Alta View Associates
PO Box 65827
Salt Lake City, UT 84165

Mr. Jason Boal
Urban Planner
Snell & Wilmer, LLP
Gateway Tower West
15 West South Temple, Suite 1200
Salt Lake City, Utah 84101-1547

RE: Proposed Project
1300 East and Sego Lily
Sandy, Utah

Dear Mr. Boal,

Thank you for discussing with us your plans for the apartment project on the NE corner of 1300 E and Sego Lily. As owners of the neighboring Alta View retail center, we would welcome your project to the neighborhood. As we discussed, we have no plans to redevelop our property at this time.

We know our tenants would benefit from having an apartment project next door. Please let us know how we can help with your project and keep us informed as the project progresses.

Thank you.

Owners of Alta View Shopping Center

White Investment Co.

By: Burton Holliday

March 30, 2023

Sandy City Planning Commission
10000 S Centennial Parkway
Sandy, UT 84070

RE: Conditional Use Permit Application NE corner of 1300 East Sego Lily

The purpose of this letter is to supplement the current Conditional Use Permit application that has been filed for a mixed-use project located in the Community Neighborhood (CN) zoning district. The project consists of 196 residential units, created from a mix of studio, live-work, one-bedroom and two-bedroom residential units and over 14,000 square feet of retail/office space on a 6.21-acre parcel located at the northeast corner of 1300 East and Sego Lily.

The Topography and Alternate Use Studies that were performed attempted to demonstrate that 8,000 sq. ft. of Quick Serve Restaurants along with 67,500 sq. ft. of retail could possibly be built on the site. While the study was able to demonstrate that this could "physically" be accomplished, the reality of it being accomplished from a market feasibility prospective is very different. The site has topography that make building retail buildings very difficult. The buildings would have to be built on different levels making it difficult at best for consumers to access the different retail by car or as a pedestrian. The study also demonstrated that to achieve this much retail, that a significant amount of that retail would be required to be built on a second level of the buildings. Second level retail has proven to be very unsuccessful in all but the most urban areas in large cities that are extremely dense and have population densities that are consistent with locations similar to NYC, Chicago, and Boston.

From a retail market perspective, this location is inferior to the competing retail locations in the area. 1300 East has reasonable traffic for a neighborhood center type development, however the cross street of Sego Lily is a neighborhood street has much lower traffic counts. The closest competition is located to directly to the south on the opposite side of Sego Lily. This center is anchored by a Smith's grocery store, an Ace Hardware, and many small shop space tenants. This center is well established and the turn-over of the small shop space over the years has varied in the strength of the tenants who have occupied the space. Further to the south at 10600 South

and 1300 East on the NE corner is a failed retail location where the mid box was raised and replaced by a smaller building that currently houses a few small tenants and a Beans & Brews. 8600 South and 1300 East is another example of a competing location that has lost in anchor tenant and has struggled with vacancy for years. The strongest competitive retail locations where the big box and mid box tenants are already located are on 9400 South and Highland Drive (Tenants: Smith's, a failed Shopko {now occupied by Beehive Science & Technology}, Home Depot, a failed Fresh Market) and 9400 South Quarry Bend (Tenants: Walmart Supercenter and Lowe's Home Improvement).

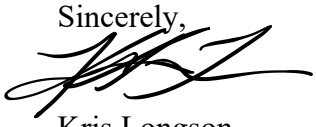
These are all examples of competitive locations that have large retailers, mid box retailers, but many also have a lot of vacancy. Second generation large and mid-box retail is either vacant or being replace with alternate uses like Beehive Science & Technology due to the lack of retail demand in the immediate market. Many of the competitive centers are in stronger retail locations and are having a difficult time attracting replacement tenants even at much lower rents than would be required in a new development that is financially feasible.

Even before COVID, the strength of the mid box and small shop retail had started to decline. Many tenants have consolidated their locations and or have left the market or gone out of business. Only the strongest retail locations with a good track record have been able to maintain and attract good retail tenants. Pure retail centers are, especially in well-established areas are not being built anywhere in the country, let alone this sub-market. The type of retail that is being built in established neighborhoods is in mixed-use developments that are adding additional density to the area and is accompanied by smaller retail that includes food, entertainment, and service type retail. The only other type of retail is stand-alone pads like a drug store or restaurant pads.

In my professional opinion, to drive the max amount of retail/office/service to this location, which I would recommend be 12,000 to 15,000 sq. ft., is to provide it in a mixed-use format that includes multi-family. Short of building the retail with multi-family, the retail/office/service would struggle even in the range of the 12,000 to 15,000 sq. ft. on this site.

Should you have any questions or wish to discuss anything further, please do not hesitate to reach out to me.

Sincerely,



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HALES ENGINEERING
innovative transportation solutions

Sego Lily & 1300 East Mixed-Use

Traffic Impact Study

Sandy, Utah

February 7, 2024

UT22-2107

LICENSED PROFESSIONAL ENGINEER
NO. 12335093
JOSHUA D. GIBBONS
02/07/2024
STATE OF UTAH

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Sego Lily & 1300 East Mixed-Use development located in Sandy, Utah. The Sego Lily & 1300 East Mixed-Use development is located on the northeast corner of the Sego Lily Drive / 1300 East intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022) and future (2027) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1.

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

	Intersection	Level of Service			
		Existing (2022)		Future (2027)	
		BG	+P	BG	+P
1	Buttercup Dr / 1300 East	c	c	d	d
2	Sego Lily Dr / 1300 East	D	D	D	D
3	NW Ace Access / Sego Lily Dr	c	d	f	f
4	NE Ace Access & South Access / Sego Lily Dr	c	a	c	b
5	Eagle Cliff Way & Petunia Way / Sego Lily Dr	c	c	c	c
6	West Ace Access / 1300 East	f	f	f	f
7	24-Hr Fitness Access / 1300 East	f	f	f	f
8	West Access / 1300 East	-	c	-	d

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), +P = Plus Project (with project traffic)

Source: Hales Engineering, February 2024

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of multifamily units, office space, and retail space
- The project is anticipated to generate approximately 1,978 new weekday daily trips, including 117 new trips in the morning peak hour, and 178 new trips in the evening peak hour

2022	Background	Plus Project
Assumptions	• None	• **South Access / Sego Lily Drive** to operate as a right-in right-out • **West Access / 1300 East** to operate as three-quarter access with WBL restricted
Findings	• Poor LOS at: ○ **West Ace Access / 1300 East** ○ **24-Hr Fitness Access / 1300 East** • Significant queueing at **Sego Lily Dr / 1300 East** in the NB, SB, and WB directions	• Poor LOS at: ○ **West Ace Access / 1300 East** ○ **24-Hr Fitness Access / 1300 East** • Significant queueing at **Sego Lily Dr / 1300 East** in the NB, SB, and WB directions
Mitigations	• **Sego Lily Dr / 1300 East**: Extend southbound left-turn storage to accommodate a queue length of 400 feet	• None
2027	**Background**	**Plus Project**
Assumptions	• None	• **South Access / Sego Lily Drive** to operate as a right-in right-out • **West Access / 1300 East** to operate as three-quarter access with WBL restricted
Findings	• Poor LOS at: ○ **NW Ace Access / Sego Lily Dr** ○ **West Ace Access / 1300 East** ○ **24-Hr Fitness Access / 1300 East** • Significant queueing at **Sego Lily Dr / 1300 East** in the NB, SB, and WB directions	• Poor LOS at: ○ **NW Ace Access / Sego Lily Dr** ○ **West Ace Access / 1300 East** ○ **24-Hr Fitness Access / 1300 East** • Significant queueing at **Sego Lily Dr / 1300 East** in the NB, SB, and WB directions
Mitigations	• None ○ If the area around Smith's redevelops at a future date, a signal could be considered to the Smith's site if warranted, which may relieve some congestion at the access points. ○ The continuation of Highland Drive to 10600 South at a future date is also anticipated to relieve congestion on 1300 East and Sego Lily Drive.	• None

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Sego Lily & 1300 East Mixed-Use development located in Sandy, Utah. The proposed project is located on the northeast corner of the Sego Lily Drive / 1300 East intersection. 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) and future (2027) conditions with and without the proposed project and to recommend mitigation measures as needed.

Figure 1: Vicinity map showing the project location in Sandy, 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:

- Buttercup Dr / 1300 East
- Sego Lily Dr / 1300 East
- Ace NW Access / Sego Lily Dr
- Ace NE Access & South Project Access / Sego Lily Dr
- Petunia Way / Sego Lily Dr
- Ace West Access / 1300 East
- 24-hr Fitness Access / 1300 East
- West Project Access / 1300 East
- New Gas Station Access / 1300 East

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.

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), 7th Edition, 2022 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:

1300 East – is a city-maintained roadway which is classified by the Sandy Transportation Master Plan (2021) as an arterial. The roadway has two travel lanes in each direction. The posted speed limit is 45 mph in the study area.

Sego Lily Dr. – is a city-maintained roadway which is classified by the Sandy Transportation Master Plan (2021) as a major collector. The roadway has one travel lane in each direction. The posted speed limit is 30 mph in the study area.

C. Crash History Analysis

Hales Engineering referenced UDOT's crash history database (AASHTOWare Safety) to determine the crash history in the study area between January 1, 2018, and December 31, 2022, since these are the last 5 full years of available crash data. The crash analysis area included all crashes within a 250-foot radius of the Sego Lily Drive / 1300 East intersection. Detailed crash data are included in Appendix F. Due to the use of crash data, this report may be protected under 23 USC 407.

Based on the crash history data, there have been a total of 60 crashes near this intersection between 2018 and 2022. Out of the 60 crashes, 1 was suspected to involve serious injuries, and 9 were suspected to involve minor injuries. In addition, 55 crashes were intersection related, 11 involved distracted driving, 4 were speed related, 2 involved drowsy driving, 1 involved a pedestrian, and 1 involved a pedalcycle.

The most common manners of collision at this intersection have been angle crashes and front to rear crashes. Based on the crash data, there have been a total of 26 angle crashes and 26 front to rear crashes.

D. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.), afternoon (2:00 to 4:00 p.m.), and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Buttercup Dr / 1300 East
- Sego Lily Dr / 1300 East
- Petunia Way / Sego Lily Dr
- Ace West Access / 1300 East
- 24-hr Fitness Access / 1300 East
- NW Ace Access / Sego Lily Dr
- NE Ace Access / Sego Lily Dr

The counts were performed on Tuesday, February 1, 2022, and Thursday March 3, 2022. The morning peak hour was determined to be between 7:30 and 8:30 a.m., the afternoon peak hour was determined to be between 3:00 and 4:00 p.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 19% and 22% higher than the morning and afternoon peak hour volumes, respectively. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Previous evening peak hour counts at Ace NW Access / Sego Lily Dr and Ace NE Access / Sego Lily Dr intersections were collected for another study on Wednesday, April 17, 2013. These older counts were found to be higher than the 2022 counts. Therefore, 2013 counts were used to be conservative since the traffic from the shopping center has remained the same since that date.

Hales Engineering did not make seasonal adjustments to the observed traffic volumes due to the lack of a nearby UDOT automatic traffic recorder.

The traffic counts were collected during the COVID-19 pandemic when traffic volumes may have been slightly reduced. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website, the traffic volumes on February 4, 2020 (pre-social distancing) were approximately 2% higher than those on February 1, 2022. Therefore, the data collected in 2022 were increased by 2% to represent normal conditions.

Where imbalances existed between counts at adjacent intersections, volumes were balanced by increasing volumes to remain conservative. Figure 2 shows the existing evening peak hour volumes as well as intersection geometry at the study intersections.

E. Level of Service Analysis

Hales Engineering determined that the 24-Hr Fitness Access / 1300 East and West Ace Access / 1300 East intersections are currently operating at poor levels of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2022) conditions.


1766
91
Buttercup Dr
1495
80
1300 East
Petunia Way
192
1513
91
56
120
408
501
55
554
19
260
4
3
10
308
0
605
4
533
68
97
1486
305
33
104
23
Sego Lily Dr
2
11
225
373
18
5
0
0
Sego Lily Dr
NE Ace
NW Ace
83
76
Eagle Cliff Way
1907
37
81
West Ace
1807
57
1300 East
14
1893
16
69
24-Hr Access
1848
79

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the evening peak hour are summarized as follows:

- Sego Lily Dr / 1300 East:
  - Northbound: 800 feet
  - Southbound: 525 feet
  - Westbound: 400 feet

Table 2: Existing (2022) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
Buttercup Dr / 1300 East	WB Stop	WBR	24.8	c
Sego Lily Dr / 1300 East	Signal	-	42.1	D
NW Ace Access / Sego Lily Dr	NB Stop	NBL	21.0	c
NE Ace Access & South Access / Sego Lily Dr	NB Stop	NBL	19.3	c
Eagle Cliff Way & Petunia Way / Sego Lily Dr	NB/SB Stop	NBL	19.5	c
West Ace Access / 1300 East	WB Stop	WBR	>50	f
24-Hr Fitness Access / 1300 East	WB Stop	WBL	>50	f

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 2024

G. Mitigation Measures

It is recommended that the storage length of the southbound left-turn pocket at the Sego Lily Drive / 1300 East intersection be lengthened to accommodate a queue length of 400 feet.

No additional mitigation measures are recommended. The poor LOS at the 24-Hr Fitness Access / 1300 East intersection is due to the high north-south through volumes on 1300 East which makes it difficult for westbound vehicles to find gaps in traffic. It is anticipated that vehicles will reroute to avoid delays at this intersection during the evening peak hour. A traffic signal is not warranted at the 24-Hr Fitness Access / 1300 East intersection.

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 Sego Lily & 1300 East Mixed-Use development is located on the northeast corner of the Sego Lily Drive / 1300 East intersection. The development will consist of a mix of multi-family residential units, tenant office space, and retail space. Included within the residential portion is leasing / amenities space that will be for the residents of the community only. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Multi-family Residential	197 Units
Office	4,300 sq. ft.
Retail	10,560 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 4. Hales Engineering used the ITE internal capture tool to estimate the internal capture for the site. The tool suggested that reductions of 2 trips in the morning peak hour and 32 trips in the evening peak hour were appropriate. Smaller reductions of 1 trip and 20 trips were taken, respectively, represented by reduction percentages for retail and office. Detailed printouts of the ITE tool are found in Appendix E.

