31	95	0.2	A
	R	10	10	100	0.0	A
	Subtotal	42	41	98	0.2	A
SB	L	52	44	85	2.0	A
	T	91	92	101	0.4	A
	Subtotal	143	136	95	0.9	A
WB	L	5	4	80	2.5	A
	R	42	43	103	1.1	A
	Subtotal	47	47	100	1.2	A
Total		232	224	96	0.8	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	62	57	92	8.9	A
	R	36	37	101	3.7	A
	Subtotal	98	94	96	6.9	A
EB	T	218	216	99	1.0	A
	R	79	75	95	0.9	A
	Subtotal	297	291	98	1.0	A
WB	L	64	61	95	7.8	A
	T	380	376	99	5.8	A
	Subtotal	444	437	98	6.1	A
Total		840	822	98	4.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
Time Period: Morning 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	100	106	106	21.3	C
	T	1,393	1,418	102	21.1	C
	R	237	239	101	14.1	B
	Subtotal	1,730	1,763	102	20.2	C
SB	L	80	76	95	98.7	F
	T	636	627	99	15.8	B
	R	39	46	117	4.6	A
	Subtotal	755	749	99	23.5	C
EB	L	89	89	100	37.8	D
	T	236	233	99	33.8	C
	R	87	88	101	11.6	B
	Subtotal	412	410	100	29.9	C
WB	L	86	85	99	52.2	D
	T	116	120	104	28.9	C
	R	190	194	102	20.6	C
	Subtotal	392	399	102	29.8	C
Total		3,290	3,321	101	23.3	C

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	92	14.0	B
	T	1,594	1,628	102	8.8	A
	R	10	10	103	3.2	A
	Subtotal	1,614	1,647	102	8.8	A
SB	L	10	9	92	40.7	D
	T	796	786	99	10.1	B
	R	20	21	104	5.3	A
	Subtotal	826	816	99	10.3	B
EB	L	84	86	102	43.0	D
	R	5	6	114	24.0	C
	Subtotal	89	92	103	41.8	D
WB	L	10	8	82	45.0	D
	R	25	23	91	17.7	B
	Subtotal	35	31	89	24.7	C
Total		2,564	2,586	101	10.7	B

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #: UT21-1989**

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,554	1,582	102	1.3	A
	R	10	11	113	0.4	A
	Subtotal	1,564	1,593	102	1.3	A
SB	L	50	46	92	25.8	D
	T	721	710	99	2.5	A
	R	55	55	100	2.1	A
	Subtotal	826	811	98	3.8	A
EB	R	9	9	103	5.3	A
	Subtotal	9	9	100	5.3	A
WB	L	10	9	92	40.8	E
	R	60	63	105	19.6	C
	Subtotal	70	72	103	22.3	C
Total		2,468	2,485	101	2.7	A

