KAYSVILLE CITY PLANNING COMMISSION
NOTICE AND AGENDA

Notice is hereby given that the Kaysville City Planning Commission will hold their regular meeting on Thursday, June 28, 2018 at 7:00 p.m. in the Municipal Center.

The agenda shall be as follows:

1. Opening and approval of minutes from the meeting of June 14, 2018.
2. Final plat approval for Sunset Acres Subdivision Amended – Rosemary Lindsay.
3. Rezone of 25 acres of property at 700 South Deseret Drive from GC (General Commercial) to the R-M (Residential Multi-Family) zoning district to include the PRUD (Planned Residential Unit Development) overlay zone – Ivory Homes. (Tabled item.)
4. Call to the public.
5. Other matters that properly come before the Planning Commission:
   a. Reports.
   b. Correspondence.
   c. Calendar.
6. Adjournment.

I hereby certify that I posted a copy of the foregoing Notice and Agenda at the Kaysville Municipal Center and mailed copies to the media representatives on Friday, June 22, 2018.

Lyle Gibson
Zoning Administrator

Planning Commission
Staff Report

Sunset Acres Subdivision Amended (Formerly Lindsay Subdivision)
Final Plat Approval
June 28, 2018

Applicant/Owner:	Rosemary Lindsay
Location:	427 West Burton Lane
Zone:	R-1-LD (Single Family Low Density)

Description:

Recently the applicant received approval for a rezone of the subject property to the R-1-LD zoning district together with the preliminary plat for the proposed subdivision.

The applicant has submitted a Final Plat for the subdivision. It includes 4 total lots on 2.06 acres. 2 of the lots have homes on them which will remain, while the remaining property will be split into lots where 2 new single family homes may be built.

Staff has reviewed the Final Plat and has found that it is consistent with the approved preliminary plat, meets density, lot size, and lot width requirements. The proposed property lines do not create any non-compliance issues.

Recommendation:

Staff is recommending that the Planning Commission approve the Final Plat for the Sunset Acres Subdivision Amended as the plat conforms to all applicable standards and requirements.

Attachment 1: Area Map
Attachment 2: Preliminary Plat
Attachment 3: Final Plat

Sunset Acres Subdivision Amended

TOPOGRAPHIC PLAN

"THIS DRAWING IS FOR TOPOGRAPHICAL INFORMATION ONLY. ALL BOUNDARIES AND EASEMENTS ARE APPROXIMATE AND ARE BASED SOLELY ON THE INFORMATION AVAILABLE ON THE SUBDIVISION PLAT OR OTHERWISE PROVIDED TO THE SURVEYOR.

LEGEND

PROPERTY LINE	
ADJACENT PROPERTY	
ROAD CENTERLINE	
EASEMENT LINE	
EDGE OF PAVEMENT	
CURB, GUTTER, SIDEWALK	
FENCE LINE	
WALL	

181 North 700 West, Suite #4
Bountiful, UT 84010
Phone 801 298 2236
www.Entellus.com
Entellus

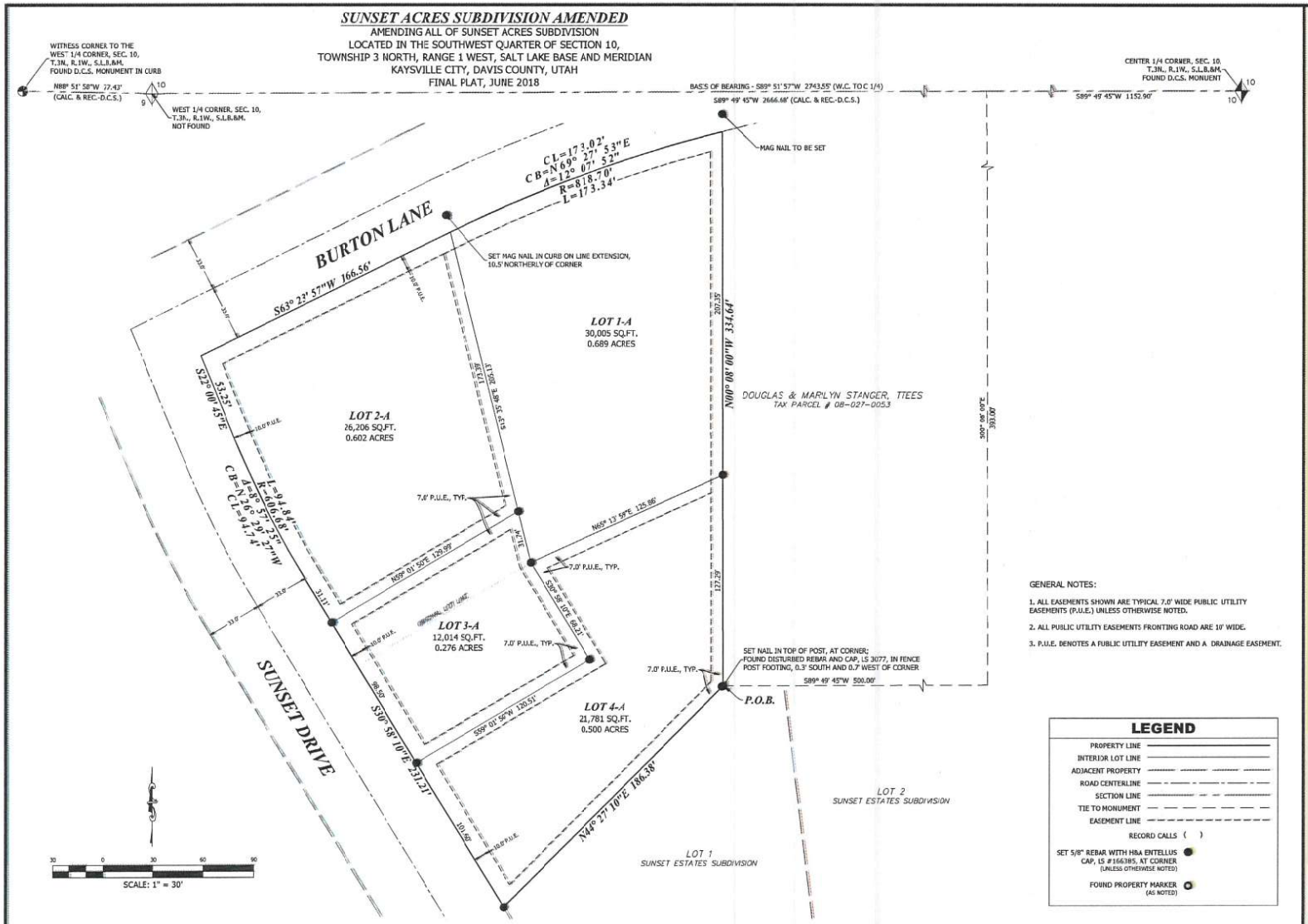
IMPRESSIVE HOMES

SOUTHEAST CORNER OF THE INTERSECTION OF BURTON LANE AND SUNSET DRIVE
LOTS 1, 2 & 3, SUNSET ACRES SUBDIVISION
LOCATED IN THE SW1/4 NE1/4 SECTION 18, T.2S., R.1E., S.L.B.&M.
KAYSVILLE CITY, DAVIS COUNTY, UTAH

DRAWN: JRC 6/10/2019
APPROVED:
PROJECT: 19-0027
HORIZ CALCS: Jrc
X906
ZONING: R-1-10(S) REF

SUNSET ACRES SUBDIVISION AMENDED

AMENDING ALL OF SUNSET ACRES SUBDIVISION
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 10,
TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
KAYSVILLE CITY, DAVIS COUNTY, UTAH
FINAL PLAT, JUNE 2018



GENERAL NOTES:

1. ALL EASEMENTS SHOWN ARE TYPICAL 7.0' WIDE PUBLIC UTILITY EASEMENTS (P.U.E.) UNLESS OTHERWISE NOTED.
2. ALL PUBLIC UTILITY EASEMENTS FRONTING ROAD ARE 10' WIDE.
3. P.U.E. DENOTES A PUBLIC UTILITY EASEMENT AND A DRAINAGE EASEMENT.

LEGEND

PROPERTY LINE	
INTERIOR LOT LINE	
ADJACENT PROPERTY	
ROAD CENTERLINE	
SECTION LINE	
TIE TO MONUMENT	
EASEMENT LINE	
RECORD CALLS ( )	
SET 5/8" REBAR WITH H&A ENTELLUS CAP, LS #166385, AT CORNER (UNLESS OTHERWISE NOTED)	●
FOUND PROPERTY MARKER (AS NOTED)	○

SURVEYOR'S CERTIFICATE

I, JEREMIAH R. CUNNINGHAM, A PROFESSIONAL LAND SURVEYOR HOLDING CERTIFICATE NO. 9182497 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH, DO HEREBY CERTIFY THAT BY THE AUTHORITY OF THE OWNERS I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED HEREWITH AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS HEREAFTER TO BE KNOWN AS SUNSET ACRES SUBDIVISION AMENDED AND THAT SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN.

PRELIMINARY

JEREMIAH R. CUNNINGHAM, P.L.S. UT #9182497 DATE

BOUNDARY DESCRIPTION

LIBRARY BOARD PARCEL A, MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT SOUTH89°49'45"WEST 1152.90 FEET ALONG THE QUARTER SECTION LINE AND SOUTH 00°08'00"EAST 393.00 FEET AND SOUTH89°49'45"WEST 500.00FEET FROM THE CENTER OF SECTION 10, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH00°08'00"WEST 334.64 FEET TO THE SOUTH LINE OF BURTON LANE; THENCE SOUTHWESTERLY 173.34 FEET ALONG THE ARC OF 818.70 FOOT RADIUS CURVE (RADIUS POINT BEARS SOUTH 14°28'12"EAST) AND THE SOUTH LINE OF SAID BURTON LANE: THENCE SOUTH63°23'57"WEST 166.56 FEET ALONG THE SOUTHERLY LINE OF BURTON LANE TO THE EAST LINE OF SUNSET DRIVE; THENCE SOUTH22°40'45"EAST 53.25 FEET ALONG THE EAST LINE OF SUNSET DRIVE TO A POINT ON A CURVE; THENCE 94.84 FEET ALONG THE ARC OF A 606.68 FOOT RADIUS CURVE TO THE LEFT ALONG THE EAST LINE OF SAID SUNSET DRIVE; THENCE SOUTH30°58'10"EAST 231.21 FEET ALONG THE EAST LINE OF SAID SUNSET DRIVE; THENCE NORTH44°27'10"EAST 186.38 FEET TO THE POINT OF BEGINNING.
CONTAINS 2.066 ACRES.

OWNER'S DEDICATION

THE UNDERSIGNED OWNERS OF THE HEREON DESCRIBED TRACT OF LAND,HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AS SHOWN ON THIS PLAT, AND NAME SAID SUNSET ACRES SUBDIVISION AMENDED AND HEREBY DEDICATE GRANT AND CONVEY TO KAYSVILLE CITY, DAVIS COUNTY, UTAH ALL THOSE PARTS OR PORTIONS OF SAID TRACT OF LAND DESIGNATED AS EASEMENT FOR PUBLIC UTILITY AND DRAINAGE PURPOSES AS SHOWN HEREON, THE SAME TO BE USED FOR THE INSTALLATION, AND OPERATION OF PUBLIC UTILITY SERVICE LINE AND DRAINAGE AS MAY BE AUTHORIZED BY KAYSVILLE CITY.

SIGNED THIS _____ DAY OF_____, 20_____.

TRUST ACKNOWLEDGMENT

ON THE __ DAY OF _____, 20__ THERE PERSONALLY APPEARED BEFORE ME, _____, TRUSTEES OF THE _____, WHO BEING DULY SWORN, DID SAY THAT HE/SHE IS A TRUSTEE OF SAID TRUST AND THAT THE FOREGOING INSTRUMENT WAS SIGNED ON BEHALF OF SAID TRUST AND THAT IT IS WITHIN THE TRUSTEE'S AUTHORITY TO EXECUTE THE SAME.

NOTARY PUBLIC: _____

RESIDENCE: _____

MY COMMISSION EXPIRES: _____

Entellus
181 North 200 West, Suite #4
Bountiful, UT 84010
Phone 801.298.2236
www.Entellus.com

PROJECT #1016012 05/22/2018 JRC 06/14/2018 JH

KAYSVILLE CITY COUNCIL

PRESENTED TO THE CITY COUNCIL OF KAYSVILLE, UTAH, ON THIS _____ DAY OF _____, 20_____, AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

CITY RECORDER ATTEST: _____

MAYOR: _____

CITY ENGINEER'S APPROVAL

I HEREBY CERTIFY THAT I HAVE CAREFULLY INVESTIGATED THE LINE OF SURVEY OF THE FOREGOING PLAT AND THE LEGAL DESCRIPTION OF THE LAND EMBRACED THEREIN AND FIND THEM TO BE CORRECT AND TO AGREE WITH THE LINE AND MONUMENTS ON RECORD IN THIS OFFICE. SIGNED THIS _____ DAY OF _____, 20_____.

KAYSVILLE CITY ENGINEER

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____, 20 _____, BY THE PLANNING COMMISSION OF KAYSVILLE CITY.

CITY ATTORNEY'S APPROVAL

APPROVED ON THIS _____ DAY OF _____, 20____.

KAYSVILLE CITY ATTORNEY

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE PAID _____

FILED FOR RECORD AND RECORDED THIS _____ DAY OF _____, 20_____

AT _____ IN BOOK _____ OF _____

COUNTY RECORDER: _____

BY: _____
DEPUTY

Planning Commission
Staff Report

Rezone of 25 acres of property at 700 South Deseret Drive from GC (General Commercial) to the R-M (Residential Multi-Family) zoning district to include the PRUD (Planned Residential Unit Development) overlay zone.
June 28, 2018

Applicant/Owner: Ivory Homes

Description:

Update:
The Planning Commission held a public hearing in April regarding this proposal. After the hearing and additional conversation the Planning Commission voted to table a decision regarding the request pending the following:

- A development agreement further detailing the plans for the property.
- A traffic study comparing trip generation of commercial and residential use of the property.
- Show a balance of commercial and residential use which compliments the area.

Since this meeting the applicant has worked with a traffic engineer to generate a traffic study. This study indicates that for the most part the transportation network with the additional development will continue to function at a high level of service. The notable exception to this is the intersection at 200 North and 600 West which currently rates poorly. Some scenarios with office development and a commercial shopping center were analyzed to compare with the proposed residential development shown in Appendix E of the report. In each scenario the level of service was similar at buildout.

The applicant has also provided a more detailed site plan showing how the property would likely be developed, including sample photos of a similar development, as well as a draft development agreement to commit themselves to certain development including a limitation on density and housing types. Specifically of note the agreement states that there will be a minimum of 5 acres of commercial and that residential development shall consists of a maximum of 8 units per acre consisting of single family homes. Single family homes can be attached (townhomes) or detached.

Original report from April 26, 2018:

The subject property just south of Boondocks between Deseret Drive and the freeway is currently vacant. The applicant is requesting a rezone of the property from commercial to allow for residential development.

The existing GC zoning district regulated by Kaysville City Code (KCC) Chapter 17-19 allows for office and retail sales and services.

The RM zoning District regulated by KCC 17-16 is for residential use with potential density as high as 15.5 units per acre.

The PRUD overlay zone found in KCC 17-34 would allow for some flexibility in development of the property such as a common open space subdivision or some deviation from typical requirements of the RM zone should the applicant prove that the development will create a more desirable product than would otherwise be feasible without the overlay.

A rezone is a legislative decision, meaning that the Planning Commission and ultimately the City Council have broad discretion in the decision it makes as to whether or not the request is in harmony with the City's General Plan and is appropriate in the proposed location.

The City's General Plan states, among other things:

> Identity and Character:
> Kaysville should be primarily a residential community with a vision to promote business, industry and public use.
>
> Growth and Development
> A. Growth should mostly occur through development within the City. Development should improve public safety and sense of community. An adequate revenue base should be developed to fund City operations and infrastructure.
>
> 1. Refurbish or replace deteriorating structures so that land is used to its long-term potential.
> 2. Reserve land and promote development that is high quality, diversified and adaptable to changing conditions.
> 3. Encourage businesses and industries to locate and invest within the City.
> 4. Regulate the more intensive uses that create traffic and public service problems and costs
>
> Housing
> A. Housing should be located throughout the City and restricted only where it is incompatible with other necessary uses.
>
> 1. West of I-15, allow zero to two units per acre with some higher density housing along the major streets.
>
> B. The majority of the housing should be one unit per structure (single unit). About ten percent (10%) of the housing should be more than one unit per structure (multiple unit). Multiple unit housing should consist mostly of duplexes (two unit structures) and some three to six unit structures dispersed throughout the City.
> C. Housing development should have a minimum of through vehicular traffic and a maximum of open space.
> D. Housing developments should essentially pay for themselves.
>
> Business and Industry

A. Most sites used primarily for business or industry should be located on major streets. Mitigate impacts on adjacent residential uses through compliance with ordinances and regulations.
B. Home occupations should be located throughout the City, but not be allowed to change or interfere with the character of residential areas.

Deseret Drive and I-15 are both classified as Major Streets per Kaysville City's Major Street Plan in Section 8-3-2.

Recommendation:

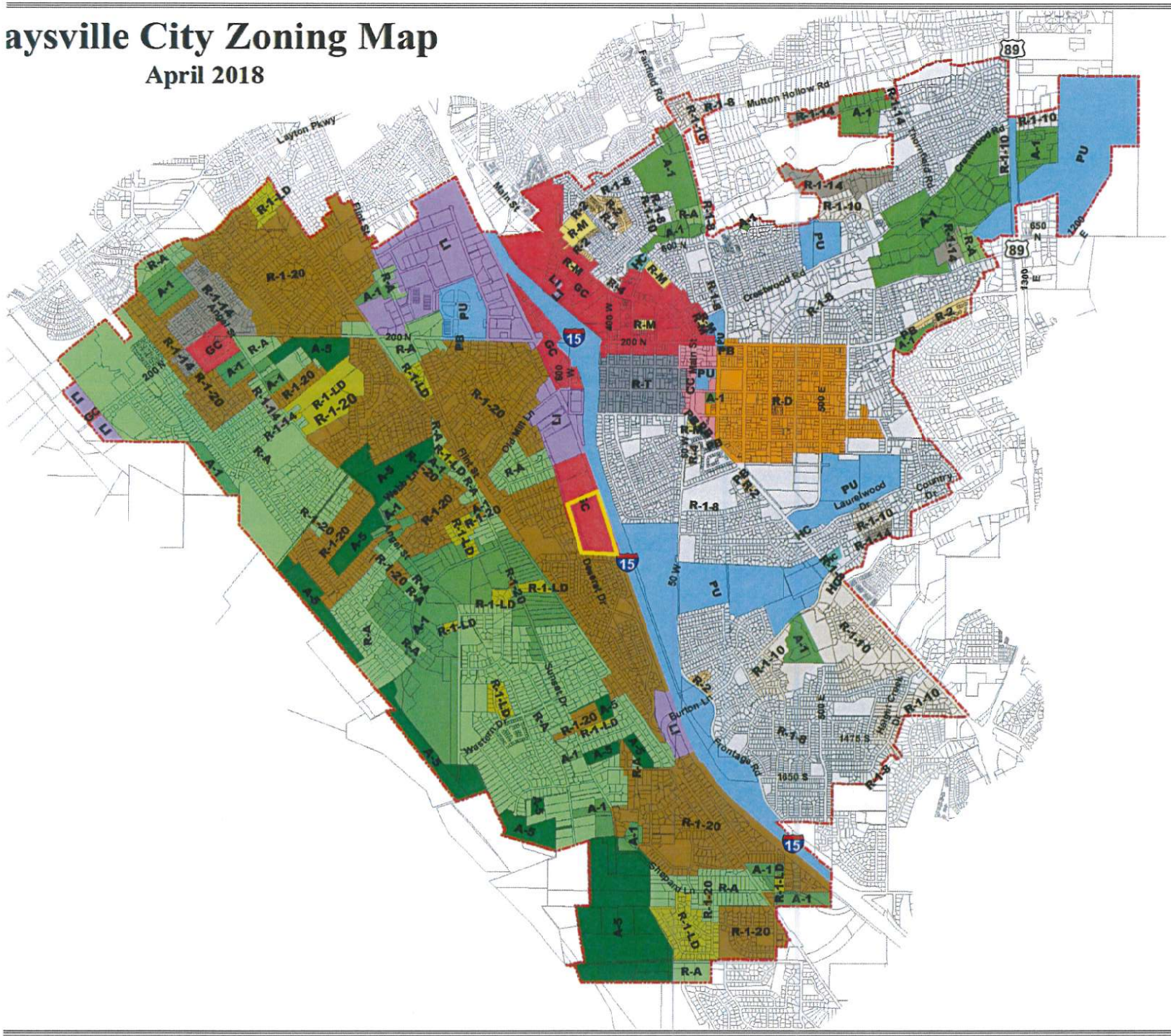
Rezone:
With the additional information provided, the Planning Commission should make a recommendation to the City Council addressing the rezone request based on its findings of compatibility with the General Plan, how well the proposal works at this specific location, and how well the development agreement and provided details address the concerns of the Planning Commission and public provided at the public hearing. The Planning Commission may make recommendations to approve, approve with modifications, or deny the request. The Planning Commission may also table a decision pending additional information.