The total new trip generation for the development is as follows:

- Daily Trips: 1,978
- Morning Peak Hour Trips: 117
- Evening Peak Hour Trips: 178

Table 4: Trip Generation

Trip Generation Sandy - Sego Lily & 1300 East Mixed-Use Scenario												
Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions	New Trips		
			Total	% In	% Out	In	Out	Internal Capture	In	Out	Total
Weekday Daily											
Multifamily Housing (Low-Rise) (220)	197	DU	1,340	50%	50%	670	670	0%	670	670	1,340
Small Office Building (712)	4.30	KSF	62	50%	50%	31	31	0%	31	31	62
Strip Retail Plaza, <40k (822)	10.56	KSF	576	50%	50%	288	288	0%	288	288	576
TOTAL			**1,978**			**989**	**989**		**989**	**989**	**1,978**
AM Peak Hour											
Multifamily Housing (Low-Rise) (220)	197	DU	84	24%	76%	20	64	0%	20	64	84
Small Office Building (712)	4.30	KSF	8	82%	18%	7	1	15%	6	1	7
Strip Retail Plaza, <40k (822)	10.56	KSF	26	60%	40%	16	10	0%	16	10	26
TOTAL			**118**			**43**	**75**		**42**	**75**	**117**
PM Peak Hour											
Multifamily Housing (Low-Rise) (220)	197	DU	106	63%	37%	67	39	0%	67	39	106
Small Office Building (712)	4.30	KSF	10	34%	66%	3	7	40%	2	4	6
Strip Retail Plaza, <40k (822)	10.56	KSF	82	50%	50%	41	41	20%	33	33	66
TOTAL			**198**			**111**	**87**		**102**	**76**	**178**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.

SOURCE: Hales Engineering, February 2024

D. Trip Distribution and Assignment

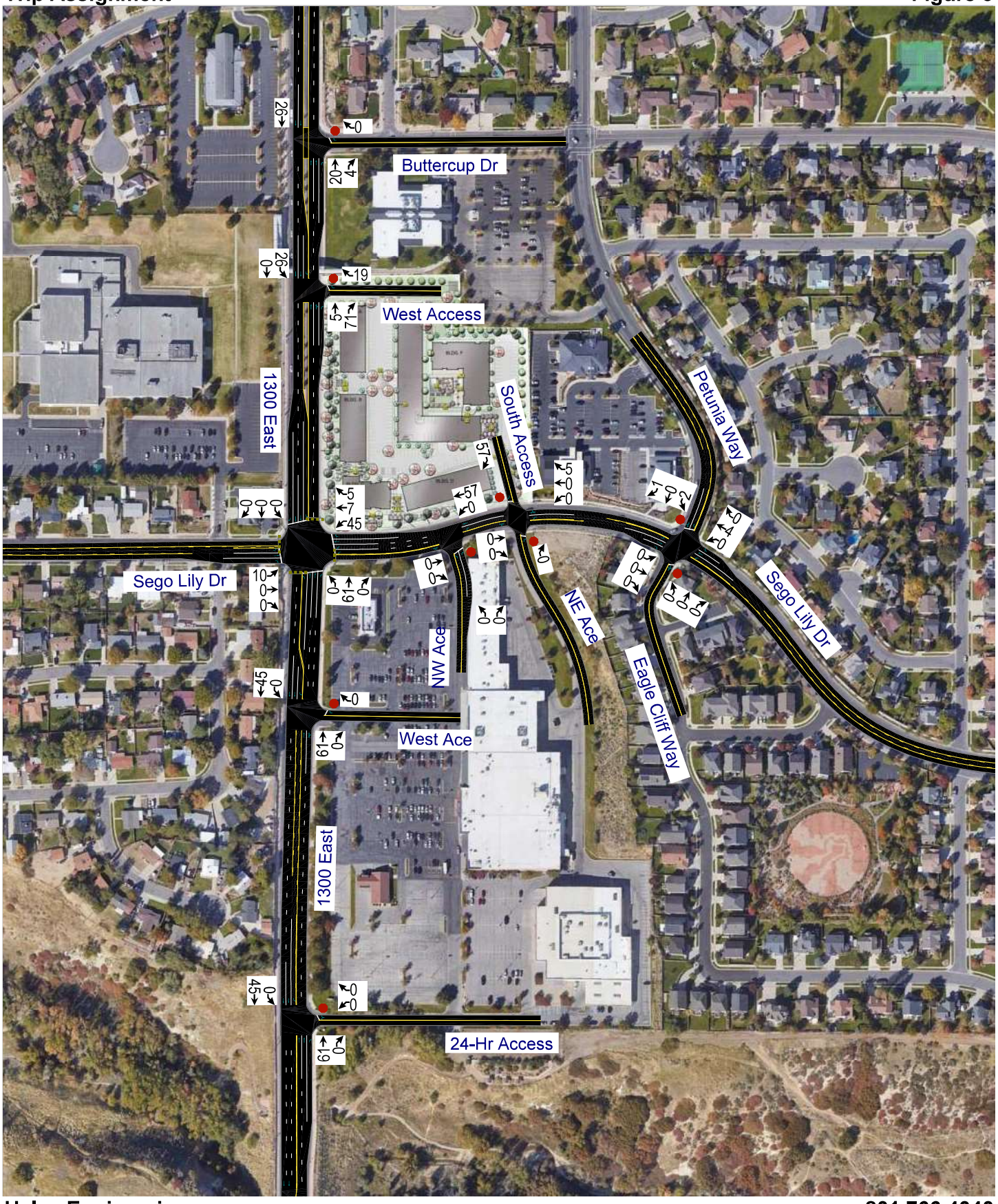
Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these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

Table 5: Trip Distribution

Direction	% To/From Project
North	25%
South	60%
East	5%
West	10%

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

Sandy Sego Lily & 1300 East Mixed Use TIS **Evening Peak Hour**
Trip Assignment **Figure 3**



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1220 North 500 West, Ste. 202 Lehi UT 84043 **02/05/2024**

E. Access

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

1300 East:

- The West Access will be located approximately 350 feet south of the Buttercup Drive / 1300 East intersection. It will access the project on the east side of 1300 East. It is anticipated that the access will be stop-controlled. In order to accommodate for turn movements to the site and reduce the need for unsafe U-turns, it was assumed that this access would be a three-quarter access, with westbound left turns being restricted. The existing median on 1300 East would need to be revised to allow a southbound left-turn deceleration lane.

Sego Lily Drive:

- The South Access will be located across from the NE Ace Access. It will access the project on the north side of Sego Lily Drive. It is anticipated that the access will be stop-controlled. It is recommended that this access be a right-in right-out (RIRO) access due to the left-turn conflicts that would exist at the access if left-turn movements were allowed.

In addition to these vehicle accesses, a pedestrian connection to the library is being explored.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

Based on these guidelines and the anticipated project traffic, it is recommended that southbound left-turn and northbound right-turn lanes be installed at the West Access / 1300 East intersection.

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. Observed left turns at the North East Ace Access were rerouted to the North West Ace Access due to the RIRO restriction. Existing (2022) plus project evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that the 24-Hr Fitness Access / 1300 East and West Ace Access / 1300 East intersections are anticipated to operate at poor levels of service during the evening peak hour with project traffic added, as shown in Table 6.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the evening peak hour are summarized as follows:

- Sego Lily Dr / 1300 East:
  - Northbound: 650 feet
  - Southbound: 525 feet
  - Westbound: 300 feet

E. Mitigation Measures

No mitigation measures are recommended.

Sandy Sego Lily & 1300 East Mixed Use TIS **Evening Peak Hour**
Existing (2022) Plus Project **Figure 4**

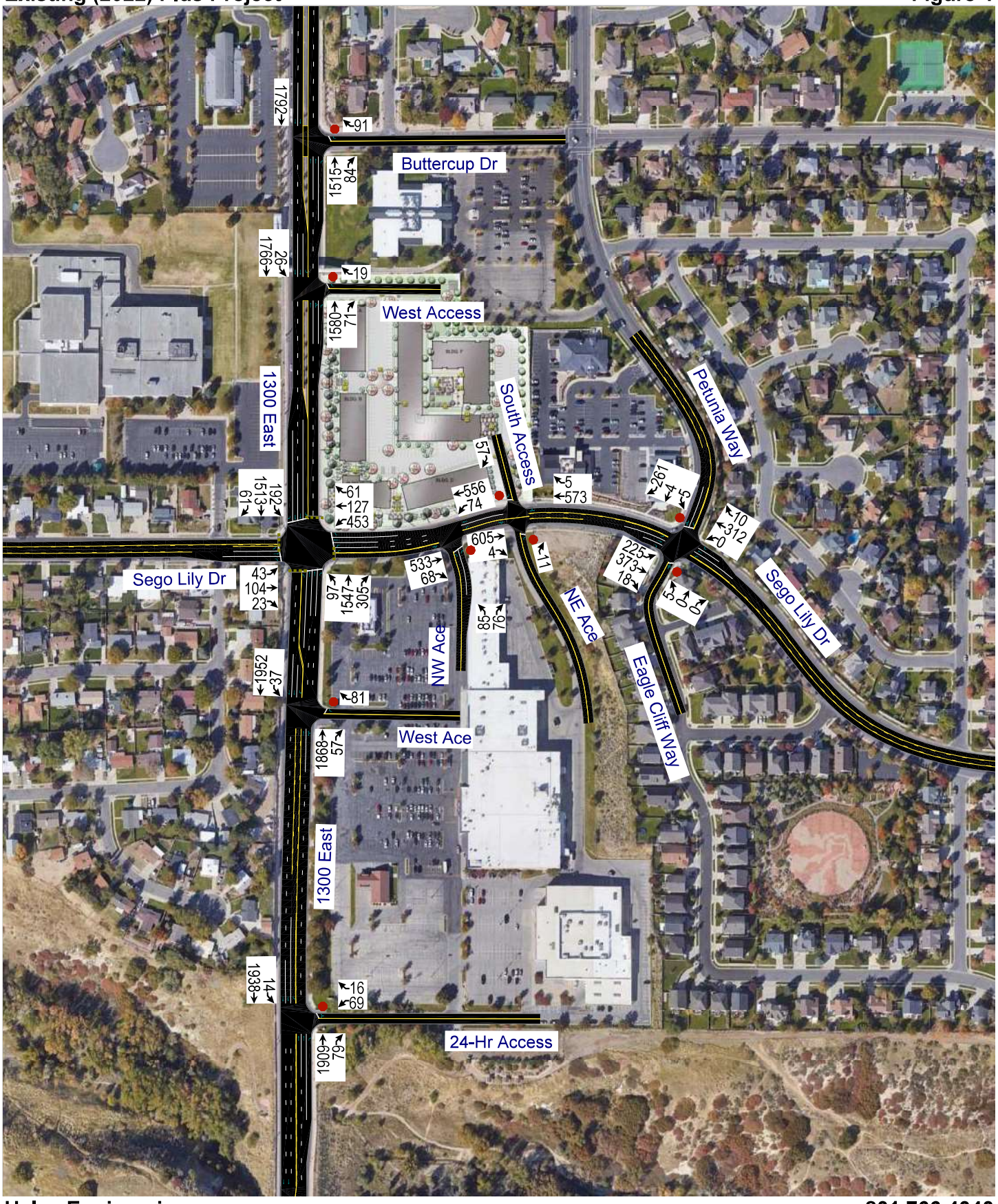

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Table 6: Existing (2022) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
Buttercup Dr / 1300 East	WB Stop	WBR	20.0	c
Sego Lily Dr / 1300 East	Signal	-	36.3	D
NW Ace Access / Sego Lily Dr	NB Stop	NBL	34.0	d
NE Ace Access / Sego Lily Dr	NB Stop	NBR	5.7	a
Petunia Way / Sego Lily Dr	NB/SB Stop	SBL	19.8	c
West Ace Access / 1300 East	WB Stop	WBR	>50	f
24-Hr Fitness Access / 1300 East	WB Stop	WBL	>50	f
West Access / 1300 East	WB Stop	SBL	22.2	c

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 2024

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 Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2027 in the study area. Therefore, no changes were made to the roadway network for the future (2027) analysis based on WFRC plans.

C. Traffic Volumes

Hales Engineering obtained future (2027) forecasted volumes from the WFRC / Mountainland Association of Governments (MAG) 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) evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that the NW Ace Access / Sego Lily Drive, West Ace Access / 1300 East, and 24-Hr Access / Sego Lily Drive intersections are anticipated to operate at poor levels of service during the evening peak hour in future (2027) background conditions, as shown in Table 7. 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. Significant 95th percentile queue lengths during the evening peak hour are summarized as follows:

- Sego Lily Dr / 1300 East:
  - Northbound: 900 feet
  - Southbound: 750 feet
  - Westbound: 450 feet

Sandy Sego Lily & 1300 East Mixed Use TIS **Evening Peak Hour**
Future (2027) Background **Figure 5**

Hales Engineering **801.766.4343**
1220 North 500 West, Ste. 202 Lehi UT 84043 **01/30/2024**

Table 7: Future (2027) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
Buttercup Dr / 1300 East	WB Stop	WBR	26.4	d
Sego Lily Dr / 1300 East	Signal	-	48.4	D
NW Ace Access / Sego Lily Dr	NB Stop	NBL	>50	f
NE Ace Access / Sego Lily Dr	NB Stop	NBL	24.6	c
Petunia Way / Sego Lily Dr	NB/SB Stop	SBT	24.1	c
West Ace Access / 1300 East	WB Stop	WBR	>50	f
24-Hr Fitness Access / 1300 East	WB Stop	WBL	>50	f

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 2024

F. Mitigation Measures

Installing dual southbound left-turn lanes at the Sego Lily Drive / 1300 East intersection was considered as a potential mitigation measure to improve the queueing, however it was determined that it may not be physically feasible without widening the north and east legs of the intersection. Additionally, it is anticipated that dual southbound left-turn lanes would only slightly lower the average delay at the signal and significant northbound & southbound queueing would still be anticipated.

