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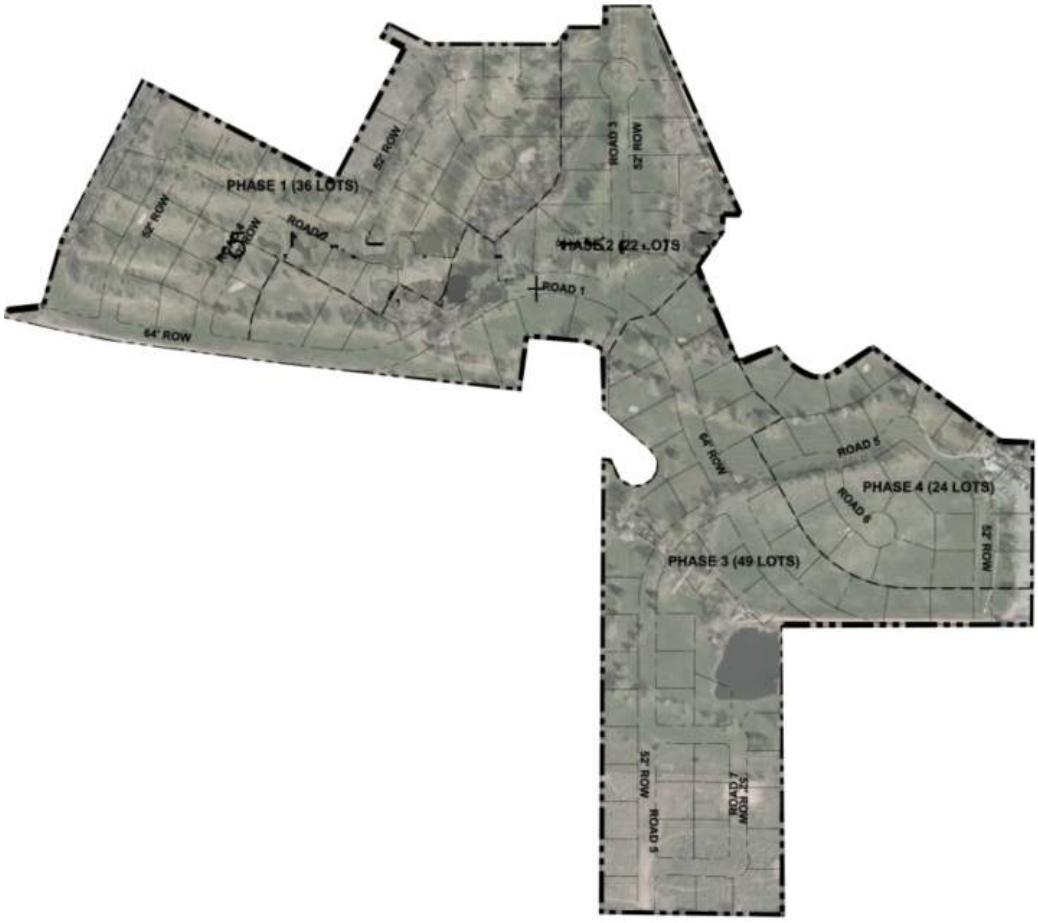
Plumb Schneiter

Traffic Impact Study



Sandy, Utah

March 15, 2022

UT22-2130

LICENSED PROFESSIONAL ENGINEER
NO. 295699
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03/15/2022
STATE OF UTAH

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Plumb Schneiter development located in Sandy, Utah. The development is located at the Pebblebrook Golf Course, between Harvard Park Drive and 1300 East.

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 morning and evening peak hour level of service (LOS) results are shown in Table ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service							
		Existing (2022)				Future (2027)			
		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Harvard Park Drive / 8600 South	b	c	b	c	c	c	c	d
2	Pebble Hills Drive / 8600 South	a	a	a	a	a	b	a	b
3	1185 East / 8600 South	a	b	a	b	b	b	a	b
4	8900 South / 1300 East	a	a	a	a	a	a	a	a
5	Waters Lane & Cy's Road / 1300 East	A	A	A	A	A	A	A	A
6	Morningview Drive / Mockingbird Lane	a	a	a	a	a	a	a	a
7	Quarry Bend Drive / 9000 South	a	a	a	a	a	a	a	a
8	Cy's Road / Harvard Park Drive	a	a	a	a	a	a	a	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)

Source: Hales Engineering, March 2022

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of single-family housing
- The project is anticipated to generate approximately 1,330 weekday daily trips, including 98 trips in the morning peak hour, and 132 trips in the evening peak hour

2022	Background	Plus Project
Findings	• Acceptable LOS at all study intersections	• Acceptable LOS at all study intersections
2027	**Background**	**Plus Project**
Findings	• Acceptable LOS at all study intersections	• Acceptable LOS at all study intersections

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Plumb Schneiter development located in Sandy, Utah. The proposed project is located at the Pebblebrook Golf Course, between Harvard Park Drive and 1300 East. 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:

- Harvard Park Drive / 8600 South
- Pebble Hills Drive / 8600 South
- 1185 East / 8600 South
- 8900 South / 1300 East
- Waters Lane / 1300 East
- Morningview Drive / Mockingbird Lane
- Quarry Bend Drive / 9000 South
- Cy's Road / Harvard Park Drive

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 C. 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:

Harvard Park Drive, Waters Lane, and Cy's Road – are city-maintained roadways which is classified by the Sandy Transportation Master Plan (2021) as a minor. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

C. Traffic Volumes

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

- Harvard Park Drive / 8600 South
- Pebble Hills Drive / 8600 South
- 1185 East / 8600 South
- 8900 South / 1300 East
- Waters Lane / 1300 East
- Morningview Drive / Mockingbird Lane
- Quarry Bend Drive / 9000 South
- Cy's Road / Harvard Park Drive

The counts were performed on Wednesday, February 23, 2022. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The morning and evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix B.

Hales Engineering evaluated potential seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on S.R. 71 (ATR #406). In recent years, traffic volumes in March have been slightly above average traffic volumes. Therefore, the observed traffic volumes were not adjusted for seasonality.

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 26, 2020 (pre-social distancing) were approximately 9% higher than those on February 23, 2022. Therefore, the collected data were increased by 9% to represent normal conditions.

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and 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.

E. Queuing Analysis

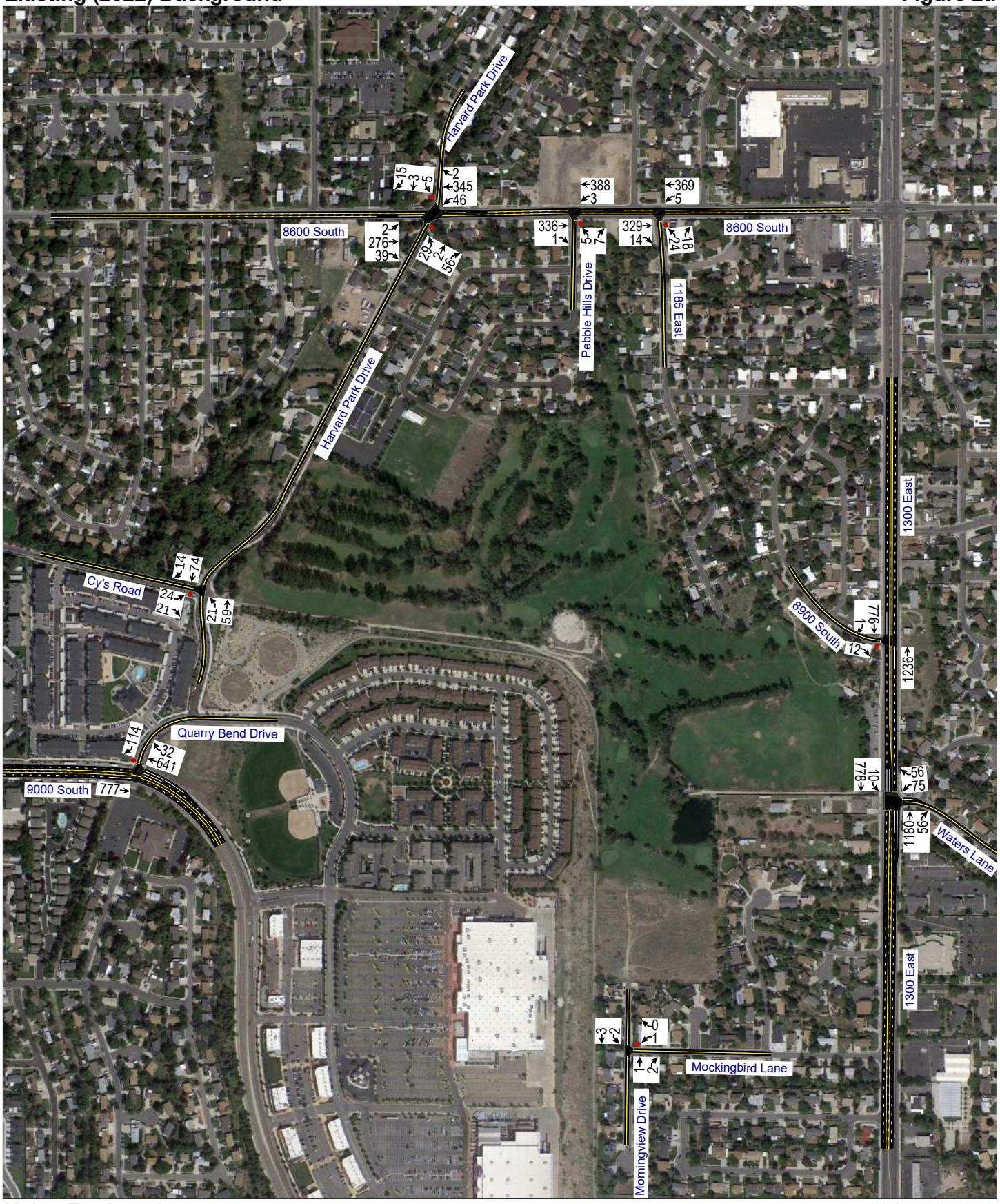
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.

Sandy Plumb Schneiter TIS
Existing (2022) Background

Morning Peak Hour
Figure 2a



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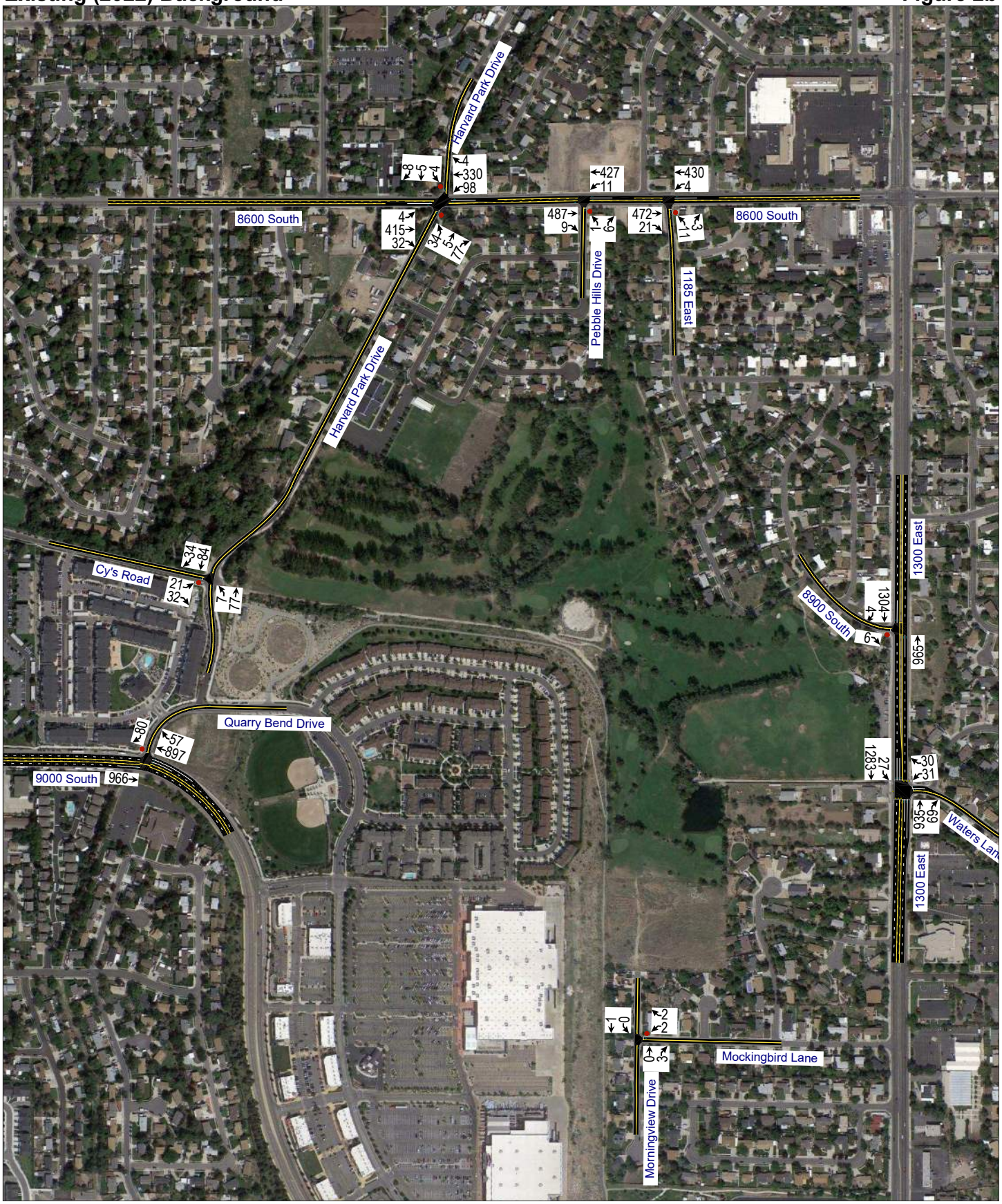
Harvard Park Drive
8600 South
Pebble Hills Drive
1185 East
Harvard Park Drive
Cy's Road
8900 South
1300 East
Quarry Bend Drive
9000 South
Waters Lane
1300 East
Mockingbird Lane
Morningview Drive

Table 2: Existing (2022) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Harvard Park Drive / 8600 South	NB Stop	b (14.1) / NBT	c (18.2) / NBL
Pebble Hills Drive / 8600 South	NB Stop	a (7.1) / NBL	a (4.2) / WBL
1185 East / 8600 South	NB Stop	a (9) / NBL	b (10.1) / NBL
8900 South / 1300 East	EB Stop	a (3.7) / EBR	a (6.3) / EBR
Waters Lane / 1300 East	Signal	A (4.7)	A (2.1)
Morningview Drive / Mockingbird Lane	WB Stop	a (3.5) / WBL	a (3.5) / WBL
Quarry Bend Drive / 9000 South	SB Stop	a (3.5) / SBR	a (4.4) / SBR
Cy's Road / Harvard Park Drive	EB Stop	a (4.8) / EBL	a (4.9) / EBL

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, March 2022

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Plumb Schneiter development is located at the Pebblebrook Golf Course, between Harvard Park Drive and 1300 East. The development will consist of single-family residential. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Single-family detached housing	135 Units

C. Trip Generation

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

The total trip generation for the development is as follows:

- Daily Trips: 1,330
- Morning Peak Hour Trips: 98
- Evening Peak Hour Trips: 132

Table 4: Trip Generation

Trip Generation Sandy - Plumb Schneiter								
Land Use[1]	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
Weekday Daily								
Single-Family Detached Housing (210)	135	DU	1,330	50%	50%	665	665	1,330
TOTAL			**1,330**			**665**	**665**	**1,330**
AM Peak Hour								
Single-Family Detached Housing (210)	135	DU	98	26%	74%	25	73	98
TOTAL			**98**			**25**	**73**	**98**
PM Peak Hour								
Single-Family Detached Housing (210)	135	DU	132	63%	37%	83	49	132
TOTAL			**132**			**83**	**49**	**132**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.
SOURCE: Hales Engineering, March 2022

D. Trip Distribution and Assignment

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

Table 5: Trip Distribution

Direction	% To/From Project
North	30%
South	25%
East	15%
West	30%

These trip distribution assumptions were used to assign the morning and 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 Plumb Schneiter TIS
Trip Assignment

Morning Peak Hour
Figure 3a

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E. Access

The proposed access for the site will be gained at the following locations:

Cy's Road:

- Cy's Road will be extended east into the project area from its current terminus at Harvard Park Drive. It will connect to 1300 East at the signal with Waters Lane.

Morningview Drive:

- Morningview Drive will be extended north into the project area. Currently the roadway dead ends north of its intersection with Mockingbird Lane.