Attachment 1: Area Map
Attachment 2: Zoning Map
Attachment 3: Concept Site Plan
Attachment 4: Draft Development Agreement
Attachment 5: Minutes from 4/26/18
Attachment 6: Photos of example development
Attachment 7: Traffic Impact Study (Digital Only)

Rezone of 700 South Deseret Drive from GC to R-M with the PRUD overlay.

aysville City Zoning Map

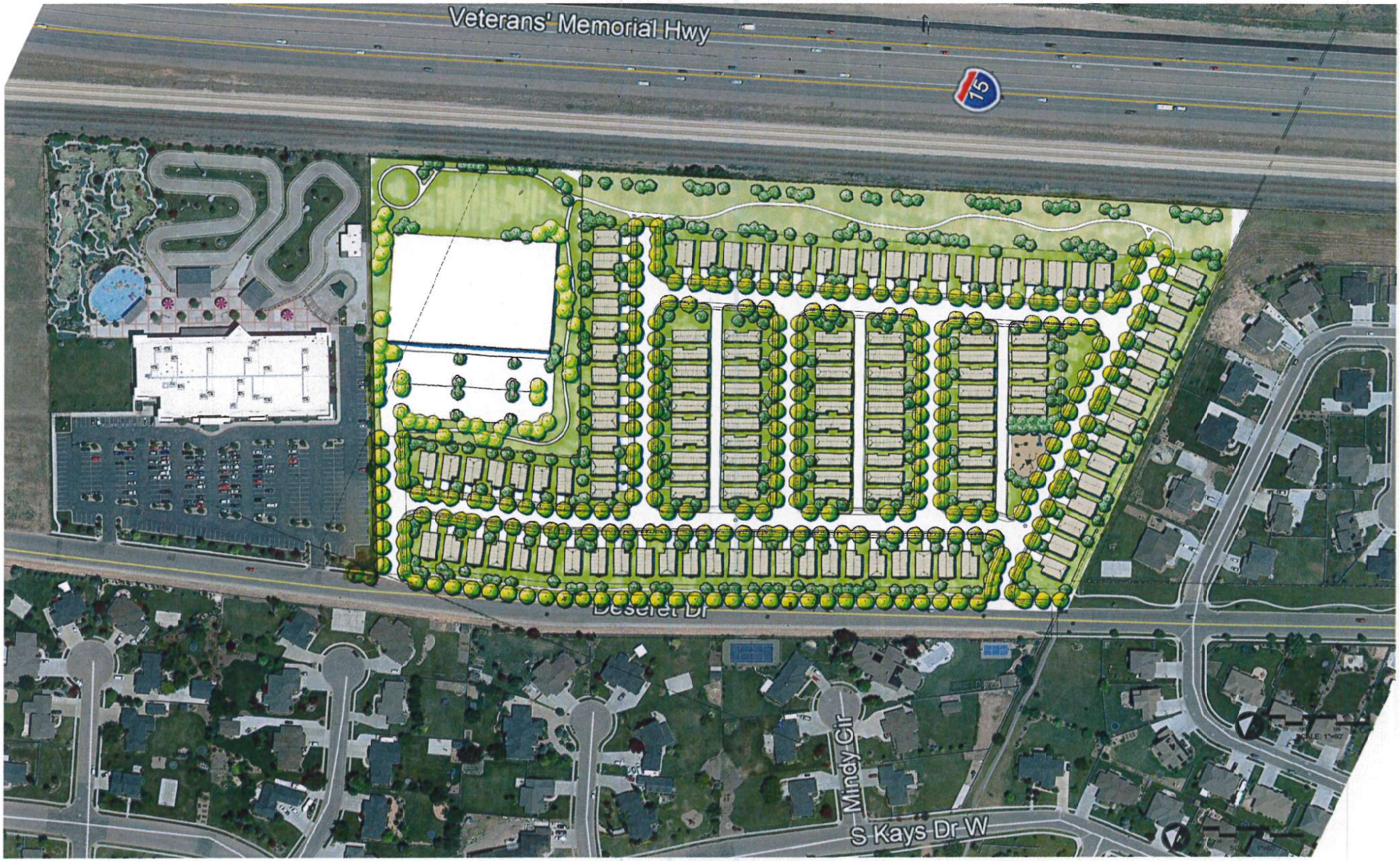
April 2018



Legend

- City Boundary
- Heavy Agricultural (A-5) ≥210,000 Sq
- Light Agricultural (A-1) ≥40,000 SqFt
- Agricultural Residential (R-A) ≥21,780
- Old Kaysville Townsite Residential (R
- Single Family (R-1-20) ≥20,000 SqFt
- Single Family (R-1-14) ≥14,000 SqFt
- Single Family (R-1-LD) ≥12,000 SqFt
- Single Family (R-1-10) ≥10,000 SqFt
- Single Family (R-1-8) ≥8,000 SqFt
- Diverse Residential (R-D)
- One or Two Family Residential (R-2)
- One to Four Family Residential (R-4)
- Multiple Family Residential (R-M)
- Public Use (PU)
- Professional Business (PB)
- General Commercial (GC)
- Central Commercial (CC)
- Light Industrial (LI)
- Health Care (HC)

Kaysv



LDG

IVORY HOMES

Concept Sketch

Kaysville Property
Kaysville City, Utah
June, 2018

When Recorded, Return to:
Ivory Development, LLC
Bryon Prince
978 East Woodoak Lane
SLC, UT 84117

Affecting Tax Parcels No.:

AMERICA FIRST CREDIT UNION PROPERTY SUBDIVISION DEVELOPMENT AGREEMENT

(25 Acres on Deseret Drive, Kaysville, UT)

For ten dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, THIS AMERICA FIRST CREDIT UNION PROPERTY SUBDIVISION DEVELOPMENT AGREEMENT ("Agreement") is made and entered into as of the _____ day of _____, 2018, by and between Kaysville City, a municipal corporation of the State of Utah, ("City"), and Ivory Development, LLC, a Utah limited liability company ("Developer"), sometimes referred to jointly herein as "Parties."

RECITALS:

A. Developer owns real property within the City located at _____ Deseret Drive more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference ("Property").

B. Developer has heretofore made application to the City for approval of Developer's Project as a subdivision.

C. Developer and the City desire that the Property be developed in a unified and consistent fashion according to the terms set forth herein.

D. Developer has pending a zone amendment application for purposes of amending the zoning of the Property to RM.

E. Developer and the City have cooperated in the preparation of this Agreement and desire to enter into this Agreement to specify the rights and responsibilities of Developer to develop the Property as expressed in this Agreement and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this Agreement.

F. The Parties understand and intend that this Agreement is a "development agreement" within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-9a-102.

AGREEMENT:

NOW, THEREFORE, in consideration of the mutual covenants contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties hereby agree as follows:

1. Recitals Incorporated.

The above Recitals are integrated into the terms and conditions of this Agreement.

2. Development Requirements.

Subject to the City's approval of the Project as a subdivision, together with all necessary zoning changes, entitlements and approvals, and subject to the terms and conditions of this Agreement, Developer shall proceed with the Project as follows:

a. Compliance with City Ordinances and Development Requirements. The Project shall be developed in accordance with the ordinances and development requirements of the City governing preliminary and final subdivisions. All required plats, drawings and other supporting documents for the Project, and each phase thereof, shall be prepared and submitted to the City for its review and approval.

b. Dedication or Donation. Prior to or simultaneously with recording of the final plat for the Project, or any phase thereof, at the office of the Davis County Recorder, Developer agrees to dedicate, transfer or donate to the City all required easements for the purpose of constructing, installing, operating and maintaining public utilities and improvements of every nature and kind as determined necessary by the City. Additionally, Developer agrees to dedicate, transfer or donate to the City a minimum of Eighteen percent (18%) of the total acreage of the final plat as open space and playground within the Project, which shall include a twenty-foot (20') wide trail corridor along Deseret Drive.

c. Project Use. Developer's project for development of the Property shall consist of a minimum of five (5) acres of commercial use with the remaining acreage a residential use.

d. Residential Lot Density. The residential portion of Developer's project for development of the Property shall consist of a maximum of eight (8) units per acre consisting solely of single-family homes and no multi-family housing, which multi-family housing is specifically prohibited within the project pursuant hereto.

3. Construction Standards and Requirements.

All Construction shall be conducted and completed in accordance with the ordinances and development standards of the City. All required improvements for the Project shall be constructed in accordance with the City's construction standards and/or plans specifically approved for this project and all required Public improvements and easements shall be dedicated to the City. Prior to commencing any construction or development of any building, structures or other work or improvements within the Project, the Developer shall secure any and all permits which may be required by the City or any other governmental entity having jurisdiction over the work. The Developer shall construct, or cause to be constructed, all improvements for the Project in conformity with all applicable federal, state and/or local laws, rules and regulations.

4. Payment of Fees.

The Developer shall pay all required fees to the City in a timely manner pertaining to the Project or any portion thereof.

5. Credit Against Impact Fees. The City shall not charge Developer impact fees based on open space acreage dedicated to the City as more fully set forth in this Agreement.

6. Reimbursement for "Upsizing". In addition to the credits set forth above in Section 4, the City shall not require Developer to "upsize" any public improvements (i.e., to construct the improvements to a size larger than required or not necessary to service the Project) unless financial arrangements reasonably acceptable to Developer and the City are made to compensate Developer for the costs associated with upsizing the improvements. In the event any off-site infrastructure or on-site infrastructure designed, constructed, or developed by Developer are oversized for the benefit of any property other than the Property, Developer shall be entitled to reimbursement for the portion of the costs attributable to the oversizing of such improvements within ninety (90) days of submitting an invoice for such work to the City.

7. City Obligations.

Subject to the Developer complying with all of the City's Ordinances, rules, regulations and the provisions of this Agreement, the City agrees to:

a. Provide standard municipal services to the Project including police and fire protection, subject to payment of all fees and charges invoiced or levied therefor by the City.

b. Cause the City's administrative personnel, with reasonable diligence, to take or cause to be taken all actions required or advisable to be taken preparatory to, but not including, final legislative action by the City Council or the Planning Commission, in connection with adoption of the pending zone amendment and approval of this Agreement.

c. Maintain all utilities, roads, Open Space and other infrastructure and improvements dedicated to the City as part of the Project.

8. Assignment.

The Developer shall not assign this Agreement or any rights or interests herein without the prior written consent of the City.

9. Default. If Developer or the City fails to perform their respective obligations hereunder or to comply with the terms hereof, the party believing that a Default has occurred shall provide Notice to the other party. Said Notice of Default shall, (1) specify the claimed event of Default; (2) identify the provisions of this Agreement claimed to be in Default; (3) identify why the Default is material; and (4) (optional) propose a method and time for curing the Default. Upon the issuance of a Notice of Default, the parties shall engage in a "Meet and Confer". If the issue is not resolved during the "Meet and Confer" process, the parties shall engage in a mediation process. If a mediation process is necessary based on the foregoing, the parties shall appoint a mutually acceptable mediator within ten (10) days of the "Meeting and Confer". If the parties are unable to agree on a single acceptable mediator, each shall, within ten (10) days, appoint their own representative. These two representatives shall choose the single mediator. Developer shall pay the fees of the chosen mediator. After being named mediator, such individual shall within fifteen (15) days, review the positions of the parties regarding the mediation issues and promptly attempt to mediate the issue between the parties. If the parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems to be appropriate. The mediator's opinion shall not be binding on the parties. If the parties are not able to resolve the Default by "Meet and Confer" or by mediation then the parties may have all rights and remedies available at law and in equity, including, but not limited to, injunctive relief, specific performance and/or damages.

10. Notice.

Any notices, requests and demands required or desired to be given hereunder shall be in writing and shall be served personally upon the party for whom intended, or if mailed, by certified mail, return receipt requested, postage prepaid, to such party at its address shown below:

To the Developer:
Ivory Development, LLC.
Attn: Bryon Prince
978 Woodoak Lane
Salt Lake City, Utah 84117

To City:
Kaysville City
Attn: City Manager
23 E. Center St.
Kaysville, UT 84037

Any party may change its address for notice by giving written notice to the other party in accordance with provisions of this Section.

11. Attorneys' Fees.

In the event of any lawsuit between the parties hereto arising out or relating to this Agreement, or any of the documents provided for herein, the prevailing party or parties shall be entitled, in addition to the remedies and damages, if any, awarded in such proceeding, to recover reasonable attorneys' fees and costs.

12. Integration.

This Agreement, together with the exhibits hereto, integrates all of the terms and conditions pertaining to the subject matter hereof and supersedes all prior negotiations, representations, promises, inducements or previous agreements between the parties hereto with respect to the subject matter hereof. Any amendments hereto must be in writing and signed by the perspective parties hereto.

13. Headings.

The headings contained in this Agreement are intended for convenience only and are in no way to be used to construe or limit the text herein.

14. No Third Party Rights/No Joint Venture. This Agreement does not create a joint venture relationship, partnership or agency relationship between the City and Developer. Further, the Parties do not intend this Agreement to create any third-party beneficiary rights. The parties acknowledge that this Agreement refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property unless the City has accepted the dedication of such improvements at which time all rights and responsibilities for the dedicated public improvement shall be the City's.

15. Binding Effect.

This Agreement shall inure to the benefit of, and be binding upon the parties hereto and their respective heirs, representatives, officers, agents, employees, successors and assigns (if any assignments are allowed as provided hereinabove).

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first hereinabove written.

Developer:

IVORY DEVELOPMENT, LLC,
a Utah limited liability company

By: _____

Name: _____

Its: _____

STATE OF UTAH)

: ss.

COUNTY OF SALT LAKE)

On this ____ day of _____, 2018, personally appeared before me _____, known or satisfactorily proved to me to be the person who signed the foregoing instrument, and acknowledged to me that he/she is the _____ of Ivory Development, LLC, a Utah limited liability company, and acknowledged to me that said limited liability company executed the same.

_____

Notary Public

City:

KAYSVILLE CITY

By _____

Katie Witt, Mayor

Attest and Countersign:

Dated:

_____ _____

City Recorder

STATE OF UTAH)

: ss.

COUNTY OF DAVIS)

The foregoing instrument was acknowledged before me this _____ day of _____, 2018, by Katie Witt, Mayor.

_____

Notary Public

EXHIBIT "A"

PROPERTY DESCRIPTION

KAYSVILLE CITY PLANNING COMMISSION
April 26, 2018

Members Attending: Chairperson Betty Parker, Matthew Anderson, Gary Bullock, Stroh DeCaire, Joshua Sundloff, Thomas Wood

Excused: Lorene Kamalu

Staff Present: City Engineer Andy Thompson, Zoning Administrator Lyle Gibson, City Attorney Nic Mills, Secretary Annemarie Plaizier

Others Present: Ryan Butler, Brian Altom, Chris Harmon, Dan Stephenson, Darrin Johnston, Todd Christensen, Gordon Christensen, Marvin Thurn, Georgina Thurn, Fara Nowak, Chase Freebairn, Bryon Prince, Kalli Kunzler, Emery Bahm, Sue Bahm, Alan Bott, Wade Watkins, Randy Fullmer, Steve Burke, Brent Palmer

PUBLIC HEARING AND REQUEST TO REZONE 25.0 ACRES OF PROPERTY AT 700 SOUTH DESERET DRIVE FROM GC (GENERAL COMMERCIAL) TO THE R-M (RESIDENTIAL MULTI-FAMILY) ZONING DISTRICT TO INCLUDE THE PRUD (PLANNED RESIDENTIAL UNIT DEVELOPMENT) OVERLAY ZONE – IVORY HOMES

Lyle Gibson explained that the property at approximately 700 South Deseret Drive is currently vacant and Ivory Homes is requesting a rezone of the property from commercial to allow for

residential development. The existing General Commercial zoning district allows for office and retail sales and services. The proposed R-M (Residential Multi-Family) zoning district is for residential use with potential density as high as fifteen units per acre. The PRUD overlay zone would allow for some flexibility in development of the property, such as common open space subdivision or some deviation from typical requirements of the R-M zone. The Planning Commission should make a recommendation to the City Council addressing the rezone request based on its findings of compatibility with the General Plan and how well the proposal works at this location. Because of the large size of this property and the potential use of the PRUD overlay zone, should the Planning Commission be inclined to recommend changes to the existing zoning on either all or part of the property that it be done only after the creation of a development agreement.

Bryon Prince, representing Ivory Development, said that this property has been owned by America First Credit Union and has been marketed for sale off and on for six years. Back in 2015 Ivory Homes had looked into developing this property but based on feedback from Staff decided not to move forward with it. Last fall Ivory Homes was again approached by the property owners to see if there was interest in developing the property. Ivory Homes has met with the Mayor and Council Members about six weeks ago to get feedback on what kind of zoning they would be in favor of for this property. They were told that the Mayor and Council would support the R-M zoning as long as there were no multifamily dwellings and that there be some kind of commercial component on the property. Ivory Homes plans to designate about five acres of property for commercial use, preferably retail. They want to be able to build townhomes and single family detached homes, which would all be individually owned. Mr. Prince commented that he is not necessarily looking for a vote on this tonight, but would like some feedback from the Commission so he knows where to go from here.

Chairperson Betty Parker opened the Public Hearing.

Brian Altom said that he lives south of this property and a few years ago Deseret Drive had a traffic study done. The study said that Deseret Drive averages over 1,200 cars a day, and they had some cars that excessively exceeded the speed limit. However, nothing has been done to address the problem since. Homes average two to three cars, and with high density housing it will add a substantial amount of cars to Deseret Drive. Something should be done to address the traffic concerns before more traffic is added.

Georgina Thurn said that she lives to the west of this property and it's difficult for them to get out of their neighborhood with the traffic problems that exist. Cars already back up on 600 West trying to pull out onto 200 North. Adding more traffic to the area will just increase that traffic jam. High density housing is too much saturation for this area.

Alan Bott said that he lives on Peter Drive and is also concerned about increasing traffic congestion here. Also, the only way to access this property is through residential properties which causes safety concerns.

Brent Palmer said that he lives on Wind Mill Lane and asked why Ivory Development is requesting the R-M zone if they are not building multifamily houses. Once the R-M zone is

approved it seems they could build the multifamily anyway.

Kalli Kunzler said she also lives on Wind Mill Lane and feels that Deseret Drive is already a very fast-moving street. The road runs through a residential area and there are many children living here. The neighbors are concerned about the safety of those who live here and would like to see some options of how traffic might be slowed in the area.

Wade Watkins stated that he lives on Peter Drive and is also concerned about traffic congestion. Trying to turn onto 200 North is already a problem and traffic backs up very quickly. There needs to be a better solution put in place.

Betty Parker added that the Planning Commission had received some letters from neighbors who also expressed concern about traffic, and also had concerns about giving up commercially zoned property for more residential uses.

There were no further comments or questions from the public. Chairperson Betty Parker closed the Public Hearing.

Stroh DeCaire commented that he doesn't live in this area but can echo the concerns mentioned about traffic congestion here. In looking at the city's zoning map, there are no properties west of I-15 that are zoned R-M. Granting this rezone could set a large precedence. This twenty-five acre parcel is the last congruent area of undeveloped commercial zone in Kaysville. We talk about sharing the tax burden, and it seems we should try to attract more commercial development to Kaysville to help bring in more tax base. Smith's Marketplace wasn't well received by that neighborhood at first, but it has become a huge success. This development only shows one small piece of commercial development. Mr. DeCaire said that he is concerned about rezoning this property to R-M when the developer has said they have no interest in building multifamily housing. It is not wise for the city to give up twenty-five acres of commercially zoned land.

Bryon Prince said that they have been marketing this property for years and haven't been successful. They have a single tenant interested as using the proposed commercial area in their proposed development. The R-M was proposed because they would be able to have a more flexible design with townhomes or smaller single family homes. Ivory Homes is open to drafting a development agreement to provide detailed architecture and development plans. The concerns regarding traffic are legitimate, however, any development of this property will generate more traffic. Ivory Homes feels that a commercial use will generate more traffic than a residential development. Mr. Prince stated they would be willing to consider other zoning options if the city feels it's a better fit.

Gary Bullock commented that even detached homes can still have a multifamily feel depending on how they are developed.

Bryon Prince said that they would like to have about seven to ten units per acre. This location is difficult to market. But these smaller homes and this type of housing is in high demand and is lacking in this area. Ivory Homes would be targeting buyers that want to move back or stay in Kaysville but the houses will be more affordable. The units would likely be around $300,000

and would be built of quality material.

Gary Bullock agreed this is a hard location to attract commercial buyers. It is likely that no major retailers would be interested in this location. It would be better suited for a destination location or some form of commercial entertainment. Those types of uses are very specific and harder to bring, and that is probably one of the reason this property has remained vacant for so long. Mr. Bullock stated that he would like to see much more of the land remain for commercial use than what is being proposed. There needs to be a balance between the residential and commercial uses here. Four or five acres of commercial property isn't enough. What is developed needs to complement what we already have in Kaysville. The R-M zoning doesn't seem to do that. Having twenty acres of higher density housing here will really tax the area. It's a challenging spot to draw in commercial uses, but we need to leave that option available here.

Bryon Prince said that the commercial tenant that is interested in coming here is asking for the five acres, which can be accessed from Deseret Drive. The tenant is aware of the area and is looking for the exposure along I-15.

Gary Bullock responded that he feels the commercial use should extend across the property so that access will be direct onto Deseret Drive. The proposed plan has traffic driving through some residential to get to the commercial area. Not only would this development add more cars, but would add larger delivery vehicles. Growth is inevitable but we have an opportunity to shape how this area will be developed here. Mr. Bullock added that he would also like to see more green space here.

Bryon Prince stated that they are planning to install green space along the edge next to the railroad.

Stroh DeCaire responded that it seems that any open space along there would be mostly unusable because of its location along the railroad and freeway.

Gary Bullock said that there should also be more buffering between the commercial uses and residential.

Josh Sundloff asked about future road improvements here.

Andy Thompson responded that the city is aware of the growing traffic problems in the west part of Kaysville. Deseret Drive was designed as a collector street and is wider than other neighboring streets. It also doesn't have any homes fronting it. The city has also been working with UDOT to address the traffic congestion near the freeway ramps. A traffic signal cannot be installed at 600 West Street because it is too close to the lights at the freeway ramps. They have been discussing other options here to help alleviate the congestion, but most options cost a substantial amount of money. The city is currently in the process of conducting a traffic capital facility plan, which addresses many of the concerns mentioned tonight and once completed should help with traffic. Now that the federal project of the 200 North bridge has been closed, the bridge will be allowed to be restriped to two lanes in each direction within the next couple of months.

A member of the audience said that while there are no homes fronting Deseret Drive, there are still many pedestrians who travel Deseret Drive and people drive very fast. There are multiple blind corners further south on Deseret Drive and it's a concern for pedestrian travel.

Josh Sundloff commented that there might be traffic calming options that could be done to help slow traffic down in the area. While there might not be any major retailers interested, other commercial uses would eventually fill this property if allowed to. Mr. Sundloff said that he would like to study traffic details, including road trip analysis to see what kind of traffic the proposed development would generate versus a general commercial development. It would help to make a final decision on whether this proposed rezoning would be appropriate. We don't want to allow a development that would be burdensome to the area.

Gary Bullock suggested tabling this item to give the developer time to review their recommendations and feedback.

Josh Sundloff added that he would also like to see some general numbers on how the different uses would bring tax revenues to the city. Any potential commercial for this area will probably be similar to what is in the Kaysville Business Park; likely an office-type use or industrial manufacturer.

Thomas Wood responded that the property has sat vacant for many years so any development will bring the city some kind of tax base. Do we want to put this development off for potentially many years if there's a chance we could sell it now? Mr. Wood added that he would rather see the property developed than have it sit for years.

Bryon Prince said that they have already been working with Hales Engineering about doing a traffic study.

A member of the audience said that the types of homes being proposed don't fit in with what is already in the area. It should be comparable. Also the neighbors would rather have local residential traffic in the area than commercial traffic. Existing traffic problems should be resolved before we add more traffic.

Bryon Prince stated that they have no intention of proposing the same density as what's already in the area.

Josh Sundloff said that a development agreement will specify exactly what can be done with the property. It's a contractual agreement that the developer will be bound by.

Thomas Wood made a motion to table the request to rezone 25.0 acres of property at 700 South Deseret Drive from GC (General Commercial) to the R-M (Residential Multi-Family) zoning district to include the PRUD (Planned Residential Unit Development) overlay zone for Ivory Homes. Gary Bullock seconded the motion and it passed unanimously.

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America First Credit Union
Traffic Impact Study

Kaysville, Utah

May 2018

UT18-1232

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed America First Credit Union development located in Kaysville, Utah. The America First Credit Union project is located on the east side of Deseret Drive, approximately 500 feet north of the intersection of Country Mill Drive / Deseret Drive.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 conditions were also analyzed.

The evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1.

TABLE ES-1
LOS Analysis - Evening Peak Hour
Kaysville - America First Credit Union TIS

Intersection	Level of Service (Sec/Veh)[1]			
	Existing (2018) Background	Existing (2018) Plus Project	Future (2024) Background	Future (2024) Plus Project
600 West / 200 North	F (>50)	F (>50)	F (>50)	F (>50)
Deseret Drive / Old Mill Lane	A (6.6) / WB	A (9.1) / WB	A (7.5) / WB	B (13.6) / WB
Country Mill Drive / Deseret Drive	A (4.8) / EB	A (5.3) / EB	A (4.7) / EB	A (5.0) / WB
North Access / Deseret Drive[2]	-	A (3.7) / EB	-	A (3.6) / WB
South Access / Deseret Drive[2]	-	A (3.4) / EB	-	A (3.3) / WB

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.
2. This intersection is a project access and was only analyzed in "plus project" scenarios.

Source: Hales Engineering, May 2018

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- The intersection of 600 West / 200 North is currently functioning at LOS F during the evening peak hour in existing (2018) background conditions. All other study intersections are currently operating at acceptable levels of service.
- The development will consist of single-family homes and a privately-owned gym.
    - The proposed development is anticipated to generate 200 trips during the morning peak hour, and 368 trips during the evening peak hour.
    - Two additional development scenarios were considered to compare the trip generation characteristics of each. Trip generation was calculated for a commercial development as well as for an office development on this same parcel. As shown below, either of these two alternative scenarios would generate significantly more trips than the proposed scenario.
        - Commercial:
            - 316 morning peak hour trips
            - 1,306 evening peak hour trips
        - Office:
            - 942 morning peak hour trips
            - 700 evening peak hour trips
        - Details are provided in Chapter III and in Appendix E.
- The intersection of 600 West / 200 North is anticipated to continue to function at LOS F during the evening peak hour with project traffic. This is due to the difficulty of executing a left-turn movement from a stop-controlled approach onto a busy roadway. No mitigation measures are recommended. All other study intersections are anticipated to operate at acceptable levels of service.
- The intersection of 600 West / 200 North is anticipated to function at LOS F during the evening peak hour in future (2024) background and plus project conditions. All other study intersections are anticipated to operate at an acceptable LOS.
- It is recommended that the lane striping on the northbound approach to the 600 West / 200 North intersection be refreshed and that the right-turn lane be extended as far south as the first access to the park and ride lot. It is anticipated that this will better accommodate the queues that are anticipated on this approach.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with proposed America First Credit Union development located in Kaysville, Utah. The America First Credit Union project is located on the east side of Deseret Drive, approximately 500 feet north of the intersection of Country Mill Drive / Deseret Drive. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 conditions were also analyzed.

Figure 1 Vicinity Map Showing the Project Location in Kaysville, 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:

- 600 West / 200 North
- Deseret Drive / Old Mill Lane
- Country Mill Drive / Deseret 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. Figure 2 provides a visual representation of each LOS letter designation.

The *Highway Capacity Manual (HCM),* 6th Edition 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 and all-way stop 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 approach.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. However, if LOS E or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1 Level of Service Description

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
	Signalized Intersections	**Overall Intersection**
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	0 ≤ 10.0
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively elevated levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably elevated levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
	Unsignalized Intersections	**Worst Approach**
A	Free Flow / Insignificant Delay	0 ≤ 10.0
B	Stable Operations / Minimum Delays	>10.0 and ≤ 15.0
C	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0
D	Approaching Unstable Flows / Tolerable Delays	>25.0 and ≤ 35.0
E	Unstable Operations / Significant Delays Can Occur	>35.0 and ≤ 50.0
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

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

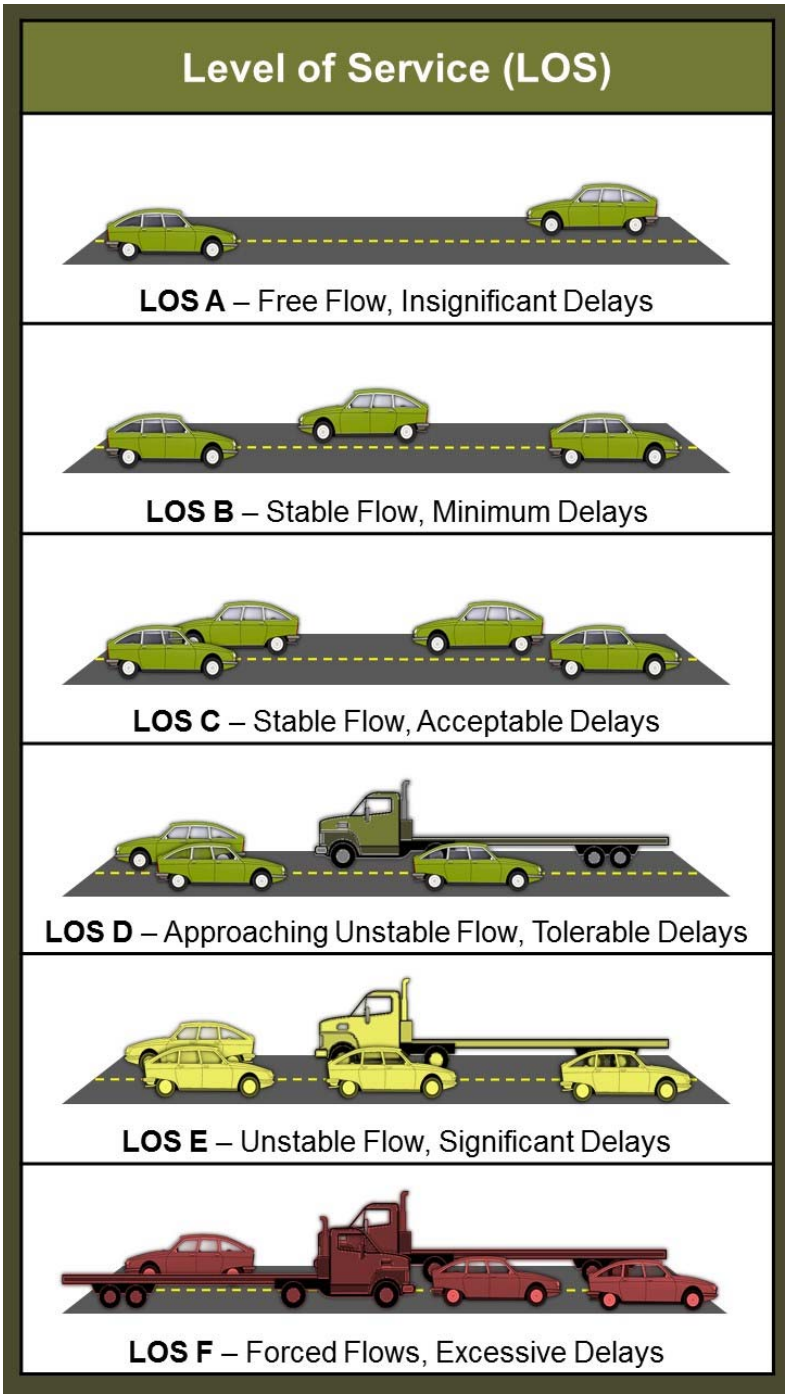


Figure 2 LOS Letter Designation

II. EXISTING (2018) 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 will provide 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:

Deseret Drive – is a city-maintained local roadway. The roadway has one travel lane in each direction with no separation between lanes. The posted speed limit was assumed to be 25 mph in the study area.

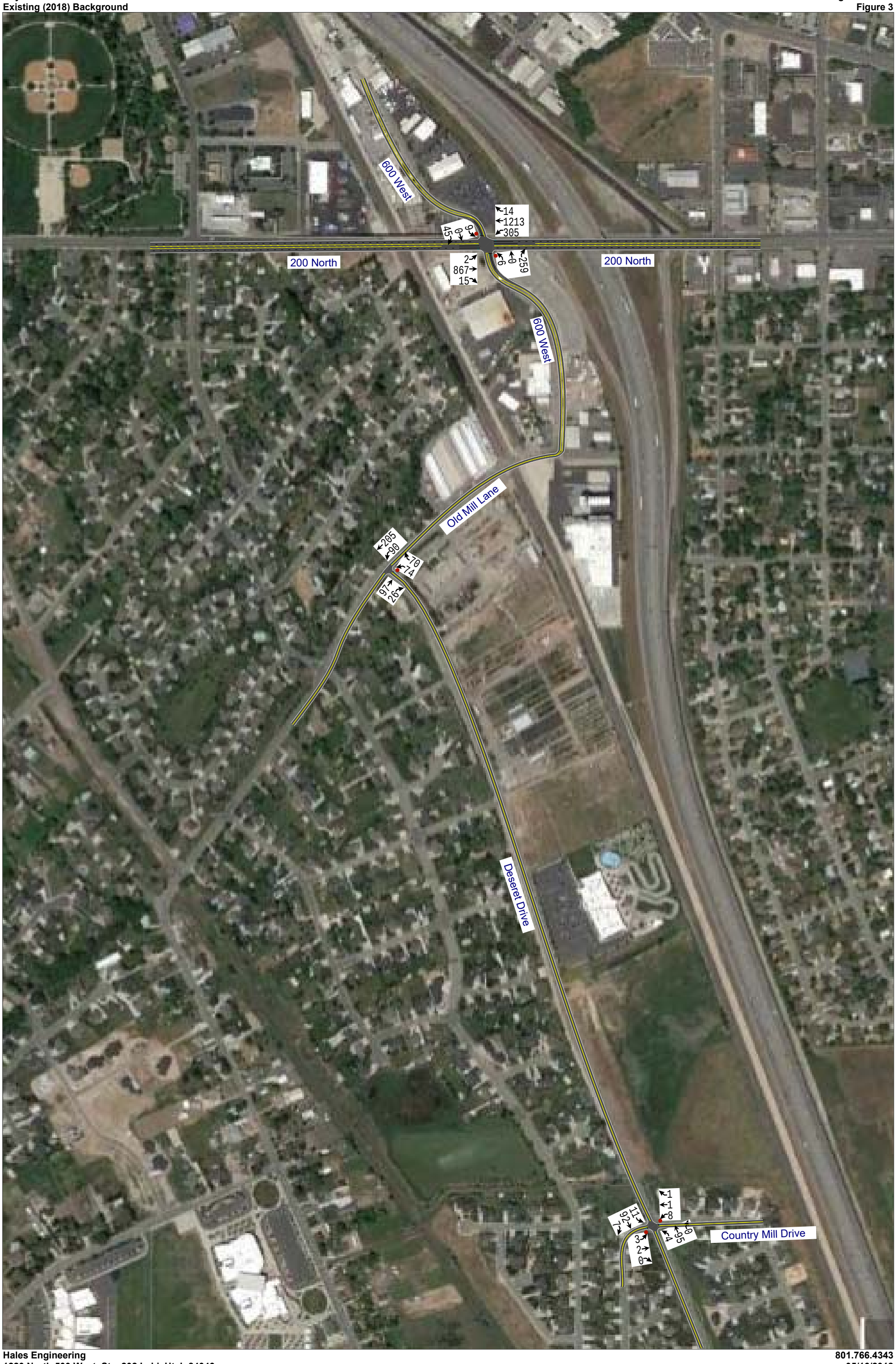
C. Traffic Volumes

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:

- 600 West / 200 North
- Deseret Drive / Old Mill Lane
- Country Mill Drive / Deseret Drive

The counts were performed on Thursday, May 10, 2018. 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 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 28% higher than the morning peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Figure 3 shows the existing evening peak hour volumes as well as intersection geometry at the study intersections.


600 West
200 North
200 North
600 West
Old Mill Lane
Deseret Drive
Country Mill Drive
14
1213
305
93
0
45
2
867
15
6
0
259
205
90
70
14
97
26
1
1
8
113
92
7
0
95
4
3
2
6

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the *Highway Capacity Manual (HCM),* 6th Edition methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 2 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2018) conditions. As shown in Table 2, the 600 West / 200 North intersection is functioning at LOS F. However, the results for this intersection are skewed because most of the delay occurs on the southbound left turn movement. Although the delay is high for this movement, the number of cars turning left from 600 West onto 200 North is minimal, and no mitigation measures are recommended. It is likely that this excessive delay will influence drivers to turn right or re-route rather than attempt to turn left from either of these approaches.

Table 2 Existing (2018) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
600 West / 200 North	NB / SB Stop	SB	>50.0	F	-	-
Deseret Drive / Old Mill Lane	WB Stop	WB	6.6	A	-	-
Country Mill Drive / Deseret Drive	EB / WB Stop	EB	4.8	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, May 2018

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. No significant queueing was observed during the evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.

III. PROJECT CONDITIONS

A. Purpose

The project conditions analysis 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 the Introduction.

B. Project Description

This study addresses the traffic impacts associated with proposed America First Credit Union development located in Kaysville, Utah. The America First Credit Union project is located on the east side of Deseret Drive, approximately 500 feet north of the intersection of Country Mill Drive / Deseret Drive. The development will consist of single-family homes and a privately-owned gym like a Vasa or Anytime Fitness. A concept plan for the proposed developments has been included in Appendix C.

The proposed land use for the development has been identified as follows:

- Single-family detached housing 160 Dwelling Units
- Health/fitness club 60,000 sq. ft. GFA

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, (10th Edition, 2017). Trip Generation for the proposed project is included in Table 3. It should be noted that ITE does not provide a daily trip rate for the 492: Health/Fitness Club land use. Because of this only the morning and evening peak hour trips are being reported and used within this document.

The total trip generation for the development is as follows:

- Morning Peak Hour Trips: 200
- Evening Peak Hour Trips: 368

In addition to the proposed development scenario, Hales Engineering analyzed trip generation characteristics of two additional development scenarios for this property. The first scenario was assuming that the parcel developed according to the existing general plan, which would be general commercial. In this scenario the trip generation would be as follows:

- Daily Trips 13,448
- Morning Peak Hour Trips: 316

- Evening Peak Hour Trips: 1,306

The second scenario assumed that the parcel developed with office buildings. In this scenario the trip generation would be as follows:

- Daily Trips 7,110
- Morning Peak Hour Trips: 942
- Evening Peak Hour Trips: 700

As shown, the proposed development will generate a fraction of the trips that either of the two alternate scenarios would generate. Detailed trip generation tables for the two alternate scenarios are provided in Appendix E.

Table 3
Kaysville City - American first Credit Union TIS
Trip Generation - Ivory Land Use Scenario

Weekday Daily Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Single-Family Detached Housing (210)	160	Dwelling Units	1,604	50%	50%	802	802	**1,604**
Project Total Daily Trips						**802**	**802**	**1,604**
A.M. Peak Hour Land Use[1]	**Number of Units**	**Unit Type**	**Trip Generation**	**% Entering**	**% Exiting**	**Trips Entering**	**Trips Exiting**	**Total a.m. Trips**
Single-Family Detached Housing (210)	160	Dwelling Units	120	25%	75%	30	90	**120**
Health/Fitness Club (492)	60	1,000 Sq. Ft. GFA	80	51%	49%	41	39	**80**
Project Total a.m. Peak Hour Trips						**71**	**129**	**200**
P.M. Peak Hour Land Use[1]	**Number of Units**	**Unit Type**	**Trip Generation**	**% Entering**	**% Exiting**	**Trips Entering**	**Trips Exiting**	**Total p.m. Trips**
Single-Family Detached Housing (210)	160	Dwelling Units	160	63%	37%	101	59	**160**
Health/Fitness Club (492)	60	1,000 Sq. Ft. GFA	208	57%	43%	119	89	**208**
Project Total p.m. Peak Hour Trips						**220**	**148**	**368**

1. Land Use Code from the Institute of Transportation Engineers *Trip Generation Manual* (10th Edition - 2017)

SOURCE: Hales Engineering, May 2018

D. Trip Distribution and Assignment

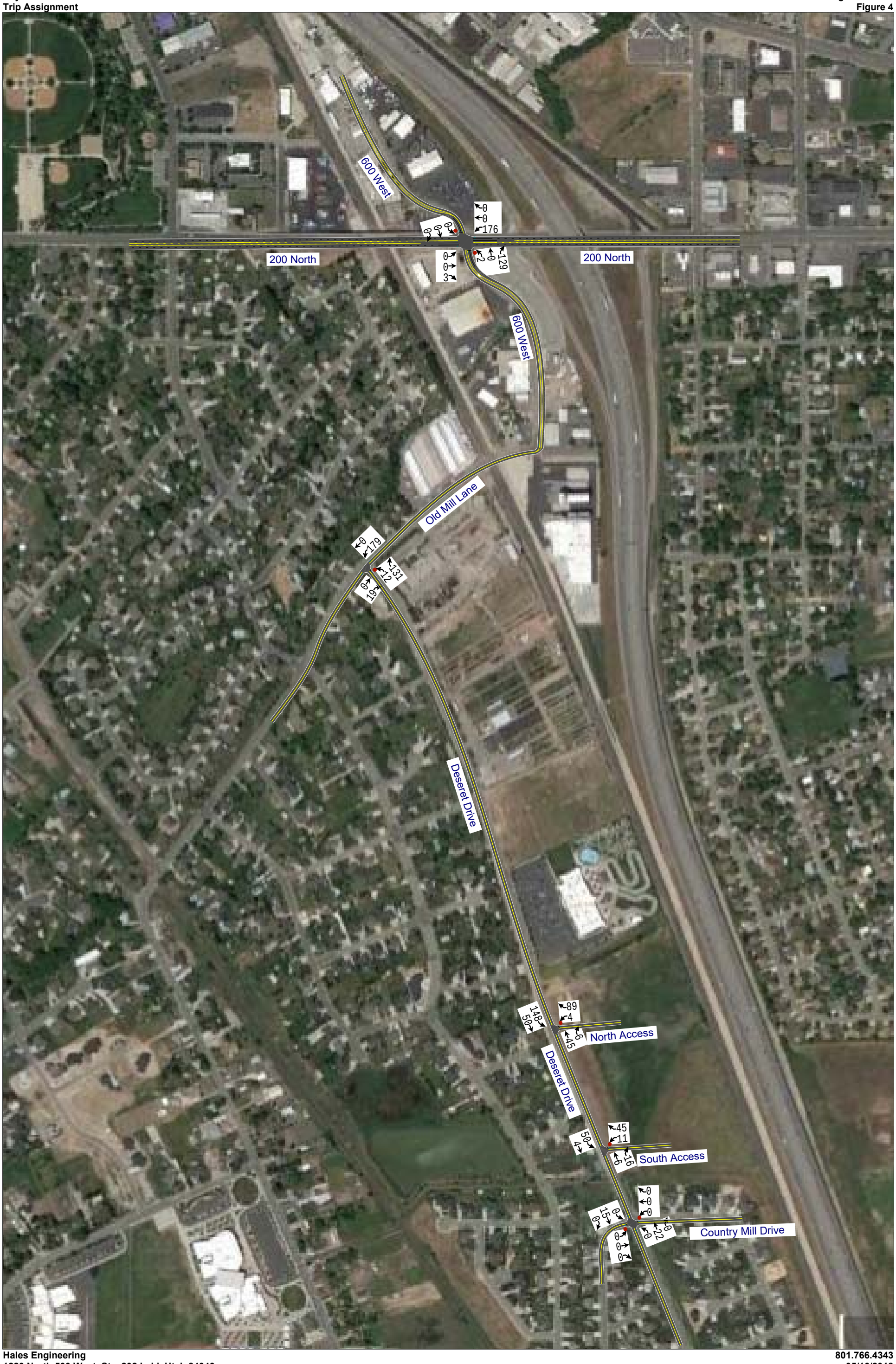
Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these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

<u>To/From Project:</u>

- 10% South

- 80% East
- 10% West

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


600 West
200 North
200 North
600 West
Old Mill Lane
Deseret Drive
Deseret Drive
North Access
South Access
Country Mill Drive

E. Access

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

Deseret Drive:

- The North Access will be located approximately 1,400 feet north of the Country Mill Drive / Deseret Drive intersection. It will access the project on the east side of Deseret Drive. It is anticipated that the access will be stop-controlled.
- The South Access will be located approximately 500 feet north of the Country Mill Drive / Deseret Drive intersection. It will access the project on the east side of Deseret Drive. It is anticipated that the access will be stop-controlled.

IV. EXISTING (2018) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2018) 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

Project trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The existing (2018) plus project evening peak hour volumes were generated for the study intersections and are shown in Figure 5.

C. Level of Service Analysis

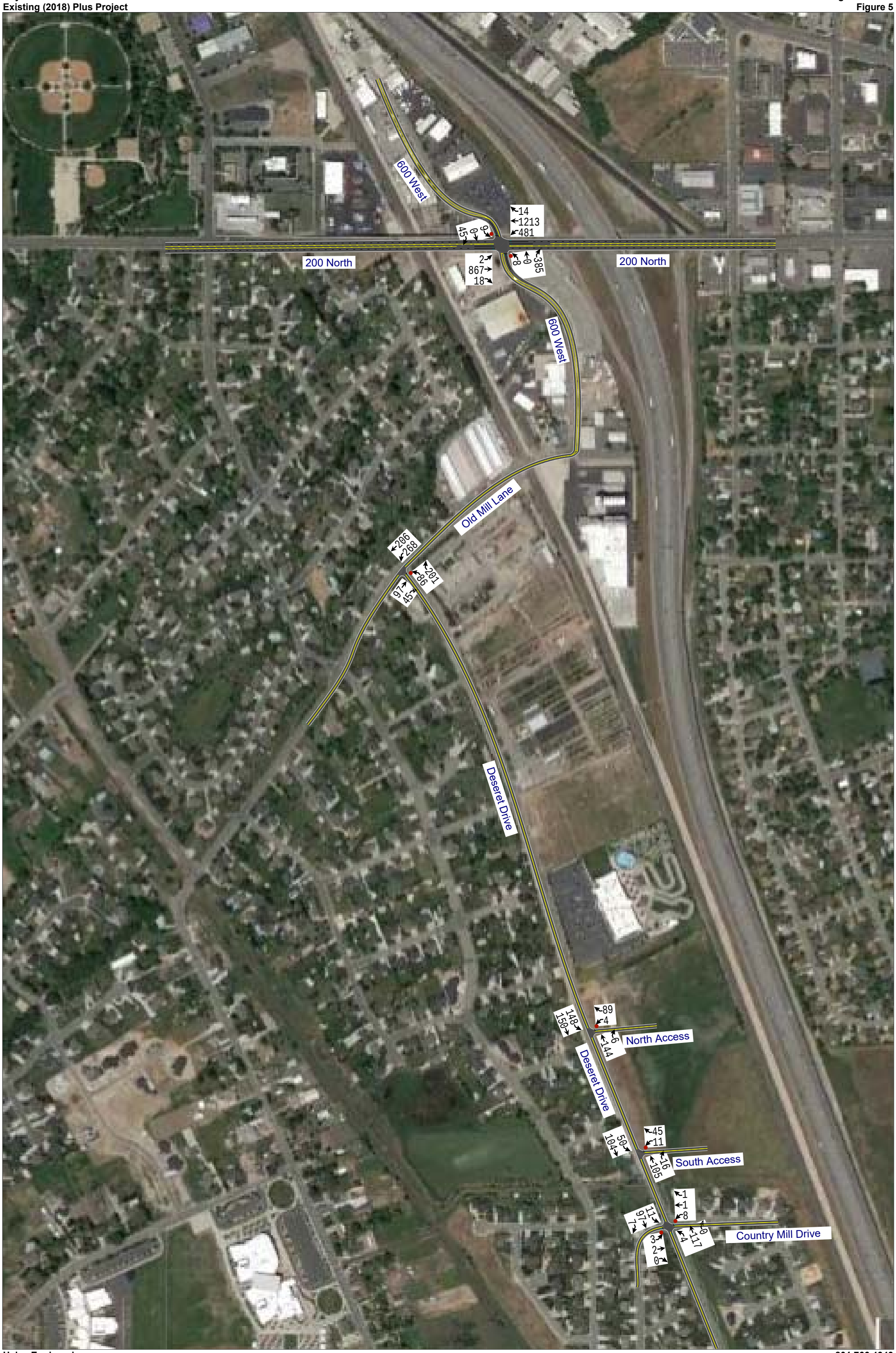
Using Synchro/SimTraffic, which follow the *Highway Capacity Manual (HCM),* 6th Edition methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 4 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 4, the 600 West / 200 North intersection is anticipated to continue to function at LOS F due to delay on the left-turn movements on the minor approaches. All other study intersections are anticipated to operate at acceptable levels of service.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. No significant queuing is anticipated during the evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended. The 600 West / 200 North intersection is too close to the I-15 interchange to signalize.