If the area around Smith's is redeveloped in the future, it's possible that a traffic signal would be warranted at or near the 24-Hour Fitness Access. A traffic signal at a new or existing access along 1300 East here would likely improve the poor levels of service as it would give vehicles a way to reroute from Sego Lily Drive. However, signal warrants are not met as currently projected at the 24-Hour Fitness Access. Therefore, no additional mitigation measures are recommended in the future (2027) background analysis.

In addition to a potential signal at Smith's with redevelopment, it is also recommended that Sandy City consider connecting Highland Drive to the south to 10600 South at some point in the future. It is anticipated that this connection will take a significant amount of pressure off of both Sego Lily Drive and 1300 East as both corridors are congested in existing conditions already.

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. Left turns at the Northeast Ace Access were rerouted to the Northwest Ace Access due to the RIRO restriction. Future (2027) plus project evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

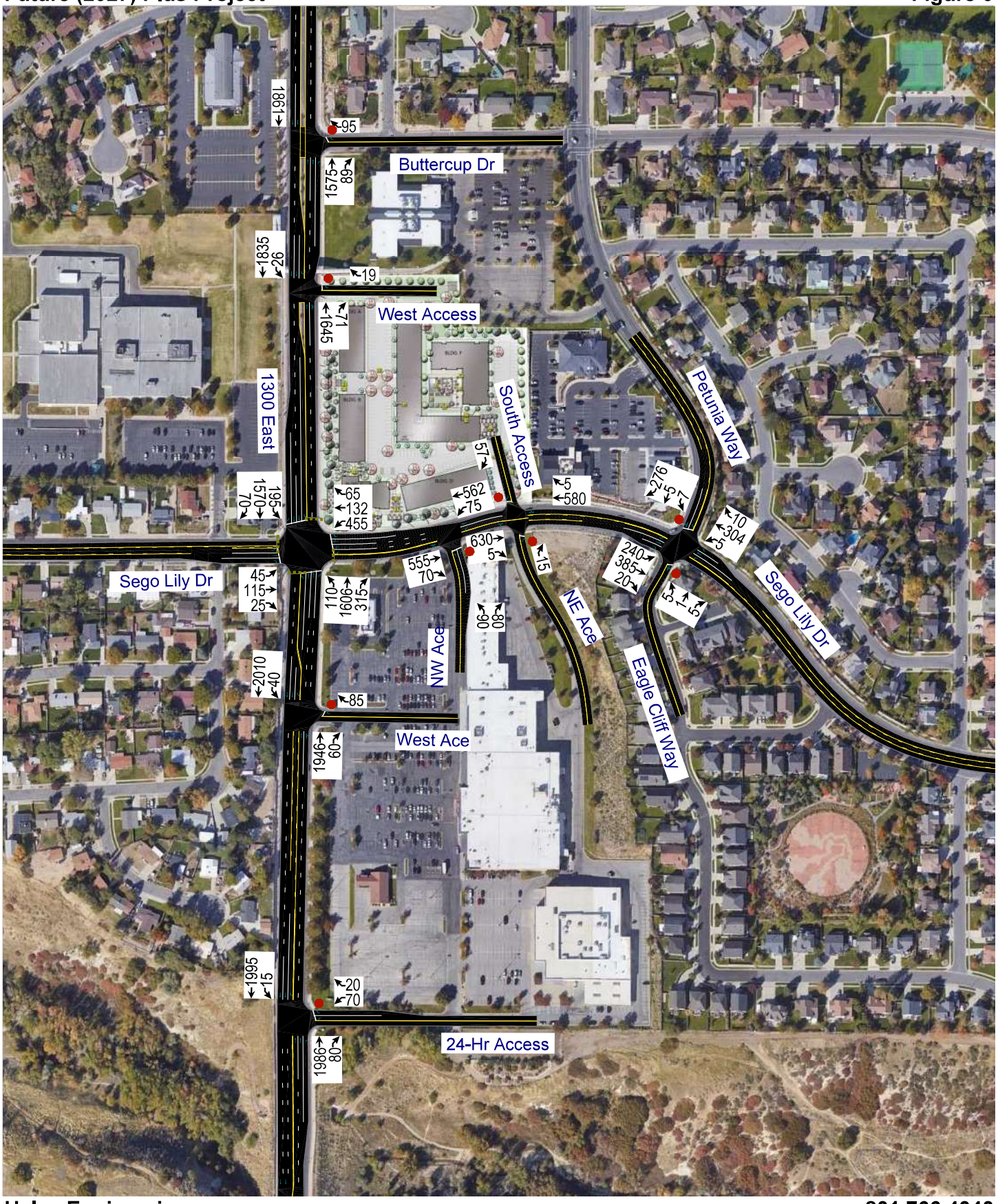
Hales Engineering determined that the NW Ace Access / Sego Lily Drive, 24-Hr Access / 1300 East, and West Ace Access / 1300 East intersections are anticipated to operate at a poor level of service in future (2027) plus project conditions, as shown in Table 8.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the evening peak hour are summarized as follows:

- Sego Lily Dr / 1300 East:
  - Northbound: 750 feet
  - Southbound: 850 feet
  - Westbound: 525 feet

Sandy Sego Lily & 1300 East Mixed Use TIS **Evening Peak Hour**
Future (2027) Plus Project **Figure 6**



Hales Engineering **801.766.4343**
1220 North 500 West, Ste. 202 Lehi UT 84043 **02/05/2024**

Table 8: Future (2027) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
Buttercup Dr / 1300 East	WB Stop	WBR	27.8	d
Sego Lily Dr / 1300 East	Signal	-	50.6	D
NW Ace Access / Sego Lily Dr	NB Stop	NBL	>50	f
NE Ace Access / Sego Lily Dr	NB/SB Stop	SBR	10.8	b
Eagle Cliff Way & Petunia Way / Sego Lily Dr	NB/SB Stop	SBT	24.2	c
West Ace Access / 1300 East	WB Stop	WBR	>50	f
24-Hr Fitness Access / 1300 East	WB Stop	WBL	>50	f
West Access / 1300 East	Signal	SBL	27.3	d

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 2024

E. Mitigation Measures

No additional mitigation measures are recommended at this time. Northbound traffic on 1300 East is anticipated to occasionally queue from Sego Lily Drive to approximately the 24-Hr Fitness Access during the evening peak hours. As mentioned in Chapter V, if a signal were to be installed at any Smith's access on 1300 East, it is anticipated that delays at the other Smith's access points would decrease as vehicles reroute to the signalized intersection.

APPENDIX A

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: 1300 East / Buttercup Drive
North/South: 1300 East
East/West: Buttercup Drive
Jurisdiction: Sandy
Project Title: Sego Lily & 1300 East Mixed-Use
Project No: UT22-2107
Weather: Clear

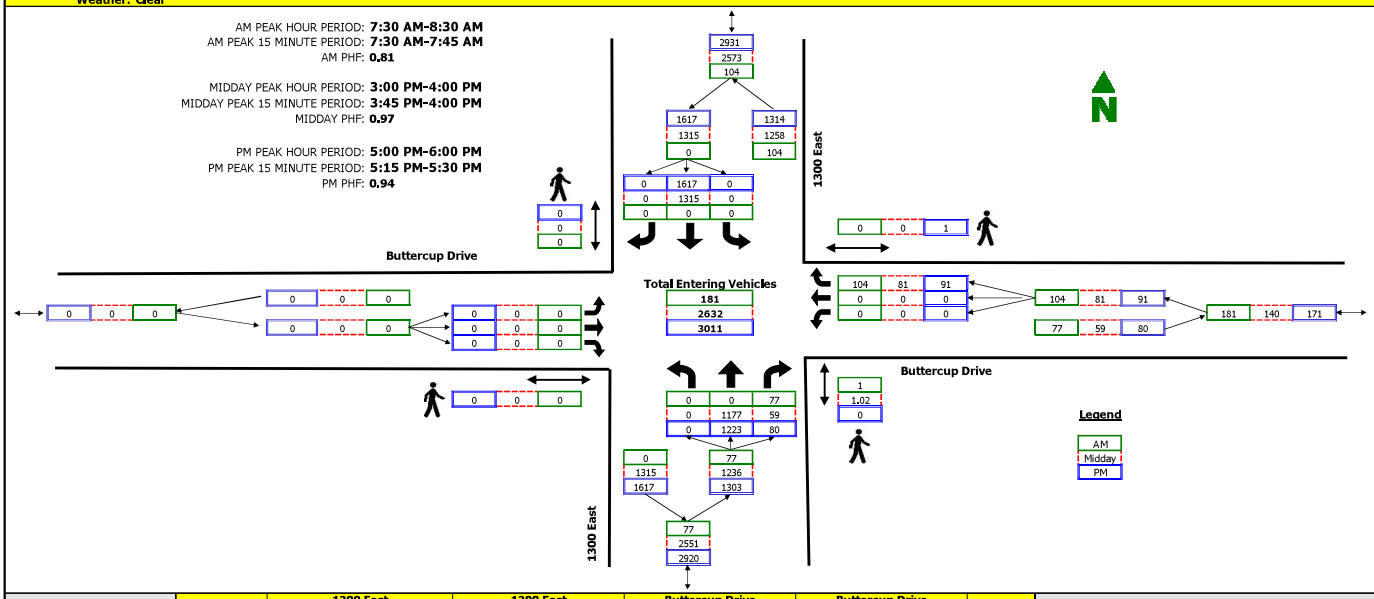
Date: 2-1-22, Tue

COVID Adjustment: 2.0%

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:30 AM-7:45 AM**
AM PHF: **0.81**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:45 PM-4:00 PM**
MIDDAY PHF: **0.97**

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.94**



RAW COUNT SUMMARIES	1300 East Northbound				1300 East Southbound				Buttercup Drive Eastbound				Buttercup Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	9	0	0	0	0	0	0	0	0	0	0	0	15	0	24
7:15 - 7:30	0	0	8	0	0	0	0	0	0	0	0	0	0	0	20	0	28
7:30 - 7:45	0	0	20	0	0	0	0	0	0	0	0	0	0	0	36	0	56
7:45 - 8:00	0	0	26	1	0	0	0	0	0	0	0	0	0	0	29	0	55
8:00 - 8:15	0	0	12	0	0	0	0	0	0	0	0	0	0	0	8	0	20
8:15 - 8:30	0	0	17	0	0	0	0	0	0	0	0	0	0	0	29	0	46
8:30 - 8:45	0	0	6	0	0	0	0	0	0	0	0	0	0	0	19	1	25
8:45 - 9:00	0	0	7	0	0	0	0	0	0	0	0	0	0	0	11	0	18

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	224	13	0	0	260	0	0	0	0	0	0	0	0	16	0	513
14:15 - 14:30	0	185	9	0	0	237	0	0	0	0	0	0	0	0	20	0	451
14:30 - 14:45	0	224	12	1	0	276	0	0	0	0	0	0	0	0	24	1	536
14:45 - 15:00	0	275	18	0	0	291	0	0	0	0	0	0	0	0	16	0	600
15:00 - 15:15	0	283	15	0	0	334	0	0	0	0	0	0	0	0	17	0	649
15:15 - 15:30	0	287	12	0	0	304	0	0	0	0	0	0	0	0	17	0	620
15:30 - 15:45	0	289	15	1	0	312	0	0	0	0	0	0	0	0	18	0	634
15:45 - 16:00	0	295	16	0	0	339	0	0	0	0	0	0	0	0	27	0	677

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	261	12	0	0	304	0	0	0	0	0	0	0	0	16	1	593
16:15 - 16:30	0	280	9	0	0	343	0	0	0	0	0	0	0	0	20	0	652
16:30 - 16:45	0	236	23	0	0	336	0	0	0	0	0	0	0	0	15	0	610
16:45 - 17:00	0	275	16	0	0	375	0	0	0	0	0	0	0	0	18	0	684
17:00 - 17:15	0	315	19	0	0	411	0	0	0	0	0	0	0	0	22	0	767
17:15 - 17:30	0	341	18	0	0	416	0	0	0	0	0	0	0	0	24	1	799
17:30 - 17:45	0	277	17	0	0	386	0	0	0	0	0	0	0	0	21	0	701
17:45 - 18:00	0	266	24	0	0	372	0	0	0	0	0	0	0	0	22	0	684

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Petunia Way / Sego Lily Drive
North/South: Petunia Way
East/West: Sego Lily Drive
Jurisdiction: Sandy
Project Title: Sego Lily & 1300 East Mixed-Use
Project No: UT22-2107
Weather: Clear