Pebble Hills Drive:

- Access to the project will be gained at the southernmost part of Pebble Hills Drive near Gravel Hills Drive.

1185 East:

- Access to the project will be gained at 8825 South near 1185 East and 1205 East. This access will provide connections to 8600 South and 1300 East via 1185 East and 8900 South.

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, no auxiliary lanes are recommended.

IV. EXISTING (2022) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2022) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2022) background traffic volumes to predict turning movement volumes for existing (2022) plus project conditions. Existing (2022) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

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

D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

Sandy Plumb Schneiter TIS
Existing (2022) Plus Project

Morning Peak Hour
Figure 4a

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Sandy Plumb Schneiter TIS
Existing (2022) Plus Project

Evening Peak Hour
Figure 4b

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

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Harvard Park Drive / 8600 South	NB Stop	b (10.9) / SBT	c (22.1) / NBT
Pebble Hills Drive / 8600 South	NB Stop	a (7.5) / NBL	a (4.4) / NBR
1185 East / 8600 South	NB Stop	a (8) / NBL	b (11.7) / NBL
8900 South / 1300 East	EB Stop	a (3.3) / EBR	a (7.5) / EBR
Waters Lane & Cy's Road / 1300 East	Signal	A (5.1)	A (3.2)
Morningview Drive / Mockingbird Lane	WB Stop	a (2.1) / WBR	a (3.5) / WBL
Quarry Bend Drive / 9000 South	SB Stop	a (3.8) / SBR	a (4.2) / SBR
Cy's Road / Harvard Park Drive	EB Stop	a (5.6) / EBT	a (7.1) / WBT

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, March 2022

V. FUTURE (2027) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2027) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan and the Sandy Transportation Master 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.

C. Traffic Volumes

Hales Engineering obtained future (2027) forecasted volumes using historical AADT data near the project area. The Wasatch Front Regional Council (WFRC) / Mountainland Association of Governments (MAG) travel demand model was found to be unreliable in the area since it does not accurately forecast volumes on minor roadways. It was observed that in recent years traffic volumes have increased by approximately 2.5% annually. This growth rate was applied to the future scenario. Future (2027) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

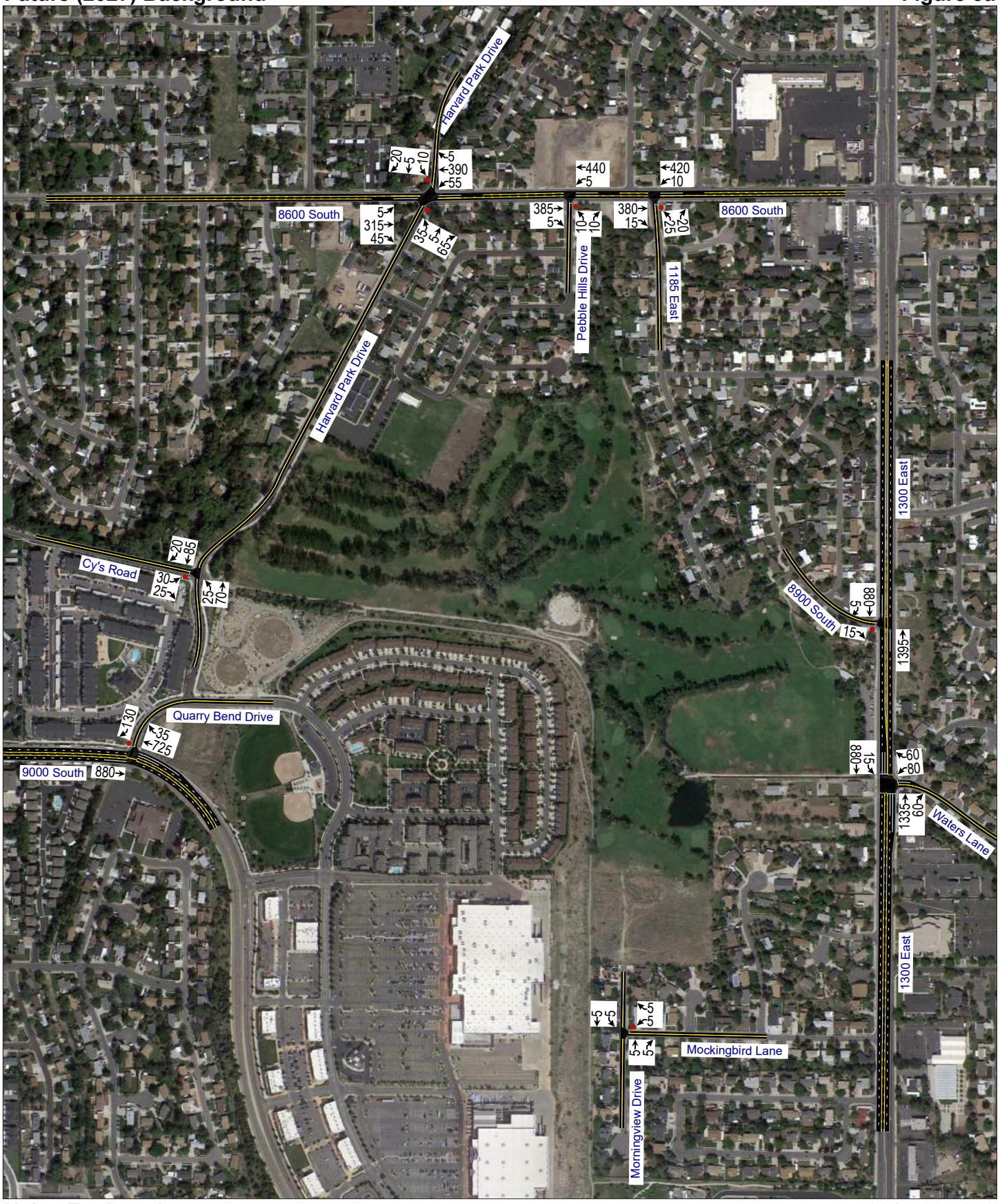
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour in future (2027) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2027) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.


Harvard Park Drive
8600 South
8600 South
Pebble Hills Drive
1185 East
Harvard Park Drive
1300 East
Cy's Road
8900 South
Quarry Bend Drive
9000 South
Waters Lane
1300 East
Mockingbird Lane
Morningview Drive

Sandy Plumb Schneiter TIS
Future (2027) Background

Evening Peak Hour
Figure 5b

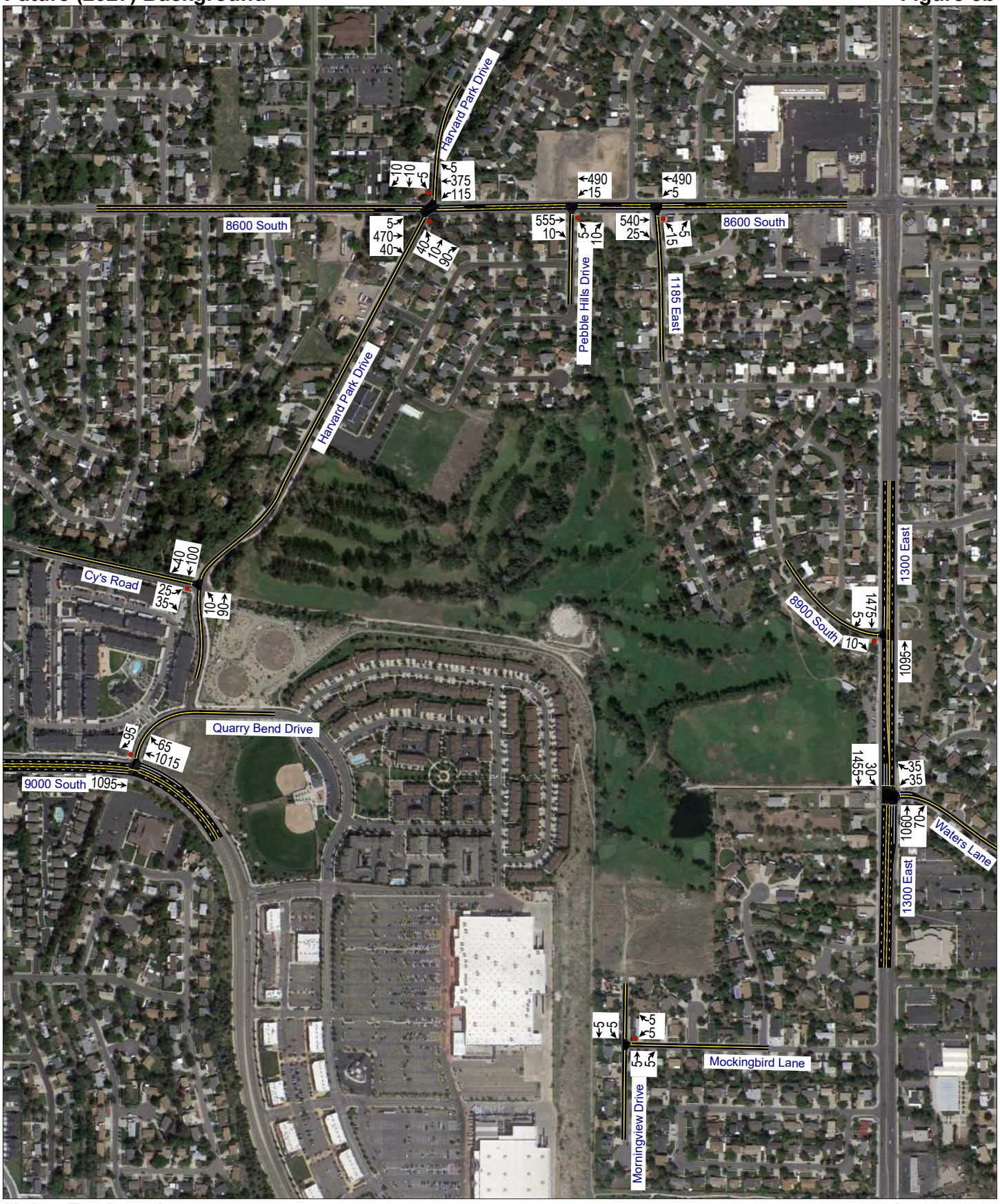


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Table 7: Future (2027) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Harvard Park Drive / 8600 South	NB Stop	c (17.3) / SBT	c (24.5) / SBT
Pebble Hills Drive / 8600 South	NB Stop	a (8.9) / NBL	b (13.1) / NBL
1185 East / 8600 South	NB Stop	b (10.1) / NBL	b (13) / NBL
8900 South / 1300 East	EB Stop	a (4.4) / EBR	a (6.3) / EBR
Waters Lane / 1300 East	Signal	A (4.7)	A (2.5)
Morningview Drive / Mockingbird Lane	WB Stop	a (4.1) / WBL	a (4) / WBL
Quarry Bend Drive / 9000 South	SB Stop	a (4.1) / SBR	a (5) / SBR
Cy's Road / Harvard Park Drive	EB Stop	a (4.9) / EBL	a (5) / EBL

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, March 2022

VI. FUTURE (2027) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2027) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2027) background traffic volumes to predict turning movement volumes for future (2027) plus project conditions. Additional through traffic was added on the new connection being made on Cy's Road from Harvard Park Drive to 1300 East. Future (2027) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour 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. No significant queueing is anticipated during the morning and evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended.

Sandy Plumb Schneiter TIS
Future (2027) Plus Project

Morning Peak Hour
Figure 6a

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Sandy Plumb Schneiter TIS
Future (2027) Plus Project

Evening Peak Hour
Figure 6b

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

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Harvard Park Drive / 8600 South	NB Stop	c (17.3) / NBT	d (32.8) / NBL
Pebble Hills Drive / 8600 South	NB Stop	a (9.8) / NBL	b (13.3) / NBL
1185 East / 8600 South	NB Stop	a (9.6) / NBL	b (13.6) / NBL
8900 South / 1300 East	EB Stop	a (3.9) / EBR	a (8.6) / EBR
Waters Lane & Cy's Road / 1300 East	Signal	A (5.4)	A (4.1)
Morningview Drive / Mockingbird Lane	WB Stop	a (4.4) / WBL	a (3.8) / WBL
Quarry Bend Drive / 9000 South	SB Stop	a (4.1) / SBR	a (5.2) / SBR
Cy's Road / Harvard Park Drive	EB Stop	a (6.5) / EBT	a (6.3) / EBT

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, March 2022

APPENDIX A

Site Plan

EXISTING SUBDIVISION

HARVARD PARK DR

EXISTING SUBDIVISION

PROJECT BOUNDARY

EXISTING SUBDIVISION

PHASE 1 (36 LOTS)

52' ROW

ROAD 3

52' ROW

52' ROW

ROAD 4

52' ROW

ROAD 2

PHASE 2 (22 LOTS)

135 SINGLE FAMILY RES LOTS*

10,000 SF+

ROAD 1

8800 SO

64' ROW

1300 E

LOT 5 BELMONT HOMES SUBDIVISION #3

LOT 202 VILLA VISTA SUBDIVISION 201

LOT 234 VILLA VISTA SUBDIVISION

PARCEL 1

LOT 233

EXISTING SUBDIVISION

64' ROW

ROAD 5

PHASE 4 (24 LOTS)

ROAD 6

52' ROW

1300 EAST

PHASE 3 (49 LOTS)

ROAD 1

WATERS LANE

52' ROW

ROAD 5

52' ROW

ROAD 7

EXISTING SUBDIVISION

LEGAL DESCRIPTION

N

150 0 150 300

SCALE IN FEET
24"X36" PAPER

LEGEND

SEWER LINE
SEWER APPARATUS
STORM LINE
STORM APPARATUS
WATER LINE
WATER APPARATUS
FIRE HYDRANT
IRRIGATION LINE
IRRIGATION APPARATUS
EXISTING SEWER LINE
EXISTING STORM LINE
EXISTING WATER LIN LINE
EXISTING CONTOURS (2'FT)
EXISTING CONTOURS (10'FT)
EXISTING EDGE OF ASPHALT
EXISTING FENCE
EXISTING OVERHEAD POWER
10' FINISH CONTOUR
2' FINISH CONTOUR
10' FINISH CONTOUR
PHASE LINE
CURB & GUTTER
PROPOSED TRAIL
PUE
SETBACK
DRAINAGE DIRECTION

NO.	DESCRIPTION	DATE	APP'D

ORIG. DATE: 6-22-21
SURVEY BY:
DRAWN BY: CPW
DESIGNED BY: CPW
CHECKED BY: CPW
SCALE: 1"=150'

GATEWAY CONSULTING, Inc.
P.O. BOX 951005 SOUTH JORDAN, UT 84095
PH: (801) 694-5848
paul@gatewayconsultingllc.com