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,469	1,501	102	4.6	A
	R	66	66	100	4.0	A
	Subtotal	1,535	1,567	102	4.6	A
SB	L	42	37	88	18.5	C
	T	698	691	99	0.5	A
	Subtotal	740	728	98	1.4	A
WB	L	31	32	104	28.3	D
	R	86	84	98	18.0	C
	Subtotal	117	116	99	20.8	C
Total		2,392	2,411	101	4.4	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
Time Period: Morning 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	159	156	98	21.8	C
	T	1,395	1,423	102	13.0	B
	R	40	42	104	4.7	A
	Subtotal	1,594	1,621	102	13.6	B
SB	L	5	6	114	42.0	D
	T	650	643	99	10.3	B
	R	87	85	98	3.9	A
	Subtotal	742	734	99	9.8	A
EB	L	120	124	103	48.8	D
	T	80	78	98	37.4	D
	R	146	150	103	10.0	A
	Subtotal	346	352	102	29.7	C
WB	L	40	42	104	47.2	D
	T	60	63	105	38.2	D
	R	10	12	123	25.3	C
	Subtotal	110	117	106	40.1	D
Total		2,792	2,824	101	15.8	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	8.7	A
	R	50	49	98	4.8	A
	Subtotal	70	66	94	5.8	A
SB	L	15	14	93	7.4	A
	R	39	40	102	3.7	A
	Subtotal	54	54	100	4.7	A
EB	L	25	24	95	2.6	A
	T	277	287	104	0.7	A
	R	10	9	92	0.3	A
	Subtotal	312	320	103	0.8	A
WB	L	20	20	99	4.6	A
	T	278	276	99	2.3	A
	R	7	8	110	2.0	A
	Subtotal	305	304	100	2.4	A
Total		742	744	100	2.2	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
Time Period: Morning Peak Hour Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	12	87	10.8	B
	R	20	21	104	3.7	A
	Subtotal	34	33	97	6.3	A
EB	L	21	20	94	3.6	A
	T	298	307	103	0.6	A
	Subtotal	319	327	103	0.8	A
WB	T	300	295	98	0.5	A
	R	29	28	97	0.4	A
	Subtotal	329	323	98	0.5	A
Total		681	683	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	15	15	100	6.7	A
	T	5	4	76	8.8	A
	R	10	11	113	3.7	A
	Subtotal	30	30	100	5.9	A
SB	L	21	20	94	7.1	A
	T	5	7	133	8.1	A
	R	20	21	104	3.4	A
	Subtotal	46	48	104	5.6	A
EB	L	5	5	95	2.9	A
	T	282	288	102	0.4	A
	R	5	6	114	0.2	A
	Subtotal	292	299	102	0.4	A
WB	L	5	5	95	2.6	A
	T	299	294	98	0.8	A
	R	15	16	107	0.6	A
	Subtotal	319	315	99	0.8	A
Total		688	692	101	1.2	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
Time Period: Morning 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	30	32	108	0.1	A
	R	5	5	95	0.1	A
	Subtotal	35	37	106	0.1	A
SB	L	34	31	91	2.0	A
	T	31	34	110	0.3	A
	Subtotal	65	65	100	1.1	A
WB	L	10	10	103	2.5	A
	R	53	54	102	1.1	A
	Subtotal	63	64	102	1.3	A
Total		163	166	102	1.0	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	78	76	98	10.0	A
	R	60	62	104	4.5	A
	Subtotal	138	138	100	7.5	A
EB	T	332	328	99	1.2	A
	R	45	44	98	1.0	A
	Subtotal	377	372	99	1.2	A
WB	L	20	21	104	7.7	A
	T	235	250	106	4.5	A
	Subtotal	255	271	106	4.7	A
Total		769	781	102	3.5	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
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	105	110	105	32.7	C
	T	1,150	1,174	102	15.1	B
	R	68	66	97	6.7	A
	Subtotal	1,323	1,350	102	16.1	B
SB	L	65	71	109	52.5	D
	T	1,620	1,624	100	44.2	D
	R	202	198	98	25.7	C
	Subtotal	1,887	1,893	100	42.6	D
EB	L	110	116	106	47.1	D
	T	57	56	99	33.2	C
	R	88	86	97	22.6	C
	Subtotal	255	258	101	35.9	D
WB	L	107	110	103	40.3	D
	T	137	141	103	35.1	D
	R	55	53	97	12.2	B
	Subtotal	299	304	102	33.0	C
Total		3,764	3,805	101	32.1	C

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	15	92	29.5	C
	T	1,199	1,222	102	5.2	A
	R	5	6	120	1.9	A
	Subtotal	1,220	1,243	102	5.5	A
SB	L	18	18	99	28.3	C
	T	1,776	1,780	100	22.3	C
	R	41	42	103	14.2	B
	Subtotal	1,835	1,840	100	22.2	C
EB	L	87	90	103	42.3	D
	R	9	10	111	29.4	C
	Subtotal	96	100	104	41.0	D
WB	L	10	9	90	47.2	D
	R	15	14	92	11.3	B
	Subtotal	25	23	92	25.3	C
Total		3,176	3,206	101	16.4	B

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
Time Period: Evening Peak Hour **Project #: UT21-1989**

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,186	1,208	102	0.8	A
	R	5	6	120	0.2	A
	Subtotal	1,191	1,214	102	0.8	A
SB	L	50	49	98	14.2	B
	T	1,693	1,700	100	5.5	A
	R	65	66	102	5.0	A
	Subtotal	1,808	1,815	100	5.7	A
EB	R	31	32	102	23.1	C
	Subtotal	31	32	103	23.1	C
WB	L	10	9	90	19.1	C
	R	30	31	102	8.2	A
	Subtotal	40	40	100	10.7	B
Total		3,070	3,101	101	4.0	A