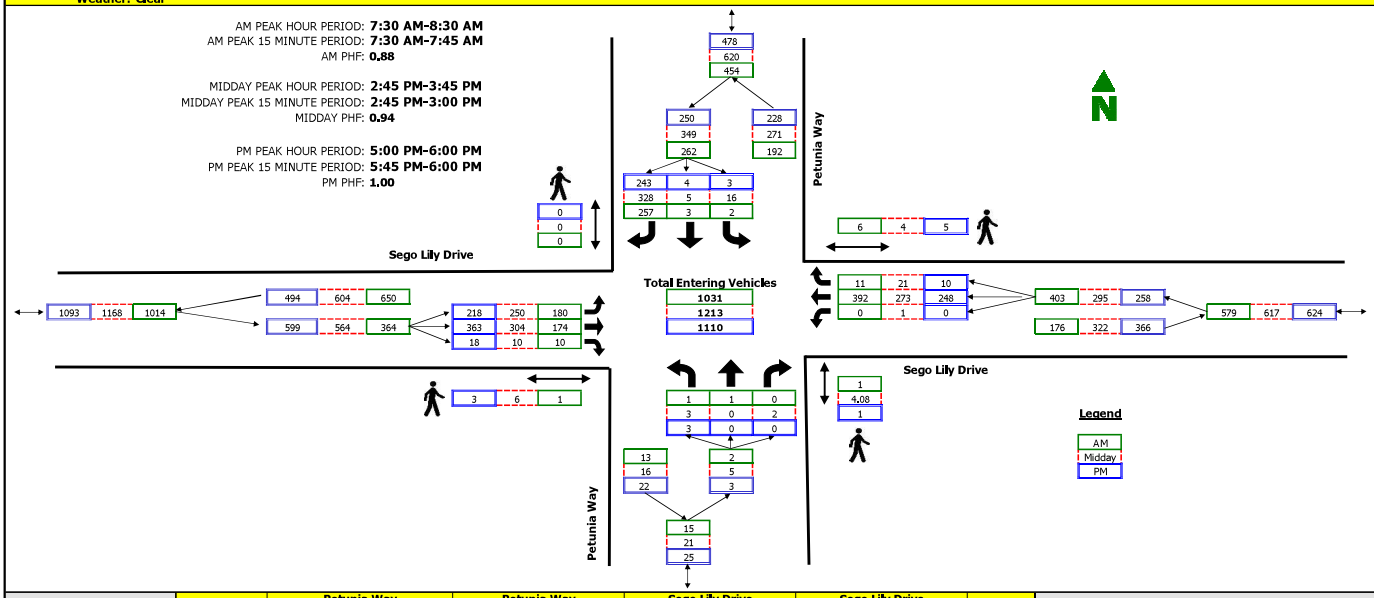
Date: 2-1-22, Tue

COVID Adjustment: 2.0%

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **7:30 AM-7:45 AM**
AM PHF: **0.88**

MIDDAY PEAK HOUR PERIOD: **2:45 PM-3:45 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **2:45 PM-3:00 PM**
MIDDAY PHF: **0.94**

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **1.00**



RAW COUNT SUMMARIES	Petunia Way Northbound				Petunia Way Southbound				Sego Lily Drive Eastbound				Sego Lily Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PEAK HOUR	0	1	0	0	0	0	37	0	26	18	2	0	0	110	4	0	198
AM PEAK 15 MIN	0	1	0	0	0	0	37	0	26	18	2	0	0	110	4	0	198
MIDDAY PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PEAK 15 MIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR	1	0	0	0	2	1	68	1	53	76	5	2	0	60	0	0	266
PM PEAK 15 MIN	1	0	0	0	2	1	68	1	53	76	5	2	0	60	0	0	266

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	24	0	15	18	0	0	0	49	0	0	106
7:15 - 7:30	0	1	0	0	0	0	37	0	26	18	2	0	0	110	4	0	198
7:30 - 7:45	1	1	0	1	2	0	66	0	35	49	3	1	0	131	5	6	293
7:45 - 8:00	0	0	0	0	0	1	58	0	43	42	1	0	0	92	3	0	240
8:00 - 8:15	0	0	0	0	0	2	48	0	50	40	4	0	0	77	3	0	224
8:15 - 8:30	0	0	0	0	0	0	80	0	48	40	2	0	0	84	0	0	254
8:30 - 8:45	0	1	0	0	0	0	79	0	23	33	1	1	0	95	1	0	233
8:45 - 9:00	3	1	0	0	0	0	66	0	22	37	0	0	0	102	0	0	231

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	3	0	0	0	3	1	52	0	29	46	6	0	0	67	2	0	209
14:15 - 14:30	2	0	0	1	2	0	53	0	28	34	5	2	0	57	4	0	185
14:30 - 14:45	0	0	0	1	0	1	57	0	52	81	2	0	0	55	2	0	250
14:45 - 15:00	1	0	1	2	3	1	69	0	60	97	2	2	1	75	14	0	324
15:00 - 15:15	0	0	1	1	8	2	84	0	60	64	6	1	0	64	3	4	292
15:15 - 15:30	1	0	0	0	2	0	68	0	59	61	0	0	0	61	2	0	254
15:30 - 15:45	1	0	0	1	3	2	101	0	66	76	2	3	0	68	2	0	321
15:45 - 16:00	1	1	0	0	1	1	84	0	45	58	3	2	0	70	0	0	264

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	0	0	0	2	1	68	1	53	76	5	2	0	60	0	0	266
16:15 - 16:30	2	0	0	0	1	0	78	0	52	63	6	1	0	50	2	0	254
16:30 - 16:45	1	0	0	0	3	0	72	0	58	61	3	1	0	49	0	0	247
16:45 - 17:00	0	0	0	0	0	0	59	0	51	82	0	0	0	72	1	0	265
17:00 - 17:15	1	0	0	0	1	0	68	0	54	93	0	0	0	51	1	2	269
17:15 - 17:30	1	0	0	0	1	1	62	0	52	85	8	1	0	54	3	2	267
17:30 - 17:45	0	0	0	1	1	2	56	0	52	88	7	2	0	67	3	0	276
17:45 - 18:00	1	0	0	0	0	1	52	0	56	90	3	0	0	71	3	1	277

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

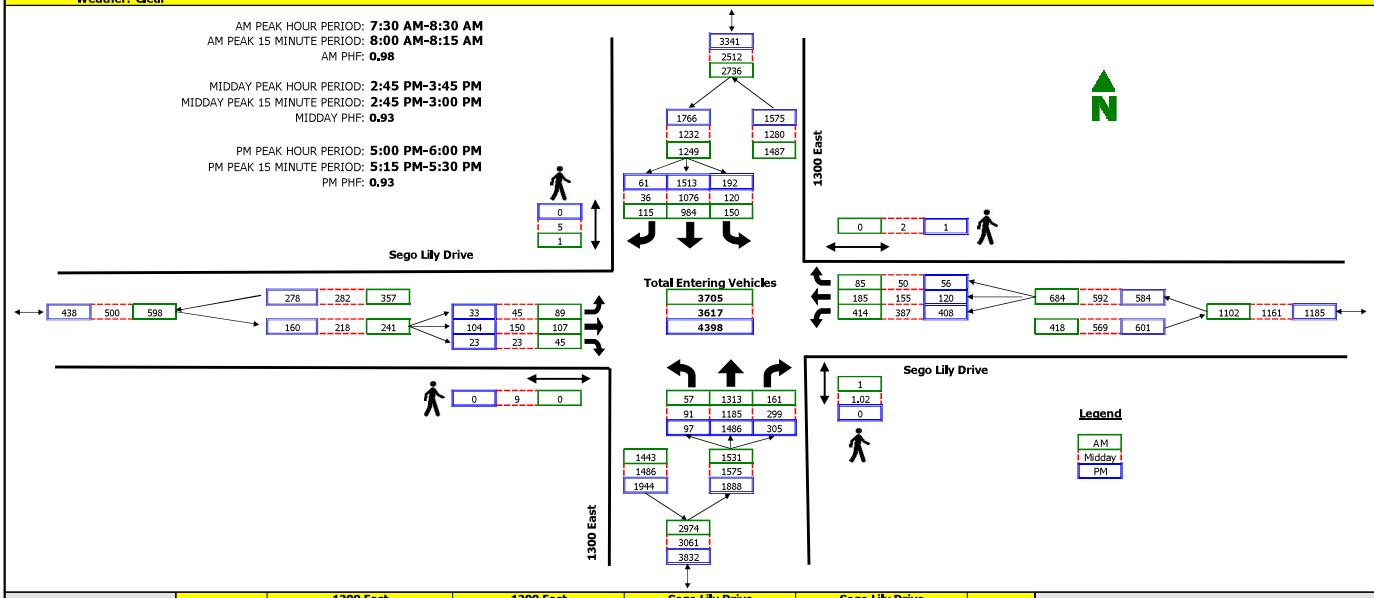
Intersection: 1300 East / Sego Lily Drive
North/South: 1300 East
East/West: Sego Lily Drive
Jurisdiction: Sandy
Project Title: Sego Lily & 1300 East Mixed-Use
Project No: UT22-2107
Weather: Clear

Date: 2-1-22, Tue
COVID Adjustment: 2.0%

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.98**

MIDDAY PEAK HOUR PERIOD: **2:45 PM-3:45 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **2:45 PM-3:00 PM**
MIDDAY PHF: **0.93**

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.93**



RAW COUNT SUMMARIES	1300 East Northbound				1300 East Southbound				Sego Lily Drive Eastbound				Sego Lily Drive 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	9	184	17	0	13	136	4	1	7	4	7	0	53	21	13	0	468
7:15 - 7:30	21	205	28	0	12	148	20	0	13	22	4	0	60	73	19	0	625
7:30 - 7:45	28	240	29	0	18	228	65	0	24	41	19	0	85	87	16	0	880
7:45 - 8:00	12	290	38	1	19	249	34	1	33	47	19	0	107	64	19	0	931
8:00 - 8:15	12	406	61	0	51	253	7	0	18	10	6	0	85	13	21	0	943
8:15 - 8:30	4	351	30	0	59	235	7	0	12	7	0	0	129	17	27	0	878
8:30 - 8:45	12	322	34	0	20	212	8	0	9	9	7	0	140	19	23	0	815
8:45 - 9:00	9	294	83	1	13	287	7	0	11	4	2	0	191	25	15	0	941
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	22	147	13	0	32	237	3	0	2	11	6	1	52	16	21	0	562
14:15 - 14:30	10	196	22	0	29	197	6	0	4	4	0	1	67	34	14	0	583
14:30 - 14:45	22	222	82	0	38	243	13	0	10	43	4	0	96	19	9	0	801
14:45 - 15:00	27	285	65	0	32	275	18	5	14	66	11	9	109	58	14	1	974
15:00 - 15:15	20	299	66	0	32	283	6	0	13	28	9	0	101	22	17	0	896
15:15 - 15:30	17	292	69	0	31	204	3	0	13	29	1	0	74	25	7	0	765
15:30 - 15:45	25	286	93	1	23	293	8	0	4	24	2	0	95	47	11	1	911
15:45 - 16:00	7	329	39	0	38	288	11	0	4	14	2	0	103	32	11	0	878
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	28	276	74	2	42	277	7	0	6	27	10	0	102	27	11	0	887
16:15 - 16:30	13	339	36	0	64	329	3	0	2	30	1	0	103	38	13	0	971
16:30 - 16:45	19	263	52	0	31	316	7	0	7	54	13	0	121	23	12	0	918
16:45 - 17:00	15	319	73	0	56	359	5	0	14	21	2	0	62	16	10	0	952
17:00 - 17:15	12	414	52	0	40	394	6	0	7	17	3	0	107	18	14	0	1084
17:15 - 17:30	39	370	108	0	47	399	15	0	18	34	13	0	85	43	14	1	1185
17:30 - 17:45	23	330	82	0	53	356	18	0	7	34	6	0	128	35	15	0	1087
17:45 - 18:00	21	343	57	0	48	334	21	0	0	17	1	0	80	22	12	0	956

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: 1300 East / Ace Hardware Access
North/South: 1300 East
East/West: Ace Hardware Access
Jurisdiction: Sandy
Project Title: Sego Lily & 1300 East Mixed-Use
Project No: UT22-2107
Weather: Clear

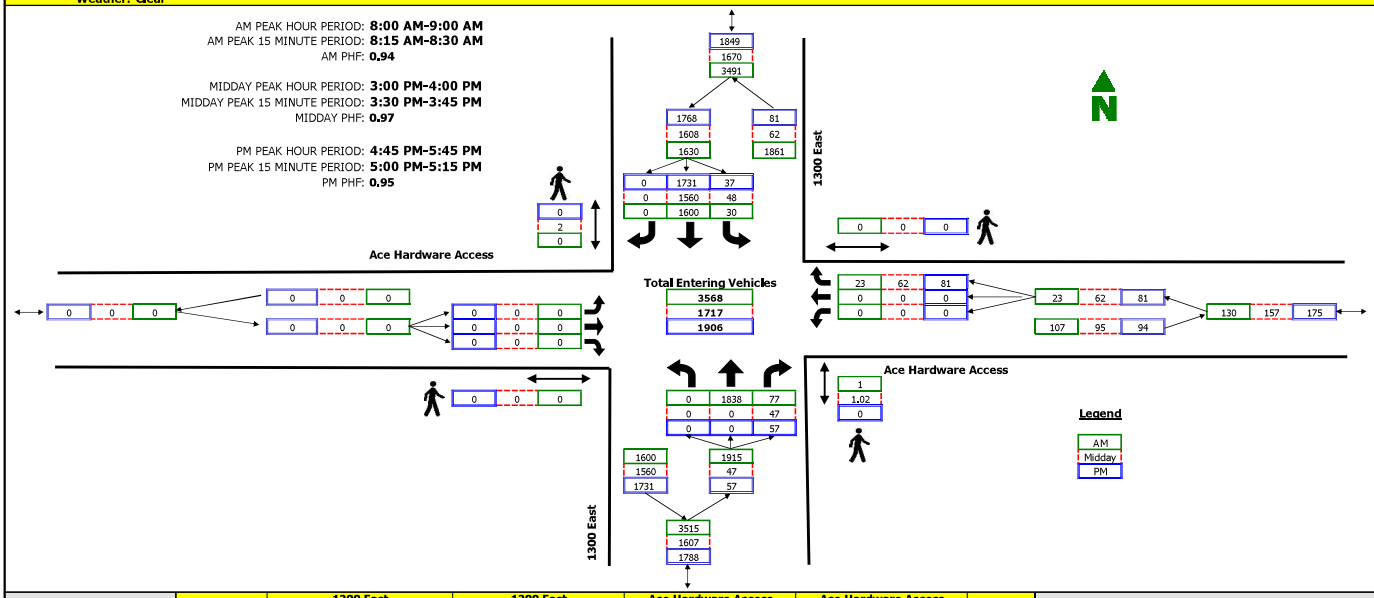
Date: 2-1-22, Tue

COVID Adjustment: 2.0%

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.94**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.97**

PM PEAK HOUR PERIOD: **4:45 PM-5:45 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.95**