CIVIL ENGINEERING • CONSULTING • LAND PLANNING
CONSTRUCTION MANAGEMENT

PLUMB SCHNEITER CONCEPT PLAN

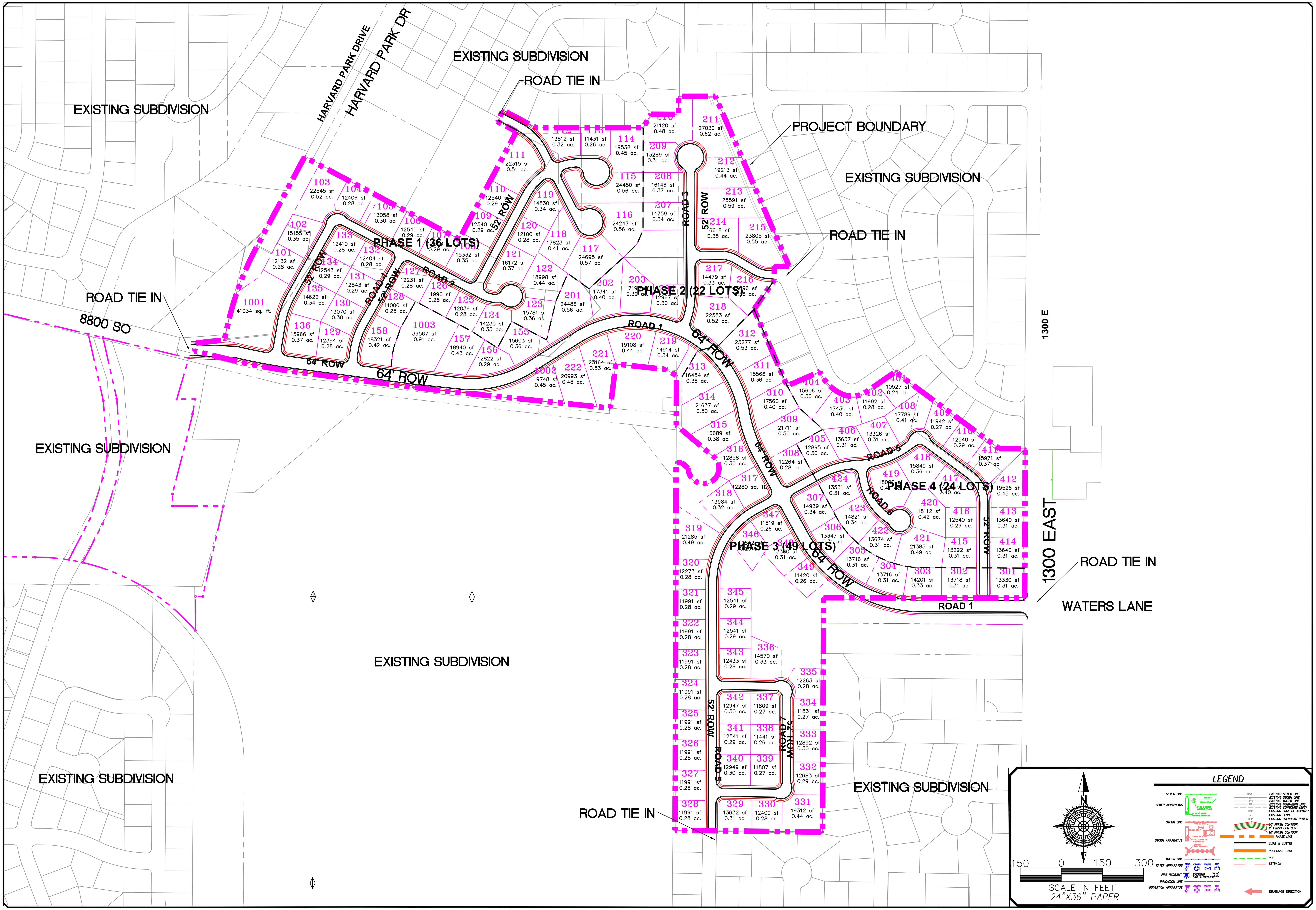
SATELLITE OVERLAY MAP

PRINT DATE: 9-14-2021

SANDY CITY

REGISTERED PROFESSIONAL ENGINEER
STATE OF UTAH
NOT FOR CONSTRUCTION

SHEET NO. 1/8



NO.	DESCRIPTION	DATE	APP'D

ORIG. DATE: 6-22-21
SURVEY BY:
DRAWN BY: GPW
DESIGNED BY: GPW
CHECKED BY: GPW
SCALE: 1"=150'

GATEWAY CONSULTING, Inc.
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CONSTRUCTION MANAGEMENT

PLUMB SCHNEITER CONCEPT PLAN

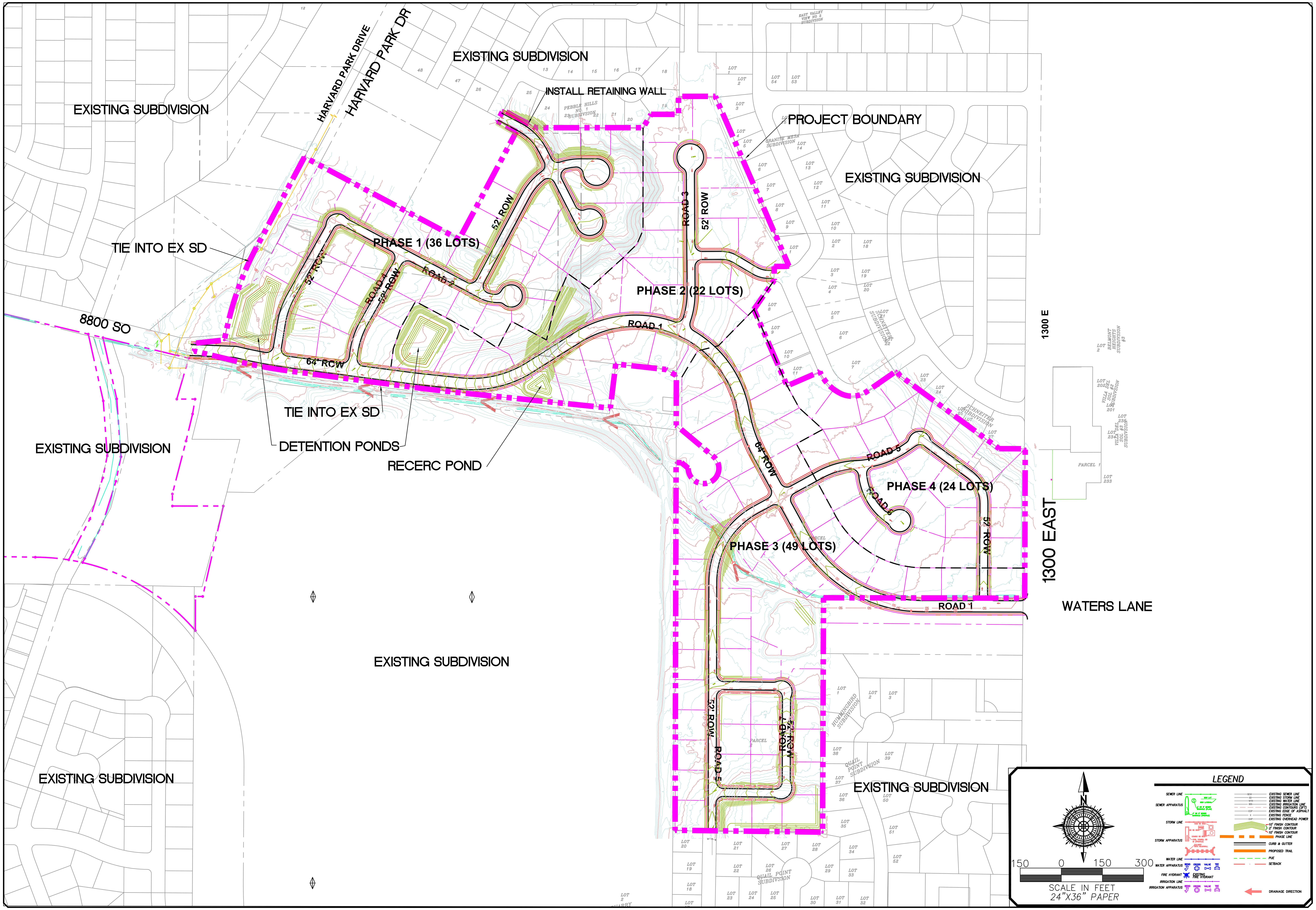
SITE PLAN OVERLAY MAP

PRINT DATE: 8-17-21

SANDY CITY

SHEET NO. 2/8


EXISTING SUBDIVISION
HARVARD PARK DRIVE
HARVARD PARK DR
EXISTING SUBDIVISION
PROJECT BOUNDARY
EXISTING SUBDIVISION
52' ROW
PHASE 1 (36 LOTS)
SENSITIVE AREAS
ROAD 3
52' ROW
30% SLOPE (TYP)
PHASE 2 (22 LOTS)
25%-30% SLOPE (TYP)
52' ROW
ROAD 4
52' ROW
ROAD 2
8800 SO
ROAD 1
64' ROW
1300 E
EXISTING SUBDIVISION
EX DRAINAGE CHANNEL
64' ROW
ROAD 5
PHASE 4 (24 LOTS)
ROAD 6
52' ROW
PHASE 3 (49 LOTS)
1300 EAST
WATERS LANE
ROAD 1
EX POND
EXISTING SUBDIVISION
52' ROW
ROAD 5
ROAD 7
52' ROW
EXISTING SUBDIVISION
EXISTING SUBDIVISION
LEGEND
150 0 150 300
SCALE IN FEET
24"X36" PAPER
NO. DESCRIPTION DATE APP'D
ORIG. DATE: 6-22-21
SURVEY BY:
DRAWN BY: GPW
DESIGNED BY: GPW
CHECKED BY: GPW
SCALE: 1"=150'
GATEWAY CONSULTING, Inc.
P.O. BOX 951005 SOUTH JORDAN, UT 84095
PH: (801) 694-5848
paul@gatewayconsultingllc.com
CIVIL ENGINEERING * CONSULTING * LAND PLANNING
CONSTRUCTION MANAGEMENT
PLUMB SCHNEITER
CONCEPT PLAN
EXISTING AND CONSTRAINTS
PRINT DATE: 8-17-21
SANDY CITY
SHEET NO. 3/8



ORIG. DATE: 6-22-21
SURVEY BY:
DRAWN BY : GPW
DESIGNED BY : GPW
CHECKED BY : GPW
SCALE : 1"=150'

NO. | DESCRIPTION | DATE | APP'D

GATEWAY CONSULTING, Inc.
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CONSTRUCTION MANAGEMENT

PLUMB SCHNEITER CONCEPT PLAN
GRADING PLAN
PRINT DATE: 8-17-21

SANDY CITY

SHEET NO. 4/8

EXISTING SUBDIVISION

HARVARD PARK DR
HARVARD PARK DRIVE

EXISTING SUBDIVISION

CONNECT TO EX WTR

CONNECT TO EX WTR

PROJECT BOUNDARY

EXISTING SUBDIVISION

EX WTR LINE

MOVE WATERLINE INTO ROAD

PHASE 1 (36 LOTS)

ROAD 3

52' ROW

52' ROW

CONNECT TO EX WTR

CONNECT TO EX WTR

52' ROW

ROAD 4

52' ROW

ROAD 2

PHASE 2 (22 LOTS)

8800 SO

ROAD 1

1300 E

1300 EAST

64' ROW

EX WTR LINE

EX CITY WATER TANKS

EXISTING SUBDIVISION

CONNECT TO EX WTR LINE

EX CITY WATER TANK
EX CITY WATER WELL

64' ROW

ROAD 5

ROAD 6

PHASE 4 (24 LOTS)

92' ROW

ABANDONED WATER TANK

PHASE 3 (49 LOTS)

ROAD 1

WATERS LANE

CONNECT TO EX WTR

EXISTING SUBDIVISION

52' ROW

ROAD 5

52' ROW

ROAD 7

EXISTING SUBDIVISION

EXISTING SUBDIVISION

N

150 0 150 300

SCALE IN FEET
24"X36" PAPER

LEGEND

SEWER LINE
SEWER APPARATUS
STORM LINE
STORM APPARATUS
WATER LINE
WATER APPARATUS
FIRE HYDRANT
IRRIGATION LINE
IRRIGATION APPARATUS
EXISTING SEWER LINE
EXISTING STORM LINE
EXISTING WATER LINE
EXISTING IRRIGATION LINE
EXISTING CONTOURS (2FT)
EXISTING EDGE OF ASPHALT
EXISTING FENCE
EXISTING OVERHEAD POWER
10' FINISH CONTOUR
2' FINISH CONTOUR
10' FINISH CONTOUR
PHASE LINE
CURB & GUTTER
PROPOSED TRAIL
PUE
SETBACK
DRAINAGE DIRECTION

NO.	DESCRIPTION	DATE	APP'D

ORIG. DATE: 6-22-21
SURVEY BY:
DRAWN BY: GPW
DESIGNED BY: GPW
CHECKED BY: GPW
SCALE: 1"=150'

GATEWAY CONSULTING, Inc.
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CIVIL ENGINEERING * CONSULTING * LAND PLANNING
CONSTRUCTION MANAGEMENT

PLUMB SCHNEITER CONCEPT PLAN

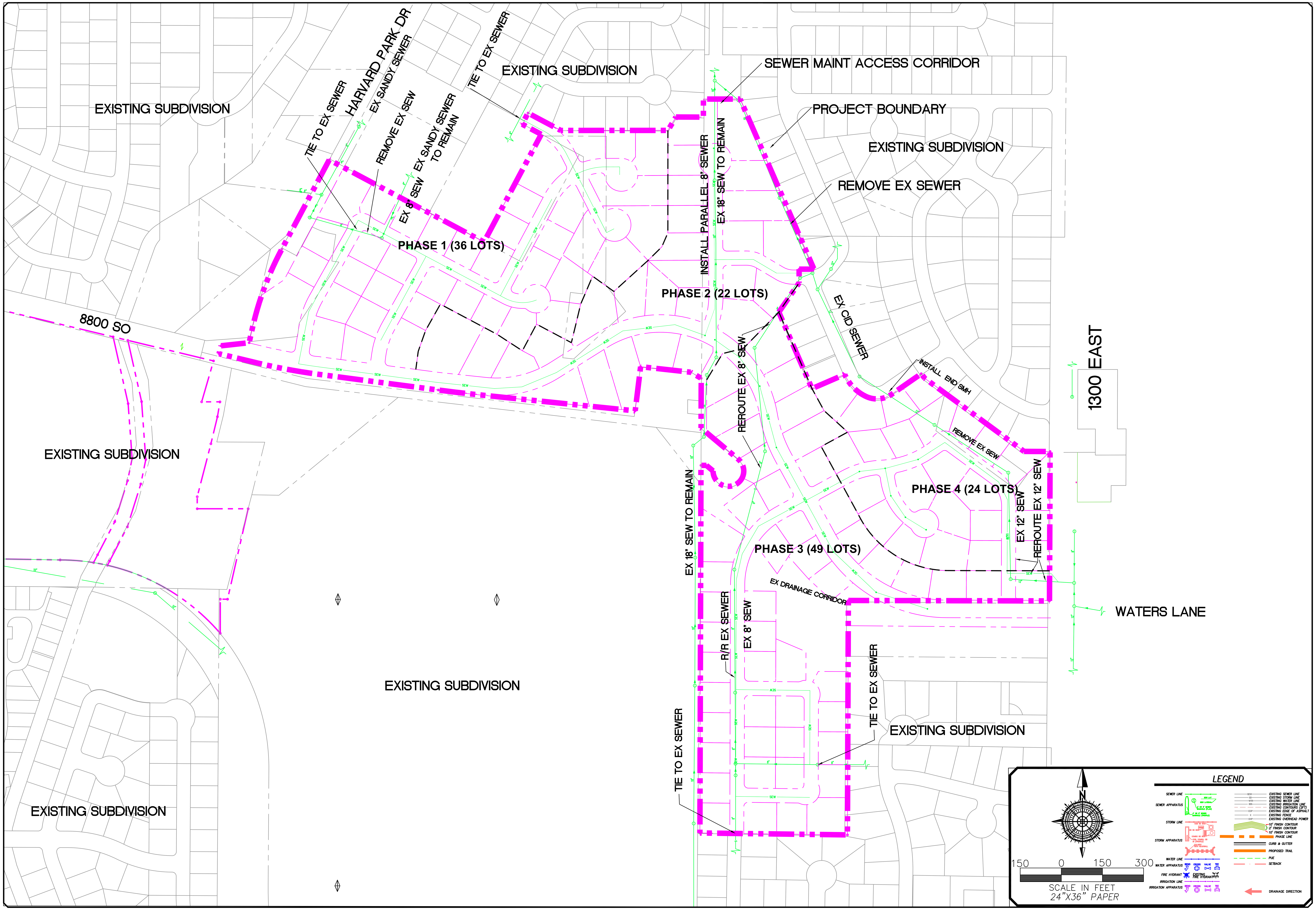
WATER UTILITY PLAN

PRINT DATE: 8-17-21

SANDY CITY

PRELIMINARY NOT FOR CONSTRUCTION

SHEET NO. 5/8


EXISTING SUBDIVISION
HARVARD PARK DR
EX SANDY SEWER
TIE TO EX SEWER
REMOVE EX SEW
EX SANDY SEWER TO REMAIN
EX 8" SEW
TIE TO EX SEWER
EXISTING SUBDIVISION
SEWER MAINT ACCESS CORRIDOR
PROJECT BOUNDARY
EXISTING SUBDIVISION
REMOVE EX SEWER
INSTALL PARALLEL 8" SEWER
EX 18" SEW TO REMAIN
PHASE 1 (36 LOTS)
PHASE 2 (22 LOTS)
8800 SO
EX CID SEWER
1300 EAST
INSTALL END SMH
REROUTE EX 8" SEW
REMOVE EX SEW
EXISTING SUBDIVISION
PHASE 4 (24 LOTS)
EX 18" SEW TO REMAIN
EX 12" SEW
REROUTE EX 12" SEW
PHASE 3 (49 LOTS)
EX DRAINAGE CORRIDOR
WATERS LANE
R/R EX SEWER
EX 8" SEW
TIE TO EX SEWER
EXISTING SUBDIVISION
EXISTING SUBDIVISION
TIE TO EX SEWER
EXISTING SUBDIVISION
N
150 0 150 300
SCALE IN FEET
24"X36" PAPER
LEGEND