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,117	1,136	102	3.3	A
	R	71	71	100	3.0	A
	Subtotal	1,188	1,207	102	3.3	A
SB	L	102	100	98	11.5	B
	T	1,638	1,646	101	1.4	A
	Subtotal	1,740	1,746	100	2.0	A
WB	L	11	11	100	18.7	C
	R	77	82	106	9.5	A
	Subtotal	88	93	106	10.6	B
Total		3,016	3,046	101	2.7	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
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	117	116	99	48.3	D
	T	954	976	102	11.1	B
	R	50	51	103	3.1	A
	Subtotal	1,121	1,143	102	14.5	B
SB	L	20	20	99	30.9	C
	T	1,447	1,443	100	19.4	B
	R	211	216	102	9.2	A
	Subtotal	1,678	1,679	100	18.2	B
EB	L	208	204	98	54.4	D
	T	81	78	96	34.2	C
	R	210	215	102	23.5	C
	Subtotal	499	497	100	37.9	D
WB	L	35	35	99	43.2	D
	T	61	59	97	35.7	D
	R	10	10	100	15.3	B
	Subtotal	106	104	98	36.3	D
Total		3,404	3,423	101	20.5	C

Intersection: 250 West & 3200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	16	79	11.4	B
	R	35	38	108	5.1	A
	Subtotal	55	54	98	7.0	A
SB	L	20	18	89	11.0	B
	R	25	24	95	3.7	A
	Subtotal	45	42	93	6.8	A
EB	L	44	44	101	3.4	A
	T	420	418	100	1.1	A
	R	25	25	99	0.5	A
	Subtotal	489	487	100	1.3	A
WB	L	40	36	91	5.1	A
	T	334	340	102	2.1	A
	R	15	15	98	2.1	A
	Subtotal	389	391	101	2.4	A
Total		978	974	100	2.3	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT21-1989

Intersection: 3200 South & 340 West
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	36	35	96	13.1	B
	R	25	28	111	4.2	A
	Subtotal	61	63	103	9.1	A
EB	L	17	15	87	4.1	A
	T	452	452	100	1.0	A
	Subtotal	469	467	100	1.1	A
WB	T	334	335	100	0.6	A
	R	30	32	106	0.4	A
	Subtotal	364	367	101	0.6	A
Total		896	897	100	1.4	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	10	100	11.0	B
	T	5	5	100	10.6	B
	R	15	13	85	4.8	A
	Subtotal	30	28	93	8.1	A
SB	L	16	15	92	9.2	A
	T	10	10	100	4.8	A
	R	10	9	90	3.5	A
	Subtotal	36	34	94	6.4	A
EB	L	20	19	94	2.9	A
	T	423	424	100	0.7	A
	R	10	12	120	0.2	A
	Subtotal	453	455	100	0.8	A
WB	L	15	14	92	3.6	A
	T	328	333	101	1.0	A
	R	16	17	105	0.8	A
	Subtotal	359	364	101	1.1	A
Total		880	881	100	1.3	A

SimTraffic LOS Report

Project: Nibley Ridgeline Park TIS
Analysis Period: Future (2040) Plus Project (Mitigated)
Time Period: Evening Peak Hour Project #: UT21-1989