RAW COUNT SUMMARIES	1300 East Northbound				1300 East Southbound				Ace Hardware Access Eastbound				Ace Hardware Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	234	0	0	1	187	0	0	0	0	0	0	0	0	0	0	422
7:15 - 7:30	0	253	1	0	2	188	0	0	0	0	0	0	0	0	3	0	447
7:30 - 7:45	0	277	3	0	2	328	0	0	0	0	0	0	0	0	1	0	611
7:45 - 8:00	0	385	3	0	35	398	0	0	0	0	0	0	0	0	5	0	826
8:00 - 8:15	0	471	11	0	8	349	0	0	0	0	0	0	0	0	4	0	843
8:15 - 8:30	0	532	39	0	16	351	0	0	0	0	0	0	0	0	6	0	944
8:30 - 8:45	0	370	17	1	2	371	0	0	0	0	0	0	0	0	9	0	769
8:45 - 9:00	0	429	8	0	3	498	0	0	0	0	0	0	0	0	4	0	942

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	10	0	12	288	0	0	0	0	0	0	0	0	21	0	331
14:15 - 14:30	0	0	12	0	4	278	0	0	0	0	0	0	0	0	11	0	305
14:30 - 14:45	0	0	11	3	6	320	0	0	0	0	0	0	0	0	17	0	354
14:45 - 15:00	0	0	14	0	11	354	0	0	0	0	0	0	0	0	20	0	399
15:00 - 15:15	0	0	9	0	10	388	0	0	0	0	0	0	0	0	14	0	421
15:15 - 15:30	0	0	14	0	10	352	0	2	0	0	0	0	0	0	13	0	389
15:30 - 15:45	0	0	9	1	9	411	0	0	0	0	0	0	0	0	15	0	444
15:45 - 16:00	0	0	14	0	18	378	0	0	0	0	0	0	0	0	19	0	429

PM PEAK 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	15	0	17	355	0	1	0	0	0	0	0	0	32	0	419
16:15 - 16:30	0	0	16	0	14	381	0	0	0	0	0	0	0	0	20	0	431
16:30 - 16:45	0	0	12	0	14	393	0	0	0	0	0	0	0	0	17	0	436
16:45 - 17:00	0	0	14	0	7	392	0	0	0	0	0	0	0	0	27	0	440
17:00 - 17:15	0	0	12	0	10	456	0	0	0	0	0	0	0	0	21	0	499
17:15 - 17:30	0	0	11	0	6	439	0	0	0	0	0	0	0	0	20	0	476
17:30 - 17:45	0	0	19	0	13	410	0	0	0	0	0	0	0	0	11	0	453
17:45 - 18:00	0	0	17	0	6	362	0	0	0	0	0	0	0	0	24	0	409

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: 1300 East / 24-Hr Fitness Access
North/South: 1300 East
East/West: 24-Hr Fitness Access
Jurisdiction: Sandy
Project Title: Sego Lily & 1300 East Mixed-Use
Project No: UT22-2107
Weather: Clear

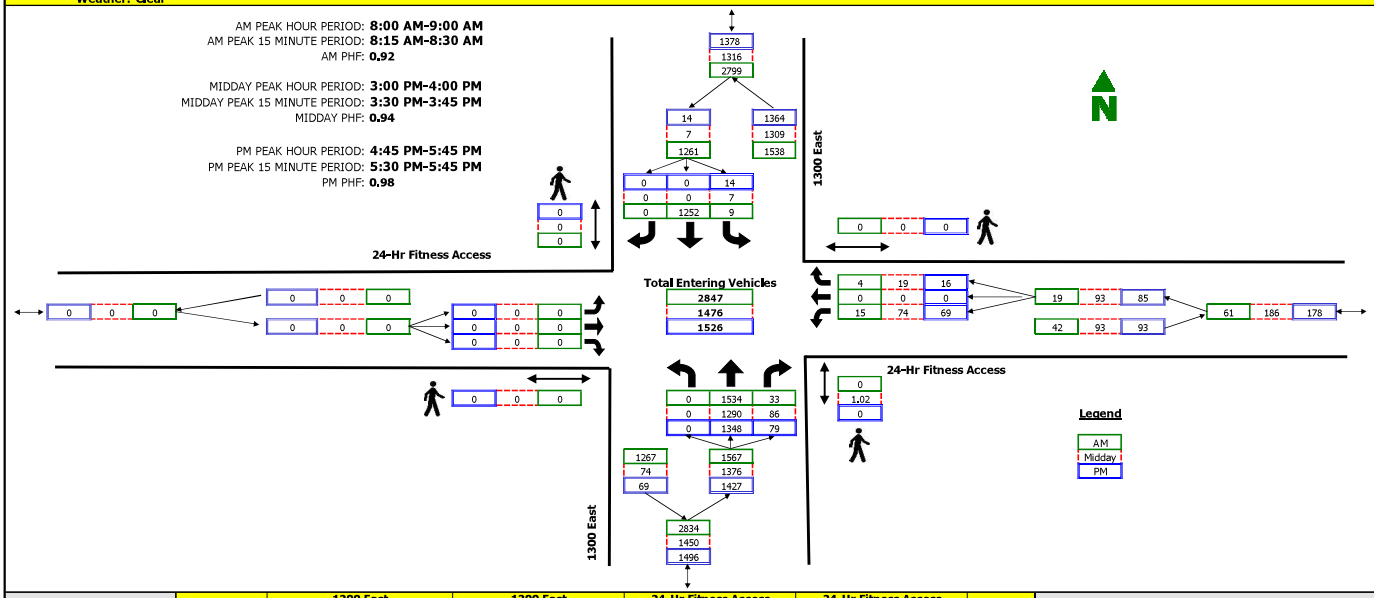
Date: 2-1-22, Tue

COVID Adjustment: 2.0%

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.92**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.94**

PM PEAK HOUR PERIOD: **4:45 PM-5:45 PM**
PM PEAK 15 MINUTE PERIOD: **5:30 PM-5:45 PM**
PM PHF: **0.98**



RAW COUNT SUMMARIES	1300 East Northbound				1300 East Southbound				24-Hr Fitness Access Eastbound				24-Hr Fitness Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK 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	207	4	0	1	160	0	1	0	0	0	0	2	0	0	0	374
7:15 - 7:30	0	253	6	0	0	168	0	0	0	0	0	0	3	0	2	0	432
7:30 - 7:45	0	258	4	0	0	260	0	0	0	0	0	1	5	0	0	0	527
7:45 - 8:00	0	322	4	0	1	329	0	0	0	0	0	1	4	0	0	0	660
8:00 - 8:15	0	392	6	0	2	270	0	0	0	0	0	0	1	0	0	0	671
8:15 - 8:30	0	464	9	0	2	296	0	0	0	0	0	0	2	0	2	0	775
8:30 - 8:45	0	303	9	0	3	289	0	0	0	0	0	0	6	0	0	0	610
8:45 - 9:00	0	345	8	0	2	372	0	0	0	0	0	0	6	0	2	0	735

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	199	11	0	1	0	0	0	0	0	0	0	14	0	5	0	230
14:15 - 14:30	0	210	18	0	3	0	0	0	0	0	0	0	19	0	2	0	252
14:30 - 14:45	0	316	17	0	2	0	0	0	0	0	0	0	14	0	4	1	353
14:45 - 15:00	0	275	15	2	1	0	0	0	0	0	0	0	17	0	1	0	309
15:00 - 15:15	0	335	20	0	3	0	0	0	0	0	0	0	16	0	9	0	383
15:15 - 15:30	0	302	18	0	2	0	0	0	0	0	0	0	24	0	4	0	350
15:30 - 15:45	0	348	22	1	1	0	0	0	0	0	0	0	17	0	4	0	392
15:45 - 16:00	0	280	24	0	1	0	0	0	0	0	0	0	16	0	2	0	323

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	281	14	0	5	0	0	0	0	0	0	0	23	0	2	0	325
16:15 - 16:30	0	300	21	0	3	0	0	0	0	0	0	0	17	0	3	0	344
16:30 - 16:45	0	257	17	0	1	0	0	0	0	0	0	0	17	0	4	0	296
16:45 - 17:00	0	332	16	0	2	0	0	0	0	0	0	0	21	0	5	0	376
17:00 - 17:15	0	312	21	0	5	0	0	0	0	0	0	0	21	0	4	0	363
17:15 - 17:30	0	334	20	0	2	0	0	0	0	0	0	0	7	0	4	0	367
17:30 - 17:45	0	344	20	0	5	0	0	0	0	0	0	0	19	0	3	0	391
17:45 - 18:00	0	314	16	0	1	0	0	0	0	0	0	0	18	0	4	0	353

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

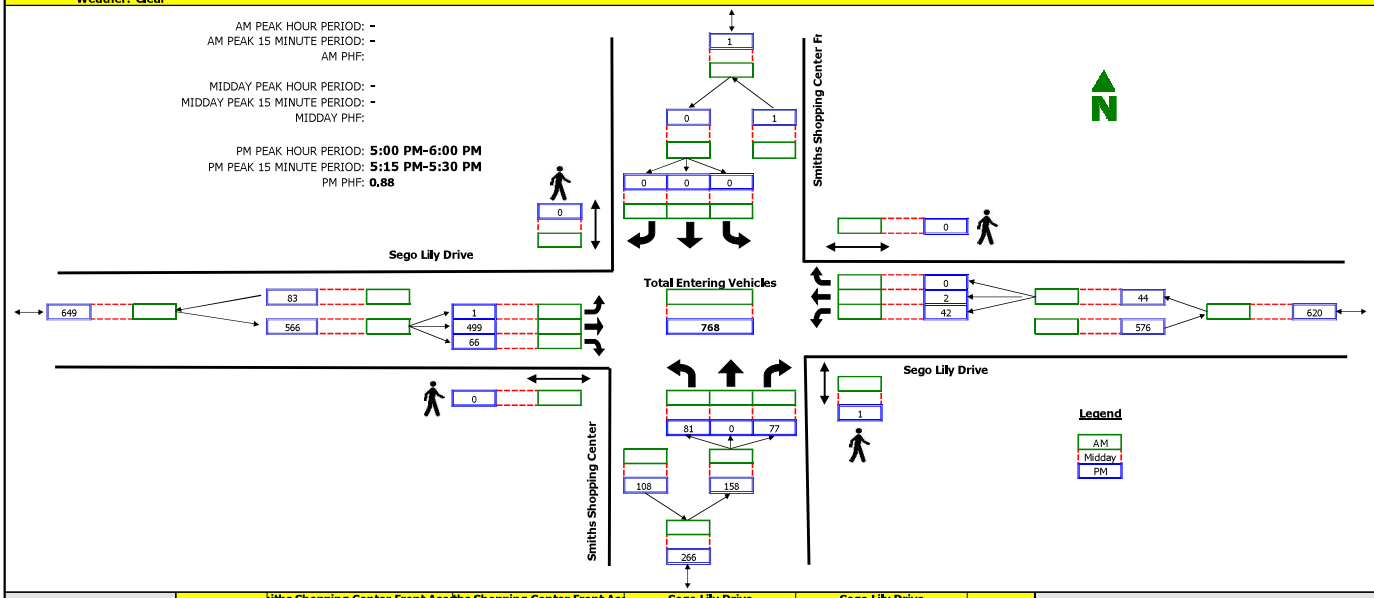
Intersection Turning Movement Summary

Intersection: Smiths Shopping Center Front Access / Sego Lily Drive
Date: 3-3-22, Thu
North/South: Smiths Shopping Center Front Access
East/West: Sego Lily Drive
Jurisdiction: Sandy
Project Title: Sego Lily & 1300 East Mixed-Use
Project No: 2107
Weather: Clear

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF:

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.88**



RAW COUNT SUMMARIES	iths Shopping Center Front Acc Northbound				ths Shopping Center Front Acc Southbound				Sego Lily Drive Eastbound				Sego Lily Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	31	0	17	0	0	0	0	0	0	82	30	0	5	0	0	1	165
16:15 - 16:30	22	0	18	0	0	0	0	0	0	81	21	0	7	0	0	0	149
16:30 - 16:45	23	0	14	1	0	0	0	0	0	88	21	0	6	0	0	0	152
16:45 - 17:00	25	0	11	0	0	0	0	0	0	85	17	0	10	0	0	0	148
17:00 - 17:15	23	0	29	0	0	0	0	0	0	129	13	0	12	0	0	0	206
17:15 - 17:30	23	0	22	0	0	0	0	0	0	141	21	0	10	0	0	0	217
17:30 - 17:45	16	0	11	1	0	0	0	0	0	119	15	0	7	1	0	0	169
17:45 - 18:00	19	0	15	0	0	0	0	0	1	110	17	0	13	1	0	0	176