NO.	DESCRIPTION	DATE	APP'D

ORIG. DATE: 6-22-21
SURVEY BY:
DRAWN BY: GPW
DESIGNED BY: GPW
CHECKED BY: GPW
SCALE: 1"=150'

GATEWAY CONSULTING, Inc.
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CIVIL ENGINEERING * CONSULTING * LAND PLANNING
CONSTRUCTION MANAGEMENT

PLUMB SCHNEITER CONCEPT PLAN

SEWER UTILITY PLAN

PRINT DATE: 9-14-2021

SANDY CITY

SHEET NO. 6/8


EXISTING SUBDIVISION
HARVARD PARK DR
HARVARD PARK DRIVE
EXISTING SUBDIVISION
PROJECT BOUNDARY
EXISTING SUBDIVISION
52' ROW
ROAD 3
52' ROW
PHASE 1 (36 LOTS)
52' ROW
ROAD 4
52' ROW
ROAD 2
PHASE 2 (22 LOTS)
8800 SO
ROAD 1
64' ROW
1300 E
1300 EAST
RECERC POND
EXISTING SUBDIVISION
64' ROW
ROAD 5
PHASE 4 (24 LOTS)
ROAD 6
52' ROW
PHASE 3 (49 LOTS)
CONNECT TO
EX PRIVATE PUMPHOUSE
EX PRIVATE WELL
ROAD 1
WATERS LANE
EX POND
EXISTING SUBDIVISION
EXISTING SUBDIVISION
52' ROW
ROAD 5
ROAD 7
52' ROW
EXISTING SUBDIVISION
LEGEND
150 0 150 300
SCALE IN FEET
24"X36" PAPER
NO. DESCRIPTION DATE APP'D
ORIG. DATE: 6-22-21
SURVEY BY:
DRAWN BY: GPW
DESIGNED BY: GPW
CHECKED BY: GPW
SCALE: 1"=150'
GATEWAY CONSULTING, Inc.
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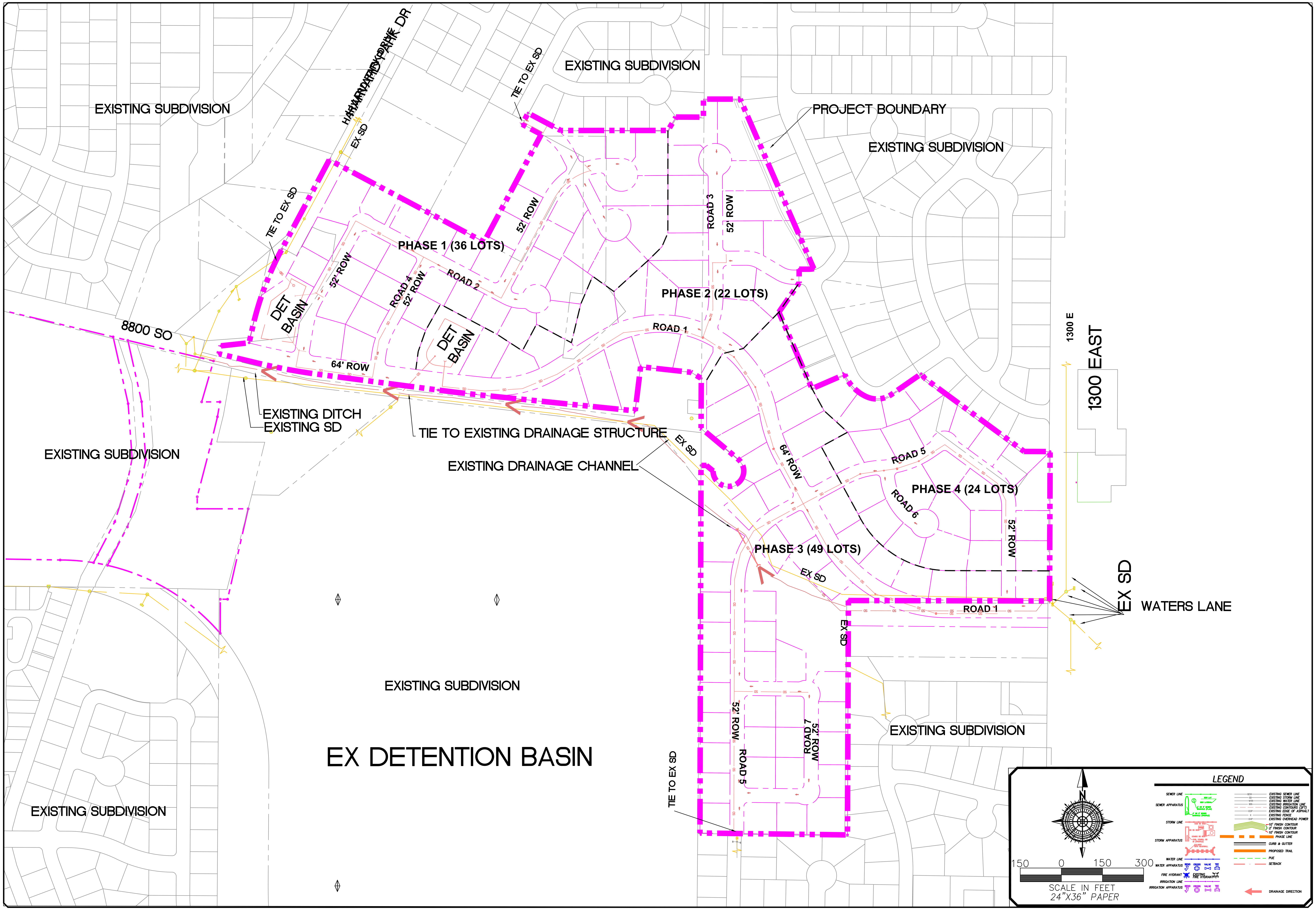
paul@gatewayconsultingllc.com
CIVIL ENGINEERING * CONSULTING * LAND PLANNING
CONSTRUCTION MANAGEMENT
PLUMB SCHNEITER
CONCEPT PLAN
IRRIGATION UTILITY PLAN
PRINT DATE: 9-14-2021
SANDY CITY
SHEET NO. 7/8



NO.	DESCRIPTION	DATE	APP'D

ORIG. DATE: 6-22-21
SURVEY BY:
DRAWN BY: GPW
DESIGNED BY: GPW
CHECKED BY: GPW
SCALE: 1"=150'

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CONSTRUCTION MANAGEMENT

PLUMB SCHNEITER CONCEPT PLAN

STORM DRAIN UTILITY PLAN

PRINT DATE: 9-14-2021

SANDY CITY

REGISTERED PROFESSIONAL ENGINEER — STATE OF UTAH — 09-14-2021
REVIEW ONLY NOT FOR CONSTRUCTION

SHEET NO. 8/8

APPENDIX B

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

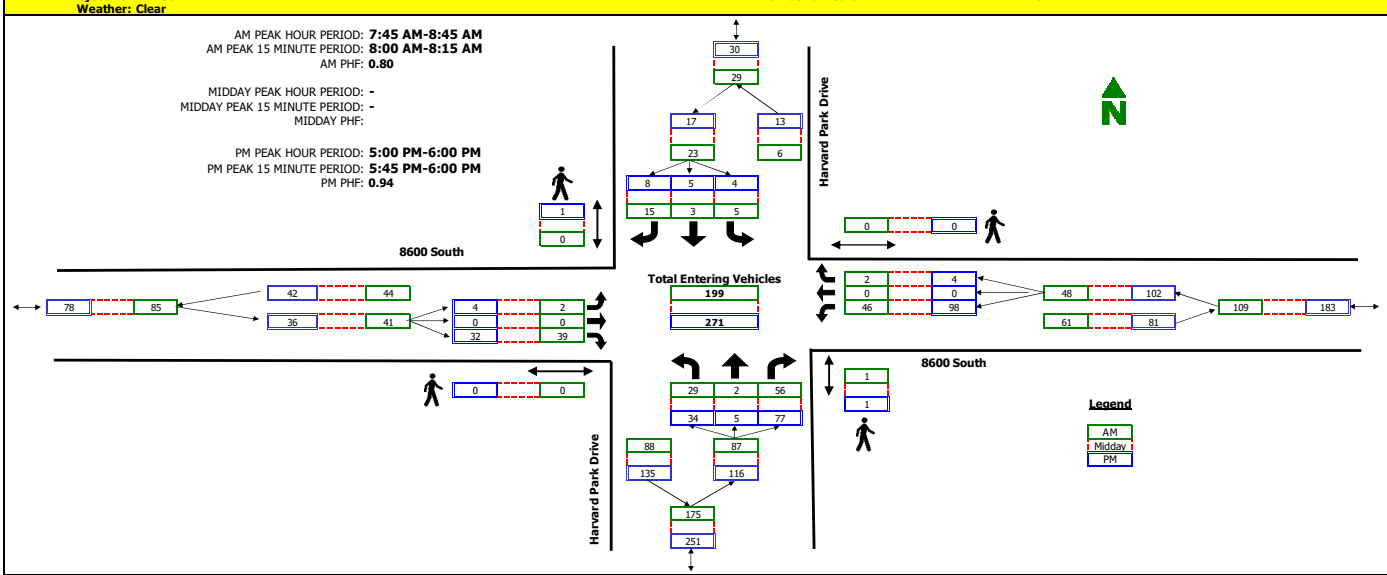
Intersection: Harvard Park Drive / 8600 South
North/South: Harvard Park Drive
East/West: 8600 South
Jurisdiction: Sandy
Project Title: Sandy Plumb Schneiter
Project No: 2130
Weather: Clear

Date: 2-23-22, Wed
COVID-19 Adjustment: 91.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.80**

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: **5:45 PM-6:00 PM**
PM PHF: **0.94**



RAW COUNT SUMMARIES	Harvard Park Drive Northbound				Harvard Park Drive Southbound				8600 South Eastbound				8600 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	7	0	11	0	1	0	2	0	0	0	1	0	11	0	0	0	33
7:15 - 7:30	3	1	13	0	1	0	2	0	1	0	2	0	12	0	0	0	35
7:30 - 7:45	4	0	12	0	1	0	2	0	1	0	7	0	7	0	0	0	34
7:45 - 8:00	2	1	8	0	2	2	5	0	1	0	11	0	7	0	0	0	39
8:00 - 8:15	17	0	19	0	0	0	8	0	0	0	9	0	9	0	0	0	62
8:15 - 8:30	9	0	15	0	2	0	1	0	1	0	17	0	14	0	2	0	61
8:30 - 8:45	1	1	14	1	1	1	1	0	0	0	2	0	16	0	0	0	37
8:45 - 9:00	2	0	11	0	3	4	7	0	1	0	0	0	7	0	0	0	35

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	13	1	10	0	0	2	0	0	3	0	10	1	15	0	2	0	56
16:15 - 16:30	11	0	12	0	1	1	0	0	0	1	12	1	25	0	1	0	64
16:30 - 16:45	16	0	14	1	0	1	2	0	3	0	9	2	16	0	1	0	62
16:45 - 17:00	11	1	17	0	1	2	0	0	1	0	8	3	19	0	0	1	60
17:00 - 17:15	5	1	24	0	0	2	1	0	2	0	7	0	25	0	3	0	70
17:15 - 17:30	8	2	16	1	0	1	4	1	1	0	9	0	27	0	1	0	69
17:30 - 17:45	12	1	17	0	1	2	1	0	0	0	7	0	19	0	0	0	60
17:45 - 18:00	9	1	20	0	3	0	2	0	1	0	9	0	27	0	0	0	72

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

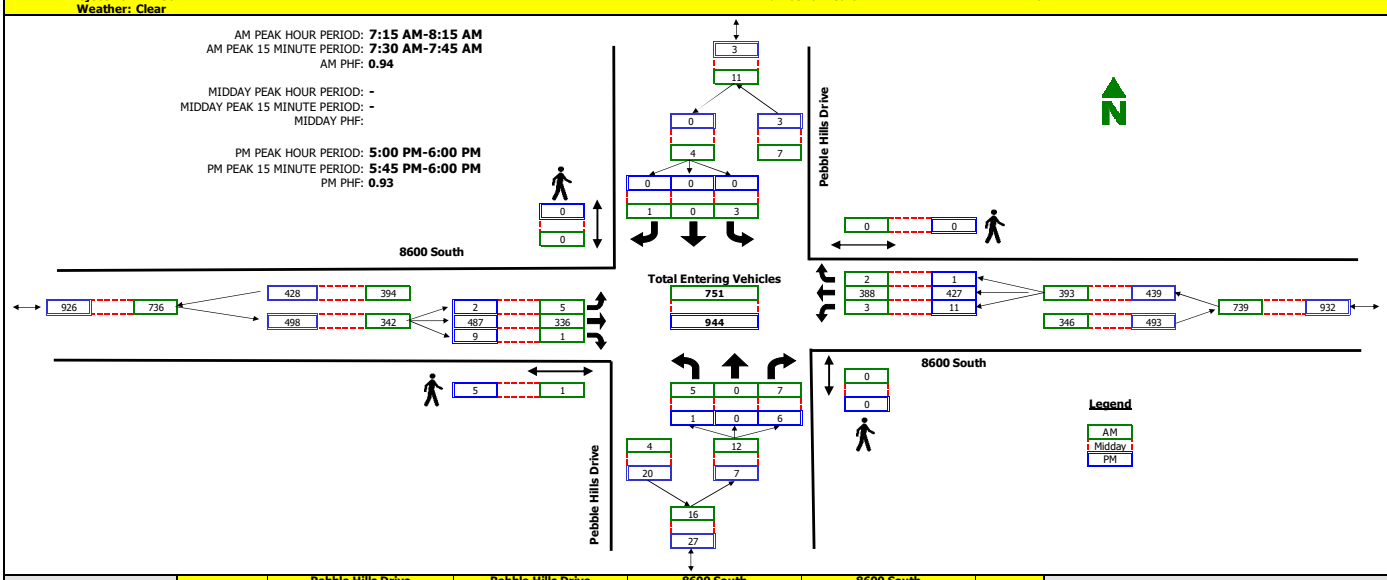
Intersection: Pebble Hills Drive / 8600 South
North/South: Pebble Hills Drive
East/West: 8600 South
Jurisdiction: Sandy
Project Title: Sandy Plumb Schneiter
Project No: 2130
Weather: Clear

Date: 2-23-22, Wed
COVID-19 Adjustment: 91.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:15 AM-8:15 AM**
AM PEAK 15 MINUTE PERIOD: **7:30 AM-7:45 AM**
AM PHF: **0.94**

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: **5:45 PM-6:00 PM**
PM PHF: **0.93**



RAW COUNT SUMMARIES	Pebble Hills Drive Northbound				Pebble Hills Drive Southbound				8600 South Eastbound				8600 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	0	3	0	0	0	0	0	0	37	0	0	0	55	0	0	97
7:15 - 7:30	0	0	4	0	0	0	0	0	0	58	0	0	2	91	0	0	155
7:30 - 7:45	4	0	1	0	1	0	0	0	3	79	0	1	0	111	0	0	199
7:45 - 8:00	0	0	0	0	1	0	0	0	1	92	0	0	1	102	2	0	199
8:00 - 8:15	1	0	2	0	1	0	1	0	1	107	1	0	0	84	0	0	198
8:15 - 8:30	2	1	3	0	0	0	1	0	0	68	0	0	2	68	0	0	145
8:30 - 8:45	2	0	3	0	0	0	0	0	0	56	0	0	0	86	0	0	147
8:45 - 9:00	5	0	4	0	0	0	0	0	0	66	2	0	0	75	0	0	152

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	0	2	0	0	0	0	0	0	94	0	1	1	94	0	0	192
16:15 - 16:30	0	0	0	0	0	0	0	0	0	111	2	1	3	94	0	0	210
16:30 - 16:45	0	0	1	0	0	0	0	0	0	117	2	2	2	90	0	0	212
16:45 - 17:00	1	0	2	0	0	0	0	0	0	103	2	1	2	99	0	0	209
17:00 - 17:15	0	0	1	0	0	0	0	0	0	134	2	3	5	107	0	0	249
17:15 - 17:30	1	0	2	0	0	0	0	0	0	110	3	0	3	98	1	0	218
17:30 - 17:45	0	0	1	0	0	0	0	0	2	123	2	2	2	93	0	0	223
17:45 - 18:00	0	0	2	0	0	0	0	0	0	120	2	0	1	129	0	0	254