600 West
200 North
200 North
600 West
Old Mill Lane
Deseret Drive
Deseret Drive
North Access
South Access
Country Mill Drive
14
1213
481
9
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45
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867
18
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385
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97
457
201
86
148
150
89
4
6
144
45
11
50
104
16
105
1
1
8
111
97
7
3
2
0
9
117
4

Table 4 Existing (2018) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
600 West / 200 North	NB / SB Stop	SB	>50.0	F	-	-
Deseret Drive / Old Mill Lane	WB Stop	WB	9.1	A	-	-
Country Mill Drive / Deseret Drive	EB / WB Stop	EB	5.3	A	-	-
North Access / Deseret Drive	EB Stop	EB	3.7	A	-	-
South Access / Deseret Drive	EB Stop	EB	3.4	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, May 2018

V. FUTURE (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2024) 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 Regional Transportation Plan, there are no roadway projects planned before 2024 in the study area. Therefore, no changes were made to the roadway network for the Future (2024) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2024) forecasted volumes from the Wasatch Front Regional Council (WFRC) / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2024) evening peak hour turning movement volumes are shown in Figure 6.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the *Highway Capacity Manual (HCM)*, 6th Edition methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 5 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development for future (2024) conditions. As shown in Table 5, the 600 West / 200 North intersection is anticipated to continue to function at LOS F in future (2024) conditions. All other intersections are anticipated to operate at acceptable levels of service.

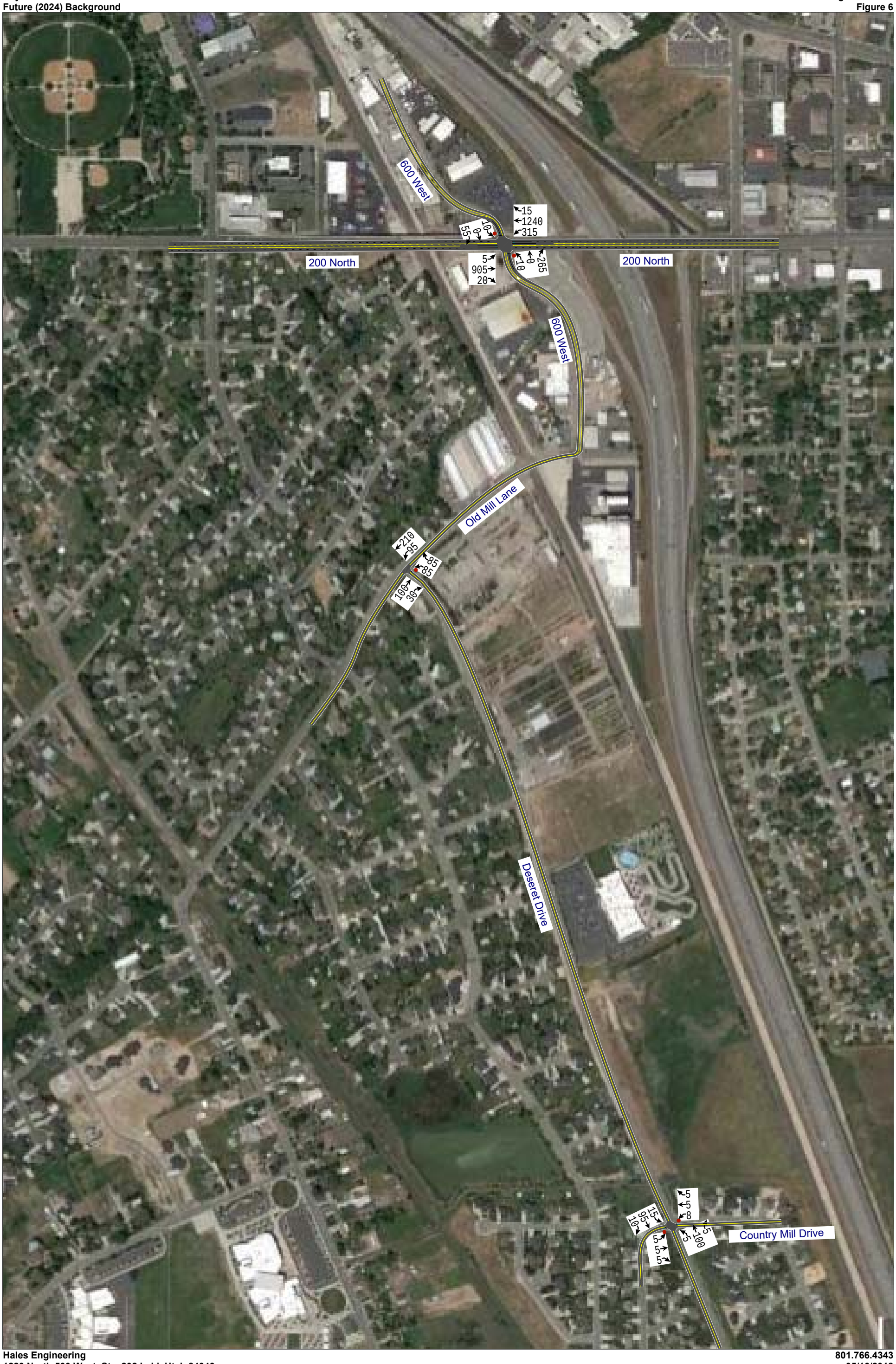

600 West
200 North
200 North
600 West
Old Mill Lane
Deseret Drive
Country Mill Drive
15
1240
315
10
0
55
5
905
20
10
0
265
210
95
85
85
10
0
30
5
5
8
15
65
10
5
100
5
5
5
5

Table 5 Future (2024) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
600 West / 200 North	NB / SB Stop	SB	>50.0	F	-	-
Deseret Drive / Old Mill Lane	WB Stop	WB	7.5	A	-	-
Country Mill Drive / Deseret Drive	EB / WB Stop	EB	4.7	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, May 2018

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queue on the northbound approach to the 600 West / 200 North intersection is anticipated to extend for approximately 340 feet during the evening peak hour.

F. Mitigation Measures

Due to the proximity of the 600 West / 200 North intersection to the adjacent signal-controlled southbound I-15 ramp, the mitigation of queueing and delay at this intersection will be difficult. The westbound left-turn storage lane cannot be extended, and the intersection cannot be signalized due to the proximity of the interchange. It is recommended that the lane striping on the northbound approach be refreshed, and the right-turn lane be extended as far south as the access to the park and ride lot. This will prevent the turn lane starvation that occurs on this approach. No additional mitigation measures are recommended.

VI. FUTURE (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2024) 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 used the future (2024) background traffic volumes and added the project trips to predict future (2024) plus project conditions. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. Future (2024) plus project evening peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the *Highway Capacity Manual (HCM),* 6th Edition methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 6 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 6, the 600 West / 200 North intersection is anticipated to continue to function at LOS F with future (2024) plus project conditions. All other intersections are anticipated to operate at acceptable levels of service.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues on the north- and westbound approaches to the 600 West / 200 North intersection are anticipated to extend for several hundred feet during the evening peak hour with project traffic added. No additional significant queuing is anticipated. The queues on the westbound approach are be attributed to the left-turn queue spilling out into the thru lanes.

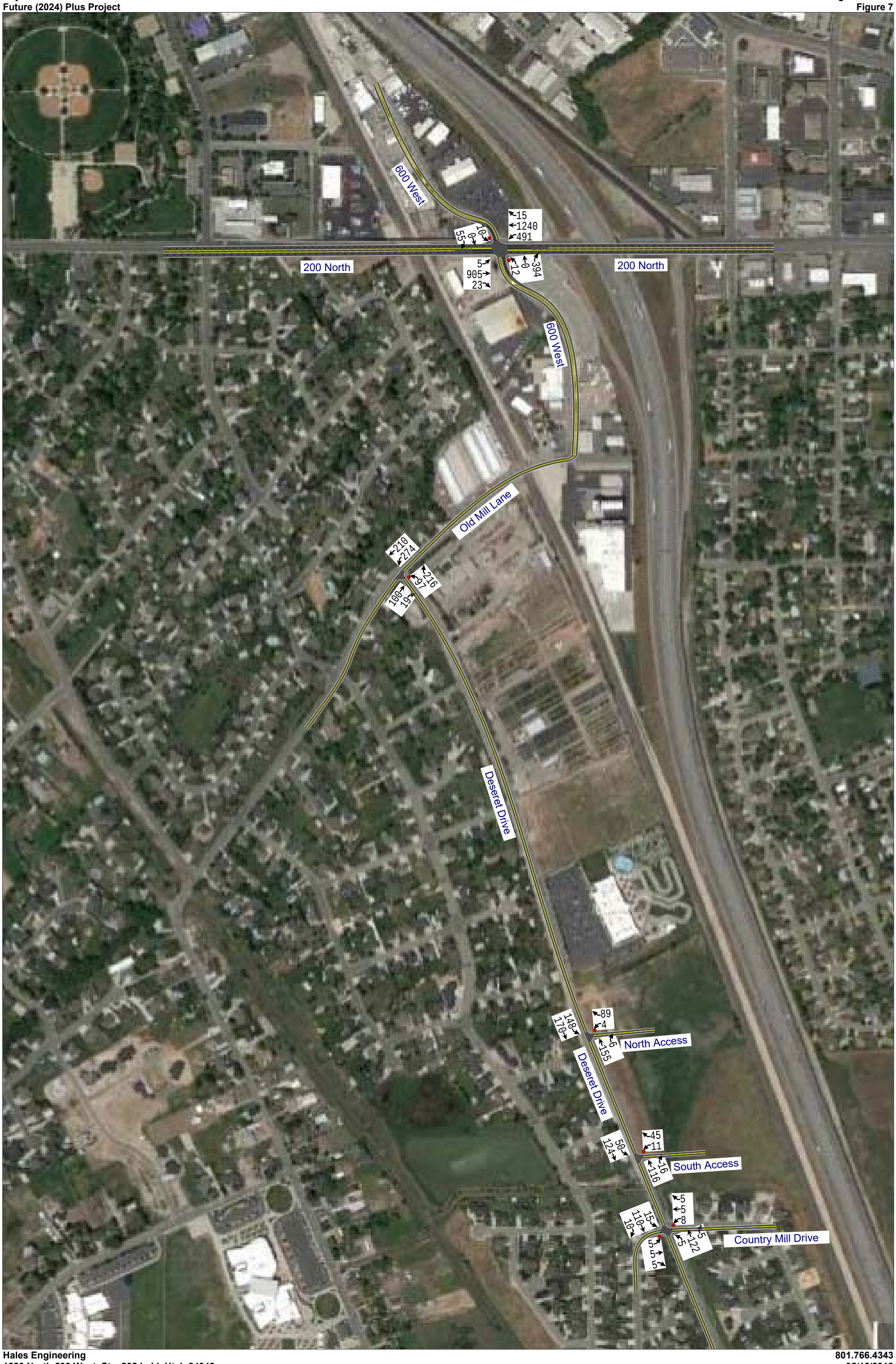

600 West
200 North
200 North
600 West
Old Mill Lane
Deseret Drive
Deseret Drive
North Access
South Access
Country Mill Drive
15
1240
491
103
0
55
5
905
23
12
0
394
210
274
216
97
100
19
148
170
89
4
6
155
45
11
50
124
16
116
5
5
8
15
110
10
5
5
5
15
122
5

Table 6 Future (2024) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
600 West / 200 North	NB / SB Stop	SB	>50.0	F	-	-
Deseret Drive / Old Mill Lane	WB Stop	WB	13.6	B	-	-
Country Mill Drive / Deseret Drive	EB / WB Stop	EB	5.0	A	-	-
North Access / Deseret Drive	EB Stop	EB	3.6	A	-	-
South Access / Deseret Drive	EB Stop	EB	3.3	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, May 2018

E. Mitigation Measures

No additional mitigation measures are recommended.

HALES ENGINEERING
innovative transportation solutions

APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

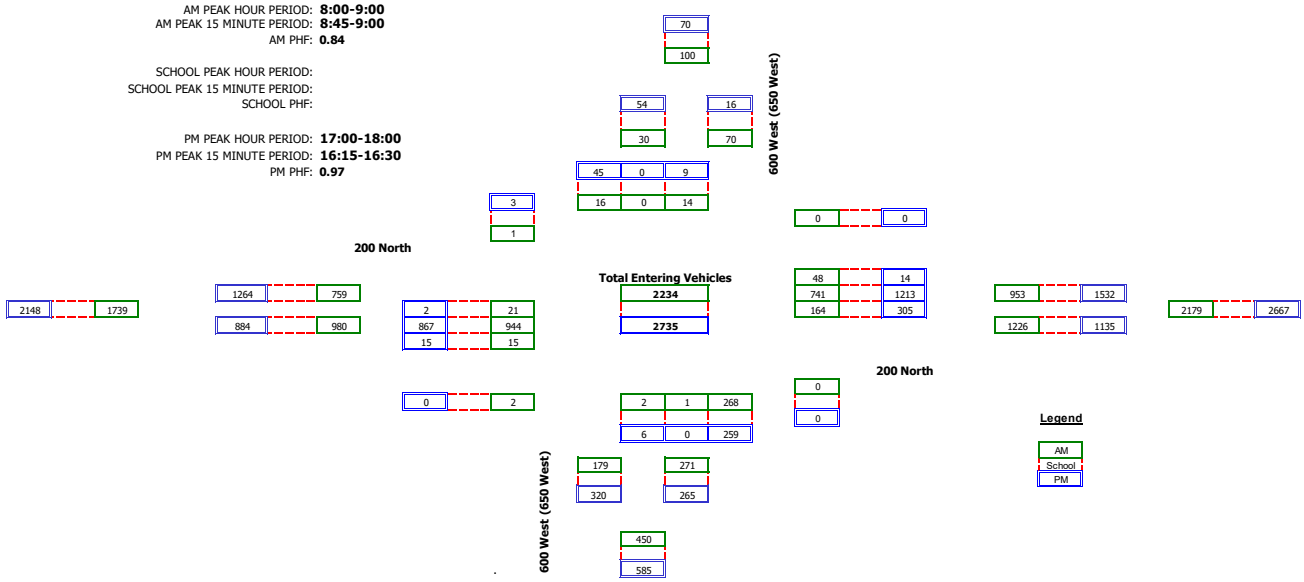
Intersection: 600 West (650 West) / 200 North
North/South: 600 West (650 West)
East/West: 200 North
Jurisdiction:
Project Title: Kaysville America First Credit Union TIS
Project No: UT18-1232
Weather: Clear

Date: 5-10-18, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
AM PHF: **0.84**

SCHOOL PEAK HOUR PERIOD:
SCHOOL PEAK 15 MINUTE PERIOD:
SCHOOL PHF:

PM PEAK HOUR PERIOD: **17:00-18:00**
PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
PM PHF: **0.97**



RAW COUNT SUMMARIES	600 West (650 West) Northbound Left	Thru	Right	Peds	600 West (650 West) Southbound Left	Thru	Right	Peds	200 North Eastbound Left	Thru	Right	Peds	200 North Westbound 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	42	0	3	1	0	2	1	365	4	1	36	96	10	0	558
7:15-7:30	0	0	40	0	0	0	1	0	1	424	6	0	26	121	12	0	631
7:30-7:45	0	0	55	0	1	0	3	0	1	263	7	2	44	130	7	0	511
7:45-8:00	0	0	77	0	4	0	2	1	10	276	6	0	53	174	13	0	615
8:00-8:15	1	0	59	0	3	0	4	0	8	230	6	1	53	197	16	0	577
8:15-8:30	0	0	57	0	4	0	4	0	5	234	4	0	30	153	7	0	498
8:30-8:45	1	1	63	0	3	0	2	0	1	229	3	0	34	147	12	0	496
8:45-9:00	0	0	89	0	4	0	6	1	7	251	2	1	47	244	13	0	663
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	3	0	90	0	6	0	8	0	1	209	6	0	70	243	2	0	638
16:15-16:30	4	0	105	0	1	0	9	1	4	224	5	0	73	272	9	0	706
16:30-16:45	0	0	77	0	5	0	9	0	3	235	4	0	60	252	8	1	653
16:45-17:00	0	0	84	0	2	0	10	3	1	222	2	0	66	271	6	0	664
17:00-17:15	2	0	65	0	3	0	15	1	1	228	5	0	82	285	5	0	691
17:15-17:30	1	0	65	0	2	0	10	0	1	196	5	0	82	336	4	0	702
17:30-17:45	2	0	51	0	1	0	10	0	0	218	3	0	70	283	3	0	641
17:45-18:00	1	0	78	0	3	0	10	2	0	225	2	0	71	309	2	0	701

Intersection Turning Movement Summary

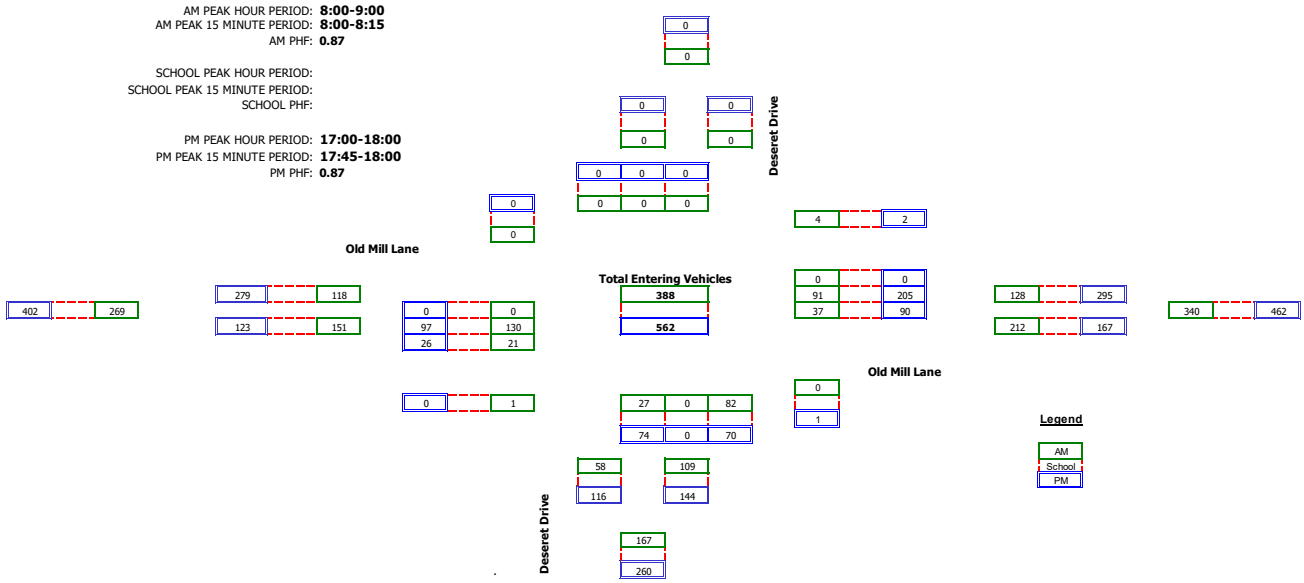
Intersection: Deseret Drive / Old Mill Lane
North/South: Deseret Drive
East/West: Old Mill Lane
Jurisdiction:
Project Title: Kaysville American First Credit Union TIS
Project No: UT18-1232
Weather: Clear

Date: 5-10-18, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
AM PHF: **0.87**

SCHOOL PEAK HOUR PERIOD:
SCHOOL PEAK 15 MINUTE PERIOD:
SCHOOL PHF:

PM PEAK HOUR PERIOD: **17:00-18:00**
PM PEAK 15 MINUTE PERIOD: **17:45-18:00**
PM PHF: **0.87**



RAW COUNT SUMMARIES	Deseret Drive Northbound Left	Thru	Right	Peds	Deseret Drive Southbound Left	Thru	Right	Peds	Old Mill Lane Eastbound Left	Thru	Right	Peds	Old Mill Lane Westbound 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	4	0	8	2	0	0	0	0	0	29	3	2	5	21	0	0	70
7:15-7:30	3	0	9	0	0	0	0	0	0	22	5	0	8	22	0	0	69
7:30-7:45	4	0	17	0	0	0	0	0	0	34	7	0	4	23	0	0	89
7:45-8:00	3	0	15	0	0	0	0	0	0	40	3	0	17	22	0	1	100
8:00-8:15	8	0	14	0	0	0	0	0	0	45	4	0	9	32	0	0	112
8:15-8:30	8	0	14	0	0	0	0	0	0	30	1	0	9	24	0	3	86
8:30-8:45	2	0	23	0	0	0	0	0	0	25	8	1	7	18	0	1	83
8:45-9:00	9	0	31	0	0	0	0	0	0	30	8	0	12	17	0	0	107
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	9	0	21	0	0	0	0	0	0	22	8	0	19	43	0	1	122
16:15-16:30	19	0	21	0	0	0	0	0	0	29	6	0	18	57	0	1	150
16:30-16:45	18	0	17	0	0	0	0	0	0	31	6	0	16	43	0	2	131
16:45-17:00	16	0	19	0	0	0	0	0	0	38	8	0	27	52	0	0	160
17:00-17:15	18	0	16	1	0	0	0	0	0	28	1	0	16	52	0	1	131
17:15-17:30	14	0	14	0	0	0	0	0	0	24	5	0	27	53	0	0	137
17:30-17:45	19	0	19	0	0	0	0	0	0	18	7	0	19	51	0	0	133
17:45-18:00	23	0	21	0	0	0	0	0	0	27	13	0	28	49	0	1	161