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

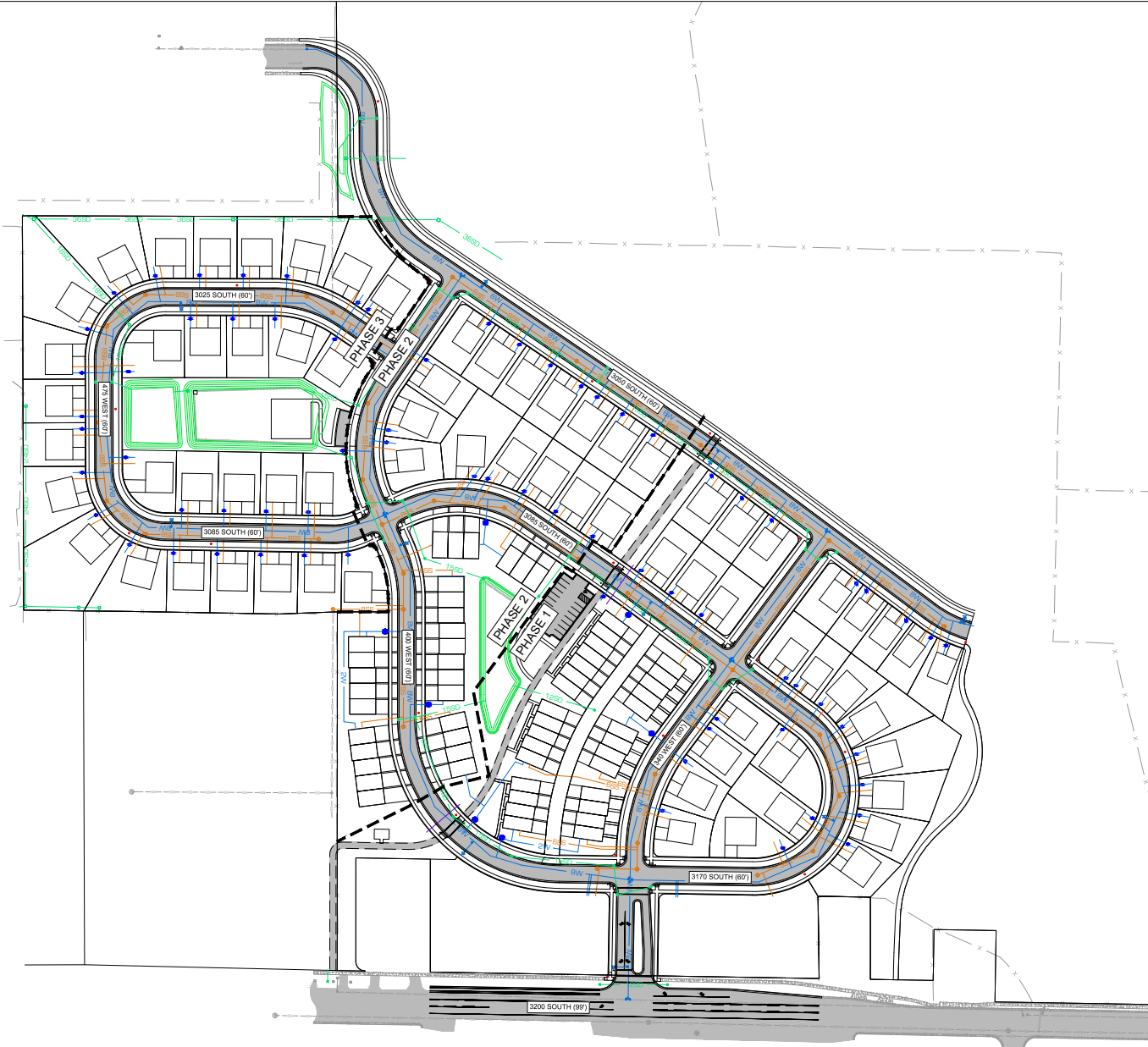
Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	32	28	86	0.3	A
	R	10	13	130	0.2	A
	Subtotal	42	41	98	0.3	A
SB	L	52	52	100	2.0	A
	T	91	95	104	0.4	A
	Subtotal	143	147	103	1.0	A
WB	L	5	4	80	2.0	A
	R	42	46	110	1.0	A
	Subtotal	47	50	106	1.1	A
Total		232	238	102	0.9	A

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	62	62	100	9.8	A
	R	36	37	101	3.6	A
	Subtotal	98	99	101	7.5	A
EB	T	218	222	102	1.0	A
	R	79	82	104	1.0	A
	Subtotal	297	304	102	1.0	A
WB	L	64	64	100	8.5	A
	T	380	387	102	6.5	A
	Subtotal	444	451	102	6.8	A
Total		840	854	102	4.8	A

APPENDIX C

Site Plan



THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF CIVIL SOLUTIONS GROUP, INC. AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY OTHER PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR. WITHOUT WRITTEN PERMISSION, THE OWNERS AND ENGINEERS OF CIVIL SOLUTIONS GROUP, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT. THESE PLANS ARE DRAWN TO SCALE WHEN PLOTTED ON A 36" X 36" SHEET OF PAPER. THESE PLANS ARE PRODUCED IN COLOR AND SHOULD BE PLOTTED AS SUCH.

MARK: DATE: DESCRIPTION:

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



PHASING

C-101

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

APPROVED
City Engineer
MAY 06 2021

civilsolutionsgroup inc.