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

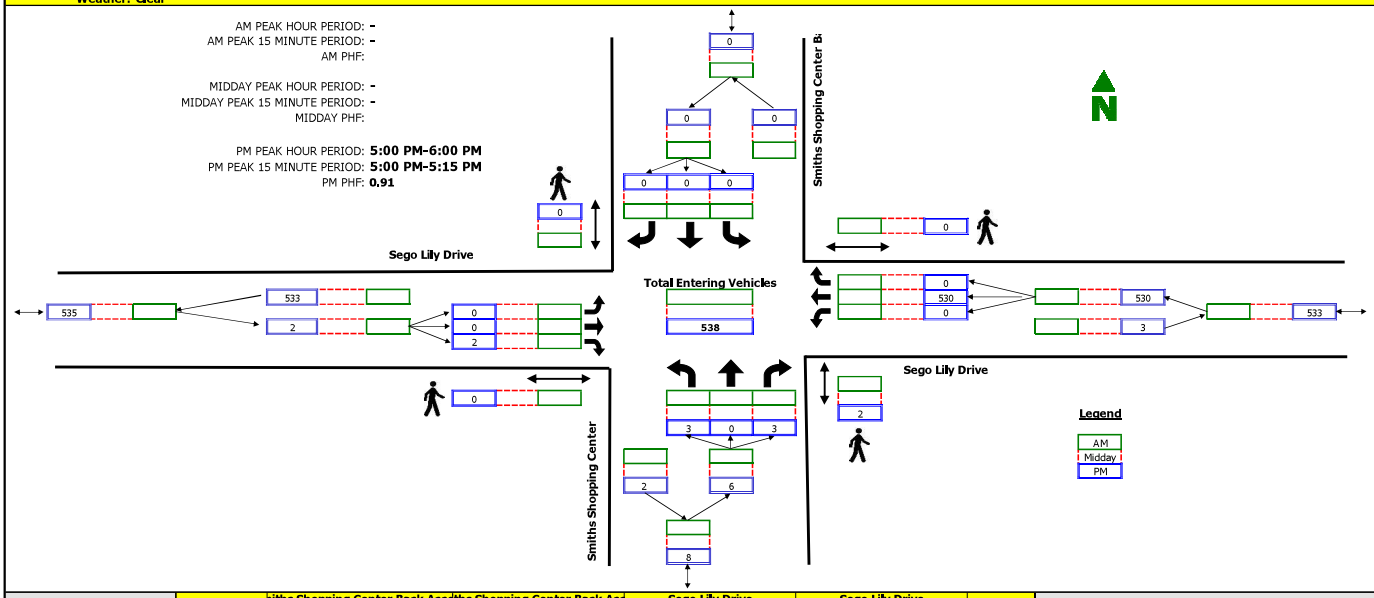
Intersection Turning Movement Summary

Intersection: Smiths Shopping Center Back Access / Sego Lily Drive
Date: 3-3-22, Thu
North/South: Smiths Shopping Center Back Access
East/West: Sego Lily Drive
Jurisdiction: Sandy
Project Title: Sego Lily & 1300 East Mixed-Use
Project No: 2107
Weather: Clear

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF:

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.91**



RAW COUNT SUMMARIES	hiths Shopping Center Back Acc Northbound				ths Shopping Center Back Acc Southbound				Sego Lily Drive Eastbound				Sego Lily Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	0	3	1	0	0	0	0	0	0	1	0	1	132	0	0	139
16:15 - 16:30	0	0	0	0	0	0	0	0	1	0	2	0	0	124	1	0	128
16:30 - 16:45	1	0	1	2	0	0	0	0	0	0	1	1	0	119	0	0	122
16:45 - 17:00	2	0	0	0	0	0	0	0	0	0	0	0	0	114	0	0	116
17:00 - 17:15	2	0	0	0	0	0	0	0	0	0	1	0	0	145	0	0	148
17:15 - 17:30	1	0	2	0	0	0	0	0	0	0	0	0	0	128	0	0	131
17:30 - 17:45	0	0	1	0	0	0	0	0	0	0	1	0	0	125	0	0	127
17:45 - 18:00	0	0	0	2	0	0	0	0	0	0	0	0	0	132	0	0	132

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

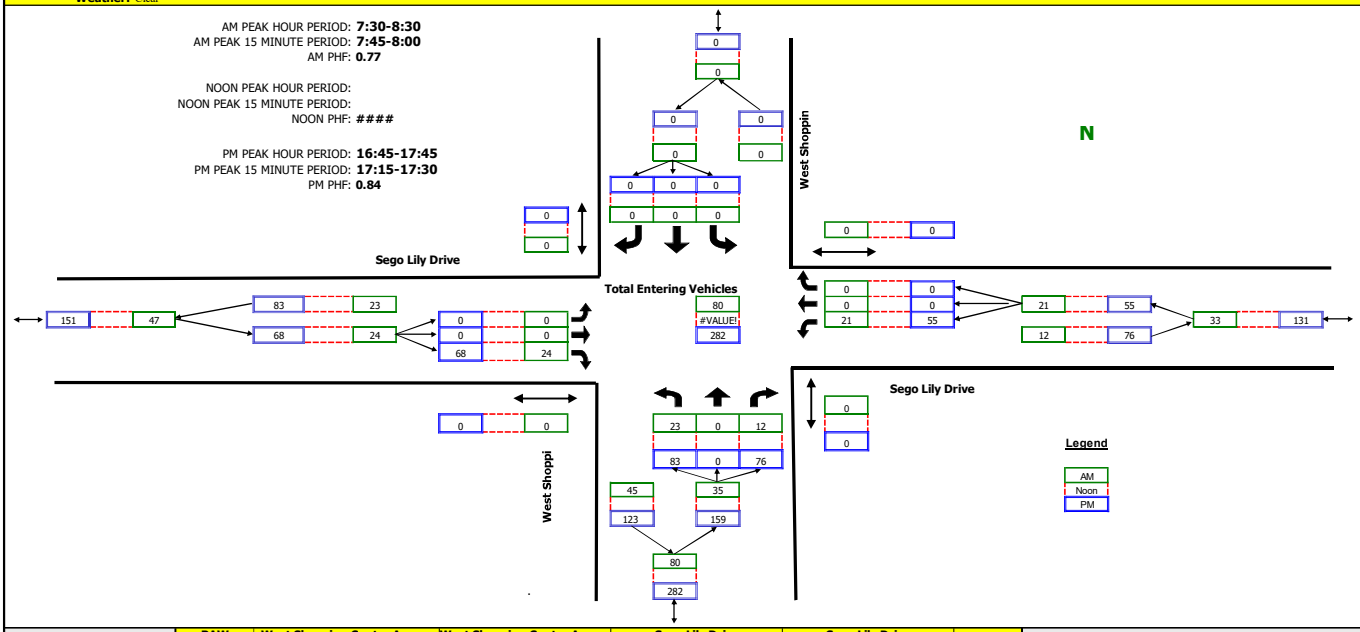
Intersection: West Shopping Center Access / Sego Lily Drive
North/South: West Shopping Center Access
East/West: Sego Lily Drive
Jurisdiction: Sandy, UT
Project Title: 1300 East Sego Lily Drive
Project No: P472
Weather: Clear

Date: 4-17-13, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #:
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30-8:30**
AM PEAK 15 MINUTE PERIOD: **7:45-8:00**
AM PHF: **0.77**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:45-17:45**
PM PEAK 15 MINUTE PERIOD: **17:15-17:30**
PM PHF: **0.84**



RAW COUNT SUMMARIES	West Shopping Center Access Northbound				West Shopping Center Access Southbound				Sego Lily Drive Eastbound				Sego Lily Drive 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	0	4	0	0	0	0	0	0	0	5	0	6	0	0	0	17
7:15-7:30	1	0	2	0	0	0	0	0	0	0	3	0	3	0	0	0	9
7:30-7:45	4	0	2	0	0	0	0	0	0	0	7	0	1	0	0	0	14
7:45-8:00	8	0	4	0	0	0	0	0	0	0	9	0	5	0	0	0	26
8:00-8:15	5	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	18
8:15-8:30	6	0	6	0	0	0	0	0	0	0	3	0	7	0	0	0	22
8:30-8:45	1	0	3	0	0	0	0	0	0	0	3	0	2	0	0	0	9
8:45-9:00	4	0	3	0	0	0	0	0	0	0	8	0	8	0	0	0	23
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
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
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	18	0	9	0	0	0	0	0	0	0	10	0	10	0	0	0	47
16:15-16:30	10	0	8	0	0	0	0	0	0	0	19	0	9	0	0	0	46
16:30-16:45	14	0	15	0	0	0	0	0	0	0	20	0	11	0	0	0	60
16:45-17:00	19	0	19	0	0	0	0	0	0	0	17	0	14	0	0	0	69
17:00-17:15	13	0	16	0	0	0	0	0	0	0	16	0	14	0	0	0	59
17:15-17:30	27	0	20	0	0	0	0	0	0	0	21	0	16	0	0	0	84
17:30-17:45	24	0	21	0	0	0	0	0	0	0	14	0	11	0	0	0	70
17:45-18:00	17	0	15	0	0	0	0	0	0	0	23	0	13	0	0	0	68

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

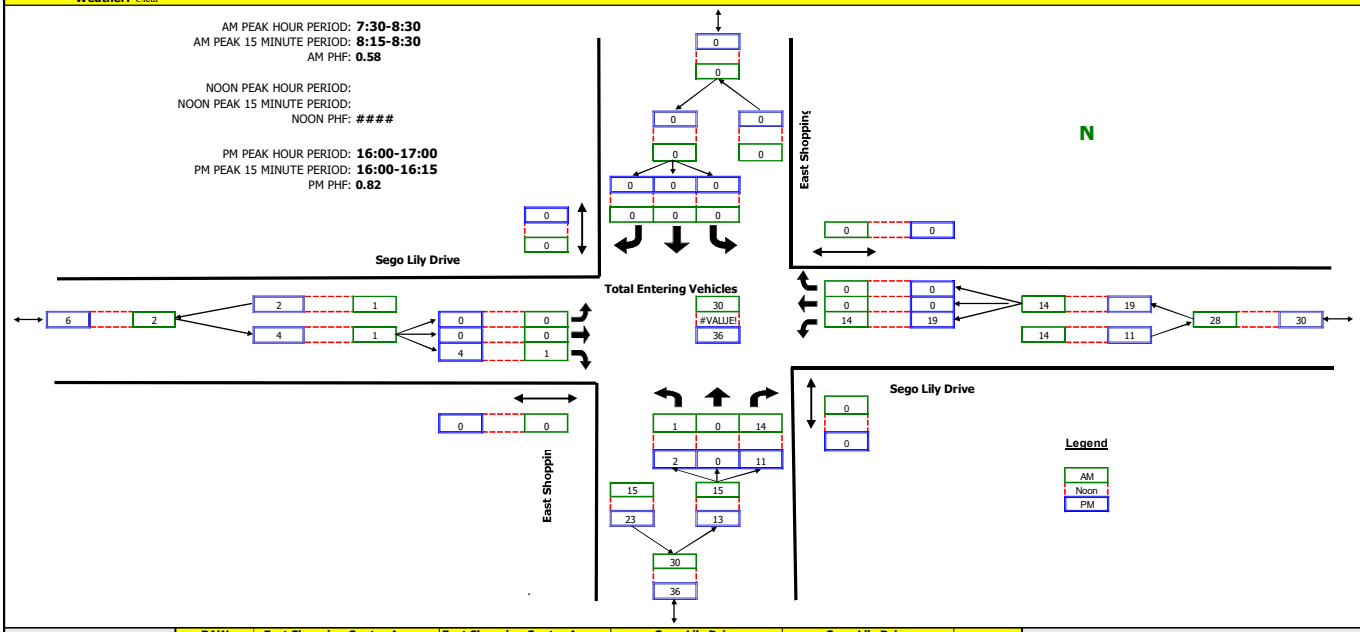
Intersection: East Shopping Center Access / Sego Lily Drive
North/South: East Shopping Center Access
East/West: Sego Lily Drive
Jurisdiction: Sandy, UT
Project Title: 1300 East Sego Lily Drive
Project No: P472
Weather: Clear

Date: 4-17-13, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #:
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30-8:30**
AM PEAK 15 MINUTE PERIOD: **8:15-8:30**
AM PHF: **0.58**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
PM PHF: **0.82**



RAW COUNT SUMMARIES	East Shopping Center Access Northbound				East Shopping Center Access Southbound				Sego Lily Drive Eastbound				Sego Lily Drive 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	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
7:15-7:30	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4
7:30-7:45	1	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	6
7:45-8:00	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	6
8:00-8:15	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	5
8:15-8:30	0	0	3	0	0	0	0	0	0	0	1	0	9	0	0	0	13
8:30-8:45	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	4
8:45-9:00	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	0	8
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
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
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	4	0	0	0	0	0	0	0	0	0	7	0	0	0	11
16:15-16:30	0	0	2	0	0	0	0	0	0	0	2	0	6	0	0	0	10
16:30-16:45	0	0	3	0	0	0	0	0	0	0	2	0	3	0	0	0	8
16:45-17:00	2	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	7
17:00-17:15	0	0	4	0	0	0	0	0	0	0	1	0	4	0	0	0	9
17:15-17:30	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	6
17:30-17:45	2	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	7
17:45-18:00	0	0	6	0	0	0	0	0	0	0	1	0	3	0	0	0	10

APPENDIX B

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: 1300 East & Buttercup Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,496	1,468	98	6.7	*A*
	R	80	75	94	6.9	*A*
	Subtotal	1,576	1,543	98	6.7	*A*
SB	T	1,766	1,769	100	1.1	*A*
	Subtotal	1,766	1,769	100	1.1	*A*
WB	***R***	***91***	***88***	***96***	***24.8***	***C***
	Subtotal	91	88	97	24.8	*C*
Total		3,433	3,400	99	4.2	*A*

Intersection: 1300 East & Sego Lily Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	97	95	98	70.2	*E*
	T	1,486	1,460	98	34.3	*C*
	R	305	292	96	9.9	*A*
	Subtotal	1,888	1,847	98	32.3	*C*
SB	L	192	187	98	67.7	*E*
	T	1,514	1,515	100	25.9	*C*
	R	61	62	102	8.4	*A*
	Subtotal	1,767	1,764	100	29.7	*C*
EB	L	33	30	92	71.1	*E*
	T	104	103	99	69.0	*E*
	R	23	23	101	27.0	*C*
	Subtotal	160	156	98	63.2	*E*
WB	L	408	413	101	58.6	*E*
	T	121	122	101	46.9	*D*
	R	56	56	100	22.0	*C*
	Subtotal	585	591	101	52.7	*D*
Total		4,400	4,358	99	42.1	*D*

SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: NW Ace & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***83***	***83***	***100***	***21.0***	***C***
	R	76	81	107	5.1	*A*
	Subtotal	159	164	103	13.1	*B*
EB	T	534	514	96	1.9	*A*
	R	68	70	103	1.3	*A*
	Subtotal	602	584	97	1.8	*A*
WB	L	55	51	92	7.1	*A*
	T	501	508	101	0.4	*A*
	Subtotal	556	559	101	1.0	*A*
Total		1,317	1,307	99	2.9	*A*