Intersection Turning Movement Summary

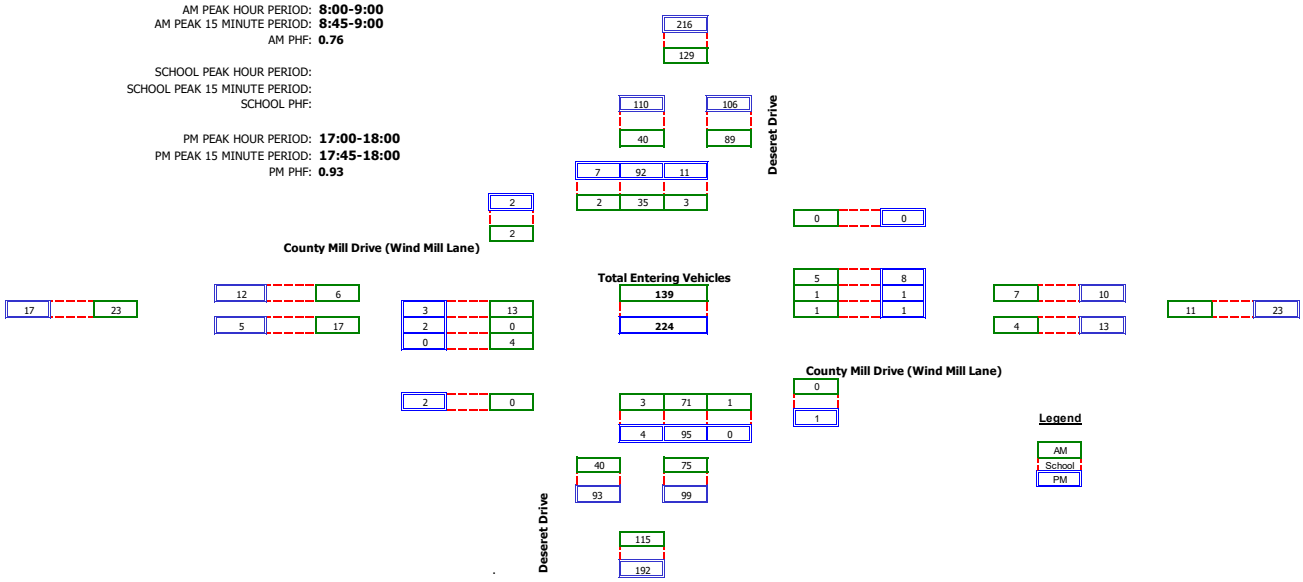
Intersection: Deseret Drive / County Mill Drive (Wind Mill Lane)
North/South: Deseret Drive
East/West: County Mill Drive (Wind Mill Lane)
Jurisdiction:
Project Title: Kaysville America First Credit Union TIS
Project No: UT18-1232
Weather: Clear

Date: 5-10-18, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
AM PHF: **0.76**

SCHOOL PEAK HOUR PERIOD:
SCHOOL PEAK 15 MINUTE PERIOD:
SCHOOL PHF:

PM PEAK HOUR PERIOD: **17:00-18:00**
PM PEAK 15 MINUTE PERIOD: **17:45-18:00**
PM PHF: **0.93**



RAW COUNT SUMMARIES	Deseret Drive Northbound Left	Thru	Right	Peds	Deseret Drive Southbound Left	Thru	Right	Peds	County Mill Drive (Wind Mill Lane) Eastbound Left	Thru	Right	Peds	County Mill Drive (Wind Mill Lane) Westbound 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	7	0	2	1	7	0	3	4	0	1	0	0	0	2	0	22
7:15-7:30	0	5	0	0	1	12	1	0	1	0	1	0	0	0	1	0	22
7:30-7:45	0	16	0	0	1	6	0	0	1	0	1	0	0	0	6	0	31
7:45-8:00	0	12	0	0	2	12	1	10	3	0	0	0	1	0	4	4	35
8:00-8:15	0	12	0	0	1	7	0	0	4	0	0	0	0	0	2	0	26
8:15-8:30	0	17	1	0	0	7	0	1	3	0	0	0	1	0	0	0	29
8:30-8:45	0	17	0	0	2	11	0	1	5	0	2	0	0	1	0	0	38
8:45-9:00	3	25	0	0	0	10	2	0	1	0	2	0	0	0	3	0	46
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	0	0	0	0	0	0	0	0	0	0
16:15-16:30	0	17	0	0	4	12	5	1	6	0	0	3	0	0	2	0	46
16:30-16:45	0	19	0	0	4	19	1	0	2	0	0	1	0	0	2	0	47
16:45-17:00	0	19	0	0	2	16	0	0	2	0	0	0	0	0	5	0	44
17:00-17:15	1	22	0	0	2	22	1	0	0	1	0	2	0	1	2	0	52
17:15-17:30	1	22	0	0	2	26	3	0	1	0	0	0	0	0	0	0	55
17:30-17:45	0	22	0	0	3	22	2	1	1	1	0	0	1	0	5	0	57
17:45-18:00	2	29	0	1	4	22	1	1	1	0	0	0	0	0	1	0	60

HALES ENGINEERING
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APPENDIX B

LOS Results

HALES ENGINEERING
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SimTraffic LOS Report

Project: Kaysville - America First Credit Union TIS
Analysis Period: *Existing (2018) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1232*

Intersection: 600 West & 200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	100	395.9	*F*
	R	259	264	102	10.5	*B*
	Subtotal	265	270	102	19.1	*C*
SB	L	9	8	89	295.9	*F*
	R	45	46	102	8.9	*A*
	Subtotal	***54***	***54***	***100***	***51.4***	***F***
EB	L	2	2	100	11.7	*B*
	T	867	862	99	1.1	*A*
	R	15	16	107	0.7	*A*
	Subtotal	884	880	100	1.1	*A*
WB	L	305	312	102	13.9	*B*
	T	1,213	1,225	101	1.3	*A*
	R	14	14	100	1.1	*A*
	Subtotal	1,532	1,551	101	3.8	*A*
Total		2,735	2,755	101	5.5	*A*

Intersection: Deseret Drive & Old Mill Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	L	74	73	99	8.4	*A*
	R	70	75	108	4.8	*A*
	Subtotal	***144***	***148***	***103***	***6.6***	***A***
NE	T	97	98	101	0.4	*A*
	R	26	27	103	0.2	*A*
	Subtotal	123	125	102	0.4	*A*
SW	L	90	88	98	3.0	*A*
	T	230	240	104	1.2	*A*
	Subtotal	320	328	103	1.7	*A*
Total		587	601	102	2.6	*A*

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SimTraffic LOS Report

Project: Kaysville - America First Credit Union TIS
Analysis Period: *Existing (2018) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1232*

Intersection: Country Mill Drive & Deseret Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	100	1.9	*A*
	T	95	98	103	0.1	*A*
	Subtotal	99	102	103	0.2	*A*
SB	L	11	9	82	3.0	*A*
	T	98	100	102	1.5	*A*
	R	7	6	86	2.0	*A*
	Subtotal	116	115	99	1.6	*A*
EB	L	3	3	100	4.3	*A*
	T	2	2	100	5.5	*A*
	Subtotal	***5***	***5***	***100***	***4.8***	***A***
WB	L	8	7	88	5.0	*A*
	T	1	1	100	3.7	*A*
	R	1	2	200	1.9	*A*
	Subtotal	10	10	100	4.3	*A*
Total		230	232	101	1.2	*A*

Intersection:
Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
Total						

100: 600 West & 200 North Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)		0.1	0.1	1.1	0.3	0.2	1.4	0.1	2.6	0.1	0.3
Total Delay (hr)	0.0	0.1	0.0	0.3	0.1	0.0	0.1	0.2	0.2	0.0	1.0
Total Del/Veh (s)		1.1	0.5	13.6	1.2	0.7	224.4	9.5	237.9	8.3	5.0
Vehicles Entered	0	210	5	73	304	3	2	67	2	11	677
Vehicles Exited	0	212	5	73	302	4	2	66	2	11	677
Hourly Exit Rate	0	848	20	292	1208	16	8	264	8	44	2708
Input Volume	2	858	15	302	1200	14	6	256	9	45	2707
% of Volume	0	99	133	97	101	114	133	103	89	98	100

100: 600 West & 200 North Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)		0.1	0.1	1.1	0.3	0.4	0.9	0.1	1.9	0.1	0.3
Total Delay (hr)	0.0	0.1	0.0	0.3	0.1	0.0	0.2	0.2	0.1	0.0	1.0
Total Del/Veh (s)		1.0	1.0	11.9	1.2	1.4	282.5	10.8	249.4	8.5	4.9
Vehicles Entered	0	215	4	76	300	4	1	66	2	11	679
Vehicles Exited	0	213	4	76	301	4	1	65	2	11	677
Hourly Exit Rate	0	852	16	304	1204	16	4	260	8	44	2708
Input Volume	2	858	15	302	1200	14	6	256	9	45	2707
% of Volume	0	99	107	101	100	114	67	102	89	98	100

100: 600 West & 200 North Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)		0.1	0.2	1.1	0.3	0.3	2.4	0.1	1.9	0.1	0.3
Total Delay (hr)	0.0	0.1	0.0	0.4	0.1	0.0	0.1	0.2	0.2	0.0	1.1
Total Del/Veh (s)		1.2	0.7	14.9	1.3	1.2	254.1	10.8	338.3	8.3	5.5
Vehicles Entered	0	223	5	84	317	4	1	68	2	13	717
Vehicles Exited	0	224	4	82	317	4	1	68	2	12	714
Hourly Exit Rate	0	896	16	328	1268	16	4	272	8	48	2856
Input Volume	2	894	15	314	1251	14	6	267	9	46	2818
% of Volume	0	100	107	104	101	114	67	102	89	104	101

100: 600 West & 200 North Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)		0.1	0.2	1.2	0.3	0.5	1.5	0.1	2.9	0.2	0.3
Total Delay (hr)	0.0	0.1	0.0	0.3	0.1	0.0	0.2	0.2	0.2	0.0	1.1
Total Del/Veh (s)		1.0	0.6	12.6	1.3	0.7	426.7	9.7	257.8	9.3	5.7
Vehicles Entered	0	214	3	80	303	3	2	65	2	10	682
Vehicles Exited	0	212	3	82	305	4	2	65	2	10	685
Hourly Exit Rate	0	848	12	328	1220	16	8	260	8	40	2740
Input Volume	2	858	15	302	1200	14	6	256	9	45	2707
% of Volume	0	99	80	109	102	114	133	102	89	89	101

100: 600 West & 200 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.3	0.1	0.1	1.1	0.3	0.3	1.5	0.1	2.3	0.1	0.3
Total Delay (hr)	0.0	0.3	0.0	1.2	0.4	0.0	0.7	0.8	0.7	0.1	4.2
Total Del/Veh (s)	11.7	1.1	0.7	13.9	1.3	1.1	395.9	10.5	295.9	8.9	5.5
Vehicles Entered	2	862	17	312	1225	14	6	266	8	45	2757
Vehicles Exited	2	862	16	312	1225	14	6	264	8	46	2755
Hourly Exit Rate	2	862	16	312	1225	14	6	264	8	46	2755
Input Volume	2	867	15	305	1213	14	6	259	9	45	2735
% of Volume	100	99	107	102	101	100	100	102	89	102	101

101: Deseret Drive & Old Mill Lane Performance by movement Interval #1 4:30

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.3	4.3	0.4	0.3	3.1	1.2	2.5
Vehicles Entered	19	18	26	6	20	56	145
Vehicles Exited	19	18	26	6	20	56	145
Hourly Exit Rate	76	72	104	24	80	224	580
Input Volume	73	69	96	26	89	228	581
% of Volume	104	104	108	92	90	98	100

101: Deseret Drive & Old Mill Lane Performance by movement Interval #2 4:45

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.2	4.6	0.3	0.3	2.9	1.2	2.5
Vehicles Entered	19	19	23	7	21	58	147
Vehicles Exited	19	19	23	7	21	58	147
Hourly Exit Rate	76	76	92	28	84	232	588
Input Volume	73	69	96	26	89	228	581
% of Volume	104	110	96	108	94	102	101

101: Deseret Drive & Old Mill Lane Performance by movement Interval #3 5:00

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.7	4.6	0.3	0.2	2.7	1.3	2.7
Vehicles Entered	20	18	24	7	25	61	155
Vehicles Exited	20	18	25	6	25	61	155
Hourly Exit Rate	80	72	100	24	100	244	620
Input Volume	76	72	100	27	93	236	604
% of Volume	105	100	100	89	108	103	103

101: Deseret Drive & Old Mill Lane Performance by movement Interval #4 5:15

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.8	4.3	0.4	0.2	2.8	1.0	2.3
Vehicles Entered	16	19	24	6	22	64	151
Vehicles Exited	15	19	23	7	22	64	150
Hourly Exit Rate	60	76	92	28	88	256	600
Input Volume	73	69	96	26	89	228	581
% of Volume	82	110	96	108	99	112	103

101: Deseret Drive & Old Mill Lane Performance by movement Entire Run

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.0	0.1	0.1	0.4
Total Del/Veh (s)	8.4	4.8	0.4	0.2	3.0	1.2	2.6
Vehicles Entered	73	74	98	27	88	240	600
Vehicles Exited	73	75	98	27	88	240	601
Hourly Exit Rate	73	75	98	27	88	240	601
Input Volume	74	70	97	26	90	230	587
% of Volume	99	108	101	103	98	104	102

102: Country Mill Drive & Deseret Drive Performance by movement Interval #1 4:30

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1			0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	3.5	4.3			2.7	0.1	4.3	1.3	0.5	1.1
Vehicles Entered	1	1	2	0	0	1	23	2	23	1	54
Vehicles Exited	1	1	2	0	0	1	23	2	24	1	55
Hourly Exit Rate	4	4	8	0	0	4	92	8	96	4	220
Input Volume	3	2	8	1	1	4	94	11	97	7	228
% of Volume	133	200	100	0	0	100	98	73	99	57	96

102: Country Mill Drive & Deseret Drive Performance by movement Interval #2 4:45

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.1		0.1	0.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.4	5.7		1.5	1.3	0.1	3.1	1.4	1.9	1.2
Vehicles Entered	0	1	2	0	1	1	27	3	24	1	60
Vehicles Exited	0	1	2	0	1	1	26	3	24	1	59
Hourly Exit Rate	0	4	8	0	4	4	104	12	96	4	236
Input Volume	3	2	8	1	1	4	94	11	97	7	228
% of Volume	0	200	100	0	400	100	111	109	99	57	104

102: Country Mill Drive & Deseret Drive Performance by movement Interval #3 5:00

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)			0.1			0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)			4.0	2.7		2.2	0.1	3.3	1.6	2.5	1.3
Vehicles Entered	0	0	2	0	0	1	25	2	27	2	59
Vehicles Exited	0	0	2	0	0	1	25	2	28	2	60
Hourly Exit Rate	0	0	8	0	0	4	100	8	112	8	240
Input Volume	3	2	8	1	1	4	98	11	102	7	237
% of Volume	0	0	100	0	0	100	102	73	110	114	101

102: Country Mill Drive & Deseret Drive Performance by movement Interval #4 5:15

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1		0.1			0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1		7.1			1.3	0.1	1.3	1.3	1.3	1.0
Vehicles Entered	1	0	1	0	0	1	23	2	26	2	56
Vehicles Exited	1	0	1	0	0	1	23	2	25	2	55
Hourly Exit Rate	4	0	4	0	0	4	92	8	100	8	220
Input Volume	3	2	8	1	1	4	94	11	97	7	228
% of Volume	133	0	50	0	0	100	98	73	103	114	96

102: Country Mill Drive & Deseret Drive Performance by movement Entire Run

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.3	5.5	5.0	3.7	1.9	1.9	0.1	3.0	1.5	2.0	1.2
Vehicles Entered	2	2	7	2	2	4	98	9	100	6	232
Vehicles Exited	3	2	7	1	2	4	98	9	100	6	232
Hourly Exit Rate	3	2	7	1	2	4	98	9	100	6	232
Input Volume	3	2	8	1	1	4	95	11	98	7	230
% of Volume	100	100	88	100	200	100	103	82	102	86	101

Total Zone Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	1.1	1.1	1.3	1.3	4.8
Total Del/Veh (s)	79.0	73.1	84.2	81.1	219.8
Vehicles Entered	707	708	744	706	2871
Vehicles Exited	6	9	9	10	32
Hourly Exit Rate	24	36	36	40	32
Input Volume	3516	3516	3659	3516	3552
% of Volume	1	1	1	1	1

Intersection: 100: 600 West & 200 North, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	6	2	2	131	55	29	35	114	41	52
Average Queue (ft)	1	0	0	81	11	4	14	72	19	30
95th Queue (ft)	9	3	3	148	94	62	50	121	61	56
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				3	0		0	3	4	
Queuing Penalty (veh)				19	0		0	0	2	

Intersection: 100: 600 West & 200 North, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	4	1	6	130	25	15	32	144	32	49
Average Queue (ft)	1	0	1	77	4	2	16	76	13	27
95th Queue (ft)	8	0	9	139	37	32	54	137	44	55
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				2	0		0	4		
Queuing Penalty (veh)				10	0		0	0		

Intersection: 100: 600 West & 200 North, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	9	3	5	158	58	50	29	127	32	53
Average Queue (ft)	1	0	1	89	8	7	13	76	15	27
95th Queue (ft)	10	2	8	164	90	77	54	135	49	54
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				5	0			4		
Queuing Penalty (veh)				29	0			0		

Intersection: 100: 600 West & 200 North, Interval #4

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	LT	R	L	TR
Maximum Queue (ft)	9	4	1	137	60	42	118	42	54
Average Queue (ft)	1	1	0	81	9	23	73	19	26
95th Queue (ft)	10	5	1	153	76	53	120	48	59
Link Distance (ft)		1834	1834		1488		1268		1153
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			125		100		100	
Storage Blk Time (%)				3	0		3		
Queuing Penalty (veh)				16	0		0		

Intersection: 100: 600 West & 200 North, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	18	5	11	182	142	65	57	181	55	67
Average Queue (ft)	1	0	1	82	8	3	16	74	17	27
95th Queue (ft)	9	3	6	151	77	51	53	129	51	56
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				3	0		0	4	1	
Queuing Penalty (veh)				19	0		0	0	0	

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #1

Movement	WB	SW
Directions Served	LR	LT
Maximum Queue (ft)	66	68
Average Queue (ft)	44	18
95th Queue (ft)	69	63
Link Distance (ft)	3917	1128
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #2

Movement	WB	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	74	2	56
Average Queue (ft)	47	0	17
95th Queue (ft)	75	5	57
Link Distance (ft)	3917	1004	1128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #3

Movement	WB	SW
Directions Served	LR	LT
Maximum Queue (ft)	81	50
Average Queue (ft)	48	14
95th Queue (ft)	81	52
Link Distance (ft)	3917	1128
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #4

Movement	WB	SW
Directions Served	LR	LT
Maximum Queue (ft)	64	41
Average Queue (ft)	42	13
95th Queue (ft)	67	45
Link Distance (ft)	3917	1128
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 101: Deseret Drive & Old Mill Lane, All Intervals

Movement	WB	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	93	2	84
Average Queue (ft)	45	0	16
95th Queue (ft)	73	2	55
Link Distance (ft)	3917	1004	1128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	19	16	5	8
Average Queue (ft)	3	5	1	1
95th Queue (ft)	17	19	8	11
Link Distance (ft)	398	576	696	3917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	19	20	3	10
Average Queue (ft)	3	7	0	2
95th Queue (ft)	16	23	6	15
Link Distance (ft)	398	576	696	3917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #3

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	16	19	5
Average Queue (ft)	3	5	1
95th Queue (ft)	14	19	10
Link Distance (ft)	398	576	696
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #4

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	14	18
Average Queue (ft)	3	5
95th Queue (ft)	16	19
Link Distance (ft)	398	576
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: Country Mill Drive & Deseret Drive, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	23	20	10	19
Average Queue (ft)	3	6	0	1
95th Queue (ft)	16	20	7	9
Link Distance (ft)	398	576	696	3917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty, Interval #1: 21
Zone wide Queuing Penalty, Interval #2: 10
Zone wide Queuing Penalty, Interval #3: 30
Zone wide Queuing Penalty, Interval #4: 16
Zone wide Queuing Penalty, All Intervals: 19

HALES ENGINEERING
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SimTraffic LOS Report

Project: Kaysville - America First Credit Union TIS
Analysis Period: *Existing (2018) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1232*

Intersection: 600 West & 200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	4	50	1365.1	*F*
	R	385	378	98	26.0	*D*
	Subtotal	393	382	97	40.0	*E*
SB	L	9	4	44	1524.0	*F*
	R	45	47	104	15.6	*C*
	Subtotal	***54***	***51***	***94***	***133.9***	***F***
EB	L	2	2	100	12.0	*B*
	T	867	868	100	1.3	*A*
	R	18	20	110	1.0	*A*
	Subtotal	887	890	100	1.3	*A*
WB	L	481	471	98	39.6	*E*
	T	1,213	1,202	99	3.2	*A*
	R	14	14	100	1.8	*A*
	Subtotal	1,708	1,687	99	13.4	*B*
Total		3,042	3,010	99	20.4	*C*

Intersection: Deseret Drive & Old Mill Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	86	87	101	13.0	*B*
	R	201	202	100	7.4	*A*
	Subtotal	***287***	***289***	***101***	***9.1***	***A***
NE	T	97	94	97	0.6	*A*
	R	45	44	97	0.2	*A*
	Subtotal	142	138	97	0.5	*A*
SW	L	268	266	99	3.6	*A*
	T	232	225	97	2.3	*A*
	Subtotal	500	491	98	3.0	*A*
Total		928	918	99	4.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Kaysville - America First Credit Union TIS
Analysis Period: *Existing (2018) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1232*

Intersection: Country Mill Drive & Deseret Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	100	1.8	*A*
	T	117	119	101	0.1	*A*
	Subtotal	121	123	102	0.2	*A*
SB	L	11	9	82	2.2	*A*
	T	97	94	97	0.3	*A*
	R	7	8	114	0.3	*A*
	Subtotal	115	111	97	0.5	*A*
EB	L	3	2	67	4.6	*A*
	T	2	3	150	5.7	*A*
	Subtotal	***5***	***5***	***100***	***5.3***	***A***
WB	L	8	8	100	4.5	*A*
	T	1	0	0		
	R	1	1	100	2.5	*A*
	Subtotal	10	9	90	4.3	*A*
Total		251	248	99	0.6	*A*

Intersection: Deseret Drive & North Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	144	148	103	0.3	*A*
	R	6	6	100	0.3	*A*
	Subtotal	150	154	103	0.3	*A*
SB	L	148	150	102	3.9	*A*
	T	165	162	98	2.5	*A*
	Subtotal	313	312	100	3.2	*A*
WB	L	4	4	100	7.4	*A*
	R	89	89	100	3.5	*A*
	Subtotal	***93***	***93***	***100***	***3.7***	***A***
Total		556	559	100	2.5	*A*