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

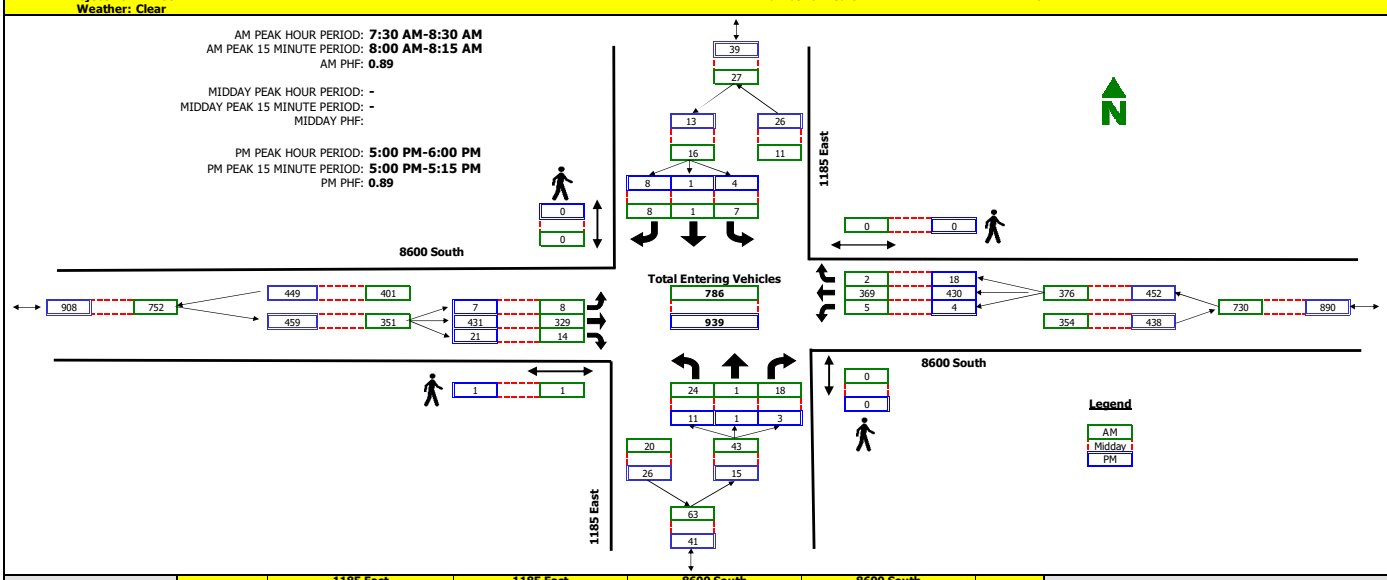
Intersection: 1185 East / 8600 South
North/South: 1185 East
East/West: 8600 South
Jurisdiction: Sandy
Project Title: Sandy Plumb Schneiter
Project No: 2130
Weather: Clear

Date: 2-23-22, Wed
COVID-19 Adjustment: 91.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.89**

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: **0.89**



RAW COUNT SUMMARIES	1185 East Northbound				1185 East Southbound				8600 South Eastbound				8600 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	3	1	2	0	0	0	2	0	2	33	1	0	1	56	1	0	102
7:15 - 7:30	11	0	5	0	2	0	3	0	2	46	0	1	2	86	0	0	157
7:30 - 7:45	10	1	7	0	0	1	2	0	5	58	7	1	2	97	0	0	190
7:45 - 8:00	7	0	3	0	3	0	4	0	2	90	1	0	0	95	0	0	205
8:00 - 8:15	5	0	5	0	2	0	1	0	1	110	4	0	2	92	0	0	222
8:15 - 8:30	2	0	3	0	2	0	1	0	0	71	2	0	1	85	2	0	169
8:30 - 8:45	3	0	1	0	0	0	2	0	0	55	1	0	8	98	2	0	170
8:45 - 9:00	4	0	2	0	3	0	2	0	1	68	1	0	0	96	0	0	177

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	1	0	3	0	3	0	4	82	8	1	5	82	1	0	191
16:15 - 16:30	2	0	3	0	1	0	1	0	5	99	2	0	2	87	0	0	202
16:30 - 16:45	2	0	0	0	0	0	0	0	0	110	0	0	4	104	0	0	220
16:45 - 17:00	0	0	2	0	1	0	1	0	3	82	0	0	3	98	3	1	193
17:00 - 17:15	0	0	1	0	1	0	2	0	5	132	5	0	0	118	0	0	264
17:15 - 17:30	7	1	0	0	1	1	1	0	1	107	4	0	0	101	1	0	225
17:30 - 17:45	3	0	1	0	1	0	2	0	1	96	3	1	1	89	17	0	214
17:45 - 18:00	1	0	1	0	1	0	3	0	0	96	9	0	3	122	0	0	236

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

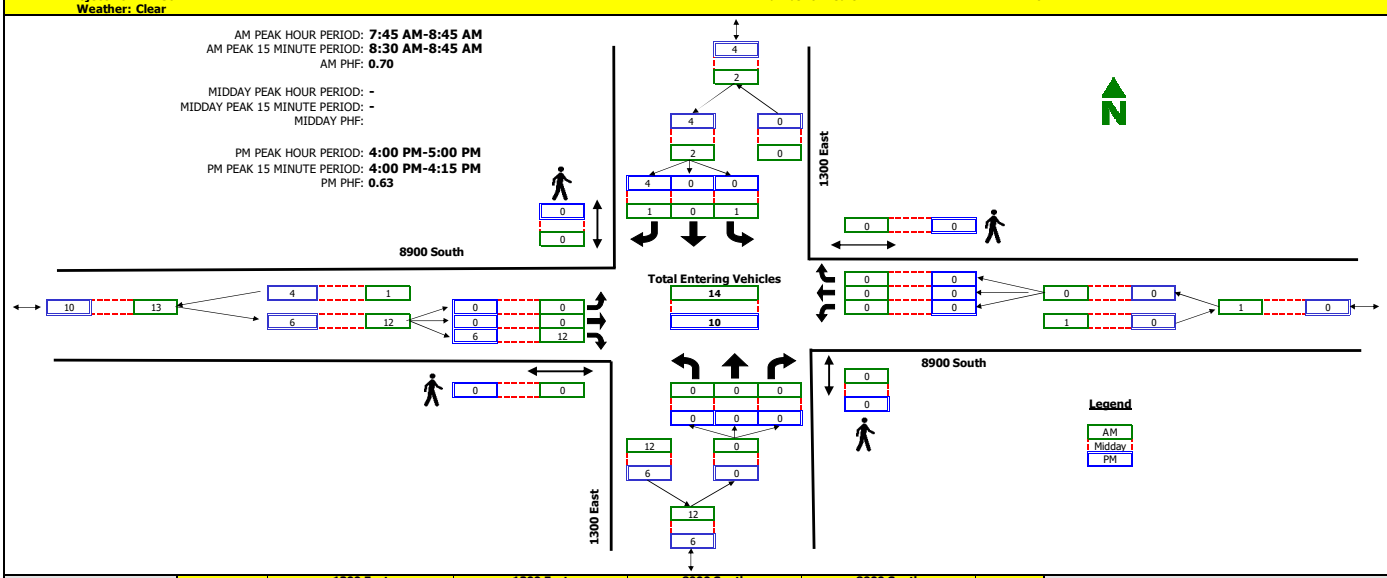
Intersection: 1300 East / 8900 South
North/South: 1300 East
East/West: 8900 South
Jurisdiction: Sandy
Project Title: Sandy Plumb Schneider
Project No: 2130
Weather: Clear

Date: 2-23-22, Wed
COVID-19 Adjustment: 91.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.70**

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

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.63**



RAW COUNT SUMMARIES	1300 East Northbound				1300 East Southbound				8900 South Eastbound				8900 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
7:15 - 7:30	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
8:15 - 8:30	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
8:30 - 8:45	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	5
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
16:15 - 16:30	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
16:30 - 16:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
17:15 - 17:30	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

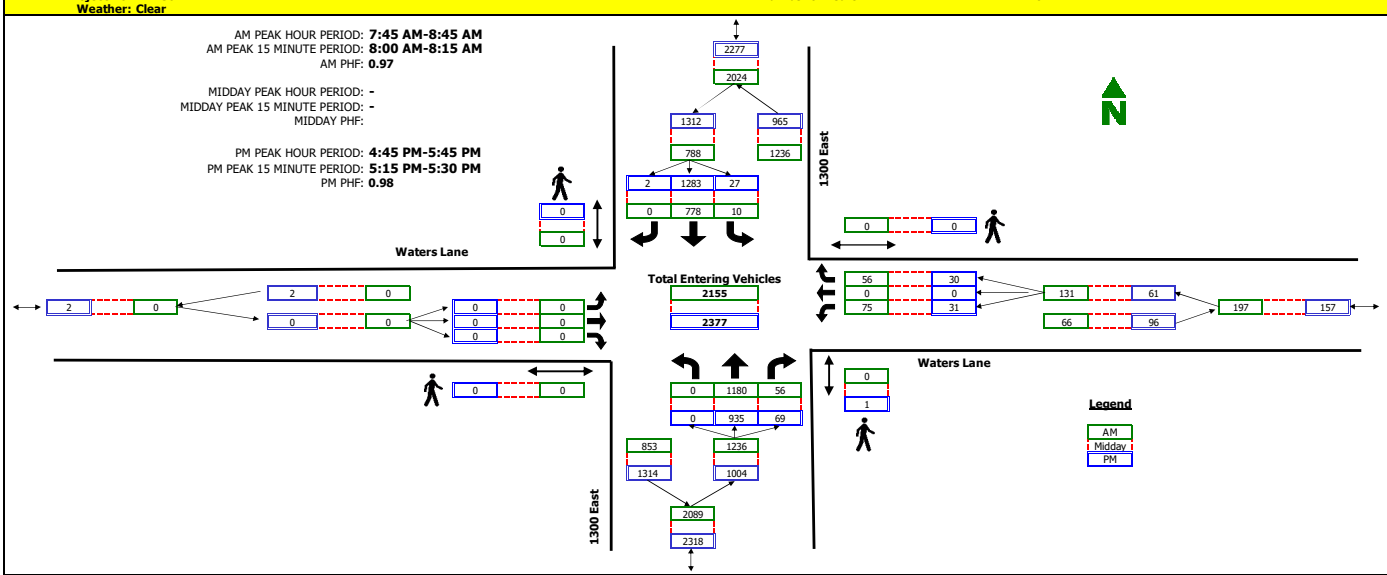
Intersection: 1300 East / Waters Lane
North/South: 1300 East
East/West: Waters Lane
Jurisdiction: Sandy
Project Title: Sandy Plumb Schneider
Project No: 2130
Weather: Clear

Date: 2-23-22, Wed
COVID-19 Adjustment: 91.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.97**

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

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



RAW COUNT SUMMARIES	1300 East Northbound				1300 East Southbound				Waters Lane Eastbound				Waters Lane Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	191	2	0	2	119	0	0	0	0	0	0	5	0	5	0	324
7:15 - 7:30	0	264	0	0	0	131	0	0	0	0	0	0	7	0	4	0	406
7:30 - 7:45	0	283	7	0	4	193	0	0	0	0	0	0	11	0	12	2	510
7:45 - 8:00	0	307	14	0	5	174	0	0	0	0	0	0	15	0	8	0	523
8:00 - 8:15	0	271	22	0	1	216	0	0	0	0	0	0	22	0	21	0	553
8:15 - 8:30	0	273	12	0	2	193	0	0	0	0	0	0	27	0	20	0	527
8:30 - 8:45	0	329	8	0	2	195	0	0	0	0	0	0	11	0	7	0	552
8:45 - 9:00	0	274	3	0	2	146	0	0	0	0	0	0	2	0	7	0	434

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	258	11	0	5	219	0	0	0	0	0	0	13	0	8	0	514
16:15 - 16:30	0	186	10	0	16	264	0	0	0	0	0	0	10	0	9	1	495
16:30 - 16:45	0	236	9	0	7	251	0	0	0	0	0	0	11	0	7	0	521
16:45 - 17:00	0	213	19	0	7	329	0	0	0	0	0	0	8	0	4	0	580
17:00 - 17:15	0	238	20	0	8	314	2	0	0	0	0	0	5	0	10	0	597
17:15 - 17:30	0	242	15	0	8	323	0	0	0	0	0	0	8	0	9	0	605
17:30 - 17:45	0	242	15	1	4	317	0	0	0	0	0	0	10	0	7	0	595
17:45 - 18:00	0	222	9	0	8	284	0	0	0	0	0	1	7	0	7	0	537

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

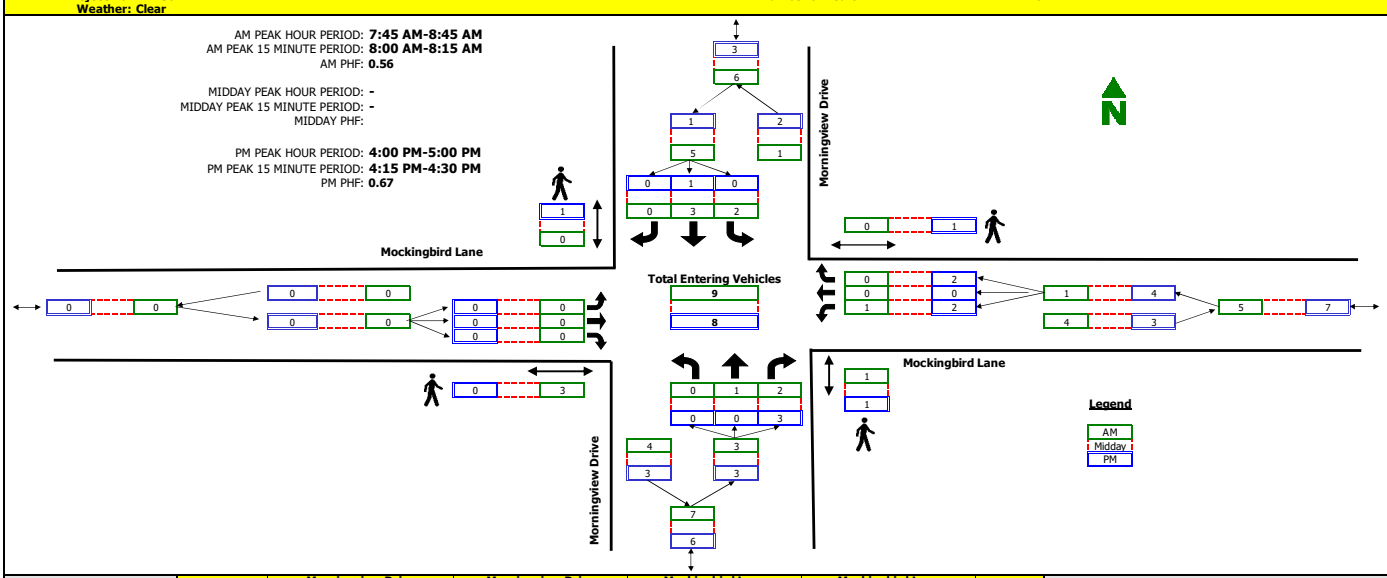
Intersection: Morningview Drive / Mockingbird Lane
North/South: Morningview Drive
East/West: Mockingbird Lane
Jurisdiction: Sandy
Project Title: Sandy Plumb Schneider
Project No: 2130
Weather: Clear

Date: 2-23-22, Wed
COVID-19 Adjustment: 91.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.56**

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

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:15 PM-4:30 PM**
PM PHF: **0.67**



RAW COUNT SUMMARIES	Morningview Drive Northbound				Morningview Drive Southbound				Mockingbird Lane Eastbound				Mockingbird Lane Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	1	1	1	0	0	0	0	0	0	3	0	0	0	0	3
8:00 - 8:15	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	4
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:45 - 9:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
16:15 - 16:30	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	3
16:30 - 16:45	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
16:45 - 17:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	2
17:00 - 17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
17:15 - 17:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