CACHE VALLEY | P: 435-213-3762
SALT LAKE | P: 801-216-3192
UTAH VALLEY | P: 801-874-1432
info@civilsolutionsgroup.net
www.civilsolutionsgroup.net



APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Existing (2022) Background

Time Period: Morning 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	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	75			75	200		75		25	150	150	100	200	100			125	125
02: Main Street (SR-165) & 2900 South	25				25		25									50		
03: Main Street (SR-165) & Maverik North					25	25	75			25				50			75	
04: Main Street (SR-165) & 3100 South (Mill Road)				25	25		50			25				125			75	
05: Main Street (SR-165) & 3200 South	75				225				75	150	225	75						
06: 250 West & 3200 South		75												25				
07: Elkhorn Ranch Road (600 West) & 3200 South			50				50	50					25	25				
08: Elkhorn Ranch Road (600 West) & 2965 South							25							25			25	
09: Elkhorn Ranch Road (600 West) & 2600 South	50			50											50			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Existing (2022) 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	LTR	R	T	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	100			25	125		75		50	225	125		50	75	100			50	150
02: Main Street (SR-165) & 2900 South				25			25					25					50		
03: Main Street (SR-165) & Maverik North					25	25	75			25					50			50	
04: Main Street (SR-165) & 3100 South (Mill Road)				25	25		75			25					75			50	
05: Main Street (SR-165) & 3200 South	75				175				125	275	275		150						
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			50			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Existing (2022) Plus Project

Time Period: Morning 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	LTR	R	T	TR	L	LT	R	T	L	R	T	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	75		75	200		100		25	150	150	100	200	100			100	125
02: Main Street (SR-165) & 2900 South	25			25		25									50		
03: Main Street (SR-165) & Maverik North				25	25	75			25				50			75	
04: Main Street (SR-165) & 3100 South (Mill Road)			25	25		50			25				125			75	
05: Main Street (SR-165) & 3200 South	100			250				75	150	250	125						
06: 250 West & 3200 South		75					75	50		25			25				
07: 3200 South & 340 West						50		50		25							25
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	50					25				25
09: Elkhorn Ranch Road (600 West) & 2965 South							25						25			25	
10: Elkhorn Ranch Road (600 West) & 2600 South	75		50							25				50			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Existing (2022) 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	TR	L	LT	R	T	L	LTR	R	T	TR	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	100		25	125		75		50	200	125		50	75		125			75	150
02: Main Street (SR-165) & 2900 South						25					25						50		
03: Main Street (SR-165) & Maverik North					25	75									50			50	
04: Main Street (SR-165) & 3100 South (Mill Road)			25	25		75									100			50	
05: Main Street (SR-165) & 3200 South	100			200				175	325	275		150							
06: 250 West & 3200 South		75					50	50		25				25	50				
07: 3200 South & 340 West						50		50		25								25	
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	25		25					25				
09: Elkhorn Ranch Road (600 West) & 2965 South							25								25			25	
10: Elkhorn Ranch Road (600 West) & 2600 South	50		50									25	25			75			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2027) Background

Time Period: Morning 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	LTR	R	T	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	75			75	200		100		25	150	200		100	200	100			125	125
02: Main Street (SR-165) & 2900 South	25						25					25					50		
03: Main Street (SR-165) & Maverik North					25	25	75			25					50			75	
04: Main Street (SR-165) & 3100 South (Mill Road)				25	25		50			25					150			100	
05: Main Street (SR-165) & 3200 South	100				275				75	150	225		100						
06: 250 West & 3200 South		75													25				
07: Elkhorn Ranch Road (600 West) & 3200 South			50				50	50			25			0	25				25
08: Elkhorn Ranch Road (600 West) & 2965 South							25								25			25	
09: Elkhorn Ranch Road (600 West) & 2600 South	50			50										25		50			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2027) 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	LTR	R	T	TR	L	LT	LTR	R	T	
01: Main Street (SR-165) & 2600 South	125			25	125		75		75	250	150		50	75		125			50	150	
02: Main Street (SR-165) & 2900 South				25			25					25						50			
03: Main Street (SR-165) & Maverik North					25	25	75			25						50			75		
04: Main Street (SR-165) & 3100 South (Mill Road)				25	25		75									100			50		
05: Main Street (SR-165) & 3200 South	100				200				150	300	275		150								
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			25		
09: Elkhorn Ranch Road (600 West) & 2600 South	50			50										25			75				