100: 600 West & 200 North Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)		0.1	0.2	1.1	0.3	0.4	0.9	0.1	2.3	0.1	0.4
Total Delay (hr)	0.0	0.1	0.0	1.2	0.3	0.0	0.6	0.5	0.6	0.1	3.2
Total Del/Veh (s)		1.2	1.1	33.5	3.0	1.7	501.1	17.4	577.8	17.0	14.7
Vehicles Entered	0	213	6	114	307	3	2	92	3	12	752
Vehicles Exited	0	214	5	118	305	3	1	92	1	13	752
Hourly Exit Rate	0	856	20	472	1220	12	4	368	4	52	3008
Input Volume	2	858	18	476	1200	14	8	381	9	45	3011
% of Volume	0	100	111	99	102	86	50	97	44	116	100

100: 600 West & 200 North Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)		0.1	0.2	1.1	0.3	0.6	1.1	0.1	2.0	0.2	0.4
Total Delay (hr)	0.0	0.1	0.0	1.1	0.2	0.0	0.8	0.6	0.8	0.0	3.7
Total Del/Veh (s)		1.2	0.6	33.0	2.6	1.2	555.8	21.9	607.7	10.3	16.7
Vehicles Entered	0	212	4	116	301	5	2	95	2	9	746
Vehicles Exited	0	212	5	113	302	5	1	96	1	9	744
Hourly Exit Rate	0	848	20	452	1208	20	4	384	4	36	2976
Input Volume	2	858	18	476	1200	14	8	381	9	45	3011
% of Volume	0	99	111	95	101	143	50	101	44	80	99

100: 600 West & 200 North Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.7	0.1	0.1	1.1	0.4	0.5	1.5	0.1	2.1	0.1	0.4
Total Delay (hr)	0.0	0.1	0.0	1.4	0.3	0.0	1.1	0.7	1.1	0.1	4.7
Total Del/Veh (s)	6.8	1.3	1.1	35.2	2.9	1.4	681.4	25.6	765.9	13.2	20.5
Vehicles Entered	1	222	6	129	299	2	2	98	2	14	775
Vehicles Exited	1	221	6	126	298	2	1	96	0	14	765
Hourly Exit Rate	4	884	24	504	1192	8	4	384	0	56	3060
Input Volume	2	894	19	496	1251	14	8	397	9	46	3136
% of Volume	200	99	126	102	95	57	50	97	0	122	98

100: 600 West & 200 North Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.2	1.2	0.3	0.4	0.7	1.0	2.7	0.1	0.5
Total Delay (hr)	0.0	0.1	0.0	1.7	0.3	0.0	1.3	1.0	1.3	0.1	5.7
Total Del/Veh (s)	8.4	1.3	1.1	47.4	3.9	2.4	682.9	34.2	648.1	18.7	25.6
Vehicles Entered	1	221	4	113	294	3	2	99	2	11	750
Vehicles Exited	1	221	4	114	297	4	1	94	1	11	748
Hourly Exit Rate	4	884	16	456	1188	16	4	376	4	44	2992
Input Volume	2	858	18	476	1200	14	8	381	9	45	3011
% of Volume	200	103	89	96	99	114	50	99	44	98	99

100: 600 West & 200 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.8	0.1	0.1	1.1	0.3	0.5	1.1	0.3	2.6	0.1	0.4
Total Delay (hr)	0.0	0.3	0.0	5.3	1.1	0.0	3.8	2.8	3.8	0.2	17.4
Total Del/Veh (s)	12.0	1.3	1.0	39.6	3.2	1.8	1365.1	26.0	1524.0	15.6	20.4
Vehicles Entered	2	867	20	472	1201	14	8	384	8	46	3022
Vehicles Exited	2	868	20	471	1202	14	4	378	4	47	3010
Hourly Exit Rate	2	868	20	471	1202	14	4	378	4	47	3010
Input Volume	2	867	18	481	1213	14	8	385	9	45	3042
% of Volume	100	100	110	98	99	100	50	98	44	104	99

101: Deseret Drive & Old Mill Lane Performance by movement Interval #1 4:30

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	12.2	7.2	0.5	0.3	3.6	2.4	4.5
Vehicles Entered	22	48	25	9	69	55	228
Vehicles Exited	23	48	24	9	70	56	230
Hourly Exit Rate	92	192	96	36	280	224	920
Input Volume	85	199	96	45	265	229	919
% of Volume	108	96	100	80	106	98	100

101: Deseret Drive & Old Mill Lane Performance by movement Interval #2 4:45

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	12.4	7.0	0.4	0.3	3.5	1.9	4.3
Vehicles Entered	20	50	23	11	64	54	222
Vehicles Exited	20	50	24	12	62	53	221
Hourly Exit Rate	80	200	96	48	248	212	884
Input Volume	85	199	96	45	265	229	919
% of Volume	94	101	100	107	94	93	96

101: Deseret Drive & Old Mill Lane Performance by movement Interval #3 5:00

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	12.3	7.2	0.7	0.2	3.5	2.3	4.5
Vehicles Entered	21	54	22	12	69	62	240
Vehicles Exited	20	53	22	12	70	61	238
Hourly Exit Rate	80	212	88	48	280	244	952
Input Volume	89	207	100	46	276	239	957
% of Volume	90	102	88	104	101	102	99

101: Deseret Drive & Old Mill Lane Performance by movement Interval #4 5:15

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	11.8	6.5	0.6	0.2	3.5	2.3	4.3
Vehicles Entered	24	52	23	11	64	55	229
Vehicles Exited	23	52	24	11	64	55	229
Hourly Exit Rate	92	208	96	44	256	220	916
Input Volume	85	199	96	45	265	229	919
% of Volume	108	105	100	98	97	96	100

101: Deseret Drive & Old Mill Lane Performance by movement Entire Run

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.4	0.0	0.0	0.3	0.1	1.2
Total Del/Veh (s)	13.0	7.4	0.6	0.2	3.6	2.3	4.6
Vehicles Entered	87	203	94	44	266	225	919
Vehicles Exited	87	202	94	44	266	225	918
Hourly Exit Rate	87	202	94	44	266	225	918
Input Volume	86	201	97	45	268	232	928
% of Volume	101	100	97	97	99	97	99

102: Country Mill Drive & Deseret Drive Performance by movement Interval #1 4:30

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1			0.2	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	4.0	3.4			1.9	0.1	1.8	0.3	0.4	0.5
Vehicles Entered	1	1	2	0	0	1	29	3	23	2	62
Vehicles Exited	1	1	2	0	0	1	29	3	22	2	61
Hourly Exit Rate	4	4	8	0	0	4	116	12	88	8	244
Input Volume	3	2	8	1	1	4	116	11	96	7	249
% of Volume	133	200	100	0	0	100	100	109	92	114	98

102: Country Mill Drive & Deseret Drive Performance by movement Interval #2 4:45

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.1			0.1	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		6.1	4.5			1.7	0.1	1.7	0.5	0.3	0.7
Vehicles Entered	0	1	2	0	0	1	27	3	21	2	57
Vehicles Exited	0	1	2	0	0	1	27	3	22	2	58
Hourly Exit Rate	0	4	8	0	0	4	108	12	88	8	232
Input Volume	3	2	8	1	1	4	116	11	96	7	249
% of Volume	0	200	100	0	0	100	93	109	92	114	93

102: Country Mill Drive & Deseret Drive Performance by movement Interval #3 5:00

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1			0.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	4.6	5.2			1.8	0.1	2.5	0.3	0.3	0.6
Vehicles Entered	1	1	2	0	0	1	30	2	25	2	64
Vehicles Exited	1	1	2	0	0	1	29	2	25	2	63
Hourly Exit Rate	4	4	8	0	0	4	116	8	100	8	252
Input Volume	3	2	8	1	1	4	121	11	100	7	258
% of Volume	133	200	100	0	0	100	96	73	100	114	98

102: Country Mill Drive & Deseret Drive Performance by movement Interval #4 5:15

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)			0.1			0.2	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)			4.9			1.6	0.1	2.0	0.3	0.4	0.5
Vehicles Entered	0	0	2	0	0	1	33	2	26	2	66
Vehicles Exited	0	0	2	0	0	1	34	2	25	2	66
Hourly Exit Rate	0	0	8	0	0	4	136	8	100	8	264
Input Volume	3	2	8	1	1	4	116	11	96	7	249
% of Volume	0	0	100	0	0	100	117	73	104	114	106

102: Country Mill Drive & Deseret Drive Performance by movement Entire Run

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1		0.1	0.2	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	5.7	4.5		2.5	1.8	0.1	2.2	0.3	0.3	0.6
Vehicles Entered	2	3	8	0	1	4	119	9	95	8	249
Vehicles Exited	2	3	8	0	1	4	119	9	94	8	248
Hourly Exit Rate	2	3	8	0	1	4	119	9	94	8	248
Input Volume	3	2	8	1	1	4	117	11	97	7	251
% of Volume	67	150	100	0	100	100	101	82	97	114	99

200: Deseret Drive & North Access Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.6	3.5	0.3	0.4	3.8	2.4	2.5
Vehicles Entered	1	20	37	2	38	40	138
Vehicles Exited	1	20	37	2	38	41	139
Hourly Exit Rate	4	80	148	8	152	164	556
Input Volume	4	88	143	6	146	164	551
% of Volume	100	91	103	133	104	100	101

200: Deseret Drive & North Access Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.2	3.4	0.3	0.2	3.6	2.6	2.5
Vehicles Entered	1	22	34	2	37	37	133
Vehicles Exited	1	22	34	2	37	38	134
Hourly Exit Rate	4	88	136	8	148	152	536
Input Volume	4	88	143	6	146	164	551
% of Volume	100	100	95	133	101	93	97

200: Deseret Drive & North Access Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.3	3.4	0.4	0.4	3.7	2.3	2.4
Vehicles Entered	1	23	38	1	39	43	145
Vehicles Exited	1	23	38	1	39	43	145
Hourly Exit Rate	4	92	152	4	156	172	580
Input Volume	4	92	148	6	153	169	572
% of Volume	100	100	103	67	102	102	101

200: Deseret Drive & North Access Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.6	3.5	0.3	0.2	3.5	2.2	2.3
Vehicles Entered	1	24	40	1	35	40	141
Vehicles Exited	1	24	40	1	35	40	141
Hourly Exit Rate	4	96	160	4	140	160	564
Input Volume	4	88	143	6	146	164	551
% of Volume	100	109	112	67	96	98	102

200: Deseret Drive & North Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.2	0.1	0.4
Total Del/Veh (s)	7.4	3.5	0.3	0.3	3.9	2.5	2.5
Vehicles Entered	4	89	148	6	149	161	557
Vehicles Exited	4	89	148	6	150	162	559
Hourly Exit Rate	4	89	148	6	150	162	559
Input Volume	4	89	144	6	148	165	556
% of Volume	100	100	103	100	102	98	100

201: Deseret Drive & South Access Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	2.9	0.2	0.0	2.4	0.8	1.3
Vehicles Entered	3	12	26	3	12	26	82
Vehicles Exited	3	12	26	3	12	25	81
Hourly Exit Rate	12	48	104	12	48	100	324
Input Volume	11	45	104	16	49	103	328
% of Volume	109	107	100	75	98	97	99

201: Deseret Drive & South Access Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	2.9	0.2	0.1	2.2	0.8	1.3
Vehicles Entered	3	12	24	3	13	23	78
Vehicles Exited	3	12	24	3	13	23	78
Hourly Exit Rate	12	48	96	12	52	92	312
Input Volume	11	45	104	16	49	103	328
% of Volume	109	107	92	75	106	89	95

201: Deseret Drive & South Access Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	2.9	0.2	0.2	2.5	0.8	1.3
Vehicles Entered	2	12	28	2	14	27	85
Vehicles Exited	2	12	28	3	14	26	85
Hourly Exit Rate	8	48	112	12	56	104	340
Input Volume	11	46	109	16	52	107	341
% of Volume	73	104	103	75	108	97	100

201: Deseret Drive & South Access Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	3.3	0.2	0.1	2.3	0.7	1.2
Vehicles Entered	3	11	30	5	11	26	86
Vehicles Exited	3	11	30	5	11	26	86
Hourly Exit Rate	12	44	120	20	44	104	344
Input Volume	11	45	104	16	49	103	328
% of Volume	109	98	115	125	90	101	105

201: Deseret Drive & South Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.3	3.0	0.2	0.1	2.4	0.8	1.3
Vehicles Entered	11	46	108	14	50	102	331
Vehicles Exited	11	46	108	14	50	101	330
Hourly Exit Rate	11	46	108	14	50	101	330
Input Volume	11	45	105	16	50	104	331
% of Volume	100	102	103	88	101	97	100

Total Zone Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.4
Denied Del/Veh (s)	0.4	0.4	0.4	0.5	0.4
Total Delay (hr)	3.7	4.1	5.1	6.2	19.1
Total Del/Veh (s)	166.1	191.6	198.8	251.8	577.2
Vehicles Entered	797	789	821	794	3204
Vehicles Exited	12	9	11	9	40
Hourly Exit Rate	48	36	44	36	40
Input Volume	5058	5058	5264	5058	5110
% of Volume	1	1	1	1	1

Intersection: 100: 600 West & 200 North, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	7	4	4	212	321	206	66	192	68	69
Average Queue (ft)	1	1	1	155	130	98	46	117	49	33
95th Queue (ft)	9	6	5	254	473	406	116	202	102	75
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				32	0		22	21	18	1
Queuing Penalty (veh)				192	0		84	2	8	0

Intersection: 100: 600 West & 200 North, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	7	14	11	214	342	248	92	233	79	52
Average Queue (ft)	1	1	2	156	105	84	64	132	62	26
95th Queue (ft)	9	6	12	254	431	362	152	246	120	63
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				34			25	26	33	0
Queuing Penalty (veh)				203			93	2	15	0

Intersection: 100: 600 West & 200 North, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	9	6	12	216	327	284	134	211	92	62
Average Queue (ft)	1	1	2	177	139	77	97	150	78	31
95th Queue (ft)	10	6	11	263	434	340	210	310	161	64
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				45			44	29	52	0
Queuing Penalty (veh)				282			173	2	24	0

Intersection: 100: 600 West & 200 North, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	13	6	9	212	419	357	129	317	122	72
Average Queue (ft)	2	1	1	162	201	171	108	181	97	36
95th Queue (ft)	12	8	11	266	661	588	223	494	177	100
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				39			50	23	54	0
Queuing Penalty (veh)				235			189	2	24	0

Intersection: 100: 600 West & 200 North, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	18	16	22	225	605	536	156	388	122	109
Average Queue (ft)	1	1	1	163	144	108	79	145	71	32
95th Queue (ft)	10	6	10	260	510	436	185	339	147	78
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				38	0		35	25	39	0
Queuing Penalty (veh)				228	0		135	2	18	0

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #1

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	134	2	95
Average Queue (ft)	68	0	40
95th Queue (ft)	133	5	96
Link Distance (ft)	2750	994	1137
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #2

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	130	2	72
Average Queue (ft)	69	0	34
95th Queue (ft)	124	5	80
Link Distance (ft)	2750	994	1137
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #3

Movement	NW	SW
Directions Served	LR	LT
Maximum Queue (ft)	122	80
Average Queue (ft)	70	37
95th Queue (ft)	121	85
Link Distance (ft)	2750	1137
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #4

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	104	2	86
Average Queue (ft)	63	0	36
95th Queue (ft)	113	4	86
Link Distance (ft)	2750	994	1137
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, All Intervals

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	157	4	110
Average Queue (ft)	68	0	37
95th Queue (ft)	123	4	87
Link Distance (ft)	2750	994	1137
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	17	22	3	3
Average Queue (ft)	4	5	1	0
95th Queue (ft)	20	20	8	6
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	20	20	3	16
Average Queue (ft)	4	4	0	2
95th Queue (ft)	18	18	5	15
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	22	18	6	8
Average Queue (ft)	5	6	1	2
95th Queue (ft)	20	21	8	12
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #4

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	12	20	3
Average Queue (ft)	2	6	0
95th Queue (ft)	14	21	6
Link Distance (ft)	401	576	370
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 102: Country Mill Drive & Deseret Drive, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	25	23	11	22
Average Queue (ft)	4	5	0	1
95th Queue (ft)	18	20	6	11
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 200: Deseret Drive & North Access, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	47	62
Average Queue (ft)	27	26
95th Queue (ft)	49	74
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Deseret Drive & North Access, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	56
Average Queue (ft)	27	20
95th Queue (ft)	50	59
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Deseret Drive & North Access, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	47	61
Average Queue (ft)	28	22
95th Queue (ft)	50	59
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Deseret Drive & North Access, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	55
Average Queue (ft)	28	20
95th Queue (ft)	52	57
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Deseret Drive & North Access, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	62	88
Average Queue (ft)	28	22
95th Queue (ft)	50	63
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	29
Average Queue (ft)	20	4
95th Queue (ft)	37	22
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	29
Average Queue (ft)	21	5
95th Queue (ft)	40	27
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	34
Average Queue (ft)	23	8
95th Queue (ft)	44	35
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	43	32
Average Queue (ft)	22	8
95th Queue (ft)	46	33
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	52
Average Queue (ft)	22	6
95th Queue (ft)	42	30
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 286
Zone wide Queuing Penalty, Interval #2: 313
Zone wide Queuing Penalty, Interval #3: 481
Zone wide Queuing Penalty, Interval #4: 450
Zone wide Queuing Penalty, All Intervals: 383

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Kaysville - America First Credit Union TIS
Analysis Period: *Future (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1232*

Intersection: 600 West & 200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	80	321.2	*F*
	R	265	265	100	11.8	*B*
	Subtotal	275	273	99	20.9	*C*
SB	L	10	9	90	549.9	*F*
	R	55	51	93	8.7	*A*
	Subtotal	***65***	***60***	***92***	***89.9***	***F***
EB	L	5	6	120	10.3	*B*
	T	905	903	100	1.2	*A*
	R	20	20	99	0.8	*A*
	Subtotal	930	929	100	1.3	*A*
WB	L	315	309	98	16.2	*C*
	T	1,240	1,226	99	1.3	*A*
	R	15	12	80	0.9	*A*
	Subtotal	1,570	1,547	99	4.3	*A*
Total		2,840	2,809	99	7.4	*A*

Intersection: Deseret Drive & Old Mill Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	L	85	85	100	9.7	*A*
	R	85	84	99	5.2	*A*
	Subtotal	***170***	***169***	***99***	***7.5***	***A***
NE	T	100	95	95	0.6	*A*
	R	30	30	99	0.3	*A*
	Subtotal	130	125	96	0.5	*A*
SW	L	95	94	99	2.9	*A*
	T	240	234	97	1.4	*A*
	Subtotal	335	328	98	1.8	*A*
Total		636	622	98	3.1	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Kaysville - America First Credit Union TIS
Analysis Period: *Future (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1232*

Intersection: Country Mill Drive & Deseret Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	2.0	*A*
	T	100	100	100	0.1	*A*
	R	5	6	120	0.0	*A*
	Subtotal	110	111	101	0.2	*A*
SB	L	15	16	107	2.9	*A*
	T	100	100	100	1.4	*A*
	R	10	8	80	1.0	*A*
	Subtotal	125	124	99	1.6	*A*
EB	L	5	5	100	5.4	*A*
	T	5	5	100	5.3	*A*
	R	5	4	80	3.0	*A*
	Subtotal	***15***	***14***	***93***	***4.7***	***A***
WB	L	8	7	88	4.3	*A*
	T	5	4	80	5.8	*A*
	R	5	4	80	3.3	*A*
	Subtotal	18	15	83	4.4	*A*
Total		268	264	98	1.3	*A*

Intersection:
Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
Total						

100: 600 West & 200 North Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.1	0.2	1.1	0.3	0.3	1.3	0.1	3.0	0.1	0.3
Total Delay (hr)	0.0	0.1	0.0	0.4	0.1	0.0	0.1	0.2	0.3	0.0	1.1
Total Del/Veh (s)	6.9	1.1	0.9	16.8	1.3	1.1	180.6	9.9	319.5	6.6	5.7
Vehicles Entered	2	224	5	78	297	4	2	61	2	13	688
Vehicles Exited	2	224	5	78	300	4	2	61	2	14	692
Hourly Exit Rate	8	896	20	312	1200	16	8	244	8	56	2768
Input Volume	5	896	20	312	1227	15	10	262	10	54	2811
% of Volume	160	100	100	100	98	107	80	93	80	104	98

100: 600 West & 200 North Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.1	0.1	1.2	0.3	0.3	2.1	0.1	3.0	0.1	0.3
Total Delay (hr)	0.0	0.1	0.0	0.3	0.1	0.0	0.1	0.2	0.4	0.0	1.3
Total Del/Veh (s)	9.9	1.2	0.7	13.5	1.2	0.5	142.2	12.8	452.2	8.2	6.3
Vehicles Entered	2	220	4	76	300	3	2	69	2	13	691
Vehicles Exited	1	221	5	76	299	3	3	67	2	12	689
Hourly Exit Rate	4	884	20	304	1196	12	12	268	8	48	2756
Input Volume	5	896	20	312	1227	15	10	262	10	54	2811
% of Volume	80	99	100	97	97	80	120	102	80	89	98

100: 600 West & 200 North Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.0	0.1	0.2	1.2	0.3	0.3	1.4	0.1	2.0	0.2	0.3
Total Delay (hr)	0.0	0.1	0.0	0.4	0.1	0.0	0.2	0.3	0.5	0.0	1.7
Total Del/Veh (s)	10.6	1.2	1.0	16.1	1.3	0.8	298.6	12.3	490.6	10.3	7.9
Vehicles Entered	1	232	5	80	319	3	2	72	3	14	731
Vehicles Exited	1	232	5	79	317	2	1	72	2	14	725
Hourly Exit Rate	4	928	20	316	1268	8	4	288	8	56	2900
Input Volume	5	933	21	325	1278	15	10	273	10	57	2927
% of Volume	80	99	95	97	99	53	40	105	80	98	99

100: 600 West & 200 North Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.0	0.1	0.1	1.2	0.3	0.3	1.3	0.1	3.3	0.1	0.3
Total Delay (hr)	0.0	0.1	0.0	0.4	0.1	0.0	0.3	0.2	0.6	0.0	1.8
Total Del/Veh (s)	8.9	1.1	0.7	15.7	1.2	1.1	301.8	10.8	386.9	8.0	8.5
Vehicles Entered	2	227	6	75	308	2	2	65	3	12	702
Vehicles Exited	2	227	6	76	310	3	2	64	3	11	704
Hourly Exit Rate	8	908	24	304	1240	12	8	256	12	44	2816
Input Volume	5	896	20	312	1227	15	10	262	10	54	2811
% of Volume	160	101	120	97	101	80	80	98	120	81	100