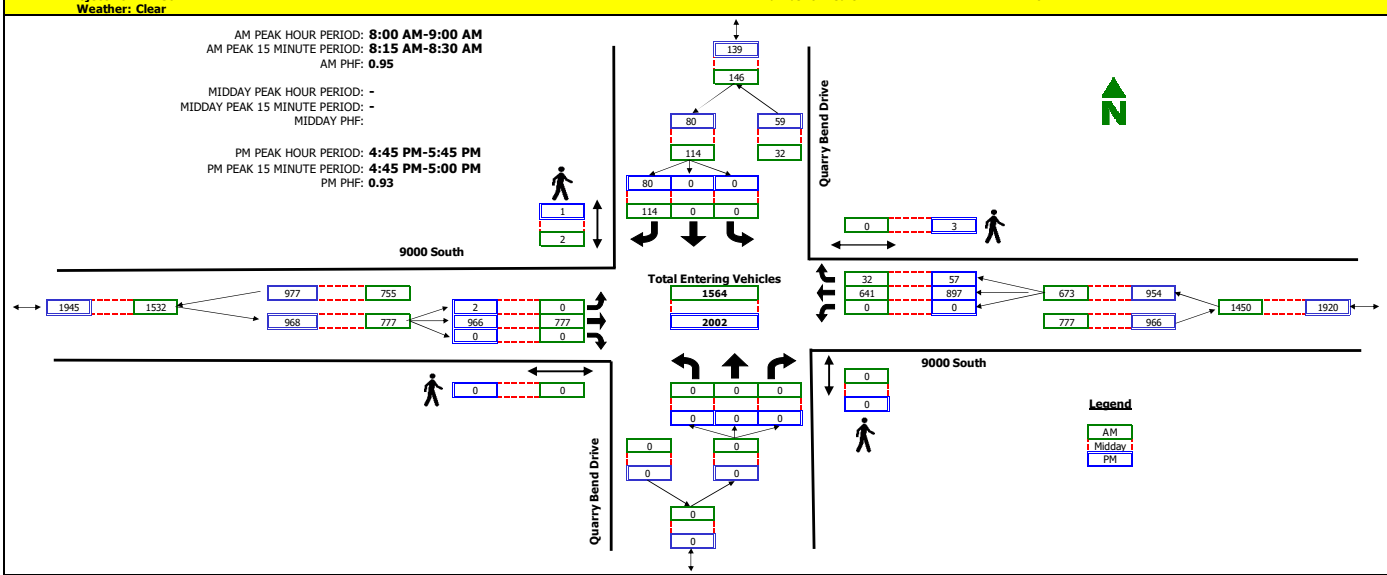
Intersection: Quarry Bend Drive / 9000 South
North/South: Quarry Bend Drive
East/West: 9000 South
Jurisdiction: Sandy
Project Title: Sandy Plumb Schneider
Project No: 2130
Weather: Clear

Date: 2-23-22, Wed
COVID-19 Adjustment: 91.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.95**

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

PM PEAK HOUR PERIOD: **4:45 PM-5:45 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.93**



RAW COUNT SUMMARIES	Quarry Bend Drive Northbound				Quarry Bend Drive Southbound				9000 South Eastbound				9000 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	16	0	0	74	0	0	0	99	3	0	192
7:15 - 7:30	0	0	0	0	0	0	28	1	0	144	0	0	0	178	4	0	354
7:30 - 7:45	0	0	0	0	0	0	34	0	0	130	0	0	0	187	2	0	353
7:45 - 8:00	0	0	0	0	0	0	22	0	0	163	0	0	0	140	7	0	332
8:00 - 8:15	0	0	0	0	0	0	33	1	0	210	0	0	0	143	7	0	393
8:15 - 8:30	0	0	0	0	0	0	33	0	0	207	0	0	0	163	8	0	411
8:30 - 8:45	0	0	0	0	0	0	24	1	0	174	0	0	0	192	10	0	400
8:45 - 9:00	0	0	0	0	0	0	24	0	0	186	0	0	0	143	7	0	360

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	13	0	1	200	0	0	0	228	12	0	454
16:15 - 16:30	0	0	0	0	0	0	19	0	1	199	0	0	0	219	11	0	449
16:30 - 16:45	0	0	0	0	0	0	19	0	1	167	0	0	0	193	9	3	389
16:45 - 17:00	0	0	0	0	0	0	24	0	0	264	0	0	0	235	15	3	538
17:00 - 17:15	0	0	0	0	0	0	20	0	1	209	0	0	0	233	13	0	476
17:15 - 17:30	0	0	0	0	0	0	17	0	1	227	0	0	0	215	12	0	472
17:30 - 17:45	0	0	0	0	0	0	19	1	0	266	0	0	0	214	17	0	516
17:45 - 18:00	0	0	0	0	0	0	17	0	0	226	0	0	0	208	10	0	461

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

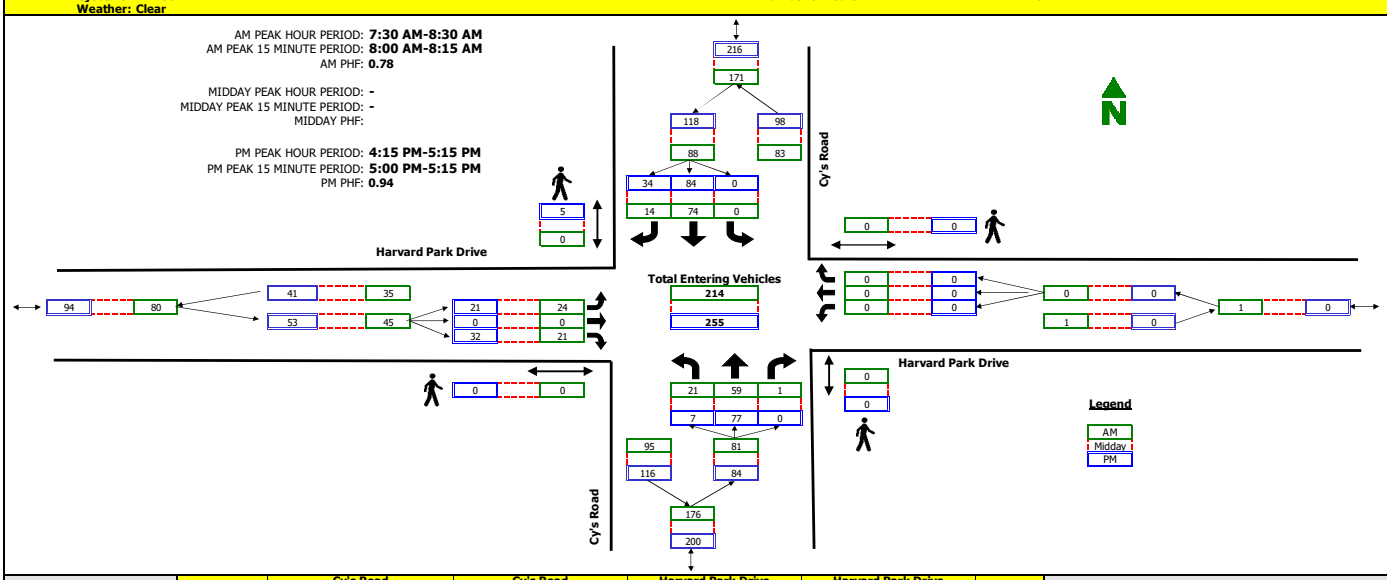
Intersection: Cy's Road / Harvard Park Drive
North/South: Cy's Road
East/West: Harvard Park Drive
Jurisdiction: Sandy
Project Title: Sandy Plumb Schneider
Project No: 2130
Weather: Clear

Date: 2-23-22, Wed
COVID-19 Adjustment: 91.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.78**

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

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.94**



RAW COUNT SUMMARIES	Cy's Road Northbound				Cy's Road Southbound				Harvard Park Drive Eastbound				Harvard Park 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	2	12	0	1	0	7	3	0	3	0	0	1	0	0	0	0	27
7:15 - 7:30	3	11	0	1	0	15	7	0	3	0	2	1	0	0	0	0	41
7:30 - 7:45	12	12	1	0	0	11	1	0	4	0	1	0	0	0	0	0	42
7:45 - 8:00	4	9	0	0	0	20	2	0	3	0	7	0	0	0	0	0	45
8:00 - 8:15	3	21	0	0	0	13	9	0	15	0	8	0	0	0	0	0	69
8:15 - 8:30	2	17	0	0	0	30	2	0	2	0	5	0	0	0	0	0	58
8:30 - 8:45	4	11	0	0	0	15	4	0	5	1	2	0	0	0	0	0	42
8:45 - 9:00	1	8	0	0	1	11	2	0	5	0	0	0	1	0	0	0	29

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	16	0	0	0	26	3	1	3	0	7	0	0	0	0	0	56
16:15 - 16:30	2	16	0	0	0	21	9	4	5	0	11	0	0	0	0	0	64
16:30 - 16:45	1	20	0	0	0	21	5	0	4	0	7	0	0	0	0	0	58
16:45 - 17:00	2	17	0	0	0	20	11	1	4	0	11	0	0	0	0	0	65
17:00 - 17:15	2	24	0	0	0	22	9	0	8	0	3	0	0	0	0	0	68
17:15 - 17:30	0	17	0	3	0	26	12	0	7	0	1	0	0	0	0	0	63
17:30 - 17:45	1	24	0	0	0	15	7	1	5	0	7	0	0	0	0	0	59
17:45 - 18:00	0	16	0	0	0	26	5	0	3	0	8	0	0	0	0	0	58

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: Harvard Park Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	10.7	*B*
	T	***2***	***2***	***100***	***14.1***	***B***
	R	56	59	105	5.7	*A*
	Subtotal	87	89	102	7.5	*A*
SB	L	5	6	120	9.3	*A*
	T	3	4	133	11.9	*B*
	R	15	16	105	5.6	*A*
	Subtotal	23	26	113	7.4	*A*
EB	L	2	1	50	2.1	*A*
	T	276	276	100	1.4	*A*
	R	39	36	92	1.0	*A*
	Subtotal	317	313	99	1.4	*A*
WB	L	46	44	96	3.9	*A*
	T	345	350	102	0.6	*A*
	R	2	2	100	0.3	*A*
	Subtotal	393	396	101	1.0	*A*
Total		820	824	100	2.0	*A*

Intersection: Pebble Hills Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***5***	***100***	***7.1***	***A***
	R	7	6	83	4.0	*A*
	Subtotal	12	11	92	5.4	*A*
EB	T	337	340	101	0.6	*A*
	R	1	1	100	0.3	*A*
	Subtotal	338	341	101	0.6	*A*
WB	L	3	2	67	3.2	*A*
	T	391	394	101	0.3	*A*
	Subtotal	394	396	101	0.3	*A*
Total		744	748	101	0.5	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 1185 East & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***24***	***21***	***88***	***9.0***	***A***
	R	18	21	115	4.2	*A*
	Subtotal	42	42	100	6.6	*A*
EB	T	330	331	100	0.5	*A*
	R	14	15	105	0.2	*A*
	Subtotal	344	346	101	0.5	*A*
WB	L	5	6	120	2.7	*A*
	T	369	374	101	0.5	*A*
	Subtotal	374	380	102	0.5	*A*
Total		760	768	101	0.8	*A*

Intersection: 1300 East & 8900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,236	1,230	99	1.3	*A*
	Subtotal	1,236	1,230	100	1.3	*A*
SB	T	776	784	101	0.5	*A*
	R	1	1	100	0.1	*A*
	Subtotal	777	785	101	0.5	*A*
EB	***R***	***12***	***11***	***90***	***3.7***	***A***
	Subtotal	12	11	92	3.7	*A*
Total		2,026	2,026	100	1.0	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 1300 East & Waters Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,180	1,173	99	2.9	*A*
	R	56	56	100	1.4	*A*
	Subtotal	1,236	1,229	99	2.8	*A*
SB	L	10	8	78	14.9	*B*
	T	778	785	101	1.6	*A*
	Subtotal	788	793	101	1.7	*A*
WB	L	75	76	101	61.6	*E*
	R	56	58	103	10.1	*B*
	Subtotal	131	134	102	39.3	*D*
Total		2,156	2,156	100	4.7	*A*

Intersection: Morningview Drive & Mockingbird Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1	0	0		
	R	2	3	150	0.0	*A*
	Subtotal	3	3	100	0.0	*A*
SB	L	2	1	50	1.8	*A*
	T	3	4	133	0.0	*A*
	Subtotal	5	5	100	0.4	*A*
WB	***L***	***1***	***1***	***100***	***3.5***	***A***
	Subtotal	1	1	100	3.5	*A*
Total		9	9	100	0.6	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 9000 South & Quarry Bend Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***R***	***114***	***118***	***104***	***3.5***	***A***
	Subtotal	114	118	104	3.5	*A*
EB	T	777	766	99	0.3	*A*
	Subtotal	777	766	99	0.3	*A*
WB	T	641	646	101	0.3	*A*
	R	32	31	98	0.1	*A*
	Subtotal	673	677	101	0.3	*A*
Total		1,564	1,561	100	0.5	*A*

Intersection: Harvard Park Drive & Cy's Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	22	106	1.8	*A*
	T	59	61	103	0.2	*A*
	Subtotal	80	83	104	0.6	*A*
SB	T	75	71	95	0.3	*A*
	R	14	12	84	0.2	*A*
	Subtotal	89	83	93	0.3	*A*
EB	***L***	***24***	***23***	***97***	***4.8***	***A***
	R	21	21	101	2.9	*A*
	Subtotal	45	44	98	3.9	*A*
Total		214	210	98	1.2	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: Harvard Park Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***34***	***31***	***91***	***18.2***	***C***
	T	5	5	100	16.1	*C*
	R	77	75	97	7.4	*A*
	Subtotal	116	111	96	10.8	*B*
SB	L	4	3	75	15.6	*C*
	T	5	5	100	15.0	*B*
	R	8	9	109	5.5	*A*
	Subtotal	17	17	100	10.1	*A*
EB	L	4	4	100	2.6	*A*
	T	415	416	100	1.1	*A*
	R	32	32	101	0.5	*A*
	Subtotal	451	452	100	1.1	*A*
WB	L	98	100	102	5.7	*A*
	T	330	328	99	0.7	*A*
	R	4	5	125	0.3	*A*
	Subtotal	432	433	100	1.9	*A*
Total		1,017	1,013	100	2.6	*A*

Intersection: Pebble Hills Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	R	6	5	83	3.5	*A*
	Subtotal	7	5	71	3.5	*A*
EB	T	488	484	99	0.8	*A*
	R	9	9	97	0.4	*A*
	Subtotal	497	493	99	0.8	*A*
WB	***L***	***11***	***10***	***89***	***4.2***	***A***
	T	430	430	100	0.3	*A*
	Subtotal	441	440	100	0.4	*A*
Total		945	938	99	0.6	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 1185 East & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***11***	***12***	***107***	***10.1***	***B***
	R	3	3	100	4.1	*A*
	Subtotal	14	15	107	8.9	*A*
EB	T	473	468	99	0.6	*A*
	R	21	21	101	0.2	*A*
	Subtotal	494	489	99	0.6	*A*
WB	L	4	4	100	3.3	*A*
	T	430	429	100	0.5	*A*
	Subtotal	434	433	100	0.5	*A*
Total		942	937	100	0.7	*A*

Intersection: 1300 East & 8900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	965	958	99	0.8	*A*
	Subtotal	965	958	99	0.8	*A*
SB	T	1,304	1,307	100	0.4	*A*
	R	4	4	100	0.1	*A*
	Subtotal	1,308	1,311	100	0.4	*A*
EB	***R***	***6***	***7***	***117***	***6.3***	***A***
	Subtotal	6	7	117	6.3	*A*
Total		2,279	2,276	100	0.6	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 1300 East & Waters Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	935	930	99	1.4	*A*
	R	69	74	108	0.5	*A*
	Subtotal	1,004	1,004	100	1.3	*A*
SB	L	27	24	90	8.0	*A*
	T	1,284	1,290	100	1.4	*A*
	Subtotal	1,311	1,314	100	1.5	*A*
WB	L	31	28	91	55.0	*D*
	R	30	29	97	6.7	*A*
	Subtotal	61	57	93	30.4	*C*
Total		2,375	2,375	100	2.1	*A*

Intersection: Morningview Drive & Mockingbird Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	3	3	100	0.0	*A*
	Subtotal	3	3	100	0.0	*A*
SB	T	1	0	0		
	Subtotal	1				
WB	***L***	***2***	***2***	***100***	***3.5***	***A***
	R	2	3	150	2.4	*A*
	Subtotal	4	5	125	2.8	*A*
Total		8	8	100	1.8	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 9000 South & Quarry Bend Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***R***	***80***	***88***	***110***	***4.4***	***A***
	Subtotal	80	88	110	4.4	*A*
EB	T	966	959	99	0.4	*A*
	Subtotal	966	959	99	0.4	*A*
WB	T	897	894	100	0.4	*A*
	R	57	55	96	0.2	*A*
	Subtotal	954	949	99	0.4	*A*
Total		2,000	1,996	100	0.5	*A*