Intersection: NE Ace & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***2***	***1***	***50***	***19.3***	***C***
	R	11	12	107	5.0	*A*
	Subtotal	13	13	100	6.1	*A*
EB	T	606	591	98	0.5	*A*
	R	4	4	100	0.2	*A*
	Subtotal	610	595	98	0.5	*A*
WB	L	19	18	94	4.6	*A*
	T	554	558	101	0.6	*A*
	Subtotal	573	576	101	0.7	*A*
Total		1,197	1,184	99	0.7	*A*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: Eagle Cliff Way/Petunia Way & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***5***	***100***	***19.5***	***C***
	Subtotal	5	5	100	19.5	*C*
SB	L	3	3	100	14.2	*B*
	T	4	4	100	18.2	*C*
	R	260	262	101	7.5	*A*
	Subtotal	267	269	101	7.7	*A*
EB	L	225	212	94	4.5	*A*
	T	374	373	100	0.5	*A*
	R	18	18	99	0.4	*A*
	Subtotal	617	603	98	1.9	*A*
WB	T	308	309	100	1.2	*A*
	R	10	9	88	0.5	*A*
	Subtotal	318	318	100	1.2	*A*
Total		1,207	1,195	99	3.1	*A*

Intersection: 1300 East & West Ace
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,807	1,798	99	16.4	*C*
	R	57	58	101	13.7	*B*
	Subtotal	1,864	1,856	100	16.3	*C*
SB	L	37	38	103	51.5	*F*
	T	1,907	1,912	100	4.4	*A*
	Subtotal	1,944	1,950	100	5.3	*A*
WB	***R***	***81***	***51***	***63***	***534.3***	***F***
	Subtotal	81	51	63	534.3	*F*
Total		3,890	3,857	99	19.6	*C*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: 1300 East & 24-Hr Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,848	1,844	100	2.0	*A*
	R	79	80	101	0.7	*A*
	Subtotal	1,927	1,924	100	1.9	*A*
SB	L	14	15	105	50.5	*F*
	T	1,894	1,898	100	2.4	*A*
	Subtotal	1,908	1,913	100	2.8	*A*
WB	***L***	***69***	***71***	***103***	***62.9***	***F***
	R	16	17	105	53.6	*F*
	Subtotal	85	88	104	61.1	*F*
Total		3,920	3,925	100	3.7	*A*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: 1300 East & Buttercup Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,516	1,461	96	1.1	*A*
	R	84	78	93	0.7	*A*
	Subtotal	1,600	1,539	96	1.1	*A*
SB	T	1,792	1,787	100	1.1	*A*
	Subtotal	1,792	1,787	100	1.1	*A*
WB	***R***	***91***	***89***	***98***	***18.2***	***C***
	Subtotal	91	89	98	18.2	*C*
Total		3,483	3,415	98	1.5	*A*

Intersection: 1300 East & Sego Lily Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	97	92	95	68.2	*E*
	T	1,547	1,492	96	29.9	*C*
	R	305	295	97	10.3	*B*
	Subtotal	1,949	1,879	96	28.7	*C*
SB	L	192	193	101	81.4	*F*
	T	1,514	1,513	100	22.6	*C*
	R	61	59	97	6.5	*A*
	Subtotal	1,767	1,765	100	28.5	*C*
EB	L	43	39	91	78.1	*E*
	T	104	107	103	81.1	*F*
	R	23	25	110	27.0	*C*
	Subtotal	170	171	101	72.5	*E*
WB	L	453	444	98	68.0	*E*
	T	128	127	99	53.9	*D*
	R	61	56	92	26.5	*C*
	Subtotal	642	627	98	61.4	*E*
Total		4,528	4,442	98	38.8	*D*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: NW Ace & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***85***	***86***	***101***	***30.6***	***D***
	R	76	78	103	5.8	*A*
	Subtotal	161	164	102	18.8	*C*
EB	T	534	529	99	1.9	*A*
	R	68	68	100	1.3	*A*
	Subtotal	602	597	99	1.8	*A*
WB	L	74	72	97	7.0	*A*
	T	557	541	97	0.9	*A*
	Subtotal	631	613	97	1.6	*A*
Total		1,394	1,374	99	3.8	*A*

Intersection: NE Ace/South Access & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***11***	***12***	***107***	***5.7***	***A***
	Subtotal	11	12	109	5.7	*A*
SB	R	57	57	100	5.0	*A*
	Subtotal	57	57	100	5.0	*A*
EB	T	606	602	99	0.5	*A*
	R	4	4	100	0.2	*A*
	Subtotal	610	606	99	0.5	*A*
WB	T	574	555	97	0.9	*A*
	R	5	5	100	0.5	*A*
	Subtotal	579	560	97	0.9	*A*
Total		1,257	1,235	98	1.0	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: Eagle Cliff Way/Petunia Way & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***4***	***80***	***22.0***	***C***
	Subtotal	5	4	80	22.0	*C*
SB	L	5	5	100	14.9	*B*
	T	4	3	75	21.0	*C*
	R	261	252	97	7.4	*A*
	Subtotal	270	260	96	7.7	*A*
EB	L	225	223	99	4.5	*A*
	T	374	372	99	0.4	*A*
	R	18	19	104	0.4	*A*
	Subtotal	617	614	100	1.9	*A*
WB	T	312	303	97	1.1	*A*
	R	10	12	117	0.5	*A*
	Subtotal	322	315	98	1.1	*A*
Total		1,214	1,193	98	3.0	*A*

Intersection: 1300 East & West Ace
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,868	1,808	97	9.5	*A*
	R	57	58	101	6.8	*A*
	Subtotal	1,925	1,866	97	9.4	*A*
SB	L	37	36	97	58.9	*F*
	T	1,952	1,944	100	4.2	*A*
	Subtotal	1,989	1,980	100	5.2	*A*
WB	***R***	***81***	***70***	***86***	***318.7***	***F***
	Subtotal	81	70	86	318.7	*F*
Total		3,996	3,916	98	13.4	*B*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: 1300 East & 24-Hr Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,909	1,853	97	1.6	*A*
	R	79	74	94	0.5	*A*
	Subtotal	1,988	1,927	97	1.6	*A*
SB	L	14	15	105	46.2	*E*
	T	1,938	1,929	100	2.3	*A*
	Subtotal	1,952	1,944	100	2.6	*A*
WB	***L***	***69***	***70***	***102***	***60.9***	***F***
	R	16	17	105	50.2	*F*
	Subtotal	85	87	102	58.8	*F*
Total		4,025	3,958	98	3.4	*A*

Intersection: 1300 East & West Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,580	1,519	96	6.0	*A*
	R	71	69	98	4.8	*A*
	Subtotal	1,651	1,588	96	5.9	*A*
SB	***L***	***26***	***24***	***93***	***21.9***	***C***
	T	1,766	1,763	100	1.9	*A*
	Subtotal	1,792	1,787	100	2.2	*A*
WB	R	19	19	99	15.6	*C*
	Subtotal	19	19	100	15.6	*C*
Total		3,462	3,394	98	4.0	*A*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: 1300 East & Buttercup Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,555	1,524	98	6.6	*A*
	R	85	84	99	7.0	*A*
	Subtotal	1,640	1,608	98	6.6	*A*
SB	T	1,835	1,814	99	1.3	*A*
	Subtotal	1,835	1,814	99	1.3	*A*
WB	***R***	***95***	***96***	***101***	***26.4***	***D***
	Subtotal	95	96	101	26.4	*D*
Total		3,570	3,518	99	4.4	*A*

Intersection: 1300 East & Sego Lily Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	105	96	61.2	*E*
	T	1,546	1,513	98	32.6	*C*
	R	315	299	95	10.6	*B*
	Subtotal	1,971	1,917	97	30.7	*C*
SB	L	195	188	96	81.3	*F*
	T	1,570	1,556	99	29.4	*C*
	R	70	73	105	10.7	*B*
	Subtotal	1,835	1,817	99	34.0	*C*
EB	L	35	35	100	80.2	*F*
	T	115	117	102	87.2	*F*
	R	25	26	105	26.1	*C*
	Subtotal	175	178	102	76.9	*E*
WB	L	410	416	101	81.1	*F*
	T	126	124	98	57.5	*E*
	R	60	61	102	28.0	*C*
	Subtotal	596	601	101	70.8	*E*
Total		4,577	4,513	99	48.4	*D*

SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: NW Ace & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***85***	***82***	***96***	***52.5***	***F***
	R	80	79	99	9.1	*A*
	Subtotal	165	161	98	31.2	*D*
EB	T	556	532	96	2.1	*A*
	R	70	71	102	1.3	*A*
	Subtotal	626	603	96	2.0	*A*
WB	L	55	53	96	7.0	*A*
	T	510	517	101	1.9	*A*
	Subtotal	565	570	101	2.4	*A*
Total		1,355	1,334	98	5.7	*A*

Intersection: NE Ace & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***4***	***80***	***24.6***	***C***
	R	15	17	111	8.7	*A*
	Subtotal	20	21	105	11.7	*B*
EB	T	631	606	96	0.6	*A*
	R	5	6	120	0.2	*A*
	Subtotal	636	612	96	0.6	*A*
WB	L	20	19	96	4.9	*A*
	T	560	567	101	2.2	*A*
	Subtotal	580	586	101	2.3	*A*
Total		1,236	1,219	99	1.6	*A*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: Eagle Cliff Way/Petunia Way & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	19.9	*C*
	T	1	1	100	11.2	*B*
	R	5	4	80	3.9	*A*
	Subtotal	11	10	91	12.6	*B*
SB	L	5	5	100	20.8	*C*
	T	***5***	***6***	***120***	***24.1***	***C***
	R	275	278	101	8.2	*A*
	Subtotal	285	289	101	8.7	*A*
EB	L	240	231	96	4.6	*A*
	T	386	373	97	0.5	*A*
	R	20	18	91	0.4	*A*
	Subtotal	646	622	96	2.0	*A*
WB	L	5	4	80	3.6	*A*
	T	300	304	101	1.3	*A*
	R	10	11	107	0.6	*A*
	Subtotal	315	319	101	1.3	*A*
Total		1,257	1,240	99	3.5	*A*

Intersection: 1300 East & West Ace
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,886	1,872	99	19.3	*C*
	R	60	55	92	15.1	*C*
	Subtotal	1,946	1,927	99	19.2	*C*
SB	L	40	38	95	61.8	*F*
	T	1,966	1,959	100	4.6	*A*
	Subtotal	2,006	1,997	100	5.7	*A*
WB	***R***	***85***	***46***	***54***	***652.3***	***F***
	Subtotal	85	46	54	652.3	*F*
Total		4,036	3,970	98	22.1	*C*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: 1300 East & 24-Hr Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,926	1,915	99	1.8	*A*
	R	80	81	101	0.5	*A*
	Subtotal	2,006	1,996	100	1.7	*A*
SB	L	15	12	79	48.3	*E*
	T	1,950	1,944	100	2.6	*A*
	Subtotal	1,965	1,956	100	2.9	*A*
WB	***L***	***70***	***69***	***99***	***118.3***	***F***
	R	20	19	96	44.2	*E*
	Subtotal	90	88	98	102.3	*F*
Total		4,061	4,040	99	4.6	*A*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: 1300 East & Buttercup Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,576	1,540	98	1.4	*A*
	R	89	87	97	0.9	*A*
	Subtotal	1,665	1,627	98	1.4	*A*
SB	T	1,861	1,839	99	2.9	*A*
	Subtotal	1,861	1,839	99	2.9	*A*
WB	***R***	***95***	***92***	***97***	***27.8***	***D***
	Subtotal	95	92	97	27.8	*D*
Total		3,622	3,558	98	2.6	*A*

Intersection: 1300 East & Sego Lily Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	108	98	97.4	*F*
	T	1,607	1,570	98	24.0	*C*
	R	315	312	99	7.4	*A*
	Subtotal	2,032	1,990	98	25.4	*C*
SB	L	195	183	94	170.4	*F*
	T	1,570	1,550	99	34.0	*C*
	R	70	68	97	12.3	*B*
	Subtotal	1,835	1,801	98	47.0	*D*
EB	L	45	41	91	71.0	*E*
	T	115	116	101	73.2	*E*
	R	25	27	109	31.5	*C*
	Subtotal	185	184	99	66.6	*E*
WB	L	455	446	98	97.0	*F*
	T	132	131	99	53.1	*D*
	R	65	69	107	32.2	*C*
	Subtotal	652	646	99	81.2	*F*
Total		4,704	4,621	98	50.6	*D*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: NW Ace & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***90***	***82***	***91***	***100.7***	***F***
	R	80	82	102	13.0	*B*
	Subtotal	170	164	96	56.9	*F*
EB	T	556	542	98	1.9	*A*
	R	70	68	97	1.3	*A*
	Subtotal	626	610	97	1.8	*A*
WB	L	75	80	107	6.6	*A*
	T	562	572	102	3.7	*A*
	Subtotal	637	652	102	4.1	*A*
Total		1,433	1,426	100	9.4	*A*

Intersection: NE Ace/South Access & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	15	17	111	6.1	*A*
	Subtotal	15	17	113	6.1	*A*
SB	***R***	***57***	***57***	***100***	***10.8***	***B***
	Subtotal	57	57	100	10.8	*B*
EB	T	631	617	98	0.6	*A*
	R	5	8	160	0.3	*A*
	Subtotal	636	625	98	0.6	*A*
WB	T	580	595	103	3.2	*A*
	R	5	7	140	1.7	*A*
	Subtotal	585	602	103	3.2	*A*
Total		1,293	1,301	101	2.3	*A*

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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: Eagle Cliff Way/Petunia Way & Sego Lily Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	15.7	*C*
	T	1	1	100	8.9	*A*
	R	5	7	140	4.6	*A*
	Subtotal	11	13	118	9.2	*A*
SB	L	7	7	97	12.4	*B*
	T	***5***	***4***	***80***	***24.2***	***C***
	R	276	278	101	8.6	*A*
	Subtotal	288	289	100	8.9	*A*
EB	L	240	230	96	4.9	*A*
	T	386	385	100	0.5	*A*
	R	20	19	96	0.3	*A*
	Subtotal	646	634	98	2.1	*A*
WB	L	5	4	80	3.6	*A*
	T	304	320	105	1.3	*A*
	R	10	11	107	0.5	*A*
	Subtotal	319	335	105	1.3	*A*
Total		1,264	1,271	101	3.5	*A*