100: 600 West & 200 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.7	0.1	0.2	1.2	0.3	0.3	1.3	0.1	2.8	0.1	0.3
Total Delay (hr)	0.0	0.3	0.0	1.4	0.4	0.0	0.8	0.9	1.8	0.1	5.8
Total Del/Veh (s)	10.3	1.2	0.8	16.2	1.3	0.9	321.2	11.8	549.9	8.7	7.4
Vehicles Entered	6	904	20	308	1224	12	9	266	10	51	2810
Vehicles Exited	6	903	20	309	1226	12	8	265	9	51	2809
Hourly Exit Rate	6	903	20	309	1226	12	8	265	9	51	2809
Input Volume	5	905	20	315	1240	15	10	265	10	55	2840
% of Volume	120	100	99	98	99	80	80	100	90	93	99

101: Deseret Drive & Old Mill Lane Performance by movement Interval #1 4:30

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.5	4.5	0.6	0.3	3.0	1.3	2.8
Vehicles Entered	20	18	23	7	24	60	152
Vehicles Exited	19	17	23	7	24	59	149
Hourly Exit Rate	76	68	92	28	96	236	596
Input Volume	84	84	99	30	94	238	629
% of Volume	90	81	93	93	102	99	95

101: Deseret Drive & Old Mill Lane Performance by movement Interval #2 4:45

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.0	5.2	0.6	0.2	2.8	1.3	3.2
Vehicles Entered	20	21	23	9	23	58	154
Vehicles Exited	22	22	24	9	24	59	160
Hourly Exit Rate	88	88	96	36	96	236	640
Input Volume	84	84	99	30	94	238	629
% of Volume	105	105	97	120	102	99	102

101: Deseret Drive & Old Mill Lane Performance by movement Interval #3 5:00

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.2	4.1	0.7	0.5	3.0	1.5	3.0
Vehicles Entered	23	24	25	7	25	59	163
Vehicles Exited	21	24	25	7	24	58	159
Hourly Exit Rate	84	96	100	28	96	232	636
Input Volume	88	88	103	31	98	248	656
% of Volume	95	109	97	90	98	94	97

101: Deseret Drive & Old Mill Lane Performance by movement Interval #4 5:15

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	8.5	5.2	0.6	0.4	2.5	1.3	3.0
Vehicles Entered	22	20	24	7	22	59	154
Vehicles Exited	23	21	25	7	23	58	157
Hourly Exit Rate	92	84	100	28	92	232	628
Input Volume	84	84	99	30	94	238	629
% of Volume	110	100	101	93	98	97	100

101: Deseret Drive & Old Mill Lane Performance by movement Entire Run

Movement	WBL	WBR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.0	0.1	0.1	0.5
Total Del/Veh (s)	9.7	5.2	0.6	0.3	2.9	1.4	3.1
Vehicles Entered	86	84	96	30	94	235	625
Vehicles Exited	85	84	95	30	94	234	622
Hourly Exit Rate	85	84	95	30	94	234	622
Input Volume	85	85	100	30	95	240	636
% of Volume	100	99	95	99	99	97	98

102: Country Mill Drive & Deseret Drive Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	7.6	2.0	4.0	5.3	3.6	2.9	0.1	0.0	3.3	1.3	1.9
Vehicles Entered	1	1	2	2	1	1	1	23	2	4	25	2
Vehicles Exited	1	1	2	2	1	1	1	22	2	4	25	2
Hourly Exit Rate	4	4	8	8	4	4	4	88	8	16	100	8
Input Volume	5	5	5	8	5	5	5	99	5	15	99	10
% of Volume	80	80	160	100	80	80	80	89	160	107	101	80

102: Country Mill Drive & Deseret Drive Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.0
Total Del/Veh (s)	1.3
Vehicles Entered	65
Vehicles Exited	64
Hourly Exit Rate	256
Input Volume	266
% of Volume	96

102: Country Mill Drive & Deseret Drive Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	5.3	3.4	3.5	4.5	3.5	2.3	0.1	0.0	2.9	1.3	0.8
Vehicles Entered	1	1	1	2	1	1	1	24	2	4	26	2
Vehicles Exited	1	1	1	2	1	1	1	24	2	5	26	2
Hourly Exit Rate	4	4	4	8	4	4	4	96	8	20	104	8
Input Volume	5	5	5	8	5	5	5	99	5	15	99	10
% of Volume	80	80	80	100	80	80	80	97	160	133	105	80

102: Country Mill Drive & Deseret Drive Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.0
Total Del/Veh (s)	1.2
Vehicles Entered	66
Vehicles Exited	67
Hourly Exit Rate	268
Input Volume	266
% of Volume	101

102: Country Mill Drive & Deseret Drive Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.5	7.7	2.5	5.9	7.7	2.8	2.3	0.1	0.1	1.8	1.3	0.7
Vehicles Entered	2	1	1	2	1	1	1	28	1	4	24	3
Vehicles Exited	2	1	1	2	1	1	1	28	1	3	26	3
Hourly Exit Rate	8	4	4	8	4	4	4	112	4	12	104	12
Input Volume	5	5	5	8	5	5	5	103	5	15	104	10
% of Volume	160	80	80	100	80	80	80	109	80	80	100	120

102: Country Mill Drive & Deseret Drive Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.0
Total Del/Veh (s)	1.3
Vehicles Entered	69
Vehicles Exited	70
Hourly Exit Rate	280
Input Volume	275
% of Volume	102

102: Country Mill Drive & Deseret Drive Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	5.8	2.1	3.7	5.9	3.2	1.4	0.1	0.0	2.9	1.3	0.3
Vehicles Entered	1	1	1	2	1	1	1	25	1	4	25	1
Vehicles Exited	1	1	1	2	1	1	2	25	1	4	24	1
Hourly Exit Rate	4	4	4	8	4	4	8	100	4	16	96	4
Input Volume	5	5	5	8	5	5	5	99	5	15	99	10
% of Volume	80	80	80	100	80	80	160	101	80	107	97	40

102: Country Mill Drive & Deseret Drive Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.0
Total Del/Veh (s)	1.2
Vehicles Entered	64
Vehicles Exited	64
Hourly Exit Rate	256
Input Volume	266
% of Volume	96

102: Country Mill Drive & Deseret Drive Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	5.3	3.0	4.3	5.8	3.3	2.0	0.1	0.0	2.9	1.4	1.0
Vehicles Entered	5	5	4	7	4	4	5	100	6	16	100	8
Vehicles Exited	5	5	4	7	4	4	5	100	6	16	100	8
Hourly Exit Rate	5	5	4	7	4	4	5	100	6	16	100	8
Input Volume	5	5	5	8	5	5	5	100	5	15	100	10
% of Volume	100	100	80	88	80	80	100	100	120	107	100	80

102: Country Mill Drive & Deseret Drive Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.3
Vehicles Entered	264
Vehicles Exited	264
Hourly Exit Rate	264
Input Volume	268
% of Volume	98

Total Zone Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	1.3	1.4	1.8	1.9	6.5
Total Del/Veh (s)	78.9	90.7	106.7	111.2	259.3
Vehicles Entered	727	726	769	736	2957
Vehicles Exited	9	10	9	9	37
Hourly Exit Rate	36	40	36	36	37
Input Volume	3706	3706	3858	3706	3744
% of Volume	1	1	1	1	1

Intersection: 100: 600 West & 200 North, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	22	4	3	178	67	27	33	120	48	48
Average Queue (ft)	4	0	0	96	10	4	12	71	24	27
95th Queue (ft)	19	3	2	178	87	57	38	127	68	52
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				7	0			2	4	
Queuing Penalty (veh)				41	0			0	2	

Intersection: 100: 600 West & 200 North, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	15	2	5	148	32	29	43	142	55	44
Average Queue (ft)	3	0	1	82	5	4	17	79	31	27
95th Queue (ft)	16	3	8	146	68	61	47	148	108	53
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				3				7	14	
Queuing Penalty (veh)				18				1	7	

Intersection: 100: 600 West & 200 North, Interval #3

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	LT	R	L	TR
Maximum Queue (ft)	13	2	9	155	13	44	145	70	64
Average Queue (ft)	3	0	1	91	2	22	84	44	31
95th Queue (ft)	16	3	11	164	27	62	146	136	59
Link Distance (ft)		1834	1834		1488		1268		1153
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			125		100		100	
Storage Blk Time (%)				5	0	0	7	17	0
Queuing Penalty (veh)				31	0	0	1	10	0

Intersection: 100: 600 West & 200 North, Interval #4

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	LT	R	L	TR
Maximum Queue (ft)	13	6	2	148	68	62	122	82	48
Average Queue (ft)	5	1	0	92	10	32	77	55	24
95th Queue (ft)	19	8	3	160	69	75	133	117	56
Link Distance (ft)		1834	1834		1488		1268		1153
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100			125		100		100	
Storage Blk Time (%)				4	0	0	3	18	0
Queuing Penalty (veh)				23	0	0	0	10	0

Intersection: 100: 600 West & 200 North, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	25	11	13	202	126	29	66	171	90	74
Average Queue (ft)	4	0	1	90	6	2	20	78	38	27
95th Queue (ft)	18	5	7	163	66	41	58	139	112	55
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				5	0		0	5	13	0
Queuing Penalty (veh)				28	0		0	0	7	0

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #1

Movement	WB	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	75	20	58
Average Queue (ft)	49	4	17
95th Queue (ft)	80	21	57
Link Distance (ft)	3917	1004	1128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #2

Movement	WB	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	84	18	60
Average Queue (ft)	55	3	17
95th Queue (ft)	89	20	56
Link Distance (ft)	3917	1004	1128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #3

Movement	WB	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	76	34	62
Average Queue (ft)	51	6	18
95th Queue (ft)	79	31	63
Link Distance (ft)	3917	1004	1128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #4

Movement	WB	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	86	24	44
Average Queue (ft)	53	3	12
95th Queue (ft)	93	24	43
Link Distance (ft)	3917	1004	1128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, All Intervals

Movement	WB	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	111	51	79
Average Queue (ft)	52	4	16
95th Queue (ft)	86	24	55
Link Distance (ft)	3917	1004	1128
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	21	18	3	3
Average Queue (ft)	8	9	0	0
95th Queue (ft)	28	25	6	6
Link Distance (ft)	398	576	696	3917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	23	20	6	16
Average Queue (ft)	9	9	1	2
95th Queue (ft)	27	25	8	17
Link Distance (ft)	398	576	696	3917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	26	20	5	5
Average Queue (ft)	11	9	1	1
95th Queue (ft)	32	25	8	8
Link Distance (ft)	398	576	696	3917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	24	22	3	8
Average Queue (ft)	9	9	0	2
95th Queue (ft)	27	26	6	12
Link Distance (ft)	398	576	696	3917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	23	16	25
Average Queue (ft)	9	9	1	1
95th Queue (ft)	28	25	7	11
Link Distance (ft)	398	576	696	3917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty, Interval #1: 43
Zone wide Queuing Penalty, Interval #2: 26
Zone wide Queuing Penalty, Interval #3: 42
Zone wide Queuing Penalty, Interval #4: 34
Zone wide Queuing Penalty, All Intervals: 36

HALES ENGINEERING
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SimTraffic LOS Report

Project: Kaysville - America First Credit Union TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1232*

Intersection: 600 West & 200 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	12	3	25	1732.5	*F*
	R	394	370	94	54.8	*F*
	Subtotal	406	373	92	68.3	*F*
SB	L	10	2	20	1692.1	*F*
	R	55	45	82	168.4	*F*
	Subtotal	***65***	***47***	***72***	***233.2***	***F***
EB	L	5	4	80	17.8	*C*
	T	905	898	99	1.4	*A*
	R	23	24	103	1.1	*A*
	Subtotal	933	926	99	1.5	*A*
WB	L	491	494	101	75.2	*F*
	T	1,240	1,243	100	7.0	*A*
	R	15	13	87	4.5	*A*
	Subtotal	1,746	1,750	100	26.2	*D*
Total		3,150	3,096	98	39.3	*E*

Intersection: Deseret Drive & Old Mill Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	97	96	99	17.6	*C*
	R	216	213	98	11.8	*B*
	Subtotal	***313***	***309***	***99***	***13.6***	***B***
NE	T	100	98	98	2.5	*A*
	R	19	19	99	3.7	*A*
	Subtotal	119	117	98	2.7	*A*
SW	L	274	270	99	3.7	*A*
	T	240	248	103	2.3	*A*
	Subtotal	514	518	101	3.0	*A*
Total		947	944	100	6.5	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Kaysville - America First Credit Union TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT18-1232*

Intersection: Country Mill Drive & Deseret Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	2.1	*A*
	T	122	122	100	0.1	*A*
	R	5	7	140	0.0	*A*
	Subtotal	132	133	101	0.2	*A*
SB	L	15	15	100	2.1	*A*
	T	110	106	96	0.4	*A*
	R	10	10	100	0.4	*A*
	Subtotal	135	131	97	0.6	*A*
EB	L	5	6	120	4.7	*A*
	T	5	7	140	5.3	*A*
	R	5	5	100	3.1	*A*
	Subtotal	15	18	120	4.5	*A*
WB	L	8	7	88	5.7	*A*
	T	5	5	100	5.4	*A*
	R	5	4	80	3.1	*A*
	Subtotal	***18***	***16***	***89***	***5.0***	***A***
Total		300	298	99	0.9	*A*

Intersection: Deseret Drive & North Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	156	158	102	0.3	*A*
	R	6	7	117	0.2	*A*
	Subtotal	162	165	102	0.3	*A*
SB	L	148	148	100	4.1	*A*
	T	170	165	97	2.6	*A*
	Subtotal	318	313	98	3.3	*A*
WB	L	4	4	100	6.7	*A*
	R	89	87	98	3.5	*A*
	Subtotal	***93***	***91***	***98***	***3.6***	***A***
Total		572	569	99	2.5	*A*

100: 600 West & 200 North Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.7	0.2	0.1	1.2	0.4	0.6	1.4	0.1	2.8	0.1	0.4
Total Delay (hr)	0.0	0.1	0.0	1.3	0.3	0.0	0.9	0.9	0.8	0.0	4.4
Total Del/Veh (s)	12.5	1.3	1.1	35.7	3.0	2.5	637.2	32.1	507.9	9.9	19.2
Vehicles Entered	1	221	5	121	302	3	3	97	3	12	768
Vehicles Exited	1	219	5	120	303	3	2	95	1	12	761
Hourly Exit Rate	4	876	20	480	1212	12	8	380	4	48	3044
Input Volume	5	896	23	486	1227	15	12	390	10	54	3118
% of Volume	80	98	87	99	99	80	67	97	40	89	98

100: 600 West & 200 North Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.1	0.2	1.1	0.4	0.2	1.5	0.1	1.9	0.2	0.4
Total Delay (hr)	0.0	0.1	0.0	1.6	0.4	0.0	1.2	1.0	1.3	0.1	5.7
Total Del/Veh (s)	5.9	1.4	1.1	43.6	4.0	2.1	712.1	35.3	650.6	37.4	24.3
Vehicles Entered	1	225	7	122	316	3	2	97	3	12	788
Vehicles Exited	0	224	8	121	316	3	0	99	1	11	783
Hourly Exit Rate	0	896	32	484	1264	12	0	396	4	44	3132
Input Volume	5	896	23	486	1227	15	12	390	10	54	3118
% of Volume	0	100	139	100	103	80	0	102	40	81	100

100: 600 West & 200 North Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.1	0.1	1.2	0.4	0.5	0.4	1.2	2.3	0.2	0.6
Total Delay (hr)	0.0	0.1	0.0	3.4	0.9	0.0	1.8	1.3	1.9	0.7	10.1
Total Del/Veh (s)	32.3	1.3	1.0	84.4	10.0	5.1	718.4	45.1	750.8	151.2	41.5
Vehicles Entered	1	232	6	135	324	3	3	98	3	15	820
Vehicles Exited	1	235	6	123	319	3	0	92	0	12	791
Hourly Exit Rate	4	940	24	492	1276	12	0	368	0	48	3164
Input Volume	5	933	24	506	1278	15	12	406	10	57	3246
% of Volume	80	101	100	97	100	80	0	91	0	84	97

100: 600 West & 200 North Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.7
Denied Del/Veh (s)	0.6	0.1	0.2	1.2	0.4	0.2	33.9	22.0	2.4	8.2	3.3
Total Delay (hr)	0.0	0.1	0.0	4.4	0.9	0.0	2.4	2.6	2.6	1.7	14.7
Total Del/Veh (s)	10.2	1.3	0.9	105.1	10.0	6.1	781.7	93.8	777.6	336.6	61.5
Vehicles Entered	2	223	5	126	300	4	2	89	3	14	768
Vehicles Exited	1	219	5	129	305	4	1	84	0	9	757
Hourly Exit Rate	4	876	20	516	1220	16	4	336	0	36	3028
Input Volume	5	896	23	486	1227	15	12	390	10	54	3118
% of Volume	80	98	87	106	99	107	33	86	0	67	97

100: 600 West & 200 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.6	0.0	0.0	1.0
Denied Del/Veh (s)	0.9	0.1	0.1	1.2	0.4	0.4	6.9	5.7	2.6	2.4	1.2
Total Delay (hr)	0.0	0.3	0.0	10.8	2.5	0.0	6.3	5.9	6.6	2.5	34.9
Total Del/Veh (s)	17.8	1.4	1.1	75.2	7.0	4.5	1732.5	54.8	1692.1	168.4	39.3
Vehicles Entered	4	900	24	504	1242	13	11	380	11	53	3142
Vehicles Exited	4	898	24	494	1243	13	3	370	2	45	3096
Hourly Exit Rate	4	898	24	494	1243	13	3	370	2	45	3096
Input Volume	5	905	23	491	1240	15	12	394	10	55	3150
% of Volume	80	99	103	101	100	87	25	94	20	82	98

101: Deseret Drive & Old Mill Lane Performance by movement Interval #1 4:30

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	13.5	8.2	0.3	0.1	3.6	2.0	4.9
Vehicles Entered	23	56	23	5	64	63	234
Vehicles Exited	24	57	23	5	64	64	237
Hourly Exit Rate	96	228	92	20	256	256	948
Input Volume	96	214	99	19	271	238	937
% of Volume	100	107	93	105	94	108	101

101: Deseret Drive & Old Mill Lane Performance by movement Interval #2 4:45

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	12.6	7.7	0.4	0.1	3.4	2.0	4.7
Vehicles Entered	25	50	24	6	69	59	233
Vehicles Exited	25	51	24	6	68	59	233
Hourly Exit Rate	100	204	96	24	272	236	932
Input Volume	96	214	99	19	271	238	937
% of Volume	104	95	97	126	100	99	99

101: Deseret Drive & Old Mill Lane Performance by movement Interval #3 5:00

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	12.0	7.1	0.4	0.2	3.6	2.6	4.6
Vehicles Entered	25	53	27	5	69	62	241
Vehicles Exited	25	52	27	5	68	61	238
Hourly Exit Rate	100	208	108	20	272	244	952
Input Volume	100	223	103	20	282	248	976
% of Volume	100	93	105	100	96	98	98

101: Deseret Drive & Old Mill Lane Performance by movement Interval #4 5:15

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.4	0.1	0.0	0.1	0.0	0.8
Total Del/Veh (s)	28.5	20.8	8.5	14.3	3.5	2.2	10.6
Vehicles Entered	24	56	26	4	70	65	245
Vehicles Exited	23	53	24	4	70	64	238
Hourly Exit Rate	92	212	96	16	280	256	952
Input Volume	96	214	99	19	271	238	937
% of Volume	96	99	97	84	103	108	102

101: Deseret Drive & Old Mill Lane Performance by movement Entire Run

Movement	NWL	NWR	NET	NER	SWL	SWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.5	0.7	0.1	0.0	0.3	0.2	1.7
Total Del/Veh (s)	17.6	11.8	2.5	3.7	3.7	2.3	6.5
Vehicles Entered	97	215	100	20	271	248	951
Vehicles Exited	96	213	98	19	270	248	944
Hourly Exit Rate	96	213	98	19	270	248	944
Input Volume	97	216	100	19	274	240	947
% of Volume	99	98	98	99	99	103	100

102: Country Mill Drive & Deseret Drive Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1		0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.3	4.4	3.2	4.6	7.4	2.9		0.2	0.0	2.9	0.4	0.3
Vehicles Entered	1	2	1	2	1	1	0	30	2	3	25	3
Vehicles Exited	1	2	1	2	1	1	0	30	2	3	25	3
Hourly Exit Rate	4	8	4	8	4	4	0	120	8	12	100	12
Input Volume	5	5	5	8	5	5	5	121	5	15	109	10
% of Volume	80	160	80	100	80	80	0	99	160	80	92	120

102: Country Mill Drive & Deseret Drive Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.0
Total Del/Veh (s)	0.9
Vehicles Entered	71
Vehicles Exited	71
Hourly Exit Rate	284
Input Volume	298
% of Volume	95

102: Country Mill Drive & Deseret Drive Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	8.6	2.5	4.8	6.8	3.7	1.7	0.1	0.1	1.9	0.4	0.4
Vehicles Entered	2	1	2	2	1	1	1	31	2	4	27	2
Vehicles Exited	1	1	2	2	1	1	1	31	2	4	27	2
Hourly Exit Rate	4	4	8	8	4	4	4	124	8	16	108	8
Input Volume	5	5	5	8	5	5	5	121	5	15	109	10
% of Volume	80	80	160	100	80	80	80	102	160	107	99	80

102: Country Mill Drive & Deseret Drive Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.0
Total Del/Veh (s)	0.9
Vehicles Entered	76
Vehicles Exited	75
Hourly Exit Rate	300
Input Volume	298
% of Volume	101

102: Country Mill Drive & Deseret Drive Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	4.8	3.7	5.3	7.8	3.0	2.5	0.1	0.0	1.8	0.4	0.5
Vehicles Entered	1	2	1	2	1	1	1	30	1	4	26	2
Vehicles Exited	1	2	1	2	1	1	1	29	1	4	26	2
Hourly Exit Rate	4	8	4	8	4	4	4	116	4	16	104	8
Input Volume	5	5	5	8	5	5	5	126	5	15	114	10
% of Volume	80	160	80	100	80	80	80	92	80	107	91	80

102: Country Mill Drive & Deseret Drive Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.0
Total Del/Veh (s)	0.9
Vehicles Entered	72
Vehicles Exited	71
Hourly Exit Rate	284
Input Volume	308
% of Volume	92

102: Country Mill Drive & Deseret Drive Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	5.3	3.8	5.2	5.2	2.7	3.1	0.1	0.1	2.2	0.4	0.5
Vehicles Entered	2	2	1	2	1	1	1	31	2	4	28	2
Vehicles Exited	2	2	1	2	1	1	1	31	2	4	28	2
Hourly Exit Rate	8	8	4	8	4	4	4	124	8	16	112	8
Input Volume	5	5	5	8	5	5	5	121	5	15	109	10
% of Volume	160	160	80	100	80	80	80	102	160	107	103	80

102: Country Mill Drive & Deseret Drive Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.0
Total Del/Veh (s)	0.9
Vehicles Entered	77
Vehicles Exited	77
Hourly Exit Rate	308
Input Volume	298
% of Volume	103