Intersection: Harvard Park Drive & Cy's Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	7	6	83	2.3	*A*
	T	77	74	96	0.1	*A*
	Subtotal	84	80	95	0.3	*A*
SB	T	101	102	101	0.6	*A*
	R	34	35	103	0.3	*A*
	Subtotal	135	137	101	0.5	*A*
EB	***L***	***21***	***20***	***96***	***4.9***	***A***
	R	32	34	107	3.3	*A*
	Subtotal	53	54	102	3.9	*A*
Total		272	271	100	1.1	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: Harvard Park Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	10.1	*B*
	T	2	2	100	8.9	*A*
	R	59	60	101	5.2	*A*
	Subtotal	90	90	100	6.8	*A*
SB	L	5	5	100	9.7	*A*
	T	***3***	***3***	***100***	***10.9***	***B***
	R	15	12	79	4.9	*A*
	Subtotal	23	20	87	7.0	*A*
EB	L	2	2	100	3.4	*A*
	T	279	279	100	1.7	*A*
	R	39	43	110	0.8	*A*
	Subtotal	320	324	101	1.6	*A*
WB	L	46	46	100	4.1	*A*
	T	347	341	98	0.6	*A*
	R	2	2	100	0.2	*A*
	Subtotal	395	389	98	1.0	*A*
Total		828	823	99	2.0	*A*

Intersection: Pebble Hills Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***7***	***7***	***97***	***7.5***	***A***
	R	9	9	97	4.0	*A*
	Subtotal	16	16	100	5.5	*A*
EB	T	341	343	101	0.7	*A*
	R	3	2	67	0.7	*A*
	Subtotal	344	345	100	0.7	*A*
WB	L	4	4	100	2.2	*A*
	T	391	386	99	0.3	*A*
	Subtotal	395	390	99	0.3	*A*
Total		756	751	99	0.6	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 1185 East & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***24***	***18***	***76***	***8.0***	***A***
	R	21	20	96	4.1	*A*
	Subtotal	45	38	84	5.9	*A*
EB	T	334	338	101	0.5	*A*
	R	16	16	98	0.2	*A*
	Subtotal	350	354	101	0.5	*A*
WB	L	6	5	83	3.2	*A*
	T	370	372	100	0.5	*A*
	Subtotal	376	377	100	0.5	*A*
Total		771	769	100	0.8	*A*

Intersection: 1300 East & 8900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,259	1,262	100	1.3	*A*
	Subtotal	1,259	1,262	100	1.3	*A*
SB	T	781	783	100	0.5	*A*
	R	3	4	133	0.2	*A*
	Subtotal	784	787	100	0.5	*A*
EB	***R***	***12***	***11***	***90***	***3.3***	***A***
	Subtotal	12	11	92	3.3	*A*
Total		2,055	2,060	100	1.1	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 1300 East & Cy's Road/Waters Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	5.3	*A*
	T	1,180	1,180	100	3.2	*A*
	R	56	57	101	1.6	*A*
	Subtotal	1,241	1,242	100	3.1	*A*
SB	L	10	9	88	12.2	*B*
	T	778	778	100	2.0	*A*
	R	5	7	140	0.7	*A*
	Subtotal	793	794	100	2.1	*A*
EB	L	22	23	106	51.1	*D*
	R	12	13	106	5.6	*A*
	Subtotal	34	36	106	34.7	*C*
WB	L	75	73	97	54.8	*D*
	R	56	57	101	8.1	*A*
	Subtotal	131	130	99	34.3	*C*
Total		2,199	2,202	100	5.1	*A*

Intersection: Morningview Drive & Mockingbird Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1	0	0		
	R	2	2	100	0.0	*A*
	Subtotal	3	2	67	0.0	*A*
SB	L	4	3	75	1.4	*A*
	T	3	2	67	0.0	*A*
	Subtotal	7	5	71	0.8	*A*
WB	L	1	0	0		
	R	***1***	***2***	***200***	***2.1***	***A***
	Subtotal	2	2	100	2.1	*A*
Total		12	9	75	1.1	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 9000 South & Quarry Bend Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***R***	***113***	***117***	***104***	***3.8***	***A***
	Subtotal	113	117	104	3.8	*A*
EB	T	777	781	100	0.3	*A*
	Subtotal	777	781	101	0.3	*A*
WB	T	641	658	103	0.3	*A*
	R	34	36	106	0.1	*A*
	Subtotal	675	694	103	0.3	*A*
Total		1,565	1,592	102	0.6	*A*

Intersection: Harvard Park Drive & Cy's Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	22	106	1.9	*A*
	T	59	58	98	0.2	*A*
	R	2	2	100	0.0	*A*
	Subtotal	82	82	100	0.7	*A*
SB	T	75	78	104	0.4	*A*
	R	14	16	112	0.2	*A*
	Subtotal	89	94	106	0.4	*A*
EB	L	24	25	105	5.0	*A*
	T	***5***	***6***	***120***	***5.6***	***A***
	R	21	22	106	3.2	*A*
	Subtotal	50	53	106	4.3	*A*
WB	L	19	20	104	4.5	*A*
	T	8	9	109	5.4	*A*
	R	3	4	133	2.7	*A*
	Subtotal	30	33	110	4.5	*A*
Total		251	262	104	1.8	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: Harvard Park Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	34	32	94	17.7	C
	T	***5***	***5***	***100***	***22.1***	***C***
	R	79	77	97	11.0	B
	Subtotal	118	114	97	13.4	B
SB	L	4	4	100	14.6	B
	T	5	5	100	19.8	C
	R	8	8	97	6.4	A
	Subtotal	17	17	100	12.3	B
EB	L	4	2	50	3.9	A
	T	419	429	102	1.8	A
	R	42	43	102	1.1	A
	Subtotal	465	474	102	1.7	A
WB	L	99	105	106	6.7	A
	T	332	341	103	0.7	A
	R	4	4	100	0.2	A
	Subtotal	435	450	103	2.1	A
Total		1,036	1,055	102	3.3	A

Intersection: Pebble Hills Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	R	***9***	***10***	***108***	***4.4***	***A***
	Subtotal	10	10	100	4.4	A
EB	T	492	500	102	1.0	A
	R	11	12	107	0.7	A
	Subtotal	503	512	102	1.0	A
WB	L	13	13	98	3.1	A
	T	433	449	104	0.3	A
	Subtotal	446	462	104	0.4	A
Total		960	984	102	0.7	A

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 1185 East & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***13***	***14***	***106***	***11.7***	***B***
	R	5	6	120	5.0	*A*
	Subtotal	18	20	111	9.7	*A*
EB	T	478	484	101	0.7	*A*
	R	24	26	109	0.3	*A*
	Subtotal	502	510	102	0.7	*A*
WB	L	7	8	110	3.0	*A*
	T	433	449	104	0.5	*A*
	Subtotal	440	457	104	0.5	*A*
Total		960	987	103	0.8	*A*

Intersection: 1300 East & 8900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	978	970	99	0.9	*A*
	Subtotal	978	970	99	0.9	*A*
SB	T	1,321	1,330	101	0.8	*A*
	R	7	8	110	0.4	*A*
	Subtotal	1,328	1,338	101	0.8	*A*
EB	***R***	***8***	***9***	***109***	***7.5***	***A***
	Subtotal	8	9	113	7.5	*A*
Total		2,314	2,317	100	0.8	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 1300 East & Cy's Road/Waters Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	20	96	11.8	*B*
	T	935	928	99	1.8	*A*
	R	69	70	102	0.6	*A*
	Subtotal	1,025	1,018	99	1.9	*A*
SB	L	27	26	97	8.1	*A*
	T	1,286	1,298	101	2.3	*A*
	R	17	18	104	0.9	*A*
	Subtotal	1,330	1,342	101	2.4	*A*
EB	L	12	10	82	63.2	*E*
	R	11	13	116	7.2	*A*
	Subtotal	23	23	100	31.5	*C*
WB	L	31	29	94	58.8	*E*
	R	30	34	114	6.0	*A*
	Subtotal	61	63	103	30.3	*C*
Total		2,438	2,446	100	3.2	*A*

Intersection: Morningview Drive & Mockingbird Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	3	3	100	0.0	*A*
	Subtotal	3	3	100	0.0	*A*
SB	L	2	1	50	1.2	*A*
	T	1	1	100	0.0	*A*
	Subtotal	3	2	67	0.6	*A*
WB	***L***	***2***	***2***	***100***	***3.5***	***A***
	R	4	5	125	2.6	*A*
	Subtotal	6	7	117	2.9	*A*
Total		12	12	100	1.8	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Existing (2022) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 9000 South & Quarry Bend Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***R***	***90***	***92***	***102***	***4.2***	***A***
	Subtotal	90	92	102	4.2	*A*
EB	T	966	979	101	0.4	*A*
	Subtotal	966	979	101	0.4	*A*
WB	T	897	910	101	0.4	*A*
	R	61	64	105	0.2	*A*
	Subtotal	958	974	102	0.4	*A*
Total		2,014	2,045	102	0.5	*A*

Intersection: Harvard Park Drive & Cy's Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	7	7	97	1.6	*A*
	T	77	74	96	0.1	*A*
	R	4	3	75	0.1	*A*
	Subtotal	88	84	95	0.2	*A*
SB	L	11	12	107	2.0	*A*
	T	101	104	103	0.6	*A*
	R	34	37	109	0.5	*A*
	Subtotal	146	153	105	0.7	*A*
EB	L	21	22	106	5.2	*A*
	T	20	19	96	5.7	*A*
	R	32	32	101	3.4	*A*
	Subtotal	73	73	100	4.5	*A*
WB	L	10	10	98	5.1	*A*
	T	***3***	***3***	***100***	***7.1***	***A***
	R	2	2	100	2.6	*A*
	Subtotal	15	15	100	5.2	*A*
Total		322	325	101	1.7	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: Harvard Park Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	33	94	13.6	*B*
	T	5	6	114	14.5	*B*
	R	65	67	103	7.7	*A*
	Subtotal	105	106	101	9.9	*A*
SB	L	10	10	98	13.9	*B*
	T	***5***	***6***	***120***	***17.3***	***C***
	R	20	19	96	7.3	*A*
	Subtotal	35	35	100	10.9	*B*
EB	L	5	5	100	3.9	*A*
	T	315	308	98	1.8	*A*
	R	45	49	109	0.9	*A*
	Subtotal	365	362	99	1.7	*A*
WB	L	55	49	89	5.0	*A*
	T	390	391	100	0.7	*A*
	R	5	5	100	0.5	*A*
	Subtotal	450	445	99	1.2	*A*
Total		955	948	99	2.7	*A*

Intersection: Pebble Hills Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***10***	***12***	***117***	***8.9***	***A***
	R	10	12	117	3.8	*A*
	Subtotal	20	24	120	6.4	*A*
EB	T	386	380	99	0.9	*A*
	R	5	6	120	0.6	*A*
	Subtotal	391	386	99	0.9	*A*
WB	L	5	4	80	2.8	*A*
	T	440	436	99	0.3	*A*
	Subtotal	445	440	99	0.3	*A*
Total		856	850	99	0.7	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 1185 East & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***25***	***26***	***105***	***10.1***	***B***
	R	20	21	106	4.8	*A*
	Subtotal	45	47	104	7.7	*A*
EB	T	380	376	99	0.6	*A*
	R	15	13	85	0.2	*A*
	Subtotal	395	389	98	0.6	*A*
WB	L	10	10	98	2.9	*A*
	T	420	413	98	0.5	*A*
	Subtotal	430	423	98	0.6	*A*
Total		870	859	99	0.9	*A*

Intersection: 1300 East & 8900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,395	1,392	100	1.4	*A*
	Subtotal	1,395	1,392	100	1.4	*A*
SB	T	880	865	98	0.5	*A*
	R	5	6	120	0.2	*A*
	Subtotal	885	871	98	0.5	*A*
EB	***R***	***15***	***14***	***92***	***4.4***	***A***
	Subtotal	15	14	93	4.4	*A*
Total		2,295	2,277	99	1.1	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 1300 East & Waters Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,335	1,333	100	3.1	*A*
	R	60	62	104	1.6	*A*
	Subtotal	1,395	1,395	100	3.0	*A*
SB	L	15	15	98	12.8	*B*
	T	880	863	98	1.8	*A*
	Subtotal	895	878	98	2.0	*A*
WB	L	80	75	94	59.5	*E*
	R	60	60	100	11.6	*B*
	Subtotal	140	135	96	38.2	*D*
Total		2,430	2,408	99	4.7	*A*

Intersection: Morningview Drive & Mockingbird Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	5	100	0.0	*A*
	R	5	7	140	0.0	*A*
	Subtotal	10	12	120	0.0	*A*
SB	L	5	5	100	1.5	*A*
	T	5	5	100	0.0	*A*
	Subtotal	10	10	100	0.8	*A*
WB	***L***	***5***	***4***	***80***	***4.1***	***A***
	R	5	6	120	2.6	*A*
	Subtotal	10	10	100	3.2	*A*
Total		30	32	107	1.2	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 9000 South & Quarry Bend Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***R***	***130***	***131***	***101***	***4.1***	***A***
	Subtotal	130	131	101	4.1	*A*
EB	T	880	875	99	0.3	*A*
	Subtotal	880	875	99	0.3	*A*
WB	T	725	739	102	0.3	*A*
	R	35	37	106	0.1	*A*
	Subtotal	760	776	102	0.3	*A*
Total		1,770	1,782	101	0.6	*A*

Intersection: Harvard Park Drive & Cy's Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	25	101	1.8	*A*
	T	70	70	100	0.2	*A*
	Subtotal	95	95	100	0.6	*A*
SB	T	86	84	98	0.4	*A*
	R	20	21	106	0.3	*A*
	Subtotal	106	105	99	0.4	*A*
EB	***L***	***30***	***31***	***104***	***4.9***	***A***
	R	25	23	93	3.2	*A*
	Subtotal	55	54	98	4.2	*A*
Total		254	254	100	1.3	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: Harvard Park Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	38	95	23.1	*C*
	T	10	11	107	24.3	*C*
	R	90	89	99	13.7	*B*
	Subtotal	140	138	99	17.1	*C*
SB	L	5	4	80	17.9	*C*
	T	***10***	***10***	***98***	***24.5***	***C***
	R	10	11	107	7.7	*A*
	Subtotal	25	25	100	16.1	*C*
EB	L	5	6	120	3.9	*A*
	T	470	466	99	2.0	*A*
	R	40	41	102	1.0	*A*
	Subtotal	515	513	100	1.9	*A*
WB	L	115	116	101	6.7	*A*
	T	376	386	103	0.8	*A*
	R	5	7	140	0.5	*A*
	Subtotal	496	509	103	2.1	*A*
Total		1,177	1,185	101	4.1	*A*

Intersection: Pebble Hills Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***3***	***60***	***13.1***	***B***
	R	10	10	98	4.7	*A*
	Subtotal	15	13	87	6.6	*A*
EB	T	555	550	99	1.0	*A*
	R	10	10	98	0.5	*A*
	Subtotal	565	560	99	1.0	*A*
WB	L	15	15	98	4.3	*A*
	T	490	504	103	0.3	*A*
	Subtotal	505	519	103	0.4	*A*
Total		1,086	1,092	101	0.8	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 1185 East & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***15***	***14***	***92***	***13.0***	***B***
	R	5	6	120	3.6	*A*
	Subtotal	20	20	100	10.2	*B*
EB	T	541	536	99	0.7	*A*
	R	25	24	97	0.2	*A*
	Subtotal	566	560	99	0.7	*A*
WB	L	5	4	80	4.1	*A*
	T	490	504	103	0.6	*A*
	Subtotal	495	508	103	0.6	*A*
Total		1,081	1,088	101	0.9	*A*

Intersection: 1300 East & 8900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,096	1,101	100	0.9	*A*
	Subtotal	1,096	1,101	100	0.9	*A*
SB	T	1,475	1,489	101	0.5	*A*
	R	5	5	100	0.3	*A*
	Subtotal	1,480	1,494	101	0.5	*A*
EB	***R***	***10***	***11***	***107***	***6.3***	***A***
	Subtotal	10	11	110	6.3	*A*
Total		2,586	2,606	101	0.7	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 1300 East & Waters Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,060	1,062	100	1.6	*A*
	R	70	71	102	0.6	*A*
	Subtotal	1,130	1,133	100	1.5	*A*
SB	L	30	26	87	9.7	*A*
	T	1,456	1,474	101	1.7	*A*
	Subtotal	1,486	1,500	101	1.8	*A*
WB	L	35	33	94	57.3	*E*
	R	35	36	103	7.1	*A*
	Subtotal	70	69	99	31.1	*C*
Total		2,685	2,702	101	2.5	*A*