Intersection: 1300 East & West Ace
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,946	1,910	98	11.8	*B*
	R	60	61	102	9.3	*A*
	Subtotal	2,006	1,971	98	11.7	*B*
SB	L	40	36	90	45.1	*E*
	T	2,010	1,988	99	4.8	*A*
	Subtotal	2,050	2,024	99	5.5	*A*
WB	***R***	***85***	***83***	***98***	***126.4***	***F***
	Subtotal	85	83	98	126.4	*F*
Total		4,141	4,078	98	11.2	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2107*

Intersection: 1300 East & 24-Hr Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,986	1,955	98	2.0	*A*
	R	80	80	100	0.8	*A*
	Subtotal	2,066	2,035	98	2.0	*A*
SB	L	15	14	92	41.4	*E*
	T	1,995	1,976	99	3.5	*A*
	Subtotal	2,010	1,990	99	3.8	*A*
WB	***L***	***70***	***70***	***100***	***67.8***	***F***
	R	20	19	96	43.6	*E*
	Subtotal	90	89	99	62.6	*F*
Total		4,166	4,114	99	4.2	*A*

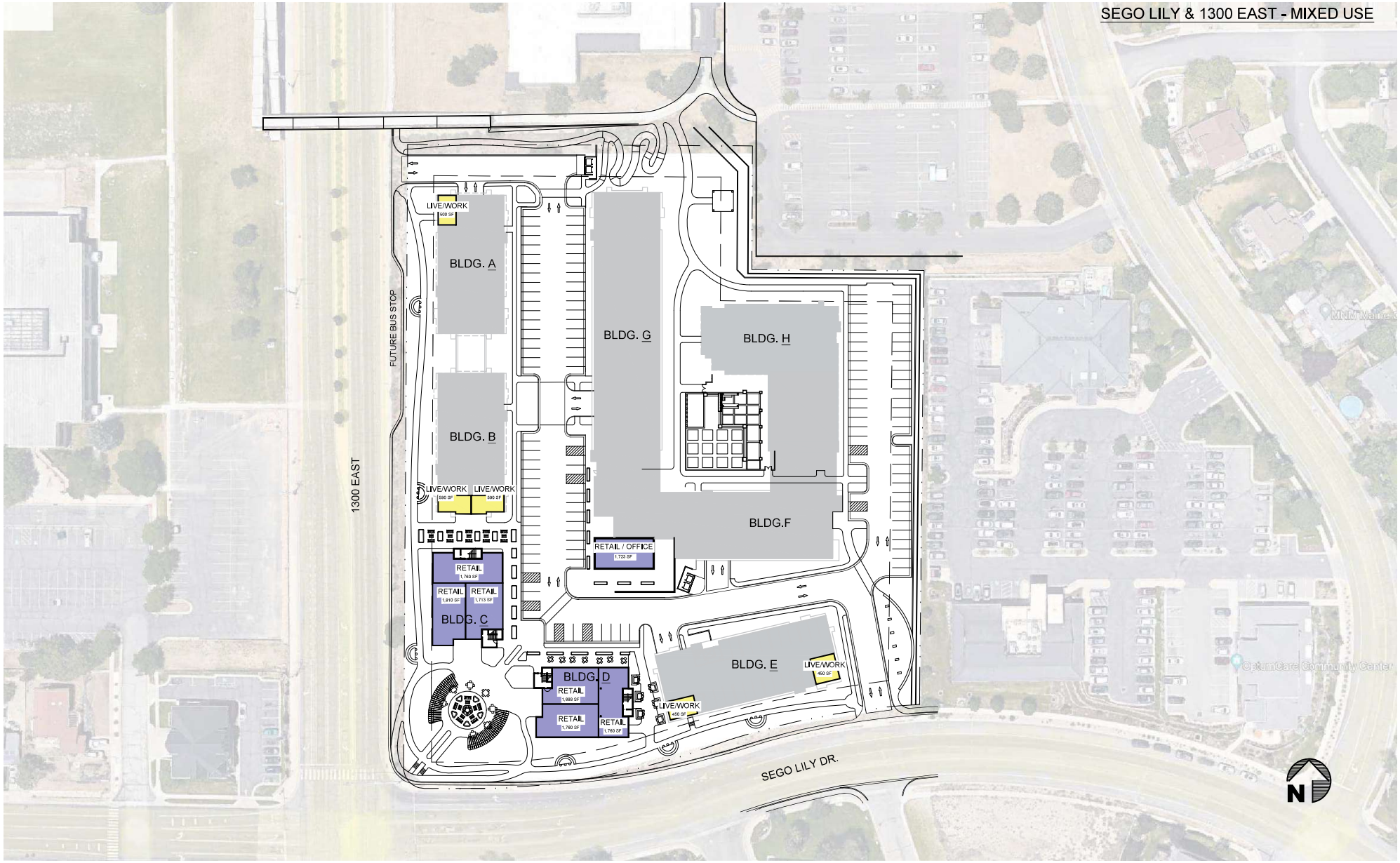
Intersection: 1300 East & West Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,645	1,607	98	7.0	*A*
	R	71	69	98	5.6	*A*
	Subtotal	1,716	1,676	98	6.9	*A*
SB	***L***	***26***	***25***	***97***	***27.3***	***D***
	T	1,836	1,809	99	6.2	*A*
	Subtotal	1,862	1,834	98	6.5	*A*
WB	R	19	22	114	15.7	*C*
	Subtotal	19	22	116	15.7	*C*
Total		3,597	3,532	98	6.7	*A*

APPENDIX C

Site Plan

SEGO LILY & 1300 EAST - MIXED USE



SANDY - SEGO LILY MIXED USE | COMMERCIAL SPACE | 23.02.02

DESERT EDGE architecture

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Sandy Sego Lily & 1300 East Mixed-Use 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
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Project #: UT22-2107

Intersection	NB						SB				EB				WB			
	L	LR	LTR	R	T	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T
01: 1300 East & Buttercup Dr																	100	
02: 1300 East & Sego Lily Dr	250			150	350		325	225	525		100	50	175		275		75	175
03: NW Ace & Sego Lily Dr	100			50											75			
04: NE Ace & Sego Lily Dr		50													50			
05: Eagle Cliff Way/Petunia Way & Sego Lily Dr										125	75							
06: 1300 East & West Ace					400	450	75		50								425	
07: 1300 East & 24-Hr Access							50									150		

SimTraffic Queueing Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS

Analysis: Existing (2022) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2107

Intersection	NB					SB				EB				WB				
	L	LTR	R	T	TR	L	R	T	TR	L	R	T	TR	L	LR	R	T	TR
01: 1300 East & Buttercup Dr								50								100		
02: 1300 East & Sego Lily Dr	250		150	375		350	175	475		100	75	200		300		100	175	
03: NW Ace & Sego Lily Dr	125		75											75			50	
04: NE Ace/South Access & Sego Lily Dr			50				75											
05: Eagle Cliff Way/Petunia Way & Sego Lily Dr									125	75								
06: 1300 East & West Ace				200	225	75		50								400		
07: 1300 East & 24-Hr Access						50									150			
08: 1300 East & West Access						50		100								50		

SimTraffic Queueing Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS

Analysis: Future (2027) 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 #: UT22-2107

Intersection	NB						SB				EB				WB		
	L	LR	LTR	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T
01: 1300 East & Buttercup Dr									75							125	
02: 1300 East & Sego Lily Dr	250			175	400		350	250	600		100	100	225		325	100	175
03: NW Ace & Sego Lily Dr	175			100										50	75		100
04: NE Ace & Sego Lily Dr		50													50		125
05: Eagle Cliff Way/Petunia Way & Sego Lily Dr			25							125	100						
06: 1300 East & West Ace					500	525	100		75							425	
07: 1300 East & 24-Hr Access							50								200	100	

SimTraffic Queueing Report

Project: Sandy Sego Lily & 1300 East Mixed-Use TIS

Analysis: Future (2027) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2107

Intersection	NB					SB				EB				WB			
	L	LTR	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
01: 1300 East & Buttercup Dr								175							100		
02: 1300 East & Sego Lily Dr	250		125	375		500	250	575		100	75	200		350	100	200	
03: NW Ace & Sego Lily Dr	250		150											75		150	
04: NE Ace/South Access & Sego Lily Dr			50				75										175
05: Eagle Cliff Way/Petunia Way & Sego Lily Dr		50							125	100							
06: 1300 East & West Ace				325	375	75									275		
07: 1300 East & 24-Hr Access						50								150	50		
08: 1300 East & West Access						75		275							50		

APPENDIX E

Internal Capture Printouts

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sego Lily & 1300 East	**Organization:**	Hales Engineering
Project Location:	Sandy	**Performed By:**	Josh G
Scenario Description:		**Date:**	2/9/2022
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office		3	1,000 SF	6	5	1
Retail		8	1,000 SF	20	12	8
Restaurant			1,000 SF	0		
Cinema/Entertainment				0		
Residential		204	Units	88	21	67
Hotel			Rooms	0		
All Other Land Uses[2]				0		
				114	38	76

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.06	0%	0%	1.06	0%	0%
Retail	1.17	0%	0%	1.17	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	0%	1.13	0%	0%
Hotel	1.26	0%	0%	1.26	0%	0%
All Other Land Uses[2]	1.15	0%	0%	1.15	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	129	43	86
Internal Capture Percentage	2%	2%	1%
External Vehicle-Trips[5]	112	37	75
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	0%	0%
Retail	7%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sego Lily & 1300 East	**Organization:**	Hales Engineering
Project Location:	Sandy	**Performed By:**	Josh G
Scenario Description:		**Date:**	2/9/2022
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office		3	1,000 SF	8	3	5
Retail		8	1,000 SF	68	34	34
Restaurant			1,000 SF	0		
Cinema/Entertainment				0		
Residential		204	Units	110	69	41
Hotel			Rooms	0		
All Other Land Uses[2]				0		
				186	106	80

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.11	0%	0%	1.11	0%	0%
Retail	1.21	0%	0%	1.21	0%	0%
Restaurant	1.39	0%	0%	1.39	0%	0%
Cinema/Entertainment						
Residential	1.15	0%	0%	1.15	0%	0%
Hotel	1.30	0%	0%	1.30	0%	0%
All Other Land Uses[2]	1.15	0%	0%	1.15	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		500			500	
Retail					500	
Restaurant						
Cinema/Entertainment						
Residential		500				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	1		0	0	11	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	4	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	217	123	94
Internal Capture Percentage	17%	15%	19%
External Vehicle-Trips[5]	156	90	66
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	67%	17%
Retail	12%	29%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	14%	11%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX F

Crash Data

CRASH SUMMARY REPORT

Sego Lily Drive / 1300 East

Created on November 10, 2023
Created by Luke Maeser
Data extents: January 1, 2018 to December 31, 2022

Applied Filters

Shape: Circle | 250 ft

Total Crashes	60	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	60	100.00%
Intersection Related	55	91.67%
Distracted Driving	11	18.33%
CMV Involved	4	6.67%
Speed Related	4	6.67%
Drowsy Driving	2	3.33%
Pedalcycle Involved	1	1.67%
Pedestrian Involved	1	1.67%
+ 5 more	1	1.67%

Crash Verified		Crashes
True	60	100.00%
False	0	0.00%

Crash Severity		Crashes
No injury/PDO	36	60.00%

Possible injury	14	23.33%
Suspected Minor Injury	9	15.00%
Suspected Serious Injury	1	1.67%
Fatal	0	0.00%

Injury Level		People
No injury	145	82.39%
Possible injury	18	10.23%
Suspected Minor Injury	12	6.82%
Suspected Serious Injury	1	0.57%
+ 2 more	0	0%

Manner of Collision		Crashes
Angle	26	43.33%
Front to Rear	26	43.33%
Not Applicable/Single Vehicle	3	5.00%
Sideswipe Opposite Direction	3	5.00%
Head On (front-to-front)	1	1.67%
Sideswipe Same Direction	1	1.67%
+ 5 more	0	0%

Crash Date Time (Year)		Crashes
2022	11	18.33%
2021	12	20.00%
2020	12	20.00%
2019	12	20.00%
2018	13	21.67%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Northbound) & Stopped in Traffic Lane (Northbound)	7	11.67%
Turning Left (Southbound) & Straight Ahead (Northbound)	6	10.00%
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	5	8.33%
Straight Ahead (Southbound) & Stopped in Traffic Lane (Southbound)	4	6.67%
Straight Ahead (Northbound) & Straight Ahead (Northbound)	3	5.00%
Straight Ahead (Northbound) & Straight Ahead (Eastbound)	2	3.33%
Straight Ahead (Northbound) & Turning Left (Westbound)	2	3.33%
Turning Left (Northbound) & Straight Ahead (Southbound)	2	3.33%
+ 992 more	25	41.74%

Roadway Surface Condition		Crashes
Dry	51	85.00%
Snow	4	6.67%
Wet	4	6.67%
Ice/Frost	1	1.67%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	46	76.67%
Cloudy	9	15.00%
Snowing	3	5.00%
Rain	2	3.33%
+ 8 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	121	93.80%
Collision Between Motor Vehicle in Transport and Vehicle Cargo/Part or Object Set in Motion by Motor Vehicle	3	2.33%
Collision With Parked Motor Vehicle	2	1.55%
Curb	1	0.78%
Pedacycle	1	0.78%
Pedestrian	1	0.78%
+ 49 more	0	0%

Light Condition		Crashes
Daylight	45	75.00%
Dark - Lighted	11	18.33%
Dusk	2	3.33%
Dark - Not Lighted	1	1.67%
Dawn	1	1.67%
+ 4 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	16	26.67%
Countermeasure: Left Turn Phase Change	14	23.33%
Countermeasure: Right Turn Lane	7	11.67%
Countermeasure: Active Transportation Improvement	2	3.33%
Countermeasure: Intersection Lighting	1	1.67%
+ 10 more	0	0%