102: Country Mill Drive & Deseret Drive Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	5.3	3.1	5.7	5.4	3.1	2.1	0.1	0.0	2.1	0.4	0.4
Vehicles Entered	6	7	5	7	5	4	4	121	7	15	106	10
Vehicles Exited	6	7	5	7	5	4	4	122	7	15	106	10
Hourly Exit Rate	6	7	5	7	5	4	4	122	7	15	106	10
Input Volume	5	5	5	8	5	5	5	122	5	15	110	10
% of Volume	120	140	100	88	100	80	80	100	140	100	96	100

102: Country Mill Drive & Deseret Drive Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	0.9
Vehicles Entered	297
Vehicles Exited	298
Hourly Exit Rate	298
Input Volume	300
% of Volume	99

200: Deseret Drive & North Access Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.3	3.5	0.3	0.4	3.4	2.5	2.3
Vehicles Entered	2	23	39	1	37	38	140
Vehicles Exited	2	23	39	1	36	38	139
Hourly Exit Rate	8	92	156	4	144	152	556
Input Volume	4	88	154	6	146	168	566
% of Volume	200	105	101	67	99	90	98

200: Deseret Drive & North Access Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.0	3.3	0.3	0.1	3.9	2.3	2.4
Vehicles Entered	1	21	39	2	37	43	143
Vehicles Exited	1	21	39	2	37	42	142
Hourly Exit Rate	4	84	156	8	148	168	568
Input Volume	4	88	154	6	146	168	566
% of Volume	100	95	101	133	101	100	100

200: Deseret Drive & North Access Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.5	3.4	0.4	0.3	4.2	2.5	2.5
Vehicles Entered	1	22	39	2	37	42	143
Vehicles Exited	1	22	39	2	37	42	143
Hourly Exit Rate	4	88	156	8	148	168	572
Input Volume	4	92	160	6	153	175	590
% of Volume	100	96	98	133	97	96	97

200: Deseret Drive & North Access Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.8	3.5	0.3	0.1	3.9	2.5	2.4
Vehicles Entered	1	21	41	1	38	42	144
Vehicles Exited	1	21	40	2	38	42	144
Hourly Exit Rate	4	84	160	8	152	168	576
Input Volume	4	88	154	6	146	168	566
% of Volume	100	95	104	133	104	100	102

200: Deseret Drive & North Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.2	0.1	0.4
Total Del/Veh (s)	6.7	3.5	0.3	0.2	4.1	2.6	2.5
Vehicles Entered	4	87	158	7	149	165	570
Vehicles Exited	4	87	158	7	148	165	569
Hourly Exit Rate	4	87	158	7	148	165	569
Input Volume	4	89	156	6	148	170	572
% of Volume	100	98	102	117	100	97	99

201: Deseret Drive & South Access Performance by movement Interval #1 4:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	2.8	0.2	0.1	2.4	0.7	1.2
Vehicles Entered	3	12	28	4	12	27	86
Vehicles Exited	3	12	29	4	12	28	88
Hourly Exit Rate	12	48	116	16	48	112	352
Input Volume	11	45	115	16	49	123	359
% of Volume	109	107	101	100	98	91	98

201: Deseret Drive & South Access Performance by movement Interval #2 4:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	2.7	0.3	0.1	2.6	0.8	1.2
Vehicles Entered	3	11	30	4	13	30	91
Vehicles Exited	3	11	30	4	13	30	91
Hourly Exit Rate	12	44	120	16	52	120	364
Input Volume	11	45	115	16	49	123	359
% of Volume	109	98	104	100	106	98	101

201: Deseret Drive & South Access Performance by movement Interval #3 5:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	3.1	0.2	0.1	2.4	0.9	1.3
Vehicles Entered	3	13	30	2	13	30	91
Vehicles Exited	3	13	29	2	14	29	90
Hourly Exit Rate	12	52	116	8	56	116	360
Input Volume	11	46	121	16	52	128	374
% of Volume	109	113	96	50	108	91	96

201: Deseret Drive & South Access Performance by movement Interval #4 5:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	3.0	0.2	0.1	2.7	0.7	1.2
Vehicles Entered	3	11	31	3	12	31	91
Vehicles Exited	3	11	31	3	12	31	91
Hourly Exit Rate	12	44	124	12	48	124	364
Input Volume	11	45	115	16	49	123	359
% of Volume	109	98	108	75	98	101	101

201: Deseret Drive & South Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.9	2.9	0.2	0.1	2.5	0.8	1.2
Vehicles Entered	12	47	118	14	51	118	360
Vehicles Exited	12	47	118	14	51	119	361
Hourly Exit Rate	12	47	118	14	51	119	361
Input Volume	11	45	116	16	50	124	363
% of Volume	109	104	101	88	103	96	100

Total Zone Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.1	0.1	0.1	0.7	1.0
Denied Del/Veh (s)	0.4	0.4	0.5	3.1	1.1
Total Delay (hr)	4.8	6.2	10.6	15.6	37.2
Total Del/Veh (s)	200.3	246.7	313.4	414.9	842.0
Vehicles Entered	820	845	873	830	3364
Vehicles Exited	8	9	8	7	31
Hourly Exit Rate	32	36	32	28	31
Input Volume	5278	5278	5494	5278	5332
% of Volume	1	1	1	1	1

Intersection: 100: 600 West & 200 North, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	15	5	6	223	391	295	151	287	88	46
Average Queue (ft)	2	1	1	163	144	108	86	176	64	29
95th Queue (ft)	13	6	8	257	519	451	210	367	141	53
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				35			33	36	27	
Queuing Penalty (veh)				212			128	4	15	

Intersection: 100: 600 West & 200 North, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	4	6	20	221	444	394	165	326	117	98
Average Queue (ft)	1	1	3	178	214	161	105	188	92	61
95th Queue (ft)	9	5	18	275	550	498	234	427	175	213
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				50			47	36	62	0
Queuing Penalty (veh)				309			183	4	33	0

Intersection: 100: 600 West & 200 North, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	L	TR
Maximum Queue (ft)	15	8	9	225	812	725	198	418	154	244
Average Queue (ft)	3	2	2	203	471	416	150	227	131	139
95th Queue (ft)	16	8	11	278	1029	988	286	498	203	477
Link Distance (ft)		1834	1834		1488	1488		1268		1153
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			125			100		100	
Storage Blk Time (%)				70	0		75	43	81	1
Queuing Penalty (veh)				446	0		306	5	46	0

Intersection: 100: 600 West & 200 North, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B11	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	T	L	TR
Maximum Queue (ft)	20	8	7	222	770	727	240	539	114	176	370
Average Queue (ft)	3	1	1	202	578	526	196	371	83	166	280
95th Queue (ft)	16	10	9	276	1434	1370	310	1003	543	205	851
Link Distance (ft)		1834	1834		1488	1488		1268	1137		1153
Upstream Blk Time (%)					2	0		10	5		5
Queuing Penalty (veh)					0	0		31	16		0
Storage Bay Dist (ft)	100			125			100			100	
Storage Blk Time (%)				66	0		93	41		100	0
Queuing Penalty (veh)				405	0		361	5		54	0

Intersection: 100: 600 West & 200 North, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B11	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	T	L	TR
Maximum Queue (ft)	22	13	28	225	970	898	260	639	114	176	399
Average Queue (ft)	3	1	2	186	352	303	134	240	21	113	127
95th Queue (ft)	14	8	12	277	993	935	278	638	258	208	504
Link Distance (ft)		1834	1834		1488	1488		1268	1137		1153
Upstream Blk Time (%)					0	0		3	1		1
Queuing Penalty (veh)					0	0		8	4		0
Storage Bay Dist (ft)	100			125			100			100	
Storage Blk Time (%)				55	0		62	39		67	0
Queuing Penalty (veh)				343	0		245	5		37	0

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #1

Movement	NW	SW
Directions Served	LR	LT
Maximum Queue (ft)	134	84
Average Queue (ft)	75	32
95th Queue (ft)	141	86
Link Distance (ft)	2750	1137
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #2

Movement	NW	SW
Directions Served	LR	LT
Maximum Queue (ft)	126	72
Average Queue (ft)	67	31
95th Queue (ft)	127	78
Link Distance (ft)	2750	1137
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #3

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	116	2	89
Average Queue (ft)	70	0	38
95th Queue (ft)	123	5	101
Link Distance (ft)	2750	994	1137
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, Interval #4

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	227	35	70
Average Queue (ft)	103	7	34
95th Queue (ft)	341	68	81
Link Distance (ft)	2750	994	1137
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Deseret Drive & Old Mill Lane, All Intervals

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	263	37	116
Average Queue (ft)	79	2	34
95th Queue (ft)	211	33	87
Link Distance (ft)	2750	994	1137
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	25	18	3	14
Average Queue (ft)	10	9	0	3
95th Queue (ft)	30	25	6	17
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	25	18	5	12
Average Queue (ft)	13	8	1	2
95th Queue (ft)	33	25	11	13
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	25	22	6	8
Average Queue (ft)	10	10	0	1
95th Queue (ft)	29	27	6	11
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	26	24	6	14
Average Queue (ft)	11	8	1	3
95th Queue (ft)	33	25	8	20
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 102: Country Mill Drive & Deseret Drive, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	27	16	28
Average Queue (ft)	11	9	1	2
95th Queue (ft)	31	25	8	15
Link Distance (ft)	401	576	696	370
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 200: Deseret Drive & North Access, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	47	58
Average Queue (ft)	28	21
95th Queue (ft)	50	57
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Deseret Drive & North Access, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	61
Average Queue (ft)	24	21
95th Queue (ft)	42	62
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Deseret Drive & North Access, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	64
Average Queue (ft)	25	26
95th Queue (ft)	41	65
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Deseret Drive & North Access, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	45	69
Average Queue (ft)	27	26
95th Queue (ft)	47	70
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Deseret Drive & North Access, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	56	84
Average Queue (ft)	26	23
95th Queue (ft)	45	64
Link Distance (ft)	340	2750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	24
Average Queue (ft)	20	5
95th Queue (ft)	35	24
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	30
Average Queue (ft)	21	7
95th Queue (ft)	41	36
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	37	32
Average Queue (ft)	21	7
95th Queue (ft)	37	33
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	39	37
Average Queue (ft)	22	8
95th Queue (ft)	38	33
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Deseret Drive & South Access, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	54
Average Queue (ft)	21	7
95th Queue (ft)	38	32
Link Distance (ft)	348	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 359
Zone wide Queuing Penalty, Interval #2: 530
Zone wide Queuing Penalty, Interval #3: 804
Zone wide Queuing Penalty, Interval #4: 872
Zone wide Queuing Penalty, All Intervals: 641

APPENDIX C

Site Plan

EDM Partners
3980 S 700 E, #22 Salt Lake City, UT 84107
(801) 305-4670 www.edmllc.net

NORTH

SCALE: 1" = 60'

0 30 60 120 180

DEVELOPER:

Ivory Development
978 East Woodoak Lane
Salt Lake City, UT 84117
801-747-7000

IVORYHOMES
Utah's Number One Homebuilder

NOTES:

DISCLAIMER:
ARTIST RENDERING ONLY. PLAN MAY BE ALTERED, AMENDED OR CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS A CONVENIENCE TO AID YOU IN LOCATING THE LAND INDICATED HEREON WITH REFERENCES TO STREETS AND OTHER LAND. NO LIABILITY IS ASSUMED BY REASON OF ANY RELIANCE HEREON.

Kaysville
ACFU Parcel
Conceptual Site Plan

PROJECT:	
DRAWN BY:	NMM
REVIEWED BY:	PMD
REVISIONS:	
No. DATE	REMARKS

DATE: April 12, 2018

SHEET NUMBER: **O-1**

C:\Users\Nick\Dropbox\EDM\Projects\Kaysville\Conceptual Site Plan 2.dwg

HALES ENGINEERING
innovative transportation solutions

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Kaysville - America First Credit Union TIS

Analysis: Existing (2018) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1232

Intersection	EB				NB			NE	SB			SW	WB				
	L	LTR	T	TR	LT	LTR	R	TR	L	LTR	TR	LT	L	LR	LTR	T	TR
600 West & 200 North	9	--	3	6	53	--	129	--	51	--	56	--	151	--	--	77	51
Country Mill Drive & Deseret Drive	--	16	--	--	--	7	--	--	--	9	--	--	--	--	20	--	--
Deseret Drive & Old Mill Lane	--	--	--	--	--	--	--	2	--	--	--	55	--	73	--	--	--

SimTraffic Queueing Report

Project: Kaysville - America First Credit Union TIS

Analysis: Existing (2018) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1232

Intersection	EB				NB			NE	NW	SB				SW	WB				
	L	LTR	T	TR	LT	LTR	R	TR	LR	L	LT	LTR	TR	LT	L	LR	LTR	T	TR
600 West & 200 North	10	--	6	10	185	--	339	--	--	147	--	--	78	--	260	--	--	510	436
Country Mill Drive & Deseret Drive	--	18	--	--	--	6	--	--	--	--	--	11	--	--	--	--	20	--	--
Deseret Drive & North Access	--	--	--	--	--	--	--	--	--	--	63	--	--	--	--	50	--	--	--
Deseret Drive & Old Mill Lane	--	--	--	--	--	--	--	4	123	--	--	--	--	87	--	--	--	--	--
Deseret Drive & South Access	--	--	--	--	--	--	--	--	--	--	30	--	--	--	--	42	--	--	--

SimTraffic Queueing Report

Project: Kaysville - America First Credit Union TIS

Analysis: Future (2024) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1232

Intersection	EB				NB			NE	SB			SW	WB				
	L	LTR	T	TR	LT	LTR	R	TR	L	LTR	TR	LT	L	LR	LTR	T	TR
600 West & 200 North	18	--	5	7	58	--	139	--	112	--	55	--	163	--	--	66	41
Country Mill Drive & Deseret Drive	--	28	--	--	--	7	--	--	--	11	--	--	--	--	25	--	--
Deseret Drive & Old Mill Lane	--	--	--	--	--	--	--	24	--	--	--	55	--	86	--	--	--

SimTraffic Queueing Report

Project: Kaysville - America First Credit Union TIS

Analysis: Future (2024) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT18-1232

Intersection	B11	EB				NB			NE	NW	SB				SW	WB				
	T	L	LTR	T	TR	LT	LTR	R	TR	LR	L	LT	LTR	TR	LT	L	LR	LTR	T	TR
600 West & 200 North	258	14	--	8	12	278	--	638	--	--	208	--	--	504	--	277	--	--	993	935
Country Mill Drive & Deseret Drive	--	--	31	--	--	--	8	--	--	--	--	--	15	--	--	--	--	25	--	--
Deseret Drive & North Access	--	--	--	--	--	--	--	--	--	--	--	64	--	--	--	--	45	--	--	--
Deseret Drive & Old Mill Lane	--	--	--	--	--	--	--	--	33	211	--	--	--	--	87	--	--	--	--	--
Deseret Drive & South Access	--	--	--	--	--	--	--	--	--	--	--	32	--	--	--	--	38	--	--	--

HALES ENGINEERING
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APPENDIX E

Alternate Trip Generation Scenarios

Table E-1
Kaysville City - American first Credit Union TIS
Trip Generation - General Commercial Scenario

Weekday Daily Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	**Total Daily Trips**
Shopping Center (820) [fitted curve equatio	326.7	1,000 Sq. Ft. GLA	13,448	50%	50%	6,724	6,724	0%	0%	0%	6,724	6,724	**13,448**
Project Total Daily Trips						**6,724**	**6,724**				**6,724**	**6,724**	**13,448**
A.M. Peak Hour Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	**Total a.m. Trips**
Shopping Center (820) [fitted curve equatio	326.7	1,000 Sq. Ft. GLA	316	62%	38%	196	120	0%	0%	0%	196	120	**316**
Project Total a.m. Peak Hour Trips						**196**	**120**				**196**	**120**	**316**
P.M. Peak Hour Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	**Total p.m. Trips**
Shopping Center (820) [fitted curve equatio	326.7	1,000 Sq. Ft. GLA	1,306	48%	52%	627	679	0%	0%	0%	627	679	**1,306**
Project Total p.m. Peak Hour Trips						**627**	**679**				**627**	**679**	**1,306**

1. Land Use Code from the Institute of Transportation Engineers *Trip Generation Manual* (10th Edition - 2017)

SOURCE: Hales Engineering, May 2018

Table E-2
Kaysville City - American first Credit Union TIS
Trip Generation - Professional Office Scenario

Weekday Daily Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	**Total Daily Trips**
Office Park (750)	653.4	1,000 Sq. Ft. GFA	7,110	50%	50%	3,555	3,555	0%	0%	0%	3,555	3,555	**7,110**
Project Total Daily Trips						**3,555**	**3,555**				**3,555**	**3,555**	**7,110**
A.M. Peak Hour Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	**Total a.m. Trips**
Office Park (750)	653.4	1,000 Sq. Ft. GFA	942	89%	11%	838	104	0%	0%	0%	838	104	**942**
Project Total a.m. Peak Hour Trips						**838**	**104**				**838**	**104**	**942**
P.M. Peak Hour Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	**Total p.m. Trips**
Office Park (750)	653.4	1,000 Sq. Ft. GFA	700	7%	93%	49	651	0%	0%	0%	49	651	**700**
Project Total p.m. Peak Hour Trips						**49**	**651**				**49**	**651**	**700**

1. Land Use Code from the Institute of Transportation Engineers *Trip Generation Manual* (10th Edition - 2017)

SOURCE: Hales Engineering, May 2018

KAYSVILLE CITY PLANNING COMMISSION

June 14, 2018

Members Attending: Chairperson Betty Parker, Matthew Anderson, Stroh DeCaire, Lorene Kamalu

Excused: Gary Bullock, Joshua Sundloff, Thomas Wood

Staff Present: City Engineer Andy Thompson, Zoning Administrator Lyle Gibson, Secretary Annemarie Plaizier

Others Present: Council Member Larry Page, Justin Atwater, Brooks Orison, Seth Faerber, Jim Newton, Clyde Terry, Brian Whitehead

OPENING

The Planning Commission meeting was held on Thursday, June 14, 2018 at 7:00 p.m. in the Municipal Center.

Chairperson Betty Parker opened the meeting by welcoming those present. The minutes of the May 24, 2018 meeting were presented for approval.

Stroh DeCaire made a motion to approve the minutes of the May 24, 2018 meeting. Matthew Anderson seconded the motion and it passed unanimously.

CONDITIONAL USE PERMIT FOR FARM ANIMALS AT 55 SOUTH 760 EAST – BRIAN AND HEATHER WHITEHEAD

Lyle Gibson explained that the Whitehead's live at 55 South 760 East and are requesting a conditional use permit for farm animals. Their property is 0.51 acres, which would allow them up to three sheep or goats and thirteen chickens. The Whiteheads made application for the animals before acquiring them, and now have them on site. This has allowed Staff to view the conditions where the animals are kept. There is a coop on site for the chickens and a pen for the goats. Currently the Whiteheads have two goats and seven chickens. The animals have a fenced space that is completely secure.

Brian Whitehead added that they have not owned goats before and don't plan on getting more than what they currently have now.

Matthew Anderson made a motion to grant a conditional use permit for farm animals at 55 South 760 East for Brian and Heather Whitehead. Stroh DeCaire seconded the motion and it passed unanimously.

PUBLIC HEARING AND REQUEST TO REZONE 3.3 ACRES OF PROPERTY AT 1020 AND 1034 WEST SMITH LANE AND A-1 (LIGHT AGRICULTURE) TO THE R-1-LD (SINGLE FAMILY LOW DENSITY) ZONING DISTRICT – JIM NEWTON AND CHAD SMITH

Lyle Gibson explained that the property owners of 1020 and 1034 West Smith Lane are requesting a rezone in order to accommodate a new development. The requested R-1-LD zoning district allows a net density of two units per acre, which could permit as many as six dwellings on these shared properties. The smallest lot size allowed would be 12,000 square feet in size. These properties are directly adjacent to a new R-1-LD subdivision to the north and east, with the R-1-20 zone to the north and agriculturally zoned properties to the west and south. While a formal preliminary plat application has not yet been made, the applicants have submitted a concept plan which indicates a likely development scenario which keeps the two existing homes along Smith Lane and creating four new lots on a cul-de-sac street.

Chairperson Betty Parker opened the Public Hearing.

There were no comments or questions from the public. Chairperson Betty Parker closed the Public Hearing.

Stroh DeCaire asked if any of the outbuildings would remain and if those existing homeowners plan on staying.

Justin Atwater, representing the Wright Development Group who is working with these homeowners, said that the two existing homes will remain, and the outbuildings will be removed. The owner of Lot 1 does not plan on staying but the owner of Lot 6 plans to stay. The homes built here will look similar to the homes in the Tyler Meadows subdivision. These new homes may also be annexed into the Tyler Meadows HOA so they could be required to have the same architectural standards.

Betty Parker commented that the lots to the west of these could also potentially be rezoned to the R-1-LD zone, which might be cause for concern.

Matthew Anderson made a motion to recommend approval of the request to rezone 3.3 acres of property at 1020 and 1034 West Smith Lane from A-1 (Light Agriculture) to the R-1-LD (Single Family Low Density) zoning district for Jim Newton and Chad Smith. Stroh DeCaire seconded the motion and it passed unanimously.

FINAL PLAT APPROVAL FOR SHADYBROOK SUBDIVISION LOT 4 AMENDED AT APPROXIMATELY 600 NORTH HILL FARMS LANE – DAVID FAERBER

Andy Thompson explained that David Faerber is requesting to subdivide his property at approximately 600 North Hill Farms Lane for the purpose of creating three additional building lots. The property is just under four acres in size and includes one home on the western portion of the lot. The request is to extend the stub street from Hill Farms Lane and complete the cul-de-sac with the new lots having access off of the new street. These lots will range in size from

20,000 square feet to 31,000 square feet, with the largest lot being where the existing home sits containing almost two acres. The project received preliminary plat approval a few weeks ago and is now being submitted for final plat approval. This final plat will only create one new lot and the street. The remaining property will be left with the existing home until the owners decide to plat another phase with the other two lots. All of the improvements will be installed with this first phase.

Seth Faerber added that they showed all three additional lots in the preliminary plat to show their intent for development. However because of privacy concerns and tax reasons they plan to only subdivide for one additional lot at this time.

Stroh DeCaire asked if they had a time frame for developing the other two lots.

Seth Faerber responded that they do not have a specific time frame. His father, David Faerber, currently lives on the property and does not want neighbors yet.

Lorene Kamalu made a motion to approve the final plat for Shadybrook Subdivision Lot 4 Amended at approximately 600 North Hill Farms for David Faerber. Matthew Anderson seconded the motion and it passed unanimously.

CALL TO THE PUBLIC

Nothing was brought under this item.

REPORTS

Lyle Gibson said that the rezone discussed tonight would be on the City Council's agenda for July 19th.

Lorene Kamalu stated that the first "Stroll Kaysville" event was happening that night from 6:00 to 9:00 p.m. along Main Street, and encouraged the Planning Commissioners to go see all the local artisans participating in it as there has been a lot of time and effort put into this event.

CALENDAR

The next regularly scheduled Planning Commission meeting will be held on Thursday, June 28, 2018 at 7:00 p.m.

ADJOURNMENT

Matthew Anderson made a motion to adjourn. The motion passed unanimously and the meeting adjourned at 7:16 p.m.