Intersection: Morningview Drive & Mockingbird Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	5	100	0.0	*A*
	R	5	5	100	0.0	*A*
	Subtotal	10	10	100	0.0	*A*
SB	L	5	6	120	1.4	*A*
	T	5	5	100	0.0	*A*
	Subtotal	10	11	110	0.8	*A*
WB	***L***	***5***	***5***	***100***	***4.0***	***A***
	R	5	5	100	2.8	*A*
	Subtotal	10	10	100	3.4	*A*
Total		30	31	103	1.4	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 9000 South & Quarry Bend Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***R***	***95***	***97***	***102***	***5.0***	***A***
	Subtotal	95	97	102	5.0	*A*
EB	T	1,095	1,092	100	0.4	*A*
	Subtotal	1,095	1,092	100	0.4	*A*
WB	T	1,015	1,008	99	0.4	*A*
	R	65	70	108	0.2	*A*
	Subtotal	1,080	1,078	100	0.4	*A*
Total		2,270	2,267	100	0.6	*A*

Intersection: Harvard Park Drive & Cy's Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	2.3	*A*
	T	90	90	100	0.1	*A*
	Subtotal	100	100	100	0.3	*A*
SB	T	125	127	101	0.5	*A*
	R	40	40	100	0.4	*A*
	Subtotal	165	167	101	0.5	*A*
EB	***L***	***25***	***23***	***93***	***5.0***	***A***
	R	35	35	100	3.1	*A*
	Subtotal	60	58	97	3.9	*A*
Total		326	325	100	1.1	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: Harvard Park Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	33	94	16.9	C
	T	***5***	***6***	***114***	***17.3***	***C***
	R	68	68	100	9.3	A
	Subtotal	108	107	99	12.1	B
SB	L	10	9	88	13.8	B
	T	5	5	100	15.0	B
	R	20	21	106	6.3	A
	Subtotal	35	35	100	9.5	A
EB	L	5	4	80	4.4	A
	T	318	317	100	1.5	A
	R	45	45	100	0.7	A
	Subtotal	368	366	99	1.4	A
WB	L	55	54	98	5.3	A
	T	392	390	99	0.7	A
	R	5	6	120	0.2	A
	Subtotal	452	450	100	1.2	A
Total		963	958	99	2.9	A

Intersection: Pebble Hills Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***12***	***11***	***90***	***9.8***	***A***
	R	12	10	82	4.0	A
	Subtotal	24	21	88	7.0	A
EB	T	390	389	100	0.8	A
	R	7	6	83	0.5	A
	Subtotal	397	395	99	0.8	A
WB	L	6	5	83	3.2	A
	T	440	440	100	0.3	A
	Subtotal	446	445	100	0.3	A
Total		868	861	99	0.7	A

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 1185 East & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***25***	***21***	***85***	***9.6***	***A***
	R	23	24	105	4.4	*A*
	Subtotal	48	45	94	6.8	*A*
EB	T	385	383	100	0.5	*A*
	R	16	17	105	0.1	*A*
	Subtotal	401	400	100	0.5	*A*
WB	L	11	11	98	3.0	*A*
	T	421	425	101	0.5	*A*
	Subtotal	432	436	101	0.6	*A*
Total		880	881	100	0.9	*A*

Intersection: 1300 East & 8900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,418	1,440	102	1.5	*A*
	Subtotal	1,418	1,440	102	1.5	*A*
SB	T	885	889	100	0.3	*A*
	R	7	8	110	0.1	*A*
	Subtotal	892	897	101	0.3	*A*
EB	***R***	***15***	***16***	***105***	***3.9***	***A***
	Subtotal	15	16	107	3.9	*A*
Total		2,325	2,353	101	1.1	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 1300 East & Cy's Road/Waters Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	7.2	*A*
	T	1,335	1,358	102	3.3	*A*
	R	60	58	97	1.0	*A*
	Subtotal	1,400	1,421	102	3.2	*A*
SB	L	15	13	85	17.0	*B*
	T	880	887	101	2.2	*A*
	R	5	4	80	1.0	*A*
	Subtotal	900	904	100	2.4	*A*
EB	L	22	19	87	57.7	*E*
	T	5	5	100	56.2	*E*
	R	12	12	98	8.3	*A*
	Subtotal	39	36	92	41.0	*D*
WB	L	70	66	95	55.7	*E*
	T	10	10	98	52.3	*D*
	R	60	60	100	15.4	*B*
	Subtotal	140	136	97	37.7	*D*
Total		2,479	2,497	101	5.4	*A*

Intersection: Morningview Drive & Mockingbird Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	3	60	0.0	*A*
	R	5	6	120	0.0	*A*
	Subtotal	10	9	90	0.0	*A*
SB	L	7	7	97	1.5	*A*
	T	5	6	120	0.0	*A*
	Subtotal	12	13	108	0.8	*A*
WB	***L***	***5***	***4***	***80***	***4.4***	***A***
	R	6	7	117	2.6	*A*
	Subtotal	11	11	100	3.3	*A*
Total		33	33	99	1.4	*A*

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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT22-2130*

Intersection: 9000 South & Quarry Bend Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***R***	***149***	***149***	***100***	***4.1***	***A***
	Subtotal	149	149	100	4.1	*A*
EB	T	880	877	100	0.3	*A*
	Subtotal	880	877	100	0.3	*A*
WB	T	725	716	99	0.3	*A*
	R	37	37	100	0.1	*A*
	Subtotal	762	753	99	0.3	*A*
Total		1,791	1,779	99	0.6	*A*

Intersection: Harvard Park Drive & Cy's Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	25	101	1.8	*A*
	T	70	68	97	0.2	*A*
	R	7	8	110	0.1	*A*
	Subtotal	102	101	99	0.6	*A*
SB	L	5	5	100	2.1	*A*
	T	85	84	99	0.4	*A*
	R	20	21	106	0.2	*A*
	Subtotal	110	110	100	0.4	*A*
EB	L	30	30	101	5.2	*A*
	T	***10***	***10***	***98***	***6.5***	***A***
	R	25	27	109	3.0	*A*
	Subtotal	65	67	103	4.5	*A*
WB	L	19	19	99	5.1	*A*
	T	8	6	73	5.7	*A*
	R	3	4	133	2.4	*A*
	Subtotal	30	29	97	4.9	*A*
Total		307	307	100	1.8	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: Harvard Park Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***40***	***40***	***100***	***32.8***	***D***
	T	10	10	98	32.6	*D*
	R	92	93	101	19.0	*C*
	Subtotal	142	143	101	23.8	*C*
SB	L	5	5	100	23.1	*C*
	T	10	9	88	25.3	*D*
	R	10	11	107	7.3	*A*
	Subtotal	25	25	100	16.9	*C*
EB	L	5	5	100	4.0	*A*
	T	475	474	100	1.8	*A*
	R	50	53	105	0.8	*A*
	Subtotal	530	532	100	1.7	*A*
WB	L	116	121	104	8.4	*A*
	T	378	376	99	0.9	*A*
	R	5	6	120	0.7	*A*
	Subtotal	499	503	101	2.7	*A*
Total		1,197	1,203	100	5.1	*A*

Intersection: Pebble Hills Drive & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***4***	***80***	***13.3***	***B***
	R	13	14	106	4.9	*A*
	Subtotal	18	18	100	6.8	*A*
EB	T	560	560	100	1.1	*A*
	R	12	12	98	0.7	*A*
	Subtotal	572	572	100	1.1	*A*
WB	L	17	17	99	3.8	*A*
	T	493	499	101	0.4	*A*
	Subtotal	510	516	101	0.5	*A*
Total		1,101	1,106	100	0.9	*A*

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 1185 East & 8600 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***17***	***15***	***87***	***13.6***	***B***
	R	7	7	97	4.8	*A*
	Subtotal	24	22	92	10.8	*B*
EB	T	546	547	100	0.7	*A*
	R	28	28	101	0.3	*A*
	Subtotal	574	575	100	0.7	*A*
WB	L	8	8	97	4.3	*A*
	T	493	502	102	0.6	*A*
	Subtotal	501	510	102	0.7	*A*
Total		1,100	1,107	101	0.9	*A*

Intersection: 1300 East & 8900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,107	1,110	100	1.1	*A*
	Subtotal	1,107	1,110	100	1.1	*A*
SB	T	1,492	1,486	100	0.6	*A*
	R	8	7	85	0.2	*A*
	Subtotal	1,500	1,493	100	0.6	*A*
EB	***R***	***12***	***11***	***90***	***8.6***	***A***
	Subtotal	12	11	92	8.6	*A*
Total		2,620	2,614	100	0.8	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 1300 East & Cy's Road/Waters Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	23	111	12.9	*B*
	T	1,060	1,062	100	2.3	*A*
	R	70	74	106	0.7	*A*
	Subtotal	1,151	1,159	101	2.4	*A*
SB	L	30	27	91	10.2	*B*
	T	1,458	1,451	100	3.0	*A*
	R	17	19	110	1.6	*A*
	Subtotal	1,505	1,497	99	3.1	*A*
EB	L	12	12	98	60.1	*E*
	T	10	9	88	51.6	*D*
	R	11	12	107	12.5	*B*
	Subtotal	33	33	100	40.5	*D*
WB	L	35	34	97	58.0	*E*
	T	10	8	78	50.1	*D*
	R	35	37	106	9.6	*A*
	Subtotal	80	79	99	34.5	*C*
Total		2,769	2,768	100	4.1	*A*

Intersection: Morningview Drive & Mockingbird Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	2	40	0.0	*A*
	R	5	6	120	0.0	*A*
	Subtotal	10	8	80	0.0	*A*
SB	L	7	7	97	1.7	*A*
	T	5	4	80	0.0	*A*
	Subtotal	12	11	92	1.1	*A*
WB	***L***	***5***	***5***	***100***	***3.8***	***A***
	R	7	10	138	2.6	*A*
	Subtotal	12	15	125	3.0	*A*
Total		34	34	99	1.7	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Sandy Plumb Schneiter TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT22-2130*

Intersection: 9000 South & Quarry Bend Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***R***	***105***	***111***	***106***	***5.2***	***A***
	Subtotal	105	111	106	5.2	*A*
EB	T	1,095	1,094	100	0.4	*A*
	Subtotal	1,095	1,094	100	0.4	*A*
WB	T	1,015	1,021	101	0.4	*A*
	R	69	69	100	0.2	*A*
	Subtotal	1,084	1,090	101	0.4	*A*
Total		2,284	2,295	100	0.6	*A*

Intersection: Harvard Park Drive & Cy's Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	1.9	*A*
	T	90	92	102	0.2	*A*
	R	4	4	100	0.0	*A*
	Subtotal	104	106	102	0.4	*A*
SB	L	11	14	124	2.5	*A*
	T	125	128	102	0.7	*A*
	R	40	42	105	0.6	*A*
	Subtotal	176	184	105	0.8	*A*
EB	L	25	24	97	5.5	*A*
	T	***30***	***30***	***101***	***6.3***	***A***
	R	35	34	97	3.7	*A*
	Subtotal	90	88	98	5.1	*A*
WB	L	10	10	98	4.8	*A*
	T	13	13	98	6.3	*A*
	R	2	3	150	3.0	*A*
	Subtotal	25	26	104	5.3	*A*
Total		396	404	102	1.9	*A*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Sandy Plumb Schneiter TIS

Analysis: Existing (2022) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2130

Intersection	NB					SB				EB			WB		
	LR	LT	LTR	R	T	L	LTR	R	T	L	LR	R	L	LR	R
01: Harvard Park Drive & 8600 South			75				50						50		
02: Pebble Hills Drive & 8600 South	50														
03: 1185 East & 8600 South	50														
04: 1300 East & 8900 South												50			
05: 1300 East & Waters Lane					100	50			75				150		100
06: Morningview Drive & Mockingbird Lane															
07: 9000 South & Quarry Bend Drive								75							
08: Harvard Park Drive & Cy's Road											50				

SimTraffic Queueing Report

Project: Sandy Plumb Schneiter TIS

Analysis: Existing (2022) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2130

Intersection	NB					SB				EB				WB		
	LR	LT	LTR	R	T	L	LTR	R	T	L	LR	R	TR	L	LR	R
01: Harvard Park Drive & 8600 South			75				50							50		
02: Pebble Hills Drive & 8600 South																
03: 1185 East & 8600 South	50															
04: 1300 East & 8900 South												50				
05: 1300 East & Waters Lane					75	50			75					75		50
06: Morningview Drive & Mockingbird Lane																
07: 9000 South & Quarry Bend Drive								50								
08: Harvard Park Drive & Cy's Road											75					

SimTraffic Queueing Report

Project: Sandy Plumb Schneiter TIS

Analysis: Existing (2022) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2130

Intersection	NB					SB					EB				WB		
	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LTR	R	TR	L	LR	TR
01: Harvard Park Drive & 8600 South			75				50								50		
02: Pebble Hills Drive & 8600 South		50															
03: 1185 East & 8600 South		50															
04: 1300 East & 8900 South													50				
05: 1300 East & Cy's Road/Waters Lane					100	25			75	75	75			50	125		75
06: Morningview Drive & Mockingbird Lane																	
07: 9000 South & Quarry Bend Drive								75									
08: Harvard Park Drive & Cy's Road												50			50		25

SimTraffic Queueing Report

Project: Sandy Plumb Schneiter 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 #: UT22-2130

Intersection	NB					SB					EB				WB		
	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LTR	R	TR	L	LR	TR
01: Harvard Park Drive & 8600 South			75				50								75		
02: Pebble Hills Drive & 8600 South		50															
03: 1185 East & 8600 South		50															
04: 1300 East & 8900 South													50				
05: 1300 East & Cy's Road/Waters Lane	50				100	50			100	100	50			50	75		50
06: Morningview Drive & Mockingbird Lane																50	
07: 9000 South & Quarry Bend Drive								50									
08: Harvard Park Drive & Cy's Road												50			25		

SimTraffic Queueing Report

Project: Sandy Plumb Schneiter TIS

Analysis: Future (2027) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2130

Intersection	NB					SB					EB				WB		
	LR	LT	LTR	R	T	L	LT	LTR	R	T	L	LR	R	TR	L	LR	R
01: Harvard Park Drive & 8600 South			75					50							50		
02: Pebble Hills Drive & 8600 South	50																
03: 1185 East & 8600 South	75																
04: 1300 East & 8900 South													50				
05: 1300 East & Waters Lane					125	50				100					150		100
06: Morningview Drive & Mockingbird Lane																50	
07: 9000 South & Quarry Bend Drive									75								
08: Harvard Park Drive & Cy's Road												50					

SimTraffic Queueing Report

Project: Sandy Plumb Schneiter 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 #: UT22-2130

Intersection	NB					SB					EB				WB			
	LR	LT	LTR	R	T	L	LT	LTR	R	T	L	LR	R	TR	L	LR	R	TR
01: Harvard Park Drive & 8600 South			100					50							50			
02: Pebble Hills Drive & 8600 South	50														50			
03: 1185 East & 8600 South	50																	
04: 1300 East & 8900 South													50					
05: 1300 East & Waters Lane					100	50				100					75		75	
06: Morningview Drive & Mockingbird Lane																50		
07: 9000 South & Quarry Bend Drive									75									
08: Harvard Park Drive & Cy's Road												75						

SimTraffic Queueing Report

Project: Sandy Plumb Schneiter TIS

Analysis: Future (2027) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2130

Intersection	NB					SB					EB				WB		
	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LTR	R	TR	L	LR	TR
01: Harvard Park Drive & 8600 South			75				50								50		
02: Pebble Hills Drive & 8600 South		50															
03: 1185 East & 8600 South		50															
04: 1300 East & 8900 South													50				
05: 1300 East & Cy's Road/Waters Lane					150	50			100	75	50			50	125		100
06: Morningview Drive & Mockingbird Lane																50	
07: 9000 South & Quarry Bend Drive								75									
08: Harvard Park Drive & Cy's Road												50			50		

SimTraffic Queueing Report

Project: Sandy Plumb Schneiter 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 #: UT22-2130

Intersection	NB					SB					EB				WB		
	L	LR	LTR	R	T	L	LTR	R	T	TR	L	LTR	R	TR	L	LR	TR
01: Harvard Park Drive & 8600 South			125				50								75		50
02: Pebble Hills Drive & 8600 South		50													50		
03: 1185 East & 8600 South		50															
04: 1300 East & 8900 South													50				
05: 1300 East & Cy's Road/Waters Lane	50				100	50			125	125	50			50	75		75
06: Morningview Drive & Mockingbird Lane																50	
07: 9000 South & Quarry Bend Drive								75									
08: Harvard Park Drive & Cy's Road												75			25		50