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2027) Plus Project

Time Period: Morning 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	TR	L	LT	R	T	L	LTR	R	T	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	75		75	225		125		25	150	200		125	200	100			125	125
02: Main Street (SR-165) & 2900 South	25			25		25				200						50		
03: Main Street (SR-165) & East Access/Maverik North				25	25	75			25			25		50			75	
04: Main Street (SR-165) & 3100 South (Mill Road)			25	25		75			25					175			100	
05: Main Street (SR-165) & 3200 South	100			250				75	175	225		150						
06: 250 West & 3200 South		75					50	50		25				25				25
07: 3200 South & 340 West						50		50		50								
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	50		25			25	25			25	25
09: Elkhorn Ranch Road (600 West) & 2965 South							25							25			25	
10: Elkhorn Ranch Road (600 West) & 2600 South	75		50										25		50			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2027) 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	TR	L	LT	R	T	L	LTR	R	T	TR	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	150		25	150		75		75	275	150		75	75		125			50	150
02: Main Street (SR-165) & 2900 South	50					25				300							50		
03: Main Street (SR-165) & East Access/Maverik North				25	25	75			25			50			50			50	
04: Main Street (SR-165) & 3100 South (Mill Road)			25	25		75									100			75	
05: Main Street (SR-165) & 3200 South	100			200				225	325	275		150							
06: 250 West & 3200 South		75					50	50		50				0	50			0	
07: 3200 South & 340 West						50		50		25									
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	50		25					25				
09: Elkhorn Ranch Road (600 West) & 2965 South							25								25			25	
10: Elkhorn Ranch Road (600 West) & 2600 South	75		50									25	25				100		

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2027) Plus Project (Mitigated)

Time Period: Morning 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	TR	L	LT	R	T	L	LTR	R	T	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	125		75	350		100		50	175	175		125	200	125			125	150
02: Main Street (SR-165) & 2900 South	25		25	250		50		25	100		125					75		
03: Main Street (SR-165) & East Access/Maverik North				25	25	75		25	25			25		50			75	
04: Main Street (SR-165) & 3100 South (Mill Road)				50		75			25					150			100	
05: Main Street (SR-165) & 3200 South	100			275				75	175	225		175						
06: 250 West & 3200 South		75					50	50		25				25				
07: 3200 South & 340 West						50		50		25								
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	50		25			25	25				
09: Elkhorn Ranch Road (600 West) & 2965 South							25							25			25	
10: Elkhorn Ranch Road (600 West) & 2600 South	75		50									25	25		50			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2027) Plus Project (Mitigated)

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	TR	L	LT	R	T	L	LTR	R	T	L	LT	LTR	R	T
01: Main Street (SR-165) & 2600 South	150		50	225		75		75	275	125		100	75	125			50	150
02: Main Street (SR-165) & 2900 South	50		25	150		50		25	175		125					50		
03: Main Street (SR-165) & East Access/Maverik North				25	25	75			25			75		50			75	
04: Main Street (SR-165) & 3100 South (Mill Road)			25	25		75								100			75	
05: Main Street (SR-165) & 3200 South	100			200				275	350	275		175						
06: 250 West & 3200 South		75					50	50		50				50			25	
07: 3200 South & 340 West						50		50		50								
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	50		25				25				
09: Elkhorn Ranch Road (600 West) & 2965 South							25							25			25	
10: Elkhorn Ranch Road (600 West) & 2600 South	75		50									25	25		100			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2040) Background

Time Period: Morning 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	LTR	R	T	L	LT	LTR	R	T	TR
01: Main Street (SR-165) & 2600 South	75			100	200		200		25	175	225		125	225	125			150	150	
02: Main Street (SR-165) & 2900 South	25						50					25					50			
03: Main Street (SR-165) & Maverik North					25	25	75			25					50			75		
04: Main Street (SR-165) & 3100 South					25		75			25					75			100		
05: Main Street (SR-165) & 3200 South/Mill Road	100			50	300		25		50	150	150		100	100	75					100
06: 250 West & 3200 South		75													25					
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		50				

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	L	LT	R	T	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Main Street (SR-165) & 2600 South	200			25	125	100		100	325	150		75	100		150			75	175	
02: Main Street (SR-165) & 2900 South	25				25	50					25						50			
03: Main Street (SR-165) & Maverik North						75			25						50			50		
04: Main Street (SR-165) & 3100 South				25	25	100			25						50			75		
05: Main Street (SR-165) & 3200 South/Mill Road	125			25	225	50		175	375	200		150	125		75					100
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	25			75				

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2040) Plus Project

Time Period: Morning 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	TR	L	LT	R	T	L	LTR	R	T	L	LT	LTR	R	T	TR
01: Main Street (SR-165) & 2600 South	100		125	375		175		50	175	225		150	250	150			175	175	
02: Main Street (SR-165) & 2900 South	25		25	325		50		25	100		125					50			
03: Main Street (SR-165) & East Access/Maverik North				25	25	100			25			25		50			75		
04: Main Street (SR-165) & 3100 South				25		75			25					75			100		
05: Main Street (SR-165) & 3200 South/Mill Road	125		50	300		25		50	175	150		100	100	75					100
06: 250 West & 3200 South		75					50	50		25				25					
07: 3200 South & 340 West						50		50		50							25	25	
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	50		25			25	25			25	25	
09: Elkhorn Ranch Road (600 West) & 2965 South							25							25			25		
10: Elkhorn Ranch Road (600 West) & 2600 South	75		75									25	25		75				

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	R	T	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Main Street (SR-165) & 2600 South	400		75	450	100		100	350	150		100	100		125			75	175	
02: Main Street (SR-165) & 2900 South	50		25	200	50		25	150		125						50			
03: Main Street (SR-165) & East Access/Maverik North					75			25			50			50			50		
04: Main Street (SR-165) & 3100 South			25	25	100									50			75		
05: Main Street (SR-165) & 3200 South/Mill Road	125		50	225	50		275	425	250		175	150		75					100
06: 250 West & 3200 South		75				50	50		50				25	50					
07: 3200 South & 340 West					50		50		50								25	25	
08: Elkhorn Ranch Road (600 West) & 3200 South		50				50	50		25			25		25			0		
09: Elkhorn Ranch Road (600 West) & 2965 South						25								25			25		
10: Elkhorn Ranch Road (600 West) & 2600 South	75		50								25	25				100			

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2040) Plus Project (Mitigated)

Time Period: Morning 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	TR	L	LT	R	T	L	LTR	R	T	L	LT	LTR	R	T	TR
01: Main Street (SR-165) & 2600 South	125		150	375		200		50	225	225		150	250	125			150	175	
02: Main Street (SR-165) & 2900 South	25		25	325		50		50	225		125					50			
03: Main Street (SR-165) & East Access/Maverik North				25	25	75			25			25		50			75		
04: Main Street (SR-165) & 3100 South				25		75			25					75			75		
05: Main Street (SR-165) & 3200 South/Mill Road	125		25	300		25		50	200	175		100	125	75					100
06: 250 West & 3200 South		75					50	50		25				25					
07: 3200 South & 340 West						50		50		50							25		
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	50		25				25				25	
09: Elkhorn Ranch Road (600 West) & 2965 South							25							25			25		
10: Elkhorn Ranch Road (600 West) & 2600 South	75		75									25	25		75				

SimTraffic Queueing Report

Project: Nibley Ridgeline Park TIS

Analysis: Future (2040) Plus Project (Mitigated)

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	TR	L	LT	R	T	L	LTR	R	T	L	LT	LTR	R	T	TR
01: Main Street (SR-165) & 2600 South	125		50	300		325		425	900	150		100	100	150			50	175	
02: Main Street (SR-165) & 2900 South	50		25	225		50		75	425		125					50			
03: Main Street (SR-165) & East Access/Maverik North				25	25	75			25			50		50			75		
04: Main Street (SR-165) & 3100 South			25	25		100			50					50			75		
05: Main Street (SR-165) & 3200 South/Mill Road	150		25	225		50		275	450	250		175	125	75					100
06: 250 West & 3200 South		75					50	50		50				50					
07: 3200 South & 340 West						50		50		50							25		
08: Elkhorn Ranch Road (600 West) & 3200 South		50					50	50		25		25		25					
09: Elkhorn Ranch Road (600 West) & 2965 South							25							25			25		
10: Elkhorn Ranch Road (600 West) & 2600 South	75		50									25	25		100				